

out being moved; after which it is once more exposed to the air, and when almost dry, gathered together again, in order to sweat, which takes up twenty-four hours or more, according to the season: it is then opened and exposed to the air for the last time, and when thoroughly dried, houled.

Fish cured in this manner are not only more fair to the eye, but more grateful to the taste, than those which are partly prepared at sea; and that cured in the spring before the great heats, is generally the best.

### SECT. V.

#### *Of CAPE BRETON, called by the French L'ISLE ROYAL.*

*Its Situation, Extent, Face of the Country, Climate, Soil, and Produce, with the advantages France received from it.*

**T**HE island of Cape Breton, which is seated fifteen leagues to the south-west of Newfoundland, is in the forty-sixth degree north latitude, and in the fifty-eighth degree thirty minutes west longitude, it being separated from the continent by a narrow passage on the west. This island is about one hundred and ten miles from the north-east to the south-west. Round it are several harbours and bays, which, from its situation in the gulph of St. Lawrence, have made it considered as the key of Canada, it being a safe retreat for ships bound either to or from Canada.

It is of a very irregular figure, and so cut through by lakes and rivers, that its two principal parts are held together only by an isthmus of about eight hundred paces in breadth; this neck of land separates the bottom of Port Touloufe from several lakes, which are called Labrador. These lakes discharge themselves into the sea to the east by two channels, formed by the islands of Verderronne and la Boularderie.

All its ports open to the east, turning a little to the south, and are within the space of fifty-five leagues, beginning at Port Dauphin, and continuing to Port Touloufe, which is almost at the entrance of the passage of Fronfac. In all other parts it is difficult to find anchorage. The northern coasts are very high, and almost inaccessible; and it is not easy to land on the western coast, till you come to the passage of Fronfac, near which, as we have already observed, is Port Touloufe, which is between a kind of gulph called Little St. Peter's and the island of St. Peter: from hence proceeding towards the south east is the bay of Gaborie, at twenty leagues distance; this bay is a league broad, between islands and rocks, and two leagues in depth; but it is not safe to come near the islands. The harbour of Louisburgh, formerly called the English Harbour, is not above a league from the last-mentioned bay, and perhaps one of the finest in America, it being near four leagues in circumference, and having every where six or seven fathoms water. The town of Louisburgh is situated on the south-west side, in latitude forty-five degrees fifty minutes, and in fifty-eight degrees thirty-five minutes west longitude. It was pretty strongly fortified, with as much regularity as the situation would admit. It had a good rampart, with irregular bastions, a dry ditch, a covert-way, with an excellent glacis, and before two of the curtains a ravelin, with a bridge to the sallee-ports; but the chief strength of the place by land consisted in the thickness of the walls, and the impassable morasses, that extend from the foot of the glacis to a considerable distance. There was indeed one part without any walls for about a hundred yards, this being there absolutely unnecessary, the sea flowing close to the town, and therefore a passade was thought a sufficient defence: nor can even small barks approach it for want of sufficient depth of water; and ships must keep at a very considerable distance, on account of the rocks and shoals. Besides, there were two collateral bastions, which flanked this part to very great advantage. In the center of one of the chief bastions was a strong building, with a moat on the side towards the town; and this was called the citadel, though it had neither artillery, nor was a structure proper for receiving any: indeed the entrance to it was over a draw-bridge, on one side of which was

a corps de garde, and advanced sentinels on the other. Within this building were the apartments for the governor, the barracks for the garrison, the arsenal, and under the platform of the redoubt a magazine always well furnished with military stores. The parish-church, or rather chapel, was also within the citadel, and without it was another belonging to the hospital of St. Jean de Dieu, an elegant and spacious structure, built with stones. On an island at the entrance of the harbour was a strong fort, and on the opposite side a very high tower, serving as a light-house. Here was a large fortification called the royal battery, and beyond it was another fort built on a point farther within the harbour. When the town of Louisburgh was last taken from the French, it consisted of only several narrow lanes, and had few tolerable houses in it, they being of wood, with a foundation of stone carried about six feet above the ground.

There are several other excellent ports; which are the more necessary, as the sea round the island is subject to violent storms of wind, with snow and sleet, and such fogs that it is frequently impossible to see the length of a ship; but what is still more extraordinary, these fogs will, in the space of one frosty night, case over the rigging of ships with such thick ice, as to render them impossible to be worked till it is beaten off: the quantity beat off from only one of the ships employed in the conquest of the island in 1758, was computed to amount to six or eight tons weight; yet this amazing quantity was all congealed on the night of the fifth of May, when warmer weather might have been expected. These circumstances shew the advantages of an island filled with such a number of excellent ports, seated in such a tremendous sea.

The soil and climate nearly resemble those of Newfoundland, and consequently its produce is not very different. A considerable part of the land is barren; it, however, produces oaks of a prodigious size, pines for masts, and all sorts of timber fit for building. The most common sorts are cedar, oak, ash, beech, maple, aspen, wild-cherry, and plane-trees. It likewise produces some sorts of fruit, particularly apples, with herbs and roots, some kinds of grain, with hemp and flax.

It is observable, that the mountains may be cultivated up to the tops, and that the good soil always inclines towards the south. There are here great numbers of fow, particularly very large partridges, which in their feathers resemble pheasants. There are here likewise animals brought from Europe, as horned cattle, hogs, sheep, goats, and poultry. The lakes, rivers, and bays, abound with beavers, otters, and excellent fish in the greatest plenty; and what is got by hunting, shooting, and fishing, is sufficient to maintain the inhabitants a good part of the year.

This induced the French, on their being excluded from Acadia and Newfoundland, to begin a settlement here in 1714, which they continued to encrease, and fortified it in 1720. They were, however, dispossessed in 1745 by the bravery of the inhabitants of New England, with little assistance from Great Britain; but it was again, by the treaty of Aix la Chapelle, ceded to the French, who spared no expense to fortify and strengthen it. However, it was again reduced in 1758 by the British troops under general Amherst and admiral Boscawen, who found in that place two hundred and twenty-one pieces of cannon and eighteen mortars, together with a very large quantity of stores and ammunition; and was yielded for ever to the crown of Great Britain by the last peace, since which the fortifications have been blown up, and the town of Louisburgh dismantled.

The importance of this island to the French may be estimated from the advantages they reaped from it when in their possession. Though but a small number of ships fished near the harbour of Louisburgh, in comparison of those employed in the French fisheries on the banks of Newfoundland, the gulph of St. Lawrence, and the neighbouring shores, bays, and harbours; yet it is so situated, that all their fishing-vessels could repair to it on any danger, or emergency, especially those which fished in the gulph on the main, or at the north-west end of Newfoundland, none of which are above one or two days sail

at most from the loaded with m was the enter

Accordingly mately acquai of fish they ca one million of tals of dry fish mul-fish; the land one hund oil, drawn fr and twenty-six pounds ten thi fish at Newfo freight to the hundred and te two pounds te the consumpti by the men ca a blanket, wat thirty shillings and also the anchors, &c. mult expend at mount, at leas which it is gen

But in order branch of trad beneficial cons following artic necessary to th which they hav and their lugar it, are supplie

Secondly, th ranean, and al carry their fish vent for the Fr so beneficial to been indefatig pains nor cost,

Thirdly, the men arising fr sixty-four ships sand five hund ces, especially to their mariti to France, as Charlevoix, in l

That this fish and power to Mexico wou This great b pended upon th on account of i supply and prote to carry on in without it. He which the Fre island. France shelter of her t ladies, open to northward of th