

would stop communication for some time. There formerly existed a Grand Trunk Railway brigade, and if resuscitated (in the Inter-colonial) 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 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, Charlotte Town, 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 news-