

## Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for scanning. 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 scanning are checked below.

L'Institut a numérisé 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 numérisation 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.

- 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
- Blank leaves added during restorations may  
appear within the text. Whenever possible, these  
have been omitted from scanning / 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 numérisées.

Additional comments /  
Commentaires supplémentaires:

Various pagings.

There are some creases in the middle of the pages.

In Sessional paper No. 7, part II, number on page 59 is printed upside down.

In Sessional paper No. 8, number on page 56 is printed upside down.

# SESSIONAL PAPERS

---

VOLUME 5.

---

SECOND SESSION OF THE FOURTH PARLIAMENT

OF THE

DOMINION OF CANADA.

---

SESSION 1880.

---



---

VOLUME XIII.

---

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

---

890870







W	No.		No.
Warrants, Governor General's.....	16	Wheat-flour imported from United States.....	84
Wassall, Mr. ....	146	Williamsburgh Canals .....	93
Washington Treaty .....	111		
Weights and Measures .....	3 & 30	Y	
Welland Canal.....	29		
Wharf at Trois Pistoles.....	46	York Factory, Import Duty.....	190
Wheat imported from United States.....	83		

---



---

## LIST OF SESSIONAL PAPERS.

---

ARRANGED NUMERICALLY AND IN VOLUMES.

---



---

### CONTENTS OF VOLUME No. 1.

- No. 1... **TRADE AND NAVIGATION** :—Tables of the Trade and Navigation of the Dominion of Canada for the fiscal year ended 30th June, 1879.

---

### CONTENTS OF VOLUME No. 2.

- No. 2... **PUBLIC ACCOUNTS** :—For the fiscal year ended 30th June, 1879.
- ESTIMATES** :—Of sums required for the service of the Dominion, for the year ending 30th June, 1881.
- Additional Supplementary Estimates of the amounts required for the service of Canada, for the year expiring the 30th June, 1880.
- Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1881.
- Additional Supplementary Estimates of the amounts required for the service of Canada, for the year expiring 30th June, 1880.

---

### CONTENTS OF VOLUME No. 3.

- No. 3... **INLAND REVENUE** :—Reports, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1879.
- SUPPLEMENT No. 1** :—Canal Statistics for the close of Navigation of 1879.
- SUPPLEMENT No. 2** :—Weights and Measures, 1879.
- SUPPLEMENT No. 3** :—Report on Adulteration of Food, for 1879.
- No. 4... **INTERIOR** :—Report of the Department of the Interior for the year ended 30th June, 1879.

---

### CONTENTS OF VOLUME No. 4.

- No. 5... **AUDITOR-GENERAL** :—Report of the Auditor-General on Appropriation Accounts of the year ended 30th June, 1879.
- No. 6... **RAILWAYS AND CANALS** :—Report of Department of, for the year ended 30th June, 1879.

---

### CONTENTS OF VOLUME No. 5.

- No. 7... **POSTMASTER-GENERAL** :—Report of, for the year ended 30th June, 1879.
- No. 8... **MILITIA** :—Report on the state of the Militia of the Dominion of Canada, for the year 1879.



## CONTENTS OF VOLUME No. 6.

No. 9... **MARINE AND FISHERIES** :—Report of the Department of, for the year ended 30th June, 1879.

**SUPPLEMENT No. 1** :—Report of the Chairman of the Board of Steamboat Inspection, Examination of Mates, &c., for the calendar year ended 31st December, 1879.

**SUPPLEMENT No. 2** :—Report of the Commissioner of Fisheries, for the year ended 31st December, 1879.

## CONTENTS OF VOLUME No. 7.

No. 10... **AGRICULTURE** :—Report of the Department of, for the year 1879.

**APPENDIX** :—Reports of Tenant Farmers' Delegates, on the Dominion of Canada as a field for settlement.

**CRIMINAL STATISTICS** :—Appendix to the Report of the Minister of Agriculture for the year 1879.

## CONTENTS OF VOLUME No. 8.

No. 11... **PUBLIC WORKS** :—General Report of the Minister of, for the fiscal year ended 30th June, 1879.

No. 12... **INSURANCE** :—Statements of Fire and Marine Insurance Companies for the year 1879.

No. 13... **SECRETARY OF STATE FOR CANADA** :—Report of, for the year ended 31st December, 1879.

No. 14... **LIBRARY OF PARLIAMENT** :—Report of the Librarian of Parliament, on the state of the Library of Parliament.

No. 15... **UNFORESEEN EXPENSES** :—Statement of expenditure charged to Unforeseen Expenses, under Orders in Council, from the 1st July, 1879, to date.

No. 16... **GOVERNOR GENERAL'S WARRANTS ISSUED** :—Statement of Governor General's Warrants, issued in fiscal year 1879-80, under authority of the Act 41 Victoria, chapter 7, section 32.

No. 17... **PENITENTIARIES REPORT** :—Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1879.

## CONTENTS OF VOLUME No. 9.

No. 18... **LETELLIER DE ST. JUST** :—Order of the Honorable the Privy Council, dated the 25th July, 1879, containing the cause assigned for the removal of the Hon. Luc Letellier de St. Just, from his office of Lieutenant Governor of the Province of Quebec.

No. 18a... Supplementary papers, relating to the removal of the Hon. Luc Letellier de St. Just, from the office of Lieutenant Governor of the Province of Quebec.

**CANADIAN PACIFIC RAILWAY** :—Articles of agreement entered into between the following contractors and Her Majesty Queen Victoria, in connection with the Canadian Pacific Railway, viz. :

No. 19... John Ryan—to do the excavation, grading, bridging, track-laying, ballasting, station building, etc., on the Colonization Railway, north-westerly from Winnipeg, Manitoba, about 100 miles.

No. 19a... Andrew Onderdonk—to do the excavation, grading, bridging, track-laying, ballasting, etc., from Emory's Bar to Boston Bar, British Columbia, about 29 miles (Section A).

No. 19b... Ryan, Goodwin & Co.—to do the excavation, grading, ballasting, etc., between Boston Bar and Lytton, British Columbia, about 29 miles (Section B).

- No. 19c. CANADIAN PACIFIC RAILWAY:—Andrew Onderdonk—to do the excavation, etc., required between Lytton and Junction Flat, about 6 miles above Spence's Bridge, on the River Thompson, B.C., about 28½ miles in length (Section C).
- No. 19d. Andrew Onderdonk—to do the excavation, grading, bridging, track-laying, ballasting, etc., between Junction Flat and Savona's Ferry, British Columbia, about 40½ miles in length (Section D).
- No. 19e. Miller Bros. & Miller—to supply 700 tons of railway spikes, delivered, 400 tons at Fort William and 300 tons at Montreal, for the Canadian Pacific Railway.
- No. 19f. The Dominion Bolt Co.—to supply 35 tons of fish-plates, bolts and nuts, at Fort William, for the Canadian Pacific Railway.
- No. 19g. Correspondence in connection with letting of the following contracts for the supply of 5,000 tons of steel rails and fastenings, etc., viz.: the West Cumberland Iron and Steel Co. (Limited), for 1,000 tons; the Barrow Co. for 1,500 tons; the Ebbw Vale Co. for 1,500 tons; and the Patent Nut and Bolt Co. for 48 tons.
- No. 19h. Agreement, R. Dickson, to erect station buildings, etc., on the Pembina Branch, Canadian Pacific Railway.
- No. 19i. Agreement, Guest & Co., for 10,000 tons steel rails and quantity fish plates, etc.
- No. 19k. Return to Address; Reports made since the first day of March, 1879, respecting any portion of the route or proposed route of the Pacific Railway; also, Reports of exploration of any portion of the country between the neighborhood of Fort Pelly and the Pacific Ocean via the Peace River Valley or Pine River Pass, with all Orders in Council respecting such explorations or the adoption of the route of the said Pacific Railway; and also, all correspondence relating to the same. Also, all Reports made by Capt. Brundage upon Port Simpson and the navigation of Dixon's Entrance.
- No. 19l. Articles of agreement between the Barrow Hæmatite Steel Company (Limited), and Her Majesty Queen Victoria, for the supply of 30,000 tons of steel rails, with fish-plates, bolts and nuts, for the Canadian Pacific Railway.
- No. 19m. Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879; and of all tenders received, showing the names of all sureties, etc., with Orders in Council and correspondence, not heretofore brought down.
- No. 19n. Supplementary Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879, and all tenders received, showing the names of all sureties, etc., with Orders in Council and correspondence, not heretofore brought down.
- No. 19o. Further Supplementary Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879, and of all tenders received, showing the names of all sureties, etc., with Orders in Council and correspondence, not heretofore brought down.
- No. 19p. Further Supplementary Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879, with Orders in Council and correspondence, not heretofore brought down.
- No. 19q. Return to Address; Orders in Council and correspondence which led to the postponement or abandonment of the Georgian Bay Branch of the Canada Pacific Railway, etc.
- No. 19r. Return to Order; Statement showing the names and salaries of all persons engaged during the year 1879, as Engineers and Assistants in the field on the Canada Pacific Railway, etc.
- No. 19s. Return to Order; Correspondence respecting the non-efficiency of the Canadian Pacific Railway Telegraph; correspondence with the contractors in reference to the working of the line, and a Statement showing the moneys paid for the construction of each section, etc. (*Not printed.*)
- No. 19t. Return to Order; Copy of a memorandum of location of Canadian Pacific Railway, 1879, by Mr. Marcus Smith.

- No. 19r. CANADIAN PACIFIC RAILWAY:—Return to Order; List of all vessels that have carried cargoes to the Fort William terminus of the Pacific Railway.
- No. 19s. Articles of agreement entered into between George Bowie and M. McNaughton and Her Majesty the Queen, to do the excavation, etc., on the 2nd 100 mile section of the Canadian Pacific Railway, west of Red River (about 100 miles).
- No. 20... SUPERANNUATION:—Statement of Allowances and Gratuities under the Act 33 Vic., cap. 4.
- No. 21... BANKS:—List of Shareholders of the several Banks of the Dominion of Canada.

CONTENTS OF VOLUME No. 10.

- No. 22... NATIONAL INVESTMENT Co.:—Statement of the National Investment Co. of Canada, made up to 31st December, 1879. (*Not printed.*)
- No. 23... SECURITIES:—Securities bearing six per cent., payable in Canada, outstanding on the 1st day of February, 1880. (*Not printed.*)
- No. 24... RECEIPTS AND EXPENDITURES:—Receipts and Expenditures, in detail, of the Dominion of Canada, during the six months ending the 1st day of January, 1880; and also during the six months ending the 1st day of January, 1879.
- No. 25... STATUTES:—Official Return of the Distribution of the Dominion Statutes of Canada, being 42 Victoria, 1st Session of the 4th Parliament, 1879. (*Not printed.*)
- No. 26... TREATIES, COMMERCE AND NAVIGATION:—Return to Address (Senate); Treaties of Commerce and Navigation between Great Britain and Foreign Powers, containing "most favored Nation" clauses; stating the period when terminable, and showing whether they apply to the British Colonies.
- No. 27... LAVOIE, CAPTAIN PIERRE:—Return to Order; Statement showing the orders given to Captain Pierre Lavoie during the whole time he had charge of the steamer "Rimouski." (*Not printed.*)
- No. 28... COAL CARS, OVERWEIGHT:—Return to Order; Monthly Return of the Number of Coal Cars checked for being over weight, upon the Government Railway in Nova Scotia and New Brunswick, between 1st July, 1878, and 1st March, 1879; also, a Return showing the quantity of Coal sold by the Government to their employes and others. (*Not printed.*)
- No. 29... WELLAND CANAL:—Return to Order; Statement showing the quantities and prices of all supplies for the Welland Canal, from 1st January, 1871, to 4th November, 1878. (*Not printed.*)
- No. 29a. Return to Order; Vouchers and other papers connected with the payment of all fees, costs and charges to James G. Currie and John M. Currie, as Solicitors for the Welland Canal, from the 1st day of January, 1877, to the 7th day of April, 1879. (*Not printed.*)
- No. 29b. Return to Order; for copies of all tenders for the supply of Timber and Lumber for the Welland Canal, submitted in answer to advertisement of 12th January, 1880, marking the one accepted. (*Not printed.*)
- No. 29c. Return to Address; Tenders received for Sections 33 and 34, Welland Canal, showing all extensions of time for depositing security. (*Not printed.*)
- No. 30... WEIGHTS AND MEASURES:—Return to Order; Return showing receipts and expenditures under the Weights and Measures Act for the last six months of 1879. (*Not printed.*)
- No. 30a. Return to Order, showing the names of all Inspectors and Assistant Inspectors of Weights and Measures, appointed under the existing Weights and Measures Act, who have been subjected to examination previous to, or since their appointment. (*Not printed.*)
- No. 30b. Return to Order; Statement of the amounts paid into the Superannuation Fund by each of the Inspectors of Weights and Measures, previous to 1st October, 1879. (*Not printed.*)
- No. 30c. Return to Order; Return of all Deputy Inspectors of Weights and Measures removed since 1st July, 1879; of all persons appointed as Inspectors and Deputy Inspectors of Weights and Measures, since the same date. (*Not printed.*)

- No. 31... DOMINION MONEY ON DEPOSIT:—Return to Order; Return showing a Statement of the several sums of Money on Deposit to the credit of the Dominion of Canada, together with a list of the several Banks in which the same are deposited; also of all sums on deposit with agents of the Dominion or any other parties in England, on the 1st day of December, 1879, and on the 1st day of February, 1880, showing the rate of interest then payable in each case.
- No. 32... DUTIES, REBATE OF:—Return to Address; Return of all Orders-in-Council, Departmental Orders or otherwise, for Rebate of Duties on merchandise, contractors' plant, or material for contractors' use, from the first January, 1874, to 1st January, 1879.
- No. 33... TELEGRAPH LINE, SELKIRK AND BATTLEFORD:—Return to Order; Contracts for the maintenance of Telegraph Line between Selkirk and Battleford, etc. (*Not printed.*)
- No. 34... BAPTISMS, MARRIAGES AND BURIALS:—General Statement of, for certain districts in the Province of Quebec, for the year 1879. (*Not printed.*)
- No. 35... SHELburne OFFICIAL ASSIGNEE:—Return to Order; Return of copies of all letters addressed to the Government by the Official Assignee of the District of Shelburne, Nova Scotia, during the years 1877, 1878 and 1879, resigning said office, together with the replies thereto. (*Not printed.*)
- No. 36... POSTMASTERS, INSTRUCTIONS TO:—Return to Address; Instructions issued to Postmasters in cities, towns and villages by the Postmaster-General, under authority of Section 39 of the Act 38 Victoria, Chapter 7, with reference to dutiable goods brought into the Dominion through the post office. (*Not printed.*)
- No. 37... FISHERY AWARD, P.E.I.:—Return to Address; Papers and Correspondence between the Government of Prince Edward Island and the Dominion Government, from the 24th March, 1879, to the present date, relative to the claims of Prince Edward Island to a portion of the Fishery Award. (*Not printed.*)
- No. 37a... Papers laid before the Senate relating to the Correspondence between the Government of the Dominion and the Government and certain Merchants of Prince Edward Island, respecting their claims to a portion of the Fishery Award.
- No. 38... DRAWBACK ON CANADIAN GOODS:—Return to Order; Return showing what drawback was allowed on goods manufactured in Canada in 1879, and exported. (*Printed for Distribution only, and not for Sessional Papers.*)
- No. 39... EXPENDITURES AND APPROPRIATIONS:—Return to Order; Statement showing:—
1. Abstract of Expenditures compared with Estimates for the year 1878-79;
  2. Unprovided items for the same period;
  3. Balances of Appropriations lapsed for the same period;
  4. Balances carried forward for the same period;
  5. General abstract of Expenditure for the same period.
- No. 40... ONTARIO, NORTH-WEST BOUNDARY:—Return to Address; Award respecting the North-West Boundary of Ontario; and all documents and papers relating to such boundary. (*Not printed.*)
- No. 40a... Supplementary Return to Address; Award respecting the North-West Boundary of Ontario; and all documents and papers relating to such boundary. (*Not printed.*)
- No. 41... BEAUHARNOIS CANAL:—Return to Order; Documents, Reports of Engineers, etc., connected with the selection of the site and the building of the Beauharnois Canal. (*Not printed.*)
- No. 42... RAILWAY STATISTICS:—Reports, Railway Statistics of Canada, and capital, traffic and working expenditure of the Railways of the Dominion, for the year ended 30th June, 1879.
- No. 43... MACLEAN, ROGER & Co., CLAIMS OF:—Return to Order; Claims made by Messrs. MacLean, Roger & Co., against the Government for damages, for breach of their contract for the public printing.
- No. 44... TWO CREEKS HARBOR OF REFUGE:—Return to Order; Official reports and plans of surveys made under the authority of the Canadian Government, relating to the improvement of the outlet of Two Creeks, in the County of Kent, Ont., and the construction of a Harbor of Refuge for vessels at that point. (*Not printed.*)

- No. 45... STONY ISLAND BREAKWATER:—Return to Order; Report of Engineer upon Petition asking for the erection of a Breakwater or the making of a Harbor at Stony Island, Shelburne County, Nova Scotia. (*Not printed.*)
- No. 46... TROIS PISTOLES, WHARF AT:—Return to Order; Report of the Engineer who made the survey at Trois Pistoles, in the County of Temiscouata, in view of the proposed construction of a Wharf at that place. (*Not printed.*)
- No. 47... RONDEAU HARBOR OF REFUGE:—Return to Order; Official reports since 1st of January, 1879, relating to the repairing of the Harbor of Refuge at Rondeau, and the construction of a telegraph line connecting with that point. (*Not printed.*)
- No. 48... HEMLOCK BARK EXPORTED:—Return to Order; Statement showing the number of cords of hemlock bark exported to the United States during the ten years ending the first day of January last. (*Not printed.*)
- No. 49... EXTRA CLERKS AND MESSENGERS:—Return to Address (Senate); Names and dates of appointment of all Extra Clerks and Messengers employed in the service of each department of the Public Service on the 10th day of October last, etc.
- No. 50... BRITISH CANADIAN LOAN CO.:—Statement of the affairs of the British Canadian Loan and Investment Company; and also, a list of the shareholders of the said company, as on the 31st day of December, 1879. (*Not printed.*)
- No. 51... ROYAL INSTRUCTIONS:—Return to Address; Correspondence between the Government of Canada and the Government of the United Kingdom upon the subject of the Royal Instructions, prior to the 5th of October, 1878. (*Not printed.*)
- No. 52... EXPORTS AND IMPORTS:—Return to Order; Return of the Exports and Imports (in detail) from and into the Dominion of Canada, during the six months ending the 1st January, 1880; and also for those during the 6 months ending the 1st January, 1879.
- No. 53... PRINCE ARTHUR'S LANDING:—Return to Order; Papers, correspondence and documents relative to a proposed railway connection between Prince Arthur's Landing and the line of the Pacific Railway, at or near the town plot of Fort William, and the proposed crossing of Government lands for that purpose. (*Not printed.*)
- No. 54... INTERCOLONIAL RAILWAY:—Return to Order; Return showing the number of men employed on the first day of October, 1878, on the first of December, 1878, and on the first day of February, 1880, in the workshops of the Intercolonial Railroad at Moncton, N.B., at Campbellton, N.B., at Richmond, N.S., and in the workshops in the Province of Quebec. (*Printed for Distribution only, and not for Sessional Papers.*)
- No. 54a. Return to Address; Report of the Survey made in 1879, by order of the Government, preliminary to the construction of a branch of the Intercolonial Railway to connect St. Michel or St. Charles with St. Joseph de Lévis. (*Not printed.*)
- No. 54b. Return to Order; Return of the employees on that portion of the Intercolonial Railway extending from Rivière du Loup to Chaudière; also, the salaries they receive. (*Not printed.*)
- No. 54c. Return to Order; Return showing what Locomotives and other rolling stock were awaiting repairs in the workshops of the Intercolonial Railroad, on the first day of February, 1880. (*Not printed.*)
- No. 54d. Return to Order; Statement showing the names of the workmen employed in the construction of snow sheds, etc., on the section of the Intercolonial Railway extending from Lévis to Rivière du Loup. (*Not printed.*)
- No. 54e. Return to Order; Return of the number of accidents which have occurred on the Intercolonial Railroad since the first day of January last. (*Not printed.*)
- No. 54f. Return to Address; Amount paid for Nut Locks used on the Intercolonial Railroad, and the name of the person to whom such sums were paid, the amounts paid for placing such Nut Locks on the rails, etc. (*Not printed.*)

- No. 54g... **INTERCOLONIAL RAILWAY**:—Return to Order, showing the number of Free Passes issued on the Intercolonial Railroad and its branches, during the year 1878 and 1879, and the names of the parties to whom such passes have been given. (*Not printed.*)
- No. 55... **MURRAY CANAL**:—Return to Order; Reports of Engineers of the Department of Railways and Canals, since 1878, upon the Murray Canal; and also, of all other surveys made at any time, not already laid before Parliament. (*Not printed.*)
- No. 56... **FISHERY OVERSEERS IN INVERNESS COUNTY**:—Return to Order; Number of dismissals and appointments of the Fishery Overseers and Wardens in the County of Inverness, during the year 1879, with the names of the same. (*Not printed.*)
- No. 57... **GRAIN IN BOND**:—Return to Address; Rules affecting the importation of Grain of any kind in bond, together with a Statement of the quantities of the several classes of Grain so imported.
- No. 58... **UNDRESSED SKINS**:—Return to Order; Statement showing the value of undressed Skins imported into Canada during the ten years ending the first day of January last. (*Not printed.*)
- No. 59... **RIVER TRENT NAVIGATION AND CANAL WORKS**:—Return to Order; Orders in Council passed since the 1st day of May last, relating to the River Trent Navigation and Canal Works; also, Reports of D. Stark, Esquire, Civil Engineer, upon his recent surveys. (*Printed for Distribution only, and not for Sessional Papers.*)
- No. 60... **CARILLON CANAL AND DAM**:—Return to Address; Tenders received in 1878, and subsequently, for the works on the Carillon Canal and Dam; also, Orders in Council awarding the contracts for such work, etc.
- No. 61... **PORT STANLEY HARBOR**:—Return to Order; Statements in reference to the collection and expenditure of the revenues of the Port Stanley Harbor, etc. (*Not printed.*)
- No. 62... **SUGAR**:—Return to Order; Statement showing the quantities of Sugar entered at the principal ports of entry of Canada for the six months ending on 1st January, 1880, and for the same period of 1879.
- No. 63... **TEAS IMPORTED FROM U.S.**:—Return to Order; Return of all Teas imported from the United States in each of the Provinces of the Dominion, since 14th March, 1879, up to 1st February, 1880, on which an additional duty of 10 per cent. has been collected.
- No. 64... **HOUSE OF COMMONS**:—Return to Order; Detailed Statement of expenditures under the head of "Unforeseen Expenses," amounting to \$2,282 as given in the Statement of the Accountant of the House of Commons, for year ending 30th June, 1879. (*Not printed.*)
- No. 64a... Return to Order; Detailed Statement of expenditures amounting to \$5,527.33 given under the head of "Miscellaneous" in the Statement of Receipts and Disbursements by the Accountant of the House of Commons, for the year ending 30th June, 1879. (*Not printed.*)
- No. 65... **INDIAN INSTRUCTORS**:—Return to Address; Orders in Council appointing Instructors to the Indians in the Territories of Canada.
- No. 66... **ST. JOSEPH ISLAND**:—Return to Order; Statement showing the amount derived from sales of land on the Island of St. Joseph, up to the 1st July, 1867. (*Not printed.*)
- No. 67... **MOUNTED POLICE SUPPLIES**:—Return to Order; Return showing the names of all contractors who have, during the past four years, supplied cattle and beef to the Mounted Police and Indian Department in Manitoba and the North-West Territories, etc.
- No. 68... **PRIVY COUNCILLOR**:—Return to Order; Statement showing the salary attached to the office of an Executive or Privy Councillor in the year 1841, etc. (*Not printed.*)
- No. 69... **FARM INSTRUCTORS TO INDIANS**:—Return to Order; Statement showing the number of Farm Instructors and Assistants appointed to teach the Indians agriculture; the amount expended for outfit, etc.

- No. 70... **INDIANS, PAYMENT OF**:—Return to Order; Statement showing the time appointed for the payment of Indians last year, under Treaty No. 7; the time when payment was made.
- No. 71... **ANNUITIES, INDIANS**:—Return to Order; Statement of the times fixed for payments of Annuities under Treaties Nos 4 and 6, during the current year, when payment was actually made, amount paid for freighting, etc.
- No. 71a... Return to Order; Instructions given the Indian Superintendent, the Inspector of Indian Farm Instructors and all Indian Agents in the North-West Territories, with reference to the purchase of supplies. (*Not printed.*)
- No. 71b... Return to Address; Correspondence respecting the reconstruction of the the Indian Department in British Columbia, connected with the office of Indian Reserve Commissioner in that Province. (*Not printed.*)
- No. 72... **CONFIDENTIAL PRINTING**:—Return to Order; Return showing the sums of money expended for Confidential Printing during the years 1877-8 and 1878-9, and the last six months of 1879. (*Not printed.*)
- No. 72a... Supplementary Return to Order; Return showing the sums of money expended for Confidential Printing during the years 1877-8 and 1878-9, and the last six months of 1879. (*Not printed.*)
- No. 73... **VETERANS OF 1812**:—Return to Order; Statement showing the number of Veterans who have participated in the sum voted by the Legislature in behalf of the Veterans of 1812-15, for the current year; also, the number of deaths known to have occurred. (*Not printed.*)
- No. 74... **CUSTOM HOUSE, TORONTO**:—Return to Address; Statement showing the amount of the defalcations in the Customs House at Toronto, together with all Reports and other papers respecting the same. (*Not printed.*)
- No. 75... **DOMINION LOANS**:—Return to Order; Return showing the terms on which the Dominion Loans, including the last loan of £3,000 000 stg., were negotiated in London, together with the prospectus and form of tenders.
- No. 76... **PENITENTIARY, ST. VINCENT DE PAUL**:—Return to Address (Senate); Report by J. G. Moylan, Esq., Inspector of Penitentiaries, on the complaints made by certain officers of the Penitentiary of St. Vincent de Paul, against one of the physicians of that Penitentiary.
- No. 76a... Return to Address (Senate); Report of the Commissioners appointed on the 19th of July last, with instructions to report on the state and management of the St. Vincent de Paul Penitentiary.
- No. 77... **SHIPS' MATERIALS, DRAWBACK ON**:—Return to Address; Orders in Council, regulations, correspondence, etc., between any person and the Government, since the last Session of Parliament, respecting the drawback promised on ships' materials; also, a Statement showing the names of all applicants. (*Not printed.*)
- No. 78... **BREWERY AT BATTLEFORD**:—Return to Address; Correspondence between the Government and the Lieutenant-Governor of the North-West Territory, or any other person, in relation to the establishment of a Brewery at Battleford, in the said Territory. (*Not printed.*)
- No. 79... **TOBACCO, CHARLEVOIX COUNTY**:—Return to Order; Detailed Statement showing the quantity of Tobacco seized in the County of Charlevoix between the 1st January, 1877, and the 1st January, 1880. (*Not printed.*)
- No. 80... **NEW BRUNSWICK CLAIMS**:—Return to Address; Correspondence between the Government of New Brunswick and the Government of this Dominion, concerning certain claims made by the former Government against the latter, since the first day of March, 1879.
- No. 81... **LOBSTER FISHERY**:—Return to Order; Petitions and correspondence with the Department of Marine and Fisheries, regarding the Order in Council regulating the prosecution of the Lobster Fishery in the Maritime Provinces.
- No. 82... **McNUTT'S ISLAND LIGHTHOUSE**:—Return to Order; Detailed Statement of expenditure incurred during the years 1878 and 1879, in repairing Lighthouse, and erection of new buildings at Light Station, McNutt's Island, Shelburne Harbor, Nova Scotia, and a similar statement of expenses incurred during the same years at Cape Sable Light Station, in the same County. (*Not printed.*)

- No. 83... **WHEAT, ETC., IMPORTED FROM UNITED STATES**:—Return to Order; Return showing the quantity of Wheat, Oats, Peas, Barley and Corn imported from the United States from the 15th March, 1879, to the 1st day of February, 1880, together with the duty actually collected on each kind of grain, and the quantity of Wheat and Oats in Bond on the 1st day of January, 1880.
- No. 84... **WHEAT FLOUR IMPORTED**:—Return to Order; Return of all Wheat-flour, Rye-flour, Oatmeal, Corn-meal, Wheat, Barley, Indian Corn and Oats, imported into each of the Provinces (exclusive of British Columbia), since 14th March, 1879, up to 1st day of February, 1880, and the duty collected thereon.
- No. 85... **COAL AND COKE IMPORTED**:—Return to Order; Return of all Coal and Coke (distinguishing kinds) imported into each Province of the Dominion (exclusive of British Columbia), since 14th March, 1879, up to 1st February, 1880, and the duty collected thereon.
- No. 86... **SALT IMPORTED**:—Return to Order; Return showing the quantity of foreign Salt imported into Canada since the first day of July, 1879, to the first day of February, 1880.
- No. 87... **PORT STANLEY HARBOR TOLLS**:—Return to Order; Returns made by the Great Western Railway Company, of Tolls and other receipts from Port Stanley Harbor. (*Not printed.*)
- No. 88... **MONTREAL EXAMINING WAREHOUSE**:—Return to Order; Statement, in detail, of all sums paid out, over and above the contract price, for the building of the Examining Warehouse at Montreal. (*Not printed.*)
- No. 89... **NEGRO POINT BREAKWATER**:—Return to Order; Return of the amounts expended on the repairs done to the Negro Point Breakwater, in St. John, since the damage, Fall of 1878. (*Not printed.*)
- No. 90... **CARLETON AND NEW RICHMOND SURVEYS**:—Return to Address; Report of the Engineer who performed the Surveys at Carleton and at New Richmond, in the County of Bonaventure, with a view to the erection of Piers. (*Not printed.*)
- No. 91... **CAPE NEGRO ISLAND**:—Return to Address; Correspondence asking the Government to make an appropriation for the improvement of Beach and protection of Harbor, Cape Negro Island, Shelburne County, and the Report of the Engineer sent to that locality by the Department of Public Works in the year 1879. (*Not printed.*)
- No. 92... **QUEBEC, MONTREAL, OTTAWA AND OCCIDENTAL RAILWAY**:—Return to Address; Correspondence between the Government and the Quebec Government concerning the purchase by the Dominion Government of the Quebec Provincial Railway, known as the Quebec, Montreal, Ottawa and Occidental Railway. (*Not printed.*)
- No. 93... **WILLIAMSBURGH CANALS**:—Return to Order; Return showing the depth of water on mitre-sills in each lock on the Williamsburgh Canals during the season of navigation for the past six years; also, showing the number of Vessels or Steamers detained in said Canals each year, for same period, in consequence of insufficiency of water in said Canals, and the length of time so delayed, and all correspondence in relation thereto. (*Not printed.*)
- No. 94... **BELLE CREEK, P.E.I.**:—Return to Address; Surveys, etc., having reference to contemplated improvements at the mouth of Belle Creek, Queen's County, P.E.I. (*Not printed.*)
- No. 95... **VAUX, CALVERT**:—Return to Order; Correspondence, etc., in connection with the unpaid claim of Calvert Vaux for services rendered in respect to the grounds in front of the Parliament Buildings. (*Not printed.*)
- No. 96... **PORTER'S LAKE**:—Return to Order; Report of the Engineer employed by the Government to report upon a Petition for the opening of a Channel from Porter's Lake to the sea. (*Not printed.*)
- No. 97... **FIFTEEN POINT, ETC., P.E.I., SURVEYS**:—Return to Order; Engineers' Reports of Surveys made at Fifteen Point, Egmont Bay, Skinner's Point and Kildare, Prince County, Prince Edward Island, during the summer of 1879. (*Not printed.*)
- No. 98... **THREE-FATHOM HARBOR**:—Return to Order; Report of the Engineer employed by the Government to examine into and report upon a Petition for the extension of a Breakwater commenced in the year 1878 at Three-Fathom Harbor. (*Not printed.*)



- No. 99... "SULTAN," TUG BOAT:—Return to Order; Correspondence in reference to contract given owners of tug boat "Sultan," of Miramichi, last season, to do certain Government work. (*Not printed.*)
- No. 100.. JEDDORE HARBOR:—Return to Order; Report of the Engineer employed by the Government to examine into and report upon a Petition for the Dredging of a Channel in the Harbor of Jeddore, in the County of Halifax. (*Not printed.*)
- No. 101.. PETIT RIVIÈRE SURVEY:—Return to Order; Reports of the Surveys made at Petit Rivière, County Lunenburg, N.S., in view of the proposed construction of the Breakwater there. (*Not printed.*)
- No. 102.. TEA, CHINA AND JAPAN:—Return to Order; Return of all vessels carrying cargoes of Tea direct from China and Japan, entered at any port of the Dominion of Canada, and at any port in the United States *in transitu* to Canada; also, a Statement of the total quantity of Tea so imported.
- No. 103.. CITADEL, QUEBEC:—Return to Address; Correspondence with the Government concerning the dangerous cliff in Champlain Street, on the Citadel property, in the City of Quebec. (*Not printed.*)
- No. 104.. CANADIAN COMMISSIONERS, FRANCE AND SPAIN:—Return to Address; Instructions given to Canadian Commissioners respecting negotiations with France and Spain, and all correspondence with the Imperial Government on the subject. Also, Statement showing, in detail, the several amounts paid to Canadian Commissioners or others in connection with such negotiations. Also, all Reports made by such Commissioners.
- No. 105.. GALT, SIR A. T., HIGH COMMISSIONER:—Correspondence between the Imperial and Canadian Governments, relative to the appointment of Sir A. T. Galt as High Commissioner, to represent Canada in England, and to reside in London.
- No. 106.. SALMON HATCHERY, RAPID DE FEMME:—Return to Order; Statement of the cost of the Salmon Hatchery at Rapid de Femme, N.B. (*Not printed.*)
- No. 106a Return to Order; Tenders received by S. Wilmot, Esquire, for the construction of the Rapid de Femme Salmon Hatchery. (*Not printed.*)
- No. 107.. SHELBURNE FOG-WHISTLE:—Return to Order; Petitions asking for the erection of a Fog-Whistle at the entrance to Shelburne Harbor, Nova Scotia. (*Not printed*)
- No. 108.. TIN PLATE, DRAWBACK ON:—Return to Order; Correspondence between Isaac H. Mathers, of Halifax, N.S., and the Government, upon the subject of Drawbacks on Tin Plate used in the canning of lobsters.
- No. 109.. DORCHESTER PENITENTIARY, N.B.:—Return to Address (Senate); Detailed Statement of the expenditure to 31st December, 1879, on the new Penitentiary at Dorchester, New Brunswick.
- No. 110.. CANALS:—Report of the Chief Engineer of Canals, on the 16th. February, 1880. (*Not reprinted in Sessional Papers.*)
- No. 111.. WASHINGTON TREATY, B.C.:—Return to Address (Senate); Correspondence between the Government of the Dominion of Canada and the Government of the United States, or with Her Majesty's Imperial Government, connected with the extending to the Province of British Columbia that portion of the Washington Treaty contained in Clause 21 of said Treaty.
- No. 112.. IMMIGRATION PAPERS:—Return to Order; Statement of all books, pamphlets or papers already issued, or contracted for, as Immigration Papers by the Department of Agriculture and of the Interior, or any other Department, on Immigration and Colonization, since the first day of January, 1875.
- No. 113.. INSOLVENCIES, NUMBER OF:—Return to Order; Statement showing the number of Insolvencies in the several Provinces, and the whole number in the Dominion, in the years 1878 and 1879, separately, etc.
- No. 114.. RIVER POLICE, MONTREAL:—Return to Address; Commission appointing the present Chief of the River Police at Montreal; also, a Return showing the number of officers acting under the said Chief of Police, the number of men composing the whole Force; also, a detailed Statement of the expenses of the said Police Force. (*Not printed.*)

## CONTENTS OF VOLUME No. 11.

- No. 115. KINGSTON DRY DOCK:—Return to Order; Return of all Reports made by Government Engineers and all letters and correspondence relating to the construction of a Dry Dock at Kingston. (*Not printed.*)
- No. 116. RIVER YAMASKA SURVEY:—Return to Order; Report of the Engineer who surveyed the River Yamaska, in the year 1878, with a view to render it navigable. (*Not printed.*)
- No. 117. CAPLAN AND NEW CARLISLE SURVEYS:—Return to Order; Report of the Engineer who performed surveys at Caplan and at New Carlisle, in the Bay of Chaleurs, with a view to the erection of piers or breakwaters there. (*Not printed.*)
- No. 118. BAIE ST. PAUL SURVEYS:—Return to Order; Report of the Engineer who made surveys at Bay St. Paul County of Charlevoix, with a view to the erection of a pier. (*Not printed.*)
- No. 119. STEAM DREDGE "ST. LAWRENCE":—Return to Order; Detailed Statement of Accounts of Steam Dredge "St. Lawrence," while at work at Miramichi, for the years 1878 and 1879. (*Not printed.*)
- No. 120. PUBLIC LANDS, MANITOBA:—Return to Order; Return showing the total number of acres of Public Lands sold in Manitoba and the North-West Territory, during the year A. D. 1879, etc. (*Not printed.*)
- No. 121. OFFICIAL ASSIGNEES:—Return to Order; Return showing the names, residence, occupation, and date of appointment of all Official Assignees appointed between the 8th day of April, 1875, and the 18th October, 1878, and between the 18th October, 1878, and the 16th day of February, 1880. (*Not printed.*)
- No. 122. RECEIPTS AND EXPENDITURE, CONSOLIDATED FUND:—Return to Order; Return showing the receipts and expenditures charged to Consolidated Fund during the seven months ending 1st February, 1879; and also, for the eight months ending 1st March, 1880. (*Not printed.*)
- No. 123. ENGINEER-IN-CHIEF, C. P. R.:—Report of the Engineer-in-Chief of the Canadian Pacific Railway, 8th April, 1880.
- No. 124. POST OFFICE AT STRATFORD:—Return to Address; Correspondence and papers between the Government and the Corporation of the Town of Stratford, respecting the proposal of the said Corporation, to donate a site for the purpose of erecting a Post Office thereon. (*Not printed.*)
- No. 125. NETS ON MIRAMICHI RIVER:—Return to Order; Return showing number of Nets seized on the Miramichi River and its tributaries during the year 1879. (*Not printed.*)
- No. 126. GEOLOGICAL SURVEY IN NOVA SCOTIA:—Return to Order; Correspondence with the Department of the Interior, asking for a Geological Survey of the Counties of Shelburne, Queen's and Lunenburg, in Nova Scotia. (*Not printed.*)
- No. 127. TREATIES WITH INDIANS AT FORTS CARLETON AND PITT:—Return to Address; Order or Orders in Council of the Privy Council, approving of the Treaties made with the Indian Tribes at Forts Carleton and Pitt, in the year 1876, etc. (*Not printed.*)
- No. 128. TREATY NO. 1, RESERVE IN MANITOBA:—Return to Address; Despatches from the Lieutenant-Governors of Manitoba relating to the Reserve promised under the provisions of Treaty Number one, relating to the Reserve stipulated thereby to be assigned to the Band of Indians in Manitoba, of whom Yellow Quill was Chief. (*Not printed.*)
- No. 129. QUEBEC AND LAKE ST. JOHN RAILWAY:—Return to Address; Documents and correspondence which have passed between the Government of Canada and the Directors of the Quebec and Lake St. John Railway Company.
- No. 130. BRIDGE NEAR CÔTEAU DU LAC:—Return to Address; Reports of O. S. Gzowski, Esquire, or other engineers, on the subject of bridging the River St. Lawrence, near Côtéau du Lac. (*Not printed.*)
- No. 131. ONTARIO BOUNDARY COMMISSION:—Return to Order; Of all expenses paid to Law Agents and Counsel for professional services in reference to the Ontario Boundary Commission. (*Not printed.*)
- No. 132. STARCH:—Return to Address; Order in Council authorizing a drawback of five cents per bushel on Indian Corn imported for the manufacture of Starch.

- No. 133. TRUTCH, J. W. :—Return to Address ; Correspondence, papers and Orders in Council, respecting the appointment of the Hon. J. W. Trutch to office in British Columbia.
- No. 134. CANADA GUARANTEE COMPANY :—Return to Order ; Copies of all Statements transmitted since the 1st day of January, A.D. 1875, to the Minister of Finance, by the Canada Guarantee Company. (*Not printed.*)
- No. 134a. Return to Address (Senate) ; List of Shareholders and the last Annual Balance Sheet, &c. (*Not printed.*)
- No. 135. DOMINION SAVINGS BANK, B.C. :—Return to Order showing the names of Depositors in the Dominion Savings' Banks, Victoria, Nanaimo and New Westminster, in British Columbia. (*Not printed.*)
- No. 136. SUPREME AND EXCHEQUER COURTS :—Return to Address showing all judgments rendered by the Supreme and Exchequer Courts in suits, from 8th October, 1875, to 1st January, 1880.
- No. 136a. Return to Address ; For a Statement showing date and duration of each sitting, respectively, of the Supreme and Exchequer Courts, since the establishment of said courts in 1875.
- No. 137. CREDIT VALLEY RAILWAY :—Return to Address ; Correspondence between the Government and the promoters of the "Credit Valley Railway," relative to the right of way from the western limits of the City of Toronto to the terminus in said city. (*Not printed.*)
- No. 138. HUDSON BAY LANDS :—Return to Address ; Correspondence between the Government and the Hudson Bay Company respecting lands on Hudson Bay, and with respect to their acquisition by any Railway or Steamship Company. (*Not printed.*)
- No. 139. STE. ANNE'S, OTTAWA RIVER :—Return to Address ; Tenders received for the construction of works recently let at Ste. Anne's, on the Ottawa River, showing all extensions of time for receiving deposits of security, copies of contract and all correspondence and Orders in Council relating thereto. (*Not printed.*)
- No. 140. STARK, D., (TRENT WATERS) :—Return to Order ; Reports of recent surveys made by D. Stark, Esq., Civil Engineer, of the proposed canal route from Port Hope to Rice Lake (Trent Waters). (*Not printed.*)
- No. 141. GRAND RIVER FALLS, FISH-LADDER :—Return to Order ; Correspondence relative to the construction of a fish-ladder at Grand River Falls, in the County of Richmond. (*Not printed.*)
- No. 142. GRANDE ANSE BREAKWATER :—Return to Order ; Reports respecting the necessity for immediate repair of the Breakwater at Grande Anse, County Gloucester, New Brunswick, damaged by the great storm of last Fall. (*Not printed.*)
- No. 143. SHIPPEGAN GULLY CHANNEL :—Return to Order ; Correspondence and papers respecting the completion of the breakwater and the other works for the improvement of the Channel at Shippegan Gully, in the County of Gloucester, N.B. (*Not printed.*)
- No. 144. POST OFFICE SAVINGS BANK, SYDNEY, C.B. :—Return to Address (Senate) ; Reports, correspondence, telegrams, etc., etc., respecting the Post Office Savings Bank at Sydney, C.B., during the past six years, and more especially the report of the investigation held by Mr. Anderson, the Inspector, relative to the defalcation in that office, the amount so deficient, and when such deficiency was first discovered. (*Not printed.*)
- No. 145. WINTER COMMUNICATION WITH PRINCE EDWARD ISLAND :—Return to Address (Senate) ; Correspondence received by the Government during twelve months preceding 17th April, 1879, having reference to steam communication in winter between the Province of Prince Edward Island and the mainland. (*Not printed.*)
- No. 146. WASSALL, MR. :—Return to Order ; Correspondence relating to claim of Mr. Wassall, for use by the Government of his bridge patent. (*Not printed.*)
- No. 147. TIMBER LIMITS, NORTH-WEST TERRITORIES :—Return to Order ; Return giving a complete list of all the applications yet made for Timber Limits in Manitoba, Keewatin and the North-West Territories.

- No. 148.. BONDS AND SECURITIES :—Detailed Statement (Senate) of all bonds or securities registered in the Department of the Secretary of State of Canada. (*Not printed.*)
- No. 149.. SAINT FRANCIS HARBOR, GUYSBOROUGH :—Return to Order; Reports of surveys made at Saint Francis Harbor, Guysborough, N.S., previous to 1879. (*Not printed.*)
- No. 150.. MCGINN, CONDUCTOR, INTERCOLONIAL RAILWAY :—Return to Address (Senate); Correspondence relating to the late summary dismissal of Conductor McGinn from the northern division of the Intercolonial Railway. (*Not printed.*)
- No. 151.. KAMINISTIQUIA RIVER :—Return to Order; Report of the depth of water on the bar at the mouth of the Kaministiquia River, and Return of soundings from thence to the Neebing Hotel. (*Not printed.*)
- No. 152.. PENITENTIARY, BRITISH COLUMBIA :—Return to Order; Specifications and papers relating to the construction of the British Columbia Penitentiary, from November, 1874, to September, 1878. (*Not printed.*)
- No. 153.. INSURANCE COMPANIES LICENSED :—Return to Order; Return showing the names of all Insurance Companies licensed on and since the first day of April, 1879.
- No. 154.. SURF POINT HARBOR LIGHT :—Return to Order; Petitions asking for the erection of the Harbor Light at Surf Point, and also at Sand Point, Shelburne Harbor. (*Not printed.*)
- No. 155.. SURF POINT LIGHTHOUSE :—Return to Order; Tenders forwarded to the Department of Marine and Fisheries for the erection of a Lighthouse at Surf Point, Shelburne Harbor. (*Not printed.*)
- No. 156.. SUGAR IMPORTED :—Return to Order; Statement showing the quantity of Sugar imported into the Dominion for each six months, namely: from 1st January to 30th June, and from 1st July to 30th December, respectively, between 1st January, 1872, and 31st December, 1879, specifying the country from which it was imported.
- No. 157.. ALLARD, OMER :—Return to Address; Papers and documents in relation to the dismissal of Omer Allard, formerly employed in Her Majesty's Customs at the City of Montreal, Superintendent of Tide-Waiters and Lockers. (*Not printed.*)
- No. 158.. INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS :—Return to Order; Comparative Statement of the rates charged on the Intercolonial and Prince Edward Island Railways, for carriage of twenty thousand pounds of oats, etc. (*Not printed.*)
- No. 159.. PRINCE EDWARD ISLAND RAILWAY :—Return to Order; Correspondence relating to the lowering of rates charged on the Prince Edward Island Railway for carrying farm produce, firewood, lumber, coal and salt. (*Not printed.*)
- No. 160.. CAPE TORMENTINE, N.B., CAPE TRAVERSE, P.E.I. :—Return to Address; Surveys having reference to a proposed railway connecting Cape Tormentine, in the Province of New Brunswick, with the Intercolonial Railway, and also connecting Cape Traverse, in Prince Edward Island, with the Prince Edward Island Railway. (*Not printed.*)
- No. 161.. RED RIVER, BRIDGE OVER :—Return to Order; Correspondence between the City Council of Winnipeg and the Department of Railways, and between the Manitoba South-Western Colonization Railway and the said Department, on the subject of a bridge over the Red River, within the limits of the City of Winnipeg. (*Not printed.*)
- No. 162.. COAL OIL :—Return to Order; Reports made by Revenue Officers as to the samples of Canadian Coal Oil submitted to them; also, as to the fire-test to which American Coal Oils have been subjected when entered at the Canadian Customs.
- No. 163.. RIVER ST. FRANCIS :—Return to Order; Report of E. Bender, Civil Engineer, on the survey of the River St. Francis, made during last summer. (*Not printed.*)
- No. 164.. GROSSE ISLE :—Return to Order; Correspondence in relation to the leasing of the arable land belonging to the Government, at Grosse Isle, in the County of Montmagny. (*Not printed.*)
- No. 165.. NOVA SCOTIA INDIAN COMMISSIONERS :—Return to Order; Statement of Receipts and Expenditures of the several Indian Commissioners for the Province of Nova Scotia, for the years ending 31st December, 1877-8-9. (*Not printed.*)

- No. 166.. **NEW BRUNSWICK INDIAN COMMISSIONERS** :—Return to Order ; Statement of account of Indian Commissioners for the Province of New Brunswick, for the years 1877-8-9. (*Not printed.*)
- No. 167.. **BEAUBARNOIS CANAL** :—Return to an Address (Senate) ; Statement showing the number of leases and sales of water power and their dependencies along the Beaubarnois Canal. (*Not printed.*)
- No. 168.. **RAILS AND SCRAP IRON SOLD** :—Return to Order ; Return of all Old Rails sold by the Government since first of January, 1874, up to present time ; also, a similar Return of all Scrap Iron sold during said period. (*Not printed.*)
- No. 169.. **HYDRAULIC LIFT LOCK** :—Return to Address ; Report of a Select Committee of the Legislature of Ontario, on the subject of the Hydraulic Lift Lock that is proposed to be used on the projected Canal, to connect the waters of Lakes Huron and Ontario. (*Not printed.*)
- No. 170.. **"NORTHERN LIGHT," STEAMER** :—Return to Order ; Statement showing the number of Bags of Mails, Passengers and tons Freight, carried by the Steamer "Northern Light," on the route between Georgetown and Picton, from the 19th December, 1879, to the present date. (*Not printed.*)
- No. 171.. **"GLENDON," STEAMER** :—Return to Order ; showing the services performed by the Steamer "Glendon," since the 1st January, 1879, including the number of Light-houses and Fog-Whistles supplied ; with a Statement of the time occupied in going to Sable Island and returning, in connection with the wreck of the Steamship "State of Virginia ;" also, a Return showing the services performed by the Steamer "Northern Light," since the 1st January, 1879, up to the present time. (*Not printed.*)
- No. 172.. **COAL, GOVERNMENT RAILWAYS** :—Return to Order ; Correspondence with the Department of Railways and Canals, in reference to the extension of contracts for supplying the Government Railways with Coal. (*Not printed.*)
- No. 173.. **CANADA CENTRAL RAILWAY** :—Report submitted by Messrs. McIntyre & Worthington for approval, with form of bond with *coupons* attached, proposed to be issued by the Canada Central Railway Company, payment of the interest on which (until the maturity of the bond) the Dominion Government is asked to assume, under the authority of the Order in Council, passed on the 28th May, last. (*Not printed.*)
- No. 174.. **IRON ORE EXPORTED** :—Return to Order ; Statement showing the quantity of iron ore exported from Ontario, from the 1st January, 1880, to the 1st April, 1880. (*Not printed.*)
- No. 175.. **SUGAR IMPORTED** :—Return to Order ; Comparative Statement of Sugar imported into Canada from the West Indies, United States and Great Britain, showing quantities and value for the years 1877, 1878 and 1879. (*Not printed.*)
- No. 176.. **BLAIS, L. S.** :—Return to Order ; Correspondence in relation to the dismissal or discharge from office of the ex-Postmaster of Matane, L. S. Blais, Esq., Trader. (*Not printed.*)
- No. 177.. **HARBOUR COMMISSIONERS, MONTREAL, SOREL PETITION** :—Return to Address (Senate) ; Return for copy of the Petition of certain inhabitants of the Town of Sorel, recently presented to His Excellency, complaining of the arbitrary and unjust conduct of certain persons employed by and under the control of the Harbour Commissioners of Montreal, and praying that an enquiry into the subject of the said complaint be held in Sorel. (*Not printed.*)
- No. 178.. **BONAVENTURE BREAKWATER** :—Return to Order ; Report of the Engineer who made surveys at Bonaventure, in the Baie des Chaleurs, with the object of building a Breakwater there. (*Not printed.*)
- No. 179.. **NEW HARBOR, GUYSBOROUGH** :—Return to Order ; Reports of surveys made at New Harbor, Guysborough County, N.S., previous to 1879. (*Not printed.*)
- No. 180.. **BRENNAN'S COVE, GUYSBOROUGH** :—Return to Order ; Reports of surveys made at Brennan's Cove, Guysborough County, N.S., in 1879. (*Not printed.*)
- No. 181.. **RIVER ST. MARY'S, GUYSBOROUGH** :—Return to Order ; Reports of surveys made at River St. Mary's, in Guysborough County, N.S., in 1879. (*Not printed.*)
- No. 182.. **INDIAN HARBOR, GUYSBOROUGH** :—Return to Order ; Reports of surveys made at Indian Harbor, Guysborough Co., N.S., in 1879. (*Not printed.*)

- No. 183.. GRAVING DOCK, ESQUIMALT:—Copy of a Minute of Council on a Report dated 11th February, 1880, from the Hon. the Minister of Finance, on the subject of the advances proposed to be made by the Dominion Government for the construction of the Graving Dock at Esquimalt, B.C.
- No. 184.. DISPUTED LAND CLAIMS, MANITOBA:—Return to Order; Reports made by the Commissioner for the trial of disputed land claims in Manitoba, upon claims Number 223 to 252, which were referred to said Commissioner by the Department of the Interior. (*Not printed.*)
- No. 185.. FORT GARRY:—Return to Address; Orders in Council, etc., respecting the change from ten to five hundred acres of land around Upper Fort Garry, in the original grant of land to the Hudson's Bay Company. (*Not printed.*)
- No. 186.. RED RIVER EXPEDITION:—Return to Address; Correspondence between the Government and the Hudson's Bay Company, in reference to the Company's claims for losses alleged to have been sustained by them during the Red River expedition. (*Not printed.*)
- No. 187.. DEVIL'S LAKE, DOMINION DAM:—Return to Order; Correspondence during 1879 with the Department of Public Works of this Dominion, relating to the re-building of the Dominion Dam, Devil's Lake, in Bedford, Ontario. (*Not printed.*)
- No. 188.. BRITISH COLUMBIA: CASES TRIED BEFORE JUDGES:—Return to Order; Statements furnished from British Columbia of the cases and matters tried before the several Judges of that Province. (*Not printed.*)
- No. 189.. PRINCE EDWARD ISLAND BRANCH RAILWAY:—Return to Address; Memorials, etc., having reference to a proposed Branch Railway connecting Rustico, in Queen's County, P.E.I., with the P.E.I. Railway, at or near Hunter River Station. (*Not printed.*)
- No. 190.. YORK FACTORY, IMPORT DUTY:—Return to Order; Entries made and sums paid for Import Duty at York Factory, on Hudson Bay, and at points where entries are made in the North West Territory, during the summer of 1879. (*Not printed.*)
- No. 191.. SULLIVAN, TIMOTHY OR JAMES:—Return to Order; For all papers in reference to amount forwarded by the Board of Trade, London, through the Marine Department here for Timothy Sullivan or James Sullivan, of Chatham, N.B. (*Not printed.*)
- No. 192.. ST. THOMAS, GREAT SHOAL:—Return to Order, Correspondence since 1874 in relation to the necessity of providing for the requirements of navigation, by placing a Floating Light on the Great Shoal of St. Thomas, in the County of Montmagay. (*Not printed.*)
- No. 193.. CIVIL SERVICE, INSIDE DIVISION:—Return to Address; Return of the Inside Division of the Civil Service by Departments, showing:—  
1st. A list of employes appointed from the several Provinces composing the Dominion, from July 1st, 1873, to the present date.  
2nd. A list of employes appointed from countries other than Canada, since Confederation, showing the nationality of each. (*Not printed.*)
- No. 194.. ARMSTRONG, MR., CHARGES AGAINST:—Return to Order; Evidence and Reports in reference to the charges made to the Department of Inland Revenue against Mr. Armstrong, Inspector of Leather and Raw Hides for Toronto. (*Not printed.*)
- No. 195.. NORTH-WEST MOUNTED POLICE:—Return to Order; Expenditure by the Dominion Government during the year 1879, on account of the North-West Mounted Police, as well as the number of officers and men and horses composing that Force. (*Not printed.*)
- No. 195a  
Return to Order; Return of all Complaints, Reports, etc., relating to the condition of the Mounted Police Force in the North-West Territories, etc. (*Not printed.*)
- No. 195b  
Return to Order; Statement showing the names, age and origin of all the officers, non-commissioned officers and privates of the North-West Mounted Police. (*Not printed.*)
- No. 196.. CUSTOMS, TORONTO:—Return to Order; Statement from the Customs Department, showing the class and salary of all parties engaged in the Customs, Toronto. (*Not printed.*)

- No. 197.. INDIANS, N.B. :—Return to Order; Statement of the expenditure of the sum of \$4,500, granted for the relief of the Indians of New Brunswick. (*Not printed.*)
- No. 198.. INDIANS, PRINCE ALBERT, N.W.T. :—Return to Order; Correspondence respecting the shooting of cattle at Prince Albert, North-West Territories, by Indians acting under the direction of a Sergeant of the Mounted Police. (*Not printed.*)
- No. 199.. ST. JOHN RIVER :—Return to Order; Papers and correspondence in regard to the bridging of the St. John River, at St. John, for railway purposes. (*Not printed.*)
- No. 200.. TAYLOR, JAMES, MANITOBA :—Return to Order; Notice of expropriation, by the Government, of the property of James Taylor, on the west side of the Red River, in the Parish of St. Clements, Manitoba, for the purposes of the Canadian Pacific Railway. (*Not printed.*)
- No. 201.. EXPROPRIATION LANDS, C.P.R. :—Return to Order; List of persons in the Province of Manitoba who have been paid for lands expropriated for the Canadian Pacific Railroad and its Pembina Branch, with the sums paid. (*Not printed.*)
- No. 202.. GROSSE ISLE, APPOINTMENTS :—Return to Order; Statement showing the names of persons employed at the Quarantine Station at Grosse Isle, in the County of Montmagny, on the 17th September, 1878, and the names of those who have been appointed since the 17th September, 1878, together with all papers relating to appointments made by the Government at Grosse Isle, since 1878. (*Not printed.*)
- No. 203.. TELEGRAPH LINES, BATTLEFORD :—Return to Order; Return of all sums paid during the year 1879, for the maintenance of telegraph lines between the Red River and Battleford. (*Not printed.*)
- No. 204.. BROSSOIT, THOMAS :—Return to Order; Papers respecting the appointment of Mr. Thomas Brossoit as late Collector of Tolls and Paymaster of the Beauharnois Canal, etc. (*Not printed.*)
- No. 205.. RONDEAU HARBOR LIGHTHOUSE :—Return to Order; Correspondence in possession of the Government, relating to the appointment of the Lighthouse-keeper at Rondeau Harbor also, all correspondence received from the Collector of Customs and Lighthouse-keeper, relating to the trade of that port. (*Not printed.*)
- No. 206.. COAL ADMITTED FREE :—Return to Order; Statement of Coal admitted free into the Dominion, during the past year for the use of steamers, steam-tugs, etc., on the lakes and rivers of Ontario and Quebec. (*Not printed.*)
- No. 207.. IRISH RELIEF :—Message; Despatch from the Right Honorable, the Secretary of State for the Colonies, conveying the thanks of Her Majesty's Government to the Parliament of Canada for the grant of One Hundred Thousand Dollars in aid of the great distress in Ireland.
- No. 208.. CANADA CENTRAL RAILWAY :—Return to Address (Senate); Surveys, Reports, etc., in the hands of the Government bearing on the question of the construction of a Railway from Lake Nipissing, the present provisional terminus of "The Canada Central Railroad Company," to the Sault Ste. Marie, and to Goulais Bay, on Lake Superior. (*Not printed.*)

# REPORT

OF THE

# POSTMASTER GENERAL.

[FOR THE

YEAR ENDING 30th JUNE,

1879.

---

Printed by Order of Parliament.

---



OTTAWA:  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET  
1880.





## SCHEDULE.

Accompanying this Report are the following Documents therein referred to :

	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	Manitoba and North - West Territories.	British Columbia.	Prince Edward Island.
	Page.	Page.	Page.	Page.	Page.	Page.	Page.
<b>PART I.</b>							
No. 1.—Post Office Revenue and Expenditure for the year ending 30th June, 1879.....	3	4	5	6	7	8	9
No. 2.—Detail of all payments made and charges incurred for Mail Transportation during the year ending 30th June, 1879.....	11	49	72	88	100	103	105.
<b>PART II.</b>							
No. 3.—Details of all charges for Salaries and Allowances, and of Post Office Revenue collected at the several Post Offices and Way Offices throughout the Dominion for the said year..	2	52	79	100	117	120	121
Report of all charges for commission on sale of Postage Stamps by vendors in cities for the said year .....	129	131	131	132	132	133	133.
No. 4 (A)—Account of travelling expenses incurred in the service of the Post Office Department for the said year.....	134	136	137	137	138	138	139.
(B).—Account of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department for the said year.....	140	143	145	146	147	148	149.
(C).—Account of sums paid for Rents and Taxes on account of the Post Office Department for the said year.....	150	150	.....	151	151	152	152
(D).—Report in detail of the Expenditure of the Department for Stationery, Printing and Advertising for the said year.....	153	155	156	157	158	158	159.
(E).—Account of sums paid for Fuel and Light for the use of the Post Office Department for the said year.....	160	161	161	162	163	164	164
(F).—Account of sums paid for miscellaneous disbursements on account of the Post Office Department for the said year.....	165	167	168	169	170	170	171
<b>PART III.</b>							
No. 6.—Showing the Money Order Offices in operation, the number and amount of orders issued and paid .....	2	15	19	23	14	27	28.

---



---

 SCHEDULE— *Continued.*


---

PART III.— <i>Concluded.</i>	Page.
No. 7.—Showing the losses (if any) sustained in conducting the Money Order System during the said year .....	28
No. 8.—Showing the names of the additional Money Order Offices opened during the said year...	29
No. 9.—Showing the names of the Money Order Offices closed during the said year.....	29
No. 10.—Showing the cost of the Money Order System in the several Provinces in the Dominion	30
Analysis of the Money Order business of the Dominion.....	31
Receiptation, &c .....	32
No. 5.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, or loss of letters containing money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.....	33
No. 10.—Statement of Dead Letters :—	
Table I, showing the total number of letters of all kinds received, and the disposition made of them.....	56
Table II, showing the number of letters received containing money or other articles of value, and the disposition made of them.....	60
No. 11.—An account of all deposits received and paid under the authority of the Act 31st Vic., chap. 10, from the 1st July, 1878, to the 30th June, 1879, and of the total amount due to all depositors at the latter date.....	63

---

R E P O R T

OF THE

P O S T M A S T E R G E N E R A L

FOR THE YEAR ENDED 30TH JUNE, 1879.

*To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell,  
Marquis of Lorne, P.C.K.T., G.C.M.G., Governor General of Canada.*

**MAY IT PLEASE YOUR EXCELLENCY:**

I have the honor to present to Your Excellency to be laid before Parliament, the Report of the Canada Post Office for the year ended the 30th June, 1879, with the accompanying Returns and Statements setting forth the transactions of the year.

A summary of the chief features of the Postal Service of the Dominion will be found in the following Table, showing the number of Post Offices in operation on the 1st January, 1880, the extent of Post Route and of yearly Mail Travel thereon, the number of letters, and of other articles of postal matter passing by post annually, with the extent of the Money Order and Post Office Savings Bank business.

TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business in the Dominion of Canada, for the Year ended 30th June, 1879.

Provinces and Territories.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1879.							
	Number of Miles of Post Route, 1879.	Annual Rate of Mail Travel in Miles, 1879.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Posted from Offices of Publication at 1c. per lb.	No. Posted otherwise than from Office of Publication.	Number of Book-Packets and Miscellaneous Articles.	Number of Parcels by Parcel-Post.
Ontario.....	2,353	7,734,517	25,000,000	4,500,000	1,280,000	1,000,000	Lbs. 2,166,523	3,400,000	3,280,000	110,000
Quebec.....	1,102	3,939,240	11,000,000	1,600,000	420,000	220,000	1,419,863	1,400,000	1,360,000	52,000
Nova Scotia.....	994	2,256,578	3,500,000	450,000	100,000	70,000	206,138	350,000	160,000	20,000
New Brunswick.....	762	1,558,035	2,800,000	300,000	82,000	60,000	197,481	237,000	160,000	14,800
Prince Edward Island..	228	363,901	600,000	50,000	24,000	14,000	62,496	51,000	34,000	3,700
British Columbia.....	48	153,920	500,000	10,000	12,000	8,000	11,567	82,000	20,000	2,500
Manitoba.....	93									
Keewatin.....	5	149,843	500,000	30,000	22,000	12,000	21,381	90,000	50,000	3,800
North-West Territory....	21									
	5,606	16,156,034	43,900,000	6,910,000	1,940,000	1,384,000	4,085,454	5,610,000	5,054,000	206,600

Provinces and Territories.	Postal Revenue and Expenditure.		Money Order Business for year ended 30th June, 1879.		Post Office Savings Bank for year ended 30th June, 1879.			
	Revenue for year ended 30th June, 1879.	Expenditure for year ended 30th June, 1879.	Number of Money Order Offices 30th June, 1879.	Amount of Money Orders issued in year ended 30th June, 1879.	Number of Savings Bank Offices 1st Jan., 1880.	Number of Depositors, 30th June, 1879.	Total Amount deposited during year to 30th June, 1879.	Amount of Deposits and Interest to credit of Depositors, 30th June, 1879.
	\$ cts.	\$ cts.		\$ cts.			\$ cts.	\$ cts.
Ontario.....	914,382 40	1,045,548 35	454	3,591,213 60	231			
Quebec.....	335,973 72	553,690 02	113	614,725 17	42			
Nova Scotia.....	125,149 43	229,579 80	112	1,369,929 82	.....			
New Brunswick.....	101,653 39	188,872 23	80	869,639 00	.....			
Prince Edward Island ..	20,952 78	50,825 74	6	98,831 07	.....	27,445	1,973,243 00	3,105,190 80
British Columbia.....	18,611 65	69,563 58	11	174,398 12	.....			
Manitoba.....								
Keeleatin.....	17,640 31	29,186 63	2	69,986 51	1			
North-West Territory...								
	1,534,363 68	2,167,266 35	778	6,788,723 29	294	27,445	1,973,243 00	3,105,190 80

In the preceding Tabular Statement the number of miles of annual Mail Travel for the year 1879 is stated at 16,156,034, and this was made up as follows:—

By ordinary land Post Routes with conveyance by stage or other vehicle, on horseback, &c., &c.....	9,709,982
By steamboat or sailing packet.....	635,529
By railway, Postal Car Service.....	3,570,391
“ Without Postal Car.....	2,240,132
	5,810,523
	16,156,034
The annual Mail Travel for 1878 was.....	15,427,323
	728,711
Increase .....	728,711

In January, 1880, the Post Office establishment of the Dominion comprised:—

5,606 Post Offices.

452 Clerks, Letter Carriers, &c., in the City Post Offices.

190 Railway Mail Clerks.

12 Post Office Inspectors.

9 Assistant Post Office Inspectors.

50 Clerks, Messengers, &c., in Inspectors Office.

To give increased strength in local supervision an additional Inspectors' Division was, from the 1st October last, formed from the counties lying on the St. Lawrence between Montreal and Quebec, with an Inspector in charge stationed at Three Rivers. From the 1st January, 1880, some changes were made in the dividing lines of the districts allotted to the Inspectors in the western sections of Ontario, and the station of the Inspector for the counties north of Toronto has been removed from Toronto to Barrie, the latter point being more central for the work of the District assigned to his supervision.

The number of new Post Offices established during the year was 228.

817 appointments to Postmasterships were made during the year, made up as follows:—

To the charge of new Post Offices.....	228
On resignations .....	474
Deaths.....	54
Dismissals ..	37
Change of office site.....	24
	817

---

The impulse given last summer to the settlement of the unoccupied lands in Manitoba and the contiguous sections of the North-West Territories, rendered it necessary to send the Chief Post Office Inspector to that part of Canada, to ascertain by personal examination and enquiry what was required to give such postal accommodation as might be needed by the new settlements, and to organize accordingly the new Post Routes and Post Offices found to be necessary.

The result was that 49 new Post Offices were put in operation, and 444 miles of new Post Route were established in the sections of country alluded to.

It is believed that the arrangements thus made have worked satisfactorily, and that they will form an advantageous basis for further extensions and improvements in the service as settlement goes on in Manitoba and the North-West Territories.

A reduction has been made, from the 1st September last, in the postage rate on closed parcels sent by post within the Dominion, from  $12\frac{1}{2}$  cents per eight oz. of weight to six cents per four oz. Under this change small parcels not exceeding four oz. in weight are admitted to pass for six cents, instead of  $12\frac{1}{2}$  cents as before.

The regulation excluding glass from the mails has been so far relaxed as to admit spectacles and eye-glasses to pass by post, if securely put up so as to prevent any possible damage to the other contents of the mails.



**FREE DELIVERY BY LETTER CARRIERS.**

The following Statement shows the average weekly deliveries by Letter Carrier in November, 1879.

The aggregate increase since December, 1878, is about 13 per cent.

**STATEMENT** showing the Weekly Average of Letters and Papers Delivered by Letter Carrier under the Free Delivery System, taken in November, 1879.

	Local or "Drop" Letters.	Register- ed Letters.	Other Letters.	Total Letters.	News- papers, &c.	Total Letters and Newspapers, &c.	Number of Car- riers employ- ed.
Halifax.....	4,079	110	7,093	11,282	4,487	15,769	10
Hamilton.....	5,403	383	10,050	15,836	5,933	21,769	14
London.....	1,704	170	8,931	10,805	4,839	15,644	7
Montreal (including Point St. Charles).....	13,947	1,153	25,591	40,691	13,004	53,695	48
Ottawa.....	5,221	302	9,436	14,959	12,225	27,184	12
Quebec (including St. Sau- veur).....	3,079	300	7,976	11,355	5,169	16,524	14
St. John.....	1,535	187	7,639	9,361	3,720	13,081	9
Toronto.....	19,046	1,430	32,807	53,283	15,189	68,472	35
<b>Totals.....</b>	<b>54,014</b>	<b>4,035</b>	<b>109,523</b>	<b>167,572</b>	<b>64,566</b>	<b>232,138</b>	<b>149</b>
<b>Totals in 1878.....</b>	<b>48,952</b>	<b>3,465</b>	<b>97,080</b>	<b>149,497</b>	<b>55,703</b>	<b>205,200</b>	<b>146</b>
<b>Increase.....</b>	<b>5,062</b>	<b>570</b>	<b>12,443</b>	<b>18,075</b>	<b>8,863</b>	<b>26,938</b>	<b>3</b>

Upon the above average the total annual delivery in 1879 would be, of letters..... 8,713,744

do do newspapers.. 3,357,432

Total..... 12,071,176

## RAILWAY MAIL SERVICE.

SINCE November, 1878, 595 miles of Railway, on which Mails are carried, have been put in operation, viz. :—

Name of Railway.	Places between which Railways have been opened since November, 1878.	Miles.
Halifax and Cape Breton .....	New Glasgow and Antigonish.....	40
Western Counties .....	Digby and Yarmouth .....	67
Quebec Central .....	Lake Weedon and Garthby .....	7
International.....	Scottstown and St. Agnes.....	26
South-Eastern.....	Acton and Sutton Junction .....	42
do .....	Longueuil and West Farnham .....	32
Quebec, Montreal, Ottawa and Occidental	St. Martin's Junction and Quebec.....	159
Kingston and Pembroke .....	Sharbot Lake and Mississippi.....	15
Midland.....	Waubashene and Midland.....	14
Victoria .....	Kinmount and Haliburton .....	22½
Northern.....	Barrie and Penetanguishene .....	39
Hamilton and North-Western .....	Glencairn and Collingwood (a) .....	21½
do .....	Georgetown and Hamilton .....	35
do .....	Allandale and Barrie.....	2
Canada Southern .....	Petrolia Junction and Petrolia .....	7½
Canada Pacific.....	St. Boniface and International Boundary .....	65
	Total.....	595

(a) Leased to Northern Railway Co.

The completion of the railway between New Glasgow and Antigonish has secured a great acceleration of the mails to and from Cape Breton. When this road is extended to the Gut of Canso, about 30 miles eastward of Antigonish, it will effect a material improvement in the present mail communication to and from all the offices on the Island.

The completion of the Quebec, Montreal, Ottawa and Occidental Railway has brought the three cities within a few hours of each other.

**COMPARATIVE STATEMENT of Railway Mail Service in November, 1878, and  
November, 1879.**

Date.	Miles of Railway in operation on which Mails are carried.	Daily Service by Postal Car.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on the Railways.	Distance Travelled.		Daily.	Yearly.
November, 1879.....	5,752½	75	12,077½	6,810½	18,888½	5,912,022½
do 1878.....	5,149½	69	10,764	7,473½	18,237½	5,708,337½
Increase in 1879...	602½	6	1,313½	.....	650½	203,684½
Decrease in 1879.	.....	.....	.....	662½	.....	.....

ABSTRACT showing Distances Travelled daily with Mails on each Railway in Canada,  
on 1st November, 1879.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance Travelled in Miles.	Distance Travelled in Miles.
Intercolonial .....	839	7	1,908	1,267
Halifax and Cape Breton .....	40			80
Windsor and Annapolis .....	84	1	168	25
Western Counties .....	99	1	92	226
Spring Hill and Parrsboro' .....	32			64
Prince Edward Island .....	196½	1	98½	403½
Albert .....	45			90
Elgin Branch .....	12			24
St John and Maine .....	91	2	182	91
Fredericton Branch .....	23			138
New Brunswick and Canada .....	118			236
Utham Branch .....	9			72
Grand Trunk (a) .....	1,049½	14	2,836	1,380½
Levis and Kennebec .....	45	1	90	
Quebec, Montreal, Ottawa and Occidental .....	288½	4	580	62
Laurentian .....	15			30
Quebec Central .....	49	1	98	
International .....	69	1	138	
Mississippi Valley .....	38	1	76	
South-Eastern .....	172	2	360	16
Waterloo and Magog .....	23	1	46	
Vermont Central .....	68	2	136	50
St. Lawrence and Ottawa .....	54	3	324	16
Canada Central .....	162½	3	507	167
Kingston and Pembroke .....	61	1	122	
Midland .....	142	2	240	228
Victoria .....	56			112
Whitby, Port Perry and Lindsay .....	45	1	90	
Toronto and Nipissing .....	113	1	176	176
Toronto and Grey and Bruce .....	247	3	494	238
Northern (b) .....	191½	2	390	98
Toronto, Grey and Bruce .....	647	13	1,825½	1,227½
Great Western (a) .....	25	1	100	
Welland .....	137	2	274	88
Hamilton and North-Western (c) .....	63	1	126	
Port Dover and Lake Huron .....	338½	3	601	75½
Canada Southern .....	65			130
Canada Pacific .....				
Total .....	5,752½	75	12,077½	6,810½

(a.) Including leased lines.

(b.) Including 41 miles between Beeton and Collingwood, leased from H. & N. W. Railway.

(c.) Exclusive of do do do to Northern do

## REVENUE.

The Postal Revenue for the year ended 30th June, 1879, was \$1,539,363.68.

For a long time past it had been customary, under the authority of an Order in Council of 1858, to take credit annually in the Post Office accounts for a sum of \$64,000, upon an estimate made then of the postage which would have been chargeable upon the correspondence of Parliament and of the Public Departments if rated with postage, but as no corresponding item was admitted into the Public Accounts, the Revenue statements of the Post Office Annual Reports have differed to that extent from the statements of the Finance Department, and as this want of agreement was certainly undesirable, this item has this year, for the first time, been omitted from the Revenue side of the Post Office Accounts, and will not appear in the accompanying financial statements of this Report, nor is it included in the \$1,539,363.68, above given as the Revenue of the year.

Deducting this item and giving the annual Revenue as it stood in the Public Accounts, the comparative result of each year's business since 1876 is as follows:—

For year ended 30th June, 1876.....	\$1,422,260	20
do do 1877.....	1,430,366	94
do do 1878.....	1,540,381	08
do do 1879.....	1,539,363	68

Since the 1st July last, there have been indications of a marked increase in correspondence, and for the half year ended 31st December, 1879, the issue of postage stamps, post cards, etc., has been \$775,896.45, as compared with an issue of \$724,894.40 for the corresponding period of 1878.

## EXPENDITURE.

The total expenditure for the Postal Service of the year, as shown in the accompanying accounts, was \$2,167,266.35.

This was an increase, as compared with last year, of \$56,900.95, made up as follows:—

	Decrease.	Increase.
In Mail Service.....		\$20,636 98
Salaries to Postmasters, Clerks, Letter Carriers, compensation to Stamp Vendors, etc.....		36,197 88
Travelling expenses.....	\$3,964 65	
Stationery, printing and advertising.....	175 02	
General and miscellaneous items of expenditure.....		3,905 76
	<u>\$4,139 67</u>	<u>\$61,040 62</u>
Less decrease.....		4,139 67
Net increase.....		<u>\$56,900 95</u>

The increase upon Mail Service arose chiefly upon \$11,656.51 additional paid for Railway Mail Service, and in \$8,376.62 for ordinary service upon new Post Routes, and for additional frequency given to service on routes already established.

As intimated in last year's Report, a general revision and re-adjustment of the compensation allowed to country Postmasters was entered upon during this year, with a result which has tended to augment the charge for salaries.

There is an increase also in the charge for salaries in the city Post Offices, and for Railway Mail Clerks.

The continued expansion of this branch of the Public Service of the Dominion, as exhibited in the yearly creation of new Post Offices, the constant addition of new Post Routes, and provision of increased frequency of service on those already in operation, with the attendant requirement of additions to the organization for supervision, renders an increase from year to year in the expenditure incurred for these objects unavoidable.

The Railway Companies will certainly not admit that they are overpaid for the Mail transport performed by their roads. The contracts for ordinary Mail Service are let by public competition and awarded to the lowest tenders; the printing and stationery are obtained under the general Government contract for such objects, whilst the Postmasters, Clerks and other persons employed in the Post Office Service are paid under moderate scales of salary, and all the other miscellaneous expenditure of the Department is watched with every care to secure economy.

For the better accommodation of the public, additional Postage Stamp Vendors have from time to time been licensed in the cities and large towns, until the charge for the commission allowed to them on their sales of stamps, as compensation for the risk and trouble of the business, has become a considerable item in Postal expenditure, and amounted for the year 1879 to \$16,452.01.

#### REGISTRATION.

The number of letters registered is estimated from the returns made to have been 1,940,000 during the year.

Upon this number there were 57 cases of miscarriage from all causes, being one case of failure in every 34,056 letters registered.

The causes of failure were as follows:—

Registered letters contained in mail packages stated to have failed to reach destination.....	15
Registered letters lost, embezzled or misdelivered, the value contained having been made good, or recovered from the persons responsible.....	22

Registered letters lost, embezzled or misdelivered, loss not recoverable.....	4
Registered letters stolen from the Post Office or from Mails under conveyance, and the value of contents recovered.....	7
Registered letters stolen from the Post Office or from Mails under conveyance, loss not recoverable.....	9

When mail bags or packages are lost, stolen or accidentally destroyed whilst under conveyance, any registered letters they may contain of course share the fate of the other contents of the lost or missing mail, as was the case with respect to the first 15 letters noted in the above list.

In 29 of the other cases, the value lost was made good by the Postmaster or clerks upon whom the registration system placed the responsibility for the miscarriage of the letters.

Of the remaining 13 letters, 9 were stolen by burglars, or otherwise mis-carried from causes which made the registration unavailing, so that the number of cases in which the registration did not operate as it should have done to secure the letter from miscarriage or compensation for its loss, was only four, with contents of the ascertained aggregate amount of \$61.25.

There were 65 cases in which, though the letters registered were delivered at destination, complaints were made that the contents or portions of the contents were missing, but in many of these cases there was no sufficient evidence to show that the alleged discrepancies were not simply mistakes on the part of the sender or receiver as to the amounts sent or found therein.

The value of the registration stamps issued for the year ended 30th June, 1879 was \$35,994.00. No charge for registration is made on the large number of registered letters passing to and from the Parliamentary Offices and Public Departments at Ottawa.

As noticed in former reports, many letters containing more or less of valuable enclosures are posted without registration, and with this class of transmissions complaints of miscarriage are comparatively numerous, whilst for want of registration any satisfactory investigation of cases of this character becomes extremely difficult.

## DEAD LETTERS.

The number of ordinary letters, circulars and post cards, originating in Canada, and sent to the Dead Letter Office as having failed in delivery at the places addressed, 'was..... 463,030

Of these were returned to Canada—

From the United Kingdom.....	6,640
“ the United States .....	42,656
“ British Colonies. ....	672
“ Post Offices in Canada.....	413,062
	<u>463,030</u>

The number of letters, circulars and post cards sent to the Dead Letter Office for special reasons, such as a want of proper address, non-prepayment of postage, &c., &c., was..... 76,826

Books, parcels, &c., found to contain inclosures contrary to the regulations in this respect..... 573

Total.... 540,429

The above dead letters included 9,682 registered letters, and 3,403 unregistered letters were found to contain value when opened to be returned to the writers.

Full details as to what the letters having enclosures were found to contain, and as to the disposal of all classes of letters received at the Dead Letter Office, are given in the Dead Letter Statements and Returns to page 56 of the third part of this Report.

The total number of letters, circulars and post cards passing through the Dead Letter Office in the year 1878 was 630,847, and it is satisfactory in every respect to find from this indication that the number of dead letters tends rather to diminish than to increase.

Under the existing regulations letters posted to any address in Canada on which one rate of postage for the address has been prepaid, are forwarded to destination, and the deficient postage is collected on delivery, and it is only when prepayment has been altogether omitted, or when less than a single rate has been prepaid, that letters are held for postage and sent to the Dead Letter Office.

Prepaid letters bearing a printed notice of the writer's address on the cover with a request that they may be returned to that address if not delivered, are so returned without passing through the Dead Letter Office, and it is intended to adopt further measures to facilitate the ready return to the writers of such of the letters as fail of delivery or cannot be forwarded, as may advantageously be dealt with otherwise than through the Dead Letter Office.



STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post Cards and Stamped Envelopes, for the Year ended 30th June, 1879.

RECEIPTS.		ISSUE.												
Denomination.	Stamps on hand from last year.	Received from Manufacturers.	Surplus on transactions of the year.	Returned by Post-masters unfit for use.	Returned by Post-masters fit for use.	Total Number of Stamps on hand.	Amount.	Denomination.	Issued to Post-masters during the year.	Suspense Items.	Stamps destroyed as unfit for use.	Stamps on hand, 30th June, 1879.	Total Number of Stamps, Post Bands, Post Cards & Stamped Envelopes.	Amount.
81								Cents.						\$ cts
½	100,700	400,000	.....	796	.....	501,496	2,507 48	½	422,200	.....	796	78,500	501,496	2,507 48
1	2,743,300	15,725,000	.....	8,278	3,300	18,479,878	184,798 78	1	16,272,100	.....	8,278	2,199,500	18,479,878	184,798 78
2	227,300	2,350,000	.....	3,068	600	2,580,968	51,619 36	2	2,038,100	.....	3,068	539,800	2,580,968	51,619 36
3	2,474,600	34,500,000	100	21,893	5,500	37,002,093	1,110,062 79	3	33,945,700	.....	21,893	6,034,500	37,002,093	1,110,062 79
5	246,700	1,125,000	.....	1,631	50	1,373,381	68,669 05	5	1,304,050	.....	1,631	67,700	1,373,381	68,669 05
6	139,850	400,000	.....	782	550	541,182	32,470 92	6	388,150	.....	782	152,250	541,182	32,470 92
10	87,500	50,000	.....	403	150	138,053	13,805 30	10	111,200	.....	403	26,450	138,053	13,805 30
12½	728,350	.....	50	403	300	729,103	91,137 87½	12½	84,150	.....	403	644,550	729,103	91,137 87½
15	23,125	30,000	.....	153	25	53,303	7,995 45	15	46,650	.....	153	6,500	53,303	7,995 45
Registered	188,000	1,550,000	.....	3,261	50	1,741,311	34,826 22	Registered	1,575,200	.....	3,261	162,850	1,741,311	34,826 22
5	31,495	150,000	.....	1,805	450	183,750	9,187 50	5	149,800	50	1,805	32,095	183,750	9,187 50
8	27,225	.....	.....	3,905	7,175	28,305	3,064 40	8	25	.....	3,905	34,275	38,305	3,064 40
P. Bands..	650,700	8,600	.....	1,077	565	660,342	8,254 27½	P. Bands..	280,100	.....	1,077	379,165	660,342	8,254 27½

1 cent P. Cards..	566,600	7,716,000	627	900	8,284,127	82,841 27	1 cent P. Cards..	7,120,800	300	627	1,162,600	8,284,127	82,841 27
2 cent P. Cards..	96,400	5,030	5	1,211	102,616	2,052 32	2 cent P. Cards..	13,680	100	5	88,831	102,616	2,052 32
2 cent P. Cards							P. Cards						
P. U.....		40,000				802 00	P. U.....	27,300			12,800	40,100	802 00
1 cent Envelopes	184,648		10		1,070	2,414 46½	1 cent Envelopes	125,900			59,828	185,728	2,414 46½
3 cent Envelopes							3 cent Envelopes			300	299,510	568,710	18,437 43
No. 1.....	657,786		100	300	525	18,437 43	No. 1.....	288,900					
3 cent Envelopes							3 cent Envelopes						
No. 2.....	312,325				1,048	10,497 99½	No. 2.....	78,100	143		235,130	313,373	10,497 99½
						1,735,444 87½							1,735,444 87½

Value of issue, during the year, to 30th June, 1879:—

Ontario.....	\$ cts.
Quebec.....	885,562 92½
New Brunswick.....	323,205 12½
Nova Scotia.....	94,115 00
British Columbia.....	121,667 00
Manitoba.....	17,327 00
Prince Edward Island.....	18,450 00
	20,882 00
	<hr/>
	1,481,209 05

---



---

**MONEY ORDER SYSTEM.**

The total amount of Money Orders issued during the year ended 30th June, 1879. was.....	\$6,788,723 29
The total amount of Money Orders paid within the same year was.....	6,595,028 10
Amount of Post Office Savings Bank Deposits received through the Money Order Accounts was	1,973,243 00
Amount of Post Office Savings Bank withdrawals paid to Depositors through the Money Order accounts.....	1,475,048 79
<b>Total....</b>	<b>\$16,832,043 18</b>

The corresponding total for last year was..... \$17,199,701 82  
 —being a decrease in Money Order business this year of \$605,420.70, and an increase in Savings Bank transactions of \$237,762.06.

There were 769 Money Order Offices in operation on the 30th June, 1878, and 13 additional Post Offices were authorized to transact Money Order business during last year, and 4 offices were closed, making the total number of offices in operation on the 30th June, 1879 778, distributed as follows:—

Ontario.....	454
Quebec.....	113
Nova Scotia.....	112
New Brunswick.....	80
British Columbia.....	11
Prince Edward Island .....	6
Manitoba.....	2
	<u>778</u>

The exchange of Money Orders with the United States during the year has been as follows:—

	Issued.	Paid.
Ontario.. .....	\$147,954 30	\$128,940 04
Quebec.....	42,900 15	90,854 76
Nova Scotia.....	54,433 05	52,562 72
New Brunswick.....	43,629 40	25,862 00
Prince Edward Island.....	9,128 92	6,686 42
British Columbia.....	30,309 75	2,005 52
Manitoba.....	6,844 61	1,345 19
	<u>\$335,200 18</u>	<u>\$308,256 65</u>
		335,200 18
<b>Total issues and payments.....</b>		<b>\$643,456 83</b>

The corresponding total for last year was..... \$574,851 15

Although the total amount of Money Orders issued during the year ended 30th June, 1879, was \$342,172.48 less than the amount of the previous year, the number shows an increase of 12,308 Money Orders.

The resumption of specie payments in the United States, and the consequent equalization of the value of their currency with that of the Dominion, enabled the limit of Money Orders issued in Canada and payable in the United States to be increased from \$40 to \$50, and a supplementary article of convention with the United States Post Office to authorize this change was mutually executed.

The exchange of Money Orders between the two countries is steadily increasing. The amount of issues in Canada on the States during the past six months amounted to \$193,361.00, and the issues of the United States on Canada to \$225,180.32; total amount of business for six months ended 31st December, 1879, \$418,541.32 an increase of \$103,657.88 over the same period of the preceding year.

On the 1st January, this year, a reduction in the rate of commission on sterling orders payable in the United Kingdom came into force, the rate of commission being now as follows:—

	Sterling.			
On Orders not exceeding.....	£2	10s.	0d.	— 20 cents.
Exceeding £2 10s. 0d. and not exceeding	5	0	0	— 40 “
“ 5 0 0 “ “	7	10	0	— 60 “
“ 7 10 0 “ “	10	0	0	— 80 “

STATEMENT of the Business of the POST OFFICE SAVINGS BANK,  
with a Supplementary Statement for the

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of Deposits received during period.	Total amount of Deposits received during period.	Average amount of each Deposit received during period.	Number of Withdrawals during period.	Total amount Withdrawn during period.	Average amount of each Withdrawal during period.	Number of Accounts opened during period.
Three months ended 30th June, 1868....	81	3,247	\$ 212,507	\$ 65 44	* 166	* \$ 8,857 48	cts. 53 35	2,146
Year ended 30th June, 1869.....	213	16,653	927,885	55 71	4,787	296,754 35	61 99	6,429
Year ended 30th June, 1870.....	226	34,994	1,347,901	53 93	9,478	664,555 51	70 11	7,823
Year ended 30th June, 1871.....	230	33,256	1,917,576	57 66	15,148	1,093,438 86	72 10	9,424
Year ended 30th June, 1872.....	235	39,489	2,261,631	57 27	19,325	1,571,665 19	} 81 33	10,846
					89	206,900 00		
Year ended 30th June, 1873.....	239	44,413	2,306,918	51 94	22,159	1,925,999 32	} 86 91	11,995
					1,641	397,300 00		
Year ended 30th June, 1874.....	266	45,329	2,340,284	51 63	24,248	2,086,243 42	} 86 04	12,048
					1,566	322,400 00		
Year ended 30th June, 1875.....	268	42,508	1,942,346	45 69	24,637	2,041,879 04	} 82 88	10,516
					1,317	300,100 00		
Year ended 30th June, 1876.....	279	38,647	1,726,204	44 66	23,127	1,783,257 97	} 77 11	10,218
					1,025	238,200 00		
Year ended 30th June, 1877.....	287	36,126	1,521,000	42 10	21,643	1,525,682 98	} 70 49	8,971
					841	200,400 00		
Year ended 30th June, 1878.....	295	40,097	1,724,371	43 00	21,065	1,486,158 73	} 70 55	10,058
					879	227,500 00		
Year ended 30th June, 1879.....	297	43,349	1,973,243	45 52	22,326	1,475,048 79	} 66 07	10,755
					900	258,400 00		
Six months ended 31st Dec., 1879.....	294	28,155	1,458,944	51 81	12,184	827,552 71	} 67 92	7,677
					400	123,700 00		
Eleven years and nine months, ended 31st Dec., 1879.....	.....	436,263	21,660,810	.....	220,293	16,787,094 35	.....	118,906
					9,398	2,334,900 00		

\*The figures in smaller type in these two columns exhibit further Withdrawals, not paid to names in Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank Depositors

†The figures in small type show the deposits on which 5 p. c. interest is allowed. No new deposits

including interest accruing on Depositors' Accounts to 31st December, 1879, estimated at \$55,000.

The fluctuations in the expenses of management, and in the average cost of each transaction, mainly attributable to \$3,105,190.80, payments in one year for services not wholly chargeable to that

The total cost of maintaining the P. O. Savings Bank, including interest allowed to Depositors and

in the hands of the Government.

Canada, year by year, from the 1st April, 1868, to 30th June, 1879, six months ended 31st December, 1879.

Number of Accounts closed during period.	Number of Accounts remaining open at close of period.	COST OF MAINTAINING THE POST OFFICE SAVINGS BANK.						Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.		Average amount standing to credit of each Open Account at close of period.
		Total Expenses of Management, including Salaries, Compensation to Post-masters, Inspection, Printing, Stationery, &c.	Average cost of each transaction, viz.: of each Deposit or Withdrawal.	Percentage of cost of Management to Balance due to Depositors.	Losses sustained.	Interest allowed to Depositors.	Amount.	Rate of Interest at which held.		
		\$	\$ cts.		\$ cts.	\$ cts.	† \$ cts		\$ cts.	
44	2,102	8,389 43	.....	.....	.....	939 37	130,688 89 73,900 00	4 per cent. 5 do ...	97 33	
1,319	7,212	5,808 14	0 23 <sup>4</sup> / <sub>10</sub>	0 67	.....	21,091 72	503,614 26 353,200 00	4 do ... 5 do ...	118 80	
2,857	12,178	8,128 12	0 20 <sup>5</sup> / <sub>10</sub>	0 51	.....	48,629 08	939,948 83 648,900 00	4 do ... 5 do ...	130 41	
4,449	17,153	11,108 40	0 20	0 44	.....	84,273 68	1,596,859 65 1,100,900 00	4 do ... 5 do ...	145 59	
6,940	21,059	12,242 34	0 20 <sup>1</sup> / <sub>10</sub>	0 39	.....	116,174 55	2,144,600 01 954,900 00	4 do ... 5 do ...	147 04	
9,528	23,526	15,093 78	0 22 <sup>7</sup> / <sub>10</sub>	0 47	.....	126,932 88	2,504,651 57 702,400 00	4 do ... 5 do ...	136 32	
10,606	24,968	14,442 71	0 20 <sup>7</sup> / <sub>10</sub>	0 45	.....	126,273 31	2,692,865 46 512,100 00	4 do ... 5 do ...	128 36	
11,190	24,294	12,539 59	0 18 <sup>7</sup> / <sub>10</sub>	0 42	.....	120,758 06	2,525,390 48 400,700 00	4 do ... 5 do ...	120 44	
10,097	24,415	14,662 14	0 23 <sup>7</sup> / <sub>10</sub>	0 53	.....	110,116 08	2,432,852 59 308,100 00	4 do ... 5 do ...	112 27	
9,312	24,074	15,149 13	0 26 <sup>2</sup> / <sub>10</sub>	0 57	.....	104,067 86	2,375,537 47 264,400 00	4 do ... 5 do ...	109 60	
8,597	25,535	15,266 08	0 25	0 55	6,126 67	103,834 29	2,544,984 03 209,900 00	4 do ... 5 do ...	107 87	
8,845	27,445	16,100 03	0 24 <sup>5</sup> / <sub>10</sub>	0 51	.....	110,912 56	2,925,290 80 179,900 00	4 do ... 5 do ...	113 14	
4,646	30,476	.....	.....	.....	.....	158,428 14	†3,503,510 23 167,800 00	4 do ... 5 do ...	120 46	
88,430	30,476	.....	.....	.....	.....	1,132,494 58	†3,503,510 23 167,800 00	4 do ... 5 do ...		

Depositors in cash, but at their request paid over to the Finance Department to be inscribed in their having, as shown, passed out of the Books of the P. O. Savings Bank, does not appear in this Statement. have been accepted at that rate since 1871. but not yet computed. where not explained by variations in the amount of business and the number of transactions,—are year. all expenses of management, averages somewhat less than 4½ per cent. on the Savings Bank Balance

## POST OFFICE SAVINGS BANK.

*Number of Post Office Savings Banks.*

The number of Post Office Savings Banks on the 31st December, 1879, was 294, being three less than last year, the accommodation having been withdrawn from three points where the Bank had failed to attract business.

*Business of 1879 compared with 1878.*

The volume of business of 1879 was larger than that of any preceding year. The business of the last six months of 1879 (shown in annexed Table), as compared with the corresponding period in 1878, was as follows:—

	July to Decr., 1879.	July to Decr. 1878.
Number of deposits.....	28,155	20,770
Amount " .....	\$1,458,944	\$864,504
Number of new Depositors.....	7,677	4,929
Number of withdrawals.....	12,184	10,266
Amount " .....	\$827,552	\$661,408
Number of accounts closed.....	4,646	4,088

*Number of Depositors—Increase in balance due to Depositors.*

The number of Depositors' accounts open on the 31st December, 1879, was 30,476, an increase of 4,100 during the year. The balance due to Depositors was augmented during the same period from \$2,896,019 to \$3,671,310, an increase of \$775,291.

*No Losses sustained.*

No losses by fraud, or otherwise, occurred during the year 1879. The balancing of Depositors' ledgers on the 30th June, 1879, discovered an over-payment to a Depositor, shortly before, of \$50. This was the only accident of the kind in eleven years, and resulted from a singular concurrence of clerical errors most unlikely to happen again. No loss was sustained, as the Depositor refunded the amount.

*Deceased Depositors.*

Claims, numbering 189, to the moneys of deceased Depositors were investigated and paid during 1879, being an increase of 41 over the previous year.

RETURN of Passages, number of Passengers and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Halifax, and from Halifax to Liverpool, from 7th November, 1878, till 3rd May, 1879.

Table with columns: STEAMSHIP, CAPTAIN, Left Liverpool, Arrived at Halifax, Passage (Days, Hours, Minutes), Number of Passengers, Freight in Tons (Canada), Left Halifax, Arrived at Liverpool, Passage (Days, Hours, Minutes), Number of Passengers, Barrels (Ashes, Flour, Apples), Bushels Grain, Kegs Butter, Boxes Cheese, Sundries, Deals, Packages Provisions, Total Barrel Bulk, Remarks. Includes summary rows for Average passage Westward and Eastward.

RETURN of Passages, number of Passengers and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Quebec, and from Quebec to Liverpool, from 17th April, 1879, to 22nd November, 1879.

Table with columns: STEAMSHIP, CAPTAIN, Left Liverpool, Arrived at Quebec, Passage (Days, Hours, Minutes), Number of Passengers, Freight in Tons (Quebec, Montreal and West), Left Quebec, Arrived at Liverpool, Passage (Days, Hours, Minutes), Number of Passengers, Barrels (Ashes, Flour and Meal, Apples), Bushels Grain, Kegs Butter, Boxes Cheese, Sundries, Deals, Packages Provisions, Total Barrel Bulk, Remarks. Includes summary rows for Average passage Westward and Eastward.

The mails and passengers were landed at Rimouski at an average of 12 hours less time than shown above as the average of passages between Liverpool and Quebec.



---

---

PART I.

---

---

REPORT NO. 1.

STATEMENT of the Receipts and Expenditure of the Post Office DEPARTMENT of the Dominion of Canada within the Year ended 30th June, 1879.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque.	Paid by Postmasters.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878 .....	53,909 46	Conveyance of mails by Land .....	533,056 79	714 00	533,770 79
Postage paid in money, on letters .....	15,277 81	do do Steamboats, &c .....	60,276 79	.....	60,276 79
do do newspapers .....	40,854 54	do do Railways .....	462,413 24	.....	462,413 24
do do way letters .....	37 14	Making and repairing mail bags and locks .....	12,865 89	28 52	12,894 41
Amount collected by letter carriers .....	1,233 25	Salaries, forward allowances, allowances towards	1,068,612 71	742 52	1,069,355 23
Rents of letter boxes, drawers, &c .....	13,161 39	rent, fuel & light; also discount to stamp vendors	534,878 49	414,425 88	949,104 37
Postage stamps and post cards sold .....	1,469,249 83	Stationery, printing and advertising .....	37,828 87	58 86	37,887 73
Miscellaneous receipts .....	1,298 11	Travelling expenses .....	14,640 00	.....	14,640 00
	1,595,021 53	Tradesmen's bills .....	54,185 58	20 63	54,206 21
Less—Mis-sent and dead letters .....	\$ 2,792 35	Rents and taxes .....	5,410 28	.....	5,410 28
Balances due by Postmasters, 30th June, 1879 .....	57,865 50	Fuel and light .....	13,960 77	113 25	14,074 02
		Miscellaneous disbursements .....	20,950 47	1,638 04	22,588 51
Net Revenue .....	60,657 85		\$1,750,267 17	\$416,969,18	
	1,534,363 68				
Balance .....	632,902 67				
	\$2,167,266 35				\$2,167,266 35

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 1, A.**

**STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Ontario, within the Year ended 30th June, 1879.**

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878.....	19,971 77		Report:—		
Amount of Gross Postage (Money) ..... \$ 30,577 08			2 A. { Conveyance of Mails by Land.....	202,894 87	
do do (Stamps)..... 882,438 46½			do do Steamboats, & c.....	5,548 99	
Letter Box Rents..... 4,989 82			do do Railways.....	249,360 76	
do Miscellaneous Receipts..... 253 70	918,259 06½		{ Making and repairing Mail Bags and Locks.	5,818 18	463,622 80
			3 A. { A. Salaries.....	459,637 20	
Amount of Miscellaneous Receipts at the Post Office	623 62		B. Forward Allowances.....	20,086 84	
Department.....	938,854 45½		C. Allowances towards Rent, Fuel and Light	15,254 65	504,423 53
			D. Discount to Stamp Vendors.....	9,444 84	
LESS—Returned, refused, mis-sent and			4 A. { A. Travelling Expenses.....	8,449 35	
re-directed letters..... \$ 1,149 06½			B. Tradesmen's Bills.....	30,824 25	
Balances due by Postmasters,			C. Rents and Taxes.....	323 54	
30th June, 1879..... 23,322 99	24,472 05½	914,382 40	D. Stationery, Printing and Advertising.....	21,466 14	
			E. Fuel and Light.....	5,889 82	
			F. Miscellaneous Disbursements.....	10,548 92	77,502 02
Balance.....		131,165 95			
		\$1,045,548 35			\$1,045,548 35

H. A. WICKSTEED, Accountant  
 A. CAMPBELL, Postmaster-General.

REPORT No. 1, B.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Quebec, within the Year ended 30th June, 1879.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878 .....	20,558 13		Conveyance of Mails by Land.....	116,276 03	
Amount of Gross Postage (Money).....\$ 17,710 02			do do Steamboats, & C.....	8,718 50	
do do (Stamps)..... 317,292 72			do do Railways.....	141,710 83	
do Letter Box Rents..... 3,764 97			{ Making and repairing Mail Bags and Locks,	3,288 51	
do do Miscellaneous Receipts..... 318 52			A. Salaries.....	233,237 32	269,993 87
Amount of Miscellaneous Receipts at the Post Office Department.....	339,086 23		B. Forward Allowances.....	6,277 17	
			C. Allowances towards Rent, Fuel and Light	2,059 89	
			D. Discount to Stamp Vendors.....	4,945 89	246,520 27
			{ A. Travelling Expenses.....	4,214 68	
Less—Returned, refused, mis-sent and re-directed letters..... \$ 731 90	339,644 74		B. Tradesmen's Bills.....	12,554 39	
Balances due by Postmasters, 30th June, 1879 .....	23,671 02		C. Rents and Taxes.....	2,162 80	
			D. Stationery, Printing and Advertising.....	9,111 74	
			E. Fuel and Light.....	3,449 43	
			{ F. Miscellaneous Disbursements.....	5,682 84	
Balance.....	217,716 30	335,973 72			37,175 88
					\$553,690 02
		\$553,690 02			

H. A. WICKSTEED, Accountant.

A. CAMPBELL, Postmaster-General.

REPORT No. 1, C.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, within the Year ended 30th June, 1879.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878 .....	7,104 13		Report:—		
Amount of Gross Postage (Money)..... \$ 4,146 25			{ Conveyance of Mails by Land.....	102,583 84	
do do (Stamps)..... \$ 119,499 22†			do do Steamboats, &c.....	5,247 97	
do Letter Box Rents..... 840 79			do do Railways .....	22,555 96	
do Miscellaneous Receipts .....			{ Making and repairing Mail Bags and Locks.	1,021 64	
	124,486 26½		{ A. Salaries.....	80,911 44	131,209 41
Amount of Miscellaneous Receipts at the Post Office Department .....	2 92		{ B. Forward Allowances.....	2,133 00	
	131,593 31½		{ C. Allowances towards Rent, Fuel and Light	2,413 34	
Less—Returned, refused, mis-sent and re-directed letters..... \$ 527 76†			{ D. Discount to Stamp Vendors ..	968 44	86,426 22
Balances due by Postmasters, 30th June, 1879 .....	6,443 88½		{ A. Travelling Expenses.....	925 95	
		125,149 43	{ B. Tradesmen's Bills .....	4,085 03	
		104,430 37	{ C. Rents and Taxes.....	3,320 20	
		\$229,579 80	{ D. Stationery, Printing and Advertising ..	2,236 15	
			{ E. Fuel and Light .....	1,376 84	11,944 17
			{ F. Miscellaneous Disbursements.....		
Balance.....					\$229,579 80

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

**REPORT No. 1, D.**  
**STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick, within the Year ended 30th June, 1879.**

Receipts.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878 .....	4,748 21		Report:—		
Amount of Gross Postage (Money)..... \$ 3,408 86			2 D. { Conveyance of Mails by Land.. .. .	43,250 79	
do do (Stamps)..... \$ 97,395 01			do do Steamboats, &c.....	7,450 80	
do Letter Box Rents..... 813 94			do do Railways .....	40,921 69	
do Miscellaneous Receipts..... 61 00	101,678 81		{ Making and repairing Mail Bags and Locks.	1,405 78	93,028 26
Amount of Miscellaneous Receipts at the Post Office Department .....	25 00		{ A. Salaries.....	77,209 87	
			B. Forward Allowances.....	2,360 67	
	106,452 02		C. Allowances towards Rent, Fuel and Light	1,330 00	
Less—Returned, refused, mis-sent and re-directed letters .....			D. Discount to Stamp Vendors .....	976 59	81,877 13
Balances due by Postmasters, 30th June, 1879..... \$ 4,497 97	4,798 63	101,653 39	{ A. Travelling Expenses.....	893 80	
			B. Tradesmen's Bills.....	3,838 20	
			C. Rents and Taxes .....	2,866 94	
			D. Stationery, Printing and Advertising.....	2,761 00	
			E. Fuel and Light .....	1,100 76	
			F. Miscellaneous Disbursements.....	2,506 14	13,966 84
Balance.....		87,218 84			
		\$ 188,872 23			\$ 188,872 23

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 1, E.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Manitoba (including Keewatin and the North-West Territories), within the Year ended 30th June, 1879.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.	Report:—	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878.....	290 40		{ Conveyance of Mails by Land.....	21,455 75	
Amount of Gross Postage (Money)..... \$ 377 57			do do Steamboats, &c.....	.....	
do do (Stamps)..... 16,681 78			do do Railways.....	.....	
do Letter Box Rents..... 581 25			{ Making and repairing Mail Bags and Locks..	682 31	
do Miscellaneous Receipts.....			A. Salaries.....	5,405 19	22,138 06
Amount of Miscellaneous Receipts at the Post Office Department.....	17,640 60		B. Forward Allowances.....	52 50	
			C. Allowances towards Rent, Fuel and Light	71 40	
			D. Discount to Stamp Vendors.....	.....	
	17,931 00		{ A. Travelling Expenses.....	10 75	
Less—Returned, refused, mis-sent and re-directed letters..... \$ 37 52			B. Tradesmen's Bills.....	794 73	
Balances due by Postmasters, 30th June, 1879..... 253 17			C. Rents and Taxes.....	33 00	
	290 69		D. Stationery, Printing and Advertising.....	338 41	
			E. Fuel and Light.....	315 00	
		17,640 31	F. Miscellaneous Disbursements.....	27 59	1,519 48
Balance.....		11,546 32			
		\$29,186 63			\$29,186 63

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, F.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, within the Year ended 30th June, 1879.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878.....	709 55		Report:—		
Amount of Gross Postage (Money)..... \$ 318 63			2 F... {	34,855 75	
do (Stamps)..... 16,577 81			Conveyance of Mails by Land.....	20,688 33	
do Letter Box Rents..... 1,529 37			do do Steamboats, &c.....	.....	
do Miscellaneous Receipts..... 12 97			do do Railways.....	221 35	
	18,438 78		Making and repairing Mail Bags and Locks..	.....	55,765 43
Amount of Miscellaneous Receipts at the Post Office Department.....			3 F... {	10,243 14	
			A. Salaries.....	160 00	
			B. Forward Allowances.....	.....	
			C. Allowances towards Rent, Fuel and Light	10 50	
			D. Discount to Stamp Vendors.....	.....	10,413 64
	19,148 33		4 F... {	17 00	
Loss—Returned, refused, mis-sent and re-directed letters..... \$ 14 77			A. Travelling Expenses.....	710 09	
Balances due by Postmasters, 30th June, 1879..... 521 91			B. Tradesmen's Bills.....	18 00	
	536 68		C. Rents and Taxes.....	470 81	
			D. Stationery, Printing and Advertising....	325 00	
			E. Fuel and Light.....	1,843 61	
		18,611 65	F. Miscellaneous Disbursements.....	.....	3,384 51
Balance.....		50,951 93			
		\$69,563 58			\$69,563 58

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.



REPORT No. 1, G.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, within the Year ended 30th June, 1879.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1878 .....	527 27		Report:—		
Amount of Gross Postage (Money)..... \$ 864 33			2 G... {		
do do (Stamps)..... 19,364 82			Conveyance of Mails by Land.....	12,453 76	
do Letter Box Rents..... 641 25			do do Steamboats, &c.....	12,623 00	
do Miscellaneous Receipts.....	20,870 40		do do Railways... ..	8,064 00	
			Making and repairing Mail Bags and Locks.	456 64	
			3 G... {		
Amount of Miscellaneous Receipts at the Post Office			A. Salaries.....	12,752 14	33,597 40
Department .....			B. Forward Allowances.....	1,008 00	
			C. Allowances towards Rent, Fuel and Light	120 00	
			D. Discount to Stamp Vendors.....	34 36	13,914 49
Less—Returned, refused, mis-sent and			4 G... {		
re-directed letters..... \$ 30 67	21,397 67		A. Travelling Expenses.....	128 47	
Balances due by Postmasters,			B. Tradesmen's Bills.....	1,399 82	
30th June, 1879..... 414 22	444 89		C. Rents and Taxes.....	6 00	
			D. Stationery, Printing and Advertising.....	419 43	
			E. Fuel and Light.....	757 86	
			F. Miscellaneous Disbursements.....	602 57	3,313 85
Balance .....		20,952 78			
		29,872 96			
		\$50,825 74			\$50,825 74

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.



PROVINCE OF ONTARIO.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aberarder and Railway Station.....	J. Cairns.....	Foot or vehicle..	3	3	12 months...	26 00
Aberdour and Railway Station.....	G. Christie.....	Optional.....	1	6	12 do ...	62 40
Aberfeldy and Anghrim.....	B. Holmes.....	do.....	2	3	12 do ...	23 00
Acton and Knatchbull.....	W. Reed.....	do.....	5	2	6 do (to Sept. 30, '78)	37 50
do do.....	W. Langrill.....	do.....	5	2	6 from do	37 50
Adare and Centralia.....	W. Drummond.....	do.....	2 1/2	3	6 mos. (to Sept. 30, '78)	39 00
do do.....	W. McNamee.....	do.....	2 1/2	3	3 from do	18 75
Addison and Railway Station.....	E. S. Wiltse.....	Vehicle.....	7	6	12 months...	125 00
Adelaide and Strathroy.....	J. Freele.....	do.....	7	6	3 do ...	42 25
Adolphustown and Napanee.....	J. H. Roblin.....	do.....	24	6	6 do ...	265 91
Agincourt Station and L'Amoureux.....	W. Nash.....	Horse or vehicle.	4	3	12 do ...	92 50
Ahmik Lake and Spence.....	J. McCartney.....	Optional.....	9	1	9 do ...	30 00
Ailsa Craig and Greystead.....	J. Harrison.....	do.....	20	3	4 do ...	49 00
Albert and Marysville.....	W. McMurray.....	do.....	9 1/2	3	12 do ...	150 00
Alberton and Lynden.....	H. S. Lowden.....	do.....	7	6	12 do ...	244 00
Albion, Castleberg and Mount Wolfe.....	T. Robb.....	do.....	6 & 12	3 & 3	12 do ...	199 00
Albion and Keenansville.....	G. C. Morrow.....	do.....	17 1/2	6	6 do ...	275 00
Albion and Macville.....	G. Taylor.....	do.....	3	3	12 do ...	95 03
Albion and Railway Station.....	R. H. Booth.....	Horse or vehicle	1/2	24	12 do ...	100 00
Albury and Rednersville.....	J. Rose.....	do.....	4	3	12 do ...	48 52
Aldboro' and Rodney.....	J. Hoskins.....	do.....	6	6	12 do ...	166 50
Aldershot and Waterdown.....	A. Baker.....	Horseback.....	2 1/2	12	9 do ...	197 00
Alexandria and Athcl.....	J. Campbell.....	do.....	25	6	9 do (to Dec. 31, '78)	309 00
do do.....	P. A. Fisher.....	do.....	25	6	3 from do	112 25
Alfred and L'Original.....	W. Johnston.....	Optional.....	15 1/2	3	Season, 1878	133 33
Algonquin and Maitland.....	W. L. McKenzie.....	Horse or vehicle	6	2	12 months...	70 00
Alhanburg and Railway Station.....	J. Waters.....	On foot.....	3	12	12 do ...	93 88
Allandale and Fainswick.....	J. P. Huggard.....	Horse or vehicle	3 1/2	3	3 do (to June 30, '78)	22 50
do do.....	W. J. Coulter.....	do.....	3 1/2	3	9 from do	66 75
Allandale and Railway Station.....	M. J. Hamlin.....	On foot.....	1/2	24	12 months...	75 00
Allan Park and Hampden.....	H. Byers.....	Optional.....	5	2	12 do ...	45 00
Allenford and Skipness.....	D. Morton.....	Horse or vehicle	4	1	3 do (to June 30, '78)	8 75
do do.....	D. Reid.....	do.....	4	1	9 from do	24 75
Allenwood and Elmvale.....	J. Harvey.....	Optional.....	6	1	12 months...	38 00
Alliance and Strathburne.....	J. Smith.....	Vehicle.....	3 1/2	3	12 do ...	68 00
Alliston and Elmgrove.....	J. Berridge.....	Horse or vehicle	6 & 14	6	12 do ...	262 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Alliston and Railway Station...	J. Berridge.....	Horse or vehicle.	3	12	6 do ...	37 50
Alliston and Rosemont .....	W. J. Adams.....	Optional.....	3	6	6 do ...	125 00
Alloa and Edmonton .....	E. Stoneham, Ex	do .....	3	3	9 do (to	
do do .....	R. Campbell ....	do .....	3	3	3 from do	9 00
Alma and Railway Station .....	J. Johnston.....	do .....	2	12	12 months..	83 00
Alma and Winfield .....	T. A. Hamby....	Horse or vehicle	8	3	3 do (to	
do do .....	T. Howes.....	do ...	8	3	June 30, '78)	35 00
Almonte and Clandeboye.....	H. Kennedy. ...	do ...	12	3	9 from do	90 00
Almonte and Clayton.....	E. Blair .....	Vehicle.....	13	6	12 months..	196 00
Almonte and Railway Station..	E. Dowdall....	Optional.....	1	24	12 do ...	290 00
Alport and Bracebridge.....	W. H. Taylor....	Vehicle .....	4	2	Sea. '78-'79..	125 20
Alton and Cataract .....	J. Dwyer.....	do .....	3	6	12 months..	25 60
Alton and Marsville.....	J. Hanna.....	do .....	15	6	12 do ...	140 00
Alton and Railway Station .....	W. S. Stevens ..	Optional.....	1	12	12 do ...	450 00
Alvinston and Inwood .....	W. Ellis.....	Horse or vehicle	6	3	9 do ...	70 00
Alvinston and Railway Station.....	J. W. Brannan ..	Vehicle.....	1	12	5 do ...	101 25
Alvinston and Watford .....	do .....	Horse or vehicle	12	6&3	9 do ...	20 83
Amaranth Station and Railway Station.....	A. Lamb.....	do ...	1	6	12 do ...	142 50
Amberley and Lochalsh.....	R. McKenzie.....	do ...	4	2	6 do (to	40 00
do do .....	J. McLellan ....	do ...	4	2	Sept. 30, '78)	20 00
Amberley and Lurgan .....	J. McCrindle ...	Optional.....	4	3	6 from do	20 00
Ambleside and Wroxeter.....	M. Walsh.....	Horse or vehicle	10	6	12 months..	80 00
Ameliasburg and Belleville .....	J. S. Tice.....	Optional.....	11½	6	12 do ...	220 00
Ameliasburg and Hillier.....	do .....	Horse or vehicle	14	3	12 do ...	400 00
Amherstburg and Oxley.....	A. Elliott.....	do ...	20	6	12 do ...	190 00
Amherstburg and Railway Station.....	A. Wilcox .....	Vehicle.....	1	12	12 do ...	373 00
Amherstburg and Windsor.....	A. M. McKay....	do .....	18	6&3	12 do ...	187 80
Amiens and Lobo.....	J. McArthur....	do .....	11	3	12 do ...	425 00
Ancaster and Hamilton.....	S. D. Lawder ...	do .....	7	12	12 do ...	107 56
Anderson and Granton.....	J. Anderson....	Horse or vehicle	15	2	12 do ...	225 00
Angus and Railway Station.....	J. R. Brown....	Optional.....	1	12	12 do ...	195 00
Appin and Glen Willow .....	A. Moore.....	do .....	5	2	12 do ...	24 00
Appin and Mayfair.....	J. Dalton.....	Horse or vehicle.	3	3	12 do ...	60 00
Appleby and Railway Station...	J. Prescott.....	Optional.....	3	6	12 do ...	75 00
Appleton and Railway Station..	W. Young.....	Horse or vehicle.	3½	12	12 do ...	81 12
Apsley and Cheddar.....	T. G. Eastland..	do ...	20	1	12 do ...	148 00
Apsley and Peterboro'.....	do .....	do ...	40	3	12 do ...	140 00
Apto and Craighurst.....	H. O'Neill.....	Optional.....	5	6	9 do ...	480 00
Arden and Tamworth.....	G. Boomhower..	Horse or vehicle.	20	2	12 (less fine)	93 75
Ardrea and Orillia .....	W. Blair .....	do ...	8½	2	12 months..	127 00
Argyle and Railway Station.....	D. Mitchell.....	Optional.....	6	6	12 do ...	144 45
Arkona and Birnam .....	R. A. Rose.....	do ...	4	2	9 do ...	60 00
Arkona and Keyser .....	T. Dowden.....	Horse or vehicle.	5½	2	12 do ...	37 50
Arkona and Thedford.....	do .....	Vehicle.....	7½	6	12 do ...	45 00
Arkona and Watford.....	A. Cutler.....	do .....	24	6	3 do ...	114 00
Arkona and Wisbeach.....	G. N. Eastman..	do .....	7	3	9 do ...	48 75
Armada and Unionville.....	W. Weatherill..	Optional.....	5½	3	12 do ...	73 11
Armow and Kincardine.....	J. Shewfelt....	do ...	11	2	12 do ...	110 00
Armstrong's Mills and Guelph..	R. S. Armstrong	Horse or vehicle.	8	2	12 do ...	75 00
Arnett and Railway Station.....	W. G. Murray...	Optional.....	1	12	12 do ...	50 00
Arnprior and Fitzroy Harbor...	M. Kelly.....	Vehicle.....	12	6	5 do (to	50 50
do do .....	L. Brunette .....	do .....	12	6	Aug. 31, '78)	112 50
					7 from do	157 50

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Arnprior and Railway Station.....	C. Tierney.....	Vehicle .....	20 1/2	24	12 months...	100 16
Arnprior and White Lake.....	J. Havey.....	do .....	20	3	12 do .....	280 00
Aros and Victoria Road.....	C. MacInnes.....	Optional.....	3 1/2	2	12 do .....	70 00
Arthur and Fergus.....	R. B. Coulson.....	Vehicle.....	12	6	12 do .....	237 00
Arthur and Monck.....	J. Jackson.....	Foot or vehicle..	12 1/2	2	12 do .....	98 00
Arthur and Railway Station.....	C. C. Green.....	Optional.....	1	24	12 do .....	125 20
Arva and Ilderton.....	W. Bernard.....	do .....	29 1/2	2	3 (& arrears)	52 16
Arva and Union Hill.....	F. Bernard.....	Optional.....	11 1/2	2	12 months...	89 00
Arva and Vanneck.....	W. Bernard.....	do .....	12	3	9 do .....	114 99
Ashdown and Turtle Lake.....	A. Ross.....	do .....	6 1/2	1	12 do .....	50 00
Ashdown and West Grove.....	J. West.....	do .....	5	1	4 do .....	13 33
Ashgrove and Georgetown.....	R. Bennett.....	Horse or vehicle.	3 1/2	6	5 do (to Dec. 31, '78)	93 75
do do .....	E. Nixon.....	do .....	3 1/2	6	3 from do	48 75
Ashley and Railway Station.....	G. Follis.....	Optional.....	1 1/2	3	12 months...	50 00
Ashton and Prospect .....	W. Burrows.....	do .....	11	3	12 do .....	230 25
Ashton and Railway Station .....	D. Robertson.....	Horse or vehicle.	2	6	12 do .....	94 00
Askin and London.....	G. Shaw.....	do .....	1	6	12 do .....	78 00
Aspdin and Stanleydale.....	E. Aspdin.....	do .....	7	1	12 do .....	56 00
Aspdin and Utterson.....	T. W. Aspdin.....	Optional.....	7 1/2	2	12 do .....	75 00
Atherley and Fawn.....	B. Hopkins.....	do .....	4	2	12 do .....	38 00
Atherley and Railway Station.....	C. E. Hewitt.....	do .....	1	6	12 do .....	80 00
Atherley and Sebright.....	E. H. Herring.....	Horse or vehicle.	14	2	12 do .....	180 00
Atherton and Delhi.....	H. W. Cook.....	do .....	3	2	12 do .....	25 00
Athlone, Tottenham and Railway Station .....	W. J. O'Brien.....	Optional.....	15 & 1/2	12 &		
			1 1/2	6	6 do .....	110 00
Athol and Kerry.....	J. Campbell.....	Horse or vehicle.	4	3	12 do .....	89 00
Auburn, Carlow and Fordyce.....	J. Willard.....	do .....	5 1/2 &			
			8	6 & 3	12 do .....	229 00
Aughrim and Bothwell.....	A. T. Augustine.....	do .....	9	6	12 do .....	200 00
Aultsville & East Williamsburg .....	C. Wells.....	Vehicle.....	2 1/2	6	12 do .....	66 00
Aultsville and Gallingertown .....	J. Jackson.....	Horse or vehicle.	5	2	12 do .....	60 00
Anora and Railway Station.....	D. W. Doan.....	Foot or vehicle..	1 1/2	24	12 do .....	80 00
Aurora and Schomberg .....	M. Stephenson.....	Vehicle.....	15	6	7 do (to Oct. 31, '78)	233 33
do do .....	H. Isaacs.....	do .....	15	5	5 from do	166 66
Aurora and White Rose.....	J. Lloyd.....	do .....	4	2	12 months...	90 00
Avon and Ingersoll.....	A. M. McKay.....	do .....	11	6	12 do .....	338 00
Aylmer and Dorchester Station.....	R. C. Wright.....	do .....	20 1/2	3 & 6	12 do .....	435 83
Aylmer and Grovesend, &c.....	W. M. Lyon.....	do .....	10	2 & 3	12 do .....	174 80
Aylmer and Railway Station.....	S. Pierce.....	do .....	10 1/2	12	12 do .....	62 60
Ayr and Galt.....	G. Ray.....	Optional.....	12	6	3 do (to June 30, '78)	74 75
do do .....	W. Hilborn.....	do .....	12	6	9 from do	224 25
Ayr and Paris Station .....	G. Ray.....	do .....	7	6	6 mos. (to Sept. 30, '78)	99 50
do do .....	W. and T. Gam- mage, Sureties..	do .....	9	6	6 from do	99 50
Ayton and Clifford.....	T. Davis.....	Horse or vehicle	9	6	12 months...	300 00
Baden and Wellesley.....	J. Wilhelm.....	Vehicle .....	9	6	12 do .....	295 00
Badgeros and Shrigley .....	G. Sandilands .....	Horse or vehicle	2 1/2	2	9 do .....	22 50
Bagot and Burnstown .....	J. E. Halliday .....	Vehicle.....	5	3	12 do .....	80 00
Bagot and High Falls.....	T. Dillon.....	Optional.....	13	1	12 do .....	80 00
Baillieboro', Bewdley and Millbrook.....	J. Jewison.....	Horse or vehicle	7 & 4	6 & 2	12 do .....	204 48

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
						\$ cts.
Bala and Gravenhurst.....	J. Board.....	Optional.....	18	2	Part Season '77-'78 and	105 00
do do .....	T. Currie.....	do .....	12	2	Special trips	6 00
Bala and Port Carling.....	N. Orchard.....	do .....	12	2	12 months...	146 20
Balderson and Playfair.....	A. W. Playfair.....	Horse or vehicle	6	3	12 do ...	94 00
Ballantrae and Railway Station.....	R. Hill.....	Optional.....	$\frac{1}{4}$	12	10 do ...	50 00
Ballantrae and Stouffville.....	J. McMullen.....	Horse or vehicle	$\frac{7}{4}$	6	2 do ...	37 25
Ballantyne Station and Railway Station.....	J. Heysop.....	On foot.....	$\frac{1}{2}$	2	12 months...	26 00
Ballyeroy and Connor.....	J. Flemming.....	Horse or vehicle	4	3	6 do ...	39 86
Ballycroy, Connor and Palgrave.....	J. O'Connor.....	Optional.....	2 $\frac{1}{2}$ $\frac{1}{2}$	6 $\frac{1}{3}$	6 do ...	112 50
Ballyduff and Drum.....	H. Byers.....	Horse or vehicle	5	2	1 mo. 10 days	4 61
Ballyduff and Lotus.....	do .....	Optional.....	4	2	1 m.o. 21 days	5 89
Baltimore and Cobourg.....	G. Kelly.....	Horse or vehicle	5	3	12 do ...	75 00
Bamberg and St. Agatha.....	F. Walter.....	do .....	$\frac{5}{2}$	2	12 do ...	60 00
Banda and Randwick.....	J. Hood.....	do .....	$\frac{7}{2}$	3	9 do ...	66 75
Banda and Stayner.....	W. Morrow.....	Horseback .....	13	6	12 do ...	400 00
Banks and Collingwood.....	W. Johnson.....	Optional.....	8	1	12 do ...	52 00
Bardsville and Falkenburg.....	M. Moore.....	do .....	6	1	9 do ...	28 80
Bark Lake and Rockingham.....	J. Donaldson.....	Horse or vehicle	21	1 $\frac{1}{2}$	12 do ...	149 00
Barkway and Gravenhurst.....	J. T. May.....	Optional.....	12	1	9 do ...	26 25
Barrie and Fergusonville.....	W. H. Crosby.....	Horse or vehicle	19 $\frac{1}{2}$	3	12 (less fine)	365 00
Barrie and Penetanguishene.....	J. Holmes.....	Vehicle .....	32	6	12 months...	798 00
Barrie and N. Railway Station	W. H. Crosby.....	Horse or vehicle	$\frac{1}{2}$	42	12 do ...	169 55
do H. & N. W. do .....	A. Fraser.....	do .....	$\frac{1}{2}$	12	6 mos. (from Oct. 1, '78)	28 08
Barrie and Thornton.....	J. Goodfellow .....	do .....	13	6	12 months...	350 00
Barrie and Kingston.....	J. Ryan .....	Optional.....	$\frac{1}{2}$	6	12 do ...	50 00
Bath and Railway Station.....	W. Aylesworth.....	Vehicle .....	$\frac{1}{2}$	12	12 do ...	183 00
Bath and Stella.....	A. McMullen.....	Optional.....	7	3	12 do ...	140 00
Battersea and Kingston.....	J. Holder.....	do .....	16	3	12 do ...	187 48
Bayfield and Seaforth .....	A. M. Polley.....	Vehicle .....	15	6	3 do (to June 30, '78)	112 50
do do .....	E. Elliott.....	do .....	15	6	9 from do	243 00
Bayham and Ingersoll.....	G. Cook.....	do .....	20	6	12 months...	495 00
Baysville and Bracebridge.....	W. Holman.....	Horse or vehicle	16	1 $\frac{1}{2}$	6 do (to Sept. 30, '78)	93 48
do do .....	J. Langdon.....	do .....	16	2	6 from do	97 00
Baysville and Menomonee.....	J. Williams.....	do .....	5	1	12 months...	40 00
Bayview and Morley.....	J. Lemon.....	Optional.....	7	1	12 do ...	60 00
Beachburg and Gower Point.....	T. M. Carswell, jun. ....	Horse or vehicle	9	2	12 do ...	110 00
Beachburg and Westmeath.....	J. O'Brien.....	do .....	7	6	6 do (to Sept. 30, '78)	95 00
do do .....	T. Cecire.....	do .....	7	6	6 from do	78 26
Beachville and Embro.....	J. McKay.....	do .....	6	6	12 months...	192 00
Beamsville and Campden.....	W. S. Kerr.....	do .....	5	6	12 do ...	100 00
Beatrice and Windermere.....	F. Richardson...	do .....	27	3	9 do ...	205 35
Beaverton and Railway Station	J. Cameron.....	Optional.....		12	12 do ...	45 00
Beechwood and Seaforth.....	J. Reedy.....	do .....	6 $\frac{1}{2}$	2	12 do ...	68 00
Beeton and Railway Station.....	J. McClain.....	do .....		12	6 do ...	50 00
Beggsboro' and Stanleydale.....	G. McAdie, jun. ....	do .....	20	1	12 do ...	101 00
Belfast and Lanes.....	W. Phillips.....	do .....	4	2	12 do ...	40 00
Belfast and St. Helen's.....	do .....	do .....	21	6	12 do ...	90 00
Belfountain and Erin.....	N. Herring.....	do .....	3 $\frac{1}{2}$	3	12 do ...	80 00
Belgrave and Marnoch.....	P. Porterfield.....	do .....	3 $\frac{1}{2}$	3	12 do ...	60 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year-ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Belgrave and Railway Station...	T. Brandon...	Optional.....	½	12	6 months(to Sept. 30, '78)	30 00
do do	D. Barkley.....	do .....	½	12	3 from do ..	35 00
Belle River and Woodslee.....	W. S. Lindsay...	Vehicle .....	6	6	3 months...	43 75
Belleville and Bridgewater.....	W. B. Wemp.....	do .....	30	6	3 do (to June 30, '78)	137 50
do do	J. Campbell.....	do .....	30	6	9 from do ..	360 00
Belleville and Madoc.....	E. Cameron.....	do .....	26	6	12 months...	350 00
Belleville and Sidney Crossing.	W. R. Vander-voort .....	Horse or vehicle	6½	2	12 do ...	78 50
Belleville and Stirling.....	H. S. Ferguson...	Vehicle .....	16	6	12 months...	225 00
Belleville and Wellington.....	Lake & Jenkins...	do .....	22	4	4 do ...	140 00
Bell Ewart and Lefroy Station...	E. V. Hammer...	On foot.....	1	12	12 do ...	100 00
Bellrock and Colebrook.....	T. Gilligan.....	Horse or vehicle	12½	3	3 do ...	43 75
Belmont and London.....	L. Olmsted.....	do .....	13	6	12 do ...	163 84
Belton and Railway Station.....	J. Morden .....	On foot.....	65	As req.	12 do ...	15 00
Belton and St. Ives.....	H. Powell.....	Optional.....	6	3	12 do ...	77 92
Ben Lomond and Woburn.....	W. Forfar.....	do .....	2	6	12 do ...	50 00
Benmiller and Goderich.....	J. Miller.....	Horseback.....	6	2	12 do ...	80 00
Bensfort and South Monaghan...	A. Galloway.....	Horse or vehicle	5	3	12 do ...	70 00
Berkeley and Railway Station...	G. Flemming.....	Optional.....	½	6	12 do ...	60 00
Berlin and Crosshill.....	E. Oakley.....	Vehicle.....	16½	6	9 do (to Dec. 31, '79)	390 00
do do	J. T. Wilford.....	do .....	16½	6	3 from do ..	106 25
Berlin and Glen Allan.....	T. Hunt.....	do .....	22	6	12 months...	497 00
Berlin and West Montrose.....	A. Michener.....	do .....	14½	6	12 do ...	368 00
Bethany and Lifford.....	W. Davis.....	Horse or vehicle	30	6	12 do ...	386 00
Bethany and Railway Station...	D. Rowan.....	do .....	1½	24	12 do ...	75 00
Bexley and Victoria Road.....	J. Belfry .....	Optional.....	6	3	12 do ...	110 00
Billings' Bridge and Ottawa .....	J. Donaldson.....	do .....	3	6	12 do ...	96 00
Binbrook and Rentonville Station.....	R. Wickett.....	do .....	5	6	12 do ...	144 00
Birr and Devizes.....	W. S. Hodgins...	do .....	10½	2	12 do ...	125 00
Bishop's Mills and Oxford Mills	W. McLeland...	Horse or vehicle	8	3	12 do ...	143 00
Blackbank and Honeywood.....	R. G. Newell...	Horseback.....	3½	2	12 do ...	50 00
Blackburn and Rock Village.....	J. Hudson.....	do .....	5	1	12 do ...	30 00
Black Creek and Railway Station.....	J. H. Allen.....	Optional.....	½	12	12 do ...	18 00
Black Heath and York.....	J. Blair.....	do .....	5½	2	12 do ...	75 00
Black's Corners and Whittington.....	S. Black.....	do .....	5½	1	12 do ...	35 00
Blessington and Shannonville...	S. J. Earle.....	Horse or vehicle	11½	3	9 do (to Dec. 31, '78)	142 50
do do	C. Earle.....	do .....	11½	3	3 from do ..	45 00
Bloomington and Freiburg.....	F. Rombach.....	do .....	2½	6	12 months...	125 00
Bluevale and Railway Station...	J. McCoullough...	Optional.....	½	12	12 do ...	74 00
Blythe and Railway Station.....	R. W. Mitchell...	do .....	½	12	6 do (to Dec. 31, '78)	30 00
do do	R. Sellars.....	do .....	½	12	3 from do ..	18 75
Blythe and Sunshine.....	J. Holland.....	Horse or vehicle	10	1	6 months (to Sept. 30, '78)	23 24
do do	R. Orettenden...	do .....	10	1	6 from do ..	23 24
Bobcaygeon and Fenelon Falls.	J. Simpson.....	Optional.....	11	6	12 months...	300 00
Bobcaygeon and Peterboro'.....	E. Bottum.....	Vehicle .....	22	6	12 do ...	575 00
Bogart and Chapman.....	W. Rodgers.....	Optional.....	7	2	12 do ...	73 00
Bollingbroke and Glen Tay.....	S. Hanna.....	Horse or vehicle	17	1	12 do ...	75 00
Bolsover and Dartmoor.....	J. Duan.....	do .....	17	1	12 do ...	75 48
Bolsover and Railway Station...	D. Munro.....	do .....	4	6	12 do ...	131 44

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Bond Head and Keenansville.....	D. Holland.....	Vehicle.....	30	6	9 (less fine)	272 75
Bornholm and Brodhagen.....	M. Detwiles.....	Horse or vehicle	4	2&3	12 months...	52 08
Bornish and Sable.....	A. McDonald.....	Vehicle.....	3	3	12 do ...	45 00
Boskung and Minden.....	J. Beatty.....	Horse or vehicle	14	1	9 do ...	48 75
Bosworth and Riverbank.....	J. G. Hollis.....	Optional.....	3	2	12 do ...	40 00
Botany and Selton.....	P. McBrayne.....	do.....	2½	2	5 do ...	16 67
Bothwell and Clachan.....	A. McArthur.....	Vehicle.....	6	3	9 do (to Dec. 31, '78)	75 00
do do.....	J. Hillman.....	do.....	6	3	3 from do ..	23 50
Bothwell and Florence.....	M. Lebu.....	Optional.....	9	6	12 months...	100 00
Bouck's Hill and Hoasic.....	J. R. Beckstead.....	Optional.....	6	2	12 months...	41 25
Boulter and York River.....	J. C. George.....	do.....	23	1	7 do (to Oct. 31, '78)	64 16
do do.....	T. Walker.....	do.....	23	1	5 from do ..	39 61
Bourdeau and Seguin Falls.....	J. A. Bourdeau.....	do.....	11	1	8 months...	26 66
Bowling Green and Orangeville.....	J. Morrison.....	Horse or vehicle	14	2	4 do ...	52 66
Bowling Green, Farmington, Laurel and Laurel Railway Station.....	H. Lepsett.....	Optional.....	3, 3½ & 1½	2&6	8 do ...	105 33
Bowmanville and Cæsarea.....	A. McFeeters.....	Vehicle.....	18	6	3 do (to June 30, '78)	129 75
do do.....	F. Henderson.....	do.....	18	6	9 from do	359 25
Bowmanville and Tyrone.....	H. Nichols.....	do.....	7	6	3 to do	34 75
do do.....	J. Bell.....	do.....	7	6	9 from do	100 50
Bowood and Fernhill.....	D. R. Owen.....	Horse or vehicle.	4	3	12 months...	90 00
Boyne and Omagh.....	G. Henderson.....	do.....	1½	6	4 do ...	41 66
Bracebridge and Gravenhurst.....	J. T. Harvie.....	Stage.....	13	6	PtSea.'78-'79	112 50
Bracebridge and Huntsville.....	W. Hewitt.....	Horse or vehicle.	26	3&6	12 months...	389 67
Bracebridge and Monsell.....	G. Gregg.....	Optional.....	7	1	12 do ...	40 00
Bracebridge and Muskoka Falls.....	J. Sinclair.....	Not specified.....	3	3	6 do ...	34 50
Bracebridge and Port Carling...	W. Davidson.....	Optional.....	22	2	Part of Seasons '77-'78 & '78-'79...	90 75
Bracebridge and Rosseau.....	J. T. Harvie.....	do.....	27	6	PtSea.'78-'79	137 50
Bracebridge and Uffington.....	J. Doherty.....	Horse or vehicle.	10	3	3 months...	40 00
Bracebridge and Ziska.....	W. H. Spencer.....	Optional.....	5	2	12 do ...	60 00
Brackenrig and Point Kaye.....	W. Davidson.....	do.....	4	2	7 do (to Dec. 31, '78)	30 33
do do.....	C. Kaye.....	do.....	4	2	3 from do	13 00
Brackenrig and Port Carling....	do.....	do.....	4	1	1 month ...	4 50
Bradford and Deerhurst.....	S. Walker & Ex.	Foot or vehicle..	5	3	12 months...	100 00
Bradford and Newton Robinson.....	J. McDermott....	Vehicle.....	10	6	12 do ...	198 00
Bradford and Railway Station....	do.....	do.....	1	24	12 do ...	75 00
Bradshaw and Wilkesport.....	W. Bradshaw.....	Optional.....	6	2	12 do ...	50 00
Braemar and Strathallan.....	A. Anderson.....	do.....	5½	3	12 do ...	73 48
Braeside and Railway Station....	J. Gillies, jun....	On foot.....	1½	12	12 do ...	40 00
Bramley and Railway Station....	J. M. Ness.....	Optional.....	1½	12	3 do (to June 30, '78)	7 50
do do.....	J. Gordon.....	do.....	1½	12	9 from do	22 50
Brampton and Claude.....	J. Sanderson.....	do.....	11	6	12 months...	400 83
Brampton and Huttonsville.....	O. Brooks.....	do.....	4	3	12 do ...	85 00
Brandy Creek and Railway Station.....	E. R. Crombie....	Vehicle.....	1½	12	12 do ...	30 00
Brantford and Burtch.....	J. Herriman.....	do.....	7	3	12 do ...	146 00
Brantford and Longford.....	L. Strobridge.....	Horse or vehicle.	8	6	12 do ...	184 00
Brantford and Norwich.....	J. Herriman.....	Optional.....	24	6	12 do ...	695 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Brantford and Railway Stations.	J. Hale.....	Vehicle.....	1/2 & 1	As req	12 months...	522 71
Brantford and Simcoe .....	F. Finch.....	Stage.....	24	6	12 do .....	960 00
Brantford and Street Letter Boxes.....	A. D. Clement...	Optional.....	24	6	12 do .....	313 00
Breadalbane and Lochinvar Corners .....	J. R. Campbell..	do .....	3 1/2	6	12 do .....	80 00
Brechin and Railway Station.....	M. O'Neill .....	do .....	1	6	12 do .....	87 00
Brentwood and Railway Station.....	J. O'Connell.....	do .....	1/2	12	12 do .....	50 00
Brewster and Park Hill.....	A. Armstrong...	Vehicle.....	16	3	12 do .....	200 00
Bridgewater and Flinton.....	R. P. York .....	Foot or vehicle..	12	2	7 do (to Oct. 31, '78)	57 16
do do .....	W. Wagar .....	do .....	12	2	5 from do	34 66
Bridgewater and Madoc .....	J. J. Keller.....	do .....	21	2	12 months..	230 00
Brigden and Railway Station.....	D. H. McLean...	Optional.....	1/2	6	5 do .....	7 29
Bright, Washington, &c.....	A. Gatzka.....	Vehicle.....	6 & 1/5	12	12 do .....	239 00
Brighton and Campbellford.....	J. C. Sandford ..	do .....	20	6	12 do .....	225 00
Brighton and Smithfield .....	T. J. Brown .....	do .....	4	6	12 do .....	140 00
Briston's Corners and New Ross	T. Currie.....	Optional.....	4 1/2	1	12 do .....	29 00
Brisbane and Coningsby.....	J. W. Burt .....	Stage.....	4	2	12 do .....	30 00
Broadbent and McKellar.....	T. Patterson.....	Optional.....	7	1	7 do .....	23 33
Brockton and Parkdale.....	T. Coles.....	do .....	2	6	10 do .....	54 16
Brockville and Morristown, U.S.	J. Powers.....	Boat or vehicle..	2	6	12 do .....	150 00
Brockville and Railway Station.....	W. Curry.....	Vehicle.....	1/3	24	12 do .....	194 85
Brockville and Sherwood Spring	N. Latham.....	Horse or vehicle.	8	1	12 do .....	49 00
Brockville and Street Letter Boxes .....	H. Mitchell.....	On foot.....	.....	18	12 do .....	10 00
Brockville and Westport.....	J. Allan.....	Vehicle.....	44	6	3 do (to June 30, '78)	187 00
do do .....	R. W. J. Copeland	do .....	44	6	9 from do	738 00
Bronte and Milton.....	J. P. Walker.....	Horse or vehicle.	12	6	4 months...	166 66
Bronte Station and Palermo.....	L. Thirston.....	Optional.....	3	6	8 do .....	138 33
Brookfield Station and Railway Station.....	E. W. Brookfield	do .....	2	6	12 do .....	40 00
Brooklin and Railway Station...	M. A. Gibbs .....	do .....	3/8	12	12 do .....	100 00
Brookdale and Stratford .....	J. Forbes.....	Vehicle.....	14	2	12 do .....	156 00
Brougham and Markham.....	A. J. Wotten.....	Optional.....	12	6	12 do .....	388 12
Brougham and Whitby.....	J. Scott .....	do .....	12	6	12 do .....	215 00
Brucefield and Railway Station	J. Coates.....	do .....	1/2	12	9 do .....	53 15
Brudenell and Eganville.....	M. Furlong.....	Horse or vehicle.	22	3	3 do .....	53 33
Brudenell and Emmett.....	J. Costello .....	do .....	8	1	12 do .....	50 00
Brunner and Topping .....	S. Crozier.....	Optional.....	4	1	12 do .....	45 00
Brunswick and Railway Station	F. Thompson.....	do .....	1/5	12	12 do .....	60 00
Brussels and Gray .....	J. Hicks.....	Vehicle.....	5	6	12 do .....	144 00
Brussels and Railway Station...	J. Stretton .....	Optional.....	1/2	12	12 (less fine)	23 00
Buckhorn and Rondeau.....	J. K. Morris .....	Horse or vehicle.	4	3	12 months...	90 00
Buckingham Railway Station and Cumberland.....	G. G. Dunning...	Horseback .....	2	12	12 do .....	165 00
Buckingham Wharf and Cumberland.....	do .....	Boat or canoe....	1	12	13 days.....	3 64
Buckshot, Mountain Grove and Parham .....	S. E. Sanderson.	Vehicle.....	35 & 10	1	9 months...	247 59
Buckshot and Vennachar .....	D. W. Hughes....	Optional.....	17	1	9 do .....	51 00
Bunessan and Pomona.....	D. McInnes.....	do .....	34	2	12 do .....	52 00
Burford and Cathcart .....	O. Dunn .....	do .....	8 1/2	3 & 4	12 do .....	219 72
Burgess Corners and Douglas...	H. Johnston.....	do .....	5	6	12 do .....	174 00
Burgessville and Newark.....	J. T. Moore.....	Vehicle.....	5	3	12 do .....	110 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Burgessville and Oxford Centre.	N. Schooley .....	Horse or vehicle.	14	2 & 3	12 months...	226 67
Burgessville & Railway Station.	T. Swindel. ....	Optional.....	3	12	12 do ...	46 95
Burks' Falls and Huntsville .....	J. T. Hanes. ....	do .....	28	2	7 do ...	163 33
Burks' Falls and Katrine. ....	D. F. Burk, jun. ...	do .....	5	1	2 do ...	8 33
Burlington and Guelph .....	G. McCoy. ....	Vehicle.....	37	6	12 do ...	1,006 25
Burlington and Port Nelson .....	J. Ewing. ....	Optional.....	1 1/2	6	12 do ...	60 00
Burlington Railway Station and Zimmerman	T. Watson .....	Vehicle. ....	8	6	12 do ...	300 00
Burnhamthorpe and Cooksville Road.....	G. Savage .....	Stage .....	3	6	6 do (to Sept. 30, '78)	40 00
do do .....	J. Jordan. ....	do .....	1 1/2	6	6 from do	32 50
Burnley and Roseneath .....	J. McCann .....	Horse or vehicle.	5	3	12 months...	100 00
Burnt River and Rettle's Station	S. Moore.....	Optional.....	3	3	12 do ...	40 00
Bury's Green and Fell's Station	H. Fell .....	do .....	2 1/2	2	12 do ...	99 76
Byron and London.....	J. Charles .....	do .....	6	3	9 do (to Dec. 31, '78)	75 00
do do .....	J. B. Wells. ....	do .....	6	3	3 from do	22 00
Cadmus and Cartwright.	A. E. Byers. ....	do .....	2 1/2	6	12 months...	60 00
Caistorville and Winona. ....	J. Williams. ....	do .....	16	3	12 do ...	230 00
Calder and Delaware.....	A. Waggoner .....	do .....	8	2	8 do ...	53 33
Calder and Railway Station.....	J. Cowling. ....	do .....	4 1/2	2	4 do ...	13 33
Caldwell and Caledon.....	J. Shields. ....	Horse or vehicle.	12 1/2	3	12 do ...	108 00
Caledon and Railway Station.....	N. Patterson.....	Optional.....	3	12	12 do ...	70 00
Caledon East and Lockton.....	B. Ingoldsby.....	Horse or vehicle	4 1/2	3	12 do ...	65 00
Caledonia Springs & L'Original	J. Rochon .....	do .....	9	3	Season, 1878	20 00
Calton and Vienna .....	J. Brasher.....	do .....	4	1	3 months...	8 00
Calumet Station and Hawkesbury.....	W. Lawlor.....	Vehicle .....	3 1/2	6	8 do ...	133 33
Calumet Station and L'Original	J. Lee .....	Boat or vehicle ..	3	6	2 do (to June 30, '78)	14 00
do do .....	J. Lee and C. Seguin .....	do .....	3	6	9 from do	176 25
Calumet Station and Vankleek Hill .....	S. Potter.....	Vehicle.....	12	6	3 months...	59 75
Cambray and Railway Station .....	R. Moffatt.....	Optional.....	2 1/2	12	12 do ...	180 00
Camden East and Napanee.....	H. Finkle.....	Vehicle.....	9 1/2	6	3 do ...	32 50
Camden East and Tamworth.....	do .....	do .....	13	6	3 do ...	75 00
Cameron and Railway Station.....	J. Bryson .....	Optional.....	1 1/2	6	12 do ...	60 00
Camerontown & Railway Station	A. Cameron, sen	Horse or vehicle	200	12	12 do ...	50 08
Camerontown & Summerstown.	A. Cameron, jun	do .....	3	6	12 do ...	96 00
Camilla and Elba .....	R. Agnew .....	do .....	5 1/2	2	12 do ...	80 00
Camlachie and Erroll .....	G. Whiting. ....	Optional.....	2	3	12 do ...	62 00
Camlachie and Hillsborough.....	T. Blair .....	do .....	7	2	12 do ...	117 00
Campbellford and Stirling.....	J. Weese.....	Horse or vehicle	17	3	12 do ...	200 00
Campbellford and Trent Bridge.	F. E. Lee.....	Optional.....	8	1	12 do ...	50 00
Campbell's Cross and Cheltenham	J. Sanderson.....	Horse or vehicle	4 1/2	6	12 do ...	210 00
Campbellton & Dutton Station.	N. McBride.....	Optional.....	5	2	12 do ...	78 00
Campden and Candasville.....	J. B. Groble.....	Vehicle.....	10	3	12 do ...	150 00
Canaan and Sarsfield .....	J. Larmour.....	do .....	3	3	12 do ...	45 00
Canfield and Cayuga.....	J. Mason.....	Horse or vehicle	6	12	12 do ...	185 00
Canfield and Railway Station.....	do .....	On foot.....	1	12	6 do ...	12 50
Canfield and Welland.....	P. Swarts, Surety	Vehicle .....	35	6	12 do ...	829 04
Canfield Station and Cayuga.....	T. Humphries.....	do .....	6 1/2	12	6 do ...	190 00
Cannifton and Wallbridge.....	F. B. Prior.....	Optional.....	6	3	12 do ...	70 00
Cannington and Pefferlaw.....	W. H. Jackson.....	Vehicle .....	10	3	12 do ...	210 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Cannington & Railway Station.	D. Campbell.....	Optional.....	3	24	12 months...	140 00
Cape Croker and Colpoys Bay.	J. Shackleton....	do .....	15	1	3 do (to June 30, '78)	25 00
do do	E. Cross.....	do .....	15	1	9 from do	43 86
Cape Rich and Meaford.....	R. Cox.....	Stage.....	10	2	12 months...	120 00
Cardwell and Picton.....	L. D. Harrison....	Optional.....	7½	3	12 do ...	114 00
Carillon and Ottawa.....	J. Murray, jun....	Vehicle.....	79	6	3 do ...	188 00
Carleton Place and Railway Station.....	G. A. Cornell....	do .....	½	12	12 do ...	40 89
Carling and Parry Sound .....	R. Blair.....	Optional.....	9	1	9 do ...	48 75
Carlingford and Sebringville.....	R. Crawford.....	do .....	11½	3	12 do ...	148 16
Carlsruhe and Clifford.....	J. Dopfer.....	do .....	12	6	12 do ...	340 00
Carluke and Glanford.....	R. Gorie.....	do .....	5½	3	3 do ...	25 00
Carluke and Hamilton .....	R. Mayhew.....	Vehicle.....	13½	6	9 do ...	258 75
Carmuncock and Monkton.....	M. McNaught.....	Stage.....	4	2	12 do ...	60 00
Carrarvon and Minden.....	A. Brown.....	Optional.....	12	1	7 do (to Oct. 31, '78)	43 75
do do	J. Melville.....	do .....	13	1	5 from do	25 00
Caron and Clarence Creek.....	F. Leblanc.....	do .....	7	1	12 months...	38 00
Carp and Elm.....	N. Smith.....	do .....	3	3	12 do ...	75 00
Carronbrook and Farquhar .....	P. DeCantillon...	Horse or vehicle.	11	6	3 do ...	98 00
Carronbrook and Railway Station .....	G. J. Kidd.....	Optional.....	½	18	3 do ...	46 80
Carrville and Patterson.....	G. Wiley.....	Horse or vehicle.	2½	3	12 do ...	45 00
Carsonby and North Gower.....	B. Eastman.....	Optional.....	3½	2	12 do ...	40 00
Carwell and Russell Station .....	D. Carswell.....	do .....	3	1	12 do ...	25 00
Carthage and Morningdale Mills .....	W. Henderson....	do .....	7½	3	6 do ...	37 50
Carthage and Tralee.....	do .....	do .....	2	3	6 do ...	20 00
Cashion's Glen and Cornwall.....	M. Conroy.....	do .....	13	3	6 do (to Sept. 30, '78)	81 24
do do	J. A. Grant.....	do .....	13	3	6 from do	67 50
Casselman and Crysler.....	R. A. Castleman ..	Horse or vehicle.	10	3	12 months...	127 50
Cassel and Tavistock.....	J. Loth, jun.....	Optional.....	6	2	12 do ...	125 00
Castleford and Railway Station .....	J. Warnock.....	Horse or vehicle.	2	6	12 do ...	200 00
Castleford Station and Loch Winnock.....	R. Storie.....	Optional.....	½	6	12 do ...	50 00
Cayuga and Dean's Station .....	J. A. Hoshal.....	do .....	1½	12	12 do ...	60 00
Cayuga and Fisherville.....	B. Ullman.....	Vehicle.....	6	6	12 do ...	149 00
Cayuga and Kohler.....	M. Nopper.....	do .....	6	3	12 do ...	135 00
Cayuga and Seneca.....	E. Wigg.....	do .....	11	6	12 do ...	410 00
Cedar Dale and Railway Station .....	W. Coleman.....	Optional.....	½	12	12 do ...	60 00
Cedar Hill and Pakenham.....	S. Connery.....	Horse or vehicle.	5½	2	12 do ...	75 50
Centralia and Crediton.....	A. Calder.....	Vehicle.....	5½	6	3 do (to June 30, '78)	50 00
do do	J. Short.....	do .....	5½	6	9 from do	131 25
Centralia and Railway Station.....	W. J. Moffatt....	Optional.....	½	12	6 months (to Dec. 31, '78)	37 50
do do	J. Short.....	do .....	½	12	3 from do	6 25
Centre Augusta and Prescott .....	C. Murphy.....	Horse or vehicle.	12	2	12 months...	99 72
Centreton and Grafton.....	W. Oulehan.....	do .....	13½	3	12 do ...	195 00
Centreville and Croydon.....	R. Caswell.....	Optional.....	5	3	9 do ...	63 00
Centreville and Enterprise.....	E. Lyons.....	Horse or vehicle.	10	3	3 do ...	20 00
Chalk River and Petawawa.....	J. Wilson.....	Optional.....	13	2	Season '78...	50 00
Chandos and Clydesdale.....	H. Caldwell.....	Horse or vehicle.	5	1	9 months...	17 50
Chantry and Harlem.....	S. Chant.....	Optional.....	1½	3	12 do ...	30 00
Charing Cross and Comber.....	J. Gilhula.....	Vehicle.....	27½	3	12 do ...	550 00
Charing Cross and Harwich Centre.....	W. H. White.....	do .....	5	2	3 do (to June 30, '78)	18 75

REPORT No. 2, A.--Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per week.	Period.	Amount.
						\$ cts.
Charing Cross and Harwich Centre.....	J. Mills, jun.....	Vehicle.....	5	2	9 mos. (from June 30, '78)	37 50
Charing Cross and Railway Station.....	A. Payne.....	Optional.....	1 1/4	12	3 months (to June 30, '78)	15 60
do do .....	J. McEachran.....	do .....	1 1/4	12	9 from do	84 60
Charleston and Farmersville.....	E. F. Mulvena.....	Horse or vehicle.	5 1/2	2	12 months...	72 00
Chatham and Darrell.....	E. Hall.....	Optional.....	7	2	12 do ...	58 00
Chatham and Dover South.....	A. Robert.....	Horseback.....	6	2	12 do ...	75 00
Chatham and Dresden.....	H. Wees.....	Optional.....	16	6	12 do ...	250 00
Chatham and Morpeth.....	T. K. Morris.....	do .....	20	6	12 do ...	575 00
Chatham and Railway Station..	W. Chrysler.....	do .....	6	12 & 6	12 do ...	75 00
Chatham and Rondeau.....	T. K. Morris.....	do .....	12	6	12 do ...	243 00
Chatham and Wallaceburg.....	P. T. Hodges.....	Vehicle.....	17	6	3 do (to June 30, '78)	112 50
do do .....	D. Heywood.....	do .....	17	6	9 from do	225 00
Chatsworth and Railway Station	W. Gaddis.....	Optional.....	3/4	12	12 months...	80 00
Chatsworth and Strathavon.....	W. Howey.....	do .....	9	2	3 do (to June 30, '78)	23 75
do do .....	J. Price.....	do .....	9	2	9 from do	69 00
Chatsworth and Sullivan.....	M. Lawson.....	do .....	5 1/2	6	12 months...	190 00
Cheapside and Jarvis Station ...	J. Johnson.....	Vehicle.....	13	6	12 do ..	299 00
Chepstow and Dunkeld Station	J. Schurter.....	Optional.....	2 1/2	6	12 months...	140 00
Cherry Valley and Point Petre..	J. Scott.....	Horse or vehicle.	7	1	12 do ...	25 00
Cherry Valley and Salmon Point	R. R. Garrison...	do .....	6	2	12 do ...	70 00
Cherrywood and Whitevale ...	C. Cranston.....	Optional.....	3 3/4	3	12 do ...	95 00
Chesterville and Connaught .....	P. Jordan.....	Horse or vehicle.	5	2	12 do ...	70 00
Chesterville and Russell.....	H. Fitzpatrick...	do .....	16	3	12 do ...	220 00
Chevalier and Railway Station	H. R. Marion.....	Optional.....	1	6	12 do ...	30 00
Cheviot and Riversdale .....	J. McLean.....	Horse or vehicle.	4	2	12 do ...	65 00
Chippawa and Clifton.....	J. J. Mason.....	Vehicle.....	6	6	12 do ...	250 00
Chiselhurst and Cromarty.....	W. Wren.....	Optional.....	5	2	12 do ...	50 00
Christie's Corners and Heckston	G. Selleck.....	do .....	2 1/2	2	12 do ...	35 00
Christina and Mount Brydges ...	S. Tuck & D. J. Bodman, Sureties.....	do .....	4 1/2	2	12 do ...	52 00
Churchill and Lennox .....	R. Heppingstall..	Horse or vehicle.	3	2	12 do ...	52 00
Churchville and Malton.....	J. Foster.....	Vehicle.....	11	6	12 do ...	388 00
Clanbrassil and Oneida.....	J. Cossar.....	Optional.....	5	2	6 do ...	37 50
Claremont and Stouffville.....	M. F. Mertins....	do .....	19	6	6 do (to Sept. 30, '78)	175 00
do do .....	A. Yake.....	do .....	19	6	6 from do	145 00
Clarence and Clarence Creek...	F. Mesnard.....	Vehicle.....	5	3	9 months(to Dec. 31, '78)	60 00
do do .....	T. Perrin.....	do .....	5	6	3 from do	26 67
Clarence and Thurso Station ...	T. Wilson.....	Boat or vehicle..	3	12	4 months(to Aug. 31, '78)	50 00
do do .....	J. B. Burgon.....	do .....	3	12	7 from do	64 17
Clarence and Thurso Wharf.....	T. Wilson.....	Optional.....	2	12	13 days ....	4 37
Clarke and Kendall.....	J. Hallowell.....	Horse or vehicle	6 1/2	6	12 months...	155 00
Clarke and Railway Station.....	W. A. Fallis.....	Vehicle.....	4 1/8	12	9 do (to Dec. 31, '78)	151 04
do do .....	C. Mitchell.....	do .....	4 1/8	12	3 from do	49 28
Clarksburg and Heathcote.....	G. Booth.....	Horse or vehicle.	5	6	6 months(to Sept. 30, '78)	100 00
do do .....	W. Dales.....	do .....	5	6	6 from do	90 00
Clarksburg and Railway Station	P. Rowe.....	do .....	1 1/4	12	12 months...	90 00
Clarkson and Port Credit.....	C. E. Peer.....	Optional.....	3	3	12 do ...	129 72

REPORT No. 2, A.—Detail of all payment for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Clayton and Tatlock.....	P. Guthrie.....	Horse or vehicle.	14	1	12 months...	56 00
Clifford and Lakelet.....	T. Hubbard.....	Optional.....	6	3	6 do (to Sept. 30, '78)	40 00
do do.....	R. Young.....	do.....	6	3	6 from do	44 50
Clifford and Mount Forest.....	G. Hunt.....	Horse or vehicle.	16½	2	12 months...	135 00
Clifford and Railway Station.....	J. Feather.....	Optional.....	15	6	12 do ...	49 92
Clifton and Niagara.....	W. Clark.....	Vehicle.....	15	6	12 do ...	430 00
Clifton and Railway Stations ..	W. W. Woodruff.....	Optional.....	53½	12&6	12 do ...	136 00
Clinton and London.....	A. Jamieson.....	Vehicle.....	74	6	3 do ...	633 28
Clinton and Porter's Hill.....	J. A. Yuill.....	Optional.....	74	3	12 do ...	135 00
Clinton and Railway Station... ..	T. Fair.....	do.....	24	3	do (to June 30, '78)	46 80
do do ..	J. A. Yuill.....	do.....	12 & 24	9	9 from do	192 06
Clinton and Wingham.....	T. F. W. Collis.....	Vehicle.....	23	6	3 months...	300 00
Clontarf and Foymount.....	J. R. McDonald.....	Horse or vehicle.	8	3	10 do ...	130 00
Clontarf and Rockingham.....	do ..	do ..	19	3	3 do ...	45 66
Clover Hill, Cookstown and Cookstown Railway Station...	H. Coleman.....	Optional.....	1&2½	6&12	6 do ...	87 50
Clover Hill and Egbert.....	P. Size.....	do ..	4	2	12 do ...	69 00
Cloyne and Denbigh.....	J. Lane.....	do ..	28	2	12 do ...	312 00
Cloyne and Erinville.....	J. O'Brien.....	Horse or vehicle.	40	2	12 (less fine)	298 00
Cloyne and Harlowe.....	T. Neale.....	Optional.....	6½	1	12 months...	48 75
Cobden and Railway Station ..	J. Ross.....	Vehicle.....	12	12	12 do ...	48 00
Cobden Station and Eganville ..	C. W. Boland.....	Horse or vehicle.	18	6	12 do ...	254 00
Cobourg and Harwood.....	P. McGuire.....	Optional.....	16	3	6 do (to Sept. 30, '78)	162 50
do do ..	W. Wellwood.....	do ..	16	3	6 from do	50 28
Cobourg and Roseneath.....	J. McMillen.....	Vehicle.....	20	3	12 months...	170 00
Colbeck and Tarbet.....	E. Colbeck.....	Horse or vehicle.	6	1	3 do ...	9 50
Colborne and Dundonald ..	M. W. Baker.....	do ..	7	2	12 do ...	70 00
Colborne and Norwood.....	W. H. Coon.....	Vehicle.....	31	6	12 do ...	499 32
Coldwater and Lovering.....	W. D. Lovering.....	Optional.....	6	1	12 do ...	50 00
Coldwater and Railway Station	S. D. Eplett.....	do ..	6	12	12 do ...	120 00
Colebrook and Moscow.....	T. Gilligan.....	Horse or vehicle.	9	3	9 do ...	100 38
Colebrook and Odessa.....	A. A. Lee, Ex.....	Optional.....	11	6	12 do ...	300 00
Coleman and Norway.....	C. Coleman.....	do ..	1½	3	12 do ...	40 00
Collingwood and Flesherton...	R. Taylor.....	do ..	30	6	12 do ...	650 00
Collingwood and Gibraltar.....	R. Glenn.....	do ..	10	1	12 do ...	50 50
Collingwood and Railway Station ..	D. Darroch.....	Vehicle .....	1	24	12 do ...	212 84
Collins' Bay and Railway Station ..	W. Chapman.....	Optional.....	1	12	12 do ...	22 91
Colpoys Bay and Owen Sound.	J. Shackleton.....	do ..	23	3&6	12 do ...	715 00
Comber and Railway Station...	J. R. Middaugh.....	Vehicle .....	23	3&6	3 do (to Sept. 30, '78)	12 00
do do ..	D. McAlister.....	do ..	23	6	9 from do	58 75
Combermere and Eganville ..	M. Furlong.....	do ..	25	3	12 months...	483 33
Combermere and Purdy.....	W. Lake.....	Horse or vehicle.	6	1	10 do ...	29 17
Combermere, Purdy and Rockingham ..	D. Culhane.....	Optional.....	8 & 14	1&2	3 do ...	33 00
Comet and Vereker ..	C. E. Weldon.....	do ..	4	2	12 do ...	80 00
Commanda Creek and Restoule.	C. Stephenson.....	do ..	8	1	4 mo. 24 days	31 95
Conboyville and Seneca.....	S. Arrell.....	do ..	6	2	12 months...	52 00
Conn and Egerton.....	J. Hunter.....	do ..	3	1	3 do ...	5 00
Conroy and St. Paul's Station ..	J. Smith.....	do ..	2½	2	12 do ...	52 00
Conway and Napanee.....	S. Peters.....	do ..	24	3	6 do ...	135 00
Cookstown and Gilford.....	J. Bolton.....	do ..	8	12	9 do ...	337 50

REPORT No. 2, A,—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Cookstown and Rosemont .....	W. J. Adams .....	Horse or vehicle.	18	6	6 months...	262 50
Cooksville and Toronto.....	J. Graham .....	Vehicle .....	16	6	12 do ...	475 00
Cooper's Falls and Washago....	F. Cooper .....	Optional.....	7	1	12 do ...	40 00
Copetown and Orkney.....	J. McCarthy .....	do .....	6	3	11 do ...	91 66
Copleston and Petrolia.....	C. Napper .....	do .....	4½	6	12 do ...	175 00
Cornwall and Monckland .....	M. Maloney .....	Horse or vehicle	13	3	12 do ...	155 00
Cornwall Centre and Millroches	D. McKay .....	Optional.....	2½	3	12 do ...	60 84
Corseley and Fingal .....	J. Horton .....	do .....	3	6	3 do ...	25 00
Corseley, Fingal and Railway Station.....	do .....	do .....	3½	6 &	12 9 (less fine)	224 00
Corseley and Railway Station...	do .....	do .....	½	12	3 months...	9 00
Corseley and West Magdala.....	do .....	do .....	12	3	8 do ...	80 00
Corwin and Nassagaweya .....	P. Little.....	Horse or vehicle	6	2	12 do ...	78 00
Copleston and Flora .....	S. Wilson .....	Vehicle .....	23	6	12 do ...	550 00
Cottam and Olinda .....	G. Wilsber .....	Optional.....	5	3	12 do ...	80 00
Coulson and Marchmont.....	E. Morrisou .....	Vehicle .....	12	3	12 do ...	149 00
Contright and Railway Station	D. Bennett.....	Optional.....	½	12	5 do ...	10 42
Coverley and Latona.....	J. Brandon .....	Vehicle .....	13	2	12 do ...	120 00
Cowal and Iona Station.....	J. McDougall .....	do .....	6	2	12 do ...	90 00
Craigleith and Railway Station	A. G. Fleming..	do .....	1½	6	12 do ...	48 00
Craigsholm and Garafraxa.....	W. Conner.....	Optional.....	3	3	12 do ...	47 50
Craigvale Station and Stroud....	W. Webb .....	do .....	1½	12	12 do ...	190 00
Cranston and Mount Healy.....	J. King .....	do .....	2	2	12 do ...	52 00
Cranworth and Portland.....	P. Jones.....	do .....	5½	1	12 do ...	25 00
Credit and Sheridan .....	F. Lawrence.....	Horse or vehicle.	4	6	12 do ...	135 00
Crediton and Shinka .....	F. Heitzman .....	Optional.....	6½	2	9 do ...	39 00
Creek Town and Fergusonvale....	P. J. Marley .....	do .....	2½	3	12 do ...	10 00
Creemore and Lavander .....	W. Woodburn .....	Horse or vehicle.	6½	3	12 do ...	97 48
Creighton and Hobart .....	D. Brotherston..	Optional.....	3½	2	9 do ...	22 50
Cressy and Picton .....	F. Harrison .....	do .....	19½	3	12 do ...	197 00
Crinan and West Lorne.....	J. Martin .....	do .....	3½	2	12 do ...	74 00
Crofton and Mountain View .....	J. C. Munro.....	Horse or vehicle.	5	3	8 do ...	46 66
Crossland and Phelpsston .....	H. Crossland.....	do .....	5	1	12 do ...	30 00
Crysler and Morewood.....	P. Shaver.....	Horse or vehicle	7 &	10	3 12 do ...	107 50
Crysler and Wales .....	A. B. McLean.....	Vehicle.....	23	6	12 do ...	400 00
Cumberland and Russell.....	R. Young.....	Horse or vehicle.	21	3	12 do ...	235 00
Cumberland Road and Navan....	T. E. Vesser .....	Optional.....	4	2	12 do ...	40 00
Cumming's Bridge and Ottawa....	R. Cummings.....	do .....	1½	3	1 do ...	3 75
Currie's Crossing and Railway Station.....	N. D. Smith.....	do .....	½	6	11 do ...	22 92
Curry Hill and Rivar Beaudette.	A. McLeod.....	do .....	4½	3	12 do ...	150 00
Cushing and Little Rideau.....	J. Little .....	do .....	4½	6	12 do ...	168 97
Dacre and Griffith.....	J. Brisco .....	do .....	19	2	6 do (to Sept. 30, '78)	99 00
do .....	J. Wark.....	do .....	19	2	6 from do	87 00
Dacre and Renfrew.....	A. Jamieson .....	Horse or vehicle.	22	3	12 months...	236 88
Dale and Ross Mount.....	J. Lill .....	do .....	4	2	12 do ...	45 00
Dalhouse Mills and Glen Robertson.	W. T. Robinson..	Optional.....	3½	3	12 do ...	57 50
Dalketh and Kirkhill.....	W. Robertson.....	do .....	5	6	12 do ...	200 00
Dalston and Orillia.....	J. Millard.....	do .....	40	6	12 do ...	460 00
Davenport and Fairbank.....	R. Wilson .....	Horse or vehicle.	2½	6	12 do ...	69 00
Dawn Mills and Dresden .....	H. Wees.....	Optional.....	5	6	12 do ...	78 00
Dayton and Railway Station.....	M. S. Burkholder	do .....	½	6	1 mo. 18 days	6 94
Deans and Railway Station.....	M. Shipway.....	Foot or vehicle..	1½	9 & 6	12 months...	85 58

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
			Distance in Miles.	No. of Trips per week.		
Deerdock and Maberly.....	J. Warren.....	Horse or vehicle.	12	1	12 months...	\$ 52 00
Delaware and London.....	W. Battel.....	Vehicle.....	12	3	12 do ...	150 00
Delaware and Mount Brydges...	D. J. Bodman and J. Gamble, sureties.....	Optional.....	3	6	14 do ...	157 50
Demorestville and Gilbert's Mills	W. Baker.....	Horse or vehicle.	9½	2	4 do ...	26 00
Demorestville and Peterson's	E. R. Nixon.....	do ...	9	6	12 do ...	248 00
Ferry.....	J. T. Dinsmore...	Optional..	17	3	9 do ...	98 25
Denfield and Duncriff.....	do ..	do .....	18	12	9 do ...	30 00
Denfield and Railway Station...	do ..	do .....	18	12	9 do ...	30 00
Deroche and Sharbot Lake Sta- tion .....	W. Dickson. ....	do .....	1	12	9 do ...	37 50
Derrynane and Kenilworth.....	A. Allen.....	do .....	5½	1	12 do ...	49 33
Desert Lake and Loughboro.....	W. Hobbs.....	do .....	11	1	12 do ...	85 00
Deux Rivières, Mattawa and Ra- pides des Joachims .....	J. McCool & Co..	do .....	26½			
			56½	3	2 12 do ...	477 00
Dexter and Sparta.....	N. Parker.....	Vehicle.....	4½	3	12 do ...	65 00
Diamond and Kinburn .....	R. Walker, Jr. ....	do .....	4	3	12 do ...	50 00
Dingwall and Lisburn .....	P. D. McInnes ...	Optional..	10	2	12 do ...	50 00
Dingwall and Purple Grove.....	J. N. Logan.....	Horse or vehicle.	5	1	12 do ...	38 00
Dingwall and Railway Station...	P. D. McInnes ...	Optional..	4	12	12 do ...	48 00
Dixon's Corner and Dundela.....	J. E. Tuttle. ....	do .....	4	2	12 do ...	50 00
Dobbin and Invermay .....	R. Dobbin .....	Horse or vehicle.	6	1	12 do ...	52 00
Doe Lake and Spence .....	W. Barr.....	Optional..	14½	1	12 do ...	100 76
Don and Toronto.....	A. Hogg.....	Horse or vehicle.	8	6	12 do ...	250 00
Donegal and Hammond.....	J. Hammond.....	Optional..	3½	2	12 do ...	50 00
Donegal and Newry.....	G. McGill.....	do .....	3	3	12 do ...	80 00
Dorchester Station and Glad- stone.....	L. McMurray.....	do .....	6	2	12 do ...	60 00
Dorking and Hawksville.....	J. Baker.....	Horse or vehicle	10	3	12 do ...	175 00
Downeyville and Omemece.....	M. Tracy.....	do .....	5½	3	3 do (to June 30, '78)	18 75
do do .....	B Downey.....	do .....	5½	3	9 from do	60 00
Downsview and Railway Sta- tion .....	R. Clark.....	Optional..	5	6	12 months...	60 00
Drayton and Glenallan .....	R. Bailey.....	Vehicle.....	10	6	12 do ...	350 00
Drayton and Railway Station...	Markle & Shaw..	Optional..	4	12	12 do ...	49 00
Dromore and Mount Forest.....	J. Bunston.....	Horse or vehicle	15	3	12 do ...	260 00
Drum and Lotus .....	H. Byers.....	do .....	4	2	9 do ...	31 50
Drumbo, Wolverton, &c.....	T. Dawson.....	Optional..	2½	6	12 do ...	195 00
Drumquin and Milton .....	J. P. Walker ...	Vehicle.....	18	6	5 do (to Dec. 31, '78)	166 66
do do .....	B. Hemstreet.....	do .....	18	6	3 from do	89 25
Drumquin, Oakville and Trafal- gar .....	J. Anderson.....	Optional..	4 & 6	6 & 3	4 months...	81 66
Drysdale and Kippen .....	W. R. Hodgins...	do .....	10	3	12 do ...	135 00
Duart, Palmyra, &c.....	A. Simkins.....	do .....	8½	6		
				18	3 do ...	75 00
Dublin and Farquhar.....	T. DeCantillon..	do .....	11	6	9 do ...	288 00
Dublin and Railway Station ...	G. J. Kidd.....	do .....	4	18	9 do ...	141 00
Dufferin and Oneida .....	J. Cossar.....	do .....	5	2	6 do ...	37 50
Dumblane and Paisley .....	W. Meadows.....	Horse or vehicle	6	3	12 do ...	117 00
Dunbar and Grantley.....	A. Drummond...	Optional..	5½	3	3 do (to June 30, '78)	17 50
do do .....	J. C. Mauro. ....	do .....	5½	3	9 from do	49 50

REPORT NO. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts
Dunbarton and Frenchman's Bay Station.....	W. Pizer.....	Optional.....	1 <sup>3/4</sup>	12	12 months...	124 80
Dunbarton and LiverpoolMarket	J. H. McClellan	do .....	1	3&6	9 do (to Dec. 31, '78)	59 00
do do ...	W. Pizer.....	do .....	1	6	3 from do	19 00
Duncan and Heathcote.....	A. C. McRae....	Vehicle.....	5	1	3 mos. (to June 30, '78)	13 00
do do .....	J. Emirey.....	do .....	5	1	9 from do	37 00
Dunchurch and McKellar.....	A. Millen.....	do .....	12	2	12 months...	120 00
Dundalk Station and Hopeville	C. Johnson.....	do .....	32	2	9 do (to Dec. 31, '78)	74 25
do do ...	T. Johnson....	do .....	12	2	3 from do	30 00
Dundalk Station and Railway Station.....	J. J. Middleton..	Optional.....	1/2	12	12 months...	80 00
Dundas and Sheffield.....	J. Moore.....	Vehicle.....	14	6	12 do ...	340 00
Dunkeld and Railway Station...	J. W. Young ....	Optional.....	7	6	12 (less fine)	78 00
Dunnville and Port Maitland...	T. Siddall.....	Vehicle.....	7	6	12 months...	184 00
Dunnville and Railway Station...	G. Sparling....	do .....	1/2	12	12 do ...	109 55
Dunnville and Selkirk.....	S. Hoover.....	do .....	18	6	12 do ...	475 00
Dunnville, Welland Port, &c....	B. Sutherland...	do .....	24	6	12 do ...	353 00
Dunrobin, March and South March.....	H. Gainsforth...	do .....	18	3	12 do ...	132 77
Dunsford and Lindsay.....	J. Bell.....	Optional.....	11	3	12 do ...	150 00
Dunvegan & McPhee's Corners	J. MacSweyn....	Horse or vehicle	13	3&6	12 do ...	282 69
Durham and Flesherton.....	H. J. Middaugh..	do ...	15	6	12 do ...	275 00
Durham and Latena .....	do .....	do ...	18	3	12 do ...	140 00
Durham and Mount Forest.....	J. Coyne.....	Vehicle.....	16	6	12 do ...	400 00
Durham and Walkerton.....	H. J. Middaugh.	do .....	17	6	12 do ...	295 00
Dutton Station and Railway Station.....	C. McGregor.....	Optional.....	1/2	12	3 do ...	7 80
Eagle and West Lorne.....	F. J. Lindenman	do .....	4 1/2	12	12 do ...	244 00
Eagle Lake and Haliburton.....	C. Wensley.....	Horse or vehicle	7	1	12 do ...	35 00
Eastman's Springs and Ottawa..	D. H. Eastman...	do ...	13	1	12 do ...	100 00
Echo River and Garden River...	A. Findley.....	Optional.....	...	3 pr mo. in W & 1 pr w in S	6 do ...	20 00
Eden Grove and RailwayStation	T. Pinkerton.....	do .....	1/2	6	12 do ...	20 00
Edgely and Railway Station.....	T. Sawdon.....	do .....	2	2	3 do (to June 30, '78)	12 50
do do .....	D. Snider.....	do .....	2	2	9 from do	31 20
Edgington and Seguin Falls....	J. Edgington....	do .....	9	1	3 months...	12 50
Edmonton and Mayfield.....	E. Stoneham, Ex	do .....	3	3	9 do (to Dec. 31, '78)	56 25
do do .....	W. Goulding....	do .....	3	3	3 from do	15 00
Edwardsburg and Shanly.....	W. Riddell....	do .....	9	2	6 mos. (to Sept. 30, '78)	42 50
do do .....	G. Hutchcroft...	do .....	9	2	6 from do	30 00
Eganville and Pembroke .....	J. Foy.....	Horse or vehicle	26	2	12 months...	170 00
Eganville and Tramore.....	C. W. Boland ...	do ...	26	1&2	12 do ...	200 00
Egerton and Mount Forest.....	J. Hunter.....	do .....	16	2	12 do ...	197 25
Eglington, Toronto and Yorkville .....	J. Peacock .....	Vehicle.....	4 1/2	6 & 1 1/2	10 do ...	270 83
Elcho and Welland Port.....	J. Randall.....	Optional.....	4	2	12 do ...	45 00
Elder and Rosemont.. .....	W. Elder.....	do .....	7 1/2	2	12 do ...	80 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Elder's Mills and Railway Station.....	W. Irvine.....	Optional.....	1	6	12 months...	50 00
Eldon Station and Railway Station.....	M. Cameron.....	do.....	1	6	12 do ...	25 00
Elia and Railway Stations.....	J. Snider.....	do.....	1	6	12 do ...	25 00
Elizabethville and Port Hope.....	J. Harcourt.....	Horse or vehicle.	32	6	6 do (to Sept. 30, '78)	287 00
do do.....	J. Mounsey.....	do.....	32	6	6 from do	249 50
Ellaton and Railway Station.....	N. Clouse.....	do.....	200 yds.	As req.	3 months(to June 30, '78)	7 50
do do.....	E. Robins.....	do.....	do	6	9 from do	15 00
Ellisville and Seely's Bay.....	G. Ellis.....	Optional.....	5	2	12 months...	50 00
Elmbank and Malton.....	J. SanJers.....	Vehicle.....	4½	6	12 do ...	117 48
Elmira and Floradale.....	J. Devitt.....	Horse or vehicle.	4	2	12 do ...	55 00
Elmvale and Penetanguishene Road.....	J. Harvey.....	do.....	5	2	12 do ...	86 00
Elora and Inverhaugh.....	R. Aries.....	Optional.....	4	1	12 do ...	26 00
Elora and Pentland.....	R. Ford.....	Horse or vehicle.	5	2	12 do ...	40 00
Elora and Railway Station.....	T. Biggar.....	Vehicle.....	3	36	12 do ...	150 00
Elora and Salem.....	J. R. W. isler.....	Optional.....	1	6	12 do ...	30 00
Elphin and McDonald's Corners	R. B. Wilson.....	Horse or vehicle.	6	1	42 do ...	34 00
Emberson and Port Sydney.....	H. Jarvis.....	Optional.....	12½	1	12 do ...	75 00
Embro and Harrington.....	G. Mitchelson.....	Vehicle.....	30	3 & 8	12 do ...	413 33
Embrum and Grant.....	J. Edmonstone.....	do.....	8	2	12 do ...	65 00
Embrum and Russell.....	H. Irwin.....	do.....	5	6	12 do ...	100 00
Emsdale and Kearney.....	A. J. O'Neil.....	Optional.....	7	1	8 do ...	33 33
Emsdale and Star Lake.....	D. J. MacDonald.....	Vehicle.....	3	1	12 do ...	15 00
Enfield and Oshawa.....	W. Martyn.....	do.....	14	3	12 do ...	181 96
Enniskillen and Haydon.....	A. McPeeters.....	Horse or vehicle.	1	6	3 do ...	25 00
Ennismore and Frankhill.....	G. Franks.....	do.....	6	1	12 do ...	35 00
Enterprise and Verona.....	T. Parks.....	Vehicle.....	10	6	9 do ...	146 25
Ersbville and Waterloo.....	J. L. Erb and Ex.	Horse or vehicle.	5	1	6 do (to Sept. 30, '79)	22 50
do do.....	W. H. Erb.....	do.....	5	1	6 from do	22 50
Erie and Jarvis.....	R. McBurney.....	Optional.....	5	2	12 months...	72 00
Erin and Georgetown.....	J. Crozier.....	do.....	13	6	12 do ...	287 00
Erin and Guelph.....	G. J. Mackelean.....	Vehicle.....	20	3 & 6	12 do ...	516 66
Erinsville and Napanee.....	W. Grange.....	Horse or vehicle.	18	6	12 do ...	400 00
Essex Centre and Gesto.....	S. J. Weidon.....	Optional.....	6½	3	6 do (to Sept. 30, '78)	78 00
do do.....	G. N. Turton.....	do.....	6½	3	6 from do	50 00
Essex Centre and Railway Station.....	T. Rush.....	do.....	1	12	12 months...	75 00
Ethel and Railway Station.....	T. Clark.....	do.....	1	6	12 do ...	62 60
Eugenia and Flesherton.....	G. Park.....	Horse or vehicle.	5	1	12 do ...	35 00
Evelyn and London.....	H. Brown.....	Optional.....	12	2	12 do ...	130 00
Everett and Lisle.....	J. Moore.....	do.....	7	6	2 do ...	25 00
Everett and Railway Station.....	W. M. Lockhart.....	do.....	1	12	6 do ...	12 50
Everett and West Essa.....	R. Ludlow.....	Horse or vehicle.	5	6	9 do ...	117 84
Everton and Rockwood.....	R. N. Wheeler.....	do.....	5½	3	3 do ...	27 50
Exeter and Hay.....	W. J. White.....	Optional.....	1	6	9 do ...	57 22
Exeter and Railway Station.....	do.....	do.....	1	12	9 do ...	48 47
Exeter and St. Mary's.....	C. Willis.....	do.....	24	3	12 do ...	340 00
Exeter and Sarepta.....	W. Reynolds.....	Vehicle.....	7	2	12 do ...	52 00
Fairfield East and Railway Station.....	A. C. Johns.....	do.....	1	3	12 do ...	25 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Falkland and Paris Station .....	J. Robinson .....	Vehicle .....	9	6	12 months...	198 00
Farmersville and Plum Hollow..	V. W. O. Sherman	Horse or vehicle	6	2	12 do ...	63 00
Farran's Point and Ozaabruk Centre .....	W. Gallinger .....	do ...	6	6	12 do ...	170 00
Farran's Point and Railway Station .....	do .....	Optional.....	1	12	12 do ...	100 00
Fawkham and Washago.....	D. R. McDonald.	do .....	3½	2	12 do ...	52 00
Fenelon Falls and Railway Station .....	R. B. Jameson and Ex. ....	do .....	½	12	12 do ...	100 00
Fergus and Garafraxa. ....	J. Robinson.....	Horse or vehicle	8	6	12 do ...	168 00
Fergus and Metz.....	R. Agnew .....	do ...	8	1	12 do ...	52 00
Fergus and Mimosa .....	D. Campbell .....	do ...	18	2	12 do ...	168 00
Fergus and Railway Station.....	J. O. Morrow.....	Vehicle.....	3½	36	12 do ...	150 00
Ferguson's Falls and Perth.....	J. Emison .....	Optional.....	17	3	12 do ...	198 00
Fermoy and Westport.....	E. Watt .....	Horse or vehicle	8	2	12 do ...	70 00
Fesserton and Railway Station .....	G. Hopkins.....	Optional.....	¾	6	12 do ...	20 00
Feversham and Maxwell.....	J. H. Perigo.....	Horse or vehicle	4	6	12 do ...	80 00
Fingal and Port Talbot.....	J. Brown .....	do ...	7	3	12 do ...	89 88
Fingal and St. Thomas .....	H. Holden.....	Optional.....	7	6	6 do (to Sept. 30, '78)	126 00
do do .....	T. Warren .....	do .....	7	6	6 from do	109 50
Fish Creek and Granton .....	T. Stanley .....	Horse or vehicle	5	2	12 months...	75 00
Fitzroy Harbor and Kilmaur.....	W. Munro .....	Optional.....	5	2	6 do (to Sept. 30, '78)	37 50
do do .....	J. Drummond... ..	do .....	5	2	6 from do	26 00
Flesherton and Meaford.....	J. Benson .....	Horse or vehicle	3½	2	12 months...	315 00
Flesherton and Railway Station	W. Strain .....	Optional.....	1½	12	12 do ...	156 50
Flesherton and Vandeleur.....	J. Rowe .....	Horse or vehicle	6½	2	12 do ...	65 00
Flesherton Station and Railway Station .....	W. Strain.....	Optional.....	1½	12	12 do ...	31 30
Fletcher and Railway Station...	P. T. Barry .....	do .....	1	12 & 6	12 do ...	18 74
Florence and Rutherford.....	J. Johnson.....	do .....	6	2	12 do ...	55 00
Florence and Shetland.....	D. M. Kerby ....	Horse or vehicle	4	3	12 do ...	84 00
Fordwich and Newbridge.....	T. Roe .....	Optional.....	4½	6	12 do ...	149 72
Fordwich and Railway Station...	A. Mitchell.....	do .....	1	12	12 do ...	80 00
Forest and Ravenswood.....	A. Nmmo .....	do .....	9	3	12 do ...	139 48
Forester's Falls and Railway Crossing .....	J. Wark .....	Vehicle .....	17	6	12 do ...	350 00
Forest Mills and Roblin.....	J. McKittrick....	Horse or vehicle	5	2	12 do ...	52 84
Forfar and Harlem.....	E. Halea.....	Optional.....	8	6	3 do (to June 30, '78)	39 00
do do .....	W. Adrian .....	do .....	8	6	9 from do	111 00
Formosa and Walkerton.....	M. Frank .....	Horse or vehicle	8	6	12 months...	215 00
Fort Erie and Garrison Road...	J. N. Janson.....	Optional.....	4	2	12 do ...	65 00
Fort Erie and Railway Stations	G. Lewis .....	On foot .....	2	18 & 24	12 do ...	300 00
Fort William and Thunder Bay.	D. Grenier.....	Optional.....	5	2	Season, 1878	65 00
Fowler's Corners and Peterboro'	D. Fowler .....	Horse or vehicle	7½	2	12 months...	95 00
Foymount and Vanbrugh .....	J. Gibbons.....	do .....	.....	.....	Special trip.	0 50
Frankford and Stockdale.....	D. Bull .....	Vehicle.....	2	3	6 mos. (to Sept. 30, '78)	18 00
do do .....	H. S. Bowerman.	do .....	2	3	6 from do	18 00
Frankford and Trenton .....	J. C. Rose .....	do .....	8	6	12 months...	180 00
Franklin and Mount Horeb.....	W. Reynolds.....	do .....	6	2	12 do ...	72 00
Franklin and Railway Station...	W. McGuire .....	Optional .....	100 ft.	As req.	12 do ...	52 50

REPORT No. 2, A —Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Franktown and Railway Station	W. Lightbody...	Vehicle .....	1½	12	12 months...	90 00
Frankville and Irish Creek Station	J. Logan .....	do .....	11	6	12 do ...	191 96
Freelton and Mountsberg	J. McCormick...	Horse or vehicle.	3½	3	12 do ...	100 00
Freeman and Railway Station	A. Duffes .....	Optional.....	2½	24	9 do ...	15 00
Frome and Talbotville Royal	J. Wait .....	Horse or vehicle.	3	3	12 do ...	64 48
Fullarton, Mitchell, &c	W. Woodley... ..	do .....	2 & 6	3 & 6	12 do ...	168 00
Fuller and Thomasburg...	M. Mitts .....	Optional.....	4½	2	12 do ...	40 00
Gad's Hill and Nithburg.....	R. Armstrong ...	do .....	7	2	12 do ...	70 00
Galt and Puslinch .....	F. Mathers.....	Vehicle .....	14	3	12 do ...	195 00
Gamebridge and Railway Station	W. M. Stewart...	Optional.....	¾	6	12 do ...	80 00
Gananoque and Howe Island	J. Graham .....	do .....	12	2	12 do ...	90 00
Gananoque and Pitt's Ferry	L. Root .....	do .....	14	2	12 do ...	96 00
Gananoque Station and Marble Rock	G. Emery.....	do .....	4½	2	12 do ...	55 00
Gananoque Station and South Lake	W. Scott.....	Horse or vehicle.	4	2	12 do ...	55 00
Garafraza and Hereward	J. S. Cowen .....	do .....	5	2	12 do ...	45 00
Garden Island and Kingston	J. Donnelly.....	Boat or sleigh...	2	6	12 do ...	100 00
Garnet and Railway Station	W. Ryan.....	Optional.....	½	12	3 do (to June 30, '78)	15 00
do do	J. Leathong .....	do .....	1½	12	9 from do	67 50
Georgetown and Milton	C. Charbonneau	Vehicle .....	14	6	4 months...	156 49
Georgetown and Railway St'n.	R. Burnette.....	Optional.....	½	12	1 month...	6 25
Georgetown and Salmonville	J. Boleman.....	Vehicle .....	6	6	9 months(to Dec. 31, '78)	131 25
do do	W. Wright.....	do .....	6	6	3 from do	43 00
Georgina and Newmarket	W. Earl .....	do .....	24	6	2 months...	113 33
Georgina and Railway Station	W. D. Townley..	Optional.....	1½	12	10 do ...	33 33
Georgina and Roach's Point	do .....	Vehicle .....	12	6	4 do (to Sept. 30, '78)	113 33
do do	E. Morton .....	do .....	12	6	6 from do	125 00
Georgina and Vachell.....	J. Sheppard .....	Horse or vehicle.	20	2	12 months...	104 00
German Mills and Strasburg	W. Arnot.....	Optional.....	2	6	10 do ...	62 50
Gibson and Wyebridge.....	H. Tripp.....	do .....	10	1	12 do ...	74 00
Gilbert's Mills and Picton	J. D. Gilbert....	Horse or vehicle.	10	3	3 do (to July 31, '78)	31 39
do do	M. Hunt.....	do .....	10	3	8 from do	73 33
Gilford and Railway Station	T. Maconchy....	Optional.....	½	24	12 months...	60 00
Glamis and Pinkerton Station	W. J. McKeeman	Horse or vehicle.	9	6	12 do ...	260 00
Glamis and Tiverton	J. Urquhart....	do .....	9	3	12 do ...	149 72
Glamorgan and Millbrook	K. Kennedy.....	Optional.....	6	2	12 do ...	90 00
Glanford and Hamilton	J. McClelland...	Vehicle .....	8	6	3 do ...	68 50
Glanford and Seneca	R. Gorie .....	do .....	6	3	12 do ...	100 00
Glanmire and Millbridge	S. Armstrong....	Horse or vehicle.	7	1	12 do ...	32 00
Glanworth and Kellerby	T. L. Fowler....	Optional.....	4½	2	12 do ...	100 00
Glanworth and Railway Station	J. Turnbull....	On foot.....	¾	12	12 do ...	43 68
Glascott and Latons	D. Quirk.....	Horse or vehicle.	7	2	12 do ...	48 00
Glastonbury and Kaladar	J. A. Carscallen	Optional.....	4½	1 & 2	12 do ...	41 16
Glen Annan and Railway St'n.	W. Anderson....	do .....	1½	12	12 do ...	5 00
Glenarm and Woodville	J. C. Gilchrist...	do .....	24	2	12 do ...	120 00
Glencairn and New Lowall	W. Grieve .....	do .....	5	3	12 do ...	100 00
Glencoe and Kilmartin	D. McKellar....	do .....	4½	3	9 do ...	63 00
Glencoe and Strathburn	J. Smith.....	do .....	2	6	12 do ...	90 00
Glen Colin and Springfield	S. Young.....	do .....	3	3	12 do ...	65 00
Glen Huron and Gravel Road	J. Hamilton .....	do .....	1	6	12 do ...	70 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Glen Major and Myrtle .....	J. Valentine.....	Vehicle.....	6½	6	9 mos. (to Dec. 31, '78)	112 50
do do .....	J. Hall.....	do .....	6½	6	3 from do	36 25
Glenmeyer and Tilsonburg.....	J. W. Doyle.....	do .....	10	3	12 months...	150 00
Glen Norman and Military Road.....	J. McLeod.....	Optional.....	3	3	12 do ...	60 00
Glen Oak and Longwood Station.....	L. J. Hixon.....	do .....	5	2 & 3	12 do ...	62 20
Glen Smail and Spencerville.....	E. Ellis, jun.....	do .....	3	2	8 do ...	20 00
Glen Tay and Perth.....	R. Sutherland.....	Horse or vehicle.....	4	6	12 do ...	135 00
Glenvale and Sharpton.....	J. Carruthers.....	do .....	4	2	12 do ...	50 00
Glen Walker and Kilmartin.....	D. Graham.....	Optional.....	2½	3	3 do ...	10 00
Glen Walker and Railway Station.....	W. Macpherson.....	do .....	½	12 & 6	5 do ...	5 83
Gloucester Station and South Gloucester.....	G. O'Neill.....	do .....	3½	3	9 do (to Dec. 31, '78)	45 00
do do .....	J. Stackpole.....	do .....	3½	3	3 from 'do	15 00
Goderich and Kincardine.....	J. Gentles.....	Horse or vehicle.....	38	6	12 months...	1,180 00
Goderich and Lucknow.....	A. M. Polley.....	Vehicle.....	23	6	12 do ...	350 00
Goderich and Railway Station.....	do .....	do .....	1	24	12 do ...	287 96
Goldsmith and Lenington.....	D. Reid, jun.....	Optional.....	10	3	12 do ...	109 48
Goldstone and Railway Station.....	J. Gibbons.....	do .....	1½	6	12 do ...	100 00
Gooderham and Kiamount.....	O. Way.....	do .....	20	1	9 do (to Dec. 31, '78)	138 75
do do .....	T. Grogan.....	do .....	20	1	3 from do	32 50
Goodwood and Railway Station.....	M. Chapman.....	do .....	1	6 & 12	12 months...	52 50
Gordon and Railway Station.....	J. S. Smith.....	do .....	1½	12	12 do ...	20 00
Gore Bay and Little Current.....	H. May.....	do .....	35	3 pr.	Part Seasons '77-'78 and '78-'79.....	90 00
Gormley and Unionville.....	J. Webber.....	Horse or vehicle.....	23½	6	12 months...	369 00
Gorrie and Railway Station.....	H. Besanson.....	Optional.....	1½	12	12 do ...	150 00
Gorrie and Seaforth.....	J. Campbell.....	do .....	30½	6	12 do ...	665 00
Gosport and Napanee.....	N. Outwater.....	Horse or vehicle.....	15	1	12 do ...	64 00
Gowanstown and Railway St'n.....	R. Smith.....	Vehicle.....	1½	6	12 do ...	74 00
Gowanstown and Shipley.....	E. Bristow.....	Optional.....	3	3	12 do ...	80 00
Gowanstown and Wallace.....	J. Taggart.....	do .....	3½	3	12 do ...	60 00
Grass Hill and Railway Station.....	W. Cameron.....	do .....	½	3	12 do ...	40 00
Grassmere and Hillside.....	R. N. Hall.....	do .....	2½	1	2 mo. 20 days	5 54
Grassmere and Huntsville.....	W. H. Green.....	do .....	6½	1	12 months...	45 00
Gravel Hill and Monckland.....	J. Crawford.....	Horse or vehicle.....	5	2	12 do ...	50 00
Gravenhurst and Railway Station.....	D. Brown.....	Optional.....	½	12	12 do ...	125 12
Gravenhurst and Uffington.....	J. H. Hale.....	do .....	11	3	9 do ...	105 00
Gravenhurst and Walker's Point.....	W. Walker.....	Vehicle.....	14	1	Part Seasons '77-'78 and '78-'79.....	36 00
Greenbank and Wick Station.....	R. McRae.....	do .....	6	6	12 months...	180 00
Green Bay and Little Current.....	J. Skippen.....	Optional.....	.....	1 in S. & 3 pr. mo. in W.....	4 do ...	21 66
Green River and Whitby Road.....	J. Windsor.....	do .....	1½	6	12 do ...	70 00
Green Valley Corners and Munroe's Mills.....	M. Munroe.....	Horse or vehicle.....	6½	3	12 do ...	119 00
Grenfel and Railway Station.....	E. Tracey.....	Optional.....	2½	2	12 do ...	45 00
Gresham and Paisley.....	W. Meadows.....	Horse or vehicle.....	9	2	12 do ...	125 00
Grey and Moncrieff.....	J. McTaggart.....	Optional.....	4½	1	12 do ...	46 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
						\$ cts.
Griffith and Matawatchan .....	J. McGregor.....	Optional .....	10	1	12 months...	40 00
Grimsby and Smithville.....	J. W. McGlashan	Vehicle.....	8	12	9 do ...	298 50
Grimsby and Welland.....	J. L. Becker .....	do .....	17	6	3 do ...	162 25
Grimsby Camp and Railway Station.....	N. Phelps.....	do .....	1	24	1 mo. 18 days	21 00
Guelph and Hamilton .....	G. D. Porter .....	do .....	32 <sup>1</sup> / <sub>2</sub>	6	12 months ..	1,100 00
Guelph and Ponsonby .....	J. Rudd .....	do .....	20	2	6 months (to Sept. 30, '78)	100 00
do do .....	J. L. Halley .....	do .....	20	3	6 from do	97 50
Guelph and Railway Station.....	J. Bookless.....	Optional.....	1	6	12 months...	62 60
Guilds and Rondeau .....	R. Farley and Sureties.....	do .....	8	3	12 do ...	180 00
Guthrie and Steele. ....	T. Guthrie .....	Horse or vehicle	3	2	12 do ...	52 00
Hagersville and Railway Station	J. Trotter. ....	Optional.....	1 <sup>1</sup> / <sub>2</sub>	24	3 do (to June 30, '78)	52 50
do do .....	C. E. O. Hager ..	do .....	1 <sup>1</sup> / <sub>2</sub>	As req.	9 from do	219 37
Hagersville and Selkirk.....	D. Byers.....	do .....	14	6	12 months...	197 00
Haley's Station and Harcourt .....	W. N. Hutton .....	do .....	2	3	12 do ...	49 80
Hairburton and Minden .....	S. Thompson .....	do .....	19	6	12 do ...	560 00
Hamilton and Milton. ....	C. Rasberry .....	Vehicle.....	28	6	12 do ...	820 00
Hamilton and Railway Stations.	C. Armstrong....	do .....	1 <sup>1</sup> / <sub>2</sub> & 1	24 &	12 do ...	634 13
Hamilton and Stony Creek .....	G. Slingerland...	do .....	9	6	12 do ...	292 00
Hamlet and Perth.....	M. Stanley .....	Horse or vehicle.	7	1	12 do ...	42 00
Hampton and Solina.....	J. C. Groat.....	do .....	2 <sup>1</sup> / <sub>2</sub>	3	12 do ...	50 00
Hanover and Malcolm.....	C. Scarborough..	do .....	12 <sup>1</sup> / <sub>2</sub>	3	12 do ...	211 16
Harkway and Markdale .....	H. Torkington...	Optional.....	7	1	12 do ...	38 00
Harlock and Seaforth .....	F. Neilans .....	Vehicle.....	16 <sup>1</sup> / <sub>2</sub>	3	12 do ...	350 00
Harney's Crossing and Waller..	P. Harney .....	Optional.....	1 <sup>1</sup> / <sub>2</sub>	1	12 do ...	10 00
Harold and Wellman's Corners..	P. Hubble .....	do .....	4	2	12 do ...	50 00
Harrisburg and Troy .....	A. Cumming.....	do .....	4 <sup>1</sup> / <sub>2</sub>	6	12 do ...	166 48
Harrisburg and Weir .....	J. C. Misener....	do .....	2 <sup>1</sup> / <sub>2</sub>	3	10 do ...	29 16
Harriston and Railway Stations	A. Markle.....	do .....	1 <sup>1</sup> / <sub>2</sub> & 1	24 &	12 do ...	187 80
Hartford and Waterford, &c.....	A. B. Dean .....	Horse or vehicle.	17	6 & 3	12 do ...	255 00
Hartman and Newmarket .....	W. Park .....	do .....	11 <sup>1</sup> / <sub>2</sub>	3	1 do ...	31 16
Hartman, Vivian and Vivian Railway Station.....	N. L. McCormick	Optional.....	3 & 1	6 & 12	10 do ...	83 33
Harwich and Dublin Railway Station	T. P. Secor .....	do .....	4 <sup>1</sup> / <sub>2</sub>	6	5 do ...	70 83
Harwich and Thamesville.....	G. McCann .....	do .....	9 <sup>1</sup> / <sub>2</sub>	2	7 do ...	54 83
Hawkesbury and Grenville Wharf	A. Bergeron .....	do .....	2	6	3 do ...	4 95
Hawkstone and Railway Station	J. Mahoney .....	do .....	1	12	12 do ...	87 64
Hawtrey, Lynedoch, &c.....	S. T. Hagerman..	Vehicle.....	9	6	12 do ...	400 00
Hawtrey and Railway Station .....	M. Nold .....	Optional.....	1	12 & 6	12 do ...	28 75
Hawtrey Station and Kelvin.....	D. G. Adais.....	do .....	9	6	12 do ...	275 00
Hayesland and Mill Grove.....	W. Edmonds.....	Horse or vehicle.	3 <sup>1</sup> / <sub>2</sub>	3	12 do ...	65 00
Hayesville and New Hamburg..	J. Hays.....	do .....	3	6	12 do ...	160 00
Hayford and Seguin Falls .....	J. Edgington .....	do .....	9	1	6 do ...	25 00
Hayward's Falls and Markdale..	O. C. Hayward..	do .....	11	2	12 do ...	130 00
Hazledean and Stittsville .....	J. Young .....	do .....	3 <sup>1</sup> / <sub>2</sub>	3	12 do ...	80 00
Heather and Napier .....	D. McIntyre .....	Optional.....	5	1	12 do ...	25 00
Heckton and Kemptrville .....	J. Dickinson.....	Horse or vehicle.	13	3	12 do ...	225 00
Henderson and Railway Station	W. Henderson...	On foot.....	50	6	12 do ...	19 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Hendrick and Railway Station..	A. R. McKellar..	On foot.....	1 <sup>1</sup> / <sub>2</sub>	As req.	11 months...	23 83
Henry and L'Original .....	E. Hall .....	Horse or vehicle.	4 <sup>1</sup> / <sub>2</sub>	3	12 do ...	62 00
Hensall and Railway Station ...	J. Sutherland.....	Optional.....	12	9	do ...	48 75
Hensall and Rodgerville .....	H. Doan .....	do .....	1	6	9 do ...	77 50
Hensall and Zurich.....	C. Buschlen .....	do .....	6	6	12 do ...	188 32
Hepworth and Parkhead.....	W. Simpson .....	do .....	3	2	12 do ...	55 00
Hiawatha and Keene. ....	J. Brumwell .....	do .....	6	1	12 do ...	40 00
Highfield and Malton .....	E. Heacock.....	Horse or vehicle.	3	2	12 do ...	68 00
Highgate and Railway Station..	H. Bell .....	Optional.....	1	12	12 do ...	90 00
Highgate and Turin.....	D. Teetzel .....	do .....	4 <sup>1</sup> / <sub>2</sub>	2	12 do ...	48 00
Hillier and Rosehall.....	J. G. Ferguson .....	Horse or vehicle.	2 <sup>1</sup> / <sub>2</sub>	2	12 do ...	50 00
Hillsdale and Medonte.....	C. Waugh .....	do .....	9	3	12 do ...	140 00
Hinch and Newburgh .....	W. Hinch.....	do .....	6	2	12 do ...	60 00
Hoath Head and Owen Sound...	J. W. Cross.....	Optional.....	7	1	12 do ...	30 00
Holland Landing and Railway Station.....	T. Kays.....	On foot.....	1	24	12 do ...	75 12
Holly Park and Nobleton .....	P. McKenna.....	Horse or vehicle.	4 <sup>1</sup> / <sub>2</sub>	3	3 do (to June 30, '78)	15 00
Holly Park, King and Nobleton.	R. J. Wellar.....	Optional.....	8 & 4 <sup>1</sup> / <sub>2</sub>	6 & 3	9 from do	221 25-
Holstein and Mount Forest.....	J. Walmsley .....	do .....	6	3	12 months..	75 00
Holstein and Murdoch.....	T. Pollock .....	do .....	3 <sup>1</sup> / <sub>2</sub>	1 & 3	10 do ...	65 60
Holt, Mount Albert and Sharon Railway Station..	A. Clifford.....	do .....	2 <sup>1</sup> / <sub>2</sub> & 1 <sup>1</sup> / <sub>2</sub>	6 & 12	10 do ...	145 83
Honeywood and Singhampton...	J. H. Stinson.....	Horse or vehicle.	17	3	12 do ...	185 00
Hopetown and White.....	P. Corbett.....	do .....	12	1	12 do ...	50 00
Horning's Mills and Shelburne..	J. Airth.....	do .....	6	6	3 do (to June 30, '78)	45 00
do do .....	T. C. Lusty.....	do .....	6	6	9 from do...	131 25
Housey's Rapids and Malta.....	J. Housey.....	Optional.....	11	1	12 months..	88 00
Humber, Tormore and Weston...	W. W. Scott.....	Horse or vehicle.	8 & 10	6 & 3	12 do ...	423 52
Humberstone and Railway Station .....	D. Stapf.....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	12 do ...	93 00
Huntsville and Melissa.....	D. A. Neff .....	Optional.....	4	1	5 do ...	14 52
Huntsville and Port Vernon...	J. F. Hanes.....	do .....	12	1	5 do ...	31 25
Huntsville and Ravenscliff.....	J. Sharpe.....	do .....	8	1	7 do ...	30 33
Huntsville and Scotia.....	J. F. Hanes.....	Horse or vehicle.	16	1	5 do ...	37 50
Hurdville and Waubamick.....	J. N. Hurd.....	Optional.....	5	1	12 do ...	35 00
Huston and Railway Station.....	R. Kirkby.....	do .....	1	12	12 do ...	96 00
Huston and Trecastle.....	do .....	Horse or vehicle.	4	6	12 do ...	96 00
Hybla and York River.....	W. McCormick.....	Optional.....	10	1	2 do ...	5 33
Hyde Park and Railway Station	J. F. Reeve.....	do .....	1	6	9 do ...	37 50
Ilderton and Railway Station...	J. McQueen.....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	9 do ...	30 00
Ingersoll and Lakeside.....	J. Lee.....	Vehicle .....	20	6	12 do ...	499 00
Ingersoll and Peebles.....	T. Dennis.....	Optional.....	6	3	12 do ...	100 00
Ingersoll and Port Burwell.....	E. Gray.....	Vehicle.....	32	6	12 do ...	855 00
Inistioge and Proton Station...	H. Armstrong.....	Optional.....	2 <sup>1</sup> / <sub>2</sub>	3	12 do ...	91 00
Inkerman and Iroquois.....	W. Wood.....	Vehicle.....	21	6	12 do ...	397 00
Innerkip and Woodstock.....	J. Yeo.....	Optional.....	27	6	12 do ...	455 00
Innisfil and Lefroy. ....	W. Dickey.....	Horse or vehicle.	8 <sup>1</sup> / <sub>2</sub>	6	12 do ...	249 00
International Bridge and Railway Station..	J. M. McLachlin.	Optional.....	1 <sup>1</sup> / <sub>2</sub>	24	12 do ...	50 00
Inverhuron add Tiverton .....	H. Cameron.....	do .....	3	3	12 do ...	65 00
Invermay and Owen Sound.....	R. Shannon.....	do .....	18	6	12 do ...	580 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Inwood and Railway Station	J. M. Cartwright	Optional	1 1/2	12	5 months	8 33
Iona and Railway Station	E. Roche	do	1 1/2	12	3 do (to June 30, '78)	37 50
do do	W. McLindress	do	1 1/2	12	9 from do	111 00
Irish Creek Station and Merrickville	Mrs. S. Crozier	Vehicle	9	6	12 months	200 00
Jaffa and Orwell	J. O. Zavitz	Optional	3	2	12 do	80 00
Jarvis and Railway Station	E. Lea	Vehicle	3	12	& 9, 12 (less fine)	118 50
Jockvale and Manotick	D. K. Clothier	do	5	3	12 months	80 00
Johnson and Owen Sound	W. Lemon	Optional	15	3	12 do	220 00
Johnson's Mills and Zurich	C. Buschlin	Horse or vehicle	4	2	12 do	64 00
Jones' Falls and Morton	T. Keauey	Optional	3	2	10 do	33 33
Jordan and Pelham Union	J. Johnston	do	4	2	12 do	40 00
Judhaven and Windermere	F. E. Judd	do	4	1	Part of Seas. '78-79	15 00
Jura and Thedford	J. McCordie	Vehicle	7	2 & 3	12 months	85 33
Katrine and Scotia	J. F. Hanes	Horse or vehicle	7	1	5 do	20 83
Keatsville and Rosseau	J. E. Keates	Optional	10 1/2	1	4 do	13 33
Keene and Long	W. Edwards	do	2 1/2	6	12 do	59 00
Keene and Norwood	R. Gratton	Vehicle	18	3	12 do	215 00
Keene and Peterboro'	M. Kenely	do	12	6	12 do	335 00
Kelvin and Northfield Centre	J. W. Hainer	Optional	2	3	12 do	56 00
Kemble and Wolsely	A. Johnston	do	4 1/2	1	12 do	45 00
Kemptville and Merrickville	C. W. Putnam	Vehicle	18	6	12 do	400 00
Kemptville and Railway Station	R. Leslie	Optional	1	18 & 24	12 do	123 10
Kenilworth and Petherton	M. Enright	do	3	6	12 do	125 00
Kenilworth and Railway Station	R. Gordon	do	3	12	12 do	75 00
Kenilworth and Riverstown	G. McGuire	do	3	6	12 do	95 00
Kenilworth and Wagram	J. Craig	do	5	2	12 do	72 00
Kennaway and Maynooth	C. A. Roberts	do	14	1	7 do (to Oct. 31, '78)	46 66
do do	M. Watt	do	14	1	5 from do	33 33
Kent Bridge and Louisville	J. A. Langford	do	2 1/2	6	3 months	23 75
Kent Bridge and Thamesville	J. Shaw	Vehicle	7	6	9 do	150 00
Keswick and Newmarket	Ough & Emes	do	14	6	4 do (to Sept. 30, '78)	133 33
do do	W. Earl	do	14	6	5 from do	186 00
Keswick and Roache's Point	G. Baker	Optional	3	6	1 month (to April 30, '78)	8 33
do do	E. Morton	do	3	6	2 from do	20 00
Kilmanagh and Mono Road Station	W. Williams	Horse or vehicle	3	3	12 months	59 00
Kilmarnock and Smith's Falls	J. Corbett	do	8 1/2	2	12 do	85 00
Kilsyth and Peabody	G. McNabb	do	15	2	6 do (to Sept. 30, '78)	72 50
do do	J. Magee	do	15	2	6 from do	72 50
Kimball and Railway Station	J. Kimball	Optional	1 1/2	12	4 months	5 20
Kincardine and Port Elgin	J. Gentles	Vehicle	24	6	12 do	500 00
Kincardine and Railway Station	do	Optional	1 1/2	12	12 (less fine)	93 00
Kincardine and Walkerton	J. McNeil	Horse or vehicle	28	6	12 months	640 00
King and Nobleton	P. McKenna	do	8	6	3 do	63 75
King and Oak Ridges	E. Curtis	do	7	1	12 do	230 00
King and Railway Station	T. Harker	On foot	1 1/2	6	12 do	55 00

REPORT No. 2, A —Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of trips per week.	Period.	Amount.
						\$ cts.
Kingsmill and Port Bruce, &c...	M. Millard.....	Vehicle.....	11½	6 & 12	12 months...	390 00
Kingston Division.....					Special trips during snow blockade on Midland Ry.	8 00
Kingston and Newboro'.....	J. Wright.....	Vehicle.....	41	6	6 mos. (to Sept. 30, '78)	396 50
do do.....	D. H. Manuel.....	do.....	41	6	6 from do	486 50
Kingston and Newburgh.....	H. Finkle.....	do.....	22	6	12 months...	495 00
Kingston and Perth Road.....	J. Stoness.....	do.....	18	3	12 (less fine)	199 00
Kingston and Picton.....	W. Aylsworth.....	do.....	40	6	12 months...	1,300 00
Kingston and Portsmouth.....	W. Wilson.....	Horse or vehicle	2	6	12 do ...	100 00
Kingston & Street Letter Boxes.	J. Ryan.....	Optional.....	4	18	12 do ...	250 00
Kingsville and Oxley.....	E. R. Scratch.....	do.....	10	3	12 do ...	144 00
Kinkora and Sebringville.....	J. Stock.....	do.....	8	2	12 do ...	60 00
Kinloss and Lucknow.....	W. Wadsworth.....	Stage.....	12	6	12 do ...	280 00
Kinmount and Minden.....	H. Workman.....	Optional.....	12	6	12 do ...	300 00
Kinmount and Mount Irwin.....	T. Peacock.....	do.....	7	1	12 do ...	50 00
Finmount and Railway Station	W. Bunker.....	do.....	1	12	12 do ...	50 00
Kippen and Railway Station.....	R. Mellis.....	do.....	1	12	9 do ...	55 00
Kirkfield and Railway Station...	J. McTaggart.....	Vehicle.....	12	9	do (to Dec. 31, '78)	60 00
do do.....	M. O'Neill.....	do.....	1	12	3 from do	13 00
Kirkwall and Rockton.....	J. T. Smith.....	Horse or vehicle	15	6	12 months...	150 00
Klineburg and Railway Station	M. Lellis.....	Optional.....	1½	12	12 do ...	150 00
Knapdale and Newburg.....	H. McLean.....	Horse or vehicle	6	1	12 do ...	25 00
Korah and Sault Ste. Marie.....	D. Everett.....	do.....	1	1	6 do ...	25 00
Kossuth and Preston.....	J. D. Groh.....	Optional.....	5½	2	12 do ...	49 00
Lafontaine and Penetanguishene	L. Moreau.....	Horse or vehicle	9	2	12 do ...	75 00
Lakefield and Lakehurst.....	J. Irwin.....	Vehicle.....	19	3	12 do ...	244 00
Lake Opinicon and Loughboro'	W. D. Watters...	Horse or vehicle	17	2	12 (less fine)	159 00
Lake Tallowa and Mattawa.....	J. McMeekin.....	do.....	24	1	12 months...	150 00
Lambeth and Raper.....	J. Howlett.....	Optional.....	4	2	11 do ...	18 33
Lamon and Sylvau.....	A. McLachlan...	do.....	3¾	2	10 do ...	29 16
Lanark and McDonald's Corners	H. Hawkin.....	Horse or vehicle	14	3	12 do ...	220 00
Lanark and Middleville.....	A. Lawson.....	do.....	7	1	12 do ...	40 00
Lanark and Perth.....	J. Wardrobe.....	Optional.....	12	6	12 do ...	64 00
Lanark and Rosetta.....	R. McFarlane.....	do.....	15	2	12 do ...	132 00
Lancaster and Rivière Raisin...	G. Grant.....	do.....	1	12	12 do ...	124 80
Langside and Lucknow.....	N. McDonald.....	do.....	7	2	12 do ...	59 00
Langstaff and Thornhill.....	H. Richards.....	do.....	1½	6	12 do ...	40 00
Langton and Marston.....	J. A. Moore.....	Horse or vehicle	5½	2	12 do ...	60 00
Langton and Wilson.....	W. R. Reed.....	Vehicle.....	3½	2	12 do ...	48 00
Lansdown and Warburton.....	J. H. Keating.....	Optional.....	4½	1	12 do ...	27 72
Latimer and Wolf's Corners.....	T. Reynolds.....	do.....	1	3	12 do ...	32 08
Lavant and Watson's Corners...	A. Browning.....	Horse or vehicle	13	1	12 do ...	60 00
Lawrence Station and Railway Station	N. Dewar.....	do.....	5	6	4 do ...	36 67
Leamington and Rondeau.....	J. Hill.....	Vehicle.....	38½	3	12 do ...	400 00
Leamington and Windsor.....	G. Wigle.....	do.....	38	6	12 do ...	500 00
Lebanon and Moorefield.....	J. Sinclair.....	Horse or vehicle	8	3	12 do ...	130 00
Lefavre and Monte Bello.....	H. Lefavre.....	Optional.....	3	3	12 do ...	40 00
Lefroy and Railway Station.....	D. Davidson.....	Vehicle.....	1	12	3 do (to June 30, '78)	12 50
do do.....	H. Fraser.....	do.....	1	12	3 mos. (to Sept. 30, '78)	12 50
do do.....	H. McKeggie.....	do.....	1	12	6 from do	25 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
						\$ cts.
Lemieux and Riceville .....	D. Metcalf .....	Optional.....	6 $\frac{1}{2}$	1	12 months...	38 00
Lemonville and Stouffville.....	J. McMullen .....	do .....	12	6	10 do ...	145 83
Leskard and Newcastle .....	B. Dunsford.....	Vehicle.....	10	6	12 do ...	260 00
Lethbridge and Railway Station	G. A. Lehmann..	Optional.....	100			
			ft.	6	12 do ...	15 00
Lethbridge and Sparrow Lake..	A. Wiancko .....	do .....	4 $\frac{1}{2}$	1	10 do ...	37 91
Letter Kenney and Rockingham	J. Gallagher .....	Horse or vehicle	6	1	12 do ...	46 00
Lieury and McGillivray.....	M. Coates .....	Optional.....	9	3	12 do ...	84 00
Lime Lake and Roblin.....	J. Maxwell.....	do .....	11	2	12 do ...	55 00
Lindsay and Railway Station...	B. Gunigle .....	On foot.....	1	24	12 do ...	195 00
Lindsay and Railway Stations..	H. Workmon .....	Optional.....	1 $\frac{1}{2}$	12	12 do ...	150 00
Linton and Lloydtown.....	J. Wreggitt.....	do .....	3 $\frac{3}{4}$	3	6 12 do ...	85 21
Linwood and St. Jacob's.....	F. Stricker.....	do .....	12	6	12 do ...	470 00
Lisbon and Wellesley .....	J. Zinkann .....	do .....	2	2	12 do ...	48 00
Lisle, Railway Station and Randwick.....	T. H. Harrison...	do .....	1 $\frac{1}{2}$ & 6	12 &		
				3	6 do ...	75 00
Listowel and Mitchell.....	J. T. Hicks.....	Vehicle.....	22	6	9 do (to Dec. 31, '78)	206 25
do do .....	W. F. Hacking...	do .....	23	6	3 from do	156 00
Listowel and Molesworth.....	S. Loughheed .....	Optional.....	11	6	12 months...	219 00
Listowel and Railway Station...	Hay & Kidd.....	do .....	12	12	do ...	62 60
Little Britain, Railway Station and Port Hoover .....	R. W. Roach.....	do .....	2 & 7	12 &		
				3	12 do ...	250 00
Little Current and Manitowaning	G. B. Abrey .....	do .....	22	6 pr mo.	Part of Seasons '77-78, and '78-79..	104 00
Little Current and Parry Sound	W. Bowers.....	do .....	180	3 pr. mo.	do ...	848 00
Little Current and Sault Ste. Marie .....	W. O. Liscombe.	do .....	164	3 pr. mo	Season '78-79	997 50
				1	Season, 1878	35 00
Little Current and Sheguindah	D. Lewis .....	do .....	8	3	12 months...	150 00
Lochiel and Mongenais.....	E. Dewar.....	Horse or vehicle	12	3	12 do ...	25 00
Lockville and Pleasant Valley..	J. Kennedy.....	Optional.....	3	1	12 do ...	150 00
Lombardy and Smith's Falls...	D. F. Wood.....	Horse or vehicle	7	6	12 do ...	
Londesboro' and Railway Station	H. Wallace.....	Optional.....	5	12	6 do (to Dec. 31, '78)	25 00
do do .....	J. Bell.....	do .....	5	12	3 from do	23 10
London Division.....					Special trips during snow block- ade on P.D. & L. H. Ry.	12 00
London and London East .....	W. Mills.....	Vehicle.....	1	18	7 mos. (to Oct. 31, '73)	80 50
do do .....	C. Lilley.....	do .....	1	18	12 from do	57 50
London and Lucan .....	A. Jamieson .....	do .....	16 $\frac{1}{2}$	6	9 months...	585 93
London and Nairn .....	J. Charles .....	do .....	21 $\frac{1}{2}$	3	12 do ...	300 00
London and Petersville.....	J. R. Gurd.....	do .....	1	6	12 do ...	78 25
London and St. James' Park...	J. Taylor.....	Optional.....	1	6	12 do ...	78 25
London and Street Letter Boxes	M. O'Meara.....	do .....	1 $\frac{1}{2}$	12	12 do ...	78 25
Longford Mills and Railway Station.....	J. Thomson .....	do .....	1 $\frac{1}{2}$	12	12 do ...	30 00
Longford Station and Rama...	J. McPherson.....	do .....	1 $\frac{1}{2}$	6	12 do ...	60 00
Longwood and Middlemiss .....	T. Langtree .....	do .....	5	3	12 do ...	90 00
Longwood and Railway Station	J. G. Begg.....	do .....	1 $\frac{1}{2}$	12	5 do ...	10 42

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
L'Original and Rivière Raisin...	N. McGillis..	Optional .....	41	6	2 months (to May 31, '78)	175 00
do do	A. McArthur.....	do .....	44	6	7 from do	641 67
L'Original and Wharf.....	T. W. Lee .....	do .....	12	13	13 days.....	2 32
Lorneville and Railway Station	T. Morrison .....	do .....	12	12	12 months...	60 00
Lourdes and Ottawa .....	J. A. Levis.....	Vehicle.....	3½	3	12 do	50 00
Lowbanks and Stromness...	I. Michener.....	Optional.....	6	2	12 do	78 00
Lucan, McGillivray and Railway Station.....	T. Hawkshaw....	Vehicle.....	3	12	6 do (to Dec. 31, '78)	100 00
do do	J. Judge.....	do .....	3	12	3 from do	43 25
Lucknow and Railway Station..	W. Sparling .....	Optional.....	3½	12	9 (less five, to Dec. 31, '78)	40 48
do do	W. Campbell.....	do .....	3	12	3 from do	38 50
Lumley and Stewart's Corners.	W. Dinnin .....	Horse or vehicle.	3	3	12 months...	45 00
Lutcher and Peepabun.....	S. Stuckey.....	Optional.....	5	2	12 do	50 00
Luther and Tarbert.....	do .....	Horse or vehicle.	4½	2	12 do	50 00
Luther and Waldemar.....	D. Jenkins.....	do .....	4	6	12 do	143 00
Luttrell and Maidstone.....	H. McPharlin....	Optional.....	4½	2	12 do	65 00
Lynn and Railway Station.....	G. S. Buell.....	do .....	1	6	12 do	62 60
Lynhurst and Seeley's Bay....	W. D. Witherel..	Horse or vehicle.	8	6	12 do	150 00
Lynedoch and Silver Hill.....	R. E. Smith.....	Optional.....	5	3	12 do	95 00
Lynn Valley and Railway Station.....	J. Gray.....	do .....	1½	As req.	12 do	15 00
Lynville, Nixon and Railway Station.....	W. Hare .....	Vehicle.....	4	6	9 do	97 50
McDonald's Corners and North Lancaster.....	A. Leclair.....	Horse or vehicle.	3	6	12 do	100 00
McDonald's Corners and Ompah	W. Lock.....	do .....	22	1	12 do	156 00
McDonald's Corners and St. Raphael, West.....	M. McDonell.....	do .....	2	6	12 do	70 00
McGregor and Railway Station.	A. Stewart.....	Optional.....	1½	12	6 do (to Sept. 30, '78)	12 50
do do	H. C. Leonard....	do .....	1½	12	6 from do	12 50
McIntosh Mills and Mallorytown	I. B. Mallory....	Vehicle.....	8	3	12 months...	150 00
McKellar and Parry Sound .....	J. Armstrong....	Optional.....	16	3	6 do (to Sept. 30, '78)	117 00
do do	W. F. Thomson..	do .....	16	3	6 from do	99 50
Maberly and Perth .....	J. Emison.....	Horse or vehicle.	21	2	12 months...	140 00
Macbeth and Rigaud.....	A. McBean.....	Optional.....	6	3	12 do	90 00
Madoc and Thanet.....	E. Cameron.....	Horse or vehicle.	31	2	12 do	295 00
Magnetawan and Nipissingan..	J. Beatty.....	Optional.....	34	1 & 2	9 do (to Dec. 31, '78)	379 16
do do	J. Chapman.....	do .....	34	2	3 from do	125 00
Magnetawan and Pearcey.....	T. G. Pearce.....	do .....	6½	1	4 mos 11 dys	18 93
Magnetawan and Rousseau.....	A. Harvie.....	Vehicle.....	34	2	12 months...	468 00
Malakoff and North Gower....	W. Elliott.....	Optional.....	4	3	12 do	53 08
Mallorytown and Railway Station.	R. W. Tennant..	do .....	1½	12	12 do	20 00
Mallorytown and Rockport.....	U. S. Address....	Horse or vehicle.	11	3	12 do	164 00
Malone and Marmora .....	R. Neill.....	do .....	13	2	12 do	95 00
Malta and Severn Bridge.....	T. Whyte.....	Optional.....	4	2	12 do	50 00
Malton and Sandhill .....	W. Hale.....	Vehicle.....	12	6	12 do	348 00
Malvern and Scarboro' Junction	W. S. Walton....	Horse or vehicle.	23	6	12 do	345 00
Manchester and Railway Station	G. Hauck.....	do .....	1	12	12 do	119 00
Mandamin and Oban .....	W. Carrick.....	Optional.....	3	3	12 do	78 00
Manilla and Railway Station....	J. T. Skinner....	do .....	2	12	12 do	125 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Manitowaning and Providence Bay.....	W. R. Abrey.....	Optional.....	33	1 in 2. & 3 pr. mo. in W	12 months...	250 00
Manotick and Railway Station..	J. Anderson ....	do .....	3½	6	12 do ...	234 75
Maple and Purpleville.....	D. Kinnee .....	do .....	12	6	10 mo. 17 dys	241 75
Maple, Purpleville and Teston..	do .....	do .....	12 & 3	3	1 mo. 14 days	24 17
Maple and Railway Station. ....	J. Hood .....	On foot.....	3	3	12 months...	75 00
Mapleton and New Sarum.....	L. W. Learn.....	Horse or vehicle.	4	3	12 do ...	61 50
Maple Valley and Shrigley.....	G. Sandilands...	do .....	5½	1	3 do ...	7 50
Markdale and Railway Station..	T. S. Sproule....	Optional.....	3	12	5 mo. 11 dys (to Sept. 11, 1878).....	20 99
do do .....	J. F. Sproule....	do .....	3	12	3 mo. 19 dys. (to Dec. 31, 1878).....	35 25
do do .....	E. D. Wilcox ....	do .....	3	12	3 from do (1878).....	15 00
Markdale and Traverston .....	J. Travers .....	do .....	7½	1	5 months...	18 75
Markham and Milnesville.....	J. Gregory .....	Horse or vehicle	2	3	12 do ...	50 00
Markham and Railway Station..	J. Marshall.....	Optional.....	2	24	12 (less fine)	64 00
Marmora and Norwood.....	C. S. Griffin.....	Horse or vehicle.	21	3	12 months...	200 00
Marmora and Sterling.....	A. G. Scott.....	Vehicle .....	16	6	12 do ...	44 00
Marshville and Wainfleet Centre .....	W. McOuet.....	do .....	3½	6	12 do ...	99 00
Martintown and Rivière Raisin.	J. C. Campbell..	do .....	12	6	12 do ...	270 00
Marvelville and Russell.....	S. F. Cheney.....	Optional.....	4	6	3 do ...	12 50
Matlock and Wyoming.....	J. P. Jarmaine..	do .....	4	2	12 do ...	40 00
Mattawin and Thunder Bay .....	E. Lalonde.....	Vehicle .....	26	1	4 do (to July 31, '78).....	108 00
do do .....	J. Conmee .....	do .....	26	1	8 from do (1878).....	166 66
Maxwell and Wareham.....	G. Wright .....	Horse or vehicle.	5	2	12 months...	55 00
Maynooth and Monteaale Valley	P. J. Green.....	Optional.....	12	1	12 do ...	78 00
Maynooth and Thanet.....	W. Jarman.....	Horse or vehicle.	36	2	12 do ...	540 00
Meaford and Owen Sound.....	J. M. Barclay ..	do .....	19	6	12 do ...	216 00
Meaford and Railway Station..	S. Paul.....	Optional.....	1	12	12 do ...	60 00
Meaford and Strathnairn.....	R. Ford .....	Vehicle .....	8	1	12 do ...	49 48
Meaford and Walter's Falls.....	J. H. Deleree ..	Horse or vehicle.	14	2	12 do ...	128 00
Mecunoma and Uplands.....	R. Patton.....	Optional.....	10	1	2 mo. 26 dys.	11 80
Melancthon and Railway Station.	J. Brown.....	do .....	1½	6	3 months ..	17 16
Melancthon and Shelburne.....	do .....	do .....	4	3	9 do ...	56 25
Menie and Rylstone .....	J. Milne .....	do .....	9	1	12 do ...	50 00
Merivale and Ottawa .....	E. B. Hopper....	do .....	8	2	12 do ...	80 00
Metcalfe and West Winchester.	L. Fleming.....	Horse or vehicle.	16	3	12 do ...	220 00
Michipicoton River and Sault Ste. Marie.....	P. W. Bell .....	Optional.....	150	1 pr. mo.	Sea. 1877-78	180 00
Midland and Penetanguishene...	T. B. J. Gladstone....	do .....	2	12	12 months...	150 00
Mildford and Railway Station..	M. Campbell.....	do .....	1½	12	12 do ...	50 00
Milford and Picton .....	D. D. McKilbon..	Horse or vehicle.	10	6	12 do ...	199 00
Milford and Point Traverse.....	D. McLaughlin..	do .....	12	2	12 do ...	99 00
Millbrook and Mount Pleasant..	J. Armstrong....	do .....	8	6	12 do ...	263 00
Millbrook and Railway Station..	W. Nugent.....	Foot or vehicle..	3½	24	12 do ...	225 00
Mille Roches and Moose Creek..	S. Wood.....	Vehicle .....	21	3	12 do ...	231 00
Mille Roches Station and Moultonette .....	W. M. Tait .....	Optional.....	1	12	12 do ...	112 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Mill Point and Napanee.....	E. W. Rathbun.....	Optional.....	7	6	12 months...	234 75
Milton and Railway Station.....	J. B. Walker.....	do .....	1/2	12	5 do (to Dec. 31, '78)	35 41
do do .....	B. Hemstreet .....	do .....	1/2	12	3 from do	17 50
Milton and Spayside .....	R. McPherson.....	Horse or vehicle	7	3	12 months...	175 00
Milverton and Poole .....	E. Taylor.....	Vehicle .....	4	6	12 do ...	200 00
Minden and Shedden.....	J. Lunan.....	Optional.....	24	6	12 do ...	574 00
Mitchell and Railway Station.....	H. P. Kennedy.....	do .....	3/4	24	12 do ...	156 50
Mitchell's Bay and Oungah.....	C. B. Kinney.....	Horse or vehicle	9 1/2	2	12 do ...	95 00
Moira and Plainfield.....	W. H. Dean.....	do .....	8	3	12 do ...	105 00
Moneymore and Roslin.....	J. Thompson.....	Optional.....	6 1/2	1	12 do ...	30 00
Mono Centre and Orangeville ...	J. Richardson & Assignee.....	do .....	24	3	9 ex.ser.(to Dec. 31, '78)	293 87
do do .....	D. Montgomery.....	do .....	24	3	3 from do	50 00
Mono Mills and Mono Road Station .....	J. Davis .....	do .....	9	6	12 months...	345 00
Mono Mills and Relessey .....	J. Stinson.....	Horse or vehicle.	13	2	12 do ...	140 00
Montrose and Port Robinson.....	J. Burton.....	Optional.....	4 1/2	3	12 do ...	100 00
Monticello and Tarbert.....	E. Colbeck.....	Horse or vehicle.	9	2	9 do ...	75 00
Moose Creek and Tayside.....	J. McPhail.....	Optional.....	3	3	12 do ...	52 50
Morningdale Mills and Stratford	J. Russell.....	Vehicle .....	19	6	12 do ...	530 00
Morningdale Mills and Tralee ..	E. Henderson.....	Horse or vehicle.	10	3	6 do ...	57 50
Morpeth and Thamesville.....	W. McDonald.....	Vehicle .....	15	6	12 do ...	293 00
Morrisburg and Waddington, U.S.	S. S. Stata .....	Optional.....	3	6	12 do ...	47 50
Morrisburg and WestWinchester	C. Kittle .....	Vehicle .....	22 1/2	6	12 do ...	600 00
Mosborough and Railway Station .....	J. H. Hobson.....	Optional.....	1/2	6	12 do ...	40 00
Motherwell and St. Mary's.....	W. Roger .....	Horse or vehicle.	10	2	12 do ...	100 00
Mountain Grove, Parham and Plevna .....	S. E. Sanderson..	do .....	10 & 35	1	3 do ...	82 53
Mount Albert and Sharon.....	G. Arnold.....	Vehicle .....	7	6	3 do ...	56 25
Mount Albion and Rymal Station .....	J. Wright.....	Optional.....	2 1/2	3	12 do ...	100 00
Mount Brydges and Muncey.....	R. E. Whiting....	do .....	7	2	7 do ...	51 33
Mount Forest and Railway Station .....	J. Coyne .....	Vehicle .....	1/2	24	12 do ...	87 64
Mount St. Patrick and Shamrock	J. Brady.....	Horse or vehicle.	5	2	12 do ...	80 00
Mount Sherwood and Ottawa .....	H. Phillon.....	Vehicle .....	3	6	12 do ...	60 00
Muirkirk, Palmyra, &c.....	A. Jinkins.....	do .....	8 1/2	6 & 18	9 do ...	225 00
Muirkirk and Railway Station.....	A. Macdonald.....	Optional.....	1 1/2	12	12 do ...	26 00
Muncey and Railway Station.....	R. E. Whiting....	do .....	1 1/2	6	5 do ...	16 67
Musselburg and Poole .....	G. Shearer.....	Horse or vehicle	4	3	12 do ...	25 00
Myrehall and Plainfield.....	E. N. Gould.....	Optional.....	7 1/2	1	12 do ...	33 80
Myrtle and Railway Station.....	J. Valentine.....	do .....	1/4	12	9 do (to Dec. 31, '78)	35 25
do do .....	J. Hall.....	do .....	1/4	12	3 from do	10 00
Napanee and Picton .....	Vorce & Potter..	Vehicle .....	24	6	12 months...	1,190 00
Napanee and Switzerville.....	P. E. R. Miller..	Horse or vehicle.	6	3	12 do ...	75 00
Napanee and Tamworth.....	H. Finkle.....	Vehicle .....	22	6	9 do ...	135 00
Napier and Strathroy.....	T. B. Winter.....	Optional.....	11	6	12 do ...	300 00
Nenagh and Orchard .....	T. Duignan.....	Horse or vehicle.	5 1/2	3	12 do ...	90 00
Newboyne and Portland.....	H. Joynt.....	Optional.....	5	2	12 do ...	40 00
Newbury and Wardsville.....	M. G. Munro.....	Vehicle .....	3	12	6 do (to Sept. 30, '78)	124 80

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	N. of Trips per week.	Period.	Amount
						\$ cts.
Newbury and Wardsville .....	C. Freckleton....	Vehicle.....	3	12	6 mos. (from Sept. 30, '78)	90 00
New Dublin and Railway Station .....	J. A. Brown.....	Optional.....	3 $\frac{1}{2}$	2	12 months...	40 00
New Edinburgh and Ottawa .....	J. W. Proctor....	do .....	1 $\frac{1}{4}$	12	do .....	53 49
New Edinburgh and Ottawa Railway Station .....	do .....	On foot.....	$\frac{5}{8}$	6	12 do .....	40 00
Newholm and Seely .....	D. Ferguson.....	Optional.....	2 $\frac{5}{8}$	1	3 mo. 7 days.	5 38
New Lowell and Railway Station .....	A. Christie.....	do .....	$\frac{1}{2}$	12	12 months...	24 00
Newmarket and Pine Orchard .....	C. Garton.....	do .....	$\frac{1}{2}$	3	10 do .....	83 33
Newmarket and Railway Station .....	Ough & Emes....	Horse or vehicle.	4 $\frac{1}{2}$	24	12 do .....	104 00
Newry and Railway Station .....	R. L. Alexander..	Optional.....	3 $\frac{3}{4}$	6	12 do .....	62 60
Newry Station and Railway Station .....	D. Gordon .....	do .....	$\frac{1}{2}$	12	12 do .....	50 00
New Sarum and St. Thomas .....	G. W. Cloes .....	Horse or vehicle.	7	6	12 do .....	145 00
Niagara and Railway Station .....	R. Warren .....	do .....	$\frac{1}{4}$	12	12 do .....	60 00
Niagara and St. Catharines .....	W. G. Donnally..	do .....	12	6	12 do .....	300 00
Nicolston and Thompsonville .....	W. Train .....	Optional.....	3	6	12 do .....	90 00
Nixon and Waterford .....	A. Yeager .....	Vehicle.....	1 $\frac{1}{2}$	3	3 do .....	37 50
Nober and Railway Station .....	F. G. Upper .....	Optional.....	$\frac{1}{2}$	6	12 do .....	10 00
Norland and Uphill .....	J. Griffin .....	do .....	3 $\frac{1}{2}$	2	12 do .....	144 00
Normandale and Vittoria .....	J. Tuttle.....	Vehicle.....	$\frac{1}{2}$	3	12 do .....	79 00
North Augusta and Railway Station .....	S. Mutt.....	Horse or vehicle.	4 $\frac{1}{2}$	6	12 do .....	150 00
North Bruce and Queen Hill .....	D. McKinnon....	Optional.....	2 $\frac{1}{2}$	3	12 do .....	62 50
North Buxton and Railway Station .....	W. P. Walker....	do .....	$\frac{1}{2}$	12	12 do .....	25 00
Northcote and Renfrew .....	A. Frood.....	Vehicle.....	9	2	12 do .....	95 00
North Douro and Railway Station .....	W. Hamilton .....	Optional.....	$\frac{1}{2}$	12	12 do .....	62 60
North Gower and Osgoode Station .....	W. Elliott .....	Horse or vehicle.	8	6	12 do .....	296 00
North Keppel and Owen Sound .....	T. Snelgrove .....	Foot or vehicle.	21	2	12 do .....	278 00
North Nation Mills Station and Wendover .....	W. Lamb .....	Optional.....	3	6	11 do .....	150 83
North Pelham and Ridgeville .....	J. A. McQueen...	Horse or vehicle.	10	3	12 do .....	116 00
North Valley and Oznabrock Centre .....	R. Dunbar.....	Optional.....	4	3	9 do .....	45 00
Norwich and Railway Station .....	W. R. Brown.....	do .....	$\frac{1}{2}$	12	12 do .....	109 55
Norwood and Peterboro' .....	R. Nicoll.....	Vehicle.....	20	3	12 do .....	75 00
Norwood and Round Lake .....	H. N. Cooper....	Horse or vehicle.	15	1	9 mos. 18 dys	60 00
Oakland and Windham Centre Railway Station .....	W. B. Griffin.....	Vehicle.....	13	6 & 12	12 months...	399 00
Oakville and Trafalgar .....	J. Anderson.....	Optional.....	4	6	8 do .....	108 66
Oakwood and Railway Station .....	W. H. McLaughlin .....	do .....	2	12	12 do .....	125 00
Oban and Vyner .....	W. Carrick .....	Horse or vehicle	2	1	12 do .....	26 00
Ochil and Poland .....	R. Love, jun....	do .....	12	1	12 do .....	53 00
Odessa Road and Violet .....	W. H. Perry .....	Optional.....	1 $\frac{1}{2}$	6	12 do .....	75 00
Ohsweken and Tuscarora .....	S. J. McKelvey..	Vehicle.....	3 $\frac{1}{2}$	3	12 do .....	120 00
Oil City and Oil Springs .....	J. Keating.....	Optional.....	2	6	5 do .....	83 33
Oil City and Railway Station .....	do .....	Vehicle.....	$\frac{1}{2}$	12	5 do .....	10 42
Oil Springs and Petrolia .....	do .....	Optional.....	8	6	7 do .....	227 50
Old Montrose and Wheatley .....	H. Mills .....	do .....	3 $\frac{1}{2}$	2	12 do .....	55 00
Oliver and Thorndale .....	J. G. McLeod....	do .....	6	2	12 do .....	50 00
Omeme and Railway Station .....	R. Grandy.....	do .....	1 $\frac{1}{2}$	18	12 do .....	150 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Oneida and Railway Station .....	W. Glenn .....	Optional.....	1 $\frac{1}{2}$	6	3 months(to June 30, '78)	13 75
do do .....	R. E. Glenn.....	do .....	1 $\frac{1}{2}$	6	9 from do	58 75
Onondaga and Railway Station .....	Mrs. L. Buckwell	do .....	1 $\frac{1}{2}$	6	12 months...	125 20
Orangeville and Railway Station.....	J. Paisley.....	do .....	24	24	3 do (to June 30, '78)	47 50
do do .....	R. J. Poyatz.....	do .....	24	24	9 from do	93 75
Orangeville and Vanatter.....	J. C. Reid .....	do .....	5	2	12 months...	70 00
Orillia and Midland Railway Station.....	R. E. Fitzgerald	Horse or vehicle.	$\frac{1}{2}$	12	12 (less fine)	86 64
Orillia and Northern Railway Station.....	J. Harvie.....	do .....	24	24	12 months...	187 80
Orillia and Warminster.....	do .....	Optional.....	7 $\frac{1}{2}$	6	12 do ...	234 75
Orillia and Waubashene.....	P. Schissler.....	do .....	3	3	Special trip.	3 00
Orleans and Ottawa.....	H. Dupuis .....	Horse or vehicle.	9	3	11 mo. 13 dys	142 06
Osgoode Station and Russell.....	W. Bleakley.....	Vehicle.....	22	6	12 months...	494 00
Oshawa and Raglan.....	L. Brooks .....	do .....	9	6	12 do ...	300 00
Ossian and Sarnia.....	M. Gray .....	do .....	42	3	12 do ...	375 00
Ottawa and Post Office Dept.....	H. Phillion .....	do .....	6	9	do ...	51 77
do do .....	E. Batterton.....	do .....	6	6	12 & ex. trips	320 50
do do .....	H. McGarr.....	do .....	6	6	17 days.....	5 10
Ottawa and Railway Stations.....	H. Phillion.....	do .....	1	As req.	10 mos. (to Mar, 31, '79)	1,091 40
do do .....	T. Kennedy.....	do .....	1	do	2 from do	158 75
Ottawa and Q.M.O.&O. Railway Station.....	H. Phillion.....	Vehicle .....	3	18	1 month (to June 30, '78)	29 00
do do .....	H. McGarr.....	do .....	3	18	9 and extra trips from do	351 40
Ottawa and Richmond.....	W. H. Hamilton.	Stage.....	20	6	12 months...	568 00
Ottawa and Wharf.....	H. Phillion.....	Vehicle.....	3	3	Special trips	3 60
Otterville and Railway Station.....	L. Steinloff.....	do .....	12	12	12 months...	70 00
Overton and Roblin .....	W. Grange.....	Horse or vehicle	3 $\frac{1}{2}$	2	12 do ...	75 00
Owen Sound & Railway Station .....	E. Patterson.....	Optional.....	14	12	12 do ...	125 20
Owen Sound and Saugeen (new road).....	T. Speirs.....	Vehicle.....	24	6	12 do ...	669 00
Oxford Station and Railway Station .....	A. Holmes .....	Optional.....	1	3	12 do ...	20 00
Paisley and Railway Station.....	R. Cruickshank.	do .....	12	12	12 do ...	50 00
Paisley and Seone.....	Foote & Briggs..	Horse or vehicle	13	6	12 do ...	438 00
Paisley and Williscroft.....	G. Williscroft....	do .....	8	1	12 do ...	45 00
Pakerham and Panmure.....	W. Wilson.....	do .....	20	6	12 do ...	315 00
Pakenham and Railway Station.....	R. Clark.....	Optional.....	1	24	12 do ...	100 16
Palmer Rapids & Rockingham.....	A. McPhee .....	do .....	8	1	12 do ...	50 00
Palmerston and Railway Station.....	B. Wade.....	do .....	1	12	12 do ...	74 00
Papineauville Station and Pendleton.....	P. Ducharme.....	Boat or vehicle...	17	6	2 do (to June 30, '78)	66 66
do do .....	J. Chabot.....	do .....	17	6	9 from do	266 25
Paris and Railway Station.....	J. Robinson .....	Vehicle .....	1	As req.	12 months...	300 00
Parkdale and Railway Station.....	T. Coles.....	Optional.....	1	12	12 do ...	55 00
Park Hill and Sarepta.....	H. McCann.....	Horse or vehicle	16	3	12 do ...	234 00
Park Hill and Strathroy.....	A. Robinson.....	Optional.....	18	3	12 do ...	300 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
						\$ cts.
Parry Sound and Rosseau .....	T. McGowan.....	Optional.....	24	6 & 3	12 & ex. trips	895 50
Patillo and Railway Station.....	D. Coutts. ....	Vehicle.....	1	6	12 months...	25 00
Pembroke and Railway Station.....	J. Copeland.....	do .....	24	12	do do ...	111 46
Pembroke and Rapides des Joachims .....	do .....	do .....	52	6	Sea '78-'79..	875 00
Pendleton, Brown's Wharf and Plantagenet.....	P. Ducharme .....	do .....	6 & 3	15 & 10	1 month....	12 42
Pendleton and Plantagenet.....	P. Leduc. ....	do .....	10	3	6 do ...	50 00
Penville and Tottenham.....	W. Child.....	Optional.....	6	6	6 do ...	100 00
Perch Station and Railway Station .....	J. Irwin .....	do .....	1	2	12 do ...	26 00
Perm and Rosemont.....	W. Paisley.. ...	Horse or vehicle	8	6	12 do ...	178 00
Perth and Railway Station.....	J. Allan.....	Vehicle.....	1	18	12 do ...	169 02
Perth and Tennyson.....	A. McGregor.....	Horse or vehicle	10	1	12 do ...	36 00
Perth and Westport.....	F. A. Cameron..	Vehicle.....	22	2	3 do (to June 30, '78)	61 25
do do .....	D. Wardrobe....	do .....	22	2	9 from do	144 75
Peterboro' and Railway Station	J. G. Huston.....	do .....	1	24	12 (less fine)	177 80
Peterboro' and Warsaw .....	R. Deen .....	Horse or vehicle	16	3	12 months...	245 00
Petersburg and Roseville.....	G. Ray.....	do .....	12	6	3 do (to June 30, '78)	74 75
do do .....	W. Hilborn.....	do .....	12	6	9 from do	224 25
Petersburg and St. Agatha.....	J. Kaiser.....	do .....	2	6	12 months...	100 00
Petrolia and Railway Station .....	P. Barclay.....	Optional.....	1	6	5 do ...	14 58
Picton and Trenton .....	J. W. Cameron..	Vehicle.....	31	6	12 do ...	729 00
Picton and West Lake .....	H. Lambert.....	Horse or vehicle	9 1/2	2	12 do ...	100 00
Pinedale and Wick.....	J. Sornberger..	Optional.....	4	2	12 do ...	60 00
Pine Grove and Woodbridge. ...	J. Reaman.....	do .....	1 1/2	6	12 do ...	70 00
Pinkerton and Railway Station.....	S. A. King.....	Horse or vehicle	2	6	12 do ...	60 00
Plantagenet and Treadwell.....	J. Courtney .....	do .....	5	2	Balance of Sea. '77-'78.	5 50
Plevna and and Vennachar .....	D. W. Hughes ...	Vehicle.....	17	1	3 months ..	17 00
Pointe aux Pins and Sault Ste. Marie .....	W. G. Foote.....	Horse or vehicle	9	3 pr. mo.	Sea. '77-'78..	15 00
Point Edward and Sarnia.....	T. Symington....	Vehicle.....	2	6	12 (less fine)	155 50
Point Fortune & Vankleek Hill.....	A. Laionde.....	do .....	18	6	12 months...	400 00
Point Kaye and Port Carling.....	C. Kay .....	do .....	5	2	3 do ...	2 25
Portage du Fort and Ross.....	M. McLaren.....	do .....	3	3	12 do ...	60 00
Port Burwell and Simcoe.....	H. Swan.....	do .....	40	6	12 do ...	1,350 00
Port Cockburn and Trout Lake.....	H. Fraser.....	Optional.....	4	2	pt of Season of '78-'79..	15 00
Port Colborne and Railway Stations.....	H. Lewis.....	Ft. or horseback	1	24	12 do ...	148 96
Port Credit and Streetsville.....	T. Gill .....	Vehicle.....	9	12	12 do ...	600 00
Port Dalhousie and Railway Station.....	J. Motley .....	Foot or boat ...	1	12	9 do (to Dec. 31, '78)	56 25
do do .....	J. Gregory.....	do .....	1	12	3 from do ...	18 75
Port Dover and Railway Station	O. Abel.....	On foot.....	3	24	12 months...	212 04
Port Elgin and Railway Station	M. F. Eby .....	Optional.....	1	12	12 do ...	60 00
Port Elgin and Tara.....	P. Wardell.....	do .....	16	6	12 do ...	397 00
Port Elmsley and Railway Station .....	J. Healy .....	do .....	1 1/2	3	12 do ...	52 00
Port Franks and Theford .....	J. Dalziel.....	do .....	6	3	12 do ...	100 00
Port Hope and Railway Station.....	R. McBurney....	Vehicle.....	1	30	12 do ...	150 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Port Lambton and Sarnia.....	J. Buckley.....	Optional.....	25	6	12 months...	745 00
Port Lambton and Wallaceburg	D. McLean.....	Vehicle.....	23	2	12 do ...	115 00
Port Perry and Railway Station	W. Jamieson.....	do.....	1	12	12 do ...	95 39
Port Perry and Scugog.....	S. Wakeford.....	do.....	7½	2	3 do (to June 30, '78)	20 00
do do.....	W. W. Cook.....	do.....	7½	2	9 from do...	67 50
Port Perry and Shirley.....	J. Taylor.....	Horse or vehicle.	5	2	12 months...	60 00
Port Perry and Uxbridge.....	J. Twohy.....	Vehicle.....	13	6	12 do ...	270 00
Port Robinson and Railway Station.....	W. Buckner.....	On foot.....	1	24	12 do ...	120 00
Port Rowan and Rowan's Mills..	G. Bingham.....	Optional.....	5½	2	3 do (to June 30, '78)	26 00
do do.....	S. Pressau.....	do.....	5½	2	9 from do ...	36 75
Port Rowan and Tilsonburg....	H. Swan.....	do.....	34	6	12 months..	700 00
Port Ryerse and Simcoe.....	L. Bates.....	Vehicle.....	6½	6	12 do ...	175 00
Port Severn and Waubashene...	T. W. Buck.....	Optional.....	5	3	12 do ...	156 00
Port Stanley and Railway Station.....	M. Payne.....	do.....	1	24	12 do ...	152 00
Port Sydney and Utterson.....	A. H. Ladell.....	do.....	3	4	3 do (to June 30, '78)	18 75
do do.....	H. G. Ladell.....	do.....	3	4	3 from do ...	18 75
Port Vernon and Stanleydale...	A. B. Ryckman..	do.....	5	1	7 months...	16 33
Prescott and Ogdensburg, U.S.	C. Plumb.....	Ferry or vehicle.	2	18	12 do ...	400 00
Prescott and Railway Station...	E. Leslie.....	Vehicle.....	1	36	12 do ...	281 70
Preston and Strasburg.....	C. Kress.....	Horse or vehicle.	7	6	3 do (to June 30, '78)	78 00
do do.....	J. F. Hermann...	do.....	7	6	9 from do ...	206 25
Preston and Waterloo.....	C. Kress.....	do.....	10	12	12 months...	660 00
Primrose and Whitfield.....	W. Mitchell.....	do.....	4	3	9 do (to Dec. 31, '78)	51 00
do do.....	J. Hamilton.....	do.....	4	3	3 from do...	12 50
Prince Albert and Railway Station.....	P. Hurd.....	Optional.....	1½	12	12 months...	80 00
Queensville and Ravenshoe....	W. Wass.....	do.....	6	3	12 do ...	100 00
Ramsgate and Railway Station.	J. W. Creaser....	do.....	1½	6	3 do ...	2 50
Rankin and Stafford.....	W. Wright.....	Horse or vehicle.	8	2	12 do ...	73 00
Ratho and Railway Station.....	J. Morrow.....	On foot.....	1	6	12 do ...	52 00
Ravenna and Thornbury.....	J. E. Reid.....	Horse or vehicle.	7	2	12 do ...	60 00
Reaboro and Railway Station...	J. Holbert.....	On foot.....	1½	6	12 do ...	35 00
Red Rocks and Thunder Bay....	D. McLaren.....	Optional.....	75	1 pr mo.	Seas. '77-78.	100 00
Renfrew and Railway Station...	A. Jamieson....	do.....	1	24	& 12	
Renton and Waterford.....	N. W. Pursel....	Vehicle.....	22½	3	12 months...	223 60
Renton Station and Railway Station.....	T. Wilkinson....	On foot.....	1	6	12 do ...	47 75
Renton Station and Tyneside...	J. Neale.....	Optional.....	4	2	12 do ...	40 00
Riceville and Vankleek Hill...	G. W. Barrett...	Horse or vehicle.	18½	6	6 do (to Sept. 30, '78)	244 10
do do.....	C. Nicholson.....	do.....	18½	6	6 from do	160 00
Richmond Hill and Railway Station.....	S. Proctor.....	do.....	3½	12	12 months...	125 20
Richmond Hill and Toronto...	J. Palmer.....	Optional.....	16	6	12 do ...	1 00
Richwood and Railway Station.	W. Taylor.....	do.....	1	6	12 do ...	78 25
Ridgetown and Railway Station	L. S. Hancock...	Vehicle.....	1	12	12 do ...	120 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Ridgeway and Railway Station.	B. M. Disher.....	On foot.....	12	12	12 months...	100 16
Ridgeway and Welland.....	A. G. Wilson.....	Vehicle.....	20	3	12 do ...	198 00
Rivière Raisin and Vankleek Hill.....	S. McArthur ...	do .....	32	6	3 do ...	200 00
Rob Roy and Singhampton.....	W. Holden.....	Optional.....	6	1	12 do ...	35 00
Rockland and Railway Station.	W. C. Edwards..	Boat or vehicle..	2½	6	3 mos 14 dys (to July 14 '78)	16 00
do do ...	A. Campbell ...	do ...	2½	6	8 mos 17 dys from do	67 64
Rockland and Wharf .....	W. C. Edwards.	Optional .....	½	12	13 days.....	2 12
Rockside and Salmonville.....	R. Smithson ...	Vehicle ...	4	2	12 months...	53 00
Rodney and Railway Station...	E. D. Humphrey.	On foot.....	165 yds.	12	3 do (to June 30, '78)	11 25
do do ...	A. Humphrey....	do .....	do	12	9 from do	47 00
Roebuck and Spencerville.....	A. Lawrence....	do .....	4½	2	12 months...	60 00
Rosebank and St. George .....	J. H. Fleming....	Horse or vehicle.	5	3	12 do ...	105 00
Rosedale and Shedden.....	C. Bowns .....	Vehicle.....	6	2	12 do ...	104 00
Rosemont and Shelburne .....	T. Jennings....	do .....	12	6	7 do (to Oct. 31, '78)	175 00
do do .....	J. Hillock .....	do .....	12	6	5 from do	187 50
Rouge Hill and Toronto .....	T. Stephenson...	do .....	17	6	6 mos. (to Sept. 30, '78)	200 00
do do .....	T. F. W. Colles..	do .....	17	6	6 from do	200 00
Round Plains and Waterford...	B. H. Rammage..	do .....	4	3	9 months...	71 25
Ruscom River and Railway Station.....	J. Duprey.....	do .....	1¼	6	12 do ...	40 00
St. Catharines and Railway Station.....	W. Chase.....	Horse or vehicle.	¾	24	12 do ...	300 48
St. Catharines and Street Letter Boxes.....	P. Shields.....	Optional.....	.....	.....	12 do ...	313 00
St. George and Railway Station	J. H. Fleming....	Horse or vehicle.	1	18	12 do ...	131 46
St. Lawrence and Wolfe Island.	S. D. Woodman..	do .....	12	1	12 do ...	50 00
St. Ola and Thwaite's Corners.	W. Morton.....	Optional.....	6	1	12 do ...	40 00
St. Paul's Station and Railway Station.....	T. Dunseith.....	do .....	1½	12	12 do ...	40 00
St. Thomas and Railway Stations	M. A. Boughner..	Vehicle.....	1	12, 15, & 48	12 (& arrears)	583 29
St Thomas and St. Clair Branch Railway Station.....	O. Boughner.....	do .....	1½	12	5 months...	32 25
St. Thomas and Sparta.....	C. Bray.....	Optional.....	11	6	12 do ...	260 00
St Thomas and Street Letter Boxes.....	F. E. Ermatinger	do .....	.....	.....	12 do ...	60 00
St. Thomas, Talbotville, &c.....	J. Wait.....	do .....	6	3	12 do ...	120 00
Sable River and Warton.....	J. Hutchinson....	do .....	11	1	12 do ...	80 00
Sand Point and Railway Station	E. Derinzy.....	do .....	1½	36	9 do (to Dec. 31, '78)	267 25
do do ...	J. Young .....	do .....	1½	24	3 from do	29 52
Sandwich and Windsor.....	A. J. Kennedy...	Vehicle.....	2	6	12 months...	175 00
Sarnia and Port Huron, U.S...	M. Sullivan....	Optional.....	2	6	12 do ...	96 00
Saugeen and Railway Station.	T. Lee.....	Vehicle.....	½	12	12 do ...	100 00
Sault Ste. Marie and Sault Ste. Marie, U.S.....	M. C. Pim .....	Optional... ..	1	1	12 do ...	116 80
Sault Ste. Marie and Windsor.	M. Pim .....	do .....	.....	.....	Special trip..	3 00
Seaforth and Railway Station.	S. Dickson.....	Optional... ..	½	24	12 months...	110 00
Seagrave and Railway Station.	S. Griffin.....	do .....	6	12	do ...	75 00
Seaton and Yorkville.....	B. Cole.....	do .....	1¼	3 & 6	12 do ...	55 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Sebringville and Railway Station.....	J. G. King and H. A. Scarth, Sts.	Optional.....	12	12	12 months...	109 52
Seneca and Railway Stations...	M. Young, Ex...	do .....	12 & 18	12	do ...	367 76
Seyvern Bridge and Railway Station.....	W. Wilder .....	do .....	12	12	do ...	59 48
Shanty Bay and Railway Station.....	A. Budd .....	do .....	6	12	do ...	35 00
Shedden and Railway Station...	N. LeRoy.....	Vehicle.....	12	12	do ...	60 00
Shelburne and Railway Station...	E. Berwick.....	Optional.....	12	12	do ...	64 15
Sberkston and Railway Station...	H. B. Zavitz.....	do .....	6	12	do ...	45 00
Siloam and Uxbridge Silver Islet and Grand Maurais, U.S.....	A. Webster.....	Horse or vehicle	5	3	do ...	65 00
Simcoe and G. W. Ry. Station...	J. Commee.....	Optional.....	117	1	12 do ...	1,149 00
do do do ...	E. Kratt.....	Vehicle.....	1	18	3 do (to June 30, '78)	72 54
do Pt. D. & L. H. Ry. Station	L. Bates.....	do .....	1	12	9 from do	85 86
Sinclairville and York .....	H. Hall.....	do .....	12 & 24	12	(& arrears)	187 50
Sligo and The Grange .....	E. Wilson.....	do .....	6 1/2	2	12 months...	70 00
Smith's Falls and Railway Station	A. McLaren.....	Optional.....	2	2	do ...	30 00
Smithville and Wellandport.....	J. Corbett.....	do .....	1	24	12 do ...	150 00
Solway and Walkerton.....	J. F. Beattie .....	Vehicle.....	9	6	9 do ...	222 75
Sombra and Marine City, U.S...	D. McIntyre .....	Optional.....	6 1/2	2	12 do ...	60 00
Sombra and Thornyhurst.....	P. Cattanaach .....	Boat.....	1 1/2	3	12 do ...	37 50
Sombra and Wilkesport.....	E. Thornbury.....	Optional.....	6	2	12 do ...	65 00
Sonya and Railway Station.....	A. Cornwall.....	do .....	8	3	12 do ...	140 00
South Cayuga and Upper South March and Stittsville.....	A. Black.....	do .....	6	12	do ...	50 00
South Mountain and Vancamp's Mills .....	T. Beasley.....	do .....	3 1/2	2	10 do ...	23 33
Spencerville and Railway Station	T. Smyth.....	Vehicle.....	15	6	12 do ...	438 00
Spencerville and Ventnor.....	W. Wood.....	Optional.....	5	3	12 do ...	60 00
Spring Arbor and Walsingham Centre .....	M. Imrie.....	Horse or vehicle	1 1/2	6	12 do ...	78 24
Springfield and Railway Station	J. McAuley.....	Optional.....	4	2	12 do ...	56 00
Springford and Railway Station	J. W. Hazen.....	do .....	2	3	12 do ...	26 00
Springville and Railway Station	J. Dynes.....	do .....	1	12	12 do ...	100 00
Spry and Stoke's Bay .....	J. Buckberrough	do .....	3	6	12 do ...	150 00
Spry and Warton.....	W. Bidgood.....	Horse or vehicle	3	12	do ...	175 36
Stayner and Railway Station ...	W. Lyons.....	Optional.....	8 1/2	1	7 do ...	26 25
Stayner and Vanvlack.....	H. Trout.....	do .....	55	1	12 do ...	171 00
Stayner and Vigo.....	J. H. McKeggie..	do .....	1	24	12 do ...	96 00
Stevensville and Railway Station	J. Vanvlack.....	do .....	13	1	12 do ...	52 00
do do do ...	D. Gallagher.....	do .....	12	3	12 do ...	225 00
Stony Creek and Woodburn.....	P. H. Hender- shot, Atty. ...	do .....	1	6	3 do (to June 30, '78)	7 50
Stouffville and Railway Station	J. Clarke.....	do .....	1	6	9 from do	37 50
Strathroy and Street Letter Boxes .....	J. Spera.....	Horse or vehicle	15 1/2	3	12 months...	115 00
do do do ...	S. Payne.....	do .....	12	1	12 do ...	60 00
do do do ...	M. Flint.....	Optional.....	24	12	do ...	120 00
do do do ...	J. Forbes.....	Vehicle.....	1 1/2 & 1 1/2	12 & 24	do ...	120 00
do do do ...	H. McColl.....	On foot .....	38	12	do ...	430 26
do do do ...				12	do ...	25 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Strathroy and Wisbeach.....	L. Thompson.....	Vehicle.....	13	6	9 months...	\$ 217 50
Sunderland and Railway Station.....	D. Ervin.....	Optional.....	1	24	12 do ...	150 00
Sunderland Station and Vallen- tyne .....	J. Switzer.....	Vehicle.....	6	6	12 do ...	160 00
Sweaburg and Woodstock.....	W. Cody.....	Optional.....	6	3	12 do ...	82 00
Sydenham Mills and Woodford.	W. D. Forke.....	do .....	6	2	12 do ...	40 00
Sylvan and Widder.....	W. Randall.....	do .....	3	6	12 do ...	130 00
Talbotville Royal and Tempo...	C. Wait .....	do .....	3	2	12 do ...	60 00
Tavistock and Railway Station.	G. Matheson.....	do .....	12	12	do ...	50 00
Teeswater and Railway Station.	W. Clark.....	do .....	12	12	do ...	100 00
Teeswater and Wingham.....	J. Cake.....	do .....	10	6	12 do ...	295 00
Thanet and The Ridge.....	J. McGregor.....	Horse or vehicle	8	1	12 do ...	30 00
Thornhill and Railway Station.	R. Vanhorn.....	do .....	3	6	12 do ...	187 80
Thornhill and Toronto.....	do .....	Vehicle.....	14	6	12 do ...	300 00
Thorold and Railway Station.....	A. L. Fitch.....	do .....	1	24	12 do ...	125 20
Tilsonburg & Railway Stations.	J. Ostrander.....	Optional.....	14	12	12 do ...	275 00
Tioga and Railway Station.....	A. Lemon.....	do .....	12	6	do ...	15 00
Toronto and Railway Stations..	J. Peacock.....	Vehicle.....	130 & 1	36 & 24	12 do and extra trips	934 00
Toronto and Street Letter Boxes	J. Power.....	do .....	25	12	12 months...	1,895 00
Toronto and Yorkville.....	J. Peacock.....	do .....	12	2	do ...	29 16
Trenton and Wooler.....	H. Sharp.....	Horse or vehicle	9	6	do ...	175 00
Toronto Division .....					Special trips during stoppage of trains on T. G. & B and North'n Rys by freshet....	111 50
do do .....					Special trips during snow blockade on Railways ...	1,318 50
Tuscarora and Railway Station.	S. J. McKelvey.....	Optional.....	1/2	6	12 months...	122 07
Tyrconnell and Wallacetown...	C. McGregor.....	do .....	4	6	12 do ...	100 00
Udora and Uxbridge.....	J. Dawson.....	Horse or vehicle	19	3	9 do (to Dec. 31, '78)	243 75
do do .....	W. Scott.....	do .....	19	3	3 from do	74 75
Uffington and Vankoughnet.....	G. W. Taylor.....	Optional.....	6 1/2	2	9 months...	37 50
Ufford and Ullswater.....	F. Richardson...	do .....	21	2	Part of Seas. '77-78, and '78-79 .....	51 00
Ulster and Railway Station.....	H. D. Henderson	do .....	1	12	12 months...	46 92
Underwood and Willow Creek..	J. S. Collison.....	do .....	6 1/2	1	12 do ...	40 00
Unionville and Railway Station	J. Stephenson.....	do .....	12	12	do ...	57 72
Uptergrove and Railway Station	T. Mulvihill.....	do .....	6	12	do ...	60 00
Utopia and Railway Station.....	T. Dawson.....	do .....	6 1/2	6	12 do ...	30 00
Uttoxeter and Wanstead.....	E. A. Jones.....	do .....	6	3	12 do ...	89 00
Uxbridge and Railway Station..	N. Hamilton.....	Vehicle.....	1	24	12 do ...	100 00
Uxbridge and Zephyr.....	M. N. Dafeo.....	Horse or vehicle	15 1/2	3	12 do ...	234 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		No. of Trips per week.	Period.	Amount.	
							\$	cts.
Vasey and Waverley.....	J. Mays.....	Horse or vehicle.	3 $\frac{1}{2}$	2	12	months...	78	00
Victoria Harbor and Waubashene.....	J. Anderson.....	Optional.....	7	6	12	do ...	234	72
Victoria Road and Railway Station.....	M. Heaphy.....	Vehicle .....	1	3 & 6	12	do ...	59	17
Villanova and Railway Station.....	R. Buck.....	On foot.....	1	6	3	do (to June 30, '78)	9	37
do do .....	J. McAlpine.....	do .....	1	6	9	from do	30	55
Vittoria and Walsh.....	J. Davis.....	Vehicle.....	4	3	12	months...	72	00
Waldemar and Railway Station.....	J. Lomas.....	Optional.....	$\frac{1}{2}$	12	9	do (to Dec. 31, '78)	60	00
do do .....	D. Jenkins .....	do .....	$\frac{1}{2}$	12	3	from do	25	00
Wales and Railway Station.....	W. Baker .....	do .....	$\frac{1}{2}$	12	12	months...	62	60
Walkerton and Railway Station.....	H. McLean.....	Horse or vehicle	1 $\frac{1}{2}$	24	12	do ...	120	00
Walkerville and Windsor .....	D. McGregor.....	Optional.....	1 $\frac{1}{2}$	12	12	do ...	120	00
Wallacetown & Railway Station.....	C. McGregor.....	do .....	2 $\frac{1}{2}$	12	12	do ...	131	50
Walnut and Waiford.....	G. M. Turnbull.....	Vehicle.....	5	3	3	do ...	19	50
Warwick and Railway Station.....	J. H. Rogers.....	Optional.....	8	6	9	do (to Dec. 31, '78)	224	25
do do .....	J. Smith .....	do .....	8	6	3	from do	48	75
Washago and Railway Station.....	E. Robinson .....	do .....	$\frac{1}{2}$	12	12	months...	60	00
Waterford and Railway Station.....	D. Wilson.....	do .....	$\frac{1}{2}$	12	3	do (to June 30, '78)	31	25
do do .....	B. H. Rammage.....	do .....	$\frac{1}{2}$	12	9	from do	82	50
Waterloo and Railway Station.....	T. Tilt.....	Vehicle.....	2	24	12	months...	425	00
Waubashene and Railway Station.....	T. W. Buck.....	Optional.....	$\frac{1}{6}$	12	12	do ...	40	00
Weissenburg and West Montrose.....	B. Schmuck.....	do .....	5	2	12	do ...	70	00
Weldon and Railway Station.....	J. E. Weldon.....	do .....	$\frac{1}{4}$	6	5	do ...	4	17
Welland and Canada Southern Railway Station.....	J. H. Disher.....	On foot.....	$\frac{1}{2}$	12	3	do (to June 30, '78)	48	36
do do .....	D. Tufts.....	do .....	$\frac{1}{4}$	12	9	from do	155	10
Welland, B. & L. H. & Welland Railway Station.....	E. Holder.....	do .....	1	24	12	months...	125	00
Wendover and Wharf.....	W. Lamb.....	Optional.....	$\frac{1}{8}$	6	13	days.....	2	12
Wesleyville and Railway Station.....	J. Borrowelough.....	do .....	$\frac{1}{2}$	6	12	months...	93	90
Whitby and Railway Station.....	J. Pringle.....	Vehicle.....	$\frac{1}{2}$	12	12	do ...	75	12
Whitehurst and Railway Station.....	J. Bell.....	Optional.....	$\frac{1}{6}$	3	12	do ...	36	00
Williamsford Station and Railway Station.....	A. Williams.....	do .....	$\frac{1}{6}$	6	12	do ...	30	00
Willow Grove and Railway Station.....	H. Stewart.....	do .....	1	6	12	do ...	83	00
Windsor and Detroit, U.S.....	D. McGregor.....	Boat.....	2	As req.	12	do ...	500	00
Windsor and Railway Station.....	J. Crampton.....	Vehicle.....	1	6	12	do ...	154	92
Winger and Railway Station.....	G. W. Moore.....	Optional.....	$\frac{1}{2}$	3	12	do ...	60	00
Wingham and W. G. & B. Railway Station.....	J. Perdue & G. McKay, Sureties	Vehicle.....	$\frac{1}{2}$	12	12	do ...	75	12
Wingham & L. H. & B. Railway Station.....	D. Campbell.....	do .....	$\frac{3}{4}$	12	9	do ...	62	50
Woodbridge and Railway Station.....	R. S. Haslam.....	do .....	$\frac{1}{2}$	24	12	do ...	160	00
Woodlee and Railway Station.....	W. S. Lindsay.....	Optional.....	1 $\frac{1}{2}$	6 & 12	12	do ...	226	40
Woodstock and Railway Station.....	J. Sutherland.....	Vehicle.....	$\frac{1}{2}$	12	12	do ...	200	00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
				No. of Trips per week.		
						\$ cts.
Woodville and Midland Railway Station.....	J. Shaw.....	Vehicle.....	2	12	12 months...	146 00
Woodville and Nipissing Railway Station.....	do .....	do .....	18	12	do ...	100 00
do do .....	J. C. Gilchrist...	do .....	6	12	do ...	75 00
Wroxeter and Railway Station..	J. Gotton.....	Optional.....	1½	12	do ...	130 00
Suspension Bridge Tolls... ..	W. G. Swan, Supt. ....	.....			12 do ...	40 00
					Total.....	\$202,894 87

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Byng Inlet and Waubashene.....	Maganetewan Lumber Co.....		1	Season, 1878.....	\$ 330 00
Deux Rivières and Pembroke (see also Quebec).....	Union Forwarding & Railway Co.....	82	3	do .....	282 50
Collingwood and Parry Sound .....	Georgian Bay Transportation Co. ....	55	3	Part of season, 1878.....	50 00
Gravenhurst and Rosseau.....	J. P. Cockburn.....	48	6	Season, 1878.....	2,901 50
Gravenhurst and Point Kaye.....		52	2		
Port Carling and Port Cockburn.....		22	3		
Grenville and Ottawa (see also Quebec)	Ottawa River Navigation Co.....	63	.....	Special trips .....	45 00
Kingston and Cape Vincent, U.S.....	C. Hinckley .....	11	6	12 months.....	600 00
Niagara and Toronto .....	Milloy & McMillan, Trustees.....	36	6	8 months 13 days	620 00
Port Hope and Charlotte, U.S .....	C. F. Gildersleeve ..	60	6	Season, 1878.....	619 99
Port Stanley and Cleveland, U.S.....	J. Johann .....	74	3	do .....	100 00
				Total .....	\$5,546 99

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1879.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Brockville and Ottawa and Canada Central Railways.....	162½	12	12 months to 31st March, 1879	\$ 12,814 20
Canada Southern Railway.....	325	12	12 do do ...	19,343 74
Grand Trunk Railway (to Province Line).....	478½	As req'd...	12 do do ...	76,560 00
Grand Trunk Railway (B. and G. Branch).....	160½	do ...	12 do do ...	8,037 84
Great Western Railway (including leased Lines).....	574½	do ...	12 do do ...	69,423 06
Hamilton and North Western Railway.....	154	6 & 12	12 do do ...	4,379 08
Kingston and Pembroke Railway (including side services).....	61	6	12 do do ...	2,387 72
Midland Railway.....	128	6	12 do do ...	7,549 58
Northern Railway.....	167½	12 & 24	12 do do ...	13,844 63
Port Dover and Lake Huron Railway	63	6	12 do do ...	3,155 04
St. Lawrence and Ottawa Railway....	54	As req'd...	12 do to 31st May, 1879...	9,456 12
Toronto, Grey and Bruce Railway.....	195	6	12 do to 31st March, 1879	11,693 55
Toronto and Nipissing Railway.....	115	6	12 do do ...	6,147 08
Victoria Railway.....	33½	6	12 do do ...	984 88
Welland Railway.....	25	12	12 do do ...	1,878 00
Whitby and Port Perry Ex. Railway..	45	6	12 do do ...	1,716 24
			Total .....	\$249,360 76

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT NO. 2, A.—Detail of all payments, for making and repairing Mail Bags, Mail Locks, etc., in Ontario, made within the Year ended 30th June, 1879.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts-
R. Malcom.....	Mail bags, rivet-lock seals, labels and repairs.....	3,002	94
Warden Kingston Penitentiary.....	Leather mail bags.....	535	00
T. Thompson.....	Canvas mail bags.....	513	75
Rankin, Beattie & Co.....	Cotton mail bags.....	136	75
Canadian Cotton Manufacturing Co.....	Canvas mail bags.....	131	00
Parry Sound Lumber Co.....	do.....	2	80
T. Sonne.....	Mail bags for Letter Carriers.....	107	50
T. Thompson.....	Satchels, labels, straps and repairs.....	829	95
Beaver Lock Works.....	Repairing mail locks, &c.....	44	85
T. Hill & Son.....	Stencilling mail bags.....	19	20
E. J. B. Pense.....	do.....	16	00
J. C. Paterson.....	do.....	11	50
Shannon & Meek.....	do.....	1	38
J. McKay.....	Sheep skins for labels.....	7	20
Loughrey & Tackaberry.....	Repairing mail bags.....	199	80
J. Jolley.....	do do.....	173	52
S. & H. Borbridge.....	do do.....	24	40
J. Philp.....	do do.....	21	80
Grest & Martin.....	do do.....	18	00
F. S. Warwicker.....	do do.....	8	00
J. Jentles.....	do do.....	2	25
D. Campbell.....	do do.....	2	00
E. Leslie.....	do do.....	1	40
H. Well.....	do do.....	1	40
W. Tupper.....	do do.....	1	13
J. Higgins.....	do do.....	1	00
A. McDonald.....	do do.....	0	50
W. G. Thomas.....	do do.....	0	35
S. Breyer.....	do do.....	0	25
J. Coulson.....	do do.....	0	25
S. Farmer.....	do do.....	0	25
C. Hohlbein.....	do do.....	0	25
C. Smith.....	do do.....	0	25
H. Smith.....	do do.....	0	25
S. Thomson.....	do do.....	0	25
J. Corbett.....	do do.....	0	23
H. Winey.....	do do.....	0	20
J. Grant.....	do do.....	0	15
G. Weeks.....	do do.....	0	15
E. Sharman.....	do do.....	0	13
J. Gallager.....	do do.....	0	10
N. McMullin.....	do do.....	0	10
	Total.....	\$5,818	18

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF QUEBEC.

REPORT No. 2, B.

DETAIL of all Payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
Abbotsford, Granby and Milton	J. C. West .....	Vehicle .....	19	6	12 months...	\$ cts. 450 00
Abercorn, &c., and Railway Stations .....	South Eastern Railway Co.....	Optional.....		As req.	12 do ...	1,000 00
Acton Vale and Railway Station .....	A. Q. Dubois .....	On foot. ....	1	12	12 do ...	42 00
Acton Vale and Roxton Falls.....	E. Bousquet.....	Vehicle .....	6	6	6 do (to Sept. 30, '78)	110 00
do do .....	A. Messier.....	do .....	6	6	6 from do	110 00
Acton Vale and St. Théodore d'Acton .....	P. Decelles .....	do .....	4	3	12 months .	50 00
Adamsville and Brigham.....	A. Bissette .....	do .....	4	6	6 do ...	60 00
Adamsville, Brigham and Granboro' .....	do .....	do .....	10	6 & 3	6 do ...	100 00
Adderley and St. Pierre Baptiste	P. A. Drolet .....	Horse or vehicle.	3	3	12 do ...	45 00
Aird and Clarenceville .....	S. O. Clark.....	Vehicle .....	6	3	12 do ...	60 00
Allan's Corners and Cairnside.....	J. Bryson.....	do .....	4	2	7 do ...	30 33
Allard Settlement and Nouvelle Ancienne Lorette and Railway Station.....	T. Keays.....	Horse or vehicle.	3	1	12 do ...	20 00
Ancienne Lorette and Sub-Office	J. Dufresne .....	On foot.....	40			
Anderson's Corners and Dewittville .....	G. Dufresne .....	Foot or vehicle ..	2	12	3 do ...	12 50
Angeline and Clarina .....	O. Boisvert.....	Vehicle .....	4	2	12 do ...	60 00
Angers and Buckingham Wharf	L. Monçon.....	Horse or vehicle	6	3	12 days..	3 64
Angers and l'Ange Gardien Railway Station .....	do .....	Optional.....	1	6	11 months...	55 00
Antoinette and Grenville .....	W. Munro .....	Vehicle .....	42	1	12 do ...	234 00
Armagh and St. Raphael.....	L. Boulanger.....	do .....	15	3	12 do ...	69 00
Arthabaska Station and Arthabaskaville .....	S. Bourbeau .....	do .....	2 1/2	12	6 do (to Sept. 30, '78)	50 00
do do do .....	L. L. Dorais .....	do .....	2 1/2	12	6 from do	40 00
do do do .....	J. Brochu.....	do .....	2 1/2	6	12 months...	48 00
Arthabaska Station and Bulstrode.....	B. Bergeron.....	Optional.....	9	2	3 do (to June 30, '78)	17 50
do do do .....	O. Piché.....	do .....	9	2	9 from do	36 00
Arthabaska Station and Ste. Clothilde.....	J. B. Metivier .....	Vehicle .....	17	2	12 months...	118 00
Arthabaskaville and Chester.....	S. Bourbeau .....	do .....	8	3	12 do ...	100 00
Ascot Corner and Railway Station .....	A. Stacey .....	Optional.....	1/2	12	12 do ...	50 00
Athelstan and Powerscourt.....	A. Montgomery .....	Vehicle .....	2	3	12 do ...	32 00
Aubert Gallion and St. George, Beauce .....	V. Dodier.....	Horse or vehicle.	2	6	12 do ...	25 00
Aubrey and St. Jean Chrysotôme.....	J. Lefebvre .....	do .....	4	2	12 do ...	36 00
Avignon and Matapediac.....	A. Martin .....	Optional.....	7	1	12 do ...	33 48

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Avoca, Grenville and Pointe au Chêne .....	J. McCallum .....	Horse or vehicle.	23	3	4 months...	41	66
Avoca and Pointe au Chêne.....	do .....	do .....	7	3	8 do ...	72	00
Ayer's Flat and Libbytown .....	J. McFadzean.....	Vehicle .....	3½	2	12 do ...	26	00
Ayer's Flat and Railway Station .....	H. G. Ayer.....	On foot .....	¼	12	12 do ...	25	00
Aylmer and Eardley .....	R. Fogarty .....	Vehicle .....	17	2	9 do ...	132	00
Aylmer and Ottawa .....	A. M. Holt.....	do .....	9	12	12 do ...	276	00
Aylmer and Portage du Fort.....	J. Wyman .....	do .....	50	6	Sea. 1878-79	552	00
Bagotville and Chicoutimi .....	S. Tremblay .....	do .....	13	As req.	3 mo. 10 dys.	57	50
Bassin du Lièvre and Buckingham Road .....	F. H. Nanaville..	Optional.....	1½	6	13 days..	0	85
Bassin du Lièvre and Buckingham Station .....	do .....	do .....	½	6	11 months...	23	50
Batiscan and Three Rivers.....	X. Lebœuf.....	Vehicle .....	28	6	12 do ...	424	00
Batiscan Bridge and Railway Station.....	L. Duval.....	do .....	1	12	3 do ...	25	00
Batiscan Bridge and St. Pierre les Becquets.....	F. Magny.....	Boat.....	3	6	Sea. 1878 ...	12	00
Batiscan Bridge and St. Stanislas .....	P. Lebœuf.....	Vehicle .....	13	6	12 months...	200	00
Beauharnois and Caughnawaga .....	Mrs. P. Duquette	do .....	15½	6	12 do ...	300	00
Beauharnois and Laberge.....	P. D. Laberge.....	do .....	5	2	12 do ..	50	00
Beauharnois and St. Louis de Gonzagues.....	B. Paré .....	do .....	10	6	12 do ...	198	00
Beauharnois and St. Timothée.....	F. X. Rapin.....	do .....	9	6	9 do (to Dec. 31, '78)	156	00
do do .....	E. Rapin .....	do .....	9	6	3 from do	49	50
Beaurivage and Parkhurst .....	F. Sylvain .....	Optional.....	3	3	12 months...	32	00
Becancour and Railway Station.....	S. Charron.....	Vehicle .....	9	6	12 do ...	300	00
Becancour and Ste. Gertrude.....	C. Leblanc .....	do .....	10	3	12 do ...	156	00
Becancour Station and Ste. Julie de Somerset .....	W. Gardiner.....	do .....	1½	12	12 do ...	60	00
Bedford and North Stanbridge.....	A. M. Stone.....	do .....	4½	3	12 do ...	75	00
Beebe Plain and Railway Station .....	J. L. House.....	On foot .....	¼	12	12 do ...	35	00
Bégon and Trois Pistoles .....	C. D'Auteuil .....	Optional.....	10½	2	12 do ...	69	12
Belœil Village and St. Hilaire Station.....	P. Authier .....	do .....	1	12	12 do ...	100	00
do do .....	J. R. Brillion .....	do .....	.....	.....	Special trips	4	00
Beresford and Ste. Adèle.....	J. O. Lallier .....	Horse or vehicle.	12	2	12 months...	84	00
Bernier and St. John's.....	H. Boudreau .....	Vehicle .....	3	6	11 do ...	36	66
Bersimis and Les Escoumains.....	Girouard and Beaudet .....	Optional.....	60	1	10 do ...	440	00
Bersimis and Pointe aux Esquimaux .....	do .....	do .....	350	.....	Sea. 1878-79.	350	00
Bersimis and Sault au Cochon.....	P. Picard.....	Foot or boat .....	26	1	2 months...	40	00
Berthier and Isle Dupas .....	P. Moreau.....	Optional.....	2½	3	12 do ..	48	00
Berthier (en bas) and Railway Station .....	F. Beaudoin .....	do .....	2½	12	12 do ...	80	00
do (en haut) do .....	F. Plante.....	do .....	2½	6	1 month 18 days.....	10	61
Berthier and Ste. Elizabeth.....	J. Leclaire.....	Vehicle .....	9	6	12 months...	184	00
Berthier and St. Norbert .....	Mrs. A. Jalbert .....	do .....	15	6	12 do ...	400	00
Berthier and St. Sulpice.....	F. Plante.....	do .....	21	6	12 do ...	750	00
Berthier and Sorel.....	S. Valois.....	Optional.....	5	14	12 do ...	444	00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Berthier and Three Rivers.....	L. Duchaine.....	Vehicle.....	45	6	11 & ex. trips	1,174 50
do do.....					Special trips	6 45
Bethel and South Durham.....	W. Bartlett.....	Vehicle.....	6	2	12 months...	50 00
Bic and Railway Station.....	G. Sylvain.....	Optional.....	4	12	12 do ...	32 60
Birchton and Railway Station.....	G. N. Hodge.....	On foot.....	12	12	do ...	26 00
Birchton and Sawyerville.....	J. L. Taylor.....	Horse or vehicle	6	6	12 do ...	215 00
Bisson and Railway Station.....	F. Hamanne.....	Optional.....	4	7	9 mos. 23 dys	32 56
Bisson and Saints Anges.....	do.....	do.....	6	1 & 2	12 months...	96 00
Black River Station and Railway Station.....	L. Olivier.....	On foot.....	150 yds.	3	12 do ...	20 00
Blanche and Thurso.....	C. Abraham.....	Horse or vehicle.	16	1	12 do ...	79 00
Bolton Forest and Railway Station.....	J. T. Channell.....	Vehicle.....	3	6	9 do ...	19 50
Bonne Esperance and Esquimaux Point.....	W. H. Whiteley.....		250		Special trip	125 00
Bonne Esperance and Natashquan.....	A. Joncas.....		220		3 trips.....	30 00
Boscobel and Roxton Falls.....	W. Hackwell.....	Horse or vehicle.	8	1	12 months...	30 00
Boynton and Railway Station.....	J. Crosbie.....	Optional.....	4	6	12 do ...	25 00
Brigham and Farnham Centre.....	T. Hill.....	Foot or vehicle..	2	6	12 do ...	60 00
Bristol and North Bristol.....	W. Shirley.....	Horse or vehicle.	5	3	12 do ...	72 00
Bristol and Onslow.....	J. Wyman.....	Vehicle.....	12	6	7 mos. 16 dys	219 51
Bristol and Sand Point.....	D. Wilson.....	do.....	4	6	Bal. Season '77-'78	20 00
Bristol and Shawville.....	do.....	do.....	7 & 10	6	18 days.....	10 88
Britannia Mills and Railway Station.....	H. Guilbert.....	On foot.....	60 yds.	12	12 months...	20 00
Britonville and St. Sauveur.....	G. Hamilton.....	Horse or vehicle	8	3	12 do ...	93 00
Broadlands and Cross Point.....	M. Adams.....	do.....	5 1/2	2	12 do ...	50 00
Brompton and Brompton Falls.....	H. Addison.....	do.....	4	3	12 do ...	80 00
Brookbury and Robinson.....	R. Rowe.....	Vehicle.....	5	1	12 do ...	24 00
Broughton and East Broughton.....	C. H. J. Hall.....	Horse or vehicle.	5	2	12 do ...	60 00
Broughton and St. Frédéric.....	F. A. A. Arcand.....	do.....	6	1	9 do ...	22 50
Broughton and St. Joseph.....	do.....	do.....	12	1	12 do ...	73 75
Bryson and Fort Coulonge.....	D. Shea.....	Vehicle.....	16	3	12 do ...	225 00
Bryson and Portage du Fort.....	E. Murphy.....	Horse or vehicle.	7	6	18 days (to April 18, '73)	38 38
do do.....	D. Shea.....	do.....	7	6	11 mo. 12 dys from do	185 36
Buckingham and Graphite City.....	J. Leggo.....	do.....	6	6	12 months...	100 00
Buckingham and G. igues.....	M. Brayeau.....	do.....	12	1	12 do ...	52 00
Buckingham and Railway Station.....	J. W. Lynch.....	Vehicle.....	3	12	2 do (to June 30, '78)	15 00
do do.....	J. Cosgrove.....	do.....	3	12	9 from do	35 25
Buckland and St. Lazare.....	E. Labreque.....	Horse or vehicle.	15	3	12 months...	136 00
Buckland and St. Magloire.....	P. Tanguay.....	Vehicle.....	18	1	12 do ...	64 00
Burnside and Ste. Scholastique.....	J. Wood.....	do.....	6	2	6 do ...	27 00
Cacouna and Railway Station (via St. Arsène).....	J. B. Beaulieu.....	Optional.....	5	12	12 do ...	198 00
Calumet Island and Collfield.....	T. Piché.....	Boat or vehicle..	1 1/2	6	12 do ...	85 00
Calumet Island and Dunraven.....	J. Letts.....	Vehicle.....	5	2	12 do ...	60 00
Campbellton, N. B., and Paspebiac.....	D. Kerr.....	do.....	88	6	12 do ...	4,200 00
Campbellton Station, N. B., and Wharf.....	C. Keane.....	Optional.....			Special trip.	1 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Canrobert and West Farnham...	S. L'Ecuyer .....	Vehicle.....	5	6	6 mos. (to Sept. 30, '78)	62 50
do do .....	D. Alix.....	do .....	5	6	6 from do	62 50
Canterbury and Scotstown.....	R. Clark.....	do .....	4	2	12 months...	42 00
Cantley and Kirk's Ferry .....	J. Kirk.....	Boat or vehicle...	2½	3	12 do ...	62 49
Cantley and Lucerne .....	R. Blackburn .....	Optional.....	19	1	12 do ...	80 00
Cap à l'Aigle and Murray Bay...	J. Tremblay.....	Vehicle.....	3	As req	Season 1878.	68 00
Capelton and Railway Station...	J. Sorel.....	On foot.....	¼	6	12 months...	40 00
Cap Magdeleine and Three Rivers .....	L. Heroux .....	.....	.....	.....	Special trip	0 50
Cap Magdeleine and Railway Station.....	O. Toupin .....	Optional.....	5	6	3 months...	31 25
Cap Rouge and Quebec.....	C. Hough.....	Stage.....	9	6	12 do ...	156 50
Cap Santé and Les Ecureuils.....	P. Page .....	Vehicle.....	4½	6	3 do ...	37 50
Cap Santé and Portneuf.....	E. Marcotte.....	do .....	5	6	3 do ...	37 50
Carillon and Lachute.....	A. Burch.....	do .....	10½	6	12 do ...	420 00
Carillon, Lachute and St. Andrew's East.....	.....	.....	.....	.....	Special trip.	1 50
Carillon and Ottawa (north shore).....	J. W. Campbell .....	do .....	82	6	Bal. Season '77-'78 .....	230 00
Carillon and Point Fortune .....	J. Poiras.....	do .....	1	6	Season 1878.	34 00
do do .....	E. A. St. Denis..	do .....	1	.....	Special trips	13 50
Carillon and St. Philippe d'Argenteuil .....	F. Naubert.....	do .....	6	2	1 month ...	4 16
Carillon and Vaudreuil Station.	R. Whyte.....	do .....	25½	6	Part Sea. '77-'78	450 00
Carillon and Wharf.....	Mrs. M. J. O. Fletcher.....	do .....	½	12	Season 1878.	38 00
Carleton and Wharf.....	T. F. Meagher.....	Optional.....	½	4	do ...	29 00
Caughnawaga and Huntingdon	A. McMaster.....	Vehicle.....	37	6	12 months...	950 00
Caughnawaga and Wharf.....	W. Delorimier.....	do .....	½	12	12 do ...	88 00
Causapsca and Railway Station	A. Blais .....	On foot.....	250 yds	12	12 do ...	50 00
Canville and St. Anicet.....	J. Sullivan.....	Vehicle.....	6¾	3	12 do ...	89 00
Cedar Hill and Railway Station	T. Fréchette.....	On foot.....	1	6	12 do ...	80 00
Cedars and St. Dominique des Cèdres .....	P. Poirier.....	Vehicle.....	7½	3	1 do ...	7 50
Cedars and St. Dominique Station.	B. Hurteau.....	do .....	4½	6	12 do ...	150 00
Chambly Basin and Railway Station.....	W. Vallée.....	Optional.....	¼	12	11 mo. 20 dys	46 54
Chambly Basin and St. Mathias.	G. Frouillette.....	Vehicle.....	5	6	8 months...	120 00
Chambly Canton and Railway Station.....	J. Hackett .....	Optional.....	¼	12	11 mo. 20 dys	46 54
Chambly Canton and St. Césaire	F. X. Daissault.....	Vehicle.....	15	6	10 days.....	9 06
Chambly Canton and St. Hubert	F. Daignault.....	do .....	10	6	7 mo. 14 dys	37 00
Champlain and Railway Station	N. Hardy.....	do .....	2	12	3 months...	30 00
Champlain and Vincennes.....	M. Dessureau.....	Optional.....	5	3	12 do ...	80 00
Chantelle and Rawdon .....	D. Morin.....	Vehicle.....	17	2	12 do ...	130 00
Charlemagne and Montreal .....	M. Archambault.	do .....	15	6	12 do ...	700 00
Charlemagne and St. Sulpice...	J. B. Archambault.....	do .....	14	6	12 do ' ...	640 00
Chartierville and La Patrie.....	A. Daigneau .....	do .....	9	2	3 do ...	18 75
Chatboro' and Cushing.....	C. A. Bradford.....	do .....	3	2	8 do ...	17 33
Chatboro' and St. Philippe.....	do .....	do .....	2½	2	4 do ...	8 67
Chatillon and St. Zéphirin.....	J. Duplessis .....	do .....	5½	3	9 do ...	39 00
Chaudière Mills and Railway Station.....	A. Lemieux.....	Horse or vehicle.	3½	6	12 do ...	109 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Chaudière Station and Railway Station.....	A. McFee.....	On foot.....	300 yds.	6	12 months...	20 00
Chemin Taché and St. François Xavier de Viger.....	O. Tremblay...	Optional.....	6	1 3	do ...	7 50
Cherry River and Magog.....	R. A. Buzzell.....	Horse or vehicle.....	4	2 12	do ...	32 00
Chester and East Chester.....	J. Jutras.....	do .....	10	1 6	do ...	30 00
Chester and North Ham.....	F. Rouleau.....	Vehicle.....	10	2 12	do ...	94 00
Chichester and Fort Coulonge..	J. Landon.....	do .....	21	3 12	do ...	345 00
Chichester, Fort William and Pembroke.....	H. Jewell.....	Horse or vehicle.....	11	3 & 6	12 do ...	425 00
Chicoutimi and Laterrière.....	J. Simard.....	Vehicle.....	10	2 12	do ...	93 60
Chicoutimi and Roberval.....	C. Girard.....	do .....	77	3 3	do (to June 31, '79)	250 00
do do.....	A. Girard.....	do .....	77	3 9	from do ..	750 00
Chicoutimi and St. Paul's Bay.	P. Gagné.....	Horse or vehicle.....	87	6 9	months (to Mar. 31, '79)	1,404 00
do do.....	P. Gilbert.....	do .....	87	As req	12 trips....	96 00
Chicoutimi and Tremblay.....	A. Tremblay.....	Boat or vehicle.....	2	6 12	months....	55 00
Chicoutimi and Wharf.....	S. Tremblay.....	Vehicle.....	3	As req.	6 mos 17 dys	31 20
Clairvaux and St. Paul's Bay....	J. Guay.....	Horse or vehicle.....	8	1 12	months....	31 50
Clapham and Inverness (via Millfield).....	R. J. Briggs.....	Vehicle.....	13½	2 12	do ...	135 00
Clapham and Richardville (via New Ireland).....	D. Poudrier.....	Horse or vehicle.....	9½	1 12	do ...	51 00
Clarenceville and Lacolle Railway Station.....	S. O. Clark.....	Vehicle.....	4	6 12	do ...	235 00
Clarenceville and Miranda.....	do .....	do .....	4	2 12	do ...	32 00
Coaticook and Dixville.....	O. Baldwin.....	Horse or vehicle.....	5	3 12	do ...	74 00
Coaticook and Hereford.....	G. Thomas.....	Vehicle.....	15	1 12	do ...	100 00
Coaticook and north Coaticook.....	E. C. Ellis.....	Horse or vehicle.....	1½	12 12	do ...	89 00
Coaticook and Paquette.....	T. Paquette.....	Vehicle.....	22	2 12	do ...	200 00
Coaticook and Stanstead.....	O. A. Parker.....	do .....	19	6 12	do ...	517 00
Golffield and Otter Lake.....	J. Hill.....	Horse or vehicle.....	20	1 12	do ...	88 00
Como and Oka.....	C. Chauret.....	do .....	1	6	Seas. '77-'78..	22 00
Como and Wharf.....	J. Hodgson.....	do .....	1	6	Season 1878..	15 00
Compton and Martinville.....	F. Pierce.....	Vehicle.....	6	3 12	months....	70 00
Compton and Richby.....	Mrs. J. D. Elliott.....	do .....	4	3 3	do ...	12 50
Compton and St. Edwidge.....	F. Courtemanche.....	do .....	10	3 12	do ...	108 00
Contrecoeur and Montreal.....	L. Hébert.....	do .....	30	6 12	do ...	800 00
Cookshire and Island Brook.....	A. Gamsby.....	do .....	10	3 12	do ...	132 00
Cookshire and Linda.....	D. B. Hall.....	do .....	5	1 12	do ...	26 00
Cookshire and Railway Station.	S. J. Osgood.....	Foot or vehicle..	1	12 12	do ...	52 00
Corbin and Frontier.....	A. Roberts.....	Vehicle.....	2	3 12	do ...	40 00
Cornwall and St. Régis.....	R. Tyre.....	Boat or vehicle.....	6	2 12	do ...	60 00
Côteau du Lac and Côteau Landing.....	M. Hurteau.....	Vehicle.....	2	6 6	do (to Sept. 30, '78)	32 00
do do.....	G. Gauthier.....	do .....	2	6 6	from do ..	40 00
Côteau Landing and Railway Station.....	M. Hurteau.....	do .....	2	18 4	months (to July 31, '78)	62 33
do do.....	G. Gauthier.....	do .....	2	18 8	from do ..	80 00
Côteau Landing and St. Zotique	O. Prieur.....	do .....	2½	6 12	months....	60 00
Côteau Landing and Valleyfield.....	G. Gauthier.....	Boat or vehicle....	6	6 12	do ...	200 00

REPORT No. 2, B.--Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Côteau Station and Dalhousie Mills.....	J. Lefebvre.....	Vehicle .....	17	6	3 months (to June 30, '78)	130 00
do do .....	A. Beautron.....	do .....	17	6	9 from do ..	337 50
Côteau Station and Ste. Marthe.	P. Monaghan.....	do .....	13	6	9 months (to Dec. 31, '78)	225 00
do do .....	J. Campeau.....	do .....	13½	6	3 from do ..	70 00
Côte St. Michel and Montreal...	L. Tassé.....	do .....	6½	3	12 months...	120 00
Côte St. Paul, Tannery West and Railway Station.	F. Faure.....	do .....	3	6 & 10	12 months...	180 00
Covey Hill and Vicars.....	W. Orr.....	Optional.....	2	6	12 do ...	52 00
Craig's Road Station and Leeds	R. W. Lipsey.....	Vehicle .....	28	3	12 do ...	390 00
Cranbourne and Frampton.....	P. Colgan.....	Optional.....	8	2	12 do ...	69 80
Cranbourne and St. Odilon.....	P. Paquette.....	do .....	3	2	12 do ...	25 00
Cumberland Mills and River Gilbert.....	T. J. Taylor.....	do .....	8	1	11 do ...	36 67
Cushing and Railway Station...	J. C. Cushing....	do .....	1	6	11 days. ...	2 75
Daillebout and Joliette.....	A. Riberdy.....	Vehicle .....	14	6	12 months...	248 00
Daillebout and Ste. Béatrix.....	J. Marion.....	do .....	9	2	12 do ...	50 00
Dalesville and Edina.....	J. Tomalty.....	do .....	6	1	12 do ...	30 00
Dalesville and Lachute.....	P. McArthur.....	Horse or vehicle.	6	2 & 3	12 do ...	87 50
Dalling and South Ely.....	L. W. Weed.....	Optional.....	6	3	12 do ...	90 00
Danby and Railway Station.....	W. Duff.....	do .....	50			
				yds.	12 12 do ...	12 00
Danville and St. George de Windsor.	E. Marcotte.....	Horse or vehicle.	10	2	12 do ...	88 00
Danville and St. Patrick's Hill.	J. C. Stevens.....	Vehicle .....	9	6	12 do ...	225 00
Danville and South Ham.	G. Goodenough..	Horse or vehicle.	24	3	12 do ...	359 00
Denison's Mills and Richmond East .....	J. R. Denison....	do .....	7	2	12 do ...	90 00
Derby Line, Rock Island, Staustead and Railway Station.....	H. A. Channell..	Vehicle .....	1½	12	12 do ...	180 00
Desehambault and Railway Station .....	A. D. Hamelin...	do .....	2½	12	3 do ...	45 50
Dillonton and East Bolton.....	J. McMannis.....	do .....	22	6	5 do ...	156 25
Dillonton and Perdues.....	T. Perdue.....	Horse or vehicle.	2	6	3 do ...	45 00
Dillonton Railway Station and South Bolton .....	J. McMannis.....	Optional.....	23	6	4 do ...	125 00
Domaine de Gentilly and Gentilly .....	D. Beauchesne..	Vehicle .....	9	2	12 do ...	40 00
Dorval and Railway Station.....	L. Allard.....	do .....	½	12	9 do ...	75 00
Drummondville and Melbourne.	C. Johnston.....	Horse or vehicle.	2½	6	12 do ...	600 00
Drummondville and Railway Station .....	R. J. Millar.....	On foot.....	½	12	12 do ...	48 00
Drummondville and St. Cyrille de Wendover.....	J. B. Dionne.....	Vehicle .....	3	2	9 do (to Dec. 31, '78)	46 50
do do .....	J. B. Janelle.....	do .....	5½	2	3 from do ..	15 50
Dudswell and Railway Station.	W. H. Lothrop...	do .....	1½	6	12 months...	75 00
Dudswell Centre and East Dudswell .....	R. F. Bishop.....	Horse or vehicle	4½	2	12 do ...	42 00
Dunany and Lachute.....	S. Smith.....	do .....	8	2	12 do ...	72 00
Dunany and Shrewsbury.....	J. Chambers.....	do .....	6	2	12 do ...	50 00
Dunboro' and Sweetsburg .....	A. L. Hill.....	Vehicle.....	5	2	5 do (to Aug. 31, '78)	22 91
Dunboro' and Sweetsburg Stn.	W. Wilson.....	do .....	4½	7	1 from do ..	53 33

REPORT No. 2, B—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Dundee and Huntingdon.....	A. McMaster.....	Vehicle.....	22	6	12 months...	448 00
Dunham and East Dunham.....	R. A. Wales.....	do.....	3 $\frac{1}{2}$	3	12 do ...	78 00
Dunham and Stanbridge Station.....	W. Turnbull.....	do.....	13	6	12 do ...	313 00
East Arthabaska and St. Fortunat (via East Chester).....	D. Boulanger....	do.....	12	2	6 do ...	80 00
East Arthabaska and Stanfold (via Laroche).....	do.....	Optional.....	9	3	12 do ...	78 00
East Bolton and South Bolton.....	J. McMannis.....	Horse or vehicle	8	6	3 do ...	55 00
East Broughton and Guizot .....	J. L. Marcotte...	do.....	10 $\frac{1}{2}$	2	11 do ...	73 34
East Broughton and West Broughton.....	N. Lemieux.....	do.....	13	2	11 do ...	82 50
East Broughton and West Broughton (via Guizot).....	do.....	do.....	23 $\frac{1}{2}$	2	1 month....	13 60
East Clifton and Sawyerville.....	J. A. Cairns.....	Vehicle.....	6	3	12 months...	80 00
East Farnham and Railway Station.....	C. H. Mansfield..	do.....	1	6	12 do ...	20 00
East Magdala and Lyster.....	W. J. Smyth.....	do.....	6	1	6 do (to Sept. 30, '78)	15 00
do do.....	T. Leclerc.....	do.....	6	1	6 from do	13 00
East Templeton and Perkins.....	J. Franey.....	Horse or vehicle	9	2	12 months...	70 00
East Templeton and Railway Station.....	E. Mason.....	Vehicle.....	1	12	11 do ...	1 66
East Templeton and Wharf.....	do.....	Optional.....	1	12	13 days.....	3 64
Edmunston (N.B.) and Rivière du Loup.....	J. Turner.....	Vehicle.....	82	6	12 months...	3,749 25
Egypte and St. Ephrem d'Upton.....	V. Laperche.....	do.....	8 $\frac{1}{2}$	6	12 do ...	225 00
Elgin Road and Railway Station	T. Francœur.....	Foot or vehicle..	1	3	12 do ...	30 00
Escuminac and Fleurant.....	J. T. Edwards...	Horse or vehicle	8	1	12 do ...	30 00
Etchemin and Lévis.....	M. Godbout.....	Vehicle.....	6	12	12 do ...	249 60
Etchemin and St. Jean Chrysotôme .....	A. Pichet.....	do.....	3	6	12 do ...	88 00
Farnboro' and West Shefford.....	L. Wells.....	do.....	2 $\frac{1}{2}$	3	12 do ...	52 00
Fardon and Haseville.....	T. Hase.....	Horse or vehicle	7	2	12 do ...	65 00
Father Point and Rimouski.....	M. Lauzier.....	Vehicle.....	6 $\frac{1}{2}$	6	12 do ...	177 00
Fontenoy and Melbourne.....	R. Frazer.....	do.....	6	2	12 do ...	48 00
Fox River and Grande Grève.....	A. Paradis.....	Optional.....	19	3	3 do (to June 30, '78)	65 00
do do.....	J. Dunn.....	do.....	19	3	9 from do	165 00
Fox River and Ste. Anne des Monts.....	J. Lepage.....	do.....	107	1	12 months...	950 00
Frampton and Ste. Hénédiène.....	J. Doyle.....	Vehicle.....	13	6	12 do ...	400 00
Frampton and Springbrook .....	A. Anderson.....	Horse or vehicle	4	3	12 do ...	60 00
Franklin Centre and Starnesboro'.....	M. Boyce.....	Optional.....	2	6	12 do ...	64 00
Frelighsburg and North Pinacle.....	G. C. Chadburn	Vehicle.....	6 $\frac{1}{2}$	2	12 do ...	75 00
Frelighsburg and St. Armand Station.....	A. Shelters.....	Horse or vehicle	10	6	12 do ...	345 00
Frelighsburg and Sweetsburg...	A. Pickle.....	Vehicle.....	14	6	12 do ...	340 00
Fulford and Waterloo.....	G. England.....	do.....	4	2	12 do ...	40 00
Garthby and Lake Weedon. ....	F. Brière.....	do.....	6	1	12 do ...	32 00

REPORT No. 2, B—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Garthby and North Ham .....	E. Grenier.....	Horse or vehicle	13	1	12 months ..	55 00
Garthby and Stornoway .....	do .....	do .....	16	1	12 do ...	96 00
Gaspé Basin and Grande Grève .....	J. Lambert.....	Optional.....	12	3	12 do ...	200 00
Gaspé Basin and Percé .....	T. Tapp .....	Vehicle.....	36	6	12 do ...	1,876 00
Gaspé Basin and Wharf.....	A. T. Carter.....	Optional.....	4	4	Season 1878.	37 60
Gatineau Point Railway Station and Templeton .....	J. O'Hagen.....	do .....	1½	6	11 months...	60 00
Genoa and St. Hermas.....	J. Gordon.....	do .....	3½	2	12 do ...	40 00
Georgeville and Knowlton Landing .....	D. A. Bullock.....	do .....	3	6	5 do ...	41 66
Georgeville and Magog .....	J. G. Cowie .....	Vehicle.....	10	6	9 do ...	150 00
Georgeville and Magoon's Point .....	A. Magoon.....	Horse or vehicle	5½	2	12 do ...	52 00
Georgeville and Smith's Mills.....	J. F. Bullock.....	do .....	10½	6	12 do ...	308 00
Geraldine and Stockwell.....	C. Newman.....	Foot or vehicle..	3½	2	12 do ...	26 00
Granby and Granboro'.....	J. C. West.....	Vehicle.....	12	3	6 do ...	48 00
Granby and Railway Station.....	A. B. Foster.....	Optional.....	4	12	12 do ...	100 00
Granby and Roxton Pond.....	L. Tinning.....	Horse or vehicle	12½	3	12 do ...	195 00
Grande Baie and L'Anse St. Jean .....	A. Harvey.....	Foot or canoe...	54	ftly	9 do (to Dec. 31, '78)	112 50
do do .....	R. Gagnon.....	do .....	54	do	3 from do	37 50
Grande Baie and Wharf.....	E. Leveque.....	Foot or vehicle..	3	As	req. Season 1878.	49 00
Grande Ligne and Mont St. Nicholas .....	M. Boissonnault.....	Optional.....	2½	3	12 months...	40 00
Grand Entry and House Harbor .....	J. McPhail.....	do .....	20	3 pr.	mo. Season, 1878	50 00
Grandes Coudées and Jersey, Beauce .....	M. Cahill.....	Horse or vehicle	14	1	12 months...	62 48
Green River and St. Antonin.....	F. Queen.....	Optional.....	3	6	12 do ...	54 00
Green River and St. Modeste.....	do .....	Horse or vehicle	5	3	12 do ...	49 00
Grenville and Railway Station.....	L. W. Russell.....	Optional.....	1½	6	2 do (to June 30, '78)	10 50
do do .....	H. F. Cumming.....	do .....	1½	6	9 from do	7 50
Grenville and Wharf.....	J. Shepherd.....	do .....	7	12	13 days....	2 25
Grondines and Railway Station .....	F. X. Thibaudeau.....	Vehicle.....	3½	6	3 months...	37 50
Guigues and Notre Dame du Laus .....	A. Bergeron .....	Optional.....	38	2 pr. mo.	8 do ...	53 33
Hadlow Cove Road and St. David de Lévis.....	L. A. Guay.....	On foot.....	1	6	12 do ...	50 00
Haley's Station and Portage du Fort .....	D. M. Rettray.....	Vehicle.....	7	12	11 do ...	70 34
Hallerton and Hemmingford.....	J. Blair.....	do .....	4½	3	12 do ...	53 00
Harrington and Rivington.....	D. McIntosh.....	do .....	5	1	7 do ...	15 16
Hatley and Railway Station.....	B. Martin.....	do .....	3½	6	12 do ...	155 00
Hedleyville and St. Roch de Quebec .....	J. DeBlois.....	On foot.....	1	12	12 do ...	62 60
Hemison and St. Malachie.....	S. Bagnall.....	Horse or vehicle	3	6	12 do ...	78 00
Hemison and Standon.....	J. Nicholson.....	do .....	9½	2	9 do (to Dec. 31, '78)	48 45
do do .....	W. Wilson.....	do .....	9½	2	3 from do	10 00
Hemmingford and Huntingdon.....	J. Latham.....	Vehicle.....	32	6	12 do ...	1,000 00
Hemmingford and Roxham .....	O. Hefferman.....	do .....	5	2	12 do ...	35 00
Henrysburg and Lacolle.....	G. Giroux.....	do .....	8½	3	12 do ...	96 00
Henrysburg and Malmaison.....	M. Gamache.....	do .....	7½	6	12 do ...	350 00
Herbert and Mansonville.....	M. Geer.....	Optional.....	5½	-2	12 do ...	48 00
Hereford and Canaan, U.S.....	A. H. Workman.....	Vehicle.....	3	1	12 do ...	7 52
Hochelaga and Montreal.....	J. H. Brown.....	Foot or vehicle..	2	12	12 do ...	146 00



REPORT NO. 2, B.—Detail of all payments for Mail Transportation in  
 Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
House Harbor and Magdalen Islands.....	P. Turnbull.....	Optional.....	30	ftly	Season, 1878	70 00
Hudson and Wharf.....	A. Vipond.....	do.....	1	12	do ..	12 00
Hunterstown and Rivière du Loup.....	G. Blais.....	Vehicle.....	17	6	12 months...	360 00
Hunterstown and St. Elie.....	O. Martin.....	do.....	7½	3	12 do ...	80 00
Huntingdon and St. Anicet.....	Caza & Quesnelle	do.....	13	6	9 do (to Dec. 31, '78)	217 50
do do.....	O. Dupuis.....	do.....	13	6	3 from do	72 50
Huntingville and Lennoxville.....	J. R. Moy.....	Optional.....	2	6	12 months...	75 00
Huntingville and Milby.....	do.....	On foot.....	2½	3	12 do ..	42 00
Inverness and Kinpear's Mills, (via Reedsdale).....	W. Gardiner.....	Vehicle.....	9	3	12 do ...	150 00
Inverness and Leeds (via Glen Murray).....	H. McCutcheon.....	Horse or vehicle	12	3	12 do ...	220 00
Inverness and New Ireland.....	J. A. Hall.....	Vehicle.....	18½	3	6 do (to Sept. 30, '78)	130 00
do do.....	A. McLean.....	do.....	18½	3	6 from do	74 00
Inverness and Ste. Julie de Somerset.....	W. Gardiner.....	do.....	9½	6	12 months...	200 00
Iron Hill and Sweetsburg.....	W. Moffatt.....	do.....	6	2	12 do ...	52 00
Isle aux Coudres and St. Paul's Bay.....	J. Dufour.....	Boat or vehicle...	12	2	12 do ...	220 00
Isle aux Grues and Montmagny	L. Lebel.....	do.....	7	1	12 do ...	120 00
Isle Bizard and Ste. Geneviève.....	A. Barbeau.....	Optional.....	½	6	12 do ...	36 00
Isle Perrot and Ste. Anne, Bout de l'Isle.....	T. B. Ricard.....	Horse or vehicle	7	3	12 do ...	80 00
Isle Verte and Notre Dame de l'Isle Verte.....	E. Simard.....	Boat or vehicle...	6	1	12 do ...	50 00
Isle Verte and Railway Station.	O. Morency.....	Optional.....	1	12	11 mo. 15 dys (to Mar. 15, 1879).....	76 44
do do.....	L. A. Bertram.....	do.....	1	12	16 dys. (from do).....	3 56
Isle Verte and St. Eloie.....	J. Thériault.....	Horse or vehicle	8	3	12 months...	100 00
Isle Verte and St. Paul de la Croix.....	T. Thériault.....	do.....	10	1	12 do ...	50 00
Jersey and Marlow.....	M. Cahill.....	do.....	13	3	12 do ...	230 56
Jersey and St Joseph Station...	do.....	Vehicle.....	23½	6	12 do ...	774 00
Jobin Station and Newbois (via St. Bernard).....	V. Filion.....	do.....	9	3	12 do ...	132 00
Jobin Station and Railway Station.....	G. Garon.....	Optional.....	100	12	9 mo. 23 days	32 55
Johnville and Railway Station..	C. Smith.....	do.....	½	6	12 months...	28 00
Joliette and L'Assomption.....	J. Mirault.....	do.....	18	6	11 do ...	399 58
Joliette and Railway Station.....	do.....	Vehicle.....	6	6	1 month.....	32 42
Joliette and Rawdon.....	O. Ethier.....	do.....	18	6	12 months...	450 00
Joliette and St. Elizabeth.....	J. Mirault.....	Optional.....	10	6	12 do ...	200 00
Kamouraska and Railway Station.....	J. Desjardins.....	Vehicle.....	5	12	9 do (to Dec. 31, '78)	225 00
do do.....	J. B. Pelletier.....	do.....	5	12	3 from do	75 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Kamouraska and St. Paschal....	P. Desjardins....	Vehicle.....	5	2	12 months...	160 00
Katevale and North Hatley....	J. Gorel.....	Horse or vehicle	4½	2	12 do ...	42 00
Kazubazua and Otter Lake....	H. B. Cornish....	do .....	30	1	12 do ...	180 00
Kelso and Trout River.....	J. Marshall.....	Optional.....	2½	3	12 do ...	50 00
Kildare and St. Alphonse.....	F. Prudhomme....	Vehicle.....	12	3	12 do ...	120 00
Kingsey Falls and Kingsey Sid- ing.....	B. Lemieux.....	Optional.....	4	6	3 do (to June 30, '78)	25 00
do do .....	E. D. Adams.....	do .....	4	6	9 from do	75 00
Kingsey Siding and Railway Station.....	do .....	On foot.....	200			
Kinnear's Mills and Leeds (via Lemesurier).....	H. McCutcheon..	Vehicle.....	7	6	12 months...	40 00
Knowlton and St. Etienne de Bolton.....	L. Poulin.....	Horse or vehicle	9	3	12 do ...	144 00
Knowlton and Sutton Junction.	J. McMannis....	Vehicle.....	7	6	12 do ...	290 00
Knowlton and Waterloo.....	do .....	do .....	10	6	9 do ...	183 75
Knowlton Landing and Water- loo.....	do .....	do .....	24	6	3 do ...	146 50
La Baie and Nicolet.....	T. Vigneau.....	do .....	9	6	12 do ...	175 00
La Baie and St. Zéphirin.....	do .....	do .....	8	6	12 do ...	250 00
La Baie and Yamaska.....	do .....	do .....	20½	6	12 do ...	498 00
Labarre and St. Joseph d'Alma	D. Boulanger....	Horse or vehicle	16	1	2 do ...	11 67
La Beauce and Railway Station.	J. Genest.....	Foot or vehicle..	½	7	9 mo. 23 days	40 69
La Beauce and St. Elzéar.....	E. Landril.....	Horse or vehicle	3	3	12 months..	28 00
L'Acadie and St. Jacques le Mineur.....	J. O. Poirier....	Vehicle.....	5	6	12 do ...	160 00
Lachenaie and Terrbonne.....	G. Villeneuve... G. Rogers.....	Horse or vehicle do .....	4½ 9	3 2	12 do ... 12 do ...	52 00 72 80
Lachute and Lakefield.....	G. L. Meikle....	Optional.....	250			
Lachute and Railway Station...			yds.	12	11 do ...	33 00
Lac Masson and Ste. Adèle.....	C. G. Guenette..	Vehicle.....	12	2	12 do ...	100 00
Lacolle and Odelltown.....	J. McCallum....	do .....	3	3	5 do ...	20 00
Lake Aylmer and Stornoway...	G. Champoux....	Horse or vehicle	7	1	12 do ...	30 00
Lake Beauport and Quebec.....	A. Simons.....	Vehicle.....	13	2	12 do ...	150 00
Lake Etchemin and Langevin...	L. Mercier.....	Horse or vehicle	12	2	12 do ...	80 00
Lake Etchemin and Standon.....	J. Nicholson....	do .....	12	3	12 do ...	99 00
Lake Megantic and Morinville...	H. J. Wilson....	Horse or boat....	5	2	12 do ...	40 00
Lake Megantic and Piopolis.....	C. F. X. Langlois	Vehicle.....	7	3	12 do ...	120 00
Lake Megantic and Stornoway...	R. McLeod.....	do .....	15	3	12 do ...	180 00
Lake Temiscamingue and Mat- tawa.....	C. Rankin.....	Optional.....	120 & 125½			
Lake Weedon and Railway Sta- tion.....	F. Brière.....	Vehicle.....	1	6	12 do ...	920 62
Lamartine and L'Islet Station...	P. Cloutier.....	Optional.....	3	1&4	12 do ...	40 00
Lambton and St. François.....	H. Richard.....	Vehicle.....	36	6	12 do ...	29 17
Lambton and Stornoway.....	E. Belanger....	Optional.....	9	6	12 do ...	770 00
Lambton and Valletort.....	P. Roy.....	Horse or vehicle	8	2	12 do ...	216 00
Landreville and Ormstown.....	A. Lorange.....	Vehicle.....	4	2	12 do ...	54 00
L'Anse au Foin and Tramblay...	T. Harvey.....	do .....	8	2	12 do ...	50 00
La Patrie and Notre Dame des Bois.....	F. Poulin.....	do .....	10	3	2 do ...	79 00
La Patrie and Vaillantbourg...	P. U. Vaillant..	do .....	9	2	10 do ...	18 66
La Petite Rivière St. François and St. Paul's Bay.....	P. Bouchard....	Optional.....	10	3	6 do (to Sept. 30, '78)	62 50
do do .....	E. Verrault....	do .....	10	3	6 from do	45 00
i						46 80

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
La Pigeonnière and St. Edouard	L. Ricard .....	Vehicle .....	4	6	12 months...	90 00
Laprairie and St. Constant.....	O. Robert.....	do .....	6	6	12 do ...	182 50
Laprairie and St. Philippe.....	L. L'Ecuyer .....	do .....	6	6	12 do ...	200 00
La Présentation & St. Hyacinthe	A. Millet .....	do .....	6	3	12 do ...	78 00
L'Assomption and Ste. Julienne	J. Renaud .....	do .....	23	6	12 do ...	540 00
Lauzon and Lévis.....	H. Martin.....	Horse or vehicle.	2	6	12 do ...	100 00
Lauzon and St. Joseph de Lévis	do .....	Optional.....	1½	6	12 do ...	100 00
Laval and Quebec.....	J. Keough .....	Vehicle .....	17	2	12 do ...	100 00
Lavergne and Railway Station...	T. Boutin.....	Optional.....	1½	6	12 do ...	40 00
Lawrenceville & North Stukely.	C. Gendron.....	Vehicle .....	4	3	12 do ...	80 00
Leeds and Leeds Village.....	H. McCutcheon.	Horse or vehicle.	1	3	12 do ...	30 00
Leeds and West Broughton.....	J. Bolduc.....	Optional.....	15	3	12 do ...	106 25
Lennoxville and Railway Stations	E. W. Abbott.....	On foot.....	½	12	12 do ...	101 00
Les Eboulemens and Settrington	S. Chouinard.....	Horse or vehicle.	8	2	12 do ...	60 00
Les Eboulemens and Wharf.....	Z. Nadeau.....	Optional.....	3	As req.	Season 1878.	53 00
Les Escoumains and Sault au Cochon	M. Boissonneault	Vehicle .....	35	2	2 months...	75 00
Les Escoumains and Tadousac.....	J. Fortin.....	do .....	27	3	9 do (to Dec. 31, '78)	356 25
do do .....	X. Gagné.....	do .....	27	3	3 from do	93 75
Lévis and Quebec.....	H. Martin.....	Optional.....	1	12 & 18	12 months...	387 50
Lévis and Railway Station and Quebec.....	do .....	Vehicle .....		As req.	12 do ...	18 00
Lévis and L. & K. Railway Station	A. Gagné.....	Optional.....	1½	12	9mo. 23 days	203 47
Lévis and Railway Station.....	H. Martin.....	do .....	1	12	12 months...	90 00
Lévis and St. Joseph Beauce.....	F. Roy .....	Vehicle .....	48	As req.	3 do ...	529 06
Lévis and St. Michel.....	H. Martin.....	do .....	15	6	12 do ...	425 00
Lévis and Sub-office.....	E. Bedard.....	Optional.....	½	12	12 do ...	200 00
Lévis and Three Rivers.....	M. Lemay.....	Vehicle.....	89	6	3 do (to June 30, '78)	849 50
do do .....	H. Lavigne.....	do .....	89	6	9 from do	2,085 00
Lime Ridge and Marbleton.....	P. Côté.....	do .....	11	6	10 months...	43 33
L'Islet and Railway Station.....	M. E. Ballantyne	do .....	1½	12	12 do ...	140 00
L'Islet Station and St. Cyrille...	J. B. Cloutier.....	Optional.....	7½	2	12 do ...	104 00
Lochabar Bay and Thurso.....	A. Campbell.....	Vehicle .....	5	2	3 do ...	11 00
Longueuil and Montreal.....	P. Laspérance .....	Optional.....	4	6	12 do ...	125 00
Lorette and Quebec.....	L. Richard.....	Vehicle .....	9	4	12 do ...	209 00
Lutbinière & Rivière Bois Clair.	J. Lemay.....	Horse or vehicle.	6	3	12 do ...	61 00
Low, Maniwaki and North Wakefield	C. Brooks.....	do .....	54 &			
Low and Venosta.....	J. McCaffrey.....	do .....	8	3 & 6	12 do ...	1,517 50
do do .....				1	12 do ...	48 00
Maddington and Stanfold (via Blandford)	L. Robitaille.....	Vehicle .....	13	2	3 do (to June 30, '78)	30 00
do do .....	P. Robitaille.....	do .....	13	2	9 from do	90 00
Magenta and West Farnham.....	J. Fournier.....	Optional.....	5	2	12 months...	42 00
Magog and Sherbrooke.....	J. Norton.....	Vehicle .....	19½	6	12 do ...	400 00
Magog and Waterloo.....	J. G. Cowie.....	do .....	20	6	3 do ...	125 00
Malmaison and St. Charles de Stanbridge	M. O. Gauvin.....	do .....	3	3	12 do ...	50 00

**REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts
Maniwaki and River Jo eph.....	C. Monette.....	Optional.....	8	1	9 months (to Dec. 31, '78)	29 00
do do .....	E Roy.....	do .....	8	1	3 from do	13 00
Mansonville and West Potton.....	M. L. Elkins .....	Vehicle .....	5	2	12 months...	40 00
Maple Grove and Sanborn.....	M. Hurley .....	Horse or vehicle.	11	3	6 do (to Sept. 30, '78)	78 00
do do .....	F. Hagarty.....	do .....	11	3	6 from do	75 00
Maple Grove and Somerset.....	M. Dubois.....	Vehicle.....	20	3	12 months...	140 00
Maple Leaf and Sawyerville.....	W. G. Planche...	Horse or vehicle.	3½	2	12 do ...	40 00
Marbleton and Railway Station.....	O. Côté.....	Optional.....	2	6	12 do ...	145 33
Marbleton and South Ham.....	F. G. Good-enough.....	do .....	10	2	12 do ...	69 00
Marlow and U.S. Boundary Line.....	M. Cahill .....	Horse or vehicle.	14½	3	12 do ...	224 00
Mascouche and Terrebonne.....	L. Bohémier.....	do .....	7	6	12 do ...	156 00
Masham Mills and Wakefield.....	W. Bennett.....	do .....	7	2	12 do ...	73 50
Maskinongé and St. Justin.....	L. St. Antoine...	Vehicle .....	2	6	11 do ...	91 66
Mastigoche and St. Gabriel de Brandon.....	I. O. Hénault.....	do .....	9	1	12 do ...	36 00
Matane and Ste. Anne des Monts.....	M. Leclerc.....	do .....	57	3	12 do ...	780 00
Matane and St. Octave Station.....	E. Bernier.....	do .....	28	6	12 do ...	750 00
Metapediac and Railway Station.....	D. Fraser.....	On foot.....	200 yds.	12	12 do ...	50 00
Metapediac and Runnymede (via Dee Side).....	J. Lawlor.....	Optional.....	12	1	12 do ...	59 00
Melbourne and Rockland.....	C. S. Drummond	Vehicle.....	6½	6	12 do ...	120 00
Melbourne and Waterloo.....	E. Lawrence.....	Horse or vehicle.	33	3	6 do (to Sept. 30, '78)	250 00
do do .....	A. T. Lawrence.	do .....	33	3	8 from do	250 00
Watabechouan and St. Gédéon.....	G. Audet.....	do .....	9	1	12 months...	45 00
Méthot's Mills and Ste. Agathe.....	A. Beaudoin.....	do .....	8	3	12 do ...	78 00
Méthot's Mills and St. Flavien.....	J. Fournier.....	do .....	4	2	12 do ...	45 00
Métis and Métis Point.....	W. E. Page.....	Optional.....	6	6	2 mos. 8 dys	44 25
Métis and Métis Road Station.....	do .....	Vehicle .....	3½	12	6 months...	75 00
Métis and St. Octave Station.....	do .....	do .....	7	12	6 do ...	150 00
Mille Isles and St. Jérôme.....	J. Westgate.....	do .....	12	2	12 do ...	100 00
Mongenais and Peveril.....	D. W. Fraser.....	do .....	7½	3	12 do ...	95 00
Montalambert and Rimouski.....	F. Parent.....	do .....	3	6	12 do ...	40 00
Montebello and Railway Station.....	C. Major.....	Foot or vehicle..	1	12	11 do ...	45 83
Montebello and Wharf.....	do .....	Optional.....	1	12	13 days.....	0 91
Montmagny and Railway Station.....	C. Letourneau...	Vehicle.....	1	12	12 months...	120 00
Montreal Division.....	.....	.....	.....	.....	Special trips during snow blockade on G. T. & S. E. Railways.....	26 10
Montreal and New Glasgow.....	St. Vincent & Co.	Vehicle.....	36	6	1 month.....	75 00
Montreal and Notre Dame des Graces.....	T. F. O'Brien .....	do .....	2½	6	12 months...	104 00
Montreal and Point St. Charles.....	J. Skeith.....	do .....	1½	18	12 do ...	187 48
Montreal and Q. M. O. & O. Railway Station.....	C. A. Dumaine...	do .....	2½	As req.	11 do ...	658 07
Montreal, Receiving Offices and Street Letter Boxes.....	E. Carroll.....	do .....	43	10	do (to Jan. 31, '79)	2,103 33
do do .....	J. Jackson.....	do .....	43	2	from do	233 33
Montreal and St. Eustache.....	J. B. Binette.....	do .....	21	6	12 months...	550 00

REPORT No. 2, B—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Montreal, St. Jérôme and Ste. Thérèse.....	A. Seguin.....	Vehicle.....	.....	.....	Special trip	3 00
Montreal and St. Jérôme.....	P. Labelle.....	do.....	33	6	1 month.....	91 66
Vontréal and Sault au Recollet.....	F. S. Vincent & Co.....	do.....	7	6	1 do ...	12 50
Montreal and Terrebonne.....	do.....	do.....	17	6 & 12	11 months...	639 16
Montreal and Wharf.....	C. A. Dumaine.....	do.....	1	6	Season, 1878	133 70
Mount Johnson and Versailles.....	A. Gilbert.....	Horse or vehicle.....	4	6	12 months...	140 00
Murray Bay and Quebec.....	J. Bouchard.....	Vehicle.....	90	6	12 do ...	2,900 00
Murray Bay and Ste. Agnès.....	C. Savard.....	Horse or vehicle.....	10	6	12 do ...	35 00
Murray Bay and Tadousac.....	H. Foster.....	Optional.....	43	3	12 do ...	600 00
Murray Bay and Wharf.....	F. Tremblay.....	do.....	3	As req.	Season, 1878	203 60
Namur and Ripon.....	J. B. St. Pierre.....	do.....	31	3	12 months...	99 00
Napierville and Stottville.....	H. Girard.....	Vehicle.....	7	6	12 do ...	125 00
Neigette and Ste. Flavie Station.....	D. Beaulieu.....	Horse or vehicle.....	8	2	12 do ...	72 00
Neigette and St. Gobert.....	T. Croft.....	do.....	9	1	11 do ...	36 67
New Armagh and St. Sylvester.....	J. Orr.....	Optional.....	4 1/2	2	12 do ...	50 00
New Carlisle and Wharf.....	T. I. Caldwell.....	do.....	4 1/2	4	Season, 1878	58 00
New Edinburgh and Templeton.....	J. O'Hagan.....	Vehicle.....	1 1/2	6	1 month.....	5 00
New Glasgow and Ste. Anne de Plaines.....	F. Langlois, dit Traverce.....	do.....	8 1/2	6	11 months..	229 16
New Glasgow and St. Calixte de Kilkeny.....	A. Perrault.....	do.....	9	2	12 do ...	66 00
New Richmond and Wharf.....	R. Brash.....	Optional.....	2	4	Season, 1878	78 40
Nicolet and St. Grégoire.....	O. Hébert.....	Vehicle.....	8	12	6 mos. (to Sept. 30, '78)	99 00
do do.....	R. Larivière ..	do.....	8	12	6 from do	119 50
Nicolet and Ste. Monique.....	H. Beaudry.....	do.....	8	6	12 months...	133 50
North Hatley and Railway Station.....	S. Burrows.....	Foot or vehicle ..	1/2	6	12 do ...	30 00
North Nation Mills and Railway Station.....	R. King.....	Vehicle.....	3 1/2	6	2 do (to June 30, '78)	16 66
do do.....	W. Brown.....	do.....	3 1/2	6	9 from do	75 00
North Onslow and O'Connell.....	G. Grier.....	Horse or vehicle.....	16	1	12 months...	30 00
North Onslow and Onslow.....	J. O'Donnell.....	do.....	7	2	12 do ...	60 00
North Sutton and Sutton.....	S. Sweet.....	Vehicle.....	3	6	12 do ...	50 00
North Wakefield and Ottawa.....	R. Hasty.....	do.....	26	6	12 do ...	469 30
North Wakefield and Rupert.....	J. Moncreef.....	Horse or vehicle.....	5	2	12 do ...	74 49
Notre Dames des Anges and St. Ubalde.....	T. Savary.....	Optional.....	11	1	7 do ...	26 25
Papineauville and Railway Station.....	J. Chabot.....	Foot or vehicle...	1/2	12	11 do ...	46 25
Papineauville and St. Amédé ..	K. Robinson, jun.....	Horse or vehicle.....	7 1/2	1	12 do ...	26 00
Papineauville and St. André Avelin.....	C. Guilteault.....	Vehicle.....	9	6	6 do (to Sept. 30, '78)	94 00
do do.....	D. Ranger.....	do.....	9	6	6 from do	77 50
Papineauville and Wharf.....	J. Chabot.....	Boat.....	1	12	13 days.....	4 20
Paquette and St. Malo.....	M. Roy.....	Horse or vehicle.....	5	2	12 months...	52 00
Paspebiac and Percé.....	P. O'Connor.....	Vehicle.....	68	6	12 (less fine)	2,970 00
Paspebiac and Wharf.....	S. E. Hue.....	Optional.....	3 1/2	4	Season, 1878	67 00
Pearceton and Riceburg.....	J. Briggs.....	Horse or vehicle.....	2 1/2	2	12 months...	30 00
Percé and Wharf.....	E. Flynn.....	Optional.....	2 1/2	4	Season, 1878	93 00
Philipsburg and St. Armand Railway Station.....	A. Hogel.....	Vehicle.....	2	18	12 months...	175 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Pointe au Chêne and Railway Station.....	T. Mathews.....	Vehicle.....	33 yds..	6	8 months...	6 60
Pointe aux Anglais and St. Benoit.....	A. Labrosse.....	Optional.....	7	6	1 mo. 14 dys	29 25
Pointe aux Anglais, St. Benoit, and St. Placide.....	O. Lavallé.....	do.....	10	6	12 months...	145 00
Pointe aux Origneaux and Rivière Ouelle.....	J. B. Hudon.....	Horse or vehicle.	2½	6	12 do ...	50 00
Pointe aux Trembles and Railway Station.....	N. Beaudry.....	Vehicle.....	8	6	3 do ...	62 50
Pointe aux Trembles and Rivière des Prairies.....	P. Roi.....	do.....	6	6 & 3	12 do ...	93 75
Pointe aux Trembles and St. Raymond (via Pont Rouge)...	L. Plamondon....	do.....	21	6	9 do ...	262 50
Pointe Claire and Ste. Geneviève.....	F. Lanthier.....	Horse or vehicle	5	6	12 do ...	188 00
Pointe du Lac and Railway Station.....	O. Decoteau.....	Optional.....	10	12	1 do ...	6 66
Pointe Fortune and Wharf.....	A. St. Denis.....	do.....	50 yds..	6	Season, 1878	14 00
Pont de Maskinongé and Railway Station.....	A. Lafrenier.....	do.....	½	12	1 month....	4 16
Pont de Maskinongé and St. Justin.....	L. St. Antoine..	Vehicle.....	5	6	1 do .....	13 33
Pont Rouge and Railway Station.....	A. Burrier.....	Foot or vehicle...	¾	6	3 months...	10 00
Pont Vian and Sault au Recollet Road.....	T. Belanger.....	Optional.....	¾	6	2 mo. 15 dys	6 61
Port Daniel and Wharf.....	P. Sweetman.....	do.....	1	4	Season, 1878	110 00
Port Lewis and St. Anicet.....	F. S. Bourgeault	Vehicle.....	.....	.....	Special trips	58 50
Portneuf and Railway Station.....	E. Marcotte.....	Horse or vehicle.	1	12	3 months...	25 00
Portneuf and St. Bazile.....	V. Leclerc.....	Vehicle.....	7	6	9 do ...	106 50
Quebec Division.....					Special trips, during snow blockade on Railways...	190 12
do.....					Special trips, during freshet on L & K Railway	58 50
Quebec and Railway Station.....	C. Hough.....	Vehicle.....	½	12	3 months...	100 00
Quebec and St. Bazile.....	M. Marcotte.....	do.....	.....	.....	Special trip..	6 00
Quebec and St. Foy.....	F. Belleau.....	Vehicle.....	5	6	3 months...	37 50
Quebec and St. François d'Orleans.....	O. Cantin.....	Boat or vehicle...	28	3	12 do ...	500 00
Quebec and St. Joachim.....	A. Filon.....	Vehicle.....	27	3	3 do ...	120 00
Quebec and St. John Saurbns.....	J. Bilodeau.....	Optional.....	¾	18	12 do ...	140 00
Quebec and St. Sauveur de Quebec.....	J. L. Saucier.....	Foot or vehicle...	1¼	24	12 do ...	375 50
Quebec and South Quebec.....	G. Lapointe.....	Canoe.....	.....	.....	Special trip..	1 75
Quebec and Spencer Cove.....	A. Flanagan.....	Vehicle.....	5	12	12 months...	220 00
Quebec and Stoneham.....	M. Dunn.....	do.....	22	2	12 do ...	150 00
Quebec and Three Rivers.....	G. Bigué.....	do.....	88	6	9 (and additional travel)	1,987 50
Quebec and Valcartier.....	J. McBain.....	do.....	8	2	12 months...	140 00
Quebec and Wharf.....	C. Hough.....	do.....	¾	12	12 do ...	626 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Quebec and Wharf .....	W. Reynolds.....	Vehicle .....	12	12	Season, 1878	\$ 120 00
do .....	H. Gilchen.....	do .....	12	As req.	Season, 1878	256 00
Rapides des Joachims and Rowanton .....	A. McDougall....	Horseback .....	20	2	12 months...	250 00
Répentigny and St. Paul l'Érmité .....	F. Archambeault	Boat or vehicle..	2	6	12 do ...	75 00
Ricard and St. Herménégilde....	F. Dupuis.....	Foot or vehicle..	1	1	12 do ...	20 00
Richby and Railway Station .....	E. Lang .....	Optional .....	1	6	8 do ...	26 66
Richmond, East, and Sydenham Place .....	D. Grégoire.....	Vehicle .....	15	6	12 do ...	285 00
Rigaud and Ste. Marthe .....	C. Bélanger.....	do .....	9½	3	12 do ...	156 00
Rigaud and Wharf .....	L. J. Cherrier....	Optional .....	2	18	Season, 1878	109 64
Rimouski and Railway Station..	M. Lauzier.....	do .....	2	12	12 (and extra trips).....	185 50
Ripon and St. André Avelin .....	E. V. Quesnel....	Vehicle .....	7	3	12 months...	100 00
River David and Railway Station .....	D. Thérien.....	Optional .....	1	12	12 do ...	60 00
Rivière aux Pins and Valcartier .....	F. Armstrong....	do .....	6	1	12 do ...	25 00
Rivière aux Vaches and St. Guillaume .....	A. Remi.....	do .....	11½	3	12 do ...	150 00
Rivière du Loup (en bas) and Railway Station.....	M. L. Marchand.	Vehicle .....	1½	12	12 do ...	657 30
Rivière du Loup (en haut) and Railway Station.....	H. Saucier.....	do .....	1	12	1 do ...	5 25
Rivière du Loup and Ste. Ursule .....	L. Lussier .....	do .....	5½	6	12 do ...	120 00
Rivière du Loup Station and Railway Station.....	P. Nadeau .....	Optional .....	200	36	15 do ...	37 50
Rivière Ouelle and Railway Station.....	P. Bérubé.....	Vehicle .....	5	12	12 do ...	145 00
Rivière Trois Pistoles and Trois Pistoles.....	J. G. Seaton .....	Horse or vehicle	3	6	12 do ...	80 00
Roberval and St. Prime.....	G. Laberge.....	Vehicle.....	10	1	12 do ...	40 00
Robinson and Railway Station..	M. Graham.....	do .....	1	12	12 do ...	60 00
Robinson and Storaoway .....	D. A. McFarlane	Stage.....	26	6	9 do (to Dec. 31, '78)	410 25
do do .....	E. C. McKay.....	do .....	26	6	3 from do	225 00
Ruisseau des Chénés and St. Guillaume Railway Station...	G. Fontaine.....	Vehicle .....	1½	12	12 months...	95 00
Russeltown and Vicars.....	C. Turcotte.....	Optional .....	2	6	12 do ...	60 00
Ste. Adèle and St. Jérôme.....	P. Labelle .....	Vehicle.....	17	3	12 do ...	270 00
St. Aimé and St. Hyacinthe.....	F. Raiche.....	do .....	23½	6	12 do ...	800 09
St. Aimé and Yamaska.....	J. Lambert.....	do .....	6½	6	12 do ...	124 00
St. Alban and Railway Station..	E. Morin.....	do .....	5	6	3 do ...	35 00
St. Alban and Ste. Anne de la Pêrade.....	do .....	do .....	15	6	9 do ...	180 00
St. Alexandre and Railway Station.....	T. Morris.....	do .....	1	12	12 do ...	75 00
St. Alexandre and St. Eleuthère .....	A. Ouellet.....	Optional .....	24	1	12 do ...	96 00
St. Alexis des Monts and St. Paulin.....	J. B. Drolet.....	Vehicle .....	10	1 & 2	12 do ...	63 00
St. Alphonse and St. Côme.....	V. Gaudet.....	Optional .....	12	1	12 do ...	56 00
St. Anaclet and Railway Station	Z. Lavoie.....	do .....	2½	6	12 do ...	50 00

**REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of trips per week.	Period.	Amount.
St. André and Railway Station.	S. Dumont.....	Optional.....	7 $\frac{3}{4}$	7	12 months...	\$ 202 00
Ste. Angèle and Railway Station	B. Loiseau.....	do .....	12	5	do ...	20 00
Ste. Angèle and Ste. Marie.	do .....	Horse or vehicle	6	3	7 do ...	43 75
Ste. Angèle de Laval and Rail- way Station.....	R. Du Sault.....	Optional. ....	1	12	12 do ...	24 00
Ste. Anne de Beaupré and St. Férol.....	F. Filion.....	do .....	9	3	9 do (to Dec. 31, '78)	60 00
do do ...	J. Lachance ....	do .....	9	3	3 from do	17 75
Ste. Anne de la Pérade and Railway Station.....	J. U. Marcotte...	Foot or vehicle..	1	12	3 months...	15 00
Ste. Anne de la Pérade and St. Prosper .....	do ...	Vehicle.....	7	3	12 do ...	69 00
Ste. Anne de la Pocatière and Railway Station.....	T. Courcy.....	Foot or vehicle..	1	12	12 do ...	75 00
Ste. Anne de la Pocatière and St. Onézime .....	T. O. Michaud ..	Optional. ....	6	3	12 do ...	39 00
Ste. Anne des Plaines and Rail- way Station.....	D. Gandette.....	do .....	1	12	11 do ...	29 33
St. Anselme and Railway Station	J. Giasson.....	Vehicle.....	1	12	9 do (to Dec. 31, '78)	60 00
do do ...	F. Lamontagne..	do .....	1	12	23 days fr. do	5 11
St. Anselme and Ste. Claire.....	do ...	do .....	7	7	12 months...	175 00
St. Antoine and St. Denis .....	J. B. Lacripix....	do .....	1	6	12 do ...	40 00
St. Apollinaire and Railway Station.....	F. Baron.....	do .....	7	2	12 do ...	60 00
St. Arsène and Viger .....	O. Caillouette...	Horse or vehicle	6	3	12 do ...	94 00
St. Athanase and Railway Sta- tion.....	L. Goyette.....	On foot ...	1	24	11 do (to Feb. 28, '79)	119 16
do do ...	P. Savaria .....	do .....	1	24	1 from do	8 33
St. Aubert and Railway Station	J. B. Bois.....	Foot or vehicle..	1	6	12 months...	50 00
St. Aubert and St. Pamphile....	C. Bois.....	Vehicle.....	31	1 & 2	12 do ...	256 17
St. Augustin (Two Mountains) and Railway Station.....	A. Desjardins....	do .....	1	6	10 do ...	52 50
St. Augustin (Portneuf) and Railway Station.....	F. Fast.....	do .....	3	6	3 do ...	23 47
St. Augustin and Ste Catharine	L. Ratté.....	Horse or vehicle	12	3	12 do ...	171 48
St. Augustin Railway Station and St. Monique.....	D. Léonard.....	Vehicle.....	2	6	11 do ...	71 50
St. Barnabé and Yamachiche....	H. Voisard.....	do .....	12	3	12 do ...	120 00
St. Barthélemi and Railway Station.....	L. Michand.....	do .....	1	6	1 do ...	6 25
St. Bazile and Railway Station..	V. Leclerc.....	Optional.....	2	6	3 do ...	12 65
St. Bazile le Grand and St. Bruno Railway Station .....	E. Lalumière....	do .....	4	6	12 do ...	68 00
St. Benoit and St. Hermas.....	P. E. Clairoux....	do .....	7	6	1 do ...	4 61
St. Benoit and Ste. Scholastique	M. Charbonneau	Vehicle.....	7	6	10 do ...	166 66
Ste. Brigitte and Railway Station	B. McGuire.....	do .....	3	6	12 do ...	90 00
Ste. Brigitte des Saults and St. Monique (via Ste. Pépétue)...	J. B. Beaulieu...	Horse or vehicle	13	3	9 do ...	90 00
Ste. Brigitte des Saults and St. Zéphirin (via Chatillon) .....	J. B. Beaulieu...	do ...	16	3	3 do ...	30 00
St. Bruno and Ste. Julie.....	L. Hébert.....	do ...	4	6	12 do ...	100 00
St. Camille and Sherbrooke....	O. Manseau.....	do ...	26	1	12 do ...	100 64
St. Casimir and Railway Station	J. Rompré.....	Vehicle.....	4	6	3 do ...	31 25
St. Casimir and St. Ubalde.....	A. G. Trottier...	Horse or vehicle	11	1 & 3	12 do ...	80 00
St. Cesaire and Ste. Marie.....	F. X. Dessault...	Vehicle.....	9	6	11 mo. 20 dys	174 56



**REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Charles and Railway Station	J. Montmeny....	Optional.....	5½	6	12 months...	25 00
St. Charles and St. Gervais.....	E. Côté, jun....	Horse or vehicle	1	12	do ...	72 00
St. Charles and St. Marc.....	A. Desjourdin...	Boat or vehicle...	1	6	12 do ...	60 00
St. Claire and St. Malachie....	S. Bagnall.....	Vehicle.....	10	6	12 do ...	180 00
St. Clement and St. Eloi.....	J. Roy.....	Horse or vehicle.	12	1	12 do ...	60 00
St. Columbin and Ste. Scholastique.....	M. O. Phelan....	Vehicle.....	9	6	12 do ...	220 00
St. Cunégonde and Tannery West.....	C. F. Porter....	do.....	1	6	12 do ...	60 00
St. Damien de Brandon and St. Gabriel de Brandon.....	J. B. Duperreault	do.....	6	3	12 do ...	90 00
St. Denis and Railway Station.	J. Petit dit St. Pierre.....	do.....	4	12	12 do ...	160 00
St. Didace, St. Gabriel de Brandon and St. Norbert.....	N. Neveu.....	do.....	16½	6	12 do ..	383 00
St. Dominique des Cèdres and Railway Station.....	S. Trottier.....	do.....	2	3	11 do ...	33 00
St. Donat and Ste. Luce.....	S. Levesque....	do.....	9	1 & 2	12 do ...	66 29
Ste. Elizabeth and St. Félix de Valois.....	E. Aubin.....	do.....	6½	6	12 do ...	175 00
St. Elzéar and St. Sylvester, East.....	L. Rosberry....	Horse or vehicle.	10	2	12 do ...	76 00
St. Ephrem d'Upton and Ste. Hélène de Bagot.....	J. T. Poitras....	Vehicle.....	7	3	12 do ...	96 00
Ste. Eulalie and Railway Station.....	F. Dupaul.....	Optional.....	7	3	2 do ...	20 00
St. Eustache and St. Hermas...	J. B. Binette....	Vehicle.....	19	6	Balance of Sea. '77-78...	40 00
St. Kustache and St. Joseph du Lac.....	A. McColl.....	Horse or vehicle	9	2	12 months...	60 00
St. Eustache and Ste. Scholastique.....	J. B. Binette....	Vehicle.....	15	6	2 do ...	58 33
St. Evariste de Forsyth and St. Honoré.....	R. Belgarde....	Horse or vehicle.	7	3	12 do ...	75 00
St. Fabien and Railway Station	J. D'Anjou.....	Optional.....	1½	12	10 do (to June 30, '79)	112 50
do do ...	O. Roy dit Desjardins.....	do.....	1½	12	2 from do	16 67
Ste. Famille and St. Pierre d'Orléans.....	P. Turcot.....	Horse or vehicle	8	3	12 months...	93 00
St. Félicien and St. Prime.....	T. Bouchard....	do.....	9	1	12 do ...	36 00
St. Félix de Valois and St. Jean de Matha.....	G. Marcell.....	Vehicle.....	8	3	12 do ...	112 00
Ste. Flavie and Railway Station	J. L. Saucier....	do.....	3½	12	9 do (to Dec. 31, '78)	84 84
do do ...	N. Ross.....	do.....	3½	12	3 from do	31 25
Ste. Flore and Shawenegan.....	C. Hebert.....	Optional.....	11	2	12 months..	100 00
St. Fortunat and Sanborn.....	T. Hurley.....	do.....	5	1	6 do ...	10 00
St. François de Sales and Terrebonne.....	N. Contant.....	do.....	¾	6	1 do ...	3 33
St. François Xavier de Viger and Viger.....	G. Caron.....	Horse or vehicle.	6	1 & 3	12 do ...	50 00
St. Frédéric and St. Joseph Beauce.....	F. A. A. Arcand	do.....	6	2	9 do (to Dec. 31, '78)	37 50
do do ...	D. Morisset....	do.....	6	1	3 from do	6 25
St. Frédéric and St. Severin de Beauvillage.....	L. G. A. Legendre	Vehicle.....	8	2	12 months...	70 00

REPORT NO. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount
						\$ cts.
St. Germain and Railway Station .....	E. B. Paré .....	On foot.....	6	12	12 months...	32 00
St. Gervais and St. Lazare .....	F. Roy .....	Vehicle .....	6	3	12 do ...	120 00
St. Guillaume and Railway Station.....	E. Vanasse.....	.....	.....	.....	Special trip..	0 50
Ste. Hénédiène and Railway Station.....	J. Mercier .....	Optional.....	1	12	9 mo. 23 days	32 55
St. Henri and Railway Station.....	L. Dutil .....	do .....	1	12	9 do 23 do	65 11
St. Henri and St. Isidore .....	P. Collet.....	Vehicle .....	10	7	4 mos. (to July 31, '78)	133 33
do do .....	N. Guillemette..	do .....	10	7	8 from do	120 00
St. Henri and St. Lambert.....	A. Boucher.....	do .....	11	3 & 6	12 months...	176 00
St. Henri Station and Railway Station.....	G. Demers .....	Optional.....	100 yds.	48	12 do ...	120 00
St. Henri Station and St. Joseph .....	do .....	Vehicle .....	.....	.....	Special trip..	13 50
St. Hermas and Railway Station .....	P. E. Clairoux...	do .....	4	6	11 months...	99 00
St. Hilaire Station and Railway Station.....	T. Valiquet.....	On foot.....	1/2	30	12 do ...	60 00
St. Hilaire Station and St. Jean Baptiste de Rouville .....	C. Blanchard.....	Vehicle .....	5	6	12 do ...	144 52
St. Hilaire Station and Sorel.....	P. Lavalee.....	do .....	33	6	12 do ...	950 00
St. Hippolyte de Kilkenny and Shawbridge.....	A. Morin.....	do .....	6 1/2	2	12 do ...	50 00
St. Hubert and Railway Station .....	F. Robert .....	On foot.....	1/2	6	12 do ...	60 00
St. Hugues and St. Hyacinthe.....	M. Proult.....	Vehicle .....	14	6	12 do ...	315 00
St. Hugues and St. Marcel .....	P. Gaumond.....	do .....	7 1/2	6	12 do ...	194 00
St. Hyacinthe and St. Pie.....	P. Lussier .....	do .....	14 1/2	6	12 do ...	500 00
St. Isidore and Railway Station .....	A. Trudeau.....	do .....	3 1/2	6	2 do ...	22 50
St. Isidore and St. Remi.....	F. Barrette.....	do .....	4	6	10 do ...	83 33
St. Janvier and Railway Station .....	J. Jérôme dit Regimbal.....	do .....	1/2	12	11 do ...	73 33
St. Jean Chrysostôme and St. Remi.....	J. B. Boyer.....	Optional .....	14	6	12 do ...	300 00
St. Jean de Matha and St. Michel des Saints.....	M. St. Jean .....	Vehicle .....	45	1	12 do ...	152 37
St. Jérôme and Railway Station .....	E. Marchand.....	Optional.....	10	12	11 do ...	33 00
St. Joachim de Shefford and Waterloo.....	J. Bachand.....	Vehicle .....	9	2	12 do ...	72 00
St. Johns and Railway Station.....	A. B. Foster.....	Optional.....	3	12	12 do ...	100 00
St. Johns and St. Luc.....	P. Moreau.....	Vehicle .....	6	3	9 do (to Dec. 31, '78)	54 00
do do .....	J. Aulette .....	do .....	6	3	3 from do	24 50
St. Johns and Sabrevois .....	A. M. White .....	do .....	8 1/2	3	12 months...	89 00
St. Lazare de Vaudreuil and Vaudreuil.....	C. Castonguay...	do .....	8	2	11 do ...	66 00
St. Léonard and Railway Station .....	N. Doucet .....	Optional.....	9	3	12 do ...	100 00
St. Lin and Railway Station .....	G. Gauvreau .....	do .....	1	12	11 do ...	36 66
St. Lin and Terrebonne.....	M. Gagnon .....	do .....	17	6	1 month ...	29 16
Ste. Luce and Railway Station.....	F. R. Pineau .....	Horse or vehicle	2	12	12 months...	12 00
Ste. Madeleine and Railway Station .....	J. Rainville.....	Optional.....	1	12	12 do ...	24 00
St. Martin and St. Urbain .....	V. Demers .....	Vehicle .....	4 1/2	6	12 do ...	135 00
St. Mathias and Village Richelieu .....	O. Darche.....	do .....	3	6	4 do ...	33 33
St. Mathieu and St. Simon .....	M. D'Anjou.....	Optional.....	4	3	12 do ...	51 00
St. Moise and Railway Station.....	J. Smith.....	Horse or vehicle	6	2	12 do ...	75 00
Ste. Monique and Ste. Perpétue.....	H. Beaudry .....	Vehicle.....	10	2	3 do ...	8 00

**REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Onrs and St. Roch de Riche- lieu .....	J. B. Paquette ...	Vehicle.....	1	6	12 months...	20 00
St. Pacôme and Railway Station	T. Levesque .....	Foot or vehicle..	1½	6	12 do ...	40 00
St. Patrick's Hill and Trout Brook .....	J. C. Stevens ...	Horse or vehicle	3	6	12 do ...	31 24
St. Patrick's Hill and Warwick..	J. Champoux.....	do ...	5½	6	6 do (to Sept. 30, '78)	87 50
do do .....	J. T. Demers.....	do ...	5½	6	6 from do	49 00
St. Paul du Buton and St. Pierre, Montmagny .....	H. Blais .....	do ...	17	1	6 to do	34 00
do do .....	P. Picard.....	do ...	17	1	6 from do	30 00
St. Paul's Bay and St. Urbain...	L. Verrault.....	do ...	9	2	2 mos. 10 dys	22 00
do and Wharf .....	J. R. Tremblay...	Optional.....	3	As req	Season 1878	150 00
St. Philippe de Néry and Rail- way Station .....	F. Dèchène .....	On foot. ....	1	12	12 months...	40 00
St. Philippe Railway Station and Stonefield.....	J. Little.....	Vehicle.....	9	6	11 do ...	186 40
St. Pierre les Becquets and Ste. Sophie de Levrard.....	G. Lefebvre .....	Optional.....	7	1 & 2	12 do ...	29 17
St. Raphael and Railway Station	D. Blais.....	do .....	6	6	9 do (to Dec. 31, '78)	120 00
do do .....	F. X. Bernor.....	do .....	6	6	3 from do	18 00
St. Raymond and Railway Sta- tion.....	L. Plamondon...	Vehicle.....	14	6	3 months...	58 34
St. Robert and Railway Station	L. Poirier .....	Optional.....	2	3	12 do ...	57 00
Ste. Rose and Railway Station..	A. E. Leonard...	Vehicle.....	¾	12	11 do ...	73 33
Ste. Scholastique and Railway Station.....	P. Desautels.....	do .....	¾	12	11 do ...	36 66
do Ste. Thérèse.....	F. B. Binette.....	do .....	13½	6	1 month ...	28 33
St. Sebastien and Venice.....	T. Hunter.....	Horse or vehicle	3½	2	12 do ...	40 00
St. Séverin de Beauvillage and St. Sylvester East (via Fafard)	J. Lessard .....	do ...	9	2	3 do (to June 30, '78)	22 50
do do .....	J. Cryan .....	do ...	9	2	9 from do	63 75
St. Simon and Railway Station.	M. D'Anjou. ...	Optional.....	½	12	9 mos. (to Dec. 31, '78)	90 00
do do .....	A. Bernier.....	do .....	¾	12	9 mos. (to Dec. 31, '78)	30 00
St. Stanislas and St. Tite.....	H. Rivard .....	Vehicle.....	14	2	12 months...	126 00
St. Stanislas de Kostka and Valleyfield.....	M. Cousineau....	do .....	7	3	12 do ...	80 00
St. Sylvester and St. Sylvester East .....	C. A. McDonald.	Optional.....	3	3	12 do ...	58 00
Ste. Thérèse and Railway Sta- tion.....	F. Boismenu.....	Vehicle.....	¼	24	11 do ...	73 33
St. Valentin and Stottville.....	F. Hetier.....	Optional.....	4½	6	12 do ...	120 00
St. Victoire and Sorel .....	M. Paulhus.....	Vehicle.....	9	3	12 do ...	124 60
St. Vincent de Paul and Rail- way Station.....	A. Trudeau.....	do .....	¾	12	1 month....	2 08
Sanborn and South Ham.	M. Hurley .....	Horse or vehicle	15	1	12 months...	63 00
Sand Point and Shawville.....	D. Wilson .....	do .....	14 & 11	6	11 mo. 11 dys	417 75
Scotstown and Railway Station	D. McRae.....	Optional.....	¼	12	12 months...	40 00
Scotstown and West Ditton.....	E. Gobeil.....	Vehicle.....	12	6	12 do ...	270 00
Shawenegan and Three Rivers	J. B. Lapolice...	do .....	20	3	12 do ...	152 00
Shawville and Thorne Centre...	R. R. Armstrong	Optional.....	12	1	12 do ...	40 00
Sheffington and West Shefford...	J. Hayes.....	do .....	4	6	12 do ...	110 00
Sherbrooke and Railway Sta- tions.....	S. J. Foss.....	do .....	¾	36	12 do ...	150 00
Sherrington and Railway Station	J. Hughes .....	Vehicle.....	2½	6	12 do ...	100 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Sillery Cove and Spencer Cove Sorel and Railway Station.....	J. Brown.....	Foot or vehicle.....	1 $\frac{1}{2}$	6	12 months...	42 00
South Quebec and L. and K. Railway Station.....	P. Leclaire.....	Vehicle.....	$\frac{1}{2}$	12	12 (less fine)	99 50
South Quebec and G.T. R'y Stat.	J. Guay.....	On foot.....	2	12	9 mo. 23 days	244 17
South Stukely and Railway Station	J. Ritchie.....	do.....	200	36	12 months...	108 00
Stanbridge East and Stanbridge Ridge.....	L. H. Knowlton.....	Vehicle.....	$\frac{1}{10}$	6	9 do ...	19 50
Stanbridge East and Stanbridge Station.....	N. Martindale.....	do.....	3	2	12 do ...	36 60
Stonefield and Railway Station.	W. Turnbull ...	Optional.....	8	6	12 do ...	180 00
Stornoway and Whitton.....	J. Densmore.....	do.....	1	6	12 days.....	2 75
	D. Beaton.....	Vehicle.....	8	1	12 months...	40 00
Terrebonne and Railway Station	C. Gauvreau ...	do.....	$\frac{1}{3}$	12	1 month...	4 16
Three Rivers and Railway Station.....	C. Godin.....	do.....	$\frac{1}{2}$	12	3 months...	45 00
Three Rivers and Valmont.....	L. Ducharme.....	do.....	15	3	12 do ...	117 00
Three Rivers and Yamachiche.....					Special trips	12 25
Thurso and Railway Station.....	J. W. Campbell.....	Vehicle.....	$\frac{1}{2}$	12	4 months...	16 66
Thurso and Wharf.....	do.....	Optional.....	$\frac{1}{2}$	12	1 month,...	3 33
Trois Pistoles and Railway Station.....	T. P. Pelletier.....	do.....	$\frac{1}{4}$	12	12 do ...	45 00
Valois and Railway Station.....	P. G. Valois.....	do.....	55	12	9 do ...	37 50
Versailles and Railway Station	J. B. Tétreau.....	On foot.....	40	12	12 do ...	20 00
Village des Aulnais and Railway Station.....	M. Dubé.....	Vehicle.....	5	12	12 do ...	180 00
Village Richelieu and Railway Station.....	N. D. D. Bisette.....	Optional.....	$\frac{1}{4}$	12	11 mo. 20 dys	46 54
Waterloo and Railway Station..	A. B. Foster.....	do.....	1	12	12 (less fine)	99 00
Weedon and Railway Station...	J. E. Côté.....	do.....	$\frac{1}{4}$	6	12 months...	78 00
Westbury and Railway Station..	A. Lothrop.....	On foot.....	$\frac{1}{2}$	12	12 do ...	25 00
West Farnham and Railway Station.....	A. B. Foster.....	Optional.....	$\frac{1}{2}$	12	12 do ...	100 00
Wickham West and Railway Station.....	J. McGinley.....	On foot.....	$\frac{1}{3}$	12	12 do ...	32 00
Windsor Mills and Wotton.....	C. Lacroix.....	Optional.....	17	1	12 do ...	65 00
Yamachiche and Railway Station	L. Duchaine.....	do.....	$\frac{1}{2}$	12	1 month....	5 25
Yamaska and Railway Station..	M. Beaupré.....	On foot.....	$\frac{1}{4}$	12	12 do ...	32 00
					Total.....	\$116,276 03

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.**

**CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Beaulieu and Quebec.....	H. Pinhey.....	5	3	3 mos. 15 days	35 00
Campbellton (N B.) and Gaspé..	L. O. Railway.....	175	2	Season, 1878...	2,500 00
Chicoutimi and Quebec.....	St. Lawrence Steam Navigation Co.....	236	As required.	do ...	1,500 00
Deux Rivières and Pembroke(See also Ontario).....	Union Forwarding & Railway Co.....	82	3	do ...	282 50
Gaspé Basin and North Shore River St. Lawrence.....	R Pye.....	232	Fortnightly.	do ...	1,125 00
Grenville and Lachine.....	Ottawa River Navi- gation Co.....	49	6	do ...	1,000 00
Laprairie and Montreal.....	Laprairie Navigation Co.....	9	6	do ...	196 00
Lévis and Quebec.....	Quebec and Lévis Ferry Co.....	1	12	12 months.....	180 00
Moisie and Rimouski (via Ber- simis).....	G. Gauthier.....	195	Fortnightly.	Season, 1878...	400 00
Montreal and Quebec.....	Richelieu & Ontario Navigation Co.....	180	12	do ...	1,500 00
				Total.....	\$8,718 50

ALEX. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1879.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Grand Trunk Railway (to Province Line) .....	524	As req....	12 months, to 31st March, 1879...	83,840 00
Grand Trunk Railway .....			Special trips with British mails.	20,305 00
Intercolonial Railway (to Province Line) .....	173	As req....	9 months, to 31st March, 1879.	13,350 00
International Railway .....	41	6	12 do do ...	769 98
Laurentian Railway .....	15	6	11 do do ...	255 60
Lévis and Kennebec Railway .....	45	6	9 do 24 days, to 23rd January, 1879 .....	1,843 20
Massawippi Valley Railway .....	35	6	12 months, to 31st March, 1879.	1,752 80
Montreal, Portland and Boston Railway .....	32	6	11 do 20 days, to do ...	934 40
Quebec Central Railway .....	42½	6	12 do to 31st March, 1879.	798 15
Quebec, Montreal, Ottawa and Occidental Railway .....	321	6	12 do do ...	8,127 14
South Eastern Railway .....	98	6	12 do do ...	4,212 32
Stanstead, Shefford and Chambly Railway .....	43	6	12 do do ...	2,153 44
Vermont Junction Railway .....	25	12	12 do do ...	2,504 00
Waterloo and Magog Railway .....	23	6	9 do do ...	864 80
			Total .....	\$141,710 83

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No 2, B.—Detail of all payments, for making and repairing Mail Bags, Mail Locks, &c, in Quebec, made within the Year ended 30th June, 1879.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom .....	Mail bags, rivet-lock seals, labels and repairs....	805	21
Warden, Kingston Penitentiary.....	Leather mail bags .....	535	00
T. Sonne, Leahy & Co.....	Canvas do .....	61	00
G. Sonne.....	do do .....	28	00
Girouard & Beaudette.....	do do .....	12	13
L. S. Black & Co.....	Cotton do .....	22	54
J. Boyd.....	Mail locks, keys and repairs .....	17	00
J. B. Paillon.....	Mail-lock keys .....	5	50
R. Malcom .....	Labels for mail bags .....	8	10
L. Louis & Son.....	Sheep skins for labels.....	7	50
Heny & Lacroix.....	Repairing mail bags.....	823	90
P. O'Donohoe.....	do .....	536	35
J. C. McLaren .....	do .....	368	14
W. Blackburn.....	do .....	35	90
C. Corneil .....	do .....	5	80
J. B. Dacieme.....	do .....	4	00
G. Jostre.....	do .....	2	70
H. S. Hunter.....	do .....	1	78
R. Quintal.....	do .....	1	25
T. Hunter.....	do .....	1	00
A. Boucher.....	do .....	0	60
J. Contueur.....	do .....	0	50
C. Dissitia.....	do .....	0	50
J. Leclair.....	do .....	0	40
C. Marchand.....	do .....	0	36
E. Gagnon.....	do .....	0	35
G. Brissette .....	do .....	0	30
G. Gossette .....	do .....	0	30
A. G. Trottier.....	do .....	0	25
A. Brown.....	do .....	0	15
	<b>Total.....</b>	<b>\$3,288</b>	<b>51</b>

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

REPORT No. 2, C.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Acadia Mines and Railway Station .....	J. McSheen.....	Horse or vehicle	2	12	12 months...	200 00
Addington Forks and Keppoch Advocate Harbor and Three Sisters .....	D. Campbell.....	Vehicle.....	7½	1	12 do ...	45 00
Afton and Bayfield. ....	E. D. Fullerton..	do .....	13	3	12 do ...	200 00
Afton and Guysboro' (Interval)	J. J. Atwater ..	Horseback .....	2½	3	12 do ...	50 00
Alder River and St. Andrews.	D. S. Ferguson..	Vehicle.....	1	1	6 mos. 15 dys	53 68
Amherst and Amherst Point....	A. Chisholm.....	do .....	12	1	12 months ..	64 00
Amherst and Fenwick. ....	J. R. Lamy.....	Optional.....	4½	3	12 do ...	77 48
Amherst and Goose River .....	W. C. Pipes.....	Horse or vehicle	6	1	12 do ...	30 00
Amherst and Leicester.....	K. Hunter .....	do .....	20	3	12 do ...	210 00
Amherst and Railway Station...	W. E. Hillson...	do .....	15	2	12 do ...	149 00
	J. Hillson.....	On foot.....	¼	As reqd.	12 do and extra trips..	415 04
Annapolis and Digby.....	E. Gates .....	Horse or vehicle	27	6	6 months (to Sept. 30, '78)	580 00
do do .....	G. Sterling & Son .....	do .....	21	6	6 from do	299 50
Annapolis and Granville Ferry..	D. Inglis.....	do .....	1	6	12 months...	40 00
Annapolis and Liverpool .....	H. Kilcup.....	Vehicle.....	68	6	12 do ...	2,795 44
Annapolis and Railway Station.	H. VanBlarcorn..	On foot.....	½	12	12 do ...	50 00
Annapolis and Saw Mill Creek.....	R. Harris .....	Horse or vehicle	3½	3	12 do ...	40 00
Annapolis and Stoddarts.....	J. R. Harris.....	do .....	32	1	12 do ...	190 00
Anthony's Line and Scotch Village.....	H. T. Cochrane..	Vehicle.....	5½	2	12 do ...	39 00
Antigonishe and Cape George..	R. McDonald.....	do .....	20	3	12 do ...	234 00
Antigonishe and Big Mountain.....	O. McGillivray..	do .....	7	1	12 do ...	22 00
Antigonishe and Glenelg.....	H. Gordon .....	do .....	29	3	6 do (to Sept. 30, '78)	160 00
do do .....	J. McGrath.....	do .....	29	3	6 from do	160 00
Antigonishe and Hallowell Grant .....	H. Dunn.....	Horse or vehicle	7½	1	12 months...	52 00
Antigonishe and Lochaber (South end).....	T. Hanifin.....	Vehicle.....	22	2	12 do ...	175 00
Antigonishe and Malignant Cove.....	R. McDonald.....	do .....	12	3	12 do ...	156 00
Antrim and Gay's River.....	J. Benjamin.....	do .....	8	2	12 do ...	68 74
Apple River and Parrsboro'.....	D. McNamara.....	Vehicle.....	42	3	12 do ...	552 00
Arcadia and East Chebogue.....	E. P. Trefry.....	Horse or vehicle	4	1	12 do ...	20 00
Argyle Sound and Lower Argyle .....	E. J. Montague..	Optional.....	3½	1	3 do ...	5 00
Aricbat and Petit de Grat.....	A. McDonald.....	Vehicle.....	3	3	3 do ...	78 00
Arnold and Cow Bay (South end) .....	W. Holmes.....	Horse or vehicle	6	1	12 do ...	36 00
Ashdale and Glen Road.....	O. McGillivray..	Optional.....	4	1	12 do ...	28 00
Aspey Bay and Cape North.....	R. D. Campbell..	Horse or foot....	4½	2	3 do (to July 1, '78)	10 00
do do .....	J. McLeod .....	do .....	4½	2	9 from do	27 00
Athol and Parrsboro'.....	A. Holy.....	Vehicle.....	24	6	12 months...	900 00



REPORT No. 2, C—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Athol and Railway Station.....	P. Fitzsimmons.....	On foot.....	$\frac{1}{2}$	12	12 (less fine)	\$ 67 89
Auld's Cove and Port Mulgrave .....	E. May.....	Horseback .....	4	3	12 months...	84 00
Avondale and Barney's River....	W. Dewar.....	Horse or foot....	5	2	12 do ...	32 00
Avonport and Avonport Station .....	J. B. Newcombe.	On foot.....	$1\frac{1}{2}$	6	12 do ...	78 00
Avonport Station and Railway Station.....	do .....	do .....	12			
Aylesford and Bridgewater. ...	J. M. Foster .....	Vehicle .....	57	1	12 do ...	290 00
Aylesford and Harmony.....	L. M. Creamer....	do .....	$12\frac{1}{2}$	1	12 do ...	59 92
Aylesford and Morden .....	W. J. Falcom....	do .....	10 &			
Aylesford and Palmer's Road ...	G. W. Eaton.....	do .....	14	1 & 1	12 do ...	120 00
do do .....	W. S. West .....	do .....	2	6	6 do (to Sept. 30, '78)	25 00
Aylesford and Railway Station..	F. R. Harris....	do .....	$1\frac{1}{2}$	6	6 from do	20 00
			$\frac{1}{4}$	12	12 months...	45 00
Back Meadows and Scotstown.....	J. Fraser.....	Optional.....	$3\frac{1}{2}$	1	5 do ...	8 33
Baddeck and Boom .....	D. Burton.....	Vehicle or boat..	22	2	12 do ...	330 00
Baddeck and Boulardarie .....	P. Fraser.....	Vehicle .....	12	3	12 do ...	285 00
Baddeck and Grand Narrows .....	S. McNeil.....	do .....	12	1	12 do ...	68 00
Baddeck and McAulay's.....	N. McLellan.....	do .....	14	2	10 mo. 13 dys (to Feb. 13, 1878).....	101 88
do do .....	D. Burton .....	do .....	16	2	1 mo. 15 dys, (from do)	15 92
Baddeck and Margaree Forks. ...	T. Coady.....	do .....	37	1	12 months...	240 00
Baddeck and New Campbellton.....	D. Robertson .....	do .....	30	3	12 do ...	772 00
Baddeck and Port Hastings .....	J. McNeil.....	do .....	60	6	12 do ...	2,969 00
Baddeck and Upper Settlement, Middle River .....	D. Robertson .....	Horse or vehicle.	16	1	12 do ...	93 00
Basie Verte and Goose River ...	J. S. Angus.....	Optional.....	21	2	12 do ...	137 72
Bailey's Brook and Brown's Mountain.....	J. McDonald .....	Vehicle .....	7	1	12 do ...	32 00
Bailey's Brook and Somerville.....	H. McGillivray...	Horse or vehicle.	5	1	12 do ...	40 00
Barney's River and Marsh .....	P. Campbell.....	do .....	10	1	3 do (to June 30, '78)	12 50
do do .....	M. Irving.....	do .....	9	1	9 from do	33 36
Barrington and East Side Public Harbor.....	A. Watson.....	do .....	12 &			
Barrington and Port Clyde .....	J. McCormisky...	Vehicle .....	18	6 & 3	12 months...	504 00
Barrington Passage and Cape Sable Island.....	T. W. Covert .....	Optional.....	$15\frac{1}{2}$	6	12 do ...	271 66
Barrio's Beach and Tracadie ....	A. Delorey.....	do .....	11 &			
Basin River Inhabitants and River Inhabitant's Bridge .....	22	3 & 6	12	do	...	305 00
do do .....	A. Ferguson .....	Horse or vehicle.	6	1	9 do ...	23 48
Baxter's Harbor and Sheffield Mills.....	D. Doyle.....	do .....	6	1	3 do ...	29 25
Bay St. Lawrence and Iugonish.....	E. Harris.....	Vehicle .....	7	1	12 do ...	8 00
	G. McNeil.....	do .....	47	2	12 do ...	37 68
						540 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bear River and Deep Brook .....	W. Hanshaw.....	Horse or vehicle.	10	10 & 2	6 months...	120 00
Beaver Bank and North Beaver Bank .....	M. Nelson.....	do ..	8	2	7 do .....	72 91
Beaver Bank and Railway Station .....	D. Hallisey.....	On foot.....	20 yds.	12	9 do .....	7 50
Beaver River Corner and Cedar Lake .....	W. S. Raymond.	do ..	7½	1	12 do .....	57 00
Bedford Basin and English Corner.....	T. Fitzmaurice...	Horse or vehicle.	9	2 & 1	12 do .....	106 91
Bedford Basin and Mount Uniacke .....	J. W. Currie.....	do ..	16	2	12 do .....	150 00
Berwick and Railway Station .....	J. M. Parker.....	Vehicle .....	3	12	12 do .....	100 00
Berwick and Somerset.....	J. Hamilton. ...	Optional.....	2	6	12 do .....	75 00
Big Bras d'Or and Boulardarie.....	K. McKenzie.....	Vehicle.....	14	3	12 do .....	150 00
Big Intervale and North-East Margaree.....	M. McLeod.....	do .....	10	1	12 do .....	60 00
Big Island and Merigonishe.....	J. G. McLean.....	do .....	2	2	12 do .....	55 00
Big Lorraine and Sydney.....	A. McRae.....	do .....	29 & 5	2 & 1	12 do .....	347 67
Big Pond and Enow .....	A. McNeil .....	Horse or vehicle.	10	1	12 do .....	53 00
Big Port Le Bear and Sable River .....	G. Harding .....	Optional.....	12	1	12 do .....	80 00
Black Rock and Parrsboro' .....	M. Phinney .....	Vehicle.....	7	1	12 do .....	52 00
Blanchard's Road and New Glasgow.....	J. J. Fraser.....	do ..	16	1	3 do .....	70 00
Blandford and Hubbard's Cove .....	J. E. Stratford...	do ..	18	3	12 do .....	248 00
Blandford and Tancook Island.....	J. W. Pearl.....	do ..	4	1	12 do .....	54 00
Bol-dale, Barachois and North West Arm.....	G. Ball .....	do ..	6½	1	6 moes 16dys	14 08
Boom and Whycomagh .....	J. McDonald.....	do ..	15	1	12 months...	64 00
Boulardarie and Little Bras d'Or .....	M. McDonald .....	do ..	26	2 & 3	12 do .....	302 52
Boulardarie and Point Clear.....	C. Munro.....	do ..	7	2	12 do .....	40 00
Boylston and Port Mulgrave .....	W. H. McKeough	do ..	30	2	12 do .....	300 00
Bridgetown and Granville Ferry .....	R. H. Foster.....	do ..	14	2	12 do .....	200 00
Bridgetown and Granville Ferry (and Chutes Cove) .....	J. Hill, Ex.....	do ..	35	1	12 do .....	140 00
Bridgetown and Lawrence-town .....	A. McKenna.....	do ..	9	1	12 do .....	80 00
Bridgetown and Middleton.....	E. Sproule.....	do ..	17	2	12 do .....	144 00
Bridgetown and Railway Station .....	F. Crosskill.....	do ..	1	12	12 do .....	50 00
Bridgewater and Halifax.....	J. C. Hill.....	do ..	90	6	12 do .....	3,600 00
Bridgewater and Lawrence-town .....	L. Feindel.....	do ..	58	1	6 do (to Sept. 30, '78)	122 50
do do .....	C. W. Phinny ..	do ..	58	2	6 from do ..	39 00
Bridgewater and Middlefield .....	R. A. Newcomb.	do ..	25	1	12 months...	157 00
Bridgewater and Mill Village.....	Z. P. & J. P. Armstrong.....	do ..	35	3	12 do .....	590 00
Bridgewater and New Canada.....	J. Newcomb.....	do ..	13	1	12 do .....	65 00
Bridgewater and Pleasant River .....	A. Fiendel .....	do ..	20	2	12 do .....	228 00

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
						\$ cts.
Bridgewater and Shelburne ....	H. Kilcup.....	Vehicle.....	67	6	12 months...	3,500 00
Broad Cove Intervale and Outlet Lake Ainslie .....	H. McKay.....	do .....	8	1	12 do ...	24 00
Broad Cove Marsh and Chimney Corner.....	L. McPherson...	do .....	5	1	12 do ...	36 00
Brookfield and Pleasant River	J. W. Freeman...	do .....	8	3	2 do ...	120 00
Brookfield and Railway Station	A. Kennedy.....	On foot.....	1 <sup>1</sup> / <sub>5</sub>	12	9 do (to Dec. 31, '78)	45 00
do do ...	J. Grahame. ....	do .....	100	12	3 from do	20 00
Brookfield and Upper Stewiacke	W. Brenton.....	Vehicle .....	18	3	12 months...	200 41
Brookland and Salt Springs	W. Gray.....	Horse or vehicle	3	1	12 do ...	24 00
Brook Village and West Side Lake Ainslie .....	R. Frizzle.....	Vehicle.....	8	1	12 do ...	45 00
Brown's Brook and Parrsboro...	H. Brown.....	do .....	12	1	12 do ...	75 00
Brulie and Forbes.....	J. Forbes.....	On foot.....	2	1	12 do ...	24 00
Buckley's and Kentville.....	M. Kinsman....	Vehicle.....	16	6	12 do ...	469 48
Buckley's and Somerset.....	L. R. Morse....	do .....	6 <sup>1</sup> / <sub>2</sub>	2	12 do ...	90 00
Burlington and Victoria Harbor	G. W. Sandford..	do .....	9	1	12 do ...	46 48
Burnt Coat and Noel.....	I. O'Brien.....	do .....	4 <sup>1</sup> / <sub>2</sub>	3	12 do ...	73 00
Caledonia, St. Mary's and Tra- falgar .....	J. Tays.....	do .....	16	1	12 do ...	130 00
Cambridge Station and Condon Settlement.....	J. Colwell.....	do .....	4 <sup>1</sup> / <sub>2</sub>	1	12 do ...	34 00
Cambridge Station and Railway Station.....	do .....	do .....	50	12	12 do ...	36 25
Canaan and Kentville .....	J. L. Bishop.....	Horse or vehicle.	6	6	9 do (to Dec. 31, '78)	129 00
do do .....	A. O'Leary.....	do .....	3 & 2 <sup>1</sup> / <sub>2</sub>	6 & 3	3 from do ..	33 75
Canada Creek and Waterville...	H. Balsar.....	Vehicle.....	9	2	12 months...	74 00
Canning and Kentville.....	R. H. Warner....	Horse or vehicle.	10	6	9 do (to Dec. 31, '78)	287 43
do do .....	G. E. Eaton ....	do .....	12 <sup>1</sup> / <sub>2</sub>	6	3 from do ..	49 50
Canning and Medford .....	J. L. Bishop.....	Vehicle .....	5	6	12 months...	181 84
Canning and North Medford.....	B. Weaver.....	do .....	4	1	3 do ...	15 00
Canning and Port William Sta- tion .....	J. L. Bishop ....	Horse or vehicle.	7	6	12 do ...	199 00
Canning and Scott's Bay.....	W. Butler.....	Vehicle.....	15	3	9 do (to Dec. 31, '78)	185 25
do do .....	J. E. Steele.....	do .....	16	3	3 from do ..	48 50
Canso and Guysboro.....	G. W. Scott ....	Horse or vehicle.	32	6	12 months...	1,095 00
Cape George and Cape George (North Side) .....	L. McIsaac.....	do .....	10	2	12 do ...	112 00
Cape George Harbor and St. Peters.....	K. McKenzie.....	Vehicle.....	6	1	12 do ...	30 00
Cape Negro Island and North East Harbor .....	J. Cook.....	Horse or vehicle	2	2	12 do ...	85 00
Carriboo Gold Mine and Hamilton's Corners.....	G. Hamilton.....	Vehicle.....	7	2	12 do ...	75 00
Carrolls and Elmsdale .....	J. Carroll .....	do .....	9 <sup>1</sup> / <sub>2</sub>	1	10 do ...	37 50
Catalone and Catalone Gut.....	A. McRory.....	Optional.....	3 <sup>1</sup> / <sub>2</sub>	1	6mos 16 dys	8 12
Catalone and Little Lorraine...	R. D. Martin....	do .....	8 & 5	2 & 1	12 months...	118 09
Catalone and New Boston.....	W. H. Martin....	do .....	3	2	12 do ...	30 00
Centreville and Hall's Harbor..	R. D. West.....	Horse or vehicle	8	3	12 do ...	216 24
Chebogue Point and Yarmouth..	E. C. Crowell...	do .....	7	2	6 do ...	52 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Chesley's Corners and Morton's Corners.....	E. Johnes.....	Horse or vehicle	8	1	6 months...	14 70
Chesley's Corners and New Germany.....	E. Fiendel.....	do	15 & 7	2 & 1	6 do ...	35 00
Chester and Kentville.....	G. Roy.....	do	46	2	12 do ...	570 00
Chester and Windsor.....	A. Weller.....	do	35	2	12 do ...	390 00
Cheverie and Kennetcook.....	J. A. Sandford..	do	8	1	12 do ...	45 00
Cheverie and Newport.....	B. Wilcox.....	do	17 1/2	6	12 do ...	545 00
Cheverie and Walton.....	J. W. Burgess.....	Vehicle.....	12	3	12 do ...	190 00
Chezetcook and Darimouth...	L. Sterns.....	Horse or vehicle	24	1	12 do ...	150 00
Chezetcook and Porter's Lake.	G. E. Ormon.....	Vehicle.....	3	3	12 do ...	37 00
Chigonaise River and Ingouishe Station.....	T. Lindsay.....	Optional.....	1/2	3	6 do ...	18 00
Chipman's Brook and Lakeville.	J. Elliott.....	Vehicle.....	17 1/2	2	12 do ...	83 75
Christmas Island and East Bay.	R. A. McDonald..	do	25	2	12 do ...	299 00
Christmas Island and Grand Narrows.....	J. S. McNeil.....	Optional.....	2 1/2	2	12 do ...	30 00
Churchville and New Glasgow	J. McMillan.....	Vehicle.....	6	3	12 do ...	106 44
Claremont and River Philip....	J. L. Oxley.....	Optional.....	3	2	12 do ...	22 48
Clementsport and Clementsvale	A. W. Shaw.....	Vehicle.....	4	1	12 do ...	37 75
Clyde River and Gunnings Cove	W. McKay.....	do	20	3	12 do ...	223 00
Clyde River and Upper Clyde River.....	do	do	24	1	12 do ...	119 00
Cogmagun River and Kennetcook .....	A. Sandford.....	do	4 1/2	1	12 do ...	13 00
Cold Brook Station and Railway Station.....	H. Porter.....	On foot.....	60 yds.	12	12 do ...	20 00
Cole Harbor and Tor Bay.....	W. C. Neil.....	Optional.....	9	2	12 do ...	110 00
Corberrie and Weymouth.....	M. Weaver.....	Vehicle.....	14 1/2	1	12 do ...	84 56
Cow Bay and Mira Gut. ....	G. Dillon.....	do	12	1	6 do (to Sept. 30, '78)	32 50
do do .....	W. W. Bown.....	do	12	1	6 from do	50 00
Cow Bay and Sydnev.....	W. Power.....	do	30	6	12 months...	695 00
Cranberry Head and Yarmouth.	A. Thurston.....	do	8	1	12 do ...	68 00
Gross Roads Country Harbor and Goshen.....	W. H. Fenton...	Horse or vehicle	10	1	12 do ...	37 00
Gross Roads Country Harbor and Port Mulgrave.....	C. Sellars.....	Vehicle.....	52	3	12 do ...	800 00
Crow Harbor and White Head.	J. J. Ehler.....	Horse or vehicle	12	2	12 do ...	180 00
Culloden and Digby .....	J. H. Syda.....	do	8 1/2	1	12 do ...	75 00
Dalhousie Settlement and Durham.....	G. Adamson.....	Vehicle.....	11	2	12 do ...	72 50
Dartmouth and Halifax.....	J. E. Leadly.....	Foot or boat.....	1 1/2	18	12 do ...	80 00
Dartmouth and Montague Gold Mines.....	W. Darker.....	Horse or vehicle	7	1	12 do ...	50 00
Dartmouth and South East Passage.....	J. A. Shiers.....	Vehicle.....	7	1	12 do ...	53 00
Dean and Shubenacadic.....	J. Tays.....	do	36	3	3 do (to June 30, '78)	300 00
do do .....	E. Lynch.....	do	36	3	9 from do	824 61
DeBert Station and DeBert Village.....	J. McCullough...	Optional.....	1 1/2	3	12 months...	40 00
DeBert Station and Folly Mountain.....	A. Fulmor.....	Vehicle.....	13 1/2	1	12 do ...	73 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
DeBert Station and Folly Village	D. L. Urquhart.	Vehicle.	4 $\frac{1}{2}$	12	12 months..	170 00
DeBert Station and Mass Town.	R. English.	Horse or vehicle	4	3	6 do ...	30 00
Digby and South Range	I. J. White.	Vehicle.	13	1	12 do ...	71 00
Digby and Thorne's Cove Point	C. Chute.	do	8	2	12 do ...	100 00
Digby and Westport.	G. Stailing & Son	Horse or vehicle	40	6	12 do ...	1,199 00
Digby and Yarmouth.	Davison & Rogers	Vehicle.	72	6	12 do ...	4,349 50
Discouse and Lennox Ferry	N. McDonald	do	3	6	12 do ...	136 00
Discouse and Rocky Bay.	C. Doyle.	do	2 $\frac{1}{2}$	1	10 do ...	15 00
Dover West and Peggy's Cove.	W. Baker.	On foot	3	2	12 do ...	30 00
East Bay and Morley Road.	A. McKinnon.	Optional.	4 $\frac{1}{2}$	1	6 mos. 16 dys	14 08
Eastern Harbor and Mabou.	J. McNeil.	Vehicle.	62	3	12 months...	1,100 00
Eastern Harbor and Pleasant Bay	J. McFarlane.	Optional.	20	1	3 do (to June 30, '78)	35 00
do do	C. W. McIntosh.	do	24	1	9 from do	84 00
East Jeddore and Head Jeddore	J. Myers	On foot.	6	1	12 months...	40 00
East Margaree and New Bridge.	D. L. McDonald.	Optional.	3	1	12 do ...	30 00
East Side Ragged Islands and Lewis' Head	G. Craig	do	6	1	12 do ...	36 00
East Side West Branch and Hopewell.	J. A. Urquhart.	Horseback.	6	2	12 do ...	72 00
Eastville and Upper Stewiacke.	J. McNaught.	Vehicle.	2 & 6	3 & 1	12 do ...	98 00
Bel Oreek and Oxford.	J. Simpson.	do	12	1	12 do ...	65 00
Ellershous and Newport.	D. Harvey.	do	6	2	12 do ...	69 00
Ellershous and Railway Station	J. Johnson	On foot.	50			
			yds.	24	12 do ...	50 00
Elmsdale and Nine Mile River.	W. Garden.	Vehicle.	7	1	12 do ...	47 48
Elmsdale and Railway Station	A. Dunbar.	On foot.	60			
			yds.	12	12 do ...	20 00
Enfield and Oldham.	L. Brown.	Horse or vehicle	3	2 & 6	12 do ...	76 00
Enfield and Railway Station.	H. T. Donaldson	On foot.	20			
			yds.	12	12 do ...	20 00
Enfield and Renfrew.	W. Garden.	Vehicle.	7	1	12 do ...	70 00
Englishtown and Ingonishe.	M. Morrison.	do	34	2	12 do ...	485 00
Falkland and Herring Cove	J. Dempsey.	do	3	2	9 do ...	37 50
Falkland Ridge and Springfield	J. G. Morrison.	do	6	1	12 do ...	32 00
Falmouth, Windsor Bridge and Mortonville	F. Luna.	do	8	3	12 do ...	78 00
Falmouth, Windsor Bridge and Railway Station.	W. Armstrong.	Horse or vehicle	12			
			yds.	9	do ...	7 50
Five Islands and Great Village.	J. W. Davison.	do	27 $\frac{1}{2}$	6	4 do ...	190 66
Five Islands and Lynn	J. W. Corbett.	do	8	1	12 do ...	19 00
Fletcher's Station and Wellington Station.	E. Largie.	Optional.	3	6	12 do ...	30 00
Folly Lake and Railway Station	T. Barber.	On foot.	3	3	12 do ...	20 00
Folly Village and Truro.	C. R. Pearson.	Vehicle.	17 $\frac{1}{2}$	3	6 do ...	158 82
Fonchie and Grand River.	A. McKinnon.	Horse or vehicle	29	1	12 do ...	160 00
Four Mile House Station and Three Mile House	J. McDonald.		1	3	8 do ...	30 00
Fox Harbor and Wallace.	B. S. Seaman.	Foot or boat	3 $\frac{1}{2}$	1	12 do ...	35 00
Fraser's Grant and Pouquette Forks.	A. McDougall.	Horse or vehicle	5	1	6 do ...	20 00

REPORT No 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No of Trips per week.	Period.	Amount.
						\$ cts.
Frenchvale and North West Arm .....	S. Gouthro.....	Optional.....	7	1	12 months...	29 00
Gaberouse and Marion Bridge do do .....	M. Morrison.....	do .....	14	2	12 do ...	60 00
	A. McRegan.....	do .....	14	1	7 mos. 15 dys	32 50
Gaspereaux and Gaspereaux (circular route).....	J. L. Gertridge..	Vehicle.....	8 $\frac{1}{2}$	1	12 months...	94 50
Gaspereaux and Wolfville.....	A. A. Vaughan..	Optional.....	2 $\frac{1}{2}$	3	12 do ...	49 00
Gay's River Road and Lower Stewiacke.....	G. Parker.....	Vehicle.....	11	1	12 do ...	47 00
George's River and Little Bras d'Or.....	G. Howatson, jun	do .....	8	1	12 do ...	44 00
Giants' Lake and Salmon River Lake Settlement.....	J. McDonald.....	do .....	8	1	1 month.....	3 58
Glengarry Station and Pleasant Valley.....	D. Fraser.....	do .....	14	2	3 mos. (to June 30, '78)	59 26
do do .....	W. Murray.....	do .....	29 $\frac{1}{2}$	2	9 from do ..	105 00
Glengarry Station and Railway Station.....	D. Graham.....	On foot.....	65 yds.	12	12 months & arrears.....	43 33
Glen Margaret and Head of St. Margaret's Bay .....	G. Dauphiney....	do .....	12	6	12 months...	288 00
Glen Margaret and Peggy's Cove .....	J. Miller.....	Vehicle.....	8	3	12 do ...	100 00
Goff and Waverley .....	J. McDowell.....	Horse or vehicle.	11	1	7 do ...	30 33
Goldenville and Sherbrooke.....	J. H. McDonald..	Vehicle.....	2 $\frac{1}{2}$	6	12 do ...	119 72
Gore and Maitland.....	A. S. Smith.....	Optional.....	20	2	12 do ...	162 00
Gore and Mosherville.....	J. Anthony.....	Vehicle.....	17	1	9 do ...	56 25
Gore and Newport .....	R. S. Dimock....	Optional.....	22	3	12 do ...	370 00
Gore and Shubenacadie .....	W. Walker.....	do .....	20	1	12 do ...	116 80
Gore and West Gore .....	W. J. McDonald..	Horse or vehicle	5	1	3 do ...	10 00
Grande Anse and Grandique.....	N. McDonald.....	Optional.....	3	6	12 do ...	223 00
Grandique and Lennox.....	W. R. Cutler....	Boat.....	$\frac{1}{2}$	6	12 do ...	500 00
Grandique Ferry and West Arichat .....	A. McDonald.....	Vehicle.....	10	6	12 do ...	580 00
Grand Lake Station and Railway Station .....	J. W. Arnold....	On foot.....	100 yds.	12	4 do (to Sep. 30, '78)	6 66
do do .....	G. A. Nichols....	do .....	100 yds.	12	6 from do ..	10 00
Grand Narrows and Port Hastings .....	H. A. Archibald..	Vehicle.....	52	2	12 months...	393 00
Grand River and St Peter's.....	W. McPherson...	do .....	18	3	12 do ...	335 00
Granton and Westville.....	J. A. Marshall...	do .....	7	2	12 do ...	147 48
Granville Ferry and Victoria Beach .....	J. Morrison.....	do .....	16	2	12 do ...	298 00
Great Village and Londonderry Station .....	D. M. Kent.....	do .....	4	12	12 and (extra service)	335 00
Great Village and Lower Five Islands .....	J. W. Davison...	do .....	29 $\frac{1}{2}$	6	8 months...	413 33
Greenville and Railway Crossing .....	J. S. Webb.....	On foot.....	$\frac{1}{2}$	12	12 do ...	20 00
Greenville and West Chester....	S. A. Purdy.....	Vehicle.....	8	2	12 do ...	110 00
Gulf Shore and Pugwash.....	W. Chapman.....	Optional.....	6	1	12 do ...	28 00
Guysboro and Tor Bay.....	T. Eaton.....	do .....	28	2	12 do ...	320 00

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Halifax and H.M.'s Dock Yard..	Sundry persons..				Spec'l. trips.	7 50
Halifax and Lower Prospect.....	O. Slaughterwhite.....	Optional.....	23	1	12 months...	84 00
Halifax and Marie Joseph .....	T. Archibald.....	do .....	111	3	12 do ...	1,919 99
Halifax and Prospect .....	F. Coolen.....	do .....	21	2	12 do ...	134 40
Halifax and Railway Station.....	F. W. Fishwick..	Vehicle.....	1	As req.	12 do ...	1,000 00
Halifax and Sambro.....	J. Marriott.....	Optional.....	20	1	3 do (to June 30, '78)	30 00
do do .....	T. Neville.....	do .....	20	2	9 from do ...	138 75
Halifax P.O. and Wharf and Railway Station and Wharf...	S. Cunard & Co.	Vehicle.....	2	As req.	12 months...	782 00
Halifax Railway Station and Railway Station and Wharf .....	J. Conlon.....	do .....	2		Spec'l trips.	196 50
Halifax Station and Richmond .....	J. Creighton.....	Optional.....	1	24	12 months...	150 00
Hantsport and Lochbartsville.....	W. Glenn.....	do .....	2½	3	6 do (to Dec. 31, '78)	40 00
do do .....	J. A. Harvie .....	do .....	2½	3	6 from do ..	23 50
Hantsport and Railway Station .....	W. Davison.....	On foot.....	1	24	12 months...	30 00
Harborville and Somerset .....	S. Truesdell.....	Optional.....	1½	2	12 do ...	97 00
Hastings and Warren .....	R. C. Chapman..	do .....	3	1	12 do ...	20 00
Head of Indian Harbor Lake and Sherbrooke.....	G. M. Elliott.....	Horse or vehicle.	19½	3	9 do ...	168 75
Head of Jeddore and West Jeddore .....	J. L. Myers.....	Optional.....	11	2	6 do ...	39 00
Head of Jordan River and Thornburne.....	E. Martin.....	On foot.....	5	1	12 do ...	19 00
Head of South River Lake and Salmon River Lake Settlement .....	J. McDonald.....	Vehicle.....	15	1	11 do ...	55 00
Head Tatamagouche Bay and Tatamagouche.....	W. Dobson.....	do .....	5	3	12 do ...	75 00
Head Wallace Bay and Wentworth Station .....	A. Purdy.....	do .....	17	3	12 do ...	190 00
Head Wallace Bay (North Side) and Wallace Bridge .....	J. Dotton.....	do .....	11	1	12 do ...	32 00
Henderson Settlement and Wentworth .....	A. Purdy.....	Horse or vehicle.	4	2	12 do ...	40 00
Holland Harbor and Indian Harbor.....	G. Flick.....	Optional.....	3	2	8 do ...	13 33
Hopewell and Melrose .....	J. Grant.....	Vehicle.....	13 & 31	3 & 2	12 do ...	885 72
Hopewell and Railway Station..	J. Gunn.....	On foot.....	½	12	12 do ...	55 00
Horton Landing and Railway Station.....	F. G. Curry.....	do .....	½	12	12 do ...	60 00
Hunt's Point and Liverpool.....	W. Innes.....	Vehicle.....	8	2	15 do (and arrears) ...	147 50
Indian Harbor and Port Becher-ton .....	G. S. Taylor.....	Optional .....	8	1	12 months...	52 00
Indian Harbor and Sherbrooke..	W. McLean.....	do .....	18	6	3 do ...	97 50
Indian Point and Mahone Bay...	J. Ernst.....	do .....	5	1	12 do ...	28 00
Isaac's Harbor and Isaac's Harbor (East Side) .....	H. McMillan.....	do .....	3	3	12 do ...	68 00
Isaac's Harbor and Melrose.....	E. A. Bollong....	Vehicle.....	27	3	6 do (to Sept. 30, '78)	174 00
do do .....	J. Stewart.....	do .....	27	3	2 do (to Nov. 30, '78)	58 00
do do .....	W. Jordan.....	do .....	27	3	4 from do	92 66

REPORT No. 2, C—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Jackson's and West Branch River Philip.....	W. Chapman.....	Vehicle.....	6	3	12 months...	26	48
Jacksonville and Leitch's Creek.....	D. McDonald.....	do.....	5	2	12 do ...	46	00
Jeddore and Musquodoboit Harbor.....	T. Stephens.....	Horse or vehicle.....	12	1	3 do ...	11	75
Jeddore and Pleasant Point.....	N. Mowser.....	On foot.....	4	1	6 do ...	8	00
Joggin's Mines and Shulie.....	J. McKenzie.....	Vehicle.....	10	2	12 do ...	190	00
Jordan Bay and Shelburne.....	W. G. Swinburg.....	do.....	11	3	12 do ...	166	00
Judique and Upper Settlement, River Dennis.....	M. McDonald.....	do.....	15	1	12 do ...	80	00
Kemptown and Riversdale.....	R. J. Hingley.....	do.....	5	2	12 do ...	98	00
Kennetcook Corner and Noel.....	A. Harvey.....	do.....	10	1	12 do ...	60	00
Kentville and Railway Station.....	W. M. Carruthers.....	On foot.....	50	24	12 do ...	106	25
Kerrowgare and Sunnybrae.....	D. K. McDonald.....	Optional.....	4	2	12 do ...	46	00
Kingsbury and Lunenburg.....	J. E. Hunt.....	Vehicle.....	7 & 3	2 & 1	12 do ...	280	82
Kingston Station and Melvern Square.....	J. Randall.....	do.....	2	6	9 do ...	55	50
Kingston Station and Railway Station.....	A. VanBuskirk.....	Horse or vehicle.....	100 yds		12 do ...	16	00
Kingston Station and Rhodes.....	A. Jacques.....	do.....	5	2	6 do (to Sept. 30, '78)	24	00
do do.....	A. VanBuskirk.....	do.....	8 1/2	2	6 from do	20	00
Kingston Station and Tremont.....	do.....	do.....	16	2	12 months...	96	00
Lake Ainslie (South Side) and Lake Ainslie (West Side).....	J. McKinnon.....	Optional.....	6	1	12 do ...	20	00
L'Ardoise Hill and Newport Station.....	W. D. Hunter.....	Vehicle.....	12 1/2	3	12 do ...	130	00
Lawrencetown and Lawrencetown (circular route).....	P. H. Saunders.....	do.....	17	2	12 do ...	200	00
Lawrencetown and Port George.....	J. Balcom.....	do.....	42	2	12 do ...	249	00
Lawrencetown and Railway Station.....	J. W. James.....	On foot.....	1 1/2	12	6 do (to Sept. 30, '78)	15	00
do do.....	H. T. James.....	do.....	1 1/2	12	6 from do	25	00
Lewis Bay and Sydney.....	R. Martin.....	Vehicle.....	28	2	12 months...	346	87
Lewis Head and Sable River.....	W. Herkins.....	do.....	8	2	12 do ...	100	00
Lime Rock and West River.....	J. W. "raser.....	do.....	2 1/2	3	6 do (to June 30, '78)	8	93
do do.....	W. Munro.....	do.....	2 1/2	3	9 from do	26	79
Lingan and Sydney.....	W. Power.....	do.....	18	3	12 months...	389	49
Little Judique and Rear Judique.....	J. McMillan.....	Horse or vehicle.....	6	1	12 do ...	19	00
Little River and Oxford.....	W. S. Smith.....	Vehicle.....	4	2	12 do ...	47	00
Liverpool and Milton.....	A. Ford.....	do.....	3 1/2	6	12 do ...	210	00
Liverpool and Port Medway.....	S. Cohoon.....	do.....	13	6	12 do ...	566	47
Lochaber and St. Andrews.....	A. Sinclair.....	do.....	26	2	6 do (to Sept. 30, '78)	106	00
do do.....	A. R. Stewart.....	do.....	26	2	6 from do	86	50
Loch Lomond and Red Islands.....	J. McVicar.....	do.....	14	2	12 months...	124	24
Lockeport and Sable River.....	G. Wallis, jun.....	do.....	14 1/2	6	12 do ...	570	00



REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Loganville and Pictou.....	C. Berry.....	Vehicle.....	23	2	12 months...	158 00
Long Island and Lower Horton	W. Davidson.....	Optional.....	2½	1	11 do ...	13 75
Lower Canard and Port William	J. L. Bishop.....	do.....	5	6	10 do ...	125 00
Station.....	S. E. Freeman...	Vehicle.....	16	6	12 do ...	575 00
Lower Cove and Maccan.....	A. Borden.....	On foot.....		12	12 do ...	70 00
Lower Horton and Railway Sta-	A. Mitchell.....	Optional.....	2½	1	11 do ...	13 75
tion.....	W. Sharp.....	Horse or vehicle.	4	3	12 do ...	90 00
Lower Maccan and Maccan.....	J. M. Innis.....	Optional.....	13	3	12 do ...	194 00
Lower River Inhabitants and	J. Keiley.....	Vehicle.....	14	2	12 do ...	80 00
Port Hawkesbury.....	J. Ambrose.....	Optional.....	13	1	12 do ...	80 00
Lower South River and Pom-	G. Parker.....	Vehicle.....	18	1	12 do ...	97 00
quette Forks.....	A. Watson.....	do.....	8	3	12 do ...	97 32
Lower Stewiacke and Middle						
Stewiacke.....						
Lower Stewiacke and Prince-						
port.....						
Lower West Pubnico and Pub-						
nico Harbor.....						
McKenzie's Road and Parker's	B. Reed.....	Optional.....	8	1	12 do ...	48 00
Cove.....	J. McNeil.....	Vehicle.....	38	6	12 do ...	1,900 00
Mabou and Port Hastings.....	D. McEachen.....	do.....	12	1	12 do ...	72 00
Mabou and Sight Point.....	J. McNeil.....	do.....	18	2	12 do ...	131 00
Mabou and Whycocmah (via	R. P. Flynn.....	do.....	21	1	12 do ...	112 00
Brook Village).....	S. E. Freeman...	Optional.....	1½	3	12 do ...	100 00
Mabou and Whycocmah (via	J. Lodge.....	Vehicle.....	5	1	12 do ...	32 00
Mull River).....	R. Ross.....	do.....	18	1	12 do ...	75 00
Maccan and Nappan.....	S. Ryan.....	do.....	½	6	12 do ...	36 00
Maccan Mountain and South-	D. R. Smith.....	do.....	12	6	12 do ...	311 00
ampton.....	E. Lynch.....	do.....	20	6	12 do ...	850 00
Mahone Bay and New Germany.	B. S. Seaman.....	do.....	19	1	12 do ...	130 00
Main Post Road and Marshal-	A. McIntyre.....	do.....	8	1	12 do ...	60 00
town.....	D. McLeod.....	do.....	16	2	12 do ...	137 00
Maitland and Noel.....	A. McIsaac.....	do.....	36	3	12 do ...	610 00
Maitland and Shubenacadie.....	W. Burton.....	do.....	9	1	12 do ...	90 00
Malagash and Wallace.....	W. Balcom.....	do.....	14	1	3 do ...	20 00
Malagawatch and River Dennis.	E. S. Woodbury.....	do.....	21	2	12 do ...	148 00
Malagawatch and West Bay.....	M. McGrath.....	do.....	22	3	12 do ...	390 00
Malignant Cove and New Glas-	H. Gowcher.....	do.....	5	3	3 do ...	17 50
gow.....	J. Smith.....	do.....	5	2	12 do ...	50 00
Margaree Forks and Middle Sec-	S. Hanna.....	do.....	9	1	6 do (to	22 00
tion, North-East Margaree.....	G. McLeod.....	do.....	9	1	6 from do	19 34
Margaretville and Morden.....	T. McCurdy.....	do.....	27	3	12 months...	188 95
Margaretville and Wilmot.....	L. McLeod.....	Foot or horse-	4	1	12 do ...	19 48
Marie Joseph and Sherbrooke.....		back.....				
Melvorn Square and Wilmot.....						
Merigonishe and Piedmont Val-						
ley.....						
Middle Musquodoboit and New-						
comb's Corner.....						
do do .....						
Middle Musquodoboit and Wyse's						
Corner.....						
Middle River and West Side						
Middle River.....						

REPORT No. 2, C.--Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Middleton and Railway Station.	A. Beals.....	On foot.....	$\frac{1}{2}$	12	12 months...	60 00
Middle Town and Port Mulgrave	H. Gosbie .....	Vehicle .....	13	1	12 do ...	94 00
Milford Station and Railway Station	T. Andrew.....	On foot.....	$\frac{1}{2}$	12	12 do ...	40 00
Minudie and River Hebert	G. Seaman.....	Vehicle .....	7	3	3 do (to June 30, '78)	24 50
do do	H. Smith.....	do .....	8	3	9 from do	82 50
Mooseland and Tangier	J. Prest, jun....	Horse or vehicle.	13	1	12 months...	50 00
Morden and Victoria Harbor	S. Balcom .....	Vehicle .....	3	1	12 do ...	25 00
Morristown and Waterville.	J. Forsyth.....	do .....	17 $\frac{1}{2}$	1	12 do ...	49 68
Mount Denison and Railway Station	M. J. Shaw.....	On foot.....	$\frac{1}{5}$	3	12 do ...	30 00
Mount Pleasant and Oxford	H. S. Smith.....	Horse or vehicle	4	1	12 do ...	27 00
Mount Thom Settlement and Salt Springs	A. McKay .....	Vehicle.....	5	2	12 do ...	80 00
Mount Uniacke and Railway Station	J. McLean .....	Optional.....	30 yds.	12	12 do ...	30 00
Mount Uniacke and Rawdon	do .....	do .....	14	2	12 (less fine)	132 00
Musquodoboit Harbor and Petpeswick Harbor	T. Young.....	On foot.....	6	2	9 months...	37 50
Musquodoboit Harbor and West Jeddore	T. Stevens.....	do .....	12	1	3 do ...	11 75
Nappan Station and Railway Station	W. Barry.....	do .....	75 yds.	12	12 do ...	48 00
New Campbellton and Sydney Mines	J. Vickers.....	Vehicle.....	13	3	12 do ...	300 00
New Glasgow and Railway Station	D. Campbell.....	On foot.....	$\frac{1}{4}$	24	12 do ...	165 00
New Glasgow and Sherbrooke.	G. D. Fraser.....	Vehicle.....	58	6	12 do ...	1,895 00
New Glasgow and Sydney	T. S. Lindsay....	do .....	249 $\frac{1}{2}$	6	12 (less fine)	14,334 00
New Glasgow and Vale Colliery	F. McDonald.....	do .....	5	3	12 months...	155 00
New Glasgow and Woodburne.	A. J. Reid.....	do .....	15	2	12 do ...	80 00
Newport and Newport Landing.	J. E. F. Mosher..	do .....	8	6	12 do ...	280 00
Newport and Newport Station	C. Chambers.....	do .....	5	6	6 do (to Sept 30, '78)	109 24
do do	H. Jenkins.....	do .....	5	6	6 from do	79 00
Newport and South Rawdon	S. Harvie.....	do .....	10	1	12 months...	40 00
Newport and Upper Newport	do .....	do .....	6	1	12 do ...	32 00
Newport and Walton	T. Parker.....	do .....	16 $\frac{1}{2}$	3	12 do ...	453 33
Newport Station and Railway Station	J. L. Sweet.....	do .....	12 yds.	12	9 do ...	7 50
New Ross and Stoddarts	J. W. Boylan....	Vehicle.....	5 & 21	2 & 1	12 do ...	178 80
New Ross and Vaughans	J. Boylan.....	do .....	15	2	12 do ...	99 68
Nictaux Falls and Wilmot	M. McGregor....	do .....	4 $\frac{1}{2}$	3	12 do ...	67 72
Nine Mile River and Shubenacadie	A. Densmore .....	do .....	20	1	12 do ...	104 00
Noel and Shubenacadie	J. W. O'Brien...	do .....	28	1	12 do ...	220 00
Noel and Walton	A. C. O'Brien...	do .....	16	3	12 do ...	194 00
North River Bridge and South Gut St. Ann's	D. Morrison.....	do .....	12	2	12 do ...	101 96
North Section Earltown and Truro	C. McKay.....	do .....	26	2	12 do ...	156 00
North West Arm and Rear of Ball's Creek	G. K. Ball.....	do .....	3	1	6 do ...	7 04

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Oakfield and Railway Station..	W. P. Green .....	On foot.....	100 yds.	12	3 months...	5 00
Onslow and Truro .....	J. W. Pearson...	Vehicle.....	7	3	6 do ...	135 00
Outer Island of Port Hood and Port Hood .....	W. D. Smith.....	Boat.....	3	2	Season, 1878	30 00
Outlet Lake Ainslie and Whycomagh.....	H. McDougall.....	.....	.....	.....	Special trip..	4 00
Oxford and Pugwash.....	C. E. McNutt.....	Vehicle.....	19½	1	12 months...	80 92
Oxford and Railway Station....	H. Davis.....	do .....	3½	12	12 do ...	74 00
Palmer's Road and Ward Glebe and Post Road.....	G. W. Eaton.....	do .....	6½	1	12 do ...	30 00
Paradise Lane and Railway Station.....	W. F. Morse.....	Optional.....	½	12	12 do ...	60 00
Parrsboro' and Partridge Island.	E. Jenks .....	do .....	2	3	12 do ...	52 00
Parrsboro' and Railway Station..	J. W. Jenks .....	do .....	½	12	9 do ...	37 50
Pictou and Railway Station....	P. Carroll .....	Foot or horse-back.....	¼	24	12 do ...	110 00
Pictou and River John .....	D. Ketchim.....	Vehicle.....	20	6	12 do ...	539 00
Pictou and River John (via shore).....	J. McLeod.....	do .....	22	1	12 do ...	89 00
Pictou and West River Station..	T. G. Anderson..	do .....	22	3	12 do ...	380 00
Pictou Landing and Railway Station .....	E. McLeod.....	On foot.....	200			
Pleasant Point and West Jeddore .....	N. Mosher .....	do .....	4	1	6 do ...	15 00
Point Edward and Sydney.....	D. Beaton .....	Vehicle.....	4½	1	6 mos. 6 dys.	14 08
Pomquette Forks and Summerside.....	A. Chisholm .....	Optional.....	3	1	12 months...	19 16
Pomquette Forks and Tracadie.	A. McDougall.....	Vehicle.....	15	1	6 do ...	52 00
Portapique and Portapique Mountain.....	D. A. Starritt.....	do .....	2½	3	12 do ...	28 40
Port Hastings and Port Hawkesbury .....	J. G. McKeen.....	do .....	.....	.....	Special trip..	1 00
Port Hawkesbury and West Bay	D. Cameron .....	do .....	16	.....	Season, 1878	57 00
Port Hood and Port Hood Island.....	R. Smith.....	Optional.....	1½	2	3 mos. (to June 30, '78)	3 75
do do .....	J. Smith.....	do .....	1½	2	9 from do	22 50
Port Philip and Pugwash.....	G. King.....	Horse or vehicle	4½	3	12 months...	52 00
Port Royal and West Arichat....	A. McDonald.....	do .....	3½	3	12 do ...	100 00
Port William and Town Plot....	D. Booden.....	Optional.....	2	3	12 do ...	50 00
Port William Station and Railway Station.....	E. A. Forsyth...	do .....	12			
Port William Station and White Rock Mills.....	J. L. Bishop.....	Vehicle.....	4	3	12 do ...	87 50
Princeport and Truro .....	E. Archibald.....	do .....	16	2	6 do (to Sept. 30, '78)	82 00
do do .....	J. D. Nelson.....	do .....	16	2	6 from do	35 00
Princeville and West Bay.....	W. McPherson...	do .....	6	3	12 months...	79 00
Pugwash and Thomson's Mills...	J. R. Lamy.....	do .....	15	6	12 do ...	447 00
Rear of Black River and West Bay.....	M. Morrison.....	do .....	10	1	12 do ...	60 00
Reynardtown and Tusket.....	A. J. Lent.....	do .....	7½	1	12 do ...	49 48
River Bourgeois and River Fear	J. Kyte.....	do .....	2½	6	12 do ...	78 00
River Inhabitant's Bridge and West Bay.....	H. McColl.....	Optional.....	5	6	12 do ...	195 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
River John and Tatamagouche.	D. Langill.....	Optional.....	10	3	12 months...	139 00
River John Road and The Cross Roads.....	D. Morrow.....	do .....	3	2	12 do ...	20 00
River Philip Station and West Branch River Philip.....	M. Chapman.....	Horse or vehicle	5	6	12 do ...	180 00
Riversdale and Railway Station	R. J. Hingley.....	On foot.....	1	12	12 do ...	32 00
Rockingham and Yarmouth.....	E. Crowell.....	Vehicle.....	26	2	12 do ...	220 00
Rockville and Yarmouth.....	J. Hatfield.....	do .....	9	2	3 do (to June 30, '78)	27 70
do do .....	E. C. Crowell....	do .....	7	2	3 from do	26 00
Round Hill and Railway Station	C. E. Spurr.....	On foot.....	300 yds.	12	12 months...	24 00
Round Hill and Tupperville.....	do .....	Optional.....	3	3	12 do ...	100 00
St. Peters and West Bay.....	R. Morrison.....	do .....	32	1	12 do ...	130 00
Salmon River and Sheet Harbor Passage.....	W. Wambold.....	Horse or vehicle	7	2	9 do ...	37 50
Scotch Village and Woodville...	H. S. Cochran...	do ...	5	1	12 do ...	30 00
Sheet Harbor and Upper Musquodoboit.....	P. Murray .....	Vehicle.....	26	1	12 do ...	196 00
Shelburne and Upper Clyde River.....	W. G. Swinsburg	do .....	16	1	12 do ...	120 00
Shelburne and Yarmouth.....	O. Davidson.....	do .....	67	6	6 do (to Sept. 30, '78)	1,225 00
do do .....	G. M. Patton.....	do .....	68	6	6 from do	850 00
Ship Harbor Lake and Ship Harbor Lake (circular route)	D. Webber. ....	do .....	11	1	12 months...	79 50
Shubenacadie and Railway Station.....	A. Kirkpatrick..	On foot.....	100 yds.	24	12 do ...	73 32
Shubenacadie and Shubenacadie (circular route)..	G. W. Walker...	do .....	14	1	12 do ...	100 00
Six Mile Brook and West River..	J. McKay.....	Vehicle.....	6	1	12 do ...	40 00
Six Mile Road and Wallace.....	A. Purdy.....	Horse or vehicle	4	2	12 do ...	10 00
Sluice Point and Tusket.....	D. Mense.....	Optional.....	6	1	12 do ...	50 00
South Branch and Upper Stewiacke.....	W. Cox.....	Vehicle.....	8	3	12 do ...	68 00
South Harbor and White Point	A. McPherson...	do .....	9	2	12 do ...	118 00
South West Margaree and Whycocomah.....	N. McKay.....	Horse or vehicle	26	1	12 do ...	92 00
Spring Hill Junction and Spring Hill Mines.....	J. Cooper.....	do .....	5	6	12 do ...	150 00
Spring Hill Mines and Windham Hill.....	N. Sherman.....	do .....	7	2	12 do ...	77 00
Stellarton and Railway Station	D. McIntosh.....	On foot.....	3	12	12 do ...	69 48
Stellarton and Westville.....	do .....	Vehicle.....	3	6	12 do ...	199 00
Sydney and Sydney Mines.....	J. McKinnon.....	do .....	20	6	12 do ...	500 00
Tatamagouche and The Falls... Tatamagouche and Wentworth Station.....	J. Lombard.....	do .....	8	2	12 do ...	80 00
The Falls and West New Annan	A. Purdy.....	do .....	20	6	12 do ...	440 00
Torbroke and Tremont.....	J. McCully.....	do .....	9	3	12 do ...	144 00
Tracadie and Usher.....	W. Browne.....	Horse or vehicle	5	1	12 do ...	40 00
Truro and Railway Station.....	E. Côté.....	do .....	4	1	12 do ...	25 50
Tusket and Tusket Forks.....	C. B. Archibald.	On foot.....	1	24	12 do ...	300 00
Tusket Wedge and Yarmouth...	F. Mense.....	Vehicle.....	12	1	12 do ...	70 00
	J. M. Leblanc....	do .....	12	2	12 do ...	120 00

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
						\$ cts.
Upper Musquodoboit and Upper Stewiacke.....	F. Cox.....	Vehicle .....	7	1	2 months...	9 83
Upper Newport and Woodville..	T. Dimock.....	On foot.....	$\frac{1}{2}$	1	12 do ...	10 40
Wallace and Wallace Ridge.....	B. S. Seaman.....	Optional.....	5	3	12 do ...	70 00
Wallace Ridge and Wentworth Station.....	D. Purdy.....	Vehicle .....	17	6	12 do ...	298 00
Waterville and Railway Station	J. S. Pineo.....	Optional.....	70			
			yds.	12	12 do ...	30 00
Waverley and Windsor Junction	J. Otto.....	Vehicle .....	3	6	12 do ...	105 00
Wentworth Creek and Windsor	S. H. Sweet.....	do .....	$2\frac{1}{2}$	3	12 do ...	80 00
West River and Westville .....	W. Munro. ...	do .....	9	3	12 do ...	128 00
West River Station and Railway Station.....	W. S. Graham...	On foot.....	75			
			yds.	12	12 do ...	20 00
Whycocomah and Whycocomah Rear .....	H. McDonald....	Optional.....	6	1	12 do ...	40 00
Wilmot and Railway Station.....	E. Cumminger...	On foot.....	60			
			yds.	12	12 do ...	12 00
Windsor and Railway Station...	P. S. Burnham...	do .....	$\frac{1}{3}$	24	12 do ...	100 00
Wolfville and Railway Station..	G. V. Rand.....	do .....	$\frac{1}{8}$	24	12 do ...	80 00
					Total.....	\$102,583 84

ALEX. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.**

**CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Halifax and Boston, U.S. (half the postage collected) .....	J. P. Phelan .....	400	1	Season 1878....	400	00
Halifax and Charlottetown, P.E.I. ....	F. W. Fishwick .....	270	1	do .....	1,500	00
Pictou and Magdalen Islands.....	W. C. Anderson .....	144	.....	Trips 13th and 29th Nov., & 11th Dec., '78	900	00
Pictou and Port Hawkesbury.....	F. W. Hales .....	61	2	Season 1878....	2,000	00
Sydney and West Bay.....	G. J. Troop .....	95	2	do .....	300	00
Yarmouth and Boston, U.S. (portion of the postage collected).....	N. K. Clements.....	240	.....	do .....	147	97
Total .....					\$5,247	97

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1879.**

**CONVEYANCE OF MAILS BY RAILWAYS.**

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
				\$	cts.
Intercolonial Railway (to Prov. Line)	196	As req.	9 months, to 31st March, 1879	14,700	00
Spring Hill and Parraboro' Railway...	32	6	12 do to 30th June, 1879	400	64
Windsor and Annapolis Railway.....	84	12	12 do to 31st March, 1879	4,375	72
Western Counties Railway .....	46	12	12 do do	2,879	60
Total .....				\$22,355	96

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

REPORT No. 2, C.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1879.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm .....	Mail bags, rivet-locks, seals, &c .....	434	82
H. V. Allen .....	Mail bags and repairs .....	396	60
W. E. Peters .....	Repairing mail bags .....	4	97
H. B. Fidler .....	Leather portmanteaus .....	185	25
	Total .....	\$1,021	64

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 2, D.

DETAIL of all Payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
						\$ cts.
Albert Mines, Curryville and Hillsborough.....	D. Wallace.....	Vehicle .....	4 & 6	3 & 6	1 month.....	19 16
Albert Mines and Railway Station.....	W. Farrice .....	do .....	4	6	11 months...	22 91
Alexander's Point and Little Shippigan.....	O. Valley.....	do .....	12	2 & 1	3 mos. (to June 30, '78)	17 56
Alexander's Point and Miscou Light House .....	do .....	do .....	26	2 & 1	9 from do	105 00
Alexander's Point and Shippigan Alma, Hopewell Corner and Harvey, Point Wolfe.....	A. Duque.....	do .....	3	2	12 months...	60 00
do do .....	S. R. Edgett.....	do .....	15 & 20	6 & 3	2 do (to Nov. 30, '78)	91 50
do do .....	E. Ritchie.....	do .....	15 & 20	6 & 3	4 from do	182 00
Alma and Penobsquis.....	S. Stewart.....	Optional.....	31	1	6 mos. (to Sept. 30, '78)	47 50
do do .....	W. Martin .....	do .....	31	1	6 from do	74 50
Anagance and Corn Hill.....	W. D. Coates.....	Vehicle .....	6	2	6 mos. (to Sept 30, '78)	34 50
do do .....	A. Dumfield .....	do .....	6	2	22 days (to Oct. 2, '78.)	6 00
do do .....	W. S. Chittick.....	do .....	6	2	5 mos. 8 dys from do	33 02
Anagance and Elgin .....	E. A. Robinson..	do .....	12	2	12 months...	100 00
Andover and Fort Fairfield.....	J. Sloat .....	do .....	7	2	12 do ...	67 50
Andover and Perth Centre.....	W. Craig.....	do .....	6	2	24 days....	3 12
Andover and Riley Brook.....	W. Inman .....	Optional.....	62	1	12 months...	360 00
Apohaqui and Cole's Island ...	W. Fenwick.....	Vehicle .....	23	2	12 (less fine)	182 00
Archibald Settlement and River Louison.....	J. Black .....	do .....	3	1	3 mos. (to June 30, '78)	10 00
do do .....	R. Archibald....	do .....	3	1	9 from do	22 50
Armstrong's Brook and Jacquet River.....	J. C. Bent .....	Optional.....	1	12	12 months...	40 00
Armstrong's Brook and River Louison.....	do .....	do .....	3	3	12 do ...	75 00
Armstrong's Corner and Olinville .....	O. Elder.....	Vehicle .....	5	1	12 do ...	40 00
Au Lac, Port Elgin and Westmoreland Point .....	G. Siddall.....	do .....	1 & 6	12 & 6	12 do ...	444 00
Au Lac Railway Station Westmoreland Point and Cape Tormentine (with P.E.I. mails) ...	H. Lowerson and T. Hewson.....	do .....	40	As req.	Seas. '77-'78	395 00
Bairdville and Kilburn's Landing	C. Pickett .....	Optional.....	2	3	12 months...	55 00
Bald Hill and Wickham.....	G. M. Golding....	Vehicle .....	2	2	12 do ...	25 00



**REPORT No. 2, D—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Barachois and Upper Abougogin	T. Gallang.....	Vehicle .....	5	1	12 months...	34 00
Barnesville and Ossekeag, Upperton	N. M. Barnes....	do .....	6 & 7	2 & 1	12 (less fine)	209 00
Bartibog and Chatham	R. Wall.....	do .....	11	1	12 months..	25 00
Bass River and South Branch..	J. A. Campbell..	do .....	15	3	12 do ...	234 00
Bath and Carlow.....	W. Boyd .....	do .....	3½	2	3 do (and arrears)...	52 37
Bath and Holmesville..	J. Loyd .....	do .....	6	1	2 months...	7 67
Bath, Holmesville and Mineral..	do .....	do .....	8	1	4 do ...	20 33
Bath and Johnville...	W. Boyer.....	do .....	8	2	9 do ...	52 50
Bath and Mineral .....	H. Broad.....	do .....	8	1	6 do ...	21 00
Bath and Wicklow .....	S. Drost .....	do .....	2	6	12 do ...	50 00
Bathurst and Caraquet .....	D. Morrison.....	.....	.....	.....	Special trips	3 00
do do .....	F. Harris.....	.....	.....	.....	do	5 00
Bathurst and Railway Station	T. E. Carter.....	Vehicle .....	1½	18	12 months...	234 72
Bathurst and Upper Pockmouch'	J. D. Foley.....	do .....	45	6	2 mos 19 dys to 19 June, 78	131 21
do do .....	J. J. Reardon....	do .....	45	3	3 mos 11 dys to 30 Sep. 78	252 19
do do .....	P. J. Foley and F. F. Barry....	do .....	45	3	6 from do	347 00
Bay du Vin Mills and Upper Bay du Vin .....	W. Dickens.....	do .....	5	1	12 do ...	40 00
Bayfield and Port Elgin.....	T. Henson.....	do .....	15 & 18	2	12 do ...	168 00
Bayside and St. Andrews.....	J. Simpson .....	do .....	7	2	12 do ...	60 00
Beaver Harbor and St. George..	J. Prescott....	do .....	14	2	12 do ...	90 00
Belledune and Belledune River.	J. Hodgins... ..	Optional.....	4	3	12 do ...	71 00
Belledune and Railway Station.	J. Chalmers, jun	do .....	1	3	12 do ...	31 25
Bellis Creek and Norton Station .....	E. Fruze.....	Vehicle .....	17	1	12 do ...	47 48
Bellevous Village and Memramcook and St. Joseph .....	P. Bourgeois....	do .....	6	6	3 do ...	44 16
Belyas Corner and Carlisle.....	D. M. Vinse....	do .....	2	2	12 do ...	25 00
Black Brook and Chatham .....	A. Marshall....	do .....	8	1 & 2	12 do ...	79 48
Black Land and River Charlo...	W. Cook .....	Optional.....	3	3	12 do ...	44 00
Black Point and New Mills. ....	S. Laughlin....	do .....	3½	3	12 do ...	42 00
Black River and Upper Bay du Vin.....	R. McNaughton	do .....	8	1	12 do ...	52 00
Blackville and Cain's River....	M. Vickers.....	do .....	6	1	12 do ...	75 00
Blair Athol and Shannon Vale...	W. Wright .....	do .....	11½	1	12 do ...	53 17
Blissville and Juvenile Settlement .....	G. Hoyt.....	do .....	6	2	12 do ...	65 05
Blissville, Patterson Settlement and Railway Station.....	M. A. Hoyt....	do .....	1 & 2	3 & 2	12 do ...	55 00
Bloomfield (Carleton) and Woodstock .....	R. Hume.....	do .....	33 & 18	2	3 do ...	86 17
Bloomfield (Kings) and Railway Station.....	N. Wetmore .....	do .....	4	12	12 do ...	56 00
Bloomfield Ridge and Boiestown	T. McDonald....	do .....	6	1	12 do ...	48 09
Boudreau Village, Dorchester and Rockland.....	J. Sutherland....	Vehicle .....	6	6	3 do ...	70 09
Boundary Creek and Railway Station .....	R. B. C. Weldon	On foot.....	½	12	12 do ...	20 80
Boundary Creek and Steeve's Mountain.....	B. J. Weldon .....	Vehicle .....	3½	1	12 do ...	35 00
Bourgeois, Grandique and Pourières.....	F. Leger.....	do .....	2 & 4	3 & 1	12 do ...	64 25

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bredalbane, New Mills and Railway Station .....	E. McMillan.....	Optional.....	1	12	12 months...	28 00
Buctouche and Dixon's Point.....	W. Hyslop.....	do .....	5	1	12 do ...	19 48
Buctouche and McLaughlin's Road .....	A. Peterkin.....	Vehicle .....	19½	1	12 do ...	78 00
Buctouche and Richibucto.....	J. McLean.....	do .....	18	3	12 do ...	250 00
Buctouche and Shediac .....	J. D. Weldon....	do .....	22	6	12 do ...	494 00
Bumtreau and Upper Wicklow...	M. Hutchinson...	Optional.....	2	2	12 do ...	20 00
Burnt Church and Church Point	W. M. Salter.....	Vehicle .....	4	2	12 do ...	55 00
Butternut Ridge and Forks.....	S. C. Keith.....	do .....	15	1	6 do ...	54 00
Butternut Ridge, New Canaan and Forks.....	L. H. Alward....	do .....	12	2	6 do ...	40 00
Butternut Ridge and Perry Settlement .....	J. C. Price .....	do .....	10	1	12 do ...	48 00
Butternut Ridge and Petitcodiac	L. Perry.....	do .....	9	6	12 do ...	199 00
Cain's River and Shinnickburn..	P. Shinnick.....	do .....	8	1	3 do ...	15 00
Caledonia and Moncton .....	H. A. Collins....	do .....	36	2	3 do ...	349 00
Campbellton and Flatlands .....	J. Cooling.....	do .....	10	2	12 do ...	100 00
Campbellton and Railway Station .....	F. O'Connor.....	do .....	1	12	12 do ...	199 68
Campbellton and Wharf .....	do .....	do .....	½	2	4 mo 10 dys.	10 00
Campo Bello and Wilson's Beach	J. Brown.....	do .....	7	1	12 months...	40 00
Canterbury and Canterbury Station .....	J. Scott.....	do .....	9	2	3 do ...	43 75
Canterbury, Canterbury Station and North Lake.....	do .....	do .....	9 & 22	2 & 1	12 months...	173 19
Cap de Moisselle Creek and Railway Station.....	J. Wilson.....	do .....	1½	6	11 do ...	9 16
Caraquet and Lower Caraquet .....	J. Gronet.....	do .....	3½	1	12 do ...	50 00
Carleton and Railway Station...	D. Connell.....	Optional.....	1	12	12 do ...	79 39
Carleton and St. John.....	do .....	Foot or vehicle..	1½	12	12 do ...	70 09
Carsonville and Sussex Vale.....	M. Finniss.....	Vehicle .....	15	2	12 do ...	125 00
Central Blissville, Fredericton Junction and Hart's Mills .....	T. Colman.....	Foot or vehicle..	4 & 1	1 & 6	12 do ...	30 00
Central Norton and Hampton .....	G. Freeze.....	Vehicle .....	3	2	12 do ...	26 00
Centreville, Florenceville, Greenfield and Tracey's Mills..	S. Taylor.....	do .....	3, 6 & 17	6, 3 & 1	9 do ...	194 25
Chauce Harbor, Mace's Bay and Lepreaux .....	R. Hope.....	Horse or vehicle.	19 & 4	2 & 6	3 do (to June 30, '78)	46 50
do do .....	W. Whelan.....	do .....	19 & 4	2 & 6	9 from do	150 00
Chapman and Great Shemogue	J. D. Weldon ...	Vehicle.....	5	1	12 months...	29 92
Charleston and Middle Simonds	G. Foster.....	do .....	7	1	12 do ...	81 72
Chatham and Escuminac.....	J. McNaughton..	do .....	36	1	12 do ...	155 00
Chatham and Newcastle.....	J. Fisher.....	do .....	.....	.....	Special trip..	9 00
Chatham and Railway Station...	W. Ullock.....	Vehicle.....	1½	24	12 (less fine)	291 00
Chatham & Upper Pockmouche	J. Meagher.....	do .....	60	3	12 months...	795 00
Chapman and Harvey Road.....	W. Stewart.....	do .....	5	1	10 do ...	20 83
Chipman and Sheffield.....	A. Ferguson.....	do .....	35	2	9 mos. and arrears).....	474 11
Clarendon and Welsford .....	J. Burton.....	do .....	10½	1	12 months...	69 48

REPORT No. 2, D.—Detail of all payments for Mail Transportation in  
New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per week.	Period.	Amount.
						\$ cts.
Clifton and Lands End.....	J. Bates.....	Vehicle.....	40	2	6 months...	124 50
Clinch's Mills and Gooseberry Cove.....	J. Ferguson.....	do.....	3½	2	2 mo. 24 days	11 17
Coal Creek and Coal Mines.....	W. Lackey.....	do.....	4	2	1½ months...	50 00
Coates' Mills and St. Pauls.....	T. Arsenaull.....	do.....	8	1	12 do ...	48 00
Cocaigne and Scovill's Mills.....	C. D. Lucas.....	do.....	6	2	12 do ...	58 00
Cole's Island and Forks.....	W. Cole.....	do.....	23	1	12 do ...	90 80
Cole's Island and Narrows.....	W. Somerville...	do.....	11	3	12 do ...	148 00
Gollina and Springfield.....	E. L. Perkins...	do.....	24	1	12 do ...	36 48
Cox Point and Cumberland Bay.....	A. McLean.....	do.....	5	1	10 do ...	19 17
Curryville and Railway Station	J. Beaumont.....	do.....	½	6	11 do ...	9 16
Dalhousie and Dundee.....	S. McGregor.....	do.....	9	1	12 do ...	51 96
Dalhousie and Railway Station..	do.....	do.....	7	12	12 do ...	624 00
Dalhousie and Wharf.....	do.....	do.....	½	2	2 do ...	7 50
Dalhousie Station and Maple Green.....	J. Fraser.....	do.....	1	3	12 do ...	40 00
Dawson Settlement and Hillsborough.....	W. Lutz.....	do.....	7	2	7 do ...	27 20
Debec and Railway Station.....	A. Harron.....	Horse or vehicle.	½	12	12 do ...	30 00
Doaktown and Shinneckburn.	R. D. Robinson.	Vehicle.....	18	1	3 do ...	32 50
Donegal and Sussex Vale.....	F. C. Buchanan	do.....	17	1	12 do ...	95 00
Dorchester and Railway Station	S. W. Quigley...	do.....	½	24	12 do ...	265 72
Dorchester and Rockport.....	B. F. Tower.....	do.....	12	3	2 12 (less fine)	159 00
Dorchester, Memramcook, Rockland and South Rockland....	J. Sutherland...	do.....	5½	6	3 9 months...	150 00
Douglastown and Newcastle....	J. Fisher.....	do.....	5	12	12 do ...	250 00
Dover and Memramcook.....	P. Bourgeois...	do.....	18	2	9 do ...	102 48
Dover and Moncton.....	J. A. McFarlane	do.....	12	2	12 do ...	130 00
Doyle Settlement and River Louison	T. Hayes, jun....	do.....	3	1	12 do ...	11 00
Dumbarton and Railway Station	L. Tienholm.....	Optional.....	30 yds	3	12 do ...	20 00
Dungiven and Memramcook.....	J. McVey.....	Vehicle.....	4	1	12 do ...	25 00
Duprey and Gailey.....	C. Duprey.....	Optional.....	2	1	12 do ...	16 00
Edmundston and Grand Falls..	M. Hartt.....	Vehicle.....	37	6	12 do ...	890 00
Edmundston and Mouth of St. Francis..	M. Tigh.....	do.....	36	2	12 do ...	199 00
Edmundston and Upper Madawaska, U.S.....	T. Daigle.....	do.....	3	2	11 do ...	22 00
El River and River Charlo....	J. Goulette.....	Optional.....	4	3	12 do ...	69 00
Elgin and Hillside.....	J. Robinson.....	Vehicle.....	14	1	12 do ...	90 00
Elgin and Hopewell Corner....	J. S. Fullerton...	do.....	21	1	12 do ...	149 48
Elgin and Pleasant Vale.....	G. Killam.....	Optional.....	7	1	12 do ...	39 60
Elgin and Railway Station.....	R. D. Robinson..	Vehicle.....	½	6	12 do ...	15 00
Fairhaven and Lord's Cove.....	C. Greene.....	do.....	10	1	9 do (to Dec. 31, '78)	72 18
do do.....	D. F. Martin...	do.....	10	2	1 3 from do ..	14 50
Fairville and Railway Station..	C. J. Tilton...	Optional.....	½	12	12 mos. (less fine)...	49 50
Fawcett Hill and Petitcodiac...	W. W. Price.....	Vehicle.....	5	1	8 months...	17 50
Florenceville and Florenceville East.....	A. Taylor.....	do.....	1½	3	6 do ...	4 58

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Florenceville and Foreston.....	A. Taylor.....	Vehicle.....	18	3	12 days (to Oct. 12, '78)	15 00
do do .....	J. Boyer.....	do .....	18	3	5 m. from do	96 25
Florenceville, Greenfield and Tracey's Mills.....	S. Taylor.....	do .....	6 & 17	3 & 1	3 do .....	46 00
Florenceville, Foreston and Upper Peel.....	A. Taylor.....	do .....	20½	3	2 do (to May 31, '78)	62 33
Florenceville, Foreston, Upper Peel and River Bank.....	do .....	do .....	22½	3	4 mos. (to Sept. 30, '78)	128 00
Florenceville East, Upper Peel and River Bank.....	do .....	do .....	4½	3	6 from do ..	19 86
Fredericton and Hanwell.....	G. R. Golding.....	do .....	10	1	6 months....	27 50
Fredericton and Marysville.....	J. B. Dunphy.....	do .....	4	6	2 do (to May 31, '78)	16 66
Fredericton, Marysville and Peniac .....	J. Dunphy.....	do .....	4 & 5	6 & 2	10 from do ..	104 16
Fredericton and Newcastle.....	R. Orr .....	do .....	102	3	12 mos (less fine).....	1,999 00
Fredericton and New Maryland.....	J. R. Golding.....	do .....	5	1	6 mos (to Sept. 30, '78)	19 00
do do .....	L. Fisher.....	do .....	5	1	6 from do ..	15 00
Fredericton and Railway Station.....	J. R. Golding.....	do .....	½	12	12 months....	90 00
do do .....	do .....	do .....	½	12	Spec'l trips..	45 00
Fredericton and Stanley.....	B. Crummer.....	do .....	28	1	6 mos. (to Sept. 30, '78)	67 50
do do .....	J. Boon.....	do .....	30	1	6 from do ..	70 00
Fredericton and Steamers.....	do .....	do .....			Season 1878..	30 00
Fredericton and Woodstock (East Side).....	E. Dunphy .....	do .....	82	2	12 months..	798 00
Fredericton and Woodstock (West Side).....	R. Boone.....	do .....	63	3	12 do .....	850 00
Fredericton and Yoho.....	J. R. Golding.....	do .....	19	1	6 do .....	50 00
Fredericton Junction and Railway Station.....	C. H. Kingston...	On foot.....	25			
French Lake and Rusagornis Station .....	J. McGill.....	Vehicle .....	yds. 3	24 1	12 do .....	25 00
						30 00
Gagetown and Narrows .....	J. Mott.....	Optional.....	14	3	12 do .....	323 00
Gagetown and Oromocto.....	G. C. Nevers.....	Vehicle.....	27	3	11 do (less fine)....	349 00
Gagetown and Steamers.....	R. Vail .....	Optional.....			Season 1878..	20 00
Gagetown and Welsford.....	F. Woods.....	Vehicle .....	25	3	12 months....	600 00
Gagetown, Westfield Station and Upper Hampstead .....	S. Cameron.....	do .....	45 & 41	2 & 1	12 do .....	730 00
Gagetown and White's Cove ..	J. W. Scribner...	do .....	13	3	12 do .....	174 00
Geary, Oromocto and Waasis ..	G. Knox.....	do .....	6 & 7	6 & 1	3 do (to June 30, '78)	57 50
do do .....	W. Bryson .....	do .....	6 & 7	6 & 1	9 from do (less fine)..	72 25
Golden Ridge and Knowlesville ..	W. B. Thorne.....	do .....	4	1	12 months....	25 00
Goose Creek and Shepody Road ..	J. Prescott.....	do .....	13	1	12 do .....	60 00
Grafton and Woodstock.....	G. Stickney.....	do .....	1½	6	12 do .....	25 00
Grand Falls and Tilley.....	J. White.....	do .....	19½	1	1 mo. 15 dys	11 25
Grand Falls and Undine.....	do .....	do .....	13	1	10 do 15 do	52 50

**REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week	Period.	Amount.
						\$ cts.
Grand Falls and Woodstock.....	J. McRae.....	Vehicle.....	74	6	12 months...	2,000 00
Grand Manan and Seal Cove.....	T. Daggett.....	Optional.....	4	2	12 do ...	80 00
Gray's Mills & Kingston (Kings)	J. Rodgers.....	Vehicle.....	5	2	6 do ...	42 50
Great Shemogue and Upper Sackville.....	C. Ward.....	do .....	21	1	12 do ...	92 00
Gueguen and Saint Anthony.....	J. Gueguen.....	do .....	5	1	12 do ...	30 00
Hammondvale & Shepody Road.....	D. J. Fowler.....	do .....	12	1	12 do ...	100 00
Hammondvale and Sussex Vale.....	do .....	Optional.....	15	2	12 do ...	119 28
Hampstead and Hibernia.....	D. Gardiner.....	Vehicle .....	6	1	12 do ...	36 00
Hampstead and Wickham.....	J. H. Daugan.....	do .....	2	2	9 do (to Dec 31, '78)	23 25
do do .....	J. Lowery.....	do .....	2	2	3 from do ..	7 75
Hampton and Ossekeag.....	N. M. Barnes.....	do .....	1	6	12 months...	80 00
Hardingville and Quaco Road.....	J. Kirkpatrick.....	do .....	4	1	5 mos. 22 dys	18 07
Harwood and Salisbury .....	M. Healy.....	do .....	13	1	12 months...	78 00
Hartland and Knowlesville.....	J. Downey.....	do .....	27	2	6 do (to Sept. 30, '78)	141 45
do do .....	L. H. Shaw.....	do .....	56	2	6 from do ..	110 00
Hartland and Somerville.....	S. H. Shaw.....	do .....	3	6	12 months...	80 00
Harvey, Hopewell Corner and Railway Station.....	E. Stevens.....	do .....	2½	6	5 do ...	31 25
Harvey and Moncton.....	E. W. Lynch.....	do .....	4½	6	1 month ...	62 00
Harvey and Point Wolf.....	E. Stevens.....	do .....	23	3	6 months...	120 00
Harvey Station, Magaguadavic and Tweedside .....	W. Atchison ..	do .....	18	2	12 do ...	175 00
Harvey Station & R'lway Station.....	J. Rutherford.....	Optional.....	½	12	12 do ...	20 00
Harvey Station and Yoho .....	S. B. Hunter.....	Vehicle .....	8	1	6 do ...	17 36
Heron Island and New Mills .....	D. Robertson.....	do .....	4	1	12 do ...	31 20
Hillsborough, Hopewell Cape and Railway Station.....	S. Lynds.....	do .....	6½	6	8 do ...	133 33
do do .....	D. Wallace.....	do .....	6½	6	3 do ...	75 00
Hillsborough and Rosevale.....	W. D. Bazley.....	do .....	12 & 21	3 & 1	12 do ...	160 00
Hillsdale and Sussex Vale .....	A. McLean.....	do .....	17	1	12 do ...	130 00
Hopewell, Hopewell Hill and Railway Station.....	C. Peck.....	do .....	¼	6	9 days (to May 9, '78)	1 74
do do .....	J. Dugan.....	do .....	¼	6	10 mos. 21 dys from do ...	44 64
Hopper and Salisbury .....	W. Leeman, jun.	do .....	18	1	12 months...	94 90
Indian Mountain and Moncton.....	M. Harsman.....	do .....	14	1	6 do ...	40 00
Indiantown and St. John.....	F. T. Daniel.....	do .....	2	12	12 do ...	75 00
Irishtown and Moncton.....	W. Larracey.....	do .....	8½	1	12 do ...	32 50
Irishtown and Shediac.....	J. Sullivan.....	do .....	20	1	9 do ...	57 00
Jenkins and Thornetown.....	F. Worden.....	On foot.....	1	3	8 do ...	12 00
Jones' Corner and Sheba.....	J. Simpson.....	do .....	1½	2	9 mos. 13 dys	9 36
Keswick Ridge & Upper Haynes' Vale.....	J. Allen.....	Vehicle.....	22	2	9 mos. (to Dec. 31, '78)	119 31
do do .....	C. J. Coburn.....	do .....	25	2	3 from do ...	36 25
Kilburn's Landing & Kincardine.....	D. Burns.....	Optional.....	2	3	12 months...	20 00
Kilburn's Landing and Kintore.....	T. Watt.....	do .....	4	3	12 do ...	40 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Kingston (Kent) and Richibucto Village.....	J. F. Richard.....	Vehicle.....	7	1	12 months...	28 00
Kingston (Kings) and Lyon's Point.....	R. S. Pickett.....	do.....	16	1	6 do ...	75 00
Kingston (Kings) and Mothesay.....	J. Gilliland.....	do.....	10	6	6 do (to Sept. 30, '78)	200 00
do do.....	A. McAlary.....	do.....	10	6	6 from do	200 00
Kingston (Kings) and Spring field.....	H. A. Pitt.....	do.....	17	1	12 months...	100 00
Kirkland, Monument Settlement and Richmond Corner.....	H. Grahame ..	do.....	16 & 5	2 & 1	9 do (to Dec. 31, '78)	150 00
do do.....	O. T. Hanson.....	do.....	16 & 5	2 & 1	3 from do	37 25
Kouchibouguac and Point Sapin.....	J. Potter.....	do.....	20	1	12 months...	80 00
Kouchibouguac and Richibucto.....	M. Barrieau.....	do.....	12	6	12 do ...	400 00
Lake George, Lower Prince William and Upper Magaguadavic.....	J. McMurray.....	do.....	4 & 17	2 & 1	12 do ...	151 16
Lakeville and Woodstock.....	R. Hume.....	do.....	20 & 40	3 & 2	9 do ...	357 96
Lakeville Corner and Scotchtown.....	T. P. Upton.....	do.....	26	2	12 do ...	180 00
Lakeview and Narrows.....	C. E. Black.....	On foot.....	2	3	8 do ...	20 00
Lawrence Station and Railway Station.....	J. Taylor.....	do.....	20 yds	6	12 do ...	20 00
Ledge and St. Stephen.....	S. McClinton.....	Vehicle.....	4	3 & 2	12 do ...	62 50
L'Etete and St. George.....	A. J. Seely.....	do.....	9	3	12 do ...	184 00
Lewis Mountain and Petitcodiac.....	S. C. Keith.....	do.....	10 & 1	1	12 do ...	60 00
Lincoln and Oromocto.....	W. Bryson.....	do.....	4	3	12 do ...	30 00
Little River and Prosser Brook.....	J. Milton.....	Foot or vehicle...	4	1	12 do ...	14 00
Lower Brighton and Woodstock.....	P. Dourey.....	Vehicle.....	7	2	6 do ...	25 00
Lower Cape and Mountville.....	J. Bray.....	Optional.....	2	6	7mos. 16 dys	39 20
Lower Southampton and Woodstock.....	D. A. McDonald.	Vehicle.....	33	1	2 months...	25 00
Lower Southampton, Temperance Vale and Woodstock.....	do.....	do.....	8 & 25	2 & 1	4 do ...	67 33
Lower Southampton, Temperance Vale and Norton Dale.....	S. E. Currie.....	do.....	13 & 5	2 & 1	6 do ...	57 50
Lower Woodstock and Spence.....	J. H. Dugan.....	do.....	4	1	10 do ...	29 16
Lutz Mountain and Moncton.....	J. W. Horsman ..	do.....	14	1	6 do ...	35 00
Lytleton and Newcastle.....	E. Traviss.....	do.....	20	1	12 do ...	205 00
McLaughlan's and Renou's Bridge.....	F. H. Jardine.....	do.....	4	2	3 do ...	12 50
McLeod's Mills and Richibucto.....	J. C. Vantour.....	do.....	12	2	12 do ...	144 00
Main Post Road and Portage River.....	F. F. Barry.....	do.....	.....	.....	Spec'l trips.	12 00
Maple Hurst and Upper Kent.....	A. A. Hawthorne	do.....	3	1	10 months...	16 66
Maugerville and Steamers.....	W. H. Bent.....	Optional.....	.....	.....	Season, 1878	10 00
Meadow Brook and Painsc Settlement.....	E. Babine.....	Vehicle.....	1	2	12 months...	27 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Memramcook and Railway Station.....	S. C. Charters.....	Foot or horse-back.....	1	12	12 months...	45 00
Milford and Railway Station.....	J. Irvine.....	Vehicle.....	2	12	12 do ...	50 00
Milledgeville and St. John.....	F. T. Daniel.....	do .....	4	2	12 do ...	75 00
Milltown, Paquetville and Pockshaw.....	J. Reardon.....	do .....	3½ & 7½	1 & 3	12 do ...	60 00
Milltown, St. Stephen and Upper Mills.....	Hardy & Brydges	do .....	2½ & 4½	6 & 4	6 do (to Sept. 30, '78)	107 50
do do .....	J. E. W. Keys.....	do .....	2 & 3	6 & 3	6 from do	72 50
Millville and Upper Hayneville.....	A. J. Hoyt.....	do .....	4	2	12 months...	30 50
Mispec and St. John.....	J. L. Woodworth	do .....	9	1	12 do ...	96 00
Moncton and Railway Station.....	W. Wallace.....	do .....	1	30	12 (less fine)	2:5 00
Moncton and Stony Creek.....	J. Crandall.....	do .....	7	1	9 months...	52 60
Moncton Road and Shediac.....	W. G. Bateman..	do .....	6	1	12 do ...	34 00
Moore's Mills and Railway Station.....	A. Connick.....	On foot.....	100 yds.	6	12 do ...	25 00
Mountville and Railway Station	W. McGorman...	do .....	1½	6	11 do ...	9 16
Narrows and Norton Station.....	W. Keiller.....	Foot or horse-back.....	21	3	12 do ...	540 00
Narrows and Upper Gaspereaux	J. Mott.....	Vehicle.....	50	3	12 do ...	833 00
Narrows and Wickham .....	C. E. Hamm.....	do .....	16	3	12 do ...	340 00
Newcastle and Railway Station	J. Fisher.....	do .....	1½	24	12 (less fine)	174 28
Newcastle and South Nelson .....	M. Kain.....	do .....	3	6	12 months...	1:7 00
Newcastle and Trout Brook.....	A. Cain.....	do .....	19½	1	12 do ...	72 50
New Mills and Railway Station	J. Windsor.....	Optional.....	4	6	12 do ...	20 00
Newtown and Sussex Vale.....	A. McLean.....	Vehicle.....	14	3	3 do (to June 30, '78)	52 50
do do .....	A. Robertson....	do .....	14	3	9 from do	105 00
North Forks, Salmon Creek, and Salmon Creek.....	J. A. Fowler.....	do .....	4	1	12 months...	28 48
Norton and Railway Station.....	E. A. Hayes.....	Optional.....	1	3	12 do ...	49 00
Oakham and Springfield.....	E. L. Perkins....	Vehicle.....	12	1	12 do ...	47 00
Oak Hill and St. Stephen.....	Keys Bros.....	do .....	21	1	12 do ...	130 00
Oromocto and Steamers.....	W. Bryson.....	Optional.....	.....	.....	Season, 1878	15 00
Painsec Railway Station and Shediac Road .....	J. Brown.....	do .....	1	3	3 months...	6 00
Petersville and Welsford.....	J. Burton.....	Vehicle.....	10	2	12 do ...	119 00
Petite Rocher and Railway Station .....	J. Morrison.....	Optional.....	1½	6	12 do ...	40 00
Pisarinco and Spruce Lake.....	T. Dean.....	Vehicle.....	8	2	12 do ...	60 00
Pleasant Ridge and St. Stephen	Hardy & Brydges	do .....	29	1	12 do ...	160 00
Plymouth & Richmond Corner.....	H. G. Colman....	do .....	3	1	6 do (to Dec. 31, '78)	8 00
do do .....	H. Graham.....	do .....	3	1	3 from do	4 00
Point du Chêne and Railway Station .....	P. Schuman.....	Optional.....	1	12	12 months...	25 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in  
New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Pollet River and Railway Station .....	W. McAfee.....	On foot.....	100 yds.	3	12 months...	6 00
Port Elgin and Shediac .....	J. D. Weldon.....	Vehicle.....	28	3	12 do ...	375 00
Port Elgin and Spence.....	J. P. Spence ...	Optional.....	20	2	12 do ...	135 00
Renous Bridge and Renous River	M. Hays .....	do .....	4	2	12 do ...	40 00
Richibucto and Welford	B. Bailey.....	do .....	24	6	12 (less fine)	742 00
Richmond Corner and Watson Settlement .....	J. Watson .....	do .....	6½	1	9 do (to Dec 31, '78)	39 00
do do ...	C. T. Hanson.....	do .....	6½	1	3 from do	8 73
River Charlo and Railway Station .....	A. McPherson...	Optional.....	1	12	12 months...	62 00
River de Glute and Upper Kent	E. Cox.....	Vehicle .....	2	2	6 mos. (to Sept. 30, '78)	13 00
do do ...	A. A. Hawthorne	do .....	2	2	6 from do	16 00
Riverside and Railway Station..	A. Edgett .....	On foot .....	½	6	11 months	20 41
Rosedale and Woodstock .....	S. F. Hoyt .....	Vehicle .....	8	1	12 do ...	20 00
Rusagornis and Waasis Station..	A. Grass.....	do .....	2½	3	12 do ...	25 00
St. Andrews and Railway Station	W. E. Mallory...	do .....	½	6	12 do ...	75 00
St. Andrews, St. George and St. Stephen. ....	A. Gilman .....	do .....	22 & 17	6 & 1	3 do (to June 30, '78)	287 50
do do ...	W. E. Mallory...	do .....	22 & 17	6 & 1	9 from do	862 50
St. Andrews and St. Stephen....	do .....	do .....	27	3	12 months...	336 00
St. Croix and Railway Station.	T. McVay.....	do .....	1	6	12 do ...	25 00
St. George and St. John.....	W. Meade.....	do .....	45	6	12 do ...	1,370 00
St. George and Second Falls....	J. C. Pratt.....	do .....	9	2	12 do ...	100 00
St. Isidore and Tracadie .....	J. A. Dunany....	do .....	8	2	10 do ...	62 50
St. John and Railway Station...	D. Connell.....	do .....	2	12	12 do ...	1,405 61
St. John and St. Martins.....	P. H. Nugent....	do .....	31	6	12 do ...	700 00
St. John and Steamers .....	D. Connell.....	do .....	2	12	6 do ...	180 00
St. John and Street Letter Boxes	F. T. Daniel .....	do .....	2½	12	12 do ...	454 84
St. John and Sussex Vale.....	A. McLean.....	do .....	45	1	12 do ...	416 00
St. Martins and Salmon River...	P. H. Nugent....	do .....	9	2	13 do ...	104 00
St. Stephen and Calais (Me)....	Hardy & Bridges	do .....	1	6	12 do ...	70 00
St. Stephen and Railway Station	Keys Bros.....	On foot .....	½	6	12 do ...	29 00
Sackville and Railway Stations.	J. Dixon.....	Vehicle .....	1	12	12 do ...	245 20
Sackville and Second Westcock	A. Doo.....	do .....	8	1	12 do ...	30 00
Sackville and Upper Sackville...	C. Ward.....	do .....	4	6	12 do ...	120 00
Sackville and Wood Point.....	S. Clark.....	do .....	6	2	12 do ...	51 75
Salt Springs and Sussex Vale ...	J. McEwen.....	do .....	16½	1	12 do ...	96 92
Scotch Settlement and Shediac..	W. S. McDougall	do .....	15½	1	3 do ...	15 00
Shediac and Railway Station....	G. W. Smith....	Optional.....	½	12	12 do ...	75 00
Shediac Road and Railway Station.....	J. Rodgerson....	Vehicle .....	1½	3	9 do ...	19 50
Sheffield and Steamers .....	J. McGowan....	Optional.....	.....	.....	Season, 1878	10 00
Sheffield and Upper Gaspereaux	A. Ferguson....	Vehicle .....	45	2	3 months...	123 37
Sheffield Academy and Steamers	W. A. Burpee....	Optional.....	.....	.....	Season, 1878	10 00
Shippigan and Upper Pockmouche.....	J. Whitty.....	Vehicle .....	12	6	12 mos. and extra trips (less fine)....	201 00



REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Shippigan Road and Stymast Settlement.....	J. Stymast.....	Vehicle.....	5	2	12 months...	65 00
Sprague's Point and Springfield	W. J. Northup...	do .....	3	2	3 do (from Jan. 1, '79)	5 00
Sprague's Point, Springfield and Tennant's Cove.....	J. Killier.....	do .....	3 & 14	2 & 1	9 do (to Dec. 31, '78)	69 00
Sprague's Point and Tennant's Cove .....	do .....	do .....	14	1	3 from do ..	14 50
Starkey's and Young's Cove....	J. Barton.....	do .....	12	1	12 do ...	30 00
Summerfield and Upper Wicklow	M. Hutchinson...	Optional.....	3	2	12 do ...	30 00
Sussex Corner and Sussex Vale.	T. Coggan.....	Vehicle .....	2	6	12 do ...	70 00
Three Mile House and Railway Station.....	W. Lister.....	On foot .....	↓	12	9 do ...	18 78
Three Tree Creek and Railway Station.....	C. Mott.....	do .....	50 yds.	6	12 do ...	6 00
Tracey's Station and Railway Station.....	D. S. Duplisea...	do .....	20 yds.	6	12 do ...	10 00
Upper Gagetown and Steamers.	J. Kimball.....	Optional.....			Season, 1878	10 00
Upper Sheffield and Steamers....	T. Wasson .....	do .....			do .....	10 00
Weldford and Railway Station..	E. Bucklefield....	do .....	20 yds.	24	12 months...	40 00
Welsford and Railway Station...	G. A. Woods.....	do .....	↓	12	6 do ...	32 50
Woodstock and Houlton (U.S.)	A. J. Glidden....	Vehicle .....	14	6	12 do ...	300 00
Woodstock and Railway Station	F. A. Glidden....	do .....	↓	6	12 do ...	40 00
					Total....	\$43,250 79

ALEX. CAMPBELL,  
Postmaster-General

H. A. WICKSTEED,  
Accountant.

**REPORT No 2, D.--Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.**  
**CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Fredericton and St. John .....	Small & Hatheway.....	86	3	Season 1878....	\$ 400 00
Grand Manan and St. Andrews (in addition to subsidy).....	C. B. Eaton.....	42	2	9 months .....	1,050 00
St. John, Digby, N.S., and Annapolis, N.S.....	Small & Hatheway.....	45 & 18	3	12 do .....	6,000 00
				Total .....	\$7,450 00

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No 2, D.--Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1879.**  
**CONVEYANCE OF MAILS BY RAILWAYS.**

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Albert County Railway.....	45	6	11 months to 31st March, 1879	\$ 1,033 20
Chatham Branch Railway.....	9	24	12 do do ...	901 44
Elgin Branch Railway.....	13	6	12 do do ...	300 48
Fredericton Branch Railway .....	23	18	12 do do ...	1,727 76
Intercolonial Railway (to Province Line).....	344	As req...	9 do do ...	25,800 00
New Brunswick and Canada Railway	118	6	12 do do	5,164 62
St. John and Maine Railway Company	91	12	12 do (including arrears) to 31st March, 1879	5,994 19
			Total .....	\$40,921 00

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No. 2, D.—Detail of all payments, for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1879.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom .....	Mail bags, rivet-locks seals, &c. ....	435	08
T. Phippen .....	Canvas mail bags. ....	64	10
D. Brown .....	Repairing portmanteaus. ....	10	50
T. Findlay .....	Repairing mail bags. ....	417	10
M. A. Paisley .....	do do .....	253	35
H. Chubb & Co. ....	Stencilling mail bags. ....	173	20
St. John "Herald" .....	do do .....	14	25
St. John "Sun" .....	do do .....	38	20
	Total.....	\$1,405	78

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

## PROVINCE OF MANITOBA.

## REPORT No. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba, (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor,	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount
						\$ cts.
Baie St. Paul and Woodlands.....	H. Proctor.....	Vehicle.....	12	1	3 months...	32 50
Boyne River and Headingly.....	A Denis.. ..	do .....	40	1	2 do ...	70 83
Carleton and Prince Albert.....	J. McKay.....	Horse or vehicle	50	lin3 wks	4 do ...	116 66
Clandeboye and Pequis.....	R. J. T. Muckle..	do ...	5	1	12 do ...	80 00
Cook's Creek and Kildonan.....	A. Matheson.....	Vehicle.....	17	1	12 do ...	195 00
Darlington and Fort Francis.....	W. McVittie.....	Canoe or dog train.....	150	1 pr mo.	9 do ...	675 00
Edmonton and Winnipeg. ....	J. McKay.....	Horse or dog train.....	900	lin3 wks	12 do ...	10,000 00
Emerson and West Lynne .....	T. Jasper.....	Vehicle.....	11½	6	2 do ...	20 80
Emerson and Railway Station....	H. T. Lewis. ....	do .....	12	71	trips.....	35 50
Emerson and Salterville.....	J. F. Galbraith..	do .....	100	1	3 months...	200 00
Emerson and Scratching River.	J. Godin. ....	do .....	25	2	3 do ...	90 00
Gimli and Pequis.....	H. Arnason.....	Optional .....	35	1	3 do (to June 30, '79)	18 75
do do .....	E. Parsonage.....	do .....	35	1	9 from do	225 00
Greenwood and Rockwood... ..	E. McKiver. ....	Horse or vehicle	12	1	12 do ...	150 00
Kildonan and Rockwood.....	J. P. Matheson...	Vehicle.....	14	1	12 do ...	185 00
Lower Fort Garry and Pequis...	J. Monkman.....	Horse or vehicle	11	2	12 do ...	189 00
Lower Fort Garry and Winnipeg	A. Polson, sen...	Vehicle.....	20½	2	4 do (to July 31 '78).	143 85
do do	J. Park .....	do .....	20	2	8 from do	266 66
Cakland and Portage la Prairie	P. H. Cummings	Horse or vehicle	15	1	12 months...	100 00
Oak Point and Poplar Point.....	L. DeLaronde ...	do ...	37	1	12 do ...	325 00
Palestine and Winnipeg. ....	J. McKay.....	Vehicle.....	98	2	12 do ...	1,800 00
Pigeon Lake and Woodlands.....	H. Proctor .....	Horse or vehicle	12	1	9 do ...	97 50
Pomeroy and Salterville. ....	J. F. Galbraith..	do .....	8	1	3 do ...	18 75
Rockwood and Stonewall .....	J. P. Matheson...	Horse or vehicle	4	1	9 do ...	37 50

REPORT No. 2, E.—Detail of all payments for Mail Transportation in  
Manitoba, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Rosseau Crossing and Railway Station .....	D. McKercher ...	Optional.....	4	12	2 mos 23 dys	9 22
Rosseau Crossing and West Lynne.....	do .....	Horse or vehicle	12	1	9 mos 7 days	76 94
St. Ann's and Winnipeg.....	J. B. Desautels, dit Lapointe ..	Vehicle.....	30	1	12 months...	300 00
St. Agathe and Railway Station	A. J. Marshall...	Horse or vehicle	7	2	2 mos 21 dys	46 00
St. Boniface and Winnipeg.....	T. J. Bourdeau...	Vehicle ...	1	6	12 months...	250 00
St. Norbert and Winnipeg.....	A. Gaudry.....	Horse or vehicle	9	2	2 mos 21 dys (from Jan. 11, 1879)..	51 75
St. Vital and Winnipeg.....	do .....	do .....	5	1	9 mos 7 days (to Jan. 7, 1879) .....	84 63
Salterville and West Lynne....	J. F. Galbraith..	Vehicle.....	100	1	7 months...	463 66
Totogan and Westbourne.....	J. Bell.....	Horse or vehicle	7½	2	12 do ...	100 00
Wellington and Woodside.....	A. Money .....	Vehicle.....	12	1	12 do ...	104 00
Winnipeg and Pembina, U. S.....	Blakeley & Car- penter .....	do .....	65	6	9 mos 7 days	4,840 00
Winnipeg and Railway Station..	H. McMicken ....	do .....	1½	12	2 mos 24 dys	53 25
					Total.....	\$21,455 75

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant

**REPORT No. 2, E.—Detail of all payments, for making and repairing Mail Bags, Mail Locks, etc., in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm .....	Mail-bags, rivet-locks seals, &c.....	682	31
	Total .....	\$682	31

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

---



---

 PROVINCE OF BRITISH COLUMBIA.
 

---

## REPORT No. 2, F.

 DETAIL of all payments for Mail Transportation in British Columbia, made  
 within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Barkerville and Yale.....	F. J. Barnard...	Stage.....	385	1	12 months...	27,000 00
Burrard Inlet and New Westminster .....	W. R. Lewis.....	Vehicle.....	9	6	12 do ...	500 00
Cache Creek, Okanagon and Okanagon Mission .....	A. Vance .....	Optional.....	35 & 116	ftly	12 do ...	2,000 00
Cassiar and Fort Wrangle, U.S..	J. Johnston .....	do .....	260	1 pr.	4 do ...	360 00
Clinton and Dog Creek .....	T. Saul.....	do .....	60	1	12 months...	700 00
Clinton and Lillooet.....	B. D. Bulliard...	do .....	47	1	12 do ...	800 00
Esquimaux and Victoria .....	J. Porter.....	Vehicle.....	3	12	12 do ...	200 00
Head of Nicola Lake and Spence's Bridge.....	W. A. Mickle ...	Optional.....	6	ftly	12 do ...	400 00
Hope and Kootenay.....	J. Wardle .....	do .....	435	6 pr.	ann. 12 do ...	1,800 00
Maple Bay and Somenos.....	A. R. Kier.....	do .....	7	2	12 do ...	100 00
Metchosin and Victoria.....	J. Parker.....	Horseback .....	25	1	12 do ...	250 00
Nanaimo and Wellington.....	G. Thomson.....	Stage.....	7	6	12 do ...	120 00
Saanich and Victoria .....	M. Simpson.....	do .....	24	1	12 (less fine)	240 00
Salt Spring Island and Wharf.	T. C. Parry.....	Optional.....	3	2	12 months...	100 00
Sooke and Victoria .....	J. Welsh.....	Horseback .....	26	1	12 do ...	270 00
Victoria and Steamers.....	Sundry persons..	.....	.....	.....	Special trips	15 75
					Total .....	\$34,855 75

 ALEX. CAMPBELL,  
 Postmaster-General.

 H. A. WICKSTEED,  
 Accountant.

REPORT No. 2, F—Detail of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1879.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Burrard Inlet and Granville.....	J. Van Bramer.....	8	6	12 months.....	300 00
Cassiar and Victoria.....	J. Irvine.....			Special trip.....	195 00
Comox, Nanaimo and Victoria..	J. Spratt.....	60 & 75	1 & fortn'y..	12 months.....	4,000 00
New Westminster and Victoria.	W. Charles.....	75	2	12 do.....	30 00
New Westminster and Yale.....	J. Irving.....	100	2	8 do.....	5,000 00
do do.....	F. J. Barnard.....	100	1	17 trips.....	4,000 00
Skeena and Victoria.....	W. Charles.....	510		3 trips.....	2,550 00
Victoria and Fort Wrangel.....	Oregon Steamship Co.....			Special trip.....	30 00
Victoria & Port Townsend, U.S.	L. M. Starr.....	40	2	11 months.....	4,583 33
				Total.....	\$20,688 33

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, F—Detail of all payments, for making and repairing Mail Bags, Locks, &c., in British Columbia, made within the Year ended 30th June, 1879.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
R. Malcom.....	Mail bags, rivet-lock seals, &c.....	221 35
	Total.....	\$221 35

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Albany and North Tryon .....	E. Crawford.....	Vehicle .....	6	2	12 months...	70 00
Alberton and Kildare.....	R. Taplin.....	Optional.....	10	2	12 do ...	111 00
Alberton and Lot 6.....	W. Hardey.....	Horse or vehicle.	6	2	12 do ...	78 00
Alberton and Railway Station	R. Taplin.....	Optional.....		12	12 do ...	112 68
Alma and Railway Station....	G. Mountain.....	On foot.....		2	12 do ...	16 64
Argyle Shore and Bonshaw....	J. McNevin.....	Horse or vehicle.	3	2	12 do ...	20 80
Armada and Railway Station..	H. A. McPhee....	On foot.....		3	12 do ...	15 60
Barrett's Cross and Clermont...	D. McMillan.....	Horse or vehicle.	3	2	12 do ...	31 20
Barrett's Cross and Darnley....	J. Glover.....	Vehicle.....	12	3	12 do ...	195 00
Barrett's Cross and Park Corner	W. Glover.....	do .....	16½	2	12 do ...	182 00
Barrett's Cross and Railway Station.....	do .....	do .....		12	12 do ...	56 34
Bay Fortune and Souris East...	L. H. Needham..	Horse or vehicle.	10½	2	12 do ...	130 00
Beach Point and Montague Bridge .....	P. McLeod.....	do .....	22	3	12 do ...	378 60
Bear River and Railway Station	D. Costello.....	On foot.....	½	3	12 do ...	10 40
Bedeque and Charlottetown....	A. Camerford...	Vehicle.....	41	3	6 do (to Sept. 30, '78)	505 00
do do .....	J. W. Picard .....	do .....	41	3	6 from do	505 00
Bedeque and Summerside .....	W. Silliphant...	do .....	11	3	12 months...	201 24
Belfast and Point Prim. ....	J. McDonald.....	Horse or vehicle.	6½	2	12 do ...	50 96
Bloomfield and Railway Station	W. Sanders.....	do .....	2	3	12 do ...	46 80
Bonshaw and Nine Mile Creek.	M. McEachern...	do .....	12	2	12 do ...	85 00
Brackley Point Road and Winsloe Road.....	J. B. Younker...	do .....	4	1	12 do ...	41 00
Caledonia and Orwell.....	D. Stewart.....	Vehicle.....	10	3	12 do ...	192 00
Caledonia and Rona.....	W. McQueen.....	Horse or vehicle.	4	2	12 do ...	52 00
Cape Traverse and Charlottetown.....	Muttart & Irving	Vehicle. ....	31	6	Part seasons 1877-78 & 1878-79 ...	480 00
Cape Traverse and Summerside	do .....	do .....	15	6	do (less fine)	211 00
Cape Wolfe and Lot 4.....	M. Howard.....	Horse or vehicle.	6	2	12 months...	75 00
Cardigan Bridge and De Gros Marsh.....	A. A. Campbell..	Vehicle.....	9	2	12 do ...	82 00
Cardigan Bridge and Lot 56 .....	J. J. Campbell...	do .....	13	2	12 do ...	132 08
Cardigan Bridge and Railway Station.....	do .....	On foot.....	½	6	12 do ...	56 34
Cardigan Road and Railway Station.....	J. Mulligan.....	do .....	½	2	12 do ...	33 28
Cavendish and Hunter's River.	R. Bagnall.....	Vehicle.....	31	3	12 do ...	282 80
Charlottetown and Cove Head.	J. Martin.....	Horse or vehicle.	18½	2	12 (less fine)	197 00
Charlottetown and Hunter's River, &c.....	Sundry persons..	.....	.....	.....	Spec'l trips.	15 00
Charlottetown and Railway Station.....	J. Griffith .....	Vehicle.....	½	As req.	12 months...	395 20
Charlottetown and Vernon River.....	R. Crabb.....	do .....	14½	6	12 do ...	825 00
Cherry Grove and North Lake..	M. Campbell.....	Horse or vehicle.	13	2	12 do ...	110 00
Clear Spring and Head of St. Peter's Bay.....	J. A. Lewis.....	Optional.....	18	2	9 do ...	92 70

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
County Line and Railway Station.....	J. Hughes.....	Foot or vehicle...	7	12	12 months...	31 30
County Line and Somerset.....	do.....	Vehicle.....	7	2	12 do ...	90 00
County Line and Stanley Bridge	J. Murray.....	do.....	28½	3	12 do ...	260 00
Cove Head Road and Union	W. Seller.....	Horse or vehicle	2	1	12 do ...	26 00
Road.....	do.....	do.....	8	2	12 do ...	60 00
Crapaud and Lot 20.....	P. Treanor.....	do.....				
Darlington and New Wiltshire.	J. McInnis.....	Optional.....	1	2	12 do ...	25 00
Darlington and Princetown	do.....	do.....	3	2	12 do ...	50 00
Road.....	do.....	Foot or vehicle..	4	6	12 do ...	78 25
Darlington and Railway Station	do.....	Vehicle.....	8	2	12 do ...	100 00
Darlington and Rose Valley....	do.....	do.....				
De Gros Marsh and Launching	B. Walker.....	Horse or vehicle	3	2	12 (less fine)	33 00
Place.....	do.....	do.....				
East Baltic and Red Point.....	J. Moran.....	do.....	4	1	12 months...	24 00
East Point and Souris East....	D. Campbell....	Vehicle.....	15	2	12 do ...	135 00
Elliott's Mills and Railway Station	R. Elliott.....	On foot.....	1½	3	12 do ...	15 60
.....	do.....	do.....	1½	3	12 do ...	15 60
Elmsdale and Railway Station..	L. Rannie.....	do.....	1½	3	12 do ...	15 60
Emyvale and North River.....	P. McArdel....	Horse or vehicle.	8½	1	12 do ...	60 00
Farmington and Head of St.	H. McMillan....	Vehicle.....	5	2	12 do ...	74 00
Peter's Bay.....	do.....	do.....	9	2	12 do ...	84 00
Fifteen Point and Miscouche....	J. DeRocher....	do.....	6½	2	12 do ...	47 92
Flat River and Selkirk Road....	A. McLeod.....	Optional.....				
Forest Hill and Head of St.	N. Matheson....	do.....	4	1	9 do ...	18 00
Peter's Bay.....	do.....	do.....	15	2	12 do ...	99 00
Fort Augustus and Southport....	P. McNally....	Vehicle.....	15	2	12 do ...	99 00
Fredericton and Railway Station	J. Weeks.....	On foot.....	1½	3	12 do ...	15 60
Freetown and Lower Freetown	J. Baker.....	Horse or vehicle	2½	2	12 do ...	45 00
Freetown and Railway Station..	do.....	do.....	2½	2	12 do ...	45 00
French Village and Mount	D. Auld.....	Optional.....	3	6	12 do ...	46 80
Stewart.....	do.....	do.....				
Georgetown and Railway Station	C. McIntyre....	Vehicle.....	5	2	12 do ...	110 00
.....	do.....	do.....				
Georgetown and Steamer, &c...	R. R. Jenkins....	Optional.....	1	12	12 do ...	75 12
Grand Tracadie and Lot 35.....	do.....	do.....			Special trips	6 40
Head of St. Peter's Bay and	M. Ready.....	Horse or vehicle	7½	1	12 do ...	31 20
Railway Station.....	do.....	do.....				
Head of St. Peter's Bay and	J. Curran, jun..	Optional.....	1	12	12 do ...	78 25
St. Margaret's.....	do.....	do.....				
Higgin's Road and Wellington..	J. A. Lewis....	Horse or vehicle	15	2	3 do ...	23 40
Holme's Mills and Railway Station	P. Ayers.....	do.....	13	3	12 do ...	150 00
Hunter's River and North Rustic	M. Matheson....	On foot.....	1½	3	12 do ...	15 60
tico.....	do.....	do.....				
Hunter's River and Railway	R. Bagnall.....	Vehicle.....	16	3	12 do ...	288 00
Station.....	do.....	do.....				
Hunter's River and Sommerside.	do.....	On foot.....	1	12	12 do ...	62 60
do.....	A. G. McDonald.	do.....			Special trip.	5 00
do.....	do.....	do.....			do	4 00
do.....	L. Silliphant..	do.....			do	4 00

REPORT No. 2, G. --Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Inverness and Railway Station..	D. Munro.....	Optional.....	2	2	12 months...	\$ 41 60
Little Sands and Wood Islands..	D. Munn.....	Horse or vehicle	6	3	12 do ...	125 00
Little Tignish and Tignish..	J. J. Buote.....	Optional.....	4	2	12 do ...	30 00
Lot 10 and Railway Station ....	W. Vincent.....	Horse or vehicle.	3	2	12 do ...	52 00
Lot 11 and Railway Station.....	J. Murphy.....	do .....	2	3	12 do ...	48 36
Lot 12 and Railway Station .....	W. Ellis.....	do .....	2	6	12 do ...	65 73
Lot 14 and Railway Station.....	P. L. Praught...	do .....	5	3	12 do ...	74 88
Lot 35 and Railway Station.....	J. McQuaid.....	Optional.....	1½	2	12 do ...	33 28
Marie Bridge and Railway Station .....	W. McGuire.....	do .....	5	3	12 do ...	70 00
Millview and Vernon River Bridge .....	E. Gay.....	Horse or vehicle.	1½	3	12 do ...	30 00
Milton and Railway Station .....	J. McNeill.....	On foot.....	4	3	12 do ...	15 60
Miminegash and Railway Station	J. Taylor.....	Horse or vehicle	10	2	12 do ...	150 00
Miscouche and Railway Station	G. Desroche.....	On foot.....	½	12	12 do ...	50 08
Miscouche and South West Lot 16 .....	J. Cunningham.	Vehicle.....	6½	2	12 do ...	75 00
Montaghan and Pisquid.....	P. Loughran .....	do .....	5	2	12 do ...	74 00
Montague Bridge and Murray Harbor, North. ....	J. M. Graham.....	do .....	15	2	12 do ...	249 60
Montague Bridge and Railway Station.....	J. W. McNeill....	do .....	5½	6	12 do ...	468 00
Montague Bridge and Valley-field.....	M. A. McLeod ...	Optional.....	4	2	8 do ...	24 96
Montague Bridge and Victoria Cross.....	J. Dewar.....	do .....	3	2	12 do ...	41 60
Montague Cross and Murray Harbor Road .....	J. McLean.....	do .....	2½	2	12 do ...	28 72
Morell and Morell Rear .....	J. McGuire.....	do .....	4½	2	12 do ...	40 00
Mount Albion and Pownal.....	P. Horton.....	do .....	4	2	12 do ...	30 00
Mount Pleasant and Railway Station.....	J. Campbell.....	do .....	3½	2	12 do ...	52 00
Mount Stewart and Railway Station.....	A. McDonald.....	n foot.....	¼	As req	12 do ...	50 00
Murray Harbor Road and Valley-field.....	J. McPherson....	Horse or vehicle.	3	2	6 do ...	20 80
Northam and Railway Station...	J. Colwell.....	Vehicle.....	1	2	12 do ...	26 00
North Tryon and Tryon.....	C. Crawford.....	do .....	1½	3	12 do ...	50 00
O'Leary and Railway Station ...	D. Ramsay.....	On foot .....	1/6	6	12 do ...	5 00
O'Leary Road and West Cape...	L. Ramsay.....	Horse or vehicle.	9	2	12 do ...	86 72
Orwell and Orwell Cove.....	E. Morrissey.. ...	do .....	2	2	12 do ...	26 00
Palmer Road and Railway Station .....	M. Costin.....	Optional.....	2½	2	6 do ...	16 64
Peter's Road and Railway Station .....	do .....	do .....	2½	1 & 2	3 do ...	6 94
Peter's Road and Sturgeon. ....	W. D. Johnston.	Horse or vehicle.	3	2	12 do ...	40 00
Pisquid and Railway Station..	J. McDonald.....	Optional.....	1½	2	12 do ...	26 00
Pisquid Road and Vernon River	A. O'Keefe.....	Horse or vehicle.	3	1	12 do ...	32 44
Port Hill and Railway Station ..	S. Ramsay.....	Vehicle.....	4	12	12 less fine)	217 10

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1879.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. Eleanor's and Summerside...	J. Cameron.....	Horse or vehicle.	2 $\frac{3}{4}$	6	12 months...	90 00
Sea Cow Pond and Tignish ...	C. Dalton.....	Vehicle.....	7 $\frac{1}{4}$	2	12 do ...	90 48
Scotchfort and Tracadie Cross.	J. McDonald.....	Optional.....	2	2	12 do ...	36 40
Skinner's Pond and Tignish ....	J. Doyle.....	Horse or vehicle.	14	2	12 do ...	93 00
Souris East and Railway Station	F. Morrow.....	On foot.....	$\frac{1}{2}$	12	12 (less fine)	113 81
Summerside and Railway Station .....	W. Silliphant...	Vehicle.....	$\frac{1}{2}$	As req	12 months...	194 89
Summerville and Vernon River..	D. Fraser.....	Horse or vehicle.	4 $\frac{1}{2}$	3	12 do ...	75 00
Tignish and Railway Station....	S. F. Arsenault..	On foot.....	$\frac{1}{2}$	12	12 do ...	62 60
Tracadie Cross and Railway Station .....	A. Johnston.....	Optional.....	$\frac{1}{2}$	3	12 do ...	35 88
Traveller's Rest and Railway Station .....	I. Townsend.....	Horse or vehicle.	1	3	12 do ...	39 00
Vernon River and Wood Island.	J. McDonald.....	do ...	24	3	12 do ...	435 00
Wellington and Railway Station	P. Ayers.....	do ..	1 $\frac{1}{2}$	6	12 do ...	77 75
West Point and Railway Station	E. Benton.....	do ...	13	2	12 do ..	170 00
West St. Peter's and Railway Station .....	J. McDonald.....	Optional.. .....	2 $\frac{1}{2}$	2	12 do ...	40 00
Wilmot Valley and Railway Station .....	D. Dickieson.....	do .....	3	2	12 do ...	67 60
					Total....	\$12,453 76

ALEX. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1879.**

**CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Cape Traverse and Cape Tormentine, N.B.....	Muttart & Irving	9	6	Part Seas.'77-'78 & '78-'79	\$ cts. 2,623 00
Charlottetown, Pictou, N.S., and Shediac, N.B., &c.	R. R. Hodgson...	60 & 45	4 & 6	Season 1878.	10,000 00
				Total....	\$12,623 00

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1879.**

**CONVEYANCE OF MAILS BY RAILWAYS.**

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Prince Edward Island Railway.....	195	6	12 months, to 31st March, 1879.	\$ cts. 8,064 00
			Total. ....	\$8,064 00

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No. 2, G.—Detail of all payments, for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1879.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom.....	Mail bags, rivet-lock seals, &c.....	426	64
D. Small.....	Letter-Carriers' bags.....	30	00
	Total .....	\$456	64

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

---

---

PART II.

---

---

## PROVINCE OF ONTARIO.

## REPORT No. 3, A.

DETAIL of all payments made for Salaries, &c., in Ontario; shewing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>CHIEF INSPECTOR'S OFFICE.</b>				
		\$ cts.	\$ cts.	\$ cts.
J. Dewé.....	Chief Post Office Inspector.....	2,600 00		
J. D. Paterson...	Assistant Post Office Inspector.....	1,200 00		
L. F. A. Maingy..	2nd Class Clerk.....	1,100 00		
				4,900 00
<b>KINGSTON DIVISION.</b>				
R. W. Barker....	Post Office Inspector.....	2,200 00		
J. Meagher.....	2nd Class Clerk.....	1,060 00		
Allan Jones.....	do .....	1,060 00		
P. H. Macarow ..	3rd do .....	720 00		
				5,040 00
<b>RAILWAY MAIL SERVICE.</b>				
W. F. Burnham..	1st Class Railway Mail Clerk.....	960 00	159 10	
G. T. Gorrell....	2nd do .....	640 00	149 10	
J. P. Pense.....	3rd do .....	520 00		
A. Leclaire.....	do do .....	480 00	159 90	
				3,068 10
<b>LONDON DIVISION.</b>				
G. E. Griffin....	Post Office Inspector .....	2,400 00		
G. Cox.....	Assistant Inspector.....	1,400 00		
A. Thompson....	1st Class Clerk.....	1,200 00		
H. A. Johnson...	2nd do .....	1,100 00		
R. G. Mercer....	4th do .....	520 00		
G. Hampton....	do .....	400 00		
W. Blair.....	do .....	520 00		
M. O'Meara.....	Messenger .....	400 00		
F. Irvine.....	Temporary Messenger.....	104 30		
				8,044 30
<b>RAILWAY MAIL SERVICE.</b>				
P. Purdon .....	1st Class Railway Mail Clerk .....	960 00	207 60	
J. Wynn .....	do do .....	960 00	109 80	
B. D. D. Rorison	do do .....	960 00	169 80	
A. G. McWhanney	do do .....	960 00	207 20	
W. Matthews....	do do .....	960 00	159 80	
J. G. Wright....	do do .....	960 00	243 10	
A. G. Sanders...	do do .....	960 00	165 60	
A. Kerby .....	do do .....	960 00	173 30	
A. J. Patton....	do do .....	960 00	130 00	
H. Cousins....	do do .....	960 00	169 30	
T. J. Essex....	do do .....	960 00	101 50	
W. H. Flood....	do do .....	960 00	102 30	
W. Edgar.....	2nd do .....	720 00	205 40	



**REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1879.**

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts	\$ cts
<b>RAILWAY MAIL SERVICE—Concluded.</b>				
C. Fisher.....	2nd Class Railway Mail Clerk .....	720 00	169 30	
W. T. Oox.....	do do .....	720 00	160 30	
J. Yorick.....	do do .....	720 00	191 90	
L. Sewell.....	do do .....	720 00	210 00	
W. Mitchell.....	do do .....	720 00	171 40	
R. R. Brough.....	do do .....	720 00	181 50	
T. J. O'Meara.....	do do .....	640 00	155 60	
R. P. Wright.....	do do (inc'g arrears) .....	740 00	154 70	
C. J. N. Shanly.....	do do do .....	726 67	187 80	
J. Flynn.....	do do .....	640 00	202 20	
J. H. Scott.....	do do .....	640 00	140 30	
J. Mitchell.....	do do .....	640 00	108 50	
G. Mathews.....	do do .....	640 00		
Albert Jones.....	do from 1st Nov., 1878 (transferred from Ottawa Division).....	480 00	143 60	
J. Campbell.....	do from 1st Jan., 1879 (transferred from Kingston Post Office).....	360 00	44 60	
A. Sutherland.....	3rd do .....	520 00	167 80	
J. Doyle.....	do do .....	480 00	173 40	
W. D. Tye.....	do do .....	480 00	102 70	
G. W. Griffin.....	Temporary Railway Mail Clerk, from 5th Aug., 1878.....	434 84	116 70	
W. Gillies.....	do from 1st to 21st Sept., 1878.....	28 00		
				28,936 51
<b>OTTAWA DIVISION.</b>				
T. P. French.....	Post Office Inspector .....	2,000 00		
G. R. Cochran.....	2nd Class Clerk, to 31st July, 1878 (deceased).....	85 00		
C. P. LeSueur.....	3rd do .....	760 00		
J. F. O'Connor.....	4th do .....	520 00		
J. B. Gillissie.....	do from 7th Dec., 1878.....	204 19		
A. A. Clappe.....	Temporary Clerk, from 20th Sept., 1878 .....	312 22		
				3,881 41
<b>RAILWAY MAIL SERVICE.</b>				
T. O. Butler.....	1st Class Railway Mail Clerk .....	1,000 00		
J. D. Thomson.....	do .....	960 00	278 80	
N. W. H. Curtis.....	do .....	960 00		
W. D. O'Brien.....	do (including arrears).....	1,000 00		
E. Gordon.....	do .....	960 00	275 00	
Albert Jones.....	2nd do to 31st Oct., 1878 (transferred to London Divis'n).....	240 00		
R. Peden.....	do do .....	720 00	167 06	
D. Moloney.....	do do .....	720 00	185 40	
H. J. Kimlin.....	do do to 31st Jan., 1879 (transferred to Quebec Divis'n).....	420 00	92 60	
G. C. Wood.....	do do .....	640 00	187 20	
E. Stanton.....	do do .....	640 00	137 20	
J. A. Chevrier.....	do do from 21st Jan., 1879.....	254 20	105 47	
J. B. Z. Legendre.....	3rd do .....	480 00	181 90	
				10,604 83

**REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1879.**

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>EAST TORONTO DIVISION.</b>				
D. Spry.....	Post Office Inspector.....	2,200 00		
J. Henderson....	Assistant Inspector .....	900 00		
J. Forsyth.....	1st Class Clerk.....	1,200 00		
G. J. Mason.....	2nd do .....	1,100 00		
S. Jones.....	do from 1st May, 1879 (transferred from Railway Mail Service)..	150 00		
A. McGillis.....	3rd do .....	640 00		
				6,190 00-
<b>RAILWAY MAIL SERVICE.</b>				
A. McCarthy.....	Chief Railway Mail Clerk.....	1,400 00		
W. Sheppard.....	1st Class do .....	960 00	140 72	
W. Butler.....	do (less fine).....	958 00	221 02	
J. Saulter.....	do .....	960 00	427 01	
T. McCormick....	do (less fine).....	959 00	427 27	
W. Beatty.....	do .....	960 00	341 11	
F. Tyner.....	2nd do .....	800 00	386 46	
T. S. Birchall....	do .....	760 00	382 58	
C. J. H. Winstanley.....	do .....	800 00	396 63	
W. Noble.....	do .....	720 00	377 86	
M. E. Kelly.....	do .....	720 00	167 98	
J. Egan.....	do .....	720 00	393 40	
W. Prest.....	do .....	720 00	204 34	
S. Jones.....	do to 30th April, 1879 (transferred to Post Office Inspector's Office).....	600 00	158 74	
R. Pridham.....	do .....	720 00	197 13	
J. S. Leslie.....	do .....	720 00	292 03	
R. Murray.....	do .....	720 00	165 33	
P. Hynes.....	do .....	900 00	170 34	
L. E. Dubois.....	do .....	640 00	246 55	
J. D. Thomson....	3rd do to 28th Feb., '79 (resigned)	346 66	178 67	
R. McDonald.....	do .....	520 00	185 29	
T. Clarke.....	do to 31st Dec., 1878 (suspended from 14th to 31st Aug., 1878; resigned).....	216 77	113 21	
F. O. C. Higgins	do from 16th Oct., 1878 .....	340 64	98 46	
A. Beatty.....	do from 28th Dec., 1878 .....	246 45	78 50	
J. O'Connor.....	do from 18th Jan., 1879.....	218 06	64 16	
W. McArthur.....	do from 16th May, 1879.....	60 64	3 80	
				23,504 <sup>81</sup>
<b>WEST TORONTO DIVISION.</b>				
M. Sweetnam.....	Post Office Inspector.....	2,400 00		
C. L. Stephens....	Assistant Inspector .....	1,000 00		
W. E. Griffith....	1st Class Clerk .....	1,200 00		
G. T. B. Gurnet..	3rd do .....	800 00		
J. Henry.....	do .....	640 00		
H. J. Smallpiece	do from 1st June, 1879, (also Temporary Clerk, from 24th Dec., 1878, to 31st May, 1879)	368 00		
H. Fortier.....	4th do .....	520 00		
J. Buchan.....	Messenger.....	420 00		

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
WEST TORONTO DIVISION— <i>Concluded.</i>				
		\$ cts.	\$ cts.	\$ cts.
W. Wright .....	Superintendent of heating apparatus.....	500 00		
J. Cosgrove.....	Assistant to Superintendent of heating apparatus, from 9th Dec., '78, to 30th April, '79, and Temporary Messenger to 15th June, '79.	280 88		
J. Wills.....	Foreman Engineer of Public Buildings (proportion of wages).....	120 00		
				8,248 88
RAILWAY MAIL SERVICE.				
G. A. Burnham..	Chief Railway Mail Clerk .....	1,400 00		
J. O. Bennett ...	1st Class Railway Mail Clerk .....	960 00	164 20	
W. C. Ashdown..	2nd do .....	800 00	163 60	
G. F. Burns.....	do .....	800 00	166 90	
G. A. Shaw .....	do .....	800 00	125 70	
J. Rooney .....	do .....	720 00	178 60	
L. V. Byrne.....	do .....	720 00	160 00	
E. F. Johnson ...	do .....	720 00	167 90	
A. Thompson .....	do .....	720 00	166 20	
J. Dundas .....	do .....	720 00	185 20	
J. H. Deacon .....	do .....	640 00	188 00	
P. J. Costello....	do .....	640 00	161 20	
J. W. Hawke .....	do .....	640 00	206 50	
F. A. Gemmill...	do .....	640 00	194 80	
D. J. Skelly .....	do .....	640 00	239 60	
J. W. McLaren... 3rd	do .....	640 00	196 30	
J. E. McLeod .....	do .....	520 00	183 50	
A. Findlay.....	do .....	506 67		
J. F. Scanlan....	do .....	480 00	161 10	
E. J. Skelly.....	do from 27th Jan., 1879 .....	206 45	38 20	
T. Martin.....	do from 26th Feb., 1879 .....	164 29	33 80	
				17,158 71
Totals.....		\$163,671 93	\$15,905 62	\$119,577 55

REPORT No. 3, A—Detail of all payments for Salaries, &c, in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			119,577 55
<b>HAMILTON POST OFFICE.</b>			
H. N. Case.....	Postmaster.....	2,400 00	
H. Colbeck.....	Assistant Postmaster .....	1,400 00	
A. Crisp.....	1st Class Clerk.....	1,200 00	
H. A. Eager.....	2nd do .....	1,100 00	
G. H. Armstrong	do .....	1,100 00	
T. Burns.....	do .....	1,100 00	
J. Gordon .....	do .....	1,060 00	
R. Kelly .....	3rd do .....	800 00	
G. H. Bull .....	4th do .....	520 00	
A. Crisp, jun.....	do .....	520 00	
J. C. Dempsey...	do .....	520 00	
J. S. Mathews...	do .....	520 00	
E. H. Dunnett...	do .....	520 00	
B. F. Barber.....	do .....	520 00	
G. Ross.....	do .....	520 00	
W. R. Eccleston	do .....	480 00	
H. Dinsse.....	do .....	480 00	
W. Smith.....	do (including arrears) .....	460 00	
P. J. O'Donnell..	do .....	440 00	
J. McN. Munroe	do .....	440 00	
J. Murphy.....	Superintendent Letter Carrier.....	600 00	
H. F. Young.....	Letter Carrier.....	520 00	
M. Springer.....	do .....	520 00	
F. J. McAulay ..	do to 30th April, 1879 (dismissed).....	433 33	
T. B. Austin.....	do .....	520 00	
J. Gore.....	do .....	520 00	
J. H. Fearnside..	do .....	520 00	
W. G. Flocks.....	do .....	520 00	
J. Catchpool.....	do .....	520 00	
H. M. Coates.....	do .....	440 00	
C. W. Fielding...	do .....	440 00	
J. Wilson.....	do .....	440 00	
C. Grundy.....	do (including arrears).....	460 00	
J. Gardiner.....	do (less fine).....	399 00	
R. Stratton.....	do from 4th July, 1878.....	396 77	
D. Welsh.....	Messenger.....	400 00	
J. Dillon.....	Temporary Clerk, from 28th Jan., 1879.....	153 87	
R. Fitzgerald....	do from 3rd May, 1879 .....	64 52	
W. Flynn.....	do from 13th May, 1879 .....	53 77	
E. Smith.....	Temporary Letter Carrier, from 6th May, 1879 .....	45 97	
	Letter Carriers' Uniform Allowances .....	696 00	
			24,763 23
<b>KINGSTON POST OFFICE.</b>			
R. Deacon.....	Postmaster, to 28th Feb., 1879 (deceased).....	1,226 66	
W. Shannon.....	Assistant Postmaster .....	1,100 00	
A. Magurn.....	2nd Class Clerk .....	1,100 00	
J. Kelly.....	do .....	1,100 00	
R. T. Burns.....	do .....	1,100 00	
R. Deacon, jun...	do promoted from 3rd Class, 1st April, 1879...	825 00	
J. Campbell.....	3rd do to 31st Dec., 1878 (transferred to London Division).....	360 00	
J. G. Strachan...	do promoted from Letter Carrier, 1st Jan., 1879 .....	580 00	
W. S. Smyth....	do promoted from 4th Class, 1st April, 1879...	540 00	

REPORT No. 3, A.—Detail of all payments for Salaries, &c, in Ontario, made within the year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<b>KINGSTON POST OFFICE—Concluded.</b>			
J. McBride .....	4th Class Clerk, from 1st Jan., 1879 .....	180 00	
P. Lindsay .....	Letter Carrier .....	560 00	
A. Miller .....	do from 1st Jan., 1879 .....	150 00	
H. Dunbar .....	Messenger .....	400 00	
J. Reynolds .....	Temporary Letter Carrier, from 3rd to 14th Feb., 1879..	10 72	
J. Mitchell .. ..	do from 2nd to 16th Nov, 1878, and from 15th Feb. to 22nd March, 1879. ....	46 90	
J. Collins .....	do from 24th March, 1879. ....	81 45	
			9,360 73
<b>LONDON POST OFFICE.</b>			
L. Lawless .....	Postmaster .....	2,000 00	
R. J. C. Dawson .....	Assistant Postmaster .....	1,400 00	
J. Gordon .....	2nd Class Clerk .....	1,100 00	
J. D. Sharnan .....	do .....	1,100 00	
H. D. Dalton .....	do .....	1,100 00	
J. J. Ross .....	do .....	1,100 00	
J. Hunter .....	3rd Class Clerk .....	800 00	
J. McLaughlin .....	do .....	800 00	
R. F. Matthews ..	do .....	800 00	
E. Wilson .....	do .....	720 00	
H. M. Jarvis .....	do from 1st Oct., 1878, to 26th April, 1879 (transferred from P.O. Dept. ; dismissed)	412 00	
J. Ward .....	4th do .....	520 00	
F. W. Mathews ..	do .....	48 00	
A. E. Ashton .....	do .....	520 00	
W. S. Phipps .....	do to 31st Aug., 1878 (dismissed) .....	86 66	
N. McNeil .....	do .....	400 00	
L. Lawless, jun.	do from 1st May, 1879; also temporary, from 1st Oct. to 31st Dec., 1878. ....	160 00	
J. Kennedy .....	Letter Carrier .....	480 00	
J. Denaby .....	do .....	480 00	
J. N. Beattie .....	do .....	480 00	
G. Hilton .....	do .....	480 00	
J. Nicholls, sen..	do to 31st May, 1879 (resigned) .....	430 00	
J. A. Screation ..	do .....	400 00	
G. Evans .....	do .....	400 00	
J. W. Kern .....	Letter Collector .....	500 00	
E. Hart .....	Night Watchman .....	26 00	
E. Screation .....	Temporary Letter Carrier, from 8th July, 1878, to 27th June, 1879. ....	392 47	
			391 00
			17,968 13
<b>OTTAWA POST OFFICE.</b>			
G. P. Baker .....	Postmaster .....	2,000 00	
F. Hawken .....	Assistant Postmaster .....	1,200 00	
F. French .....	2nd Class Clerk .....	1,100 00	
E. B. Bates .....	3rd do .....	800 00	
E. S. McDermott ..	do .....	800 00	
E. J. O'Connor ..	do .....	800 00	
C. Shaw .....	do .....	700 00	
J. G. Poston .....	do (suspended from 16th to 21st July, 1878)..	708 39	
W. H. Pennock ..	do .....	800 00	
G. W. Baker .....	4th do to 30th April, 1879 (resigned). ....	433 33	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<b>OTTAWA POST OFFICE—Concluded.</b>			
D. B. Gordon.....	4th Class Clerk (less fine).....	519 00	
D. J. Smith.....	do .....	520 00	
W. O. Mercer.....	do .....	520 00	
H. S. Shaw.....	do .....	520 00	
A. A. Smith.....	do .....	520 00	
C. Pope.....	do .....	520 00	
E. B. Wood.....	do .....	520 00	
H. O'Neil.....	do .....	520 00	
I. Traversey, jun	do (less fine).....	519 50	
L. McCullough.....	do .....	520 00	
F. McDonald.....	do (less fine; suspended 7th, 8th, 9th Oct.'78)	514 81	
M. J. Whitty.....	do .....	480 00	
P. Leblanc.....	do (less fine).....	479 50	
P. D. McIntyre.....	do do .....	548 00	
F. M. Hannum.....	do from 1st October, 1878 (also Temporary		
	from 24th to 30th September, 1878).....	307 78	
J. H. Bartlett.....	do from 5th October, 1878.....	295 69	
J. Carter.....	do from 1st March to 31st May, 1879 (re-trans-		
	ferred to Post Office Department).....	179 16	
J. Brown.....	Superintendent Letter Carrier.....	600 00	
P. Larue.....	Letter Carrier.....	520 00	
J. Holland.....	do to 30th September, 1878, (resigned).....	130 00	
F. S. Warwicker.....	do .....	520 00	
E. Dazé.....	do .....	520 00	
A. Gauthier.....	do .....	520 00	
H. Poole.....	do .....	520 00	
M. Dolan.....	do .....	480 00	
P. Robert.....	do .....	480 00	
H. Carroll.....	do .....	440 00	
H. S. Porter.....	do .....	440 00	
A. Dupuis.....	do (less fine).....	398 75	
F. George.....	do from 7th October, 1878.....	293 54	
J. F. Holland.....	do from 1st do .....	300 00	
W. Darcey.....	Letter Collector.....	460 00	
W. Goodwin.....	do .....	460 00	
H. Duggan.....	Messenger.....	400 00	
J. A. Lang.....	Superintendent Heating Apparatus, from 7th October,		
	1878, to 30th April, 1879.....	332 26	
A. Kelly.....	Night Watchman.....	547 50	
J. Treacy.....	Temporary Clerk, to 31st Aug., 1878 (less fine).....	50 61	
	Letter Carriers' Uniform Allowances .....	676 00	
<b>TORONTO POST OFFICE.</b>			
J. Lesslie.....	Postmaster, to 12th Feb., 1879 (superannuated).....	2,166 67	
T. C. Patteson.....	do from 13th Feb., 1879.....	1,142 85	
J. Carruthers.....	Assistant Postmaster.....	1,600 00	
J. H. Davis.....	1st Class Clerk.....	1,300 00	
A. Cooper.....	do .....	1,200 00	
J. Moerschfelder.....	do .....	1,200 00	
A. Corke.....	2nd do .....	1,100 00	
A. Barley.....	do .....	1,100 00	
A. Harstone.....	do .....	1,100 00	
H. F. Falkiner.....	do .....	1,020 00	
W. Wright.....	3rd do .....	760 00	
			26,493 82

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
<b>TORONTO POST OFFICE—Continued</b>			
		\$ cts.	\$ cts.
W. Loudon.....	3rd Class Clerk.....	800 00	
A. Webber.....	do .....	800 00	
R. F. Chadd.....	do .....	800 00	
B. M. Armstrong	do .....	800 00	
J. Monaghan.....	do .....	800 00	
B. Langley.....	do .....	800 00	
B. Bascom.....	do .....	800 00	
P. Ross.....	do to 31st Dec., 1878 (deceased).....	360 00	
A. Beatty.....	do .....	680 00	
A. G. Thompson	do .....	680 00	
A. T. Middleton.	4th do .....	520 00	
R. Winstanley ..	do to 31st May, 1879 (deceased).....	476 66	
W. E. Bennett...	do .....	520 00	
T. F. O'Reilly...	do .....	520 00	
W. Crocker.....	do (less fine) .....	519 00	
R. W. Riddell...	do .....	520 00	
W. McPherson...	do .....	520 00	
W. J. Smith.....	do .....	520 00	
J. Newall.....	do .....	520 00	
J. Gorman.....	do .....	520 00	
G. Wright.....	do .....	520 00	
A. Curran.....	do .....	520 00	
F. W. Cuthbert-	do (less fine) .....	518 00	
son.....	do .....	520 00	
T. W. Ross.....	do .....	520 00	
W. H. Douglas...	do .....	520 00	
J. Dunbar.....	do (less fine) .....	519 50	
H. S. Allen.....	do .....	520 00	
J. Sheridan.....	do .....	520 00	
J. O'Donohoe....	do .....	520 00	
C. Durman.....	do to 31st March, 1879 (deceased).....	390 00	
J. Callaghan.....	do .....	5 00	
W. B. Robinson..	do (including arrears) .....	520 00	
N. C. Love, jun..	do to 30th April, 1879 (absent without leave : employment ceased).....	366 67	
J. J. Landy.....	do .....	400 00	
W. Bonnick.....	do .....	400 00	
J. C. Mussen.....	do .....	400 00	
C. Garde.....	Superintendent Letter Carrier.....	600 00	
J. McCloskey....	Letter Carrier .....	440 00	
J. Ross.....	do .....	560 00	
J. Alston.....	do .....	560 00	
J. Clode.....	do .....	560 00	
J. Hudson.....	do .....	560 00	
W. Foster.....	do .....	560 00	
A. Packham.....	do .....	520 00	
C. Reeves.....	do .....	520 00	
J. Osborne.....	do (suspended, from 1st to 22nd July, 1878).....	489 25	
J. Yorston.....	do .....	520 00	
W. Kenny.....	do .....	520 00	
J. L. Watkins...	do .....	520 00	
C. Quigley.....	do to 6th December, 1878 (suspended) .....	225 04	
J. West.....	do .....	520 00	
J. Barnes.....	do .....	520 00	
J. H. Wetherbee	do .....	520 00	
M. Coffey.....	do (suspended from 5th to 23rd Sept., 1878).....	492 55	
T. Curley.....	do .....	520 00	
O. McMullin.....	do .....	520 00	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
<b>TORONTO POST OFFICE—Concluded.</b>		<b>\$ cts.</b>	<b>\$ cts.</b>
T. J. O'Connell..	Letter Carrier, to 8th Jan., 1879 (dismissed).....	271 18	
G. Yates .....	do .....	520 00	
J. Williams.....	do .....	520 00	
J. Stewart .....	do .....	480 00	
A. McIntyre.....	do .....	480 00	
G. McPherson ..	do .....	480 00	
J. A. Armstrong	do .....	480 00	
W. Sargeant .....	do .....	480 00	
J. Stoddart.....	do .....	440 00	
M. Sullivan .....	do .....	440 00	
C. N. Moore .....	do .....	400 00	
W. McCord.....	do .....	400 00	
C. Culross.....	do .....	400 00	
E. T. Mulligan...	do .....	400 00	
J. R. Cuthbertson	do .....	400 00	
E. Murphy .....	do from 6th May, 1879 .....	45 96	
T. Crotty .....	Porter.....	400 00	
R. Kirk.....	do (less fine).....	399 00	
R. R. McJannet..	do .....	400 00	
E. Meagher.....	do .....	400 00	
J. Hodkinson.....	Office Keeper.....	500 00	
W. Smellie.....	Temporary Clerk, from 2nd Oct., 1878.....	298 92	
W. Platt.....	do from 10th Dec., 1878.....	201 29	
P. J. Duffy.....	do do .....	201 29	
R. Thompson.....	do from 13th Dec., 1878.....	198 38	
G. L. Backas.....	do from 14th Feb., 1879.....	136 07	
C. E. Charlton...	do from 7th May, 1879 .....	60 21	
J. F. Cornell.....	do from 2nd June, 1879.....	29 00	
R. Hassard.....	do do .....	29 00	
C. T. Bell.....	do do .....	29 00	
M. Huntley.....	Temporary Letter Carrier, from 26th Dec., '78 .....	154 83	
J. W. Reynolds..	do from 11th Jan., '79.....	141 93	
J. Marks.....	Temporary Porter, from 9th Jan., 1879.....	143 54	
F. C. Draper.....	To pay Night-Watchmen .....	130 00	
	Letter Carriers' Uniform Allowances.....	1,550 00	56,125 79
<b>OCEAN MAIL SERVICE.</b>			
W. F. Bowes.....	1st Class Clerk.....	1,000 00	
S. T. Green.....	do .....	1,000 00	
F. Barlee.....	do .....	1,000 00	
J. Ferguson.....	do (13 months).....	866 66	
J. O'Hara.....	do .....	800 00	
C. H. E. Tilstone	do .....	585 00	
F. H. Mickleburg	do .....	540 00	5,791 66
	Less—Proportion of Salaries transferred to Quebec, from Ottawa Inspector and Staff.....	1,086 12	260,080 91
	From Ocean Mail Service.....	1,640 66	2,706 78
	<b>Total.....</b>		<b>\$257,374 13</b>

ALEXANDER CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 3, A.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
70 13	Aberarder.....	26 00		
62 44½	Aberdour.....	14 00		
39 26	Aberfeldy.....	10 00		
98 55	Aberfoyle.....	56 00		
51 20	Abingdon.....	24 00		
41 26	Acacia.....	24 00		
1,062 66	Acton.....	298 00		
46 32	Adare.....	32 00		
111 91	Addison.....	38 00		
129 81	Adelaide.....	62 00		
75 05	Admaston.....	30 00		
140 62	Adolphustown (*from 1st October, 1878).....	36 00	*8 00	
91 01	Agincourt.....	34 00		
19 50	Ahmik Lake (from 1st July, 1878).....	7 50		
1,140 14	Ailsa Craig.....	376 00		40 00
25 22	Airlie.....	10 00		
19 21	Albert.....	10 00		
57 41	Alberton.....	26 00		
554 57	Albion.....	184 00	36 00	
14 75	Albury.....	12 00		
87 16	Aldboro'.....	82 00		
42 30	Aldershot.....	20 00		
19 29½	Alderville (closed 31st January, 1879).....	10 00		
948 13	Alexandria.....	308 00	100 00	
103 82	Alfred.....	22 00		
38 21	Algonquin.....	18 00		
248 75	Allanburg.....	68 00		
456 11	Allandale.....	136 00		
164 84	Allan Park.....	58 00		
44 79	Allan's Mills.....	10 00		
269 52	Allenford.....	60 00	4 00	
77 18	Allensville.....	34 00		
30 08	Allenwood.....	10 00		
39 97	Alliance.....	10 00		
43 62	Allisonville.....	28 00		
1,479 48	Alliston.....	208 00		
36 50	Alloa.....	10 00		
191 96	Alma.....	78 00		
65 03	Almira.....	24 00		
2,950 77	Almonte.....	896 00	60 00	120 00
29 25	Alport.....	10 00		
47 33	Aisfeldt.....	10 00		
3 42	Althorpe.....	10 00		
409 26	Alton.....	88 00	24 00	
76 53	Altona.....	30 00		
16 15	Alvanley.....	12 00		
847 85	Alvinston.....	120 00		
21 62	Amaranth Station.....	10 00		
207 87	Amberley.....	66 00		
32 18	Ambleside.....	12 00		
232 21	Ameliasburg.....	70 00		
1,817 44	Amherstburgh (5 Quarters).....	656 50	100 00	75 00

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
17 69½	Amiens	10 00		
610 94	Ancaster	234 00		
65 64½	Anderson	24 00		
586 55	Angus	228 00		
158 72	Annan	42 00		
41 03	Antrim	14 00		
301 61	Appin	82 00	8 00	
46 06	Appleby	28 00		
44 16	Appledore	10 00		
225 83	Appleton	84 00		
150 04	Apsley	38 00		
50 57	Apto	22 00		
68 66	Arden	18 00		
32 00	Ardoch	18 00		
22 06	Ardrea	18 00		
84 45	Argyle	38 00		
56 95	Arkell	26 00		
942 50	Arkona	208 00		
177 96	Arkwright	62 00		
55 40	Arlington	34 00		
48 41	Armada	10 00		
82 45	Arnow	22 00		
21 82	Armstrong's Mills	10 00		
64 94	Arnott	28 00		
1,605 62	Arnprior	618 00	60 00	80 00
21 29	Aros	10 00		
1,513 44	Arthur (*including arrears)	388 00		*130 00
169 39	Arva	76 00	28 00	
163 07	Ashburn	58 00		
123 60	Ashdown	46 00		
72 38	Ashgrove	34 00		
14 50	Ashley	12 00		
187 75	Ashton	70 00	16 00	
134 21	Askin	32 00		
44 70½	Aspenden	18 00		
37 75	Atba	22 00		
98 87	Atherley	58 00	12 00	
28 66	Atherton	12 00		
90 17	Athlone	26 00		
141 80	Athol	48 00	8 00	
103 41	Attercliffe	42 00		
86 19	Attercliffe Station	20 00		
172 24	Auburn	66 00	6 00	
42 31	Audley	20 00		
66 66	Aughrim	28 00		
424 92	Aultsville	124 00		
1,435 93	Aurora	388 00		40 00
157 00	Avening	40 00		
71 57	Avon	48 00		
31 05	Avonbank	18 00		
85 24	Avonmore	34 00		
85 48	Avonton	20 00		
1,953 32	Aylmer West	706 00	40 00	120 00
1,155 85	Ayr	364 00	32 00	40 00
429 58	Ayton	70 00		
14 53	Baby's Point	10 00		

REPORT No. 3, A — Detail of Revenue, Salaries and Allowances in Ontario,  
within the year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
17 59	Baddow.....	10 00		
528 76	Baden.....	122 00	40 00	
52 36	Badjeros.....	28 00		
54 46	Bagot.....	38 00	16 00	
152 74	Baillieboro'.....	52 00		
50 72	Bala.....	10 00		
81 93	Balderson.....	32 00		
29 23	Baldoon.....	10 00		
25 79	Baldwin.....	10 00		
67 70	Ballantrae.....	22 00		
13 07	Ballantyne's Station.....	10 00		
90 36	Ballinafad.....	38 00		
111 21	Ballycroy.....	32 00	6 00	
61 55	Ballyduff (*3 Quarters; discontinued).....	16 00	*3 00	
23 02	Ballymote.....	10 00		
55 76	Balmoral.....	32 00		
50 91	Balsam.....	36 00		
197 14	Baltimore.....	90 00		
36 60	Bamberg.....	16 00		
125 49	Banda.....	38 00	8 00	
17 01	Bandon.....	10 00		
34 08	Banks.....	10 00		
51 39	Bannockburn.....	14 00		
10 90	Bardsville.....	10 00		
31 84	Bark Lake.....	46 00		
17 67	Barkway (from 1st July, 1878).....	7 50		
30 15	Barnett.....	16 00		
5,933 43	Barrie.....	1,700 00	144 00	240 00
48 31	Barriefield.....	10 00		
17 89	Barry's Bay.....	10 00		
44 51	Bartonville.....	22 00		
497 70	Bath.....	174 00		
71 21	Battersea.....	42 00		
430 86	Bayfield.....	182 00		
116 97	Bayham.....	46 00		
157 01	Baysville.....	10 00		
37 01	Bayview.....	20 00		
307 27	Beachburg.....	138 00	16 00	
219 99	Beachville.....	164 00		
34 50	Beaconsfield.....	10 00		
829 12	Beamsville.....	300 00	48 00	
120 62	Bear Brook.....	40 00		
29 62	Beatrice.....	12 00		
988 29	Beaverton (*3 Quarters; discontinued).....	256 00	*45 00	
24 76	Beechwood.....	10 00		
674 00	Beeton.....	80 00		
29 63	Beggsboro'.....	10 00		
86 46	Belfast.....	30 00	30 00	
33 47	Belford.....	20 00		
30 79	Belfountain.....	14 00		
208 74	Belgrave.....	58 00		
82 41	Belhaven.....	30 00		
190 49	Bell Ewart.....	96 00		
317 14	Belle River.....	118 00		
11,183 80	Belleville.....	3,170 00	300 00	440 00
39 53	Bellrock.....	16 00		
131 74	Bell's Corners.....	64 00		

**REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
319 21	Belmont .....	134 00		
200 73	Belmore .....	62 00		
41 59	Belton .....	10 00		
30 23	Benlomond .....	10 00		
49 52	Benmiller .....	22 00		
43 00	Bennie's Corners .....	20 00		
46 91	Bennington .....	12 00		
48 61	Bensfort .....	22 00		
40 95	Berkeley .....	22 00		
3,612 90	Berlin .....	1,026 00	360 00	209 00
279 97	Bervie .....	64 00		
71 61	Berwick .....	40 00		
507 70	Bethany .....	128 00	24 00	
39 99	Bethesda .....	10 00		
43 48	Bewdley .....	20 00		
32 16	Bexley .....	10 00		
134 03	Billing's Bridge .....	46 00		
127 19	Einbrook .....	56 00		
39 41	Eingham Road .....	12 00		
30 31	Binkham (from 1st September, 1878) .....	5 83		
49 12	Birkhall .....	42 00		
34 48	Birmingham .....	12 00		
29 47	Birnam .....	10 00		
89 19	Birr .....	58 00	12 00	
141 80	Bishop's Mills .....	42 00		
31 54	Bismarck .....	16 00		
26 77	Black Bank .....	10 00		
9 43	Blackburn .....	10 00		
88 30	Black Creek .....	40 00		
6 42	Black's Corners .....	10 00		
22 06	Black Heath .....	14 00		
124 46	Blair .....	46 00		
103 57	Blairton .....	80 00		
85 42	Blake .....	36 00		
59 53	Blakeney .....	10 00		
59 81	Blantyre .....	26 00		
16 83	Blessington .....	14 00		
36 52	Blind River .....	10 00		
254 67	Bloomfield .....	98 00		
46 43	Bloomington .....	20 00		
62 80	Bloomington .....	26 00		
65 58	Bloomsburg .....	42 00		
291 37	Bluevale .....	112 00		
1,120 22	Blythe .....	180 00		
68 09	Blytheswood .....	30 00		
1,099 67	Bobcaygeon .....	404 00	48 00	40 00
31 70	Bogart .....	10 00		
9 76	Bolingbroke .....	10 00		
109 33	Bolsover .....	44 00		
30 37	Bomanton .....	28 00		
302 75½	Bondhead .....	154 00	43 50	
33 21	Bongard's Corners .....	12 00		
58 20	Bookton .....	24 00		
114 11	Bornholm .....	42 00		
37 68	Bornish .....	10 00		
9 47	Bosking (from 1st July, 1878) .....	7 50		
108 27½	Boston .....	44 00		

### REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
70 75	Bosworth.....	40 00		
28 97	Botany.....	12 00		
1,266 20	Bothwell.....	380 00	80 00	40 00
56 12	Bouck's Hill.....	20 00		
47 79	Boulter.....	22 00		
12 51	Bourdeau (from 1st August, 1878).....	6 67		
31 00	Bowling Green.....	16 00		
3,947 13	Bowmanville.....	1,204 00	60 00	200 00
31 65	Bowood.....	10 00		
48 75½	Box Grove.....	22 00		
43 96	Boyne.....	24 00		
2,098 15	Brucebridge.....	410 00	100 00	60 00
32 16	Brackenrig.....	10 00		
1,459 77	Bradford.....	454 00	24 00	60 00
18 45	Bradshaw.....	10 00		
47 20	Braemar.....	24 00		
98 15	Braeside.....	58 00		
48 92	Bramley.....	30 00		
3,466 46	Brampton.....	908 00	20 00	160 00
163 80	Branchton.....	60 00		
48 18	Brandy Creek.....	16 00		
12,058 55	Brantford.....	3,370 00	400 00	480 00
16 41	Breadalbane.....	10 00		
208 80	Brechin.....	48 00		
149 19	Brentwood.....	50 00		
146 26	Breslau.....	44 00		
45 34	Brewer's Mills.....	30 00		
26 51	Brewster.....	12 00		
43 27	Brickley.....	10 00		
44 96	Bridge End.....	10 00		
42 11	Bridgenorth.....	26 00		
133 61	Bridgeport.....	50 00		
221 92	Bridgewater.....	132 00	24 00	
351 32	Brigden.....	42 00		
368 85	Bright.....	80 00	28 00	
1,583 34	Brighton.....	418 00	150 00	40 00
1 70	Brightside (from 1st February, 1879).....	1 67		
22 32	Brinkworth.....	16 00		
81 19	Brinsley.....	24 00		
132 29	Briston's Corners.....	50 00		
51 44	Brisbane.....	24 00	4 00	
46 76	Britannia.....	25 00		
8 71	Broadbent (from 1st September, 1878).....	5 83		
45 08	Brockton.....	14 00		
3,254 89	Brockville.....	2,226 00	480 00	360 00
29 11	Brodhagen.....	10 00		
34 33	Bronson.....	10 09		
157 12	Bronte.....	72 00		
39 03	Brookfield Station.....	10 00		
13 55	Brookholme (from 1st July, 1878).....	7 50		
563 69	Brooklin.....	264 00		
105 58	Brooksdale.....	46 00		
214 03	Brougham.....	130 00		
14 85	Brouseville.....	10 00		
154 45	Brownsville (5 Quarters).....	80 00		
375 06	Brucefield.....	90 00		
378 12	Bruce Mines.....	154 00		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
120	13	Brudenell	32	00				
9	76	Brunner (5 Quarters)	12	50				
10	29	Brunswick	10	00				
1,830	06	Brussels	612	00	24	00	120	00
61	24	Bryanston	32	00				
190	46	Buckhorn	46	00				
14	11	Bulger	10	00				
116	76½	Bullock's Corners	6	00				
27	69	Bunessan	10	00				
50	71	Bunyan	16	00				
323	12	Burford (* including arrears)	130	00	*26	00		
172	55	Burgessville	52	00	24	00		
119	43	Burgoyne	42	00				
48	54	Burk's Falls (from 1st July, 1878)	7	50				
20	16	Burleigh	10	00				
9	05	Burleigh Falls	10	00				
741	68	Burlington	226	00	48	00		
46	03	Burnbrae	22	00				
52	74	Burnhamthorpe	26	00				
39	68	Burnley	16	00				
44	00	Burns	12	00				
104	99	Burnstown	34	00				
36	24	Burnt River	10	00				
318	31	Burritt's Rapids	102	00				
29	82	Burtch	16	00				
33	43	Burton	14	00				
19	31	Bury's Green	10	00				
15	20	Bushfield	10	00				
76	54	Buttonville	34	00				
112	78	Buxton	56	00				
48	16	Byng	26	00				
157	71	Byng Inlet	62	00				
73	99	Byron	32	00				
94	25	Cadmus	24	00				
55	16	Caesarea	20	00				
136	12	Cainsville	58	00				
24	77	Caintown	22	00				
24	63	Cairngorm	16	00				
90	60	Caistorville	38	00				
6	48	Calabogie	10	00				
9	67	Calder	10	00				
32	08	Caldwell	10	00				
253	11	Caledon	84	00				
274	37	Caledon East	62	00	16	00		
106	72	Caledonia Springs	46	00				
29	51	Calton	10	00				
6	32	Camborne (from 1st January, 1879)	2	50				
350	17½	Cambay	80	00				
178	34	Camden East	92	00	16	00		
76	11	Cameron	22	00				
83	89	Camerontown	18	00	12	00		
36	94	Camilla	36	00				
337	95	Camlachie	92	00				
1,470	10	Campbellford	452	00			40	00
95	32	Campbell's Cross	50	00				
40	81	Campbellton	15	93				

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
122 16	Campbellville.....	40 00		
148 57	Campden (*from 1st July, 1878).....	38 00	*6 00	
17 50	Canaan.....	10 00		
0 00	Canard River.....	10 00		
75 27	Canboro'.....	38 00		
41 51	Candessville.....	14 00		
283 54	Canfield.....	100 00	16 00	
184 35	Cannifton.....	80 00		
102 17	Canning.....	34 00		
1,194 45	Cannington.....	326 00	48 00	40 00
73 72	Canton.....	36 00		
47 48	Cape Croker.....	10 00		
22 40	Cape Rich.....	18 00		
24 03	Carden.....	26 00		
30 92	Cardwell.....	10 00		
2,053 78	Carleton Place.....	614 00		80 00
8 56	Carling (from 1st July, 1878).....	7 50		
89 29	Carlingford.....	30 00		
152 00	Carlisle.....	50 00		
111 00	Carlow (*from 1st July, 1878).....	50 00	*6 00	
112 70	Carlsruhe.....	33 00		
12 51	Carlton West (from 1st November, 1878).....	4 17		
73 26	Carluke.....	40 00		
24 29	Carmuncock.....	14 00		
17 34	Carnarvon.....	10 00		
23 28	Carnegie.....	10 00		
11 73	Caron.....	10 00		
191 49	Carp.....	52 00	16 00	
48 72	Carrville.....	18 00		
13 17	Carsonby.....	10 00		
22 28	Carswell.....	10 00		
12 41	Carteret (from 1st July, 1878).....	7 50		
87 79	Carthage.....	32 00		
312 75	Cartwright.....	94 00		
34 77	Cashel.....	16 00		
28 08	Cashion's Glen.....	10 00		
40 91	Cashmere.....	22 00		
50 42	Cashtown.....	10 00		
52 46	Cass Bridge.....	10 00		
54 31	Cassburna.....	11 28		
36 95	Cassel.....	10 00		
16 18	Casselman.....	10 00		
1 89	Castile (closed 30th April, 1878).....	0 84		
53 03	Castleberg.....	22 00		
32 49	Castleford.....	26 00		
37 82	Castlemore.....	12 00		
339 91	Castleton.....	140 00		
59 05	Cataract.....	18 00		
166 18	Cataraqui.....	72 00		
84 60	Cathcart.....	36 00		
46 85	Cavan.....	30 00		
921 50	Cayuga.....	336 00	16 00	40 00
277 59	Cedar Dale.....	134 00		
84 18	Cedar Grove.....	24 00		
24 91	Cedar Hill.....	16 00		
79 97	Cedarville.....	16 00		
273 27	Centralia (*from 1st July, 1878).....	56 00	*9 00	

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
15	40	Centre Augusta.....	10	00	
47	71	Centreton.....	22	00	
161	50	Centreville.....	62	00	20 00
62	78	Chalk River.....	10	00	
20	32	Chandos.....	10	00	
36	45	Chantry.....	14	00	
13	00	Chapin.....	14	00	
229	15	Charing Cross.....	66	00	72 00
20	06	Charleston.....	10	00	
8	71	Charleville.....	12	00	
7,793	72	Chatham.....	2,100	00	240 00
428	55	Chatsworth.....	134	00	16 00
252	30	Cheapside.....	60	00	
57	33	Cheddar.....	10	00	
192	82	Cheltenham.....	36	00	
130	99	Chepstow.....	32	00	
25	49	Cherry Creek.....	10	00	
27	97	Cherry Grove.....	10	00	
128	74	Cherry Valley.....	34	00	
66	98	Cherrywood.....	28	00	
842	83	Chesley.....	160	00	
85	08	Chesterfield.....	34	00	
403	33	Chesterville.....	128	00	
98	09	Chevalier.....	33	33	
11	55	Cheviot.....	10	00	
708	34	Chippawa.....	312	00	40 00
86	32	Chippawa Hill (closed 28th Feb., 1879).....	9	17	
35	98	Chiselhurst.....	10	00	
20	32	Chisholm (from 1st May, 1878).....	9	17	
29	46	Christie's Corners.....	10	00	
35	26	Christina.....	10	00	
65	00	Churchill.....	24	00	8 00
91	49	Churchville (8 Quarters).....	48	00	
81	28	Chute à Blondeau.....	30	00	
44	72	Clachan.....	20	00	
41	64	Clanbrasil (late Dufferin).....	28	00	
10	09	Claudeboye.....	10	00	
349	60	Claremont.....	124	00	
265	38	Clarence.....	104	00	24 00
161	21	Clarence Creek.....	36	00	
2	97	Clareview (closed 30th June, 1878).....	2	50	
295	25	Clarke.....	114	00	
540	96	Clarksburg.....	146	00	28 00
37	03	Clarkson.....	10	00	
173	45	Clande.....	54	00	
22	84	Clavering.....	12	00	
149	83	Clayton.....	60	00	
100	68	Clear Creek.....	46	00	
151	15	Clearville.....	80	00	
1,042	34	Clifford.....	388	00	60 00
1,995	37	Clifton.....	575	50	200 00
3,310	06	Clinton.....	1,052	00	120 00
16	00	Clontarf.....	10	00	180 00
4	10	Close Mills (from 1st Feb., 1879).....	1	67	
99	83	Clover Hill.....	28	00	16 00
76	27	Cloyne.....	20	30	12 00
109	81	Clyde.....	18	00	



**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
14 32	Gly icsdale (from 1st Sept., 1878).....	5 84		
255 08	Cobden .....	34 00		
5,476 92½	Cobourg .....	1,870 00	240 00	240 00
151 61	Codrington.....	48 00		
29 87	Colbeck .....	10 00		
1,563 47	Colborne .....	576 00	200 00	80 00
87 01	Colchester.....	46 00		
96 72	Cold Springs .....	54 00		
95 31	Goldstream.....	40 00		
250 60	Coldwater.....	106 00		
65 52	Colebrook.....	34 00	20 00	
11 35	Coleman .....	10 00		
43 40	Coleraine .....	30 00		
27 59	Cole's Corners.....	18 00		
69 62	Colinville .....	24 00		
4,078 42	Collingwood.....	1,110 00	240 00	200 00
116 56	Collin's Bay .....	42 00		
73 66	Colpo'y's Bay.....	34 00		
259 05	Columbus.....	104 00		
239 59	Comber .....	60 00	32 00	
141 92	Combermere .....	50 00		
45 45	Comet .....	10 00		
139 15	Commanda Creek .....	22 00		
29 00	Conboyville.....	10 00		
109 51	Concord .....	46 00		
120 73	Conestogo.....	74 00		
20 73	Coningsby .....	10 00		
19 27	Conn .....	10 00		
31 92	Connaught.....	10 00		
40 08	Connor .....	16 00		
13 58	Conroy .....	10 00		
351 79	Consecon .....	112 00		
115 73	Constance.....	56 00		
46 14	Conway (* 2 Quarters ; discontinued).....	34 00	8 00	
714 86	Cookstown .....	156 00	100 00	
287 53	Cooksville .....	86 00		
20 48	Cooper .....	12 00		
23 87	Cooper's Falls .....	10 00		
48 74	Copenhagen .....	14 00		
139 09	Copetown .....	54 00		
175 40	Copleston .....	12 00		
63 37	Corbett.....	10 00		
165 29	Corinth .....	44 00		
93 41	Cornell .....	22 00		
3,731 87	Cornwall.....	1,268 00	100 00	160 00
21 40	Cornwall Centre.....	10 00		
197 13	Corseley .....	36 00	16 00	
157 79	Corunna .....	78 00		
17 66	Corwhin .....	10 00		
26 75	Cotswold.....	20 00		
185 83	Cottam .....	62 00	12 00	
44 56	Coulson .....	10 00		
256 16	Courtland .....	40 00		
301 56	Courtwright .....	62 00		
38 96	Coventry .....	24 00		
14 60	Coverley .....	10 00		
59 70	Cowal.....	20 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
129 20	Craighurst.....	54 00		
32 96	Craigleith.....	14 00		
33 36	Craigsholme.....	22 00		
183 58	Craigvale.....	76 00		
255 00	Cranbrook (late Grey).....	80 00		
22 98	Cranston.....	10 00		
10 80	Cranworth.....	10 00		
34 99	Crathie.....	10 00		
25 79	Crawford.....	12 00		
179 41	Credit.....	88 00		
212 10	Crediton.....	62 00		
22 49	Creek Bank.....	14 00		
16 07	Creektown.....	10 00		
343 16	Creemore.....	80 00		
25 00	Creighton.....	10 00		
24 93	Cressy.....	22 00		
40 67	Crieff.....	18 00		
62 30	Crinan.....	20 00		
0 47	Cripplegate (from 1st March, 1879).....	0 83		
24 42	Crofton.....	10 00		
162 19	Cromarty.....	52 00		
170 99	Crosshill.....	52 00		
30 03	Crossland.....	10 00		
56 81	Crowland.....	36 00		
47 90	Crown Hill.....	10 00		
61 25	Croydon.....	22 00		
29 00	Cruikshank.....	10 00		
43 25	Crumlin.....	20 00		
320 34	Crysler.....	80 00		
164 39	Culloden.....	58 00		
323 60	Cumberland.....	112 00	16 00	
5 06	Cummings' Bridge (from 1st March, 1879).....	0 83		
105 83	Cumminsville.....	54 00		
121 01	Cumnock (5 Quarters).....	47 50		
176 83½	Curran.....	48 00		
41 22	Currie's Crossing (from 1st May, 1878).....	9 17		
28 00	Curry Hill.....	10 00		
22 99	Cyprus (from 1st August, 1878).....	6 66		
102 34	Dacre.....	32 00		
23 83	Dale.....	10 00		
93 36	Dalhousie Mills.....	42 00		
84 38	Dalkeith.....	32 00		
16 13	Dalrymple.....	10 00		
72 86	Dalston.....	36 00		
34 96	Damascus.....	10 00		
15 22	Danforth.....	24 00		
9 68	D'Arcy.....	10 00		
19 01	Darrell.....	14 00		
100 98	Dartford.....	16 00		
8 86	Dartmoor.....	10 00		
147 15	Dashwood.....	30 00		
75 40	Davenport.....	42 00		
26 28	Davisville.....	16 00		
105 03	Dawn Mills.....	66 00		
17 36	Dawson.....	10 00		
16 50	Daywood (5 Quarters).....	12 50		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4 26	Dayton (from 1st February, 1879).....	1 66		
31 47	Deslton.....	18 00		
172 58	Deans.....	104 00		
125 54	DeCewsville.....	30 00		
25 76	Deebank.....	10 00		
9 63	Deerdock.....	10 00		
33 13	Deerhurst.....	14 00		
194 99½	Deer Park (from 1st May, 1878).....	9 17		
325 67	Delaware.....	154 00		
437 60	Delhi.....	170 00	32 00	
285 23	Delta.....	84 00		
231 52	Demorestville.....	76 00	12 00	
48 09	Denbigh.....	12 00		
115 96	Denfield (*from 1st July, 1878).....	14 00	*27 00	
30 20	Dérêche (opened 15th April and closed 31st December, 1878).....			
		7 09		
10 00	Derryane.....	10 00		
35 00	Derryville.....	12 00		
26 81	Derry West.....	16 00		
39 64	Derwent.....	32 00		
60 80	Desboro'.....	24 00		
7 93	Desert Lake.....	10 00		
10 49	Desmond.....	10 00		
82 88	Deux Rivières (5 Quarters).....	45 00		
25 19	Devil's Creek.....	10 00		
52 00	Devizes.....	24 00		
22 20	Dexter.....	14 00		
59 53	Diamond.....	16 00		
35 83	Dickens.....	16 00		
173 15	Dickinson's Landing.....	86 00		
460 79	Dingwall.....	42 00		
74 19	Dixie.....	28 00		
44 13	Dixon's Corners.....	44 00		
18 55	Dixon.....	10 00		
21 41	Jobbinton.....	10 00		
70 13	Doe Lake.....	10 00		
17 78	Dollar.....	10 00		
146 03	Dominionville.....	19 00		
29 56	Don.....	12 00		
61 35	Doncaster.....	22 00		
49 59	Donegal.....	20 00		
218 71½	Don Mount.....	52 00		
289 78	Doon.....	66 00		
3 09	Doran (closed; arrears of revenue).....			
253 00	Dorchester Station.....	42 00	32 00	
30 00	Dorking.....	14 00		
12 99	Dorland (from 1st Oct., 1878).....	5 00		
173 63	Douglas.....	66 00		
45 14	Dover, South.....	18 00		
60 88	Downeyville.....	30 00		
50 56	Downsview.....	28 00		
939 83	Drayton.....	266 00	16 00	
1,302 93	Dresden.....	350 00		40 00
21 99	Drew.....	10 00		
100 44	Dromore.....	48 00		
5 19	Drum.....	10 00		
411 87	Drumbo.....	156 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
841	75	Drummondville.....	312 00		40 00
41	69	Drumquin.....	18 00		
52	75	Drysdale.....	12 00		
249	11	Duart.....	110 00		
393	34	Dublin (late Carronbrook).....	132 00	32 00	
51	29	Jufferin Bridge (from 1st June, 1878).....	8 33		
20	52	Dumblane.....	20 00		
151	09	Dunbar.....	56 00		
129	35	Dunbarton.....	64 00		
20	28	Duncan.....	10 00		
73	24	Dunchurch.....	10 00		
42	63	Duncrief.....	22 00		
653	44	Dundalk Station.....	160 00	12 00	
2,819	16	Dundas.....	904 00	120 00	120 00
18	22	Dundela.....	14 00		
37	41	Dundonald.....	18 00		
57	44	Dunedin.....	10 00		
327	80	Dungannon.....	90 00		
125	42	Dunkeld.....	44 00	6 00	
2,218	08	Dunnville (5 Quarters).....	620 50	90 00	75 00
43	07	Dunrobin.....	10 00		
83	77	Dunsford.....	26 00		
147	99	Dunroon.....	54 00		
194	26	Dunvegan.....	48 00		
1,564	02	Durham.....	478 00	110 00	60 00
352	34	Dutton Station.....	44 00	10 00	
21	35	Dwyer Hill.....	10 00		
156	77	Eagle.....	78 00		
10	15	Eagle Lake.....	10 00		
25	77	Eamer's Corners.....	10 00		
49	32	East Hawkesbury.....	24 00		
9	44	Eastman's Springs.....	10 00		
323	62	Easton's Corners.....	106 00		
33	06	East Oro.....	18 00		
31	29	East Williamsburg.....	14 00		
157	26	Eastwood.....	66 00		
6	39	Echo River (from 1st Oct., 1878).....	5 00		
20	54	Eddystone.....	12 00		
121	79	Eden.....	40 00		
146	75	Eden Grove.....	10 00		
95	22	Eden Mills.....	48 00		
154	24	Edgar.....	40 00		
60	12	Edgeley.....	10 00		
28	06	Edgeworth.....	16 00		
94	78	Edmonton.....	54 00	32 00	
557	53	Edwardsburgh.....	140 00	12 00	
35	68	Efingham.....	14 00		
596	48	Eganville.....	206 00	60 00	
36	54	Egbert.....	16 00		
50	97	Egerton.....	16 00		
171	08	Eglington.....	70 00		
260	76	Egmondville.....	88 00		
90	92	Egremont.....	38 00		
15	70	Elba.....	12 00		
15	11	Eicho.....	10 00		
10	60	Elder.....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their office.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.
		\$	cts.	\$	cts.	\$
44 81	Elder's Mills .....	10	00			
22 09	Eldon Station.....	10	00			
16 31	Eldorado.....	12	00			
36 60	Elfrida.....	16	00			
189 12	Elgin.....	68	00			
44 20	Elginburgh .....	36	00			
63 31	Elginfield.....	28	00			
47 32	Elia.....	10	00			
65 63	Elmville.....	22	00			
53 49	Elizabethville.....	14	00	6	00	
16 40	Ellaton.....	10	00			
53 86	Ellengowan .....	40	00			
71 12	Ellesmere .....	28	00			
8 95	Elliott.....	10	00			
66 20½	Ellisville.....	10	00			
17 09	Elm.....	10	00			
24 10	Elmbank.....	12	00			
46 40	Elmgrove.....	18	00			
646 87	Elmira.....	226	00			
139 91	Elmvale.....	36	00			
146 55	Elmwood.....	34	00			
1,915 45	Elora.....	678	00	80	00	80 00
47 22	Elphin.....	18	00			
74 50	Elsinore.....	18	00			
19 03	Emberson.....	10	00			
690 11	Embro (*including arrears).....	222	00	*167	50	
92 66	Embrun.....	28	00			
30 93½	Emerald.....	24	00			
9 70	Emmett.....	10	00			
132 94	Emsdale.....	10	00			
33 01	Enfield.....	18	00			
351 18	Enniskillen.....	88	00			
69 41	Ennismore.....	24	00			
109 93	Enterprise.....	44	00			
68 91	Epping.....	18	00			
62 03	Epsom.....	32	00			
77 54	Eramosa.....	26	00			
6 14	Erbsville.....	10	00			
22 64	Erie.....	10	00			
517 67	Erin.....	146	00	4	00	
105 75	Erinsville.....	34	00	24	00	
92 83	Ernestown Station.....	38	00	24	00	
29 87	Erroll.....	10	00			
87 24	Escott.....	40	00			
16 95	Eskdale.....	10	00			
110 02	Esquesing.....	38	00			
719 35	Essex Centre.....	234	42			
179 56	Ethel (*previously over credited).....	*35	50			
9 15	Ettrick.....	10	00			
81 29	Eugenia.....	18	00			
48 34	Evelyn.....	14	00			
83 27	Everett.....	26	00			
87 80	Eversley.....	26	00			
118 11	Everton.....	44	00			
2,035 41	Exeter.....	582	00	40	00	60 00
24 47	Fairbank.....	10	00			

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
90 55	Fairfield.....	36 00		
39 01	Fairfield East.....	14 00		
61 49½	Fairfield Plain.....	20 00		
5 09	Fairholme (from 1st November, 1878).....	4 17		
27 09½	Fairmount.....	10 00		
28 17	Fairview.....	12 00		
19 31	Falding.....	10 00		
47 16	Falkenburg.....	16 00	16 00	
78 26	Falkirk.....	38 00		
48 80	Falkland.....	30 00		
41 51	Fallbrook.....	20 00		
65 48	Fallowfield.....	14 00		
774 76	Farmersville.....	202 00		
23 00	Farmington.....	10 00		
85 00	Farquhar.....	22 00	4 00	
161 08	Farran's Point.....	52 00		
13 96	Fawkham.....	10 00		
18 96	Fawn.....	10 00		
24 35	Fenaghvale.....	10 00		
58 44	Fenella.....	22 00		
1,043 64	Fenelon Falls.....	306 00	80 00	40 00
183 04½	Fenwick.....	78 00		
2,333 54	Fergus.....	770 00	180 00	80 00
53 46	Ferguson's Falls.....	30 00		
29 26	Fergusonvale.....	10 00		
36 62	Fermoy.....	14 00		
64 06	Fernhill.....	30 00		
24 79	Fesserton.....	10 00		
17 30	Fetherston.....	10 00		
118 73	Feversham.....	46 00		
21 63	Fielding.....	10 00		
588 06	Fingal.....	240 00		
13 35	Fintona.....	10 00		
55 67	Fish Creek.....	18 00		
128 46	Fisherville.....	42 00		
196 62	Fitzroy Harbor.....	104 00		
22 83	Fleetwood.....	10 00		
745 05	Flesherton.....	222 00	60 00	
89 68	Flesherton Station.....	10 00		
104 03	Fletcher.....	32 00		
93 58	Flinton.....	24 00		
16 01	Floradale.....	10 00		
651 99	Florence.....	220 00		
17 64	Foley.....	14 00		
566 48	Fonthill.....	204 00		
351 86	Fordwich.....	68 00	16 00	
35 83½	Fordyce.....	10 00		
1,706 71	Forest (*including arrears).....	390 00	16 00	*65 00
112 14	Forester's Falls.....	58 00	16 00	
30 27	Forest Mills.....	20 00		
107 14	Forestville.....	30 00		
58 29	Forfar.....	14 00		
241 57	Formosa.....	98 00		
537 53	Fort Erie.....	368 00		40 00
79 97	Fort William.....	204 00		
120 96	Fournier.....	24 00		
16 89	Fowler's Corners.....	10 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
186	61	Foxboro.....	56	00	.....
23	55	Foxmead (from 1st July, 1878).....	7	50	.....
5	00	Foymount (closed 30th September, 1878).....	5	00	.....
408	60	Frankford.....	146	00	.....
9	62	Frankhill.....	10	00	.....
93	13	Franklin.....	28	00	12 00
137	19	Franktown.....	48	00	.....
167	49	Frankville.....	60	00	.....
67	46	Fraserville.....	20	00	.....
183	92	Freelton.....	58	00	8 00
117	34	Freeman (from 1st July, 1878).....	7	50	.....
39	99	Freeport.....	28	00	.....
35	16	Freiburg.....	16	00	.....
47	14	Frome.....	32	00	.....
188	76	Fullarton.....	76	00	.....
17	69	Fuller.....	10	00	.....
46	80	Fulton.....	14	00	.....
49	77	Gad's Hill.....	22	00	.....
7	72	Galbraith.....	10	00	.....
71	71	Galetta.....	10	00	.....
22	68½	Gallingertown.....	10	00	.....
6,176	38	Gait.....	1,772	00	40 00
93	16	Gamebridge.....	20	00	.....
2,552	16	Gananoque.....	886	00	120 00
332	86	Garafraza.....	138	00	.....
92	39	Garden Hill.....	32	00	.....
223	00	Garden Island.....	100	00	.....
67	89	Garden River (*from 1st October, 1878).....	28	00	*2 00
78	31	Garnet.....	40	00	.....
14	00	Garrison Road.....	10	00	.....
1,926	37	Georgetown.....	560	00	111 00
589	01	Georgina.....	156	00	.....
24	74	German Mills (from 1st June, 1878).....	8	36	.....
128	64	Gesto.....	22	00	.....
24	30	Gibraltar.....	10	00	.....
13	45	Gibson.....	10	00	.....
20	88	Gilbert's Mills.....	10	00	.....
129	12	Gilford.....	50	00	.....
30	75	Gill.....	10	00	.....
52	00	Gillie's Hill.....	19	48	.....
46	00	Gladstone.....	20	00	.....
117	31	Glamis.....	28	00	.....
19	76	Glamorgan.....	10	00	.....
116	97	Glanford.....	72	00	24 00
10	63	Glanmire.....	10	00	.....
82	03	Glanworth.....	44	00	.....
22	93	Glascott.....	10	00	.....
45	95	Glasgow.....	16	00	.....
9	82	Glastonbury.....	10	00	.....
284	93	Glen Allan.....	102	00	.....
42	32½	Glenannan.....	15	90	.....
70	52	Glenarm.....	12	00	.....
42	03	Glen Buell.....	18	00	.....
11	00	Glenburnie.....	10	00	.....
162	83½	Glencairn.....	24	00	.....
1,021	07	Glencoe (*including arrears).....	274	00	*31 50

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
24 25	Glen Colin.....	10 00		
10 38	Glen Donald.....	10 00		
22 48	Glendower.....	10 00		
24 34	Glenedin.....	10 00		
33 24	Glen Gordon (from 1st July, 1878).....	8 50		
95 09	Glen Huron.....	24 00		
35 96	Glen Major.....	18 00		
60 28	Glen Meyer.....	12 00		
237 04	Glen Morris.....	78 00		
65 89	Glennewis.....	38 00		
25 26	Glen Norman.....	10 00		
17 70	Glen Oak.....	10 00		
46 95	Glen Orchard.....	10 00		
28 60	Glen Robertson.....	10 00		
30 48	Glenroy.....	16 00		
35 99	Glen Sandfield.....	14 00		
34 72½	Glenshee.....	12 00		
11 50	Glen Smail (from 1st August, 1878).....	6 66		
16 32	Glen Stewart.....	10 00		
107 17	Glen Tay.....	30 00		
36 81	Glenvale.....	22 00		
23 86	Glen Walker (from 1st November, 1878).....	4 17		
92 69	Glen Walter.....	16 00		
184 89	Glen Williams.....	78 00		
17 21	Glen Willow.....	10 00		
149 30	Goble's Corners.....	40 00		
4,889 18	Goderich.....	1,616 00	120 00	200 00
69 68	Godfrey.....	16 00		
30 08	Golden Lake.....	10 00		
39 73	Goldsmith.....	10 00		
59 52	Goldstone.....	30 00		
39 09	Gooderham.....	10 00		
268 41	Goodwood.....	60 00		
250 49	Gordon.....	118 92		
41 00	Gordon Mills.....	10 00		
48 64	Gordonville.....	10 00		
259 95	Gore Bay.....	130 41		
137 37	Gore's Landing.....	58 00		
90 77	Gormley.....	42 00		
451 41	Corrie.....	118 00		
31 06	Goshen (from 1st August, 1878).....	6 67		
3 58	Gosport.....	10 00		
44 40	Gourock.....	22 00		
44 14	Gowanstown.....	26 09		
16 74	Gower Point.....	12 00		
488 13	Grafton.....	178 00	30 00	
46 92½	Grahamsville.....	26 00		
122 56	Grand Bend.....	16 00		
15 12	Grant.....	10 00		
72 85	Grantley.....	24 00		
402 71	Granton.....	134 00	20 00	
30 98	Grass Hill.....	10 00		
46 18	Grassmere.....	10 00		
18 57	Gravel Hill.....	10 00		
1,166 36	Gravenhurst.....	368 00	32 00	40 00
34 87	Graystock.....	12 00		
131 24	Greenbank.....	50 00		



**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
6 51	Green Bay (from 1st December, 1878).....	3 33		
59 71	Greenbush.....	28 00		
88 94	Greenfield.....	26 00		
38 04	Greenock.....	28 00		
18 00	Green Point.....	10 00		
41 79	Green River.....	22 00		
122 21	Greensville.....	68 00		
31 39	Green Valley.....	10 00		
14 93	Greenview.....	10 00		
41 50	Greenway (from 1st July, 1878).....	7 50		
186 54	Greenwood.....	52 00		
21 26	Grenfel.....	10 00		
27 74	Gresham.....	10 00		
7 25	Gretna.....	10 00		
13 60	Greysted.....	10 00		
37 38	Gribbin.....	10 00		
88 48	Griersville.....	26 00		
92 25	Griffith (5 Quarters).....	50 00		
951 39	Grimsby (*including arrears).....	342 00	*65 00	40 00
55 34	Grovesend.....	18 00		
12,362 91	Guelfh.....	3,220 00	400 00	
99 18	Guilds.....	24 00		
13 72	Guthrie.....	10 00		
99 46	Guysborough.....	28 00		
39 04	Hagerman's Corners.....	10 00		
798 91	Hagersville (5 Quarters).....	182 50		
12 92	Haldane Hill (from 1st September, 1878).....	5 83		
28 10	Haley Station (from 1st May, 1878).....	9 16		
461 46	Haliburton.....	108 00		
73 18	Holloway.....	44 00		
88 58	Hall's Bridge.....	30 00		
18 25	Hall's Glen.....	10 00		
49,150 85	Hamilton (Salaries and expenses entered elsewhere).....			
20 16	Hamlet.....	14 00		
25 45	Hammond.....	14 00		
34 11	Hampden.....	10 00		
25 81	Hampshire Mills.....	10 00		
22 49	Hampstead.....	20 00		
258 37	Hampton.....	94 00		
13 66	Hanlan (from 1st November, 1878).....	4 17		
34 77	Hannon.....	14 00		
608 07	Hanover.....	190 00	40 00	
9 11	Harcourt.....	10 00		
9 06	Hardinge.....	10 00		
21 92	Harkaway.....	10 00		
44 94	Harlem.....	22 00		
107 70	Harley.....	34 00		
21 00	Harlock.....	10 00		
11 71	Harlowe.....	12 00		
30 57	Harmony.....	16 00		
43 84	Harold.....	28 00		
41 13	Harper.....	16 00		
46 83	Harpley.....	12 00		
103 98	Harristsville.....	38 00		
113 21	Harrington.....	38 00		

**REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
156 26	Harrisburg .....	80 00	96 00	.....
0 00	Harrison's Corners (accounts not received).....	.....	.....	.....
2,322 89	Harriston .....	696 00	60 00	120 00
186 18	Harrow .....	62 00	.....	.....
162 52	Harrowsmith .....	80 00	.....	.....
92 45	Hartford .....	36 00	.....	.....
33 39	Hartington .....	12 00	.....	.....
31 47	Hartley .....	10 00	.....	.....
21 72	Hartman .....	12 00	.....	.....
88 51	Harwich .....	32 00	.....	.....
27 40	Harwich Centre (* including arrears).....	*10 25	.....	.....
146 54	Harwood .....	60 00	.....	.....
905 26	Hastings .....	226 00	.....	.....
21 73	Haultain .....	10 00	.....	.....
48 43	Havelock .....	16 00	.....	.....
715 28	Hawksbury .....	236 00	.....	.....
72 42	Hawkstone .....	30 00	48 00	.....
311 83	Hawkesville .....	100 00	16 00	.....
23 00	Hawley .....	14 00	.....	.....
11 02	Hawthorne .....	10 00	.....	.....
193 16	Hawtrey .....	38 00	40 00	.....
110 18	Hay .....	18 00	.....	.....
14 66	Hay Bay .....	10 00	.....	.....
58 93	Haydon .....	26 00	.....	.....
23 33	Hayesland .....	16 00	.....	.....
8 56	Hayford (from 1st July, 1878).....	7 50	.....	.....
209 46	Haysville .....	68 00	.....	.....
32 00	Hayward's Falls.....	10 00	.....	.....
77 71	Hazledean .....	32 00	.....	.....
34 53	Headford .....	18 00	.....	.....
11 99	Head Lake .....	10 00	.....	.....
257 81	Heathcote .....	68 00	.....	.....
6 01	Heather .....	10 00	.....	.....
96 12	Heckston .....	42 00	.....	.....
197 70	Heidelberg .....	48 00	.....	.....
46 52	Hemlock .....	10 00	.....	.....
122 20	Henderson .....	38 00	.....	.....
20 22	Hendrick (from 1st May, 1878).....	9 17	.....	.....
131 42	Henfryn .....	20 00	.....	.....
21 80	Henry .....	12 00	.....	.....
411 80	Hensall .....	173 55	16 00	.....
100 85	Hepworth (*including arrears).....	16 00	*5 00	.....
33 45	Hercward .....	18 00	.....	.....
28 00	Hermon .....	10 00	.....	.....
633 41	Hespeler .....	284 00	.....	.....
19 50½	Hiawatha .....	10 00	.....	.....
34 28	Higginbotham.....	10 00	.....	.....
11 42	High Falls.....	10 00	.....	.....
24 26	Highfield.....	10 00	.....	.....
194 73	Highgate .....	66 00	.....	.....
123 67	Highland Creek.....	50 00	.....	.....
153 39	Hillier .....	50 00	16 00	.....
13 00	Hillsborough.....	12 00	.....	.....
190 20	Hillburgh.....	106 00	.....	.....
259 45	Hillsdale .....	58 00	10 00	.....
42 83	Hill's Green .....	22 00	.....	.....
11 76½	Hillside (opened 1st Nov., '78; closed 20th Jan., '79)	2 21	.....	.....

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 03	Hilly Grove.....	10 00		
120 46	Hilton.....	72 00		
12 74	Hinch.....	10 00		
7 37	Hoasic.....	10 00		
9 71	Hoath Head.....	10 00		
11 65	Hobart (from 1st July, 1878).....	7 50		
40 64	Hockley.....	12 00		
56 85	Holbrook.....	52 00		
253 75	Holland Landing.....	106 00		
268 50	Hollen.....	74 00		
36 76	Holly.....	10 00		
12 86	Holly Park.....	10 00		
82 57	Holmesville.....	30 00		
181 72	Holstein.....	36 00		
54 14	Holt.....	24 00		
86 00	Holyrood.....	44 00		
79 91	Homer.....	38 00		
105 56	Honeywood.....	30 00		
21 40	Hoodstown (late Port Vernon).....	10 00		
3 53	Hope Bay (from 1st June, 1878).....	8 33		
8 36	Hopefield.....	10 00		
59 43	Hopetown.....	26 00		
97 57	Hopeville (5 Quarters).....	27 50		
151 00	Hornsby.....	62 00		
248 22	Horning's Mills.....	48 00		
3 91	Horse Shoe Bridge.....	10 00		
144 89	Houghton.....	58 00		
25 49	Housey's Rapids.....	10 00		
3 67	Howe Island.....	10 00		
82 39	Humber.....	46 00		
445 72	Humberstone.....	96 00		
16 77	Huntersville.....	10 00		
67 17	Huntley.....	24 00		
471 57	Huntsville.....	74 00	24 00	
16 03	Hurdville.....	10 00		
84 96	Huston.....	42 00	16 00	
48 52	Huttonsville.....	10 00		
0 00	Hybla (from 1st February, 1879).....	1 66		
77 25	Hyde Park Corner.....	34 00		
67 00	Ida.....	32 00		
134 17	Ilderton.....	20 00		
54 40	Ilfracombe.....	10 00		
14 28	Indian River (closed 19th July, 1878; re-opened 1st February, 1879).....	4 68		
6,150 26	Ingersoll.....	1,590 00	360 00	240 00
36 29	Ingoldsby.....	12 00		
42 06	Inistioge.....	24 00		
168 00	Inkerman.....	66 00		
212 36	Innerkip.....	70 00		
12 10	Innisfil.....	14 00		
59 18	Innisville.....	38 00		
352 03	International Bridge.....	10 00		
70 59	Inverary.....	44 00		
4 31	Inverhaugh.....	10 00		
33 73	Inverhuron.....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowancs.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
260 58	Invermay .....	108 00		
74 60	Inwood.....	10 00		
213 45	Iona .....	148 00		
113 18	Iona Station.....	44 92		
26 06	Irena.....	10 00		
1,177 58	Iroquois .....	338 00	72 00	40 00
18 17	Islay .....	10 00		
121 59	Islington.....	52 00		
33 63	Ivan .....	10 00		
65 29	Ivanhoe .....	30 00		
110 68	Ivy.....	34 00		
40 10	Jackson .....	16 00		
23 97	Jaffa .....	10 00		
91 13	Jamestown.....	20 00		
131 07	Janetville .....	30 00		
79 04	Jarratt's Corners.....	36 00		
990 17	Jarvis .....	320 00	50 00	40 00
163 40	Jasper.....	52 00		
129 62	Jerseyville.....	50 00		
16 60	Jock Vale.....	10 00		
41 65	Johnson .....	18 00		
27 06	Johnson's Mills .....	12 00		
33 68	Jones' Falls (from 1st June, 1878).....	8 33		
187 98	Jordan .....	106 00		
130 33	Jordan Station.....	43 82		
29 75	Juddhaven .....	10 00		
56 13	Jura .....	16 00		
116 06	Kagawong.....	10 00		
12 35	Kaladar .....	10 00	2 00	
121 60	Kars .....	46 00		
98 99	Katrine .....	10 00		
75 64	Keady.....	22 00		
28 25	Kearney (from 1st August, 1878).....	6 67		
7 38	Keatsville (from 1st Dec., 1878).....	3 33		
212 86	Keenansville.....	42 00	16 00	
303 74	Keene .....	122 00		
78 73	Kelvin.....	50 00		
62 40	Kemble .....	14 00	4 00	
1,182 46	Kemptville .....	392 00	60 00	40 00
150 87	Kendal .....	42 00		
77 82	Kenilworth.....	30 00	30 00	
101 37	Kenmore.....	38 00		
6 49	Kennaway.....	10 00		
101 89	Kent Bridge.....	36 00		
244 48	Kerrwood.....	64 00		
38 58	Kerry.....	14 00		
45 80	Kertch .....	16 00		
146 21	Keswick.....	60 00		
182 13	Kettleby.....	62 00		
15 60	Keyser.....	12 00		
11 55	Khiva (from 1st October, 1878).....	5 00		
90 40	Kilbride .....	48 00		
76 04	Killarney .....	22 00	16 00	
45 17	Killean.....	18 00		
9 83	Killerby .....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
19	98	Kilmanagh.....	16	00	
22	40	Kilmarnock.....	14	00	
32	97	Kilmartin.....	26	00	
29	14	Kilmaurs.....	10	00	
145	94	Kilsyth.....	48	00	12 00
18	06	Kimball (from 1st Dec., 1878).....	3	34	
64	49	Kimberley.....	24	00	
201	03	Kinburn.....	42	00	6 00
3,288	06	Kincardine.....	996	00	72 00
334	11	King.....	108	00	
50	99	King Creek.....	16	00	
86	84	Kingsbridge.....	38	00	
21	19	Kingsford.....	10	00	
72	94	Kingsmill.....	25	08	
15,431	06	Kingston (Salaries and expenses entered elsewhere).....			
12	62	Kingston Mills.....	14	00	
648	41	Kingsville.....	248	00	16 00
35	90	Kinkora.....	20	00	
126	78	Kinloss.....	38	00	16 00
182	92	Kinlough.....	44	00	
446	02	Kinmount (*from 1st July, 1878).....	64	00	*6 00
29	97	Kinnaird.....	10	00	
76	25	Kinsale.....	26	00	
99	47	Kintail.....	26	00	
134	20	Kintore.....	42	00	
143	92	Kippen (*from 1st July, 1878).....	44	00	*15 00
80	51	Kirby.....	26	00	
311	92	Kirkfield (5 Quarters).....	72	50	
69	66	Kirkhill.....	32	00	
185	82	Kirkton.....	52	00	
92	68	Kirkwall.....	42	00	
232	00	Klineburg.....	82	00	
49	47	Klock's Mills.....	10	00	
9	57	Knapdale.....	10	00	
9	27	Knatchbull.....	10	00	
23	78	Kohler.....	10	00	
206	72	Komoka.....	146	00	
14	00	Korah (from 1st Oct., 1878).....	5	00	
29	45	Kossuth.....	12	00	
57	53	Lafontaine.....	16	00	
96	61	Laggan.....	44	00	24 00
5	66	Lake Doré.....	10	00	
721	12	Lakefield.....	220	00	20 00
36	69	Lakehurst.....	10	00	
129	28	Lakelet.....	30	00	
42	52	Lake Opinicon.....	14	00	
100	32	Lakeside.....	44	00	
16	29	Lake Tallowan.....	10	00	
97	37	L'Amable.....	16	00	
66	16	Lamaroux.....	26	00	
160	29	Lambeth.....	74	00	
108	27	Lambton Mills.....	48	00	
28	15	Lamlash.....	10	00	
13	69	Lamon (from 1st June, 1878).....	8	36	
553	54	Lanark.....	194	08	32 00
103	45	Lancaster.....	50	00	

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
40 12	Lancelot.....	10 00		
30 67	Lanes.....	10 00		
57 62	Lang.....	34 00		
52 56	Langford.....	24 00		
52 13	Langside.....	22 00		
21 80	Langstaff.....	10 00		
259 86	Langton.....	66 00		
368 61	Lansdown.....	104 00		
93 97	Lansing.....	42 00		
22 18	Largie.....	16 00		
52 68	La Salette.....	10 00		
159 14	Laskay.....	60 00		
27 21	Latimer.....	10 00		
80 25	Latona.....	44 00	16 00	
82 41	Laurel (*from 1st August, 1878).....	18 00	*6 66	
10 75	Lavant.....	10 00		
53 43	Lavender.....	10 00		
88 22	Lawrence Station.....	32 00		
17 04	Layton.....	10 00		
70 31	Leadbury.....	10 00		
1,188 41	Leamington.....	204 00	60 00	
62 67	Leaskdale.....	32 00		
48 91	Lebanon.....	13 00		
729 55	LeBreton Flats.....	249 95		
46 05	Lefavre.....	16 73		
277 85	Lefroy.....	88 00	16 00	
0 46	Leinster (closed; arrears of revenue).....			
80 43	Leith.....	36 00		
1 92	Lemieux.....	10 00		
66 09	Lemonville.....	18 00		
17 00	Lennox.....	10 00		
101 87	Leskard.....	50 00		
212 69	Leslie.....	68 00		
81 92	Lethbridge.....	10 00		
7 95	Letterkenny.....	10 00		
79 04	Lieury.....	26 00		
63 16	Lifford.....	16 00		
90 18	Limehouse.....	42 00		
24 42	Lime Lake.....	12 00		
5,234 71	Lindsay (*including arrears).....	*2,047 00	*260 00	*320 00
34 57	Linton.....	18 00		
314 54	Linwood.....	90 00		
79 08	Lion's Head.....	10 00		
18 64	Lisbon.....	10 00		
18 79	Lisburn.....	10 00		
169 36	Lisle (from 1st August, 1878).....	6 66		
3,026 32	Listowel.....	894 00	120 00	120 00
343 13	Little Britain.....	88 00	10 00	
168 95	Little Current.....	54 00	24 00	
70 47	Little Rideau.....	28 00		
66 00	Liverpool Market.....	10 00		
203 46	Lloydtown.....	88 00		
102 08	Lobo.....	52 00		
46 78	Lochalsh.....	10 00		
38 53	Loch Garry.....	32 00		
131 73	Lochiel.....	42 00	18 00	
26 65	Lochinvar (from 1st July, 1878).....	16 50		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
42 44	Loch Winnoch.....	10 00		
8 22	Locksley.....	10 00		
42 97	Lockton.....	16 00		
22 00	Lockville.....	10 00		
35 67	Lodi.....	17 00		
53 33	Logierait.....	18 00		
135 88	Lombardy.....	42 00		
361 97	Londesborough.....	102 00		
32,913 55	London (Salaries and expenses entered elsewhere)			
961 41	London East (*including arrears).....	*267 25		
132 28	Longford Mills.....	51 20		
17 64	Long Lake.....	10 00		
808 50	Longwood.....	112 00		
144 98	Longwood Station.....	34 00	6 00	
111 05	Lonsdale.....	52 00		
61 40	Loretto.....	14 00		
746 82	L'Original.....	236 00	48 00	
57 19	Lorne (*previously over-credited).....	*16 50		
152 30	Lorneville.....	34 00		
20 03	Lorraine.....	10 00		
65 47	Lotus (*from 1st October, 1878).....	14 00	*3 00	
318 66	Loughborough.....	90 00	24 00	
105 15	Louisville.....	42 00		
10 81	Lourdes.....	10 00		
12 66	Lovat.....	10 00		
15 00	Lovering.....	10 00		
57 70	Lowbanks.....	12 00		
194 91	Lowville.....	62 00	16 00	
1,045 17	Lucan.....	388 00	200 00	80 00
1,601 09	Lucknow.....	676 00	40 00	80 00
30 40	Lumley.....	16 00		
145 39	Lunenburgh.....	46 00		
21 14	Lurgan.....	10 00		
289 32	Luther (* from 1st July, 1878).....	44 00	*12 00	
55 03	Luton.....	32 00		
13 70	Luttrell.....	10 00		
583 75	Lynn.....	232 00		
183 01	Lynden.....	118 00		
134 20	Lyndhurst.....	48 00		
373 30	Lynedoch (5 Quarters).....	132 50	40 00	
41 87	Lynn Valley.....	10 00		
63 91	Lynnville.....	24 00		
124 74	Lyons.....	38 00		
56 80	McCrimmon.....	10 00		
155 35	McDonald's Corners.....	62 00		
260 07	McGillivray.....	78 00	8 00	
72 73	McGregor.....	10 00		
29 09	McIntosh Mills.....	10 00		
72 66	McIntyre.....	20 00		
6 62	McIver (from 1st September, 1878).....	5 83		
159 72	McKellar.....	36 00		
97 22	Maberley.....	18 00		
17 20	Macbeth.....	10 00		
38 17	Macton.....	12 00		
36 82	Macville.....	16 00		
1,214 84	Madoc.....	278 00	80 00	

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
355 27	Magnetawan .....	26 00		
15 00	Maidstone (3 Quarters) .....	45 00		
215 84	Maitland .....	102 00		
26 80	Malakoff .....	10 00		
112 00	Malcom .....	30 00		
364 75	Mallorytown .....	86 00	24 00	
17 46	Nalone .....	10 00		
43 64	Malta .....	10 00		
128 37	Malton .....	58 00		
118 94	Malvern .....	44 00		
152 97	Manchester .....	84 00		
93 98	Mandamin .....	58 00		
407 65	Manilla .....	122 00		
43 59	Manilla Station (from 1st October, 1878) .....	5 00		
412 88	Manitowaning .....	36 00	16 00	
67 63	Mannheim .....	22 00		
311 95	Manotick .....	104 00		
37 34	Mansewood .....	10 00		
108 98	Mansfield .....	18 00		
252 09	Maple .....	78 00		
66 60	Maple Hill .....	28 00		
24 83	Maple Lodge .....	10 00		
68 86	Mapleton .....	24 00		
62 09	Maple Valley .....	22 00		
91 04	Maplewood .....	18 00		
10 31	Mar .....	10 00		
27 31	Marathon .....	12 00		
18 56	Marble Rock .....	10 00		
35 19	March .....	16 00		
20 94	Marchmont .....	14 00		
47 63	Marden .....	22 00		
973 09	Markdale (* including arrears) .....	200 00	*25 00	
1,083 89	Markham .....	386 00	60 00	
46 33	Marksville (from 1st July, 1878) .....	8 50		
58 50	Marlbank .....	16 00		
16 54	Marmion .....	10 00		
427 39	Marmora .....	134 00	12 00	
47 62	Marnoch .....	20 00		
20 62	Marsh Hill .....	10 00		
100 00	Marshville .....	58 00		
14 89	Marston .....	10 00		
86 44	Marville .....	38 00		
455 77	Martintown .....	154 00		
24 70	Marvelville (from 1st January, 1879) .....	5 00		
107 12	Marysville .....	50 00		
39 72	Masonville .....	16 00		
41 00	Massie .....	18 00		
19 30	Matawatchan .....	10 00		
13 64	Matlock .....	10 00		
327 934	Mattawa .....	64 00		
45 64	Mattawin .....	50 00		
228 00	Maxwell .....	88 00		
38 84	Mayerville .....	10 00		
56 09	Mayfair .....	20 00		
49 56	Mayfield .....	20 00		
5 78	Maynard (from 1st May, 1878) .....	9 17		
100 30	Maynooth .....	30 00		



**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
272 63	Meadowvale.....	66 00		
2,570 38	Meaford.....	766 00	32 00	120 00
35 64	Mecunoma.....	10 00		
30 53	Medina.....	16 00		
55 73	Medonte.....	16 00		
59 50	Melancthon.....	28 00		
19 15	Melissa.....	16 00		
68 63	Melrose.....	32 00		
41 73	Melville.....	18 00		
88 07	Menie.....	40 00		
10 06	Menomonee.....	10 00		
27 01	Merivale.....	16 00		
134 50	Merlin.....	26 00		
1,074 75	Merrickville.....	310 00		40 00
464 25	Merritton.....	200 00		
301 55	Metcalfe.....	120 00	24 00	
36 84	Metropolitan.....	10 00		
5 83	Metz.....	10 00		
37 96	Meyersburg.....	16 00		
58 15	Michael's Bay.....	10 00		
19 90	Michipicoton River.....	14 00		
17 24	Micksburg.....	10 00		
64 09	Middlemarch (*including arrears).....	*22 00		
128 33	Middlemiss.....	16 00		
135 68	Middleville.....	54 00		
48 46	Midhurst.....	20 00		
428 73	Midland.....	76 00		
21 00	Midlothian.....	10 00		
54 19	Milburn.....	10 00		
683 19	Mildmay (*including arrears).....	*217 00		
256 58	Milford.....	108 00		
384 03	Millbank.....	84 00		
71 20	Mill Bridge.....	24 00		
1,430 11	Mill Brook.....	488 00	96 00	60 00
179 97	Mille Roches.....	130 00	28 00	
43 86	Mill Grove.....	22 00		
61 64	Mill Haven.....	36 00		
19 06	Milliken.....	16 00		
1,265 85	Mill Point.....	244 00		
20 72	Milnesville.....	12 00		
1,625 94	Milton, West.....	672 00	48 00	40 00
408 64	Milverton.....	88 00		
38 60	Mimico.....	20 00		
53 53	Mimosa.....	36 00		
526 93	Minden.....	160 00		
128 66	Minesing.....	30 00		
18 50	Mississippi Station (from 1st November, 1873).....	4 16		
3,118 04	Mitchell.....	892 00	60 00	120 00
25 88	Mitchell's Bay.....	10 00		
67 48	Mitchell Square.....	10 00		
34 53	Moffatt.....	18 00		
259 87	Mohawk.....	118 00		
47 72	Mohr's Oubners.....	26 00		
50 37	Moira.....	24 00		
136 94	Molesworth.....	34 00		
16 67	Monck.....	10 00		
68 81	Monckland.....	24 00		

REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
15 87	Moncrieff	10 00		
8 81	Money more	10 00		
39 21	Mongolia	24 00		
291 19	Monkton	100 00		
84 77½	Mono Centre	28 00		
227 36	Mono Mills	82 00	20 00	
303 12	Mono Road Station	38 00		
5 75	Monsell	10 00		
15 37	Montague	10 00		
17 07	Montesgle Valley	10 00		
8 37	Monticello (from 1st July, 1878)	7 50		
36 13	Montrose	16 00		
281 32	Moore	192 00		
600 28	Moorefield	136 00	8 00	
22 56	Moore's Falls	10 00		
68 59	Moose Creek	34 00		
59 03	Moray	24 00		
85 76	Morewood	24 00		
57 32	Morganston	26 00		
10 03	Morley	10 00		
70 01	Morningdale Mills (*including arrears)	16 00	*20 00	
650 21	Morpeth	240 00	16 00	
38 22	Morrisbank	24 00	16 00	
2,856 49	Morrisburg (5 Quarters)	816 00	150 00	75 00
141 24	Morrison	68 00		
103 03	Morton	46 00		
15 65	Morven	16 00		
44 62	Mosborough	10 00		
51 09	Moscow	20 00		
57 23	Mossley	24 00		
61 58	Motherwell	30 00		
255 17	Moulinette	72 00		
44 22	Moulton Station	10 00		
27 18	Mountain Grove	14 00		
35 91	Mountain View	22 00		
285 46	Mount Albert	70 00		
26 71	Mount Albion	16 00		
343 43	Mount Brydges	140 00	60 00	
40 43	Mount Charles	24 00		
215 73	Mount Elgin	96 00		
2,479 87	Mount Forest	826 00	80 00	120 00
85 06	Mount Healy	30 00		
25 00	Mount Horeb	12 00		
29 00	Mount Irwin	10 00		
118 21½	Mount Pleasant	50 00		
29 64	Mount St. Louis	16 00		
24 08	Mount St. Patrick	14 00		
46 34	Mount Salem	22 00		
37 83	Mountsberg	20 00		
51 50	Mount Sherwood	10 00		
157 09	Mount Vernon	62 00		
21 35	Mount Wolfe	10 00		
130 58	Muir Kirk	49 01		
9 01	Mulgrave	10 00		
33 38	Mulmur	18 00		
59 09	Muncey	18 00		
38 61	Munroe's Mills	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
61 92	Munster.....	22 00		
18 03	Murdoch (from 1st June, 1878).....	8 33		
124 55	Murray.....	38 00		
46 24	Murvale.....	34 00		
78 65	Muskoka Falls.....	38 00	16 00	
31 65	Musselburg.....	10 00		
6 76	Myrehall.....	10 00		
170 15	Myrtle.....	33 00	4 00	
56 49	Nairn.....	56 00		
200 78	Nanticoke.....	56 00		
5,026 58	Napanee.....	1,528 00	160 00	200 00
82 30	Napanee Mills.....	20 00		
173 50	Napier.....	74 00		
16 69	Napperton.....	14 00		
144 41	Nassagaweya.....	64 00	8 00	
27 52	Navan.....	12 00		
99 24	Nelles Corners.....	18 00		
113 64	Nelson.....	58 00	16 00	
116 00	Nenagh.....	24 00		
23 31	Netherby.....	26 00		
406 49	Neustadt.....	118 00		
37 85	Newark.....	22 00		
22 95	Newbliss.....	10 00		
570 03	Newboro'.....	178 00		
19 12	Newboyne.....	12 00		
127 87	Newbridge.....	36 00		
394 82	Newburgh.....	166 00		
588 85	Newbury.....	202 00	80 00	
1,536 30	Newcastle.....	470 00	24 00	60 00
71 99	Newcombe Mills.....	20 00		
28 32	New Dublin.....	10 00		
331 85	New Dundee.....	128 00		
108 11	New Durham.....	60 00		
308 71	New Edinburgh.....	186 00		
1,336 56	New Hamburg.....	310 00	24 00	
2 50	Newholm (from 1st December, 1878).....	3 37		
206 16	Newington.....	56 00		
426 34	New Lowell.....	96 00		
2,393 99	Newmarket.....	688 00	72 00	80 00
32 00	Newport.....	16 00		
19 00	New Ross.....	10 00		
197 31	Newry.....	82 00	12 00	
224 00	Newry Station.....	80 00		
62 44	New Sarum.....	36 00	16 00	
128 39	Newton Brook.....	50 00		
144 98	Newton Robinson.....	44 00		
1,237 02	Niagara.....	468 00	72 00	120 00
92 90	Nicolston.....	24 00	12 00	
67 79	Nile.....	30 00		
123 83	Nilestown.....	64 00		
39 55	Nipissingan.....	10 00		
26 50	Nissouri.....	16 00		
21 22	Nithburg.....	10 00		
18 06	Nixon (1 Quarter).....	2 50		
27 88	Nober.....	10 00		
187 95	Nobleton.....	78 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	cts.	\$
179	46	Norham .....	48	00	
97	00	Norland .....	34	00	16 00
28	21	Normandale .....	20	00	
245	17	North Augusta .....	96	00	
91	07	North Bruce .....	28	00	
82	26	North Buxton .....	32	00	
24	20	Northcote .....	10	00	
22	77	Northfield (3 Quarters) .....	9	00	
22	23	Northfield Centre .....	10	00	
26	75	North Glanford .....	18	00	
245	05	North Gower .....	76	00	
57	86	North Keppel .....	22	00	
134	30	North Lancaster .....	46	00	
18	06	North Mountain .....	16	00	
27	47	North Pelham .....	16	00	
270	92	North Port .....	62	00	
79	29	North Ridge .....	62	00	
23	00	North Seguin .....	10	00	
25	79	North Seneca .....	20	00	6 00
14	00	North Valley (from 1st July, 1878) .....	7	50	
131	52	North Williamsburg .....	68	00	
34	67	North Winchester .....	16	00	
250	59	Norval .....	98	00	
56	00	Norwich .....	24	00	
1,301	13	Norwich .....	380	00	16 00
907	44	Norwood .....	238	00	48 00
77	88	Notfield (closed 31st December, 1878) .....	48	00	
365	91	Nottawa .....	82	00	
8	00	Oak Hill .....	10	00	
96	94	Oakland .....	76	00	72 00
74	47	Oak Ridges .....	36	00	
1 590	97	Oakville .....	476	00	32 00
423	30	Oakwood .....	106	00	16 00
7	42	Oates .....	10	00	
35	89	Oban .....	18	00	
8	97	Ochil .....	10	00	
356	59	Odessa .....	126	00	72 00
92	67	Offa .....	36	00	
66	83	Ogemah .....	10	00	
26	56	Ohsweken .....	10	00	
135	00	Oil City .....	37	47	
268	85	Oil Springs .....	142	00	
17	23	Oldcastle (from 1st June, 1878) .....	8	33	
46	55	Oldfield .....	10	00	
3	85	Old Montrose .....	10	00	
92	21	Olinda .....	28	00	
18	51	Oliphant .....	10	00	
11	50	Oliver .....	10	00	
85	34	Omagh .....	24	00	
837	40	Omeme (*from 1st July, 1878) .....	236	00	16 00
59	14	Ompah .....	12	00	
37	98	Oneida .....	42	00	
177	02	Onondaga .....	70	00	
2,820	77	Orangeville .....	934	00	72 00
67	15	Orchard (2 Quarters) .....	26	00	6 00
37	87	Oriel .....	10	00	

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4,068 20	Orillia .....	1,094 00	150 00	160 00
29 87	Orkney (from 1st May, 1878).....	9 16		
46 99	Orleans.....	16 00		
79 17½	Ormond.....	24 00		
741 00	Orono.....	190 00		
78 02	Orwell.....	82 00		
48 32	Osaca.....	10 00		
41 87	Osborne.....	10 00		
122 30	Osceola.....	26 00		
4,814 97	Oshawa.....	1,422 00	80 00	200 00
13 17	Osman (from 1st May, 1878).....	9 17		
17 33	Oso Station (from 1st November, 1878).....	4 17		
77 62	Osprings.....	26 00		
21 06	Ossian.....	10 00		
35 45	Ostrander.....	10 00		
28,025 18	Ottawa (Salaries and expenses entered elsewhere).....			
589 30	Otterville.....	186 00	12 00	
36 11	Oungah.....	16 00	12 00	
44 56	Oustic.....	28 00		
38 91	Ouvrey.....	10 00		
8 33	Overton.....	10 00		
4,351 27	Owen Sound.....	1,296 00	160 00	160 00
58 09	Oxenden.....	28 00		
36 89	Oxford Centre.....	16 00		
152 75	Oxford Mills.....	74 00	12 00	
42 77	Oxford Station.....	22 00		
176 42	Oxley.....	42 00		
118 00	Oznabruck Centre.....	44 00		
62 74	Painswick.....	20 00		
2,729 02	Paisley.....	594 00	72 00	60 00
955 63	Pakenham.....	286 00	24 00	
204 49	Palermo.....	74 00	16 00	
63 00	Palgrave (*from 1st January, 1879).....	14 00	*3 50	
24 78	Palmer Rapids.....	14 00		
1,183 65	Palmerston.....	390 00		40 00
112 22	Palmyra.....	44 88		
44 28	Panmure.....	18 00		
90 00	Parham.....	24 00	8 00	
2,748 12	Paris.....	758 00	80 00	160 00
492 39	Paris Station.....	148 00	24 00	
125 94	Parkdale.....	10 00		
123 01	Parker.....	36 00		
16 03	Park Head.....	10 00		
2,118 21	Park Hill.....	730 00	120 00	120 00
20 56	Parma.....	14 00		
195 55	Parry Harbor.....	112 49		
724 29	Parry Sound.....	226 00	50 00	
62 16	Patillo.....	24 85		
266 78	Patterson.....	98 00		
11 94	Paudash.....	10 00		
21 38	Peabody.....	10 00		
3 00	Pearceley (from 1st September, 1878).....	5 00		
14 42	Peebles.....	10 00		
23 61	Peepabun.....	10 00		
43 17	Pefferlaw.....	18 00		
8 06	Pelham Union.....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
3,075 78	Pembroke.....	912 00	220 00	160 00
122 95	Pendleton.....	36 00		
1,114 81	Penetanguishene.....	246 00		
17 69	Pentland.....	10 00		
47 25	Penville.....	26 00		
19 52	Perch Station.....	14 00		
75 51	Perm.....	10 00		
21 73	Perretton.....	12 00		
67 70	Perrytown.....	26 00		
3,310 11	Perth.....	942 00	120 00	160 00
119 18	Perth Road.....	20 00		
21 04	Petawawa.....	16 00		
7,403 46	Peterborough.....	2,192 00	200 00	240 00
77 33	Petersburg.....	50 00	80 00	
4 40	Peterson's Corners (from 1st July, 1878).....	7 50		
0 00	Petersville (sub) revenue included in London.....	10 00		
48 67	Petherton.....	30 00		
2,648 10	Petrolia.....	886 00		160 00
27 15	Petworth.....	14 00		
36 03	Phelpston.....	14 00		
79 67	Philipburg.....	38 00		
32 46	Philipston.....	12 00		
110 89	Phillipville.....	40 00		
504 27	Pickering.....	128 00		
3,121 05	Pictou.....	976 00	120 00	160 00
17 43	Pike Bay.....	10 00		
22 00	Pine Dale.....	14 00		
102 03	Pine Grove.....	64 00		
58 44	Pine Orchard.....	26 00		
95 35	Pine River.....	34 00		
247 06	Pinkerton.....	38 00		
11 35	Pitt's Ferry.....	10 00		
32 30	Pittston.....	10 00		
98 86	Plainfield (*including arrears).....	38 00	*7 50	
64 52	Plainville.....	19 00		
372 95	Plantaganet.....	114 00	40 00	
725 71	Plattsville.....	138 00		
46 90	Playfair.....	14 00		
22 04	Pleasant Valley.....	10 00		
68 28	Plevna.....	12 00		
68 00	Plum Hollow.....	16 00		
45 85	Point Alexander.....	20 00		
12 00	Pointe-aux-Pins.....	10 00		
580 80	Point Edward.....	198 00		
15 09	Point Kaye.....	10 00		
0 08	Point Petre.....	10 00		
24 96	Point Traverse.....	12 00		
18 30	Poland.....	10 00		
20 14	Pomona.....	10 00		
65 24	Ponsonby.....	36 00		
70 00	Poole.....	30 00		
103 08	Port Albert.....	36 00		
63 58	Port Bruce.....	24 00		
660 44	Port Burwell.....	354 00	72 00	
245 23	Port Carling.....	60 00		
71 90	Port Cockburn.....	10 00		
1,740 97	Port Colborne.....	542 00	60 00	40 00

**REPORT No. 3, A — Detail of Revenue, Salaries and Allowances in Ontario,  
within the year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
163	37	Port Credit.....	40	00	
664	65	Port Dalhousie.....	238	00	
1,031	95	Port Dover.....	350	00	40 00
1,590	29	Port Elgin.....	588	00	24 00
58	07	Port Elmsley.....	24	00	
36	63	Porter's Hill.....	33	00	
30	48	Port Franks.....	12	52	
41	75	Port Granby.....	20	00	
25	90	Port Hoover.....	10	00	
6,019	47	Port Hope.....	1,820	00	240 00
236	27	Port Lambton.....	94	00	
108	39	Portland.....	40	00	
44	99	Port Maitland.....	30	00	
23	15	Port Nelson.....	24	00	
2,342	23	Port Perry.....	794	00	24 00
328	68	Port Robinson (3 Quarters).....	130	50	
740	44	Port Rowan.....	272	00	50 00
87	30	Port Royal.....	40	00	
118	63	Port Ryerse.....	76	00	
87	00	Portsmouth.....	54	00	
802	09	Port Stanley.....	328	00	
190	01	Port Sydney.....	36	00	
12	00	Port Talbot.....	10	00	
25	25	Port Union.....	12	00	
39	53	Pottageville.....	10	00	
19	00	Powell.....	10	00	
3,046	17	Prescott.....	944	00	460 00
82	40	Presqu' Isle.....	26	00	
1,044	70	Preston.....	322	00	36 00
42	33	Price's Corner.....	12	00	
474	44	Priceville.....	100	00	
129	88	Primrose (*from 1st July, 1878).....	34	00	*6 00
245	24	Prince Albert.....	134	00	
464	40	Princeton.....	184	00	
53	30	Prinyer.....	14	00	
43	71	Prospect.....	16	00	
76	37	Providence Bay.....	10	00	
10	88	Purdy.....	10	00	
7	44	Purple Grove.....	10	00	
30	59	Purpleville.....	16	00	
88	04	Puslinch.....	34	90	8 00
68	38	Putnam.....	42	00	
57	83	Queen Hill.....	10	00	
114	87	Queensborough.....	34	00	
199	23	Queenston.....	96	00	
279	00	Queensville.....	92	00	10 00
75	19	Raglan.....	52	00	
8	56	Raiton.....	14	00	
73	95	Rainham.....	32	00	8 00
75	99	Rainham Centre.....	38	00	
40	56	Rama.....	22	00	
24	10	Ramsay's Corners (including arrears; re-opened 1st May, 1878).....	11	04	
23	50	Ramsgate (closed 31st August, 1878).....	4	17	
49	59	Randwick.....	10	00	

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
39 82	Ranelagh.....	14 00		
22 38	Rankin.....	10 00	6 00	
10 20	Raper (from 1st May, 1878).....	9 16		
32 97	Rathburn.....	10 00		
159 46	Ratho.....	58 00		
123 04	Ravenna.....	30 00		
12 32	Ravenscliffe.....	10 00		
66 63	Ravenshoe.....	24 00		
96 46	Ravenswood.....	26 00		
35 12	Raymond.....	16 00		
38 42	Reaboro'.....	18 00		
62 13	Read.....	30 00		
46 81	Reading.....	24 00		
35 00	Reay (from 1st July, 1878).....	7 50		
98 12	Rednersville.....	42 00		
17 75	Red Rocks.....	32 00		
45 54	Relessey.....	12 00		
28 00	Renforth.....	12 00		
1,783 69	Renfrew.....	580 00	40 00	60 00
28 55	Renton.....	12 00		
38 00	Renton Station.....	15 20	4 00	
16 34	Restoule (from 1st November, 1878).....	4 17		
114 29	Riceville.....	36 00	12 00	
277 93	Richmond.....	98 00		
681 65	Richmond Hill.....	206 00		
17 20	Richview.....	10 00		
176 57	Richwood.....	68 00		
1,672 63	Ridgetown.....	236 00		
143 53	Ridgeville.....	46 00		
486 95	Ridgeway.....	180 00	32 00	
23 77	Rimington.....	10 00		
164 34	Ringwood.....	58 00		
155 03	Riverbank.....	10 00		
103 37	Riversdale.....	58 00		
63 50	Riverstown.....	30 00	4 00	
846 33	Rivière Raisin.....	276 00	240 00	
60 37	Roache's Point.....	40 00		
90 86	Roblin.....	24 00		
19 97	Rob Roy.....	10 00		
174 24	Rochesterville.....	72 00		
44 44	Rockford.....	28 00		
127 55	Rockingham.....	42 00	36 00	
182 31	Rockland.....	61 00		
34 55	Rockliffe.....	10 00		
78 78	Rocklyn.....	20 00		
51 72	Rockport.....	24 00		
32 55	Rockside.....	14 00		
149 12	Rockton.....	46 00	16 00	
15 74	Rock Village.....	10 00		
528 85	Rockwood.....	198 00		
128 15	Rodgersville.....	80 00		
414 53	Rodney.....	98 00		
10 24	Roebuck.....	10 00		
11 06	Romilly.....	10 00		
88 83	Romney.....	24 00		
1,122 25	Rondeau.....	344 00	120 00	40 00
64 09	Rondeau Harbor.....	24 00		



**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
83	06	Ronson .....	18	00	
18	96	Rosebank .....	10	00	
23	86	Rosedale .....	18	00	
30	39	Rosedene .....	14	00	
45	61	Rosehall .....	16	00	
400	18	Rosemont .....	114	00	22 00
142	64	Rosemeath .....	48	00	
9	32	Rosetta .....	10	00	
108	76	Roseville .....	32	00	
116	09	Roslin .....	48	00	
11	23	Ross .....	10	00	32 00
341	47	Rosseau .....	90	00	80 00
51	67	Rossmore .....	10	00	
80	93	Rossmount .....	10	00	
246	51	Rothsay .....	92	00	
7	75	Rouge Hill .....	10	00	
3	48	Round Lake (closed 18th January, 1879) .....	8	00	
35	44	Round Plains .....	18	00	
17	03	Rowan Mills .....	10	00	
87	07	Rugby .....	32	00	16 00
37	99	Ruscom River .....	22	00	
42	36	Russeldale .....	20	00	
285	26	Russell .....	74	00	24 00
61	19	Rutherford .....	10	00	
168	04	Ruthven .....	68	00	
54	34	Ryckman's Corners .....	26	00	
34	09	Rye (from 1st July, 1878) .....	7	50	
17	88	Rylstone .....	10	00	
78	45	St. Agatha .....	48	00	
73	77	St. Andrews .....	42	00	
90	83	St. Anns .....	46	00	
10,872	53	St. Catharines (*including arrears) .....	*3,316 00	96 00	*520 00
99	25	St. Clements .....	36	00	
159	50	St. Davids .....	76	00	
264	62	St. Eugène .....	80	00	
658	27	St. George .....	156	00	
164	24	St. Helens .....	66	00	
26	36	St. Ives .....	16	00	
333	11	St. Jacobs .....	114	00	
0	00	St. James' Park (sub) revenue included in London .....	10	00	
23	74	St. John's .....	12	00	
89	63	St. Joseph's Island .....	10	00	
11	18	St. Lawrence .....	10	00	
3,676	91	St. Mary's .....	1,212 00	80 00	120 00
26	90	St. Ola .....	10	00	
35	13	St. Paul's Station .....	10	00	
63	56	St. Raphael .....	34	00	
8,197	94	St. Thomas .....	2,116 00	120 00	320 00
268	54	St. Williams .....	78	00	
15	50	Sable .....	10	00	
11	67	Sable River .....	10	00	
88	21	Saintfield .....	34	00	
239	58	Salem .....	86	00	
84	77	Salford .....	64	00	
17	11	Salmon Point .....	10	00	
49	45	Salmonville .....	20	00	6 00

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario  
within the year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
109 78	Sandford.....	36 00		
141 74	Sandhill.....	52 00		
44 51	Sandhurst.....	26 00		
256 42	Sand Point.....	156 00	120 00	
523 91	Sandwich.....	234 00	48 00	80 00
21 82	Sarepta.....	16 00		
8 62	Sarginson (from 1st May, 1878).....	9 16		
5,001 72	Sarnia (*including special allowance).....	1,820 00	*400 00	240 00
20 92	Sarsfield.....	10 00		
730 63	Saugeen.....	342 00	80 00	
723 57	Sault Ste. Marie.....	134 00	48 00	48 00
89 86	Scarboro'.....	42 00		
79 79	Scarboro' Junction.....	16 00		
631 76	Schomberg.....	140 00		
39 57	Scone (*previously over-credited).....	*12 00		
55 64	Scotia.....	10 00		
280 69	Scotland.....	114 00		
46 30	Scugog.....	10 00		
3,809 14	Seaforth.....	1,114 00	100 00	160 00
64 23	Seagrave.....	10 00		
44 06	Seaton.....	10 00		
59 13	Sebright.....	10 00		
428 61	Sebringville.....	110 00	20 00	
213 91	Seeley's Bay (*from 1st July, 1878).....	42 00	*15 00	
18 71	Seely.....	10 00		
73 71	Seguin Falls.....	14 00		
94 40	Selby.....	42 00		
315 15	Selkirk.....	102 00	16 00	
72 08	Selton.....	32 00		
69 77	Selwyn.....	24 00		
1,073 09	Seneca.....	410 00	50 00	40 00
311 90	Severn Bridge.....	90 00		
364 20	Shakespeare.....	138 00		
18 46	Shamrock.....	16 00		
10 82	Shanick.....	10 00		
31 60	Shanly.....	16 00		
414 03	Shannonville.....	148 00		
95 38	Shanty Bay.....	46 00		
57 51	Sharbot Lake.....	10 00		
169 53	Sharon (*1 Quarter; discontinued).....	72 00	*4 00	
15 20	Sharpton.....	10 00		
223 48	Shedden.....	66 00	24 00	
151 19	Sheffield.....	68 00		
28 67	Shequindah.....	10 00		
1,163 79	Shelburne.....	178 00	36 00	
14 46	Sheldon.....	10 00		
36 47	Sheppardton.....	10 00		
53 24	Sheridan.....	26 00		
93 02	Sherkston.....	36 00		
0 03	Sherwood Spring.....	10 00		
70 83	Shetland.....	24 00		
19 75	Shiloh.....	10 00		
17 11	Shipka (from 1st July, 1878).....	7 50		
40 67	Shipley.....	22 00		
36 27	Shirley.....	16 00		
27 69	Shrigley.....	10 00		
46 40	Sidney Crossing.....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Name of Post Office.	Salaries.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
18	30	Sillsville.....	10	00	
42	30	Siloam.....	12	00	
112	29	Silver Hill.....	30	00	
294	70	Silver Islet.....	178	00	
4,013	07	Simcoe.....	1,278	00	300 00
47	50	Sinclairville.....	10	00	160 00
292	24	Singhampton.....	68	00	
66	83	Skead's Mills.....	29	07	24 00
9	37	Skipness.....	10	00	
30	82	Skye.....	14	00	
13	00	Sligo (*from 1st October, 1878).....	10	00	*3 00
84	46	Smirleville.....	10	00	
130	90	Smithfield.....	44	00	
2,294	48	Smith's Falls.....	618	00	16 00
10	69	Smithurst.....	10	00	60 00
416	82	Smithville.....	194	00	
66	13	Solina.....	24	00	
17	00	Solway.....	10	00	
173	22	Sombra.....	92	00	24 00
115	32	Sonya.....	32	00	
83	46	Soperton.....	14	00	
26	22	South Bay.....	10	00	
148	55	South Cayuga.....	50	00	
41	32	South Douro.....	26	00	
44	35	South Dummer.....	24	50	
69	98	Southend.....	10	00	
133	53	South Finch.....	42	00	
21	58	South Gloucester.....	20	00	
80	06	South Gower.....	28	00	
14	26	South La Graisse.....	14	00	
21	50	South Lake.....	14	00	
90	93	South March.....	36	00	
34	63	South Middleton (closed 31st March, and re-opened 1st July, 1878).....	16	50	
138	71	South Monaghan.....	40	00	
222	85	South Mountain.....	90	00	
162	16	South Woodslee.....	10	09	
60	19	South Zorra.....	30	00	
13	71	Spaffordton.....	10	00	
52	88	Spanish River.....	40	00	
16	36	Sparrow Lake (from 1st June, 1878).....	8	33	
303	32	Sparta.....	132	00	
36	06	Speedside.....	20	00	
117	43	Spence.....	40	00	12 00
310	74	Spencerville.....	116	00	20 00
20	43	Sprayside.....	14	00	
14	98	Spring Arbor.....	12	00	
68	44	Springbank.....	14	00	
75	36	Springbrook.....	16	00	
578	65	Springfield.....	118	00	
284	71	Springford.....	90	00	
47	08	Springvale.....	22	00	
84	65	Springville.....	48	00	
27	96	Spry (5 Quarters).....	13	50	
101	19	Staffa.....	28	00	
17	74	Stafford.....	12	00	
178	69	Stamford.....	80	00	

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
31 44	Stanleydale.....	10 00		
46 37	Stanley's Mills.....	24 00		
132 11	Stanton.....	20 00		
54 71	Star Lake.....	10 00		
33 53	Starrat.....	10 00		
1,661 65	Stayner.....	546 00	36 00	40 00
27 15	Steele.....	16 00		
135 57	Stella.....	58 00		
185 00	Stevensville.....	78 00		
60 51	Stewartville.....	36 00		
856 65	Stifling.....	298 00	32 00	
106 86	Sirton.....	34 00		
134 52	Stittsville.....	56 00	40 00	
22 11	Stockdale.....	16 00		
86 61	Stoco.....	32 00		
9 83	Stoke's Bay (from 1st September, 1875).....	5 83		
19 40	Stoneleigh.....	10 00		
175 99	Stony Creek.....	62 00	32 00	
16 48½	Stony Lake.....	10 00		
144 21	Stony Point.....	56 00		
755 39	Stouffville.....	166 00	48 00	
84 19	Strabane.....	42 00		
191 62	Straffordville.....	68 00		
90 31	Strasburg.....	30 00		
7,408 67	Stratford.....	2,008 00	120 00	240 00
78 32	Strathallen.....	36 00		
27 15	Strathaven.....	10 00		
66 88	Strathburn.....	28 00		
12 45	Strathnairn.....	12 00		
3,777 14	Strathroy.....	1,010 00	72 00	160 00
562 39	Streetsville.....	232 00		
94 97	Stromness.....	46 00		
185 47	Stroud.....	42 00		
39 90	Sturgeon Bay (from 10th August, 1878).....	6 42		
207 63	Sullivan.....	66 00		
77 61	Summerstown.....	44 00		
97 21	Summerville.....	28 00		
61 51	Sunbury.....	32 00		
545 2½	Sunderland.....	100 00		
51 25	Sunnidale.....	14 00		
16 03	Sunshine.....	10 00		
125 70	Sutherland's Corners.....	32 00		
65 18	Sweasburg.....	46 00		
42 74	Sweet's Corners.....	10 00		
59 86	Switzerville.....	10 00		
60 55	Sydenham Mills.....	10 00		
157 63	Sylvan.....	36 00		
83 26	Talbotville Royal.....	40 00		
443 58	Tamworth.....	212 00	16 00	
40 44	Tapleystown.....	28 00		
677 39	Tara.....	106 00	12 00	
18 00	Tarbert.....	10 00		
13 07	Tatlock.....	10 00		
44 25	Taunton.....	24 00		
716 91	Tavistock.....	168 00		
53 90	Tayside.....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
68 19	Tecumseh .....	24 00		
1,187 54	Teeswater .....	318 00		
247 71	Teeterville .....	54 00		
32 68	Tehkummah.....	10 00		
23 74	Telfer .....	18 00		
69 01	Temperanceville.....	24 00		
27 55	Tempo .....	20 00		
5 29	Tennyson .....	10 00		
78 45	Teston .....	22 00		
63 40	Teviotdale.....	40 00		
311 24	Thamesford.....	100 00		
1,153 24	Thamesville .....	340 00	16 00	40 00
30 76	Thanet.....	14 00	12 00	
895 74	Theford.....	226 00	20 00	
29 75	The Grange.....	12 00		
16 16	The Ridge.....	10 00		
31 03	Thessalon River .....	10 00		
96 72	Thistleton.....	50 00		
125 71	Thomasburg .....	50 00		
141 96	Thompsonville.....	16 00		
831 39	Thornbury.....	172 00	8 00	
184 74	Thorndale.....	72 00	12 00	
305 92½	Thornhill.....	138 00	32 00	
149 52	Thornton.....	48 00		
20 28	Thornhurst.....	10 00		
2,085 66	Thorold.....	724 00		120 00
1,009 16	Thunder Bay .....	356 00	60 00	120 00
22 44	Tichborne.....	10 00		
51 35	Tilbury East.....	34 00		
2,097 42	Tilsonburg.....	612 00	150 00	120 00
6 00	Tilton.....	10 00		
34 70	Tintern.....	10 00		
39 77	Tioga (from 1st August, 1878).....	6 87		
689 64	Tiverton .....	198 00		
209 99	Toledo.....	63 00		
27 05	Topping .....	16 00		
23 52	Tormore.....	12 00		
154,263 46	Toronto (Salaries and expenses entered elsewhere) .....			
18 66	Torrance.....	10 00		
342 28	Tottenham.....	52 00		
35 86	Townsend Centre.....	18 00		
129 49	Trafalgar.....	46 00	16 00	
13 24	Tralee.....	10 00		
23 24	Tramore.....	10 00		
27 13	Traverston.....	12 00		
64 53½	Treadwell .....	14 00		
38 41	Treacastle.....	30 00		
10 03	Trent Bridge.....	10 00		
2,066 92	Trenton.....	672 00	180 00	80 00
31 65	Trout Lake.....	10 00		
86 34	Trowbridge.....	36 00		
98 83	Troy.....	36 00		
127 11	Trudell.....	40 00		
40 27	Tuam .....	16 00		
81 24	Tullamore.....	36 00		
85 29	Turin.....	28 00		
12 02	Turtle Lake .....	10 00		

**REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
102 21	Tuscarora .....	38 00		
290 38	Tweed .....	132 00		
15 74	Tweedside .....	12 00		
18 61	Tyneside .....	16 00		
70 16	Tyrconnell .....	42 00		
155 26	Tyrone .....	70 00		
64 01	Tyrell .....	28 00		
61 16	Udora .....	24 00		
191 41	Uffington .....	43 00		
21 37	Ufford .....	10 00		
18 06	Ullswater .....	22 00		
109 98	Ulster .....	22 00		
21 23	Umfraville .....	10 00		
279 03	Underwood .....	84 00		
185 62	Union .....	92 00		
8 98	Union Hill .....	10 00		
386 49	Unionville .....	98 00	80 00	
38 30	Uphill .....	14 00		
2 50	Uplands (from 1st January, 1879) .....	2 50		
28 73	Upper (from 1st June, 1878) .....	8 33		
86 05	Uptergrove .....	58 00		
69 96	Utica .....	32 00		
87 48	Utopia .....	28 00		
127 48	Utterson .....	24 00	16 00	
34 88	Uttoxeter .....	20 00		
2,339 90	Uxbridge .....	698 00	32 00	60 00
31 79	Vachell .....	14 00		
64 59	Valentia .....	16 00		
150 84	Valetta .....	50 00		
69 55	Vallentyne .....	22 00		
18 02	Vanatter .....	10 00		
61 22	Vanbrugh .....	40 00		
22 87	Vancamp Mills .....	10 00		
47 05	Vandecar .....	20 00		
36 88	Vandeleur .....	12 00		
61 86	Vanessa .....	10 00		
746 61	Vankleek Hill .....	260 00	24 00	
130 62	Vankoughnet (re-opened 1st July, 1878) .....	7 50		
37 74	Vanneck .....	22 00		
23 34	Vanvlack .....	10 00		
179 45	Varna .....	66 00		
50 70	Varney .....	24 00		
56 68	Vasey .....	18 00		
33 57	Veighton .....	10 00		
46 95	Vellore .....	18 00		
19 50	Vennachar .....	10 00		
71 47	Ventnor .....	30 00		
16 20	Ventry .....	10 00		
9 86	Verdun .....	12 00		
33 59	Vereker .....	14 00		
97 69	Vernon .....	28 00		
66 03	Vernonville .....	34 00		
74 45	Verona .....	18 00		
98 67	Verschoyle .....	28 00		
59 01	Vesta .....	18 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
32 76	Victoria Corners .....	14 00		
146 06	Victoria Harbor .....	16 00		
284 40	Victoria Road .....	113 40	8 00	
98 41	Victoria Square .....	38 00		
491 01	Vienna .....	272 00	4 00	
41 79	Vigo (*including arrears) .....	*17 00		
145 38	Villanova .....	18 00		
18 47	Villiers .....	12 00		
30 76	Violet .....	26 00		
16 53	Violet Hill (from 1st October, 1878) .....	5 00		
84 49	Virgil .....	32 00		
20 25	Virginia .....	10 00		
380 93	Vittoria .....	180 00	16 00	
69 18	Vivian .....	19 00		
59 17	Vroomanton .....	42 00		
7 46	Vyner .....	10 00		
22 00	Wagram .....	10 00		
209 89	Waldemar .....	22 00		
372 13	Wales .....	80 00	80 00	
8 70	Walker's Point .....	10 00		
4,207 42	Walkerton .....	1,200 00	200 00	160 00
395 80	Walkerville .....	146 00		
56 21	Wallace .....	14 00		
792 14	Wallaceburg .....	284 00	16 00	
448 00	Wallacetown .....	158 00	18 00	
56 57	Wallbridge .....	26 00		
12 00	Wallenstein .....	10 00		
6 70	Waller .....	10 00		
38 29	Walmer .....	16 00		
33 00	Walnut .....	10 00		
58 83	Walsh .....	38 00		
148 09	Walsingham Centre .....	60 00		
98 54	Walter's Falls .....	30 00		
217 67	Walton .....	84 00		
89 35	Wanstead .....	58 00	16 00	
23 80	Warburton .....	10 00		
705 24	Wardsville .....	236 00	16 00	
16 66	Wareham .....	10 00		
957 70	Warkworth .....	196 00		
73 21	Warminster .....	34 00	12 00	
33 89	Warner .....	12 00		
187 72	Warsaw .....	72 00		
24 78	Wartburg .....	14 00		
182 69	Warwick .....	70 00		
226 46	Washago .....	54 00		
40 42	Washburn .....	10 00		
207 62	Washington .....	58 00		
545 99	Waterdown .....	220 00		
1,202 48	Waterford (*including arrears) .....	*399 00	72 00	40 00
2,016 85	Waterloo, West .....	848 00	16 00	120 00
1,589 25	Watford .....	482 00	30 00	40 00
98 37	Watson's Corners .....	46 00		
47 33	Waubamick .....	18 00		
501 17	Waubashene .....	68 00		
40 14	Waubuno .....	12 00		
30 18	Waupoos .....	26 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
177 16½	Waverley .....	46 00		
20 75	Weir (from 1st June, 1878).....	8 33		
21 90	Weissenburg.....	10 00		
96 85	Welcome.....	28 00		
22 02	Weldon (from 1st November, 1878).....	4 17		
2,625 25	Welland.....	650 00	160 00	120 00
229 64	Wellandport.....	90 00		
338 74	Wellesley.....	102 00	8 00	
387 25	Wellington.....	138 00		
43 35	Wellman's Corners.....	18 00		
98 55	Wendover (*including arrears).....	*50 00		
56 66	Wesleyville.....	10 00		
98 02	West Brook.....	52 00		
54 88	West Essa.....	26 00	8 00	
54 89	Westfield.....	18 00		
189 12	West Flamboro'.....	86 00		
3 50	West Grove (from 1st December, 1878).....	3 33		
60 77	West Huntingdon.....	22 00		
28 73	West Huntley.....	10 00		
15 08	West Lake.....	10 00		
498 52	West Lorne.....	100 00	8 00	
39 11	West McGillivray.....	18 00		
46 33	West Magdala.....	12 00		
275 42	Westmeath.....	90 00		
77 96	West Montrose.....	18 00		
565 73	Weston.....	220 00	16 00	
50 21	West Usgoode.....	26 00		
110 78½	Westover.....	38 00		
434 70	Westport.....	114 00		
661 31	West Winchester.....	144 00		
112 12	Westwood.....	44 00		
77 29	Wexford.....	38 00		
34 79	Whalen.....	14 00		
220 31	Wheatley (5 Quarters).....	82 50		
3,633 03	Whitby.....	1,146 00	200 00	180 00
10 62	White.....	10 00		
56 19	Whitehurst.....	16 00		
133 02	White Lake.....	60 00		
19 43	White Rose.....	14 00		
215 17	Whitevale.....	98 00		
65 79	Whitfield.....	14 00		
56 81	Whittington.....	20 00		
680 49	Warton (*including arrears).....	*244 50	*42 00	
65 89	Wick.....	50 00		
64 47½	Wicklow.....	36 00		
118 53	Widder.....	34 00		
91 44	Wilfrid.....	28 00		
174 64	Wilkesport.....	64 00		
13 00	Willetsholme.....	10 00		
179 59	Williamsford Station (5 Quarters).....	35 00		
360 29	Williamstown (*including arrears).....	*129 00		
20 57	Williscroft.....	10 00		
4 91	Willow Creek.....	10 00		
70 23	Willowdale.....	36 00		
42 99	Willow Grove.....	26 00		
17 00	Wilmur.....	12 00		
37 28	Wilson.....	16 00		



**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
108 42	Wilton .....	46	00				
35 81	Wilton Grove .....	13	60				
72 56	Winchelsea .....	22	00				
120 55	Winchester Springs .....	42	00				
25 00	Windermere .....	10	00	12	00		
84 96	Windham Centre (3 Quarters) .....	25	50				
5,294 36	Windsor (*including arrears) .....	1,598	00	*1,466	68	*366	67
53 43	Winfield .....	26	00				
68 02	Winger .....	12	00				
2,670 35	Wingham .....	720	00	60	00	120	00
125 71	Winona .....	46	00	36	00		
127 30	Winterbourne .....	50	00				
128 34	Winthrop .....	52	00				
55 78	Wisbeach (*3 Quarters; discontinued) .....	26	00	*24	00		
38 51	Woburn .....	30	00				
263 49	Wolfe Island .....	138	00				
10 07	Wolseley .....	10	00				
161 44	Wolverton .....	36	00				
914 74	Woodbridge .....	300	00				
44 62	Woodburn .....	24	00				
131 13	Woodford .....	52	00				
132 20	Woodham .....	36	00				
46 41	Woodhill .....	20	00				
57 07	Woodlands .....	20	00				
161 50	Woodslee .....	68	00				
7,046 04	Woodstock .....	1,984	00	60	00	240	00
804 02	Woodville .....	196	00	32	00		
206 10	Wooler .....	42	00				
691 22	Wroxeter .....	282	00	50	00		
24 29	Wyandot .....	12	00				
384 91	Wyebridge .....	72	00				
1,021 07	Wyoming .....	260	00	60	00		
178 03	Yarker .....	48	00				
71 40	Yarmouth Centre .....	34	00				
35 77	Yatton .....	10	00				
20 00	Yelverton .....	14	00				
60 60	Yoevil .....	18	00				
353 25	York .....	150	00	12	00		
93 74	York Mills .....	44	00				
94 56	York River .....	26	00				
2,479 44	Yorkville .....	620	00			80	00
36 88	Young's Point .....	14	00				
31 25	Youngsville .....	10	00				
12 21	Zealadd .....	10	00				
101 00	Zephyr .....	28	00				
94 70	Zimmerman .....	42	00				
77 17	Zion .....	10	00				
14 48	Ziska .....	10	00				
327 03	Zurich .....	114	00				
\$918,259 06½	Totals .....	\$202,263	07	\$20,086	84	\$15,254	65

H. A. WICKSTEED,  
Accountant.

ALEX. CAMPBELL,  
Postmaster-General.

## PROVINCE OF QUEBEC.

## REPORT No. 3, B.

DETAIL of all payments made for Salaries, &c., in Quebec, shewing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>MONTREAL DIVISION.</b>				
		\$ cts.	\$ cts.	\$ cts.
B. F. King.....	Post Office Inspector.....	2,400 00		
D. Nelligan.....	Assistant Inspector.....	1,000 00		
F. J. Logie.....	2nd Class Clerk.....	1,020 00		
J. P. Chillas.....	3rd do.....	800 00		
U. Beauregard....	do to 28th Feb., 1879 (deceased)..	400 00		
J. Tucker.....	do from, and Temporary Clerk to 19th July, 1878.....	596 13		
P. Nelligan.....	Messenger.....	460 00		
J. F. Pelletier....	Temporary Clerk, from 11th February, 1879...	116 07		
				6,792 20
<b>RAILWAY MAIL SERVICE:</b>				
A. Walmsley.....	1st Class Railway Mail Clerk .....	960 00	190 80	
D. A. Ross.....	do .....	960 00	141 70	
J. Bayley.....	do (less fine).....	959 50	288 30	
A. Somerville....	do .....	960 00	267 97	
E. Lefebvre.....	do .....	960 00	347 33	
G. Jones.....	do .....	960 00	279 92	
C. Lefebvre.....	do .....	960 00	356 80	
J. Vallée.....	do .....	960 00	358 90	
W. Murphy.....	do .....	960 00	346 20	
A. Denis.....	do .....	960 00	360 70	
F. Briegel.....	do .....	960 00	307 59	
J. O. Benoit.....	do .....	960 00		
A. Menzies.....	2nd do .....	800 00	268 10	
E. Webb.....	do .....	720 00	230 24	
A. Lachapelle....	do .....	720 00	254 79	
N. McLellan.....	do .....	720 00	242 82	
C. Beatty.....	do .....	640 00	111 00	
J. D. Anderson..	do .....	720 00	113 90	
H. D. Filion.....	do (less fine).....	718 00	175 94	
G. Fairman.....	do .....	720 00	255 22	
O. Hayden.....	do .....	720 00	259 06	
C. Beaudoin.....	do .....	720 00	140 10	
H. E. Channell..	do .....	713 33	57 70	
E. Dorion.....	do .....	640 00	188 90	
H. G. Goodfellow	do .....	720 00	252 46	
G. W. Lawrence..	3rd do (inc'd'g arrears).....	523 34	121 30	
L. Beique.....	do do .....	523 34	160 44	
J. La BrechViger	do .....	520 00	244 65	
W. H. O'Regan....	do .....	480 00	111 90	
L. O. Crevier....	do .....	480 00	234 66	
A. Armstrong....	do .....	480 00	96 20	
V. Desert.....	do .....	480 00	147 20	
G. R. Dewar.....	do .....	480 00	183 30	
J. Murphy, jun...	do .....	480 00	100 90	
J. P. Hall.....	do .....	480 00	72 50	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>RAILWAY-MAIL SERVICE—Concluded.</b>				
		\$ cts.	\$ cts.	\$ cts.
D. T. Frost.....	3rd Class Railway Mail Clerk, from 10th Oct., 1878 .....	348 38	87 30	
J. McKenzie .....	do from 7th January, 1879 (less fine)...	231 25	54 70	
J. V. Genest.....	do from 11th Jan., '79	229 67	55 50	
J.V. Guévremont	do from 27th March, '79	126 45	15 60	
H. B. Terril.....	do from 7th April, '79	112 00	9 40	
A. Ross.....	do from 1st May, '79..	80 00	10 20	
				<b>34,327 45</b>
<b>QUEBEC DIVISION.</b>				
W. G. Sheppard	Post Office Inspector.....	2,200 00		
A. X. Talbot.....	Assistant Inspector, to 31st January, 1879 (removed).....	700 00		
J. L. Anctil.....	do from 8th February, 1879, (transferred from Railway Mail Service).....	506 00		
O. Frechette.....	2nd Class Clerk.....	1,100 00		
H. Huot .....	3rd do .....	760 00		
C. Vohl .....	do .....	720 00		
J. G. Bourget.....	do from 1st October, 1878, to 28th February, 1879, (see Railway Mail Service). .....	266 66		
A. Beaudry.....	4th do from 21st May, 1879 (transferred from Railway Mail Service). .....	49 02		
J. Boivin.....	Messenger.....	400 00		
				<b>6,695 68</b>
<b>RAILWAY MAIL SERVICE.</b>				
H. A. Murphy....	1st Class Railway Mail Clerk .....	960 00	317 24	
J. L. Anctil.....	do to 7th Feby., 1879 (promoted to Assistant Inspector).....	560 00	182 14	
J. Deslauriers....	2nd do .....	800 00	194 00	
E. Blondeau.....	do .....	720 00	278 94	
G. Lapointe.....	do suspended from 15th to 27th Sept., 1879.....	771 70	270 33	
L. N. Dionne.....	do .....	720 00	167 50	
T. Gaudry.....	do .....	720 00	195 30	
H. J. Kimlin.....	do from 1st Feb., 1879 (transferred from Ottawa Division.) .....	300 00	106 66	
D. Blondeau.....	do .....	720 00	68 06	
L. H. Garneau....	do (less fine). .....	715 00	115 00	
J. O. Pageau....	do .....	700 00	144 80	
E. G. Bourget....	do .....	640 00	19 39	
J. G. Bourget....	do to 30th Sept., 1878, (transferred to Inspector's Office to 28th Feb., 1879, when employment ceased; re-employed as Ry. Ml. Ck. 19th May, 1879)..	235 69	3 90	
O. Talbot.....	do .....	640 00	129 38	
J. E. Roy.....	do .....	640 00	156 00	
N. A. Beaudet....	do .....	900 00	45 40	
L. Furois.....	3rd do .....	480 00	198 70	

REPORT No. 3, B.—Detail of all payments for Salaries, &c, in Quebec, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>RAILWAY MAIL SERVICE—Concluded.</b>		\$ cts.	\$ cts.	\$ cts.
G. Evanturel.....	3rd Class Railway Mail Clerk.....	480 00	138 20	
J. Dubé.....	do to 31st Jan., 1879, (ap- pointment cancelled).....	280 00	111 70	
C. A. Thibodeau	do from 1st Oct., 1878, to 31st Mar., 1879 (also Tempor- ary Clerk from 27th Aug. to 30th Sept., 1878); (ap- pointment cancelled).....	286 45	36 30	
A. Beaudry.....	do from 27th Dec., 1878, to 20th May, 1879 (less fine) (transferred to PostOffice Inspector's Office).....	204 45	53 90	
J. Methot.....	do from 27th Dec., 1878.....	244 45	57 30	
E. Hudon.....	do from 13th Feb., 1879.....	182 86	60 10	
G. Lacombe.....	do do .....	182 86	25 90	
D. C. Dagneau...	do do .....	182 86	28 10	
P. Thibeault.....	Temporary Mail Porter, from 21st Jan., 1879...	133 27	.....	
<b>Totals .....</b>		<b>\$53,733 33</b>	<b>\$10,586 43</b>	<b>16,504 43</b>

**REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1879.**

Name.	Service.	Salary.	Total
		\$ cts.	£ cts.
<i>Brought forward.</i>			
<b>MONTREAL POST OFFICE.</b>			
G. LaMothe.....	Postmaster.....	4,000 00	
M. Emery.....	Assistant Postmaster.....	2,000 00	
H. A. Bourret.....	1st Class Clerk.....	1,500 00	
H. Huddell.....	do.....	1,300 00	
J. McKeon.....	do.....	1,200 00	
V. Baillargeon.....	do.....	1,200 00	
J. L. Palmer.....	do.....	1,400 00	
T. F. Larseneur.....	do.....	1,200 00	
U. Benoit.....	2nd do.....	1,100 00	
L. Malard.....	do.....	1,100 00	
F. Pridham.....	do.....	1,100 00	
S. Johnston.....	do.....	1,100 00	
A. D'Amour.....	do.....	1,100 00	
E. Mayer.....	do.....	1,060 00	
T. Forsyth.....	do.....	1,060 00	
J. C. Simms.....	do.....	1,060 00	
O. Clement.....	do.....	1,060 00	
A. Loftus.....	do.....	980 00	
J. Senex.....	do.....	980 00	
L. Asselin.....	do.....	980 00	
A. DeRestaing.....	do.....	980 00	
D. O'Connor.....	3rd do.....	800 00	
F. X. Beauregard.....	do.....	800 00	
T. Desnoyers.....	do.....	800 00	
H. Goyette.....	do.....	800 00	
J. B. A. Daoust.....	do.....	800 00	
J. E. Barcelo.....	do.....	759 00	
R. J. Arless.....	do.....	759 50	
A. E. Anger.....	do.....	800 00	
R. Duncan.....	do.....	760 00	
D. A. Macpherson.....	do.....	760 00	
J. Filiatrault.....	do.....	720 00	
A. A. Doray.....	do.....	680 00	
H. McKenzie.....	4th do.....	130 00	
G. Beandoin.....	do.....	520 00	
J. F. Renaud.....	do.....	520 00	
T. Harding.....	do.....	520 00	
L. Lefebvre.....	do.....	520 00	
A. J. Hamelin.....	do.....	520 00	
E. Chagnon.....	do.....	520 00	
G. Lefebvre.....	do.....	520 00	
G. H. Cherrier.....	do.....	520 00	
W. Hayden.....	do.....	518 00	
O. A. T. Leduc.....	do.....	520 00	
I. Chase.....	do.....	520 00	
A. Larose.....	do.....	520 00	
U. Rondeau.....	do.....	520 00	
J. Thompson.....	do.....	520 00	
H. D. Gaudry.....	do.....	520 00	
R. J. White.....	do.....	480 00	
J. A. Madore.....	do.....	520 00	
G. Coutlee.....	do.....	520 00	
A. Lord.....	do.....	520 00	
J. Gillies.....	do.....	520 00	
D. Cameron.....	do.....	480 00	
R. T. Daniels.....	do.....	480 00	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec,  
made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
<b>MONTREAL POST OFFICE—Continued.</b>		\$ cts.	\$ cts.
D. J. Harrington.....	4th Class Clerk.....	400 00	
W. Johnston.....	do	400 00	
C. H. E. Cherrier.....	do from 1st October, 1878, to 31st January, 1879 (also Temporary Clerk, from 1st August to 30th September, 1878) (dismissed).....	200 00	
P. Kierzkowski.....	do from 30th September, 1878.....	301 11	
E. H. Ouellette.....	do from 1st December, 1878 (also Temporary Clerk, from 5th September to 30th November, 1878).....	305 55	
P. O'Reilly.....	Letter Carrier, to 31st May, 1879 (retired).....	513 34	
O. Eliatrault.....	do to 31st December, 1878 (superannuated).....	280 00	
E. C. Dowd.....	do	560 00	
P. Lapointe.....	do	560 00	
A. Duresne.....	do	560 00	
C. Lefebvre.....	do	560 00	
J. B. Plante.....	do	560 00	
P. D. Rottot.....	do	560 00	
De V. V. de Grande-Pré.....	do	500 00	
A. P. Giroux.....	do	560 00	
J. Callary.....	do	560 00	
J. Kelly.....	do	560 00	
P. Callary.....	do	560 00	
L. Dubé.....	do	520 00	
J. Thibodeau.....	do	520 00	
I. St. Amour.....	do	560 00	
W. Rozon.....	do	560 00	
P. Clarke.....	do	520 00	
W. Bergin.....	do	520 00	
L. N. Barrette.....	do	520 00	
A. C. St. Amour.....	do	500 00	
G. Plante.....	do	520 00	
P. LaGacé.....	do	520 00	
B. Conlon.....	do	520 00	
J. Thimens.....	do	520 00	
E. D'Orsonnens.....	do	520 00	
F. A. Macdonald.....	do	520 00	
J. Bathurst.....	do	520 00	
N. Bissonnette.....	do	520 00	
H. Giroux.....	do to 30th September, 1878 (services dispensed with).....	130 00	
A. J. Bissonnette.....	do	520 00	
H. Cousineau.....	do	520 00	
S. Laramée.....	do	520 00	
G. Lefebvre.....	do	520 00	
C. A. E. Terroux.....	do	520 00	
J. Longmore.....	do (less fine).....	517 00	
M. Kearny.....	do	480 00	
J. Giroux.....	do	480 00	
P. O. Beaulnes.....	do	480 00	
E. Grenier.....	do	480 00	
S. S. Demers.....	do	440 00	
N. Cussons.....	do	440 00	
J. B. Moreau.....	do	440 00	
H. Chevalier.....	do	400 00	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
<b>MONTREAL POST OFFICE—Concluded.</b>			
		\$ cts.	\$ cts.
P. Jacques .....	Letter Carrier .....	400 00	
J. F. McShane .....	do .....	400 00	
H. L. Darby .....	do from 9th October, 1878 .....	291 40	
L. Simard .....	do from 23rd January, 1879.....	132 26	
J. Collins.....	Letter Collector (including arrears).....	640 00	
P. Patterson .....	Messenger.....	600 00	
J. Maher.....	do .....	400 00	
W. Lamontagne .....	Temporary Clerk, to 31st May, 1879 .....	366 66	
J. Cochran .....	do from 26th June to 30th Sept., 1878 .....	105 56	
	do from 1st December, 1878, to 31st .....		
A. A. De Gaspe .....	do May, 1879 (including arrears).....	513 88	
	do from 29th April, 1879.....	68 89	
H. E. Forbes .....	do from 28th May, 1879.....	37 64	
L. Renois .....	Temporary Night-watchman.....	365 00	
W. Trudel.....	Laborer and Fireman .....	438 00	
R. Talbot.....	Superintendent, heating apparatus.....	660 00	
J. Watson.....	Letter Carrier at Point St. Charles.....	480 00	
W. Murphy.....	do do .....	480 00	
J. Gormau.....	Letter Carriers' Uniform Allowances .....	2,337 00	
			79,774 79
<b>QUEBEC POST OFFICE.</b>			
J. B. Pruneau .....	Postmaster.....	2,000 00	
J. E. Bolduc.....	Assistant Postmaster .....	1,400 00	
J. E. Gray .....	2nd Class Clerk.....	1,100 00	
B. Lacasse.....	do .....	1,100 00	
U. Chamberlain.....	do .....	1,100 00	
O. Biron .....	do .....	1,100 00	
A. W. Lebel.....	do .....	1,100 00	
W. Handford.....	3rd do .....	800 00	
L. A. Rochette.....	do .....	760 00	
W. White.....	do .....	760 00	
F. X. Labbée.....	do .....	720 00	
Z. Gagnon .....	do .....	520 00	
E. English.....	do .....	520 00	
F. Gaboury.....	do .....	520 00	
T. Morrissette .....	do .....	520 00	
M. Myler .....	do .....	520 00	
J. E. Carrier .....	do .....	480 00	
P. A. Maingy.....	do suspended from 29th March to 13th .....		
	do April, 1879 .....	497 32	
U. Vézina .....	Superintendent Letter Carrier.....	600 00	
F. Angers .....	Letter Carrier .....	560 00	
N. Giasson .....	do .....	563 00	
T. Reynar.....	do .....	520 00	
R. Wilkinson.....	do .....	520 00	
G. Mercier .....	do .....	520 00	
V. Houle .....	do .....	520 00	
J. Dumontier.....	do .....	520 00	
F. LeBel .....	do .....	520 00	
R. Pelletier .....	do .....	520 00	
J. B. Caouette .....	do .....	520 00	
H. P. Kelly.....	do .....	400 00	
L. Guay.....	do from 10th February, 1879.....	116 96	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec,  
made within the Year ended 30th June, 1879.

Name,	Service.	Salary.	Total.
<b>QUEBEC POST OFFICE—Concluded.</b>		\$ cts.	\$ cts.
J. P. T. Gingras.....	Letter Carrier from 26th March, 1879.....	79 84	
J. Evarts.....	Messenger.....	400 00	
T. Denechaud.....	Office Keeper.....	860 00	
J. Deroches.....	Temporary Clerk.....	400 00	
J. B. Turner.....	do.....	400 00	
	Letter Carriers' Uniform Allowances.....	630 00	
			<u>24,684 12</u>
	Add—Proportion of Salaries transferred from Ontario.....		168,778 67
			<u>2,706 78</u>
	Total.....		<u>\$171,485 45</u>

ALEX. CAMPBELL,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*



## REPORT No. 3, B

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 47	Abbott's Corners.....	10 00		
194 85	Abbottsford.....	76 00		
133 26	Abercorn.....	60 00		
627 19	Acton Vale.....	320 00	150 00	
113 88	Adamsville.....	64 00		
24 08	Adderley.....	14 00		
50 00	Aird.....	10 00		
91 10½	Allan's Corners.....	50 00		
134 02	Allumette Island.....	58 00		
50 75	Ancienne Lorette.....	30 00		
18 14	Anderson's Corners.....	12 00		
21 03	Ange Gardien.....	16 00		
60 42	Angeline.....	10 00		
71 55	Angers.....	26 00		
26 70	Antoinette.....	10 00		
19 00	Apple Grove.....	10 00		
28 91	Arma h.....	14 00		
24 14	Armand.....	28 00		
426 78	Arthabaska Station.....	260 00		
1,151 73	Arthabaskaville.....	380 00		
39 05	Arundel.....	10 00		
40 29	Ascot Corner.....	18 00		
51 21	Aston Station.....	12 00		
151 98	Athelstan (3 Quarters).....	78 00		
44 19	Aubert Gallion.....	14 00		
16 04	Aubrey.....	10 00		
9 05	Avignon.....	10 00		
40 8c	Avoca.....	16 00		
186 08	Ayer's Flat.....	64 00		
865 51	Aylmer.....	432 00	108 00	60 00
40 75	Aylwin.....	30 00		
79 89	Bagotville.....	40 00		
14 51	Baie de la Trinité.....	10 00		
18 05	Baillargeon.....	14 00		
51 50	Barachois de Malbaie.....	16 00		
221 60	Barnston.....	108 00		
52 17	Barrington.....	22 00		
73 20½	Bassin du Lievre.....	26 15		
185 19	Batiscan.....	82 00		
219 51	Batiscan Bridge.....	74 00	120 00	
635 29	Beauharnois.....	356 00	32 00	
10 33	Beaulac.....	10 00		
42 09	Beaulieu.....	18 00		
56 80	Beaumont.....	30 00		
88 21	Beauport (5 Quarters).....	75 00		
68 17	Beaurivage.....	30 00		
241 52	Becancœur.....	108 00	48 00	
172 63	Becancœur Station.....	66 00	24 00	
544 34	Bedford.....	146 00		
184 75	Beebe Plain.....	68 00		
23 17½	Beech Ridge.....	10 00		

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
28 92	Bégon.....	10 00		
37 81	Belle Alodie.....	12 00		
103 25	Belle Rivière.....	26 00		
13 38	Belle Vallée.....	10 00		
42 29	Belœil Station.....	16 00		
169 50	Belœil Village.....	84 00		
75 49	Bergerville.....	56 00		
4 82	Bernier (from 1st May, 1878 ; 5 Months).....	4 16		
84 50	Bersimis.....	12 00		
94 60	Berthier ( <i>en bas</i> ).....	54 00		
970 03½	Berthier ( <i>en haut</i> ).....	398 00	108 00	40 00
52 15	Bethel.....	14 00		
295 24	Bic.....	112 00		
59 46	Bienville.....	42 00		
119 28	Birchton.....	28 00		
95 32	Bishop's Crossing.....	18 00		
12 13	Bisson.....	10 00	4 00	
48 00	Black River Station.....	28 00		
16 38	Blanche.....	10 00		
35 31	Blandford.....	14 00		
57 00	Bolton Centre.....	26 00		
10 50	Bolton Cliff (opened 1st July and closed 30th September, 1878).....	2 50		
37 68	Bolton Forest.....	28 00		
46 50	Bonaventure River.....	18 00		
12 50	Bonne Esperance (5 Quarters).....	12 50		
0 0½	Bo. d à Plouffe.....	26 00		
0 00	Boscobel.....	10 00		
81 26	Boucherville.....	66 00		
47 90	Bouchette.....	10 00		
33 97	Bourg Louis.....	18 00		
62 45	Boynton.....	12 00		
180 56	Brigham.....	74 00		
327 04	Bristol.....	108 00	24 00	
31 81	Britannia Mills.....	14 00		
12 44	Britonville.....	10 00		
9 22	Broadlands.....	22 00		
143 39	Brome.....	88 00		
13 01	Br. memere.....	10 00		
14 16	Brompton.....	10 00		
109 34	Brompton Falls.....	64 00		
28 50	Brookbury.....	10 00		
9 51	Broughton.....	10 00		
51 96½	Brownsburg.....	12 00		
405 41	Bryson.....	142 00		
824 58	Buckingham.....	326 00		
27 81	Buckland.....	14 00		
42 44	Bulstrode.....	10 00		
92 11	Bulwer.....	20 00		
7 21	Burnaide (from 1st October, 1878).....	5 00		
20 84	Bute.....	20 00		
334 40	Cacoura.....	198 00		
3 85	Cairnside (from 1st September, 1878).....	5 83		
73 30	Calumet Island.....	22 00		
9 73	Cambria.....	10 00		
111 77	Canrobert.....	46 00		

REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
10	55	Canterbury.....	10 00		
35	56	Chantley.....	26 00		
0	00	Cap à l'Aigle (sub) Season 1878; revenue included in Murray Bay.....			
44	61	Cap Chat.....	20 00		
60	57	Cap des Rosiers.....	18 00		
135	51	Cape Cove.....	26 00		
98	54	Capelton.....	60 00		
16	84	Cape Ozo.....	108 00		
36	36	Cap Magdeleine.....	10 00		
60	25	Cap Rouge.....	18 00		
102	83	Cap St. Ignace.....	66 00		
187	04	Cap St. Ignace.....	88 00		
12	23	Cap Santé.....	58 00		
395	16	Capucins.....	10 00		
147	22	Carillon.....	92 00	32 00	
24	10	Carleton (*inc'g. \$12 to sub-office †1 Qr.; disc'v'd)	*100 00	†10 67	
38	42	Cascades.....	14 00		
81	48	Castlebar.....	36 00		
81	54	Caughnawaga.....	40 00		
33	32	Causapscal.....	24 00		
49	39	Cazaville.....	20 00		
156	22	Cedar Hall.....	52 00		
170	15	Cedars.....	54 00		
328	99	Chambly Basin.....	134 00		
42	85	Chambly Canton (*3 Quarters; discontinued).....	132 00	*54 00	
186	81	Chambord.....	16 00		
5	09	Champlain.....	98 00	10 00	
64	71	Chantelle.....	10 00		
54	24	Charlemagne.....	62 00		
7	13	Charlesbourg.....	32 00		
24	16	Chartierville (from 1st January, 1879).....	2 50		
95	77	Chatboro'.....	10 00		
66	26	Chateaugay.....	44 00		
77	66	Chateaugay Basin.....	38 00		
21	02	Chateau Richer.....	46 00		
11	15	Chatillon.....	10 00		
24	18	Chaudière Mills.....	12 00		
396	47	Chaudière Station.....	10 00		
0	81	Chelsea.....	162 00		
20	13	Chemin Taché (from 1st January, 1879).....	2 50		
79	23	Cherry River.....	10 00		
97	71	Chester.....	38 00		
821	27	Chichester (*from 1st June, 1878).....	40 00	*10 00	
32	00	Chicoutimi (5 Quarters).....	410 00	100 00	
15	58	Chlorydormes.....	10 00		
312	13	Clapham.....	10 00		
31	15	Clarenceville.....	160 00	16 00	
1,586	60	Clarina.....	10 00		
73	67	Coaticook.....	636 00	40 00	80 00
93	00	Collfield.....	24 00		
757	29	Como (5 Quarters).....	30 00		
77	87	Compton.....	338 00	48 00	40 00
504	66	Contrecoeur.....	44 00		
41	99	Cookshire.....	186 00		
102	57	Corbin.....	20 00		
279	13	Côteau du Lac.....	52 00		
		Côteau Landing.....	144 00	48 00	

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
106 91	Côteau Station.....	48 00	100 00	.....
126 61	Côte des Neiges.....	58 00	.....	.....
147 91	Côte St. Antoine.....	40 00	.....	.....
20 04	Côte St. Michel.....	10 00	.....	.....
187 50½	Côte St. Paul.....	88 00	.....	.....
17 60	Côte Visitation.....	10 00	.....	.....
58 51	Covey Hill.....	34 00	.....	.....
906 84½	Cowansville.....	234 00	.....	.....
65 69	Craig's Road Station.....	22 00	.....	.....
11 28	Cranbourne.....	12 00	.....	.....
65 47	Cross Point.....	30 00	24 00	.....
11 99	Cumberland Mills (from 1st May, 1878).....	9 17	.....	.....
200 93	Cushing.....	62 00	12 00	.....
71 66	Daillebout.....	40 00	.....	.....
74 82	Dalesville.....	32 00	.....	.....
8 74	Dalibaire.....	10 00	.....	.....
37 52	Dalling.....	10 00	.....	.....
56 11	Danby.....	20 00	.....	.....
20 96	Danford Lake.....	10 00	.....	.....
1,265 89	Danville.....	440 00	32 00	60 00
19 00	Dee Side.....	10 00	.....	.....
26 06	Denison's Mills.....	12 00	.....	.....
9 33	DeRamsay.....	12 00	.....	.....
158 16	Deschambault.....	94 00	.....	.....
69 70	Dewitville.....	40 00	12 00	.....
110 86	Dillonton (*from 1st July, 1878).....	76 00	*18 00	.....
80 00	Dixville.....	22 00	.....	.....
6 89	Domaine de Gentilly.....	10 00	.....	.....
22 77	Dorval (closed 31st December, 1878).....	7 50	.....	.....
96 95	Douglstown.....	50 00	.....	.....
505 10	Drummondville, East.....	150 00	16 00	.....
57 03	Dudswell Centre (*from 1st July, 1878).....	46 00	*3 00	.....
10 79	Dunany.....	10 00	.....	.....
17 10	Dunboro'.....	10 00	.....	.....
158 36	Dundee.....	36 00	.....	.....
44 49	Dundee Centre.....	20 00	.....	.....
587 74½	Dunham.....	216 00	16 00	.....
11 25	Dunraven.....	16 00	.....	.....
56 00	Eardley.....	26 00	.....	.....
69 13	East Arthabaska.....	36 00	.....	.....
59 50	East Bolton.....	24 00	.....	.....
24 06	East Broughton.....	10 00	.....	.....
25 96	East Chester.....	10 00	.....	.....
53 08	East Clifton.....	22 00	.....	.....
10 59	East Dudswell.....	10 00	.....	.....
41 84	East Dunham.....	20 06	.....	.....
126 10	East Farnham.....	68 00	.....	.....
15 12	East Hereford.....	10 00	.....	.....
19 61	East Magdala.....	10 00	.....	.....
126 35	East Templeton.....	48 00	.....	.....
150 54	Eaton.....	108 00	.....	.....
69 05	Eden Dale (from 1st August, 1878).....	6 67	.....	.....
2 68	Edina.....	10 00	.....	.....
22 03	Egypte.....	10 00	.....	.....
16 23	Elgin Road.....	10 00	.....	.....

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
0 00	Erle (from 1st Sept., 1878; accounts not received)	0 00		
28 20	Esquimaux Point.....	10 00		
0 00	Etang du Nord (sub) rev. inc. in Magdalen Islands	10 00		
467 19	Etchemin.....	222 00		
9 49	Fafard.....	10 00		
14 78	Farnboro'.....	10 00		
20 12	Fardon.....	14 00		
76 08	Farnham Centre.....	28 00		
42 50	Father Point.....	70 00	48 00	
26 61	Fernetville.....	10 00		
185 98	Fitch Bay.....	46 00		
6 68	Fleurant.....	10 00		
45 30	Flodden.....	12 00		
10 05	Fontenoy.....	10 00		
155 44½	Fort Coulogne.....	58 00		
25 09	Fort William.....	14 00		
5 78	Fox Bay.....	10 00		
76 76	Fox River.....	25 25	20 00	
94 71	Frampton (*including \$10 to sub-office).....	*50 00	6 00	
205 75	Franklin Centre.....	72 00		
460 81	Frelighsburg.....	210 00	16 00	
135 67	French Village.....	68 00		
29 33	Frontier.....	10 00		
34 60	Frost Village.....	30 00		
25 70	Fulford.....	20 00		
10 75	Garneau (5 Quarters).....	12 50		
20 31	Garthby.....	10 00		
593 64	Gaspé Basin.....	210 00	100 00	
36 33	Geneva.....	16 00		
15 42	Genoa.....	10 00		
258 79	Gentilly (*including arrears).....	126 00	*7 00	
287 29	Georgeville.....	98 00	10 00	
12 10	Geraldine.....	10 00		
26 80½	Glen Lloyd.....	16 00		
70 32	Glen Murray.....	24 00		
117 52	Glen Sutton.....	10 00		
5 51	Glidden.....	10 00		
8 52	Godbout.....	10 00		
138 69	Gould.....	100 00		
9 59	Granboro'.....	14 00		
1,041 65	Granby.....	458 00	36 00	40 00
54 50	Grande Baie.....	32 00	8 00	
113 70	Grande Grève (*including arrears).....	*42 50		
119 73	Grande Ligne.....	54 00		
0 00	Grand Entry (accounts not received).....	0 00		
1 70	Grandes Coudées.....	10 00		
13 90	Grande Vallée.....	10 00		
90 05	Grand Pabos.....	40 00		
148 92	Grand River.....	64 00		
23 04	Graphite City.....	10 00		
8 00	Green River.....	10 00	16 00	
678 36	Grenville.....	292 00	87 00	
75 32	Grindstone Island.....	10 00		
115 21	Grondines.....	62 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
9 41	Guigues.....	10	00				
17 48	Guizot.....	10	00				
76 12	Hadlow Cove.....	22	00				
38 07	Hallerton.....	12	00				
14 50	Hardwood Hill.....	10	00				
15 33	Harrington East.....	10	00				
23 64	Hartwell.....	10	00				
39 00	Harvey Hill Mines.....	20	00				
2 24	Haseville.....	10	00				
285 35	Hatley.....	134	00				
18 25	Hedleyville.....	16	00				
79 68	Helena.....	30	00				
39 13	Hemison.....	14	00				
533 47	Hemmingford.....	188	00	60	00		
33 14	Henrysburg.....	14	00				
211 8 1/2	Henryville.....	92	00				
45 00	Herbert.....	10	00				
52 68 1/2	Herdman's Corners.....	20	00				
19 19	Hereford.....	10	00				
24 84	Heyworth (5 Quarters).....	12	50				
343 86	Hochelaga.....	144	00				
5 81	Hopetown (from 1st September, 1878).....	5	83				
39 20	House Harbor.....	12	50				
199 09	Howick.....	88	00				
139 26	Hudson.....	48	00				
1,277 81	Hull.....	438	00			60	00
22 29	Hunterstown.....	26	00				
1,020 95	Huntingdon.....	410	00	64	00	40	00
64 89	Huntingville.....	40	00				
553 71	Inverness.....	172	00	120	00		
19 29	Iron Hill.....	14	00				
55 67	Ironside (3 Quarters).....	22	50				
16 13	Irvine.....	10	00				
68 07	Island Brook.....	22	00				
9 54	Isle aux Coudres.....	10	00				
41 42	Isle aux Grues.....	12	00				
25 27	Isle Bizard.....	10	00				
28 42	Isle Dupas.....	20	00				
21 66	Isle Perrot.....	12	00				
381 73	Isle Verte.....	124	00	8	00		
28 96	Jersey, River Chaudière.....	24	00				
32 96	Jobin Station.....	10	00				
66 18	Johnville.....	26	00				
1,299 40	Joliette.....	724	00	84	00	40	00
20 28	Jonquières.....	16	00				
482 11	Kamouraska.....	216	00				
13 45	Katevale.....	10	00				
141 29	Kazabazua.....	44	00				
37 28	Kelso.....	10	00				
78 93 1/2	Kildare.....	46	00				
114 74	Kingsbury.....	50	00				
56 01	Kingsey.....	20	00				
340 27	Kingsey Falls.....	60	00				

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
185 32	Kingsey Siding.....	110 02		
123 30	Kinnear's Mills.....	42 00		
46 49	Kippewa.....	10 00		
30 00	Kirkdale.....	10 00		
17 16	Kirk's Ferry.....	12 00		
612 50	Knowlton.....	230 00		
14 00	Knowlton Landing.....	14 00		
277 12	La Baie.....	102 00	32 00	
129 74	Labarre.....	38 00		
393 20	La Beauce.....	154 00	16 00	
27 53	Laberge.....	10 00		
67 77	L'Acadie.....	44 00		
49 19	Lachenaie.....	14 00		
716 40	Lachine.....	370 00		40 00
1,001 23	Lachute.....	310 00	16 00	
32 27	Lac Masson.....	14 00		
6 50	Lac Noir.....	10 00		
549 92	Lacolle.....	212 00		
2 85	La Fayette.....	10 00		
40 00	La Guerre.....	16 00		
14 96	Lake Aylmer.....	10 00		
13 55	Lake Beauport.....	10 00		
24 27	Lake Etchemin.....	10 00		
35 90	Lakefield.....	22 00		
43 12	Lake Megantic.....	18 00		
66 24	Lake Temiscamingue.....	40 00		
6 69	Lake View (from 1st September, 1878).....	5 83		
57 39	Lake Weedon.....	10 00		
49 45	Lamartine.....	10 00		
135 67	Lambton.....	37 00		
11 38	Landreville.....	10 00		
15 12	Langevin.....	10 00		
143 82	Lanoraie.....	76 00		
125 77	L'Anse à Giles.....	40 00		
22 51	L'Anse au Foin.....	10 00		
39 53	L'Anse aux Gascons.....	10 00		
21 41	L'Anse St. Jean.....	10 00		
128 92	La Patrie.....	56 00		
74 37	La Pigeonnière.....	52 00		
428 32	Laprairie.....	206 00	32 00	
38 65	La Présentation.....	26 00		
19 20	Larochelle.....	10 00		
497 64	L'Assomption.....	220 00	60 00	
28 11	Laterrière.....	26 00		
405 49	Lauzon.....	128 00		
16 59	Laval.....	12 00		
48 02	Levaltrie.....	40 00		
219 41	L'Avenir.....	84 60		
42 06	Lavergne.....	10 00		
201 33	Lawrenceville.....	62 00		
10 06	Learned Plain.....	10 00		
110 18	Leclercville.....	50 00		
62 55	Leeds.....	38 00	32 00	
220 23	Leeds Village.....	62 00		
19 59	Lemesurier.....	18 00		
1,030 49	Lennoxville.....	560 00	120 00	69 00

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
226 90	L'Epiphanie.....	34	00				
102 19	Les Eboulements .....	70	00	8	00		
68 40	Les Ecureuils .....	32	00				
85 80	Les Escoumains .....	36	00				
9 96	Les Petites Bergeronnes.....	10	00				
1,036 70	Lévis.....	416	00			40	00
20 89	Libbytown.....	10	00				
34 45	Lime Ridge (from 1st June, 1878) .....	8	37				
20 97	Linda .....	10	00				
19 43	Lineboro' .....	24	00				
24 25	Linière .....	10	00				
52 67	Lisgar Station.....	10	00				
406 97½	L'Islet.....	148	00				
32 87	Locharar Bay.....	10	00				
40 20	Loug Point .....	18	00				
385 74	Longueuil.....	154	00				
86 66	Lorette.....	42	00				
13 74	Lost River.....	10	00				
211 27	Lotbinière .....	114	00				
62 23	Low.....	20	00				
20 07	Lower Ireland .....	10	00				
23 91	Lucerne.....	10	00				
50 53	Lysander.....	20	05				
100 67	Lyster.....	34	00				
74 88	Lyster Station.....	31	04				
15 74	McMartin's Point.....	10	00				
158 21	Macnider .....	60	00				
7 73	Maddington .....	10	00				
72 84	Magdalen Islands (3 Quarters).....	25	50				
21 03	Magenta .....	10	00				
441 79	Magog.....	168	00				
8 00	Magoon's Point.....	10	00				
18 05	Magpie (2 Quarters).....	5	00				
52 00	Malmaison.....	36	00	16	00		
9 37	Manitou .....	10	00				
146 11	Maniwaki.....	102	00				
218 44	Mansonville-Potton.....	74	00				
47 56	Mansonville Station.....	10	00				
96 69	Maple Grove.....	46	00	12	00		
18 78	Maple Hill (from 1st July, 1878).....	7	50				
23 00	Maple Leaf.....	10	00				
181 13	Marbleton .....	60	00				
121 23	Maria (3 Quarters).....	45	00				
23 36	Maritana.....	10	00				
13 57	Marlow.....	10	00				
26 08	Marsboro'.....	10	00				
43 53	Martinville.....	26	00				
104 93	Mascouche .....	38	00				
37 00	Mascouche Rapids.....	28	00				
39 96	Masham Mills .....	14	00				
57 72	Muskinonge .....	38	00	20	00		
151 80	Massawippi.....	80	00				
12 58	Mastigoche.....	10	00				
267 52	Matane.....	104	00	46	00		
113 21	Matapediac.....	128	00	80	00		
36 81	Mawepok.....	22	00				



**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
3 08	Mayo .....	10	00				
38 43	Melboro' .....	10	00				
664 67	Melbourne .....	318	00	60	00		
42 23	Melbourne Ridge .....	48	00				
146 33	Melocheville (6 Quarters) .....	54	00				
49 98	Métabechouan .....	24	00				
65 45	Méthot's Mills .....	34	00	16	00		
206 52	Métis .....	150	00				
30 13	Milby .....	10	00				
90 43	Mile End .....	66	00				
34 93	Mille Isles .....	12	00				
19 60	Mille Vaches .....	10	00				
10 38	Millfield .....	10	00				
27 95	Millington (from 1st July, 1878; 2 Quarters) .....	6	00				
110 54	Milton .....	48	00				
4 27	Mingan .....	10	00				
0 00	Miranda .....	10	00				
58 81	Moe's River .....	24	00				
9 65	Moisie .....	12	50				
38 52	Mongensis .....	12	03				
39 82	Montalembert .....	10	00				
30 04	Montcalm .....	16	00				
296 69	Monte Bello .....	100	00				
49 75	Mont Louis .....	18	00				
739 31	Montmagny (*including arrears) .....	276	00	40	00		*79 89
79 76	Montmorency Falls .....	31	68				
14 60	Montmorin .....	10	00				
154,908 50	Montreal (Salaries and expenses entered elsewhere) .....						
64 76	Mont St. Hilaire .....	22	00				
14 10	Mont St. Nicholas .....	10	00				
26 40	Moore's Station .....	12	00				
35 45	Morin Flats .....	10	00				
35 25	Morinville .....	10	00				
27 12	Mount Carmel .....	14	00				
61 80	Mount Johnson .....	38	00				
95 52	Mountjoy .....	46	00				
9 72	Mount Loyal .....	10	00				
31 21	Mount Oscar .....	10	00				
369 09½	Murray Bay .....	178	00	100	00		
46 98	Mystic .....	32	00				
47 96	Namur .....	10	00				
425 81	Napierville .....	146	00				
4 06	Natashquan (3 Quarters) .....	7	50				
28 60	Neigette .....	30	00				
12 22	New Armagh .....	10	00				
21 40	Newbois .....	10	00				
301 84	New Carlisle .....	100	00				
190 28	New Glasgow .....	46	00				
10 50	New Ireland .....	10	00				
111 32	New Liverpool .....	36	52				
86 68	Newport .....	14	00				
62 75	Newport Point (3 Quarters) .....	15	00				
115 08	New Richmond (3 Quarters) .....	60	00	37	50		
677 71	Nicolet .....	344	00	24	00	40	00
83 12	Nicolet Falls .....	10	00				
18 09	Norcliffe (from 1st October) .....	5	00				

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
59 59	North Bristol.....	24 00		
65 08½	North Coaticook.....	25 18		
39 29	North Georgetown.....	34 00		
49 32	North Ham.....	34 00		
132 44	North Hatley.....	72 00		
118 43	North Nation Mills.....	58 00		
40 23	North Onslow.....	16 00		
12 85	North Pinnacle.....	10 00		
27 01	North Stanbridge.....	10 00		
7 89	North Stoke.....	10 00		
51 00	North Stukely (5 Quarters).....	32 50		
41 00	North Sutton.....	14 00		
143 00	North Wakefield.....	54 00	40 00	
68 73	Norton Creek.....	38 00		
13 61	Notre Dame de Grace.....	10 00		
13 35	Notre Dame de l'Isle Verte.....	10 00		
4 35	Notre Dame des Anges (from 1st September, 1878).....	5 83		
14 43	Notre Dame des Bois (from 1st February, 1879).....	1 67		
97 67	Notre Dame du Lac.....	38 00		
9 20	Notre Dame du Laus (from 1st August, 1878).....	6 67		
54 78	Notre Dame du Portage.....	30 00		
74 40	Noyan.....	32 00		
14 34	Nutt's Corners.....	10 00		
11 86	Oak Point.....	10 00		
21 26	O'Connell.....	10 00		
18 82	Odelltown (from 1st November, 1878).....	4 17		
96 71	Oka.....	32 00		
5 38	Oliver (from 1st December, 1878).....	3 33		
492 24	Onslow.....	160 00		
405 39	Ormsdown.....	150 00		
64 48	Otter Lake.....	38 00		
392 90	Papineauville (*including arrears).....	138 00	*25 00	
47 56	Paquette.....	16 00		
55 11	Parkhurst.....	16 00		
419 30	Paspébiac.....	168 00		
10 00	Pearceton.....	10 00		
15 27	Pelissier.....	10 00		
17 37	Peninsula, Gaspé.....	12 00		
406 57	Percé.....	132 07	24 00	
21 12	Perkins.....	10 00		
12 76	Perryboro'.....	10 00		
33 27	Petit Matane.....	10 00		
174 67	Petit Métis.....	34 00	20 00	
26 00	Peveril (3 Quarters).....	19 50		
169 43	Phillipsburg.....	112 00		
51 72	Piedmont.....	34 00		
216 50	Pierreville.....	72 00		
36 63	Pierreville Mills.....	38 00		
60 88	Pigeon Hill.....	36 00		
66 78	Pike River.....	44 00		
56 18	Piopolis.....	12 00		
174 02	Pointe à Pic.....	151 00		
14 40	Pointe au Bouleau.....	10 00		
32 32	Pointe au Chêne.....	10 00		
47 27	Pointe aux Origneaux.....	10 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
168 81	Pointe aux Trembles (Hochelaga).....	52 00		
123 60	Pointe aux Trembles (Portneuf).....	76 00	24 00	
66 39	Pointe Claire.....	46 00		
0 00	Pointe du Lac (accounts not received).....	0 00		
215 11	Point Fortune.....	98 00	40 00	
7 00	Point Platon (Summer office).....	6 25		
1,013 00	Point St. Charles.....	292 00		
206 97	Point St. Peter.....	76 00		
31 08	Pont Chateau.....	12 00		
196 27	Pont de Maskinongé.....	78 00		
150 50	Pont Rouge.....	44 00		
38 87	Pont Vian.....	10 00		
583 54	Portage du Fort.....	218 00	100 00	
22 82	Port au Persil.....	10 00		
91 20	Port Daniel.....	38 00		
23 87½	Port Lewis.....	18 00		
234 01	Portneuf (*3 Quarters; discontinued).....	140 00	*12 00	
20 01	Powerscourt.....	18 00		
31,943 26	Quebec (Salaries and expenses entered elsewhere).....			
17 00	Racine.....	10 00		
27 19	Radstock.....	10 00		
157 76	Rapides des Joachims.....	114 00		
143 05	Rawdon.....	74 00		
35 34	Reedsdale.....	10 00		
36 73	Repentigny.....	38 00		
52 69	Riceburg.....	38 00		
8 85	Richardville.....	10 00		
48 50	Richby.....	14 00		
1,219 54	Richmond, East.....	354 00		40 00
489 04	Richmond Station.....	122 00	32 00	
440 61	Rigaud.....	126 00		
1,204 09	Rimouski.....	468 25	60 00	40 00
40 37	Ripon.....	18 00		
128 73	River Beaudette.....	60 00		
214 29	River David.....	104 00		
135 74½	River Désert.....	48 00		
69 42	River Gilbert.....	18 00		
11 06	River Joseph.....	10 00		
0 00	River Portneuf (accounts not received).....	0 00		
13 26	Rivière à la Martre.....	10 00		
1 51	Rivière aux Pins.....	10 00		
42 34	Rivière aux Vaches.....	24 00		
67 92	Rivière Fois Clair.....	22 00		
0 06	Rivière des Prairies.....	14 00		
1,158 04	Rivière du Loup ( <i>en bas</i> ).....	374 00		40 00
709 04	Rivière du Loup ( <i>en haut</i> ).....	240 00	72 00	
171 91	Rivière du Loup Station (2 Quarters).....	32 00		
13 18	Rivière Gagnon.....	10 00		
0 00	Rivière la Fleur.....	10 00		
38 24	Rivière la Madeleine.....	24 00		
223 57	Rivière Ouelle.....	84 00		
25 00	Rivière St. Jean (14 Months).....	11 66		
44 33	Rivière Trois Pistoles.....	54 00		

REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
10 06	Rivington (from 1st September, 1878).....	5 83		
81 27	Roberval.....	34 00		
251 88	Robinson.....	146 00	40 00	
9 71	Roche Capitaine.....	10 00		
49 33	Rochelle.....	24 00		
118 46	Rockburn.....	42 00		
13 55	Rock Forest.....	14 00		
409 56	Rock Island.....	192 00		
88 58	Rockland.....	34 75		
29 28	Ross Mills.....	70 00		
99 95	Rougemont.....	61 00		
87 52	Rowanton.....	60 00		
7 45	Roxham.....	10 00		
382 08	Roxton Falls.....	124 00		
128 43	Roxton Pond.....	34 00		
45 86	Ruisseau des Chênes.....	18 00		
8 65	Runnymede.....	10 00		
19 61	Rupert.....	12 00		
64 65	Russeltown.....	30 00		
52 66	Ste. Adèle.....	24 00		
142 74	Ste. Agathe de Lotbinière.....	56 00		
60 31	Ste. Agathe des Monts.....	20 00		
18 41	Ste. Agnès de Charlevoix.....	16 00		
25 35	Ste. Agnès de Dundee.....	10 00		
169 97	St. Aimé.....	64 00		
72 96	St. Alban.....	32 00		
34 35	St. Albert (5 Quarters).....	12 50		
169 07	St. Alexandre d'Iberville.....	70 00		
111 00	St. Alexandre de Kamouraska.....	40 00		
52 93	St. Alexis de Montcalm.....	24 00		
11 44	St. Alexis des Monts.....	10 00		
55 45	St. Alphonse.....	34 00		
11 20	St. Amedée.....	10 00		
30 01	St. Anaclet.....	10 00		
117 01	St. André de Kamouraska.....	38 00		
144 65	St. André Avelin.....	56 00		
627 60	St. Andrew's, East.....	248 00	16 00	
63 08	Ste. Angèle de Monnoir.....	24 00		
76 41	Ste. Angèle de Laval.....	22 00		
159 43	St. Anicet.....	60 00	12 00	
71 95	Ste. Anne de Beaupré (*including \$10 to sub-office).....	*42 00		
274 04	Ste. Anne de Bellevue.....	70 00		
295 99	Ste. Anne de la Pêrade.....	142 00	48 00	
147 15	Ste. Anne des Monts.....	32 00	36 00	
369 14	Ste. Anne des Plaines.....	38 00		
570 81	Ste. Anne de la Pocatière.....	172 00	40 00	
209 99	St. Anselme.....	46 00		
83 15	St. Antoine Lotbinière.....	38 00		
103 64	St. Antoine River Richelieu.....	46 00		
33 62	St. Antonin.....	18 00		
34 53	St. Apollinaire.....	20 00		
28 98	St. Armand Centre.....	12 00		
161 50	St. Armand Station.....	54 00	72 00	
106 58	St. Arsène.....	44 00		
378 92	St. Athanase.....	150 00		
69 39	St. Aubert.....	28 00	8 00	

**REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
66 23	St. Augustin, Portneuf.....	30 00	16 00	
88 02	St. Augustin, Two Mountains.....	32 00		
66 87	St. Barnabé, St. Maurice.....	26 00		
66 27	St. Barnabé, Yamaska.....	36 00		
145 21	St. Barthélemi.....	78 00		
66 19	St. Bazile de Portneuf.....	26 00		
39 00	St. Bazile le Grand.....	18 00		
20 67	Ste. Beatrix.....	12 00		
119 34	St Benoit.....	50 00		
56 78	St. Bernard, Dorchester.....	28 00		
15 19	St. Bernard (Sud).....	10 00		
55 49	St. Bonaventure.....	28 00		
116 29	Ste. Brigide.....	50 00		
53 30	Ste. Brigitte des Saunts.....	10 00		
43 47	St. Bruno.....	34 00		
37 28	St. Calixte de Kilkenny.....	16 00		
124 33	St. Camille.....	32 00		
30 17	St. Canute.....	10 00		
184 39	St. Casimir (*including arrears).....	*74 50		
40 28	Ste. Catharine.....	26 00		
104 80	St. Célestin.....	48 00		
591 64	St. Césaire.....	256 00		
77 54	St. Charles de Caplan.....	38 00		
50 35	St. Charles de Stanbridge.....	16 00		
172 08	St. Charles, River Boyer.....	52 00		
164 35	St. Charles, River Richelieu.....	88 00		
110 21	Ste. Claire.....	42 00	12 00	
5 96	St. Clement (previously over-credited).....	8 33		
56 13	St. Clet.....	28 00		
33 49	Ste. Clothilde.....	14 00		
56 96	St. Columbin.....	26 00		
11 13	St. Côme.....	10 00		
58 44	St. Constant.....	32 00		
163 02	Ste. Croix.....	88 00		
265 68	St. Cunegonde.....	91 19		
0 00	St. Cuthbert (accounts not received).....	0 00		
0 76	St. Cyrille.....	10 00		
37 41	St. Cyrille de L'Islet.....	20 00		
48 04	St. Cyrille de Wendover.....	10 00		
93 80	St. Damase.....	56 00		
40 72	St. Damien de Brandon.....	16 00		
30 18	St. David de Lévis.....	14 00		
83 66	St. Denis de la Boutellerie.....	32 00		
219 01	St. Denis, River Richelieu.....	120 00	16 00	
60 77	St. Didace.....	20 00		
84 02	St. Dominique de Bagot.....	46 00		
25 48	St. Dominique des Oedres.....	10 00		
10 52	St. Donat.....	10 00		
15 38	Ste. Dorothee.....	10 00		
83 41	St. Edouard.....	42 00		
40 17	St. Edwidge.....	12 00		
0 00	St. Eleuthère.....	10 00		
23 00	St. Elie.....	10 00		
112 63	Ste Elizabeth.....	56 00		
35 24	St. Eloi.....	16 00		
86 21	St. Elzéar (*including arrears).....	32 00	*23 50	
11 10	Ste. Emelie de l'Energie.....	10 00		

### REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
61 13	St. Ephrem de Tring.....	20 00		
385 19	St. Ephrem d'Upton.....	132 00	32 00	
62 00	St. Esprit.....	32 00		
69 00	St. Etienne de Beauharnois.....	24 00		
30 72	St. Etienne de Bolton.....	14 00		
75 23	St. Etienne de Grès.....	32 00		
0 00	Ste. Eulalie (from 1st February, 1879).....	1 67		
353 29	St. Eustache.....	154 00	15 00	
39 88	St. Evariste de Forsythe.....	20 00		
118 16	St. Fabien.....	44 00		
26 43	Ste. Famille.....	14 00		
7 81	St. Félicien.....	10 00		
0 00	St. Félicité (accounts not received).....	0 00		
110 59	St. Félix de Valois.....	38 00		
211 60	St. Ferdinand.....	94 00		
20 00	St. Fidèle.....	12 00		
120 35	Ste. Flavie (3 Quarters).....	57 00		
129 48	Ste. Flavie Station.....	56 00		
32 19	St. Flavien.....	18 00		
0 00	Ste. Flore (accounts not received).....	0 00		
44 88	St. Fortunat.....	10 00		
32 65	St. Foye.....	30 00		
145 74	St. François, Beauce.....	96 00	40 00	
0 00	St. François de Sales (*including arrears).....	*16 00		
22 26	St. François d'Orléans.....	10 00		
282 02	St. François du Lac.....	82 00		
0 14	Ste. Françoise.....	10 00		
135 12	St. François, Montmagny.....	52 00		
9 83	St. François Xavier de Viger.....	10 00		
47 17	St. Frédéric (*including arrears).....	16 00	*17 00	
226 40	St. Gabriel de Brandon.....	88 00		
13 94	St. Gédéon.....	10 00		
90 79	Ste. Geneviève (*from 1st October, 1878).....	50 00	*3 00	
172 69	St. George, Beauce.....	42 00		
69 55	St. George de Windsor.....	22 00		
286 17	St. Germain de Grantham.....	90 00		
72 13	Ste. Gertrude.....	28 00		
126 93	St. Gervais.....	60 00		
31 68	St. Giles.....	34 00	24 00	
6 00	St. Gobert (from 1st May, 1878).....	9 16		
279 99	St. Grégoire.....	112 00	32 00	
336 54	St. Guillaume d'Upton.....	102 00	20 00	
108 85	Ste. Hélène de Kamouraska.....	34 00		
66 42	Ste. Hélène de Bagot.....	30 00		
92 46	St. Hénédine.....	36 00	24 00	
166 23	St. Henri de Lévis.....	74 00	120 00	
101 50	St. Henri Station.....	24 00		
129 82	St. Hermas.....	46 00		
11 02	St. Herménégilde.....	10 00		
322 16	St. Hilaire Station.....	42 00	300 00	
151 90	St. Hilaire Village.....	44 00		
15 19	St. Hippolyte de Kilkenny.....	10 00		
33 27	Ste. Honoré.....	10 00		
60 68	St. Hubert.....	58 00		
233 84	St. Hugues.....	106 00	48 00	
3,228 70	St. Hyacinthe.....	930 00	150 00	120 00
31 41	St. Iréné.....	20 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
108 18	St. Isidore, Dorchester.....	50 00		
93 69	St. Isidore, Laprairie.....	40 00		
145 73	St. Jacques.....	68 00		
80 59	St. Jacques le Mineur.....	34 00		
46 54	St. Janvier.....	24 00		
504 08	St. Jean Baptiste, Montreal.....	220 00		
129 41	St. Jean Baptiste, Rouville.....	54 00		
276 15	St. Chrysostôme, Chateauguay.....	136 00		
36 52	St. Chrysostôme, Lévis.....	46 00		
82 31	St. Jean de Matha.....	34 00		
193 35	St. Jean des Chaillons.....	80 00		
66 78	St. Jean d'Orléans.....	38 00		
260 35	St. Jean Port Joli.....	84 00		
440 13	St. Jérôme.....	176 00	84 00	
52 89	St. Joachim de Montmorency.....	30 00		
35 98	St. Joachim de Shefford.....	10 00		
3,270 75	St. John's, East.....	930 00	146 00	120 00
677 24	St. John's Suburb.....	471 90		
324 81	St. Joseph, Beauce.....	112 00		
2 00	St. Joseph d'Alma (from 1st February, 1879).....	1 67		
68 13	St. Joseph de Lévis.....	16 00		
40 05	St. Joseph du Lac.....	22 00		
107 46	St. Jude.....	40 00		
30 86	Ste. Julie de Verchères.....	16 00		
258 12	Ste. Julie de Somerset.....	78 00		
87 96	Ste. Julienne.....	42 00		
42 93	St. Justin.....	16 00		
71 34	St. Justin de Newton.....	30 00		
51 50	St. Lambert de Lévis.....	26 00		
69 82	St. Lambert, Montreal.....	24 00		
50 40	St. Laurent d'Orléans.....	36 00		
355 82	St. Laurent, Montreal.....	226 00		
47 49	St. Lazare de Bellechasse.....	20 00		
21 50	St. Lazare de Vaudreuil.....	10 00		
142 62	St. Leon.....	56 00		
120 29	St. Leonard (*previously over-credited).....	*15 50		
156 38	St. Liboire.....	74 00		
51 40	St. Liguori.....	22 00		
228 96	St. Lin.....	70 00		
41 81	St. Louis de Bonsecœur (*including arrears).....	*17 50		
182 67	St. Louis de Gonzague.....	78 00		
12 00	St. Louis de Ha Ha.....	10 00		
59 69	Ste. Louise.....	30 00		
26 08	St. Luc.....	22 00		
134 73	Ste. Luce.....	46 00		
75 40	Ste. Madeleine.....	32 00		
7 75	St. Magloire.....	10 00		
53 50	St. Malachie.....	18 60		
53 00	St. Malo.....	10 00		
60 98	St. Marc.....	36 00		
73 92	St. Marcel.....	30 00		
73 04	Ste. Marguerite.....	36 00		
443 06	Ste. Marie de Monnoir.....	192 00		
134 68	Ste. Marthe.....	78 00		
69 25	St. Martin.....	38 00		
189 01	St. Martine.....	74 00		
55 69	St. Mathias.....	40 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
22	52	St. Mathieu .....	10 00		
102	75	St. Maurice.....	60 00		
0	00	St. Maurice Forges (accounts not received).....	0 00		
155	88	St. Michel de Bellechasse.....	100 00		
34	00	St. Michel des Saints.....	20 00		
35	29	Ste. Modeste.....	14 00		
31	95	St. Moise.....	10 00		
153	62	Ste. Monique de Nicolet.....	56 00		
44	06	Ste. Monique, Two Mountains.....	16 00		
78	13	St. Narcisse (7 Quarters).....	35 00		
109	62	St. Nicholas.....	54 00		
49	73	St. Norbert.....	24 00		
117	74	St. Octave.....	30 00		
7	53	St. Odilon.....	10 00		
26	60	St. Onézime.....	12 00		
259	74	St. Ours.....	120 00	16 00	
131	10	St. Pacôme.....	42 00		
31	26	St. Pamphille.....	10 00		
227	00	St. Paschal.....	76 00		
195	00	St. Patrick's Hill.....	56 00		
6	83	St. Paul de la Croix.....	10 00		
42	03	St. Paul d'Industrie.....	30 00		
21	77	St. Paul du Buton.....	14 00		
82	04	St. Paulin.....	28 00		
50	20	St. Paul l'Hermitte.....	32 00	16 00	
260	33	St. Paul's Bay (*including \$12.43 to sub-offices).....	*210 43	100 00	
5	40	St. Perpétue.....	10 00		
51	54	St. Philippe Laprairie.....	32 00		
112	26	St. Philippe d'Argenteuil.....	26 00		
76	20	St. Philippe de Nery.....	28 00		
67	15	Ste. Philomène.....	32 00		
345	38	St. Pie.....	126 00		
20	32	St. Pierre Baptiste.....	12 00		
23	17	St. Pierre d'Orleans.....	12 00		
301	21	St. Pierre les Becquets.....	104 00	50 00	
121	47	St. Pierre Montmagny.....	60 00	6 00	
88	71	St. Placide.....	32 00		
241	79	St. Polycarpe.....	106 00		
24	58	St. Prime.....	10 00		
37	27	St. Prosper.....	16 00		
116	86	St. Raphael.....	64 00		
78	11	St. Raymond.....	36 00		
20	72	St. Régis.....	10 00		
285	85	St. Rémi.....	144 00	32 00	
50	92	St. Robert.....	28 00		
1,847	24	St. Roch de Quebec.....	742 00		200 00
46	93	St. Roch de Richelieu.....	24 00		
71	14	St. Roch des Aulnaies.....	30 00		
90	24	St. Roch l'Achigan.....	32 00		
38	34	St. Romaine.....	20 00		
58	05	Ste. Rosalie.....	40 00		
99	10	Ste. Rose.....	50 00		
42	46	St. Sauveur des Montagnes.....	16 86		
991	80	St. Sauveur de Quebec.....	328 00		40 00
389	89	St. Schoastique.....	118 00	*31 84	
163	52	St. Sebastien.....	74 00		



**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
37 87	St. Sévère.....	14 00		
5 95	St. Névérin de Beauvillage.....	10 00		
112 45	St. Simon, Rimouski.....	46 00	4 00	
217 21	St. Simon, Yamaska.....	80 00		
97 67	Ste. Sophie de Mégantic.....	44 00		
40 93	Ste. Sophie de Lacorne.....	22 00		
34 96	Ste. Sophie de Levrard.....	10 00		
197 58	St. Stanislas de Champlain.....	62 00		
43 44	St. Stanislas de Kostka (3 Quarters).....	24 00		
32 21	St. Sulpice.....	28 00		
84 42	St. Sylvester.....	52 00		
102 57	St. Sylvester, East (3 Quarters).....	55 50		
75 45	St. Théodore d'Acton.....	30 00		
29 29	St. Théodore de Chertsey.....	10 00		
474 24	Ste. Thérèse de Blainville (*from 1st May, 1878)...	150 00	*14 66	
51 31	St. Thomas.....	20 00		
114 46	St. Timothée.....	48 00		
88 93	St. Tite.....	26 00		
22 47	St. Tite des Caps.....	10 00		
18 87	St. Ubalde.....	10 00		
27 56	St. Urbain, Charlevoix.....	11 10		
67 80	St. Urbain, Chateauguay.....	40 00		
81 45	Ste Ursule.....	36 00		
68 46	St. Valentin.....	44 00		
65 01	St. Valérien.....	26 00		
86 42	St. Vallier.....	48 00		
38 89	St Vallier Station.....	15 75		
60 00	Ste. Victoire.....	26 00		
70 91	St. Victor de Tring.....	24 00		
205 03	St. Vincent de Paul.....	92 00		
88 87	St. Wenceslas.....	22 00		
99 16	St. Zéphirin.....	44 00		
49 64	St. Zotique.....	30 00		
64 88½	Sabrevois.....	36 00		
8 65	Saints Auges.....	10 00		
28 00	Sanborn.....	10 00		
40 86	Sandy Beach.....	24 00		
58 69	Sault au Cochon.....	26 00		
191 53	Sault au Récollet.....	140 00		
28 02	Savage's Mills.....	18 00		
180 52	Sawyer ville (*including arrears).....	123 50		
244 05	Scottstown.....	93 21	20 00	
32 05	Scottsmore.....	10 00		
14 48	Settrington.....	10 00		
36 68	Shawbridge.....	12 00		
96 00	Shawenegan.....	24 00		
234 87	Shawville.....	110 00		
32 51	Sheenboro'.....	14 00		
67 68	Sheffington.....	26 00		
42 45	Shefford Mountain.....	16 00		
15 64	Sheldrake.....	10 00		
*614 32	Sherbrooke (*including arrears).....	*1,812 00	100 00	*300 00
109 50	Sherrington.....	48 00		
56 13	Shigawake.....	16 00		
33 25	Shoolbred.....	26 00		
161 36	Shrewsbury.....	10 00		

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
91	71	Sillery Cove.....	84 00		
11	45	Silverton.....	10 00		
29	05	Six Portages.....	22 00		
131	52	Smith's Mills.....	64 00		
532	53½	Somerset.....	210 00	32 00	
2,161	70	Sorel.....	720 00	200 00	120 00
30	70	South Barnston.....	12 00		
52	00	South Bolton.....	30 00		
10	72	South Dudswell (from 1st October, 1878).....	5 00		
457	09	South Durham.....	130 00		
43	33	South Ely.....	22 00		
13	34	South Granby.....	12 00		
89	74	South Ham.....	23 00	24 00	
429	94	South Quebec.....	268 00	100 00	
20	94½	South Roxton.....	10 00		
122	23	South Stukely.....	62 00		
7	55	South West Point (2 Quarters).....	5 00		
54	12	Spencer Cove.....	44 00		
24	10	Springbrook.....	10 00		
278	79	Stanbridge East.....	120 00		
6	47	Stanbridge Ridge.....	10 00		
210	69	Stanbridge Station.....	94 00	60 00	
10	90	Stanbury.....	10 00		
44	07	Standon.....	18 00		
656	14	Stanford.....	284 00	32 00	
115	02	Stanhope.....	54 00		
861	81	Stanstead.....	328 00	160 00	40 00
86	88	Starnesboro'.....	30 00		
23	44	Stockwell.....	10 00		
14	98	Stoke Centre.....	10 00		
8	63	Stoketon.....	10 00		
119	91	Stonefield.....	64 00		
24	42	Stoneham.....	10 00		
205	00	Stornoway.....	70 00	32 00	
82	52½	Stottville.....	52 00	72 00	
421	67	Sutton.....	136 00		
38	39	Sutton Junction.....	20 00		
532	29	Sweetsburg.....	166 00	16 00	
45	85	Sydenham Place.....	26 00		
114	06	Tadousac.....	70 00	30 00	
373	04	Tannery West.....	220 00		
87	60	Templeton (5 Quarters).....	55 00		
386	94	Terrebonne.....	276 00	30 00	
66	58	Tessierville.....	36 00		
7	00	Thornby.....	10 00		
24	61	Thorne Centre.....	12 00		
3,875	99	Three Rivers.....	1,006 00	300 00	160 00
489	67	Thurso.....	166 00	16 00	
42	09	Tremblay.....	16 00		
44	27	Trenholm.....	20 00		
427	79	Trois Pistoles.....	132 00	4 00	
70	92	Trois Saumons.....	22 00		
25	08	Trout Brook.....	10 00		
44	63	Trout River.....	16 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
286 07	Ulverton.....	96 00		
227 13	Upper Bedford.....	66 00		
160 70	Upper Wakefield.....	28 00		
47 47	Vaillantbourg.....	10 00		
46 67	Valcartier.....	30 00		
60 31	Valcourt.....	24 00		
3 93	Val des Bois (from 1st August, 1878).....	6 67		
31 04	Valletort.....	10 00		
820 09	Valleyfield.....	360 00	8 00	40 00
40 51	Valmont.....	20 00		
18 97	Valois (closed 31st December, 1878).....	7 50		
174 01½	Varenes.....	106 00		
179 93	Vaudreuil.....	92 00	48 00	
55 31	Vaudreuil Station.....	10 00		
6 00	Venica.....	10 00		
12 47	Venosta.....	10 00		
224 95	Verchères.....	98 00		
43 15	Versailles.....	14 00		
62 47	Vicars.....	28 00	12 00	
43 24	Viger.....	16 00		
168 00	Village des Aulnaies.....	56 00		
109 38	Village Richelieu.....	42 00		
9 26	Villette.....	10 00		
8 00	Vincennes.....	10 00		
9 51	Vinoy (6 Quarters).....	15 00		
14 13	Vinton.....	10 00		
319 83½	Wakefield.....	94 00		
21 23	Waltham.....	22 00		
81 95	Warden.....	26 00		
406 23	Warwick.....	192 00		
1,998 52	Waterloo, East.....	600 00	96 00	80 00
160 81	Waterville.....	98 00		
62 00	Way's Mills.....	20 00		
157 05	Weedon.....	52 00		
12 51	West Bolton.....	10 00		
129 66	West Brome.....	48 00		
76 20	West Broughton (3 Quarters).....	24 00		
23 66	Westbury.....	18 00		
13 78	West Ditton.....	12 00		
817 12	West Farnham.....	288 00	24 00	
16 90	West Potton.....	10 00		
156 79	West Shefford.....	88 00		
17 71	Wheatland.....	12 00		
12 00	Whitton.....	10 00		
213 60	Wickham West (6 Quarters).....	15 00		
9 23	Wilson's Corners.....	10 00		
22 36	Wilson's Mills.....	10 00		
569 54	Windsor Mills.....	202 00		
13 42	Woburn (from 1st February, 1879).....	1 67		
61 66	Wolfstown.....	30 00		
47 21	Woodside.....	18 00		
190 05	Wotton.....	58 00		
163 22	Wright.....	112 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
256 68	Yamachiche .....	98 00	16 00	.....
155 19	Yamaska .....	70 00	60 00	.....
12 74	Yarm .....	10 00	.....	.....
<b>\$339,086 23</b>	<b>..... Totals.....</b>	<b>\$61,751 87</b>	<b>\$6,277 17</b>	<b>\$2,059 89</b>

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant*

PROVINCE OF NOVA SCOTIA.

REPORT No. 3, C.

DETAIL of all payments for Salaries, &c., in Nova Scotia; shewing in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts
<b>HALIFAX DIVISION.</b>				
F. M. Passow. ....	Post Office Inspector to 19th May, 1879. (superannuated).....	2,016 66	.....	
C. J. Macdonald.....	Post Office Inspector, from 20th May, 1879...	254 31	.....	
J. D. Story.....	Assistant Post Office Inspector.....	1,200 00	.....	
T. Southall.....	2nd Class Clerk.....	1,100 00	.....	
D. Stewart.....	3rd do.....	720 00	.....	
T. E. Davison.....	4th do.....	480 00	.....	
S. J. R. Sircom.....	do.....	440 00	.....	
R. R. McMillan.....	Messenger.....	500 00	.....	
				6,710 97
<b>RAILWAY MAIL SERVICE.</b>				
E. A. Bent.....	2nd Class Railway Mail Clerk.....	720 00	209 80	
A. Brown.....	do do.....	640 00	218 40	
F. P. Bent.....	do do.....	720 00	208 30	
J. McN. Gabriel.....	do do.....	720 00	210 80	
R. Davison.....	do do.....	720 00	207 60	
J. W. H. Cameron....	do do.....	640 00	157 30	
J. McNeil.....	do do.....	640 00	150 60	
W. Crowley.....	3rd do.....	480 00	193 60	
				6,836 40
<b>Totals.....</b>		<b>\$11,990 97</b>	<b>\$1,556 40</b>	<b>\$13,547 37</b>

REPORT No. 3, C.—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.		Total.	
		\$	cts.	\$	cts.
<i>Brought forward</i> .....					13,547 37
<b>NOVA SCOTIA MONEY ORDER OFFICE.</b>					
J. H. Thorne.....	Superintendent.....	1,800	00		
S. S. Thorne.....	3rd Class Clerk.....	800	00		
T. G. Creighton.....	do.....	760	00		
<b>HALIFAX POST OFFICE.</b>					
				3,360	00
H. W. Blackadar.....	Postmaster.....	2,400	00		
F. V. Tremaine.....	Assistant Postmaster.....	1,200	00		
T. W. DeWolf.....	2nd Class Clerk.....	1,100	00		
A. H. Cunningham.....	do.....	980	00		
W. H. Chamberlain.....	3rd do.....	680	00		
W. H. Donovan.....	do to 25th September, 1878 (including arrears; *dismissed).....	178	88		
T. W. Casey.....	4th do.....	520	00		
J. O'Brien.....	do.....	520	00		
G. Paw.....	do to 22nd March, 1879 (less fine; employment ceased).....	375	42		
J. O'Toole.....	do.....	520	00		
W. V. Smith.....	do.....	520	00		
D. O'Brien.....	do.....	520	00		
P. Mulcahy.....	do.....	520	00		
G. D. Fraser.....	do.....	520	00		
C. M. R. Lownds.....	do.....	520	00		
F. J. Power.....	do.....	480	00		
L. W. Travis.....	do.....	505	00		
W. Parker.....	do.....	440	00		
C. G. Mitchell.....	do to 7th March, 1879 (resigned).....	301	62		
E. Delaney.....	do.....	440	00		
C. Woods.....	do.....	400	00		
J. A. Mansfield.....	do from 14th October, 1878.....	286	02		
A. C. Crowe.....	do from 1st April, 1879.....	90	00		
S. Saunders.....	Superintendent Letter Carrier.....	600	00		
J. Fitzgerald.....	Letter Carrier.....	560	00		
J. Wilson.....	do.....	560	00		
E. Carroll.....	do.....	560	00		
H. S. Laurillard.....	do.....	560	00		
J. Mahar.....	do.....	520	00		
J. O'Mally.....	do.....	520	00		
E. H. Miller.....	do to 24th October, 1878 (services dispensed with).....	163	55		
P. Mullanay.....	do.....	480	00		
R. Myers.....	do.....	400	00		
R. C. Fraser.....	do to 31st December, 1878 (resigned)....	200	00		
N. Brodie.....	do from 1st January, 1879; also Temporary from 13th to 31st Dec., 1878.....	220	43		
J. Wood.....	Letter Collector.....	440	00		
J. J. Mulcahy.....	do from 12th July, 1878.....	388	17		
J. Hosterman.....	do from 1st January to 11th April, 1879; also Temporary from 15th to 31st December, 1878 (suspended).....	130	50		
D. Silverthorne.....	Messenger.....	480	00		
W. H. Walker.....	Temporary Clerk, from 16th May, 1879.....	45	48		
	Letter Carriers' Uniform Allowances.....	574	25		
Total.....					21,419 32
					\$38,326 69

H. A. WICKSTEED,  
Accountant.

ALEX. CAMPBELL,  
Postmaster-General.

## REPORT No. 3, C.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Name of Post Office.	Salaries.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
980	71	Acadia Mines.....	342	00	40
8	74	Addington Forks.....	10	00	
10	46	Admiral Rock.....	10	00	
207	41	Advocate Harbour.....	92	00	
45	45	Afton.....	14	00	
11	00	Albert Bridge.....	10	00	
1	97	Alder River.....	10	00	
11	65	Alexander.....	10	00	
32	00	Alma.....	30	00	
2,977	83	Amherst.....	950	00	160
9	61	Amherst Point.....	10	00	
1,610	47	Annapolis (*including arrears).....	*636	00	80
1,156	91	Antigonishe.....	536	00	60
6	37	Antigonishe Harbour.....	10	00	
10	60	Antigonishe Harbour (South Side).....	10	00	
11	56	Antrim.....	10	00	
40	64	Apple River.....	10	00	
100	13	Arcadia.....	38	98	
45	43	Argyle.....	28	00	
0	66	Argyle Sound (from 1st January, 1879).....	2	50	
605	82	Arschat.....	418	00	40
23	79	Arisaig.....	12	00	
11	56	Arnold.....	10	00	
3	10	Ashdale.....	10	00	
7	78	Askilton.....	10	00	
12	30	Aspy Bay.....	10	00	
125	25	Athol.....	80	00	120
17	63	Auld's Cove.....	24	00	
15	31	Avondale.....	10	00	
113	50	Avonport.....	50	00	
719	70	Avonport Station.....	240	00	
284	28	Aylesford.....	190	00	
1	56	Back Lands.....	10	00	
0	00	Back Meadows (from 1st November, 1878).....	4	17	
492	86	Baddeck.....	324	00	60
8	61	Baddeck Bay.....	10	00	
3	84	Baddeck Bridge.....	10	00	
38	85	Bailey's Brook.....	20	00	
86	28	Barney's River.....	34	51	
476	92	Barrington.....	424	00	40
10	00	Barrio's Beach.....	10	00	
14	50	Barronsfield.....	10	00	
11	86	Bar Settlement.....	10	00	
9	44	Basin of River Inhabitants.....	10	00	
54	71	Bass River.....	26	00	
12	00	Baxter's Harbour.....	10	00	
69	46	Bayfield.....	26	00	
9	14	Bay St. Lawrence.....	10	00	
21	85	Bear Point.....	10	00	
449	29	Bear River (West Side).....	204	00	
15	04	Beaver Bank.....	10	00	

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 59	Beaver Cove.....	10 00		
25 16	Beaver River.....	20 00		
88 35	Beaver River Corner.....	56 00		
251 55	Bedford Basin.....	80 00		
11 75	Beech Hill.....	10 00		
45 00	Belleisle.....	10 00		
27 11	Belliveaux Cove.....	12 00		
7 45	Benacadie.....	10 00		
254 82	Berwick.....	190 00		
310 52	Berwick Station.....	86 00		
10 00	Big Bank.....	10 00		
67 00	Big Bras d'Or.....	24 00		
4 70	Big Brook.....	10 00		
16 31	Big Harbour.....	10 00		
6 69	Big Intervale, Margaree.....	10 00		
5 85	Big Island.....	10 00		
10 07	Big Loraine.....	10 00		
29 08	Big Pond.....	10 00		
16 99	Big Port le Bear (*previously over-credited).....	*5 00		
35 50	Big Tracadie.....	10 00		
69 00	Bill Town.....	26 00		
14 32	Birchtown.....	10 00		
6 55	Black Brook.....	10 00		
18 16	Black Point.....	10 00		
2 33	Black River.....	10 00		
9 00	Black Rock.....	10 00		
4 30	Blanchard Road.....	10 00		
16 47	Blandford.....	10 00		
7 50	Block House.....	10 00		
28 00	Blue Mountain.....	12 00		
9 98	Blue's Mills.....	10 00		
1 53	Boisdale Barachois (from 16th September, 1878).....	5 83		
3 44	Boisdale Chapel.....	10 00		
10 96	Boom.....	10 00	10 00	
87 00	Boulardarie.....	87 00		
5 38	Boulardarie, Back Lands.....	10 00		
49 86	Boylston.....	20 00		
14 26	Bridgeport.....	14 00		
1,140 08	Bridgetown.....	380 00		40 00
30 32	Bridgeville.....	12 00		
1,148 60	Bridgewater.....	504 00		60 00
15 12	Broad Cove, Chapel.....	10 00		
52 75	Broad Cove, Intervale.....	18 00		
5 97	Broad Cove, Lunenburg.....	10 00		
33 00	Broad Cove, Marsh.....	18 00		
158 81	Brookfield, Colchester.....	60 00	48 00	
56 78	Brookfield, Queens.....	32 00		
10 00	Brookland.....	10 00		
117 97	Brooklyn.....	32 00		
18 43	Brookvale.....	12 00		
23 00	Brook Village.....	10 00		
37 89	Brookville, Cumberland.....	10 00		
9 06	Brookville, Pictou.....	10 00		
6 00	Crown's Brook.....	10 00		
3 60	Brown's Mountain.....	10 00		
78 17	Brulé.....	24 00		
6 00	Bucklaw.....	10 00		



REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
23 00	Buckley's.....	18 00		
17 31	Burlington.....	10 00		
6 71	Burntcoat.....	10 00		
230 66	Caledonia Corner.....	92 00		
12 29	Caledonia Mills.....	10 00		
48 18	Caledonia Mines.....	10 00		
7 74	Caledonia, St. Mary's.....	10 00		
17 36	Cambridge.....	10 00		
71 22	Cambridge Station.....	16 00		
15 00	Canaan.....	10 00		
14 50	Canada Creek.....	16 00		
134 62	Canard (late Lower Canard).....	58 00		
686 31	Canning.....	338 00		40 00
20 13	Cannonville.....	20 00		
328 88	Cape Canso.....	130 00		
50 23	Cape George.....	34 00		
3 52	Cape George Harbour.....	10 00		
9 70	Cape George, North Side.....	10 00		
10 19	Cape John.....	10 00		
4 02	Cape Mabou.....	10 00		
18 47	Cape Negro (from 1st July, 1878).....	7 50		
37 80	Cape North.....	10 00		
71 54	Cape Sable Island.....	38 00		
41 37	Carlton.....	12 00		
13 00	Carriboo Cove.....	14 00		
3 41	Carriboo Marsh.....	10 00		
13 32	Carriboo River.....	10 00		
5 42	Carroll's Corners.....	10 00		
19 37	Catalone.....	16 00		
1 68	Catalone Gut (from 1st October, 1878).....	5 00		
12 60	Cedar Lake.....	10 00		
38 76	Central Argyle.....	10 00		
21 33	Central Clarence.....	10 00		
20 88	Central Chebogue.....	14 00		
5 61	Central New Annan.....	10 00		
18 55	Central Onslow.....	10 00		
86 41	Centreville, Digby.....	34 51		
96 20	Centreville, Kings (*3 Quarters).....	12 00		
19 84	Charlos Cove.....	10 00		
24 64	Chebogue Point (late Rockville).....	16 00		
19 74	Chegoggin.....	10 00		
16 50	Chelsea.....	10 00		
43 49	Chesley's Corners.....	20 00		
338 74	Chester.....	164 00		
46 33	Chester Basin.....	16 00		
8 50	Chester Grant.....	10 00		
63 53	Cheticamp.....	22 00		
143 56	Cheverie.....	38 00		
15 99	Chezsetcook.....	10 00		
59 23	Chigonaise River.....	22 00		
3 19	Chimney Corner.....	10 00		
19 55	Chipman's Brook.....	10 00		
0 00	Chipman's Corners.....	10 00		
28 03	Christmas Island.....	26 00		
24 23	Churchstreet.....	28 00		
35 56	Churenville.....	16 00		
9 53	Chute's Cove.....	10 00		

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
10 06	Clam Harbour.....	10 00		
15 02	Claremont .....	10 00		
98 80	Clarke's Harbour.....	42 00		
157 20	Clementsport.....	138 00		
17 46	Clementsvale.....	10 00		
1 07	Clyburn Brook (closed 30th June, 1878), .....	2 50		
110 80	Clyde River.....	42 79		
18 25	Cogmagun River .....	10 00		
107 35	Coli Brook Station .....	16 00		
14 63	Cole Harbour .....	10 00		
43 34	Comeauville .....	18 00		
6 96	Condon Settlement .....	10 00		
54 92	Conquerall Bank.....	12 00		
19 00	Cook's Brook.....	10 00		
6 09	Cook's Cove.....	10 00		
6 25	Corberrie.....	10 00		
446 66	Cow Bay.....	240 00		
11 48	Coxheath.....	10 00		
26 00	Cross Roads, Country Harbour.....	58 00		
9 79	Cross Roads, Middle Melford.....	10 00		
9 82	Cross Roads, Ohio.....	10 00		
11 51	Cross Roads, St. George's Channel.....	10 00		
84 53	Crowell.....	33 80		
25 55	Crow Harbour.....	14 00		
0 94	Culloden.....	10 00		
3 86	Dalhousie, East.....	10 00		
20 50	Dalhousie Road .....	10 00		
9 05	Dalhousie Settlement.....	10 00		
728 78	Dartmouth .....	372 00		60 00
3 93	Davison Street.....	10 00		
81 70	Debert Station.....	42 00	100 00	
27 91	Debert Village.....	10 00		
40 00	Deep Brook .....	30 00		
26 91	Deerfield .....	14 00		
11 21	Dempsey's Corner.....	10 00		
17 92	Densmore's Mills.....	10 60		
1,402 76	Digby.....	568 00	200 00	60 00
60 64	Discouse.....	30 00		
9 00	Doctor's Brook .....	10 00		
43 73	Doctor's Cove.....	17 27		
17 11	Dover, West.....	10 00		
19 94	Dublin Shore.....	10 00		
9 99	Duncan .....	10 00		
89 48	Durham .....	97 00		
5 43	Dutch Village (from 1st August, 1878 ; 5 Months)	4 17		
42 18	Earltown.....	20 00		
41 81	East Bay .....	20 00	18 00	
21 00	East Bay, North Side, (5 Quarters).....	12 50		
6 98	East Chebogue .....	10 00		
65 56	Eastern Harbour .....	12 00		
4 19	East Folly Mountain.....	10 00		
9 13	East Jeddore .....	10 00		
5 50	East Margaree.....	10 00		
24 66	East New Annan .....	34 00		
33 00	East Port Medway.....	12 00		

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 00	East River, St. Mary's .....	20 00	.....	.....
4 00	East Side Chezzetcook .....	10 00	.....	.....
12 42	East Side of Pubnico Harbour .....	24 00	.....	.....
10 10	East Side of Ragged Island .....	10 00	.....	.....
4 50	East Side of West Branch, East River, Pictou .....	10 00	.....	.....
10 50	Eastville .....	12 00	.....	.....
323 23	Economy .....	212 00	.....	.....
25 00	Eel Brook .....	10 00	.....	.....
5 27	Eel Creek .....	10 00	.....	.....
9 91	Eel Lake .....	10 00	.....	.....
0 00	Eig Mountain .....	10 00	.....	.....
197 49	Ellershouse .....	96 00	.....	.....
151 50	Elmsdale .....	52 00	.....	.....
88 14	Enfield .....	48 00	.....	.....
16 99	English Corner .....	10 00	.....	.....
95 52	English Town .....	108 00	.....	.....
16 25	Enon .....	10 00	.....	.....
5 05	Erinville .....	10 00	.....	.....
12 36	Eskasoni .....	10 00	.....	.....
1 46	Etna .....	10 00	.....	.....
9 00	Factory Dale .....	10 00	.....	.....
2 81	Falkland (from 1st July, 1878) .....	7 50	.....	.....
15 17	Falmouth .....	12 00	.....	.....
91 43	Falmouth, Windsor Bridge .....	48 00	.....	.....
141 99	Five Islands .....	98 00	.....	.....
15 54	Five Mile River .....	10 00	.....	.....
24 00	Fletcher's Station .....	10 00	.....	.....
0 06	Folly Lake .....	36 00	.....	.....
48 23	Folly Mountain .....	74 00	.....	.....
4 43	Folly River (closed 30th April, 1879) .....	9 17	.....	.....
183 89	Folly Village .....	158 00	.....	.....
7 90	Forbes .....	10 00	.....	.....
6 78	Forks, Baddeck .....	10 00	.....	.....
10 05	Forties Settlement .....	10 00	.....	.....
11 24	Foster's .....	10 00	.....	.....
46 20	Fourchie .....	10 00	.....	.....
7 18	Fox Harbour .....	10 00	.....	.....
24 85	Fox River .....	10 00	.....	.....
12 86	Framboise .....	10 00	.....	.....
0 39	Fraser's Grant .....	10 00	.....	.....
13 00	French River .....	12 00	.....	.....
0 67	French Road (from 1st October, 1878) .....	5 00	.....	.....
3 22	Frenchvale .....	10 00	.....	.....
126 77	French Village .....	62 00	.....	.....
70 24	Gaberouse .....	28 07	.....	.....
31 18	Garden of Eden (12 Quarters) .....	30 00	.....	.....
33 00	Gardiner Mines (5 Quarters) .....	12 50	.....	.....
106 11	Gaspereaux .....	16 00	.....	.....
6 60	Gavelton .....	10 00	.....	.....
64 09	Gay's River .....	25 59	6 00	.....
33 60	Gay's River Road .....	10 00	.....	.....
12 37	George's River .....	10 00	.....	.....
56 77	Getson's Point .....	16 00	.....	.....
0 29	Giant's Lake .....	10 00	.....	.....
0 00	Gilbert Cove .....	10 00	.....	.....

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
10 00	Gillies Lake.....	10 00		
2 25	Gillies Point.....	10 00		
0 00	Glen Alpine (accounts not received).....	0 00		
18 50	Glendale.....	10 00		
39 97	Glenelg.....	63 00		
79 35	Glenegarry Station.....	54 00		
47 85	Glen Margaret.....	14 00	10 00	
2 73	Glen Road.....	10 00		
6 55	Glenshee.....	10 00		
28 95	Glenwood.....	10 00		
4 56	Goffs (from 1st September, 1878).....	5 83		
211 42	Goldenville.....	72 00		
16 89	Gold River.....	10 00		
68 33	Goose River.....	38 00	4 00	
56 51	Gore.....	18 00		
28 34	Goshen, Colchester (3 Quarters).....	7 50		
16 81	Goshen, Guysboro'.....	10 00		
63 13	Grafton.....	10 00		
7 00	Grand Anse.....	10 00		
6 54	Grand Etang.....	10 00		
22 13	Grandique Ferry.....	26 00		
8 20	Grand Lake Station (from 1st July, 1878).....	7 50		
7 34	Grand Mira, North.....	10 00		
7 65	Grand Mira, South.....	10 00		
44 20	Grand Narrows.....	17 67		
8 51	Grand Narrows, South (from 1st July, 1878).....	7 50		
142 19	Grand Pre (late Lower Horton).....	104 00		
33 50	Grand River.....	40 00		
27 22	Granton.....	10 00		
390 96	Granville Ferry.....	160 00		
525 80	Great Village.....	220 00		
8 52	Greenfield.....	10 00		
9 50	Greenfield, St. Marys.....	10 00		
27 05	Green Hill.....	10 00		
9 20	Green's Creek.....	10 00		
70 17	Greenville.....	24 00	8 00	
92 81	Greenville Station.....	37 09	100 00	
3 47	Greenwood.....	10 00		
12 82	Grosses Coques.....	10 00		
6 19	Grosvenor.....	10 00		
12 85	Grove's Point.....	10 00		
5 00	Gulf Shore.....	12 00		
18 51	Gunning Cove.....	20 00		
616 76	Guysborough.....	512 00		60 00
24 69	Guysborough, Intervale.....	24 00		
11 64	Hackett's Cove.....	10 00		
12 00	Hainsville.....	10 00		
1 80	Half Island Cove.....	10 00		
19 59	Halfway Brook.....	10 00		
5 72	Halfway Cove.....	10 00		
16 45	Halfway River.....	16 00		
35,511 16	Halifax (Salaries and expenses entered elsewhere).....			
6 81	Hallowell Grant.....	10 00		
30 73	Hall's Harbour.....	18 00		
512 89	Hantsport.....	234 00		
137 30	Harbour au Bouche.....	48 00		

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
5 50	Harbour Road (5 Quarters).....	12 50		
51 00	Harbourville.....	20 00		
3 33	Hardwood Lands.....	10 00		
17 76	Harmony.....	10 00		
15 37	Harmony Mills.....	10 00		
15 34	Harrigan Cove.....	10 00		
16 33	Hartford.....	10 00		
0 43	Hastings.....	10 00		
10 65	Havelock.....	10 00		
3 00	Hay's River.....	10 00		
17 91	Head of Amherst.....	10 00		
26 88	Head of Jeddore.....	10 00		
200 56	Head of Jordan River.....	18 00		
78 85	Head of St. Margaret's Bay.....	32 00		
50 07	Head of St. Mary's Bay.....	10 00		
18 08	Head of South River Lake.....	10 00		
77 61	Head of Tutamagouche Bay.....	14 00		
32 55	Head of Wallace Bay.....	14 00		
6 54	Head of Wallace Bay (North Side).....	10 00		
10 50	Hebb's Cross (3 Quarters).....	7 50		
273 11	Hebron.....	190 00		
3 67	Hemford (from 1st October, 1878).....	5 00		
15 67	Henderson Settlement.....	10 00		
0 61	Hennigar (from 1st January, 1879).....	2 50		
8 36	Herring Cove (3 Quarters).....	7 50		
7 50	Higginton (from 1st January, 1879).....	2 50		
1 25	Highbury (from 1st January, 1879).....	2 50		
27 93	Highfield.....	10 00		
23 90	Highland Village.....	10 00		
16 00	Hillsborough.....	16 00		
21 13	Hillsile.....	10 00		
12 65	Hodson.....	10 00		
9 38	Holland Harbour (from 1st August, 1878).....	6 67		
238 80	Hopewell.....	94 66		
10 08	Hornsey.....	10 00		
114 62	Horton Landing (*3 Quarters).....	*27 00		
140 43	Hubbard's Cove.....	56 17		
10 00	Hunter's Mountain.....	10 00		
20 00	Hunt's Point.....	10 00		
6 95	Indian Brook.....	10 00		
33 57	Indian Harbour, Guysboro'.....	12 00		
33 27	Indian Harbour, Halifax.....	14 00		
4 47	Indian Point.....	10 00		
44 45	Ingonish.....	16 00		
30 35	Ingram River.....	10 00		
19 55	Irish Cove.....	10 00		
81 10	Isaac's Harbour.....	31 42		
40 38	Isaac's Harbour East Side).....	10 00		
17 20	Jackson.....	10 00		
8 33	Jackson Road.....	10 00		
32 06	Jacksonville.....	10 00		
6 00	James River (3 Quarters).....	7 50		
132 70	Joggin Mines.....	32 00		
21 08	Jordan Bay.....	10 00		
21 00	Judique.....	20 00		

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

**N.B.**—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
15	25	Kelly's Cove.....	10	00		
48	64	Kempton.....	14	00		
10	00	Kempton Head.....	10	00		
9	46	Kempton Road.....	10	00		
47	09	Kempton Shore.....	10	00		
13	08	Kempton Town.....	10	00		
9	53	Kemptonville.....	10	00		
121	19	Kennetcook (6 Quarters).....	56	70		
1,673	19	Keptonville.....	814	00		120 00
6	50	Keptonville.....	10	00		
18	76	Kerrowgare.....	10	00		
21	27	Ketch Harbour.....	10	00		
3	61	Kewstoke.....	10	00		
16	32	Kilkenny Lake.....	10	00		
0	00	Kingsbury (3 Quarters).....	7	50		
88	64	Kingsport.....	54	00		
261	66	Kingston Station.....	72	00		
14	60	Kingston Village.....	14	00		
43	54	Kinsman's Corners.....	18	00		
3	37	Kirkhill.....	10	00		
22	00	Knoydart (*including arrears).....	*30	00		
2	58	Kolbeck.....	10	00		
20	42	La Have Cross Roads.....	12	00		
5	25	Lake Ainslie, East Side (5 Quarters).....	17	50		
10	00	Lake Ainslie, South Side.....	10	00		
0	00	Lake Ainslie, West Side.....	10	00		
3	70	Lake Egmont (from 1st August, 1878).....	6	67		
24	86	Lake George, Kings.....	10	00		
3	15	Lake George, Yarmouth.....	10	00		
8	00	Lakelands.....	10	00		
10	00	Lake Law.....	10	00		
7	44	Lake Paul.....	10	00		
4	00	Lake Road.....	10	00		
4	76	Lakevale.....	10	00		
55	49	Lakeville.....	30	00		
6	57	Langille's.....	10	00		
7	89	Lantz.....	10	00		
22	50	L'Ardoise.....	12	00		
10	54	Larry's River.....	10	00		
12	30	Lattie's Brook.....	10	00		
330	70	Lawrencetown.....	262	00		
18	28	Leicester.....	10	00		
9	79	Leitch's Creek.....	10	00		
22	40	Lennox Ferry.....	10	00		
6	59	Lewis Bay.....	10	00		
21	18	Lewis Head.....	12	00		
10	17	Lime Rock.....	10	00		
148	00	Lingan.....	94	00		
22	25	Liscombe.....	10	00		
10	00	Liscombe Mills.....	10	00		
67	09	Little Bass River.....	10	00		
66	09	Little Bras d'Or.....	30	00		
271	60	Little Glace Bay.....	198	00		
21	53	Little Harbour.....	14	00		
12	80	Little Judique.....	10	00		

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
6 98	Little Lorraine.....	10 00		
14 82	Little Narrows.....	10 00		
7 37	Little River, Cumberland.....	10 00		
43 45	Little River, Digby.....	18 00		
73 71	Little River, Middle Musquodoboit.....	28 00		
34 83	Little Tracadie.....	20 00		
15 09	Littlewood.....	10 00		
1,668 95	Liverpool.....	714 00		120 00
2 66	Livingston's Cove (*including arrears).....	*12 50		
18 06	Lochaber.....	18 00		
115 66	Lockhartville.....	20 00		
23 37	Loch Lomond.....	10 00		
22 90	Lochside.....	12 00		
664 00	Lockenort.....	200 00		
30 00	Loganville.....	22 00		
384 25	Londonderry Station.....	153 71	80 00	
158 24	Long Island, Digby.....	64 00		
8 64	Long Island, Kings (from 1st May, 1878).....	9 17		
32 00	Long Point.....	18 00		
185 59	Lorway Mines.....	73 57		
126 08	Louisburg.....	24 00		
101 48	Lower Argyle.....	26 00		
33 38	Lower Barney's River.....	22 00		
15 70	Lower Calaisia.....	10 00		
80 99	Lower Canard.....	10 00		
37 52	Lower Cove.....	14 00		
5 59	Lower East Pubnico (5 Quarters).....	12 50		
35 03	Lower Economy.....	10 00		
58 47	Lower Five Islands (from 1st August, 1878).....	6 87		
56 00	Lower Granville.....	12 00		
9 48	Lower La Have.....	12 00		
60 69	Lower Lardoise.....	34 00		
6 76	Lower Maccan.....	10 00		
26 05	Lower Pereaux.....	10 00		
7 81	Lower Prospect.....	10 00		
8 25	Lower River Inhabitants.....	10 00		
49 68	Lower Selmah.....	14 00		
6 87	Lower Settlement, Middle River.....	10 00		
15 35	Lower Settlement, South River.....	10 00		
5 00	Lower Ship Harbour (*previously over-credited).....	*5 00		
263 78	Lower St-wiacke.....	100 00		
18 27	Lower Wentworth.....	10 00		
6 53	Lower West Pubnico.....	10 00		
43 48	Lower Wood Harbour.....	10 00		
23 14	Low Point.....	16 00		
756 96	Lunenburg.....	242 00		
9 29	Lynn.....	10 00		
15 40	McAdam's Lake.....	10 00		
6 20	McArra's Brook.....	10 00		
11 50	McAulay's.....	10 00		
1 86	McKay's Point.....	10 00		
7 41	McKinnon's Harbor.....	10 00		
12 03	McLellan's Brook.....	10 00		
3 00	McLellan's Mountain.....	10 00		
11 9	McPherson's Ferry.....	10 00		
178 78	Mabou.....	188 00	70 00	

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
8	03	Mabou Coal Mines .....	10	00		
0	00	Mabou Harbour .....	10	00		
219	11	Maccan .....	206	00		
12	56	Maccan Mountain. ....	10	00		
315	38	Wahone Bay .....	158	00		
61	25	Main-à-Dieu .....	22	00		
39	25	Maitland (Annapolis) .....	10	00		
513	34	Maitland (Hants).....	356	00		
98	61	Maitland (Yarmouth) .....	50	00		
4	34	Malagash .....	10	00		
10	11	Malagash Point .....	10	00		
20	87	Malagawatch .....	12	00		
11	94	Malignant Cove.....	10	00		
9	00	Marble Mountain.....	10	00		
0	00	Margaree Forks (accounts not received).....	0	00		
95	46	Margaree Harbour.....	20	00		
69	49	Margaretsville .....	32	00		
48	67	Marie Joseph .....	16	00		
6	83	Marion Bridge .....	10	00		
28	16	Mariott's Cove .....	10	00		
7	89	Marsh .....	10	00		
38	47	Marshall's Cove.....	14	00		
17	97	Marshall's Town.....	12	00		
9	93	Marshy Hope .....	10	00		
13	43	Martin's Point .....	10	00		
9	21	Martin's River .....	10	00		
1	66	Marydale .....	10	00		
4	47	Maryvale.....	10	00		
19	21	Mass Town.....	12	00		
4	72	Matheson .....	10	00		
10	00	Wedford .....	10	00		
86	10	Melrose.....	98	00		
161	59	Melvorn Square .....	64	62		
54	81	Merigoniche.....	24	00		
74	56	Metaghan .....	32	00		
63	04	Metaghan River.....	34	00		
26	76	Middleboro' .....	14	00		
11	58	Middle Clyde River (5 Quarters) .....	12	50		
15	80	Middle County Harbour.....	10	00		
17	00	Middlefield .....	10	00		
10	25	Middle La Hare Ferry .....	10	00		
3	06	Middle Manchester .....	10	00		
273	29	Middle Musquodoboit.....	98	00		
16	64	Middle Ohio .....	10	00		
18	46	Middle Pereaux.....	10	00		
1	79	Middle Porter's Lake (from 1st August, 1878).....	6	66		
10	70	Middle River (Pictou).....	10	00		
15	34	Middle River (Victoria) .....	12	00		
17	50	Middle Section of North-east Margaree.....	10	00		
4	90	Middle Settlement of Barney's River .....	10	00		
8	07	Middle Settlement of South River.....	10	00		
53	46	Middle Stewiacke .....	14	00		
595	43	Middleton .....	132	00		
0	45	Middle Town.....	10	00		
11	05	Milford.....	10	00		
15	00	Milford Haven Bridge .....	10	00		
72	87	Milford Station.....	24	00		



**REPORT No. 3, C.--Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
18 42	Mill Brook .....	14 00		
6 05	Mill Cove.....	10 00		
36 01	Miller's Creek.....	12 00		
27 92	Millville.....	10 00		
244 14	Mill Vill ge.....	110 00		
7 06	Millville.....	10 00		
329 81	Milton.....	218 00		
62 50	Minudie.....	30 00		
9 65	Mira Gut.....	10 00		
5 37	Montague Gold Mines.....	20 00		
19 80	Moose Brook.....	10 00		
11 31	Mooseland.....	10 00		
4 29	Moose River.....	10 00		
32 29	Morden.....	16 00		
1 50	Morley's Road (from 1st October, 1878)....	5 00		
2 73	Morristown (Antigonish).....	10 00		
3 48	Morristown (King's).....	10 00		
3 37	Morton's Corner.....	10 00		
3 84	Mortonville.....	10 00		
0 00	Moser's River (accounts not received).....	0 00		
12 10	Mosherville.....	10 00		
6 60	Mossman's Grant.....	10 00		
37 55	Mount Denison.....	10 00		
80 00	Mount Hanly.....	13 00		
5 29	Mount Pleasant.....	10 00		
10 18	Mount Thorn Settlement.....	48 25		
200 07	Mount Uniacke.....	190 00		
2 41	Mull River.....	10 00		
108 82	Musquodoboit Harbour.....	34 00		
43 00	Nappan .....	12 00		
91 27	Nappan Station.....	10 00		
73 15	New Albany.....	22 00		
10 00	New Boston.....	10 00		
8 05	Newbringe.....	12 00		
104 00	New Campbellton.....	22 00		
3 63	New Canada.....	10 00		
14 17	Newcomb Corner.....	10 00		
9 50	New Cornwall.....	10 00		
12 57	New Gairlock.....	10 00		
35 82	New Germany.....	16 00		
2,425 23	New Glasgow.....	942 00	100 00	120 00
14 85	New Harbour.....	10 00		
17 50	New Larig.....	12 00		
11 93	New Minas.....	14 00		
307 35	Newport.....	384 00		40 00
11 30	Newport Corner.....	24 00		
176 19	Newport Landing.....	60 00		
71 82	Newport Station.....	26 00	60 00	
60 94	New Ross.....	32 00		
5 80	New Ross Road.....	10 00		
8 60	Newton Mills.....	10 00		
8 96	Newtown, St. Mary's.....	10 00		
6 08	New Tusket.....	10 00		
66 03	Nictaux Falls.....	24 00		
28 27	Niel's Harbour.....	10 00		
36 77	Nine Mile River.....	12 00		

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
106 16	Noel.....	35 00		
26 35	Noel Shore.....	10 00		
4 96	North Alton.....	10 00		
7 00	North Beaver Bank (from 1st September, 1878)...	5 84		
27 90	North Brookfield.....	10 00		
19 90	North East Branch Margaree.....	12 00		
58 87	North East Harbour.....	28 00		
3 93	Northfield.....	10 00		
4 00	North Medford (from 1st May, 1878).....	9 17		
4 98	North Mountain.....	10 00		
44 24	Northport.....	10 00		
4 11	North Range Corner.....	10 00		
53 31	North River.....	10 00		
7 29	North River Bridge, Colchester.....	18 00		
25 54	North River Bridge, Victoria.....	10 00		
4 25	North Salem.....	10 00		
21 53	North Section of Earleton.....	10 00		
10 61	North Shore Cumberland.....	12 00		
5 50	North Shore (Victoria).....	10 00		
989 91	North Sydney.....	358 00		40 00
19 34	North West Arm.....	28 00		
6 62	North West Cove.....	10 00		
8 96	Oak Park.....	10 00		
6 01	Ogden (late Salmon River, Guysborough).....	11 00		
8 00	Ogilvie.....	10 00		
8 50	Ohio.....	10 00		
31 41	Old Barns.....	20 00		
56 50	Oldham.....	10 00		
21 70	Onslow.....	18 00		
11 04	Orangedale (late North Side Basin, River Dennis).....	10 00		
6 00	Outer Island of Port Hood (2 Quarters).....	5 00		
10 00	Outlet of Lake Ainslie.....	10 00		
6 22	Owl's Head Harbour.....	10 00		
400 44	Oxford.....	160 00		
5 50	Oyster Ponds.....	10 00		
74 17	Palmer's Road.....	24 00		
160 97	Paradise Lane.....	64 00		
7 22	Park's Creek.....	10 00		
843 00	Parrsborough.....	326 00	40 00	40 00
6 65	Parrsborough Shore.....	10 00		
9 00	Partridge Island.....	10 00		
19 73	Peggy's Cove.....	10 00		
8 38	Pembroke (from 1st November, 1879).....	4 17		
15 63	Petite de Gras.....	10 00		
64 05	Petit Passage.....	16 00		
65 39	Petite Rivière Bridge.....	24 00		
8 00	Petpewick Harbour (from 1st July, 1878).....	7 50		
3,295 67	Pictou.....	984 00		160 00
111 43	Pictou Landing.....	30 00		
15 59	Pie-tmont Valley.....	10 00		
7 67	Pine Tree.....	10 00		
102 86	Pirate Harbour.....	43 00		
15 60	Plainfield.....	10 00		
12 56	Pleasant Bay.....	10 00		
0 03	Pleasant Lake.....	10 00		

REPORT No. 8, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts	\$ cts.
18 07	Pleasant Point .....	10 00		
22 54	Pleasant River .....	10 00		
4 16	Pleasant Valley (Digby) .....	10 00		
10 48	Pleasant Valley (Pictou) .....	10 00		
13 12	Plymouth .....	10 00		
3 50	Point Clear .....	10 00		
5 16	Point Etward (from 1st October, 1878) .....	5 00		
1 16	Point of Cape .....	10 00		
16 33	Pomquet Chapel .....	10 00		
42 11	Pomquet Forks .....	26 00		
26 16	Ponds .....	10 00		
15 68	Poplar Hill .....	10 00		
83 87	Port Acadie .....	56 00		
65 53	Portapique .....	20 00		
28 43	Portapique Mountain .....	10 00		
21 00	Port Beckerton .....	10 00		
71 61	Port Caledonia .....	38 00		
70 05	Port Clyde .....	10 00		
14 41	Porter's Lake .....	12 00		
0 00	Port Felix (accounts not received) .....	0 00		
112 43	Port George .....	26 00		
60 04	Port Grenville .....	29 00		
260 69	Port Hastings .....	446 00		40 00
338 51	Port Hawkesbury .....	154 00	160 00	
290 28	Port Hood .....	180 00		
20 30	Port Hood Island .....	20 00		
20 35	Port Joli .....	10 00		
124 06	Port la Tour .....	48 00		
72 20	Port Matoon .....	30 00		
285 34	Port Medway .....	130 00		
56 95	Port Mulgrave (1 Quarter) .....	46 50		
26 53	Port Philip .....	14 00		
4 80	Port Richmond .....	20 00		
0 46	Port Royal .....	12 00		
192 29	Port Williams (*including arrears) .....	*88 50		
241 06	Port William's Station .....	171 00	120 00	
13 55	Poulamond (from 1st July, 1878) .....	7 50		
10 32	Preston Road .....	10 00		
18 50	Princeport .....	10 00		
18 29	Princeville .....	10 00		
80 21	Prospect .....	25 00		
8 53	Pubnico Beach .....	10 00		
64 77	Pubnico Harbour .....	30 00		
518 56	Pugwash .....	318 00		
31 00	Pugwash River .....	10 00		
10 04	Purlbrook .....	10 00		
12 12	Queensville .....	10 00		
10 73	Ragged Head .....	10 00		
10 18	Ragged Island .....	10 00		
37 37	Rawdon .....	14 00		
5 04	Rear Ball's Creek (from 1st October, 1878) .....	5 00		
9 00	Rear of Black River .....	10 00		
11 48	Rear Judique .....	10 00		
10 38	Rear Lands, Sporting Mountain .....	10 00		
19 73	Red Islands .....	14 00	6 00	

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts	\$ cts.
24 49	Reserve Mines.....	16 00		
5 09	Reynardton.....	10 00		
17 75	Rhodes.....	12 00		
158 84	Richmond.....	60 00		
51 58	River Bourgeois (*including arrears).....	*27 00		
15 81	River Dennis.....	16 00		
7 60	River Dennis Road.....	10 00		
108 34	River Hebert.....	34 00		
26 23	River Inhabitants Bridge (*including arrears).....	10 00	*15 00	
380 70	River John.....	158 00		
6 71	River John Road.....	10 00		
111 17	River Phillip.....	116 00		
35 00	Riversdale.....	15 50		
7 06	Roachvale.....	10 00		
15 96	Rockingham.....	12 00		
27 45	Rocklin.....	10 00		
13 59	Rockly.....	10 00		
16 28	Rockville (from 1st November, 1878).....	4 17		
19 45	Rockwell Settlement.....	10 00		
14 74	Rocky Bay.....	10 00		
4 80	Rocky Mountain (from 1st May, 1878).....	9 37		
9 66	Rogers Hill.....	10 00		
6 75	Roman's Valley.....	10 00		
15 36	Roseway.....	12 00		
6 90	Roslin.....	10 00		
8 08	Ross Corner.....	10 00		
27 85	Rossway.....	12 00		
122 06	Round Hill.....	26 00		
2 39	Round Island.....	10 00		
68 82	St. Andrews, Antigonish.....	68 00		
35 77	St. Andrews, Colchester.....	10 00		
14 00	St. Anns.....	10 00		
38 68	St. Croix.....	18 00		
11 03	St. Esprit.....	10 00		
7 82	St. George's Channel.....	10 00		
42 52	St. Mary's Bay.....	20 00		
9 00	St. Patrick's Channel.....	10 00		
23 15	St. Pauls.....	10 00		
513 51	St. Peters.....	258 00		
12 52	Salem.....	10 00		
12 31	Salmon River, Cape Breton.....	10 00		
9 50	Salmon River, Digby.....	12 00		
39 82	Salmon River, Halifax.....	20 00		
9 75	Salmon River, Lake Settlement.....	10 00		
75 00	Salt Springs (*including arrears).....	*131 71		
30 16	Sambro.....	10 00		
18 29	Sand Beach.....	10 00		
0 03	Sand Point.....	14 00		
3 56	Sandy Beaches.....	10 00		
97 11	Sandy Cove.....	68 00		
27 26	Sandy Point.....	10 00		
50 10	Saultnierville.....	28 00		
33 65	Saw Mill Creek.....	16 00		
47 36	Scotch Village.....	18 83		
48 63	Scotsburn.....	21 35		
69 51	Scott's Bay.....	24 00		

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
8 46	Scott's Bay Road.....	10 00		
86 00	Selmah .....	30 00		
33 05	Shag Harbour .....	16 00		
267 34	Sheet Harbour.....	150 00		
15 85	Sheet Harbour Passage (from 1st July, 1878).....	7 50		
81 90	Sheffield Mills.....	42 00		
778 58	Shelburne .....	404 00		40 00
423 02	Sherbrooke .....	332 00		40 00
27 30	Shinemicas (Bridge) .....	20 00		
76 19	Ship Harbour .....	22 00		
22 42	Ship Harbour Lake.....	10 00		
16 50	Shoal Bay (from 1st August, 1878).....	6 67		
25 78	Short Beach .....	12 00		
394 62	Shubenacadie.....	234 00		
55 95	Shulie .....	26 00		
0 00	Shunacadie.....	10 00		
8 50	Sight Point.....	10 00		
13 74	Six Mile Brook.....	10 00		
13 36	Six Mile Road.....	10 00		
3 00	Skir Dhu (2 Quarters) .....	5 00		
8 00	Sky Glen .....	10 00		
0 06	Sluice Point.....	16 00		
63 96	Smith's Cove.....	20 00		
6 33	Soldier's Cove.....	10 00		
100 57	Somerset.....	60 00		
52 13	Sonora .....	20 00		
115 39	Southampton.....	10 00		
43 14	South Bar of Sidney River.....	10 00		
38 96	South Bay .....	10 00		
20 92	South Branch.....	10 00		
5 21	South Cove .....	10 00		
9 68	South East Passage .....	10 00		
15 56	South End of Lochaber.....	10 00		
31 00	South Gut of St. Ann's .....	18 00		
7 88	South Head of Cow Bay.....	10 00		
2 46	South McLellan's Mountain.....	10 00		
81 45	South Maitland.....	48 00		
40 12	South Ohio .....	10 00		
9 75	South Range.....	10 00		
89 59	South Rawdon .....	140 00		
10 91	South Side Basin of River Dennis.....	10 00		
8 70	South Side of Boulardarie.....	10 00		
8 06	South Side of Wycocomagh Bay.....	10 00		
8 00	South West Mabou .....	10 00		
12 00	South West Margaree (*2 Quarters) .....	*5 00		
13 34	Spa Springs .....	16 00		
100 50	Speitche's Cove.....	30 00		
70 38	Spencer's Island .....	10 00		
35 06	Springfield .....	10 00		
589 10	Spring Hill Mines.....	166 00		
64 00	Springville.....	28 00		
46 79	Spry Bay .....	14 00		
22 39	Steam Mill Village .....	10 00		
47 19	Steep Creek .....	30 00		
794 47	Stellarton .....	290 00		
90 17	Stewiacke Cross Roads.....	24 00		
14 40	Still Water.....	10 00		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
15 86	Stoddarts .....	16 00		
14 10	Stormont .....	10 00		
18 90	Stronach Mountain .....	10 00		
3 79	Summerside .....	10 00		
1 65	Summersville, Antigonish .....	10 00		
124 41	Summersville, Hants. ....	58 00		
57 45	Sunnybrite .....	18 00		
3 50	Sunnyside (from 1st July, 1878) .....	7 50		
5 44	Sutherland's Mills (2 Quarters) .....	5 00		
22 27	Sutherland's River .....	14 00		
3 92	Swansburg (*11 Months) .....	*9 17		
1,195 96	Sydney .....	564 00	200 00	60 00
13 71	Sydney Forks .....	10 00		
239 15	Sydney Mines .....	100 00		
7 40	Tancook Island .....	10 00		
174 60	Tangier .....	168 00		
362 63	Tatamagouche .....	204 00		
18 33	Tatamagouche Mountain .....	10 00		
17 32	Tenecape .....	10 00		
17 20	Terence Bay .....	10 00		
32 04	The Falls .....	10 00		
0 00	Thompson's Mills (accounts not received) .....	0 00		
7 24	Three Mile House (from 1st July, 1878) .....	7 50		
136 81	Three Sisters .....	54 75		
60 97	Tidnish (12 Quarters) .....	30 00		
13 99	Toney River .....	14 00		
179 00	Torby .....	62 00		
14 78	Torbrook .....	10 00		
119 31	Town Plot .....	10 00		
115 28	Tracadie .....	131 00		
8 50	Trafalgar .....	10 00		
15 00	Tremont .....	10 00		
4,102 55	Truro (*including arrears) .....	*1,237 15		*293 34
16 00	Tupperville .....	10 00		
112 76	Tusket .....	109 00		
10 31	Tusket Forks .....	10 00		
15 11	Tusket Wedge .....	10 00		
0 00	Upper Branch .....	10 00		
17 20	Upper Caledonia .....	10 00		
123 54	Upper Canard .....	40 00		
30 93	Upper Clarence .....	10 00		
15 60	Upper Clements .....	10 00		
4 74	Upper Clyde River .....	10 00		
44 89	Upper Cross Roads, St. Mary's (*including arrears) .....	24 00	*48 00	
40 60	Upper Dyke Village .....	12 00		
102 20	Upper Economy .....	32 00		
3 00	Upper Kennetcook .....	10 00		
0 00	Upper La Have (accounts not received) .....	0 00		
9 80	Upper Malagash .....	10 00		
10 03	Upper Margaree .....	10 00		
97 57	Upper Musquodoboit .....	80 00		
64 22	Upper Newport .....	42 00		
5 81	Upper North River .....	10 00		
14 48	Upper Pereaux .....	10 00		
32 81	Upper Port Latour .....	12 00		

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
35 17	Upper Rawdon .....	18 00	.....	.....
8 53	Upper Settlement of Baddeck River .....	10 00	.....	.....
16 12	Upper Settlement of Middle River .....	10 00	.....	.....
21 00	Upper Settlement of River Dennis .....	16 00	.....	.....
12 56	Upper Settlement of South River .....	10 00	.....	.....
150 76½	Upper Stewiacke .....	106 00	.....	.....
8 71	Upper Washabuck .....	10 00	.....	.....
23 04	Upper Wood Harbour .....	10 00	.....	.....
12 41	Urbania .....	10 00	.....	.....
3 50	Usher .....	10 00	.....	.....
125 91	Vale Colliery .....	51 20	.....	.....
61 29	Valley Station .....	10 00	.....	.....
19 30	Vaughan .....	10 00	.....	.....
7 14	Vernal .....	10 00	.....	.....
8 50	Vernon Mines .....	10 00	.....	.....
8 80	Vesuvius .....	10 00	.....	.....
6 30	Victoria .....	10 00	.....	.....
34 36	Victoria Beach .....	10 00	.....	.....
5 47	Victoria Harbour .....	10 00	.....	.....
51 21	Victoria Mines .....	24 00	.....	.....
22 27	Victoria Vale .....	10 00	.....	.....
23 60	Vogler's Cove .....	16 00	.....	.....
286 67	Wallace .....	240 00	.....	.....
240 09	Wallace Bridge .....	38 00	.....	.....
25 40	Wallace Ridge .....	10 00	.....	.....
8 30	Wallbrook (from 1st May, 1878) .....	9 17	.....	.....
167 78	Walton .....	66 00	.....	.....
7 46	Warren .....	10 00	.....	.....
20 96	Waterford .....	10 00	.....	.....
23 00	Watervale .....	10 00	.....	.....
408 50	Waterville .....	155 80	.....	.....
23 90	Waugh's River .....	14 00	.....	.....
98 20	Waverly .....	56 00	.....	.....
16 96	Weaver Settlement .....	14 00	.....	.....
0 87	Wellington .....	10 00	.....	.....
35 34	Wentworth .....	10 00	.....	.....
53 62	Wentworth Creek .....	10 00	.....	.....
206 74	Wentworth Station .....	54 00	100 00	.....
77 96	West Arichat .....	36 00	.....	.....
179 60	West Bay .....	68 00	.....	.....
14 03	West Branch, East River of Pictou .....	10 00	.....	.....
45 30	West Branch, River John .....	12 00	.....	.....
103 11	West Branch, River Phillip .....	10 00	.....	.....
50 89	West Brook .....	16 00	.....	.....
29 36	Westchester .....	18 00	.....	.....
10 00	Westchester Lake .....	10 00	.....	.....
14 69	West Dublin .....	16 00	.....	.....
17 11	West Gore .....	10 00	.....	.....
16 00	West Jeddore (late Jeddore) .....	10 00	.....	.....
41 28	West La Have Ferry .....	10 00	.....	.....
15 06	West Merigonishe .....	10 00	.....	.....
105 53	West New Annap .....	42 17	.....	.....
23 98	West Newdy Quoddy .....	10 00	.....	.....
176 98	Westport .....	89 00	.....	.....
15 75	West Pubnico .....	10 00	.....	.....

**REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
82	42	West River .....	154	00		
57	70	West River Station.....	59	00		
1	55	West Side of Lochaber.....	10	00		
5	28	West Side of Middle River.....	10	00		
500	44	Westville .....	256	00		
1,145	10	Weymouth.....	686	00		100 00
377	60	Weymouth Bridge.....	74	00		
39	80	Whitehead .....	12	00		
16	50	White Point.....	10	00		
72	74	White Rock Mills.....	10	00		
245	44	Whycocomagh.....	244	00		
5	07	Whycocomagh, Rear.....	10	00		
11	50	Williamsdale .....	10	00		
115	00	Williamston.....	46	00		
291	63	Wilmot .....	158	00		
2	79	Windham Hill.....	10	00		
2,401	28	Windsor.....	726	00		200 00
21	05	Windsor Junction (closed 31st May, 1878).....	4	17		
82	32	Wine Harbour .....	41	00		
1,365	64	Wolfville.....	500	00		60 00
9	45	Woodbourne.....	10	00		
14	87	Woodville .....	10	00		
8	00	Wreck Cove.....	10	00		
8	27	Wyse's Corner.....	10	00		
4,235	58	Yarmouth.....	1,434	00	100 00	200 00
\$124,486	26½	Totals .....	\$42,364	75	\$2,133	00
					\$2,413	34

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## REPORT No. 3, C.

DETAIL of the Salaries paid to the several Way Office Keepers in Nova Scotia, within the Year ended 30th June, 1879.

Name of Way Office.	Salaries.	
	\$	cts.
Dean.....	10	00
East River, Lunenburg.....	10	00
Fenwick.....	10	00
Granville Centre.....	10	00
Lawrencetown.....	10	00
Lequille.....	10	00
Meagher's Grant.....	10	00
Moser's River.....	10	00
Necum Tench.....	10	00
Oakfield.....	10	00
Parker's Cove.....	10	00
Renfrew.....	10	00
Sable River.....	80	00
Smithfield.....	10	00
Sugar Loaf.....	10	00
Total.....	\$220	00

N.B.—The Revenue from the sale of Postage Stamps is included, at pages 81 to 98 in that of the respective Post Offices to which the above Way Offices are subordinate.

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 3, D.

DETAIL of all payments for Salaries, &c., in New Brunswick; shewing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>INSPECTOR'S OFFICE.</b>				
J. McMillan.....	Post Office Inspector.....	2,200 00		
W. Paisley.....	1st Class Clerk.....	1,400 00		
W. C. Whittaker	2nd do .....	1,100 00		
W. R. Avery.....	3rd do .....	800 00		
W. Hatch.....	4th do .....	480 00		
W. Bonnister.....	Messenger.....	460 00		
G. McKilligan...	Temporary Messenger .....	400 00		
				6,840 00
<b>RAILWAY MAIL SERVICE.</b>				
F. W. Blizard ...	2nd Class Railway Mail Clerk.....	720 00	209 73	
J. A. McM. Hunter.....	do do .....	720 00	152 50	
F. A. Estey .....	do do .....	720 00	200 11	
G. M. Ryan.....	do do .....	720 00	292 70	
W. Starkie.....	do do .....	720 00	149 41	
J. Philips.....	do do .....	720 00	168 80	
W. J. Weldon...	do do .....	720 00	252 37	
J. R. Pidgeon ...	do do .....	720 00	26 21	
G. A. Barker.....	do do .....	640 00	209 21	
A. R. Gross.....	do do .....	640 00	155 97	
W. Rowan .....	do do .....	640 00	132 05	
D. Price .....	3rd do .....	520 00	270 80	
H. Wathen .....	do do .....	520 00	255 42	
J. G. Miller .....	do do .....	520 00	267 89	
J. McKenna.....	do do .....	520 00	224 80	
D. McHendrick..	Temporary Railway Mail Clerk.....	480 00	231 03	
				13,672 50
<b>Totals.....</b>		<b>\$17,080 00</b>	<b>\$3,432 50</b>	<b>20,512 50</b>

REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....		.....	20,512 50
<b>NEW BRUNSWICK MONEY ORDER OFFICE.</b>			
G. F. Everett.....	Superintendent .....	1,800 00	
T. B. Smith.....	2nd Class Clerk to 30th September, 1878 (transferred to P.O. Depart., Ottawa)	275 00	
J. S. Hale .....	4th do .....	520 00	
F. L. Avery .....	do .....	520 00	
			3,115 00
<b>FREDERICTON POST OFFICE.</b>			
M. J. Thorne .....	Postmaster .....	1,400 00	
J. Cameron.....	2nd Class Clerk .....	1,020 00	
W. B. Phair.....	4th do .....	520 00	
E. Vavasour.....	do .....	480 00	
M. McLaughlin .....	Letter Carrier, to 31st May, 1879 (suspended).....	366 66	
A. S. Phair.....	do from 17th June, 1879.....	11 67	
J. C. O'Leary .....	Temporary Letter Carrier, from 1st to 16th June, '79	13 33	
			3,811 66
<b>ST. JOHN POST OFFICE.</b>			
J. V. Ellis .....	Postmaster .....	2,400 00	
J. Woodrow.....	Assistant-Postmaster.....	1,400 00	
M. J. Potter.....	1st Class Clerk.....	1,200 00	
W. A. Black.....	2nd do .....	940 00	
M. P. Otty.....	3rd do .....	800 00	
A. McNichol.....	do .....	760 00	
R. C. McIntyre.....	do .....	760 00	
J. S. Flaglor.....	do including arrears.....	960 00	
A. W. Reed .....	do do .....	960 00	
J. W. Ring.....	4th do .....	520 00	
J. W. Beatteay.....	do .....	520 00	
W. F. Parker.....	do .....	520 00	
R. D. Woodrow.....	do .....	520 00	
R. A. Hamelin.....	do .....	520 00	
P. G. Maguire.....	do .....	520 00	
T. Jenkins .....	do .....	520 00	
J. H. Ritchie.....	do .....	520 00	
J. L. Finen.....	do .....	430 00	
J. P. Bell.....	do .....	430 00	
A. Thompson.....	do .....	430 00	
J. Leitch.....	Superintendent Letter Carrier.....	600 00	
R. McLaughlin.....	Letter Carrier.....	560 00	
W. Young.....	do .....	560 00	
J. F. Withers .....	do .....	520 00	
C. Belyea.....	do .....	520 00	
G. W. Plumpton.....	do .....	520 00	
W. Lane.....	do .....	520 00	
J. Campbell.....	do .....	400 00	
J. McManus.....	do .....	400 00	
G. Bell.....	Office Keeper.....	400 00	
N. McKay.....	Temporary Letter Carrier, from 28th Nov. to 20th Dec, 1878; and from 29th May to 5th June, '79	31 49	
N. Mansbridge.....	Temporary Letter Carrier, from 20th to 27th Nov., '78	8 88	
H. Howe.....	Superintendent Heating Apparatus.....	540 00	
	Letter Carriers' Uniform Allowances.....	388 00	
			21,598 37
Total .....		.....	\$49,037 53

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

REPORT No. 3, D.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
5 52	Akerley.....	10 00		
154 50	Albert Mines.....	61 80		
7 35	Aldouane.....	10 00		
35 30	Alexander's Point.....	20 00		
108 00	Alma.....	92 00		
4 77	Anderson.....	10 00		
381 50	Andover.....	172 00		
92 44	Anagance.....	60 00		
154 78	Apohaqui.....	104 00	16 00	
2 80	Archibald Settlement.....	10 00		
12 06	Argyle.....	10 00		
146 92	Armstrong's Brook.....	40 00	8 00	
14 95	Armstrong's Corner.....	10 00		
31 83	Aroostook.....	12 00		
26 08	Arthurette (previously over-credited).....	*9 00		
7 51	Ashland.....	10 00		
15 53	Avondale.....	10 00		
4 82	Babington.....	10 00		
21 13	Back Bay.....	12 00		
233 12	Baie Verte.....	226 00		
8 43	Baie Verte Road.....	12 00		
17 86	Baillie.....	10 00		
8 41	Bairdsville.....	20 00		
7 38	Bald Hill.....	10 00		
5 74	Balmoral.....	10 00		
4 58	Barachois.....	10 00		
0 00	Barnaby River (from 1st February, 1879).....	1 66		
32 53	Barnesville.....	15 50		
6 28	Barrettsholme.....	10 00		
4 50	Bartibog.....	10 00		
4 92	Bartibog Bridge (from 1st September, 1878).....	5 83		
12 53	Bartlett Mills.....	10 00		
146 14	Bas River.....	58 40	10 00	
5 80	Baswood Ridge.....	10 00		
101 52	Bath.....	34 00		
872 19	Bathurst.....	580 00	48 00	60 00
396 02	Bathurst Village.....	140 00		
14 62	Bay du Vin.....	10 00		
0 00	Bay du Vin Mills (5 Quarters).....	12 50		
38 86	Bayfield.....	22 00		
11 28	Bayside.....	10 00		
2 86	Bayswater (from 1st October, 1878).....	5 00		
10 16	Bay View.....	10 00		
3 53	Beach Hill.....	10 00		
18 40	Bear Island.....	22 00		
15 19	Beaver Brook.....	10 00		
24 45	Beaver Harbour.....	10 00		
45 51	Belledune.....	26 00		
19 79	Belledune River.....	26 00		
8 24	Belleisle Bay.....	10 00		
30 01	Belleisle Creek.....	10 00		

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 89	Bellenden .....	10 00		
9 77	Belleville (*previously over-credited).....	*8 12		
9 17	Belliveaux Village.....	10 00		
11 09	Belyea's Cove.....	10 00		
115 08	Benton.....	40 00		
21-00	Berry Mill Station.....	10 00		
2 79	Berryton .....	10 00		
0 00	Big Cove (a W. O. to 30th June, 1878).....	7 50		
5 51	Birdton.....	10 00		
88 39	Black Brook.....	12 00		
5 48	Black Land.....	38 00		
24 58	Black Point.....	10 00		
2 53	Black River (Northumberland) .....	10 00		
30 03	Black River (St. John).....	12 00		
4 83	Black River Bridge.....	10 00		
4 91	Black Rock.....	10 00		
107 56	Blackville.....	40 00		
12 21	Blair Athol.....	10 00		
9 98	Blayney Ridge.....	10 00		
0 09	Blissfield (previously a W. O.; 3 Quarters).....	7 50		
36 43	Blissville .....	26 00		
17 50	Bloomfield (Carleton).....	10 00		
37 67	Bloomfield (Kings).....	24 00		
10 18	Bloomfield Ridge.....	10 00		
33 39	Bocabec.....	16 00		
79 68	Boiestown.....	42 00		
6 69	Botsford Portage.....	10 00		
3 90	Boudreau Village (*previously over-credited).....	*8 32		
34 49	Boundary Creek.....	25 00		
0 00	Boundary Presqu'ile (a W. O. to 30th June, 1878).....	7 50		
3 01	Bourgeois.....	10 00		
24 81	Breadalbane.....	10 00		
0 00	Bridgedale.....	10 00		
33 45	Brigg's Corner.....	16 00		
42 51	Bristol (late Shiktehawk).....	10 00		
2 02	Brookvale (*previously over-credited).....	*8 34		
371 28	Buctouche.....	190 00		
7 19	Bumfran.....	10 00		
7 68	Burat Church.....	10 00		
9 61	Burton.....	10 00		
189 97	Butternut Ridge.....	60 00		
0 03	Cain's River.....	10 00		
6 19	Caledonia Settlement.....	10 00		
28 48	Cambridge (*including arrears).....	*16 00		
7 21	Campbell Settlement, Kings.....	10 00		
9 43	Campbell Settlement, York.....	10 00		
911 81	Campbellton.....	258 00	100 00	
44 69	Campo Bello.....	62 00		
10 12	Canaan Rapids.....	10 00		
34 84	Canaan Station.....	10 00		
84 90	Canterbury.....	143 00		
222 42	Canterbury Station.....	102 00		
9 50	Cape de Moselle Creek.....	10 00		
6 46	Cape Spear.....	10 00		
181 78	Caraquet.....	85 00	16 00	
1,235 46	Carleton.....	414 00		40 00

**REPORT No 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
66 45	Carleton Station.....	26 43		
36 17	Carlisle.....	10 00		
10 50	Carlow.....	10 00		
8 14	Caron Brook.....	10 00		
6 55	Carpenter.....	10 00		
18 14	Carsonville.....	10 00		
5 75	Carter's Point (from 1st October, 1878).....	5 00		
4 17	Case Settlement.....	10 00		
13 64	Central Blissville.....	10 00		
12 45	Central Cambridge.....	10 00		
21 36	Central Kingsclear.....	10 00		
15 11	Central Norton.....	16 00		
5 82	Centre Village.....	10 00		
158 14	Centreville.....	44 00		
6 00	Chance Harbour.....	10 00		
8 95	Chapman.....	10 00		
1 47	Charleston.....	10 00		
2,818 23	Chatham (*to 30th November, 1878).....	916 00	360 00	*50 00
8 76	Cherry Vale.....	13 00		
4 78	Chester (from 1st May, 1878; discontinued).....	9 16		
90 15	Chipman (*including arrears).....	36 00	*60 00	
10 14	Church Hill.....	10 00		
24 56	Church Point.....	10 00		
10 90	Clarendon.....	10 00		
81 30	Clifton, Gloucester.....	32 00		
110 34	Clifton, Kings.....	64 00		
59 82	Clinch's Mills.....	24 00		
23 65	Clones.....	10 00		
25 79	Coal Branch.....	12 00		
23 13	Coal Branch Station.....	10 00		
8 80	Coal Creek.....	10 00		
8 88	Coal Mines.....	12 00		
9 37	Coate's Mills.....	10 00		
100 98	Cocagne.....	72 00		
12 16	Cocagne River.....	9 99		
22 48	Cody's.....	10 00		
0 00	Coldstream.....	12 00		
26 99	Cole's Island.....	10 00		
109 00	Collina.....	43 60		
6 59	Cookville, late North Lake, Westmoreland (a W. O. to 30th April, 1878).....	9 17		
17 41	Cork Station.....	10 00		
27 08	Corn Hill.....	12 00		
9 91	Coverdale.....	10 00		
3 12	Cox Point (from 1st June, 1878).....	8 33		
32 68	Cumberland Bay.....	14 00		
12 23	Cumberland Point.....	10 00		
4 55	Cumming's Cove.....	10 00		
40 88	Curryville.....	10 00		
690 81	Dalhousie.....	476 00	80 00	40 00
7 80	Dawson Settlement.....	10 00		
96 28	Debeck (*including arrears).....	*62 00		
169 69	Derby.....	56 00		
13 33	Dipper Harbour.....	10 00		
0 94	Dixon's Point.....	10 00		
70 16	Doaktown.....	24 00		

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
5 22	Doherty .....	10 00		
1 21	Doherty's Mills .....	10 00		
9 49	Donegal .....	10 00		
1,194 76	Dorchester .....	430 00	30 00	60 00
2 00	Douglas .....	10 00		
18 19	Douglas Harbour .....	10 00		
284 71	Douglastown .....	118 00		
10 00	Dover .....	10 00		
3 40	Doyle Settlement .....	10 00		
18 83	Dumbarton Station .....	13 00		
0 46	Dumfries .....	10 00		
6 02	Dundee .....	16 00		
15 45	Dungiven .....	10 00		
21 44	Dunphy .....	12 00		
10 25	Dupey's Corner .....	10 00		
4 69	East Scotch Settlement .....	10 00		
24 20	Edgett's Landing .....	28 00		
244 22	Edmundston .....	126 00		
23 88	Eel River .....	18 00		
189 26	Elgin .....	82 00		
8 25	Elgin Road .....	10 00		
10 14	Elmsville .....	10 00		
5 06	Elmwood (from 1st June, 1878) .....	8 33		
11 10	Emigrant Road .....	10 00		
18 55	Emigrant Settlement .....	16 00		
8 77	English Settlement .....	19 00		
24 21	Enniskillen Station .....	14 50		
24 43	Escuminac .....	10 00		
8 78	Esdraelon .....	10 00		
11 26	Fairfield .....	10 00		
45 43	Fairhaven .....	10 00		
331 79	Fairville .....	264 00		
10 70	Farmerston .....	10 00		
2 37	Fawcett Hill (from 1st August, 1878) .....	6 67		
10 50	Fenwick .....	10 00		
4 29	Ferris .....	10 00		
5 26	Ferryville .....	10 00		
26 96	Flatlands .....	41 00		
171 74	Florenceville .....	236 00	20 00	
25 91	Florenceville, East .....	20 00		
2 78	Flowers' Cove .....	10 00		
29 00	Foreston .....	10 00		
7 62	Forks .....	10 00		
13 51	Foster's Cove .....	10 00		
21 64	Fox Creek .....	10 00		
7,812 78	Fredericton (Salaries and expenses entered elsewhere) .....			
251 35	Fredericton Junction .....	100 56		
5 47	Fredericton Road .....	10 00		
6 53	French Lake .....	10 00		
12 89	French Village .....	10 00		
293 65	Gagetown .....	366 00	80 00	40 00
4 34	Gailey .....	10 00		
16 54	Gardner's Creek .....	10 00		

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1 06	Garnet (from 1st October, 1878)	5 00		
17 00	Gasperaux	28 00		
11 88	Gasperaux Station	10 00		
5 34	Geary	10 00		
7 11	Germantown	10 00		
67 42	Glassville	26 00		
8 44	Glen Anglin	10 00		
1 10	Glen Porter (from 1st January, 1879)	2 50		
3 52	Golden Grove	10 00		
2 96	Golden Grove Mills (from 1st October, 1878)	5 00		
10 40	Golden Ridge	10 00		
9 00	Good Corner (*previously overcredited)	*8 33		
2 51	Gooseberry Cove (from 1st October, 1878)	5 00		
11 00	Goose Creek	10 00		
7 53	Gordonsville	10 00		
15 67	Goshen	10 00		
3 51	Gowland Mountain	10 00		
40 39	Grafton	16 13		
61 82	Grande Anse	24 64		
7 90	Grand Bay	10 00		
379 52	Grand Falls	252 00		
3 09	Grand Falls Portage	10 00		
10 76	Grandique	10 00		
165 99	Grand Manan	62 00		
24 00	Grand River	20 00		
7 81	Grant	10 00		
56 78	Great Shemogue	20 00		
7 09	Greenfield	10 00		
20 71	Green River	17 00		
32 97	Greenwich Hill	20 00		
3 81	Greer (from 1st July, 1878)	7 50		
6 90	Grey's Mills (from 1st October, 1878)	5 00		
9 31	Gueguen	10 00		
33 88	Hammondvale	41 00		
49 22	Hampstead	16 00		
206 92	Hampton	52 00		
4 44	Hamtown	10 00		
0 02	Hanwell	10 00		
2 88	Hardingville (from 1st November, 1878)	4 17		
8 11	Hardwicke	10 00		
3 99	Harewood	10 00		
4 73	Harley Road	10 00		
98 96	Hartland	72 00		
16 00	Hart's Mills	10 00		
230 73	Harvey	245 00		
161 08	Harvey Station	82 00		
7 50	Hastings	10 00		
14 78	Head of Tide	10 00		
9 81	Hebron	10 00		
0 00	Henderson Settlement (a W.O. to 30th June, 1878)	7 50		
7 50	Heron Island	10 00		
5 83	Hibernia	10 00		
17 06	Highlands	10 00		
370 37	Hillsborough	309 00		
12 00	Hillsdale	10 00		
10 10	Hillside	16 00		



**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1 55	Hiram (from 1st November, 1878).....	4 16		
4 22	Holderville (from 1st October, 1878).....	5 00		
7 30	Holmesville (a W.O. to 30th June, 1878).....	7 50		
22 81	Hopewell.....	22 50		
120 60	Hopewell Cape.....	210 00		
269 93	Hopewell Corner.....	75 00	20 00	
136 65	Hopewell Hill.....	70 00		
1 91	Hopper.....	10 00		
48 09	Hoyt Station.....	10 00		
2 47	Hunter's Home (from 1st October, 1878).....	5 00		
9 44	Indian Island.....	10 00		
2 96	Indian Mountain.....	10 00		
1,229 48	Indiantown.....	480 00		40 00
9 25	Intervale.....	10 00		
3 16	Irishtown.....	10 00		
10 00	Irving Settlement.....	10 00		
42 50	Jacksontown.....	10 00		
72 30	Jacksonville.....	52 00		
10 25	Janeville.....	10 00		
9 96	Jeffry.....	10 00		
29 06	Jemseg.....	14 00		
23 68	Jenkins.....	10 00		
9 98	Johnson's Mills.....	10 00		
13 18	Johnston.....	10 00		
0 00	Johnville.....	10 00		
4 62	Jolicure.....	10 00		
19 00	Juvenile Settlement.....	10 00		
6 62	Kars.....	10 00		
1 88	Kay Settlement (a W.O. to 30th June, 1878).....	7 04		
7 79	Keats.....	10 00		
14 49	Keohan (from 1st July, 1878).....	7 50		
1 98	Kerry.....	10 00		
35 68	Keswick Ridge.....	28 00		
42 22	Kilburn's Landing.....	16 77		
46 18	Kincardine.....	17 85		
43 34	Kingsclear.....	24 00		
0 15	Kingsley.....	10 00		
476 90	Kingston, Kent.....	416 00		40 00
77 15	Kingston, King's.....	124 00		
41 40	Kintore.....	16 30		
21 63	Kirkland.....	10 00		
20 78	Knowlesville.....	10 00		
10 36	Knoxford.....	10 00		
97 05	Kouchibouguac.....	56 00		
20 00	Lakefield.....	20 00		
34 78	Lake George.....	24 00		
10 59	Lake Road.....	10 00		
8 26	Lakeview.....	10 00		
26 05	Lakeville.....	10 48		
14 49	Lakeville Corner.....	10 00		
2 70	Land's End (from 1st October, 1878).....	5 00		
4 17	Lawfield.....	10 00		

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
35 88	Lawrence Station.....	16	00				
9 00	Lawson .....	10	00				
29 81	Ledge.....	10	14				
43 34	Lepreaux.....	32	00				
63 52	L'Etéte.....	14	00				
5 21	Lewis Mountain.....	10	00				
10 87	Lewisville.....	10	00				
15 49	Lilly Lake.....	10	00				
10 94	Lincoln .....	10	00				
5 04	Lindsay.....	10	00				
7 24	Lintons .....	10	00				
7 31	Little Branch.....	10	00				
33 50	Little Leperaux (late Mace's Bay).....	5	00				
7 44	Little Ridge, Albert.....	10	00				
6 24	Little Ridge, Charlotte (closed 30th Sept., 1878).....	5	00				
2 92	Little River, Coverdale.....	10	00				
8 38	Little River, Elgin.....	10	00				
10 38	Little River, Sunbury .....	10	00				
14 27	Little Rocher .....	12	00				
27 34	Little Shemogue .....	14	00				
24 46	Little Shippigan.....	10	00				
7 24	Loch Lomond.....	10	00				
12 74	Londonderry .....	10	00				
15 75	Long Creek .....	10	00				
3 86	Long Point .....	10	00				
19 53	Long Reach .....	10	00				
4 79	Long Settlement.....	10	00				
35 09	Lord's Cove .....	10	00				
7 82	Lower Brighton.....	10	00				
36 52	Lower Canterbury .....	24	00				
19 31	Lower Cape (*10 Months) .....	*8 33					
6 27	Lower Caraquet .....	10	00				
6 00	Lower Coverdale .....	10	00				
8 00	Lower French Village (a W.O. to 30th June, 1878).....	7 50					
4 50	Lower Hayneville.....	10	00				
13 16	Lower Line, Queensbury.....	10	00				
11 53	Lower Newcastle .....	12	00				
0 50	Lower Pockmouche (a W. O to 30th June, 1878) .....	7 50					
3 16	Lower Pocquiock (from 1st June, 1878) .....	8 16					
39 17	Lower Prince William .....	24	00				
11 30	Lower Queensbury .....	10	00				
0 20	Lower Southampton.....	16	00				
9 93	Lower Turtle Creek.....	10	00				
44 78	Lower Wakefield .....	25	00				
9 04	Lower Woodstock .....	12	00				
2 93	Lozier Settlement (from 1st June, 1878).....	8 33					
15 86	Ludlow .....	12	00				
6 81	Lute's Mountain.....	10	00				
7 28	Lynnfield .....	10	00				
0 00	Lyttleton .....	10	00				
73 06	McAdam Junction.....	42	00				
14 15	McAlpine .....	10	00				
14 03	McDonald's Corner.....	10	00				
19 24	McDonald's Point .....	10	00				
4 31	McDougall Settlement.....	10	00				
11 31	McKenzie's Corner .....	22	00				

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
0 00	McLaughlin (from 1st February, 1879).....	1 66	.....	.....
9 16	McLaughlin Road .....	10 00	.....	.....
16 90	McLeod's Mills .....	10 00	.....	.....
59 30	Mace's Bay (late Little Lepreaux) .....	5 00	.....	.....
2 82	McNamee (from 1st January, 1879).....	2 50	.....	.....
9 76	Mactaquack .....	10 00	.....	.....
10 40	Magaguadavic .....	10 00	.....	.....
9 82	Magundy .....	10 00	.....	.....
13 27	Manners Sutton .....	10 00	.....	.....
16 00	Maple Green .....	16 00	.....	.....
1 55	Maplehurst (from 1st June, 1878) .....	8 33	.....	.....
10 00	Mapleton .....	10 00	.....	.....
6 83	Maquapit Lake .....	10 00	.....	.....
33 75	Markhamville.....	14 00	.....	.....
38 33	Marysville .....	42 00	.....	.....
73 88	Maugerville.....	26 00	.....	.....
21 74	Mechanic's Settlement.....	10 00	.....	.....
312 94	Memramcook.....	144 00	.....	.....
9 31	Middle Coverdale .....	10 00	.....	.....
34 00	Middle St. Francis.....	14 00	.....	.....
314 51	Middle Sackville .....	125 78	.....	.....
54 05	Middle Simmonds .....	30 00	.....	.....
13 40	Middle Southampton .....	12 00	.....	.....
6 42	Midgie (5 Quarters) .....	12 50	.....	.....
18 93	Midland .....	10 00	.....	.....
72 89	Milford .....	10 00	.....	.....
6 66	Milkish (from 1st October, 1878) .....	5 00	.....	.....
10 48	Mill Brook .....	10 00	.....	.....
7 37	Mill Cove .....	10 00	.....	.....
2 10	Mill Creek.....	10 00	.....	.....
102 65	Milledgeville .....	66 00	.....	.....
31 37	Millstream .....	30 00	.....	.....
395 33	Milltown, Charlotte.....	80 50	.....	.....
10 88	Milltown, Gloucester.....	10 00	.....	.....
0 00	Millville, Gloucester.....	10 00	.....	.....
24 08	Millville, York .....	10 00	.....	.....
2 25	Mineral (from 1st June, 1878).....	8 33	.....	.....
13 90	Miscou Lighthouse (from 1st July, 1878).....	7 50	.....	.....
23 47	Mispec .....	10 00	.....	.....
4,658 37	Moncton.....	1,318 00	100 00	200 00
3 05	Moncton Road .....	10 00	.....	.....
10 24	Monument Settlement.....	10 00	.....	.....
70 83	Moore's Mills .....	10 00	.....	.....
17 66	Moss Glen (from 1st October, 1878).....	5 00	.....	.....
13 03	Moulies River .....	10 00	.....	.....
4 43	Mountain Brook (from 1st June, 1878).....	8 33	.....	.....
13 83	Mount Pleasant .....	10 00	.....	.....
47 19	Mountville .....	14 25	.....	.....
104 76	Mount Whatley .....	48 00	.....	.....
27 81	Mouth of Jemseg.....	10 00	.....	.....
31 70	Mouth of Keswick.....	18 00	.....	.....
19 26	Murray's Corners .....	16 00	.....	.....
15 71	Murray Road .....	10 00	.....	.....
60 59	Musquash.....	59 00	.....	.....
12 65	Nackawick.....	10 00	.....	.....
63 28	Narrows.....	240 00	100 00	.....

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
27 68	Nashawaak .....	16 00		
17 88	Nashawaak Bridge.....	10 00		
19 78	Nashawaaksis .....	12 00		
173 42	Nashawaak Station.....	100 00		
18 09	Nashawaak Village.....	10 00		
59 18	Nauwigewauk .....	23 59		
11 01	Neguac (from 1st May, 1878).....	9 17		
21 00	Nerepis Station.....	10 00		
31 47	New Bandon.....	22 00		
3 18	Newburgh.....	10 00		
9 92	New Canaan.....	10 00		
1,973 20	Newcastle .....	622 00	300 00	120 00
19 12	Newcastle Bridge.....	12 00		
23 71	Newcastle Creek.....	16 00		
9 09	New Horton.....	10 00		
10 25	New Ireland.....	10 00		
4 54	New Ireland Road.....	10 00		
4 48	New Jerusalem.....	22 00		
5 49	New Maryland.....	10 00		
175 67	New Mills.....	44 00		
8 22	New River.....	26 00		
69 36	Newtown.....	22 00		
10 17	Norhampton.....	10 00		
0 06	North Esk Boom.....	10 00		
11 22	Northfield.....	10 00		
1 57	North Forks of Salmon River.....	10 00		
18 00	North Lake.....	10 00		
3 45	North River.....	10 00		
22 36	North River Platform.....	15 00		
13 03	North-West Bridge (5 Quarters).....	35 00		
39 46	Norton.....	10 00		
7 12	Norton Dale.....	10 00		
147 07	Norton Station.....	64 00	25 00	
85 06	Oak Bay.....	33 00		
7 55	Oakham.....	9 99		
14 49	Oak Hill.....	10 00		
36 95	Oak Point, Kings.....	10 00		
15 76	Oak Point, Northumberland.....	10 00		
3 25	Oakville (from 1st June, 1878).....	8 33		
8 85	Olinville.....	10 00		
188 61	Oromocto.....	160 00	30 00	
307 74	Ossekeag.....	166 00		
12 09	Otnabog.....	10 00		
10 56	Painsec Settlement.....	10 00		
76 29	Palmerston.....	30 49		
0 66	Paquetville.....	10 00		
22 00	Passekeag.....	10 00		
19 11	Patterson Settlement.....	10 00		
5 55	Pearsons.....	10 00		
13 00	Peel.....	10 00		
4 77	Pembroke (from 1st July, 1878).....	7 50		
4 88	Peniac (from 1st June, 1878; 7 Months).....	5 83		
25 72	Pennfield .....	18 00		
19 03	Pennfield Ridge.....	10 00		

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
193	97	Penobscuis .....	90	00		
7	02	Perry Settlement .....	10	00		
7	85	Perth .....	10	00		
4	50	Perth Centre (from 1st January, 1879).....	2	50		
19	39	Petersville .....	10	00		
20	00	Petersville Church .....	10	00		
629	96	Petitcodiac .....	336	00	50	00
197	24	Petit Rocher (*including arrears).....	*97	00		
10	83	Pine Ridge .....	10	00		
5	11	Pioneer (from 1st June, 1878).....	8	33		
10	69	Pisarinco .....	10	00		
8	38	Pleasant Ridge.....	10	00		
21	32	Pleasant Vale.....	14	00		
2	05	Plymouth (from 1st July, 1878).....	7	50		
16	90	Pockmouche.....	14	00		
13	09	Pockshaw.....	9	99		
36	00	Pointe de Bute.....	10	00		
236	26	Pointe du Chêne.....	66	00		
5	68	Point la Nim.....	10	00		
0	46	Point Sapin .....	10	00		
41	48	Pointe Wolfe.....	10	00		
32	39	Pollett River .....	10	00		
8	69	Pomroy Ridge.....	10	00		
3	47	Poodiac .....	10	00		
29	99	Poquiloc .....	19	00		
6	46	Portage River.....	10	00		
161	08	Port Elgin .....	64	00	50	00
16	07	Prince of Wales.....	13	00		
61	00	Prince William .....	16	00		
48	75	Prince William Station.....	20	00		
3	67	Prosser Brook.....	10	00		
5	98	Quaco Road.....	10	00		
6	78	Queensbury .....	10	00		
2	70	Ratter's Corner.....	10	00		
9	04	Read.....	10	00		
20	38	Red Bank.....	12	00		
31	07	Renous Bridge.....	12	00		
10	06	Renous River (*previously over-credited).....	*9	17		
755	43	Richibucto .....	426	00		40 00
6	00	Richibucto Village.....	10	00		
79	87	Richmond Corner (*including arrears).....	31	92	*30	00
16	58	Riley Brook.....	10	00		
7	40	Riverbank (from 1st June, 1878).....	8	33		
112	79	River Charlo.....	26	00	8	00
43	75	River de Chute .....	20	00		
41	11	River Louison.....	32	00		
74	83	River Side .....	38	00		
8	55	River View .....	10	00		
3	81	Rivières des Caches (from 1st December, 1878).....	3	33		
6	95	Robertson's Point.....	10	00		
2	10	Robichaud (from 1st November, 1878).....	4	16		
145	03	Rockland.....	88	00		
36	63	Rockport.....	22	00		
9	29	Rockville.....	10	00		
12	73	Rolling Dam.....	10	00		

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
10	18	Rosedale.....	10	00	
10	50	Rosevale.....	12	00	
240	40	Rothsaw.....	110	00	
57	60	Round Hill.....	46	00	
16	81	Roxburgh.....	10	00	
2	11	Royal Road.....	10	00	
11	82	Royalton.....	10	00	
16	19	Rusagornis.....	10	00	
12	71	Rusagornis Station.....	10	00	
1,116	40	St. Andrews.....	742	00	100 00
5	10	St. Anns (late Chockfish).....	22	00	
4	26	St. Anthony.....	10	00	
95	64	St. Croix.....	92	00	
669	32	St. George.....	462	00	40 00
29	92	St. Hilaire.....	10	00	
2	39	St. Isidore (from 1st June, 1878).....	8	33	
32,127	74	St. John (Salaries and expenses entered elsewhere).....			
149	91	St. Joseph.....	42	00	
6	12	St. Leonards.....	10	00	
276	48	St. Martins.....	112	00	
8	31	St. Marys.....	10	00	
109	45	St. Mary's Ferry.....	64	00	
11	01	St. Pauls.....	10	00	
10,903	56	St. Stephen (business of office and corresponding salary, exceptional this year).....	1,769	93	120 00
4	36	St. Thomas.....	10	00	120 00
1,650	61	Sackville.....	691	00	40 00
8	00	Salem.....	10	00	60 00
521	57	Salisbury (*4 Months; discontinued).....	198	00	*16 67
5	08	Salmon Beach.....	18	00	
13	00	Salmon Creek.....	10	00	
36	16	Salmonhurst.....	10	00	
41	75	Salmon River.....	10	00	
17	87	Salt Springs.....	10	00	
14	33	Scotch Ridge.....	10	00	
3	82	Scotch Settlement.....	10	00	
13	02	Scotch Town.....	10	00	
5	50	Scovill's Mills.....	10	00	
4	41	Sea Dog Cove (from 1st October, 1878).....	5	00	
35	55	Seal Cove.....	10	00	
23	75	Second Falls.....	18	00	
1	26	Second Westcock.....	10	00	
0	00	Sevogle (from 1st January, 1879).....	2	50	
3	87	Shanglee.....	10	00	
12	45	Shanklin.....	10	00	
10	05	Shannon (*including arrears).....	*10	42	
5	21	Shannonvale.....	10	00	
3	61	Sheba (from 1st June, 1878).....	8	33	
1,159	38	Shediac.....	432	99	75 00
4	60	Shediac Bridge.....	10	00	40 00
10	00	Shediac Road.....	10	00	
81	65	Sheffield.....	186	00	
67	62	Sheffield Academy.....	26	98	
0	00	Shepody Road.....	10	00	
0	70	Shinnickburn (from 1st January, 1879).....	2	50	
99	38	Shippigan.....	51	00	

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4 00	Silverstream .....	10 00		
98 70	Smith's .....	42 00		
19 22	Smith's Creek .....	12 00		
10 41	Smithtown .....	10 00		
30 50	Somerville .....	10 00	12 00	
10 04	Southampton .....	12 00		
52 98	South Bay .....	24 00		
6 25	South Branch, Kent .....	9 99		
8 46	South Branch, St. Nicholas River .....	10 00		
131 02	South Nelson .....	44 00		
168 79	South Rockland .....	67 51		
2 50	Speerville (from 1st June, 1878) .....	8 33		
6 40	Spence .....	10 00		
48 88	Sprague's Point .....	24 00		
105 07	Springfield, Kings .....	52 00	30 00	
11 97	Springfield, York .....	10 00		
0 00	Spruce Lake .....	10 00		
60 41	Stanley .....	22 00		
45 68	Starkey's .....	16 00		
3 00	Steeve's Mountain .....	10 00		
6 20	Steeve's Settlement .....	10 00		
4 34	Stoney Creek .....	10 00		
0 15	Strathabo (from 1st January, 1879) .....	2 50		
6 88	Stymast Settlement .....	10 00		
7 93	Summerfield .....	10 00		
12 66	Summer Hill .....	10 00		
150 09	Surrey .....	60 00		
169 19	Sussex Corner .....	38 00		
12 70	Sussex Portage .....	10 00		
1,124 03	Sussexvale .....	340 00	60 00	40 00
4 00	Sutton Station (from 1st June, 1878; closed 10th July, 1878) .....	1 10		
10 29	Swan Creek .....	10 00		
10 61	Sypher's Cove .....	10 00		
27 42	Tabucintac .....	16 00		
91 00	Taylor Village .....	35 30		
7 35	Tay Mills .....	10 00		
17 07	Tay Settlement .....	10 00		
45 96	Tedish .....	16 00		
1 95	Temperance Vale (from 1st July, 1878) .....	7 50		
24 87	Ten Mile Creek .....	10 00		
11 19	Tenant's Cove .....	10 00		
12 64	The Range .....	10 00		
2 22	Thornbrook .....	10 00		
5 00	Thorntown .....	10 00		
20 10	Three Brooks .....	10 00		
98 54	Three Mile House .....	20 00		
6 05	Three Tree Creek .....	10 00		
10 19	Tidnish Bridge .....	10 00		
0 72	Tilley (from 1st March, 1879) .....	3 83		
0 99	Titusville .....	10 00		
23 61	Tower Hill .....	10 00		
179 33	Tracadie .....	38 00		
28 67	Tracey's Mills .....	16 00		
37 64	Tracey Station .....	24 00		

REPORT NO. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light,
\$	cts.		\$	cts.	\$
0	00	Trout Brook.....	10	00	.....
7	54	Turtle Creek.....	10	00	.....
12	10	Tweedside.....	10	00	.....
2	48	Undine.....	10	00	.....
2	81	Union Corner (a W. O. to 30th June, 1878).....	7	50	.....
45	06	Upham.....	22	00	.....
6	06	Upper Abouggoggin.....	10	00	.....
4	57	Upper Bay du Vin.....	10	00	.....
3	50	Upper Brighton (2 Quarters).....	5	00	.....
3	16	Upper Burton (from 1st December, 1878).....	3	75	.....
2	00	Upper Buctouche (5 Quarters).....	12	50	.....
8	71	Upper Cape.....	10	00	.....
10	71	Upper Caraquet.....	22	00	.....
9	83	Upper Caverhill.....	10	00	.....
64	64	Upper Gagetown.....	24	00	.....
30	50	Upper Gaspreaux.....	18	00	.....
6	46	Upper Goshen.....	10	00	.....
12	34	Upper Grand Anse (from 1st December, 1878).....	4	16	.....
10	39	Upper Greenwich.....	10	00	.....
6	45	Upper Hampstead (closed 30th November, 1878 ; re-opened 1st March, 1879).....	7	38	.....
24	68	Upper Hayneville.....	18	00	.....
21	42	Upper Kent.....	10	00	.....
32	77	Upper Keswick.....	18	00	.....
9	75	Upper Keswick Ridge.....	10	00	.....
5	10	Upper Loch Lomond.....	10	00	.....
16	36	Upper Magaguadavic.....	10	00	.....
23	58	Upper Manguerville (*including arrears).....	*14	00	.....
19	34	Upper Mills.....	41	00	.....
24	94	Upper Neguac.....	10	00	.....
6	12	Upper New Horton.....	10	00	.....
6	67	Upper Otnabog.....	10	00	.....
11	86	Upper Peel.....	10	00	.....
47	09	Upper Pockmouche (*including arrears).....	10	00	*100 00
12	00	Upper Queensbury.....	12	00	.....
11	18	Upper Rockport.....	10	00	.....
67	09	Upper St. Basil.....	36	00	.....
30	84	Upper St. Francis.....	10	00	.....
61	20	Upper Sackville.....	32	00	.....
82	68	Upper Sheffield.....	36	00	.....
8	37	Upper Southampton.....	10	00	.....
14	92	Upperton.....	10	00	.....
22	83	Upper Wicklow.....	12	00	.....
99	08	Upper Woodstock.....	64	00	.....
2	56	Urquharts.....	10	00	.....
92	64	Victoria (3 Quarters).....	24	00	.....
7	92	Waasis Station.....	10	00	.....
4	39	Ward's Creek Road.....	10	00	.....
16	90	Waterborough.....	10	00	.....
57	82	Waterford.....	12	00	.....
13	80	Waterside.....	10	00	.....
48	15	Waterville.....	12	00	.....
2	12	Watson Settlement.....	10	00	.....
9	41	Waweig.....	10	00	.....



**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
160 57	Weldford.....	60 00		
7 16	Wellington.....	10 00		
117 08	Welsford.....	66 00		
22 70	West Branch St. Nicholas River.....	10 00		
18 81	Westcock (3 Quarters).....	7 50		
10 22	Westfield.....	10 00		
109 51	Westfield Station.....	110 00		
12 00	West Glassville.....	10 00		
186 57	Westmoreland Point.....	126 00	50 00	
141 85	West Quaco.....	54 00		
0 00	Wheaton Settlement (*including arrears).....	*15 00		
1 63	Whitehead (from 1st October, 1878).....	5 00		
51 43	White's Cove.....	18 00		
3 78	White's Point.....	10 00		
0 80	Whitney.....	12 00		
11 12	Whittier's Ridge.....	10 00		
17 20	Wickham.....	10 00		
36 85	Wicklow.....	26 00	16 00	
3 86	Williamstown.....	10 00		
5 21	Willowdale.....	10 00		
23 66	Willowgrove.....	10 00		
0 00	Wilson's Beach.....	10 00		
13 72	Winding Ledges.....	10 00		
13 57	Windsor.....	10 00		
22 31	Wood Point.....	10 00		
1,972 39	Woodstock.....	898 00	300 00	200 00
3 94	Woodstock Road Station.....	10 00		
140 12	Woodward's Cove.....	50 00		
21 57	Woodworth (from 1st June, 1878).....	8 33		
8 25	Yoho.....	10 00		
24 84	Young's Cove.....	10 00		
<b>\$101,678 81</b>	<b>Totals</b> .....	<b>\$28,156 51</b>	<b>\$2,360 67</b>	<b>\$1,330 00</b>

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 3, D.

DETAIL of the Salaries paid to the several Way Office Keepers in New Brunswick, within the Year ended 30th June, 1879.

Name of Way Office.	Salaries.	
	\$	cts.
Big Cove (made a Post Office, 1st July, 1878) .....	2	50
Boundary, Presqu'ile (made a Post Office, 1st July, 1878) .....	2	50
Henderson Settlement           do           do .....	2	50
Holmesville                   do           do .....	2	50
Kay Settlement               do           do .....	2	50
North Lake, Westmoreland (Cookville Post Office, from 1st May, 1878) .....	0	83
Union Corner (made a Post Office, 1st July, 1878) .....	2	50
<b>Total</b> .....	<b>\$15</b>	<b>83</b>

N.B.—The Revenue from the sale of Postage Stamps is included, at pages 102 to 115, in that of the respective Post Offices to which the above Way Offices are subordinate.

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

REPORT No. 3, E.

DETAIL of all payments for Salaries, &c., in Manitoba (including Keewatin and the North-West Territories); shewing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
WINNIPEG POST OFFICE.		\$ cts.	\$ cts.
W. Hargrave .....	Postmaster.....	1,400 00	
J. O. Poitras.....	2nd Class Clerk, promoted from 3rd class 1st April, 1878.....	825 00	
C. Desormier.....	3rd do .....	600 00	
L. O. Bourget .....	do .....	600 00	
J. McKenzie.....	Porter .....	300 00	
J. Cowan .....	Temporary Clerk, from 9th October, 1878 .....	291 39	
	Total .....	.....	\$4,016 39

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 3, E.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Manitoba (including Keewatin and the North-West Territories), within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
76 27	Alexandria (from 1st June, 1878) .....	8 33	.....	.....
47 31	Baie St. Paul .....	10 00	.....	.....
15 77	Boyne River (closed 3rd May, 1878) .....	1 66	.....	.....
67 84	Burnside.....	18 00	.....	.....
30 36	Campbellville (from 1st June, 1878) .....	8 33	.....	.....
15 09	Clandeboye .....	10 00	.....	.....
28 61	Cook's Creek .....	10 00	.....	.....
19 26	Dynevor (3 Quarters).....	9 00	.....	.....
116 98	Emerson (from 1st November, 1878; closed 31st December, 1878) .....	1 66	.....	.....
1,039 89	Emerson (West Lynne to 31st December, 1878) .....	272 00	.....	.....
16 13	Greenwood .....	10 00	.....	.....
65 84	Headingly.....	30 00	.....	.....
233 68	High Bluff.....	46 00	.....	.....
32 78	Kildonan (3 Quarters).....	30 00	15 00	.....
2 80	Loretto (2 Quarters) .....	5 00	.....	.....
189 00	Lower Fort Garry (*from 1st July, 1878).....	96 00	*37 50	.....
53 15	Miami (from 1st June, 1878) .....	8 33	.....	.....
20 53	Middle Church.....	10 00	.....	.....
131 33	Nelsonville (from 1st June, 1878).....	8 33	.....	.....
11 79	Oakland.....	10 00	.....	.....
26 48	Oak Point.....	10 00	.....	.....
31 66	Ossawa.....	10 00	.....	.....
249 59	Palestine .....	62 00	.....	.....
16 79	Park's Creek .....	10 00	.....	.....
18 99	Pequis .....	10 00	.....	.....
63 95	Pigeon Lake .....	10 00	.....	.....
12 00	Pomeroy (from 1st January, 1879).....	2 50	.....	.....
89 38	Poplar Point.....	28 00	.....	.....
773 13	Portage Laprairie .....	126 00	.....	.....
2 75	Prairie Grove (3 Quarters) .....	7 50	.....	.....
68 26	Rockwood.....	16 00	.....	.....
58 17	Rosseau Crossing .....	10 00	.....	.....
41 74	St. Agathe.....	10 00	.....	.....
100 68	St. Andrews.....	54 00	.....	.....
34 10	St. Anns (2 Quarters).....	15 00	.....	.....
254 84	St. Boniface (3 Quarters).....	55 50	.....	.....

**REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba (including Keewatin and the North-West Territories), within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
8 94	St. Charles (2 Quarters) .....	5 00	.....	.....
38 33	St. François Xavier .....	12 00	.....	.....
47 87	St. James .....	12 00	.....	.....
60 12	St. Jean Baptiste (3 Quarters) .....	7 50	.....	.....
16 75	St. Laurent .....	10 00	.....	.....
59 58	St. Norbert .....	24 00	.....	.....
3 56	St. Vital (3 Quarters) .....	7 50	.....	.....
25 77	Salterville (from 1st June, 1878; 7 months) .....	5 83	.....	.....
96 62	Scratching River (2 Quarters) .....	10 00	.....	.....
184 40	Selkirk (3 Quarters) .....	39 00	.....	.....
27 92	Springfield .....	10 00	.....	.....
49 94	Stoddartville (from 1st June, 1878) .....	8 33	.....	.....
0 00	Stonewall (accounts not received) .....	0 00	.....	.....
50 45	Totogan .....	10 00	.....	.....
4 86	Victoria (from 1st July, 1878) ..	5 00	.....	.....
22 75	Wellington .....	10 00	.....	.....
66 85	Westbourne .....	40 00	.....	.....
11,888 38	Winnipeg (Salaries and expenses entered elsewhere) .....	.....	.....	.....
46 55	Woodlands .....	10 00	.....	.....
30 82	Woodside .....	10 50	.....	.....
	<b>KEEWATIN.</b>			
104 66	Darlington (from 1st October, 1878) .....	5 00	.....	.....
70 82	Fort Francis .....	28 00	.....	.....
115 25	Gimli .....	10 00	.....	.....
12 81	Hoosavick (from 1st July, 1878) .....	7 50	.....	.....
	<b>NORTH-WEST TERRITORIES.</b>			
146 53	Battleford (3 Quarters) .....	7 50	.....	.....
135 05	Carleton .....	10 00	.....	.....
45 37	Fort Edmonton .....	10 00	.....	.....
25 94	Fort Saskatchewan (3 Quarters) .....	7 50	.....	.....
14 26	Grandin (3 Quarters) .....	7 50	.....	.....
84 44	Little Saskatchewan .....	10 00	.....	.....
78 62	Livingstone (3 Quarters) ..	7 50	.....	.....
19 47	Shoal Lake (1 Quarter) .....	2 50	.....	.....
\$17,640 60	.....Totals .....	\$1,388 80	\$52 50	.....

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

PROVINCE OF BRITISH COLUMBIA.

REPORT No 3, F.

DETAIL of all payments for Salaries, &c., in British Columbia; shewing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Total.
<b>INSPECTOR'S DIVISION.</b>		\$ cts.	\$ cts.
R. Wallace.....	Post Office Inspector, and Postmaster of Victoria..	2,400 00	
E. H. Fletcher.....	2nd Class Clerk.....	1,100 00	
		3,500 00	
<b>VICTORIA POST OFFICE.</b>			
W. G. Reynolds.....	2nd Class Clerk, to 30th November, 1878 (deceased)	521 66	
W. H. Dorman.....	do .....	990 00	
R. Jamieson .....	3rd Class Clerk, to 31st August, 1878 (resigned); and again, Temp'ry Clerk, from 15th Nov., '78	530 00	
C. Wylde.....	Temporary Clerk, from 1st September, 1878 .....	400 00	
J. Smith.....	Messenger .....	180 00	
		2,611 66	
Total .....		\$6,111 66	

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, F.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
105 09	Alexandria.....	20 00		
28 75½	Ashcroft (3 Quarters).....	15 00		
496 40	Barkerville.....	300 00		
32 73	Burrard Inlet.....	20 00		
91 65	Cache Creek (closed 31st May, 1878; re-opened 1st January, 1879).....	8 99		
72 00	Cassiar (5 Quarters).....	43 20		
19 84	Chemainus (3 Quarters).....	15 00		
188 21	Chilliwack.....	60 00		
401 83	Clinton.....	154 00	80 00	
131 04	Comox.....	20 00		
67 29	Cowichan.....	28 00		
35 18	Dog Creek (3 Quarters).....	15 00		
2 20	Duck and Pringle (3 Quarters).....	15 00		
940 55	Esquimalt.....	300 00		
0 00	Glenora (accounts not received).....	0 00		
273 39	Granville.....	142 15		
97 09	Hope.....	20 00		
269 35	Kamloops (3 Quarters).....	70 00		
20 16	Kootenay.....	20 00		
101 80	Lac La Hache.....	20 20		
102 05	Ladner's Landing (3 Quarters).....	15 00		
79 90	Langley.....	40 00		
86 06	Lillooet.....	48 00		
129 27	Lytton.....	64 00		
91 11	Maple Bay.....	20 00		
59 64	Maple Ridge.....	20 00		
65 54	Matsqui.....	20 00		
299 58	Moodyville.....	123 64		
885 56	Nanaimo.....	336 00		
2,239 79	New Westminster.....	1,200 00		
44 97	Nicola Lake.....	20 00		
95 28	Okanagon.....	20 00		
20 80	Okanagon Mission (3 Quarters).....	15 00		
20 05	Pavilion.....	20 00		
15 21	Quadra (from 1st July, 1878).....	15 00		
205 97	Quesnelle.....	156 00	20 00	

REPORT NO. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
38 39	Salt Springs Island .....	20 00	.....	.....
4 22	Skeena (1 Quarter) .....	5 00	.....	.....
141 20	Soda Creek (3 Quarters) .....	51 00	.....	.....
85 11	Somenos (*including arrears) .....	*25 00	.....	.....
48 00	Sooke .....	20 00	.....	.....
101 78	Spence's Bridge .....	20 00	20 00	.....
90 57	Sumas (3 Quarters) .....	28 50	.....	.....
191 49	Van Winkle .....	148 00	.....	.....
9,198 93	Victoria (Salaries and expenses entered elsewhere) .....	.....	.....	.....
65 69	Wellington (from 1st July, 1878) .....	15 00	.....	.....
658 06½	Yale .....	380 00	40 00	.....
\$18,438 78	..... Totals .....	\$4,131 48	\$180 00	.....

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 3, G.

DETAIL of all payments for Salaries, &c., in Prince Edward Island, showing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1879.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>CHARLOTTETOWN POST OFFICE.</b>				
		\$ cts.	\$ cts.	\$ cts.
A. A. Macdonald	Postmaster.....	1,500 00		
W. W. McLeod..	Assistant Postmaster and Assistant Inspector	1,200 00		
D. A. Macdonald	3rd Class Clerk.....	800 00		
J. A. Lawson.....	do .....	760 00		
W. U. Harris.....	4th do .....	520 00		
N. White.....	do .....	520 00		
B. Trainor.....	do .....	520 00		
J. M. Campbell..	do .....	480 00		
T. W. Hazard.....	do .....	480 00		
				6,780 00
<b>RAILWAY MAIL SERVICE.</b>				
J. A. Carman....	2nd Class Railway Mail Clerk. ....	720 00	112 30	
O. H. Crabbe....	3rd do do .....	520 00	125 90	
P. Westaway....	Temporary do do from 16th December, 1878 to 31st January, 1879.....	60 64	7 80	
				1,546 64
Totals.....		\$8,080 64	\$246 00	\$8,326 64

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
10	98	Albany.....	10	00		
724	87	Alberton (*including arrears) .....	*328	50	20	00
13	22	Alma.....	10	00		
4	01	Argyle Shore.....	10	00		
5	01	Armadaie.....	10	00		
23	85	Augustine Cove.....	10	00		
268	15	Barrett's Cross.....	18	00	80	00
11	90	Bay Fortune.....	10	00		
26	21	Bayview.....	10	00		
40	49	Beach Point.....	10	00		
14	22	Bear River.....	10	00		
8	64	Beaton's Mills.....	10	00		
114	46	Bedeque.....	52	00	16	00
105	01	Belfast.....	46	00		
20	46	Belle Creek.....	10	00		
8	13	Big Marsh.....	10	00		
16	87	Bloomfield.....	10	00		
61	86	Bonshaw.....	18	00	16	00
23	47	Bothwell.....	16	00		
10	16	Brackley Point.....	10	00		
6	91	Brackley Point Road.....	10	00		
11	99	Brae.....	10	00		
16	42	Brae Station (from 1st July, 1878).....	7	50		
12	32	Brooklyn.....	10	00		
8	90	Bull Creek.....	10	00		
9	31	Burlington.....	10	00		
3	28	Cable Head.....	10	00		
17	60	Caledonia.....	12	00		
26	21	Cape Traverse.....	10	00		
25	33	Cape Wolfe.....	10	00		
155	07	Cardigan Bridge.....	30	00	16	00
17	96	Cardigan Road.....	10	00		
34	56	Carleton.....	18	00		
30	31	Cavendish.....	12	00		
15	40	Cavendish Road.....	10	00		
9,525	17	Charlottetown (Salaries & expenses ent'd elsewhere) .....				
4	66	Chepstow (from 1st July, 1878).....	7	50		
24	17	Cherry Grove.....	10	00		
45	72	Cherry Valley.....	20	00		
5	04	Clear Spring (from 1st July, 1878).....	7	50		
3	68	Clermont.....	10	00		
7	77	Clyde Station.....	10	00		
34	69	Cornwall.....	12	00		
86	85	County Line.....	10	00	40	00
11	26	Cove Head.....	10	00		
5	00	Cove Head Road.....	10	00		
205	86	Crapaud (*including arrears).....	*49	00	16	00
6	57	Darlington.....	10	00	20	00
23	66	Darnley.....	10	00		

**REPORT No 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts	\$ cts.
9 29	De Gros Marsh.....	10 00	.....	.....
13 39	De Sable.....	14 00	.....	.....
2 66	Dromore.....	10 00	.....	.....
68 30	Dundas.....	32 00	.....	.....
5 81	East Baltic.....	10 00	.....	.....
13 06	East Point.....	10 00	.....	.....
23 46	Egmont Bay.....	10 00	.....	.....
10 71	Elliott's Mills.....	10 00	.....	.....
15 09	Emsdale.....	10 00	.....	.....
2 91	Emyvale.....	10 00	.....	.....
16 10	Fairfield.....	10 00	.....	.....
8 37	Farmington.....	10 00	.....	.....
7 64	Fifteen Point.....	10 00	.....	.....
7 45	Fitzgerald Station.....	10 00	.....	.....
23 57	Flat River.....	14 00	.....	.....
4 38	Forest Hill (from 1st July, 1878).....	7 50	.....	.....
7 31	Fort Augustus.....	10 00	.....	.....
7 93	Fredericton Station.....	10 00	.....	.....
29 28	Freetown.....	10 00	.....	.....
48 64	French River.....	12 00	.....	.....
11 08	French Village.....	10 00	.....	.....
15 55	Gasperaux.....	10 00	.....	.....
679 07	Georgetown.....	208 00	100 00	.....
4 48	Glenfanning.....	10 00	.....	.....
5 59	Goose River (5 Quarters).....	12 50	.....	.....
2 64	Graham's Road.....	12 00	.....	.....
10 99	Grand Tracadie.....	10 00	.....	.....
22 83	Granville.....	10 00	.....	.....
15 29	Hamilton.....	10 00	.....	.....
32 29	Hamptown.....	10 00	.....	.....
6 16	Hartsville.....	10 00	.....	.....
10 97	Hazel Grove.....	10 00	.....	.....
182 62	Head of St. Peter's Bay.....	40 00	60 00	.....
23 55	Higgin's Road.....	10 00	.....	.....
35 98	Holmes' Mills.....	10 00	.....	.....
9 46	Hope River.....	10 00	.....	.....
52 29	Hunter's River.....	10 00	80 00	.....
18 41	Indian River.....	24 00	.....	.....
10 27	Inverness.....	10 00	.....	.....
4 74	Johnston's River.....	10 00	.....	.....
10 64	Kelly's Cross.....	10 00	.....	.....
14 77	Kildare.....	10 00	.....	.....
47 34	Kinross.....	14 00	.....	.....
11 63	Launching Place.....	10 00	.....	.....
5 96	Little Harbour.....	10 00	.....	.....
37 60	Little Sands.....	14 00	.....	.....
8 09	Little Tignish.....	10 00	.....	.....
7 84	Little York.....	10 00	.....	.....
12 68	Long Creek.....	10 00	.....	.....

REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1879.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
19	13	Long River .....	10	00		
7	94	Lot 1 .....	10	00		
63	83	Lot 4 .....	16	00		
14	35	Lot 6 .....	10	00		
23	24	Lot 8 .....	10	00		
13	39	Lot 10 .....	10	00		
33	06	Lot 11 .....	14	00		
80	83	Lot 12 .....	12	00		
19	44	Lot 14 .....	12	00		
8	94	Lot 16 .....	10	00		
3	30	Lot 30 .....	10	00		
5	71	Lot 35 .....	10	00		
14	00	Lot 45 .....	10	00		
50	90	Lot 56 .....	20	00		
10	47	Lot 67 .....	10	00		
16	84	Lower Freetown .....	10	00		
16	44	Lower Montague .....	10	00		
14	89	McDougall .....	10	00		
17	95	Maddock .....	10	00		
31	60	Margate .....	26	00		
27	71	Marie Bridge .....	10	00		
8	94	Marshfield .....	10	00		
3	43	Mermaid Farm .....	10	00		
16	93	Middleton .....	10	00		
33	15	Millview .....	10	00		
3	99	Milton Station .....	10	00		
25	12	Miminigash .....	10	00		
57	27	Miscouche .....	26	00	20	00
5	74	Monaghan .....	10	00		
414	53	Montague Bridge .....	120	00	100	00
11	32	Montague Cross .....	10	00		
19	44	Montrose .....	10	00		
67	48	Morrell .....	30	00		
6	27	Morrell, Rear .....	10	00		
8	34	Mount Albion .....	10	00		
10	95	Mount Pleasant .....	10	00		
212	03	Mount Stewart .....	32	00	16	00
10	01	Muddy Creek .....	10	00		
23	33	Murray Harbour, North .....	10	00		
13	45	Murray Harbour, Road .....	10	00		
116	76	Murray Harbour, South .....	54	00		
69	12	Murray River .....	10	00		
4	41	Nail Pond (from 1st July, 1878) .....	7	50		
7	98	New Annan do do .....	7	50		
68	22	New Glasgow .....	24	00		
14	30	New Haven .....	10	00		
40	36	New London .....	16	00		
49	35	New Perth .....	20	00		
1	81	Newton .....	10	00		
18	18	New Wiltshire .....	10	00		
4	71	Nine Mile Creek .....	10	00		
7	34	Norborough .....	10	00		
4	34	Northam .....	10	00		
15	21	North Bedique .....	10	00		
13	85	North Lake .....	10	00		

**REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
20	42	North River.....	10	00	
54	52	North Rustico.....	10	00	
44	81	North Tyron.....	20	00	
5	13	O'Leary's Road.....	10	00	
47	96	O'Leary's Station.....	10	00	
54	64	Orwell.....	18	00	36 00
16	35	Orwell Cove.....	10	00	
27	18	Oyster Bed Bridge.....	10	00	
4	01	Palmer Road (from 1st July, 1878).....	7	50	
17	40	Park Corner.....	10	00	
8	13	Peake's Station, No. 38 (from 1st October, 1878).....	5	00	
14	89	Peter's Road.....	10	00	
2	40	Peterville.....	10	00	
23	42	Pinette.....	10	00	
3	92	Pisquid.....	10	00	
5	99	Pisquid Road.....	10	03	
15	93	Point Prim.....	10	00	
96	28	Port Hill.....	42	00	30 00
107	01	Pownal.....	34	00	
99	14	Princetown.....	24	00	
5	87	Princetown Road.....	10	00	
16	15	Red Point.....	10	00	
26	91	Rollo Bay.....	22	00	
13	25	Rollo Bay Cross.....	12	00	
16	70	Rona.....	10	00	
7	99	Rose Valley.....	10	00	
33	83	Rustico.....	10	00	
13	09	St. Andrews.....	10	00	
13	31	St. Anns.....	10	00	
77	02	St. Eleanors.....	44	00	
10	19	St. Margarets.....	10	00	
10	87	St. Mary's Road.....	10	00	
2	29	Scotch Fort.....	10	00	
8	68	Sea Cow Pond.....	10	00	
26	58	Scarletown.....	10	00	
3	09	Selkirk Road.....	10	00	
9	90	Skinner's Pond.....	10	00	
11	85	Somerset.....	10	00	
149	55	Souris, East.....	126	00	80 00
36	18	Souris, West.....	18	00	
146	49	South Port.....	84	00	
5	62	South West Lot 16.....	10	00	
4	51	South Wiltshire.....	10	00	
15	79	Springfield.....	10	00	
60	06	Stanley Bridge.....	20	00	
20	62	Sturgeon.....	16	00	
6	74	Suffolk Road.....	10	00	
2,384	17	Summerside.....	700	09	120 00
15	67	Summersville.....	10	00	120 00
249	83	Tignish.....	90	00	16 00
9	74	Tracadie Cross.....	19	00	
11	02	Travellers' Rest.....	10	00	

**REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1879.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
47 07	Tryon.....	10 00	16 00	.....
41 15	Tyne Valley.....	10 00	.....	.....
3 79	Union Road.....	10 00	.....	.....
16 62	Valleyfield.....	10 00	.....	.....
261 26	Vernon River.....	16 00	100 00	.....
33 28	Vernon River Bridge.....	10 00	.....	.....
110 83	Victoria.....	14 00	.....	.....
17 22	Victoria Cross.....	10 00	.....	.....
8 11	Webster's Corners.....	10 00	.....	.....
19 28	Wellington.....	10 00	10 00	.....
25 67	West Cape.....	10 00	.....	.....
11 60	Western Cove Head.....	10 00	.....	.....
9 00	Western Road.....	10 00	.....	.....
22 93	West Point.....	10 00	.....	.....
9 06	West St. Peter's Bay.....	10 00	.....	.....
42 62	Wheatly River.....	10 00	.....	.....
18 71	Whim Road Cross.....	10 00	.....	.....
9 03	Wilmot Valley.....	10 00	.....	.....
1 34	Winsloe Road.....	10 00	.....	.....
47 52	Wood Island.....	18 00	.....	.....
<b>\$20,870 40</b>	<b>..... Totals.....</b>	<b>\$4,425 50</b>	<b>\$1,008 00</b>	<b>\$120 00</b>

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

## PROVINCE OF ONTARIO.

(D. IN REPORT No. 3, A.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by  
Stamp Vendors, in Ontario, made within the Year ended 30th June,  
1879.

Name of Post Office.	Amount.	
	\$	cts.
Amherstburg .....	0	30
Barrie.....	47	55
Belleville.....	77	25
Bowmanville.....	47	35
Bracebridge .....	0	30
Brampton.....	80	28
Brantford.....	108	47
Brockville.....	111	25
Caledonia Springs.....	0	45
Chatham.....	46	95
Cobourg.....	9	15
Collingwood.....	29	50
Cornwall.....	5	10
Dundas.....	6	60
Exeter.....	26	25
Fergus.....	19	05
Galt.....	2	88
Gananoque.....	6	39
Georgetown.....	51	00
Goderich.....	3	12
Guelp.....	3	00
Hamilton.....	1,416	84
Harriston.....	30	45
Ingersoll.....	72	96
Kincardine.....	28	99
Kingston.....	466	05
Lindsay.....	19	50
Listowel.....	61	41
London.....	871	50
Lucan.....	3	00
Meaford.....	21	75
Millbrook.....	8	25
Milton, West.....	47	25
Morrisburg.....	1	29
Mount Forest.....	2	40
Napanee.....	68	40
Newmarket.....	11	31
Orillia.....	16	55
Oshawa.....	137	55
Ottawa.....	623	75
Owen Sound.....	30	30

(D. IN REPORT No. 3, A.)—Detail of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Paisley.....	61	20
Palmerston.....	8	10
Paris.....	2	61
Pembroke.....	16	11
Perth.....	20	22
Peterboro'.....	66	60
Picton.....	11	25
Port Colborne.....	1	50
Port Dover.....	4	50
Port Hope.....	66	00
St. Catharines.....	59	26
St. Marys.....	84	54
St. Thomas.....	124	27
Sarnia.....	40	50
Simcoe.....	33	58
Stratford.....	65	70
Strathroy.....	45	95
Toronto.....	4,042	96
Uxbridge.....	7	65
Welland.....	19	35
Whitby.....	16	44
Wingham.....	10	52
Woodstock.....	54	24
Total.....	\$9,444	84

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



PROVINCE OF QUEBEC.

(D. IN REPORT No. 3, B.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Hull .....	2	25
Montreal .....	4,064	25
Quebec .....	835	14
St. Hyacinthe .....	31	20
St. John's .....	13	05
<b>Total .....</b>	<b>\$4,945</b>	<b>89</b>

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NOVA SCOTIA.

(D. IN REPORT No. 3, C.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Amherst .....	0	45
Halifax .....	945	19
Truro .....	12	00
Windsor .....	10	80
<b>Total .....</b>	<b>\$968</b>	<b>44</b>

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(D. IN REPORT No. 3, D.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Chatham .....	38	70
Fredericton .....	25	59
Newcastle.....	22	95
St. John .....	880	35
Woodstock .....	9	00
<b>Total.....</b>	<b>\$976</b>	<b>59</b>

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

(D. IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Winnipeg .....	71	40
<b>Total.....</b>	<b>\$71</b>	<b>40</b>

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

---

 PROVINCE OF BRITISH COLUMBIA.
 

---

(D. IN REPORT No. 3, F.)

DETAIL of all payments for Commission on Sale of Postage Stamps by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Victoria.....	10	50
Total .....	\$10	50

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

---

 PROVINCE OF PRINCE EDWARD ISLAND
 

---

(D. IN REPORT No. 3, G.)

DETAIL of all payments for Commission on Sale of Postage Stamps by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1879.

Name of Post Office.	Amount.	
	\$	cts.
Charlottetown.....	34	35
Total.....	\$34	35

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF ONTARIO.

---

(A. IN REPORT NO. 4, A.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
J. Dewé, Chief Inspector	Travelling expenses, Ontario .....	195	90
J. D. Paterson, Assistant	do do .....	74	70
KINGSTON DIVISION.			
R. W. Barker, P.O.I.....	Travelling expenses.....	580	05
Allan Jones.....	do .....	39	20
W. S. Smyth.....	do .....	12	00
LONDON DIVISION.			
G. E. Griffin, P.O.I.....	Travelling expenses.....	197	55
G. Cox, Assistant.....	do .....	469	85
W. Blair.....	do .....	3	00
R. G. Mercer.....	do as Acting Railway Mail Clerk.....	4	50
W. Blair.....	do do do .....	10	50
OTTAWA DIVISION.			
T. P. French, P.O.I.....	Travelling expenses.....	657	55
C. P. LeSueur.....	do .....	0	70
E. S. McDermott.....	do .....	9	00
G. W. Baker.....	do .....	28	35
W. A. Jones.....	do as Acting Railway Mail Clerk.....	27	00
T. O. Butler.....	do do do .....	51	00
R. Peden.....	do do do .....	5	00
A. A. Smith.....	do do do .....	83	25
J. F. O'Connor.....	do do do .....	1	50
M. J. Whitty.....	do do do .....	1	50
J. B. Gillissie.....	do do do .....	48	50
TORONTO, EAST DIVISION.			
D. Spry, P.O.I.....	Travelling expenses.....	522	55
J. Henderson, Assistant..	do .....	56	67
J. Lawder.....	do as Acting Railway Mail Clerk.....	5	10

(A. IN REPORT No. 4.—Detail of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
TORONTO, WEST DIVISION.			
M. Sweetnam, P.O.I.....	Travelling expenses.....	478	50
C. L. Stephens, Assistant	do .....	204	09
G. T. B. Gurnett.....	do .....	8	40
G. A. Burnham.....	do as Acting Railway Mail Clerk.....	18	50
N. J. Clark.....	do do .....	20	20
British Mail Clerks.....	Ontario proportion of expenses, whilst in charge of British Mails .....	978	25
Ocean Mail Clerks.....	Ontario proportion of trip allowances, to meet expenses whilst on duty.....	3,620	29
Postmaster, Toronto.....	Travelling expenses on Post Office business.....	29	40
J. Ferguson.....	do do .....	6	80
Total.....		\$8,449	35

A. CAMPBELL,  
*Postmaster-General*

H. A. WICKSTEED,  
*Accountant.*

---



---

 PROVINCE OF QUEBEC.
 

---

(A. IN REPORT No. 4, B.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1879.

Name.	Service.	Amount	
		\$	cts.
J. Dewé, Chief Inspector	Travelling expenses, Quebec .....	461	30
MONTREAL DIVISION.			
E. F. King, P.O.I. ....	Travelling expenses.....	180	08
D. Nelligan, Assistant....	do .....	246	09
J. P. Chillas .....	do .....	40	90
do .....	do as Acting Railway Mail Clerk. ....	3	00
U. Beaugard .....	do do .....	7	50
OTTAWA DIVISION.			
T. P. French, P.O.I. ....	Travelling expenses, Quebec .....	255	50
QUEBEC DIVISION.			
W. G. Sheppard, P.O.I. ....	Travelling expenses .....	567	89
A. X. Talbot, Assistant ..	do .....	333	43
J. L. Anctil do ..	do .....	135	35
H. Huot .....	do .....	41	06
H. Huot .....	do as Acting Railway Mail Clerk. ....	20	25
C. Vohl .....	do do .....	83	60
J. G. Bourget .....	do do .....	51	95
British Mail Clerks.....	Quebec proportion of expenses, whilst in charge of British Mails.....	380	10
Ocean Mail Clerks.....	Quebec proportion of trip allowances, to meet expenses whilst on duty .....	1,406	68
Total.....		\$4,214	68

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

---



---

**PROVINCE OF NOVA SCOTIA.**

(A. IN REPORT No. 4, C.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector.	Travelling expenses, Nova Scotia.....	296	15
F. M. Passow, P.O.I.....	do do .....	474	95
J. D. Story, Assistant.....	do do .....	87	00
S. J. R. Sircom.....	do do .....	3	35
T. E. Davison.....	do do as Acting Railway Mail Clerk.....	10	59
S. J. R. Sircom.....	do do do .....	24	00
Postmaster, Sydney.....	Travelling expenses on Post Office business.....	30	00
	Total .....	\$925	95

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

---



---

**PROVINCE OF NEW BRUNSWICK.**

(A. IN REPORT No. 4, D.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector.	Travelling expenses, New Brunswick.....	7	69
J. McMillan, P.O.I.....	do do .....	812	70
W. C. Whittaker.....	do do .....	60	00
do .....	do do as Acting Railway Mail Clerk.....	13	50
	Total .....	\$893	80

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant*

PROVINCE OF MANITOBA.

(A. IN REPORT NO. 4, E.)

DETAIL of all payments for Travelling Expenses, incurred in the service of the Post Office Department, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
Postmaster, Winnipeg.....	Travelling expenses on Post Office business.....	10	75
	Total .....	\$10	75

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(A. IN REPORT NO. 4, F.)

DETAIL of all payments for Travelling Expenses, incurred in the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
E. H. Fletcher .....	Travelling expenses on Post Office business.....	17	00
	Total .....	\$17	00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



---



---

**PROVINCE OF PRINCE EDWARD ISLAND.**


---

(A. IN REPORT No. 4, G.)

**DETAIL** of all payments for Travelling Expenses, incurred in the service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
W. W. McLeod, Asst. P. O. I.	Travelling expenses.....	128	47
	Total .....	\$128	47

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

## PROVINCE OF ONTARIO.

## (B. IN REPORT NO. 4, A.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps for the Post Office Department in Ontario .....	25,903	35
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Ontario .....	1,569	23
W. C. Fanner.....	Scales and weights for the Post Office Department in Ontario .....	1,037	58
D. McNee & Son.....	Dominion ensigns for do do .....	79	01
Chamberlain Manuf- turing Co.....	Hand stamps for do do .....	65	00
J. A. Leamle.....	Type, stamping ink, &c., for do do .....	12	75
Maynard & Harris.....	Uniform buttons for do do .....	8	44
Chamberlain Manuf- turing Co.....	Stamping ink for the Chief Post Office Inspector.....	6	00
C. Potter .....	Double-spring draughting pencil for do .....	4	00
H. Pace .....	Repairing clock for do .....	2	50
N. McNeil.....	Repairing street letter boxes for P.O.I., Kingston .....	19	80
W. Howe.....	Painting do do do .....	2	50
W. Robinson.....	do do do .....	1	50
C. Lausen .....	Painting flag-staff for do .....	2	50
W. H. Harmer .....	Carpenter's work for do .....	6	00
J. Stevenson.....	Rubber stamps for do .....	6	00
G. M. Wilkinson.....	Waste-paper baskets for do .....	3	35
R. Waldron.....	Towelling for do .....	2	40
R. M. Horsey.....	Hardware for do .....	1	94
S. T. Drennan.....	Office stool for do .....	0	25
Stewart & Co.....	Street letter boxes for P. O. I., London .....	96	00
O. K. Miller & Co.....	Padlocks for street letter boxes for P. O. I., London .....	40	00
J. Kay.....	Carpet for do .....	65	00
C. Anundson.....	Cocoa matting, laying carpet, etc., for do .....	95	65
E. Rogers & Co.....	Plumber's work for do .....	44	11
C. Anundson.....	Carpenter's work for do .....	14	90
E. A. Taylor & Co.....	Remounting maps, etc., for do .....	19	75
W. H. Philips.....	Engraving Post Office stamp for do .....	4	00
Goodace & Cole.....	Cork obliterators for do .....	9	50
Harris & Campbell .....	Office furniture for P. O. I., Ottawa .....	22	65
Blyth & Kerr.....	Mail Clerks' boxes for do .....	10	00
T. Friedrich.....	Keys for street letter boxes for P. O. I., Ottawa.....	1	00
L. Daillebough.....	Carpenter's work for do .....	7	00
P. A. Lariviere.....	Repairing mail truck for do .....	3	00
G. Watson.....	Mail Clerks' boxes for P.O.I., Toronto East.....	18	00
Ontario Brass Works.....	Lamp-tube, etc., for do .....	14	75
J. Scott.....	Towelling for do .....	3	50
W. H. Sparrow.....	Sweet oil and oilers for do .....	0	98
Aikenhead & Crombie....	Hardware for do .....	0	94

(B. IN REPORT No 4, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Service.	Amount.	
		\$	cts.
R. Malcom.....	Making and repairing street letter boxes for P.O.I., Toronto West.....	85	66
T. Thompson.....	do do do do do do	61	80
Beaver Lock Works.....	do do do do do do	41	20
J. Roberts.....	Repairing mail locks, etc., for do	44	85
Yale Lock Manufac'g Co.	do do do do do do	11	44
W. H. Sparrow.....	Repairing Mail Clerks' boxes for do	2	40
C. S. Kenyon.....	Repairing date stamp for do	1	00
W. Adamson & Co.....	Soap, brooms, etc., for do	4	00
J. Stevenson.....	Stamping ink for do	1	00
Withrow & Hillock.....	Carpenter's work for do	7	10
J. Crawford.....	Repairing Post Office stamp for P. O., Brockville.....	3	50
G. & A. Bruce.....	Carpenter's work for P. O., Guelph.....	4	48
W. H. Jacornt.....	Glazier's work for do	4	30
C. Piercy.....	Carpenter's work for P. O., Hamilton.....	30	92
J. Reid.....	do do do do do do	7	90
T. Freeborn.....	Glazier's work for do	23	05
H. Harding.....	Plumber's work for do	14	31
Copp Bros.....	Tinsmith's work for do	11	78
Leitch & Turnbull.....	Locksmith's work for do	9	69
J. Guinn.....	do do do do do do	5	55
Hamilton Lock Works.....	do do do do do do	0	75
T. White.....	Mason's work for do	5	50
T. Irwin & Co.....	Repairing furnace for do	6	25
J. W. Baine.....	Lanterns, oil, &c., for do	10	85
Hamilton Gas Works.....	Lantern, lamp, &c., for do	6	80
J. Philp.....	Covering stamping pads for do	2	50
R. M. Horsey.....	Tinsmith's work for P. O., Kingston.....	43	91
T. McMahon.....	Glazier's work for do	8	85
A. Williamson.....	Carpenter's work for do	4	62
Kingston Gas Co.....	Gas-fittings for do	12	50
G. M. Wilkinson.....	Soap, brooms, &c., for do	6	85
D. O'Connor.....	Stamping ink for do	11	00
R. Waldron.....	Towelling for do	2	10
M. Dine.....	Repairing carpet, &c., for do	12	75
P. Cafmene.....	Repairing flag-staff for do	1	00
T. McAulay.....	Cleaning M. O. stamp for do	0	75
Wright & Durand.....	Carpenter's work for P. O., London.....	154	15
E. Rogers.....	Plumber's work for do	67	46
Noble & Hargreaves.....	Glazier's work for do	22	40
J. McBride.....	Hardware for do	54	93
C. Anundson.....	Washstand, &c., for do	7	00
Dundas & Bews.....	Brush, pail, &c., for do	6	15
Anderson & Southcote.....	Oil, matches, &c., for do	3	14
E. Adams & Co.....	Olive oil for do	3	00
J. R. Gurd.....	Brooms for do	3	00
A. McCormick.....	Waste-paper baskets for do	3	00
L. Daillbough.....	Carpenter's work for P. O., Ottawa.....	24	25
Blyth & Kerr.....	do do do do do do	14	55
J. Sheppard.....	Glazier's work for do	1	20
J. Boyden.....	Spring bed and mattress for do	18	00
J. Hope & Co.....	Feather dusters for do	4	50
J. Hill & Co.....	Soap, whisk, broom, &c. for do	4	15
Bate & Co.....	Soap and tapers for do	2	30
G. M. Holbrooke.....	Cloth for stamping pads for do	2	00
G. Mann.....	Hardware for do	0	75
Pritchard & Mingard.....	Repairing P. O. stamps for do	0	50

(B. IN REPORT NO. 4, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Withrow & Hillock.....	Carpenter's work for P. O., Toronto .....	193	78
J. Ritchie & Son.....	Plumber's work for do .....	131	80
M. O'Connor.....	Gazier's work for do .....	37	70
G. Harding.....	Plumber's work for do .....	27	52
T. Bryant.....	Locksmith's work for do .....	4	35
C. S. Kenyon.....	Date stamps and ribbon for do .....	74	00
A. Moses.....	Waste-paper baskets for do .....	36	00
W. H. Rice.....	Wire window guards for do .....	15	00
W. McFarlane & Co.....	Office furniture for do .....	13	00
E. Harris & Co.....	Hardware for do .....	9	24
W. A. Murray.....	Towelling for do .....	3	85
N. L. Piper & Son.....	Brooms, lamp-wicks, &c., for do .....	2	45
W. H. Sparrow.....	Rubber packing, &c., for do .....	1	69
R. Hay & Co.....	Office furniture for do .....	1	45
C. Potter.....	Thermometer for do .....	0	75
R. Malcom.....	Covering stamping pads for do .....	13	70
T. Thompson.....	do do .....	12	20
J. Buchan.....	Making coin bags for do .....	7	30
Kent Bros.....	Repairing clocks for do .....	3	50
Matthews Bros.....	Framing Postal Guide for do .....	0	85
J. E. Ellis.....	Attendance on clocks for do .....	100	00
F. E. Ermatinger.....	Putting up street letter box at St. Thomas .....	0	50
G. Lee.....	Repairing P. O. stamps for P. O., Wallaceburg.....	0	15
W. Dennis.....	Putting up bag-catching post at Bramley.....	5	00
J. McEwan.....	Repairing bag-catching post at Farran's Point.....	0	75
T. Dawson.....	Removing and repairing bag-catching post at Utopia.....	4	00
A. McCarthy.....	Erecting and adjusting bag-catching posts at sundry stations .....	9	55
	<b>Total.....</b>	<b>\$30,824</b>	<b>25</b>

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

(B. IN REPORT NO. 4, B.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Quebec.....	10,064	89
Pritchard & Mingard....	Office stamps and seals for the Post Office Department in Quebec.....	632	81
W. C. Fanner.....	Scales and weights for the Post Office Department in Quebec.....	403	16
Prowse Bros.....	Mail Clerks' boxes and repairs for P.O.I., Montreal.....	40	70
E. F. King.....	To pay for lanterns, &c do.....	3	50
Montreal Stencil Works..	Stencil for do.....	1	00
T. Andrews.....	Plumber's work for P.O.I., Quebec.....	40	56
J. S. Porter.....	Locksmith's work for do.....	12	05
Drum Cabinet Manufacturing Co.....	Office chairs and repairs for P.O.I., Quebec.....	27	55
J. A. Lacombe.....	Window blinds for do.....	8	72
J. Myler.....	do do.....	3	92
G. & C. Hossack.....	Soap, olive oil, &c., for do.....	4	37
S. J. Shaw.....	Hardware for do.....	2	42
J. Walker & Co.....	Door lock for do.....	1	50
J. Davenport.....	Metal polish for do.....	1	00
J. P. Cane.....	Candlestick for do.....	1	00
T. Norris.....	Tumblers for do.....	0	45
J. Boivin.....	Screw-hooks for do.....	0	15
J. B. Morin.....	Mail Clerks' boxes for do.....	6	00
Prowse Bros.....	Repairing Mail Clerks' boxes for do.....	12	00
E. Chanteloup.....	Plumber's work, &c., for P.O., Montreal.....	350	13
L. Barre.....	Carpenter's work for do.....	160	00
R. Mitchell & Co.....	Locksmith's work for do.....	17	50
W. Lamontagne.....	do do.....	13	60
R. J. Garand.....	Painter's work for do.....	6	00
Ramsay, Drake & Dods..	do do.....	4	20
D. O'Connor.....	Stamping ink for do.....	120	00
E. J. Maxwell.....	Lumber for do.....	74	71
Frothingham & Workman.....	Hardware for do.....	50	02
T. Sonne.....	Rope, &c., for do.....	10	53
J. Gardiner.....	Water filter for do.....	10	00
Goodyear Rubber Co.....	Pads, stamping ink, &c., for do.....	10	10
F. Sanschagrin.....	Waste-paper baskets for do.....	9	10
Montreal Stencil Works..	Stamping materials for do.....	3	08
H. A. Nelson & Sons.....	Brooms for do.....	2	25
H. Grant.....	Attendance on clocks for do.....	63	00
G. Chapleau.....	Repairing vault and safe do.....	20	00
Brown & Reane.....	Japanning tin plates for do.....	9	00
R. Charbonneau.....	Repairing office furniture do.....	7	00
A. F. Lapointé.....	Oil for P. O., Murray Bay.....	0	20
T. Andrews.....	Plumber's work for P. O., Quebec.....	81	55
Z. Vandy.....	do do.....	47	38
J. Gauthier & Son.....	Painters' work for do.....	13	20
L. Marcotte.....	Blacksmith's work for do.....	12	75

(B. IN REPORT NO. 4, B.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Frotheringham & Workman	Hardware for Post Office, Quebec.....	25	89
J. Belanger.....	do do .....	21	63
E. J. Maxwell .....	Lumber for do .....	20	74
L. Bourget.....	Soap, brooms, &c., for do .....	17	23
D. O'Connor .....	Stamping ink for do .....	9	00
J. E. Bigaouette .....	Glass, varnish, &c., for do .....	8	80
S. Drolet .....	Brooms, matches, &c., for do .....	8	35
G. T. Philips .....	Wax tapers for do .....	5	00
J. B. Z. Dubeau .....	Waste-paper baskets for do .....	4	50
F. O. Vallerand.....	do do .....	3	50
Blumhart & Co.....	do do .....	2	25
J. Davenport .....	Metal polish for do .....	3	00
C. Cornell.....	Leather straps for do .....	2	40
F. W. Roy .....	Soda caustic, for do .....	1	75
W. Besserer .....	Window washers for do .....	1	25
Audette & Robitaille.....	Repairing flag for do .....	3	45
O. Picard .....	Cleaning furnace for do .....	15	55
E. Côté .....	Erecting bag-catching post at St. Anaclet Station.....	34	50
J. L. Anctil.....	Expenses in connection with do do .....	1	50
	Total.....	\$12,554	39

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

(B. IN REPORT No. 4, C.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps for the Post Office Department in Nova Scotia.....	3,061	07
Pritchard & Mingard .....	Office stamps and seals for the Post Office Department in Nova Scotia .....	408	39
W. C. Fanner .....	Scales and weights for the Post Office Department in Nova Scotia.....	122	61
H. H. Fuller .....	Twine, &c., for P.O.I., Halifax.....	180	43
C. J. Cook .....	Soap for P.O.I., Halifax.....	4	50
C. W. Anderson .....	Candlestick, matches, &c., for P.O.I., Halifax.....	2	04
Forsyth Sutcliff & Co.....	Baskets for .....	1	68
W. Gossip .....	Vermillion for .....	0	75
A. W. McNab.....	Carpenter's work for .....	36	06
W. G. Wiswell.....	do .....	5	60
J. Davies .....	Locksmith's work for .....	15	40
Muirhead & Longard .....	Plumber's work for .....	9	47
Watson & Myers .....	do .....	2	75
G. Fultz .....	do .....	1	00
Reardon & Walker .....	Painter's work for .....	6	00
W. S. Symonds .....	Repairing and painting letter-box for do .....	2	50
R. H. Cogswell .....	Repairing clock for .....	5	00
A. W. McNab.....	Carpenter's work for Money Order Office, Halifax .....	15	75
Watson & Myers.....	Plumber's work for .....	2	20
J. R. Jennett & Co .....	Tumblers for .....	0	68
A. W. McNab.....	Carpenter's work for Post Office, Halifax.....	77	30
W. G. Wiswell.....	do .....	19	50
J. Davies.....	Locksmith's work for .....	31	70
Watson & Myers .....	Plumber's work for .....	18	50
G. Fultz.....	do .....	7	50
Reardon & Walker .....	Glazier's work for .....	6	55
Lambert Bros.....	Repairing chairs for .....	8	00
Muirhead & Longard .....	Repairing watering-pot for .....	0	20
W. & C. Silver.....	Mats for .....	5	00.
J. Silver & Co.....	Towels for .....	3	00
T. P. Connolly .....	Date stamp ribbons for .....	7	50
H. Fuller .....	Brooms, knives, &c., for .....	5	55
W. F. Eager.....	Soap, &c., for .....	4	50
R. Brander .....	Willow baskets for .....	3	75
M. Downey.....	Glazier's work for .....	1	35
Stephen & Son .....	Glass for .....	0	85
Dawson, Gordon & Co.....	Padlock for Post Office, Pictou.....	0	40
Total.....		\$4,085	03

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

(B. IN REPORT NO. 4, D.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in New Brunswick, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps for the Post Office Department in New Brunswick .....	2,747	70
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in New Brunswick .....	336	52
W. C. Fanner.....	Scales and weights for the Post Office Department in New Brunswick .....	110	06
J. D. Scott. ....	Rivet-seal dies for the Post Office Department in New Brunswick .....	11	25
R. Flaherty.....	Making, repairing, &c., street letter boxes for P.O.I., St. John .....	305	40
Eowes, Campbell & Ellis	do do do .....	69	60
S. Corbitt .....	do do do .....	47	00
S. Z. Dickson. ....	Removing and repairing do do .....	23	90
A. C. Smith .....	Alcohol for spirit-lamps, &c., for P. O. I., St. John .....	11	15
T. B. Barker & Son .....	do do do .....	7	00
Clarke, Kerr & Thorne...	Hardware for do do .....	6	64
A. Young .....	Fire irons, &c, for do do .....	5	65
J. & A. McMillan .....	Letter basket, stamp ribbon, &c., for P.O.I., St. John .....	4	60
A. Skinner.....	Mat for do .....	2	25
Jardine & Co. ....	Matches, pail, &c., for do .....	1	70
L. H. Young.....	Repairing letter press for Money Order Office, St. John .....	8	96
W. Cosman.....	Repairing stoves for do .....	3	75
W. Kennedy.....	Soap, lamp-wicks, &c, for do .....	1	42
A. C. Smith .....	Packing case for do .....	0	50
W. Wyse .....	Coal-hod, towels, &c., for P.O., Chatham.....	12	42
Hutchison & Co.....	Clock for do .....	6	50
A. B. Steator.....	Cocoa matting for do .....	3	60
G. Hutchison.....	Attendance on clocks for P.O., St. John .....	50	00
T. McAvity.....	Hardware for do .....	12	88
H. Robertson .....	Lamp chimneys, wicks, &c., for do .....	9	90
C. S. McGregor .....	Matches, olive oil, &c., for do .....	8	64
R. D. McArthur.....	Alcohol for spirit-lamps, &c., for do .....	4	60
J. & A. McMillan .....	Waste basket for do .....	2	25
J. R. Cameron & Co....	Argand chimney for do .....	0	50
Eowes, Campbell & Ellis	Plumber's work for do .....	14	71
L. Mansbridge.....	Carpenter's work for do .....	6	00
G. Whitneck.....	Repairing window blind for do .....	1	15
Total .....		\$3,838	29

A CAMPBELL,  
Postmaster-General.

H. & WICKSTEED,  
Accountant.



---



---

 PROVINCE OF MANITOBA.
 

---

(B. IN REPORT NO. 4, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Manitoba.....	620	65
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Manitoba.....	67	70
W. C. Fanner.....	Scales and weights for the Post Office Department in Manitoba.....	24	86
D. McFayden ..	Carpenter's work for P. O., Winnipeg.....	56	95
J. H. Ashdown.....	Twine, lamp chimneys for do.....	14	40
A. G. B. Bannatyne.....	Twine, soap, &c., for do.....	8	65
A. Strang.....	Matches, soap, &c., for do.....	1	52
	Total.....	\$794	73

A. CAMPBELL,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(B. IN REPORT No. 4, F.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in British Columbia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps for the Post Office Department in British Columbia .....	578	94
Pritchard & Mingard .....	Office stamps and seals for the Post Office Department in British Columbia .....	44	28
W. C. Fanner. ....	Scales and weights for the Post Office Department in British Columbia .....	23	19
Chamberlain Manufacturing Co. ....	Pads and stamping ink, for Money Order Office, Victoria.....	6	00
W. J. Taylor.....	Repairing newspaper boxes for P. O., New Westminster.....	6	00
C. McDonagh.....	Lamp for do do .....	3	50
J. Cunningham.....	Stove pipe, &c, for do do .....	3	38
P. McQuade & Son.....	Twine for P. O., Victoria .....	23	25
Burns & Co.....	Feather duster, brooms, etc, for do .....	6	25
Yale Lock Co.....	Duplicate keys for do .....	1	55
W. G. Reynolds.....	Soap and matches for do .....	1	00
D. Heal.....	Tinsmith's work for do .....	5	25
McKillican & Elford.....	Carpenter's work for do .....	5	00
J. Sears .....	Glazier's work for do .....	1	00
A. Vipond .....	Repairing box locks for do .....	1	50
	Total .....	\$710	09

A. CAMPBELL,  
*Postmaster-General*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(B. IN REPORT No. 4, G.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department, in Prince Edward Island .....	603	90
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department, in Prince Edward Island .....	123	80
W. C. Fanner.....	Scales and weights for the Post Office Department, in Prince Edward Island .....	24	19
R. Mitchell & Co.....	Lock boxes for Post Office, Charlottetown .....	390	05
J. Newson.....	Carpenter's work, lock, boxes, &c., for do .....	205	50
Hermans & Son.....	Locksmith's work for do .....	25	20
G. W. Millner.....	Plumber's work for do .....	14	10
E. L. McDonell.....	Bed quilts for do .....	5	00
W. & A. Brown.....	Brooms, towels, &c., for do .....	4	69
W. R. Watson.....	Disinfectants for do .....	2	14
W. W. Wellner.....	Cleaning clock for do .....	0	95
	Total .....	\$1,399	52

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(C. IN REPORT NO. 4, A.)

DETAIL of all payments by the Post Office Department for Rents and Taxes,  
in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Hamilton Water Works Co.....	Water rate, Hamilton Post Office (1 Year, to 31st March, 1879)	100	00
Hamilton Corporation.....	Sewer rent for Hamilton do (do 31st Dec., 1877)	4	20
Kingston Water Works Co.....	Water rate, Kingston do (do 30th June, 1879)	51	34
London Water Works Co.	do London do (1 Month, to 15th April, '79)	3	00
Toronto Water Works Co.	do Toronto do (1 Year, to 30th June, 1879)	165	00
	Total.....	\$323	54

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF QUEBEC.

(C. IN REPORT NO. 4, B.)

DETAIL of all payments by the Post Office Department for Rents and Taxes,  
in Quebec, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
J. Richard.....	Rent and taxes of Eastern Receiving House, Montreal (1 Year, to 31st October, 1878)	264	00
L. N. Denis.....	do Northern Receiving House, Montreal (1 Year, to 31st March, 1879).....	267	20
A. Hamilton.....	do Western Receiving House, Montreal (1 Year, to 30th April, 1879).....	294	00
Montreal Water Works Co.....	Water rate, Montreal Post Office (1 Year, to 30th April, 1879)	785	20
do do ...	do Eastern Receiving House, Montreal do ..	13	30
do do do ...	do Northern do do do ..	11	40
do do do ...	do Western do do do ..	5	70
Quebec Water Works Co.	do Quebec Post Office (1 Year, to 30th April, 1879) ..	522	00
	Total.....	\$2,162	80

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(C. IN REPORT NO. 4, D.)

DETAIL of all payments by the Post Office Department for Rents and Taxes  
in New Brunswick, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
St. John Water Works Co	Water rate for St. John Post Office (from 1st Feb. to 30th April, 1877).....	27	27
W. S. Harding.....	Rent of Inspector's Office (1 Year, to 31st March, 1879).....	500	00
A. C. Smith.....	Rent of Money Order Office (from 8th Dec., 1877, to 30th April, 1878).....	39	67
M. Gregg.....	Rent of Fredericton Post Office (1 Year, to 31st March, 1879).....	300	00
T. R. Jones.....	Rent of St. John Post Office (1 Year, to 30th April, 1879).....	2,000	00
	Total.....	\$2,866	94

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

(C. IN REPORT NO. 4, E.)

DETAIL of all payments by the Post Office Department for Rents and Taxes  
in Manitoba (including Keewatin and the North-West Territories),  
made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. Jackson.....	Water for Winnipeg Post Office (1 Year, to 31st March, 1879).....	33	00
	Total.....	\$33	00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(C. IN REPORT NO. 4, F.)

DETAIL of all payments by the Post Office Department for Rents and Taxes in British Columbia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Victoria Waterworks Co.	Water rate, Victoria Post Office (18 Months, from 1st July, 1877, to 31st December, 1878).....	18	00
	Total .....	\$18	00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(C. IN REPORT NO. 4, G.)

DETAIL of all payments by the Post Office Department for Rents and Taxes in Prince Edward Island, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
H. B. Robinson .....	Water supplied Charlottetown Post Office (1 Year, to 31st December, 1878).....	6	00
	Total .....	\$6	00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

(D. IN REPORT NO. 4, A.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer, Stationery Office.....	Stationery and printing for the Post Office Department, in Ontario.....	18,601	98
Ottawa Citizen Publishing Co.....	Printing blank forms, ruling and binding for the Post Office Department.....	619	16
Ottawa Free Press Publishing Co.....	Printing blank forms for the Post Office Department.....	337	18
L. G. Desjardins.....	do distribution books for do.....	100	00
R. White.....	Advertising for do.....	80	00
J. Cameron & Co.....	Printing for P. O. I., London.....	20	00
J. Hope.....	Stationery for P. O. I., Ottawa.....	0	40
Hart & Rawlinson.....	do P. O., Toronto.....	2	85
Belleville.....	Advertising Time-tables, Post Office notices, &c.....	50	00
Brantford.....	do do.....	91	66
Brockville.....	do do.....	41	40
Cornwall.....	do do.....	28	52
Enniskillen.....	do do.....	2	36
Guelph.....	do do.....	50	00
Hamilton.....	do do.....	77	65
Ingersoll.....	do do.....	42	00
Kingston.....	do do.....	80	27
London.....	do do.....	120	75
Napanee.....	do do.....	37	50
Ottawa.....	do do.....	215	25
Sarnia.....	do do.....	12	50
Strathroy.....	do do.....	12	50
Toronto.....	do do.....	128	25
Arkona Advocate.....	Advertising for Mail Tenders, &c.....	4	08
Arnprior Review.....	do do.....	4	80
Belleville Ontario.....	do do.....	7	68
do Recorder.....	do do.....	9	72
Bryson Advance.....	do do.....	6	72
Caruga Advocate.....	do do.....	3	72
Chatham Planet.....	do do.....	4	44
Cobourg Star.....	do do.....	4	32
do World.....	do do.....	5	04
Eganville Enterprise.....	do do.....	5	00
Forest Adviser.....	do do.....	4	20
Ingersoll Tribune.....	do do.....	8	40
Kingston News.....	do do.....	16	00
do Whig.....	do do.....	15	04
London Advertiser.....	do do.....	21	70
do Free Press.....	do do.....	18	00
do Herald.....	do do.....	7	50

(D. IN REPORT No. 4, A.)—Detail of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
L'Original Advertiser.....	Advertising for Mail Tenders, &c.....	5	40
Napanee Express.....	do do .....	6	84
Ottawa Citizen.....	do do .....	83	34
do Free Press.....	do do .....	51	52
do Gazette.....	do do .....	23	84
do Herald.....	do do .....	152	60
do Le Federal.....	do do .....	31	40
do Orange Lily.....	do do .....	39	34
Paris Star.....	do do .....	4	20
Pembroke Standard.....	do do .....	4	44
Perth Courier.....	do do .....	5	60
Port Dover Independent...	do do .....	3	84
Port Rowan Spirit of Age	do do .....	8	12
St. Thomas Journal.....	do do .....	7	20
do Times.....	do do .....	6	72
Sarnia Canadian.....	do do .....	8	64
do Observer.....	do do .....	3	60
Simcoe Reformer.....	do do .....	4	20
Strathroy Dispatch.....	do do .....	8	00
Toronto Canadian Prohi-	do do .....	6	00
ditionist.....			
do Dominion Church-	do do .....	9	00
man.....			
do Evening Telegram.	do do .....	9	00
do Gossip.....	do do .....	6	00
do Instructor.....	do do .....	5	00
do Monetary Times.....	do do .....	8	40
do National.....	do do .....	12	00
do Observer.....	do do .....	12	00
do Orange Sentinel.....	do do .....	9	00
Windsor Essex Recorder...	do do .....	3	72
do Review.....	do do .....	16	88
Woodstock Sentinel.....	do do .....	3	00
do Times.....	do do .....	8	76
Total.....		\$21,466	14

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF QUEBEC.

(D. IN REPORT NO. 4, B.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Quebec, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Quebec.....	7,113	90
G. E. Desbarats.....	Printing cheques, &c., for P.O., Montreal.....	32	00
Montreal.....	Advertising Time-tables, Post Office notices, &c.....	532	85
Quebec.....	do do do.....	655	64
Three Rivers.....	do do do.....	44	00
Arthabaskaville Journal.....	do for Mail Tenders, &c.....	14	98
do <i>L'Union</i> .....	do do.....	39	70
Aylmer Times.....	do do.....	38	72
Coaticook Observer.....	do do.....	5	00
Lachute Advertiser.....	do do.....	3	00
Montreal Gazette.....	do do.....	12	60
do <i>La Minerve</i> .....	do do.....	12	40
do <i>L'Opinion Publique</i> .....	do do.....	16	80
Ottawa Citizen.....	do do.....	52	65
Quebec Budget.....	do do.....	33	10
do <i>Canadien</i> .....	do do.....	68	20
do <i>Courier</i> .....	do do.....	52	92
do <i>Cultivateur</i> .....	do do.....	36	40
do <i>Journal</i> .....	do do.....	26	80
do <i>L'Eclairer</i> .....	do do.....	19	20
do <i>L'Evènement</i> .....	do do.....	29	44
do <i>Morning Chronicle</i> .....	do do.....	58	30
do <i>Nouvelliste</i> .....	do do.....	66	60
do <i>Telegraph</i> .....	do do.....	79	60
Richmond Guardian.....	do do.....	4	32
Rimouski Nouvelliste.....	do do.....	35	40
Sherbrooke Pioneer.....	do do.....	9	00
Sorel Gazette.....	do do.....	3	50
Staustead Journal.....	do do.....	5	60
Three Rivers Journal.....	do do.....	9	12
	Total.....	\$9,111	74

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

(D. IN REPORT No. 4, C.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Nova Scotia .....	\$ 2,292	28
T P Connolly.....	Stationery for P. O., Halifax .....	2	50
Blackadar, Bros.....	Printing blank forms for P. O. I., Halifax.....	13	00
Digby .....	Advertising Post Office notices, Time-tables, &c.....	15	68
Halifax .....	do do do .....	446	38
Amherst <i>Sentinel</i> .....	Advertising for Mail Tenders, &c.....	8	20
Annapolis <i>Journal</i> .....	do do .....	3	13
Antigonish <i>Casket</i> .....	do do .....	4	80
Berwick <i>Star</i> .....	do do .....	1	60
Brighton <i>Monitor</i> .....	do do .....	5	62
Halifax <i>Alliance Journal</i> .....	do do .....	14	25
Halifax <i>Chronicle</i> .....	do do .....	131	20
Halifax <i>Citizen</i> .....	do do .....	123	84
Halifax <i>Presbyterian Witness</i> .....	do do .....	44	16
Halifax <i>Recorder</i> .....	do do .....	108	04
Halifax <i>Wesleyan</i> .....	do do .....	65	76
Truro <i>Sun</i> .....	do do .....	20	12
Windsor <i>Mail</i> .....	do do .....	11	00
Yarmouth <i>Tribune</i> .....	do do .....	8	64
	Total.....	\$3,320	20

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

(D. IN REPORT NO. 4, D.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in New Brunswick, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
Queen's Printer and Stationery Office .....	Stationery and printing for the Post Office Department, in New Brunswick. ....	\$	cts.
		2,364	35
Chubb & Co .....	Stationery for P. O. I., St. John. ....	22	05
J. & A. McMillan .....	do do .....	2	55
Barnes & Co. ....	do do .....	3	50
E. H. Jones .....	do do .....	0	50
J. & A. McMillan .....	Stationery for M. O. O., St. John. ....	1	50
St. John .....	Advertising Post Office notices, Time-tables, &c. ....	366	55
	Total.....	\$2,761	00

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED.  
*Accountant.*

PROVINCE OF MANITOBA.

(D. IN REPORT NO. 4, E.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Manitoba, &c .....	282	08
H. S. Donaldson.....	Stationery for P.O., Winnipeg .....	22	58
W. H. Lyon.....	do do .....	20	05
Mulholland Bros.....	do do .....	7	50
Parsons & Richardson.....	do do .....	6	20
Total.....		\$338	41

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(D. IN REPORT NO. 4, F.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in British Columbia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in British Columbia.....	255	64
T. N. Hibben & Co.....	Stationery for P.O.I., Victoria.....	16	12
W. Harrison.....	do do .....	0	90
W. Wait.....	do for P.O., Victoria .....	0	50
Victoria.....	Advertising Post Office notices, Time-tables, &c.....	120	50
New Westminster Herald.....	do for Mail Tenders, &c.....	9	50
Victoria British Colonist.....	do do .....	47	40
Victoria Standard.....	do do .....	20	25
Total.....		\$470	81

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

---

 PROVINCE OF PRINCE EDWARD ISLAND.
 

---

(D. IN REPORT No. 4, G.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Prince Edward Island, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Prince Edward Island.....	347	33
H. Jacobs.....	Stationery for Post Office, Charlottetown.....	6	00
Charlottetown.....	Advertising Post Office Notices, Time-tables, &c.....	66	00
	Total.....	\$419	43

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(E IN REPORT No. 4, A.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Guelph Gas Co.....	Gas for Guelph Post Office.....	62	80
C. Kloepter.....	Coal and wood for Guelph Post Office.....	61	56
Hamilton Gas Co.....	Gas for Hamilton Post Office.....	627	69
Murton & Reid.....	Coal for do.....	299	52
H. N. Case.....	To pay for wood for Hamilton Post Office.....	3	50
Kingston Gas Co.....	Gas for Kingston Post Office.....	439	94
do.....	Coal for do.....	89	00
E. Williams.....	Wood for do.....	31	25
S. Sales.....	do do.....	16	00
J. O'Connor.....	Sawing wood for do.....	6	00
L. Green.....	do do.....	4	00
D. B. Grant.....	do do.....	1	90
London Gas Co.....	Gas for London Post Office.....	537	75
A. D. Cameron.....	Coal for do.....	274	70
J. Robison.....	Wood for do.....	102	00
W. Jamieson.....	do do.....	32	94
T. Hester.....	Cutting wood for London Post Office.....	33	00
G. Butler.....	do do.....	7	50
Ottawa Gas Co.....	Gas for Ottawa Post Office.....	629	10
G. W. McCullough.....	Coal for do.....	561	88
J. Heney.....	Wood for do.....	120	00
Toronto Gas Co.....	Gas for Toronto Post Office.....	1,625	78
E. Rogers & Co.....	Coal and wood for Toronto Post Office.....	289	91
P. Burns.....	Wood for do.....	33	00
	Total.....	\$5,889	82

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF QUEBEC.

(E. IN REPORT NO. 4, B.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Quebec, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Montreal Gas Co.....	Gas for Montreal Post Office.....	1,998	75
F. Brennan & Co.....	Coal for do do .....	491	98
L. Fateaux.....	do do do .....	55	75
F. Brennan.....	do Receiving Houses, Montreal.....	23	05
Henderson & Lovedale...	do do do .....	7	00
Quebec Gas Co.....	Gas for Quebec Post Office.....	543	04
Dunning & McNaughton...	Coal for do .....	169	46
G. M. Webster & Co. ...	do do .....	19	00
J. Rush .....	Wood for do .....	141	40
Total.....		\$3,449	43

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NOVA SCOTIA.

(E. IN REPORT NO. 4, C.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Nova Scotia, made within the Year ended 30th June, 1879.

Particulars.	Amount.	
	\$	cts.
Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office building at Halifax.....	2,236	15
Total.....	\$2,236	15

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(E. IN REPORT NO. 4, D.)

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
W. S. Harding .....	Fuel for P. O. I., St. John.....	25	00
R. P. & W. F. Starr. ....	Coal for do .....	20	40
J. R. Cameron .....	Coal oil for do .....	3	00
W. Kennedy .....	do M. O. O., St. John.....	5	13
Chatham Gas Co.....	Gas for P. O., Chatham.....	31	96
W. Wyse .....	Coal for do .....	48	80
T. Vondy ..	To pay for wood for P. O., Chatham...	2	00
Fredericton Gas Co. ....	Gas for P. O., Fredericton.....	84	15
W. Jaffrey .....	Coal for do .....	69	50
D. Curran .....	do do .....	15	00
St. John Gas Co.....	Gas for P. O., St. John .....	441	70
O. S. McGregor.....	Coal oil for do .....	64	38
Lloyd & Co.....	Coal for do .....	246	16
R. P. & W. F. Starr.....	do do .....	37	68
J. V. Ellis.....	Wood for do .....	5	90
	Total.....	1,100	76

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF MANITOBA.

(E. IN REPORT NO. 4, E.)

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in Manitoba (including Keewatin and the North-West Territories) made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
W. B. Scott .....	Wood for P. O., Winnipeg .....	240	00
A. G. B. Bannatyne.....	Coal oil for do .....	60	50
A. Strang. ....	do do .....	14	50
	Total .....	\$315	00

A. CAMPBELL,  
*Postmaster-General*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(E. IN REPORT No. 4, F.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in British Columbia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
H. Elliott .....	Coal for Post Office, New Westminster.....	63	00
J. Cunningham.....	Coal oil for do do .....	50	25
Victoria Gas Co .....	Gas for Post Office, Victoria.....	145	00
D. Wenderhold & Co.....	Coal and wood for Post Office, Victoria.....	58	25
Gaston & Robinson .....	Coal for do do .....	8	50
	<b>Total .....</b>	<b>\$325</b>	<b>00</b>

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(E. IN REPORT No. 4, G.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Prince Edward Island, made within the Year ended 30th June, 1879.

Particulars.	Amount.	
	\$	cts.
Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office Building at Charlottetown .....	757	86
<b>Total .....</b>	<b>\$757</b>	<b>86</b>

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(F. IN REPORT NO. 4, A.)

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
J. Dewé .....	Incidental expenses, Chief P. O. I's Office, Ottawa .....	6	91
G. Griffin.....	do P. O. I's Office, London .....	84	51
T. P. French.....	do do Ottawa.....	87	40
D. Spry.....	do do Toronto East.....	15	00
M. Sweetnam.....	do do Toronto West .....	183	30
D. Stirton.....	do Post Office, Guelph .....	9	00
H. N. Case.....	do do Hamilton.....	62	39
R. Deacon.....	do do Kingston.....	29	16
W. Shannon.....	do do do .....	12	76
L. Lawless.....	do do London.....	90	78
G. P. Baker.....	do do Ottawa.....	364	40
J. Lesslie.....	do do Toronto .....	198	42
T. C. Patteson.....	do do do .....	76	19
Montreal Telegraph Co..	Telegrams to and from Chief P. O. I., Ottawa.....	82	39
do do .....	do P. O. I., Kingston.....	31	24
do do .....	do do London.....	65	60
Dominion Telegraph Co..	do do do .....	21	39
Montreal Telegraph Co..	do do Ottawa.....	51	38
do do .....	do do Toronto East.....	83	16
Dominion Telegraph Co..	do do do .....	28	75
Montreal Telegraph Co..	do do Toronto West .....	114	80
Dominion Telegraph Co..	do do do .....	22	09
Montreal Telegraph Co..	do Postmaster, Bobcaygeon.....	0	95
do do .....	do do Bond Head.....	0	15
do do .....	do do Hamilton.....	5	14
Dominion Telegraph Co..	do do Listowel.....	0	37
Montreal Telegraph Co..	do do Ottawa.....	33	48
do do .....	do do Pembroke .....	0	28
do do .....	do do Toronto.....	22	44
do do .....	do do Wallace.....	0	50
Royal Insurance Co.....	Insurance on Kingston Post Office.....	80	00
do do .....	do do London do .....	62	50
Royal Canadian Insurance Co.....	do do Toronto do .....	200	00
General Post Office, England .....	Transit rates on Mail matter passing through British mails, for other countries.....	34	62
United States Post Office Department.....	Transit rates on Mail matter passing through United States mails, for other countries .....	1,387	16
Post Office Savings Bank	Commissions to Postmasters in Ontario upon Savings Bank business, 12 Months to 31st December, 1878.....	2,885	33
Montreal Telegraph Co..	Postage stamps redeemed and destroyed.....	376	20
J. Cameron & Co.....	do do do .....	199	38
G. A. Masson.....	do do do .....	18	38
B. Chamberlain.....	do do do .....	13	15
J. Ashworth.....	do do do .....	3	14
G. Hodgins.....	do do do .....	5	28
R. Angus.....	do do do .....	5	94
F. W. Miles.....	do do do .....	0	39
T. Hayes.....	do do do .....	0	32
W. McGillivray.....	do do do .....	0	21

(F. IN REPORT NO. 4, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
Postmaster, Ottawa.. ...	Refund of money deposited on box and drawer keys.....	49	00
do Toronto.....	do do do do .....	172	45
London Street Car Co.....	Street car tickets supplied to the Letter Carriers, London P.O	30	00
Ottawa do .....	do do do Ottawa P.O .....	35	00
Toronto do .....	do do do Toronto P.O .....	650	00
H. Duggan.. .....	Delivering night mails at the residences of the Government Ministers .....	72	00
E. J. O'Neil.....	To pay detectives for watching street letter boxes, Ottawa, &c.	66	00
D. Kelleth .....	Detective services <i>in re.</i> Minden mail robbery.....	10	00
Walker & McIntyre.. .....	Legal expenses <i>in re.</i> balances due by the late Postmasters of Lanark and Smith's Falls .....	375	10
Meredith & Meredith.....	Legal expenses <i>in re.</i> Queen vs. Jarvis.....	108	40
H. Payne.....	Reporting evidence do do .....	12	00
R. W. Barker.....	To pay expenses <i>in re.</i> Mountain Grove mail robbery .....	45	20
H. H. Loucks.....	Legal expenses <i>in re.</i> missing registered letters at Renfrew.....	12	40
E. H. Tiffanv.....	do do mail robbery by courier Campbell.....	10	00
Fry, Tupper & Macdonald	do do balance due by the late Postmaster of London, East .....	9	74
J. J. Foy .....	do do balance due by the late Postmaster of Clifford .....	5	30
Postmaster, Windsor.....	Indemnity for money burned, when the Office was destroyed by fire .....	779	00
Burland & Desbarats.....	Lithographing postal maps. ....	138	25
J. Livingston .....	Expenses in connection with proposed mail service between Silver Islet and Grand Marais, U. S. ....	13	00
J. Ashworth .....	To pay expenses of collecting balance from late Postmaster, West Flamboro' .....	12	64
American Express Co'y..	Charges on a money parcel.....	0	30
R. W. Barker.....	To pay expenses of illuminating Kingston Post Office during the visit of Their Excellencies .....	52	31
J. Campbell .....	Removal expenses, from Kingston to Stratford .....	70	00
W. H. Heath .....	do do London to Ottawa .....	12	75
A. Jones.....	do do Ottawa to Cartwright. ....	70	00
H. M. Jarvis .....	do do Ottawa to London .....	70	00
T. B. Smith.....	do do St. John to Ottawa.....	46	75
G. C. Wood.....	do do Stanstead to Ottawa.....	80	00
J. Nicholls.....	Gratuity as Letter Carrier, London Post Office, upon his retirement from the service.....	400	00
V. J. Dolmage .....	Gratuity for finding and returning lost mail bag.....	5	00
Sundry persons.....	Gratuity for charge of night mails at principal railway stations .....	80	00
Total .....		\$10,548	92

A. CAMPBELL,  
Postmaster-General

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

(F IN REPORT NO. 4, B.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department in Quebec, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
J. Dewé.....	Incidental expenses, Chief P. O. I.'s Office.....	6	65
E. F. King.....	do P. O. I.'s Office, Montreal.....	37	82
W. G. Sheppard.....	do do Quebec.....	237	87
G. Lamothe.....	do Post Office, Montreal.....	676	92
J. B. Pruneau.....	do do Quebec.....	536	51
P. Huot.....	do do St. Roch.....	2	50
Montreal Telegraph Co..	Telegrams to and from P. O. I., Montreal.....	54	67
do do	do do Quebec.....	152	40
Dominion Telegraph Co..	do do do do.....	4	86
Montreal Telegraph Co..	do do Postmaster, Montreal.....	91	86
do do	do do Paspebiac.....	0	53
do do	do do Three Rivers.....	3	50
Royal Canadian Ins. Co..	Insurance on Quebec Post Office.....	100	00
General Post Office, England.....	Transit rates on Mail matter passing through the British mails, for other countries.....	72	59
United States Post Office Department.....	Transit rates on Mail matter passing through the United States mails, for other countries.....	235	33
Post Office Savings Bank	Commissions to Postmasters in Quebec, upon Savings Bank business, 12 Months to 31st December, 1878.....	1,067	40
P. B. Kirkham.....	Furnishing telegraphic reports of Railway Mail Trains to Montreal Post Office, 12 Months to 31st May, 1879.....	120	00
Montreal Telegraph Co..	Postage stamps redeemed and destroyed.....	797	51
W. H. Kilby.....	do do.....	5	82
J. Wilson.....	do do.....	2	53
J. Dougall & Son.....	do do.....	0	66
A. Wills & Co.....	do do.....	0	28
Postmaster, Point St. Charles.....	Superintending and accomodating Letter Carriers' Branch...	200	00
Postmaster, Montreal.....	Refund of money deposited on box and drawer keys.....	173	50
do Quebec.....	do do do.....	31	00
do do.....	To pay expenses of illuminating Quebec Post Office during the visit of Their Excellencies.....	90	10
T. H. O'Brien.....	Expenses in connection with the Postal Service of the North Shore, Gulf of St. Lawrence.....	75	00
J. P. Lachance.....	Expenses in connection with proposed Mail Service, by the New Colonization Road to St. Jerome.....	24	00
M. E. Kerston.....	Expenses in connection with enquiry regarding the Post- master of Beaumont.....	3	00
F. Langelier.....	Legal expenses <i>in re</i> balances due by the late Postmasters of Montmagny and Quebec.....	122	50
J. Fahey.....	Detective's services at Acton Vale, in connection with missing registered letter.....	12	00
H. Kimlin.....	Removal expenses from Prescott to Quebec.....	70	00
P. O'Reilly.....	Gratuity as Letter Carrier in the Montreal Post Office, upon his retirement from the service.....	560	00
U. Rondeau.....	Gratuity for special services rendered in the Montreal Post Office.....	50	00
Postmaster, Bagotville...	Gratuity for special services in connection with Mail Service by the St. Lawrence Navigation Co.....	20	00
Postmaster Dillonton...	Indemnity for Postage Stamps burned, when the Office was destroyed by fire.....	41	53
Postmaster, Three Rivers	To pay for inspection of Post Office scales and weights.....	1	90
	Total.....	\$5,682	84

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster-General.

PROVINCE OF NOVA SCOTIA.

(F. IN REPORT No. 4, C.)

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in Nova Scotia, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
F. M. Passow.....	Incidental expenses, P.O.'s. Office, Halifax.....	119	66
J. H. Thorne.....	do Money Order Office, Halifax.....	49	60
H. W. Blackader.....	do Post Office, Halifax.....	154	30
Western Union Telegraph Co.....	Telegrams to and from Post Office Inspector, Halifax.....	208	36
Dominion Telegraph Co.....	do do.....	8	62
W. Union Telegraph Co.....	do Superintendent, Money Order Office, Halifax.....	9	64
do do.....	do Post Office, Halifax.....	51	82
Gen. Post Office, England	Transit rates on Mail matter passing through British mails, for other countries.....	93	48
United States Post Office Department.....	Transit rates on Mail matter passing through United States mails, for other countries.....	104	40
Control Department.....	Military official postage, paid within the Dominion, and refunded.....	135	80
D. T. Power.....	Detective services in connection with missing letters passing through Halifax P.O.....	50	00
L. Hutt.....	Detective's services and expenses <i>in re</i> mail robbery at Berwick P.O.....	42	30
Halifax Omnibus Co.....	Omnibus fares to the Letter Carriers, Halifax Post Office.....	38	00
R. L. Weatherbee.....	Legal expenses <i>in re</i> mail robbery between Halifax and Yarmouth.....	80	95
do.....	Legal expenses, <i>in re</i> F. Carew, late Letter Carrier.....	18	50
W. R. Cutler.....	Expenses in connection with investigation at Port Hawkesbury Post Office.....	50	00
C. G. Mitchell.....	Gratuity granted upon his retirement from the Halifax Post Office.....	110	00
Bear River.....	Ship letter gratuities paid.....	0	10
Bridgewater.....	do do.....	0	56
Olementsport.....	do do.....	0	28
Halifax.....	do do.....	12	14
Liverpool.....	do do.....	1	32
Lockeport.....	do do.....	10	78
Lunenburg.....	do do.....	1	55
Port Medway.....	do do.....	0	72
Sandy Cove.....	do do.....	1	28
Yarmouth.....	do do.....	3	28
B. McPherson.....	Gratuity for charge and exchange of mails at Grande Ance..	20	00
	Total.....	\$1,376	84

A. CAMPBELL,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

(F. IN REPORT NO. 4, D.)

DETAIL of all payments for Miscellaneous Disbursements on account of the  
Post Office Department in New Brunswick, made within the Year  
ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts
J. McMillan .....	Incidental expenses, P. O. I.'s Office, St. John. ....	42	05
G. F. Everett.....	do Money Order Office .....	42	40
H. J. Thorne.....	do Post Office, Fredericton. ....	22	16
J. V. Ellis .....	do do St. John. ....	161	12
W. Union Telegraph Co.	Telegrams to and from P. O. I., St. John, from 1st August, 1876, to 31st May, 1879.....	427	06
do do .....	do Supt. Money Order Office do ...	11	24
do do .....	do Post Office, St. John do ...	136	63
General Post Office, Eng- land .....	Transit rates on Mail matter passing through British mails for other countries.....	29	07
United States Post Office Department.....	Transit rates on Mail matter passing through United States mails for other countries .....	195	19
Control Department.....	Military official postage, paid within the Dominion, and re- funded .....	39	86
Postmaster, St. John.....	Refund of money deposited on box and drawer keys.....	55	09
T. W. A. Glin.....	Postage stamps redeemed and destroyed .....	3	16
Stewart & White .....	do do .....	2	99
E. F. Jones.....	do do .....	0	99
C. W. Weldon.....	Legal expenses <i>in re</i> Waterbury vs. Dewé .....	268	50
A. A. Stockton .....	do do do .....	28	69
C. W. Weldon.....	do <i>in re</i> sundry cases .....	115	00
T. Furlong.....	In satisfaction of claim, for rental of building engaged for a Post Office at St. John, at the time of the fire in 1877 .....	500	00
T. Allen.....	For charge and accomodation of Prince Edward Island mails.	125	00
T. E. Oulton.....	For charge and forwarding do do ...	50	00
St. John.....	Ship letter gratuities paid.....	25	57
Sundry persons .....	Gratuities for charge of mails at principal railway stations, on railway trains, &c. ....	224	46
	Total.....	\$2,506	14

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**PROVINCE OF MANITOBA.**

(F. IN REPORT NO 4, E.)

**DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1879.**

Name.	Particulars	Amount.	
		\$	cts.
W. Hargrave .....	Incidental expenses, Post Office, Winnipeg.....	23	00
North Western Telegraph Co.....	Telegrams to and from Post Office, Winnipeg.....	3	00
United States Post Office Department.....	Transit rates on mail matter passing through United States mails for other countries.....	1	59
	Total.....	\$27	59

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**PROVINCE OF BRITISH COLUMBIA.**

(F. IN REPORT NO. 4, F.)

**DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1879.**

Name.	Particulars.	Amount.	
		\$	cts.
R. Wallace.....	Incidental expenses, P.O.'s Office, Victoria.....	8	00
V. B. Tait .....	do Post Office, New Westminster.....	48	00
Western Union Telegraph Co.....	Telegrams to and from P.O.I., Victoria.....	9	15
United States Post Office Department.....	Transit rates on mail matter passing through United States mails for other countries.....	114	43
F. J. Barnard.....	Expenses incurred in bringing witnesses to Victoria in Feb., March and April, 1877, in the case of F. Harrison, tried and convicted, for stealing a valuable letter.....	1,664	03
	Total.....	\$1,843	61

**A. CAMPBELL,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*



---



---

**PROVINCE OF PRINCE EDWARD ISLAND.**


---

(F. IN REPORT NO. 4, G.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1879.

Name.	Particulars.	Amount.	
		\$	cts.
A. A. Macdonald.....	Incidental expenses, Post Office, Charlottetown.....	61	58
Anglo-American Tele- graph Co.....	Telegrams to and from Post Office, Charlottetown.....	189	98
General Post Office, Eng- land.....	Transit rates on mail matter passing through British mails for other countries.....	1	01
Prince Edward Island Steam Navigation Co..	Expenses in connection with Prince Edward Island Mails.....	230	00
B. Allen.....	Gratuity for extra services as Telegraph Operator at Cape Tormentine, New Brunswick; sea on 1878-79.....	60	00
C. Muncey.....	Gratuity for extra services as Telegraph Operator at Cape Traverse, P.E.I.; season 1878-79.....	60	00
	Total .....	\$602	57

A. CAMPBELL,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

---

---

PART III.

---

---

PROVINCE OF ONTARIO.

REPORT No. 6,

SHOWING the Money Order Offices in operation at any time within the Year ended 30th June, 1879; the County wherein each Office is situated; the Number and Amount of Money Orders Issued, and the Amount of Orders Paid, and the Amount of Commission arising therefrom, at each Office, respectively; and the Amount paid to the Postmaster of each Office as compensation for transacting the Money Order business during the same period.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Postmasters on M. O. business.		
			Dominion.		New-landland			United Kingdom.		New-landland			United States.	
			\$	cts.	\$	cts.		\$	cts.	\$	cts.			
Aberfoyle	Wellington	80	1,302	81	174	25	10	43	334	44	3	68	3	68
Acton	Halton	308	6,740	61	407	63	63	88	3,137	41	500	95	28	75
Adelaide	Middlesex	123	2,686	88	36	80	16	50	628	32	15	82	8	38
Ailsa Craig	do	193	3,088	52	224	91	35	88	2,855	65	39	21	29	00
Albion	Cardwell	383	10,346	16	32	00	62	04	2,718	00	153	77	79	94
Aldboro'	Essex	24	772	91	899	55	4	61	427	48	34	06	69	43
Alexandria	Glengary	172	4,972	04	274	93	45	34	3,557	16	157	90	2,048	37
Allendale	Simcoe	229	3,764	10	257	00	30	35	881	27	19	94	10	00
Allanford	Bruce	168	4,419	37	5	67	27	34	1,547	43	10	00	50	00
Allensville	Muskoka	132	1,964	14	39	03	14	62	320	87	123	14	119	55
Alliston	Simcoe	229	4,152	77	18	98	32	22	2,620	31	80	31	43	64
Almonte	Lennox	275	4,506	33	42	67	36	33	3,896	49	52	09	242	60
Alton	Cardwell	187	6,157	68	14	27	47	30	260	20	2	00	15	41
Amherstburgh	Essex	587	13,509	03	287	97	101	13	3,495	20	143	42	778	55
Ancaster	Wentworth	18	423	97	13	69	3	32	395	53	3	00	1	09
Angus	Simcoe	144	3,370	29	159	53	24	36	1,198	91	242	33	9	45
Appleton	Lennox	85	1,948	36	8	79	12	51	123	44	85	16	4	88
Arkona	Lambton	303	3,126	69	278	16	31	95	2,449	59	85	16	37	87
Arkwright	Bruce	86	1,569	15	4	89	9	88	495	47	24	33	9	30
Arnprior	Renfrew	106	1,882	78	24	45	15	60	1,874	99	240	86	416	79
Arthur	Wellington	470	13,588	04	83	13	87	60	4,797	76	152	22	234	93
Arva	Middlesex	13	397	72	12	00	3	12	289	38	7	67	11	95
Athlone	Cardwell	22	613	15	9	78	3	75	105	48	1	05	1	55

Aultsville.....	Stormont.....	185	5,203 87	19 61	145 10	31 75	493 04	4 87	89 64	13 62
Aurora.....	York.....	261	4,472 34	93 14	290 13	34 10	3,442 17	197 82	150 33	12 99
Aylmer.....	Elgin.....	1,093	19,875 79	359 29	2,110 07	167 28	6,050 37	314 18	207 79	57 13
Ayt.....	Waterloo.....	607	8,271 48	287 45	817 94	79 75	14,954 59	27 13	373 74	24 41
Ayt.....	Grey.....	196	5,129 19	4 89	144 75	31 76	814 09		9 96	13 21
Baden.....	Waterloo.....	136	3,887 11	1 30	123 02	26 56	652 05	2 43	26 00	10 07
Baileboro'.....	Northumberland.....	108	1,829 54	388 75		19 59	188 85		12 92	6 55
Baltimore.....	Northumberland.....	174	4,222 67	14 67		26 05	396 31	19 47		10 88
Barrie.....	Simcoe.....	1,170	1,278 60	1,817 27	1,070 68	190 10	17,471 17	2,264 07	439 91	57 18
Bath.....	Lennox.....	335	7,406 03	82 15	118 09	49 98	2,289 09	30 17	216 49	19 58
Bayfield.....	Huron.....	573	11,876 85	189 55	465 50	84 12	2,306 60	187 35	15 40	31 99
Beachburg.....	Renfrew.....	154	3,797 94	43 52	216 40	27 96	349 57	68 39	82 00	10 47
Beachville.....	Oxford.....	202	5,101 41	48 90	38 26	32 34	685 61	145 99	24 81	13 36
Beamsville.....	Lincoln.....	565	11,890 57	265 50	217 64	84 25	2,672 69	286 61	505 88	32 84
Beaverton.....	Ontario.....	149	5,131 59	376 53	321 00	41 79	1,635 82	51 11	61 20	13 30
Beeton.....	Simcoe.....	59	1,185 42	53 79	24 00	9 34	1,674 80	72 99	1 87	3 37
Bell Ewart.....	do.....	22	307 40	3 01	13 75	2 45	714 22	41 69	73 60	0 97
Belle River.....	Essex.....	94	2,791 72	30 07	387 52	22 33	259 84	97 32	259 13	8 88
Belleville.....	Hastings.....	1,567	19,426 26	2,281 56	2,115 17	249 84	29,278 90	1,213 03	2,322 34	68 47
Bell's Corners.....	Carleton.....	61	1,874 61	9 78	303 64	14 74	413 67	24 94	4 98	6 51
Berlin.....	Waterloo.....	681	8,351 90	230 31	956 98	86 65	18,215 63	7 30	295 26	24 61
Bethany.....	Durham.....	200	4,666 34	41 00	94 68	30 78	1,247 98	58 39		12 14
Blairton.....	Peterboro' E.R.....						16 00			
Bluevale.....	Huron.....	35	1,531 49	44 01		9 97	621 43	4 87	14 93	3 96
Blyth.....	do.....	225	5,403 72	76 04	40 03	36 11	2,544 31		77 27	13 97
Bobcaygeon.....	Victoria.....	643	25,947 08	244 02	344 22	160 04	1,289 34	165 75	164 56	67 11
Bond Head.....	Simcoe.....	51	1,876 21	20 49	12 00	11 26	1,362 53	9 73		4 93
Bothwell.....	Bothwell.....	328	4,939 31	248 59	59 03	40 96	4,126 15	286 07	66 57	13 95
Bowmanville.....	Durham.....	706	8,853 62	976 85	363 21	94 92	13,609 72	530 12	266 61	27 35
Bracebridge.....	Muskoka.....	445	15,958 20	225 22	385 32	108 69	12,255 24	3,305 50	249 72	50 25
Bradford.....	Simcoe.....	339	5,220 98	189 45	37 05	42 50	3,026 20	4,708 69	79 14	15 12
Brampton.....	Peel.....	281	8,445 58	996 10		78 35	19,681 30	220 80	88 01	24 33
Branford.....	Brant.....	1,604	25,998 44	2,096 76	1,468 68	960 25	54,033 39	1,869 35	1,877 15	83 11
Bridgewater.....	Hastings.....	158	1,729 72	4 40	80 66	11 97	287 74	57 78	344 22	5 39
Bright.....	Oxford.....	279	5,049 45	91 08	126 62	37 45	1,085 34	14 60	45 83	13 28
Brighton.....	Northumberland.....	368	4,814 93	9 78	237 91	33 31	2,553 75	77 87	187 00	13 29
Brockville.....	Brockville.....	707	10,491 75	1,959 82	718 47	141 85	21,819 66	943 77	811 31	37 15
Brooklin.....	Ontario.....	298	4,968 76	110 32	283 73	38 59	2,822 38	19 71	48 85	13 55
Brougham.....	do.....	71	1,498 91	84 36	23 40	12 57	210 34		19 90	4 10
Brussels.....	Huron.....	383	9,209 12	301 32	465 12	70 30	4,893 87	101 45	202 02	25 66
Burford.....	Brant.....	164	7,159 29	25 48	180 60	45 97	998 86	148 92	81 90	18 89
Burlington.....	Halton.....	375	6,203 60	107 71	99 83	43 53	2,798 05	115 57	152 73	16 61
Caistorville.....	Monk.....	39	1,604 17			8 84	164 92			4 00
Caledon.....	Cardwell.....	134	3,406 00	15 00	113 50	22 51	946 67	56 08	35 00	9 06
Cambray.....	Victoria.....	114	3,239 99	1 95	25 00	19 45	855 14	34 06		8 17
Camlachie.....	Lambton.....	107	2,013 69	76 53		15 06	719 68		3 98	5 27
Campbellford.....	Northumberland.....	761	22,868 97	260 98	774 78	152 62	3,379 70	137 73	100 20	60 28

REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE						Total Commission received.	ORDERS PAID—ISSUED IN THE						Commission earned by Post-masters on M. O. business.									
			Dominion.			Newfoundland.				United Kingdom.			Newfoundland.				United States.								
			\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.					
Campbellville	Halton	105	2,573	59					15	76					50	37							6	42	
Cannfield	Haldimand	112	3,862	38	14	67									181	74								9	68
Cannington	Ontario	460	9,379	09	134	47									4,264	00	81	99					10	47	
Carlton Place	Lanark	237	5,305	03	383	14									1,968	66	92	46					272	56	
Castleton	Northumberl'd	40	1,183	11	6	99									479	62	35	72					35	72	
Cayuga	Haldimand	719	20,247	16	80	85									2,246	54	59	61					140	47	
Charing Cross	Kent	45	1,636	35	7	00									227	95							31	55	
Chatham	do	1,075	18,499	15	1,974	77									23,790	25	1,981	22					1,328	48	
Chatsworth	Grey	228	6,388	43	451	91									49	83							59	81	
Chesley	Bruce	229	10,746	72	242	66									1,832	01	63	26					26	86	
Chesville	Dundas	125	2,908	96	4	89									1,394	90	178	98					120	00	
Chippawa	Welland	205	2,203	25	111	90									1,772	20							149	98	
Claremont	Ontario	88	3,012	03	118	19									1,055	48							7	00	
Clarence	Russell	19	463	06	7	33									411	68									
Clarke	Durham	49	594	13											5	78							124	63	
Clarksburg	Grey	269	6,765	55	397	73									3,051	94	29	08					85	00	
Clearville	Bothwell	124	4,980	59	1	71									29	86							54	95	
Clifford	Wellington	352	11,424	12	24	45									3,634	33	295	86					63	81	
Clifton	Welland	401	5,896	64	947	32									10,868	13	261	45					390	85	
Clinton	Huron	548	14,983	97	1,227	81									13,150	34	304	46					393	39	
Clover Hill	Simcoe	52	3,085	39											323	87									
Cobourg	Clover Hill	863	14,796	89	1,102	67									14,145	93	516	12					771	23	
Colborne	do	397	5,606	28	281	18									2,660	42	7	30					325	62	
Coldwater	Simcoe	297	7,190	39	16	33									2,279	22	41	35					61	80	
Collingwood	do	989	14,189	49	850	69									11,011	33	2,189	21					384	86	
Colpoys Bay	Bruce	60	1,232	04											579	93									
Columbus	Ontario	74	1,229	52	44	01									8	61							460	31	
Conestogo	Waterloo	54	812	38	65	69									474	14	48	66					9	98	
Consecon	Prince Edward	307	10,408	67	25	96									374	21							25	86	
Cookstown	Simcoe	107	3,707	95	266	50									1,570	11	63	02					50	00	
Cooksville	Peel	22	576	77	35	45									352	68	38	93					53	00	
Cornwall	Cornwall	857	16,632	60	931	69									5,051	32	234	31					1,270	06	
Corunna	Lambton	176	3,362	52											21	27							31	41	



REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE						Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters in M. O. business.		
			Dominion.			New-foundland				United Kingdom.		New-foundland			United States.	
			\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.		\$	cts.
Gananoque.....	Leeds	565	9,040	41	148	96	387	46	5,151	60	160	59	630	89	25	59
Garafraxa.....	Wellington	225	4,965	09	29	34	87	64	1,032	58	72	99	10	00	12	86
Garden Island.....	Frontenac	33	877	59	7	20	74	.....	133	97	29	74	10	00	2	30
Georgetown.....	Haltou	392	7,650	32	483	79	112	84	5,120	80	151	09	277	89	21	57
Georgetown.....	York	616	13,762	95	181	28	142	88	1,389	42	310	63	64	88	36	12
Giamis.....	Bruce	28	489	61	46	27	478	10	478	10	.....	.....	.....	.....	1	33
Glen Allen.....	Wellington	303	7,775	77	39	12	25	00	644	45	.....	.....	.....	.....	19	58
Glenoe.....	Middlesex	200	4,087	97	196	70	325	93	2,315	65	37	17	47	10	11	70
Goderich.....	Huron	971	16,927	44	1,143	11	404	01	10,984	88	561	82	1,105	02	50	27
Grafton.....	Northumberl'd	187	5,291	12	89	90	96	19	661	38	124	09	14	93	13	99
Granton.....	Middlesex	136	3,232	38	53	79	37	00	576	55	.....	.....	30	00	8	28
Gravenhurst.....	Muskoka	164	3,331	54	107	57	288	30	2,097	13	653	27	.....	.....	6	14
Greenwood.....	Ontario	43	2,893	33	9	78	44	40	372	50	12	16	.....	.....	23	51
Greenwood.....	Lincoln	318	8,622	54	89	56	108	61	3,232	19	88	57	99	69	78	90
Grimby.....	Wellington	1,475	24,352	06	2,934	40	1,633	62	64,166	23	1,764	35	1,530	55	.....	.....
Hagersville.....	Haldimand	349	11,513	89	26	40	41	00	2,443	35	73	00	18	00	29	15
Haliburton.....	Peterboro'	408	17,068	73	95	53	41	90	2,225	91	238	06	369	80	44	57
Hamilton.....	Hamilton	3,783	49,026	97	*15,248	78	7,261	60	344,807	51	7,275	53	4,938	33	.....	.....
Hampton.....	Durham	155	4,766	70	6	11	79	26	28	36	701	79	15	00	12	17
Hanover.....	Grey	361	9,430	35	78	24	20	63	2,088	93	2	43	79	37	23	99
Harrison.....	Wellington	381	8,174	20	492	74	195	70	6,196	39	386	85	105	93	23	36
Hastings.....	Peterboro'	117	3,146	32	276	76	32	50	481	79	45	01	110	00	8	97
Hawkesbury.....	Prescott	123	2,465	60	130	69	124	00	660	71	29	20	521	07	8	14
Hawkesville.....	Waterloo	121	3,738	48	.....	.....	189	50	481	67	.....	.....	.....	.....	9	63
Heidelberg.....	do	44	2,248	94	277	82	145	90	13	20	523	79	.....	.....	5	62
Hesperet.....	do	200	4,301	71	.....	.....	.....	.....	8	47	414	20	9	98	3	46
Higgate.....	Rothwell	49	1,364	46	.....	.....	95	00	217	65	.....	.....	.....	.....	4	61
Highland Creek.....	York	79	1,513	75	239	09	20	00	677	10	14	60	.....	.....	2	26
Hillsburgh.....	Wellington	38	835	03	68	46	6	50	390	86	.....	.....	.....	.....	6	56
Hillsdale.....	Holland	125	2,577	98	26	89	20	00	215	05	2	43	.....	.....	0	61
Holland Landing.....	York	20	202	63	.....	.....	6	50	1,846	07	.....	.....	.....	.....	5	89
Hollen.....	Wellington	100	2,360	05	.....	.....	105	00	7,323	25	1,429	44	.....	.....	30	80
Huntsville.....	Muskoka	371	10,451	23	79	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Ingersoll.....	Oxford.....	1,026	15,987 70	1,450 44	484 30	156 69	27,351 28	929 50	462 26	48 19
Invermay.....	Bruce.....	126	2,523 14	2 44	280 00	19 75	1,582 69	1 46	109 64	7 27
Iona.....	Elgin.....	133	2,291 80	31 89	28 55	15 66	303 89	5 87	303 39	5 87
Iroquois.....	Dundas.....	164	2,863 59	80 81	207 00	21 61	2,018 47	38 93	.....	8 22
Jarvis.....	Haldimand.....	254	7,802 50	149 57	436 00	55 10	1,785 96	109 88	224 80	21 76
Jordan.....	Lincoln.....	191	3,337 77	25 98	143 35	24 69	971 47	2 43	29 88	8 82
Keene.....	Peterboro'.....	206	3,463 28	19 56	17 00	23 67	921 79	58 40	.....	8 88
Kemptville.....	Grenville.....	561	13,540 48	133 47	472 63	96 35	2,927 34	185 30	999 23	38 27
Kettleby.....	York.....	137	1,878 53	10 03	4 40	12 45	92 98	48 66	.....	4 85
Kincardine.....	Bruce.....	626	14,043 01	1,117 53	399 35	122 89	10,322 29	319 76	1,322 10	43 16
King.....	York.....	60	1,386 97	34 23	219 69	12 77	902 48	4 87	.....	3 84
Kingston.....	Frontenac.....	1,804	23,901 60	6,043 74	1,794 80	369 79	42,146 31	2,847 98	3,191 47	49 01
Kingsville.....	Essex.....	415	13,794 26	55 74	277 60	85 90	3,236 76	508 50	24 93	36 59
Kinmount.....	Victoria.....	98	2,142 48	39 12	23 10	15 11	1,452 77	9 73	.....	5 52
Kippen.....	Huron.....	40	1,798 84	44 01	.....	11 30	788 68	6 09	.....	4 60
Kirkfield.....	Victoria.....	110	1,742 24	19 56	.....	11 93	415 92	116 60	74 97	4 91
Kleineburg.....	York.....	56	1,554 83	6 11	20 00	9 73	673 20	.....	93 59	4 16
Konoka.....	Middlesex.....	23	528 89	.....	.....	3 04	976 32	17 03	.....	4 35
Lakefield.....	Peterboro.....	472	9,330 71	160 18	265 53	66 75	1,133 06	1,022 51	84 73	27 09
Lambton Mills.....	York.....	43	1,064 07	107 58	.....	8 62	285 78	75 18	5 00	3 10
Lanark.....	Lanark.....	239	7,164 79	21 68	25 74	43 76	685 85	40 76	282 44	18 81
Lansdown.....	Leeds.....	65	1,541 72	3 79	34 82	9 65	430 17	.....	9 96	3 46
Leamington.....	Essex.....	901	27,989 44	146 04	1,099 12	185 76	4,702 26	180 66	348 29	74 37
Lefroy.....	Simcoe.....	38	424 23	127 05	140 00	7 72	557 80	.....	15 98	1 75
Lindsay.....	Victoria.....	1,361	26,922 02	586 49	975 80	209 22	18,378 99	282 00	704 84	73 52
Listowel.....	Perth.....	765	14,100 68	603 50	771 23	117 10	8,456 45	97 32	977 69	41 30
Little Britain.....	Victoria.....	174	2,627 35	27 38	13 15	17 24	494 27	.....	.....	6 64
Lloydton.....	York.....	44	1,224 98	102 45	11 80	9 88	713 15	71 60	85 00	3 72
London.....	London.....	3,684	52,480 27	10,846 88	4,649 83	753 33	182,494 13	5,007 96	5,254 41	203 91
London East.....	Middlesex.....	409	5,346 13	446 79	344 60	63 22	2,022 59	311 59	350 88	16 97
Longwood.....	do.....	134	2,361 65	48 90	98 30	17 04	718 58	186 26	19 94	6 75
L'Orignal.....	Prescott.....	301	8,263 24	139 44	586 98	61 45	2,909 46	7 79	141 63	22 80
Loughboro'.....	Addington.....	153	3,875 47	.....	261 82	27 76	1,078 02	24 33	252 69	11 02
Loucan.....	Middlesex.....	124	2,631 16	281 90	41 75	24 79	1,211 30	77 12	43 80	7 65
Lucknow.....	Bruce.....	688	15,594 73	700 43	1,489 40	136 05	6,845 92	34 06	643 62	46 10
Lyn.....	Brockville.....	53	1,229 48	29 68	50 30	9 64	779 82	.....	45 95	3 36
Lynden.....	Wentworth.....	46	546 27	2 44	.....	4 10	201 87	9 73	19 97	1 42
Lynedoch.....	Norfolk.....	243	6,723 70	9 78	210 25	43 85	551 92	40 00	84 93	17 51
Madoc.....	Hastings.....	565	8,812 79	420 33	345 98	69 81	1,058 29	604 55	241 38	26 03
Magnanetswan.....	Muskoka.....	27	376 54	73 35	36 37	5 10	3,304 64	486 62	116 56	7 25
Manchester.....	Ontario.....	159	2,705 45	107 58	15 00	19 41	229 28	60 83	24 88	2 68
Manilla.....	Victoria.....	67	2,116 68	29 34	69 00	14 18	1,380 19	97 33	.....	5 77
Manotick.....	Carleton.....	280	10,774 57	4 99	8 38	60 29	223 79	.....	90 89	27 18

\* Includes \$14.87 Orders on British India.



REPORT No. 6.--Province of Ontario, &c.--Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED--PAYABLE IN THE			Total Commission received.	ORDERS PAID--ISSUED IN THE			Commission earned by Post-masters on M. O. business.						
			Dominion.				United Kingdom.				New-foundland			United States.		
			\$	cts.	\$		cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.
Maple	York	47	1,624	13	66	01	112	85	639	82	9	73	631	48	4	47
Markdale	Grey	243	10,713	45	204	95	191	50	3,276	56	9	73	631	48	29	40
Markham	York	175	3,647	66	368	14	111	20	4,769	92	132	32	42	17	10	60
Marmora	Hastings	84	1,612	93	28	24	46	65	370	17	4	31	42	17	4	31
Maxwell	Grey	258	6,459	52	4	88	260	00	1,067	20	1,068	33	5	00	16	78
McGillivray	Middlesex	89	3,045	62	9	78	3	60	1,335	52	49	14	5	00	7	64
McKellar	Muskoka	210	3,085	71	26	89	2	00	1,354	98	364	98	363	00	7	83
Meadowvale	Peel	26	898	85	247	41	444	51	5,508	67	513	39	353	00	2	30
Meaford	Grey	594	13,088	46	154	23	309	08	2,212	80	2,212	80	405	49	21	65
Merrickville	Grenville	273	7,782	84	9	78	42	15	1,004	61	291	96	33	00	3	26
Merriton	Lincoln	41	942	67	39	72	100	00	545	73	4	87	100	75	8	25
Metcalfe	Russell	95	3,065	52	4	89	13	50	748	82	400	00	15	00	2	23
Middleville	Lanark	57	893	21	4	89	110	00	1,689	16	1,689	16	15	00	9	03
Midland	Simcoe	134	3,539	01	49	77	77	00	165	65	14	60	275	32	22	93
Mildmay	Bruce	249	9,054	51	19	56	457	25	1,888	59	49	95	49	95	3	66
Mildred	Prince Edward	34	1,415	42	137	87	132	31	1,324	78	48	66	123	67	9	69
Miford	Millbank	233	3,570	02	356	25	132	88	3,156	62	205	91	233	67	15	39
Millbrook	Perth	170	5,345	42	110	10	77	00	1,656	65	14	60	275	32	1	14
Millville	Durham	19	110	10	2,203	63	457	25	1,018	92	14	60	271	32	6	84
Mill Point	Cornwall	131	2,203	63	78	80	457	25	6,259	40	281	40	271	32	30	30
Milton	Hastings	466	11,124	58	213	30	318	31	6,259	40	281	40	271	32	30	30
Milton	Halton	148	1,124	58	213	30	318	31	426	86	48	88	48	88	7	61
Milvinton	Perth	146	2,817	49	99	04	90	24	3,756	91	253	50	25	00	26	53
Minden	Victoria	482	10,281	57	26	40	34	65	8,621	68	156	88	25	00	28	45
Mitchell	Perth	397	10,186	48	406	32	277	50	323	22	535	26	371	90	4	24
Mohawk	Brant	68	802	42	6	88	365	80	642	80	51	35	371	90	4	24
Mono Mills	Monro	62	2,473	57	19	56	89	00	795	07	19	47	154	97	6	36
Moore	Lambton	62	1,665	21	88	02	89	00	1,418	10	44	18	154	97	5	02
Morpeth	Bothwell	307	7,091	96	153	06	356	05	1,418	10	44	18	56	89	19	34
Morrisburg	Dundas	590	10,560	45	182	02	297	21	3,611	42	44	18	359	33	28	44
Morrison	Wellington	277	3,110	27	46	45	105	80	625	81	5	36	5	00	8	13
Mount Brydges	Middlesex	84	1,705	55	9	78	105	80	802	61	138	44	40	00	4	70
Mount Egin	Ontario	14	367	84	38	69	15	85	489	00	208	54	40	00	1	01
Mount Forest	Wellington	1,268	22,522	41	372	55	451	05	8,878	96	208	54	195	17	59	24



REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commissions received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M.O. business.					
			Dominion.		Newfoundland.			United Kingdom.		Newfoundland.			United States.				
			\$	cts.	\$	cts.		\$	cts.	\$	cts.		\$	cts.			
Penetanguishene	Simcoe	273	8,409	68	115	89	648	67	62	70	1,216	97	97	32	23	21	
Perth	Lenark	461	6,652	92	543	08	580	87	73	59	5,233	45	371	80	22	81	
Peterboro'	Peterboro	1,270	19,341	52	1,275	73	1,043	93	183	08	17,166	78	1,987	16	2,014	33	
Petrolia	Lambton	868	14,808	24	611	62	633	30	127	54	4,937	56	542	53	273	35	
Pickering	Ontario	36	977	92	4	89	123	50	8	22	579	66	32	40	29	89	
Pictou	Prince Edward	633	11,762	89	457	91	1,625	59	112	52	6,534	85	448	17	575	00	
Plantagenet	Prescott	275	8,752	28	48	90	341	09	56	24	511	49	.....	.....	2,053	74	
Point Edward	Lambton	86	2,358	70	142	71	.....	.....	18	44	383	35	81	75	75	58	
Port Burwell	Elgin	301	8,070	21	12	47	297	87	53	61	3,066	69	92	44	461	24	
Port Carling	Muskoka	122	2,804	93	21	76	35	00	18	09	1,220	23	525	33	8	44	
Port Colborne	Welland	621	9,703	81	231	99	941	01	90	03	3,299	11	126	52	373	36	
Port Ealhouse	Lincoln	160	3,571	03	181	41	100	25	29	34	773	75	250	61	64	88	
Port Dover	Norfolk	595	16,069	13	230	89	404	68	111	58	2,809	89	41	37	116	52	
Port Elgin	Bruce	537	8,092	61	75	69	152	45	58	58	5,620	58	126	55	124	66	
Port Hope	Durham	1,511	22,094	85	2,567	89	833	84	230	47	16,366	00	1,048	62	667	43	
Port Perry	Ontario	454	12,146	95	421	76	232	06	89	50	7,818	73	285	82	175	50	
Port Robinson	Welland	136	1,898	46	34	78	127	40	15	91	7,406	26	13	39	33	06	
Port Rowan	Norfolk	288	5,491	04	84	03	142	16	40	54	2,172	06	117	26	76	75	
Port Ryerse	do	79	1,185	85	19	56	7	00	8	17	262	24	.....	.....	12	00	
Port Stanley	Elgin	94	1,691	68	117	58	36	50	15	61	1,179	27	30	41	350	13	
Port Sydney	Muskoka	137	2,079	47	27	02	12	45	105	13	970	95	345	86	6	14	
Prescott	Grenville	690	11,173	56	568	09	526	03	105	13	7,869	56	262	29	732	29	
Preston	Waterloo	223	3,252	49	191	94	567	19	37	76	3,686	25	48	66	142	71	
Priceville	Grey	46	1,909	37	34	01	29	42	12	59	991	43	31	65	4	99	
Princeton	Oxford	336	9,986	32	9	89	140	16	61	97	2,176	36	77	38	84	96	
Puslinch	Wellington	305	10,851	21	210	27	226	87	68	49	7,868	89	.....	.....	.....	28	21
Ratho	Oxford	207	7,583	61	3	99	1	50	44	43	389	91	17	03	226	47	
Renfrew	Renfrew	258	2,510	93	341	62	197	00	29	19	2,071	16	146	23	226	47	
Riceville	Prescott	113	2,549	37	.....	.....	45	40	15	74	303	19	.....	.....	104	60	
Richmond West	Carleton	53	1,654	47	19	56	.....	.....	10	66	466	14	4	87	.....	.....	
Richmond Hill	York	250	6,821	65	280	11	104	75	49	67	3,414	79	76	65	183	34	
Ridgetown	Bothwell	555	8,217	61	293	87	411	08	69	04	5,139	69	64	72	99	50	



REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.		
			Dominion.		New-foundland			United Kingdom.		United States.				
			\$	cts.	\$	cts.		\$	cts.	\$	cts.			
Straffordville .....	Elgin .....	190	7,620	34	.....	40	00	244	79	.....	34	83	19	22
Strathroy .....	Perth .....	1,199	17,086	80	.....	832	82	18,034	96	.....	838	96	58	39
Streetsville .....	Middlesex .....	806	10,341	04	.....	412	10	8,543	95	.....	346	83	30	71
Sunderland .....	Peel .....	267	6,335	27	.....	167	72	1,301	17	.....	11	00	17	74
Sylvan .....	Ontario .....	7	68	15	.....	18	00	179	75	.....	.....	.....	0	21
Tamworth .....	Middlesex .....	31	236	66	.....	3	00	95	80	.....	.....	.....	0	59
Tara .....	Addington .....	206	5,521	96	.....	436	53	447	35	.....	201	71	15	42
Teeswater .....	Bruce .....	111	4,980	70	.....	140	00	1,109	08	.....	.....	.....	12	90
Thamesford .....	Perth .....	162	4,230	36	.....	107	63	1,504	81	.....	47	91	11	40
Thamesville .....	Bruce .....	490	16,075	23	.....	514	25	4,898	19	.....	84	23	86	96
Theford .....	Oxford .....	60	1,571	41	.....	30	00	1,048	70	.....	82	73	102	90
Thornhill .....	Bothwell .....	279	8,506	92	.....	243	55	1,663	02	.....	48	29	24	61
Thorold .....	Lambton .....	165	3,818	16	.....	8	59	1,861	46	.....	69	89	10	52
Thunder Bay .....	York .....	53	1,400	80	.....	64	80	391	37	.....	38	20	15	90
Thurso .....	Welland .....	538	10,513	53	.....	1,026	07	3,748	72	.....	574	47	32	22
Tilsonburg .....	Algoma .....	738	19,562	33	.....	1,373	00	2,155	32	.....	220	09	56	24
Tiverton .....	Oxford .....	882	14,113	41	.....	487	35	5,620	60	.....	190	10	38	70
Trenton .....	Bruce .....	190	5,947	09	.....	11	18	1,672	59	.....	470	54	16	95
Tweed .....	Toronto .....	10,368	109,132	13	.....	298	83	925,469	51	.....	22,036	94	23	77
Underwood .....	Peel .....	337	8,022	73	.....	170	96	3,553	41	.....	622	12	6	48
Union .....	Hasings .....	66	2,888	63	.....	.....	.....	383	76	.....	10	00	22	92
Uxbridge .....	Hasings .....	229	8,703	74	.....	284	75	284	59	.....	24	33	155	44
Vanbrugh .....	Bruce .....	231	4,186	44	.....	26	15	1,867	96	.....	.....	.....	485	58
Vankleek Hill .....	Elgin .....	21	836	03	.....	.....	.....	250	03	.....	6	09	23	86
Vienna .....	York .....	54	1,034	47	.....	33	80	978	89	.....	.....	.....	5	00
Victoria .....	Ontario .....	686	11,949	89	.....	231	04	7,478	29	.....	289	54	412	76
	Renfrew .....	5	141	00	.....	6	00	1	00	.....	.....	.....	1	99
	Prescott .....	183	5,325	37	.....	240	75	1,614	85	.....	.....	.....	877	47
	Elgin .....	835	18,669	42	.....	79	21	1,449	54	.....	76	59	42	39
	Norfolk .....	509	6,212	36	.....	22	56	1,261	11	.....	23	99	128	98

	44	747 88	9 78	182 90	7 72	806 97	208 28	264 95	2 87
Wales.....	1,098	20,799 93	894 40	865 48	173 54	18,509 12	208 28	333 06	57 51
Stormont.....	12	56 17	156 48	114 46	4 19	114 46	0	49 97	0 65
Walkerston.....	751	24,186 10	78 24	865 87	157 12	1,573 73	214 11	180 86	63 78
Essex.....	537	18,307 85	110 90	595 16	118 06	1,530 71	29 19	59 50	47 72
Wallaceburg.....	168	2,012 17	10 87	236 10	19 89	663 52	25 18	163 00	6 13
Waubasine.....	191	6,250 76	51 34	367 68	42 25	1,609 85	194 64	70 00	17 26
Wardville.....	197	9,266 74	191 23	260 25	60 44	1,634 84	177 98	22 00	24 73
Warkworth.....	7	211 98	.....	.....	1 32	.....	.....	.....	53
Warminster.....	113	4,190 85	0 97	249 26	28 90	445 10	.....	49 81	11 19
Warsaw.....	150	2,895 98	70 54	.....	20 46	247 68	29 20	.....	7 47
Peterboro'.....	104	3,063 87	33 26	53 50	21 20	1,665 27	9 73	46 86	7 97
Lambton.....	526	11,962 56	163 20	505 68	84 76	8,347 39	2 43	116 86	31 83
Warwick.....	224	4,765 85	97 97	447 90	39 59	18,361 02	54 01	140 21	11 82
Waterford.....	508	6,817 90	438 45	141 90	57 88	3,983 42	32 36	167 45	19 00
Waterloo.....	423	7,284 01	922 23	1,211 12	57 88	6,135 44	311 46	257 36	24 88
Watford.....	161	5,876 50	146 70	.....	36 94	521 53	2 42	.....	15 05
Welland.....	73	2,502 80	24 45	102 25	16 13	1,531 49	44 74	.....	6 61
Welland Port.....	180	5,433 44	68 22	123 15	37 42	439 84	160 58	124 72	2 41
Wellesley.....	39	899 49	.....	.....	7 42	730 38	9 72	.....	2 41
Wentworth.....	306	6,669 34	168 68	448 28	54 89	1,680 31	186 01	143 82	18 99
West Flamboro'.....	128	5,285 37	16 14	279 83	34 12	1,427 62	7 30	121 45	14 25
Weston.....	473	6,893 60	403 53	437 25	69 31	13,191 46	436 16	857 44	22 53
Dundas.....	23	909 35	6 00	.....	5 15	700 44	71 54	.....	2 46
Whitby.....	317	8,977 11	4 89	47 88	54 32	4,046 21	.....	.....	22 56
Whitvale.....	1,205	21,517 85	2,906 34	165 34	215 47	18,320 17	884 29	1,284 75	66 95
Whitevale.....	432	8,233 40	400 89	377 29	68 61	7,705 44	111 68	213 81	23 29
Wiarton.....	336	15,534 61	80 77	154 60	93 27	11,357 50	99 75	12 90	39 67
Windsor.....	25	1,111 22	59 90	35 00	8 57	587 50	.....	.....	2 99
Wingham.....	246	8,573 28	134 47	133 24	54 99	1,241 99	19 46	.....	22 11
Woodbridge.....	2,089	35,155 71	2,321 97	2,221 85	324 14	21,269 32	956 18	870 06	103 67
Woodstock.....	412	8,544 63	192 05	448 25	63 33	1,375 19	147 93	244 36	23 29
Woodville.....	401	11,381 35	160 61	510 68	78 19	4,316 94	12 16	.....	30 71
Wroxeter.....	340	5,535 37	175 19	317 00	46 18	1,441 65	51 03	148 44	15 58
Wyoming.....	50	1,327 92	.....	83 50	9 26	894 63	32 24	96 80	3 84
York.....	451	4,256 40	2,263 85	315 60	110 35	3,546 28	1,756 02	555 25	22 84
Yorkville.....	180	5,749 44	9 78	276 70	39 75	936 85	98 29	53 90	15 43
Zurich.....	158,296	3,238,629 56	204,180 53	147,954 30	28,452 02	3,139,045 02	118,750 82	1,833 64	8,654 72
Total.....									

\* Includes \$2.93 Order on British India.

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent, Money Order Branch.

PROVINCE OF MANITOBA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1879, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.						
			Dominion.		New-foundland			United Kingdom.		United States.								
			\$	cts.	\$	cts.		\$	cts.	\$	cts.							
Portage la Prairie. Marquette .....		146	6,566	78	138	97	218	50	44	02	18,161	52	569	32	107	95	18	97
Winnipeg .....	Selkirk. ....	2,083	51,907	87	4,528	28	6,626	11	534	74	56,187	44	2,812	16	1,237	24	167	71
Total .....		2,229	58,474	65	4,667	25	6,844	61	578	76	74,348	96	3,381	48	1,345	19	186	68

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent, Money Order Branch.





REPORT No. 6.—Province of Quebec, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.
			ORDERS ISSUED—PAYABLE IN THE				ORDERS PAID—ISSUED IN THE			
			Dominion.	United Kingdom.	New-foundland.		United States.	Dominion.	United Kingdom.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
East Farham.....	Brome.....	73	622 12	.....	.....	12 90	.....	.....	30 00	1 63
Echemin.....	Levis.....	7	187 20	.....	.....	36 00	.....	.....	9 98	0 65
Franklin Centre.....	Huntingdon.....	15	170 30	.....	.....	186 50	.....	.....	104 85	1 16
Freilighsburg.....	Missisquoi ..	210	6,552 35	11 92	.....	442 20	.....	.....	52 30	15 03
Gaspé Basin.....	Gaspé.....	567	15,982 10	863 93	7 33	312 66	.....	.....	112 19	43 31
Granby.....	Sheford.....	235	3,084 87	78 68	.....	355 21	.....	.....	601 32	10 25
Grenville.....	Argenteuil.....	85	4,409 25	634 42	.....	.....	.....	.....	185 53	13 31
Hatley.....	Stanstead.....	161	4,190 04	6 00	.....	198 07	.....	.....	113 88	11 24
Hemingford.....	Huntingdon ..	39	1,514 35	34 23	.....	82 67	.....	.....	339 27	5 00
Henryville.....	Iberville.....	64	1,418 18	.....	.....	529 52	.....	.....	251 89	5 47
Hull.....	Ottawa.....	117	2,140 07	22 00	.....	353 10	.....	.....	876 27	8 59
Huntingdon.....	Huntingdon ..	271	7,584 23	161 95	.....	363 25	.....	.....	1,345 75	23 82
Inverness.....	Megantic.....	218	5,678 64	119 46	.....	22 30	.....	60 83	455 06	15 91
Joliette.....	Joliette.....	280	5,827 16	57 81	.....	1,172 40	.....	.....	1,728 62	22 07
Kamoursaks.....	Kamoursaks.....	88	3,033 31	.....	.....	.....	.....	.....	29 90	7 65
Kingsbury.....	Richmond.....	61	1,312 20	103 66	.....	30 00	.....	.....	35 00	3 79
Knowlton.....	Brome.....	409	7,793 00	142 92	.....	207 03	.....	.....	429 51	21 44
Lachine.....	JacquesCartier	82	1,583 11	97 56	.....	264 50	.....	.....	68 81	6 14
Lacoste.....	Argenteuil.....	260	7,250 37	46 27	.....	1,214 87	.....	.....	1,426 13	25 26
Lacolle.....	St. Johns.....	247	10,145 32	.....	.....	144 00	.....	.....	117 85	26 01
Laprairie.....	Laprairie.....	90	3,339 27	.....	.....	305 62	.....	.....	42 95	9 20
Lauzon.....	Lévis.....	20	206 58	9 78	.....	30 25	.....	.....	916 33	2 87
Lawrenceville.....	Sheford.....	391	16,894 71	.....	.....	290 00	.....	.....	9 00	42 95
Leeds.....	Megantic.....	50	892 14	120 43	.....	183 00	.....	.....	180 34	3 65
Lennoxville.....	Sherbrooke.....	322	7,031 63	387 16	.....	185 41	.....	.....	505 58	20 56
Levis.....	Lévis.....	71	2,405 88	19 56	.....	.....	.....	.....	34 06	9 07

Longueuil.....	Chambly.....	555 10						3 30	287 56	58 40	339 27	2 35
Lotbinière.....	Lotbinière.....	1,037 04						5 82	276 66	48 66	365 43	3 61
Magog.....	Stanstead.....	4,026 74	13 27					24 41	2,159 02	57 11	128 97	10 61
Maconville.....	Brome.....	11,564 94	2 02					71 12	120 08	9 74	39 00	29 51
Massawippi.....	Stanstead.....	211 97	9 78					1 52	32 90	41 36	22 86	0 70
Melbourne.....	Richmond.....	1,807 75	280 64					22 89	876 10	279 10	304 28	7 12
Montmagny.....	Montmagny.....	732 86						4 75	2,230 51		151 95	2 20
Montreal.....	Montreal.....	11,914 23	41,840 28					2,285 74	722,034 85	15,771 89	31,116 22	17 08
Murray Bay.....	Charlevoix.....	6,651 40						36 66	3,303 70		94 46	
Napierville.....	Napierville.....	1,116 45						7 23	788 57		146 94	3 14
Nicolet.....	Nicolet.....	1,527 61						8 00	821 30		2,179 97	9 24
Onalow.....	Pontiac.....	125 87	11 25					1 62	169 10	34 06	872 77	2 64
Ormstown.....	Chateauguay.....	3,298 89	129 34					24 10	623 99	10 50	261 43	9 92
Paspébiac.....	Bonaventure.....	6,452 53	303 29					50 73	794 64	58 39	429 50	18 34
Perce.....	Gaspé.....	9,249 66	197 33					70 48	891 89	14 60	440 18	24 46
Point St. Charles.....	Jacques-Cartier.....	2,653 60	1,140 66					59 70	2,263 63	217 52	39 93	11 55
Portage du Fort.....	Pontiac.....	788 82						7 79	307 29	24 33		2 58
Quebec.....	Quebec.....	45,289 15	11,802 03					702 69	110,732 08	2,369 11	14,579 1	
Richmond, East.....	Richmond.....	2,139 23	363 66					28 83	2,260 56	88 68	287 13	7 47
Rimouski.....	Rimouski.....	6,309 25	344 13					42 19	3,476 50	99 75	404 87	17 87
River David.....	Yamaska.....	200 00						1 20	51 70		326 38	1 29
Rivière - du - Loup (en bas).....	Temiscouata.....	3,929 05	179 42					29 28	3,211 14	91 00	317 92	11 31
Rivière - du - Loup (en haut).....	Maskinonge.....	9,964 62						55 03	3,347 43		3,312 10	33 20
Robinson.....	Compton.....	448 15	19 56					3 36	448 84		50 00	1 64
Rock Island.....	Stanstead.....	3,031 16	19 56					24 05	1,669 10	141 12		8 25
Roxton Falls.....	Shefford.....	228 02						2 20	459 10		58 97	0 77
St. Andrews, East.....	Argenteuil.....	3,281 87	376 73					30 81	1,602 50	152 68	134 46	10 37
St. Athanasie.....	Iberville.....	2,866 84						18 30	461 83		335 96	8 02
St. Casimir.....	Portneuf.....	301 47						3 00	180 00		141 82	1 35
St. Osaire.....	Rouville.....	1,235 40	2 57					13 18	391 85		844 88	5 89
St. Croix.....	Lotbinière.....	744 70						4 11	42 00		83 85	2 05
St. Eustache.....	Two Mount'ns.....	3,085 72						19 82	1,047 52		242 54	8 65
St. Hyacinthe.....	St. Hyacinthe.....	1,630 82	205 38					16 75	9,876 82	18 66	1,788 94	9 29
St. J. Chrysostôme.....	Chateauguay.....	5,315 34	220 05					40 56	586 76		566 6	17 52
St. Jérôme.....	Terrebonne.....	6,362 76	4 20					40 71	1,887 54	48 65	930 09	18 91
St. John's, East.....	St. John's.....	2,279 06	878 57					61 78	4,793 45	320 28	1,096 21	14 21
St. Joseph de Lévis.....	Lévis.....	20 00							15 50		272 85	0 73
St. Marie de Monfort.....	Rouville.....	3,399 19						19 65	483 22		26 47	0 11
St. Paul's Bay.....	Charlevoix.....	449 40						0 10	137 05		849	8 49
St. Polycarpe.....	Soulanges.....							2 42	61 20		94 91	1 35

REPORT No. 6.—Province of Quebec, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.		
			Dominion.	United Kingdom	New-foundland		United States.	Dominion.	United Kingdom		New-foundland	United States.
St. Rémi.....	Napierville.....	164	3,450 77	.....	964 47	33 62	685 98	.....	205 54	11 52		
St. Roch's .....	Quebec.....	144	3,978 91	23 43	225 98	28 73	2,177 40	12 16	287 82	11 28		
St. Sauveur.....	do.....	.....	.....	.....	.....	.....	79 28	.....	39 91	0 09		
Ste. Scholastique.....	TwoMountains	29	956 67	.....	98 75	6 88	906 61	.....	483 39	3 82		
St. Sylvester.....	Lotbinière.....	123	2,962 76	56 47	482 75	25 64	97 90	.....	159 36	9 12		
Ste. Thérèse de Blainville.....	Terrebonne.....	199	3,846 53	.....	15 15	23 19	1,081 54	.....	79 82	9 82		
Shawville.....	Pontiac.....	61	1,221 81	53 79	16 00	9 24	29 00	.....	99 98	3 45		
Sherbrooke.....	Sherbrooke.....	552	6,666 09	1,350 60	315 22	92 91	9,541 69	676 50	1,111 57	25 24		
Somerset.....	Mégantic.....	28	208 76	.....	55 62	2 50	155 03	24 81	337 84	1 54		
Sorel.....	Richelieu.....	336	4,777 05	198 35	476 76	46 92	4,903 65	138 88	717 68	15 74		
Stanford.....	Arthabaska.....	4	141 50	.....	.....	0 80	278 47	.....	161 54	0 74		
Stanstead.....	Stanstead.....	119	1,542 42	.....	.....	10 19	2,327 18	9 73	48 45	3 98		
Sutton.....	Brome.....	38	385 34	24 45	141 25	5 83	387 38	5 11	237 25	1 91		
Sweetsburg.....	Missisquoi.....	92	1,794 48	4 89	38 00	11 92	1,313 46	43 80	10 00	4 70		
Terrebonne.....	Terrebonne.....	83	2,567 42	117 43	147 50	19 08	3,039 56	.....	240 79	7 66		
Three Rivers.....	Three Rivers.....	454	9,569 42	260 49	432 09	75 15	5,838 53	299 75	2,922 88	33 69		
Thurso.....	Ottawa.....	116	2,873 80	9 78	89 97	18 61	372 57	126 51	513 59	8 98		
Ulverton.....	Drummond.....	9	173 19	76 88	.....	2 97	180 27	197 32	10 00	1 11		
Waterloo.....	Shefford.....	476	7,377 26	335 14	467 69	65 99	14,910 11	670 44	891 16	24 31		
West Farnham.....	Missisquoi.....	110	1,526 28	46 68	20 00	11 56	516 79	44 33	316 13	4 87		
Wright.....	Ottawa.....	33	1,187 16	11 86	.....	7 20	211 08	14 62	.....	2 91		
Yamachiche.....	St. Maurice.....	124	5,241 20	.....	113 25	30 61	724 00	.....	167 34	13 78		
Total.....	.....	26,044	504,962 96	65,394 07	42,900 15	5,710 52	994,936 50	23,994 49	5,086 13	90,854 76	1,070 70	

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent, Money Order Branch.

PROVINCE OF NOVA SCOTIA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1879, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.												
			Dominion.				United Kingdom.				United States.											
			\$	cts.	\$		cts.	\$	cts.			\$	cts.									
Acadia Mines.....	Colchester.....	917	11,615	46	4,034	51	2,601	39	1,344	36	237	76	1,344	36	105	35	50	70	154	80	46	52
Amherst.....	Cambiarland.....	1,123	21,515	12	276	74	1,675	92	33,907	46	155	61	33,907	46	139	90	95	30	589	67	58	24
Annapolis.....	Annapolis.....	1,166	20,769	64	428	19	1,019	47	52,176	64	165	18	52,176	64	68	35	44	61	633	49	57	19
Antigonish.....	Antigonish.....	934	14,456	37	140	18	317	06	13,401	44	107	95	13,401	44	50	82			1,168	51	41	90
Arichat.....	Richmond.....	1,245	37,177	08	263	85	1,837	98	10,341	62	249	02	10,341	62	99	76	460	59	3,633	70	108	77
Aylesford.....	Kings.....	411	10,189	04			429	83	3,763	46	68	19	3,763	46	285	15			297	52	28	00
Baddeck.....	Victoria.....	470	8,167	82	50	85	71	24	3,310	94	54	10	3,310	94	9	74	522	53	214	75	23	60
Barrington.....	Shelburne.....	613	20,768	93	5	62	974	52	6,250	76	135	12	6,250	76	72	99			490	05	55	78
Beaver River, W.S.	Digby.....	345	9,085	23	161	69	532	45	2,497	90	67	40	2,497	90	4	62			311	42	25	23
Berwick.....	Kings.....	262	6,929	21	27	51	611	55	4,269	27	51	93	4,269	27			237	23	450	51	20	64
Boylston.....	do.....	62	1,831	15			51	00	181	00	11	05	181	00	29	20			85	48	4	99
Bridgetown.....	Annapolis.....	824	17,528	64	77	08	655	28	21,326	11	124	42	21,326	11	24	33			778	93	47	66
Bridgewater.....	Lunenburg.....	1,307	36,343	95	234	42	991	54	6,978	83	244	00	6,978	83			60	29	316	86	94	88
Caledonia Corner.....	Queens.....	360	10,133	95					2,570	26	57	06	2,570	26					29	00	25	42
Canning.....	Kings.....	303	6,637	29	26	89	524	85	2,461	94	49	85	2,461	94	53	52	71	97	211	65	18	84
Canso.....	Guysboro'.....	281	6,155	18			70	64	1,400	60	38	53	1,400	60					277	55	16	26
Cape Sable Island.....	Shelburne.....	285	8,672	89			161	23	1,225	60	52	87	1,225	60					49	88	22	21
Chester.....	Lunenburg.....	280	8,072	60			307	44	2,802	67	52	99	2,802	67	12	41			63	89	21	13
Christmas Island.....	Cape Breton.....	31	579	40					266	68	3	82	266	68							1	46
Clementsport.....	Annapolis.....	197	3,664	59			228	11	945	98	26	91	945	98					208	82	10	26
Clyde River.....	Shelburne.....	128	3,594	96	17	72	184	70	7	8	52	24	7	8					9	49	9	49
Cow Bay.....	Cape Breton.....	863	28,514	71	56	97	375	04	2,383	55	163	68	2,383	55	12	16	688	35	210	46	74	46
Cross Roads.....	Guysboro'.....	35	948	12			10	00	398	15	5	88	398	15					138	81	2	73
Dartmouth.....	Halifax.....	199	2,529	95	183	60	337	80	1,626	56	31	28	1,626	56	645	38	236	24	255	35	10	47
Digby.....	Digby.....	1,691	63,922	17	107	01	823	91	9,986	83	378	09	9,986	83	186	93	12	16	783	64	164	59
Economy.....	Colchester.....	150	2,715	07	25	02	120	50	718	78	19	43	718	78	240	88			243	71	8	37

REPORT No. 6.—Province of Nova Scotia, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.					
			United Kingdom.		Newfoundland.			United Kingdom.		Newfoundland.			United States.				
			\$	cts.	\$	cts.		\$	cts.	\$	cts.						
Englishtown.....	Victoria.....	52	802	88				349	00			19	93		2	06	
Five Islands.....	Colchester.....	189	6,002	48	16	00	281	55	38	41	746	80	15	82	16	38	
French Village.....	Halifax.....	22	310	00	4	50	29	38	2	80	134	70			0	86	
Granville Ferry.....	Annapolis.....	350	7,286	90			382	51	53	22	2,012	58	11	60	241	37	
Great Village.....	Colchester.....	129	3,169	82	4	91	198	74	22	73	1,708	72	20	44	361	71	
Guysboro'.....	Guysboro'.....	1,135	33,607	82			805	87	233	74	8,521	78	94	91	548	48	
Halifax.....	Halifax.....	5,771	98,627	37	22,627	63*	8,026	24	1,440	98	533,594	19	7,606	67	6,623	21	
Hantsport.....	Hants.....	535	11,986	11	9	78	397	98	83	34	1,682	40	79	08	418	70	
Harbour au Bouche.....	Antigonish.....	251	6,509	77			407	50	43	78	1,761	39			261	04	
Hebron.....	Yarmouth.....	159	4,340	15			604	78	34	46	713	42			73	94	
Hopewell.....	Pictou.....	208	1,786	88			177	25	14	65	1,632	91	58	39	289	38	
Isaac's Harbour.....	Guysboro'.....	55	1,617	42					9	25	723	57			23	50	
Kennetcook.....	Hants.....	185	8,446	44					47	31	104	21	136	25	220	44	
Kentville.....	Kings.....	683	12,965	79	286	91	497	94	101	38	15,132	05	164	13	876	39	
Kingston.....	do.....	103	1,327	70			41	25	9	73	26	00			9	94	
Kingston Station.....	do.....	346	12,507	39			271	07	76	98	1,997	01			458	34	
Lawrencetown.....	Annapolis.....	447	13,078	92	11	24	465	24	84	52	5,587	36			389	39	
Lingan.....	Cape Breton.....	69	2,181	89			1	25	12	74	191	17			34	42	
Little Bras d'Or.....	do.....	78	1,389	04	191	48	80	35	14	02	323	85			101	38	
Little Glace Bay.....	do.....	373	11,272	72	7	33	49	73	75	71	777	71			587	10	
Liverpool.....	Queens.....	1,676	4,392	18	329	75	1,782	51	302	43	26,363	66	105	85	15	20	
Lockport.....	Shelburne.....	740	11,713	11	71	56	1,348	29	100	73	2,782	82			50	69	
Londonderry.....	Colchester.....	52	1,791	32			50	00	5	66	763	43	63	26	79	10	
Lower Horton.....	Kings.....	95	2,883	29			22	85	17	29	936	36	21	05	15	00	
Lower Sackville.....	Colchester.....	192	8,999	52			19	48	50	84	822	70	114	72	8	11	
Lunenburg.....	Lunenburg.....	775	20,369	79	182	20	904	26	142	41	2,545	10	12	90	23	19	
Lower L'Ardoise.....	Richmond.....	37	1,236	21			50	00	7	71	366	93			5	07	

Inverness.....	496	15,023 06	3 91	432 39	95 01	3,816 13	4 87	107 95	38 87
Maccan.....	148	4,386 40	4 89	44 05	27 55	2,166 23	.....	172 23	11 51
Mahone Bay.....	389	14,904 35	.....	106 33	84 73	1,260 87	.....	.....	37 63
Lunenburg.....	217	3,836 85	.....	78 09	26 22	3,064 56	.....	569 75	11 33
Hants.....	218	8,682 96	.....	40 00	49 49	3,360 45	.....	19 90	21 77
Inverness.....	91	3,073 12	9 05	10 00	18 55	778 07	48 66	22 96	7 90
Margaree Harbour.....	195	7,305 04	4 89	49 75	885 07	885 07	108 52	241 26	19 37
Middle Musq' doboit.....	328	8,832 64	99 96	350 33	61 06	3,614 00	24 33	151 91	23 65
Middleton.....	54	699 57	.....	121 00	6 74	1,314 35	41 36	25 00	2 21
Mill Village.....	365	7,643 29	36 67	152 66	52 05	773 55	24 33	154 59	20 03
do.....	55	530 19	.....	.....	8 02	375 16	.....	79 40	2 71
Cumberland.....	1,195	19,582 87	550 28	1,618 01	171 53	17,438 17	259 83	2,703 36	62 79
New Glasgow.....	215	5,166 92	2 77	119 13	34 44	2,170 15	24 33	103 82	13 56
Pictou.....	97	1,657 89	11 25	56 40	13 07	317 90	14 60	47 84	4 47
Newport Landing.....	77	1,242 52	.....	10 75	8 42	265 77	7 63	124 40	3 45
New Ross.....	115	3,786 87	.....	27 52	22 52	576 09	43 43	228 35	9 95
Hants.....	623	13,181 30	183 82	433 80	102 00	6,837 92	82 24	1,302 84	38 29
Cape Breton.....	663	21,222 60	9 78	272 42	128 93	2,105 71	.....	17 00	53 81
Oxford.....	1,138	34,895 43	65 93	1,199 22	220 64	6,297 82	132 21	354 05	91 97
Parrsborough.....	1,107	19,164 74	504 36	988 81	159 12	29,069 66	1,079 07	2,420 81	61 53
Pictou.....	210	7,026 50	.....	225 50	43 27	1,612 87	.....	548 36	19 50
Port Hastings.....	348	10,784 12	.....	287 77	66 46	1,864 02	48 66	774 29	29 74
Port Hawkesbury.....	654	24,978 35	21 50	188 47	144 90	4,031 71	.....	476 47	64 94
do.....	304	12,010 09	.....	70 75	69 09	1,395 81	19 47	314 58	30 91
Port Hood.....	320	11,044 26	20 90	111 35	66 01	1,069 55	69 49	1,009 43	30 64
Port Mulgrave.....	110	5,677 11	136 16	70 85	31 79	1,492 21	77 85	442 63	15 68
Port Williams.....	567	11,313 95	.....	526 77	80 59	3,488 24	48 66	684 53	31 78
Pugwash.....	77	1,462 36	.....	47 00	9 82	194 27	.....	.....	3 77
River Bourgeois.....	401	12,009 49	.....	436 83	75 57	4,406 79	257 90	507 61	33 04
River John.....	155	3,238 31	.....	53 60	21 34	1,196 41	.....	80 64	8 43
Cumberland.....	112	1,724 73	29 22	42 70	555 95	555 95	.....	4 99	4 49
St. Andrews.....	532	13,995 78	.....	296 67	85 82	2,255 03	.....	329 44	36 86
St. Peters.....	89	1,552 04	.....	128 50	11 09	603 93	53 53	40 00	4 44
Sandy Cove.....	161	2,798 85	6 84	174 20	20 62	450 19	.....	16 71	7 50
Sheet Harbour.....	901	29,083 20	87 52	2,867 47	212 97	6,564 31	103 40	69 50	80 52
Shelburne.....	794	27,071 05	161 66	355 51	167 23	3,332 55	113 14	453 59	70 61
Sherbrooke.....	166	5,164 19	7 33	90 90	31 43	1,365 10	.....	502 99	14 41
Shubenaacdie.....	230	8,503 99	42 85	135 25	51 53	1,902 93	.....	.....	.....
Spring Hill Mines.....	467	6,619 94	236 55	259 04	53 70	3,508 61	46 43	323 09	16 21
Stellarton.....	816	16,501 33	379 43	782 34	131 14	8,258 70	390 13	1,208 92	50 63
Sydney.....	105	1,306 45	18 97	25 85	14 77	736 27	486 60	214 91	5 72
Cape Breton.....	11	.....	.....	.....	.....	.....	.....	.....	.....
do.....	11	.....	.....	.....	.....	.....	.....	.....	.....

\*Includes \$9.55 Orders on British India.

REPORT No. 6.—Province of Nova Scotia, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Postmasters on M. O. business.						
			Dominion.		New-foundland			United Kingdom.		New-foundland			United States.					
			\$	cts.	\$	cts.		\$	cts.	\$	cts.		\$	cts.				
Tangier	Halifax	92	3,247	02	.....	53	00	.....	220	27	9	74	88	03	10	00	8	51
Tatamagouche	Colchester	341	9,346	92	11	91	156	50	2,732	44	349	14	.....	771	77	26	58	
Tracadie	Antigonish	156	3,315	57	.....	202	15	.....	332	43	95	75	.....	670	90	10	71	
Truro	Colchester	1,394	26,498	06	422	56	1,344	86	48,425	40	378	83	214	22	1,938	35	77	28
Tusket	Yarmouth	140	2,793	40	.....	231	81	.....	555	81	.....	.....	.....	504	46	8	83	
Upper Stewiacke	Colchester	142	3,127	11	.....	.....	171	31	1,797	50	.....	.....	35	50	109	53	8	61
Wallace	.....	486	14,752	76	2	44	430	08	2,860	17	69	59	22	31	380	52	39	16
Walton	.....	64	1,053	06	.....	105	00	.....	580	21	24	33	.....	187	29	3	36	
Waterville	.....	160	4,462	04	.....	.....	.....	.....	910	96	.....	.....	.....	83	84	11	36	
West Bay	.....	152	3,347	45	4	89	160	80	2,150	43	.....	.....	.....	115	30	9	08	
Westport	.....	243	6,382	65	.....	.....	600	71	2,182	14	64	49	.....	240	01	18	22	
Westville	.....	479	12,682	09	641	96	209	62	1,057	39	36	01	161	21	663	46	36	02
Weymouth	.....	285	5,891	27	.....	.....	300	26	9,420	04	85	89	.....	980	95	18	07	
Whycocomagh	.....	288	8,950	74	10	00	89	04	1,963	41	17	52	20	28	248	29	23	34
Wilmot	.....	377	10,978	58	146	96	1,099	60	4,895	99	194	62	.....	369	50	31	85	
Windsor	.....	556	11,505	72	425	24	501	43	23,900	14	185	93	249	39	834	35	34	28
Wolfville	.....	737	16,719	34	204	30	778	05	11,920	33	183	80	.....	845	47	44	32	
Yarmouth	.....	1,939	35,094	65	674	88	3,457	91	29,245	77	1,263	75	6	09	3,192	69	109	54
Total	.....	52,465	1,277,913	56	35,675	43	54,433	05	1,078,482	68	17,119	90	12,418	32	52,562	72	3,260	48

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent, Money Order Branch.

PROVINCE OF NEW BRUNSWICK.

REPORT. No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1879, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commissions received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M.O. business.			
			Dominion.		New-foundland			United Kingdom.		New-foundland			United States.		
			\$	cts.	\$	cts.		\$	cts.	\$	cts.		\$	cts.	
Alma.....	Albert.....	108	1,704	09	.....	86	10	.....	731	80	.....	94	81	4	87
Andover.....	Victoria.....	207	6,785	64	.....	333	96	.....	1,618	48	.....	224	50	18	89
Anagance.....	Kings.....	154	1,831	23	.....	25	44	.....	798	42	.....	.....	.....	4	64
Apouliqui.....	do.....	103	1,996	88	.....	.....	.....	.....	711	19	.....	44	00	5	10
Armstrong Brook.....	Restigouche.....	287	5,814	02	.....	11	95	.....	210	24	.....	10	00	14	59
Baie Verte.....	Westmoreland.....	445	15,621	44	.....	433	17	.....	4,394	70	.....	275	20	40	87
Bath.....	Carleton.....	56	1,832	62	.....	.....	.....	.....	600	25	.....	149	62	5	25
Bathurst.....	Gloucester.....	709	19,019	67	.....	374	37	.....	3,830	11	.....	828	81	50	65
Bathurst Village.....	do.....	257	6,756	51	.....	72	86	.....	515	77	.....	117	02	17	55
Blackville.....	Northumberl'd.....	21	378	18	.....	143	13	.....	295	34	.....	35	00	1	07
Bucouche.....	Kent.....	145	6,324	34	.....	70	75	.....	2,128	05	.....	56	00	16	12
Butternut Ridge.....	Kings.....	239	6,914	19	.....	0	93	.....	781	32	.....	.....	.....	17	47
Campbellton.....	Restigouche.....	1,521	37,691	83	.....	372	97	.....	7,154	04	.....	194	59	96	23
Campo Bello.....	Charlotte.....	114	3,602	42	.....	.....	.....	.....	461	63	.....	.....	.....	9	08
Carlebury Station.....	York.....	373	10,610	83	.....	109	67	.....	97	21	.....	29	85	26	94
Cararquet.....	Gloucester.....	252	6,501	14	.....	207	75	.....	1,636	16	.....	.....	.....	17	05
Carleton.....	St. John.....	280	4,794	21	.....	585	59	.....	4,241	76	.....	50	70	828	63
Centreville.....	Carleton.....	115	3,674	17	.....	31	36	.....	1,267	92	.....	170	00	16	34
Chipman.....	Queens.....	138	3,902	68	.....	190	24	.....	308	37	.....	104	87	10	53
Chatham.....	Northumberl'd.....	1,089	22,683	31	.....	789	23	.....	10,290	49	.....	210	66	65	14
Clifton.....	Kings.....	18	329	40	.....	21	18	.....	74	18	.....	.....	.....	0	87
Dalhousie.....	Restigouche.....	720	22,905	95	.....	444	50	.....	3,468	83	.....	124	57	60	48
Dorchester.....	Westmoreland.....	1,112	23,589	03	.....	866	63	.....	6,965	35	.....	137	55	62	27
Edmunston.....	Victoria.....	180	10,150	40	.....	.....	.....	.....	489	91	.....	.....	.....	50	00
Elgin.....	Albert.....	242	3,618	63	.....	48	90	.....	1,315	11	.....	26	76	45	00



REPORT No. 6.—Province of New Brunswick, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.				
			Dominion.		New-foundland			United Kingdom.		United States.						
			\$	cts.	\$	cts.		\$	cts.	\$	cts.					
Fairville.....	St. John .....	97	2,510	32	17	11	441	05	386	59	48	66	289	26	8	27
Florenceville .....	Carleton .....	150	5,634	79	.....	.....	21	50	1,635	79	.....	.....	168	00	14	68
Fredericton .....	York .....	1,509	29,153	69	1,414	47	3,388	24	37,006	91	644	06	2,301	36	73	96
Fredericton Junction .....	Sunbury .....	154	7,586	42	.....	.....	111	06	692	13	.....	.....	.....	.....	19	25
Gagetown.....	Queens.....	.....	5,028	88	15	40	95	92	3,449	93	.....	.....	77	92	13	20
Grand Falls .....	Victoria.....	237	10,873	37	53	79	148	51	2,214	07	.....	.....	119	43	27	99
Grand Manan.....	Charlotte.....	289	.....	.....	.....	.....	.....	.....	904	48	48	66	140	96	0	46
Hampton.....	Kings.....	60	661	50	5	03	57	56	1,800	42	.....	.....	.....	.....	1	80
Hartland.....	Carleton.....	148	4,593	33	272	06	246	62	968	54	.....	.....	212	96	13	29
Harvey .....	Albert .....	364	10,418	43	.....	.....	343	19	1,685	20	238	44	132	25	27	83
Harvey Station.....	York.....	216	3,680	19	88	02	27	40	2,996	69	24	33	6	76	9	49
Hillsborough.....	Albert.....	669	19,526	96	300	60	1,164	08	2,037	46	63	26	208	49	53	14
Hopewell Cape.....	do .....	174	5,480	43	4	87	146	37	2,172	55	.....	.....	.....	.....	14	07
Hopewell Corner.....	do .....	556	14,078	38	125	11	398	87	1,997	92	.....	.....	214	93	37	03
Indian Town.....	St. John.....	217	6,951	74	25	50	989	49	1,746	11	.....	.....	157	24	19	71
Jacksonville.....	Carleton.....	122	3,173	14	.....	.....	103	11	127	40	.....	.....	21	94	8	24
Kingsclear.....	Kings.....	52	1,417	82	10	79	30	83	584	09	.....	.....	41	95	3	73
Kingston.....	Kent.....	620	18,743	67	164	70	280	14	2,026	92	194	66	202	22	48	90
Kingston.....	Kings.....	26	273	54	.....	.....	83	29	479	18	.....	.....	19	93	0	94
Kouchibouguac.....	Kent.....	56	486	18	.....	.....	28	40	129	15	.....	.....	50	00	1	39
Lepreaux.....	Charlotte.....	4	65	71	.....	.....	.....	.....	67	00	.....	.....	50	00	0	29
Markhamville.....	Kings.....	5	40	00	24	45	.....	.....	49	28	.....	.....	.....	.....	0	16
Memramcook.....	Westmoreland .....	192	5,078	05	.....	.....	156	00	4,634	01	.....	.....	214	03	13	62
Moncton.....	do .....	3,097	60,176	19	647	75	3,560	62	28,838	04	170	61	452	99	162	96
Narrows.....	Queens.....	50	974	04	9	78	.....	.....	479	90	.....	.....	24	95	2	51

	769	18,619 07	184 42	550 20	129 35	6,733 40 388 24	86 62	991 20	51 06
Newcastle Norton Station.....									
Northumbert'd Kings.....									
Oronoto.....	17	545 36		12 00	3 36	723 61		177 54	1 82
Ossekeag.....	230	3,829 67	71 40	464 37	34 99	973 23			10 98
Penobscia.....	113	1,509 07	4 89	118 06	12 30	838 69	48 66	6 00	4 21
Petit Rocher.....	1,087	26,813 07		571 29	171 07	3,506 92		117 93	68 71
Petit Rocher.....	161	4,367 39	9 78		26 63	991 03			10 94
Richibucto.....	443	13,922 01	477 51	483 43	101 05	4,470 79	32 91	213 98	37 89
Richmond Corner.....	112	1,490 70	32 64	6 33	10 86	419 20	9 73	119 76	4 14
River Charles.....	162	3,854 86	24 45	67 28	23 87	729 18			9 87
River Louisa.....	82	915 94	1 34	200 00	8 86	295 00		29 93	2 86
Rockland.....	81	1,200 80	31 28	17 50	9 75	455 03	24 33		3 14
Rothsay.....	51	858 40	17 66	52 26	6 82	368 96			2 32
St. Andrews.....	469	1,502 40	425 93	651 91	96 32	5,312 35	178 78	1,404 15	37 92
St. George.....	303	4,920 21	119 05	798 50	47 60	3,248 58	97 32	763 60	16 84
St. John.....	4,653	84,262 01	11,145 17*	13,436 58	1,077 54	498,899 02	2,737 44	1,421 21	7,867 47
St. Martin.....	202	8,458 54	19 56	160 60	51 11	687 27	19 46	34 91	21 72
St. Stephen.....	793	22,225 20	285 15	160 25	141 45	12,164 36	19 47	2,195 55	62 22
Sackville.....	1,103	17,473 63	183 15	1,766 78	143 66	23,167 72	277 26	36 30	50 75
Salisbury.....	183	6,999 95		34 25	40 78	3,243 38			16 07
Sheffield.....	808	29,895 91	64 34	218 82	178 18	15,392 81	24 33	518 09	76 80
Shipgan.....	78	2,303 55		18 00	14 08	1,474 56		70 00	5 98
South Nelson.....	3	108 00			0 60	109 20	4 87		0 27
Springfield.....	52	1,097 05		138 28	9 27	428 47	4 87		3 11
Sussex Vale.....	869	20,037 91	217 92	1,209 69	146 85	10,798 04	19 47	263 31	54 37
Tracadie.....	64	1,626 13		1 50	9 96	42 06			4 07
Upham.....	45	835 11	4 89		5 39	337 86			2 10
Welsford.....	35	809 63	135 12		8 43	308 57	36 50	20 00	2 48
Westmoreland Pt Woodstock.....	87	2,544 53		4 50	15 61	745 73		19 97	6 40
Carleton.....	1,611	66,945 78	752 77	4,833 83	463 60	16,864 86	416 06	708 25	184 16
Total.....	32,615	805,986 83	19,479 83	43,629 40	6,127 71	698,244 19	6,336 49	25,862 00	1,936 82

\*Includes \$39.12 Orders on British India.

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent Money Order Branch.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1879, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.	
			Dominion.	United Kingdom.	New-foundland		United States.	Dominion.	United Kingdom.	New-foundland		United States.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton .....	Prince.....	425	15,533 32	83 86	...	638 82	787 00	4 86	24 32	287 11	41 43	
Charlottetown.....	Queens.....	2,437	41,179 49	4,418 15	507 99	6,095 37	20,108 87	1,680 14	387 16	2,511 38	.....	
Crapaud.....	do .....	33	1,627 51	.....	.....	50 00	409 04	.....	.....	.....	4 19	
St. Georgestown .....	Kings .....	243	7,445 59	310 32	.....	294 90	1,236 42	337 34	.....	1,067 01	23 39	
Souris, East.....	do .....	213	3,978 34	49 67	.....	716 30	352 13	19 73	.....	1,886 45	16 62	
Summerside .....	Prince.....	700	14,217 91	330 20	19 60	1,423 53	10,897 07	76 17	105 74	944 47	42 67	
Total.....	.....	4,051	83,982 16	5,192 40	527 59	9,128 92	33,790 53	2,018 24	517 22	6,686 42	128 30	

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent Money Order Branch.

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1879, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.				
			Dominion.		New-landfoundland			United Kingdom.		United States.						
			\$	cts.	\$	cts.		\$	cts.	\$	cts.					
Barkerville.....	Cariboo .....	471	13,458	04	1,419	39	2,467	56	1,494	56	1	95	3	00	40	23
Clinton.....	do .....	365	8,116	10	985	82	2,467	56	2,451	77					28	91
Granville .. .	N. Westminstr	218	3,998	38	293	21	703	30	179	11	29	20			12	54
Nanaimo.....	Vancouver.....	730	7,051	15	5,197	02	5,049	36	2,113	35	348	29			45	09
New Westminster..	N. Westminstr	1,131	23,884	20	3,455	44	8,732	32	8,438	87	753	01				
Quesnelle.....	Cariboo .....	426	14,642	03	326	03	2,447	46	990	90	145	99				
Soda Creek.....	do .....	140	5,877	11	76	53	344	50	1,793	15					43	86
Spence's Bridge....	Yale .....	60	1,385	09	39	03	277	50	60	00					15	73
Sumas.....	N. Westminstr	53	521	22	3	74	234	85	1,529	40					4	24
Victoria.....	Victoria.....	2,156	30,245	05	15,174	99	8,340	19	43,475	20	3,183	22			2	07
Yale.....	Yale.....	275	7,392	96	379	58	587	18	7,820	52	4	87			20	89
Total .....	.....	6,025	116,571	33	27,350	78	30,309	75	70,346	53	4,466	53			213	56

W. F. FORSYTH,  
*Superintendent Money Order Branch.*

ALEX. CAMPBELL,  
*Postmaster-General.*

## REPORT No. 7.

SHOWING the Losses sustained in conducting the Money Order system in the Dominion of Canada, during the Year ended 30th June, 1879.

	\$	cts.
Forged Bank Note received by Postmaster at Spencerville on Money Order account.....	1	00
Forged Consolidated Bank Note received by Postmaster at Embro on Money Order account	10	00
Money Order funds robbed from Post Office at Berwick, N.S., 1st April, 1878.....	70	00
Money Order funds stolen from Post Office at St. Eustache in December, 1878. ....	66	00
Total .....	147	00

ALEX. CAMPBELL,  
*Postmaster-General.*

W. F. FORSYTH,  
*Superintendent, Money Order Branch.*

## REPORT No. 8.

SHOWING the names of Money Order Offices opened in the Dominion of Canada, during the Year ended 30th June, 1879.

Name of Office.	Province.	County.
Alton.....	Ontario.....	Cardwell.
Ancaster.....	do .....	Wentworth.
Edgar.....	do .....	Simcoe.
Elmwood.....	do .....	Bruce.
Glamis.....	do .....	do
Highgate.....	do .....	Bothwell.
Hillsdale.....	do .....	Simcoe.
Iona.....	do .....	Elgin.
Marmora.....	do .....	Hastings.
Stirton.....	do .....	Wellington.
Sunderland.....	do .....	Ontario.
Hampton.....	New Brunswick.....	Kings.
Crawford.....	Prince Edward Island.....	Queens.

ALEX. CAMPBELL,

*Postmaster-General.*

W. F. FORSYTH,

*Superintendent, Money Order Branch.*

## REPORT No. 9.

OWING the names of Money Order Offices in the Dominion of Canada closed during the Year ended 30th June, 1879.

Name of Office.	Province.	County.
Blairton.....	Ontario.....	Peterboro'.
Brudenell.....	do .....	Renfrew.
Derby.....	New Brunswick.....	Northumberland.
South Nelson.....	do .....	do

ALEX. CAMPBELL,

*Postmaster-General.*

W. F. FORSYTH,

*Superintendent, Money Order Branch.*

## REPORT No. 10.

SHOWING the annual cost of the Money Order System in the Dominion of Canada, specifying in detail the Disbursements for Salaries, &c., during the Year ended 30th June, 1879.

		\$	cts.
W. F. Forsyth.....	Twelve months' salary as Superintendent, to 30th June, 1879...	2,037	50
C. W. Jenkins.....	do do Clerk, to 30th June, 1879.....	1,700	00
J. Brophy.....	do do do do .....	1,400	00
F. W. Creighton .....	do do do do .....	1,125	00
T. B. Smith.....	Salary as Clerk, from 1st October, 1878, to 30th June, 1879.....	825	00
R. J. Shaw.....	Twelve months' salary as Clerk, to 30th June, 1879.....	1,050	00
C. J. Higgins.....	do do do .....	950	00
M. K. Dunlevie.....	do do do .....	850	00
J. F. Wall.....	do do do .....	850	00
W. J. Barrett.....	do do do .....	850	00
J. C. Bonner.....	do do do .....	650	00
A. W. Wall.....	do do do .....	625	00
J. H. Spencer.....	do do do .....	625	00
W. J. Johnson, jun.....	do do do .....	625	00
D. D. McPherson.....	do do do .....	550	00
W. Bristow.....	Salary as Clerk, from 1st July, 1878, to 31st December, 1878....	275	00
L. C. A. Casgrain .....	Twelve months' salary as Clerk, to 30th June, 1879.....	550	00
A. A. Dorion.....	Salary as Clerk, from 1st July, 1878, to 30th April, 1879.....	458	29
A. Fraser.....	Twelve months' salary as Clerk, to 30th June, 1879.....	487	50
E. A. Jones.....	Extra Clerk.....	322	50
C. W. Macdonald.....	do .....	521	50
James H. Thorne.....	Twelve months' salary as Superintendent, Halifax, N.S.....	1,800	00
Stephen S. Thorne.....	do do Clerk do .....	800	00
T. J. Creighton.....	do do do do .....	760	00
G. F. Everett.....	Twelve months' salary, as Superintendent, St. John, N.B.....	1,800	00
Q. B. Smith.....	Salary as Clerk, from 1st July, 1878, to 30th September, 1878....	275	00
J. S. Hale.....	Twelve months' salary as Clerk, to 30th June, 1878.....	520	00
F. L. Avery.....	do do do .....	520	00
Printing and stationery	.....	5,793	32
Total .....		29,595	61
Cost of Money Order System for year ended 30th June, 1878.....		30,562	22
do do do 1877.....		34,028	52
do do do 1876.....		37,760	56

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent, Money Order Branch.

**ANALYSIS of the Money Order Business of the Dominion, for the Year ended 30th June, 1879.**

	No. of Orders.	\$	cts.	\$	cts.
<b>Total amount of Money Orders issued in Ontario</b> .....	158,296			3,591,213	60
do do Manitoba	2,229			69,986	51
do do Quebec	26,044			614,725	17
do do Nova Scotia	52,465			1,369,929	82
do do New Brunswick	32,615			869,639	00
do do P. E. Island	4,051			98,831	07
do do British Columbia	6,025			174,398	12
<b>Total Money Orders issued</b> .....	281,725			6,788,723	29
<b>Total amount of Money Orders paid in Ontario</b> .....		3,388,569	52		
do do Manitoba		79,075	63		
do do Quebec		1,114,871	88		
do do Nova Scotia		1,160,583	62		
do do New Brunswick		732,096	46		
do do P. E. Island		43,012	41		
do do British Columbia		76,818	58		
<b>Total issues and payments</b> .....				6,595,028	10
<b>Savings Bank Deposits received through Money Order Offices</b> .....				13,383,751	39
do Withdrawals paid do do				1,973,243	00
				1,475,048	79
<b>Total amount of business transacted</b> .....				16,832,043	18
<b>Commissions received by Postmasters in Ontario</b> .....				28,452	02
do do Manitoba				578	76
do do Quebec				5,710	52
do do Nova Scotia				9,695	50
do do New Brunswick				6,127	71
do do P. E. Island				840	85
do do British Columbia				1,905	08
<b>Profit in Exchange on Money Order business with the United Kingdom and Newfoundland</b> .....				1,438	70
<b>Moiety of the Commissions in excess of those arising from issues of the Dominion received in Newfoundland on Orders payable in the Dominion</b> .....				259	28
<b>Commissions paid to Postmasters in Ontario</b> .....		8,654	72	55,008	42
do do Manitoba		186	68		
do do Quebec		1,070	70		
do do Nova Scotia		3,260	48		
do do New Brunswick		1,936	82		
do do Prince Edward Island		128	30		
do do British Columbia		213	56		
<b>Proportion paid the United Kingdom of Commissions received in the Dominion of Canada on Orders drawn in Canada on the United Kingdom</b> .....		1,823	31		
<b>Proportion paid the United States of Commissions received in the Dominion of Canada on Orders drawn in Canada on the United States</b> .....		130	79		
<b>Amounts paid to Banks for postages</b> .....		221	96		
<b>Amount paid to credit of Receiver-General</b> .....				17,627	32
				\$37,381	10

**ALEX. CAMPBELL,**  
*Postmaster-General.*

**W. F. FORSYTH,**  
*Superintendent, Money Order Branch.*



RECAPITULATION of the Money Order Business transacted within the several Provinces of the Dominion, during the Years 1876, 1877, 1878 and 1879.

	1876.	1877.	1878.	1879.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gross amount of Money Order Issues and Payments of Ontario.....	.....	6,988,920 05	7,392,459 63	6,979,763 12
do do do Quebec.....	.....	1,849,771 22	1,761,889 52	1,729,597 05
do do do Ontario and Quebec.	8,791,367 66	8,838,691 27	9,154,349 15	8,709,380 17
do do do Nova Scotia.....	2,509,887 61	2,555,343 92	2,689,889 50	2,530,513 44
do do do New Brunswick.....	1,614,993 40	1,667,726 41	1,709,696 50	1,601,736 46
do do do P. E. Island.....	256,221 44	234,778 39	133,054 27	141,843 48
do do do Manitoba.....	52,684 41	55,779 80	89,690 23	149,062 14
do do do British Columbia.....	146,766 62	173,766 96	202,492 44	251,216 70
Total amount of Money Order Business transacted.....	13,574,921 14	13,526,086 75	13,989,172 09	13,383,751 39
Gross amount of Savings Bank Deposits and Withdrawals received and paid through Money Order Branch.....	3,509,461 97	3,046,682 98	3,210,529 73	3,448,291 79
Total amount of Business transacted.....	16,884,383 11	16,572,769 73	17,199,701 82	16,832,043 18

ALEX. CAMPBELL,  
Postmaster-General.

W. F. FORSYTH,  
Superintendent, Money Order Branch.

REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1879, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.  
REGISTERED LETTERS.

No	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
1	Henry McDonald...	New Edinburgh	1878. July	\$ 100 00	James S. Coughlin	Six Portages.....	Stated not to have been received by person addressed.	This letter would appear to have been stolen from the Ottawa mail package for the Six Portages Post Office. No clue could be obtained to the perpetrator of the theft.	9
2	J. S. Stassard.....	Templeton .....	do	4 00	C. Campeau.....	Buckingham.....	.....	Stolen from the Templeton Post Office. Contents made good by the Postmaster.	8
3	W. Reid .....	Teeswater. ....	do	3 68	W. D. Booker.....	Hamilton.....	Stated to have been received without contents.	Enquiry unsuccessful. ....	7
4	D. S. Clarke.....	Toronto.....	do	3 00	R. Herring.....	Petrolia.....	do	do	7
5	Sidney Young .....	Milton. ....	do	15 00	R. D. McMaster. ...	Georgetown.....	Only \$10 stated to have been received	do	7
6	T. D. Crawford.....	Brantford.....	Aug.	25 00	W. E. Bradley.....	Milton West. ....	Only \$0 stated to have been received	do	7
7	W. A. Creighton...	Toronto.....	do	3 00	Miss M.E. Creighton	Hamilton. ....	Stated to have been received without contents.	do	7

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
8	J. B. Martineau.....	Montreal .....	1878. Aug. 30	\$ cts. 2 00	Mr. Chas. Deserre.	Pointe Gatineau	Stated not to have been received by person addressed.	The Postmaster of Templeton having failed to report the non-receipt of this letter at his office, was held responsible for its loss, and made good contents.	3
9	McBride & Co. ....	Montreal .....	do	14 28	Thos. Scanlon.....	Fenwick .....	do	This letter was judged to have been lost or stolen at the Fenwick Post Office, and the Postmaster accordingly made good contents.	3
10	J. Farewell .....	Thornbury .....	do	25 00	D. Bole.....	Garden Island ...	do	The Postmaster of Garden Island having failed to report the non-receipt of a letter-bill with the mail from Kingston, of 4th Sept., with which this letter was stated to have been despatched, made good contents.	3
11	Gowdy & Moore....	Limehouse .....	do	8 00	McCull Bros .....	Toronto.....	do	This letter was contained in a package made up at Limehouse for Grand Trunk Railway going east, which failed to reach the hands of the Railway Mail Clerk. Enquiry unsuccessful.	2

12	William Jacobs.....	Mountjoy.....	do	13	52 72	John Watson & Co.	Montreal.....	Only \$32.72 stated to have been received.	Enquiry unsuccessful ..	7
13	J. S. Robson .....	Stayner.....	do	16	2 08	E. Restor .....	Brantford.....	Stated not to have been received by person addressed.	The mail package in which this letter was contained disappeared between Brantford and Hamilton. Enquiry unsuccessful.	2
14	B. Doré .....	Pont Rouge.....	do	18	10 00	A. Doré .....	St. Urbain.....	Stated to have been received without contents.	Enquiry unsuccessful..	7
15	P. McDermott.....	Kingston.....	do	19	2 00	Mrs. Thos. Collins	Belleville.....	Stated not to have been received by person addressed.	This letter was mis-delivered at the Belleville Post Office, and the Postmaster accordingly made good contents.	3
16	D. D. Williston.....	Dresden .....	do	22	20 00	W. A. Ferguson ...	Delhi.....	} do	These letters were stolen from the Chatham mail for Canada Southern Railway by a porter in whose charge the mail had been left, and who made his escape to the United States before he could be brought to justice. The Postmaster of Chatham made good contents.	3
17	do .....	do .....	do	22	60 00	S. Babcock .....	Sprinfeld.....			
18	Duncan Darragh.....	Dominionville ...	do	25	20 00	D. McDonell .....	Cornwall.....	} do	These letters were stolen by a mail courier between Athol and Alexandria, who was tried and sentenced to 5 years in the Penitentiary. Contents made good, partly out of money recovered from the thief and partly by the mail contractor.	8
19	Hugh McLean.....	Notfield .....	do	28	20 00	J. H. Semple.....	Montreal ..			
20	Consolidated Bank	Sherbrooke.....	Sept.	26	118 50	Miss A. A. Ployart	Drummondville.	Stated not to have been received by person addressed.	This letter was lost or stolen in the Acton Vale Post Office, and the Postmaster accordingly made good contents.	3

REPORT No. 5.—Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
21	Ira Brisbin .....	Cobourg.....	1878. Sept. 29	\$ cts. 10 50	Dominion Grange Co. Association.	Owen Sound.....	Only \$6 stated to have been received	Enquiry unsuccessful.....	7
22	.....	Arnprior.....	do	20 00	Miss Kate McMahon	Renfrew.....	Stated not to have been received by person addressed...	Stolen from Renfrew Post Office by a lad who escaped before his arrest could be effected. Contents made good, partly out of money restored by the thief and partly by Postmaster of Renfrew.	3
23	John J. Campbell..	Notfield .....	Oct. 1	150 00	James Jack & Co..	Montreal.....	do	Stolen by mail courier between Athol and Alexandria. See Case No. 18.	8
24	F. A. Lett.....	Alliston .....	do	11 88	T. C. Duncan	Clark Toronto .....	Only \$6.88 stated to have been received	Enquiry unsuccessful.....	7
25	George Bawler.....	Morganston.....	do	12 00	Mrs. Geo. Bawler.	Plevna .....	Only \$6 stated to have been received	do	7
26	.....	New Haven, Conn, U.S.	do	20 00	Miss E. Troop.....	Halifax.....	Stated not to have been received by person addressed...	Lost while in the hands of a letter carrier attached to the Halifax Post Office. Contents made good by him.	3
27	T. Wood.....	Hamilton.....	do	6 00	Mrs. T. Wood.....	Toronto .....	Stated to have been received without contents.	Enquiry unsuccessful.....	7

28	<i>Theophile Theroux</i>	do	7	21 00	H. Drolet, ... .. St. Aimé.....	Only \$16 stated to have been received	This abstraction is believed to have been committed by a mail courier on the St. Hubaire Station and Sorel route, who made his escape to the United States.	9
29	W. H. Glassco.....	Hamilton	do	9	1 63 Samuel May .....	Stated to have been received without contents,	Enquiry unsuccessful.....	7
30	James Allan .....	Canfield...	do	12	110 00 John Watson & Co. Ayr.....	Only \$100 stated to have been received	Enquiry proved that a youth employed as telegraph operator at Paris had obtained access to the Post Office and abstracted the money from this letter. Loss made good by the Postmaster.	5
31	J. G. Wirth.....	Hope.....	do	13	250 00 Bank of British Columbia.	Only \$210 stated to have been received	Enquiry unsuccessful.....	7
32	Miss Colpeck.....	Murvale.....	do	12	3 00 C. H. Spaulding ... Boston, Mass.....	Stated not to have been received by person addressed.	This letter was stolen from the Murvale Post Office by a lad, who fled the country before he could be arrested. The Postmaster of Murvale, not having been sufficiently careful in dealing with the letter, made good contents.	3
33	Crown Lands Department,	Toronto.....	do	16	300 00 B. Watkins .....	Only \$20 stated to have been received	This letter was robbed while passing through the Mountain Grove Post Office by the Postmaster's son, who was arrested, tried, and sentenced to five years in the Penitentiary. The sum of \$252 was recovered from the thief.	8
34	James McCool, jun.	Chichester.....	do	18	10 00 Trueman Thomas.. Bristol.....	Stated not to have been received by person addressed.	This letter, having apparently disappeared at the Penbrooke Post Office, the Postmaster made good contents.	3

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
35	W. Davison.....	Wentworth Station.	Oct. 21 1878.	34 00	Rogers Manufacturing Co.	Toronto .....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
36	T. D. Huff.....	Prinyer.....	do	25 00	L. Cossitt .....	Guelph. ....	Only \$21 stated to have been received	Cover not preserved. Enquiry unsuccessful.	7
37	D. W. Hogg & Co.	New Mills, N.B.	do	63 00	S. McClellan.....	Caplin.....	Only \$43 stated to have been received	Enquiry unsuccessful.....	7
38	James Packman....	Abingdon. ....	do	25 00	James Packman....	Belleville .....	Only \$21 stated to have been received	do	7
39	.....	Renfrew.....	do	50 00	The Postmaster....	Rockingham.....	Stated not to have been received by person addressed.	Stolen from the Renfrew Post Office, by a lad. See case No. 22.	3
40	Thos McLennan...	North Sydney, N. S.	do	9 00	Donald McRae.....	South side Boularderie.	Stated to have been received without contents.	Enquiry unsuccessful.....	7
41	Mrs. M. Farrell.....	Comandagreek.	do	3 25	Jane Harley .....	Nippissing .....	do	do	7
42	F. M. Paquet.....	Rivière du Loup, N.S.	Nov. 2	17 45	J. E. Martineau .....	Quebec.....	These letters were contained in a packet made up on Rivière du Loup Branch of Grand Trunk Railway for Quebec, which was lost, and of which no trace could be discovered.		2
43	L. E. Anctil .....	St. Anne de la Pocatière.	do	2 00	L. O. Picard.....	do .....			
44	Mrs. E. Gamache..	St. Jean Port Joli	do	4 00	Redacteur du Canada.	do .....			
45	E. Mercier.....	St. Raphael.....	do	4 00	M. Gagnon.....	St. Anselme.....			
46	Mrs. W. Perrin.....	Truro, N.S.....	do	10 00	Mrs. E. M. Freeman	Milton .....	Stated not to have been received by person addressed.	The mail from Halifax for Liverpool, N.S., containing this letter is stated not to have reached the latter office. Enquiry unsuccessful.	2

47	Thomson, Birkett & Bell.	Hamilton.....	do	6	70 00	W. T. Laing.....	Windsor.....	Only \$60 stated to have been received	Enquiry unsuccessful. Cover not preserved. Evidence taken rendered it improbable that any abstraction had occurred while the latter was in charge of the Post Office.	7
48	W. Hynes.....	Baltimore, Ont...	do	9	17 00	Massey Manufacturing Co.	Newcastle.....	Stated not to have been received by persons addressed.	The Postmaster of Baltimore could not prove satisfactorily that this letter had ever been despatched from his office, and accordingly made good contents.	3
49	D. Vanalstine, ...	Wingham.....	do	19	8 75	R. H. Smith.....	Toronto.....	Only 75 cents stated to have been received.	Enquiry unsuccessful. Cover not preserved.	7
50	L. E. Gleason.....	Reading, Mass...	do	19	8 00	Miss M. Rutherford	MiddleStewiacke	Stated not to have been received by person addressed	Stolen from the Brookfield Post Office. No clue obtained as to the perpetrator of the theft.	9
51	W. Delaney.....	Halifax.....	do	21	27 00	George Fulton.....	UpperStewiacke	do		
52	S. McNeill.....	Reaver Cove.....	do	26	70 00	H. E. Kendy.....	Halifax.....	Only \$60 stated to have been received	Enquiry unsuccessful.....	7
53	W. B. Stone.....	Oshawa.....	Dec.	1	14 60	John B. Margach...	Palmerston.....	Stated not to have been received by person addressed.	Evidence went to show that this letter had disappeared in the Palmerston Post Office, and the Postmaster accordingly made good contents.	3
54	A. Gendreau.....	La Patrie.....	do	2	126 31	Davidson Bros. & Co.	Montreal.....	do	This letter was stolen from the mails by a man named Marcoux, on the route between Scotstown and West Dition. He was tried and sentenced to five years in Penitentiary. Money to the amount of \$85 05 was recovered from the thief.	8
55	Rockwell & Wier..	Lunenburg.....	do	5	50 00	B. A. Smith.....	Halifax.....	do	This letter was supposed to have been stolen by a Clerk in the Halifax Post Office. See case No. 165, class II.	4



REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

ii

No.	Name of Writer.	Where Mailed	When Mailed	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
			1878.	\$ c.					
56	W. C. Ward.....	Ridgeville.....	Dec. 7	3 60	C. M. Taylor.....	Waterloo.....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
57	J. Cox ....	Lindsay.....	do 11	10 00	Mrs. J. Cox.....	Cobourg.....	do	do	...
58	Ira Argue.....	Woodville.....	do 12	32 32	Secretary Dominion Grange.	Owen Sound.....	Only \$22.32 stated to have been received.	do	...
59	G. W. Savage .....	Emsdale.....	do 16	0 81	Dominion Bank....	Orillia.....	Stated to have been received without contents.	do	...
60	Keeler Bros.....	Spencerville....	do 17	17 00	J. Watson & Co....	Montreal.....	do	do	...
61	C. Baker.....	Cape Cove.....	do 21	15 00	W. Convey.....	Quebec.....	do	do	...
62	Dame Veuve Louis Ether.	St. Eustache.....	do 21	1 00	Firmin Proulx.....	Ste Anne de la Posaire.	In this case strong suspicion reserved on the Cape Cove Office, and a change was accordingly made in the Post-mastership.	Stolen from the St. Eustache Post Office on the night of 21st Dec, 1878, by some person or persons unknown.	9
63	Robert Walker.....	St. Joseph du Lac.	do 21	12 00	Elizabeth Stark.....	Toronto.....			
64	J. Gurd.....	London, Ont.....	do 2	9 00	W. B. Mater.....	St. Williams, Ont	Letter not received.	do	4
65	W. A. Davis.....	Cayuga.....	do 5	16 00	Wm. Mayo.....	London, Ont.....	Only \$12 received.	do	6
66	A. E. Outler.....	Arkona.....	do 9	41 20	B. P. Zavitz.....	Goldstream....	Only \$31.20 received.	do	
67	do .....	do .....	do 9	36 50	E. R. Barclay.....	do .....	Only \$32.50 received.	do	

68	W. F. Martin.....	St. Thomas.....	do	10	200 00	J. Birrell & Co.....	London.....	Only \$190 received.	6
69	R. Gripton.....	London.....	do	11	2 00	Miss M. A. McDonald,	Toronto.....	Letter not received	4
70	Black & Co.....	Gorrie.....	do	11	26 42	W. J. Reid & Co....	London.....	Only \$16 42 received.	
71	T. S. Edwards.....	Lobo.....	do	12	5 50	Secr. Harmony Lodge,	Strathroy.....	Only \$1 50 received.	
72	Patrick Keys.....	Kingston.....	do	14	20 00	R. Cunningham.....	Oil Springs.....	Only \$15 received.	
73	George Francis.....	Dresden.....	do	16	25 00	A. E. Pavey & Co....	London.....	Only \$15 received.	
74	J. W. McKeown.....	Sutherland's Corners.	do	19	100 00	E. Adams & Co.....	do	Only \$83 received.	
75	James Woolough	Drummondville.	do	20	19 25	J. R. Holmes.....	Holmesville.....	No money received.	
76	John Dart.....	Stratford.....	do	20	84 50	W. F. Bullen.....	London.....	Only \$54.50 received.	
77	Oronya & Greerless.	London.....	do	23	2 90	Registrar, Elgin...	St. Thomas.....	No money received.	
78	P. J. McDonald.....	Thorndale.....	do	23	15 00	Donald Munro.....	Embro.....	No money received.	
79	J. McCracken.....	London.....	do	24	57 10	E. Fairbrother.....	Copenhagen...	Only 10 cents received.	
80	M. Cohen.....	Yarmouth Centre.	do	26	220 00	J. H. Deans.....	Acacia.....	Only \$160 received.	
81	T. Aston.....	London.....	do	27	15 30	L. Cohen.....	Toronto.....	No money received.	
82	C. B. Gradden.....	Quebec.....	do	27	2 00	J. Neelin.....	Kingston.....	Stated not to have been received by person addressed.	3
83	.....	Toronto.....	1879.	10	1 00	Alex. Hall.....	Wicklow.....	These letters were rifled of their contents while living in the Grafton Post Office on the morning of 12th Jan., 1879, by burglars, who escaped.	9
84	.....	Grafton.....	do	11	6 00	W. W. Webb.....	Brighton.....		
85	Thos. Connolly.....	Stayner.....	do	13	21 54	W. Taylor & Co....	Toronto.....	Only \$11.54 stated to have been received.	7
86	Mr. Woodburn.....	Ottawa.....	do	11	10 50	W. R. McLatchie...	Templeton.....	Stated not to have been received by person addressed.	3

These robberies were judged to have been committed in the London Post Office. A Clerk upon whom suspicion fell was arrested and tried but the offence was not proven and he was acquitted.

This letter was lost by a Letter Carrier attached to the Kingston Post Office, who made good contents.

These letters were rifled of their contents while living in the Grafton Post Office on the morning of 12th Jan., 1879, by burglars, who escaped.

Enquiry unsuccessful. Evidence that money was enclosed as stated somewhat unsatisfactory.

There being no record in the Templeton Post office of the delivery of this letter the Postmaster of Templeton made good contents.

**REPORT No. 5—1. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceeding instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
87	John Dutton.....	Mayfair.....	1879, Jan. 13	\$ cts. 1 00	Edward Flood.....	Lindsay.....	Stated not to have been received by person addressed.	The Postmaster of Appin having failed to continue registration, made good contents.	3
88	The Postmaster.....	Dundalk.....	do	187 54	Molson's Bank.....	Owen Sound.....	Only \$183.54 stated to have been received.	Enquiry unsuccessful.....	7
89	P. W. Snider.....	St. John, N.B.....	do	20 00	C. Barsz.....	Pictou, N.S.....	Stated not to have been received by person addressed.	This letter was contained in a mail made up at St. John, N.B, for the Truro & Pictou Branch of the Intercolonial Railway, which was lost en route, and of which no trace has yet been discovered.	2
90	B. Perret.....	Quebec.....	do	18 74	D. & J. Beck.....	Cape Cove.....	Only \$10 stated to have been received	Serious suspicion in this case rested on the Cape Cove Post Office. See case No. 66.	6
91	Gilmour & Co.....	Chelsea.....	do	5 00	Mrs. J. Cobey.....	Templeton.....	Stated not to have been received by persons addressed.	Believed to have been stolen from the Templeton Post Office. Postmaster required to make good contents.	3
92	Mrs. A. Hebert.....	St. Scholastique.....	do	20 00	J. B. St. Cyr.....	do	do	do	do
93	Mrs. A. Hebert.....	Montreal.....	do	2 00	P. Rabideaux.....	do	do	do	do
94	J. C. McLachlin.....	Millbank.....	do	1 50	C. M. Taylor.....	Waterloo.....	Only 50cts. stated to have been received	Enquiry unsuccessful. It was ascertained, however, that the letter was posted unsealed, so that the portion of its contents alleged to have been missing may have accidentally dropped out.	7
95	John Butler.....	Dungannon.....	Feb. 4	15 00	Mrs. McGuire.....	Arthur.....	Only \$5 stated to have been received	Enquiry unsuccessful.....	7

96	W. D. Cathcart.....	St. Mary's.....	do	7	64 00	James Mills .....	St. Thomas.	Only \$32 stated to have been received	Evidence as to amount really enclosed not satisfactory.....	7
97	Charles Hall.....	King.....	do	10	27 00	T. Woodbridge & Co.	Toronto.....	Stated not to have been received by persons addressed.	These letters were contained in a package made up at King for Toronto, which failed to reach the latter office. Cause of failure not discoverable.	2
98	John Hogan.....	do	10	50 00	W. & R. Harvey...	Yorkville.....				
99	R. J. Smelser.....	do	10	18 00	Mail Office.....	Toronto .....				
100	Peter Murray.....	Truro, N.S.....	do	15	5 00	Miss M. Murray.....	Knoxford.....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
101	F. Robicbeau.....	Memramcook, N.B.....	Feb.	20	8 00	H. Robicbeau.....	Richibucton, N.B.	Stated not to have been received by person addressed	These letters were contained in a mail made up at St. John, N.B., for the Truro and Pictou Branch of Intercolonial Railway which was lost <i>en route</i> , and of which no trace has yet been discovered. See case No. 89.	2
102	C. H. Bartlett.....	St. John, N.B.....	do	25	15 03	J. C. Benn.....	Maccan Station..			
103	J. W. Pyke.....	Montreal.....	do	28	10 00	F. D. Laurie.....	New Glasgow,			
104	W. Rogers.....	Bathurst, N.B.....	do	3	5 00	Helen Rogers.....	N.S. ....			
105	P. Carter.....	Mill Point .....	do	21	10 00	T. N. Carter.....	New Lowell, Ont.	Stated to have been received without contents.	Enquiry unsuccessful.....	7
106	Mrs. John Brown	St. Roch de Québec.	do	22	1 00	John Dougall & Son.	Montreal.....	do	Enquiry unsuccessful. It was ascertained, however, that the letter was posted unsealed and the contents may, therefore, have dropped out.	7
107	Henry McCammon.	Warkworth.....	April	8	183 00	Mrs. Mary Jones.....	Rodney .....	Only \$168 stated to have been received	Enquiry unsuccessful.....	7
108	Mrs. J. Darlington.	Quebec .....	do	12	10 00	W. F. Darlington.	Toronto.....	Stated to have been received without contents.	do	7
109	D. T. Augustin .....	Port Burwell.....	do	12	7 00	John Howe.....	Avon.....	Only \$1 stated to have been received.	do	7
110	Cornelius Eidse.....	Scratching River	do	16	45 00	W. Hespeler.....	Winnipeg.....	Stated not to have been received by person addressed.	Stolen by Mail Courier between Scratching River and Emerson, who made his escape before he could be arrested. Contents made good by his friends.	8

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, and loss of, Letters containing money, sent through the Post in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
111	John Johnston.....	Sheba.....	1879. May 3.....	\$ 0 25	Steele Bros.....	Toronto.....	Stated not to have been received by person addressed.	Lost between the Sheba and Apoahqu Post Offices. Enquiry unsuccessful.	4
112	Jacob Tuttle.....	Petrolas.....	do 9.....	5 00	Mary E. Tuttle.....	Strathroy.....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
113	C. Zwiker.....	Crediton.....	do 14.....	55 00	T. & J. Thompson.....	London.....	Only \$50 stated to have been received.	Evidence taken pointed to the conclusion that the money reported as missing had not been abstracted in course of Post.	9
114	C. Zwiker.....	Crediton.....	do 14.....	25 00	Masuret & Co.....	do .....	Only \$20 stated to have been received.		
115	John Murray.....	Cayuga.....	do 22.....	150 00	Canadian Bank of Commerce.	Dunnville.....	Stated not to have been received by person addressed.	Supposed to have been stolen by a Mail Courier, against whom, however, sufficient evidence to secure legal conviction could not be obtained.	9
116	A. Coindet.....	Montreal.....	do 23.....	30 00	L. Kuentzli.....	Acton Vale.....	Stated to have been received without contents.	Enquiry unsuccessful. Evidence pointed strongly to the conclusion that no money was enclosed in the letter when posted.	7
117	J. Drummond.....	Spencerville.....	do 31.....	12 00	Mrs. Wood.....	Morrisburg.....	Only \$8 stated to have been received.	Enquiry unsuccessful.....	7
118	George C. Atkins.....	Hamilton.....	do 31.....	10 00	Mr. Largs.....	Toronto.....	Stated to have been received without contents.	Enquiry unsuccessful. Cover not preserved.	7

F

19	William Whaley.....	Petrolas.....	June.....	17	11 00	Thomas Dignum.....	Park Hill.....	do	.....	5
120	Dr. Townshend .....	Parrsboro' .....	do	21	208 00	Halifax Bank.....	Amberst.....	do	Stated not to have been received by persons addressed.	3
121	do .....	do .....	do	21	414 88	do .....	St. John.....	do	These letters were lost in the Parrsboro' Post Office, and the Postmaster was called upon to make good the several amounts, which he did.	
122	John Huckling.....	Flesherton.....	do	26	9 00	R. Walker & Sons,	Toronto.....	do	Stated to have been received without contents.	7

REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1879, of abstraction from and loss of Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

II.

UNREGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
1	Onésime Dion. ....	St. Lambert .....	July 1	2 03	James Grant .....	Montreal .....	Stated not to have been received by person addressed.	Posted for registration, and Postmaster of St. Lambert having omitted to register it, made good contents.	3
2	Rev. J. Conolly .....	Inverness .....	do 3	3 00	M. Mullin. ....	do .....	do	No trace owing to want of registration.	1
3	A. Dion. ....	St. Roch de Quebec. ....	do 4	44 00	D. Mosson & Co. ....	do .....	do	do	
4	Mrs. C. Home. ....	Quebec .....	do 5	4 00	Mrs. Robt. Ross .....	do .....	do	do	1
5	Mary Graham. ....	Pictou .....	do 9	5 00	Alex. Graham .....	Upper Barney's River.	do	do	
6	J. W. Batchelor. ....	Windsor .....	do 9	10 00	E. Batchelor .....	Toronto .....	do	do	3
7	S. White. ....	Windsor .....	do 9	16 00	H. Gracey .....	Weston. ....	do	do	
8	C. H. De Greer. ....	Oshawa .....	do 8	10 00	Robertson Bros. ....	Kingston. ....	do	do	
9	John Wilson .....	Emsdale .....	do 17	14 00	Robert Stinson .....	Falkenburg .....	Stated to have been received without contents.	Enquiry unsuccessful.	7
10	Capt. W. Zealand. Bic .....	Bic .....	do 17	35 00	Miss Isabella Zealand. ....	Hamilton .....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
11	H. J. Whitehead. ....	Hochelega .....	do 18	1 00	J. B. Shorey .....	Montreal .....	do	do	
12	Mrs. D. Campbell. ....	St. Anne de la Parade. ....	do 20	20 00	Mrs. Geo. King .....	St. Roch de Quebec. ....	do	do	

13	J. M. Hoyte.....	Lequille.....	do	20	1 00	Mrs. Hoyte.....	Halifax.....	do	do	1
14	R. S. Friddy.....	Chatham.....	do	22	4 00	Registrar, College of Pharmacy.....	Toronto.....	do	do	
15	François Payette.....	St. John.....	do	23	2 00	Louis Payette.....	Montreal.....	do	do	
16	Hugh Hyndman.....	W. G. & B. Tra- veling P. O.	do	30	5 00	Miss M. W. Hynd- man.....	Halifax.....	do	do	
17	Parmelia LeBlanc.....	L'Epiphanie.....	do	31	2 00	Olivier Angers.....	Montreal.....	do	do	
18	S. Cohon.....	Cape Canso.....	do	20	26 00	C. H. Whitman.....	Halifax.....	do	do	
19	S. Bernard.....	Deunmore's Mills Aug.	do	31	20 00	W. Archibald.....	do	do	do	
20	A. H. McGillivray.....	Guysboro'.....	do	3	5 00	J. C. Blackadar.....	do	do	do	
21	J. & R. McLea.....	Montreal.....	do	5	30 00	John B. McLea.....	Bic.....	do	do	
22	J. Warren.....	Pointe à Pic.....	do	6	1 35	Joseph Allard.....	Quebec.....	do	do	
23	Joseph Allan.....	Halifax.....	do	12	1 60	W. Dunbar.....	Elmsdale.....	do	do	
24	J. S. McLeod.....	Windsor.....	do	16	20 00	J. A. Skinner & Co Hamilton.....	Hamilton.....	do	do	
25	F. Johnston.....	Ottawa.....	do	16	10 00	E. V. Johnston.....	Perth.....	do	do	
26	Sarah A. Graham.....	Hamilton.....	do	17	2 00	Mrs. E. Graham.....	Kingston.....	do	do	
27	Treasurer Canada Southern Rail- way.	St. Thomas, West	do	7	97 50	S. Cooper.....	Ramsgate.....	do	do	
28	do	do	do	7	106 25	C. Gales.....	do	do	do	
29	do	do	do	7	168 00	W. Harris.....	do	do	do	
30	do	do	do	7	72 00	W. D. McOr- rie.....	do	do	do	
31	do	do	do	7	221 50	G. Pierman.....	do	do	do	
32	do	do	do	7	88 80	A. Tomkins.....	do	do	do	
33	do	do	do	7	33 60	J. Watson.....	do	do	do	
34	do	do	do	7	194 50	A. Watson.....	do	do	do	
35	J. McBurney.....	Ingersoll.....	do	22	4 00	Mrs. McBurney.....	Lane.....	do	do	
36	John A. Moore.....	terboro.....	do	23	15 00	Miss L. Moore.....	Montreal.....	do	do	
37	Claire Tremblay.....	Montreal.....	do	26	2 00	Madame P. Harvey Etienne.....	Malbaie, Saint Etienne.....	do	do	
38	A. B. McDonald.....	Lancaster.....	do	28	12 00	A. B. McDonald.....	Montreal.....	do	do	
39	Maggie Meek.....	Kingston.....	do	29	4 00	John Meek.....	Toronto.....	do	do	
40	W. W. Dalgleish.....	Huntingdon.....	do	31	20 00	Wm. Evans.....	Montreal.....	do	do	
41	W. A. Calkuck.....	Ellershouse.....	do	31	4 00	Mrs. Calkuck.....	Halifax.....	do	do	
42	A. Russell.....	Bridgewater.....	do	2	12 00	Payant & King.....	do	do	do	
43	Mrs. E. Dicke.....	Maitland.....	Sept.	2	14 00	E. Tupper.....	Round Hill.....	do	do	
44	W. A. Calkuck.....	Ellershouse.....	do	7	1 00	Mrs. Calkuck.....	Halifax.....	do	do	
45	L. Devine.....	Windsor, N. S.....	do	7	1 00	Emma Devine.....	do	do	do	
46	James Orser.....	Toronto.....	do	9	2 00	Mrs. A. Watt.....	Portsmouth.....	do	do	
47	Miss M. Brewer.....	St. John, N. B.....	do	10	3 00	Mrs. George Grey.....	St. Stephen, N. B.....	do	do	
48	N. McKinnon.....	Malone Bay.....	do	11	5 00	Hector McPhee.....	Halifax.....	do	do	
49	Duncan Cameron.....	Ospe Canso.....	do	12	59 23	A. & W. Mackinlay do	do	do	do	
50	Geo. Hamilton.....	Lower Horton.....	do	12	20 00	Rev. H. H. Hamilton Guysboro'.....	do	do	do	

Only \$20 stated to  
have been received.  
Stated not to have  
been received by  
person addressed.

These letters were embelzled  
by the Postmaster of Rams-  
gate, who absconded.

No trace, owing to want of re-  
gistration.



REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money, sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Altered Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
51	Elmina Guillot.....	Lévis.....	1878. Sept. 16	3 00	Dile. C. Turgeon.....	Charlesbourg.....	Stated not to have been received by person addressed.	This letter was posted for registration, and the Postmaster of Lévis, having omitted to register it, made good contents	3
52	C. E. Jameson.....	St. John, N.B.....	do	3 00	Lottie G. Jamieson	St. Stephen.....	do	No trace, owing to want of registration.	...
53	J. W. Ortvine.....	Heidelberg.....	do	4 00	Jas. Foster & Son.	Toronto.....	do	do	...
54	Maggie Macdonald	Mahone Bay.....	do	2 25	Mr. Crow.....	Halifax.....	do	do	...
55	Sisters of Charity	Upper Prospect..	do	17 00	Mahon Bros.....	do	do	do	...
56	Mother Elizabeth..	West Pubnico....	do	2 00	Mrs. T. Lynch.....	do	do	do	...
57	Mr. Gatchell.....	Charlottetown....	do	5 00	L. Gatchell.....	do	do	do	...
58	Dugald McGill.....	Alton.....	do	9 00	Wm. White.....	Monticello.....	do	do	...
59	A. Leblanc.....	St. Hyacinthe....	do	8 00	Dile. Agnes Nowrie.	Montreal.....	do	do	...
60	Letsy Blackwood..	Waterloo.....	do	6 00	Miss Janet Blackwood.	do	do	do	...
61	Sisters of Charity	Upper Prospect..	do	14 00	Mr. Mahon.....	Halifax.....	do	do	...
62	Rev. A. Hokin.....	New Germany....	Oct. 2	8 00	M. B. Huestis.....	do	do	do	...
63	P. G. Savage.....	Richmond Hill... St. Mary's.....	do 3	25 00	Kinnear & Lang... Mrs. J. L. Barron..	Toronto..... London.....	do	do	...
64	W. Moscrip.....	St. Mary's.....	do 4	20 00	Mrs. J. L. Barron..	London.....	do	do	...
65	R. H. Rundie.....	Sonya.....	do 4	140 00	Massey Manufac- turing Co.	Newcastle, Ont..	do	do	...
66	Miss Sweet.....	Sackville, N.B..	do 4	2 00	Miss Knowlan.....	Halifax.....	do	do	...
67	John Davis.....	Ryng Inlet.....	do 9	16 00	Mrs. John Davis...	Ottawa.....	do	do	...
68	D. A. Campbell...	Tatamagouche... Mahone Bay.....	do 10	47 00	J. E. Wilson.....	Halifax.....	do	do	...
69	B. Slaughterwhite.	Mahone Bay.....	do 11	4 00	E. G. & C. Slay- ner.	do	do	do	...
70	Patrick Enright...	Côte St. Paul... St. Jean Chry- sostome.	do 14	10 00	Dame Emelie En- wright.	Hull.....	do	do	...
71	Gregoire Racicot..	St. Jean Chry- sostome.	do 15	30 00	Thomas Wilson....	Montreal.....	do	do	...
72	P. Sinclair.....	Isaac's Harbour..	do 15	£8 45	R. J. Sweet.....	Halifax.....	do	do	...



**REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money, sent through the Post in Canada.**

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
102	A. S. Mackay.....	Truro .....	1878. Dec. 2	\$ cts 2 63	Brown & Webb.....	Halifax.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
103	Rev. P. H. Robinson	Sandy Cove.....	do	3 1 00	Rev. A. W. Nicol-son.	do .....	do	do	...
104	J. M. Freeman .....	Pleasant River.	do	25 00	Brown & Webb.....	do .....	do	do	...
105	F. W. Watson .....	Harvey .....	do	2 34	Frank Tufis & Co..	St. John, N.B.....	do	do	...
106	James Sinclair .....	Ottawa .....	do	5 00	James Sinclair.....	Montreal.....	do	do	...
107	Henley & Otton.....	Kingston, .....	do	7 10 00	G. D. & R. S. Garvie.	do .....	do	do	...
108	Publisher Palmer- ston Telegraph.	Palmerston.....	do	9 1 00	Dominiot Type Foundry Co.	do .....	do	do	...
109	John Sivewright...	Bathurst, N.B....	do	9 15 00	Messrs. Adams & Lawlor.	Newcastle, N.B..	do	do	...
110	Wm. Lowe .....	Hamilton.....	do	9 8 00	David Lowe .....	Uffington .....	do	do	...
111	E. McIntosh .....	Carillon.....	do	3 00	Mrs. McNeil.....	Montreal .....	do	do	...
112	Mrs. Richardson..	Windsor.....	do	14 10 00	Mrs. W. L. Baby...	Wallaceburg .....	do	do	...
113	Hugh J. Strang.....	Goderich .....	do	24 00	Donald McGillivray	Toronto.....	do	do	...
114	James Ward .....	Barrie .....	do	2 00	C. G. Cobban & Co	do .....	do	do	...
115	Rev. John Shea.....	Toronto.....	do	19 10 00	John Madden.....	Yorkville.....	do	do	...
116	H. S. French.....	St. John, N.B....	do	19 1 25	B. S. Palmer .....	Hampstead, N.B.	Stated to have been received without contents.	Enquiry unsuccessful.....	7
117	D. Wetmore .....	Clifton, N.B....	do	7 00	A. T. Gilmour .....	St. John, N.B....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
118	Miss Sanderson...	Montreal .....	do	6 00	Miss Howard.....	Lachute.....	do	do	...
119	Gerald Egan.....	Ottawa .....	do	10 00	Miss Kate Egan...	Toronto.....	do	do	...
120	Richard Hinton.....	International Bridge.	do	24 00	R. G. Barrett.....	do .....	do	do	...



REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation
					Name.	Place.			
142	J. G. Cadham.....	Clifton.....	1879. Feb. 10	\$ cts. 4 25	Benj. Good. ....	Thorold.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
143	Cyrille Brazeau.....	Montreal.....	do	3 00	Gideon St. Denis...	Hull.....	do	do	
144	Mrs S. McPhee.....	Westland, N.S....	do	2 00	S. Selden.....	Halifax.....	do	do	
145	John Brown.....	Shelburne, N.S....	do	13 50	Forsyth, Hart & Co	do	do	do	
146	E. R. Mulhall.....	Liverpool, N.S....	do	1 20	A. & W. Mackinlay	do	do	do	
147	Mrs. Maggie May....	Thurso.....	do	3 00	R. J. Egan.....	Montreal.....	do	do	
148	Mrs. Foster.....	Ottawa.....	do	1 00	Mrs. Parsons.....	Kingston.....	do	do	
149	M. K. Auerbach.....	Napanee.....	Feb. 18	8 00	M. K. Auerbach....	Morrisburg.....	do	do	
150	Mr. Barker.....	Toronto.....	do	1 85	W. E. Smithgate....	Markdale.....	do	do	
151	.....	St. Hyacinthe...	do	2 00	Madame Veave.....	Montreal.....	do	do	
152	Damase Beaudouin...	West Broughton...	do	55 00	Charbonneau.....	Quebec.....	do	do	
153	W. G. Smith.....	Halifax.....	do	3 00	Louis Biodeau.....	Chatham, N.B....	do	do	
154	Louis Brunelle.....	Three Rivers.....	do	10 00	Mrs W. G. Smith... Madame L. Brunelle	Montreal.....	do	do	
155	Henry Warren.....	.....	do	25 00	A. G. Warren.....	Shead's Mills.....	do	do	
156	M. E. Rice.....	Bear River.....	March 4	40 00	A. & W. Mackinlay	Halifax.....	do	do	
157	Jas. C. Morrison....	St John, N.B....	do	10 00	T. R. Jones & Co., Lee & Logan.....	St. John, N.B....	do	do	
158	James Grogan.....	Richibucto, N.B...	do	3 00	Mrs. Thos. Walsh..	do	do	do	
159	Miss Kate Power....	Kingston.....	do	4 00	Miss M. C. Brown..	Hamilton.....	do	do	
160	Miss Hattie Brown...	.....	do	30 00	G. Fishel & Co....	Montreal.....	do	do	
161	A. Morris.....	do	do	11 00	Mdlle. Marie Vil- leneuve.....	do	do	do	
162	Hermoine Desjar- dins.....	St. Hermas.....	do	2 00	Mrs. J. O. Tucker.	Toronto.....	do	do	
163	J. O. Tucker.....	Peterboro'.....	do	10 00	T. N. Carter.....	New Lowell.....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
164	T. & C. Carter.....	Mill Point.....	do	3 50	Messrs. Baldwin & Co.....	Halifax.....	.....	Stolen by a Clerk in the Halifax Post Office, who was tried for the offence but acquitted.	4
165	.....	Quebec.....	do						



**REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1879, of abstraction from, and loss of, Letters containing Money, sent through the Post in Canada.**

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
204	F. M. R. Spendlove	Montreal	1879. June 9	\$ cts. 2 00	E. D. Smith	Magog	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
205	J. Finn	Ottawa	do 9	7 00	W. Clarke	Montreal	do	do	do
206	Ellen Shean	St. John, N.B.	do 15	6 00	M. Shean	Chatham, N.B.	do	do	do
207	G. C. Carman	Wales	do 19	2 00	Madame A. Hudon	Montreal	do	do	do
208	J. A. Daveling	St. Paulin	do 25	10 00	P. Rowan & Co.	do	do	This letter was posted for registration, and the Postmaster of St. Paulin having failed to register it, made good contents.	3

## RECAPITULATION.

Classification of Cases.	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed; but for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.....		184
2. Letters contained in mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable.....	15	
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were made good by, or recovered from the officers responsible.	22	5
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.....	4	9
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and afterwards made good by the officers responsible.....	4	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.....	18	
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.....	43	9
8. Letters stolen, or supposed to have been stolen from the Post Office or mails <i>en route</i> , the contents of which were recovered.....	7	1
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered.....	9	
Totals.....	122	208

A. CAMPBELL,  
*Postmaster-General.*

WILLIAM WHITE,  
*Secretary.*



## REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during  
wise ; showing how such Dead

TABLE No. 1.—Showing the number of Letters of all

Number Received.	—	—	—
<b>DEAD LETTERS :</b>			
Returned from Great Britain.....	6,640		
do United States.....	42,656		
do Newfoundland.....	421		
do Bermuda.....	44		
do West Indies.....	28		
do New South Wales.....	103		
do Queensland.....	23		
do New Zealand.....	47		
do Tasmania.....	6		
		49,968	
Returned from Post Offices in Canada, classified as follows :			
Registered Letters (including 301 of foreign origin).....	4,779		
Letters found to contain value and recorded.....	1,833		
Ordinary Dead Letters originating in Canada.....	187,995		
Dead Letters originating in other countries.....	50,940		
do with printed addresses or official franks.....	19,119		
Returned Letters, i.e. Letters sent out from Dead Letter Office and again returned unclaimed.....	36,433		
Circulars and Postal Cards.....	111,963		
		413,062	
			463,030
<b>SPECIAL LETTERS, classified as follows :</b>			
Registered Letters received for better address, postage, &c.....	4,903		
Letters found to contain value received for better address, postage, &c.....	1,570		
		6,473	
Ordinary Letters received for better address.....	8,654		
do do postage.....	30,824		
		39,478	
Drop Letters received for postage.....		5,022	
Unpaid or Short-paid Letters for foreign countries.....		16,348	
Postal Cards received for postage or better address.....	4,842		
Circulars do do.....	4,663		
		9,505	
Books, Parcels, Papers, &c., containing enclosures.....		573	
			77,399
Carried forward.....			540,429

No. 10.

the Year ended 30th June, 1879, and of their contents, valuable or other-Letters have been disposed of.

kinds received, with the disposition made of them.

How Disposed of.				
<b>DEAD LETTERS :</b>				
Returned to Great Britain, including all Foreign Letters not enumerated below; of these were registered.....	143	10,053		
Returned to United States; of these were registered.....	153	39,531		
Returned to Newfoundland; of these were registered.....	5	356		
Returned to Bermuda.....		12	49,952	
	301			
Returned to writers:				
Registered Letters, including those of foreign origin.....	3,445			
Registered Letters in Dead Letter Office awaiting claim.....	57			
Registered Letters failed of delivery to writers owing to refusal to redeem, want of address of writers, &c., found to be of no value and destroyed.....	1,277	4,779		
Letters containing value returned to writers.....	1,723			
Letters containing value in Dead Letter Office awaiting claim.....	97			
Letters containing value destroyed (recorded in error).....	13		1,833	
Ordinary Dead Letters returned to writers do do printed address or to Government Departments, &c.....	138,697			
	19,119		157,816	
Dead Letters without signature or postmark, accounts, &c., destroyed.....	100,254			
Returned Dead Letters destroyed.....	36,433			
		136,687		
		111,963		
Circulars and Postal Cards destroyed.....			413,078	
<b>SPECIAL LETTERS :</b>				463,030
Registered Letters returned to writers.....	4,365			
do forwarded to address.....	477			
do in Dead Letter Office awaiting claim.....	36			
do in hands of Postmasters.....	5			
do destroyed, being of no value.....	18			
do lost in transmission.....	2			
		4,903		
Letters containing value returned to writers or forwarded.....	1,536			
do in Dead Letter Office awaiting claim.....	32			
Carried forward.....	1,568	4,903		463,030

REPORT No 10.—Statement of Letters received at the Dead Letter Office

TABLE No. 1.—Showing the number of Letters of all kinds

Number Received.	—	—	—
Brought forward.....			540,429
Grand Total .....			540,429

S U M

Dead Letters received.....	463,030
Special do .....	77,399
	540,429

during the Year ended 30th June, 1879, and of their contents, &c. — *Con.*

received, with the disposition made of them—*Continued.*

How disposed of.	—	—	—	—
Brought forward .....	1,568	4,903	.....	463,030
<b>SPECIAL LETTERS.—Continued.</b>				
Letters containing value in hands of Post-masters.....	1			
do destroyed (recorded in error).....	1			
		1,570		
Ordinary Letters returned to writers.....	19,290		6,473	
do forwarded to address.....	7,177			
do destroyed.....	4,027			
do in Dead Letter Office awaiting claim.....	330			
		30,824		
Letters received for better address returned to writers.....	6,696			
Letters received for better address forwarded to address.....	169			
Letters received for better address destroyed.	1,789			
		8,654		
Drop Letters returned to writers.....	3,100			
do forwarded to address.....	804			
do destroyed.....	1,118			
		5,022		
Letters for foreign countries returned to writers.....	11,735			
Letters for foreign countries forwarded to address.....	3,411			
Letters for foreign countries destroyed.....	1,202			
		16,348		
Postal Cards returned to writers.....	2,187			
do forwarded to address.....	6			
do destroyed.....	2,649			
		4,842		
Circulars returned to senders.....	2,897			
do forwarded to address.....	52			
do destroyed.....	1,714			
		4,663		
Books, &c., containing enclosures returned to senders.....	18			
Books, &c., containing enclosures forwarded to address.....	549			
Books, &c., containing enclosures, destroyed..	6			
		573		
			70,926	
				77,399
<b>Grand Total.....</b>	.....	.....	.....	540,429

**M A R Y.**

Dead Letters disposed of as above.....	463,030
Special do do .....	77,399
	540,429

REPORT No. 10—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other enclosures of value; the amount and nature of their contents; the Number of such Letters delivered during the year, and the Number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1879.	Nature of Contents.	Value of Contents of Letters received during the Year ended 30th June, 1879.	No. of Letters delivered of those received, during the Year ended 30th June, 1879.	No. of Letters undelivered on 30th June, 1879, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1879, and now in hands of Postmasters, waiting delivery.
		\$ cts.			
5,201	Money (including \$10.10½ enclosed in letters under other heads) .....	21,486 61	5,072	125	4
68	Bills of Exchange .....	41,734 41	67	1	
351	Cheques.....	30,626 22	343	8	
320	Drafts (including \$2,028.61 enclosed in letters entered under other heads) .....	84,643 81	318	2	
1	Letter of Credit.....	5,313 19	1		
296	Money Orders (Post Office).....	6,366 19	286	9	1
89	Orders.....	2,614 66	83	5	1
657	Promi sory Notes.....	113,375 51	644	13	
551	Receipts .....	48,734 89	538	13	
1	Passage Certificate.....	54 00	1		
10	Stock Certificates.....	17,118 40	10		
1	Tender.....	1,950 00	1		
143	Registered Letters sent to Dead Letter Office, London, England .....		143		
153	do do Washington, U.S .....		153		
5	do do Newfoundland .....		5		
154	Deeds.....		154		
9	Certificates—Baptism .....		9		
1	do Cattle .....		1		
45	do Character.....		43	2	
7	do Church Membership.....		7		
1	do Convict's Pardon .....		1		
1	do Death .....		1		
1	do Druggist .....		1		
3	do Engineers.....		3		
3	do Good Templars .....		3		
3	do Insurance.....		3		
2	do Law Student .....		2		
8	do Marriage .....		8		
1	do Medical .....		1		
2	do Odd Fellows.....		2		
6	do Orange Lodges.....		6		
2	do Pensioners.....		2		
1	do Railway Passes.....		1		
11	do School Teachers.....		11		
1	do Sher ffs .....		1		
1	do Shipping Registration .....		1		
3	do Steamboats .....		3		
3	Affidavits .....		3		
1	Baby's Sock.....		1		
9	Books .....		9		
1	Brooch and Pendant.....		1		
7	Chromos.....		7		
1	Cigars .....		1		
1	Coat.....		1		
1	Cross and Chain.....		1		
1	Dentists' Instruments.....			1	
1	Diploma.....		1		

REPORT No. 10—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other enclosures of value, &c.

No. of Letters received during the Year ended 30th June, 1879.	Nature of Contents.	Value of Contents of Letters received during the Year ended 30th June, 1879.		No. of Letters delivered of those received during the Year ended 30th June, 1879.	No. of Letters undelivered on 30th June, 1879, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1879, and now in hands of Postmasters, waiting delivery.
		\$	cts.			
1	Discharges, Sailors' .....			1		
2	do Soldiers' .....			1	1	
1	Doll .....			1		
1	Fish-hook .....			1		
2	Fur Gauntlets .....			2		
1	Glazier's Diamond .....			1		
2	Gold Bars and pieces .....			2		
1	do Bracelet (half) .....				1	
3	do Brooches .....			3		
1	do Chain .....			1		
4	do Cuff Buttons .....			4		
9	do Ear-rings .....			8	1	
39	do Finger Rings .....			33	6	
1	do Leaf .....			1		
7	do Locketts .....			7		
8	do Pins .....			8		
2	do Shirt Studs .....			2		
4	do Spectacles .....			4		
1	do Syringe .....			1		
1	do Thimble .....				1	
1	do Trinket .....			1		
15	Insurance Policies .....			15		
7	Jewellery (inferior) .....			6	1	
1	Key .....			1		
4	Kid Gloves .....			4		
1	Lace Cuffs .....			1		
2	License—Auctioneer .....			2		
2	do Malster .....			2		
1	do Tavern .....			1		
1	Maccabees Warrant .....			1		
1	Magic Lantern .....			1		
1	Maple Sugar .....			1		
1	Meerscham Pipe .....				1	
1	Minature Opera Glass .....			1		
3	Moccasins .....			3		
1	Necklace .....				1	
3	Old Coin .....			3		
3	Parcels (not opened) .....			3		
46	Pass Books (Bank and Building Society) .....			46		
1	Pencil Case .....			1		
1	Pincusheon .....				1	
1	Plated Silver Links .....			1		
1	Pocket Book .....			1		
17	Powers of Attorney .....			17		
8	Railway Passes .....			8		
7	do Tickets .....			7		
1	Rat Skin .....				1	
1	Shawl Pins .....			1		
4	Shoes .....			3	1	
2	Silk Handkerchiefs .....			2		
2	do Neckties .....			2		
4	Silver Finger Rings .....			2	2	

REPORT No. 10—*Concluded.*

TABLE No. 2—Showing the Number of Letters received containing Money or other enclosures of value, &c.

No. of Letters received during the Year ended 30th June, 1879.	Nature of Contents.	Value of Contents of Letters received during the Year ended 30th June, 1879.	No. of Letters delivered of these received during the Year ended 30th June, 1879.	No. of Letters undelivered on 30th June, 1879, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1879, and now in hands of Postmasters, waiting delivery.
		\$ cts.			
1	Silver Foil.....		1		
1	do Ornaments.....		1		
1	do Spoons.....		1		
1	do Thimble.....		1		
4	do Watch Cases.....		4		
4	do Watches.....		3	1	
1	do Watch Works.....		1		
1	Skates.....		1		
1	Smoking Cap.....		1		
1	Steamship Pass.....		1		
84	Valuable Documents.....		81	3	
1	Vest.....		1		
1	Violin Strings.....		1		
1	Watch Chain Fastening.....		1		
1	Watch Works.....		1		
8,479		373,989 89	8,272	201	6
	In hands of Postmasters, awaiting delivery.....		6		
	Lying unclaimed in Dead Letter Office.....		201		
			8,479		
4,606	{ Add to these—Ordinary Registered Letters not above enumerated, and letters containing value, not enumerated above, which have been either returned, forwarded or otherwise disposed of, as shown in Table No. 1. }		4,585	21	
	Grand Total of letters containing value disposed of.....		12,857	222	6
	do in hands of Postmasters.....		6		
	do unclaimed, in D. L. Office.....		222		
13,085			13,085		

A. CAMPBELL,  
Postmaster-General.

W. H. GRIFFIN,  
Deputy Postmaster-General.

REPORT No. 11.

POST OFFICE SAVINGS BANK, CANADA.—Account of all Deposits received and paid under the authority of the Act 38th Vict., cap. 7, from 1st July, 1878, to 30th June, 1879, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.		\$	cts.
Balance due depositors on 30th June, 1878, as already reported.....	2,764,484	03	Repayments to depositors during the year:		
Deposits in Post Office Savings Bank during the year.....	1,973,243	00	In cash.....	\$1,475,048	79
Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, Secs. 65, 66 and 67.....	110,912	56	Paid over, at depositors' request, to Finance Department, for inscription in Dominion Stock.....	258,400	00
			Balance due depositors on 30th June, 1879:		1,733,448 79
			Bearing interest at 4 per cent.....	\$2,908,577	46
			"    "    5    "    .....	179,900	00
			Outstanding cheques held by depositors, and not presented for payment.....	16,713	34
					3,105,190 80
					\$4,838,639 59



**STATEMENT of Expenses incurred from 1st July, 1878, to 30th June, 1879.**

	\$	cts.
Salaries at Central Office.....	12,377	12
Payment for extra labour involved in computing interest and balancing Depositors' Ledgers at Central Office in July, 1878.....	473	00
Compensation to Postmasters.....	3,314	05
Printing and binding (per accounts of Queen's Printer).....	681	71
Stationery (per accounts from Stationery Office).....	437	15
Miscellaneous, including advertising, travelling expenses of Inspectors, telegrams, &c.....	109	00
	17,392	03
Less—Estimated cost (including commissions actually paid to Postmasters, \$646 00) of receiving from Depositors, and paying over to the Finance Department, on their behalf, for inscription in Dominion Stock, the sum of \$258,400.00.....	1,292	00
Leaving, as cost of maintaining the Post Office Savings Bank, during the year, the sum of.....	\$16,100	03

A. CAMPBELL,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent, Savings Bank Branch.*

# REPORT

ON THE

# STATE OF THE MILITIA

OF THE

# DOMINION OF CANADA,

FOR THE YEAR 1879.

---

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY COMMAND OF  
HIS EXCELLENCY THE GOVERNOR GENERAL.

---



OTTAWA:  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.  
1880.



DEPARTMENT OF MILITIA AND DEFENCE,

OTTAWA, February, 1880.

The undersigned has the honor to forward to Your Excellency the accompanying Report from the General Officer Commanding, relating to the Militia of the Dominion of Canada for 1879, which is respectfully submitted for Your Excellency's consideration.

A. CAMPBELL,

Minister of Militia and Defence.

His Excellency

The Governor General,

Ottawa.



## INDEX TO CONTENTS.

(MILITIA REPORT, 1879.)

	PAGE.
<b>REPORT OF GENERAL OFFICER IN COMMAND OF THE MILITIA.....</b>	<b>ix, lxiii</b>
<b>Active Militia. Number drilled in 1879.....</b>	<b>ix</b>
do Drill at Headquarters of Battalion.....	ix
do Present organization.....	x
do Fraudulent enrolment of men.....	xviii
<b>"A" and "B" Batteries. Sergeants for Drill Instruction.....</b>	<b>xii</b>
do Suggested increase to include Artificers.....	xiv, xvi
do Horses.....	xv
do Estimate cost of increase.....	xv
do Localization, &c., discussed in Prize Essay.....	xvii
do Term "Royal" suggested.....	xvii
do Report of.....	xvii, xxviii
<b>Aid to Civil Power.....</b>	<b>xxxiii</b>
<b>Ammunition—Small Arm—Factory.....</b>	<b>xxiii, xxiv, xlvii</b>
<b>Arming of Seaboard.....</b>	<b>xxxiv, xxxix</b>
<b>Arms and Ammunition. Supplies of.....</b>	<b>xxii, xxiii</b>
do Being absorbed.....	xxii
<b>Artillery.....</b>	<b>xxviii</b>
<b>Cadet Companies of Infantry. Educational Institutions.....</b>	<b>xi</b>
<b>Canada contrasted with small European Powers.....</b>	<b>lv</b>
<b>Canadians. Willingness of, to aid the Mother Country.....</b>	<b>lvi</b>
<b>Cannon, Rifle. Conversion of Smooth Bore into.....</b>	<b>xxxiv, xxxviii, xlviii</b>
<b>Cavalry.....</b>	<b>xxviii</b>
<b>Coal Supply.....</b>	<b>xliv</b>
<b>Concluding Remarks on Militia Force.....</b>	<b>lii</b>
<b>Clothing Supply.....</b>	<b>xxii, xxv</b>
<b>Courts Martial.....</b>	<b>xxx</b>
<b>Courts of Inquiry, resorted to.....</b>	<b>xxx</b>
<b>Deputy Adjutants General. Annual Reports of.....</b>	<b>xxv</b>
<b>Division of Responsibility.—Civil and Military.....</b>	<b>lvi</b>
<b>Embodied Troops. Stronger force of, advisable.....</b>	<b>xi</b>
<b>Engineers.....</b>	<b>xxviii</b>
<b>Expenditure for Militia purposes.....</b>	<b>lvi</b>
<b>Harbor Defence by Mortars.....</b>	<b>xlx</b>
<b>Headquarter Staff. Suggests another Senior Officer.....</b>	<b>xxi</b>
<b>Imperial Reserve.....</b>	<b>xxxi, xxxiv</b>
<b>Lecture on Military Aspect of Canada.....</b>	<b>xvii</b>

	PAGE
Merchant Steamers. To convert into armed cruisers .....	xlvii, xlviii
Militia Act extended to North West Territory and Keewatin.....	lii
Militia. Efficiency of, to be maintained.....	xxii
Military Displays, Montreal and Toronto.....	x, lvi
do During progress of Governor-General and Princess.....	x
Mounted Police.....	liii
do Depot.....	liv
do Posts desirable to occupy in North-West Territory.....	liii
Naval Defence. Colonial.....	xxxvii, xlvii
do Sea-faring men in Dominion for.....	xxxvii
North-West Territories. Indian troubles in.....	li, liv
do Corps formed in.....	li
do and Keewatin. Militia Act extended to.....	lii
do to British Columbia. Journey in 1875.....	lii
Palliser Guns .....	xlvii, li
Permanent Battalions. Organization of.....	xxxii
Regulations and Orders. New Code.....	xx
Reserve Militia.....	x
Riot in City of Quebec.....	xi
Royal Military College. Report of Board of Visitors.....	xviii
do Annual Report.....	xxviii
do Progress and Developement of.....	xvii
do Instruction in use of torpedoes.....	xviii
do Equitation at.....	xv
Schools of Military Instruction. Toronto, Montreal and St. John.....	xii
do Cavalry and Infantry.....	xii, xiii, xxviii
do Previously suggested of 100 each.....	xiv, xvi
Staff of Military Districts. Duties of.....	xix
do Artillery Inspection.....	xx
Suggestions in previous Reports.....	x
Thanks to Government for courtesy and attention.....	lxii
do Colonel Powell, Adjutant-General .....	xx

## APPENDICES:—

## No. 1. Reports by Deputy Adjutants-General—

Military District No. 1.....	1 — 5
do No. 2.....	5 — 15
do Addenda.....	89
do No. 3.....	15 — 25
do No. 4.....	26 — 32
do No. 5.....	32 — 46
do No. 6.....	46 — 49
do No. 7.....	49 — 53
do No. 8.....	54 — 77
do No. 9.....	77 — 82
do No. 10.....	82 — 86
do No. 11.....	214 — 218
do No. 12.....	87 — 88

	PAGE
<b>No. 2. Inspection Reports of Corps—</b>	
Military District No. 1.....	90 — 97
do No. 2.....	98 — 117
do No. 3.....	118 — 135
do No. 4.....	136 — 147
do No. 5.....	148 — 163
do No. 6.....	164 — 169
do No. 7.....	170 — 177
do No. 8.....	178 — 187
do No. 9.....	188 — 201
do No. 10.....	202 — 205
do No. 11.....	206 — 209
do No. 12.....	210 — 213
<b>No. 3. Reports on the Artillery .....</b>	<b>219 — 245</b>
<b>No. 4. Report on Schools of Gunnery—</b>	
“ A ” Battery, Kingston.....	246 — 248
“ B ” Battery, Quebec .....	248 — 259
<b>No. 5. Certificates from Schools of Gunnery—</b>	
(A) Gunnery Schools.....	260 — 263
(B) Cavalry.....	264
(C) Artillery.....	265
<b>No. 6. Certificates, Boards of Examiners.....</b>	<b>266 — 268</b>
<b>No. 7. Lecture on Military Aspect of Canada.....</b>	<b>269 — 301</b>
<b>No. 8. Report on British Columbia Coast Defences.....</b>	<b>302 — 312</b>
<b>No. 9. Palliser Guns.....</b>	<b>313 — 317</b>
do Extract from Sir. W. Palliser's Report.....	318 — 322
do Diagrams (six).....	After 322
<b>No. 10. On employment of the 2nd Military District Engineer Company to construct fortifications.....</b>	<b>323 — 324</b>
<b>No. 11. Report of Board of Visitors, Royal Military College.....</b>	<b>325 — 340</b>
<b>No. 12. Annual Report of Royal Military College.....</b>	<b>341 — 411</b>
<b>No. 13. Report of Director of Stores.....</b>	<b>412 — 431</b>





---

---

ANNUAL REPORT

ON

THE STATE OF THE MILITIA

FOR

1879.

---

OTTAWA, 1st January, 1880.

To the Honorable  
Minister of Militia and Defence,  
&c., &c., &c.

SIR,—During the past year the active militia have been trained for twelve days proportionate with the Parliamentary vote. The total number of about 43,000 was reduced for training some few years ago to about 37,000, by substituting 42 men per company for 54, in order to keep within the amount of money then voted. Subsequent reductions in the vote have deprived the militia, not only of the benefit of brigade camps of exercise, but have actually admitted of only a moiety of the establishment being trained for 12 days *per annum* with pay, instead of the period allowed by the Act. Thus, last year only 19,780 men were exercised from want of sufficient means to call out the whole.

The only improvement to be noticed over the last three years arises from facilities having been afforded to assemble rural companies at the head quarters of their battalions instead of the isolated company drill, to which I and all who have examined the result have so frequently offered objections. Twelve days' drill is, in itself, under any circumstances, too short for much good result, especially for rural battalions, which cannot like the city corps pursue unpaid drills at leisure times throughout the year. Good drill instructors are greatly needed also, and the means of educating them, as I have so often brought to notice. Officers and sergeants require sound instruction to entitle them to undertake to teach others. Till a system is established therefore to provide such instruction, the militia will not maintain the standard which a national force should represent. Brigade camps of exercise should be reverted to for military emulation and general advance of attainments in managing bodies of armed men.

It is almost needless to repeat the organization of the militia, except on the principle that every report should for reference be complete in itself: shortly therefore, the Active Militia consists of about 43,000 officers and men, approximately, as follows:—

Field Artillery, 18 batteries.....	1,326
Garrison Artillery .....	3,048
Engineers .....	232
Cavalry .....	1,803
Infantry .....	27,320

The Reserve Militia, about 655,000 men, liable by law, is in three classes, and between the ages of 18 and 60 years.

There are twelve military districts, each administered by a Deputy-Adjutant General, assisted, except in three, by a Brigade Major. There are two gunnery schools and the Royal Military College, numerous rifle associations and the Dominion Artillery Association.

The Minister of Militia and Defence is charged with and responsible for the civil administration of militia affairs, including all expenditure.

The Act states "there shall be appointed to command the militia of the Dominion of Canada, an officer holding the rank of Colonel, or superior thereto, in Her Majesty's Army, who shall be charged under the orders of Her Majesty, with the military command and discipline of the militia, and who while holding such appointment, shall have the rank of Major-General in the militia of Canada."

The General Officer can appoint an Aide-de-Camp, who by his letters of service, shall be selected by himself, and while so employed shall draw the regimental pay of his rank in the regular army.

"There shall be also an Adjutant-General of Militia at head quarters, who shall have the rank of Colonel in the militia."

Some of the suggestions in previous reports have been attended to, but others are perhaps too costly to entertain till a rebound occurs in the trade and commerce of the continent. Many obstacles which earlier seemed insurmountable have disappeared; the structure is rising and assuming more solidity, but provision is still wanting for elementary instruction, which retards the completion of the edifice.

In the course of the past year two significant military displays occurred in Montreal and Toronto. They were not intended for, and could not possibly be drill, exercises or instruction in evolutions, entangled in an assemblage of some 40,000 spectators; but they were loyal assemblages of troops in the presence of His Excellency the Governor General and Her Royal Highness the Princess Louise. The first occurred on the Queen's Birthday, at which about 3,200 troops were on parade; the second, on the 9th September, at Toronto, when nearly 3,000 troops passed in review. At the first the Brooklyn Battalion of New York National Guards fell into line,

and fired a *feu de joie* with our troops. They afterwards took part in and formed an important factor in the review and field day. This magnificent regiment, the first American battalion, as I informed them, that had been under the orders of a British general officer for full one hundred years, acquitted themselves with the credit their soldierlike appearance inspired. Their visit was in every respect a happy success, pleasantly stamped in the memory of all who participated. The Toronto review was, I believe, the largest that had ever assembled in that city. At both, the troops of all arms presented a very soldierlike appearance, each corps vieing for distinction in neatness and military proficiency. His Excellency and Her Royal Highness were pleased to express their satisfaction in very gratifying terms, and I am assured these reviews were productive of good effect.

During the progress of the Governor General and the Princess through the Maritime Provinces, Quebec and Ontario, in the course of the summer, the militia spontaneously fell under arms at each point, and elicited His Excellency's approbation, recorded in General Orders.

Unfortunately, in August last, a riot occurred in the City of Quebec, between ship labourers of different denominations, which at one time threatened to require military interference; but happily though some lives were lost in party conflicts, the troops, which were kept under arms for several days, were not called upon to interpose. The city corps turned out with alacrity; they did good service in patrolling the roads approaching the city and inspiring confidence.

I must repeat, I think it unfair, and expecting too much self-abnegation, to call out militia who are denizens of the same city with those whom they may have to subdue, some perhaps friends, even relations and near of kin, and to require them to enter into hostile collision, with possibly some loss of life on both sides. The militia respond, and will do so again and again, but when loss of life occurs through their being called upon to fire, what must they expect among the roughs of that city when pursuing their vocations of civil life? Therefore, I am sure every thinking person will agree that, besides the two Battery Schools, a stronger force of embodied troops should be at hand in case of a repetition of disturbances in any of the large cities. But it is as difficult to keep the necessity for military preparation before the eyes of a free and peaceful population, bent on energetically developing the vast resources that surround them, as it is to preserve from rust and from the deterioration of prolonged peace the military institutions themselves.

To you is due the conception of introducing an important ingredient in training the youth of the country and giving them an outline of mechanical drill. The cadet companies formed in the universities, high schools and colleges of the Dominion will have good effect. At present they are not to exceed 74 in Quebec, Ontario, the Maritime Provinces, Manitoba and British Columbia. They are to be instructed in military drill and training only, and on no account to be employed on active service. Rifles of the Snider pattern to

be furnished by the Government only when the company exceeds 40 lads over 14 years of age. The services of a drill instructor will be supplied and paid by the Government during one month in each year, or longer, if considered advisable, and the month may be divided, if desirable. The pattern and color of the uniform to be approved by the Government, and may consist of tunics or Norfolk jackets, of scarlet, blue, rifle-green or grey; blue black, rifle green or grey trousers, with forage cap or shako. Clothing of any pattern worn by cadets or soldiers in foreign countries is prohibited.

There can be no doubt that drill calls into exercise much of the powers of the human being, and hence, when judiciously applied, essentially promotes the health and physical growth of the frame. The School Board of London has for years past acknowledged its value, and has included it among the duties to be performed by their teachers. It is due to them that over much of London, and under great difficulties, they have been earnest and persevering in endeavouring to provide for the physical culture of youth. In giving them habits of obedience to command, precision of movement and manly, erect carriage of body, they have done that which tends to create self-respect, and improves a whole community. Such may be likewise, and probably will be, the result of the system now in its infancy in Canada. When this has been some years in use in all the chief collegiate establishments as a recreative means of promoting sound health and correct deportment, it may, though it never ought to be, deprecated by peaceful disbelievers in all military requirements, because it will surely be conducive to the growth and sustenance of the military spirit of the youth of Canada.

In order to provide immediate facilities for officers who have been appointed provisionally to companies of infantry to obtain second-class certificates of qualification, three schools for practical military instruction have been authorized to open in January at Toronto, Montreal and St. John, N.B., during a period of two months. In order to provide for such drill instruction, nine non-commissioned officers have been added to "A" and "B" Battery Gunnery Schools, and they will attend duty and drill with their batteries during the months their services are not required as instructors.

But it would be a mistake to suppose that a technical education, and much more study than the foregoing can provide are not required for even the ordinary drill, general management and interior economy of companies and battalions. For cavalry, artillery and engineers, particularly the two latter, special scientific attainments cannot be dispensed with. I therefore revert to the larger provision for instruction of regimental officers and sergeants of cavalry and infantry after the principle of or engrafted upon the two gunnery schools, which provide for artillery and somewhat for engineers. So long as Imperial regiments were in Canada they formed a basis and model providing means for instruction. Since they went, the study of books has been the chief instruction; and theory without practice does not provide the root from which the branches must spread and fructify. Schools should

therefore be provided for elementary drill and discipline in cavalry and infantry tactics, in interior economy of regiments, and in the management and command of armed men. I have referred to these in some detail in previous reports, and I venture again to repeat the mode upon which these permanent schools can apparently be best put in operation. They would afford an elevated standard of primary military education and practical instruction, with conditions of regularity, precision, discipline and respect for authority which are necessary for those who have to instruct and command obedience from others. They would give strength and solidity to the active force, and would secure confidence in the stability of the institutions of the country, providing a guarantee that the military force is in a condition to maintain law and order.

Does not the proper organization of a military force, including training for its officers and non-commissioned officers, devolve on a country as much as the means of administering the laws which are carried out under its protection? Should it not, therefore, follow that steps should be taken to provide for the efficiency of the military establishment, by supplying the want which the withdrawal of the regular troops has created? This want, every year, is being more and more felt, and I have often pressed that a remedy might be applied. As yet, some officers who have received instruction in the schools formed in connection with the regular regiments, and non-commissioned officers, who are old soldiers, are still available to instruct recruits in the rudiments of drill. These conditions are, however, rapidly changing. We have now no such schools, and, except the "A" and "B" Batteries, there is no body of men with professional training to ensure the advance of discipline and military science, and to profit by trained experience. Without some professionally trained force, the standard of efficiency will gradually become lower, and the form of military service will be maintained, while the spirit, though far from dead, will be crude and uneducated.

Canada should have men whose business it is to study the art of war as professionals, and not merely as amateurs. The very best irregular troops are only formidable when properly drilled and disciplined, and for this there is great need of the indispensable element of trained and experienced officers and non-commissioned staff. When troops are but partially trained, the only hope is from individual intelligence and strict discipline on the part of the commanders and their subordinates. It is preparation that ensures success when the unlooked-for day of trial suddenly arrives, and therefore a perfect organization, with skill and efficiency in every branch, with superior discipline, are necessary. But to compass this, permanent bodies of men, even if of small numbers, are indispensable. I have often suggested, as strongly as I could venture, the establishment of three training schools for cavalry and infantry on a similar basis to "A" and "B" Batteries, which have proved so useful for artillery. These schools would serve besides, as standards of comparison for the real army of the country, viz.: the Active and Reserve militia. Canadian

officers can be found who have been disciplined by "A" and "B" Batteries, or some of the officers of those Batteries, fairly qualified to command these schools. The appointments should be for a limited term, with the power of renewal, conditional on the officers keeping themselves acquainted and conversant with the changes and improvements in the art of war, either by visiting Europe or otherwise. There should be a doctor and quartermaster, with three officers of subordinate rank who have evinced good capacity, are willing to embrace the military profession as a career, and would receive commissions to act as cavalry and infantry instructors in the schools. To these schools all gentlemen recommended for commissions in the militia would be required to come, for three months at least on first appointment, when their commissions would depend on the ability they displayed. Before promotion, officers should be required to attend for three months, passing through a course of training, and required to obtain a qualifying certificate. For non-commissioned officers and rank and file, men should be enlisted for three years, with inducement in case of efficiency to re-engage. From these the non-commissioned staff of pay-sergeants and drill instructors would be selected, but all would learn those duties though serving as private soldiers, and would on discharge be valuable as instructors in the militia generally.

It is an axiom that in all men it is necessary to learn to obey before being qualified to command, and these schools would fulfil these objects.

My previous suggestions were to form three separate schools, composed of about one hundred men each, and to station them at Toronto for Western Canada, and because there is a good barrack there; at St. John's, P. Q., because it is an important strategical point in advance of Montreal, and because there is a good barrack there; at Quebec, because that city requires an additional drilled force, and because there is a barrack there.

The calculation I published last year for only eighty men and three officers per company amounted to the cost annually of about one hundred and thirteen thousand dollars for the three schools. The estimates will be found in detail in last year's report.

Should it not be convenient to establish these three separate schools immediately, I suggest the perhaps preferable alternative of increasing "A" and "B" Batteries at first by three officers and 100 hundred men each for cavalry and infantry, thus constituting them brigade schools for the three arms under the present commandants.

I suggest that the artillery artificers whom I have already submitted to be absolutely necessary for keeping the fortifications of Quebec and Kingston in repair, should be included in the 100 men, say 25 for each battery, leaving a balance of 75 men for each training school, independent of the students for "short" and "long" courses.

It may be surmised that 50 men in each would be sufficient for the latter purpose, and so they would in some measure, and *faut de mieux*; but when we deduct non-commissioned officers and men going on and coming off daily guard with two

panies, always requiring 16 men per diem, besides cooks, orderlies, sick in hospital and their attendants, prisoners and men to attend them, &c., &c., there would not ever be more, and seldom so many of the 75 as 50 men daily available for drill and instruction, and squads for the long and short course officers and men.

Moreover, Quebec requires a large disposable force of drilled troops to steady the city militia in case of riots, and to guard the costly and valuable military stores and powder magazines in the arsenal on such occasions, which latterly have been of annual occurrence.

To complete this scheme, there should be an addition to each battery of 12 horses, to train in equitation the cavalry attending the schools, and to horse all four field guns instead of only two, as at present, with eight horses.

The addition of 12 provides for mounting the four Nos. 1 of each gun, without which the battery is not efficient.

At Kingston these horses would likewise serve for the equitation of the cadets of the Royal Military College. They have been frequently applied for by the commandant, and without them the college course is not considered complete.

At Quebec a saving would accrue by employing some of these horses to draw from the lower town forage, military stores for the magazines, &c., &c., which is an annual expense. After their purchase, their daily forage would be an insignificant amount compared with their general utility.

ESTIMATE of the probable expense of maintaining an addition to "A" Battery of three officers and 100 men for 12 months, of whom 25 to be employed as artificers and 75 to form the basis for an Infantry School. The estimate for "B" Battery is similar.

	\$ cts.	\$ cts.
1 Captain .....	3 00	1,095 00
2 Lieutenants.....	2 00	1,460 00
2 Sergeants' Instructors .....	1 00	730 00
2 Sergeants .....	0 80	584 00
4 Corporals .....	0 70	1,022 00
92 Rank and file.....	0 45	15,111 00
Rations for 103 .....	0 12	4,511 00
Uniform, summer and winter, kits, boots, great-coats, &c.....		3,500 00
Barrack furniture, medical supplies, transport, fuel and light, contingencies .....		7,500 00
Good-conduct pay .....		1,095 00
Working pay of 25c., and 20c. per diem for days actually employed during eight months .....		1,033 00
Total.....		37,641 00

Similar for "B" Battery..... 37,641 00



---

2 Schools.—Provision for instruction of 20 officers and 20 non-commissioned officers for periods of three months each for one year, including transport .....	13,500 00
<hr/>	
Cost of purchase of 24 horses and forage for same, for one year, but this would be only for the first year.....	5,700 00
	<hr/>

So far the active force has been maintained entirely by voluntary enlistment. Officers and men are alike engaged in industrial pursuits for their annual income; they can spare neither time nor means to embrace the military profession only, but they have expended both time and money in making themselves and their corps efficient as circumstances permitted. Experience has shown an armed force necessary; its usefulness has been often proved, and should therefore be efficiently maintained. This can only be secured by such primary instruction as permanent embodied schools would provide. The qualifications of an officer should be of a personal, practical and technical nature, as well as intellectual and theoretical.

It is quite possible to secure great natural talent, suitable for regimental work, without its possessor having also highly cultivated attainments. The success of a regimental officer depends less on the great superiority of intellectual powers than on his ability to command wisely, and a peculiar fitness for the work he undertakes. The officers of the active militia have civil occupations, and are chosen from various social ranks; they have not time to become exclusively military in their tastes and habits. Even when infantry schools are established, their occupations will not permit lengthened absence from their business at any period. They can only, therefore, obtain sufficient knowledge for regimental work, in the course lasting for three months. The instruction imparted would nevertheless result in great advantage to the country.

It is almost unnecessary to repeat the excellent effect apparent throughout the artillery of the Dominion from the training and example of "A" and "B" Batteries, Schools of Gunnery. The care and attention bestowed by the Inspectors of Artillery, Lieut.-Colonels Strange and Irwin, and the officers of those batteries generally, are deserving of full commendation. The batteries are in a most efficient state, and emulate in favorable comparison with the Royal Artillery. The benefit of their instruction is felt throughout the artillery of the Dominion. Recently an addition of five non-commissioned officers has been made to B, and four to A Battery, to provide drill instruction for the cadet companies and the three provincial military schools. Parliament will probably sanction the addition of one hundred men and three officers to each battery. The twenty-five artillery artificers would relieve the Department of Public Works of considerable labour and expense. These artificers would be most usefully employed every working day in the year, and by at once giving attention to injuries in the masonry of the fortifications from the effects of the severe frost, by

repairing breaches, in which water lodges and bursts the walls when frozen, they would only be continuing the former constant work of the Royal Engineers, to protect the masonry from decay. The Department of Public Works can only supply workmen at stated times, and it happens that sometimes repairs are undertaken so late in the season that winter arrives before their completion. Year after year the effects of winter frost, in gaping fissures in the masonry, will be destructive. Even now, walking round that grand old Citadel of Quebec, one's eye is arrested at every few paces by delapidations which might be repaired on "the stitch in time" principle, but otherwise being overlooked, grow yearly worse. The country has a national pride in that fortress formed by nature's hands. The battles which decided the fate of Canada surged round that grim old rock in the past century. For the sake of maintaining a few artificers, the cost would be well repaid by preserving its formidable monuments of art. The extensive fortifications at Kingston stand equally in need of constant watchful care, and the splendid new forts on Point Lévis Heights cannot be neglected.

The addition of seventy-five men to each battery, to constitute brigade training schools, must commend itself by every argument that can be applied as an urgent necessity. The question of localization, organization and equipment of these batteries and proposed additions, was ably discussed by Major J. G. Holmes, Adjutant of "A" Battery, in his prize essay of August last year, to which I invite attention as an excellent commentary. I have said so much on the subject already, I must only leave the solution of this important improvement to the careful consideration of the Legislature.

No better opportunity could be taken to expand these useful batteries than as a sequence to the gracious consent of the Queen to the two gunnery schools of Canadian artillery being termed henceforth "Royal."

The special reports on these batteries by their commandants will be found interesting, in the Appendix No. 4.

In the course of the past year, Lieut.-Colonel Strange lectured before the United Service Institution in London, upon the "Military Aspect of Canada." The character of the information given in that paper renders it of value. It reflects credit on the assiduous labour of its author to spread abroad the fullest military considerations of this great Dominion, and I think it an important addition to the Appendix No. 7.

The constitution and satisfactory progress and development of the Royal Military College at Kingston was so fully mentioned in last year's report that I need not refer at any length to it again.

Under the enterprising command of Lieut.-Colonel Hewett, and his able staff of instructors, the college has even surpassed expectation, and forms one of the most important military institutions in the Dominion.

The staff, numbering thirteen professors, is now complete. Seven of these are officers of royal artillery and engineers, the remainder are Canadian gentlemen.

of collegiate culture, and the captain of cadets, an officer of the 90th Light Infantry is of Canadian family. The cadets now number eighty-two and the names of twenty-five new candidates have been registered for examination being almost the complete quota of one hundred and eighteen contemplated by the Act as amended in 1876 by Order in Council. In June next, the first batch of cadets will have completed their curriculum, and will quit the college with a high standard of education. By the gracious consideration of Her Majesty, four commissions in the army may be competed for each year, either in each of the four arms, or otherwise, according to the choice of the cadet. This will be looked upon as a prize worthy of every emulation, and will become another interesting connection between Canadian families and the Mother Country. Should the nucleus of permanent corps be adopted, these young men will be foremost as disciplinarians and instructors; their high class education will render them valuable in any position of military or civil life; they will present an admirable tone to their surroundings as cultivated examples of order and respect for authority.

In accordance with the Act, a Board of Visitors has been this year appointed to make inquiry into the accounts and general working system of the college. This board will in future assemble annually. It would have been premature to induct this supervision until the college had arrived at its present maturity. (*Appendix No. 11 for Report.*)

The employment of torpedoes has become so universally adopted by all maritime powers for coast and national defence, it must be considered of great importance that the cadets of the college should thoroughly understand, at least, the theory of the system.

This science has now reached a stage almost as important as gunnery, and I suggest that a class be formed for the instruction of these young men. Besides theoretical acquirement, it would be desirable that, in the summer months, a practical course should be studied, at which officers and some men of the engineer companies should, if possible, be required to attend. A full knowledge of the use of this important engine of modern warfare could be acquired by experiments in Lake Ontario, or in the Cataraqui River, and I think one or two of the "outrigger," which for colonial defence, is considered preferable to the more delicate machinery of the "Whitehead," description of torpedo, as recommended by the despatch from the Secretary of State, referred to at page 27 of last year's report, should be imported before next summer. Lieut.-Colonel Hewett's report is so ample in itself, I need not do more than suggest its perusal in the Appendix No. 12.

The fraudulent enrolment of men in more than one corps for the period of training requires strict attention on the part of inspecting officers, but more particularly of commanding officers, captains and adjutants. Such misdemeanors are occasionally attempted in the militia of Great Britain, but there they are readily detected by the attendance of the adjutant and a staff-sergeant of neighbouring battalions that are not out for drill at the same period. In Canada, there is no permanent staff to

any battalion, though I have pointed out this defect repeatedly. The system adopted for the past three years of only training a portion of the active militia every alternate year tends to a laxity which renders it difficult for captains of rural companies to maintain them efficiently, but there is no excuse for their permitting the law to be evaded, which enacts that men shall be enrolled for three years' service, sign a roll and take an oath, and forbids their quitting without six months' previous notice of their desire to do so. It therefore becomes all the more incumbent on commanding officers, captains and adjutants to take care that the obligations of the Act are not defeated. A case in point has just occurred at Belleville. Two men of the 49th Battalion were detected and admitted that they trained with the 15th some weeks previously, one receiving six and the other two dollars. They said they merely looked upon it in the light of daily labour. The Adjutant prosecuted these men under the Militia Act 31 Vic., cap. 40, sec. 26, but, for want of sufficient evidence, or owing to some legal technicality, the men were acquitted. The captains who permitted these men to be trained in the 15th Battalion should, however, be called to account, because they must have known that they had infringed the law distinctly laid down in 31 Vic., cap. 40, sec. 9, which directs men to be enrolled for three years, to sign the service roll according to form at page 13 of the Militia Regulations, to take the oath at page 12, section 25, and to observe the law at page 14, section 29 of the same, which, quoting 31 Vic., cap. 40, sec. 8, forbids any militiaman to have permission to quit the force without giving six months' previous notice. Unless officers are peremptorily called to account for allowing their men to neglect or evade the enactments of the law, such misdemeanors may continue. It is not possible for staff officers to be entirely responsible; the onus actually rests with the captains of companies. Their men must be all personally known to them, and if they took proper care that the law and rules before quoted were observed inviolate, these improprieties would be of rare occurrence! The best remedy to guard against this evasion of the law will be by inspecting officers personally, requiring each captain to certify, upon honor, that every man present for annual training with his company has fulfilled all the conditions of the law under the statutes before quoted. They should also be required, before the men are dismissed, to call over the service roll in presence of the inspecting officer, and to account for any casualties upon examination perceptible therein before being certified for payment. Staff officers should therefore, in their annual reports, certify that this rule has been attended to by every corps inspected by them, and with what result. It is distinctly the duty of every officer of the militia, whatever may be his rank or degree, to guard against fraud or misappropriation of Government funds, from any cause whatever. I feel sure it only requires this duty to be pointed out in order to enlist the co-operation of all staff and regimental officers in vindicating the laws essential for their guidance in the proper administration of the militia service.

The Dominion being divided into 12 military districts, each has its Deputy-Adjutant

General and, except three, a Brigade Major, under orders from head quarters on general routine duties and supervision, inspection of corps after annual training, making periodical inspections of armouries, holding boards, courts of inquiry, court martials, &c., &c. Without such well informed local staff officers, the endless details which are more important and frequent than generally apparent or known by the ordinary public in civil life, would not be carried on with reliable accuracy and promptitude. It has been fitly described, that without a staff an army is like a giant lying prostrate, who, though powerful to outward appearance, is destitute of bone and muscle, and consequently incapable of action.

In case of war the existing staff would probably, as a general rule, not be removed from their sphere of action. They are, more than any others, familiar with the military resources of their districts, and possess the requisite knowledge for organizing and forwarding reserves and material to the front. Their presence therefore could ill be dispensed with, and senior officers of the active force would probably be appointed to command divisions or brigades with a suitable staff. There are many admirable officers of long practical experience in each arm of the service, and so it is desirable that annual drill should always be performed by grouping battalions and corps of all arms in brigade camps, in order to practise officers in the operations and manœuvres and handling of large bodies of men. The present district staff are careful and painstaking officers, some with long military training and service. I have reason to speak in high terms of the zealous attention they apply to perform their duties. They have afforded myself and the Adjutant-General cordial assistance and support during my service in this command. Referring to artillery inspections in last years report, at page 26, an expression escaped me which taken literally, is misleading. My only object was to leave uninterrupted the scientific and technical examination of these special corps to the Inspectors, who are by practical study and education the best qualified in that *spécialité*. I respect these staff officers who have given me their cordial co-operation, and regret if unweighed words unintentionally hurt any of them.

The Adjutant-General, with painstaking assiduity, has compiled a new Code of Regulations and Orders for the Militia. This consolidated work embraces sections of the law relating to the militia and defence of Canada, the regulations and orders for the militia, and extracts from the Queen's Regulations. This book was in type before the receipt of the Army Discipline and Regulation Act of 1879, which supersedes the previous Mutiny Act and Articles of War, consequently an addendum will follow embracing such portions of that Act as shall be considered in general practice, necessary for reference. As the termination of my service in Canada approaches, I wish to express my thanks to Colonel Powell, Adjutant-General, for upwards of five years able assistance, and very cordial and agreeable official intercourse from our first acquaintance to the present day. He has laboured with persevering tenacity of purpose for nearly eighteen years on the staff in establishing, expanding and consolidating

the militia of the Dominion. The result of his single minded exertions is at least, self-rewarding, and will I trust be crowned with continued success.

It has been suggested in previous reports, that there should be another senior officer on the head-quarter staff, to perform the duties pertaining to Quartermaster General, intelligence, clothing, and supply. It is too much to require one staff officer to perform all the details of an armed force between the Atlantic and Pacific Oceans, spread over an area of territory nearly as large as Europe, a great terraqueous region comprising over three millions and a half of square miles. Though the diligence of the Adjutant-General, the military department proceeds with due regularity; but a sudden call to arms would demand new energies, and they should be trained in peace. The single chief of the staff might become incapacitated, and then there would be a friction without a substitute.

The increasing importance of ordnance manufacture and conversion, the arming of coasts and harbours at the east and west extremities of the Dominion, the proposed introduction and employment of torpedo practice, all point to the expediency of attaching a staff officer of the ordnance branch to the head-quarter department; an Inspector General of Artillery or Surveyor General of Ordnance at head-quarters would be a useful addition to the staff, saving delay and correspondence, which are under the present system unavoidable.

The military forces of the Dominion have attained a more regular and solid character, though the exertions and spirit of the volunteers are deserving of the additional support in parliamentary appropriation which, I trust, the legislature will see fit to grant in due time. National defence cannot, however, be confined to the maintenance alone of squadrons of cavalry and battalions of infantry; attention must be given and energies must be directed to the necessity of sterner armaments in supplement to the excellent and well organized militia of the line. The brave people of Canada will rise step by step, as it were beyond the mere militia stage, and by means of home appliances will shortly accomplish entire self-reliance for defence in arsenals and manufactories of their own. As this important system expands so must the craftsmen be at hand to work it, and steps should be taken to train on such working staff, who can no more be extemporized without practical experience than the driver of a locomotive on a railway.

It is noteworthy what a staff is considered necessary for civil departments, whether of Government, of banks or counting houses. Their duties are conducted in comfortable offices at regular and fixed hours, with no skilful and active enemy in the field to resist or cope with; how much greater is the need for trained and experienced staff officers for an armed force, where want of skill and practical knowledge, with the confidence to be acquired only in years of military study, might cause irretrievable disaster and loss of life.

Then would duly follow the criticism of irresponsible and non-military correspondents, who passing by the causes, would assume the latitude of sitting in

judgment on the tactics of the commander in the presence of an enemy, and sending their views broadcast, as though themselves capable of superseding to the advantage of the public service the commander they condemn.

Bearing in mind that a country goes to war, not for the purpose of supplying the public with spicy paragraphs, but for the object of conquering the enemy, it is not to be wondered at that restriction has at length been found necessary, as well to deprive the enemy from information as in the interest of the public service and the discipline of the army.

A commander of forces in presence of an enemy is bound to have the services of a trained and skilful body of staff officers of all arms, in the interest of the army entrusted to his guidance.

To drill and discipline in peace time an army at all commensurate with the need of Canada, if obliged to undertake a serious war, is evidently out of the question consequently, all that can be attempted is to maintain in a fair state of efficiency a small force which would, on the threat of hostilities, serve as a foundation of one much larger. With this object in view, it would follow that it might be preferable, with a given sum of money, to increase efficiency even at the expense of some small reduction of numbers. Canada has an excellent organization, but, perhaps, rather widely spread for the parliamentary appropriation; it might be preferable to maintain the numbers only that can be sufficiently disciplined to serve for being adequately increased in time of war. There should be a carefully-supervised organization of the reserves of 650,000 men, and there should be supplies of arms and ammunition, at a proportion of not less than 300 rounds per rifle, maintained for 100,000 men. A deficient amount of time to improve discipline and drill is still however a prominent defect; a more extended period is a great want and an important reform; but while this extension is not possible for 43,000 men on the sum now voted by Parliament for drill and training, would it not be prudent to reduce somewhat the number still further, so as to afford the 20,000, which might for a time represent the active militia of Canada, a reasonable period under arms for being more serviceably moulded. It would at the same time be unfair to overlook the large amount of voluntary exertion on behalf of national defence, by which Canadians are honorably distinguished; and this spontaneous energy will doubtless tend in the future, when revenues increase, to urge the Legislature to extend more liberality towards their national defences, and to keep up the martial spirit, and strengthen the military position of the Dominion.

Meanwhile, until that good time arrives, we are absorbing our stock of rifles, equipment and clothing, and this is a very serious and important matter.

In the annual report of 1876 a warning was given at page 43, and in last year's at pages 9 and 10, that such difficulties were approaching, and so far as relates to clothing, this is now fulfilled. The yearly supply does not meet the yearly wants, and so the reserve is absorbed. With a force of 43,000, men we should require

12,000 new suits per annum; but as the clothing vote only procures about 6,000 suits yearly, the result to be expected is plain. I don't wish to see the reduction I have alluded to in the active militia carried out beyond the unaffiliated corps specified before; but if the present active force is to be maintained creditably, a larger annual vote for clothing at all events is an apparent necessity. An addition to the stock of rifles and cartridges is equally so, and I trust attention may be given to these items. It should be noticed that a large quantity of cartridges is annually purchased by various rifle associations, and that the amount paid for it, being credited to the Receiver-General, is therefore lost to the Militia Department.

With regard to the manufacture of small arm ammunition by the Canadian Government, it may be stated that a communication was lately made to the Hamilton Powder Company on the subject. The company declines to undertake the supply as a commercial adventure, on the ground that Snider Rifles are only used for Government service, and the number of rounds required annually will not afford, after counting interest on plant, a remunerative profit on the outlay necessary to carry on the manufacture. Under these circumstances, and as it is considered necessary the Department should hold a reserve of at least 300 rounds per rifle, amounting to 21,000,000 rounds for 70,000 stand, or 30,000,000 rounds for 100,000 stand, to provide against contingencies, it might therefore appear an economy for the Government to purchase plant and machinery on its own account.

The considerations which prevail with an ordinary manufacturer, in seeking immediate profits on his capital embarked in business, do not apply with equal force in respect to the establishment of a manufacture of this nature by Government, because it is necessary the department should hold a reserve of small arm cartridges, and the cartridges are liable from various causes to deteriorate in quality. The outlay necessary to establish a Government manufactory might be considered about equal to the ordinary purchase during two years of one million rounds of ball and 500,000 rounds of blank per annum, or in other words, if the amount usually devoted to the purchase of small arm cartridges during two years, be expended in the creation of a manufactory, our reserve of ammunition would be diminished to that extent, that is, our reserve being at present 7,350,509 rounds, we should at the end of two years, when the manufactory would be in order, only have 5,350,509 rounds of ball cartridges left in store, but we should have instead, the facility for manufacturing three times as many cartridges in each year thereafter.

Moreover, if the Government possessed a small arm factory of its own the reserve of cartridges considered necessary under present circumstances might be reduced to meet the cost of creating the manufactory, provided no unusual pressure to meet a state of war should arise. The works being once established, we could produce the cartridges as cheaply here as they can be imported from England. The manufactory could be run short handed, or on short time when desirable, and be ready to work up to its full capacity whenever an emergency arose.



The cost of the machinery in England for such an establishment would be about \$30,000, and for transport, insurance, &c., of the same to Canada about \$1,300; in addition to which, buildings and laboratory fitted with an engine, shafting, bands and tackles to propel the machinery and means for filling cartridges would have to be provided locally.

The money required for their purchase might be voted next year in place of the ordinary estimate of \$40,000 for ammunition, providing the \$20,000 available this year be now devoted to the acquisition of supplies for field and garrison artillery. This would permit a reduction of the stock of small arm cartridges through practice during two years to the extent of about 2,000,000 rounds of ball and 1,000,000 rounds of blank. It is stated that the machinery in use at the Royal Arsenal, Woolwich, for the manufacture of the Martini-Henry cartridges, was made by Messrs. Greenwood and Battey, of Leeds, and that the same machinery with slight alteration will manufacture the Snider ammunition. As the machinery will require to be made and cannot be delivered before next summer, it will be desirable, in the event of this proposal being acted on, to give the necessary order at once.

It is becoming more and more evident every day that Canada should have an arsenal at least of second-class, and that this arsenal should be situated under the guns of Quebec. It would then be secure from attack. From it a successful counter-stroke might be made against an enemy who had driven in our first line of defence. The transport of stores by rail, water or road to every part of the defensible area, is perhaps, easier than from any other place of arms in British North America, and the resources of the country in timber, in minerals, and the raw material necessary for the construction of munitions of war can be as readily obtained there as elsewhere. It is provided by such fortifications as would ensure its defence by a comparatively small force against superior numbers, and would oblige the latter to undertake its siege or investment with every prospect of final failure.

Quebec and Kingston each present advantages from the presence of the Gunnery Schools and skilled artillery officers. The laboratory men could be employed in the batteries when the cartridge manufactory was not required to work. Quebec is unfortunately too far east; considering that the tendency of the stream of population being westward, it would be far from the most populous districts in a few years hence. But Quebec has suitable buildings already provided, the Artillery Barrack and the Laboratory being quite ready to be adapted, and it can, in addition to its own armament, at any time in summer have the further protection of ships of war. Moreover, the North Shore Railway can now be used for transport, and being on the left bank of the St. Lawrence, and its line considerably removed from the frontier, it is a better military communication towards the west than the Grand Trunk alone. The extension of the North Shore Line with the Canada Central by Lake Nipissing and the Sault St. Marie to the west will provide a safe communication to the great lakes, and as a

centre of communication by rail and steamboat, it may on becoming a through route to the North-West, be found necessary to have a defensible position entrenched on the shores of Lake Nipissing. Kingston has similar advantages to Quebec in some measure, but it sits on the frontier assailable from Lake Ontario; while Ottawa has no buildings at all suited, everything would have to be constructed and provided, and there are no permanent skilled artillerymen at hand.

It would doubtless prove of advantage if the clothing required for the militia could be produced in Canada, but as yet, the enquiries made have not been fruitful in results. The kinds and colours of cloth used for tunics by the different arms are not usually manufactured in this country, and as the annual supply required for each arm is not comparatively large, there has not been much desire expressed by any mill to undertake it in competition with those which turn out large quantities for the Imperial army. The great coats of grey cloth which can be very well made in Canada are being supplied this year from Sherbrooke.

The reports of the several military districts will be found to contain detailed information in the Appendix No. 1. Lieut.-Colonel Taylor gives a justly favorable account of the troops in District No. 1, and comments upon their general efficiency, being well supplied with arms, accoutrements and uniform, and their steadiness and attention to drill. The voluntary guard furnished during the Vice Regal progress in September, referred to in terms complimentary to the corps that participated. The exposed position of the County of Essex, on the extreme frontier of western Ontario is also referred to. It is important an efficient battalion should be at that point to cover Windsor. The subject was under consideration of the Government some months ago, but I have received no orders with reference to it.

Lieut.-Colonel Durie reports likewise, in general favourable terms of the corps in Military District No. 2, and refers to the reception of the Governor-General and Her Royal Highness the Princess Louise in Toronto, and the review of the troops on the Garrison Common on that occasion. The remarks of Lieut.-Colonel Murray, commanding 23rd Battalion, annexed to this report, are pertinent to the question of instructing officers and sergeants. He says, in all cases when companies are commanded by intelligent and energetic officers who understand their duties, everything goes well, when the reverse is the case, the company is slovenly, badly drilled, and not interested in the performance of their several duties.

Lieut.-Colonel Van Straubenzee reports very fully on the several corps inspected in Military District No. 3, and with a general favourable tendency. He specially refers to the 46th Regiment under Lieut.-Colonel Williams, M. P., and expresses his belief there is not a finer rural battalion in the Dominion. He remarks, on the impropriety I have before alluded to, in the want of sufficient care on the part of officers when enrolling their men to ascertain that they don't belong to any other corps—he has discovered several men this year drilling twice, and in order to put a stop to it as far as possible, he suggests as I have already done in other words—that

---

a certificate be added to the acquittance roll—"that every man whose name appears "on this roll is a *bona fide* member of this company, having signed the service roll "for three years engagement, and taken the oath of allegiance." I had also recommended that each roll should be called over in presence of the inspecting officer, and that the captain should likewise give his verbal assurance upon honour, that all conditions had been complied with. By these means more care will be taken by officers, and a stop put to taking men at the last moment to fill the ranks for inspection. It is only by mere chance that an inspecting officer can discover these irregularities, as men have been known to drill twice in the same year under assumed names.

Lieut.-Colonel Jackson, Military District No. 4, gives a good account of the corps trained this year, and very naturally advocates brigade camps of exercise. He considers the difficulty of procuring qualified officers is on the increase from want of any established system of instructional schools. He remarks on the variety of uniforms used in his district, some in the same corps wearing patrol jackets of different material and shape, with head dresses of different patterns, and sword belts and swords of different make and quality. This is very improper, and now that dress regulations have been supplied to officers, no excuse can exist for non-compliance with them.

Lieut.-Colonel Fletcher, C.M.G., refers at considerable length to Military District No. 5, and especially to the excellent spirit noticeable throughout the district in favour of the active militia, and the truly loyal and willing disposition that prevails throughout the force. In allusion to the garrison brigade of artillery, he remarks there are vacancies for two field officers. I am of opinion that majors in artillery brigades are superfluous, as captains of batteries would work their guns and one field officer to command the brigade is quite sufficient. He gives a notice to the Queen's Birthday review in presence of His Excellency the Governor General and Her Royal Highness the Princess Louise, and to the presence of the American battalion from Brooklyn. It is a coincidence that the double echelon of quarter columns, designed to show a solid formation to resist the impetuous attack by a barbarian multitude unsupported by cannon was adopted with complete success a few months later, only upon a larger scale on spacious ground, by Lieut. General Lord Chelmsford at the battle of Ulundi.

A commander cannot be restricted by fixed rules in the presence of an enemy, general principles must guide him to dispose his forces to the best advantage, according to the nature of the ground and the character and power of the enemy in his front.

Lieut.-Colonel Harwood, Military District No. 6, gives a very fair account of the generally satisfactory state of the corps under his command. The St. Hyacinthe Battalion is now full by the addition of a new company, and having the Arthabaska-ville Independent Company attached to it. This corps is now the 84th Infantry Battalion.

Lieut.-Colonel Duchesnay, Military District No. 7, drilled 2,000 men during the training, and reports well of them. He refers to the Quebec labour riot in August last, and affords generous testimony to the conduct of the troops called out and several days kept under arms, by which a serious riot was averted. The magistrates of the city and *banlieue* of Quebec presented them with an address, acknowledging the valuable aid they had afforded the civil power.

Lieut.-Colonel Maunsell, Military District No. 8, has as usual submitted a report distinguished by many thoughtful and practical suggestions. It embraces a variety of questions of military consequence to the Dominion, and I can only invite a careful perusal of its matter, which it would be unfair to refer to by a mere sketch. The reception of His Excellency the Governor General and H.R.H. the Princess in the Province of New Brunswick, and the prominent share taken in the ceremonies by the militia are noted. The measures adopted by Lieut.-Colonel Maunsell on that occasion, and the quiet and orderly behaviour of the troops were very much appreciated, as afterwards duly recorded in General Orders.

Colonel Laurie, Military District No. 9, reports the training of 2,000 men at annual drill. He very properly calls attention to the necessity for a separate district armourer. By the present slow process it will be nearly five years before the arms have been gone through, and this requires prompt attention and remedy. He refers also to the necessity for infantry schools for instruction of officers and sergeants—a want so generally felt and so frequently suggested in previous reports.

The 66th Battalion, of Halifax, has this year been honoured by the title of "Princess Louise," having had the distinguished good fortune to furnish the guard of honour on the landing of His Excellency and Her Royal Highness in the Royal Naval Dockyard of Halifax, on their first stepping on shore in British North America.

Lieut.-Colonel Osborne Smith, C. M. G., Military District No. 10, Manitoba, points out the necessity of increased forces, in consideration of the influx of foreign labour, in view of the large works of railway construction now in progress. This is a very reasonable suggestion, as experience has shown that this may, at any time, be a very disturbing element. His progress in organizing mounted and infantry companies in the North-West Territories has been already fully dwelt upon in the report. He states that the action of the Government in extending the militia law to those territories and Keewatin has been thoroughly appreciated and availed of by the settlers as far as their yet comparatively sparse numbers would admit. He looks upon the North-West militia spreading with the newly formed settlements as calculated to form an important agent in civilizing that vast territory: and to become a powerful link in the chain of Dominion defences between the two great oceans.

Lieut.-Colonel Hamilton Gray, C. M. G., Military District No. 12, Prince Edward Island, gives a fair account of the militia. He refers to the approval of the Governor-General of their conduct and appearance during the visit of His Excellency and

Her Royal Highness the Princess last summer. He also refers to the totally defenceless state of Charlottetown, with 10,000 inhabitants entirely at the mercy of an armed privateer which could in a very few hours levy contributions and exact plunder to a ruinous extent. He suggests forcibly the necessity for some action being taken to allay the well grounded apprehensions of the inhabitants.

This concludes the district staff reports, with the exception of No. 11, from British Columbia, not yet come to hand owing to the long distance of Vancouver Island, but that forms the subject of some special remarks further on in this report.

The reports from the commandants of the Royal Military College and the gunnery schools of A and B Batteries, have not yet reached me, but they will be in the appendix and are sure to deserve attentive perusal.

The artillery is referred to in detail from the various districts. This arm continues to derive great advantage from the gunnery schools. Some of the garrison batteries in the west, formerly detailed, might be dispensed with, having no guns. Three new batteries have been authorized to be raised in the City of Quebec and Point Lévis, where they are so much needed to man the works of the fortress and forts. They have the means of instruction at hand in the Citadel.

The 18 field batteries are in good working order. Fifteen are armed with the iron rifled nine pounder guns, one with 24 pounder howitzers, and the remainder with bronze smooth bore. They are all efficient and generally commanded by able officers.

The cavalry maintains its usual serviceable reputation. The Governor-General's body guard at the Toronto review, under the experienced command of Lieut.-Colonel G T. Dennison; the Cobourg Squadron, under Lieut.-Colonel Boulton, who as senior officer commanded the brigade; and the Squadron 2nd Regiment under Major Elliott, showed to great advantage; while the Montreal Troop under Major Tees and the Ottawa Troop under Captain Stewart elicited approbation at the Montreal review. The Ottawa Troop has had the honour of being styled "The Princess Louise" Dragoon Guards, and the efficient squadron at Quebec, under Lieut.-Colonel Forsyth, has been granted the distinctive title of "The Queen's Own Canadian Hussars." The saddlery, arms and equipments of the cavalry in general in each military district are reported complete and in good serviceable condition.

When the brigade schools of instruction are instituted at Quebec and Kingston, the cavalry of the Dominion will have the advantage of trained drill instructors, besides acquiring a knowledge of equitation and horse management, which are necessary for steadiness and to prevent confusion in the ranks in rapid evolutions.

I am glad to report that you have very considerably made a special appropriation of the funds at your disposal for the purchase of materials, engineering implements and equipments in some measure, as field companies of the several corps of engineers. This will be very acceptable to the officers who have gone to considerable expense and devoted time and talent in the instruction of the men and

providing stores for their service. In August last the Toronto Engineer Company encamped at Niagara for annual training, and was inspected by Major Walker, Royal Engineers, Professor of Fortification in the Royal Military College. His report contains matter of so much importance to the future progress of the Dominion Engineers that I recommend its being studied in the appendix. The first recommendation is for sergeant instructors from the Royal Engineers, qualified to give the necessary practical teaching on technical subjects. Also, for suitable field equipment, suggesting moreover an organization for the whole of the engineer force of the Dominion which, while preserving the existing companies, will ensure their efficiency and provide a nucleus for the necessary pontoon and telegraph trains which would be capable of gradual extension. The report further sketches out in much detail a practicable scheme which if carried out would lead to the formation in the future, of a force of thoroughly efficient engineers; but in the meantime the existing companies should devote themselves particularly to the simple field works required for placing in a state of defence a position, a village, or isolated locality, works of the greatest importance in the present condition of war. Instruction in signalling is also of consequence and should be included in their course, and generally studied as far as possible throughout the service. It is considered better to know thoroughly the application of the simple works required on the field of battle so as to be able to instruct the infantry, than to have a mere smattering of the more technical advanced duties of engineers, to a thorough knowledge of which they cannot attain without an organized system of instruction.

To the infantry I have already alluded at some length. Their organization is good, and their condition as fair as could possibly be expected under the disadvantages of no training schools and insufficient time for instruction in camp, in field exercises, target practice, signalling and especially in discipline, these can only be acquired by long continued experience, practice and application to the regulations of the army enjoining and teaching obedience and mutual respect, reliance and brotherhood, which exposure to difficulties and constant intercourse can alone inspire.

Military drill is instituted to teach men how to stand, how to walk, how to comport themselves with accurate movement of body and limb, how to sit on horseback with the best advantage to the animal and the rider; so is discipline inculcated in order that at first small and by degrees larger bodies of men should conform to recognized laws enacted and issued for their guidance. It grounds and instructs the mind in that obedience to authority which distinguishes a body of soldiers armed and drilled for mutual defence of their country, from an unorganized crowd. The Articles of War, Mutiny Act, the Queen's and Militia Regulations, and later the new Army Discipline Bill, are each and all compiled and circulated with that just object. No officer should therefore be ever at a loss to understand his duty as laid down either towards his brother officers or the soldiers under his command. It is the duty incumbent upon all officers who are entrusted with the

honoured distinction of Her Majesty's commission to conform themselves, from the highest to the lowest, and to inculcate in those under their orders, these most plain and necessary laws and rules compiled for the better discipline of Her Majesty's forces. Cases do and must naturally occur among large bodies of men where differences of opinion and disagreement must arise. For this, provision is wisely made and the manner in which officers and soldiers should proceed to obtain redress for any grievance under which they may conceive themselves suffering, is prescribed by the 12th Article of War which in set terms states: "If an officer should think himself wronged by his commanding officer and shall upon due application made to him, not receive the redress to which he may consider himself to be entitled, he may complain to the general commanding in chief of our forces in order to obtain justice, who is hereby required to examine into the complaint and to make his report thereon in order to receive further directions." On the other hand, the 36th and 38th Articles of War enact very summary measures upon any officer or soldier who shall "conspire with others" or "disobey the lawful command of his superior officer."

In the British army fortunately, the necessity for resorting to a court martial upon an officer is very rare and never, except for flagrant misconduct requiring condign punishment. In the Canadian militia there has been no court martial upon an officer that I can trace or ascertain, and so, evidence on oath is without precedent as regards them. Courts of inquiry have been therefore resorted to as fulfilling the necessary ends; they are not judicial courts, but they are usually required to give an opinion. They are assembled to collect and record information on the origin or cause of certain facts or circumstances that cannot be otherwise procured, and upon which the convening authority may arrive at a fair and just conclusion. Officers entrusted with Her Majesty's commission are bound by a code of honour which forbids any but honourable and truthful dealing. The evidence of officers before a court of inquiry and the opinion of its members are therefore rarely, if ever, found departing in any degree from truth and honesty of purpose. Resort to the 35th Article of War has never been necessary. The president and members of a court of inquiry, with local knowledge and the opportunity of witnessing the bearing and comportment of evidences, have more than any other, the best means of giving a correct and upright opinion. That opinion with the corroborated evidence of several witnesses must therefore greatly influence the ultimate decision. It may be urged that every person whose acts are thus impugned should have the opportunity of rebutting or endeavouring to refute the accusations against them, and so in strictness it may in many instances be admitted they should. But there are certain unfortunate occasions when articles of war are obviously disregarded or forgotten, when the law is in a measure taken into the hands of one or more persons; when perhaps, a commanding officer is obnoxious, and they pursue a course of opposition and hostility with the desire it may be, of

coercing him to do that which he declines to do, or even ultimately removing him from the regiment; when it appears that a party of officers act in concert or with a common object of thwarting instead of showing a disposition to support their commanding officer as enjoined by regulations, and the immemorial custom of Her Majesty's service. There can in such cases, be no necessity for prolonged investigation, to mitigate, disprove or excuse, that for which the military code admits of no excuse or mitigation. The 12th Article of War which should have been the guide, has been overlooked. It would strike at the root of all discipline if officers or soldiers were permitted, either thoughtlessly or wilfully to disregard these plain and practical laws, and set themselves at variance with constituted authority regardless of the legitimate means of redress wisely provided for them. It is enjoined by the Queen's Regulations to be the duty of a commanding officer to bring specially to notice of the inspecting officer, without favour or partiality, any officers who may be distinguished for attention to and proficiency in their duties, as well as those who from incapacity or habitual inattention are deficient in a knowledge of them, or show an indisposition to afford the commanding officer that support which he has a right to expect from them, or conduct themselves in a manner injurious to the efficiency or credit of the corps. The authority from whence military commissions emanate has power to withdraw them on sufficient grounds, in the interest of discipline and example, and it cannot be expected that the sympathy of the public, to whom facts are unknown, can influence proceedings in such cases. They are only carried into effect without partiality, favor or affection, without personal regard to the individual, from motives of equity, to vindicate discipline and according to the custom of war in like cases for the better government of Her Majesty's forces.

If, as I ventured to mention before, political considerations could be extinguished entirely from the volunteer force, the body itself more solidified by the reduction of certain of the less efficient companies and garrison batteries of artillerymen without guns, previously alluded to, the number of days' drill increased, the assembly of camps of exercise, some rectification of the pay, just claims for contingencies quickly liquidated, and primary schools provided for officers and non-commissioned officers, the active force would be sufficiently effective to all practical intents and purposes. Even corps in rural districts would be comparatively no exception, and would be always as available for duty as the others whose conditions are now favorable.

The question of affording aid to the civil power which nearly annually occurs, leads to a reconsideration of the prudence of calling upon the active militia alone to maintain peace and order in the cities and towns where the police may be unequal to it, and to risk their coming into collision with the population amongst whom they reside. These corps whenever called upon always loyally respond, and happily so far there has been no loss of life. I may except the case of "B" Battery last year; but it is not fair to continue year after year to call out local corps to maintain order



---

or perhaps quell serious riots by force of arms, when some of their opponents are sure to be acquaintances, and may be even friends or relatives.

This consideration among others led to the reference in last year's and previous reports of the institution of permanent battalions of infantry for service in Canada, and by rotation in Great Britain, or if thought preferable interchangeable periodically with regiments of British infantry. I know this scheme to be opposed to the idea of certain students of a special train of reasoning: who fear its adoption would place the militia in a lower scale, and supplant or supersede them in public opinion. As regards that, it would have a directly contrary effect by providing a standard of excellence and furnishing in a far more complete degree, the requirements claimed to be provided by the infantry schools. I wrote a memorandum at considerable length two years ago, entering into details by showing how best the introduction of this plan could be begun; for the introduction would be the chief difficulty; and though I know Canada is not at present rich enough to attempt such a scale of permanent force, yet the time is not far distant when the great, growing and expanding Dominion will require it, when the North-West Territories become a populous region and the Dominion has risen in magnitude and corresponding importance in the family of nations.

The project to which I refer only took the following shape, but the time may arrive in the near future when it will be entertained for deliberate consideration: To be raised in Canada, three battalions of eight companies each, 24 companies, to be trained in Canada for six months. Each company 80 men, enlisted for six years. After six months, six companies of each battalion, or three battalions in all, to be sent to England for three years service, leaving two recruiting companies each, or six in all in Canada. On the departure of the six service companies to England, raise two additional depot companies to each battalion; thus making six per battalion in England and four similarly in Canada. After the first three years from the departure of the service companies, they would begin to return, their places being taken by men from the four depot companies. When this takes place the service companies should be raised to eight and two more companies added to the depot, thus maintaining their strength at four per service battalion depot. There would then be eight service and four depot companies for each battalion. Two of the latter would after three years in England, be well drilled and disciplined soldiers and on return would join the depot companies. Thus by procedure at the end of the first six years, most of the men of each battalion would have been nearly three years in England and the remaining term in Canada. They should then have, the option to re-enlist with additional pay, or join a reserve with a retaining pay of six pence a day, and if they had been employed in war a gratuity besides. No doubt, many of them would gladly join the active militia where they would be very useful as drill instructors. After six years, it is not improbable that Canada will find it necessary

to maintain three full battalions of eight companies each, composed of 80 rank and file per company. A regular system of affiliated battalions would thus follow, three serving in England and three in Canada, from whence the officers and men could be drawn.

This project though only now presented in a crude form, would eventually materially benefit Canada, and the Empire as well. It would of course when taken up be put into working shape by financial experts. The difficulty would arise at the outset, because a chief point would be to introduce the system as cheaply as possible. The second point is to affiliate the Canadian with the royal army, and so draw even closer the bonds of union between Great Britain and the Dominion, besides notably providing the latter with a constant flow of disciplined officers and soldiers to serve after their engagement, either in the active militia or enrolled in the reserve.

The method sketched out, with the view of falling financially light on Canada, corresponds in some measure with the old system of recruiting the army in India, by which a battalion always serviceably strong, except perhaps just after supplying the yearly drafts, was maintained by provisionally amalgamating all the Indian depots at Chatham. The officers and men were maintained in the British establishment till the date of their embarkation to India, after which they were paid by the Indian Government. In the same way the projected plan would be agreed upon between the Dominion and the Imperial Government, and Canada would have the pleasure of assisting materially in the solid foundation of an organized military empire, and at the same time have the benefit of a well disciplined battalion of infantry for six years, and three battalions after that term for home service. The former system of maintaining at home a four company depot of every regiment on foreign service other than India and China, was much upon this plan; six companies of each battalion serving abroad and four at home, the latter being kept at full strength to fill up the service companies. The companies being 80 strong, we should always have in each depot nearly 300 men for duty, or 900 between the three battalions, though a proportion would of course be recruits. When the reserve was formed there would be a valuable addition to the fighting force of the country without any charge upon the Dominion Exchequer, as they might be paid by the Imperial Government and be liable for future army service. As the Imperial Government would have the use of three battalions of soldiers, it is suggested that all transport from and to England should be defrayed by the latter; it would amount to little more than a few hundred tons of troop ship coal per annum. The Royal Military College of Canada would supply a highly educated and professionally proficient class of young officers, and Canada can provide from its gunnery schools and elsewhere many young men of an excellent military class besides. As I have stated the inauguration of this system would be the chief difficulty on ac-

count of expense, and it might hardly be appreciated or commend itself generally until developed and fully worked out. Last year's report showed, the approximate cost of maintaining three battalions of infantry in Canada, and it has since been stated that the British army is the most expensive in the world. Notwithstanding that assertion the cost of 500 officers and men on British pay would be about £35,000, inclusive of barracks, fuel and light, equipment, clothing, medical aid, and all contingencies, and at the Canadian rate, about £40,000, so that the British army proper compares favourably with its Canadian auxiliary in that respect. Of course the rates would have to be assimilated at the lowest figure for general service. But Canada cannot yet afford this expense in addition to her admirable militia force.

The arming of her seaboard must also be one of the prominent and more immediate objects, for it will not be suffered that every-time a diplomatic difficulty occurs with one of the great powers in Europe, a sensation should follow here as to the safety of our mercantile marine and our seaport towns. In the meantime, another and very feasible project courts attention. There is an impression that every dependency of the British Crown that has responsible government and is in a position to have defensive forces, ought to be moved to take part in the military and naval defences of the empire at large. Some of the most important would certainly do so were the emergency to arise, and Canada alone would be able and willing to send ten thousand men as an army contingent if Great Britain were at war, but it would take time to raise and organize such a force, and the emergency might have passed into disaster before their services could be employed. The moral effect of such a contingent would however be very important, proving to the world that the British Empire, though composed of a varied collection of properties in nearly every part of the globe, could nevertheless be banded together for general defence. The establishment of permanent corps just spoken of and their consequent reserves would be one method of drawing this bond together. But there is a less expensive mode for Canada until she is in a position to take a firmer grip.

An Imperial reserve would make a solid commencement in banding together the component parts of the empire for organized and mutual support. Canada is leading the way and setting an example to other sister dependencies of the Crown in military affairs. The annual reports of the militia receive favourable comment from the British and Colonial press, reflecting the action of the Dominion Government. The conversion of smooth bore into rifled cannon; the manufacture of projectiles and gun carriages; the proposed construction of a cartridge factory, and other material progress, are acknowledged to indicate the growth of a healthy self-reliance and national military enterprise. It follows that Canada should improve her lead as an example to her sister colonies and a great addition to her own strength by forming an Imperial reserve. The experiment would prove the country to be in earnest, would probably be followed by Australia and other colonies, and produce an independent moral, as well as material effect upon foreign nations.

As I have often had the pleasure of saying before, there is no lack of military spirit in Canada; the population would make immense sacrifices in case of danger to their country, and they possess the hardy material for splendid troops in an eminent degree. The hazardous lives of the backwoodsman, their precarious calling in the forest and in navigating the mighty rivers of this continent, inures them to danger, accustoms them to discipline and resource, and binds them in a bond of mutual reliant brotherhood which would render them valuable and excellent as soldiers. On the outbreak of war and a call for reinforcements, Canada could speedily send more men than could prudently be spared, for war in Europe would require Canada to look after her protection at home; but to raise an army reserve in Canada in calm deliberation, with no sentiment of war to excite military ardor, might depend for success upon the conditions and advantages held out. These can however be made sufficiently attractive. Farmers' sons, farm laborers, mechanics and tradesmen's families, and such persons of fixed tenure in the country, would naturally be the class to look to; the loose and nomad population of towns would be worthless, while young men with some fixed abode and tenure in the soil would no doubt be found in ample number. The migration westward now in considerable motion, might be some check, because the country is so territorially enormous men could hardly be recovered who had found their new homes among the inviting valleys between the spurs of the Rocky Mountains, but we must always expect that though some might shirk their obligations many would not do so.

An Imperial reserve, paid by Imperial funds, officered and recruited from Canada alone, would be a strong and important support to the militia. They could in time of war, not only release the Imperial troops from Halifax, but send a contingent to reinforce the army. The plan upon which this organization could be adopted has been considered, and I am sanguine it would succeed. The time has not arrived to notice it more fully here, but its institution, which is valuable and important, would be incomplete without providing for the drill instruction of officers and sergeants, to ensure them to be competent in their turn. Native officers and sergeants, as well as rank and file, must be employed, accepting Canada for Canadians; the men are intellectually and physically as good as the world can produce, but unless an intellect is trained to the pursuit or profession in which it is to work, it remains sterile for that work to all practical intent. Military training even of the simplest order, requires education, study and practice in ordinary drill which is easy and mechanical, in discipline of mind and body, interior economy of companies and battalions, system, law, order, equitation, topography, the management of men and knowledge of character to command with a ready head and quick hand for every emergency. How often do we find that, though nothing specific can be said against an officer, yet he may be quite unfit for his position; it is difficult for instance to prove want of tact or temper, or general weakness of character, and yet each is a serious disqualification for high military rank. Therefore, I return to the elementary military

---

schools I have advocated for five years and again alluded to at some length in this report. By having brigade schools affiliated with the Quebec and Kingston Batteries, the officers and sergeants would have every facility for acquiring in early life the law of obedience and respect for authority, the want of which is a bane through life. Suppose for instance this reserve be raised in proportion, by companies, in Ontario, Quebec and Maritime Provinces, about 56 companies, or seven battalions, to be trained for a month each year with drill pay, in addition to 6d. a day per annum; enrolment for six years; to serve anywhere, and provision for families during war; a gratuity on discharge after war service and on joining reserve; six months' notice to quit, and permission to change residence or penalty in default; age 20 to 35, respectability of character, and must be British subjects. The reserve force would add upwards of 4,000 trained and disciplined men, with their proportion of officers, to the military strength of the Dominion, outside and in excess of the present active militia, paid and clothed I venture to submit, by the Imperial Government. Upon the first being called away for service, a second reserve could be raised under similar conditions.

There is but one feeling in Great Britain, whatever difference of party politics may exist, in desiring to bind more closely those ties of affection and good-will which unites the Dominion with the Mother Country. Nothing can more effectually carry out those feelings than by striving to unite those defensive forces which must result for the benefit of the common empire. What can be a better proof of this feeling than the fact, that though pressed by a crowd of applicants, Her Majesty has very recently assented to a proposal which will enable successful students at the Royal Canadian Military College to enter into a competition annually for commissions in the English army? The appointment last year, as honorary Aides-de-Camp to the Queen of Colonel John Dyde, who may be called the progenitor of the Canadian militia dating from 1812, and of Lieut.-Colonel Casimir Gzowski, who has so eminently drawn together the Canadian militia with the British volunteers at Wimbledon, cannot but tend to cement the national feeling and to strengthen the bonds of union. These graceful recognitions prove that the interest felt by Englishmen in the colonies is very strong, that the connection of the colonies with the mother country adds mainly to the greatness and magnitude of the empire, and that Canada is one of the most valuable and important, as it is geographically the largest in area, of any possession of the Crown.

The British Empire, composed of so many separate countries and nationalities, would be far stronger if more completely organized. Political federations are not questions within my province, but the side on which organization is really possible and necessary is the external, material part of an Empire's existence; its armed strength. There is much to be done here, and some of the foregoing suggestions tend in that direction. We saw the effect of landing seven thousand Indian troops at Malta last year; but what a position Great Britain would assume in time of war

if the law was so clear and plain that to resist any hostile encroachment, to uphold our action in Europe, to garrison our military and maritime colonies, we were at liberty to bring at once, and without question, all the native troops from India, and to raise other regiments to supply their places. What a prospect for dealing with the question of feudatory armies; so many for Imperial purposes; so many for home defence; it is only the idea which follows the representations before proposed. Why should not other great colonies be as patriotically imperial; they are parts of the empire, and as they care to preserve it, they should be willing to take some responsibility in its preservation. An empire so organized would be impregnable; it would strengthen our prestige, add to our army and navy, for both should be included, and Canada could produce plenty of well seasoned seamen and some fine ships. Such an army organization and naval extension are worth deliberate consideration, to make the British Empire a living, powerful, organic whole.

In my annual report of last year, I submitted the passing of an Act, in pursuance of the third section of the Colonial Naval Defence Act of 1865, which intended to make better provision for the naval defence of the colonies. In this view, it would be a mutual benefit if the Imperial Government would bestow or lend to the Dominion an iron-clad or a wooden frigate, partly for coast defence in the Gulf of St. Lawrence, as well as for training naval volunteers, and a school for lads on the principle that many line-of-battle-ships and frigates are now employed in the Thames, Mersey, Clyde, and other British ports. Hitherto but little attention has been paid to the education of young seamen for the naval service, though the great extent of sea-board on two oceans and the vast inland lakes and rivers of the Dominion render it most prudent that a naval reserve should exist, available as a powerful support to the land forces in time of war. The theory of navigation can be easily acquired on shore, but seamanship and naval discipline, with the handling of guns on board ships in motion and in a sea way can alone be mastered by sea experience.

It is believed that approximately, there are about ninety thousand seafaring men in the Dominion. In 1876, there were some six thousand vessels of various tonnage, and later, some 500 have been added. It appears in the annual report from Newfoundland that some ten thousand men were engaged in the seal fishery, including most of the active male population. The rigorous climate of Canada throughout the long winter renders it impossible for fishermen to pursue their vocation, and that long interval of enforced idleness would afford an admirable opportunity for attendance at naval drill without interrupting their regular employment. Would it not therefore be well to make an effort to enroll a considerable number of these fishermen and sea-faring men in a Naval Reserve. They are thoroughly inured to the exposure of the sea, and the severe weather of these coasts. No subjects of the Crown are more loyally patriotic, and they could be assembled for training at a port easily accessible from their homes. Such a ship as I refer to might be

---

commissioned specially for training these men of a naval reserve from the Gulf Ports, the Maritime Provinces, and even Newfoundland. The ship should have an armament, and drill in winter could be carried on between decks in any inclement weather.

We have taken steps and made considerable strides to avail ourselves of the services of the population for land defence by a well organized militia. There can hardly be a sufficient reason against recruiting for a naval reserve among the vast numbers of loyal inhabitants who dwell upon the coasts of the Dominion. The reserve would in natural course be administered by the Department of Marine and Fisheries.

Not many years ago, it was stated in Parliament, that in the men who sail the fishing fleet of Canada, we see the element of a powerful marine, which would be found invaluable in time of national danger, and no reason why training ships supported by Government should not be employed on a system similar to what has worked well in the United Kingdom. This seems in accordance with the views expressed by the late Earl of Elgin who when Governor General, urged with such force the advantages to England and the colonies of an intimate union between them. "Is the Queen of England, he wrote, to be the sovereign of an empire, growing, expanding, strengthening itself from age to age, striking its roots into fresh earth, and drawing new supplies of vitality from virgin soil, or is she to be for all essential purposes of might and power, the monarch of Great Britain and Ireland only. The organization of a naval reserve in Canada would be an additional means of defending the coasts of the Dominion, and only add naval strength and supremacy as contemplated in the Colonial Naval Defence Act referred to. Organization before hand is essential to success in war; we have abundance of seamen but no naval organization for national defence.

Early this year Sir William Palliser, the enterprising and successful inventor of manufacture and conversion of ordnance, projectiles, &c., addressed the First Lord of the Admiralty, offering to give instruction to colonial Governments, in the preparation of merchant steamers as swift armed cruisers, the instruction of marine gunners, and the conversion of cannon of suitable calibre for their use. The despatch enclosing this valuable and important offer was referred to me on the 20th of November last, when I lost no time in strongly suggesting that Sir William Palliser should be thanked for this offer, with a request he would be kind enough to supply the very useful information he expressed his willingness to bestow. The information will be of high value in connection with the project of training a naval reserve. With ships and their requisite appliances and with trained seamen to man them, we may probably hear less in future of hostile armed cruisers threatening to molest our shipping and sea coast harbours.

It has been stated that self-government when conceded to colonial possessions,

should form part of a great policy of Imperial consolidation, and that every effort should be made to resuscitate as much as possible our Colonial Empire, and to respond to those distant sympathies which may become the source of incalculable strength and happiness to Great Britain and its foreign possessions. This leads me to revert to Victoria and Esquimalt, in the remote Vancouver Island, to which I have more than once had the pleasure to draw attention. The ten long-range rifled guns mounted there last year have greatly added to the protection of those ports, but hands to work them are not so readily attainable. The importance of these ports is so great, I may perhaps claim indulgence for dwelling on the subject at some length.

Since my long journey across the Prairie Territory and Rocky Mountains to British Columbia in 1875, I have frequently urged the necessity for more completely protecting the only naval arsenal and dockyard on the shores of the Pacific Ocean. In the annual report of last year it was stated that the defence of Esquimalt might be considered as much an Imperial as a Dominion question, but that it intimately concerned the honor of both and the supremacy of British naval power in that region. Our security in the Pacific requires it to be well guarded; our fleets must keep the sea if necessary in all weathers, and they cannot do so without coal. That important element is in ample stock and prime quality at Nanaimo. The British navy is scattered over the Pacific, and there were no works of defence at Vancouver till last year; no forts for protection of our coal nothing but British prestige, and a few companies of militia at Victoria and up the Frazer River. The works thrown up hastily last year when a Russian squadron appeared on the coast, rendered it necessary to despatch a commission there during the past summer. Col. Lovell, Royal Engineers, from Halifax, and Lieut.-Col. Strange, Royal Artillery, from Quebec, have thoroughly examined and reported on the capabilities for defence of Vancouver and the seaboard of the main land of British Columbia. This joint report I have not seen, but the able separate report of Lieut.-Col. Strange, will be found in the Appendix. A few remarks of a general military character may not therefore be out of place on this subject, which can hardly be considered too carefully at this juncture. It would of course be necessary to hold the peninsula which is bounded on the one side by Esquimalt Basin, and on the other by the narrow inlet called "The Gorge." There is a small neck of land at Portage Inlet separating those two sheets of water, and there the position could be entrenched Signal Hill close to the Dockyard, dominates the harbour and the Royal Roads outside its entrance. This should certainly be fortified. Rear Admiral de Horsey said to the Admiralty: on examining the chart, the eye will be immediately struck with the capabilities of defence of this peninsula. The Dockyard itself with its commanding outpost, Signal Hill, is capable of defence by a few men, whilst if at any time it be decided as in my opinion it is most desirable, to fortify: the peninsula could be made practically impregnable by placing redoubts on and occupying the heights



with a sufficient garrison. As regards Signal Hill, he did not overlook the rule that guns should not generally be placed to draw the enemy's fire on the position they protect, but this rule hardly applies to the present case, because fire aimed at Signal Hill could scarcely be so bad as to strike the Dockyard seven hundred yards at right angles to its line.

I had previously urged the arming of Signal Hill, a commanding point whence to engage an enemy's ships approaching from sea, and to render Esquimalt Basin a shell trap for any unlucky ship that might enter it.

Lieut.-Colonel Irwin considers the present sea defences both of Victoria and Esquimalt, while efficient enough against wooden vessels, would hardly serve to prevent an iron-clad from shelling either of them; the eight-inch nine ton gun on Brothers Island being the only armour-piercing gun to defend the latter. The naval stores are at present in an exposed position to naval attack; the site of the naval hospital and Hudson Bay store would be more protected. Lieut.-Colonel Irwin does not consider the graving dock in an unsafe position, nor likely to be destroyed by an enemy's fire. It would hardly be possible to muster militia soldiers enough in British Columbia to defend Victoria and Esquimalt from a combined land and sea attack. The Victoria peninsula presents many facilities for landing troops, but though the city itself might be difficult to defend, it would be hazardous for an enemy to cross the Gorge, which is deep with a strong tide way, and commanded by a ridge along its southern bank. Therefore, Esquimalt would be tolerably secure, provided Signal Hill and Rodd Point had heavy guns, and the neck at Portage Inlet strongly entrenched. The guns should be manned by trained artillerymen, and regular troops enough to keep the volunteers up to the mark and act as a reserve.

The question of the general utility of Esquimalt as a naval station and coal depôt would naturally depend upon its advantages as a secure and convenient harbour, a suitable base for supplies and facilities for repairing ships of war damaged at sea. The first seems better fulfilled there than would be probable at any of the South Sea Islands, while the completion of the graving dock would fulfil the latter. As a coal depôt however, the safety of Nanaimo, where the mines are situated must always be a most important consideration. Lieut.-Colonel Strange, alludes pointedly to this, as did Lieut.-Colonel Irwin, and from my own knowledge I have little doubt the place presents facilities for easy defence against a naval attack. The above considerations however seem almost of secondary importance in view of the proposed railway terminus at Burrard Inlet. To any one who has seen the shipping at San Francisco, and noticed the business done by the Union and Central Pacific Railway, it must seem to be a matter of the very highest political and military importance to possess a naval station at what will be eventually the terminus of the great British American highway of commerce from beyond the Pacific.

The position of Esquimalt with reference to the Straits of San Juan de Fuca, the Channels of Haro and Rosario, the entrance of Puget Sound, and the general

configuration of the locality, seems admirably adapted for protection and command. Once the railway is in working order, the question of supplies, reliefs, &c., will receive the most satisfactory solution, and its otherwise unprotected terminus at Burrard Inlet seems to furnish the strongest arguments in favor of retaining Esquimalt, and rendering it thoroughly secure as a naval station and marine arsenal.

I almost doubt whether the value of the coal supply of Nanaimo is yet thoroughly understood and appreciated, either on this or the other side of the Atlantic. In 1875 for instance, the output was stated to be 110,000 tons; three companies at work with plant, including eighteen engines, six steam pumps, and tramway to the wharves, which are 500 feet long and sufficient depth of water for large ocean steamers.

The construction of the Canadian Pacific Railway will eventually render the conveyance of reinforcements easy in time of war, and it may be expected the ocean terminus will in time be located at Esquimalt or Barclay Sound; thus the present inadequate force of one battery of artillery and two infantry companies at Victoria could be soon relieved, but we must always rely also upon the Royal Navy, for Great Britain cannot possibly neglect the advantages Esquimalt affords as a strategic naval base in the North Pacific.

We should not overlook the progress in naval strength and resource which the Russians are rapidly developing at Petropolouski and Amoor River; the former only 4,500 miles from Vancouver, the latter barely 500 miles further. In the event of war, Russia might be in a position to harass not only Hong-Kong and the China and Japan trade, but to send a squadron across the ocean in thirty days to attack the western sea board of the Dominion. This, unless properly fortified, would in the absence of the British squadron, be in some measure at the enemy's mercy. What the result would be of such a hostile descent upon these shores, where so many monuments of British industry and energy exist, must awaken grave thought. Great Britain cannot therefore withdraw her protection from her North Pacific possessions, which the Dominion has conjointly already spent a large sum in partially fortifying.

If naval history proves anything, it proves that the commander of a sea-going squadron must have full discretion, and that his success will be proportionate to his self-reliant genius; to restrict that quality may not be advantageous. Telegraphic communication on the other hand, is a very important element which cannot be overlooked; although it might not be prudent to send a continuous stream of instructions to the commander of a squadron, yet the telegraph must play an important part in future naval warfare. The telegraph wires running across the continent on British territory render it all the more important that Vancouver should ever continue the naval base in the North Pacific.

On the opposite side of the continent Halifax is the imperial fortress, designed, heavily fortified and maintained as an important base in the North Atlantic. Our

North Pacific fleet, struggling without a telegraphic base, without a secure and well fortified coal depôt, dependent perhaps on an island in mid ocean for its coal and supplies, might sometimes be in a precarious condition. It must be foreseen that in a long naval war it might not be possible to keep an island depot supplied by coal transports, nor might it be always possible to protect it. Were Esquimalt navy yard given up, and an island in mid ocean substituted, the Pacific squadron would rely for coal upon New South Wales, England, but notably still upon Vancouver, perhaps, all three. Wherever it comes from it must be carried by colliers to its island point, and how many of these colliers might fall into the enemy's hands *en route*, supplying them at sea with the very material most needed.

Now, where a dockyard and arsenal already exist, a graving dock for disabled ships in progress, unlimited coal deposits abound, land forces at hand, and bye-and-bye by railway to be reinforced in twelve days from Ontario, land batteries built and easily supplemented, a telegraph terminus, and perhaps not the least noteworthy feature, where a loyal and a brave people can be thoroughly relied on to rally round, appears to stamp Esquimalt before any other place in the Pacific as the proper naval base and coaling station.

To withdraw from it, might run the risk in time of war of being swept out of the Pacific, and supposing such a thing possible, and an enemy in possession of our stores and coals at the important base Vancouver: he has shut us out entirely until a powerful squadron got round Cape Horn to recover our supremacy; and on what would that squadron have to depend, without any coaling base and at great disadvantage, in trying to recover that which we should never run the risk of jeopardizing. It would be wrong to disperse forces at a number of points of little use in a great war, but an important position on which the supply of and communication with the North Pacific Squadron depends, must never be left to an enemy, nor yielded in any way.

The importance of Vancouver as a naval base and the consequences of losing it, renders the railway across the Dominion one vitally concerning the whole Empire; and for these reasons, it is most desirable that Vancouver Island should never be abandoned by our ships of war. Esquimalt is available for ships of any tonnage or draft of water to run into in a gale of wind by day or night, where they can anchor in from seven to nine fathoms in a land locked basin.

It will be kept in view that Russia is the power against which we might have to take precautions, for with respect to our friendly neighbours over the border, we need hardly have any anxiety. It is true the United States frontier has been advanced, so that the channel entrance to Nanaimo from the southward can be commanded by American guns from the Island of San Juan, which we have allowed to become American ground. There is a military post, formerly the barrack of our Royal Marines, on the Island within sight of the City of Victoria; another at Port Townshend, about forty miles up Puget Sound, and another at Fort Vancouver,

on the Lower Columbia River, the entrance to which is defended by heavy batteries near Astoria.

The United States are keenly sensible that fleets without well defended coaling stations and fortified bases accessible to the telegraph and in military occupation, are dangerous to trust to in modern warfare, and hardly reliable alone to protect fixed points. But America is peopled to a large extent by descendants of our own race; she has the same language, the same traditions and aims as ourselves, developing amazingly side by side of our own family. Proud of our history as reflecting upon herself, she imitates and rivals our institutions, and she will, like ourselves never encourage the art of war with a view of promoting that which she knows full well never can follow in the wake of a purely warlike policy, namely, wealth, social progress and material development for her people and her industries.

It was stated that during the recent Russo-Turkish campaigns, there were eleven ships of war flying the Russian flag in San Francisco Harbour, all in first-rate order, carrying about 2,000 men, and more guns than in all our squadron from Chili to Vancouver. Their object may be taken to attack British possessions and commerce if we had been drawn into war. Might such an event not be possible in the future, and should not Esquimalt be thoroughly armed as a great naval basis, telegraph and railway terminus in the North Pacific, and as a standard of efficiency and support, should not at least one hundred marine artillerymen under the Admiral and on the ship's books of the squadron, be stationed there?

It only requires a glance at the general chart of the world to trace the various lines which mark out the great highways from port to port, upon which the ocean commerce of the world chiefly passes. Almost without exception, every one of these lines begins or ends at, or passes through some British possession. There is but one great gap in the system of defence supplied by our foreign possessions—that is the line that begins at Vancouver and ends at the Falkland Islands, through the Straits of Magellan or round Cape Horn. That line is flanked by foreign countries, and we have no station within those limits, which lie about seven thousand miles apart, where we can post a defensive squadron, or have a secure base for telegraphic intelligence, coal and sea stores. But we hold one end firmly, and when better fortified, and the Pacific Railway is complete across the continent on British soil, we shall do so still more strongly. We also hold the other end at Falkland Islands. If therefore we maintain the positions we have got, and add securely to their defence, we prevent the only class of cruiser that can be sent abroad by such an enemy as Russia from obtaining coal, and the danger from such cruisers need not then be greatly apprehended. At the first outbreak, they perhaps might do mischief, for they would be ready and we might be tardy; they would start with full coal bunkers and stores, which by our holding Vancouver and Nanaimo mines, they would find difficulty in replenishing. It is apparent therefore that a great naval base, coal depot, railway and telegraph terminus, must never be abandoned. On the other hand, how hazardous a

---

policy it might be in time of war to remove from such a strong and important base, to risk our coal and supply station upon any island whatever in the Pacific, to which munitions must be carried by sea, and if not fortified and strongly garrisoned, the base of supply would be *en l'air*.

The necessity for a graving dock is a question of no light importance, more necessary perhaps now than in former years; since we have evidence that should our enemy be Russia, her naval operations may be as active on the Pacific as on the Atlantic. The object of sending the *Cimbria*, last year from the Baltic to American waters with such a crew and cargo as before stated is suggestive. We have even learnt that Russian naval officers declared their object was to employ fast steamers to intercept and prey on British commerce, and place under contribution or destroy Canadian ports. May not this new method of attempting to cripple England on both oceans have taken a firm hold on Russian policy; and may not another and more formidable "*Cimbria*" let loose on the Pacific a squadron of mischievous Alabamas. In such case her cruisers would scour the seas in search of British merchantmen. Her now extensive home stations at Petropolowski, the Amoor and Vladovostock, with telegraph lines direct from St. Petersburg, might possibly enable her to have a preponderance of naval power on the Pacific, unless our fleet were reinforced in time by a similar class of swift steam boats, and our naval base and railway and telegraph termini at Vancouver's Island, were fortified and garrisoned beforehand.

Even now, Russia is preparing such a number of merchant steamers, fitted as armed cruisers, as to attract attention in England; and the natural question is asked: Why does not England with her world-wide colonies and vulnerable points do likewise? Would it not be wise to take precautions in time, and not wait till perhaps war falls upon us, and our merchant ships and outlying possessions such as Esquimalt, stand the chance of being in flames; millions worth of property perhaps destroyed, rather than expend a few thousands in fortifying our coasts, and rendering secure such commanding and important positions as Esquimalt must undoubtedly be in case of a long maritime war.

It needs only further to draw attention to the Canadian Pacific Railway and the impolicy of removing British naval protection from Vancouver Island: The people of British Columbia are very loyal and desire to remain closely united with England, from whom they derive their origin, but they feel that their interests have been sometimes neglected, and there is no knowing how they might act if they found themselves free to act according to their interests. The colonists who live there now are familiar with the state of the country, its position and surroundings; they are satisfied that this new continental railway will be of immense importance to the British Government, and they regard it quite as much an Imperial as a Canadian question. It will open a magnificent country for settlement to the surplus population of Great Britain, who will upon their arrival there, find themselves part of a

people thoroughly British in their thoughts and ways, and bound to the United Kingdom by the strongest ties. This railway, passing through the fertile belt or zone, a magnificent country, capable of raising a food supply sufficient for Great Britain, would open up direct communication with the whole of British North America, China, India, Japan and Australia. The large supplies of eastern produce required by Canada would be carried by this route and help to develop trade in a community who draw their manufactures in a great quantity from England, instead of, as now, going through and helping to build up American interests. This railway will probably ultimately extend from Nanaimo to Esquimalt, or Barclay Sound, as its ocean terminus and a strong naval station must consequently be maintained there in the interests of Great Britain, as well as of the inhabitants of British Columbia.

Lieut.-Colonel Strange was appointed upon this joint commission, being the senior and an officer of acknowledged high professional attainments very desirous to be so employed. It was desirable that both Dominion Inspectors of Artillery should know the defences and the sea coasts of Vancouver and British Columbia. Lt.-Colonel Irwin, an excellent young officer of much promise, had already made a long and fatiguing journey across the continent. The manner in which his duty was performed last year having called for my approbation and justified my representing his able report in that sense to the Government and to the Colonial and War Ministers.

I invite attention to the able papers read by Captain Colomb, Royal Marine Artillery, at the United Service Institution on the foregoing subjects; they are well deserving of study and careful thought.

In the early part of last year I had the honor to draw attention to the defenceless state of the Atlantic coasts and seaports of the Dominion. The sudden arrival of the "Cimbria" in a seaport of Maine from the Baltic, with a cargo of rifled guns and a large crew of Russian seamen, called for immediate attention. Her avowed object was to equip a fleet of fast cruisers to intercept British traffic and to lay under contribution or bombard Canadian seaports. The Atlantic coast had but few guns mounted for defence, and the sacrifice of life and property that would have followed a state of war would have therefore been serious. Fortunately the Treaty of Berlin for a time put a stop to apprehension, but my report having been referred to the Colonial Defence Committee in London, a despatch was soon after received, recommending the purchase of twenty 7-ton and sixteen 64-pounder wrought iron Woolwich guns, at a maximum cost of £50,000 sterling, or £37,000 in case of specific modifications. It was ultimately decided to purchase a less expensive armament, and 17 converted  $\frac{3}{4}$  pounders were ordered. The Defense Committee objected to these guns as of insufficient power and range to engage longer range guns on board ships which could still have been able to reduce the seaports from a distance by shell fire. The question has been in abeyance till now, and the Atlantic coasts are as defenceless as before.

I refer to the question again owing to the recent apparent uneasiness of public opinion, regarding renewed European complications. Nothing may immediately follow this, but supposing a sudden rupture were to occur, we are still unprepared in Canada; and why should we continue from month to month to rely upon a special immunity from the danger a war would surely entail, and remain inactively and supinely to risk the destruction of millions of property and much valuable life by neglecting to provide at leisure against such a misfortune and loss of prestige. The judicious expenditure of a few thousands while there is leisure, might prevent our coasts from being infested by a swarm of mischievous privateers flying pennants, and ensure a feeling of preparation and strength against attack during a maritime war. I refer therefore to the despatches enclosing the recommendation of the Defence Committee, and to the armament proposed by them, which however would, have to be manufactured. In the meantime, the recent trial of the converted  $\frac{32}{34}$ -pounder in Montreal has been quite successful; the gun stood the tremendous charge of 24 pounds of powder, with little perceptible effect on the coiled tube. Lieut.-Colonel Strange and Lieut.-Colonel Irwin, Royal Artillery, have both reported very favourably of the result of this experiment and of the capacity of the Montreal Engine-works to manufacture, as well as to convert heavy rifled-cannon and projectiles. The colonial empire is watching the lead and example Canada is taking for self-defence; India and Australia are both making inquiries about the conversion of guns, and I am informed when Canada sets the example by giving an order for the manufacture as well as the conversion of rifled guns of heavy calibre, it would in all probability be followed by them; thus forging more links in Imperial organization and proving that Canada can provide for her own fortification by home manufacture.

I therefore, concur with Lieut.-Colonel Strange, that it is important in view of economy to utilize the large stock of smooth bore guns owned by the Government, amounting to some 400 in all, and to order the conversion of twenty 32-pounders of 56 cwt. to 64-pounder rifled guns, and two 68-pounder and eight 8-inch into 80-pounders and 64-pounders, respectively. As the 64-pounder rifled guns are only available to resist boat attack and to arm steamers for coast service, as well as to arm batteries on the rivers, it is strongly recommended that 12 9-inch long B.L. rifle guns on the Palliser principle be manufactured to mount on the harbours of the Atlantic coast. This gun would be about eight tons weight and throw a projectile of about 200 pounds, capable of piercing heavy armour. A reserve of 64-pounder guns is necessary for steam cruisers and suitable for the purpose. I have had the honour to recommend before, that torpedoes should be provided for harbour defence and men instructed and trained to use them.

It must be borne in mind that heavy guns take time to manufacture, and that a sudden declaration of war would leave us no time. I trust therefore, my duty of bringing these questions of Atlantic and Pacific coast defences under your notice may lead to the mature consideration of the Government, in the hope that action may be soon taken to that effect.

Captain Palliser recently proposed to the first Lord of the Admiralty his willingness to offer suggestions on the conversion of merchant steamers into armed cruisers, the formation of marine gunners, and the armament for such ships with guns to be converted into rifled cannon in Canada, to which I have just referred. I strongly advise his suggestions to be obtained and favorably considered. The despatch containing that proposal was dated 5th February, 1879, and referred to me on 20th November last, as before mentioned.

The important question of manufacturing rifled guns and projectiles in Canada, taken in connection with the proposed cartridge factory, the adoption of home-made gunpowder, the making up of military clothing and equipment, with other strides of advance in self-reliant military progress, appears of so much consequence just now that I am induced to give prominence to the subject. Much of the information has been obtained by correspondence with Sir William Palliser himself, who it may be remembered has generously bestowed on Canada a seven and an eight-inch rifled gun, now at Quebec, and he is, I believe, manufacturing a nine-inch gun as a present, which was offered and accepted by the Dominion Government about two years ago.

The successful attempt to manufacture rifled guns in Canada has been justly mentioned in the English press as "an event of Imperial importance," for a nation which depends on the supply of such weapons from a source 3,000 miles distant must always be in a more or less dependent position. Canada not only requires an armament for coast defences, but also to have a sufficient number of guns of position in store. A foreign power has lately adopted such a system of armament for offensive purposes on large trading fleets as to demand the most serious attention of England and her colonies, but more especially of Canada, as one of the greatest trading countries of the globe. The armaments referred to consist of numerous swift merchant steamers, which have been purchased and fitted up for war purposes. The design, as openly admitted, is that they are to burn and destroy the merchant fleets of the greatest carrying power of the world in case of war breaking out. It has been announced in the English press that the result hoped for is the forced separation of the powerful colonies from England. The power of the British Empire is, owing to the increasing growth of the Dominion of Canada, of Australia and of New Zealand, becoming capable of an overwhelming development if it were armed. It is not so at present, and for that reason probably, we hear of these alarming preparations. To expect Canada and the colonies to fit out men-of-war would be unreasonable and unnecessary—England can deal with such; but it would hardly be possible for her to account for the numerous merchant cruisers which are now at sea and in course of preparation. On the other hand, there can be no doubt that the ocean going steamers of England, Canada and Australia would soon dispose of these if they were armed and prepared for the occasion.

The Admiralty have already placed themselves in communication with the Canadian Government regarding the system of preparation of large steamers for



their armaments on the plan so successfully carried out by them in the case of the "Hecla," a merchant steamer purchased by them and fitted as an experiment. What has now to be dealt with are the rifled guns, with which the ships should be armed. There are only fifteen now in Canada, but it is satisfactory to know they can be made here. The armament selected for the "Hecla" are the 64-pounder Palliser rifled guns, the very guns we have shown we can make without any difficulty. Messrs. Gilbert offer to make, by the 1st May next, six nine-inch 14 ton rifled breech-loading guns, complete, with sights, for \$4,000 each; six seven-inch 8½ ton rifled B. L., complete, \$3,000; two 68-pounder five ton to be converted to 90-pounders including long barrels, \$650; six eight-inch 65 cwt. converted to 64 rifled, \$500; 12 32-pounder five cwt. \$500; 500 rounds projectiles, Woolwich prices. Double plate iron American carriages for all the above, cheaper than English or wood; all subject to approval of the Inspector of Artillery. I am happy to announce that the Government has been pleased to authorize the General Officer commanding to arrange with Messrs. Gilbert, of Montreal Engine Works, for the construction of two 7-inch 8½ ton guns, and the conversion of ten 32-pounders to 64-pounder rifled guns, which may be considered an auspicious commencement to a great work in creating a home supply of heavy ordnance. The experimental gun, as I have before noticed, was put through a formidable programme. After passing the usual proof, it was fired, as before stated, with 24 lbs. powder and a 64 lb. shell. It was perfectly right to test the first gun with heavy charges, though it is usual now to chamber guns for large charges. Sir William Palliser explains that this is done by enlarging the bore of the gun at the seat of the powder charge, so as to avoid an immoderately long cartridge which fills up the bore, and causes a very heavy strain on the gun.

A chambered gun, he states, has less strain when fired than an unchambered gun with the same charge. The coil mark was caused by an imperfection in the welding of the barrel. When the barrel was completed at first, it was an excellent one; when bored out it was seen that the portion where the powder chamber would come was somewhat enlarged. This was no drawback at all, but the manufacturers thought it well apparently, to cut it off and weld on a piece in its place, always a difficult work when the barrel has been bored and is therefore thin. Considering that this is the first that Messrs. Gilbert have produced, their success is remarkable. Sir William Palliser informs me he fully expected to have heard of several bad welds being developed at proof, and there can be no reasonable doubt but that they will succeed in future in producing barrels wholly devoid of bad welds. The serviceableness of the gun for the service charge of eight pounds of R L G powder, or 12 pounds of pebble powder, will not nearly reach to that part of the gun as shown in the engraving in the Appendix. As a first attempt the gun surpasses expectation, and any number of 18 pound charges might be used with complete confidence.

The ordnance required for coast defence are as the smallest calibre, seven-inch eight and half ton guns and 90 pound rifles, both of which can be made in Canada without diffi-

culty. The 90 pound gun might be the converted eight-inch 65 cwt. gun, as represented in the Appendix, and has a length of bore of 25 calibres, the same length as the Krupp gun, which gave high velocities with charges of mild powder and consequent low pressures. As the great length of bore would give an undue muzzle preponderance, that is overcome by placing a large coil of wrought iron over the breech; this will not only balance the gun properly on its trunnions, but will add to its strength.

The guns will be the same calibre as the Woolwich 64-pounder, viz.: 6.3 inches. The charge for these Woolwich guns is 14 pounds of pebble powder. To test the Moncrief gun carriage, a few rounds were fired from one of these chambered guns with 30 pounds pebble powder and 90 pounds shot, but they do not for that reason stand in the service, says Sir William Palliser, as 90 pound guns. There is no reason however he states, why the Canada guns converted as shown in the drawing, Appendix No. 9, should not be used with 24 pound charges and 90 pound projectiles. It will be observed that the barrel is one-half inch thicker than that of the first gun made by Messrs. Gilbert, and that there is a strong jacket added round the seat of the charge, and further, that the weight of the gun itself, about four and one-half tons, will admit of the use of this large charge, while the great length of bore will enable all the effective force of the large charge of pebble powder to be utilized. The 90-pounder rifle will, it has been proved, pierce six inches of iron.

In considering the means available at very little outlay for the defence of the coast, it should be remembered that Canada has a good supply of cast iron mortars. It has been under consideration to convert these to rifled mortars for the defence of harbours. An engraving in Appendix No. 9 shows the 8-inch service mortar converted to a 6.3-inch rifled mortar to fire the 64-pounder or 90-pound shell. The advantages of rifled mortar batteries are that they can be concealed from the view of an enemy, and their fire can be directed by signal by the artillery officer commanding.

The batteries being distributed in the most suitable positions, the harbour to be defended marked out in zones, (Diagram in Appendix No. 9,) and a supply of powder charges made up to reach each zone, would enable the officer commanding the artillery to concentrate, by signal, a vertical rain of shell fire on the ships of an enemy entering the zones to bombard the town. The disaster of one shell descending upon the deck of a ship would be so great that only the most dashing and adventurous sailors would remain exposed for any length of time. Admiral Gran lately ran the "Huascar" within 600 yards of the batteries of Antofagasta, which are armed with the best European rifled guns, one of them a 300-pounder. The "Huascar" lay with her bow to the town and bombarded it, suffering no damage. It would have been impossible for her to have remained an hour under the fire of 30 rifled 6.3-inch mortars at a range of 600 yards, on which they had frequently practiced. Yet these rifled mortars altogether would hardly cost more than the 300-pounder, dismantled at the first round with its wrought iron carriage and slides.

The idea is illustrated in the drawing in diagram Appendix No. 9. On a decla-

ration of war, the officer commanding the artillery could mark out the harbour in his charge roughly into zones and sections with buoys, each section, say 500 yards square, the powder charges to reach each section from the various rifled mortar batteries could thus be prepared. The charges should be kept in separate canisters in the magazines, each canister being marked with the letter of its section; a few rounds from each rifled mortar, which should be able to traverse towards each section, would determine the range of section, and a little practice might be made in concentrating the fire of the 30 rifled mortars on sections selected and telegraphed by the artillery officer from a central position.

On the approach of the enemy's fleet, and should the leading ship continue her course towards section 4 shown in the drawing, the officer could telegraph to load for and concentrate on section D. A steamer moving through the water at ten miles an hour takes two minutes to 586 yards, so that all would be ready by the time she reached the position of letter D, when at the signal "fire," a vertical shower of 30 shells would descend into that section, and smart gunners would send another shower upon her into sections K or L. It would require skill and judgment on the part of the artillery officer commanding to continue this practice during the bombardment, or to decide whether it would be more advantageous to trust to the independent firing of the mortar batteries under their own officers. In either case, the buoing of the harbour would be an advantage, and this could be done with casks colored for each zone and anchored there. An enemy would no doubt, try to remove the buoys by boats at night, but they could be kept off by steam launches armed with gattling guns.

It should be remembered that the subject of numerous batteries of cheap rifled mortars is probably insignificant in the eyes of those who manufacture ponderous rifled ordnance, which costs large sums of money, giving large profits, and therefore little or no mention is made of them in Europe; but it must not be forgotten that Germany, with her usual forethought and prudence, has discovered their value, and numerous rifled mortars now in the German service constitute not the least powerful portion of her armament.

Russia would also appear to be alive to the use of vertical fire. The late Consul at Sebastopol was in that port when a small Russian steamer returned, having just escaped capture by a Turkish iron-clad of superior speed and heavy armament of 12 ton rifled guns. This steamer had been struck by 9-inch 250 pound shells in almost every portion of her hull except the engine-room; many men and some officers had been killed and wounded, in fact the steamer was almost a wreck nevertheless she escaped, and it is stated by Captain Harford, late of Her Majesty's 56th Regiment and Consul at Sebastopol, that her escape was solely due to the vertical fire from the mortar battery. It appeared she had no guns and that her armament consisted of six smooth bore 6-inch mortars, three in her bow and three in her stern. When the iron-clad gave chase she rapidly overhauled the

Russian steamer, firing all the time and making great havoc among the Russian crew; although two of the mortars were dismantled, the remaining four continued the fire at the huge iron-clad within 500 yards. The Russian captain told the Consul he was about to give up his ship as hopeless when one of the 6-inch shell fell upon the Turk's deck and burst near the funnel. A jet of steam issued from midships after the explosion, confusion appeared among the crew, her heavy guns ceased fire, her engines stopped. Soon she moved on, but sheared off to some port, and the Russian escaped. No better illustration could be given of the value of vertical fire.

Converted rifled mortars are very cheap, and it is certain they would be very formidable in sufficient number. Six mortar batteries of five rifled mortars each, as shown in the drawing, and their fire directed by signal, would be a cheap and useful auxiliary to the batteries of rifled guns. The efficiency of the rifled mortar fire would depend very much upon the number employed in order that the chances of a lucky shell might be increased. Economy combined with efficiency is what Canada seeks, especially when the work can be done in her own shops. Sir William Palliser's remarks on ordnance are annexed to the drawings in Appendix No. 9.

In the course of the past summer, accounts were received tending to show that Indians of the North-West Territories were beginning to suffer hunger from the disappearance of the buffalo. It was supposed that necessity might drive them to plunder or steal for their support. Although the Government had taken precaution to provide a stock of supplies, it was presumed that as the long and severe winter of the prairie district proceeded, marauding parties might cause alarm and trouble among the settlers. It was therefore determined to organize some militia companies round the most populous settlements to give confidence, and accordingly Lieut.-Colonel Osborne Smith, the Deputy Adjutant-General for Manitoba, was entrusted with that duty, and dispatched to make the necessary arrangements.

That officer carried out his instructions, and acted with the judgment which distinguishes him, in selecting the most important points for the establishment of armed corps, and the general dispositions with regard thereto. His report will be found in full in Appendix No. 1, and I need only draw attention to it, as I think it will be read with interest by all who look towards the importance of that great region in its not distant future. Lieut.-Colonel Osborne Smith has succeeded in forming the nucleus of one company of infantry at Battleford, the seat of Government, under Mr. Scott, the Registrar for the North-West Territories, although the population capable of bearing arms hardly admits of a full company being formed until the winter season, when freighters and hunters will have returned.

At Duck Lake, between the branches of the Saskatchewan, and a few miles south of Carleton House, a troop of mounted riflemen has been formed, under Mr. Owen Hughes, who is in charge of that important trading-post. He feels sure that with the men about his post, the settlers in the neighbourhood, and the Half-breeds at St. Laurent, he will be able to maintain a thoroughly efficient mounted troop. The

Rev. Father André, of the St. Laurent Mission Station, who exercises an almost unbounded influence over the French-speaking Half-breeds in the settlement, corroborates his views. The head quarters of this troop will therefore be at "Stobart," Duck Lake.

On the north branch of the Saskatchewan, near the Forks, the main settlement of Prince Albert lies, and here there are more houses and stores now than some six or seven years ago there were in Winnipeg. The enterprise which is apparent bids fair to make this district one of, if not the most important, in the whole of the North-West Territories. The population are most anxious for military protection, in reference to the gradual influx of armed Sioux Indians in search of subsistence. Prince Albert will therefore furnish two troops of mounted riflemen and one company of infantry—the troops under command of Captain Young, late of Her Majesty's 50th Foot, and Captain Moore, late of the Antrim Rifle Militia; the infantry company under Mr. Thomas McKay, an influential native of the country and Agent of the Hudson Bay Company.

The action of the Government in extending the militia organization to the North-West Territories is appreciated, and I would recommend its still further extension to other localities, such as among the settlers of the Little Saskatchewan and others on the western portion of Manitoba. Arms, ammunition and saddlery have been accordingly issued for the equipment of these corps before the setting in of winter; but, owing to the deficiency of clothing in store, from causes I have foretold in previous reports, they cannot be supplied with uniforms at present.

When orders were issued for the organization of militia in the North-West, I noticed that the Act did not apply to those territories; accordingly an Order in Council was passed in November directing proclamation to be made that the entire Militia Act should apply to the North-West Territories and Keewatin. An enormous additional country has thus been added to the militia responsibility, which now extends over the entire Dominion of Canada.

In connection with this extended military occupation it may not be out of place here to consider the military aspect of those territories, and the forces employed for their protection.

In the summer of 1875, I was sent by the Government through the North-West Territories, and across the Rocky Mountains to British Columbia and Vancouver Island. My orders embraced the duty of inspecting as many of the Mounted Police posts as possible, and to inquire generally into the condition of that force for its duty; my orders likewise required me to confer with the American general officers in Montana and Washington Territories, regarding the repression of crime and the peace of the frontiers generally.

These duties I fulfilled after a journey from first to last of 11,000 miles and duly reported the result on my return to Ottawa. A portion of my report was published, but much of it was not. I have recently had a memorandum from the

Department of the Interior, and noted the suggestions as to the future distribution of the Mounted Police.

That force, as its name implies, is in no way under the orders of the Military Department; it is entirely a civil body, and prudently so in the nature of its duties. In a constabulary force every man has power to enforce the law; he is a civil constable charged with the protection of the community under the law, and can personally put in force any summons or civil process which may be issued by constituted authority—he is in fact a limb of the law itself; whereas a soldier or body of soldiers, cannot legally act without the presence of a magistrate, their duty being only to aid the civil power when not strong enough to do its own work.

The Mounted Police was, I conceive, established with a three-fold object:—

1. The occupation of the Territory; to enforce law and order, and to protect the inhabitants.
2. To prevent internecine disputes among the Indians; to prohibit the nefarious liquor traffic and prevent smuggling.
3. To give confidence generally to Indians as well as settlers by the presence of an armed force.

In all of these objects this excellent force had been successful at the time of my expedition over four years ago. They were respected by traders, residents and Indians. At that time the buffalo were plentiful over the plains, there was no scarcity of food in the country, and the distribution of the force was sufficiently good for the occasion. The chief defect I noticed was the establishment of its head-quarters at Swan River—a most unsuitable place in almost every point of view. This was removed after my report, and its present site at Fort McLeod was an accident due to the senior officer being stationed there when a change of commandants occurred.

Now that buffalo are nearly extinct, and hunger is beginning to press the Indians, perhaps in a military view, a redistribution of the force might be considered with prudence in connection with the recently-formed militia companies. The officer in command and the head-quarters might be better placed within more easy reach of telegraphs and mails than at the back door of the territory at the base of the Rocky Mountains. Qu'Appelle therefore, near the junction of that river and the Assiniboine, suggests itself as a position of more importance and command; Touchwood hills on the main trail to Carleton from the south would be an equally important position. It abounds with wood and water and is generally a fertile and beautiful tract of country, a line of communication with Winnipeg would then be easy and safe from either point.

If it is desirable to occupy the posts noted besides Fort Ellice, Saskatchewan, Battleford, McLeod, Walsh, Wood Mountain and Souris, each should, if possible, be individually strong enough at least for self-defence. There are but 350 officers and men of Mounted Police, but there are about 15,000 Indians, of whom 3,000 may be fight-

ing men. They are well armed with repeating rifles, and for the most part mounted.

Should starvation ensue and the Indians be in despair to provide food for their people, they may become troublesome and aggressive. Therefore it may become imprudent to have so many small police posts, 150 miles or more apart, without mutual support. A military axiom forbids a force being divided, beyond individual power of self-defence and mutual support. Qu'Appelle should be strong and entrenched; Fort Ellice also. Saskatchewan need only be a small garrison, but also entrenched. Prince Albert will have two mounted and one infantry corps of militia; they should have a place d'armes in entrenched lines. Battleford, the seat of Government, will probably be frequented by Indians clamouring for food, and should, besides its company of infantry militia, as yet not very reliable, have a body of police, with works of defence. Duck Lake and St. Laurent will have their mounted militia troop. It will require more local information of the present condition of the Indians than I have, to determine whether McLeod and Walsh should be maintained. As strategic points they are excellent, and as police posts equally so; but can they be made strong enough to hold their own in such isolated positions if assailed by starving Indian bands? So likewise, the small post on the Souris trail, and Wood Mountain, if not entrenched and strongly garrisoned. All these outposts are good in easy times, and admirable police stations, but might be hazardous when the Plain Indians are turbulent from want of food.

In fact, a series of weak posts only invites attack for hungry men, and if a quarrel should ensue, even over a bag of flour, a fight may follow, and the weakest goes to the wall. Weak posts cannot be deterrent and might be provocative.

The American Sioux Indians may in time give up their arms and return to their own reservations; if so, and it is true that herds of buffalo have crossed the border and gone out on the North-West prairies, no trouble may arise, and there will be time to consider the future occupation of the country generally by the militia and the Mounted Police.

My report of 1875 on the Mounted Police suggested that, as this force was dispersed necessarily in the North-West, its efficiency would be assisted by having a depôt at Toronto, to which all young officers and recruits should be attached for six months before being sent to join their troops. They should attend in that time, besides a course of drill and equitation, the police court of the city, and learn in some degree the mode of administering civil law. They are constabulary though doing military duty as well, and in military dress and equipment, and should when sent to the front, understand their drill, discipline and police duty, and be thoroughly proficient in the use of their rifles. All remount horses should likewise be sent to the depôt and well trained in a manege, and the force should have a standing code of regulations.

"Two militiamen" wrote a pamphlet last year, "A Plea for the Militia." They

state, what is well established, "our *Amor Patriæ* is not on the surface, but it may require a stimulus to stir its inmost depths," and those are words with much meaning. They contrast the position of Canada with that of the small European powers, and give the following synopsis, which are worth attention and application, viz. :—

	Dominion of Canada	Netherlands.	Switzerland.	Sweden.	Norway.	Denmark.	Greece.
Population .....	3,727,000	3,967,263	2,669,147	4,383,291	1,817,237	1,910,400	1,457,864
Area.....	3,580,310	13,680	15,991	171,750	122,280	15,504	19,941
Revenue.....	£4,500,000	£8,642,556	£1,580,640	£4,340,000	£2,177,200	£2,584,000	£1,386,971
Expenditure for military purposes.....	£200,000	£1,541,909	£586,237	£925,000	.....	£1,114,000	£336,757
Army.....	none.	61,947 men	84,369 *50,069	7,885 131	12,750 <sup>p</sup> ce. 18,000 <sup>war</sup> .	37,000	14,061
Navy } Ships.....	none.	67	none.	394	20	33	14
} Guns.....		705		4,693	156	291	
} Men.....		9,200 men		2,393	1,125	653	
Militia.....	43,729	100,323 "	65,981	{ 29,940* 94,950 13,166	62,000*	32,393	24,000
			*Reserve.	* 3 classes.	* Reserve.		

From these figures it appears that, with a population almost equal, and a revenue half as large as the Netherlands, we spend less than one-seventh as much for military purposes, train for such service less than one fourth the number of men; and have no permanent force at all beyond two batteries of artillery and the mounted police. They show that in Switzerland staff officers are obliged to pass through the Military School at Thun, as are also the officers of engineers and artillery. Regimental staff officers also pass examinations on promotion, and they dwell on every practical point. Thus we see what can be accomplished in the way of defensive organization by smaller nations with lesser revenues than our own. What are we to do towards the same end? No hurried extension of our present system is necessary or would be prudent; armies are not made in a day, nor can a military system be perfected in a year, "but the framework must be built in time of peace, upon such solid foundations that it will neither shrink nor give way under the pressure of war."

To have an efficient militia, sufficient funds must be provided to carry on the work regularly. It will not do to spend two millions one year and half a million the next; the vote should be a standing sum in time of peace necessary to maintain a fixed force with its staff and arms, ammunition, manufacture and conversion of cannon, clothing, magazines, educational establishments and war material of every necessary description. Let the country decide what it can afford to spend annually for defensive purposes, and then hold those responsible for its proper expenditure who are responsible for the efficiency of the force.



In this lies one of the difficulties of armies. The division of responsibility between civil and military is injurious, because it in a measure prevents the creation of any really comprehensive scheme of military reform. In time of peace an English general is kept in leading strings; he superintends discipline, but in all that relates to the provision of clothing, guns, rifles, and equipment he has but partial power. As soon as war comes these positions are reversed; the department counts for little beyond providing supplies, because its rules contemplate and are enacted during a state of peace—The general then becomes everything because he knows what he wants, and if he is an able man, contrives eventually to get it.

In Canada, it has been stated, Members of Parliament say the country will not submit to increased expenditure for military purposes, and yet all over the country municipal bodies vote considerable sums to supplement Government grants. These facts are contradictory. The people of the country should realize the protection the presence of the force affords their property and their lives; they only ask the law should be rigidly enforced and a little more money spent on the annual training of the men; but besides are paramountly wanted the means of teaching officers and making drill instructors to train the men, and a sufficient appropriation for war material, clothing, arms, ammunition and ordnance for coast and harbour defence.

The military pageantry at Montreal on the Queen's birthday, and at Toronto on 9th September last, when about 3,000 troops on each occasion paraded before the Governor General and Her Royal Highness the Princess Louise, might not be regarded as of much moment by the military despotisms of the Continent of Europe. Yet they represented forces which even the most powerful sovereigns might be proud to command. They are not to be estimated in value merely as pawns on the chessboard of war, or to be told off in estimating the strength of the empire. They constituted the offerings of Canadian loyalty, the first fruits of Canadian patriotism. Their presence and the popular enthusiasm they evoked were evidences of the intensity with which the citizens of the Dominion cherish at once the ties that bind them to the mother country and the pride they feel in their own land.

Such a spirit of activity as is exhibited by our militia is the first step towards the production of victorious battalions. No one can contend that Canada has not long ago taken that first step with ardour and devotion. The danger, which apparently threatened two years ago, of England being drawn into a European war, called out all the latent regard of Canadian fellow-subjects for the Mother Country. The energy with which preparations for defence were undertaken might be attributed to selfish motives, but there could be no doubt of the disinterested character of the offers of aid which were pressed upon the Imperial Government. The spirit which prompted those offers would rise no doubt to still higher level under the pressure of a great Imperial struggle.

The tie of Imperial unity takes the form in Canada of a personal loyalty to the Sovereign, and the Queen's name arouses a trustful and affectionate zeal among

Canadians that recalls to memory the feelings which, in earlier ages, were the main securities for the sovereignties of Europe. Closely associated with this personal loyalty to the Queen, is a solicitude for the honor of England, which sustains the policy of the Imperial Government, because it visibly asserts the dignity and power of the empire.

Though perhaps not properly coming within the scope of a military report, yet, as the navigation of the Gulf of St. Lawrence in winter might become in future years, a question of considerable military consequence, as it must always continue to be of commercial importance, I therefore venture briefly to refer to a paper I laid before the Secretary of State for the Colonies in 1876, while in England.

This paper had for its object the discussion of a project for closing the Straits of Belle Isle against the ever flowing polar current into the Gulf from the Arctic Sea. The Secretary of State was pleased to term it a very interesting subject, which he read with much attention, and had communicated copies to the Lords Commissioners of the Admiralty and to the Governor General of Canada. The Straits of Belle Isle open to the north-east, receive the direct flow of the polar current down Baffin's Bay. This icy stream, at from two to four miles an hour, pours its way into the Gulf of St. Lawrence, overcoming by its greater density the warm gulf stream from the southern latitudes. The cold stream divides into two branches near Cape L'Amour, one running westward up the Gulf and the other southeastward, discharging into the ocean again between Newfoundland and Cape Breton. This branch then sweeps along the eastern coast of Nova Scotia, and shoulders off the warm water further out to sea, which would otherwise find its way along the shores of the continent and into the Gulf. If therefore the polar current could be excluded and deflected eastward of Newfoundland into the open ocean, the climatic effect, by the exchange of cold for warm water, would be very marked in the Gulf and adjacent shores.

This is possible though costly, but without engineering difficulty, the material being on the spot, available to the efforts of men, iron and dynamite. At Cape L'Amour, on the coast of Labrador, the width of the Straits is about eight and a-half to nine miles; the water deepens to 50 fathoms in some parts, but by the chart-soundings it appears that 37 fathoms need not be exceeded by following an indirect line; the water shoals considerably towards both shores, especially on the island side which is low.

On the Labrador coast the land is high close to Cape L'Amour, composed of igneous rock. Rough blocks, hewn from this by blasting could be run by tramways into the sea, filling the passage and forever excluding the polar water from the gulf. The consequent effect would be that warm water from the south taking the place of cold water from the north, ice formation in the gulf would thenceforth practically cease as an insuperable impediment, and winter navigation would be possible as far as Rimouski or Rivière du Loup, the temperature of the surrounding coasts being proportionately increased.

In a military point of view, which may perhaps be considered only subordinate to commercial, the open navigation of the Gulf to the points named would be of importance, as a body of troops could be readily landed in Lower Canada at all times of the year. The narrow strip, along which the Intercolonial Railway runs through Temiscouata and Kamouraska, would thereby be turned, and troops and stores could reach Quebec with less chance of interruption than by travelling the long land journey of 500 miles from Halifax to Rivière du Loup. The chances of the railway being rendered impassible by winter snow drifts in the mountainous districts of the Restigouche would thus be of less consequence, from the same point of view.

By raising the temperature of the Gulf waters, its influence would probably extend along the adjacent shores, and less snow might possibly fall along the portion of the railway in its vicinity. Prince Edward Island, Anticosti, and the western part of Newfoundland would probably feel the genial effect of the warmer water, and their increased fertility would be another recompense for the cost of the work.

The canal, long since projected, from Cumberland Basin, at the head of the Bay of Fundy, to Bay Verte in Northumberland Sound would discharge an immense volume of warm southern water, which flows north with a prodigious velocity of tide up the Bay of Fundy. This flow would be projected along the shores of Prince Edward Island, and thence into the Gulf of St. Lawrence, and form a powerful supplement to the blockade of the Straits of Belle Isle.

The reference to this idea, which, I have since learnt, was advanced upwards of twenty-five years ago by Lieutenant Maury, United States Navy, the talented author of *The Physical Geography of the Sea*, is merely to invite discussion. Though this problem may be solved in future years, it would be unreasonable to expect it to be undertaken by Canada at the present time. Works requiring greater engineering skill have been accomplished, but this owing chiefly to the depth of water, would be costly, even with the employment of convict labour.

The Board of Admiralty did not accept the idea that the projected results would necessarily follow the adoption of this "gigantic" scheme, concluding that the general severe character of the winter climate of the eastern part of the North American Continent is independent of the small branch of polar water that finds its way through Belle Isle Straits.

One of the first steps to which any novelty should be subjected is criticism. The probabilities are considerably in favor of any new idea being thus summarily disposed of. But if after having found that the proposition is in accordance with recorded facts, enabling us to obtain independent natural formula, hitherto insufficiently examined or unexplained, then it may appear to have a tolerably firm foundation on which to rest.

It is founded on experience, that a peculiar opinion seems to exist with many persons relative to the value of an objection. It appears that when a novelty is submitted for criticism, any objection, no matter how erroneous or faulty, is considered

entirely to controvert the truth of the original problem, just as in former times men denied that the earth could be round, because if it were, people would be walking head downwards. So objectors often offer remarks containing errors of a simple nature, yet these objections are considered unanswerable until further examination denotes their error. But as it does not come within the province of these crude propositions to investigate deeply into the question, objectors will probably continue under the impression that their criticisms are unanswerable, until a more searching and profound examination of the entire subject is thoroughly ventilated.

The chief question to solve would be: would the blocking up the Straits and change of direction of the cold current, have any influence on the present course of the Gulf Stream. If the force of the Arctic current which now enters the Straits, were thrown more eastward, it is more than possible such results might follow. Were the cold stream that now creeps along the Nova Scotia coast, through the passage between Cape Breton and Cape Race intercepted, it is a probable consequence that southern waters would follow the direction of the coast, and so enter that passage instead. The contour of the eastern side of Newfoundland, with its huge shoulder jutting into the Atlantic, would tend to shoot off the Baffins Bay stream, which would strike its northern shore with greater force when unable to find a passage as formerly through Belle Isle Straits.

The question has already been discussed both in England and Canada since the time it was first raised, some from a favorable, others from an unfavorable standpoint; but, as all great works owe their ultimate success to repeated discussion in their origin, so I venture to raise this point again. We have the testimony of master-mariners of long experience on the set of those currents in the entrance to the Gulf; they tend generally to favor the idea now suggested. Some scientific captains of the Allan Line also bring their testimony, fortified by continued observation, in favor of the result of the project.

It has been urged that the polar current has little effect on the Gulf waters; but the difference of temperature on the north and south shores, as high as Murray Bay on one side, and beyond Rivière-du-Loup on the other, rather contradicts this theory, as it is known the colder water keeps to the northern coast-line of the St. Lawrence.

The effect of the fresh water flowing down the River St. Lawrence itself must not be over-estimated in relation to the ice pack in the Lower Gulf comprising some 90,000 square miles. Its volume, 300 miles below Quebec, is insignificant and attenuated in comparison with the flow through Belle-Isle Straits, which I have seen estimated at 90,000,000,000 cubic feet per hour. It is also stated that the cold currents of air from Hudson's Bay are sufficient in themselves to account for the low temperature of the Gulf and its adjacent shores; but this argument omits to note that the British Islands are as near the northern ice-fields as the line of the St. Lawrence is to Hudson's Bay, and that no such extreme cold is known there. The fact is, it is the temperature of water, which is the most powerful agent in forming a

---

climate, much more than the atmosphere. Some attribute the coldness of the Gulf climate to latitude, but it must be remembered the Land's-End of England lies in several degrees higher latitude than Anticosti. A glance at the map shows that were the Straits blocked up the polar current would pursue its south-easterly course until lost in the mighty Atlantic, leaving not only Labrador and lower Quebec to fructify unmolested by its withering cold, but perhaps the western shores of Newfoundland and the Island of Anticosti as well. And again I draw attention to the military advantages of having a free winter navigation in the Gulf of St. Lawrence, which, though far surpassed by its enormous commercial benefits must I hope, be accepted as my excuse for introducing the subject, even thus briefly, into this report.

Experience of alleged objections, and others of a similar character, lead to a conclusion that there is difficulty in inducing a certain class of thinkers to bring to bear on any novelty those identical mental powers which have helped to lead them into a hasty or summary objection. It takes a long time to render us familiar with a new idea, and the history of the past shows us how slowly any abstruse truth ever made its way.

Fortunately the problem here so crudely dealt with is not one depending on opinion or probability; it is not a question as to what is likely, but it is a question of such a purely hydrographic and atmospheric nature as to be easily capable of demonstration by experts skilled by research in those natural phenomena.

In the confidence that a fair examination is all that is required to show the importance of the problem here so slightly sketched out, it is submitted to public opinion and more scientific investigation than it has yet received. Of the ease with which engineers would deal with the material question, there can be no doubt.

Before ending this report, I may, perhaps, be permitted to make some concluding remarks regarding the future of the force I have so long had the pleasure to pre-  
side over.

It may, perhaps, be asked, what has England to do with the internal arrangements of her colonies beyond the interest that a parent should feel in the wellbeing of a grown-up child? With regard to the question immediately at issue, it might be enough to point again to the necessity of maintaining the Imperial garrison of regular troops in the extensive fortifications constructed at Halifax, the great station of the North Atlantic fleet. To man these works thoroughly, more than all the artillery militia of Nova Scotia would be required, and the Intercolonial Railway, which now connects that outlying province with the heart of the Dominion, would be used to bring down men and supplies. But surely a broader view of the question than this is worthy of a great country. Canada is almost as near to England, by the rapid communication of the present time, as Ireland was during the long wars of Napoleon. Its population is eminently loyal, and is peculiarly fitted to furnish good soldiers; and in the event of war with any great European power, would be willing and anxious to send its quota to act with the English army. A good military system in Canada

is, therefore, an object of Imperial interest, and with comparatively little expense and trouble, the English Government could do much to assist the Colonial Executive in its army organization. But if the object is to be attained, the matter ought not to be regarded as belonging to this or that particular department, nor should the question whether the cost is to be borne by the War Office, the Admiralty or the colony, influence the decision. The broad fact should be borne in mind that, in the event of serious trouble, England would have to strain every nerve to meet the requirements that would be made upon her, and the military capabilities of a loyal population, numbering four millions, should be developed as far as possible in time of peace, in order that they might be utilized if war should break out. The opinion of England is held in high estimation in Canada. Advice offered by her military and naval authorities would be willingly followed, and the criticism that shows appreciation of honest endeavour would be far more readily received than careless praise. A well considered scheme for an Imperial military and naval reserve, drawn up with due regard to cost, and framed so that it might receive fuller development in time of war, would undoubtedly meet with careful consideration in Canada.

The general scheme sketched out in this report is intended to include not only plans for the defence and military development of Canada, but also the means of utilizing her strength for Imperial purposes, as well as finding a place for the voluntary aid which Canada has already so chivalrously proffered in the event of any considerable expedition beyond the British seas. In fact, the organization of the Canadian army is of as great importance, and should be as closely scanned and carefully supported, as that of the British militia. Distances are rapidly disappearing; the ties that unite England with her colonies ought, consequently, to become closer, and for mutual protection every effort should be made to render them as binding and efficient as possible.

Although no nation can boast of more courageous troops than Great Britain, there can be little doubt that, owing to the age of our recruits under the present system, a proportion hardly possess the stamina necessary for soldiers who at any time may be called upon to serve during a long protracted war, and who have not alone to make long and forced marches over difficult roads and through mountain fastnesses, but often to put up with scanty provisions from the Commissariat Department. To undergo these hardships, and be ready at a moments notice to take the field against well-disciplined, well-armed troops, requires strength and hardihood which young lads, gallant as they are and ready to gain honour at the cannon's mouth, can hardly sufficiently possess.

In bygone days, when soldiers were taught to believe that the day of battle was the day of victory, there were always a majority of old veterans in the ranks of every regiment who instilled into the minds of the youngsters that love for their profession, that attention to duty, that feeling of pride to sustain the honour and reputation of their regiment which rendered them good and efficient soldiers. How

---

many a lad who, for the first time, faced an enemy, and finding himself in the midst of danger, with bullets whistling around him, and shot and shell ploughing up the ground he occupied, men and horses falling on every side, was cheered up to take his manful part in the struggle by the voice of a veteran, "Bravo, my lad; remember the credit of our corps is at stake."

Under the present short service and interchangeable system of the British army, these conditions are reduced; therefore it is, beyond everything, necessary that good and reliable non-commissioned officers should be maintained, and that there should be a large reserve of seasoned men, whose constitutions are developed, and whose physical stamina would render them equal to endure privation as well as fatigue, accustomed to exposure and to inclemency of climate.

In these days, when wars last only months instead of years, we cannot afford to begin a war and then create an army. We must have an army ready, and soldiers, like every other profession, and more so than some, require a careful apprenticeship. Let us hope, therefore, that reserves, both for military and naval service, may, as soon as possible, be organized and maintained in Canada, composed of the hardy and well-seasoned population of the country and the sea coasts, trained and disciplined as powerful auxiliaries to the armed forces of the Crown, for the defence of the land of their birth or their adoption, as well as of the Empire at large.

The pursuit of prestige may be likened to chasing a sunbeam or running after a rainbow, either of which are equally illusory and unprofitable. If war be necessary, let it be conducted as war should be, with a proper adjustment of means to the end: let the military authorities be supreme, neither hampered nor overwhelmed by fussy interference in the field. We can live without prestige, but we cannot retain our power without complete and unbroken success, and that can only be assured under existing conditions by maintaining a powerful reserve of well-selected, seasoned and highly disciplined soldiers and seamen,—not alone in Great Britain, but in her populous and magnificent colonial possessions.

In concluding the last annual report which in the nature of things, it will be my duty to present to Canada, I trust I may have the honour of expressing my thanks for the courtesy and attention I have received from the Government of the Dominion during my term of office.

In taking leave of the militia, I must acknowledge the patience with which they have accepted my want of power more fully to promote the interests of a service replete with a military spirit of the highest and most patriotic order.

Time will bring in its train the necessity for providing more completely for reforms, which must only come as the country gradually becomes impressed with their importance.

Much has been done of late years, but much still remains. As the population increases, and the necessity for further home protection and support of the laws

becomes more apparent, so will the improvement of the national forces urge itself on public attention. I shall watch in the future with great interest the progress of a force with which I have been so long and so agreeably connected.

EDWARD SELBY SMYTH,  
*Lieutenant-General.*



## APPENDIX No. 1.

## MILITARY DISTRICT NO. 1.

HEAD QUARTERS,  
LONDON, 4th December, 1879.

SIR,—I have the honour to forward for submission to the General Officer in Command the accompanying Inspection Report of the active militia force in the district under my command which have performed their annual drill for the year 1879-80 in obedience to the General Orders of 29th May, 1879.

*Establishment.*

The total strength of the active militia force in this district, according to the full establishment, is the same as last year, viz. :—365 officers and 5,010 non-commissioned officers and men, and which is comprised in the following corps, viz:—

## CAVALRY.

1st Regiment, four Troops.

## ARTILLERY.

“London” Field Battery;  
“Wellington” “ “  
“Ontario” “ “  
“Goderich” Garrison Battery;  
“Sarnia” “ “

## INFANTRY AND RIFLES.

7th Battalion, “London” Light Infantry;  
22nd Battalion, “Oxford” Rifles;  
24th Battalion, “Kent” Infantry;  
25th Battalion, “Elgin” Infantry;  
26th Battalion, “Middlesex” Infantry;  
27th Battalion, “Lambton” Infantry;  
28th Battalion, “Perth” Infantry;  
29th Battalion, “Waterloo” Infantry;  
30th Battalion, “Wellington” Rifles;  
32nd Battalion, “Bruce” Infantry;  
33rd Battalion, “Huron” Infantry;  
Independent companies of “Windsor” and “Leamington.”

## ANNUAL DRILL.

By General Orders of the 29th May, 1879, the maximum strength of the force in this district that was authorized to perform annual drill for 1879-80, was 2,350 of all ranks; and the following corps selected in accordance with the above orders, performed their 12 days' annual drill of a total strength of 2,341, the details of which are given in the tabular inspection report.

## INSPECTIONS.

*Cavalry.*

No. 2 Troop, 1st Regiment Cavalry, assembled at its local head quarters in London, and was joined by No. 1 Troop (St. Thomas), which marched here and camped in the militia grounds. They were inspected by me on the 6th October. I found the physique of the men very good, and their horses were of a strong and active stamp; accoutrements and uniforms kept clean, with few exceptions, but they are badly in want of drill instructors, and the officers did not carry on the interior economy of their troops in a manner satisfactory to me; the men behaved remarkably well, but this was not owing to any rules of discipline that were enforced as they should have been.

*Artillery.*

The three batteries of field artillery, "London," "Wellington" and "Ontario," performed their annual drill in camp, in accordance with the provisions laid down in General Orders, and were inspected by Lieut.-Colonel Irwin, Inspector of Artillery.

## INFANTRY AND RIFLES.

*7th Battalion, "London Light Infantry."*

This fine corps performed its annual drill in the evenings, and all ranks paid so much attention and made so great improvement that I arranged for their attendance at the review in Toronto on the 9th September, in honour of their Excellencies the Governor-General and Princess Louise, with confidence that they would maintain the credit of this military district, and I am proud to say that, though only lately re-organized and a young corps in material, their steadiness under arms, and when marching past at the review, were remarkable, and the quiet and soldierlike manner in which they behaved during the journey to Toronto and back (which is a sure test of the discipline and character of a corps) was highly creditable to both officers and men. The city of London can justly feel proud of its battalion, for altogether I believe it would be difficult to find a smarter and finer battalion of young men than the "London Light Infantry."

The battalion turned out in full strength as a guard of honour at the visit of their Excellencies the Governor-General and Princess Louise, and Captain Talbot Macbeth's company, which is very well drilled, and looked remarkably well, mounted guard during the stay of their Excellencies in London.

*22nd Battalion, "Oxford Rifles."*

This battalion performed their drill at the local company head quarters, and with one exception I found the companies on my inspection to be well drilled and efficient, with uniform in good order and arms and accoutrements clean. I especially noticed the "Ingersoll" company, which, under the energetic care of its Commanding Officer, Brevet-Major Ellis, turned out in a very soldierlike manner, and concluded a long drill in extended order with manual and bayonet exercises, gone through with so much steadiness that it was evident every man in the company had made the most use of his time in camp.

I should mention that much of the steadiness of these companies in drill is due to the teaching of Drill Instructor J. Chinner.

*24th Battalion, "Kent."*

At my inspection of this corps, which performed annual drill in camp at Chatham, I found a steady improvement, though the time spent in camp is too short to do

more than renew their instruction of the previous drill. The companies are composed of a fine class of men and who were very well behaved. The battalion has organized a new band, which promises to be a good one. It is much to be regretted that the old barracks at Chatham have been removed, as they were very convenient for many reasons, and formed capital armouries and company stores.

*25th Battalion, "Elgin."*

This battalion performed annual drill in camp at St. Thomas this year. Some companies were good and promised well in future, particularly No. 6, at St. Thomas, under command of Captain Lindsay, but the want of strict discipline was generally evident in the battalion.

*26th Battalion, "Middlesex."*

It was a great pleasure to me to inspect two such fine companies as Nos. 1 and 7, at Strathroy, under Captains Irwin and Lindsay, so clean, soldierlike and well drilled, they had evidently made the most of their few drills, and had profited by them. The other companies of the battalion were not in orders to drill this year.

*27th Battalion, "Lambton."*

This battalion assembled for drill in camp at Petrolia. I inspected them on the 22nd September. They are a fine corps as far as the physique of the men is concerned, but they require a good deal more drill to pass a critical inspection; 14 days in a brigade camp where they could take pattern from other corps would do this battalion a great deal of good. The town of Petrolia gave a liberal contribution towards the rations of the men, and the citizens were much pleased with this visit from their county battalion. The conduct of the men in camp was reported as very good and orderly.

*30th Battalion, "Wellington Rifles."*

Only two companies of this fine corps were authorized to drill this year, viz.: No. 1, at Guelph, under Captain Spiers, and No. 4. at Elora, under Brevet-Major McBride. Knowing what an efficient corps the 30th Rifles is, I should have felt disappointed had these two companies not turned out satisfactorily, but I have to report that I was more than satisfied at my inspection; they turned out in heavy marching order, completely equipped. Bayonet exercise was very well gone through by both these companies.

*32nd Battalion, "Bruce."*

I inspected this battalion at Walkerton on the 11th October; where they were assembled to perform their annual drill in camp.

This corps always turns out a splendid body of men and generally well officered. Lieut.-Col. Sproat, who commands, is himself an excellent drill, and takes much pride and interest in his battalion.

*Independent Company, "Windsor."*

This company performed annual drill at company headquarters, where I inspected them on the 20th October, and found them much improved since my last inspection. Lieut. Cheyne, who commands, has taken a great deal of trouble, and his company passed a very creditable inspection.

---



---

 DRILL ASSOCIATIONS IN SCHOOLS.

On 16th of May I inspected the companies of the Galt Collegiate Institute. They turned out in a small battalion of six companies, and went through many movements, and the manual and firing exercises with great proficiency. Capt. Sharpe, 29th Battalion, is their Instructor. They take great interest in their drill, and are well taught.

I have duly forwarded several preliminary applications for the formation of drill associations in schools under the late regulations, and I believe this system will do very much good in early training of our boys to be able to serve their country if required.

A difficulty appears to exist as to the colour and pattern of uniform to be worn. I have heard it suggested that if the Government would only name *one pattern* of uniform to be strictly adhered to, this would settle all difference as to choice, and be at once adopted by the schools as final.

## NEW UNIFORM.

I have to report that the new uniform supplied this year is very good and serviceable, and a great improvement on the old pattern. The new great coats, also, are very good.

## HELMETS.

"Wellington" and "Ontario" Field Batteries, and the "30th Rifles," and also part of the "Oxford Rifles," have supplied themselves with helmets, which are suitable and serviceable, but it appears difficult to get them of suitable sizes to fit all the men, and a badly fitting helmet looks very awkward and spoils the appearance of any man.

From the appearance of some of the infantry corps which wore helmets at the Toronto Review, it is suggestive whether that head dress suits the infantry as well as it suits the rifle corps.

## GUARDS OF HONOUR.

I have to report that when their Excellencies the Governor General and the Princess Louise paid a visit to London, in September last, guards of honour were voluntarily paraded on their passing through the following places, viz.:

At Woodstock and Ingersoll, by 22nd Batt.; at London, by 7th Batt., and 1st Regt. Cavalry, and the London Field Battery fired salutes on their arrival and departure; at Berlin, by the 29th Batt.; at Guelph, by the 30th Rifles, and the Wellington and Ontario Field Batteries fired salutes on their arrival and departure.

Many officers and men of the 22nd, 29th and 30th Battalions came from distant parts of their county to be present and form part of these guards of honor.

*Battalion in County Essex.*

I have again to draw attention to the exposed position of the *County of Essex*, where there are only two companies, one at Windsor, and the other at Leamington, 32 miles distant; and as this is the most exposed frontier county in Western Ontario, and opposite to the populous City of Detroit, it appears very important that it should have a strong and efficient battalion ready to turn out at short notice to protect the frontier, for should the Fenian or any like disturbing element arise again, there would be plenty of cover for it to harbour in the City of Detroit—very convenient for a raid on Windsor.

## MILITARY SCHOOL.

It was with great satisfaction that notice was received of the military school being re-opened in Toronto. I have no doubt that it will be productive of much good, as many officers in this district have mentioned their intention of attending it.

## GENERALLY.

I have to report that the force in this district is efficient, and well supplied with arms, accoutrements and uniform; the companies turned out for drill averaging within one of full strength, and the class of men joining the force are very respectable. I found the men generally steady and silent in the ranks, and they are every year improving in coming on parade with clean belts and accoutrements, and with buttons and brasses properly brightened.

My thanks are due to Lieut.-Colonel Moffat, Brigade Major; Major Starr, District Paymaster, and to the Commanding Officers of corps who have rendered me their cordial support during the year.

I have the honour to be, Sir,

Your obedient servant,

JOHN B. TAYLOR, Lieut.-Colonel.

Deputy-Adjutant General,

Military District No. 1.

The Adjutant-General of Militia,  
Head Quarters, Ottawa.

## MILITARY DISTRICT No. 2.

OLD FORT, TORONTO, 13th November, 1879.

SIR,—I have the honour to forward for submission to the General Officer Commanding the Militia, the accompanying Inspection Report of the corps of the active militia in Military District No. 2, relative to the performance of the annual drill of the year 1879-80, in compliance with the General Orders (13), dated at Ottawa, 29th May, 1879.

The strength of the force in this district authorized to perform the annual drill was limited to 3,400—officers, non-commissioned officers and men.

In obedience to the above order, the following corps were ordered to perform the annual drill of this year:—

1st. The Field Batteries—Toronto, Hamilton and Welland.

2nd. City Corps—The Governor-General's Body Guard—2 Troops.

Garrison Batteries—Toronto and St. Catharines.

2nd Military District Engineer Company.

Infantry—2nd Battalion, Queen's Own Rifles; 10th Battalion, Royals; 13th Battalion, Hamilton.

3rd. Corps which did not perform the annual drill of last year—

2nd Regiment of Cavalry, 7 Troops.

19th Battalion, 5 Companies, Lincoln.

20th " Rifles, 7 Companies, Halton.

31st " 7 Companies, Grey.

36th " 8 " Peel.

37th " Rifles, 7 Companies, Haldimand.

38th " " 2 " Brant.

Demi-Battery, Sault Ste. Marie.

The 39th Battalion, Rifles, 8 Companies, Simcoe.

The 44th Battalion, 6 Companies, Welland.

These two regiments, although coming within the General Orders, not having performed any annual drill last year, were not ordered to perform this year's drill on the ground that their strength—if included—would have over-run the quota allowed for this district to receive pay for drill.

I would, therefore, respectfully submit some further consideration in next year's drill for these two corps not having performed annual drill for the two past years.

The following corps, having performed annual drill last year, were therefore not required to drill this year.

Garrison Battery—	Collingwood.
12th Battalion,	York Rangers.
34th	“ Ontario.
35th	“ Simcoe Foresters.
38th	“ 4 Companies, Brant, Dufferin Rifles.
77th	“ Wentworth.

Thus, one garrison battery and seven battalions of infantry have not performed the annual drill of this year.

#### INSPECTIONS.

The 2nd Military District Engineer Company, under command of Lieut.-Colonel Scoble, proceeded to Niagara on the 9th June, performed their annual drill under canvas at that place, and was inspected by an officer of the Royal Engineers. No extra expense was incurred by the Government, as the cost of proceeding to Niagara and returning was borne by the officers and men of the corps.

#### RECEPTION OF THE VICE-REGAL PARTY AT TORONTO.

The Toronto Brigade paraded in force on Friday, the 5th September, in honour of the arrival at Toronto of His Excellency the Governor General and Her Royal Highness the Princess Louise. The duties of the day were performed as follows:—

On the arrival at Toronto of the Vice-Regal party, a royal salute was fired by the Toronto Field Battery, under the command of Major Gray.

The Vice-Regal party was received at the head of Lorne Street by a Guard of Honour consisting of 100 officers and men, with the band of the “Queen's Own” Rifles, under the command of Captain Foster.

A field officers' escort, composed of the Governor-General's Body Guard, 2 Troops, under the command of Lieut.-Colonel G. T. Denison, was formed, ready to escort the Vice-Regal party as it moved from the head of Lorne Street on Front Street.

The Vice-Regal party proceeded along Front Street to Yonge Street, which was lined on both sides by the 10th Royals, under the command of Lieut.-Colonel Stollery. Thence to the Horticultural Gardens, where a guard of honour, consisting of the Toronto Garrison Battery, Captain Gibson, and the 2nd Military District Engineer Company, together with their band, the whole being under the command of Lieut.-Colonel Scoble, received the Vice-Regal party.

On leaving the Horticultural Gardens, the Vice-Regal party proceeded to the Agricultural Grounds, where a guard of honour, consisting of 100 officers and men, colours and band, 10th Royals, under the command of Captain Thompson, received the Vice-Regal party.

The cavalry escort accompanied the Vice-Regal party during the day, and until its arrival at Government House.

A guard, consisting of one sergeant, one corporal and six rank and file, mounted guard daily at Government House during the stay of the Vice-Regal party at Toronto.

A cavalry escort was also detailed, consisting of one subaltern, two non-commissioned officers and 20 men of the Governor General's Body Guard, to remain on duty, in order to furnish escorts when required by the Vice-Regal party.]

A guard of honour was also furnished by the 2nd Military District Engineer Company, with band, under the command of Lieut.-Colonel Scoble, on the evening of the 9th September, on the occasion of the Vice-Regal party attending the ball given by the citizens of Toronto in the Horticultural Pavilion.

THE REVIEW IN HONOUR OF HIS EXCELLENCY THE GOVERNOR GENERAL AND H.R.H.  
THE PRINCESS LOUISE.

The following corps of the active militia paraded on the Garrison Common, Toronto, on the 9th September:—

*Cavalry Brigade*—Under Command of Lt.-Colonel Boulton, 3rd Regt. Cavalry.

Governor General's Body Guard, 2 Troops, Lt.-Colonel G. T. Denison.  
2nd Regiment of Cavalry, 2 Troops, Major Elliott.  
3rd " " 2 " Lt.-Colonel Boulton.

*Field Batteries*—Under Command of Lt.-Colonel Cotton, "A" Battery.

"A" Battery, 2 Guns, Captain Wilson.  
Toronto Field Battery, 4 Guns, Major Gray.  
Hamilton Field Battery, 4 Guns, Captain McMahon.  
Wellington and Ontario Detachments, Major Macdonald.

*Artillery and Engineers*—Under the Command of Lt.-Colonel Scoble.

"A" Battery, Major Holmes.  
Toronto Garrison Battery, Captain Gibson.  
2nd Military District Engineers' Company, Lt.-Colonel Scoble.  
Montreal Engineers, Detachment.

*Rifle Brigade*—Under Command of Lt.-Colonel Denison, Brigade Major .

2nd Battalion, Queen's Own Rifles, Lt.-Colonel Otter.  
3rd " Victorias, Lt.-Colonel Whitehead.  
20th " Halton, Lt.-Colonel Allan.  
38th " Brant, Lt.-Colonel Dickie.

*Infantry Brigade*—Under Command of Lt.-Colonel Skinner.

7th Battalion, London Light Infantry, Lt.-Colonel Walker.  
10th " Royals, Major Shaw.  
13th " Hamilton, Lt.-Colonel Skinner.  
31st " Grey, Lt.-Colonel Brodie.  
46th " East Durham, Lt.-Colonel Williams.

This force having formed in line under command of Lt.-General Sir E. Selby Smyth, K.C.M.G., received the Vice-Regal party at noon with a royal salute.

The line having been inspected by His Excellency the Governor General and H.R.H. the Princess Louise, the division marched past in review order; the cavalry and field batteries at a walk, trot and gallop; the infantry in column and quarter column.

The division was then formed in line of column at close intervals, and advanced in review order, halted and performed a royal salute, when His Excellency the Governor General was pleased to advance and express to the staff and officers commanding corps His Excellency's approbation of the general soldier-like appearance of the force on parade, and the manner in which the movements were performed.

The General Officer in Command published in General Orders, 19th September last, his best thanks to the staff, regimental officers and men assembled at Toronto on the 9th September last.

## STAFF.

Lt.-Colonel Durie, D.A.G., Military District No. 2.  
 Lt.-Colonel Taylor, D.A.G., Military District No. 1.  
 Lt.-Colonel Irwin, Inspector of Artillery.  
 Lt.-Colonel Villiers, Brigade Major.  
 Major Smith, 47th Battalion, A.D.C. } To Lieut.-Gen.  
 Lieut. Howard, Governor General's Body Guard, Galloper. } Commanding.

It is a pleasing duty to report the readiness displayed by the following corps—out of Military District No. 2, as well as the county battalions and corps not in the City of Toronto, in my District—in assembling at Toronto to take part in this military review at no ordinary inconvenience and doubtless expense.

*No. 1 Military District.*

Detachments from the Wellington and Ontario Field Batteries.  
 7th Battalion, London Light Infantry.

*No. 2 Military District.*

2nd Regiment of Cavalry, 2 Troops.  
 Hamilton Field Battery.  
 13th Battalion, Hamilton.  
 20th Battalion, Halton.  
 31st Battalion, Grey.  
 38th Battalion, Brant.

*No. 3 Military District.*

3rd Regiment of Cavalry, 2 Troops.  
 "A" Battery, Kingston.  
 46th Battalion, East Durham.

*No. 5 Military District.*

Small Detachment Engineer Corps.  
 3rd Battalion, Victoria.

The arrangements made by the railway companies, viz.: Great Western, Grand Trunk and Toronto, Grey and Bruce, in transporting the corps from their respective headquarters to Toronto, and again in returning at the times arranged, were not only very liberal, but were well carried out.

It is gratifying to be able to report without a single casualty or complaint having been reported.

It is only due to the City of Toronto to mention that the Mayor and Corporation voted the sum of \$700, which was handed over to Lieut.-Col. Alger, to be appropriated by me in giving the officers and men of those corps which assembled on the occasion of the review on the 9th September outside of the City of Toronto a suitable luncheon, which was given to them on the Garrison Common on that day.

On Saturday, the 20th September, the Vice Regal party left Government House, escorted by the Governor General's Body Guard, for the Grand Trunk Station *en route* to Ottawa, when a royal salute was fired by the Toronto Field Battery, and a guard



of honour, 100 strong, colour and band, of the 10th Royals received the Vice Regal party at the station with the usual honour.

I beg herewith to forward the accompanying return of corps which assembled at Toronto on the 9th September last. (Marked A.)

*37th Battalion, Haldimand.*

This corp was inspected by Lieut.-Col. Villiers, by my order, on the 19th September. The report by that officer of the inspection of this regiment I beg to enclose, marked B.

*2nd Regiment of Cavalry.*

Inspected No. 1 Troop, St. Catharines, Major Gregory; No. 6 Troop, Queenston, Captain Brown, on the Niagara Common, on the 26th September.

The latter troop performed its drill under canvas at Niagara; No. 1 Troop, at St. Catharines, but marched to Niagara for inspection. General appearance of the men, horses and saddlery very fair. The two troops under Major Gregory performed several field cavalry movements fairly enough. The want of a qualified cavalry instructor in No. 6 Troop was very apparent. The officers commanding this troop, together with several other officers of this regiment, would be very glad to have the opportunity of acquiring the knowledge, in order to obtain a cavalry certificate, but the difficulty is how they are to do so.

No. 4 Troop, Grimsby, Captain Patterson, on the 28th August; No. 5 Troop, Burford, Captain Marshall, on the 27th September; No. 6 Troop, Welland, Captain Buchan, on the 1st October; were respectively inspected by Lieut.-Colonel Villiers, Brigade Major, at their respective troop head quarters, after the performance of their annual drill. This officer reported favourably of these troops, arms, accoutrements, saddlery and clothing clean and in fair order, saddlery much worn, troops well mounted and drill fair.

*20th Battalion.*

This regiment assembled at its regimental head quarters Georgetown, and performed its annual drill under canvas at that place, under the command of Lieut.-Colonel Murray. Enclosed I beg leave to forward the report of that officer (marked C) of the manner in which their annual drill was performed. I beg respectfully to draw attention to some of the remarks made by this officer. This regiment passed in review order before His Excellency the Governor General and Her Royal Highness on the 9th September, at Toronto.

*31st Battalion.*

This regiment assembled at Owen Sound, its regimental head quarters, on the 1st of September, under canvas, under Lieut.-Colonel Brodie. Camp was broke up on the 8th. The regiment proceeded with its camp equipage on board the Toronto, Grey and Bruce Railway, and arrived at Toronto on the evening of the 8th September; went under canvass on the Garrison Common; passed in review order before His Excellency the Governor General and Her Royal Highness on the 9th September, and the companies returned to their respective head quarters on the 10th September following.

*36th Battalion.*

This regiment has been permitted to defer the performance of its annual drill until next June, by request of its commanding officer, Lieut.-Colonel Scott.

## 38th Battalion.

Nos. 1, 5, and 6 Companies of this battalion performed their annual drill under canvas at their regimental head quarters, Brantford, commencing on the 4th September, under command of Lieut.-Colonel Dickie. This regiment (6 companies) assembled at Toronto on the 9th September, and passed in review order before His Excellency the Governor General and Her Royal Highness the Princess Louise.

## CITY BATTALIONS.

## 10th "Royals."

This regiment mustered at the drill shed under Lt.-Colonel Stollery on the evening of the 4th inst., having performed its annual drill, more for an inspection of the arms, accoutrements, clothing, and a muster by Lt.-Colonel Alger. This regiment made a creditable appearance on the day of the review on the 9th September.

The inclemency of the weather—a heavy fall of snow having just occurred—rendered outside drill difficult and unsatisfactory.

The regiment mustered strong. The arms, accoutrements and clothing were clean and in good order. It is composed of a fine body of young men, with their new helmets made a very creditable appearance. I had no opportunity of judging of its drill, officers or men, the drill shed being too limited. The manual exercise under Major Shaw, and the firing exercises under Captain Patterson, were fairly performed. This regiment was commanded by Major Shaw on the day of the review, Lt.-Colonel Stollery having met with an accident on the field.

## 2nd Battalion, "Queen's Own Rifles."

This regiment mustered at the drill shed on the evening of the 5th inst., under Lt.-Colonel Otter, having performed its annual drill. The weather was still bad.

The regiment mustered very strong. According to the pay list received, 29 officers and 523 non-commissioned officers and men are recorded as having performed the annual drill of this year.

The regiment presented a most creditable and soldierlike appearance, *all in good order*. Judging from the manner in which the company exercises were performed, I would say the regiment was in a highly efficient condition. The regiment was mustered by Lt.-Colonel Alger. I inspected the armouries, company books, and regimental books. Great care and attention appear to have been taken. Each company had a complete set of books, entries correctly made; regimental books equally correct.

I must say the officer commanding this regiment deserves more than ordinary credit for the manner in which everything appertaining to this regiment is managed

## 13th Battalion, "Hamilton."—Lt.-Colonel Skinner Commanding.

Inspected this regiment on the afternoon of the 6th November, in the drill shed, the weather still too inclement for outside drill. This regiment is composed of six well appointed companies, fine looking young men.

The regiment presented a very soldierlike appearance; arms, accoutrements and clothing clean and in good order.

The manual and firing exercises were well performed under Lieut.-Colonel Gibson.

Lieut.-Colonel Irving, Major of the Regiment, put the regiment through several battalion movements, limited as the space was, which were creditably done. It gives me much pleasure to report favourably of this regiment.

The Demi-battery of Artillery at the Saulte Ste. Marie and the 19th Battalion (Lincoln) have yet to be inspected, which will complete the inspections of this district.

I would again respectfully urge the great want felt in an opportunity of acquiring the necessary knowledge in drill and rifle practice, and the want of good instructors, especially in the county battalions, when in the performance of the annual drill.

The establishment of military schools would add much to the efficiency of the force in my district, as there is no opportunity of replacing those drill instructors (qualified), now getting less and less every year.

There does not appear to be any falling off in the strength of the corps, required by law to perform the annual drill; on the contrary, the quota allowed for my district, 3,400 all ranks, will be over-run.

The difficulty, especially among the county battalions, lies in the fact that the regiment is composed of companies from all parts of the county. When the regiment is mustered at its headquarters, some of the companies may over-run. The men of these companies may have travelled 15 or 20 miles. The difficulty thus arises as to the selection of those to be sent back to their homes.

I am glad to say that the same fine physique still continues in the appearance of the men of this force.

I am happy to be able to report most favourably of the manner in which the staff of the district have performed their respective duties.

I have the honour to be, Sir,

Your most obedient servant,

W. S. DURIE, Lieut.-Colonel,

Deputy Adjutant General,

Military District No. 2.

The Adjutant-General of Militia,  
Head Quarters, Ottawa.

## A.

RETURN of Corps of the Active Militia assembled at Toronto for a Review on the 9th September, 1879.

Corps.	Officers.	Non-Com- missioned Officers and Privates.	Total.	Horses.	Guns.	Remarks.
<i>Cavalry.</i>						
Governor-General's Body Guard .....	5	81	86	70		
2nd Regiment Cavalry (2 Troops)...	4	72	76	65		
3rd " " (2 " " )...	6	67	73	65		
Total.....	15	220	235	200		
<i>Field Batteries of Artillery.</i>						
"A" Battery .. .....	3	22	25	12	2	
Toronto Field Battery.....	6	72	78	28	4	
Hamilton " .....	4	60	64	28	4	
Wellington " .....	6	35	41			
Ontario " .....						
Total.....	19	189	208	68	10	
<i>Artillery and Engineers.</i>						
"A" Battery.....	4	86	90			
Toronto Garrison Battery.....	1	40	41			
2nd Military Dist. Engineer Comp'y.	4	73	77	8		
Montreal " " .....	...	8	8			
Total.....	9	207	216	8		
<i>Rifle Brigade.</i>						
2nd Battalion.....	20	412	442	5		
3rd " .....	26	348	374	5		
20th " .....	20	269	289	4		
38th " .....	15	249	264	4		
Total.....	91	1,278	1,369	18		
<i>Scarlet Brigade.</i>						
7th Battalion .....	28	332	360	5		
10th " .....	20	239	259	4		
13th " .....	17	242	259	4		
31st " .....	19	322	341	2		
46th " .....	19	264	283	5		
Total.....	103	1,399	1,502	20		
Divisional Staff.....	7	.....	7	7		
Grand Total.....	244	3,293	3,537	321	10	

The Adjutant-General of Militia,  
Ottawa.

W. S. DURIE, Lieut.-Colonel,  
Deputy Adjutant-General,  
Military District No. 2.

## (B.)

BRIGADE OFFICE,  
HAMILTON, 22nd September, 1879.

SIR,—According to your order I proceeded to York on the 19th instant, for the purpose of inspecting the 37th Battalion under command of Lieut.-Colonel Davis.

The battalion mustered 18 officers and 260 non-commissioned officers and men, and four horses.

The District Paymaster mustered the regiment, after which I commenced my inspections:—

1st. Inspected each company, and found the clothing new and in good condition; the arms and accoutrements were perfectly clean.

2nd. The regiment marched past in column and quarter-column, which was very well done; the marching being very good.

3rd. The manual exercise was exceedingly well done.

4th. The regiment then was moved about by Lieut.-Col. Davis and Adjutant Tuck, such as advancing in line, breaking into column to the right, wheeling into line, retiring by fours from the right of companies, &c.; all these movements were very fairly executed considering the short time allowed.

5th. The camp was well pitched and very clean.

6th. The rations cost about 20 cents a day per man, and all were well satisfied.

7th. Before concluding, I must not omit to mention the excellent corps of drums and fifes; their playing is *very* good, and must be the cause of the regiment marching so well.

Lieut.-Col. Davis has his regiment under excellent discipline, and deserves great credit for his untiring exertion to keep up a good battalion.

I have the honour to be, Sir,

Your obedient servant,

H. V. VILLIERS, Lieut.-Colonel,  
Brigade-Major.

Deputy Adjutant-General,  
Militia, Toronto.

## (C.)

*Report of Annual Drill, 1879-80, of the 20th Battalion, in Camp at Georgetown from the 4th to the 10th September, both days inclusive.*

## THE STRENGTH.

	Staff.		Capt.	Sub.	Sergts.	Bugler.	Rank and File.
Lieut.-Colonel...	1	No. 1 Co.....	1	1	4	1	55
Major.....	1	No. 2 Co.....	1	1	3	1	35
Adjutant.....	1	No. 3 Co.....	1	1	4	1	37
Paymaster .....	1	No. 4 Co.....	1	.....	3	1	20
Quartermaster..	1	No. 5 Co.....	1	1	3	1	36
Surgeon .....	1	No. 6 Co.....	1	1	3	1	35
	.....	No. 7 Co.....	1	1	3	1	38
	6		7	6	23	7	256

Nos. 2, 3 and 4 Companies marched into camp, being within five miles of the head quarters. Nos. 1, 5, 6 and 7 arrived by railway, the whole being in camp by 9 a.m. of the 4th instant.

Tents were pitched and the men's dinner prepared, after which squad and company drill was practised during the afternoon of the first day. During the remainder of the time in camp, three drills per day, of two hours' duration, were faithfully performed, except, of course, on the day of the Toronto review, when the regiment was on Garrison Common from the time of arrival in the morning until it left by the 5 p.m. train. I am happy to report that no casualty whatever occurred, and the regiment arrived in camp in good order at 8 p.m.

The new issue of clothing was distributed, and the men were much pleased, as the quality and fit is better than the former issue. The forage cap is not a popular article of head-dress, although the present issue is somewhat smarter looking than the former.

Rations were of excellent quality; the cost twenty-five cents per day. No complaints.

Lieut.-Colonel Alger, District Paymaster, attended on Saturday, the 6th Sept., when a parade was held, and the rolls found to be correct.

I have to report an excellent band, consisting of 30 members, 26 of whom were present during the drill.

There were no serious cases of sickness, the men in all cases being reported fit for duty, except one man, who was sent to his home. The new surgeon was very attentive to his duties.

The officers discharged their duty with alacrity, and all were present with the exception of Lieut. Curry, of No. 4 Company. This officer agreed to go up for examination, but I have reason to think he does not intend to do so.

The other candidates were prepared for their examination, but, in consequence of the Vice-Regal visit to Toronto, submitted cheerfully to the disappointment. I, however, informed them that an opportunity would shortly be afforded of having their qualifications tested.

While on this subject, I most respectfully beg to offer a suggestion, partly the result of my own observation during this drill, and partly from consultation with my officers. As to my own observations, I find that in all cases where companies are commanded by intelligent, energetic officers, assisted by smart well-informed non-commissioned officers, who understand their duties, everything goes well; where the reverse is the case, the company is slovenly, badly drilled, and not interested in the performance of their several duties. The efficiency of a company, therefore, depends to a great extent on the non-commissioned officers.

As my own regiment is not altogether free from defects in this particular, I have been approached during the drill by officers holding 2nd class military school certificates of qualification, and by non-commissioned officers holding no certificate of qualification, who expressed their regret at the want of a school of military instruction at Toronto, and who signified their willingness to attend a school should it be possible for the local authorities to get one re-opened there.

Their reasoning is, that the present staff at Toronto, with the assistance of a good instructor (Sergt. Cavallier, for instance), all of whom take a warm interest in the success of the volunteer militia, would be sufficient to conduct the school, but that no person be admitted thereto except officers and non-commissioned officers actually serving with their corps. It is a fact that in many instances men who obtained 2nd class certificates years ago have become rusty, have neglected to read up their drill, and now would be glad to have the opportunity of spending a few weeks to work up under competent instructors.

I trust I have not overstepped my duty in referring to the above, for I am convinced that the matter is one of paramount importance to the future welfare of the force, and that the small expenditure required ought not to be a bar to the re-opening of the school.

The camp equipage has been forwarded to the storekeeper at Toronto. I regret to find four blankets missing. The remainder is, I believe, correct, with the exception of tent pegs, a number of which have been broken, owing to the hardness of the ground.

I beg to forward herewith accounts of disbursements for unavoidable expenditure. I must not omit to mention that Brevet Lieut.-Colonel Allan rendered me efficient aid during the camp, the greater part of the drill devolving upon him, owing to my inability to ride in consequence of a sprain.

I have the honour to be, Sir,

Your obedient servant,

J. MURRAY, Lieut.-Colonel,  
Commanding 23rd Battalion.

The Deputy Adjutant-General,  
Military District, No. 2,  
Toronto.

BRIGADE OFFICE,  
HAMILTON, 4th December, 1879.

SIR,—I have the honour of reporting that I this day, inspected the following companies of the 19th Battalion at their annual drill at St. Catharines, viz.:—Nos. 2, 3, 4, 5 and 6. After the Paymaster had mustered the men, the battalion marched past, performed the manual and firing exercise, wheeled into column, deployed to the left, reformed column, besides several formations in fours.

The drill was not satisfactory. Two rural companies were not up to the drill, the difference being very visible between the St. Catharines companies who worked well together, which showed quite plainly that this drilling companies at company head quarters is unsatisfactory, and for the future I would strongly recommend that all outstanding companies be brought into battalion head quarters to perform the annual drill.

I have the honour to be, Sir,

Your obedient servant,

H. V. VILLIERS, Lieut.-Col.,  
Brigade-Major.

The Acting  
Deputy Adjutant-General, Militia,  
Toronto.

MILITARY DISTRICT No. 3.

DEPUTY ADJUTANT GENERAL'S OFFICE,  
KINGSTON, December 4th, 1879.

SIR,—I have the honour to forward, for the information of the Lieutenant General Commanding, my annual report for 1879 on the state of the militia in Military District No. 3.

The number of officers, non-commissioned officers and men authorized in General Orders (13) of the 31st May, 1879, to receive pay for drill in the District under my command for 1879-80, was 2,150.

In accordance therewith the undermentioned corps were detailed for drill, viz:—

3rd Cavalry, Two Troops.  
4th " " "  
Kingston Field Battery.  
Durham " "  
Napance Garrison Battery.

14th Battalion	
15th	"
16th	"
40th	" Two Companies.
46th	"
47th	" Six Companies.
49th	" Two "
57th	"

All the above mentioned corps have performed drill, with the exception of the Napanee Garrison Battery.

The undermentioned corps were relieved from drill for 1879-80, viz:—

3rd Cavalry,	One Troop.
4th	" Two "
Cobourg Garrison	Battery.
Port Hope	" "
Trenton	" "
40th Battalion,	Seven Companies.
45th	"
47th	" One Company.
49th	" Four Companies.

#### CAVALRY.

##### *3rd Provisional Regiment.*

Two troops of this regiment went into camp at Cobourg on the 1st September, performing their drill in eight days. These troops marched from their troop head quarters to regimental headquarters, the Port Hope Troop a distance of seven miles, and the Peterborough Troop thirty-three miles. The camp was pitched on the Agricultural Grounds, Cobourg, the site being well adapted for the purpose and the cattle sheds affording excellent accommodation for the horses. The men were provided with an excellent ration, costing 30 cents, and their conduct whilst in camp was reported to be very good. Lt.-Colonel Boulton was in command of the camp and accompanied them to Toronto, assuming command of the cavalry brigade at the review. I inspected them on the 9th September, previous to their departure for Toronto to take part in the review before His Excellency the Governor General and Her Royal Highness the Princess Louise. The Peterborough Troop, under command of Brevet Lieut.-Colonel H. Rogers, turned out remarkably clean and well horsed. The Port Hope Troop, under command of Captain Williams, did not present so fine an appearance, owing to deficiencies in equipment and their clothing being old and much worn. A special train was provided by the Grand Trunk Railway to convey the troops from my district to Toronto. The embarkation was conducted with regularity and without accident, and their appearance at the review, according to the public journals, elicited favourable comments. I have much pleasure in appending the report (marked "A") of Brevet Lt.-Colonel H. Rogers, giving a detailed account of his march, &c., from Peterborough to Cobourg. I regret to say that a horse belonging to one of the Port Hope Troop died from breaking a blood vessel when on parade. A board investigated the circumstance, and the owner was awarded one hundred dollars as compensation for his loss.

##### *4th Provisional Regiment.*

The Kingston and Napanee Troops of this regiment performed their drill in six days, the former at the Five Mile House, and the latter at Napanee. The men of the Kingston Troop were billeted in farm houses near the Five Mile House. An issue



of blankets was authorized, but owing to delay in making the demand, the order came late and the officers determined to do without them. The troop turned out very well at my inspection on the 28th June, and performed their drill in a very creditable manner. The horses were fair, accoutrements clean, and saddlery fairly clean. The sword exercise was well performed by this troop. I inspected the Napanee Troop on the 30th June; the accoutrements, with the exception of the pouches, were fairly clean, also the saddlery. The majority of the horses were fine though there were a few undersized in the ranks. The men turned out well and performed their drill in a satisfactory manner. They were billeted at the hotels in the town at one dollar a head per day, and their conduct was reported very good. I regret to say that Trooper J. Joyst met with an accident, being thrown from his horse, breaking his leg. A board assembled to investigate the matter, and the man has received compensation.

#### ARTILLERY.

The two field batteries performed their drill in camp and were inspected by the Inspector of Artillery, who asked me to accompany him when inspecting the Kingston Field Battery, and I have much pleasure in stating that I never saw this battery turn out or drill better since I assumed command of the district. The Napanee Garrison Battery failed to drill, Captain Hooper reporting that sickness in his family had prevented his assembling the men.

#### INFANTRY.

##### *14th Battalion.*

This regiment performed their annual drill in the evenings, beginning early in June, and were inspected on the 9th July. The regiment turned out remarkably well; arms, accoutrements and clothing very clean. The parade movements were extremely well executed, the manual and firing exercise being performed with precision under the command of Major Smythe. The marching past was very good especially that of Nos. 1 and 5 Companies; all the battalion movements and skirmishing were well executed, showing that the men had been thoroughly drilled. Several officers were called out to drill the battalion, which they did to my entire satisfaction. Lieut.-Colonel Kerr and his officers are to be congratulated on the efficiency of the corps. The equipment of the battalion is in most excellent order, and although the clothing has been in wear since 1877, I am happy to be able to report that there is not a single article missing, which in itself speaks for the care and attention of all concerned, showing what can be done when officers and men are determined to do their duty. In this instance Quartermaster Spriggs has charge of the clothing, and is deserving of praise for his great attention to his duties, and for which he receives no especial remuneration; Serjeant Pidgeon, the caretaker, also deserves credit for the cleanliness of the arms and accoutrements. Helmets for the men have been purchased by the officers, and the equipment of this battalion is complete in every respect. There were very few recruits in the ranks this year, not one in No. 1 Company, which proves that service in this corps is very popular. Several companies assembled for drill in the evenings last winter, and I trust that they may arrange to do so again.

I was very anxious that this regiment should take part in the review at Toronto but this was found to be impracticable, partly owing to the expense, the officers having already had to spend so much money in procuring helmets and other articles for the men. I hope, however, in the event of troops from different districts being again reviewed together in any of the large cities, that the 14th may be one of those selected.

##### *15th Battalion.*

This battalion went into camp at Massassaga Point, about five miles from Belleville, performing the training in eight days, and were inspected on the 4th September.

The regiment did not turn out as well as it did last year; the clothing being much soiled, the belts and pouches dirty and the arms only fairly clean. Major Henderson put the regiment through the manual and firing exercises, which were indifferently performed, also the battalion movements. I noticed several under-sized men in the ranks. The captains messed their companies, the ration costing 24 cents. The conduct of the men was reported to be good, and there were no complaints. The weather was very wet the night before the inspection and the wind so high the following morning as to prevent the men from hearing the words of command distinctly, which might partly account for their unsteadiness as well as for the state of their accoutrements. New clothing was issued to this battalion in 1877, but I regret to say there are many deficiencies, no less than 119 great coats being reported missing at the last inspection of clothing. The system hitherto adopted has not been found to work well, too much latitude being allowed the men in removing their clothing from the armoury, which, to a certain extent, will account for the numerous losses. A new plan has now been adopted by which captains of companies are to have charge of, and be responsible for, the equipments of their respective companies. I hope, therefore, that next year I may be able to report very great improvement in the interior economy of this corps. When last in Belleville I inspected Captain Blaecker's armoury, and was very much pleased with its appearance. A reading room adjoining the armoury has been established for the use of the men of the company in the evenings, the officers providing newspapers and periodicals at their own expense. I understand that other captains intend following Captain Blaecker's good example. A competent drill instructor has been employed, and two of the companies have agreed to put all their pay into a common fund to be expended in improving their equipment. By these means I hope that the 15th may soon become as efficient as any other corps in the district. I observed a very marked improvement in the band which promises to be very good.

#### *16th Battalion.*

The companies of this battalion performed their drill at company headquarters; the Milford companies coming to Picton for the inspection, which took place on the 4th November. The parade was under the command of Brevet Lieut.-Col. Bog. These companies turned out well, their arms and accoutrements clean and in excellent order. The manual and firing exercise very fair indeed, and battalion movements and marching very fair.

The Picton Companies turned out and drilled the best. The band of the regiment was present and played very well for a young band. On the following morning, I inspected the two remaining companies of the battalion at Roblin's Mills. The arms and accoutrements were tolerably clean; manual and firing exercise indifferent; company drill fair. The physique of this battalion is very fine. My thanks are due to Lieut.-Colonel Bog, who accompanied me on my tour of inspection and has been most zealous in making the necessary arrangements for the training of the battalion this year.

#### *40th Battalion.*

Two companies of this battalion have drilled at their company headquarters. I inspected Captain Bonnycastle's company at Campbelford on the 14th October. Arms and accoutrements were clean; clothing old and worn out, but well taken care of; the manual and firing exercises fair; also company drill. On the same day I inspected Captain Vars' company at Colborne. The arms and accoutrements were clean; the clothing old; the manual and firing exercises and company drill very fair. The physique of both these companies was very fine.

#### *46th Battalion.*

This battalion performed its drill in camp at Port Hope, and was inspected by me on the 8th September, before it left for Toronto to take part in the review before,

His Excellency the Governor General and Her Royal Highness the Princess Louise. The regiment turned out beautifully clean, every man being properly equipped. The regiment had to leave by special train, at 1 p.m., so there was no time for field movements, and I was compelled to content myself with seeing the battalion march past, which it did most steadily. The physique and general appearance of the men was splendid, and I do not believe that there is a finer rural battalion in the Dominion. From all accounts, the regiment acquitted itself most creditably at the review in Toronto, and I trust, I may be permitted to quote public opinion, taken from some of the papers. The *Hamilton Times*, referring to the review, says as follows: "No battalion on the ground looked or marched better than the 46th Port Hope, under Lieut.-Colonel Arthur Williams, M.P. The field officers were well mounted, and the company officers were all up to their work, their saluting being good; the men marched steadily, and the band was first rate. Without wishing to particularize, we must award the palm, at all events of the "Scarlet Brigade, to the 46th." Another Journal says: "We are glad to say that the 46th were among the best on the ground," and again, "we learn that the movements of the 46th in the late review in Toronto were such as to elicit the applause of all spectators. Their marching is particularly mentioned as having been excellent; Nos. 1 and 2 Company, under command of Captains Ward and Dingwall, being especially noticeable. We congratulate Colonel Williams and his officers on the efficiency of their command."

#### 47th Battalion.

The companies of this regiment performed their annual drill at head quarters. I inspected No. 1 Company at the Village of Batterssea on the 27th of June. The arms were clean, accoutrements fairly clean, and clothing old and worn out. The manual and firing exercises were very fairly performed; the marching and company drill very good. The drill was performed in six days of six hours drill each day. I inspected No. 2 Company at the Village of Inverary on the 2nd July. The arms and accoutrements were tolerably clean; clothing old and worn out; manual and firing exercises fairly performed, as well as the marching, company drill and skirmishing. The drill was performed in six days. I inspected No. 3 Company at Elginburg on the 13th of September. Arms and accoutrements clean; clothing old; manual and firing exercises and company drill very fair. The drill of this company was performed in six days. I inspected No. 4 Company at the Village of Portsmouth on the 5th August. Arms and accoutrements were very clean; and the clothing in good order; manual and firing exercises, as well as their marching and company drill, very fine. The drill was performed in the evenings, beginning on the 7th July. The clothing of this company has been in wear the prescribed period, and is still in very good order, and Captain Kelly deserves credit for the care taken of his equipment. I inspected No. 5 Company at Barriefield on the 2nd of July. The arms, accoutrements and clothing were beautifully clean, and although the tunics have been in use for ten years, they are still in most excellent order. Prizes were given by the officers to the three cleanest men in the ranks, and I was asked to make the selections, but when all were so clean I had a very difficult task to perform, and had to inspect the ranks two or three times before giving a decision. The manual and firing exercises were very well performed, also the company drill and skirmishing, and Captain Byrne is to be complimented on the state of efficiency and cleanliness of his company. I can safely say that, in all my experience, I have never inspected a cleaner company on parade. The drill was performed in the evenings, beginning on the 18th June, and drilling three hours each evening. I inspected No. 7 Company at Sydenham on the 7th of July. This company has only one short and 18 long rifles in its possession at present. The remainder having been given into store some years ago to be repaired. All the rifles belonging to this company require repairs, and orders were issued some few months ago for their return into store. This order, however, has not yet been complied with. The few arms in their possession were not very clean at the inspection; the belts were fairly clean, but the pouches dirty; the manual and firing exercises

indifferent; marching and company drill, fair. Captain Joyner has only recently been reappointed to the command of this company, having been out of the service for some years, and is therefore rusty and not well up in the new drill. This battalion was entitled to new clothing this year, but could not be supplied as there was none in store.

#### *49th Battalion.*

I inspected the city companies of this battalion on the 20th of November. The day being so cold, the inspection had to take place in-doors, the men assembling in the Town Hall. The appearance of these companies was very fine; their arms, accoutrements and clothing remarkably clean, and the drill of both companies very good, especially that of No. 1. Captain and Acting Adjutant Harrison put them through the manual and firing exercises, which were very well performed. There was not much room for company movements, but from what I saw of them I should say that great attention must have been paid to their drill. I regret to say that on mustering No. 1 Company, two men were found in the ranks who had drilled and received pay with the 15th Battalion, although on the service roll and sworn members of the 49th Battalion. If commanding officers and adjutants of battalions and captains of companies would only pay a little more attention to the regulations respecting the enrolment of men, irregularities of this kind could not possibly occur in city corps.

#### *57th Battalion.*

This corps performed drill at company head quarters. On the 11th of November I inspected three companies at Peterborough. The day was so wet that the inspection had to take place in the Drill Shed, where there was not much room for battalion movements. The arms and belts were clean, but not the pouches. No. 1 Company was decidedly the cleanest and best drilled. The clothing, with the exception of that of No. 2 Company, was old and worn out, and the battalion is entitled to a new issue. A demand was made for new clothing early in the summer, but could not be complied with, as there was none at the time in store at head quarters. If the clothing, to which they were entitled had been issued in time the drill would have been performed in camp, as Lieut.-Colonel Rogers was most anxious to have the companies in battalion. Company and battalion drill was very fair, as well as the manual and firing exercises, and I am glad to be able to report a marked improvement in the appearance of the battalion since last inspection. Lieut.-Colonel Rogers has only recently assumed the command, and has not yet had time to make all the reforms requisite to place the regiment on a good and efficient footing. I have every reason to believe that before the end of next year there will be a very great change in the standing of this corps, and in a large town like Peterborough there should be no difficulty in keeping up an excellent regiment. I inspected the Norwood Company on the 12th of November. The arms and accoutrements were clean, but the clothing old and worn out. The manual and firing exercises were well performed, as well as the company and skirmishing drill. In the afternoon of the same day, I inspected the Hastings Company. The arms were clean; accoutrements, especially the pouches, only fairly clean; the manual exercise indifferent; firing exercise not practiced; marching and company drill fair; skirmishing indifferent. The men of this company are a fair body, and only want good instruction to make them as efficient as any other company in the battalion. The Keene Company was inspected by Lieut.-Colonel Rogers on the 3rd instant, who gives a favourable report of its condition.

#### *Drill Sheds.*

In a previous report I mentioned that drill sheds at Belleville and Cobourg were much required. There are nine companies now in Belleville, six of the 15th

Battalion and three of the 49th Battalion, and there is no building sufficiently large for more than one company to drill in at a time. I therefore hope that some steps may be taken by the Government for the erection of a suitable drill shed at this station, it being urgently required for the companies to drill in during the winter months. Considerable repairs have been made to the shed at Port Hope, and it is now in very good order. The sheds at Peterborough, Norwood and Hastings require repairs, and I have directed Lieut.-Colonel Rogers to submit an estimate of probable cost of necessary repairs to these buildings. I would strongly recommend the removal of the drill shed at Lifford to Bethany.

#### *Boards of Examination.*

Boards of examination have assembled twice in my district this year, when eleven candidates for certificates presented themselves for examination; seven passed, three obtaining first class certificates, and four second.

#### *Rifle Associations.*

One new association has been formed at Bowmanville, and will probably apply for the Government grant next year. It held a meeting this autumn, and has sent in the return required by regulation. Blank returns were sent to the presidents of all rifle associations in my district, but up to the present only three have been returned in time to forward with this report, viz.: Bowmanville, Peterborough and Cobourg, the remainder will be transmitted when received.

#### *Guards of Honour.*

On the way His Excellency the Governor-General and Her Royal Highness the Princess Louise paid an official visit to Kingston. On the arrival of the illustrious visitors, the 14th Battalion furnished the guard of honour, and the Kingston Troop 4th Cavalry the escort. That evening Her Royal Highness held a drawing-room, when the Gentlemen Cadets formed the guard of honour, Lieut.-Colonel Hewett having placed their services at my disposal for duty. On the following morning, His Excellency accompanied by Her Royal Highness, laid the foundation stone of the new Queen's College building, when the Gentlemen Cadets, 14th Battalion and Kingston Troop 4th Cavalry again turned out for duty. On the afternoon of the 31st May, His Excellency and Her Royal Highness the Princess Louise proceeded to the Royal Military College to witness the review under the command of Lieut.-Colonel Hewett, R. E., the Gentlemen Cadets, "A" Battery, and two companies 14th Battalion, parading for the occasion, the 4th Cavalry again furnishing the escort. In addition to the above duties, the 14th Battalion furnished the guard at the residence of Lieut.-Colonel Kirkpatrick, M. P., for two days, to relieve the men of "A" Battery, who had barely three nights in bed. All these duties were performed without remuneration of any kind, with the exception of two days' pay granted to twelve men forming the escort. I am happy to say, that His Excellency was pleased to express his approbation of the soldierlike appearance and general efficiency under arms of both these corps. "A" Battery also furnished a guard of honour at the Opera House and on the morning of His Excellency's departure. On His Excellency's return from Toronto, in September last, guards of honour were furnished by the different corps all along the route in every district. At Port Hope, the 46th turned out, furnishing the guard of honour, under the command of Major Dingwall. At Cobourg, the 40th Battalion furnished a guard of honour, under the command of Brevet. Lieut.-Colonel Graveley, and the 3rd Cavalry provided the escort. At Belleville, the 15th and 49th Battalions furnished guards of honour under the command of their respective commanding officers. All these duties were performed without remuneration.

## GENERAL REMARKS.

Three corps availed themselves of the privilege of drilling in camp, the remainder at battalion or company head quarters, and on the whole the drill has been performed in a satisfactory manner. I think I may state there is gradual improvement in every respect throughout the force in my district. Better care is taken of the equipment, and in consequence fewer losses to report. Several corps have purchased the new regulation helmets and other articles of equipment, and commanding officers, in almost all the regiments take more pride in having good armouries. There appears to be a spirit of emulation existing amongst all ranks, and I believe the force is in better order to-day than it ever was before. Massing troops together at Montreal and Toronto has undoubtedly had a very good effect, and the general result has been well worth the expenditure. There is, however, still room for improvement. Commanding officers do not pay sufficient attention to General and District Orders, and in consequence irregularities and much unnecessary correspondence is the result. Owing to this, I have found it impossible to complete the target practice returns. Before the commencement of the training I issued an order that the ammunition was to be expended, ten rounds at two hundred yards, five at four hundred and five at five hundred. The distance was limited to five hundred yards as I was aware that many of the corps drilling at these company head quarters could not find longer range, but, notwithstanding the order, I regret to say that some companies fired at six hundred yards, rendering it impossible to make a correct figure of merit. Another irregularity is that sufficient care is not taken by officers, when enrolling their men, to ascertain that they do not belong to any other corps. I have discovered several men this year drilling twice, and, in order to put a stop to it as far as possible, I would suggest that the following words be added to the certificate on the acquittance roll, viz:—"And further, that every man whose name appears on this roll is a *bond fide* member of this company, having signed the service roll and taken the oath of allegiance." I think by this means more care will be taken by officers, and a stop put to taking men on at the last moment in order to fill their ranks for the inspection. It is by the merest chance that an inspecting officer can discover these irregularities, as men have been known to drill twice in one year under assumed names. In accordance with General Orders, ammunition has been issued only to those corps which have rendered returns of the previous issue. The returns of this year's expenditure, received from corps up to date, are herewith forwarded, but I am sorry to say that there are a number still wanting; they will be forwarded when received. Returns of Rifle Associations are also forwarded—there are still a few to come in which will be forwarded when received. The Kingston Rifle Association has not been able to have a meeting this year, owing to want of funds. The Brigade Major and the District Paymaster accompanied me when inspecting corps drilling in camp, and I have much pleasure in stating that these officers have performed the duties of their respective appointments entirely to my satisfaction.

I have the honor to be, Sir,

Your most obedient servant,

BOWEN VAN STRAUBENZEE, Lieut.-Colonel.

Deputy Adjutant-General, Military District No. 3.

The Adjutant-General,  
Head Quarters,  
Ottawa.

## (A.)

TRENTON, 20th November, 1879.

SIR,—In compliance with your request, I have the honour to report that on the morning of the first of September last I mustered my troop at the drill shed at seven o'clock—preparatory to marching to Cobourg—having arranged with Lieut.-Col. Boulton to join the Port Hope Troop (Captain Williams) at that place on that day, for the purpose of performing the annual drill together during the week, and then proceeding to Toronto to take part in the volunteer review before His Excellency the Governor General.

We took the line of march at 8.30 a.m.,—the weather being extremely sultry, we were obliged to make frequent halts; arriving at Bentley (18 miles) at 12.30, where dinner had been provided at the Rice Lake House at the rate of 25 cents each man and horse. Resuming the march at 2.30 p.m., we arrived without incident at the Agricultural Grounds, Cobourg, (15 miles further, 33 in all) at 6.30, where quarters had been arranged for by Quarter master Stapleton. Here we found the Port Hope Troop comfortably settled, they having marched in from Port Hope early in the day. The sheds were used for stabling the horses and the troopers were furnished with tents and blankets from the Government stores. Forage was provided in bulk for each troop by the quarter-master at a cost of cents per horse per diem. The troopers were furnished regular meals by a caterer for 30 cents each per diem in one of the buildings.

The drill was performed under the direction of Lieut.-Col. Boulton, from whom, no doubt, you have received full report.

We remained in those quarters till Monday, the 7th (having performed church parade on Sunday), and had the honour of being inspected by yourself and staff at 7 a.m., after which we struck tents and marched out in heavy marching order (each trooper carrying two cooked rations in his haversack) to the Grand Trunk Station. Here a train had been provided for our transport to that city by the Toronto authorities.

The embarking of the horses, 74 in number, was accomplished in one hour, and we proceeded to Port Hope, where we were joined by the 46th Battalion of Infantry (Lieut.-Col. Williams), but in consequence of delays on the road we did not arrive at Toronto till 5 p.m., and it was 6.30, and quite dark, when we marched on our camping ground, known as the Wood Yard, contiguous to the garrison.

It proved an excellent place for the purpose, the ground being clean and level, and being surrounded by a stockade, which was found safe and convenient for picketing our horses, and the enclosure affording protection from the prevailing winds, and also curtailing the strength of our guard.

The camp was placed under my charge by Lieut.-Colonel Boulton, who took up his quarters in the garrison, assuming command of the whole cavalry force. Our quarter-master (who had preceded us) was enabled to make satisfactory contracts for supplies by the kindness and courtesy of the officers of the G.-G. Body Guard, quartered in the garrison; and I would avail myself of this opportunity to thank them for their many attentions to the corps under my command, and particularly on behalf of self and brother officers, for their hospitality in making us their guests during our stay.

On Tuesday we took part in the review; on Wednesday morning, the 10th, I allowed the men to visit the exhibition and other places of interest, leaving a guard in charge of the camp.

Our return transport being only provided to Cobourg, I effected an arrangement by which my troop might come through by rail to Peterboro that night; the Midland Railway Co. contracting to bring the trains from Port Hope to Peterboro' for the rate of \$1.50 each man and horse, which was paid by the troopers themselves. The Peterboro' Troop struck tents at 3 a.m. (leaving the Port Hope Troop, who were to return by a later train) and marched to the railway station, where 30 minutes were taken to embark our 35 horses.

---

We left Toronto at 5:30, arriving here by the regular train at 10:15, without casualty of any description, and all apparently pleased with our short experience as soldiers.

I would state, incidentally, that this is the third time my troop has marched to Cobourg, twice returning by road, invariably without an accident or casualty of any kind.

I have the honour to be, Sir,

Your obedient servant,

H. ROGERS, Capt. and Brevet Lieut.-Colonel,

Commanding No. 3 Troop,

3rd Regt. of Cavalry, Peterboro'.

To Lieut.-Colonel VAN STRAUBENZEE,  
Deputy-Adjutant General, Kingston.



MILITARY DISTRICT No. 3.

RETURN showing the Establishment; the Number actually Drilled; Figure of Merit of Battalion; Figure of Merit of the best Company in each Battalion and the Best Shot, together with Amount paid by District Paymaster.

Corps.	Establishment.		Number actually Drilled.		Figure of Merit of Battalion.	Figure of Merit of best Company in each Battalion.	Best Shot.	Amount Paid by District Paymaster.	Remarks.
	Officers.	Non-Comms and Men.	Officers.	Non-Comms and Men.					
3rd Regiment Cavalry.....	13	126	9	65				\$ 1,146 50	
4th do .....	15	168	5	69				1,140 00	
Durham Field Battery .....	6	74	4	58				1,150 00	
Kingston do .....	6	74	5	51				1,147 56	
Cobourge Garrison Battery .....	2	42							
Napanee do .....	2	42							
Port Hope do .....	2	42							
Trenton do .....	2	42							
14th Battalion .....	20	252	16	245	29.41	No. 1 Co, 42.17.	Sergt. Hume, No. 6 Co.	1,689 00	
15th do .....	20	252	19	248				1,773 00	
16th do .....	20	252	12	249				1,637 00	
40th do .....	26	378	5	82				561 00	
45th do .....	20	252							
46th do .....	20	252	19	265				1,854 00	
47th do .....	22	284	13	252	35.08	No. 5 Co, 48 84.	Sergt. F. Bailie.	1,686 00	
48th do .....	20	252						546 0.	
49th do .....	20	253	4	83				1,671 00	
57th do .....	20	252	14	251					
Total.....	256	3,298	125	1,918				16,001 06	

B. VAN STRAUBENZEE,  
Deputy-Adjutant General,  
Military District No. 3.

Kingston, December, 1879.

---



---

MILITARY DISTRICT No. 4.

HEAD QUARTERS,  
BROCKVILLE, 3rd December, 1879.

SIR,—I have the honour to submit for the information of the General Officer Commanding, this my annual report on the state of the active militia in Military District No. 4, for the military year 1879-80, together with "Abstract Inspection Report" and other returns, as required by the regulations and orders.

The strength of the force in the district, complete establishment, is:—

Officers and men, all arms.....	2,756
Horses .....	270

And is comprised of the following corps:—

*Cavalry.*

Prescott Troop, Captain John Raney.....	1
Princess Louise Dragoon Guards, Captain John Stewart.....	1
Total Troops.....	2

*Artillery.*

Ottawa Field Battery, Captain John Stewart.....	1
Gananoque Field Battery, Major Wm. McKenzie.....	1
Prescott Battery of Garrison Artillery, Captain P. Coughlin....	1
Total Batteries.....	3

*Rifles.*

	No. of Companies.
41st Battalion, Lieut.-Col. Cole.....	5
56th " " "The Lisgar Rifles," Lieut.-Col. Jessup.....	7
Total Companies of Rifles.....	12

*Infantry.*

1st Battalion, Governor-General's Foot Guards, Lt.-Col. Ross..	6
18th " " Lieut.-Col. Urquhart.....	6
42nd " " " Buell .....	7
59th " " " Bergin .....	7
Total Infantry Companies in Battalion.	26

*Independent Companies.*

Metcalf Infantry Company, Captain Morgan.....	1
Goulburn " " " Garvin .....	1
Vernon " " " McGregor.....	1
Total Independent Companies.....	3

Total Troops, Batteries and Companies.....	46
--	----

Strength authorized to perform the annual drill for 1879-80, as per General Orders, dated 29th May, 1879:—

Officers and men, all arms.....	1,500
Horses.....	130

The selection of corps to perform the drill was made pursuant to the above General Orders, which resulted as follows, the number shown after each corps being the actual strength of officers, non-commissioned officers and men who actually performed the drill:—

*Cavalry.*

	Officers, N.-C. Officers and Men.	Horses.
Prescott Troop.....	39	35
Princess Louise Dragoon Guards.....	38	38
Total.....	77	73

*Artillery.*

Ottawa Field Battery.....	79	28
Gananoque Field Battery.....	78	28
Total.....	157	56

*Rifles.*

41st Battalion, Nos. 1, 3 and 4 Companies.....	129
56th " " "The Lisgar Rifles," Nos. 1, 5, 6 and 7 Companies.....	182
Total.....	311

*Infantry.*

1st Battalion, Governor General's Foot Guards, 6 Companies.....	278	4
18th Battalion, Nos. 1, 5 and 6 Companies.....	133	
42nd " Nos. 1, 2, 3 and 7 Companies.....	179	
59th " Nos. 1, 2, 3, 4, 5, 6 and 7 Companies....	317	4
Goulburn Infantry Company.....	42	
Total, Infantry.....	949	8

Total, all arms, who performed the drill and were inspected.....	1,494	137
---	-------	-----

*Prescott Troop of Cavalry - Captain John Raney.*

This troop performed the drill in eight consecutive days at Prescott. The officers and troopers were quartered in Fort Wellington during the period, and were inspected by me on the 28th June.

The officer commanding again availed himself of the services of Lieut.-Colonel Lovelace, Instructor of Cavalry, Montreal, to assist during the training. The troop presented a smart appearance; physique good; horses fair; arms and appointments fairly clean; bridle and other straps require more oil.

Drill, as per "Inspection Report," very fairly executed. The troopers are all farmers who generally own the horses they ride, and being on the frontier and well acquainted with the roads, would be very valuable in case of trouble.

*The Princess Louise Dragoon Guards—Captain John Stewart.*

This Troop was inspected by the Brigade Major on the 11th October, who reports it efficient in every particular. Drill, as per "Inspection Report," well done. In addition to performing escort duty to His Excellency the Governor General at the opening and closing of Parliament, and at various other times during the year, the troop proceeded to Montreal and took part in the review there in presence of His Excellency the Governor General and Her Royal Highness the Princess Louise, on Her Majesty's Birthday.

*The Ottawa Field Battery—Captain John Stewart.*

This corps performed the drill in camp near Ottawa in twelve days, and was inspected by the Inspector of Artillery on the 5th July, at which time the District Paymaster mustered and paid the battery. This corps now fires all necessary salutes at the capital, and also proceeded to Montreal and took part in the review on Her Majesty's Birthday.

*The Gananoque Field Battery—Major William McKenzie.*

This corps performed the drill in camp about two miles west of Gananoque, and was inspected by the Inspector of Artillery on the 30th June, and on the following day the District Paymaster mustered and paid the battery.

*1st Battalion, "Governor General's Foot Guards"—Lieut.-Colonel Thomas Ross.*

This corps performed the drill during the summer, and was also present and took part in the review at Montreal on the Queen's Birthday, at which time it presented a most creditable appearance. In addition to furnishing guards of honour on all occasions when required for His Excellency and Her Royal Highness, a non-commissioned officers' guard is constantly kept mounted at Government House, when His Excellency and Her Royal Highness are at Ottawa. This battalion was inspected by the General Officer in command.

*18th Battalion—Lieut.-Colonel A. Urquhart.*

Nos. 1, 5 and 6 Companies performed the drill in consecutive days at local head quarters. Nos. 1 and 6 were inspected by me; No. 5 by the Brigade Major. Nos. 1 and 6 paraded very clean, except the breech blocks and shoes which were not so clean as they ought to be. The clothing is very old and much worn, and would have been renewed had a supply been in the Dominion stores. The physique not quite up to former standard; drill as per "Inspection Report," fairly well done. More squad drill is required, which it is almost impossible to carry out under the present short period for drill. These two companies are well officered, and the Lieut.-Colonel and Adjutant were present. The Brigade Major reports No. 5 Company as having paraded very clean, and being composed of good men. The officers are efficient, but drill, as detailed in "Inspection Report," only passable. All carried out target practice.

*41st Battalion—Lieut.-Colonel W. H. Cole.*

Nos. 1, 3 and 4 Companies performed the drill at local head quarters; No. 1 during the summer, and 3 and 4 in consecutive days, and all were inspected by me. Drill, as per "Inspection Report." No. 1 good; men, arms and accoutrements very clean. No. 3, drill indifferent; physique fair; clothing worn out; arms fairly clean; accoutrements not clean. No. 4, drill good; physique good; clothing worn out; inside of rifles clean; breech blocks, slings and accoutrements not clean. All carried out target practice; Lieut.-Colonel Cole was present at all the inspections.

*42nd Battalion*—Lieut.-Colonel J. D. Buell.

Nos. 1, 2, 3 and 7 Companies performed the drill during the summer at local head quarters. All were inspected by me, except No. 7 Company, which was performed by the Brigade Major; drill as per "Inspection Report." Nos. 2, 3 and 7 clean and soldierly, and drill very good. No. 1, men active and good; very clean and drill fair, but more squad drill required; much improved since last inspection. The clothing of No. 3 is worn out. The whole of the arms and accoutrements were exceedingly clean. Altogether these four companies are highly creditable. The whole carried out target practice.

*56th Battalion, "The Lisgar Rifles"*—Lt.-Colonel H. D. Jessup.

Nos. 1, 5, 6 and 7 Companies performed the drill at local head quarters in consecutive days; No. 5 in camp at Ottawa 14 days. All were inspected by me, except No. 6, which duty was performed by the Brigade Major. Drill as per "Inspection Report." No. 2, physique good, except one man, too old; very clean; manual and firing indifferent; company drill and skirmishing fair; squad drill required. No. 5, very clean and soldierly; physique good; men intelligent and steady; drill good; the camp a model of neatness, and the whole highly creditable to both officers and men. No. 6, clean and soldierly; physique and drill good; a serviceable company. No. 7 company is composed of recruits, except 12; physique fair; men steady and drill fair; excellent progress for so short a period; arms and accoutrements very clean; clothing worn out. Captain Carmichael can always turn out a good serviceable company. All carried out target practices.

*59th Battalion*—Lt.-Colonel D. Bergin.

This corps, seven companies strong, performed the drill in camp at Cornwall (battalion head quarters) in eight clear days, and was inspected by me. General appearance much improved; physique good; arms and accoutrements clean; men very clean; drill, as per "Inspection Report," passable, but more squad drill required. If more time could be devoted to drill, the composition of this battalion is of such a character as to promise a very superior corps. There being no range available, target practice could not be carried out.

*Goulburn Infantry Company*—Captain Wm. Garvin.

This company performed the drill in camp at local head quarters, and was inspected by the Brigade Major, the Deputy-Adjutant General being engaged in other inspection duty at the time, who reports the men clean and soldierly; arms and accoutrements clean; clothing worn out; drill, as per "Inspection Report," fair.

*Metcalfe Infantry Company*—Captain Ira Morgan; and*Vernon Infantry Company*—Captain Robt. McGregor.

These two companies were relieved from performing drill for the present year; when last inspected were considered satisfactory.

*Bands.*

There are seven military bands connected with the force in this district. Corps and strength of band as follows:—

Ottawa Field Battery.....	17
Gananoque Field Battery.....	15
1st Battalion Governor General's Foot Guards .....	30
do Drums and Fifes.....	17
	— 47
18th Battalion.....	12
41st do .....	14
42nd do .....	21
59th do .....	16

The General Orders relating to the appointing of "Band Committees" have been complied with, and the accounts of all bands inspected by me have been examined. Improvement is noticeable throughout the whole. The reputation of that connected with the Governor General's Foot Guards is widely known. That of the 18th Battalion show good progress and a better style of music, and the neatness with which the accounts connected with this band are kept deserve especial mention. That of the 41st Battalion is much improved, and being composed of performers of many years' practice, counterbalances in a measure the smallness of the number. That of the 42nd Battalion is highly efficient, and reflect much credit on all concerned. That of the 59th Battalion has been reorganized, and bids fair to be creditable.

It is a noticeable fact that, in some instances, the instruments do not belong to the corps. This is to be regretted, as permanency cannot be ensured unless they are the property of the officers, and under the control of the commander. I would strongly urge acquiring of all instruments as property of the battery or battalion.

#### OFFICERS' UNIFORM.

A great variety of uniforms are used through the district; some in the same corps wearing patrol jackets of different materials and make; some trowsers and forage caps of different patterns, and some trowsers with and some without stripes, and belts and swords of different make and material. Now that the dress regulations have been supplied to officers, no excuse can longer exist for this state of things, and if not corrected previous to next inspection, a more detailed report of this irregularity will be made.

#### RIFLE ASSOCIATIONS.

The usual interest in these associations appears to have been kept up. The following are the names of those in this district, together with the value of prizes given during the year, showing an increase over former years:—

Metropolitan.....	\$470 00
Brockville.....	240 00
Ramsay.....	174 00
18th Battalion.....	308 00
Guards.....	149 00
Prescott.....	190 00
Perth.....	140 55

Total .... 1,671 55

By reference to the Rifle Match Returns it will be seen the Brockville Association has been in existence seventeen years, and the Metropolitan fifteen years; the others not giving this information. The one at Perth, however, has only had its second annual competition.

#### DRILL SHEDS.

The new shed at Ottawa is now nearly completed, and will be of much service and convenience to the force. It is situated on the end of "Cartier Square," which offers suitable ground for outside parades; but the roughness is very objectionable; a small sum expended in levelling would be of great benefit to the force, and an improvement to the square.

The only other expenditure on sheds in the district this season has been that connected with the repairing of roof of the one at Gananoque.

Those at the following stations are not now used for militia purposes, viz:—  
Pakenham, Richmond (blown down and reported), Manotick, North Gower and Millar's Corners.

Pakenham is conveniently situated on the line of the Canada Central Railway, and a company could be organized at any time should one be required; consequently it would be well to retain this shed. But as the others are in out-of-the-way places and liable to go to destruction, the desirability of disposing of them might be considered. There is also a lot in Goulburn, on which a shed was formerly erected, but demolished many years ago by a storm, and reported at the time, and there is a similar lot in Huntly, the shed having been burned and reported

The want of a drill shed at Brockville is very much felt. As yet the municipality has taken no action in the matter. The force having last spring been deprived of the use of the public halls, which had for years been allowed for armouries and drill, is much put about. Although the council have just supplied armouries, there is no place to fall in the men or drill. I would strongly urge some action towards the erection of a suitable building at this important point.

#### FORT WELLINGTON.

This old historical work, which had been left for a long period to go to decay, has, during the past year, been repaired, by which its preservation is secured and appearance improved. I should like to see the guns again mounted on its banquette, as it would have a good moral effect, and also be of much service to the Prescott Battery of Garrison Artillery.

#### GENERALLY.

The strength of the various corps has been well maintained, they being, as a rule, composed of good men. The rural companies generally perform their drill in six consecutive days, that is, two days of three hours each in one, which is not calculated to result as beneficially as a longer period. In many instances squad drill is almost wholly neglected, while position and aiming drill are seldom attempted; which, if practiced previous to firing, would show an increased score.

The officers throughout the district are of opinion that camps are the most suitable and satisfactory way of performing the annual drill. With the exception of the 59th Battalion, which assembled in camp for this year's training, none of the battalions have assembled since 1875, consequently all have become very rusty. Without battalion drill the officers cannot keep up to their work. I would, therefore, respectfully suggest battalion camps of sixteen days with transport and rations free as the most desirable for one year. The following year, brigade camps to be formed for a like period.

The difficulty of procuring qualified officers is on the increase, the system of drill during the past four years not having been calculated to develop such efficiency as to ensure passing an examination. On the application of Lieut.-Colonel Bergin, commanding the 59th Battalion, a Board of Examiners was authorised to assemble at Cornwall, but only about one-third of the officers whose names were submitted came up; this resulted in four second-class certificates being issued.

The condition of the force throughout the district may be looked upon as satisfactory, so far as the present system is calculated to improve it, but camps of exercise are required to bring it up to the former standard. If camps are authorized the present strength of companies is quite too small; what with deducting bandmen, staff, sergeants, cooks, guards, and other duties, the companies are so reduced as to make them impracticable for field movements. It is, therefore, desirable they should be restored to the old standard of 55, non-commissioned officers and men.

The Brigade Major has made the usual half-yearly inspection of stores, and witnessed transfer receipts where required. He also assisted in making the annual inspections when it was impracticable for the Deputy Adjutant-General to do so, for which my thanks are due.

Up to the time his services were dispensed with, Lieut.-Colonel Wylie, District Paymaster, discharged his duties promptly and attentively. The Field Batteries, while in camp, were mustered and paid by him.

I have the honour to be, Sir,

Your obedient servant,

W. H. JACKSON, Lieut.-Colonel,

Deputy Adjutant-General,

Military District No. 4-

The Adjutant-General of Militia,  
Ottawa.

MILITARY DISTRICT No. 5.

HEAD QUARTERS,

MONTREAL, 1st December, 1879.

SIR,—I have the honour to forward for the consideration of the General Officer in Command, the annual report of the state of Military District No. 5, under my command.

The nominal enrolled strength of the force of active militia in the district is as follows:—

*Cavalry.*

	Officers.	Men.	Horses.
5th Provisional Regiment, 5 Troops.....	19	175	194
6th do do 4 do .....	16	140	156
	35	315	350

*Artillery.*

Three Field Batteries.....	18	222	84
Montreal Brigade (6 Batteries) Garrison Artillery.....	26	335	4
One Independent Battery.....	3	55	....
	47	612	88

*Engineers.*

One Company.....	3	84	....

*Rifles.*

Two Battalions.....	52	670	10

*Infantry.*

Twelve Battalions.....	328	4,594	48
Three Independent Companies.....	9	165	....
	337	4,759	48

Total, of all arms, ranks and horses ..... 6,914 ... 496



By the General Order of the 29th May, a quota of 3,000 of all ranks for the district was allowed to drill for 1879-80. First, field batteries to be taken; second, corps of the cities; third, corps not drilled last year; fourth, to complete quota, corps to be selected from each arm of the service. The strength of the field batteries and city corps in the district, comprised in the first and second selection, was so great, viz., 1,938, that only 1,062 of the third—or corps not drilled last year, numbering 1,935—would be taken to fill the quota, leaving 873 without drill for two years. The district having such a strength of field batteries and city corps, and occupying a long and most important frontier, ought, as a special case, to be allowed an addition of at least 750 to the quota, to enable the rural corps to drill once in two years.

The district staff found it a difficult matter to select the rural corps for drill, and keep within the quota. In this they were kindly favoured by the officers commanding the 50th and 51st Battalions, who waived the claims for drill of four companies in each battalion who were not drilled last year, preferring to wait till next year for an opportunity of drilling the battalions at full strength in camp, if possible.

The corps named below performed the annual drill:—

#### Cavalry.

Corps.	All Ranks.	Horses.
5th Provisional Regiment.....	179	179
6th do .....	70	70

#### Artillery.

Montreal Field Battery .....	80	28
Shefford do .....	80	28
Richmond do .....	62	28
Montreal Brigade Garrison Artillery.....	252	.....
Montreal Engineers.....	58	.....

#### Rifles.

1st Battalion, "Prince of Wales".....	271	5
3rd do "Victoria".....	275	5

#### Infantry.

5th Battalion, "Royal Fusiliers".....	275	4
6th do "Fusiliers" .....	272	4
11th do "Argenteuil Rangers".....	131	3
52nd do "Brome" Light Infantry.....	139	4
53rd do "Sherbrooke" Light Infantry. ....	222	.....
54th do "Richmond" do .....	91	2
58th do "Compton" do .....	182	4
60th do "Missisquoi" Borderers.....	105	2
79th do "Shefford Highlanders".....	182	5
Wakefield Company.....	41	.....
Aylwin do .....	39	.....
<b>Total drilled.....</b>	<b>3,006</b>	<b>371</b>

#### CAVALRY.

The 5th Provisional Regiment (four troops), under command of Lieut.-Colonel Taylor, went into camp for six days drill at Compton on the 22nd September. The regiment was inspected by the Deputy Adjutant-General on the 26th. The camp was

well pitched, and the horse lines in proper form. The march past by troops and squadrons was well done; the field movements and several exercises well performed. Horses were linked under cover and skirmishers sent out with blank firing in a manner which showed that the troopers were well up in their work. The horses, with three exceptions, were well fitted for service; the three exceptions were too light for cavalry; the owners promised to replace them with heavier horses. After inspection, muster parade was held by the District Paymaster, Lieut.-Colonel Amyrauld. The men were all able-bodied and active young men.

The great improvement noticed in drill and discipline made by the four troops since the regiment was formed, induced the Deputy Adjutant-General to submit for the favourable consideration of the General Officer in Command, a proposal to give the five independent troops in the district the advantage of belonging to a regiment, by attaching the Sutton Troop to the 5th Provisional Regiment, and forming the Montreal, St. Andrews, Huntingdon and Missisquoi Troops into a regiment, to be known as the 6th Provisional Regiment. This proposal was approved of, and the regiment gazetted in General Orders of the 11th November.

The Montreal Troop (now No. 1, 6th Regiment), under the command of Captain McArthur, drilled at head quarters, and was inspected by the Deputy Adjutant-General on the 17th July. The troop was full, all good men and well mounted; the drill and sword exercise, under the command of the Captain, was well done. This troop drills at stated times throughout the year, and is always ready for escort and other duty. Lieut.-Colonel Lovelace acts as drill instructor.

The Sutton Troop (now No. 5, 5th Provisional Regiment), Captain Shepard commanding, drilled for 12 days at troop head quarters, under the instruction of the officer commanding. The Deputy Adjutant-General inspected the troop on the 3rd October. The troop mustered full strength; all active, able-bodied and intelligent young men. Horses very good; troop drill and sword exercise very fair; accoutrements and saddlery in good order.

The Huntingdon troop (now No. 3, 6th Provisional Regiment), Captain Barr commanding, drilled 12 days at head quarters, Havelock, and was inspected on the 25th October by Lieut.-Colonel Bacon, Brigade-Major, Annexed is the report of the inspection (marked A).

The St. Andrews and Missisquoi Troops did not drill.

#### ARTILLERY.

##### *Field Batteries.*

The Montreal Field Battery, under the command of Lieut.-Colonel Stevenson, went into camp for 12 days on the Exhibition Grounds, a place well fitted for a camp. The battery mustered full strength, men and horses. The camp was well laid out; camp duties and drill thoroughly carried out (as they have always been), under the instruction of the veteran and popular commanding officer. The battery was inspected on the 8th August by Lieut.-Colonel Irwin, R. A., Inspector of Artillery, accompanied by the Deputy Adjutant-General and Brigade-Major. The inspection was thorough in all its details, and will be reported on by the inspecting officer. After inspection, muster parade was held by the Deputy Adjutant-General and District Paymaster. Roll was called; all present or accounted for. A detachment of the battery went subsequently to the Island of Orleans for gun practice, as no safe range could be had in the vicinity of Montreal.

##### *Shefford Field Battery.*

This battery, under command of Lieut.-Colonel Amyrauld, went into camp at Granby on the 1st September for 12 days' drill; the battery mustered in full strength. A large number of the non-commissioned officers and men have gone through the School of Gunnery and are well up in drill and camp duties.

The battery was inspected by Acting Inspector Lieut.-Colonel Montizambert, of "B" Battery, and also by the Brigade Major, Lieut.-Colonel Hon. M. Aylmer, under whom muster roll was called. Annexed is report of inspection (marked B).

Lieut.-Colonel Amyrauld brought his battery by railway to Montreal on the 24th May to take part in the review in honour of Her Majesty's birthday. In the march past the battery held its own with the other batteries. In the sham fight the celerity with which the battery took up its position on the left flank of the enemy, and the rapid fire maintained on the attacking party, showed the battery to be in an efficient state.

#### *Richmond Field Battery.*

Under command of Major Hon. H. Aylmer, mustered for drill in camp at Richmond on the 26th June. Unfortunately the camp equipage was not received until the 27th, consequently, the men were billeted until the camp was pitched.

The guns of this battery are 24-pounder Howitzers. A number of the men have gone through the school of gunnery and are well up in their work. The non-commissioned officers and men are all well fitted for artillery service; horses very good. The battery was inspected by the Inspector of Artillery in drill and efficiency. The Deputy-Adjutant General inspected the men, clothing and equipments on the 7th July, and with the District Paymaster, held muster parade, all present. The battery is not quite up to its stength.

#### *Garrison Artillery.*

The brigade of Montreal Garrison Artillery, under the command of Lieut.-Colonel Fraser, drills weekly, either by gun detachments, batteries or brigade. The brigade was inspected on the 25th October by the Inspector of Artillery, accompanied by the Deputy-Adjutant General and Brigade Major. The brigade paraded on the Champ de Mars as a battalion for infantry drill; marched past in column and quarter column; deployed into line; manual and firing exercises by the Acting-Adjutant; and a number of battalion movements by the Commanding Officer, after which the brigade marched to the drill shed for gun drill. The parade movements were well done; the men very steady in the ranks. This corps is composed of a very fine body of men, all of the right size and build for artillery work. The fife and drum corps is very efficient. The Inspector of Artillery will report on the technical part of the drill. This corps is weak in officers; there are vacancies for two field officers, an adjutant and five or six lieutenants. Field officers and adjutants require first-class certificates. None of the captains have first-class certificates, and they cannot obtain them without going to the school of gunnery, Quebec. These officers are all engaged in business, and cannot afford the time to attend the school. Provision ought to be made to allow officers situated as they are to qualify for first-class certificates at the head quarters of the brigade. Officers who maintain efficient batteries, such as compose the Montreal Brigade, deserve every encouragement to induce them to remain in the service, but if promotion is blocked they will lose heart and give up.

#### *Engineers.*

The two companies of Montreal Engineers were, by General Order of the 10th of April, amalgamated, to form one company under the command of Major Kennedy; strength to remain at 84 non-commissioned officers and men. The company performed the annual drill, and was inspected on the 30th August by Lieut.-Colonel Irwin, Inspector of Artillery, accompanied by the Deputy, Adjutant-General and Brigade Major. The company mustered on the Champ de Mars; 58 of all ranks; all active and intelligent men; the company marched past and went through company drill, manual and firing exercises very fair. The company then marched to the Bonsecour Hall to go through some technical drill in "Barrel Piering," &c. The Inspector of Artillery will report upon this part of the drill.

## RIFLES AND INFANTRY.

*1st Battalion, "Prince of Wales Rifles."*

This Battalion, the senior in the Dominion, is in an efficient state. Weekly drills are kept up during the year. The regiment paraded for inspection by the Deputy Adjutant-General on the Champ de Mars, on the 25th October, Lieut.-Colonel Bond commanding. The battalion marched past in column, quarter column, changed ranks and passed at the double, in splendid style. Line was formed, and the manual and firing exercise performed under Major Bond. The Colonel then put the regiment through a number of battalion movements, including the new "line of attack." All the movements were performed with celerity and precision, showing that officers and men knew their work thoroughly. The regiment never appeared to better advantage than at this inspection; the men were well sized, the clothing and accoutrements clean and well put on. The light and neat chako, combined with the leggings, gave the men an active and natty appearance, such as riflemen ought always to have. The fife and drum band is full and effective. The battalion has also a good corps of buglers.

*3rd Battalion, "Victoria Rifles"*—Under command of Lieut.-Colonel Whitehead.

This Battalion drills weekly, squad, company and battalion drill, throughout the year. The Adjutant has a class of non-commissioned officers and candidates for appointment as such, for instruction in drill and interior economy, each must pass an examination before he can be appointed or promoted. This class has been the means of securing intelligent non-commissioned officers to the battalion. The battalion was inspected by the Deputy Adjutant-General and Brigade Major on the Champ de Mars on the 8th September. The ranks were full, the men in marching order, preparatory to leaving for Toronto after inspection. The battalion marched past in column, quarter column, and at the double. The march past was very good. After forming line, the senior Major put the regiment through the manual and firing exercises; this was done very steadily. The Colonel then took command. The deployments and column movements were well executed. The men looked well in their new uniforms, with haversacks and greatcoats neatly packed. The band (brass and bugles) is very strong and effective. After inspection, the battalion marched to the dépôt to take the cars for Toronto to take part in the review to be held there in the presence of His Excellency the Governor General. From reports received subsequently the "Vics." were second to none on parade.

*5th Battalion, "Royal Fusiliers"*—Lieut.-Colonel Crawford, commanding.

This battalion keeps up drills at stated times through the year; the officers spare no pains or expense to make the corps efficient. In addition to the Highland tunics and tartan trews, the plaid has been adopted. The battalion was inspected on the Champ de Mars on the 5th July by the Deputy Adjutant-General and Brigade Major. The regiment presented a fine appearance on parade; fine, able-bodied men, as Highlanders should be; uniforms, accoutrements and arms in excellent order. The march past in column and quarter column was steadily done. The manual and firing exercises, under the Major, were done with precision. Colonel Crawford put the regiment through a number of field movements, all well carried out. The band (brass) is in a good state of efficiency. The pipers play well, and are as near perfection as pipers can be.

*6th Battalion, "Fusiliers"*—Lieut.-Colonel Martin, commanding.

This battalion, like the others, keeps up regular drills through the year. The battalion drills, preparatory to inspection, are held on the Champ de Mars by moon and gaslight: officers and men work well together. The battalion is in a good state

of efficiency. The regiment was inspected on the Montreal Lacrosse Grounds on the 11th October by Lieut.-Colonel Bacon, Brigade Major. For a report of the inspection I refer to his report annexed (marked A). The battalion has two bands, brass and fife and drums both very good.

*11th Battalion, "Argenteuil Rangers"*—Lieut.-Colonel Hon. J. C. Abbott, commanding.

Companies Nos. 1, 4, 5 and 8 drilled in camp at Lachute, and were inspected by Lieut.-Colonel Bacon on the 11th July. Annexed is the report of the inspection (marked A), showing the state and efficiency of the companies in camp.

*21st Battalion, "Richelieu Light Infantry"*—Lieut.-Colonel Hon. F. G. Marchand, commanding.

None of the companies of this battalion drilled this year. The captain of No. 1 Company has left the limits; the company is disorganized. The arms, accoutrements and clothing have been placed in charge of Captain Beauvais, No. 3 Company. The accoutrements of the battalion are very old, many articles unfit for service. New life is required in the battalion to make it effective. St. John's is an important position and an efficient battalion ought to—and can be—kept up there if proper action is taken by the commanding officer. An effort will be made this winter to bring the corps up to its former state of efficiency.

*50th Battalion, "Huntingdon Borderers"*—Lieut.-Colonel McEachern, C. M. G., commanding.

Four companies did not drill last year. The commanding officer and the officers of these companies thought it advisable to waive their claim for drill this year, preferring to wait till next year with the view of having the whole battalion brought together in camp. The battalion has a fife and drum band in a fair state of efficiency.

*51st Battalion, "Hemmingford Rangers"*—Lieut.-Colonel Rogers, commanding.

This battalion also has four companies without drill last year. The commanding officer and company officers thought it best to put off the drill for this year and go into camp with the whole battalion next year. The officers of the 50th and 51st know well by experience the advantage of battalion drill in camp over that of company drill at company head quarters. The 51st have a brass band; state of efficiency fair and improving.

*52nd "Brome" Battalion*—Lieut.-Colonel Hall, commanding.

Four companies drilled this year. Nos. 2, 5 and 6 Companies were inspected by the Deputy Adjutant-General, and No. 4 by the Brigade Major. The inspecting officers were accompanied by the officer commanding the battalion.

No. 2 Company, Captain Peters, mustered at head quarters, Knowlton, for inspection on the 1st October; a good company of active young men. Drill very fair considering the company had not drilled for two years. Clothing and arms in good condition. The accoutrements are old; some waist belts unfit for service.

No. 6 Company was inspected same afternoon at Bolton Centre. This company, under Captain Mooney, is composed of fine stalwart young men. Company drill and manual and firing exercise were performed very creditably. The clothing, arms and accoutrements were in good order.

No. 5 Company, Captain Drew, was inspected at Mansonville on the 2nd October. This company is also composed of good men. Company drill, manual and firing exercise fair. "Line of attack" was tried for the first time with all the companies. This movement will be a popular one with the rural corps. The arms, accoutrements and clothing were in good order.

No. 4 Company, Captain Hall, was inspected by the Brigade Major. Annexed is his report, (marked B). The 52nd has no band.

*53rd Battalion, "Sherbrooke" Infantry*—Lieut.-Colonel Ibbotson, commanding.

The four city companies drilled at head quarters, and were inspected by the Deputy Adjutant-General, accompanied by the Brigade Major, on the 27th August. The ranks were full, up to the strength allowed to drill, of good active men, but their appearance as soldiers was not improved by their parading without pouch-belts and pouches. This omission was pointed out to the commanding officer by the D. A. G. (The regiment will not parade again for inspection without the whole of their accoutrements). Battalion movements and manual and firing exercise were fairly performed. "Line of Attack" has evidently not been practised much during the annual drill. The officers and men have procured the regulation helmet. The new head-dress gives the corps a martial appearance. The brass band is very efficient.

Two rural companies, Nos. 5 and 6, are attached to this battalion.

No. 6, Captain Rolfe, was inspected at Ascot Corners on the 28th August, by the Deputy Adjutant-General. The company looked well; all the men active and fit for service. Accoutrements all on; belts clean, arms and clothing in good order. Company drill, manual and firing very fair. This company is a credit to the battalion.

No. 5 Company, Lieut. Phelan, was inspected at Magog on the 11th September, by the Deputy Adjutant-General, accompanied by the Brigade-Major and Lieut.-Colonel Ibbotson. Good men; arms, accoutrements and clothing in good order; company drill, manual and firing passable. This company needs more drill to enable it to take its place in battalion.

*54th Battalion, "Richmond" Infantry*—Lieut.-Colonel Right Hon. Lord Aylmer, commanding.

Only two companies, Nos. 5 and 6, were allowed to drill for pay this year, but the other companies—to keep up with the paid companies—determined to drill without pay. This they did, and with the exception of No. 3 (which owing to absence of the captain at the time), all mustered for inspection at their company head quarters.

The Deputy Adjutant-General, accompanied by the Brigade-Major, with the Commanding Officer and the Adjutant of the battalion, inspected the companies as follows:—

#### *Companies for Pay.*

No. 5 Company, Captain Mairs, was inspected at Alverton on the 4th November. The weather was very cold, and the men paraded in great coats; the ranks were full, all fine able men. Company drill, manual and firing very fair; arms, accoutrements and clothing in good order.

No. 6 Company, Captain Watts, was inspected at Drummondville on the 6th November. This company was also full; all good men, fit for service, and fairly drilled. The arms, accoutrements and clothing in good order.

#### *Companies without Pay.*

No. 1 Company, Captain McKenzie, mustered for inspection at Dunville on the 5th November. Good active and intelligent men; drilled fairly. This company is famed for its shooting qualities. Arms and equipment in good condition.

No. 2 Company, Captain McLean, mustered for inspection at Flodden on the 4th November. The men of this company were all tall and active young men, the average height of the company, was five feet ten, the flank men were giants. Company drill was very fair, the arms, accoutrements and clothing were in good order.

No. 4 Company, Lieut. Hill commanding, in the absence of Captain Boyd. This company mustered strong for inspection on the 3rd November, at its head quarters, Windsor. A fine body of men, well drilled, fit to take its place in battalion; movements, arms, accoutrements and clothing in good order.

Lieut.-Colonel Lord Aylmer has good reason to be proud of his regiment drilling efficiently, as it has done, four companies without pay.

*58th Battalion, "Compton" Infantry*—Lieut.-Colonel Cook, commanding.

Five companies drilled at their respective head quarters, and were inspected by the Deputy Adjutant-General, accompanied by the Commanding Officer and Adjutant of the battalion.

No. 2 Company, Captain Ross, was inspected at Lingwick on the 8th October. Good muster; all good men, and well drilled; one of the best drilled companies in the rural corps. The arms, accoutrements and clothing were in good order.

No. 3 Company, Captain McIver, and No. 5 Company, Captain McDonald, mustered for inspection at Sandy Bay, Lake Megantic, on the 8th October, under command of Major Ramage. These companies are composed of a fine body of strong stalwart Highlanders. They were put through a few battalion movements; manual and firing exercise, and line of attack—all very creditably performed—the arms, accoutrements and clothing in good order.

No. 6 Company, Captain Cook, was inspected at Hatley on the 10th October. Good muster, all good and active young men. Company drill, "manual and firing," and "line of attack" fairly done; arms, accoutrements and clothing in good order.

No. 7 Company, Captain Trenholme, was inspected at Coaticook on the 11th October. Good muster; light active young, many of them recruits. Company drill, "manual and firing," and "line of attack," fair; arms, and accoutrements in good order, some of the waist belts old and out of repair. All these companies have adopted the Glengarry cap for a head dress, which gives them a smart appearance.

*60th Battalion, "Missisquoi" Infantry*—Lieut.-Colonel Rowe, commanding.

Three companies performed the annual drill in camp at St. Armands, under the command of Lieut.-Colonel Rowe. The companies were No. 1, Major Sixby; No. 2, Captain Jamieson, and No. 4, Captain Higgins. The camp was well pitched on good camping ground, granted for the purpose by Major Sixby. The Deputy Adjutant-General inspected the camp and corps on the 4th July. The companies were full up to the number allowed to drill; all good active men. The men were inspected by the Surgeon, and all reported fit for service. The arms and clothing were in good order. The accoutrements are old; a number of the waist belts are out of repair. The band (bass) was present and played very well. The battalion marched past in column and quarter column; distance and dressing not well kept; deployment and column movements fair; "manual and firing" fair. "Line of attack" with blank firing was tried for the first time, under command of the Deputy Adjutant-General. The officers and men got into the spirit of the movement in a very short time. This part of the drill will be popular with the frontier corps. The rations provided for the men were good and cheap. No complaints or casualties reported.

*79th Battalion, "Shefford" Highlanders*—Lieut.-Colonel Miller, commanding.

Four companies drilled at company head quarters and were inspected by Lieut.-Colonel Hon. M. Aylmer, Brigade Major. Annexed is his report (marked B). The officers of the 79th have, in a spirit deserving of commendation, organized a military school at Waterloo to enable those of their number who are not qualified to study and practice for examination. The officers pay the instructor and board at their own expense. The school was established before the General Order was issued authorizing a military school to be opened at Montreal. The candidates for certificates can be examined by a board when authorized.

## INDEPENDENT COMPANIES, INFANTRY.

*The "Wakefield" Company*—Major Cates commanding.

Drilled at its head quarters, and was inspected by the Deputy Adjutant General on the 17th October. The company was full; all able and active young men. The Major put the company through the "manual and firing" and company drill, which were well performed, considering the company has not drilled for two years. The arms and accoutrements were in good order. The target returns show that this is a good shooting company. Major Cates and Sergeant Walters were well up in the aggregate at the last Dominion matches.

*"Aylwin" Company*—Captain Chamberlain commanding.

The company drilled at its head quarters, Kazubazua, and was inspected by the Deputy Adjutant General on the 23rd October. The company was full; all able bodied active young men. Company drill, "manual and firing" and line of attack well performed. This company had not drilled for two years. The three officers hold certificates of qualification. The arms, accoutrements and clothing were in good order. The target returns shew good proficiency in shooting.

*The "Eardly" Company*—Captain Lawlor.

Did not drill this year.

If a company was authorized to be formed at Hull, I would respectfully recommend that a provisional battalion be formed of the four companies under the command of the senior officer; it would be a benefit to the three existing companies. The whole could meet at some central point for battalion drill in camp, and acquire a knowledge of regimental duties and drill, which they cannot possibly learn as independent companies.

## TARGET PRACTICE.

All the corps allowed to drill, that are in possession of targets and safe ranges have had target practice, but some of the commanding officers are slow in forwarding the returns.

## RIFLE ASSOCIATIONS.

There are seventeen rifle associations in the district, all working efficiently. These associations continue to prove of practical benefit to the force, enabling the members of corps not allowed to drill to keep up their practice. The associations are, viz :—

Province of Quebec Rifle Association.		
Frontier, County of Huntingdon, Rifle Association.		
District of Bedford	"	"
Sherbrooke	"	"
Wellington, Cookshire	"	"
Richmond County	"	"
County of Ottawa	"	"
Montreal Rifle Club	"	"
Montreal Field Battery	"	"
Montreal Garrison Artillery	"	"
1st Battalion Prince of Wales' Rifles	"	"
3rd " Victoria Rifles	"	"
5th " Royal Fusiliers	"	"
6th " Fusiliers	"	"
Grand Trunk Railway	"	"
Montreal Engineers	"	"
Hemmingford Frontier	"	"



## REVIEW IN HONOUR OF HER MAJESTY'S BIRTHDAY, 24TH MAY.

The day was celebrated in Montreal by a divisional parade of troops, under command of Lieut.-General Sir Edward Selby Smyth, K.C.M.G., commanding the Dominion Militia, in presence of His Excellency the Governor General, Marquis of Lorne, and Her Royal Highness the Princess Louise. The review was held on Fletcher's Field. The division was composed of three brigades. The following corps formed the brigades:—1st Brigade, cavalry, artillery and engineers, Brigadier Lieut.-Colonel Stevenson: Montreal Troop: Princess Louise Dragoon Guards; Montreal Field Battery; Ottawa Field Battery; Shefford Field Battery; "B" Battery; Quebec Garrison Artillery; Montreal Garrison Artillery; Royal Military College Cadets; Montreal Engineers, with St. Jean Baptiste Company attached. 2nd Brigade; rifles, Brigadier Lieut.-Colonel Bond; 1st "Prince of Wales Rifles"; 2nd "Queen's Own Rifles"; 3rd "Victoria Rifles"; 8th "Royal Rifles" 65th "Mount Royal Rifles."

3rd Brigade, infantry, Brigadier Lieut.-Colonel Martin; Governor General's Foot Guards; 5th "Royal Fusiliers"; 6th "Fusiliers"; 13th Regiment, Brooklyn; National Guards, N Y. Naval Brigade. Total of all ranks as per field state 4,290.

After the royal salute and *feu de joie* was fired, the line was inspected by His Excellency the Governor General and the Princess Louise. After inspection, the troops marched past, after which a sham fight took place. A portion of the field artillery, the garrison artillery, engineers and St. Jean Baptiste Company were told off under the command of the Deputy Adjutant General of No. 5 District, to act on the defence in front of the Exhibition Grounds. The main body of the force under the General commanding formed to attack. After some hard fighting, the defenders of the Exhibition Grounds had to yield to the superior force of the attacking party. The battle was then over. An attractive feature in the review was the presence of the 13th Brooklyn National Guards, under the command of Colonel Austen. This regiment came on purpose to do honour to our Queen, by taking part in the review in the celebration of Her Majesty's Birthday. The regiment presented a splendid appearance on parade; fine looking men, a dashing uniform, and steadiness in the ranks during the march past and subsequent manoeuvres, caused them to be the centre of attraction (next to His Excellency and the Royal Princess) to the many thousands of spectators on the ground. The band of the regiment was a splendid one. This review was one of the best ever held in Montreal. The General Officer in command was pleased to make honourable mention of it in General Orders.

The following is the field state:—

MONTREAL, 24th May, 1879.

## FIELD STATE.

*Review and Sham Fight in honour of Her Majesty's Birthday, Montreal, 24th May, 1879.*

Corps.	No. of Officers.	N.C.O. and Men.	Horses.	Guns.
Brigade Staff.....	22	1	22	...
Staff.....	3	.....	3	...
Montreal Troop Cavalry.....	2	35	37	...
Ottawa do .....	3	30	33	...
Montreal Field Battery.....	6	65	45	4
Ottawa do .....	6	63	23	4
Shefford do .....	6	71	29	4
"B" Battery.....	7	130	12	2
Quebec Garrison Artillery.....	2	42	....	...
Montreal do .....	14	283	2	...
Royal Military College Cadets....	1	69	....	...
Engineers.....	5	64	....	...
St. Jean Baptiste Infantry Co'y..	3	72	....	...

Rifles.	Staff.....	3	.....	3	...
	1st or Prince of Wales' Rifles.....	21	220	4	...
	2nd Queen's Own .....	31	500	5	...
	3rd Victoria .....	26	313	5	...
	8th Royal.....	26	299	4	...
	65th Mount Royal.....	19	277	4	...
Infantry.	Staff.....	....	.....	...	...
	Governor-General's Foot Guards..	20	313	4	...
	5th Royal Fusiliers.....	22	283	3	...
	6th Fusiliers.....	21	304	4	...
	13th Brooklyn, .....	79	441	10	...
	Naval Brigade.....	2	20	...	...
		<u>350</u>	<u>3,940</u>	<u>252</u>	<u>14</u>

THOMAS BACON, Lieut.-Colonel,  
Brigade-Major.

*Guards of Honour on the arrival and departure of His Excellency the Governor-General and Her Royal Highness the Princess Louise.*

The 6th Battalion Fusiliers furnished the guard of honour at the depot on the arrival of His Excellency and Princess on the 23rd May.

The 5th Battalion, "Royal Fusiliers," furnished the guard of honour at the depot on the departure of His Excellency and Princess on the 28th May.

Voluntary guards were furnished by the 3rd Battalion, "Victoria Rifles," at the opening of the "Fine Arts Exhibition," and at the concert at the skating rink. The "1st Prince of Wales' Rifles" furnished a guard of honour at the Academy of Music.

*Guards on Armouries.*

During the trouble in Quebec with the rioters, it was deemed advisable to place guards on the Montreal Armouries. Guards were posted from the city corps on the several armouries on the 18th August, and kept on till the 21st, when the guards were taken off.

MONTREAL DRILL SHED.

As reported last year, the drill shed still remains in ruins. The centre is used by the City Corporation as a depot for lumber, stone and rubbish. Some of the side rooms still left standing are used by the artillery and 3rd Battalion as gun sheds and armouries, but these rooms are not safe; the windows are broken, the roof leaks, and the flooring is rotten, so much so that it is dangerous to practice gun drill. The brigade suffers from want of a proper drill shed. The use of the old City Hall does not, by a long way, compensate for the loss of the drill shed. The hall is not large enough for a battalion to drill properly; it is at a distance from some of the armouries, and triples the expense of guarding the armouries when an alarm arises. Four guards are required at present; whereas, if the shed was rebuilt, one guard would suffice.

The Montreal Brigade is a credit to the city. This fact is admitted by all who have seen it, therefore an effort should be made by the citizens interested in the maintenance of the brigade to bring an influence to bear upon the city authorities to have the drill shed rebuilt before the close of another year.

## RIFLE RANGE, POINT ST. CHARLES.

The ground leased by the Militia Department at Point St. Charles is the only place in the neighbourhood of Montreal suitable for a rifle range. From information lately received, there is a probability, within a few years, of the ground being sold for building lots. An effort should be made before it is too late to secure the ground for a permanent range. This, I have good reasons to believe, could be done without much expense to the Department, as mentioned in a report by Lt.-Colonel Bacon, Brigade Major, dated 18th September, 1877, and forwarded to head quarters—namely, by an exchange of a portion of Logan's Farm (Government property) say acre for acre, for the ground at Point St. Charles. The neighbourhood of Logan's Farm is being rapidly built on, and the farm is valuable for building lots, but of little use for military purposes. An overture from the Hon. the Minister of Militia to the Grey Nuns, owners of the Point St. Charles property, for an exchange, would likely be favourably received and entertained.

## STATE OF THE DISTRICT.

I have again, with pleasure, to state, "that an excellent spirit prevails throughout the district in favour of the Active militia, and a truly loyal and willing spirit exists in the whole force."

I beg to acknowledge with thanks, the very cordial support and efficient aid in the work of the district received from Lt.-Colonels Bacon and Aylmer, Brigade Majors, and Lt.-Colonel Amyrauld, District Paymaster.

I have the honour 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.

(A.)

MILITIA BRIGADE OFFICE,

1ST BRIGADE DIVISION, QUEBEC,

MONTREAL, 29th November, 1879.

SIR,—In compliance with your orders, I have this season inspected the under-mentioned corps after their completion of the annual drill for 1879-80, viz:—Huntington Troop of Cavalry, Captain Barr, at Havelock; 6th Battalion, "Fusiliers," Lieut.-Colonel Martin, Montreal, and Nos. 1, 4, 5 and 8 Companies, 11th Battalion, Major and Brevet Lieut.-Colonel Rogers, Lachute, and have the honour to report thereon for your information.

The Huntington Troop numbered 2 officers and 31 non-commissioned officers and troopers at inspection. Two absentees were satisfactorily accounted for.

After my inspection of the men, horses and appointments, the troop marched past in line in "fours," and filed past, and performed some simple field movements creditably. The sword exercise, pursuing practice, was then performed by word of command, on the move and at full gallop, the inspection finishing with a charge in line.

The troop is composed of a fine class of young men, not more than half-a-dozen of them exceeding the age of 25 years. The troop is well horsed, some of the mounts being really fine chargers. I was much struck with the improvement in drill, and the captain, who has drilled it himself, is deserving of praise for its state of efficiency.

The 6th Battalion, "Fusiliers," Lieut.-Colonel Martin, was inspected on the Montreal Lacrosse Grounds on the 11th October, and numbered 268 of all ranks.

After the inspection of men, arms and accoutrements, the battalion marched past in column, quarter column and at the double, and continuing the double, formed line to the left on the rear company, when the manual and firing exercises were gone through, under the command of the senior Major, Brevet Lieut.-Colonel Gardner. The junior Major, Brevet Lieut.-Colonel Sinton then put the corps through the bayonet exercise in review order and in quick time, after which Lieut.-Colonel Martin resumed command, and exercised the battalion by advancing in echelon from the right and forming company squares to receive cavalry; reformed echelon, and wheeled it to the left, and formed line to the left, then changed front twice; when Major Gardner then took command and retired it from the right in rear of the left, halted, fronted, and deployed to the right; then retired in column of double companies in rear of the centre; advanced and deployed outwards; then advanced in half battalion and again formed line.

The prizes won at the Regimental Rifle Matches (some of which were very handsome) were then presented to the winners.

I have been thus particular in describing the movements gone through at inspection by this corps because, from first to last, they were executed in a manner to reflect credit on all concerned, and the only thing I could take exception to was the indifferent way some of the younger officers carried their swords and saluted, and that the Colour Party was once or twice at a loss where to go to.

The four companies of the 11th Battalion went into camp near Lachute, which was situated on a very suitable spot on the west side and close to the North River, about half a mile from the town.

At the inspection the companies marched past in column and quarter column, then formed line and performed the manual and firing exercises fairly; but, in the simple battalion movements afterwards tried, a want of drill was evident, and I regret to have to say that these companies have sadly deteriorated since I last inspected them, two years ago. This, however, can hardly be wondered at, considering that these companies have not come together for battalion drill since 1875. During the time these companies were in camp, guard was kept and sentries posted night and day. There is an excellent spirit among the men of this corps, who would gladly muster oftener did not the difficulty of distance prevent it.

After the inspection, a meeting of the officers of the battalion and others was held, and a county rifle association was formed, and it has had its first annual rifle meeting at St. Andrews in October last.

I have the honour to be, Sir,  
Your obedient servant,  
THOMAS BACON, Lieut.-Colonel,  
Brigade Major.

The Deputy Adjutant-General,  
Commanding Military District No. 5,  
Montreal.

(B.)

MELBOURNE, 24th November, 1879.

SIR,—In pursuance to your instructions I have the honour to inform you that I made an inspection of certain corps in the 2nd Brigade Division, 5th Military District, as follows:—

*Shefford Field Battery.*

I inspected this battery on the 12th September, at Granby. There were present Lieut.-Colonel Amyrauld, Dr. Gilmour, the Surgeon, the whole of the officers, and a full muster of the battery, including horses.

After my inspection of the men and horses, the senior Lieutenant put the battery through a series of movements at the walk and gallop; after which a few pounds of powder were very usefully expended, that added more spirit to the scene.

A large portion of the non-commissioned officers and men have attended the gunnery school at Quebec, as have also the whole of the combatant officers. The result is that with their fine *physique*, combined with intelligence, the knowledge of their work, and their interest in it, the whole are efficient. The horses are the best that can be obtained in the eastern townships; large, active, with good legs and feet, and accustomed to all kinds of work. And as September, the date of inspection, is not so busy a month with the rural population as May, the few "weeds" that might have been among the battery horses then were conspicuous by their absence in September, as they would be if called out for active service. After drilling for upwards of an hour, the battery was marched off with the band at their head from the camp ground through the village to the new gun shed, a commodious and well kept building, in charge of an old "Regular," who guards the Government property as his own. After a few words of encouragement and advice from Colonel Amyrauld and myself to the men, they were paid off and dismissed to their homes until further orders.

#### 52nd Battalion.

No. 4 Company was inspected by me on the 25th September, Captain Eli Hall being the commanding officer of the company that was mustered on Captain Hall's place for the purpose of performing the annual drill. Lieut.-Colonel Hall, commanding the 52nd Battalion, accompanied me.

The men looked clean and soldierlike, but their otherwise fine appearance was partially marred from the fact that many of them were arrayed in "mufti hats." A few rifles and many of the belts are out of repair, with many of the latter missing. Lieut. Dow, who drilled the company, evidently made the most of the few days allowed for that purpose, and the men as evidently profitted from the instructions.

#### 79th Battalion—"Highlanders."

At Granby, Nos. 1 and 4 Companies turned out for inspection, and with them the whole of the staff and band. The colours were carried by two officers, not belonging to the companies being inspected, as from them there were none to spare. Major Cox took command; marched the companies past; put them through several battalion movements; extended for attack; prolonged to the left reinforced; afterwards retired, reformed column, and marched through the village, when the men were dismissed.

No. 1 Company, under the command of Captain R. Seale, and drilled by him, was exceptionally well "up." No. 4 Company was drilled by a non-commissioned officer, which appeared ridiculous, with officers of the company present; and, were such a company ordered upon active service it would hardly be regular for a non-commissioned officer to have to take command, or have the company "clubbed" when the first difficult movement was ordered. Happily, the 79th have taken steps to obviate this difficulty, as a Battalion Military School is at present in full working order at Waterloo, under a competent officer, Major Cox.

The arms, accoutrements and clothing were in good order, so far as lay in the power of the officers, non-commissioned officers and men to make them so. The clothing has been in use since 1875, but new clothing has been since applied for.

Lieut.-Colonel Miller and Major Cox accompanied me to Boscobel, on the 1st October, when I inspected No. 6 Company, Captain Hackwell, commanding. The company mustered at the residence of Mr. Hackwell, senior, a gentleman who has not only the interest of this corps at heart, but that of the volunteer force generally, and who intends, if assisted by one half, to erect a drill shed on his own property, and for which he offers a site gratis. The men of No. 6 are the pick of

the country side, and made a fine appearance on parade and at drill. They were supplied with "blank," and from their steady firing when extended, and when in company square, I felt convinced, that if called upon, every man could use his rifle to some purpose. Every article of Government property in possession of the men was clean and fit for immediate service, and the armoury well cared for. As the drill was completed on the day of inspection, and the ammunition had been delayed, all had agreed to meet at a later date for target practice.

No. 2 Company. The Lieutenant in command has not had time to qualify since taking over charge of the company at the death of the late lamented Captain Latimer, but the company mustered at its head quarters, Waterloo, with Major Maynes, 79th Battalion, as drill instructor, who put them through a great many movements; but the time allowed for drill is too short to attempt very much, and the men would have done better, had more attention been paid to simpler movements. The arms and equipment were clean, but as the men's clothing had not been received, some head dresses were not according to regulation. The company will, at no distant date, be second to none in the battalion.

The whole respectfully submitted.

M. AYLMER, Lieut.-Colonel,

Brigade-Major, 2nd Brigade Division,

Military District No. 5.

The Deputy Adjutant-General,  
Commanding Military District No. 5,  
Montreal.

#### MILITARY DISTRICT No. 6.

HEAD QUARTERS,

MONTREAL, 4th December, 1879.

SIR,—In conformity with your instructions, I have the honour to report for the information of the General Officer commanding, that the following corps have been selected for twelve days' drill, some in battalion camps, some at their own head quarters, and have accordingly drilled for 1879-80 and been duly inspected by me:—

	Officers, N.C.O. and Men.
64th Battalion .....	270
65th " .....	270
76th " .....	270
80th " .....	185
83rd " .....	217
St. Jean Baptiste Independent Company.....	45
Laprairie Company (No. 5, 21st Battalion).....	45

1,302

On the 1st of July last I inspected the 65th, or Mount Royal Rifles.

Owing to some misunderstanding as to the hour for the inspection, the muster of this corps was very small indeed.

I had appointed 3 o'clock, p.m., for the hour of my inspection that day. Arrived there, I remonstrated with the commanding officer on the small number present.

He answered that he had understood the inspection would have taken place at ten instead of three; that his battalion had assembled at ten in full force on the

ground; that after several movements had been gone through he had dismissed the men, telling them at the same time that they would receive due notice when to re-assemble; that that notice had been given them, but that they had not all returned.

As I had other corps to inspect far away in the country on the following day, I thought it better to inspect this corps as it then stood before me.

The clothing, arms and accoutrements were in good order.

After the manual and firing, which was very well done, the battalion went through several movements, both as a regiment in line and in column, &c., deployments, &c., advancing in echelon, &c.; the whole being done in such a way as to convince me that this corps understood its work thoroughly—the marching being particularly good. The men are smart, active and soldier-like. The non-commissioned officers of this corps would be a credit to any corps in the Dominion.

On the 3rd of July I proceeded to inspect the 83rd, Joliette.

This corps was in camp at Joliette.

*Present on Parade.*

Staff.....	7		
		Officers.	N.C.O. and men.
No. 1 Company...	3	...	42
No. 2 " .....	1	...	42
No. 3 " .....	1	...	42
No. 4 " .....	3	...	42
No. 5 " .....	2	...	42

This corps had only had two days' drill in camp when I arrived for the inspection.

The reason why I had to begin my inspection at so early a date was that two other corps, the 64th Beauharnois and the 76th Chateauguy, were also in camp, and having begun their drill on the same day, were to finish at the same date as the Joliette battalion, and no time was to be lost, the distance between these three camps being so great.

The manual and firing, marching past, marching in line, retiring in line, wheeling from line into column from the halt, and the same on the march, were fairly performed, considering the short time had for drill.

The men are strong and healthy and with a few days' steady training would become very efficient.

On the fourth of July I inspected the 74th Battalion in camp at Beauharnois.

*Present on Parade.*

Staff.....	7		
		Officers.	N.C.O. and men.
No. 1 Company.....	2		42
No. 2 do .....	3		42
No. 3 do .....	1		42
No. 4 do .....	2		42
No. 5 do .....	1		42
No. 6 do .....	1		42

The arms and accoutrements were in fair order.

After the manual and firing, the marching part, several movements as a regiment in line and in column, were gone through in a creditable manner.

On the following day I inspected the 76th Chateauguy, also in camp, at St Martin.

*Present on Parade.*

Staff.....	5	
		N.-C.O.
		Officers. and men.
No. 1 Company.....	3	42
No. 2 do .....	3	42
No. 3 do .....	3	42
No. 4 do .....	3	42
No. 5 do .....	2	42
No. 6 do .....	3	42

The arms and accoutrements were in good order.

The manual and firing, marching past, marching in line, retiring in line, wheeling from line into column from the halt, and the same on the march, quarter-column opening from front, rear and central company, quarter-column wheeling, column counter-marching, deployments, &c., and a few movements and changes of front in echelon, convinced me that this battalion had thoroughly availed itself of the able drill instructor they had secured for this corps.

The physique of the men of this corps is excellent, and I can safely say the same of that of the men of all the corps in the district under my command.

On the 6th of September I inspected the St. Jean Baptiste Independent Company.

*Present on Parade.*

Officers.....	2
Non-commissioned officers and men .....	38

Manual and firing, a few company movements. This company was far behind itself this year compared with the two last years. The men were unsteady, and had evidently not been well drilled this year, and I took good care to let them know that I would expect more from them next year if it were my lot to be their inspecting officer.

On the 2nd October I inspected No. 5 Company, 21st Battalion, Laprairie, Captain Brosseau.

*Present on Parade.*

Officers.....	3
Non-commissioned officers and men .....	42

Manual and firing, formation of fours, counter-marching, forming company square, were well done.

This is really a very fine and well drilled company.

The clothing, arms and accoutrements are in good order.

On the 9th of October I inspected the following companies of the 80th Battalion, Nicolet :—

No. 5 Company, the St. Gregoire Company, Capt. Pratte.

*Present on Parade.*

Officers.....	3
Non-commissioned officers and men .....	42
No. 2 Nicolet Company, Capt. Rousseau.	

*Present on Parade.*

Officers.....	2
Non-commissioned officers and men .....	42
No. 3 Becancour Company, Capt. Landry.	



*Present on Parade.*

Officers .....	2
Non-commissioned officers and men .....	42

On the 10th October I inspected No. 4, the Ste. Gertrude Company, Capt. Moussetta.

*Present on Parade.*

Officers .....	3
Non-commissioned officers and men .....	42

The manual and firing, formation of fours, wheelings, counter-marching, formation of company squares, were the movements generally gone through by the men of these four companies. They were inspected one by one at their own head quarters; their proficiency in drill was fair. The Ste. Gregoire Company, Capt. Pratte, is really a fine and well drilled company.

## RIFLE ASSOCIATIONS.

There are four rifle associations in the district under my command.

The rifle association for the 5th Brigade Division, Lieut.-Col. d'Orsonnens, Brigade-Major, President; the Three Rivers Battalion Rifle Association, Lieut.-Col. Sheppard, President; the 65th Battalion Rifle Association, Lieut.-Col. Labranche, President.

I regret to have to say that I have received but a few target practice returns from commanding officers of corps. Every year it is the same thing, more or less, and will continue so, so long as an example is not made or the system altered. I am of opinion that the officers and men of the corps should not be entitled to receive a cent on account of annual drill until the target practice be gone through, and proper returns of the same made to the Deputy Adjutant-General commanding the district.

I have the honour to be, Sir,

Yours, ever truly,

A. C. DULOTBINIERE-HARWOOD, Lt.-Colonel,

Deputy Adjutant-General,

Military District No. 6.

The Adjutant-General, Militia,  
Ottawa.

## MILITARY DISTRICT No. 7.

HEAD QUARTERS,

QUEBEC, 1st December, 1879.

SIR,—I have the honour to forward, for the consideration of the General commanding, the annual report of the state of the Military District No. 7, under my command, together with the Appendix attached.

The strength of the force to drill for the year 1879-80 was 2,000 officers, non-commissioned officers and men. Instead of balloting by companies I did it by battalions, so as to enable them to do drills in camp of six days.

I have entered in this year's report the 8th Royal Rifles, which drilled last winter and was inspected this spring.

1878-79.

	Officers.	N.C.O. and men.
8th Royal Rifles, 6 companies .....	24	257

1879-80.

	Officers.	N.C.O. and men.	Horses.
Quebec Field Battery.....	5	74	30
No. 1 Battery Garrison Artillery .....	3	42	...
9th Battalion Rifles, 8 companies.....	20	355	...
55th " Infantry, 6 " .....	17	217	...
61st " " 5 " .....	14	180	...
81st " " 7 " .....	19	252	...
County Quebec Battalion, 4 companies.....	12	144	...
Kamouraska Battalion, 4 companies.....	10	145	...
Temiscouata " 4 " .....	12	145	...
	<u>112</u>	<u>1554</u>	<u>30</u>

## CAVALRY.

The Queen's Own Canadian Hussars have obtained permission to perform annual drill during the winter months, and consequently will not be inspected before next spring.

## ARTILLERY.

The Quebec Field Battery, under the command of Lieut.-Colonel Baby, was mustered at the Engineer Camp, Lévis, by me previous to the inspection, and I found present in camp—5 officers, 74 non-commissioned officers and men, and 30 horses.

The Gaspé Battery competed for the prizes offered by the Dominion Artillery Association. They did not drill for 1879-80.

No. 1 Battery, Quebec Garrison Artillery, Captain Roy, was mustered and inspected by Lieut.-Colonel Montizambert, in the absence of the Dominion Inspector of Artillery.

No. 1 Battery of Garrison Artillery at Lévis did not drill for 1879-80, but Major Hamel, with commendable zeal, camped with 25 of his men at the Island of Orleans, the whole expense for providing rations being incurred out of his own private purse. His battery being affiliated with the Dominion Artillery Association, the men went through gun practice, in accordance with the by-laws of the said association.

## INFANTRY.

*8th Royal Rifles.*

On the 10th of May last, the 8th Royal Rifles was inspected by me, mustering 24 officers and 257 non-commissioned officers and men. The appearance of the battalion was highly creditable; arms, accoutrements and clothing in good order; manual and firing by the Senior Major well done; bayonet exercise by the Adjutant also well performed. The several movements gone through well executed and with steadiness, showing that the battalion had been well drilled in company and battalion movements. Skirmishing terminated the inspection. The band mustered strong, furnished with a corps of fifers and drummers, and the manner the several airs were played reflected great credit on the officers of the regiment. The 8th Royal Rifles are also provided with pioneers fully armed and accoutred at the officers' expense.

I expressed to the battalion my appreciation of the zeal and good will they had shown during the period of drill, which, I feel sure, was accounted for by the state of efficiency attained, and which I was pleased to notice.

#### 9th Battalion.

The 9th Battalion, under the command of Lieut.-Colonel Vohl, was inspected by me on the 29th of October instant, and numbered 20 officers and 355 non-commissioned officers and men. The battalion marched past in column and quarter-column at the quick and double, after which several officers were called out to put the battalion through the manual and firing and other infantry manœuvres. The inspection was very satisfactory, and I am pleased to report favourably on the state of efficiency of this battalion. The men were unable to go through the annual rifle target practice, owing to the work which was going on at the Beauport Flats in repairing wharves.

The 9th Battalion possesses a fine band composed of 24 musicians.

#### RURAL BATTALIONS.

Accompanied by the Brigade Major and District Paymaster, I made a personal inspection of the following corps, viz:—The 55th, 61st, 81st, County of Quebec, Kamouraska and Temiscouata Battalions, during the month of July. The above corps performed their annual training in camp of six days' duration, and although the period was so short, nevertheless the advantages obtained were more satisfactory than company drill at head quarters. I noticed that the officers of the different corps had vied together in emulation for efficiency. Great disadvantages, however, were felt, owing to the number of provisionally appointed officers in these corps. I am glad to see the formation of military schools, where means of qualification will be put at the disposal of the officers of the force desirous of availing themselves of the boon conferred by the Government. I hope that the period allowed for those schools will be extended, as two months seem too short to give the necessary instruction to candidates. The presence of one of the schools of gunnery would no doubt have been greatly advantageous to officers frequenting the military schools, as the personal contact of regularly drilled troops, their discipline and interior economy, would have been conducive to greater results than will now be experienced, owing to the absence of the above.

#### IN AID OF CIVIL POWER.

On the 15th of August last, a requisition signed by five magistrates was received, asking the services of the following corps in aid of the civil power to repress a riot which had occurred in this city between ship laborers, when one man had been killed and several wounded, viz:—The Queen's Own Canadian Hussars, "B" Battery, Québec Field Battery, No. 1 Battery Garrison Artillery, 8th Royal Rifles and 9th Battalion Rifles. I immediately gave the necessary orders, and in the evening of the same day the corps were distributed as follows:—Artillery Corps at the Citadel; Cavalry in the Riding School, Diamond Ditch, Citadel; 8th Royal Rifles in the Skating Rink, and 9th Battalion in the Drill Shed. I entrusted Lieut.-Colonel Forsyth, Queen's Own Canadian Hussars, with the command of the several corps called out; and to him is due my warmest praise for the zeal and tact he showed in the disposal and command of the troops, and to his readiness to carry out my orders. Owing to the prompt measures—not taken by the civil authorities—a most serious riot was averted by the presence, under arms, of the volunteer force, which were ubiquitous. Corps were on duty continuously day and night, patrolling, escort duty or otherwise, and I must say, to their credit, that one and all did their duty cheerfully and well. Before disbanding the force, the magistrates of the city and banlieue of Quebec presented them with an address, acknowledging the valuable aid the

magistracy had received by the Quebec Force, and which was couched in the following terms:—

OFFICE OF THE PEACE,  
QUEBEC, 21st August, 1879.

Sir,—I have the honour to forward you herewith a copy of a resolution unanimously adopted at a meeting of the magistrates resident within the city and banlieue of Quebec, held this day:—

“That the magistracy hereby desire to place on record their high appreciation of the readiness with which the active militia of Quebec responded to the call made upon them to aid the civil power in suppressing the late riot which unfortunately occurred in this city, and they cannot allow the volunteers now under arms to be disbanded without expressing their sincere thanks to the entire force for their very efficient services, as well as their recognition of the exemplary and soldierlike behaviour of the Quebec Militia while on duty.”

I have the honour to be, Sir,

Your obedient servant,

(Signed,)

D. MURRAY,

Clerk of the Peace.

Lt.-Colonel T. Duchesnay,  
Commanding Military District No. 7,  
Quebec.

The General commanding the militia of the Dominion was pleased to convey, through the Adjutant General, and through myself and Colonel Forsyth, much praise for the alertness and cheerfulness with which they discharged a very disagreeable duty in aid of the civil power. He says, “there is no duty requiring more patience and discretion than when employed in maintaining the public peace during time of tumult, and the troops appeared to have been skilfully used, and acted with promptitude as well as forbearance.” In drawing the line distinctly between police and military duty, he states that troops should only be called out as a last resource and held in reserve unless required to act.

Raids were made by armed parties on two armouries of the County of Quebec, and 83 stands of arms and ammunition carried away. When information was received it was too late to intercept them, as before the detective had time to reach the St. Valier Toll Gate the arms had already been brought into the city and distributed. Shortly afterwards a great number of the arms and the whole of the ammunition were returned to the several armouries. Apprehending danger to other armouries, I sent orders to Captain Routhier, at Ste. Foye, to have the whole of his arms taken into town, which was done during the night. The same day I sent Col. Lamontagne, Brigade Major, to Point Lévis, who with great judgment got safely stored in one of the forts all the arms belonging to the Battery of Lévis and 17th Battalion. I afterwards sent a strong escort to Point Lévis and had them transferred to the Citadel. It was done very opportunely, as the same night the houses where they were supposed to be stored were visited and threats made to obtain them. The arms belonging to the Charlebourg Company had been secreted, and I had an escort sent for them.

#### RIFLE ASSOCIATIONS.

The following rifle associations in my district, viz: the Queen's Own Canadian Hussars, the 8th Royal Rifles, Megantic, Quebec, Rimouski, Stadacona, Champlain and Temiscouata, held their annual meetings, and over \$2,000 were offered in prizes. The results obtained are very satisfactory.

---



---

#### RIFLE RANGES.

It was found necessary to make repairs to the butts and ranges at Beauport Flats, and in consequence estimates were asked, and \$325 authorized to be expended for the wanted improvements. The high tides and ice in winter were causing constant injury to the wharves on which the targets were placed, and it was thought advisable to get the wharves constructed so as to break the ice packed against them.

#### CAMP EQUIPAGE.

Camp equipage was issued to the Quebec Field Battery and other corps which assembled in 12 and six days' camps last summer, and the whole was returned in good order, and the losses in the whole district insignificant. In every instance the losses were made good by deposit receipts.

#### ARMOURIES AND DRILL SHED.

The local armouries where the arms, &c., belonging to city corps are stored have been kept in very good order. Prior to the late riot, the guns, arms, &c., were removed to the Citadel. As there are no racks or convenient place at the Citadel to store them, they were piled in lots, and in consequence, have suffered. It would be advisable that part of the large armoury now in charge of the store keeper at citadel should be partitioned off, and the arms placed in proper racks. Not a large outlay would be necessary to do that, which is of a most urgent nature.

I would recommend the removal of the drill shed Grande Allée, from where it is at present, to the vicinity of the Glacis, in rear of the Royal Engineer Office. Stone or brick buildings, and suitable and safe armouries annexed to it, so that volunteers after each days' drill, could, before leaving the drill shed, deposit their rifles by companies.

#### QUEEN'S BIRTHDAY.

The 8th Royal Rifles having volunteered to attend the review in Montreal on the Queen's Birthday, proceeded by boat on the 23rd of May, numbering six companies, 55 men strong, with band and pioneers. This regiment was generally remarked for its steadiness and soldierlike appearance.

In concluding, I beg to give my cordial acknowledgement of the services rendered by Lt.-Colonel Lamontagne, Brigade Major, and Lt.-Colonel Forrest, District Paymaster.

I have the honour to be, Sir,  
Your obedient servant,

T. J. DUCHESNAY, Lieut.-Colonel,  
Deputy-Adjutant General,  
Military District No. 7.

The Adjutant-General of Militia,  
Head Quarters, Ottawa.

## MILITARY DISTRICT NO. 8.

PROVINCE OF NEW BRUNSWICK,  
HEAD QUARTERS,

FREDERICTON, 26th November, 1879.

SIR,—In compliance with the instructions contained in General Orders (13) of the 29th May, 1879, I have the honour to submit this, my report on the state of the militia of the district under my command, for the military year 1879-80.

The strength of the force as organized is 3,170 officers, non-commissioned officers and men.

The strength authorized to perform the drill for 1879-80, as per General Orders 29th May, 1879, is 1,550 officers, non-commissioned officers and men.

1,550 officers, non-commissioned officers and men of the following corps have completed the annual drill, in addition to 310 officers, non-commissioned officers and men of the New Brunswick Engineers and 62nd Battalion that performed drill for 1878-79, since last report, and hereafter to be referred to in this report.

	No. organized.		No. performed drill.	
	Officers.	N. C. O. and Men.	Officers.	N. C. O. and Men.
8th Regiment of Cavalry, Lieut.-Colonel Saunders (7 Troops),.....	28	385	15	159
Newcastle Field Battery, Brevet-Major Call, (1 Battery).....	7	74	6	74
Woodstock Field Battery, Captain Dibblee, (1 Battery) .....	7	74	5	74
New Brunswick Brigade Garrison Artillery, Lt.-Colonel Foster, (7 Batteries)	28	385	15	201
New Brunswick Engineers, Capt. Porley, (1 Company).....	3	55	3	42
62nd Battalion, Lieut.-Colonel Blaine, (6 Companies).....	25	330	18	247
67th Battalion, Lieut.-Colonel Upton, (10 Companies) .....	38	550	15	171
71st Battalion, Lieut.-Colonel Marsh, (5 Companies) .....	22	275	18	168
73rd Battalion, Major McCulley, (5 Companies).....	22	275	11	126
74th Battalion, Lieut.-Colonel Beer, (6 Companies) .....	25	330	13	169
Independent Company, Captain Lloyd, (1 Company).....	3	55	...	...
Independent Company, Captain Barberie, (1 Company).....	3	55	...	...
Independent Company, Captain Stewart, (1 Company).....	3	55	...	...
Independent Company, Brevet Major McGee, (1 Company).....	3	55	...	...
Totals.....	217	2,953	119	1,431
		217		119
		3,170		1,550

## ANNUAL DRILL.

*Active Militia.*

Although the cloud of financial depression has not as yet entirely disappeared from off the face of the country, there are sure and certain indications in many directions of returning prosperity, and it is cheering to all loyal and patriotic citizens who have the welfare of the active militia at heart to mark steps towards efficiency, whenever they occur, taken during the past annual training.

In the first place may be mentioned that, in order to bring the expenditure for drill and training for the fiscal year, 1879-80, within the appropriation made by Parliament, the strength of the force to be drilled and paid for that year has been limited, by Order in Council, to 1,550 officers, non-commissioned officers and men for the district under my command.

Regimental camps, however, for cavalry and infantry, have been authorized in addition to those of field batteries of artillery heretofore authorized, and thus the first step has been taken to carry out the "triennial system," to which I have more than once directed attention in my annual reports, viz.:

1st year—Drill at local headquarters.

2nd year—Drill in regimental camp.

3rd year—Drill in brigade camp.

And it only remains to obtain Parliamentary sanction to the assembling of camps on however economical a scale during the approaching drill season to complete the establishment of the triennial system on an efficient basis; a system which from information received from officers of experience in different parts of the Dominion, seems to meet with general approval.

In the regimental camps of the past season valuable proofs were given, not only of the remarkable aptitude of Canadians generally in acquiring the knowledge of drill and discipline to which I have had frequent occasion to advert, but in maintaining that knowledge in a highly creditable manner, considering the interval that has elapsed without any opportunity being afforded, in many instances, for the necessary practical instructions.

It was observed that commanding officers in handling their respective corps in battalion drill soon "took up the reins" with their former confidence. Majors profited by the example of lieut.-colonels—nor had adjutants, during the interval, lost sight of the varied and important duties of their office, duties pointed out fully by the Lieut.-General in command in his report for 1878, in words that may be applied with advantage to every force in every country for all time; and, moreover, it was observed that captains of companies and their subaltern officers fell into their places without much lost time.

It is true that many recruits were to be seen in the ranks, but these are, for the most part, of a good stamp—tillers of the farms they own in the country districts, merchants and mechanics in the cities, hardy fishermen on the sea coast, and the men of these various classes were quickly instructed in squad and company drill by competent officers and non-commissioned officers.

It cannot be denied that the adjutant of a corps is an important officer, and that upon the manner in which he discharges the responsible and onerous duties of his office depends in a great measure the success of all training. It is, I think, due to adjutants of corps in my district to state my conviction, after some personal experience of the duties of adjutant, that as regards practical, common sense knowledge of their duties, they will bear favourable comparison with many adjutants of corps having much greater opportunity of acquiring and maintaining such knowledge.

All adjutants in this district are in possession of certificates of qualification from schools of military instruction, except in one case (the Adjutant 73rd Battalion), in which the officer served in the imperial army, and was there employed as instructor in drill. Three of these officers possess first-class certificates with high marks, viz.:

1. Captain Otty, 8th Regiment Cavalry, from Cavalry School, 13th Hussars.
2. Brevet Lieut.-Colonel Underhill, from "A" Battery School of Gunnery, N. B. Garrison Artillery.

3. Captain Baird, 67th Battalion, from School of Military Instruction, St. John. I may add that I consider the civil pursuits of each are calculated the better to fit him for his military duties.

One officer, Brevet Major Beckwith, 71st Battalion, is by profession a civil engineer, and, in addition to his ordinary duties of Adjutant, his services have been frequently utilized in the capacity of military engineer. Responsible, however, as the duties of Adjutant unquestionably are, one cannot, I think, attach too great importance to the duties of captains of troops, whether of cavalry, artillery, engineers or infantry, any one of such corps being considered the unit of the whole force of the Dominion; and upon the efficiency of these units, maintained by the efforts of captains, depends, almost entirely, the efficiency of the whole force, when grouped in battalions or brigades.

And here permit me to make the following observations, without making any invidious distinctions between country and city corps, as to the distinct advantages that the State derives from fostering and encouraging each of these separate parts of the active militia force. It is well known, on the one hand, that city corps are more easily concentrated in an emergency than are country corps, and that the services of city corps are more frequently required, either in aid of the civil powers to form guards of honour, or to take part in extra drill or field manoeuvres—occasions other than the ordinary assembling of corps for the performance of the annual drill—and the services of city corps have invariably been cheerfully offered and accepted on such occasions. The duties required of them have been performed with credit to themselves and advantage to the State.

Another proof is here afforded, in my opinion, as to the desirableness of carrying out my recommendation, submitted 9th June last, as to applying paragraph 244 of Regulations and Orders, relating to rural corps to city corps, and granting the same command allowance to city corps as that allowed to rural corps, viz.: \$25 per annum.

It must be added, moreover, that during an "exodus" such as we have lately experienced, when the desire to "go west" has filled the minds of many young men (in many cases it is hoped and expected that these men may return to their homes), captains of city companies more particularly find it no easy task to keep up the numerical strength of their corps; and, even if they can find recruits to fill the vacancies caused by the departure of some of their best men, this "short service system" is extremely injurious to the efficiency of the corps.

On the other hand, the captain of a well-organized country company experiences less severely this drawback. His chief difficulty has been, in the original enrolment of the corps, to select men from the best class in his neighbourhood, parish or village; to secure men of patriotism (there is no lack of loyalty on either side), men having an interest in the welfare of the country, who consider it the duty of every man in some way to contribute to the military strength of the state.

The arms and clothing of such a corps are kept in its private armoury, in a systematic manner, and inspected periodically by the Brigade Major. Their care and safe-keeping thereby ensured, they are ready for issue at any time: and the men composing the corps, though not so liable to be called out in an emergency, are always as ready as they are willing to support their brethren in cities. From no other source can I conceive efficient support more readily obtainable, in the event of a city riot or disturbance; while, in a more serious emergency, that of a raid on our frontier, or internal disturbance on an extended scale, country corps become at once the "fighting line," their local head quarters being in most cases in the vicinity of the frontier, or in internal centres of population, and they, in turn, expect support from city corps.

Thus I desire to express my opinion in view of the peculiar geographical position of this country, and of my district in particular, its strategic importance, its extended frontier and seaboard with comparatively few cities and large towns, that



it becomes our duty to foster and encourage more and more, from year to year, military ardour and military efficiency in every class of the population, and in every part of the country, in the development of the active militia force of Canada under the existing law,—than which I consider no better law can be framed to meet the requirements of this country—and thus the true “fighting line” will not fail us in the hour of need.

Lieut.-Colonel Strange, Inspector of Artillery, in his lecture on the “Military Aspect of Canada,” referring to “Infantry,” spoke as follows: “The general characteristics of the population of great cities are much the same everywhere. They are more intelligent but less robust than the rural population; they readily acquire a military courage and smartness in drill; their uniforms are better fitted, their arms and accoutrements in better order, and their comparatively wealthy officers (this scarcely applies to this district) are willing to assist liberally in producing these results, which, after all, go some way towards real efficiency. But,” Lieut.-Colonel Strange adds, “in a serious struggle, the backbone of Canada would, he believes, be found in the rural battalions.”

In brief, we should, I imagine, consider, on the one side, the assumed “Prussian Military Points of Superiority” in the words of Dr. Strauss, that “every son growing up, every year bringing round the regular season of military exercises, reminds every family in the most direct manner of the State, and not only of the duty owing to the State, but the honour of belonging to it.” And we should regard, on the other side, that to which I respectfully directed attention in my report for 1877, as a lesson that every nation that has built up its force to any extent on the Prussian model, excellent though it unquestionably be, should bear in mind that “imitations of Prussia are apt to be very deceptive; they are sure to give a large nominal force, but it is only when the system has been perfected by long and laborious efforts that it escapes from the two defects that mark its infancy—the want of drill and discipline in the men, and the want of experienced leaders, and especially of non-commissioned officers.”

By carrying out an efficient system of annual drill, the former want will, I conceive, be supplied; and the latter by the adoption of the recommendation of the Lieut.-General commanding, when referring to the Royal Military College, page 29 of report for 1878, as to the necessity for “more simple elementary military establishments for instructing officers and non-commissioned officers.” And, failing at once to obtain the brigade schools, to which the Lieut.-General has more than once referred, based on the existing schools of gunnery, I consider it desirable to establish infantry schools on the basis of the schools recently under the district staff, and to make the schools of gunnery available for the military instruction of officers and non-commissioned officers of cavalry and engineers, as well as of artillery corps, and thus facilities of obtaining instruction in the different arms of the service would be afforded.

#### RESERVE MILITIA.

I hold the opinion that we cannot look to the reserve militia to perform drill on a settled principle, in the same manner that we can to the active militia; nor can we expect it to do much more in an emergency than to keep up in a systematic way the stream of supply of men (so well provided for in the law and in the Regulations and Orders, 1879). Still I think, there is room for improvement in this important branch of the militia service. It may be said that in former times, under the yearly muster system (or want of system), much drill was performed in a voluntary manner (the drill was, I fear, in too many cases, as perfunctory as it was voluntary) It should be remembered, however, that this drill was performed at a time when the volunteer system was a novelty, even in England, when drill was taken up as a hobby and carried out with enthusiasm so long as the novelty lasted.

To revert to such a system would, in my opinion, be a useless expenditure of time and money, and the development of the active militia as the thing needed becomes

the more apparent as time goes on. I can bear cheerful testimony, however, to the many officers of the reserve militia who, at great personal sacrifice, acquired a fair knowledge of drill under the old *regime*, and it was to be regretted that they had at that time, but little opportunity afforded them satisfactorily to display that knowledge, the men being for the most part unarmed and ununiformed, appeared to disadvantage; nor could any other result be expected when the drill of the whole male population, or nearly so, between the ages of 18 and 60, for one or two days yearly, was attempted with but little of the "ways and means" of accomplishing the desired ends.

Several of these officers have since then served in our active force, and recognition of the past services of the remainder has lately been authorized in General Orders (11), 16th May, 1879. I should be glad, moreover, if such officers as were qualified under the old drill system may be placed on an *unattached list* with unattached officers of the active force, and that a proportion of the officers of the existing reserve militia be encouraged to acquire the knowledge of drill, and afforded opportunities of doing so in infantry schools of instruction, in order that should we at any time require the reserve militia to reinforce the active militia (which should be kept as efficient and numerically strong as possible), we could, from our list of officers (including unattached officers), be enabled to place a trained officer to command every new company.

Another suggestion I beg to offer, and one I consider of great importance, is "that the officers of the present reserve militia be employed in taking the census of the country under the laws relating thereto, in addition to their ordinary duties of taking the enrolment of the reserve militia periodically. By being thus employed in the double capacity, they could perform each duty more efficiently than it could otherwise be done, and at less cost to the country. The information required in both services would be to some extent identical. Each parish being considered the unit in each case, and the whole information required in taking the census is in point of fact, also required by the militia staff in securing knowledge as to the resources of the country (par 101, Regulations and Orders of 1879.) Of so great importance are these duties respectively that I consider no efforts or expense should be spared to have them performed with accuracy."

I beg to call attention to an able article on the subject of the mode of taking the census, by Lieut.-Colonel MacShane, published in "Stewart's Quarterly, No. 4, 1870.

#### *Connecting links between the British Army and the Active Force of Canada.*

The Lieut.-General Commanding has unquestionably struck the key note when he directed attention to the steps to be taken in this direction—to add "another link to the chain that binds us all together"—hoping "that ere long a commission will be offered annually in each arm of Her Majesty's Military Service for such young men as may pass cleverly through the Royal Military College of Canada." This suggestion has since been re-echoed from both sides of the Atlantic; and the Colonial Secretary on the one side, and the Premier of Canada on the other have announced the fact that the General's hopes may soon be realized—a fact that cannot fail to be extremely gratifying to Canadians, and tend to strengthen their loyalty and attachment to the Crown.

I trust the Lieut.-General may yet see "the solidity of this chain" more firmly welded still by the permanent corps before alluded to by him, interchanging it may be with battalions in the British line—such corps to be drawn from the Active Militia of Canada, a valuable auxiliary force, without reducing the expenditure of time and money in securing the efficiency of such auxiliary force, but, on the contrary, increasing such efficiency by the inducement thus offered of service in the British line.

After the return to Canada of men such as those who would offer their services, they would serve as model soldiers for their brethren who remain at home pursuing

their industrial occupations. The British line, in turn, would undoubtedly derive much benefit from the presence in its ranks, and amongst its officers and non-commissioned officers of so intelligent and hardy a type of men as Canadian soldiers generally prove to be composed of, and Her Majesty's military service would become, in fact, an Imperial army.

The Lieut.-General justly adds, in conclusion, "financial considerations alone underlie it all, for with those aside everything and everybody is favourable."

#### DISTRICT STAFF.

In my report for 1878—when thanking the Lieut.-General Commanding for his successful efforts to place the Brigade Staff on a more satisfactory footing than they had previously been, viz., that they should be paid a consolidated allowance proportioned to the amount they have received, instead of being paid eight dollars per annum for each efficient company—I expressed the hope that the brigade staff had been reduced to the minimum, there being but one Brigade Major in this district instead of three as heretofore. I regret extremely that it has since been found necessary to still further reduce the staff by the removal of Lieut.-Colonel Cunard, District Storekeeper. The stores in charge have since been delivered over to the senior of the two non-combatant staff officers, viz., Lieut.-Colonel Baird, the District Paymaster—thus combining the two offices of paymaster and storekeeper.

I have had such frequent occasion to report as to the zeal and ability of Lieut.-Colonel Cunard in the discharge of his duties, and that officer's services being so well known to the authorities at head quarters, no further words of mine are necessary, except to add that, when forwarding his original application for the post of storekeeper, having stated that he was "an excellent officer and fitted for any position of trust," his manner of performing his duties since that time has the more confirmed the opinion then expressed.

To further reduce the staff would, in my humble opinion, strike a fatal blow to the brigade system, and what can be substituted for such a system?

The relative position of a subaltern officer to his captain, of an adjutant to his commanding officer, of the Adjutant General to the General Officer in Command, the same relative position the Brigade Major holds to the Deputy Adjutant General Commanding the District, and where can his duties, responsible and difficult to define, be more clearly pointed out than they are in the Regulations and Orders, 1879, paragraph 105, &c.

For the efficient discharge of the duties there laid down, by which men, trained men, have assembled on parade whenever required, and money, in no small amounts, has been saved to the public by the careful periodical inspection of arms, clothing and equipment, as well as for his loyal and ready support afforded me at all times in the discharge of my duties, I have to offer my best thanks to Lieut.-Colonel MacShane, Brigade Major in this district.

#### RECEPTION OF HIS EXCELLENCY THE GOVERNOR-GENERAL AND HER ROYAL HIGHNESS THE PRINCESS LOUISE.

Having been notified that His Excellency and Her Royal Highness would visit New Brunswick, and arrive at St. John on the 6th of August, I issued Brigade Orders relating to the St. John force, 28th July (copy of extract enclosed, marked A), and subsequently issued orders relating to Fredericton force. I accompanied His Honour the Lieutenant-Governor in proceeding to meet the Vice-Regal party at Moncton on the 6th August. A guard of honour, 74th Battalion, Captain Arnold, assembled at Sussex, and at all the principal stations on the Intercolonial Railway en route to St. John the people assembled *en masse* to welcome in the most loyal manner our distinguished visitors. Arriving at St. John at 12 o'clock noon on that day—thanks to the efficient supervision of the Brigade Major, acting in conjunction with the civil authorities, amongst whom may be mentioned His Worship the Mayor and George Smith, Esq.,—every detail of the arrangements was complete.

Not since the arrival at St. John of H.R.H. the Prince of Wales, in August, 1860, was it the privilege of the citizens to witness so brilliant a spectacle as presented itself from the moment of the arrival of the Vice-Regal party, and during the whole of their progress through the city, until they reached their place of residence at Mount Pleasant. Nor was the subsequent part of their stay at St. John without gratification to our loyal and enthusiastic citizens.

After performing all the duties indicated in the Brigade Orders, above referred to, viz : Firing the prescribed salutes, forming guards of honour, and lining the streets, the militia force assembled in the barrack grounds for inspection by myself. I regret extremely that the Lieut.-General Commanding was unable to be present, as he would have seen here, at Fredericton, and at other places where guards of honour were formed, a force well deserving, in my opinion, the terms of praise bestowed upon it by His Excellency the Governor General, and published in General Orders (21) of the 5th September last, by the Lieut.-General commanding (copy herewith enclosed, marked B, together with a copy, marked C, of my District Orders conveying the Lieut.-General's orders to the force under my command.)

Words of praise coming from such a source have already produced the effect of increasing, in a marked degree, that which it has invariably been my earnest endeavor to increase, viz., the appreciation of the value of our soldiery by our citizens generally; and, in consequence, fresh impulse has been given to the efforts in efficiency of that force upon which we have to rely upon our brightest holiday, as well as in the hour of danger.

I may add that the guard of honour, 62nd Battalion, under Captain Hazen, called forth special encomiums from His Excellency; while the detachment of 8th Regiment of Cavalry, under Major Domville's command, from Kings and Westmoreland Counties (which encamped at St. John during the whole period of the Vice-Regal visit, and performed escort and other duties), did not fail to come under His Excellency's observation; nor did the garrison artillery, which fired the prescribed salutes with their usual accuracy, under their commander, Lieut.-Colonel Foster, a true representative of the "Loyalist City." I was glad of the opportunity, with Captain Perley, to accompany His Excellency in visiting the different points of interest in the vicinity of the Harbour of St. John. The forts and batteries, wharves and breakwater, all were carefully examined with deep interest, including the scene of the recent land slide at Fort Dufferin.

On the 9th August, the Vice-Regal party proceeded to Fredericton, where the 71st Battalion, Lieut.-Colonel Marsh, furnished the guards of honour, detachments to fire salutes, &c., and, while neither citizens nor soldiers were a whit behind their brethren at St. John in their loyal reception of the daughter of our Gracious Queen, and our distinguished Governor-General, the guard of honour of Captain Copley, received special mention by His Excellency, it being drawn from a corps representing, at least, two important classes—the farmer from the fertile valley of the St. John River; the mechanic from the City of Fredericton, the capital of New Brunswick.

The Vice-Regal party returned to St. John on the 12th of August, and immediately left New Brunswick for Nova Scotia and Prince Edward Island, guards of honour, &c., having assembled at Fredericton, St. John and Shediac on that day, as shown in the enclosed return, showing a total strength of 1,661 officers and men that assembled in honour of His Excellency and Her Royal Highness in the district under my command.

#### MILITARY RESOURCES.

In July 1876, in compliance with instructions received from the Adjutant-General, I submitted a lengthened report of the military resources of the district (New Brunswick) under my command, for use at headquarters, in regard to men, horses, provisions and means of transport, and conveying information respecting the strong features of the country; and, besides, as to any military particular that may tend to the defensive power of this district, showing the assailable points of the same, &c.

I also submitted a most valuable outline map of the district, prepared by Captain Henry Perley, N.B., Engineer Corps; showing the county divisions, leading roads, railways and water communications, harbours, &c., and accompanied by information in writing relating thereto. I am in hopes that authority may be obtained for printing, even for private circulation, all this useful information, His Excellency the Governor-General, during his recent visit to New Brunswick, having sought information on many subjects, relating to the military and other resources of the Province. I am glad that two officers so well informed on these subjects (Lieut.-Colonel Macshane and Captain Perley), were serving on the staff at the time, and able to assist me in communicating much of the desired information to His Excellency.

I am pleased to observe that Lt.-Colonel Strange, Inspector of Artillery, in a paper read by him lately at the "Royal United Service Institution," on the subject of "The Military Aspect of Canada," expressed his opinion as to the strategic importance of New Brunswick. This so clearly expresses my own opinion, as shown in the report above referred to, I am induced to quote as follows—referring to the Atlantic seaboard: "It is needless to specify the numerous localities around which the struggle of old wars have surged, of which time does not alter the strategic conditions.

Lieut.-Colonel Strange adds: "The strategic points on the railway system and on our Atlantic seaboard, may be said to be: St. Andrews, at the Mouth of the St. Croix, our boundary river, St. John, N.B. and Fredericton, Halifax, Sidney, Pictou, Charlottetown, P.E.I., Moncton, Chatham and Dalhousie—Quebec the most important of all, the gateway of the St. Lawrence." Lieut.-Colonel Strange also refers to the important frontier.

I am glad to know that a suggestion of my own has been embodied in the new Regulations and Orders, 1879. As to officers of the force being encouraged to assist the Deputy Adjutants-General in obtaining information with respect to the military resources of their districts, in regard to men, horses and provisions, the means of transport, and as to all roads and means of communication. I am in hopes that officers, more particularly those instructed in the Royal Military College and the schools of gunnery, may assist in this important duty.

#### ROYAL MILITARY COLLEGE.

All those who are interested in the progress of the cadets from New Brunswick (now numbering seven, eagerly look to the different returns published in the Annual Report, containing full information on this subject; and they are gratified to learn that our cadets generally obtain their share of prizes and honorary distinctions—sure signs of progress.

The report of the Commandant has also been read with interest, more particularly that part in which the double aspect of the institution is explained in the following words:—

"It provides a body of young men carefully and highly trained intellectually, and physically, not only with such military education and habits of order, obedience and command (due to strict discipline) as is requisite to qualify them to become thoroughly practical and scientific officers, but also, by the breadth and scope of the curriculum of study, to fit them *equally for any civil business or profession, public or private.*"

#### ASSOCIATIONS FOR DRILL IN EDUCATIONAL INSTITUTIONS.

A step has at length been taken in this direction, and one which I hope may produce good results when the system becomes better known.

I have promulgated the Orders (18), 25th July, 1879, on this subject, but as yet have received no application to form an association or company under the Regulations. Amongst the reasons assigned is the following, viz.: there are so many subjects already prescribed by the common school laws in which students have to be daily instructed, drill could only be carried on after school hours.

I have always considered the subject of extending drill to the common schools of the country one deserving serious consideration; have more than once referred to it in my annual report, and in 1873 I submitted the following suggestions, viz.: "that licensed school masters be specially invited to attend our schools of military instruction," (many school masters have since attended), "and on obtaining the necessary certificates of fitness, and on carrying out to the satisfaction of the Deputy-Adjutant General a prescribed course of drill in each school, that a small Government grant be made to school masters."

#### REGULATIONS AND ORDERS, 1879.

The thanks of every member of the force are due to the Lieutenant-General Commanding, and to the Adjutant-General, for their successful efforts in completing this valuable consolidated work, embracing the many subjects shown in its ample index. With a book such as this in their hands, or at their disposal, all officers and men, both of the active and reserve militia, may be expected to know their duty, and to perform it under any circumstances.

#### TARGET PRACTICE.

I am gratified to observe that the suggestions on this subject contained in my annual report for 1878 have been embodied in the new Regulations and Orders, with the view to the better carrying out of target practice by the classification of individual shooting in every company; of course, on a limited scale, as the time at the disposal of every company for both drill and target practice is extremely limited. I am in hopes that improvement in the shooting of every company, individually and as a body, may be the result.

No one can be bold enough to contradict the assertion that the marksmanship of our active militia has vastly improved since the early days of our provincial and Dominion rifle associations, but the attainment of a *high degree of skill amongst comparatively few marksmen* is, as a rule, the apparent result of carrying out the annual matches, and though this is worthy of encouragement, I hope to see carried out, on the other hand, the Lieutenant General's recommendation contained in the report for 1878, which entirely agrees with my own opinion often expressed, viz.: that "the issue of badges and prizes for regimental and company efficiency would do much towards securing the acquisition of knowledge in rifle shooting."

In the absence of Government aid for this service, I consider that the different rifle associations might, with advantage, offer prizes in this direction, to supplement prizes which our citizens, with praiseworthy liberality, give for this good object.

In reverting to the recommendation contained in my report for 1878, as to the desirableness of issuing a supply of Martini-Henry rifles to every corps for use by the selected marksmen thereof, the Lieut.-General Commanding has justly pointed out the objections that may be urged against "having volunteers armed with two sorts of rifles and two descriptions of cartridges." A small number of these rifles, however, have since been issued to the Provincial Rifle Association, and it is only necessary for our marksmen to have an opportunity of practicing with them before the annual matches, or, if selected, before proceeding to Wimbledon, as without such practice the "Canadian Team" would be placed at a disadvantage when competing with "British marksmen."

#### FORTS.

##### *Fort Dufferin, St. John.*

With reference to my memorandum of the 6th March last, submitting Captain Perley's letter of that date regarding the land-slide that took place at Fort Dufferin on the 5th March, and forwarding an estimate for repairs; also referring to subse-

quent correspondence from Lieut.-Colonel MacShane and myself relating thereto, I now respectfully direct attention to the following remarks of the Board of Survey that assembled at St. John, 23rd and 24th October last, bearing on this subject, which is, I think, deserving of serious consideration:—

“Referring to the recent land-slide already reported on by the Deputy Adjutant-General and Captain Perley, commanding New Brunswick Engineers, no further slide has taken place, nor does there appear any likelihood of any further slide at present.”

“Whether it be decided on or not by the Government to thoroughly repair this fort as affected by the slide, the Board is of opinion that it is most desirable to arm Carleton Heights with R. M. L. guns of heavy calibre.”

#### *Red Head Battery and Fort.*

The Board states as regards this fort:—

“This fort, though having six (6) embrasures, has but four (4) 32-pounder S.B. guns mounted. Owing to the fact, however, that the nearest point of the channel is about three thousand yards distant from the fort, in the opinion of the Board, these S. B. guns are not adapted for the position, and should be replaced by R. M. L. guns of heavy calibre.”

#### AID TO CIVIL POWER.

I beg to direct attention to my memorandum of the 17th January last, submitting the report of Captain Polleys, commanding the Garrison Battery of Artillery at St. Andrews, N.B.; showing the steps taken by that zealous and efficient officer in compliance with the requisition of three (3) magistrates, for the preservation of peace at the execution of T. Dowd, on the 14th of that month. I also beg to call attention to the letter of the Sheriff of Charlotte County, A. Paul, Esq., subsequently submitted by me (12th March, 1879), in which he states that “the quiet which prevailed, and the entire absence of anything to disturb the arrangements he (the Sheriff) had made for the performance of the unfortunate duty devolving upon him at the time referred to, was owing, in a very marked degree, to the presence of the military guard and the efficient and soldierly manner in which they performed their duties.”

#### CARE OF ARMS, ACCOUTREMENTS AND CLOTHING IN PRIVATE ARMOURIES IN CHARGE OF CORPS.

Adverting to the return submitted by me on the 28th January last, showing the estimated value of Government property in possession of corps of active militia of the different arms of the service in this district, from which, it would appear, that no pains should be spared, by careful half yearly inspection of the Deputy Adjutant General and the Brigade Major, respectively, as laid down, in Regulations and Orders, 1879, to ensure the safe keeping of such valuable property.

In two previous reports (1877 and 1878) I have referred to the excellent system for arranging private armouries, inaugurated by my zealous Brigade Major—a system which works admirably. I cannot do better than quote from a letter lately received from that officer, Lieut.-Colonel MacShane, on this subject.

In speaking of the practical utility of rural corps, he adds: “It is a great incentive to their efficiency to make them fit up proper armouries. It (the armoury) is their barrack room. City corps having government paid caretakers, it may be easily looked after; but unless some uniform system obtains among rural corps a staff-man can never calculate on efficiency. I think,” he says, “my own plan for arranging rural armouries after all is about the best, viz., open shelves for clothing and closed racks for arms. The cupboard system for clothing in rural corps prevents ready detection of vermin and facility of inspection. The same objection does not exist

against closed shelves in cities, where caretakers are constantly looking after the contents of their closets, some of them being very neat indeed, as in Montreal, Quebec, and the New Brunswick Engineers are."

#### RIFLE ASSOCIATIONS.

The annual matches of the Provincial Rifle Association were carried out in the usual efficient manner, as will appear from the subjoined extract from the annual report of the President, Major John H. Parks, who continues to take a deep interest in the association, and who is backed by a most efficient Secretary, Major R. Arnold.

The annual competition took place at Sussex, commencing on September 2nd. The sum of \$1,114 was appropriated to the prize list, in addition to the several cups and medals, which are the property of the association, and a number of prizes offered by individuals.

Although the prize list was a liberal one, and was placed at as early a date as possible in the hands of those likely to be competitors, the Council regrets that the number present was not so large as expected. There was, however, a small increase on the previous year, and it is hoped that next year the numbers may be much greater, and instead of 79 competitors there will be twice that number of the volunteers of the province competing at our annual competition, as the object of the association is not so much to develop extraordinary shooting in individuals as it is to encourage a familiarity with the use of the rifle, and to improve the general average shooting of the volunteers of the province.

There is one very satisfactory feature about the attendance at the competition at Sussex this year—in the much larger number of new competitors who have taken a part in the shooting—and these new men being young, and showing marked capabilities for improvement, are a much hopeful sign that the shooting of our volunteers will not fall in any way short of the achievements which the older members of the association have so much reason to be proud of.

The Council are of the opinion that the system of money prizes, or prizes to be won only by members who have never before won a first prize in provincial competition, is one that is already having a most beneficial effect on our association, and they hope that still greater inducements of this nature will be afforded to the young members, and that while the majority of the prizes may be left open, as at present, to be won by the best shots, an increased inducement may be afforded to those who have not had so much practice and experience.

The following County Rifle Associations held competitions this year, as did also the 62nd Battalion Rifle Club and the Loyalist Rifle Club; while in "team shooting"—the system inaugurated in this district last year by the 71st Battalion—the team of 8th Regiment of Cavalry won the match for the valuable prize offered:—

#### COUNTY RIFLE ASSOCIATIONS.

York—President, Brevet-Major Staples.

Carleton—President, Lt.-Colonel Raymond.

St. John— " Captain Hall.

Kings— " Major Domville, M.P.

Northumberland—President, Lt.-Colonel Ferguson.

Charlotte—President, Major McGee.

8th Regiment of Cavalry: *Camp, "Keltie's Farm"*—Major Brittain and Major Domville, M.P.

I regret that Lt.-Colonel Saunders, who has ever taken a deep interest in his regiment, was unable to attend this camp. Under Majors Brittain and Domville, however, full advantage was taken of the short period of training, the former giving his attention more particularly to drill, the latter to the internal arrangements of the corps, the dress of officers and men, the care of saddlery and equipments, and the general supervision of the horses. And the greater the zeal evinced by those officers



in their duties, the more apparent it became that it is desirable that cavalry should be authorized to drill for at least 12 days in camp—the same period as that allowed to field batteries of artillery—instead of for the number of days authorized for cavalry at this training being the same as allowed for corps of infantry. To attain efficiency in a troop of cavalry, even under an experienced leader, with a good class of men and a good stamp of horses, such as those in the service of the 8th Regiment, is no easy task. The more credit, therefore, is due when a fair degree of proficiency is attained, as it undoubtedly was, at the training of this regiment.

The camp was situated in one of the most picturesque parts of Sussex Valley, affording every facility for drill, and having an abundant supply of water available. The 74th Battalion, Lt.-Colonel Beer, was also encamped on these grounds (assembled two days earlier than the cavalry). Both corps were marched to Divine Service at Sussex Church on the 6th July, by the Senior Officer acting as Brigadier, Lt.-Colonel Beer, the Rev. Canon Medley officiating as Chaplain.

On the 9th July both corps were assembled at Sussex in honour of the Duke of Argyll, who expressed himself pleased at the appearance of the troops.

On the 9th July I formed both corps in brigade, dividing the 8th Cavalry into two small regiments for drill purposes, under Majors Britain and Domville, respectively, and the 74th Battalion was in like manner divided into two battalions under Lt.-Colonel Beer and Major Wetmore, respectively, and some interesting and instructive field manoeuvres were carried out in a manner highly creditable to the force, considering the short time available to prepare for such manoeuvres.

Major-General Domville, who was present during the whole of the manoeuvres, expressed himself in terms of approbation.

On the 11th of July I inspected the regiment prior to the breaking up of camp on that day. I need only say, in conclusion, that each time I saw the corps on parade there was marked improvement in efficiency, and had the training been for at least 12 days much more could have been accomplished.

The large number of spectators present during the days above referred to shows that the people take an interest in their county corps.

*Newcastle Field Battery of Artillery; Camp, Newcastle—Brevet-Major Call.*

In company with the Assistant Inspector of Artillery, I inspected this battery in camp, near the Railway Station at Newcastle, on the 28th August.

During the early part of the period of training there had been very unfavourable weather for drill, or for troops in camp.

Brevet-Major Call, however, brings the pluck and perseverance that stand him in good stead in his ordinary avocations into the business and duty of soldiering, and success under any circumstances is the result.

I have no doubt that Lieut.-Colonel Price Lewes will report most favourably regarding his corps.

I have to record with deep regret the death of Lieutenant Bourne of this battery, who, though it appears he had been indisposed at the time, assembled with this battery in camp, and died of diphtheria a few days after the breaking up of camp. Whether as Warden of the County—a position he held till the time of his death—as Lieutenant of Field Artillery, or a citizen of Canada generally, the vacancy caused by the death of this exemplary young officer will be hard to fill.

*Woodstock Field Battery of Artillery; Camp, Woodstock—Captain Dibbloe.*

I regret that I was unable to inspect this battery in company with the Assistant Inspector of Artillery on the 17th July last, as Lieut.-Colonel Lewes informs me that he is much pleased with what he saw of the battery, its drill and practice, &c., and that he will report favourably regarding it.

*New Brunswick Brigade Garrison Artillery*—Lieut.-Colonel Foster.

I inspected the five St. John Batteries of this brigade on the 6th August last, (already referred to in my report) when they paraded at St. John in honour of His Excellency the Governor General and Her Royal Highness the Princess Louise. I need therefore but advert to His Excellency's words when he expressed to the officers, non-commissioned officers and men of the active militia force of New Brunswick (including this brigade of artillery), "his great satisfaction at their soldierlike appearance, and the manner in which their duties have been carried out during his recent tour through this province."

*New Brunswick Engineer Company*—Captain Perley.

I inspected this corps on the 6th August last when it paraded at St. John in honour of His Excellency the Governor General and Her Royal Highness the Princess Louise. The words of praise expressed by His Excellency already quoted by me when referring to the New Brunswick Brigade of Garrison Artillery, are equally applicable to this fine corps. I regret to learn (on my own behalf as well as on that of my district generally) that Captain Perley is about to reside permanently at Ottawa, (on promotion in the Public Works Department). The irreparable loss of his services to this district will, I doubt not, be a gain to the staff of the militia at head quarters.

*62nd St. John Battalion*—Lieut.-Colonel Blaine.

Accompanied by the Brigade Major, I inspected this battalion on the 29th instant (January, 1879). Its numerical strength is 14 officers, 252 non-commissioned officers and men. The corps had not performed annual drill since 1876-77 owing to their arms, accoutrements and clothing having been destroyed in the armoury by the fire of 20th June, 1877, and there being no suitable place for the safe-keeping of the new equipment until the completion of the drill shed and armouries early in December last.

Notwithstanding the absence of drill for so long a period, being aware of the zeal and ability of the Lieut.-Colonel commanding, and knowing the qualifications of the captains of companies and most of the subaltern officers, (they have excellent non-commissioned officers, and have evidently recruited from an intelligent class of men), I fully expected to find the corps in an efficient state; nor was I in the least disappointed. It was apparent that the details of drill had not been neglected, steadiness in the ranks, correct marching, wheeling &c., on the march, the manual and firing exercises, and as a result battalion drill was carried out in a manner reflecting credit alike on the Lieut.-Colonel and those under his command. I regret that three (3) efficient officers, Captains Hartt and Sturdee, and Lieutenant Coster were absent through severe illness.

Major Domville, M.P. for the adjacent County, who has done much to create and foster a good spirit in the force, and Lieut.-Colonel Foster, the senior officer of the active militia at St. John, who is ever ready to encourage its members, were present during the inspection, and expressed themselves pleased at the appearance and efficiency of the corps. A large number, too, of the citizens attended the inspection.

I again inspected this battalion on the 6th August last (already referred to in my report), when it paraded at St. John in honour of His Excellency the Governor General and Her Royal Highness the Princess Louise. I need, therefore, but advert to His Excellency's words when he expressed to the officers, non-commissioned officers and men of the active militia force of New Brunswick, "his great satisfaction at their soldierlike appearance, and the manner in which their duties have been carried out during his recent tour through this province." General Orders (21), 5th September, 1879.

*67th Battalion, "Carleton Light Infantry;" Camp, Woodstock—Lieut.-Colonel Upton.*

I have annually inspected the corps of active militia of this fine agricultural county (Carleton) for the past 14 years, and it has been a source of pleasure and pride to me to mark the steps of progress of the force. From the small beginning of one infantry company it has grown till it is now the head quarters of an efficient field battery of artillery, and a battalion of infantry second to none in this district.

There was much to learn, and but little time in which to learn it at this camp. But I am confident from what I saw at my inspection on the 4th July, and on the previous day, there was no idleness permitted. The manual and firing exercises and all ordinary movements in battalion and light infantry drill were performed in a highly creditable manner.

All officers, from the zealous Lieut.-Colonel and his efficient Majors downwards, may be justly proud of their fine battalion.

The absence from camp of No. 8 Company was to be regretted. Breve<sup>t</sup>-Major Vince's explanation as to the cause of absence has been duly submitted to the Adjutant-General with the papers connected therewith.

*73rd Battalion—Major McCulley.*

I inspected two companies of this battalion (Captains Cameron and McNaughton) at Black River on the 12th July.

For drill purposes these two companies were formed into a small four-company battalion, having been previously instructed in squad and company drill and the manual and firing exercises, and drilled under command of Major McCulley, Captain and Adjutant Templeton, and Captains Cameron and McNaughton.

Such of the officers and non-commissioned officers as had obtained the necessary qualification at the School of Instruction, showed that they had retained the knowledge there acquired; and the men displayed much intelligence, drilling steadily and well. Major McCulley exercises his command with much ability. I hope he may have an opportunity of assembling the battalion in camp, which would undoubtedly be of advantage to the corps.

I record with regret the death, about the time of the annual training, of Quartermaster Gray of this corps, an enthusiastic and useful officer, as well as a good citizen.

The Brigade Major inspected Captain Hutchinson's company on the 15th August. Report herewith.

*74th Battalion; Camp, "Keltie's Farm"—Lieut.-Colonel Beer.*

I have already referred to this corps when alluding to the 8th Regiment of Cavalry, encamped on the same picturesque grounds, and undergoing training at the same time as this corps. I need only add that, as might be expected from that zealous and efficient officer, Lieut.-Col. Beer, advantage was taken of every moment at his disposal in carrying out a systematic course of drill and practice, and, as a result, at my inspection on the 9th July there was little or no cause for fault finding, (corps invariably desire to have their defects pointed out, in order that they may correct them) and there was much proficiency deserving praise.

Lieut.-Col. Beer is fortunate in his selection of officers. Major and adjutant, surgeon and quarter-master, captains and subalterns, all seemed to vie with each other in supporting their commanding officer.

Lieut.-Col. Beer is to be congratulated on the organization of his company at Baie Verte under Captain Harper, a past cadet of the New Brunswick Infantry School of Instruction.

I have the honour to be, Sir,

Your most obedient servant,

GEO. J. MAUNSELL, Lt.-Colonel,  
Deputy Adjutant-General Commanding  
Military District No. 8.

To COLONEL POWELL,  
Adjutant-General, &c., &c.

**A.****BRIGADE ORDERS.****BRIGADE OFFICE,****ST. JOHN, N.B., 28th July, 1879.**

1. In accordance with District Orders, dated at Fredericton, 26th instant, the N. B. Brigade Garrison Artillery at St. John, N.B., viz.: Nos. 1, 2, 3, and 10 Batteries, Lt.-Colonel Foster commanding; the N.B. Engineers, Captain Perley commanding; the 62nd Battalion, Lt.-Colonel Blain commanding, will assemble with arms and equipment and in full numerical strength at or in the vicinity of I. C. R. Station at St. John, at 11 o'clock, a.m., on the 6th day of August next, to pay the prescribed honours to H.E. the Governor-General and H. R. H. the Princess Louise, on their arrival there, which will be at noon of that day, and subsequently to be inspected by the Deputy-Adjutant General commanding this district. A squadron of the 8th Regiment Cavalry, under Major Domville, and the Fairville Battery, Captain Landers commanding, are to join the above corps at the same time and place.

2. Lt.-Colonel Foster commanding N. B. Brigade Garrison Artillery will then detail batteries to fire the authorized salute from such points in the neighbourhood as he may deem desirable, on the arrival of the Vice-Regal party at the railway station.

The detachment of cavalry (squadron) under command of Major Domville, M.P., will receive H. E. and H. R. H. the Princess in front of the railway station. The guard of honour (full strength) of the 62nd Battalion, on the left of the cavalry, will also there receive the Vice-Regal party. The remaining garrison artillery not employed in firing salutes above referred to; the N. B. Engineers and the remaining part of the 62nd Battalion will be utilized under the supervision of the brigade major, in lining the interior of the station building, and there preserving order in conjunction with the civic authorities, and should there be more than sufficient for this duty, those remaining will be extended in lining the route of the Vice-Regal party towards Mount Pleasant. If time permit, the guard of honour of the 62nd Battalion above referred to, will, after saluting H. E. and H. R. H. at the station, at once proceed to Mount Pleasant and receive the party with a royal salute on their arrival at their residence "Reed's House." The N. B. Engineers, available Garrison Artillery, and the 62nd should in like manner, at once proceed to Mount Pleasant, and under direction of the brigade major, or such officers as he may instruct, line the route from "Reed's House" downwards towards the station.

By order,

**J. R. MACSHANE,**

Brigade Major.

**B.****GENERAL ORDERS (21.)***Complimentary Communication.*

No. 1.

**HEAD QUARTERS,****OTTAWA, 5th September, 1879.**

The General Officer Commanding the Militia has much pleasure in publishing the following communication from His Excellency the Governor-General:

His Excellency the Governor General has much pleasure in expressing to the officers, non-commissioned officers, and men of the active militia force of the Province of New Brunswick and Prince Edward Island his great satisfaction at their soldier-like appearance, and the manner in which their duties have been carried out during his recent tour through those provinces.

His Excellency has additional gratification in recording this opinion, as it not only reflects credit on the corps which came under his observation, but also on the District Staff, to whom his personal thanks are likewise due for the efficient and careful manner in which all military arrangements were carried out.

By Command.

WALKER POWELL, Colonel,  
Adjutant-General of Militia,  
Canada.

---

C.

DISTRICT ORDERS.

(Copy.)

HEAD QUARTERS,

FREDERICTON, N.B., 8th September, 1879.

The Deputy Adjutant-General Commanding takes the opportunity, when communicating the accompanying General Order to the force of the district under his command, to thank the non-commissioned officers and men of the corps named in the list herewith, whose performance of duties in honour of His Excellency the Governor-General and Her Royal Highness the Princess Louise, has been so highly commended by His Excellency, as shown in General Orders (21) of the 5th instant, as published by the Lieut.-General Commanding. Lieut.-Colonel Maunsell's acknowledgments are offered in a special manner to the Brigade-Major, Lieut.-Colonel MacShane, who exercised a most efficient supervision over the duties performed by the force, as well as to commanding officers for the promptitude and alacrity with which all instructions for their guidance have been carried out. Thanks are also due to Captain Perley, Commanding N.B. Engineers, for services on the Staff.

(Signed) GEO. J. MAUNSELL, Lieut.-Colonel,  
Deputy Adjutant-General, Commanding  
Military District No. 8.

## D.

RETURN showing the Force in Military District No. 8 that paraded in honour of His Excellency the Governor-General and H. R. H. the Princess Louise, in August, 1879.

CORPS.	Officers Commanding.	Place where duty was performed.	Dates.	Officers.	Non-commissioned Officers and Men.	Horses.	Remarks.
			August.				
8th Regiment, Cavalry....	Major Domville..	Saint John..	4th to 9th.	11	77	70	
“ “ “ “ ..	Capt. Scovil ..	Shediac ..	12th .....	1	19	...	
N. B. Garrison Artillery..	Lt.-Col. Foster..	Saint John..	6th .....	13	193	...	
“ “ “ “ ..	“ “ “ “ ..	“ “ “ “ ..	9th .....	11	164	...	
“ “ “ “ ..	“ “ “ “ ..	“ “ “ “ ..	12th .....	10	119	...	
N. B. Engineers.....	Capt. Perley ..	“ “ “ “ ..	6th.....	2	41	...	
Band, 62nd Battalion, attached.....	“ “ “ “ ..	“ “ “ “ ..	7th.....	3	41	...	} Guard of Honour and Band.
62nd Battalion.....	Lt.-Col. Blaine..	“ “ “ “ ..	7th.....	...	18	...	
“ “ “ “ ..	Capt. Hazen ..	“ “ “ “ ..	8th.....	19	252	3	} G. of H. and Band.
“ “ “ “ ..	Capt. Farren ..	“ “ “ “ ..	9th.....	3	123	...	
“ “ “ “ ..	Capt. Farren ..	“ “ “ “ ..	12th.....	3	123	...	
71st Battalion.....	Capt. Cropley ..	Fredericton.	9th.....	4	141	...	do do
“ “ “ “ ..	“ “ “ “ ..	“ “ “ “ ..	11th.....	3	141	...	do do
“ “ “ “ ..	“ “ “ “ ..	“ “ “ “ ..	12th.....	3	89	...	do o
74th Battalion.....	Capt. Arnold....	Sussex .....	6th.....	3	32	...	
				89	1572	73	
		Total.....			1661		

GEO. J. MAUNSELL, Lieut.-Colonel

Military District Head Quarters,  
Fredericton, N.B., 26th November, 1879.

Deputy Adjutant-General.

## E.

(Copy.)

DEPUTY ADJUTANT-GENERAL'S OFFICE,

FREDERICTON, N.B., 7th July, 1879.

SIR,—I have the honour to acknowledge the receipt of your letter of this day's date, to the effect that the late lamented Lieut.-Colonel, the Hon. L. A. Wilmot, having made no provision by will or otherwise, for the disposal of the colours of the old 1st York County Militia it is the desire of his widow, Mrs. L. A. Wilmot, and of yourself, his only surviving brother, that the colours should be committed to the guardianship of the York County Militia, its representative battalion—the 71st York Battalion. In reply, I beg to say that owing to military engagements elsewhere, I regret extremely, I shall be unable personally to be present with the 71st York Battalion during the remainder of their drill in camp. I have, however, instructed Lieut.-Colonel March commanding that corps, to order a parade of his battalion in front of his camp, on the camp grounds, at 10 a. m. on Friday next, the 11th instant, when Lieut.-Colonel McShane, Brigade Major of Militia will, on my behalf, receive the colours from yourself, and hand them to Lieut.-Colonel Marsh:

In conclusion, on behalf of the 71st Battalion, and the active militia of New Brunswick generally, amongst whom—as Lieut.-Governor of this Province, as Lieut.-Colonel of our Militia, as Judge of the Supreme Court, and as a citizen of Canada generally—who set a noble example—the late Hon. L. A. Wilmot's name will long be remembered, and his character admired and appreciated. I beg to offer to both Mrs. L. A. Wilmot and yourself my sincere thanks for your actions in the matter of the colours in question.

I am, Sir,

Yours obediently,

(Signed) GEO. J. MAUNSELL, Lieut.-Colonel,  
Deputy Adjutant-General

E. H. WILMOT, Esq.,  
&c., &c., &c.,  
Fredericton.

### F.

ADDRESS BY E. H. WILMOT, ESQUIRE, IN PRESENTING THE COLOURS.

*Lieut.-Colonel McShane, Brigade Major :*

The late Hon. L. A. Wilmot, the last Lieut.-Colonel commanding the 1st Battalion, York County Regiment of Militia, had possession of this stand of colours formerly borne by that battalion.

As a memento of his long active connection with the militia of York County, these colors were treasured and preserved by him to the day of his death. It is proper now that they should be committed to other guardianship.

On behalf of Mrs. Wilmot, and for myself, the personal representative of the late L. A. Wilmot, I request you to present these colours to the 71st York Battalion of Infantry, as representing the York Militia, and as the most fitting guardians of such a valued relic of the old-time militia of New Brunswick.

### BRIGADE-MAJOR MACSHANE'S REPORT.

*Inspection, Camp Maunsell.*

BRIGADE OFFICE,

ST. JOHN, N.B., 5th Nov., 1879.

In accordance with your instructions, I inspected the four companies of the 71st Battalion allotted for drill at their camp, which, in compliment to yourself, they named "Camp Maunsell." The site was well chosen on rising ground to the right of the Hanwell road and in the vicinity of Government House, Fredericton, commanding a view unsurpassed for its beauty in the province.

Arriving at Fredericton the evening before inspection a most favourable impression was produced by the soldierly appearance of the men from camp in the streets. They were smart looking, well set up and properly dressed without exception, looking what they are, soldiers. The inspection on the next day fully bore out this impression; very little was left for reasonable criticism. A veteran officer of Her Majesty's imperial service not being far from my elbow, expressed his astonishment at the steadiness of the men. A presentation of colours, formerly belonging to the York County Militia, presented to them in 1835, and then consecrated by the Venerable Archdeacon Coster, formed a pleasing feature at this inspection. The ceremony of presentation, though without time for practice, got along without a hitch. The

colours were presented to the 71st Battalion by the widowed lady of the late lamented Governor Wilmot and his only surviving brother, Mr. E. H. Wilmot. The history of these beautiful colours, for they are really beautiful, is detailed in the correspondence with yourself previously to the presentation, and will doubtless have a place in your own official report for the current year.

With its new colour party the battalion now performed line and column movements, manual and firing and skirmishing in a most satisfactory manner. The serviceable appearance of the men and their exemplary conduct in camp is matter of local report. The efficiency of this corps is greatly due to the supply of instructors from our former infantry schools; but they can all, from the Lieut.-Colonel down, congratulate themselves on the success of this camp.

*No. 1 Company, 73rd Battalion.*

Drill at company head quarters, Buctouche, Kent County, N.B. On the 15th August, 1879, I inspected this company. They had made a previous appointment which had to be postponed on account of the duties arising out of the visit of His Excellency and Her Royal Highness Princess Louise. Major McCulley commanding the battalion sent a drill instructor, Sergt. Cameron, from No. 5 Company, a considerable distance to assist during its annual drill. Their own officers and non-commissioned officers had become rusty at instruction, and Sergt. Cameron is one of the cadets of our last infantry schools at Fredericton. He is a good man, and steadied what is virtually a new company, being just reorganized. I was sorry he had left for his home previously to my arrival and after the first appointment.

The physique of the men is unexceptionable; uniforms were incomplete as, until lately, my directions regarding arrangement of armoury were apparently unheeded, and I was unable in consequence to certify for further issues until the place for its reception should be all right. When next called upon, I believe I will be in a position to forward and recommend the necessary requisitions. Manual and firing and company drill as far as 13th section fair only, extended order indifferent. The best can be said of the drill is that the men were steady. I look forward to next year for full efficiency in this company. When spoken to apart, the officers blamed the uncertainty of the annual drill for many of the shortcomings I ascribed to their lack of zeal.

I have the honour to be, Sir,  
Your obedient servant,

J. R. MACSHANE, Lieut.-Colonel,  
Brigade-Major, Military District No. 8.

Lieut.-Colonel MAUNSELL,  
Deputy Adjutant-General,  
Fredericton.

PROVINCE OF NEW BRUNSWICK.

Proceedings of a Board of Survey, held at Saint John on the 2nd August, 1879, and continued by adjournment on the following day, and at Saint Andrews on the 23rd and 24th October, 1879, pursuant to General Orders (3) No. 4 of 4th December, 1874, and (23) No. 3 of 30th November, 1877, the postponement of the Survey having been explained to the Adjutant General.

*President*—Lieut.-Colonel Maunsell, Deputy Adjutant General.

*Members*—Lieut.-Colonel MacShane, Brigade Major; Lieut.-Colonel Price Lewis, R.A., Assistant Inspector of Artillery.

FORTS.

*Fort Dufferin, St. John.*

Referring to the recent land slide, already reported on by the Deputy Adjutant-General and Captain Perley, commanding New Brunswick Engineers, no further



slide has taken place, nor does there appear to be any likelihood of any further slide at present. Whether it be decided on or not by the Government to thoroughly repair this fort as affected by the slide, the Board is of opinion that it is most desirable to arm Carleton Heights with R. M. L. guns of heavy calibre.

Further recommended that the three 64-pounder R. M. L. guns, which had been removed within the work at Fort Dufferin in consequence of the land slide, be remounted on numbers 5, 6 and 10 gun portions, which had been vacant previous to the land slide. Authority for re-setting the pivots of the guns (referred to in proceedings of Board, October, 1878) is still required. Some slight repairs to the brickwork also required. The fence round the fort, which has required frequent repairs, is in an unsatisfactory state. Estimates have been submitted. The stores, ammunition, and the magazines (expense) at this fort, with the exceptions referred to, are in an efficient condition. Caretaker Nixon performs his duties in this fort with his usual efficiency and zeal.

#### *Carleton Tower.*

The platform on top of this tower, on which the guns rest, is quite rotten, and there is danger of the guns (two 32-pounders, S. B.) falling through. Regarding the roof, the same remarks apply as last year, viz: The new roof appears to have answered the purpose for which it was intended; but, owing to the joints of outside wall requiring refilling, dampness is admitted thereby and the rapid deterioration of the magazine within the tower is the result.

The Board has already (above shown) suggested a heavier armament for this position, and, if the suggestion be entertained and any such change be contemplated, the removal of the guns from the tower is recommended, and only such repairs carried out as are absolutely necessary on the interior of the tower.

#### *Caretaker's House.*

The kitchen, which is an annex to this house, is entirely rotten, and requires to be renewed.

#### *Carleton Heights.*

The following repairs, pointed out last year, are still required:—Three gun battery; two 32-pounders, S. B., one 24-pounder, one platform 24-pounder quite rotten; two carriages, 32-pounder, also rotten. The steps of the side-arm shed require renewal.

#### *Partridge Island.*

All repairs in this fort formerly reported by Board of Survey having been carried out under authority of the General Officer in Command, the general condition of the fort and of the guns mounted there is good; detail of guns in return marked "A" hereto. It is recommended that all the caretakers at St. John should be assembled at Fort Dufferin and Partridge Island respectively once every month for the purpose of shifting guns on the platforms and traversing.

#### *Fort Howe Heights.*

Armoury requires painting.

#### *Red Head Battery.*

The fence and earthworks are undergoing repairs by the caretaker (Cochran). He has done much work on the fence repairs; much is still necessary on the earth-

works, the fort being in an unfinished state. This fort, though having six embrasures, has but four 32-pounder S. B. guns mounted. Owing to the fact, however, that the nearest point of the channel is about (3,000) three thousand yards distant from the fort, in the opinion of the Board, these S. B. guns are not adapted for the position, and should be replaced by R. M. L. guns of heavy calibre. The ventilator of No. 2 magazine requires repairs, and a new lock is also required.

The caretaker has built a small house within the limits of this fort without applying for permission.

#### *Dorchester Battery.*

The Board considers it necessary to repeat their remarks of last year with respect to this battery, adding that the majority of the shanties have since been removed and that the side-arm sheds (two large and one small) require repairs, and that a new lightning conductor is required on the magazine.

The parapet of this battery is being levelled by the people occupying the shanties (built after the fire of the 20th June, 1877, by the Shelter Committee) on the Barrack Grounds.

The Board strongly recommends that the shanties be removed with as little delay as possible, and that the grounds be properly fenced and closed in by the city authorities, according to agreement, as already suggested by the Deputy Adjutant General and the Brigade-Major, as besides the levelling of the earthworks, the Government buildings in the Barrack Grounds are endangered by the people occupying the shanties, through fire. A fire occurring amongst the shanties would probably spread and destroy the drill shed and side arm shed in these grounds.

One 32-pounder gun carriage with this battery requires trifling repairs.

#### *Fort Howe.*

The guns and platforms (two 32-pounders S. B. guns), side arm shed and armoury are in a serviceable condition. The armoury requires painting.

#### *Fort Tipperary, St. Andrews.*

Mr. Johnston occupies both fort and buildings, as well as the land adjoining, not in the capacity of caretaker, nor has he charge of the buildings, but rents the land from the Government at the rate of twenty dollars (\$20) per annum.

Mr. Johnston appears to keep the grounds within the fort and the buildings in an unsatisfactory condition. The fence round the fort has fallen down and part of the wood thereof has been removed by persons unknown to the Board.

The Board of Survey recommends the entire removal of the fence. The Deputy Adjutant-General reported on this subject on the 1st February last, 1879, when returning to head quarters the petition of the people of St. Andrews, "asking that Fort Tipperary be put in a proper condition of repair."

The guns and carriages mounted in this fort, as well as those mounted at the Block House, are in a serviceable condition, having been thoroughly repaired in the summer of 1878.

There are no magazines.

#### *Chatham Battery.*

The Board desires to call attention to the following extract from the report of Lieut-Colonel Strange, Inspector of Artillery, with respect to this battery, as no steps appear to have been taken in the matter, the battery (No. 7 New Brunswick Brigade Garrison Artillery) not having been drawn for drill this year.

The guns, as at Digby, are mounted in an exposed position. It is most desirable that these coast batteries should be completed by a small earth-work, which might be

raised by the battery themselves during training, and revetted with iron hoop gabions, forming a desirable and inexpensive work. The Deputy-Adjutant General of the district selected with me a suitable site, if the necessary expenditure were sanctioned. Men could not work guns exposed to musketry fire without any cover, and the country bears the expense of maintaining what is inefficient for want of the necessary protection to the guns. Chatham is an important point, from which the crew of a piratical cruiser could do much mischief as well as cut the Intercolonial Railway by destroying an important bridge in the neighbourhood.

The board begs to submit a return (hereto appended, marked A) of guns mounted at the stations named therein.

#### MAGAZINES.

##### *Fort Howe Stone Magazine.*

The floor has subsided about three inches. The wood sheathing of sides and ceilings is rotten.

The exterior of roof requires thorough repairs.

The cross-beam at eastern entrance is rotten; it supports end wall of magazine.

Filling room—slight repairs wanted to roof.

##### *Fort Howe Brick Magazine.*

The roof appears good. A great many of the bricks require replacing in exterior walls.

Several cracks in exterior walls require to be filled. Mastic suggested.

The floor requires thorough repair. In present condition it will not support any considerable weight of powder, the cross-beams being broken.

#### BUILDINGS.

##### *Store House, St. John.*

The store house required some slight repair, which has been thoroughly carried out by the Public Works Department.

##### *Drill Shed, St. John.*

The drill shed at St. John appears to be admirably adapted for the purposes for which intended, and with the armouries, is kept in excellent condition by Caretaker Lamb.

##### *Fredericton.*

There is no change in the general condition of the buildings at this station, except that the recommendation as to the repair of office of Deputy-Adjutant-General has been carried out by the Public Works Department in an efficient manner.

The outside woodwork of officers quarters and other buildings requires painting.

##### *Officers Quarters.*

- |    |                                      |
|----|--------------------------------------|
| A. | Occupied by Deputy-Adjutant General. |
| B. | do Captain McKenzie, Caretaker.      |
| C. | do Collector of Customs.             |
| D. | do Trustees of Schools.              |

*Park Barracks.*

Occupied by Trustees of Schools.

*Soldiers Barracks.*

Occupied by Provincial Government.

GEO. J. MAUNSELL, Lieut.-Colonel,  
Deputy-Adjutant General Commanding,  
Military District No. 8, President.

J. R. MACSHANE, Lieut.-Colonel,  
Brigade-Major, Military District No. 8. } Members.  
PRICE LEWES, Lieut.-Colonel,  
Assistant Inspector Artillery. }

## (A)

Return of Guns mounted at the undermentioned Stations :

*Partridge Island.*

68-pounders.....	2
8-inch shell guns.....	2
32-pounders.....	1
18-pounders.....	1

*Dorchester Battery, City of St. John.*

32-pounders.....	3
24-pounders.....	2
12-pounders.....	1
32-pounders, Barrack Grounds.....	2

*Carleton Tower, City of St. John.*

32-pounders.....	2
------------------	---

*Carleton Heights, Lancaster.*

32-pounder.....	2
24-pounders.....	1

*Red Head Battery.*

32-pounders, guns.....	4
------------------------	---

*Fort Dufferin.*

64-pounders, R.M.L.....	5
32 pounders.....	2

*Chatham, Northumberland County.*

24-pounders.....	2
------------------	---

*Fort Tipperary, St. Andrews.*

32-pounders.....	2
------------------	---

*Block House, Fort St. Andrews.*

24-pounders.....	2
------------------	---

*Fort Howe, Portland, St. John.*

32-pounders.....	2
------------------	---

All these guns, except the two 24-pounders at Chatham, have been lacquered during the past year. The 64-pounder shell at Fort Dufferin also lacquered.

GEO. J. MAUNSELL, Lieut.-Colonel,  
Dep. Adjutant-General.

J. R. MACSHANE, Brigade Major.

PRICE LEWES, Lieut.-Colonel,  
Assistant Inspector Artillery.

FREDERICTON, 27th October, 1879.

### MILITARY DISTRICT No. 9.

HALIFAX, 1st December, 1879.

SIR;—I have the honour, in submitting my report, to summarise briefly:—

The quota required to be furnished from this district was originally fixed at 4,284. The actual enrolled strength of corps accepted and gazetted is 4,568.

Under the regulations for annual training for 1879-80, the number of men to be called out was limited to 2,000, and the strength of companies was not to exceed 39, non-commissioned officers and men, exclusive of band and staff.

The corps for drill were selected in accordance with General Orders No. 13, of 29th May, 1879.

I append copy (marked B) of the District Orders issued in accordance therewith.

Of the 2,000 men selected for training, the actual strength of effectives inspected or absent on account of sickness or causes beyond control was 1794, but five companies of the 78th Battalion, although not ordered for drill, voluntarily met and performed the annual training, thus swelling the number to nearly the quota originally fixed.

Subsequently to the issue of the above orders, I was authorized to train three companies, to be charged to the drill appropriation for 1878-79. I therefore took the corps first for inspection the three companies of Victoria Provisional Battalion, and replaced them on the list for 1879-80, by adding companies from other corps.

Tabular inspection reports (marked D) are forwarded herewith; also particulars of the inspection of each corps (marked A).

I have the honour to be, Sir,

Your obedient servant,

J. WIMBURN LAURIE, Colonel,

Commanding Military District No. 9.

### A.

#### 1st Brigade.

The city brigade of militia paraded with the regular troops on the 24th May, to celebrate Her Majesty's Birthday, and again took part in a field day, on the 22nd October, on both of which occasions General Sir P. L. MacDougall, under whose command I placed myself and the brigade of militia, expressed his approbation of the appearance, soldierlike bearing, and performance of the militia.

The commanding officers, without exception, are good battalion commanders, prompt and ready in response to brigade cautions; hence the brigade always shows well on parade, and it is to be regretted that the limited time allowed for training,

and the lateness of the season at which corps are selected for drill, do not admit of corps being ready to take part in brigade drill during the early summer months, when no doubt it would be practicable to have more frequent joint parades with the regular troops. Not wishing to call upon the men too often for sacrifice of time, I made the brigade parade of the 22nd October, my annual inspection of this brigade.

*Halifax Field Battery.*

Turned out soldierly and smart on the 24th May and 22nd October. Their practice was conducted under the Assistant Inspector of Artillery, at which I was not present. But I was glad to hear that the battery turned out for field drill under Lieut.-Colonel Lewes, and would without doubt make a marked improvement in consequence. The cost of horsing this battery is very serious, for each hour the horses are on parade the members of the battery pay as much as is allowed for the day's drill for each horse, and although the members subscribe liberally, this forms a very heavy drain on their funds. Major Graham and I have repeatedly consulted how this may be obviated, but we have not arrived at any way of surmounting the difficulty.

*1st and 2nd Halifax Brigades Garrison Artillery.*

The greater portion of the annual training has advisedly and very properly been spent at great gun drill, and with the limited time allowed for training, the officers commanding were somewhat averse to appearing at the brigade parades, alongside the infantry corps, considering that they would show to a disadvantage, but as Lieut.-Colonels Mitchell and McPherson are both good battalion commanders, these two corps do not suffer in this way. At the annual inspection the muster of those corps was very small, as the Assistant Inspector of Artillery had held his inspection within the week previous to my inspection, and as employers objected to their men being taken away a second day at so short an interval. I had to accept excuses from a great number, and to take the commanding officer's certificates that the men on the roll were effective.

The artillery practice took place under the Assistant Inspector of Artillery. I was not present, not knowing when it was to take place; I attended, however, at the prize competition held by selected men.

From previous inspections of these brigades and personal knowledge of the officers, I believe the men to be handy and serviceable at their guns, but on this matter the Assistant Inspector of Artillery will doubtless report to head quarters.

*63rd Rifles.*

In this corps the companies keep up a distinct organization, which tends much by emulation to keep up the strength, and should make all more zealous. This corps is well drilled and ready for any work.

*66th Battalion, "Princess Louise Fusiliers."*

At Lieut.-Colonel Bremner's request, this corps has lately been changed to Fusiliers. The zeal which prompts Lieut.-Colonel Bremner and his officers is to be found in all ranks of this corps. It is now drawing its recruits from a much higher social class than when first organized.

*Pictou.*

The Pictou Battery volunteered to turn out to fire a salute on the arrival and departure of Her Royal Highness and His Excellency the Governor General at Pictou on the 13th August.

A volunteer guard of the 78th Highlanders, accompanied by the pipe corps, also attended on this occasion, and these men are deserving of every credit as the corps was not for drill this season. The arms and clothing were in company stores, and the men were only warned late the night before, yet they drew their clothing and appointments, cleaned them and drove over twenty miles, reporting themselves at Pictou at 8 a.m. on the 13th August.

The Governor General after inspecting them particularly complimented Captain Gordon on the most soldierlike appearance of his men, and Major Sutherland on the stalwart Highlanders he commanded, concluding with a few words in Gaelic which were replied to by Major Sutherland.

*Pictou Artillery.*

I inspected the Pictou Battery at Pictou on the 27th November, and was, as usual, much pleased with the appearance and drill, and can only report that this corps is a credit to the militia.

*78th Highlanders.*

Only one Company, No. 8, of this battalion was selected for drill, but all the companies requested permission to train as usual. No. 2 Company did not carry out their proposed intention, but the remaining companies attended full course of training, a fact most creditable to officers and men.

I inspected No. 1 at Turo on the 20th November, but owing to delayed train had but little time for close inspection. The men were smart and well turned out, and drilled steadily. No. 4 paraded at Shubenacadie and drilled very creditably in close and extended order an attentive and smart body of young men. No. 5, under Captain Burgess, at Windsor, fully maintained their previous reputation, training over 50 men, soldier-like in appearance and in drill—a credit to themselves and their Captain, who is a very painstaking instructor.

Nos. 6, 7 and 8 paraded under Major Sutherland at West River; solid sturdy Highlanders; worked for over three hours in close and extended order, and particularly in attack showed great aptness for taking advantage of ground, and were skillfully handled by their officers.

*Cumberland Provisional Battalion.*

Nos. 2, 3 and 4 Companies paraded at Spring Hill on the 24th October. It rained very heavily and the water was ankle deep on the ground, so after a short drill I dismissed the men. Some movements were very fairly done, and showed that the men had received instruction.

2ND BRIGADE.

*68th Battalion.*

Nos. 7 and 8 Companies were inspected at Aylesford on 15th October. They were composed of smart, likely young men, and drilled very fairly both in close and extended order.

Nos. 3 and 9 Companies paraded at Kentville on the 16th October. These were mostly stout, able men, and Lieut.-Colonel Chipman put them through a lengthened drill. The ground was not very favourable and hence the men did not show to the best advantage.

*69th Battalion.*

Nos. 1, 2 and 6 Companies were inspected by me at Paradise on 9th October. As usual, this was a fine body of men who were attentive and willing, but they had

not been drilled for some time, and both officers and men were backward in drill. With a few days in battalion under Lieut.-Colonel Starratt this rust would soon be rubbed off. No. 7 Company was inspected by Lieut.-Colonel Milsom, whose report is enclosed (marked C).

*72nd Battalion.*

Nos. 1, 5 and 6 Companies paraded at Middleton on 15th October. In no corps is there a more noticeable improvement than in this. Lieut.-Colonel Parker reports that he has obtained a much superior class of recruits. The men were clean, smart and attentive. Officers had studied their drill and put it in practice. The drill, both in close and extended order, was very creditable, and if such improvement is continued Lieut.-Colonel Parker will soon have a smart, soldierly battalion.

*75th Battalion.*

Nos. 2 and 3 Companies were inspected at Lunenburg by Lieut.-Colonel Milsom, whose report (marked C) is enclosed. This battalion, composed of reliable, willing men, is the making of one of the best battalions in the Dominion, but is still without a regular instructor.

3RD BRIGADE.

*Victoria Provisional Battalion.*

Lieut.-Colonel Bingham paraded Nos. 1 and 2 Companies at Baddeck on the 4th July. Steady, reliable men and very fairly commanded, but much out of practice. They drilled fairly, but there is room for improvement in the turn-out of the men. No. 5 Company, Captain Hill, at Sydney at the 8th July. The Captain reports that he is now obtaining a very superior class of recruits, and proposes continuing the drill all the year through. I trust so, as Sydney, the old Capital, and most important town in the Island of Cape Breton, should have a good company, always available for service.

ARMS.

I much regret that my recommendation of a separate armourer for this province, in lieu of one for the whole of the Maritime Provinces, was not approved, as up to the present time only about 1,000 stand of arms have been repaired. It will thus be nearly five years before the arms of the militia of this district are inspected and put in order, by which time they will again require going through. I do not know how much has been as yet done to arms in the neighboring districts.

INSTRUCTION.

I would again urge that unless some arrangement is made, by which the officers and sergeants of the militia can receive a regular training prior to appointment, as well as some preliminary drill before meeting their companies for annual training, the militia must infallibly deteriorate. Much can be done in twelve days towards training men of the intelligence that the average young Canadian possesses, but only provided that the instructors are well up in their work. Non-commissioned officers should not only thoroughly know their own duties without absorbing the attention of the officers, but should be able to assist in training the men.

Military schools as latterly carried out tended to teach officers and non-commissioned officers their duties, and although so lately discontinued, their want is already felt. If officers were required to pass an examination at each step of promotion it would be beneficial. At present, a second lieutenant obtains a certificate he takes



little part in the instruction of his company, and after a lapse of years, becomes the captain and instructor, having got entirely out of practice and forgotten almost all he had learnt.

#### RIFLE ASSOCIATIONS.

As evidenced by the fact that the Nova Scotia team carried off the Provincial Challenge Cup at the Dominion match at Ottawa, much interest is taken in this district in rifle matches, and it has been the aim to give it all possible encouragement as tending to increase an interest in the militia organization.

There are in this district, the Provincial Rifle Association, and eight County Associations: Halifax, Hants, Colchester, Cumberland, Pictou, Kings, Annapolis, Digby, and several battalion associations, of which no returns are furnished to district head quarters.

J. WIMBURN LAURIE, Colonel,  
Commanding Military District No. 9.

#### B.

#### DISTRICT ORDER.

HALIFAX, 6th June, 1879.

In accordance with General Orders (13) of the 29th May, 1879, limiting the number to be trained in this district to 2,000, the undernamed corps will be trained during the present season :—

	All Ranks.
Halifax Field Battery.....	80
1st Halifax Brigade Garrison Artillery.....	271
2nd " " " .....	174
Pictou Battery.....	42
63rd Battalion Rifles.....	272
66th " Infantry.....	360
Sydney Company " .....	42
	1,241

Companies will be selected by lot from the undermentioned battalions, but the selection will only be made from those companies that did not train during the past season :—

	Companies.	Staff.	Total
68th Battalion.....	3 .....	2 .....	128
69th " .....	3 .....	2 .....	128
72nd " .....	3 .....	2 .....	128
75th " .....	2 .....	1 .....	85
78th " .....	1 .....	1 .....	43
Cumberland Provisional Battalion.....	3 .....	2 .....	128
Victoria " .....	2 .....	1 .....	85
			725

The attention of officers commanding corps is particularly called to the necessity of sending in requisitions for necessary ammunition without delay; also they are requested to furnish a statement showing the companies selected for training, the place of training, and when they will have completed drill and be ready for inspection.

J. WIMBURN LAURIE, Colonel,  
Commanding Military District No. 9.

HALIFAX, 6th June, 1879.

DISTRICT ORDER.

The number of the militia to be trained in No. 9 District being limited to 2,000, the undernamed corps which trained last year will be relieved from training the present season:—

2nd Halifax Brigade Garrison Artillery,	2	batteries.
Lunenburg Battery	"	" 1 battery.
Mahone Bay	"	" 1 "
Digby	"	" 1 "
Yarmouth	"	" 1 "
Liverpool	"	" 1 "
68th Battalion Infantry,	2	companies.
69th	"	" 3 "
75th	"	" 2 "
78th	"	" 6 "

The undernamed, which did not train last year, are relieved from training during the present season, the quota allotted to this district not admitting of their being trained.

68th Battalion Infantry,	4	companies.
69th	"	" 3 "
72nd	"	" 3 "
75th	"	" 2 "
Cumberland Provisional Battalion,	2	companies.
Victoria	"	" 2 "

J. WIMBURN, LAURIE, Colonel,  
Commanding Military District No. 9.

C.

HALIFAX, 4th November, 1879.

SIR,—I have the honour to report that, in accordance with your instructions, I inspected No. 7 Company, 69th Battalion, at Bear River, on the 24th of September, and Nos. 2 and 3 Companies of the 75th Battalion, at Lunenburg, on the 14th of October. These companies performed 12 days' drill at their local head quarters; were full strength, and a very good class of men; clean and soldierlike; drilled in company and firing exercises fairly; arms, accoutrements and clothing in good order. *All ranks* require nothing but good drill instruction.

I have the honour to be, Sir,  
Your obedient servant,

T. MILSOM, Lt.-Colonel,  
Brigade Major, Military District No. 9.

The Deputy-Adjutant General,  
Military District No. 9,  
Halifax.

MILITARY DISTRICT NO. 10.

FORT OSBORNE, WINNIPEG,  
HEAD QUARTERS, MILITARY DISTRICT NO. 10,  
2nd December, 1879.

SIR,—I have the honour to forward for the information of the Lieutenant-General Commanding, the annual report, with synopsis of inspection, &c. of the state of the militia in this district for the ensuing year.

Offers of service from a number of localities, both for the formation of mounted and infantry corps, have from time to time during the year been forwarded. Of these the only organizations authorized have been the "St. Boniface" and "St. Jean Baptiste" Companies. The former has failed to complete organization, and the latter has been duly gazetted, armed and uniformed, adding one infantry corp more to those previously embodied in this district.

I earnestly trust that in view of the large works of railway construction now in progress, and contemplated, which will temporarily draw in a considerable influx of foreign labour, which experience has shown to be a somewhat disturbing element, that this district may receive, especially considering its isolated circumstances, an addition of strength of corps to the westward and south-westward. I shall find no difficulty in organizing, and I think with every prospect of maintenance, good rural corps in those directions.

A new corps specially composed of marksmen is, I am informed, proposed in the City of Winnipeg, but no official offer has yet been made.

#### ANNUAL DRILL.

The quota allowed for this district precluded the whole of the force from participating in the annual pay.

The corps authorized to drill were as follows:—

The Winnipeg Troop of Cavalry.

" " Field Battery.

" " Infantry Company.

" Kildonan " "

The Emmerson Company received the small allowance remaining—a large amount of voluntary drill having been performed by this corps.

#### INSPECTION.

##### *Winnipeg Troop of Cavalry.*

The Winnipeg Troop of Cavalry went into camp on the 15th September, performing six days' continuous drill under regulations. Captain Street reports (he having inspected this corps during my absence in the North-West Territories on duty) on the smartness, discipline and general progress of this troop, which this year went through its first annual training. His inspection report is appended.

The Winnipeg Field Battery went into camp, in accordance with General Orders, for annual drill on the 7th July, performing twelve days' of continuous drill.

Nearly two-thirds of this corps were newly enlisted men, and did not appear to be, as a rule, of such material as had previously filled the ranks.

The battery was, however, well horsed, the mounted detachments steady, harness very fairly fitted, and clean.

The dismounted portion of the battery, chiefly composed of the newly recruited men, I am unable to report of so favourably.

I trust that cordial co-operation between the officer commanding and his officers will enable the inspector to give a more favourable report next year of this valuable corps than at present.

Lieut.-Colonel Kennedy, commanding the battery, informs me that he has been unable, from various reasons, up to the present time, to perform the annual target practice authorized, but that he proposes immediately to do so.

##### *Kildonan Infantry.*

The Kildonan Infantry Company, besides a large amount of voluntary drill, performed the regulated annual training. They passed a most satisfactory inspection. This corps has now been over three years in existence, and has steadily maintained the organization; a large number of the men propose to re-enlist. I trust that in the

issue of clothing, which will be at once applied for, cloth trousers and tunics will be authorized for the corps. In fact, except for undress or fatigue purposes, it is impracticable for a captain of a company to have his men clothed as he would wish, and present an appearance calculated to maintain *esprit de corps* in the serge frocks which, with one exception, has been all that has been issued to infantry corps in this district.

This corps (the Kildonan) has made exceptionally good rifle practice averages this season.

*Winnipeg Infantry Company.*

This corps, drilling at company head quarters, passed a very good inspection. The commanding officer is well up in his duties. The men are, as a rule, of a good class, and the company I consider is likely to be well and permanently maintained.

*Emerson Infantry Company.*

This company, although not among those authorized for annual drill, performed a considerable amount voluntarily. I have authorized the receipt, for such (not exceeding the district quota) as are certified to have earned it, of the annual drill pay, in accordance with the proviso of regulations on the subject.

Captain Street inspected this company, and reports to me most favourably. This corps will also have completed three years' enlistment in April next. The commanding officer is most urgent that new cloth clothing should be supplied to replace the worn out serge, during the ensuing year, and I respectfully further his application.

*"St. Jean Baptiste" Infantry Company.*

This corps has been so lately equipped, that no inspection of it has yet been made. I propose, however, to make one at an early date.

RIFLE ASSOCIATION.

The Provincial Rifle Association still remains the only one in this district. It has not been considered advisable up to the present time to form branch associations. A successful meeting was held last summer.

DRILL SHED IN WINNIPEG.

I have on several previous occasions reported on the great advantage to corps in this city, which may be considered the metropolis of the province, if a proper and commodious drill shed was erected here. The municipality is willing to furnish a satisfactory site in the city, but I fear that at the moment heavy calls on their finances would not allow them to contribute, as required by Order of Council lately forwarded to me, for the erection of a building. I have already reported on this important subject, and I trust that the exceptionally isolated and important position of this city may induce the Government to modify the regulations on the subject in this especial case, as I am informed has been done in certain instances in other parts of the Dominion.

BARRACKS STORES AND MAGAZINE.

The barracks at Fort Osborne, are now in a large measure handed over to the Department of Immigration and Agriculture, the portion so occupied being fenced off from the remainder, still in occupation by the Militia Department.

An exhaustive examination of stores was held in June last, on which I have already reported in detail. Crowded space principally precludes the classification and arrangement which is so desirable when large quantities of warlike stores are held.

The want of a proper magazine for explosives is also severely felt.

---

 RIOTS ON CONSTRUCTION WORKS OF CANADA PACIFIC RAILWAY.
 

---

In May last, a strike among the working men employed on Sections 14 and 15 of the Canada Pacific Railway occurred in the District of "Keewatin," culminating in riots at a point known as "Crop Lake." Urgent demands for assistance by its civil authorities and the contractors were forwarded.

In compliance with orders from head quarters, I called out a portion of the active militia force of the district, and proceeded to the disturbed locality by rail, some one hundred miles distant, with such force (detailed in appendix hereto) as could hurriedly be mustered.

Detail of this matter having been in a special report forwarded, there is no necessity I should recapitulate; but I wish again, as I did at the time, to express my admiration at the good steady conduct of the officers and men that I had with me.

Their implicit obedience to orders and steady determined bearing when confronted with an armed mob of five times superior numbers, who endeavoured to "rush" our position at daybreak, after our arrival, and then further hard work through several days and nights, prevented a loss of life and maintained law and order, besides averting the contemplated destruction of immense quantities of plant, and grievous delay in the construction of an important public work.

The conduct of the newly raised force on the first occasion of their having to act confirms me in the belief that years of experience and many incidents have inculcated, that our Canadian militia can be thoroughly relied on in any emergency.

It remains, however, to be carefully considered whether it is quite just, in the event only too likely to occur, of other and similar disturbances on the large works now progressing, and projected in an entirely unsettled and vast district, that, from a comparatively small centre such as Winnipeg the heavy strain of withdrawing from their ordinary avocations a large proportion of the manhood population, to the deep injury of their own and employees interests, should be repeated.

A small established military force in a central locality, such as existed here from 1870 to 1877, would, even if weak in numbers, be an instant and immediate agent for the repression of disorder, and could, if required, be at once augmented for the emergency by drawing on the local militia, to whom the permanent corps would be a school and an example.

*Militia in North-West Territories.*

In August I received from you instructions to be prepared to proceed without delay; when telegraphed to, to certain indicated localities for the purpose of organizing as a precautionary measure corps of volunteer militia.

As I have so lately reported fully to you on the steps taken by me in carrying out this duty, there is not, I presume, any necessity that I should embody a synopsis of it in this report.

It has been satisfactory to find that the action of the Government in extending the militia law to the North-West Territories has been thoroughly appreciated and availed of by the settlers so far as their comparatively sparse numbers would admit.

There can, however, be no doubt that in the process of developing these splendid regions of the Dominion, that it will be found requisite to establish as a means for defence against possible aggression, and for the maintenance of law, a proper military force, which, disciplined and bound together by the strict and well recognized rules which govern such a body, would be looked upon with confidence and respect by the volunteer militia who would supplement its strength should emergency arise.

If fostered and encouraged in its infancy, the North-West militia spreading with the newly forming settlement, will form an important agent in civilizing that vast

territory, and become an important link in the chain of Dominion defences between the two oceans.

I have the honour to be, Sir,  
Your obedient servant,

W. OSBORNE SMITH, Lieut.-Colonel,  
Deputy-Adjutant General, Military District No. 10,  
The Adjutant General Militia, Commanding Dominion Forces in North-West-  
Head Quarters, Ottawa.

FORT OSBORNE, WINNIPEG,  
HEAD QUARTERS, MILITARY DISTRICT No. 10,  
4th December, 1879.

SIR,—I have the honour to report that, in accordance with the instructions you gave me before your leaving for the North-West Territories on duty, I inspected on the 19th September, the Winnipeg Troop of Cavalry on conclusion of their annual drill in camp.

They mustered twenty-five of all ranks and spent six clear days in camp, drilling six hours each day.

I have much pleasure in reporting favourably of this troop.

I found the arms, belts and uniforms very clean. The uniforms and belts fitted well and were well put on.

The saddlery was in good order, and the horses serviceable and appeared to have been well looked after.

The drill, consisting of troop movements, skirmishing and the formation of advance and rear guards, was very fair, considering the few opportunities the troop have had for mounted drill. I have also to report favourably of the general conduct of the troop when under canvas, and the neat appearance of their camp.

I also, by your instructions, inspected on the 1st instant the armoury of the Emerson Infantry Company, and the few men you had called out to make up the authorized number to drill in this district, and although only twelve could receive pay, the company mustered for inspection, two officers and twenty non-commissioned officers and men. I had no opportunity, owing to the late hour and inclemency of the weather, of judging of their drill, but from their steadiness in the ranks and the way they handled their arms, I would consider them an efficient company.

I have the honour to be, Sir,

The Deputy Adjutant-General,  
Military District No. 10.

Your obedient servant,  
GEORGE W. STREET, Captain.

RETURN of Corps of Active Militia lately organized in North-West Territories.

Place.	Corps.	Commanding Officer, Provisionally Appointed.
Prince Albert.....	M'ted Rifles, Troop "A"	Captain Young (late Capt. H.M. 50th Foot);
do .....	do "B."	Captain Moore ( do "Antrim Rifles," Regular Militia, Ireland).
do .....	Infantry Company.....	Thomas McKay, Esq., J.P.
Duck Lake.....	Mounted Rifles.....	Owen Hughes, Esq., J.P.
Battleford .....	Infantry Company....	W. Scott, Esq.

W. OSBORNE SMITH, Lt.-Colonel,  
Deputy Adjutant-General, Military District No. 10,  
Commanding Dominion Forces in North-West.

WINNIPEG, 4th December, 1879.

## MILITARY DISTRICT No. 12.

HEAD QUARTERS,

CHARLOTTETOWN, 20th November, 1879.

SIR,—I have the honor to transmit herewith for the information of the general commanding:

1. Inspection Report of the state of the Active Militia in this District;
2. Recapitulation of the full quota, actual strength at drill, and difference.
3. Register of Target Practice as directed in paragraph 284 of the Rules and Regulations.

In accordance with the General Order of the 29th May last the quota was selected from the Garrison Artillery, certain companies in cities, and companies which, although armed and equipped, yet had never been drilled.

Of the latter three were companies lately enrolled in the 82nd Battalion, and these I inspected as follows:

On the 15th July, No. 6 Company at West Covehead; a good parade, every officer and man present, and I had every reason to be satisfied with their knowledge of their duties.

On the 19th July, No. 4 Company at Little York. This Company has the advantage of a Captain well instructed in his profession, and several of the men had formerly served in a volunteer corps under the local Government. The movements were intelligently performed, and far in advance of what is the usual result of only twelve days' drill.

On the 26th July, No. 5 Company paraded at Brookfield, and their conduct on parade was all I could desire. The Captain is a gentleman who served many years in Her Majesty's army and has spared no time or trouble to make his men efficient. His management has been excellent, and I am glad to have this opportunity of reporting to the General thus publicly, that Captain Spence not only brought his company into Charlottetown for some days during the visit of His Excellency the Governor-General, but moved them in carriages from Hunter River to Rustico as an escort to His Excellency, and without any remuneration to officers or men for either transport or service.

In alluding to this battalion, I have the gratification of reporting the good spirit and readiness with which the companies responded to the request of their commanding officer that they should come into Charlottetown on the occasion of the visit of His Excellency and Her Royal Highness—marching a considerable distance and incurring the heavy expenditure of some days, subsistence at hotels, Lieut.-Colonel Beer being well satisfied with their unexceptionably good conduct.

I am happy to state that much pleasure has been felt by not only the troops employed, but by the whole force, at the very kind and considerate expression of approval by His Excellency of the soldier-like appearance of the active militia and the manner in which their duties were carried out during His Excellency's visit.

On the 24th July I inspected the Summerside Battery of Garrison Artillery. The men turned out in good order and went through the ordinary company movements and skirmishing with precision. This battery is commanded by an energetic, well instructed officer from the Gunnery School at Quebec. He expressed himself as much concerned and disappointed at the inefficiency of the artillery equipment, and at the discontent of his men, who are not satisfied to remain in their present position; they complain sorely of their having been enrolled as artillery and yet for five years treated as an infantry company.

I would again recommend that platforms and stores be granted so as to render the twenty four pounder guns available for the use of the corps.

Although Summerside does not offer as rich an inducement to a marauding privateer as Charlottetown, still considerable damage could be inflicted, and a large amount of plunder carried off in a few hours. I would therefore venture again to suggest the expediency of an armament beyond that of forty men armed with rifles only being granted for the defence of this rising town.

On the 4th August I inspected at Alberton No. 1 Company of the Prince County Battalion, and as usual found the company in high order owing to the vigilant supervision of its experienced Lieut.-Colonel. This company is fortunate also in a very zealous, attentive Captain.

On the 6th September No. 2 Battery of the Charlottetown Garrison Artillery paraded for my inspection, and turned out in excellent order. The usual company movements with gun-drill were well performed. The officers and men of this battery have purchased helmets of the established pattern at their private expense.

I accompanied the Assistant Inspector of Artillery when he inspected the corps, and was glad to hear his expression of commendation.

On the 20th October I inspected the Charlottetown Engineer Company, a very fine body of men, and well up to their ordinary drill. Both officers and non-commissioned officers appeared in full dress uniforms purchased in London at their private expense. Although my inspection was in the drill shed, into which we were driven by a heavy rain storm, with the wind so violent as to prevent any work outside, yet the great extent of the drill-shed enabled me to make as thorough an inspection as I could desire under the circumstances. The whole parade met with my unqualified approval and reflects the greatest credit upon Major Dogherty commanding the corps.

On the 22nd October No. 1 Battery of the Charlottetown Garrison Artillery was inspected by me, and went through the parade movements and manual and firing exercise in a satisfactory manner. The officers and men also have purchased helmets out of their private means.

The Assistant Inspector of Artillery for the Maritime Provinces made two visits for inspection during the months of August and October.

In consequence of the unprotected position of the battery at Fort Edward, I regret to have to report that during the summer two of the 32 pounders were spiked, and one 9 pounder so much injured as to be unserviceable.

The Provincial Rifle Association held its annual competition on the 20th August. Ten of its members were selected to attend the Dominion Competition at Ottawa, from whence they returned with some prizes.

The Queen's County Association also held its annual meeting on the 1st October, with 72 competitors, firing very fair.

With reference to my former representation on the subject of the totally defenceless state of this city of ten thousand people, situate so entirely at the mercy of a properly armed privateer, which by running into the harbour and anchoring out of range of the smooth bore guns at present in Fort Edward, could in a few hours levy contributions and exact plunder to the amount of several hundreds of thousands of dollars; for if resisted by men armed with rifles only, the town would doubtless be shelled in retaliation. I would refer more particularly to correspondence in the month of May, 1878, relative to the rendering efficient the earthworks and armament at Fort Edward; and I would therefore again earnestly recommend that some action be taken and means devised to allay the well grounded apprehensions of the inhabitants.

I have the honour to be, Sir,

Your most obedient, humble servant,

JOHN HAMILTON GRAY, Lieut.-Colonel,

Deputy Adjutant General.

To the Adjutant General,  
Head Quarters, Ottawa



*Addenda to Report of Deputy Adjutant General, Military District No. 2.*

## MILITIA INSTITUTE.

The formation of this institute originated among the officers of the force of Toronto about a year since, when, at a full meeting of the officers convened to consider the adoption of this institute, it was unanimously resolved to carry it fully out.

The annual subscription was put as low as possible being \$2 per annum, open to all officers of the force.

In order to keep down the expenses as much as possible, the kind offer of the officers of the Queen's Own, to place at the disposal of the institute their meeting room in the Drill Shed, was accepted.

The leading military journals were subscribed to, regularly received by the secretary and placed before the members of the institute in the above room, which was open on the afternoons of three days in the week.

The last Saturday evening in each month was set apart for the reading of papers, &c., by any member who felt so disposed.

A small library was established, which has been considerably augmented by the liberality of the Imperial Intelligence Department, which has sent out, for the benefit of the members of the institute, a large collection of books of merit on military matters, maps, &c.

The object and intention of the institute was to give an opportunity to its members to converse and interchange ideas upon all military matters and drill. So far it has been successful. Several very interesting papers have been read,—papers of merit,—by several of its members at its monthly meetings. I may mention Lieut.-Colonel Scoble, "On the defence of Canada," also, "On the utilization of colonial forces in Imperial defence,"—two very able papers. Lieutenant Hodgins, Queen's Own Rifles, "The Oliver Equipment." Having obtained from Dr. Oliver the above equipment, one of the men appeared fully equipped. Another with the valise equipment, as adopted by the Imperial service; and a third with the old knapsack, belts, &c. Thus the members had an opportunity of seeing the merits of each equipment, which were freely discussed.

The attendance of the members at these monthly meetings has not been as large as could be desired, and one of the reasons, and the principal one is, that our place of meeting is not as central as might be. To carry out this desirable object, it would be necessary to obtain rooms or accommodation in a more central position in the city, which would incur more expense, which might have an injurious effect upon the members.

I would therefore respectfully represent to the Lieut.-General commanding, the desirability of having a sum of money annually appropriated for the benefit of the institute, by which some of the papers could be published, the attendance of its members increased, and the usefulness of the institute much enlarged.

Respectfully submitted.

W. S. DURIE, Lieut.-Colonel,  
Military District No. 2.

APPENDIX

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT		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.
No. 1, Lieut.-Col. J. B. TAYLOR, D. A. G. M.			Corps.	Corps.		Place.	Date.			
Battalion or Corps.	Companies. Commanding Officer and Head Quarters.	Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.					
1st Regiment of Cavalry.....	2 Lieut.-Col. Cole, St. Thomas.									
No. 1 Troop ....	Capt. Barnes, St. Thomas.....	3	55	2	33	London.....	Sept. 15	12	In Camp.	16 M.
No 2 do ....	Major F. Peters, London.....	3	55	2	33	do .....	do 15	12	In Camp.	
London Field Battery.....	Major J. Peters, London .....	6	75	6	67	London.....	Sept. 15	12	do	
Wellington Field Battery .....	Major McDonald, Guelph.....	6	75	6	74	Guelph.....	June 23	12	do	
Ontario Field Battery .....	Capt. D. McCrae, Guelph.....	6	75	3	74	Guelph.....	June 23	12	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. - G. O. and Men.	Officers.	N. - G. O. and Men.			Miles.	Mode.	
7th Battalion.....	7	Lieut.-Col. Walker, London.....	29	385			London.....				
No 1 Company ...		Capt. A. Smith, London.....			2	42	do .....		12		
No. 2 do ...		Capt. Williams, London.....			2	42	do .....		12		
No. 3 do ...		Capt. McKenzie, London.....			2	42	do .....		12		
No. 4 do ...		Capt. McBeth, London.....			2	42	do .....		12		
No. 5 do ...		Major Dixon, London.....			2	42	do .....		12		
No. 6 do ...		Capt. Peel, London.....			2	42	do .....		12		
No. 7 do ...		Capt. Mahon, London.....			2	42	do .....		12		
		otal.....			14	294					
Evening drills through Summer.											
At Local Headquarters.											
22nd Battalion...	8	Lt.-Col. Cowan, Woodstock.....	32	440							
No 1 Company ...		Capt. Perry, Woodstock.....			2	39		Sept. 11	12		
No. 2 do ...		Capt. Loveys, Embro.....			2	42		do 22	12		
No. 3 do ...		Capt. Williamson Princeton.....			1	41		do 17	12		
No. 4 do ...		Major Ellis, Ingersoll.....			2	42		do 29	12		
No. 5 do ...		Capt. Mullins, Norwich.....			2	42		do 15	12		
No. 6 do ...		Capt. Chambers, Tilsonburg.....			2	41		do 17	12		
No. 7 do ...		Capt. McClenehan, W'dstock.....			2	41		do 11	12		
No. 8 do ...		Major Munroe, Lakeside.....			2	42		do 22	12		
		Total .....			15	330					
Local Headquarters.											
In Camp.											



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 1—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.						
24th Battalion....	6	Lt.-Col. Baxter, Chatham	25	330	.....	.....	Chatham	Oct. 20	12	In Camp.	13	Wagon and Railroad.
No 1 Company	...	Capt. Weir, do	.....	.....	2	42	do	do 20	12			
No. 2 do	...	Capt. Stevenson, Chatham	.....	.....	1	42	do	do 20	12			
No. 3 do	...	Capt. Lowe, Ridgetown	.....	.....	1	33	do	do 20	12			
No. 4 do	...	Lieut. Lambert, Tilbury	.....	.....	1	41	do	do 20	12			
No. 5 do	...	Capt. Robinson, Bothwell	.....	.....	2	42	do	do 20	12			
No. 6 do	...	Lieut. Hughes, Dresden	.....	.....	1	42	do	do 20	12			
		Total.....	25	330	8	242						
26th Battalion....	6	Lt.-Col. O'Malley, St. Thomas	25	330	.....	.....	St. Thomas	Sept. 25	12	In Camp.	30	Wagon and Railroad.
No 1 Company	...	Capt. Parish, St. Thomas	.....	.....	2	42	do	do 25	12			
No. 2 do	...	Capt. Watts, Vienna	.....	.....	2	42	do	do 25	12			
No. 3 do	...	Capt. Weisbrod, Aylmer	.....	.....	2	42	do	do 25	12			
No. 4 do	...	Capt. Backus, Wallacetown	.....	.....	2	42	do	do 25	12			
No. 5 do	...	Capt. Edgecombe, Port Stanley	.....	.....	2	42	do	do 25	12			
No. 6 do	...	Capt. Lindsay, St. Thomas	.....	.....	2	42	do	do 25	12			
		Total.....	25	330	12	252						
27th Battalion....	6	Lt.-Col. Campbell, Sarnia	25	330	.....	.....	Petrolia	Sept. 15	12	In Camp.	48	Wagon and Railroad.
No 1 Company	...	Capt. Savage, Oil Springs	.....	.....	1	42	do	do 15	12			
No. 2 do	...	Capt. Pollock, Forest	.....	.....	2	42	do	do 15	12			
No. 3 do	...	Capt. Gattis, Widder	.....	.....	2	36	do	do 15	12			
No. 4 do	...	Capt. Kerr, Warwick	.....	.....	2	42	do	do 15	12			
No. 5 do	...	Capt. Beattie, Wallaceburg	.....	.....	2	40	do	do 15	12			
No. 6 do	...	Capt. Kelly, Watford	.....	.....	2	42	do	do 15	12			
		Total.....	25	330	11	244						

performed the Annual Drill for 1878-79—Continued.

Time required, to concentrate the Battalion or Corps.		48 hours.		45 hours.		48 hours.		Time required, to concentrate the Battalion or Corps.		Cost of rations per head, per diem, at encampment.		General conduct of Corps.		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.					
		Very good.		Good.		A fair band.		A fair band.		A fair band.		A new band; promises well.																							
		None.		None.		Generally fair.		Generally fair.		Generally satisfactory.		Generally satisfactory.																							
		Battalion drill and manual exercise; fair.		Company drill; fair.		Company drill; fair.		Company drill; fair.		Battalion movements and manual exercise; fair.		Battalion movements and manual exercise; fair.																							
		Yes.		Yes.		Yes.		Yes.		Yes.		Yes.																							
		Sept. 22		Oct. 2		Oct. 2		Oct. 2		Oct. 2		Oct. 2		Oct. 24		Oct. 24		Oct. 24		Oct. 24		Oct. 24		Oct. 24		Oct. 24		Oct. 24		Oct. 24		Oct. 24			
		do 22		do 2		do 2		do 2		do 2		do 2		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24			
		do 22		do 2		do 2		do 2		do 2		do 2		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24			
		do 22		do 2		do 2		do 2		do 2		do 2		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24			
		do 22		do 2		do 2		do 2		do 2		do 2		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24			
		do 22		do 2		do 2		do 2		do 2		do 2		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24		do 24			

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.							
32nd Battalion...	8	Lt.-Col. Sproat, Walkerton .....	32	440	.....	.....	Walkerton...	Oct.	6	12	In Camp.	Wagon and Railroad.	
No 1 Company ...		Capt. Biggar, Southampton.....			2	42	do ...	do	6	12			33
No. 2 do ...		Capt. Barker, Kincardine .....			2	40	do ..	do	6	12			29
No. 3 do ...		Capt. Copeland, Lucknow .....			2	42	do ...	do	6	12			24
No. 4 do ...		Capt. Hunter, Walkerton .....			2	42	do ...	do	6	12			47
No. 5 do ...		Capt. Morton, Arran .....			2	42	do ...	do	6	12			20
No. 6 do ...		Capt. Kay, Belmore .....			2	42	do ...	do	6	12			18
No. 7 do ...		Capt. Mitchell, Paisley .....			2	42	do ...	do	6	12			17
No. 8 do ...		Capt. Gillies, Teeswater.....			2	42	do ...	do	6	12			
		Total .....	32	440	16	334							
26th Battalion...	2	.....					Strathroy....	Aug.	14	12	In Camp.		
No 1 Company ...		Capt. Lindsay, Strathroy .....	3	55	2	42	do ...	do	14	12			
No. 7 do ...		Capt. Irwin, Strathroy .....	3	55	2	42	do ...	do	14	12			
		Total .....	6	100	4	84							
30th Battalion...	2	.....					Guelph.....	Nov.	14	12	Local Head Quarters.		
No 2 Company ...		Capt. Spiers, Guelph .....	3	55	2	40	do .....	do	14	12			
No. 4 do ...		Major McBride, Elora .....	3	55	2	41	Elora .....	do	14	12			
		Total .....	6	110	4	81							
Independent Company...	1	Capt. Cheyne, Windsor.....	3	55	1	37	Windsor.....	Sept.	15	12	Evening Drill.		



Performed the Annual Drill for 1879-80—Continued.

6 hours.		6 hours.		48 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>bond 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.
Very good.	None.	Very good.	None.	Very good.	None.										Battalion.	Company.			
Very good.	None.	Very good.	None.	Good.	None.														
		Battalion has very good band.	Battalion has good band.	A fair band.															
Very good.	Very creditable.	Very creditable.	Very creditable.	Generally very good.															
Company drill and extended order; good.	Company drill and manual, firing and bayonet exercise; very steady and accurate.	Company drill, manual, firing and firing exercise; very steady and perfect.	Battalion drill, manual and firing exercise; satisfactory.																
Yes.	Yes.	Yes.	Yes.	Yes.															
Sept. 20	do 20	Nov. 14	do 14	do 14	do 14	Sept. 22	do 22	do 22	do 22	Oct. 11	do 11	do 11	do 11	do 11	do 11	do 11	do 11	do 11	
Sept. 21	do 21	Nov. 14	do 14	do 14	do 14	Sept. 22	do 22	do 22	do 22	Oct. 11	do 11	do 11	do 11	do 11	do 11	do 11	do 11	do 11	

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.			
		Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
Gov'r. General's Body Guard	2 Lieut.-Col. Denison, Toronto.										
Troop "A"	Major Denison, Toronto.	3	55	2	42	Toronto	Sept. 3	12			
do "B"	Capt. Dunn, Toronto.	3	55	2	41	do	do	3	12		
	Staff.	1		1							
	Total	7	110	5	83					In Barracks, New Fort.	
2nd Rgt. Cavalry	7 Major Gregory, Oak Ridges.										
No. 1 Troop	Major Gregory, St. Catharines.	3	55	2	33	Niagara	Sept. 23	12			
No. 2 do	Capt. McConnell, Oak Ridges.	3	55	2	39	Toronto	do	4	12		
No. 3 do	Major Elliott, Markham.	3	55	2	39	do	do	4	12		
No. 4 do	Capt. Patterson, Grimsby.	3	55	2	29	Smithsville.	Aug. 22	12			
No. 5 do	Capt. Marshall, Burford.	3	55	2	34	Burford	Sept. 23	12			
No. 6 do	Capt. Brown, Queenston.	3	55	2	33	Niagara	do	23	12		
No. 8 do	Capt. Buchner, Welland.	3	55	1	34	Welland	do	23	12		
	Staff.	9									
	Total	30	385	13	241					Nos. 1, 2, 3 and 6, in Camp; Nos. 4, 5 and 8, not in Camp.	

performed the Annual Drill for 1879-80—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. Num- 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.	Figure of Merit.				
							Ranges.	Battalion.	Company.			
24 hours.	Good.	Good.	Yes; 16; very fair.	Good.	At the review on the 9th September, on the Gar- rison Common, before H.E. the Governor General and H.R.H. the Princess Louise, under the command of the Lieut.-Gen. commanding the Militia.	So reported.			Sept. 9 do 9	Sept. 10 do 10	Inspected by the D. A. G. of the District.	
6	Good.	Nil.	Fair.	No. 1. sword exercise, troop movements; Nos. 2 and 3, at the review on the 9th September, &c.; Nos. 4, 5, 6 and 8, sword exercises, troop move- ments, mounted and dismounted.	do	36-79			Sept. 9 do 9 do 9 Aug. 27 Sept. 27 do 25 Oct. 1	Sept. 9 do 9 do 9 Aug. 29 Sept. 30 do 30 Oct. 1	Inspected by the D A G. of the District. Inspected by Lt- Col. Villiers, B.M do do Inspected by the D. A. G. of the District.	

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.					
Field Battery ....	1 Major Gray, Toronto .....	6	74	5	70	Toronto .....	Aug. 30	12	In Camp.	
do .....	2 Capt. McMahon, Hamilton.....	6	74	4	59	Hamilton.....	June 26	12		
do .....	3 Major King, Wellaud .....	6	74	3	58	Pt. Colborne	Sept. 16	12		
	Total.....	18	222	12	187					
Garrison Battery	1 Capt. Gibson, Toronto .....	3	55	1	42	Toronto .....	July 1	12	Not in Camp.	
do ...	2 Lieut.-Col. Hogg, Collingwood.....	3	55							
do ...	3 Capt. Wily, St. Catharines.....	3	55	2	38	StCath'rines	Sept. 15	12		
	Total .....	9	165	3	80					
Engineers.....	1 Lt.-Col. Scoble, Toronto .....	4	70	3	71	Niagara.....	June 17	12	In Camp.	Steamboat.
	Staff.....	1		1						
	Total.....	5	70	4	71					

Performed the Annual Drill for 1879-80—Continued.

Time required to concentrate the Battalion or Corps encampment.	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.			
24 hours.	12 to 24 hours.	12 hours.					Battalion.	Company.			
Good.	Good.	Good.									
Nil.											
Yes, 19; fair.	Yes; 23; good.	Nil.	Yes; 23; good.	Good.	At the review on the 9th Sept., &c.	So reported.			Sept. 8 July 4 Sept. 27	Sept. 10 July 8 Sept. 27	Inspected by Lt.-Col. Irwin.
do		do									
do		do							Sept. 28 Oct. 17	Oct. 18 Oct. 17	Inspected by Lt.-Col. Irwin. Not required to perform annual drill, 1878-79.
do		do							June 28 June 28	June 28	Inspected by an Inspector of Artillery.

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.						
2nd Battalion.....	10	Lieut.-Col. Otter, Toronto.										
No 1 Company ...		Capt. Allen, do	3	55	3	52	Toronto.....	July	1 12	Not in Camp.		
No. 2 do ...		Lieut. Kertland, Toronto.....	3	55	2	51	do .....	do	1 12			
No. 3 do ...		Capt. Delamere, Toronto.....	3	55	2	51	do .....	do	1 12			
No. 4 do ...		Capt. Miller, Toronto .....	3	55	2	48	do .....	do	1 12			
No. 5 do ...		Capt. Foster, Toronto .....	3	55	3	56	do .....	do	1 12			
No. 6 do ...		Capt. Hamilton, Toronto.....	3	55	2	55	do .....	do	1 12			
No. 7 do ...		Capt. Bowes, Toronto .....	3	55	2	55	do .....	do	1 12			
No. 8 do ...		Capt. Nash, Toronto .....	3	55	3	52	do .....	do	1 12			
No. 9 do ...		Capt. Strange, Toronto.....	3	55	2	55	do .....	do	1 12			
No. 10 do ...		Capt. Baker, Toronto .....	3	55	3	48	do .....	do	1 12			
		Staff.....	8	.....	8	.....						
		Total.. .....	38	550	31	523						
10th Battalion ...	10	Lt.-Col. Stollery, Toronto.										
No 1 Company ...		Lieut. Reid, Toronto .....	3	55	2	39	Toronto.....	July	6 12	do		
No. 2 do ...		Capt. Weston, Toronto .....	3	55	1	36	do .....	do	6 12			
No. 3 do ...		Capt. Rolph, Toronto.....	3	55	2	36	do .....	do	6 12			
No. 4 do ...		Capt. Phipps, Toronto.....	3	55	1	42	do .....	do	6 12			
No. 5 do ...		Capt. Carston, Toronto.....	3	55	2	32	do .....	do	6 12			
No. 6 do ...		Lieut. Cleghorn, Toronto.....	3	55	2	41	do .....	do	6 12			
No. 7 do ...		Capt. Thompson, Toronto.....	3	55	1	42	do .....	do	6 12			
No. 8 do ...		Capt. Patterson, Toronto.....	3	55	2	41	do .....	do	6 12			
No. 9 do ...		Lt. Cooper, Toronto.....	3	55	2	37	do .....	do	6 12			
No. 10 do ...		Capt. DeLaHooke Toronto.....	3	55	2	35	do .....	do	6 12			
		Staff.....	8	.....	7	.....						
		Total .....	38	550	24	381						

Performed their Annual Drill for 1879-80—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.					
13 hours.		Good.	Yes, 43; very good.	Good.			So reported.	200, 400, 500 and 600 yards.	37-27	57-96	Nov. 5	Nov. 5		
		Nil.								23-40	do	5	do	5
										36-45	do	5	do	5
										40-29	do	5	do	5
										43-14	do	5	do	5
										35-09	do	5	do	5
										45-66	do	5	do	5
										20-64	do	5	do	5
										27-12	do	5	do	5
										42-96	do	5	do	5
		Good.	Yes, 35; very good.	do				200, 400 and 500 yards.	22-26	28-33	Nov. 4	Nov. 4		
		Nil.								16-01	do	4	do	4
										20-01	do	4	do	4
											do	4	do	4
										23-07	do	4	do	4
										23-30	do	4	do	4
										25-57	do	4	do	4
										31-31	do	4	do	4
										10-48	do	4	do	4

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 2.—Continued.			Establishment.		Actual strength present at Inspection.		Muster.			
Battalion or Corps.	Companies.	Commanding Officers 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.				
12th Battalion...	8	Lt.-Col. Garden, Aurora.								
No.1 Company ...		Capt. Lea, Scarborough' .....	3	55			}			
No. 2 do ...		Capt. Bruce, Aurora... ..	3	55						
No. 3 do ...		Capt. Smith, King .....	3	55						
No. 4 do ...		Capt. Lloyd, Newmarket.....	3	55						
No. 5 do ...		Capt. Stevenson, Sutton .....	3	55						
No. 6 do ...		Capt. Reesor, Markham.....	3	55						
No. 7 do ...		Capt. Wayling, Sharon .....	3	55						
Ne. 8 do ...		Capt. Vidal, Yorkville.....	3	55						
		Staff .....	8							
		Total .....	32	440						
13th Battalion...	6	Lt.-Col. Skinner, Hamilton.					Hamilton.			
No.1 Company ...		Bt. Lt.-Col. Gibson, Hamilton..	3	55	2	42		Aug. 7		
No. 2 do ...		Capt. Barnard, Hamilton.....	3	55	2	42		do 7		
No. 3 do ...		Capt. Crockett, Hamilton.....	3	55	2	42		do 7		
No. 4 do ...		Capt. McLaren, Hamilton.....	3	55	1	42		do 7		
No. 5 do ...		Lieut. Stoneman, Hamilton .....	3	55	2	42		do 7		
No. 6 do ...		Bt Major Moore, Hamilton.....	3	55	2	42		do 7		
		Staff.....	8		7				12 days.	Not in Camp.
		Total .....	26	330	18	252				



performed the Annual Drill for 1879-80—Continued.

12 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>bond fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
									Number of Men, if any.	Changes.			
Good.					Yes, 20; very good.								
Good.													
Yes, 42; very good.													
Good.													
This Regiment was in the Infantry Brigade on the Garrison Common on the 9th Sept., &c.													
So reported.													
do													
do													
do													
do													
do													
Nov. 6													
do 6													
do 6													
do 6													
do 6													
Nov. 6													
do 6													
Inspected by the D.A.G. of the District.													Not required to perform Annual Drill, 1879-80.

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.					
19th Battalion....	6 Lt.-Col. Currie, St. Catharines..					Headquarters of Companies.	Sept. 26	12 days.	Not in Camp.	
No. 1 Company ...	Capt. Thompson, Niagara.....	3	55							
No. 2 do .....	Capt. Day, St. Catharines.....	3	55	2	42					
No. 3 do .....	Capt. Carlisle, St. Catharines.....	3	55	2	39					
No. 4 do .....	Lieut. Vosburgh, Beamsville.....	3	55	2	41					
No. 5 do .....	Capt. Brennan, St. Catharines..	3	55	2	38					
No. 6 do .....	Capt. Hiscott, Virgil.....	3	55	2	42					
	Staff.....	7		2						
	<b>Total .....</b>	<b>25</b>	<b>330</b>	<b>12</b>	<b>202</b>					
20th Battalion....	7 Lt.-Col. Murray, Milton.					Georgetown	Sept. 4	12	In Camp.	
No 1 Company ...	Capt. Albertson, Oakville.....	3	55	2	42					
No. 2 do .....	Capt. Appelbe, Stewarttown....	3	55	2	40					
No. 3 do .....	Capt. McMaster, Georgetown....	3	55	2	42					
No. 4 do .....	Capt. Curry, Norval.....	3	55	1	42					
No. 5 do .....	Capt. Kerns, Nelson.....	3	55	2	41					
No. 6 do .....	Capt. Shaw, Acton.....	3	55	2	40					
No. 7 do .....	Capt. Robinson, Milton.....	3	55	2	42					
	Staff.....	7		6						
	<b>Total.....</b>	<b>28</b>	<b>385</b>	<b>19</b>	<b>289</b>					



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.							
31st Battalion....	7	Lt.-Col. Brodie, Owen Sound.											
No 1 Company ...		Lieut. Spence, Owen Sound...	3	55	2	48	Owen Sound	Sept. 1	12			Nil.	
No. 2 do ...		Capt. McGee, Meaford.....	3	55	2	46	do ...	do 1	12			36 R'y	
No. 3 do ...		Capt. Telford, Meaford.....	3	55	2	44	do ...	do 1	12			6 W'n	
No. 4 do ...		Capt. Moodie, Durham.....	3	55	2	45	do ...	do 1	12	In Camp.		30 R'y	
No. 5 do ...		Capt. Boyd, Owen Sound.....	3	55	2	45	do ...	do 1	12				Nil.
No. 6 do ...		Capt. Flesher, Flesherton .....	3	55	2	44	do ...	do 1	12				56 R'y
No. 7 do ...		Capt. Rorke, Clarksburg.....	3	55	2	45	do ...	do 1	12				45 do
		Staff .....	7		5								
		Total.....	28	385	19	317							
34th Battalion...	7	Lt.-Col. Wallace, Whitby.											
No 1 Company ...		Capt Rutledge, Whitby.....	3	55									
No. 2 do ...		Capt. Farewell, Oshawa.....	3	55									
No. 3 do ...		Capt. Smith, Oshawa.....	3	55									
No. 4 do ...		Capt. Davidson, Beaverton.....	3	55									
No. 5 do ...		Capt. McGillivray, Uxbridge.....	3	55									
No. 6 do ...		Capt. Brown, Brooklin .....	3	55									
No. 7 do ...		Capt. Herschfelder, Cannington .....	3	55									
		Staff.....	8										
		Total.....	29	385									

performed the Annual Drill for 1878-79—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.
									Battalion.	Company.			
24 hours.		Good.	Nil.	Yes, 21; very good.	Good.	This regiment was in the Infantry Brigade on the 9th September; marched past, &c.	So reported.				Sept. 9	Sept. 8	Inspected by the D.A.G. of the District.
											do 9	do 8	
											do 9	do 8	
											do 9	do 8	
											do 9	do 8	
											do 9	do 8	
		Nil.											Not required to perform annual drill, 1879-80.
		Good.											

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 2—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.	
35th Battalion...	10	Lieut. - Col. McKenzie, Barrie.							
No. 1 Company	...	Capt. Graham, Barrie	3	55	.....				
No. 2 do	...	Capt. Campbell, Collingwood	3	55	.....				
No. 3 do	...	Capt. Cook, Cookstown	3	55	.....				
No. 4 do	...	Capt. Ward, Vespra	3	55	.....				
No. 5 do	...	Capt. McKenzie, Barrie	3	55	.....				
No. 6 do	...	Lieut. Armson, Bradford	3	55	.....				
No. 7 do	...	Capt. Burnett, Orillia	3	55	.....				
No. 8 do	...	Lt. Sutherland, Bond Head	3	55	.....				
No. 9 do	...	Capt. McLaren, Rosemont	3	55	.....				
No. 10 do	...	Capt. Hanley, Wyebridge	3	55	.....				
		Staff	8		.....				
		Total	38	550	.....				
36th Battalion...	8	Lieut. - Col. Scott, Brampton.							
No. 1 Company	...	Capt. Miller, Brampton	3	55	.....				
No. 2 do	...	Capt. Parsons, Orangeville	3	55	.....				
No. 3 do	...	Capt. Tye, Brampton	3	55	.....				
No. 4 do	...	Lieut. Wolf, Bolton	3	55	.....				
No. 6 do	...	Capt. Smith, Elba	3	55	.....				
No. 7 do	...	Capt. Allan, Mono Mills	3	55	.....				
No. 8 do	...	Capt. McCollum, Campbell Cross	3	55	.....				
No. 9 do	...	Capt. Leslie, Orangeville	3	55	.....				
		Staff	8		.....				
		Total	32	440	.....				

Performed the Annual Drill for 1879-80—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.	Target Practice.	Date of Inspection.	Date when drill was completed.	REMARKS.
				Yes; 23; fair.	do										Allowed to perform annual drill in June, 1880.	
				Yes; 21; very good.	Good.										Not required to perform annual drill, 1879-80.	

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.						
37th Battalion...	7 Lt.-Col. David, York.										
No 1 Company...	Capt. Williamson, York.	3	55	2	42	York	Sept. 15	12		Nil.	
No 2 do	Lieut. Bridges, Caledonia.....	3	55	1	42	do	do	15	12	6 W.	
No. 3 do	Capt. Nelles, Hagersville.....	3	55	2	35	do	do	15	12	5½ do	
No. 4 do	Capt. Glenn, Hullsville.....	3	55	2	35	do	do	15	12	15 do	
No. 5 do	Capt. Ryan, Cheapside.....	3	55	1	33	do	do	15	12	16 do	
No. 6 do	Capt. Goodwin, Caledonia.....	3	55	2	38	do	do	15	12	20 do	
No. 7 do	Capt. Sawle, Cayuga.....	3	55	2	34	do	do	15	12	5½ do	
	Staff.....	8		6							
	Total .....	29	385	18	259						
38th Battalion...	6 Lt.-Col. Dickie, Brantford.										
No 1 Company...	Capt. Cox, Paris.	3	55	2	40	Brantford...	Sept. 4	12		do	
No. 2 do	Capt. Kerr, Brantford.....	3	55	}	}						
No. 3 do	Capt. Wilkes, Brantford.....	3	55								
No. 4 do	Capt. Ballachey, Brantford.....	3	55								
No. 5 do	Capt. Wetmore, Brantford.....	3	55	2	40	Brantford...	Sept. 4	12		do	
No. 6 do	Capt. Cockburn, Burford.....	3	55	2	40	do	do	12		do	
	Drumbo.....	3	55	2	40						
	Staff.....	7		4							
	Total .....	25	330	10	120						





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.	
39th Battalion...	8	Lt.-Col. Mabee, Simcoe.....								
No 1 Company		Capt. Combs, Simcoe.....	3	55						
No. 2 do		Capt. Thompson, Villa Nova.....	3	55						
No. 3 do		Copt. Price, Port Rowan.....	3	55						
No. 4 do		Capt. Morgan, Washington.....	3	55						
No. 5 do		Capt. Yerks, Waterford.....	3	55						
No. 6 do		Capt. Matheson, Simcoe.....	3	55						
No. 7 do		Capt. Ryerson, Port Dover.....	3	55						
No. 8 do		Capt. Crysler, Fredericksb'rg.	3	55						
		Staff.....	8							
		Total.....	32	440						
44th Battalion...	8	Lt.-Col. Barnett, Clifton.								
No 1 Company		Capt. Bender, Drummondville	3	55						
No. 2 do		Capt. James, Thorold.....	3	55						
No. 3 do		Capt. Beam, Chippawa.....	3	45						
No. 4 do		Capt. Newbigging, Fort Erie.	3	55						
No. 5 do		Capt. Halcourt, Welland.....	3	55						
No. 6 do		Capt. Tattersall, Clifton.....	3	55						
No. 7 do		Capt. Beam, Stevensville....	3	55						
No. 8 do		Capt. Haney, Fenwick.....	3	55						
		Staff.....	7							
		Total.....	31	440						

Performed the Annual Drill for 1879-80—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.	Figure of Merit.			
						Ranges.	Battalion.	Company.			
		Yes, 20; good.		Clothing bad.							Not required to perform Annual Drill, 1879-80.
		Yes, 20; fair.		Fair.							Not required to perform annual drill, 1879-80.

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.
			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.						
77th Battalion...	6	Lt.-Col. Brown, Dundas.										
No 1 Company ...		Capt. Ogg, Dundas.	3	55								
No. 2 do ...		Capt. McMonies, Waterdown	3	55								
No. 3 do ...		Capt. Hoey, Binbrook.	3	55								
No. 4 do ...		Capt. Bertram, R. chton.	3	55								
No. 5 do ...		Capt Carpenter, Siltfleet.	3	55								
No. 6 do ...		Capt. Walker, Glanford.	3	55								
		Staff	7									
		Total.....	25	330								
Sault Ste Marie, 1												
No 1 Company ...		Major Wilson, Sault Ste. Marie	3	55	1	21	Slt Ste. Marie	July	1	12		
		Total Military Dist. No. 2.	528	7,277	189	3,026						
36th Battalion to drill in June, 1880—say :					23	336						

Performed the Annual Drill for 1879-80.—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.
									Battalion.	Company.			
				Yes, 18; good.	Fair.								
				Good.									Not required to perform annual drill, 1879-80.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT		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.
No. 3, Lieut.-Col. B. VAN STRAUBENZEE, D.A.G.M.			Corps.		Corps.		Place.			
Battalion or Corps.	Companies. Commanding Officer and Headquarters.	Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.					Mode.
3rd Provisional Regiment of Cavalry										
No. 1 Troop	Capt. Reagan, Cobourg	2	42							
No. 2 do	Capt. Williams, Port Hope	2	42	2	33	Cobourg	Sept. 2	12		
No. 3 do	Brevet Lt.-Col. Rogers, Peterboro'	2	42	3	32	do	do	2	12	
	Staff	7		4						
	Total	13	126	9	65					
4th Provisional Regiment of Cavalry										
No. 1 Troop	Lieut.-Col. John Duff, Kingston	2	42	2	39	5 Mile House	June 23	12		
No. 2 do	Capt. Perry, Napanee	2	42	2	30	Napanee	do	23	12	
No. 3 do	Brevet Lt.-Col. Wood, Loughboro'	2	42							
No. 4 do	Brevet Major White, Picton	2	42							
	Staff	7		1						
	Total	15	168	5	69					
										Marched.
										6
										do
										35
										7
										Camp at Cobourg.
										No. 1, billeted in farm houses at 5 Mile House; No. 2, Troop Headquarters.

performed the Annual Drill for 1879-80—Continued.

40	48 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.		Date of Inspection.	Date when drill was completed.	REMARKS.
									Number of Non-exercised Men, if any.	Changes.			
								Battalion.	Company.				
	30 cents.			Good.									
	None.			None.									
	Yes; 16.												
	No. 3, clothing new, arms and acc'ts very clean; No. 2, clothing old, arms and acc'ts fairly clean.												
	Marched past.												
	Yes.												
	Not received.												
	200, 400 and 500 yards.												
								29-60		Sept. 8	Sept. 8	Not ordered for drill.	
								do		do	do		
										June 29	June 30	No target practice performed.	
										do 30	do 30	do	
												Not ordered for drill.	

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 Officers and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
Kingston Field Battery .....		Capt. H. Wilmot, Kingston .....	6	74	5	51	Kingston.....	June 12	12			Camp at Kingston.
Durham Field Battery .....		Capt. W. M. Graham, Port Hope	6	74	4	58	Port Hope...	Sept. 12	12			Camp at Port Hope.
Cobourg Garrison Battery...		Capt. J. H. Dumble, Cobourg...	2	42								
Napanee Garrison Battery...		Capt. E. Hooper, Napanee .....	2	42								
Port Hope Garrison Battery...		Bvt. Major Gurnsey, Port Hope.	2	42								
Trenton Garrison Battery...		Capt. Wright Day, Trenton...	2	42								



performed the Annual Drill for 1879-80—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.			
12 hours.	6 hours.						Battalion.	Company.			
do	Government allowance, 25 cents.	Good.							July 1	July 1	Inspected by Inspector of Artillery.
Good.			None.						Sept. 23	Sept. 23	do
											Not ordered for drill.
											Detailed for drill but did not turn out.
											Not ordered for drill.
											Not ordered for 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 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.		
14th Battalion, P.W.O. Rifles..	6	Lieut.-Col. John Kerr, Kingston					Parade Ground at Kingston Drill Shed.	15th June.	12 days.	Performed their drill in the evenings, on drill-shed parade grounds.	Nil.	Nil.
No. 1 Company		Capt. W. Smyth, Kingston	2	42	1	42						
No. 2 do		Capt. J. Hinds, Kingston	2	42	2	37						
No. 3 do		Capt. J. W. Power, Kingston	2	42	1	41						
No. 4 do		Capt. A. W. Morton, Kingston	2	42	1	41						
No. 5 do		Capt. J. Gallo-way, Kingston	2	42	1	42						
No. 6 do		Capt. W. Sands, Kingston	2	42	2	42						
		Staff	8		8							
		Total	20	252	16	245						
15th Battalion, Argyll Light Infantry	6	Lt.-Col. S. S. Lazier, Belleville.					Massague Point.	28th August.	do	Camp at Massague Point.	16 miles.	Steamboat.
No. 1 Company		Capt. Wallbridge, Belleville	2	42	2	41						
No. 2 do		Capt. Wills, Belleville	2	42	2	40						
No. 3 do		Capt. Farley, Belleville	2	42	2	42						
No. 4 do		Capt. Blecker, Shannonville	2	42	2	41						
No. 5 do		Lieut. Bullen, Belleville	2	42	2	42						
No. 6 do		Capt. Meyers, Belleville	2	42	2	42						
		Staff	8		7							
		Total	20	252	19	248						

performed the Annual Drill for 1879-80—Continued.

Time required to concentrate the Battalion or Corps.	6 hours.	Battalion or Corps.	REMARKS.
Cost of rations per head, per diem, at encampment.	Men rationed themselves.	25 cents per man.	
General conduct of corps.	Good.	Reported good.	
If any, and what casualties.	None.	None.	
Whether in possession of Band, Number of Musicians and proficiency.	Yes; 25.	Yes; 19.	
General State of Clothing, Arms and Accoutrements.	Clothing good and very clean; arms and accoutrements clean.	Clothing worn out and not very clean; belts and pouches dirty; arms dirty.	
Nature of Movements at Inspection and how performed.	Battalion drill and skirmishing, manual and firing exercise, all very well performed.	Battalion drill indifferent; manual and firing exercise indifferent.	
Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Yes.	Stated to be so, but have since found out that there were some few men not sworn in.	
Number of Non-exercised Men, if any.	Nil.	Nil.	
Ranges.	200, 400 and 500 yards.	Target practice returns not received.	
Target Practice.	29-41		
Battalion.	48-17		
Company.	32-27		
Date of Inspection.	9th July.	4th September.	
Date when drill was completed.	9th July.	4th September.	Best shot in Battalion, Sergeant Walter Hume, No. 6 Company, 76 points.

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.	
16th Battalion, Prince Edward	6	Lieut.-Col. W. Ross, Picton.								
No. 1 Company	...	2nd. Lt. Fralick, Picton	2	42	2	42	Co'y Head quarters.	Oct. 6 12		
No. 4 do	...	Capt. Ostrander, Milford	2	42	2	42	do ... do	28 12	7	
No. 5 do	...	Capt. Vandusen, Milford	2	42	2	40	do ... do	28 12	7	
No. 6 do	...	Capt. Johnson, Picton	2	42	1	42	do ... do	7 12		
No. 7 do	...	Capt. Peterson, Ameliasburg	2	42	2	41	do ... do	25 12		
No. 8 do	...	Capt. Cunningham, Rednersville	2	42	2	42	do ... do	25 12	5	
		Staff	8		1					
		Total	20	252	12	249				

Company Headquarters.  
Marched.

performed the Annual Drill for 1879-80—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	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.
								Battalion.	Company.	Figure of Merit.					
48 hours.	Men rationed themselves.	Good.	None.	Yes; 24.	Nos. 1, 4, 5 and 6 Companies—arms, accoutrements and clothing clean; Nos. 7 and 8 Companies—arms, accoutrements and clothing fairly clean.	Inspected Picton two companies and Milford two companies at Picton—Manual and firing exercises fair (Picton companies best); battalion movements very fair. Nos. 7 and 8 Companies at Robbins' Mills—Manual and firing exercise indifferent; company drill fair.	Stated to be so.	200, 400, 500 and 600 yards.	36-10	do	Nov. 4	Nov. 4	4	4	Target practice returns for Nos. 1 and 4 Cos. not received.
								33-63	do	do	4	do	4	4	
								29-30	do	do	5	do	5	5	
								17-09	do	do	5	do	5	5	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 3—Continued.		Establishment.	Actual strength present at Inspection		Mustering.			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.		
			Officers.	N.—O. and Men.				Officers.	N.—O. and Men.
40th Batt., Northumberland...	9	Lt.-Col. W. Smith, Cobourg.							
No. 1 Company		Brevet Lt.-Col. Gravely, Cobourg.	2	42					
No. 2 do		Capt. Guillet, Cobourg.	2	42					
No. 3 do		Capt. R. H. Bonycastle, Campbellford.	2	42	2	40	Co'y Head-quarters.	Sept. 27 12	
No. 4 do		Capt. W. C. Butler, Brighton.	2	42					
No. 5 do		Brevet Lt.-Col. Gifford, Cold Springs.	2	42					
No. 6 do		Brevet Lt.-Col. Rogers, Grafton.	2	42					
No. 7 do		Capt. Vars, Colborne.	2	42	2	42	do	do 2 12	
No. 8 do		Capt. Duncan, Castleton.	2	42					
No. 9 do		Capt. Harbutt, Warwick.	2	42					
		Staff	8		1				
		Total	26	378	5	82			
45th Battalion, West Durham.	6	Lt.-Col. F. Cubitt, Bowmanville.							
No. 1 Company		Capt. W. Scott, Bowmanville.	2	42					
No. 2 do		Cpt. J. W. Kennedy, Fenelon Falls.	2	42					
No. 3 do		Capt. J. Hughes, Burtonville.	2	42					
No. 5 do		Cpt. W. A. Cottingham, Omemee.	2	42					
No. 6 do		Cpt. J. A. Thirkell, Lindsay.	2	42					
No. 7 do		Kendale.	2	42					
		Staff	8						
		Total	20	252					

performed the Annual Drill for 1878-79—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. Figure of Merit.	Battalion. Company.	Date of Inspection.	Date when Drill was completed.	REMARKS.
24 hours.	Men rationed themselves.	Good. None.	Yes; 16.	Arms and accoutrements clean; clothing old and worn out.	Company drill fair; manual and firing exercise fair.	Yes.	200 and 400 yards.	16	do	Oct. 14	Oct. 14	Nos. 1, 2, 4, 5, 6, 8 and 9 Cos not ordered for drill
									do	14	do	14 Target practice returns not received.
												Not ordered for drill this year.

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.					
46th Battalion, East Durham...	6	Lieut.-Col. A. Williams, Port Hope.									
No 2 Company ...		Capt. Dingwall, Port Hope.....	2	42	2	45	Port Hope...	Sept .....	12		
No. 3 do ...		Capt. H. Ward, Port Hope.....	2	42	2	45	do ...	do .....	12		Nil.
No. 4 do ...		Capt. Hunter, Millbrook .....	2	42	2	45	do ...	do .....	12		18
No. 5 do ...		Capt. Walsh, Springville.....	2	42	2	42	do ...	do .....	12		22
No. 6 do ...		Capt. Preston, Lifford .....	2	42	2	44	do ...	do .....	12		30
No. 7 do ...		Brevet-Major McDerimid, Janetville.....	2	42	2	44	do ...	do .....	12		26
		Staff .....	8		7						
		Total.....	20	252	19	265					

Camp at Port Hope.  
Midland Railway.



performed the Annual Drill for 1879-80—*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.
									Battalion.	Company.			
24 hours.		Very good.	None.	Yes; 19.	Clothing good and very clean; arms and accoutrements very clean.	Marching past excellent. No time for more drill as the Battalion had to embark for Toronto at 1 p.m. the day of inspection.	Yes.	Target practice returns not received.					
										Sept. 8	Sept. 8		
										do 8	do 8		
										do 8	do 8		
										do 8	do 8		
										do 8	do 8		
										do 8	do 8		

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.
			Officers.	N.—C. O. and Men.	Officers.	N.—C. O. and Men.					
47th Frontenac Battalion.....	7	Lieut.-Col. G. A. Kirkpatrick, Kingston.									
No. 1 Company ...		Capt. Hewton, Battersea.....	2	42	2	42	Co'y Head-quarters.	June 23	12		
No. 2 do ...		Capt. Hunter, Inverary.....	2	42	2	42	do ...	do 27	12		
No. 3 do ...		Brevet-Major Spooner, Elginburg.....	2	42	2	42	do ..	Sept. 8	12		
No. 4 do ...		Capt. Kelley, Portsmouth.....	2	42	2	42	do ...	July 27	12		
No. 5 do ...		Capt. Byrne, Barriefield.....	2	42	2	42	do ...	June 21	12		
No. 6 do ...		Capt. Radford, Wolf Island.....	2	42							
No. 7 do ...		Capt. Joyner, Harrowsmith...	2	42	1	42	do ...	July 2	12		
		Staff.....	8		2						
		Total .....	22	294	13	252					

Company Headquarters.

Nil.

Nil.

performed the Annual Drill for 1879-80—Continued.

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.	Figure of Merit.				
								Company.					
48 hours.													
Men rationed themselves.	Good.	Nil.	Yes; 15.	The clothing of Nos. 4 and 5 Cos. clean and in good order; arms and accoutrements very clean. Nos. 1, 2, 3 and 7 Cos., clothing old and worn out; arms and acc'ts fairly clean, except No. 7.	Nos. 1, 2, 3, 4 and 5 Companies—Manual and firing exercise and company drill, all fairly performed. No. 7 Company—Manual and firing exercise indifferent; marching and company drill fair.	Yes.	4	200, 400 and 500 yards.	35-08				
										.....	June 27	June 28	No target practice performed.
										35-12	July 2	July 2	
										35-36	Sept. 13	Sept. 13	Best shot in Battalion, Sergeant Baillie, No. 5 Co., 85 points.
										21-05	Aug. 5	Aug. 5	
										48-84	July 2	July 2	
										9-00	July 7	July 7	Not ordered for drill.

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. 3—Continued.			Corps.	Corps.	Place.	Date.	Number of days' drill performed.		
Battalion or Corps.	Companies. Commanding Officer and Head Quarters.	Officers.	N. - O. and Men.	Officers.				N. - O. and Men.	
48th Lennox and Addington Battalion .....	6 Lt.-Col. S. Fairfield, Napanee.								
No. 1 Company ...	Capt. Cox, Tamworth.....	2	42						
No. 2 do ...	Capt. McLean, Clark's Mills ...	2	42						
No. 3 do ...	Capt. Booth, Odessa.....	2	42						
No. 4 do ...	Capt. Murray, Amherst Island	2	42						
No. 5 do ...	Capt. Amey, Enterprise.....	2	42						
No. 6 do ...	Capt. Maybee, Odessa.....	2	42						
	Staff.....	8							
	Total... ..	20	252						
49th Battalion, Hastings Rifles	6 Lt.-Col. J. Brown, Belleville.								
No. 1 Company ...	Capt. Harrison, Belleville.....	2	42	2	42	Co'y Head-quarters.	Oct. 6	12	
No. 2 do ...	Capt. Fidler, Sterling.....	2	42						
No. 3 do ...	Brevet Lt.-Col. Vandervoort, Sydney.....	2	42						
No. 4 do ...	Bt.-Major Crozier, Belleville.....	2	42	2	41	do ...	do	6	12
No. 5 do ...	Capt. Lenox, Melrose.....	2	42						
No. 6 do ...	Belleville.....	2	42						
	Staff.....	8							
	Total .....	20	252						Company Headquarters.



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.
			Officers.	N. - O. O. and Men.	Officers.	N. - O. O. and Men.			Miles.	Mode.	
57th Battalion, Peterboro'.....	6	Lieut.-Col. J. Z. Rogers, Peterboro'.									
No. 1 Company		Capt. Edwards, Peterboro'.....	2	42	2	41	Co'y Head-quarters.	Oct.	7	12	
No. 2 do		Capt. Langford, Peterboro'.....	2	42	3	40	do	do	7	12	
No. 3 do		Capt. Rogers, Ashburnham...	2	42	2	41	do	do	17	12	
No. 4 do		Capt. Dean, Peterboro'.....	2	42	2	37	do	do	15	12	
No. 5 do		Capt. Grover, Norwood.....	2	42	1	35	do	Nov.	6	12	
No. 6 do		Capt. Howard, Hastings.....	2	42	2	41	do	do	5	12	
		Staff.....	8		2	*16					
		Total.....	20	252	14	251					

Nos. 1, 2 and 3 Cos. drilled at Peterboro'—Nos. 4, 5 and 6 Cos. at Headquarters.

Nil.  
Nil.

\* Band.

performed the Annual Drill for 1879-80—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.			
48 hours.		Good	Yes; 15.	Clothing old and worn out, except No. 2 Company; arms clean, belts and pouches fairly clean.		Yes.			11-10 Nov. 11	Nov. 11	
		Nil.		Nos. 1, 2 and 3 Cos. at Peterboro'—Manual and firing, company and battalion drill, all fairly performed. No. 4 Co.—Company drill, manual and firing, all well performed. No. 5 Co.—Company drill, manual and firing and skirmishing, good. No. 6 Co.—Manual indifferent, firing not performed; company drill fair, skirmishing indifferent.					17-32 do 11	do 11	
									5-40 do 11	do 11	
									7-70 Dec. 3	Dec. 3	
									24-00 Nov. 12	Nov. 12	
									23-40 do 12	do 12	

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.			
		Officers. N.-O. O. and Men.	Officers. N.-O. O. and Men.	Miles.				Mode.		
Prescott Troop Cavalry.....	Capt. Raney, Prescott.....	3	55	3	36	Prescott.....	June 23	12	Fort Wellington.	
Princess Louise Dragoon Guards.....	Capt. Stewart, Ottawa.....	3	35	3	35	Ottawa.....	Sept. 1	12		
Ottawa Field Battery.....	Capt. Stewart, Ottawa.....	7	74	6	73	do.....		12	Camp.	



performed the Annual Drill for 1879-80—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.	Figure of Merit.				
								Ranges.	Battalion.	Company.			
		Good.	None.	None.	Clothing serviceable; arms, accoutrements and saddlery, very fair order.	Marching past at walk, trot and by sections, General Troop Movements, skirmishing with blank, pursuing practice and sword exercise. All fairly well done.	Yes.		.....	24-60	June 28	July 1	135 horses.
		Good.	None.	do	Clothing serviceable; arms, saddlery, &c., in excellent order.	Marching past at walk and trot, ranking past in fours, sword exercise and pursuing practice. All highly creditable.	do				Oct. 11	Oct. 11	38 horses. Inspected by Brigade Major.
Brass band, 17 performers.											July 5	.....	28 horses. Inspection performed by Inspector of Artillery.

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.
			Corps.	Corps.	Places.	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.	
Gananoque Field Battery .....	Major McKenzie, Gananoque .....	6	74	6	72	Gananoque .....	12	Camp	
Prescott Battery Garrison Artillery .....	Capt. Coughlin, Prescott .....	3	50						
1st Batt. Gov. General's Foot Guards .....	6 Lieut.-Col. Ross, Ottawa .....								
No 1 Company .....	Capt. Tilton, Ottawa .....	3	55						
No. 2 do .....	Major Weatherly, Ottawa .....	3	55						
No. 3 do .....	Capt. Lee, Ottawa .....	3	55						
No. 4 do .....	Capt. Todd, Ottawa .....	3	55						
No. 5 do .....	Capt. Dunlevie, Ottawa .....	3	55						
No. 6 do .....	Capt. Aumond, Ottawa .....	3	55						
	Staff .....	8							
		26	330						

Performed the Annual Drill for 1879-80—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.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
							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.			
							Battalion.	Figure of Merit.			
							Company.				
			One horse injured.						June 30 .....		28 horses. Inspection performed by Inspector of Artillery.
			Brass band, 15 performers.								
			None.								Relieved from drill
			Band efficient—reed and brass, 30 performers. Fife and drum band, 17 strong.								Inspected by General Officer commanding.

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 Headquarters.	Corps.		Place.	Date.	Number of days' drill performed.		
			Officers.	N. - C. O. and Men.				Officers.	N. - C. O. and Men.
18th Battalion...	6	Lieut.-Col. Urquhart, Hawkesbury Mills...							
No 1 Company ...		Capt. Higginson, Hawkesbury....	3	55	3	42			
No. 2 do ...		Capt. Vankleek, Vankleek Hill.	3	55					
No. 3 do ...		Capt. O'Brien, L'Orignal.....	3	55					
No. 4 do ...		Capt. LeRoy, East Hawkesbury.	3	55					
No. 5 do ...		Capt. Johnson, Plantagenet.....	3	55	2	41			
No. 6 do ...		Capt. Wyman, Hawkesbury Mills .....	3	55	2	42			
		Staff .....	8						
			26	330	7	125			
41st Battalion....	5	Lt.-Col. Cole, Brockville.							
No 1 Company ...		Capt. Cook, Brockville. ....	3	55	3	34			
No. 2 do ...		Capt. Cunningham, Gannanogue.....	3	55					
No. 3 do ...		Major Lauder, Frankville .....	3	55	3	30			
No. 4 do ...		Capt. Merrick, Merrickville.....	3	55	3	56			
No. 5 do ...		Capt. Wylie, Carleton Place	3	55					
		Staff.....	7						
			22	275	9	120			

performed the Annual Drill for 1879-80.—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.	Figure of Merit.			
								Battalion.	Company.			
		Good.	None.	Brass band, 12 strong; fair.	Clothing much worn. Arms and accoutrements serviceable.		Yes.	52-61		Sept. 20	Sept. 21	Relieved from drill
												do do
												do do
										Oct. 7	Oct. 7	Inspected by Brigade Major.
								20-72		Sept. 20	Sept. 20	
										July 28	July 28	Relieved from drill.
										July 5	July 5	do do
										do 19	do 19	
												do do

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT		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.
No. 4—Continued.			Corps.		Corps.					
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.	Mode.
42nd Battalion...	7	Lt.-Col. Buell, Brockville.								
No 1 Company ...		Capt Macdonell, Almonte .....	3	55	3	35	Company Head Quarters.	Various dates.	12	Company Head Quarters.
No. 2 do ...		Capt. Sparham, Brockville.....	3	55	3	40				
No. 3 do ...		Capt. Douglas, Perth.....	3	55	3	58				
No. 4 do ...		Capt. Walker, Kinburn.....	3	55						
No. 5 do ...		Capt. Cornett, Lansdowne.....	3	55						
No. 6 do ...		Capt. Gould, Smith's Falls...	3	55						
No. 7 do ...		Capt Gibson, Pembroke.....	3	55	2	35				
		Staff .....	8							
			29	385	11	168				
56th Battalion...	7	Lt.-Col. Jessup, Prescott.								
No. 1 Company ..		Capt. Adams, Prescott. ....	3	55	3	42	Co'y Head-quarters.	Various dates.	12	Company Headquarters.
No. 2 do ...		Major Bennett, Prescott.....	3	55						
No. 3 do ...		Major Campbell, Burrit's Rapids	3	55						
No. 4 do ...		Capt. Chambers, Kemptville.....	3	55						
No. 5 do ...		Capt. Lang, Ottawa.....	3	55	3	44				
No. 6 do ...		Major Checkley, North Augusta	3	55	2	42				
No. 7 do ...		Mjr. Carmichael, Spencerville....	3	55	3	43				
		Staff .....	8							
		Total .....	29	385	11	171				



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 Officers 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.						
80th Battalion...	7 Lt.-Col. Bergin, Cornwall.										
No. 1 Company ...	Capt. Callaghan, Cornwall.....	3	55	2	42	Cornwall.....	Sept. 9	12			
No. 2 do .....	Capt. Smythe, Cornwall.....	3	55	3	42	do .....	do	9	12		
No. 3 do .....	Capt. Davey, Cornwall.....	3	55	2	42	do .....	do	9	12		
No. 4 do .....	Capt. McLennan, Lancaster .....	3	55	3	42	do .....	do	9	12		
No. 5 do .....	Capt. Baker, Far- ran's Point.....	3	55	2	42	do .....	do	9	12		
No. 6 do .....	Capt. Smart, Lunenburg .....	3	55	2	42	do .....	do	9	12		
No. 7 do .....	Major McDiarmid, Athol.....	3	55	3	42	do .....	do	9	12		
	Staff .....	8		6							
	<b>Total .....</b>	<b>29</b>	<b>385</b>	<b>23</b>	<b>294</b>						
Metcalf Inf'ntry Company .....	1 Capt. Morgan, Metcalf.....	3	55								
Vernon Infantry Company .....	1 Capt. McGregor, Vernon .....	3	55								





INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No 4—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.			
			Officers.	N.—C. O. and Men.	Officers.	N.—C. O. and Men.					
Goulburn Infantry Co'y.....	1	Capt. Garvin, Goulburn,.....	3	55	2	40	Munster.....	June 30	12	In Camp.	

performed the Annual Drill for 1879-80—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.	Figure of Merit.	Date of Inspection.	Date when drill was completed.	REMARKS
Rationed themselves.	Good.	None		Clothing much worn, arms and accoutrements serviceable.	Marching past, manual and firing exercises, company movements, skirmishing with black; all fairly well done.	Yes.			17-81	July	5	July	5	Insp. by Brigade Major.	

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, Lieut.-Col. J. FLETCHER, C.M.G. D.A.G.M.			Corps.		Corps.					
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.
5th Provisional Regiment of Cavalry.....	5 Lieut.-Col. Taylor.									
No. 1 Troop ...	Capt. Pope, Cookshire.....	3	35	2	33	Compton.....	Sept.....	12	20	Marched.
No. 2 do ...	Lieut. Read, Sherbrooke....	3	35	1	34	do .....	do .....	12	14	
No. 3 do ...	Capt. Wood, Stanstead.....	3	35	3	32	do .....	do .....	12	20	
No. 4 do ...	Capt. Stimson, Compton.....	3	35	2	33	do .....	do .....	12		
No. 5 do ...	Capt. Shepard, Sutton.....	3	35	3	32	Sutton.....	do .....	12		
	Staff .....	4	.....	4	.....					
	Total .....	19	175	15	164					
6th Provisional Regiment of Cavalry .....	4 Lieut.-Col. Burwash.									
No. 1 Troop ...	Capt. McArthur, Montreal.....	3	35	2	33	Montreal.....	July.....	12		Headquarters.
No. 2 do ...	Lieut. Wanless, St. Andrews ...	3	35	.....	.....					
No. 3 do ...	Capt. Barr, Havelock.....	3	35	2	33	Havelock.....	Oct.....	12		
No. 4 do ...	Capt. Bush, Clarenceville...	3	35	.....	.....					
	Staff .....	4	.....	.....	.....					
	Total .....	16	140	4	66					



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5—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.
			Corps.		Corps.		Place.	Date.	Number of days' drill performed.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N.-O. O. and Men.	Officers.	N.-O. O. and Men.					
Montreal Field Battery .....	...	Lt.-Col. Stevenson, Montreal...	6	74	6	74	Montreal.....	July 28	12	In Camp.	
Shefford Field Battery.....	.....	Lieut.-Col. Amyrauld, Granby..	6	74	6	74	Granby.....	Sept. 1	12	do	
Richmond Field Battery.....	.....	Major Hon. H. Aylmer, Richmond .....	6	74	4	58	Richmond....	June 26	12	do	

performed the Annual Drill for 1879-80.—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.
								Battalion.	Company.			
Good.	Good.				See Report of Inspector of Artillery.					Aug. 8	Aug. 9	Inspected by the Inspector of Artillery and D. A. G.
	Brass band, 15 ; good.				do	do				Sept. 12	Sept. 12	Inspected by the Inspector of Artillery and B.M.
do	do				do	do				July 7	July 7	Inspected by the Inspector of Artillery and D. A. G.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5—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.	Officers.	N. - O. O. and Men.	Corps.	Officers.	N. - O. O. and Men.			Place.	Date.	Number of days' drill performed.
Montreal Brigade Garrison Artillery.....	6	Lt.-Col. Fraser, Montreal .....	26	335	13	227	Montreal.....	Oct. ....	12			Not in Camp at Headquarters.	
Montreal Engineers.....	1	Major Kennedy, Montreal .....	3	84	3	55	Montreal.....	Aug. 30	12			Headquarters.	
1st Battalion Rifles Prince of Wales Regiment	6	Lt.-Col. Bond, Montreal .....	26	335	19	252	Montreal ....	Oct .....	12			Headquarters.	



performed the Annual Drill for 1879-80—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.	Date of Inspection.	Date when drill was completed.	REMARKS.
Good.		Good.		Fife and drum, 27; good.	Good.	Infantry drill well done; gun drill to be reported on by Inspector of Artillery.	Yes.	200, 500, 600 yards.	23-71			Oct. 25	Oct. 25	Inspected by Inspector of Artillery and D.A.G.
		Good.		Fife and drum, 22; good.	Good.	Manual and firing, battalion and parade movements, line of attack, well performed.	Yes.	200, 500, 600 yards.	31-22			Oct. 25	Oct. 25	Inspected by the D.A.G.
		Good.			Good.	Infantry drill very fair; technical drill to be reported by Inspector of Artillery.	Yes.	No return.				Aug. 30	Aug. 30	Inspected by Inspector of Artillery and D.A.G.

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.
			Officers.	N.—C. O. and Men.	Officers.	N.—C. O. and Men.			Miles.	Mode.	
3rd Battalion Victoria Rifles	6	Lt.-Col. Whitehead, Montreal.	26	335	23	252	Montreal.....	Sept.....	12	Headquarters.	
5th Battalion Royal Fusiliers	6	Lt.-Col. Crawford, Montreal..	26	335	23	252	Montreal.....	July....	12	Headquarters.	
6th Battalion Fusiliers .....	6	Lt.-Col. Martin, Montreal .....	26	335	20	252	Montreal.....	Oct.....	12	Headquarters.	

performed the Annual Drill for 1879-80—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.	Target Practice.	Date of Inspection.	Date when drill was completed.	REMARKS.
Good.	Good.	Good.	Brass and bugles, 32; good.	Yes.	No return.	.....	.....	Sept. 8	Sept. 8	Inspected by the	D.A.G.		
Brass and fife and drum, 59; good.	Brass, 30; good.	Good.	Parade and battalion movements, manual and firing, well performed.	Yes.	200, 400, 500, 600 yards.	30.28	.....	July 5	July 5	do			
Good.	Parade and battalion movements, manual and firing, bayonet exercise, well done.	Yes.	200, 400, 500, 600 yards.	22-97	.....	Oct. 11	Oct. 11	Inspected by Lt.-Col. Bacon, * B.M.					

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5—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. - O. and Men.	Officers.	N. - O. and Men.						
11th Battalion Argenteuil Rangers.....	8 Lt.-Col. Hon. J. J C, Abbott, St. Andrews.										
No 1 Company ...	Staff.....	6		4							
No. 1 Company ...	Capt. LeRoy, St. Andrews..	3	55	2	30	Lachute.....	July.....	12	In Camp.	8	
No. 4 do ...	Capt. Simpson, Lachute.....	3	55	2	30	do .....	do .....	12	..	..	
No. 5 do ...	Capt. Shirritt, East Gore.....	3	55	2	30	do .....	do .....	12	15		
No. 8 do ...	Capt. Cushing, Chatham.....	3	55	1	30	do .....	do .....	12	10		Waggon.
		18	220	11	120						
52nd Battalion...	6 Lieut.-Col. Hall, Knowlton.										
No. 2 Company ...	Capt. Peters, Knowlton.....	3	55	3	31	Co'y Head-quarters.	Sept.....	12	Company Headquarters.		
No. 4 do ...	Capt. Hall, East Farnham.....	3	55	2	30	do ...	do .....	12			
No. 5 do ...	Capt. Drew, Mansonville.....	3	55	2	32	do ...	do .....	12			
No. 6 do ...	Capt. Mooney, Bolton.....	3	55	3	30	do ...	do .....	12			
	Staff.....	6		6							
	Total .....	18	220	16	123						

performed the Annual Drill for 1879-80—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.	Figure of Merit.			
							Ranges.	Battalion.	Company.		
Good.		Good.		Good.	Parade and battalion movements, manual and firing, fair.	Yes.	200, 400, 500 yards.	17-25	July 11	July 12	In camp.
							.....	13-23	do 11	do 12	Inspected by Lt.-Col. Bacon, B.M.
							.....	23-49	do 11	do 12	
							.....	27-93	do 11	do 12	Four companies did not drill.
None.		None.		Arms in good order; accoutrements old.	Company drill, manual and firing, line of attack; fair.	Yes.	200, 400, 500 and 600 yards.	26-83	18-62	Oct. 1	Inspected by the D.A.G.
								26-42	Sept. 25	Sept. 25	Inspected by the Brigade Major.
								29-23	Oct. 2	Oct. 2	Inspected by the D.A.G.
								33-06	do 1	do 1	do
											Two companies did not drill.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT		Establishment.	Actual strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Miles. Mode.	Distance the several Corps had to proceed to Muster, and mode of transport.
No. 5.—Continued.			Corps.		Corps.					
Battalion or Corps.	Companies. Commanding Officers and Head Quarters.	Officers.	N.-O. and Men.	Officers.	N.-O. and Men.	Place.	Date.	Number of days' drill performed.		
53rd Battalion...	6 Lt.-Col. Ibbotson Sherbrooke.									
No. 1 Company ...	Capt. Beckett, Sherbrooke .....	3	55	3	33		Aug. ....	12		
No. 2 do ...	Capt. Grindrod, Sherbrooke .....	3	55	3	32		do .....	12		
No. 3 do ...	Capt. McNicol, Sherbrooke .....	3	55	1	33		do .....	12		
No. 4 do ...	Capt. Bottom, Sherbrooke .....	3	55	3	32		do .....	12		
No. 5 do ...	Lieut. Phelan, Magog .. ..	3	55	2	35		Sept.....	12		
No. 6 do ...	Capt. Rolfe, Ascot Corner... Staff.....	6 6	55 .....	3 6	36 .....		Aug. ....	12		
	Total .....	24	330	21	201					
						Nos. 1, 2, 3 and 4, Battalion Headquarters; Nos. 5 and 6, Company Headquarters.				
54th Battalion...	6 Lt.-Col. Rt. Hon. Lord Aylmer, Richmond.									
No. 1 Company ...	Capt. McKenzie, Danville ... ..	3	55	2	30					
No. 2 do ...	Capt. McLean, Flodden .....	3	55	2	30					
No. 3 do ...	Capt. Aylmer, Richmond.....	3	55	1	30					
No. 4 do ...	Capt. Boyd, Windsor... ..	3	55	2	35					
No. 5 do ...	Capt. Mairs, South Durham.	3	55	3	42					
No. 6 do ...	Capt. Watts, Drummondville Staff.....	3 6	55 .....	2 2	42 .....					
	Total .....	24	330	14	209					
						Company Headquarters.	October and November.	12		Company Headquarters.



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5—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.
		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.	
58th Battalion ...	10	Lt.-Col. Cook, Cookshire.								
No. 2 Company ...		Capt. Ross, Gould.....	3	55	2	33	Lingwick ...		12	
No. 3 do ...		Capt. McIver, Marston.....	3	55	2	33	Sandy Ba y..		12	
No. 5 do ...		Lieut. McDonald, Lake Megantic	3	55	2	33	do ..		12	
No. 6 do ...		Capt. Cook, Hatley .....	3	55	1	32	Hatley.....		12	
No. 7 do ...		Capt. Trenholme, Coaticook .....	3	55	3	33	Coaticook....		12	
		Staff.....	6		6			September and October.		Company Headquarters.
		Total .....	21	275	16	166				
60th Battalion ...	8	Lt.-Col. Rowe, Clarenceville.								
No. 1 Company ...		Major Sixby, Philipsburg .....	3	55	3	30	St. Armands		12	
No. 2 do ...		Capt. Jamieson, Clarenceville ..	3	55	3	20	do ...		12	
No. 4 do ...		Capt. Higgins, West Farnham	3	55	2	30	do ...		12	
		Staff.....	6		5			June and July.		In Camp.
		Total.....	15	165	13	190				15 23 Waggon.



performed the Annual Drill for 1879-80—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.	Figure of Merit.			
								Ranges.	Battalion.	Company.		
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	200, 400, 500 and 600 yards.	..... 21-84	Oct. 8	Oct. 8	Inspected by the D.A.G. Five companies did not drill.
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 19-27	do 9	do 9	Oct. 9	
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 8-31	do 9	do 9	Oct. 9	
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 21-70	do 10	do 10	Oct. 10	
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 21-77	do 11	do 11	Oct. 11	
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 37-75	July 4	July 4	July 5	Inspected by the D.A.G. Three companies did not drill.
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 35-09	do 4	do 4	July 5	
Good.	None.	Good.	None.	Brass band, 20; good.	Arms, clothing and accoutrements in good order.	No. 2 Co.—Company drill, manual and firing, line of attack; well done. Nos. 3 and 5 Cos.—Battalion drill, manual and firing, line of attack; well done. No. 6 Co.—Company drill, manual and firing, line of attack; very fair. No. 7 Co.—Company drill, manual and firing, line of attack; fair.	Yes.	..... 34-13	do 4	do 4	July 5	

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.		
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.				Miles.	Mode.
79th Battalion ...	8	Lt.-Col. Miller, Waterloo.									
No.1 Company ...		Capt. Seale, Granby.....	3	55	2	42	Granby.....	September and October.	12	Company Headquarters.	
No. 2 do ...		Lieut. Whitehead, Waterloo....	3	55	2	42	Waterloo....		12		
No. 4 do ...		Capt. Galbraith, Roxton.....	3	55	2	42	Roxton.....		12		
No. 6 do ...		Capt. Hackwell, Boscobel.....	3	55	1	42	Boscobel.....		12		
		Staff ..	7		7						
		Total .....	19	220	14	168					
Wakefield Company .....		Major Cates, Wakefield.....	3	55	2	39	Wakefield ...	October	12	do	
Aylwin Comp'y.....		Capt. Chamberlin, Aylwin.....	3	55	3	36	Kazubazua ..	October	12	do	

MEMO.—The reason why many of the rural companies drilled under strength (42) was to allow a greater number of companies to participate in the Annual Drill, and keep within the quota.

JOHN FLETCHER, Lieut.-Col.,  
D. A. G., Military District No. 5.

performed the Annual Drill for 1879-80—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.	Figure of Merit.			
Good.	Good.	Good.	None.	Brass band, 20 ; good.	Arms and accoutrements in good order; clothing old.	Yes.	200, 500 and 600 yards.	11-21	13-26	Oct. 17	Oct. 17	Inspected by Lt.-Col. Aylmer, Brigade Major.
None.	None.	None.	None.	None.	None.	do	2, 4, 5 and 600 yds.	41-02		Oct. 17	Oct. 17	Inspected by the D.A.G.
do	do	do	do	do	do	do	do	40-58		Oct. 23	Oct. 23	do

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT		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.
No. 6, Lieut.-Col. A. C. DELOTEBNIERE HARWOOD, D.A.G.M.			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.	Officers. N. - C. O. and Men.	Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Distance the several Corps had to proceed to Muster, and mode of transport.
64th Battalion ...	6 Lieut.-Col. Prudhomme, Beauharnois.									
No. 1 Company ...	Capt. Deslauriers, Beauharnois ...	3	42	2	42	Beauharnois	June 30	6		
No. 2 do ...	Capt. Basinet, Beauharnois.....	3	42	3	42	do ... do	30	6		
No. 3 do ...	Lieut. Cadieux, Beauharnois.....	3	42	1	42	do ... do	30	6		
No. 4 do ...	Cpt Prudhomme, Beauharnois.....	3	42	2	42	do ... do	30	6		
No. 5 do ...	Capt. Davis, Beauharnois. ...	3	42	1	42	do ... do	30	6		
No. 6 do ...	Capt Langevin, Beauharnois.....	3	42	1	42	do ... do	30	6		
	Staff.....	7	.....	7	.....					
	Total .....	25	252	17	252					
65th Battalion....	6 Lieut.-Col. Labranche, Montreal.									
No. 1 Company ...	Capt Bédard, Montreal	3	42			Montreal.....		12		
No. 2 do ...	Capt. Duplessis, Montreal	3	42			do .....		12		
No. 3 do ...	Capt. Colletet, Montreal...	3	42			do .....		12		
No. 4 do ...	Capt. Terraux, Montreal	3	42			do .....		12		
No. 5 do ...	Capt Malepart, Montreal .....	3	42			do .....		12		
No. 6 do ...	Capt. Rouillard, Montreal	3	42			do .....	24th May to 1st July.	12		
	Staff.....	7	.....							
	Total .....	25	252							

performed the Annual Drill for 1879-80—Continued.

Time required to concentrate the Battalion or Corps	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	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
								Battalion.	Company.			
4 or 6 hours.	25 cents.	Good.	None.	Fair.	Manual and firing, marching past, movements as a regiment in line, the same as a regiment in column, deployments, &c.; fairly done.	Yes.	200, 400, and 600 yards.	39 <sup>34</sup> / <sub>100</sub>	July	4 July	5	
								42 <sup>14</sup> / <sub>100</sub>	do	4 do	5	
								6 00	do	4 do	5	
								18 <sup>14</sup> / <sub>100</sub>	do	4 do	5	
								12 <sup>4</sup> / <sub>100</sub>	do	4 do	5	
								16 <sup>34</sup> / <sub>100</sub>	do	4 do	5	
1 hour.		None.	Has a good band; 32 men.	Fair.	Manual and firing, marching past, movements as a regiment in line, as a regiment in column, deployments, advancing in echelon, &c.; all well performed.				July	1 July	1	
									do	1 do	1	
									do	1 do	1	
									do	1 do	1	
									do	1 do	1	No target practice returns received.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 6—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.						
83rd Battalion....	6	Lieut.-Col. Shepherd, Joliette.										
No. 1 Company ...		Capt. Delfosse, Joliette.....	3	42	3	42	Joliette .....	June 30	6			
No. 2 do .....		Capt. Granger, St. Jacques.....	3	42	1	42	do .....	do 30	6	14		
No. 3 do .....		Capt. Guilbault, St. Mélanie .....	3	42	1	42	do .....	do 30	6	11		
No. 4 do .....		Capt. Guilbeault, St. Elizabeth....	3	42	3	42	do .....	do 30	6	11		
No. 5 do .....		Lt. Blair, Rawdon .....	3	42	2	42	do .....	do 30	6	24		
No. 6 do .....		Capt. Sharp, Rawdon .....	3	42			do .....	do 30	6			
		Staff.....	7		7							
		Total.....	25	252	17	210						
In Camp. Wagon.												
76th Battalion....	6	Lt.-Col. P. A. Rodier.										
No 1 Company ...		Capt. Damour, Ste. Philomène...	3	42	3	42	Ste. Martine	June 30	6	5		
No. 2 do .....		Capt. Gagnier, Ste. Martine....	3	42	3	42	do ...	do 30	6			
No. 3 do .....		Capt. Sabourin, St. Urbain .....	3	42	3	42	do ...	do 30	6	5		
No. 4 do .....		Capt. Beaudreau, Ste. Martine....	3	42	3	42	do ...	do 30	6			
No. 5 do .....		Capt. Turcot, N. Ste. Martine....	3	42	2	42	do ...	do 30	6			
No. 6 do .....		Capt. Robert, Chateauguay....	3	42	3	42	do ...	do 20	6	7		
		Staff.....	7		5							
		Total.....	25	252	22	252						
In Camp. Cart.												



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 6—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.		
			Officers.	N.—C. O. and Men.	Officers.	N.—C. O. and Men.			Miles.	Mode.
St. Jean Baptiste Village Company .....	1	Capt. Kirwin.....	3	42	2	36	Montreal.....	May 24 12		Headquarters.
No. 5 Company, 21st Battalion.	1	Capt. Brosseau, Laprairie.....	3	42	3	42	do ...	Sept. 3 12		do
80th Battalion...	4	Lt.-Col. DeFoy, Gentilly.								
No 5 Company ...		Capt. Pratte, St. Grégoire .....	3	42	3	42	St. Grégoire	Oct. 1 12		do
No. 2 do ...		Capt. Rousseau, Nicolet .....	3	42	2	42	Nicolet.....	do 1 12		do
No. 3 do ...		Capt. Landry, Bécancour .....	3	42	2	42	Bécancour...	do 1 12		do
No. 4 do ...		Capt. Moussette, Ste. Gertrude...	3	42	3	42	Ste. Gertrude.....	do 1 12		do





INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 7, Lient.-Col. T. J. DUCHESNAY, D.A.G.M.		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.	Corps.	Corps.	Place.	Date.	Number of days' drill performed.				
Commanding Officer and Head Quarters.		Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.				Mode.	
Quebec Field Battery.....	1 Lt.-Col. Baby, Quebec.....	6	74	5	74	Engineer camp, Lévis.	.....	12	In camp.	Marched.
No. 1 Battery Garrison Artillery.....	1 Capt. H. Roy, Quebec.....	3	42	3	42	Quebec.....	.....	12	Headquarters.	
9th Battalion Voltigeurs.....	8 Maj. & Bt. Lt.-Col. Vohl, Quebec.									
No. 1 Company	Major Frénette, Quebec.....	3	42	2	42	Quebec.....	Oct, 29	12		
No. 2 do	Capt. Chouinard, Quebec.....	3	42	2	41	do	do	29	12	
No. 3 do	Capt. Delagrave, Quebec.....	3	42	1	42	do	do	29	12	
No. 4 do	Capt. Garneau, Quebec.....	3	42	1	42	do	do	29	12	do
No. 5 do	Lt. Col. Amyot, Quebec.....	3	42	2	42	do	do	29	12	
No. 6 do	Lt. Col. Evanturel, Quebec.....	3	42	2	42	do	do	29	12	
No. 7 do	Major Gauvreau, Quebec.....	3	42	2	42	do	do	29	12	
No. 8 do	Capt. Levasseur, Quebec.....	2	42	2	42	do	do	29	12	
	Staff.....	9	.....	6	.....					
	Total.....	33	336	20	335					



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	Lt.-Col. King, Inverness Corner										
No. 1 Company ...		Capt. Lipsey, Kinnear's Mills .....	3	42	1	36	Inverness Corner.....	July	8	12	In camp 6 days.	Railway and vehicle.
No. 2 do ...		Capt. Wallace, Inverness Corner	3	42	1	34	do .....	do	8	12		
No. 3 do ...		Capt. Porter, New Ireland....	3	42	2	35	do .....	do	8	12		
No. 4 do ...		Capt. Watkins, Maple Hill.	3	42	2	35	do .....	do	8	12		
No. 5 do ...		Capt. Blanchard, Somerset .....	3	42	2	36	do .....	do	8	12		
No. 6 do ...		Cpt. Montgomery, St. Sylvestre...	3	42	2	36	do .....	do	8	12		
		Staff .....	7	.....	7	5						
		Total .....	25	252	17	217						
61st Battalion ...	5	Lt.-Col. Colfer, Montmagny..										
No. 1 Company ...		Lieut. Fournier, St. Thomas.....	3	42	1	36	L'Islet.....	July	28	12	In Camp 6 days.	Railway and Vehicle.
No. 2 do ...		Capt. Landry, St. Pierre.....	3	42	2	36	do .....	do	28	12		
No. 3 do ...		Capt. Desjardins, Cap St. Ignace	3	42	2	36	do .....	do	28	12		
No. 4 do ...		Capt. Burke, St. Jean, Port Joli	3	42	2	36	do .....	do	28	12		
No. 5 do ...		Capt. Giasson, L'Islet.....	3	42	2	36	do .....	do	28	12		
		Staff .....	5	.....	5	.....						
		Total .....	20	210	14	180						

performed the Annual Drill for 1879-80—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.	Figure of Merit.			
						Ranges.	Battalion.	Company.			
1 1/2 hours.		Good.	15	Good.	Manual and firing exercises, marching past in column and quarter-column, battalion movements, skirmishing; well done.	Yes.	200, 400, 500 and 600 yards.	27, 100	July 8	July 8	Inspected by Lt.-Col. Duchesnay, D.A.G.
								do	8	do	
								do	8	do	
								do	8	do	
								do	8	do	
								do	8	do	
		Good.		do	Manual and firing exercises, marching past in column and quarter column, battalion movements; well performed.	do			July 28	July 28	do
								do	28	do	
								do	28	do	
								do	28	do	
								do	28	do	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 7—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.					
81st Battalion....	7	Lt.-Col. Panet Pont Rouge.									
No. 1 Company ...		Capt. Beaudry, Pt. aux Trem- bles .....	3	42	2	36	Pont Rouge.	July	5	12	In Camp 6 days.  Railway and Vehicle.
No. 2 do ...		Capt. Frenet, St. Raymond ...	3	42	2	36	do ...	do	5	12	
No. 3 do ...		Capt. Paquette, Deschambault...	3	42	2	36	do ...	do	5	12	
No. 4 do ...		Major Brunet, St. Augustin...	3	42	2	36	do ...	do	5	12	
No. 5 do ...		Capt. Bernard, Cap Santé .....	3	42	2	36	do ...	do	5	12	
No. 6 do ...		Capt. Martel, St. Raymond .....	3	42	2	36	do ...	do	5	12	
No. 7 do ...		Capt Courteau, Lotbinière .....	3	42	2	36	do ...	do	5	12	
		Staff .....	5	.....	5	.....					
		Total .....	26	294	19	252					
County of Que- bec Battation..	4	Major Laurier, Ancienne Lor- rette.									do  Vehicle.
No. 1 Company ...		Capt. Dorion, Charlesbourg...	3	42	2	36	L'Ancienne Lorette.	July	12	12	
No. 2 do ...		Capt. Laurier, Ancienne Lor- rette .....	3	42	2	36	do ...	do	12	12	
No. 3 do ...		Major Genest, St. Ambroise ..	3	42	2	36	do ...	do	12	12	
No. 4 do ...		Capt. Routhier, St. Foye .....	3	42	2	36	do ...	do	12	12	
		Staff .....	4	.....	4	.....					
		Total .....	16	168	12	144					









INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 8, Lieut.-Col. GEO. J. MAUNSELL, 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. - O. and Men.	Officers.	N. - O. and Men.			Miles.	Mode.	
8th Regiment of Cavalry.....	7	Lt-Col. Saunders, Apohaqui.					Sussex, Kings County.	5th July, 1879.	In Camp.	Average, 31 miles. Marched.	
No. 1 Troop.....		Capt. Otty, Hampton.....	3	42	2	38					12
No. 2 do .....		Capt. Foshay, Apohaqui.....	3	42							12
No. 3 do .....		Capt. Pearson, English Settlement.....	3	42	3	37					12
No. 4 do .....		Capt Langstroth, Hammond River.....	3	42	3	36					12
No. 5 do .....		Capt. Fowler, Upham.....	3	42							12
No. 6 do .....		Capt. Warden, Springfield.....	3	42							12
No. 7 do .....		Capt. Scovil, Shediac.....	3	42	3	34					12
		Band and Staff, Apohaqui.....	7		4	14					
		Total.....	28	294	15	159					
Field Battery....	1	Bvt. Major Call, Newcastle.....	7	74	6	74	Newcastle .....	12	do	1 do	
Field Battery....	1	Capt. Dibblee, Woodstock.....	7	74	5	74	Woodstock.....	12	do	1 do	



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 8—Continued.			Establishment.		Actual strength present at Inspection.		Muster.				
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.					
Brigade Garrison Artillery, N.B.	7	Lt.-Col. Foster, St. John.									
No. 1 Battery		Capt. Kane, St. John	3	42	2	39	St. John		12		
No. 2 do		Capt. King, St. John	3	42	2	38	do	Different dates.	12	Not in Camp.	
No. 3 do		Capt. Ewing, St. John	2	42	3	38	do		12		
No. 4 do		Capt. Armstrong, St. John	3	42	3	39	do		12		
No. 5 do		Capt. Lauder, St. John	3	42	2	33	do		12		
No. 6 do		Capt. Polleys, St. Andrews	3	42			do		12		
No. 7 do		Bt. Lt.-Col. Gillespie, Chatham Staff and Band, St. John	3	42			do		12		
			7		3	14					
		Total	28	294	15	201					
N. B. Engineers	1	Capt. Perley, St. John	3	42	3	42	St. John			Not in Camp.	
62nd Battalion	6	Lt.-Col. Blaine, St. John.									
No 1 Company		Capt. Devlin, St. John	3	42	3	39	St. John	Different dates.	12 days.	do	
No. 2 do		Capt. Sturdee, St. John	3	42	2	38	do				
No. 3 do		Capt. Farren, St. John	3	42	2	38	do				
No. 4 do		Capt. Hazen, St. John	3	42	2	38	do				
No. 5 do		Capt. Earle, St. John	3	42	2	38	do				
No. 6 do		Capt. Hartt, St. John	3	42	2	39	do				
		Staff and Band, St. John	7		5	15					
		Total	25	252	18	247					



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 8—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 Headquarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
67th Battalion...	10	Lt.-Col. Upton, Woodstock.										
No 1 Company		Capt. Bourne, Woodstock.....	3	42			Woodstock..	June 27				
No. 2 do		Capt. Adams, Centerville ...	3	42			do	do 27				
No. 3 do		Capt. Boyer, Victoria Corner.....	3	42	2	40	do	do 27				
No. 4 do		Capt. Hoyt, Richmond.....	3	42	3	39	do	do 27				
No. 5 do		Capt. Burpee, Waterville .....	3	42			do	do 27				
No. 6 do		Capt. Beckwith, Grand Falls.....	3	42			do	do 27				
No. 7 do		Capt. Baker, Little Falls .....	3	42			do	do 27				
No. 8 do		Bt. Major Vince, Hartland .....	3	42			do	do 27				
No. 9 do		Bt. Maj. Hartley, Peel.....	3	42	3	39	do	do 27				
No. 10 do		Bt. Maj. Carreil, Wilmot.....	3	42	3	40	do	do 27				
		Staff and Band, Woodstock.....	8		4	13						
		Total.....	38	420	15	171						
71st Battalion....	4	Lt.-Col. Marsh, Fredericton.										
No 2 Company		Bt. Maj. Staples, St. Mary's.....	3	42			Fredericton.	July 5 12				
No. 3 do		Capt. Christy, Keswick.....	3	42	3	38	do	do 5 12				17
No. 4 do		Bt. Maj. Williamson, Stanley.....	3	42	3	38	do	do 5 12		do	25	
No. 5 do		Capt. Cropley, Fredericton.....	3	42	3	38	do	do 5 12				1
No. 6 do		Bt. Maj. Alexander, Blessville..	3	42	3	38	do	do 5 12				23
		Staff and Band...	7		6	16						
		Total.....	22	210	18	168						



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.		
			Officers.	N.—C. O. and Men.	Officers.	N.—C. O. and Men.			Miles.	Mode.
73rd Battalion ...	5	Major McCulley, Chatham.								
No. 1 Company ...		Cpt. Hutchinson, Buctouche. ....	3	42	3	42	Co'y Head-quarters.		12	Not in Camp.
No. 2 do ...		Capt. Fenton, Chatham	3	42						
No. 3 do ...		Capt. McKnight, Black Brook.....	3	42						
No. 4 do ...		Cpt. McNaughton Black River.....	3	42	3	42	do ...	Different dates.	12	
No. 5 do ...		Capt. Cameron, Bay de Vin.....	3	42	3	42	do ...		12	
		Staff and Band, Chatham.....	7		2					
		Total.....	22	210	11	126				
74th Battalion ...	6	Lieut.-Col. Beer, Sussex.								
No. 1 Company ...		Capt. Wetmore, Clifton. ....	3	42	2	38	Sussex, Kings Co.	July	3 12	In Camp.
No. 2 do ...		Capt. McFee, Petitcodiac.....	3	42						
No. 3 do ...		Capt. Arnold, Sussex.....	3	42	3	39	do ...	do	3 12	
No. 4 do ...		Capt. Murray, Murray Road...	3	42	3	39	do ...	do	3 12	
No. 5 do ...		Capt. Baird, Sackville ..	3	42						
No. 6 do ...		Capt. Harper, Bay Verte.....	3	42	2	38	do ...	do	3 12	
		Staff and Band, Sussex.....	7		3	15				
		Total.....	25	252	13	169				





INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 8—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. Mode.	
		Corps.		Corps.		Places.	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.					
Independent Company.....	Capt. Lloyd, Deer Island.....	3	42							
Independent Company.....	Capt. Barberie, Dalhousie.....	3	42							
Independent Company.....	Capt. Stewart, St. Stephen.....	3	42							
Independent Company.....	Bt.-Major McGee, St. George.....	3	42							

performed the Annual Drill for 1879-80—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.	Figure of Merit.			
							Ranges.	Battalion.	Company.			
												Relieved from drill.
												do
												do
												do

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	Major J. R. Graham, Halifax...	5	100	4	67	Halifax.....	Oct. 22	12	Local Headquarters.	
1st Halifax Brigade Garrison Artillery	6 Lt.-Col. Mitchell, Halifax.									
No. 1 Company	Capt. Hesselein, Halifax.....	3	55	2	28	Halifax.....	Oct. 22	12		
No. 2 do	Capt. Sanford, Halifax.....	3	55	2	23	do .....	do 22	12		
No. 3 do	Capt. J. E. Curren, Halifax.....	3	55	2	42	do .....	do 22	12		
No. 4 do	Capt. J. C. Oland, Halifax.....	3	55	1	21	do .....	do 22	12	do	
No. 5 do	Capt. J. McCrow, Halifax.....	3	55	2	23	do .....	do 22	12		
No. 6 do	Capt. F. H. Oxley, Halifax.....	3	55	2	26	do .....	do 22	12		
	Staff.....			6						
	Total .....	25	330	17	163					

performed the Annual Drill for 1879-80—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.	Figure of Merit.			
		Good.	None.	No.	Good.			Battalion.	Company.			
		Good.	None.	No.	Good.	Drilled in division with Regular Troops; good, as usual.		Stated to be so.				
		Yes, bugle band; very fair.		Clothing good, except trousers; arms, new issue, good; accoutrements serviceable.		Brigade drill in division with Regular Troops; creditable.		do				
		200, 400, 500 and 600 yards.		200, 300, 400 and 500 yards.		20-74		36 98		Oct. 22	Oct. 22	
		17-66		22-88		30-20		19-68		Oct. 22	Oct. 22	
		23-37		17-76						do 22	do 22	

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. 9—Continued.		Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
Battalion or Corps.	Companies.	Commanding Officers and Headquarters.	Officers.	N.-C. O. and Men.	Officers.				N.-C. O. and Men.		
2nd Halifax Brigade Garrison Artillery	6	Lt.-Col. McPherson, Halifax.									
No. 2 Company		Capt. Stairs, Halifax	3	55	2	39	Halifax	Oct. 22	12	Local Headquarters.	
No. 3 do		Lieut. Goreham, Richmond	3	55	2	37	do	do	22		12
No. 4 do		Lieut. Johnstone, Dartmouth	3	55	2	26	do	do	22		12
No. 5 do		Capt. Purcell, Purcell's Cove.	3	55	2	38	do	do	22		12
		Staff			6	2					
		Total	25	330	14	142					
63rd Battalion Rifles	6	Lt.-Col. McIntosh, Halifax									
No. 1 Company		Capt. McInnis, Halifax	3	55	2	42	Halifax	Oct. 22	12	do	
No. 2 do		Lieut. Heckler, Halifax	3	55	2	42	do	do	22		12
No. 3 do		Capt. Bond, Halifax	3	55	2	42	do	do	22		12
No. 6 do		Capt. J. Milsom, Halifax	3	55	2	42	do	do	22		12
No. 5 do		Capt. Walsh, Halifax	3	55	2	42	do	do	22		12
No. 4 do		Capt. Power, Halifax	3	55	2	42	do	do	22		12
		Staff			7						
		Total	26	320	19	252					



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT		Establishment.	Actual strength present at Inspection.		Mustering.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Mustering, and mode of transport.
No. 9—Continued.			Corps.	Corps.	Place.	Date.	Number of days' drill performed.		
Battalion or Corps.	Companies. Commanding Officer and Head Quarters.	Officers. N.—O. and Men.	Officers. N.—O. and Men.	Officers. N.—O. and Men.					
66th Battalion Princess Louise Fusiliers.....	8 Lt.-Col. J. Bremner, Halifax.								
No. 1 Company ...	Capt. B. A. Weston Halifax.....	3	55	3	40	Halifax.....	Oct. 22	12	
No. 2 do ...	Capt. G. W. Hart, Halifax.....	3	55	2	41	do .....	do 22	12	
No. 3 do ...	Capt. R. F. Watt, Halifax.....	3	55	2	42	do .....	do 22	12	
No. 4 do ...	Capt. C. E. Putner, Halifax.....	3	55	2	42	do .....	do 22	12	
No. 5 do ...	Capt. J. Dence, Halifax.....	3	55	2	42	do .....	do 22	12	
No. 6 do ...	Capt. A. F. Salter, Halifax.....	3	55	2	42	do .....	do 22	12	
No. 7 do ...	Capt. W. M. Humphrey, Halifax.....	3	55	2	42	do .....	do 22	12	
No. 8 do ...	Capt. E. H. Reeves, Halifax.....	3	55	2	39	do .....	do 22	12	
	Staff.....			8	1				
	Total .....	32	440	24	331				
Picton Battery Garrison Artillery.....	1 Capt. Gordon, Picton .....	3	55	3	51	Picton.....	Oct. 27	12	



performed the Annual Drill for 1879-80—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.				
							Figure of Merit.					
Good.	Good.	None.	Yes, brass and reed ; good.	Clothing good ; arms require repairs ; accoutrements serviceable.	Brigade drill in division with Regular Troops ; very creditable.	Stated to be so.	200, 400, 500 and 600 yards.	29-04	28-36	Oct. 22	Oct. 22	
None.	None.								23-35	do	do	22
Brass band ; very fair.									18-31	do	do	22
Good.									31-14	do	do	22
									36-00	do	do	22
									27-64	do	do	22
									39-15	do	do	22
									29-18	do	do	22
Company drill in close order, and gun drill ; very creditable.							200, 300, 400 and 500 yards.		37-33	Oct. 27	.....	1 officer and 11 men serving without pay.
Stated to be so.												

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 Officers 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.
78th Battalion "Highlanders"	7 Lt.-Col. Blair, Truro.									
No 1 Company	Capt. H. T. Lawrence, Truro....	3	55	3	49	Truro... ..	Oct. 20	12	Local Headquarters.	
No. 4 do	Capt. Barnhill, Shubenacadie .....	3	55	3	33	Shubenacadie .....	do 25	12		
No. 5 do	Capt. Burgess, Windsor.....	3	55	3	40	Windsor.....	do 23	12		
No. 6 do	Capt. G. H. Sutherland, West River .....	3	55	2	36	West iver ..	do 28	12		
No. 7 do	Lt. Wm Maxwell, West River.....	3	55	2	35	do ...	do 28	12		
No. 8 do	Capt. McLeod, New Larig.....	3	55	2	36	do ...	do 28	12		
	Staff .....			1						
	Total .....	29	285	16	229					
Cumberland Provisional Battalion .....	5 Major Harrison, Maccan.									
No 2 Company	Capt. R L. Black, River Philip.....	3	55	2	38	Spring Hill.	Oct. 24	12	do	
No. 3 do	Capt. J. Harrison, Maccan. ....	3	55	2	36	do ...	do 24	12		
No. 4 do	Cpt. H. Mills, Maccan Mountain.....	3	55	2	37	do ...	do 24	12		
	Staff .....			2						
	Total .....	20	275	8	111					

performed the Annual Drill for 1879-80—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.	Figure of Merit.					
								Ranges.						
								Battalion.	Company.					
Good.	Good.			Pipers and brass band; fair.			Stated to be so.							
None.	None.				Clothing, serviceable; arms require repairs, except No. 4 company; accoutrements serviceable.									
No.					Company drill in close column and extended order—No. 1 Co., very fair; No. 4 Co., creditable; No. 5 Co., very creditable. Battalion drill in close and extended order—Nos. 6, 7, and 8 companies, creditable.									
								200, 400 and 600 yards.						
									34 63	31 99	Oct. 20			
										42 94	do 25			
											do 23			
											do 28	Oct. 28		
											do 28	do 28		
									28 21		do 28	do 28		
do														
								200, 400, 500 and 600 yards.						
									39 50	35 07	Oct. 24	Oct. 24		
										46 43	do 24	do 24		
										28 69	do 24	do 24		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 9—Continued.		Establishment.	Actual strength present at Inspection.		Mustering.			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.	
Victoria Provisional Battalion	5 Lt.-Col. Bingham, Baddeck.								
No 1 Company	Capt. Cain, Baddeck.....	3	55	2	40	Baddeck.....	July 4	12	
No. 2 do	Capt. McRae, Middle River.....	3	55	2	40	do .....	do 4	12	
No. 5 do	Capt. U. W. Hill, Sydney.....	3	55	2	42	Sydney.....	do 7	12	
	Staff.....			1					
	Total.....	20	275	7	122				
								Local Headquarters.	
68th Battalion....	9 Lieut.-Col. Chipman, Kentville.								
No. 3 Company	Capt. J Redden, Kentville.....	3	55	2	42	Kentville.....	Oct. 16	12	
No. 7 do	Capt. T. R. Harris, Aylesford.....	3	55	2	40	Aylesford....	do 15	12	
No. 8 do	Capt. W. R. L. Foster, Kingston....	3	55	2	42	do .....	do 15	12	
No. 9 do	Capt. D. L. Ross, Buckley's Corner.....	3	55	2	41	Buckley's Corner.	do 15	12	
	Staff.....			2					
	Total.....	35	495	10	165				
								do	



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 9—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.					
69th Battalion....	9	Lt.-Col. Starratt, Paradise.									
No. 1 Company ...		Capt. W. L. Marshall, Clarence	3	55	2	40	Paradise.....	Oct. 9	12		Local Headquarters.
No. 2 do ...		Capt. E.M. Morse, Paradise .....	3	55	2	40	do .....	do 9	12		
No. 6 do ...		Capt. J. J. Buckler, Dalhousie..	3	55	2	40	do .....	do 9	12		
No. 7 do ...		Capt. J. Nicholl, Bear River .....	3	55	2	40	Bear River...	Sept. 24	12		
		Staff.....			2						
		Total .....	35	495	10	160					
72nd Battalion....	6	Lt.-Col. Parker, Wilmot.									
No. 1 Company ...		Capt. Jacques, Wilmot .....	3	55	2	40	Wilmot .....	Oct. 15	12		do
No. 3 do ...		Capt. H. Phinney, Farmington .....	3	55	2	40	do .....	do 15	12		
No. 6 do ...		Capt. J. Morse, Nictaux.....	3	55	2	40	do .....	do 15	12		
		Staff .....			2						
		Total .....	25	330	8	120					



INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 9—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.						
75th Battalion,...	6 Major J. Rudolf, Lunenburg.										
No. 2 Company ...	Capt. T. Curll, Lunenburg. ....	3	55	2	40	Lunenburg..	Oct. 14	12	Local Headquarters.		
No. 3 do ...	Capt. G. Ross, Lunenburg. ....	3	55	2	39	do ...	do 14	12			
	Staff.....										
	<b>Total .....</b>	<b>25</b>	<b>330</b>	<b>4</b>	<b>79</b>						



performed the Annual Drill for 1879-80—*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.
										Figure of Merit.				
										Battalion.	Company.			
		Good.		Yes, 14 musicians ; progressing fair.		Manual and firing exercise, company drill ; fairly performed.								
		None.		Clothing, arms and accoutrements in good order ; serviceable										
						Stated to be so.								
						None.								
						200, 400, 500 and 600 yards.								
									35-75					
										31-07		Oct. 14	Oct. 14	
										40-50		do 14	do 14	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 10, Lieut.-Col. W. OSBORNE SMITH, 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.						
Winnipeg Troop of Cavalry.....	1	Cpt. G. H. Young, Winnipeg.....	3	42	3	22	Camp Armstrong Point.	15th to 20th September.	6 days—6 hours drill each day.	In Camp.	do	Marched.
Winnipeg Field Battery .....	1	Lt.-Col. W. N. Kennedy, Winnipeg.....	6	74	5	73	Camp near Fort Osborne.	7th to 18th July.	12	do	do	do
Winnipeg Infantry Company .....	1	Capt. J. F. Carruthers, Winnipeg.....	3	42	2	31	Winnipeg....	Aug. 20	12	No.	Drilled at Co. Headquarters.	

performed the Annual Drill for 1879-80—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.	Battalion.	Company.	Date of Inspection.	Date when drill was completed.	REMARKS.
		None. Good.	No.	Good.								
		Brass band, 15 performers; proficiency, fair.		Fair.	Inspected only.					July 18	Sept. 19	
		Company, including extended order for attack and skirmishing, manual and firing exercise; well performed.									Sept. 20	
do					do	Field, including skirmishing, firing, mounted and dismounted, forming advanced and rear guards, and sword exercise; well performed.	Stated to be.					
13	200, 400, 500 and 600 yards.											
27-22										Aug. 20	Sept. 19	
Aug. 20										July 18	Sept. 20	
Aug. 20												Target Registers received.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 10—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.					
Kildonan Infantry Company..	1 Capt. D. McIntosh, Kildonan.	3	42	2	37	Kildonan ....	July 11	12	No.	Drilled at Co. H.-Q.
Emerson Infantry Company..	1 Capt. W. Hill Nash, Emerson	3	42	2	20	Emerson .....	Different dates.	12	No.	do

performed the Annual Drill for 1879-80—Continued.

Time required to concentrate the Battalion or 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.		Date of Inspection.	Date when drill was completed.	REMARKS.
Cost of rations per head, per diem, at encampment.	General conduct of Corps.					Figure of Merit.	Company.			
Good.	Good.	Clothing, good; arms in fair order.	Company, including extended order for attack and skirmishing, manual and firing exercise; well performed.	Stated to be so.	4	.....	40-25	July 11	July 11	Target Registers received.
None.	None.									
No.	No.	Clothing, old; arms, clean and fair order.	Company, inspecting, proving and dismissing; fair.	do	.....	.....	.....	Dec. 1	Nov. 29	This Co. was not at first selected for drill, but was called out to make good the deficiency in corps that failed to turn out their total authorized strength, twelve only receiving pay.

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.				
		Officers. N.-C. O. and Men.	Officers. N.-C. O. and Men.							Miles.	Mode.
Victoria Battery Garrison Artillery .....	2 Capt. C. Dupont, Victoria .....	5	85	3	42	Drill Shed, Victoria.	Nov. 27	12	Battalion Headquarters.		
Victoria Rifles... No 1 Company ...	2 Capt. Wolfenden, Victoria.....	2	40	2	9	do	Nov. 27	12	Company Headquarters.		
No. 2 do .....	Capt. Fletcher, Victoria.....	2	40	2	18	do	do 27	12			
New Westminster Rifles.....	1 Capt. A. Peele, New Westminster .....	2	40	2	28	Drill Shed, New Westminster.	Dec. 1	12	do		

performed the Annual Drill for 1879-80—Continued.

do	do	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		Date of Inspection.	Date when drill was completed.	REMARKS.	
											Number of Non-exercised Men, if any.	Ranges.				Figure of Merit.
do	do	1 hour.	Very good.	Nil.	No.	Very good.	Company drill and heavy gun do; very well performed.	Yes.								
do	do	do	do	Nil.	Band of 10 men; poor, in course of re-construction.	do	Company drill.	do					Nov. 27	do		No target practice returns.
do	do	do	do	do	do	do	do	do					do 27	do		Inspected previously by Lt.-Col. Strange, Dom. Ins. Ar.
do	do	do	do	do	do	do	do	do					Dec. 1	do		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 11—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.	Officers. N. - C. O. and Men.				Officers. N. - C. O. and Men.	Miles.
Seymour Half Artillery Battery .....	1 Lt. Pittendrigh, New Westminster	2	30	2	18	Drill Shed, New Westminster.	Dec. 1	12	Co. Headquarters.
Nanaimo Rifles...	1 Lt. Harvey, Nanaimo .....	2	40	1	24	Wellington, near Nanaimo.	Dec. 8	12	do





INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 12, Col. Hon. JOHN H. GRAY, C.M.G., D.A.G.M.			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.						
Charlottetown Garrison Artillery.....	1	Capt. Pollard, Charlottetown.	3	40	2	27	Charlottet'n	Oct. 22	12	City Corps.		
		2	Major Morris, Charlottetown.	2	42	2	30	do ...	Sept. 6			
Summerside Battery, Garrison Artillery.....		Capt. Price, Summerside.....	2	40	2	38	Summerside.	July 24	12	do		
Charlottetown Engineer Company.....		Major Dogherty, Charlottetown.	3	40	3	33	Charlottet'n	Oct. 20	12	do		



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.		
			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.							
82nd Battalion ...	6	Lieut.-Col. Beer, Charlottetown.											
No. 4 Company ...		Major Mabon, Little York .....	2	40	2	40	Little York..	July 19	12	Company Headquarters.	3	Marched.	
No. 5 do ...		Capt. Spence, Brookfield.....	2	40	2	38	Brookfield...	do 26	12		5		
No. 6 do ...		Capt. Bearisto, West Covehead	2	40	2	40	West Covehead.	do 15	12		3		
Prince County Provisional Battalion.....		Lt.-Col. Hunter-Duvar, Alberton Capt. Maxfield, Alberton. ....	2	42	2	40	Alberton ....	Aug. 4	12	do	5	do	

performed the Annual Drill for 1879-80—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	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,
Target Practice.													
Figure of Merit.													
4 hours.	3, 5 and 6 hours.	Very good.	None.	In good order.	Manual and firing exercises, with company drill; fairly performed, being first year's drill.	Yes.	None.	200 to 600 yards.	36 00	July 19	July 19		
									18-37	do 26	do 26		
									37-27	do 15	do 15		
									25-23	Aug. 4	Aug. 4		

(Addition to Appendix No. 1.)

MILITARY DISTRICT No. 11.

HEAD QUARTERS, VICTORIA, B.C.  
DECEMBER 20th, 1879.

SIR,—I have the honor to forward for submission to the General Officer Commanding accompanying Inspection Report of the Military District under my command for the year 1879-1880.

As few changes of any importance have taken place in this district since last inspection and there is little worthy of note to record, I shall endeavour to be as brief as possible with my remarks.

The total authorised strength of the Militia in this district is at the present time, 15 officers and 275 non-commissioned officers and men, of which 7 officers and 115 non-commissioned officers and men belong to the Artillery and the remaining 8 officers and 160 non-commissioned officers and men to the Rifle corps, exclusive of staff.

VICTORIA.

*Victoria Battery Garrison Artillery.*

I inspected the Victoria Garrison Battery, commanded by Captain C. T. Dupont, on the evening of the 27th November, in the Drill Shed at Victoria.

Authority has been received since last inspection to increase the strength of this battery from 3 officers and 50 men to 5 officers and 85 men, but Captain Dupont has not as yet taken steps to enroll the additional number of men requisite to complete the battery to its present establishment, deeming it more advisable to await the arrival of uniforms and equipments shortly expected from Ottawa for their use, there being no spare artillery clothing or accoutrements of any kind in the Military store of this district.

The battery mustered at inspection 3 officers and 42 non-commissioned officers and gunners.

The appearance of the men on parade was everything that could be desired; the arms, clothing and accoutrements, being well taken care of, and in perfect order.

They went through a few company movements, including the review and firing exercises in an exceedingly creditable manner, and were then exercised by detachments at the 64-pr. R. M. L. gun, kept in drill shed for drill purposes, and in this they also acquitted themselves in such a manner as to afford me the greatest satisfaction, all their movements being executed with great rapidity and precision.

In fact I cannot speak in terms of too high praise of the progress made by this corps, which, although but of very recent formation, has already attained to a proficiency seldom surpassed even by old militia artillery corps of long standing.

I consider that great credit is due to Captain Dupont and the other officers of the Battery, who have spared no pains to bring about this result in so short a time—and also to the men themselves for the time and attention they have bestowed upon receiving the instruction imparted to them, without which all efforts of the officers and N. C. officer instructors would have been futile.

This Battery has performed its annual firing practice with the 64-pr. R.M.L. Guns at Finlayson Point Battery, and as I am informed with a most creditable result Not however, having yet received any official return from Captain Dupont, I am unable to embody it in this report.

Lt.-Colonel Strange, Dominion Inspector of Artillery, in company with Colonel Lovell, R. E., appear to have inspected the Battery, during their visit to British Columbia recently—at which time I regret to say I was absent on leave in Europe—and to have expressed themselves as highly satisfied with the efficiency of the corps. As, however, the Dominion Inspector will doubtless himself report upon that matter, further remark here is unnecessary.

*Victoria Rifles, Nos. 1 and 2 Cos.*

I subsequently on the same evening inspected the Victoria Rifles—companies No. 1 and 2, which I regret to state showed an exceedingly unsatisfactory muster.

The establishment for each of these companies is 2 officers and 40 N. C. officers and men—of which the two companies together only paraded 4 officers and 27 N. C. officers and men, by far the greater portion however belonging to No. 2 Company.

I must, however, here repeat what I stated in my last annual report in regard to these companies, namely, that the formation of an Artillery corps at Victoria has seriously militated against their success, both the uniform and training of the latter being far more attractive to the young men than that of the Rifles, rendering it next to impossible for them to recruit their ranks whilst there is even a prospect of admission to the Artillery.

I have of course endeavoured as much as possible to prevent men abandoning the Rifles for the Artillery, but even this cannot be always successfully carried into effect, as the men at least who have served out their term of three years in the Rifles cannot reasonably be controlled in their choice of corps for re-enlistment, and already a large proportion of the Artillery corps has already served in the Rifles.

In fact, I regret to say I see every probability of the Rifles eventually, and at no far distant date, being utterly annihilated, by absorption; and I should regret this extremely as both Captain Wolfenden and Captain Fletcher who command these companies are zealous and efficient officers holding permanent rank in the Militia, and it would be a loss to the service were they to be obliged to withdraw from it for want of men to keep their companies up to the required strength, the more particularly as it is quite apparent the fault or remedy does not lie within themselves.

As a very simple remedy for this, and one which if carried out I feel confident would be successful, I would most respectfully beg to suggest that these two companies be converted also into Garrison Batteries of Artillery, and that then *three* Batteries be equalized into 50 or 60 men each, the whole forming a Brigade under the senior officer's general supervision.

This course still further recommends itself to favorable consideration in view of the fact, that should an attack at any time be anticipated upon either Victoria or Esquimalt, the Artillery branch of the service is likely to be most called into requisition; and whereas the Artillery are equally available for either application being trained in both branches of the service, the Rifles can only be utilized as Infantry.

One fully qualified, and fairly paid Instructor, could be made available for the training of the whole, which would of course occupy his whole time, leaving him leisure for little or other business of any kind.

Returning to my inspection of these companies, I have to report, most favorably upon every thing with the exception of the numbers at muster as before stated.—The arms, clothing and accoutrements being well cared for and in good order.

The movements were also well executed and in every respect to my entire satisfaction.

## NEW WESTMINSTER.

*Rifles.*

Inspected the New Westminster Rifles under Captain Peele in their Drill Shed on the 1st December, and mustered them as follows, viz :

Officers.....	2
Attached officers Staff.....	1
Non-commissioned officers and men.....	28

This Company has provided itself with the new regulation helmet since my last inspection, and it certainly adds greatly to the soldierlike appearance of the men who are generally much above the ordinary average stature, as has been demonstrated by the fact that much difficulty has always been experienced in selecting clothing of sizes large enough to fit them.

I considered the muster on the whole a fair one, owing to the inclemency of the weather, and the difficulties that many of them have to contend with in leaving their business or coming in from their farms or fisheries on the Fraser River; many of them living several miles from the town.

In addition to this I was unable to give them any notice of my arrival, the telegraph line being down at the time and only semi-weekly communication by mail.

I found every thing, however, in good order and was very fairly satisfied with the drilling of the men which included company drill and manual and firing exercises.

*Seymour Artillery.*

I afterwards inspected the Seymour Artillery under the officer commanding, Lieut. Pittendrigh. Present:—

Officers.....	2
Non commissioned officers and gunners.....	18

The authorized strength of this Half-Battery is 2 officers and 30 non-commissioned officers and men; but only 26 uniforms having been sent out from Ottawa, he has been unable to raise his corps to its proper establishment, this he states being his only difficulty in the matter.

The men looked very well in their new helmets with which they have also recently supplied themselves, and their arms, &c., were in good order.

They were put through a few Company movements and went through the movements of standing gun drill exercise (no gun being available), all of which was fairly done.

Having already reported frequently upon the state of the guns at New Westminster, I need scarcely revert to the subject here. As, however, the Dominion Inspector of Artillery visited that place during his stay in this Province recently, I am in great hope that owing to his representation something may be done either towards repairing or replacing them.

*Rifle Range.*

While detained at New Westminster the following day I visited the Rifle Range and find that many improvements have been made on it during the past summer, and that it is now in every respect a first-class and a safe range.



*Drill Shed.*

I also examined the drill shed and my attention was called by Captain Peele to the condition of some of the sills at the rear end of the building which are rotting and will require repairs very shortly.

Also certain portions of the roof which are leaking badly.

As, however, Captain Peele refers to these, as well as other matters connected with suggested improvements, in a report now forwarded, I need make no further comment on that subject at the present time.

## NANAIMO.

*Nanaimo Rifles.*

I inspected the Nanaimo Rifles under the command of Lieutenant Harvey at Wellington on the 8th December.

Notwithstanding most inclement weather—a snow storm prevailing at the time—Lieutenant Harvey managed to muster his company to the following strength, viz :

Officers.....	1
Non-commissioned officers and privates.....	24

On reference to my report for last year it will be seen that I then recommended the acceptance of Lieutenant Harvey's proposition to raise the establishment of his company to 50 or 60 men, to be raised, one-half at Wellington, and the other half at Nanaimo, with a view to better facilities of drilling at each place, they being seven miles apart, and the company already consisting of about equal numbers of men from each place.

I beg leave respectfully to repeat this recommendation feeling convinced that such a course would be beneficial to the force, for the same reasons then stated, and which I need not now repeat.

The parade took place in a theatre kindly placed at our disposal by the proprietor, Mr. Moore, and the state of the arms, &c., &c., was still very good with only one slight exception to which attention was immediately drawn.

The drill, manual and firing exercises, and company drill was also satisfactorily performed.

The Company's roll shows the full complement of men, all of whom Lieut. Harvey reports have been drilled, the greater portion having completed their full quota for the year, and all being available at short notice in case of their being called out for active service.

*Rifle Range.*

I inspected the Rifle Range whilst at Nanaimo, and found it much improved since last year. It is now a first-class range, and so much so that the B. C. R. Association held their last autumn meeting there and appear to have been well satisfied with the result of the experiment.

## VICTORIA AND ESQUIMALT.

*Defences.*

The Batteries at Finlayson, Victoria and McAulay Points, and at Brother's Island are now under the charge of a careful custodian, Captain Tatlow, who attends to them daily and, with the assistance of a paid detachment from the Victoria Garrison Battery, traverses the guns once in each month.

Some little work has been done on the necessary improvements such as drainage and better roofing of expense magazines, but much yet remains to be done before the batteries can be considered as complete.

During my absence on leave authority was received to purchase gun-covers, similar to those in use on board H. M. ships, from the Admiralty Stores at Esquimalt, but on application being made by Capt. Dupont, then acting D. A. G., he was informed that such articles were not kept in store but were usually made by the sail makers on board.

I therefore immediately upon my return, requested Mr. Innes, the Naval Storekeeper at Esquimalt, to ascertain what they could be made for, but have not heard from him further on the subject.

*Magazine.*

The new Magazine recently completed on Beacon Hill is in every respect suitable and will prove a great saving of expense to the Department in the future.

There is, however, no powder stored in the Artillery end, as the Naval Storekeeper when last applied to for ammunition by the Acting Deputy Adjutant General, informed him that orders had been received by him from the Admiralty to cease all further issues of stores of any description to the Militia Department here, until such as had already been issued, had been replaced or paid for.

I would most respectfully suggest that this matter be looked into without delay, as any misunderstanding existing between the Departments here, in the matter of stores, would render the Militia Artillery here utterly powerless for defence, and interfere seriously with their training as we are entirely dependent upon the Admiralty for all stores connected with the heavy guns mounted in our batteries.

I have the honor to be, Sir,

Your most obedt. servant,

C. F. HOUGHTON, Lieut.-Colonel,

D.A.G.M., Mil. Dist. No. 11.

The Adjutant-General,

Head Quarters,

Ottawa.

APPENDIX No. 3.

---

## REPORT OF THE SENIOR INSPECTOR OF ARTILLERY.

CITADEL, QUEBEC, 22nd December, 1879.

SIR,—Owing to my absence on duty in British Columbia during a great portion of the inspecting season, I was only able to inspect the corps stated.

The remaining artillery and engineer corps of the Dominion were inspected respectively by Lieut.-Colonel Irwin, Inspector of Artillery, Lieut.-Colonel Price Lewes, Assistant Inspector of Artillery, Lieut.-Colonel Montizambert, Canadian Artillery, Major Holmes, Canadian Artillery, and Major Walker, Royal Engineers. I submit their respective reports and parade states; also the reports on "A." and "B." Batteries, Gunnery Schools.

PARADE STATE of Batteries inspected in the various Provinces by Lieut.-Col. Strange, Inspector of Artillery, and Assistant Inspector of Artillery.

Military District	Name of Battery.	Name of Commanding Officer.	Armament.	Distribution.	Field Officers.	Staff Officers.	Captains.	Lieutenants.	Surgeons.	Veterinary Surgeons.	Staff Sergeants.	Sergents.	Corporals.	Bombardiers.	Gunners and Drivers.	Trumpeters.	Artificers.	Bandmen.	Recruits.	Total.	Horses.	1st Class Certificates.	2nd Class Certificates.	3rd Class Certificates.	4th Class Certificates.	Remarks.	
5	Richmond Battery.	Major Hon. M. Aymer.	24-pr. S. B. Howitzer.	On parade..... On guard..... Cooks..... Employed..... Total.....	1	2	1	2	4	3	2	4	3	2	24	1	1	6	1	4	9	62	40	8	5	9	Inspected by Lt.-Col. Montzambert.
5	Sheffield Field Battery.	Lt.-Col. Amyrauld.	9-pr. M. L. R....	On parade..... Camp duties..... Total.....	1	3	1	4	4	4	4	4	4	4	4	4	2	15	15	10	80	70	28	10	28	Inspected by Lt.-Col. Montzambert.	
5	Brigade of Montreal Garrison Artillery.	Lt.-Col. D. Torrance Fraser.	24-prs and mortars	Present on parade. Absent with leave. Absent without leave. Wanting to complete Establishment. Total.....	1	5	4	4	19	15	10	170	6	2	1	6	32	46	27	44	240	46	27	44	357	Band (24) included in total.	
7	Quebec Field Battery.	Lt.-Col. Baby....	9-pr. M. L. R....	Present on parade. On leave..... Sick..... Total.....	1	4	1	4	4	1	67	1	1	1	69	80	29	44	44	77	77	29	2	1	80	Inspected by Lt.-Col. Montzambert.	
7	No. 1 Battery of Garrison Artillery, Quebec.	Capt Roy.....	Armament of Quebec.....	Present on parade. On leave..... Total.....	1	2	1	2	3	3	31	1	1	32	32	1	45	45	45	45	45	45	45	45	45	Inspected by Lt.-Col. Montzambert.	

8	Woodstock Battery.	Field	Capt. Diblee.....	9-pr. M. L. R.....	Present at inspection.	1	2	5	68	1	79	28	Inspected by Lt.-Col. Price Lewes, Asst. Inspector of Artillery.
8	Newcastle Battery.	Field	Major Call.....	9-pr. S. B. and 24-pr. Howitzer.	Present on parade.	1	1	2	62	1	72	28	Inspected by Lt.-Col. Price Lewes
8	New Brunswick Brigade Gar. Art. Engineers.	Brunswick	Lt.-Col. Foster.....	32-prs.....	Present at inspection.	2	5	2	99	1	123	28	Inspected by Lt.-Col. Price Lewes.
8	New Brunswick Engineers.	Brunswick	Capt. Penley.....	.....	Present at inspection.	2	2	.....	41	.....	43	28	Inspected by Lt.-Col. Price Lewes.
9	Halifax Field Battery.	Field	Major Graham.....	6-pr. B. L. R.....	Present at inspection.	1	2	10	44	.....	57	16	Inspected by Lt.-Col. Price Lewes
9	1st Halifax Brigade of Garrison Artillery.	Halifax	Lt.-Col. Mitchell.....	½ pr. M. L. R. and 24 and 32-prs.S.B	Present at inspection.	2	1	12	96	9	129	28	Inspected by Lt.-Col. Price Lewes
9	2nd Halifax Brigade of Garrison Artillery.	Halifax	Lt.-Col. Macpherson.....	½ pr. M. L. R. and 24 and 32-prs.S.B	Present at inspection.	2	1	9	86	12	116	28	Inspected by Lt.-Col. Price Lewes.
9	Pictou Battery of Garrison Artillery.	Pictou	Capt. Gordon.....	.....	Present at inspection.	1	2	4	46	.....	53	28	Inspected by Lt.-Col. Price Lewes
11	Victoria Battery of Garrison Artillery.	Victoria	Capt. Dupont.....	64-pr.....	Present at inspection.	1	2	2	27	3	35	28	
11	No. 1 Co. Victoria Rifles.	Victoria	.....	.....	do	1	1	1	16	.....	19	28	} Rifles paraded voluntarily at same time.
11	No. 2 do do	Victoria	.....	.....	do	1	1	3	11	.....	17	28	
12	Charlottetown Garrison Artillery, No. 1 Battery.	Charlottetown	Capt. Pollard.....	32-pr.....	Present at inspection.	1	1	.....	22	.....	24	28	Inspected by Lt.-Col. Price Lewes.
12	Charlottetown Garrison Artillery, No. 2 Battery.	Charlottetown	Capt. Morris.....	32-pr.....	Present at inspection.	1	1	2	28	.....	32	28	Inspected by Lt.-Col. Price Lewes.

T. BLAND STRANGE, Lieut.-Colonel,  
Inspector of Artillery.

RICHMOND FIELD BATTERY.

On the 5th July I inspected the Richmond Field Battery, commanded by Major the Honourable H. Aylmer, late Royal Marine Artillery, Lieutenants Beattie and Williams, who have both been through the Quebec Gunnery School.

Though the battery had not completed their training, their drill was steady and accurate. The men are of good physique, and the horses, the property of the drivers, suitable for the work; but the equipment has never been completed. Though the battery has been three years organized, they are still without swords, belts, carbines or indeed anything but the guns, carriages and harness. The carriages are very old and rotting for want of timely repair and painting.

During the last training, tents were not supplied, through no fault of Major Aylmer; his battery was three days without them during very rainy weather. The circumstance was reported at the time, and Major Aylmer very judiciously expended \$10 finding shelter for his men, and \$5 in carting up the missing tents when they did arrive; this claim, like others, has not yet been settled.

This continual delay in supplying necessary demands is deeply discouraging to the officers, non-commissioned officers and men. Sergeants who, having done regular duty during their course at the gunnery school, return to their batteries to turn out without swords or belts.

I should have hesitated to dwell so strongly upon the difficulties of supply of a few necessary articles of equipment to a single battery, but the same complaints have been repeated for years from New Brunswick to British Columbia, and as I find ordinary representations are overlooked, I feel it my duty to place the matter on record in my annual official report.

MONTREAL BRIGADE OF GARRISON ARTILLERY.

On the 25th October, 1879, I inspected the Montreal Brigade of Garrison Artillery on the Champ de Mars, and subsequently in the square of the Drill Shed walls. Lieut.-Colonel Fletcher, Deputy Adjutant General, Military District, No. 5 was present at the inspection on the Champ de Mars. The following movements were very creditably performed:—

*Infantry Exercises.*

March past in column and quarter column.  
 Line to the right on the leading company.  
 Line to the left on the rear company.  
 Quarter column on No. 1 and opening to column.  
 Deploy to the left.  
 Change front to the left on the left company.  
 Forming echelon and line.  
 Retire in fours from the right of companies.  
 Wheeling in column, counter marching, &c., &c., &c.  
 Manual and firing exercises, under Captain Molson, Acting Adjutant.

*Artillery Drills and Exercise.*

No. 1 Battery—Captain Geo. Forbes.

Gyn drill—Raising a gun.

No. 2 Battery—Captain A. K. F. McAllan.

10-inch mortar drill—Dismounting and mounting and trench cart drill.

*No. 3 Battery—Lieutenant W. H. Lawrie.*

Standing gun drill, and mounting a gun on a garrison standing carriage by par-buckling over the side.

*No. 4 Battery—Lieutenant F. Whitley.*

Standing gun drill, and afterwards temporary disablement of a 24-pounder smooth bore gun of 48 cwt. by dismounting over the front of its carriage.

*No. 5 Battery—Captain T. T. Turnbull.*

Mounting a 24-pounder smooth-bore gun of 48 cwt. on a garrison standing carriage by means of plank and roller up the rear.

*No. 6 Battery—Lieutenant F. Birks.*

Sling wagon drill,—placing carriage and slinging gun.

The above artillery exercises were done in a way that I have not seen equalled by any volunteer militia artillery in Canada, and showed the good results of the branch school under Major Fraser, at Montreal, and the continuous evening drills superintended by Sergeant-Instructor Howard; but this in no way detracts from the credit due to Lieut.-Colonel Torrance Fraser, commanding the brigade, to his officers, and hearty co-operation of the men. I wish I could speak of the hearty co-operation of all the officers. From what was brought to my notice, it appears that a very bad feeling prevails, as well as steady opposition to the commandant, on the part of two or three officers. Such being the case, rather than again disorganize the brigade, I should recommend the dismissal of officers who carry their opposition to the point of insubordination, unless it is clearly proved the commanding officer has done wrong, or overstepped his authority; in that case his resignation might be required. If he is not called upon to resign he should be supported. Volunteer military organizations require the maintenance of discipline as much as any other.

Representation was made to me on the part of some officers of the brigade desiring first-class certificates to qualify for the rank of field officers, in accordance with new militia regulations, paragraph 68. I must explain: I was not informed of the regulation previous to its promulgation. It appears men of leisure sufficient to attend the gunnery school are apparently not found sufficiently numerous or willing to take such commands, entailing as they do expenditure of money as well as time, and many discouragements in procuring equipments from store; and, on the other hand, I cannot sign first-class certificates for officers I don't consider qualified by a certain amount of military practical experience as well as theory.

## VICTORIA GARRISON BATTERY, B. C.

On the 6th September, 1879, I inspected the battery of garrison artillery at Victoria, commanded by Captain Dupont, who was acting as Deputy-Adjutant General during the absence on leave of Lieut.-Colonel Houghton. As Colonel Lovell, R. E., with whom I was serving on a special commission, was pleased to express a wish to see the whole available militia force, it was paraded for him, as shown on parade state. He expressed himself pleased with their generally apparent efficiency, especially the gun practice of the artillery. Taking into consideration the short period allowed for training, and the non-supply of belts and accoutrements, apparently small matters, but extremely discouraging to volunteers, as elsewhere remarked, great credit is due to Captain Dupont for his patient zeal. The strength of his battery has been raised from 40 to 80, but I consider such organization faulty and unsuitable to the circumstances, and beg to recommend the following, with a view to better training and instruction, that the increase to the battery of garrison volunteer

militia artillery take the form of a second battery, by changing No. 1 Company of Rifles into artillery (a change they themselves desire as also the Acting Deputy-Adjutant General of district), as there are not sufficient men of the class willing to enrol to keep up the increased strength of artillery and rifles.

The battery of artillery commanded by Lieutenant Pittendrigh, late H. M. 3rd Regiment, might be completed by the addition of ten men and an officer, and a suitable equipment supplied, their gun carriages being rotten, and the harness kept possession of by the late quartermaster's sergeant, who has not been compelled to give it up, or account for it to the Deputy-Adjutant General of the district. A fourth battery should be raised at Nanaimo. The whole making a brigade of four batteries, commanded by Captain Dupont, with rank as Lieut.-Colonel. Captain Tatlow would make a suitable adjutant, gunnery instructor and quartermaster.

Since the death of Sergeant Bramah, late Royal Artillery Assistant Gunnery Inspector from "A" Battery, Captain Tatlow, who has obtained a first-class long course certificate from "B" Battery, has been appointed caretaker and instructor to the volunteer artillery militia. From my knowledge of him as an officer, I have no doubt he will perform the duties satisfactorily.

As I have furnished a detailed and confidential report on the defence of British Columbia since my return, I shall not report further on the subject. Herewith, I forward reports of inspection, by Lieut.-Colonel Montizambert during my absence.

I have the honour to be, Sir,

Your obedient servant,

T. BLAND STRANGE,

Lieut.-Colonel,

Inspector of Artillery.

The Adjutant-General Militia.

CITADEL, QUEBEC, November 27th, 1879.

SIR,—I have the honour to report that, during your absence in British Columbia on duty this summer, I inspected, in accordance with your instructions, the Shefford Field Battery and the the Battery of Quebec Garrison Artillery.

#### SHEFFORD FIELD BATTERY.

Lieut.-Colonel Amyrauld in command. I inspected on the 10th of September, and superintended their competitive gun practice on the following day, Captain Short, of the school of gunnery, acting as range officer.

There were present Lieut.-Colonel Amyrauld, Lieutenants Kay, Neil, and Mitchell, Assistant Surgeon Gilmour and Veterinary Surgeon Vittie.

The battery was up to its full strength, both of men and horses, as will be seen by the parade state annexed. They have also an efficient band, composed of spare gunners.

Their gun drill and manœuvring was exceedingly good, considering the short number of days of training. The smartness with which movements were made was a very noticeable feature.

All the officers of this battery have passed through the gunnery school, and each drilled the battery in turn during the inspection. They all knew their work well.

Among other movements, the guns were retired by divisions, firing blank. This was done with precision.

The battery also dismantled and remounted the guns and carriages in very quick time.



The men of this battery are of good physique. The horses are serviceable and work well together. Harness complete, but not as clean as it doubtless would have been had it not been in camp in rainy weather.

Men's accoutrements and clothing in fair order. The latter, however, in some cases has not been properly fitted to the men.

The gun carriages want painting very badly. The trail of one of them, injured by an upset during the training, had been cleverly repaired by the men themselves. Their score at 9-pounder gun practice was a good one—414 points.

#### QUEBEC GARRISON ARTILLERY.

Captain Roy in command; Lieutenants Donaldson and Hudon. Inspected on the 11th of August.

Marching past and company drill fairly done.

Captain Roy put the battery through the manual and firing exercise.

Their gun drill was indifferent. Some men were good, but the majority showed great want of training.

Some of their clothing was in very bad order, principally, I was told, that of men who had worn their uniforms at the gunnery school. Voluntary drills, which are so highly desirable, also tend to increase the wear and tear of clothing, and it is difficult in the above cases to make it last the prescribed number of years.

The battery purchased helmets this year at their own expense.

I have the honour to be, Sir,

Your obedient servant,

C. E. MONTIZAMBERT,

Captain and Brevet Lieut.-Colonel.

The Inspector of Artillery,  
Quebec.

---

#### REPORT ON THE ARTILLERY OF THE PROVINCE OF ONTARIO.

---

SCHOOL OF GUNNERY,  
KINGSTON, Ont., 14th November, 1879.

SIR,—I have the honour to forward herewith my annual report on the inspection of the artillery and engineers in the Province of Ontario, and in the inspection of the Montreal Field Battery and Montreal Engineers, in the Province of Quebec.

I have the honour to be, Sir,

Your obedient servant,

D. T. IRWIN, Lieut.-Colonel,

Inspector of Artillery.

The Senior Inspector of Artillery,  
Quebec.

Inspection State—Canadian Artillery—Province of Ontario, 1879.

	Officers.	N. O. Officers-Gunners.	Horses.	Certificates.						Recruits.	Remarks.
				1st.	2nd.	3rd.	4th.	Military School.	Attendance.		
Establishment.....	6	74	28	.....	.....	.....	.....	.....	.....	.....	
Gananoque Field Battery .....	6	72	28	3	.....	1	1	.....	6	22	} 25 Bandsmen in addition enrolled, but not on pay list.
Kingston do .....	5	53	28	1	2	.....	.....	.....	4	10	
Wellington do .....	6	74	28	4	2	.....	.....	.....	6	35	
Ontario do .....	4	74	28	.....	.....	.....	1	.....	1	42	
Hamilton do .....	4	63	27	5	.....	3	1	.....	5	19	
Ottawa do .....	6	73	28	1	.....	1	1	.....	1	18	
Durham do .....	4	58	28	4	1	.....	.....	.....	.....	.....	
Welland Canal do .....	3	58	28	3	.....	.....	1	.....	.....	24	
London do .....	6	67	28	3	2	.....	.....	.....	3	40	
Toronto do .....	5	57	25	1	.....	1	.....	.....	3	15	
Montreal do .....	5	74	30	.....	6	1	3	.....	.....	20	17 Bandsmen absent.
Toronto Garrison Battery .....	1	38	.....	.....	1	2	.....	.....	.....	16	Inspected by Major Holmes.
St. Catharines do .....	1	39	.....	1	.....	1	1	.....	1	34	
Montreal Engineers.....	3	42	1	.....	.....	.....	.....	.....	.....	15	Inspected by Major Walker, R.E.
Toronto do .....	3	67	.....	.....	.....	.....	.....	.....	.....	.....	

D. T. IRWIN, Lieut.-Colonel,  
Inspector of Artillery.

Kingston, 14th November, 1879.

INSPECTION REPORT BY LIEUT.-COLONEL IRWIN, INSPECTOR OF ARTILLERY.

GANANOQUE FIELD BATTERY.

Inspected at camp, Gananoque, on 30th of June, 1879.  
 Major McKenzie, Lieutenants Britton, Gillies, and Redmond, Surgeon Merrick, Veterinary Surgeon Waldie.  
 Uniforms and accoutrements in good order, but not very clean.  
 Horses, generally undersized.  
 Harness, well put on, but not so clean or in such good order as it ought to have been.  
 Marching past at walk and trot, fair.  
 Gun drill generally very good, but some of the sergeants were not well posted in their drill.  
 Field manœuvres only fairly well executed.  
 This battery performed its annual competitive gun practice on the 2nd July. My other inspections prevented my attendance as umpire, this duty being performed by the officer commanding. An officer from "A" Battery was on duty as range officer, and reports great and needless delay in commencing the practice, and in carrying it out.

---



---

 KINGSTON FIELD BATTERY.

Inspected at camp, Kingston, on the 1st July, 1879.

Captain H. Wilmot, Lieutenants John Wilmot and P. G. Wilmot, Surgeon Saunders.

Uniforms and accoutrements in good order, neat and clean.

Horses, good.

Harness, well put on, but not very clean.

Marching past at walk and trot, very good.

Gun drill, very good.

This battery did not muster up to its full strength, and has in its ranks very few non-commissioned officers or men who have taken gunnery school certificates. It is recruited altogether from the farming community in the township of Pittsburgh.

The battery performed their annual gun practice while in camp at a range five miles from Kingston. The practice was good, but several of the competitors required instruction in the elementary duties of laying a gun, and boring a fuze, a state of things probably to be accounted for by the fact that the members of this battery never assemble for voluntary drills.

## WELLINGTON AND ONTARIO FIELD BATTERIES.

These batteries were inspected in camp together near Guelph, on the 2nd July. They were under the command of Major Macdonald, of the Wellington Field Battery.

*Wellington Field Battery.*

Captain Nicholl, Lieutenant Bond (P.), 2nd Lieutenant Crowe (P.), Assistant-Surgeon Macdonald.

*Ontario Field Battery.*

Captain McCrae (P.), Lieutenants Wood (P.), Fleming (P.), Assistant-Surgeon Hewitt, Veterinary Surgeon Grange.

Uniforms and accoutrements, clean and in good order.

Horses, very good.

Harness, clean, in good order, and well fitted.

Standing gun drill of both batteries, very good.

Marching past, good.

Field manoeuvres, under Captain McCrae and Lieutenant Nicholl, good.

Brigade drill, under Major Macdonald, very good.

The mounted non-commissioned officers of the Wellington Field Battery were instructed in sword exercises, and showed a very creditable state of efficiency.

Lieutenant Crowe, of this battery, personally superintended the rifle instruction and firing of the whole of the non-commissioned officers and men.

These batteries have organized a very efficient band. Their camp ground was in very good order, and the general appearance and discipline of both batteries reflect the greatest credit upon their commanding officers.

The Ontario Field Battery has not yet received its equipment of guns. For field manoeuvres and inspection, it paraded with the waggons of the Wellington Field Battery.

Both these batteries carried out their annual competitive gun practice at a range at Toronto, on the 8th September, at the same time and over the same range as the Toronto battery. The practice was good, but the scores not so high as on previous occasions, probably owing to difficulty in seeing the target, which was placed on low, marshy ground.

---



---

HAMILTON FIELD BATTERY.

Inspected at camp, Hamilton, on 3rd July.

Captain McMahon, Lieutenants VanWagner (P.), Marshall (P.), Surgeon White. Uniforms and accoutrements, clean and in good order.

Horses, good.

Harness, well fitted and fairly clean, but wanting many repairs.

Marching past at walk and trot, very indifferently performed.

Gun drill, fair.

Field manœuvres, under Captain McMahon, good; but the latter is the only officer at present capable of instructing the battery.

This battery did not perform its annual practice when in camp, but marched to Toronto on the 2nd September with the intention of firing on the Toronto range on the 8th, and joining in the review on the 9th. Owing, however, to the lateness of the hour of their arrival in Toronto, they were unable to go to the range on the 8th, and other circumstances, of which I am not at present aware, prevented their firing either on the afternoon of the 9th or morning of the 10th.

*Ottawa Field Battery.*

Inspected at camp, near Ottawa, on the 5th of July.

Captain Stewart, Lieutenants Evans, Coutlee, and Savage (P.), Surgeon Bentley, Veterinary Surgeon Harris.

Uniforms and accoutrements, very clean, neat, and in good order.

Horses, generally undersized.

Harness, in fair order, but requiring a good many repairs.

Marching past at a walk and trot, very good.

Gun drill, good, but Nos. 1 were in some cases not able to instruct.

Field manœuvres, under Captain Stewart, were very good.

I am glad to report that since my inspection two officers of this battery, Lieutenants Evans and Coutlee, have successfully passed through a short course at the school of gunnery, and obtained certificates.

The gun practice of this battery was carried out at a range near Aylmer the day previous to my inspection, Lieut.-Colonel Cotton, "A" Battery, acting as range officer. This officer reports that, owing to great carelessness on the part of the officer in command of the battery, firing was begun before the range was signalled clear, and a serious accident was only narrowly averted.

The camp of this battery was very well situated, the ground well kept, and the arrangements good.

## TORONTO FIELD BATTERY.

Inspected at camp, Toronto, 6th September, 1879.

Major Gray, Lieutenants Mead (P.), Macpherson (P.), Surgeon Diamond, Veterinary Surgeon Smith.

Clothing and accoutrements, in good order.

The drivers have been provided with long boots, at expense of the officers.

Horses, generally undersized.

Harness, very much out of repair, and not in such good order as it ought to have been.

Marching past at walk, trot and gallop, very well performed.

Gun drill and knowledge of ammunition, indifferent.

Field manœuvres, under Major Gray, fairly well performed.

I regret to say that during the inspection, when the battery were firing one round of blank cartridge, and owing to the carelessness of some of the numbers at one of the guns, the latter was fired too soon, and Gunner Dempster, who was withdrawing the rammer at the time, lost a portion of his right hand.

This battery performed its annual gun practice at a range near Toronto on the 8th instant. The firing was generally good, the competitors being well instructed in their duties.

#### DURHAM FIELD BATTERY.

Inspected at camp, near Port Hope, on 23rd September.

Captain Graham, Lieutenant Maclean, Surgeon Brent, Veterinary Surgeon Hinman.

Clothing, new and in good order.

Horses, good.

Harness, well put on, but not clean or in good order.

Marching past, at walk or trot, indifferent.

Gun drill, fair, but Nos. 1 are not well instructed in their duties.

Field manoeuvres had not been practiced.

Gun practice carried out at a very good range in the vicinity. The firing was generally good, but the competitors had not received sufficient instruction in their duties.

The members of the battery are recruited from the farming community in the County of Durham, and the great majority reside at a considerable distance from Port Hope, where the guns are kept. In consequence they have no facilities for attending voluntary drills, and although possessing the best material in both men and horses, cannot compete in point of efficiency with those batteries in which voluntary drills are regularly attended.

#### LONDON FIELD BATTERY.

Inspected at camp, London, on the 24th September, 1879.

Major Peters, Lieutenants Heath, Hunt (P.), Williams, Surgeon Brown, Veterinary Surgeon Termant.

Clothing, generally in bad order.

Accoutrements, fairly clean.

Harness, clean and in good order, but with many deficiencies.

Horses, good.

Gun drill, very good.

Marching past, at walk and trot, good.

Field manoeuvres, under the officers of the battery, fair.

There were a very large number of recruits in this battery, and the general physique of the men was not up to the average standard. Very few of the non-commissioned officers have attended the school of gunnery, a defect which I trust will be remedied before next inspection.

The gun practice was carried out at the old Royal Artillery range, about three miles from the city. The practice was exceptionally good, but owing to a shell having, after ricochet, struck a house in the vicinity, the firing had to be stopped before all the competitors had competed.

#### WELLAND CANAL FIELD BATTERY.

Inspected at camp, Port Colborne, 26th September, 1879.

Lieutenant and Brevet Captain Frank King, Lieutenants Reavley and Rooth.

Uniforms and accoutrements, in good order.

Horses, very good.

Harness, in very good order, and showing a great improvement on its condition at previous inspections.

Marching past, fair.

Gun drill, good.

Field manoeuvres, fair.

The competitive gun practice was carried out at a range on the lake shore, on the same day. The firing was good, and showed an improvement on the practice of last year; but it was evident that several of the competitors had not received sufficient preliminary instruction.

This battery showed a decided improvement in efficiency, but it suffers much from a want of a full staff of officers, and from want of some system by which voluntary drills could be organized.

I have to repeat my former recommendations with respect to the want of a suitable gun shed for this battery, large enough to enable voluntary drills to be carried on, and also to my remarks relative to the abnormal position with reference to the supervision, instruction and command of this battery held by Major King, its nominal commanding officer.

#### MONTREAL FIELD BATTERY.

Inspected at camp, Montreal, on the 8th August, 1879.

Lieut.-Colonel Stephenson, Lieut. and Brevet Lieut.-Colonel McGibbon, Lieutenant Roger (P.), Surgeon Fenwick, Veterinary Surgeon McEachran.

Uniforms and accoutrements, very neat, clean and in good order.

Horses, very good.

Harness, clean and fairly well put on.

Marching past, at walk, trot and gallop, very well performed.

Gun drill, very good.

Field manoeuvres, under officers, not very well performed, not sufficient attention being paid to necessary details; intervals were not well kept, and the executive words of command not being always given by the proper individuals, the movements were somewhat confused.

This battery was encamped on the Crystal Palace grounds. They were fortunate in having a large number of tents, (21 and 2 marquees), and their ground was neatly kept and arrangements good.

This battery performed its annual gun practice at Island of Orleans, Quebec, there being apparently no suitable range near Montreal.

#### TORONTO GARRISON BATTERY.

Inspected in the Drill Shed, Toronto, on 27th September, 1879.

Captain Gibson.

Uniforms, arms and accoutrements, in very good order.

Manual exercise, indifferent.

Firing exercises, not practiced.

Company drill, good.

Gun drill, mortar drill and gyn drill were performed in a very creditable manner, and both non-commissioned officers and men showed evidence of careful instruction in ammunition and gunnery.

The competitive gun practice took place on the 25th October from the 32-pounders on the Garrison Common, under the superintendence of Captain Gibson, with very good results.

I regret to observe that so far the vacancies for officers in this battery have not been filled up, and although the battery is at present, owing to Captain Gibson's exertions, in a very creditable state of efficiency, yet it is evident to maintain the same and provide for the exigencies of active service, &c., the proper staff of subaltern officers should be maintained.

#### MONTREAL ENGINEERS.

Inspected at Montreal on 30th August, 1879.

Major Kennedy, Lieutenants Duffy and Goodwin.

Arms, clothing and accoutrements, clean and in good order.

Marching past, good.

Company drill, indifferent.

Manual and firing exercises, good.

After the inspection on parade, the company were marched to the old City Hall, where a squad of 16 men went through, very satisfactorily, the drill required for constructing a barrel pier. The materials for this drill have been purchased by the corps.

The company have not been practiced in any other drills or duties especially applicable to an engineer corps, but Major Kennedy reported to me that a telephone for signalling purposes was erected by some men of his corps at the Provincial Rifle Matches.

So far, from want of proper material and systematic instruction, this company has had no opportunity of rendering itself efficient as an engineer corps, but as its members are nearly all artificers, and as material for constructing field works, gun platforms, &c., will probably be supplied by government, it is to be hoped that considerable progress will be made. It must, however, be remembered that the period allowed for annual drill is entirely too limited for this purpose, and must be supplemented by regular voluntary drills.

I have recommended that next year this company be authorized to perform its annual drill at St. Helen's Island, where space can be obtained for practical instructions in those exercises for which material may have been obtained.

#### ST. CATHARINES GARRISON BATTERY.

Owing to my unavoidable absence on other duties, I was unable, personally, to inspect this battery during its annual drill. I ordered Major Holmes, "A" Battery, to perform this duty, and herewith attach his report thereon.

I regret to notice the presence of so many recruits, and also that the annual gun practice has not been carried out.

#### SCHOOL OF GUNNERY,

KINGSTON, ONT., 20th October, 1879.

SIR,—I have the honour to report, for your information, that I inspected the St. Catharines Garrison Battery of Artillery under the command of Capt. Wiley, at the drill shed, St. Catharines, Ont., on the evening of the 17th October last.

There were present on parade, 1 officer and 36 non-commissioned officers and men. Parade state herewith.

They performed the manual and firing exercises, marching in fours, etc., gun drill, with the 2-18-pounder siege guns (with which the battery is armed), fairly displaying a fair knowledge of their general duties, etc.

The appearance of the battery on parade is good, it being composed entirely of young men of (with a couple of exceptions) good height and physique. Nearly all are recruits this year.

The clothing is in good order. The battery has just purchased the new pattern helmet.

Arms and accoutrements clean; would recommend the substitution of short rifles and sword-bayonets for those at present on charge, viz.: long rifles and triangular bayonets. The battery paraded without slings on their rifles, the captain informed me that he had only fifteen in store.

Gun practice could not be carried on owing to the non-arrival of the ammunition.

A small magazine is much needed in St. Catharines, where a reserve of cartridges, gunpowder, etc., for the battery might be kept.

Only three men now in the battery have attended the school of gunnery; a number will attend at the next course of instruction.

I have the honour to be, Sir,

Your obedient servant,

J. G. HOLMES, Brevet-Major,  
Adjutant, School of Gunnery, Kingston.

The Inspector of Artillery,  
Kingston, Ont.

**TORONTO 2ND MILITARY DISTRICT ENGINEERS.**

This company, under the command of Lieut.-Colonel Scoble, performed its annual drill in camp at Niagara.

(C.)

Field state of 2nd District Engineer Corps, Toronto, in camp at Niagara from 17th to 29th June, 1879, inclusive.

Distribution.	Field Officers.	Captains.	Subalterns.	Staff.	Sergeants.	Corporals.	Buglers.	Privates.	Total of all Ranks.
Present under arms .....	.....	1	1	1	7	6	1	35	52
Bandsmen.....	.....	.....	.....	.....	1	.....	.....	17	18
Total on Parade.....	.....	1	1	1	8	6	1	52	70

I obtained the necessary authority to enable its inspection to be carried out by Major Walker, R. E., Military Professor at the Royal Military College. This officer's able and instructive report on the subject is forwarded herewith, and I fully endorse the conclusions which he has arrived at with reference to the most feasible mode of attaining any degree of efficiency in the very important duties which must necessarily be undertaken on actual duty by this arm of the service.

*Memorandum relative to the Organization of the 2nd Military District Engineer Corps, at Toronto, Ont.*

1st. It having been admitted by the successive Adjutants-General that the organization of the Canadian militia was deficient without an establishment of engineers, I was requested by Col. P. Robertson Ross, to undertake the formation of a corps in 1872. Personal matters prevented my doing so at the time, but on 20th Nov., 1873. becoming stationary in Toronto, in 1873, I wrote to the Major-General 18th May, 1874. commanding the militia signifying my willingness to raise a corps; provided they were put upon the same footing as a company of engineers in the Imperial service. After some correspondence, and a great deal of delay, I was authorized on the 12th January, 1876, to enrol a corps of the strength of 3 officers and 70 non-20th July, 1876. commissioned officers and men. Subsequently, I was permitted to increase my strength by the addition of a third Lieutenant and Assistant Surgeon. The present strength being 5 officers and 70 non-commissioned officers and men.

2nd. Being desirous to provide proper instruction in technical engineer work for the corps under my command, I at first secured the services of an ex-sergeant of the



Royal Engineers, at a salary of \$400 per annum, including the rent of a house. This salary was to be paid from the funds of the corps. Upon representation, the Government 1st Dec., 1876, ment allowed us the same sum per annum for a drill instructor as is allowed to a field battery of artillery, viz: \$200 per annum. Unfortunately, the instructor I had secured committed a gross breach of discipline, and I was forced to dismiss him from the corps. I then made application for a sergeant to be detached from the Royal Engineers stationed at Halifax, but although I have made frequent repetitions of my application, I have so far obtained no satisfactory result. What I desire is that a good Royal Engineer Sergeant Instructor shall be attached to the corps as instructor and caretaker of the stores. The corps is willing to supplement the pay allowed by Government to a reasonable extent, so as to secure proper instruction.

3rd. As it is evident that an engineer corps cannot be instructed in technical work without proper instructional appliances, I applied to the Major-General com- July 7th and manding the militia on July 18th, 1876, for the stores, models, etc , 18th, 1876. supplied to a volunteer engineer company in Great Britain, but was informed that the Government was not in a position to ask for the issue of such stores as a gift from the Imperial Government, and that there were no funds available for Aug. 14th, 1876. their purchase. I then asked for the sum of \$200, to purchase such Oct. 11th, 1876. stores as were immediately necessary, but this was also denied me, for Nov. 6th, 1876. the reason that no appropriation existed for the purpose. Subsequently, I have made frequent application to the same effect, but to no purpose. In order, therefore, that the corps may be in truth as well as in name an engineer corps, I have been obliged to expend the company funds in the purchase of instructional stores and appliances to the extent of about \$1,200. With these and a few spare artillery stores we have been compelled to carry on our work.

4th. Upon the organization of the corps, I represented to the Militia Department the injury that must occur to the tunics especially, unless fatigue clothing were issued for the rough work necessary in the instruction of the men. Repeated applications failing, the serge jackets now in possession were purchased from the funds of the corps.

5th. The corps has expended the following sums in carrying out its organization:—

In 1876 .....	\$1,098 49
1877 .....	1,088 27
1878 .....	1,049 73
1879 .....	543 27

---

3,779 76

Of this sum the Government has contributed..... 750 00

---

Leaving the sum of..... 3,029 76

as contributions by the officers, non-commissioned officers and men of the corps towards its support during the past three years, or upwards of \$1,000 per annum. Considering that the members of the corps, officers included, are all poor men, and the small number upon whom the burden has fallen, the proportion paid by Government towards the support of the corps is altogether inadequate.

6th. It must be conceded that an engineer corps without equipment, and without means of transport for its equipment, is an anomaly. I have, therefore, asked that the Government shall:—

*First.* Supply us with a qualified instructor, or make a grant sufficient to enable me to secure the services of a competent man.

*Second.* That failing the immediate supply of a complete equipment, that an annual grant or allowance shall be made towards its purchase.

*Third.* That three wagons and harness shall be issued to the corps for the transport of its equipment.

*Fourth.* That as the corps under my command is the only engineer corps in the Province of Ontario, it should be constituted the nucleus of a field company

combining a telegraph troop and pontoon troop in its organization. By this means, in case of necessity, we could furnish the nucleus of each branch of the engineer service, capable of extension to a war footing at any time. Such an organization could not be hastily improvised, and would be immediately necessary in case of war.

7th. Unless greater encouragements are given in the future to continue the efforts that have been made to sustain the organization in the past, I fear that it will be impossible to maintain the corps. Officers and men are alike, disheartened at the lack of appreciation of their efforts and sacrifices; knowing that this arm of the service is equally necessary as the artillery, yet there is no disposition to place them upon a similar footing so far as equipment goes. Were an equal amount appropriated for the equipment of a corps of engineers as is expended for a battery of field artillery, the engineers might be able to rival the sister service in excellence and efficiency. But owing to that lack of appreciation of the necessity for a class of skilled workmen, which has been disastrously apparent in the history of the British Army from the days of the Peninsular War to that of Ashanté, the progress of the Canadian Engineer is as uphill progress as that of his prototype, the Royal Engineer.

All of which is respectfully submitted,

THOS. A. SCOBLE, Lieut.-Colonel,  
Commanding 2nd District Engineer Corps.

*From Major G. R. Walker, Royal Engineers, Professor of Fortifications, Royal Military College.*

To Lieut.-Colonel IRWIN, Royal Artillery,  
Commandant, Ontario School of Gunnery.

SIR,—I have the honour to report that, in accordance with instructions in letter, dated Ottawa, 18th June, 1879, No. 1438, I inspected the engineers of the 2nd Military District, in camp at Niagara, on the 28th June, 1879.

The camp was under the command of Lt.-Colonel Scoble, and there were present two other officers, Lieut. Coleman and Surgeon Kennedy. Lieuts. Aird and Cruit were absent on leave, as per attached parade state, from which you will see that the total number on parade was, 3 officers and 67 non-commissioned officers and men.

The company presented a good appearance, the physique of the men was good, and they were clean and well set up.

The clothing was in fair order, with the exception of the serge trousers, which were in many cases very bad, while a large number of men were wearing cloth trousers of regimental pattern purchased at their own expense, the serge trousers issued to them having become quite unserviceable. I was glad to see that the company in purchasing helmets, had supplied themselves with the white helmet, which is the regulation head-dress for imperial troops in this country. The value of this helmet as a protection from the sun was proved by the march of the company to the falls and back to Niagara in very hot weather without a casualty.

A non-commissioned officer and six men were provided with mounted equipment. There were two four-horse waggons on parade horsed; the harness, which was borrowed from the Toronto Field Battery, was not well kept. The arms and accoutrements were in fair condition. The company marched past well, and went through the ordinary parade movements and skirmishing satisfactorily, under Lieut.-Colonel Scoble's command. Lieut. Coleman put the men through the manual and firing exercises and some simple company movements fairly well.

The company paraded a second time in the afternoon for engineering work, and I inspected the work done by them during their stay in camp. This, I regret to say, did not amount to much. Some obstacles had been constructed in front of a salient of Fort George; the abattis was fairly done, and there was one military pit, and a small portion of wire entanglement (rope being necessarily substituted for wire); profiles had been erected for the restoration of a salient of the old Fort. The frame

work of a modified single lock bridge had been constructed over an opening of about 33 feet space, but the bridge was not completed, the road beams and superstructure being wanting. The lashings appeared to be fairly executed, some of the timbers (which had to be obtained on the spot) were obviously too slight. The bridge was dismantled in my presence, but this operation was not well performed, the men did not work well together, and the non-commissioned officers did not exercise any control. There was an evident want of practice in such work.

I have already noticed the waggons. They were covered with white canvass tilts, and lettered equipment and telegraph waggon, respectively. These waggons were obtained by purchase, and were not of course of the service patterns, and as the telegraph waggon was without fittings of any kind, it was only nominally a telegraph waggon. Colonel Scoble informs me he had been in treaty for the purchase of instruments, &c., for completing a small telegraph equipment, but has hitherto been deterred from completing the purchase by the heavy expense.

On my return to Toronto, I spent a morning in visiting the new fort with a view to inspecting the stores, &c., which were not brought to Niagara. I found a considerable quantity of stores, (to the estimated value of \$1,160) had been purchased by the company, consisting of waggons, ropes, blocks, spars, barrels, &c., &c.

Two pontoons had to be constructed by the men of the company, as well as many useful models for instructional purposes. The pontoons are of the regulation size, but not of the service pattern, they are roughly made and would not, I fear, bear the the rough tests to which they would be put in the field; but I was informed that they answered well for instructional purposes. I did not see them in the water.

The statement in the margin shows that the company includes all the useful trades in good proportions.

Workers in Metals—Fitters, blacksmiths, boiler-makers, &c., &c.	14
Workers in Stone and Brick—Including plasterers and miners	11
Workers in Wood.....	28
Miscellaneous—Including painters, draughtsmen, telegraphists, tailors, shoemakers, &c.....	23
	—
Total.....	76

The health of the men is reported by Surgeon Kennedy as having been satisfactory. This officer states that he had issued to him an *empty* medicine chest, and was consequently obliged to supply all medicines at his own cost, a very unsatisfactory state of affairs.

Lieut.-Colonel Scoble informs me that there are weekly drills all the winter, from October to May, at which lectures are given by the officers on engineering subjects, and the men practice with the models, and, when possible, with the full sized stores. The average attendance at these drills is stated to be from 30 to 33.

It will be seen from the parade state that the company has a band of 18 members, these men are supernumerary to the strength of the company, are all enlisted men, and have been supplied with clothing and instruments entirely at the expense of the company, and at a cost of over \$1,200. I think it is to be regretted that these men should be taken into camp, to the exclusion of men who would benefit more by the instruction, and be more useful in case of emergency.

Very great credit is, I think, due to Lieut.-Colonel Scoble, the officers and men of this company. for the amount of progress made by them in acquiring an efficient knowledge of military engineering. Lieut.-Colonel Scoble devotes much time and talent to the instruction of the men, and the very large expense incurred in providing stores, equipping a band, &c., shows the anxiety of all concerned to achieve success. At the same time I cannot say that I consider the result satisfactory, the difficulties to be overcome are too great to be surmounted by private enterprise, and if really efficient engineers are to be provided for the Canadian Militia, the matter cannot be left to the efforts of individual officers, no matter how able or active they may be. A moderate equipment must be provided by Government, and above all, every company must have a qualified sergeant instructor from the Royal Engineers.

I have mentioned the small amount of field works executed by this company while in camp, but it must be remembered that they have no engineering equipment provided by the State, and no professional instructor, and without these it will be impossible to make satisfactory progress.

I attach a memorandum by Lieut.-Colonel Scoble, on the organization of the company under his command, and will notice, *seriatim*, his demands and recommendations (four in number) as the most convenient way of connecting this report with previous correspondence on this subject. These communications are as follows:—

1st. That a qualified instructor should be provided for the company. This I have already recommended above. He should be a qualified sergeant of the Royal Engineers.

2nd. That, failing the immediate supply of a complete equipment, an annual grant shall be made towards its purchase. I have recommended that the equipment should be supplied, but I cannot recommend the alternative plan suggested. I assume that all engineer companies will be treated alike, and it is of great importance that a similar equipment should be issued to each company. To allow each company to purchase its own equipment will lead to great diversity of equipment, as well as to other evils which need not be enumerated.

3rd. That three wagons and harness should be issued to the company for the transport of its equipment. This I recommend strongly; at the same time I am of the opinion that the individual companies must *confine themselves* to carrying the ordinary equipment of a *field company*. The endeavour to combine with this a pontoon and telegraph troop is, and always will be, beyond their power.

4th. That the 2nd District Engineers should be made the nucleus of a field company, combining a telegraph troop and a pontoon troop in its organization, &c. This appears to me to mean that this company should form the nucleus of the Canadian engineer force, and as the question of the organization of the engineer force of the Dominion is thus raised, I think it will be within my duty if I enter briefly on the general question, and suggest an organization for the whole of the engineer forces of the country, which, while preserving the existing companies, will insure their efficiency and provide a nucleus for the necessary pontoon and telegraph trains, which shall be capable of general expansion. My remarks on Lieut.-Colonel Scoble's third recommendation show that I dissent from his idea of a combined field company, telegraph and pontoon troops altogether. The companies should be simply field companies, similar to those in the Imperial service. The details of their equipment and the necessary transport, I shall be prepared to report upon if required.

The importance of an efficient engineer service in these days, when the application of scientific apparatus of all kinds to the operations of war is constantly increasing, needs no proof. I shall, therefore, assume that a desire exists to place the Canadian engineer service on a satisfactory footing, and proceed to sketch the outline of a scheme, leaving the details to be dealt with in future reports, if desired by Government.

1st. There should be a central school of instruction, somewhat on the plan of the existing schools of gunnery. All officers and non-commissioned officers of existing engineer companies should be obliged to pass through this school, or on failure to do so, should be transferred to some other branch of the service. Every encouragement should be held out to the men of the companies to pass through the school.

2nd. The school of military engineering should be at Kingston, and in connection with the Royal Military College, for the following reasons:—

a. The necessary equipment for the thorough instruction of engineers is very expensive, and as it will have to be provided at Kingston for the use of the Royal Military College, a large saving will be made by utilizing the same equipment for the school of military engineering.

b. The presence of a trained company of sappers will be of great advantage in the instruction of the cadets of the Royal Military College, the number of whom available at one time, will be sufficient for carrying out the more laborious work.

c. Quarters for the company and storage for the material exist on the spot (Fort Henry), and there are facilities for pontooning of an exceptional kind.

d. A uniform system of instruction would be secured for the cadets and for the engineer company throughout the Dominion, and this I regard as a point of paramount importance. In the cadets of the Royal Military College, Canada will, it is hoped, in the future find the officers for the scientific branches of the service, and in the proposed school of military engineering,—the officers of the existing engineer companies will obtain their technical instruction. That the training given to both classes may be as far as possible identical is a necessary condition of successful organization and of rapid extension of the existing companies in case of necessity.

e. A fixed standard of excellence, that of the Royal Engineers, and a continuity of system would be secured. The school to be successful, must not depend on any individual officer, who may be removed at any moment in the ordinary course of nature, or by the requirements of his civil profession. At the Royal Military College there must always be a staff of professional instructors in military engineering, by whom the work of the school of military engineering could be carried on without interruption from such causes as I have alluded to.

3rd. The number of engineer companies or the strength of the existing companies should be increased.

The companies in existence are five in number, and have an establishment of 17 officers and 262 non-commissioned officers and men, or 279 of all ranks.

Taking the present strength of the militia as 40,000, or equal to four British divisions of infantry, the proper proportion of divisional engineers would be  $191 \times 4 = 764$  of all ranks.

In addition to the above, there would be required for each army corps, according to the British establishment, the following :—

Staff.....	3 Officers.
1 company with field park.....	215 of all ranks.
1 pontoon troop.....	322 “ “
$\frac{1}{2}$ telegraph troop.....	150 “ “

A British army corps has a total of, say, 37,000 of all ranks, or equal to the present state of the militia, roughly speaking. The above corps establishment of engineers may be taken therefore as sufficient for the existing force.

The proposed organizations would then be as follows :—

4 field companies, one each at Toronto, Montreal, Quebec and St. John.

1 company at the school of military engineering, permanently enrolled.

The latter would represent the army corps engineers, and would gradually accumulate all the stores for a field park. They would also be employed as available in constructing pontoons, waggons, &c., required for the pontoon and telegraph troops, which would thus gradually, and at a moderate cost, be organized at the school of military engineering.

The men of the permanent company, and those passing through the school from the field companies, would thus obtain intimate and most useful knowledge of all the stores, &c., required. The men of the permanent company might also be employed, when available, in winter for the preservation of the fortifications.

The pontoon and telegraph troops need not be horsed till required to take the field.

The school of military engineering would thus be the head quarters of the Canadian Engineers, and from it, in case of emergency, the engineers of any army corps, with, at all events, a considerable quantity of stores and portions of telegraph and pontoon troops, could take the field. The Divisional Engineers would be supplied by the field companies.

The four field companies should be raised to 150 men each, if the existing number of companies be adhered to, but I think a better plan would be to have in each of the towns mentioned above, two companies of engineers of a total strength of 150 of all ranks for the two; each company to have a complete establishment of

officers and non-commissioned officers, and the two, for ordinary garrison purposes, to be combined under the command of the senior captain.

The advantage of this plan is obvious, as by it there would be a trained establishment of officers and non-commissioned officers for eight companies, or sufficient to allow one company per division for 80,000 men.

I would suggest that of each pair of companies, one should be organized as a field, the other as a garrison company.

The above is a very brief outline of a practicable scheme, which, if carried out, would, I have no doubt, lead to the formation of a force of thoroughly efficient engineers. In the meantime, I think the existing companies should devote themselves particularly to the simple field works required for placing in a state of defence a position, village, or isolated locality, works of the greatest importance under present conditions of war, and simple bridging and barrel piercing should also be included in their course, as well as signalling. The more technical works, such as pontooning, mining, large bridge operations, &c., are beyond their power with their present equipment, or rather want of equipment, and had better be deferred. Better to know thoroughly the application of the simple works required on the field of battle, so as to be able to instruct the infantry, than to learn a mere smattering of the more technical duties of engineers, to a thorough knowledge of which they cannot attain without an organized system of instruction.

I have, &c.,

(Signed) G. R. WALKER, Captain R. E.,

Local-Major.

KINGSTON ROYAL MILITARY COLLEGE,  
4th August, 1879.

*General Remarks.*

1st. With reference to the general efficiency of the artillery force above reported on, I am glad to notice that in the case of the field batteries the high state of efficiency reported on in previous years continues in nearly every instance to be well maintained.

Those batteries in which voluntary drills are practiced have necessarily attained a much higher degree of efficiency than others, and so long as the period allowed by Government for annual drill continues to be so limited in duration, it becomes absolutely necessary for officers commanding batteries, not only to encourage by every means in their power the attendance of their men at the gunnery schools, but also to make such arrangements as will insure for at least a limited number of non-commissioned officers and gunners instruction, at voluntary drills, in the principles of gunnery, and the details of ammunition and stores.

2nd. The large number of recruits visible every year in the ranks, is a serious defect—it would appear to be most easily obviated by more care being taken by commanding officers in the selection of their men, to whom it should be explained that attendance at annual drill for at least three years is certainly expected, and that non-attendance without reasonable excuse will be punished.

3rd. I have had to comment personally during this, and previous years, upon the noticeable fact, that in many cases the captain of the battery is the only officer capable of drilling it as a whole, and in such cases it was evident, that in his absence the battery would very soon become disorganized. I trust that this defect may soon be obviated, and that the subaltern officers may have every opportunity afforded them to qualify themselves to take command of their batteries, should occasion arise for their having to do so.

4th. I am glad to observe that nearly all the batteries in this province have provided themselves with the regulation pattern blue helmets, and in general the dress and appearance of the men on parade leave nothing to be desired. In some cases, however, I noticed drivers with serge trousers, and in others mounted

men otherwise properly dressed, but without straps or high boots. To ensure comfort for a man on horseback during a long march or in protracted field manoeuvres, these details should be more carefully attended to by the battery officers.

5th. Competition for drivers' badges does not seem to have been so thoroughly or universally carried out as is desirable. This I attribute entirely to the limited number of horses and the very short time allowed for annual drill. So much elementary instruction has to be imparted that little time is left for other than regular drills, and I would most respectfully and strongly recommend for the consideration of the proper authorities the advisability of increasing, if for even a few days, the period now allowed for the annual drill of field batteries.

6th. I have still to recommend most strongly, that six horses per gun may be allowed for field batteries instead of only four, as at present.

7th. Only two garrison batteries in this province seem to have had the opportunity of performing annual drill this year, and I cannot but regret that so little attention seems to be paid to this important branch of the service.

The formation of a brigade of garrison artillery at Kingston, and the disbandment of several of the outlying batteries, has been previously recommended in my report for 1877, and until some steps of this nature have been taken, I cannot look forward to any considerable degree of efficiency being obtained by batteries in which voluntary drills are not regularly maintained, and when the only equipment consists of one smooth-bore gun on a standing carriage. I would, however, respectfully recommend that those batteries which are armed with 18-pounder guns on travelling carriages should be placed on the same footing, as far as regards annual drill, as field batteries.

8th. I am glad to be able to comment most favourably upon the good results everywhere apparent, in so far as regards efficiency as artillerists, caused by the universal adoption of the rules laid down, and the system of competition inaugurated by the Dominion Artillery Associations. In proportion as the merits of this association become more widely known, so will, I trust, be the measure of popular support accorded to it, and the resultant benefits more widely extended. Canada possesses at this moment an artillery force of which, though it is but a small one, she may well be proud, and when it is considered that the efficiency of this force, is due in a very great measure to the almost unaided exertions and personal contributions of its own officers, it is only fair to ask that such slight additions to equipment and material as may be from time to time found necessary, and such pecuniary assistance towards the encouragement of marksmen, as has been for many years sanctioned in the case of the infantry soldier, may no longer be withheld on the ground of economy.

D. T. IRWIN, Lieut.-Colonel,  
Inspector Artillery.

The Senior Inspector of Artillery,  
Quebec.

---

REPORT ON THE ARTILLERY OF THE MARITIME PROVINCES BY  
LIEUT.-COLONEL PRICE LEWES.

---

HALIFAX, 29th November, 1879.

SIR,—I have the honour to submit herewith reports of the inspections I have made in the Maritime Provinces during the past season.

I have the honour to be, Sir,  
Your obedient servant,

PRICE LEWES, Lieut.-Colonel,  
Assistant Inspector of Artillery.

The Inspector of Artillery,  
Quebec.

---



---

 PROVINCE OF NOVA SCOTIA.

## HALIFAX FIELD BATTERY.

Major Graham in command. I superintended the annual practice of this battery on the 17th October, at Point Pleasant. Armed with the 6-pounder B. L. R. Armstrong guns they made excellent practice with shot and shell. The standing gun drill was good, and I found the officers and non-commissioned officers had a fair knowledge of ammunition. It was my intention to have made a complete inspection of this battery previous to their going to practice, but, finding that through a misunderstanding they had not paraded fully horsed, I deferred the remainder of my inspection until the 22nd October, when the battery paraded for a field day in conjunction with the regular troops. Present on parade:—1 field officer, 2 lieutenants, 10 staff sergeants and sergeants, 44 rank and file, total 57; 16 horses.

The general turn-out of the battery was good as regards clothing, accoutrements, state of the harness, guns and carriages, except that the latter require painting. The battery marched past and afterwards took part in the field movements with the regular troops and although it was evident to me that an effort had been made by the commanding officer during the past season towards improvement in field drill, the battery is still very far from efficient as a mounted corps. Under their present system of carrying out drills, efficiency in mounted duties cannot be expected, and I therefore most strongly recommend that next year it be made compulsory for this battery to go into camp with full complement of horses, or to perform the required drills on successive days and by daylight. The battery suffers from the absence of Lieut. Imlah, whose experience gained at the school of gunnery should now be invaluable to them, and I therefore trust his services may be available next training.

## HALIFAX GARRISON ARTILLERY.

*1st Brigade.*

Commanded by Lieut.-Colonel Mitchell—six batteries. I inspected this brigade on the 16th October. Present on parade—2 field officers, 5 captains, 4 lieutenants, 1 staff, 12 staff sergeants and sergeants, 9 band, 96 rank and file; total 129.

Uniforms (except in a few cases), arms and accoutrements were in good order. After marching past the manual and firing exercises were creditably performed, likewise a few simple battalion movements. The brigade was afterwards marched to the drill shed where I saw them at gun drill, in which I found most of the detachment well instructed. The officers and non-commissioned officers replied fairly well to my questions on artillery subjects. I was disappointed in not finding a squad prepared for either gun drill or any of the shifts of guns, but I was informed that they had not practiced these drills sufficiently. Since my inspection some squads have been drilling at the shifts with a view to competing in December for the Dominion Artillery Association prize for that work.

*2nd Brigade.*

Commanded by Lieut.-Colonel Macpherson—4 batteries. I inspected this brigade on the 20th October. Present on parade—2 field officers, 2 captains, 4 lieutenants, 1 staff, 9 staff sergeants and sergeants, 12 band, 86 rank and file; total 116. Uniforms, arms and accoutrements were in good order. After marching past, the brigade was satisfactorily put through a few simple battalion movements and then marched to the drill shed for gun drill. As regards artillery knowledge the same remarks apply as I have made about the 1st Brigade. Both of these brigades have joined the Dominion Artillery Association this year, and during the week ending 11th October carried out under my superintendence, their competitive practice from the 32-pounder S. B. and Palliser R. M. L. converted guns at Point Pleasant Battery. The attendance per battery at the practice was small, and in some instances care had



not been taken in selecting those sent to lay the guns. Upon the whole, however, the competitions were satisfactorily carried out, and now that the system of competing is understood I think better results in shooting may be expected next year. During last winter nearly the whole of the officers of these brigade attended a course of lectures I gave on artillery subject, together with some practical instruction in the "shifts of guns" &c. They were regular in attendance and appeared anxious to acquire artillery knowledge.

#### PICTOU BATTERY.

Commanded by Captain Gordon. I inspected this battery on the 27th October.

Present on parade—1 captain, 2 lieutenants, 4 sergeants, 46 rank and file.

Total 53.

This battery presented a very soldierlike appearance on parade. Physique good, officers, non-commissioned officers and men well turned out as regards uniforms, arms and accoutrements. They are provided with the new pattern helmet. The manual, firing exercises and company drill was steadily performed. The men were afterwards marched to the battery, when detachments were told off for gun drill, which was fairly well done, considering the little instruction they have had. From what I saw of this battery I think they only require a competent instructor to make them one of the most efficient artillery corps in the Dominion. Owing to the difficulty of getting a clear range, their gun practice has been postponed until later on in the winter. I propose for their training next year to obtain for them, if possible, the services of a Royal Artillery Sergeant from Halifax.

### PROVINCE OF NEW BRUNSWICK.

#### WOODSTOCK FIELD BATTERY.

Commanded by Captain Dibblee. I inspected this battery on the 17th July, encamped on elevated ground near the Town of Woodstock. The tents were well pitched and camp arrangements good. There were present on parade—1 captain, 2 lieutenants, 2 staff officers, 5 sergeants, 1 trumpeter, 68 rank and file; total 79, and 28 horses. Physique of men good, arms, clothing and accoutrements in good order, except in a few instances. The harness in fair condition, likewise the gun equipment, amongst which, however, are some deficiencies, but I was informed that some of the articles had never been supplied to the battery. The horses were very good throughout. The battery marched past, and afterwards went through several field movements, being well handled by Captain Dibblee, a zealous artillery officer. The subaltern officers replied fairly well to my questions on artillery subjects. The previous afternoon I was present at their gun practice at a range across the river and about two miles from camp. The practice was indifferent, and the range not well selected; another year a better range can be selected lower down the river. The battery did not join the Dominion Artillery Association this year, but Captain Dibblee told me they would certainly do so next year.

#### NEWCASTLE FIELD BATTERY.

Major Call in command. I inspected this battery on the 28th August. Present on parade—1 field officer, 1 lieutenant, 2 staff officers, 5 sergeants, 1 trumpeter, 62 rank and file; total 72, and 28 horses. This battery had received a great many recruits this year, young and active lads of good physique, and who had picked up their standing gun drill very quickly. The clothing was in good order, but the same deficiencies exist

in the equipment as were reported by yourself last year. A renewed application was made last June that the articles might be supplied, but without success. I trust the equipment will be made up previous to next training. The battery marched past, and afterwards performed several field movements, being well commanded by Major Call, who unfortunately was deprived on this occasion of the services of two of his subaltern officers through sickness, one of whom, Lieutenant Bourne, I regret to say, died a few days later of diptheria. I was present at their competitive practice, which was very good, and carried out on an excellent range. The battery was well horsed.

#### NEW BRUNSWICK BRIGADE GARRISON ARTILLERY.

Commanded by Colonel Foster. Five batteries. I had arranged to inspect these batteries at their annual gun practice at Fort Dufferin, on the 25th September, but was unavoidably prevented from attending. The practice was carried out, and report forwarded herewith. On the 26th November I had an opportunity of inspecting them in the drill shed, together with the Lancaster Battery, recently ordered for drill. Present on parade.—2 field officers, 5 captains, 2 lieutenants, 1 staff, 14 sergeants, 99 rank and file; total 123.

A fine body of garrison artillerymen. Good physique. Clothing and accoutrements in good order. Thinking it very desirable that they should be encouraged to carry on artillery drills during the winter months in the drill shed, I have requested the Deputy Adjutant-General to arrange for the issue from the store of a gyn, skidding, tackle, &c., which will enable them to carry out varied artillery work. I employed the men on this occasion to remove a 32-pounder gun and carriage from the saluting battery to the drill shed. Under command of Major Peters the men worked well, and very speedily placed the gun in the required position in the shed, after which I saw detachments at gun drill, and they appeared well instructed.

#### NEW BRUNSWICK ENGINEERS.

Commanded by Captain Perley. I inspected this company on the 21st March. Present on parade—2 lieutenants and 41 sergeants and rank and file; total, 43. A very good infantry company. They have no intrenching tools or means of gaining practical instruction in the duties of engineers. Their commanding officer has, however, I believe, given them lectures from time to time on matters connected with engineering.

#### PROVINCE OF PRINCE EDWARD ISLAND.

##### CHARLOTTETOWN GARRISON ARTILLERY—2 BATTERIES.

Inspected these two batteries separately on the 20th August.

##### *No. 1 Battery.*

Captain Pollard in command. Present on parade—1 captain, 1 lieutenant, 22 rank and file; total, 24. A somewhat indifferent turn out on parade. The men drilled fairly well at the guns. There is room for improvement, however, in this battery. They have not joined the Dominion Artillery Association.

*No. 2 Battery.*

Captain Morris in command. Present on parade.—1 captain, 1 lieutenant, 2 sergeants, 28 rank and file.—Total, 32. General appearance on parade, very good. Manual and firing exercises and company drill, very creditably performed. The detachments at gun drill showed they had been well instructed. Practice was to have been carried on when I was at Charlottetown, on the 29th October, but a week of stormy weather prevented it. The practice will be carried out in December. This battery is fortunate in having as an instructor Lieutenant Irving, an intelligent and zealous artillery officer, who has qualified himself at the school of gunnery. On the 27th October I was umpire to a squad of this battery competing for the "Gun Shift" prize of the Dominion Artillery Association. I append a list of the names of the squad. The work was very smartly and at the same time steadily performed in two minutes and twenty-five seconds. It has been recommended by you in a previous report that this battery should be converted into a field battery, which I trust may be carried out. At the same time I would suggest that, if the authorities should not see fit to establish a full field battery at once, a demi-field battery might be organized, (utilizing for it the two field guns and harness at present in store), and to be increased at a later date and finally armed with a powerful field gun.

I beg to call attention to the unprotected state of the Fort Edward Battery, Charlottetown. It is not enclosed by any sort of fence; a park or pleasure ground adjoins the battery, and there is nothing to prevent the people from walking over the parapets, which are becoming levelled. An iron stool bed has been recently broken, and various other damages have been done from time to time. I recommend that the battery be enclosed by a picket fence, and the parapets repaired.

## SUMMERSIDE BATTERY.

Captain Price in command. I deferred the inspection of this battery until October 2nd, so as to allow time for requisitions for platforms to be complied with, and that I might then superintend the practice. On my way through Summerside in August, I fixed with Captain Price on a suitable place on a wharf where the guns might be placed and the practice carried out from even in event of the requisitions for platforms not being complied with. On the 30th October I was present at Summerside for the purpose of inspecting the battery, and was informed that no arrangement had been made for practice, as the owner of the wharf had declined to allow the use of it, and there were no platforms. Shortly before the time fixed for parade, Captain Price met me and expressed his deep regret that, although he had been to warn his men, he had failed to get a parade; that they had objected to turning out during working hours without pay; that they had completed their 12 days drill, been inspected by the Deputy Adjutant-General, and received their pay for the year. I was also informed that the battery were very much disappointed at not having received gun platforms and the artillery stores applied for last December and again in June, and had consequently lost zeal as artillerymen. Captain Price told me that he found it extremely difficult to keep the battery together at all. I should recommend that this battery be disbanded, but that I think Captain Price, who has a school of gunnery certificate, is a zealous officer and fond of artillery work, might command a good artillery corps at Summerside if appliances were given him for artillery drills. I would beg to suggest that it might be provided by regulations for pay to be withheld from artillery corps until after inspectors of artillery have inspected them.

## REMARKS.

With regard to the field artillery of the Maritime Provinces, I trust that the New Brunswick batteries may soon be armed with rifled guns to replace the obsolete weapons at present in their charge. In Major Call and Captain Dibblee, the country

has two zealous and efficient commanding officers; their batteries are well horsed, (the Woodstock battery admirably so), the men are excellent material and there is only wanting a change of armament to make them thoroughly serviceable batteries. A good field battery might, I believe, be organized at Charlottetown, Prince Edward Island, and I would beg to suggest for consideration whether the batteries at Summerside and George Town might not advantageously be armed with rifled guns of position on travelling carriages, to be horsed by farmers in the neighbourhood with the farm harness, the shafts being fitted for the same. Would not this system extended throughout the Maritime Provinces be of advantage in providing a powerful artillery to be maintained at small cost? I presume it will be some years before permanent works and heavy guns are furnished for the defence of the out harbours of these provinces; in the meantime, if a couple of the guns I have referred to were given to batteries at such places as Yarmouth, Liverpool, Lunenburg, Digby, Annapolis, &c., they would afford protection against boats landing or could be massed for land defence on any required point.

With a view to a higher efficiency of the garrison artillery, I beg most strongly to recommend that wherever there are suitable drill sheds the simple and inexpensive appliances for mounting and dismounting guns should be issued to artillery corps, while in each district there should be, for instructional purposes at least, one set of sections of a common and Shapnel shell (for rifled gun), together with a box containing sections of the service fuzes. It would be of great advantage too, if the arrangements for the annual drill could be made known early in the winter, so that there might be no uncertainty as to whether a battery would be called for drill. The men could be trained to the guns in the drill shed in the winter and so be prepared to carry out gun practice early in summer. A prize meeting held annually at either St. John or Halifax for competition practice from the rifled guns by detachments assembled from the different corps in the Maritime Provinces, would tend materially to improve the garrison artillery; but it could not be carried out unless a free pass is given over the railways and a large amount of rifled ammunition allowed. With respect to the engineer corps I trust some appliances may soon be issued with a view to practical instruction. I would suggest that the St. John Engineers be ordered next summer to camp out for their training at Red Head Battery, a garrison battery of artillery being called upon also to volunteer to go into camp at the same time to assist in completing that work. The assistance of a non-commissioned officer of Royal Engineers could no doubt be obtained from Halifax on application. In like manner I suggest that the Charlottetown Engineer Corps be called upon next summer to make good the parapets at Fort Edward and to put up a substantial fence to enclose the battery, assistance being given them by the artillery. I was informed that they would gladly pay for the services of a non-commissioned officer of the Royal Engineers for their training next summer.

PRICE LEWES, Lieut.-Colonel,

Halifax, 29th November, 1879.

Assistant Inspector of Artillery.

**No. 2 CHARLOTTETOWN BATTERY OF GARRISON ARTILLERY.**

Names of a detachment of above battery who competed in shifting ordnance competition at Charlottetown, P.E. Island, on 28th October, 1879, under and pursuant to Dominion Artillery Association Circulars Nos. 33 and 34.

Rank.	Name.	Rank.	Name.
Lieutenant .....	James D. Irving.	Gunner.....	John Ryan.
Sergeant. ....	John T. Heartz.	do .....	Roderick Matheson.
do .....	William Worth.	do .....	Joseph Seaman.
Corporal .....	Herbert Heuson.	do .....	William Scott.
Gunner.....	Robert Steele.	do .....	Herbert Love.
do .....	Archd. MacKinnon.	do .....	James Offer.
do .....	Alex. MacConnel.	do .....	James Stewart.
do .....	Robert MacLaurine.	do .....	Robt. B. Heustis.
do .....	Robert Currie.	do .....	Chester MacNeil.
do .....	Augustus Down.	do .....	A. F. Macdonald.
do .....	Benjamin Wright.		

I certify that the time observed during this competition was two minutes and twenty-five seconds.

**JOHN HAMILTON GRAY,**  
Deputy Adjutant-General,  
Military District No. 12.

**CHARLOTTETOWN, 13th Nov., 1879.**

**PRICE LEWES, Lt.-Colonel,**  
Assistant Inspector of Artillery,  
Umpire at this competition.

**HALIFAX, 29th Nov., 1879.**

## APPENDIX No. 4.

## ANNUAL REPORT ON "A" BATTERY, SCHOOL OF GUNNERY.

KINGSTON, ONTARIO, 15th December, 1879.

During the past year seven officers and 134 non-commissioned officers and men joined this school. Of this number six officers and 65 non-commissioned officers and men joined for a three months course of instruction.

Two were retained for a further service of 12 months, and 67 non-commissioned officers and men were enlisted in A Battery for three years' service.

Of the 67 non-commissioned officers and men enlisted in A Battery, 36 non-commissioned officers and men were re-engaged for a further term of service.

The number joining from each battery in the Province will be seen on reference to subjoined list.

The following certificates have been issued during the year 1879:—

Batteries.	Officers.	Non-Commissioned Officers and Men.	Total.
London Field Battery.....		3	3
Welland Canal Field Battery.....		3	3
Hamilton do.....	1	8	9
Wellington do.....		4	4
Ontario do.....		6	6
Toronto do.....	1	6	7
Durham do.....			
Kingston do.....		7	7
Gananoque do.....			
Ott. wa do.....	2	11	13
"A" Battery.....		67	67
Collingwood Garrison Battery.....			
Sarnia do.....			
Goderich do.....			
St. Catharines do.....		4	4
Toronto do.....		2	2
Port Hope do.....		1	1
Trenton do.....		4	4
Yobourg do.....		1	1
Japanese do.....			
Prescott do.....	1	6	7
14th Battalion.....		1	1
13th do.....	1		1
35th do.....	1		1
Total.....	7	134	141

D. T. IRWIN, Lieut.-Colonel,  
Commandant, Gunnery School.

THE following Certificates have been issued during the Year 1879.

	Leng Course.		Short Course.				Attend- ance.	Total.
	1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class.	4th Class.		
Officers .....			4	1			1	6
*Special by Inspector of Artillery....				3				3
Non-Commis- sioned Offi- cers and Men.....					16	26	38	80
Total .....			4	4	16	26	39	89

\* At Victoria, B.C.

D. T. IRWIN, Lieut.-Colonel,  
Commandant, Gunnery School.

1. The system of having only three regular short courses during the year has worked fairly well, but would, I consider, be improved by allowing an increase in the number of admissions during the winter months to be compensated for by a corresponding decrease in summer, during which latter period farming operations prevent many men from joining.

2. The annual rifle practice, 40 rounds per man, was carried on as usual with very good results, prizes from the canteen fund amounting to \$10 being competed for.

3. The usual summer camp for a week in August was formed on the lake shore, about five miles from the city. While at camp the annual athletic sports were held, money prizes amounting to \$41.25, and an extra camp allowance for messing, amounting to \$97, were provided out of the canteen funds.

4. The battery went to Toronto on the 7th September, and took part in the review held in honour of His Excellency the Governor General and Her Royal Highness the Princess Louise on the 9th, returning to Kingston on the following day.

5. A detachment of two officers and 23 non-commissioned officers and men proceeded to Quebec on the 11th October, to compete with B Battery for the prizes offered by the Dominion Artillery Association for shifting heavy ordnance and for target practice with the 9-pounder M. S. R. gun, B Battery being successful in winning the former competition; "A" Battery the latter. This was the first occasion on which both batteries met on the same ground, and the result must be considered as most satisfactory, not only as regards the efficiency displayed, but also as affording the best means of mutual comparison and its resultant benefits.

6. Staff Sergeant Bramah, Assistant Inspector in Gunnery, took his discharge from the battery and from the Royal Artillery in May, and received the appointment of caretaker of artillery stores at Victoria, British Columbia. His death, after a residence there of about two months, is much to be regretted.

7. The general conduct of the men of "A" Battery during the past year has been extremely good, but I regret to have to report an increase in the average number of desertions of men enlisted for three years' service. In many cases these are directly attributable to entanglements in which the men have become involved in the city, and from which they are desirous of escaping, and in others to the promise of more lucrative employment in the United States, with which there is constant daily communication; but it may also be remarked that owing to the long period during which

"A" Battery has been stationed in Kingston, many of the best non-commissioned officers and men have contracted family ties in the city, and in consequence, their direct influence upon the character and conduct of the rest of the men is weakened, and the '*esprit de corps*' of the battery suffers, the general tendency being to regard the battery as purely local instead of a Dominion force. For this reason a change of station is strongly recommended and would be as beneficial, as for many other reasons, it would be most desirable.

8. I would again refer to my previous recommendations on the subject of an increase to the field battery establishment, and also to the subject of repairs, alterations, &c., effected by the Public Works Department, with regard to which I have had no official information, nor any opportunity of expressing an opinion on their necessity or completeness.

D. T. IRWIN, Lieut.-Colonel,

Commandant, Gunnery School.

The Commandant, Gunnery School,  
Quebec.

REPORT ON "B" BATTERY, QUEBEC SCHOOL OF GUNNERY, AND  
BRANCH SCHOOL, MONTREAL.

[ CITADEL, QUEBEC, 30th November, 1879.

SIR,—During the year ending 30th November, 1879, 17 officers and 92 non-commissioned officers and men joined for instruction. Of this number the officers were as follows:—

*Artillery*.—Short course 6, long course 2.

*Engineers*.—Short course 1, long course 1.

*Infantry*.—Short course 6, long course 1.

Of the above, 43 were non-commissioned officers, gunners and drivers from various artillery and cavalry militia corps in Quebec and the Maritime Provinces. In addition, 49 non-commissioned officers and men re-enlisted in "B" Battery. In the branch school at Montreal, two officers and seven non-commissioned officers and gunners obtained certificates under the instruction of Major Fraser. These are included in the above.

Appended are returns of certificates granted, showing subjects of instruction and results of examination.

(A.) Garrison Artillery, engineer and infantry officers, Quebec School of Gunnery, and Branch School, Montreal.

(B.) Field Artillery officers, School of Gunnery, Quebec.

(C.) Garrison Artillery, non-commissioned officers and gunners, Quebec School of Gunnery, and Branch School, Montreal.

(D.) Field Artillery and Cavalry, non-commissioned officers, gunners, drivers, School of Gunnery, Quebec.

The addition of five sergeant instructors for infantry training of colleges, in accordance with the general orders, is, I think, a very important step in Canadian national military training. The usefulness of the non-commissioned officers might be utilized in instructing the local militia in the neighbourhood of the schools during the military training, and if the gunnery schools were extended by the addition of a small body of rank and file, they might be utilized for infantry instruction. But as this point has been frequently suggested in previous reports, I shall not reiterate previous recommendations, suffice to say the wants and circumstances of the school remain the same. There has been no augmentation of the establishment but that above mentioned, and six artificers, since the foundation, eight years ago.



---

I have directed Lieut-Colonel Montizambert to furnish a report on the school, to embrace the periods of my absence in Europe, and subsequently in British Columbia. Herewith his report, and in forwarding it, I beg to record my entire approval of the zeal and energy he has shown, and the faithfulness with which he discharged the onerous and increased duties that devolved upon him during my absence. He appears to have been ably seconded by the adjutant of the school, Captain Oscar Prevost; by Captain Short, whose special charge has been the mounted division; Major Fraser, who had charge of the branch school at Montreal while Major Hebert; has increased the efficiency of the French Canadian division by his care and attention; Lieutenant Donaldson has attended to his numerous duties with the ability and steadiness he has shown for so many years past, and Lieutenant Imlah the Quartermaster's Department and workshops with equal assiduity, though he draws no pay for these special services.

The excellent tone of the non-commissioned officers is due to the quiet influence Sergeant-Major Lavie has exercised for the past four and a-half years.

T. BLAND STRANGE, Lieut.-Colonel,  
Commandant School of Gunnery, Quebec.

[A.]

RETURN of Certificates granted at "B" Battery, Quebec, School of Gunnery, and

## GUNNERY

Garrison Artillery, Engineer and Infantry, Officer's

CORPS AND RANK.	NAMES.	SUBJECTS—WRITTEN.									
		Gunnery		Artillery Material.	Shifting and Working Ordnance.	Fortification.	Surveying.		Tactics and Strategy.		Military Law, &c.
		Obligatory.	Voluntary.				Voluntary.	Range Finding.	Obligatory.	Voluntary.	
		500	300	500	400	400	400	100	400	200	300
Lévis Battery of Garrison Artillery, Captain and Brevet-Major.....	L. C. Hamel.....	400	.....	430	320	320	.....	*	*	.....	280
New Brunswick Brigade of Garrison Artillery, Lieutenant.....	G. F. Cole.....	495	.....	460	332	395	.....	100	368	.....	264
Montreal Engineers, Lieut.....	J. B. Birks.....	450	.....	400	320	320	.....	*	*	.....	240
do do.....	H. Goodwin.....	470	.....	380	288	244	205	50	*	.....	275
Prince of Wales Rifles, Montreal, Captain.....	R. G. Tallow.....	530	.....	350	368	246	372	93	370	170	215
9th Battalion, Quebec, Lt.-Col.	L. P. Vohl.....	400	.....	350	250	365	.....	*	*	.....	275
66th Battalion, Nova Scotia, Lieutenant.....	R. W. Rutherford.....	485	.....	450	380	340	.....	80	360	.....	270
Montreal Gar. Art., Lieut.....	Fred. Whitely.....	393	.....	354	384	.....	.....	.....	.....	.....	226
do do.....	R. M. Birks.....	371	.....	330	321	.....	.....	.....	.....	.....	190

\*The absence of the Commandant on duty rendered it difficult to carry out all the subjects of Instruction.  
NOTE.—The Branch School was superintended by Major Fraser, commanding "B" Battery, Montreal.

Branch School of Gunnery, during the Year ending 30th November, 1879.

SCHOOL, QUEBEC.

Short and Long Course Examination Return.

Total Theory.	SUBJECTS—PRACTICAL.									Total Practical.	Decimal.		Class Certificate.	REMARKS.
	Company Drill.	Gun Drill.	Mortar Drill.	7-inch B.L.R. Gun Drill.	Gyn Drill.	Sling Wagon.	Shifting Ordnance, including Knotting and Lashing.	Regimental Duty.	T.		P.			
2,600	100	150	50	200	60	50	200	300	1,110				Qualifying Decimal, 5.	
1,760	60	135	35	140	42	30	160	270	812	.67	.73	1st..	Short Course.	
2,414	80	75	30	160	36	40	140	210	771	.92	.69	1st..	do	
1,730	.....	105	.....	160	42	30	180	210	727	.66	.65	2nd.	do	
1,912	50	75	20	80	30	25	.....	180	460	.73	.41	2nd.	do	
2,714	100	105	40	180	48	40	120	300	933	1.00	.84	1st..	Long Course.	
1,640	80	90	35	120	36	.....	.....	240	601	.64	.54	2nd.	Short Course.	
2,365	80	105	25	140	42	40	120	270	822	.90	.74	1st..	do	
1,354	60	135	40	.....	48	30	160	.....	473	.52	.42	2nd.	do Branch School, Montreal.	
1,212	80	135	40	.....	48	40	160	.....	503	.46	.45	2nd.		

T. B. STRANGE, Lieut.-Colonel,  
Commandant, Gunnery School, Quebec.

[B.]

RETURN of Certificates granted at "B" Battery, School of

GUNNERY

Field Artillery Officers,

CORPS AND RANK.	NAMES.	SUBJECTS—WRITTEN.									
		Gunnery		Artillery Material.	Moving and Working Ordnance.	Fortification.	Surveying.		Tactics and Strategy.		Military Law, &c.—Interior Economy.
		Obligatory.	Voluntary.				Range Finding and use of Sextant.	Voluntary.	Obligatory.	Voluntary.	
		500	300	300	200	400	100	400	400	200	300
Winnipeg Field Battery, Lieut.	E. W. Jarvis.....	450	.....	264	180	360	95	.....	400	.....	270

Gunnery, Quebec, during the Year ending 30th November, 1879.

SCHOOL, QUEBEC.

Short Course Examination Return.

Total Theory.	SUBJECTS—PRACTICAL.									DECIMAL.			
	Foot Drill.	Field Gun Drill.	Harness and Stable Duty.	Riding.	Field Battery Movements.	Sword Drill.	Knotting and Lashing.	Regimental Duty.	Total Practical.	T.	P.	Class Certificate.	
2,200	50	150	50	100	50	50	50	300	800	T.	P.	.....	Qualifying Decimal—5.
2,019	.....	120	40	70	20	30	30	180	590	.91	.73	1st .....	

T. B. STRANGE, Lieut.-Colonel,  
Commandant, Gunnery School, Quebec.

[C.]

RETURN of Certificates granted at "B" Battery, Quebec, School of Gunnery and Branch School of Gunnery, Montreal, during the Year ending 30th November, 1879.

GUNNERY SCHOOL.

Garrison Artillery Non-commissioned Officers' and Gunners' Examination Return, Short Course.

CORPS.	RANK.	NAMES.	SUBJECTS—WRITTEN.			SUBJECTS—PRACTICAL.							Total.	Decimal.	Class of Certificates.	REMARKS.	
			Gunnery.	Artillery Material.	Shifting and Working Ordnance.	Small Arm and Squad Drill.	Garrison Gun Drill.	Mortar Drill.	7-inch B.L.R. Gun Drill.	Gyn Drill.	Sling Wagon.	Shifting Ordnance, including Knotting and Lashing.					Regimental Duty.
			350	300	200	50	150	50	200	60	50	50	200	1,660			Qualifying Decimal—5.
"B" Battery	Gunner	J. B. Blackhall	243	194	117	40	90	25	120	36	35	30	120	1,050	.63	4th.	
do	do	W. G. Pennington	247	183	142	35	105	30	140	36	30	35	120	1,103	.66	4th.	
do	do	M. H. Shaw	255	177	146	38	105	35	120	42	30	38	120	1,106	.67	4th.	
do	do	P. Wall	267	175	151	35	105	30	120	42	25	40	120	1,110	.67	4th.	
do	do	M. Gibson	163	156	147	32	105	35	100	36	35	30	120	998	.57	4th.	
do	do	C. H. Desnoyers	181	138	142	30	105	30	140	42	35	28	120	998	.60	4th.	
do	do	R. Champlain	207	151	113	30	105	25	140	35	35	35	140	1,006	.60	4th.	
do	do	B. Blake	200	155	132	35	105	25	140	36	35	35	120	1,038	.62	4th.	
do	do	Wm. Harris	248	191	160	35	90	25	140	36	35	30	120	1,109	.66	4th.	
do	do	G. H. Holland	210	166	129	35	105	25	100	30	25	25	140	990	.59	4th.	
Quebec Battery of Garrison Artillery	Bombardier	L. Savard	194	172	110	25	75	.....	140	30	25	35	100	806	.54	4th.	
Lévis Battery of Garrison Artillery	Sergeant	M. Lemieux	200	198	111	25	90	35	120	42	39	40	120	1,011	.61	4th.	



[D.]

RETURN of Certificates granted at "B" Battery School of Gunnery, Quebec, during the Year ending 30th November, 1879.

GUNNERY SCHOOL.

Field Artillery and Cavalry Non-commissioned Officers' and Gunners' Examination Return, Short Course.

CORPS.	RANK.	NAMES.	SUBJECTS.—WRITTEN.				SUBJECTS.—PRACTICAL.								Total.	Decimal.	Class of Certificates.	REMARKS.
			Gunnery.	Artillery Material.	Moving Ordnance, Harness, &c.	Foot Drill.	Field Gun Drill.	Harness and Stable Duty.	Riding and Driving.	Field Battery Movements.	Sword Drill.	Shifting Ordnance, including Knotting and Lashing.	Regimental Duty.					
Richmond Field Battery	Sergeant-Major.	Thomas Driver	215	179	137	35	90	35	120	12	25	20	160	1,028	.61	4th.		
do	Sergeant.	William Davis	206	154	112	35	90	30	100	25	25	100	852	.51	4th.			
do	do	G. H. Cutler	254	192	120	35	120	40	100	18	30	35	160	1,114	.67	4th.		
do	Doctor	Samuel Weir	268	227	99	25	120	40	140	30	30	160	1,139	.68	4th.			
do	do	Charles Giddens	158	146	77	25	105	40	120	24	30	160	886	.53	4th.			
Shefford Field Battery	do	R. M. Hall	121	198	141	30	105	30	120	12	30	15	160	1,062	.63	4th.		
Quebec Field Battery	do	L. Drolet	186	198	98	20	90	30	100	25	10	140	837	.50	4th.			
Woodstock Field Battery	Corporal	F. Harper	252	268	123	25	120	30	120	18	25	160	1,131	.68	4th.			
do	Doctor	George Mills	242	183	121	20	105	35	140	18	30	160	1,054	.63	4th.			
													1,660				Qualifying Decimal, 5.	
														1,060				



Queen's Own Canadian Hus- sars .....	Sergeant.....	Victor Pelletier.....	.....	*213 .....	35 .....	90 .....	35 .....	160 .....	136 .....	35 .....	160 .....	766 .....	72 .....	3rd .....
do .....	do .....	P. W. Carrier.....	.....	*205 .....	30 .....	90 .....	40 .....	140 .....	130 .....	36 .....	160 .....	730 .....	68 .....	4th .....
King's Troop of Cavalry, Nova Scotia.....	do .....	F. W. Pincó.....	.....	*170 .....	35 .....	.....	40 .....	140 .....	130 .....	35 .....	160 .....	610 .....	57 .....	4th .....
do .....	do .....	N. W. Redden .....	.....	*250 .....	35 .....	.....	40 .....	140 .....	130 .....	35 .....	160 .....	690 .....	65 .....	4th .....
Princess Louise Dragon Guards...	Corporal .....	James Michaelson.....	.....	*260 .....	30 .....	.....	40 .....	100 .....	136 .....	35 .....	160 .....	701 .....	66 .....	4th .....

† Troop and Squadron movements instead of subjects as per heading.

• Examined in Outpost and Field Duty.

T. B STRANGE, Lieut.-Col.,  
Commandant, Gunnery School, Quebec.

**SUPPLEMENTARY REPORT ON THE QUEBEC GUNNERY SCHOOL, BY  
LIEUT.-COLONEL MONTIZAMBERT.**

CITADEL, QUEBEC, 22nd November, 1879.

SIR,—In accordance with your instructions, I have the honour to report that I took over command of the Gunnery School from the 24th January till the 26th May of this year, during your absence on leave in England, and also from the 24th of July to the 17th of October, during which period you were on duty in British Columbia.

The usual drills and instructions of the school were carried on in addition to a considerable amount of extra duty, incidental to riots in the town of Quebec, extra guards in Montreal, Levis and the Citadel.

On the 31st of January, I sent, by order of the Government, a detachment of one officer, and eleven non-commissioned officers and men to be stationed at No. 2 Fort Levis, to prevent the destruction of timber on the Government property. This duty was ably performed by Major Hébert.

This detachment was withdrawn on the 26th of April.

On the 3rd February, Captain Short and Lieutenant Sheppard proceeded to Montreal, and acted respectively as umpire and range officer for the annual practice of the Montreal Garrison Artillery.

Staff Sergeant Instructor Howard was sent during the same month to assist in the instruction of the Montreal Garrison Artillery, and still remains as instructor in the branch school at that place. He has fulfilled his duties to my entire satisfaction.

The death of Trumpet-Major and Bandmaster Walsh occurred on the 2nd of March, he was greatly regretted by all ranks.

During the spring I was obliged to post bayonet sentries on town lines to prevent the dumping of snow and rubbish in the ditches.

In the month of April we constructed a snow field-work in the Citadel, cutting it out of a huge drift. On the 20th Major Hébert was gazetted to a lieutenancy in "B" Battery, vice Captain Duchesnay, resigned.

On the commencement of mild weather and the breaking up of the snow roads, I withdrew the detachment at the Levis' forts.

The battery went by steamer to Montreal on the 23rd of May to take part in the review on the Queen's birthday, before His Excellency and Her Royal Highness The Princess Louise.

We mounted in August a 7-inch breech-loading rifle in the salient of the artillery bastion.

On the arrival of the French and English men-of-war the usual salutes were fired.

The following batteries carried on competitive gun practice at the Island of Orleans range this year:—

"A" Battery.

Quebec Field Battery.

"B" "

" Garrison Artillery.

Montreal Field Battery.

Levis " "

On the 15th August, the battery was ordered to hold itself in readiness for aiding the civil power, and the rioting in the city looked at one time so serious that the whole of the city volunteer corps were called out. The Queen's Own Canadian Hussars, the Quebec Field Battery, and the Quebec Garrison Battery were stationed in the Citadel. The usual measures of precaution were taken in the fortress.

On the 28th, I went to Montreal to be present at the inspection and testing, by Lieut.-Colonel Irwin, of the  $\frac{3}{4}$  Palliser gun, converted by the Messrs. Gilbert. This work was the first of its kind ever done in Canada, and was considered very satisfactory. I sent Lieutenants Donaldson and Platt to Gaspé, on the 9th of September, for the gun practice of Major Slous' Battery, as I had arranged to inspect the Shefford Battery at about the same date. Their report of the battery was very favourable. The St. Helen's Island detachment, under Major Fraser, was withdrawn during this month.

On the 13th of October, a squad of "A" Battery competed here against a squad of "B" Battery, doing the heavy ordnance shifts practiced this year at Shoeburyness. "B" Battery were the winners. Time 3 minutes 41½ seconds, against 4 minutes 34 seconds. On the the following day the 9-pounder muzzle-loading rifle field gun competition practice took place between the batteries, "A" Battery winning; score 480 points against 424.

I have received at all times willing and able assistance from the officers and non-commissioned officers of the battery, and the conduct of the men during the year has been exceptionally good.

I have the honour to be, Sir,

Your obedient servant,

(Signed) C. E. MONTIZAMBERT,  
Captain and Brevet Lieut.-Colonel.

The Inspector of Artillery,  
Quebec.

#### ARMAMENT.

I have for several years past persistently urged the conversion of ordnance in Canada on Sir William Palliser's principle, and the results of the experiment of conversion of a  $\frac{3}{4}$  by Messrs. Gilbert & Son, at Montreal, leave no doubt as to the advisability of the course from every point of view, both of efficiency and economy, as well as the manufacture of more powerful guns with ammunition carriages, &c.

As my recommendation needs the approval of the general officer commanding, he will doubtless enter fully into the subject in his annual report.

As regards small arms, I have, in addition to remarks previously made as to the principle of packing in armouries, to point out the necessity of a larger supply of rifles and accoutrements, both artillery and infantry, being kept in British Columbia, and some understanding being come to with the Imperial Government for the supply of gun ammunition for the practice of the militia artillery at that distant part of the Dominion.

The loss by fire of the service ammunition and part of the equipment of a field battery leads me to revert to my recommendation that field batteries, where practicable, might be affiliated to fire brigades, the horses of the latter forming a little nucleus for the former, the volunteer firemen being enlisted in the battery.

#### FORTS.

As the circumstances pointed out in my last year's report under this head remain unchanged, it is not necessary to recapitulate.

The confidential report on the defences of British Columbia, which I had the honour of submitting after my tour of inspection in that province, precludes the necessity of further remarks.

#### ENGINEERS.

As Captain Walker, R. E., Royal Military College, was called upon for a report on the engineer organization, and has treated the subject exhaustively, there is no need for report on my part. I forward his recommendations as submitted through Lieut.-Colonel Irwin.

In forwarding herewith the report of the Commandant of the Ontario Gunnery School, I do not consider his remarks relative to deterioration due to localization as applicable to the force I have the honor to command. Localization is essential to any truly national military system, and is so considered in the most successful European military organizations. In a school of military instruction for the French speaking Province of Quebec it is unavoidable.

I have the honour to be, Sir,

Your obedient servant,

T. BLAND STRANGE, Lieut.-Colonel,  
Commandant, Quebec School of Gunnery.

APPENDIX No. 5.  
GUNNERY CERTIFICATES.

PROVINCE OF ONTARIO.

List of the names of Officers, Non-Commissioned Officers, and others of the Active Militia who have obtained Certificates at "A" Battery School of Gunnery, Kingston, during the Year 1879.

Name and Rank.	Corps.	Certificates.				Long or Short Course.
		1st Class.	2nd Class.	3rd Class.	4th Class.	
Arnott, Gunner John.	Trenton Garrison Battery.	1879.	1879.	1879.	1879.	Short.
Barry, Bombardier E. P.	Ottawa Field Battery.				Dec. 10....	do
Briggs, Corporal E.	Toronto Field Battery.		April 4....	April 4....	April 4....	do
Carry, Gunner G. H.	Ontario Field Battery.			April 4....	April 4....	do
Caulfield, Sergeant F.	Winnipeg do			April 4....	April 4....	do
Clendenning, Bombardier A.	St. Catharines Garrison Battery.			do	April 4....	do
Clendenning, Gunner H.	do				July 5....	do
Cooper, Gunner W.	Trenton Garrison Battery.				Dec. 10....	do
Cooper, Gunner F. G.	Hamilton Field Battery.		Aug. 25....		Dec. 10....	do
Coutlee, Lieut. L. W. P.	Ottawa do				Dec. 10....	do
Davis, Bombardier O. J.	Ontario do				Dec. 10....	do
Evans, Lieut. Thos.	Ottawa do	Oct. 10....			Dec. 10....	do
Ferguson, Corporal J. M.	Ontario Field Battery.			July 5....	Dec. 10....	do
Fox, Bombardier W.	Toronto do				Dec. 10....	do
Harris, Lieut. Robert.	35th Battalion	July 5....			Dec. 10....	do
Hillis, Bombardier J.	Toronto Garrison Battery.			April 4....	Dec. 10....	do
Hunter, Gunner R. H.	do				Dec. 10....	do
Kerr, Corporal M.	Toronto Field Battery.				April 4....	do



PROVINCE OF QUEBEC.

List of the names of Officers, Non-Commissioned Officers, and others of the Active Militia who have obtained Certificates at "B" Battery School of Gunnery, Quebec, during the Year, 1879.

Name and Rank.	Corps.	Certificates.				Long or Short Course.
		1st Class.	2nd Class.	3rd Class.	4th Class.	
Anderson, Gunner William J. ....	Montreal Brigade Garrison Artillery.....	1879. ....	1879. ....	1879. ....	Nov. 27.....	Short.
Birks, Lieut. James B. ....	Montreal Engineers.....	Nov. 27.....	Nov. 27.....	Nov. 27.....	Nov. 27.....	do
Birks, Lieut. Robert M. ....	Montreal Brigade Garrison Artillery. ....	do 27.....	do 27.....	do 27.....	Nov. 27.....	do
Blackhall, Gunner Joseph B. ....	"B" Battery. ....	.....	.....	.....	do 27.....	do
Blake, Gunner Robert. ....	do .....	.....	.....	.....	July 4.....	do
Blouin, Sergeant N. ....	Lévis Garrison Battery.....	.....	.....	.....	Nov. 27.....	do
Bradshaw, Gunner George. ....	Montreal Brigade Garrison Artillery.....	.....	.....	.....	Nov. 27.....	do
Campbell, Corporal Alexander .....	New Brunswick Garrison Artillery.....	.....	.....	.....	Sept. 30.....	do
Cantley Gunner H. J. ....	do .....	.....	.....	.....	July 4.....	do
Champlain, Gunner Charles. ....	"B" Battery.....	.....	.....	.....	do 4.....	do
Cluff, Corporal J. P. ....	Montreal Brigade Garrison Artillery.....	Nov. 27.....	Nov. 27.....	Nov. 27.....	Nov. 27.....	do
Cole, Lieut. George F. ....	New Brunswick Brigade Garrison Artillery.....	.....	.....	.....	Nov. 27.....	do
Compaïn, Gunner L. H. ....	Montreal Brigade Garrison Artillery.....	.....	.....	.....	Nov. 27.....	do
Cutler, Sergeant G. H. ....	Richmond Field Battery.....	.....	.....	.....	Sept. 30.....	do
Davis, Sergeant William .....	Richmond Field Battery.....	.....	.....	.....	Sept. 30.....	do
Desnoyers, Gunner O. H. ....	"B" Battery.....	.....	.....	.....	July 4.....	do
Donald, Bombardier J. A. ....	New Brunswick Brigade Garrison Artillery.....	.....	.....	.....	do 4.....	do
Driver, Sergt.-Major Thomas .....	Richmond Field Battery. ....	.....	.....	.....	Sept. 30.....	do
Drolet, Driver Louis .....	Quebec Field Battery.....	.....	.....	.....	do 30.....	do
Ewing, Corporal John A. ....	New Brunswick Brigade Garrison Artillery.....	.....	.....	.....	Sept. 30.....	do
Fenner, Gunner James .....	Montreal Brigade Garrison Artillery.....	.....	.....	.....	Nov. 27.....	do
Gibson, Gunner Michael.....	"B" Battery.....	.....	.....	.....	Sept. 30.....	do
Giddens, Driver Charles.....	Richmond Field Battery. ....	.....	.....	.....	do 30.....	do
Goodwin, Lieutenant Henry .....	Montreal Engineers.....	Nov. 27.....	Nov. 27.....	Nov. 27.....	Nov. 27.....	do

Hall, Driver Reuben M.....	Shefford Field Battery .....	Dec. 13.....	Nov. 27.....	Sept. 30.....	do
Hamel, Capt. and Bt.-Major L. C.....	Lévis Garrison Artillery.....	.....	.....	July 4.....	do
Harper, Corporal F.....	Woodstock (N.B.) Field Battery.....	.....	.....	Nov. 27.....	do
Harris, Gunner William.....	"B" Battery.....	.....	.....	do 27.....	do
Holland, Gunner G.....	do	.....	.....	July 4.....	do
Huard, Gunner A.....	Lévis Battery of Garrison Artillery.....	.....	.....	.....	do
Jarvis, Lieutenant E. W.....	Winnipeg Field Battery.....	Nov. 27.....	.....	.....	do
Lemieux, Sergeant M.....	Lévis Garrison Battery.....	.....	.....	July 4.....	do
Mills, Gunner George.....	Woodstock (N.B.) Field Battery.....	.....	.....	July 4.....	do
McLeod, Gunner M.....	Montreal Brigade Garrison Artillery.....	.....	.....	Nov. 27.....	do
Pennington, Gunner W. G.....	"B" Battery.....	.....	.....	July 4.....	do
Plow, Gunner.....	Montreal Brigade Garrison Artillery.....	.....	.....	Nov. 27.....	do
Reynolds, Corporal J.....	New Brunswick Brigade Garrison Artillery.....	Nov. 27.....	.....	July 4.....	do
Rutherford, Lieutenant R. W.....	66th Battalion, A. M.....	.....	.....	do	do
Savard, Gunner L.....	Quebec Garrison Battery.....	.....	.....	July 4.....	do
Shaw, Gunner M. H.....	"B" Battery.....	.....	.....	do	do
Stattow, Captain Robert G.....	1st Battalion, A. M.....	Nov. 27.....	.....	.....	Long.
Taylor, Bombardier James.....	New Brunswick Brigade Garrison Artillery.....	.....	.....	July 4.....	Short.
Vohi, Lieut.-Colonel L. P.....	9th Battalion, A. M.....	.....	Nov. 27.....	.....	do
Wall, Gunner Patrick.....	"B" Battery.....	.....	.....	July 4.....	do
Weir, Driver Samuel.....	Richmond Field Battery.....	.....	.....	Sept. 30.....	do
Whitley, Lieutenant Fred.....	Montreal Brigade Garrison Artillery.....	.....	Nov. 27.....	.....	do

RECAPITULATION.

First Class Certificates, "Long Course".....	1
do "Short Course".....	0
Second do.....	5
First do.....	6
Second do.....	0
Third do.....	36
Fourth do.....	43
<b>Total.....</b>	<b>43</b>

(B.)  
CAVALRY CERTIFICATES.

List of names of Officers, Non-Commissioned Officers and others of the Active Militia who have obtained Certificates during the Year 1879.

Name and Rank.	Corps.	Certificates.				Long or Short Course.
		1st Class.	2nd Class.	3rd Class.	4th Class.	
Carrier, P. W., Sergeant.....	Queen's Own Canadian Hussars.....	1879.	1879.	1879.	1879.	Short.
Michaelson, James, Corporal.....	Princess Louise Dragoon Guards.....				27th Nov.	do
Pelletier, Victor, Sergeant.....	Queen's Own Canadian Hussars.....			15th Aug.	do	do
Pineo, Fred. W., Sergeant.....	King's Troop of Cavalry, N.S. do				do	do
Redden, N. W., Sergeant.....	do				do	do

RECAPITULATION.

First-Class Certificates "Long Course.".....	0
Second-Class do do.....	0
First-Class do do "Short Course.".....	0
Second-Class do do.....	0
Third-Class do do.....	1
Fourth-Class do do.....	4
<b>Total.....</b>	<b>5</b>



(C.)

ARTILLERY CERTIFICATES.

List of names of Officers, Non-Commissioned Officers and others of the Active Militia who have obtained Certificates from Inspectors of Artillery during the Year 1879.

Name and Rank.	Corps.	First-Class	Second-Class
		Certificates and date.	Certificates and date.
		1879.	1879.
Dupont, C. T., Captain.....	Victoria Garrison Battery, B.C. ....	.....	8th April.
Jones, A., Lieutenant.....	do do .....	.....	do
Pinder, W. G., Gunner.....	do do .....	.....	do

RECAPITULATION.

First-Class Certificates.....	0
Second-Class do .....	3
<b>Total .....</b>	<b>3</b>

## APPENDIX No. 6.

## CERTIFICATES OF BOARDS OF EXAMINERS.

LIST of Officers of the Active Militia, and of Candidates for Commissions therein, who have obtained Certificates during the Year 1879.

Name and Rank.	Corps.	First Class Certificates and date.	Second Class Certificates and date.
<i>Province of Ontario.</i>		1879.	1879.
Battell, Henry C., 2nd Lieutenant.....	40th Battalion A.M.....	.....	8th Nov.
Beck, Nicholas Dubois, Lieutenant.....	57th do.....	.....	1st Dec.
Blyth, Thomas Bell, Lieutenant.....	59th do.....	.....	20th Oct.
Callender, Frank, Sergeant.....	40th do.....	.....	8th Nov.
Cox, Charles F., Sergeant.....	7th do.....	.....	21st Dec.
Crowe, Joseph, 2nd Lieutenant.....	30th do.....	.....	do
Day, Matthew, Lieutenant.....	22nd do.....	.....	do
Edwards, E. Burritt, Captain.....	57th do.....	.....	1st Dec.
Gartshore, Wm. M., 2nd Lieutenant.....	7th do.....	.....	21st Dec.
Gattis, Wm., Captain.....	27th do.....	.....	do
Grover, Thos. Maitland, Captain.....	57th do.....	1st Dec.	.....
Heward, E. H. T., 2nd Lieutenant.....	Gov.-General's Body-Guard..	.....	2nd April.
Light, Alfred Thomas, Lieutenant.....	59th Battalion A.M.....	.....	20th Oct.
Lindsay, William H., Captain.....	25th do.....	.....	21st Dec.
Long, Henry, Private.....	7th do.....	.....	do
Love, Francis, 2nd Lieutenant.....	7th do.....	.....	do
Macbeth, Thomas Talbot, Captain.....	7th do.....	21st Dec.	.....
Milden, George, Lieutenant.....	59th do.....	.....	20th Oct.
Miller, John Wesley, Lieutenant.....	57th do.....	.....	1st Dec.
McQueen, Frederick W., Lieutenant.....	22nd do.....	.....	21st Dec.
Nichols, George Ibberson, Sergt.-Major.....	59th do.....	.....	20th Oct.
Petrie, John B., Private.....	7th do.....	.....	21st Dec.
Pollock, John C., Captain.....	27th do.....	.....	do
Rogers, George E., Captain.....	57th do.....	1st Dec.	.....
Savage, John, Captain.....	27th do.....	21st Dec.	.....
Smith, Albert M., Captain.....	7th do.....	do	.....
Starr, Joseph A., Corporal.....	7th do.....	.....	21st Dec.
Sutherland, Donald McL., 2nd Lieutenant.....	22nd do.....	.....	do
Weir, James C., Captain.....	24th do.....	21st Dec.	.....
Weisbrod, John C., Captain.....	25th do.....	do	.....
Williams, W. M. DeRay, Captain.....	7th do.....	do	.....
Wright, Horace H., 2nd Lieutenant.....	25th do.....	.....	21st Dec.

## LIST of Candidates for Commissions, &amp;c.—Continued.

Name and Rank.	Corps.	First Class Certificates and date.	Second Class Certificates and date.
<i>Province of Quebec.</i>		1879.	1879.
Alleyn, Edmund R., 2nd Lieutenant.....	8th Battalion A. M.....		18th April.
Beaudry, A. George, 2nd Lieutenant.....	7th do .....		9th May.
Beckett, Ernest W., Lieutenant.....	53rd do .....		30th Jan.
Blaiklock, William M., Captain .....	6th do .....	30th April.	
Bottom, Frank A., Captain .....	53rd do .....		do
Bowen, Alfred C. H., Lieutenant.....	53rd do .....		do
Brosseau, Julien.....	21st do .....	15th Feb.	15th Feb.
Chamberlin, John C., Lieutenant.....	Aylwin Infantry Company ...		21st Aug.
Chamberlin, Henry C., 2nd Lieutenant.....	do do .....		do
Chinic, Edmond, Lieutenant.....	9th Battalion A. M.....		9th May.
Cushing, William M., Lieutenant.....	6th do .....	30th April.	
Dupré, Edmond, Lieutenant.....	9th do .....		do
Edwards, John R., 2nd Lieutenant .....	3rd do .....		30th April.
Fair, John, Lieutenant .....	6th do .....	30th April.	
Gray, John, Lieutenant.....	6th do .....	do	
Greene, Edward Kirke, 2nd Lieutenant....	1st do .....		21st Aug.
Hood, Peter, 2nd Lieutenant.....	6th do .....	30th April.	
Lipsey, Edward, 2nd Lieutenant .....	55th do .....		18th April,
Massey, Frederick, Captain .....	6th do .....	30th April.	
Mackinnon, James, Captain .....	6th do .....	do	
Malipart, George S., Captain .....	65th do .....	15th Feb.	
Mooney, George A., Lieutenant.....	6th do .....	30th April.	
Morris, William, Private.....	53rd do .....		30th Jan.
Moss, Albert E., 2nd Lieutenant .....	3rd do .....		30th April.
McClimont, Jno. Clapham, 2nd Lieutenant	8th do .....		18th April.
McCorkill, J. Charles, 2nd Lieutenant.....	5th do .....		21st Aug.
McNicol, Jno. A., Lieutenant.....	53rd do .....		30th Jan.
Nelson, Frederick E., 2nd Lieutenant.....	6th do .....	30th April.	
Pennée, Frank, Lieutenant.....	9th do .....		9th May.
Raphael, John F., Lieutenant.....	6th do .....	30th April.	
Russell, William, Lieutenant .....	8th do .....		18th April.
Stuart, Gustavus, Lieutenant.....	8th do .....		do
Sully, George, Captain .....	3rd do .....	30th April.	
Terroux, Tantride, Captain .....	65th do .....	15th Feb.	
Tessier, George V., Lieutenant.....	9th do .....		9th May.
Thomson, George H., 2nd Lieutenant.....	8th do .....		18th April.
Winter, A. T., Staff Sergeant .....	53rd do .....		30th Jan.
Worthington, A. N., 2nd Lieutenant.....	53rd do .....		do

LIST of Candidates for Commissions, etc.—*Continued.*

Name and Rank.	Corps.	First Class Certificates and date.	Second Class Certificates and date.
<i>Province of New Brunswick.</i>		1879.	1879.
Wetmore, Howard D, Captain .....	74th Battalion A. M. ....	.....	10th July.
<i>Province of British Columbia.</i>			
Dorman, Wm. Henry, Lieutenant .....	No. 1 Victoria Rifles. ....	.....	9th April.
Fletcher, Everard, Lieutenant.....	No. 2 do .....	.....	do
Greene, Rowland E., Sergeant .....	Victoria Rifles .....	.....	do
Woollacott, Phillip, Colour-Sergeant.....	do .....	.....	do

RECAPITULATION.

First Class Certificates .....	22
Second Class Certificates.....	54
Total.....	76

---

 APPENDIX No. 7.
 

---

LECTURE ON "THE MILITARY ASPECT OF CANADA," &c., by Lieutenant-Colonel T. B. STRANGE, R.A., Dominion Inspector of Artillery, on Friday, May 2nd, 1879, at the Royal United Service Institution, London, England. Lieutenant-General Sir DANIEL LYSONS, K.C.B., Quarter-Master-General, in the Chair.

---

There is nothing like leather, was the advice of the tanner to his beleaguered compatriots; there is nothing like paper, in any form except dollar bills, would appear to be the opinion of the people of Canada, judging by their representatives. The Parliamentary Vote for military purposes has been steadily diminishing for some years past, while the military literature has been as steadily increasing from responsible as well as irresponsible sources. The defence of Canada has been amply ventilated and the best possible advice given, from the date of the first Militia Bill, originated by the gallant Officer now in the chair, the excellence of which was proved by the defeat of the Government supporting it, while its principal provisions were adopted by their successors. Sir W. Jervois and Colonel Fletcher also planned a complete system of defence.

To General Sir Patrick Macdougall, when Adjutant-General of Militia, is mainly due the localization of militia in military districts, as it still exists in Canada. The Gunnery Schools were formed under Colonel Robertson-Ross when Adjutant-General of Militia, while the Military College under Lieutenant-Colonel Hewett, R. E., has been developed during the command of Lieutenant-General Sir Edward Selby Smyth, whose annual reports have been most complete and detailed, and replete with excellent suggestions, while the present Adjutant-General, Colonel Powell, a Canadian Officer of long experience, is familiar with all practical details of the department. What need then that I should add to the paper bulwarks of Canada, to which I regret to say I have already contributed with but little result? I do so only by request, for the information of the members of this Institution. The subject divides itself into five heads—

- 1st. Strategic Geography of Canada.
- 2nd. Militia, Active and Reserve.
- 3rd. Permanently Embodied Militia and Educational Establishments, *i. e.*, Schools of Gunnery and Royal Military College.
- 4th. Armament and Supply.
- 5th. Canadian Contingent for Imperial Service and Military Colonization.

*Part I.—STRATEGIC GEOGRAPHY.*

Before deciding on what are the strategic points of most importance, and the measures that should be adopted for defence, it is necessary to consider what aggressive operations an enemy would probably undertake, and the natural base and lines of his operations, as well as our own facilities for concentration. I have not taken note of the wilderness between Lake Superior and the Pacific; as it can scarcely be said to contain a military objective, an army could not exist in it, and in any case we could not defend it, unless the Canadian Pacific Railway is constructed. From the North Pole we need fear no aggression, our brave Canadians would find only allies in the resistless cohorts of Field-Marshal Frost as they sweep across the desolate

plains to meet the southern invader; unfortunately our flanks are not so secure, resting on Atlantic and Pacific seaboard, for though Britannia may be said in music-hall parlance to rule the waves, we cannot entirely imagine ourselves to have a monopoly of the water-ways of the world. Captain Colomb, in the able papers he has from time to time read in this Institution, has only too clearly proved to us that the police of the ocean, as carried out by the swarms of cruisers in the days of Nelson, or by the swift wooden steamers of a later date (which require numerous and secure coaling stations, more especially if coal armour is practicable), must be considered from a very different point of view when the British Fleet consists of our somewhat cumbrously floating castles of iron, the available number of which for Pacific or transatlantic service might be counted on the fingers of one hand.

### *Pacific Seaboard.*

We must therefore consider the high seas as a base of operations common to ourselves and our possible enemies, who have moreover a secondary base on the continent, which we roughly call British North America, *i. e.*, Alaska, the slice with which the one Eagle accommodated the other, perhaps with the prospect of a future carcase in that locality. Our inadequately protected coaling station at Vancouver is much nearer such secondary bases on the Pacific shore of Asiatic Russia, as well as the harbours of Oregon and California, to say nothing of others along the 600 or 700 miles of coast where we have no foothold that could be utilized by a *soi-disant* neutral Power, when certain complications have necessitated the concentration of our fleet in eastern rather than western waters.

During a discussion in this theatre, I was asked whether it was the duty of the Canadian or Imperial Government to defend Vancouver Island and British Columbia, my answer on this point is not of any practical value. I can only tell you what both Governments have done towards it, and remind you that until the Canadian Pacific Railroad is built the Canadian Government would have to send from its Store Department at Ottawa or Montreal round by Cape Horn every musket, every pound of powder, and every uniform button required in British Columbia. I fail to see the advantage of the boasted belt of territory that circles the globe if the electric current of Imperial power which is absolutely necessary for Imperial defence cannot freely permeate through it. The completion of the Canadian Pacific railroad is not merely a vital necessity to the integrity of the Dominion, but of the Empire. It is as much an Imperial as a Colonial question. Its completion would be the realization of the dreams of Christopher Columbus, of Vasco di Gama, and the numerous hardy mariners who have tried to force their way to the east by frozen north or south, or sultry tropic exploration. The shortest route from Ireland to Japan by a thousand miles would be the great circle of the globe along which the Canadian Pacific runs. By it will return the costly silks and teas of China, the products of the Spice Islands, of Australia and India, the cotton of Feejee, as well as the grain of the great valley of the Saskatchewan. Without it Canada is a *cul de sac*. The struggling nationality resembles a young giant, whose careless parents allowed one nostril to be stuffed up by the loss of the unfrozen seaports of the State of Maine, and now, after giving up Oregon and the San Juan passage, that other Canadian nostril, we are threatened with the secession of British Columbia, which can neither be defended or traded with. Trade is the life-blood of Anglo-Saxon communities, and railroads the arteries. Never having had the good fortune of being permitted to visit the country, as fell to the lot of my assistant inspector, I have carefully read the exploration reports, and I do not believe in insurmountable engineering difficulties. The railroad will yet follow the Indian trail through the Tête Jaune Pass, which is only 4,000 feet, half the height of the lowest pass on the United States line. Salmon make their way up to the head-water of the Frazer river; 12 feet is the limit of a salmon leap. The trail of the Indian, the run of water systems, is the natural line of railroads. Three out of four of our explorations have been athwart three ranges of mountains. The following extract from the Militia Report, page 306, will show the action taken by

General Selby Smith, which is, I am informed, to be supplemented by the further Report of an Engineer Officer from England, and a Royal Artillery officer from Canada:—

*Extract of Report on the Site, Construction, and Armament of the Coast Batteries, erected for the Defence of the Harbours of Victoria and Esquimalt, Vancouver Island, British Columbia—during the months of June, July, and August, 1878, by Lieutenant-Colonel D. T. Irwin, Captain Royal Artillery, and Inspector of Artillery.*

The following extract from the general instructions received by me on the day of my departure from Kingston, 13th May, 1878, affords sufficient information as to the general nature of the work proposed to be undertaken, together with the limitations imposed as to its extent, viz:—

“The Dominion Government have given orders for the erection of a battery on McAulay’s Point, Victoria, Vancouver Island, for the protection of the entrance to Victoria and Esquimalt harbours respectively.

“Her Majesty’s Government has sent orders to supply such guns as may be required from the dockyard reserves at Esquimalt.

“I enclose a plan prepared by Lieutenant-Colonel Blair, R. A. You will observe he proposes a small battery on Victoria Point, and another on Fisgard Island for the better security of both harbours, in addition to that now proposed on McAulay’s Point.

“The latter is considered of the chief importance, the other two only subsidiary.

“It is presumed the Royal Naval authorities will take steps to arm Fisgard Island.

“You will use your discretion as to whether McAulay’s Point alone or in conjunction with Victoria Point should be armed.

“In this you will be guided by regard to economy combined with efficiency, and the means of manning two batteries.

“A volunteer battery of artillerymen has been ordered to be raised and equipped at Victoria. You will satisfy yourself that means are at hand for instructing the Officers and men and rendering them efficient, and you will assist in doing so if necessary.

(Signed)

“E. SELBY SMYTH,

“Lieutenant-General.

“Choice of Sites for Batteries.

“Having placed myself in communication with Captain F. Robinson, of Her Majesty’s ship ‘Opal,’ the then Senior Naval Officer on the Station, I made with him and Lieutenant-Colonel Houghton a careful examination of the coast, with a view to determine upon the best sites for defensive works.

“In this important duty I was afterwards assisted by a board of Officers, detailed for this duty by Rear-Admiral de Horsey, Commander-in-Chief on the Pacific, and composed of Captain Bedford, of Her Majesty’s ship ‘Shah,’ Captain Burrowes, R.M.A., and Gunner Lieutenant Lindsay, of Her Majesty’s ship ‘Shah.’

“It may be sufficient here to state that the plans proposed by Lieutenant-Colonel Blair were not found to be practicable, and it was found necessary, in order to defend with the fire of at least one gun all the approaches to both harbours, to place ten pieces of ordnance in position at the sites undermentioned, and arranged as follows:—

“ Finlayson Point,	2 64-prs.	R.M.L.
“ Victoria	“ 2 64-prs.	“
“ Macaulay	“ 3 7-in. 6½ ton	“
“ Brothers Island	1 8-in. 9	“
“ and	2 64-prs.	“

"The guns, stores, &c., were all taken from the Naval Stores at Esquimalt, a heavy transporting axle mounted on wheels, in conjunction with an ordinary lumber wagon, being used for the purpose, and horses and drivers hired for the occasion."

So much for the gun power, which does not perhaps sound much in these days of modern monsters. But how about the man power? It will be seen for the reason stated to be quite inadequate, unless a small permanent force of regular trained artillerymen is established there. I again quote Lieutenant-Colonel Irwin's report.

"The guns were mounted on their carriages and platforms by the labourers employed on the works. I was anxious to obtain the services of the garrison battery for this purpose, but from reasons entirely beyond my control, I was unable to get more than a very few volunteers for this duty, and then only in the evenings.

"The work of transporting the guns, stores, &c., from the Naval Storeyard to Brothers Island being of exceptional difficulty if obliged to be effected with the ordinary means at my disposal, I applied to the Naval Commander-in-Chief for assistance, and Rear-Admiral de Horsey was pleased to undertake the entire execution of this work, which was successfully effected by a naval detachment under the direction of Captain F. Robinson, Her Majesty's ship 'Opal.' The detachment received the ordinary rates of working pay, from the Dominion Government.

"With reference to the subject of manning the guns in these batteries, it will be observed that for this purpose the only means at present provided are the members of the garrison battery, enrolled about the time of my arrival, numbering about fifty of all ranks.

"Of this number about thirty attended the voluntary evening drills and lectures, held on the average twice a week during my stay in Victoria; about twenty men are fairly proficient in gun drill and artillery exercises, and a class of about ten of the Officers and probable non-commissioned officers, who were able to attend occasionally at special afternoon drills, are capable of instructing at standing gun drill and elementary exercises.

"The battery is fortunate in being commanded by an Officer of great energy and zeal, and also in possessing the services as instructor of Lieutenant D. G. McNaughten, who obtained a first-class short course certificate from this school of gunnery in January, 1876, he being then a sergeant in the New Brunswick Garrison Artillery.

"Owing to the isolated position of Victoria, the very limited number of its population, and the high rate of wages paid for labour, special and almost insuperable difficulties are placed in the way of the establishment of anything like an efficient volunteer artillery force sufficiently numerous or well trained for the purpose of manning this number of guns and maintaining an effective fire against ships in motion, a duty the successful performance of which requires the greatest possible amount of training and intelligence on the part of the gunners.

"My previous reports and recommendations (16th June, 1878) on this subject have indicated the advisability of maintaining a small permanent force at Victoria or Esquimalt, whether composed of Royal Marine or Canadian artillerymen, trained at the schools of gunnery.

"This force would serve as a nucleus and training school for the volunteers, could be profitably employed in the care of the several batteries, guns, stores, &c., and if a sufficient number of artificers, such as stone-masons, bricklayers, and carpenters, several of whom are generally found in the ranks of "A" and "B" batteries, were included in their number, the work of converting the present earthen batteries into defences of a more permanent character could be gradually carried on with considerable economy of expenditure."

The best means for the defence and development of British Columbia, our coal depots, and the terminus of the Canadian Pacific Railway would, I believe, be military colonization of the old Roman or modern Austrian type, which I hope to discuss more fully at the end of this paper.

Let us now consider our left flank:



*Atlantic Seaboard.*

The second common base of operations against Canada would be the Atlantic seaboard. It is needless to specify the numerous localities round which the struggles of old wars have surged, of which time does not alter the strategic conditions. Along that indented coast (which would still serve ourselves or our neighbours, whichever had the strongest hand uppermost to begin with), vessels like the *Cimbria* could still be fitted out as privateers against our commerce and the unprotected fishing towns of the Nova Scotian, New Brunswick, Prince Edward's Island, and Newfoundland coasts. After reading Mr. Brassey's figures, which tell us that Newfoundland alone in 1872, had 10,000 men engaged in the seal fishery, while the value of the fish exported from that island alone amounted to £1,340,000, one feels tempted to say if they suffer, the verdict will be, "serve them right." But we cannot allow such verdicts to go forth to the world, if there is any real Imperialism left among us. It is to be hoped the hitherto obdurate islanders, than whom Mr. Brassey says there are no subjects of the Crown more loyal or devoted, will round off our transatlantic Dominion by joining it.

Fortunately at Halifax we have retained some of the *ultimæ rationes regum et populorum*. We need not therefore discuss the defence of this fortress and harbour, which, however valuable in other senses, can in no sense be considered a safe base for operating in the inland defence of Canada, for the Treaty of 1842, which handed over the State of Maine, sends a wedge of territory up to within a few miles of the Intercolonial railroad, which a handful of troopers could at any moment render un-serviceable in a night, thus cutting off retreat to Halifax or succour from thence to the upper provinces. It is true that detachments were sent from Halifax during the Trent difficulty; but the United States were at that time disunited States. There are, unfortunately, other undefended points on the Intercolonial railroad where the destruction of a bridge by the boat's crew of a privateer would stop communication for some time. There formerly existed a Grand Trunk Railway brigade, and if resuscitated (in the Intercolonial) it would be an efficient means of transporting guns in extemporised railway batteries along the coast, fortifying stations, &c. Unfortunately railway *employés* have shown themselves sometimes too ready to join the disturbers of the prosperity of nations. At many points along the coast are small companies of men, more or less trained as garrison artillery, but without efficient guns or earth-work cover.

The blue crosses on the map show the localities where there are such garrison batteries, open crosses, field batteries. Among other important places, the coal mines of Pictou have been included in this partial defence, which it is hoped may grow into something tangible in time.

Under this head the Lieutenant-General Commanding, Sir Edward Selby Smyth, remarks:—

"With regard to the defences of the Atlantic coast, it was recommended that "on Partridge Island in the Bay of St. John, N.B., a battery should be armed with "four 7-inch 7-ton rifled guns, and three 64-pounder wrought-iron guns; Negro "Point, with two 7-ton and three 64-pounders; Sydney, Cape Breton, two batteries "in succession and in support of each other, on Chapel and Mines Points, each to "have two 7-ton and two 64-pounder rifled guns; and on Edward Point, two 7-ton "and two 64-pounders; Prince Edward Island, two 7-ton and two 64-pounder rifled "guns on Battery Point; Pictou, N.S., three 7-ton and three 64-pounders on Moodie "Point.

"The total cost of these armaments, with 100 rounds of ammunition per gun, "was estimated at about 50,000*l.* sterling, subject to certain deductions, according to "the defences which might be adopted for Charlottetown and Sydney."

To prevent misconception, which might arise owing to my position as Dominion Inspector of Artillery, I must say shortly, that I never saw the report alluded to above, and from my knowledge of the circumstances of the country, and the direction in which the march of modern artillery is tending, I do not concur in its provisions

any more apparently than does the Lieutenant-General Commanding, or the representatives of the people who have to pay the bill; but the subject of armament must be treated under its special head.

The strategic points on the railway system and on our Atlantic seaboard may be said to be:—

St. Andrew's at the mouth of the James, our boundary river, St. John, N.B., and Fredericton, Halifax, Sydney, Pictou, Charlottetown, Prince Edward Island, Moncton, Chatham, and Dalhousie.

Quebec, the most important of all, the gateway of the St. Lawrence.

### Quebec.

The strategic value of Quebec can scarcely be exaggerated; its fall lost a continent to France, its successful defence by ourselves in 1775 was pregnant with far mightier results to the world at large than we trouble ourselves to think of in these days when a sensational newspaper article diverts the whole thought of the nation for the usual ten days, to be succeeded by another, and yet another crotchet, to the apparent exclusion of the long pondered lines of policy on which Empires are built, and from the neglect of which, they crumble to decay; but there are points of vital interest which cannot be discussed by a military lecturer in an Institution like this. Suffice to say, the fall of Quebec would lose us the key of the gate of Canada, and close the only door by which British succour could come to it, or a fleet of gunboats enter its inland waters. In any case, unpleasant as the truth may appear, Quebec remains the only one possible stronghold upon which our militia, if rolled up by an overwhelming force from the west, could retreat and wait for that help which never would be denied from the old country. Meanwhile, a besieger must be kept at arm's length, which can only be done by superior artillery so disposed as to retain its power against attack, if not indefinitely, until such time as relief is at hand.

Inland continental fortresses differ materially from the maritime strongholds of Great Britain. I can recall no instance in our history, since the loss of Calais and Fort Mahon, (1) where the old flag has been lowered at the bidding of a besieger for want of succour from the sea, our great base of operations. Especially does it hold good in the case of a maritime fortress such as Quebec, where "Field-Marshal Frost," prevents the possibility of a longer investment than five summer months; and even in summer the mighty sweep of the St. Lawrence would render complete investment almost an impossibility to the invader, who could not transport very heavy guns and their enormous weight of ammunition for a long distance over difficult country, with few and bad roads, impassable in the spring and autumn. (2)

The defender, holding the river within the circle of forts, could throw his whole force on a section of the enemy divided by the St. Lawrence and separated by it from their base of operation and line of retreat. The complete railway systems at the command of Prussia did not enable her to bring heavier guns than 60-pounders in her siege train. There are certain physical data which do not alter, viz., the strength of men and horses, the badness of country roads. Railroads, from the nume-

(1) Nor do I know of any fortress but Quebec from before whose walls an English fleet has recoiled without success, though not without honour, according to the traditional testimony of the gallant French Canadian, who brought to shore the tattered flag of Admiral Phipps, when asked if it was not heavy, he replied, "*Oui, mon camarade, vous avez raison; c'est chargé de gloire.*" Alas, the response of the stern old De Frontenac when summoned to surrender, "I will give you my answer from the mouth of my guns," would be scarcely possible from the antiquated armament of what was the Gibraltar of America.

(2) 1875 was the centenary of the winter expedition of Generals Montgomery and Arnold against Quebec; the latter with incredible hardships came through the State of Maine, and, on the death of his colleague, withdrew the shattered remnants of their force. The new detached forts at Levis completely command the intersection of roads and railways east, west, and south, as well as the valley of the Chaudière and Kennebec road, by which Arnold marched, and they occupy their ground from which Wolfe shelled the town.

rous other calls upon them in war, have been found incapable of transporting very heavy artillery. It is hardly to be supposed that the mistress of the seas and her eldest daughter, Canada, the commercial navy of which already ranks third among the commercial navies of the world, would permit the siege train destined for the attack on Quebec to be conveyed by sea. The armament, therefore, of Quebec might easily be superior to that brought against it even by hostile ironclads, whose unarmoured decks would be exposed to the citadel fire, which, with the addition of a few torpedoes at the Traverse, would secure the St. Lawrence, if those upon whom the responsibility devolves considered the subject of sufficient importance to warrant a comparatively trifling expenditure, and to prevent, while there is yet time, the erection of buildings which would close the most important lines of fire.

#### *Frontier.*

Having considered the strategic conditions with reference to the Atlantic and Pacific seaboard, it remains to consider those of the south with reference to the natural bases and lines of an enemy's operations and the objective he would select for attack. In doing so the question is treated merely in a military and, it is hoped, philosophic spirit, such as cannot give offence to our kinsmen of the great Anglo-Saxon Republic with whom the most friendly relations exist, but they have not always been able to restrain the lawless bands of Fenians and their sympathizers who have from time to time raided across our frontier; besides, time may change their motto to "*ex uno plures.*"

The frontier of the Province of Quebec is contiguous to the territory of the United States for a distance of about 450 miles, that is to say, 167 miles of imaginary boundary along the 45th parallel of latitude southward of Montreal and Quebec, running from St. Regis, on the eastern end of Lake St. Francis (an expansion of the St. Lawrence) to the Connecticut river, in the township of Hereford, abutting on the State of New Hampshire. Thence in an irregular line the boundary of the State of Maine follows the high ground which forms the watershed between the Kennebec river, in the United States, and the Chaudière, a tributary of the St. Lawrence, running north east in accordance with the disastrous arbitration of the Ashburton Treaty of 1842, which brings the territory of the State of Maine to within 26 miles of the St. Lawrence, opposite Rivière du-Loup. Unfortunately at this point, as before stated, the Intercolonial Railway is close to the frontier, which from this point runs south-east until it meets Dominion territory in New Brunswick. The disadvantage of having a wedge of foreign territory thrust into our own is not altogether so great as might at first sight be anticipated, the character of the country being for the most part rugged, covered with forest, and thinly populated; there are no natural commercial lines, nor any railroads running through it to the north, the watershed north of the St. John's river being close to the St. Lawrence prevents the formation of any long or navigable tributaries to the St. Lawrence; there is, therefore, no natural channel for intercommunication or commerce from the northern angle of the State of Maine into Canada. As military lines of operation always follow natural channels, no invasion of Canada has ever been attempted from this point, the nearest to it being that of General Arnold, of the United States, in 1775, and he followed the line of the Kennebec and Chaudière rivers. On the other hand, in case of offensive operations from Canada, in the direction of the Penobscot valley, or to seize the triple railroad terminus of Woodstock, Richmond, and Houlton, leading to St. John, N.B., our re-entering frontier would form an advantageous base of operations, backed by Quebec and the St. Lawrence and the Intercolonial Railway. Though the long line of frontier (4,000 miles from ocean to ocean) is apparently attackable at all points, the defence of the country, even with its much smaller population than that of the contiguous States, would, with proper forethought and organization, be by no means so difficult nor impossible a task as some would have us to suppose.

Although owing to the length and character of frontier, it is quite impossible and not desirable to protect it throughout its whole length, an enemy must capture and establish himself in some vital points before he could obtain any decided military advantage. There are only a few such points. If they were put into and *maintained* in a proper state of defence, with a small body of regular troops as the nucleus of a garrison to be furnished by the local militia, such positions could be held during the five months, in which alone it is possible for an enemy to carry on operations on the large scale necessary to capture them.

Canada is a long strip of communications, its main artery, the St. Lawrence, being the fosse of a natural fortress, open during the summer season (winter operations may be deemed impracticable in this climate) (1) to the gunboats of Great Britain, and to them alone, as long as the fortress of Quebec is kept in a defensive condition. In consequence of the character of the original seignorial settlement of the Province of Quebec, there are numerous lines of roads running parallel to the St. Lawrence, forming the front and rear of the concessions or seignorial grants of land.

The Grand Trunk Railway and others on the south shore are now supplemented by railways on the north shore of the St. Lawrence and the Lakes, with their usual telegraphic lines, the whole forming a series of communications which have always enabled Canadian troops to act upon, what are practically interior lines, and so concentrate readily upon important strategic points, as was proved in the late Fenian raids.

Successful initiative in war counts for much. Both Great Britain and the United States are forbidden by treaty to build gunboats on the Lakes, but gunboats can and have with the first note of war passed up the St. Lawrence through the Lachine Canal (2) and on to the Lakes. The Beauharnois Canal on the south shore would probably be rendered useless at the commencement of hostilities by the United States; but the necessities of commerce, which are with us stronger than any consideration of Imperial defence, point to the probable enlargement of the old canal on the north shore of the Cedar Rapids to Coteau Landing. There is moreover the second and protected inland navigation route by the waters of the Ottawa to the capital, thence by the Rideau Canal to Lake Ontario and Kingston, which is the other gate opening to us the initiative against the comparatively defenceless emporiums of commerce on Lake Ontario; while the Welland and other canals lead to the more western waters. A counter-initiative from the Atlantic seaboard by the Erie Canal would no doubt be attempted. The Ohio Canal and river debouching at Cleveland is too long a line of counter-current navigation from which to start initiative gunboat attack.

Colonel Fletcher in his paper under this head remarks: "The great trading city of Chicago affords means to the United States, commanding as they do the outlet from Lake Michigan, rapidly to extemporise at the commencement of hostilities out of their fleet of merchantmen and steamers, vessels of war, sufficient to command Lake Huron, and probably to force an onry into Lake Erie, where they would be met by vessels from Buffalo and other large ports. Thus Ontario would be threatened on its northern, western, and south-western frontier, and would in great measure depend for its defence on a land force, but this land force would run a risk of being isolated and cut off, unless its left flank were protected, and communication maintained with the Province of Quebec, and through that province with the sea. Therefore, *coûte qui coûte*, the command of Lake Ontario must be secured and maintained. Here Canada is at an advantage, the best harbours being situated on her shores, and the greater number of the steamers trading on the lake

(1) Though the old French Canadian *voyageur* soldiers and Indians often made during winter, inroads into English Colonies, yet the conditions attending these self-reliant expeditions of a few hardy men hidden by dense forests till they burst upon some defenceless post, are entirely unlike the conditions of modern warfare.

(2) Now being still further enlarged.

“ being held or manned by Canadians. These harbours, such as Cobourg, Port Hope, Toronto, Hamilton, Niagara, and Welland Canal, would require the protection “ either of permanent or extemporised fortifications.”

### *Kingston.*

Kingston should be rendered as secure as possible from capture, and contain a strong garrison capable of protecting the mouth of the Rideau Canal and supporting detachments guarding the Grand Trunk Railway at Brockville and Prescott to Montreal, thus protecting Ottawa, the capital, and the communications to the east.

It is to be hoped that we shall on the Lakes also so far take the initiative recommended by Mr. Brassey, M.P., by encouraging a volunteer naval reserve on Lake Ontario. The common trading steamers and vessels, if armed with an ordinary rifled field gun, would require no extra strengthening, and from the power and range of such guns, would be a powerful means of retaining command of this lake, as well as of the water communications between Kingston and Montreal, and the canals which avoid the several rapids of the St. Lawrence and the Rideau Canal. Troops would be concentrated at the junctions of railroads and communications from the west, such as Sarnia, Stratford, London, Guelph.

An attack from the west, however, though it might be a good political move, would be bad military strategy, as tending only to roll up the defence along the lines of communication towards the point of support and base of supply, instead of cutting it in two by an attack on the centre.

### *An Enemy's Central Base—Lines of Operation and Objective.*

The enemy's principal base of operations would probably be at Albany, the central point from which natural lines of operation lead direct to Montreal, north-east to Quebec, and westerly to Niagara or Sackets Harbour, if Kingston were a secondary objective.

Albany is moreover an arsenal to which there is access by river, road and railway from all quarters, including the Pennsylvania coal and iron country.

Springfield, a small-arm factory, and Troy also a manufacturing town, both communicating with Albany and New York, would be subsidiary bases for supplies, which could be poured along the Hudson river and Canal, Lake Champlain, and the roads and railroads all converging on the objective point, Montreal. The strongly fortified position of Rouse's Point at the head of Lake Champlain on the frontier within 40 miles of Montreal, being the final point of concentration for attack upon Montreal, the defenceless commercial and strategical capital of Canada, to which the Vermont Central and a network of other railroads converge.

Perhaps no better proof of the absolute certainty of Montreal as an objective, and no more complete idea of the inevitable lines of the United States military operation, can be gained than by a study of the twenty-five routes advertised to the Centennial Exhibition of 1876.

A glance at the map before the construction of railways shows that the mountainous regions of the Adirondacs, &c. the Catskills on the west, the White Mountains and the rugged territory of Maine on the east, restricted communications to the channels of the Hudson, Lake Champlain, and the Richelieu Valley, and will explain why history has so often, and will again repeat itself here as elsewhere. The war-path of the Iroquois and Mohawk was followed by the retaliatory expeditions of the French Canadian voyageur soldiers, and then again by British, Colonial, and United States invasions of Canada, down to the last futile effort of a Fenian mob. The tide of war has ever rolled along the channels that nature and art have made it share with commerce and travel. The lately projected Caughnawaga Canal may, it is hoped, never be constructed to admit United States gunboats up the Hudson from the sea, and so complete the communications of Lake Champlain from New York to the St. Lawrence for the enemy who, having seized the Victoria Bridge, and established

batteries on the south bank of the river, could bombard the town. The wealthy commercial classes of Montreal would have to pay a very heavy contribution towards the subjugation of their country. Canada would be cut in two by the capture of Montreal, which is the head of the sea navigation of the St. Lawrence, and the focus of all communications by land and water between Upper and Lower Canada and the maritime provinces; the defence of the country would be severed; Ontario being cut off from Quebec and the maritime provinces, as well as from any aid from Great Britain. An enemy holding Montreal, with its network of communications converging upon it from his basis of supply, could easily maintain himself in the natural fortress island on which the city is built, and contain any force coming from Ontario, hold the communications to Ottawa, the capital of the country, while they proceeded to lay siege to Quebec. The St. Lawrence itself with its tributary of the Richelieu Canal and the roads and railroads following the line of country in a north-eastern direction, would become fresh lines of communication and supply, to an enemy operating against Quebec. If Quebec, Montreal, and Kingston were put in a proper state of defence, an enemy would be obliged, in aiming at the severance of communication between Ontario and Quebec, the maritime provinces and Great Britain, to carry on three extensive expeditions simultaneously, each involving the necessity of a protracted siege, and considering the short period during which military operations on a large scale can be carried on in this country, there would be every probability of successful resistance. Unfortunately the repeal in 1872 by the Imperial and Dominion Parliament of the Act of Confederation entitled the Canada Defence Act, complicates the defence of Canada. The Act provided for the guaranteed loan of 1,000,000*l.* sterling, for the building of forts round Montreal, as well as the free gift by the Imperial Government of an armament for such forts as might be built at Montreal, also a free gift armament for the Quebec and Levis forts, all of which were declined by the Dominion Government, in favour of a transfer of the guaranteed loan of 1,000,000*l.* to the Canada Pacific Railway.

#### *Central Strategic Points.*

After Montreal, Quebec, and Kingston, perhaps the most important point is St. Johns, P. of Q., the site of the old redoubt, commands the railway bridge of the Vermont Central, the junctions from Rouse's Point, Waterloo, and the Passumpsic; the Richelieu river canal, and the roads running north and south, but the advance guard of observation would be at Fort Isle-aux-Noix, close to Rouse's Point and St. Albans railroad junction. "To prevent the enemy from passing vessels down the Richelieu river from Lake Champlain, for the transport of troops, stores, and material for the attack on Montreal, obstructions (torpedoes) should be placed in the river on either side of, and flanked by the fort at Isle-aux-Noix. This work and its garrison would no doubt being in an advanced and isolated position, be liable to be captured at an early period, but it is considered that the delay it would cause an enemy would more than compensate for the loss that would thereby be occasioned." The garrison in retreating might destroy the Canal Lock in the Richelieu river; Sir William Jervis also considers Sorel, at the mouth of the Richelieu, an important point. Advanced bodies of militia at Lennoxville and Richmond Railway junction, after keeping the enemy in check, might retire upon Quebec, destroying the railway bridges behind them.

"It is further necessary to provide against attack upon Montreal by a force advancing from the westward, supposing it to have crossed the St. Lawrence, between Lake Ontario and Lake St. Louis. This may best be effected by the construction of works covering the railway bridge near Vaudreuil, at the junction of the Ottawa river with the St. Lawrence. Such works would also act as a *tête du pont*, from under cover of which troops might operate westward; they would, moreover, be on the flank of any force of the enemy advancing against Ottawa. In connection with the defensive position at Vaudreuil, temporary works should be constructed on Isle Perrot, which, if some of the spans of the railway bridge between it and

“ the main land were removed, would form a second line of defence; again, by removing some of the spans of the bridge between Isle Perrot and Montreal Island, a third line might be taken up at St. Anne’s.

Between Vaudreuil and the works immediately covering Montreal, Lake St. Louis and the Lachine Rapids, would be a sufficient defence; gunboats could be brought into the lake by the Lachine Canal, which is being widened. Any vessels of war that were brought into Lake St. Louis would also be of assistance in the defence of the left flank of the works at Vaudreuil; and if the St. Ann’s Lock and the passage near it, between St. Louis and the Lake of Two Mountains, were made sufficiently large to take such vessels through, they could also aid in the defence of the right flank of those works. They could, moreover, operate in the channel on the north side of Montreal Island, or proceed up the Ottawa and down the Rideau Canal into Lake Ontario.

For the protection of communications by the Lachine Railway and Canal, works should be constructed at Caughnawaga, on the right bank of the St. Lawrence, nearly opposite the junction of the Lachine Canal with Lake St. Louis, and near the terminus of the railway from Platsburg. These works would also afford the means of throwing a force across the river to act upon the left flank of the enemy operating against Montreal, should circumstances be favourable for such a movement, they could also guard against the entrance to the Beauharnois Canal.

The Island of St. Helen’s, upon which rifled guns should be mounted, would form a keep to an intrenched camp covering Montreal and the Victoria Bridge. On this island is also the main depot for tools, stores, guns, arms, and munitions of war for Montreal and the neighbourhood; it is unfortunately without protection since the barracks formerly occupied by a detachment from the Quebec Gunnery School were burnt. Many thousand stands of rifles, as well as a considerable amount of powder in the magazine are at the mercy of a handful of raiders, who might carry off the arms and blow up the magazine before the militia of Montreal could be assembled and transported across the river.

The cultivated classes of the United States are friendly in feeling towards Great Britain, and the Canadian population are full of loyalty, which could be at any time rendered active in the defence of the country, provided the principal expense and direction was taken by Great Britain, or the council of a federated Empire.

#### *Offence.*

Often the best defence is offence, but Canada being a colony does not contain within herself the elements necessary to the initiative in war, though her localized militia system and the character of the country, which is a riband of interior lines, land and water communications, would facilitate the concentration and launching of an offensive force which might surprise even 40,000,000 of unarmed people who have hitherto relied upon their ever successful diplomacy. Parliamentary Governments are not, however, suited to a decisive initiative; and when the expenses would have to be shared by the Imperial and Dominion Governments, divided control would be a natural result, rendering initiative perilous if not impossible. Great Britain’s natural base of operations (the sea) gives the advantage of enabling her to shift her secondary bases almost at will. A combined military and naval force, therefore, started from Canada at the first declaration of hostilities might, by giving up their communications to the rear, push on to the Atlantic coast as Sherman did, and seize an important seaport, there to co-operate with the British fleet which could support them, and form a fresh base for further operations, while an expedition from India might land a force of British troops and a Sikh contingent on the Pacific seaboard.

---

 Part II.—MILITIA OF CANADA, ACTIVE AND RESERVE.

*The Militia Act.*

That the Militia Law of Canada is so thorough in its provisions, and that the keystone of the arch of all military systems, *i.e.*, universal liability to military service is not absent as in those of all other Anglo-Saxon communities, is due to the traditions inherited from the old French *régime*, which were readily followed by the descendants of the "United Empire Loyalists," who found themselves for ever face to face with their more numerous and wealthy kinsmen from whom they had torn themselves, often at the sacrifice of material wealth for the sake of adherence to those principles and that "Dream of a United Empire" which has not yet been realised, though a century has passed away. The very history of those heroic men has been forgotten, the initials of their distinctive title, U.E.L., brings no very clear picture to the minds of the majority of Englishmen to-day who, let us hope before it is yet too late, may realise the true meaning of a United Empire.

The theoretically perfect Militia Law of Canada, though it may be an example of military legislation to us at home, yet, like every other law, its practical result depends upon its administration. Instead of quoting the verbiage inseparable from legal documents, I think I cannot do better than give you the condensed *résumé* taken from the Militia Act by Captain J. C. R. Colomb, R.M.A., in his able paper on the Naval and Military Resources of the Colonies, making some explanations of its practical workings:—

*Classes of Militia.*

"The militia consists of all male inhabitants between the ages of 18 and 60. It is divided into four classes.

"1st Class. Men from 18 to 30 years, who are unmarried or widowers without children.

"2nd Class. Men from 30 to 45, who are married or widowers with children.

"3rd Class. Men from 45 to 60.

"The above is the order in which the male population is called upon to serve.

"The Militia is divided into Active and Reserve.

"Active Militia consists of the Volunteer Militia, the Regular Militia and the Marine Militia. The Volunteer Militia being composed of corps raised by voluntary enlistment; the Regular Militia of men who have voluntarily enlisted to serve in the same, or who have been balloted (1) to serve; the Marine Militia composed of seamen, and persons whose usual occupation is upon any steam or sailing craft; the Reserve Militia consists of the whole of the men who are not serving in the Active Militia for the time being. The period of service, in time of peace, in the Volunteer Militia is three years in the Regular and Marine Militia two years. Men enrolled in the service companies of Regular or Marine Militia during any such two years are not again liable to be taken for drill and training until all the other men in 1st, 2nd, or 3rd Class of the same "company division" have volunteered or been balloted to serve. No member of a Volunteer Militia corps can, in time of peace, resign under six months' notice.

As the ballot has not been put in force since the existence of the Act, the whole of the Active Militia may be said to be Volunteer Militia, and the term Regular Militia has no special meaning, unless it be applied to the two batteries of artillery, "A" and "B," permanently embodied, one at Kingston and the other at Quebec. They had no existence when the present Act, which did not contemplate the withdrawal of the Imperial troops, was passed. It has therefore no provisions for the maintenance

---

(1) Exemption on providing a substitute by payment of 30 dollars.



of regular troops, or the three years' period of enlistment now sanctioned for those corps.(1)

The Marine Militia unfortunately has no existence beyond the fact of the nautical calling of individuals being noted in the enrolment of the Reserves which takes place every five years. During Fenian raids Militia Artillery, with field guns, were placed on board lake steamers.

#### *“ Enrolment.*

“ Canada is divided into 12 military districts; these are subdivided into Brigade and Regimental Divisions, and again into Company Divisions.

“ In each Regimental Division, one Lieutenant-Colonel and two Majors of Reserve Militia are appointed from the residents therein, (2) all Militia orders and reports are sent to and received through them. In each Company Division one Captain, and one Lieutenant, and one Ensign are likewise appointed to the Reserve Militia. These are responsible by seniority to the regimental staff. Enrolment is carried on by Officers of Company Divisions, and the list is corrected before 28th February every fifth year; from the company returns the regimental rolls are made up. The ‘enrolment’ for which the company Officers are responsible is held to be an embodiment of all the Militiamen enrolled, and renders them liable ‘to serve, unless exempt by law.’

“ Exemptions: Judges, clergy, ministers of religion, professors in colleges and universities, or teachers of religious orders, warden, keepers, guards of penitentiaries, officers, keepers, and guards of public lunatic asylums, persons disabled by bodily infirmity, and ‘the only son of a widow being her only support.’

“ The following, though enrolled, are exempted from active service, except in case of war, invasion, or insurrection. Half-pay Officers of Her Majesty’s Army, and Navy, sea-faring men, and sailors actually employed in their calling, pilots and apprentice pilots during the season of navigation, masters of public and common schools.

“ Her Majesty is empowered by the Act to make such regulations for the enrolment of such horses as may be necessary for the purpose of field artillery and cavalry.

“ The oath to be taken by all ranks of Active Militia is simply as follows: — ‘I, A. B., do sincerely promise and swear that I will be faithful and bear true allegiance to Her Majesty.’ It can be administered by the Commanding Officer.

#### *“ Balloting.*

“ When the Active Militia is to be organized for drill or actual service and enough men do not volunteer in any Company Division to complete the quota

---

(1) These two batteries or gunnery schools as they are called, were first formed of Officers and men selected from the Active Militia Artillery. The Officers held no commission except in the corps from which they were taken, and the men were not enlisted except in their original corps; but on entering the school of gunnery for one year, were re-enrolled for a further period of three years in their respective corps. The serious inconvenience of this course, from the fact of the original corps sometimes becoming non-effective before the period of service in the gunnery schools of Officers and men had expired, left such Officers and men apparently without legal status. This was subsequently remedied by granting commissions to the Officers of “A” and “B” batteries, and enlisting the gunners in those corps.

(2) It is to be regretted that these Officers of Reserve Militia for the most part have had no practical military training whatever, and have not even passed through the Active Militia. In war they would be of little use in organizing or leading the men they enrol. Their military titles would at best be only a source of confusion. It may be said in favour of the system that it is old, being a relic of the old French feudal system, but it must be remembered that its success depended on the warlike seigneurs who have been improved away. It has no doubt the advantage of facilitating enrolment, and enlisting on the side of loyalty and order some of the influential men of country districts all over the Dominion.

“ required from that Division, the men in the 1st class are balloted first, if the  
 “ number of men required is greater than the whole number in 1st class, then the  
 “ 2nd class is required to make up the deficiency, and so on through each class; but  
 “ at no time—says the Act—‘ shall more than one son belonging to the same family,  
 “ ‘ residing in the same house—if there be more than one inscribed on the militia  
 “ ‘ roll—be drawn, unless the number of names so inscribed be insufficient to complete  
 “ ‘ the required proportion of service men.’ ”

*Officers; Appointment and Relative Rank.*

“ Appointments of Officers to the Active Militia are provisional, pending the  
 “ taking out of a certificate of fitness from one of the military schools of the  
 “ Dominion. (1)

“ According to the Act, Officers of Her Majesty’s Regular Army are always  
 “ reckoned senior to Militia Officers of the same rank whatever be the dates of their  
 “ respective commissions.’ (2)

The Canadian Militia Act also provides that each of the twelve Deputy Adjutants  
 General of Districts “ shall command the Militia in his district.” (3)

The following paragraphs, 35 and 36 (which are difficult to reconcile with the  
 previous mentioned), would imply that the ordinary rule of the senior Officer being  
 entitled to command was intended to hold good as also the 185th Article of War.

“ (35.) The relative rank and authority of Officers in the Militia of Canada,  
 “ shall be the same as the relative rank and authority of Officers in Her Majesty’s  
 “ Regular Army; and any body of Militia assembled on parade, shall be commanded  
 “ by the Officer highest in rank then present, on duty and in uniform, or the senior  
 “ of two or more Officers of equal rank; provided that no Officer whose rank is pro-  
 “ visional only shall under any circumstances command an Officer of the same grade  
 “ whose rank is substantive.”

“ (36.) “ Officers of Her Majesty’s Regular Army shall always be reckoned senior  
 “ to Militia Officers of the same rank, whatever be the dates of their respective com-  
 “ missions.

“ The present law permits the training annually of a number not exceeding  
 “ 45,000 of all ranks. The training period for Active Militia, called out for training, is  
 “ not to exceed 16, nor to be less than 8 days in any one year.

“ Non-commissioned officers and privates of mounted corps, receive, for each  
 “ day’s drill of three hours, 75 cents for each horse that has taken part in the drill;  
 “ and every Officer and man of the Regular and Marine Militia, and the Officers of  
 “ Reserve Militia, called out for training, receive 50 cents for each day’s drill. Pay-  
 “ ment for drill is made on proof of compliance with regulations touching the drill  
 “ and efficiency of the several corps.

(1.) There are no cavalry or infantry schools, the appointment of Officers of those branches is confirmed by boards of Militia Officers, though a few Officers of cavalry and infantry are occasionally allowed to fill vacancies at the artillery schools where an endeavour is made to give instruction in all arms.

(2.) By a late notification in General Orders of the *Canada Gazette*, Officers of Her Majesty’s Regular Army serving with Canadian Militia or Volunteers, are not allowed to avail themselves of their Army rank.

(3.) But on occasions of emergency, when the troops of one military district have been ordered into another, both Adjutant-Generals have claimed the command. While in the case of the apprehended riots at Montreal at the funeral of Mr. Guibord, the line between two military districts running through the city, the head-quarters of the troops being at one side, while the cemetery was on the other, the command of the force should have been changed at a certain spot on the line of march.

“ The Militia, or any part of it, may be called out for ‘actual service,’ either within or without the Dominion, (1) whenever it appears advisable to do so by reason of war, invasion, or insurrection, or danger of any of them, and when so called out, it may be placed by Her Majesty under the orders of the Commander of Her Majesty’s Regular Forces in Canada, and will be paid at such rates of daily pay as are paid in Her Majesty’s Service.

“ Officers and men, when called out for actual service, and also during the period of annual training, or during drill or parade of his corps, or as spectators, or while wearing uniform, are subject to the rules and Articles of War, and Mutiny Act, the Queen’s Regulations and Orders for the Army, and all other laws then applicable to Her Majesty’s troops in Canada, and not inconsistent with the Canadian Act.”

“ *Command in Chief.*

“ By the 15th section of the British North America Act, 1867, the Command in Chief of Land and Naval Militia was vested in the Queen, to be exercised and administered by Her Majesty personally, or by the Governor as Her representative.

“ The Minister of Militia is charged with and responsible for the administration of Militia affairs, including all matters involving expenditure, and of the fortifications, gunboats, ordnance, ammunition, arms, armouries, stores, &c.

“ The Governor may appoint a Deputy Minister and such other Officers as may be necessary.

“ The Adjutant-General of Militia for the Dominion of Canada shall be a person educated to the military profession and who has attained the rank of a Field Officer in Her Majesty’s regular Army. He shall have the rank of Colonel in the Militia and shall be charged, under the orders of Her Majesty, with the military command and discipline of the Militia.” A Deputy Adjutant-General of Militia is also provided for at head-quarters as well as a Deputy Adjutant-General and staff for each of the 12 military districts. (2)

Her Majesty may further appoint Staff Officers of the Militia with such rank as from time to time may be found requisite or necessary for the efficiency of the Militia service, but in no case to exceed that of Major-General.

The above is an outline of the legal enactment on which the Militia of Canada rests.

*The Militia.*

The head-quarters of military districts are marked on the map, also positions of field and garrison batteries and permanent militia garrisons.

Ontario is divided into 4 military districts.

No. 1 Military District comprises Western Ontario, with head-quarters at London.

Infantry.....	11 battalions and 2 independent companies.
Cavalry .....	1 regiment of 4 troops.
Artillery.....	{ 2 field batteries.
	{ 2 garrison batteries.

(1) The Militia can be called out in aid of the civil power on a written requisition by the mayor or any two magistrates in any municipality in which a riot takes place, and the Officer in command is to obey such instructions as may be lawfully given him by any magistrate in regard to such riot. A difference of opinion between the magistrates puts the Officer commanding in an awkward position.

(2) This Section has been changed by 38 V., c. 8, which provides for the appointment of a Major General to command the Militia of the Dominion, and of an Adjutant-General at head-quarters, and does away with the Deputy Adjutant-General. (A.G.O.)

No. 2 Military District, at the western end of Lake Ontario, with its head-quarters at Toronto.

Infantry.....	15 battalions and 1 independent company, with mountain guns.
Cavalry.....	Governor-General's Body Guard, 2 troops; 1 regiment, 7 troops.
Artillery.....	{ 3 field batteries.
Engineers... ..	{ 2 garrison batteries.
	1 company.

No. 3 Military District, east end of Lake Ontario, with head-quarters at Kingston.

Infantry.....	10 battalions.
Cavalry.....	2 regiments.
Artillery.....	{ 2 field batteries.
	{ 4 garrison batteries.

No. 4 Military District, Eastern Ontario, with head-quarters at Brockville.

Infantry.....	6 battalions and 3 independent companies.
Cavalry.....	2 troops (Governor-General's Dragoon Guards, 1 troop).
Artillery.....	{ 2 field batteries.
	{ 1 garrison battery.

The Province of Quebec is divided into 3 military districts.

No. 5 Military District, that portion of the western end of the province and southern frontier, mainly inhabited by English Canadians; head-quarters, Montreal.

Infantry.....	14 battalions and 3 independent companies.
Cavalry.....	1 regiment (3 troops), and 5 independent troops.
Artillery.....	{ 3 field batteries.
	{ garrison, 1 brigade of 6 batteries and 1 independent battery.
Engineers.....	2 companies.

No. 6 Military District, head-quarters, Montreal. (French Canadian troops).

Infantry.....	7 battalions and 10 independent companies.
Cavalry.....	Nil.
Artillery .....	Nil.

No. 7 Military District, with head-quarters at Quebec, mixed English and French Canadian troops, mainly the latter, extends to the Atlantic, along both sides of the St. Lawrence.

Infantry .....	14 battalions.
Cavalry.....	1 squadron.
Artillery.....	{ 1 field battery.
	{ 3 garrison batteries.

No. 8 Military District comprises New Brunswick, with head-quarters at Fredericton.

Infantry.....	5 battalions and 4 independent companies.
Cavalry.....	1 regiment.
Artillery.....	{ 2 field batteries.
	{ 1 brigade garrison artillery (9 batteries).
Engineers.....	1 company.

No. 9 Military District, Nova Scotia.

Infantry.....	9 battalions.
Cavalry.....	1 troop.
Artillery.....	{ 1 field battery.
	{ 2 brigades garrison artillery (6 batteries each), and 5 independent batteries.

No. 10 Military District, Manitoba, head-quarters Winnipeg.

Infantry.....	2 independent companies.
Artillery .....	1 field Battery.

No. 11 Military District, British Columbia, head-quarters Victoria, British Columbia.

Infantry.....	5 independent companies.
Artillery.....	2 garrison batteries.

No. 12 Military District, Prince Edward Island.

Infantry.....	3 battalions.
Artillery.....	4 batteries garrison artillery.
Engineers.....	1 company.

The battalions consist usually of 6 or 8 companies of 40 bayonets. The number of Officers has lately been reduced to 2 per company, which does not allow of drill being properly carried out with right and left guides.

The cavalry, 40 sabres per troop.

The field battery, 70 gunners, and non-commissioned officers.

The garrison battery, 40 gunners and non-commissioned officers; making a total of about—

Infantry.....	37,000
Cavalry .....	1,800
Field artillery.....	1,350
Garrison artillery.....	3,000
Engineers. ....	2.5

43,365 (1)

Only about half these numbers have been drilled during the past two years, the Militia estimates having been reduced by about one-half. On this point, and everything connected with his command, Lieutenant-General Commanding Sir Edward Selby Smyth, has furnished a most complete and exhaustive report, which I cannot do better than quote and recommend you to read for further information. He states:—

“When first I came to Canada, I believe the Parliamentary grant for the Militia amounted to about a million and a half of dollars per annum, and with that sum 42,000 men annually trained in brigade camps for the full period allowed by law. The following and each succeeding year the vote was decreased, until last year it amounted to less than one million dollars, out of which the maintenance of the Royal Military College and the North-West Mounted Police have become a charge upon it. Therefore the paid training of the Militia has been reduced to a minimum, only one-half the force being embodied for twelve days' drill in each year, and such training as that amounts to is almost useless, being really little more than an armed muster at battalion and company head-quarters.

(1) These numbers of course do not include the Imperial garrisons at Halifax; nor are the two permanent Canadian artillery garrisons of Quebec and Kingston included in the militia strength of the districts.

“ The Militia grant last year was exactly 931,957 dollars, from which deduct 306,356 dollars for North-West Mounted Police, and 50,000 dollars for the Royal Military College, leaving somewhat more than half-a-million dollars for militia purposes proper, and the supply of all warlike stores.

“ The supply of military stores takes a considerable portion of this grant. It comprises clothing for the whole force, which has to be frequently renewed, and for the two gunnery schools, twice a year, (1) great coats, rifles and material for their repair, ammunition, field and garrison guns, saddlery, gunpowder, as well as accoutrements and equipments of every description that an army requires. So that in fact, after deducting besides salaries, pay for drill instruction to Captains, storekeepers, rent for armouries and storehouses, fuel and light, artillery and rifle association allowances, band pay, targets, drill sheds, rifle ranges and contingencies for general service not otherwise provided for, there remains for the drill pay and incidental expenses attendant on drill and training, only the meagre and insufficient sum of 155,000 dollars, or about 30,000*l.* sterling. This sum is quite inadequate to keep the 42,000 Militia of Canada in a proper state of training and effectiveness, amounting approximately to the annual cost of a single British battalion of the line. What progress can a General Officer make in this case? He can only feel himself a source of disappointment to the excellent and loyal body of Officers and men under his command, who look to him for support.”

#### *General Remarks.*

Given the every-day life of a people and their physical surroundings, and it is not difficult to form a true estimate of the character of its soldiers, especially when they are a national army and not the product of one or two classes or strata of society. Perhaps the leading characteristic of all Canadians is self-reliance, a splendid military quality, especially in the rank and file during war, but capable of extreme development among the Officers of all volunteer forces even in peace.

#### *Infantry.*

The general characteristics of the population of great cities are much the same everywhere. They are more intelligent, but less robust, than the rural population; they readily acquire a military carriage, precision, and smartness in drill; their uniforms are better fitted, their arms and accoutrements in better order, and their comparatively wealthy Officers are willing to assist liberally in producing these results, which, after all, go some way towards real efficiency. But in a serious struggle the backbone of Canada would, I believe, be found in the rural battalions.

A very large proportion of the farming population engages in lumbering during the winter.

He who was lived among these genial stalwart lumbermen, shared their shanty and their bivouac in winter and in early spring, when they drive the logs along the icy torrents and head waters of their wooded wilderness, cannot but be impressed with the belief that he is among nature's soldiers of the very best type.

Be they English or French Canadian, there is not, I believe, finer stuff for soldiers among any population in the world, while the habits of organization and supply of the various lumber camps at the extremity of long lines of difficult communication are a Quartermaster-General's department in miniature. Again I must quote Sir Edward Selby Smyth for the gist of the whole matter as to the difficulty of training such men under present conditions:—

“ Fortunately for the country the battalions are commanded, and in general officered, by gentlemen of zealous patriotism and strong military proclivities, and in the various cities they have continued to assemble their men for unpaid drill as often as possible in the long and unoccupied winter evenings. Therefore city batta-

(1) One suit cloth, one serge, per annum, with an allowance to keep up winter underclothing.

“ lions and corps of all arms are in an efficient state, but country battalions are, owing to the absence of such opportunities and facilities, less so. However, they are fairly drilled too. They are fully armed, clothed, and equipped. They are proficient in the use of their rifles, being as a rule capital shots, (1) and a few weeks would suffice to place them creditably in line with any troops.

“ The training of rural battalions at company head-quarters for three successive years has not resulted in much good. The majority of the men reside on farms at a distance from their company head-quarters, and when called on to drill they have to give up their day's work and that of their horses, receiving only fifty cents in lieu. Therefore they are naturally anxious to shorten the period by performing two days' drill in one, and so the work is hurried over in a perfunctory fashion; the drill instructor, who draws his forty dollars a year as such, possibly having learnt but little of the rudiments of drill, discipline, or regimental economy. A looseness and laxity of system therefore occurs which does not conduce to the first principle of training a soldier. It has been brought to my notice that rural corps ordered out for training are frequently composed of about one-half recruits, showing that men often join for one training only, with no desire to carry out the terms of their three years' enlistment unless it be convenient. Officers commanding companies are in fault for this; they are responsible for their companies under the existing law; (2) they should not enrol men unless they know them well their employment, their place of residence, and whether they are likely to fulfil the provisions of the Act. They are too lenient with their men, and to save themselves trouble or perhaps unpopularity, or even politics may here again interpose, they enrol new hands rather than proceed by law against the old ones to compel them, under the penalties of Militia Act, to fulfil their terms of enrolment. All this requires looking into and a thorough reformation. Rural corps have the disadvantage of such long distances between their companies that the Lieutenant-Colonel, who has of course his daily business to attend to, can hardly supervise their details; and it may happen that the Staff Officers who make the muster and the half-yearly inspections do not always, as a rule, take minute notice of what has on the surface an appearance of being 'all correct.'

“ Rural companies should be always drilled at battalion head-quarters.

“ In the same degree that rural company drill works badly that of city corps does well, because men can assemble in long winter evenings in the drill-sheds without loss of pay, and they look upon their drill and lectures as a recreation. I have every year opposed the system of rural company drill: it has the effect of circulating some money through the locality, and they may be convenient and satisfy local interests; it also brings a body of men together, armed and equipped for a time. But in my opinion it wastes more arms and equipments and clothing than any good that can result from it, and I shall disband every independent company not affiliated to a battalion, except in Manitoba and British Columbia; and I should suggest, if possible, in future to abstain from annual drill at company head-quarters, unless the Captain holds a first-class certificate for drill and rifle instruction.

“ This leads me to revert to the subject I have so often before dwelt upon—the necessity for some regimental permanent staff. The militia of Great Britain has, according to regimental strength, two Officers and from 30 to 36 staff sergeants, who are thorough drill instructors; the Quartermaster being charged with the care of arms and clothing, which are thus kept in order, and no loss for neglect or theft permitted. In fact, it is a delusion to believe that an efficient military force can

(1) Colonel Gzowski, by his energetic and liberal presidency of the Dominion Rifle Association, has contributed much to the shooting efficiency of the infantry of the Dominion.

(2) The law gives a loop-hole in allowing any man to claim discharge after six months' notice. He can, and sometimes does, give notice immediately after his first training, and cannot in that case be made to attend another.

“ exist in perfection without a trained permanent staff, an unprofitable expenditure of public money being often the consequence of dispensing with it.”

### *Cavalry.*

I venture to doubt whether Canada could supply so large or efficient a body of cavalry as has been by some imagined, who ignore the fact that Canadians are not a nation of horsemen. Toronto, Ottawa, Montreal and Quebec are the only places where foxhounds are followed. The long, hard winter necessitates driving in a well furred sleigh rather than riding, and in summer fast-trotting sulkies are more prevalent than hacks. Nevertheless the yeoman cavalry of Ontario and along the United States frontiers of Quebec and New Brunswick have before now done good service as outposts; the eyes, ears, feelers and veil of an army.

They have able and enthusiastic cavalry leaders in such men as Colonel Dennison, of Essay celebrity, Colonels Forsyth, Turnbull, Lovelace, Saunders and others.

The country troops are of course rough in appearance compared to those of cities who have more opportunities for dismounted drills, while their saddlery and appointments are kept in better order. The rural troops from their knowledge of the country are of course better scouts.

### *Artillery.*

The artillery is perhaps the arm in which the natural military proclivities of Canadians appear at their best. Their efficiency compared with the short period of training has been a constant source of surprise to me. The practical mobility of the field artillery of small country towns is due to its popularity among the sons of yeomen farmers who enrol their own pair of horses and enlist as drivers. Their first appearance would perhaps be painful to the hypercritical glance of a Royal Artilleryman, but familiarity would teach him that, give them time, and they will get their guns almost anywhere for you; their Officers would select good positions, and the fire, judging by their target practice, would be very fairly effective. The cities naturally produce the most intelligent gunners, as the rural districts do the best drivers. The system of selecting artillery marksmen fostered by the Dominion Artillery Association, and introduced into the Canadian Militia before it existed in England, has, I think, produced very good results. I trust I may be excused for quoting my own report which gives a *résumé* of the subject:—

#### *Extracts from Report of the Dominion Inspector of Artillery.*

##### *“ Field Artillery Generally.*

“ Considering the small cost to the Government, and the consequent short period allowed for training—16 days—I consider the Canadian Militia Field Artillery in a remarkable state of efficiency. I trust the number of horses will be increased to six per gun, with three spare in case of accidents, making a total of 45 horses per battery. The issue of black leather gaiters up to the knee and strapped spurs to mounted non-commissioned officers and men, though apparently a trifling matter, would tend much to efficiency; the trousers, often without straps, wrinkle up towards the knees, unsightly in appearance; they would gall the leg of a man riding any distance. The deficient and irregular supply of whips and spurs renders good driving impossible, and has been a source of accident as at Hamilton, Ont., when a gun team going up a steep incline could not be kept up to the collar, and were precipitated down a declivity, in this instance, fortunately without loss of life.



“ Instead of the importation of the cumbrous ammunition wagons, I would recommend the adoption of a system of an enlarged limber supply as more handy, with fewer horses and less difficulty in driving, &c., as proposed by Major Ellis, R.A.

“ The Dominion Artillery Association has, I think, by producing a spirit of emulation, been largely conducive to the present efficiency of the field artillery, while the system of efficiency badges for unpaid drills has been largely conducive of good results, especially to the artillery in cities and towns. A complete Field Battery of Instruction at each of the gunnery schools is absolutely necessary before instruction in field movements can be given.”

In spite of the very able essay of Major Holmes, Adjutant of the Kingston Gunnery School, I would not recommend a large increase to the Militia field artillery, but would prefer to see what is at present organized given double the period of drill—32 days instead of 16—and a proper equipment of ammunition wagons or limbers issued. The greatly increased range and efficiency of infantry fire does not, in my opinion, point to the advisability of increasing our proportion of guns to infantry as formerly laid down in Europe. The close character of the country and the badness of roads in Canada would not, in my opinion, justify any large increase of field artillery. Better to render thoroughly efficient what we have got. Indifferent artillery or even good artillery badly handled is only an incumbrance.

It might be thought advisable to equip a few batteries with mitrailleurs, firing the same ammunition as the infantry, to act with cavalry and enable them to seize and hold an important point; but until some manufactory for small-arm ammunition is established in Canada, it would be rash to start an armament that would call for a larger reserve of what we have to import a distance of 4,000 miles, viz, small-arm ammunition.

With regard to the garrison artillery, I must again quote my own report and that of my Assistant-Inspector, Lieutenant-Colonel Price Lewes:—

“ *Garrison Artillery Generally.*

“ With the exception of the Montreal and St. John, N.B., Brigades of Garrison Artillery, I have found the garrison artillery in a very inefficient condition, mainly, I believe, for want of a weapon on the efficacy of which they can rely, as they cannot on the old smooth bores that cumber our works and drill sheds. The introduction of Sir William Palliser's comparatively inexpensive system of converting our old cannon into rifles in Canadian workshops, at a cost of 120*l.* each, the cost of the imported Palliser gun being 160*l.* exclusive of freight, is, in my opinion, the only tangible and permanent means of giving efficiency to this important branch of the service, especially in cities where both the industry, the guns, and the gunners, are most needed; and where intelligent mechanics may be found to form enthusiastic artillerymen to man the guns they forge in the defence of the city where they live. Judging by what has taken place in Great Britain, these results are not necessarily visionary for Canada. Having commanded the Gunnery School for Reserve Artillery at Woolwich, from its inception until I left for Canada, it was my duty to recommend the adoption of the Palliser 64-pounder for the Reserve Artillery of Great Britain. The immediate interest roused by this substitution (for ‘the old gas-pipe guns,’ as the obsolete weapons were somewhat irreverently styled by the men who were supposed to fight them) raised the efficiency of the force in a manner incredible to one who did not witness it. The home Reserve Artillery of Great Britain musters 60,000 fairly trained gunners in addition to the regular reserves of the Royal Artillery. I would earnestly plead for the extension of the system to this part of the Empire.”

Lieutenant-Colonel Price Lewes reports:—

“ I regret to find in the Halifax drill shed no stores for shifting ordnance exercises; in fact no appliances wherewith to instruct or interest the artilleryman in his work beyond a few 32-pounder smooth-bore guns mounted on traversing plat-

“ forms. The Brigades of Halifax Artillery contain the material for as fine a force of garrison artillery as could be desired; but if the most ordinary appliances for instruction (which in England are possessed by the smallest volunteer artillery corps) are not given them a high state of efficiency cannot be expected. I trust this deficiency may be remedied, especially as regards Halifax and St. John, N.B., at both of which places are excellent drill sheds, and I feel confident that the results in increased efficiency will amply justify the trifling outlay required for the few stores referred to. These brigades have not carried out their annual gun practice, owing to the ammunition having only very recently been received, and I should recommend that, as the winter season has set in, the ammunition be retained until the spring, and then used for competitive practice.”

In my own report I find the following:—

“ *Engineers.*

“ This branch of the Militia is sadly in want of materials, and means of instruction. They are without entrenching tools and the common appliances of their arm. Lieutenant-Colonel Scoble at Toronto, Major Kennedy at Montreal, and Captain Perley at St. John, N. B., are able and zealous Officers, anxious to produce efficiency, if the means were available.

“ The two engineer companies at Montreal might with advantage be placed under the senior officer of the arm at Montreal.

“ I was not notified by any of the Deputy Adjutants-General of the districts of the proposed dates of inspection of engineer corps, and have therefore had no opportunity of judging accurately, but from want of the appliances before mentioned, and from previous inspections of some of the companies, I believe them to be little more than efficient infantry. The Toronto Engineers, Lieutenant-Colonel Scoble, have to a certain extent, I am informed, supplied material at their own expense.”

They are very zealous and deserve great commendation and some assistance from Government, but I am not of opinion that, considering the very small sum of money voted for the Militia, it would be advisable to horse and establish so costly an institution as a pontoon train. Especially do I not think the game worth the candle in Canada, on the banks of whose forest rivers and streams for the most part are found the means of crossing, which a gang of lumber-men would very soon knock into a bridge or raft, with extra flotation if required from empty pork, flour, petroleum, or whisky barrels, which must be found where men congregate, or at all events in the stores of an army. There is no organization for the transport and supply of ammunition in the field, a question of vital importance in these days of breech-loaders.

—  
Wednesday, May 7, 1879.

LIEUTENANT-GENERAL SIR HENRY LEFROY, K.C.M.G., C.B., R.A., &c., &c., in the Chair.

—  
*Part III.*—PERMANENTLY EMBODIED TROOPS AND MILITARY EDUCATIONAL ESTABLISHMENTS OF CANADA.

When the Imperial legions were withdrawn from Quebec, the last and most important stronghold of Canada proper, to me was confided the honour of forming a garrison of loyal Canadians to guard the Imperial flag that still floated over the ar-

cient fortress.(1) A similar task devolved upon Captain G. A. French, R.A., with respect to Kingston.(2) How we have performed those duties is I believe being recognised by conferring on the Officers and soldiers we have trained during seven laborious years the honourable title of "Royal Canadian Artillery." What that labour was, can best be judged by any professional soldier picturing to himself the task of raising and training an artillery garrison and re-arming a fortress without professional assistants,(3) as well as forming and conducting a theoretical and practical school of all arms, as may be seen by the curriculum of subjects taught. The scholastic monotony has been varied by the necessity for using my pupils to suppress civil disturbances, but *vires acquirit eundo*. To the assistance given by Master Gunner Donaldson, R.A., and the sergeant gunnery instructors, I am indebted, but the credit is mainly due to the good material I had to work upon, *i.e.*, the gentlemen selected as Officers, viz., Lieutenant-Colonel Montizambert and those at Quebec, whose zeal, ability, and natural soldierly qualities rendered pleasant a task at times depressing from want of encouragement in quarters where I have perhaps unreasonably looked for it. I have no doubt that Lieutenant-Colonel French, my late colleague, as well as Lieutenant-Colonel Irwin, would endorse these remarks as far as concerns Lieutenant-Colonel Cotton and the Officers of the sister Gunnery School.

The extract from General Orders in the Appendix will best explain the original and dominant idea in the formation of the schools, namely, to carry out garrison duties by means of recruits from the Militia, and at the same time to utilize this garrison as a gunnery school. It soon became evident that at least one battery of trained soldiers was necessary for garrison duties, with a Staff to instruct recruits from the Militia who should be supernumerary to the regular garrison, while of course eight horses were not supposed by any soldier to be sufficient for "instruction in riding and driving, moving field and siege guns, "and general purposes." I have no doubt the originators of the plan fondly hoped, as I did, that it would be developed; but not a single gunner or horse has been added to the strength of the establishment during the seven years of its existence.

I obtained from Government the privilege of forage for the private horses of the Staff and of Officers attending the schools, and by so doing, have succeeded in horsing a couple of guns and in creating a riding establishment. If one may not point to success, it is at least permissible to tell one's mistakes. Mine was hopeful credulity in believing in the reasonable expansion of the Gunnery Schools to efficiency; and consequent rashness in undertaking the direction and command of a garrison, a Gunnery School, and what is practically a staff college for all arms, with the inadequate details laid down in the General Order. The last annual report of the Gunnery Schools may show some part of the result of seven years' labour; and

(1) It was a curious coincidence that the two regiments first to enter Quebec, after its capitulation were the last to leave it more than a century after. To an Officer and detachment of the Royal Artillery, escorted by the 60th Royal American Rifles, was given the honour of hoisting the British flag at the conquest. On the withdrawal of the Imperial garrison from Quebec, to an officer of the Royal Artillery, was handed over, by a detachment of the Royal Artillery and 60th Rifles, the flag, which I have no doubt my Canadian military children would honorably defend, if need be.

(2) Lieutenant-Colonel French subsequently organized the N. W. Mounted Police, and was succeeded at Kingston by Lieutenant Irwin, R. A., now Lieutenant Colonel in the Canadian Militia.

(3) The Royal Artillery Sergeant Assistant Gunnery Instructors were not sent out until the following spring. Meanwhile the fortress had been re-armed during a Canadian winter by recruits of three months. The Washington Treaty had not been signed, but faith in its provisions seemed perfect. The guns had been dismantled to enable the Royal Engineers to repair the platforms, and the troops had been withdrawn before there was time to remount them, but my task was comparatively lightened by the fact that all the artillery stores were left to my hand in the most perfect order by Captain Murray, R. A., under the directions of Colonel Gibbon, commanding Royal Artillery in British North America.

the report of Colonel Hewett, R.E., the indefatigable Commandant of the Military College at Kingston, will show the success of his struggle to carry out military instruction with a hitherto inadequate Staff.

The commercial depression of the past few years has been no doubt in a great measure the cause of delayed development of military educational establishments in Canada.

#### *Part IV.—ARMAMENT AND SUPPLY.*

##### *Small Arms and Ammunition.*

The infantry are armed with the Snider rifle, an excellent and serviceable weapon, better suited to our Canadian Militia than the Martini-Henry, of which it is to be regretted that the purchase has been commenced by Canada, as the General Commanding is of opinion "that we cannot afford to purchase the quantity in bulk, and to have volunteers armed with two sorts of rifles and two descriptions of cartridges on a line from the Atlantic to the Pacific, would be to court disaster if they were called upon to take the field."

There are only 70,000 Snider rifles in Canada, which when we deduct 40,000 in the hands of the Active Militia, leaves only 30,000 for our Reserve Militia which numbers 600,000 men, a portion of whom at least would have to be called out and trained in emergency. The amount of ammunition in the country is only 150 rounds per rifle, an amount which I fear the Canadian Militia might possibly fire away in one or two general actions.

The General Commanding points out the necessity for a further provision:—

"I cannot with a prudent outlook to the possibility of cartridges being suddenly required for service, recommend the diminution of our supply, which, on the contrary, should never be less than 300 rounds per rifle. Cartridges have to be imported from England, as I regret to say we have no manufactories in this country to produce them, and as Snider cartridges will by-and-by not be forthcoming in the Royal Arsenal, it may be necessary for us to bespeak them some time before we can demand our annual supply."

Indeed the manufacture of small arm ammunition appears to me a manifest necessity, as also that for artillery. To depend on a base 4,000 miles across the Atlantic in the event of emergency would be most hazardous; besides such a system would necessitate keeping a large stock on hand, which, with so perishable an article as ammunition, would be unadvisable, to say nothing of the constant changes in war material. The Militia of Canada without an arsenal to rely on, not only for ammunition, but for the manufacture and repair of gun-carriages, harness, camp equipage, without transport, commissariat, or ambulances, &c., would not be in an enviable position. The subject has been well treated in the Dominion Artillery Association Prize Essays for 1878, by Colonel Montizambert and Captain Prevost, of the Canadian Artillery.

The essay of the former has been printed in the proceedings of this Institution, and those wishing for details cannot do better than refer to it (Vol. XXII, No. XCIV). I shall not therefore enlarge on the subject, but simply remark that Halifax, Quebec, Kingston, and Ottawa are suitable localities for the establishment of arsenals and depots for supply. The first three are fortified, and contain suitable government buildings and lands, while the latter is far removed from the frontier. Both Toronto and Montreal, though centres of industry, are exposed, and have been captured in previous invasions by the Americans. The rate of labour is quite as cheap and probably more reliable as regards strikes than it appears to be in England, while the raw materials, iron, wood, leather, &c., are abundant, and of the best quality. Coals are not, of course, as cheap as in great English manufacturing centres, but the water power is unrivalled, and wood fuel (which is so abundant), when used as charcoal in the production of the finest ironwork, produces the most

reliable kinds, free from the sulphur and phosphorus which it is so difficult to eliminate from coal-worked iron. That produced at the Londonderry Steel Company of Canada, as reported on by Messrs. Gilbert & Son, Montreal, "is said to have a tensile strength of 65,000 lbs. per square inch, being more than 23 per cent. greater than that of the Ridsdale iron used for gun tubes in Britain . . . . . This iron in working also showed remarkable properties of welding." This subject of manufacture of war materials in Canada is of the greatest importance to the Empire, as rendering us self-reliant at a time when such self-reliance would be essential to the successful resistance of attack.

That most vital question, an organized system for the supply of infantry ammunition in the field, does not seem to have been considered.

#### *Artillery Armament.*

It is not necessary for me to describe the magnificent armament of the Halifax forts, nor to detail the armament of some 400 smooth-bore guns, scattered over the Dominion, but of little use in modern war, except against boat attack. I can best, perhaps, render service by pointing out the importance of converting this obsolete armament into serviceable rifled guns, in accordance with the requirements of modern war. The task is neither so difficult nor expensive as may be imagined.

In addition to the rifled guns already detailed as mounted, in Vancouver Island, and the harbour of St. John's, New Brunswick, there are at Quebec, eight 7-inch Armstrong breech-loading rifled guns. They have hitherto been considered very weak guns, but by the use of an improved gas check, and the conversion of the gun into a side breech-loader by turning the trunnions, as has been done lately at Woolwich, the gun may be made to take a large charge of the mild pebble powder, which will increase the power of the gun while it diminishes the initial strain on the breech. There are also two of the same 7-inch B.L.R., at Kingston. It was found that in extreme frost the breech closing apparatus was difficult to open, but by resorting to a very simple expedient, I have overcome this difficulty, and the guns might be considered fairly efficient, especially from their dominant position at Quebec, where they command the comparatively unarmoured deck of an ironclad, which in approaching end-on, would present a most favourable parallelogram to artillery fire.

In addition to the Armstrong breech-loaders are ten 32-64-pounder Palliser, and two powerful guns presented by Sir William Palliser, an 8-inch and a 7-inch, converted on his own principle. I find from an old newspaper extract, that "these guns cost Sir William 700*l.* sterling. He had to buy them from Her Majesty's Government, and pay Sir William Armstrong for their conversion. The freight came to 60*l.* 10*s.* 6*d.* He has already ordered a third gun, given by the Dominion Government for conversion at Montreal, for which Sir William pays the cost, and a fourth 10-inch gun (which will probably cost more than the three others put together) he has ordered to be made in England, as a gift to the Dominion Government. He further offers to convert all her old guns without profit, commission, or royalty, to which he has a legal right by his patent. Why this liberality? Why this affection for old Quebec? Must we believe *noblesse oblige*? These are patents of nobility more noble than inherited titles, but Sir William has a claim to both. . . . ."  
(It was during the period war was imminent with Russia), and the *Quebec Chronicle* goes on to remark, "The gift of Sir William Palliser is indeed a timely one; unlike anything in this age, it reads like a bit of old Elizabethan story, when English gentlemen from Devon, fitted out warships 'at their own charges' to meet the great Spanish Armada."

My first report after landing in Canada seven years ago, was to recommend the conversion of our useless old smooth-bores into rifled guns, on the Palliser principle, utilizing thereby the old carriages, sidearms, and general stores, and even the projectiles, the calibre remaining the same. Such an armament would be pre-eminently suitable to Canada, the defence of which will mainly depend on Canadian Plevnas. I have therefore continued to reiterate the suggestion in which I have been supported

by the Major-General Commanding since his arrival in Canada. In dwelling upon the economy of converting old smooth-bore guns to new rifles, I do not forget the fact that we require a few powerful first-class armour-plate piercing guns at St. John, New Brunswick, Quebec, and Vancouver's Island. Except at Halifax, where there is an Imperial garrison, we have not *one* such gun in the Dominion of Canada. My last report is as follows:—

“ But as regards future armament, I would again solicit attention to the advisability of adopting the Palliser system for converting in this country the 400 old smooth-bore guns into rifles, as already recommended by the general officer in command, page xix of last year's report, since which the remarkable power developed by the chambered 7-inch Palliser gun converted in England renders it a suitable armour-plate piercing gun for coast defences, though for land fronts and entrenched positions along our extended frontier, I feel certain no better or cheaper plan could be adopted than the gradual conversion of our smooth-bores into 90-pounder, 64-pounder, and 40-pounder rifles at the trifling cost of about 120*l.* per gun, while the old wood and iron carriages, platforms, &c., could be utilized and new wooden carriages have been made in this country at a less cost than that of importation.

“ The relative cost of constructing wooden carriages and traversing platforms at Quebec and importing iron or wooden ones is shown in the following estimate:—

“ *Comparative Cost of Home Manufacture and Importation of Garrison Gun Carriages.* ”

	Imported from England.		Home Manufacture.	
	\$	cts.	\$	cts.
It will be seen from the Woolwich Vocabulary of Stores that a wrought-iron double plate sliding carriage and platform will cost, with freight, etc, added, in round numbers, about.....	1,700	00		
The same of wood.....	639	00		
do made in Quebec, as proposed.....			550	00
Wrought iron carriage for 64-32-pounders about.....	375	00		
Wood carriage built in Quebec.....			170	00
do for 64-32-pounders, imported about.....	190	00		

“ The manufacture of such material would not only be a saving of expenditure, but would be a benefit to the country by employing our own artificers and expending the money in the Dominion.”

It must be borne in mind that the Dominion Parliament will much more readily vote money to be expended *in the country* than send out of it for the purchase of war material.

“ I beg to recommend strongly the report of Messrs. Gilbert and Co., Canada Engine Works, to favourable consideration; trusting that if I can report satisfactorily on the proof of the gun now nearly completed at Montreal the Government will not hesitate to order the gradual conversion of the 400 smooth-bore guns now comparatively useless on our fortifications, and that a sum of money will be placed on the estimates to meet this expenditure as well as that for seventeen 7-inch Palliser rifles in lieu of seventeen 64-32-pounders previously ordered from Woolwich by the Dominion Government.

“ The differences of cost between the home manufacture and importation speak for themselves. The efficiency of Canadian manufacture will, I believe, be established by the proof of the gun now being constructed, as well as inferentially from the fact of the success in the United States of the Palliser principle of conversion and construction. I would, however, for the future manufacture in conversion of 64-32-pounders recommend that the A-tube be prolonged about 2 feet 6 inches beyond the muzzle of the cast-iron gun, which would allow of sufficient length for the use of pebble powder, which being slower burning and exercising less strain on

“the gun, yet gives a higher initial velocity than the *poudre brutale* for which the short Woolwich guns were originally constructed. With the addition of the chamber I believe the 64-32-pounders could be made to penetrate considerably more than 5 inches of iron, as it has already done. The cost of this change would be inappreciable and the practical inconvenience of increased length *nil*, as the preponderance already existing would allow of an increase of 4 feet of A-tube if required for ballistic purposes. I believe it would also be advisable in lieu of studs to adopt the expanding base-ring system so successfully experimented upon at Shoeburyness, and already introduced in the United States as invented by Captain Butler, U.S.A. It will be seen that a system of *gradual conversion* will enable us (at a minimum of cost and maximum of efficiency) to avail ourselves of the scientific experiments carried on at Shoeburyness and elsewhere.”

When it is remembered that science has to wait upon her handmaid, mechanical skill, the comparatively circuitous yet progressive march of modern artillery is not surprising. The earliest guns were of great length to allow the consumption of the weak slow burning powder. They were composite breech-loaders of coiled wrought iron. When the powder was improved, the breech closing apparatus in the infancy of mechanical skill could not be made strong enough, and had to be abandoned for muzzle-loading, the cumbersome length was got rid of. Then the powder, being so improved as to acquire the title of *poudre brutale*, had to be modified as to reduce the strain of enormous charges on monster guns, which will again have to be lengthened and chambered and probably breech-loaded. The diagram perhaps indicates the direction of the next step in the march of artillery. It is not within the scope of this paper to discuss the claims of various systems, and certainly not hastily to condemn our own (which in spite of the impetuous attack made upon it since the accidental burst of a single gun) has stood the test of time, and will no doubt be further modified to suit modern requirements. Under the circumstances, however, I must respectfully admit that I do not regret that the advice, I presume given by the Colonial Defence Committee, to purchase short Woolwich guns, has not been followed by the Dominion of Canada.

Meantime the batteries of garrison artillery organized at the important points marked on the map should be employed in constructing batteries reveted with the iron-band gabions so easily constructed from the hooping of bales of goods. Such revetments would last half a century with but little repairs, and if armed with 64-32 Palliser converted guns to prevent close attack, and cover torpedoed would render secure the harbours of our long lake frontier, as well as other important points, which the economic application of the Moncrieff principle would render very formidable. The requirements of a country like Canada and the peculiar aptitudes of its people require that European military organizations should be modified to suit them.

The Militia garrison artillery and engineer corps should be amalgamated to form a universal pioneer corps to work guns of position or garrison, as well as construct and arm the batteries they fight, which would most probably be raised in conjunction with torpedo systems. The other rough pioneer work of bridging, &c., would come most naturally to the intelligent Canadian mechanics who mostly compose the corps of garrison artillery and engineers. The latter corps are very few in number, and in isolated positions.

In conclusion, it must be borne in mind that Canada never has been and never can be dependent on British bayonets. The history of her struggles against invasion showed that she could and did, with the assistance of but few British troops, bear the brunt of it with her militia, who almost unaided rolled back the tide of war from her shores. Before the conclusion of the Treaty of Peace in 1814-15, not a single American sentry or post remained on Canadian shore, while we were in possession of Fort Mackillimacinak and other points in what is now the State of Michigan.

*Part V.—CANADIAN CONTINGENT FOR IMPERIAL SERVICE AND MILITARY COLONIZATION.*

“When danger of war, real or imaginary, threatens the empire, the first thought is what a broad mark the circle of British Colonies offers to an enemy: the second, by what a mighty circle of fortresses and outworks the centre of British power is defended. The second thought is the sounder. Merely to extend territorial possessions is to give so many more hostages to fortune in war. The more the British Empire is of this character the weaker its line of defence. But expansions of territorial dominion which have widened the limits within which the Anglo-Saxon race can spread and multiply, add to the vitality of the Empire. The British Empire is self-sufficient if its resources can be brought into juxtaposition so as to supplement each other.” (1)

The offer of a Canadian contingent suggested very forcibly the capabilities England possesses for military purposes in its Colonies, and what very little use has hitherto been made of them.

“Were it possible to imagine Germany, Austria, or Russia possessed of Colonial dominion like ours, we may be sure the first thought to occur to the rulers of any of these Empires would be the contingent each dependency could be made to contribute to the army.” But though England has neither the power nor the desire to enact a military contribution of men from the colonies, yet what could not be demanded was volunteered!

“The staunch and remarkable loyalty of Canada to the British Crown has not perhaps ever been more significantly manifested than during the early part of the past and previous year, when offers of service in the event of war were preferred to the extent of raising in Canada several thousand men to serve with the British Army. These offers, some of personal service, others to raise battalions, bore the stamp of a thorough determination to give willing and material reinforcement to Her Majesty's troops. They were the spontaneous expressions of a loyal and a high spirited people to throw in their lot, as a very important factor, in the destinies of Great Britain. These offers were as cordially received by the Imperial Government as they were loyally made, and should the occasion have arisen, no doubt but that the hardy and stalwart sons of Canada would have been found standing manfully shoulder to shoulder with their native-born brethren of that ‘old country’ which they love so well.” (2)

Let us hope that in quieter times the generous offer will not be forgotten on either side.

A peace military system that does not admit of ready expansion to meet the emergency of war without dislocation is not worth the money spent on it.

Of the 12 military districts into which Canada is divided, 11 and 12 (Manitoba and British Columbia) are still comparatively unpeopled territories, and need not be considered in the present plan. It was proposed that the Canadian war contingent, 10,000 strong, a brigade of three field batteries, an artillery pioneer corps, combining the duties of siege or position artillery with those of pioneer artificers, and a regiment of cavalry.

The nucleus and recruiting dépôt of this force in peace time to consist of two small battalions of 500 men each, each company 100 strong named, numbered after, and recruited for and affiliated with the head-quarters of each of the 10 military districts. Commanding Officers of Militia Corps forwarding to the Deputy Adjutant-General of each military district the names of Officers and men wishing to serve in the contingent, Officers of the School of Gunnery, and Military College Cadets being given a preference. The Militia Medical Officer of the district staff could examine recruits to prevent ineligible men being forwarded to battalion head-quarters. The two dépôt battalions could be further divided into wings if necessary, and quartered

(1) From a leading article in the *Times*, March 8th, 1879.

(2) General Sir Selby Smyth's Report.



at St. John, New Brunswick, and Quebec, with detachment on St. Helen's, Montreal, and Fort Isle-aux-Noix.

The other battalion divided between Kingston and Toronto, with a company doing duty as a guard for the Governor-General, furnishing orderlies at headquarters, &c. There is barrack accommodation at all the above places except headquarters, and the barracks at St. Helen's and St. John's, both burnt, would have to be rebuilt.

The artillery organization would only require the present gunnery schools at Kingston and Quebec to have the horses increased to a complete field battery for each, and an artillery artificer or engineer company added for the repair of fortifications, war material, &c.

The cavalry might be represented by a troop at Toronto and one at Quebec, there being a riding school at both places.

The above would amply provide for garrison duties, maintaining internal order, and the instruction of the Militia, while there could be expanded into an army division for war service on their own frontiers in Europe or Asia, or such proportions of them, one, two or three battalions as might be wished for, such service battalions being paid by Great Britain when serving out of Canada. The *dépôt* battalions always to remain and recruit in Canada, invalids and time-expired men being returned to their original companies for discharge.

I believe the above is the only feasible organization for an Imperial contingent. The offers of service made by certain Militia corps *en bloc*, though well meant, were quite incapable of fulfilment without dislocating the agriculture and commerce of the country as well as its home defence.

It is to be hoped the mistake made in raising the 100th Canadians will never again be repeated. They are probably a serviceable corps, but having no recruiting *dépôt* in Canada they have long ceased to have anything Canadian about them, beyond the maple leaf badge they have carried to serve in our Indian Empire. There seems to be a madness among a certain class for ignoring the sentiment of soldiers. Discipline and *esprit* suffer when soldiers are made to bear a badge and title to which their hearts do not respond.

There would be a difficulty about the rates of pay for an Imperial contingent. The present Canadian rates of pay of Officers are higher than those of the British Army, and how ever willing, there are not a numerous class in Canada who would be able to serve the Empire even partially at their own expense.

#### *Military Colonization in Canada.*

In considering the question of a Canadian contingent for Imperial service, it would be manifestly unjust and impolitic to allow many of the young men of a young country to be absorbed by military service in Europe, without making provision for their final return and settlement in Canada. To the young men themselves and their relatives it would be equally cruel and unjust to pay them off in London or elsewhere, at the conclusion of their service, with a few pounds in their pockets, perhaps to become waifs and strays of the great floating demoralized population of some great city. Undoubtedly emigration is one of the great questions of the day, which will not be answered by "Drift." 40,000,000 on a comparatively small island, with inadequate food supply, and failing manufactures, on the other side of ten day's sail, 4,000,000 scattered along a riband of 4,000 miles, *i.e.* the population of one city, London, occupying or rather struggling with the cultivation and development of a territory as large as Europe, with an arable area equal to that of Europe without Russia.

Manufacturing magnates may for manifest reasons discourage emigration, neglect our colonies, keep home population at starvation point, until they have been met by strikes that paralyse industry, and threaten to transfer our trade to foreign countries. Then instead of the people being encouraged to emigrate, they are taught to clamour for those agrarian laws that will sooner or later shake Great Britain, as they

shook Rome, to her very foundation, unless the emigration question is systematically considered and encouraged. We have been willing to struggle for black empire as long as it required cotton clothing, but as soon as it threatens to cover its nakedness without Manchester help, we say perish India! or Africa, or anywhere else that won't clothe itself with our cotton, and yet we ignore the manifest means of protecting ourselves by a commercial Zollverein with our colonies. Surely British merchants don't need to be taught by British soldiers that commerce means empire, and *vice versa*. The German Empire was consolidated by commerce, not cannon. The treaty of the Zollverein, in 1851, paved the way for that reunion of the German Principalities consummated at Sedan, yet we seem indifferent to the commercial development of an Anglo-Saxon Empire and its commercial relations with ourselves, which are surely capable of adjustment to the mutual advantage of ourselves and our colonies. Canada has already led the way by proposing differential duties against the United States, manifestly in favour of Great Britain, whose press, misunderstanding the points at issue, has met her with expressed displeasure, instead of encouragement.

True there is room for uneasiness as to how far the trade self-protection of Australia and Canada, as opposed to protection of the general Imperial interests, may be carried, but the game is yet in our own hands. Commercial union with our colonies is surely possible, unless we decline to discuss the matter with them, and prefer the system of "drift." Let us remember that though we drifted into empire in the east, we drifted out of it in the west, when a question of tariffs in 1776 lost us the American colonies, and a hundred years later those colonies were still suffering from the internecine strife that again rose out of a question of tariffs, though the slavery question was the stalking horse selected.

India can never be the home of the Anglo-Saxon yeoman. It is a magnificent field for the cultivation of military and administrative talent among intellectually selected specimens of our upper classes. The birthright of the British yeoman, the broad lands of our colonies, were of necessity ceded with responsible government to the Colonial legislatures. The Crown lands no longer belong to the Crown of Great Britain, and this is the main impediment to any extensive system of organized military emigration. Yet as it is manifestly to the advantage of the colonies that there should be an organized system of emigration, instead of leaving them to the unhappy-go-unlucky want of system by which stowaways and criminals, effeminate clerks, and gentlemen whose heads are sometimes as soft as their hands, may drift to their shores.

Hitherto the military emigration of British Officers and soldiers has failed because it was based on wrong principles, and that lately attempted by Canada herself in giving grants of land to the time-expired soldiers of the battalions sent for service to Fort Garry has benefited nobody but land speculators, because it was based upon broad republican principles, which do not suit soldiers or men habituated to discipline. An indiscriminate grant or land order for 160 acres was given to Officers and men alike. The grant had a name, but no local habitation; its whereabouts was not defined; to the mind of the supposed settler it might turn out a shaking swamp (musker), a strip of alkaline desert, or an uncleared wilderness of valueless wood. No Officer of sense or self-respect would think of settling down on an equality with Private Tommy Atkins and Mrs. T., to whose husband he had so lately administered pack-drill. Unscrupulous Officers were tempted to buy the prospective claims of their men for the price of a few bottles of old rye whisky, not to become *bona fide* settlers, but to hold and subsequently to sell to land speculators. I am speaking with a knowledge of facts.

Again, the old colonization by Imperial troops was based on the idea that every soldier, after perhaps 21 years' hard service, mainly in tropical climates, was fit, in comparatively old age, to blossom into a successful colonial farmer, no matter what his antecedents—being without capital, energy, or agricultural experience. The first or second semi-arctic winter of Canada drove him to despair and drink, to which military service in old times only too frequently predisposed a man. As for the

Officers, not having been in the first instance granted estates commensurate with their rank, and having spent most of their capital or retired pay in the purchase of land, they sank to the level of the rank and file, and their sons, often without proper education, intermarried with the daughters of the ordinary working population, or in some cases of their father's servants, who eventually owned the farm on which they had been hired to work. Canada is strewn with the wrecks of the families of British Officers. Of course there are exceptions to every rule. One of the most striking is that of the descendants of the 79th Highlanders, Officers and men, disbanded after the war in 1760, settled at Murray Bay, near Quebec, 15 years afterwards. They left their farms to march against the American invading Canada, and returned to their ploughshares when they sheathed their victorious claymores.

The settlement of the 79th Highlanders was upon the old French feudal system. The Colonel and Officers were given seigniorial grants of land and magisterial privileges, and their descendants are still to be found loyal to the Crown, and curiously enough the seigniorial estates have devolved upon another Officer of the 79th, nearly a century after the original settlement, by right of his wife, the daughter of the last seigneur. The seigniorial privileges have been abolished.

The original settlers were not supplied with Scotch wives, and the amiable little French Canadian girls with whom they intermarried made them good Catholics and happy fathers of a numerous progeny, still retaining the typical frame and vigour of the Scot though speaking in the softer tongue of France.

Emigration to the old province of Quebec is no longer required. The French Canadians have increased so rapidly as to have already emigrated in considerable numbers to the United States. And the fertile province of Ontario has also got far beyond the need of military emigration, but it is required to open up what will be the great grain-producing valley of the Saskatchewan with its coal-fields—a fertile belt of alluvial prairie soil with an acreage about equal to that of Spain, France, and England put together. Here such pioneers would be wanted in the first instance to build the Pacific railroad, guard the depôts of supplies, &c., form settlements along the route, and give military security against Indians at a cost that could scarcely, by any possibility, reach what Canada already pays for her mounted military police, 1,000 dollars per man per annum. Far less would be the cost of the passage of military settlers and their families with a supply of three year's rations and agricultural implements, while the covered carts that conveyed them to their location on their prairie home would give shelter until quarters were constructed. British Columbia, especially along its southern frontier and in Vancouver's Island, requires such military settlements, for manifest reasons it is not necessary to discuss. The climate is more favourable to our race than that of any colony, except perhaps New Zealand and Tasmania; it resembles England without the east wind. The same physical causes that have contributed to England's greatness will, to a certain extent, create in Vancouver's Island in no very remote future a prosperous country. The equable temperature produced by the equatorial current, corresponding in the Pacific to the Atlantic Gulf Stream, brings down the isothermal lines far south of the corresponding latitudes on the eastern coast, creating a climate that gives a maximum of working days in the year as against climates of extremes. Vancouver's Island and British Columbia is as large as France and Ireland, but the arable area is contracted by the mountain ranges; there are, however, vast tracts of brush-grass suitable for herds that require no house wintering. The coal, iron, and gold, and splendid timber not far from a series of magnificent harbours, will make Vancouver a trade starting point from America for Asia—as England has been from Europe to America. If there is any truth in Buckle's "History of Civilization," that Western Britain will be great! when the Californian receiving no fresh blood from Europe, has degenerated into the *sans souciance* of the southern European.

This is the country that asks for secession for want of railway arterial connection with Canada. It is too far for our population to reach it by the ordinary system of "drift."

The short-service system of our Army will supply a young, vigorous, and intelligent class of emigrants, who have been long enough in the Army to learn habits of order and obedience without being so long as to acquire a dislike for hard labour, or the intemperate habits too often the result of monotonous and protracted service in a tropical climate. To lead your short-service Army reserves, and settle them where they are most wanted, on the exposed frontiers of the Empire, as the Roman legion was planted with their Officers to hold the line of the Danube, and become in long ages the Roumanian peoples, you soon will have by the Compulsory Retirement Warrant a plethora of young energetic Officers condemned prematurely to linger grumblingly on the steps of "the crutch and toothpick." You may find among them though now "mute and inglorious," some Raleigh or Miles Standish, and (if less visionary and fanatic than Elizabethan or Puritan heroes) crowds of such self-reliant cavaliers as planted the Old Dominion that you lost through "drift." Let your young, though time-expired soldiers, go and build you up a new Dominion on the Pacific slopes. The lands which no longer belong to the Crown may be regained by the purchase of shares in the Canadian Pacific Railroad, in accordance with the original plan proposed by Sir John A. Macdonald, Premier of Canada, viz: To build the line by the sale of land of no value to Canada until settled, allotting a strip of territory along the proposed Pacific Railroad route as a portion of the shares and security of those who advanced capital to build the line. Other railway schemes, notably the Grand Trunk, have been the ruin of many, because almost all the shares were in the hands of holders living in England. See that the Canadians take a fair share of this responsibility, which they are quite ready to do, seeing they have attempted to build the road alone without help beyond an Imperial guarantee to their loan of 3,000,000*l*. Railway stock may sink, an Egyptian Khedive may repudiate, but soil along a railway in a suitable climate cannot remain valueless, and is a material guarantee against loss. To enable the Imperial Government to carry out an organized scheme of military colonization, it will be necessary for her to purchase stock (which will carry with it land) in the Canadian Pacific Railway. It is a truer, safer route to India through her own territory than that she purchased by her shares in the Suez Canal. Canada should of course start a similar system by selecting military colonists from the Officers and men of her permanently embodied Militia and contingent for Imperial service when the necessity for such arises. She will by this means not only develop her territory, give it protection, but obtain efficient military service without running into the bottomless expenditure of Army pensions. (1)

The success of any such system will depend entirely on selection pure and simple of qualified Officers, who must be let alone in their sub-selection. Any attempt at development of the "poor devil, give him a berth, system," can't possibly succeed, when men have to contend against nature, who must be fought with her own weapons "selection of the fittest."

The selected three years' time expired good conduct non-commissioned officer or soldier from the British Army or Canadian regular troops, should sign an agreement to serve five years, but be liable to dismissal for misconduct or laziness, the first two in one of the Canadian depôts of regular troops. He would learn the country, and the depôt Officers would learn his character and ability. At the expiration of the first two years of probation, he would be sent on to a military farm on the Pacific railway or frontier of British Columbia, where he would be employed in constructing the railway and learning practical agriculture on the Government farms under Officers and non-commissioned officers who had learned the work by similar previous training. Should he still have conducted himself well, and shown that he would be likely to succeed on a farm, he would be given one in a series of villages.

---

(1) The British capitalist will serve himself and his country better by investing in such a railway and colonization scheme, rather than by lending his money to Russia for the construction of strategic railways.

---

His house he would previously have assisted to build with his comrades while working as a military labourer; during his five years' period he would be receiving rations and pay; but after being started on a farm with a house and implements and rations till the first harvest was reaped, he should require no more assistance, but be still liable to frontier military or police service, and military discipline under his chiefs. It would be necessary to continue pay to Officers and non-commissioned officers supervising work and maintaining discipline for which it would be necessary to invest them with magisterial powers.

---

---

 APPENDIX No. 8.
 

---

 REPORT ON THE DEFENCE OF BRITISH COLUMBIA.
 

---

CITADEL, QUEBEC, 17th November, 1879.

SIR,—I have the honor to submit the following report on the defence of British Columbia.

I have treated the subject: first, on the general question of its vulnerability and the means of defence; second, categorically, in reply to the letters of instruction from the Imperial Government, copies of which (A) (B), given to me by Col. Lovell, C.B., R.E., are attached herewith.

I have the honour to be, Sir,

Your obedient servant,

T. BLAND STRANGE, Lt.-Col., R.A.,

*Dominion Inspector of Artillery.*

The Lieut.-General Commanding  
Militia of Canada.

---

## REPORT ON THE DEFENCE OF BRITISH COLUMBIA.

- I.—“General question of vulnerability and means of defence;
- II.—“The means to be adopted for placing the harbours of Esquimalt and Victoria in an efficient state of defence, by permanent works, the extent to which temporary works may be made available being reported;
- III.—Whether these two harbours may be considered independently, or whether, on the other hand, a scheme of defence must necessarily embrace both, bearing in mind that Esquimalt, as an Imperial station, is of primary importance;
- IV.—“The garrison required to be permanently maintained, and the manner in which such garrison should be constituted, stating the extent to which assistance in this respect may be expected from local resources;
- V.—“The advisability of providing defences for the coaling station at Nanaimo, from which the dockyard at Esquimalt and steamships navigating the Northern Pacific along the coast of America are chiefly supplied with coal.”

I.—“General question of vulnerability and means of defence.”

Referring to the last paragraph of the letter of instruction (B), herewith attached, “on the measures to be taken for the defence of the Pacific Coast of Her Majesty’s dominions in the event of war,” we are directed to bear in mind its distance from any naval arsenal, and the difficulties which must, therefore, attend hostile operations directed against it. I consider it my duty to bring to your notice the following facts, which show that the difficulties of defence are greater than the facilities for attack, and that the bases of hostile operations are much nearer than is implied in the paragraph above mentioned. Nevertheless, I am of opinion that it is

by no means impracticable to place the few vital points in a position of security, by the emplacement of powerful guns, supplemented by torpedoes and telegraph signals, and that a comparatively small garrison, aided by local resources, and the completion of communication by the Canadian Pacific Railway, would maintain the integrity of the empire, which, otherwise, I respectfully submit, will be endangered at no distant day from internal as well as external sources of disintegration. With regard to the nearest naval arsenal and base of hostile operations, the United States' naval establishment at Meare's Island and the ordnance establishment at Benicia, they are admirably situated as a base, and protected by the effective and heavily-armed works in San Francisco Harbour, and though the political system in the United States does not tend to efficiency in dockyards and arsenals, we must bear in mind the extraordinary energy of the people of the United States, their wealth, and power of rapid production of war material when once engaged in war.

The Government naval and ordnance establishments at Meare's Island and Benicia would be immediately and largely supplemented by the private enterprise of the large forging establishments and factories, and the enormous material and shipping interests of the State of California, which is also connected by railroad with the coal and iron districts, and arsenals of the Eastern States. A second railway, is already in progress, the Northern Pacific Railway, with a terminus on Puget Sound where coal is being worked (at Seattle). In fact, within two or three years there will be five lines of railways, besides a network of telegraphs, which will bring the Pacific Coast into direct communication with the Eastern States, in addition to the ordinary sea route from San Francisco to the Straits of Fuca, which would enable the United States to launch a large body of troops and war material from a point not many miles from our frontiers, before any assistance could be obtained from the nearest British base of supply—India. Our only telegraph communication between British Columbia and England, or even Canada, passes through the United States. This will be remedied at an early date, no doubt, and the Canadian Pacific Railroad will be pushed forward to completion. That portion already decided upon along a part of the Valley of the Fraser, to the navigable waters of that river, will open up a stock and grain producing tract which would otherwise have been tapped by the United States Northern Pacific line into Washington Territory, upon which our food supplies for Vancouver Island are now dependant—a state of affairs rendering serious defence impossible.

The United States' Territory of Alaska being without a white population, need not at present be considered as a base of hostile operations, but the Russians have lately established a fortified base of operations on their Asiatic Pacific Coast in direct communication with St. Petersburg. During the late complications, when war seemed imminent, a Russian fleet assembled in San Francisco harbour, and while the British squadron was engaged watching a South American contest, a Russian man-of-war steamed up to Esquimalt harbour, and could have destroyed the solitary gun vessel lying there before she got up steam, burnt the dockyard and shelled the town. This was previous to the construction of the present land defences which are, however, far from complete, and should be added to, much more powerfully armed, and have telegraph signals to give notice of approaching vessels, all these and the following considerations point to the necessity of completing the defences of Esquimalt.

1. The cession of the central channel and Island of San Juan would enable the United States to confine us to a channel, in one part only two miles wide, by placing batteries on James and Henry Islands; there is a channel close to the Vancouver Island shore by which such batteries could be avoided, but that channel is intricate and unsuited to the general purposes of navigation; still more difficult would it be for the passage of a crippled vessel seeking a graving dock or harbour of refuge through the inland waters of the Archipelago or Gulf of Georgia.

2. I accompanied Colonel Lovell, R. E., in his examination of various harbours, Nanaimo, Bute and Burrard Inlet, and more particularly Barclay Sound and Alberin Canal. I obtained detailed information from Captain Hennell, an intelligent officer of

the Bombay army, who visited the coast as far as Port Simpson. The senior naval officer commanding the station, Captain Paget, R. N., afforded us every facility, and placed at our disposal H. M. S. "Rocket," commanded by Captain Orlebar, R. N., who also give us the benefit of his experience and knowledge, and I read carefully the reports of Admiral de Horsey and other naval authorities, as also of the Dominion Government Engineers. There appears to me no place so suitable for a naval station as Esquimalt.

3. There are other sides to this very complicated and important question, many points of which do not present themselves to those who can only form conclusions from maps, such as suitability for settlement and capability of fresh food, water and coal supply.

4. Notwithstanding the difficulties which present themselves to the complete defence of Esquimalt, it cannot be advisable to ignore the large sums of money that have been already spent by the Imperial Government on the dockyard; on the graving dock by the Provincial Government, to which a subsidy has been promised by the Imperial Government; and finally, the expenditure on the batteries built by the Dominion Government.

5. The abandonment of Esquimalt as an imperial and naval station with a graving dock in favour of a more southern port not in our own territories, and where there is no natural supply of coal, on the plea of greater commercial interests south of San Francisco, would, I believe, be a mistake of a very grave character.

II. and III.—"The means to be adopted for placing the harbours of Esquimalt and Victoria in an efficient state of defence by permanent works, the extent to which the temporary works may be made available being reported."

"Whether these two harbours may be considered independently, or whether on the other hand a scheme of defence must necessarily embrace both, bearing in mind that Esquimalt as an Imperial station is of primary importance."

I find it advisable to treat heading II. and III. together, commencing with the latter as a natural order of sequence.

Strategically, it would be quite possible, and, perhaps advisable, to consider the defence of the two harbours separately. Breaking down the bridges from Victoria to Esquimalt, and fortifying the neck of the peninsula between the two harbours, abandoning the defence of Victoria town and harbour as difficult to secure and secondary in importance, not only could the town be shelled from Ross Bay, but boat landings could be effected at Cordova Bay and other places on the south-east coast. Nevertheless, morally, it would be inadvisable entirely to abandon the defence of Victoria, especially as Macaulay Point Battery assists in the defence of the entrance to both harbours.

The Dominion Government have already built the batteries, while the present armament is lent by the Imperial Government.

The defence of Esquimalt is mainly an Imperial question, as more intimately connected with the royal naval station and graving dock.

The character of the coast forming the harbours of Esquimalt and Victoria differs essentially in its want of boldness from the coast of the mainland of British Columbia. Comparatively low ridges of rock leave funnel shaped depressions open towards the sea, rendering impossible complete defilade from even a moderately curved artillery trajectory. The blue lines on the accompanying plan mark the possible lines of fire upon the dockyard and graving dock of Esquimalt, and on the town of Victoria, which could be taken up by hostile vessels outside the arcs of fire (red on plan) of the present armament.

Unfortunately, the dockyard buildings appear to have been placed without any reference to protection, but being merely built of wood and exposed in position, it might be thought worth while to remove them to Indian Cove. As the harbour and graving dock cannot be removed, they must be defended by mounting artillery sufficiently powerful to keep an enemy at a distance, and prevent vessels lying in royal roads and shelling along the lines marked blue. But these depressions would be difficult of discovery by a stranger, and could only be utilized safely by a vessel



anchored in that line of fire or steaming along it—a dangerous manœuvre if opposed by artillery of any power or accuracy.

For the defence, therefore, of Esquimalt, it would be necessary to complete the battery on Brothers Island, rendering it permanent by revetting it with masonry, placing a suitable pivot for the 8-inch guns, renewing the platforms, building an expense magazine and artillery store. It might be necessary to throw a few loads of stones to form a small breakwater across the little Horse Shoe Bay in the centre of the island; the same applies to Macaulay Point Battery, the natural escarpment of which is being gradually washed away by the sea.

I entirely concur in the recommendation of General Sir Edward Selby Smyth and Admiral De Horsey, that a powerful battery is essential on Signal Hill, which commands, not only the sea approach, but the two roads from the land side, as well as the whole interior of the harbour. A couple of 9-inch M. L. R. 12-ton guns, mounted in Moncrieff pits blasted out of the rock, would, I think (as giving an all-around fire it would be impossible to silence), form a very valuable element of defence.

Rodd Hill presents a very favourable site, the ground forming natural embasures and traverses, with a sheltered site for a magazine; it is easily accessible by boat from the dockyard; the fresh-water supply is there. A heavy battery should be built on Rodd Point to protect the entrance to Esquimalt, and to cross fire with Brothers Island and Signal Hill batteries and Macaulay Point—2,500 yards. The armament should not, in my opinion, be less than 9-inch 12-ton M. L. R. guns. They would also bear up the royal roads, and a ship entering offers a favourable parallelogram of fire to them. A portion of the Rodd Hill Battery would also enfilade the tongue of land forming the shore of the salt lagoon. It would, however, be advisable to build a block house on Belmont Hill, otherwise a few riflemen would render the Rodd Hill battery untenable. Belmont Hill takes it in reverse at about 400 yards.

Fisgard Island is too small and rocky to be used advantageously as a heavy gun emplacement.

I would not propose any but heavy guns for the defence of Esquimalt, with the exception of a battery of four heavy field guns, 16-pounder R. M. L., with harness, &c., complete, to be handed over to the Canadian Militia Artillery, and horsed by farm horses to meet boat attacks either on the several bays south-west of Victoria, from which there are good roads to the town, or to repel a landing to the eastward in Sooke Harbour. In this direction the rough and densely wooded character of the country will confine an enemy having to land supplies and ammunition to the road, which could easily be closed against him; and any counter barricade of such road, by felled trees, could only be forced with artillery. The country round Victoria, especially west of it to the sea, is comparatively open and suited for field artillery. On the principle that it is always advisable to place batteries in advance of what they defend, it was contemplated to recommend the construction of a battery on the high land between Albert Head and Rodd Head, to bear on vessels coming up the roads to the entrance of Esquimalt, with 5,000 yards extreme range to Macaulay Point; but I do not consider it advisable for the following reasons:—

1st. It would extend the defence beyond the powers of the small body of men that would be available. It is 11 miles from Victoria by land.

2nd. Such a battery would be liable to be taken in reverse by an enemy from Sooke Harbour advancing along the road and across Sangster's Plains.

3rd. The height being 250 feet, extreme depression 7°, gives range of 600 yards, inside which a vessel would be secure from its fire.

Supposing the battery were withdrawn 300 yards from the shore, the water is deep enough to allow a vessel running along 300 yards from shore.

#### *Torpedoes.*

The presence of the Royal Navy would render the storage at the dockyard of materials for a torpedo system a natural precaution, while the laying them down in time of war would naturally form part of their duty. Their manipulation might be left to the proposed garrison of marine artillery.

A system of telegraphic signals, from Albert Head round the coast to south and east of Victoria, could easily be established and maintained by the above mentioned garrison.

With regard to the temporary works constructed by Lieut.-Colonel Irwin, Inspector of Artillery, taking into account the small sum of money and the inadequate means at his disposal, I am of opinion that they could not have been better devised or executed, with the exception of some trifling details of no great importance. A Battery on Holland Point would have commanded, more effectually, the entrance to Victoria Harbour, but Lieut.-Colonel Irwin was directed not to occupy that site on account of the sum of money demanded for its purchase. A battery on Holland Point for a couple of seven inch 6½-ton guns is therefore necessary to protect the mouth of Victoria Harbour, by a cross fire with Macaulay Point. Victoria Point Battery does not entirely command the entrance to Victoria Harbour—the fire of the right gun is masked by points of land running out and by intervening woods. It would be desirable to render the present works permanent by revetting the interior slopes of the gun positions in stone or brick, while the other slopes could adequately be secured by upright cedar stockade revetment.

It has been previously pointed out that the present batteries at Finlayson and Victoria Point can be taken in reverse, by attacks from boats landing in Cordova and other bays to the eastward.

A central keep, with a couple of Moncrieff pits, on Beacon Hill, would have a considerable sweep to seaward, and would also command the gorges of the above mentioned batteries, as well as one that might be erected on Holland Point, but the expenses of such an undertaking would not, perhaps, be commensurate with the results gained, nor with the probable strength of garrison available. Moncrieff pits, if constructed on Beacon and Signal Hill, respectively, would require, in great measure, to be blasted out of the rock, but the cost of revetment would be saved, and the protection of the gun, carriage and stores from weather or depredation would be complete by covering with a shingle roof. Such temporary shelter would be easily removed for service, and need not interfere with gun practice. In lieu of erecting a central keep on Beacon Hill, I would recommend closing the gorges of Macaulay, Finlayson and Victoria Point Batteries with stockades. A portion of the wood which grows thickly up to the gorge of Finlayson Battery would have to be cleared away. Estimates for stockading herewith.

Estimated costs of closing the gorges of batteries by means of stockades constructed of sawn cedar posts 6 x 6 inches, painted at top, coated with coal tar for 3 feet 6 inches at bottom to prevent decay, and loop-holed, or so arranged as to admit of small arm fire against any land attack.

#### *Macaulay Point Battery.*

426 feet, 1,278 posts 11 feet long, 6 x 6-inch sawn cedar, at \$16 per 1000 (board measure).....	\$687 00
Digging 426 feet trench 3 feet deep, tarring and setting posts, including loop-holing.....	100 00
	787 00

#### *Finlayson Point Battery.*

330 feet, 990 posts 11 feet long, 6 x 6-inch sawn cedar, at \$16 per 1000 (board measure).....	\$522 00
Digging 330 feet trench 3 feet deep, tarring and setting posts, including loop-holing.....	77 00
	599 00

*Victoria Point Battery.*

260 feet, 780 posts 11 feet long, 6 x 6-inch sawn cedar, at \$16 per 1000 (board measure).....	411 00
Digging 260 feet trench 3 feet deep, tarring and setting posts, including loop-holing.....	61 00
	472 00

Total estimated cost of stockade, \$1,858.

The Macaulay Point battery is included, because, though it might be secured in war if the neck of the peninsula between Esquimalt and Victoria were entrenched, yet, if it were reached by a land attack, it would be rendered completely untenable by a few riflemen posted on the rock ridge, about 500 yards distance. The proposed stockade would defile the excavated *terre plein*, and afford means for musketry fire in reply. They would also tend materially to preserve the batteries from the depredation of cattle and marauders who have already broken into, plundered the magazines, and carried off some of the gun stores.

## TO RECAPITULATE.

*Armament of Esquimalt, in Addition to Present Armament.*

*Rodd Point.*—Four 9-inch 13 ton R. M. L. guns on traversing platforms and carriages.

*Signal Hill.*—Two 9-inch 12 ton R. M. L. guns on Moncrieff carriages.

*Present Armament.*

*Brothers' Island.*—One 8-inch 9 ton R. M. L. gun, 2.64 pdr. 64 cwt. R. M. L. guns.

*Macaulay Point.*—Three 7-inch 6½ ton R. M. L. guns.

*Present Armament for Victoria.*

*Finlayson Point.*—Two 8½ pr. R. M. L. guns.

*Victoria Point.*—Two 8½ pr. R. M. L. guns.

*Proposed Additional Armament.*

Two 7-inch 6½ ton R. M. L. guns for proposed battery on Holland Point.

*For Opposing Boat Attack, &c.*

Four 16 pr. R. M. L. field guns, carriages, harness, etc.

As the amount for Esquimalt will probably be furnished by the Imperial Government, it will doubtless be supplied from Woolwich, of the present service patterns.

Should the Dominion Government contemplate the purchase of any gun, I would not recommend the latter, because the gun question is in debate, being reconsidered by a committee at the war office, and a complete change in construction may be introduced, rendering obsolete the guns at present in store at Woolwich, which would be issued on purchase.

Great results have been produced by a long gun (chambered), and, in my opinion, the Dominion Government could not do better than apply to Sir William Palliser to construct such heavy guns as are required, those constructed by him for the United States being preeminently satisfactory in the opinion of the officers of the United States' Artillery, *vide* United States Artillery by Captain E. Palliser; for 64-pounder and smaller guns, it has been proved by the successful manufacture of

Mr. Gilbert, at the Canada Engine Works, Montreal, that our old smooth bore guns can be converted cheaply and successfully in this country.

The accompanying diagram will explain the difference between the short service guns and the proposed lengthened barrels, as suitable for slow burning powder.

IV.—The garrison required to be permanently maintained, and the manner in which such garrison should be constituted, stating extent to which assistance in this respect may be expected from local resources."

The smallest permanent garrison of regular trained artillerymen to man and look after the armament and works of Esquimalt would be 200 gunners, with a proper proportion of officers and non-commissioned officers. Having due regard to the instructions to bear in mind that Esquimalt is an imperial station of primary importance (*vide* III), I would recommend that this force should be marine artillery, for the following reasons:—

1. Being completely under the command of the Admiral of the station, there would be no divided responsibility.
2. The armament at present mounted is of the naval pattern, and could be replaced, if necessary, from the dockyard stores, together with ammunition, etc., Repairs could also be performed by the dockward artificers.
3. The pay, supplies and clothing of such force could be all carried out by the admiralty authorities.
4. If any other force than marine artillery were employed, it would necessitate special pay, commissariat, store and medical departments.

#### *Local Force.*

The employees of the dockyard, who are entirely naval artificers and have served afloat, should be embodied as a battery of auxiliary artillery on the principle of the old dockyard battalions, under the command of the superintendent of the dockyard. The terms of their engagement render them liable to this service, which, I have no doubt, they would be quite willing to render. This battery could be especially considered as a garrison for the two Moncrief pits on Signal Hill the lift carriages for which could be kept in complete working order by them, with the aid of the machine shops, within a few hundred yards. As to feasibility of repair, no better arrangement could well be imagined. For the construction of the proposed batteries, a company of Royal Engineers would be required; if they were retained as part of the permanent garrison, the objections to a garrison from the Royal Artillery, as requiring a special supply department would not hold good.

The smallest permanent garrison of regular trained artillerymen to guard and fight the guns for the protection of Victoria and the harbour, including the batteries at Finlayson Point, Victoria Point, and that proposed for Holland Point, which are separated by considerable distances, would be 100 gunners, with a proper proportion of officers and non-commissioned officers.

I concur with Lieut.-Col. Irwin that, "owing to the isolated position of Victoria, the very limited number of its population, and the high rates of wages paid for labour, special and almost insuperable difficulties are placed in the way of the establishment of anything like an efficient volunteer force, sufficiently numerous or well-trained for the purpose of manning this number of guns, and maintaining an effective fire against ships in motion, a duty the successful performance of which requires the greatest possible amount of training and intelligence on the part of the gunners.

"This force would serve as a nucleus and training school for the volunteers, could be profitably employed in the care of the several batteries, guns, stores, etc., and, if a sufficient number of artificers, such as stonemasons, bricklayers and carpenters, several of whom are generally found in the ranks of "A" and "B" Batteries, were included in their number, the work of converting the present earthen batteries into works of a more permanent character could be gradually carried on with a considerable economy of expenditure."

This force would have to furnish detachments for Nanaimo, New Westminster or Burrard Inlet, in view to the protection of the continental terminus of the Canadian Pacific Railway.

Experience has shown that the organization of the Canadian gunnery schools is better suited to the instruction of volunteer militia artillery than the mere presence of a garrison of Royal or Royal Marine Artillery, as at Halifax.

The annexed communication (C), from Capt. Dupont (Acting Deputy-Adjutant General, No. 11 Military District), shows the authorized strength of the volunteer militia of Vancouver Island and British Columbia, and gives the probable number of men capable of bearing arms that would be available in case of emergency. Capt. Dupont, who commands the battery of volunteer militia artillery, is a zealous and intelligent officer, whose opinion may be relied upon, and who deserves great credit for the efficiency he has produced in the battery under his command.

The care he has taken of the batteries and armament in his charge, and, indeed, for the manner he has performed the duties of Deputy-Adjutant General during the absence of Lieut.-Colonel Houghton, D.A.G., my personal thanks are due to him for the assistance he has rendered me at Victoria. He proposes to qualify, by a course of instructions at one of the gunnery schools, which will, I trust, be sanctioned.

The force of volunteer militia at Victoria was inspected by Col. Lovell, C.B., R.E., who expressed a favourable opinion of their efficiency, especially of their gun practice.

Since the death of Sergeant Bramah, late Royal Artillery, Assistant Gunnery Instructor from "A" Battery, Capt. Tatlow, who has obtained a first-class long-course certificate from "B" Battery, has been appointed caretaker and instructor to the volunteer militia artillery. From my knowledge of him as an officer, I have no doubt he will perform his duties satisfactorily. I have to recommend, with a view to better training and instruction, that the increase to the battery of garrison volunteer militia take the form of a second battery, by changing No. 1 Company of Rifles into artillery (a change they themselves desire), as there are not sufficient men of the class willing to enrol to keep up the increased strength of artillery and rifles.

The battery of artillery commanded by Lieut. Pittendreigh, late of Her Majesty's 3rd Regiment, might be completed by the addition of ten men and one officer, and a suitable equipment supplied, their gun carriages being rotten. A fourth battery should be raised at Nanaimo, the whole making a brigade of four batteries, commanded by Capt. Dupont, with rank as Lieut.-Colonel, with Capt. Tatlow as Adjutant, Gunnery Instructor and Quartermaster.

The strength of 100 gunners, permanent garrison for Victoria, is calculated upon allowing four men per gun, regular artillerymen, for the batteries at Victoria, besides furnishing detachments for Nanaimo and New Westminster. The brigade of 160 men, volunteer militia artillery, making up the complement required for efficient working of the batteries, as well as manning the four 16-pounder heavy field guns, and two 24-pounder Howitzers at New Westminster, which might be found useful in securing the roads from the south, which unite at New Westminster, on the opposite side of the Fraser River. The position of New Westminster is a naturally strong one between the frontier and Burrard Inlet. The single road from the south through a densely wooded ridge on the south bank of the Fraser River, opposite New Westminster could be closed by Capt. Pittendreigh's guns, flanked by the rifle company and by auxiliary Indian sharpshooters.

(C.)—COPY (for Col. Strange's information).

*Strength of the Volunteer Militia of B. C., and number of able-bodied men available for training on emergency.*

MILITARY DISTRICT No. 11.

VICTORIA, B. C., Sept. 24, 1879.

SIR,—I have the honour, in accordance with your instructions, to report that the strength of the active militia in the Province of British Columbia, is as follows:—

	Authorized Number.		Actual Number.	
	Officers.	N. C. O. & Men.	Officers.	N. C. O. & Men.
Victoria Battery Garrison Artillery .....	5	85	3	50
No. 1 Company Rifles, Victoria.....	3	42	2	31
No. 2 do do do .....	3	42	2	34
Garrison Artillery, New Westminster.....	2	30	2	25
Rifle Company, do do .....	3	40	2	34
do Nanaimo.....	3	40	1	23
Total.....	19	279	12	197

The authorized strength of the Victoria Garrison Artillery has only recently been increased from 3 officers and 50 non-commissioned officers and gunners to 5 officers and 85 non-commissioned officers and gunners. The uniforms for this increase have not yet arrived; as soon as they are received the strength will be brought up to number authorized.

I have the honor further to report that I have made a careful estimate of the number of men capable of bearing arms that could be enrolled should an emergency arise and their services be required for defences of the places mentioned, and fix the numbers as follows:—

At Victoria, including the City and District, and the Town and District of Esquimalt.....	700
At Nanaimo, including Town and District, and Comax and Cowichan Districts.....	350
At New Westminster, City and District, including Burrard Inlet.....	350

Beyond the districts mentioned, excepting the mining villages of Barkerville, Stanley and Cassian, the population is so scattered that there are very few men who could, with safety, leave their houses, for the most part being without assistance, and too far separated from neighbours to aid or relieve each other, few men could leave their houses and families.

From the mining villages a small addition might be made to the numbers I have given, but several weeks would be required to enrol men and bring them to the coast.

If time admitted and arms were available, an auxiliary force of 1,000 Indians could, I have no doubt, be raised.

I have the honor to be, Sir,

Your obedient servant,

C. T. DUPONT, Captain,

Acting D.A.G

*Military Colonization.*

The best defence of a territory is a loyal and contented population. A practical system of military colonization would add much to the security and development of the country. This subject has been treated in a paper, entitled, "Military Aspect of Canada," read before the United Service Institution, London, May 2nd and 7th, 1879.

It would appear that the most suitable spot for such a system of military colonization in British Columbia would be the delta of the Fraser, the embankment of such tracts, to protect them from the overflow of the river and high tides, as well as the construction of a canal to relieve the surplus waters, would be a work requiring special organization of a military character; it is not a work which can be carried out independently by individuals. The lands, when reclaimed, would be exceedingly fertile, and there is apparently no fever or malaria in the district.

The advantages of locating a body of military settlers on this frontier at the continental terminus of the Canadian Pacific Railway need scarcely be discussed; they might also be employed with advantage in the construction of the railway.

Irrigation, which is necessary in many parts east of the Cascade Range, especially along the frontier, is a species of labour in which military organization, or something akin to it, is essential.

In any case, should it be in contemplation to extend the system of army reserves to Canada by the formation of an Imperial Canadian reserve force, it is to be hoped its provisions will be extended to Vancouver Island and British Columbia.

V.—"The advisability of providing defences for the coaling station at Nanaimo, from which the dockyard at Esquimalt, and steamships navigating the Northern Pacific along the coast of America, are chiefly supplied with coal."

The defence of Nanaimo appears essential to our supremacy in the Pacific. Fortunately, the form of the harbour lends itself very readily to defence, Nanaimo and Departure Bay forming practically one harbour; Newcastle and Protection Island forming natural breakwaters and places for batteries.

The continental terminus of the Canada Pacific Railway will probably necessitate some batteries on the mainland of British Columbia.

Colonel Lovell, C.B., R.E., has the plans and estimates for the works proposed in Vancouver Island, of which I was to receive a copy.

I have the honour to be, Sir,

Your obedient servant,

T. BLAND STRANGE, Lt.-Col. R. A.

Dominion Inspector of Artillery.

Citadel of Quebec, November 7th, 1879.

A

WAR OFFICE, 1st July, 1879.

SIR,—His Royal Highness the Field Marshal Commanding-in-Chief, having been pleased to direct you to proceed to Vancouver Island, for the purpose of reporting on the defences, I have to inform you that certain measures were taken last year for the purpose of providing temporary defences, which were partially erected by officers of the Dominion Government, and armed with guns lent by the Admiralty.

The report of the Colonial Defence Committee of last year, forwarded herewith, will explain their views upon the subject. I also forward reports by Lieut.-General Sir E. Selby Smyth, Colonel Blair, R.A., and Admiral DeHorse, R.N., referring thereto, with Lieut.-Colonel Irwin's plan of defence and chart of the port in question. You will be good enough to place yourself in communication with Lieut.-Colonel

Strange, R.A., Inspector of Dominion Artillery, who has been sent by the Dominion Government, and, after conferring with him, to report in detail on the following points.

1. The means to be adopted for placing the harbours of Esquimalt and Victoria in an efficient state of defence by permanent works, the extent to which the temporary works may be made available being reported.

2. Whether the two harbours can be considered independently, or whether, on the other hand, the scheme of defence must necessarily embrace both, bearing in mind that Esquimalt as an Imperial station is of primary importance.

3. The garrison required to be permanently maintained and, the manner in which such garrison should be constituted, stating the extent to which assistance in this respect may be expected from local resources.

These are the principal points to which your attention should be directed. But, I may add, that your report should be as full as possible and accompanied with plans and approximate estimates.

It is desirable that your inspection should be completed and your report furnished with the least possible delay.

I have the honour to be, Sir,

Your obedient servant,

(Signed) J. L. A. SIMMONS,

General.

To Colonel LOVELL, C.B.,  
Commanding Royal Engineer,  
Halifax, N.S.

## B

WAR OFFICE, 1st July, 1879.

SIR,—With reference to my letter to you of this day, I am to request you, when in Vancouver's Island, to visit Nanaimo, which has been brought to the notice of the Secretary of State for War as the station from which the dockyard at Esquimalt and steamships navigating the Northern Pacific along the coast of America are chiefly supplied with coal.

The defence of Nanaimo may, therefore, become a matter of importance, as well for securing a supply of fuel for the use of British steamships, as for preventing an enemy from obtaining such supplies. The Secretary of State is, therefore, desirous of taking advantage of your visit to Vancouver Island to obtain your views as to the advisableness of providing defences for this post, and the means to be taken for its defence in case such a measure should at any time become necessary.

The Secretary of State for War will also be glad to receive any views you may form generally, on the measures to be taken for the defence of the Pacific coast of Her Majesty's dominions in the event of war, bearing in mind its distance from any established naval arsenal, and the difficulties which must, therefore, attend hostile operations directed against it.

I have the honour to be, Sir,

Your obedient servant,

(Signed) L. L. A. SIMMONS,

General.

To Colonel LOVELL, C.B.,  
Commanding Royal Engineer,  
Halifax, N.S.



---

 APPENDIX No. 9.
 

---

 LIEUT.-COLONEL STRANGE ON THE TRIAL OF THE CONVERTED  $\frac{32}{16}$  POUNDER AT MONTREAL—AND SUGGESTING THE IMMEDIATE CONVERSION AND MANUFACTURE OF RIFLED GUNS IN CANADA, IN CONSEQUENCE OF ITS SUCCESS.
 

---

 CITADEL, QUEBEC,  
 10th November, 1879.

SIR,—I have the honour to report that before starting for British Columbia, I left directions for proving the  $\frac{32}{16}$  pounder gun, converted by Messrs. Gilbert & Sons, Canada Engine Works, Montreal, on Sir William Palliser's principle, with an elongation of the inner tube suggested by myself, with the consent of Capt. E. Palliser, acting for Sir William.

Herewith are forwarded records of the proof A, A 1, and B. I have examined them carefully, as also the final impressions taken after the last proof, with 24 pounds pebble powder, the heaviest proof on record for any such gun. I am perfectly satisfied with the manner the gun has stood the very severe and unusual tests applied to it, the last being three times the service charge.

The proof charge at Woolwich being only two rounds, 10 pounds, R.L.G. gunpowder, with 64-pounder projectile. The wrought iron sent from Londonderry, N.S., appears equal, if not superior, to any known iron, and the manufacture by Messrs. Gilbert excellent.

I have, therefore, no hesitation in recommending the Dominion Government to give an order to Messrs. Gilbert & Son, for the conversion of 20 32-pounders of 56 cwt. to 64-pounders, and 10 68-pounders and 8-inch into 80-pounders and 64-pounders, respectively.

There are only 2 68-pounders in Canada, at St. John, N.B.

The least expensive plan as regards transport would be to commence with those nearest Montreal, the point of manufacture.

There are, unfortunately, at Montreal only.....	2	32-prs.
To be sent from Quebec, from store charge.....	9	"
"    Kingston    "    .....	9	"

Total.....	20	32-prs.
------------	----	---------

There are at Montreal, in store charge.....	1	8-inch.
To be sent from Kingston.....	4	"
"    Quebec Citadel.....	1	"
"    Partridge Island.....	2	"
"    "    .....	2	68-prs.

Total.....	10
------------	----

These guns when converted to be returned to the points from which they were sent. The  $\frac{3}{8}$  pounders being suited to coast defence at Partridge Island, where they are now mounted. The  $\frac{5}{8}$  pounders and  $\frac{3}{4}$  inch converted being suitable for the defence of works on inland waters could also be used on board fast steamers extemporised as war vessels in emergency.

If the order for the transport of these guns was given at once before navigation closes, the expense of transport would be very much less. Messrs. Gilbert can also work more expeditiously at gun manufacture in winter, which is a slack time for other work.

The cost of conversion per gun would be in Canada,  $\frac{5}{8}$  pounder, \$650. This is \$210 cheaper than the gun can be converted for at Woolwich. 500 rounds common shell at Woolwich prices, saving transport.

64-pounder 8-inch, \$820. If the converted gun is ordered in England, the cost of the original gun must be added, while those in Canada are of no value as guns until rifled. 500 rounds common shell at Woolwich prices, saving transport.

$\frac{3}{8}$  pounders, \$1,070. 500 rounds common shell as before.

Each of these guns to be elongated for slow burning powder as far as preponderance permits, there may be a trifling extra charge for this additional length.

When in British Columbia, I was informed by the Superintendent of the Dockyard that he had received orders to issue no more ammunition until the guns and stores lent to the Dominion Government had been paid for. Should it be in contemplation to charge the Dominion Government for this armament, I should recommend its return to the Imperial Government as soon as the Dominion is in a position to replace it, and the substitution of a long 7-inch Palliser made by Gilbert & Son, at a cost of \$3,750 each. The Woolwich price of the short 7-inch being \$4,860, a saving of \$1,110, which would more than cover the cost of transport from Montreal to Vancouver. In any case I believe it would be advisable to order 12 9-inch long B.L. rifle guns on the Palliser principle, similar to that in process of construction for Canada, for the Atlantic and Pacific Coasts. It must be borne in mind that these heavy guns take time in manufacture and that a sudden declaration of war would leave us no time.

I have the honour to be, Sir,

Your obedient servant,

T. B. STRANGE, Lieut.-Colonel,

Inspector of Artillery, Com'd't G.S.

The Lieut.-General,  
Commanding Militia of Canada.

---

*Memo.*—The 7-inch gun proposed by Sir William Palliser for coast defence would be 8½ tons wt; 120 lbs. wt. of projectile; 35 lbs. powder; 161 ins., length of bore; I.V. 1,700 ft.

9-inch proposed would be probably 12 tons; 200 lbs., wt. of projectile.

The 68-pounder could probably be converted into a 90-pounder.

It would be advisable to purchase an electro-balistic apparatus for finding initial velocity, as previously recommended.

T. B. STRANGE, Lieut.-Colonel,

Inspector of Artillery.

A.

BEFORE PROOF Return of  $\frac{3}{4}$ -pounder Gun, converted by Messrs Gilbert & Son, of Montreal.

MONTREAL, 1st August, 1879.

Register No.	Mark.	Initial of factory and date.	Weight.			Nature.	Condition of Bore.	Size of Vent.		General state of Vent and adjoining part of Bore.	Sentence.	No. of rounds fired at date of Return.			When mounted.	Received from.		Remarks.		
			Tons.	Cwts.	Qrs.			Lbs.	Through Gauge.			Size at Bottom.	Station.	Date.						
1	G. R. III.	Gilbert, 1879.	.....	.....	.....	.....	Specifying any important defects not noted in memorandum of examination.  Slight longitudinal tool mark, $\frac{3}{8}$ length R. of up. Slight coil marks, $1\frac{1}{4}$ to $\frac{3}{4}$ R. of up. Tool mark, $3\frac{1}{2}$ L. Slight coil mark, $15\frac{1}{2}$ " R. of up to $16\frac{1}{2}$ " L. of up; do $14\frac{1}{2}$ " and $15\frac{1}{2}$ " L. of D.; do $17\frac{1}{2}$ " L.; do $4\frac{1}{2}$ " L. of D.; do $4\frac{1}{2}$ " L.; do $5\frac{1}{2}$ " D. Tool mark from $5\frac{1}{4}$ " to $5\frac{1}{2}$ " L. Slight drag in rifling $6\frac{1}{2}$ " to $9\frac{1}{2}$ " L. and L. Slight coil mark, $7\frac{1}{2}$ " L. of D. Forge mark, caused by paucity of metal, $7\frac{1}{2}$ " R. to R. of D. Slight tool mark, $9\frac{1}{2}$ " up.	.22	.22	Very good.	.....	.....	.....	.....	.....	.....	.....	Messrs, Gilbert.	Aug. 1, 1879	Very slight lead of thread shows in impression of cup. Condition of bore generally very good.

JAMES BARRINGTON,  
Armourer-Sergeant, Examiner.

JOHN FRASER, Lieut. and Brevet Major,  
Commanding Detachment B, Batt. C.A.,  
St. Helen's Island, Montreal.

Certified.

The Commandant, "B" Battery,  
School of Gunnery, Quebec.

**A<sup>1</sup>.**  
**AFTER PROOF** Return of  $\frac{3}{32}$ -pounder Gun converted by Messrs. Gilbert & Sons, of Montreal.  
 MONTREAL, 20th August, 1879.

Register Num-ber.	Description.	Weight.					Condition of Bore.	Sentence.	Vent.		General state of Vent and adjoining part of Bore.	Number of Rounds fired at date of Return.					Received from		Remarks.	
		Tons.	Cwt.	Qrs.	Lbs.	Nature.			Through Gauge.	Size at Bottom.		5 lbs. P.	8 lbs. P.	10 lbs. R. L. G.	10 lbs. P.	Total.	Where mounted.	Station, &c.		Date.
No. 1.	G. R. III. Gilbert, 1879.	.....	.....	.....	.....	.....	Slight longitudinal tool mark $\frac{3}{32}$ length of bore R. of up. Slight coil mark $1\frac{1}{4}$ and $2\frac{1}{4}$ R. of up. Tool mark $3\frac{1}{2}$ L. Slight tool mark $15\frac{1}{2}$ R. of up to $16$ L. of up; do $14\frac{1}{2}$ and $15\frac{1}{2}$ L. of D.; do $11\frac{1}{2}$ L.; do $4\frac{1}{2}$ L. of D.; do $4\frac{1}{2}$ L.; do $5\frac{1}{2}$ R. D. Slight drag in rifling $6'$ to $9'$ R. D. and L. Slight coil mark $7'$ $6\frac{1}{2}$ L. of D. Forge mark caused by paucity of metal, $7'$ R. to R. of D. Slight tool mark $9'$ $9\frac{1}{2}$ " up. Slight coil mark $9'$ $7\frac{1}{2}$ " and $9'$ $7\frac{3}{4}$ " R., as per impressions.	Serviceable.	.22	.22	Very good.	2	2	1	1	9	St. Helen's Island—Aug. 2, 1879.	Messrs. Gilbert & Sons, Montreal.	Aug. 1, 1879.	Cup well set up; condition of bore after proof shows "very good."

**JAMES BARRINGTON,**  
 Armourer-Sergeant Examiner.

The Commandant "B" Battery,  
 School of Gunnery, Quebec.

Certified.

**JOHN FRASER,** Lieut. and Brevet Major,  
 Commanding Detachment, St. Helen's Island,  
 Montreal.

(B)

REPORT UPON THE EXPERIMENTAL TRIAL OF THE  $\frac{3}{4}$  POUNDER GUN  
(CONVERTED BY MESSRS. E. E. GILBERT & SONS, MONTREAL),  
AT ST. HELEN'S ISLAND MONTREAL, 29th AUGUST, 1879.

NOTE.—*This gun had been previously fired with two five-pound charges R. L. G. powder without projectiles and with one ten-pound charge R. L. G. powder, and one ten pound charge pebble powder both with sixty-four pounder common shell. An impression of the whole of the bore was then taken, and on being compared with that taken before firing showed no material alterations.*

A detailed report of this trial has been prepared by Major Fraser, B Battery, who was present on the occasion.

Second trial—29th August.

1st Round.—Gun fired with five-pounds charge pebble powder without projectile.

2nd Round.—Gun fired with ten pound charge R. L. G. powder and 64 pounder common shell filled with sand and dust. Gun examined carefully with mirror and spring searcher, no new coil or weld marks apparent.

3rd Round.—Gun fired with 14 pounds pebble powder and 64 pounder common shell as before. Gun examined after firing as before, one slight coil mark developed seven feet three inches from muzzle, "down" to "left of down."

4th Round.—18 pounds pebble powder, projectile as before. On examination with searcher, the coil mark developed in previous round was found to have slightly increased in length. Impression taken of seat of injury which showed that the coil mark had developed half round the bore from R. of D. to L. of D.

5th Round.—21 pounds pebble powder, projectile as before. Gun examined by searcher and mirror, coil mark previously mentioned, evidently longer and deeper, no other mark apparent.

6th Round.—24 pounds pebble powder, projectile as before. Coil mark much larger and deeper. Firing ceased and impression taken of the whole of the bore. This showed that the coil mark had developed round the bore seven feet one inch and a half from muzzle. The mark was widest and deepest in the centre or D. and so far as could be judged, from the impression was at this point at least one-eighth inch deep and one-sixteenth inch wide.

The remainder of the bore shewed only two very slight coil marks near the muzzle, and slight guttering marks in front of the powder chamber.

The large coil mark previously mentioned, is just in front of the B tube, and I do not consider that in its present condition, the gun could be passed as fit for service, without further trial and accurate gauging of the diameter of the bore throughout.

There do not appear to be any accurate instruments for this latter purpose available. It must be remembered that with reference to the above experiments the service proof charges are only two of ten pound R. L. G. powder, and 64 pounder projectile, both of which, so far as regards the appearance of coil marks, this gun has stood successfully.

In this gun the A tube of coiled wrought iron has been purposely made longer than usual and projects thirteen inches from the muzzle.

D. T. IRWIN, Lieut.-Colonel,  
Inspector of Artillery.

KINGSTON, 1st September, 1879.

---

EXTRACT FROM SIR WILLIAM PALLISER'S REPORT ON 64-POUNDER GUNS  
AND CONVERTED MORTARS.

---

The Woolwich 64-pounder gun has only a length of bore of about 16 calibres, so that it is impossible, however it may be overloaded, to give the same velocity as the Canadian gun of 25 calibres. This is a maxim which has been fully proved over and over again at Shoeburyness and in Germany. The reason is, that a large charge of powder composed of rather large grains requires a certain length of bore, in order that it may all be consumed by the time the projectile reaches the mouth of the gun. Should a gun of 25 calibres be loaded with a charge suitable to its length of bore, which in a 6 ft. 3-inch heavy gun would be about 24 lbs. as a battering charge, all the powder would be found to have been consumed on firing the gun. If, on the other hand, the same gun was sent to the shop and cut down to one of 16 calibres, and then loaded as before and fired, a quantity of the powder would be blown out unconsumed.

Thus, if the gun in the first instance was fired at a large target of deal boards 20 yards off, nothing would be seen but the round hole caused by the shot, whereas, if fired under the second conditions, the target would be found studded with little holes from the unconsumed pebble powder, as well as the hole caused by the shot. From this cause the 90-pounder of 25 calibres will give a velocity of 1,800 feet to 2,000 feet a second, and that of 16 calibres about 1,400 feet a second, the charges of powder being the same and with the same weight of shot. It would be very desirable for Canada to make one seven-inch rifled gun—it would be little more than half an inch larger in the bore than the 64-pounder which has just been tested, and Messrs. Gilbert & Sons could make it without difficulty. Colonel Strange has the drawings of 7-inch guns. Their weight of shot would be 120 lbs., and they would be formidable armour piercing guns. They would pierce 8 inches of iron. The 32-pounder converted to 64-pounder rifle, identical with Messrs. Gilbert's gun, has pierced the Warrior target at Shoeburyness, viz.:  $4\frac{1}{2}$  inches of iron and 18 inches of teak. The charges for this service were 16 lbs. of R. L. G. powder, and 86 lb. Palliser shot. The same gun afterwards fired five rounds of 25 lbs. of R. L. G. powder and 150 lb. shot, and five rounds, 30 lbs., of R. L. G. powder and 100 lb. shot without injury. Such was the excellence of the coiled wrought-iron barrels that the Ordnance Select Committee who superintended the experiment, enquired whether the barrel was a solid forging. Messrs. Gilbert & Son will be able to make just as good barrels. Colonel Strange was quite justified in putting heavy charges into Messrs. Gilberts' gun; he knew it would not burst, and wished, no doubt, to test the manufacturer's work for the experience and benefit of all concerned. The 90-pounder rifle would pierce six inches of iron.

A converted rifle mortar on the Palliser plan has been tried, and fired with success at Shoeburyness. The success of the system has thus been established; the shells all descended point first. The mortar was a 13-inch smooth bore, and is converted to a 9-inch rifle, firing the service projectiles of that weight. A great advantage is in the use of the service projectile of the rifled guns, as there can be no confusion of stores. Thus, the 13-inch smooth bore mortar converts into a 9-inch rifled mortar, the 10-inch into a 7-inch, and the 8-inch smooth bore mortar into the 6.3-inch mortar. The weight of the shell for the 9-inch rifled mortar is 250 lbs., of the 7-inch, 120 lbs., and of the 6.3-inch, 64 lbs., or 90 lbs. If desired, Messrs. Gilbert & Son could cast mortars for conversion when those in store are finished. The proper mixture of iron would be two-thirds strong grey pig, and one-third white iron. This gives the strong "mottled" iron suitable for gun casings. No doubt, it appears surprising that advantage should not have been taken in England of this cheap and vast supply of formidable weapons when converted, but it must be remembered that the system was not dropped because it was a bad one, but because all the money voted was devoted to the manufacture of Woolwich guns.

(In Continuation of Sir W. Palliser's Memorandum.)

**Extracts from that portion of the Report of the Ordnance Select Committee on Coiled Wrought-Iron Inner Tubes for Ordnance which relates to the Conversion of Cast-Iron Guns.**

WAR OFFICE,  
16th March, 1868.

} JOHN S. PAKINGTON.

PRESENTED TO BOTH HOUSES OF COMMONS BY COMMAND OF HER MAJESTY.

“Major Palliser is of opinion that the resistance of the cast-iron portion of the gun, to a given longitudinal strain applied internally, is increased by increasing the area that receives it; that the strength of the gun in this respect is not less, but more than it was before it was bored to receive the coil. This strain, according to his views, like the circumferential strain, is principally borne by the interior. The Committee think that there is much probability that this view is correct. To this theoretical ground for confidence is to be added what the Committee regard as ample proof from experiment, that the guns are strong enough for the charges proposed to be used with them; of the many guns lined with coiled tubes, and tested for endurance, only three have failed in point of longitudinal strength, and all of them after standing much larger charges than are proposed.”

- “No. 207,  $\frac{9\text{-inch}}{68\text{-pr.}}$  Completed the first proof series with a charge of 16 lbs., and cylinders increasing in weight every 10th round, from one shot up to 10. It ultimately burst with a charge of 32 lbs., and a cylinder weighing 204 lbs., but not in a way which indicated a deficiency of longitudinal strength.
- “No. 220,  $\frac{7\text{-inch}}{68\text{-pr.}}$  This gun has been twice lined. The first time in 1873 with a double tube, of which the inner portion was composed of steel tempered in oil, the outer of coiled iron. The steel tube split longitudinally in proof and was cut out. It was re-lined with a double coiled tube of Thorneycroft's iron in 1865. It blew the breach out after 136 rounds, of which 83 were with the full battering charge of a wrought-iron 7-ton gun; but the tube being entire was taken out, plugged again, and inserted into No. 345, in which it was enlarged to a calibre of eight inches, and remains serviceable after the test stated under that number.
- “No. 221,  $\frac{6\cdot5\text{-inch}}{10\text{-inch}}$  Burst after a proof series, with charge 16 lbs., and cylinders increasing by the weight of one shot every 10th round. The cylinder with which it burst weighed 59 lbs.
- “No. 247,  $\frac{7\text{-inch}}{68\text{-pr.}}$  This gun has been twice lined. The first time with a double tube of coiled iron, with which were fired 800 rounds as follows:—

With charge, 12 lbs., shells, 100 lbs.....	20
“ 16 lbs. “ 100 lbs.....	740
“ 20 lbs. “ 100 lbs.....	40

800

“It received a new A tube in 1865, and blew the breach out at the 103rd round, of which 53 with the full battering charge of a 7-inch gun; neither No. 220 or 247 had their breach closed in the manner Major

Palliser approves. The tube was taken out like that of No. 220, and has been since inserted in a cast-iron 10-inch gun. The Committee are informed by Major Palliser that this gun has been proved at Elswick with two rounds 30 lbs. charge, and, 180 lbs. cylinders, and is to all appearance uninjured.

Both 220, 221, and 247 were guns which had been condemned in their original state for fissures in the cast-iron round the vent.

- "No. 345,  $\frac{8\text{-inch}}{10\text{-inch}}$  The interior of this gun, as mentioned above, is the same tube as was previously in No. 220, in which it fired 136 battering charges. It has since fired 77 rounds with shells of 180 lbs. and charges increasing from 12 lbs. to 30 lbs.; 50 rounds with shells of 180 lbs. and charges of 30 lbs.; 35 rounds with shells of 120 lbs. and charges of 22 lbs. In five of the rounds with 22 lbs. charges air spaces of from 10 to 50 inches were purposely left between the cartridges and shell, and four shells, containing  $12\frac{1}{2}$  lbs. bursters, were intentionally burst in the bore without any serious effects.
- "No. 302A,  $\frac{6\cdot3\text{-inch}}{32\text{-pr.}}$  This gun was rejected at proof for certain apparent defects. It was voluntarily offered afterwards by Major Palliser for a trial of endurance. It endured 25 rounds with cylinders of 50 lbs., and charge increasing every fifth round by 5 lbs. at a time from 10 lbs. to 30 lbs.; 25 rounds with cylinders of 100 lbs., charges as before; 20 rounds with cylinder of 150 lbs. In addition to these rounds, which formed a series, it has fired 40 other rounds, viz.: five with 10 lbs. charges and shells of about 64 lbs., 25 rounds with 16 lbs. charges and shells of about 64 lbs., and 10 rounds with 20 lbs. charges and cylinders of 100 lbs., making a total of 111 rounds. In 10 of the rounds fired with 16 lbs. charges, air spaces of from 5 to 25 inches were purposely left between the cartridge and the shot, and five shells, containing  $4\frac{1}{2}$  lbs. bursters, were intentionally burst in the bore without any serious effects; the gun was loaded afterwards without difficulty. When the gun burst it was firing a cylinder of 150 lbs. with 30 lbs. of powder. The nature of the burst did not indicate deficiency of longitudinal strength; it split externally, but did not go to pieces.
- "No. 351,  $\frac{7\cdot0\text{-inch}}{68\text{-pr.}}$  C Palliser lined gun has fired 100 rounds with full battering charges of 22 lbs. and shot of 115 lbs. It does not exhibit any deficiency of longitudinal strength.\*
- "No. 352,  $\frac{8\cdot0\text{-inch}}{68\text{-pr.}}$  D Palliser lined gun has fired 14 rounds with charges of 30 lbs. and shot of 120 lbs., being more than the original proof charge of the cast-iron gun with the weight of two shot. It does not exhibit any deficiency of longitudinal strength,† in fact, several of the examples here quoted, instead of proving weakness, prove extraordinary strength.

\* The number of rounds has since been increased to 134, of which 121 have been with charge of 22 pounds.

† The number of rounds has since been increased to 80 with the same charges.



"Not numbered,  $\frac{6\cdot28\text{-inch}}{32\text{-pr.}}$  This gun is one of 20 ordered by the Government of Victoria, New South Wales, for the armament of the "Nelson" blockship. It was issued to the Committee for the determination of range tables, *Minute* 2298, and has fired 74 rounds, viz. :—

Charge, 16 lbs., shell 86 lbs..... 24  
 " 8 lbs. " 64 lbs..... 50

"Two of the guns last lined have been tested with charges double their proposed service charge without any symptom of failure, viz. :—

"No. 303,  $\frac{5\cdot72\text{-inch}}{32\text{-pr.}}$  50 rounds, charge 14 lbs.; shell 64 lbs.  
 $\frac{5\cdot72\text{-inch}}{32\text{-pr.}}$  50 rounds, charge  $\frac{1}{16}$ th 6·4 lbs.; shell 64 lbs.

"No. 302B,  $\frac{6\cdot3\text{-inch}}{32\text{-pr.}}$  50 rounds, charge 16 lbs.; shell 64 lbs.  
 $\frac{6\cdot3\text{-inch}}{32\text{-pr.}}$  50 rounds, charge  $\frac{1}{16}$ th 6·4 lbs.; shell 64 lbs.

"The other six guns of this supply have fired as follows :—

"No. 301,  $\frac{6\cdot3\text{-inch}}{32\text{-pr.}}$  50 rounds, charge  $\frac{1}{8}$ th, 8 lbs.; shell 64 lbs.

"No. 304,  $\frac{5\cdot72\text{-inch}}{32\text{-pr.}}$  50 rounds, charge  $\frac{1}{8}$ th, 8 lbs.; shell 64 lbs.

"No. 305,  $\frac{5\cdot72\text{-inch}}{24\text{-pr.}}$  50 rounds, charge  $\frac{1}{16}$ th, 5·6 lbs.; shell 56 lbs.  
 $\frac{5\cdot72\text{-inch}}{24\text{-pr.}}$  50 rounds, charge  $\frac{1}{8}$ th, 7·0 lbs.; shell 56 lbs.

"No. 206,  $\frac{5\cdot72\text{-inch}}{24\text{-pr.}}$  50 rounds, charge  $\frac{1}{16}$ th, 5·6 lbs.; shell 56 lbs.

"No. 307,  $\frac{5\cdot2\text{-inch}}{24\text{-inch}}$  100 rounds, charge  $\frac{1}{8}$ th, 7·0 lbs.; shell 56 lbs.

"No. 308,  $\frac{5\cdot2\text{-inch}}{24\text{-pr.}}$  50 rounds, charge  $\frac{1}{16}$ th, 5·6 lbs.; shell 56 lbs.  
 $\frac{5\cdot2\text{-inch}}{24\text{-pr.}}$  50 rounds, charge  $\frac{1}{8}$ th, 7·0 lbs.; shell 56 lbs.

"The Committee cannot but regard this accumulated evidence of structural strength as perfectly conclusive, and they would call attention to several of Sir W. Armstrong's replies, as indicating the confidence he is disposed to place in good experimental tests in a question of this character.

"11. The Committee do not hesitate, with these facts before them, to recommend an extensive conversion of our present cast-iron smooth-bored guns into rifled guns with linings of coiled iron, for secondary purposes of defence. Experiments recently made show the possibility of controlling the recoil of a gun of only five tons weight, when firing the full battering charge of the 7-inch guns of six and a half and seven tons, upon an ordinary 68-pr. wooden platform at 5° slope, strengthened and fitted with the American compressor, and although the Committee are not prepared to recommend such large charges for lined 68-prs., they consider these experiments to have proved that such guns may, so far as the shock on the carriage and platform are concerned, be used on traversing platforms with charges beyond those appropriated to shell guns, and therefore be included in the list of guns for conversion, with a view to their employment for harbour defence in India, or by any colonies that may desire so to utilize guns that are already colonial property.

"The natures of cast-iron ordnance then which the Committee recommend as suitable for lining and rifling are the following :—

"68-prs. of 95 cwt. { to be converted into 7-inch guns, employing the same  
 "10-inch guns of 84 cwt. { charge (14 lbs.) as the six and a half and seven ton guns,  
 with common shells, but a smaller battering charge.

"8-inch 65 cwt., to be converted into a gun of 6·3 inch calibre, with charges  $\frac{1}{8}$ th.

"32-prs. of 63 to 56 cwt., to be converted into 64-pr. shell guns, with charges of  $\frac{1}{16}$ th.

"24-prs. of 50 and 48 cwt., to be converted into 56-pr. shell guns, with charges of  $\frac{1}{16}$ th.

J. H. LEFROY,

Brigadier-General, R.A.,  
 President, O.S.C.

3rd February, 1868.

“ Since the date of this report 9-inch gun No. 293, made with a coiled iron barrel, double at the breech end, with a cast-iron exterior (cast round the tube), has completed 511 rounds, viz.:—

“ In a smooth-bored state—

Charge 55 lbs., shot 250 lbs.....	2
“ 43 lbs., “ 250 lbs.....	18

After rifling—

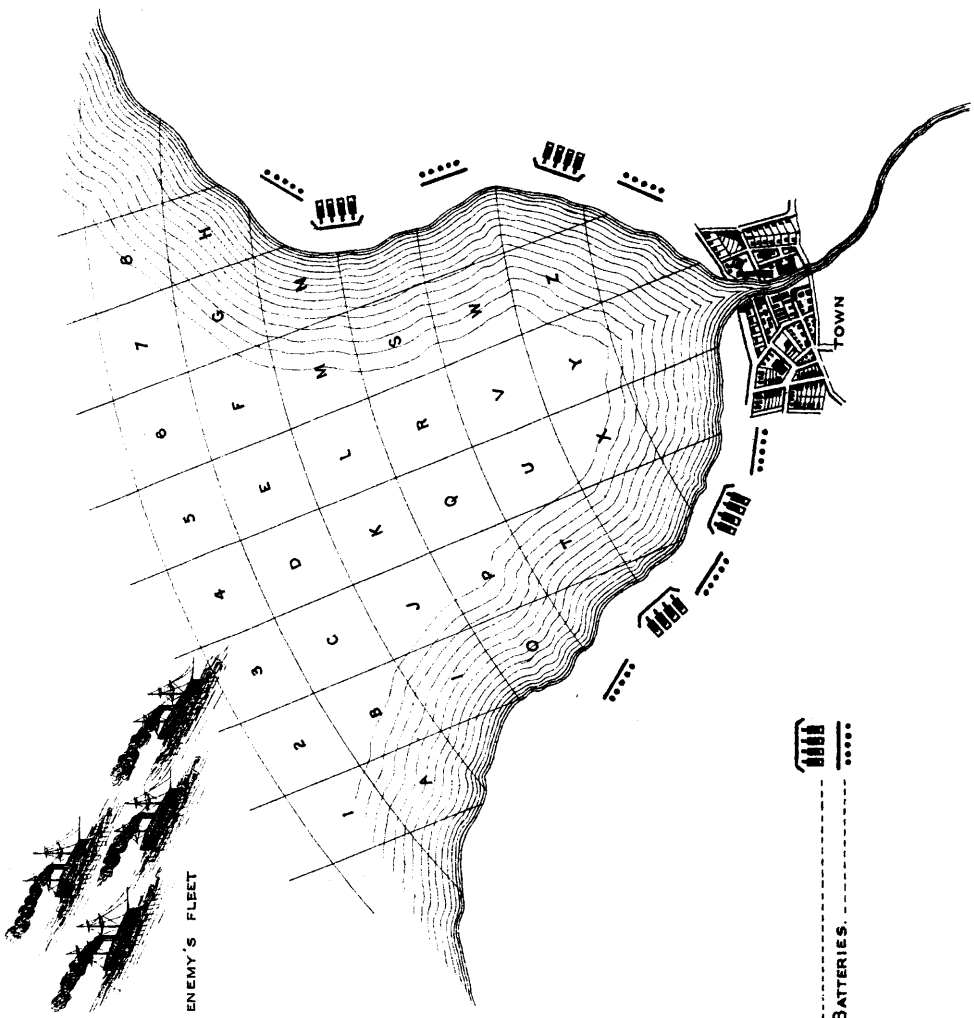
Charge 55 lbs., shot 250 lbs.....	2
“ 45 lbs., “ 250 lbs.....	87
“ 43 lbs., “ 250 lbs.....	402

511



“ The tube has split from the muzzle about half its length down, and was in this condition during a large part of the test. The powder used throughout all the tests was R.L.G.”

*Memorandum.*

Eleven years have elapsed since the above recommendation was made, and about 2,000 guns have been converted and passed into the service. They are in constant use, especially for annual practice, by the volunteer artillery. No accident of any kind has occurred with them.—W. PALLISER, November 7, 1879.



ENEMY'S FLEET

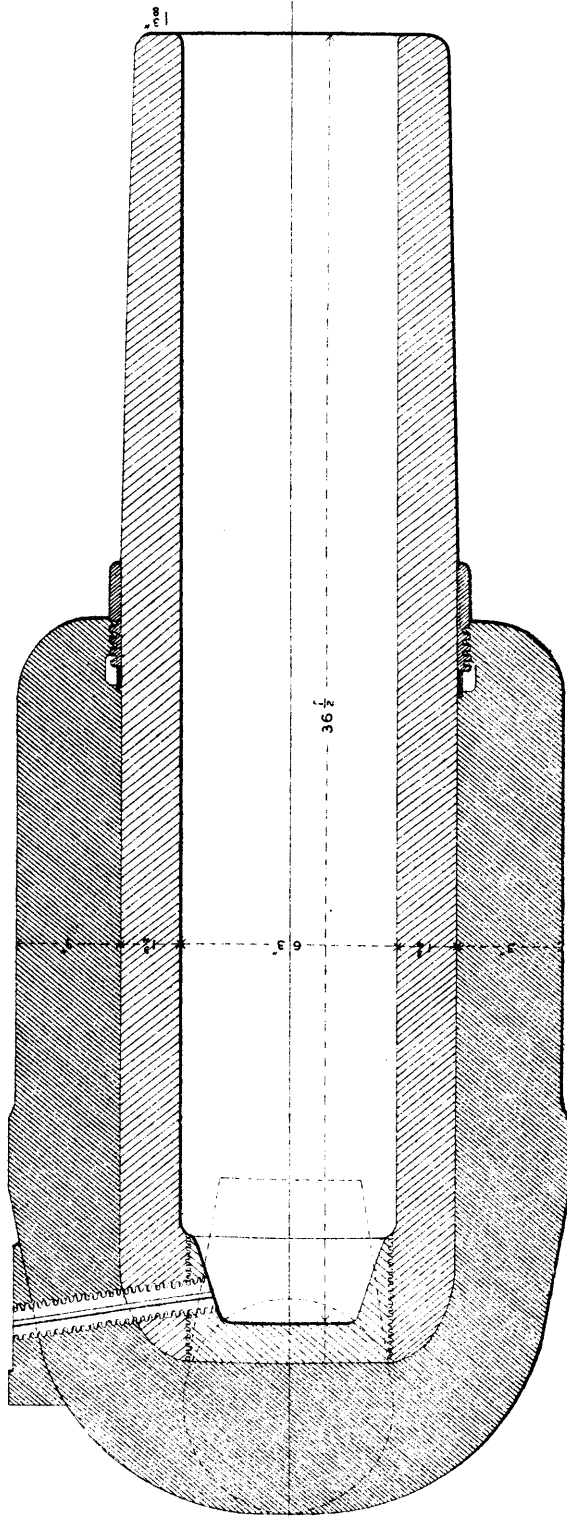
 GUN BATTERIES.
   
 RIPILED MORTAR BATTERIES.

# 8 IN LAND SERVICE IRON MORTAR.

CONVERTED INTO A 6.3 IN RIFLED MORTAR.

CANADIAN SERVICE.

SECTION.

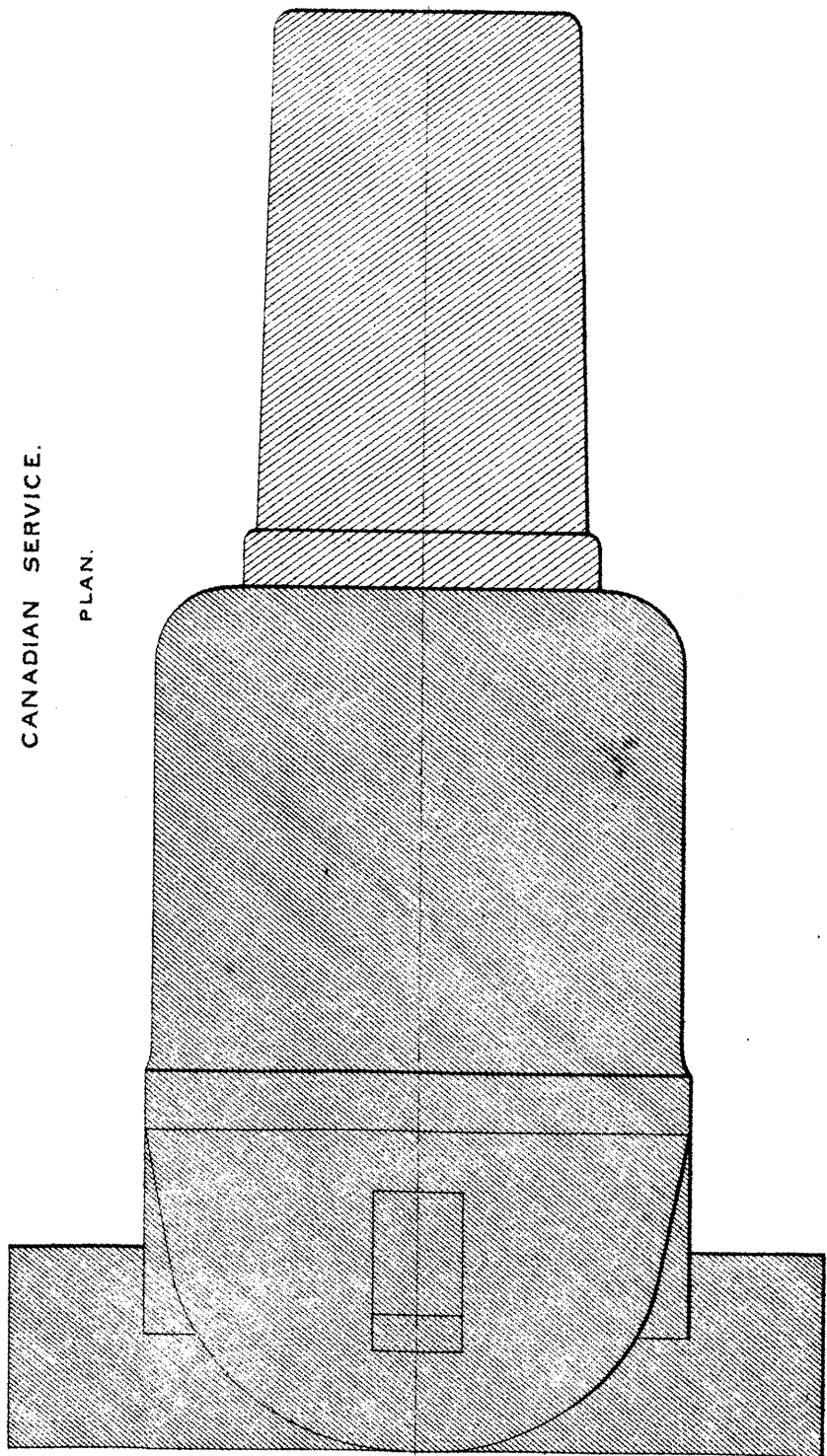


**8 IN LAND SERVICE IRON MORTAR.**

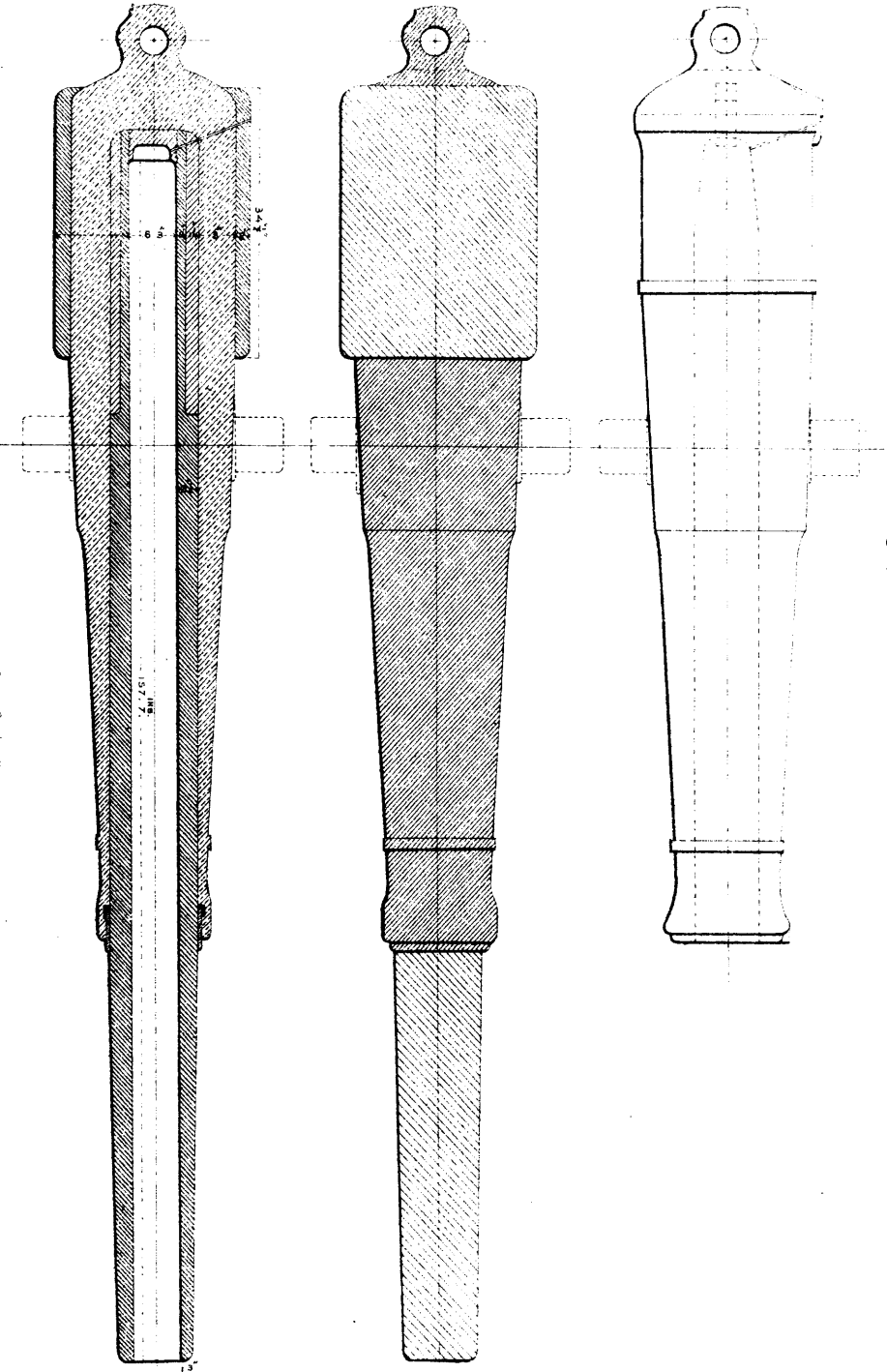
CONVERTED INTO A 6.3 IN RIFLED MORTAR.

CANADIAN SERVICE.

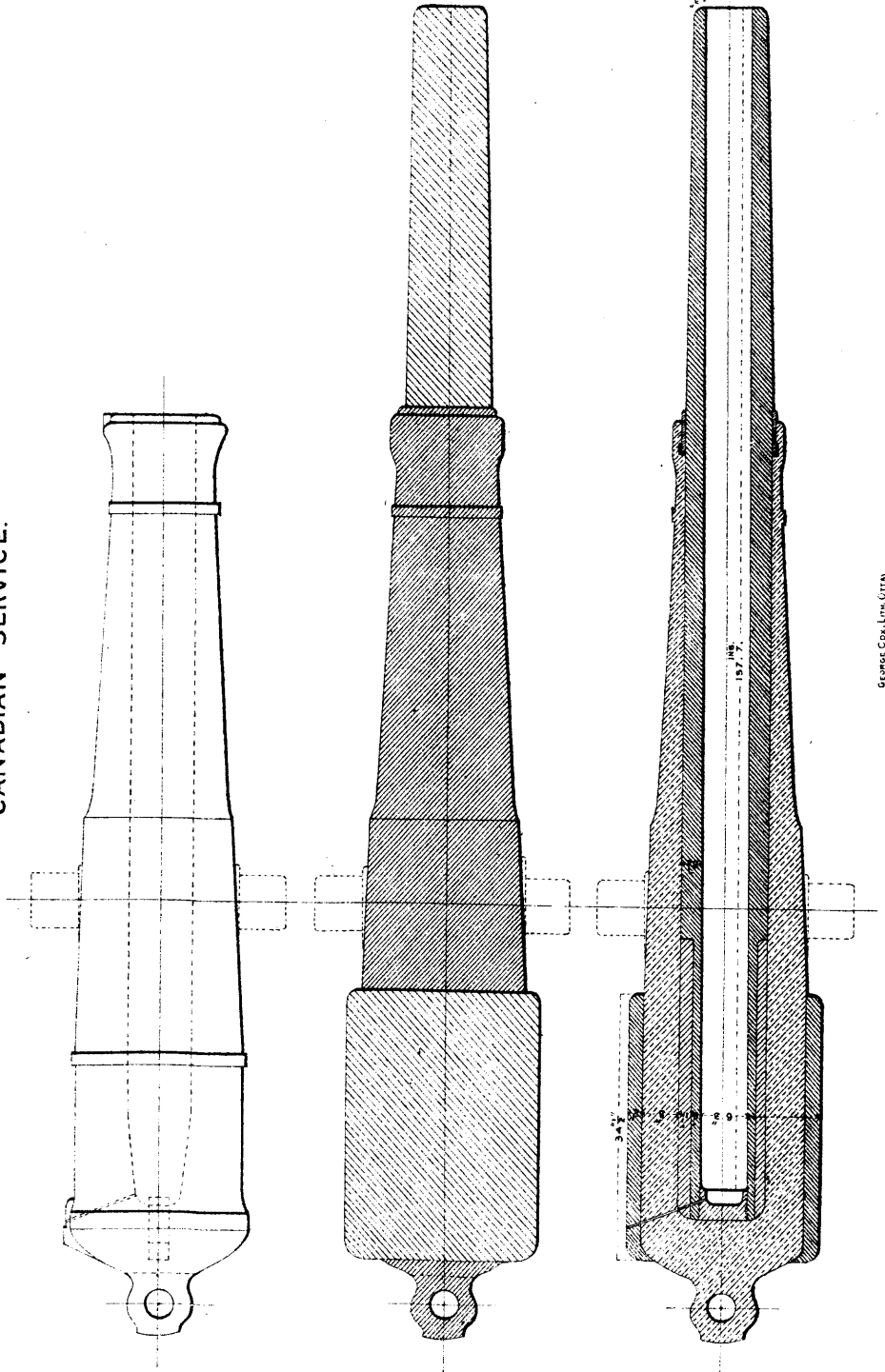
PLAN.



8 IN CUN CONVERTED INTO A 6.3 IN RIFLED CUN — 90 P.P.  
CANADIAN SERVICE.



8" GUN CONVERTED INTO A 6.3" RIFLED GUN — 90 P.R.  
CANADIAN SERVICE.



# 9 INCH BREECH-LOADING PALLISER GUN.

CONVERTED FROM THE 9 INCH COMPOUND PALLISER MUZZLE-LOADING GUN, WHICH IN 1868, COMPLETED.  
500 BATTERING CHARGES OF 43<sup>lb</sup> R.L.C. POWDER AND 250<sup>lb</sup> PROJECTILES.

SCALE  $\frac{1}{16}$

FIG 1.

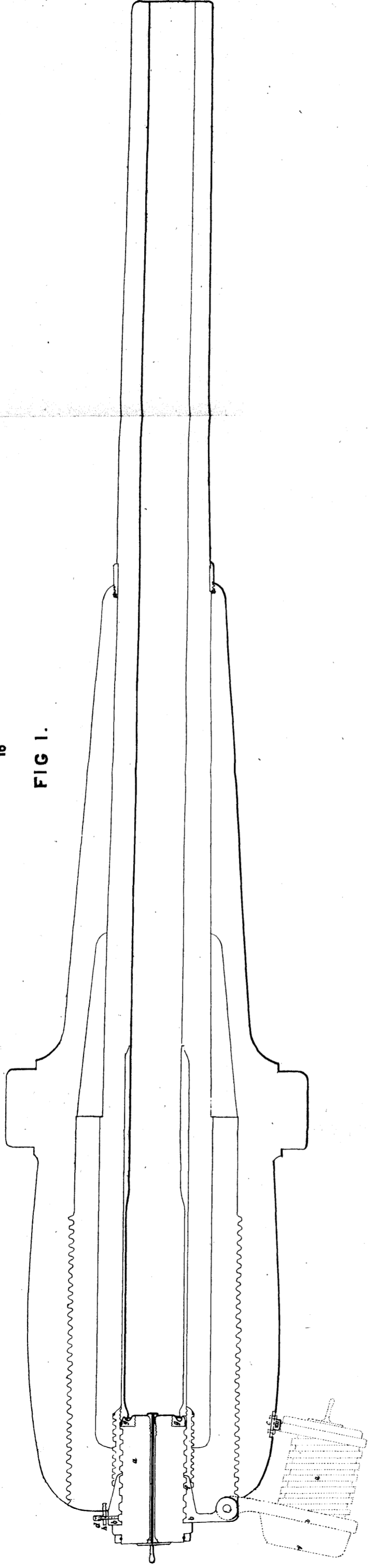
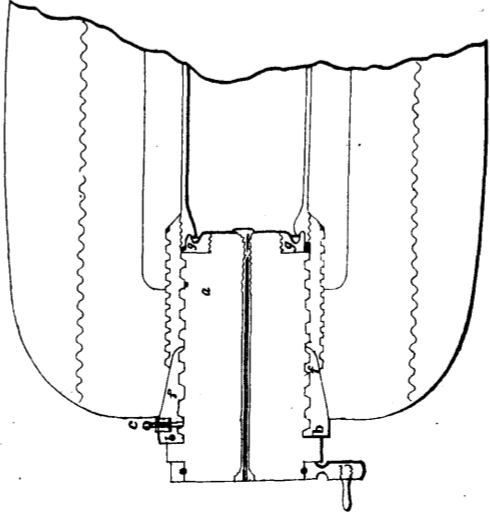
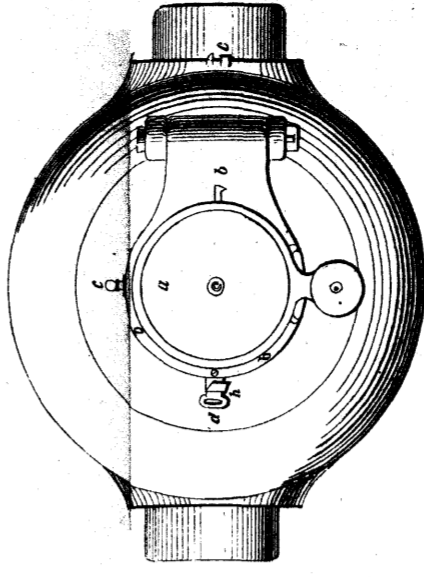


FIG 2.

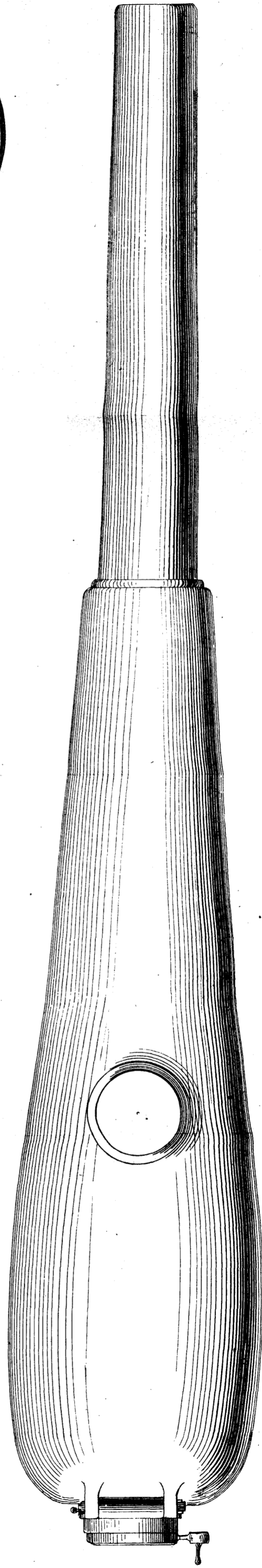


The Breech-Plug *a* (figures 1, 2 and 3) is screwed into a hinged collar or door *b* (figures 1, 2 and 3) by being screwed out of the gun, and swings away from the bore (as shown by the dotted lines, figure 1) until held steady by the catch *c* (figures 1 and 3). The Screw-Thread *d* (figures 1 and 3) locks the hinged collar or breech-door *b* (figures 1, 2 and 3) until the plug *a* (figures 1, 2 and 3) is screwed back the full amount, viz. three turns of the screw. The Check-Pin *e* (figures 2 and 3) prevents the breech-plug from being unscrewed beyond three turns. The Handle *f* can then, but only then, be raised, and the breech-door opened, as shown by the dotted lines (figure 1). The set of raising the handle *f* locks the breech-plug *a* and prevents it from being screwed forward again until the breech-door *b* is closed. Thus, as long as the breech is open, the gas-check is retained inside its Protector *g* (figures 1 and 2), and the breech-plug is kept in the exact position for being again screwed up. As soon, however, as the breech-door is shut, the handle *f* becomes free and falls into its catch *a* (figures 1 and 3); the breech-plug is now free to be screwed home by three turns, and the set of screwing it up again, at once, locks the handle in its catch. The Gas-Check *g* (figures 1 and 2) is formed by a copper ring screwed on to the front part of the screw-plug. It could, in the event of becoming injured, be at once screwed off, and a fresh ring be screwed on in its place. It overlaps, externally, the metal of the bore of the gun, and thus its seat in the gun is protected from injury during loading. The gun can be used either as a breech loader or muzzle-loader.

FIG 3.



ELEVATION.



*W. Palliser*  
Oct-17<sup>th</sup> 1879



## APPENDIX No. 10.

PROPOSITION BY LIEUT.-COLONEL SCOBLE, FOR THE EMPLOYMENT  
OF HIS COMPANY OF ENGINEERS TO CONSTRUCT FORTIFICA-  
TION AT VANCOUVER ISLAND.

HEAD QUARTERS,  
2ND DISTRICT ENGINEER CORPS,  
TORONTO, 10th November, 1879.

SIR,—Having in view the probable recommendation of the commission appointed to report upon the defences of British Columbia and Vancouver Island, I have the honour to offer the services of the corps under my command to construct any fortifications that may be considered necessary.

The transport of a company of Royal Engineers to British Columbia would be a matter of considerable time, expense and difficulty. The Imperial Government doubtless would hesitate to ask, and the United States Government would probably deny the passage of a company of regular soldiers across United States Territory to San Francisco, although this would be the most direct and least expensive route. This objection would not apply to the corps under my command, who, as citizen soldiers, could traverse the United States in civilian costume, and resume their military costume at their journey's end. Similarly, their arms and accoutrements could be carried as freight, and nothing need disclose the nature of their errand.

The expense of the transit across the continent from Toronto to San Francisco would be about \$60 (say £12 stg.) per head. From thence to Victoria, Vancouver's Island, about \$20 (say £4 stg.) per head.

The strength and character of the corps might be determined by the character of the works to be erected. It would probably be considered advisable, however, to confine the number to skilled artizans, and, I beg to suggest the following proportion :—

Carpenters.....	21	Coopers .....	1
Masons .....	17	Painters.....	6
Bricklayers .....	20	Tailors.....	3
Smiths.....	6	Collar makers.....	2
Wheelers.....	2	Buglers.....	2

or a total of 80. Should this number be reduced, I should suggest the 66 included in the first column. In either case, permission should be given me to recruit up to 80 or 130 on arrival in British Columbia, from amongst a suitable class of the population.

It may be urged that a company of engineers could be raised in British Columbia that would obviate the necessity for transport. It must be remembered, however, that owing to the sparse settlement of the country and the scarcity of skilled artizan labour, and its high rate of wages, it would probably be an impossibility to raise such a corps. Again, were the works to be built by contract or civilian labour, the high rate of wages would more than counterbalance the cost incurred in the transport of a body of men from here.

---

The rate of pay allowed to Canadian active militia on service is slightly higher than the pay allowed to the Royal Engineers, but much less than the rate of wages which obtain in British Columbia, or even in Ontario. The skilled labour for the work in question could not, therefore, be performed in so economical a manner *in any other way* as by the enlistment of an active militia force for the purpose.

Should immediate necessity arise for the defence of the works when erected or in progress, I beg to remind you that my senior lieutenant and I hold first class certificates from the school of gunnery, and are competent to instruct in the working of guns.

I should propose that the men be enlisted for a year, or for such time as might be necessary for the completion of the works in question, and that on discharge they shall be entitled to the usual land grant to volunteers performing military duty. If desirable, they might form a military settlement in the vicinity of the works themselves so as to be available for defence should occasion arise.

The men of the corps under my command have been instructed in the rudimentary elements of military engineering. I myself and two of my officers are civil engineers.

Trusting that my proposition may be favorably considered,

I have the honor to be, Sir,

Your obedient servant,

THOS. C. SCOBLE, Lieut.-Colonel,

Commanding 2nd District Engineer Corps.

The Lieutenant-General,  
Commanding the Militia, Canada,  
Ottawa.

---

---

 APPENDIX No. II.
 

---

 ROYAL MILITARY COLLEGE OF CANADA—REPORT OF BOARD OF VISITORS FOR 1879.
 

---

The Honourable  
 The Minister of Militia and Defence,  
 &., &c., &c.,  
 Ottawa.

HEAD QUARTERS,  
 OTTAWA, 8th December, 1879.

SIR,—The Board of Visitors appointed by Order of the Governor in Council for duty in connection with the Royal Military College, assembled at Kingston on the 4th instant, and have now the honour to report as follows:—

## GENERAL DESCRIPTION OF SITE OF BUILDING.

The Royal Military College is situated on a peninsula of about sixty-five (65) acres, the property of the Government, at Kingston, in the Province of Ontario. At the extremity of the peninsula is Fort Frederick (about eight acres), in charge of "A" Battery of Artillery, and across the water, towards the east (width 500 yards), is Fort Henry, also in charge of the artillery. The communication with Kingston is by a bridge 660 yards long.

The college grounds form two enclosures. Within the inner enclosure (about 34 acres) are situated the cadet barracks, and mess and class building, gymnasium, drill parades, recreation grounds, &c. Within the outer enclosure (about 32 acres), the military engineering grounds, staff quarters, and non-commissioned officers' and servants' quarters.

The cadet barrack building is intended for the accommodation of fifty-nine (59) cadets, quarters for officer employed as staff adjutant and captain of cadets; quarters for one non-commissioned officer; and in the basement, two store rooms and a smoking room for cadets.

The north block, used as an educational building, and mess and hospital premises, is occupied as follows:—Mess premises eleven rooms, hospital nine, class and lecture rooms ten, library and reading rooms three, committee rooms and offices five, store room one, rooms temporarily occupied by fifteen cadets five, professors' room one: total, 45.

All the buildings are lighted with coal oil lamps, of which there are 86 in the cadets' quarters, and 196 in the educational building. The cleaning and maintenance of these lamps entail labour, risk and expense, which would be obviated to a considerable extent by the use of gas.

Owing to distance from the college to the city, it appears a small gasometer would have to be erected on the premises, and the gas be supplied locally. It also appears that gas is necessary in the pursuit of certain studies in chemistry and physics.

The cadets' quarters are heated by hot air from two furnaces in the basement, (not sufficiently), and requiring to be supplemented by one stove on the ground floor and one in the smoking room. The north block is heated by steam from two boilers in the basement. Coal is used as fuel in all the buildings.

Water for the north block is supplied by carts filled at the lake shore close by and for the cadets quarters, by hand pumps from the lake, entailing a great amount of labour. As water pipes are already laid down for both buildings, this would be obviated by the erection of a small forcing pump upon the wharf, which has been constructed for this purpose.

#### *Cadets' Quarters.*

Theoretically each cadet should have a separate room, but practically the accommodation does not admit of this most desirable arrangement, and there are now several rooms occupied by *two* cadets. The Board, however, consider the rooms so occupied to be too small for this purpose.

Cadets are so detailed to rooms on the several flats as to keep the companies, half companies and sections as much as possible together.

Each cadet previous to joining the college is required to pay a contribution of \$200, to cover the value of uniform, boots, personal clothing, books, instruments and apparatus, and in every future year \$150 in advance, for the same purpose. Articles required are issued from the Government stores at cost price. The contribution money is accounted for annually to the cadet. Any surplus is carried to his credit towards his next annual contribution, and any deficit must be paid in addition to his next annual contribution. The cadets are supplied with instruction, board, lodging and attendance, but are required to pay their own personal washing bills. So far the annual contribution has been found ample for the purposes for which made,—indeed, very many cadets have a small balance at their credit at the close of each year.

The room of each cadet is supplied by Government with one military bedcot (iron), bed furniture, two chairs, one chest drawers, one writing table, one washstand, one lamp, one bookshelf, one arm rack, one accoutrement shelf and rack, but each cadet is permitted, if he desires for his own comfort to do so, to procure a strip of carpet to be laid *loose* beside his bed, a cover for the table, and to 'place pictures' on the walls, provided no injury is done to the quarters. (Many rooms were observed by the Board at their inspection as having these strips of carpet, and as being neatly and tastefully ornamented.)

In class-room each cadet is supplied by the Government with one study desk and stool, one drawing board.

The cadets keep their own arms and accoutrements clean and in proper order, and also make their own beds, these duties being those of soldiers. Cleaning of boots, washing floors and other services of a similar description are performed by the college servants. The rooms are inspected daily by an officer.

All cadets have to be up and dressed at 6.30 a.m. in summer, and 7 a.m. in winter. Lights out (except non-commissioned officers and cadets on guard, who are allowed an extra hour) at 10 p.m.

Baths supplied with hot and cold water are available in the proportion of one to ten cadets. In summer all cadets are compelled to attend swimming parades, but those who are unable to swim are not permitted to enter the water alone.

#### MESSING.

The Government supply all requisites for messing the cadets, in the form of table furniture, &c., and cooking arrangements. The messman supplies all provisions, cooks, cooking utensils, fuel and light. He is provided with quarters in the building, and receives 49 cents per diem for each cadet present from day to day, for which he provides the following scale of diet:—

*Breakfast.*

Hot chop, or steak, or sausages, or bacon and eggs, potatoes, bread, white or brown, butter, tea or coffee, milk and brown sugar.

*Dinner.*

Hot meat, potatoes, vegetables, soup, or pudding, or pie, bread, white or brown, butter, and brown sugar.

*Supper.*

Cold meat, cheese, bread, butter, tea or coffee, milk and brown sugar.

For all purposes, mustard, vinegar, pepper and salt at each meal. Soup, three times, pudding twice, fruit or preserve pie twice, each week; roast joint, four times, meat pies or stewed meat once, boiled joints twice a week; beef, mutton, lamb, pork and veal, alternately, daily during the season; vegetables to be varied daily; white bread five times, brown bread twice a week; tea and coffee alternate days. Extra articles of messing, such as pickles, potted meats, preserves, preserved vegetables, &c., also temperance drinks, cigars and tobacco, can be obtained from the messman by the cadets at fixed prices, approved by the commandant, but none of these articles can be obtained by any cadet, except upon his own written requisition, specifying his wants. This requisition is delivered to one of the servants, who procures the articles from the messman, who charges the same to the cadet. At the end of each month he makes an account for the commandant, specifying the amount due by each cadet, which has to be paid by him to the captain of cadets, and by the latter to the messman.

The total amount of extras that may be ordered by each cadet during the month is strictly limited, viz. :—

For non-commissioned officers .....	\$4 00
For cadets.....	2 00

The dining room was visited during the dinner hour; the meal provided was good and substantial, the conduct of the cadets excellent, and the general arrangements showed a satisfactory regard for their comfort. Water was the only beverage allowed.

The Board observe that no intoxicating liquors, including ale or beer, are allowed within the college premises; and whilst thoroughly approving of this restriction, are of opinion, having in view the ages of a large number of the cadets and other circumstances, it would be advisable to sanction the use of ale or beer at dinner by such cadets as may require it, at their own expense, and by permission of their parents.

*Amusements.*

The library possesses about 778 volumes, and several valuable plans, the whole the property of the Government. The only room available is a very small one, altogether inadequate, being merely a temporary store room for the books in possession. The Library is governed, under the commandant as president, by a committee of staff of college.

The reading room is governed, under the commandant as president, by a committee of military and civil staff and cadets. Periodicals and journals, Canadian, British and foreign, are taken on recommendation of committee after approval by commandant. The reading room is sustained by voluntary subscription of staff and cadets. Entrance—staff, \$2; cadets, \$1. Per term, staff and cadets, \$1; no debts allowed, average number of members 99 per cent.

The recreations in which cadets engage are at present cricket, foot-ball, boating, lawn tennis, gymnastics; average number of members as follows:—Recreation club, 95 per cent., divided as follows: cricketers, 40 per cent.; football, 80 per cent.; lawn tennis, 40 per cent; boating, 90 per cent; voluntary gymnastics, 50 per cent.

The clubs are governed, under the commandant as president, by a committee of staff and cadets. The recreation clubs are sustained by voluntary subscription of staff and cadets. Entrance—staff, \$2, cadets, \$1; per term, staff and cadets, \$1; no debts allowed.

A racquet court and bowling alley would be a very desirable addition to provide for exercise within college grounds, especially in winter.

Athletic sports take place annually, and prizes are awarded for distinction gained. Arrangements governed by committee of staff and cadets, and expenses secured by voluntary subscription of staff and cadets, assisted by occasional grant from recreation fund.

The gymnasium and apparatus, which is supplied by Government, is at all times open to cadets when not engaged for compulsory gymnastic squads, and the gymnastic instructor attends for *voluntary* classes on evenings of Wednesday and Saturday.

Gambling of any sort is strictly prohibited, but certain specified games, requiring more skill than chance, and innocent of themselves, are permitted to be played, except on Sundays, in the reading room only. No money or money's worth is to pass directly or indirectly on the result of any game or series of games.

The daily routine of cadets is as follows:—

SUMMER, 15th April to 15th October.

	Monday, Tuesday, Thursday, Friday.	Wednesday.	Saturday.	Sunday.
Reveille.....	6 A.M.....	6 A.M.....	6 A.M.....	6.30 A.M.
Defaulter's Parade.....	6.15 to 7.....	6.15 to 7.....	6.15 to 7.....	6.45
Breakfast Parade.....	7.15.....	6.45.....	6.45.....	8.25
Prayers.....	7.20.....	6.50.....	6.50.....	
Breakfast.....	7.30.....	7.....	7.....	8.30
Drill Parade.....	8.30 to 9.30.....	8 to 9.....	8 to 9.....	
Class Parade.....	9.55.....	9.25.....	9.25.....	
Study.....	10 to 12.30 P.M.....	9.30 to 1 P.M.....	9.30 to 1 P.M.....	
Church Parade.....				10.10
Dinner Parade.....	12.55.....	1.25.....	1.25.....	1.25 P.M.
Dinner.....	1.....	1.30.....	1.30.....	1.30
Class Parade.....	1.55.....			
Study.....	2 to 4.....			
Drill Parade.....	4.15 to 5.....			
Defaulter's Parade.....	5.15 to 5.45.....	3 to 3.30.....	3 to 3.30.....	{ 3 P.M. 5 P.M.
Supper Parade.....	5.55.....	6.55.....	6.55.....	5.55
Supper.....	6.....	7.....	7.....	6
Retreat (Sunset).....				
Class Parade.....	6.55.....			
Study.....	7 to 9.....			
Tattoo.....	9.30.....	9.30.....	9.30.....	9.30
Lights out.....	10 P.M.....	10 P.M.....	10 P.M.....	10 P.M.

## WINTER, 16th October to 14th April.

	Monday, Tuesday, Thursday, Friday,	Wednesday.	Saturday.	Sunday.
Reveille.....	6.30 A.M.....	6.30 A.M.....	6.30 A.M.....	7 A.M.
Defaulter's Parade.....	6.45 to 7.15.....	6.45 to 7.15.....	6.45 to 7.15.....	7.15
Breakfast Parade.....	7.15.....	7.15.....	7.15.....	8.25
Prayers.....	7.20.....	7.20.....	7.20.....	
Breakfast.....	7.30.....	7.30.....	7.30.....	8.30
Class Parade.....	8.25.....	8.25.....	8.25.....	
Study.....	8.30 to 11.....	8.30 to 12.....	8.30 to 12.....	
Church Parade.....				10.10
Drill Parade.....	11.15 to 12.15 P.M.....	12.15 to 1.15 P.M.....	12.15 to 1.15 P.M.....	
Dinner Parade.....	12.55.....	1.25.....	1.25.....	1.25
Dinner.....	1.....	1.30.....	1.30.....	1.30
Defaulter's Parade.....	1.45 to 2.15.....	3 to 3.30.....	3 to 3.30.....	{ 3 P.M. 5 P.M.
Drill Parade.....	2.30 to 3.15.....			
Class Parade.....	3.25.....			
Study.....	3.30 to 5.30.....			
Retreat (Sunset).....				
Supper Parade.....	5.55.....	5.55.....	5.55.....	5.55
Supper.....	6.....	6.....	6.....	6
Class Parade.....	6.55.....			
Study.....	7 to 9.....			
Tattoo.....	9.30.....	8.30.....	9.30.....	9.30
Lights out.....	10 P.M.....	10 P.M.....	10 P.M.....	10 P.M.

Classes for voluntary subjects are formed on Wednesday and Saturday evenings, two hours each, at which attendance is voluntary.

*Cadets.*

On the date when the Board visited the college, the cadets numbered 79.

*Organization and Discipline.*

The commandant is solely responsible for discipline, and for the general superintendence of studies. In his absence the next senior commissioned military officer assumes command.

The cadets are subject to the Mutiny Act and Articles of War, Queen's Regulations, and Militia law and regulations, during their term of four years service.

*Punishments.*

All punishments awarded are recorded. They are of a military character, and generally similar to those in Her Majesty's regular service, and carry with them the deprivation of a fixed number of conduct marks.

The commandant has power of rustication, and all minor punishment. Cases of expulsion have to be referred through General Officer commanding to Governor in Council.

The staff, military and civil, have power of placing cadets in arrest pending adjudication by commandant, to whom report in writing must be immediately made.

The military staff have power of confining a cadet to barracks for 48 hours, or restricting his leave for seven days, such punishment to be reported immediately to commandant for confirmation.

The civil staff have power of reprimand.

*Rewards.*

Prizes are given periodically to the cadets highest in each class, and in certain subjects of instruction, and for conduct.

Badges of honour and distinction are also worn on their uniform by cadets of the higher class, and to those in any class who distinguish themselves by obtaining prizes for either practical or theoretical subjects of instruction, certain privileges are extended to non-commissioned officers according to grade.

Four (4) commissions in the Imperial service are given annually, viz.:—One artillery, one engineer, one cavalry and one infantry, or two infantry if cavalry not desired.

The commandant considers it cannot be too earnestly urged that some definite future and occupation may be guaranteed for the cadets, and suggests that all commissions into any permanently enrolled Dominion forces, and one half the commissions in the North-West Mounted Police, and also a certain number of appointments in the Department of Public Works, land or survey departments, be given to the cadets of the Royal Military College. The appointments to be in strict accordance with their qualifications and order of merit, as recommended in the college books.

*Interior Economy.*

Cadets are compelled to wear uniform at all times, except when on leave for periods over seven days. They are not permitted to leave the college grounds without a written pass, which privilege is accorded to all entitled to it by good conduct under certain conditions.

The cadets are dressed and fully equipped as regular infantry. They are organized as a battalion of four companies, and non-commissioned officers are appointed up to rank of battalion sergeant major, selected from among the three senior classes of cadets. The non-commissioned officers take the usual orderly duties, assist in maintaining discipline on parade, in class, and in quarters, and instructing in drills and military exercises.

Cadets parade for and are marched to all meals; they mess in squads of ten each under a non-commissioned officer, each company half company and section being kept together as much as possible. During meals they are under the supervision of an officer.

Cadets fall in by classes under non-commissioned officers for all study parades, are marched to respective class rooms by non-commissioned officers, and dismissed from class by professor in charge at expiration of study hour.

Cadets fall in by companies, or special drill squads, for military drills and exercises, officer in charge always present.

Cadets parade on Sunday morning for Divine Service of their several denominations, and are marched to and from church by an officer, or non-commissioned officer. They are encouraged to attend voluntary service in the afternoon or evening. An officer always proceeds to church with the main body, and remains with cadets during divine service.

*Certificates of Qualification.*

Cadets passing successfully through the Royal Military College on completion of their full course, are provided with 1st, 2nd or 3rd class certificates, according to their qualifications, and on the face of these certificates are specified the subjects of instruction they have studied; and also if they have obtained "honours" or "special mention" in any subject.

To pass successfully through the college, and be entitled to a certificate, a cadet must at the time of his completing his full term of four years, be in one of the three highest classes, and must also have proved his fitness for military command by being a non-commissioned officer at the time of his quitting the college.



*Sanitary Regulations.*

There is no building which can be specially used for hospital purposes, but a portion of the basement floor of the north building is set apart at present for this purpose.

The duties of medical officer are performed by the Surgeon of "A" Battery, who visits the college once every day at a certain specified hour, and more frequently if necessary.

The cadets receive medical attendance and medicine free. The commandant states that no provision has been made for an hospital sergeant, and that the drainage of the east building (cadets' quarters) is defective.

*Designation and Duties of Staff.*

## 1 Commandant.

Supreme charge of organization, discipline and education, theoretical and practical, of entire establishment; and responsibility for all stores, supply, accounts, payments, &c.

## 1 Captain of cadets.

This officer is at present called captain of cadets, but the commandant considers the proper title should be staff adjutant, and that he should be relieved from all orderly duty, and detail of company duty.

The duties of this officer at present are, *under the commandant*, charge of *subordinate* military and civil staff, the channel of routine communication with staff and cadets; charge of records, correspondence, &c., accounts and stores of every nature. Instructor in practical infantry drills, swimming, gymnastics, equitation, &c., &c. Orderly officer, so far as such duty can be performed by one man without relief.

1 Professor Mathematics and Artillery. Theory and practical drills and exercises.

1 Instructor Mathematics and Artillery. Theory and practical drills and exercises.

1 Professor Fortification, Military Engineering and Geometrical Drawing. Theory and practical drills and exercises.

1 Instructor Fortification, Military Engineering and Geometrical Drawing. Theory and practical drills and exercises.

1 Professor Military Topography, Reconnaissance and Civil Surveying.

1. Professor Military History, Strategy and Tactics, Military Administration and Law.

1 Professor Civil Engineering and Architecture.

1 Professor Chemistry, Physics and Natural Sciences.

1 Professor Freehand Drawing and Painting.

1 Professor, French.

1 Professor, German.

*Subordinate Staff.*

1 Sergeant Major, Instructor Artillery Drill. } Also instructin Infantry Drill.

1 do do Military Engineering. }

1 do do Infantry and Gymnastics. }

I do do

1 do do

Quartermaster } Charge of stores, accounts,  
Sergeant and Staff Clerk. } correspondence.

1 Bugler.

2 Gate Orderlies. } Detailed by A. Battery, Canadian Artillery.

10 Civil Servants, clean cadets' dormitories, mess establishment, &c.; clean cadets' boots, wait at mess, &c., &c., &c.

The commandant suggests that two of the instructional staff should be appointed, at small additional pay, to take orderly and company duty. This is not only a more economical arrangement than a *separate* purely military one as apart from a military instructional staff, but it has the advantage of bringing the instructional staff into more intimate and *practical* relations with the cadets, enabling the former to more easily assist the latter by advice, &c. adds to the respect of the cadets for the military professors; prevents the mind of one man only being impressed on the cadets; and also renders possible a knowledge of the character of each cadet and the influence of able and experienced men upon cadets individually, which never can be the case with only one officer in charge. This system has not only been advocated, but been found necessary, and actually adopted with great advantage at most kindred institutions. The commandant says money is already voted in the current year's estimates to carry out this system, and that he cannot too strongly urge its being commenced from 1st January, 1880.

The above arrangement is proposed to be effected by the employment of two from the present staff of professors, who will receive for this duty an additional pay of \$1.00 per diem each, and who will perform the duties of captains of companies, and be detailed on alternate weeks as orderly officers.

#### *System of Instruction—Theoretical.*

The full term of instruction, theoretical and practical, is four years.

There are eight classes of instruction, corresponding to the eight terms—seven classes being at present in existence.

There are four examinations in a year; one at the end of each term, and one about the middle of each term.

The position of the cadets in each subject, and final standing at termination of full course, is determined by the number of marks they count from day of joining to day of leaving.

A fixed number of marks is assigned as a maximum to each subject for each term. About one-eighth of these is allotted to the quarterly examination, one-eighth to recitation notes and drawings executed during term, and the remainder to the half-yearly examination.

Cadets are required to obtain one-half the total marks allotted, in order to qualify, or count for obligatory subjects, and one-third to count for voluntary subjects.

Certain subjects are commenced, and cease to be studied in different classes, according as the general education of the cadets of these classes enables them to undertake the subject, or a sufficiently high standard having been attained by these classes, it becomes unnecessary to prosecute the subject further in higher classes.

Certain subjects, and certain sections of those subjects, are obligatory in each class, and others are voluntary.

The subjects of instruction are as follows, *vide* Table A., Revised Regulations. The marks allotted to each subject and to the obligatory and voluntary portions, respectively, of these subjects in Table D.

The instruction is given by lectures, and also, as much as possible, to each cadet individually. After each examination the worked papers of the cadets are returned to the cadets, and the professors go through each question with them, pointing out the errors and their correction.

The professors attend throughout the whole of the study hours.

The time occupied respectively for theoretical and practical instruction, and for recreation, is as shown previously, under the head of "daily routine." There are also certain hours at which the professors are in attendance for study of voluntary subjects, on the afternoons of Mondays, Tuesdays, Thursdays, Fridays, and the evenings of Wednesdays and Saturdays.

The hours compulsory are six and a half hours daily on Mondays, Tuesdays, Thursdays and Fridays, with one and three-quarter hours' drill or military engineering, and three hours study and one hours drill on Wednesdays and Saturdays.

As the primary object of the college, the whole curriculum of study is so arranged as to make one subject of instruction prepare or assist another; to give such a high standard of military education as to place the cadets on an equality with the officers of any army, and at the same time to give a general, thorough and liberal education to each cadet, so as to fit him not only to take his place among cultivated gentlemen, but also so as to enable him, with the assistance of the technical training, to qualify himself for any particular profession.

The whole course is made as practical as possible. A syllabus of the instruction in each subject is given in the appendix. It should, however, be noted that these are drawn up to meet the present circumstances of the college, and that they assuredly will require revision from time to time, as improvements become possible.

#### *System of Instruction—Practical Subjects.*

The drills consist of artillery (including seige and field), and mounting and dismounting of ordnance.

*Engineer*—Field-works, bridges and pontoons, signalling, mining (land and sub-water), use of explosives, guard mounting.

*Infantry Drill and Military Exercises*.—Tent-pitching, sentry and outpost duty, gymnastics, swimming, fencing.

Each cadet undergoes instruction in the whole of the above, and also takes his turn of instructing others in the same.

Regular guard is taken by cadets twice a week for eight hours.

Each cadet goes through an annual course of artillery and rifle target practice, and judging distance.

#### *Equitation.*

Although equitation is authorized by the general regulations of the college, there are no means provided at present for instruction in this most important and indispensable qualification for the duties of a staff officer.

An increase of twenty horses to the present field battery establishment of "A" Battery, the erection of a suitable riding-school, and the appointment of a riding-master, would appear to be the most economical means of meeting the requirements of the case.

#### *System of Account and Pay.*

Payments are made through a paymaster whose general duty is the sub-charge of accounts, payments and estimates.

Pay of the superior staff of the college is issued by the paymaster monthly in arrear by cheque in favour of each person, according to certified pay lists submitted. The pay of the subordinate staff is issued in cash, and paid out by the captain of cadets, in accordance with special pay list.

All monthly accounts and claims from contractors and tradesmen for local purchases, are checked and certified by the officer commanding Royal Military College, and transmitted to paymaster by the fifth of each month.

The accounts for articles supplied from the Militia Department direct are similarly treated, but are forwarded to the Department at Ottawa.

The paymaster pays all such accounts when duly authorized from head quarters. Credits are issued by the Militia Department on requisition of paymaster, from time to time, against which cheques are drawn by the paymaster in favour of the claimants authorized to be paid.

Monthly accounts current are rendered by the paymaster to head quarters, accompanied by all necessary authorities and vouchers in support of payments.

The annual contributions from cadets are paid to the credit of the Receiver-General in Bank of Montreal, copy of deposit receipt being transmitted to the

commandant of the college, to be placed to the credit of the cadets, against which are charged all articles issued to him on repayment, viz. :—Clothing, including repairs to same, necessaries, marking, instruments, personal washing, barrack damages, &c. These charges are posted monthly to the cadet's account in company ledger, which is duly signed by the cadet; all charges being previously supported by vouchers.

The commandant considers that the following regulations should be made, viz. :—

That no cadet be permitted to join the college until his first annual contribution is paid.

That in case of non-payment of future annual contributions within thirty days from the date on which due, the commandant will be required to suspend the cadet, retaining all articles of regimental necessaries and clothing, and instructional apparatus supplied to the cadet at the college, in order to secure the Government against loss.

#### *Clothing.*

Supplied through the Department of Militia and Defence in material, and issued to cadets on repayment at cost price. All clothing is made up by a tailor at contract rates.

#### *Regimental Necessaries, Mathematical Instruments, Drawing Materials and Text Books.*

Supplied through the Department of Militia and Defence from contractors and tradesmen, and issued to cadets on repayment at cost price.

The value of all issues on repayment are charged monthly in ledger account of each cadet.

The total number of each description of all articles issued are posted in the several store ledgers under their respective heads; receipts are posted from delivery vouchers or invoices, and the latter retained in support of the entry.

#### *Mess, Class, Office and Bedroom Furniture, and General Barrack Stores.*

These are supplied by Government free to cadets, &c. All receipts of such are scheduled and posted in store ledger of the college. Articles becoming unserviceable by fair wear are condemned periodically by a board of survey, and replaced by the Militia Department. Articles broken through neglect or lost are charged to individual responsible for such breakage or loss.

#### *Personal Washing of Cadets.*

Performed by the wives of the college servants, and paid for by cadets.

#### *Mess and Barrack Washing.*

Is also performed by the wives of the college servants, and paid for by Government under special arrangements.

#### *Fuel and Light.*

Supplied under contract with the Department of Militia and Defence, issued in accordance with a duly authorized scale, and accounted for monthly by returns forwarded to head quarters, Ottawa.

Receipts and issues are regularly posted in store ledger.

#### *Gymnastic Apparatus.*

Is kept in gymnasium. All receipts are regularly posted in store ledger, and issues are made to cadets for instructional purposes, and handed in as soon as parade is over.

*Military Engineering Stores.*

Receipts are posted in ledger and articles kept in store, and issued to cadets for instructional purposes; these are regularly returned when the parade is over.

*General Remarks.*

With reference to the foregoing information on the general subjects therein mentioned, the Board submit as follows, viz.:—

1. The general healthy condition and appearance of the cadets, and the absence of disease, point to the conclusion that the site selected is most salubrious, and taking into consideration the several hours as detailed for study, drill and recreation, the combination is such as to insure that the mental strain necessarily induced by close attention to studies is relieved by the physical exertion produced by drill and gymnastics.

2. The Royal Military College is very advantageously situated with regard to natural surroundings. The clear waters of Lake Ontario in the immediate vicinity, and the uninterrupted and extended view in every direction, are natural advantages which cannot be without their effect in influencing the temperament of those residing within the college grounds.

3. It is the opinion of the Board that the general tenor of the regulations and the arrangements for internal economy are of such a nature as to foster a gentlemanly tone of feeling among the cadets, and to encourage a sentiment of *esprit de corps*, and so far as the Board are capable of judging, these results have in a great measure been attained.

4. With reference to the recommendation made by the commandant as to the appointment of two military professors from the present staff to act as company officers, the Board are of opinion that this plan, if carried out, promises to be the means of obtaining a higher degree of discipline than can be attained by the present arrangements.

5. The Board observe that provision is now made for the residence within the college grounds of only two professors and the Staff Adjutant, the remainder of the superior staff having to provide themselves with accommodation in the city at distances varying from one to over two miles from the college.

As these professors receive a money compensation as lodging allowance, and as it would be very desirable for many reasons that they should be provided with accommodation within the college grounds, the Board recommend that for the sake of economy and convenience, suitable quarters should be erected near the college for the commandant and superior staff.

6. Cadets' quarters. With reference to this subject, the Board notice that several rooms in the cadet quarters are occupied by two individuals. In these instances the sizes of the rooms so occupied are not sufficient for the purpose, and on other grounds it is not desirable that more than one cadet should occupy each room.

In the north building, which was originally designed and constructed specially for educational purposes and as mess premises and offices, five rooms have been occupied as dormitories for 15 cadets; this is necessitated by the want of suitable accommodation elsewhere, and when the incoming class of cadets present themselves for admission in January next, the only lecture room available will have to be appropriated as a dormitory for those who may be then admitted.

In view of the foregoing circumstances, the Board cannot urge too strongly the necessity for the erection of the additional building contemplated as quarters for cadets and two officers on the west side of the college buildings.

7. The Board were pleased to observe the admirable condition in which the cadets' quarters are kept. They, however, notice that the floors are being rapidly worn away in consequence of the very poor material used in their construction.

8. Cupboards and shelves are much required in the several class rooms, and the outer gate house should be completed.

9. The Board consider the arrangements made for messing the cadets to be satisfactory.

10. The returns in connection with the whole of the articles used at the college are prepared periodically and transmitted to head quarters, and the system of account seems to be clear, intelligible and as concise as possible.

11. It would be desirable that a small annual grant be appropriated for the purpose of maintaining the cadets' library and the purchase of books.

12. There is no provision made for any religious instruction in the college, but the cadets are required to attend the public Divine Service of their denominations once every Sunday.

13. The ages at which cadets are admitted to the college are from 15 to 20, but the Board considers it would be preferable that the ages on the 1st January, preceding the examination for admission, should be from 15 to 18. There seems to be at present too great a disparity in the ages, more particularly as all who enter at the same date form a class. The younger ones are therefore at a disadvantage in respect to standing in the class in competition with those whose ages should assure greater capacity and breadth of thought.

The following subjects have been brought forward by the commandant of the college, as improvements and alterations in the existing system:—

(a.) Annual, instead of semi-annual examinations, for entrance and final. The members of the Board are of opinion that this change would prove beneficial.

(b.) That the law relating to the admission of two candidates from each military district should be amended, so as to provide for the admission of an equivalent number, on the following basis, viz:—

Ontario .....	8
Quebec.....	6
Maritime Provinces (N.S., N.B. and P.E.I.).....	6
Manitoba and British Columbia.....	4
	24

(c.) Instead of the admission to the college being limited to a number annually, or semi-annually, the number admitted at each entrance examination should be regulated with reference to the maintenance of a fixed establishment of 118 cadets at the college, this being the aggregate of the number authorized by law to be admitted when the college opened, and during the four years' course. If the proportion as between the groups suggested in previous paragraph cannot be exactly carried out, the extra vacancies to be allotted to candidates highest on the list, as returned by the Examining Board. It appears in respect to this suggestion that no difficulty has yet arisen in carrying out the provisions of the regulations now existing.

In conclusion, the Board wish to observe that the Royal Military College has advanced at a rate of progress more than equal to the original hopes of its most sanguine supporters. Whilst desirous of placing upon record their appreciation of the commandant and superior staff, to whose individual exertions this most creditable result is mainly due, and of recording their opinion as to the zeal and *esprit de corps* everywhere manifested, the Board are more particularly anxious to have it understood that the requirements of this institution, based as they are upon the most recent improvements in technical education, as exemplified in other kindred establishments of a similar character, require for their proper development increased facilities, not only in the shape of scientific apparatus, models, &c., but also in increased accommodations, as required for laboratories, museum and model room.

The instruction already given seems to be complete of its kind, and there is nothing to prevent the prosecution of the higher branches of technical instruction from being carried on by every cadet, provided proper facilities, as indicated above, are placed within his reach.

The cadets being recruited from the different Provinces of this Dominion, the discrimination of the knowledge acquired by them cannot fail to be of the greatest use to

the country at large, and the Board are of opinion that every reasonable facility should be granted to make the educational course as complete as possible.

WALKER POWELL, Adjutant-General.  
President, Board of Visitors.

Members.	{	T. J. DUCHESNAY, Deputy-Adjutant General, Military District No. 7.
		D. T. IRWIN, Lieut-Colonel, Inspector of Artillery.
		J. THORBURN, M.A., Chairman, Board of Examiners.
		J. MACPHERSON, Lieut.-Colonel, Accountant, Department Militia and Defence.

### TABLE A.

**SHewing** Subjects of Instruction, Obligatory and Voluntary, for each Class.

#### OBLIGATORY.

##### 8th Class.

Mathematics.  
Geometrical Drawing.  
French or German.  
Freehand Drawing.

Infantry Drill.  
Discipline.  
Swimming.

##### 7th Class.

Mathematics,  
Geometrical Drawing,  
Fortification.  
Military Topography.  
French or German.

Freehand Drawing.  
Infantry Drill.  
Artillery Drill.  
Discipline.  
Swimming.

##### 6th Class.

Mathematics.  
Descriptive Geometry.  
Fortification.  
Artillery.  
Military Administration.  
Military Topography.  
French or German.

Freehand Drawing.  
Infantry Drill.  
Artillery Drill.  
Gymnastics.  
Discipline.  
Swimming.

##### 5th Class.

Mathematics.  
Descriptive Geometry.  
Fortification.  
Artillery.  
Military History and Administration.  
Military Topography.  
French or German.  
Freehand Drawing.

Painting.  
Infantry Drill.  
Artillery Drill.  
Engineer Drill.  
Gymnastics.  
Discipline.  
Swimming.

*4th Class.*

Mathematics.	Freehand Drawing.
Descriptive Geometry.	Painting.
Fortification.	Infantry Drill.
Artillery.	Artillery Drill.
Military History and Administration.	Engineer Drill.
Military Topography, Reconnaissance.	Equitation.
French or German.	Gymnastics.
Geology or Chemistry or Electricity.	Discipline.

*3rd Class.*

Mathematics.	Freehand Drawing.
Descriptive Geometry.	Painting.
Fortification.	Infantry Drill.
Artillery.	Artillery Drill.
Military History.	Engineer Drill.
Military Topography, Reconnaissance.	Equitation.
French or German.	Gymnastics.
Geology or Chemistry or Electricity.	Discipline.

## VOLUNTARY.

*8th Class.*

Mathematics.	German or French.
--------------	-------------------

*7th Class.*

Mathematics.	German or French.
Geometrical Drawing.	

*6th Class.*

Mathematics.	German or French.
Descriptive Geometry.	

*5th Class.*

Mathematics.	German or French.
Descriptive Geometry.	

*4th Class.*

Mathematics.	Civil Surveying.
Descriptive Geometry.	Nature, production and use of
Artillery.	materials for construction.
German or French.	
Any one or two of these	{ Geology.
subjects.	{ Chemistry.
	{ Electricity.



*3rd Class.*

Mathematics.  
Descriptive Geometry.  
Fortification.  
Artillery.  
German or French.

Any one or two of these  
subjects.

Civil Surveying.

{ Geology.  
Chemistry.  
Electricity.

Nature, production and use of  
materials for construction.

Hydraulic Engineering, Mechan-  
ism, &c., &c.

Design and Execution of Struc-  
tures.

Architecture.

Estimating.

*2nd Class.*

Mathematics.  
Fortification.  
Military History (Essays).  
Reconnaissance.  
German or French.

Any one or two of these  
subjects.

Painting.

{ Geology.  
Chemistry.  
Electricity.

Civil Surveying.

Nature, production and use of  
materials for construction.

Hydraulic Engineering, Mechan-  
ism, &c., &c.

Design and Execution of Struc-  
tures.

Architecture.

Estimating.

*1st Class.*

Mathematics.  
Fortification.  
Military History (Essays).  
Reconnaissance.  
German or French.

Any one or two of these  
subjects.

{ Geology.  
Chemistry.  
Electricity.

Painting.

Civil Surveying.

Design and Execution of Struc-  
tures.

Architecture.

Estimating.



---

 APPENDIX No. 12.
 

---

 ROYAL MILITARY COLLEGE OF CANADA—ANNUAL REPORT.
 

---

*From Commandant of Royal Military College, to Lieut.-General Sir E. Selby Smyth, K. C. M. G., President Royal Military College, and Commanding Militia, Dominion of Canada.*

---

KINGSTON, ONT., 22nd December, 1879.

SIR,—I have the honour to submit the following report of the Royal Military College of Canada for the year 1879:—

*Appendices,—Subjects referred to.*

2. Detail information on various subjects is given in the appendices.

Appendix A is a list of the Cadets who have joined the college during 1879, and shows the establishment in which they were educated.

Appendix B is a list of Cadets to whom promotions, prizes, or honorary distinctions have been awarded during 1879.

Appendices C 1, C 2, C 3, C 4, C 5, C 6 give full information of the (June, 1879) semi-annual examination, and of the work and intermediate examinations of the spring term.

Appendix D shows the Cadets arranged according to their present classes, and their relative position in those classes.

Appendix E is a complete list of the cadets on the College Rolster at the present date, with detailed information relative to each.

Appendix F are the examination-papers (German excepted) of the third (the then highest) class at the June semi-annual examination.

The cadets of this class had at that date two more terms before completing their full course of instruction.

Appendices G 1, G 2, &c., are the syllabus of the several courses of instruction.

It will be understood that these courses are adapted to the present circumstances of the college, and are not so complete as will be possible when the college is fully developed.

*Details of Terms and Classes.*

3. The Spring Term commenced with six classes, entitled 3rd, 4th, 5th, 6th, 7th, 8th, containing respectively 11, 8, 9, 11, 15 and 16 cadets; and the Autumn Term with seven classes respectively of 11, 8, 6, 12, 12, 17 and 13 cadets.

The next term will commence on 3rd February, 1880, with eight classes, the number of cadets in each of which will be determined by the result of the winter (January, 1880) semi-annual examination, added to the work and periodical examinations during the current term, and by the number of candidates who may be successful at the December entrance examination.

*Completion of Number of Classes.*

4. At the commencement of the ensuing term, the college will, for the first time, be complete in its number of classes.

*First batch of Graduates.*

5. At the termination of the next term, viz: 25th June, 1880, the first batch of students, viz: those who joined at the opening of the college in June, 1876, will have completed their full course (four years) of instruction at the college.

*Candidates for Admission to College.*

6. It is gratifying to be able to report that the number of candidates for admission to the college continues steadily to increase, and that the average standard of intellectual attainments of the cadets who have joined the college during 1879 has been higher than in any preceding year. This not only demonstrates that the standard of entrance examination is not too severe, but that the schools throughout the country are applying themselves to educate for the Royal Military College, and it affords grounds to hope that some, at least, of the elementary instruction which is now given at the college, and which should not be required, will, by degrees, become unnecessary.

The number of candidates from the Maritime Provinces shows how firm a hold the college has taken in this portion of the Dominion. The Province of Quebec always furnished its full quota of cadets, but I regret that among these there are not so many French speaking candidates as is desired and might be expected.

I have however, reason to anticipate that very shortly there will be no lack of representation of this important element of the Canadian nationality.

*Increased facilities for Instruction, theoretical and practical, afforded during the Year.*

7. The appointment during the year of professors of free-hand drawing, of civil engineering, and of chemistry, physics and geology, has enabled instruction in these highly important, indeed indispensable subjects to be commenced, and the full curriculum of study at the Royal Military College has now for the first time been entered upon.

The cadets have already shown by their interest and marked progress in these subjects a thorough appreciation of the high opportunity now afforded them of perfecting their education.

The appointment of a professor to instruct in military history, strategy, tactics, military administration and law, will enable the study of this branch of military education to assume its proper position, and to attain its full development.

These appointments complete the separation of subjects of instruction; a separation equally essential to obtain competent instructors, to ensure adequate instruction, and to render possible the satisfactory progress of those under instruction.

The provision of an officer and a non-commissioned officer instructor to assist the professor of fortification has rendered possible the commencement of the practical course in the manifold and varied phases of military engineering; a branch of military science which is rapidly increased in importance.

*Instruction during Year—Theoretical Subjects.*

8. The subjects of theoretical instruction of the several classes have been as follows:—

*8th Class.*

Mathematics.  
Geometrical Drawing.

French and German.  
Freehand Drawing.

*7th Class.*

Mathematics.  
Geometrical Drawing.  
Freehand Drawing.

French and German.  
Military Topography.  
Fortification.

*6th Class.*

Mathematics.  
Descriptive Geometry.  
Freehand Drawing.  
Artillery (Theory and Construc-  
tion of.)

French and German.  
Military Topography.  
Military Administration and Law.  
Fortification.

*5th Class.*

Mathematics.  
Descriptive Geometry.  
Freehand Drawing and Painting.  
Fortification.  
Artillery (Construction and  
Theory of.)

French and German.  
Military Topography.  
Military Administration and Law.  
Tactics and Strategy.

*4th Class.*

Mathematics.  
Descriptive Geometry.  
Freehand Drawing and Painting.  
Fortification.  
Artillery (Theory and Construc-  
tion of.)  
Civil Engineering.  
Chemistry.

French and German.  
Military Topography.  
Reconnaissance.  
Military Administration and Law.  
Tactics and Strategy.  
Physics.  
Geology.

*3rd Class.*

Mathematics.  
Descriptive Geometry.  
Freehand Drawing and Painting.  
Fortification.  
Artillery (Theory and Construc-  
tion of.)  
Civil Engineering.  
Chemistry.

French and German.  
Military Topography.  
Reconnaissance.  
Civil Surveying.  
Military Administration and Law.  
Tactics and Strategy.  
Physics.  
Geology.

*2nd Class.*

Mathematics.  
Freehand Drawing and Painting.  
Fortification.  
Civil Engineering.  
Chemistry.  
Physics.  
Geology.

French and German.  
Reconnaissance.  
Civil Surveying.  
Instruction in Tactics and Strategy  
temporarily suspended.

*Instruction during Year—Practical Subjects.*

9. The cadets of the 1st, 2nd, 3rd, 4th, 5th, 6th and 7th terms have been practised in all natures of infantry drills, both company and battalion, and in close and

extended order, also, in route marching, out post duty, tent pitching, &c., &c. Cadets of the 2nd, 3rd, 4th, 5th terms have been practised in siege and field artillery drills, and shifting of ordnance. A systematic course of rifle instruction with target practice, and also artillery practice with common and shrapnel shell, has been passed through, and in both practices the cadets made thoroughly good results.

Gymnastics and swimming have formed part of the regular instructions, with very marked beneficial effect on the physique of the cadets. Instruction has been afforded in tracing and throwing up batteries, redoubts and shelter trenches. Signalling, knotting and other engineering drills, &c., have also been commenced. Cadets have taken regular guards throughout the year.

*Progress of Cadets—Results of Class work and Examinations.*

10. The general results of the examinations during the year have been satisfactory, and in several individual cases exhibit very considerable ability.

Some of the ablest cadets still cling to the habit so marked in most of the cadets on joining the Royal Military College, of relying on memory rather than their power of thought.

The result is not infrequent, and occasionally ridiculous mistakes, and work otherwise excellent, rendered useless.

*Conduct of Cadets.*

11. The general conduct of the cadets throughout the year has been very satisfactory.

I regret that I have found it necessary to reduce some cadet non-commissioned officers, but the necessity has arisen not generally from personal mis-conduct, but from a want of appreciation of the necessity for the practice and enforcement of the strict duty which the position of a non-commissioned officer entails on those to whom that rank, with its honour and responsibility, has been entrusted. I do not anticipate the necessity for frequent recurrence to such punishment.

It is now understood that a cadet, who, at the termination of his full service of four years, does not possess sufficient stability and firmness of character to control his own actions, or those of others, and therefore not to merit the position of at least the junior grade of non-commissioned officer, is not fit for, and cannot be permitted to attain to the rank of a commissioned officer.

I look to the system recommended in paragraph 19 of my annual report, 1877, and paragraph 31, annual report, 1878, to complete the disciplinary system, and trust that its early adoption will be facilitated.

*Casualties during Year.*

12. During 1879 one cadet has been withdrawn from the college, at the request of his parents, after payment of the regulated sum for the privilege of discharge.

One cadet has been withdrawn in consequence of failure to pass the requisite periodical examination.

*Sanitary Condition.*

13. The health of the cadets has been generally good, although slight cases of illness have been rather numerous.

The effects of defective water supply and drainage which exist have not been so much felt as in former years in consequence of the unusually cool season, but until remedied (which I understand will shortly be done) they present a constant and serious danger.

*Inspection—Incidents, &c., &c.*

14. On the 24th May, the gentlemen cadets proceeded to Montreal together with a large force of their comrades of the militia of Canada, for the celebration of Her Majesty's Birthday.

The cadets were incorporated with the division of troops which passed in review on that occasion, and took part in the extensive manœuvres which followed. The appearance and military bearing of the cadets elicited general commendation. On the 31st May, His Excellency the Governor General accompanied by Her Royal Highness the Princess Louise, honoured the Royal Military College with their inspection. His Excellency and Her Royal Highness made a minute and thorough inspection of the whole of the college and of the cadets, and graciously expressed their approbation with the arrangements, system adopted, and the result obtained during the brief period which has elapsed since the opening of the college, in June, 1876.

Her Royal Highness honoured the cadets who had been successful at the previous semi-annual examination by herself personally presenting to them the prizes which they had obtained on that occasion. The reception by these young soldiers of the proofs of success achieved, from the hands of the daughter of their Queen and the wife of His Excellency the Governor General of Canada will greatly enhance the value of their merited rewards. The cadets were afterwards brigaded with other troops of the district for review and field manœuvres.

The Honourable the Minister of Militia and Defence, accompanied by two other members of the Dominion Cabinet, visited the college on the 27th June, and carefully inspected it in all its details.

The Honourable the Minister of Militia and Defence presented the prizes won by the cadets at the summer semi-annual examination, and expressed thorough satisfaction with the working of the institution. Great benefit has already accrued from this inspection, and still further may be anticipated. The college has now been visited by five of the Ministry, who are therefore personally conversant with the nature and requirements of the institution.

*Commissions in the Imperial Regular Service for Cadets of Royal Military College.*

15. Her Majesty's Government has notified that four commissions in the Imperial regular service will be offered annually to the cadets of the Royal Military College of Canada.

The commissions to be assigned as follows :—

One in the Royal Artillery.

One in the Royal Engineers.

Two in the Cavalry or Infantry.

It is, of course, essential that the acquirements and ability of the cadets who obtain commissions in the Imperial service be defined and clearly established.

This will be guaranteed by the records of the college books and by the statement given in the certificates granted to cadets who have graduated.

Cadets who obtain first and second class certificates will be eligible for commissions in the Royal Artillery, Royal Engineers, Cavalry or Infantry; those who obtain third class certificates will be eligible for commissions in Cavalry or Infantry only. A commission will be offered first to the cadet who is eligible and who is highest on the list, and so on in succession.

The boon extended to Canada and the college by this grant can hardly be overestimated.

Every variety of employment offered to the cadets increases the number of candidates for admission, and these admissions being limited, and obtained only by competition, it necessarily ensures a higher standard of ability among those who are successful.

It also increases emulation and facilitates the instruction at the college, and thus the education of all those who finally graduate, whether they do or do not seek or obtain commissions, becomes proportionately higher.

The service in the regular army will thus train a certain number of officers of Canadian birth in the varied and practical experience which alone can be obtained by contact with large bodies of military under different conditions of service and circumstances; kept in constant readiness for, and not infrequently engaged in, the actuality of war.

It cannot be doubted but that for any local emergency or special employment, the benefit of the experience so gained by these officers will be available to Canada. The arrangement will also preserve and strengthen the tie of comradeship between the military forces of the British Empire by again increasing the number of Canadians serving in Her Majesty's regular service. The numbers so serving have somewhat lessened of late years, owing to the requirements and expense attached to the preparatory education in England for commissions.

The college curriculum embraces a broad and liberal education, alike fitted for military and civil pursuits, and thereby attracts men of very differently constituted tastes, minds and inclinations, and it does not necessarily follow that all the cadets who most highly distinguish themselves will invariably desire to enter the regular army.

#### *Presentation to the College.*

16. His Excellency the Governor-General has been pleased to present to the reading room of the gentlemen cadets portraits of himself and of Her Royal Highness the Princess Louise, and the latter has graciously presented a complete set of the works of Sir Walter Scott to the college library.

His Excellency has also expressed his intention of presenting a gold, a silver and a bronze medal to be competed for by the cadets of the Royal Military College.

These medals will, by the terms of presentation, be awarded to the cadets who, by the records of the college, are shown to be respectively first, second and third in proficiency in all subjects of instruction, theoretical and practical, and in conduct and discipline, from the date of their joining the college to that of their graduating therefrom; *i. e.*, to the three most highly distinguished cadets of their period, in moral, mental and physical acquirements, extending throughout their whole course at the college.

#### *Requirements to Complete the Specified Course of Instruction—Theoretical.*

17. Models, specimens and apparatus of different nature, with which to illustrate instruction in mechanics, chemistry, electricity, geology, mineralogy, civil engineering and architecture, artillery and military engineering, &c., are still wanting.

The provision of a museum and laboratory is essential for carrying out instruction in the above subjects, for without them the full advantage of the instruction afforded cannot be readily obtained.

#### *Requirements to Complete Specified Course of Instruction—Practical.*

18. Certain instruments, such as signalling and electrical instruments, and stores and plant, cables, explosives, barrels, spars, planks, rope, various tools, &c., are required. Some of these have already been ordered; others have been applied for, and should be supplied, if practicable, before the spring.

It is a matter of great regret that no facility has yet been afforded for instruction in equitation, and I trust it will be found possible to afford it during the ensuing term, at the termination of which 17 cadets will leave the college, on completion of their course. On this point I beg to refer to paragraph 20 of annual report for 1878.



*Works and Buildings Required to Complete.*

19. On the subject of works which now have become absolutely indispensable, I beg to call attention to paragraphs 25, 26, 27, and 28 of my annual report, 1878, merely remarking that urgency increases as time goes on.

Among minor works, the completion of the water supply and provision of gas are essential; also of rooms for a museum or model room, and for a laboratory. The execution of some of these works will effect a very considerable economy in the annual expenses of the college.

*Military Party Attached to College.*

20. The commencement of practical military engineering at the college makes the absence of a small military detachment (always, indeed almost necessarily, Engineers), which is invariably attached to other military colleges, more apparent. It is hardly necessary to state that military perform the outdoor work required much more economically and satisfactorily than civilians, and that as few men as possible who are not under military discipline should be employed about a military college.

The military detachment, among other duties, perform some of the heavier portions of engineering work, especially of demolitions and bridging, which the cadets have not time for, and thus render possible more rapid instruction to the cadets, while the men composing the detachment are themselves under instruction.

*Future Organization.*

21. The following modifications (which the developement of the college has now rendered possible) connected with the arrangements for admission to the college, will, if adopted, tend to economy, simplicity and improved working.

(a.) Approximation of maximum and minimum limits of age for admission to the college, the present limits being too wide.

(b.) Substitution of annual for semi-annual entrance examinations.

(c.) Enlargement of areas for competition for admission.

(d.) Annual number of cadetships to be regulated by the number of vacancies in a fixed establishment, instead of a definite number of vacancies per annum as at present. Detailed reports on these points have been submitted.

*Class of Officers of Militia.*

22. The position of the college as regards staff is now such as to admit of instruction being given during term time and hours, in the under named subjects to a limited number of officers of the militia :—

Fortification and Military Engineering.

Military Topography.

Reconnaissance.

Military History.

Tactics and Strategy.

Military Administration and Law.

German.

French.

Freehand Drawing.

Considerable difficulty must however occur in carrying it out until the new buildings are completed, in consequence of the want of room accommodation.

*Facilities for Instruction in Military Engineering to Militia generally.*

23. The material for military engineering already existing at the Royal Military College, together with that referred to generally in paragraphs 17 and 18 of this report,

will provide great facilities for the annual training of Engineer volunteer militia at Kingston, and with the personnel alluded to in paragraph 20 could be made to form in a very inexpensive way the nucleus of a school of military engineering, including sub-marine mining, for all ranks and branches of the service.

*Progress of College and appreciation in Great Britain.*

24. Since my last annual report I have visited most of the celebrated military and civil educational institutions, all the great military manufacturing establishments of ordnance, small arms, ammunition, etc., and many of the larger fortresses and camps of Great Britain.

I was also fortunate in opportunities of observing on several occasions large bodies of troops of all arms under the inspection by His Royal Highness the Commander-in-Chief.

I mention this because, after some years of rather close and unremitting attention to one object, there is often a tendency to become somewhat forgetful of changes and progress elsewhere, and a danger of the person so engaged becoming less qualified to form a correct and impartial opinion of his special work.

With the advantages of recent observations fresh in mind, I can unhesitatingly affirm that the college is working in the right direction, both in practical and theoretical military training, and in general education, and that Canada may be well satisfied with the progress the college has made during the four years since its opening with the comparison it can bear with old and universally honoured institutions.

It was also most gratifying to note the knowledge of and appreciating interest in the Royal Military College of Canada displayed in the mother country, not only by the military profession, but generally by persons of influence and education. I cannot close my report without expressing my hope that Canada will find suitable and certain employment for those of her sons who, possessing (as demonstrated without the possibility of question, by the college books) high qualities of ability, conduct and physique, will graduate in June next, and in succeeding years.

*Assistance by Staff.*

25. To the aid afforded me by an able and zealous staff, and to the soldierlike spirit, intelligence and conduct of the gentleman cadets, I am indebted for being able to claim the gratifying position to which the college has attained, and I desire to bring this fact to your notice.

I have the honour to be, Sir,

Your obedient servant,

E. O. HEWETT, Lieut.-Colonel, R. E.,

Commandant, Royal Military College.

## APPENDIX A.—ROYAL MILITARY COLLEGE OF CANADA.

NOMINAL ROLL of Gentlemen Cadets who joined the College during 1879.

Names.	Age on joining.		Date of joining.	Marks obtained at Entrance Examination.	Where Educated.	Remarks.
	Yrs.	Mos.				
George Ewertse Wood....	18	3	Feb. 8...	9,676	Helmuth College, London, Ont.	
Frank Herbert Latimer...	18	6	do 8...	9,076	High School do	
Frederick St. Duthus Skinner .....	19	4	do 8...	8,132	Collegiate School, Galt.	
William Henry Robinson	15	6	do 8...	7,588	Collegiate School, Fredericton.	
George Robert Hooper...	16	6	do 8...	6,310	Bishop's College School, London, O.	
Henry Walker Osburn...	16	10	do 8...	5,204	Collegiate School, Fredericton.	
George Hunter Ogilvie...	18	9	do 8...	5,183	High School, Campbellford.	
Alfred Thomas Tomlin- son .....	19	7	do 8...	4,809	Ottawa College.	
Zachary Taylor Wood....	18	3	do 8...	4,186	King's College, Windsor, N.S.	
Andrew Rainsford Wet- more .....	17	4	do 8...	4,048	Collegiate School, Fredericton.	
Alan C. de L. Joly.....	16	4	do 8...	3,922	Lennoxville, Quebec.	
Thomas Benson.....	18	9	do 8...	2,667	Upper Canada College.	
George Edward Laidlaw	18	3	do 8...	2,500	Collegiate School, Galt, Ont.	
Egerton E. A. Denison...	18	1	do 8...	2,463	Upper Canada College.	
Donald Colin Campbell..	17		Sept. 5...	7,471	Grammar School, Arnprior and England.	
Forbes Murray Kirby ....	17	5	do 5...	6,357	Public School, Petrolia.	
Arthur Thomas Kelly Evans .....	17	6	do 5...	6,107	Upper Canada College.	
Victor Rosenberg.....	16	9	do 5...	5,299	Strathroy High School.	
Robert Colborne Nanton.	16	2	do 5...	4,656	Upper Canada College.	
John Irvine Lang.....	20		do 5...	4,634	Public School, St. Mary's.	
James Arthur Hesketh...	15	9	do 5...	3,200	Ottawa Collegiate Institute.	
Kenneth Jeffrey K. Camp- bell .....	16	2	do 30...	2,793	High School, Quebec.	
Wallace Bruce M. Car- ruthers .....	17	1	do 5...	2,000	Collegiate Institute, Galt.	
Harry Bland Strange.....	15		do 5...	2,778	Lennoxville, Quebec.	
Mayo Williams Neyland..	18	3	Oct. 4...	2,108	Kingston Collegiate Institute.	

E. O. HEWETT, Lieut.-Colonel,

Commandant, Royal Military College.

KINGSTON, 22nd December, 1879.



do	Hubbell, E.	5 do 12.	1st Mathematics. 1st Military Engineering. 1st Theory and Construction of Artillery. 1st Geometrical Drawing 1st German	do	do	"Stars" to the Cadet in each class who, in any term, has obtained the greatest number of marks in his class, and also any Cadet in each class who is first in any three or more branches of study.
Corporal	Laurie, R.	4 3 Feb. 8. 5 4 June.	1st Mathematics. 1st Theory and Construction of Artillery. 1st Geometrical Drawing 1st German	do	do	
Lance-Corporal.	McElhinney, W.	6 3 Sept. 11. 4 5 Dec. 10. 3 6 June	1st Mathematics. 1st Military Engineering. 1st Theory and Construction of Artillery. 1st Military Administration and Law.	do	Lance-Corporal.	
do	Mackay, H.	4 5 Sept. 11. 6 6 April 3. 7 6 Oct. 30.	1st Mathematics. 1st Military Engineering. 1st Theory and Construction of Artillery. 1st Military Administration and Law.	do	do	
Corporal	Perley, G.	6 3 June	Theory and Construction of Artillery. Geometrical Drawing and Descriptive Geometry. 1st Mathematics. 1st Military Administration and Law.	do	do	
Co. Sergt.-Major	Perry, A.	7 4 Aug. 1. 6 5 Feb. 28. 7 4 Sept. 11. 6 4 June 23. 7 3 Aug. 5. 6 3 do 2. 4 3 Oct. 21. 5 5 June 23. 5 5 Aug. 4. 5 4 Dec. 8. 1 8 June	Best shot, Rifle (Martini-Henry)	do	do	
Sergeant.	Reed, T.	7 4 Aug. 1.	Best shot, Rifle (Martini-Henry)	do	do	
do	Rivers, V.	6 3 do 2.	Best shot, Rifle (Martini-Henry)	do	do	
Corporal	Ross, A.	4 3 Oct. 21.	Marksman, Artillery 9-pr. M.L.R.	do	do	
Lance-Corporal.	Shanly, C.	5 5 June 23.	do	do	do	
do	Shaw, G.	5 5 Aug. 4.	do	do	do	
Cadet	Skinner, F.	5 4 Dec. 8.	1st Geometrical Drawing. 1st Freehand Drawing	do	do	
Sergeant	Spelman, J.	7 2 Aug. 2.	1st Geometrical Drawing. 1st Freehand Drawing	do	do	
Cadet	Taylor, E.	3 6 Oct. 2.	1st Geometrical Drawing. 1st Freehand Drawing	do	do	
Corporal	Van Straubensee, A.	6 4 Feb. 8. 5 3 Aug. 3. 7 2 do 1.	Marksman, Artillery 9-pr. M.L.R.	do	do	
Sergeant	Wise, H.	7 2 do 1.	Marksman, Artillery 9-pr. M.L.R.	do	do	

E. O. HEWETT, Lieut.-Colonel,  
Commandant, Royal Military College.

KINGSTON, 22nd December, 1879.

APPENDIX—C. (1).

ROYAL MILITARY COLLEGE of Canada.—Examination Return, Third Class—COMBINED SUBJECTS—From January to June, 1879.

NOTE.—All marks obtained, whether allowed to count or not, are entered.

258 Term.	3rd Class.	6th Term.	Order in Class before Examination, aggregate from date of joining.	Names in Alphabetical Order, and Rank.		Mathematics.		Military Engineering.		Theory and Construc- tion of Artillery.		Military History.		Military Topography and Civil Survey- ing.		Geometrical Drawing and Descriptive Geometry.		French.		
				Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.
				Maximum marks allotted...	1,300	1000	2,300													
				Minimum marks allowed to count.....	650			250	50											
			11	Cochrane, J., Corporal.	711		711	319	319	319	554	240	794	575		616	209	825	174	
			8	Davis, W., Corporal.....	a	820	820	273	38	273	578	270	848	830		616	340	956	278	
			7	Debrisay, C., Sergt.....	a	774	774	333		333	601		840		577	68	645	239	259	
			10	Fairbank, O., Corporal..	a	885	885	331	283	331	600	325	925	710	538	455	153	607	153	
			9	Freer, H., Co. Sgt.-Mjr.	a	706	706	283		283	518		518	695		553	60	613	277	
			6	Keefe, H., do	a	736	736	272		272	496		49	760	568	357	274	845	274	
			2	McPherson, D., Sergt...	b	1,539	1,539	336	103	439	625	739	887	715	715	535	113	648	152	
			1	Perry, A., Sergt.....	a	1,106	1,106	852	138	537	701	925	1,626	895	737	632	316	948	270	
			3	Spelman, J., Corporal...	a	1,187	1,187	523	60	374	558	727	1,285	835	761	602	259	861	261	
			5	Wise, H., Corporal.....	b	817	817	389		389	562		845		616	471	71	547	268	
			4	Würtele, A., Sergt.....	b	807	807	303		303	446		446	752	700	560	168	738	270	

a Allowed to count, b Not allowed to count.

APPENDIX—C. (1).—Royal Military College of Canada—Examination Return, Third Class, &c.—Continued.

Term.	Class.	Order in Class before Examination.	Aggregate from date of joining.	Names in Alphabetical Order, and Rank.		German.		Freehand Drawing and Painting.		Drills and Exercises.		Conduct and Discipline.		Grand Total of Columns 1 to 20.	Order in Class after Examination.	REMARKS.			
				Voluntary.	Total.	Voluntary.	Total.	Voluntary.	Total.	Drills.	Equitation.	Exercises.	Total.	Conduct.	N.C. Officers.	Discipline.	Total.		
			Maximum marks allotted.....	300	300	300	300	300	300	100	100	100	100	200	50	250	9,000		
			Minimum marks allowed to count.....	100	100	100	100	100	100	50	50	50	50	66	38	83	1,208		
11			Cochrane, J., Corporal.....	a	b	203	203	203	203	76	76	76	76	191	38	229	4,517	7	} 1st French.
8			Davis, W., Corporal.....	a	a	197	197	168	168	88	88	88	88	196	38	234	4,692	4	
7			Desbrisay, C., Sergt.....	a	b	190	190	190	190	75	75	75	75	199	45	244	4,343	9	
10			Fairbank, C., Corporal.....	a	a	34	34	202	202	100	100	100	100	200	38	238	4,377	6	
9			Freer, H., Co. Sgt.-Mjr.....	a	b	210	210	210	210	100	100	100	100	163	50	213	4,009	11	} 2nd French.
6			Keefer, H., do.....	a	b	236	236	226	226	100	100	100	100	188	50	238	4,027	10	
2			McPherson, D., Sergt.....	a	b	231	231	190	190	100	100	100	100	200	45	245	6,562	3	} 2nd Fortification, 2nd Artillery, 2nd Strategy and Tactics.
1	3rd Class.		Perry, A., Sergt.....	a	b	209	209	244	244	100	100	100	100	193	45	238	7,772	1	{ 1st in Class. 1st Mathematics, 1st Fortification, 1st Artillery, 1st Strategy and Tactics, 1st Descriptive Geometry, 2nd Military Topography and Surveying, 2nd German, 2nd Freehand Drawing.
3			Spelman, J., Corporal.....	a	a	243	243	243	243	100	100	100	100	200	38	238	6,669	2	} 2nd Mathematics, 1st Military Topography, 2nd Descriptive Geometry.
5			Wise, H., Corporal.....	a	b	268	268	268	268	100	100	100	100	195	36	231	4,638	5	} 1st Freehand Drawing.
4			Würtele, A., Sergt.....	a	b	158	158	158	158	63	63	63	63	189	43	232	4,469	8	

a Allowed to count. b Not allowed to count. (Columns Nos. 9 Chemistry, 10 Electricity, 11 Geology, 12, 13, 15 Civil Engineering, 16 Architecture, 17 and 18, being in blank, are omitted.)







APPENDIX—C. (3).

ROYAL MILITARY COLLEGE OF CANADA.—Examination Return, Fifth Class—COMBINED SUBJECTS—From January to June, 1879.

NOTE.—All marks obtained, whether allowed to count or not, are entered.

Term.	Class.	Order in Class before Examination, Aggregate from date of joining.	Names in Alphabetical Order, and Rank.			Mathematics.			Military Engineering.			Theory and Construction of Artillery.			Military History.			Military Topography and Civil Surveying.			Geometrical Drawing and Descriptive Geometry.			French.		
			Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.
6	5		1,100	600	1,700																					
			550			200																				
		Maximum marks allotted .....																								
		Minimum marks allowed to count.....																								
6	5	4	Bridges, W., Lance Corp'l.			126	15	15																		
4	5	1	Campbell, H., do	901	435	1,336	322	141	40																	
5	5	2	Coryell, J., Cadet.	769	228	997	266	20	286	303	318	468	238	706	182	15	16									
6	5	8	Davis, F., Lance Corporal.	234	1,003		262	68	330	305	305	495	375	870	217	217	167	50	217	144						
5	5	7	Dunscombe, W., Cadet			550	200	200																		
6	5	5	Irving, L., Batt. Srgt.-Mjr.	438			292	53	345																	
6	5	3	Reed, T., Corporal.			550	200	200																		
4	5	9	Shanly, C., Lance Corporal	449			244	18	263																	
4	5	6	Shaw, G., Cadet.	589			219		219	295	516	251	767	175	175	137	137	137	137	137	137	137	137	137	137	137

a Allowed to count. b Not allowed to count.

APPENDIX—C. (3.)—Royal Military College of Canada—Examination Return, Fifth Class, &c.—Continued.

Term.	Class.	Order in Class before Examination, Aggregate from date of joining.	Names in Alphabetical Order, and Rank.	German.			Freehand Drawing and Painting.			Drills and Exercises.			Conduct and Discipline.			Grand Total of Columns 1 to 20.	Order in Class after Examination. Result of Examination only.	REMARKS.
				Voluntary.	Voluntary.	Total.	Voluntary.	Voluntary.	Total.	Drills.	Exercises.	Total.	Conduct.	N-G. Officers.	Total.			
			Maximum marks allotted.....	200	200	200	300	300	300	100	30	130	125	225	20	5,805		If 1st or 2nd in the Class in any Subject, the same to be specified.
			Minimum marks allowed to count.....	66	66	66	100	100	100	65	30	95	75	275	250	1,791		
5	4	Bridges, W., Lance Corp'l	{ a b	.....	.....	.....	33	33	33	50	20	70	62	62	247	332	9	{ Not qualified Mathematics, Fortification, Military History, Military Topography, Descriptive Geometry, Freehand Drawing, French, Artillery. Discharged at own request and that of parent, 27th June, 1879. 1st in Class.
4	5	Campbell, H., do	a	.....	135	135	163	163	100	30	130	200	62	262	4,127	1		
5	5	Coryell, J., Cadet.....	{ a b	.....	115	115	110	110	76	20	96	195	.....	195	3,613	2	{ 1st D. Geometry, 1st French, 2nd German, 1st Mil. History, 1st Mil. Topography, 2nd Mathematics, 2nd Artillery. 2nd Military History, 2nd Mil. Topography, 2nd Descriptive Geometry.	
6	5	Davis, F., Lance Corporal.	a	.....	.....	170	170	170	88	25	113	198	25	223	3,650	3		
5	5	Duncombe, W., Cadet.....	a	.....	.....	.....	.....	127	.....	.....	106	.....	.....	192	2,366	6	{ Absent during Exam'n on leave. Min. marks allotted in accordance with regulations. Not qualified Mathematics.	
6	5	Irving, L., Batt. Sgt.-Mjr.	{ a b	.....	152	152	103	103	100	.....	100	200	50	250	503	8		
6	5	Reed, T., Corporal.....	a	.....	.....	.....	127	127	.....	.....	76	.....	.....	234	2,378	5	{ Absent during Exam'n on leave. Min. marks allotted in accordance with regulations. Not qualified Mathematics.	
4	5	Shanly, C., Lance Corp'l.	{ a b	.....	23	23	240	240	100	30	130	200	62	262	410	7		
4	5	Shaw, G., Cadet.....	{ a b	.....	182	182	182	182	88	20	108	190	.....	190	2,776	4	{ Not qualified Mathematics. 2nd Freehand Drawing.	
				.....	14	14	.....	.....	.....	.....	.....	.....	.....	2,790	.....			

a Allowed to count. b Not allowed to count. (Columns Nos. 9 Chemistry, 10 Electricity, 11 Geology, 12, 13, 15 Civil Engineering, 16 Architecture, 17 and 18, being in blank, are omitted.)

APPENDIX—C. (4).

ROYAL MILITARY COLLEGE of Canada.—Examination Return, Sixth Class—COMBINED SUBJECTS—From January to June, 1879.  
 NOTE.—All marks obtained, whether allowed to count or not, are entered.

Term.	Class.	Order in Class before Examination, aggregate from date of joining.	Names in Alphabetical Order, and Rank.	Mathematics.		Military Engineering		Theory and Construction of Artillery.		Military History.		Military Topography and Civil Surveying.		Geometrical Drawing and Descriptive Geometry.		French.	
				Obligatory.	Voluntary.	Obligatory.	Voluntary.	Obligatory.	Voluntary.	Obligatory.	Voluntary.	Obligatory.	Voluntary.	Obligatory.	Voluntary.	Obligatory.	Voluntary.
				900	400	1,300		400	400	400	250	200	100	300	150	150	
			Maximum marks allotted .....	450				100	200	200	125	66					
			Minimum marks allowed to count.....														
3	6	11	Cartwright, R., Cadet.....	597		293	117	117	224	224	129	99	99	99	74	74	74
3	6	12	Daniel, A., do .....	571		58	118	118	256	256	132	170	170	170	73	73	73
4	6	4	Ford, E., do .....	686	46	207	129	129	317	317	158	97	97	97	108	108	108
4	6	7	Greig, W., do .....	561		6187	107	107	295	295	159	91	91	91	107	107	107
4	6	10	Hogan, H., do .....	593		252	152	152	303	303	179	123	123	123	111	111	111
3	6	10	Hubbell, E., do .....	564		189	125	125	207	207	144	97	97	97	106	106	106
3	6	1	Mackay, H., do .....	868	340	312	168	168	387	387	239	182	182	182	127	127	127
3	6	3	McElhinney, W., do .....	719		209	141	141	311	311	185	128	128	128	117	117	117
6	6	6	Perley, G., Lance Corporal.....	334		193	119	119	222	222	158	111	111	111	77	77	77
3	6	8	Sears, J., Cadet.....	450		246	135	135	317	317	168	125	125	125	79	79	79
3	6	5	Yates, B., do .....	645	34	212	125	125	298	298	176	124	124	124	111	111	111
3	6	5				10	222	222									

a Allowed to count. b Not allowed to count.

APPENDIX—C. (4).—Royal Military College of Canada—Examination Return, Sixth Class, &c.—Continued.

Term.	Class.	Order in Class before Examination, Aggregate from date of joining.	Names in Alphabetical Order, and Rank.			German.		Freehand Drawing and Painting.			Drills and Exercises.			Conduct and Discipline.			Grand Total of Columns 1 to 20.	Order in Class after Examination. Result of Examination only.	REMARKS.
			Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Drills.	Equitation.	Exercises.	Conduct.	N.-C. Officers.	Total.					
			Maximum marks allotted.....	150	150	300	300	100	30	100	300	65	66	200	50	250	3,880		
			Minimum marks allowed to count.....	50	50	100	100	100	30	100	140	65	66	200	50	250	1,125		
3	6	11	Cartwright, R., Cadet.....	13	13	133	133	50	20	70	187	50	187	187	187	1,853	9		
4	6	2	Daniel, A., do.....			178	178	100	30	130	197	100	197	197	197	2,138	6		2nd Fortification, 2nd Descriptive Geometry.
4	6	4	Ford, E., do.....	8	8	150	150	100	20	120	194	100	194	194	194	2,221	4		2nd Mathematics, 2nd Military History.
4	6	7	Greig, W., do.....			137	137	88	20	108	188	88	188	188	188	1,753	10		Not qualified Fortification.
3	6	10	Hogan, H., do.....			170	170	88	20	108	196	88	196	196	196	1,940	5		2nd Artillery.
4	6	9	Hubbell, E., do.....	11	11	165	165	100	30	130	141	100	141	141	141	1,868	8		1st in Class.
3	6	1	Mackay, H., do.....			196	196	88	20	108	187	88	187	187	187	3,255	1		1st in Mathematics, Fortification, Artillery, Military History, Military Topography, Descriptive Geometry, French, Freehand Drawing.
3	6	3	McElhinney, W., do.....	42	42	165	165	88	20	108	198	88	198	198	198	2,362	2		2nd Military Topography, French, German.
6	6	6	Perley, G., Lance Corporal.....			145	145	100		100	200	100	200	225	225	355	11		Not qualified Mathematics.
3	6	8	Sears, J., Cadet.....	12	12	177	177	100	20	120	192	100	192	192	192	2,009	7		
3	6	5	Yates, E., do.....	60	60	190	190	88	25	113	196	88	196	196	196	2,284	3		1st German, 2nd Freehand Drawing.

a Allowed to count. b Not allowed to count. (Columns Nos. 9 Chemistry, 10 Electricity, 11 Geology, 12, 13, 15 Civil Engineering, 16 Architecture, 17 and 18, being in blank, are omitted.)

A P P E N

ROYAL MILITARY COLLEGE of Canada.—Examination Return, **Seventh**

NOTE.—All marks obtained, whether

Term.	Class.	Order in Class before Examination, aggregate from date of joining.	Names in Alphabetical Order, and Rank.	Mathematics.			Military Engineering.			Military Topography and Civil Surveying.			Geometrical Drawing and Descriptive Geometry.			French.		
				Obligatory.	Voluntary.	1 Total.	Obligatory.	Voluntary.	2 Total.	Obligatory.	Voluntary.	3 Total.	Obligatory.	Voluntary.	4 Total.	Obligatory.	Voluntary.	5 Total.
			Max. marks allotted .....	800	200	1,000	300	...	300	150	...	150	150	100	250	100	...	100
			Min. marks allowed to count. ....	400	.....	.....	150	...	.....	75	...	.....	50	.....	.....	33	...	.....
2	7th Class.	10	Anderson, F., Cadet. a	556	41	597	185	...	185	102	...	102	71	.....	71	59	...	59
2		14	Avery, R., do .. a	438	.....	438	191	...	191	104	...	104	94	.....	94	51	...	51
2		15	Clark, H., do .. a	413	.....	413	177	...	177	92	...	92	92	.....	92	48	...	48
4		1	Drury, E., do { a	450	.....	450	195	...	195	123	...	123	91	40	131	69	...	69
2		5	Juff, G., do .. a	688	42	730	187	...	187	122	...	122	91	.....	91	66	...	66
2		3	Duffus, G., do .. a	749	145	894	258	...	258	144	...	144	127	76	203	73	...	73
2		12	Gordon, S., do { a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4		6	Graham, W., do { a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2		11	Greenwood, H., do .. a	566	.....	566	209	...	209	110	...	110	98	.....	98	45	...	45
2		7	Hodgins, A., do { a	462	.....	462	224	...	224	121	...	121	105	.....	105	51	...	51
4	2	Kent, R., do { a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
2	8	Kirkpatrick, A., do .. a	560	.....	560	238	...	238	141	...	141	127	27	154	58	...	58	
2	9	Powell, F., do .. a	.....	.....	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
2	4	Taylor, E., do .. a	669	103	772	254	...	254	135	...	135	139	59	197	82	...	82	
2	13	Wurtele, E., do { a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			b	283	.....	283	181	...	181	61	...	61	90	25	25	.....	.....	

a Allowed to count. b Not allowed to count. (Columns Nos. 3 Theory and Construction of and 18, being in blank, are omitted.)

DIX—C. (5).

Class—COMBINED SUBJECTS—From January to June, 1879.

allowed to count or not, are entered.

German.			Freehand Drawing and Painting.			Drills and Exercises.			Conduct and Discipline.			Grand Total of Columns 1 to 20.	Order in Class after Examination. Result of Examination only.	REMARKS.	
Obligatory.	Voluntary.	Total.	Obligatory.	Voluntary.	Total.	Drills.	Equitation Exercises.	Total.	Conduct.	N.C. Officers. Discipline.	Total.				
100	100	100	200	...	200	100	...	30	130	200	.....	200	2,430		If not qualified, Subject to be specified.  If 1st or 2nd in the Class in any Subject, the same to be specified.
33	33	.....	66	.....	.....	65	.....	65	66	.....	66	272			
.....	39	39	112	...	112	100	...	25	125	200	.....	200	1,490	5	1st in Class. 1st in Mathematics, Fortification, Military Topography, Geom. Drawing, German, 1st (e.g.) Freehand Drawing. Not qualified Mathematics, Fortification, Geom. Drawing. Not qualified Mathematics. 1st (e.g.) Freehand Drawing. Not qualified Mathematics, Fortification. 2nd Military Topography. Absent during Examination on sick leave. Min. marks allotted in accordance with regulations. 2nd Mathematics, Fortification, Geom. Drawing, 1st French, 2nd German. Not qualified Mathematics, Fortification, Military Topography.
.....	.....	.....	115	...	115	100	...	20	120	185	.....	185	1,298	9	
.....	.....	.....	120	...	120	88	...	15	103	151	.....	151	1,196	10	
.....	.....	.....	110	...	110	88	...	20	108	200	.....	200	1,386	8	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,398		
.....	47	47	107	...	107	100	...	25	125	194	.....	194	1,669	3	
.....	86	86	145	...	145	100	...	25	125	199	.....	199	2,127	1	
.....	.....	.....	.....	.....	.....	100	...	20	120	200	.....	200	320	14	
.....	.....	.....	115	...	115	.....	.....	.....	.....	.....	.....	.....	1,147	12	
.....	.....	.....	.....	.....	.....	88	...	20	108	196	.....	196	365		
.....	.....	.....	125	...	125	.....	.....	.....	.....	.....	.....	.....	1,286	7	
.....	.....	.....	110	...	110	100	...	25	125	198	.....	198	1,461		
.....	41	41	145	...	145	100	...	20	120	194	.....	194	1,463	6	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,473		
.....	.....	.....	.....	.....	.....	75	...	20	95	200	.....	200	335	13	
.....	.....	.....	130	...	130	.....	.....	.....	.....	.....	.....	.....	1,259		
.....	.....	.....	135	...	135	100	...	30	130	200	.....	200	1,616	4	
.....	.....	.....	.....	.....	71	.....	.....	.....	91	.....	.....	200	1,070		
.....	80	80	125	...	125	100	...	30	130	199	.....	199	1,974	2	
.....	.....	.....	.....	.....	.....	120	...	88	...	113	.....	148	286	15	
.....	.....	.....	120	...	.....	.....	.....	.....	.....	.....	.....	.....	1,116		

Artillery, 4 Military History, 9 Chemistry, 10 Electricity, 11 Geology, 12, 13, 15 Civil Engineering, 17

A P P E N

ROYAL MILITARY COLLEGE of Canada.—Examination Return, **Eighth**

NOTE.—All marks obtained, whether

Term.	Class.	Order in Class before Examination, aggregate from date of joining.	Names in Alphabetical Order, and Rank.	Mathematics.			Geometrical Drawing and Descriptive Geometry.			French.			German.				
				Obligatory.	Voluntary.	1 Total.	Obligatory.	Voluntary.	6 Total.	Obligatory.	Voluntary.	7 Total.	Obligatory.	Voluntary.	8 Total.		
			Maximum marks allotted.....	700	100	800	100	.....	100	100	.....	100	100	100	100		
			Minimum marks allowed to count....	350	.....	.....	33	.....	.....	33	.....	.....	33	33	.....		
1	8th Class.	14	Benson, T., Cadet.....	<i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	33	
1		16	Denison, E., do .....	<i>b</i>	307	.....	307	44	.....	44	47	.....	47	.....	.....	.....	.....
1		7	Hooper, G., do .....	<i>a</i>	415	.....	415	52	.....	52	41	.....	41	.....	.....	.....	.....
1					<i>a</i>	446	.....	446	36	.....	36	55	.....	55	.....	35	35
1					<i>b</i>	.....	18	464	.....	.....	.....	.....	.....	.....	.....	.....	.....
1		3	Joly, A., do .....	<i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1					<i>b</i>	233	.....	233	47	.....	47	59	.....	59	.....	8	8
2		2	Jones, W., do .....	<i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1					<i>b</i>	98	.....	98	63	.....	63	50	.....	50	.....	.....	.....
1		15	Laidlaw, G., do .....	<i>a</i>	413	.....	413	44	.....	44	69	.....	69	.....	.....	.....	.....
1					<i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	15
1		4	Latimer, F., do .....	<i>a</i>	647	67	714	84	.....	84	65	.....	65	.....	66	66	.....
1		9	Ogilvie, G., do .....	<i>a</i>	454	.....	454	38	.....	38	36	.....	36	.....	.....	.....	.....
1					<i>b</i>	.....	14	468	.....	.....	.....	.....	.....	.....	.....	19	19
1		8	Osburn, H., do .....	<i>a</i>	542	.....	542	39	.....	39	43	.....	43	.....	.....	.....	.....
1				<i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	12	
1	6	Robinson, W., do .....	<i>a</i>	663	90	753	68	.....	68	53	.....	53	.....	49	49	.....	
1	5	Skinner, F., do .....	<i>a</i>	634	40	674	84	.....	84	83	.....	83	.....	91	91	.....	
2	1	Stairs, W., do .....	<i>a</i>	426	.....	426	72	.....	72	84	.....	84	.....	84	84	.....	
1	10	Tomlinson, A., do .....	<i>a</i>	359	.....	359	66	.....	66	67	.....	67	.....	.....	.....	.....	
1				<i>b</i>	.....	3	362	.....	.....	.....	.....	.....	.....	.....	14	14	
1	12	Wetmore, A., do .....	<i>a</i>	587	.....	587	61	.....	61	57	.....	57	.....	.....	.....	.....	
1	13	Wood, G., do .....	<i>a</i>	592	46	638	78	.....	78	77	.....	77	.....	.....	.....	.....	
1				<i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	21	
1	11	Wood, Z., do .....	<i>a</i>	415	.....	415	64	.....	64	79	.....	79	.....	93	93	.....	
1				<i>b</i>	.....	20	435	.....	.....	.....	.....	.....	.....	.....	.....	.....	

• Allowed to count. *b* Not allowed to count. (Columns Nos. 2 Military Engineering, 3 Theory Electricity, 11 Geology, 12, 13, 15 Civil Engineering, 17 and 18, being in blank, are omitted.)



DIX—C. (6).

Class—COMBINED SUBJECTS—From January to June, 1879.

allowed to count or not, are entered.

Freehand Drawing and Painting.			Drills and Exercises.				Conduct and Discipline.			Grand Total of Columns 1 to 20.	Order in Class after Examination. Result of Examination only.	REMARKS.
Obligatory.	Voluntary.	14 Total.	Drills.	Equitation.	Exercises.	19 Total.	Conduct.	N.-C. Officers. Discipline.	20 Total.			
100	.....	100	50	...	30	130 or 80	200	.....	200	1,530		
33	.....	.....	40			65 or 40	66	.....	66	174		
65	.....	65	50	...	18	68	200	.....	200	301	14	} Not qualified Mathematics.
65	.....	65	50	...	23	73	200	.....	200	784	11	
60	.....	60	50	...	25	75	197	.....	197	904	9	} Not qualified Mathematics.
60	.....	60	38	...	20	58	190	.....	190	922	16	
45	.....	45	76	...	20	96	196	.....	196	655	15	} Not qualified Mathematics.
60	.....	60	25	...	20	45	137	.....	137	292	13	
70	.....	70	50	...	23	73	199	.....	199	548	2	} 2nd Mathematics, 1st (e.g.) Geom. Draw'g.
60	.....	60	38	...	20	58	200	.....	200	783	10	
65	.....	65	25	...	20	45	197	.....	197	846	8	} 1st Mathematics.
65	.....	65	50	...	25	75	188	.....	188	879	3	
95	.....	95	50	...	25	75	200	.....	200	931	1	} 1st in Class. 1st (e.g.) Geom. Drawing, 2nd French, 2nd German.
85	.....	85	100	...	20	120	196	.....	196	943	5	
65	.....	65	38	...	25	63	188	.....	188	1,251	12	} 1st French.
78	.....	78	50	...	25	75	197	.....	197	1,067	6	
80	.....	80	50	...	18	68	172	.....	172	808	4	} 2nd Geometrical Drawing.
70	.....	70	50	...	20	70	189	.....	189	825	7	
										1,113		} 1st German.
										1,134		
										980		
										1,000		

and Construction of Artillery, 4 Military History, 5 Military Topography and Surveying, 9<sup>4</sup> Chemistry,

## APPENDIX D.

## ROYAL MILITARY COLLEGE OF CANADA.

## Class Roll—Gentlemen Cadets.

## I.

The Cadets of Class II., who qualify at the Winter Examination of 1879, will pass into Class I. at the commencement of the following term, viz., 4th February, 1880.

This will complete the organization of the College with eight classes, corresponding with the eight terms required to complete the full course of study.

## II.

Regimental Number.	NAMES. — ALPHABETICALLY.	Rank.	Term.	No. of Marks obtained from date of joining to 20th June, 1879.	Order of Class Merit.
14	Cochrane, J. ....	Sergeant.....	7	15,263	11
4	Davis, W. ....	do .....	7	17,297	7
9	Desbrisay, C. ....	Co. Sergt.-Major.....	7	17,271	8
12	Fairbank, C. ....	Sergeant .....	7	16,693	9
2	Freer, H. ....	Cadet .....	7	16,288	10
17	Keefer, H. ....	Co. Sergt.-Major .....	7	17,406	6
18	McPherson, D. ....	Sergeant .....	7	22,768	2
13	Perry, A. ....	Co. Sergt.-Major .....	7	24,836	1
11	Spelman, J. ....	Sergeant .....	7	22,153	3
3	Wise, H. ....	do .....	7	18,215	4
1	Wurtele, A. ....	do .....	7	18,190	5

## III.

24	Clark, G. ....	Lance Corporal.....	6	12,183	6
15	Dixon, F. ....	do .....	7	11,152	7
21	Doucet, A. ....	Corporal .....	6	9,595	8
19	Gibson, J. ....	Cadet .....	6	12,677	5
20	Laurie, R. ....	Corporal .....	6	14,600	1
10	Rivers, V. ....	Sergeant .....	7	13,122	4
22	Ross, A. ....	Corporal .....	6	13,656	2 Eq
23	Van Straubensee, A. ....	do .....	6	13,656	2 Eq

## IV.

30	Campbell, H. ....	Corporal .....	5	9,847	1
28	Coryell, J. ....	Lance Corporal.....	6	9,110	2
8	Davis, F. ....	Sergeant .....	7	7,483	3
26	Dunscombe, W. ....	Lance Corporal .....	6	6,674	7
5	Reed, T. ....	Sergeant .....	7	7,257	4 Eq
31	Shaw, G. ....	Lance Corporal .....	5	7,257	4 Eq

## APPENDIX D.—Continued.

ROYAL MILITARY COLLEGE OF CANADA.  
Class Roll—Gentlemen Cadets—Continued.

## V.

Regimental Number.	NAMES. — ALPHABETICALLY.	Rank.	Term.	No. of Marks obtained from date of joining to 20th June, 1879.	Order of Class Merit.
41	Cartwright, R.....	Cadet.....	4	3,590	12
34	Daniel, A.....	Lance Corporal.....	5	4,684	5
33	Ford, E.....	Cadet.....	5	4,668	6
32	Greig, W.....	do.....	5	4,061	11
40	Hogan, H.....	Lance Corporal.....	4	4,382	7
36	Hubbell, E.....	do.....	5	4,121	10
7	Irving, L.....	Battn. Sergt.-Major.....	7	4,989	1
39	Mackay, H.....	Lance Corporal.....	4	6,455	2
44	McElhinney, W.....	do.....	4	4,871	3
23	Sears, J.....	Cadet.....	4	4,264	9
27	Shanly, C.....	Lance Corporal.....	5	4,380	8
42	Yates, B.....	Cadet.....	4	4,693	4

## VI.

55	Anderson, F.....	Cadet.....	3	2,358	8
50	Avery, R.....	do.....	3	2,054	10
53	Clark, H.....	do.....	3	1,940	12
37	Drury, E.....	do.....	5	2,774	4
51	Duff, G.....	do.....	3	2,683	5
58	Duffus, G.....	do.....	3	3,351	2
57	Greenwood, H.....	do.....	3	2,307	9
46	Hodgins, A.....	do.....	3	2,371	7
48	Kirkpatrick, A.....	do.....	3	2,516	6
16	Perley, G.....	Corporal.....	7	2,738	1
49	Powell, F.....	Cadet.....	3	1,968	11
45	Taylor, E.....	do.....	3	3,183	3

## VII.

72	Denison, E.....	Cadet.....	2	846	14 E
56	Gordon, S.....	do.....	3	1,132	7
38	Graham, W.....	do.....	5	1,330	2
63	Hooper, G.....	do.....	2	904	13
35	Kent, R.....	do.....	5	1,695	1
71	Laidlaw, G.....	do.....	2	768	17
60	Latimer, F.....	do.....	2	1,271	5
65	Ogilvie, G.....	do.....	2	846	14 E
64	Osburn, H.....	do.....	2	931	12
62	Robinson, W.....	do.....	2	1,251	6
61	Skinner, F.....	do.....	2	1,302	4
52	Stairs, W.....	do.....	3	1,394	3
66	Tomlinson, A.....	do.....	2	808	16
68	Wetmore, A.....	do.....	2	1,055	9
59	Wood, G.....	do.....	2	1,113	8
67	Wood, Z.....	do.....	2	990	11
47	Wurtele, E.....	do.....	3	1,054	10

## APPENDIX D.—Continued.

## ROYAL MILITARY COLLEGE OF CANADA.

## Class Roll—Gentlemen Cadets—Continued.

## VIII.

Regimental Number.	NAMES. — ALPHABETICALLY.	Rank.	Term.	No. of Marks obtained from date of joining to 20th June, 1879.	Order of Class Merit.
70	Benson, T.....	Cadet.....	2	301	1
73	Campbell, D.....	do.....	1	7,451	3
81	Campbell, H.....	do.....	1	2,793	10
82	Carruthers, W.....	do.....	1	2,000	13
75	Evans, A.....	do.....	1	6,107	5
80	Hesketh, J.....	do.....	1	3,200	9
69	Joly, A.....	do.....	2	248	2
74	Kirby, A.....	do.....	1	6,357	4
79	Lang, J.....	do.....	1	4,634	8
78	Nanton, H.....	do.....	1	4,656	7
84	Neyland, M.....	do.....	1	2,108	12
77	Rosenburg, V.....	do.....	1	5,299	6
83	Strange, H.....	do.....	1	2,778	11

E. O. HEWETT, Lieut.-Colonel,  
*Commandant, Royal Military College.*

KINGSTON, 22nd December, 1879.

APPENDIX E.  
ROYAL MILITARY COLLEGE OF CANADA.  
Detail Roll of Gentlemen Cadets.

Regimental No.	NAMES. — ALPHABETICALLY.	Date of joining.	Age on joining.	Rank and date of appointment to present rank of N.-C. Officer.	Class.	No. of Marks counted from date of joining to June, 1879.	Company.	Half company.	Section.	Mess squad.	No. of room.	No. of study desk.	No. of arms and accoutrements.	Province from which joined.	Remarks.
55	Anderson, F.	Sept. '58	17	Cadet.....	3	2,358	G	L	3	8	N. 1	60	55	Ontario.	
50	Avery, R.	do	18	do	3	2,054	B	L	3	5	50	52	50	do	
70	Benson, T.	Feb. '78	18	do	2	301	A	L	3	2	2	63	70	do	
73	Campbell, D.	Sept. '78	17	do	1	.....	A	R	1	2	12	21	73	do	
80	Campbell, H.	do	16	Corporal, Aug. 5, 1879	5	9,847	C	L	4	7	N. 5	32	30	N. Brunswick.	
81	Campbell, K.	do	16	Cadet.....	1	.....	C	R	1	3	44	15	81	Quebec.	
82	Carruthers, W.	do	17	do	1	.....	R	L	4	2	10	18	82	Ontario.	
41	Cartwright, R.	Feb. '78	17	do	1	.....	A	R	2	1	3	40	41	do	
24	Clark, G.	April '77	16	Lance Corporal, Aug. 2, 1879.	4	3,990	A	L	2	2	17	19	24	do	
53	Clarke, H.	Sept. '78	17	do	3	12,183	A	B	2	3	40	47	53	do	
14	Cochrane, J.	June '76	15	Sergeant, Aug. 6, 1879	7	1,940	A	B	2	3	40	47	53	do	
26	Coryell, J.	April '77	16	Lance Corporal, Sept. 19, 1879	6	15,263	C	R	2	6	52	10	14	do	
34	Daniel, A.	Sept. '77	16	do	9	9,110	B	L	1	1	4	31	38	do	
8	Davis, P.	June '76	16	Sergeant, Oct. 30, 1879	6	4,684	O	B	1	1	N. 9	37	34	N. Brunswick.	
4	Davis, W.	do	19	do	7	7,483	C	B	1	8	N. 8	13	8	Ontario.	
72	Denison, E.	Feb. '78	18	Cadet.....	2	17,294	B	L	4	5	26	2	72	do	
9	Des Brisay, C.	June '76	15	Co. Sgt.-Major, Oct. 30, 1879.	7	816	B	L	4	3	1	4	.....	N. Brunswick.	
15	Dixon, F.	do	19	Lance Corporal, Aug. 3, 1879.	7	17,271	A	R	1	1	8	17	15	Ontario.	
21	Doucet, A.	Feb. '77	17	do	7	11,152	A	R	2	4	41	41	21	Quebec.	
37	Drury, E.	Sept. '77	18	Corporal	6	2,774	B	B	2	3	28	51	37	N. Brunswick.	
51	Duff, G.	Sept. '78	18	do	3	2,683	C	R	1	6	42	55	51	Ontario.	
56	Duffus, G.	do	15	do	3	3,351	B	R	2	4	37	43	58	Nova Scotia.	
28	Dunacomb, W.	April '77	14	Lance Corporal, Dec. 9, 1879.	6	6,674	A	R	2	1	20	23	26	Quebec.	
75	Evans, A.	Sept. '79	17	Cadet.....	4	.....	O	L	3	3	N. 6	17	75	Ontario.	
12	Fairbank, O.	June '76	17	Sergeant, Aug. 4, 1879	1	16,623	A	L	1	8	14	14	12	do	
33	Ford, E.	Sept. '77	15	Cadet.....	5	4,668	A	L	1	7	54	33	33	do	
2	Freet, H.	June '76	17	do	7	16,288	B	B	2	4	25	1	2	do	
19	Gibson, J.	Feb. '77	17	do	6	12,677	B	R	1	4	60	20	19	Quebec.	

A P P E N D I X E.—Continued.

ROYAL MILITARY COLLEGE OF CANADA.

Detail Roll of Gentlemen Cadets.—Continued.

Regimental No.	NAMES. — ALPHABETICALLY.	Date of joining.	Age on joining.	Rank and date of appointment to present Rank of N.-U. Officer.	Term.	Class.	No. of Marks counted from date of joining to June, 1879.	Company.	Half company.	Section.	Mess squad.	No. of room.	No. of study desk.	No. of arms and accoutrements.	Province from which joined.	Remarks.
			Yrs. mo.													
86	Gordon, S.	Sept. 5, '78	18 0	Cadet.....	3	7	1,132	A	R	1	1	18	54	56	Ontario.	
38	Graham, W.	Sept. 10, '77	19 0	do	5	7	1,330	A	R	2	6	15	45	38	do	
57	Greenwood, H.	Sept. 5, '78	17 4	do	3	6	2,307	C	R	2	6	N. 5	59	57	do	
32	Greig, W.	Sept. 8, '77	18 5	do	5	5	4,061	A	R	1	1	19	34	32	do	
40	Heaketh, J.	Sept. 5, '79	15 9	do	1	8	.....	A	R	1	4	29	19	80	do	
86	Hodgins, A.	Sept. 17, '78	17 6	do	3	6	2,371	B	R	1	2	23	56	6	do	
40	Hogan, H.	Feb. 1, '78	15 4	Lance Corporal, Dec. 11, 1879.	4	5	4,382	C	L	3	7	57	36	40	Quebec.	
63	Hooper, G.	Feb. 8, '79	16 6	Cadet.....	2	7	904	C	R	1	6	N. 5	5	63	do	
36	Hubbell, E.	Sept. 8, '77	15 10	Lance Corporal, Dec. 12, 1879.	5	5	4,121	B	L	4	5	35	57	36	Ontario.	
7	Irving, L.	June 1, '76	20 7	Bn. Sgt.-Major, Sept. 1, 1878.	2	8	4,989	B	L	4	8	56	25	69	do	
69	Joly, A.	Feb. 8, '79	16 4	Cadet.....	7	2	248	B	R	2	4	30	7	69	Quebec.	
17	Keefer, H.	June 1, '76	17 6	Co. Sgt.-Major, Sept. 1, 1878.	7	2	17,406	B	B	2	6	58	12	12	Ontario.	
35	Kent, R.	Sept. 10, '77	15 11	Cadet.....	5	7	1,695	A	L	4	2	9	39	36	do	
74	Kirby, F.	Sept. 5, '79	17 5	do	1	8	.....	B	L	4	7	39	7	74	do	
48	Kirkpatrick, A.	Sept. 5, '78	17 5	do	3	6	2,516	C	L	4	7	53	44	48	do	
71	Laidlaw, G.	Feb. 8, '79	18 3	do	2	7	768	C	R	2	6	N. 6	8	71	do	
79	Lang, J.	Sept. 5, '79	20 0	do	1	8	.....	A	R	2	1	12	42	79	do	
60	Laumer, F.	Feb. 8, '79	18 6	do	2	7	.....	A	R	2	3	6	11	60	do	
20	Laure, R.	Feb. 8, '77	19 0	Corporal, Sept. 11, 1879.	6	3	14,609	A	R	2	3	22	15	20	Manitoba.	
44	McEhinney, W.	Feb. 1, '76	18 5	Lance Corporal, Dec. 10, 1879.	4	5	4,871	C	L	3	7	N. 6	38	44	Ontario.	
18	McPherson, D.	June 5, '78	16 3	Sergeant, Sept. 1, 1878.	7	2	22,768	A	L	3	2	16	65	18	do	
39	Mackay, H.	Feb. 2, '78	19 10	Lance Corporal, Sept. 11, 1879.	4	5	6,455	A	L	4	2	21	62	7	Quebec.	
78	Nanton, H.	Sept. 5, '79	16 2	Cadet.....	1	8	.....	C	R	2	6	N. 1	58	78	Ontario.	
84	Neyland, M.	Oct. 3, '79	18 2	do	1	8	.....	C	R	2	8	49	27	84	do	
65	Ogilvie, G.	Feb. 8, '79	18 9	do	2	7	846	C	R	2	8	N. 1	22	64	do	
64	Oshurn, H.	do	16 10	do	2	7	931	C	L	4	4	30	24	64	N. Brunswick.	
16	Perley, G.	June 1, '76	18 11	Corporal, Oct. 30, 1879.	7	6	2,738	A	L	3	2	5	26	16	do	
13	Perry, A.	do	15 10	Co. Sgt.-Major, Aug. 1, 1879.	7	2	24,836	C	.....	.....	8	43	9	.....	Ontario.	

49	Powell, F.....	Sept.	5,	'78	16	6	1,968	A	L	3	2	11	53	49	Ontario.	
5	Reed, T.....	June	1,	'76	17	7	7,257	A	L	3	8	N. 1	43	5	N. Brunswick.	
10	Rivers, V.....	June	1,	'76	16	7	13,122	B	R	4	4	59	66	10	Ontario.	
62	Robinson, W.....	Feb.	8,	'79	15	2	1,251	B	R	4	5	36	29	62	N. Brunswick.	
77	Rosenburg, V.....	Sept.	5,	'79	16	1	.....	B	R	4	4	31	41	77	Ontario.	
22	Ross, A.....	Sept.	2,	'77	16	6	13,656	C	R	2	6	N. 6	16	22	do	
43	Sears, J.....	Feb.	1,	'78	17	4	4,264	A	L	3	3	13	35	43	N. Brunswick.	
27	Shanly, O.....	April	2,	'77	17	11	4,360	A	L	3	7	N. 9	27	27	Ontario.	
31	Shaw, G.....	Sept.	8,	'77	16	5	7,257	A	L	3	3	7	28	31	Quebec.	
61	Skinner, F.....	Sept.	8,	'79	19	4	1,302	C	R	3	3	47	24	61	Ontario.	
11	Spelman, J.....	June	1,	'76	15	7	22,153	C	R	3	7	N. 8	61	11	do	
42	Stairs, W.....	Sept.	5,	'78	15	3	1,394	C	R	3	4	51	48	52	Nova Scotia	
83	Strange, H.....	Sept.	5,	'79	15	0	.....	C	R	1	7	55	1	83	Quebec.	
45	Taylor, E.....	Sept.	5,	'78	20	0	3,183	A	L	4	3	27	46	45	do	
66	Pomlinson, A.....	Feb.	8,	'79	19	2	808	B	L	3	5	31	.....	66	Ontario.	
23	VanStraubensee, A.....	April	2,	'77	15	6	13,656	B	L	3	5	32	18	23	do	
68	Wainwright, A.....	Feb.	8,	'79	17	4	1,065	C	R	2	7	49	6	68	N. Brunswick.	
3	Wise, H.....	June	1,	'76	16	7	18,216	B	R	L	.....	34	3	3	Ontario.	
59	Wood, G.....	Feb.	8,	'79	17	9	1,113	B	R	L	4	6	33	59	do	
67	Wood, Z.....	Feb.	8,	'79	18	3	980	O	L	4	8	N. 5	8	67	Nova Scotia.	
1	Wurtele, A.....	June	1,	'76	16	6	18,190	A	C	R	.....	24	41	1	Quebec.	
47	Wurtele, E.....	Sept.	5,	'78	18	7	1,054	A	C	R	2	7	48	21	47	Ontario.
42	Yates, E.....	Feb.	1,	'78	18	5	4,693	B	L	3	6	38	67	42	do	

E. O. HEWETT, Lieut.-Colonel,  
Commandant, Royal Military College.

KINGSTON, 22nd December, 1879.

## APPENDIX "F."

ROYAL MILITARY COLLEGE OF CANADA—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

## MILITARY HISTORY.

TIME ALLOWED, 3 HOURS.

NUMBER OF MARKS, 790.

- (1) What branches of strategy does Hamley illustrate by :—
    - (1) The Marengo campaign.
    - (2) Moreau's campaign of 1800, 1st part.
    - (3) do do 2nd do.
    - (4) The Waterloo campaign.
  - (2) Mention any points that strike you particularly in the manner in which Napoleon planned and carried out the Marengo campaign.
  - (3) Draw a simple diagram, showing the lines of communication of both armies with respect to the armies themselves, when the latter fronted each other on the Danube in the 2nd part of the 1800 campaign.
  - (4) In this campaign how did Kray succeed in evading the French army and recovering his communications?
  - (5) What considerations decided Napoleon to select Belgium as his point of attack in 1815?
  - (6) What were the general plans of Napoleon and of the allies, respectively, in the Waterloo campaign?
  - (7) What mistakes are the leaders on both sides charged with committing in this campaign?
  - (8) Why is the defence of a long line of mountains difficult and dangerous? If it is necessary to hold such a line, what is the best method of doing so?
  - (9) What are the real uses of a mountain chain as a defensive obstacle?
  - (10) What are the real uses of fortresses, strategically speaking?
  - (11) What does Hamley lay down as the principles on which a system of fortresses or entrenched camps should be based.
- N. B.—Numbers 6 and 7 are alternative questions; and only three out of the last four need be answered.

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

## SURVEYING AND ASTRONOMY.

TIME ALLOWED 3 HOURS

NUMBER OF MARKS, 350.

- (1) A B is a base 3007 feet long, C and D are points at opposite sides of it. The following angles are measured:  $\angle C A B = 71^\circ, 10'$ ;  $\angle C B A = 69^\circ$ ;  $\angle D A B = 67^\circ, 30'$ ;  $\angle D B A = 80^\circ$ . Calculate the length of C D.
- (2) In levelling from A to B the following readings on the staff are observed with the spirit level :

Back reading.

Feet.  
8.7  
9.24  
1.05  
12.5

Forward reading.

Feet.  
1.75  
2.05  
8.95  
1.65



- What is the difference of level between A and B, and which is the highest ?
- (3) What instruments are used for measuring horizontal angles, vertical angles, and angles in general, respectively ?
  - (4) Explain the method of finding the index error of the sextant by means of the sun.
  - (5) What are the different adjustments of the theodolite ?
  - (6) Explain the adjustment for collimation of the theodolite. If the instrument is out in this respect how does it affect vertical and horizontal angles respectively ?
  - (7) In what respects is the ordinary transit superior to or inferior to the theodolite ?
  - (8) In working with the plane table how can you ascertain if the instrument is correctly placed, as regards azimuth, at a station of which the position is unknown.
  - (9) The length of a degree of latitude being 69.15 miles, find the length of a degree of longitude at Kingston, the latitude of which is  $44^{\circ} 8'$ .
  - (10) At a certain place the meridian double altitude (corrected for refraction) of a particular star is found to be  $60^{\circ} 14'$  above the northern horizon. The star's declination is  $49^{\circ} 55'$  north. Find the latitude of the place.
  - (11) At a certain place the local mean time is 10 a.m. at the instant that a chronometer showing Greenwich mean time stands at 3h. 5m. 52s. p.m. What is the longitude of the place ?

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 220

FRENCH.

(1) Conjugate the verbs "savoir, mettre, boire, naître."

(2) A qui avez-vous donné ce beau bouquet ? De qui attendez-vous une lettre ? Qui attendez-vous ce soir ? Que faites-vous là ? Avec quoi avez-vous ouvert la porte de ma chambre ? Qu'est-ce qui vous empêche de venir demain ? Quiconque n'observera pas cette loi sera puni ? Ces deux hommes se craignent l'un l'autre. Nous eûmes beaucoup de pluie pendant notre voyage. Ces messieurs arrivèrent-ils à temps pour le concert ? Il faut que je finisse ma lettre avant dîner, car si je ne la finissait pas, il serait trop tard après dîner. Je ne savais pas que vous dussiez tant d'argent ; si je l'avais su, j'aurais été fort inquiet. Vous vous seriez exposés au plus grand danger, si vous vous étiez promenés sur cette route. Croyez-vous qu'il faille prendre une voiture. Où allez-vous ? Irons-nous bientôt à la campagne ? Envoyez-moi votre domestique, et je vous enverrai le livre que vous demandez. Nous mourrons comme nous avons vécu. Pourriez-vous me dire combien vaut cette maison ? Quand verrez-vous le propriétaire ? Il faut que je le sache afin que je puisse lui faire mes offres. Asseyez-vous un instant, je vais savoir si nous pourrons lui parler. Quand saurez-vous vos leçons ? Je les saurai dans une demi-heure. J'aurais voulu que vous les sussiez plus tôt.

(3) He spoke to them. He saw you. I consent to it. It is not I ; it is he. You are more learned than they. Her mother is older than yours. My friends and his are gone. Have you written to your father and to mine. It is my advice. It was a great misfortune for them. It will be a pleasure to me. The gentleman who is speaking is my friend. The horse of which I speak is lame. Which books will you buy. Who has written this letter. I go out very seldom. Have you opened the window ? No ; but I shall open it before we go out. I do not think that we shall perceive the sun to-day. It is possible that those men should owe more than they possess. You are defending him in vain. We heard a great noise in the room. Shall I answer in a few words. Let us wait a little longer. Let them sell their horses. Did

they not appear surprised? Your bread is not baked enough. I have trusted to your father. You have not subscribed to the concert. Those soldiers would have revolted. Would he have wished that you should have meddled with that affair. Are you pleased with him. Have you spoken to him. Is this book for me or for him? No, it is for her. Who has called me? Is it you? Your brother always comes after the others. I have never seen him here.

(4) Oral examination.

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

FORTIFICATION.

1ST PAPER.

ATTACK OF FORTRESSES.—2nd Part.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 120.

- (1) Describe fully the method of executing the deep single sap, showing detail of working party, and a plan and section (figured hand sketches) of the sap.
  - (1A.) Describe (with figured sketches) the method of executing double saps, including changing direction at right angles.
- (2) Describe the general course of the attack from the third parallel to the summit of the main breach on a front of the modern French system.
  - (2A.) In the case of a polygonal front, how would the attack proceed after the ravelin was taken?
- (3) Describe generally the attack on a fortress surrounded by a chain of detached forts, showing the greatly increased difficulties of the operation under these circumstances.

DEFENCE OF FORTRESSES.

- (4) What measures should the defenders of a fortress take against the establishment of the first parallel and second artillery positions, and against the advance of the besieger from the first to the third parallel respectively?
  - (4A.) What are counter approaches, and how should they be used by the defenders of a fortress? Give a modern instance of their use.
- (5) What measures should be taken against the besiegers advance over the glacis, and crowning the covered way respectively?
  - (5A.) Describe fully the measures that should be taken for the defence of the breach.

N.B.—The questions marked A are alternative with those of the same numbers.

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

FORTIFICATION.

2ND PAPER.

ATTACK OF FORTRESSES.—1st Part.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 120.

- (1) What considerations influence the choice of the side of a fortress to be attacked?
  - (1) A. What was formerly the method of opening the first parallel and its approaches, and what modifications of this method have been rendered necessary by modern improvements in artillery, &c.?

- (2) Distinguish between common trench work and flying trench work, and draw a section (figured hand sketch) through a siege parallel executed by common trench work, showing the tasks for each relief.
- (2) A. Describe, with figured sketches, the method of executing the kneeling single sap. At what rate does this sap advance in ordinary soil?
- (3) Describe, with figured sketch, the type of battery suitable for the first artillery position.
- (3) A. Describe, with figured sketch, the type of battery suitable for second artillery position.
- (4) What are battery screens and how constructed.
- (4) A. What are oval embrasures, how constructed, and what are their advantages over the ordinary embrasure?
- (5) How are trenches, executed by sap, widened? What working parties are required, and how long does it take to complete the work?
- N. B.—The questions marked A are alternative with those of the same number.

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879  
3RD CLASS.

FORTIFICATION.

3RD PAPER.

VOLUNTARY.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 100.

- (1) Describe the operation of the passage of a stagnant wet ditch, and illustrate your reply by reference to the passage of the ditches of lunettes 52 and 53 at Strasburg in 1870.
- (2) Draw to a scale of  $\frac{1}{128}$  an epaulment and one gun portion of a sunken battery suitable for the second artillery position; there is to be a small countersloping embrasure. Give a section of the battery on the line of fire. How many reliefs will it take to complete a battery of this kind. Describe briefly the construction and arming of this battery, stating how soon it ought to be ready to receive its guns.
- (3) Describe Pasley's gun platform, the method of laying it, and the number of men and the time required.
- (4) Describe (with figured hand sketches, showing plan and section,) a rectangular magazine suitable for a siege battery, state the number of men and the time required.
- (5) When the direction of a double sap is changed at right angles for the purpose of traversing the head of a direct approach, it should be executed by single sap. Why?
- (6) Describe the operation of blinding a sap. What is the object gained by this expedient?

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

DESCRIPTIVE GEOMETRY.

1st PAPER.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 200.

- (1) The horizontal and vertical traces of a plane make angles of  $60^\circ$  and  $25^\circ$  respectively with  $xy$ , two inches from their point of intersection;  $xy$  is cut by the elevation of a line making  $40^\circ$  with it. The plan of the line makes  $30^\circ$  with  $xy$  and intersects the elevation in a point  $\cdot 5$  " in front of it. Find the intersection of the line and plane, and the angle which the line makes with the plan.

- (1 A.) Draw the plan and elevation of a regular pentagon of 1.5" side, its plane being inclined at  $45^\circ$  and one diagonal at  $20^\circ$ ; also a second elevation on a new ground line parallel to any side of the plan.
- (2) Assume a plane inclined at  $50^\circ$ . Draw a horizontal line of level 10, the plan of which makes  $30^\circ$  with the horizontals of the plane. Find the intersection of this line with the plane and the angle it makes with the plane.
- (2 A.) Draw a plane inclined at  $35^\circ$ , and a second plane at right angles to the first and inclined at  $75^\circ$ , and show their intersection.
- (3) A heptagonal right pyramid (side of base 1", height 3") has one of its faces vertical. Draw its plan, and an elevation on a plane parallel to one of the sides of the base farthest from the side of the vertical face.
- (3 A.) A pentagonal right prism (side of base 1.5, "height 3") has the plane of one face inclined at  $30^\circ$  and that of the base at  $75^\circ$ . Draw its projections.
- (4) A right cone (diameter of base 3", height 4") is cut by a vertical plane which bisects a generatrix and has its horizontal trace inclined at  $45^\circ$  to x y. Determine the projections and true form of section.
- N. B.—The questions marked A are alternative with those of the same numbers.

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.

3RD CLASS.

DESCRIPTIVE GEOMETRY.

2ND PAPER.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 200.

- (1) Determine a plane touching all of the given spheres.
- (1A.) The radius of the base of a right cone is 1", its height 3", the index of the vertex is 52, and of the centre of the base 30, draw a line through the vertex inclined at  $45^\circ$  and making  $50^\circ$  on plan, with the plan of the axis of the cone; determine a plane to contain the line and touch the cone.
- (2) A right cone, diameter of base 2", height  $2\frac{1}{2}"$ , stands upon the horizontal plane .25" in front of x y. Determine the shadow cast by the cone on both planes of projection and the shaded portions of the solid, the direction of the rays of light being the conventional one.
- (2A.) A pentagonal pyramid, side of base 1", height  $2\frac{1}{2}"$ , stands with its axis vertical and its vertex .25" above the horizontal plane. The plan of the vertex is  $1\frac{1}{2}"$  in front of x y. Determine the shadow cast by the solid on both planes of projection, and the shaded portion of the solid, the rays of light being assumed in the conventional direction.
- (3) Draw the isometric projection of a one-story cottage of the following dimensions: length 20', breadth 14', height of walls 12', thickness of walls 1', rise of roof 5'. The roof is to have a gable at each end, and there is to be a chimney 2' x 3', and projecting 3', above the ridge of the roof at the farther end. The opening in the chimney need not be shown. There is to be a door  $3\frac{1}{2}'$  wide by 6' high in the centre of the front with a window at each side  $2\frac{1}{2}'$  from the ends of the walls,  $2\frac{1}{2}'$  from the ground,  $2\frac{1}{2}'$  wide and 3' high. There is to be a third window of the same dimensions in the centre of the end of the cottage which is visible. Scale  $\frac{1}{1\frac{1}{2}"}.$
- (4) Draw the isometric projection of a rectangular block of wood 4' long, 3' wide, and  $1\frac{1}{2}'$  thick, with a circular hole  $1\frac{1}{2}'$  in diameter through the centre of the block. Scale  $\frac{1}{1\frac{1}{2}"}.$

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.

3RD CLASS.

DESCRIPTIVE GEOMETRY.

3RD PAPER.

TIME ALLOWED, 3 HOURS.

TOTAL MARKS, 250.

- (1) Determine a sphere of 1" radius which shall touch the three given spheres.
- (2) A cube of 3" side has one face inclined at  $40^\circ$ , and one edge of that face inclined at  $25^\circ$ . An octahedron has its axes perpendicular to the faces of the cube, through the centres of which the axes project, the edges of the octahedron and the edges of the cube intersect, and mutually bisect each other. Draw the plan of the resulting solid. Figure this plan and contour all the visible faces at vertical intervals of two units. The contours of even numbers being shown Unit '1'.
- (3) Draw the perspective projection of the given hexagonal prism, standing on the given plane R. S. which is inclined at  $71^\circ$  to the plane of projection.  
N.B.—Question 3 is alternative with the latter part of question 2, commencing at the words: 'Figure this plan.'

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

I. EUCLID, ARITHMETIC AND ALGEBRA.

TIME ALLOWED, 3 HOURS.

N.B.—Questions marked *a*, *b*, &c., are alternative, as follows: *a* for 1 and 2; *b* for 3; *c*, *d*, *e* for any of 4 to 10; *f* for any of 12 to 15.

- |  | Marks. |
|--|--------|
| (1) Prove that the straight lines which join the extremities of equal and parallel straight lines, towards the same parts, are also themselves equal and parallel.<br>What is meant by towards the same parts?   | 32     |
| (2) Describe a square that shall be equal to a given rectilinear figure.   | 32     |
| (a) Upon a given straight line to describe a segment of a circle that shall contain an angle equal to a given rectilinear angle of $40^\circ$ .  |        |
| (3) Explain briefly the steps in the proof of the proposition that, in equal circles, angles, whether at the centres or circumference, have the same ratio as the circumferences on which they stand.<br>Give in full the 5th Definition of Book V., on which the proof depends. | 36     |
| (b) If from any angle of a triangle a straight line be drawn perpendicular to the base; the rectangle contained by the sides of the triangle is equal to the rectangle contained by the perpendicular and the diameter of the circle described about the triangle.               |        |
| (4) What are the rules for observing if numbers are divisible by 8, 9, 11.   | 12     |
| (5) Multiply 1 acre, 7 poles, $1\frac{1}{2}$ yards by 462.<br>What would be a convenient method, if the multiplier were 461?   | 12     |
| (6) Find the ratio between 1 oz. Troy and 1 oz. Avoirdupois.   | 12     |

	Marks.
(7) Find the G.C.M. and L.C.M. of $11 \times 42 \times 77 \times 550$ and $1728 \times 605$ .	12
(8) Divide $1\cdot\dot{2}\dot{7}$ by 7, leaving the result as a recurring decimal.	12
(9) Write down the fractions which are equal to $1\cdot\dot{2}\dot{7}$ ; $2\dot{4}$ ; $8\cdot\dot{5}7142\dot{8}$ .	21
(10) Add the decimals in the last question, leaving the result as a recurring decimal.	12
(c) Multiply $8\cdot\dot{5}7142\dot{8}$ by $1\cdot\dot{2}\dot{7}$ , giving a perfectly correct answer.	
(d) Explain how to work by Double Rule of Three.	
(e) State and prove the rules for working Discount and Present Worth.	
(11) Extract the square root and cube root of 1·1, each to three places.	16
(12) Factorize five of the following: $a^4 - b^4$ ; $a^5 + b^5$ ; $a^6 - b^6$ ; $8x^3 - 27y^6$ ; $x^2 - xy - 201y^2$ ; $7x^2 - 73ax + 30a^2$ .	10
(13) Find the G. C. M. of $7x^2 - 73ax + 30a^2$ and $5x^4 - 79ax^3 + 284a^2x^2 + 60a^3x$ .	10
(14) Find the L. C. M. of $42ab^2x^3y^4$ ; $77a^3b^4x^2y$ ; $550a^4b^3xy^2$ .	10
(15) Solve $ax^2 + bx + c = 0$ , and give the theory of quadratic equations.	10
(16) Solve three of the following equations:	30
(i) $\frac{1}{a} + \frac{1}{x} = \frac{1}{b}$	(iv.) $x + y = 6$ ; $x + z = 8$ ; $y + z = 10$ .
(ii) $7x^2 = 73ax - 30a^2$	(v.) $x^2 + y^2 = a^2$ ; $x + y = a$ .
(iii) $3x + 4y = 15x - 2y = 11$ .	
(17) Solve two of the following problems:	20
(i) A boy is one-third the age of his father, and is six times as old as his brother. Their united ages amount to 50 years. Find their ages.	
(ii) A certain fraction becomes $\frac{1}{3}$ if 1 be added to its numerator, but if 1 be added to the denominator instead, it becomes $\frac{1}{4}$ .	
(iii) A cistern can be filled by three different pipes in $1\frac{1}{3}$ hours, $3\frac{1}{3}$ hours and 5 hours respectively; in what time will it be filled when all three are open together?	
(18) Prove that if $\frac{a}{b} = \frac{c}{d} = \frac{e}{f}$ ; then $\frac{a+b}{a-b} = \frac{c+d}{c-d} = \frac{e+f}{e-f}$ ; and $\frac{a-2c+e}{b-2d+f} = \frac{a}{b}$	10
(f) State the Binomial Theorem and expand $(a-x)^{-\frac{5}{3}}$ to 5 terms.	

ROYAL MILITARY COLLEGE OF CANADA—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

II. PLANE TRIGONOMETRY AND MENSURATION.

TIME ALLOWED, 3 HOURS.

N.B.—Questions marked *a*, *b* and *c*, are alternative, as follows; *a* for any two out of 1 to 5; *b* for 6; *c* for 7, or 8, or 9, or 10; *d* for 11.

- |   | Marks. |
|---|--------|
| (1) Give a perfectly general definition of the trigonometrical ratios (including versed sine) of any angle; and prove that $\sin A = -\sin(A - \pi)$ , and that $\sin 2A = \cos 3A$ if $A = -54^\circ$ .  | 20     |
| (2) What formulæ connect sine and secant. also tangent and cosecant.  | 20     |
| (3) Find the value of $\sin 18^\circ$ and explain the 2nd root of the quadratic.  | 20     |
| (4) Prove two of the following identities:<br>$\cos A + \cos B = 2 \cos \frac{A+B}{2} \cdot \cos \frac{A-B}{2}; \quad \frac{\cos A - \cos 3A}{\sin 3A - \sin A} = \tan 2A;$ $2 \sin A = \pm \sqrt{1 + \sin 2A} \pm \sqrt{1 - \sin 2A}.$         | 20     |
| (5) Enumerate all the cases of oblique angled triangles, and mention in each case the formula and method of solution, also, any ambiguities that may occur.   | 20     |
| (6) Given $b = 487.6521$ ; $c = 555.9525$ ; $B = 57^\circ 20' 26''$ . Find "a" to seven figures.  | 50     |
| (a) Use only the logarithms involved in answering the last question to obtain the logarithm of half the area of one of the triangles; thence find the area.   |        |
| (b) Given $AB = 1000$ feet $\angle PAB = 50^\circ$ , $\angle PAQ = 25^\circ$ , $\angle QAB = 27^\circ$ , $\angle PBA = 50^\circ$ , $\angle QBA = 109^\circ$ . Find the distance between P and Q.  |        |
| (7) Prove $\frac{\sin \theta}{\theta} = 1$ if $\theta = 0$ . Prove that the perimeter of a circle is $2\pi r$ . Find the perimeter of an equilateral triangle inscribed in a circle.  | 25     |
| (8) What is the area of a parabola between any arc and its chord?   | 25     |
| (9) What use is made of the area of a parabola to obtain a close approximation to the area of a curve? Explain with a figure and give Simpson's rule.   | 25     |
| (10) Give a single general rule applicable to find the number of round shot or shell in any complete pile, and find the number in an incomplete pile of 6 courses, with 8 in the shorter top side, 20 feet in the longer side of the base.      | 25     |
| (11) The vertical sections of a railway cutting, taken at intervals of 50 feet, are respectively 0, 400, 1080, 1170, 1280, 490, 0, square feet. Find the number of cubic yards by assuming each successive length of 100 feet to be a prismoid. | 50     |
| (c) Answer five of the following: What are the area of an ellipse; volume of a sphere; volume of a spherical sector; volume of a spheroid; volume of a paraboloid; surface of a sphere; surface of a spherical zone or segment?                 |        |

	Marks
(d) A field is bounded by $AB = 4.66$ chains, $BC = 5.24$ , and by three other sides outside $AC = 3.89$ . The distances to the angles are obtained by perpendicular offsets of 75 and 63 links at distances 1.76 and 3.14 along $AC$ . Find the area in acres.	400
Total.	400

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3RD CLASS.

### III. STATICS AND APPLIED MECHANICS.

TIME ALLOWED, 3 HOURS.

	Marks.
N.B.—Questions marked <i>a</i> , <i>b</i> , &c., are alternative, as follows: <i>a</i> for any of 1 to 6; <i>b</i> for 7; <i>c</i> for 9 or 10; <i>d</i> or <i>e</i> for any of 8 to 12.	
(1) What are the equations of equilibrium for any number of forces acting on a particle? Are these sufficient for the equilibrium of a body? If not, show the reason why. Explain all letters used.	14
(2) Two forces— $Q$ and $R$ —are inclined at angles of $135^\circ$ and $150^\circ$ on different sides of a third force, $P = \sqrt{3} + 1$ . Find their magnitudes, the system being in equilibrium.	14
(3) What is the condition of equilibrium of a body constrained to move about a fixed axis? What is the principle of the lever?	14
(4) Find the resultant of two unequal and unlike parallel forces.	14
(5) What is meant by the <i>centre of parallel forces</i> ?	14
(6) What is the distance, from a fixed straight line, of the centre of gravity of any number of particles.	14
(a) Three weights of 1 lb., 2 lbs., 3 lbs. are at equal distances on the circumference of a circle, radius = 1 inch. Find the distance of the c.g. from the centre; or, name some diameter which must pass through the centre of gravity.	
(7) What is the Principle of Virtual Velocities? Explain what they are. Apply the Principle to find $\frac{P}{W}$ in the case of a bucket drawn up from a well by a common windlass.	16
(b) Find $\frac{P}{W}$ in the case of a rough inclined plane: 1st, if $P$ acts along the plane; 2nd, if $P$ is horizontal; 3rd, if $P$ acts along the plane.	
(8) What is a structure, and what are the general conditions of equilibrium?	20
(9) Draw any polygon of 7 sides, and draw straight lines to represent a system of forces acting at the angles, that will keep the polygonal frame in equilibrium.	20



	Marks
(10) If the forces in the above system be all reversed, will the frame be in equilibrium, and will it be stable? Draw the least number of bars that will make it stiff. Will there be any stress on these bars? Give reasons for the answer to this part of the question.	20
(c) Draw a Queen Post Truss. Draw as much only of the diagram as will suffice to determine the stress on one of the uprights, the weights on each external joint being the same. Explain the construction of the diagram.	
(11) Explain generally the method of determining the total stress of each part of any truss that is liable to be acted on by wind.	20
(12) Show by a figure how the internal stresses act in a beam fixed at one end and supporting a weight at the other.	20
(d) What is the moment of resistance of a rectangular beam?	
(e) A beam 30 feet long and 1 foot deep is supported at the ends and bears a uniform load of 400 lbs. per yard. Find the requisite width. Modulus of rupture = 10,000; factor of safety = 6.	
Total.....	200

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.  
3rd CLASS.

IV. CONICS, DYNAMICS AND HYDROSTATICS.

TIME ALLOWED, 3 HOURS.

N. B.—The questions marked *a*, *b*, *c* are alternative as follows, viz: *a*, *b*, for any of (6) to (11), *c* for (12) or (13).

	MARKS.
(1) What is meant by the "equation to a line"? Give an example.	20
(2) What is the equation to the parabola referred to any diameter and the tangent at its extremity?	20
(3) What is the property of all straight lines parallel to the axis of a parabola that entitles them to be called diameters.	20
(4) Explain the meaning of the equation $s = ut \pm \frac{1}{2} ft^2$ ; $v^2 = u^2 \pm 2 fs$ ; $P = mf$ .	20
(5) Find the acceleration of two particles <i>m</i> , <i>m'</i> connected by a smooth string passing over a smooth pulley.	20
(6) The minute hand of a clock is 6 inches long, find its angular velocity, and the linear velocity of its extremity.	20
(7) Prove that $\frac{Wv}{2g}$ expresses the work stored up in a moving body.	20

	Marks
(8) What is the equation connecting the Vis Viva, the work done by the powers and that done by the resistances.	20
(9) Find the work stored up in a rotating body. Explain Moment of Inertia; also the use of a fly-wheel, and point out its principal requisites.	20
(10) What is the work stored up in a circular hoop rolling on a plane with an onward velocity $v$ ?	20
(11) If many bodies are lifted through various heights; what is the work done, expressed simply? What are the equations for working out the following problems, supposing the resistances to be 8lbs. per ton of 2240lbs., and supposing there to be no loss of velocity when the direction of motion is changed.	20
(a) 1st. A train with initial velocity runs down an incline. Find the velocity at the bottom, and how far it would run up a different incline before coming to rest.	
(b) 2nd. What horse power will an engine require to keep up a velocity of 60 miles an hour; and how soon will it, if required, bring the train to rest, the brakes being on and the resistances being in consequence one-sixth of the weight?	
(12) If the pressure of the atmosphere is equivalent to that of 30 inches of mercury (spec. grav. 13.6); find the pressure on a square inch.	20
(13) A mixture of water and alcohol is required to have the same specific gravity as oil, viz: .92, that of alcohol being .8. Find the proportion between the volumes to be mixed.	20
(14) Find the ratio between the radii of the piston and supply pipe of a hydraulic press, in order that a pressure of 1 lb. may lift a ton.	20
(c) Define whole pressure. Find the whole pressure on the curved surface of a cone immersed in water, with axis vertical and vertex in the surface.	
(15) What are the 3 conditions of equilibrium and stability of a floating body? Distinguish which are the conditions for which. Define metacentre.	20
Total	300

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879—  
3RD CLASS.

V. VOLUNTARY MATHEMATICS.

TIME ALLOWED, 3 HOURS.

Section H.—Hydrostatics.

N. B.—Questions numbered  $a$ ,  $b$ ,  $c$ , are alternative as follows:  $a$  for 2;  $b$  for 3;  $c$  for 6 or 7.

- |  |    |
|--|----|
| (1) Define density and specific gravity. Explain the equations $W = sV$ ; $W = gpV$ . What is the exact meaning of $W$ in these equations? | 20 |
|--|----|

	Marks
(2) If the units of weight, length and time are 1 lb. 1 yard, $\frac{1}{2}$ sec., find the density of the standard used for $W=g\rho V$ . What must be the unit of weight, if water be the standard, (1 yd. and $\frac{1}{2}$ sec. being retained as units) ?	30
a) The specific gravity of an alloy of gold and silver is 19, that of gold being 19.4 and silver 10.5. Find the ratio between the volumes and also between the weights of the gold and silver.	
(3) What are the experimental results on which the laws governing the pressure of gases are founded. Thence prove $p=k\rho(1+at)$ ? Explain the full meaning of each letter and give an approximate value for $a$ .	40
(b) Shew that for all fluids $dp=g\rho dz$ , and prove that, (in the case of the atmosphere) $z-z'=\frac{k}{g}\log\frac{h}{h'}$ where $z, z'$ are two altitudes, $h, h'$ are the heights of the barometer at those altitudes, and are assumed proportional to the pressures (neglecting temperature.)	
(4) Find the Moments of Inertia of the following areas :— A rectangle about one side ; and about a parallel through centre. A circular lamina about its diameter ; and about a perpendicular axis through its centre. A square about a diagonal ; and about a perpendicular axis through its centre.	30
(5) Given the movement of Inertia of a body about an axis through its centre of gravity ; what is it about any parallel axis ?	20
(6) Define whole pressure and centre of pressure.	30
(7) Prove that whole pressure= $Sg\rho\bar{z}$ . $S$ being the surface.	30
(c) Prove that the depth of the centre of pressure= $\frac{I}{\text{Area} \times \bar{z}}$	
(8) Find the centre of pressure of a trapezoid with one edge in the surface. Thence find it for a rectangle ; a triangle with—1st, a side in the surface ; 2nd, base horizontal, vertex in the surface.	40
(9) Find the centre of pressure of a vertical circle wholly immersed with its centre at a given depth.	40
(10) Define metacentre and find its height above the centre of buoyancy, <i>i. e.</i> the centre of gravity of the fluid displaced. What is the condition for stability ?	40
(11) Find the limits of the specific gravity of an isosceles right angled triangular prism, in order that it should float with the right angle immersed, and base horizontal ; and prove that the metacentre is as much above the surface as the centre of buoyancy is below it.	50
(12) Explain the double action (or Hawksbee's) air-pump, and calculate the pressure of the air in receiver after a given number of strokes.	40
Total	400

---

 ROYAL MILITARY COLLEGE OF CANADA—HALF-YEARLY EXAMINATION, JUNE, 1879.
 

---

## 3rd CLASS.

## VI. VOLUNTARY MATHEMATICS AND ARTILLERY.

## SECTION G.—KINEMATICS.

	.SKRAM
(1) If the point A move from (1, 2) to (4, 1), and the point B from (9, 8) to (4, 11) simultaneously (using the notation of co-ordinate geometry); shew that the bar AB may be considered to have rotated about a certain centre; find that centre.	30
(2) Define a <i>centre of instantaneous rotation</i> . If a solid body be considered, what does this centre become?	20
(3) Shew how any motion of a plane figure in its own plane may be produced by the rolling of a line in the figure upon a line in the fixed plane.	30
(4) How may any motion of a solid body with one point constrained, be represented by the rolling of curves? Explain the reasons.	30
(5) Prove that a hypocycloid becomes a straight line, if the radius of the inner circle is half that of the outer one. What does a hypotrochoid become under the same circumstances?	30
(6) Two cranks are connected by a link. Find the ratio between their angular velocities at any given position. Is the ratio constant.	30
(7) A projectile has an angular velocity $a$ about its longer axis; the resistance of the air under the point gives it an angular velocity $x$ , about a perpendicular axis. Find the new axis and velocity of rotation.	30
Total	200
ARTILLERY MACHINES.	
(8) What is a <i>wheel purchase</i> , determine its mechanical advantage and whether it is best to apply it to a large or a small wheel?	15
(9) A gun has to be rolled forward (on a roller and plank) a distance of 6 inches to bring it into its trunnion holes; how far back ought the roller to be placed? Give full reasons. Why not further back, nor further forward?	15
(10) Draw a sketch of Tangye's Hydraulic Jack, shewing the principles of construction; explain its action both for raising and for lowering a weight; and calculate its mechanical advantage, giving approximate dimensions to the parts.	25
(11) What does a 6-inch rope mean, and what weight ought it to bear safely when new.	10
(12) Define <i>sheers</i> , their <i>effective length</i> , the <i>rear guy</i> , and explain with a sketch the method of using them.	10

(13) A 58 cwt. gun lies 5 yards in front of the foot of the shears. The rear guy is made fast 20 yards from the foot. The spars weigh 4 cwt. each and their effective length is 28 ft. The distance between their feet is 6 yards. Find, by construction or otherwise, the tension of the back guy, the horizontal force at each foot and the resultant pressure of each foot on the ground when the gun is raised.	Marks 25
Total	100

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.

3RD CLASS.

VII. VOLUNTARY MATHEMATICS.

TIME ALLOWED, 3 HOURS.

SECTION F.—STRESS IN BEAMS.

N.B.—Questions numbered *a*, *b*, are alternative as follows: *a* for 2; *b* for 12.

	Marks.
(1) Explain what stresses may be supposed to act upon an elementary portion of a body in a state of stress.	20
(2) Prove that shearing stress is the same in any two perpendicular directions.	20
(3) What are the directions of principal stress? Explain in a few words the method of finding them—1st, if all the stresses in two perpendicular directions are known; 2nd, if two directions of pure shearing stress are known.	30
(4) What do the algebraical signs of the direct stresses signify?	20
(a) What condition must exist with regard to the principal stresses in order that there may be some direction in which there is pure shearing stress?	
(5) Take the neutral axis of a horizontal beam in its unbent position for the axis of X; $\theta$ the inclination to the vertical section when bent. Prove $\frac{d\theta}{dx} = \frac{1}{\rho} \frac{d^2y}{dx^2}$	20
(6) Prove moment of resistance = $\frac{E}{\rho} I$ $\frac{P}{y} I$ . What is <i>I</i> ?	30
(7) Find the moment of resistance of: 1st, a rectangular beam; 2nd, a hollow circular beam of sectional area half what it would be if solid.	30
(8) Find the curve formed by the neutral axis of a rectangular beam fixed at one end, and having a load at its extremity equal to 10 times its own weight, which must not be neglected. Prove also that the deflection at the extremity is $\frac{83 W l^3}{2 E b d^3}$ .	30
(9) A uniformly loaded beam rests on three horizontal supports at its centre and extremities: Find the reactions of the supports and prove that the bending moment at the centre support is the greatest.	30

	Marks
(10) Shew that the shearing force at any point of a beam is the differential coefficient of the bending moment at that point.	20
(11) Shew (with reasons) how the diagram for shearing force may be used to give the bending moment at any point.	20
(12) A beam 20 feet long and weighing 10lbs. per foot is supported at each end and carries a load of 400 lbs. at a point 2 feet from one end. Draw a diagram of shearing force and find from it where the bending moment is greatest.	30
(b) A uniformly laden train of great length is crossing a bridge. Prove when the shearing force at any given point is greatest. When is the bending moment greatest?	30
Total.	300

ROYAL MILITARY COLLEGE OF CANADA—HALF-YEARLY EXAMINATION, JUNE, 1879.

3RD CLASS.

I.—ARTILLERY.

TIME ALLOWED, 3 HOURS.

	MARKS.
(1) What are the essential qualities in a cloth for a cartridge bag? What is to be used in future?	55
(2) What is the difference between reduced, full, and battering charges? Give the uses of each.	50
(3) What is ordinary fuze composition, and at what rate does it burn? In what wood time-fuzes are different compositions used and why?	55
(4) Enumerate the service wood time fuzes for rifled guns. How does the 5-second B. L. fuze differ from the M. L.?	55
(5) What is meant by a "Sensitive" percussion fuze, and for what purpose has a fuze of this nature been adopted into the service?	55
(6) What considerations regulate the length of the different projectiles fired from rifled guns?	50
(7) Describe a 40-pr. segment shell.	55
(8) Describe the gas check adopted for heavy R. M. L. guns. What advantages are gained by its use?	50
(9) What is the composition of service powder? and what function does each ingredient play in the combustion?	55
(10) How is the rapidity of combustion of powder of a given composition affected by: (i) Density; (ii) Size of Grain; (iii) Shape of Grain.	55
(11) Of what ordnance are our siege trains at present composed?	50

	Mrrks
(12) With what guns are field batteries now armed? What change is contemplated?	50
(13) How can you at once distinguish by external appearance 5-sec. from 9-sec. fuze; 20-sec. from small mortar fuze; and a 9-sec. R. B. L. from 9-sec. R. M. L. fuze?	55
(14) Suppose you were firing both segment and shrapnel shell at the same object, what instructions would you give as to fuze?	55
(15) Describe a Dwarf traversing platform, with its sliding carriage.	55
Total .....	800

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.

3RD CLASS.

II. VOLUNTARY ARTILLERY.

TIME ALLOWED, 3 HOURS.

	MARKS.
(1) Define malleability, toughness, elasticity, elastic limit. Compare wrought iron with steel as regards these properties.	40
(2) Define "gun-metal," and state its properties. Why is it unsuited for rifled guns?	30
(3) Describe shortly the process of toughening steel. Why is steel used in preference to wrought iron for the inner barrel of a gun?	40
(4) State the principles of Armstrong's original construction. What was the great defect in the former system of manufacture which this method was intended to remedy, and what are the defects of the method itself?	40
(5) What is meant by shrinkage? What limits it?	30
(6) What is the Frazer modification in the construction of heavy guns?	30
(7) State the object of the operation of puddling. Give an outline of the operation.	40
(8) Describe the process of forming a coil from a number of blooms.	30
(9) What is the use of a gas escape?	30
(10) How is a solid forging made?	30
(11) What are the principal woods made use of in the R. C. D.?	30
(12) What defects have to be guarded against in selecting timber.	30
Total.....	400

## ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE, 1879.

## 3RD CLASS.

## III. VOLUNTARY ARTILLERY—SECTION B.

TIME ALLOWED, 3 HOURS.

- |   | Marks. |
|---|--------|
| N. B.—Questions numbered <i>a</i> , <i>b</i> , &c., are alternative as follows : <i>a</i> for 4 ; <i>b</i> for 7 ; <i>c</i> for 8 ; <i>d</i> for 9 ; <i>e</i> for 6 ; <i>f</i> for 11.  |        |
| (1) Define <i>remaining velocity</i> and <i>terminal velocity</i> .   | 20     |
| (2) If the <i>twist of rifling</i> is one turn in "n" calibres, find the <i>angle of spiral</i> .   | 40     |
| (3) Find the equation to the parabola used for giving a twist which increases from zero to one turn in "n" calibres ; and prove that<br>$\tan \phi = \frac{\pi}{l} \left( 1 - \frac{x}{l} \right)$ where $\phi$ is the angle of spiral at any point.                              | 50     |
| (4) Show how this formula is turned to account in the examination of recovered shell.   | 50     |
| (a) Given the muzzle velocity and twist, find the angular velocity. Example :<br>n = 35, d = 11 inches, vel. = 1386 f. s.   |        |
| (5) What are the principal objects to be considered in selecting an explosive material for use in guns. How far are gunpowder and gun-cotton respectively suitable or unsuitable ?  | 60     |
| (6) When a gun is fired, why is the energy communicated to the projectile less than that stored up potentially in the charge ? What is the <i>factor of effect</i> ?  | 40     |
| (7) Consider the effect upon the muzzle velocity by varying : 1st, the charge ; 2nd, the length of the bore.  | 50     |
| (b) Consider the effect of chambering a gun so as to allow <i>air space</i> .   |        |
| (8) Describe one of Bashforth's chronographs briefly, and explain the arrangement of the screens and the object he sought to arrive at.   | 50     |
| (c) Describe Le Boulenger's chronograph and explain the difficulties connected with remaining magnetism, and how it is sought to remove them in this instrument.  |        |
| (9) Explain the letters used in the formula $f = -K \frac{d^2}{w} \left( \frac{v}{1000} \right)^3$ . Why is the factor $\frac{d^2}{w} \frac{1}{1000^3}$ introduced.   | 40     |
| (d) Prove that if K is constant $v = \frac{V}{1 + cVs}$ . What is the meaning of each letter ?  |        |
| (10) In Bashforth's tables of remaining velocity we find against the velocity 1364, the numbers 1527.9 and 1.0047. Explain these numbers ; and show how to calculate the remaining velocity and time of flight for the 10" M. L. gun. Range 1,000 yards ; $\frac{d^2}{w} = .24$ . | 50     |



	Marks
(11) Show how to find the height of any part of a low trajectory and the greatest height. Find the greatest height of the trajectory in question (10) if the time of flight be 2.3 seconds.	50
(e) Explain briefly the principal steps in finding the angle of descent.	
(f) Give mathematical reasons for the derivation of Service R. projectiles and of flat-headed shot, pointing out the difference between them.	
Total.....	500

ROYAL MILITARY COLLEGE OF CANADA—HALF-YEARLY EXAMINATION JUNE, 1879

3RD CLASS.

FREEHAND DRAWING.

TIME ALLOWED, 3 HOURS.

NUMBER OF MARKS, 70.

- (1) Outlines from examples,
    - a. Objects.
    - b. Ornaments.
  - (2) Outlines from the round.
    - a. Objects and models.
    - b. Ornament.
  - (3) Drawing the human figure.
    - a. In outline.
    - b. Shaded.
- 2 and 3 alternative.

ROYAL MILITARY COLLEGE OF CANADA.—HALF-YEARLY EXAMINATION, JUNE 1879.

3RD CLASS.

FREEHAND DRAWING.

TIME ALLOWED, 3 HOURS.

NUMBER OF MARKS, 80.

- (1) The scale to be  $\frac{1}{4}$  inch to the foot, the height of spectator 6 feet, his distance 18 feet. Put into perspective a cubical figure 4 feet square at base, and 9 feet high, when its left side recedes from the picture plane at  $40^\circ$ , and its nearest angle is at 6 feet on the left of the spectator.
- (2) Scale  $\frac{1}{4}$  inch to the foot, height of spectator 6 feet, distance 16 feet, subject a prism, the ends of which are regular hexagons of 3 feet, lying on one of its sides so that its hexagonal end is at right angles and its long edge is parallel to the plane of the picture. Give the perspective projection.
- (3) There is a case of shelves against a wall. The case is 8 feet high and 4 feet wide, it has three shelves placed so as to divide the case into four equal spaces. The case and shelves are 1-inch thick scale  $\frac{1}{2}$  inch to the foot. The height of the spectator is 5 feet 6 inches and his distance 15 feet. The front of the object is to be parallel to the picture plane at 6 feet on the left of the spectator. Give perspective view.

## APPENDIX G 1.

## ROYAL MILITARY COLLEGE OF CANADA.

## SYLLABUS OF MATHEMATICS—GENERAL SUMMARY OF SUBJECTS AND TEXT-BOOKS.

*Euclid (Todhunter)*—The use of Potts' Euclid will be discontinued as soon as those in store are finished.

*Arithmetic* (printed notes by Major Kensington, R. A.)—Together with Smith and McMurchy or any other approved text-book. Scales of notation and mercantile arithmetic are omitted.

*Algebra* (printed notes by Major Kensington, R. A.)—Todhunter's Elementary, and Todhunter; the latter only for the more advanced students.

*Logarithms (Chambers' or other tables)*—Thorough practical use of Logarithms.

*Plane Trigonometry (Todhunter.)*

*Spherical Trigonometry (Todhunter.)*

*Conic Sections (Todhunter.)*—This subject is taught almost entirely by lecture, geometrical proofs being given whenever practical and easy.

*Differential Calculus (Williamson.)*

*Statics and Dynamics* (Todhunter's mechanics for beginners)—The most advanced students are instructed further by lectures grounded on Todhunter's Analytical Statics, Tait's Dynamics, and other standard works, free use being made of the calculus.

*Statical Problems solved by Construction* (Tracts on Mechanics by Crofton and Kensington) *Work and Energy* (Tracts on mechanics) —Special reference to artillery problems.

*Rotation* considered geometrically without text books up to the resultant motion of an elongated projectile.

*Hydrostatics* (Besants' Elementary)—Special machines used in the Royal Artillery higher course of lectures with the use of the calculus.

*Mensuration*—Without text-book.

*Applied Mechanics* (Croftons' Elementary) - Higher course of lectures grounded on Rankine, Rouleaux, Collignon, and other works.

*Mechanism (Goodeve)*—Steam Engine; general principles only taught by lecture.

The whole of the above course is taught by lectures and personal instruction, aided by text-books, as far as possible. Shorter and easier proofs than those in the text-books are given whenever practicable. Notes of the lectures are taken by the cadets and revised by the instructors.

The following shows the syllabus for each class in detail.

1st. Obligatory;

2nd. Voluntary.

## ROYAL MILITARY COLLEGE OF CANADA.

## SYLLABUS OF MATHEMATICS—1ST CLASS.

*Mechanism (Goodeve)* concluded, omitting chapter III on the teeth of wheels; also particular applications. Instruction will also be given on the general principles of the steam engine. Marks, 300.

	Marks.
F. Completion of this section in the second class course.....	200
G. <i>Dynamics</i> .—Completion of course laid down for third and fourth classes: D'Alembert's Theorem—the six equations of equilibrium; principal axis and ellipsoid of rotation; compound pendulum; centres of suspension, oscillation, percussion; impulse on the axis of rotation; axis of spontaneous rotation.....	300
H. <i>Hydrostatics</i> .—Completion of course laid down for third class: Accurate determination of height by the barometer; flow of water through pipes; fluid friction; pressure at any point in a moving fluid; pressure on a thin surface or cylinder, tension produced; stress on boilers; pressure on a thick cylinder; and application to cast-iron guns.....	300
I. <i>Integral calculus</i> ; Double and treble integration; differentiation of definite integrals; probabilities; application to the probability of hitting a target; easy differential equations.....	300

ROYAL MILITARY COLLEGE OF CANADA.

SYLLABUS OF MATHEMATICS.—2ND CLASS—1500 MARKS.

*Mechanism (Goodeve)*—Introductory and Chapters I and II, omitting the application of the principles to particular machines, though it is advisable to read through the whole in order to obtain a clear insight into the subject. 300.

	Marks.
A. <i>Algebra</i> .—Probabilities; solution of cubic equations by Horner's and other methods; determinants; easy questions only.....	200
B. <i>Plane Trigonometry</i> .—Demoiivre's Theorem; exponential values for sine and cosine; calculation of $\pi$ ; summation of easy series.....	200
C. <i>Conic Sections</i> .—Abridged notation; anharmonic ratio; conical projection; general equation of the 2nd degree.	200
D. <i>Differential Calculus</i> .—Revision of former course with harder questions; implicit functions; use of abridged notation.....	200
F. <i>Statics and applications</i> .—Completion of such portion of the voluntary courses of the 3rd and 4th classes as may have been omitted: Stress in beams continued; distribution of shearing stress; distribution of the stresses in the case of a flanged iron girder; continuous beams.....	400

ROYAL MILITARY COLLEGE OF CANADA.

SYLLABUS OF MATHEMATICS—3RD CLASS—(OBLIGATORY) 1300 MARKS.

*Applied Mechanics (Crofton's Elementary)*.—Marks 300. Repetition of the subjects studied in previous classes as follows:—

	Marks.
Euclid.....	200
Arithmetic.....	100
Algebra.....	200
Plane Trigonometry, Conic sections and Mensuration.....	200
Statics and Dynamics, including problems by construction, work and energy.....	200
Hydrostatics.....	100

(VOLUNTARY) 1000 MARKS.

	Marks.
F. Internal stresses in a plane lamina.—Principal stresses, directions of pure shearing stress, stress in beams, moment of resistance, deflection curve of neutral axis, deflection at any point, fixed beams, beams on three supports, continuous beams, shearing force the differential coefficient of the bending moment, diagram of shearing force, application to determine the bending moment at any point, theorems on the effect of partial loading.....	300
G. <i>Dynamics or Kinematics</i> .—Any motion of a plane figure in its own plane represented by roulettes, combination of rotations, motion of a solid round a fixed point, rotations round intersecting axes, application to the rotation of the earth about an axis through the zenith at any latitude, application to the derivation of elongated projectiles.....	200
H. <i>Hydrostatics</i> .—Sections omitted in obligatory course from Chapters I to VI of Besant, applications of the calculus, moments of inertia, whole pressure, centre of pressure below the centre of gravity, metacentre, determination of its height above the centre of flotation, position of stability, application to the flotation of simple solids, the various positions of a square log of timber according to its specific gravity, law of pressure of gases, proof of formula $P = k(1 + \alpha t)$ , determination of the difference of levels corresponding to a given ratio between the pressures (neglecting temperature).....	400
Written notes.....	100

ROYAL MILITARY COLLEGE OF CANADA.

SYLLABUS OF MATHEMATICS—4TH CLASS—(OBLIGATORY)—1200 MARKS.

N.B.—The marks given are those for the quarterly and half-yearly examinations, respectively.

*Plane Trigonometry*.—As for 6th Class..... Marks, 200.

*Mensuration*.—Repetition of 8th Class course. Volume of a parallelepiped and prism. Truncated prism on triangular base or on a parallelogram. Tri-section of a triangular right prism, into three equal pyramids. Volume and surface of a pyramid or cone. Centre of gravity of a pyramid or cone (both volume and surface), proof for volume omitted. Volume of a frustum. Volume of a wedge and of a prismoid. Mean section.  $\frac{A + 4M + B}{6}$ .

General definition of a "mean"—Application to calculations of earth work. Surface of a sphere, zone or segment, and centre of gravity of each. Volume of a sphere and spheroid. Volume of a spherical sector proved by summing the volume between two consecutive sectors considered as a conical volume. Volume of a paraboloid of revolution—without proof. Guldin's theorems. Marks, 50 and 100.

*Statistical Problems solved by construction*. (*Tracts on Mechanics*)..... Marks, 100.

*Dynamics (Todhunter)*.—Repetition of 5th Class course.

Chapter VII and VIII.—Acceleration also obtained directly in § 89 and 92.

Chapter IX to §107.—Result of 108 omitted. § 109.

Chapter X, omitting § 122 to end of chapter.

Chapter XI, XII, XIII to § 150, omitting proof of 147. Result of § 151 and length of seconds pendulum.

Chapter XIV.—Result of § 163 only. Normal acceleration =  $\frac{v^2}{r}$

Chapter XVII.—Work..... Marks, 50 and 100.  
 Work and Energy (*Tracts on Mechanics*).—Omitting § 24, 28..... Marks, 150.  
*Hydrostatics (Besant's Elementary)*.

Chapter I.—Shorter proof of § 10. Omit examples 11, 12.

Chapter II.—Omit § 22, 29, 30.

Chapter III.—Omit § 34, 35. Shorter proof of example 5, § 48.

Chapter IV to Example 2, § 61.—§ 62 to end of chapter.

Chapter V.—Omit § 80, proof, 83, § 87-9, 93 to the end of the chapter.

Chapter VI.—Omit § 96, 98-101, 108 to end of chapter..... Marks, 50 and 300.

Notes and Recitations..... Marks, 50.

**VOLUNTARY—800 MARKS—QUALIFICATION IN EACH SECTION.—ONE THIRD.**

A. *Algebra*—Chapters XXX, omitting 456 to 458, XXXI, XXXVIII to XXXIX, 550, omitting 549; XLVIII to 651; L omitting 661 to 664 and 670 to end; LI to 680..... Marks, 50.

B. *Plane Trigonometry (Snowball)* to be replaced by Todhunter—XVII to XIX, omitting proof of 268 and 271, 273. Results in following articles may be proved by the calculus: omit 276 and 277; omit Chapter XX, and § 290 and 298 to end.

C. *Conic Sections and Analytical Geometry of three dimensions*, general repetition of 3rd Class course. Equations of a point in space. Distance between two points. Projection of a straight line proportional to the cosines of the inclinations,  $\cos.^2 \alpha + \cos.^2 \beta + \cos.^2 \gamma = 1$ . Equation to a straight line. To find the inclination from the equation. Angle between two given straight lines. Equation to a surface, to a sphere, to a cone with axis vertical, to a cylindrical surface parallel to an axis, to a plane in terms.—1st, of the inclination of its traces and intercept on axis of Z; 2nd, of the three intercepts; 3rd, of the perpendicular from the origin and its inclinations. A line in space considered as the intersection of two projecting cylindrical surfaces—particular case a straight line. Length of perpendicular from a given point on a given plane. Tangent to a curve: normal plane. Tangent plane to a surface: normal to ditto..... Marks 100—Notes 25.

D. *Differential Calculus*—Repetition of 5th class Course, chiefly examples.... 200.

F. *Statics*—Harder examples on the 5th Class course, resolution and composition—1st, of forces in space acting on a particle; 2nd, of couples. The six equations of equilibrium. Equilibrium of a particle constrained to move—1st, on a smooth curve; 2nd, on a smooth surface. Centre of parallel forces. Alteration of centre of gravity by transposition of a part of the body. Principle of virtual velocities. Proof in the cases (1) of any system of forces on a particle, whether free or restricted to a smooth curve or surface (2) of a pair of particles connected by an inextensible rod or line; also of any number of particles similarly connected, that is a rigid body, (3) when any pair are connected by an inextensible string round a fixed point or pulley, or round a point which is one of the parts of the system. Converse of this principle. Application of the principle of virtual velocities to the mechanical powers, and to the solution of different statical problems. If any system of particles be in equilibrium under the action of gravity, their centre of gravity is (generally) in a highest or lowest position; in the former case the equilibrium is unstable, in the latter stable. Condition for stability of a heavy curved body resting on a horizontal plane; also of a flat body resting on a rough surface. Elementary methods of finding the centre of gravity of a small arc, also of any circular arc, sector and segment. General formulæ for centre of gravity of area, arc volume and surface of revolution. Guldinus Theorems. Attraction of a straight bar on a particle: (1) in the direction of its length; (2) in any given position. Attraction of a circular lamina on a particle in a perpendicular axis through the centre. Parabolic curve of the suspension bridge with vertical rods.

The common catenary; its equation, length of arc, tension at any point, similarity to a parabola near the vertex, position of equilibrium of a heavy chain resting over two smooth pegs. Pressure on a curve produced by a string of given tension wrapped round it. Relation between the tensions at the extremities of a string passing round any arc of a rough curve; application to obtain the advantage of passing the fall three times round windlass of a gyn. Elementary proof that the ends of a chain over a smooth pulley must rest in a horizontal plane..... Marks, 100.

G. *Dynamics (Todhunter's Mechanics for beginners)*.—Shorter proofs will be given with the aid of the calculus. The proofs relating to Kepler's planetary laws may, if necessary, be omitted. Differential equations of motion. Application to rectilinear motion under the action of a force: (1). Constant; (2). Varying as the distance; (3). Inversely as the square of the distance, Law of attraction inside and outside the earth's surface. Motion of a heavy chain (1). Hanging over a smooth pulley; (2). Placed with part resting on a smooth table. Body moving vertically in a resisting medium, the law being as the square of the velocity. Curvilinear motion. The parabola of projection. Motion of a body on a smooth curve, velocity acquired. Cycloidal pendulum; time of an oscillation; length of "second" pendulum; oscillation through small circular arc. Conical pendulum. Explanations of the equations.

$$\frac{d^2x}{dt^2} = f \frac{dx}{ds} - \frac{R}{m} \frac{dy}{ds}, \quad \frac{d^2y}{dt^2} = f \frac{dy}{ds} + \frac{R}{m} \frac{dx}{ds}$$

Application to verify the general expressions for the tangential and normal accelerations. Equal areas are described in equal times, under the influence of a central force. If the force varies inversely as the square of the distance, the orbit is an hyperbola, parabola or ellipse, according as the velocity is  $> = <$  the velocity of falling from infinity. The equation of *vis viva* considered with reference to all the above cases of motion..... Marks, 100.

I. *Integral calculus*. Chapter I.

Compare (e) with § 9; (f) with § 5; also Ex. (1), (2), § 13.

Integrate forms involving  $(a + 2bx + cx^2)$  or  $\sqrt{a + 2bx + cx^2}$ , by completing the square, compare § 4, 22, 23, 24 with 58, omit § 8.

Chapter II.—Easy examples only with explanatory notes.

Chapter III.—Easy examples only with explanatory notes. Omit § 67 to end.

Omit. Chapter IV, V.

Chapter VI.—More elementary proof of § 90. Omit § 92 to end.

Chapter VII to 140.—Notes on double integration applied to § 132, 137. Omit analytical proof of § 140 to 147, read 148 and integration by approximation. Read over 149.

Chapter VIII to 153 and 156.

Chapter IX to 175 and 177 to 179.

Chapter X to 204..... Marks, 200.

Notes, 100.

ROYAL MILITARY COLLEGE OF CANADA.

SYLLABUS OF MATHEMATICS—5TH CLASS—(OBLIGATORY)—1,100 MARKS.

N.B.—The marks given are those for the quarterly and half-yearly examinations, respectively.

*Plane Trigonometry*—As for 6th Class.....Marks 200.

*Conic Sections* (without text books).—Definition (Todhunter's) of a Parabola Ellipse and Hyperbola. Equation to parabola. To construct any point on the parabola by drawing a tangent. Equality of inclinations of the tangent to axis and radius rector. Bi-sections of sub-tangent by the curve. Geometrical proof of equation referred to any parallel to the axis (*i. e.* diameter) and tangent at its extremity;

also that this diameter bisects all chords parallel to the tangent. Tangent at the extremities of any chord meet on the diameter bisecting it, and the portion of diameter intercepted between the chord and those tangents is bisected by the curve. The distance of any external point from the parabola, measured parallel to the axis, varies as the square of the distance along the tangent to the point of contact. Ellipse defined as the projection of a circle, as described by the trammel, with reference to focus and directrix and from  $r + r' = 2a$ . Equation proved from the two first. Geometrical proof from the latter that the tangent is equally inclined to the focal distances, and that the locus of the foot of the perpendicular from the focus on the tangent is the circle, radius =  $a$ . Mention of the lengths,  $ae, a, \frac{a}{e}$  and other important properties. Hyperbola treated like Ellipse. Explanations of the asymptotes and the conjugate hyperbola. Rectangular hyperbola. Equation referred to the asymptotes without proof. Similarity of curves. Newton's definition. Similarity of all circles and of all parabolas, as they contain one constant. Dis-similarity of ellipses and hyperbolas. Similarity if  $\frac{b}{a} = \text{constant}$ . Explanation of the above by the test of magnifying. Sections of a cone. Repetition as for 6th Class. 20 and 100.

*Mensuration*—Construction of certain ratios as  $\sqrt{2}, \sqrt{3}, \sqrt{\frac{1}{12}}, \sqrt{\frac{2}{3}}$  and  $\sin. 2\theta, \tan. 2\theta, \tan. \frac{\pi}{8}$  etc., etc., and combinations of these, Rectilineal areas and perimeters. Radii of inscribed and circumscribed circles. Area of circle, sector and segment. Perimeter of circle. Area of ellipse. Area of parabola intercepted by any chord (without proof). Simpson's rule. Polygonal approximation to areas of curves. Summation of shot piles..... Marks 20 and 100.

*Statics*—(Todhunter's Mechanics for beginners).

Chapter I, II, omitting § 45 to end of Chapter.

Chapter III, IV, V, omitting § 78 to end.

Explanatory notes in lieu of Chapter VI, on the equilibrium of a body and the method of working examples.

Chapter VII, § 9—Statement of 100. § 102, 106.

Chapter VIII to § 113—Short note on § 114, 115. § 116, 120.

Chapter IX to § 135—Alternative proof of 136. Result of 137 to 140. § 141-3. Comparison of § 144-5 with § 114-5. Notation  $\bar{x}, \bar{y}$  for co-ordinates of centre of gravity. § 146.

Chapter X, omitting § 154 to end of chapter.

Chapters XI, XII, to § 172—Result of § 173 considered geometrically. § 174 to end of chapter.

Chapter XIII—the whole. Simple view of § 187. Mechanical advantage of machines in combination = product of the advantage of each machine; also  $\frac{P}{W} = \text{product of drivers divided by product of followers}$ .

Chapter XIV, omitting § 202 to 206, and 2nd part of 207.

Chapters XV, XVI, XVII—Proofs by means of virtual velocities alternative with those given.

Chapter XVIII—Virtual moments. Certain forces may be excluded from the equation of virtual moments. Omit from § 235 to end of chapter.

Chapter XIX to § 254—Limiting angle of resistance of a rough plane, § 225 and 258 considered geometrically as well as analytically..... Marks, 100 and 300.

*Dynamics*—(Todhunter's Mechanics for beginners.)

Chapters I to VI, omitting proof of § 37. § 72, 75, 77..... Marks, 200. Notes and recitation..... Marks, 60.

VOLUNTARY—600 MARKS—QUALIFICATION IN EACH SECTION—ONE THIRD.

A. *Algebra*.—Chapter XV to 207; XXV to 360; XXVI, XXVIII, XXXVIII to XXXIX, 550, omitting 549; XL to 560, without proof; XLI, XLIII to 596; XLVI to 628; XLVIII to 651..... Marks, 50.

B. *Plane Trigonometry (Snowball)*.—Chapters I to V, and harder questions on obligatory course; to be replaced by Todhunter. Chapters I to XVI—Marks, 50.

C. *Conic Sections*—Repetition of 6th Class course. Chapters I to III, except 27, 148, optional, together with 147, 187 and 236. Chapters V to VII, omitting 111, 115 to 118, and omitting all but definition in 119. Chapter VIII, omitting 157. Chapter IX, with alternative proof, omitting 205, 208. Chapters XI, XII—Alternative proofs, omitting 265, 266. Chapter XIII—General acquaintance only with the method pursued, omitting 276 to end. Chapter XIV, 296, 298. Chapter XVI—Geometrical examination of the sections of a cone, showing foci and directrices in lieu of this chapter. Chapter XVII.....Marks, 100.

D. *Differential Calculus (Williamson)*.

Chapter I—Proof by binomial theorem for  $d(x^n)$  instead of § 16, 17, 18. Differentials used equally with differential coefficients.

Chapter II—Successive differentiation; omit § 39, 43 to end of chapter. Read over Leibnitz Theorem, § 48.

Chapter III—Expansion of functions. Omit § 65-68. Read over § 73, with equations 27, 28, 29, 33. Omit § 74 to end of chapter.

Chapter IV—Indeterminate forms consider also  $\alpha - \alpha$ . Read over the proof of § 91.

Chapter V—Partial differential co-efficients, § 95-96. Result only of § 97; omit § 98, 101. Note result only of Euler's Theorem, § 102. Omit § 103, 4; 107. Read over § 108-10; omit the rest.

Chapter VI—Read over only the first two pages.

Chapter VIII—Read over only § 127.

Chapter IX—Maxima and minima; omit § 136-7, 139; 141 to end of chapter.

Chapter XII—Tangents and normals; and omit § 173-7; 184 to end of chapter.

Chapter XIII—Asymptotes—only § 196 to 200 explained more briefly.

Chapter XIV—Brief explanation of multiple points.

Chapter XV—Brief explanation of envelopes and the general method of finding them.

Chapter XVI—Convexity and concavity; omit analytical investigation in § 223 to end of chapter.

Chapter XVII—Radius of curvature; omit § 228. Read over § 231. Omit § 232-3, 235-6; read over § 239; omit § 240-254.

Chapter XVIII, § 258-9. Read over § 260.

Chapter XIX—Roulettes, § 272-7; read over § 278.

Chapter XX, § 292 to equation (4).

Chapter XXI to equation (3).....Marks, 200. Written notes, 25.

E. *Euclid*—XI.....Marks, 50.

F. *Statics*—Harder questions on the obligatory course, omitting only § 154-8, and chapters XX, XXI.....Marks, 50.

I. *Integral Calculus*—Elementary formulæ of integration as the reverse of differentiation, without Text-book.....Marks, 25.

J. *Spherical Trigonometry (Todhunter)*—Chapter I to VI and § 96 to 99 with special attention to Napier's circular parts and the solution of spherical triangles. Marks, 50.

---

ROYAL MILITARY COLLEGE OF CANADA.

---

SYLLABUS OF MATHEMATICS—6TH CLASS—(OBLIGATORY)—MARKS 600.

N.B.—The marks given are those for the quarterly and half-yearly examinations, respectively.

*Euclid*—7th Class course and Book VI, omitting Props. XXVII to IX. Marks 40 and 200.



*Arithmetic*—8th Class course ..... Marks 100.

*Algebra*—The whole, except scales of notation and the harder examples omitted in the 8th class course and § 345 ..... Marks 30 and 200.

*Plane Trigonometry* to Chapter XVI, omitting as for 7th Class and § 231, 2, 7, 8, 242-5, 253-4. Also study the inverse notation in § 265, without examples. Marks 40 and 200.

*Conic Sections and Analytical Geometry*—Lectures without text-book. Rectilinear and Polar coordinates. Distance between two points. Easy examples on areas of triangles. Equation to a line. Equation of the 1st degree. Principle of intersections. Equation to a circle. Intersections with a straight line, three cases. Definition of the sections of a right cone. General definition (Todhunter's) of a parabola, ellipse and hyperbola. Simple properties of a parabola proved geometrically.....Marks 50.

Notes and recitations.....Mark 40.

SYLLABUS OF MATHEMATICS—6TH CLASS—(VOLUNTARY)—MARKS 400.

A. *Algebra*—Chapters XV to § 206, XVIII to § 265, XXIII to XXIV to § 497, XXV, and examples on XXXVI, XXXVIII, XXXIX, to § 548. Expansion of  $(1 + \frac{1}{n})^n$  when  $n = \alpha$ , XL to § 562, without proofs, XLI ..... Marks 50.

B. *Plane Trigonometry* to Chapter XVIII, omitting § 181 to § 210, but reading them over for comparison with the differential calculus, omitting § 254, 259...Mks. 50.

C. *Conic Sections (Todhunter)*, I to XII, omitting Chapter IV, book work of § 83, Chapter VII, § 140, 146, 157, 159, 160, (other proofs being given) 136, 203, 205, 208, 210, 211, 235, 256, to end.

Geometrical proof alternative with analytical.

Notes on the geometrical properties, as follows:—

*Parabola*—To draw a tangent and thence to prove that it is equally inclined to focal distance and axis (or diameter); that the perpendicular from the focus meets it on the tangent at the vertex. Portion of tangent intercepted between the point of contact and directrix subtends a right angle at the focus; tangents at the extremities of a focal chord are perpendicular and meet upon the directrix:  $p^2 = ar$ ,  $r = \frac{a}{\sin^2 \theta}$  :  $r = a + x$ ; angle between two radii vectores, double that between the

tangents. Sub-normal =  $2a$ . Sub-tangent =  $2x$ . Curve bisects sub-tangent. Polar equation. Latus rectum as the parameter. To draw tangents from an external point, their lengths are inversely as the sines of their inclinations to the axis. Analytical investigation into diameters and their properties. Geometrical proof of the equation of the curve, referred to diameter and tangent, together with proof that the chords parallel to the tangent are bisected; that the tangents at the extremities of any chord, meet on the diameter bisecting it, and that the curve bisects the portion of diameter intercepted between the tangents and the chord.

Distance of any external point, measured parallel to the axis, varies as the square of the distance along the tangent; hence a method of constructing a parabola by a series of points.

To draw a parabola touching two given intersecting straight lines at given points.

To draw a parabola, giving its vertex, axis, and one other point; thence to draw it, giving the axis and any two points not in the same perpendicular to the axis.

Ellipse, defined as the projection of a circle, as described by the trammel, and as  $r+r' = 2a$ ; equation found from each definition; geometric properties proved from the last definition as follows: to draw a tangent, and prove its equal inclination the focal distances.

Locus of foot of perpendicular from focus on tangent  $pp' = 6^2 : \frac{p}{p'} = \frac{r}{r'} : p^2 = \frac{b^2 r}{r}$

Locus of intersection of tangent with the perpendicular at the focus to the radii

vector. Locus of intersection of tangent at the extremities of a focal chord. Proof of Todhunter's definition of an ellipse, the straight lines  $a, e, a, \frac{a}{e}$ ;  $r = a \pm ex$ . Polar equation referred both to focus and centre.

Locus of intersection of two perpendicular tangents. Diameters investigated analytically as for parabola. Conjugate diameters as the projection of two perpendicular diameters of a circle; hence equation and properties of an ellipse referred to conjugate diameters. Eccentric angle. Locus of a point obtained by  $a + b$ , measured at inclinations  $\theta$ , and then  $a - b$  at  $\pi - \theta$ .

Hyperbola. Similar notes to those for the ellipse.

Sections of a cone. Geometrical proof, showing foci, directrices and asymptotes. Proofs of any kind will be accepted at the examinations, if sound, whether geometrical or analytical.....Marks, 200.

Notes on above .....Marks, 25.

D. *Differentiation*.—Elementary differentiations without text-book. Differentials used equally with differential coefficients .....Marks, 25.

E. *Euclid XI*.—Props. I to 10.....Marks, 25.

J. *Spherical Trigonometry (Todhunter)*.—Chapters I to III.....Marks, 25.

**SYLLABUS OF MATHEMATICS—7TH CLASS—(OBLIGATORY) 800 MARKS.**

N.B.—The Marks given are those for quarterly and half-yearly examination respectively.

*Euclid* to Book IV, and definitions of Book V.—Explained algebraically, omitting Nos. 3, 7, 8, 20.....Marks, 25 and 200.

*Arithmetic*.—Same as 8th Class course .....Marks, 25 and 150.

*Algebra* to harmonic progression, omitting § 345, and same as for 8th Class .....Marks, 25 and 175.

*Plane Trigonometry* to Chapter XIV, § 227, omitting as for 8th Class, and § 79, 80, 96, 97, 99 to 106, 111, 112, noting process in § 113, omitting § 114, 115, 119 to 130. Chapters X to XII, § 219 to 221.....Marks, 25 and 175.

*Logarithms*.—Complete use of tables both for numbers and trigonometrical ratios, with use of proportional parts. (Examined together with trigonometry.)

**7TH CLASS—(VOLUNTARY)—200 MARKS.**

A. *Algebra (Todhunter)*.—Chapters XIII, XV, § 206; XVIII to § 265, and read over § 266, 271; XIX. practical applications, proof of § 300, 301, 309, 310; XX to XXII, XXVI to XXVIII, XXX to XXXII and XXXVIII.....Marks, 50.

B. *Plane Trigonometry* to chapter XVIII, omitting X to XII, § 254, 259, 260.....Marks, 50.

C. *Conic Sections (Todhunter)* to Chapter III, omitting § 27, 37, 48. Examples up to § 21 of chapter III. Read also chapters V and VI to § 99.....Marks, 50.

E. *Euclid*.—Book VI, omitting prop. 27-9.....Marks, 50.

**SYLLABUS OF MATHEMATICS—8TH CLASS—(OBLIGATORY)—700 MARKS.**

N.B.—The Marks given are those for the quarterly and half-yearly examinations, respectively.

*Euclid* to Book III, prop. 13 (*Todhunter*). Algebraical explanations will be given of the propositions in Book II.....Marks, 25 and 200.

*Arithmetic* to interest, discount stocks, proportional parts, and extraction of square and cube roots. (Printed notes and other authorized text-books).....Marks, 25 and 150.

*Algebra* (*Todhunter's* for beginners and printed notes) to evolution. Special attention directed to factorising and solution by factors. The harder examples in chapters XXVII and XXXIX may be omitted .....Marks, 25 and 150.

*Plane Trigonometry*.—Lectures without text book, as follows:—Definition of initial line. Terminal line. Angles of any size. The rules of signs. Trigonometrical

ratios. The reason for their names. The primary formulæ proved from definition. The formulæ connecting each with every other. Construction of angles when the ratios are given. Change of the ratios in sign and magnitude. Circular measure. Todhunter to chapter V, omitting § 5-9. Proof of § 14, 24, 51, 53, 54, 66, 75 .....Marks, 15 and 100.

*Logarithms (Chambers' or other tables)*—Use of the tables without proportional parts. Instruction entirely by lecture and practice (examined together with trigonometry).

Written notes and recitations.....Marks, 10.

#### 8TH CLASS—(VOLUNTARY)—100 MARKS.

This section comprises those elementary subjects which will be read by higher classes in their obligatory course.

*Euclid*—Books III and IV, and definition of Book V considered algebraically.

*Algebra (Todhunter's for beginners)*—The whole except scales of notation.

*Plane Trigonometry (Todhunter)*—VI to XVI, omitting § 79, 80, 96, 97, 99-106, 111, 112, 114, 115, 119-130. Chapters X to XII, § 219-221, 231, 232, 237-238, 242-5, 253, 254.

### APPENDIX G 2.

#### ROYAL MILITARY COLLEGE OF CANADA.

##### THEORETICAL.

##### SUMMARY OF THE COURSE OF THEORETICAL INSTRUCTION IN FORTIFICATION AND MILITARY ENGINEERING.

The course is based on the Text Book 1878, for use of R. M. Academy, Woolwich.

The subject is taken up in the 2nd term and in that and the following terms (7th and 6th classes) the Cadets work through the whole of Field Fortification with the exception of Military Bridging. A short voluntary course on the occupation of positions is added as per detail below.

##### *Obligatory.*

Introductory lecture on arms in use.

Hasty Intrenchments.

Obstacles.

Occupation of natural obstacles, walls, hedges, &c.

Profile and Trace of Field works, including size and garrison required.

Detail of Field works as per detail in text book.

Works in relation to each other lines, &c.

Adaptation to irregular sites.

Defence of localities.

Defilade of Field works.

Hasty Demolitions.

Revetments and Revetting materials.

Execution of Field works.

##### *Voluntary.*

Lecture on the general conditions which influence the choice of a position and the method of occupying it with reference to the nature of the actions to be fought.

Attack and Defence of Field works.

In the Fourth, Fifth and Sixth Terms (5th, 4th, 3rd classes) the course will include a knowledge of the various bastioned systems, the Polygonal system, Detached Forts as applied to Fortresses—and the attack and defence of Fortresses as per detail below.

## PERMANENT FORTIFICATION.

*Obligatory.*

The elements of permanent Fortification, including a brief historical sketch of the progress to the science and a description of the general principles involved, and their application to the various systems.

The Bastioned Systems, Vauban's, Comontaingnes, and the modern French, the latter especially in detail.

The Polygonal System as applied to a dry site with outworks, &c.

Detached Forts, their use and application in modern Fortification.

The attack and defence of Fortresses in detail, including execution of siege works, &c.

Military mining (Elementary).

Nature, handling and storing of Explosives used in Military Engineering.

*Voluntary.*

The Bastioned Systems of obligatory course more in detail.

Other Bastioned Systems: Cœhorn, Montalembert, Carnot, Chasseloop.

The Polygonal System as applied at Antwerp both to enceinte and detached Forts in detail.

Application of Mines,—including countermine systems.

Numerous plates are drawn by the Cadets, for which about half the total marks are awarded, the remainder of the marks being given for the quarterly and half-yearly examination.

Lectures are given on each subject, on which the Cadets have to take and submit to the Professor satisfactory notes. In these lectures it is sought to explain the text book and also to add thereto as much as possible, all available authors being consulted, chiefly those on current events amongst others may be noticed.

In the 7th and 8th terms the course is laid down as follows:—

Coast Defence.

Obstructions, &c.

Submarine mines.

Military Bridging, theoretical and practical.

Application of Field Fortification in the form of project for the occupation of ground, defence of given localities, &c., &c.

It is intended to have a complete outdoor course of execution for the various works, both full size and in sand—also of Telegraphy, and signalling, &c.

The course up to the end of the 6th term will, in fact, approximate closely to the full Woolwich course, while that for the 7th and 8th terms, will be based as far as possible on the course at the School of Military Engineering, Chatham.

## APPENDIX G 3.

## ROYAL MILITARY COLLEGE OF CANADA.

## PROGRAMME OF PRACTICAL INSTRUCTION IN MILITARY ENGINEERING.

Signalling.

Earthworks, Hasty Entrenchments, Stockades, Breastworks, of various kinds, Loopholes, Rifle pits, Field casemates, Field Geometry.

*4th Class.*

Brushwood, Fascines, Gabions, Hurdles, Sap Rollers, Obstacles, Abattis, Wire Entanglements, Chevaux-de-frise, Palisades, and Fraises, Military Pits shallow and deep, Barricades, Fougasses, Field Redoubts, Tracing and Profiling, Splinter Proofs, Revetments, Traverses, Embrasures, etc., Field Kitchens and ovens, Water supply, Pumps.

*3rd Class.*

Batteries of various kinds with Platforms, Embrasures, Magazines, Parallels and approaches, deep, shallow, and blinded sap, Passages of ditches and levelling, Trench Railways.

*2nd Class.*

Mining, Shafts, Common Galleries, Preparing Mines, Firing Mines. Electrical testing. Making Joints, preparing Fuzes and charges, Improved Electrical Batteries, and working with service batteries and dynamo Electric Machines.

Boring and Blasting rock, Demolition of Stockades, Gates and Buildings, Felling Timber with guncotton, Drying guncotton, Destroying railways, Hutting and Shelters.

*1st Class.*

Bridging, Knotting, Splicing, Blocks and Tackles, Lashing spars, Trestle and trestle bridging, Derricks, Gyms, single and double lock Bridges, Single sling, etc., in model and full size. Reconnaissance and Measuring width of Rivers, Rowing drill and use of Anchors, Barrel Piering, Timber raft Bridges, Pontooning, Bridging expedients such as crib piers, piles, etc.

The 1st Class will occasionally be assisted by the other Classes in Bridging when extra hands are required.

All Classes will be exercised in Escalading.

---

 APPENDIX G 4.
 

---

## ROYAL MILITARY COLLEGE OF CANADA.

## SUMMARY OF COURSE OF INSTRUCTION IN GEOMETRICAL DRAWING, DESCRIPTIVE GEOMETRY.

*Geometrical Drawing.*

The course is based on Text Book—"Practical Geometry and Engineering Drawing," by G. S. Clarke.

In their 1st and 2nd terms the Cadets work out a large number of problems in plain Geometry the conditions of which are dictated to them, and the figures drawn in a series of plates which have to be carefully finished and for the drawing of which about one-half the total marks are awarded.

The following is a detail of their course :

*Obligatory.*

Problems relating to—  
 Lines.  
 Lines and circles.  
 Plane Figures.  
 The Ellipse.

*Voluntary.*

Problems relating to—  
 The Ellipse (more advanced).  
 The Parabola.  
 The Hyperbola.  
 Cycloidal curves.  
 Various curves.

*Descriptive Geometry.*

In their third term the Cadets commence Descriptive Geometry, and in this and the next three terms they work through the text book named above, drawing numerous plates from manuscript notes dictated to them—about half marks are allotted for the drawing of plates, the remaining half for the quarterly and half-yearly examination in each class.

The following shows the course in detail :

*Obligatory.*

Orthographic Projection.  
 Points and lines.  
 Lines and Planes.  
 Use of indices.  
 \*Contoured plans of Field works, &c.  
 Projections of Solids.  
 Sections of Solid by planes.  
 Tangent planes to surfaces.  
 Determination of Shadows.  
 Isometric projection.

*Voluntary.*

More difficult questions on the obligatory sections.  
 Interpenetration of Solids.  
 \*Perspective projection.

\* N.B.—The subjects marked by a star are not included in the text book.

The instruction is carried on by means of problems dictated, as mentioned above and by personal explanation of all difficulties to the individual Cadets.

## APPENDIX G5.

## ROYAL MILITARY COLLEGE OF CANADA.

SUMMARY OF OBLIGATORY COURSE OF INSTRUCTION IN MILITARY TOPOGRAPHY  
CIVIL SURVEYING &C.*7th Class.*

Elementary principles of surveying; peculiarities of military surveying; chain surveying with method of keeping the field book; making a chain survey on the ground, with instruction in the various cases of ground problems that may arise; the scales and conventional signs generally used; the prismatic compass, its construction, use and defects.

*6th Class.*

Making a survey by the prismatic compass and pacing. Making a second survey in the same way in a limited time.

Contouring and hill shading; use of the scale of shade. Hachuring in pencil and in ink.

*5th Class.*

Construction and uses of the pocket sextant and theodolite; drawbacks to the former; ordinary measurement of base lines.

Making a triangulation of a piece of country by means of the sextant. Filling it in by the prismatic compass.

Drawing from models of hills in pencil, ink, and brushwork.

Putting in the slopes of a survey by hachuring. Triangulation with the chain and theodolite. Traversing with the same.

Working simple cases of heights and distances by trigonometry.

Method of plotting by rectangular coordinates.

*4th Class.*

Use of the plane table; method of surveying without instruments; making a survey of a piece of ground in this manner.

Use of the different spirit levels and the water level.

Principles and practice of levelling, including running contours and making sections. Making sections by the theodolite.

Corrections for curvature and refraction.

Use of the barometer for making rapid sections.

The principles of reconnaissance.

Making a reconnaissance of a defensive position.

do do do road.

Principles of astronomy; motions of the heavenly bodies; various methods of reckoning time. Objects of practical astronomy.

Finding the true meridian by double altitudes of stars.

### 3rd Class.

Use of the large sextant. Finding the latitude by means of meridian altitudes of the sun or stars.

Mean, apparent, and sidereal time.

Finding the local time and longitude by altitudes and calculated hour angles.

Reconnaissance of woods, rivers, camping grounds, and districts.

Rapid reconnaissance of a road.

do do piece of country.

### 2nd Class.

Rapid Military Reconnaissances in pencil made in a limited number of hours, and given in on the ground.

## COURSE OF VOLUNTARY SURVEYING.

### 4th Class.

Principles of the correct measurements of base lines, and of the method of conducting a large triangulation; calculation of the spherical excess. The use of auxiliary stations; reduction to the sea level &c.

Hill shading in brushwork.

Finding the true meridian by observations of circumpolar stars.

Finding the variation of the compass by an azimuth and by an amplitude.

### 3rd Class.

Measurement of the length of an arc of the meridian between stations of given latitudes.

The figure of the earth.

Finding the azimuth of one station with respect to another.

Use of the transit instrument. Finding clock errors and latitude with it.

Finding longitude by signals and by observations of moon-culminating stars.

### 2nd and 1st Class.

The higher branches of surveying continued.

Finding longitude by lunars, and by eclipses of Jupiter's satellites.

### Further reconnaissance.

### 1st Class.

N.B.—Each Cadet before obtaining a 1st or 2nd class certificate must be thoroughly competent—

1. To make a chain survey.
2. " keep a field book correctly, under various circumstances.
3. " copy plans neatly, and to know the different conventional signs.
4. " describe ground by hachuring.
5. " make a survey by compass and pacing.
6. " make an eye sketch.

7. To use the pocket sextant and make a triangulation with it.
8. " use the plane table.
9. " work the theodolite correctly, both in traversing and triangulation.
10. " make a section of ground, both with the theodolite and spirit level.
11. " contour ground with the spirit level.
12. " find the true meridian by means of the stars &c.
13. " take an altitude of a heavenly body with the sextant and artificial horizon.
14. " find the latitude by a meridian altitude.
15. " make a rapid reconnaissance of a position.
16. " do do do road.
17. " rapid military reconnaissance of country

*Text books issued :*

Robert's Military Surveying.  
Baker's Land and Engineering Surveying.

*Recommended to be read :*

Any elementary work on astronomy.  
Frome's Trigonometrical Surveying.

APPENDIX G6.

ROYAL MILITARY COLLEGE OF CANADA.

SUMMARY OF COURSE OF INSTRUCTION IN MILITARY ADMINISTRATION AND LAW.

*6th Class.*

Special Laws relating to soldiers.  
General principles of organization and chain of responsibility. British Military units from companies up to Army Corps.  
A short account of the British method of keeping up an Army, including recruiting, length of service, provisions for a reserve, reliefs for foreign service, etc., etc.  
A short account of the different European Continental Military Systems.  
do Military System of the United States Army.  
do do of the Canadian Militia.

*5th Class.*

A short account of the British Military Law, including Military Crimes and Punishments, the constitution and practice of Courts Martial, Rules of evidence, etc.  
War Establishments of the British Army.  
Organization of Continental Armies in the different recent European wars.  
Principles of supply in war time, and the preparations that have to be made for a campaign.  
The British method of providing ammunition reserves in the field.  
A sketch of the Continental method of providing supplies of food, &c., for an Army in the field.

*4th Class.*

The organization and duties of the Staff and non-combatant departments. Office work. method of conducting official correspondence.  
The Prussian General Staff and the English Intelligence Department, Marches, Encampments, Embarkations and Disembarkations.



The use of Railways in war time.  
 Arrangements for protecting the line of communication of an army in the field.

*Text Books used :*

Wolseley's Soldiers' Pocket Book.  
 Regulations for Encampments.

---

APPENDIX G7.

ROYAL MILITARY COLLEGE OF CANADA.

SUMMARY OF COURSE OF INSTRUCTION IN TACTICS AND STRATEGY.

INTRODUCTION.

*5th Class.*

A short account of the changes that have taken place in tactics at various periods.  
 Tactics of the three arms, separately and combined.  
 Latest British Infantry tactics, and a comparison with those of the principal  
 Continental Nations.  
 Tactics of the present day, as modified by the experience of recent wars,  
 illustrated from various writers.  
 The principles of attack and defence.

*4th Class.*

Principles of Tactics illustrated by studies of battles at different periods.  
 Elementary principles of Strategy illustrated by the study of a campaign.

*3rd Class.*

Information and security, outposts, reconnoitring, advance and rear Guards,  
 Rivers, Defiles, Woods, Villages, Convoys.  
 The subject of Strategy and the study of campaigns continued.

*2nd and 1st Class.*

Essays on military subjects.  
 The Text Books used are Clery's Minor Tactics, and Hamley's Operations of War.  
 Also a pamphlet on past changes in Tactics.

*Recommended to be read :*

Home's *Precis of Tactics*.  
 Boguslauski's *Campaigns of 1870-71*.  
 Journal of the United Service Institution.

---

APPENDIX G8.

ROYAL MILITARY COLLEGE OF CANADA.

SYLLABUS OF COURSE OF THEORETICAL INSTRUCTION IN THEORY AND CONSTRUCTION  
 OF ARTILLERY.

The instruction in Artillery is carried on chiefly by means of printed and written  
 notes, extracted from the voluminous text books of the various departments in the  
 Royal Arsenal, Woolwich.

These notes are kept up to date from "Changes in War Stores" published monthly.

Sladen's "Principles of Gunnery" is used in the more theoretical instruction of advanced Cadets.

A few drawings as far as time permits are done in the various classes, to assist in elucidating the more important material, &c.

The course occupies two years, two hours being given in each week to each class.

During the last year Voluntary Artillery is studied consisting, as much as can be taught, of the actual structure and manufacture of ordnance, ammunition and stores, without having access to an Arsenal.

Also of the more theoretical portions of the science, with applications of the calculus and of dynamics to the calculation of velocities and trajectories.

The course is divided as follows: a series of lectures being given on each section.

The total marks at present are divided into—

Obligatory, 2,000.

Voluntary, 2,000.

It is however proposed to divide them as follows:

Obligatory, 3,000.

Voluntary, 1,000.

The obligatory portions of Artillery being the most important.

#### *6th Class. Obligatory Course.*

*Explosives* in common use in the service, comprising gunpowder, gun-cotton and fulminate of mercury. Their composition and outlines of their manufacture, their physical and chemical properties, their uses, classification and storage, also the precautions to be taken for their safety.

*Cartridges.* The necessary qualities in the material for the bag. The differences between those for S. B., R. B. I. and R. M. L. ordnance.

The lubrication, paper cylinder, tin cup &c., used in connection with R. B. L. cartridges.

The various natures and uses of battering, full and reduced charges.

The mode of filling and storing filled cartridges, also the precautions to be taken in handling powder. S. B. projectiles and their uses, including solid, and grape shot, common and diaphragm shrapnel shell, carcasses, smoke and light balls, also mortar shell. The names and uses of the various fuzes in use with the above, including Pettman's L. S. and G. S. percussion fuzes, also the common diaphragm. Large and small mortar time fuzes. Instructions for boring and fixing fuzes, means of firing ordnance, tubes, portfires, slow and quick match.

Rockets, their principles of construction and uses.

*S. B. Ordnance.* Short description of the various natures still in the service and their uses, their division into guns, shell guns, howitzers, carronades and mortars, also mountain, field, siege and garrison pieces.

#### *5th Class. Obligatory Course.*

Defects of S. B. ordnance and how they are counteracted by rifling; other advantages of rifled ordnance, especially with reference to elongated projectiles.

Rifled ordnance of the service. General construction and classification as mountain, field, siege and garrison pieces. Also as B. L., M. L. and converted M. L. guns.

The question of B. L. versus M. L. guns.

Projectiles for rifled ordnance, Palliser shot and shell, double and common shell, segment Boxer shrapnel, case shot, star shell and carcasses. The various uses and comparative uses of above, also short description of the various fuzes used and under what circumstances, including the plain percussion, also R. L.

Marks I and II Pettman's G. S. The delay action and sensitive percussion fuzes, also the 5" 9" 15" 20" and 30" time fuzes.

Advantages of rifled over S. B. projectiles, means of having rotation imparted, soft coating, studs and expanding gas check.

The ordinary and the driving gas check, their history, description and uses. The wedge wad. Lacquering shell, serge bag and other means of preventing premature explosions and blind shell, pointing out the usual causes of above defects. Method of storing filled shell, precautions to be taken.

*Re-read 6th Class work.*

#### 4th Class. Obligatory Course.

*Principles of Rifling.* Objects of rifling, angle of spiral, twist of rifling, advantages of increasing over uniform twist, velocity of rotation how measured and upon what it depends.

Derivation or drift, how counteracted. Advantages of increasing velocity.

Systems of rifling in common use, their advantages and defects. The various forms of grooves.

The disadvantages of grooves in general and of studs and ribs.

*Re-read 5th class work.*

#### 4th Class. Voluntary Course.

Construction of time and percussion fuzes.

The various metals used in the construction of ordnance, how obtained, their physical properties, with reference to their use in the construction of ordnance and other stores.

#### 3rd Class. Obligatory.

*Military carriages:* mountain, field, siege and garrison.

Principles of construction.

The various strains on a field carriage, how reduced to a minimum.

Construction of old and new pattern field wheel. Advantages of latter. Meaning and necessity for dish, hollow, lead, set, &c.

Wooden travelling carriages, their advantages.

Description of Mark II carriage for 9 pr.

Points of difference in larger natures.

The overbank carriage.

Howitzer beds, modes of checking recoil.

Garrison wooden carriages, standing and sliding carriages.

Wooden platforms and compressors.

Iron, single and double plate sliding carriages, also the wrought iron standing carriage.

Wrought iron platforms, Elswick compressor.

Hydraulic buffer.

Moncrieff carriage.

*Re-read all previous work.*

#### 3rd Class Voluntary.

Section I. History and construction of ordnance, including cast iron, bronze and Woolwich guns. Manufacture of projectiles and various small stores including tubes, rockets and fuzes.

Manufacture of carriages.

Principles of gunnery (Sladen).

Chapter I.—Definition of terms used in gunnery.

Chapter II.—Relation between “angle of spiral” and “twist of rifling.” Velocity of rotation determined from that of translation. Energy due both to translation and rotation, omitting note to pages 15, 16. Velocity of recoil, omitting the formula in page 18. Energy of recoil, omitting Kemmis’ table in page 20.

Chapter III.—Pressure in the bore of a gun.

Chapter IV.—Work done by powder, omitting the calculations of Velocity, pages 31 to 33. Circumstances affecting muzzle velocity.

Chapter V.—Resistance of the air. History previous to Bashforth’s experiments and conclusions, calculations leading to the tables of remaining Velocity after any time of flight or range. Practical use of these tables.

Chapter VI.—Calculation of trajectories, vertical height and angle of descent. Omit page 69 to end of chapter.

Chapter VII.—Drift of the service projectiles. See also Canadian Manual of Artillery.

Chapter VIII.—Accuracy and probability of fire.

Chapter IX.—Penetration. Energy absorbed. Penetration of Armour Plates.

*Appendices.*—General acquaintance with the principles of Le Boulenger’s Chronograph, Bashforth’s Clock and Gravity Chronograph, Watkins’ Chronograph, Noble’s Crusher gauge and chronoscope.

Application of mathematics to artillery machines.

#### TEXT BOOKS.

Printed notes on Artillery, by *Captain Fairtlough, R.A.*

Principles of Gunnery, by *Major Staden, R.A.*

Tracts on Mechanics containing Problems on Artillery Machines, by *Crofton and Kensington.*

Manuals of Drill for Canadian Artillery, by Col. Strange.

Tables of Ordnance and Ammunition published annually by the R.A. Institution.

#### *Books of reference.*

Owens’ Modern Artillery (superseded as Text-book).

Treatise on Construction of Ordnance R.G.F. Woolwich.

Treatise on Ammunition, R. Laboratory, Woolwich.

Treatise on Military Carriages, R. C. Dept., Woolwich.

Current numbers of R.A. Institution proceedings.

#### APPENDIX G 9.

##### ROYAL MILITARY COLLEGE OF CANADA.

##### COURSE OF PRACTICAL INSTRUCTION IN ARTILLERY.

2nd term—Field gun drill.

3rd term—Field gun drill manoeuvres of a Field Battery.

4th term—Drill with M. L. Ordnance or standing carriage, mortar drill.

Elementary shifts of ordnance:

Knotting and splicing.

5th term—Drill with 7" B. L. on traversing platform.

Parbuckling, and gun drill.

Knotting and splicing.

6th term—Continuation of 5th term course, with such other shifts of ordnance as are practicable with available appliances.

## APPENDIX G 10.

## ROYAL MILITARY COLLEGE OF CANADA.

## SUMMARY OF COURSE OF CIVIL ENGINEERING.

- I. Principles of Engineering applied to Railways, Canals, &c.  
 Engineering Exploration.  
 Projected Locations.  
 Actual Locations.  
 Office work. Profile sections. Cross sections.  
 Construction work. Masonry and grading, &c.  
 Foundations, &c.  
 Designing and execution of structures.  
 Estimating quantities Excavations, Masonry, &c., &c.  
 Measurements.  
 Bridges and culverts, &c.  
 Permanent way.  
 Canals.  
 Rivers.  
 Harbors.

## SECTIONS ON ENGINEERING AND PUBLIC WORKS.

- II. Nature, production and use of materials of construction.  
 Strength of materials—stone, wood, iron, steel, &c.  
 Limes, cements, concretes, mortars, &c.  
 Masonry, brickwork, earthwork.  
 Construction routine—as per course on sheet, (1) viz:—Principles of engineering applied to Railways, Canals, &c.
- III. Principles of engineering as applied to water supply.  
 Collection and storage of water.  
 Flow of water through sluices, pipes and channels.  
 Measuring weirs and weir gauging.  
 Flow of water through open channels.  
 Reservoir embankments and chambers.  
 Open channels and waste weirs.  
 Partition, and retaining walls.  
 Theory of water pressure on vertical, and inclined surfaces.  
 Mains and distribution—static pressures on pipes.  
 Pumping of water, pumps, prime movers, &c., &c.  
 Professional Problems, &c.  
 Calculations of stresses on bridges and roofs, arch braces and straining beams—arch girders, arches.  
 Wood trusses—Long's, Howe's, Burr's.  
 Iron trusses—Whipple's, Bollman's, Fink's, Phoenixville truss, Warren girder.

## PRACTICAL WORK IN SURVEYING AND CONSTRUCTION OF RAILWAY.

1. Location of Line—curves—circular—compound and parabolic.
2. Laying out work—cuts—fills—slope—foundations of masonry.
3. Earth and Rock Excavation—prismoidal formula tables—Borrow Pits—Monthly Estimates.
4. Tracklaying—Centres—Ballast pits, &c.
5. Preparation of working Plans and Profiles—schedules—prices—specifications—contracts.
6. Designing and drafting bridges and culverts—Cattle guards—Stations, &c.

## STEAM ENGINE.

1. Mechanical principles—boilers, cylinders, condensers, cranks, shafts, &c.
2. Heat combustion—steam.
6. Marine engines—Land engines.
4. Expansion—valves—power—duty—gauges—proportions of boilers and engines.
5. Examples of land engines portable engines, agricultural engines.
6. Marine engines—examples—setting up engines.

## APPENDIX G 11.

## ROYAL MILITARY COLLEGE OF CANADA.

## HEADS OF COURSE ON ARCHITECTURE.

1. The orders of Architecture, Tuscan, Doric, Ionic, Corinthian.
2. Structures of Greece, Rome and Mediæval Europe.
3. Structures, Modern.
4. Principles of Practical Construction,  
    Arches, right and oblique,  
    Domes,  
    Vaults.
5. Terms used in masonry.
6. Processes used in masonry.
7. Terms used in carpentry.
8. Processes used in carpentry.

## APPENDIX G 12.

## ROYAL MILITARY COLLEGE OF CANADA.

## SUMMARY OF INSTRUCTION IN CHEMISTRY.

- General Principles—Constitution of matter.  
 Matter—Simple and Compound.  
 Elements and their classification.  
 Solid, liquid and gaseous condition of matter.  
 Relation of volume of a gas to Temperature and Pressure.  
 Chemical affinity—Chemical combinations, and mechanical mixture—Solution.  
 Laws of combination by weight and volume.  
 Equivalent and atomic numbers—Atomic Theory.  
 Chemical notation and nomenclature.  
 Use of Formulæ and Equations.  
 The metalloids—Occurrence in nature. Modes of preparation.  
 Oxygen—Ozone.  
 Hydrogen—Water.  
 Nitrogen—Atmosphere. Diffusion of gases.  
 Oxides of nitrogen, nitric acid, ammonia.  
 Chlorine, Bromine and Iodine—Theory of Bleaching.  
 Fluorine and Hydrofluoric acid.  
 Sulphur—Sulphurous acid—Manufacture of sulphuric acid—sulphuretted  
 Hydrogen &c.  
 Phosphorus—compounds with Oxygen and Hydrogen; Theory of acids, mono-  
 basic, dibasic and tribasic.  
 Carbon—Carbon Monoxide and Dioxide.

Principal Hydrogen compounds of Carbon.  
 Manufacture of coal gas. Nature of combustion. Structure of Flame.  
 Oxidizing, reducing and illuminating effects of flame.  
 Metals—General characters—occurrences in nature.  
 Principal metallurgical Process.  
 Alloys—Classification of metals.  
 General properties of oxides, hydrates, sulphides, chlorides, carbonates, sulphates, nitrates, silicates.  
 Potassium—Nitre. Gunpowder—Theory of explosives. Guncotton—Nitro-glycerine &c.  
 Sodium—Manufacture of Carbonate of Soda.  
 Barium, Strontium and Calcium.—Mortars, Cements.—Gypsum.  
 Magnesium, Aluminium, Clay, Porcelain, Glass.  
 Iron. Cast Iron, Wrought Iron, Steel.  
 Manganese, Cobalt, Nickel, Chromium.  
 Zinc, Cadmium, Lead, Manufacture of Whitelead.  
 Copper, Mercury, Amalgams, Tin, Arsenic, Antimony.  
 Silver, Gold, Platinum.  
 Principal compounds of metals with non-metallic elements.  
 Metallic Salts—Theory of Salts.  
 Theory of Spectrum Analysis.  
 Principles of organic chemistry—Classification of organic compounds based upon the atomicity of carbon.  
*Text Book.*  
 Bloxam's "Chemistry, Inorganic and Organic."

---

 APPENDIX G 13.

## ROYAL MILITARY COLLEGE OF CANADA.

## SUMMARY OF INSTRUCTION IN EXPERIMENTAL PHYSICS.

General Properties and Physical conditions of Matter. Theory of the constitution of Matter. Gravitation. Molecular and Atomic Forces.  
 Capillarity, Endosmose, Diffusion.  
 Properties of Gases, Atmosphere, Barometers, Elastic force of Gases and its measurement, Apparatus founded on the properties of Air.  
*Sound.*—Production, Propagation and Reflection of Sound, Measurement of Vibrations. Vibrations of stretched strings columns of air, rods, plates and membranous. Physical Theory of Music.  
*Heat.*—Expansion of solids, liquids and gases. Thermometers. Changes of physical condition and attendant phenomena. Conduction and Radiation of Heat. Calorimetry. The Steam Engine. Theory of Heat. Mechanical Equivalent of Heat.  
*Light.*—Transmission, Velocity and Intensity of Light, Reflection and Refraction of Light, Mirrors and Lenses, Optical Instruments, the Eye.  
 Dispersion, Achromatism, Interference, Polarisation, Phosphorescence.  
*Magnetism.*—The Magnet and its properties. Terrestrial Magnetism. The Compass. Declination and Inclination. Law of magnetic attractions and repulsions. Magnetisation.  
*Electricity.*—Fundamental Notions. Development of Electricity. Quantitative Laws of Electrical Action. Potential and Capacity. Induced Electricity. Electrical Machines.

Voltaic Pile.—Deduction and Measurement of voltaic currents. Effects of the current. Electrodynamics. Mutual action of currents. Magnetisation by currents. The Telegraph Voltaic Induction. The Electric Light. Thermo-electricity. Electric Constants. Animal Electricity.

Outlines of Meteorology and Climatology.

Text Book—Ganot's Elementary Physics (Ninth Edition).

---

#### APPENDIX G14.

### ROYAL MILITARY COLLEGE OF CANADA.

#### SUMMARY OF INSTRUCTION IN GEOLOGY.

General characteristics of the earth's features. Distribution of land and water. System of atmospheric and oceanic movements.

Rock material of the globe. Constituent minerals of Rocks. Structure and arrangement of Rock-masses.

Rocks, in order of their formation and contemporaneous events in Geological History. Floras. Faunas. Geographical progress. Progress of life.

Effects of Life on the earth's crust, of the Atmosphere, of Water, of Heat, Glaciers, Earthquakes, etc.

Practical Geology. Methods of investigation. Measurements. Use of Clinometer and Polariscope.

Text Book:—Dana's Manual of Geology (Third Edition).

---

#### APPENDIX G15.

### ROYAL MILITARY COLLEGE OF CANADA.

#### SUMMARY OF COURSE OF INSTRUCTION IN MINERALOGY.

General characteristics of Minerals.

Crystallisation. Systems of Crystallisation in detail. Cleavage. Dimorphism. Measurement of Angles. Crystalline Aggregates.

Physical and chemical properties of Minerals. Action of acids, blowpipe, etc.

Classification of Minerals. Description of Minerals in detail. Ores. Chemical composition of Minerals.

Methods of determination of Minerals.

Text Book:—Dana's Manual of Mineralogy and Lithology (Third Edition).

---

#### APPENDIX G16.

### ROYAL MILITARY COLLEGE OF CANADA.

#### SYLLABUS OF FREEHAND DRAWING.

*Obligatory and Voluntary.*

*Grade 1.*

(With preliminary courses in practical perspective, and Architectural details.)

- a. Freehand outlines from examples and copies of ornament, objects and models.
- b. Time sketching and sketching from memory of objects and ornaments.
- c. Drawing the human figure and animal forms from copies. (Outline.)



- 
- d. Anatomical studies of the human figure and animal forms. (Outline.)
  - e. Drawing flowers, foliage and landscapes, details from nature in outline and shaded.

*Grade 2.*

- a. Studies of historic styles of ornament and applied design.
- b. Drawing in a given time the bones and muscles within the outline of the antique figure.
- c. Drawing the human figure and animal forms from the round.
- d. Painting from flat examples and from the cast in monochrome and colour.
- e. Painting direct from nature in water color or oil, flowers or still life, landscapes and views of building.

This grade to embrace a general knowledge of the principles and practice of Art, *i. e.*, light and shade compositions, science of colour and principles of harmonious colouring.

*Grade 3.*

Painting the human figure or animals in water colour or oils.

- a. From the flat or copies.
  - b. From nature.
  - c. Time sketching and compositions.
- General principles and execution of the several historic schools.

*Text Books used:*

- Bonomi's Proportions of the human figure.
- Burchett's Perspective.
- Manual of the Science of Colour.
- Warren's Artistic Anatomy of the human figure.
- do do horse.
- Merrifield's Manual of Light and Shade with reference to Model drawing.

## APPENDIX No. 13.

## REPORT OF DIRECTOR OF STORES.

DEPARTMENT OF MILITIA AND DEFENCE,  
STORE BRANCH, OTTAWA, 1st January, 1880.

SIR,—I have the honor to submit the following report of the operations of this branch of the Department, under my charge, for the past year:—

## CLOTHING.

The clothing this year, as in the year previous, was supplied from England, and was found satisfactory on inspection. The issues of clothing for the year are shown in the statement underneath.

## ISSUES.

Tunics, Cloth.					Tunics, Serge.				Trousers, Cloth, Pairs.		Trousers, Serge, Pairs.			Forage Caps.				Great Coats.		
Cavalry.	Artillery.	Engineers.	Infantry.	Rifles.	Cavalry.	Artillery.	Infantry.	Rifles.	Cavalry.	Artillery.	Artillery.	Infantry.	Rifles.	Cavalry.	Artillery.	Infantry.	Rifles.	Cavalry.	Artillery.	Infantry and Rifles.
166	1350	137	5693	1936	6	399	276	320	286	783	905	5527	1969	332	1754	3214	744	455	1188	1963

A contract has been made with a Sherbrooke firm for the supply of 5,000 great coats of Canadian grey cloth. These are now in course of manufacture, and a first delivery of one-third is to be made on the 1st February next.

## AMMUNITION.

370,190 rounds of Snider ball, and 369,340 rounds of blank cartridge have been issued during the year for the practice of the different corps. (See Appendix A.)

728,820 rounds have been sold during the year for rifle shooting to the various corps and rifle associations, for which \$11,351.4 has been received by deposit receipt. In this amount is included the sums received for the sale of gunpowder and friction tubes issued to the Post Office Department for the noon gun at Ottawa. (See Appendix B.)

24,841 lbs. of gunpowder and 9,312 friction tubes were also issued to the different field and garrison batteries of artillery for practice and salutes, with the authorized proportion of shot, shell, fuzes, &c. (See Appendix C.)

## DEPOSIT RECEIPTS.

The gross amount received by the sale of ammunition and other stores, and for rents, is shown in the statement underneath.

Ammunition.		Clothing.		Arms and Account- ments.	Deficien- cies.	Rents.	Miscella- neous.	Total Amount.
Rounds.	Amount.	Officers'.	Mens'.					
728,800	\$ cts. 11,835 14	\$ cts. 283 66	\$ cts. 1,024 17	\$ cts. 182 81	\$ cts. 131 43	\$ cts. 4,865 41	\$ cts. 1,032 83	\$ cts. 19,352 45

## BOARDS OF SURVEY.

Boards of Survey were held at the usual time and place in all the Districts, and the reports therefrom were satisfactory. The obsolete and un-serviceable stores condemned at these surveys were afterwards sold by public auction. The amount realized by these sales was \$825.90. There has been no serious loss by fire or otherwise to report.

## ORDNANCE STORES.

Only a small quantity has been received from England during the past year, consisting entirely of material for the seven and eight inch guns at Quebec.

One million rounds of small arm ammunition was also received by the same ship, the "South Tynne," and was stored at Kingston.

20,000 pounds of gunpowder has been ordered from the Hamilton Powder Company, but no delivery of any of this quantity has yet been made. The two hundred powder barrels required for packing this gunpowder were supplied from the Quebec stores, after being re-coopered from the empties returned into store from time to time, thus effecting a saving to the Department of \$400, which would otherwise have been the cost of the packages. This gunpowder is to be delivered at Quebec, subject to inspection and report by the Inspector of Warlike Stores.

## LOSSES AND DEFICIENCIES

When reported, are charged against the parties concerned, but I regret to say a very small percentage is ever recovered. A detailed statement respecting these is shown in Appendix D. In District No. 7, it will be noticed that more has been recovered than appears to have been charged. This discrepancy can be accounted for in this wise: An excellent system seems to prevail in that district. When losses are verified at brigade inspections, the parties liable for such losses are charged directly for them. The amount is at once collected and transmitted to headquarters, and the deficiencies are made good by a new issue. It is seldom found necessary to furnish accounts from headquarters to this district, and the amount now shown in the column of losses is against one corps only, and has not yet been collected. The amount collected in District No. 9 is also all from one corps within a few dollars.

With respect to the camp damages, great difficulty prevails. The loss and damage is usually assessed by the storekeeper when the camp equipment is returned into store. His assessment is almost always disputed, the delinquents pleading that the loss must occur in transit, as they invariably ship complete and in good order. Paragraph 20 of the Regulations and Orders, 1879, provides for the proper assessment of camp damages on the spot, and the amount thereof to be deducted from the pay of the men. It seems hardly fair that an onerous and disagreeable duty of this nature should devolve on the Store Branch. If it were otherwise, and according to regulation, much dissatisfaction and loss would be avoided.

## TENANTS AND RENTAL

Are shown in the statement underneath. The arrears go on accumulating, and those at Lévis, which are the worst on the list, have nearly doubled since last year. The rental collected during the year has been \$4,865.41. The arrears now stand, at \$2,407.

Number of Tenants.	Locality.	Rents per Annum.	Arrears.
		\$ cts.	\$ cts.
1	Manitoba .....	1 00	.....
2	Chatham .....	6 00	.....
3	Niagara .....	70 00	281 00
2	Ottawa .....	2 00	.....
24	Kingston .....	580 00	60 00
4	Toronto .....	320 00	90 00
4	Montreal .....	250 75	.....
1	Laprairie .....	1 00	.....
2	Isle aux Noix .....	104 00	.....
33	Quebec .....	3,145 53	675 00
38	Lévis .....	1,157 25	1,250 50
9	New Brunswick.....	78 00	.....
2	Nova Scotia.....	150 00	50 00
1	P. E. Island.....	1 00	.....
126		5,866 53	2,407 00

THOS. WILY, Lieut.-Colonel,  
Director of Stores and Keeper of Militia Property.

To the Honorable  
The Minister of Militia and Defence,  
Ottawa.

(A.)

## S. A. AMMUNITION issued for practice during the year 1879.

Date.	Corps and Station.	Rounds.	
		Ball.	Blank.
<i>Military District No. 1, London.</i>			
June 17.....	Wellington Field Battery, Guelph .....	1,480	.....
do 18.....	Ontario do do .....	1,480	.....
Aug. 19.....	No. 6 Company, 25th Battalion, St. Thomas .....	840	.....
do 19.....	Nos 2 and 7 Companies, 26th Battalion, Strathroy .....	1,680	1,680
do 19.....	No 2 Company, 30th Battalion, Guelph .....	840	840
Sept. 12.....	Nos. 1 and 6 Companies, 22nd Battalion, Woodstock .....	1,680	1,680
do 12.....	7th Battalion, London .....	5,880	5,880
do 12.....	27th do Peoria .....	.....	5,040
do 12.....	No. 5 Company, 22nd Battalion, Norwich .....	840	840
do 13.....	No 3 do do Princeton .....	810	840
do 15.....	No. 7 do do Tilsonburg .....	840	840
do 19.....	No. 8 do do Thamesford .....	840	840
do 19.....	No. 2 do do Embro. ....	840	840
do 20.....	Nos. 3 and 4 Companies, 28th Battalion, St. Mary's .....	1,400	.....
do 20.....	Infantry Company, Windsor .....	840	840
do 20.....	23th Battalion, St. Thomas .....	.....	5,040
Oct. 1.....	No. 4 Company, 22nd Battalion, Ingersoll .....	840	840
do 7.....	32nd Battalion, Walkerton .....	6,720	6,720
do 8.....	1st and 2nd Troops, 1st Regiment of Cavalry .....	1,320	1,320
do 13.....	No. 1 Company, 25th Battalion, St. Thomas .....	840	.....
do 13.....	No. 5 do 27th do Wallaceburg .....	840	.....
do 13.....	No. 2 do do do Forrest .....	840	.....
do 22.....	24th Battalion, Chatham .....	4,800	4,800
Nov. 10.....	No. 4 Company, 30th Battalion, Elora .....	840	840
do 19.....	No. 5 do 25th do Port Stanley .....	840	.....
Total.....		38,200	39,720
<i>Military District No. 2, Toronto.</i>			
May 22.....	2nd Battalion, "Queen's Own," Toronto .....	.....	15,000
June 17.....	Engineer Company, Toronto .....	1,400	1,400
Aug. 26.....	31st Battalion, Owen Sound .....	2,580	5,580
do 27.....	4th, 5th and 6th Troops, 2nd Regiment of Cavalry .....	2,100	2,100
Sept 1.....	38th Battalion, Brantford .....	1,680	1,680
do 8.....	37th do York .....	.....	5,880
do 20.....	1st and 8th Troops, 2nd Regiment of Cavalry .....	1,400	1,400
do 25.....	2nd Battalion, "Queen's Own," Toronto .....	8,400	.....
Oct. 4.....	Governor General's Body Guard, Toronto .....	1,620	1,620
do 9.....	0th Battalion, "Royals," Toronto .....	8,400	.....
do 20.....	20th Battalion, Milton .....	5,880	5,880
Nov. 7.....	Battery of Garrison Artillery, Toronto .....	840	.....
Total.....		34,240	40,540
<i>Military District No. 3, Kingston.</i>			
May 21.....	Royal Military College, Kingston .....	.....	3,000
June 14.....	14th Battalion, Kingston .....	5,040	5,040
do 27.....	"A" Battery do .....	5,400	.....
Sept. 3.....	3rd Regiment of Cavalry, Cobourg .....	820	1,320
do 29.....	No. 3 Company, 40th Battalion, Campbellford .....	840	840
Oct. 17.....	57th Battalion, Peterborough .....	4,200	5,040
do 23.....	16th do Picton .....	3,360	3,360
Carried forward.....		19,740	18,600

(A).—S. A. Ammunition issued for practice during the year 1879—*Con.*

Date.	Corps and Station.	Rounds.	
		Ball.	Blank.
	Brought forward .....	19,740	18,600
<i>Military District No. 3, Kingston—Continued.</i>			
Oct. 24.....	No 7 Company, 16th Battalion, Ameliaburg.....	840	840
do 24.....	No 8 do do Rednersville .....	840	840
do 25.....	No. 7 do 40th Battalion, Colborne .....	840	.....
do 25.....	49th Battalion, Belleville .....	1,680	1,680
Nov. 4.....	47th do Kingston.....	4,200	5,040
	Total.....	28,140	27,000
<i>Military District No. 4, Ottawa.</i>			
May 16.....	Governor General's Foot Guards, Ottawa.....		7,200
June 18.....	Royal Military College, Kingston .....	4,200	M. H.
do 24.....	Nos. 1 and 6 Companies, 18th Battalion, Hawkesbury Mills .....		1,680
do 24.....	No. 5 Company, 18th Battalion, Plantagenet .....		840
do 24.....	No. 1 do 41st do Brockville .....	660	.....
do 24.....	No. 4 do do do Merrickville .....		840
do 24.....	No. 1 do 42nd do Almonte .....		840
do 24.....	No. 2 do do do Brockville .....	680	240
do 24.....	No. 3 do do do Perth .....	840	840
do 24.....	No. 7 do do do Pembroke .....		840
do 24.....	No. 1 Company, 56th Battalion, Prescott .....		840
do 24.....	No. 5 do do Ottawa .....	840	840
do 24.....	No. 6 do do North Augusta .....		840
do 24.....	No. 7 do do Spencerville.....		540
do 24.....	59th Battalion, Cornwall .....		2,000
do 24.....	Infantry Company, Goulbourn.....		840
July 31.....	Governor General's Foot Guards, Ottawa.....	5,040	.....
Oct. 20.....	Princess Louise Dragon Guards do .....	700	700
	Total.....	12,360	19,920
<i>Military Districts Nos. 5 and 6, Montreal.</i>			
Feb. 28.....	Brigade Garrison Artillery, Montreal.....	5,000	5,000
May 17.....	1st Prince of Wales Regiment do .....		7,500
do 20.....	Brigade Garrison Artillery do .....		9,000
do 20.....	Engineer Company do .....		2,500
do 20.....	5th Battalion do .....		7,500
do 20.....	6th do do .....		7,500
do 21.....	65th do do .....		7,500
do 21.....	3rd Victoria Rifles do .....		7,500
do 21.....	St. Jean Baptiste Infantry Company.....		1,500
June 25.....	60th Battalion, Dunham .....	2,000	2,000
do 28.....	84th do Joliette .....	2,100	2,100
do 28.....	64th do Beauharnois.....	5,040	5,040
do 28.....	76th do Ste. Marthe .....	5,040	5,040
July 5.....	11th do St. Andrews .....	2,400	2,400
do 8.....	5th do Montreal .....	4,900	5,000
do 11.....	3rd Victoria Rifles, Montreal .....	3,540	5,000
do 16.....	6th Battalion do .....	4,720	5,000
do 17.....	83rd do Joliette .....	2,100	2,100
do 25.....	1st do Prince of Wales, Montreal.....	3,040	5,000
do 25.....	65th do do do .....	5,040	5,040
Aug. 1.....	Troop of Cavalry, Montreal .....	640	640
do 7.....	Engineer Company do .....	1,000	1,000
	Carried forward.....		

(A).—S. A. Ammunition issued for practice during the Year 1879.—*Con.*

Date.	Corps and Station.	Rounds.	
		Ball.	Blank.
	Brought forward .....		
<i>Military Districts Nos. 5 and 6, Montreal—Continued.</i>			
Aug.	11..... 53rd Battalion, Sherbrooke .....	4,000	4,000
do	15..... Field Battery, Shefford.....	900	900
do	30..... St. Jean Baptiste Infantry Company.....	840	840
Sept.	6..... 52nd Battalion, Knowlton.....	2,500	2,500
do	6..... No. 5 Company, 52nd Battalion, Mansonville.....	500	500
do	16..... 5th Regiment of Cavalry, Compton.....	2,400	2,400
do	26..... Infantry Company, Laprairie.....	840	840
do	29..... Troop of Cavalry, Brome.....	700	700
do	30..... 58th Battalion, Cookshire.....	3,500	3,500
do	30..... 54th do Richmond.....	1,500	1,500
do	30..... 79th do Waterloo.....	3,360	3,360
do	30..... Troop of Cavalry, Huntingdon.....	700	700
Oct.	7..... Brigade Garrison Artillery, Montreal.....	3,500	3,500
do	7..... 80th Battalion, Gentilly.....	3,360	3,360
do	14..... Infantry Company, Wakefield.....	800	800
do	14..... do Aylwin.....	800	800
Nov.	5..... 54th Battalion, Richmond.....	2,000	2,000
	Total.....	78,790	133,060
<i>Military District No. 4, Quebec.</i>			
Feb.	25..... 8th Battalion, Quebec.....	4,200	
April	30..... do do.....		4,200
May	23..... do do.....		2,600
June	16..... Field Battery do.....	460	
do	26..... 55th Battalion, Inverness.....	5,040	5,040
do	27..... 81st do Pointe aux Trembles.....	5,040	5,040
July	4..... Quebec Provisional Battalion, St. Ambroise.....	2,880	2,880
do	12..... Kamouraska Provisional Battalion, Kamouraska.....	2,880	2,880
do	15..... Temiscouata do Rivière du Loup en bas.....	2,880	2,880
do	18..... 61st Battalion, Montmagny.....	3,600	3,600
Aug.	6..... No. 1 Battery, Garrison Artillery, Quebec.....	840	840
do	6..... " B " Battery, Quebec.....	5,760	5,760
do	15..... 8th Battalion do.....	3,500	
do	15..... 9th do do.....	2,000	
do	15..... Cavalry do.....	1,000	
do	15..... Field Battery do.....	340	
do	15..... No. 1 do Garrison Artillery, Quebec.....	500	
	Total.....	40,920	35,720
<i>Military District No. 8, St. John.</i>			
June	24..... 67th Battalion, Woodstock.....	4,300	4,200
do	28..... 74th do Sussex.....	3,360	3,360
do	28..... 71st do Fredericton.....	3,360	3,360
do	30..... 62nd do St. John.....	4,980	5,040
July	2..... 8th Regiment of Cavalry, Apohaqui.....	3,360	3,360
do	8..... 73rd Battalion, Chatham.....	2,520	2,520
July	21..... New Brunswick Engineers, St. John.....	840	840
Oct.	21..... do Brigade of Garrison Artillery, St. John.....	3,360	3,360
	Total.....	25,980	26,040

(A.)—S. A. Ammunition issued for practice during the year 1879.—*Con.*

Date.	Corps and Station.	Rounds.	
		Ball.	Blank.
<i>Military District No. 9, Halifax.</i>			
July 2.....	1st Brigade of Garrison Artillery, Halifax.....	5,040	5,040
do 2.....	63rd Battalion, Halifax.....	5,040	5,040
do 2.....	2nd Brigade of Garrison Artillery, Halifax.....	3,200	3,200
do 2.....	66th Battalion, Halifax.....	6,720	6,720
do 2.....	Field Battery, Halifax.....	1,500	.....
do 2.....	Battery of Garrison Artillery, Picton.....	800	.....
do 3.....	Victoria Provincial Battery, Baddeck.....	2,400	2,400
do 24.....	78th Battalion, Truro.....	1,640	1,640
Aug. 3.....	No. 8 Company, 78th Battalion, New Laing.....	800	800
do 12.....	Cumberland Provisional Battalion, Amherst.....	1,600	1,600
do 27.....	No. 1 Company, 69th Battalion, Bear River.....	800	800
Sept. 8.....	No. 7 do 78th do Mountain.....	840	840
do 11.....	68th Battalion, Kentville.....	3,200	3,200
do 11.....	No. 2 Company, Cumberland Provisional Battalion, River Philip.....	800	800
do 13.....	69th Battalion, Paradise.....	2,400	2,400
do 13.....	72nd do Wilmot.....	1,600	1,600
Oct. 20.....	No. 6 Company, 72nd Battalion, Nictaux.....	800	800
do 20.....	75th Battalion, Lunenburg.....	1,600	1,600
Total.....		40,780	38,480
<i>Military District No. 10, Winnipeg.</i>			
May 8.....	Detachment, Cross Lake.....	3,900	.....
July 8.....	Infantry Company, Kildonan.....	840	840
Sept. 2.....	North-West Companies to Deputy-Adjutant General.....	52,000	.....
do 26.....	Troops of Cavalry, Winnipeg.....	.....	460
Total.....		56,740	1,300
<i>Military District No. 11, Victoria.</i>			
March 17.....	No. 1 Rifle Company, Nanaimo.....	4,200	.....
April 9.....	Battery of Garrison Artillery, Victoria.....	1,000	1,000
June 4.....	No. 1 Rifle Company, Victoria.....	840	.....
Sept. 16.....	Battery of Garrison Artillery, Seymour.....	600	600
do 26.....	No. 1 Rifle Company, New Westminster.....	800	800
Total.....		6,640	1,600
<i>Military District No. 12, Charlottetown.</i>			
June 24.....	82nd Battalion, Charlottetown.....	1,680	1,680
do 30.....	Engineer Company, Charlottetown.....	840	840
July 4.....	No. 4 do 82nd Battalion, Charlottetown Royalty.....	840	840
do 7.....	Battery of Garrison Artillery, Summerside.....	840	840
do 7.....	No. 1 Company, Prince Company Battalion, Summerside.....	880	880
Aug. 28.....	No. 3 Battery of Garrison Artillery, Charlottetown.....	880	40
do 4.....	No. 1 do do do.....	840	840
Total.....		6,800	5,900



(A.)—S. A. Ammunition issued for practice during the year 1879 —*Con.*

## RECAPITULATION.

	Rounds.	
	Ball.	Blank.
Military District No. 1, London .....	38,200	39,720
do 2, Toronto .....	34,240	40,540
do 3, Kingston .....	28,140	27,000
do 4, Ottawa .....	12,960	19,920
do 5, and 6, Montreal .....	73,790	133,060
do 7, Quebec .....	40,920	35,720
do 8, St. John, N.B. ....	25,980	26,040
do 9, Halifax, N.S. ....	40,780	38,480
do 10, Winnipeg .....	56,740	1,300
do 11, Victoria, B.C. ....	6,640	1,600
do 12, Charlottetown, P.E.I. ....	6,800	5,960
Total .....	370,190	369,340

THOS WILY, Lieut.-Colonel,

*Director of Stores, &c.*

STORE BRANCH,

OTTAWA, 31st December, 1879

[B.]

## S. A. AMMUNITION sold during the Year 1879.

*Military District No. 1, London.*

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
1879.				\$ cts.		\$ cts.
Jan. 9	Capt. Reed.....	24th Battalion.....	500	8 00		
do 14	Lieut.-Col. F. B. Leys.....	District Paymaster....	1,000	16 00		
do 13	Major Wilkinson.....	Leamington Infy. Co	840	13 44		
Feb. 5	Capt. McDowell.....	30th Battalion.....	1,250	20 00		
April 2	J. W. Motherwell.....	Perth R. A.....	500	8 00		
do 2	George Hayes.....	London Rifle Club.....	1,000	16 00		
do 3	Lieut. Col. Atwood.....	26th Battalion.....	1,000	16 00		
do 29	F. W. Macqueen.....	Woodstock R. A.....	4,000	64 00		
May 2	Capt. McDonald.....	30th Battalion.....	1,000	16 00		
do 20	Major Austin.....	24th do.....	450	7 20		
do 29	F. W. Macqueen.....	Woodstock R. A.....	2,000	32 00		
June 4	G. W. Railton.....	Huron R. A.....	1,000	16 00		
do 5	Lieut.-Col. James Moffat	Brigade Major.....	3,000	48 00		
May 27	Lieut.-Col. Atwood.....	26th Battalion.....	2,500	40 00		
June 10	E. Hay.....	do.....	1,000	16 00		
do 7	George Hay.....	do.....	500	8 00		
do 14	Major Wilson.....	33rd Battalion.....	2,000	32 00		
do 16	do.....	do.....	2,000	32 00		
do 19	Capt. Moffatt.....	Western R. A.....	1,000	16 00		
July 4	G. W. Railton.....	Huron R. A.....	1,000	16 00		
do 12	Lieut.-Col. Moffatt.....	Brigade Major.....	500	8 00		
do 12	Capt. Stevenson.....	26th Battalion.....	2,000	32 00		
do 16	F. W. Macqueen.....	Woodstock R. A.....	2,000	32 00		
do 17	Lieut.-Col. Atwood.....	26th Battalion.....	1,000	16 00		
do 17	John D. Petrie.....	London.....	500	8 00		
do 28	Lieut.-Col. Leys.....	District Paymaster...	1,000	16 00		
Aug. 11	F. W. Macqueen.....	Woodstock R. A.....	2,000	32 00		
do 11	George Hayes.....	do.....	2,000	32 00		
do 12	do.....	London R. Club.....	1,000	16 00		
do 20	Lieut.-Col. Atwood.....	26th Battalion.....	1,000	16 00		
do 23	do.....	do.....	500	8 00		
do 25	do.....	do.....	2,000	32 00		
do 29	do.....	do.....	750	12 00		
do 29	W. B. Wilson.....	Perth R. A.....	500	8 00		
Sept. 3	Major Wilkinson.....	Leamington Infy. Co	500	8 00		
do 6	Capt. McDowell.....	30th Battalion.....	2,000	32 00		
do 4	Lieut. Cheynee.....	Windsor Infantry Co.	500	8 00		
do 11	W. B. Wilson.....	Perth R. A.....	500	8 00		
do 17	Capt. Williamson.....	22nd Battalion.....	1,000	16 00		
do 17	D. McGregor.....	Perth R. A.....	1,000	16 00		
do 26	Major Wilson.....	33rd Battalion.....	2,000	32 00		
Oct. 2	G. W. Railton.....	Huron R. A.....	1,500	24 00		
do 3	Lieut.-Col. Peck.....	29th Battalion.....	1,370	21 92		
do 20	Lieut.-Col. Atwood.....	26th do.....	1,000	16 00		
do 27	Lieut.-Col. Peck.....	29th do.....	1,000	16 00		
do 30	Lieut.-Col. Atwood.....	26th do.....	2,000	32 00		
Nov. 12	Lieut. Cheynee.....	Windsor Infantry Co.	1,000	16 00		
Dec. 6	Capt. McDowell.....	30th Battalion.....	2,000	32 00		
do 6	Capt. Williamson.....	22nd do.....	500	8 00		
do 23	Lieut.-Col. Atwood.....	26th do.....	1,000	16 00		
do 23	Capt. Grates.....	27th do.....	500	8 00		
do 29	Lieut.-Col. Atwood.....	26th do.....	500	8 00		
					64,160	1,026 56

## S. A. AMMUNITION sold during the year 1879.—Continued.

## Military District No. 2, Toronto.

Date.	Purchaser.	Corps.	Rounds	Amount.	Total Rounds.	Total Amount.
1879.				\$ cts.		\$ cts.
Dec. 31	Sergt. Marston .....	2nd Battalion .....	1,500	24 00		
Jan. 21	Lieut.-Col. W. D. Otter....	2nd do .....	1,000	16 00		
Feb. 8	do do .....	2nd do .....	1,000	16 00		
May 16	Lieut.-Col. Alger.....	Ontario R. A.....	10,000	160 00		
June 5	J. L. Rawbone.....	Gov. Gen's. By. Gd..	500	8 00		
do 6	Lieut. C. S. Jones.....	38th Battalion.....	1,000	16 00		
do 12	Lieut.-Col. Alger.....	Ontario R. A.....	10,000	160 00		
do 24	do .....	do .....	10,000	160 00		
July 3	Lieut. C. S. Jones.....	38th Battalion .....	1,000	16 00		
do 3	Capt. Fothergill.....	34th Battalion .....	1,000	16 00		
do 11	Lieut.-Col. Alger.....	Ontario R. A.....	10,000	160 00		
do 14	Capt. Fothergill.....	34th Battalion .....	1,000	16 00		
do 16	Lieut.-Col. Alger.....	Ontario R. A.....	10,000	160 00		
do 28	J. L. Rawbone.....	Gov. Gen's. By. Gd..	500	8 00		
do 29	Lieut.-Col. Alger.....	Ontario R. A.....	10,000	160 00		
Aug. 5	Lieut. C. S. Jones.....	38th Battalion.....	1,500	24 00		
do 8	do .....	do .....	1,000	16 00		
do 8	Lieut.-Col. Alger.....	Ontario R. A.....	10,000	160 00		
do 11	do .....	do .....	10,000	160 00		
do 21	Lieut. C. S. Jones.....	38th Battalion.....	1,000	16 00		
do 22	Lieut.-Col. Alger.....	Ontario R. A.....	20,000	320 00		
do 26	Capt. Fothergill.....	34th Battalion .....	500	8 00		
Sept. 11	J. S. Rawbone.....	Gov. Gen's. By. Gd..	500	8 00		
do 18	do .....	do do .....	5 0	8 00		
Oct. 4	do .....	do do .....	4,500	72 00		
do 4	Capt. Fothergill.....	34th Battalion.....	1,000	16 00		
do 21	do .....	do .....	1,000	16 00		
do 27	Lieut.-Col. Alger.....	Ontario R. A.....	30,000	480 00		
Dec. 9	Lieut. Jones.....	38th Battalion.....	1,000	16 00		
do 23	Capt. Wilson.....	33rd do .....	1,000	16 00		
					152,000	2,432 00

## Military District No. 3, Kingston.

Jan. 15	Capt. Baillie.....	Kingston R. A.....	8,500	136 00		
do 14	Major Dingwall.....	46th Battalion.....	1,000	16 00		
July 28	Major Hooper.....	Napanee G. A.....	1,000	16 00		
Aug. 5	Capt. Harrison.....	49th Battalion.....	2,000	32 00		
do 13	Major Hooper.....	Napanee G. A.....	1,000	16 00		
do 29	do .....	do .....	1,000	16 00		
Oct. 2	Major Dingwall.....	46th Battalion .....	1,000	16 00		
do 12	Lieut.-Col. Rogers.....	Peterborough R. A. ...	2,000	32 00		
Nov. 4	Lieut. Johnson.....	Hastings R. A.....	1,000	16 00		
Dec. 11	Capt. Murray.....	48th Battalion.....	500	8 00		
do 29	Capt. Gordon.....	14th do .....	2,500	40 00		
do 29	Capt. Baillie.....	47th do .....	4,500	72 00		
do 29	Lieut. Strachan.....	47th do .....	500	8 00		
					26,500	424 00

(B).—S. A. Ammunition sold during the year 1879—*Continued.**Military District No. 4, Ottawa.*

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount,
				\$ cts.		\$ cts.
1879.						
March 7	Capt. McKenzie.....	Gananoque F.B. ....	500	7 75		
April 7	Lieut. Cole.....	42nd Battalion .....	500	8 00		
do 25	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
May 5	do .....	do .....	500	8 00		
do 7	E. Waldo.....	do .....	1,500	24 00		
do 9	Sergt. Cawdron.....	do .....	1,000	16 00		
do 10	do .....	do .....	500	8 00		
do 19	do .....	do .....	500	8 00		
do 27	Mr. O'Grady.....	do .....	500	8 00		
do 28	W. P. Anderson .....	do .....	500	8 00		
June 2	Sergt. Cawdron.....	do .....	500	8 00		
do 7	D. Morrison.....	do .....	500	8 00		
do 11	Sergt. Cawdron.....	do .....	500	8 00		
do 12	Major Bennett.....	56th Battalion.....	500	8 00		
do 18	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 19	Capt. Sparham.....	42nd Battalion.....	1,000	16 00		
do 24	Capt. Macdonell.....	do .....	1,000	16 00		
July 2	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 11	Major Cates.....	Wakefield Infy Co...	500	8 00		
do 15	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 23	W. P. Anderson .....	do .....	500	8 00		
do 24	Sergt. Cawdron.....	do .....	500	8 00		
do 29	do .....	do .....	500	8 00		
do 29	Major Cates .....	Wakefield Infy Co...	500	8 00		
Aug. 1	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 4	G. D. Booth .....	do .....	500	8 00		
do 4	Sergt. Cawdron.....	do .....	500	8 00		
do 7	H. T. Fitzsimmons.....	Brockville R.A.....	2,000	32 00		
do 7	Sergt. Cawdron.....	G. G. Foot Guards ...	1,500	24 00		
do 7	J. W. de O'Grady .....	do .....	500	12 00		
do 7	Capt. Macdonald.....	42nd Battalion.....	500	8 00		
do 6	J. W. Motherwell.....	Perth R.A. ....	2,000	32 00		
do 6	Major Bennett .....	56th Battalion.....	500	8 00		
do 11	E. Sutherland.....	G. G. Foot Guards ...	500	8 00		
do 12	Sergt. Cawdron.....	do .....	500	8 00		
do 15	do .....	do .....	500	8 00		
do 16	Capt. Macdonald.....	42nd Battalion.....	1,000	16 00		
do 20	Sergt. Deslauriers.....	G. G. Foot Guards ...	500	8 00		
do 20	Major Cates .....	Wakefield Infy Co...	500	8 00		
do 20	F. W. Smith .....	Metropolitan R.A.....	3,000	48 00		
do 20	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 25	Major Cates .....	Wakefield Infy Co...	500	8 00		
do 28	Lieut. Finlay .....	Metcalf do .....	500	8 00		
Sept. 2	Major Cates.....	Wakefield do .....	1,000	16 00		
do 1	J. W. Motherwell.....	Perth R.A. ....	4,000	70 00		
do 6	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 9	Mr. Morrison.....	G. G. Foot Guards ...	1,000	16 00		
do 10	Major Cates .....	Wakefield Infy Co...	1,500	24 00		
do 10	W. P. Anderson.....	G. G. Foot Guards ...	500	8 00		
do 22	H. T. Fitzsimmons.....	Brockville R.A.....	4,000	64 00		
do 24	J. W. Motherwell.....	Perth R.A. ....	500	8 00		
do 29	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
Oct. 1	Capt. Carmichael.....	56th Battalion.....	500	8 00		
do 4	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 4	Capt. Wiman.....	18th Battalion .....	2,985	47 75		
do 6	Thos. Coulter.....	Almonte R.A.....	1,000	16 00		
do 8	Capt. Wiman .....	18th Battalion .....	500	8 00		
do 14	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		

500 M. H.

(B.)—S. A. Ammunition sold during the year 1879.—*Continued.**Military District No. 4, Ottawa—Concluded.*

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
				\$	cts.	\$ cts.
1879.						
Oct. 14	Thos. Coulter.....	Almonte R.A. ....	500	8 00		
do 15	Sergt. Cawdron.....	G. G. Foot Guards ...	500	8 00		
do 15	Thos. Coulter.....	Almonte R.A. ....	560	9 00		
do 15	H. Walters .....	Wakefield Infy Co...	500	8 00		
do 15	H. B. White .....	.....	1,600	16 00		
do 22	Lieut. Finlay.....	Metcalf Infy Co. ....	1,000	16 00		
do 23	Sergt. Cawdron.....	G. G. Foot Guards ...	7 00	8 00		
do 27	do .....	do .....	1,000	16 00		
Nov. 14	do .....	do .....	500	8 00		
do 24	Lieut.-Col. Macpherson.	Dominion R.A. ....	29,790	476 64		
Dec. 15	Lieut. Finlay.....	Metcalf Infy Co. ....	500	8 00		
do 31	Lieut.-Col. Macpherson.	Dominion R.A. ....	420	10 08	420 M. H.	
do 31	P. O. Department.....	Time Gun, Ottawa....	600 lbs. Powder.	159 28		
					87,225	1,556 50

*Military Districts Nos. 5 and 6 Montreal.*

Dec. 31	Major Morehouse.....	53rd Battalion.....	560	8 96		
Jan. 7	E. S. Baker.....	Cookshire R.A. ....	560	8 96		
April 14	R. J. Spearing .....	Sherbrooke R.A. ....	560	8 96		
May 2	J. Marks.....	Caretaker, R. Range.	2,240	35 84		
do 5	Capt. Hawley.....	60th Battalion.....	560	8 96		
do 10	Lieut. Cushing.....	6th Battalion R.A. ...	1,680	26 84		
June 3	Major Morehouse.....	53rd Battalion.....	1,120	17 92		
do 4	J. Marks.....	Caretaker, R. Range.	2,240	35 84		
do 4	E. S. Baker.....	Cookshire R.A. ....	560	8 96		
do 10	Lieut. Duffy.....	Engineer Company...	560	8 96		
do 13	J. Marks.....	Caretaker, R. Range.	3,360	53 76		
do 20	Major Morehouse.....	53rd Battalion.....	1,120	17 92		
do 20	J. Marks.....	Caretaker, R. Range.	3,360	53 76		
do 23	Capt. Marves.....	54th Battalion.....	560	8 96		
do 23	Lieut. Cushing.....	6th Battalion R.A. ...	1,680	26 88		
do 30	J. Marks.....	Caretaker, R. Range.	3,360	53 76		
July 3	do .....	do do .....	4,480	71 68		
do 8	Major Morehouse.....	53rd Battalion.....	1,120	17 92		
do 8	Lieut. Duffy.....	Engineer Company...	560	8 96		
do 11	J. Marks.....	Caretaker, R. Range.	8,960	143 36		
do 18	do .....	do do .....	4,480	71 76		
do 18	Lieut. Cushing.....	6th Battalion.....	2,800	44 80		
do 25	do .....	do .....	2,240	35 84		
do 25	Capt. Gardner.....	50th Battalion.....	560	8 96		
do 25	Major Morehouse.....	53rd do .....	1,120	17 92		
do 25	J. Marks.....	Caretaker, R. Range.	4,480	71 68		
do 28	E. S. Baker.....	Cookshire R.A. ....	560	8 96		
do 28	Capt. Hall.....	52nd Battalion.....	560	8 96		
do 29	J. Marks.....	Caretaker, R. Range.	4,480	71 68		
Aug. 4	do .....	do do .....	4,480	71 68		
do 4	Major Morehouse.....	53rd Battalion.....	1,120	17 92		
do 4	Major Kennedy.....	Engineer Company...	560	8 96		
do 8	Lieut.-Col. d'Orsonnens.	5th Brig. Dist. R.A. ...	560	8 96		
do 15	Sergt. Ross.....	50th Battalion.....	560	8 96		
do 15	Lieut. Cushing.....	6th do .....	1,120	17 92		
do 18	J. Marks.....	Caretaker, R. Range.	4,480	71 68		
do 21	E. S. Baker.....	Cookshire R.A. ....	560	8 96		
do 23	Lieut. Cushing.....	6th Battalion.....	560	8 96		
do 26	H. Cook.....	Wellington R.A. ....	2,240	35 84		
do 26	Lieut. Edwards.....	53th Battalion.....	560	8 96		

## (B).—S. A. AMMUNITION sold during the year 1879.—Continued.

## Military Districts Nos. 5 and 6, Montreal—Concluded.

Date.	Purchase.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
				\$ cts.		\$ cts.
Aug. 28	J. Marks.....	Caretaker, R. Range.	4,480	71 68		
do 30	J. C. Shanks.....	50th Battalion.....	560	8 96		
Sept. 4	J. Marks.....	Caretaker, R. Range.	4,480	71 68		
do 4	Lieut. Cushing.....	6th Battalion.....	1,120	17 92		
do 12	Lieut.-Col. Sheppard.....	83rd do.....	560	8 96		
do 12	J. Marks.....	Caretaker, R. Range.	4,480	71 68		
do 12	Lieut. Cushing.....	6th Battalion.....	560	8 96		
do 25	J. Marks.....	Caretaker, R. Range.	3,360	53 76		
Oct 6	Major Lambert.....	83rd Battalion.....	560	8 96		
do 13	Mr. Spearing.....	Sherbrooke R. A.....	560	8 96		
do 15	Lieut.-Col. Macdonald.....	11th Battalion.....	560	8 96		
do 17	Capt. Chamberlin.....	Aylwin Infantry Co.....	300	8 00		
do 21	Capt. Hoy.....	11th Battalion.....	560	8 96		
do 23	Mr. Reynar.....	Three Rivers.....	2,000	20 00	M. L. E.	
do 24	Lieut.-Col. Macdonald.....	11th Battalion.....	1,680	26 88		
do 30	Capt. Regan.....	52nd do.....	560	8 96		
do 31	C. W. Sleeper.....	Coaticook.....	560	8 96		
Nov. 3	J. Marks.....	Caretaker, R. Range.	1,680	26 88		
Dec. 8	Lieut. Edwards.....	58th Battalion.....	1,120	17 92		
					107,220	1,703 52

## Military District No. 7, Quebec.

Jan. 20	Major Demers.....	17th Battalion.....	560	8 96		
Mar. 26	Capt. Miller.....	8th Battalion.....	560	8 96		
April 4	Capt. Scott.....	do.....	2,240	35 84		
do 5	Capt. Ray.....	do.....	2,240	35 84		
do 5	Capt. A'Hearn.....	do.....	560	8 96		
do 8	Capt. Miller.....	do.....	1,120	17 92		
do 16	do.....	do.....	560	8 96		
do 15	Capt. LeSueur.....	do.....	560	8 96		
do 23	Capt. Miller.....	do.....	560	8 96		
do 25	Capt. Scott.....	do.....	1,680	26 88		
do 26	Lieut.-Col. Turnbull.....	Quebec Squadron.....	560	8 96		
do 28	Capt. Miller.....	8th Battalion.....	560	8 96		
May 16	Capt. Scott.....	8th do.....	1,120	17 92		
do 26	Major Demers.....	17th do.....	560	8 96		
do 30	Major Hamel.....	Garrison Artillery.....	560	8 96		
do 31	Major Demers.....	17th Battalion.....	560	8 96		
June 11	Capt. Scott.....	8th do.....	1,120	17 92		
do 13	Major Demers.....	17th do.....	560	8 96		
do 23	do.....	17th do.....	560	8 96		
do 23	Capt. Scott.....	8th do.....	1,120	17 92		
do 30	Capt. Bourget.....	17th do.....	560	8 96		
July 4	Capt. Scott.....	8th do.....	560	8 96		
do 5	Lieut. Wurtele.....	8th do.....	560	8 96		
do 12	Capt. Scott.....	8th do.....	560	8 96		
do 22	do.....	8th do.....	560	8 96		
do 25	Lieut. Wurtele.....	8th do.....	560	8 96		
do 28	Capt. LeSueur.....	8th do.....	2,800	44 80		
do 29	Major Stewart.....	Megantic R. A.....	3,360	52 76		
do 29	Lieut.-Col. Montizambert	"B" Battery.....	2,240	35 84		
Aug. 6	Lieut.-Col. Bacon.....	Quebec R. A.....	12,400	208 00	1,200 M. H.	
do 26	Lieut.-Col. Hudon.....	Temiscouata R. A.....	2,000	32 00		
Sept. 2	Capt. Scott.....	8th Battalion.....	560	8 96		
do 2	do.....	8th do.....	560	8 96		
do 4	C. A. Dubé.....	Rimouski R. A.....	1,500	24 00		
do 4	Lieut.-Col. Hudon.....	Temiscouata R. A.....	2,000	32 00		

## (B)—S. A. Ammunition sold during the year 1879—Continued.

*Military District No. 7, Quebec—Concluded.*

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
				\$ cts.		\$ cts.
Sept. 11	C. A. Dubé.....	Rimouski R. A.....	1,000	16 00		
do 11	Capt. Scott.....	8th Battalion.....	560	8 96		
do 17	Lieut.-Col. Hudon.....	Temiscouata R. A.....	1,000	16 00		
do 20	C. A. Dubé.....	Rimouski R. A.....	560	8 96		
do 26	Capt. Scott.....	7th Battalion.....	560	8 96		
do 6	Lieut.-Col. Hudon.....	Temiscouata R. A.....	1,000	16 00		
do 14	Lieut.-Col. Montizambert.....	"B" Battery.....	2,240	35 84		
do 17	Capt. Scott.....	8th Battalion.....	560	8 96		
					56,180	908 46

*Military District No. 8, St. John.*

Mar. 21	Sergt.-Major Carmichael.....	N. B. Engineers.....	560	8 96		
April 2	Lieut. Hunter.....	do.....	560	8 96		
do 5	Sergt.-Major Carmichael.....	do.....	560	8 96		
do 23	Lieut. Hunter.....	do.....	560	8 96		
do 30	Sergt. Carmichael.....	do.....	1,120	17 92		
May 6	Sapper Stewart.....	do.....	560	8 96		
do 12	Sapper Philps.....	do.....	560	8 96		
do 12	Major Stickney.....	Charlotte Co. R.A.....	1,120	17 92		
do 16	Capt. Perley.....	N. B. Engineers.....	1,245	19 92		
do 20	Capt. Langstroth.....	N. B. Cavalry.....	560	8 96		
do 26	Lieut. Hart.....	N. B. Engineers.....	560	8 96		
do 26	Sapper Stewart.....	do.....	560	8 96		
do 28	Lieut. Shives.....	St. John Rifle Club.....	560	8 96		
June 4	Sergt. Carmichael.....	N. B. Engineers.....	560	8 96		
do 4	Lieut. Hart.....	do.....	560	8 96		
do 9	Capt. Hart.....	62nd Battalion.....	560	8 96		
do 25	Sergt.-Major Carmichael.....	N. B. Engineers.....	2,800	44 80		
do 26	Major Lukily.....	62nd Battalion.....	560	8 96		
do 27	Lieut. Hart.....	N. B. Engineers.....	560	8 96		
July 16	Lieut. Shives.....	62nd Battalion.....	560	8 96		
do 19	Sapper Philps.....	N. B. Engineers.....	560	8 96		
do 21	Capt. Hart.....	62nd Battalion.....	560	8 96		
do 22	Capt. Langstroth.....	N. B. Cavalry.....	560	8 96		
do 25	Sergt.-Major Carmichael.....	N. B. Engineers.....	1,120	17 92		
do 27	G. F. Thompson.....	do.....	560	8 96		
Aug. 4	Lieut. Loggie.....	York Co. R.A.....	560	8 96		
do 8	Capt. Ewing.....	Gar. Art., St. John.....	1,680	26 88		
do 9	Major Stickney.....	Charlotte Co., R.A.....	1,120	17 92		
do 11	Lieut. Hart.....	N. B. Engineers.....	560	8 96		
do 16	Sergt.-Major Carmichael.....	do.....	1,680	26 88		
do 16	Sapper Philps.....	do.....	560	8 96		
do 21	Sapper Stewart.....	do.....	560	8 96		
do 23	Capt. Langstroth.....	N. B. Cavalry.....	560	8 96		
do 23	Capt. Hart.....	62nd Battalion.....	560	8 96		
do 25	Lieut. Hunter.....	N. B. Engineers.....	560	8 96		
do 25	Capt. Perley.....	N. B. Prov. R.A.....	11,200	179 20		
do 27	W. B. Howard.....	Northumberland Co. R.A.....	1,680	26 88		
do 28	Sergt.-Major Carmichael.....	N. B. Engineers.....	560	8 96		
Sept. 8	do.....	do.....	560	8 96		
do 9	Sapper Philps.....	do.....	560	8 96		
do 10	Capt. Hart.....	62nd Battalion.....	560	8 96		
do 15	Major Stickney.....	Charlotte Co. R.A.....	1,680	26 88		
do 15	Lieut. Loggie.....	York Co. R.A.....	1,120	17 92		
do 26	do.....	do.....	560	8 96		

## (B)—S A. AMMUNITION sold during the year 1879—Continued.

## Military District No. 8, St. John—Concluded.

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
1879.				\$ cts.		\$ cts.
Sept. 27	Lieut. Hart.....	St. John Co. R A.....	1,680	26 88		
do	30 Sapper Philps.....	N. B. Engineers.....	560	8 96		
Oct. 1	Capt. Langstroth.....	N. B. Cavalry.....	560	8 96		
do	2 Capt. Hart.....	62nd Battalion.....	560	8 96		
do	6 Lieut. Loggie.....	York Co. R A.....	560	8 96		
do	8 Sergt.-Major Carmichael	N. B. Engineers.....	560	8 96		
do	14 Sergt. McLaughlin.....	62nd Battalion.....	560	8 96		
do	28 Sergt.-Major Carmichael	N. B. Engineers.....	560	8 96		
					51,085	817 33

## Military District No. 9, Halifax.

Dec. 27	Lieut.-Col. Pallister.....	63rd Battalion.....	1,000	16 00		
Feb. 8	do	63rd do	500	8 00		
do	20 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	500	12 00	500 M. H.	
April 1	Lieut.-Col. Pallister.....	63rd Battalion.....	1,000	16 00		
do	24 Capt. Bland.....	Provincial R. A.....	500	12 00	500 M. H.	
May 1	do	do	500	8 00		
do	10 Capt. Burgess.....	78th Battalion.....	500	8 00		
do	26 Capt. Bland.....	Provincial R. A.....	1,000	16 00		
do	26 do	do	2,000	32 00		
do	26 Capt. Gordon.....	Pictou G. A.....	500	8 00		
June 2	Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	7 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	500	8 00		
do	11 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	12 Capt. Ryan.....	Kings Co. Troop Cav.	1,500	24 00		
do	12 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	1,000	16 00		
do	16 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	18 Major Graham.....	Halifax F. B.....	500	8 00		
do	24 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	28 do	do	1,000	16 00		
do	28 do	do	1,500	24 00		
do	28 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	500	8 00		
do	28 Lieut. Egan.....	63rd Battalion.....	1,000	16 00		
July 3	Col. Laurie.....	Provincial R. A.....	500	12 00	500 M. H.	
do	5 do	do	1,500	24 00		
do	8 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	3,500	56 00		
do	11 Lieut.-Col. McIntosh.....	63rd Battalion.....	1,000	16 00		
do	12 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	16 do	do	1,000	16 00		
do	16 Capt. Lawrence.....	78th Battalion.....	1,000	16 00		
do	19 Capt. Gordon.....	Pictou G. A.....	500	8 00		
do	19 Col. Laurie.....	Provincial R. A.....	1,500	24 00		
do	20 Capt. Purcell.....	2nd Brigade G. A.....	500	8 00		
do	23 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	1,500	24 00		
do	26 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	28 Lieut.-Col. Blair.....	78th Battalion.....	500	8 00		
do	30 Lieut.-Col. Mitchell.....	1st Brigade G. A.....	500	8 00		
do	30 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
Aug. 1	Capt. Lawrence.....	78th Battalion.....	1,000	16 00		
do	4 Capt. Burgess.....	78th do	500	8 00		
do	4 Capt. Oxley.....	Cumberland Prov. B.....	500	8 00		
do	4 Lieut.-Col. McIntosh.....	63rd Battalion.....	1,000	16 00		
do	8 Col. Laurie.....	Provincial R. A.....	1,000	16 00		
do	8 Capt. Stairs.....	2nd Brigade G. A.....	500	8 00		
do	9 Lieut.-Col. Mitchell.....	1st do	500	8 00		
do	13 do	1st do	2,000	32 00		
do	14 Col. Laurie.....	Provincial R. A.....	2,000	32 00		



## (B).—S. A. AMMUNITION sold during the year 1879—Continued.

*Military District No. 9, Halifax.—Continued.*

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
				\$ cts		\$ cts.
Aug. 22	Capt. Gordon.....	Pictou G. A. ....	500	8 00	500 M. H.	
do 27	do .....	do .....	500	8 00		
do 27	Col. Laurie.....	Provincial R. A. ....	21,500	348 00		
do 31	Capt. Gordon.....	Pictou G. A. ....	500	8 00		
do 31	Lieut.-Col. McIntosh.....	63rd Battalion.....	1,000	16 00		
Sept. 5	Capt. Bland .....	Halifax Co. R. A. ....	3,000	48 00		
do 5	Capt. Lawrence.....	Colchester Co. R. A. .	1,500	24 00		
do 5	C. W. Knowles.....	Hants Co. R. A. ....	1,000	16 00		
do 8	Capt. Gordon.....	Pictou G. A. ....	500	8 00		
do 8	Capt. Black .....	Cumberland Co. R.A. .	2,000	32 00		
do 11	Capt. Bland .....	Halifax Co. R. A. ....	1,500	24 00		
do 11	Lieut.-Col. Hudson.....	Pictou Co. R. A. ....	1,500	24 00		
do 16	Col. Laurie.....	Provincial R. A. ....	500	8 00		
do 17	Lieut.-Col. McIntosh .....	63rd Battalion.....	1,000	16 00		
do 20	Capt. Bland .....	Halifax Co. R. A. ....	500	8 00		
do 20	Lieut.-Col. Hudson.....	Pictou Co R. A. ....	500	8 00		
do 30	Major Harrison.....	Cumberland Prov. B. .	500	8 00		
do 30	Col. Laurie.....	Provincial R. A. ....	500	8 00		
Oct. 13	T. H. Miller.....	Digby Co. R. A. ....	1,500	24 00		
do 13	Capt. Burgess.....	78th Battalion.....	1,120	17 92		
do 17	Lieut.-Col. Bremner.....	66th do .....	2,000	32 00		
do 17	Col. Laurie.....	Provincial R. A. ....	500	8 00		
do 17	Lieut.-Col. McIntosh.....	63rd Battalion.....	1,000	16 00		
do 17	Capt. Burgess.....	78th Battalion.....	500	8 00		
Nov. 4	Lieut.-Col. McIntosh .....	63rd Battalion.....	500	8 00		
Dec. 16	Capt. Bland .....	Halifax Co. R. A. ....	500	8 00		
					91,120	1,473 92

*Military District No. 10, Winnipeg, M.*

May 16	M. J. Hunter.....	Manitoba R.A. ....	2,000	32 00		
June 18	do .....	do .....	2,000	32 00		
July 9	do .....	do .....	4,000	64 00		
July 9	do .....	do .....	4,000	64 00		
Aug. 8	do .....	do .....	4,000	64 00		
do 18	do .....	do .....	4,000	64 00		
do 23	do .....	do .....	6,000	96 00		
Sept. 9	do .....	do .....	1,000	16 00		
Nov. 5	Martin McDonald.....	Pembina .....	500	8 00		
					23,500	376 00

*Military District No. 11, Victoria, B.C.*

Mar. 13	Capt. Fletcher .....	British Columbia R.A.	2,940	47 04		
do 17	Lieut. Harvey.....	Nanaimo Rifle Co....	4,200	67 20		
May 29	Capt. McDonnell.....	No. 1 Co., Vic. Rifles	840	13 44		
Sept. 27	Capt. Fletcher.....	do do .....	1,260	20 16		
do 27	Capt. Dupont.....	New Westminst'r R.A.	7,980	127 68		
					17,220	275 52

(B.)—S. A. AMMUNITION sold during the year 1879—*Continued.**Military District No. 12, Charlottetown, P.E.I.*

Date.	Purchaser.	Corps.	Rounds.	Amount.	Total Rounds.	Total Amount.
1879.				\$ cts.		\$ cts.
Mar. 29	Capt. McRae.....	82nd Battalion.....	1,000	16 00		
April 1	Major Dogherty .....	Engineer Co. ....	1,000	16 00		
do 7	Capt. Mabon.....	82nd Battalion.....	500	8 00		
do 8	Major Dogherty.....	Engineer Co .....	1,780	28 48		
May 5	Capt. Owen.....	Georgetown G. A. ...	500	8 00		
do 23	Major Dogherty.....	Engineer Co. ....	2,000	32 00		
June 4	Major Morris.....	Garrison Artillery....	500	8 00		
do 7	Major Dogherty.....	Engineer Co. ....	3,000	48 00		
do 11	do .....	do .....	2,000	32 00		
do 16	Capt. McRae.....	82nd Battalion.....	2,000	32 00		
do 30	Major Dogherty.....	Engineer Co. ....	5,000	80 00		
July 25	Capt. Mabon.....	82nd Battalion.....	500	8 00		
do 30	Major Dogherty.....	Engineer Co. ....	2,000	32 00		
Aug. 1	Capt. Longworth.....	82nd Battalion.....	1,000	16 00		
do 4	Major Dogherty.....	Engineer Co. ....	2,000	32 00		
do 18	Capt. Irving.....	Provincial R. A. ....	6,000	96 00		
Sept. 10	Capt. McRae.....	82nd Battalion.....	1,000	16 00		
do 11	Capt. Owen.....	Georgetown G. A. ...	1,000	16 00		
do 18	apt. McLeod.....	Kings Co. Batt .....	1,500	24 00		
do 19	Major Dogherty.....	Engineer Co. ....	2,000	32 00		
do 29	E. Macdougall.....	Queens Co. R. A.....	3,000	48 00		
Oct. 4	Major Dogherty.....	Engineer Co. ....	2,000	32 00		
do 6	Capt. Bearisto.....	82nd Battalion.....	500	8 00		
do 21	do .....	do .....	500	8 00		
Nov. 14	Capt. Longworth.....	do .....	500	8 00		
do 14	Capt. Bearisto.....	do .....	500	8 00		
do 25	Major Pollard.....	Charlottetown G. A. ...	500	8 00		
do 28	Capt. Longworth.....	82nd Battalion.....	1,000	16 00		
Dec. 2	Major Dogherty.....	Engineer Co. ....	1,120	17 92		
do 5	Capt. Mabon.....	82nd Battalion.....	560	8 96		
do 8	Capt. McLeod.....	Kings Co. Batt .....	1,000	16 00		
do 8	Capt. McRae.....	82nd Battalion.....	1,000	16 00		
do 16	Major Pollard.....	Charlottetown G. A. ...	500	8 00		
do 18	Major Dogherty.....	Engineer Co. ....	1,120	17 92		
do 19	Capt. Mabon.....	82nd Battalion.....	500	8 00		
do 20	Major Dogherty.....	Engineer Co. ....	2,000	32 00		
					52,580	841 28

(B).—S. A. Ammunition sold during the year 1879—*Concluded.*

## RECAPITULATION.

Military District.		Rounds.	Amount.
			\$ cts.
Military District No. 1, London.....		64,160	1,026 56
do No. 2, Toronto .....		152,000	2,432 00
do No. 3, Kingston .....		26,500	424 00
do No. 4, Ottawa .....		87,255	1,558 50
do Nos. 5 and 6, Montreal.....		107,220	1,703 52
do No. 7, Quebec.....		56,180	908 48
do No. 8, St. John .....		51,085	817 36
do No. 9, Halifax.....		91,120	1,473 92
do No. 10, Winnipeg.....		23,500	376 00
do No. 11, Victoria.....		17,220	275 52
do No. 12, Charlottetown.....		52,580	841 28
Total.....		728,820	11,835 14

STORE BRANCH,  
OTTAWA, 31st December, 1879.

THOS. WILY, Lieut.-Colonel,  
Director of Stores, &c.

(C.)

RETURN of Gunpowder and Friction Tubes issued for practice and salutes during the year 1879.

Stations.	Corps.	Gun-powder.	Friction Tubes.
		Lbs.	
Toronto .....	Field and Garrison Batteries .....	2,561	1,025
Kingston .....	do do .....	6,366	800
do .....	" A " Battery .....	488	1,050
do .....	Royal Military College .....	822	500
Ottawa .....	Post Office noon gun .....	600	415
do .....	Salutes .....	625	265
do .....	Ottawa Field Battery .....		200
Montreal .....	Detachment " B " Battery .....	6	138
do .....	Field and Garrison Batteries .....	3,062	1,965
Quebec .....	do do .....	1,662	250
do .....	" B " Battery .....	4,853	1,422
St. John, N.E. ....	Field and Garrison Batteries .....	2,698	944
Manitoba .....	Winnipeg Field Battery .....	250	200
P. E. Island .....	Garrison Batteries .....	848	168
	Total .....	24,841	9,812

STORE BRANCH,  
OTTAWA, 31st December, 1879.

THOS. WILY, Lieut.-Colonel,  
Director of Stores, &c.

(D.)

RETURN of Charges for Deficiencies, and the amount recovered, from 1st  
January to 31st December, 1879.

District.	Station.	Arms and Accoutrements.		Camp Equip- ment.	
		Losses.	Recovered.	Losses.	Recovered.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
No. 1.....	London, Ont. ....	312 80	2 32	106 03	5 28
No. 2.....	Toronto do .....	21 28	.....	61 75	.....
No. 3.....	Kingston do .....	485 60	.....	47 98	.....
No. 4.....	Ottawa do .....	44 16	2 50	6 95	.....
Nos. 5 and 6.	Montreal, Q.....	1,433 04	5 60	42 67	3 74
No. 7.....	Quebec.....	62 46	119 62	16 85	6 65
No. 8.....	St. John, N.B.....	54 26	.....	32 68	1 96
No. 9.....	Halifax, N.S.....	1,002 68	115 60	.....	.....
No. 10.....	Manitoba .....	.....	.....	.....	.....
No. 11.....	British Columbia.....	.....	.....	.....	.....
No. 12.....	Prince Edward Island.....	.....	.....	.....	.....
	Total.....	3,416 28	245 64	314 91	17 63

STORE BRANCH,  
OTTAWA, 31st December, 1879.

THOS. WILY, Lieut.-Colonel,  
Director of Stores, &c.