

NARRAGANSETT BAY.—Referring to previous reports for more minute information, the Board will advert briefly to some of the military and naval properties of this important Roadstead. 1st. It is the only port on the coast accessible with a Northwest wind, which is the direction of the most violent winter storms; and as the same winds serve for entering both Boston and New-York harbors, viz. N. N. W. to S. S. W. round by the East, while this harbor can be entered with all winds from N. W. to E. round by the West, it follows that this harbor being secured, vessels may be certain of making a harbor on this part of the coast, with all winds, excepting those between N. W. and N. N. W. 2d. From this position the navigation of Long Island Sound, and especially the communication between that sound and Buzzard's Bay, or Masha's Vineyard Sound, may be well protected. 3d. The blockade of the excellent harbor and naval station of New London will be rendered difficult. 4th. From this station the navy will command from North to South—as from Hampton Roads it will from South to North—the great inward curve of the coast between Cape Cod and Cape Hatteras; the influence of which command over the blockading operations of an enemy, will be apparent, when it is considered that the only harbours of refuge that he will have, will be Delaware, Gardner's, and Buzzard's.

Bays. 5th. This harbor is the connecting link of the coast to the South, with that to the North of Cape Cod.

If Narragansett Bay were left in its existing state, as to defence, an enemy would seize it without difficulty ; and, by the aid of naval superiority, form an establishment in Rhode-Island for the war. Occupying this Island, and the position of Tiverton Heights, opposite its Northern extremity, which is of narrow front, easy to secure and impossible to turn, he might defy all the forces of the Eastern States, drive the United States to vast expense of blood and treasure, and, while this position of his troops would keep in alarm and motion all the population of the East, feigned expeditions against New-York, through Long-Island Sound, or against more Southern cities, would equally alarm the country in that direction. If, in short, he merely contented himself with menacing the coast, it is difficult to estimate the embarrassment and expense into which he would drive the Government.

Of the existing Forts, viz : Fort Adams, Dumpling Tower, Fort on Rose Island, Fort Wolcott, and Fort Green, the two latter are the only ones retained in the projected system of defence. Fort Adams, besides being entirely unsuited

to the important position it occupies, is in ruins, and the Dimpling Tower, and Fort on Rose Island, also very considerable works, were never more than partially completed.

The project of defence proposed by the Board of Engineers in their report, contemplates, for the middle channel, a strong fort, with out works on Brenton's Point—another on the Dimplings—a smaller fort on Rose Island—and the preservation of Fort Wolcott and Fort Greene. The Eastern passage is already shut by the permanent bridge at Howland's ferry. As to the Western passage, three modes present themselves : 1st. Reducing the depth of water by an artificial ledge, so as to prevent the passage of ships of war. 2d. Relying on fortifications alone to close the passage. Or. 3d. Resorting in part to one and in part to other means just mentioned.— Being the least expensive and most certain, the Board have founded the estimate on the first. The total expense of the Narragansett defences will amount to \$1,817,573 26.