

Between Lake Michigan and the navigable Illinois, there is now a Canal ninety miles long. The Committee of Congress on "Lake and River Defences," have urged in their Report, February 1862, that the Canal should be enlarged to the dimensions of a capacious ship channel. The industrial advancement of the North-west is an advantage to Canada. But in connection with naval yards and arsenals for the building and arming of forts and batteries, on land and afloat, at Chicago and other places on the lakes; the treaty with Britain which limits the armed vessels on Superior, Huron, Erie, Ontario and Champlain, containing nothing to prevent any number of gun-boats or iron-raus-of-war, from being built on Lake Michigan, as that lake is entirely within United States Territory; the shores of which were deserts when the treaty was made in 1817, but are now populous States with over five millions of inhabitants; in connection with those stern facts, and this other, that the Straits of Makinaw, entrances from Michigan to Lake Huron, are to be fortified to the strength of a "Gibraltar of the Lakes," (Congress Report, 1862); and this other fact, that the British are not to launch vessels of war on Georgian Bay, nor on any of the lakes until after a notice of six months, that bay being a part of Lake Huron; and still this other, that Detroit river, leading from Huron to Lake Erie, is commanded by Fort Gratiot and Fort Wayne, and may be closed against Canada and Britain by other forts on the river banks and islands belonging to the United States. Laying those stern truths and possibilities together we see dark shadows fitting across the boundary line of Canada and the United States which demand instant and serious consideration. The Ship Canal from Illinois river to Michigan lake, say the committee, and they print their words in letters which indicate emphasis: "Is the most important for either military or commercial purposes, yet suggested on this continent."

The rivers which fill Michigan issue through the Straits of Michilimackinac, now called Makinaw, and on the bosom of Lake Huron, unite with the greater volume descending from Superior. These are three inland seas with sinuous lines of shore, abrupt headlands, deep bays and navigable tributaries, equal to six thousand miles. Then flowing ninety miles by St. Clair lake and Detroit river, the great volume fills Lake Erie.

Erie and Ontario are connected by the torrent of Niagara, and in navigation by the Welland Canal, thirty miles in length. It has twenty-seven locks, admitting vessels 142 feet long by 26 feet beam, and 10 feet draught. It surmounts a rise of 350 feet; is 564 feet above sea level at