

(XVIII). Hospital ships were to be provided for the sick and wounded who could bear removal, and subsequently for the others when they had sufficiently recovered (XIX). It was also agreed that ships should be provided for carrying to France the officers of the Supreme Council, of justice, police, admiralty and all other officers having commissions or brevets from His Most Christian Majesty; their families, servants, &c., being included, as in the case of the other officers (XXI). All were to be victualled at the expense of His Britannic Majesty. By Article XXV, passages, with the same privileges, were to be given to the officers of the India Company.

On the 11th September, 1760, two days after Vaudreuil had signed the Articles of Capitulation, General Amherst wrote to Haldimand that he had made arrangements for the vessels to convey the French officers to France, the "Moleneux," commanded by Mr. Welshman, for the Marquis de Vaudreuil and suite; the "Wolfe," Captain Oliver, for the Intendent. Flat bottomed boats had been provided for the conveyance, alongside of the vessels, of the baggage of these gentlemen. Two other ships, not named, had been engaged, one for the passage of the Chevalier de Lévis and suite; the other for the engineers and officers of the staff. (B. 1, p. 126). On the 13th, a detail of the arrangement for embarkation was sent by Amherst, and on the same day the arrangements for the conveyance of the French troops, then at the Bay of Chaleurs, were also communicated; officers of the staff, with detachments, were sent to Quebec and to the Bay of Chaleurs, to serve as a guard during the embarkation, and Amherst says, in his last letter, that he would be charmed if the Battalion of Bearn and the two of de Berry could set off on that day. (B. 1, p. 130). At note E will be found interesting lists of the ships, the names of the officers embarked, the names of the regiments, the number of the troops, &c. There are, besides, the names of all holding office in the Government of Canada at the date of the Conquest, and other information. These lists I have not considered it necessary to translate. The names of those who perished on board the "Auguste" differ slightly from those given by St. Luc de la Corne in his *Journal* of the voyage. Although the difference is not great, the accompanying list is published for purposes of comparison.

The attempted settlement of the Red River country, begun by Lord Selkirk in 1811, is of peculiar interest now, when such rapid changes are taking place in that region and in the North-West Territories. It is well known that the Hudson's Bay Company obtained a charter in 1670 from Charles the Second, under the name of the Company of Adventurers of England trading into Hudson's Bay, the fur trade being the principal business carried on for many years under its provisions. But the trade was not left in their hands without opposition from the French, from the New Englanders, from Canadians (old and new subjects) after