

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 Rouses 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 Rouses 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 Jervois 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 Vandrenil, 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 Vandrenil, 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. Annes."

Between Vandrenil 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

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