on the Great Lakes. The rapids of the St. Lawrence River prevented the ascent to Lake Ontario of vessels of war. The crews of ships were marched up by sparing handfuls to man such craft as could be bought or built. Before the end of the conflict, Lake Ontario floated powerful frigates, and His Majesty's Navy comprised a score of vessels in varying size. Almost all of these vessels were built at Kingston in the Royal Naval Dockyards, which occupied Point Frederick, a narrow, boot like peninsula to the west of Fort Henry where the Royal Military College now stands.

When hostilities began, Kingston was defenceless save for a small garrison. It was for the protection of the Naval Dockyard that Fort Henry came into being. The Dockyard was completely open to attack from land. West of town five fortified blockhouses were built. Point Henry, which commanded the eastern approaches, was cleared of trees and there, on May 7, 1813, a company of French Canadian Voltigeurs established a camp.

Fort Henry was now begun. Under direction of Capt. Benjamin Moore of the Royal Engineers, a substantial fortification was completed by November 1813. This consisted of demi-bastions, redans, a circular battery, connecting curtains and a ravelin. This was surrounded by a ditch, the slopes of which were revetted with logs. In 1814, two stone blockhouses, each 50 feet square, were constructed within the ramparts and picketting set up in the bottom of the ditch. Later, between 1815 and 1820, the timbers sustaining the walls of the ditch were replaced in part by stonework. Bomb-proof magazines, ordinance offices, an armoury and stone barracks were added thus making Fort Henry the strongest post west of Quebec.

The War of 1812 left a heritage of bitterness and distrust. British military leaders sought a means of improving Canadian defences in the event of a future struggle. The matter received the personal attention of the Duke of Wellington and in 1819, he drew up an exhaustive memorandum on the subject. Because of the difficulties of transportation and communication encountered on the St. Lawrence River between Montreal and Kingston he proposed improvement of the internal waterways of the country, especially the development of a route from Montreal to Kingston via the Ottawa and Rideau Rivers.

In 1825, Wellington despatched to Canada a commission of Royal Engineers with instructions to report upon a proper system of Canadian defence. The Defence Commission found that the suggested route from Montreal to Kingston by way of the Ottawa and Rideau Rivers was feasible. They suggested the construction of a canal large enough to permit gun boats to pass, and in their opinion the existing defences at Kingston were inadequate for the protection of the entrance to the canal.

The British Government decided to undertake the Rideau project and in the Summer of 1826, Lt.-Col. John By was entrusted with the construction of the Rideau Canal. Six years later the inland waterway was completed at a cost of nearly £800,000.

Lt.-Col. Ross Wright was charged with strengthening Kingston's defences and was despatched to Kingston to prepare plans and estimates. Beyond an authorized expenditure of £5,000 for the quarrying of stone, Wright was to undertake no actual construction. It would appear that for the time being the expense involved in the building of the Rideau Canal was a sufficient strain upon British taxpayers.

In 1828, Lieutenant-Colonels Fanshawe and Lewis were instructed to inspect on the spot the plans Wright had prepared for Kingston. They reported and were of the opinion that the proposed plans "would not protect the Dock Yard and other Stores from a Coup de Main nor from bombardment." They recommended the erection of a contour of five formid-