

there was an extensive nunnery; and a by no means insignificant theatre. There were several gates in the different parts of the town; and on the north-east side was a spacious quay, where they had constructed a kind of bridge, called in the French language *Les Calles*, or wharves, which projected considerably into the sea, and were extremely convenient for loading and unloading goods. At this point there was a chain boom which extended in front of the quay, within which the ships were placed, and effectually prevented them being cut out by an enemy on a sudden attack. The fortifications consisted of two bastions, called the King and Queen; and two demi-bastions, distinguished by the names of Dauphin and Princess. The city was surrounded with a rampart of stone nearly three miles in extent; from thirty to thirty-five feet high; and a ditch of eighty feet wide, with the exception of two hundred yards near the sea, which was enclosed by a dyke and a line of pickets. At this place the sea was very shallow, and numerous reefs rendered it inaccessible to shipping, while it received an additional protection from the side fire of the batteries. The bastions were mounted with eight batteries, containing embrasures for 148 pieces of cannon; and there were sixteen mortars. The centre of one of them, the King's bastion, was occupied with a stone building, with a moat on the side towards the town. This was called the citadel, though it had neither artillery or a structure suitable to receive any. Within this building were the apartments for the governor, the barracks for the soldiers, and the arsenal. Under the platform of the redoubt was a magazine, well furnished with military stores. The parish church also stood within the citadel; and beside it there was a handsome parade ground. The entrance to the town was by the west gate, over a draw-bridge, near which was the Dauphin bastion, with a circular battery mounting sixteen guns, all fourteen-pounders. Adjacent to this battery had been erected spacious casernes or bombproof barracks, the remains of which are still to be found among the ruins of the city, and form objects of great curiosity for the inspection of the tourist.

The entrance of the harbour of Louisburg was defended by a battery almost level with the water, situated upon one of the islands that form its mouth. This was called the Island Battery, and was mounted with thirty-six pieces of cannon, all of which were twenty-four pounders. There was a battery situated at a mile and a half from the town opposite the mouth of the harbour. This was a very strongly built fortress, surrounded by a ditch, and flanked by two redoubts. It was mounted by thirty pieces of cannon, twenty-eight of which were thirty-six-pounders, and two eighteen-pound carronades. The remains of this battery are still obvious at the present day; and from their extent must have contained a barrack and a considerable magazine. From the quantity of cut-stone lying about, it is clear that it was a well-built fortress; and from its position it must have completely commanded the whole harbour, as well as have greatly aided in defending its entrance. At the Light-house Point there was a third powerful battery, where, from its high and commanding situation, elevated far above the Island Battery, it commanded not only that, but the town and the western part of the harbour, and was a great defence to its mouth. There was a Circular Battery, mounted with twenty guns, situated on the beach east of the town; and forming part of the fortifications which surrounded the city, was cavalier, pierced with twelve embrasures, called by the name of Marapas, which was also intended to strengthen the defences of the harbour. All around the coast without the harbour of Louisburg, the shore is everywhere bounded by bold and rocky precipices, whose breakers for the most part defy an hostile landing; but in every nook or creek where it was possible to run in a boat, we find that the French had erected defences, the remains of which are still sufficiently obvious at the present day.

Thus strongly fortified from an attack by sea, the city of

Louisburg was still vulnerable from the land side. The high land which everywhere surrounded the harbour offered a means of attack upon any one of the principal batteries, provided the opposing force could obtain possession of it: thus flanked, the city could not be permanently defended. It would seem that the French engineers, in their operations, confided greatly in the rocky and inaccessible condition of the country in the rear of Louisburg, to strengthen their defences, and thought that if they could only guard the harbour's mouth from a naval attack, that the town was secure from the apparently impenetrable character of the country. Experience, however, fully proved the fallacy of that confidence, and was the eventual cause of the destruction of their defences.

The building of these extensive fortifications, and the other public works, necessarily employed many hands, and took many years for its accomplishment; it necessarily caused the arrival of many emigrants—artificers as well as labourers; that ere these works were finished, the city of Louisburg contained quite a respectable number of inhabitants; these, with the floating population employed in very extensive fisheries, a considerable coasting trade, and a large military establishment necessary to defend these extensive fortifications, there is little doubt that Louisburg might have numbered a population of 30,000 inhabitants. That the city enclosed within the fortifications would positively have contained that amount of population there is probably a doubt; but when we survey the extent of the harbour, and observe the numerous ruins along its shore, we shall cease to be sceptical of this fact. In one place we find the evident remains of an extensive brewery; in another of a considerable tannery; while the establishments for curing fish were certainly very numerous. And if we recollect that upwards of 500 vessels were employed in the taking of fish, we shall be convinced that the hands necessary to conduct such establishments must have been very numerous; and if we add to these the careening wharves and other places for the repair of shipping, with their various artificers; we certainly think that this calculation of the number of its inhabitants could not possibly have been very much over the mark.

The trade of the city of Louisburg during all this period must have been very considerable, as all the necessaries of life had to be imported by sea. The rocky and sterile country in the immediate vicinity of Louisburg harbour, without a very high state of cultivation, was perfectly unable to produce food for such an extensive amount of population as we have indicated; while the almost total want of settlement at this period in the other parts of the Island of Cape Breton, more adapted to agriculture, could not have been able to supply the deficiency; consequently the inhabitants were obliged to look to Canada and France for their supplies. In order to supply this deficiency, agricultural establishments were formed upon Isle St. John, or Prince Edward's Island, in the Gulf of St. Lawrence, which even at this early period had attracted the attention of the French, and was fully able with but slight development to supply the military establishments of Cape Breton; and for this purpose the Island was most strenuously guarded by the French government. The mere conveyance of the necessaries of life for so large a population must have required a considerable number of vessels; but when we find that all the materials of every description employed for building had to be transported in vessels from distant parts; that the stone, the brick, the timber the lime, and even the sand, had to be conveyed either from Canada, France, or the West Indies, our surprise that so large a fleet was employed in the commerce of Louisburg must cease. The necessity to transport all these materials by sea was dependent on the deficiencies of development and want of knowledge of the country, rather than on any lack of such material in the Island of Cape Breton. Later investigation clearly proves that building materials of every