

## THOUGHTS ON DEFENCE.

From a Canadian point of view.

BY A CANADIAN.

(Continued.)

Woodstock, on the St. John's River, and Fredericton, the beautiful capital of New Brunswick, offer just the positions wanted. An entrenched camp at the Grand Falls would maintain and protect the communications on the left bank of the St. John's, between the mouth of Madawaska and the cities lower down the stream. Here, earthworks and intrenchments, with which the siege of Sebastopol has made us all familiar; planned before hand, and ready to rise at the magic touch of patriotism, would rapidly cover a population, handy with the axe and spade, and marksmen with the rifle. These men, trained systematically, but simply, as recommended in the Annual Report of the Adj.-General of Militia for 1869, p. 11, par. 15, and armed with the best weapon, would be able to hold their own against tenfold odds, until diversions reduced numbers, and General Frost, the leader of our winter array, poured "iron sleet in arrow shower" on the retreating and discomfited foe. Fredericton and Woodstock are both so situated that an easy communication could be maintained with the left bank of the St. John's River, securing re-inforcements and supplies, and means of retreat, if ever required, to stronger positions in a more difficult country, while a glance at the map will show that so long as Fredericton is held strongly, no sane enemy would dare to advance on the city of St. John by the coast line, with British steam cruisers on his right flank, and exposed to attacks from Fredericton on his left flank and rear. To secure the real prize, the city of St. John, he must invest formally both Woodstock and Fredericton, and by the time he had expended thousands of men and millions of dollars, on a few miles of the great Canadian frontier, he would begin to appreciate the value of his investment. Consult the map again, and it will be seen at a glance that Fredericton and Woodstock and St. John must fall, and the entrenched camp at the Grand Falls must be brushed aside, before an enemy could with impunity attempt to invade Lower Canada by means of the cratur sprung in our line of defences by the Ashburton Treaty. Into the top of this ugly chasm debouches, at the Little Falls, the River Madawaska, flowing out of Lake Temiscouata. Both are bordered by a noble Provincial road, an engineering work of great merit, which leads without interruption to the Riviere du Loup on the Riv. St. Lawrence, and which offers an inviting entrance to an invader, by placing him at once among the populous French settlements on the line of the Grand Trunk and Intercolonial Railroads, intercepting also railway communication between Quebec and Halifax. But the whole road is a defile 80 miles in length, coiling through a most difficult country, and is easy to be defended or destroyed. No general, worthy to command an army, would venture on such an advance with an unsubdued foe in his rear, knowing well that, even if he found a passage, he would, on emerging in a shattered and exhausted state, encounter, on the shores of the St. Lawrence, the accumulated force of Lower Canada proper, the strength of Quebec gunboats on the river, and an auxiliary force from Gaspé and New Brunswick debouching on his right flank and rear by the line of the Metapédic.

To make this more plain, attention is again invited to a good map, and to the grand inner line of water communication between Halifax and Quebec afforded by the Gulf and the River St. Lawrence. This line of communication will be supplemented hereafter by the Intercolonial Railway, now under construction; but the connection between Canada and New Brunswick on the Laurentian frontier is maintained at present by the Metapédic Road, like its twin sister of Temiscouata, an honor to the civil engineering skill of Canada. This road, descending the Restigouche, reaches Dalhousie, at the head of that noble estuary, the Baie des Chaleurs.

Dalhousie, as yet but little known, is destined to be a place of importance. It commands a capacious harbour safe at all seasons, and possesses great natural strength of position. It is 342 miles from Quebec and 359 miles from Halifax—nearly equidistant—and a most valuable intermediate depot, where arms and ammunition could be stored for the supply of the militia of the country, open to reinforcements from Quebec, and to the support of gunboats from Halifax. It will be seen at once that this scheme of defence for the Maritime Provinces interposes New Brunswick between Nova Scotia, Lower Canada and her enemy, and would admit of the concentration of the forces from the three Provinces on the line of River St. John. 100,000 good, resolute men, as good soldiers as any which could be brought against them, would hold their own on this line of defence, until diversions operated elsewhere, or the approach of winter, would relieve them from pressure.

We believe that the River St. John, backed by the reinforcements to be found in Halifax, and by the resources which may be accumulated between Quebec and Dalhousie, would offer a line of defence, which no enemy would dare to attack, except with an army of men and material very superior to the defending force, or to approach, except with great caution. On this Continent and in

this climate, time rules inexorably all military operations; to delay an invasion is to defeat it. The enemy we are likely to encounter will not fail to take into his calculations: the delays and the difficulties of the situation, and the cost of maintaining it; and the balance of profit or loss will weigh in favor of those who fearlessly show that they are prepared for resistance.

Thus having disposed of the first 200 miles of our frontier, and having protected our communications between Quebec and Halifax, we will proceed from the point where the Ashburton wedge cleaves into Canada, to the line 45, to Lake Champlain and thence along the frontier of the State of New York to St. Regis, on the St. Lawrence, opposite to Cornwall in the Province of Upper Canada, a distance of 400 miles. For the first 250 miles the line of the frontier follows the sinuosities of what is known as the "Height of Land," that is to say, the rocky and mountainous ridge which divides the streams which fall into the Atlantic from those which fall into the St. Lawrence. This rugged ridge is in military parlance "very difficult," the roads are few, narrow, and at certain seasons, impracticable. Vast forests still extend for many miles on both sides of the frontier. Any traveller who can recall the peculiar features of the country on the Grand Trunk Railway between Coaticook, in the Eastern Townships, and Island Pond, in New Hampshire, will be able to form a fair opinion of the general characteristics of the whole line. It is admirably adapted for partizan warfare, a war of guerillas, for such a resistance, as a sparse, yet resolute, population could best offer. It would be impossible to move a large army with its impedimenta through such a country. Burgoyne tried it ninety-four years ago and was destroyed; a small force would be wasted in the attempt. The invader, too, would advance, without the apparent excuse of a military purpose, simply as a destroyer, the tramp of his footstep would pass through the ashes of burnt homesteads, and over the desolated "clearings" of the hardy frontier settler. A warfare of this nature would excite the strongest passions, the deadliest thirst for vengeance, and exasperate the vehemence of resistance; while the defender of the soil would be moved by the knowledge that a brave defence cannot fail to be a successful defence, and that success, at the end of the war, will secure to him, and from the pocket of his enemy, the full reimbursement of all his losses.

But this part of the frontier will always be free from attack so long as there exists close by, and upon the same line, an easier and more inviting access to the heart of the country. Where this Height of Land strikes the line 45°, it subsides into an open country, populous, highly cultivated, where the roads are good and railroads and canals facilitate human intercourse. The Grand Trunk Railway penetrates into Vermont through the Height of Land, and might there, easily be destroyed, but to the West, from Stanstead Plain to the waters of Lake Champlain, no natural obstacles exist of sufficient moment to impede military operations. The Valley of Lake Champlain has been from olden time an open portal into Canada. No enemy will attempt to force our mountain fastnesses while the best road into the country is to be found at their feet.

Lake Champlain, running north and south, divides the State of Vermont from northern New York, and by a further rectification of our unhappy frontier, under the provisions of the Ashburton Treaty, the Americans have acquired upon it a fortress, which covers them and uncovers us. An expedition prepared without let or hindrance, in the ports of Lake Champlain, could be disembarked, without interruption, at Fort Montgomery, on the very verge of our frontier, and within forty-five miles of the commercial heart of the country, the City of Montreal. Railroads, on either side of Lake Champlain, converge on the same point. A railroad from Rouse's Point, two miles south of Fort Montgomery, runs side by side with our frontier line, to Ogdensburgh, on the St. Lawrence.

It would be idle to ignore the fact, this much of our frontier, 150 miles in length is, as a frontier, difficult to defend, and, being penetrable at many points, exposes the south shore of the St. Lawrence, from Point Levi, opposite to Quebec, to St. Regis, to the incursions of a powerful enemy; but to occupy it, and hold it in force, will tax all his power, he will occupy what he holds and no more, his advance will have brought him face to face with the real bulwark of the country, and the mighty St. Lawrence will teach him, "thus far shalt thou go and no farther." But with the men and resources at his disposal, an incursion at this point must be regarded as a foregone conclusion. Entering Canada, from either side of Lake Champlain, he would descend the River Richelieu to St. Johns, and, expanding, fanlike, seize the Grand Trunk Railway and the port of Sorel, thus securing communication with Quebec by land and water, and could, at the same time, and by the same lines of communication, aided by the St. Lawrence and Lake Champlain Railway, appear before Montreal. All this presumes that no opposition can be profitably made, and that non-resistance, to a certain extent, would be our policy at this early period of the contest. But, between Quebec and Montreal, and the south shore, rolls the River St. Lawrence, averaging at the least, one mile in width and absolutely impassable in its whole length, in the face of the gunboats which could be brought to bear upon its waters. The recent construction of the fortified

lines of Point Levi has rendered Quebec itself unassailable from the south shore. Nothing short of a renewal of the exploits of the immortal Wolfe, and a fresh battle on the Plains of Abraham could imperil Quebec, and under the conditions of modern warfare, the whole *insula* of Quebec, from Cape Diamond to Cape Rouge, could be made an impregnable refuge for the population, the flocks and the herds, the supplies and resources of the southern, eastern and northern counties. The whole strength of the lower Districts of Quebec could be assembled within that *enceinte* if required for its defence, with ample space to live and move and have their being, covered by intrenchments which three times their number would assail unsuccessfully, even presupposing that the flag of England had first been swept from our waters, and an assault made possible by the co-operation of the American navy.

So long as the war-ships of England command these waters, the north shore of the St. Lawrence is safe; but to secure this superiority beyond peradventure we must also hold fast to the port of Sorel. This is the only port of construction and of safe winter refuge between Quebec and Montreal. It is 45 miles below the latter city, and being at the mouth of the River Richelieu, would in the hands of the Americans, become a dockyard and a fortress at the same time. Water communication between Lake Champlain and Sorel is, in the summer, open and good; stores, both naval and military, could be transported to this point, whence the navigation of the St. Lawrence may be obstructed by batteries, and where an armed flotilla might be prepared under shelter. It is well to know, that this most important point has been, for long, under the careful eye of our Royal Engineers, that the lines have been planned, and a system of defence projected, which, on the first rumour of war, could be realized, and would make Sorel strong, whether for defence or for offence, in connection with a similar system of fortified outworks, devised and provided for the protection of the City of Montreal.

The reduction of Montreal would be a heavy blow and sore discouragement; more than any other conceivable casualty, it would jeopardize the independence of Canada. Situated, as this city is, in the centre of the Dominion, a centre at once of commerce and manufacture, at the head of the ocean navigation and at the foot of the chain of lakes, and canals which connects it with the boundless West, containing 125,000 inhabitants, replete with resources and wealth, intelligence and enterprise, and destined to a development beyond thought, the fall of Montreal would shake the land to its foundation; but there need be no apprehension of any such catastrophe. Montreal is naturally of great strength, a strength fortified by abounding supplies of men, material, and provisions. It could hardly be reduced by famine. Properly cared for at the first outbreak of a war it would stand a siege as long as that of Troy. We speak not of the city alone, but of the whole Island of Montreal. The city itself, backed by Mount Royal, is almost impregnable, but the inhabitants will never be driven to seek refuge in this, their last stronghold, so long as they improve wisely the natural defences which encircle their island, and defend them, as brave men are wont to defend all that they hold to be most dear.

The defence of Montreal consists in the network of rivers, rapids, shoals and other natural obstacles by which the island is surrounded. This island is as large as, and very much of the shape, of the Isle of Wight. Its own resources are great, but the supplies from a hundred miles round might be poured into it by a provident Government, and would there find shelter and sustenance, and furnish food for the large force which could be brought together for its defence. The men of the north shore would all be available for this purpose. The men of the south shore, burning with anger and the rage of resistance, would fall back slowly on Montreal, covering their retreating families, their herds and household goods. Thus, there might be concentrated to this point a force of 80,000 men, very angry, and fired with every incentive to defence.

(To be continued.)

## OUR AGENTS.

JOHN HENDERSON, Princess Street, Kingston, Ontario.  
JOHN MACARTHY, Queen Street, Ottawa, Ont.  
THOMAS McKIM, Almonte, Ontario.  
O. FITZ-WILKINS, St. Catharines, Ontario.  
JAMES McMILLAN, Enterprise, Ont.

## TERRAPIN RESTAURANT,

No. 287 NOTRE DAME STREET,

MONTREAL.

## STEAKS, CHOPS, FISH &amp; GAME

Cooked to order on the shortest notice.

## OYSTERS IN EVERY STYLE.

Lunch Daily from 12 to 3.

## PUBLIC AND PRIVATE DINNERS

PROMPTLY ATTENDED TO.

JOSEPH CARLISLE,

Proprietor.

1st March, 1870.

## Orange Lodge Directory.

Montreal Lodges meet at 81 St. James Street.

DOMINION L. O. L., No. 1263.

The next Regular Monthly meeting of this Lodge, will be held on THURSDAY EVENING, the second day of March, at 8 p. m.

PRINCE OF WALES L. O. L., No. 364.

This Lodge will hold its next Regular Monthly Meeting on FRIDAY, the 3rd day of March, at 8, p.m.

ELDON L. O. L. No. 304.

The next Regular Monthly Meeting of this Lodge will be held on TUESDAY, the 7th day of March, at 8, p.m.

DUNBAR BROWNE, W.M.

DUKE OF YORK L. O. L., No. 413.

The Regular Monthly Meeting of this Lodge will be held in the Lodge Room, on WEDNESDAY, the 8th March, at 8, p.m.

THOS. PORTER, W.M.

DERRY L. O. L., No. 224.

This Lodge will hold its next Regular Meeting on THURSDAY, the 9th day of March, at 8, p.m.

VICTORIA L. O. L., No. 350.

The Regular Monthly Meeting of this Lodge, will be held on WEDNESDAY, the 15th March, in the Lodge Room, at 8 o'clock, p.m.

BOYNE L. O. L., No. 401.

The Regular Monthly Meeting of this Lodge, will be held on FRIDAY NEXT, the 17th inst., at 8, p.m. in the Lodge Room.

## WANTED.

A respectable young man of good address, to canvass for a new publication.  
Apply at this office.  
February 15, 1871.

## ASSIGNEE'S SALE

## BANKRUPT STOCK

OF

## RINGLAND &amp; STEWART.

\$6,000 WORTH

OF

Hosiery, Gloves,  
Haberdashery,

TO BE SOLD RETAIL, AT

## Auction Prices

## AT 228 ST. JAMES STREET

Between Witness Office and Ottawa Hotel.

February 15, 1871.

JOHN LAWSON,

CABINET MAKER AND UPHOLSTERER

514 CRAIG STREET,

Near St. Lawrence Main Street,

MONTREAL.

A large assortment constantly on hand.  
Orders for, and repairs to all descriptions of furniture, neatly, substantially and promptly executed.  
Funerals furnished according to taste.  
Mahogany, B. W., and other Coffins on hand, and Hearses supplied.

PRICES MODERATE.

RESIDENCE ON THE PREMISES.

February 15, 1871.

2-m

## WANTED.

As general servant, a steady, reliable, well conducted girl, who can wash and iron well, and who has a knowledge of plain cooking; one from the country preferred.

Apply at this office.

February 15, 1871.