

greater than is desirable, and the army would be divided by the Thames, which, although fordable in summer, would be a formidable obstacle in spring or autumn, and would require to be well bridged.

There are two other places in the vicinity of London which offer moderately good sites for defensive positions, one at St. John's, about six miles to the north of the town, which would cover the communication with St. Mary's, Stratford, and Guelph; the other about two miles south of London, where the road from St. Thomas and Port Stanley is crossed by the road to Delaware.

Position at St. John's,
6 miles north of London.

Position at Cross Roads,
2 miles south of London.

30. At St. Mary's, at the junction of the Grand Trunk line from Sarnia to Guelph, with a branch line from London to Stratford, an excellent defensive position can be obtained on the east bank of the Thames, in case it should be necessary to oppose an attempt to advance from Sarnia at this point.

Position on east bank of
Thames.

31. Stratford, at the intersection of the Buffalo and Lake Huron and Grand Trunk Railways, is a point at which it would have been desirable to have thrown up an entrenched position, where the army might offer battle, if necessary, to an enemy advancing either from Goderich or St. Mary's upon Guelph; but, on examination of the ground, it was found that it possessed no natural advantages for this purpose.

Stratford.

Ground unfavourable.

32. Paris is a point of considerable importance, as here the Buffalo and Lake Huron Railway intersects the Great Western, and the "Governor's road," from Hamilton to London, crosses the Grand River.

Paris.

Temporary works should be thrown up at a time of war, to serve as an "appui" for a defensive position. The best ground for this purpose is on the west or right bank of the Grand River, but it has the disadvantage of being divided by the "Canning Creek" (a stream of no great importance, but possessing steep and broken banks), and also of having the Grand River in rear of the position.

Position on right bank
of Grand River.

The Grand River is fordable below the dam at the Buffalo and Lake Huron Railway bridge, and, by breaking the dam, the river above it would also become fordable; the right bank, however, is high and rugged, and only passable for infantry.

There are three good bridges available for the passage of other arms, one at the town and two railway viaducts; the Buffalo and Lake Huron, close to the town; the Great Western, about a mile to the north of it.

The left of the position would rest on the high ground between the junction of the Canning Creek and the Grand River, and immediately covering the bridge. The "Governor's road" from Hamilton to London runs under the crest of the height.

The right flank extending beyond the Great Western Railway would be "en l'air," and would require strengthening by redoubts. Redoubts should also be constructed at the railway cutting, about half a mile to the right rear of the position, to serve as a "tête-du-pont" for the viaduct over the Grand River.

Redoubts to support right
flank of position.

Redoubts as "tête-du-
pont" for viaduct.

This position is undoubtedly of very great importance, but it is incapable of any protracted defence, both from the faulty nature of the ground, as already pointed out, and from the fact that it could be turned by an enemy moving from London by either Brantford or Galt, and thus threatening the communication of the defending force with either Hamilton or Guelph.

33. Your Commissioners visited Brantford, on the Buffalo and Lake Huron Railway and on the Grand River, which is here not navigable. A canal constructed some years ago, with a view of rendering it so, is now in disuse.

Brantford.

The place is not of sufficient importance to require any works; and the only ground adapted for a defensive position is immediately

Position could not be
occupied advantageously.