

others, invested large sums in real estate, near Quebec, in the early days of the colony, after the conquest.

The clever Seigneur of Lauzon had from the first been deeply impressed with the great possibilities which Canada, despite a severe climate, offered for agricultural, manufacturing and industrial pursuits.

Voltaire's sneer, at the "15,000 acres of snow," if it ever came to the ears of the Major, evidently had no terror for him. Let us proceed.

A crisis in Canadian affairs was imminent in 1775; the colony had to fight for its very existence. Major Caldwell was just the man to come to the front and buckle on his sword; his zeal, devotion, undoubted courage as Commander of the British Militia of Quebec during the fierce assault and blockade by Montgomery and Arnold, are matters of history.

Caldwell had, in no small measure helped Guy Carleton in saving Canada to Britain. Recognition and reward were in store for him; he received and merited both.

General Carleton selected Major Caldwell to be the bearer of the despatches, announcing the defeat of the invaders in 1775-6.

Caldwell warmly recommended by Guy Carleton and Col. Allan McLean, landed in England amidst public rejoicings, on the 15th June, 1776.

Imperial Rome had a laurel crown for the trusty messenger bringing the news of a Roman victory. England, more practical, rewarded Major Caldwell, the bearer of the glorious tidings, with a gift in hard cash of £500 sterling,—the War Office made him a Lieutenant-Colonel, whilst the King, later on, named him a Legislative-Councillor, at Quebec.

It is evident Caldwell's visit to London was far from being barren of results, so far as he was concerned. His merit, intelligence, handsome person and happy address, secured to him some powerful friends, amongst others William Pitt, the son of the great Lord Chatham. The influence thus acquired, helped some ambitious plans he had previously entertained.

He applied to the Lords of Commerce, for a grant of the Québec and Lévis ferry. They wrote on the 8th April, 1777, to Governor Carleton, as to the propriety of granting a privilege, seemingly of considerable magnitude. The ferry service in summer was effected by canoes and "bateaux" who landed passengers and freight in the cul-de-sac (the Champlain market now occupies the site). In winter, access from Lévis to the city, was had over the ice-bridge when it formed, and in canoes, when it did not.