

River and Lake St. Clair to be defended by gunboats.

Mouth of Thames River to be protected in time of war.

Windsor.
No works recommended.

Amherstburgh.
Plan No. 6.

Permanent works recommended at Fort Malden and Bois Blanc Island.

Port Stanley.

Earthen works recommended on declaration of war.

Strategic points in district.

Chatham.
Works to be thrown up in event of war.

London.
Important strategic point.

Troops to be assembled there.

Position at Komoka.

23. No further defences for the River and Lake St. Clair are recommended than may be afforded by a few gunboats, which should be put together at Chatham, on the Thames, between which place and the lake, the river is navigable to vessels drawing $8\frac{1}{2}$ feet of water.

In the event of war, the mouth of the Thames must be protected by batteries thrown up at the time.

24. Your Commissioners do not recommend any works at Windsor, the terminus of the Great Western Railway. Being immediately opposite the large and populous town of Detroit, defences of considerable strength would be necessary, and the position offers no strategic advantage to compensate for such an outlay; moreover, it could be turned by troops effecting a landing either on the shores of Lake St. Clair, or between Windsor and Amherstburgh.

25. Amherstburgh, situated at the junction of the Detroit River with Lake Erie, completely commands the best and most frequented channel. There is another channel available for steamers on the United States side of Grosse Isle, which would in no way be interfered with by any works at Amherstburgh; but Your Commissioners attach considerable importance to the construction of works at this place, to deny the enemy the use of the harbour, which is the best at the western end of Lake Erie. It is, however, liable to be shelled from islands within a distance of 3,000 yards, a circumstance which might interfere with its security for naval purposes.

It is recommended that enclosed works should be erected on the site of Fort Malden and on Bois Blanc Island. Fort Malden should be a permanent work, capable of resisting a regular attack, to which, doubtless, it would be exposed.

It is much to be regretted that the site of Fort Malden should have been selected for a lunatic asylum.

26. Port Stanley is the port of London, from which it is distant 26 miles, but connected with it by a railway and good turnpike road. At this point communication with the fleet on Lake Erie could most easily be maintained, and it should be protected by earthen works, for which the ground offers good sites on both sides of the creek. These should be thrown up when required.

The garrison of London would supply the troops necessary for the defence of Port Stanley, and, in the event of an attack, they could readily be supported.

27. The interior strategic points of the London District are Chatham, London, St. Mary's, Stratford, Paris, and Guelph.

28. Chatham (situated on the River Thames, where it has before been stated that vessels may be put together for the defence of Lake St. Clair, and being on the direct approach, both by road or railway, from the Detroit frontier) is an important position to be held in advance, and should be protected by works to be thrown up in front of the town in case of war.

29. London, the capital of the district, and the centre of the railway system, is a strategic point of the highest importance; but, unfortunately, there is no site in the neighbourhood adapted for the principal fortress of the district, nor is the ground favourable for the formation of a large entrenched camp. It is recommended, however, that the troops should first be assembled there, and should defend the positions selected to cover the approaches to the town, as long as they could safely be maintained.

To oppose the advance of an enemy either by Sarnia or Chatham, by the lines of the Great Western Railway or main roads, one position, but of no strength, may be found between Komoka and the high ground behind Delaware. The length, about six miles, is much