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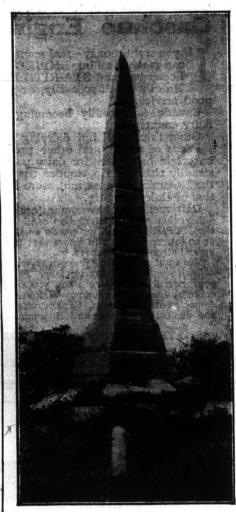
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old implements and vessels which the farmer still clings to, if only as relics of the past. Among these are to be seen old hand-plows, carpet-looms and spinning-wheels, ancient grain mills—used by hand—pole-and-bucket wells, brass sugar-cauldrons and a great many huge unwieldy tools. We note here and there also an old tall brick chimney, crumbling with age and leaning at a precarious angle, like the tower of Piscal.

One such chimney as this stood for many years near the spot where the battle of Chrysler's Farm was fought



Monument on Chryslers Farm, Battleford, Morrisburg, Ont.

and was indeed the only mark until replaced by the modern granite monu-ment of today. This fitting tribute to the bravery of our soldiers stands in a large field, midway between the Grand Trunk Railway and the St. Lawrence river and is easily seen for miles. Guarded upon either side by cannon it arrests the attention of travellers by railway, road and river. At this point the banks of the St. Lawrence are high and form numerous tiny bays and coves. The country round about is one of gently-rolling hills, so that in point of excellence no better battling ground could have been chosen. Sweet clover in great profusion adorns these hillsides and driving along the road on a bright August day one finds it difficult to realize that grim war once had possession of the peaceful scene.

The American expedition had planned to capture Montreal and had been in course of preparation all summer and fall of the year 1813. Elated by a few former triumphs they were quite unprepared for the onslaught of the British at Chryster's Farm. Counting upon reaching Moncreal before winter they began the descent of the St. Lawrence from Sackett's Harbor on Lake Ontario on the 17th of October and made rather slow progress, owing to contrary winds and the illness of two of their leaders. But the British noted their slightest move from the Canadian side of the river and besieged the flotilla at intervals, and while scarcely reducing their numbers to any extent, succeeded in harassing them for some weeks. From the spot where now is the town of Prescott the British proceeded rapidly eastward in the first week of November. Their able and daving naval officer, Captain Mulcaster, with a few gun-boats travelled by water. With the batteries at Prescott, the musketry and charge from the boats, they probably gave an exaggerated idea of their forces.

On the tenth of November the Americans anchored for the night upon the Canadian side a few miles below the present town of Morrisburg. Two bri-

gades had been sent over previously to scout the land and report if it was safe for the main line to advance. They had started under bad auspices-lateness of the season and insufficient resources together with the illness of their leader-before mentioned-being the greatest drawbacks. Their chances were doomed from the first. The battle was a short one, beginning about twothirty in the morning of the eleventh of November and continuing for two hours. The British fought with the strength of their whole army—eight hundred regular infantry, besides the gunboats. On the contrary, the enemy advanced in detachments and fought as it were in parts, although their full army numbered considerably over two thousand and they had as auxiliary six field-pieces. The natural ambuscades afforded by the hills gave the British the best vantage ground and from behind these they kept up a brave charge of musketry and artillery. When at fourthirty, long before the dawn, one of the American leaders fell, his brigade lost courage and was driven back and instantly the whole line gave away in utter disorder and retreated to the river. The British took one hundred prisoners and suffered the loss of twentytwo killed, with nearly two hundred wounded. The gaps in the enemy's army were compartively much greater and what remained of the American forces took to the boats in haste and proceeded down the river under the cover of darkness, for it was not yet daylight. Their defeat is known as the most discreditable one of the war of 1812—1814.

The owner of the land upon which the engagement took place was Colonel John Chrysler, one of the German settlers, who became a man of wide influence in the county. He acquired considerable wealth as farmer, merchant, justice of the peace, colonel of militia and representative of Dundas county in Parliament. The primitive log house which was his home in the year of the battle was replaced in later years by a handsome structure, known far and wide as "The Chrysler Mansion." The monument, a photo of which accompanies this sketch, was unveiled with fitting ceremony on September 25th, 1895, and in all the large concourse which attended, Samuel Chrysler, a son of Colonel John Chrysler, was the sole survivor of those who had actually witnessed the battle. Although but seven years of age on that occasion he remembered being placed with other chil-



Ancient Elm Trees on the Banks of the St. Lawrence near Chrysler's Farm.

dren in the cellar of his home for safety, and could recollect the booming of the cannon and the other unmistakable sounds of battle. In 1845 the farm became the property of Mr. James Croil, who christened it "Archerfield." The estate comprised about five hundred acres—almost a "section" in the West—but nearly half of it was primeval forest. For twenty-five years Mr. Croil occupied "Archerfield," after which, as land rose in value, the farm was subdivided, until today only the monument and the few surrounding acres remain as links of the past.

Among the many interesting relics of the Battle of Chrysler's Farm is an old-fashioned brass spy-glass or telescope, about three feet in length, which is the valued possession of a United Empire Loyalist descendant who lives within a few miles of the old battle ground. One can fancy with what alternate trepidation and triumph its first owner must have swept the broad bosom of the St. Lawrence, whereon are now to be seen only the vessels of commerce and peace.

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