



The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

A Journal Devoted to the Interests of the Military and Naval Forces of the Dominion of Canada

VOL. III. OTTAWA, CANADA, MONDAY, APRIL 19, 1869. No. 16.

THE NORTH.—"THE LAND OF LOVE AND SONG."

BY R. G. HALLIBURTON, Esq.

Leaves were flying,
Falling and sighing,
Falling and dying,
Under the maple trees;
Under the trees I heard,
Was it the leaves that stirred?
Voice of a fay or bird
Saying to me,
Singing this piteous song to me,
Away! away!

AWAY!
We must not stay;
Across the sea!
And every note
My heart it mote.

Till I wept at the wall of the little bridge,
For I knew 'twas the spirit of song I heard
That sang to me thus with the voice of a bird.

Farewell to the North, the stern, cold North,
The home of the brave and the strong,
To the true, the trusting, tender North,
Dear land of love and song!
Hark! winter drear,
It comes a near,
We dare not linger long.

There's a path in the air, man may not know,
That guides us o'er the main;
A voice in the winds, man may not hear,
Will call us home again,
When the winter dies,
And the west wind sighs,
To hear the linnet's strain.

In the South, the fierce, the fierce South,
No voice of song is heard,
Though the Oriole, like a sunbeam fits,
With many a radiant bird
Through the mangrove's shade,
No leafy glade
By tuneful notes is stirred.

Hark! through the sleeping forest rings
The campanula's chime,
It calls in vain for the matin hymn
That wakes the northern chime:
How can we sing
Home songs of spring,
Or the notes of summer time?

We silent seek the lovely homes
Of a long forgotten race;
Through voiceless streets our wings are heard
And many a stream we trace
From its own source,
In its downward course,
Till it dimples the ocean's face.

At length the weary wanderers
A whispering murmur hear,
Like the pent up moan of a mother's heart
Or the sigh of a sister dear,
'Tis a voice from home,
Glad spring has come!
'Tis the sigh of the North we hear.

Homeward over the salt sea waves,
We rest mid sunny isles,
Where the earth and sky are ever bright,
And the ocean ever smiles;
But the North whispers come
To your home, sweet home!
And we fly from the sunny isles.

We rest on the spars of the stately barque,
And songs of the north we sing,
Till the mariners weep in their dreams with joy
As they hear the voice of spring;
And the linnet's strain
Steals o'er the main,
And the song which they bear ussing.

We have come to the North, the stern cold North
The home of the brave and strong,
To the true, the trusting, tender North,
Dear land of love and song.

NAVAL OPERATIONS

OF THE
WAR OF 1812-14.

CHAPTER XIV.

The Naval operations on the Canadian Lakes were of the usual extraordinary character, when two such men as Yeo and Chauncey held chief command. The contest for the supremacy of Lake Ontario, had resolved itself into an effort at obtaining that desired advantage by ship building. In that, if they even had only continued a couple of years more, Yeo and Chauncey would have built so many vessels that no space would have been left on that lake for them to manœuvre in. One good end they were attaining and that was rapidly clearing the country of wood, thereby facilitating settlement.

As a specimen of the capabilities of Sir J. L. Yeo in this respect,—on the 15th April in this year (1814) were launched at Kingston, on Lake Ontario, the British ships Prince Regent and Princess Charlotte, the first measured 1,310 tons and mounted 28 long 24 pounders on the main deck, four long 24 pounders, four 68-pounder carronades, and 22 carronades 32 pounders on the upper or spar deck,—total, 58 guns, with a complement of 485 men and boys. The last named measured 815 tons, and mounted 24 long 24-pounders on the main deck, two more with fourteen 32 and two 68-pounder carronades on the quarter-deck and fore castle—total, 42 guns, with a crew of 315 men and boys. The six 68-pounder carronades were the same mounted in the proceeding year on board the Wolfe and Royal George—the latter, now named the Niagara, had replaced the 68's, with 21 long 18-pounders, the former, now the Montreal, was armed with four 32 pounder carronades. The schooners Maria and Sidney Smith had been altered into brigs and their names changed to the Charwell and Magnet, as had been the names of the Melville and Boresford to the Star and Netty.

Not to be outdone as a naval contractor, Commodore Chauncey had succeeded in equipping two large brig sloops, the Jones and Jefferson, each of 530 tons. These brigs mounted 24 guns each, 42-pounder carronades, with a long 24-pounder in a traversing carriage. The Sylph, now a brig, mounted 14 carronades 24-pounders, and 2 long 12-pounders. On the 1st May was launched at Sackett's Harbour, the Superior, of 1,580 tons, mounting 30 Columbiads or medium 32 pounders on the lower or main deck, two long 24-pounders, and 30 carronades 42-pounders on the upper or spare deck—total, 62 guns, with a compliment of 550 men.

Oswego, on the United States shore of Lake Ontario, had been founded by Lieut. Governor Burnett, of the Province of New York, in 1721. It is situated on the river of the same name near its confluence with Lake Ontario, and is distant from Sackett's Harbour 60 miles to the westward. It attained an unenviable celebrity in the war of 1754-64 by the incapacity of its commandant and the cowardice of General Webb, commanding the covering army sent to its relief. Its importance is to be traced to the fact that it stands (and still occupies that position) in the direct military communication by water with the head of navigation on the Hudson at Albany. It was, and is still, one of the strategical lines by which Canada could be invaded, but should a failure happen a most disastrous blow could be struck through it at the military defences of the States,—this was proved on its capture by Montcalm in 1756, and if he had a sufficient force to follow up his victory he could easily have occupied New York.

No mechanical appliances will alter the topographical features of a country so far as to change the character of its strategical lines, and consequently New York is as vulnerable to-day by way of Oswego as it was in 1756, or 1814. At the latter period the harbor was safe with two fathoms of water, the channel to which was commanded by a well built fort standing near the State ware houses, barracks and a few houses upon a commanding height on the eastern shore of