

short intervals, should be built in the forest, which might be done in a few days by gangs of lumbermen accustomed to the work, and supplies of provisions could be distributed along the line so as to lighten the commissariat required to accompany the force. From Rivière du Loup, on the St. Lawrence, one hundred and twenty miles below Quebec, there is railway communication to the west of Canada. The Line of Telegraph should at once be completed through British Territory to Halifax.

But one of the most serious dangers to which the Province is liable is the destruction of any one of the links which form the entire chain of its inland communication from Quebec westwards. And to this danger it is peculiarly exposed, both from the proximity of the works to the Frontier, and from the character of the works themselves.

The following statement exhibits the capacity of the respective works:

- 1st. From the Sea to Lake Ontario by the St. Lawrence Canals, vessels can pass
  - 186 feet in Length.
  - 43½ feet Beam.
  - 9 feet Draught.
- 2nd. From Lake Ontario to Lake Erie by the Welland Canal,
  - 142 feet in Length.
  - 26 feet in Width.
  - 10 feet Draught.
- 3rd. From Montreal to Lake Ontario by the Ottawa and Rideau Canals,
  - 100 feet in Length.
  - 19 feet Beam.
  - 5 to 5½ feet Draught.
- 4th. From the River St. Lawrence to Lake Champlain,
  - 113 feet in Length.
  - 22½ feet Beam.
  - 6½ feet Draught.

Thus the largest vessels that can pass from the sea to Lake Erie and the waters west of it are 142 feet in length, 26 feet beam, 9 feet draft.

The accompanying tracing exhibits the location of the various sections of these Canals and the lines of Railway. The destruction of a Lock or the breach of a bank at certain points might involve an interruption of the entire chain from Montreal upwards, and render the transport of troops, provisions, and materials almost impossible. The line of operations being extended over so long a line of narrow country, with the means of communication all centered on the frontier, the consequence of interruption would be more than usually disastrous. A well organized and efficient force should at once be detailed for the service of protecting these works. The Lockmen and ordinary labourers if armed would form a valuable auxiliary. The work peculiarly exposed is the Cornwall Canal. This work is mainly on the banks of the river St. Lawrence and, at certain places, particularly at a place called Barnhart's Island, is within gunshot of the American shore. It is raised a considerable height above the river and the blowing up of a lock or a slight breach in the bank on a long level—which could be effected by a few men with pickaxes and shovels in a night—might create such destruction as would take many weeks or even months to repair, even were the operations not to be impeded by a hostile force. The Beauharnois Canal, the smaller Canals at Farrens Point, Rapides Plats, and Gallopes are all likewise exposed.

The Rideau Canal, though running through the interior of the country, ought not to be left without protection of a like kind, for its embankments and artificial works, at certain places, are of a nature that peculiarly expose it to destruction. Its entrance on Lake Ontario, as already mentioned, is protected by Kingston.

The protection of the Chambly Canal connecting Lake Champlain with the St. Lawrence, via the River Richelieu, is also important.

The Welland Canal, which connects Lake Erie with Lake Ontario is one of the most important channels of communication in the Province. The command of this work is essential. English gunboats and vessels may be moved from one lake to the other as occasion requires, while the American vessels must not only remain in the waters where they at present happen to be wintering, but all communication, except for friendly vessels, would be impossible. Full information as to the points where the works are most exposed, and the best localities for stationing a force for their protection, can be obtained from the Office of Public Works of Canada,—an officer from the department having examined the works with that object during the last spring.