

harbours are Port Dover and Port Burwell, around which the roads to the interior are better, and the country more settled—next come Port Maitland and Dunnville, at the upper entrance of the Welland Canal, and further on is Port Colborne, the main entrance of the same work. The harbour here is suitable for vessels of the largest burthen. It is distant less than twenty-five miles from Buffalo, and the position is of the first importance. The Welland Canal connects Lake Erie with Lake Ontario. Its size, capabilities and advantages of position will be more fully noticed hereafter. Port Erie, opposite Buffalo, and Chippewa terminate the list of noticeable points to the Falls of Niagara. They are both connected by rail and good roads with the interior.

The great points on the American shores are Port Huron, Detroit, Toledo, Sandusky, Cleveland, Erie, Dunkirk and Buffalo. These cities are connected with the whole chain of railways throughout the Western and North-Western States of the Union, and munitions of war can be brought to them with the greatest ease and expedition.

The great bulk of the shipping, however on the Upper Lakes, is owned at or resorts to the cities of Chicago and Milwaukee, on Lake Michigan. It would of course be important to confine these vessels within Lake Michigan, which is wholly in American Territory. The seizure of a position, such as Bois Blanc Island, at the Straits of Mackinaw, a narrow channel, where Lake Michigan joins Lake Huron, or the stationing of a force of gun-boats there, would accomplish that object, and diminish the risk of attack on the shores as well of Lake Huron as Lake Erie.

2nd. The District round Lake Ontario downwards to Ogdensburg and the points on the American shore.

The chief towns of Western Canada are situated on the North Shore of this Lake. They are Hamilton, Toronto, Port Hope, Cobourg, Belleville, on the Bay of Quinte; Kingston, Brockville and Prescott. They all possess good harbours, and are generally suitable for the largest class of vessels navigating the lakes.

Besides these points there are the intermediate ports of Niagara, where the river of that name falls into Lake Ontario. The river, which here divides Canada from the United States, is only about

yards wide. Port Dalhousie, the entrance on Lake Ontario to the eastern end of the Welland Canal,—Grimsby,—Wellington Square,—Oakville,—Port Credit,—Oshawa,—Colborne,—and Presqu' Isle, are all safe landing places, and are connected with the interior by good roads. Below Kingston, on the River St. Lawrence, to the point opposite Cornwall, where the stream ceases to be the boundary between Canada and the United States, there are numerous landing places on the Canada side.

It is important in connection with the suggestions hereafter offered as to the obtaining command of Lake Ontario, to note the position of the American places on the South side of this lake, to which the enemy could bring up the necessary means for a hostile expedition. They are practically but six in number, viz:—

- 1st. Lewiston or Niagara, already mentioned, at the mouth of that river.
- 2nd. Rochester or Charlotte, at the mouth of the Genesee River.
- 3rd. Oswego, on the river of that name, and Sedus Bay, a small harbour adjoining it.
- 4th. Sackett's Harbour and Watertown, both on the same Bay.
- 5th. Cape Vincent, opposite Kingston, and
- 6th. Ogdensburg, more properly on the River St. Lawrence, opposite Prescott.

These are the only towns which are connected by rail or water with the Interior of the country, and, indeed the only places at which materials for an expeditionary force could be accumulated, or from which it could embark. If these places can be sealed up, the danger to Canada is very much diminished, not only as respects a direct landing on the adjoining region, but as preventing the descent by water of any force to co-operate in a combined attack on Montreal.

It is needless to advert to the circumstances which make Kingston a position of so much importance. It commands the entrance of the Rideau Canal, on which, it is possible, dependence for the conveyance of supplies may in a great degree have to be placed. It commands in some measure the entrance to Lake Ontario. It has also a dockyard and excellent harbour, and is so fortified that it cannot be reduced except by the operations of a regular siege. The Rideau Canal connects at Kingston Mills with the Grand Trunk Railway and if the communications along the Frontier were menaced, supplies sent up by the Ottawa River and Rideau Canal might be transhipped at that point for the Western Section of the Province.