

*Toronto District.*

37. The second, or Toronto District, embraces several towns of Toronto District. importance, and includes the whole of the Niagara peninsula, one Plans Nos. 1 and 2. of the most fertile and thickly-peopled portions of the country, and which, in former wars, was the scene of frequent military operations.

It is assailable—

1st. On the shores of Lake Erie.

Avenues of attack.

2ndly. Across the Niagara River.

3rdly. On the shores of Lake Ontario.

4thly. At Collingwood, on the Georgian Bay.

38. The principal defence of this district from attack from Lakes Ontario and Erie must depend on the maintenance of naval superiority in these lakes, to secure which must be the chief object of all defensive arrangements. Defence of territory depends upon naval superiority.

39. The defence of the Niagara frontier must be considered chiefly as it affects the Welland Canal, the security of which is essential to the trade and commerce of Canada, as well as to naval operations on the lakes. Niagara frontier. Plan No. 8.

This canal is 27 miles in length from Port Dalhousie, on Lakes Ontario, to Port Colborne, on Lake Erie, and runs nearly parallel to the Niagara River, at a distance of about 10 miles. It is at present supplied with water from the Grand River, at Dunville, by means of a navigable feeder 21 miles in length, reaching the Welland at "The Junction," 7 miles from Port Colborne; but operations are now in progress to deepen the canal, and feed it from Lake Erie. Importance of Welland Canal.

The locks on the main canal, 27 in number, will allow vessels 140 feet in length, 26 feet in breadth, and drawing 10 feet of water, to pass; but it is more than doubtful if armour-plated vessels will be able to pass through them, owing to the great beam that will probably be required. If this be the case, the value of the canal will be greatly reduced for war purposes; but it will still be of the utmost consequence that it should be protected.

The canal is exposed to the risk of being damaged or destroyed by the larger operations of war, both by land and water; that is, the entrance to it from either lake might be taken possession of by the enemy's fleet, or the land forces might attempt to seize it, and either maintain the canal in an efficient state, in order to secure a shorter communication than they now possess between the lakes, or destroy it, with the view of interrupting the communication between the British squadrons.

The canal might also be damaged or destroyed by artifice, by the employment of a few desperate men to injure the locks and banks at certain points.

A letter from Mr. Woodruff, superintendent of the canal, giving a detailed description of it, and specifying the points where it can be most easily destroyed, will be found in the Appendix. Appendix No. 15.

40. It is necessary to establish permanent works at Port Dalhousie and at Port Colborne both for the protection of the canal and of the vessels that would co-operate in its defence. Ports Dalhousie and Colborne to be defended by permanent works.

41. At Port Dalhousie, a work mounting 15 guns, and capable of containing a garrison of 300 men, should be constructed on the high ground to the east of the entrance. The nature of this work should be such as to render it secure against an attack either by sea or land, and it should be armed with guns of the heaviest calibre, commanding the entrance to the harbour, and the lake shore to the eastward. Port Dalhousie. Permanent work on east of entrance.