

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 Metapediac Road, like its twin sister of Temiscouata, an honor to the civil engineering skill of Canada. This road, descending the ravines of the river of the same name, strikes the Restigouche, the frontier line of New Brunswick, and 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 harbor 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