

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 intrenched camp at the Grand Falls must be brushed aside, before an enemy could with impunity attempt to invade Lower Canada by means of the crater 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 Rivière du Loup on the River 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