

# THE VOLUNTEER REVIEW

And Military and Naval Gazette.

VOLUME V.  
1871.

THE VOLUNTEER REVIEW enters on the fifth year of its existence. When it was first projected fears were entertained for its ultimate success, as two efforts of a similar kind had been made and failed for want of support; but we are happy to say these fears were groundless, and that the VOLUNTEER REVIEW may now be said to be firmly established, thanks to the support it has met with from the hands of the Volunteer Force of the Dominion. It now circulates largely through Ontario, Quebec, New Brunswick, Nova Scotia, and even the new Province of Manitoba has extended its generous support. Nor is it confined to these Provinces only, but in the Mother Country, and even the United States it has subscribers and supporters. No other journal in the Dominion has so wide and extended a circulation as the VOLUNTEER REVIEW, and therefore it offers unparalleled facilities to general advertisers. Our terms for advertising will be found liberal on application, either personally, or by letter *post paid*.

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## THE VOLUNTEER REVIEW

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Communications intended for insertion should be written on one side of the paper only.

We cannot undertake to return rejected communications. Correspondents must invariably send us confidentially their name and address.

All letters must be Post-paid, or they will not be taken out of the Post Office.

Adjutants and Officers of Corps throughout the Provinces are particularly requested to favor us regularly with weekly information concerning the movements and doings of their respective Corps, including the fixtures for drill, marching out, rifle practice &c.

We shall be obliged to such to forward all information of this kind as early as possible, so that it may reach us in time for publication.

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## The Volunteer Review, AND MILITARY AND NAVAL GAZETTE.

"Unbribed, unbought, our swords we draw,  
To guard the Monarch, fence the law."

OTTAWA, MONDAY, NOVEMBER 13, 1871.

SIR HUGH ALLAN, Bart., of Ravenscraig is a sufficiently remarkable man, and has rendered the state service of such a character as to impress with importance any movement for commercial development with which he may be identified. Rumor hath it that he is about to undertake an enterprise second only in importance to the construction of the Pacific Railway, and, as far as immediate benefits are concerned, hardly inferior thereto. It is nothing less than the construction of the North Shore Railway from Quebec to Ottawa, a distance of 250 miles, crossing the Ottawa river just above the Chaudiere Falls it would join the Canada Central, which is open to Sand Point, 45 miles above the city, and under construction to Pembroke, 45 miles further on, thence to the mouth of French River, a distance of 215 miles, remains to be constructed, making the total distance between Quebec and Lake Huron 555 miles; from the mouth of French River to Chicago is just 500 miles through Lakes Huron and Michigan, and to Duluth at the head of Lake Superior, 521 miles. It will be seen at once that the opening of this line would intercept the trade of the Western and North Western States, that it requires only 465 miles of

road to build, that its course would lie in the best timbered and mineral region in North America and the local traffic developed would be beyond all doubt the largest on any line in Canada. From Quebec to Sarnia, via Grand Trunk Railway, the distance is 661 miles, so that between tide water and Lake Huron a distance of 106 miles railway travel would be saved by the North Shore Railway as proposed in Sir Hugh Allan's scheme. Nor is this all; the distance to Chicago would be from Quebec, via Ottawa and the mouth of French River, 1055 miles; any one laying a ruler on Quebec on a map and on the Straits of Mackinaw, connecting Lakes Huron and Michigan, will find that Ottawa touches the line thus drawn. Now the straits are 220 miles above Sarnia, so that the actual distance saved in transmitting a cargo between Chicago and Quebec by the North Shore line would be 325 miles. It is said the inciting motive is the fact that Quebec has better accommodation as a sea port than Montreal has or is ever likely to have, that it has been found the larger the vessel the less expensive, comparatively, it is to work her, that owners do not like to risk sea going vessels where they are likely to touch ground, and that the harbor accommodation at Montreal can never be made to accommodate the trade which will follow the St. Lawrence and Ottawa rivers.

This project has another feature in its favor, it will become for 475 miles of its length a portion of the Pacific Railway, parting from the direct line at the height of land between the waters of the St. Lawrence and Ottawa rivers, about 86 miles east of Lake Huron. The point where the lines would diverge would be at the head of the Mattawan. By the North Shore road the distance between Quebec and Montreal would be 150 miles, the former being the summer terminus of the Pacific Railway, while Halifax would be the winter. The distances from Montreal to Victoria, on the Pacific, by way of the Ottawa Valley, is thus stated:—From Montreal to Ottawa, 115 miles; from Ottawa to Mattawan, 105; from Mattawan to Fort Garry, 985; from Fort Garry to Yellow Head Pass, 985; thence to limits of British Columbia, 51; route by the Upper Frazer River (British Columbia) by "short cut" 445; distance from Ottawa Valley at Mattawan, 2,467 miles; and total distance from Montreal to Pacific coast, 2777 miles.

This North Shore route would give us what we want in a military point of view, an interior line which could not be approached. The Grand Trunk is almost or altogether a frontier line. It is all very well to say that commercial and military matters are incompatible, but it is mere folly to tell the people now-a-days that there is more security for the bullion, specie and money in a bank without police, safes or any other precaution; even John Bright would not talk such moonshine. If commerce is to prosper it must have safe guards and these consist of