

of government. A company of regular troops was also stationed there for many years; but, now-a-days, the old barracks and a tall flag-staff, on which the Union-Jack is never hoisted, are the only evidences that remain of those gay days when Her Majesty's forces enlivened the monotony of the old town.

Sydney certainly is not a prosperous town. The shipping mostly congregates at the "Bar," where the coal is shipped. The new collieries, opened up during the past six years, are situated a considerable distance from Sydney, and have drawn away a good deal of trade which had previously centred in the town. An effort is now being made to build a railway to connect some of these new mines with the harbor; and when that is accomplished—as it must be, sooner or later—we may date the commencement of a new era in the commercial history of the old capital. At present, the charm of Sydney is its pleasant society. In no place of similar size in British America, will you find gentlemen possessed of more general information, or ladies of better tone and manners. In fact, there still cling to Sydney the attributes of an old government and military town. Sydney has, at present, the honor of being constantly visited by the ships of the French navy, and less frequently by English men-of-war. At the time of my visit, the "Jean Bart," a training ship for cadets, and the "Semiramis," bearing the flag of Admiral Baron Megnet, commanding the French fleet in American waters, were anchored off the residence of the French consul, who is also one of the senators of the Dominion. Some years ago, the late Judge Halliburton, better known by the sobriquet of "Sam Slick," endeavored to create a little sensation in England by an article, in which he declared that the French were, contrary to treaty, forming strong fortifications, at St. Pierre de Miquelon, off the coast of Newfoundland; and he also mentioned the frequent visits of the French ships to Sydney as an ominous fact. But the old Judge was only indulging in chimeras, for there are no fortifications

whatever at St. Pierre; nor are the good people of Sydney fearful that their loyalty is in peril because the tricolor waves so often, during the summer months, in their noble harbor, from His Imperial Majesty's ships. On the contrary, they would feel deeply disappointed if these ships were now to cease their periodical visits, which tend so much to enliven the town; and are so very profitable to the farmers of the surrounding country.

Of course, Louisbourg will be one of the first places visited by the tourist in Cape Breton. The old capital is about twenty-five miles from Sydney, and is quickly reached, for the roads in Cape Breton, as a rule, are excellent. Never have I visited a place that more strikingly realizes the idea of perfect desolation than Louisbourg. The old town was built on a tongue of land near the entrance of the harbor; and, from the formidable character of its fortifications, was justly considered the Dunkirk of America. The fortifications alone cost the French Government the sum of thirty millions of livres. The houses are mostly of wood, though the official residences were built of stone imported from France. The position of Louisbourg, and its many advantages as a harbor, naturally attracted the attention of the French in those days, when they entertained such ambitious designs with reference to this continent. As an emporium for vessels sailing between France and Canada, and for the large fleet annually engaged in the Newfoundland fisheries, the town was always considered of great importance by French statesmen.

Louisbourg was first taken by Warren and Pepperel; the latter, a merchant of New England, who was the first colonist that ever received the honor of a baronetcy. At the time of its capture by the colonial forces in 1745, the walls were forty feet in thickness, and of considerable height; they were mounted with a hundred and twenty cannon, seventy-six swivels, and some mortars. The harbor was defended by an island-battery of 32 guns, which were then considered of large calibre, and by a battery