

Surrender of Louisbourg, C.B., in 1745.

Terms of capitulation agreed to June 15, 1745, for the surrender of the town and fortress of Louisbourg, and the territories thereunto belonging, between Commodore Warren and General Pepperrell, on the English side, and M. de Cnambon, the Governor of Louisbourg:—

1.—That if your own vessels shall be found insufficient for the transportation of your persons and effects to France we will provide such a further number of vessels as may be sufficient for that purpose, also any provisions necessary for the voyage that you cannot furnish yourselves with.

2.—That all Commissioned Officers belonging to the Garrison and the inhabitants of the town may remain in their houses with their families and enjoy the free exercise of their religion, and no person shall be suffered to misuse or molest them, till such a time as they can conveniently be transported to France.

3.—That the non-commissioned officers and soldiers shall, immediately upon the surrender of the town and fortress, be put on board one of His Britannic Majesty's ships till they can also be transported to France.

4.—That all your sick and wounded shall be taken tender care of in the same manner with our own.

5.—That the Commander-in-Chief of the garrison shall have leave to send off two covered waggons, to be inspected only by one officer of ours, that no warlike store may be contained therein.

6.—That if there are any persons in the town or garrison which you desire shall not be seen by us, they shall be permitted to go off masked.

"The above we do consent to, and promise on your compliance with the following conditions," viz:—

1.—That the surrender and due performance of every part of the aforesaid promises be made and completed as soon as possible.

2.—That as a security for the punctual performance of the same, the Island Battery, or one of the batteries of the town, shall be delivered with all the artillery and warlike store thereunto belonging into the possession of His Britannic Majesty's troops, before six of the clock this afternoon.

3.—That His Britannic Majesty's ships, now lying before the port shall be at liberty to enter the harbor at Louisbourg without any molestation, as soon after six of the clock this afternoon as the Commander-in-Chief of the said ships shall think fit.

4.—That none of the officers, soldiers nor inhabitants in Louisbourg, who are subjects of the French King, shall take up arms against His Britannic Majesty or any of his allies until after the expiration of the full term of 12 months from this time.

5.—That all the subjects of His Britannic Majesty who are now prisoners with you shall be immediately delivered up to us.

P. WARREN,
W. PEPPERELL.

"It having been desired by the Governor of Louisbourg that his troops might march out of the garrison with their arms and colors, and to be delivered into the custody of Commodore Warren and Mr. Pepperrell, until the said troops arrival in France, and to be then returned to them. The same was consented to."

Articles of capitulation between their Excellencies Admiral Boscawen and Major-General Amherst, and his Excellency the Chevalier Drucour, Governor of the Island of Cape Breton, of Louisbourg, the island of St. John and their appurtenances:—

1.—The garrison of Louisbourg shall be prisoners of war, and shall be carried to England in the ships of His Britannic Majesty.

2.—All the artillery, ammunition, provisions, as well as the arms of any kind whatsoever, which are at present in the town of Louisbourg, the islands of Cape Breton and St. John, and their appurtenances, shall be delivered, without the least damage, to such commissaries as shall be appointed to receive them, for the use of His Britannic Majesty.

3.—The Governor shall give his orders that the troops which are in the island of St. John, and its appurtenances, shall go on board such ships of war as the Admiral shall send to receive them.

4.—The gate, called the Porte Dauphin, shall be given up to the troops of his Britannic Majesty by to-morrow, at eight o'clock in the morning, and the garrison, including all those that carried arms, drawn up at noon on the esplanade, where they shall lay down their arms, colors, implements and ornaments of war; and the garrison shall go on board, in order to be carried to England in a convenient time.

5.—The same care shall be taken of the sick and wounded that are in the hospitals as of those belonging to His Britannic Majesty.

6.—The merchants and their clerks that have not carried arms shall be sent to France in such manner as the Admiral shall think proper.

(Sgd.) LE CHEVALIER DE DRUCOUR.

LOUISBOURG, 26 JULY, 1758.

Boston and the Louisbourg Expedition of 1745.

By WALTER KENDALL WATKINS.

Boston of the present day would not be recognized by the citizen of a century and a half ago. The profile of the city of today, bears no resemblance to that of 1745. The half dozen spires of the past which survive are hid beneath their tall neighbors of to-day, and even a near approach reveals changes in the architecture of the survivors of the eighteenth century.

Even the dwellings of the dead have been invaded, encroached upon and surrounded by modern fences, and the Common has suffered the same fate and become modernized, with its asphalt walks and its monuments.

The old boundary lines have been obliterated and water has been supplanted by land and dwellings.

A tour of the old shore line would be perambulating at the present day without one being able to cast a stone into the water.

The shore line in 1745 was as follows: Starting at a point near the corner of Shawmut avenue and Dover street, running north to Indiana place, the line then curved parallel with Pleasant street; and between that street and Church street till Park square was reached; then following Charles street irregularly to a point on West Cedar street, half way between Cambridge and Revere streets, and thence a line forming a cove, which partly included the grounds and buildings of the Massachusetts General Hospital site.

At the corner of Allen and Brighton streets the line curved with Brighton to the line which would be formed by a continuation of Wall street from the corner of Wall and Causeway streets to Haymarket square, the line followed South Margin and Bowker streets, and thence swept by a curve nearly parallel with North Margin and Prince streets to Charles River bridge.

This last boundary formed the old Mill Cove, which was crossed by a raised strip of land called the Causeway now Causeway street. From Charlestown bridge the shore line followed the present Commercial and North streets to Faneuil Hall, where the Town Dock was located in the early days.

From thence the line followed Merchant's Row and Kilby street to Liberty square, the space now occupied by Post Office square being a small cove, thence along Battery street to Broad street and India square. Fort Hill then sloped to Atlantic avenue, curving to what is now the corner of Pearl and Purchase streets, and from that point the line followed Purchase street to the foot of Summer street, then along Federal to East street, then curving near Beach street to Washington street, and between that thoroughfare and the water to Dover street.

Many of these streets owe their names at different periods to their ancient location as the water line of the town.

Pleasant street, laid out in 1743 as a private way, soon acquired its name from the view afforded across the bay of the hills of Brookline and Roxbury. Causeway street was the ancient Causeway and North and South Margin streets bounded the shores of the Mill Pond. Commercial street still suggests our commerce by the way of sea. North street from Cross street to Fleet street in the last century was Fish street while the street from Fleet street to Chelsea Ferry was Ship street. Dock square needs no comment. A part of Kilby street was once Mackerel Lane, and Water street led to the water's edge. A part of Federal street was Sea street, and just back of it was Cove street, while the locality to this day flourishes in police annals as the South Cove. Beach street ran from Washington street "Eastward by the Sea Side."

As to a more particular description of the town we can quote a contemporary diary, that of Capt. Francis Golet:

Boston, the Metropolis of North America, is Accounted the Largest Town upon the Continent, Having about Three Thousand Houses in it, about two Thirds them Wooden Framed, Clap Boarded, etc., and some of them Very Spacious Buildings, which, together with their Gardens about them, Cover a Great deal ground. They are for the most Part Two and three Stories high, mostly Sashed. Their Brick Buildings are much better and Stronger Built, more after the Modern Taste, all Sashed and Pretty well Ornamented, having Yards and Gardens adjoining also. The streets are very Erregular; the Main Streets are Broad and Paved with Stone the Cross Streets are but Narrow, mostly Paved excep towards the Outkirts the Towne. The Towne Extends abt two Miles in Lenth North and South, and is in some places $\frac{1}{4}$ mile and Others $\frac{3}{4}$ mile Broad, has One Main Street, Run'g the whole Length. The Towne from North to South and Tolerable broad the Situation is Vastly Pleasant, being on a Neck Land. The Tide Flowing on East Side that Part the Towne may be termed an Island. The water which Parts it from the Main Continent is about 20 foot over withe draw Bridges, and where the Tide Runs very strong trough. The Harbor is defended by a Strong Castle of a Hundred Guns, Built upon an Island, where the Shipping must pass by and within Hale. Its Situation is Extraordinary, as it Commands on Every Side and is Well Built and