

*3rd. The District from Ogdensburg to Montreal, including the country between Lake Champlain and Montreal,—and the American position at Rouse's Point.*

The important position of Montreal will at once be seen by reference to the map. Apart from its being the largest and most populous city in British America, it is the point at which all the channels of communication with the entire Western Section of the Province terminate, and through which supplies of every description must of necessity pass. There is neither rail nor navigable river in the rear, and the ordinary roads of the country are of the worst description. No supplies or munitions of war can reach Upper Canada but in one of three ways, either: 1st. through the Canal between Montreal and Lachine and thence by water up the various other canals on the St. Lawrence; 2nd. by rail from Montreal direct to Upper Canada; or 3rd. up the Ottawa river, by small steamers to Ottawa city and thence through the Rideau Canal to Kingston,—the point of departure in the latter case still being Montreal.

It will also be seen that the city is open to attack by a force from two points;—Lake Champlain on the one side, and on the other by a force descending from Ogdensburg or marching from the frontier on the borders of the County of Huntingdon to the River St. Lawrence near Beauharnois, Chateauguay or Sault St. Lewis.

At Rouse's Point the Americans have constructed a strong Fort (Fort Montgomery), which effectually commands the channel leading into Lake Champlain. The works at this Fort are not yet entirely completed, nor are the guns in position, but it is believed a few weeks would serve to put it in a fair condition of defence. It is intended for 65 guns in position, and 25 en barbette. This point is distant but 45 miles from Montreal,—the intervening country is almost entirely cleared and is a dead level. There is communication by railway, and the ordinary roads are tolerably good. Lake Champlain, stretches into the interior of the State of New York for nearly 100 miles, and is connected by a canal from Whitehall, its Southern extremity, with the Hudson River at Albany, from which city there is continuous navigation to New York for small sailing vessels and river steamers of the largest class. There are, besides, several lines of railway terminating at Rouse's Point and at other places on the Lake, which connect with Boston, New York, and all the populous cities in the States of Massachusetts, New York, New Hampshire, Vermont and Connecticut. It will thus be seen that with the best water communication in the rear, and so many railways terminating at this point, a large force might with ease be collected under protection of the fortification within 45 miles of Montreal with a level country intervening. What difficulties a hostile force, supposing it to have reached the St. Lawrence opposite Montreal, would encounter in crossing, or how far the city would be at their command if they effected a lodgement there, are points on which no opinion is offered.

Another force might be collected at Fort Covington, Malone, Moers, or the other towns on the borders of the County of Huntingdon. The country except at one point for about ten miles from the frontier is cleared and well settled, and with the exception of a number of ravines at places where various small streams connect with the Chateauguay River, is level to the point of confluence of that river and the St. Lawrence. A march was attempted by the American army by this road during the last war, but the country then was a dense forest and far more defensible than now. The distance from Moers to the St. Lawrence at Sault St. Louis opposite Lachine is little over 20 miles; the distance from the other Points on the Province line to Chateauguay or Beauharnois is between 30 or 40 miles.

A third force, if the enemy obtain command of the Lakes and River, might be collected and descend by water from Ogdensburg and choose its own point of landing on the Island of Montreal near Point St. Clair or Lachine,—the means of transport which they used in the descent, being available for the crossing of the other force from Beauharnois, Chateauguay, or Sault St. Louis.

*4th. The Route from the Ocean to Quebec—the means of Inland Communication by the Canals and Railways to the West;—and the importance of a thoroughly organized system for the defence of the works.*

In the absence of railway communication the only, or at least the most practicable, route is by St. John's New Brunswick up the river of that name, to Fredericton and Woodstock—thence to the Province line and thence across to Rivière du Loup. There are good roads to Grand Falls; the distance thence to Rivière du Loup is upwards of 110 miles, and though the road has been considerably improved by the Province of late years, it runs chiefly through the Forest, and the means of transport and housing are very limited. A thorough system of transport could, however, be speedily organized; small houses or shanties, at