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CANADIANA.

A COLLECTION OF CANADIAN NOTES.

PUBLISHED MONTHLY.

VOL. I.

SEPTEMBER, 1889.

No. 9.

COLONIAL PRIVATEERS IN THE WAR OF 1812.

By MR. ERNEST CRUIKSHANK.

Although the Liverpool Packet was by far the most successful and renowned of all British-American private-armed vessels, several others seem to have been handled during the contest with almost an equal degree of skill and audacity. Colonial merchants were the principal sufferers from hostilities, and they naturally turned their attention to the simplest and most direct means of re-imbursing themselves for their losses. Accordingly, in a few months after the declaration of war, privateers were fitted out at St. John, N.B., and St. John's, Newfoundland, as well as at Halifax and Liverpool, N.S., and others were equipped at Antigua, Jamaica, St. Christopher and Nassau.

The policy pursued by the Government of the United States tended to provide for the security of its merchant shipping by endeavouring to withdraw it from the ocean altogether before the commencement of hostilities. On the 4th of April, 1812, an Act was passed laying an embargo upon all vessels in its ports, except those engaged in the coasting trade, for the next ninety days. But the extravagant prices offered for breadstuffs and other natural products

in Europe induced numerous violations of this law, and when war was actually declared, not less than seventy of their vessels lay in Cadiz Bay alone, and nearly an equal number in the Tagus. The commerce between the States at the same time was almost entirely conducted in coasting vessels, owing to the wretched condition of the roads. The embargo was, however, justly regarded as a certain precursor of war, and the shipyards of most American ports resounded with preparations for the approaching conflict. Accordingly, when the official declaration of war was published, many privateers were already armed, manned and even provided with the necessary letters of marque, authorizing them to capture British vessels.

The British Admiralty authorities during the next three months were satisfied with the publication of an order directing that ships sailing under the flag of the United States should be detained; and refrained from issuing the customary letters of reprisal, in the vain hope that, upon hearing of the revocation of those orders-in-council which had been cited as the main reason for hostilities, the United States would annul its declaration. Sir John Sherbrooke, the Lieutenant-Governor of New Brunswick, went so far as to issue a proclamation recommending the inhabitants of that province to abstain from molesting the goods and coasting vessels belonging to the people of the adjacent States, as long as they abstained from disturbing them.

But the depredations of American privateers in the Gulf of St. Lawrence and the Bay of Fundy soon provoked retaliation, and in August, 1812, the privateer *Fly*, of St. John's, Nfld., sent in an American brig and two schooners, and, shortly afterwards, the *Nonsuch*, of Halifax, a small schooner, mounting five guns, with a crew of thirty men, arrived with two valuable ships. The *General Smyth*, of St. John, N.B., also carried several prizes into that port, besides sending three, measuring 385 tons, into Halifax. But Admiral Sawyer, in command of the Halifax station, in

pursuance of the policy of conciliation inculcated by the Government, released several coasting vessels taken by ships of his squadron, and, on the whole, seems to have discouraged privateering. The seamen of the Bahamas were subjected to less restraint, for no less than eight privateers had sailed from Nassau prior to the 1st of September, and seventeen prizes taken by them had arrived, six having been taken by the schooner *Caledonia*.

During the last half of the year 1812, the British cruisers on the Halifax station took more than thirty American privateers, several of which are large and swift-sailing schooners of the *Baltimore Clipper* type, specially built for the purpose, generally mounting sixteen or eighteen guns, and manned with 150 or 200 men. One of the finest of these, the *Thorn*, of Marblehead, captured by the *Shannon* on the last day of October, was commissioned as the *Sir John Sherbrooke*, and sailed from Halifax on her first cruise early in March, 1813. On the 16th she fell in with a fleet of small vessels, bound from Carolina to Boston, and took two schooners and three sloops with valuable cargoes, and, before returning to port, had manned fourteen prizes. As soon as her crew was recruited, she reappeared on the New England coast and, on the night of the 31st of March, a smack, taken and manned by her, cut a schooner and a sloop out of Tarpaulin Cove. Cruising afterwards in company with H. B. M. *Rattler* and *Bream*, eleven vessels were taken between the 5th and 7th April, and, a few days later, the boats of the *Sherbrooke* cut two sloops out of Holmes' Hole. Her third cruise was attended with equal success. On the 18th May she re-took the *Gen. Hodgson* and *Hetty*, prizes to the Boston privateer *Alexander*, and the *Paragon*, a prize of the *America*, and captured the brig *Columbia*. Having patrolled the coast of Massachusetts for two weeks, on the 26th of the month she fell in with and recaptured the ship *Duck*, of Waterford, a prize to the *Governor Plumer*, of Portsmouth, N.H., a powerful privateer, carrying six guns and a

crew of about one hundred men. Taking out of the prize as volunteers fifty Irish laborers, emigrating to Newfoundland, the *Sherbrooke* immediately steered in pursuit of the American privateer, which was overtaken next day on Jeffrey's shoal and captured after a short action.

Two days later, the *Sherbrooke* fell in with the frigate *Shannon* cruising of Boston, and, finding her short of men, lent Captain Brohn twenty-two of her Irish volunteers, thus enabling him to fight his famous battle with the *Chesapeake* on the 1st of June. The next recorded capture by the privateer was the schooner *Franklin*, and on the 16th of June her boats, in company with those of the brig of war *Emulous*, cut out the ship *Loyal Sam* from Portland harbour and she finally returned to Halifax, bringing with her a very valuable prize loaded with cotton and indigo.

Another very successful Halifax privateer was the *Retaliation*, formerly the *Revenge*, of Salem, mounting five guns, and manned by a crew of forty men. In March, 1813, this vessel cruised for several days in Massachusetts Bay, in company with the *Liverpool Packet* and the schooner *Crown*. Early in that month these vessels took threesloops off Great Egg Harbour and blockaded fifteen sail of coasters in Chatham. On the 19th the *Retaliation* took the brig *Victory* and drove the schooner *Betsey* on shore, on the following day, she destroyed the schooner *Zenith*, and on the 21st, added another schooner to her list of prizes. A few days later, the schooners *Wasp* and *Sally* and the sloop *Fame* were sent by her into St. John's, Nfld. The *Crown* also made several prizes, but was soon after taken by the *Increase* privateer, of Bristol, R.I., a much larger vessel.

The *Dart*, of St. John's, Nfld., Capt. Harris, formerly the *Actress*, of New Haven, a schooner of only 48 tons, armed with four small guns, and carrying a crew of twenty-nine officers and men, bid fair for a time to rival the reputation of the *Liverpool Packet*.

On the 9th June, 1813, she returned to St. Johns from a

cruise of seventeen days duration, bringing with her the ship *Cuba*, the privateer-built schooner *Washington*. the schooner *Experiment* and sloop *Joanna*. Several prizes were taken in the course of a second cruise, and not less than fourteen during a third in July, the last being captured when the privateer had but three officers and four men remaining on board, the rest of her crew being absent in the prizes. In September she was observed off Newport with a ship, a brig, a schooner and a sloop in company, all being prizes, and on the 24th of that month chased away the Salem privateer *Orange* on Fox Island in Machias Bay, where the latter vessel was destroyed by the boats of the *Emulous* and *Bream*. Finally, on November 3rd, her arrival at Liverpool is recorded, after having taken six vessels in her October cruise.

In May, 1813, the *Star*, of St. John's, Nfld., returned to that port from a cruise of twenty-two days, having taken five prizes, all of which were safely brought in.

The *Fly*, of St. John's, captured six schooners and sloops off Marblehead in June, and in September brought in the brig *Diamond* and sloop *Dolphin*.

The victory of the Shannon over the Chesapeake was naturally the subject of great rejoicing in Colonial ports, and of the privateers fitting out when the captured frigate was brought in; one received its name from the successful ship, and another from its gallant commander. The *Juliana Smith*, a privateer schooner, late of Boston, taken by the frigate *Nymphe*, armed with four small guns, became known as the *Broke*. Late in July this vessel cut out the sloops *Fair-play* and *Harriet*, from Tennant's Harbour; on August 1st, she took three sloops; on the 5th, two more, a schooner and a packet; on the 8th, the schooner *Dart*, and on the 9th, another sloop. Under the latter date, the correspondent of a Boston newspaper, writing from Portland, Maine, said:—
 "The British picaroon *Broke*, of four guns, continues to capture coasters and other vessels with impunity at the

very entrance of the harbour. On Tuesday and Wednesday, August 3rd and 4th, she made a number of captures in sight of town. One coaster was taken within a mile of the lighthouse and another outside Whitehead. The fort on Horse Island fired several shots at the privateer, but they fell short and she fired two shots in bravado in reply."

The *Growler*, of Salem, re-named the *Shannon*, mounted originally fifteen guns, with a crew of 100 men. Her first cruise, under British colours, undertaken in October, 1813, proved remarkably successful, and when she took her sixteenth prize in Sandy Bay, on the 2nd November, she had but six men remaining on board. In December she again put to sea and made a number of valuable captures.

A Baltimore clipper schooner, the *Tour*, of 14 guns was commissioned at Halifax in August as the *Wolverine*. Leaving port on the 5th September, her first prize, a chebacco boat, arrived two days afterwards. On the 10th December she was reported cruising off Cape Ann, where she took the schooner *Camden*, being her fifteenth prize since commencing her cruise, and then having five captured vessels in company.

The *Matilda*, of Annapolis, made a very successful cruise in August, 1813. On the first day of that month, she captured the schooner *Mayflower*, and three days later took the *Flora*, which was ransomed for \$700. On the 17th, the schooners *Nymph*, *Unicorn* and *Lydia* and the sloops *Alligator* and *William*, were captured, and she returned to Annapolis with her prizes.

Probably the smallest of all Nova Scotia privateers was the *Weasel*, of Halifax, which was armed with a single gun and carried a crew of only eight men, yet on the 21st July, 1813, this diminutive cruiser brought in two schooners and a sloop as prizes, and in September sent in the sloop *Don Carlos* and another schooner.

On the Atlantic coast of the Souther States, the privateermen of New Providence were busy throughout the year

and made a great number of prizes. Many of these were sham neutrals, sailing usually under Spanish colours. The most successful of the Nassau cruisers, were the *Dash*, Capt. John Pinder, carrying one gun and thirty men, and the *Mars* which mounted three guns. In her various cruises the former vessel made upwards of thirty captures, some of them being of great value, and between the 2nd December, 1813, and the 23rd of the following February, the *Mars* took and sent into port, as prizes, ten ships, four brigs and four schooners, returning to Nassau several times meanwhile to fill up her crew, and resuming her station as soon as this was accomplished. Havana merchants interested in the contraband trade convened indignation meetings and protested vehemently, but the Bahama prize-courts readily found sufficient grounds for the condemnation of their vessels. In the Gulf, the seamen of Antigua and St. Kitts were quite as active. Forty sail of prizes were sent into the latter island between the 18th February, 1813, and the 24th of the ensuing April, and about an equal number into Antigua, most of them having been taken by local privateers, two of which had blockaded the Swedish island of St. Barts, the headquarters of neutral trade in the West Indies, for several weeks.

Already, on the 5th June, 1813, *Poulson's American*, the chief leading newspaper published in Philadelphia, announced at the head of its shipping columns that: "To keep up an appearance of commerce and navigation we shall report all fishing boats and smacks as they arrive at the port." Six months later, the *Boston Messenger* (Dec. 15) remarked: "The melancholy list of captures by the enemy hourly increases. Since the beginning of November, we have heard of more than one hundred captures on the coast of the United States by British cruisers, and of the arrival of only two or three American captures. Many of the vessels taken by the British had valuable cargoes."

By the close of the year 1813, even the coasting and bay-

trade of the United States was practically extinguished, and most of the ocean-going vessels that had escaped capture or destruction, were dismantled and laid up. Accordingly, although the number of colonial privateers continued to increase, their exertions were no longer rewarded with equal success.

On April 10th, 1814, the *Shannon* appeared off Gloucester Mass, and took a schooner and the same night her boats cut another out of the harbour of Manchester. In May, the same vessel made another tolerably successful cruise.

The *Retaliation*, Capt. Harrington, is recorded as having taken three large schooners on the 12th June, and during July and August the schooner *Lively*, cruising about Nantucket shoals, made many prizes. A Boston paper mentions the capture of the schooner *Nancy* on November 11th, by the *Rover*, of Liverpool, N.S., when the captain of the privateer stated that he had taken thirteen coasters within three days, and sent in ten of them. In January, 1815, the same vessel again appeared in Massachusetts Bay and made several captures. The arrival of the *Wolverine* at Liverpool, about the same time, with three out of five prizes is duly chronicled. Another came in a week later, and the fifth was cast away on Cape Cod. As late as the 15th February, mention is made of the capture of three sloops and a schooner by the *Lunenburg*, of Annapolis, a tiny schooner carrying three small guns, and sixteen men. Besides the vessels already enumerated, a schooner equipped at Liverpool, and named in allusion to the number of her proprietors, the *Saucy Sixteen*, made a single cruise of six weeks duration, which was so successful that the proceeds from the sale of her prizes amounted to \$1,200 for each of the stockholders.

NOTE.—A list of colonial privateers may not be without value. The following one is, I believe, tolerably accurate and complete:—

HALIFAX.	Lively	Star	Dash
	Rolla		Francis
Crown	Rover	ANTIGUA.	Jas. & Charlotte
Nonsuch	Saucy Sixteen..	Amity	Java
Retaliation	Sir J. Sherbrooke	Eliza McKay..	Mars
Shannon	Telegraph	Fortune of War	Midge
Weasel		Rambler	Rakes' Delight..
Wolverine	ST. JOHN, N.B.		Rolla
		ST. KITTS.	Theodoro
ANNAPOLIS, N.S.	Broke	Louisa	Two Brothers..
Lunenburg	Gen. Smyth		Venus
Matilda	ST. JOHN'S, N.F.L.D.	NASSAU, N.P.	Wellesley
LIVERPOOL.	Dart	Brilliant	
Liverpool Packet	Fly	Caledonia	

THE STORY OF A PICTURE.

(BY MR. P. GAGNON, QUEBEC.)

SOME time ago I had the honor of making the acquaintance of a venerable Curé in the diocese of Three Rivers, whom our historians often consult, and always with advantage.

Amongst the valuable bits of information which I gathered from his lips, was one which from its legendary tone will probably be of interest to the readers of *Canadiana*.

It refers to the painting of the Immaculate Conception, which is to be seen over the High Altar in the Cathedral at Quebec.

It is well known that the magnificent paintings which adorn the walls of the Cathedral at Quebec, as well as those in the Ursuline Chapel, came for the most part from old France, where at one time during the horrors of the French Revolution, there were barbarians who looted the monasteries and churches, and sold their spoil for next to nothing.

It is also a familiar fact that a French priest named Desjardins thought he could not do better than buy a large number of these master-pieces and send them to Canada to

his brother, then chaplain of the Hotel Dieu, who in turn bestowed them on the chapel of the Seminary,* the Quebec Cathedral, the Chapel of the Ursulines, and some country churches. But it is perhaps not so well known that one of the paintings in the Quebec Cathedral—the Immaculate Conception—hung above the High Altar, and after the style of Lebrun, has a history quite different from that of its companions, and consequently a history unique which is not lacking in interest.

The following statement gives the facts I learned from the scholarly old gentleman as I recollect them, with the addition of a few notes from other sources:—

Those who have carefully examined the picture of the Immaculate Conception over the High Altar in Quebec Cathedral will not have failed to notice the following inscription:

“Donné par Fran. Lemaistre, Ecur., Lieut.-Gouverneur du district de Gaspé, etc., etc.”

This Francis Lemaistre, born in the Island of Jersey, came to this country after the Conquest. He was at first Secretary to Cramahé (*a*), then Colonel in Carleton's army in 1775. The accounts of the siege mention him with credit.

He afterwards became military secretary and aide-de-camp to Haldimand (*b*), and filled the same offices under his old commander Guy Carleton, who returned to Canada as Governor-General for the second time in 1786 with the title of Baron Dorchester (*c*).

*This chapel was burned on the 1st January, 1888, without any of these magnificent paintings being saved.

(*a*) H. T. Cramahé, succeeded in 1770 Guy Carleton, as president of the Council and was named in the following year, Lieut.-Governor of the Province, a position which he held until Carleton's return in 1774.

(*b*) Although Haldimand's commission was dated 18th Sept., 1777 (17 Geo: iii.) he did not arrive in Quebec until 30th June 1778. He left Quebec in 1784 to return to England.

(*c*) Lord Dorchester was Governor from 22nd April 1786 to the summer of 1796, when he returned to England.

Young Lemaistre, thanks to some lucky chance of which we now know nothing, made the acquaintance of a Miss Stuart (or Stewart) who had joined the Roman Catholic Church, and was then a boarder with the Ursuline Sisters at Quebec.

These two young hearts believed that they were made to love each other. They sighed but to see each other and for opportunities to exchange the blissful words that go with lovers sighs.

Unfortunately young Lemaistre was not a Roman Catholic, and he was frequently not a little embarrassed by the rules of the Ladies of the Ursuline Convent regulating the hours for the reception of visitors, their relationship, etc. He thus cast about to secure the influence of some persons who could assist him, either by facilitating his reception in the drawing-room of the Ursulines, or even by gently encouraging the young lady to respond to his affections.

At times, Governor Carleton and Bishop Hubert, after an interview—either at the Bishop's palace or the Castle of St. Louis—would take advantage of the occasion for a promenade together. Their secretaries, always at a respectful distance of course, must of necessity follow them faithfully. While the governor and bishop weighed the destiny of the country, young Lemaistre made overtures to Abbé Plessis, then secretary to the Bishop of Quebec. This worthy priest, readily understood the honest aspirations of his friend, commended his choice and pointed out to him his best course, at the same time promising the generous assistance of his influence. Indeed Mr. Plessis had taught Miss Stuart (or Stewart) the chief articles of religion before her conversion to Catholicism.

Everything went so well that there was some talk of a marriage between the lovers. This pleasant prospect was, however, marred by an unsurmountable obstacle. Young Lemaistre was a Protestant. . . . However, he decided

without much hesitation to become a Catholic. It is highly probable that Mr. Plessis learned his determination with pleasure, and gladly undertook to instruct him also in the chief articles of his creed.

At this interesting period of their overtures, it happened that Lemaistre was informed of his nomination to the Lieutenant-Governorship of Gaspé, with orders to leave immediately for England, where he should receive personal instructions from the Colonial Office. He owed this appointment of the English Government, to the influence of Lord Dorchester, who esteemed him very highly, and also of Richard Cumberland, a distinguished literary man who was well known, and at that time agent of Canada in England.

Young Lemaistre who could not refuse obedience to such an order, was thus without time to prepare himself to enter the catholic religion. However, he was unwilling to leave the country without completing that union so much desired. In some way which I cannot now explain, matters were arranged and the marriage took place. Thereupon the young couple without more delay set sail for England (*d*).

On his arrival at London, Francis Lemaistre was assured that he would soon receive his commission. Circumstances appear to have arisen which caused delay and led the young husband who soon became tired of waiting, to go with his wife upon a visit to his father in Jersey.

There the happy couple mingled with the other members of the family, and shared their labors and their joys. Lemaistre's father was an old sea dog. Like the greater part of the inhabitants of this island of the English Channel, he had passed a part of his life on ship-board. It will be remembered that even at that date, frequent cases of piracy were committed between vessels which met on the high seas. The seamen of the conquering ship pillaged the dis-

(*d*) The preceding events happened in the beginning of the summer of 1794; they returned to Canada in the same year.

armed vessel, and distributed the plunder more or less equally. Old Lemaistre must have had in his house some hiding place in which were concealed a number of varied objects.

One day old Lemaistre sent everybody out to work in the fields, and only kept in the house with him the young wife, who was to do the house-keeping as he expressed it. As soon as the house was empty, he led his daughter-in-law to the garret, and there showed her the spoil which he had won in battle. Evidently his intention was to make her a present, and amongst other things, he brought out several paintings which did not attract the young woman's attention. At last, however, he showed her, one which pleased her very much, and she put it aside with the remark that it was a beautiful picture. Did she admire it because it represented the Virgin of all Virgins? Did it please her because her cultivated taste recognised the master hand? As she put it aside, did she think of the Canadian priest who had taken so much interest in her, and to whom she could offer it as a token of her gratitude if ever she saw him again?

However this may be, it happened some time afterwards that Francis Lemaistre accompanied by his wife returned to Canada in his capacity of Lieutenant-Governor of Gaspé. Before settling in Canada, they came to Quebec to purchase certain supplies. The young lady did not delay to visit Abbé Plessis, the future prelate who had been so kind to her. After exchanging the usual enquiries as to her health, and also as to her spiritual welfare she presented the picture to the Abbé on behalf of her husband.

As soon as Abbé Plessis saw the beautiful picture, which he perceived was a masterpiece, he decided to have it placed above the high altar in the cathedral at Quebec.

About 1804, Francis Lemaistre having finished his term as Governor of Gaspé, returned to Quebec and died at his residence, St. Famille street, near the Hope gate, on the 14th February, 1805.

He was one of the Adjutants General of the Canadian Militia, and Superintendent of Marines and Fisheries on the Labrador coast. He appears to have died poor, as Madam Lemaistre after his death became house-keeper (*e*) to Mr. Laurent Bedard (*f*), Cure of St. Francis, Rivière du Sud, and then for Mr. C. J. Primeaux, the Cure of Varennes where she died I believe. In this last parish, she is spoken of as a fine lady, quite remarkable in her manners and extremely well informed.

(Translated and adapted from L'Union Libérale.)

(e) This lady was very likely housekeeper to all the Curés of this parish from Mr. Bedard to Mr. Primeaux, who, in 1834, left there to become Curé of Varennes.

(f) This priest died at St. François in 1810, and had been Curé of the same parish during 58 years.

Notes.

Kean was introduced at Quebec to four Indian chiefs, of the Huron tribe, from Lorette. He presented each with a medal, executed by Smillie, bearing the following inscription:—

“ Presented
 BY EDMUND KEANE,
 The British Actor.
 To _____,
 A Chief of the Huron Indians,
 October 5, 1826.”

Have any of our numismatic collectors been able to secure one of these?

Pew for Sale.

An excellent pew (first class), being on the left in the first range, in the gallery of the Presbyterian church, St. Peter's street, elegantly lined with green cloth, stuffed cushions, and stools.

Montreal, 28th August, 1819.

An emigrant and his family, who embarked at Dublin on the 14th of April, arrived at Kingston yesterday morning, having made the passage, *via* Quebec, in the short space of thirty days.

Kingston, U.C., 15th May, 1827.

In pursuance of a public invitation, a meeting was held at Clamp's Coffee House (10 Capital street), Tuesday evening, when James Woolrich, Esq., being called to the chair, it was agreed to petition His Grace the Duke of Richmond to give his sanction to an intended application to the Legislature for procuring and to establish a General Hospital in this city. A committee of twenty was accordingly appointed to draw up the necessary petition.

Montreal, October 21, 1818.

CLUB.

The gentlemen who served in the Garrison of Quebec in the year 1775-6 are acquainted that their anniversary dinner, in commemoration of the 6th of May, 1776, will be held at Lane's Tavern, on Monday next, the 6th of May.

N.B.—Dinner will be on the table precisely at 5 o'clock.

By order,

THE HON. FRANCIS BABY,	} Stewards.
JOHN COFFIN, SR.,	
DR. DAVIDSON,	
MR. JOHN BLACKWOOD,	

ANDREW CAMERON, Secretary.

When was the last of these dinners held, and who were present ?

J. H.

CAPTAIN MARRYAT AT ST. EUSTACHE.

In the report of the visit of the Natural History Society of Montreal to St. Eustache on the 8th June, speaking of the old church and the fight which took place there in 1837, it was said :—" Among the participants in the fight was

“ Captain Marryat, who achieved greater fame as a novelist than as a soldier, and who described the battle of St. Eustache for his English readers.” I have before me “ The Life and Letters of Captain Marryat,” by his daughter, in two volumes, and on Vol. II., p. 64, is a letter by the Captain to his mother, dated at Montreal, December 18th, 1838, in which he speaks of his presence at St. Eustache during the battle, and says :—“ I was going south “ when I heard of the defeat of St. Denis, and the dangerous “ position of the provinces of Upper and Lower Canada, and “ I considered it my duty as an officer to come up and offer “ my services as a volunteer. I have been with Sir John “ Colborne, the Commander-in-Chief, ever since, and have “ just now returned from an expedition of five days against “ St. Eustache and Grand Brulé, which has ended in the “ discomfiture of the rebels,” &c., &c.

But the battle of St. Eustache was fought on December 14th, 1837,—not 1838, as the letter referred to makes it. It appears amongst his correspondence in consecutive order, the letter immediately preceding it is dated “ October, 1838,” and the one following it is from “ New York, January 7th, 1839.” This is also addressed to his mother, and commences :—“ I wrote to you about a fortnight back when I was at Montreal.”

Where shall we look for accuracy in historical matters? As to the newspaper reporter speaking of Captain Marryat as a “ soldier,” that is of little moment, since every English schoolboy knows he was a captain in the “ navy.”

H. M.

Queries and Replies.

Which city published the *first* directory, Montreal or Quebec, and what year? —

How did “ Fletcher’s Field,” at the head of Park avenue, Montreal, get its name?