

## BALLAD OF A COQUETTE.

She wears a most bewitching bang,—  
Gold curls made captive in a net;  
Her dresses with precision hang;  
Her hat observes the stylish set:  
She has a poodle for a pet,  
And drives a dashing drag and pony:  
I know it, though we've never met,—  
I've seen her picture by Sarony.

Her phrases all are fraught with slang,  
The very latest she can get;  
She sings the songs that Patience sang,  
Can whistle airs from "Olivette."  
And, in the waltz, perhaps, might let  
You squeeze her hand, with gems all stony:  
I know it, though we've never met,—  
I've seen her picture by Sarony.

Her heart has never felt love's pang,  
Nor known a momentary fret;  
Want never wounds her with his fang;  
She likes to run papa in debt;  
She'll smoke a slender cigarette  
Sub rosa with a favored covey:  
I know it, though we've never met,—  
I've seen her picture by Sarony.

ENVOY.

Princes, beware this gay coquette!  
She has no thoughts of matrimony:  
I know it, though we've never met,—  
I've seen her picture by Sarony.

—Century.

## LA PETITE ROCHELLE AND THE RIVER RESTIGOUCHE.

Apart from the beauty of its locality which, we observed, produced, even in the minds of the resident Indians, that permanent attachment, that the Swiss feels for his native country—and in addition to the great value of its rich salmon fisheries, which would be at once appreciated by the early French adventurers and Acadian settlers—there were peculiar features in the geographical position of La Petite Rochelle, and the character and direction of the waters of the Restigouche, in relation to the condition of things, in their time—their traffic and their communication with Canada,—which would soon become known and be valued by them; and which a glance at a map of Canada will enable the reader at once to perceive.

The Restigouche—"the river that spreads like the hand"—though scarcely exceeding a hundred and sixty miles, in length of course, drains, by its many branches, an area of nearly six thousand superficial miles; and the average mean volume of water it discharges into the head of the Bay "des Chaleurs," is equal to that of the four British rivers, the Thames, the Tay, the Tweed and the Clyde, united.

Its most important tributary is the Metapedia, which has its sources in the Notre Dame, or Shickshak, Mountains; whose line of maximum elevation, varying from fifteen hundred to four thousand feet, skirts the St. Lawrence, at a distance of from ten to twenty miles from its shore.

At the foot of Lake Metapedia, (which is fourteen miles long,) the mountains fall; and for twenty one miles further, by its course, the Metapedia traverses the broad comparative depression, or geological trough, which undulating and broken by scattering high hills, extends through the interior of the peninsula of Gaspé: This central depression is bounded to the south by a region extending towards the head of the Bay "des Chaleurs," about thirty miles in breadth of mountainous, high table land rising in parts from a thousand to eighteen hundred feet in height,—through which the streams flow in deep, narrow valleys, nearly or quite a thousand feet below.

The Metapedia, with greatly increased volume, reaches the base of this high region, receives there, from the east, its greatest tributary, the Causapscal, which is two hundred feet wide where we used to ford it on horseback, forty years ago, but is pent between rocks to less than half that width a little above. Here, the Metapedia, with greatly increased volume, and about three hundred and fifty feet in width, sweeps turbulently into the gorge, between the sombre high hills, that seem to bar its entrance to the continuous ravine, or deep narrow valley through which it pursues its remaining course, of forty miles, to the Restigouche.—About midway it receives, on the left, the torrent of the Assametsquagan, a strong tributary, flowing through a similar ravine, that twenty miles up, is twelve hundred feet deep, where the old Kempt Road crossed the stream below, on a bridge the mid-day sun seldom rose high enough to shine upon.

It is a singular characteristic of the Metapedia and the other northern tributaries of the Restigouche, and especially the main river itself, that notwithstanding the mountainous aspect of the country out of which they come, which seems to present sure promise of many a high fall and plunging cataract, on their courses, they are totally free from any such obstructions, even from dangerous rapids. They are all navigable, against the stream, when the water is at a suitable pitch, by large flat bottomed scows drawn by teams of horses, that walk on the beach or in the water; excepting where it is too deep, when they are taken on board, and the scows propelled by poling.

It is needless to say that these streams offer superior facilities for canoe-navigation during the open season, facilities, which, with the assistance of the then numerous Micmacs and Abenakis, who occupied the whole country, and all had canoes, and were friends and allies of the French—could be utilized by the latter with the utmost advantage, and to any extent,

for the purposes of trade or war; even as winter highway by dog sleds—(a means of transport much used by the earliest British settlers,) as well as by canoes in summer;—besides being secure from attack or danger of any kind.

As the main Restigouche presented the same advantageous means of safe interior communication,—with the refugee Acadian settlements on the upper St. John, where the Micmacs and French were strong in numbers and position—and with Quebec by Lake Temiscouata—as the Metapedia—did of direct and safe internal communication, at all seasons, between Acadia and the French settlements of Rimouski,—on the lower St. Lawrence and to Quebec—it will be at once apparent, that the intelligent, leading, Canadian and Acadian fur traders and adventurers, might well see the advantageous position of La Petite Rochelle, as the key that commanded both these routes—so important to them especially, as the much longer way to Quebec by the St. Lawrence was impracticable in winter, and would be commanded in summer by the superior naval force of the enemy, in time of war; as the fact proved in the war of the conquest of Canada.

It was the importance of such a safe interior route, at all seasons, even to England, powerful as she is by sea, that led Sir James Kempt, when Governor of Canada, to order the opening of the Kempt Road, from the identical site of La Petite Rochelle, by way of Lake Metapedia, to Metis, on the St. Lawrence; and that, no doubt, induced the British Government to urge the construction of the Intercolonial Railway by the valley of the Metapedia in preference to any other route, in consenting to the confederation of the Provinces.

How long before the date of its destruction, La Petite Rochelle had borne the name of that famous city, by which it was then stated to be known; or the date of the commencement of its settlement, there seems to be no definite record. Local opinion, no doubt helped by Acadian and Micmac tradition, points back to the days of De Monts and Champlain, but the latter knew nothing of any settlement there in A.D. 1603. It might have commenced before his death in A.D. 1635, or in the time of Dénys, appointed "Lieutenant du Roi" in the Gulf, including "Baie des Chaleurs" and Gaspé, who wrote a work on the coasts of North America; or at latest, between A.D. 1667 and 1690, about the time that the Fishing Company of Misou was established; as military ports were then established on the "Baie des Chaleurs" and on the north side of the Restigouche. For in 1713 additional settlement was commenced in that bay, and additions made to "La Petite Rochelle," with two military stations—which accounts for the number of sites of batteries known by the older inhabitants.

As for the name of La Petite Rochelle,—whether given by the early adventurers, in honor of their native city, or by their descendants after its downfall—or by the victory, in honor of its overthrow—it still stands a memento that recalls the events of the times that rendered the city of Rochelle famous in history.

Considering the scanty population of Canada, in those days, La Petite Rochelle was, by no means, the insignificant settlement it would be considered now. When destroyed it consisted of over two hundred houses; indicating a population of about a thousand inhabitants, at least.

Now, this is just as many houses as there were,—when I resided there,—eighty-two years afterwards,—of prosperous British settlers, living along the immediate banks of the Restigouche, from its mouth for twenty-four miles upwards;—including the two sea-ports of Campbelltown and Dalhousie,—then frequented by about seventy vessels annually, on account of the lumber trade, then thriving. This shows that the settlement of Petite Rochelle was one of considerable importance, which it must have taken some time to form, before the unexpected arrival of Danjac, with supplies and reinforcements of troops, intended for a different destination.

The prospect of the maintenance of French power, in Canada, was already very dark in the spring of 1760. True, M. de Levi had apparently reversed the drama of Wolfe's victory on the plains of Abraham, and gallantly reestablished the honor of French arms, by defeating the British army on the same battlefield and besieging it in Quebec.

But Canada's urgent call for adequate reinforcements from old France had been far too tardily and imperfectly responded to. Only six ships, with but few troops on board, were sent; and of these, three were captured in the English Channel.

M. Danjac, the French commander, is blamed for making further delay, while capturing nineteen small English ships, at Newfoundland, but perhaps he thought to arm them, and man them with maritime Acadians, then addicted to privateering, in order to increase his force, for which they would have been efficient.

Hearing on his arrival in the Gulf, that Lord Colville had gone up the St. Lawrence before him, with a fleet it would have been imprudent in him to encounter, he wisely turned into the Bay "des Chaleurs," and went up it to Restigouche.

The mouth of the Restigouche is a mile and a half wide, between the Port of Dalhousie and the bold Point of Maguasha, which sweeping round from the north protects it from all dangerous winds; rendering it one of the safest and easiest entered harbours in the world.

On his course upwards, at eight miles along the shore, which sweeps magnificently northward, under the high hills, as the river expands to three miles in width, Danjac would reach the first Micmac encampment (but long since abandoned by them.) It was situated on a beautiful and fertile projecting plateau, on the east side of the mouth of a little river, the Escouminac. This charming spot was called the Indian gardens, forty years ago, because formerly the Micmacs, who passed the winter in remote hunting grounds, had from time immemorial been in the habit of repairing there, every summer, to cultivate their Indian corn, beans, squashy melons and tobacco, as their predecessors, possibly the Mohawks, did, in the days of Jacques Cartier; and to spear the salmon in the rich fishery at the mouth of the Escouminac: inside of which there is a beautiful little circular boat harbour, with gravelly brans, which would be a treasure to any one fond of aquatic recreation, for which the locality offers many inducements, including fresh-water and sea-fish, in their seasons, with wild geese, that graze on the rich marsh meadows adjoining—far more delicious for the table than the domestic goose; and the still finer brant goose, in its season.

From the point of the high plateau there is to be seen one of the most magnificently beautiful scenes in all old Canada. Over the broad lake-like river in front—the high, richly wooded hills, skirted irregularly, along the shore, by undulating green fields, extend, remotely, up to the more rugged and lofty summits around Campbelltown, and the head of the tide beyond it. And on the left, they extend downwards to Dalhousie and the head of the Bay "des Chaleurs" (with both ports distinctly in view,) while the gorgeously wooded mountains of Escouminac rise grandly up behind.

The Micmac squaws and children would be there at work, in their gardens, on that beautiful spring morning, when Danjac came by; while the men,—the warriors—were at the gathering, at Battery Point, several miles further up the river. There Danjac is said to have met them, and the refugee Acadians, to the number of fifteen hundred men; armed with at least the weapons of the chase; as refugees, gathered in defence, and Indians would be.

Father Menac, the active and influential French missionary among the Micmacs, may, as supposed, have done much to stimulate, and perhaps, to organize, combination between the Micmacs and the Acadian refugees, in hostility to British rule through natural loyalty to the sovereign under whose sway he, and they, had, alike, been born. He was an educated, talented and patriotic man, but of an ambitious and restless disposition. He was charged with much secret intriguing against British interests among the Acadians who had taken the oath of allegiance to the British crown,—or, at least, that of neutrality,—and with the hostile Indians against British settlers, and also, with having, even "publicly, drunk the health of the Pretender" a venal offence truly, for which the many veterans, then living, and even in the service of the Crown, who had "followed the lad with the white cockade" to Preston and Culloden would more than frankly forgive him; for all which, nevertheless, he was sent to England, in the spring of 1761, as a prisoner of war.

These fifteen hundred Indians and Acadians, it is said were in a starving condition before Danjac's arrival, as well they might be in an almost uninhabited country, with imperfect commissariat arrangements. Beautiful scenery, though a charming luxury, does not feed hungry men, as is well expressed in the words of the Douglass, in setting "trysts of battle" with Lord Percy.

"O! Otterburn's a bonnie burn  
As ever a man did see;  
But there's nothing grows at Otterburn  
To feed my men and me."

The arrival of Danjac's fleet relieved them, immediately, from that difficulty, as he supplied their wants, and doubtless furnished them with what ammunition was necessary to equip them for defensive action.

As Danjac left France in May, and is said to have made delay on the way, he could not have been much more than a week at Restigouche, till Byron overtook him, and hardly a day less, as Byron did not leave Louisbourg till notice was brought there that Danjac had reached Restigouche.

(To be continued.)

ERRATA.—"In preceding part of this article published, at foot of preface, for "A. P. Russell" read "A. J. Russell." In eighteenth line of 2nd column, for "Huron Iroquois hundred" read "Huron Iroquois kindred." At end of sixth paragraph, 2nd column, instead of "letter V" read "letter I." In last paragraph of 3rd column for "captain Danyac" read "captain Danjac."

## ECHOES FROM PARIS.

Paris, July 15.

THERE are signs that young negro boys are coming into use as pages of fashionable ladies. It is presumed that the contrast of color heightens the effect of their complexions, and pages are to be worn as beauty spots used to be.

AN Englishman overheard the expression "I don't care to waltz with a cart," and asked for

an explanation for general information. A cart is Parisian for a partner who doesn't do her share of the dancing, but has to be drawn around.

THE Parisian ladies, admiring the example set by the Princess of Wales and many distinguished English ladies of sending flowers to the hospitals and to the sick poor, have resolved to do likewise. The idea did not occur to them, or they would not have waited for high authority to move them to an act of refined kindness.

Mlle. LURLIN, the *fee des eaux*, is now the great attraction at the Cirque d'Été, in the Champs-Élysées, where she plunges into an aquarium and remains under water for upwards of two minutes, busily engaged in peeling and eating an orange, writing on a slate, and swimming to and fro in sight of all present.

A GOVERNMENT intimation had been made to M. Perin, of the Theatre Français, that after this year actors of that house must not act in a foreign country during their holidays. In case of not obeying, the Government may withdraw the subvention of 300,000 francs a year. There is something very harsh, even tyrannical, in this decision which circumscribes the laurels and cash of artists.

VICTOR HUGO, regarding the taking of the Bastille as the general goal delivery of mankind, accepted in the following terms an invitation to the Hotel de Ville banquet: "I have received the invitation, and have the honor to accept. The fête of July 14 is the greatest that could be given on earth. July 14 is Paris crushing Royalty. It is the emancipation of man.—Victor Hugo."

THE ladies of Paris have at last discovered a new way of spending money; they keep private railway carriages. The Baroness de Rothschild travels in a veritable boudoir, whilst the Countess Petoska has purchased the one that belonged to the Duc de Morny. Mr. Mackay, however, of silver mine notoriety, has eclipsed everyone by a carriage which cost 150,000fr., and is a perfect magic palace on wheels. When you add to this the fact that the railway companies charge 10,000fr. per annum for keeping the carriages in running order it will be seen that this whim runs into money.

M. DELTON, who has devoted so many years to bringing to a rare perfection the art of photographing equestrian subjects by his instantaneous process, has just achieved a marked success in his charming album of the "Tour du Bois," in which many of the best-known riders, military and civil, not to mention many fair horsewomen with their steeds, are depicted in the pleasant alleys of the Bois de Boulogne with a fidelity which nothing can surpass. This is simply the first instalment of a series of works of a similar character that will make up a collection which will be prized by the fashionable world, whose morning rides in the shady avenues of the famous wood form by no means the least agreeable incident in the round of the Parisian day.

THOSE who have country houses are bidding farewell to Paris, of which most people, by the month of July, get heartily tired. The fashionables, who depend upon seaside resorts, cannot, however, think of departing yet, with the climate à la Russe. Comfort is an unknown thing at those places, and the Parisians are now getting to understand and appreciate this English predilection. Among the farewells this week have been the Princess Troubetzkoi for her chateau near St. Petersburg; the young Countess de la Bédoyère, for her chateau in Bourgogne; Mme. Bartholoni, for Coudraie; the Countess-R. de Sallés, for Foncourt, which is yearly the rendezvous of lovers of archery and out-of-door games; the Countess de Raydeville, for her chalet d'Étretat; the beautiful Viscountess de Vergennes, for her chalet de l'Île in the Doubs; Baron de Lassus, for Etretat; the Countess de Moismont, for Mans; Colonel Hamilton, for Dinard; and M. Fages and Viscount Orlès, for Aulus.

SOME rumors with regard to the fashions of next season have been promulgated. Dark colors are, as is usual in winter, to be the most in vogue for street wear. For demi-toilette, corsages in fancy materials will be worn with skirts in solid colors. Tulle continues largely in favor for ball-dresses. Flowers will be much used for trimming these dresses, and will be worn larger than ever. Very large single flowers without foliage, such as immense roses, will be used to loop the draperies and adorn the corsages of ball-dresses. Single Rhine pebbles of very fine quality, set in silver and mounted on pins, will be used to confine black-lace draperies. Velvet plush and other soft rich-looking materials will be largely employed in making up the novelties of the season. Opera cloaks, composed of Spanish lace lined with satin, are already to be seen; they promise to prove very popular when the ball season recommences anew. Bonnets will be worn of medium size. The favorite colors will be the various shades of blue and of chardon tints.