

In the printed accounts of the operations there is great confusion as to dates. Most, although not all, of this confusion, will disappear if it be borne in mind that in 1752 the new style of reckoning time was adopted, but that its use crept in gradually, some retaining the old, others using the new, between which there was a difference of eleven days. Hutchinson (*History of Massachusetts*, 1767), Douglass (*Summary of the Political History of the Colonies*, 1760), and an anonymous writer (*Memoirs of the Principal Transactions of the last War*, 1757), give the 30th of April, 1745, as the day of the arrival at Gabarus Bay. Jeffery (*Natural and Civil History*, 1760), says it was the 11th of May, the dates of landing agreeing, if the difference between the old and new styles be taken into account. A portion of the troops landed that afternoon, a little south of Louisbourg, being opposed by about 100 French regulars, 24 from a Swiss company. The defenders lost 8 men killed and ten taken prisoners. The New Englanders suffered no loss.

On the 2nd of May, according to Douglass, a date confirmed by the large plan published with Waldo's proposal at note A, 400 men of the colonial troops were sent round, under cover of the hills, to the north-east harbour of Louisbourg. The smoke from the burning of the storehouses and fish stages there, which had been set on fire by this detachment, so alarmed the French troops that they retired precipitately from the Grand Battery without disabling the artillery. It was entered next day and taken charge of by Waldo.

The work done by the colonial troops in 1745 was such as to inspire Waldo with confidence in the success of the plan he laid before Pitt, in 1757, for an attack on Louisbourg by a large combined military and naval force early in the following spring. Within twenty-three days from the time of the landing in 1745, the colonial troops had erected five fascine batteries against the town, mounted with 42, 22 and 18-pounders; mortars of 13, 11 and 9 inches diameter, and some cohorns. These had to be transported for two miles over a morass, so deep that the cannon sunk in it out of sight; horses and oxen were of no use, nor could wheels be employed. Everything had to be done by the men themselves, although 1,500 of them at one time were incapable of duty from fluxes. Sleighs were made by which the cannon and mortars were transported by men accustomed to working in the woods, and who, on this occasion, were knee deep in mud and water for days, with cold nights, from the effects of which they had no proper tents to guard them. They knew nothing of science; laughed at the technical names used by the engineers in laying out the approaches, and went on with their work under cover of the darkness, no lights being allowed, as these served as a mark for the French artillerymen. On the 30th of April the combined forces under Pepperell and Warren had reached Louisbourg; by the 17th of June it had capitulated.

That the expedition, had it been carried on by Massachusetts alone, would have been unsuccessful, was an opinion held at the time, and there seems to be little reason to change that opinion now. Hutchinson, whose favourable estimate of