

It is unassailable in front by a direct attack, as the hill has a natural escarpment of about 80 or 100 feet in height. It might be attacked on both flanks—on the right by the road leading from Thorold, which crosses the position at Albion Mills, and on the left, by the line of railway between the left extremity of the heights and the lake shore.

Redoubts required on each flank of position.

On the right, there is a good position for a redoubt, which would command all the approaches to that flank, and would provide a powerful *appui* for it. On the left, a redoubt would have to be constructed on the low ground between the heights and the lake; this, in conjunction with gunboats on the lake, and in Burlington Bay, would prevent the enemy using the railway as a marching road, and would add materially to the strength of the left of the position.

Batteries on the spurs of the ridge to flank position.

In addition to these redoubts, which need only be thrown up when necessity arises, batteries should be constructed on the various spurs of the ridge, to command the roads, and to flank the front of the position.

This position covers Ancaster and Hamilton, on both of which places there are secure lines of retreat.

Position at Burlington Heights.

51. The second position alluded to is across the neck of land separating the swamp called "Coote's Paradise" from the head of Burlington Bay, about a quarter of a mile in extent, and known as "Burlington Heights;" 3,000 men could hold this position, but it could be turned by Ancaster and Dundas, and there is only one line of retreat, which, if cut off by the enemy, would necessitate the surrender of any force occupying it.

Harbours on Lake Erie.

52. Your Commissioners further inspected the various harbours on the shores of Lake Erie, in this and the London district, viz., Port Dover, Port Bruce, Port Burwill, Port Ryerse, &c. They are all small, and of no great importance on naval or military considerations, further than offering points of disembarkation for an enemy's force. It is, however, impossible to attempt to bar the whole coast to an enemy, as the works would be necessarily small, and would be overpowered by superior numbers at any point.

To be protected by Volunteer Artillery and temporary batteries.

In order, however, to give some protection against piratical attacks, and to encourage the formation of Volunteer artillery, your Commissioners recommend that at all ports where a company of Volunteer artillery may be raised, an earthen battery with magazine and store should be constructed and armed, the size of the battery to depend upon the number of men that may be enrolled, and upon the importance of the place.

Collingwood.
Bad harbour; No permanent works recommended.

53. The harbour of Collingwood, on the Georgian Bay, being at the terminus of the Northern Railway to Toronto, may be of importance in a military point of view; but it is small, foul, and exposed, and ill adapted for defence.

Earthworks thrown up in event of war, manned by Volunteers.

It is not recommended that any permanent works be constructed here; but a battery to resist desultory attacks, and to be manned by Volunteers, might be thrown up.

Position covering Toronto on the approach from Collingwood.

54. In the event of a landing by a hostile force at Collingwood, a good position covering Toronto is to be found behind the Holland River, with its front and right protected by Lake Simcoe, and by Holland and Bradford marshes, and its left resting on the high land above Brownville and Lloydstown. The right flank could not be turned, and there are good lines of retreat upon Toronto and Kingston.

Toronto.
Whole town cannot be defended by works.

55. The importance of the city of Toronto renders it necessary that some defensive measures be adopted there; but the extent of the town, the exposed nature of the site, and the absence of any com-