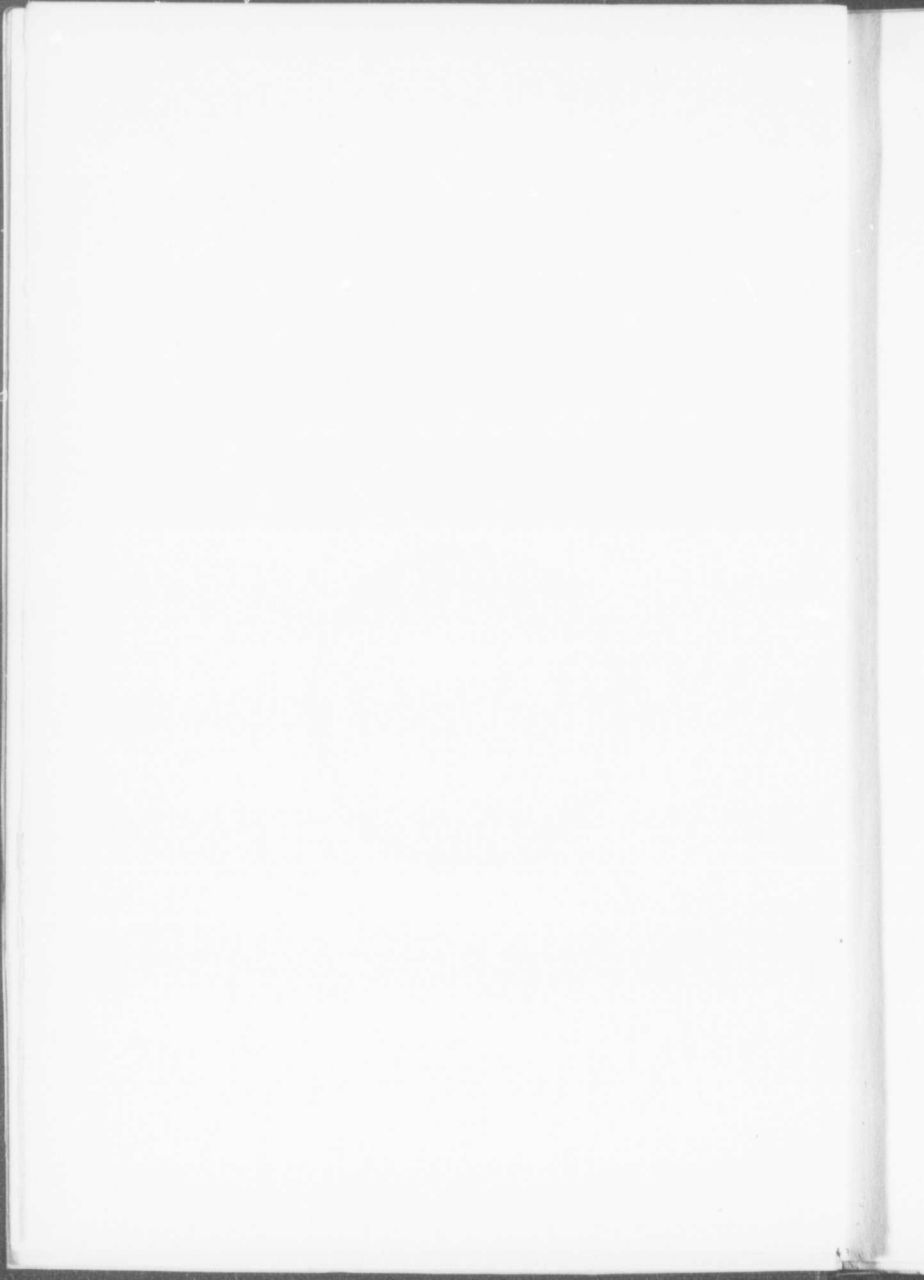




THE PUBLICATIONS OF
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PUBLICATIONS OF
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THE LOGS OF
THE CONQUEST OF CANADA



TORONTO
THE CHAMPLAIN SOCIETY

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THE LOGS OF THE CONQUEST OF CANADA

EDITED, WITH AN INTRODUCTION, BY

LT.-COLONEL WILLIAM WOOD

AUTHOR OF "THE FIGHT FOR CANADA"

TORONTO
THE CHAMPLAIN SOCIETY

1909

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NOTE.—The following three Charts and one Plan are in the Pocket at the end of the Book: 1. Louisburg; 2. The St. Lawrence; 3. Quebec; and Plan of Wolfe's Siege and Battle at Quebec.



PREFACE

NOTHING is drier than a ship's log ; not even *Statutes at Large* or the Anglo-Saxon Chronicle. The one redeeming feature is the log of some great sea fight. But there were no battles in Canadian waters. Why, then, is it worth while, and very well worth while, to edit a selection from the logs of H.M.S.S. engaged in the three campaigns of Louisburg, Quebec, and Montreal, which determined the British conquest of Canada ?

The answer is, because these logs are the simplest and least self-conscious of all records ; because they are the record of the Navy's work there ; because the fleets were relatively stronger forces than the armies ; because, in addition to their own work, they gave their armies enormous advantages over the enemy in every detail of ordnance, commissariat, transport, mobility, scouting and military intelligence ; because, as all the seas in the world are interdependent, every squadron of the British Navy was an integral part of the single overwhelming force which was then the prime deciding factor in the greatest of all imperial wars waged for oversea dominion ; and, finally, because the public, and the Canadian public in particular, have not yet found out the one true point of view. They all admit that the conquest was effected by the joint forces of the United Service, and not by either the Army or Navy alone. But the stock saying, that Wolfe was "supported by a fleet," completely inverts the nature and functions of the two constituent parts of this United Service. What really happened was that Saunders, whose great fleet was working out one phase of a world-wide amphibious war,

was supported by Wolfe, whose small army was used as a local landing party at Quebec.

These are not the only reasons. It is worth while to follow out in detail how 277 sail managed to get up the intricate St. Lawrence without good charts, without anything to mark the channel, and without making much use of local pilots. There is at least the living material of dramatic action in the accounts of the boarding of the *Prudent* and *Bienfaisant* at Louisburg, the attack by the French fire-ships at Quebec, and the fight between the British van and French rear on the way to Montreal. And even the most jejune of entries must have some interest when they refer to men like Boscawen or the future Lord St. Vincent, or to events like Wolfe's midnight advance to the landing place that has ever since borne his name, or when they were made by the hand of a man like the celebrated Captain Cook.

The Army loses nothing by all this. On the contrary, its effective adaptability to its proper part in joint expeditions is brought out in the clearest light. And the ideal of the United Service is shown to be as much above the exaltation of the Navy at the expense of the Army as the ideal of the Army is above the exaltation of the Infantry at the expense of the other branches of its own Service.

War is far from being the all-in-all of a nation's history. But it has been, and still is, a great determining factor; and, in the last analysis, it is the most searching test of national worth. And the public will never fully understand its influence on Canada's past, or on her international position at the present day, till they learn that all her imperial history and defence must be studied from the United Service point of view.

It is hoped that the foregoing reasons may be held to justify the appearance of this volume in the Champlain series. It is also hoped that the arrangement adopted may serve all the purposes of the student. The subject-matter of the

Introduction falls naturally into clearly defined divisions. The logs are grouped consecutively, according to campaigns, like the Introduction; each group is arranged alphabetically by ships, and every entry chronologically by days. Reference is therefore easy without a formal index. The Bibliography explains sources used for both Text and Introduction, and contains hints for further study. The Charts and Plan are fully explained in the note on Cartography. There is no glossary of nautical terms, as this would have added greatly to the bulk of the book, if made complete, and because all that the reader requires in this way can be found in good general dictionaries or easily accessible special ones.

Editorial apologies are due to the members of the Champlain Society for the long delay in the appearance of the book, and thanks to the Council for kindly excusing this delay. Thanks are also gratefully offered to Mr. Julian Corbett for his very valuable advice on several most important points, and to Captain J. G. Boulton, late R.N., for expert opinion on Cook's charts and *The Atlantic Neptune*. And the Editor freely acknowledges that his volume could never have come into existence at all without the skilful, generous and constant assistance of Dr. A. G. Doughty, the Dominion Archivist.

Prophecy is never safe in questions of research. But, since all the quite exceptional work, publicity and criticism of the present century have failed to find any other important source of information still inedited, there seems good warrant for believing that the last great gap in the original evidence of the whole subject is closed by the publication of *The Logs of the Conquest of Canada*.

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BIBLIOGRAPHY

A. THE LOGS.—The text of the *Logs of the Conquest of Canada* is taken from the ten folio volumes of MS. copies in the Dominion Archives in Ottawa; where they were catalogued under the heading of *Admiralty—Masters' Logs—Nos.* (as given at the head of each log in the text of this book). There were two sets of logs: Captains' logs and Masters' logs. The Masters' are the better, especially for the purposes of this book, because Masters were the Navigating Officers of the day, and the navigational interest in the Canadian campaigns is generally greater than the combatant. Besides, the Master was the acknowledged log-keeper on board; and the Captain generally copied what the Master had entered. When the ship went into action the Captain would naturally know more about it than the Master; but the gist of his own entries would usually be embodied in better form in his letters, reports or dispatches.

Five letters, which throw additional light on the operations in 1760, are added after the Montreal logs. They are: (1) Carter Allen's; (2) Deane's; (3) Schomberg's; (4) and (5) Swanton's.

B. AUTHORITIES QUOTED *VERBATIM* IN THE INTRODUCTION.—The principal quotations in the Introduction are made from the following sources:—

I. SCHOMBERG.—In chapters i., ii., iii., and v., the lists of the various squadrons are taken, with slight corrections, from vol. iv. of the *Naval Chronology; or an Historical Summary of Naval and Maritime Events, from the time of the Romans, to the Treaty of Peace, 1802.* With an Appendix. In 5 vols. By Isaac Schomberg, Esq., Captain in the Royal Navy, London. Printed for T. Egerton of the Military Library, Whitehall, 1802.

II. KNOX.—The following quotations are from *An Historical Journal of the Campaigns in North America for the years 1757, 1758, 1759, 1760.* By Captain John Knox. 2 vols. London: MDCCCLXIX. In chap. i., the account of burying alive to cure scurvy. In chap. ii., the remarks on the climate of Nova Scotia. In chap. iii., Saunders' Sailing Orders, which Knox took *verbatim* from the official copy used by the Captain of his transport, "old Killick," the description of whose passage through the Traverse is also quoted from Knox. In chap. iv., the prices of provisions during the Siege of Quebec, and the amusing episode of that adventurous little vessel, *The Terror of France.*

In chap. v., the account of the arrival of the *Leostoff*, on the 9th of May, 1760, in the Harbour of Quebec.

III. AMHERST.—In chap. ii., Amherst's Journal is quoted *passim*. This journal was the official one sent to Pitt. It was printed in several books of the day. The present quotations are made from the reprint in Barrow's *Naval History*, a contemporary account of the Seven Years' War, or rather of the part known as "The Maritime War."

IV. JEFFERYS.—In chap. iii., the contemporary descriptions of the St. Lawrence are quoted from *The Natural and Civil History of the French Dominions in North and South America*. Illustrated by Maps and Plans engraved by Thomas Jefferys: London. For Thomas Jefferys. MDCCLX.: 2 vols. folio.

V. WOLFE.—The extracts from Wolfe's orders in chaps. iii. and iv. are taken from *Wolfe's Order Book*, published by the Literary and Historical Society of Quebec, from a MS. copy belonging to Sir James Le Moine, of Quebec.

VI. DOUGHTY.—The following quotations in chaps. iii. and iv. are from the *verbatim* reprints of original documents in *The Siege of Quebec and Battle of the Plains of Abraham*. By A. G. Doughty. Quebec, 1902, 6 vols., 4to. In chap. iii., Foligné's remarks on the Traverse; Saunders to the Admiralty on the 6th of June, 1759; and Pitt's Instructions to Saunders, Durell, Amherst and Wolfe. In chap. iv. Holmes' Letter of the 18th of September, 1759, and Saunders to the Admiralty on the 5th and 21st of September, 1759.

NOTE.—The editor compiled a reference composite diary of the Siege of Quebec from the papers of Saunders, Townshend, Montrésor, Moncrief, Vaudreuil, Montcalm, Bougainville, Foligné, Johannès, "a French Officer," "an Authentic Journal," "the Particular Transactions," and other original documents printed in Dr. Doughty's collection, as above.

VII. MELSHEIMER.—In illustration of a foreigner's view of a soldier's life on board a British transport there is a quotation in chap. ii. from the *Journal of the Voyage of the Brunswick Auxiliaries from Wolfenbüttel to Quebec*. By F. V. Melsheimer. Minden, 1776. Translated from the German by William Wood for *Transactions of the Literary and Historical Society of Quebec, N.S.*, 20.

VIII. THOMPSON.—In chap. i. quotations illustrating the sea life of the period are made from the *Seaman's Letters* of Commodore Edward Thompson, who served in the "Maritime War," was a friend of Dr. Johnson, is cited as an authority in Laird Clowes' *History of the Royal Navy*, and died in command on the West Coast of Africa in 1786.

IX. SEA-SONGS.—The references to sea-songs are mostly from *Sea-Songs and Ballads*, selected by Christopher Stone, with Introduction by Admiral Sir Cyprian Bridge, G.C.B. Oxford: Clarendon Press, 1906.

C. HINTS FOR FURTHER STUDY.—Of course, any serious student will have read Admiral Mahan's *Influence of Sea-Power upon History*. But

Mr. Corbett is much the best general and special authority on this period. A comparison of Sir William Laird Clowes' *History of the Royal Navy* with the Hon. John Fortescue's *History of the British Army* will show how joint expeditions were conducted, and misconducted. The four best books on the general history of the Seven Years' War are: Herr von Ruville's *William Pitt, Graf von Chatham*; Mr. Julian Corbett's *England in the Seven Years' War: A Study in Combined Strategy*; the German Staff History, *Der Siebenjährige Krieg*, Herausgegeben vom Grossen Generalstabe; and *La Guerre de Sept Ans*, par Richard Waddington. Herr von Ruville has undoubtedly written the best life of Pitt, though with a strange personal bias against the Great Commoner. Mr. Corbett's book is the first to explain "The Maritime War" in all its bearings. It is by far the best all-round authority. The German Staff History is exceedingly thorough and the best work on the whole period from the purely military point of view. M. Waddington excels in the history of statecraft and diplomacy, without neglecting the other aspects of the war. The four works are thus complementary, each having its own *forte*—statesmanship, sea-power, Continental armies, and diplomacy. *The Correspondence of William Pitt with Colonial Governors and Military and Naval Commissioners in America*, edited by Gertrude Selwyn Kimball, is a useful compilation. But the Canadian references in the notes are full of minor mistakes.

There are many contemporary works about the seat of war. A good specimen of the pamphlet of the day is *The Importance of Cape Breton considered in a Letter to a Member of Parliament, from an Inhabitant of New England*. London: Dodsley, 1746. By Massachusettensis. The standard geography was the well-known Jefferys' *French Dominions*. It generally embodied the best information then obtainable, and its black-and-white maps and plans were the finest of the century. The fullest journal was the one kept by Captain Knox, of the 43rd. He is very painstaking and generally accurate, and he devotes a good deal of attention to naval and other matters.

The modern works are probably too well known to need much notice. Parkman's *Montcalm and Wolfe* is written with the author's usual skill in the handling of his materials. He was undoubtedly a writer of great power and originality; but he does not view the subject consistently as part of a universal whole, he does not base the campaigns on an omnipresent sea-power, and he never saw several documents subsequently brought to light by Dr. Doughty. Kingsford's *History of Canada* takes note of what went on at the European bases of the war, but it has most of Parkman's defects with few of his good qualities. Mr. Bradley's *Fight with France for North America* is a very good book within its self-appointed limits. But its argument is not based on universal sea-power. Neither is that of Dr. Doughty's monumental and invaluable work, which is really a collection of original documents, with a very elaborate introduction, all devoted to the details of one scene of action in a single year. Except for

the logs of H.M.S.S. it is almost final. It cannot be superseded, and must always be consulted by every author writing on Wolfe's Quebec campaign. With Dr. Doughty's published and unpublished collections at his service Colonel Wood wrote *The Fight for Canada*, concentrating attention only on the most critical phases of the Conquest, basing the whole argument on sea-power, and treating the local operations as part of the world-wide "Maritime War." Two excellent works by American authors appeared in 1908, the year of the Quebec Tercentenary—Mr. Tracy's *Tercentenary History of Canada* and Dr. Avery's fourth volume of *A History of the United States and its People*. Both give a good and impartial account of "The French and Indian War," both use Dr. Doughty's documents, and both take note of the influence of sea-power on the course and issue of the struggle. But the scope of neither is quite wide enough to allow the authors to deal fully with the Canadian campaigns in connection with the "Maritime War."

There is no purely naval history entirely devoted to the Seven Years' War. Mr. Corbett's great work is something more, though it includes all the naval detail required for its purpose. Admiral Mahan's *Types of Naval Officers* contains some most informing "Remarks on the Development of Naval Warfare during the Eighteenth Century." Schomberg's *Naval Chronology* is only the dry bones of statistics. Barrow's *Naval History* was rather the work of a contemporary annalist. The retrospective parts of the old *Naval Chronicle*, begun in 1799, offer little more than odds and ends. Life in the Navy of that generation has no record exactly like the *Mémoires de Forbin*. Two first-rate volumes of the *Navy Records Society* just miss the period: *The Life of Captain Stephen Martin* stops in 1740, and *Gardner's Reminiscences* begin with 1775. A good deal of competent knowledge is pleasantly conveyed in *From Howard to Nelson: Twelve Sailors*, edited by Sir John Knox Laughton, and containing short sketches of Anson, Hawke and Boscawen. Perhaps Thompson's *Seaman's Letters* give the best personal view of life afloat, though he may have added a few heightening touches. Smollett's *Roderick Random* probably errs still less on the side of moderation. But Smollett knew what he was talking about. He was a junior Surgeon's Mate in the West Indies in 1740, and he took part in the abortive attack on Cartagena the next year. A good deal of insight into the better side of the bluejacket can be got by reading between the lines of the old "fore-bitters" in Mr. Stone's collection of *Sea-Songs and Ballads*. The "fore-bitters," so-called because the singer generally took his stand on the fore-bits, were the genuine folklore of the sea. One has only to turn from them to Dibdin's theatrical effusions to see the world of difference between the sailor as he saw himself and the sailor as the landsman thought he ought to be seen. An excellent book, published in the present year, is *The British Tar in Fact and Fiction*, by Commander C. N. Robinson, R.N., author of a similar work called *The British Fleet*.

The handiest glossary of sea-terms is Admiral Smyth's *Sailor's Word-Book*. The great international and encyclopædic work of to-day is worth consulting for comparative study: *From Keel to Truck: Dictionary of Naval Terms in English, French, German, Spanish and Italian*. By Captain Paasch. With this and Sir George Holmes' handbook on *Ancient and Modern Ships* the layman will probably find out as much as he wants to know about the evolution of naval architecture. The best account of the first British hydrographic survey of Canadian waters is in *Captain James Cook*. By Arthur Kitson. London, 1907.

As a final hint the Editor would urge students to go over the ground with the charts, after having read the history. This may seem absurdly trite and obvious advice. But it is particularly worth taking in the case of the St. Lawrence. The Editor knows, by his own experience, that even after having sailed the pilot waters himself, time and again, he could not have fully appreciated the navigational problem which confronted Saunders without having made a special trip, chart in hand. The personal touch between things recorded and things seen is what really makes history alive.



CARTOGRAPHY

EVERY one knows that Jacques Cartier's discoveries in the sixteenth century and Champlain's voyages in the seventeenth produced only what is curious in the way of hydrography. Abraham Martin, from whom the famous Plains of Abraham take their name, was the great seventeenth century King's Pilot at Quebec, and the prototype of all the rule-of-thumb navigators of the St. Lawrence down to the time of the Conquest. The pilot waters were generally divided into three parts: the first from Bic to Isle-aux-Coudres; the second from Isle-aux-Coudres through the redoubtable "Traverse" to Quebec; and the third from Quebec to Montreal. Some pilots took longer beats, others were more local still, and none seem to have been really first-rate at their work. French hydrography was sadly hampered by want of funds. There never was any systematic survey, because neither the Home nor the Colonial Government understood the importance of it. There was plenty of verbose correspondence, but little real knowledge. Iberville, after whom the South Channel from Crane I. to I. Madame was named, La Richardière, whose reports about the passage between Green and Red Islands and other places show some grasp of the subject, de Vitré, who is often credited with the doubtful honour of having brought Saunders safely through, and others, all knew enough to have made themselves useful to more scientific surveyors. And France had the surveyors. But she never used them to advantage in Canada. The wonder is that—what with the ignorance, apathy and dishonesty in high places—she was served so well as she was in the chart taken from the *Chézine* by Durell and used by Saunders on board the *Neptune*. Louisburg was well known to both sides. In 1753 the *Imprimerie Royale* in Paris published the *Voyage fait par ordre du Roi en 1730 et 1751 dans l'Amérique Septentrionale pour rectifier les Cartes des Côtes de l'Acadie, de l'Isle Royale, &c.* Par M. de Chabert, Enseigne des Vaisseaux du Roi. And the *Considérations sur l'état présent du Canada*, published by the Literary and Historical Society of Quebec, show conclusively that New-England craft were swarming in Canadian waters till stopped by actual hostilities.

The war produced many maps and plans, and a few charts. Jefferys published the best; and his provisional one of the St. Lawrence is noted in Townshend's Journal as in perfect correspondence with the *Diana's* soundings off Hare Island. Then there was a *Chart of the River St. Lawrence from the Chaudière River to Goose Cape, five miles below Isle-aux-Coudres*, which was also used in the *Neptune*. The scale is two miles to the inch. The original is in the British Museum and a *facsimile* in the Archives in Ottawa. The Dominion Archives also have a photograph of *An Authentic Plan of the River St. Lawrence from Sillery to the Falls of Montmorency*. Drawn by a Captain in the Navy. This was published in 1760. The Ottawa photograph is made from a copy in the Ministry of War in Paris which contains several MS. notes, e.g. "Ce ne fut pas un siège en 1759, mais un bombardement." There are French, German, and even Dutch plans of Quebec; all more or less accurate and interesting. But it is not necessary to go into further detail before describing the charts reproduced in *facsimile* for the present book. These are three in number: (1) Jefferys' Louisburg; (2) and (3) Cook's St. Lawrence and Quebec. A composite three-section plan of the Siege and Battle at Quebec is added, to enable the reader to follow the connection between the land and water operations there.

DESCRIPTION OF THE THREE CHARTS AND ONE PLAN USED TO ILLUSTRATE "THE LOGS OF THE CONQUEST OF CANADA"

I. LOUISBURG.—Though there are many other plans, and some more elaborate, the handiest for the present purpose is this one, which Jefferys published first on the 9th of October, 1758, and afterwards incorporated in his *French Dominions*. The present *facsimile* is only of *A Plan of the City and Harbour of Louisburg*, which constituted the right-hand portion of Jefferys' sheet. The left-hand portion contained Colonel Gridley's *A Plan of the City and Fortifications of Louisburg* on a very much larger scale, to show all the artillery and engineer details; but, as these are not required for an understanding of the naval problem, this inset has been omitted. The splendid views in *The Atlantic Neptune* (v. *infra*) may be advantageously consulted for further topographical details, though the charts in it are bad hydrography.

II. and III. THE ST. LAWRENCE AND QUEBEC.—These Charts are *facsimiles* of portions of the last two composite sheets published by the Admiralty from the survey executed by CAPTAIN COOK and his assistants for

THE
NORTH AMERICAN PILOT

for

NEWFOUNDLAND, LABRADORE,

the

GULF and RIVER ST. LAWRENCE :

being a collection of

Sixty accurate Charts and Plans,

drawn from Original surveys :

taken by

JAMES COOK and MICHAEL LANE, surveyors, and JOSEPH GILBERT,
and other Officers in the King's service.

Published by permission of the

RIGHT HON. THE LORDS COMMISSIONERS OF THE ADMIRALTY.

Chiefly engraved by

the late Mr. THOMAS JEFFERYS, Geographer to the KING.

On Thirty-six large copper plates.

LONDON :

Printed according to Act of Parliament, and sold by R. Sayer and J. Bennett,
No. 53, in Fleet Street.

MDCCLXXV

N.B.—Of whom may be had, the Sailing Directions for the above charts.

[The size of the book is $21\frac{1}{2} \times 16\frac{1}{8}$.]

This was the first-fruits of modern British hydrography, and it reflects infinite credit on the hydrographers. It of course superseded all previous charts ; and it was not itself superseded till Admiral Bayfield, a man imbued with Cook's own spirit, made his survey in 1827-34. *The Atlantic Neptune* appeared in 1780, only five years after the results of Cook's survey had been published ; but, as is pointed out later on, it marked no advance, but rather a falling off, in pure hydrography.

Cook and his work for *The North American Pilot* are of such exceptional interest that it is worth while to trace the whole evolution of the *Quebec* and *St. Lawrence* charts now reproduced in illustration of *The Logs of the Conquest of Canada*.

Cook was born on the 10th of January, 1727, just eight days later than Wolfe. As is well known, he was of humble parentage ; and began his studies, when apprenticed to a Mr. Walker at Whitby, by getting a candle and a quiet corner from Mary Prowd the housekeeper. He sailed the North Sea in the *Freelove*, which, according to the *Yorkshire Gazette*, was afterwards lost, "together with a hundred and fifty passengers and the winter's supply of gingerbread for Whitby." In 1749 his apprenticeship was up, and he went three years before

the mast. He then spent another three years as mate of Walker's *Friendship*. In 1755 he volunteered into H.M.S. *Eagle*, a 60-gun ship, and was rated as Master's Mate during his two years service in her. On the 30th of May, 1757, the *Eagle* took the *Duc d'Aquitaine* after a very stiff fight. Palliser having remembered him for a Master's warrant, he joined the *Pembroke* in that capacity on the 27th of October. Palliser would have liked him to have had a Lieutenant's commission; but, fortunately for Canadian hydrography, quarter-deck promotion was deferred. In 1758 the *Pembroke* followed Boscawen's fleet to Louisburg, and afterwards went with Hardy and Wolfe to harry the French settlements in the Gulf. On the 5th of May, 1759, Durell left for the St. Lawrence with the *Pembroke* in company, and arrived off Isle-aux-Coudres on the 25th. On the 9th of June Cook's entry in the *Pembroke's* log states: "at 4 A.M. a signal on Board the Devonshire for all Boats Man'd and arm'd in order to go and sound the Channel of the Traverse." Two days later he says, "returned satisfied with being acquainted with the Channel." He of course made use of all existing French and British charts as well. Beside those already mentioned, there were the charts captured by Boscawen in 1755, when he came out to intercept French reinforcements. In 1759 St. Lawrence cartography had advanced far enough to enable Kitchen to publish a large-scale plan of the Traverse in London in September. During the siege Cook was too busy to do much surveying. The *Pembroke* spent most of her time in the Basin; and there is no evidence to connect Cook with Wolfe's final attack or the story of Gray's *Elgy*. On the 23rd of September he was transferred to the *Northumberland*, whose Captain, Lord Colville, took command of the squadron that relieved Quebec next year.

On the 1st of May, 1760, the Admiralty published the first edition of the St. Lawrence and Quebec charts used in this book. The legend was as follows:—

This Chart was Drawn from particular Surveys of the following Places and Published for the Use of the British Navigators by Command of the Right Honourable the Lords Commissioners of the Admiralty.

CHARLES SAUNDERS

Pall Mall, May 1, 1760

GASPEE BAY.
MINGAN HARBOUR and ISLANDS.
SEVEN ISLANDS and the BAY.
HARE ISLAND.
ISLAND of COUDRE and ST. PAUL'S BAY.
THE TRAVERSE with the LINES of directions.
SOUTH CHANNEL of ORLEANS.
NORTH CHANNEL of ORLEANS.
THE BASIN of QUEBEC.
THE RIVER from QUEBEC to the FALLS of RICHELIEU.

The Distances between the Island of Coudre, the Island of Orleans, the Pillar-Rocks, and Shoals in the South Channel, were accurately determined by Triangles. The other parts of this Chart were taken from the best French Draughts of this River.

This was essentially a corrected compilation, and probably did not contain much of Cook's work. Saunders had given special orders to his officers to record all soundings and bearings and forward the reports "so that all existing charts may be corrected and improved." The reports would be collected by Bissett, Master of the temporary flagship *Stirling Castle*, who befriended Cook, admired his abilities, and probably brought him to the notice of Saunders.

On the 22nd of April Cook had left Halifax with Colville for Quebec, where he arrived on the 18th of May. It was then, during the open season of 1760, that he began his great survey of the St. Lawrence. On the 19th of the following January Lord Colville records in his journal that he had "directed the store-keeper to pay the Master of the *Northumberland* fifty pounds in consideration of his indefatigable industry in making himself master of the pilotage of the St. Lawrence." Cook was then spending his second winter at Halifax, and again working hard at navigation, with nothing but his own wits, experience and a few books to help him. He went on with his survey the next two seasons, and on the 30th of December, 1762, Lord Colville recommended him to the Secretary of the Admiralty in the following terms:—

SIR,—Mr. Cook, late Master of the *Northumberland*, acquaints me that he has laid before their Lordships all his draughts and observations relating to the River St. Lawrence, part of the Coast of Nova Scotia, and of Newfoundland. On this occasion I beg to inform their Lordships that from my experience of Mr. Cook's genius and capacity, I think him well qualified for the work he has performed and for greater undertakings of the same kind. These draughts being made under my own eye, I can venture to say they may be the means of directing many in the right way, but cannot mislead any.—I am, Sir, your most Obedient and most Humble Servant,

COLVILLE.

On the 4th of April, 1763, Captain Graves, afterwards made a peer for his share in the "Glorious First of June," wrote to the Admiralty, asking for Cook to continue the Newfoundland survey; and when he obtained Cook's services he urged haste in the survey of St. Pierre and Miquelon, so that they might be well charted before being handed over to the French, in accordance with the Treaty of Paris. So Cook worked on, with Lane and Gilbert, till the survey was completed. His working pay was ten shillings a day. The draughtsmen sent from the Tower got the usual eighteen pence or two shillings with working pay extra. The estimated cost of his theodolite and drawing instruments was

from $\mathcal{L}12$ to $\mathcal{L}15$; and in addition he was allowed azimuth compasses and some coloured pendants to mark triangulation spots.

Finally, the St. Lawrence and Quebec charts, reproduced here, appeared in 1775, and, the same year, were included as the last two sheets of *The North American Pilot*, which was "Dedicated by Robert Sayer to Sir Hugh Palliser, Bart., . . . this North American Pilot . . . was begun by his order, and executed under his direction." The title-page of *The North American Pilot* has already been given at full length. The following is the special title appearing as the legend on the left-hand bottom corner of the original sheets from which the "St. Lawrence" and "Quebec" *facsimile* charts are taken:—

A NEW CHART
of the
RIVER ST. LAWRENCE
from the
ISLAND of ANTICOSTI
TO THE FALLS OF RICHELIEU:
with all the
ISLANDS, ROCKS, SHOALS, and SOUNDINGS,
also
PARTICULAR DIRECTIONS
for NAVIGATING the RIVER with SAFETY.
Taken by Order of
CHARLES SAUNDERS, ESQRE.,
Vice-Admiral of the BLUE, and Commander-in-Chief of His MAJESTY'S
SHIPS in the Expedition against QUEBEC in 1759.
Engraved by THOMAS JEFFERYS
Geographer to His Royal Highness the Prince of Wales.
Published by Command of
The Right Honourable the LORDS COMMISSIONERS of the ADMIRALTY. LONDON.
Printed for ROBT. SAYER and Jno. Bennett, Map and Sea-Chart Sellers,
No. 53, Fleet Street, as the Act directs, 16 Feby. 1775.

In the centre of this chart the legend of the first edition of the 1st of May, 1760, reappeared, as already given in full in this note. But the new chart was Cook's, as was most of *The North American Pilot* which related to Canadian waters. It was Lane who made the mistakes in Labrador.

A word as to the actual "composing" of the present *facsimiles* may not

be out of place here. By kind permission of Dr. G. W. Parmelee, President of the Literary and Historical Society of Quebec, the Society's copy of *The North American Pilot* was put at the Editor's disposal, so that he was able to "compose" together on a single sheet complementary parts of the St. Lawrence and Quebec charts, which, though on the same scale, were published on different sheets, each of which had its own margin. By this means the present volume is illustrated by the only single-sheet, large-scale charts that have ever shown, at one glance, the pilot waters of the St. Lawrence from below Matane to above Isle-aux-Coudres, and, at another, the waters which were the scene of operations round Quebec, from below Isle-aux-Coudres up to the "Falls of Richelieu."

IV. THE MILITARY THREE-SECTION PLAN OF WOLFE'S SIEGE AND BATTLE.—This was originally made for Dr. Avery's *A History of the United States and its People* from the plans drawn by Wolfe's Engineers, with several corrections and additions, by Dr. Doughty, Dominion Archivist, Lt.-Colonel Crawford Lindsay, and the present Editor. It was first published, however, by kind permission of Mr. C. W. Burrows, Dr. Avery's publisher, in the Canadian and American editions of Colonel Wood's *The Fight for Canada*, in 1906. It appeared in Dr. Avery's fourth volume in 1908; and now reappears in the present work, by grace of Mr. Burrows' renewed generosity, he having allowed the Champlain Society to purchase the requisite number of copies. This map, which explains itself, is added to the charts to show the connection between the land and sea services at Quebec.

The subsequent hydrography of the St. Lawrence is beyond the scope of this note. But the tributes paid to Cook by his successors deserve mention. Admirals H. W. Bayfield and T. Orlebar, who resurveyed the same ground between 1827 and 1860, are full of his praises. So is Captain J. G. Boulton, whose resurvey some years later increased his admiration for Cook's work in Newfoundland. And the more recent work of Captain W. F. Maxwell, as well as that now in progress under Captain Miles, only confirm all other good opinions of Cook.

This ignores the immense *Atlantic Neptune*, published in 1780-1. But the fact is that Des Barres' elaborate land survey, with Holland's and others', made *The Atlantic Neptune* a vast, exhaustive, able and beautifully executed work, full of excellence of almost every kind—except the hydrographic. And the worst of it was, that all the other kinds of excellence were only too apt to lure navigators into the belief that the hydrography was as sound as the topography, though it might not appear so to the critical eye. The topography was the work of the most capable military engineers in the service. Every building in Canada is shown along the shores; but every necessary sounding along the river bed is not. In justice to Des Barres it must be said that he was a soldier, not a hydrographer; that his charts were a rather miscellaneous collection which

he was ordered to make and, apparently, to complete as he best could; and that he was an excellent officer at his proper duties. Admiral Bayfield, whose own work stood every reasonable test, had the greatest admiration for Cook's charts, while he felt obliged to warn navigators against dependence on those published under the name of Des Barres. In a letter to Sir Francis Beaufort, Hydrographer, on the 17th of November, 1848, he says: "I beg leave also to suggest to you the discontinuance of the chart of the island of Cape Breton, or any other of Des Barres' charts, for they might possibly cause the loss of one of H.M. ships, supposing her to run for shelter either to St. Agnes Harbour or the Great Bras d'Or, the former being represented to have ten fathoms in the entrance, when there are only thirteen feet, and the other, deep water in the place of the most dangerous shoals." A comparison of the charts made by Cook, by Bayfield, and by the surveyors of the present day, on the one hand, with, on the other, the charts collected for *The Atlantic Neptune*, will show that it would have been wiser to have kept Cook's survey intact until it could have been corrected by thoroughly competent hydrographers. In certain parts of the river, where the bottom is changing continuously, Cook's survey naturally became out-of-date quickly enough. But where natural conditions have not altered the configuration his work will stand even now. And when we remember the circumstances of his life and education, the conditions and apparatus of his day, and the great excellence to which he attained, Canada may well be proud that her waters were the first in the world to be surveyed by this first of modern hydrographers.

PART I
INTRODUCTION

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INTRODUCTION

CHAPTER I

THE MARITIME WAR

THE British Empire is mainly the result of The Great Imperial War, that is, of the long series of wars between 1688 and 1815, in which France was the main opponent and sea-power the main determinant. The most imperial of all these wars was 'The Seven Years' War.' The most important British part of 'The Seven Years' War' was rightly called The Maritime War. The most important event in The Maritime War was the conquest of Canada. And the most important factor in the conquest of Canada was the British Navy.

But the Navy's work was never done in isolation from the rest of the imperial forces ; and it can never be understood except as the work of the prime element in a United Service which included both Regulars and Colonial Militia. And this United Service itself can only be understood as an integral part of all the national resources, both in the Old World and the New—mental, moral and material—which were turned by statesmanlike means to warlike ends. Wolfe was the point, Saunders the blade of the Empire's sword on the Plains of Abraham : but the hilt and hand were Pitt. More than this, even the Quebec campaign alone cannot be understood apart from its correlations with the rest of the universal struggle on land and sea. For it was a vital phase in every aspect of that threefold war—"The French and Indian War" of American history, "The Maritime War" of the British Empire, and "The Seven Years' War" of European fame.

And so a mere Introduction to the logs of the Canadian campaigns requires an introduction of its own, to remind us how very different and how widely separated were the forces engaged in this single war, and to show how ships and men were organised to win unifying victory wherever its British issues were decided.

A summary view of the whole of the Seven Years' War must therefore be taken, before considering the British Navy as a special factor in it. Of course, this view is not intended as an epitome of the universal history of the period, as that is quite beyond the possibilities of compression into a few short pages. All that is attempted is the shortest dry-as-dust summary which will serve to remind the reader of the devious course of events all over the world.

The Peace of Aix-la-Chapelle in 1748 settled nothing and satisfied nobody. It was really a truce to let the combatants recover and find a way out of a checkmate all round. The affair of the Austrian Succession, though fraught with dangerous importance to Continental dynasties, was a deflecting cross-current in the Great Imperial War, and drew England, France and Spain away from their age-long struggle for oversea dominion. But this latter essential purpose was always remembered, especially in England. French commerce was ruined; but England knew that France could successfully invade Holland, and there get a splendid naval base against her: hence certain terms of the Treaty. Hanover and the 'Forty-five were two other deflecting factors. Louisburg was more to the point. It was taken by Warren's fleet and Pepperell's Americans in 1745. But, to the disgust of the British Colonies, it was given back to France when the Peace was patched up. This was bad; but better than letting France have a naval base in Holland. In spite of all, however, the sea-power of England had risen during the war, especially in proportion to that of its rivals. The Merchant Service had great actual, and greater potential, strength.

And the Navy had increased to 126 of the line ; while the French Navy had decreased to 31 of the line, and the Spanish to only 22.

In those days treaties of peace were only binding in home waters, and hostilities generally went on in colonies, dependencies and spheres of influence, without much regard to declarations of war. In the East Clive took Arcot in 1751, Dupleix was recalled in 1754 ; and La Bourdonnais, whose advice anticipated the action of Suffren, found that France neither could nor would develop her sea-power in the Indian Ocean. Meanwhile the underplot was thickening in the West. In the autumn of 1753 Dinwiddie sent Washington to protest against French encroachments along the hinterland. But here the French had superior land-power ; and on the 4th of July—a strange day for such an event !—Washington marched out of Fort Necessity, leaving the Ohio valley to the enemy, who built Fort Duquesne on the site of the present Pittsburg, and so threatened to shut up the British Americans between the Alleghanies and the Atlantic by “joining hands behind their backs.” The fight was now a definite issue between British seaboard and French hinterland. The British had Hudson’s Bay, Newfoundland and the Atlantic seaboard from Nova Scotia to Florida, whence the Spanish Dominions extended southward and westward. The French had regained Cape Breton by diplomacy, supported by the threatened invasion of Holland ; and they held Prince Edward Island, had settled the present Province of Quebec, had trading posts and forts in Ontario, and were trying to get a sure footing along the Ohio and Mississippi, to keep a safe connection between Canada and Louisiana. Their line was thus an immensely long inland semicircle, flanked at either end by the St. Lawrence and the Gulf of Mexico, both of which were, of course, open to attack by the British fleet. The American Colonists outnumbered the French-Canadians fifteen to one ; and their trading power was of even greater

relative strength, because the British mercantile marine had an almost open sea at all times, while the French spent most of its energy in regaining lost ground during peace and in furtive evasion during war. This had a continually increasing effect on the trade with the Indians, to the advantage of the British and detriment of the French. The only advantage on the French side in Canada was that all their resources could be used for military purposes at the word of command. But this was offset by the corruption of Bigot, the Intendant, who was at the head of the civil administration, and by the complaisance of Vaudreuil, who was appointed Governor-General on the 1st of January, 1755.

The new year opened with active preparations for war in the Colonies on both sides. France sent out Admiral de la Motte and General Dieskau; England sent Boscawen. Braddock had already taken up the military command. Braddock and Dieskau were both defeated by colonials: two serious blows to the prestige of the regular troops on each side. The Acadians were expatriated; but the western frontier lay open to French attack, while Fort Duquesne barred British hinterland expansion. The balance of military advantage remained with the French. Meanwhile Boscawen, who should have been told the cabinet's exact intentions, failed to bring the French fleet to decisive action; thus violating the rule of striking hard or not at all in a surprise attack before open war. He took two ships off Cape Race and found some charts aboard them that were worked upon for future operations. Hawke cruised about the high seas at home, taking all the French ships (300) and men (6000) that he could lay hands upon without provoking a European war. The House of Commons vote of £100,000 for the sufferers in the great Lisbon earthquake naturally told in favour of England with her ancient ally of Portugal.

In 1756 France and England declared war. The imperial issues were obscured at first by the remaining troubles of the

Austrian Succession, by the Hanoverian and Jacobite questions, and by the failure of the British government to grasp the true principles of the situation. France, instead of drawing in Holland and Spain against British interference with neutrals at sea, fell into an alliance with Austria and Russia against Prussia, partly because all three were jealous of the strength of this new Great Power, and partly because three women—Catherine II., Maria Theresa and the Pompadour—found their single bond of union in hatred of Frederick the Great.

The Anglo-Prussian alliance forced France to attempt Marshal Belleisle's well-laid plan for combined raids by 100,000 men on the British Isles. As a diversion against England, and with an eye to a Spanish alliance, France took Minorca, where the Governor and 35 officers out of a garrison of 3000 men were away on leave. Byng was sent out to retrieve the situation; failed; and was shot for his failure. The loss of Minorca was really an advantage to the British side, as it was out of the centre of imperial objectives. The failure of the great projected French raid, on the other hand, was disastrous to French hopes, because this was directed against the heart of the British Empire. It was postponed for a year; revived with great activity in 1759; and ended abortively with Choiseul's plan of a sustained invasion in 1762.

This was also the year of the Black Hole of Calcutta, in Clive's absence; and of the appointment of the inefficient Loudoun and most efficient Montcalm to command the British and French armies in America. But Anson, though not in the hue and cry against Byng, sent Hawke and Saunders with a "cargo of courage" to replace him and West in the Mediterranean. And Pitt became Secretary of State in November, passed the Militia Bill, raised the Highland Regiments, fused the whole temper of the people with his own lofty patriotic spirit, and made the staunch alliance with Frederick the Great.

In April, 1757, Pitt was dismissed. For eleven weeks there was no cabinet. Frederick ended a desperate campaign against great odds by daring victories at Rossbach and Leuthen; and Parliament voted him £670,000—a large sum in that financial era, for the thrifty king of a frugal people. Clive won Plassey and took Chandernagore. But elsewhere the British arms were dulled by inaction or tarnished by defeat. The French overran Hanover and rounded up the Duke of Cumberland at Kloster Seven. Mordaunt and his pettifogging council of war turned the expedition against Rochefort into a fiasco, in spite of Hawke and Wolfe. And the American campaign languished for want of a head in England and a heart in the Colonies. Loudoun and Hardy took the well-considered risk of running from New York to Halifax, while a French fleet of unknown strength was rendezvousing at Louisburg. On the 9th of July Holbourne came into Halifax, when, according to Loudoun's original scheme, Louisburg should have been taken and the whole joint expedition on its way against Quebec. As it was thought unsafe to leave Louisburg in their rear the idea of advancing on Quebec was abandoned. Louisburg became the sole objective. Holbourne was to go well a-head, tempt de la Motte out for action, crush him, and bombard the fortress while Loudoun was landing. But the authentic news that the French fleet was actually in superior numbers caused the whole project to be given up. Neither French nor British were led by men of genius, and neither de la Motte nor Holbourne nor Loudoun wished to risk all by action, while waiting for reinforcement. Holbourne and Loudoun have been made the butt of much cheap criticism, which might be more profitably spent on the ineptitude of the British ministry. So everything ended in excursions and alarms, and a great storm that did as much damage as a battle. The French still held the frontiers boldly. They had been twice successful round Fort Duquesne, in 1754 and '55, Montcalm

had taken Oswego in 1756, and had now been victorious at Fort William Henry. But Pitt had been reinstated, with a freer hand to direct the war; and he remained in office for the next four years.

His great administration lasted from the 29th of June, 1757, to the 5th of October, 1761. He had his faults as a statesman; but they were very few, and his mistakes were never irreparable. He was a little theatrical in manner and rather vindictive towards the Bourbons. But he knew how to exert British amphibious power in every direction and combination where it could be decisive. He rose above all pettiness when the occasion demanded it; and his virtues far surpassed those of any other statesman of the Empire. He roused England to the highest patriotism; he touched the heart and imagination of the Celts and oversea British, as they never had been touched from London before, or have been since; he understood, as no one else ever had, what a British commonwealth of empire ought to be; he knew all the relations between the civil and military resources of the people he led to victory, all the importance of sea-power, all the combined force of a United Service, all the true functions of the Army; and—his crowning virtue as a Minister of War—he knew and practised the supreme art of controlling operations without interfering with their execution.

He could not change the whole face of the war in 1758. Resources were not yet fully organised, efforts were not yet well co-ordinated, the best leaders were not yet everywhere in command. But sea-power was being used already in effective combination over vast areas. The merchant marine was increasing British prosperity, as the London and other merchants gratefully recognised later on. The Navy was capturing all that was left of the French merchantmen, and taking, besides, 176 neutral vessels laden with French cargoes. Pocock was fighting severe but indecisive actions with d'Aché in the East. And d'Aché, for all his stubbornness in battle,

was forced to leave the station for want of a base of supplies. At Mauritius he found the same lack of stores. At the Cape he had to leave some of his ships and give their equipment to others, with which he crawled homewards, as crippled as if defeated by an overwhelming enemy. Lally's arrival in India, and his taking Fort St. David, on the very day Boscawen arrived off Louisburg, was of no permanent service to the French cause. Senegal and the island of Goree fell to the British arms on the West Coast of Africa, as did Cherbourg in the north of France itself. Ferdinand of Brunswick drove the French army out of Hanover and beat them at Crefeld. Frederick the Great beat the Russians at Zorndorf, lost to the Austrians at Hochkirchen, and triumphantly invaded Silesia. His Parliamentary grant of £670,000 was renewed. Sea-power, trading and warlike, had enabled Pitt to become a paymaster of England's allies as well as War Minister of her own forces.

In the meantime, the Navy that was fighting in the East, covering England, and taking seaports in France and Africa, was blockading and breaking up the reinforcements intended for Louisburg. Dr. Henacy, the spy of Arundel Street, had sent word from London to Versailles, and de la Clue had left Toulon and been shut up in Carthagenia by Osborn before 1758 began. Du Quesne was sent to help the French to break out; but lost his own squadron in the attempt. And in April Hawke chased the other Louisburg fleet and convoy back into Rochefort and put it out of action for the rest of that year. Du Chaffault, however, got into Louisburg with a third fleet; but, rightly declining to shut up his mobile force there, soon went on to Quebec. At Drucour's earnest request he reluctantly left six vessels behind with the squadron already there under de Gouttes. Sir Charles Hardy had been cruising off Cape Breton for some time, and Durell preparing for Boscawen's arrival at Halifax. The British expedition finally appeared off Louisburg on the 2nd of June, and

Drucour surrendered on the 26th of July. The Louisburg medals show what was then thought of sea-power at home. One was a distinctively Boscawen medal, with the legend, "Admiral Boscawen took Cape Breton." The other, the "Louisburg medal" proper, has a French seaward battery, French ships in the harbour, and the British fleet in the offing, on one side, and, on the other, a bluejacket and a grenadier about to join hands across a globe marked "Canada" and "America" and *pariter in bello*.

The Americans had responded to Pitt's sympathetic touch. He had treated them as companions in arms and had given their officers relative rank up to Colonel. He promised them arms, ammunition, supplies and a recommendation for reimbursement. And he called on them for troops to aid in the conquest of Canada. He asked New England, New York and New Jersey to recruit 20,000 men for this, while Pennsylvania and the South recruited others to attack the French in the west. Massachusetts and Connecticut raised their real estate war tax to the enormous height of 36 per cent., besides which there was the 19s. personal tax on every man over sixteen. All felt the hour and the man had come together at headquarters. But, locally, Abercromby was never held in much esteem, Lord Howe being the real brain and heart of the central army. Lord Howe was killed in a preliminary skirmish. Montcalm utterly outgeneralled "Mrs. Nabbycromby" at Ticonderoga. And the central attack by Lake Champlain completely failed. The indefatigable Forbes succeeded better in the west, where he occupied the blown-up and evacuated Fort Duquesne on the 25th of November, and dated his dispatch to Pitt from it as "Pittsburg."

1759 is Empire Year. But it was nearly over before England thought so. France, stung to the quick by British sea-power in every quarter of the globe, decided on a desperate effort at a combined invasion of the British Isles. Choiseul

was able and active. The malcontents in Ireland and the military weakness in Scotland were to make the successful invasion of these two countries possible with relatively small forces. Fifty thousand men were to strike at England direct. Transports were collected at Dunkirk, Havre, Brest, and Rochefort. The Brest and Toulon squadrons were to unite at the Morbihan and convoy the army against Ireland. Five frigates were to convoy the troops for Scotland. And the main body was to make a dash for the South of England in flat-bottomed boats from Havre. Naturally, the English public was soon in the midst of the usual mob-minded invasion scare. But Pitt and the few that really grasped the situation knew better. Three years earlier the weak-kneed members of the Government were for hiring Hanoverians to defend the country. But now Pitt carried his colleagues with him in planning and executing a scheme of defending England and the Empire by attacking the enemy on its own ground. There was, of course, a concurrent plan of pure defence; but it was subsidiary; and Pitt, George II., Anson and Ligonier were always ready to use the Home-defence forces as reserves for the fighting line abroad.

Admiral Smith, well known as "Tom of Ten Thousand," held the reserve squadron ready in the Downs; while the first regular system of blockade was established against the whole hostile coast. Two cruiser squadrons watched the Morbihan and Dunkirk. Rodney watched the troop-boats at Havre. The still more important blockades at Brest and Toulon were maintained by Hawke and Boscawen. The enemy's invading armies were the great objective. And they were struck at through their covering fleets, which were both destroyed. When Boscawen was refitting at Gibraltar, at half-past seven in the evening of the 17th of August, a lookout frigate came in under a press of sail to report de la Clue's twelve of the line in sight, making for the Straits under all the canvas they could carry. Most of the British had their

topmasts down and the flagship had her sails unbent. But within two hours the fleet had weighed and was standing out to sea, keeping perfect station. Overhauled, the sternmost French ship, under Captain de Sabran, fought a splendid and well-calculated rear-guard delaying action. But next day de la Clue scattered his fleet in a *saute qui peut*. Four ships were run ashore near Lagos, where Boscawen burnt two and took the other two. Five ran for safety into Cadiz. Only two escaped at large. Three months later Conflans, reinforced by Bompard's crews from the West Indies, broke out of Brest, during Hawke's absence at Torbay in a heavy gale. He made for Quiberon, where he chased Duff's four vessels off their station. But Hawke arrived and closed in, with twenty-three to twenty-one, and, on the 20th of November, the day Wolfe was buried at Greenwich, he won the strategic counterpart to the Battle of the Plains. Conflans sought to save his fleet by risking the dangers of navigation rather than those of action. But Hawke braved and conquered both, by consummate seamanship and fighting skill combined. In the full stress of a westerly gale, on a lee shore, through rocks and shoals, he followed and destroyed the whole French force. At this one stroke the invasion of England was brought to nought and the fate of Canada was sealed.

Inland on the Continent the fortunes of war fluctuated to and fro. The French took Frankfort in January and defeated Ferdinand of Brunswick at Bergen in April. But he stopped their invasion of Hanover at Minden on the 1st of August. Frederick the Great suffered the bloody and exhausting defeat of Kunersdorf, against great odds; but he managed to hold all Saxony except Dresden. It is hard to bear in mind that this great Empire Year began with public panic in England, and that, even after Minden, it closed without re-establishing British military prestige on European battlefields. But the panic was a reality at home,

and the absence of military prestige a reality abroad. The British Army had never had any great opportunity to gain a high professional standing, or an international reputation, since Marlborough's campaigns fifty years before; while the opportunities it did get were mostly missed, and there had been a good deal to lower the little estimation in which it was held among both those who knew what a regular army should be and those who merely judged the value of events by their notoriety. Nothing shows this more clearly than the sudden and lasting hero-worship which the English public lavished on the Marquess of Granby. He was a general who might have been a good cavalry leader in any great war, or perhaps an army corps commander. But there is nothing to prove that he had the cavalry or any other genius in a supreme degree. Yet, because he cut the first respectable British military figure on the European scene, he was hailed as a national hero. He came to the front at a Mafeking moment; and, quite as fortunately for his martial fame among the general public, his hat and wig blew off as he led the charge. Hatless and wigless he soon appeared on tavern signboards all over England. Admirers of Mr. Pickwick will remember the portrait of the bareheaded Marquess, in his famous Warburg attitude, on the inn at Dorking. And so, what with his really fine character and genuine merit, what with glory, and what with beer, his reputation took the tide of fortune at the flood, and lasted all the longer because of the low ebb that had gone before. But this is anticipating Warburg by two campaigns—and the fact that Warburg was only fought in 1761 is itself a proof that the great Empire Year was not the year of confidence at home and pre-assured victory on land or sea that we are too apt to think it now; but a year of supremely difficult statecraft and administration at headquarters, and of strenuous and skilful effort on the part of the United Service at the front.

While the military war was being waged on the Con-

tinent its fortunes were being more and more affected by the pressure of British sea-power on the national resources of France. British trade was increasing, French disappearing from the seaboard everywhere. Questions of harbour and local defence, even of communications on the German frontiers, were all adversely affected. At the same time French power, on land and sea alike, was withering away in both the East and West Indies. D'Aché reappeared off the Coromandel Coast in September, found that the British fleet had forced Lally to raise the siege of Madras, and had to leave French India to its fate. Guadaloupe had fallen in April. And it was significant of the state of affairs on the Atlantic that the arrival of a West India convoy in France was received with as much surprise as congratulation, that Montcalm wrote home to say they had had no mail for eight months, that the annalist of the Ursuline convent in Quebec praised Bougainville for his daring cleverness in "having penetrated the enemy's lines" when he recrossed the sea, and that Vaudreuil asked Massiac in the autumn of 1758 to send out the orders for 1759 in several different ships that were to sail for Canada in the spring.

It was only a very small reinforcement that got up the St. Lawrence with Bougainville in May, just before Durell arrived to block the entrance. But its manœuvre was well conceived and gallantly executed. Pitt had determined on the conquest of Canada this year; and nothing better proves his hold on the public and his statesmanlike prevision than his sending out a quarter of the whole Royal Navy, in face of the menace of a French invasion and the consequent English apprehension at home. Parliament understood him. Later on the not too friendly Horace Walpole said: "Our unanimity is prodigious. You would as soon hear a 'No!' from an old maid as from the House of Commons." The Americans understood him. Their troops and taxes prove it. And the United Service understood him. There never

were three more harmoniously worked joint expeditions than those against Louisburg, Quebec, and Montreal. The plan of campaign was that Amherst should lead the central attack by the line of Lake Champlain towards Montreal; that Saunders and Wolfe should attack Quebec; and that the two attacking forces should join hands according to circumstances. Further inland, Prideaux was to attack Fort Niagara, while Stanwix was to hold Pittsburg against the Indians and French from the north-west. Niagara fell, and with it the connection between Canada and Louisiana. Amherst crawled forward by slow degrees, as he had not been provided with the local sea-power to destroy the four little French vessels on the Lake. Perhaps he was over-cautious; but none of the men before Quebec ever blamed him. No one who knows that country now could expect him to have marched an army quickly across its hills and forests then. Certainly, the command of Lake Champlain should have been secured for him at the outset of the campaign; and the blame for this must be shared, apparently, among all concerned.

The Quebec campaign was, of course, an amphibious attack by a large fleet and a small but efficient army, used as a landing party on a large scale. The fleet and convoy were manned by twice as many seamen as Wolfe had soldiers. The fleet scouted for the army, moved it, fed it, supported it in every way and at all times, and finally put it in position to win the decisive victory on the Plains of Abraham. The Quebec medal, with its Britannia and Trident, and its Commemoration of "Saunders" and "Wolfe" in the legend, clearly shows that the authorities of the day took a juster view of the Navy's work than nearly all historians have. The Navy was a single force, making the whole war one. For this reason every naval defeat or victory was felt round the world; and for this secondary reason, the Navy could prepare and confirm the conquest of Canada in European waters, while securing it for the Army on the spot.

After the Empire Year of 1759 the war was somewhat of an anti-climax, except in Germany, where Frederick the Great, defeated at Landshut, recovered his ground at Pfaffendorf, and fought his enemies to a victorious standstill at Torgau, in November, 1760. Thurot made an attempt on Ireland, where he took Carrickfergus. But Elliot defeated him in the Irish Channel, and his belated raid ended in disaster. Unfortunately, George II. died on the 25th of October. With all his faults and Hanoverian particularism he was no mean judge of the conduct of a war. He was a soldier, and a brave and capable one; but he grasped and held to the purpose of sea-power. It was a sorry day for the Empire when he was succeeded by George III. At sea there were no more great fleet-actions—there was no great enemy to fight. Lally, left, like Montcalm, to his own resources, was beaten by Coote at Wandewash. Pondicherry surrendered the following January. And, bereft of their sea-power, the French lost their hold on India. Canada was at its last gasp. No reinforcements could cross the hostile Atlantic. Lévis' victory at Ste. Foy on the 28th of April and his subsequent siege of Quebec were at once made useless by the arrival of the British squadron in May. His shrunken army, confined at last entirely to the land, in a country of seaboard and inland waterways, surrendered at discretion in September at Montreal. The treaty of 1763 simply confirmed the accomplished fact of the conquest.

The subsequent course of the war only affected the destiny of Canada by making its recovery by France more and more unlikely, under any circumstances. Belle Isle was taken in France, Dominica in the West Indies; and the exhausted combatants in Germany rested on their arms. But Spain had also made a change for the worse in her Kings. Charles III., who gave up the throne of Naples to take that of Spain, had once been allowed an hour to withdraw his Neapolitans from the Spanish army; and he had never

forgiven this affront by a British Commodore. He foolishly chose to enter a Family Compact in August, 1761, by which France and Spain agreed to make common cause on the 1st of May, 1762, unless a satisfactory peace had been secured in the meantime. Pitt rightly urged immediate war on the potential enemy. But the cabinet, under the contemptible Bute and his faction, was against him; all except Temple. Anson did not support him; either from party motives or failure to grasp the situation. On the 5th of October he resigned.

Within three months England was forced to declare war; and Anson did his duty as well as ever. The spirit called forth by Pitt lived on in many at home and in all at the front. The feeble Spanish sea-power was simply brushed aside, or ignored, and the Spanish possessions fell fast. Even secondary British bases were more than a match for all that Spain could do. Havana was taken by an expedition to which Massachusetts and Connecticut sent 4000 men. And British India took Manila single-handed, of course by co-operating with the squadron on the station.

On the 10th of February, 1763, the war ended with the Peace of Paris. Bute, who had already stopped the Prussian subsidy, had been negotiating behind the back of Frederick the Great. He had the excuse, however, that Frederick had already been negotiating on his own account. The necessary votes were bought up in the House of Commons. And the breed of little men, who had neither the strength for a great war nor the straightforwardness for an honest peace, worked their will. Fortunately for Prussia, the Czarina died, Sweden and France withdrew disgusted, and Austria came to terms. It is commonly said that Prussia gained nothing. But this is only the view of mean materialists. She gained a self-confidence, a national discipline, and a war prestige which were of more value, even in a material sense, than any mere possessions could possibly have been. England's share of the

spoils was large ; but it was gained entirely by the great men who fought the war, and not at all by the little venal men who made the Peace. There was no sound objection to making peace. On the contrary, it was a right and righteous act to do so. But the way it was made was wrong. In spite of the new Ministry the British Empire became the greatest in the world ; greater, relatively to the rest of the Great Powers, than it had ever been before or has been since ; and greatest of all in its potentialities. And all this was the direct result of the "Maritime War."

We may now turn from this dry-as-dust summary of the war in general to a consideration of the British Naval factor in particular.

It is a strange fact, though quite in accordance with common British precedent, that no book has ever been devoted to an exhaustive study of Pitt as a Minister of War. Of course, his genius greatly transcended his departmental work ; but it was just because he was so much more than a great parliamentary head of department that he succeeded so well within the department. Every commander, naval and military, and every Colonial Governor, who could be touched at all, was touched and inspired in exactly the right way, by the few stimulating words of praise or blame that made the dry bones of Pitt's Instructions live and make alive. His last words in the House of Lords were of the same heroic mould as that in which his whole career was cast : ". . . if we must fall, let us fall like men !" But he did not disdain detail ; he even seems, at first sight, to go too far into details in his instructions. At first sight only ; for he was careful to go just so far as directions from Headquarters were really useful and no farther. He placed the actual Commander at the point of assembly and showed him how all the material and personnel were to be brought together, what the objective was, and by what combinations with complementary forces the result was to be attained. This may seem no more

than the commonplace of all official instructions. But let any one who thinks so compare Pitt's American Instructions with some that have appeared in blue-books of much more recent date, and the difference will at once be apparent.

Better, again, than his instructions was his choice of the personnel to carry them out. He ignored the trammels of party politics when he sent Anson back to the Admiralty, and he gloried in it: "I replaced Lord Anson at the Admiralty, and I thank God that I had resolution enough to do so." And Anson well repaid the trust, as Pitt gratefully acknowledged: "I draw my information from the greatest and most respectable naval authority that has ever existed in this country. I mean the late Lord Anson. To his wisdom, to his experience and care—and I speak it with pleasure—the Nation owes the glorious successes of the last war." Boscawen was known as "Pitt's Admiral," in the same way that Hawke was known as "the King's Captain." Pitt thought very highly of his capabilities. "When I apply to other officers, respecting any expedition I may chance to project, they always make difficulties; you always find expedients." The selection of Saunders was another point in Pitt's favour. Saunders had a high service reputation but was little known outside. He had been Anson's first lieutenant during the voyage round the world, had fought excellently as a Captain under Hawke in 1747, and was sent out to the Mediterranean as Second-in-Command of the "cargo of courage" which replaced Byng. Yet, as he was not much in the public eye, Pitt required some moral strength to put him in command of the greatest British fleet then afloat in any part of the world. It was larger than either Boscawen's or Hawke's, and Saunders, moreover, was comparatively junior, for he only became a Vice-Admiral the day before he sailed from England for Quebec.

But Anson himself is first in the reckoning in everything which concerned the Navy. He undoubtedly guided Pitt,

while Pitt assumed the responsibility before the King and the people. Anson had a hand in Byng's appointment, and he was against Pitt about declaring war with Spain in 1762. Otherwise his conduct of the Admiralty was the best ever known there. He personally instituted and supervised the improvement in the dockyards. Forty ships of the line were launched during the war, and they all showed an advance on previous designs. He was a principal authority in devising regular blockades. He did the headquarters work incidental to the destruction of the French troop-boats at Havre, to the fleet actions at Lagos and Quiberon, and to the taking of Louisburg, Quebec, Montreal, Martinique, Manila and Havana. And he was directly responsible to Pitt for the selection of seven admirals of first-rate ability—Hawke, Boscawen, Osborn, Saunders, Rodney, Howe, and Keppel. It is an interesting point that two men of the future happened to owe their first commissions to him: the Earls of St. Vincent and Camperdown. He certainly had the faculty of selecting the best executive officers in a high degree, and the concomitant faculty of developing the best in the personnel with whom he was surrounded. There surely never was another single thousand tons of shipping in any service that had so many first-rate men aboard during a single commission as his *Centurion*. Three of her officers became First Lords: Anson himself, Saunders and Keppel. Four were distinguished admirals: Sir Piercy Brett, Sir Peter Dennis, Sir Hyde Parker and John Campbell. And Captain Philip Saumarez was one of the hopes of the Service when he was killed in action. Howe and Byron also sailed with Anson in consorts.

Anson was First Lord for eleven years, from 1751 to 1762, with only one break of a few months. For six years before that he had been the power behind the throne. And the seventeen years of his administration deserve all the more credit because the First Lord was not then, as he is now,

at the head of a unified department ; but was only one of three chief officials, the other two being the Comptroller, who was at the head of the Navy Board, and the Master-General, who was at the head of the ordnance. There were some overlapping functions, provocative of much friction, confusion, and detriment to the public service, if not managed with great wisdom. But Anson did manage well, exceedingly well ; and by strength of character, wide experience, and careful handling, he, more than any other man, Pitt himself not excepted, made the Navy what it was. The naval estimates were mostly his work in suggestion, though not necessarily in the form of their presentation to the House. They were unheard-of, according to the precedents of the age—£35,000,000 for a war during which the whole national income was only £90,000,000. But who can say that Anson was not justified by the result ? Taken altogether, his career was a finely wrought, consistent whole, from the day he entered as a volunteer on board the *Ruby*, Captain Chamberlen—first cousin of Sir Hovenden Walker, whose Quebec expedition had been wrecked the previous summer—to his death at the end of the "Maritime War," fifty years later. And no history of Canada can give a true account of the British conquest unless Anson is placed second only to Pitt as one of the conquerors.

The departmental work of the Navy, being under three semi-independent Heads, could only be carried on smoothly when a man like Anson became an unofficial Lord High Admiral. The system was the autocratic one without the autocrat, and liable to fall between the two stools of personal autocracy, which had been left behind, and a Commission directly under Parliament, which had not yet been evolved in practice. This must always be borne in mind when studying the administration of the day. Under the First Lord, the Comptroller and the Master-General, were various Boards which were strictly subordinate, and which were

brought into existence, reformed, or abolished, according to circumstances.

The Admiralty received the money voted by Parliament under three heads: (1) "Ordinary;" (2) "extra," for building, fitting out, dockyard expenses generally, &c.; and (3) "Manning." It promulgated "The King's Regulations and Admiralty Instructions" for the first time in 1731, before which every Commander-in-Chief laid down his own. The present Regulations are the same developed. "The Articles of War," which may be roughly described as the Navy's duty to King and Country, first appeared in a synthetic form in 1749. They were adapted to changed conditions in 1847; but, like the "Regulations," which may be called the duty of the personnel to the Service, they are still the evolved form of the original "Articles." Generally speaking, the administrative management of the Navy underwent little change of system from the accession of George I. to the end of "The Maritime War." As it stood, it was even of earlier origin, since both the Act of William and Mary, which defined the functions of the Lords Commissioners, and the patent of Queen Anne to the Board of Admiralty, remained in force by renewals.

In 1740 a Sick and Wounded Board was appointed to superintend the whole of the naval medical service and the maintenance and exchange of prisoners of war. From 1755 to 1763 it consisted of four members, with an office on Tower Hill. In 1735 Greenwich Hospital received the Derwent-water estates. And in 1776 Melsheimer, Chaplain of the Brunswick Dragoons, on his way to Quebec, gives a most enthusiastic description of "The Marine Hospital" at Portsmouth, "which strikes the stranger's eye more than anything else. It is a large copper-roofed building excellently adapted to its purpose. Here those who have served their country for many years at sea may calmly pass the rest of their life in peace, not forgetting to bless the King, who, if he has done

little else in a philanthropic way, is at least in this instance of the Marine Hospital entitled to the heartfelt thanks of his subjects."

The hospitals and homes were well in their way; but it would have been better for the Admiralty to have lessened the number of sick, and of seamen who were "quite wore out," by closer supervision of the victuallers. Victuallers often had powerful friends in high places, and even the best Sea Lords could do little permanent good against them. In 1757 a pamphlet called "The Royal Navymen's Advocate" exposed the grosser abuses of the victualling yards. But in 1784 a Parliamentary Enquiry disclosed many more; and far on in the nineteenth century the Franklin Expedition were served out with emergency rations which contained offal instead of preserved meat. The badness of the meat was not due to ignorance in the art of preserving it. The eighteenth century knew more about this art than the twentieth gives it credit for. Dr. Blane cured beef with half the usual amount of salt and with various spices so successfully that it was good to eat after seventeen months in the West Indies and five years in London. To add to the troubles of the seaman's lot in the matter of victualling the casks were generally several pieces short and often leaked. The logs of the Conquest contain hundreds of entries to the effect that cask No. so-and-so was opened and found so many pieces short, and some to the effect that the brine had leaked out and left the meat dried and decayed. The most used vegetable was "calavances," a term generally employed for haricot beans, even within the memory of men now living. Bread, biscuit and salt butter nearly completed the bill of fare. Spruce beer was in great demand on foreign stations, as a preventive and curative in outbreaks of scurvy. The logs are full of references to this beer and its brewers. But the standard drink was, of course, rum. It is still a ration in the Navy; but allowances in lieu, or temperance substi-

tutes of any kind, were unknown in the Maritime War. A man who drank no rum was too unnatural a creature to be contemplated by victuallers or victualled. Rum enjoyed the reputation of being as good a tonic as it was good to drink for pleasure. It was as universally drunk ashore as afloat. Wolfe's last orders provided for two days' allowance of rum and water. Even within living memory it was the favourite spirit drunk in Quebec and other seaports. During the fight for Canada it was thought an indispensable item of supply everywhere. A Massachusetts officer in 1755 quite seriously complains that "the rum won't hold out nine weeks. Things appear most melancholy to me." The next year, when Winslow was on his way towards Crown Point, Bagley wrote to assure him that "every wheel shall go that rum and human flesh can move." Brandy was a rare treat, sometimes served out after taking a French prize. Beer was supplied as opportunity offered, most liberally, of course, on the home stations. A good many officers advocated the frequent or even continuous issue of wine instead of spirits. "A Constant Reader" of the *Naval Chronicle* asserted that "the superiority of wine over spirits in any shape was so conspicuous that towards the end of the war (1748) the fleets in the West Indies and North America were supplied with nothing but wine, and with a success sufficient to encourage the continuance of the same practice in future." Like bad food, bad clothing was a constant subject of complaint up to and beyond the end of the century. The men also complained, and with justice, that they were forced to buy bad "slops" on board at the price of good rigs ashore. Naval uniforms were only being regularised gradually during the war; and a good deal of latitude in matters of detail distinguished the men under Saunders at Quebec.

Certainly, the British command of the sea owed nothing throughout the Maritime War to any superiority of the general system of administration or supply. Neither was it

held by British superiority in the actual material of naval power. England was superior only in quantity ; in quality of material the foreigner had a decided advantage.

The French and Spanish Navies, particularly the French, had been more than doubled since the Peace of Aix-la-Chapelle, yet even so they did not together equal the British Navy in ships of the line, although the latter had, as usual, been resting on its oars during the truce. At the Declaration of War on the 18th of May, 1756, the following was the official *State of the Royal Navy* :—

Ships.	In Commission.	Out.	Building.	Total.
Ships of the line .	72	33	16	121
Ships of 50 guns .	21	13	...	34
Frigates . . .	45	45	...	90
Sloops, &c. . .	46	9	...	55
Totals . . .	184	100	16	300

The Admiralty knew that the state of the French Navy on the same day was the following :—

	In Commission.	In Ordinary.	Total.
Ships of the line . . .	34	40	74
Fifties	7	2	9
Frigates	20	27	47
Sloops	2	10	12
Totals	63	79	142

But they had information that only forty-five of the line could be quickly made fit to go foreign, and that ordnance and equipment were generally deficient. Spain was credited with forty-six of the line ; but not half could have been taken into action at short notice. Thus, exclusive of those

under construction, the British Navy was more than twice as strong as the French and half as strong again as the French and Spanish combined.

The tonnage, crews, and armaments of all rates at the Peace of Aix-la-Chapelle were these :—

Rates.	Guns.	Men.	Tons.
First . . .	100	850	2000
Second . . .	90	750	1730
Third . . .	80	600	1586
Third . . .	70	480	1415
Fourth . . .	60	400	1191
Fourth . . .	50	300	1053
Fifth . . .	44	250	815
Sixth . . .	24	160	509
Sloops . . .	14	110	280
Bombs . . .	12	100	282
Store ships . . .	24	120	694
Fire ships . . .	16	45	304
Hospital ships . . .	20	100	1895
Yachts . . .	10	20	164

On the 31st of December, 1752, second-rates were returned as of 84 to 90 guns and third-rates as of 64 to 80 guns; and after 1756 both kinds of fourth-rates dropped out of the line altogether.

The particulars of a typical three-decker, first-rate ship of the line may be taken from the *Royal George*, famous for her services and for her tragic end. She was laid down in 1746 and launched in 1756, she fought at Quiberon in 1759, and foundered with all hands in 1782.

	Ft.	Ins.
Length of keel for tonnage	143	5½
Length of gun-deck	178	0
Extreme breadth	51	9½
Depth of hold	21	6

Her tonnage was 2047, she carried 100 guns, and was

manned by the 800 immortalised by the noble simplicity of Cowper's ode. Her best bower weighed 4 tons, and the circumference of its cable was 24 inches.

The first frigate, that is, a vessel built for speed and carrying her main armament on one deck, was the *Adventure*, in 1741. But the type only became general in the Maritime War, from which date it lasted on till the Crimea. The name became very familiar in all the great ports of the oversea Empire, as ships of the line were very much rarer visitors; and it is still used generically for all men-of-war by landmen in many parts of Greater Britain. Even the first-class battleships at the Quebec Tercentenary in 1908 were commonly called "frigates" by both French- and English-Canadians. The *Diana*, which carried Townshend to Quebec and ran ashore when trying to pass the town, was launched in 1757. The *Juno*, from which Saunders heard on his return voyage that Hawke was said to be short-handed off Quiberon, the *Southampton* and the *Vestal* were three sister ships, all carrying 32 twelve-pounders. The 36-gun *Pallas* and *Brilliant* were of the next type.

The ordnance of the day was, of course, the simplest kind of smooth-bore. The largest gun afloat was the 42-pounder, which weighed $3\frac{1}{2}$ tons, was 10 feet long, had a 7-inch bore, and was charged with 17 lbs. of powder. Guncrews were told off in the proportion of four men to every ton of metal. A gun was only condemned for honeycombing if eaten out to a depth of three-tenths of an inch on the side or lower metal between the breech and the reinforce ring, or four-tenths in the upper metal, or five-tenths in any part beyond the reinforce ring. Add to this, that the windage in a new gun would generally be quite a quarter of an inch, and the wonder is that the practice made was so comparatively good. The Seven Years' War was a time of considerable development in artillery, as it was in many other branches of the art of war. Colonel Williamson, who commanded Wolfe's batteries at Quebec, was the acknowledged star of his arm.

The old idea was that the heavier the gun and the charge the better the practice would be. Finally, six-pounders got to weigh over a ton and the larger howitzers became too unwieldy to keep up with an army on the march at all. Then all sorts of lighter metals were tried, even copper. But brass and copper were too soft to stand much firing, and they cost nearly ten times what iron did. Then Williamson, and some foreign experts, proved that iron guns of half the old weights and with a third of the old charges would surpass all the old records. The new guns weighed from about a ton for an 18-pounder to twice that for a 42-pounder. The 10- and 13-inch mortars fired 100- and 200-lb. shells up to an extreme random range of about 5000 yards. The sea-service mortars were much stronger and heavier than the land-service ones, as mobility was no object, and they ranged much further. Naturally, the smaller the piece the quicker the rate of fire, but the shorter the range. The 18-pounder gun ranged effectively to a good mile and the 13-inch sea-service mortar to about two miles. The 18-pounder could be fired considerably more than a round a minute; the larger mortars considerably less. The component parts of the ammunition were, of course, put together on the spot, not "assembled" by manufacture previously. When a ship cleared for action the following detail had to be observed to ensure a "hot and continuous fire":—powder filled, powder-horns and "partridge" or grape-shot placed between guns, hammered shot stowed in buckets, crows and hand-crows at guns, nets and cheeses of wads fore and aft, match-tubs in place, matches ready, lockers full of shot, spare tackles and breechings handy, wet swabs at the door of the magazine and at the head of ladders, and boxes of hand-grenades for use in the tops.

The measurement of tonnage was made according to various formulæ, as it still is for different kinds of shipping. In 1719 the Lords of the Admiralty evolved a complicated

rule, mostly taken up with an elaborate method of arriving at the length of the keel for tonnage. But the common usage was to take the length of keel by seaman's sense, multiply it into the extreme breadth within-board, taken along the midship beam, multiply the product by the depth of hold from the plank joining the keelson up to the main deck, and divide the result by 94. The proportion of tonnage to crews had increased slowly from about a ton and a half in Elizabethan vessels to over two and a half during the Maritime War. The subsequent increase was very slight till steamers came in, when the proportion advanced by leaps and bounds, till now it is over twenty tons to every man aboard, eight times what it was in Saunders' fleet at Quebec. The two-and-a-half rate per man was the regular one for troopships to America; and the addition of the crew would leave only about two tons a head. The cost was small compared with modern prices. A 100-gun ship of the line could be built and fitted out to go foreign with eight months' stores for under £50,000, less than £25 a ton. The sails of every vessel built in Great Britain or the American Colonies had to be of canvas made in Great Britain, under penalty of £50; and every sailmaker had to stamp his name and address on the canvas, under penalty of £10.

Progress in aids to navigation was not rapid; but official acceptance was slower still. The reflecting quadrant was introduced by Dr. Hadley in 1731; but among Hadley's papers was found one in Sir Isaac Newton's hand describing a similar instrument. Harrison had been a long time at work with his chronometer before he sailed in the *Deptford*, 50, in 1761, when he had the satisfaction of proving that he could make a time-piece that would lose less than two minutes in more than four months, or less than one second a day—a great advance on anything hitherto achieved. And Smeaton only started his 24-candle-power Eddystone Light, after long and untiring efforts, in the great year of 1759.

But this was still progress ; and the Navy had a few more good points in material to its past and present credit. The strangest thing about the comparative merits of home and foreign material of naval war is that the foreign excelled the home most decidedly during the Great Imperial War of 1688 to 1815, which definitely settled the British command of the sea. It is only within the present generation that British material and construction have overhauled the work of the best foreigners. Far back in the sixteenth century the beginnings of the struggle for sea-power had stimulated English shipcraft in a high degree. In 1539 a new rig appeared in the Channel, the like of which no sailor had seen before. In its own day it was quite as great a step in naval evolution as the paddle wheel, the screw, or the turbine have been in ours. For it was no less than the first fore-and-aft rig in the world, the invention of Fletcher of Rye, one of England's most uncelebrated worthies. Since the first savage hoisted the first skin on the first dug-out mankind had barely managed to sail better than with the wind on or abaft the beam. All the progress that had been made in taking advantage of favourable slants was that seamen had discovered something better than a "soldier's wind." But here was a man who sailed ahead with any wind a few points off his bow, and who actually zigzagged his way to windward, dead in the teeth of half a gale !

In the next generation the Elizabethans found out several serviceable wrinkles ; though Sir Walter Raleigh was wrong about the "new" practice of striking top-masts, "a wonderful ease to great ships, both at sea and in the harbour." Chain pumps were introduced and did twice the work. Anchors were weighed by capstans ; cables became longer and stronger. The ship's paces were smartened by four new sails : studding-sails, sprit-sails, top-sails and top-gallant. And Phineas Pett, one of a family who served the Navy in many capacities, became the father of modern British construction with the

Prince Royal, under James I., who, like other Stuarts, patronised the sea service well but not persistently enough. Even the eighteenth century had several British-built men-of-war highly thought of in their day. Within twenty years, from 1756 to 1776, four vessels of fairly good type were launched: the *Royal George*, the *Princess Amelia*, Nelson's *Victory* and the *Britannia*, which last was intended to beat anything then afloat. The attempts at a standardisation which might have stereotyped each different rate to the exclusion of all progress were given up in favour of free development. And advances in design were made, intermittently, up to the end of the century, when Captain Gower's five-masted schooner, the *Transit*, was launched at Chichester, and proved her ability "to exceed in celerity every vessel hitherto constructed," to the present satisfaction and future neglect of the Lords of the Admiralty, who witnessed her trials and "partook of luncheon" afterwards. In some respects she seems to have anticipated the best American clippers of a later generation.

But the general superiority of foreign construction is incontestable. All through the Great Imperial War British captains eagerly competed for the command of foreign prizes. Anson was delighted with the capture of *l'Invincible*: "She is a prodigious fine ship and vastly large." That was in 1747. In 1740 the Spanish *Princessa* had been taken and was used to improve designing in the British yards. It was the same in Nelson's day. The *Victory* and *Royal Sovereign* were not nearly the equal of the best French and Spanish vessels at Trafalgar. And again the same in the war of 1812, when the American frigates overmatched their British rivals of similar rating in every detail of size and armament. This disparity, as compared with the Americans, was strictly in accordance with precedent in the Maritime War, when the 36-gun *Pallas* and *Brilliant*, though an advance on previous British frigates, were still inferior to the French *Aurore*. So general

was the superiority of the French throughout all rates that even with their inferiority in seamanship they sometimes won the weather-gauge with a whole fleet by sheer outpointing of the tubbier British. Rodney and de Grasse furnished a remarkable instance of this. In fact, it may be truly said that from 1688 to 1815 official England never once took the initiative in a single new type of fighting ship. She had no *Dreadnought* programme in the eighteenth century.

On the contrary, she was generally as much behind foreigners in minor details as in frigates and ships of the line. Construction was often put off till the last moment—in strict accordance with British methods of preparing for any war on either sea or land. Then a press of work would come, and summer-felled timber would be used to any extent. The contractors were willing enough to supply it; for summer bark gave them extra profits. But the timber itself was soft and sappy and always liable to warp and rot. Stoving timber was introduced in 1726, and steaming substituted for it ten years later. But nothing could overcome the bad quality of what was summer felled. British anchors and cables were no better. Norris reported that in a gale off Dungeness on the 25th of February, 1743, nearly every vessel lost one or more anchors and cables. The *Naval Chronicle* of 1800 has several articles complaining of the ground tackle of its own time, especially of the cables, which were dangerously light. And there is no doubt that Duhamel and others practised more science in the French rope-walks when Anson was sailing round the world than the British did when Saunders was sailing up the St. Lawrence. The Admiralty apparently thought two or three inferior cables quite as good as a single perfect one, and that the difficulty of equal stoppering when more than one was used did not matter at all. The same unscientific makeshifts were common in the East Indiamen and Merchant Marine generally. There were dozens of transports that drove in the South Channel of Orleans in

the gale that greeted the arrival of Saunders' fleet there simply because their cables were poor. Considering how much ground tackle they had to borrow from the fleet it was a mercy there were no more bad gales.

Of course, there were weak points common to all nations. The evolution of sound shipbuilding was everywhere incredibly slow, when the whole historic field is taken into consideration. The Dashûr Nile boats that M. de Morgan found in 1894 were both workmanlike in build and perfectly preserved, though they were made about 2850 B.C.—the time of Noah's Ark! Good flax caulking was used by Alexander the Great. And Trajan's galley in Lake Riccio was lead bottomed and copper fastened. Yet the first copper bottom in the British Navy dates from 1761! Hulls got clumsier as the freeboard grew higher, to accommodate more gun-decks, till the excessive degree of tumble-home given to reduce top-hamper threatened to make the vessel look like a barrel floating on its side. Frigates did something for saner lines. It took some time to get masts and yards brought within bounds. The *Neptune*, flagship at Quebec, was only 175 feet on the keel and 50 feet in the beam; yet her mainmast towered 100 feet aloft and its yards spread out as far. What made this worse was the absurd slackness of the standing rigging, which would let a mast get sprung before giving it any support. The belief in the efficacy of slack stays was a superstition clung to for centuries, though it had nothing at all in its favour. When masts used to go by the board in any great stress of weather, and they and their stays took the strain in succession instead of together, one would suppose there would be a general desire for a co-operating tautness that would enable the masts, stays and natural heel of the ship to act together. But there was not. Neither was there any immediate general adoption of ships' ventilators, though the great benefit to vessel and crew was obvious. In 1753 Dr. S. Hales introduced a ventilator worked by a combination

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of windmills and hand-pumps and giving excellent results. It was used in H.M.S. *Prince* from that time to 1798. The Admiralty were told that the mortality on the coast of Nova Scotia was ten times greater in the non-ventilated than in the ventilated men-of-war. Yet the daily entry of "Ventilator working" is very rare, except in the *Namur*, Boscawen's flagship at Louisburg. A commoner entry in other logs is "Departed this life this day John Smith seaman."

Hogging and sagging were two faults of universal occurrence. They were both caused by longitudinal strains greater than the hull would bear. The trouble was that the length of ships had outgrown their strength. When ships began to reach a length of four times their breadth the absence of longitudinal stiffness was severely felt. Every time a vessel was supported only amidships on a single wave, she tended to hog; and whenever she was supported only at the bow and stern on two waves, she tended to sag. Consequently, there was a continual working of timbers, which were alternately stretched apart and jammed together. The *Royal George* has been cited already as a notable model for her day; and this makes her defects all the more instructive. Her framework was a series of transverse ribs, connected by outside planking and ceiling. There was no filling between the ribs, which consequently opened and closed at every stress of hogging or sagging. The French, while not making any great structural changes at this time, did increase longitudinal strength by crossing the ceiling with oblique iron riders, laying ceiling and outside planking diagonally, and reinforcing the hold with both vertical and diagonal riders.

The evil effects will be better understood after an explanation of the means Sir Robert Seppings adopted to overcome the difficulty. Seppings was born in 1767 and died in 1840; so his work lies entirely outside the period of the Maritime War. But no work was more badly needed within it. He put substantial timber filling between the frames, to make

the bottom solidly resist working. This filling enabled him to dispense with the interior planking below the orlop-beams. He made a better connection between the deck-beams and the ship's sides by waterways and shelf-pieces, above and below the knees, and running fore and aft with a stiffening effect. He laid a trussed frame inside the transom frames in the hold, with a frame-and-planking bolt connection. He combined the heads and heels of timbers by cutting them square and inserting coaks, instead of by the old and weaker method of triangular chocks. He carried the rounding of the bow right up to the upper deck, immensely strengthening the whole of it. The last vestige of the long-useless rostrum or "beak-nose" was thus abolished. It subsequently reappeared, under water, as the ram. He also abolished the square stern in favour of the circular, with increased efficiency and fire-effect. If the reader will imagine a ship that needed and yet lacked all these improvements he will get a pretty fair idea of some structural deficiencies in the British fleets engaged in the conquest of Canada.

Seppings was an Englishman whose improvements were needed in foreign navies as well as in the British. But the all-round better materials and designs abroad made these improvements rather less of a crying necessity there. Besides, the French had already taken some half-measures in the same direction, and had carried out his ideas about waterways and shelf-pieces in small vessels with satisfactory results. His proposed diagonally laid decks had also been a matter of experiment with them some time before. On the whole, it might almost be said that France took the lead in the application of science to the material of war from the days of Louis Quatorze to those of Louis Napoleon. To the former belong Colbert's wise efforts to create a strong sea-power, mercantile and naval; and such inventions as that of the bomb-ketch by Bernard Renan, used at the bombardment of Algiers, and making a sudden advance in practical projectiles, from a

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32-pounder cannon ball to a 200-lb. shell. To the latter belong Martin's patent self-canting anchors and the first use of ironclads. On the other hand, there were even more points of inferiority on the British side than have been yet enumerated. Ships were hogged by guns as much as they were by waves. For bow and stern ordnance were often added, in makeshift endeavours to get equal fire effect from inferior vessels, though of the same rating. More British than foreign masts went over the side. The East Indiaman's monopoly killed competition in that direction. And in the eternal question of design the foreign hulls literally and figuratively always left the British far behind. A tabular statement of the comparative coefficients of fineness, British and foreign, from the seventeenth to the nineteenth centuries, would indeed make an interesting and instructive study.

The above is somewhat like a variant of the venerable growl, that "the Service is going to the dogs." How did it ever escape getting there altogether? There is only one answer: because the men were better than their ships, better than the best ships of the enemy, and better than the men of any other Navy in the world.

There never was a clearer case of the survival of the fittest. This does not imply that Britons were personally fitter in their totality than foreigners. It simply means that they were fitter for the command of the sea. Circumstances compelled them to be so. The British Empire had only two alternatives before it; either to expand by the sea or shrink back to an island off the coast of Europe. Even as an island it was ceasing to be self-supporting. It instinctively felt that its full development would force it either to win or starve. Thus the strongest of all natural incentives to success spurred it continually on. Then, its people were restless with the migratory instinct common to all virile races at a certain era of their evolution. The nation could only expand

by becoming an oversea empire. Seaboard Colonies were a necessity. Hinterland expansion naturally followed. And the Maritime War not only confirmed and extended the British hold on North America, but made a sure footing for potential development in Australasia and South Africa. It remains for the wars of the twentieth century to test the fitness of the Empire, and of every part of the Empire to keep what was won in the wars of the eighteenth.

The French were in a very different plight. They knew that defeat would not mean starvation for many generations to come, if ever. Their *Völkerwanderung* had ended with the coming of the Franks and Normans. Their races were self-contained at home; their population resembled an inland lake, not a swollen river fretting its banks and seeking the sea, like the British. Their Colonies were not an instinctive necessity abroad nor the sea a matter of life-and-death at home. Circumstances did not force them to develop fitness to win at sea as the prime necessity of national success. On the other hand, they were a race of soldiers, with two land frontiers to attack and defend, with a keen appreciation of military glory, with no instinctive feeling for the sea, and with a dynasty and policy inextricably bound up with the fortunes of land wars on the Continent. Little wonder that French Colonies were transplanted exotics, instead of hardy perennials like the British. Worse than this, they were very costly exotics. The British carried on trade wherever they went. The Spaniards extorted tribute. But the French had neither trade nor tribute. They generally paid, and paid dearly, for a distant maladministration. Their officials were not all bad; some of them were exceedingly upright, able men. Their Colonists were not foredoomed to failure: the French-Canadians prove that. But their home-bound, centralised system absolutely forbade all free development; and their lack of sea-power reduced every oversea possession to the position of an *enclave* within a hostile territory. The

sea was England's breath of life. For it she always fought to kill. But France did not. And England's right hand conquered France's left.

Men were recruited for the British Navy by "pressing" and "presting," two radically different things. Pressing was taking a man whether he liked it or not. Presting was giving him a shilling as a "prest," by accepting which he bound himself to be "prest" or "ready" to serve. The press-gang, under an officer, attended to both forms of recruiting. Any man offering himself might be prested; but only seamen might be pressed. Pressing was a far greater hardship than conscription or any form of universal service. But the British public, as a whole, had no objection to it, because it only affected so small a proportion of the population; though they would have invoked the whole sanctity of the constitution against any form of compulsory service for themselves. When a hot press was ordered the seaports were scoured right and left for "prime seamen." A man resisting was knocked down and secured. If he showed too much fight he was killed. In 1757 Rodney reported that in the execution of his duty in seizing the crew of the *Britannia*, a homeward bound merchantman, he had to kill three of them. My Lords gave him ample directions for taking care of the ship and cargo, lest the owners might sue the Government, but told him to order the men-of-war'smen he put on board "as soon as they get without St. Helens to throw the dead bodies overboard." This was not an exceptional case; but one settled by a stroke of a secretary's pen in the course of his day's routine. Mitigating clauses were introduced into the Act passed by the Parliament of this free country. One forbade impressing seamen under eighteen, over fifty, or during their first two years at sea. But this was in the interest of trade and naval efficiency. Any expression of philanthropy on the part of the public was almost always pure cant. Not so what the Navy and its friends had to say on the

subject. In 1756 some patriotic London merchants and others founded the Marine Society, which was incorporated in 1772, when Saunders was First Lord. Its principal object was to bring up waifs and orphans for the Navy. Later on there was a "Project for rendering more permanently useful that excellent Charity, the Marine Society, and for enlarging its beneficial effects, by a Plan which would lessen the severe Hardship of Impressing Seamen, and in future render it nearly unnecessary." It was proposed to keep 4000 boys in training ships, to register them, and to "puncture them with a particular mark in a conspicuous part of the face or hand" for identification when recalling them for service. There were to be three banyan days weekly—i.e. days without meat—from "Banions in Asia," who were vegetarians. This was not luxury, nor was it done from mere philanthropy by any means; but it was better than the press-gang, and it had a few little uncovenanted mercies of its own.

Pay was small for all ranks and ratings, as it still is. But bounties for prested men were added. A landsman might get a guinea, an O.S. two, an A.B. three, at the lowest. In 1742 an O.S. was offered £3, an A.B. £5; and there was a year's pay for the widow of every bounty man killed. Bounties rose with the demand for men; and sometimes to great heights for particular occasions, especially in the Mercantile Marine. At the end of the century the "Monthly Register of Naval Events" in the *Naval Chronicle*, for the 8th of December, 1800, records that at Falmouth there "arrived the *Lady Frances* packet, Captain Hall, from Jamaica . . . several of her men left her in consequence of the alluring advantages held out to them by the Captains of merchant ships; fifty guineas being a common price offered to a seaman, at Jamaica, for the run from thence to England." Now and then a rich prize put some money in the seaman's pocket. The Royal Warrant 1744 assigned the prizes to the officers and men who took them. But a prize rich enough to make

an A.B.'s share considerable was too rare to come into most men's lives.

There was no medical examination of recruits in those days, and a good many puny specimens of humanity were prested. They soon disappeared among the wastage of the service. When Cook was Master's Mate in the *Eagle* she was 140 short-handed and had to take a miserable lot of land-lubbers that had already been weeded out of ship after ship. Pressed men, carried off with nothing but the clothes they stood in, sickened and died almost as fast in bad seasons as the poorer sort of prested ones. On the 4th of June, 1756, the *Eagle* returned to Plymouth: "5 men died yesterday," "buried last month 22," "put ashore sick 130." The *Pembroke* had to be left in Halifax in 1758 to let her ship's company recuperate. She had buried 29 on the way across the Atlantic. Writing to the Admiralty in the spring of 1759 Durell reports: "This winter has proved the severest that has been known since the settling of the place. For these two months past I have not heard from Louisburg. Many vessels have attempted to go there, but have met with ice 18 and 20 leagues from land; so were obliged to return, after having had some of their people froze to death, and others frost-bitten to that degree as to lose legs and arms." It is easy to draw the usual cheap newspaper comparison between then and now; to contrast the hardships of the British seaman of that time with the "creature comforts" supplied to the crews of the American battleship fleet on its tour of the world in 1908-9, or with the praiseworthy sanitation on board Admiral Togo's fighting squadrons in the Sea of Japan. But the point is that the British seaman of those great days was subjected to conditions both much inferior to those enjoyed by his fellow-countrymen ashore and far worse than he need have suffered from afloat. Three years before she came to Quebec the *Stirling Castle* had 225 men who were the refuse of gaols, and only 160, out of her com-

plement of 480, were fit for duty. Commodore Thompson, then one of her officers, wrote home: "We have now 159 people ill in fluxes, scurvies and fevers. Fluxes and fevers are the reigning distempers, and both I attribute to the water drunk by the seamen. The effects might be prevented by boiling the water. I am convinced from long observation that most of the distempers in southern climates arise from the water drunk, as ship sicknesses do from the bilge water; which is evidently proved in leaky ships being always healthful. I therefore recommend to all officers, naval and mercantile, to let in salt water every day, and boil their fresh, for the good of themselves and cargoes."

There was nothing new in the sickness and discomfort induced by bilge-water. The oldest genuine sea-song known in the English tongue describes exactly what happened during the Canadian campaigns on board ships whose logs contained no entries of "Employed starting salt water" or "Ventilator kept working."

A sak of strawe were there ryght good,
For some must lyg them in theyr hood;
I had as lefe be in the wood,
Without or meat or drynk:

For when that we shall go to bedde,
The pompe was nygh our beddes hede;
A man were as good be ded,
As smell thereof the stynk.

The strange thing was that when ships and crews were so manifestly better with a clean bilge, boiled drinking water and a working ventilator, such simple precautions were so much neglected. The sick bay aboard was more a place where men were laid by to take their chances than any sort of hospital ward. The account of it in *Roderick Random* is probably a little highly coloured; and there was a slight improvement between the time Smollett was junior Surgeon's Mate in the West Indies, in 1740-1, and the outbreak of the

Maritime War. But who would not have preferred the natural remedies, such as the following described by Captain Knox, to those then obtainable in hospital. "This morning I was an eye-witness to the ceremony of burying a sailor alive, *mirabile dictu*, for the cure of the sea-scurvy. To explain this matter, it must be observed, that a pit was made in the ground, and the patient stood in it, with his head only above the level of the earth; then the mold was thrown in loose about him, and there he remained for some hours: this, I am told, is to be repeated every day, until his recovery is perfected; the poor fellow seemed to be in good spirits, laughed and conversed with the spectators who were about him." The hospital ships were a little better than the sick bay of a man-of-war, and the marine hospitals a little better than the hospital ships. But the best was bad. The Admirals took better care of their men than the Admiralty did. Their orders and reports are full of items showing how much of their anxious attention was devoted to the health and comfort of their people.

The public had no general ideas on the subject of sanitation at home; still less on sanitation afloat, where conditions required it so much more. The following official return, made up in 1763, is eloquent of personal suffering and public waste :—

"An account of the number of seamen and marines employed during the war, with the number that appears to have been killed in action or by accident; also those who died of disease, or missing.

Number of seamen and marines employed . .	184,893
Killed in action or by accident . .	1,512
Died by sickness, or missing . .	133,708
	<hr/>
	135,220
Remaining on the books at the Navy Office .	<hr/>
	49,673

"All of whom, except 16,000, were paid off."

Here, in a few self-condemning words, is all the public were told or wished to know about the mistakes for which they were themselves responsible. The missing outnumbered the sick and were nearly all deserters; naturally enough, when we remember the press-gang imposed upon seamen by the will of a free people. The 49,673 "remaining on the books at the Navy Office" would have been of more public service as a precaution against the next war than the 16,000 who were all that were not paid off. But the public cared nothing for this at the time. Its great imperial war had been fought and won. Its rightful peace had been made in a wrongful way. What did the men matter in war, or the Navy itself in peace, so long as an immediate end was gained? Not many of the men were cared for by the state when they were past work. Even in Empire Year Hawke could not get the government to do anything for a large number turned adrift. "They have nothing to subsist them on their way home, and are reduced to beg through all parts of the kingdom." There was no superannuation: a man could only die, desert or be paid off. Hood had a gunner "seventy-five years old and totally unfit." Cook's sailmaker, a man "between seventy and eighty, is constantly drunk every day." Even "prime seamen" were neglected, to the detriment of the service, when neglect of their particular needs would not entail disaster to the country. Anson was a model leader of men on his voyage round the world, and a master mind at the Admiralty. It was evidently not his own fault that Hawke's fleet was short of fresh provisions after Quiberon. The men gauged the situation in a snatch of stinging doggerel:—

Ere Hawke did bang
Mussoo Conflang
You sent us beef and beer.
Now Mussoo's beat
We've nought to eat,
Since you have nought to fear.

The fact was that the country had not yet been forced to adopt a regular standing Navy on a large scale. There had been a good deal of development since the early days when the same vessel would act as a cargo-boat or man-of-war, according to circumstances. But fighting and merchant ships and crews were not so differentiated as to prevent a small amount of interchange in material and an almost complete interchange in men. The East Indiamen were freighters, passenger vessels and men-of-war in one. They carried a good armament, and their crews were four times the complement required for sailing duties only. Most other merchantmen were well armed, and not averse from a little privateering when they got the chance. One of them in the Gulf of St. Lawrence cleared for action and bore down on a transport carrying some of the 43rd, who were mistaken for French troops, owing to their having turned their white-lined uniforms inside out, as was then the custom in the Army when at sea. So, with the help of a hot press, men could always be found, on an emergency, to complete the crews of the ships kept in commission during peace; and, later on, for ships that had been in ordinary or building. When peace came these men nearly all got paid off. They were, in fact, journeymen sailors, pressed for the war, and paid by the job. This determined their own attitude as well as that of the government and public towards them, and must be held to modify the blame that would otherwise be rightly attached to their employers for casting them adrift like derelicts. But the actual injustice remains, and so do the faults of the system.

The reason why the personnel, with all the drawbacks of the service, always won was that it was based on a recruiting ground that could not fail without ensuring the downfall of the Empire. The supply of seamen was practically inexhaustible. The Mercantile Marine increased the wealth of the country and the strength of the Navy. The Navy pro-

tected the Mercantile Marine and destroyed its rivals. And the country produced the seafaring population and other resources which supported both the merchant and naval services. Fitness to win became a British quality under those favouring circumstances. The French sometimes began a war well. But, as casualties multiplied, their men could not be replaced. The seafaring population was not large enough; and the national instinct never made it so. The British, on the other hand, often began a war badly; as they still do on land. But as it went on the country, the merchant service and the Navy, worked together for seapower, which grew, both in trading and fighting qualities, at the expense of all rivals. The effect naturally was to make the British personnel as conspicuously superior in quality as quantity. It was always at work in peace and war. The French was not. In peace France was recovering from previous naval exhaustion. In war her crews were generally under blockade, and so were mostly a harbour-trained force. In battle her commanders were worried by "ulterior objects." England, on the contrary, had always destroyed the enemy's trade during war, and so got another start in peace. Her crews were on the high seas in war, getting the best of all practical experience; and her commanders in battle simply fought to destroy the enemy. The result was inevitable, even with equal or reasonably inferior force on the British side. For it was decided by a struggle between Frenchmen who were generally the total number available and Britons who were generally the fittest survivors of numbers much greater than their own. Then, as the war went on, British trade and fighting force—always inseparably bound up in each other's fortunes—went on increasing; while French trade and fighting force withered away.

As with the material so with the personnel, we cannot look back from the twentieth century on the conditions of

the man-of-warsman's life in the eighteenth without re-echoing the growl that "the service is going to the dogs," however much we may be convinced of the truth that the superiority of the British personnel more than made up for all the inferiority of the British material. But we must remember that the natural fit type is never produced without the destruction of many unfit individuals; and that the bad conditions due to human agency were not so self-consciously felt by any concerned as we are apt to think. The country demanded victory, supplied the means, and enjoyed the results. It was not much disposed to enquire into the needless waste that went on in the process. The naval personnel, on its side, was a class apart, out of touch with ordinary life ashore, and so disposed to take its own life as it was. Not that there were no grievances. There were plenty of them, both particular and chronic. But they were grievances accepted as peculiar to those who followed the sea. The demand for reform was not quickened by conscious comparison with the state of things ashore. And the Navy lived its life more happily than we can easily believe. Hardships were considered as part of the natural order of things, were taken as they came, and not much thought of afterwards. The routine of the service was in some respects better in a man-of-war, with its large crew, than in merchantmen, where numbers were determined on an economic basis. Heaving down in the tropics was perhaps the worst thing that came in the day's work. The ship was taken to the "careening place," such as the French established in the calm water of the North-East Harbour of Louisburg. There she was hove down, first on one side, then on the other, till her keel showed, and her bottom was then thoroughly cleaned. Ships were coated with various compositions before the days of coppering; but without much effect. Foulings was rapid and bad; and docking and hogging were the only alternatives to heaving down. Docking, of course, was out of the question in most

parts of the world, or at any time during a campaign. And where heaving down was impracticable the bottom was hogged by drawing a kind of immense scrubbing-brush backwards and forwards, very much as sweeps clean a chimney.

Then, there was the excitement of battle, of almost continual victory, and the stimulating pleasure of belonging to the foremost sea-service in the world. Naval Brigades were frequently employed in joint expeditions, and they did not suffer by comparison with the sister service. The "Handy Man" is not an invention of the modern music-hall. One proof of the all-round fitness of the personnel, and especially of the capacity for leadership among the officers, is the way in which foreigners were assimilated whenever they were employed. An Act of Parliament, passed some years before the Maritime War, allowed British merchantmen to have foreigners aboard up to no less than three-quarters of their complement. When Anson fought and took the Manila galleon his *Centurion* was half manned by foreigners. These certainly scented prize-money. But there was nothing but hard knocks and British glory in store for the 72 foreigners aboard the *Implacable* when Sir Theodore Martin took the *Sevolod* in face of the whole Russian fleet in 1808. Saunders commanded foreigners several times. He also had the good luck to get 240 British American seamen from Boston to fill up the complements of some short-handed men-of-war. These men, unfortunately, were enlisted only for the one campaign. Had the R.N.R. been thought of in those days, no doubt an American branch of it might have been formed on the principles governing the present one in Newfoundland, which has such an excellent personnel.

The bonds of discipline were hardly so irksome as the modern reader of sea stories might suppose. They were simply those common to all life afloat, with a naval touch added. The Canadian logs do not record many punishments; and most of these were only twelve lashes each.

The Army flogged more than that. On the other hand, the officers shut their eyes to a good deal of lax amusement, when it could be allowed without detriment to the professional value of the ship's company. An officer writing from the *Stirling Castle* at Antigua gives a vivid description of the relations between the negresses and the crew: "Each man possessing a temporary lady, whose pride is her constancy to the man she chooses; and in this particular they are strictly so. I have known 350 women sup and sleep on board on a Sunday evening, and return at daybreak to their different plantations." Unofficially, this was considered what would have been officially called "a very proper indulgence to the seamen after their long fatigues, &c." The duly shocked reader may be recommended to compare the genuine old fore-bitters with a latter-day sing-song before giving judgment against the old bluejacket on every count of the indictment. The sing-song of the present time—in both services, and in the Canadian Militia, too, for the matter of that—is what newspapers call a "refined rendering" of something or other. It has items far beyond the reach of the old fore-bitter audience or performer in every way. But, unless there is some special restraining influence, it is equally sure to have some music-hall selections full of double meaning and suggestive lubricity.

The fore-bitter was very different, and is worth attention, because it is the true folklore of the sea; and folklore is always the best self-revelation of a people's heart. The singer took his stand on the fore-bitts, which were massive ends of timber, rising to a convenient height from the deck close to the fore-mast. He had no instrumental accompaniment. He sang his hatchet-made verses to monotonous airs, and he nearly always wound up with a rather obvious moral. But he and his audience knew nothing of self-conscious pose. Singer, song and audience were all intent on the direct expression of a seaman's idea of his own life, its

dangers and troubles, its aspiration and achievement, and its ideal of a home. Dibdin's songs, of course, were never popular at sea; though they have taught innumerable landsmen more things in heaven and earth than were dreamt of in the seaman's own philosophy. The really popular airs and verses were, like all other folklore, the variants of compositions by unknown singers, who received and handed down by oral tradition whatever best suited them and their audience. No drawing-room or vaudeville audiences ever understand how such a brave song as Garrick's *Hearts of Oak* or such a tender one as *Black-eyed Susan* failed to become popular afloat. But sailors and folklorists do.

Topical allusions of the sophisticated kind were not often made. But probably a man-of-war audience would appreciate the rejoinder of Ben Bolt, that old and deserving lieutenant, who had been repeatedly passed over for promotion :—

Why, my Lord, replied Ben, it with truth may be said,
While a bald pate I long have stood under,
There have so many Captains walked over my head,
That to see me quite scalped were no wonder.

When poor Ben did get promoted it more than likely ended his career by "yellowing" him into the long-desired flag rank, at seventeen-and-sixpence a day for the term of his natural life. It became a custom of the service to make a man whom My Lords intended to put on the shelf "Rear-Admiral in the Fleet," not "of the red," "white" or "blue." The wags soon dubbed these unfortunates "Rear-Admirals of the Yellow," and a Captain thus promoted was said to be "yellowed." The reference to scalping shows that the American campaigns had at least been heard of. But the conquest of Canada is the sole theme of another well-known ballad that might have been listened to round the fore-bits, perhaps rather quizzically.

Neptune, with wonder, heard the story
 Of George's sway and Britain's glory,
 Which time shall ne'er subdue ;
 Boscawen's deeds and Saunders' fame,
 Join'd with brave Wolfe's immortal name ;
 Then cried, can this be true ?

But these did not come from the fore-castle : they were interludes from the quarter-deck. The seamen's own troubles were more to the point.

You bargain with men for six months
 And pay them but for five

gave voice to the just complaint against the old custom of paying and victualling by the lunar though exacting service by the calendar month in the Mercantile Marine. Another song shows that even in Elizabethan days the combatant branch of the sea-service was inclined to look down on the trading branch.

We be three poor Mariners, newly come from the seas,
 We spend our lives in jeopardy, while others live at ease.
 We care not for those Martial-men that do our states disdain ;
 But we care for those Merchant-men that do our states maintain.

A third song expresses a sentiment common to all sorts of sailors all over the world :—

For sailors they be honest men,
 And they do take great pains
 When Land-men and ruffling Lads
 Do rob them of their gains.

And a fourth is a song popular with all ranks and ratings, at once an old fore-bitter and a genuine "sea-song" still known afloat. This *Farewell and adieu to you, Spanish ladies*, owes something to its rousing music ; but its verses are of the sea, not the stage.

Then a signal was made for the Grand Fleet to anchor,
 All in the Downs, that night for to sleep ;
 Then stand by your stoppers, let go your shank-painters,
 Haul all your clew-garnets, stick out tacks and sheets.

Steam was the knell of the fore-bitter. As the bluejacket came into closer touch with the rest of the world he began to lose his class-apartness. Even the grievances in the old fore-bitters make no appeal to a present-day audience, busy with torpedoes and wireless telegraphy, and amused by the latest catchy air from town. The last home of the fore-bitter is, fittingly enough, Norfolk Island, where only a short time ago the Commander-in-Chief on the Australian station was interested to hear hymns sung to the old fore-bitter airs he remembered in the Navy of his youth.

The most important part of the personnel naturally was the officers; and the backbone of the officers was the many naval families in which every generation sent its representatives into the service. In his *O Falmouth is a fine town!* Henley borrowed a stanza from an old ballad of the sea which well describes the spirit of the mothers in these service families:—

O! if it be a lass she shall wear a golden ring;
And if it be a lad he shall fight for his King:
With his dirk and his hat and his little jacket blue,
O! he shall walk the quarter-deck as his daddie used to do.

The dirk and hat and jacket came into use for midshipmen comparatively soon; but naval officers' uniforms, as a whole, were only regularised ten years before the last siege of Louisbourg. There is a pretty story, which ought to be true if it isn't, of how the Navy came by its regular uniform. The Duchess of Bedford, whose husband was then First Lord of the Admiralty, was riding in the Park in a blue habit faced with white, when George II., who had the proper martial eye for the fair sex, was so taken with her appearance that he then and there decided on the naval blue and white which has continued, almost without a break, down to the present day. In the Quebec Tercentenary Pageant Saunders and his principal officers were represented dressed exactly as

they were in the campaign; but the men probably exhibited a greater uniformity than they ever did in reality. The aspiring cadet entered as a volunteer or "servant," which was practically the same thing afloat as an apprentice was ashore. Officers of Post and Flag rank were then allowed so large a number of "servants" that they could take as many boys under this rating as they and their friends wanted to enter for the service. From 1740 to 1794 the following "servants" were allowed according to rank:—

For an Admiral of the Fleet, 16 on the books, 50 altogether.				
For an Admiral	"	12	"	30 "
For a Vice-Admiral	"	10	"	20 "
For a Rear-Admiral	"	10	"	15 "
For a Captain	"	4 per 100 of the complement.		

Of course, real servants were included in the above; but much latitude was allowed in the interpretation of the term. Besides apprentice officers and such men as would pass as servants nowadays, there were tailors, barbers, footmen and fiddlers among the "servants" whom Admirals and Captains took to sea. Commodore Thompson, whose tastes were æsthetic, in 1785 took as one of his "servants" an artist whom he employed in depicting storms and sunsets and other seascapes.

The midshipman who came from a comfortable home had to face a good many disgusting hardships. Here are some extracts from letters written in 1756 by a naval officer to a young cousin who was about to enter the service:—

"Your light for day and night is a small candle, which is often stuck at the side of your platter for meals, for want of a better convenience. Your victuals are salt and often bad: [what the forecastle hands called 'Irish horse'] and if you would vary the mode of dressing them you must cook yourself. I would recommend you always to have tea and sugar; the rest you must trust to, for you'll scarce find room

for any more than your chest and hammock, and the latter at times you must carry upon deck to defend you from small shot, unless you keep one of the sailors in fee with a little brandy (which is a good friend at sea, but always drink it mixed with water . . .). Low company is the bane of all young men; but in a man-of-war you have the collected filth of jails. . . . You will find some little outward appearance of religion . . . and Sunday prayers! but the congregation is generally drove together by the boatswain (like sheep by the shepherd), who neither spares oaths nor blows." [But an Army officer in the Quebec Expedition notes that the Captain of his transport was a man of genuine piety, though he stopped the Sunday morning service to damn the quartermaster's eyes for letting the vessel's head fly up into the wind.] "The disagreeable circumstances and situations attending a subaltern officer in the Navy are so many, and so hard, that, had not the first men in the Service passed the dirty road to preferment to encourage the rest, they would renounce it to a man. It is a most mistaken notion that a youth will not be a good officer unless he stoops to the most menial offices; to be bedded worse than hogs, and eat less delicacies. . . . The state of inferior officers in his Majesty's Service is a state of vassalage, and a lieutenant's preferment the greatest in it: the change is at once from filthy maggot to a shining butterfly. . . . I propose to warrant this body of officers, and make them answer to the Board of Admiralty for their conduct. They should possess a third table in the ship, and have the countenance of their superiors. This would enliven their servitude, and make them of consequence on their duty. . . . The last war, a chaw of tobacco, a rattan, and a rope of oaths were sufficient qualifications to constitute a lieutenant, but now education and good manners are the study of all; and so far from effeminacy, that I am of opinion the present race of officers will eclipse the veterans of 1692 as the polite the vulgar. . . ."

It is only fair to the naval officers in "the last war" to point out how many of the men who gave a bad name to the service were really stop-gaps hurriedly brought in from the Mercantile Marine. These officers, who had to be employed because British governments would not keep up a sufficient number of real naval officers, were often rough boors, with nothing but a rule-of-thumb experience to recommend them, and without the slightest idea of what an officer's general behaviour ought to be. The "Masters," who were the navigating officers of the day, often came in from merchantmen. But they had a clearly defined social position, analogous to that of regimental Quartermasters in the Army, who are always promoted "Rankers," except that the Masters were not commissioned, but appointed by warrant. The Lieutenants brought in to complete establishment were the real offenders in most cases. They generally had less technical knowledge than the Masters, and rarely had any pretensions to being gentlemen at all. But there were some lapses in quarter-deck discipline which were quite as bad in their way as any lapses in good behaviour among those who joined from the Merchant Service during "the last war." The Mediterranean fleet under Matthews and Lestock in 1744 made as disgraceful an exhibition of bad discipline as any enemy of England would like to see. And bad seamanship was allowed to go on under the eyes of very good Admirals till quite a late period of the Great Imperial War. Many prizes were lost after Rodney's victory on the 12th of April, 1782, because they lay to, according to custom, under mainsail and mizen and on the wrong tack as well; so that they were taken aback as the squalls shifted.

But, in spite of all drawbacks, there were always enough officers of the right sort to meet every great occasion; and, as a professional class, they were as much superior to the officers of all other navies as the whole British naval personnel was professionally superior to all other personnels.

It is an invidious thing to attempt to fix the relative values of the sea and land branches of the United Service, and there is no real need to do so; for each branch was and is complementary to the other. One of Pitt's greatest merits was his thorough grasp of the correlations between the two branches and the skill and enthusiasm with which he wrought them into a dual unity for his imperial campaigns. And his merit was all the greater because he had to overcome rather more than the usual difficulties which confront every British statesman in military affairs. The Army had officers and men as good as any in the Navy. But the public, as usual, was not nearly so much in earnest about the Army as it was about the Navy; and no public service can be professionally fit, especially in a free country, unless the public is persistently interested in it. The Army had no manœuvres of its own, and the Authorities wouldn't hear of such a breach of precedent as letting Wolfe have leave to attend those in Prussia, which gave by far the best peace training in the world. The defects in the Army, like those in the Navy, were primarily the fault of the governing public, as they still are. The two military defects that were most detrimental to the United Service were the giving of responsible commands to incompetent Generals and the wholly ineffective training of the Engineers, who learnt so little how to fit the conditions of active service in out-of-the-way parts of the world that their average men began to think that nothing could be done unless the conditions fitted them. At Cartagena and Pondicherry they drove Vernon and Boscawen to despair, and at Rochefort they certainly aided and abetted Mordaunt in his halting council of war. Nelson had troubles of his own with the sister service from similar causes. But Boscawen, Saunders, and Colville had practically none at Louisburg, Quebec, and Montreal.

Little need be said of the French Navy in itself, as all it had to do with the fight for Canada is brought out in con-

sidering the operations of its victorious rival. By tradition, training and constant orders it was, and was taught to think itself, not so much a co-operating force in a United Service as an auxiliary to the Army. At its best it was never more than the left hand of French power. And the left hand of France was no match for the right hand of England. But it has more than its long qualitative superiority in material to its credit. It responded at once to every sign of encouragement from headquarters. Bernard Renan's invention of the bomb ketch used at the bombardment of Algiers was an advance of one kind. But this was nothing in comparison with the advance, of another kind, from single units and little squadrons to the combined strength of a great fleet, which marked the best results of Colbert's fostering care before the prestige of Louis XIV. began to wane. Suffren, under less happy auspices and on a distant station, showed that French strategy and smashing tactics were not confined to the land. And we have only to mention L'Etenduère's stand with eight ships against Hawke with fourteen, de Sabran's rear-guard single-handed fight against Boscawen's pursuing fleet, Lucas' heroic *Redoubtable* at Trafalgar, and Vauquelin's daring attempt to check the British van at Quebec in 1760, to recognise that France had a Navy, which, however much it might be misunderstood and hampered at home, was at least equal to all the honours of well-contested defeat abroad.

Nothing need be said here of the contemporary history of Canada, except to remind the reader that, in spite of the great preponderance of British sea-power everywhere, and of British forces and reserve strength in America, the conquest was not a foregone conclusion. It was true that the British command of the sea interposed two thousand miles of hostile desert between Old France and New. But during the Louisbourg campaign the general tide of war was not even on the turn; and 1759 did not become Empire Year till near its

close. There was at least a chance, too, that Montcalm might hold out long enough to keep Quebec till the next year. If he had succeeded in this the final surrender might not have been forced before 1761, by which time the death of George II., the accession of George III. to the throne and of Bute to power, the activity of Choiseul in diplomacy, the possibilities of peace or new developments in alliances and the war, might well have changed the fortunes of Canada, at all events for the time being. So the logs of the Conquest are not by any means the notes of a mere promenade to victory, but the record of the least appreciated yet most important branch of the United Service in a fight as stern and dramatic as any known to history.

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CHAPTER II

LOUISBURG

FOR twenty-five years, from 1720 to 1745, Louisburg had been an ever-increasing menace to the British Colonies. It cut their coastwise communications with the Gulf of St. Lawrence and Newfoundland, and lay on the flank of their direct line with England. It became so dangerous at last that the Colonists took the bold step of besieging it with their own levies, of course, in conjunction with a British fleet. The French garrison was 2500; the New Englanders, under Pepperrell, numbered 4000, and Commodore Warren had ten sail carrying 500 guns, with sixteen armed American vessels and ninety transports under Captain Tyng. The capture of such a stronghold by such a force was hailed, on both sides of the Atlantic, as a splendid feat of arms. *The General Evening Post* in London announced it as "a piece of news of so great consequence, which does so much honour to the officers concerned therein, and to the Colony that had so large a share in the great enterprise . . . one of the hardest attempts that has been made in that part of the world since the commencement of the present war. The whole plan of the expedition was laid, or at least concerted, in New England. . . . In consequence of their glorious success the following advantages will undoubtedly accrue to the subjects of Great Britain :—

"(1) The French will be entirely deprived of a very beneficial fishery, in which a vast number of ships are annually employed, in so much that it was considered the great nursery of their seamen.

"(2) All the northern Colonies will be delivered from the apprehension of French privateers.

"(3) All their commerce to the St. Lawrence, and indeed to all Canada, must be henceforth very precarious; and, as there is no fear of seeing the place given up again by another treaty like that of Utrecht, we may safely congratulate our countrymen upon obtaining this great and solid advantage."

The Mother Country showed her appreciation of Colonial efforts by reimbursing a large part of the local expenses, from £183,649 for Massachusetts down to £6332 for little Rhode Island. France showed the importance she attached to Louisburg by sending out a fleet of 40 sail with a convoy carrying 2500 troops the following year. The rumours about this great French force made New England almost as apprehensive as the Spanish Armada had made Old England a century and a half before. The whole country rose in arms. Every Puritan was instant in prayer, mostly of the kind offered up by the Revd. Thomas Prince in Boston:

O Lord! we would not advise:
But if, in Thy providence,
A tempest should arise,
To drive the French fleet hence,
And scatter it far and wide,
Or sink it in the sea,
We would be satisfied;
And Thine the glory be.

The storm arose and the fleet was scattered. And the next year a second French fleet was intercepted and destroyed by Anson off Cape Finisterre. Both Mother Countries and both Colonies had put forth their utmost efforts, and Louisburg had remained in British hands. But 1748 brought the Peace of Aix-la-Chapelle, and Louisburg was given up to save Holland and regain Madras. Anything was better than Dutch harbours in French hands. But Madras was different. The East India Company was close to the Ministry in the

persons of its directorate; the British Colonists were not. The dividend argument went home to every man in the City, and of course it triumphed. The few, the very few, were only just beginning to follow Pitt in thinking that an Empire in countries where a British breed of men could be reared was worth more, even to trade, in the long run, than a branch emporium in an alien land.

Louisburg soon became stronger than ever. Trade was flourishing. In 1751, the year Chabert was correcting the hydrographic survey of Cape Breton, 150 English vessels entered and cleared. Thirty Boston ships were counted there together at one time, when 20 large French merchantmen were unloading cargoes, which were to be distributed from Montreal to South Carolina. The fisheries under the ægis of Louisburg employed 2281 vessels, manned by 15,138 hands. Nearly a million quintals were exported in a year. The contraband trade was even more lucrative; and was carried on by at least one British official in spite of all protests. Mauger, whose name is perpetuated at Mauger's Beach, was Agent Victualler for Nova Scotia. But he made still more by smuggling from France through Louisburg to Halifax. When he died in London in 1770 he left his ill-gotten fortune of £300,000 to his daughter, whose husband, the reckless Duc de Bouillon, ostentatiously squandered it, to the exasperation of the *tiers état*, who took their revenge at the Revolution with the guillotine. Louisburg was also a regular nest of privateers, which were officially encouraged to prey on British shipping, at the declaration of war, by an artfully graduated scale of bounties.

The weak point of Louisburg was its artificiality. It was a distributing centre, made so for political reasons; not the natural seaport of a thriving coast or hinterland. Newfoundland had none of its fortified strength, its bounty-fed prosperity, its luxuriant officialdom. But Newfoundland was the long, sure growth of nature. Two hundred years before

Louisburg was heard of the Devonshire fishing-boats had to get "sack" ships, or merchantmen, to take their catch to Spain and Portugal. Before the Armada sailed Sir Humphrey Gilbert found St. John's "a place very populous and much frequented: the English rule all there." Raleigh said that the misfortune of the Newfoundland fleet would be the calamity of England. Bacon promoted the organisation of "The London and British Company for colonising Newfoundland;" and in the prospectus speaks of "The Goldmine of the Newfoundland fishery, richer than all the treasures of Golconda and Peru." And now, a hundred and fifty years after Louisburg has disappeared from history, Newfoundland has the highest proportion of seafarers in the whole world.

Even the climate, like the sea, was less uncongenial to the English than to the French, who felt the breath of exile in every fog. Both complained of the discomfort and danger. But the Frenchman did not care much about the healthfulness of the country; the Englishman did. Of course, the most unscientific notions of climatology prevailed everywhere; but the fact that men like Wolfe, his friend Rickson, and Knox were anxious to find out how suitable the place was for settlement shows the difference between the races. Knox's quaint ideas are worth quoting: "I cannot dismiss my remarks on Nova Scotia, without observing that the fogs, which are almost perpetual here, and farther to the eastward, are certainly to be attributed to the swamps, bogs, lakes, creeks, and innumerable rivers, great and small, that intersect the country everywhere; and to which I may add the immense tracts of rude, uncultivated forests. Some people have adopted a different opinion, imputing them rather to the steamy breath of the vast quantities of fish and sea animals wherewith these coasts and waters abound; but, however favourable appearances may be to these last sentiments, on account of the remarkable healthiness of the climate, I must take the liberty to differ from them, because I rather ascribe

the great salubrity of the air to the myriads of venomous reptiles and insects that absorb the noxious vapours, and purify those misty exhalations, which might otherwise naturally be supposed to be offensive and unwholesome, when arising from swampy grounds, or stagnated waters, &c., and this, if I am not mistaken, is the prevailing opinion in other countries where they are subject to fogs, and the lands are low and fenny."

The first action after the declaration of war in 1756 was an indecisive one fought between Beausier's squadron of two ships of the line and two frigates and a British squadron consisting of the *Grafton*, *Nottingham*, and a sloop. Next year was signalised by Loudoun's counterpart to Mordaunt's fiasco at Rochefort. A hot press and a strict embargo, a conference of Governors to concert measures of defence, and a mobilisation of all available regulars for attack, seemed the prelude to a great undertaking. But the French had meanwhile been sending reinforcements, till at the end of June Louisburg had a garrison of 7000 and a fleet of 23 sail. On the 9th of July Holbourne came into Halifax, where Loudoun's army of 11,000 men spent the rest of the month in dress rehearsals. On the 4th of August, when they were actually under way, a dispatch from the Governor of Newfoundland revealed the present strength of Louisburg. The council of war then decided to postpone the siege; and rightly, under the actual conditions. Holbourne's two challenges to the French fleet were not accepted, with at least as good reason; and his own fleet suffered greater damage in a September storm than Warren's and Boscawen's did in their two sieges put together. In October de la Motte ran for Brest, with half his crews suffering from gaol and ship fevers. Hawke and Boscawen were sent to intercept him; but the wind which took him into port kept them off their station. Both sides now renewed their efforts and began to prepare for the final struggle of 1758.

The natural stronghold of Canada was Quebec ; but it was never properly fortified till 1832. Louisburg, on the other hand, though in an inferior position, was by far the strongest fortress in America. It was about half a mile each way, the land face being rather longer and the depth of the town rather shorter than this. There were marshes to the S.W., and the landing-places further on were quite defensible. The harbour was large, safe, and easily closed by mutual support between the fortress and auxiliary batteries on the Island and at the lighthouse. Ships or floating batteries inside the harbour could enfilade the whole left flank and centre of a besieger's approaches ; while a frontal attack had to be made against a double tier of well-protected guns. The weak points were, however, particularly vulnerable to attack by superior sea-power ; for no ordinary garrison had either sufficient numbers or mobility to defend both the Lighthouse peninsula and the landing-places along Gabarus Bay. The garrison numbered about 6000 effectives, under Drucour, a determined and capable commandant. The French fleets concerned are accounted for as follows :—

Ships, “designed for the succour of Louisburg,” in “The French Squadron, under M. de la Clue, which was blocked up, in the Harbour of Carthagen, by Admiral Osborne, in 1758.”

Ships.	Guns.
L'Océan	80
Le Redoubtable	74
Le Guerrier	74
Le Centaur	74
Le Souverain	74

and 2 sixty-fours, a fifty, and a thirty.

De la Clue appealed to headquarters, and du Quesne was sent to extricate him ; but the relieving squadron was itself broken up. The same fate overtook the squadron prepared at Isle d'Aix in March. It comprised five of the line and seven frigates, with a convoy of forty transports. On the

4th of April Hawke appeared and chased them aground or up the Charante, destroyed the new works on the Island, and left with the satisfaction of knowing that Louisburg was hopelessly isolated for that campaign.

"The French fleet which sailed from Brest, early in the spring 1758, and arrived at Louisburg, under the command of M. de Chaffaut.

Ships.	Guns.	
Le Tonnant . . .	80	} Sailed, afterwards, with M. de Chaffaut to Quebec.
L'Intrepide . . .	74	
L'Héro . . .	74	
La Prothee . . .	64	
La Belliqueux . . .	64	} Burnt, by accident, in the Harbour of Louisburg.
L'Intreprenant . . .	74	
Le Célèbre . . .	64	
Le Capricieux . . .	64	
La Prudente . . .	74	} Burnt by the boats of the fleet under Captain Laforey.
Le Bienfaisant . . .	64	
L'Apollon . . .	50	} Taken by the boats of the fleet under Captain Balfour.
La Fidele . . .	36	
La Biche . . .	16	
La Chevre . . .	16	
La Diana . . .	36	} Taken by the <i>Boreas</i> .
La Comete . . .	32	
L'Echo . . .	28	
		} Escaped out of Louisburg and arrived safe at L'Orient.
		} Taken by the <i>Juno</i> and <i>Scarborough</i> ."

Meanwhile, the British forces had been mobilising on both sides of the Atlantic. Halifax was the point of assembly for the army of 12,000 under Amherst, and for the following:—

"Fleet under the command of Admiral Boscawen in North America, and at the Siege of Louisburg, in 1758.

Ships.	Guns.	
Namur . . .	90	Hon. Ed. Boscawen, Admiral of the Blue. Captain Mat. Buckle.
Royal William . . .	84	
		Sir Cha. Hardy, Kt., Rear-Ad. of the White. Captain T. Evans.

Ships.	Guns.	
Princess Amelia	80	Ph. Durell, Commodore (promoted in August to the rank of Rear-Admiral). Captain J. Bray.
Dublin	74	Captain G. B. Rodney.
Terrible	74	—— Richard Collins.
Vanguard	70	—— R. Swanton.
Northumberland	70	—— Lord Colvill.
Burford	70	—— James Gambier.
Orford	66	—— Richard Spry.
Lancaster	66	—— Hon. G. Edgecombe.
Devonshire	66	—— William Gordon.
Somerset	64	—— Edw. Hughes.
Bedford	64	—— Thorpe Fowke.
Captain	64	—— John Amherst.
Prince Frederick	64	—— Robert Mann.
Pembroke	60	—— J. Simcoe.
Kingston	60	—— William Parry.
York	60	—— Hugh Pigot.
Prince of Orange	60	—— James Fergusson.
Defiance	60	—— Pat. Baird.
Nottingham	60	—— Sam. Marshall.
Centurion	50	—— W. Mantell.
Sutherland	50	—— J. Rous.
Diana	32	—— A. Schomberg.
Shannon	32	—— C. Meadows.
Juno	32	—— J. Vaughan.
Trent	28	—— John Lindsay.
Boreas	28	—— Hon. R. B. Walsingham.
Kennington	28	—— Dudley Digges.
Hind	20	—— R. Band.
Scarborough	20	—— R. Routh.
Nightingale	20	—— J. Campbell.
Port Mahon	20	—— Sam. Wallis.
Squirrel	20	—— J. Cleland.
Grammont	18	—— J. Stott.
Beaver	16	—— Edw. Gascoigne.
Hunter	14	—— J. Laforey.
Hawke	14	—— H. Broadley.
Halifax	12	
Etna, fire-ship	8	—— George Balfour.
Lightning, do.	8	

The British army was thus twice as strong as the French army ; and the British fleet three times as strong as the French fleet. But, as the German mercenaries had no heart for the business and the Indians were of little use at a siege, the British United Service may be fairly estimated at three times the fighting strength of the French by land and sea. This was by no means out of proportion for such an undertaking, especially when it is remembered that Amherst was looking forward to ulterior operations. Drucour's object was to hold the British forces in front of Louisburg long enough to prevent their proceeding to Quebec, at all events before Montcalm could return from Ticonderoga. He could hardly have hoped for anything more, when British sea-power had blocked up the ports of France, swept the Atlantic, and was pressing his own stronghold to the utmost.

Sir Charles Hardy, the Admiral on the station, had lost no time in appearing off Louisburg early in the spring. But he was not strong enough to maintain anything like a close blockade. Du Chaffault ran in, left the harbour squadron already mentioned, and ran out again for Quebec without being brought to action. Perhaps Hardy was not sorry to see so many French sail harbour-bound, as anything less than a fleet capable of fighting Boscawen in the offing on even terms was almost certain to be destroyed during the coming siege. Du Chaffault had the good sense to take away as many vessels as he could. He would have preferred to have taken his whole squadron and kept it as a fleet-in-being.

On the 19th of February Boscawen's fleet was under way off Spithead. The *Invincible*, 74, Captain Bentley, missed stays at the Start, ran on the E. shoal of St. Helen's and became a total loss. The *Dublin*, 74, replaced her and brought Amherst out. The *Shannon*, 36, is interesting on account of having a name subsequently immortalised by her successor, and a Captain, Charles Medows, afterwards Lord Manvers, who lived to hear of the famous fight with the

Chesapeake, fifty-five years later. The flagship *Namur*, 90, was a new ship launched only two years before. She must have nosed into a head sea and been a ticklish craft to handle when scudding, as the Master's entry of her draught on the 26th of May shows 24 feet 4 forward and 24 feet 1 aft. Probably it was because she was down by the bow that on the 30th of May the Master "Cut 4 feet off the Depth of the foresail by the Capt's Order." The *Royal William* was in her fortieth year, but had been cut down and overhauled the previous season. Forty years, however, was hardly middle age for a ship in those days: it was the *Victory's* age at Trafalgar. The list of the Royal Navy in the *Naval Chronicle* for 1800 is headed by the yacht *William and Mary*, which was launched in 1694. And it was only the other day that a vessel launched in 1722 was broken up after her last voyage to Philadelphia. The *Princess Amelia* was the best model of her rating and could come nearest the wind in consequence.

Boscawen himself is too well known to need description. He was Pitt's chosen "Handy Man," and well deserved his service nickname of "Old Dreadnought," which he earned by his reply to the officer of the watch who called him in the middle of the night to know what was to be done, as two French ships of the line were bearing down the Channel on his single one: "Do?" said Boscawen, turning out of his bunk, "Why, Damn 'em, fight 'em!" His Louisburg personnel was fully up to the average, and discipline was well maintained. The punishments were not nearly so severe as they are generally supposed to have been. The logs contain very few entries of anything worse than a dozen lashes. A thief ran the gauntlet, and it served him right. Drunkenness, neglect of duty, and disobedience were the common crimes. The navigating duties were well performed. They were not nearly so arduous as those in Saunders' fleet in the St. Lawrence; and Knox was right when he said, "Pilots represent more dangers in the different rivers, bays, and harbours of

this country than there are in reality." But the coast of Cape Breton is not of the easiest, the frequent gales were hard to ride out in safety with the poor ground tackle then supplied; and the Masters and others concerned deserve great credit for their success.

The Louisburg was the first great joint expedition under Pitt's famous Administration, and it was a model of harmonious co-operation. The transports were well managed and the troops made as comfortable as two tons a man of rather poor shipping allowed them to be. Some years later, when the Brunswickers were coming out to Quebec, they found British transports surprisingly desirable. Probably the *Minerva's* Master had a good deal to say about the "Ventulater working." The German Chaplain writes: "Our quarters were very good. The cabin was uncommonly good. The soldiers' quarters were clean and in good sanitary condition. Every soldier got the first day a mattress, a small pillow, and a plain and a coloured coverlet, with all which he could make himself very comfortable. The rations were pulse, biscuit, salt meat, butter, cheese, small beer, and brandy-and-water." Instructions were given that the troops afloat and seamen ashore should help each other to the utmost of their power. Knox records how his company of the 43rd were "exercised in the Marine way" in the Bay of Fundy the year before, "Mr. Ourry" (acting Commodore) "being desirous to see my detachment." The "Marine way" was "nothing more than, after firing over the ship's side, to fall down upon one knee, so as to be under cover, and load again; we performed these firings repeatedly for an hour: the men were formed into three divisions, two upon the quarter-deck, and one upon the forecastle, facing the starboard side of the ship, and then fired right, left, and center; afterwards several volleys were discharged, and the men acquired great applause from Governor Lawrence and our Vice-Commodore." Landing operations were practised again in 1758;

and with more point than under Loudoun. James Cunningham, writing on the 30th of May to Lord George Sackville from "On board the *Ludlow Castle* at Sea," says: "During the recess their stay at Halifax afforded them, the Generals did not fail to accustom the troops to what they were soon to encounter. They frequently landed in the boats of the transports. . . ."

The log of the *Namur* (see the first of the LOUISBURG Logs) and the following journal sent by Amherst to Pitt contain a succinct account of the voyage and landing:—

On the 28th of May I had the good fortune to meet Admiral Boscawen, with the fleet and troops coming out of the harbour of Halifax. . . .

The 29th, we had fine weather; the ships kept well together; the whole consisted of 157 sail. The *Dublin* (which carried over General Amherst) went very sickly into Halifax.

The 30th, the wind blew hard in the afternoon; the ships were greatly dispersed.

The 31st, the wind, sometimes contrary, obliged us to tack, and it blew fresh.

(*Namur's* log, 9 A.M. The *Sutherland* spoke us & the Adml. ordered her to make sail and go into Caberouss bay.)

The 1st of June, Captain Rous in the *Sutherland*, came from off the harbour of Louisburg, and said, two ships had got in the 30th; and that there were 13 sail in the harbour. We saw the entrance of Gabarus bay at night.

The 2nd, it was foggy in the morning; about twelve saw Louisburg and the ships in the harbour. (*Namur*. $\frac{1}{4}$ past 10 saw the Ships in Louisbourgh harbour bearing north 3 Leags. Dist.) The fleet, with about a third of the troops, anchored in Gabarus Bay; and this evening, with brigadier-generals Lawrence and Wolfe, I reconnoitered the shore as near as we could, and made a disposition for landing at three places the next morning, in case the troops arrived.

The 3rd, most of the transports came in. This morning all was prepared for landing; but the surf on shore was so great, it was impossible to land. (This was from the ground swell:—*Namur*: little wind and cloudy, a Swell from the S.E.) As one bay was found to have less surf than the others, a disposition was made to land the next morning in one place instead of three.

The 4th, the wind and surf were so very high that admiral Boscawen told me it was impracticable to land. (*Namur*: 2 P.M. Anchor near the *Kennington* and began to engage the Enemy.)

The 5th, a great swell and fog in the morning, and the admiral declared it still impracticable to land.

The 6th, an appearance of change of weather, in the morning early: I was resolved to seize the first opportunity; the signal was made to prepare to land between five and six o'clock, and at eight all the men were in the boats; the fog came on again, and the swell increased during the time the men were getting into the boats, and the admiral declared it impracticable to land. I ordered the troops on board their respective ships, first acquainting them with the reason for so doing. (*Namur*: 7 A.M. Calm. 8 A.M. and foggy. 9 A.M. thick foggy. 10 A.M. continued foggy. 11 A.M. Admiral with General Amherst returned, their being so much surf there was no possibility of Landing with Safty.)

The 7th, the weather bad in the morning; in the afternoon the swell rather decreased, and gave us great hopes of landing at day-break the next morning, for which orders were given; and Bragg's regiment, who were in a number of sloops, to sail under convoy by the mouth of the harbour, to L'or-embec; sending at the same time a proportion of artillery destined for the Lighthouse Point, with orders to make all the show they could of landing, but not to land till further orders, intending to draw the enemy's attention on that side. (*Namur*: 5 A.M. Sent a Lieu^t to View the surf as he

thought Impossible to land, the Commodore and Captn. went down the Bay to Reconitre. 12 Noon. Fresh gales and fair Wr.)

On the 8th, the troops were assembled in the boats before break of day, in three divisions; and commodore Durell, having viewed the coast by order of the admiral, and given me his opinion that the troops might land, without danger from the surff, in the bay on our left, the *Kennington* and *Halifax* now began the fire on the left, supported by the *Grammont*, *Diana*, and *Shannon* frigates in the center, and the *Sutherland* and *Squirrel* upon the right. (*Namur*: 1 A.M. Sent all the Boats to assist in Landing the Troops.) When the fire had continued about a quarter of an hour, the boats upon the left rowed in to the shore, under the command of brigadier-general Wolfe, whose detachment was composed of the four eldest companies of grenadiers, followed by the light infantry (a corps of 550 men, chosen as markmen from the different regiments) and the company of rangers, supported by the Highland regiments, and those by the 8 remaining companies of grenadiers.

The division on the right, under brigadier-general Whitmore, rowed to our right, by the White Point, as if intending to force a landing there.

The center division, under the command of brigadier-general Lawrence, made at the same time a show of landing at the Fresh Water Cove. This drew the enemy's attention to every part, and prevented the troops, posted along the coast, from joining those on their right.

The enemy acted very wisely; they did not throw away a shot till the boats were near in shore; and then directed the whole fire of their cannon and musketry upon them. The surff was so great, that a place could hardly be found to get a boat on shore. Notwithstanding the fire of the enemy, and the violence of the surff, brigadier Wolfe pursued his point, and landed just at their left of the cove, took post,

attacked the enemy, and forced them to retreat. Many boats were overset, several broke to pieces, and all the men jumped into the water to get on shore.

So soon as the left division was landed, the first detachments of the center rowed at a proper time to the left, and followed; then the remainder of the center division, as fast as the boats could fetch them from the ships; and the right division followed the center in like manner.

It took up a great deal of time to land the troops. The wind increased, and we could not get anything on shore. The British loss in landing was only 50 killed and 59 wounded. Upwards of 70 boats were stove.

The 9th, Bragg's returned in their sloops from Lorembec. The weather continued extremely bad; the surf so great, that we could only get some of our tents on shore in the afternoon.

The 10th, the surf still continued, and it was with great difficulty we got anything on shore. (*Namur*: Midnight 9th-10th Hard Squalls. 4 A.M. Fresh Gales. 4-30 A.M. Sent ye Long Bt. and 2 Cutters to Assist in Landing ye Military Stores, &c. 8 A.M. Do Wr. 9 A.M. Do Wr.)

The 11th the weather grew clear and better, and the light six-pounders, which I had ordered on shore immediately after the troops, were now only landed, and some artillery stores with them.

12th June.—I detached brigadier Wolfe to silence the Island battery, and at the same time to attempt to destroy the ships in the harbour, sending at the same time by sea the proportion of artillery, tools, &c. (*Namur*. 4 A.M. Sent ye Longboat & 12 Oar'd Cutter to Assist in Landing Military Stores.) 15th June. I sent 4 more mortars in a sloop to the lighthouse; but we could not get any artillery landed on the shore. (*Namur*. All our boats with two Officers employed Carrying the Military Stores on shore.)

16th June.—The first fine weather, but could not yet

land any artillery. 17th June. (*Namur*. 4 A.M. Hoisted the Longboat out wh. was repaired and sent her to assist in landing the stores.)

19th June.—*L'Echo*, a French frigate of 32 guns, was brought in to-day. By her we have intelligence that the *Bizarre* got out the day we landed, and the *Comette* since our arrival off the harbour.

[*L'Echo* made a gallant dash for Quebec with dispatches for Vaudreuil, and the wives of Drucour and other high officials on board. The *Sutherland* and *Juno* had a stiff fight before they made her haul down her colours.]

20th June.—(*Namur*: Our Boats with Officers employed landing Military Stores.) [The 21st and 22nd were very bad weather.]

23rd June.—The admiral assured me there were above an hundred boats lost in landing the troops and provisions. We now have ashore 12 24-prs. and 6 12-prs.

(*Namur*: 21st to 24th, inclusive. Our Boats and Officers Do employed.) 26th June. Admiral Boscawen landed 200 marines, and took the post at Kennington Cove, which is a great ease to the army. I desired of the admiral 4 32-prs. and 2 24-prs., to leave at the Lighthouse. (*Namur*: Sent 5 Carpenters on shore to assist in building an Hospital.)

27th June.—The cannon I asked of the admiral were landed this night at the Lighthouse. A brass 24-pr. was lost in 12 fathom water, by slipping off the catamaran. (*Namur*: Landing the stores being quite finished both our Longboats and our small boats returned on board.)

When it is remembered that this record of the operations in June is taken from the military journal of the General commanding the army and from the log of only one ship out of forty-one it will be seen what the Navy's work amounted to. And the best of it was that all this was United Service work. Wolfe, a keen observer, wrote home: "The Admiral

and the General have carried on public service with great harmony, industry, and union. Mr. Boscawen has given all and even more than we could ask of him. He has furnished arms and ammunition, pioneers, sappers, miners, gunners, carpenters, boats; and is, I must confess, no bad fantassin himself. Sir Charles Hardy, too, in particular, and all the officers of the Navy in general, have given us their utmost assistance, with the greatest cheerfulness imaginable." Boscawen was equally efficient in commissariat affairs. He had 600 bullocks on the hoof, while the army contractors were palming off salt meat instead of fresh on troops that had as many as three hundred scurvy-stricken men in a single battalion. While Boscawen and Durell were busy with the in-shore operations Hardy kept his division working as a flying squadron, blockading Louisburg, warding off any attempt at reinforcement, and making prizes of every vessel approaching with a cargo for the garrison.

In July the Navy added more infantry, artillery, and engineer duties, besides continuing its work for the commissariat and transport. On the 2nd the flagship "sent all ye Marines on shore." On the 3rd her boats were "carrying Military Stores on Shore." In the evening the blockaders closed in to prevent an anticipated attempt at breaking out. On the 6th the *Namur's* "Longboats with 2 Officers Employed Unlading some of the Transports." "A sloop sailed out of the harbour with a flag of truce to Sir Charles Hardy, to carry some things to their wounded officers and prisoners."

On the 7th "the Burford sent two of her Lower Deck guns on shore, and 200 men to draw them up." On the 8th, the day Montcalm repulsed "Mrs. Nabbycromby" at Ticonderoga, the garrison made a gallant sortie at night, but were driven in with loss. The *Namur* and other ships were still landing guns and hauling them to the batteries. Miners were sent ashore on the 11th, working parties to haul up

guns on the 13th, victualling ships arrived on the 14th; and the reserve force of the fleet was used to forward the siege in every possible way.

The naval gunners had been working hard at the batteries to plant a shell in the magazine of one of the French ships; and at 2 P.M. on the 21st they were rewarded by a terrific explosion on board the *Entreprenant*, which soon became a seething mass of fire. The flames caught the *Capricieux* and *Célèbre* and burnt them to the water's edge. The *Bienfaisant* and *Prudent* were towed into safety with great difficulty and under a shower of projectiles. The French fleet was thus reduced to only these two ships. On the 24th Amherst reported: "The Admiral gave me 200 seamen to help to work at the batteries, &c., and 200 miners added to a corps of 100 already established, that we might make quick work of it." On the 25th he noted that "the Admiral sent me word he intended to send in boats with 600 men, to take or destroy the *Prudent* and *Bienfaisant* in the harbour." The *Namur's* entry is: "At noon sent the Barge and 12 Oar'd Cutter with the 1st & 2nd Lieuts. a Mate, 3 Midn., & the boats Crews arm'd on bd. Rear Admiral Hardy and all the rest of the ships here sent their boats mann'd and arm'd there likeways." Towards evening the besieging army redoubled its fire and let its scaling ladders be seen, as if it intended to storm the walls after dark. A little later, the boats, having been told off into divisions under Captains Balfour and Laforey, made in for shore under cover of night and a thick fog. They got into the harbour and close aboard the doomed ships before they were discovered. The French crews swarmed up from below and there was some hand-to-hand fighting for a time. The nearest French land-gunners lost their heads and began firing into friend and foe, which soon induced the crews to surrender. The *Prudent* was so hard aground that she was set on fire; but the boats towed the *Bienfaisant* in triumph to the shelter of the N.E. arm of

the harbour, where she received a prize crew and ran up British colours.

The next morning, the 26th, Amherst notes that "The Admiral came ashore and told me he proposed sending six ships into the harbour the next day. Just at this time I received a letter from the Governor offering to capitulate."

The British terms were not lenient. The honours of war were refused. The garrison of Louisburg was to be sent to England as prisoners of war; the garrison of Isle St. Jean, now Prince Edward Island, was to be disposed of by the Admiral at his discretion. Non-combatants were to be taken to France. No terms were to be allowed to Canadians, Indians, and deserters. Drucour had no alternative but immediate surrender or a useless sacrifice. He had nothing but a small effective garrison, with some lukewarm mercenaries, unreliable Indians, and a civil population that had had more than enough of the siege, while Amherst had double his number of troops, flushed with success, and Boscawen had an overwhelming fleet which de Gouttes had absolutely nothing afloat to resist. Fortunately for all concerned, the Indians paddled away in the night. The Canadians kept quiet or escaped, and were not molested. And the British took possession.

On the 28th, at 11 A.M., the *Namur* sent her 12-oared cutter to sound the entrance. At noon the next day she weighed her stream anchor and hove into a third of her best bower. At 3.30 P.M. the fleet weighed, anchoring at 6 off Louisburg Harbour. Hardy and most of his division had meanwhile passed in. On the 30th the *Shannon* sailed for England and the *Nightingale* for Halifax. Finally, on the 31st, Boscawen sailed in, warped close to the town, and received and returned the British garrison's salute of 19 guns.

French colours were left flying as a decoy, and five Dutch and two other supply ships were thus entrapped. About 1700 inhabitants sailed in the transports set apart for them.

Disaster pursued them. Over 200 were drowned on the coast of Prince Edward Island, and 300 more went down in a vessel which foundered within 100 miles of the Land's End. In this latter case the English crew saved and disgraced themselves by putting off in the boats and leaving the passengers to their fate. The French in Louisburg thus lost more lives by shipwreck after the siege than they did within the walls during it. Their naval losses were not great in personnel; but total in material, except for the few that escaped. Indeed, the losses on both sides together in killed and wounded were very small, not 5 per cent. of the totals engaged, which amounted to over 30,000. The loss of the place itself was the worst of all, as its retention was absolutely necessary to French empire in America. On the other hand, all that British empire needed was its destruction, which was effected in 1760 by the miners sent out in H.M.S.S. *Fame*, *Achilles*, and *Dorsetshire*.

Beyond all this, France suffered another shock to the prestige of her Navy, the loss of her valuable fisheries and still more valuable nursery of seamen, and an adverse change in her rates of marine insurance, which immediately rose to more than double, while the British dropped to less than half. Her note to the Great Powers shows how keenly she felt her position in the strangling toils of British sea-power: "We are advised that Louisburg was given up to the English by capitulation on the 26th of July. We are sensible of all the consequences of so fatal an event, but we shall redouble our efforts and diligence to repair this misfortune. All trading nations ought to keep their eyes open to their essential interests, and unite their forces with ours to prevent the absolute despotism which England will exercise on all seas if a stop be not immediately put to her ambition and avarice. The cry of almost all the Powers of Europe against France has for a century past been that the balance of power should be maintained on the Continent. But while the English were

imposing this bogey on European credulity, they were incessantly working (and have, unhappily, succeeded only too well) at the destruction of the balance of power on the sea, without which that on the land cannot be maintained. Other nations ought to give this their most serious attention, since it threatens nothing less than the entire destruction of their own sea-power and the usurpation of all commerce by the English."

British rejoicings were as exuberant as French regrets were unavailing. Loyal addresses to the Throne poured in from every chief town in the Empire. Just when public excitement was at its height the eleven stands of captured colours were paraded by detachments of the Guards and Household Brigade before the King, who stood on the steps of the Palace to receive them, and directed them to be deposited in St. Paul's Cathedral. Medals were struck, one in honour of the United Service, another specially for the Navy's share. Boscawen received the thanks of the House of Commons in his seat there, and replied with sailor-like brevity and point. The same thanks were forwarded to Amherst, who remained in America, where the rejoicings were even wilder than in England. At Halifax, where Lawrence opened the new Government House with a state ball, there were innumerable *fêtes*, attended by the heroes of the occasion. It is said that over 60,000 gallons of rum were drunk in the town. Boston had "a stately bonfire," making "a lofty and prodigious blaze," and many Puritan thanksgivings besides. New York had a great official dinner. Philadelphia surpassed them all in its set piece of fireworks, representing British prowess in a literal blaze of triumph. And far away, in the heart of the inland seat of war, Abercrombie ordered his defeated army to thank God in a religious manner.

Meanwhile, the great statesman, whose cunning hand was now wielding the sword of a United Service with consummate skill, was already planning a mightier effort in the same theatre

of action. His first care was about the personnel. He knew Anson for the best of all First Lords. Boscawen, of course, remained his own "Pitt's Admiral." He appreciated to the full the quiet capability of Saunders. And no one foresaw better than he the essential truth in the new toast—"The eye of a Hawke and the heart of a Wolfe."

CHAPTER III

THE ST. LAWRENCE

EMPIRE Year was the turning point of the whole "Maritime War," which was now raging in every quarter of the seaboard world where French and British ambitions crossed each other's path. But though Europe, Asia, Africa, and America were all affected, at different times, in different degrees and different ways, yet the great determining factor—British Sea-Power—was always and everywhere the same. And the basis of this interdependent civil and military Sea-Power was the unified force of the Navy—one sea, one war, one flag, one fleet.

Pitt took the oceanic view of British empire, and was the first to give due consideration and relative importance to the extra-European theatre of operations. In spite of the popular invasion-scare at home, and the fear of what the French fleets might do if they did break out, he held to the opinion expressed by Pericles at Athens two thousand years before :—"If the enemy are kept off the sea by our superior force, their want of practice will make them unskilful, and their want of skill will make them timid." Trusting, and wisely trusting, to a fighting blockade of the French coasts as the best defence of England, he sent a quarter of the whole Navy to secure the British empire of America. The Atlantic was his Roman road.

On the 29th of December, 1758, he issued the first confidential Royal Instructions. These were sent simultaneously to the naval and military commanders on the spot, Durell and Amherst. On the 9th of January he sent the first Instructions to Saunders, and further Instructions on the 12th

and the 20th. Amherst's second and third Instructions were dated on the 12th and 13th. Wolfe's orders were approved on the 5th of February. The following extracts contain the gist of the whole eight :—

PITT to AMHERST.

WHITEHALL, 29th December, 1758.

. . . the King has come to a Resolution . . . to make an Attack upon Quebec, by the River St. Lawrence, against which Place they are to proceed from Louisburg, as early in the Year as, on or about, the 7th of May, if the Season shall happen to permit, under the Direction of Brigadier General Wolfe, whom the King has appointed for the Command of that operation, and who will have the rank of Major General, for that expedition only . . . 20,000 Tons of Transport Vessels are actually preparing here, and will shortly proceed to New York. . . . But to prevent any delays or Disappointments from a deficiency in the Transports to be sent from England . . . forthwith take up in North America 6000 Tons, or any Additional Quantity, that you shall find necessary for the expedition up the River St. Lawrence. And that you may not fail you are hereby directed to order an Embargo to be laid, as soon as necessary, on all Ships in North America, the Governors of which were directed by my letter of Sept. 18th (Copy of which was transmitted to you) to comply with any Application from you for this purpose. . . . send the Forces to Louisburg in such Divisions as you shall think proper, without making the whole of this important Service wait, on account of some Part only of the Troops not being quite ready . . . you shall not, on account of the said Rangers, should they not happen to be ready, detain the Troops . . . order the said Rangers, when ready to follow the Troops. . . . It having been represented that a Number of Schooners and Sloops, together with Whale Boats, will be of the greatest Utility . . . that you do immediately cause a considerable

Number of Schooners, not less than 40, to be provided, and held in readiness at New York, and 70 Whaleboats to be built . . . that the above Number of Schooners, Sloops, and Whale Boats, may not fail, on any Pretence whatever, to be finished by the 1st April. . . . As a principal Means to preserve the Health of the Men, that you do cause them to be furnished with fresh Meat whenever . . . any Ways practicable. . . . In my Letter of the 9th Inst., you were directed to refit and build Boats for the Service of the Troops on the Lakes, and I am now to signify to you the King's Pleasure, that you do procure such a number of Battoe Men, as you shall judge necessary for the Boats attending the Troops, and Men sufficient for navigating the Vessels. . . .

PITT to DURELL.

WHITEHALL, 29th December, 1758.

I am now to inform you in Confidence, that His Majesty has thought proper to direct . . . an Expedition up the River St. Lawrence for the Attack of Quebec. . . . As soon as ever the Navigation of the Gulph and River St. Lawrence shall be practicable, it is His Majesty's Pleasure, that you do repair with the Squadron under your Command to the River St. Lawrence, and that you do establish Your Cruize, as high up the said River as the Isle de Bic, where you are to Station your Ships in such a manner as may most effectually prevent any Succours whatever passing up that River to Quebec; and you are to remain in the Station abovementioned, till you shall receive further orders from Admiral Saunders. . . . It being the King's Pleasure that some of the Ships of Admiral Saunders' Squadron (already forward in their preparations), which shall be the earliest ready, should very shortly sail for North America. You may expect the Arrival of not less than Four Ships of the Line at Halifax, by the Month of April.

INTRODUCTION

PITT to SAUNDERS.

WHITEHALL, 9th January, 1759.

I send you enclosed a copy of my Letter of the 29th past, to Rear-Admiral Durell. . . . You will take the earliest opportunity to renew the said orders, in the strongest manner, as nothing can be so essential to the Success of the important Expedition against Quebec, as effectually blocking up the River St. Lawrence, as early in the year as shall be practicable . . .

PITT to SAUNDERS.

WHITEHALL, 12th January, 1759.

His Majesty having directed the Lords Commissioners of the Admiralty to take up 20,000 Tons of Transport Vessels, and to cause the same to be victualled with Six Months provisions for 10,000 Men, and to be provided with Bedding and fitted in every respect for the Reception of Troops, at the rate of one Ton and a half a Man . . . send all the Transport Vessels to New York, with all Expedition . . . and you shall direct such officer as you shall think fit to appoint, to assist in the Embarcation . . . for which purpose you shall direct the officer to acquaint Major-General Amherst therewith, and deliver the enclosed Letter . . . in order to proceeding, as soon as shall be practicable, without loss of time to Louisburg. . . . A quantity of Artillery and Ordnance Stores are now embarked on board Vessels in the River [Thames] which are ordered to proceed as soon as possible to Spithead, there to put themselves under your command . . . said Vessels are to proceed to Louisburg . . . so as to arrive there by the End of April at latest. . . .

PITT to AMHERST.

WHITEHALL, 12th January, 1759.

This letter will be delivered to you by the Officer who will be directed by Rear-Adm. Saunders to assist in the

embarcation . . . that, on the arrival of the said officer, you use the utmost diligence, in concert with him, in causing any necessary repairs to be made to the said Transport Vessels . . . and that they do proceed with all possible Expedition to Louisburg. . . . The Transports which shall be first ready to sail . . . for avoiding all Delays, and conducive to the Expediting this most essential service; and as the Success of the most important Enterprize against Quebec, depends in so great measure, on the Troops assembling at Louisburg in due time, I cannot too strongly enforce the necessity of exerting your utmost care and Application that the Troops, Artillery, and Stores, be all rendezvous'd at Louisburg, as near as possible, by the time prescribed in my Letter of the 29th past. . . .

PITT to AMHERST.

WHITEHALL, 13th January, 1759.

Brigadier-General Wolfe having represented that it will be of the greatest Utility to the Health of the Troops to have a Quantity of Molasses to make Spruce Beer, and also of Rum, to serve the said Troops for Six Months. . . . But it is the King's express Pleasure, that you do not, on account of the Molasses and Rum, delay for one moment the Embarcation and sailing of the Troops. . . . But you will not fail to order Molasses and Rum to be sent after the Troops. . . . You will not fail to use the most particular Diligence . . . so that no Delay may arise on any Account.

Though a considerable Quantity of Provisions will be put on board the Transports sent from England, and Care will be taken to send out a further Supply, with all possible Expedition; Yet it is the King's Pleasure that you should use all means in your Power to collect and send, from time to time, such Quantities of Provisions, as you shall be able to procure, and as shall be necessary for the Troops under the Command of Brigadier Wolfe.

INTRODUCTION

PITT to SAUNDERS.

WHITEHALL, 20th January, 1759.

. . . I am now to signify to you the King's Pleasure, that, in case the Disposition of Arms, Tents, &c. (ordered by my letter of the 12th instant), cannot be made in the Downes, or at Spithead, without causing the least Delay to the Sailing . . . You are to forbear making the said Disposition in Europe, but you will direct the Ordnance Vessels, as well as the Transports, to proceed, with all Expedition, to New York, at which Place you will order the Arms, Tents, &c., &c., mentioned in the enclosed List, to be separated and taken out with as little Loss of Time as may be, after which the Ordnance Vessels are to continue their Voyage to Louisburg, so as to arrive there by the End of April, as directed by my Letter aforementioned of the 12th instant.

SECRET INSTRUCTIONS FOR BRIG.-GENERAL WOLFE.

5th February, 1759.

GEORGE R.—

. . . And whereas We have appointed Rear-Admiral Saunders to be Commander-in-Chief of a Squadron of our Ships to act in conjunction . . . We have ordered to be delivered to you herewith . . . Also Copies of Three Letters to Rear-Admiral Saunders, dated the 9th, 12th, and 20th of January last, and of one to Rear-Admiral Durell, dated the 29th of December last.

You are immediately, upon the Receipt of these our Instructions, to repair to Portsmouth, and there embark on board one of our Ships of War, and proceed, without Loss of Time, to Louisburg . . . and use all possible Diligence and Expedition, in concert with Rear-Admiral Saunders in embarking . . . to proceed . . . up the River St. Lawrence and attack and endeavour to reduce Quebec. . . . In case, on your arrival at Louisburg, you shall find that the Troops,

contrary to our Expectation, be not yet arrived at Louisburg, you are without Loss of a Moment's Time, to make the most pressing Instances to Major-General Amherst and to Rear-Admiral Saunders, in order to quicken and expedite. . . .

In case you should make yourself Master of Quebec, We judge expedient to leave it to you and Rear-Admiral Saunders to determine what Ulterior operations, higher up the River St. Lawrence (in Case the Navigation of that River shall be found safe for such Vessels as shall be best suited to the Service) may be practicable and expedient . . . and in case any such Ulterior operations. . . . You will not fail to inform thereof Major-General Amherst . . . and concert the same with our said General, in order that the operations, in different Parts, may coincide, and mutually facilitate and strengthen each other. . . . Whereas the Success of this Expedition will very much depend upon an entire Good Understanding between our Land and Sea Officers, We do hereby strictly enjoin and require You, on Your part, to maintain and cultivate such a good Understanding and Agreement, and to Order, that the Soldiers under Your Command shall man the ships, when there shall be occasion for them, and when they can be spared from the Land Service, as the Commander-in-Chief of Our Squadron is instructed, on His Part, to entertain and cultivate the same good Understanding and Agreement, and to order the Sailors and Marines, under His Command, to assist Our Land Forces, and to man the Batteries, when there shall be occasion for them, and when they can be spared from the Sea Service; and in order to establish the strictest Union that may be, between You and the Commander-in-Chief of Our Ships, You are hereby required to communicate these Instructions to Him, as He is directed to communicate those, He shall receive from Us, to You.

On the 13th of February Saunders and Wolfe went aboard the *Neptune*. Two days later Saunders became a Vice-

Admiral of the Blue and hoisted his flag at the fore-topmast head. Next morning his squadron, consisting of ten of the line and eight smaller vessels, weighed at Spithead. The *War-spire* and *Intrepid* soon parted company, being bound for the Straits of Gibraltar. On the 11th of March he sent the *Lizard* on to New York. On the 20th he sent the *Cormorant* to Halifax. But she got no further than Sable Island, whence she rejoined. However, the news of the expedition reached Halifax from other sources at the beginning of April, and the garrison was all agog to know which units were for the front. On the 8th the *Alcide* was sent to Louisburg. On the 16th the *Cormorant* and a small convoy were again sent to Halifax, and this time made their port. Two days later some transports that had not seen her signal followed after her. On the 21st large masses of ice were found between 30 and 40 miles off Cape Breton. The winter had been exceptionally severe, and Dhrell had lost some men by freezing to death. The spring was very backward, the weather still bitterly cold; and some of the sails became too hard frozen to be furled. Land was made on the 23rd; but the next day there was an impassable field of ice all the way from Scatary to Isle Madame. Most of the New England provision ships joined company here, having been baffled in their attempts to reach Louisburg. For two days more the fleet stood S.W., making little way in the dense fog and numbing cold, with pack ice alongside and a dangerous coast beyond. On the evening of the 26th conditions improved and the course was shaped for Halifax, which was safely reached on the 30th.

In the meantime the French reinforcements were on their way to Quebec. They made only a very small addition to the dwindling strength of New France; and their paucity has often been quoted to prove the truth of the assertion that the Mother Country deserted her Colony in the hour of need. But it must be borne in mind that France had no reinforce-

ments to send, however much she might have wished to do so. She was making a desperate effort to collect enough ships to cover an invasion of England, which, if successful, would, of course, have secured her possession of Canada. Thus, on the general principles of war, she can hardly be blamed for keeping her naval forces in her home waters. But even if she had entertained no plan of invasion she might well have hesitated to send out a fleet which would have had to run the blockade, first of all, and then either risk an action against better trained superior forces or shut itself up in hopeless impotence between Quebec and Montreal. Besides, the French Government had another reason for "not thinking of the stable when the house is on fire." The Colony was getting more costly every year; and no amount of money seemed able to keep it from the brink of ruin. Bigot and the whole brood of dishonest officials were preying on its vital resources, which they depleted for the double purpose of enriching themselves and drawing more aid from France for further depredation. And many of them thought that, when their prey began to fail, a British conquest might be the best means of covering the evidence of their own misdoings. The crassly incompetent Vaudreuil was seconding this by privately vilifying Doreil and Bougainville, whom he had officially recommended when they started on their mission home to get all the help that could be sent. Altogether, France did what she could under the circumstances. But the circumstances, in their turn, were enough the result of her own mistakes to put much of the general blame on her shoulders.

On the 10th of May Bougainville arrived at Quebec, having "penetrated the enemy's lines." By the 20th there were twenty-three sail in the harbour. They got through just in time; for three days later the beacon fires announced Durell's arrival at Bic. The convoy was a very welcome relief to troops that were on less than half rations. But the fighting squadron was still very weak, even after reinforcement, and whatever

purely naval value it had was nullified by sending the ships up river as far as Batiscan and taking all but skeleton crews for the batteries at Quebec. There was only one French naval chance left. Bompert might have sailed north, after the fall of Guadaloupe on the 20th of April, and attempted a diversion against the bases at New York, Halifax or Louisbourg. Probably he would have effected little; but even the apprehension created by the appearance of a hostile fleet-in-being along a commercial seaboard is a factor to be reckoned with in war. In any case, he probably would not have suffered greater loss than that inflicted by disease in the West Indies, and he could hardly have done less service in this way than by limping home just in time to be merged in Conflans' personnel and overwhelmed in his defeat at Quiberon.

On the 5th of May, five days before Bougainville reached Quebec and fifteen days before the whole French convoy was at anchor there, Durell left Halifax to block the St. Lawrence. He took with him the *Princess Amelia*, 80; *Vanguard*, 70; *Devonshire*, 70; *Pembroke*, 60; *Prince of Orange*, 60; and 650 troops under Carleton. Ten days later he was reinforced by two sixty-fours, the *Alcide* and *Stirling Castle*; while the *Lizard*, 28, was sent to patrol the South Channel of Anticosti, where she remained during the siege. The *Alcide* took a belated little French transport of 280 tons, laden with stores for Quebec. On the 23rd Durell was off Bic, where he lured some French pilots aboard by running up their colours. On the 25th he arrived off Isle-aux-Coudres. And on the 28th he landed the troops there, 60 miles below Quebec, just a week before Saunders left Louisbourg. The British blockade of the St. Lawrence was now complete, and remained so till the close of the war. No enemy could possibly run it, in any strength, if a good look-out were kept off Isle-aux-Coudres. The North Channel, along the mainland, was only a mile wide. The Middle Channel, south of the island,

little wider. The South Traverse was considerably narrower in one place. And the whole width of the river from Goose Cape to "Point Oval" (Ouelle) was only 9 miles.

Isle-aux-Coudres is a bit of tableland, 7 miles by 3, tilted towards the south. Its north cliffs rise to almost 400 feet, its southern to less than 100. It has an excellent anchorage on its north coast in Prairie Bay, off the spot marked *Meadows* on the "Quebec Chart." Jacques Cartier anchored here on the 5th of September, 1535, when he named the island after the hazel nuts which grew so plentifully on it. This famous *Mouillage* was always used during the French régime. It lies between two points, Cap-à-l'aigle to the east and Prairie Point to the west, which are about a mile and a quarter apart. A small shoal extends beyond the East Point, a large one beyond the West Point. Goose Cape affords additional protection from easterly storms. Altogether, the anchorage is as safe as any in the river. A marked peculiarity is that the flood runs 6h. 20m. and the ebb only 6h. 0m., contrary to the rule everywhere else. Out in the Channel there is a 6-knot current. Closer in the flood runs at 4 knots in spring tides, but the ebb is much deflected by Prairie Shoal. The ebb has the strange trick of slacking off for a few minutes, after it has been running for two hours at a couple of knots; and this so completely that a vessel will swing to a moderate wind. Then it recommences and increases to about 3½ knots during springs. Ships would do well to moor, or, at all events, have a kedge out to keep a clear anchor. No sea of any consequence affects vessels in the centre of the bay, and a gale that would damage shipping off Quebec may be ridden out here in perfect security. There is accommodation for many sail, as the anchorage is a good mile long by over a quarter wide. The soundings in it are between 3 and 10 fathoms at low tide, and the clay ground offers first-rate holding.

The French had built two small quays in Prairie Bay; one at the entrance to a tidal creek with 15 feet at high

water; the other near the *Ruisseau de la lessive*, where outward-bound vessels often stopped to water. There is no other harbour, except little tidal ones for small craft. The south side affords no shelter in heavy weather. But the anchorage is good under the island in easterly winds, off "West Point" and S. of the sounding "8" with the S. point of the I. bearing between E. and E. by N. Beyond this, vessels may anchor along Coudres Bank, which shoals very quickly inside the 5-fathom line. Seven fathoms is a safe depth. "The Falls" open N. of the N.W. point of the I., and bearing N.E., lead N. of the bank till well abreast of C. Maillard.

Isle-aux-Coudres was in every way a desirable point to hold; so much so, indeed, that it was chosen as a possible camp for the army to winter at in case Quebec should not be taken. It would have been a bleak spot, set right in the mouth of the redoubtable Baie St. Paul, whence it is buffeted with terrific cutting winds. But its strategic value was great from the naval point of view; and, for a little rock-bound island of 10,000 acres, it had a good many natural resources. The water was excellent, wood abundant, fish plentiful; and the potatoes are famous to the present day. It is among the best of sheep-walks, and its cattle fatten well between its land and water pasturage, the latter being a sort of sea-flag known as *flambes*, which are said to be most abundant in the seasons when the pasture is poorest ashore.

On the 9th of June Cook and others were engaged for a couple of days in sounding the Traverses opposite the E. extreme of the Island of Orleans, nearly 30 miles above Isle-aux-Coudres. On the 11th Cook "returned satisfied with being acquainted with ye Channel." Two days later the *Centurion's* log notes that she weighed at 5 P.M., on the *Devonshire's* signal, and at eight got through the Traverse—the famous Traverse that the French still thought impassable for a great fleet. On the afternoon of the 16th the "Centurions"

manned and armed boats to cut out a French sloop anchored off the north shore. But twenty-five French boats swarmed out, turned the tables, and took one of the *Squirrel's* boats with its crew. At eight the next morning a new French battery kept up a brisk little cannonade with the ships till noon, without much real harm on either side. The firing was resumed the following day, with similar results. It was evident that the French advanced defences were little more effective by land than by sea. At one o'clock in the morning of the 23rd the Master of the *Stirling Castle* at Isle-aux-Coudres heard three guns to the eastward. At two, with the first streak of dawn, a fleet appeared, coming up the river with the wind. In a moment all was bustle on board, as the men off watch came tumbling up from below; all hands hurried to their quarters, and the ship was cleared for action. The suspense was short, for an exchange of private signals soon showed that the strange sail were the van of the great fleet under Saunders, nineteen days out from Louisburg.

Saunders, who had arrived at Halifax on the 30th of April, stayed there for eight days after Durell's departure on the 5th of May. When he sailed for the rendezvous at Louisburg he left the *Lowestoff* and *Hunter* to convoy the transports which were not yet ready; and the *Somerset* and *Terrible* also remained to refit. Holmes shifted his flag into the *Dublin* and accompanied Saunders. On leaving Halifax the following were the orders issued to the transports. The ones quoted are those sent "to Captain G. of the *Success* sloop":—

SAILING ORDERS BY MR. COBB, COMMANDER OF
HIS MAJESTY'S PROVINCE SLOOP "YORK"

SIGNALS TO BE OBSERVED

For unmooring, I will loose the head of my jib, and fire one gun. . . . For weighing I will loose my main-sail, and fire two guns. . . . When the fleet anchor, they are to take a

reasonable distance for their security, as they shall answer the contrary. . . . For anchoring in the day, my jack on the ensign's staff. . . . For anchoring in the night, two lanterns on the ensign's staff, and fire one gun.

No vessel is to go a-head except in bad weather, or to clear a head of land, shoals or banks. In case of springing a leak or any other disaster that may disable your ship from keeping company, you are to fire a gun, or a volley of small arms, which I shall answer with three guns ; if not, the signal to be repeated till answered. In case of fogs, I will fire two guns every two hours ; for tacking, one gun. Upon my discovering any danger, I will fire five guns, the whole to tack. If an enemy, my ensign under my pendant. If I want to speak with the Master, I will hoist my jack under my pendant. If any vessel should separate from the fleet, and join again, when hailed, is to call out *Burton*, and be answered *James*. . . . Should any vessel want a Surgeon, they are to hoist their jack half-mast high. The whole to keep company, if possible ; but, in case of separation, to make the best of their way to Louisburg.

Given on board the sloop *York*, May 13, 1759.

JOHN SILVESTER COBB.

Twenty busy days were spent at Louisburg, from the 15th of May to the 4th of June. Wolfe was incessantly at work, welding his units into an army. He had 8000 with him ; and there was another 1000, made up of those with Carleton at Isle-aux-Coudres, and three companies of Rangers who joined after the expedition had sailed. This little army of 9000 men was soon taught its business as a landing party from the mighty fleet under Saunders, who commanded twice as many men afloat as Wolfe did ashore, and whose relative strength in the world-wide theatre of the Maritime War was at least four times as great. This is no disparagement of the Army, nor undue exaltation of the Navy. Neither

sought credit at the expense of the other ; but both worked together in perfect harmony as complementary parts of the United Service. Neither fleet nor army was up to establishment. Wolfe would have had 12,000 men instead of 9000 had the wastage been made good. The full establishment for the fleet was about 15,000, a quarter of the whole personnel of the Navy for that year. But some ships, particularly the *Bedford* and *Prince Frederick*, were short-handed, and the 240 prime seamen from New England by no means completed their crews. Probably 10 per cent. should be deducted, which leaves 13,500, or half as much again as the army. Adding the crews of the transports and auxiliary vessels of all kinds, the total number of seamen must have been at least 18,000. There appear to be no returns of the men of the merchant service present. But as there were over two hundred vessels of all kinds, down to whale-boats, the manning of them must have taken over 4500 hands.

The following is the list of the men-of-war :—

Neptune . . .	90	Flagship of the Commander-in-Chief, Vice-Admiral Charles Saunders. Captain Brodrick Hartwell.
Princess Amelia . .	80	Flagship of the Second-in-Command, Rear-Admiral Philip Durell. Cap- tain John Bray.
Royal William . .	80	Capt. H. Pigot.
Dublin . . .	74	Flagship of Third-in-Command, Rear- Admiral Charles Holmes. Captain W. Goostrey.
Terrible . . .	74	Capt. Richard Collins.
Shrewsbury . . .	74	Capt. Hugh Palliser.
Northumberland . .	70	Capt. Lord Colville.
Vanguard . . .	70	Capt. Robert Swanton.
Devonshire . . .	70	Capt. W. Gordon.
Orford . . .	70	Capt. Richard Spry.
Somerset . . .	64	Capt. Edward Hughes.
Alcide . . .	64	Capt. James Douglas.
Bedford . . .	64	Capt. Thorpe Fowke.
Captain . . .	64	Capt. John Amherst.

Trident . . .	64	Capt. Julian Legge.
Stirling Castle . .	64	Capt. M. Everitt.
Prince Frederick . .	64	Capt. Robert Routh.
Pembroke . . .	60	Capt. John Wheelock.
Prince of Orange . .	60	Capt. Samuel Wallis.
Medway . . .	60	Capt. Charles Proby
Centurion . . .	50	Capt. W. Mantell.
Sutherland . . .	50	Capt. J. Rous.
Diana . . .	32	Capt. Alex. Schomberg.
Richmond . . .	32	Capt. T. Hankersen.
Trent . . .	28	Capt. J. Lindsay.
Lizard . . .	28	Capt. James Doake.
Echo . . .	28	Capt. John Laforey.
Lowestoff . . .	28	Capt. Joseph Deane.
Seahorse . . .	20	Capt. James Smith.
Scarborough . . .	20	Capt. John Stott.
Eurus . . .	20	Capt. John Elphinstone.
Nightingale . . .	20	Capt. John Campbell.
Hind . . .	20	Capt. Robert Bond.
Squirrel . . .	20	Capt. George Hamilton.
Fowey . . .	20	Capt. Geo. An. Tonyn.
Scorpion . . .	14	Capt. John Cleland.
Porcupine . . .	14	Capt. John Jervis.
Hunter . . .	14	Capt. W. Adams.
Zephyr . . .	12	Capt. W. Greenwood.
Boscawen } Armed	16	Capt. Charles Douglas.
Halifax } Ships	14	Capt.
Vesuvius } Fire-	...	Capt. James Chads.
Cormorant } ships	...	Capt. P. Mouat.
Strombolo } ships	...	Capt. Richard Smith.
Baltimore } Bomb	14	Capt. Robert Carpenter.
Pelican } Vessels	14	Capt. Edward Mountfort.
Racehorse } Vessels	14	Capt. Francis Richards.
Rodney, Cutter . .	4	Capt. Hon. Ph. Th. Perceval.
Crown, Store-ship .	18	Capt. Joseph Mead.

In all, 49 sail, with 1944 guns, from 4- to 32-prs., and mortars up to 13-in., with 200-lb. shells. The famous names, of ships and men, are almost too obvious for mention. The *Princess Amelia* was reckoned one of the best of British models in her day. The *Royal William* was forty years old and had

been cut down in 1757. The *Medway* was a new ship, launched in 1756. The *Centurion* is a name known to every boy who has ever read a book of travel. The *Sutherland* dates her fame from the Battle of the Plains. Men like Palliser, Hughes, Jervis and Cook of course belong to the naval history of the world.

The following were the orders issued by Saunders and Wolfe for the conduct of the Expedition on its way from Louisburg to Quebec :—

SAILING ORDERS AND INSTRUCTIONS, BY HIS EXCELLENCY ADMIRAL SAUNDERS

ADDITIONAL INSTRUCTIONS AND SIGNALS

From Louisburg the fleet is to sail in three divisions (in such order as I shall direct by the signals hereafter mentioned ;) each division to have a Commanding Officer, and to be distinguished by different colours, as follows :—

THE WHITE DIVISION

The Commanding Officer to wear a White broad pendant, and all the transports in his division to wear White vanes.

THE RED DIVISION

Myself in the *Neptune* ; all the transports of that division to wear Red vanes : but, whenever I think proper to leave that division, some one of his Majesty's ships will hoist a Red broad pendant, and then all the transports of the Red division are to follow him, and obey his signals.

THE BLUE DIVISION

The Commanding Officer to wear a Blue broad pendant, and all the transports in his division to wear Blue vanes.

When the signal is made for the headmost and weathermost ships to tack first, the division, that is ahead when the

signal is made, is to put about and continue to lead on the other tack ; but, when I make the signal for the sternmost and leewardmost to tack first, or for the whole fleet to tack together, the division, that was sternmost before the signal was made, is to keep ahead upon the other tack, and that which was the headmost is to keep astern.

Note.—When I am in the river among banks and sands, I shall find it necessary to place small vessels at an anchor in shoal water, to point out the channel ; you are therefore in going up the river, to keep all such vessels as wear Red flags upon your starboard bow ; and all such as wear White ones on your larboard bow.

ADDITIONAL SIGNALS IN A FOG

I. When sailing large or before the wind, if I would alter the course to Starboard, I will fire seven guns ; and, if to Port, nine guns, and, four minutes afterwards, a gun each half minute, for as many points as I would have the course altered ; so that, if only one gun is fired, one point only is altered to Starboard, or Port.

II. When sailing upon a wind, if I think proper to pay away large, I will fire ten guns, and four minutes after a gun each half minute, for as many points of the compass as I shall go from the wind.

Note.—In the night the Commanding Officer of each division is to carry a light on his poop, and another in his main-top. Before I make the signal for the fleet to anchor, I shall send some small vessels ahead, who are to anchor first in three different stations, wherein it may be most convenient for the three divisions to anchor :—which vessels shall, when at anchor, wear the following jacks at their mast-heads, viz.—

The headmost or innermost, an English jack.

The middlemost, a French jack.

The sternmost, or outermost, a Dutch jack.

The division that is the headmost when I make the signal to anchor, shall sail up to the headmost or innermost of the said vessels, and the Commander of that division shall anchor as close to the said vessel as may be ; and all the ships of his division are to anchor as nearly about him as they conveniently can. The center division is to anchor in like manner, where the middlemost of the said three vessels is at an anchor : And

—The sternmost division in like manner, where the sternmost or outermost of the said three vessels is at an anchor.

As the regular and orderly sailing of the fleet, particularly in the gulph and river of St. Lawrence, is of the utmost consequence to his Majesty's service, the Master of every transport is hereby strictly enjoined to look out for, and punctually to obey, all such signals as shall be made by the Commanding Officer of the division he belongs to : and, in case of neglect in any one, the Captains of his Majesty's ships are directed to compel them to a stricter observance of their duty by firing shot at them, and to give me an account thereof, which I shall transmit to the Navy board, in order to their charging the same against the hire of those vessels, for whose neglect his Majesty's stores are so unnecessarily expended.

You are not to hoist out a boat at sea, unless to speak with me, or the Commanding Officer of your division, or upon some most necessary service : and you are hereby most strictly forbid to let your boat go on board any other ship at sea, either upon your own or any other person's private occasion. —Whenever you would speak with the Commanding Officer of your division, you are to hoist a jack at your fore-top-mast shrouds.

—If by accident any transport should run ashore in the night-time, or in a fog, and remain there unobserved by the fleet, the people are to make three distinct fires in the night, and three distinct smokes in the day ; by which they will be discovered by such ships or vessels as will be sent to look after them.

—And if you should at any time discover that any ship or transport is missing from the division you belong to, you are immediately to acquaint the Commanding Officer therewith.

Given under my hand on board his Majesty's ship *Neptune* in Louisburg harbour this 15th of May, 1759.

CHARLES SAUNDERS.

By Command of his Excellency the Admiral,
SAMUEL MORE.

Signals.	At what Places.	Guns.	Their Significations.
A Dutch jack with a White pendant under it	Main top-gallant-mast-head	1	The White division to sail in the center.
	Fore top-gallant-mast-head	1	The White division to sail abreast of the Admiral on his starboard beam.
A Dutch jack with a Blue pendant under it	Main top-gallant-mast-head	1	The Blue division to sail in the center.
	Fore top-gallant-mast-head	1	The Blue division to sail abreast of the Admiral on his larboard beam.
A Yellow flag with a Blue cross	Main top-gallant-mast-head	0	The Leading division to steer more to port, and 1 gun for each point to be altered.
	Fore top-gallant-mast-head	1	The Leading division only to come to an anchor.
A French jack	Main top-gallant-mast-head	0	The Leading division to steer more to starboard, and 1 gun for each point to be altered.
	Fore top-gallant-mast-head	1	The White division to sail ahead.
A White pendant	Mizen top-gallant-mast-head	1	The White division to sail astern.
	Fore top-gallant-mast-head	1	The White division to make more sail.
A Red pendant	Mizen top-gallant-mast-head	1	The Blue division to make more sail.
	Fore top-gallant-mast-head	1	The Ditto to sail ahead.
A Blue pendant	Mizen top-mast-head	1	The Ditto to sail astern.

Signals.	At what Places.	Guns.	Their Significations.
A Yellow pendant	Fore top-gallant-mast-head	1	The White division to make less sail.
	Mizen top-mast-head	1	The Blue division to ditto.
A Red flag with a White cross	Mizen top-mast-head	1	All the transports to keep to windward.
A flag half Blue, half White	Ditto	1	All the transports to keep to leeward.
An English ensign	Main top-gallant-mast-head	1	All the transports to make the best of their way to Louisburg.
A Red and White striped flag	Mizen shrouds	0	The Men-of-War in the Red division only to weigh.
	Mizen top-mast-head	0	Ships of the Line only in the White and Blue division to weigh.

Note.—All the Signals made at any Mast-head will be hoisted on the Flag-staff.

SOUNDING SIGNALS

Whereas some vessels will be appointed to attend on each division in order to sound, the said vessels will make known the several depths of water they may happen to meet with, by hoisting the signals under-mentioned at their Main top-mast-head, viz.—

Signals.	No. of Times to be Hoisted.	No. of Fathoms.
A Yellow pendant . . .	1	5
	2	6
	3	7
	4	8
	5	9
A Blue pendant . . .	1	10
	2	11
	3	12
	4	13
	5	14

INTRODUCTION

Signals.	No. of Times to be Hoisted.	No. of Fathoms.
A White pendant	1	15
	2	16
	3	17
	4	18
	5	19
A Red pendant	1	20
	2	21
	3	22
	4	23
	5	24
A Common pendant	1	25
	2	26
	3	27
	4	28
	5	29
An English jack	1	30
	2	31
	3	32
	4	33
	5	34
	6	35
	7	36
	8	37
	9	38
	10	39
An Ensign	1	40, or upwards.

Note.—If the vessel that sounds, when she hoists the Yellow pendant, keeps it flying, and fires guns, finds less than five fathoms, the sounding vessels will wear a Vane chequered Red and White.

Given under my hand on board his Majesty's ship *Neptune* in Louisbourg harbour this 15th day of May 1759.

CHARLES SAUNDERS.

By Command of the Admiral,
SAMUEL MORE.

RENDEZVOUS

In case of separation, by bad weather, or any other unavoidable accident, before we are entered into the river St. Lawrence, the place of rendezvous is Gaspee Bay, at the upper end of the gulph of St. Lawrence, almost at the entrance of the river on the larboard side going in ;

And, in case of losing company after we are entered into the river, the place of rendezvous is the island of Bic, which lies about eighty leagues up the river, on the south shore ; and is about four leagues above the island of Barnaby, (another island) lying also on the south shore ;

But, if by any unforeseen accident, or by hard gales of wind, westerly, you should, soon after entering the river, be obliged to bear away, you are to repair to Gaspee Bay above mentioned, from whence you are to proceed again to the island of Bic, with the very first opportunity that offers.

(N.B.—Here the Masters of Transports are referred to a chart or plan, showing the route which his excellency intends to make from Louisbourg harbour to the island of Bic.)

Given under my hand on board his Majesty's ship *Neptune* in Louisbourg harbour this 15th of May 1759.

CHARLES SAUNDERS.

By Command of the Admiral,
SAMUEL MORE.

SIGNALS FOR THE LAND FORCES

When I would speak with any of the Officers under-mentioned belonging to the troops, I will make the following signals, viz. :—

For all land General Officers, a red flag at the Main top-gallant-mast-head.

For Majors of Brigade, a red flag at the Fore top-gallant-mast-head.

For All Adjutants, a red flag at the Main top-mast-head.

For All Quarter-masters, a red flag at the Fore top-mast-head.

And for the Commanding Officers of the several regiments, &c., as follows :—

Regiments.	Pendant to be Hoisted.	Place where.
Amherst's 15th	Red and	Main
Bragg's 28th	White	Fore
Otway's 35th	chequered	Mizen
Kennedy's 43rd	Blue and	Main
Lascelles's 47th	White	Fore
Webb's 48th	chequered	Mizen
Anstruther's 58th	Red with a	Main
Monckton's 60th	white cross	Fore
Lawrence's 60th		Mizen
Fraser's 78th	Blue with a	Main
Grenadiers of Louisburg	red cross	Fore
Rangers		Mizen
Royal Artillery	White with a	Main
Chief Engineers	red cross	Fore
Commissary of stores		Mizen

TOP-MAST HEAD.

Commissary of Provisions *white*, with a *red* cross at the MIZEN PEEK.

Dated on board his Majesty's Ship *Neptune*, May 15th, Louisbourg harbour.

CHARLES SAUNDERS.

By Command of the Admiral,
S. M.

SIGNALS FOR LANDING

Flags to be Hoisted.	Places where.	Guns.	Significations.
Blue and Yellow chequered	Main top-mast-head	1	For the troops to prepare to land.
Red and White chequered	Main top-mast-head	1	For the troops, &c., to land.
	Mizen shrouds	1	For the Masters of all the transports in the fleet that have troops on board to go on board the Admiral.
Red and White striped	Mizen shrouds	1	For the Masters of all the transports in the Red division, &c., to go on board the Admiral.
A Dutch flag	Mizen shrouds	0	For the Masters of all the transports in the White division, &c., to go on board the Admiral.
Yellow and White striped	Mizen shrouds	0	For the Masters, &c., of the Blue, &c., to go on board.

ORDERS TO THE MASTERS OF TRANSPORTS AT LOUISBOURG

You are hereby required and directed strictly to observe the following orders, viz. :—

You are to furnish the Officers of the troops with a boat and boat's crew, when wanted ; but the Officers are not to keep the boat waiting.

You are not to permit any of your boats to be on shore after sunset, or to loiter on shore in the day-time, when they have no business there ; which gives frequent opportunity for desertion, and, if any belonging to your transport should desert, you are immediately to acquaint me therewith.

You are strictly enjoined not to suttle, or permit any other person on board to do so, on any pretence whatsoever.

You are, on no account whatsoever, to send your boat on shore, after I have made the signal, *to prepare for sailing*.

Given on board his Majesty's Ship *Neptune*, in Louisbourg harbour, May 15th, 1759.

CHARLES SAUNDERS.

By Command of the Admiral,
S. M.

EXTRACTS FROM ORDERS BY MAJOR-GENERAL JAMES WOLFE

HALIFAX, *May 5th*, 1759.—As the fleet sails from Louisbourg in 3 Divisions: the 1st Brigade is the White Division; the 2nd Brigade is the Red Division; the 3rd Brigade is the Blue Division. If the Regts. here have time to put a quantity of spruce-beer into the transports, it would be of great use to the men. Weak and sickly people are not to embark with their Regts.

HALIFAX, *May 7th*, 1759.—As the Navigation in the River St. Lawrence may in some places be difficult, the troops are to be as useful as possible in working their ships in obedience to the Admiral's commands and attentive to all signals. No boat to be hoisted out at sea but on the most urgent occasions.

HALIFAX, *May 9th*, 1759.—After the troops are embarked, the commanding officers will give all necessary directions for the preservation of the health of their men. Guards must mount in every ship to keep strict orders and to prevent fire. When the weather permits, the men are to eat upon deck, and to be as much in the open air as possible. Cleanliness in the births and bedding, and as much exercise as their situation permits, are the best preservatives of health. A Report is to be made by every Regt. and corps in the army, of the No. of men their boats will conveniently hold. Gorham's and Danks's Rangers will be sent to join Mr. Durrell, as soon as any ship of war sails for the river. These two companies

are to be embarked on board of schooners and sloops of the 1st that arrive.

HALIFAX, 10th May, 1759.—The troops are to embark as soon after the arrival of the transports as they conveniently can, and as there are many more transports than will be wanted, if they all arrive, they are to have a good allowance of tonnage.

Capt. Gorham's compy. of Rangers to embark to-morrow morning.

LOUISBOURG, May 18th, 1759, Friday.—As the Regts. arrive they are to have fresh beef delivered to them. . . . If there are any lines or hooks to be had from the shore, Captain Leslie will distribute them to the troops.

LOUISBOURG, 25th May, 1759.—Commanding Officers of Regts. are to make reports to-morrow morning to the Admiral, the condition of their transports; if any are judged unfit to proceed, or if the men are too much crowded, proper directions will be given thereupon.

LOUISBOURG, 29th May, 1759.—When the troops are fixed in the transports for the voyage, every regt. and corps must give in a return of their flatt bottom'd boats, whale boats, and cutters, all which are provided by the Government, independent of the transport boats. Every regt. and corps may be provided with lines and hooks by applying to Capt. Leslie, Q.M. General, to-morrow morning.

LOUISBOURG, 31st May, 1759.—To prevent the spreading of distempers in the transports, the Hospital-ship will receive any men that may fall ill on the voyage.

As the cutters and whale-boats are meant for the service of the army, they are not to be given to any of the men-of-war without an order in writing from the Admiral. Complaints having been made that the transport boats are often detained by the Officers who come on shore, so that the masters of those ships cannot possibly get them watered, the General insists upon the officers paying the strictest obedience to the orders given by the Admiral upon that head.

LOUISBOURG, 1st *June*, 1759.—The troops land no more. The flat-bottomed boats to be hoisted in, that the ships may be ready to sail at the 1st signal. The under-mentioned regts. are to furnish 100 men to the Bedford and Prince Frederick Ships of war :—

	Subs.	Serjts.	Men.	
Otway's	1	1	24	} Bedford.
Webb's	1	1	26	
Kennedy's	1	1	24	} Prince
Fraizier's	1	1	26	
				} Frederick.

They are to embark to-morrow morning. The regts. are to clear sea pay and arrears as far as they have money.

LOUISBOURG, 2nd *June*, 1759.—The Admiral purposes sailing the 1st fair wind.

The commanding officers of transports are to oblige the masters as far as they are able to keep in their respective divisions, and carry sail when the men-of-war do, that no time may be lost by negligence or delay; they are also to report to the Admiral all deficiencies in the ship, least the master should neglect doing of it, and direct that the flat-bottom'd boats be washed every day to prevent their leaking.

The regts. are to receive provisions for no more than three women per company, and 4 women per company of 1 hundred.

Monckton's Brigade, Otway's, Webb's, Kennedy's and Lascelles's, to give a boatman each to the Engineers. . . .

On the 4th of June 141 sail of the fleet and convoy weighed at Louisburg. The weather had been continually vile and the work continually hard; but all ranks and ratings, afloat and ashore, had been taking an ever-increasing interest in the preparations for what every one hoped would be the decisive campaign at Quebec. The commissariat was much better than it had been the year before, when only the utmost exertions of the Admirals and Generals on the spot saved the

men from being completely incapacitated by scurvy. Fresh beef was supplied before starting, and arrangements made to forward sufficient quantities during the siege. There were plenty of ingredients and brewers for spruce beer. And the rations generally were as good as the naval and military leaders could make them, and as the conditions of the service permitted. It nearly always happens that the health and efficiency of the soldiers and sailors owe far more to the care of their own commanders than to the Government whose business it is to give the United Service the means of organising the Empire's victories on land and sea. But Pitt was a great exception to the general run of civilians who try their hand at the supreme art of controlling and munitioning a war without interfering with its execution.

The flagship signalled to unmoor at 4 A.M. and to weigh at 8 A.M. At ten the fleet weighed and stood out, with a W.S.W. breeze and in a haze which soon turned into fog. At six the next morning the weather improved, and 72 sail were sighted from the *Neptune*. The aftermost transports took another day to clear the harbour, and it was nearly noon on the 6th before they all joined company off Scatary. At last Saunders had the satisfaction of reporting the great joint Expedition as being actually under way :—

To the Secretary of the Admiralty, 6th June, 1759.

Sailed with me from Louisbourg the fourth instant—

- | | |
|----------------------|--------------------|
| 1. Neptune. | 12. Hind. |
| 2. Dublin. | 13. Lowestoffe. |
| 3. Bedford. | 14. Hunter Slp. |
| 4. Northumberland. | 15. Cormorant. |
| 5. Orford. | 16. Vesuvius. |
| 6. Royal William. | 17. Strombolo. |
| 7. Shrewsbury. | 18. Pelican. |
| 8. Medway. | 19. Racehorse. |
| 9. Prince Frederick. | 20. Europa. |
| 10. Diana. | 21. Baltimore. |
| 11. Trent. | 22. Rodney Cutter. |

English . . .	{	Transports	34
		Ordnance Vessels . . .	7
		Victuallers	4
American . . .	{	Ordnance Vessels . . .	6
		Transports, including Sloops	
		Schooners	68
Total Convoy . . .			<hr/> 119

Of the Remainder of the English Transports seven are Missing, there being yet no account of their Arrival in America; several of them are gone to Boston, for 300 pioneers, Whale Boats and other necessary stores, and several of them remained at New York to repair the Damage they received in their passage; His Maj's Ships *Scarborough* and *Seaborse* are with them under Orders to join me with all possible Dispatch; The Transports now with me have all the Artillery and Troops on board them designed for the River St. Lawrence, except one Company of Rangers from the Bay of Fundy, and forty of Bragg's Regiment that are on the Island St. John, who are all expected hourly from thence.

I have yet heard nothing of the *Zephyr* Sloop, nor of the *Eurus*, nor of the *Scorpion* Sloop, since she parted company in my passage out, with the Wine Vessels for Teneriffe; Neither have the *Terrible* or *Somerset* yet joined me from Halifax . . . the *Trident* . . . I am in hopes will join me very soon. I have left Orders at Louisbourg for them all to follow me up the River with the utmost Dispatch. . . . Governor Pownall has supplied the fleet with 240 men from Boston, which has been a great Service to the Ships, that were—weakly handed, but, by his Contract with them, they must all be left behind in America. . . .

The three successive stages of the twenty days' voyage were—I. the GULF and ESTUARY; II. the pilot waters from BIC to ISLE-AUX-COUDRES; and III. thence, through the TRAVERSE, to QUEBEC. Each stage presented a different aspect of the problem which Saunders solved so well. But,

as there naturally were some factors common to all three, we should take a glance at Laurentian navigation in general before attempting to follow the movements of the fleet in detail.

The voyage covered not much less than a thousand miles between Louisbourg and Quebec; and it was a difficult thousand miles to navigate with such a large and heterogeneous force. These are ordinary land miles; but, unless otherwise stated, measurements will be given in nautical miles, or knots, six of which are equal to seven ordinary miles. The "marine league" was three knots, or nautical miles; and a degree of latitude comprised twenty such "leagues." The knot is divided into ten cables, each of a hundred fathoms, or two hundred yards. Fathoms are, of course, six feet; and all bearings are magnetic. The problem was to take an intact fleet and convoy to Quebec, without really good charts or pilots, without any previous local experience to speak of, without any lights, buoys or fog-signals, and, of course, without the aid of any such navigational instruments as station pointers and patent sounding-machines. British seamanship was the only thing to rely on. The vessels, as we have seen already, were not so good as those belonging to the enemy, and their rigging and ground tackle were no better than their hulls.

The positions of the principal points comprised in the voyage are as follows:—

Place.	Lat. N.			Long. W.		
Louisbourg	45°	54'	0"	60°	8'	0"
St. Paul I.	47	13	50	60	8	20
N. Bird Rock	47	50	57	61	9	15
C. Gaspé	48	45	2	64	9	26
Anticosti, Heath Pt. . .	49	5	5	61	42	13
Anticosti, W. Pt. . . .	49	52	12	64	32	5
Point de Monts	49	19	35	67	21	55
Bicquette I.	48	25	18	68	53	0
Tadousac	48	8	32	69	42	49
Quebec	46	48	23	71	12	35

The limits are thus nearly 4° lat. and over 11° long.

The following Tide Table gives the principal items of information required :—

Place.	High Water, Full and Change.	Rise.	
		Springs.	Neaps.
	H. Min.	Feet.	Feet.
St. Paul I.	8 0	5	3
Magdalen Is.	8 20	3	2
Gaspé Basin	2 40	5	3
Anticosti, Heath Pt.	11 20	4½	2
Anticosti, W. Pt.	2 0	6	4
Point de Monts	Noon	12	6
Bic Island	2 15	14	8½
Green I.	2 45	16	9½
Rivière du Loup	3 10	16½	10½
"Point Oval" (Orignaux Point)	3 47	17½	13
St. Paul's Bay	4 23	18½	13
"St. Lawrence" (on I. of Orleans)	6 20	17½	14½
Quebec	6 49	18	12½
"Cape Carr Rouge" (Cap Rouge)	7 15	16	11
R. Port Neuf	8 30	14	9

The water is salt at Isle-aux-Coudres and fresh at the Island of Orleans.

Though the St. Lawrence is tidal for many miles beyond Quebec—it is by far the greatest tidal river in the world—yet it is not an easy river to sail up, owing to its natural outflow, combined with a strong ebb, an eddy flood, and the S.W. winds of summer. The first contrary current Saunders had to meet was the one flowing S.S.E. across the Gulf through Cabot Strait. This is a combination of the deflected feeble inner end of the Belle Isle westerly current with the stronger easterly current south of Anticosti. The flood tide greatly reduces the force of this current, which is somewhat variable and never very strong, and a S.E. gale with a flood tide

reverses it in Cabot Strait. From the South Channel of Anticosti up to Green Island a continuous down-current has to be overcome. This current is the combined result of four streams: the natural outflow of the St. Lawrence, the tributary inflow of the Saguenay and other large and rapid rivers, the regular ebb, and an eddy flood which was an unexplained navigational puzzle at the time of the Conquest. The flood tide comes up the estuary in a wide channel over 100 fathoms deep, till it arrives opposite the mouth of the Saguenay. Here the St. Lawrence narrows more suddenly than in any part of its course lower down, shallows more suddenly still, and is obstructed by reefs and islands for the first time. All the up-stream that cannot ascend either it or the Saguenay is turned back and flows down the South Shore. During the ebb the whole body of water flows down river together. So this down current is never reversed, though tides and winds modify its force. It is strongest just below Red Island Bank, about 4 knots. It decreases gradually to 3 knots off the Razades, 2 at Father Point, and only 1 off Gaspé.

In the middle of the estuary both ebb and flood streams, and of course the eddy flood as well, are at their weakest. At Point de Monts the current is continuously down, partly owing to some of the flood being intercepted by the bight below this point, and partly to the rapid inflow of the tributaries above it. The point deflects this current to the S.S.E. at a rate varying, according to wind and tide, from half a knot to a couple of knots. Consequently, a vessel beating up against westerly winds is carried over to the southward very fast, with the current on her weather quarter; while she finds the current dead against her on her board back to the northward. During the ebb this southerly trend is greatly strengthened here and is felt higher up the river as well. Point de Monts, however, is the only obstruction to the flood stream along the North Shore. Below it the

flood and ebb streams are fairly regular, though not strong; and it is not hard to beat up from Seven Islands. But caution is still necessary; as a tricky eddy current sometimes sets S.S.W. from near Egg I., and a vessel shaping direct for the Point with a leading off-shore nor'-wester at night may have to haul up for it, or may even fail to fetch it. Once the Point is passed—and a smart sailer is needed to beat round it against a good sou'-wester—the up tide is a great assistance. The flood stream increases in strength as far as the Saguenay, and is strongest in-shore.

From the Saguenay to Quebec there are more than 100 miles of intricate currents. But the ebb and flood streams set fairly up and down, on the whole. The flood stream is stronger on the north than on the south, and the ebb stream generally runs almost an hour longer than the flood. The local peculiarities are too various for consideration till the movements of the fleet are followed step by step. All over the river there are tide and current ripples, some of great strength and roaring like breakers. The one near the S.W. point of Anticosti at certain times would lead a stranger to suppose that the reef was miles longer than it is. Many of these ripples are a good guide in foul weather to local men, who get to know the sounds of different ripples, and the varying moods of the same ripples, as well as they know the tones of human voices. But strangers had better beware.

The prevailing summer winds blow up and down the river, following the high shores. This is more especially the case with up-river winds. A S.E. in the Gulf becomes E.S.E. south of Anticosti, E.N.E. above Point de Monts, and N.E. or N.N.E. above Green I. Along the S. shore the winds follow the hills more closely than they do along the N. The same wind will run down from Quebec to Gaspé, with slants to suit the coast-line, till it curves in almost to the Baie des Chaleurs. The S.W. is the fair-weather and prevailing wind from June to September. Thunderstorms are fairly common

in July and August ; and the big squalls from them are very sudden near the N. shore. Strong winds are generally steady, veering only a few points. N.W. often veer gradually to S.W., and S.W. sometimes by S. to E. But as a rule the S.W. and N.E. drop calm before reversing. The westerly spring up more quickly than the easterly winds, which take some time to work up their full force. Land breezes occur off the North Shore in the evening when the fine-weather S.W. wind dies down with the sun and springs up again a few hours after dawn the next morning. They extend about half channel over, that is, across the slack central waters, and are very useful. The South Shore land breezes are less certain, less strong and less extensive. Gales are unusual in summer, and a whole season occasionally passes without a heavy one from May to October. July is the calmest month ; June and August come next. After ten years' observation it has been found that the average number of winds exceeding 30 miles an hour have blown as follows :—

	June.	July.	August.
At Bird Rocks	1.4	1.4	1.8
„ E. Anticosti	1.7	1.3	2.4
„ S.W. Anticosti	1.2	1.0	1.5
„ Father Point	5.7	4.5	4.9

Gales are generally from the east, when they bring dirty weather. They often drop on the third day. Whatever the rate of east winds may be they generally end in fogs, which are more frequent during the earlier part of the summer. West wind and fog rarely go together, except in the east of the Gulf. Fogs blown up with easterly winds are generally high and extensive. Those in the calms succeeding strong winds are generally dense and low, and often local. A look-out aloft can usually see over them. The average number of fogs in a year is : at E. Anticosti, 68 ; at W. Anticosti, 30 ; at Point de Monts, 26 ; at Father Point, 18 ; and at Quebec, 17.

The variation of the compass differs nearly two points between Belle Isle, 37° W., and Quebec, $17\frac{1}{2}^{\circ}$ W. Between Newfoundland and Halifax there is a change of nearly a point within 500 miles. Deviation is another important matter in the Gulf, as the local increase of the magnetic dip and decrease in horizontal magnetic force may greatly change a deviation which was determined in England. A third trouble with the bearings is local magnetic attraction, which was as greatly feared by navigators in the old days as it is little feared in our own. The Masters in Saunders' fleet were long past the Sinbad age of gullibility, when mariners were really afraid of having iron nails drawn out by the attraction of some magnetic shore. But they did think that their compasses might play them a trick in such a place, even in deep water. As a matter of fact, there is plenty of magnetic oxide of iron along the North Shore; and the compass on land among the Mingan Islands has been observed to vary from 19° to 31° . But the attraction decreases so rapidly with the distance that except in a few very shallow places, where the fleet had no business to be at all, this cause of error was a practically negligible menace. The changes in ordinary variation and deviation were, however, real dangers; and they have been responsible for several bad shipwrecks. The fleet had a pretty shrewd knowledge of the variation, both from the charts and its own observation. On the 14th of June the Master of the *Lowestoff* determined 22° W. as the variation 45 miles N. by W. of Cape Gaspé, which, if the secular increase has been constant, works out harmoniously enough with modern surveys.

The soundings were not well charted, but the general features of the course then as now laid by sailing craft were more or less known, at all events by rule of thumb. Having made St. Paul I. vessels steered to pass Bird Rocks by a comfortable berth to port, and then followed the edge of the 100-fathom contour line to C. Rosier. From C. Gaspé to

C. Chatte, which is 33 miles E. of Matane, there is an iron-bound coast, 117 miles long, with water too deep to give sufficient warning by the lead, and this right up to the jagged rocks, which would cut through any bottom in a very short time. But, fortunately, there are very few other dangers, and there is no reason for hugging this forbidding shore too closely. After C. Chatte the bank of soundings is continuous the whole way up, and is accompanied by many local aids and obstructions which are too particular for general description.

We shall now follow the fleet on its twenty days' voyage of a thousand miles by its three stages: (1) from Louisburg to Bic; (2) from Bic to Isle-aux-Coudres; and (3) from Isle-aux-Coudres to Quebec. We shall first take the contemporary description of a whole stage from Jefferys, whose *French Dominions in America* was the standard work of the age. Next, we shall divide this stage into convenient parts and examine the progress of the fleet by the light of modern knowledge. And then go on to apply the same method to the second and third stages.

" . . . The Gulf of St. Lawrence is five-score leagues in length, and the currents in it are so strong, that it has been sailed over in twenty-four hours with a favourable wind. About half way over are the *Bird Islands*, two rocks, which rise in the shape of a sugar loaf, about sixty foot from the water's edge, the greatest not above 300 paces in circumference. The quantity of waterfowl . . . is astonishing. . . .

"The entrance of the river *St. Lawrence* is properly reckoned from Cape *Rosiers* in *Nova Scotia*, where it is about 27 leagues broad. Three leagues to the south of this are the Bay and Point of Gaspé. Three leagues below this Bay is the *Isle Percée*, or *Bored Island*, so called from a rock rising in form of an arch, through which a fishing bark may pass under sail. This has the appearance of a ruined wall. Navigators know when they are near this part, by a flat mountain, called *Rowland's Table*. A league from this Island is that of *Bona-*

venture, or *Good Fortune* ; and at ten leagues distance from hence is the Island *Miscou*, which is eight leagues round, and has an excellent harbour. Near this island is a fountain of fresh water, which, rising from the middle of the sea, springs into the air to a considerable height. All these parts are extremely well situated for the fishery, which are very plentiful in the neighbouring parts of the Gulf and River ; on which account, some intelligent *French* writers regret their not having settlements here for that branch of commerce, which they justly prefer to the fur trade, for which, this of the fishery in those parts has been neglected.

“In the middle of the mouth of the *River St. Lawrence* lies the Island of *Natiskotek*, corruptly called *Anticosti*, about 27 leagues in length, but very narrow, and of no manner of utility, being destitute of wood, barren, without so much as a single harbour, where ships can remain with any degree of safety. . . . After passing this island you see the land on both sides. On the left shore, in *Nova Scotia*, appears a chain of very high mountains, called *Monts Notre Dame*, and *Mount Louis*, between which are some valleys, formerly inhabited by savages. The neighbourhood . . . would also be very convenient for supplying ships from *Europe* with necessaries. On the opposite shore, in latitude $50^{\circ} 8'$, lie the *Sept Isles*, or *Seven Islands*, among which are several good roads, with anchorage fit for ships of large burthen, in which they may ride safe in bad weather. These islands the *French* navigators endeavour to make, as soon as they have passed by *Anticosti*, taking care to avoid the rocks about *Egg Island*, where Admiral *Walker's* fleet, in the expedition to *Canada*, was lost through the ignorance of the pilot, *August 23, 1711*.

“Seventeen leagues to the South-West of *Seven Islands* is a promontory, called *la Point des Monts Pelées*, or *Point of Bald Mountains*, and, by some authors, *Armont* and *Trinity Point*, which navigators leave at large on their right, and for which it is proper to keep a good look-out. Another land-

mark on the Southern shore is, the double-headed mountain, called *les Mamelles de Matane*, or *Paps of Matane*, about two leagues within land. . . .

"On the other side of the river, about six leagues from the *Bald Mountains*, is *St. Nicholas*, or *English Harbour*, a very fit place for merchant ships in bad weather. Nine leagues from this are the dangerous breakers of *Manicouagan*, projecting two leagues from land, and famous for shipwrecks. . . . As far as this, and near sixteen leagues higher, the tides are hardly perceivable."

There is a touch of the traveller's tale about all this. But, for a composite account of really unsurveyed waters, based on miscellaneous scraps of information, and worked up in Grub-Street style for the British public, it might well be worse.

When Saunders was off Scatari on the 6th of June he probably did not expect to reach Quebec much before the end of the month—what with the long down stream, the prevalent down-stream fair-weather wind, the foul weather that accompanied the up-stream wind, the navigational caution everywhere necessary, and the probability of opposition from the enemy in the last stage of the advance.

I. THE FIRST STAGE: THE GULF AND ESTUARY.

We shall take this first stage in five parts: (1) *Louisburg to St. Paul I.*; (2) *St. Paul I. to Bird Rocks*; (3) *Bird Rocks to C. Gaspé*; (4) *C. Gaspé to the Paps of Matane*; (5) *The Paps of Matane to Bie*.

(1) *Louisburg to St. Paul Island*.—We have seen already that 141 sail weighed on the 4th of June and that all had joined company off Scatari by noon on the 6th, when Saunders wrote his dispatch to the Admiralty. At 4 P.M. the fleet bore away N. $\frac{1}{2}$ E., with a moderate wind from W. by N. Scatari Island has a bank of soundings nearly 24 miles wide,

and the eastern coast of Cape Breton another bank as far N as Inganish. After this the depth is too great to give any guidance. To the N.E. the Newfoundland coast E. of C. Ray is broken, rocky and dangerous. St. Paul I. is a mile wide by three long, 500 feet high, and bold all round. The great depths till within half a mile of it, the irregularities of local currents, and the prevalence of fog, combine to make it very dangerous in dirty weather. There is no good anchorage near it, except in very fine weather; and even then a very large vessel should be ready to weigh at a moment's notice. Fortunately, the fleet had three fine days. There was a calm sunset on the 6th, and 134 sail in sight. The 7th began with a light wind. The fleet kept well together; and there was a good distant view of the snow on C. Ray. At 11 A.M. the *Hind* was sent ahead to make land. At 1 P.M. the wind freshened and the weather became hazy; but 132 sail were in sight, and 4 more at sunset, when the wind was N.W., the course S.W. by W. $\frac{1}{2}$ W., Cape Ray bore N. $\frac{1}{2}$ E. and the eastmost land N.E. by E. At noon on the 8th St. Paul I. was N.W. by W. $\frac{1}{2}$ W., 22 $\frac{1}{2}$ miles, there were 127 sail in sight, and the *Hunter* parted company, to look into Gaspé Basin.

The fleet was now at the entrance to St. Lawrence waters. It was the fourth to sail up them against Quebec. The first was the tiny flotilla of the Kirkes in 1629; the second was Phips's American squadron, whose summons was answered so effectively by stout Frontenac, "from the mouth of my cannon," in 1690; and the third was the still more ill-fated joint expedition under Sir Hovenden Walker and General Hill in 1711. Saunders was a very different commander, with a very different fleet. This time the might of the Empire, directed by its brains, swept up the great waterway under the Red, White and Blue. Just a year and a century later these three ensigns—loved, feared and famous round the Seven Seas—were flown in action for the last time: when another British fleet laid its hostile course across another Gulf,

on the other side of the world, while making for the Pei-ho in the Chinese War of 1860. Cabot Strait has never seen a more inspiring sight; nor any war another amphibious force more unitedly devoted to its service. All ranks felt that the issue of this fight was big with the fate of nations. But one man, and he the hero, was thinking of death and victory together. For Wolfe was making his will in his cabin on board the *Neptune*. His naval colleague was not forgotten: "I desire Admiral Saunders to accept of my light service of Plate in remembrance of his Guest." The chief witness was Captain de Laune, who led the forlorn hope up the cliff the morning of the Battle of the Plains.

(2) *St. Paul I. to Bird Rocks* is a distance of 55 miles N.N.W. The Bird Rocks were considerably larger then than now, as their coarse red sandstone is being worn away by the waves. They are very small. The larger is only 2 cables long and 105 feet high. But they are most remarkable for the immense number of gannets which, before the present lighthouse was built, used to cover even the summit so densely that it looked like the top of a snow-capped Alp, and was visibly white on a moonlight evening at a distance of several miles. They are bold all round; but between them and Bryon I., which is $10\frac{1}{2}$ miles E. $\frac{1}{4}$ S., there is a ridge said to have as little as 4 fathoms. The two cliff points on the N. of Bryon I. mark the limit of this foul ground northward. The E. soundings off Bird Rocks give ample warning of approach, and the bank between them and the E. point of the Magdalen Islands—nowhere more than 17 fathoms, and covered with sea-eggs which often stick to the lead—is another guide. The 9th was clear, with a N.E. wind. On the 10th the Bird Rocks were passed, and 100 Rangers joined company from the Bay of Fundy.

(3) *Bird Rocks to C. Gaspé*.—On the 11th it was slightly hazy, with fresh contrary winds. At 7 A.M. the *Vesuvius* was sent ahead to make land. At 10 A.M. the land bore N.W.

by W. At 6 P.M. the *Hunter* joined, having sighted nothing in Gaspé Bay. Bonaventure I. was bearing S.W. by W. $\frac{1}{2}$ W. At 1 A.M. on the 12th the *Neptune* missed stays and wore, and at 8 P.M. she signalled to tack, but wore herself. By this time she was in deep water, 12 miles or more off Anticosti, and there were 132 sail in sight.

(4) *C. Gaspé to the Paps of Matane.*—The sea-room was narrowing, and on the 13th Saunders formed column of divisions, the *Lowestoff* leading White and the *Trent* following in the lead of Blue. Some time was lost in doing this and the wind failed. At sunset White was ordered to make more sail. The W. of Anticosti bore N.E. $\frac{1}{2}$ N.; the *Neptune* was 15 miles off this shore and more than 50 to the N. of C. Gaspé. There is great danger in being becalmed between S.W. and W. Points of Anticosti, where the flat limestone bottom won't hold, and the swell and current set in-shore. At noon on the 14th the Red division were "in a strong Ripling" in 52 fathoms off the W. of Anticosti, with a moderate westerly wind. At 3 P.M. the *Lizard* joined and was ordered to look into the harbour at Seven Islands. At 6 P.M. the *Neptune* found "N. part of Anticosti E. $\frac{1}{2}$ S. 6 Lgs." At 7 P.M. the *Bedford* was ordered astern to pick up stragglers. At 10 P.M. 131 sail were in sight. On the 15th the winds were very light and variable. The fleet spread out considerably and experienced different strengths and slants of wind in different places. Some vessels were sailing quite fairly while others were becalmed. The westerly set of the breeze and the down current prevented much progress along the S. shore, which some ships approached, while the *Neptune* stood off 30 miles, in over 150 fathoms with muddy bottom. At sunset there were 133 sail in sight; and the *Cormorant* and *Vesuvius* were ordered ahead to carry lights. It rained hard at night, and though the wind hauled to the S.W. in the morning of the 16th, the fact that it did so from E. by the S. brought a thick fog for a couple of hours. The fleet was again spread widely

over the river. The various currents bothered some vessels, five of which nearly fouled each other. Most of the large ships made long boards of 25 miles off the N. shore. Shorter in-shore boards would have worked them more to windward. Some of the small craft were only four or five miles off the S. shore. The Paps of Matane came into view in the afternoon; and at noon the next day, the 17th, the *Neptune* was in 80 fathoms, mud bottom, with Mount Camille S.W. $\frac{1}{2}$ W., nearly 20 miles away.

(5) *The Paps of Matane to Bic.*—The Estuary gets narrower still when Mount Camille is reached, and the tides and currents stronger. From Point de Monts on the N. shore to Bic on the S. there is the constantly increasing perpetual down currents in the southern half of the channel, the strong ebb current all over, and the general set from N. to S. The flood stream is useful along the N. shore; but that shore has several dangerous shoals, extending miles into the river. The objective in trying to make Bic in foul weather is the bank of soundings from Metis to Father Point. In 50 fathoms at 5 miles off Metis the bank is found, and it may be safely followed somewhat inside of 30. With westerly winds it is generally clear enough at night to make out Mount Camille, 2036 feet, and the High Land of Bic, 1236 feet. In light winds vessels may anchor along the bank, weighing and standing over for the N. shore to take advantage of the flood. There is a feeble flood stream along the bank, close in-shore, as far as Bic; but beyond that it is in too shallow soundings to be of any use. Bic is an unmistakable landmark. It has several remarkable, high, narrow ridges of graywacké, along the shore and parallel to it, the end-on views of which remind one of the bows of some stupendous vessels stranded there.

The 17th the fleet worked slowly up, the weather clear to hazy, and once rather foggy, the winds calm to moderate westerly. The leading ships anchored off St. Barnabé on this day; and most made Bic on the 18th and anchored for

the first time since leaving Louisburg a fortnight before. The *Neptune* anchored at 8 P.M. with the best bower in 12 fathoms, with Bic I. from W. $\frac{1}{2}$ S. to W.N.W., 4 miles off. There was plenty of news. Boats pulling in to Rimouski had been fired on. At 1 P.M. "Ye Richmond joined us brot an Aect that Admiral Durell and his Squadron had got up to Cowdre." It was also learnt that 200 men under Major Agnew were ashore there, that the French reinforcements and supplies had reached Quebec in May, that Durell had sent four ships to reconnoitre the enemy, and that many boats had been sounding the channel of the redoubtable Traverse off the E. of the I. of Orleans.

II. THE SECOND STAGE: BIC TO ISLE-AUX-COUDRES.

There was fog and rain and an easterly wind on the 19th of June at Bic, where the second stage of the voyage began. The fleet was now in pilot waters, and Captain Douglas, of the *Rodney*, who was well versed in French sea terms, made a useful interpreter. But, even on their own river, the French pilots were not the equals of the British Masters.

This stage may be divided into three parts: (1) *From Bic to Green Island*; (2) *Green Island*; (3) *From Green Island to Isle-aux-Coudres*.

(1) *From Bic to Green Island*.—The island of Bic affords splendid anchorage in all winds. It has the further advantage of being surrounded by a well-graduated bank, on which positions may be fixed even in very foul weather. The best depths to anchor in are from 8 to 10 fathoms; but large vessels may ride easily at greater distances. They can also anchor in 10 or 12 fathoms all along the extension of this bank, outside the line of the little in-shore islands, as far as Green I. The only general caution to be observed along this bank is not to stand in closer than 7 fathoms at low water, because a long ridge of rocks extends 5 miles E.N.E.

from the N.E. of the Razades and has only 17 feet on its E. end. A much greater danger, unknown when Saunders was there, is the Alcide Rock, $3\frac{1}{4}$ miles S.W. $\frac{1}{4}$ W. from W. point of Bic I. It is the only danger in this vicinity against which the lead is no protection; for it is the tiny pinnacle of a narrow reef only a cable long, bold all round, and rising straight from a bottom of even soundings. It is 6 feet long, 2 feet wide, and has 4 feet on it at low water. As it lies where the weak in-shore flood stream is felt, vessels trying to gain ground to windward were in great danger from it. Otherwise, Bic Channel is comparatively safe, having 2 miles width of good water to run through, with plenty of sea-room at both ends, so that anchored vessels may be easily cast to the southward at a favourable shift of wind. Bicquette Channel is decidedly dangerous, without any good leading marks, and not to be attempted except at low water, when the worst dangers are all showing. The current out in the river has already been described as continuously down. The flood stream only extends a mile outside the islands, and never exceeds $1\frac{1}{2}$ miles in spring tides inside. So it is impossible to beat up to Green I. without making boards off the N. shore, where the flood stream is strong and regular.

At 4.30 A.M. on the 19th the *Neptune* weighed, ran through Bic Channel, and anchored 3 miles S. by W. of the W. of Bic I. At 3 P.M. Wolfe sailed up in the *Richmond*. At 7 P.M. the *Diana* took charge of the Red division; and at 3 A.M. on the 20th the *Neptune* signalled to weigh. At noon it dropped calm, and she anchored in 25 fathoms off Basque I., and remained there till noon on the 22nd. At 4 P.M. on the same day, 20th, Saunders gave the sounding vessels their special orders. During this afternoon's ebb the three divisions stretched clear across the river, just below the mouth of the Saguenay. The Red was near the *Neptune* along the S. shore. The Blue, after making 3 knots an hour off the N. shore, anchored in 13 fathoms below Red I. Bank,

in mid-stream. And the White, hugging the N. shore more closely, anchored there, 10 miles from the Blue.

(2) *Green Island* and its surroundings form the most important passage in the whole river. Townshend notes that "the land about Y^e Bic is very ill laid down in most of our charts; but it is better laid down in Jefferys' charts." The following is Jefferys' description of the *Green Island* waters.

"The River *Saguenay*, which is capable of receiving ships of the greatest burthen twenty-five leagues from its mouth, in entering of which you leave the port of *Tadoussac* on the right hand, where most geographers have placed a city, though there is only one *French* house, and some huts of the savages. . . . The *French* resorted hither as soon as the navigation of the river was open, both from *France* and *Canada*. . . . *Tadoussac* is an excellent harbour, the anchoring good, the entrance very easy, and they say it is capable of affording shelter to five and twenty men-of-war against all the winds that can blow. . . .

"But before this I should have mentioned an anchoring place under the *Green Island*, on the opposite shore of *Nova Scotia*, where there is plenty of all sorts of provisions, and some *French* habitations; and that on the North shore at *Moulin Baude*, the country about this latter is said to have the most frightful appearance, and to be utterly uninhabitable, for men or beasts, nor is any living creature to be seen.

"From *Tadoussac* you come to the passage of *Isle Rouge*, which is very difficult. In order to do this with success, you must first steer full on this isle, in order to clear the point called *Aux Allouettes*, or *Larks Point*, which is at the entry of the *Saguenay* on the left, and advances a good way into the river, and afterwards you turn quite short; the South passage is much the safest. The *Isle Rouge*, or *Red Island*, is no more than a rock of this colour, lying level with the water's edge, and has been the occasion of many shipwrecks."

Jefferys' hack is not very happy about Tadoussac. The actual harbour is only half a mile by a quarter, certainly not fit for twenty-five men-of-war. And his directions to steer full on Red I., in coming out, ignore Bar Reef. The *North American Pilot* is general and sketchy all round Tadoussac, and quite inaccurate about the coast-line. But it shows the anchorages and leading marks fairly well at Moulin Buade. Over the rest of the Green Island waters it is serviceable enough, for slow and very cautious navigation. What are called the *Green I. waters*, for the purposes of the present description, comprise the part of the river lying between the following points:—On the S. shore, Apple I., Green I., "Cacana" and R. du Loup; in the stream, Middle Bank, Brandy Pots and Hare I.; on the N. shore, Bay of Rocks, Tadoussac, Moulin Baude and Les Bergeronnes; and the quadrilateral is, of course, completed by a line joining the last point with Apple I. The principal bee-line distances are:—Apple I. to Les Bergeronnes, 12 miles; Green I. to Red I., 5; Red I. to shoals off Lark Point, 3; Red I. to White I. Reef, $6\frac{1}{2}$; Green I. S.W. Reef to Middle Bank, $7\frac{1}{4}$; Middle Bank to Brandy Pots, $1\frac{1}{2}$; White I. Reef to Bay of Rocks, $3\frac{1}{2}$; Cacouna I. to C. Basque (between Bay of Rocks and Echaffaut aux Basques), $10\frac{1}{4}$ miles. The whole area is over 10 by 20 miles.

These very dangerous waters are safe enough with the best of ships, charts, lights and pilots, and sufficient skill and care. But there were no lights in 1759, the fleet did not comprise the best of ships by any means, and the charts and pilots were anything but good. The need of special care and skill was obvious, and, fortunately, they were both forthcoming.

The Estuary suddenly becomes the River at Green I. The shores have been approaching each other from Anticosti up; but here the hitherto deep and wide, clear and single channel suddenly becomes a comparatively shallow and narrow, obstructed and double channel. The last con-

tinuous deep soundings come up to and end on either side of Red Island Bank, at the heads of two submarine valleys. There are more than 40 fathoms in the southern one, and almost 80 in the northern, which stops a little further down stream. To the N. of the northern valley and to the S. of the southern, lie the threatening reefs of the Saguenay and Green I. The tides and currents become stronger and more puzzling than before, as they swirl over the uneven, shallow bed, through tortuous channels and round irregular obstacles, and are further complicated by the mighty sweep of the eddy flood below and the Saguenay's vast tribute from above. It is no wonder that the meeting of such contending waters produces four tremendous tide-rips, which might easily be mistaken for lines of breakers. There is one at the head of each submarine valley, another to the E. of Red I. Bank, and the fourth at the mouth of the Saguenay.

The details of these Green I. waters may be grouped under four heads :—A. *The North Shore* ; B. *Red I.* ; C. *Green I.* ; D. *Cacouna to Brandy Pots* ; and E. *The Passage of the Fleet*.

A. *The North Shore*.—The flood stream attains 3 knots in spring tides, extends about 5 miles off shore at the Bergeronnes, and is stronger than the ebb, which is deflected by the outflow of the Saguenay towards Red I. Moulin Baude is a fair temporary anchorage in 7 fathoms, mud bottom, about a mile out. But Tadoussac is very much better for any length of time. It is well sheltered from anything like a heavy sea. But at one south-easterly point a gale can blow up the little harbour ; and at one north-westerly point it can blow down, and furiously down. This N.W. wind is dangerous to any vessel at a single anchor, as an anchor once started would quickly drag down hill into very deep water and the vessel might not bring up till she struck on the reef at Pointe aux Vaches. Besides, the eddies in the bay set a vessel swinging round the compass. So

mooring and a heavy anchor close in-shore are quite necessary precautions. It is an interesting fact that in the seventeenth century Champlain made what long remained the record voyage from Honfleur to Tadoussac in eighteen days.

The Saguenay has Vaches Reef, Shoal and Patch on one side, and Lark Reef, with its shoals and two islets, on the other. These are rather indefinitely shown in the chart, which, moreover, takes no notice of Bar Reef and Prince Shoal, that lie in the line between Tadoussac and Red I. Bank. Prince Shoal is called after H.M. King Edward VII., who, as Prince of Wales, was on board H.M.S. *Hero* when she struck there in 1860, just a century after H.M.S. *Alcide* struck the Alcide Rock. The Saguenay itself, a mile wide and 100 fathoms deeper than the St. Lawrence, comes down during the ebb with tremendous force and without a single check, till its vast mass of water suddenly strikes full against the submarine hills that bar its mouth, where they rise within 10 fathoms of the surface. The baffled current, which runs like a rapid, especially before a nor'-wester, shoots to the top with a leaping rush, and breaks in a wild confusion of cross-seas and whirling eddies, where no boat could live for a minute. More than this, it spreads outwards and dashes against Vaches Patch and Isle-aux-Morts at a rate of 7 knots an hour during the ebb of a full spring tide. And even after it has spent its fury it makes for Red I. Bank with quite enough force to endanger becalmed or fog-bound vessels on their way to the North Channel. This North Channel is wide, deep and clear. But, as there are strong currents and no anchorages for 28 miles between Basque Road and Mal (now Murray) Bay, the fleet very wisely kept to the regular South Channel.

B. *Red I.* and Bank are very dangerous when approached in foul weather from the N., as the ebb sets strongly on to the Bank and the lead gives little warning. The Bank is safer from the E. and affords fair-weather anchorage in this

and the S.E. quarter. A curious letter-of-S flood stream comes from that part of the flood which leaves the general flood at a tangent, instead of curving round to flow down the S. shore with the great eddy flood. It follows the contour of the Bank and then flows into the N. Channel, through the pass between Red I. and White I. Reef, where it joins the N. Channel flood stream proper, which has come from the general flood lower down, before it has made its turn for the eddy. The ebb stream reverses this at first, comes through the pass E. of White I. Reef and races past Red I. at 7 knots. But it is not like the letter-of-S flood stream any further, as, after leaving the Bank, it joins the continuous down current along the S. shore. The limit of the Red I. currents is marked by the great ripple half-way over toward Green I. which is caused by the friction of the two island currents against the slack water between them.

C. *Green I.* N.E. Reef is one of the most famous navigational dangers in the world. The line of shoal water is continuous from Apple I. and may be safely followed in 10 fathoms till Green I. Road is reached. Here a vessel may anchor safely in westerly winds between 7 and 11 fathoms. But the whole neighbourhood is full of danger. The Reef is a triangle of deadly, serrated rock, over a mile on each of the two sides which are thrust into the stream. On the E. the shelving ground of the Road gives good warning. But to the N. and W. the 30-fathom line comes within only 7 cables; and this in a place where it would be fatal to lose command by rounding to in a 6-knot, on-reef, ebb stream, in order to get bottom with the deep-sea lead. To add to the difficulties, not only do the on-reef currents flow 16 hours out of every 24, but the points from which the tidal streams just outside the Road come keep shifting continuously, till they go completely round the compass every 12 hours. A great many wrecks must be laid to the account of this reef—even many that have occurred on Red I. Bank, because

seamen are so afraid of Green I. in foul weather that they risk, and sometimes find, shipwreck elsewhere, in their efforts to escape from it. The Reef rocks are locally known as *Les Couillons* (the scoundrels), and were one of the first dangers to be provided against under the British régime. Pointe-à-Michaud, on which the lighthouse now stands, commemorates a man who for over thirty years fulfilled his contract by building a bonfire every night during the open season. The lighthouse itself is now the oldest in the St. Lawrence, and completes its century of service this summer of 1909. A useful 2-knot flood stream follows the shore of the island and sets over the S.W. Reef, which, though half the size and only a quarter as dangerous, would be considered worthy of special notice in any other than Green I. waters.

D. *Cacouna to Brandy Pots*.—Half-way between Green I. S.W. Reef and Cacouna I. there is good anchorage in 6 fathoms during E. wind, but with some risk of getting embayed by a sudden veering to W. Cacouna I. is too much out of the Channel to be a danger; so is the Percée Reef, 2 miles up stream, $1\frac{1}{4}$ miles long and barely a foot above high water. But some wrecks have happened on it, nevertheless. R. du Loup affords good anchorage in every wind but N.; and, generally speaking, a vessel can anchor almost everywhere along the S. shore between Cacouna and Quebec. White I. Reef is dangerous from the flood stream (part of the Red I. letter-of-S stream), which sets strongly over its N.E. point. But vessels well navigated ought to keep clear both of it and Middle Bank, especially the latter, for Brandy Pots Channel has a clearly defined 10-fathom line, with graduated shoalings on either side.

E. *The Passage of the Fleet*.—On the 20th, as mentioned already, the fleet lay anchored in three divisions along the lower edge of the Green I. waters. The Red division, with Saunders in the *Neptune*, lay off Apple I., the White below Red I. Bank, and the Blue in towards the N. shore, where

they could see the Bay of Rocks. On the 21st Townshend and Schomberg landed from the *Diana* on Apple I., which was then a hunting rendezvous for the French and Indians, and found a signal fire still alight. At noon the *Diana* weighed, with the wind at E.S.E.; but she soon dropped anchor in a dead calm. The French beacons were again lit on the S. shore. Some ships had to get their boats out to tow them clear of Red I.; but a leading wind luckily sprang up. Blue forged ahead; and the fleet became a long column, which stretched over the whole of the Green I. waters of the South Channel. The officers, peering through their telescopes, saw the continuous line of beacons blazing along the shore as far as the eye could reach.

(3) *From Green I. to I.-aux-Coudres.*—The navigation between Brandy Pots and I.-aux-Coudres is simple, compared with that near Green I., and it calls for no detailed description here. The shoals off Hare I. S.W. Reef and the Pilgrim and Kamouraska Is., and those over English Bank, all gave a skilful and careful Master a very good idea of his whereabouts. The shoals of Ste. Anne, lying off "Great Cove," were a well-recognised danger a good way off the direct course; but Hare I. S.W. Reef and islets, though also known, had not then been charted.

On the 22nd the weather was clear and the wind W. In the afternoon the wind hauled round to the E., and some of the leading vessels ran past Kamouraska at 6 knots an hour. Meanwhile, Saunders had got under way at noon from Apple I., where the *Neptune* had been anchored for the last two days. The wind was light and local at S.S.E., and in an hour it died away altogether, when the *Neptune* anchored. At 5.30 the wind sprang up and freshened from the N.E., and the Red division ran past Green I. with the remaining half of the flood stream, and anchored as the tide began to fall; with the *Neptune* in 12 fathoms off Cacouna. With the first streak of dawn on the 23rd, Durell's look-out at Isle-

aux-Coudres reported many sail coming up the River. His squadron at once cleared for action; and all hands went to quarters. There they remained till an exchange of signals proved that the strangers were the van of the whole fleet and convoy, nineteen days out from Louisburg.

III. THE THIRD STAGE: ISLE-AUX-COUDRES TO QUEBEC.

The third and final stage now began; and the next three days were occupied in getting up from Isle-aux-Coudres through the Traverse to Quebec. Jefferys' hack evidently thought that the age of miracles was not past, so far as Isle-aux-Coudres was concerned. For the rest, he makes a fairly shrewd guess at the half-truths current when he wrote. We shall quote his quaint description first and then take this stage in three parts: (1) *Isle-aux-Coudres*; (2) *The Traverse*; (3) *The South Channel of Orleans*.

"At the distance of eighteen leagues above *Tadoussac*, and the same distance below *Quebec*, is the Isle-aux-Coudres, the passage of which is on the left, and very dangerous when the wind is the least unfavourable; it is extremely rapid, narrow, and a good quarter of a league in breadth. Before 1663, it was much easier, but since that an earthquake tore up a mountain by the roots, and threw it upon the *Isle-aux-Coudres*, which made it more than one half bigger, and in the place where the mountain stood there appeared a lake, which is now called the *Whirlpool*, and not to be approached without danger. It is also practicable to take the South passage of the *Isle-aux-Coudres*, which bears the name of *M. Iberville*, who first attempted it with success, and it is both easy and without any danger, but the general custom is to take the North Channel. Higher up appears the Bay of *St. Paul*, where begin the habitations on the North side of the river. . . . Six leagues farther is a promontory of a prodigious height, which terminates a chain of mountains running more

than four hundred leagues to the Westward; this is called *Cap Tourment*, or *Stormy Cape*.

"The anchorage is exceedingly good here, since the number of islands of all sizes which surround it make it a place of very good shelter. The most considerable of these is the *Isle of Orleans*. This island is about fourteen leagues round. Of the two channels which this Island forms, the South is only navigable for ships, for even sloops cannot pass by the North Channel except at high water. Thus from *Cape Tourment*, you must traverse the river to go to *Quebec*, and this way has its difficulties. There are moving sands in the way, which often want water for the largest ships, so that they dare not engage with them till the tide begins to flow. This embarrassment might be shunned by taking the pass of *M. Iberville*. . ."

(1) *Isle-aux-Coudres* has already been considered with reference to Durell's arrival there a month before. It should be added that the navigational problem here was almost as difficult as it had been at Green I. Moreover, the river was narrower—there are barely 5 miles between Goose Cape and the shoals of "Great Cove"—and it was split into three channels; the northern, a mile clear, but with very strong tidal streams and a tide-rip impassable by open boats off St. Paul's Bay; the middle, full of shoals at its upper end; and the "English Channel," as its name implies, not well enough known till after the Conquest. Considering the then state of knowledge, Saunders was undoubtedly right in following the accepted course by the "North Channel for large Ships." There is good anchorage all the way along the N. of Coudres Bank, in 7 or 8 fathoms, up to the Traverse.

When Durell's squadron cleared for action at dawn on the 23rd the three divisions of Saunders' fleet stretched over nearly fifty miles between Cacouna and *Isle-aux-Coudres*: the Red sternmost, the White shaping to cross English Bank, and the Blue making in for *Isle-aux-Coudres*. As the channel

narrowed, the fleet naturally lengthened out into a still longer column. For a whole week successive flotillas were running through the North Channel of Coudres; beginning with the *Lowestoff* and her convoy at 1 P.M. on the 23rd, and ending with the *Bedford*, which brought up the stragglers in the rear on the 30th. By this time the troopships had landed the army opposite Quebec, and the first convoys of supply vessels were coming up the St. Lawrence from Louisbourg. Altogether, during this last busy week in June, over 200 British sail were playing their part in the opening scene of this great final tragedy.

On the 23rd at 9 A.M. the *Neptune* weighed, at 1 P.M. she sighted Isle-aux-Coudres, W. by S., and at 3 P.M. she anchored in 22 fathoms, 4 miles NW. of Cap Diable. At 10 P.M. Holmes shifted into the *Hind* and went up to the island. Meanwhile, the strong ebb stream had made the Blue drag their anchors; and one of them dropped down again to rejoin, after having missed her division and gone up 9 miles past Isle-aux-Coudres on the wrong side. Blue dragged again with the ebb on the 24th and one of its artillery transports drove down to Red. At 8 A.M. all available boats, manned and armed, went to haul a sloop and schooner clear of the indraught at St. Paul's Bay. The boats had more work of this kind on other days of this busy week. At 1 P.M. Saunders weighed in the *Hind*. At 1.30 P.M. the rest of Blue stood into Coudres Channel, keeping the main on board till abreast E. extreme of Island. Its vessels then gradually closed with the Island till they swung into Prairie Bay, opposite the "Meadows," and anchored at 7 P.M. near Durell's 6 of the line. At 5 P.M. Saunders anchored off the Island in the *Hind*; and at 7.30 P.M. hoisted his flag on board the *Stirling Castle*. Wolfe was reported to be in the *Richmond* off the Island of Orleans. White and Red made less progress far astern. Some of them stood in too close to the shoals off "Great Cove," and a few were nearly drawn

into the race of the flood up the South Traverse, which has the strongest tidal streams in the whole River.

On the 25th, at 11.30 A.M., Saunders weighed in the *Stirling Castle*, led Blue out of Prairie Bay and up to within 9 miles of Cap Tourment, which bore W.S.W. when he anchored at 6 P.M. Wolfe spent an hour, from 3 to 4 P.M., on board the *Lowestoff*, beyond the Traverse. White had weighed at 3 A.M., and Red was closing up. On the 26th many of the vessels astern weighed with the flood at 4 A.M., but made little way against contrary winds, and soon anchored. The ships stationed at Isle-aux-Coudres reported 3 of H.M.SS. and 49 transports as having passed up, bound for Quebec, during the day. At 2.30 P.M. the *Stirling Castle* manned ship to salute Saunders as he left her side in the cutter. At 5 P.M. she struck his flag, which he hoisted on board the *Devonshire*, off Isle Madame. At 5.30 P.M. the *Northumberland* ran foul of the *Dublin*, doing a good deal of repairable damage.

On the 27th the *Strombolo* passed with 6 in her convoy. Next day the men of the fleet were put on two-thirds rations. On the 29th the *Squirrel* came back from Quebec, Holmes shifted his flag to the *Captain*, and Durell sent his Master down to assist the sternmost ships. On the 30th the Master rejoined in the *Bedford*, whose rearguard work we have seen already. From this time forward Isle-aux-Coudres resumed its position as Durell's station; only, instead of his squadron's being the vanguard it now became the rearguard, holding the River eastward, down to Gaspé, where the *Lizard* continued her patrol throughout the siege.

(2) *The Traverse*, now called "North Traverse," communicates with the "Channel for large ships" by the East and West Narrows, each of which is only a cable and a half across. The sands have, however, extended since Saunders' day. The navigation was, of course, very intricate. But it was only because the French and Canadian Governments were too ignorant, too careless and too corrupt, and their

pilots and seamen often too lubberly, that a passage with such clear leading-marks was ever supposed to be impassable by a British fleet. The following quotation shows the criminal French self-delusion on the subject. It is taken from the *Journal de Foligné*, a French naval officer who commanded one of the principal town batteries during the siege:—

“Le 2 Juin les vents de l’Est Nord Est petit frais de tems pluvieux arriverent quelque habitans de la Baye St. Paul qui rapporterent que les 15 vaissx. anglois qu’on avait vüs au Bique etoient arrives en rade de l’Isle au coudre le 23 du mois passé, de quoy nos generaux étant certains deciderent un conseil de guerre ou nos officers de mer furent appellés; il fut aretté par ce premier conseil que l’on couleroit huit de nos navires dans la traverse cepdt. avant l’execution de ce premier projet on voulut auparavant sonder ce qu’elle pouvoit avoir au juste de large Mr. Pelegrin Lieutenant de port et pratique pour la riviere reçut des ordres en consequence; mais de retour il se trouva de l’impossibilité d’executer ce qui avoit été arrette au conseil de guerre, cepdt. au rapport de nos marins canadiens cette traverse si renommée devoit seule être un obstacle à l’entreprise des ennemis, qu’ils rougissent donc de honte d’avoir attendu au moment de voir les ennemis pour connoitre le contraire nieront-ils le fait, d’avoir trompé la cour d’avoir exposé les armes du Roy et toute une colonie, aux insultes pour ne s’être pas donné la peine de rien sonder, s’ils eussent travaillé comme il convenoit à de fidels sujets ils auroient trouvé mille toises au lieu de deux cents cinquante qu’ils la disoient avoir et auroient fait prendre d’autres seuretés pour leur capitale.”*

¹ [The 2nd of June, light ENE. winds and rainy weather, some settlers came up from St. Paul's Bay with the report that 15 British sail, previously sighted off Bec, had been in the roads off Isle-aux-Coudres since the 23rd of last month. When our Generals had made certain of this they called a council of war, which our Naval officers were required to attend. This preliminary council decided to sink eight of our ships in the Traverse. However, before this could be done, it was decided to find out by sounding exactly

A quotation on the British side (*Knox's Journal*, I. 290) shows how easily real experts solved this lubber's riddle: "25th June, 1759. At three P.M. a French pilot was put on board of each transport, and the man, who fell to the Goodwill's lot, gasconnaded at a most extravagant rate, and gave us to understand it was much against his inclination that he was become an English Pilot. The poor fellow assumed great latitude in his conversation; said, he made no doubt that some of the fleet would return to England, but they would have a dismal tale to carry with them; for Canada would be the grave of the whole army, and he expected, in a short time, to see the walls of Quebec ornamented with English scalps. Had it not been in obedience to the Admiral, who gave orders that he should not be ill used, he would certainly have been thrown over-board. At four P.M. we passed the Traverse, which is reputed a place of the greatest difficulty and danger, between the entrance of St. Lawrence and Quebec: it lies between Cape Tourmente (a remarkably high, black-looking promontory) and the east end of Orleans on the starboard side, and isle de Madame on the larboard. . . . As soon as the Pilot came on board to-day he gave his directions for the working of the ship, but the Master would not permit him to speak; he fixed his Mate at the helm, charged him not to take orders from any person except himself, and, going forward with his trumpet to the fore-castle, gave the necessary instructions. All that could be said by what the width of the channel was. Mr. Pelegrin, Port Lieutenant, and a man of experience in the navigation of the River, got his orders accordingly; but found them impossible to carry out in obedience to the council of war. However, from the reports of our Canadian seamen, it appeared certain that the Traverse would, of itself, be a sufficient obstacle to the enemy. Well may these seamen blush with shame for having waited for the enemy's arrival before finding out the contrary. Can they deny having deceived the Court and laid the King's forces and the whole Colony open to attack, because they would not take the trouble to get proper soundings? If they had only acted like faithful subjects they would have found 1000 fathoms instead of the 250 they talked of, and would have taken other precautions to ensure the safety of their capital.]

the Commanding Officer, and the other Gentlemen on board, was to no purpose; the Pilot declared we should be lost, for that no French ship ever presumed to pass there without a Pilot; 'Aye, aye, my dear (replied our son of Neptune), but, damn me, I'll convince you that an Englishman shall go where a Frenchman dare not show his nose.' The *Richmond* frigate being close astern of us, the Commanding Officer called out to the Captain, and told him our case; he inquired who the Master was? and was answered from the fore-castle by the man himself, who told him he was old Killick, and that was enough. I went forward with this experienced mariner, who pointed out the channel to me as we passed, showing me, by the ripple and colour of the water, where there was any danger; and distinguishing the places where there were ledges of rocks (to me invisible) from banks of sand, mud, or gravel. He gave his orders with great unconcern, joked with the sounding-boats who lay off on each side, with different-coloured flags for our guidance; and, when any of them called to him, and pointed to the deepest water, he answered, 'Aye, aye, my dear, chalk it down, a damned dangerous navigation, eh! if you don't make a sputter about it, you'll get no credit for it in England, &c.' After we had cleared this remarkable place, where the channel forms a complete zigzag, the Master called to his Mate to give the helm to somebody else, saying, 'Damn me, if there are not a thousand places in the Thames fifty times more hazardous than this; I am ashamed that Englishmen should make such a rout about it.' The Frenchman asked me if the Captain had not been here before? I assured him in the negative, upon which he viewed him with great attention, lifting, at the same time, his hands and eyes to heaven with astonishment and fervency."

(3) *The South Channel of Orleans*.—Here, with the arrival of the leading division on the 26th of June, the twenty days' voyage ended, and the twelve weeks' siege began.

CHAPTER IV

QUEBEC

THERE is no need to retell the world-famous story of the twelve weeks' Siege of Quebec and the epoch-marking Battle of the Plains of Abraham. Even in the eighteenth century that was done many times; and it was done again, innumerable times, in the nineteenth. But the reader may be reminded that, in spite of so much writing, the subject only approached finality at the beginning of the twentieth century, and that the present attempt to fill its last remaining gap is only being made just a hundred and fifty years since the great issue was decided.

Note has already been taken of the opposing forces; but the general factors in the problem may be re-stated, though in a very few words. Montcalm had to defend a distant and isolated outpost of French dominion with a few good French Regulars and a fair number of brave but only half-disciplined Canadians. The balance of Sea-Power, civil and military, was overwhelmingly against him. His men were underfed and over-worked. The colony was badly governed by the pettifogging Vaudreuil, who thwarted him at every turn, and its resources were shamelessly plundered by a whole corrupt officialdom, under the Intendant and arch-embezzler, Bigot. But Montcalm's immediate duty was not a hopeless task for all that. Though his regulars were little more than half the number of Wolfe's, his total was nearly twice as much—and numbers count in war. His position was one of the strongest in the world. His own military genius was quite equal to his opponent's. And if he could only hold the mere rock of Quebec he would have done all his king and country required of him that year.

The British naval problem has already been considered, in another book, as regards its connection with the rest of the history of the Conquest. All that need be added here is a short description of the purely naval side of the United Service work, from the navigational, general, and special points of view.

"The Quebec Chart," with its large-scale inset, shows the pilot waters at a glance. There is good anchorage in many parts. First, near the Island of Orleans, from "St. John's Point" to "West Point." Next, almost anywhere off Quebec, especially between "Etchemin R." and "Pt. St. Michael," where a bank with less than 10 fathoms and good holding ground extends half channel over from the N. shore, its outer edge coming within $3\frac{1}{2}$ cables of La Mouche Bank, which lies between Pt. St. Michael and C. Diamond. This was important for the final landing at the Foulon, now called Wolfe's Cove, which is on the Mouche Bank within a short mile of Sillery Point (wrongly marked "Pt. St. Michael" on "The Quebec Chart"). Then, at "Cape Carr Rouge" as well as opposite Pointe aux Trembles and off Cape Santé, there are three safe anchorages. The only dangers of any consequence are the "Richelieu Falls" and the shoals off "Point Levy" and "Pt. au Tremble." Point Levis Shoal is made comparatively harmless by graduated soundings, well-defined ripples and fair clearing-marks. The Pointe aux Trembles Shoals are much more dangerous, and they extend so far into the River as to narrow the Channel to only 4 cables. But even they form no deterrent obstacle to skill and care. "Richelieu Falls" need not be considered at all, as the westward limit of the operations stopped at "De Chamboe."

It is H.W., F. and C. at Quebec at 6 h. 49 m. Springs rise 18 feet, neaps rise $12\frac{1}{2}$ and range 10. The tidal streams begin to run a little more than an hour after H. and L.W. The flood stream runs barely 5 hours, the ebb nearly $7\frac{1}{2}$. There is no extraordinary maximum inequality, in height, of L.W.; but, in the matter of time, it amounts to an hour.

On the other hand, there is a maximum semi-diurnal inequality of 4 feet in the height of H.W. The flood stream is stronger on the N., the ebb on the S. shore. The flood has a tendency to set vessels over on to the Beauport shoals, as the fleet found out on the night of the 9th of July, when several sail had to be towed out of danger by the boats. The flood stream reaches a maximum rate of nearly 4 knots under C. Diamond, and the ebb nearly 5 knots off "Point Priest." The N. Channel of Orleans was not used, except by a few light-draught vessels on special occasions. It is quite unsuitable for any draught over 15 feet; and Saunders' ships of the line drew over 20.

From a general point of view the fleet and convoy may be said to have performed most of the functions that, under different conditions, would be performed by the Commissariat and Transport, by the Cavalry screen, and by troops on the lines of communication and at the base. They also assisted the Artillery and Engineers. And, beside all this, it is no exaggeration to say that they converted Wolfe's mobile army into the equivalent of an independent mounted flying column at the crisis of the whole campaign.

We shall now touch on a few special points of naval detail which marked the progress of the Siege.

The landing began on the morning of the 27th of June. The *Porcupine* was sent up close enough to Quebec to reconnoitre. She dropped down again and anchored at noon. The following were Wolfe's orders for the day: "On board the *Richmond* frigate, 27th June, 1759. Captain Doake will range the transports in proper order along the shore of the Isle of Orleans this afternoon, and to-morrow about 6 the signal will be made for landing. The sloops and schooners that have Rangers on board are to draw close in shore; the six companys of Rangers, and Capt. Cardin's Light Infantry, are to be landed first to reconnoitre the country. The flat bottom'd boats only will be employed in landing the men; they are to assemble at the Lowstaff at 4 in the morning, and

from thence will be sent first to the Rangers and so forth. The 2 pieces of artillery in the Russell are to be landed after the troops are on shore, or sooner if their be occasion. In each flat-bottom'd boat there will be an officer of the men-of-war and 12 seamen, and no more than 70 soldiers are to be landed at a time; these will help to row the boats."

The first signal was made at 3 A.M. Blue weighed early, stood up stream and anchored near White, which, under Townshend, began the landing. The work was not carried out all at once; but it proceeded without any serious hitch.

The following were the siege signals agreed upon:—

	Day.	Night.
Reinforcement . . .	Union Flag . . .	Sky-rockets repeated.
Provisions . . .	Yellow Pendant . . .	3 Lanterns perpendicular.
Tools . . .	Yellow Flag . . .	1 Lantern.
Artillery . . .	Blue Flag . . .	3 Horizontal Lanterns.
Flat-bottomed Boats . . .	Red Flag . . .	3 Lanterns triangular.
Ammunition . . .	Yellow Pendant over Red Flag	4 Lanterns perpendicular.

About 2 P.M. the same day a gale from the west interrupted the operations. Many vessels were berthed too far off shore. For 3 miles W. of "St. Johns Pt." a rocky ledge with 54-7 fathoms on it runs parallel to the island, at an average distance of three cables. The anchorage taken should have been the one between this ledge and the island. But the great number of sail, the cramped sea-room, the poor ground tackle, the strong ebb stream, and the violence of the gale, all combined to make every position precarious. The *Lowestoff*, that had just led the van of the convoy to the end of its voyage, fared badly enough. At 2, at 4, and again at 10, three of her convoy ran foul of her in succession, and did her a good deal of minor damage. There was a general striking of yards and topmasts, and veering to a good length of cable. But many vessels drove a great deal in spite of this. Seven transports lost their anchors. Nine went ashore.

Two were abandoned and then burnt by the enemy. Boats were stove right and left. Fouling became promiscuous. But prompt, disciplined seamanship told ; and the net loss made only an inconsiderable total.

Just after midnight of the 28-9th of June, seven French fireships bore down with the ebb. The *Porcupine*, *Hunter*, *Centurion* and *Sutherland*, being too high up stream to give them sea-room enough to sheer, slipped their cables, set sail and ran down to safer berths. At the first alarm all the boats of the fleet, manned and armed, pulled up stream, grappled the fireships and towed ashore all those which did not take the ground of their own accord. A month later fire-rafts were sent down in a similar way and with similar results. In August the French had better luck, though on a Lilliputian scale, with "a fire organ sent down as a bait for some of the boats which are moor'd a-head of our ships. It was placed in a shallop, and consisted of a square frame of timber laid on the seats, and in which were fixed a number of barrels, resembling pipes in the sound-board of an organ, twenty inches in length, loaded up to their muzzles with old nails and square slugs of lead and iron, and pointed inwards : there was a groove in the frame for a train of powder, and, when it was set adrift, a slow match was left burning. A Midshipman jumped into her, when instantly the fire catch'd, and discharged the pipes among them : the Officer and two men were severely wounded, and, I am told, a man in a boat that lay close to her, was killed." The boats that rowed guard here and elsewhere throughout the siege had no sinecure. The work was unremitting, exacting, and often dangerous :—"had one man killed, and 2 wounded in one of our Cutters rowing guard" is an entry in the *Stirling Castle's* log for the 20th of August. The lines of boats moored off Point Levis were sometimes bombarded by floating batteries and "battoes" ; and single boats had several sharp encounters, not always to the advantage of the British side. The *Stirling Castle* lost her barge to the French on the 6th

of July, when sounding between the Island of Orleans and the Falls of Montmorency.

Supplies of all kinds began coming up the river almost as soon as the last soldier had landed. The *Echo* and *Eurus* and other men-of-war acted as escort to several flotillas of store and provision ships. The *Scarborough* brought her convoy into Point Levis on the 19th of July. Durell's flagship notes the passage of another convoy on the 10th of August. And on the day of the battle there arrived "severell Sloops from the Etward with Live Stock." However, the length of the line of communication and the possibilities of accident justified the putting of the fleet on two-thirds rations on the 28th of June. But there never was any scarcity such as that which pinched the half-starved soldiers of Montcalm. Little indulgences in extra allowances were not uncommon: the *Stirling Castle* gave her "boat-men" half a pint of brandy each for their good work in heading off the fire-rafts on the 28th of July. Quebec prices were certainly war prices on the British side; but they were famine prices on the French. The besiegers could always supplement camp fare with some "assorted luxuries." Beef and ham were ninepence to a shilling a pound, mutton was a little dearer. Salt butter was eightpence to one-and-threepence, cheese tenpence, potatoes five to ten shillings a bushel; and "a reasonable loaf of good soft Bread" cost sixpence. "Bristol Beer" was eighteen shillings a dozen, "Bad malt drink from Hellifax" ninepence a quart, "Bad Sproos Beer" twopence a quart. Rum and claret were eight shillings a gallon, port and Madeira ten and twelve respectively. Lemons cost up to six shillings a dozen; sugar was a shilling to eighteenpence a pound. Tea was an expensive article everywhere in those days, but fifteen shillings a pound seems rather high for "plain Green tea and very Bad." "Couchon" tea was twenty shillings, and "Hyson" thirty. Leaf tobacco was tenpence a pound; roll, one and tenpence; snuff, two or three shillings. The list of luxuries ends with

soap, at a shilling a pound. The severity of these prices was tempered by reckoning them in Halifax currency, or \$4 to one pound sterling. For more than a century after the Conquest the British "Tommy" thought Canada a splendid foreign station, when he could buy a pot of beer for twopence, put an English shilling on the counter, and get back a Canadian shilling and a penny in change.

On the 1st of July the French sent over several floating batteries to annoy the British troops that had just occupied Point Levis. But a few rounds of ball and a smart discharge of grape from the *Richmond*, *Trent*, and *Sutherland* drove them off. Wolfe pushed on the work of his batteries above Pointe des Peres with his usual zeal. The fleet helped him, as it had at Louisburg, in every possible way; and set free a corresponding number of soldiers by giving him a battalion of Marines. During the time the batteries were being thrown up the men-of-war did even more service for him afloat than ashore. He lost 16 men killed the first day ground was broken; and so it was a great relief to have the covering fire of the frigates against the town and water batteries. On the night of the 12th of July his Levis batteries began the two months' bombardment of Quebec. The ships had hard work to hold their own during the three previous days. On the evening of the 9th the *Sutherland* grounded on the N. shore while under a heavy fire, and she and her consorts had to be towed off. And on the 12th, shortly after the military batteries opened, the bomb-vessels supporting them had to cease fire, "the Tide running too hot for their laying with a Spring." But some other naval ordnance continued firing, as sea-service mortars were in use on the heights, up which they had been hauled by the bluejackets.

Wolfe occupied Montmorency just after midnight on the 8-9th of July. The day before "Jacky" Jervis, the future Earl of St. Vincent and Nelson's Commander-in-chief, went aboard the *Porcupine* to take command of his first ship for the first time. The *Porcupine* and *Halifax* remained berthed

about a mile below the Falls till the Montmorency camp was abandoned on the 3rd of September. Wolfe's army met with no opposition. But the day before and the day after the night he landed there was some brisk cannonading between the French lines along the Beauport heights, and the *Captain, Sutherland, Richmond, Squirrel, Trent, and Racehorse*, under the command of Holmes. All the usual assistance was given to the Army. Guns, stores, and provisions were, of course, all brought by water, like the troops themselves. Wolfe's orders constantly refer to the Marines that Saunders lent him. On the 9th of August he went down the North Channel to St. Joachim. On the 25th the *Pembroke's* boats returned from a house-burning raid along the N. shore as far down as Cap Tourment. Nor was this all. On the 8th of August the *Neptune* "sent a Lieut., 6 Mids., and 106 Men to throw up an entrenchment round the Church on the Isld. of Orleans which is fitting up for the reception of our Sick." And at every other time and place the "Handy Man" was equally busy and effective.

On the 17th of July Saunders ordered the *Sutherland, Diana, and Squirrel*, two armed sloops and two catts, with troops on board, to go up past Quebec the first favourable night. On the 18th they started, and all succeeded except the *Diana*, which was fouled by a sloop, borne over into a small eddy, and set on shore. The crew did all they could to lighten her, striking yards and topmasts, getting the booms overboard, heaving out 13 guns, and sending ballast and ammunition into the vessels that stood by to help. The 20th, after getting out 12 more guns, and having the assistance of the *Pembroke* and *Richmond*, she was hove off at 1.30 A.M. The French fire was kept under by her consorts and did her no great harm; but the grounding rendered her unseaworthy without thorough repairs. She was sent to Boston with 26 sail of American transports. At 2 A.M. on the 21st the Grenadiers landed at Pointe-aux-Trembles, and took some prisoners, whom the ships towed down in 3 sloops

which were saved when the rest of the French vessels were burnt there.

On the 31st of July Wolfe made his attempt against the Montmorency heights. At 9.30 A.M. the *Centurion* dropped down to the Falls, off which she came to at 10, while the two armed catts accompanying her—the *Three Sisters* and *Russel*—were purposely run ashore at the top of the tide, opposite the French advanced redoubt. An eight hours' cannonade ensued; during which Monckton's brigade crossed from Point Levis and lay to, under a burning sun, half channel over, opposite the catts, and covered by the *Pembroke*, *Trent*, *Lowestoff*, and *Racehorse*. Then, at 2, the boats closed in, while Townshend and Murray forded the mouth of the Montmorency and marched along the beach to join Monckton, and the British batteries beyond the Montmorency shelled the French opposite the landing place. The enemy's fire caused some of the boats to sheer off, while waiting to land in concert with Townshend's march. An outer unknown ledge caught many of them when they did attempt to land, the Grenadiers rushed forward in confusion, the French fire became withering, a tremendous thunderstorm burst with driving rain that made the heights unscaleable, the tide was rising and threatening to cut off retreat to the Montmorency camp; and Wolfe ordered an immediate retirement. The re-embarkation, complicated by 450 casualties among the troops, was well carried out, and the two grounded catts were cleared and burnt.

Between the 8th and the 25th of August Holmes and Murray were employed in an up-river raid as far as "De Chamboe." Bougainville's exhausting patrol along the N. shore above Cap Rouge now began, and lasted without respite till the battle. At 4 A.M. on the 18th the troops landed at Deschambault and burnt a very valuable magazine. From this time on the French became increasingly anxious about their river line of supply, and even feared that the road from Montreal might be blocked by a successful British landing

near Pointe-aux-Trembles. On the 19th de Blau reported to Bougainville, "Quelques berges protégées de deux bateaux gagnent la partie d'en haut."¹ The same day the French Staff issued orders for a detachment of Canadians to look out for their provision convoy, about the safety of which Vaudreuil also wrote to Bougainville. On the 21st Montcalm wrote to Bougainville, "La Manœuvre des ennemis est fort inquiétante. Ils peuvent aussi faire longer leurs berges le long du sud et traverser au Nord même vis-à-vis les trois rivières."² Next day de Blau and Belcour reported to Bougainville the British movements against Deschambault and off Cap Santé. Meanwhile, the French convoy was furtively creeping down. Ten boats reached Quebec on the 23rd. Sixteen more were at Cap Rouge on the 24th.

But this means of supply was becoming precarious to the last degree. The besieged army began to see famine staring it in the face. A desperate attempt to re-open the river line, by destroying a British frigate that threatened it, was resolved upon. Vauquelin, the French naval hero of the Louisburg and Montreal campaigns, volunteered to go up with crews to man his frigates above the "Richelieu Falls" and drop down and destroy the offending vessel. But Bigot and Vaudreuil preferred an incompetent favourite called Kanon, whose longshore bustling preparations made Saunders so suspicious that he sent up immediate reinforcements. At 10 p.m. on the 27th Vaudreuil saw the attempt was hopeless: "Je vous ay déjà mandé qu'il a passé cinq batimens, en consequence j'ai rappelé nos équipages, parce que toute expedition maritime devient impossible."³ On the 30th he again cautioned Bougainville: "Veillés je vous prie au Cap

¹ [Some flat-bottomed boats, covered by a couple of small vessels, have made good their intentions above here.]

² [The enemy's present manœuvres are of the most alarming kind. They may be able to steal up the south shore in their flat-bottomed boats, and cross over to the north even so far up as Three Rivers.]

³ [I have already advised you of the passage of five vessels. Consequently, I have recalled our crews, as all expeditions by water have now become impossible.]

Santé.”¹ On the 1st of September Montcalm wrote to Bougainville: “Je crains toujours que l’anglois ne veuille faire un établissement quelque part pour nous couper communication. Prenez garde à Jacques Cartier et à Deschambault.”² On the 5th Montcalm sent the Guienne regiment to guard the Heights of Abraham; but Vaudreuil, to thwart him, withdrew it on the 7th. Yet on the 5th Vaudreuil wrote to Bougainville: “Il vous est absolument necessaire de garder, chemin faisant, St. Augustin, la Pointe aux Trembles et Jacques Cartier.”³ And on the 7th Montcalm wrote: “Le point important est de bien suivre le mouvement du corps que vous avés par eau vis à vis de vous.”⁴

Thus, at the beginning of September, the French were thoroughly alarmed for their safety above Cap Rouge, while remaining on the *qui vive* for a renewed attack below Quebec. The following report shows the disposition of the British fleet at this momentous juncture:—

SAUNDERS to ADMIRALTY.

STERLING CASTLE, OFF POINT LEVI,

5 September, 1759.

Endorsed: Rec'd by Lieut. Percival the 14th Octbr, 1759.

. . . I shall very soon send home the great Ships, in the Mean time I inclose You the State & Condition of his Majesty's Ships here.

Disposition of the Ships under the Command of Vice Admiral Saunders in North America, 5 September, 1759.

Sutherland . . .	} In the River, above Quebec.
Squirrel . . .	
Lowestoffe . . .	
Seahorse . . .	
Hunter Sloop . . .	

¹ [I beg you to be careful about Cap Santé.]

² [I am always in dread lest the British may effect a lodgment somewhere above to cut our line of communication.]

³ [It is absolutely necessary to make sure of St. Augustin, Pointe-aux-Trembles, and Jacques-Cartier while patrolling the shore.]

⁴ [The important point is to keep on following the enemy in front of you on the River.]

Sterling Castle . . .	
Dublin . . .	
Shrewsbury . . .	
Alcide . . .	
Vanguard . . .	
Centurion . . .	
Captain . . .	
Medway . . .	Off Point Levi.
Pembroke . . .	
Trident . . .	
Richmond . . .	
Scorpion . . .	
Racehorse . . .	
Pelican . . .	
Vesuvius . . .	
Eurus . . .	At the Isle of Camarasq.
Zephyr . . .	In the Channel to the Southward of Isle au Coudre.
Baltimore . . .	
Porcupine . . .	Between Isle Orleans & the North Shore.
Pr. Frederick . . .	At Isle au Coudre.
Bedford . . .	
Hind . . .	At the Isle of Bic.
Diana . . .	Gone to Boston to convoy the Mast Ships.
Lizard . . .	Cruising between the West End of Anti- costi and the South Shore.
Trent . . .	To reconnoitre the No. shore of the River, proceed along the Coast of America to South Carolina, and from thence to convoy their Trade to England.
Scarborough . . .	To search the No. Shore, as far as Mingan, then to Gaspee Bay, & return.
Echo . . .	To search the No. Shore, down the River and thro the Streights of Bel-Isle, to the port of Labrador, & return.
Prs. Amelia . . .	
Northumberland . . .	
Terrible . . .	
Devonshire . . .	
Orford . . .	
Royal William . . .	At Isle Madame.
Somerset . . .	
Pr. of Orange . . .	
Neptune . . .	Admiral Durell is directed to station two of these Ships, between Cap Torment & the East End of Orleans.
Cormorant . . .	
Strombolo . . .	

At the end of August, when Wolfe was too ill for active duty, the Brigadiers formulated, and he sanctioned, a plan to try for a landing between Cap Rouge and Pointe-aux-Trembles. From the 3rd to the 10th of September the British forces manœuvred for a favourable chance to put this plan in operation. On the 3rd the Montmorency camp was evacuated in face of the enemy, without the loss of a single British soldier. The fleet feinted against the Beauport lines and thus screened its own army, which it ferried across in perfect security. After dark on the 4th 32 troop-boats rowed up with the tide to join Holmes 12 miles above Quebec. On the 5th Saunders reported home, as we have just seen. On the 6th "a schooner of a most diminutive size, whimsically called *The Terror of France*, weighed, and passed the town; the enemy foolishly expended a number of shot at her, but she nevertheless got safe up, with her colours flying; and, coming to anchor in the upper river, she triumphantly saluted Admiral Holmes with a discharge from all her swivels." At 9 P.M. Holmes and Wolfe went on board the *Sutherland*. On the 7th the British movements were certainly such as to warrant the anxiety shown that day by Montcalm, Vaudreuil, and Bougainville about the safety of Pointe-aux-Trembles and both the land and water lines of communication above it. The four generals met in the *Sutherland* in the morning; and the Brigadiers reconnoitred Pointe-aux-Trembles from the *Hunter* afterwards, while Wolfe did so from his barge. The same evening Saunders sent all his boats, manned and armed, to make a demonstration against Beauport. On the 8th five transports passed Quebec and joined Holmes. The *Hunter* and a transport made as if to land troops at Pointe-aux-Trembles. Wolfe reconnoitred further down. On the 9th a good many vessels remained off Pointe-aux-Trembles all day. The *Seahorse* dropped down to keep touch between Saunders and Holmes. She came to in the channel between the Chaudière and Etchemin, where she was relieved by the *Hunter*, whose place as a troopship she took on the 11th.

On the 10th Wolfe made his final reconnaissance from near the mouth of the Etchemin, and decided to try a surprise landing at the Foulon, which has ever since been called Wolfe's Cove. He did this entirely on his own initiative and in pursuance of a plan he had thought out even before he arrived at Quebec. He, of course, could not have put it in execution at the beginning of the campaign. Neither he nor Saunders could have known that Vaudreuil would have been fool enough to have over-ridden Montcalm's wise suggestion about occupying Levis, so as to bring the fleet between two fires only six cables apart, if it tried to run such a gauntlet. Nor could he then have enjoyed much advantage over Montcalm, supposing Levis had not been occupied, if he had tried to land above Quebec on the North Shore; for the French would not have been distracted in different directions as they were now. The situation as he found it on the 10th was peculiarly favourable to a masterstroke of stratagem. His own side was trying to find the weakest spot from Cap Rouge up to Pointe-aux-Trembles. The enemy, while suspecting this, were also alarmed about the ground even higher up, and yet more alarmed lest, if they weakened Beauport, he might suddenly make another attempt to carry it by storm. Every one, in fact, was thinking of what might happen above Cap Rouge or below Quebec. No one was thinking much of the supposedly impregnable heights near the town; no one, that is, except Wolfe and Montcalm; and when Montcalm ordered the regiment of Guienne to guard the Foulon path itself on the 12th, Vaudreuil, of course, immediately over-ruled him again.

There had been three rainy days, unsuitable to large landing operations, but very trying to Bougainville's exhausted men, who were worn out by their four weeks of constant apprehension, with continual marches and counter-marches to keep up with the enigmatic movements of the fleet. They were the victims of an unchallengeable sea-power, if ever there were any such. The British suffered a good

deal from over-crowding on board. But they landed in turn for air and exercise at St. Nicholas ; and even when cooped up afloat they were better off than the French, who had to follow the easy movements of the ships by hard scrambling across country.

Wolfe told his plan to Holmes and Captain Chads alone. Even his Brigadiers had to ask, only an hour before the troops began to get into the boats, where the landing-place was. Saunders, as always, was ready to second any undertaking that promised a chance of success. He knew Wolfe would try to land somewhere above Quebec before daylight ; and he kept the French at Beauport on the *qui vive* the whole of the 12th, by laying in-shore buoys, by firing as if to draw the enemy, and by sending all his boats close in at midnight, as if to repeat the attempt of the 31st of July. As great a show of force as possible was made at the end of the Island of Orleans and at Levis, in which the Marines figured to good purpose. All the tents were left standing. The batteries above " Point Priest " redoubled their efforts all night long. And while these imposing feints were holding the French in position at and below Quebec, Holmes was manœuvring with equal success to hold them to their accustomed ground at and above Cap Rouge. Bougainville, unable, like the rest, to learn what was going on behind the impenetrable screen of the British fleet, had every reason to expect the main body confronting him to return up river next morning and threaten him towards Pointe-aux-Trembles, as before. And Holmes was confirming this natural expectation by making a final feint above Cap Rouge, as if intending to go higher with the last of the flood, just before Wolfe's boats were ready to drop down to the Foulon with the first of the ebb. The watchword, *Coventry*, was as appropriate to this night as *Gibraltar* was to the day the French decided to surrender the stronghold so often called the " Gibraltar of America." Chads was well posted in boat work, and had already had a week's practice with the force he was to lead down. One of the

24 men of the Forlorn Hope describes how they were all "waiting impatiently for the signal of proceeding. . . . Fine weather, the night calm, and silence over all."

The rest of the naval part of this immortal story cannot be better told than in the words of its three principal heroes, Wolfe, Holmes, and Saunders.

EXTRACTS FROM WOLFE'S LAST ORDERS

12th Sept., At anchor at Cape Rouge. The troops on shore, except the Light Infantry and Americans, are to be upon the beach to-morrow morning at 5 o'clock in readiness to embark. The Light Infantry and Americans will embark at eight o'clock. The detachments of Artillery are to be put on board the armed sloops this day.

The troops are to hold themselves in readiness to land and attack the enemy; as the *Leostaff* and the *Squirrel*, frigates, are ordered to follow the flat-bottomed boats, the troops belonging to these ships are to remain in them.

DISTRIBUTION OF THE FLAT-BOTTOM'D BOATS TO
EMBARK TROOPS

Stirling Castle . . .	2	{	To take in 50 men each of Bragg's
Dublin . . .	3		regt. out of the <i>Ann Elizabeth</i>
Alcide . . .	1	{	transport instead of Amherst's.
Pembroke . . .	4		To take in Kennedy's out of the
			Emple'nt trans't.
Vanguard . . .	4	{	To take in Col. Howe's corps of
Trident . . .	4		Light Infantry out of the <i>Eden</i>
			and <i>Mary</i> trans't.
Centurion . . .	2	{	To take in Anstruther's out of the
Shrewsbury . . .	4		<i>George</i> .
Medway . . .	2	{	To take in Lascelles' regt. in 5 boats
Captain . . .	4		out of the <i>Ward</i> , and fifty of the
			Royal Am'n Grens. in the sixth
			boat.

The remains to be taken into the boats of the fleet, two

hundred Highlanders of which Captain Leslie's schooner takes 50 from the *Ann Elizabeth*. The remaining 150 Highlanders in the *Ward* transport will be taken in by the following boats :—

Sutherland's long-boat	. . . . .	40
Alcide's	. . . . .	40
Medway's	. . . . .	40
Admiral's flat-boat	. . . . .	15
Sutherland's cutter	. . . . .	15
Total	. . . . .	<u>150</u>

SHIPS THAT CARRY TROOPS IMMEDIATELY AFTER THE
FLAT-BOTTOMED BOATS

Leostaff, Frigate	. . . . .	300 of Amherst's Regt.
Squirrel	. . . . .	240 of Louisbourg Grens.
Sea Horse	. . . . .	250 Highlanders.
Hunter, Sloop	. . . . .	120 d ^{ca}
Three Armed Sloops	. . . . .	200 of Light Infantry.
Laurel, Transport	. . . . .	400 Royal Americans.
Adventure, Transport	. . . . .	400 Otway's.
Ordinance Vessel with tools and Artillery men.		

150 Highlanders to be removed from the *George* transport into the *Sea Horse* frigate. 100 Highlanders to be removed from the *Ann Elizabeth* transport into the *Sea Horse* tomorrow morning after the re-embarkation of the first body of troops from Brigar. Monckton's corps.

ORDER OF THE TROOPS IN THE LINE OF BOATS

No. of Boats.

8	. . . . .	1st Light Infantry lead.
6	. . . . .	2 Bragg's Regt.
4	. . . . .	3 Kennedy's.
5	. . . . .	4 Lascelles'.
6	. . . . .	5 Anstruther's
1	. . . . .	Flat, and the Men-of-War's boats detach't of Highlanders. TOTAL, 30 Flat-bottom'd and the American Grens.

Captain Shad has received the Genl.'s directions in respect to the order in w^{ch} the troops move and are to land, and no officer must attempt to make the least alteration or interfere with Capt. Shad's particular province, least as the boats move in the night there be confusion and disorder among them.

The troops will go into the boats about 9 o'clock to-morrow night, or when it is pretty near high water; but the naval officers commandg. the different divisions of boats will apprize them of the fittest time to land. As there will be a necessity for remaining some part of the night in the boats, the officers will provide accordingly, and the soldiers shall have a gill of rum extraordinary mixed with their water.

Arms, ammunition, and 2 days' provisions, with their rum and water, is all the soldiers are to take in their boats. Their ships, with their blankets, tents, necessaries, and so forth will soon be up.

SIGNALS

1st. For the flat-bottom'd boats with the troops on board to rendezvous a-breast of the *Sutherland*, between her and the South Shore, keeping near. 1 light in the *Sutherland's* main-top-mast shrouds.

2nd. When they are to drop away from the *Sutherland*, she will shew two lights in the main-top-mast shrouds, one over the other.

The men are to be quite silent, and when they are about to land, must not upon any account fire out of the boats.

The officers of the Navy are not to be interrupted in their part of duty; they will receive their orders from the officer appointed to superintend the whole, to whom they are answerable.

Officers of Artillery and detachments of gunners are put on board the armed sloops to regulate their fire, that in the hurry our troops may not be hurt by our Artillery. Captain

York and the officers will be particularly careful to distinguish the enemy and to point their fire against them.

The frigates will not fire till broad day-light, so that no mistake can be made. The officers commanding the floating batteries will receive particular orders from the Genl. The troops to be supplied to-morrow with provisions to the 14th.

LETTER OF ADMIRAL HOLMES.

LOWESTOFT OFF FOULON IN THE RIVER
ST. LAWRENCE ABOVE QUEBEC, 18 *Sept.*, 1759.

. . . A Plan was immediately set on foot, to attempt a Landing about four leagues above the town, and it was ready to be put in execution when General Wolfe reconnoitred down the River and fixed upon Foulon, a spot adjacent to the Citadel, which, tho' a very strong Ground, being a steep Hill with Abbatis laid across the accessible parts of it and a Guard on the Summit, He never-the-less thought that a Sudden brisk Attack, a little before day break, would bring his Army on the plain, within two miles of the Town. . . . The care of landing the Troops and sustaining them by the Ships fell to my share. . . . The most hazardous and difficult Task I was ever engaged in. . . . For the distance of the landing Place; the impetuosity of the Tide; the darkness of the Night; and the great chance of exactly hitting the very Spot intended, without discovery or alarm; made the whole extremely difficult: And the failing in any part of my Disposition, as it might upset the General's Plan, would have brought upon me an imputation of being the Cause of the Miscarriage of the Attack, and all the misfortune that might happen to the Troops in attempting it, which you will agree with me had a most hazardous aspect.

In the Night, between the 12th and 13th, the whole was put to the Trial, and conducted in this manner.

About midnight 1800 Troops embark'd from the Ships, in Boats; about half past two, the Boats got under way and

proceeded for the landing Place : The Armed Sloops and those with Ammunition and Ordnance Stores followed next. After them, I got under way in the *Lowestoff*, and had with me the *Sea Horse*, *Squirrel*, and *Hunter* Sloop, and two transports, all full of Troops : The *Sutherland* was left behind to keep an eye on the enemies' motions, their Floating Batteries and small Craft. The Boats were to go close in Shore and land the Troops ; the Sloops were to lie next them, the Men of War without the Sloops and as near shore as possible : And the Transports without the Men of War, ready to disembark the Troops when ordered.

Everything was conducted very happily, and the greatest good fortune seconded our Wishes. Captain Chads conducted the Boats ; they observed the most profound Silence ; the Night was moderate ; and he landed the Troops undiscovered by the Enemy, a little before day ; but not without the hazard of being drove by the Current below the Town. The Sloops drew close in, and the Men of War and Transports got to their Stations at Daybreak. . . .

SAUNDERS to ADMIRALTY

Sept. 21, 1759.

. . . the Town and Citadel of Quebec surrendered on the 18th instant . . . Capt. Pallisser, with a body of Seamen landed in the Lower Town . . . the next day near 1,000 french officers, Soldiers and Seamen were embarked on board four English Catts, who shall soon proceed with them to France agreeable to the Capitulation, . . . I am beginning to send on shore the Stores they will want, and provisions for 5,000 men, of whom I can furnish them with a sufficient quantity. . . . Immediately after the Victory of our Troops, I sent up all the Boats in the Fleet, with Artillery and Ammunition, & on the 17th went up with the Men of War, in a Disposition to attack the lower Town, as soon as General Townshend was ready to do so by the upper, but in the

evening they sent out to the Camp & offered Terms of Capitulation.

I have the pleasure also of acquainting their Lordships that during this tedious Campaign, there has continued a perfect good understanding between the Army & Navy. I have received great assistance from Admirals Durell and Holmes, & from all the Captains: Indeed every body has exerted themselves in the Execution of their Duty; Even the Transports have willingly assisted me with Boats & people on landing the Troops and many other Services.

I send this by Capt. Douglas, whom I send home in his Majesty's Ship *Lowestoffe*; Admiral Durell will sail for England with the great Ships in two or three Days, and I shall myself follow, as soon as possible, leaving at Halifax, Lord Colvill in the *Northumberland* with four more Ships of the Line, & two or three Frigates, with Orders to come up here as early in the Spring as possible.

I propose to appoint a Captain to the *Northumberland* under Lord Colvill & to direct his Lordship to hoist a broad pendant.

I enclose you the State & Condition of the Ships here, & I am,—Sir, your most Obedt. hble. Servt.

CHAS. SAUNDERS.

CHAPTER V

MONTREAL

THE Montreal campaign of 1760 is an anti-climax. Canada was conquered. Pitt, though never quite so supreme in Parliament as he is said to have been, held war and the Colonies in the hollow of his hand. The navy no longer had a single rival to dispute the command of the sea. And the British Empire, in fact and name alike, was a thing to conjure with, the whole world round.

Montcalm's lieutenant, the gallant Lévis, as every one knows, made a splendid forced march over the almost impassable roads between Montreal and Quebec, and, after a stubborn fight, drove Murray's little army back within the walls on the 28th of April. Neither besieged nor besiegers knew how the war was going across the Atlantic. There were still some possibilities in the chapter of accidents; among them, the barest chance of a peace that might ultimately restore Canada to France, and a much fainter chance that a French fleet might manage to get up the St. Lawrence early enough to forestall Colville, and in sufficient strength to force the surrender of Quebec. If this should happen, there might still be the further chance of holding it long enough to keep possession till diplomacy once more reversed the fortunes of war, as happened in the case of Louisburg twelve years before.

On both sides every eye turned seaward day after day. At last, on the 9th of May, the tops of a man-of-war were sighted beyond the Point of Lévis. Captain Knox, an officer of the war-worn garrison, describes the effect of her arrival. "About eleven o'clock this forenoon we had the inconceivable satisfaction to behold the Lowstoft frigate sail up into the Bason, and come to an anchor; for a little time we were in sus-

pense and all our perspectives were employed in viewing her; but we were soon convinced of her being British, though some among us, who had found means to enrich themselves by the American war, and were afraid of losing their acquisitions, were cunningly wise; they endeavoured to allay the joy of the troops, thinking it too premature; and strenuously insisted she was a French ship: at length, Captain Deane, having saluted the garrison with twenty-one guns, and put off in his barge to come ashore, dissipated all apprehensions. The gladness of the troops is not to be expressed: both Officers and soldiers mounted the parapets in the face of the enemy, and huzzaed, with their hats in the air, for almost an hour; the garrison, the enemy's camp, the bay, and the circumjacent country for several miles, resounded with our shouts and the thunder of our artillery; for the Gunners were so elated, that they did nothing but fire and load for a considerable time: in short, the general satisfaction is not to be conceived, and to form a lively idea of it is impossible, except by a person who had suffered the extremities of a siege, and been destined, with his brave friends, and valiant countrymen, to the scalping knives of a faithless conqueror and his barbarous allies."

The rest of the brief naval history of this campaign is contained in the logs of H.M.S.S. and the five letters of Swanton, Schomberg, Deane and Carter Allen, which appear in the text after the logs.

The only point requiring special notice is Vauquelin's gallant attempt to head off Swanton's van. Vauquelin was a fighting seaman of the best kind; and his rearguard action against a greatly superior force, when he fought his little *Atalante* for two hours and a half at Pointe-aux-Trembles before he struck, is well worth a place among the hero-tales of Canada.

The following is the list of the naval force in Canadian waters in 1760:—

A. The Squadron which arrived at Quebec, under the Command of Commodore Swanton, in the Spring, 1760 :—

Ships.	Guns.	Commanders.
Vanguard	70	Commodore Swanton.
Kilgston	60	Captain William Parry.
Falkland	50	—— F. S. Drake.
Rochester	50	—— Tho. Burnet.
Sutherland	50	—— Ben. Clive.
Penzance	44	—— W. Gough.
Diana	32	—— Alex. Schomberg.
Vengeance	28	—— George Nightingale.
Lowestoffe	28	—— Joseph Deane.

B. The Squadron under the Command of Lord Colville, at Halifax :—

Ships.	Guns.	Commanders.
Northumberland	70	Lord Colville, Commodore. Captain W. Adams.
Devonshire	70	—— George Darby.
Alcide	64	—— Thomas Hankerson.
Trident	64	—— Julian Legge.
Pembroke	60	—— J. Wheelock.
Prince of Orange	60	—— Sam. Wallis.
Norwich	50	—— W. McCleverty.
Richmond	32	—— J. Elphinston.
Lizard	28	—— James Doake.
Greyhound	28	—— Tho. Francis.
Eurus	20	—— M. Bateman.
Porcupine	16	—— J. Macartney.
Racehorse	12	—— George Miller.

C. The Squadron sent out under Captain Byron to demolish the Fortifications at Louisbourg, in 1760 :—

Ships.	Guns.	Commanders.
Fame	74	Captain John Byron.
Dorsetshire	70	—— John Campbell.
Achilles	60	—— Hon. Sam. Barrington.
Repulse	32	—— John Carter Allen.
Scarborough	20	—— John Stott.

In July this Louisburg squadron destroyed the last vestige of French naval force in America. Governor Lawrence heard from a chief of the Richibuctoos that there were some French men-of-war near the mouth of the Miramichi. "Foul-weather Jack" Byron (grandfather of the poet) sailed at once with the *Fame* and four consorts. The French lightened their vessels and warped them up as far as possible. But Byron followed; upon which the French blew up the *Macbault*, of 30 guns, and set fire to her consorts and convoy, 25 sail in all.

The only other event of naval importance was that Cook employed as much of his four months at Quebec as he could spare from his duties as Master of the flagship, *Northumberland*, in beginning the great survey of the St. Lawrence which is embodied in the charts reproduced in *facsimile* for this book. He does not seem to be mentioned as officially employed in hydrographic work. But on the 19th of January, 1761, Lord Colville, who subsequently recommended him to the Admiralty in the strongest terms, made the following entry in his journal: "Directed the storekeeper to pay the Master of the Northumberland fifty pounds in consideration of his indefatigable industry in making himself master of the pilotage of the St. Lawrence."

PART II
SELECTIONS FROM THE LOGS OF
HIS MAJESTY'S SHIPS
IN THE
LOUISBURG, QUEBEC & MONTREAL
CAMPAIGNS OF 1758, 1759, 1760

NOTES

N.B.—*As the Copyists have found less than one doubtful word in a thousand, and as none of these few doubtful words is of prime importance, the following Text may be taken as a faithful reproduction of the Original Logs.*

The Champlain Society has authorized the Printers to make the following modifications in the form of the Text :—(1) A change from tabular columns to ordinary paragraphs, in order to save space. (2) The consequent omission of Hours marking the duration of Courses and Winds. (3) The insertion of punctuation to bring out the meaning.

In all other respects Colonel Wood is alone responsible for the contents of this book.

1. These Logs have very rarely been even referred to. They have only been used as documents since the beginning of the present century, and this is the first time any of them have ever been published.
2. The word *Selections* is purposely used, instead of *abstracts*; because every selected day's entry is complete in itself for the whole twenty-four hours. The five letters at the end of the Montreal Logs are also given *verbatim*.
3. Only the most important days of the most important ships are selected. The total number of entry days for all the ships in all the campaigns is about 15,000. Less than 1000 are printed here, but these have been carefully chosen to corroborate and supplement each other, so as to illustrate the history of the Conquest from the Naval point of view.
4. The Selections are grouped by campaigns. Ships in the same campaign are arranged in alphabetical order. The entries for each ship are chronological. The Quebec Logs illustrate both "The St. Lawrence" and "Quebec" chapters of the Introduction.

1758

LOUISBURG LOGS

H.M.S. NAMUR, ADMIRALTY 950

[No Master's Name entered]

REMARKS, &c., NAMUR, MAY 1758.

SUNDAY, 28TH.—*Winds*, SE^t, SSW, S b E, SW^t, N^o, NW^t, N.

1 P.M.—Mod^t and fair.

2 P.M.—Sailed hence his Majesty's ship Hynde.

4 P.M.—Made y^e Burford and Arcenciels sig^l for officers.

6 P.M.—D^o weather. The ventilator working.

11 P.M.—Calm and foggy.

3 A.M.—Little wind and cloudy.

4-8 A.M.—Att $\frac{1}{2}$ past 4 made y^e sig^l to unmoor; d^o unmoor'd and hove ahead on y^e small bower; sail'd hence his Majesty's ship Ludlow Castle; anchored here a merch^t ship and saluted with 13 guns, we returned 9. Att $\frac{1}{2}$ past 6 made y^e sig^l to weigh; rec^d on b^d a launch of water; a merchant ship coming in saluted with 13 guns, and we return'd 9.

9-12 A.M.—Weigh'd and came to sail in comp^y wth his Majesty's ships Bedford, Lancaster, Southerland, York, Prince of Orange, Nottingham, Burford, Centurion, Diana, P^{res} Amelia, Shannon, wth y^e Hunter, Ætna, Gramont, Tyloe, and Lightning sloops, and 127 transports. Att noon three strange sail in y^e offing stand^d in.

Thrum Cap bore ESE 2 miles.

MONDAY, 29TH.—*Courses*, SSE off, S b W off, SW b W off, SW^t off, E^t, E b N, NE b E, E b N; *Winds*, SW b S, SW, SE, S b E, SSW^t, N^o, N b W^t, NNW^t, N b W, N b E^t.

1-11 P.M.—Light airs and fair w^t. $\frac{1}{2}$ after noon the Hawke sloop join'd comp^y w^t 6 sloops and 2 schooners under her convoy w^t soldiers on board them; she saluted w^t 15 guns, ret^d 13 d^o. At 1 the Dublin join'd comp^y w^t General Amherst on board from England; d^o made the sig^l for all Lieut^s. $\frac{1}{2}$ past 2 bro^t to with the main topsail to the mast; sent 2 barrels of beef and 1 of pork and 5 bags

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REMARKS, &c., NAMUR, MAY 1758—Continued.

of bread on board the Scarborough transport. At 4 Cape Sambro^r bore W b N 3 or 4 leag^r dist.; d^o hoisted the longboat in and stow'd the sheet anchor; fresh gales and cloudy w^r; vent^r working; the islands of Cape Sambro W ab^t 5 leag^r; in comp^r wth 155 sail. Att ½ past 6 the Kennington and three transports joined comp^r, and two of them salut^d differently wth 11 guns each, we ret^d 7 each. Att sun sett Cape Sambro NW^r ½ W ab^t 6 leag^r. Att 7 fired a gun and made sail. Att ½ past 6 in 1st reefs; mod^t and cloudy. Vent^r works.

12 P.M.—Mod^t and cloudy, wth small rain. Vent^r works.

2 A.M.—Mod^t and cloudy.

4 A.M.—D^o w^r; saw the land bearing NW b N 5 or 6 leag^r. Vent^r kept working.

5 A.M.—Att sun rise the land in sight @ NW b N to N^o.

6 A.M.—In comp^r wth 155 sail.

8 A.M.—Mod^t and cloudy. The ventilator working.

12 A.M.—D^o w^r; the extrems of the land from the NW to the NE b N dist^r off shore ab^t 6 leag^r; counted 156 sail. Vent^r working.

TUESDAY, 30TH.—*Courses*, East, E b S ½ S, E^t, NW^t, NW b W, WNW, ENE, NE b E ½ E, NE b E, E b N ½ N, ENE, NE b E, NE b E ½ E, NE b E, NE ½ E; *Winds*, NNE, NE b N, NNE, N b E, North, N b W^t, North, N b W, NNW.

1 P.M.—Mod^t and cloudy w^r.

3 P.M.—Made the sign^l to tack, the sternmost and leeward-most to tack first. ½ past 3 tackt; d^o w^r. Vent^r kept working.

6 P.M.—D^o w^r.

7 P.M.—Made the sign^l to TK, the headmost and weathermost ships to TK fit.

8 P.M.—Mod^{to} and cloudy w^r. At sun set 155 sail in sight. Vent^r works.

12 P.M.—D^o w^r. Vent^r working.

2 A.M.—D^o w^r.

4 A.M.—Hazy and small rain. Ventilator working.

5 A.M.—Counted 155 sail.

6 A.M.—Saw y^e land to y^e N^ow^d.

8 A.M.—Made the sign^l for the agent of the transports and the sign^l to speake wth y^e Shannon and y^e Tyloe; sign^l for y^e Cap^t.

9 A.M.—D^o w^r; y^e extrems of y^e land from y^e NW b N to y^e NE b N dist. off shore 7 leag^r.

10 A.M.—½ past 10 in 2^d reef the topsails.

11 A.M.—Cut 4 feet off the depth of the foresail by the Cap^t's order.

12 A.M.—The extremes of the land from NNW to N b E dist. off shore 7 leag^r; fresh gales and cloudy w^r. Vent^r working.

REMARKS, &c., NAMUR, MAY 1758—*Continued.*

WEDNESDAY, 3RD.—*Courses*, NE, E b S, NE b N, NE, NE $\frac{1}{2}$ E, NE^t, NE $\frac{1}{2}$ N, NE b N, NNE $\frac{1}{2}$ E, NNE, NE b N, NE b E; *Winds*, NNW, NW b N, NNW, NW b N, NW, NW b N, N b W.

1-4 P.M.—Fresh gales and fair w^r. At $\frac{1}{2}$ before 3 bore down to the leeward-most ships and made a sig^t for the ships to windward to come into our wake. At 3 Cape Cancer bore north dist. 6 leagues. At $\frac{1}{2}$ past in 3^d reef of the topsails and the foretopsail. At 4 got down topg^t yards; hauld our wind and sett the mainsail.

6 P.M.—Fresh gales and cloudy w^r; 140 sail in sight. Vent^r wors.

7 P.M.—At sun set saw the land bearing NNW 6 or 7 leag^s dist.; 152 sail in sight.

8 P.M.—Strong gales and cloudy; handed the main topsail. Vent^r kept working.

9 P.M.—Fresh gales; clear.

12 P.M.—The ventilator working.

4 A.M.—D^o w^r. Vent^r working.

5 A.M.—154 sail in sight.

6 A.M.—Set the topsails; mod^t and cloudy w^r.

7 A.M.—Got up topgall^t yards. $\frac{1}{2}$ past made the sig^t to speake the Sutherland.

8 A.M.—D^o w^r. Vent^r working. Saw the land from NW^t to NNE.

9 A.M.—The Sutherland spoke us, and the Adm^l ordered her to make sail and go into Caberouss Bay.

11 A.M.—The Etna made the sig^t for a sail in the NE; made the York and Shannon's sig^s to chace. At $\frac{1}{2}$ past 11 the strange ship made the Ad^l sig^t, which we answered.

12 A.M.—The land in sight from NW to N b E dist. off about 7 or 8 leagues; mod^t and fair w^r; 136 sail in sight.

JUNE.

THURSDAY, 1ST.—*Courses*, NE $\frac{1}{2}$ E, ENE^t, NW b W, NW b W $\frac{1}{2}$ W, W^t, NE b N, NNE $\frac{1}{2}$ E, NE b E, ENE^t, NE^t, NE b E^t, ENE, NW, NNW, SE b E, N b W $\frac{1}{2}$ W; *Winds*, North, N b E^t, NNW^t, NW b N, NW, N b W, N^o, NNW^t, N b W, North, NNE, NE, NE b E, K^d, NE.

1-3 P.M.—Fresh gales and cloudy w^r. $\frac{1}{2}$ pt. noon the Shannon made y^e sigⁿ for 2 sail in the NE q^r. At 3 made the sigⁿ for the head and weathermost ships to tack first.

4 P.M.—D^o w^r. Vent^r working.

6 P.M.—D^o w^r; the West point of Cabarouse Bay bore N $\frac{1}{2}$ E 5 or 6 leag^s.

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REMARKS, &c., NAMUR, JUNE 1758—Continued.

- 7 P.M.—Hazy; saw 63 sail.
 8 P.M.—Made y^e sig^l for y^e headmost and weathermost to tack first; d^o tack^d; the land bore N b W^t abt 5 leag^s.
 12 P.M.—Mod^t w^t rain. Vent^r working.
 4 A.M.—Mod^t and foggy, with rain. Vent^r working.
 6 A.M.—Made the sig^l to tack and tack^d.
 7–12 A.M.—At $\frac{1}{2}$ past 7 out all reefs of the topsails and sett the stay-sails; Cabrouse westernmost point N b E dist. about 5 leagues; 85 sail in sight; made the signal for the head and weathermost ships to tack first; the Hunter made the sig^l for a chace in that q^r. At noon joynd comp^y the Gramont; d^o the w^t point of Gaberous, NE^t abt 4 lg^s; mod^{to} and haz^y w^t; in sight 86 sail. Vent^{rs} work^g.

FRIDAY, 2ND.—*Courses*, N $\frac{1}{2}$ E, SE $\frac{1}{2}$ S, SE $\frac{1}{2}$ E, ESE, N b W, N $\frac{1}{2}$ W, N b W, SE b E, E b S, ESE, SE b E, SE, SE b S, NE b N, N^oNE, NNE $\frac{1}{2}$ E; *Winds*, E b N, NE b E, NE, NE b E, NE b N, NE, NE b E, ENE, E b N, ESE, East, E b S, East.

- 1–3 P.M.—Mod^t and cloudy w^t. At $\frac{1}{2}$ past noon made the sig^l to speake the Kennington, Lightnings, Ætna, Hunter, and Hawke; d^o spoke Kennington, Hunter, and Hawke, and the Adm^l order'd them to stand to the s^oward and look out for the transports missing. At 3 one of the transports made y^e sig^l to speake the Adm^l; d^o spoke the York and order'd her to speak the transport.

4 P.M.—D^o w^t; the Sutherland bore down and join'd us, having looked into Chapeaux Rouges Bay; vent^r working; tack'd.

- 5 P.M.—153 sail in sight.
 6 P.M.—D^o weather. Ventilator working.
 7 P.M.—At $\frac{1}{2}$ p^t tack'd, the west pt. of Gaberous Bay NE $\frac{1}{2}$ N dist^e 4 lg^s.

- 8 P.M.—Little wind and d^o w^t. Vent^r working.
 12 P.M.—D^o w^t. Vent^r working.
 2 A.M.—Sounded 65 f^h; muddy ground.
 4 A.M.—D^o w^t; made the sig^l to tack and tack'd.
 8–11 A.M.—D^o w^t; joynd comp^y the Royal William and Prince Frederick; saw the land from the NNE to NNW; vent^{rs} working; sounded 55 fath^s. $\frac{1}{4}$ past 10 saw the ships in Louisbrough Harbour bearing north 3 leag^s dist. At 11 made the sig^l for the Captⁿ of the Sutherland.

12 A.M.—Made the signal for anchoring; d^o Louisbrough Town bore N b E $\frac{1}{2}$ E 5 or 6 miles dist., and the west point of Chapeaux Rouges Bay W $\frac{1}{2}$ S about the same dist.; d^o 69 sail in sight; light airs and hazy weat^r. Vent^{rs} kept working.

REMARKS, &c., NAMUR, JUNE 1758—*Continued.*SATURDAY, 3RD.—*Course*, NW b N; *Winds*, E, ESE, SSE, East, SE.

1 P.M.—Little wind and cloudy.

2 P.M.—Standing into Gaberouse Bay.

4-8 P.M.—Att 4 came too in Gaberouse Bay wth y^e best bower in
 20 f^m White Point E $\frac{1}{2}$ N; the easternmost land on y^e south side y^e
 Bay S b E^t distance off the nearest shore 2 miles, it bearing NNE^t;
 77 sail in sight; d^o hoist out all boats, and the Generals went to
 reconiter the coast. At $\frac{1}{2}$ p^t 4 hoisted y^e longboat. At 6 made y^e
 sig^t for all barges and pinnaces, man'd and arm'd, to come on board;
 d^o our boats return'd w^h y^e Generals return'd. $\frac{1}{4}$ past 7 the boats
 put off man'd and arm'd. At 8 light airs and cloudy w^r. Vent^r
 working.

9 P.M.—The Royal Will^m, Prince Fredrick, and Juno were ordered to cruize off the harbour.

10 P.M.—Saw some of our skye rockets thrown and heard a gun fired by the enemy.

11 P.M.—At $\frac{1}{4}$ past 11 our cutters return'd. The ventilator working.12 P.M.—Little wind and hazy w^r. $\frac{1}{2}$ past 12 our barge returned.

4-7 A.M.—Light airs and hazey. Vent^r working. Between 4
 and 7 o'clock about 50 sail anchor'd in the bay, which made about
 130 sail in all. At 7 made the sig^t for all Lieut^s and the Adjutants.

8 A.M.—Light airs and cloudy w^r. Vent^r working.10 A.M.—A swell from y^e SE^t.

11 A.M.—Made the signal for officers from y^e Centurion, York,
 Princess Amelia, and Prin^{ce} of Orange. Att $\frac{1}{4}$ past 11 the Kennington
 came too in shore and began to fire on y^e enemy.

12 A.M.—Little wind and cloudy. The ventilator working.

SUNDAY, 4TH.—*Winds*, E^tSE, East, SE^t, SE, SE b S, SSE, S b E, South.1-2 P.M.—Light airs and hazey w^r. At $\frac{1}{2}$ p^t 2 the Hallifax snow came to an anchor near the Kennington and began to engage the enemy.4 P.M.—D^o w^r; vent^r working; the Kennington and Hallifax engaging y^e enemy.5 P.M.—Made the sign^{ls} for the Capt. of the Tyloe and the agent of the transports.6 P.M.—D^o w^r; the Kennington continuing her fire on the enemy on shore.7 P.M.—Mod^t and cloudy, with small rain; the Kennington continuing her fire.8 P.M.—Sent on board the Betsey sloop, Josiah Hatch, 467 bread, 60 p^{ds} beef, 56 pork, and a $5\frac{1}{2}$ inch towline $\frac{1}{2}$ wore.

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REMARKS, &c., NAMUR, JUNE 1758—Continued.

10 P.M.—D^o swell setting on shore.

12 P.M.—Calm w^r, rain; the Kennington continuing her firing.

2 A.M.—Light airs and thick wear, with rain.

4 A.M.—D^o w^r; vent^r working; the Kennington continuing her fire.

5 P.M.—Mod^t and hazey, wth small rain.

6-8 P.M.—Sent the longboat and cutter, wth a Lieutenant and Mate, to warp the Kennington off shore; veer'd the mooring service into the hawse; fresh gales and foggy; gott down topgall^t yards, reev'd the top ropes, and gott the sheet anchor over y^e side; hard rain.

9-12 A.M.—From 9 to noon heard y^e report of guns continually firing from y^e E b N. At noon y^e Sutherland's boat came on board to acquaint the Adm^l y^e Sutherland was so near in shore she wanted assistance to gett off y^e shore; struck yards and topmasts; mod^t and thick w^r, wth rain.

MONDAY, 5TH.—*Winds*, S b W^t, SSW^t, SW b S, SW b W, W^t, SW b S, SW b W, W^t, WSW, SW, SSW, SW^t, S.

1 P.M.—Fresh gales and thick weather, with hard rain.

2 P.M.—Little wind and hazey; hove in too $\frac{1}{2}$ cable; a large swell on shore.

3 P.M.—Veer'd the mooring service into y^e hawse.

4 P.M.—Mod^t and foggy. The ventilator working.

6 P.M.—Light airs and foggy weather. Vent^r wk^s.

7 P.M.—Sent a boat on duty wth Major Berry.

8 P.M.—Hove into $\frac{1}{2}$ a cable; the Kennington's boat came on board wth one of our Mates wounded; d^r w^r. Vent^r working.

10 P.M.—Mod^t and hazey, wth hard rain.

12 P.M.—Little wind and rain, with lightning from y^e e^{twd}.

2 A.M.—Calm, with hard rain.

4 A.M.—Light airs and foggy wear. Vent^r working.

5 A.M.—Got up topmasts and yards.

6 A.M.—The 12 oar'd cutter return'd from y^e Trent, and inform'd us that she had struck her rudder off and makes much water. From 6 to 8 hear'd y^e report of 2 guns in the offin.

8 A.M.—D^o w^r. Vent^r working.

9 A.M.—Mod^t and foggy.

10 A.M.—Sent a Lieut^t for y^e Commodore. Att $\frac{1}{2}$ p^t he came on b^d.

11 A.M.—Little wind and clear; made y^e sig^t for y^e Juno and Tyloe's Capt^{ns}.

12 A.M.—Our longboat and cutter return'd from y^e Kennington.

REMARKS, &c., NAMUR, JUNE 1758—Continued.

TUESDAY, 6TH.—*Winds*, SW, South, ENE, E, WSW, SW, SSW.

1 P.M.—Little wind and haze; carried out the stream anchor, and hove the best bower up and found it clear, and let it go again in the same place.

4 P.M.—D^o w^r. Vent^s working. It came on foggy again.

6 P.M.—Light airs and foggy w^r; sent on b^d one of y^e transports one punchⁿ, one hog^s, and one bar^d of water.

8 P.M.—D^o w^r. Vent^s working.

10 P.M.—Calm and hazy; our blacksmiths employed all night in making and repairing the iron work for the Trent's rudder.

12 P.M.—Calm and foggy, with rain.

1 A.M.—Calm and rain.

2 A.M.—Heard the report of two great guns and several sm^{ll} arms.

4 A.M.—Light airs and foggy. Ven^{ts} working.

5 A.M.—The wea^r began to clear up. $\frac{1}{2}$ pt. made y^e sign^l to prepare for landing y^e troops; the Prince Frederick made sign^l to weigh.

6 A.M.—Sent all our boats to assist in landing y^e troops.

7 A.M.—Calm; heard y^e report of two volleys of sm^{ll} arms to estw^d.

8 A.M.—D^o and foggy w^r. Vent^s working. Between 7 and 8 the Juno made the sign^l to weigh.

9-10 A.M.—Thick foggy wea^r, and it began to rain, and rain'd till a little after 10, and then left off raining, but continued foggy; d^o veer'd too a cable.

11 A.M.—The Admiral with General Amherst return'd, as did Generals Wolff and Lawrence, there being so much surf on the shore there was no possibility of landing with safety.

12 A.M.—Thick, foggy, and a swell from the southward. The ventilator constantly kept working. A mod^e breeze of wind.

WEDNESDAY, 7TH.—*Winds*, SW, SW b W, SW^l, NW, WSW, NW, WNW, NW.

1 P.M.—Mod^e and foggy w^r; d^o the rest of our boats return'd without landing the troops.

4 P.M.—D^o w^r. Vent^s working.

6 P.M.—D^o w^r. Vent^s working.

8 P.M.—D^o w^r. Ventilator working.

9 P.M.—Variable light airs and foggy.

12 P.M.—D^o w^r. Ventilators working.

4 A.M.—D^o and fair w^r. Ventilator working.

5-9 A.M.—Sent a Lieut^t to view the surf, and att his return, as he thought impossible to land, the Commodore and Captⁿ went down the bay to reconitre; heard the report several great guns; saw a sail in

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REMARKS, &c., NAMUR, JUNE 1758—*Continued.*

y^e NE^t, and made y^e Royal William's sig^l to chase; sail'd hence y^e Juno and several small sloops to y^e e^wd wth Braggs' Reg^t; modⁱ and clear; loosed y^e courses and stay sails to dry. At 9 furl'd them again, it blowing fresh; saw 7 sail in the offing.

10 A.M.—Made the signals for the Capt^s of the Bedford, Lancaster, Nottingham, Prince of Orange, and Princess Amelia.

12 A.M.—Fresh gales and fair w^r; vent^s working; made sig^l for the agent of the transports; d^o the pendant blew overboard from the masthead and was lost—it was a red pendant with a white cross.

THURSDAY, 8TH.—*Winds*, NW, SW, SW b W, SW, WSW, W^t, SW b W, West, WSW, SW.

1 P.M.—Mod. and fair w^r.

3 P.M.—Anchor'd here two transports belonging to y^e fleet from y^e wrd.

4 P.M.—D^o w^r. Vent^s working.

5 P.M.—Fresh gales and cloudy.

6 P.M.—A sail in y^e offing standing in.

7-9 P.M.—Saw S^r Cha^s Hardy's fleet and two transports in the offing standing in to the bay; mod^{ic} and fair w^r; vent^s working; sent the longboat wth a stream anchor and hawser to the Sutherland; light winds and clear.

12 P.M.—Out all boats; the longboat return'd from y^e Sutherland.

1 A.M.—Sent all the boats to assist in landing the troops.

4-5 A.M.—Calm; hove in to $\frac{1}{2}$ a cable; vent^s working; saw the boats rowing toward y^e shore wth y^e troops. Att $\frac{1}{2}$ p^t 4 the frigat's began to fire on y^e enemy, and att 5 they made a very smart fire on the boats from y^e shore.

7 A.M.—The Nottingham weigh'd and gott under sail.

8 A.M.—Little wind and cloudy. The ventilator working.

9 A.M.—Veer'd to a cable.

10-11 A.M.—Anchor'd here Rear-Adm^l Hardy in His Maj^{'s} ship Captain, as did the Nottingham; y^e Captain saluted us wth 15 guns, we return'd 13 d^o; anchor'd to the eastward two ships, one a man of warr, the other a transport.

12 A.M.—Fresh gales and hazey wea^r.

FRIDAY, 9TH.—*Winds*, SW b W, WSW, SW b W, SW^t.

1-3 P.M.—Fresh gales and hazey weather; anchor'd here the Royal William, and at $\frac{1}{2}$ past 2 y^e Juno and sever^l sloops. At 3 anchor'd here y^e Terrible, and saluted with 15 guns, return'd 13; d^o weather. Vent^s working.

REMARKS, &c., NAMUR, JUNE 1758—Continued.

5 P.M.—Fresh gales and cloudy. Att $\frac{1}{2}$ past our Red cutter and barge and one of our whaleboats returned; d^o dispatched the cutter away wth y^e General's tents.

6 P.M.—A large ship in the offing.

7 P.M.—One of His Maj^{'s} ships anchor'd here.

8 P.M.—D^o w^r. Ventilator working.

9 P.M.—Mod^{to} and hazy w^r.

10 P.M.—D^o and foggy.

12 P.M.—D^o w^r. Vent^{rs} working.

1 A.M.—D^o weather.

3 A.M.—Little wind and rain.

4 A.M.—Sent a boat for y^e agents of y^e transports. Vent^r working.

5 A.M.—D^o w^r, w^t a thick fogg. At $\frac{1}{2}$ p^t made the sign^l for all Lieut^s.

7 A.M.—Sent y^e longb^t wth the General's things on shore, wth 2 officers and 2 cutters and a whaleboat to attend.

8 A.M.—D^o w^r. Vent^{rs} working. N.B.—At daylight Rear-Admiral Hardy hoist his white flagg on b^d the Royal William.

10 A.M.—Calm; hove in to $\frac{1}{2}$ a cable.

12 A.M.—D^o and foggy w^r. Vent^{rs} working.

SATURDAY, 10TH.—Winds, SW, SE b E, S b W^t, SSW, SW, SW b W, SW b S, SSW, SW b S, SW^t.

1 P.M.—Light airs and thick foggy weat^r.

4 P.M.—D^o w^r. The vent^r working.

5 P.M.—Variable.

6 P.M.—Calm, w^t rain and thick fogg. Vent^r working.

7 P.M.—Small rain; the longboat ret^d wth 8 prisoners.

8 P.M.—D^o and hard rain. Vent^{rs} working.

9 P.M.—Att $\frac{1}{2}$ past it began to blow; veer'd away to a whole cable.

10 P.M.—Fresh gales and hazey, wth rain.

12 P.M.—Hard squalls of wind and rain. The ventilator working.

1 A.M.—More mod^t and cloudy w^r.

4 A.M.—Fresh gales and cloudy w^r. The vent^r working. $\frac{1}{2}$ pt. sent y^e longb^t and 2 cutters to assist in landing y^e military stores, &c.

5 A.M.—Anchor'd here two of his Majesty's ships, and saluted with 15 guns each, returned 13; suppose them to be the Somerset and Oxford.

6 A.M.— $\frac{1}{2}$ past m^d y^e sign^l for all Lieut^s.

7 A.M.—Came in a transport and sloop and schooner with bullocks for y^e fleet, and saw several vessels in y^e offing standing in for y^e bay.

8 A.M.—D^o weather. Vent^r working.

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REMARKS, &c., NAMUR, JUNE 1758—Continued.

9 A.M.—D^o weather; came in two transports, the P^r Fredrick standing on and off.

10 A.M.—Anchor'd here his Majesty's ship Pembroke.

11 A.M.—Came in and saluted with 15 guns the Boreas, we return'd 13; d^o the Hunter came in.

12 A.M.—A sail in sight to y^e etw^d. The vent^r working.

SUNDAY, 11TH.—W^{ind}, SW, SW b W, WSW, SW, West, WSW^t, SW.

1-8 P.M.—Strong gales and cloudy w^r. A little past noon struck yards and topm^{ts}. At 1 made the Terrible's, Captain's, and Juno's sig^{ls} for Lieut^r. $\frac{1}{2}$ past 1 saw a large ship to the SE going before the wind; d^o made the Roy^l W^m's sig^l to chace her; d^o she slipt her cable and made sail. About 2 heard the report of a gun in the offing. At half-past 3 made the Terrible's, Kingston's, Sutherland's, Diana's, Trent's, and Ætna sig^{ls} for Lieut^r. At 4 saw 4 sail standing in from the sea towards us; d^o w^r; the vent^r working. $\frac{1}{2}$ past 4 made the sign^l for all Lieu^{ts}. At 6 haul'd down the sign^l, and made the sign^l for an officer from the Lancaster, Prince of Orange, Burford, Princess Amelia, Centurion, and York, they not answering the above general sign; mod^o and hazy w^r; vent^{rs} working; sent the 12 oar'd cutter load^d wth wood on b^d the Captain, and the longboat on b^d the Essex transport to load with wine.

9 P.M.—D^o w^r. Vent^{rs} working.

10 P.M.—Mod^o, with small rain.

12 P.M.—Light winds and cloudy w^r. Vent^r working.

4 A.M.—D^o w^r. Ventilator working.

6 A.M.—His Maj^{'s} ship Bedford made y^e sign^l and weigh'd; d^o the Captain sail'd in company.

8 A.M.—Light airs and cloudy; got up topm^{ts} and yards. Vent^r working.

9-10 A.M.—A little past 8 the Defiance saluted wth 15 guns and anchor'd here, we ret^d 13 guns; d^o loos'd sails to dry. At 10 made the sig^l for 6 Lieut^s from the Lancaster, Burford, and Nottingham. At 11 furl'd sails; d^o the Pembroke sail'd hence; the Commodore made the sig^l for Lieut^s of his division; several transports weigh'd and anchor'd farther up in the bay.

12 A.M.—Mod^o and cloudy w^r. The vent^r kept working.

MONDAY, 12TH.—W^{ind}, SW, S^s, SSE, ESE.

1 P.M.—Mod^o and fair.

4 P.M.—D^o w^r. Vent^r working.

5 P.M.—Made y^e sign^l for an officer from the Orford, Kingston, Defiance, Hunter sloop.

REMARKS, &c., NAMUR, JUNE 1758—Continued.

- 7 P.M.—Made ye sign^l for an officer from y^e Boreas. At $\frac{1}{2}$ p^t made y^e sign^l for the Captain of the Orford.
- 8 P.M.—D^o w^t. Vent^r working.
- 10 P.M.—Sent 5 chests of candles on b^d y^e Somerset.
- 11 P.M.—Calm; hove into $\frac{1}{2}$ a cable.
- 12 P.M.—Vent^r working.
- 3 A.M.—Foggy wea^r.
- 4 A.M.—Sent ye longb^t and 12 ear'd cutter to assist in landing military stores.
- 8 A.M.—Light airs and foggy. Vent^r working.
- 9 A.M.—Heard y^e report of a gun from y^e SE^t q^r.
- 10 A.M.—Sent on b^d y^e Orford 1 chest of hatts and caps, a bale of linning, a bale woolings, and a bale of shoes.
- 11 A.M.—Sent on b^d y^e Lightning a barr^t of flower.
- 12 A.M.—D^o w^t, w^t rain. Vent^r working.

TUESDAY, 13TH.—*Winds*, SW^t, NW b W, NW, NW b W, NW, WNW, WSW, SW, W b S, SW, SW b S.

- 1 P.M.—Thick foggy w^t, w^t rain.
- 2 P.M.—Clear'd up; saw 2 ships in y^e offn standing into y^e bay.
- 3-4 P.M.—Fresh breezes and cloudy; veer'd to a cable; minded y^e service, and veer'd it in the hawse. $\frac{1}{2}$ p^t 3 saw 2 ships of warr stand^s into y^e bay; d^o one of them made a sign^l of distress; d^o sent a boat wth an officer on board her.
- 5 P.M.—Sail'd hence his Maj^{'s} sloop Hunter; saw a ship stand^s in wth a blue flagg at y^e maintopm^t head.
- 6 P.M.—Sent on board ye Kennington 1 bar^t of beef and 1 d^o of pork.
- 7-8 P.M.—The Hunter fir'd a gun, as did a ship in y^e offn; d^o made y^e sign^l for the Cap^t of y^e York. $\frac{3}{4}$ p^t ye York sail'd hence; d^o y^e Sutherland anchor'd; the Northumberland anchor'd. At 8 mod^t and fair; the Scarborough sail'd hence.
- 10 P.M.—Rec^d on b^d a pipe of wine from y^e Essex transport.
- 12 P.M.—Light airs and fair w^t. Vent^r working.
- 3 A.M.—D^o w^t. Vent^r work^s.
- 6 A.M.—Sent y^e longboat wth y^e 12 ear'd cutter for wine.
- 7 A.M.—Loos'd ye courses and staysails to dry.
- 8 A.M.—Mod^t and cloudy; made y^e sign^l for y^e officers of ye Defiance, Orford, Somerset, Terrible, and Kingston.
- 10 A.M.—Handed ye courses and staysails.
- 11-12 A.M.—Fresh breezes and cloudy, wth rain; vent^r working; d^o the longboat returned from y^e Essex transport; d^o rec^d by her 13 pipes and quarter cask of wine.

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REMARKS, &c., NAMUR, JUNE 1758—Continued.

WEDNESDAY, 14TH.—*Winds*, SSW, SW, SW b W, SW, Wst, NW, ESE.

- 1 P.M.—Fresh gales and cloudy and some rain.
- 2 P.M.—Rain.
- 3 P.M.—Strong gales and rain; str^k yards and topmst.
- 4 P.M.—D^o weather. Vent^r working.
- 6 P.M.—D^o weather. Vent^r works.
- 8 P.M.—More mod^t and cloudy. Vent^r working.
- 12 P.M.—Little wind and foggy weather. Vent^r work^s.
- 2 A.M.—Light airs and cloudy.
- 4 A.M.—D^o and foggy. Vent^r working.
- 5 A.M.—Clear'd up; hove in to $\frac{1}{2}$ a cable; d^o heard y^e report of two guns @ y^e eastw^d.
- 6 A.M.—Calm; sent y^e longboat with bread on board y^e Terrible, in all 150 bags and 10 hgsheads of pease. At $\frac{1}{2}$ past got up topmst and yards and loos'd ye tops^{ls} to dry.
- 8 A.M.—Light airs and fair weather. Vent^r working.
- 9 A.M.—Made y^e sign^l for y^e Cap^t of y^e Tyloe, and an officer from y^e Defiance.
- 10 A.M.—Heard y^e report of sever^l guns.
- 11 A.M.—Received on board 10 pipes of wine for the ship's company.
- 12 A.M.—Loosed ye courses and hoisted y^e stay sl^s to dry; d^o hand^d tps^{ls}; d^o weather. Vent^r working.

THURSDAY, 15TH.—*Winds*, ESE, SE, South, SE, South, SW b S, S b W, SW b S, SW.

- 1 P.M.—Light airs and fair wea^r.
- 2 P.M.—Open'd a cask of pork mark'd pieces; short two pieces.
- 3 P.M.—Made the sign^l for all Lieut^s; d^o sent 2 pipes of wine on b^d the Nottingham.
- 4 P.M.—D^o w^r; the vent^r working; anchor'd here; some vessels with live stock from New England for y^e fleet.
- 6 P.M.—D^o w^r; furl'd sails; made y^e sig^l for the Cap^t of the Boreas.
- 8 P.M.—D^o w^r. Vent^r working.
- 12 P.M.—Light airs and foggy w^r. Vent^r working.
- 1 A.M.—Calm.
- 2 A.M.— $\frac{1}{2}$ before 2 heard the report of several guns fired for the space of half an hour.
- 3 A.M.—Light airs and thick foggy wea^r.
- 4 A.M.—D^o w^r. Vent^r working.

REMARKS, &c., NAMUR, JUNE 1758—Continued.

5 A.M.—Mod^t and cloudy; saw 12 sail in the offing standing in; veer'd out to a cable.

6 A.M.—The Hawke weigh'd and stood to the w^tward; saw a frigate anchor off the harbour with the sig^t of distress out.

7 A.M.—The Portmahone and Nightingale stood into the bay and saluted with 15 guns each at different times, we ret^d 13 each.

8 A.M.—Mod^t and cloudy wea^r. Vent^r working.

9 A.M.—Made the sig^t for the Lieut^t of the Terrible.

11 A.M.—Made the sig^t for a Lieut^t from the Centurion; several of the transports anchor'd in the bay.

12 A.M.—D^o w^r. Vent^r working. At noon y^e Nightingale and Portmahone anchor'd in the bay; all our boats with two officers employed carrying the military stores on shore.

FRIDAY, 16TH.—Winds, S^o, NE, SW, Var^t, Calm, W^t, WNW, SW b W.

First p^t, little winds and cloudy; middle, light airs intermixt w^t calms; latter, mod^t and cloudy. At 2 P.M. made y^e Tyloe's sigⁿ for the cap^t. At 6 made y^e Centurian's and P^o Amelia's sigⁿ for officers and boats from y^e Terrible and Nottingham; the Kingston saluted us wth 15 guns and anch. farther up ye bay, we returned 13 guns; hove into $\frac{1}{2}$ a cable. At 7 anch^d the Hawke sloop and several transports. At 6 A.M. saw 2 sail in the offin; d^o sail'd hence the Defiance, Boreas, and Nightingale. At 10 veer'd to a whole cable; d^o made the Portmahone's sigⁿ for an officer. $\frac{1}{2}$ p^t made y^e sigⁿ for y^e Captain of the Squirrel and y^e sigⁿ for y^e Cap^t of the Hawke sloop; ventulator kept working; our boats and officers emp^d as before.

SATURDAY, 17TH.—SW, SW b W, Calm, SSW^t, SW.

The first part, mod^t and fair; the middle, calm; and the latter, light airs and fair wea^r. P.M. Hoisted a longboat in which was stove and taken up by the Lion transport—the carpenters emp^d repairing her. At 2 saw 6 sail in the offin. At 3 made the sigⁿ for all Lieut^t; rec^d on board 64 quarters of fresh beef and served it out to the ships in the fleet. At 10 hove short on the best bower. A.M. At 4 hoisted the longboat out w^h was repair'd and sent her to assist in landing the stores; d^o sent spars and sails on shore with an officer and men to erect a tent. At 6 saw 2 sail in offin standing in. At 7 hove the anchor up; saw it clear, and let it go again in the same place; punish'd Samson Nichols and William Cox wth a dozⁿ lashes each for disobeying orders. At 11 the Beaver w^h 3 vessels under convoy

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REMARKS, &c., NAMUR, JUNE 1758—*Continued.*

anch^d here; the vent^r kept working; serv'd fresh beef to the sick people only; all our boats with 2 officers employed in getting the military stores on shore.

SUNDAY, 18TH.—*Winds*, WSW, Calm, S b E, S^o.

First p^t and latter, mod^t and fair; middle, light airs intermixt wth calms. At 3 P.M. made y^e Hawke's sign^l for y^e Cap^t. At 4 sail'd hence y^e Hawke sloop. At 9 hove short on y^e best bower. A.M. Our boats and officers d^o employed. At 11 anchor'd here y^e Hawke sloop, and sail'd hence the Squirrel; veer'd to a whole cable; d^o served fresh beef to the sick people and serv'd wine to y^e ship's company, the beer being all expended; made y^e sign^l for y^e Cap^t of y^e Beaver; punish'd Rob^t Dickson and Ric^d Winship w^t a dozen lashes each for disobeying orders.

MONDAY, 19TH.—*Winds*, SW^t, WNW, WSW, SW^t.

Mod^t and fair for y^e most p^t. Att 2 P.M. made y^e Sutherland sig^l for an officer, and saw 3 sail to y^e etrd. Att 8 came in 2 small craft wth provisions. Att daybreak found riding here y^e Juno, Scabrough, and a prize. Att 8 A.M. made y^e sig^l for officers from y^e Prince of Orange, Lancaster, Terrible, Northumberland, Portmahone, Kennington, Orford, Burford, and Somerset; punish'd W^m and Rob^t Dixon wth a dozⁿ lashes each for disobedience of orders; served fresh beef to y^e ship's comp^y. Att — veer'd out to whole cable.

TUESDAY, 20TH.—*Winds*, SW, SSW, SE, S^o, S b E.

The first part, mod^t and fair; the middle, light airs and cloudy; and the latter, mod^t w^t rain. P.M. At 2 the Essex transport sail'd hence. $\frac{1}{2}$ past 3 made the sig^l for Lieut^t; d^o the Scarborough anchor'd here. At 6 hove into $\frac{1}{2}$ cable. At 7 made the sig^l for an officer from the Northumberland. At 8 veer'd away to a cable. In the first and middle watches saw a continual firing over the point to the e^{ward}. A.M. $\frac{1}{2}$ past 7 the Kennington sail'd hence; d^o made the sig^l for the Cap^t of the Nightingale; rec^d on board 11 quarters of beef; our boats with officers emp^d landing military stores. Vent^r kept working.

WEDNESDAY, 21ST.—*Winds*, SE, SSE, S b W, SW^t.

Light airs and hazy. At 8 P.M. hove into $\frac{1}{2}$ a cable. All night see y^e flares and heard y^e report of guns firing to y^e e^{ward}. A.M. At 4 our boats and officers d^o employ'd. At 7 made y^e Prince of Orange

REMARKS, &c., NAMUR, JUNE 1758—Continued.

sign^l for an officer. At 8 sent on shore a chest of money. At 9 made y^e sign^l for an officer from y^e Nottingham. At $\frac{1}{2}$ p^t sail'd hence the Nightingale and Hawke sloop. At 11 made y^e Centurion's and Nottingham's sign^l for officers. At $\frac{1}{2}$ p^t made y^e Terrible's, Lancaster's, Orford's, Trent's, Nottingham's, Somerset's, Centurion's, P^s Amelia's, and Lightning's sign^l for officers.

THURSDAY, 22ND.—*Winds*, S^o, SSW, WSW, SW b S.

Mod^t and cloudy, w^t rain; middle, fresh breezes and hazy; latter part, fresh gales and thick foggy wea^r. At 4 P.M. made y^e sign^l for all Lieut^s. At 8 veer'd to a whole cable. $\frac{1}{2}$ p^t 9 anchor'd here the Hunter sloop. From 8 to 3 A.M. saw several flashes of guns to y^e eastw^d; our boats and officers d^o employ'd. At $\frac{1}{2}$ past 11 struck yards and topmasts.

FRIDAY, 23RD.—*Winds*, SW, SW b W, SSW, SW.

The first part, fresh gales and foggy; middle, mod^e and foggy; latter, mod^t and cloudy. At 7 hove into a $\frac{1}{2}$ cable; d^o made y^e P^o of Orange, Somerset, and Northumberland's sign^l for officers. At 6 hove short. At 7 d^o got up topmasts and y^{ds}. At 9 d^o rec^d on b^d 15 quarters of fresh beef; d^o loos'd sails to dry. Vent^r kept working.

SATURDAY, 24TH.—*Winds*, SW b W, SW, Calm, W^t, NE, ESE, E b S.

First p^t, mod^t and cloudy; middle, calm and foggy, w^t rain; latter, mod^t and fair. At $\frac{1}{2}$ p^t noon furl'd sails. At 2 made y^e sign^l for an officer from y^e Scarbrough. $\frac{1}{2}$ p^t 3 made y^e sign^l for all y^e ships to send there boats for fresh beef on board a schooner; d^o sent a mate, mid^o, and 15 men on board the Juno's prize. At 10 rec^d on b^d 10 chests of arms from y^e above prize. At 4 A.M. hove short. At 7 veer'd to $\frac{1}{2}$ a cable; made y^e Nottingham's sign^l for an officer. At 8 veer'd to a cable. At 9 loos'd sails to dry. At $\frac{1}{2}$ p^t made the Terrible and Northumberland sign^l for officers. At 11 made y^e Tyloe's sign^l for y^e Cap^t; our boats d^o employ'd wth y^e officers; sent on shore the 10 chests of arms rec^d from y^e Juno's prize. At $\frac{1}{2}$ p^t 11 made the Burford's sign^l for an officer; furl'd sails; rec^d on b^d 5 quarters of beef.

SUNDAY, 25TH.—*Winds*, SE b E, S b W, Calm, NNE, NNW, NE b N.

First part, light airs; middle, calm and fair; latter, mod^t and d^o. At 3 furl'd the courses. At 7 d^o hove into $\frac{1}{2}$ a cable. At 8 d^o hove short. At 3 veerd away to $\frac{1}{2}$ cable. At 4 d^o made y^e Lancaster's and

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Nottingham's sigl for officers. At 7 d^o made the sigl for the Cap^{ts} of the Beavor and Tylo. At 9 d^o veer'd away to $\frac{1}{2}$ a cable; d^o sail'd hence the Hallifax snow. At 10 d^o veer'd away to a cable; d^o made the Northumberland's, Somerset's, and Scarbrow's sigl for boats without officers; d^o sail'd hence the Beavor. At 11 d^o anchord here the Cap^{tn}. Vent kept working.

MONDAY, 26TH.—*Winds*, NNW, NNE, N b E, NNW, N^o, NE, SSW.

First part, mod^t and fair; middle and latter, light airs and fair. At 9 hove short. At 2 veer'd away to $\frac{1}{2}$ cable. At 4 d^o made y^e Lancaster's, Captn's, Orford, P^{ce} of Orange, Nottingham's, Burford, Sumerset's, Centurion, and P^{ce} Amelia's sigl for officers. At 8 d^o punishd J^{no} Drummond with 12 lashes for drunkenness and nayglect of duty; d^o sent 5 carpenters on shore to assist in building an hospital. At 11 d^o made y^e Lancaster's, P^{ce} of Orange, Burford, Nottingham, Centurion, P^{ce} Amelia's sigl for officers. Vent kept working.

TUESDAY, 27TH.—*Winds*, SW, W, NW, N b W, N^o, Calm, SW b S.

First p^t, mod^t and cloudy; middle and latter, little winds and fair, sometimes calm. At 1 P.M. made y^e sigl for y^e officers of the Northumberland, Terrible, Kingston, Captain, and Orford. At 3 made y^e sigl^s for all y^e ships to send there boats for fresh beef on board a sloop. At 4 A.M. veer'd to a cable. At 5 made y^e Somerset's and Prince of Orange's sigl for officers. At 7 made y^e Lancaster's sigl for an officer. At 8 hove into $\frac{1}{2}$ a cable. At 9 sent on shore w^t an officer 17 chests of money; d^o made y^e Hawke sigl for an officer. At 10 made y^e Kingston and Burford's sigl for officers. P.M. Rec^d on board 12 quarters of fresh beef.

WEDNESDAY, 28TH.—*Winds*, ESE, N b E, N^o, N b E, WSW, SW, NW.

First and latter parts, mod^t and fair; y^e middle, light airs and fair weather. At 1 P.M. y^e Monkton schooner came in; d^o sail'd hence y^e Hunter sloop. At 5 A.M. sail'd hence his Majesty's ship Scarbro'; d^o a schooner @ y^e southw^d standing into y^e bay. At 9 A.M. made y^e sigl for an officer from y^e Nottingham, P^{ce} of Orange, and Centurion, and P^{ce} Amelia, and for y^e Cap^t of y^e Tyloe. Vent work^s.

The first p^t, fresh breezes and cloudy; the mid^{le} and latter, mod^t and fair. Att 4 P.M. anchor'd here the Vanguard. Att 5 A.M. sent a lieutenant, the boatswain, 4 midshipmen, and 50 hands.

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REMARKS, &c., NAMUR, JULY 1758—Continued.

THURSDAY, 29TH.—*Winds*, Wst, WNW, SW b W, Wst, Calm, NW, SSW, SW.

Fresh breezes and cloudy the first part; y^e middle, little wind and small rain; y^e latter p^t, light airs and hazy weather. At 2 P.M. veer'd away a whole cable, found y^e ship drove, let go y^e small bower and veer'd to $\frac{1}{2}$ a cable; d^o arriv'd here his Majesty's ships Dublin and Devonshire. At 4 d^o hove up y^e sm^{ll} bower and hove short on y^e best; d^o carried out y^e stream anchor and 4 hawsers on end and hove up y^e best bower, and at 8 warped to y^e westward and let go y^e best bower in 20 fathom; d^o wore to a whole cable. At 2 A.M. hove into $\frac{1}{2}$ a cable. At 8 d^o made y^e sign^l for an officer from y^e Lancaster, Terrible, and Nottingham, Juno, P^r of Orange, Burford, Captain, Somerset, Orford, Kingston, Prs^s Amelia, and Trent. At 10 made y^e sign^l for all Lieutenants. At 11 receiv'd on board a longboat of water. Vent^r working.

FRIDAY, 30TH.—*Winds*, SW, W b S, SW, SW b S, SSW.

Fresh breezes and fair; middle, little winds; latter, fresh breezes and cloudy, wth rain. At 2 P.M. y^e Gramont came in, and at $\frac{1}{2}$ p^t 2 she stood to y^e estward, as did y^e Royal William, P^r Fredrick, York, and 2 frigats. At 7 hove into $\frac{1}{2}$ a cable; d^o rec'd on b^d 230 casks of bread. Y^e longboats employ'd watering in y^e A.M. At 7 d^o made the sign^l for y^e Cap^t of y^e Captain. At 9 veer'd to a cable. At 10 made y^e sign^l for y^e officers of y^e Lancaster, Terrible, Northumberland, P^r Amelia, P^r of Orange, Dublin, Centurion, Nottingham, Somerset, Orford, Devonshire, Captain, Kingston, Burford, Juno, Hunter, Lightning. Landing the stores being quite finished, both our longboats and our small boats return'd on board.

JULY.

SATURDAY, 1ST.—*Winds*, SSW, SW, WNW, NNW, WNW, ENE^l.

First part, moderate and cloudy weather; middle part, light airs and cloudy, with rain; latter part, mod^l breezes and fair. Both the longboats employed watering the ship. At 5 sailed hence his Majesty's ship Dublin, and anchored off Louisburg. At $\frac{1}{2}$ past 6 the Captain sail'd, and follow'd her. At 6 A.M. sailed hence his Majes^{ty's} ship Devonshire to join the ships off Louisbourg. At 8 loos'd sails to drier; both the longboats employed watering the ship. At noon furell'd sails.

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SUNDAY, 2ND.—*Winds*, ENE, SE, SW, NW, N b W, NNE, NE b N.

Mod^t and cloudy ; middle, fresh breezes ; latter, mod^t and fair. At 2 P.M. arriv^d here his Maj^{ty} ships Sutherland and Hind ; d^o anchor'd off Louisbourg the Royal William, Adm^l Hardy, and the ships under his command ; both the longboats d^o employed. At 4 A.M. carried out y^e kedge anchor w^t 3 hawsers to y^e northw^d ; d^o hove up y^e best bow, found y^e anchor clear, let it go again ; veer'd to a whole cable, and moor'd w^t y^e kedge and hawser, which pt bearing E b N, the outer land on y^e south side of y^e bay S b W^t. At 7 d^o sent all y^e marines wth there Cap^l and officers on shore in our own longboat, y^e other longboat employ'd watering ; sent a petty officer and men to brew on shore.

MONDAY, 3RD.—*Winds*, E b S, SE, S^o, SSW, SW b S, SW.

First part, mod^t and fair ; middle, little wind and clear ; latter, fresh breezes and cloudy, wth rain. At 1 P.M. his Maj^{ty} ship Surprise saluted us wth 15 guns, ret^d 13. At $\frac{1}{2}$ pt she anchor'd here. 7 our boats completed watering the ship to 204 tons. At $\frac{1}{2}$ pt 6 A.M. anchor'd here y^e Scarbrough. At 10 anchor'd ye Captain. At $\frac{1}{2}$ pt anchored the Squirrel and a Spanish brigg ; one of y^e longboat employ'd carrying military stores on shore w^t an officer, y^e other L.B. employ'd watering.

TUESDAY, 4TH.—*Winds*, SW, SSW, SW, S^o.

First and middle, mod^t and cloudy ; latter, light airs and foggy. At 3 suply'd y^e Scarborough with 4000 pounds of bread ; beef, 300 pieces ; pork, 600 pieces ; pease, 31 bushells ; grotts, 8 bushells ; flour, 947 pounds ; and 424 pounds of butter. Boates employ'd landing provisions. At 1 A.M. sent the longboat for water. Vent^l kept working.

WEDNESDAY, 5TH.—*Winds*, SSW, S b E, Calm, SW^t.

Little wind and hazey in the first part ; the middle, calm and foggy ; the latter, little wind and cloudy. Att 11 A.M. made y^e sign^l for officers from y^e Nottingham, Lancaster, Centurion, Burford, Terrible, P^t Frederick, P^t Orange, P^{tes} Amelia, Capt^l Juno, and Scarborough. The ventilator working.

THURSDAY, 6TH.—*Winds*, SW, WSW, NNW, N^o, NW, W b N.

Fresh breezes and hazey ; mid^t, light airs and cloudy ; latter, mod^t and fair. At 3 made y^e Terrible and Captain sign^l for officers ; our longboats, with 2 officers, employed unloading some of

REMARKS, &c., NAMUR, JULY 1758—*Continued.*

the transports. A.M. Sent ye longboats for beer and water. At $\frac{1}{2}$ pt. 10 rec^d on board beer 13 butt^s and a longb^t of water; made ye Hind's and Scarborough's sign^l for there Captains; sail'd hence the Surprize. At $\frac{1}{2}$ p^t d^o made ye sign^l for ye officers of ye Nottingham, Captⁿ, Kingston, Centurion, and Somerset; sent on shore 100 6 p^d shott; loos'd ye courses and staysails to dry; punished Will^m Mitchell w^t a dozen lashes for drunkenness and mutiny. At 11 made ye Tyloe sign^l for her Captain. Handed ye courses and staysails and loos'd topsails to dry. Anchor'd here his Maj^{'s} ship York, and Hawk ketch.

FRIDAY, 7TH.—*Winds*, SW b W, W b S, SW^t.

The most p^t, mod^{to} and fair. Att 5 P.M. sent 12 pipes of mountain on b^d the York, and our small longb^t. Att 5 made ye sig^l for officers from ye Terrible, Lancaster, Kingston, Captain, Orford, Sutherland, York, P^r Orange, Nottingham, Sumersett, Centurion, P^s Amelia. At 10 A.M. made ye sig^l for officers from ye Nottingham, P^r Orange, Centurion, P^s Amelia, Captⁿ, and Somerset; sail'd hence the Hynde and Scarborough. The vent^r working. The Burford sent two of her lower deck guns on shore, and sent two hundred men from the ship to draw them up, fifty of which, with four petty officers and a Lieutenant, went from our ship.

SATURDAY, 8TH.—*Winds*, SSW, SE, ESE, SW, WNW^t.

The first part, little wind, fair w^t; midle, cloudy, with much rain; the latter part, fair. At 2 P.M. lower'd the main yard and secured it for getting out guns. At 5 a catamaran came alongside and got one of our lower deck guns upon it, which was towed on shore; d^o swayed the main yard up again; anchor'd here his Maj^{'s} ship Diana. At 6 A.M. secured the main yard and got another of our lower deck guns sent on shore with 300 shott and 600 wads; loos'd sails to dry. At 11 came in his Maj^{'s} ship Vanguard; punished John Wake with a dozen lashes for leaving one of the whaleboats on shore, and staying there two days.

SUNDAY, 9TH.—*Winds*, NW^t, WNW, W^t, N^o, SW^t.

The first p^t, fresh breezes and cloudy; the mid^{le} and latter, mod^t. and fair. Att 4 P.M. anchor'd here the Vanguard. Att 5 A.M. sent on shore a Lieut., the boatswain, 4 midshipmen, and 50 hands to transport the guns to ye blockhouse. Att 9 made ye sig^l for ye Cap^t of ye Tyloe and all Lieut^s; d^o loos'd the topsails to dry. Att 11 rec^d on board 13 butts of spruce beer. The vent^r working.

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MONDAY, 10TH.—*Winds*, SW, NNW, SW, South, S b E.

The first and latter parts, mod^t and fair; the middle, cloudy and rain. At 2 P.M. came in two privateers belonging to New York and saluted with 9 guns each, we returned 5. At 10 A.M. made the Terrible, Lancaster, Vanguard, Captⁿ, Orford, York, Juno, Prince of Orange, Nottingham, Burford, Somerset, Centurion, Princess Amelia, Trent, Lightning, Squirrel's sig^s for officers; received on board a long-boat load of water; punish'd John Williams, John M'Kenzie, and Rob^t Martin with a dozen of lashes each for neglect of duty, and William Dixon with 2 dozen for drunkenness and neglect of duty.

TUESDAY, 11TH.—*Winds*, SSW, S, SSE, SE.

First and middle, mod. and fair; latter, light airs and fair. At 2 P.M. sent 12 men on shore to assist in digging mines. At 8 got the spear anchor out of the hold and sent it on b^d y^e Royal William in the longboat. At 9 d^o made y^e sig^t for all Lieutenants. The vent^r kept constantly working.

WEDNESDAY, 12TH.—*Winds*, ESE^t, NE^t, ENE^t.

The first and mid^{le} p^t, mod^t and cloudy, wth rain; the latter p^t, fresh gales and foggy, wth rain. At 2 P.M. made y^e Ætna and Lightning sig^t for Capt^{ns}. At 5 made y^e sig^t for officers from y^e Bedford, Captⁿ, York, Nottingham, Burford, P^{ss} Amelia, P^r Orange, and Centurion. The ventilator working.

THURSDAY, 13TH.—*Winds*, NE, NNW, South, SW, West.

The first and middle parts, mod^t and foggy; the latter part, fair. At $\frac{1}{2}$ past 6 P.M. saw a sail in the offing standing to the westward. At 5 A.M. sent an officer with 4 petty officers and 50 men to assist in drawing of cannon. At 7 sail'd hence his Maj^y ship Vanguard. At 10 made the Centurian's sig^t for an officer; loos'd sails to dry. The ventilator kept working.

FRIDAY, 14TH.—*Winds*, SW b W, SW, SW b W, WSW, SW.

First and middle, fresh breezes and fair; middle, little wind and fair. At 2 P.M. came here a schooner with provision. At 4 d^o fourl'd sails. At 5 d^o made y^e Captain of y^e Tylow sig^t. At 4 sent the longboat for becar. At 7 came here his Maj^y ship Prince Fredrick; d^o

REMARKS, &c., NAMUR, JULY 1758—*Continued.*

made y^e Lancaster and Northumberland's sigl for officers; loos'd sails to dry; d^o came hear several vituleling vessels. Vent^r kept working. Between 9 and 11 o'clock anchored here two sloops and a small schooner with 112 oxen for the use of the fleet, as did two or three more for the use of the army; d^o anchored here a snow from Oporto and saluted with 11 guns, we returned 7. At noon sent the longboat for a turn of water after having brought on board 12 butts of beer. N.B.—At 6 P.M. his Majesty's ship Boreas anchored here from Hallifax.

SATURDAY, 15TH.—*Winds, SW b W, SW^t.*

The first and latter p^t, fresh breezes and cloudy; the mid^{le}, mod^t and fair. Att 3 P.M. made y^e sigl for y^e Captⁿ of the Tyloe; came in some small craft wth live stock. Att 5 made y^e P^t of Orange's, Trent's, and Ætna's signals for officers. Att 7 A.M. made y^e sigl for an officer from y^e Bedford, York, and Tyloe; came in 8 sail of transports—one saluted wth 11 guns, we return'd 7. Vent^r working.

SUNDAY, 16TH.—*Winds, SSW, SW, West, W b N, WNW.*

The first part, fresh gales and foggy w^t; the middle, rainy; the latter part, fair. At $\frac{1}{2}$ past 9 made the signal and struck yards and topmasts; Francis Goldsborough died suddenly. At 4 A.M. found the Rear-Admiral with his squadron had gone to sea. At 6 sail'd hence his Maj^{'s} ship Boreas, and came in a transport. At 7 the longboat return'd with the people from on shore; made a signal for the squadron to send for fresh beef. At 10 made sig^s for the Captains of the Lancaster, York, Nottingham, Captan, Centurion, and Squirrel. The ventilator working.

MONDAY, 17TH.—*Winds, WNW, SW b W, W b S, W^t.*

The first p^t, fresh gales and cloudy; mid^{le} and latt^r p^t, little wind and cloudy. Att 3 P.M. sail'd hence the Hawke. Att 4 rec^d on board 10 butts of beer. Att 8 sail'd hence the Lancaster, Nottingham, York, Centurion, Captain, and Prince Fredrick. Att 10 heaving in our hawser, found it parted near y^e anchor; sent our longb^t, weigh'd it, bent ye hawser and lett it go again. At 3 A.M. made y^e sigl for y^e Captⁿ of ye Ætna. Att — sent our longb^t on shore wth the people to transport y^e guns. Att 6 anchor'd here y^e Hawke. Att 7 made y^e sigl for ye Captain of the Amelia and Tyloe sway up topmasts and yards. Att 8 sailed hence y^e Squirrel. Att $\frac{1}{2}$ past made y^e sigl for y^e Captⁿ of the Somerset; loos'd courses and stays^s to dry. Att 10 furl'd them; came in several small craft with stock, and 2 snows and 1 ship wth artillery stored. Ventilator working.

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TUESDAY, 18TH.—*Winds*, W b N, SW b W, WSW, Calm, W^t, SW.

First p^t, mod^t, sometimes squally, wth rain; mid^t, calm and fair; latter, mod^t and fair. At 5 P.M. made y^e P^{ce} of Orange sig^l for an officer. At 7 weigh'd our kedge anchor and carried it farther to y^e n^ward. At 6 A.M. made y^e Bedford and Burford sign^l for officers; dry'd y^e topsails. At 11 made y^e Tyloe's sig^l for y^e Cap^t. At noon made y^e Kingston, Sutherland and P^{ce} of Orange sig^l for officers; saw 5 of his Maj^{'s} ships standing in for the bay; serv'd fresh beef to y^e ship company.

WEDNESDAY, 19TH.—*Winds*, SW, West, Calm, East.

The first and midle parts, mod^{te} and fair; the latter part, hazy, with rain. At 2 P.M. anc^d here his Maj^{'s} ships Lancaster, Captain, Centurion, York, and Nottingham. At 6 A.M. made the Nottingham, Burford, and Centurion sign^{ls} for officers; received on board 11 quarters of fresh beef; punish'd Caleb Potts, Jⁿ Watmore, and Jos^h Gordon with a dozen of lashes each for drunkenness; rec^d on board a longboat load of beer and water. At 11 A.M. came in and anchord here his Maj^{'s} ship Nightingale and a Spanish ship. The ventilator kept working.

THURSDAY, 20TH.—*Winds*, E^t, NE b E, N^o, NNW, NW.

First part, fresh breezes and hazy; middle, fresh gales and squally, with rain; latter, mod^{te} and hazy. At 2 ret^d y^e long^{ht} with water. At 7 d^o struck yd^s and topm^{ts}. At 8 made y^e sig^l for officers of the Lancaster, York, Bedford, P^{ss} Amelia, Centurion, Captain, Nottingham, P^t of Orange, and Burford. At 9 d^o made y^e Cap^{ts} of y^e Trent and Nightingale sig^l; vent^{ls} working; rec^d 12 quarters of fresh beef.

FRIDAY, 21ST.—*Winds*, NW, WNW, N b W, NE, E.

First p^t, fresh gales and fair; middle and latter, mod^t and fair. At 4 P.M. sent on shore a Lieutenant, 5 midshipmen, and 60 men to assist in forming the batterys. At 4 A.M. sent y^e longboat for the people. At 7 d^o got up topmasts and yd^s. At 8 d^o loos'd sails to dry. At 9 made y^e sig^l for all Lieut^s. At 11 d^o fourl'd sails. Ventilator kept working.

LOUISBURG

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REMARKS, &c., NAMUR, JULY 1758—*Continued.*SATURDAY, 22ND.—*Winds*, NW, W b N, East, ENE, E b N.

The first part, fresh gales and fair w^r; the middle and latter parts, mod^t. At 2 P.M. saw a great explosion of gunpowder on board one of the ships in Lewisburg Harbour; sent a Lieu^t, 5 midshipmen, and 60 men on shore to assist in forming y^e batterys. At 5 A.M. they ret^d. At 7 A.M. made the sig^l for the ships to send for beef. At 11 made the sign^l for all Lieutenants; received on board 13 quarters of fresh beef.

SUNDAY, 23RD.—*Winds*, E b S, E b N, NE b E, NE, E b S.

The 1st part, fresh breezes and fair w.; middle and latter, mod^t and fair w^r, wth a large swell from y^e e^wd. P.M. At 4 sent a Lieu^t, 6 mid^s, and 60 men to assist in erecting batterys; opn'd a cask of contract pork rec^d at Hallifax, cont^s 150 pieces, short one. At 8 anchor'd here his Maj^{ty}'s sloop Gramont, and brought in with her a Spanish sloop. A.M. At 2 sent on shore in the longboat 32 pounders, 400 and 1000 cartridges 32^{lb}, and 800 cartridges 24. At 5 made y^e Orford, Sommerset sign^{ls} for an officer. At 10 made y^e sig^l for y^e Cap^t of the Tylo, and for all Lieu^{ts}; d^o rec^d on b^d from the Lancaster 150 shott, 32 and 250 cartridges of d^o, and from the P^{ss} Amelia 100 shott d^o. At 11 sail'd from hence the Gramont; made y^e sign^l for an officer from y^e Sutherland; punish'd James Johnson and one of the people belonging to the Lightning for disobeying of orders and bringing liquor into the ship. Vent^{rs} kept working.

MONDAY, 24TH.—*Winds*, E b S, ESE, E^t, ESE.

First p^t, mod^t and fair; and latter, little wind and cloudy. At 4 P.M. a Lieu^t, 5 mid^s, and men went on shore to assist in forming batterys. At 4 A.M. sent y^e boats for y^e people. At 6 they return'd; sent y^e longboat for beer; punish'd And^w Bently, Adam Mildram, Rich^d Suthern, and J^m Smart with a dozen lashes for bringing liquor into y^e ship contrary to orders, and Ambrose Jay for mutiny; made y^e Cap^t of y^e Etna's sign^l; made y^e sign^l for y^e agent of y^e transports. At 10 made y^e sign^l for y^e Cap^t of y^e Nightingale.

TUESDAY, 25TH.—*Winds*, ESE^t.

Most part, mod^t and hazy w^r. P.M. At 3 rec^d aboard 10 butts of beer. At 4 sent a Lieu^t, 5 mid^s, and 60 men to assist in erecting a battery; d^o sent a mid^o and 28 men to assist the miners. A.M. $\frac{1}{2}$ p^t 2 sent the longboat for the people that was erecting the battery. At

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REMARKS, &c., NAMUR, JULY 1758—*Continued.*

6 she ret^d. At 10 made the sign^l for all Lieut^s, and at noon sent the barge and 12 oar'd cutter wth the 1st and 2nd Lieut^s, a mate, 3 mid^s, and the boats' crews arm'd on b^d; Rear-Adm^l Hardy and all the rest of the ships here sent their boats mann'd and arm'd there likewise. Ventilator working.

WEDNESDAY, 26TH.—*Winds, S b E, WNW, SW, SW b S.*

First p^r, little wind and cloudy; mid^e and latter, little winds and hazy, sometimes small rain. P.M. Y^e longboat employ'd watering. A.M. Our first Lieut^s return'd and inform'd of our taking the La Bein Fais'eint 64 gun ship and the La Prudente 74 gun ship, which we burnt, she being on shore. At 7 d^o made y^e sign^l for y^e officers of the Bedford, Kingston, Captain, York, P^r of Orange, and Nottingham. At 8 loos'd y^e courses and staysails to dry; punish'd J^{no} Morgan, Philip Mercer, J^{no} Hans Bradly, Dom Hays, and W^m Ellis wth a dozen lashes each for drunkenness and neglect of duty. At 11 hand'd courses and staysail; rec^d on board 112 bags of biskett from y^e Good Intent and Yarmouth transports.

THURSDAY, 27TH.—*Winds, SW, SSW.*

The first part, little wind and hazy; the middle, foggy; the latter part, mod^l and hazy. P.M. Our two boats as well as most of the other ships' boats return'd from the harbour, the firing being ceased on both sides, and a proposal from the town to the General. The Admiral came on board at 12 o'clock, and we then found that the town had surrendered, and that all those that carried arms during the siege were to be prisoners of war, and all other inhabitants of the town to be sent to France; received on board 184 baggs of bread, 5 furkins of butter, and 263 pounds of cheese. At $\frac{1}{2}$ past 5 A.M. made a sign^l for all Lieutenants; received on board 10 butts of beer by the longboat, and sent her for a turn of water.

FRIDAY, 28TH.—*Winds, SW, SW b W, WSW, W b S, WSW.*

Fresh gales and foggy. At 3 P.M. ret^d on b^d the miners. At 5 d^o made the York's and Somerset's sign^l for officers. At 10 d^o ret^d on board the mariens. At 5 A.M. sent the longboat for beer. At 10 d^o rec^d on b^d 10 butts of beer and 15 q^{rs} of beef. At 11 d^o sent the longboat on b^d y^e Juno to way her anchor; d^o sent the 12 oar'd cutter with a Lieuten^t and water to sound the entrance of the harbour. Ventilator working.

REMARKS, &c., NAMUR, JULY 1758—Continued.

SATURDAY, 29TH.—*Winds*, SW, Calm, WSW, SW.

The most part, modⁱ, with foggy weather. A 1 P.M. made a sigⁱ for the boats of the fleet to send for beef. A.M. Loos'd sails to dry; punish'd Niel M^cKenzy with a dozen lashes for drunkenness and neglect of duty. At 10 made the sigⁱ for all Lieut^r; received on board 3 quarters of fresh beef. At noon sent the longboat to weigh the stream anchor; d^o hove into one third of the best bower.

SUNDAY, 30TH.—*Winds*, WSW, WNW, NW.

First part, little wind and variable. At 3 P.M. got up topgall^t yd^s. At $\frac{1}{2}$ past made the sigⁱ and weigh'd, as did the fleet; when wee hove up our anchor found one of the flukes broke off; d^o cutt the cable in the clynch and bent it to the spare anch^r; d^o bent an eight inch hawser too the small bower anch^r by way of a bouy rope. At $\frac{1}{2}$ past 5 made the sigⁱ to anch^r, and at 6 anch'd off Louisbourg Harbour with the small bower in 28 f^m water, the point on the SW side of Gabarouse Bay bearing WSW Scatrey East, the lighthouse going into the harbour N b W, and y^e breakers on the SE^t part of the island battery NW $\frac{1}{2}$ W dist half a mile; Rear-Adm^l Hardy in the Royal William and some other ships gott in some time before we anchor'd. Middle part, little wind and fair; latter part, fresh breezes and clear. Several vessells with stock, &c., arrived and turned into y^e harbour. Vent^r keep'd working.

MONDAY, 31ST.—*Winds*, NW, WNW, WSW.

First part, fresh gales and clear wea^r; middle part, little wind and hazey; latter part, a moderate breeze, sometimes foggy and sometimes clear wea^r. In the night sail'd hence his Maj^{'s} ship Shannon for England and Nightingale for Halifax. Between 4 and 5 A.M. carried out an anchor and 3 hawsers in order to warp y^e ship towards y^e harbour, but the wea^r came on foggy. Between 8 and 9 the wea^r cleared up and we weigh'd our small bower anchor and warp'd towards y^e harbour, then y^e wind came more to y^e s^ward and we sett the topsails and staysails and saild into Louisbourg Harbour, and at $\frac{1}{2}$ past we anchor'd there off the Grand Battery in 10 f^m water; d^o carried out a small anch^r and four hausers in order to warp y^e ship towards y^e town; d^o the town saluted us with 19 guns, we ret^d 19. At 11 o'clock weigh'd; our bower anchour began to warp ahead, but after we hove in our hause found y^e ship drive and we let go the small bower again; d^o came in here the Northumberland, Bedford, and York; y^e Northumberland run aground, and the other two run

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REMARKS, &c., NAMUR, JULY 1758—*Continued.*

foull of one another ; found riding in y^e harbour Rear-Adm^l Hardy in y^e Royal William, with y^e Dublin, Devonshire, Prince Frederick, and the French ship Bienficant, with the Scarborough, Trent, Kennington, Juno, Diana, Hunter, and Hawke ; fiard a shott at the Burford on his attempting to come in y^e harbour beefore the enterance was clear, and he anch^d without. Vent^r kept working.

H.M.S. PRINCESS AMELIA, ADMIRALTY 775

W. HAMMOND, *Master*

REMARKS, &c., PRINCESS AMELIA, JUNE 1758.

THURSDAY, 8TH.—*Winds, WSW.*

1 P.M.—Fresh gales and fair w^r.

3 P.M.—Arrived two transports.

6 P.M.—Arrived the Hunter, a ketch, and a transport.

9 P.M.—Joⁿ Augustine departed this life.

12 P.M.—Leiu^t W^m Hall went wth all our boats to assiste in landing the troops.

4–12 A.M.—At sunrise the Sutherland and frigates began to fire in order to clear the shore, and the boats with the troops advanced towards the shore. As soon as they came within pistol of the shore (in Cormorant Bay) the enemy began to fire great guns and small arms extreamly hot, which obliged the boats to retreat a little farther to the e^ward, where they began to land and clime up the rocks, notwithstanding there was so large a surf as to drown many of them. Soon as the enemy saw them climeing up in that manner they deserted their works. Wee had wounded and kild as follows : First Leiu^t, six men in the barge ; in the longboat, Joⁿ Mash Patroun, a Capt of Grenaders, a Leiu^t, and a Serjent kild, one man wounded ; in the other boats, 4 wounded ; one cutter entirely lost.

FRIDAY, 9TH.—*Winds, SW b W.*

2 P.M.—Fresh gales and foggy w^r.

3 P.M.—Anchord here the Royal William, Terrible, and Juno frigate, and a transport that was missing.

5 P.M.—Our boats employ'd landing the troops, &c.

REMARKS, &c., PRINCESS AMELIA, JUNE 1758—*Continued.*

7 P.M.—The barge, pinnace, and one of the cutters returned the wounded men on board an hospital ship.

6 A.M.—The sig^l was made for all Leiu^s.

8 A.M.—A thick fog. An officer went wth our boats to assist in landing troops, &c.

12 A.M.—Open'd three cask of beef, contents ea. 60 p^s, and each short 3 peices.

SATURDAY, 10TH.—*Winds*, S^o, S b W, SW.

1 P.M.—Calm, a very thick fog.

4 P.M.—D^o w^r.

6 P.M.—D^o w^r, and little wind.

7 P.M.—Our boats return'd.

10 P.M.—A fresh gale, wth rain.

12 P.M.—Squally, wth rain.

1 A.M.—S^t Charles Hardy hoisted the white flag at the mizon topmasthead on board the Royal William.

5 A.M.—Our boats went with an officer to assist in landing provision, &c.

7 A.M.—The Adm^l made the sig^l for all Leiu^s.

9 A.M.—Arrived his Maj^{'s} ships Pembroke, Boras, and Hunter sloop, wth three transports and several vidualers.

12 A.M.—A large sea so as to prevent landing anything; fresh gales and hazey w^r; lowerd the yards and topmast.

SUNDAY, 11TH.—*Winds*, SW, WSW.

1 P.M.—Fresh gales and hazey w^r. $\frac{1}{2}$ past the Adm^l made the sig^l for the Royal William to chace to y^e SE; she slipt and came to sail.

3 P.M.—The sig^l made for all Lieu^s.

5 P.M.—Our sig^l made for an officer. His Maj^{'s} ship Scarborough arrived here.

7 P.M.—Mod^t gales.

12 P.M.—Little wind.

4 A.M.—D^o.

5 A.M.—Sent an officer wth our boats to assist landing provision, amunition, &c.

7 A.M.—Sail'd the remainder of S^t Charles Hardy's squadron.

8 A.M.—Got up topmast and yards.

9 A.M.—Arrives his Maj^{'s} ships Orford and Difiance.

10 A.M.—Dried sails.

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REMARKS, &c., PRINCESS AMELIA, JUNE 1758—*Continued.*

11 A.M.—S^c Charles Hardy wth his squadron anch^d in a line of battle before Louisbourg.

12 A.M.—Fresh gales. Wee made the sig^{ll} for Lieu. of our division. Opend two cask of pork, N^o 9 and 10, content 150, ea short 6 peices.

MONDAY, 12TH.—*Winds*, SW, SE b S.

1 P.M.—Fresh gales and hazey w^r.

6 P.M.—Little wind.

8 P.M.—Calm.

12 P.M.—Calm.

2 A.M.—Hove the cable in.

4 A.M.—Sent the longboat and cutter to warp the Trent off.

8 A.M.—Calm, and a thick fog.

12 A.M.—D^o w^r.

TUESDAY, 13TH.—*Winds*, SE, S^o, WNW, WSW.

1 P.M.—Light airs and foggy w^r.

3 P.M.—The fog cleared away.

4 P.M.—The Northumberland anchord in the offen.

5 P.M.—The York sail'd hence.

7 P.M.—Little wind and cloudy.

8 P.M.—The longboat and cutter return'd.

10 P.M.—Hove in to $\frac{1}{2}$ a cable.

12 P.M.—D^o w^r.

4 A.M.—D^o w^r.

6 A.M.—The longboat and cutter with an officer went to assist in landing amunition, &c.

8 A.M.—Los'd sails to dry.

12 A.M.—Little wind and rainey w^r.

WEDNESDAY, 14TH.—*Winds*, SW b S, WSW, SW, E.

The first part of these 24 hours, fresh gales, wth rain; the middle, modⁱ; the latter, fair w^r. P.M. Lowered y^e yards and topmast. A.M. Got up yards and topmast and dryed the sails; S^c Charles Hardy and his squadron gone from before Louisbourg.

THURSDAY, 15TH.—*Winds*, S b E, SSW.

These 24 hours, light airs and hazey w^r. At 5 A.M. our boats went with an officer to assist in landing provision, amunition, &c.; S^c Charles Hardy return'd and anchord of Louisbourg Harbour.

LOUISBURG

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REMARKS, &c., PRINCESS AMELIA, JUNE 1758—*Continued.*

FRIDAY, 16TH.—*Winds*, SW, SE, SW.

The first and middle parts of these 24 hours, little wind; the latter, fresh gales. P.M. Sent ashore a foresail, two lower studding sails, and a topg^t sail, with booms, ropes, and blocks, to raise a tent for the sick. A.M. Departed this life Rich^d Smith, soldier.

SATURDAY, 17TH.—*Winds*, SW b W.

The first part, fresh gales; the middle, calm; the latter, little wind. P.M. Rec^d on board fresh beef for the sick. A.M. Our boats went wth an officer to attend landing stores, amunition, &c.

JULY.

SATURDAY, 8TH.—*Winds*, WNW.

These 24 hours, mod^t gales. P.M. The Adm^l made a sig^l for several ships to send 40 men ea^b ashore wth officers to draw canon to the batterys. A.M. Arrived his Majesty's ship Vanguard from Halifax.

WEDNESDAY, 12TH.—*Winds*, SE, ESE, E b N.

The first and middle parts of these 24 hours, little wind and cloudy w^c; the latter, fresh gales and thick rainy weather. At 5 A.M. sent 36 men wth an officer to assist in getting ashore guns and to the batterys.

FRIDAY, 14TH.—*Winds*, SW, WSW, SW b W.

The first and latter part of these 24 hours, fresh gales and cloudy w^c; the middle, little wind. A.M. Sent 40 men wth an officer ashore to get guns to the batterys.

SUNDAY, 16TH.—*Winds*, SW b S, SSW, W^t, W b N.

These 24 hours, fresh gales and squally weather. At 10 P.M. the sig^l was made to stricke the yards and topmast; wee repeated the sig^l and lower'd d^o. A.M. S^r Charles Hardy with his squadron gone from before Louisbourg; wee rec^d on board 8 butts and one barrel of spruce beer; sent ashore an officer with 40 men to assist in getting guns to the batterys; rec^d on board 1465 lb. of fresh beef.

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REMARKS, &c., PRINCESS AMELIA, JULY 1758—*Continued.*

FRIDAY, 21ST.—*Winds*, WNW, NE.

The first part of these 24, fresh gales; the middle and latter, little wind. At 4 P.M. we sent an officer and 45 sailors ashore to assist in raising batteries, &c. A.M. Got up the topmast and yards; the people return'd from the shore.

SATURDAY, 22ND.—*Winds*, E b S, ESE, ENE.

These 24 hours, mod^{le} gales and cloudy w^r. At 3 P.M. one of the French ships in Louisbourg Harbour blew up and set two more on fire which was intirely burnt; suppos'd to be done by a shell from General Wolf; sent an officer with men as above. At 4 A.M. General Amherst open'd his batteries on the right; our people returned from the shore; rec^d on board 1004 lb. of fresh beef. At 8 the town was set on fire.

MUNDAY, 24TH.—*Winds*, E^t.

These 24 hours, mod^t gales and fair w^r. At 4 P.M. sent an officer with 50 men on shore to assist building batteries. At $\frac{1}{2}$ past 11 the town was set on fire by shells which burnt to 8 A.M.

WEDNESDAY, 26TH.—*Winds*, ESE, SW.

These 24 hours, mod^{le} gales and fogy w^r. At 3 P.M. sent the barge and pinnace, wth an officer in each boat, mand and armed, on board the Royal William, being the ship appointed for rend'vous. At 11 the boats went into Louisbourg Harbour, burnt the Prudent, and took the Bien Faissant; found the hawser the ship was moor'd wth cut to pieces wth y^e rocks, wee weig'd the anchor and new moor'd. At 11 A.M. the firing ceased ashore.

THURSDAY, 27TH.—*Winds*, SW b W.

The first part of these 24 hours, little wind; the middle and latter, fresh gales. P.M. The garrison of Louisbourg capitulated.

H.M.S. ROYAL WILLIAM, ADMIRALTY 1103

JAMES SHEPPARD, *Master*REMARKABLE OBSERVATIONS, &c., ON BOARD HIS MAJESTY'S SHIP
ROYAL WILLIAM, JUNE 1758.

FRYDAY, 9TH.—*Winds*, W b S, SW, SSW ; *Bearings and distance of the land att noon*, when anch^d the outter rock of Gabruss Pt S b W, the island up y^e bay W $\frac{1}{2}$ N^o.

Fresh gales and hazey weather y^e first part ; y^e middle and latter, little wind and foggy, with rain. Att 1 P.M. anch^d in Gabruss Bay in 25 fath^m water. Att 9 Sir Cha^s Hardy hoisted his white flagg att our miz^z t. masthead. Att 5 A.M. Adm^l Boscowen made y^e sig^l for all Lieut^s. At 8 gott out y^e longb^t ; sent a Lieut^t with a cutter and longb^t to assiste in landing y^e soldiers' baggage. At 9 hove in to $\frac{1}{2}$ of y^e cable, being little wind.

SATT^{dy}, 10TH.—*Winds*, SSW, S b E, SW ; *Bearings and distance of the land att noon*, when anch^d the outter rock of Gabruss Pt S b W, the island up y^e bay W $\frac{1}{2}$ N^o.

The most part, little wind, with some rain ; y^e latter, fresh gales and hazey weather. At 2 P.M. came in and anch^d y^e Terrible, Orford, and Somerset ; gott y^e spare anch^s out of y^e hold and over y^e side. Att 8 y^e cutter and longb^t ret^d ; veer^d to a cable. At 5 A.M. y^e Orford and Somerset sal^d, y^e sal^t ret^d by Sir Cha^s Hardy ; sent an officer wth y^e cutter and longb^t to assiste in landing y^e baggage. Att 8 Adm^l Boscowen made y^e sig^l for all Lieut^s. At 11 y^e Boreus came in, sal^d, y^e sal^t ret^d.

SUNDAY, 11TH.—*Winds*, SW and WSW ; *Bearings and distance of the land att noon*, when anch^d Louisborg Lighthouse N $\frac{1}{2}$ W, dis^e 4 miles, y^e wth most land in sight wth the est most E b N.

The first part, fresh gales and hazey weather ; y^e middle and latter, mod^{ic} and cloudy. $\frac{1}{2}$ past 1 P.M. Adm^l Boscowan made our sig^l to chase to y^e SE. Att 2 cutt y^e best bow^e cable att y^e bitts and made sail to sea. $\frac{1}{2}$ past made y^e Prince Fred^l's sig^l to chase to y^e SE. Att 3 TK^t ship and stood off and on Gabruss Bay. Att 8 P.M. gott our longb^t and cutter aboard ; hoisted them in and made sail to sea, y^e Prince Fred^l in comp^{ny} ; Gabruss Pt SW b S, dis^e 3 miles ; TK^t ship

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REMARKABLE OBSERVATIONS, &c., ROYAL WILLIAM,

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sev^l times, in 2^d rf. of y^e t.s^l. Att 3 A.M. gott up t.g. y^e. Att 5 wore ship and lay too; joyn'd us out of Gabruss Bay ye Bedford and Capⁿ. Att 9 made sail, out rfs. of y^e t.s^l; d^e made y^e sig^l to anch^r. Att 10 in 2^d rf. of y^e t.s^l. $\frac{1}{2}$ past anch^d with y^e sm^l bower anch^r in 40 fath^m water, white sand and mudd, as did y^e other ships. $\frac{1}{2}$ past 11 y^e Pembroke joyn'd us and anch^d; the Shannon and Gramont joyn'd us. Att noon they stood to sea.

MONDAY, 12TH.—*Winds*, WSW, SSE and Calm; *Bearings and distance of the land att noon*, when anch^d Louisborg Lighthouse N $\frac{1}{2}$ W, dis^e 4 miles, y^e w^lmost land in sight w^l the e^lmost E b N.

Mod^{te} and hazey weather y^e most part; y^e latter, little wind and foggy. Att 1 P.M. made y^e Bedford's, Princ^e Fred^s, and Capⁿ's sig^ls for Lieut^s. Att 5 y^e Juno came out of Gabruss Bay. Att 7 y^e Northumberland past thro y^e fleet. Att 4 A.M. d^d Edw^d Frith, soldier. Att 10 have short on y^e sm^l bow^r.

TUESDAY, 13TH.—*Winds*, S b W, NW, W^l, SW, SSW; *Bearings and distance of the land att noon*, when anch^d Louisborg Lighthouse N $\frac{1}{2}$ W, dis^e 4 miles, y^e w^lmost land in sight w^l the e^lmost E b N.

The first part, foggy; y^e middle, mod^{te} and cloudy; y^e latter, fresh gales. Att 1 P.M. veer'd to a cable. Att 2 y^e N^oumberl^d made y^e sig^l of distress. Att 3 made y^e Prince Fred^s and Capⁿ's sig^ls for all Lieut^s. Att 5 A.M. dd. Rob^t Morten, seamⁿ. $\frac{1}{2}$ past made y^e Scarbrough's, Shannon's, and Gramont's sig^ls to come within hail; sent y^e barge and cutter with an officer in each boat to assiste in landing the stores for Col^l Wolf. Att 9 made y^e Bedford's, Prince Fred^s, Capⁿ's, and Pembroke's sig^ls for there Capⁿ. $\frac{1}{2}$ past y^e Scarbrough made y^e sig^l of 6 sail in y^e SE; answ^d y^e sig^l, and made y^e Juno's sig^l to chace to y^e SE. Att 10 made y^e Capⁿ's sig^l to come into y^e fleet, she being under sail in order to new birth. Att noon gott down t.g. y^e; a great sea from y^e SW^lwd.

WEDNESDAY, 14TH.—*Winds*, SSW, W^l, Var^{ble}, ENE; *Course*, S^e 51 E^l; *Distance*, 33; *Latitude*, 45^o 45' N^o; *Longitude*, p^r ob. 00^o 36' E; *Bearings and distance of the land att noon*, Louisborg Lighthouse N 51 W^l, dis^e 11 leg^s.

The most part, hard gales and hazey, with rain; y^e latter, mod^{te} and fair. Att 2 P.M. made y^e sig^l to cut or slip; d^e cutt y^e sm^l bower

REMARKABLE OBSERVATIONS, &c., ROYAL WILLIAM,

JUNE 1758—*Continued.*

cable at y^e bitts and made sail to sea ; close rft y^e m.t. s^{ll} and sett it ; cutt y^e York's long^b a drift ; struck y^e t.g. mst. At 8 h^{dd} y^e m.t. s^{ll}. $\frac{1}{2}$ past 1 A.M. sett y^e m.t. s^{ll}. Att 4, 3 sail in sight ; sett y^e f.t. s^{ll}. At 5 gott up t.g. mst ; out 2 rffs of y^e t. s^{ll} ; made ye York's sig^l for a boat without an officer. At 8 out all rffs, up t.g. yds ; sett s^{ml} sails ; made y^e Bedford's sig^l for her boats. $\frac{1}{2}$ past 11 made y^e Shannon's sig^l to go ahead ; s^{ld} sev^l times 85 fath^m and 90 fath^m water.

THURSDAY, 15TH.—*Winds*, ESE, S^e, SSW ; *Bearings and distance of the land att noon*, Louisborg Lighthouse NW b N, dis^e 5 miles, Scatary Rock NE b E.

Little wind and fair weather. At 2 P.M. saw ye land NW. Att 8 in 1st rff of y^e t. s^{ll} ; Gabruss Point WNW 3 leg^s. Att 4 A.M. foggy. $\frac{1}{2}$ past fired y^e gun. Att 5 clear'd up ; 8 sail in sight. Att 7 made y^e sig^l to speak y^e Shannon. Att 8 Gabruss Point W b S, the lighthouse NW b N, dis^e 2 miles ; made y^e Gramont's sig^l for an off^r. Att 9 made y^e sig^l for y^e Cap^{tn} of y^e Bedford. $\frac{1}{2}$ past 10 our two off^s and boats ret^d. $\frac{1}{2}$ past 11 made y^e Cap^{tn}'s and Pembroke's sig^l for y^e Cap^{tn}, and y^e York's and Princ^e Fred^l's for Lieut^{ts} ; sent y^e long^b with an off^r to assiste in landing stores.

FRIDAY, 16TH.—*Winds*, SSW, Var^{ble} to E^t and to WSW ; *Bearings and distance of the Land att noon*, when anch^d the Lighthouse N $\frac{1}{2}$ W 4 mile, Scatary Rock NE b E $\frac{1}{2}$ E.

The most parts, little wind and fair weather ; y^e latter, mod^{er}. $\frac{1}{2}$ past 4 made y^e sig^l and anch^d with y^e spare anch^r in 38 fath^m near our sm^l bow^s buoy. Att 7 A.M. y^e Gramont anch^d near our sm^l bow^s buoy in order to creep for our cable. Att 9 made y^e Pr^{nc} Fred^l's and Pembroke's sig^l for Lieut^{ts} ; y^e boats employ'd about y^e cable.

TUESDAY, 20TH.—*Winds*, SW, S^e, S b E, SSW ; *Bearings and distance of ye land att noon*, when anch^d the Lighthouse N $\frac{1}{2}$ W 4 mile, Scatary Rock NE b E $\frac{1}{2}$ E.

The most parts, mod^{er} and hazey ; ye middle, fresh gales and cloudy. Att 2 P.M. gott in y^e end of y^e cable from y^e Sutherland. Att 4 hove up y^e anch^r. $\frac{1}{2}$ past 9 Gen^l Wolf began to fire at y^e enemy. Att 9 A.M. made y^e sig^l to call in all cruziers. Att 11 y^e French man of warr in Louisborg Harb^r warpt close to y^e town.

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REMARKABLE OBSERVATIONS, &c., ROYAL WILLIAM,

JUNE 1758—*Continued.*

WEDS^{DAY}, 21ST.—*Winds*, SSW, S b E, SW; *Bearings and distance of ye land att noon*, when anch^d the Lighthouse N $\frac{1}{2}$ W 4 mile, Scatary Rock NE b E $\frac{1}{2}$ E.

Little wind and cloudy weather, with some rain. At 1 P.M. Gen^l Wolf began to bombard y^e island battery. Att 4 rec^d 20 pipes of Medera wine from y^e Essex transport for y^e ship's use. Att 4 A.M. made y^e Pembroke's sig^l for a boat without an off^r. At 9 made y^e York and Pembroke's sig^l for Lieut^{ts}; sent 8 tun of water aboard y^e Capⁿ.

WEDS^{DAY}, 28TH.—*Winds*, Var^{ble} to NE, and d^o SW; *Bearings and distance of ye land att noon*, Louisborg Lighthouse N $\frac{1}{2}$ W, dist^r 4 mile.

The most part, mod^{te} and fair; ye middle, fresh gales and cloudy. Att 2 P.M. sent a shore by y^e Gramont 2 of our lower deck guns, 600 shott and materials to Gen^l Wolf; a continual firing ashore; made y^e sig^l for all Lieut^{ts}; rec^d fresh beef by y^e Morton schooner. Att 10 A.M. saw a large ship in y^e ofing.

JULY.

THURSDAY, 20TH.—*Winds*, ENE, E b S, N^e, NW b N; *Bearings and distance of ye land att noon*, when anch^d Louisborg NW b W, the Lighthouse N b W, dist^r 4 miles.

The most part, mod^{te} and fair; the middle, fresh gales, with rain. At 1 P.M. veer^d to a cable. $\frac{1}{2}$ struck t.g. msts. Att 8 A.M. gott up y^e t.g. msts; rec^d fresh beef for y^e fleet; made y^e sig^l; punished Jn^s Grey with runing y^e gauntlett for theft; made y^e sig^l for all Lieut^{ts}; d^o fire^s ashore.

SATT^{DAY}, 22ND.—*Winds*, Var^{ble} to y^e e^wd; *Bearings and distance of ye land att noon*, att anch^r Louisborg NW b W, the Lighthouse N b W, dist^r 4 miles.

Mod^{te} gales and fair weather. Att 3 P.M. saw 3 of y^e French ships in y^e harb^r on fire. At 4 made y^e Vanguard and Dublin's sig^l for boats without officers. At 6 rec^d out of y^e sloop 38 tun of water. Att 8 sent away 40 butts, 64 pun^l, 4 hh^l for water as before. At 6 A.M. Gen^l Amhurst open a battery against the French. Att 8 veer^d to a

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REMARKABLE OBSERVATIONS, &c., ROYAL WILLIAM,

JULY 1758—Continued.

cable $\frac{1}{2}$; saw y^e citadale of Louisbourg afire. Att 10 made y^e Gramont's sig^l to chace a sloop in y^e NE; reev'd a new viol^l, y^e other being worn and broke.

SUNDAY, 23RD.—*Winds*, E, ENE, E b N; *Bearings and distance of ye land att noon*, att anch^r Louisbourg NW b W, the Lighthouse N b W, dis^e 4 miles.

Mod^{te} and fair weather. Att 7 P.M. y^e Gramont br^t in her chace a Spanish sloop; ordered them into Gabruse Bay. Att 3 A.M. y^e Morton schooner came aboard with fresh beef for y^e fleet. Att 3 made y^e sig^l. Att $\frac{1}{2}$ past 8 made y^e Hunter's sig^l for a boat. Att 9 made y^e Shannon's sig^l to chace a sail in y^e NE.

MUNDAY, 24TH.—*Winds*, E b N, ESE; *Bearings and distance of the land att noon*, att anch^r Louisbourg NW b W, the Lighthouse N b W, dis^e 4 miles.

Little wind and hazy weather. At midnight y^e Shannon ret^d to y^e fleet. Att 4 A.M. saw y^e barracks afire. At 10 made y^e Vanguard's sig^l for Lieut^l; a continual firing ashore; a swell from y^e SE^{wd}.

TUESDAY, 25TH.—*Winds*, ESE, SE b E, E b S; *Bearings and distance of the land att noon*, att anch^r Louisbourg NW b W, the Lighthouse N b W, dist^e 4 miles.

D^o weather ye most part; y^e latter, some rain. Att 2 P.M. made y^e Gramont came out of Gabruse Bay and stood off to sea p^r order; Gen^l Amhurst open'd another battery against y^e town. At 6 made y^e Dublin's sig^l for a Lieut^l; d^o firing ashore.

WEDS^{DAY}, 26TH.—*Winds*, E b S, S, SSW, WSW; *Bearings and distance of the land att noon*, att anch^r Louisbourg NW b W, the Lighthouse N b W, dis^e 4 miles.

Little wind and hazy weather. At 2 P.M. two boats from each ship in Gabruse Bay came aboard man'd and arm'd with an officer in each boat. Att 8 sent 2 boats man'd and arm'd with a Lieut^l in each boat away with y^e rest of the boats. Att 10 a great firing a shore. $\frac{1}{2}$ past 4 A.M. saw a fire in y^e harb^r; the boats had set y^e Prudente afire and towed y^e Bienfaisant into y^e NE harb^r. Att 9 made y^e Shannon's sig^l for y^e Capt^l. At 10 they left off firing. Att noon gott 10 tun of water out of y^e sloop and y^e sm^l anch^r and hawser.

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REMARKABLE OBSERVATIONS, &c., ROYAL WILLIAM,

JULY 1758—*Continued.*

THURSDAY, 27TH.—*Winds*, WSW and SW ; *Bearings and distance of the land att noon*, att anch^r Louisborg NW b W, the Lighthouse N b W, dis^c 4 miles.

Little wind and foggy weather ye most part. Att $\frac{1}{2}$ past 2 P.M. y^e Prince Fred^k y^e sig^l of 3 sail in y^e SE. At 6 our 2 Lieut^s with y^e boats. Att 10 y^e town surrender'd. At 4 A.M. saw 2 sail in y^e SE. Att 11 hove into y^e service at y^e cable.

SUNDAY, 30TH.—*Winds*, ENE, Var^{ble} to NW, W^t ; *Bearings and distance of the land att noon*, when moor'd y^e Lighthouse E^t, y^e island battery SE b E $\frac{1}{2}$ E, and half-moon battery SSE.

Mod^{te} and fair weather. $\frac{1}{2}$ past 2 P.M. anchor'd in Louisborg Harb^r in 7 fath^m $\frac{1}{2}$ water with y^e sheet anch^r for sm^{ll} br. At 6 Adm^l Boscowen and some of y^e ships came out of Gabruse Bay and anch^d off y^e harb^r. Att 8 moor'd ship a cable each way. Att 7 A.M. loosed sails to dry. Att noon made y^e Dublin's and Prince Fred^k's sig^l for Leui^s ; shifted y^e cables, furl'd sails.

MUNDAY, 31ST.—*Winds*, W^t and SW b W ; *Bearings and distance of the land att noon*, when moor'd y^e Lighthouse E^t, y^e island battery SE b E $\frac{1}{2}$ E, and half-moon battery SSE.

Little wind and fair weather. P.M. Sent all things nessasery ashore and built a tent for y^e sick and one for y^e waterers. A.M. Sent all y^e empty cask, 55 butts, 49 p^{ms}, 2 hh^{ds} ; sent 40 sick men and a surgeon's mate to y^e tent ; made sev^l ships' sig^{ls} for Lieut^s ; y^e garrison salt^d Adm^l Boscowen, he being come into y^e harb^r ; dry'd sails.

1759

QUEBEC LOGS

H.M.S. THE CAPTAIN, ADMIRALTY 819

CAPTAIN Jⁿ AMHERST, *Comm^r*. SAM^l SHEPHEARD, *Master*

REMARKS ON BOARD HIS MAJ^y'S SHIP THE CAPTAIN,
JUNE 1759.

FRIDAY, 1ST.—*Winds*, SW, W, ENE, NNE, E^t.

The first part, mod^t and fair; y^e middle and latter, little wind and cloudy. At 6 P.M. carried out ye stream anchor; d^o hove up ye best and small bowers anchors, and wharp'd y^e ship farther to y^e s^ward. At 8 let go ye best bower anchor in 9 fath^m $\frac{1}{2}$ water. At 11 veard away to 2 cables on y^e best bower; d^o let go ye small bower in 9 fath^m of water. At 5 A.M. moord ship with a cable each way. At 7 got y^e lower yards up. At 10 cleared hawse. At noon loos'd sails to dry; the NW part of Coudre W $\frac{1}{2}$ S, Cape Coudre, NW $\frac{1}{2}$ N, dist^o of y^e Isle 1 mile.

IN COUDRE ROAD.

SUNDAY, 24TH.—*Winds*, E^t, WSW^t, W^t.

The first and middle part, mod^o and clear; y^e latter, fresh gales and cloudy w^r. At 1 P.M. our sig^l for an officer. P.M. Anchored here his Maj^y's ship Prin^e Fredrick, and past by his Maj^y's ship Lowestaff, Baltemor bum, wth a large convoy of transports from y^e eastnd; sent our merines on shore per order. At 4 A.M. anchored here a schooner from y^e eastnd. At 10 ye Adm^l made ye sig^l for y^e barges and pinnases man'd and arm'd to assist a sloop and a schooner that was near y^e northing shore; saw severall muskets fier from y^e shore, saw y^e sloop and schooner ret^d y^e fire. A.M. Cleared hawse.

MONDAY, 25TH.—*Winds*, WSW^t, ENE^t, E b N.

The first part, mod^o and fair; ye mid^{le}, calm and hazey; ye latter, mod^o and cloudy w^r. At 3 P.M. the sig^l for all Lieut^r. At 6 anchor

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REMARKS, &c., THE CAPTAIN, JUNE 1759—*Continued.*

here Adm^l Sanders in his Maj^y's ship Hynd, Trent, and 20 sail of transports from y^e eastw^d; Adm^l Sanders shifted his flagg on b^d y^e Starling Castle. At 4 A.M. sent y^e longb^t for water. At noon saild hence Adm^l Sanders in his Maj^y's ship Starling Castle wth y^e following ships, Alcide, Sutherland, Trent, with a large convoy of transports to y^e westw^d; saw severall sail to y^e eastw^d.

TUESDAY, 26TH.—*Winds*, E^t, Calm, SW, WSW^t.

The first part, mod^t and clear; y^e midle, calm and foggy; y^e latter, mod^t and cloudy w^r. P.M. Past by his Maj^y's ship Diana, Scarbrough, Racehorse, wth 49 sail of transports, to y^e westw^d. At 4 anchor'd here a fire ship and 2 transports from y^e eastw^d; y^e sig^l for barges and pinnaces man'd and arm'd to assist y^e ships that was near y^e northing shore. At 6 anchor'd here 3 sloops from the eastw^d, y^e sig^l for boats wthout an officer; cleard hawse. At 8 A.M. loosd y^e courses to dry. At 11 handed y^e courses; sent y^e longboat for water.

WEDNESDAY, 27TH.—*Winds*, NW b W^t, SW b W^t, SE, E b N^o.

The first and middle part, mod^t and clear; y^e latter, fresh gales and hazy w^r. At 2 P.M. sail'd hence y^e Strombolo fire ship, with 6 sail of transports, to y^e westw^d. At 5 anchor'd here Adm^l Holms in y^e Dublin with y^e following ships, Northumberland, Shrewsbury, Royal William, and Orford, and y^e fire ship, from y^e eastw^d. At 6 rec^d on a longboat load of water. At 5 anchor'd here his Maj^y's ship Neptune, Medway, and a sloop from y^e eastw^d. $\frac{1}{2}$ past 8 y^e sig^l for all Lieut^s.

FRIDAY, 29TH.—*Winds*, WSW^t, NW, SW^t.

The first part, fresh gales and hazy; y^e midle and latter, little winds and cloudy w^r. At P.M. anchor'd here his Maj^y's ship Squirrel from y^e westw^d. At 2 handed y^e courses. At 8 received on b^d a longboat load of water. At $\frac{1}{2}$ past 4 A.M. Rear-Adm^l Holms hoisted his flagg on board of us; 2 sarj^t, 49 merrines, 1 sarj^t and 8 soldiers for y^e Prince Fredrick. At 7 rec^d on b^d our merines. At 10 A.M. our sig^l on b^d Adm^l Durell for a Lieut^t; y^e sig^l for all Lieut^s on b^d Adm^l Durell. At $\frac{1}{2}$ past 10 made y^e sig^l to unmoore; veard away y^e best b^r cable and took'd up y^e small bower anchor. At noon lett go y^e small bow^r anchor under foot.

REMARKS, &c., THE CAPTAIN, 1759—*Continued.*

JULY.

SUNDAY, 8TH.—*Winds*, SW, Variable, S^o, SW, Variable.

The first and midle, mod^r; ye latter, hazey. Att 4 A.M. came too wth ye best bow^r in 16 f^m; veerd to $\frac{1}{2}$ cable; y^e southermost part of y^e Isl^d of Orleans N b W 2 miles; d^o down topgal^s yards and got spritsail yard in; on bent ye mainsail and spritsal; found rideing here Vize-Adm. Sanders in his Majesty's ship Sterling Castle, Alcide, Pembrook, Centurion, Sutherland, Richmond, Trent, Squirrel, Racehorse, Pelican, Baltimore. Att 9 P.M. sent two flatt bottom boates mand and arm'd. Att 2 A.M. y^e boates returnd and sent y^e longboat on board y^e Vise-Adm. Att 11 y^e sig. on bord y^e Vise-Adm^l for all flatt bottom boats man'd and arm'd; d^o sent 4 away.

MONDAY, 9TH.

Mod. and fair. Att 2 P.M. sent y^e Prince Fredrick's souldiers on shore; cleared ship; got topgalen yards up. Att 4 hove y^e best bow^r up and went over to y^e other shore; came too in 9 f^m; found our shot would not reach ye enemy's campt; d^o hove up and came in too in 5 f^m; made ye Squirrel's sig^l for a boat; caried out ye stream anchor. Att 8 began to play on ye enemy. Att 9 left off and hove up ye best bow^r; d^o lett him go. Att 10 caried out ye stream anchor.

TUESDAY, 10TH.—*Winds*, W b S^e.

D^o w^r; gott a spring on ye cable; d^o began cananading several bateries, as did ye Sutherland, Richmond, Squirils, Trent, and Racehorse bomb; left off cananading; our sig. on board y^e Adm^l for an officer. Att 6 P.M. sent two flat bottom boates on duty. $\frac{1}{2}$ past 10 P.M. y^e French began to throw shells towards us, which came very nigh. We hove up our best bow^r, shifted our stream cables and hauser; emp^d in mooring y^e ship towards y^e S^o shore; lett go y^e best bow^r; veerd to a cable and $\frac{1}{2}$; d^o lett go y^e small bow^r. Att 3 A.M. cutt y^e best bow^r cable and hove up y^e small bow^r; sent ye longboat to gett ye stream anchor and cable.

WEDNESDAY, 11TH.—*Wind*, WSW.

The first part, squally; ye midle and latter, mod^r. Came on board y^e longboat wth y^e stream anchor, cable, and hauser. $\frac{1}{2}$ past 2 P.M. down lower yards and lett go y^e sheet anchor. Att 5 d^o hove up y^e sheet anchor and small bow^r; shifted our birth and came too wth y^e

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REMARKS, &c., THE CAPTAIN, JULY 1759—*Continued.*

spare anchor in 15 f^m. Att 9 sent two flat bottom boats to row gaurd; the French hove shells every 6 hours towards our camp. Att 4 A.M. hove up our spare anchor, shifted our birth, and came too wth y^e small bowr in 7½ f^m. Att 10 veerd away to a cable.

THURSDAY, 13TH.—*Winds*, WSW, WNW.

The first p^t and middle, mod^o and fair w^r; y^e latter, mod., with rain. Att 5 P.M. the French sent floating batteries from the town to fire on the bomb vessells. ½ past 6 the batteries retired in shore; d^o the transport came alongside with our best bower anchor; emp^d in getting the cable in and getting the spare anchor in its place. ½ past 9 P.M. on Point Levy began to bombard the town, as did the bomb vessells; likewise d^o the garrison returned the fire; longboat and pinnace emp^d in carrying stores ashore. At 8 A.M. our sig^l for an officer on board the Adm^l; shifted our birth nearer the s^{most} shore; came too with the best bower in 8 fath^m water; the SE point of Orleans N b W, Point Levie NW ½ W 2 miles, distance off the nearest shoar ½ a mile.

TUESDAY, 17TH.—*Winds*, NE, NE b E, ESE.

Mod^o and clear w^r. ½ past 5 P.M. we made the signal for all Lieut in general. At 11 sent 2 boats mann'd and arm'd to row guard. At 12 General Wolfe's camp began heaving howitts and cowhorns in the enemy's camp. At 3 A.M. saw several shells hove into the town from Levee. At 7 our sig^l on b^d the Adm^l for an officer; our long^t emp^d in carrying stores to the n^{most} camp; our boats emp^d in fetching stores from the Pelican and Racehorse bombs; read the Articles of War and late Act of Parliament for the Encouragement of Seamen to the ship's company.

WEDNESDAY, 18TH.—*Winds*, E b S, Veared WSW.

This 24 hours, mod^t and fair w^r. At 2 P.M. rec^d on board carpenders and boswain stores from y^e Racehorse bum. At 3 rec^d from y^e Pelican bum carpenders and boswain stores. At 9 A.M. made y^e Midway sign^l for a boat without an officer. At noon sent all y^e mariens on shore on Point Levey.

TUESDAY, 31ST.—*Winds*, SSW, E, SE, SW, SSW.

Mod^t wea^r, with some rain. At 9 P.M. rec^d on board 10 French prisoners. At 5 A.M. our sig^l was made for a Lieut. At 8 sent all our boats mann'd and arm'd to Point Levi to take in troops for the N^e shore. At 9 they embark'd.

REMARKS, &c., THE CAPTAIN, 1759—*Continued.*

AUGUST.

WEDNESDAY, 1ST.

Mod^t winds, with thunder, light^s, and rain, the first part. At 3 P.M. our sig^t for a boat without an officer; d^o the French kept firing many shells and shots amongst our boats over on the N^o shore; the Centurion with two arm'd ships were sent close in to cover the landing of the troops. After some attempts at 5 the order was given to land, when the French began so fierce a fire from their batteries and entrenchments that our troops were obliged to embark on board the boats again; the two arm'd ships, which were aground close in shore and much damaged by the enemy's shot, were set on fire. A.M. Sent a flat bottom boat on shore to be repair'd. At 10 the signal for all Lieu^ts; sent a flat bottom boat on duty.

MONDAY, 6TH.—*Winds*, SW, WSW, W.

The first and latter parts, mod^o and fair; the middle, little wind and thick hazey, with much rain. At 7 P.M. sent a petty officer and 10 men with a flat bottom boat on b^d a sloop. At 10 d^o sent a Lieu^t and a petty officer with two flat bottom boats man'd and arm'd to carry troops up above the town. A.M. Read the Articles of Warr and the late Act of Parliament for the Encouragement of Seamen. At noon hove up the best bower and dropt the small bower; d^o loosed sails to dry; rec^d on board 4 casks of beef from the Charming Salley victualler.

MONDAY, 27TH.—*Winds*, WSW, SSW, ESE.

Mod^o and fair weat^r. At 2 P.M. wore away and moor'd a cable each way, bearing as before. At 8 d^o sent 2 boats mann'd and arm'd. At 4 A.M. our three flat bottom boats returned from above the town with the officer.

TUESDAY, 28TH.—*Winds*, E b N, SE to NW.

D^o w^t. At 2 P.M. delieverd to the Elizabeth and Ann transport 3 pipes of wine, 3 puncheons 2 hodgh^{ds} of rum. At 6 d^o anch^d here his Maj^{'s} ship Alcide. At 10 d^o his Maj^{'s} ship Leostaff, Seahorse, Hunter sloop of warr, and two transports went above the town. At 11 d^o the French fir'd a great number of guns from the town. At 8 A.M. a sig^{ll} for a court-martial on board Rear-Adm^l Holmes; d^o rec^d 3 butts of beer.

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REMARKS, &c., THE CAPTAIN, 1759—Continued.

SEPTEMBER.

SONDAY, 2ND.—*Winds*, NE, SE b E.

Mod^{to} and hazy, with rain at times. P.M. Rec^d 832^{lb} of fresh beef; d^o sent our boats mand and arm'd to assist embark the troops from Montmorencie. A.M. Saw the French fire severall shott and shell at our boats. At noon our sig^l for a Lieu^t.

TUESDAY, 11TH.—*Winds*, SW, WSW, W b S.

Mod^{to} gales and fair weat^r. At 2 P.M. hand'd sails. At 8 A.M. got on board one of our guns from Point Levy; d^o struck him down the hold, being unfit for service. At noon sarved wine; row'd gard as before; rec^d on b^d a bullock estimated to weigh 630 pounds.

WEDNESDAY, 12TH.—*Winds*, SW b W, WSW, West.

Mod^{to} and fair weat^r. At 4 P.M. sent the men belonging to the Devonshire on board the Alcide; d^o rec^d 3 petty officers and 90 men belonging to the Terrible; d^o rec^d 98 men belonging to the P^t Amelia; row'd gard as before. A.M. Rec^d on board the other of our guns from Point Levy; returned the people belonging to the Somerset; d^o sail'd to the eastward the Pelican bomb.

THURSDAY, 13TH.—*Winds*, W b S, South, WSW.

Mod^{to} and fair weat^r. At 6 P.M. sent all our boats man'd and arm'd to Point Levi; d^o opened a cask of pork, No. 4545, contents 288, short 2 pieces. At 3 A.M. General Wolf with 5000 men land'd at Mother Bay and took possession of a two gun battery and a mortar of the enemy's. At 4 d^o heard very hott firing of great guns and small arms, which continued till noon, when we heard General Wolf was killed; d^o anchord here the Somerset from the eastwd.

FRIDAY, 14TH.—*Winds*, WSW, North-W, NE, E b S.

Mod^{to} and fair weat^r. At 2 P.M. our sig^l for an officer. At 4 d^o a sig^l for all boats man'd and arm'd; d^o sent an officer and boats man'd and arm'd to Point Levi. At 11 d^o past by the town the Barnard transport and a schooner; d^o the French fired several shot at them. At 7 A.M. our sig^l for a boat without an officer. Att 10 opened a cask of beef, No. 4985, contents 166, ran short one piece.

H.M.S. CENTURION, ADMIRALTY 176

WILLIAM MANTELL, Esq^{re}, Commander

REMARKABLE OBSERVATIONS, &c., CENTURION, JUNE 1759.

SATURDAY, 9TH.—*Wind, NNE; Bearings and distance at noon, moored off Cape Torment.*

Mod^t and clear weat. P.M. Cutt off from the outer end of the small bower cable, being very much rubb'd, 9 fathom. At 4 came too with the best bower in 10 fa^m water. At 6 moor'd with a cable each way; when moor'd Cape Torment WSW and the west end of Crane Island bore SW $\frac{1}{2}$ W, distance off shore 2 or 3 miles. A.M. Sent our boats to sound over the Traverses.

SUNDAY, 10TH.—*Wind, SW; Bearings and distance at noon, moored off Cape Torment.*

D^o w^r. P.M. Filled 24 puncheons, 4 butts, and 2 hh^ds of fresh water. A.M. Sent our boats to sound as before; got down topgal^t yards, employ'd starting sault water; opened 2 cask of pork, No. 104, conts. 300, over 3 peices.

THURSDAY, 14TH.—*Winds, ENE, NE, NE b N; Bearings and distance at noon, moor'd off the east end of the Island Orleans.*

Mod^t and cloudy weat. At 3 P.M. unmoor'd ship p^r signal from the Devonshire. At 5 weigh'd and came to sail. At 8 got thro' the Traverse. At 9 anchor'd with the best bower in 8 fa^m water and moored with a cable each way; when moored the east end of the Isle Orleans bore E b N and the west point of the Isle of Rotts E b S $\frac{1}{2}$ S, west end of the Isle Madam south, distance off shore $\frac{1}{2}$ mile.

SUNDAY, 17TH.—*Wind, SW; Bearings and distance at noon, moor'd off the east end of the Island Orleans.*

Little wind and fair w^r. At 5 P.M. sent our boats man'd and arm'd p^r sig^l from the Devonshire in order to cutt out a sloop which lay at an anchor on the N^o shore, but on our aproaching towards her was chased by 25 boats belonging to the French, which took a boat belonging to the Squirrel. At 8 A.M. began to cannonade a battery

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REMARKABLE OBSERVATIONS, &c., CENTURION, JUNE 1759—
Continued.

which was erecting; recd^d sev^l shot from d^l which cutt away a bobstay and the clue of our maintop^l. At noon left off p^r signal; open'd a cask beef, cont^d 60 peices, and a cask pork, No. 2830, cont^d 302 peices, short one.

MONDAY, 18TH.—*Wind, WSW; Bearings and distance at noon,*
moor'd off the east end of the Island Orleans.

Mod^d and clear weat^r. At 5 P.M. began to cannonade the above (a battery which was erecting). At 7 left off. At 11 they began to fire from the battery. At 3 A.M. unmoored and shier'd our ship nearer the battery, and began to cannonade. At 7 left off p^r signal and dropt further to the eastw^d, came too with the small bower in 7 f^m water; unbent the outer cable of the best bower and bent the second cable of d^l; departed this life John Gilbert, seaman.

THURSDAY, 28TH.—*Winds, East to West; Bearings and distance at noon,*
at single anchor off the Island Orleans.

First part, hard gales with thunder and lightning; the middle and latter, mod^d, with rain. At 3 P.M. struck yards and topmasts; several sail of transports were drove ashore on the Isle of Orleans. At 6 moor'd with a cable each way; when moor'd the falls of Bow Mount bore SE, and the west end of the Island Orleans bore W b N. At 8 A.M. got up topmasts and yards, loos'd the sails to dry, recd^d on board a new viol. At noon read the Articles of War and the new Act of Parliament for the Encouragment of Seamen to the ship's company.

FRIDAY, 29TH.—*Wind, NW; Bearings and distance at noon,* at single
anchor off the Island Orleans.

Mod^d and clear weat^r. At 6 P.M. unmoor'd. At 7 weigh'd and dropt further to the westw^d with the Sutherland and Porcupine. At 7 came too with the best bower in 15 f^m water; the west end of Orleans bore W b N and Point Levee W b S; veer'd too a whole cable. Att $\frac{1}{2}$ past one A.M. saw 6 sail of French fire ships driving down the river, which we fired several guns in order to allarm the fleet that lay 3 or four mile below us; we were obliged to cut our best bower cable. At 3 came too with the small bower. At 6 dropt furth^r up; shifted the outer cable of the sheet anchor for an outer cable of the best bower, and inner best for a small bower cable. At

REMARKABLE OBSERVATIONS, &c., CENTURION, JUNE 1759—

Continued.

8 struck upon a rock which the tiller in the rudder head. At 10 came too with the best bower in 16 fathom water, the faulls of Bow Mount bore SW b S; put the ship's company to two-thirds allowance of all speices; departed this life Nathaniel Flann, seaman; opend two cask beef, cont^r 60 peices each. N.B.—When we struck upon the rock Cape Torm^t bore NE, and the falls of Bow Mount bore SW, better then mid channell over to the southw^d.

JULY.

TUESDAY, 31ST.—*Wind*, WSW^t; *Bearings and distance at noon*, the falls of Montm^y N b W^t, moor'd head and stern.

Mod^t and clear w^r. At $\frac{1}{2}$ past 9 weigh'd and made sail to the e^wd between the Isld of Orleans and the N^o shore, as did two arm'd catts. At 10 came too with the best bower in 4 f^m water abreast of 2 French batteries; the W^t end of Orleans S b W and the falls of Mount-marency N b W; d^o began to cannonade the batteries, as did the catts.

AUGUST.

WEDNESDAY, 1ST.—*Wind*, WNW; *Bearings and distance at noon*, Mountm^y falls NW b N, at single anch^r.

The first and middle parts, mod^o and clear; latter, fresh gales and cloudy. Continuing still to cannonade the batteries till 6 P.M., when our army landed under the cover of our guns. At 7 P.M. the whole body of the army was oblig'd to retreat, some in boats, and some repassing the falls of Mot; d^o reced several wounded officers and soldiers; the two catts was set afire by our people. At 4 A.M. weigh'd and run to the eastw^d, and came too with the b^t bow^e in 10 fms., said falls bore NW b N. During our firing the ship was aground and sewed about 3 inches.

SEPTEMBER.

THURSDAY, 13TH.—*Wind*, WSW; *Bearings and distance at noon*, Point Lewee bore WSW and the W^t end of Orleans NNE.

Mod^t and fair w^r. 6 P.M. brot all our sick on b^d and struck the tents at the Isld of Orleans; sent all our boats man'd and arm'd to Pot Levie. At 10 anch'd here his Majesty's ship Foy. At 4 A.M. our boats return'd; d^o we heard a very heavy firing of great guns and small arms above the town. At 8 sent all our boats man'd and arm'd to Pot Levie; the army landed above the town.

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REMARKABLE OBSERVATIONS, &c., CENTURION, SEPTEMBER 1759

—Continued.

FRIDAY, 14TH.—*Wind*, WSW to NE; *Bearings and distance at noon*,
Point Lewee bore WSW and the W^t end of Orleans NNE.

D^d w^r. P.M. Our boats ret^d from Po^t Levie. At 5 sent the boats man'd and arm'd to P^t Levie. At $\frac{1}{2}$ past 7 the boats ret^d from Po^t Levie. At 8 sent our longbo^t above the town. At 11 a catt and two sloops past above the town. At 4 A.M. our flat bottom'd boats ret^d from above the town. At 7 a signal for a boat witho^t an officer. At 11 sent 2 flat bottom'd boats on b^d the Somerset.

H.M.S. DIANA, ADMIRALTY 829

D. HAWKINS, *Master*

REMARKS, &c., DIANA, JULY 1759

THURSDAY, 19TH.—*Wind*, NNE, Variable.

Mod^t and light breezes. Hove up in company with his Majes^{ty's} ships Sutherland and Squirrel, two cats, and 2 sloops, intending to pass Quebec. At 11 being abreast of the town a sloop fell athwart hawse, and endeavouring to get clear got in the eddy tide and little wind unfortunately run'd on shore; we got down toppg. y^{ds} and topm^{ts} and got the booms over board, did what we cou'd to lighten her by send^g the powder, shot, iron, ballast, &c. The town and 5 floating batteries fir'd on, we rec^d some damage by them; hove 13 guns overboard.

FRIDAY, 20TH.—*Wind*, WSW.

Mod^t and fair w^r. Still aground, the body of y^e town W b S, a gun-shot; employ'd as before lightening the ship, the men of war's boats and people assisting us; the Adm^l sent his Maj^{ty's} ship Pembroke, who came near us and sent on board his stream cable and brought it too to his own capstan in order to heave us off, as did also the Richmond; we had anchors out both ahead and stern, the hawser brought too our own capstan; hove overboard 12 more of the guns. At $\frac{1}{2}$ past 1 hove off in deep water. At 3 came too in 7 fath^{ms} water, the body of the town SW b W, the church on Point Levie SSW, the below point on the W end of Orleans NE b E.

QUEBEC

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REMARKS, &c., DIANA, JULY 1759—Continued.

SATURDAY, 21ST.—*Winds*, Variable.

D^o wear. Employ'd cleaning the decks. At 4 A.M. got down the m. topm^t that was shot under the hounds when the ship was aground, and spliced topm^t shrouds, backstays, and reef tackle pend^t; got up the maintopm^t and rigg'd it; d^o got up the topgallant mast and rigg'd it; got on board the gunpowder.

AUGUST.

MONDAY, 13TH.—*Winds*, E b N, NE, W b S.

Mod^t and cloudy w^r. At 7 A.M. weigh'd and made sail, found the buoy rope cut next the crown of the anchor and the buoy wash'd out of the slings, a barrel being slung instead of d^o. At 11 came too with the BB in 9 fath^{ms} water, the eastern^t point of the Island of Madam SE $\frac{1}{4}$ E, St. Francis Church on the Island Orleans N^o, dist^{ce} from d^o Island $\frac{1}{2}$ mile; found riding here Adm^l Durel in the Princess Amelia, with 9 sail of y^e line, with smaller ships and transports, and a French prize.

THURSDAY, 16TH.—*Winds*, W b S.

Fresh gales. At 6 P.M. sent on shore 4 empty butts; receiv'd on board fresh beef. At 4 A.M. made the sign^l and unmoor'd, and hove short on the small bower; receiv'd on board 4 butts of beer. At 9 made the sign^l for weighing, got under way with the convoy in company 26 sail, Cape Molard NE b N, the Isl^d Coudre NE.

H.M.S. DUBLIN, ADMIRALTY 836

CAPTⁿ WILL^m GOOSTRY, Com^{dr} ROBT CHRISTIAN, Master

REMARKS, &c., DUBLIN, JUNE 1759.

SATURDAY, 16TH.—*Course*, W b S, WSW, W b S, W, W $\frac{1}{2}$ S, W b S, W, NW b W, SSW, S b W; *Winds*, E, NNE, S^o, Vbl, K^d, W, W b S.

1 P.M.—Calme; cloudy, wth raine.

2 P.M.—Calme.

4 P.M.—Cape Catt SW b W 9 or 10 leag^s.

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REMARKS, &c., DUBLIN, JUNE 1759—*Continued.*

- 6 P.M.—126 sail in sight.
 7-8 P.M.—Cape Ann S b W 5 or 6 leags. L^d Bick, SW b W 13 or 14 leag^s. $\frac{1}{2}$ past 7 Adm^l made Cormorant's sign^l to go ahead.
 12 P.M.—Mod^t and raine; Adm^l's lights bore NW b W $\frac{1}{2}$ m.
 4 A.M.—Saw y^e land from N b W to N b E 5 leag^s, and from the S b W to SE 6 leag^s; sounded no ground 145 f^m.
 5-6 A.M.—Calme.
 7 A.M.—Vast strong currant to the east^d that the ship will not keep too with y^e head sails squeare.
 9 A.M.—Rept^d y^e sign^l and tackt ship.
 12 A.M.—The Cape of Mattan S b W 4 or 5 leag^s.

WEDNESDAY, 20TH.—*Course*, W, WSW, SW, SW b W; *Winds*, ENE, NW, NNW, N^o. From 1 P.M. to 4 A.M. att anchor.

- 1 P.M.—Fresh gales and fogg, wth raine.
 2 P.M.—Hove in to $\frac{1}{2}$ cable.
 4-5 P.M.—Light ares and hazey. $\frac{1}{2}$ past 4 rept^d sign^l for the Bleu Division to waigh. At 5 Maj^s's ship Trent sail'd wth above division.
 7 P.M.—Calme; joynd y^e fleet Maj^s's ship Hind; opend cask pork N. 2948, cont^s 282 p^s.
 10 P.M.—Hove short.
 12 P.M.—Calme; raine.
 3 A.M.— $\frac{1}{2}$ past 3 rept^d sign^l to weigh.
 4 A.M.—Weighd and came to saile; light ares and faire; rept^d sign^l for y^e Read Division to go ahead.
 7 A.M.—Mod^t and cleare; Isle Reasad S^o, Isle Bass SW $\frac{1}{2}$ W 2 leag^s.
 8 A.M.—23 f^ms soft mud; 110 saile in sight.
 9 A.M.—24 f^m d^o.
 10 A.M.—26 f^m d^o.
 11 A.M.—Came to anchor p^r sign^l wth bs^t b^r, soft mud in 22 f^m.
 12 A.M.—Isle Bass S b E 2 m.; Isle Pom SSW and Green Island SW $\frac{1}{2}$ W 3 leag^s. Hazey weather.

IN THE GULF OF ST. LAWRINCE.

THURSDAY, 21ST.—*Winds*, W, SW b S, SW b W, WSW. Att anchor.

Mod^t and faire. 3 P.M. veard to two-thirds cable. At 8 run a hawser on bord y^e Northumberland; hove up and a little further to y^e south^d, and came to anchor cleare of midway; lett go bs^t b^r in 21 f^m. 8 A.M. fresh gales and hazey; veard to a whole cable; the soundings is all gradual between y^e ship and y^e Islands, between Isle Pome and Isle

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REMARKS, &c., DUBLIN, JUNE 1759—Continued.

Bass 4 f^m, and between Isle Bass and y^e shore all shold water. Att noon Isle Bass SSE 2 m., Green Isl. SW 3 leag^s; employd rats shrouds, &c.

FRIDAY, 22ND.—*Winds*, WSW, SW, WSW.

Fresh gales and cloudy. P.M. Opned a cask beef, N^o 3, conts 100 p^s. All night mod^t and clear. A.M. D^o w^r; people employd notting yarns, &c.; opend cask pork, N^o 3076, conts 256 pieces. Att noon at single anchor as before; the ebb runs 8 knotts. Mod^t and cloudy.

SATURDAY, 23RD.—*Winds*, ESE, ENE, NE b E to N b E.

Mod^t and cloudy. Rept^d y^e sign^l to waigh. @ 1 waighd and came to sail. At 3 rept^d y^e sign^l to anchor; d^o anchor in 17 f^m hard ground, Green Island SW 2 mile, Isle Bass East and Isle Breck SSE 2 mile. At 4 rept^d y^e sign^l and waigh'd; R^l Will^m made sign^l for sees 13 sail in NE q^r. At 7 rept^d y^e sign^l and anchor in 13 f^m sand and small stones; veard to $\frac{1}{2}$ cable; Haire Island NW b W 3 miles, Isle Breck NNW 2 miles, and Isle Forrah N b W. Att $\frac{1}{2}$ past 9 A.M. rept^d sign^l and waighd; came to sail. Att noon the eastm^o of Isle Forrah bore S^o 4 or 5 miles.

SUNDAY, 24TH.—*Winds*, NE b E, Vbl, Calm, WSW, SW b W.

Light ares and cloudy w^r. 4 P.M. the westm^o Comorasca Isle bore Eb S 2 m. At 5 saw y^e ships at anchor under Isle Couder; d^o rept^d y^e sign^l and anchor in 28 f^m course brown sand; veard to a whole cable; ebb tide runs 8 $\frac{1}{2}$ knotts; River Bonvale SW 2 leag^s, Cape Divill N b E, Isle Couder W $\frac{1}{2}$ N 4 leag^s. @ 10 P.M. Adm^l Sanders hoyst^d his flagg on bord the Hinde and went up the river. Att 11 y^e ship tended to y^e flood, it ebbs and flowes heare 15 foot. At 12 y^e Hinde parted comp^s. $\frac{1}{2}$ past 4 y^e ship tended ebb; veard to a cable; the ebb runs 3 $\frac{1}{2}$ knotts. At noon at anchor as before.

MUNDAY, 25TH.—*Winds*, Vble.

Fresh gales and cloudy; midl. and latter part, mod^t and rain, wth thunder and light^s. $\frac{1}{2}$ past 12 waigh'd and came to sail. 4 P.M. anchor with bst. b^r in 20 f^m soft mud; Cape Goos W $\frac{1}{2}$ S 2 leag^s, River Fouall SW b S 5 m., Male Bay NW b N 4 m. At 3 A.M. made sign^l to waigh. $\frac{1}{2}$ past 4 made sign^l to anchor; d^o anchor in 15 f^m gray sand wth black specks; veard to $\frac{1}{2}$ cable; Cape Goos WNW, Isle Couder W 5 m., Cape Divil E $\frac{1}{2}$ S; veard to a whole cable; tide runs 5 knotts.

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REMARKS, &c., DUBLIN, JUNE 1759—Continued.

TUESDAY, 26TH.—*Winds*, Vbl.

Little wind and clear w^c. Made y^e sign^l and waigh'd. @ 2 P.M. made sign^l and came to an anchor in 11 f^m; d^o made sign^l for all Lieu^{ts}; the currant having more power y^m wind, was afraid the ships would drive to the south of the Isle Couder. 3 A.M. made y^e sign^l and waighd. At 5 light ares and hazey; made sign^l and anchored in 19 f^m brown sand; veard to a cable; the East Pt Isle Couder SE b S $\frac{1}{2}$ E 1 m^l, Prest Point WNW; sounded from the ship to the shore of Couder within a cable's laneth, 19 to 15 f^m, and a long shore to y^e eastmo' point graduly to 7 f^m. 12 P.M. hazey and rain; hove short and tended flood. At noon at anchor as before; the ebb tide runs heare 8 knots and $\frac{1}{2}$.

WEDNESDAY, 27TH.—*Winds*, W b N, Vbl, ESE.

Furst and midl. parts, mod^t and cloudy; latter, little wind. $\frac{1}{2}$ past 1 P.M. made y^e sign^l and waigh'd. $\frac{1}{2}$ past 5 P.M. his Maj^{ty}'s ship Northumberland ran foule of us and carrow'd away y^e gibboom, bospritt, spr^t tops^{ls} y^l, rayles of y^e head and starbord bampein; obligd us to com to anchor emediatly in 11 f^m $\frac{1}{2}$ course sand; veard and mord with a cable each way; got down t.g. y^{ls}, struck t.g. ms^l, lowerd down fore y^d and struck f.t. ms^l; when mord Prest Point N b W, the West Point, Isle Couder, SW b W $\frac{1}{2}$ W, the East Point E b S, Body Isle S b W $\frac{1}{2}$ m.; found riding heare Reare-Adm^l Durell, Maj^{ty}'s ship P^{ty} Amelia, wth Vanguard, Captain, P^t Fredrick, and Hind. 5 A.M. employd in gitting y^e bospritt over the side, securing y^e foremast, &c^a; sounded from y^e ship to Isle Couder, found from 11 $\frac{1}{2}$ to 7 f^m wth in a cable laneth of y^e shore; unsplist and pointed y^e ends of y^e bs^t br. Att anchor as before.

FRIDAY, 29TH.—*Winds*, NW, E b S to NNW.

Fresh gales and cloudy. P.M. Employ'd as before; Adm^l made sign^l for all Leiu^{ts}. 4 A.M. Adm^l Homes struck his flagg on bord y^e Dublin and hoysted it on bord y^e Captain. Att 7 mod^t and hazey; sent the mearcan off^{rs} and mearcans on bord the Vanguard. At 9 we made y^e sign^l for sees 7 sail in NE q^r, and fired a gun; d^o w^c. Mord as befor.

IN THE RIVER ST. LAWRENCE.

JULY.

TUESDAY, 17TH.—*Winds*, E, E b S, Vble, WSW, Calme, ENE.

This 24 h^{rs}, light ares and cloudy. P.M. Got y^e stream anchor and cable into y^e long b^t if ocation. $\frac{1}{2}$ past 3 A.M. Adm^l made sign^l to

REMARKS, &c., DUBLIN, JULY 1759—Continued.

waigh; d^o waighd and came to sail. @ 4 oblige to com to anchor, y^e wind com^s down river; cam to in 9 f^m $\frac{1}{2}$ wth sm^l br; veard to $\frac{2}{3}$ of a cable. $\frac{1}{2}$ past 6 veard to whole cable. 4 A.M. Adm^l made sign^l for to waigh; d^o waigh'd and came to sail. $\frac{1}{2}$ past 6 came to for feare of driving foule of Neptune and R^l Will^m, not wind to command y^e ship; sail'd Maj^s's ships Pr^e Amelia, Reare-Adm^l Durell, Pr^e of Orrang, Orford, Strumbilo, Cormorant, Lizard, Prise, and severall of transep^{ts} up the river. 7 A.M. veard to a cable sarviss; came in Maj^s's ship Scarbrough wth hir convoy from Louisbourg. At single anchor between Isle Couder and the Maine, west end of Couder SSW $\frac{1}{2}$ mile.

WEDNESDAY, 18TH.—*Winds*, E b N, Calme, ENE to SW, Vble, SE b E.

Little winds and clear w^r. 3 P.M. Commandore made sign^l for all boats man'd and arm'd to assist a sloop driv^s on y^e north shore, y^e Canadins and Indians firing at hir. 5 P.M. waigh'd p^r sign^l and came to sail; sounded, the West P^r Coudre SSE and Raven Point NW, 35 f^m hard ground; the Terrible oblig'd to com to anchor, the tide runing so rapide and driving hir on Ravin Point. At 6 P.M. Terrible slipt and came up. At 10 a ship fell foule of us in turneing up; lett go hir anchor, got cleare. . . . In bring^s up a prize snow got foule of us by gitting her longside; clear'd hir; sent hir the catch anchor, she haveing no spaire one. Att 11 P.M. came to anchor in 17 f^m, Cape Torment SW b W and Little Trevear Church NNW 1 mile. @ 5 A.M. fresh gales and clowdy; got down t.g. yds. At 7 hove short. At 8 waighd and came to saile wth the rest of the ship war. $\frac{1}{2}$ past 9 came to anchor in 10 f^m; Cape Torment W b S, Cape Mallard NE $\frac{1}{2}$ N, and rocks of Le Marie S by E. At 11 Adm^l made sign^l for all boats mand and armd to assist some ships neare y^e rocks of Le Marie.

THURSDAY, 19TH.—*Winds*, NW, Vbl, ENE, NNE, NE.

Light breas and faire w^r. 5 P.M. came up Maj^s's ship Sea Horse wth 3 sails trancep^{ts}. At 6 waighd and ran farther up neare y^e Adm^l; came to 7 f^m $\frac{1}{2}$ sand; veard to $\frac{1}{2}$ cable; Cape Torment SW b W, Cape Mallard NE $\frac{1}{2}$ N; sounded from y^e ship to y^e shore; found graduel soundings from 12 f^m to 11 wthin a cable laneth of the shore soft mud. 8 A.M. the Scarbrough made sign^l for the transep^{ts} to waigh; sent y^e Adm^l y^e weekly acc^l. At 10 Adm^l made sign^l to waigh; d^o waigh'd and came to sail, going through the Traverse from Cape Torment, when Cape Torment bore NW b W; steard SSW, haveing 9, 8, 7, and 6 f^m, then steard SW b S and SW, haveing 6, $\frac{1}{4}$ 5, 5, 1 foot less 5 f^m, wth was the shoolest water going through the Traverse so fare. Att noon NE Point of Isle of Orlins bore west, distance 2 miles. Fine w^r.

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REMARKS, &c., DUBLIN, JULY 1759—Continued.

FRIDAY, 20TH.—*Winds*, Calme, Vble, WNW.

Little wind and cleare w^r. Going through the Traverse when brest y^e 4 vessell w^{ch} layes a boy on the north shore had 7, $\frac{1}{2}$ 6, 6 f^m; when abreast of 5 vessell steer^s SW b W, 6, 5, $\frac{1}{2}$ 5; when abreast of 6 vessell on y^e south shore, NE Point of Isle Orlins NW, haveing $\frac{1}{2}$ less 5 f^m, y^e 5 and $\frac{1}{2}$ 5, steering SW, so deepining graduly to $\frac{1}{2}$ less 10, Cape St Francis on Orlins $\frac{1}{4}$ mile, wheare Adm^l Durell wth the ships of war and transep^s brot up; we being orderd to joyn Adm^l Sanders, kept under saile, keeping y^e SE side of Orlins at $\frac{1}{2}$ mile distance, haveing 10 f^m steer^s SW $\frac{1}{2}$ W. 4 P.M. came to anchor in 10 f^m sandy ground, St John's Church on Orlins W $\frac{1}{2}$ N, dist. $\frac{1}{2}$ mile; opend cask beef cont^s 126 p^r, N^o 2039. At 10 veard to $\frac{1}{2}$ cable. 1 A.M. hard the report of great number of guns to y^e west^d. At 11 waigh^d and came to sail. Att noon St. John's Point on Isle Orlins bore NW b N 1 m. $\frac{1}{2}$. Little winds and faire w^r.

SUNDAY, 22ND.—*Winds*, WSW, SW, Vble, S b W to W b S.

Light ares, wth raine. 1 P.M. waigh^d and dropt up with tide; sounded from 10 to 18 f^m, then 14. $\frac{1}{2}$ past 3 came to anchor with bst b^r in 14 f^m course sand; St. Lawrince Church Eb S; opend cask of beef, N. 2397, cont^s 126 p^r. A.M. Hazey and rain; opend cask of pork, N. 1437, cont^s 298 p^r; sounded from y^e ship to y^e shore of Buemont at low water 12, 13, 14 to $\frac{1}{2}$ 12; graduel soundings to 7 f^m, then about a pistol shot from the shore on w^{ch} are many high rocks w^{ch} are civor'd at high water of w^{ch} you must be careful; as also to give St. Lawrince Pt. a bearth at low water, being a reef of sand w^{ch} runs of a cable laneth. Att noon at single anchor; bearings and dis^t as above.

MUNDAY, 23RD.—*Winds*, W b N, NW, WNW.

This 24 houres, fresh gales and cloudy. $\frac{1}{2}$ past 1 P.M. waigh^d and dropt up with the tide as high as the west end of Isle of Orlands, wheare joyned Adm^l Sanders, Adm^l Homes, and y^e ships of war and transep^s. $\frac{1}{2}$ past 5 came to anchor in 17 f^m, bst b^r, course sand; Point Levie W b S, and West Point Isle Orlins NW, dist $\frac{1}{2}$ m.; got out all the boats and armd them. At 9 P.M. Adm^l Homes hoyst^d his flagg on bord the Dublin. $\frac{1}{2}$ past 10 a shell from our batterys sett fire to y^e town Quibac. Shells and cannon play^s all night. 2 A.M. a shell from oure battery fell on a larg build^s w^{ch} burnt very furiously. $\frac{1}{2}$ past 3 A.M. y^e town and a floating battery fired on one of our frigats w^{ch} attempt^d to go above the town, but little wind w^{ch} oblig^d hir

REMARKS, &c., DUBLIN, JULY 1759—Continued.

to come back. Rec^d one shot in the hull, and damiged som of hir riging. At 5 A.M. sent 4 guns 9 pounders on bord the Eade and Mary trancep^t wth amunition, &c. At 7 loos sailes to dry. Att 11 unbent the main saile. At noon furld sailes; att single anchor; bearings as above.

SATURDAY, 28TH.—*Winds*, SW, Calme, Vbl.

Little wind and faire w^r. P.M. Oure sign^l for an off^r. At 3 P.M. Adm^l sent orders for y^e ships to unmore; d^o unmord and hove up y^e b^o b^r, and lett go y^e sm^l b^r. At 10 Adm^l sent to aquant all y^e ships he had intilgence of som fire mesheanes would be sent amongst us; mand and armd 4 flatt bott^m boats, on of w^h rowed guard wth an off^r; got all y^e boats in rediness. At 12 P.M. sign^l was made for sees y^e fire mecheans com^s wth the tide, but by timely assistance of y^e boats was tode cleare of y^e ships; veared to 2 cables. At $\frac{1}{2}$ past 12 they past us. 1 A.M. hove in to $\frac{1}{2}$ a cable. At 5 A.M. sent 5 sick men on shore to the tent; a flatt bot^m bo^t to be repaired. Att noon at single anch^r.

AUGUST.

WEDNESDAY, 1ST.—*Winds*, WNW, Vbl, SW b W, W b S to W b N.

Fresh gales and cleare w^r. At 2 P.M. a boat hoyst'd a white flagg wth read cross as a sign^l, att wth all y^e boats wth troops, under civer of y^e Pembroke, Trent, Lowstafe, and Rasehorse, row'd in for y^e shore; hard a pirpetual firing from y^e two trancep^{ts} and y^e enemy; sent p^r order of Adm^l Sanders on bord y^e Russoll trancep^t, 50 round shot of 9 pound, 150 full cartridges powder with wads in propotion; d^o sent on bord Centurin p^r order Adm^l Sanders, 163 round shot of 9 pound^r, 163 full cartridges powder wth wads in propotion. At 6 P.M. a violent hard squale of haile and rain attend^d with thunder and light^s; oure troops landed but oblig'd to retreat. Att $\frac{1}{2}$ past 6 P.M. the too trancep^{ts} w^h was laine on shore to civor the troops was sat on fire by y^e our people, it being low water, and to prevent y^e enemy from have^s any advantage by them; part of y^e troops landed on Isle Orlins and part on Point Levie. At 7 y^e Orford's boat return'd wth y^e aminition, &c., re^s for y^e Russell trancep^t. 9 P.M. sent a boat to row guard. At 10 return'd all the boats from landing the troops. 9 A.M. sent the boats to embark y^e troops at Isle Orlins for P^t Levie; d^o Adm^l made sign^l for all Lie^{ts}; in getting y^e streem anchor into y^e longht y^e sahija broke, by w^h accident brused David Allin in the brest, broke his right arme, of w^h he dide in $\frac{1}{2}$ an hoore. At 11 A.M. sent y^e longht wth streem anchor and 2 large

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REMARKS, &c., DUBLIN, AUGUST 1759—*Continued.*

hawzers on bord y^e Centurin wth a cutter and master's mate for to assist in gitting hir up from between y^e Isle of Orlins and y^e Maine. At noon fresh gales; veard to a cable sarviss.

FRIDAY, 3RD.—*Winds, Calme, Vbl.*

Light ares and cloudy. 2 P.M. furld sailes; open'd cask of beef, N. 2267, conts 164 p^s; sent y^e longb^t wth an off^r to row guard. At 6 A.M. came on bord Adm^l Homes wth 1st Lieu^t, petty off^{rs}, and people from y^e Southerland; sent a boat for y^e Adm^l bagidge. Mod^t and cloudy.

SUNDAY, 26TH.—*Winds, WSW to W b S.*

Mod^t and faire. P.M. Came longside y^e Margrett and Betty scoon^r; deliver'd into hir p^r order Adm^l Sanders 12 punchⁿ rum and 6 pips of wine. 4 P.M. saild Maj^{ty} ship Alcides; rec^d a flatt bott^m boat from d^o. 8 P.M. sent y^e boats wth an off^r to row guard; d^o came on bord Adm^l Homes with 1st Lieu^t and people from y^e Southerland; above y^e town d^o unmord, p. order; hove into $\frac{1}{2}$ cable. A.M. Sent y^e longboat with an off^r on duty. Mod^t and faire. . . .

SEPTEMBER.

MUNDAY, 3RD.—*Winds, E b S to E b N.*

Fresh gales and cloudy. P.M. Saild y^e Trent and Baltimore wth sev^l transcep^{ts}; came on bord 4 merchtmen's longb^{ts} for orders; sent 2 to Point Levie; sent other 2 to M^t Morance wth 2 cutters, longb^t wth an off^r and 2 petty off^{rs}. 6 A.M. sent barge and cutter wth off^r on duty. At 10 y^e longb^{ts} with troops from Point Levie; randivoss'd on bord Richmond and Centurion to alarme y^e north shore as a faint. Intr^w we embarkt oure troops from M^t Moranci and landed y^m on Levie and Orlins. At 11 boats returnd. Cloudy w^r.

TUESDAY, 4TH.—*Winds, E b N, Vbl.*

Mod^t and faire. $\frac{1}{2}$ past 2 P.M. all y^e flatt bot^m boats wth y^e troops came up from M^t Moranci; landed as before; during there passing the enemy kept a continual bumbarding and firing cannon at them, but did no dam^s. 8 P.M. sent y^e boats to row gard. 4 A.M. d^o returnd; sent y^e longb^t for beer, and y^e flatt bot^m boat to be rep^d; sent a flatt bot^m boat wth an off^r on duty; rec^d 6 butts beer, 1126 lb. fresh beef for ship's co. Att 11 y^e flatt bot^m boats returnd from duty. Mod^t and faire.

REMARKS, &c., DUBLIN, SEPTEMBER 1759—Continued.

WEDNESDAY, 5TH.—*Winds*, E b S, Vble, SW to NE b N.

Light ares and faire w^r. 2 P.M. oure sign^l for an off^r. At 4 cleared hause; rec^d 10 butts. At 10 P.M. sent 2 flatt bot^m boats on duty wth a batto above y^e town; d^o sent pettys in each, and also a petty off^r and 5 men on bord Dolphⁿ sloop, and one petty off^r on bord Vesuvius fire ship as pilott to go above the town. 4 A.M. sent longb^t for beer; rec^d 3 butts and all y^e empty butts; sent y^e longb^t and cutter on bord a brigg y^t is bilged on y^e rocks of Burmon to assist them in saving y^e cargo. Mod^t and hazey w^r.

THURSDAY, 6TH.—*Winds*, Vbl.

Mod^t and faire. Rec^d a cutter in lewe of another old; rec^d 766 lb. fresh beef for ship's co. At 6 P.M. Adm^l Homes wth 2nd Lieu^t went above y^e town to go on bord Southerland. At 9 sent a boat wth off^r to row guard. 7 A.M. oure sign^l for an off^r; came on bord y^e calkers to calk y^e ship round. At 11 saild y^e Rodney cutter for Eng-land. Squalley weather, wth raine.

SATURDAY, 8TH.—*Winds*, NW to SE and NE.

Light ares and faire w^r. P.M. Sent a cutter to assist longb^t; calkers at work. 4 A.M. rec^d 6 hogs^d wine from y^e Will^m schooner; sign^l bord Adm^l for all Lieu^{ts}; sent a boat to assist y^e trancep^{ts} going above y^e town. 2 A.M. dep^t y^s life Rubin Boon, N.E. man. Att 4 y^e ships past the town at w^{ch} y^e enemy fired great number of shot, but did no damidge. At 5 boats returnd; sent a boat with a petty off^r on duty. @ 9 longb^t returnd. Clowdy and raine.

SUNDAY, 9TH.—*Winds*, Vbl.

Mod^t and cloudy, wth raine. P.M. Hove up sm^l bower and dropt it farther to y^e west. At 8 P.M. sent a boat wth an off^r to row guard. @ 4 A.M. returnd a sign^l for all Lieu^{ts}; opend cask of beef, N. 2439, cont^s 154 p^s. At noon rec^d 11 men from the Foy that was left at Halafax Hospital. Dark w^r, wth raine.

MUNDAY, 10TH.—*Winds*, E b S to WSW.

Mod^t and cloudy. P.M. Raine. At 9 sent a boat wth an off^r to row guard. 5 A.M. d^o returnd; sent longboat on duty; calkers at work. At 8 loos sailes to dry; up all hammocks; wash^d y^e gun deck; employed pick^t oakum; longb^t returnd wth a brass cannon, &c. Cloudy w^r.

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REMARKS, &c., DUBLIN, SEPTEMBER 1759—Continued.

TUESDAY, 11TH.—*Winds*, WNW, SW b W, W.

Mod^t and faire. Calkers at work. At 10 P.M. sent a boat wth off^r to row guard. 5 A.M. a very smart firing from P^t Levie at y^e town; calkers at work. At 8 sent boat on duty; employd pick^s oakum, &c. Mod^t and cloudy.

WEDNESDAY, 12TH.—*Winds*, WSW, W b N.

Mod^t and fair. P.M. Sent 2 mids^a to y^e comd^s off^r at P^t Levie; calkers at work. 10 P.M. sent a boat wth off^r on guard. 10 A.M. saild hence the Pelican bomb; came up Somersett and Urion frigate; employd pick^s oakum, &c. Fair w^r.

THURSDAY, 13TH.—*Winds*, W b N to W b S.

Mod^t and fair. Opend cask pork, N^o 1740, cont^s 274 p^s. At 2 our sig^l for an off^r; sent 4 boats on duty. 4 A.M. boats returnd. 8 A.M. Adm^l made sig^l for all boats mand and armd; d^o fired 2 guns w^{ch} we rep^d, and sent all the boats to P^t Levie. At 10 saw y^e enemy's troops in motion on y^e north shore. At noon mod^t and fair.

FRIDAY, 14TH.—*Winds*, Vble.

Mod^t and faire w^r. 1 P.M. boats returnd and gave acct that oure troops was landed on y^e north shore above the town y^e morning, and had com to battle wth enemy; oure sig^l for an off^r; sent p. order Adm^l 19 men wth petty off^r armd to P^t Levie; opend cask pork, 5068 N., cont^s 156 p^s. $\frac{1}{2}$ past 2 Adm^l made sig^l for all boats mand and armd; fired 2 guns, w^{ch} we rept^d, and sent all y^e boats to P^t Levie; discharg'd y^e calkers. 8 P.M. we struck y^e flagg, Adm^l Homes haveing hoys^t it on bord the Lowstaf above the town. $\frac{1}{2}$ past 6 A.M. oure sig^l for an off^r; came up Majst^s ship Lizard. @ 7 Cap^t Goostry went above y^e town to command the semen in gitting up ordinance to y^e camp. Cloudy w^r.

(Signed) ROBT. CHRISTIAN.

H.M.S. ECHO, ADMIRALTY 847

JOHN OSWALD, *Master*

REMARKS LYING IN LOUISBOURG HARBOUR, JUNE 1759.

SUNDAY, 17TH.—*Winds*, SW to WSW.

Mod^t and foggy w^r. A.M. Heel'd ship the lb^d side and boottopt wth tallow; sailed hence the Scarborough and a convoy of transports.

WEDNESDAY, 27TH.—*Winds*, W to NW.

The first and middle part, mod^{te} and clear; the latter, fresh gales and hazy. At 4 P.M. the Trident made the sig^l to unmoor; d^o unmoor'd and hove into $\frac{1}{2}$ a cable on the s.b. At 10 A.M. the sig^l to weigh; d^o weighd and came to sail in comp^y wth his Majestie's ship the Trident, Scorpion, Zepher sloop of war, wth a fleet of victuallers; de^t of water 13^h 10^{min} forw^d, 14^h 11^h abaft, the midship port five foot four inches high.

AT TRINITY BAY.

JULY.

SUNDAY, 15TH.—*Winds*, W b N to WSW.

Mod^t and clear. Arrived here his Majestie's ship the Lizard from Quebeck.

MONDAY, 16TH.—*Winds*, W b N to S b W.

D^o w^r. At 4 A.M. fir'd a gun and made the sign^l to weigh; d^o weighed and came to sail in company wth the Trident, Scorpion, and Zepher sloops and a convoy; Trinity Point N $\frac{1}{2}$ E 7 or 8 leag^s.

IN THE RIVER ST. LAWRENCE.

FRIDAY, 20TH.

Mod^t and clear. At 5 A.M. weighed and came to sail; came to betwⁿ the Isle of Bice and the Main; found here his Majestie's ship the Hind and a schooner; the Isle of Bice N b W 2 or 3 miles; got up sail to dry.

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REMARKS, &c., ECHO, JULY 1759—Continued.

SATURDAY, 21ST.

D^o w^r. A.M. Set up the rigging fore and aft and moord wth the stream cable ; came in here the Trident and some of our convoy.

MONDAY, 30TH.—*Winds*, East, Variable.

First and middle part, mod^t and fair. Steer'd betwⁿ W b S and WSW ; sound along shore 15 to 18 fath^m mud and brown sand. At 3 P.M. bro^t too wth the b. b^r in 23 fath^m water brown sand ; Isle Vert SW $\frac{1}{2}$ W 3 or 4 leagues. At 3 A.M. made the sign^l to weigh ; d^o weighed, as did the convoy. At 7 fir'd 2 guns at one of the convoy to make her keep further off shore. At 10 d^o fell calm ; bro^t up and veer'd out 2 thirds of a cable ; Isle Baske SE 4 or 5 miles, Isle Rorner S b W $\frac{1}{2}$ W 4 or 5 miles ; found the tide to run 2 knotts an hour.

AUGUST.

THURSDAY, 2ND.—*Winds*, West, WSW, NW b W, Calm.

First part, fresh gales and squally ; y^e middle and latter part, mod^t and fair. P.M. Bro^t up wth the b. b^r in 22 fath^m water ; the Isle of Basque SE 3 or 4 miles, Aphale Island S b W 5 miles. At 4 d^o found the tide set east and west ; observed at the same time the ships laying over on the north shore riding wth the tide setting NE and SW. At 7 hove short and got up gall^t yards. $\frac{1}{2}$ past d^o made the sig^t to weigh ; d^o weighed, as did the convoy. At 9 d^o bro^t up, being calm ; Isle Baske ESE, Isle Vert SW 9 or 10 miles ; rec^d on b^d fresh beef.

FRIDAY, 3RD.—*Winds*, ESE, SE, NE.

The first, light airs and fair ; latter, cloudy w^r. At 2 P.M. weighed. At $\frac{1}{2}$ past 3 bro^t up in 30 fath^m water pretty close in shore betwⁿ the Isle Pome and the Isle Vert. $\frac{1}{2}$ past weighed and bro^t up in 13 fath^m water ; Isle Vert SW 3 or 4 miles, Todustack NW 3 or 4 leag^s. At 4 A.M. made the sign^l to weigh. At noon abreast of the Pellerine Islands.

SATURDAY, 4TH.—*Winds*, NE, Calm, SW.

Mod^t and fair. $\frac{1}{2}$ past 2 made the Scorpion's sign^l to speak wth her. At 3 made the sign^l to anchor. At 5 bro^t too wth the b. b^r in 15 fath^m water soft mud ; the Pellerines N b E 4 leag^s, Isle Coudures W b S 3 leag^s. At 7 A.M. found the tide to run to y^e eastw^d 4 or 5 knotts. At 6 A.M. made the sign^l to weigh ; weighed, as did the convoy. At noon Devil's Cape S b E 7 miles.

QUEBEC

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REMARKS, &c., ECHO, AUGUST 1759—*Continued.*

SUNDAY, 12TH.—*Wind, NE.*

First part, mod^t and cloudy; middle and latter, fresh gales and cloudy wth rain. At 3 P.M. weighed. $\frac{1}{2}$ past 5 bro^t up wth the b. b^r in 13 fath^m water; moor'd with a cable each way; found riding here Adm^t Durell wth his squadron; eastm^t part Orleans NE b E $\frac{1}{2}$ E. At 7 down gall^t yards; op'd a cask pork, 103 pces.

SEPTEMBER.

THURSDAY, 6TH.—*Winds, E^t to West.*

Mod^t and cloudy. At 6 P.M. weighed and dropt down further to y^e eastw^d. At 8 d^o bro^t up in 7 fath^m water; Isle Madam SSW 2 leag^s, St Francis Church on Isle Orleans W b N 4 or 5 miles; draft of water forward 15 feet 1 inch, abaft 14 feet 2 inches.

FRIDAY, 7TH.—*Winds, West to SE.*

First part, mod^t and cloudy; latter, d^o and fair. At 3 P.M. weighed and came to sail in comp^y wth his Majestie's ship y^e Trent, Baltimore boom, sloop Sally, a tender with sev^l other small craft, wth a victualler for the Bic. At 9 d^o bro^t up with the b. b^r in 14 f^m water; Cape Tormant WSW 3 leag^s, Isle Coudres NE 3 or 4 leag^s. At A.M. weighed. At 9 d^o; bro^t up in Coudres Road in 6 f^m water; Point St Paul's NW b W 3 or 4 miles, eastm^t point of Coudre 2 or 3 miles. At 11 hove up, thinking we had hook'd the Prince Frederick's cable.

H.M.S. EURUS, ADMIRALTY 847

G. TEER, *Master*

REMARKS, &c., EURUS, AUGUST 1759.

WEDNESDAY, 1ST.—*Winds, SE, W^t, WSW.*

P.M. Light airs and variable. At 6 d^o m^d the sig^l to anchor; came too with our stream anchor in 50 fat, 5 miles of shore. At 8 d^o m^d the sig^l and weigh'd. At 11 d^o m^d the sig^l and came to with our b^t b^r in 28 fat, 3 miles from the shore; Mount Camille SW dist. 5 or 6 lgs. A.M. Fresh gales and hazy.

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REMARKS, &c., EURUS, AUGUST 1759—Continued.

FRIDAY, 3RD.—*Winds*, SE, ENE, NE b E.

P.M. Light airs and variable. At 4 d^o came to with our stream anchor in 34 fat.; St. Fermia W b N 3 miles, the E^t point of the bay E b N off shore 1 mile. A.M. Light breezes. At 10 P.M. m^d the sig^t to weigh; d^o weighed. Sounded at 11, 12, 12, 3, no gr^d 80 fat. 6 miles from the north shore. At 4 d^o 55 fat. 3 miles off shore, the point of Mille Vache NW 4 miles. At 8 d^o abrist of St. Farmia. Att noon Red Island W b N 1½ miles 9 fat. hal^d to the south^d; 10, 12, 18 fat. 2 mile to the south^d; latt^d ob. 48° 15' N°; 13 sail in sight ahead.

SATURDAY, 4TH.—*Winds*, NE b E, SW.

P.M. Fresh breezes and cloudy wear. At 8 d^o Hare Island NW b W, sounding from 11 fat. to 5, 6, 7, 8, 9 fat. At 9 came too with our sm^l b^e in 7 fat. water, the Pilgrams Island SW b S dist. 1½ miles. A.M. Light breezes. At 9 d^o weighd and worked to wind^d towards the Pilgrams, 7 fat. over to 8, 9, 10, 8, 7 TK^d. At noon Pilgrams Island ENE 2 miles, Goose Cape W b S 8 lgs.

SUNDAY, 12TH.—*Wind*, ENE.

P.M. Fresh breezes. At 3 d^o weigh^d and came thro' the Traverse, soundings from 3½ to 5, 6, 7 fat. At 5 d^o came too with our sm^l b^e in 9 fat. wat^r, E^t Point of Orleans NNE 2 miles, Island Madam SE b S 2 miles; found lying here His Maj^y's ship Princesse Amelia (Adm^l Durell) with a fleet; down t.gall^t yds. A.M. Strong gales, with rain.

SEPTEMBER.

FRIDAY, 7TH.—*Winds*, SW, WSW, Variable.

At 2 P.M. weigh^d per sig^t. Fresh gales. In comp^y with his Maj^y's ships Trent, Echo, and Baltimore several transports at 3 came thro' the Traverse. At 8 d^o came too with our b^e b^e in 18 fat. wat^r, Cape Mallard NNW. A.M. Light breezes and variable. At 6 A.M. weigh^d per sig^t. At 9 d^o abrist of the island of Cudre. At noon Goose Cape NW dist. 5 miles.

H.M.S. HIND, ADMIRALTY 880

SAMUEL M'BEAN, *Master*

REMARKS, RIVER ST. LAWRENCE, JUNE 1759.

SUNDAY, 24TH.—*Winds*, E b N, ENE, WSW^t.

The first and middle parts, mod^t and clear weat^r; latter, light breezes and foggy. D^o made new pole topgall^t masts to accomodate Adm^l Sanders for hoisting his flag. At 5 came too with y^e best bow^r anchor in 26 fath^m water; saw 20 sail of transport under y^e Island of Couxdres then bearing WSW 5 or 6 leagues. At 9 hove into $\frac{1}{2}$ a cable. At 10 came on board Adm^l Sanders; d^o hoisted his flag; got up new pole topgall^t masts. At 12 weigh'd and came to sail and ply'd up the river. At 5 A.M. anchor'd with y^e best bow^r in 33 fathoms water, dis^t from y^e shore 1 mile; the Trent under convoy.

MONDAY, 25TH.—*Winds*, WSW, Calm, E b N.

The first part, fresh gales and clear; y^e mid^l and latter, calm, with thunder and lightning and rain. At 1 P.M. weigh'd and came to sail plying to windward. At 3 P.M. y^e Adm^l went on board the Princess Amelia; d^o sent all his baggage on board y^e Sterling Castle. At 6 came to anchor between y^e Island Coudre and the Labradore shore by y^e best b^r in 7 fath^m water; found at anchor here Adm^l Durell, the Vanguard, Alcide, Sterling Castle, Captain, Sutherland, Prince Frederick; d^o anchor'd here his Majesty's ship Trent and her convoy; veer'd out to $\frac{1}{2}$ of a cable. At $\frac{1}{2}$ past 11 y^e Adm^l sig^d for a pilot and weigh; d^o weigh'd and went up the river.

H.M. SLOOP HUNTER, ADMIRALTY 881

CAPT. WILLIAM ADAMS, *Commander* ALEXANDER WOOD, *Master*

REMARKS, &c., ON BOARD HIS MAJESTY'S SLOOP HUNTER,

JUNE 1759.

MONDAY, 4TH.—*Wind*, WSW.

First and middle part, mod^t and fair; latter, fresh gales. P.M. Sailed hence his Majesty's ship Lizard. A.M. The Adm^l made the signals for sailing; d^o unmoored; arievied his Majesty's ship Nightingale.

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REMARKS, &c., HUNTER, JUNE 1759—*Continued.*

At 9 d^o weighd and came to sail with Adm^b Sanders and Holms and 9 sail of the line, 5 frigats, 4 fire ships, and 3 bombs. At 11 d^o in 1st rfs. t.sails and stowed the anchors; the transports not all out; the Adm^t sent in a cutter to see the fleet out of the harbour.

TUESDAY, 26TH.—*Wind, NE.*

First part, mod^{to} and fair; middle and latter, squally, with rain. Employed unloading the schooner and putting it on board another. At 6 P.M. passed by Adm^t Sanders with his squadron.

WEDNESDAY, 27TH.—*Wind, NE.*

Fresh gales, with rain. At 2 P.M. sighted our anchor; received everything on board the schooner excepting the lower riggⁿ.

THURSDAY, 28TH.—*Wind, NNE.*

First part, fresh gales, wth rain; middle and latter, mod^{to} and clear. P.M. Weighd and came to sail. At 4 d^o anchored in 8 fath. water; Cape Torment WSW dist. 1 league; struck the lower yds. At 4 A.M. swayed up the lower yds; weighd and came to sail. At 7 d^o spock with his Majesty's ship Devonshire; sent on board of her a midshipman and 13 men which we brought from on board of a schooner; anchored in 10 fath^m water with the best bower, the east end of the Island Orleans bearing N^o.

FRIDAY, 29TH.—*Wind, WNW.*

Fresh gales and squally w^r, with rain. At 5 P.M. weighd and came to sail. At 6 in 2nd rfs. t.sails. At 8 d^o anchored with the small bower. A.M. Saw severall very large firs which seemed to be approaching toward us, proved to be 7 ships on fire driving with the tide, intended by the French to have destroyed our fleet. . . . Slipt our cable and run down the river to keep clear of any danger. At 9 anchored with the best bower. At 6 d^o weighd and came to sail. At 8 anchored where we slipt our cable; bent the end of a hawser upon the small bower and veerd away upon the best bower; St. Lawrence Church upon the Island of Orleans bearing NE b N.

SATURDAY, 30TH.—*Wind, WSW.*

Mod^{to} and fair w^r. P.M. Hove taught on the hawser and weighd the best bower; d^o weighd the small bower and went further up the river in co. with the Sutherland, Centurian, 2 frigats, 3 bombs, and

REMARKS, &c., HUNTER, JUNE 1759—*Continued.*

severall small vessels ; anchored in sight of Quebec ; found the fleet received no damage from the fire ships. . . . Landed our forcess on the south shore without the least opposition ; the west end of Quebec bearing SW b W.

JULY.

THURSDAY, 19TH.—*Wind, WNW.*

Mod^{te} and clear w^r. At 10 P.M. the cutter went as signal boat off Point Levey, and road by a grapline with a light in 4½ fathom water. At 11 d^o the Sutherland, Diana, Squirell, 2 transports, and a sloop weighed an run above Quebec past the French battrys ; by a misfortune of the Diana not casting the right way, went ashore below Point Levey ; all the boats went to her assistance. At 8 A.M. the French boats came down and fired upon the Diana ; having got some of her guns on shore, ingadged them ; the boats retreated. At 9 d^o sighted our anchor and let go the best bouer, the small bouer anchor being foule.

MONDAY, 23RD.—*Wind, WSW.*

Mod^{te} and cloudy w^r. At 3 A.M. weighed in co. with Loestaf, intending to pass the town to join the ships there ; when abreast of the town the wind took us short, and the French firing at us from their quarters in the town, we could not sail to windward of Point Levey ; was obliged to put back. At 5 d^o anchored in 10 fath^m water with the small bouer ; dry^d sails ; Adm^l Holms hoisted his flag on board the Dublin ; bearings as before.

TUESDAY, 31ST.—*Wind, SW.*

Mod^{te} and fair w^r, inclining to calms. At 10 A.M. sighted our anchor. At ½ past d^o two transports fitted for cannonading run in shore to the westward of the falls of Moransue. At 11 d^o they began to cannonad, and likewise they received the same from two batteries and severall of the French flate bottomed boats. At noon the Centurion went to their assistance ; the boats ceased.

AUGUST.

WEDNESDAY, 1ST.—*Wind, SW.*

First part, mod^{te} and cloudy ; mid^d and latter, fresh gales. P.M. At ½ past 5 d^o the troops landed under the transport's guns and marched

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REMARKS, &c., HUNTER, AUGUST 1759—*Continued.*

up towards the French; got possession of a battery of 2 guns, but the French, of a superior number and strongly entrenched, could not advance any further. At 7 d^o set the two ships on fire and retreated in the boats.

SUNDAY, 12TH.—*Wind, ENE.*

First and middle parts, moderate and hazy weather; latter, hard gales, with rain. P.M. Came on board 45 soldiers. At 7 d^o got order to get under sail. At $\frac{1}{2}$ past 8 p^r signal d^o weighed in company with the Loestaf 2 ships, a sloop, and a schooner. At 9 falling calm, anchored in 29 fathom water under the guns of the town. At $\frac{1}{2}$ past d^o, being discovered by the French, they endeavoured to bombard us, but we received no damage. At 10 weighed, and at 11 anchored with the small bouer. A.M. Down t.g. yds.; received on board fresh beef; said hence his Majesty's ship Diana; the bearings as before.

TUESDAY, 28TH.—*Wind, ENE.*

Moderate and cloudy weather. At 8 P.M. weighed p^r signal in company with the Loestaf and several transports to join the Sutherland above the town; when abreast of the town, the French being at their quarters, fired very hard for a space of time; we passed with the loss of 2 men and one wounded. At 11 anchored with our small bouer in 35 fathom water. At 12 we drove, let go the best bouer anchor. At 1 A.M. one of the transports drove foul of us. At 7 d^o hove up both of our anchors and dropt clear of the transports; anchored with our small bouer in 18 fathom water; down t.g. yds.; in clearing the decks through overboard 950 puncheons staves, 100 hog^d staves, and 100 iron hoops; Garroustown bearing NW b W.

WEDNESDAY, 29TH.—*Wind, SW.*

Fresh gales and cloudy weather, with rain. At 8 P.M. weighed and dropt further up; anchored in 16 fathoms water. At 8 A.M. weighed. At 11 d^o joined the Sutherland and anchored in 12 fathoms water with the small bouer; Santagusta Church bearing NW b W, distant 8 miles; the carpenters repairing what was damaged by the shot.

THURSDAY, 30TH.—*Wind, SW.*

Moderate and cloudy. The sailmakers mending the shot holes in the fore and main topsails. P.M. The boats rowed in towards Santagusta and fired several volleys of small arms . . . upon a discovery.

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REMARKS, &c., HUNTER, 1759—*Continued.*

SEPTEMBER.

FRIDAY, 8TH.—*Winds*, WSW, WNW.

These 24 hours, fresh gales, with some heavy rain. At 6 P.M. embark'd part of the forces, the French firing with small arms at the ship; Admiral Holmes took command on board the Sutherland. At 7 the remainder of the troops embark'd; dropt further up the river and anchor'd in 15 fath^m water.

SATURDAY, 8TH.—*Wind*, NE.

Ditto weather. At 4 P.M. received orders to go up the river; up topgallant yards; came on board the Generals Monckton and Murray; got a pilot on board, weigh'd, and went up the river. At 7 anchor'd in — fathom water; likewise came on board the Generals Wolfe and Townsend. At 9 weigh'd and dropt down to the fleet; anchor'd in 15 fathom water; the Generals left the ship; one ship, 2 sloops, and a schooner join'd us. A.M. Veer'd away to a whole cable; lost a deep sea lead and line; Santagusta Church NW.

SUNDAY, 9TH.—*Wind*, ESE.

Ditto weather. At 5 P.M. weighed and came to sail in comp^y with 2 ships. At 8 fired a gun as a signal to anchor; anchor'd with the small bower in 11 fathom water; Point Tremble NNW, dist. 2 miles.

MONDAY, 10TH.—*Winds*, E, SW.

The first and middle part, fresh gales, with rain; the latter part, mod^{te} and fair. At 10 A.M. up topgal^t yards; weigh'd and came to sail. At noon join'd the Commodore and anchor'd with the small bower; Santagusta Church NW bW, dist. 4 miles.

TUESDAY, 11TH.—*Wind*, SW.

Fresh gales and cloudy wear. At 8 A.M. got on board one boat load of wood and one of water. At noon weigh'd and sailed down the river to relieve the Sea Horse on a station; as we passed the battoes engaged, but we received no damage; anchor'd with the small bower in 20 f^m water; Sellery bearing north.

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REMARKS, &c., HUNTER, SEPTEMBER 1759—*Continued.*

WEDNESDAY, 12TH.—*Wind, SW.*

Moderate and fair weather. Read the Articles of War and the late Act of Parliament to the ship's company.

THURSDAY, 13TH.—*Wind, SW.*

Fresh gales and clear weat. At 11 P.M. came on board in a canoe two deserters from the French. At 3 A.M. dropt down the river, our boats manned and armed, with severall sloops. At 4 they landed 2 miles to the westward of Cape Diamond on the north shore; ditto drop'd down Admiral Holmes in the Lowestoff, with the Seahorse and Squirrel; when the Leostoff passed, order'd us to weigh and follow them; anchor'd off the landing place in order to cover the troops landing. At 10 the two armies meeting engaged a considerable time; the French being put into confusion broke their ranks and retreated; our army maintaining their ground, by order of the Admiral an officer and 30 men were sent on shore to assist in drawing up the cannon; Cape Diamond NE, dist. 2 miles.

FRYDAY, 14TH.—*Winds, SW, N.*

These 24 hours, fresh gales and clear weat. A ship and a schooner joined us. A.M. Sent the men on shore as before. A.M. The commanding officer in the field sent a flag of truce to the French; Cape Diamond NE 2 miles.

H.M.S LOWESTOFF, ADMIRALTY 926

GEORGE CALLENDER, *Master*

REMARKS, &c., LOWESTOFF, JUNE 1759.

THURSDAY, 14TH.—*Current, NW, NW b W, NNW, W b N, N b W, NNW, NW, NW b N, NNW, NW b N; Winds, WSW, SW b W, W, SSW, South, SW b S, W b N, W, WSW, W b S, W, W b S; Latitude observed, 50° 07"; Bearings and distances at noon, The Seven Islands NW b W, dist^o 5 leagues.*

1 P.M.—*Light airs and variable.*

7 P.M.—*Calm, her head round the compass; sounded 160 fathom, no ground; Cape Roser S $\frac{1}{2}$ E, dist^o 11 league; at the same time tryed the currant and found it to set E b N $\frac{1}{2}$ N 1 mile a hour.*

QUEBEC

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REMARKS, &c., LOWESTOFF, JUNE 1759—*Continued.*

9 P.M.—At 7 made y^e sigⁱ and fired a gun for our division to make more sail.

3-6 A.M.—Calm; found y^e variation by the medium of 6 azimuths to be 22° 00" westly.

7 A.M.—Cape Rosier S b E 15 leagues.

11 A.M.—Light breezes and clear w^e; 20 sail in company.

MONDAY, 25TH.—*Winds*, SW b S, SW b W, NE, NNE, NE;
Latitude observed, 47° 25"; *Bearings and distances at noon*, Cape Burnt WSW, dist^s 2 leagues.

1 P.M.—Fresh gales and cloudy w^e. $\frac{1}{2}$ past made y^e sigⁱ to weigh.

3 P.M.—Weighed and came to sail in company as before, turning to windward off Cape Burnt.

5-7 P.M.—TK'd occasional. At 5 made y^e sigⁱ to anchor. $\frac{1}{2}$ past anchored with y^e small bower in 10 fathom water, coarse red sandy bottom; Burnt Cape SW b W $\frac{1}{2}$ W, Cape Hogg N b E $\frac{1}{2}$ E, dist^s off the north shore 2 miles.

8 P.M.—Fresh breezes, with thunder, lightning, and heavy rain.

12 P.M.—Moderate and cloudy w^e.

1-6 A.M.—Calm, small rain; sent on board the Elizabeth and Ann transport (William Robinson, Master) our stream anchor, he having lost his anchor.

10-11 A.M.—Made y^e sigⁱ for y^e transports to weigh and come under our stern; d^o sent a boat with an officer to assist a sloop that was aground on the ledge of Burnt Cape; d^o ordred a vessel to go on board of the Hunter sloop on purpose to take in the lading of a schooner that was ashore on d^o ledge.

TUESDAY, 26TH.—*Winds*, NE, SW; *Bearings and distances at noon*, St. Laurence Church on the Isle of Orlens.

1-4 P.M.—Runing through the Traverse, found riding off y^e Isle of Madam his Maj^{ty}'s ships Devenshire, Pembroke, St^r Turion, and Richmond frigat, with several transports; d^o came on board General Wolf; made y^e sigⁱ for the White Division to make more sail and cleard ship; General Wolf went away.

5 P.M.—Running up between the Isle of Orlens and the Main. At 5 made the sigⁱ to anchor. $\frac{1}{2}$ past anchored with the small bower in 14 fathom water, muddy bottom; St. John's Church on y^e Isle of Orlens NNE, distance one mile; thunder, lightning, with hard rain; anchored here His Maj^{ty}'s ship Senturion, Pembroke, and Richmond, and Porcupine sloop.

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REMARKS, &c., LOWESTOFF, JUNE 1759—*Continued.*

12 P.M.—Calm, hard rain.

3 A.M.— $\frac{1}{2}$ past made *y^e* sigl to weigh.

4 A.M.—Fresh breezes. $\frac{1}{2}$ past weighed and came to sail with our division and the men of war before mentioned.

6 A.M.—Turning to windward between *ye* Island Orlens and the Main.

7-10 A.M.—Made *y^e* sigl to anch. $\frac{1}{2}$ past hauld down the anchoring colours and made *y^e* sigl for all the transports to come under our stern. At 8 anchored with the small bower in 23 fathom water, rocky bottom; St. Laurence Church on the Isle of Orlens NW b N $\frac{1}{2}$ W $\frac{3}{4}$ of a mile.

11 A.M.— $\frac{1}{2}$ past made *y^e* sigl for all Adjutants.

12 A.M.—Fresh breezes and clear w^r.

THE RIVER ST. LAURENCE, OFF ST. LAURENCE CHURCH, ON THE
ISLE OF ORLENS.

WEDNESDAY, 27TH.—*Winds*, W¹, WSW, Calm, NE.

Moderate breezes and clear w^r. At 2 P.M. made *y^e* sigl for the transports to weigh and come under our stern. $\frac{1}{4}$ past 4 we weighed and dropt closer in shore; St. John's Church in the Isle of Orlens NNE $\frac{3}{4}$ E, and a little small church to *y^e* NE of St. Laurence Church 2 musquet shot north, dist^e of the shore, 2 cables length at low water; our anchor at d^o in 10 fathom, fine sandy bottom. At 5 anchored under our stern all our division; d^o made *y^e* sigl for all Masters of transports. At 9 came on board Adm^l Saunders; d^o hoisted his flag at the foretop-masthead. $\frac{1}{2}$ past 5 A.M. made *ye* sigl for all the troops of the White Division to land; d^o maned 4 flatt bottom boats with officers and men to attend the landing of *y^e* troops on *y^e* Isle of Orlens; d^o came up and anchored here the Baltimor bomb with the Blue Division; came up and anchored here his Maj^{ty}'s ships Alcide, Sterling Castle, Southerland, Reacehorse bomb, and Squirrel. At 9 Adm^l Saunders shifted his flag on board the Sterling Castle. At 10 haul'd down *y^e* sigl for landing the troops. At 11 the sigl was made on board the Sterling Castle for all the troops to land.

THURSDAY, 28TH.—*Winds*, NE, ENE, ESE, SE, SW, W¹.

Strong gales and cloudy w^r. At 2 P.M. lost our gibb boom sprit sail yard, larboard bomkin, and reased *y^e* learboard catthead by a transport that come foul of us; d^o let go the best bower anchor under foot. At 4 came foul of us another transport which carried away our spare anchor, larboard main chaine, and our barge cutter, and one flatt bottom boat, all lost; we was obliged to cutt our small bower cable close by the inner end to clear us of *y^e* transport; veard away to a

REMARKS, &c., LOWESTOFF, JUNE 1759—*Continued.*

cable and a half on the best bower and let go the sheet anchor and veard away to $\frac{3}{4}$ of a cable on d^o and hove in the slack of y^e best bower. At 10 came athort our hawse a schonar which carried away our cutt water and rails of our head; veard away to a wholl cable on the sheet and the schoner cut away her main mast. $\frac{1}{2}$ past 11 she got clear of us. At 4 A.M. hove in the mooring serves of y^e best bower. At 10 Adm^l Sanders came on board and made y^e sig^l for all Masters of transports.

IN THE RIVER OF ST. LAWRENCE.

JULY.

SATURDAY, 28TH.—*Winds*, WSW, W b S, Calm, SW, Wt.

The first and latter parts, light airs and clear weather; the middle, calin. At 4 P.M. the sig^l on board the Adm^l for all Lieutenants. At 12 A.M. the French sent down with the tide of ebb about 150 or 200 stages, each properly fited as fire ships, and all chaind one to y^e other in a line across y^e river; they towed them as close to our ships as they durst venture, then set fire to the stages, they being so contrived that they were all in a flame in one minute. We sent all the guard boats with grapnels and chains fited a purpose to grapnel them and towe them clear of the fleet; d^o towed them clear of all y^e fleet and landed them on the Isle of Orlens. At the same time we veard away to a whole cable on purpose to sheer the ships clear of them if there was occasion. At 4 hove short. At noon bent y^e main sail.

TUESDAY, 31ST.—*Winds*, SE, SSE, S b W, SW, W b S.

The first and middle parts, light airs and cloudy; the latter, moderate and clear w. P.M. The French hove from Beaufort shores shells at the Russel transport which lay a cable's length to y^e eastward of us; they all fell short of her. At 9 the Russel transport fired 2 musquets at a boat that went past her with the tide of flood; we sent a guard boat after her. At 10 y^e guard boat return'd; found her to be an old whale-boat stove and unfit for service. $\frac{1}{2}$ past 10 A.M. the Russel and three sisters transports, being properly fited as arm ships and commanded by 2 Lieutenants of men of war, hove up and run ashore opposite to a French battry which lay near the falls of Momorance. At 11 they began to cannonad the French, which they returned with a hot fire of shot and shells; at y^e same time his Maj^{ty}'s ships Centurion, Pembroke, Richmond, and Trent weiged and came too an anchor in a line along the Beaufort shore as near as they could for the ground; d^o General Moncton had his troops embarked in boats at Point Live. $\frac{3}{4}$ past General Moncton crossed over from Point Live towards Mount Momorance; d^o the Centurion and the transports befor mentioned keep a constant fire upon the French.

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REMARKS &c., LOWESTOFF, 1759—Continued.

AUGUST.

WEDNESDAY, 1ST.—*W*ind, W b N, W b S, Variable, W, W b N.

The first and middle parts, fresh breezes and squally, attended with thunder, lightning, and heavy showers of rain; the latter, fresh gales and cloudy. $\frac{1}{2}$ past noon came alongside and stowed part of the boats with General Monckton's troops. $\frac{1}{2}$ past 1 P.M. all y^e boats put off from alongside of us and rowed towards Mount Momorance, which was done by a private sigl from General Monckton. At 2 saw General Wolf's troops marching down the hill from their camps, and draw'd up close to the mouth of y^e falls of Momorance; at y^e same time he was keeping a hot fire from his battry on Mount Momorance; d^o hove many shells into the French trenches. At $\frac{1}{2}$ past 5 our troops landed under the cover of the above two transports, which lay dry on the shore. $\frac{3}{4}$ past came on a violent squall of wind, attended with thunder, lightning, and heavy rain. At 6 it cleared up, with moderate breezes; d^o saw part of our troops have possession of on of y^e French battry, but y^e French keep such a hot fire of musquetry from the breastwork on the top of the hill, which obliged our troops to leave the battry; soon after we saw part of our troops embark in flat bottom boats and part cross the falls of Momorance; when all our troops was clear of y^e shore we took all y^e men out of y^e two transports and sett them on fire. A.M. Our sigl on board y^e Adm^l for all Lieutenants.

SUNDAY, 12TH.—*W*ind, ESE, Calm, E b S, E b N, NE, ENE.

The first part, moderate breezes; middle, light airs and cloudy; latter, fresh gales, with hard rain. P.M. Received on board 4 hh^{ds} of rum containing 424 galls, which we started into ship's cask; d^o received on board 3 quarters of fresh beef, weight 296 pounds, for the ship's company. $\frac{1}{2}$ past 5 came on board 75 soldiers belonging to Kennedy's Regiment. At 8 got up topgall^t yards; d^o weighed our anchor and stowed. D^o $\frac{1}{2}$ past came to sail by a hawser made fast to his Maj^{ty}'s bomb Pilican, his Maj^{ty}'s sloop Hunter, two transports, one armed sloop, and one schonor; d^o in company endeavoring to pass above the town of Quebec. At 9 we anchored near the walls of d^o town, it being calm and the tide of flood quit slack; soon after we anch^d the French began a smart fire upon us with shot and shells. $\frac{1}{4}$ past 10 we weighed and dropped down with y^e tide of ebb, the Hunter, 2 transports, and the armed sloop in company, the armed schonor having got past y^e town. $\frac{1}{4}$ past 11 we anchored with y^e b^e b^e in 15 f^m water, 1st q^r ebb, course sandy bottom; d^o got down topgall^t yards. At 4 A.M. found y^e bearings of y^e land as follows: Beaufort Church NW b N $\frac{1}{2}$ N, St. Joseph Church SW b S $\frac{1}{2}$ S, Cape Dimond SW b W $\frac{1}{4}$ W, dist^{ce} of Point Live half a mile.

REMARKS, &c., LOWESTOFF, AUGUST 1759—*Continued.*

SUNDAY, 26TH.—*Winds*, WSW, W¹, W b N, WSW.

Moderate breezes and clear w^r. At 7 P.M. weighed and dropt further up the river by order of Adm^l Saunders. At 8 came too in 21 fathom water, coarse sandy bottom; veard away to $\frac{1}{4}$ ^d of a cable; Beaufort Church N b W, St. Joseph Church on Point Live S b E $\frac{1}{2}$ E, Cape Dimond SW, dist^s off Live shore $\frac{1}{4}$ of a mile. At 12 A.M. veard away to $\frac{3}{8}$ ^s of a cable.

TUESDAY, 28TH.—*Winds*, ESE, E b S, E¹, E b N, ENE, WSW, W¹.

The first and latter parts, fresh gales and cloudy; the middle, light airs. P.M. Opened a cask of beef, N^o 293, contents 90 pieces. At 5 received on board from his Maj^{ty}'s ship Captain 40 24-pound shott, 40 cartridges of powder, and 80 wads; from y^e Hunter 50 4-pound shott; from y^e Baltimor bomb 50 cartridges and 100 wads for d^o shott. At 8 we came to sail from a hawser made fast to his Maj^{ty}'s ship Pembroke in company his Maj^{ty}'s sloop Hunter, two catts, and one armed sloop. $\frac{3}{4}$ past was abreast of the town of Quebec, from which we received a smart fire of shot and shells, at which we fired 7 9-pounders. At 9 came abreast of another battry on the north shore which fired at us, at which we returnd 4 9-pounders; in casting the ship lost overboard 20 fathom of a hawser which we had for a slip rope; in passing the town received many shot holes through our sails and a deal of our running rigging shot away. At 10 anchored with y^e best bower in 14 fathom water, rocky bottom; veard away to a whole cable to viz^t at high water off Point Sillery, dist^s off ye north shore $\frac{1}{4}$ of a mile. $\frac{1}{2}$ past anchored here the Hunter, 2 catts, and the sloop. At 6 A.M. weighed and dropt further up the river. At 9 anchored with the best bower in 9 fathom and a half at high water, fine sandy bottom; veard away to $\frac{3}{8}$ ^{ds} of a cable; the Church of St. Augustin N^o 60^o W, St. Nicklas Church S^o 37^o W, dist^s from y^e south shore $\frac{1}{2}$ miles; d^o saw riding one mile farther up y^e river his Maj^{ty}'s ship Southerland, 2 catts, 2 armed sloops, and one schoner; was washed of y^e best bower and lost three hammocks and one platt.

WEDNESDAY, 29TH.—*Winds*, W¹, W b N, WNW.

The first part, squally w^r, with havey shours of rain; the middle and latter, fresh gales and clear. $\frac{1}{2}$ 7 A.M. weighed and came to sail. $\frac{1}{2}$ past 9 anchored with y^e best bower in 8 fathom water, fine sandy bottom; veard away to $\frac{1}{4}$ ^d of a cable; St. Nicklas Church on y^e south shore south, St. Augustin Church on y^e north shore NW $\frac{1}{2}$ N, dist^s of y^e south shore $\frac{3}{4}$ of a mile; d^o found riding here his Maj^{ty}'s ships

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REMARKS, &c., LOWESTOFF, AUGUST 1759—Continued.

Southerland, Squirell, 2 arm'd sloops, one schooner, and 2 catts. At 10 anchored here his Maj^{ty}'s sloop Hunter, 2 catts, and one arm'd sloop; d^o came on board from his Maj^{ty}'s ship Southerland one Lieutenant of marines and 28 privat men. At noon veard away to a whole cable.

THURSDAY, 30TH.—*Winds*, W b N, WSW, W¹.

The first part, fresh gales and cloudy w¹; y^e middle and latter, fresh breezes and d^o w¹. P.M. Received on board a flat bottom boat from his Maj^{ty}'s ship Southerland, which we arm'd with one swevell, 20 musquets, 20 cutlases, 20 cartuch boxes. $\frac{1}{2}$ past 7 hove in to $\frac{1}{2}$ of a cable. At 8 sent the flatt bottom boat man'd on board of his Maj^{ty}'s ship Southerland. $\frac{1}{2}$ past weighed from hence and anchored close in abreast of St. Augustin Church 2 arm'd sloops, on schooner, and 2 flotting battrys with one gun each. At 9 we sent a cutter arm'd and man'd on board of y^e Southerland. At 10 saw severall boats put off from y^e Southerland and row towards St. Augustin Church. $\frac{1}{2}$ past our arm'd vessels began to cannonad the shore, which was return'd with a sharp fire of musquetry. At midnight the firing ceased. $\frac{1}{2}$ past all y^e boats return'd which had been attemping to land on y^e north shore. We discovered a fire in the beam above the copers in y^e gelly which obliged us to take down part of y^e brickwork of y^e copers; d^o y^e carpenters emp^d repairing the damage. A.M. The sailmaker employ mending y^e shott holes in the sails which we received in passing the town of Quebec. At 10 loosd sails to dry.

FRIDAY, 31ST.—*Winds*, W¹, WSW, NE, East.

Light breezes and cloudy w¹. At 2 P.M. handed y^e topsails. At 8 shortend in to $\frac{1}{2}$ of a cable. At 2 A.M. veard away to $\frac{3}{4}$ of a cable. $\frac{1}{2}$ past 10 weighed and dropt up the river, as did the Southerland, Squirell, Hunter sloop, 3 armed sloops, one schooner, and 4 transport catts. At noon St. Francis Church on Point Otramble W b N, St. Antony Church on y^e south shore W b S.

SEPTEMBER.

SATURDAY, 1ST.—*Winds*, E b N, NE, E, ENE, East.

The first and middle parts, moderate and cloudy; the latter, fresh gales. In dropping up saw several boats on Point Otramble; we stood in on that shore to $4\frac{1}{2}$ fathom water and fired 10 guns at them. $\frac{1}{2}$ past 1 P.M. anchored with y^e best bower in 11 fathom, fine sandy bottom; veard away to $\frac{1}{2}$ of a cable; St. Francis Church on y^e Point

REMARKS, &c., LOWESTOFF, SEPTEMBER 1759—*Continued.*

Otramble N b W $\frac{1}{2}$ W, St. Antony Church on y^e south shore SbW $\frac{1}{2}$ W, dist^e from the south shore one mile; d^o anchored here the rest of y^e fleet; d^o sent in shore off Point Otramble 2 floating battryes and 2 flatt bottom boats to fire upon the boats which lay on shore. At 3 they returned by sigⁱ from y^e Southerland.

SUNDAY, 2ND.—*Winds*, ESE, E, ENE, SSE, ESE, E b N.

The first and middle parts, moderate and cloudy; the latter, thick hazey weather, with small rain. $\frac{1}{2}$ past noon anchored here his Maj^{ty}'s ship Seahorse, 2 transports catts, and 2 sloops. $\frac{1}{2}$ past 1 P.M. y^e Southerland made y^e sigⁱ to weigh. $\frac{1}{2}$ past 3 weighed and dropt down y^e river, as did all y^e fleet. $\frac{1}{2}$ past 7 anchored p^r sigⁱ, as did all y^e fleet, in 9 fathom water, small stones; veard away to $\frac{1}{2}$ m^d of a cable; St. Augustin Church NW b W, St. Nicklas Church SW $\frac{1}{2}$ W, dist^e from each shore 1 mile and a half. $\frac{1}{2}$ past 4 A.M. the Southerland made y^e sigⁱ to weigh. At 5 weighed, as did all y^e fleet, and dropt down the river. $\frac{1}{2}$ past 7 anchored with y^e b^e b^e in 19 fathom and a half water, half ebb; veard away to a whole cable; Cape Dimond NE $\frac{1}{2}$ E, St. Michal's Church N $\frac{1}{2}$ W, dist^e one mile; d^o anchored here all the fleet.

MONDAY, 3RD.—*Winds*, E b N, E b S, ESE.

Moderate breezes and cloudy wⁱ. Veard and hove in y^e cable occasional. A.M. Opned a cask of beef, N^o 3956, contents 112, short one piece. At 11 weighed and run in close to y^e north shore, and anchored in 19 fathom water, fine sandy bottom; veard away to $\frac{3}{4}$ m^d of a cable; Point Sallery which is the first point above Cape Dimond NE b E, St. Michal's Church NE b N, dist^e from the shore 2 cables lengths; when we let go our anchor the bluf head on Point Sallery was in one with Point Live; this anchorage is a little below the river Shedor, which river lyes on the south shore, and there is 6 fathom in to the mouth of it, and in y^e middle of y^e river right abreast of it there is 30 fathom, rocky bottom, and near the north shore there is good anchoring from 20 to 12 fathom close in, and a fine sandy bay; d^o read y^e Articles of War to y^e ship's company and the Act of Parliament for y^e Encouragement of Seamen.

TUESDAY, 4TH.—*Winds*, E b N, ESE, E b N.

The first part, fresh gales and cloudy; y^e middle and latter, moderate and hazey wⁱ. At 6 P.M. a sloop and sconer in dropping down with the tide of ebb a little above the river Shedor was fired at by the French with great guns and musquetry from y^e north shore and with

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REMARKS, &c., LOWESTOFF, SEPTEMBER 1759—*Continued.*

musquetry from y^e south shore, which they returnd with a smart fire of great guns. A.M. Filed 8 of our beer butts with fresh water and stowed them in y^e forehold; veard and hove in cable occasionall.

WEDNESDAY, 5TH.—*Winds*, ESE, Wt, SW, East.

Moderate breezes and cloudy w^r. At 5 P.M. weighed and dropt up the river a little way, but y^e tide of ebb comming strong down, we was obliged to drop in to our old birth, and anchored in 18 fathom water, fine sandy bottom; veard away to a whole cable; Point Sellery NE b E, St. Michal's Church NNE, dist^s of y^e north shore $\frac{1}{4}$ of a mile.

THURSDAY, 6TH.—*Winds*, ENE, SE, WSW.

The first and middle parts, moderate and cloudy w^r; latter, squally, with rain. $\frac{1}{2}$ past 5 P.M. sent all our boats to attend y^e embarking of the troops from y^e south shore on board of y^e ships. At 11 y^e boats returnd. $\frac{1}{2}$ past 1 A.M. sent the boats to attend as before. At 7 came on board 290 soliers; d^r our boats returnd, y^e troops being all embarked; veard away to a whole cable.

FRIDAY, 7TH.—*Winds*, WSW, WNW, W^t, SW, E b N.

The first part, fresh gales and cloudy; the middle and latter, moderate and clear w^r. At 2 P.M. sent on board of his Maj^{ty}'s ship Southerland all y^e troops and marines we had on board. At 5 hove up our anchor, found it clear, let it go again. At 6 sent all our boats to attend y^e embarking of troops from y^e south shore. At 8 all our boats returnd with 300 troops on board, which we receiv'd. $\frac{1}{2}$ past 4 A.M. weighed and dropt up the river p^r sig^t, as did all y^e fleet. $\frac{1}{2}$ past 6 anchored with y^e best bower in 17 fathom water, rocky bottom, as did all ye fleet; veard away to $\frac{3}{4}$ th of a cable, last quarter flood; St. Augustin Church W b N $\frac{1}{2}$ N, Cape Nicklas W b S, Cape Red River NNE $\frac{1}{2}$ E, dist^s of y^e south shore $\frac{1}{2}$ a mile; all along y^e south shore after you come above Cape Red River is the best anchoring till you come as high as Cape Nicklas, where there is a ledge runs of C. $\frac{3}{4}$ th over to y^e south shore; when you clear that ledge keep over to the south shore again, where there is good anchoring opposite to Point Otramble.

SATURDAY, 8TH.—*Winds*, ENE, E b N, East.

The first part, moderate and cloud; y^e middle and latter, fresh breezes, with constant rain. $\frac{1}{2}$ past 2 P.M. embarked all y^e troops we had on board into flatt bottom boats and sent them alongside of diffrent

REMARKS, &c., LOWESTOFF, SEPTEMBER 1759—Continued.

ships; at the same time we weighed, with *y^e* Seahorse in company, endeavoring to go into Red River Bay to destroy some floating battry's which lay in *y^e* mouth of *y^e* river, but it falling little wind and *y^e* tid of flood making up so strong which obliged us to anchor in 13 fathom, rocky bottom; veard away to a whole cable; *d^o* anchored *y^e* Seahorse; the bearing of *y^e* land, St. Augustin Church NW b W, Cape Nicklas W^t, Cape Red River NE, dist^s 2½ miles; in standing in to Red River Bay *y^e* floating battry's fired several shott at us, on of which carry'd away our larboard main brace; we fired at *d^o* 5 4-pounders. At 5 all the troops return'd again; *d^o* sailed up *y^e* river from hence his Maj^t's sloop Hunter. At 2 A.M. she return'd again. At 6 came up from Point Live and anchored hear two sloop and one schoner and one transport catt; shortened in and veard out *y^e* cable occasional.

SUNDAY, 9TH.—*Winds*, ENE, Calm, E^t, Calm, W^t, WNW, East.

Light airs, inclinable to calm, atended with constant rain. At 3 P.M. our sig^l on board *y^e* Southerland for an officer; weighed from hence his Maj^t's sloop Hunter with 2 transport catts and sailed up *y^e* river. ½ past 1 A.M. fired a gun and made *y^e* sig^l for *y^e* troops not to rembarck. At 11 weighed and dropt down *y^e* river his Maj^t's ship Seahorse; *d^o* supplied the Resolution sloop with 72 4-pound shott, 149 pounds of powder, and 40 wads, by order of Adm^l Holms. At noon commenced *y^e* serving of win to *y^e* ship's company, the beer being all expended; veard and hove in *y^e* cable occasional.

MONDAY, 10TH.—*Winds*, SW, SSW, South, W b N.

The first part, moderate and hazey w^t, with rain; middle and latter, mod^e and cloudy w^t. ½ past 1 P.M. *y^e* Southerland made *y^e* sig^l for all officers of flat bottom boats. At 2 we fired a gun and made *y^e* sig^l for all Adjutants. At 5 we embarked part of our troops we had on board in flatt bottom boats to land on *y^e* south shore. At 6 we saw several floating battry's coming out of Red River; we weighed and stood in on *y^e* north shore to 7 fathom and fired 7 9-pounders at them, which they return'd with several shott; after we obliged to go back we stood over on *y^e* south shore and anchored in 14 fathom water, rocky bottom; veard away to ½ cable; St. Augustin Church N b W, Cape Nicklas W b S, dist^s of *y^e* south shore ¾ mile. A.M. Loos'd sails to dry. At noon handed *d^o*.

TUESDAY, 11TH.—*Winds*, W^t, W b N, WSW, W^t.

The first and middle parts, moderate breezes and cloudy; the latter, fresh gales. At 9 P.M. hove up the anchor, found it clear, let it go

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REMARKS, &c., LOWESTOFF, SEPTEMBER 1759—*Continued.*

again in 14 fathom high water, coarse sandy bottom; veard to $\frac{3}{4}$ of a cable; Cape Nicklas W b S, St. Augustin Church WNW, Cape Red River NE b N, dist^e of y^e south shore one mile. At 11 A.M. weigh'd from hence and sailed down y^e river his Maj^{ty}'s sloop Hunter, at which the French floating battrys in Red River fired several shot, which she returnd; veard out and hove in y^e cable occasional.

WEDNESDAY, 12TH.—*Wind*, SW b W.

Moderate and fair w^e. At 7 A.M. embarked all our troops from the south shore. At 10 y^e sig^l on board of the Southerland for all Adjutants.

THURSDAY, 13TH.—*Wind*, WNW, WSW, NW b W.

The first and middle parts, moderate and cloudy w^e; the latter, fresh breezes and clear. At midnight weighed from hence and dropt down the river 3 armed sloops and one schooner, in company with them several flatt bottom boats with troops on board. $\frac{1}{2}$ past 1 A.M. came on board Rear-Adm^l Holms, and hoisted his blew flag at y^e mizen top mast head. 3 weighed and dropt down y^e river, as did y^e Seahorse and Squirrel, with 2 transport catts. At 6 the enemy fired several shot at us from Point Sallery; d^o was killed John Memy, seaman. At 7 anchored with y^e best bower in 9 fathom lowe water, fine sandy bottom; veard to $\frac{3}{4}$ of a cable; Point Dimond NE, Point Live NE $\frac{1}{2}$ E, Point Sallery NW b W, dist^e of the north shore $\frac{1}{2}$ a mile; d^o landed all y^e troops on y^e north shore. At 10 our troops began a general action with the French. $\frac{1}{2}$ past 10 was brought on board General Moncton wounded and several officers. At 11 was brought on board y^e corps of General Wolf; d^o all the boats employd bringing off y^e wounded men and French prisoners.

FRIDAY, 14TH.—*Wind*, SE, Variable, SSW.

D^o w^e. At 11 P.M. came up from Point Live and anchored here two transport catts and one schooner. At 2 A.M. sent part of y^e wounded men down to Point Live in flatt bottom boats, and y^e corps of General Wolf. At 5 sent 50 seamen and an officer on shore to assist in getting up the artillery. At 10 made y^e sig^l for all Lieut.

H.M.S. MEDWAY, ADMIRALTY 948

CHARLES PROBY, Esq^r., *Command^r* W^m M'FUNN, *Master*

REMARKS, &c., ON BOARD HIS MAJESTY'S SHIP MEDWAY,
JUNE 1759.

SATURDAY, 23RD.—*Courses*, SW b W, SW $\frac{1}{2}$ S, South, SW b W, WSW, WSW $\frac{1}{2}$ W, SW $\frac{3}{4}$ W, SW b W, SW b W $\frac{1}{2}$ W, SW; *Winds*, E, NE b E, NE, ENE, NE, NNE.

1 P.M.—Little wind and cloudy. $\frac{1}{2}$ past weigh'd and came to sail. $\frac{3}{4}$ past the Adm^l made the sig. to anchor.

3-12 P.M.—Sand and black specks. $\frac{1}{2}$ past 3, 3 f^m gravel. $\frac{3}{4}$ past 26 f^m gravel. At $\frac{3}{4}$ past 3 anch^d with the b. b^r in 22 f^m; veer'd away to $\frac{1}{2}$ a cable; the body of Apple Island E $\frac{1}{2}$ S 4 or 5 mile, the body of Green Island SSW 2 l^s; the Roy^l William made the sig. of 10 sail in y^e NE. $\frac{3}{4}$ past 3 the Adm^l made the sig. to weigh. At 4 weigh'd and came to sail. At 5 Red Island WNW $\frac{1}{2}$ N 2 or 3 l^s. At 6 the westernst part of Green Island S b W 4'. Found a strange current setting to the east^d. At 7 the Adm^l made the sig. to anchor; shortened sail; soundings from 26 to 16 f^m, coarse sand. At 8 fresh breezes and cloudy; anchord with the b. b^r in 16 f^m; veer'd away to $\frac{1}{2}$ a cable; the body of Hare Island W b S 4 or 5 miles, the East Pilgrim SW 2 or 3 l^s, Decanter Island NW b N 4 or 5 mile.

3 A.M.—D^y weather.

6 A.M.—The Adm^l made the sig. for the Cap^t of the cutter.

7 A.M.—Little wind and cloudy.

9 A.M.—The Adm^l made the sig. $\frac{1}{2}$ past weigh'd and came to s^l.

10 A.M.—Set studd^s sails.

11 A.M.—The easternmost Pilgrim S $\frac{1}{2}$ W 2 l^s, the SW end of Hare Island west 2 or 3 mile.

12 A.M.—Little wind and hazey; the tide setting up.

SUNDAY, 24TH.—*Courses*, SW b S, SW, WSW $\frac{1}{2}$ S, W b S; *Winds*, N^e, NE b E, NW, W b S, SW b W.

1 P.M.—Little winds and hazey. $\frac{1}{2}$ past haul'd down stud^s sails.

3 P.M.—Open'd a cask of pork, N^o 114, cont. 300 pieces.

4-6 P.M.—Little winds and clear; the westmst part of Hare Island NE b N 3 or 4 l^s. $\frac{1}{2}$ past 4 the Adm^l made the sig. to anchor. At 5 anch^d with the b. b^r in 22 f^m, muddy ground; veer'd away to $\frac{1}{2}$ a

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REMARKS, &c., MEDWAY, JUNE 1759—*Continued.*

cable; the easternmost part of Camarosci Island S $\frac{1}{2}$ W 4 mile, the Cape Geese SW b W 8 or 9 l° .

12 P.M.—Light airs and clear.

4 A.M.—D^o and foggy; found Adm^l Saunders' flag struck on board the Neptune.

6 A.M.—Foggy.

8 A.M.—Moderate and hazey.

12 A.M.—Fresh gales and hazey; down t.g. yards.

MONDAY, 25TH.—*Course*, SW; *Winds*, West, ESE, North, Variable, East, ENE.

1 P.M.—Moderate and cloudy.

2 P.M.—The Diana made the sig. for the convoy to weigh.

4 P.M.—D^o weather.

8 P.M.—Little winds and cloudy.

12 P.M.—D^o weather, with rain at times.

2 A.M.— $\frac{1}{2}$ past the Adm^l made the sig. to weigh.

4 A.M.—Weighd and came to sail; light airs and hazey. $\frac{1}{2}$ past the Adm^l made the sig. to anchor.

5 A.M.— $\frac{1}{2}$ past 5 anch^d with the b. b^e in 20 fath^m water, muddy ground.

7 A.M.—Veer'd away to $\frac{1}{2}$ a cable; the Island Coudre WSW 4 l° .

8 A.M.—Little winds and hazey.

9 A.M.—Foggy.

10 A.M.—Veer'd to $\frac{3}{4}$ of a cable.

12 A.M.—D^o weather; weighd and came to sail.

JULY.

FRIDAY, 6TH.—*Winds*, NE, WNW, WSW, SW.

Little winds and clear; weighd and came to sail. $\frac{1}{2}$ past the Adm^l made the Vanguard and Shrewsbury sig. to anchor. $\frac{1}{2}$ past 4 P.M. found the ship to be aground; furl'd the sails, struck y^ds and t.m^s and got t.g. y^ds down; depth of water midships 3 f^m . $\frac{1}{2}$; made the sig. of distress; found the depth of water forward 2 $\frac{1}{2}$; employ'd starting the water in y^e forehold and carrying out y^e stream and kedg anchors astern; the east end of the Island of Orleans NW b W 3 miles, the west end of the Isle of Rot S b W $\frac{1}{2}$ W 3 mile; sev^l boats came to our assistance. At 1 A.M. the ship floated; slipt our hawsers and drove up with the tide; sway'd the foretopm^l and forey^d. At $\frac{1}{2}$ past 2 anchor'd with the b. b^e in 7 f^m water; veerd to $\frac{1}{2}$ of a cable; the east end of Orleans N $\frac{1}{2}$ E 2 mile. At 5 veer'd to $\frac{1}{2}$ a cable. At 9 got up the

REMARKS, &c., MEDWAY, JULY 1759—*Continued.*

maintopm^t and mainy^d, main t.g. m^t and y^d. At 11 reev'd our stream and kedg anchors and hawsors. At noon hove short on y^e best bower.

SATURDAY, 7TH.—*Winds, SW, E b N, WSW.*

Light airs and clear. $\frac{1}{2}$ past 12 weighd and drove up with the tide; open'd a cask of beef, N^o 487, contents 155 pieces. At 2 P.M. passed by the Devonshire at an anchor with several transports. At 6 the Adm^l made y^e sig. to anchor. $\frac{3}{4}$ past anchor'd with the b. b^r in 10 f^m water; veer'd away to $\frac{1}{2}$ of a cable; the west end of y^e Isl^d of Orleans W b S $\frac{1}{4}$ mile. $\frac{1}{2}$ past 2 A.M. weighd and drove up with the tide. $\frac{3}{4}$ past 3 anch^d with the b. b^r in 17 f^m. $\frac{1}{2}$ past 5 veer'd to $\frac{1}{2}$ a cable; St. Lawrence Point of Orleans W b S 6 mile, St. John's Point on d^e NE b E 2 or 3 l^{vs}. At 8 took up a barge.

SUNDAY, 8TH.—*Winds, Variable.*

These 24 hours, little wind and clear. $\frac{1}{2}$ past 12 weighd and came to sail. $\frac{1}{2}$ past 3 P.M. anchor'd with the b. b^r in 20 f^m; veer'd to $\frac{1}{2}$ of a cable; west end of Orleans N b W $\frac{1}{2}$ W 2 mile, Point Levi west 2 mile; found riding here Vice-Adm^l Saunders in his Maj. ship Sts Castle, with the Pembroke, Alcide, Centurion, Sutherland, Richmond, and Squirrel, 3 bombs, 2 sloops, and a great many transports; got down t.g. y^{ds}, unbent the mainsail. At 6 the Adm^l made the sig. for the Captains of the Richmond, Racehorse, Pelican, and Baltimore. At 12 the bombs went nearer the N^o shore. At 6 A.M. shifted our birth; anchor'd with the b. b^r in 9 f^m and $\frac{1}{2}$ water; veer'd away to $\frac{1}{2}$ a cable; the west end of Orleans NNW 2 mile, Point Levi W $\frac{1}{2}$ S 2 mile; employ'd manning 4 flatt bottom boats. At 11 our sig. for a Lieutenant. At noon the sig. for all flatt bottom'd boats man'd and arm'd.

IN QUEBEC BASON.

MONDAY, 16TH.—*Winds, SW, Variable, SE q, ESE.*

The first part, little winds and hazy; the latter, mod. and cloudy. At 2 P.M. the Centurion, Vanguard, Shrewsbury, and our sig. for Lieut^s. At 3 sail'd downw^{ds} the cutter with some French prisoners. At 8 sent one of our flatt bottom'd boats to attend on Gen^l Wolfe at Mount Morance. At 2 A.M. heard sev^l vollies of small arms fir'd at Mount Morance. At 4 sent our longb^t to carry stores to Gen^l Wolfe; our battery on Point Levi continues to play on Quebec and the French playing on them. At 11 the Centurion sig. for a Lieut^s. $\frac{1}{2}$ past saw

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REMARKS, &c., MEDWAY, JULY 1759—*Continued.*

a great fire in Quebec occasioned by our bombs; 2 of our flat bottom'd boats attend^d on Gen^l Wolfe; the long^b employ'd carrying stores for the camp. At noon the French firing very sharp from Quebec on our battery on Point Levi.

TUESDAY, 17TH.—*Winds*, ESE to E^l.

Fresh gales and cloudy. At 5 P.M. the Rear-Adm^l made the sig. for all Lieu^s; the Vice-Adm^l made y^e sig. for the Cap^t of the Centurion, Diana, Trent, Leostoff, and Baltimore. At 9 one of our flat bottom'd boats returned from Gen^l Wolf; d^o sent the yaul and one flat bottom boat with a Lieut., 2 cox., one mate, and 22 men to rendezvous on b^d the Lowestoff. $\frac{1}{2}$ past 11 saw a firing at Gen^l Wolf's camp. At 4 A.M. our boats return'd from guard. At 6 I went with 2 mid. and 50 men to Point Levi to assist getting up cannon in one of our flat bottom'd boats; our long^b employ'd carrying stores to Gen^l Wolf and one flat bottom'd boat attending there; our battery continuing to fire at Quebec and the French at them.

TUESDAY, 31ST.—*Winds*, Easterly.

Light airs and clear. At 8 P.M. sent a flat bottom'd boat with a mate, a cox., and 16 men, 2 cutters with a mid., 2 cox., and 6 men in each to carry Lacelles grenadiers from Point Orleans to the Pelican. At 12 the cutters ret^d. At 4 A.M. our sig. for a Lieut^l. $\frac{1}{2}$ past sent the longboat with a mid., a cox., and 14 men to Point Orleans. At 9 sent a flat bottom'd boat to d^l. At noon she returned. . . . At 8 P.M. sent 1 flat bottom'd boat with a Lieut^l, a cox., and 16 men to rendezvous on board the Richmond during the ebb tide. At 9 A.M. sent all our boats except one and 4 bateaux to P^t Levi to embark troops; the 2 armed cats weigh'd and run down to the French batteries to the westw^d of the Fall of Montmorancey and the Centurion dropt down behind the Island of Orleans. At 11 the Trent and Scarborough weigh'd and went further in tow^d the north shore. At noon the boats from Point Levi put off with the troops.

AUGUST.

MONDAY, 1ST.—*Winds*, SW, WSW, West, W b S.

The 1st and middle, hard gales and squally, with showers of rain, thunder, and lightning; the latter, fresh gales and cloudy. $\frac{1}{2}$ past 5 P.M. saw our troops land to the westw^d of the falls of Montmorancey. $\frac{1}{2}$ past 6 saw the 2 cats take fire. $\frac{1}{2}$ past 8 our barge was tow'd alongside, sunk. Between 10 and 12 all our boats return'd on board. At

QUEBEC

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11 I went in a flat bottom'd boat man'd and arm'd to row guard. At 9 A.M. the Adm^l made the sig. for all Lieu^s. At 10 sent our longb^t with a stream anchor and 2 hawsers to assist the Centurion; sent 2 flat bottom'd boats man'd and arm'd to Point Orleans.

SEPTEMBER.

SUNDAY, 9TH.—*Winds*, Variable.

Little winds, with constant rain. P.M. Opend a cask of pork, N^o 819, contents 308 pieces. At 10 sent our cutter to row guard. A.M. At 8 sent our yawl to attend the commanding officer at Point Orleans. At 9 our sig. on b^d the Adm^l for a Lieu^t.

MONDAY, 10TH.—*Winds*, West to W b S.

Little wind, with rain; the latter, fresh breezes and clear. At 9 P.M. our yawl return'd from Orleans. $\frac{1}{2}$ past sent her to row guard. A.M. At 8 loosed sails to dry. $\frac{1}{2}$ past 10 veerd away and took up the small bower and hove into a cable and half of the best bower.

TUESDAY, 11TH.—*Winds*, W b S.

Moderate and clear. At 6 P.M. veerd away and took up the best bower. $\frac{1}{2}$ past let go the small bower and moord ship with a cable each way; Point of Orleans N $\frac{1}{2}$ W, Point Levi W $\frac{1}{2}$ N. $\frac{1}{2}$ past 9 sent the cutter to row guard. At 9 A.M. our sig. on board the Adm^l for a Lieu^t.

WEDNESDAY, 12TH.—*Winds*, WSW, West.

Fresh breezes and clear. At 5 P.M. sent our yawl with a mid. and 7 men armed on board the Admiral. At 10 sent the cutter to row guard. At 9 A.M. punishd John Merrett, seaman, with 12 lashes for mutiny. At noon his Maj^{ty}'s ship Fowey anchord here.

THURSDAY, 13TH.—*Winds*, W b S.

Fresh breezes and cloudy. At 5 P.M. our sig. on board the Adm^l for a Lieu^t. At 6 sent the Prince of Orange's longboat with a Lieu^t, cox., and 8 men above the town of Quebec, and all our rowing boats with a Lieu^t and 2 mid. to Point Levi. At 4 A.M. heard the report of several guns above the town of Quebec. $\frac{1}{2}$ past 8 the Admiral made the sig. for all boats man'd and arm'd to go to Point Levi; sent all by signal. At 11 anchor'd here his Majesty's ship Somersett. At noon our boats returnd from Point Levi.

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REMARKS, &c., MEDWAY, SEPTEMBER 1759—*Continued.*

FRIDAY, 14TH.—W b S, E b N, NNE.

Little wind and clear. At 4 P.M. the Admiral made the sigⁱ for all boats man'd and arm'd to go to Point Levi. At 8 they return'd from thence. At 3 A.M. the Prince of Orange's longboat return'd from above the town. At 7 our sig. from on board of the Admiral for a boat without an officer. At 10 our sig. for a Lieu^t; punish'd John Richards and Thom^s M'Guire, seamen, for drunkenness, the first with 6 lashes and the other with 12.

H.M.S. NEPTUNE, ADMIRALTY 953

MAGNUS FALCONAR, *Master*

REMARKS, &c., ON BOARD THE NEPTUNE, JUNE 1759.

FRIDAY, 1ST.—*Winds*, Calm, South.

Thick hazey w^t, with light airs and calm. P.M. Rec^d on board fresh beef for the ship's comp^y. At 4 made the Trent's sigⁱ for an officer. A.M. Fell overboard and was drown'd, Hen^y Clifton, seamⁿ.

SATURDAY, 2ND.—*Winds*, SSE and E'erly.

Dⁿ wea^r. P.M. The l.boat and cutter employ'd in assisting and embarkation of the troops. At 2 made the Orford and Roy^l William's sigⁱ for an officer, and the Bedford, Northumberland, and Medway to fetch their fresh beef. A.M. Rec^d on board a l.boat load of water.

SUNDAY, 3RD.—*Winds*, Calm, Var^{ble}, WSW.

The first and middle part, foggy, with rain; latter, light breezes and fair. At 2 P.M. got our people and tent from the shore; dⁿ rec^d on board fresh beef for the ship's comp^y, and made the sigⁱ for the fleet to fetch their fresh beef. At 8 A.M. made the sigⁱ for Masters of merch[']men employ'd embarking the General's baggage, &c. At noon the sigⁱ was made to prepare for sailing.

MONDAY, 4TH.—*Winds*, West, WNW, WSW.

First part, light breezes and fair; latter, fresh gales and hazey. At 2 P.M. sail'd hence his Maj[']'s ship Lizard. At 3 made the Dublin

REMARKS, &c., NEPTUNE, JUNE 1759—Continued.

and Trent's sig^l for an officer; rec^d on board fresh beef for the ship's comp^t, and made the sig^l for the fleet to fetch their beef. At 6 the sig^l for Lieu^{ts} in gen^l; rec^d on board 6 live bullocks. At 4 A.M. made the sig^l to unmoor; d^o unmoor'd and hove short on the b^t bower. At 8 made the sig^l to weigh. At 10 weigh'd and came to sail in comp^y with the Dublin (Rear-Adm^l Holmes), R. William, Shrewsbury, Northumberland, Orford, Bedford, P. Frederick, Medway, Diana. . . .

TUESDAY, 5TH.—*Courset*, S off SE, SE off S, SSE off, S b E off, S b E off E, S $\frac{1}{2}$ E, S b E, S^e, S b E, NW, NW b N, WNW, NW b W, WNW, NNE; *Winds*, WSW, SE b E, ESE, SE, SW b W, WSW, SW b W, WSW, SW b W, WSW, W b S, NW, SW, SW b W, SW, NW.

1 P.M.—Light breezes and hazey. Made the sig^l for the Com-
mand^r of the White Squadron to sail abreast of us on y^e larb^d beam.

2 P.M.—Made the sig^l for the Blue Division to sail abreast on
our larb^d beam; the Rear-Adm^l Trent rep^t.

5 P.M.—D^o in 1 R^e; foggy.

7-9 P.M.—Sounded ground 35 fath^m; fired 8 guns, the sig^l to
make sail, which was rep^d by two ships; kept beating the drum; at
times very thick and foggy. At 8 fired a gun, which was rep^d by two
ships; 4 sail in sight.

10 P.M.—4 A.M.—Fired a gun, two ships rep^d it; thick foggy wear.

4-7 A.M.— $\frac{1}{2}$ past 4 fired 4 guns, the sig^l to TK; keep tingling
the bell. At 5 fired a gun, which was rep^d by 2 ships; out 1 R^e F TS
and 2 M TS. At 6 cleared up, saw 30 sail. At 7 saw 68 sail; hazey;
sounded ground 97 f^m, muddy.

8 A.M.—Calm head.

9 A.M.—72 sail in sight.

10 A.M.—Squally, with rain. Made the Baltimore bomb, Charming
Molly, and Bonetta sloops to come within hail.

12 A.M.—Light airs, with foggy wear; sounded 70 fath^m, muddy.

WEDNESDAY, 6TH.—*Courset*, NE, ENE, NE b E, SE b S, ESE,
E b S, NE b E off, W b N $\frac{1}{2}$ W, WSW, N b E, NNW off;
Winds, NNE, E b N, NE, NE b N, E b N, N^e, NW, W b N,
N b E.

1 P.M.—Light breezes and foggy; made the sig^l to TK, two ships
rep^d it.

2 P.M.—Sounded 62 fath^m, muddy.

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REMARKS, &c., NEPTUNE, JUNE 1759—Continued.

4 P.M.—Made the sigl to TK, which was rep^d by two ships; 27 sail in sight. $\frac{1}{2}$ past 4 the Rodney cutter join'd y^e fleet.

5-6 P.M.—Calm; her head from WNW to WSW. At 5 sounded 45 fath^m, rocky ground, with small shells; made the sigl for a boat from the Orford; foggy with rain. At 6 made the Rodney sigl to come within hail; d^o spoke her.

7-8 P.M.—Found a set; foggy. At 7 and 8 fired a gun, the sigl in a fog.

9 P.M.—Fired a gun; d^o sounded 45 fath^m, broken ground.

11-12 P.M.—Made the sigl to bring too on the larb^d TK, which was rep^d by 3 ships; d^o sounded ground 50 fath^m, black sand.

1 A.M.—Fired a gun as a sigl in a fog.

2 A.M.—Clear.

3 A.M.—The land from WNW to NW $\frac{1}{2}$ N; 74 sail in sight.

4 A.M.—Sounded 8 fath^m, made the sigl, and wore. $\frac{1}{2}$ past Isl^d Scatterry N b W $\frac{1}{2}$ W, dist. 7 lg^s.

6-7 A.M.—Fresh breezes and fair; made the sigl to TK; saw the rem^t of the convoy coming out of the harb^r.

8-9 A.M.—Brot too; sounded 40 fath^m, broken ground; y^e outer end of Scatterry N b W $\frac{1}{2}$ W 3 lg^s; punished Alex^s Grant and Char Smith with a dozⁿ lashes for disob^ed^o.

3 A.M.—Join'd the fleet all the transports from Louisbourg.

11 A.M.—The outer point of Scatterry NNW, dist^o 3 or 4 lg^s.

12 A.M.—126 sail in sight.

THURSDAY, 7TH.—*Courses*, NW b N off, N b E, N $\frac{1}{2}$ E, E b S, N, NNE, N b E, North, NE b N off, NE b N; *Winds*, North, West, W b N, NE b N, ENE, WSW, West, NW b W, WNW, W b N, WNW, NE b E, NW b N.

1-2 P.M.—Mod^t and hasey. At 1 made the sigl for a boat from the Dublin, Orford, and Diana. $\frac{1}{2}$ past had ground 35 fath^m, small stones, with shells.

4 P.M.—Fired a gun, made the sigl, and bore away, which was rep^d by 3 ships.

5 P.M.—Scatterry NW $\frac{1}{2}$ W 4 or 5 lg^s.

7-8 P.M.—Calm; sounded ground 34 fath^m, small stones; the NE end of Scatterry WNW, dist^o 5 lg^s; made the sigl and TK^d. At sunset the S^o end of Scatterry W b S, the N^o end W $\frac{1}{2}$ N.

10 P.M.—In sight 134 sail.

11 P.M.—Clear.

2 A.M.—Fresh breezes.

4 A.M.—In sight 126 sail; clear.

7 A.M.—The n^eernmost land in sight NW $\frac{1}{2}$ W 8 or 9 lg^s.

REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

8 A.M.—In sight 120 sail.

9 A.M.—Brot too in 1 R^s F TS and 1 and 2^d R^s M TS.

11 A.M.—Made the sig^l for the Hind to go ahead and make the land.

12 A.M.—120 sail in sight; saw the land from NNE to NE, dist^m about 5 lg^s.

FRIDAY, 8TH.—*Courses*, NNE $\frac{1}{2}$ E, NE b N, NE off, NE b N, NE $\frac{1}{2}$ N, SW b W $\frac{1}{2}$ W, WSW, W b S, W $\frac{1}{2}$ S, W b S, SW b S, SW b W, WSW, W $\frac{1}{2}$ S, NW b N, NNW, N b W; *W'indi*, NW, NW b N, NE b E, NW b N, NW, NW b N, WNW, W b N, NW b W, NW, NW b N, NE b N, NE b E, ENE.

1 P.M.—Fresh breezes and foggy; in sight 132 sail.

3 P.M.—Sounded no ground 80 fath^m; made sail and the sig^l for the convoy to bear down.

6 P.M.—In sight 134 sail.

7-8 P.M.—Made the sig^l for the Hind to come under our stern; 4^o orderd her to go ahead in the night. $\frac{1}{2}$ past 7 fired a gun, made the sig^l, and at 8 TK^d. At 8 Cape Rey bore N $\frac{1}{2}$ E, and the e'ermost land NE b E.

9 P.M.—136 sail in sight.

12 P.M.—In sight 87 sail.

4 A.M.—In sight 132 sail; Cape Rey N b E, and Cape North NW b W.

10 A.M.—Made the sig^l for the Cap^t of the Hunter.

11-12 A.M.—Departed this life Tho^s Mann, marine. At noon Cape Rey bore NE b N, Cape North NW b N $\frac{1}{2}$ N, and the Isl^d of St. Paul's NW b W $\frac{1}{2}$ W 7 or 8 lg^s; in sight 127 sail; parted company his Maj^{ty}'s sloop Hunter.

MONDAY, 11TH.—*Courses*, NW $\frac{1}{2}$ W, NW, NW $\frac{1}{2}$ W, WNW, W b N $\frac{1}{2}$ N, up W $\frac{1}{2}$ S off, NW b W; *W'indi*, NW b N, SW b S, SW, SW b S, WNW, SW b S, SW.

1 P.M.—Fresh gales and hazey; made sail.

3 P.M.—N^o end of Isl^d Bryon S b E $\frac{1}{2}$ E 8 or 9 lg^s.

4 P.M.—137 sail in sight.

7 P.M.—Brot too; sounded 54 f^m, fine sand, with large stones and shells.

9 P.M.—D^o R^s TS and made the sig^l for the convoy to bear down.

1 A.M.—Fresh gales and hazey.

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REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

7-8 A.M.—Made the sig^l for the convoy to bear down; d^o made the Vesuvius to go ahead and make the land.

10 A.M.—Saw the land bearing NW b W; made the Cap^t of the Leostaff's sig^l.

11 A.M.—At $\frac{1}{2}$ past made the White Division's sig^l to go ahead; order the Baltimore to join the White Division; rep^d d^o.

12 A.M.—Made the Cap^t of the Prc^o Frederick's sig^l.

TUESDAY, 12TH.—*Courses*, NW b N, NNW, N b W, NNE, NNE $\frac{1}{2}$ E, West, NW b W, NW b W $\frac{1}{2}$ W, NW b W, ENE, NE; *Winds*, SW b W, W, NW, NNW, N b E, N^o, NNW.

1 P.M.—Fresh gales and hazey.

3 P.M.—The Shrewsbury chac'd to the NW.

4 P.M.—76 fath^m, black sand, with small stones; n^oermost land NW b N 8 or 9 lg^s.

6-10 P.M.—Out 2 R^s TS; the Hunter joind, having lookd into Gaspee Bay, but saw no vessells there; ordered the Cormorant ahead to carry a light all night; made the signal for the convoy to bear down. At 6 Isl^d Bonadventure SW b W $\frac{1}{2}$ W, entrance of Gaspee Bay N^o. At 10 DR TS.

1 A.M.—Made the sig^l and TK^d; miss'd stays and wore.

6 A.M.—Cape Gaspee SW $\frac{1}{2}$ S off the harb^r.

7 A.M.—128 sail in sight.

8-9 A.M.—Bonadventure Isl^d SSW, Cape Gaspee SW b W $\frac{1}{2}$ W, n^omost land NW b N, 3 lg^s off shore in 65 fath^m water, muddy ground.

11 A.M.—Made the signal and wore TR TS.

12 A.M.—Fresh gales and cloudy; 125 sail in sight.

WEDNESDAY, 13TH.—*Courses*, NE b N, NNE, N b E, NNE, N b E, W b N, NW b N, NW, WSW off, NW b W; *Winds*, SW b W, NW, NW b W, NW, NW b W, N b W, SW b S, SE b S, W $\frac{1}{2}$ N.

1 P.M.—Fresh gales; saw Anticosti Isl^d NE b E 8 or 9 lg^s.

4 P.M.—Anticosti from NNE to E 5 lg^s.

5 P.M.—Out 3 R^s TS.

7 P.M.—Little wind; 132 sail in sight.

8 P.M.—Made the sign^l to TK and then wore.

9 P.M.—145 fath^m, muddy ground.

10-12 P.M.—Calm and fair; no ground; Anticosti from N b E to ESE 4 lg^s off shore.

1-2 A.M.—Calm.

QUEBEC

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REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

3 A.M.—Light airs and fair weat.

4 A.M.—Anticosti from NNW $\frac{1}{2}$ W to E b S 3 lg^s.

5 A.M.—Off shore the land of Rosier SW $\frac{1}{2}$ W, Cape Gaspee SW $\frac{1}{2}$ S.

8 A.M.—Mod^{te} and hazey; 127 sail in sight.

9-10 A.M.—Made the Trent's sig^r for the Cap^t and the Hind to go astern as far as she could discover sig^{ls}. At 10 the sig^r for the Blue Division to go ahead; brot too; made sail.

12 A.M.—Mod^{te} and fair; 127 sail in sight.

THURSDAY, 14TH.—*Courses*, NW b W, NW, NW b W, N b W, WNW, NW b N, NW, NW b W, NNW, N, N b W $\frac{1}{2}$ W, NW b N, NNW, N b W, NNW; *Winds*, SW b W, WSW, SW b W, West, SW b S, W b S, WSW, West, WNW, West, W b S, West, W b N, West.

1 P.M.—Light breezes and hazey; orderd one of the hosp^l ships to follow the White Division.

4 P.M.—Sent the Rodney cutter to order the Hind to look into Gaspee Bay.

8 P.M.—Calm; made the sig^r for the White Division to make more sail.

9 P.M.—132 sail in sight; NW end of Anticosti NE $\frac{1}{2}$ N.

10 P.M.—Cape Gaspee S. about 18 lg^s, n^ormst land W $\frac{1}{2}$ N 5 lg^s off the shore of Anticosti.

12 P.M.—Calm and fair.

7 A.M.—NW end of Anticosti N $\frac{1}{2}$ E, Mount Lewis SW b W $\frac{1}{2}$ W; made the Shrewsbury's sig^r to chace to the NE.

12 A.M.—Very fine we^t; found ourselves in a strong rippling; sounded 52 fath^m.

FRIDAY, 15TH.—*Courses*, NNW, West, WNW, NNW, W b N, West, W b S $\frac{1}{2}$ S, NW b W, W b S, WNW; *Winds*, West, SSE, SW, West, SW b S, SSW, South, SW b W, S b W, SW.

1 P.M.—Mod^t and fair weat.

3 P.M.—The Lizard joind and was orderd to look into the harb^r of the 7 Isl^{ds}.

5 P.M.—Sounded 44 fath^m, muddy ground.

6 P.M.—North part of Anticosti E $\frac{1}{2}$ S 6 lg^s.

7 P.M.—Made the Bedford's sig^r to come within hail and order'd her astern to pick up the straglers of the convoy.

10 P.M.—131 sail in sight.

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REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

12 P.M.—Light breezes and fair wea^r.

2-3 A.M.—Calm; 190 fath^m, soft mud.

4 A.M.—All the land from Cape Griffen to Cape Cat is very high; the mountains ranging from one to the other are call'd Mount Lewis and Mountains of Our Lady.

8 A.M.—Light airs; 158 fath^m, muddy ground.

9 A.M.—Calm; Mountains of St. Lewis S b E $\frac{1}{2}$ E 9 or 10 lg^s.

12 A.M.—150 fath^m, soft mud; 128 sail in sight.

SATURDAY, 16TH.—*Courses*, W $\frac{1}{2}$ S, N b W, WNW, NW b W;

Winds, NE b N, ENE, East, South, SW b W.

1-2 P.M.—Calm; hazy, with small rain.

4 P.M.—The land from SE $\frac{1}{2}$ E to SW b W $\frac{1}{2}$ W 7 lg^s off shore.

7 P.M.—Extremes of the land from NW b W to SE b E.

8 P.M.—133 sail in sight; orderd the Cormorand and Vesuvius to go ahead and carry a light.

10 P.M.—Hard rain and a fresh breeze.

12 P.M.—DR TS; Bundy Person, seamⁿ, dd.

5 A.M.—Hazy, with rain; out all R^r TS.

7 A.M.—Light airs.

8 A.M.—Both shores in sight; 152 fath^m, black mud.

11 A.M.—Made the sig^t and TD; very foggy; fired a gun to continue the same sail.

12 A.M.—Clear wea^r, with a mod^t breeze.

SUNDAY, 17TH.—*Courses*, S b W, S $\frac{1}{2}$ W, South, NW b N, N b W,

S b W, S $\frac{1}{2}$ W, S b W $\frac{1}{2}$ W, SE, West, WSW, W b N, SW,

NW $\frac{1}{2}$ W, NW; *Winds*, W b S, WSW, W b N, W b S, NW,

WNW, Var^{ble}.

1 P.M.—Fresh breezes and hazy wea^r.

2 P.M.—Made the sig^t and TK^d; 100 fath^m, soft mud.

3 P.M.—Mount Camilla SW b W 5 or 6 miles off shore.

5 P.M.—Made the sig^t and TK^d.

6 P.M.—Made the sig^t and TK^d.

8 P.M.—Orderd two sounding vessels ahead on one TK, and the Vesuvius and Rodney cutter on the other, then TK^d.

10 P.M.—Mount Camilla SW $\frac{1}{2}$ S; Our Lady's Mountain SE $\frac{1}{2}$ E 6 lg^s off shore.

11 P.M.—170 fath^m, muddy.

4 A.M.—Mount Camilla SW $\frac{1}{2}$ W 5 lg^s off shore.

5 A.M.—114 sail in sight.

REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

6-8 A.M.—Calm.

12 A.M.—Made the sig^l and TK^d; 80 fath^m, black mud; Mount Camilla SW $\frac{1}{2}$ W 5 lg^s off shore.

MONDAY, 18TH.—*Courses*, WNW, NW b W, NNW, N^o, SSE, SW, WSW, WNW, WSW; *Winds*, SW, SW b W, West, WNW, SW, Var^{ble}, South, SE, ENE.

1 P.M.—Light airs and hazey.

4 P.M.—Mount Camilla SW b S; 120 sail in sight.

5 P.M.—Made the sig^l and TK^d.

6 P.M.—158 fath^m, muddy ground.

7 P.M.—Made the sig^l; anch^d with the b. bower in 12 fath^m water.

9 P.M.—Isl^d Bic from W $\frac{1}{2}$ S to WNW 4 miles.

12 P.M.—Foggy weat^r.

4 A.M.—Mod^t breeze; Mount Camilla S $\frac{1}{2}$ W.

7 A.M.—Saw Isl^d St. Barnabas SW b W.

8-10 A.M.—Calm. St. Barnabas SW $\frac{1}{2}$ S 4 lg^s, Point Pere S 4^o E 6 or 7 miles; saw a vessel in shore on the E^t end of St. Barnabas. At $\frac{1}{2}$ past 8 found the ships set fast with the land by the current or tide; shoal'd the water to 17 fath^m. At $\frac{1}{2}$ past 10 made the sig^l and anch^d with the b. bower in 17 fath^m water.

TUESDAY, 19TH.—*Courses*, W b S, West; *Winds*, W^t to NW, ESE, NE b E.

1 P.M.—Hazey weat^r. Y^e Richmond joind us; brot an acc^t that Adm^l Durell and his squadron had got up to Cowdre. $\frac{1}{2}$ past made the sig^l and weigh'd.

3 P.M.—Got the l. boat over the side.

6 P.M.—17 fath^m, muddy ground.

8 P.M.—Made the sig^l, and anch^d with the b. bower in 12 fath^m water; Isl^d Bic from W $\frac{1}{2}$ S to WNW 4 miles.

12 P.M.—Foggy weat^r.

4 A.M.—Hard rain. $\frac{1}{2}$ past made the sig^l and weigh'd.

6 A.M.—The Cormorant made the sig^l of distress, having carried her bowsprit away.

8 A.M.—A thick fog coming on. Made the sig^l and anch^d with the b. bower in 8 fath^m, and veer'd to a cable, being squally; W^t end of Bic N b E 3 or 4 miles.

12 A.M.—Fresh gales, with thick hazey rain.

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REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

WEDNESDAY, 20TH.—*Courses*, West, W b S, W b S $\frac{1}{2}$ S, WSW,
WSW $\frac{1}{2}$ S, SW b W; *Winds*, NNE, E b S.

- 1 P.M.—Fresh gales, with rain.
- 3 P.M.—The Richmond sail'd up the river having Gen^l Wolfe on board.
- 4 P.M.—Made the Diana's and Hind's sig^l for Capⁿ.
- 7 P.M.—Lowerd the l. boat into the water.
- 5 P.M.—The Diana took the command of the Red Division.
- 9 P.M.—Little wind. Shorten'd in the cable, and at $\frac{1}{2}$ past the ebb making down, veer'd to $\frac{1}{2}$ a cable.
- 12 P.M.—Light airs and vari^{ble}.
- 3 A.M.—Made the sig^l and weigh'd.
- 5 A.M.—Made the sig^l for the Red Division to make more sail.
- 6 A.M.—From the east anchoring place the soundings increases very regular to 25 fath^m, sandy bottom.
- 10 A.M.—There is 5 fath^m 2 cables length off Basque, gradual shoaling.
- 11 A.M.—Isl^d Bic is just to be discover'd off the deck about 6 lg^s off.
- 12 A.M.—Calm. Anch^d with the b. bower in 25 fath^m water.

THURSDAY, 21ST.—*Winds*, West, W b S, SW b W.

- 1 P.M.—Mod^{ic} and fair wea^r.
- 4 P.M.—Made the sounding ships sig^l; sig^l for y^e Cap^t of y^e Royal William.
- 5 P.M.—Veer'd to a cable.
- 12 P.M.—Mod^{ic} and clear.
- 7 A.M.—Fresh gales and cloudy. The ebb runs $4\frac{1}{2}$ knots.
- 12 A.M.—D^o wea^r.

FRIDAY, 22ND.—*Winds*, WSW, W b N, W^{terly}, NW, ESE.

- 1 P.M.—Fresh gales and hazey.
- 6 P.M.—Fair wea^r.
- 8 P.M.—Ja^s Sowden, marine, dd.
- 12 P.M.—D^o weather.
- 3 A.M.—Light airs.
- 4 A.M.—Cloud Roy, seamⁿ, dd.
- 9 A.M.—A hard squall with rain from NW which shifted the wind.
- 12 A.M.—A slight breeze springing up. Made the sig^l and weigh'd.

REMARKS, &c., NEPTUNE, JUNE 1759—Continued.

SATURDAY, 23RD.—*Courses*, SW $\frac{1}{2}$ W, WSW, SW b W $\frac{1}{2}$ W ;
Winds, SSE, NE.

1 P.M.—Falling calm. Made the sig^l, and anch^d with the b. bower in 25 fath^m water.

4 P.M.—Isl^d Basque, Red Isl^d W $\frac{1}{2}$ N, N^o end of the Isle of Vert. At 4 the Roy^l William made the sig^l for o sail in the NE. At $\frac{1}{2}$ past the wind springing up, made the sig^l and weigh^d; a strong tide of flood and a fresh breeze.

9 P.M.—The tide making to the w^{ward}, anch^d in 12 fath^m water ; Isle D^e Brock NNW $\frac{1}{2}$ W, Noggin Isle SW b W, Green Isle NE b E, Red Island NW b W.

9 A.M.—The flood being made, made the sig^l and weigh^d; pass^d close to Noggin Isl^d, which come safe in 6 $\frac{1}{2}$ fath^m water, at which time Noggin Isl^d bears NNE $\frac{1}{2}$ E.

SUNDAY, 24TH.—*Courses*, SW, SW b W, W b S ; *Wind*, ENE.

1 P.M.—Mod^t and hazey. Saw the Isle of Cowdre W b S.

3 P.M.—The tide being done, made the sig^l and anch^d with the b. bower in 22 fath. water ; Cape Goose W b S 4 or 5 lg^s, Cape Torment SW b W $\frac{1}{2}$ W 8 or 9 lg^s, Isle of Cowdre W b S $\frac{1}{2}$ S 5 or 6 lg^s, Cape Diabolo SE 4 miles ; made the Cap^t of the Hind's sig^l. At 10 Adm^l Holmes shifted his flag to the Hind and proceeded up to Cowdre.

MONDAY, 25TH.—*Winds*, WSW, NE b E, SW b S, NE.

1 P.M.—Fresh breezes and hazey. $\frac{1}{2}$ past weigh^d.

3 P.M.— $\frac{1}{2}$ past 3 came too with the b. bower in 14 fath^m water, coarse sand and small stones ; Cape Diabolo SE b E $\frac{1}{2}$ E, Cape Goose W $\frac{1}{2}$ S, and Cape Torment SW b W.

9 P.M.—Open^d a cask of pork, N^o 13120, cont^s 166, over 2 pieces.

12 P.M.—Lightning at WNW to SW.

2 A.M.—Rain.

3 A.M.— $\frac{1}{2}$ past the Adm^l made the sig^l and weigh^d.

5 A.M.—At 5 the sig^l was made to anchor ; d^o brot too with the b. bower in 2 $\frac{1}{2}$ fathom water ; Cape Diaboli ESE $\frac{1}{2}$ E, Cape Goose W^l, and Cape Torment WSW.

7 A.M.—Light airs.

10 A.M.—Very thick foggy wea^r till 11 A.M., with some rain ; up t.g. yards.

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REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

TUESDAY, 26TH.—*Winds*, NE b E, NE b N, WSW, SW.

1-4 P.M.—Light breezes and hazey. $\frac{1}{2}$ past noon the Dublin made the sig^l to weigh; d^o weighd and came to sail. At 2 anch^d p^r sig^l with the b. bower in 25 fath^m; Cape Torment WSW $\frac{3}{4}$ S, Cape Goose WNW, NE point of Cowdre W b S.

9 P.M.—Sent the pinnacle to sound to the w^{ward} of us; Cape Rock SE b S, and Cape Diaboli E $\frac{1}{2}$ N.

10 P.M.— $\frac{1}{4}$ past the Rear-Adm^l made the sig^l for all Lieut^s. At 3 he made the sig^l to weigh, and saild with the fleet except the Medway and us.

12 P.M.—Calm and hazey.

2 A.M.—Fresh breezes and hazey.

6 A.M.—Light airs.

10 A.M.—Sent the pinnacle armd on board a schooner that was coming down the river.

12 A.M.—Fresh gales and hazey.

WEDNESDAY, 27TH.—*Winds*, SW, WSW, E'erly.

1 P.M.—Fresh gales and hazey.

2 P.M.—Weighd in comp^s of the Medway and turnd to the w^{ward} with the tide of flood; out 2 R^s.

7 P.M.—Light breezes; bore up to the SEward to get into anchoring ground.

8 P.M.—At $\frac{1}{4}$ past 8 anch^d with the b. bower in 25 fath^m water, the tide seting to the w^{ward}, Cape Torment SW b W, Cape Goose N $\frac{1}{2}$ E, and the n^{erly} point of Cowdre W b S, and veer'd to a cable.

2 A.M.—Mod^{ic} breezes and fair.

3 A.M.—Hove short.

4 A.M.—Weighd and came to sail.

5 A.M.—Calm; got the boats ahead to tow the ship.

7-8 A.M.—The tide setting to the w^{ward} 6 $\frac{1}{2}$ knots, anch^d with the small bower in 31 fath^m between Cowdre and the Main in comp^s with the Medway, and veerd to 2 cables.

9-12 A.M.—Down t.g. yards; found riding here his Maj^{'ty}'s ship Pr^s Amelia (Rear-Adm^l Durell), Dublin (Rear-Adm^l Holmes), Roy^l William, Shrewsbury, Vanguard, Orford, Northumberland, Captain, Pr^{ce} Frederick, Hind, and Strombello. At 7 sheerd the ship to the s^{ward} and dropt the b. bower. At 11 moord a cable each way; Adm^l Durell made the sig^l for all Lieut^s.

REMARKS, &c., NEPTUNE, JUNE 1759—*Continued.*

THURSDAY, 28TH.—*Winds*, ESE, NW.

The first part, fresh gales and hazy; middle, calm; latter, squally. P.M. Came in a brig and schooner from the e^ward. A.M. Came down his Maj^{ty} ship Squirrel; employd new birthing the ship.

FRIDAY, 29TH.—*Winds*, NW, NNW, W^t.

First part, squally; latter, fresh gales and hazy. At 4 P.M. Rear-Adm^l Durell made the sig^l for a Lieu^t from the Captain, Vanguard, Shrewsbury, and Medway. At 6 the sig^l for all Captains. At 7 moord ship a cable each way with the b. bower to the e^ward; the Isle of Cowdre from E $\frac{1}{2}$ S to SW b S, the Cascade north. In the night Rear-Adm^l Holmes shifted his flag from the Dublin to the Captain. At 8 A.M. the Dublin made the sig^l for 18 sail in the NE. At 10 the Captain made the sig^l to unmoor; d^o sent all our marines on board the Shrewsbury.

JULY.

TUESDAY, 31ST.—*Winds*, ENE, NE, West.

First part, light airs and fair wea^r; middle, cloudy; latter, light airs and cloudy. $\frac{1}{2}$ past 11 P.M. one cutter ret^d with the pilot. At 10 A.M. moord ship a cable each way, the b. bower to the w^tard; the E^t end of the Isl^d of Orleans SSW, and Goose Cape NE b E.

AUGUST.

SATURDAY, 4TH.—*Winds*, NE, ENE, NW.

First part, mod^{ic} gales; latter, light airs and cloudy. At 2 P.M. anch^d with y^e b. bower in 5 fath^m water between the Isl^{ds} Madam and Orleans; moord ship; the W^t end of the Isl^d Madam SW $\frac{1}{2}$ S, and Cape Torment NE b N. At 4 A.M. veer'd away to look up the small bower. At 10 hove short; carried the stream anchor up the river; hove the ship ahead and let go the b. bower in 5 fath^m water; found riding here Adm^l Durell with his squadron, transports, &c.

SUNDAY, 5TH.—*Winds*, SW, WNW, SW.

First part, light airs and fair; latter, fresh breezes and cloudy wea^r. At 2 P.M. moord ship, the b. bower to the w^tard; took up the stream anchor and brot it on board; St. John's Point on the Isl^d of Orleans SW b W $\frac{1}{2}$ W, and the church on the SE end of Orleans NW $\frac{3}{4}$ W, and a church on the S^e shore E b S $\frac{1}{2}$ S; cleard hawse.

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REMARKS, &c., NEPTUNE, AUGUST 1759—*Continued.*

WEDNESDAY, 8TH.—*Winds*, WSW, NE, East.

First and middle parts, light airs and cloudy; latter, fresh gales and fair. At 5 A.M. sent a Lieut^t, 6 mids., and 106 men to throw up an entrenchment round the church on the Isl^d of Orleans which is fitting up for the reception of our sick. At 9 A.M. the Scarborough sail'd. At 10 she run aground; the sig^l for boats mannd and armd to assist her.

SEPTEMBER.

SUNDAY, 9TH.—*Winds*, NW, WSW.

First part, light airs, with small rain; middle, fresh gales; latter, light airs, with hard showers of rain. A brig came down and anchor'd here from the w^tward.

MONDAY, 10TH.—*Winds*, Var^{ble}, West.

First part, calm and rain; middle and latter, little wind and var^{ble}, with cloudy wea^r. P.M. The Northumberland made the sig^l for all Masters of merchantmen.

TUESDAY, 11TH.—*Winds*, Var^{ble}, West.

Cloudy, with some rain. P.M. Sail'd hence his Maj^y's ship Somerset up the river; transported the Nettleton transport alongside; d^o empl^d clearing her hold to get at butter and cheese; d^o sail'd up the river his Maj^y's ship Fovey and several transports; d^o rec^d on board a supply of fresh beef.

WEDNESDAY, 12TH.—*Winds*, WSW, West.

Mod^t and fair wea^r. P.M. Rec^d a supply of cheese and butter from the Nettleton transport; d^o condemn'd a quantity of butter and cheese p^r survey; d^o anch^d here from the w^tward the Europa.

THURSDAY, 13TH.—*Winds*, W, W b N.

Mod^{te} and cloudy wea^r. P.M. Got all the sick men from the shore. A.M. Got off the guard; sail'd hence to the e^tward the Europa and several merch^t vessels; the Adm^l made the sig^l for weekly acc^{ts}.

H.M.S. ORFORD, ADMIRALTY 969

CAPTAIN RICH^d SPRY, *Commander* J^N^o KILLWORTH, *Master*

REMARKS ON BOARD HIS MAJ^t's SHIP ORFORD IN LOUISBOURG
HARBOUR, JUNE 1759.

MONDAY, 4TH.—*Winds*, Variable, δ W, WSW.

Mod^t and hazey w^r. P.M. Sailed y^e Lizard. Att 4 A.M. unmoord p^r sig^l and hove into $\frac{1}{2}$ of y^e best br. At 6 a sig^l for all Live^{ts} and all Masters of merch^t ships; came in y^e Nightingal; reed 4 live bullox. At 9 weighed and came to sail p^r sig^l in compⁿ Adm^l Sanders Vice of y^e Blew in y^e Nepturn, Adm^l Holmes Rear of y^e Blew in y^e Dublin, with y^e Bedford, Northumberland, Royall William, Medway, Shrousbury, Prince Fidrick, Diana, Trent, Lowstaff, Hind, and Vesuvius, Strombolo and Cormorant fire ships, Race Horse, Pelican, and Baltimore bums, Hunter sloop, a cutter and a large fleet of transports. Att 10 lay too, gott in our boats and sheet anchor on y^e gunwell. Att noon Louisbourg Lighthouse NW b W $\frac{1}{2}$ W 2 or 3 lg^s.

IN ORLEANS ROAD.

JULY.

THURSDAY, 19TH.—*Winds*, W b S, NW, NE, ENE, E^t.

Mod^t and fair w^r. Opened a cask of pork, H N^o 385, contents 276, over 9 peaces. P.M. Anchor'd hear y^e Seahorse with 2 transports. Att 8 A.M. sailed y^e Scarbrough with all y^e transports. Att 10 weighd p^r sig^l as did y^e fleet from this anchorage; to Cape Torment we steard SW $\frac{1}{2}$ W about a mile from y^e shore, and when Cape Torment bore W^t 1 mile steard SSW and had 8, 9, and 10 fm. till y^e Isl^d Cosse or Brooken Rocks bore NE $\frac{1}{2}$ E, then had 6 fm. and two cast but 5 fm.; when we was abreast of y^e n^mmost part of y^e land which parts y^e Old and New Traverse opened a velledg with y^e SW end of Rat Isl^d bearing then S b W; then steard SW b W untill y^e NE end of y^e Isl^d of Orleans bore NW b W one mile and a $\frac{1}{2}$, had 5 fm, and when St. Francis Church on y^e Isl^d Orleans and y^e mountains on y^e S^e shore with 3 peakes of equal hight are E^t and W^t we was in a line with y^e SW end of y^e land which devides y^e Old and New Traverse, then had 6 $\frac{1}{2}$ fm. Att noon y^e NE end of Orleans NW b N 1 mile.

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REMARKS, &c., ORFORD, 1759—*Continued.*

IN ST. FRANCIS ROAD.

SEPTEMBER.

THURSDAY, 13TH.—*Winds*, SW, S^o, ENE.

Fresh gales and cloudy w^e. P.M. Anchord hear y^e Pillican bumb and Europa; d^o killed a bullock weighing 414 lb., head, heart, and tung included. Att 7 A.M. a sig^l for all Live^s; d^o sailed y^e Europa; hove up our best b^e to look at y^e cable; d^o lett it go and moord as before; heard a very great firing towards Quebec.

MONDAY, 17TH.—*Winds*, SW, NW, NE.

The first p^t, fresh gales and cloudy; middle and latter, mod^t and cloudy. Att 2 P.M. anchord hear the Captain. $\frac{1}{2}$ past veared away and moord a cable each way as before. Att 6 A.M. unmoord and hove short on y^e small b^e. Att 10 weighed and came to saile in comp^t y^e Prince of Oring; left att anchor Rear-Adm^l Durel in y^e Princes Ameile with y^e Northumberland, Devonshear, Royall William, Nepturn, Captain, Tarrible, Fawys, Strumblo and Cormorant fire ships, and Pillican bumb. Att noon St. John Church SW b W 2 or 3 miles.

H.M.S. PEMBROKE, ADMIRALTY 978

CAPT. SIMCOE AND CAPT. WHEELOCK, *Commanders*
JAMES COOK, *Master*

REMARKS AT ANCHOR WITHIN THE ISLAND OF COURDRE ON BOARD
H.M.S. PEMBROKE, JUNE 1759.

FRIDAY, 1ST.

First part, fresh gales and hazey, wth showers of rain; remainder, mod^t and clear. At 9 A.M. a sign^l for all Lieut^s; loos'd the sails to dry; people emp^d making nippers and platts; begun to serve the people wine.

MONDAY, 4TH.—*Winds*, SW, W^t.

First part, mod^{te} and clear; remainder, mod^{te} and clowdy. A.M. Our sign^l for an officer; exer^d great guns and small arms.

QUEBEC

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REMARKS, &c., PEMBROKE, JUNE 1759—*Continued.*

WENSDAY, 6TH.—*Winds*, NW, Calm.

Fore and latt^r parts, mod^{lo}, light airs and variable; midd^{lo}, fresh gales and cloudy. Dry'd the sails and exer^d the people at great guns and sm^l arms.

FRIDAY, 8TH.—*Winds*, East^{ly}, NNE, East.

Fore and midd^{lo} part, mod^{lo} and cloudy; remd^r, fresh gales and cloudy. At 4 A.M. sail'd to the eastrd the Boscawen tender. At 6 unmoor'd and hove short on the sm^l bower. At 10 weigh'd and came to sail in company wth the Devonshire, Centurion, Squirrel, and 3 transports. At noon the village on the Main (north shore) NW, d^t $\frac{1}{2}$ a leag^e; soundings from the Island Coudre Ledge to this place in midd channel is 15, 14, 12, and 13 f^m, hard ground and rocky.

SATURDAY, 9TH.—*Winds*, East, NE.

Mod^t and clear wea^r. At 2 P.M. anchor'd p^r sign^l in 10 $\frac{1}{2}$ f^m water, sandy and muddy bottom; Cape Torment S^o 65^o W^t 2 leag^s, Great Island S^o 25^o W^t, Cape Millard NE, d^t from the shore $\frac{1}{2}$ a mile, the westm^t rocks of the Ledge S^o 15^o W^t, the eastm^t E $\frac{3}{4}$ N; moord a cable each way, the best bower to the eastrd; soundings along shore at the d^t of 1 mile from 18 to 10 f^m water, sandy bottom. At 4 A.M. a sign^l on board the Devonshire for all boats man'd and arm'd in order to go and sound the channell of the Traverse.

SUNDAY, 10TH.—*Winds*, NE, SW.

Fore and middle parts, d^o w^r; latter, fresh gales and cloudy. At 3 A.M. all the boats went a sounding as before.

THURSDAY, 14TH.—*Winds*, E^{ly}, NE.

Mod^t and cloudy w^r. At 3 A.M. unmoor'd p^r sign^l. At 8 weigh'd and came to sail p^r sign^l the fleet in company. At 10 anchor'd p^r sign^l with the best bower in 7 f^m w^r between the Island Madam and Orleans; moo'd a cable each way, the best bower to the NE and sm^l b^r to the SW; the Church of St. Francis on the Island Orleans NW b N, SW end of Rat Island E $\frac{1}{2}$ N, NE end of the Isle Madam SSE midd chan^l between Isle Madam and Orleans.

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REMARKS, &c., PEMBROKE, JUNE 1759—*Continued.*

FRIDAY, 15TH.—*Winds*, ENE, Calm.

First part, d^o w^r; remainder, light airs and calm. At 9 P.M. every ship sent a boat man'd and arm'd on board the Squirrel (she being the uppermost ship) to lay guard in order to prevent any surprise from the enemy. A.M. Departed this life Ch^{as} Champiness, seaman; emp^d filling water (being fresh alongside).

SUNDAY, 17TH.—*Wind*, WSW.

Fore and middle parts, calm, with rain; latter, mod^t and cloudy. At 6 P.M. a sig^l for all boats man'd and arm'd in order to go and take a sloop w^{ch} lay between the Island Orleans and the north shoar, w^{ch} was attempted, but being attacked by a great number of boats and musketrey from the shoar, was obliged to return with the loss of the Squerrel's boat. A.M. Observed that the enemy were erecting batteries opposite to the ships on the Island of Orleans; fired sever^l shot at them, as did the Devonshire, Centurion, and Squerrell.

MONDAY, 18TH.—*Winds*, Westerly.

D^o w^r. The ships continued firing untill dark. At 2 A.M. unmoored and hove short on the sm^l bower. At daylight the enemy open'd a 3-gun battery in the woods, w^{ch} they kept a constant fire from, mostly at the Centurion, as she lay nearest to them; she return'd the fire. At 8 we and the Centurion shifted our births further off; afterwards the firing ceased.

MONDAY, 25TH.—*Winds*, W, East^{lv}.

First part, mod^{to} and clear wea^r; remainder, light airs and calm. P.M. Sail'd to the eastw'd his Maj^{'s} ship Squerrel. At 11 A.M. a sig^l for all boats man'd and arm'd in order to go and lay in the Traverse as buoys for the ships to come up by.

AT ANCHOR BETWEEN THE ISLANDS ORLEANS AND MADAM.

TUESDAY, 26TH.—*Winds*, East^{lv}, Calm, WSW.

First part, fresh breeze; middle, light airs, with thunder and rain; latter, fresh gales and cloudy. At 4 P.M. came up here his Maj. ship Leostaff and Baltimore sloop with upwards of 30 sail of transports; unmoor'd, weigh'd, and came to sail, as did the Centurion, Richmond,

REMARKS, &c., PEMBROKE, JUNE 1759—*Continued.*

and Porcupine sloop. At $\frac{1}{2}$ past 8 anchored abreast of Pt. St. John's in 10 f^m water, sandy bottom, dist^t from the shore $\frac{1}{2}$ mile. At 4 A.M. weigh'd and came to sail the whole fleet in company. At $\frac{1}{2}$ past 8 anchor'd in 10 f^m water, sandy and muddy bottom; Pt. St. John's N 61° E, St. Lawrence S 71° W, Beaumont Church S 53° W; punished Godfrey Seddell, marine, for sleeping on his watch; read over the Articles of War and an Act of Parliament for the Encouragement of Seamen, &c., to the ship's company.

WEDNESDAY, 27TH.—*Winds, WSW, Easterly.*

Mod^t and cloudy w^t. At 3 P.M. weigh'd and came to sail the whole fleet in company. At 5 the Leostaff, Richmond, and Baltimore sloop, with the whole fleet of transports, anchor'd of Pt. St. Lawrence. At $\frac{1}{2}$ past 7 was the Centurion and Porcupine sloop anchored above the said point in 16 f^m water, gravelly and rocky bottom; Beaumont Falls SE b E, Pt. St. Lawrence E $\frac{1}{2}$ N, W^t end of Orleans WNW. At 5 A.M. weigh'd and came to sail Centurion and Porcupine in company. At the same time the Leostaff made the sig^l for the landing of the troops. At 7 anchor'd in the bason of Quebec in 16 f^m water, gravelly and rocky bottom; Pt. Levi S 70° W, Citadell of Quebec S 66° W, Beauport Church NW, west end of Orleans NE b N, d^t $\frac{3}{4}$ mile; saw riding before Quebec one frigate, several sm^l sloops, and 2 hulks in the mouth of Charles River; also saw several incampments on the north shore near Beauport. At 10 weigh'd and drop'd down the river in company as before.

THURSDAY, 28TH.—*Winds, Easterly, Westerly.*

First part, strong gales, with thunder, lightening, and rain; remainder, fresh breeze and cloudy. At $\frac{1}{2}$ past noon anchor'd in St. Patrick's Hole in 15 f^m water, sandy bottom; Beaumont Falls S b E; found riding here his Maj. ship Sterling Castle (Vice-Adm^l Saunders), with the Aliced, Leostoff, Richmond, Diana, Trent, Baltimore sloop, and the whole fleet of transports; the most part of the troops were landed and incamped on the Island of Orleans. At 4 P.M. anchor'd here his Maj. ship Sutherland; struck yards and topmasts. At 8 moor'd ship p^r sig^l a cable each way; in the height of the gale 7 sail of transports part'd from their anchors and run on shoar upon the island. At 8 A.M. sent our longboat with a stream anchor and hawser on board one of the transports that were on shoar in order to get her off again; several of the flat bottom'd boats and others belonging to the transports broke adrift and drove on the south shoar, and was afterward burnt by the enemy; all the transports that was on shoar (except two) was got off again.

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REMARKS, &c., PEMBROKE, JUNE 1759—*Continued.*BETWEEN THE ISLAND ORLEANS AND THE S^o SHOARE.FRIDAY, 29TH.—*Wind*, WSW.

First part, very heavy squ^b, with rain; remainder, fresh breeze and cloudy. At 3 P.M. the sm^l bower anchor started; let go the sheet anchor and bro^t the ship up. At 5 hove up the sheet anchor and sm^l bower, the latter having lost one of its flocks; the Sutherland, Centurion, and Porcupine sloop got under sail and dropt higher up. At 10 moor'd with the sheet anchor a cable each way. At midnight the enemy sent six fire ships down before the tide, all in flames; the Sutherland, Centurion, and Porcupine sloop got under sail and came down before them; sent all the boats ahead to take them in tow. At 2 A.M. two of the fire ships drove on shoar on the Island Orleans, and others was towed off clear of the ships. A.M. Unmoor'd and got up yards and topmasts; rec^d on board a flat bottomed boat from one of y^e transports.

ANCHOR'D OFF POINT LEVI.

JULY.

SUNDAY, 8TH.—*Winds*, Westerly, Calm.

Light airs and clear wear. At 4 P.M. anchor'd here his Maj^{'s} ship Captain (Rear-Adm^l Holmes) and Medway, with several transports; rec^d on board 5 casks of beef, 5 of pork, 5 of oatmeal, 3 of ving^s, and a flat boat from one of the transports. At 11 A.M. his Maj^{'s} sloop Porcupine and Boscawen tender went down the north chan^l of Orleans and anchor'd blow the falls of Montmorency in order to cover the landing of the troops there; the Adm^l made the sig^l for all flat bottom'd boats to repair down there. At noon the Sutherland and Richmond begun to cannonade, and the bomb vessels to bombard the enemy's intrenchments and batteries on the north shoar.

MONDAY, 9TH.—*Winds*, Westerly.

First part, d^o w^r; remainder, mod^{te} and clear. P.M. The Rear-Adm^l shifted his birth over to the north shoar; begun to cannonade the enemy together with the ships as p^r last, and the enemy cannonaded our troops on Priest Point from the town. At night sent the longboat and pinnace to row guard. At midnight the troops under the com^d of Gen^l Wolf where landed below the falls of Montmorency and incamped the nex day close to the falls; the ships kept cannonading and bombarding as p^r last.

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REMARKS, &c., PEMBROKE, JULY 1759—*Continued.*

THURSDAY, 26TH.—*Winds, Westerly.*

Fresh breeze and cloudy, with some rain. At 4 A.M. sent 2 flat boats to carry provisions to the camp at Montmorency; loos'd the sails to dry.

MONDAY, 30TH.—*Winds, Westerly, Calm.*

Light airs and fine clear w^t. At 1 P.M. sent on shoar to P^t Levi p^r order of the Vice-Adm^l 400 24-p^d wadds; departed this life Isaac Wotton, seaman. At 7 the Centurion shifted her birth further up the river over to the north shoar; as soon as she came to an anchor the enemy begun to heave shells at her from the north shoar, w^{ch} obliged her to move further off. At 9 sent one boat to embark troops on board the transports. A.M. Sent up a sick tent at P^t Orleans and put the sick on shoar.

TUESDAY, 31ST.—*Winds, S^oerly, Westerly.*

Mod^t and clear w^t. P.M. A very brisk firing on our batteries at P^t Priest, w^{ch} was as briskly return'd. At 8 all the boats in the fleet assembl'd at P^t Levi and Orleans to embark troops. At 10 A.M. the Russell and Three Sisters transport got under sail and run on shoar before the enemy's batteries to the westw'd of the falls of Montmorency and began to cannonade them, w^{ch} the enemy return'd; the Centurion anchor'd before the s^t batteries and begun to cannonade, also wee; the Richmond and Trent anchor'd close over to the N^o shoar before beginning a brisk and constant firing on both sides.

AUGUST.

WEDNESDAY, 1ST.—*Winds, Westerly.*

First and middle parts, mod^t and cloud, with some heavy showers of rain; latter, fresh breeze and cloudy. At $\frac{1}{2}$ past noon the troops were all embarked in boats ready for landing. At 6 they where landed under cover of the Centurion at the place where the transports lay ashoar. At the same time a party under the command of Gen^l Townsend marched alongshoar below the falls and joind the main body commanded by Gen^l Wolf; as soon as they where form'd and begun to march, the enemy begun a very hot fire of musquetry without the least intermission from the intrenchments at the top of the hill, which soon obliged our troops to retere back to the boats and Montmorency; the people where taken out of the two transports and the ships set on fire to prevent them falling into the hands of the enemy. At 11 shifted

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REMARKS, &c., PEMBROKE, AUGUST 1759—*Continued.*

our birth over to Point Levi. At 8 A.M. sent the longboat with the stream anchor and two hawsers to assist in warping the Centurion up from behind the Island, and 2 flat boats to transport troops from Pt Orleans to Pt Levi.

SUNDAY, 26TH.—*Winds, Westerly.*

Mod^t and clear w^r. At 5 P.M. shifted our birth nearer to Beauport. At 6 A.M. came on board our flat boats from Montmorency, haveing been assisting to burn all the houses on the north shoar between the camp at Montmorency and Cape Torment; reed on board 4 casks of oatmeal and one of pork.

ANCHORD IN THE BASON OF QUEBEC.

SEPTEMBER.

FRIDAY, 7TH.—*Winds, Westerly, Easterly.*

Mod^t and clear w^r. At 2 P.M. the Terror of France schooner got under sail and turnd up past the town thro' a very hot fire from the enemy, wth our batteries at Priest Point return'd; reed on board 6 butts of beer. A.M. Sent a petty officer and 25 men to assist in draging down the cannon from the batteries to Point Levi.

SATURDAY, 8TH.—*Winds, Easterly.*

First part, d^o w^r; remainder, mod^t and hazey, with rain. At 3 P.M. took on board the Baltimore's mertal and stow'd it in the main hold. At 6 the Adm^l made the sig^l for all Lieu^{ts}; all the row-boats in the fleet assembled at Pt Levi in order to make a faint in the night at Beauport to faver the proceedings of Gen^l Wolfe above the town. At 3 A.M. a transport ship and 2 sloops run up past the town thro' a hot fire from the enemy; complet^d the ship with wood and water.

SUNDAY, 9TH.—*Winds, Easterly.*

Mod^t and cloudy, with rain. At $\frac{1}{2}$ past 7 a sloop run up past the town without being discover'd by the enemy. At 10 A.M. the Adm^l made the sig^l for all Lieu^{ts}.

QUEBEC

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REMARKS, &c., PEMBROKE, SEPTEMBER 1759—*Continued.*

MONDAY, 10TH.—*Winds, Westerly.*

First part, mod^t and hazey, with rain ; remainder, mod^t and clear. P.M. Reed on board 7 butts of beer. At 5 A.M. sent a longboat to Pt Levi to take in artillery to carry above the town. At 8 read over the Articles of War and an Act of Parlement for the Incouragement, &c., of Seamen to the ship's company.

WEDNESDAY, 12TH.—*Winds, Westerly.*

Dⁿ w^t. At 10 P.M. the Master went in the barge and plac'd some buoy upon the shoals of Beauport. A.M. Sail'd hence his Maj^y's sloop Scorpion and Pillican bomb, with sever^l transports ; departed this life Edw^d Murphy, seaman. At noon the enemy attempted to cut away the buoys, but was beat off by the fire of the Richmond.

THURSDAY, 13TH.—*Winds, Westerly.*

Mod^t and cloudy w^t. At 6 P.M. unmoor'd and hove in to $\frac{1}{2}$ cable on the b^t b^t. At midnight all the row-boats in the fleet made a faint to land at Beauport in order to draw the enemy's attention that way to favor the landing of the troops above the town on the north shoar, w^{ch} was done with little oposition ; our batteries at Priest P^t kept a continual fire against the town all night. At 8 A.M. the Adm^l made the sig^l for all the boats man'd and arm'd to go to Point Levi ; weigh'd and droped higher up. At 10 the English army, commanded by Gen^l Wolfe, attacked the French, under the command of Gen^l Montcalm, in the feilds of Aberham behind Quebec, and tottally defeated them ; continued the pursute to the very gates of the city, afterward the begun to form the necesary disposions for carying on the siege ; Adm^l Holmes hoisted his flag on board the Leastaf above the town.

H.M. SLOOP PORCUPINE, ADMIRALTY 4293

JOHN JERVIS, *Captain* SAMUEL BARNESLEY, *Lieutenant*

REMARKS AND OBSERVATIONS, PORCUPINE, JUNE 1759.

WEDNESDAY, 27TH.—*Winds, WNW, W, WSW ; Bearings and distance at noon, at anchor in the River St. Lawrence.*

Small breezes and clear w^t. At 5 A.M. weighd and backd and filld up the river with the fleet. At 8 anchor'd with the small b^t in 16 f^m ; St. Stephen's Pt ENE. At 3 weighd and saild up the river with the

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REMARKS, &c., PORCUPINE, JUNE 1759—*Continued.*

Pembroke and Centurion. At 6 anchord with the small b^r in 20 f^m; veerd to $\frac{2}{3}$ of a cable; the SE part of Quebec WNW 4 miles. At 9 came on board Col^l Carlton and Cap^t Debage with orders from the Comm^d for us to weigh and go farther up the river. At 10 got und^r sail; ran near enough the town to reconnoiter; saw 4 sail wth pend^{ts}; lay too and drove back wth the tide as p^r order. At noon anchord with the best b^r in 20 f^m; saw Adm^l Saunders' flagg and severall ships at anchor down the river; St. Stephen's Point ENE.

THURSDAY, 28TH.—*Wind, W b S; Bearings and distance at noon, at anchor in the River St. Lawrence.*

First part, fresh gales, wth rain; middle and latter, less wind. At 3 P.M. struck yards and topmasts; severall vessells parted their cables and drove on shore, and a great number of boats were lost. At 9 moor'd ship.

FRIDAY, 29TH.—*Wind, W^t; Bearings and distance at noon, at anchor in the River St. Lawrence.*

Fresh gales and clear. At 6 P.M. weighd and dropt further up the river in com^y with his Maj^{'s} ships Sutherland and Centurion. $\frac{1}{2}$ past 9 anchord with the best b^r in 15 f^m; veerd to $\frac{1}{2}$ cable. $\frac{1}{2}$ past 12 saw 6 fire ships coming down the river. At 1 cutt and slipt the b^r bower and dropt down the river through the fleet. At 3 fell on b^d a transport, the sloop not wearing; carried away our head cutt water, gibb boom, and sprit sail yard, and sprung the bowsprit, and was obligd to cut some of our rig^s to clear the ship. $\frac{1}{2}$ past anchord wth the best b^r in 7 f^m; veerd to a cable; St. John's Church NE b E 2 m^s. At 4 struck yards and topm^t; employd repairing the rigging; put the sloop's com^y to $\frac{2}{3}$ allowance.

JULY.

MONDAY, 2ND.—*Wind, W^t; Bearings and distance at noon, at anchor on the N^o side of the Island of Orleans.*

First part, mod^t, with rain; mid^l and latter, d^o and clear. At 7 P.M. weighd and drove up the river. At 10 anchord with the small b^r in 16 f^m; veerd to $\frac{1}{2}$ cable; the W^t end of Orleans NNE 1 mile. At 9 A.M. weighd and run farther up the river. At 10 anchord with the small bower in 20 f^m; veerd to $\frac{1}{2}$ cable; the E end of Quebec SW 4 miles.

QUEBEC

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REMARKS, &c., PORCUPINE, JULY 1759—*Continued.*

TUESDAY, 3RD.—*Winds, ENE, E^t ; Bearings and distance at noon, at anchor on the N^o side of the Island of Orleans.*

First and middle parts, fresh gales and clear ; latter, mod^t, with rain. Aird our sails. At 7 weighd and shifed our berth. $\frac{1}{2}$ past anchor'd with the small bower in $5\frac{1}{2}$ f^m ; veerd to $\frac{1}{2}$ cable ; Point Levy WSW 1 mile. At 10 veerd to a cable ; spliced the best and small bower cables together ; dyed Jn^o Moreskin.

WEDNESDAY, 4TH.—*Winds, E^t, SW ; Bearings and distance at noon, at anchor on the N^o side of the Island of Orleans.*

First part, mod^t, with rain ; middle and latter, d^o and cloudy. The Adm^l sent a flagg of truce to Quebeck ; aird our sails.

SUNDAY, 8TH.—*Wind, NE ; Bearings and distance at noon, at anchor on the N^o side of the Island of Orleans.*

Small airs and clear. At 5 P.M. came on b^d Cap^t Jarvis and took command of the Porcupine in the room of Cap^t Collins. $\frac{1}{2}$ past 5 shifted our berth. At 6 anch^d with the small bower in 12 f^m ; veerd to $\frac{1}{2}$ cable ; Quebeck W b N 4 m^{ls}. At 11 A.M. weighd and tow'd the sloop down the river between the N^o side of Orleans and the Main.

MONDAY, 9TH.—*Wind, NE ; Bearings and distance at noon, at anchor on the N^o side of the Island of Orleans.*

Small airs and cloudy. Severall shot were fird at us from the battery as we pass^d. $\frac{1}{2}$ past 1 anch^d with the best bow^r ; veerd away and moord wth springs on our cable ; the Fall NW $\frac{1}{2}$ W 1 mile. At 4 P.M. the flatt bottom'd boat came on b^d us to wait for the tide with part of the train of artillery. At 11 we made the sig^l for embarking the troops from Orleans to land them on the Main. At 12 they landed without a musquet being fird in opposition, our other boats having made a faint in another place ; rec^d a prisoner on b^d who was apprehend^d of disertion. At 10 down t.g^t y^{ds}.

MONDAY, 23RD.—*Wind, WSW ; Bearings and distance at noon, in the River St. Lawrence.*

Mod^t and cloudy. At 10 P.M. a fire broke out in Quebeck ; shifted our berth farther up, opposite our camp ; the longboats imploy'd transporting the cannon.

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REMARKS, &c., PORCUPINE, JULY 1759—*Continued.*

TUESDAY, 31ST.—*Wind, W b N ; Bearings and distance at noon, in the River St. Lawrence.*

First part, light airs, with calm ; middle and latter, mod^t and clear. At 11 A.M. came down the Centurion and 2 arm'd ships that were to attack the French batteries ; the 2 transports ran on shore at high water and kept a constant fire, likewise his Maj^{'s} ship Centurion.

AUGUST.

WEDNESDAY, 1ST.—*Wind, W^t ; Bearings and distance at noon, in the River St. Lawrence.*

Mod^t breezes and clear weather. At $\frac{1}{2}$ past 5 a body of our troops landed on the other side the Fall from the flatt bottom'd boats ; at the same time another party cross'd the Fall ; they all advanced to the foot of the cliff on the top of which the French were encamp'd, who kept a constant fire on our troops and caus'd them to retreat ; we set fire to the transports.

TUESDAY, 28TH.—*Wind, E ; Bearings and distance at noon, in the River St. Lawrence.*

First part, moderate and clear ; latter, fresh gales and cloudy. Heard a great firing from Quebeck at his Maj^{'s} ships Loestaff and Hunter, who were going above the town, and 2 cutters and a sloop ; veerd to a cable.

SEPTEMBER.

MONDAY, 3RD.—*Wind, E b S ; Bearings and distance at noon, in the River St. Lawrence.*

Moderate and cloudy. Weigh'd and warpt in shore to cover the troops in re-embarking ; lost our kedge anchor and part of a hawser, it being foul of a rock ; moord ship ; sent 2 French deserters on board the Sterling Castle. At 5 A.M. fir'd a gun, a sig^t for the officers of the flatt bottom'd boats. At 10 A.M. all the troops re-embark'd without opposition. At 11 unmoord and hove in to $\frac{1}{2}$ of a cable of the sm^o bower.

SATURDAY, 8TH.—*Wind, E ; Bearings and distance at noon, in the River St. Lawrence.*

First part, mod^{ts} and clear ; latter, d^o, with rain. At $\frac{1}{2}$ past 3 the garrison kept a constant fire untill $\frac{1}{2}$ past 4. At 10 in hoisting out our pinnace the main lift broke which stove the boat.

REMARKS, &c., PORCUPINE, SEPTEMBER 1759—*Continued.*

FRIDAY, 14TH.—*Wind, NE; Bearings and distance at noon, in the River St. Lawrence.*

First part, moderate and fair; latter, d^o, with rain. At 4 P.M. weighd to see the anchor clear, let go the small bower, and veerd to $\frac{1}{2}$ cable; imployd rowing guard; heard great guns firing above the town.

H.M.S. PRINCE FREDERICK, ADMIRALTY 575

CAPTⁿ ROBERT RUTH } *Commanders*
CAPT ROBERT MAN }
JOHN CHAPPELL, *Master*

REMARKS, &c., ON BO^d HIS MAJ^{ty}'s SHIP PRINCE FREDRICK
ATT LOUISBOURG, JUNE 1759.

MONDAY, 4TH.—*Winds, S^o, SSE, SW.*

Mod^e and hazey w^r. P.M. saild hence his Maj^{ty}'s ship Lizard. At 3 the Admirall made y^e signall for sailing. Att 7 the signall was made for all Lieut^r. Att 3 A.M. the signall was made to unmoor; d^o we unmoor'd and hove short on y^e best bower. Att 9 weighed p^r signall and made sail out of the harbour. Att $\frac{1}{2}$ pt. 10 brought too and took the 2^d reefs in y^e topsails and hoysted in the longboat. Att noon Scatery bore ENE 3 lg^s; ship's draught of water abaught 20 foot 1 in., afore 18 foot 8 in., 1 ft. 5 in. stern.

AT Y^e ISLAND OF COUDRE.

SUNDAY, 24TH.—*Winds, E b N, SE, S, SSW.*

Mod^e and cloudy w^r. Att 1 P.M. made y^e signall to anchor. At 2 wee anchored with y^e best bower between y^e Island of Coudre and y^e Main in 10 fathom and $\frac{1}{2}$ water, with y^e NE point of Coudre E $\frac{1}{2}$ S, and y^e mid^e of y^e Island S b E about $\frac{1}{2}$ a mile; found riding here his Maj^{ty}'s ships Princess Amelia (Admiral Duerell), y^e Alcide, Captain, Vanguard, Sterling Castle, and Southerland; d^o mand ship. At 4 moord ship a cable each way. At 10 A.M. y^e Admiral made y^e signal for all boats mand and armd to tow a sloop and a schooner of from y^e north shore.

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REMARKS, &c., PRINCE FREDERICK, JUNE 1759—*Continued.*

MONDAY, 25TH.—*Winds, NNE to ENE.*

Mod^e and fair w^e, with lightening in y^e mid^e part. P.M. The sig^l was made on bo^d y^e Rear-Admiral for all Lieu^{ts}. Att 5 anchored here his Maj^{ty}'s ship y^e Hind (Vice-Admirall Sanders) and y^e Trent, with y^e Blue Division of transports. Att 6 Admirall Sanders' flagg was hoysted on bo^d y^e Sterling Castle. A.M. Received from y^e Sterling Castle 45 French prisoners, and sent on bo^d d^o Hillenders and solders. Att noon y^e Sterling Castle saild with Admiral Sanders, the Alcide, Sutherland, and Trent, with y^e Blue Division of transports.

JULY.

TUESDAY, 10TH.—*Winds, WSW, Variable, SW b W.*

The most part of this 24 hours, fresh gales, withe lightning, thunder, and rain at times. P.M. Our signall was made for a Lieu^t; our boats imployed in disembarking our marinees from a sloop to y^e Island of Coudre. A.M. Received from y^e Neptune 2 puncheons and one hog^d of molasses.

SEPTEMBER.

FRIDAY, 14TH.—*Winds, Variable.*

Little wind and fair w^e. P.M. Our longbo^t imployd in emberking of cattle from y^e Island of Coudre on bo^d of 3 transport vessells for y^e Island of Orlens. A.M. Fixed new coat for y^e reeder mainmast and han pumps.

H.M.S. PRINCESS AMELIA, ADMIRALTY 775

W. HAMMOND, *Master*

REMARKS, &c., UNDER THE ISLAND COUDRE, JUNE 1759.

FRIDAY, 1ST.—*Winds, W b S, WSW.*

The first and middle parts of these 24 hours, little wind; the latter part, fresh gales. A.M. Unmood in order to new moor, the best b^t anchor having come home; opend a puncheon of beef, N^o 231^g, contents 164 p^s, short in tale 11 peices, deficient in weight 75^{lb}, which beleive to own to the pickel being all out and the meat quite dry; allowed the ship's company 17 peices for the deficiency in weight.

REMARKS, &c., PRINCESS AMELIA, JUNE 1759—*Continued.*

MONDAY, 4TH.—*Winds*, ENE, SW.

These 24 hours, fresh gales. At 4 A.M. made the sig^l for landing troops on Coudre; opend a cask of beef, N^o 3747, contents 180 p^s, short in weight 56 pounds.

WEDNESDAY, 6TH.—*Winds*, SW b W, N b W, NNE.

These 24 hours, little wind and fair w^r. A.M. La Maite, George Douglas, and Viat St. Barbe was missing from the Isle of Coudre.

SUNDAY, 17TH.—*Winds*, W b S, ESE.

These 24 hours, little wind. The ventilater continually workt.

SATURDAY, 23RD.—*Winds*, W b S, E b S, E b N.

These 24 hours, little wind and fair w^r. At 1 A.M. anchord here the Richman; made the sig^l for all Lieu^{ts}; saild up the river a fleet of transports; the Hunter sloop arrived.

SUNDAY, 24TH.—*Winds*, E b S, W b S, ESE, WSW.

The first part of these 24 hours, fresh gales; the middle and latter, little wind. P.M. Saild up the river the Hunter sloop, Leostaff, Baltimore bomb, and a fleet of transports; we made the sig^l for all boats man'd and armd to assist vessels in danger in St Paul's Bay.

MONDAY, 25TH.—*Winds*, SSW, ENE, ESE.

These 24 hours, fresh gales. At 3 P.M. made the sig^l for all Lieu^{ts}. At 5 Vice-Admiral Saunders arrived here in the Hind and shifted his flagg to the Sterling Castle. At 10 A.M. the Sterling Castle, Sutherland, Alcide, Trent, and a fleet of transports saild up the river; departed this life Joⁿ M'Laughland.

IN COUDRE ROAD.

TUESDAY, 26TH.—*Winds*, ESE, WSW, W b N.

These 24 hours, little wind. Arrived the Diana, Race-Horse, and Pelican bomb, also a fleet of transports; made the sig^l for all boats to assist several transports out of the indraft of St. Paul's Bay.

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REMARKS, &c., PRINCESS AMELIA, JUNE 1759—*Continued.*

WEDNESDAY, 27TH.—*Winds*, W, ESE, E b S.

These 24 hours, little winds. At 5 P.M. anchord here Rear-Adm^l Holms in the Dublin, also the Northumberland, Shrewsbury, Royall William, Orford, and Strumbelo. At 5 A.M. anchord here the Neptune and Medway; made the sig^l for all Lieu^{ts}.

THURSDAY, 28TH.—*Winds*, E b S, SW.

These 24 hours, very uncertain w^r. The ship's company was put to two-thirds allowance of bread, beef, pork, pease, &c.

FRIDAY, 29TH.

The first and middle parts of these 24 hours, fresh gales and squally, with rain; the latter, little wind. Made the sig^l for all Lieu^{ts}. A.M. Rear-Adm^l Holms hoisted his flag on b^d the Captain, and at 10 made sig^l to unmoor.

SATURDAY, 30TH.—*Winds*, WSW, WNW, SW.

These 24 hours, little winds, and sometimes calm. I went down the river p^r order of Adm^l Durell to assist his Majesty's ships up. A.M. Returnd wth his Majesty's ship Bedford.

JULY.

SUNDAY, 1ST.—*Winds*, WSW, SW.

These 24 hours, little winds. The Somerset and Terrible arrived here; made the sig^l for all Lieu^{ts}; rec^d on b^d 1026^{lb} fresh beef.

TUESDAY, 17TH.—*Winds*, Variable.

These 24 hours, little wind, sometimes calm. At 4 A.M. made the sig^l and weigh'd, the Orford and Prince of Orange in company. At 11 made the sig^l and anchored; Cape Torment bearing SW b W, the Isle Madam SW b S, Cape Corbeau NE b E.

WEDNESDAY, 18TH.—*Winds*, Variable.

These 24 hours, little wind. A.M. Arrived here from Coudre the Royall William, Somerset, Terrible, and Northumberland; sent an officer wth a pilot to bouy the Traverse. At 10 made the sig^l for all boats man'd and armed.

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REMARKS, &c., PRINCESS AMELIA, JULY 1759—*Continued.*

THURSDAY, 19TH.—*Wind, NE.*

These 24 hours, fresh gales and fair weather. At 10 A.M. made the sig^l to weigh and weigh'd, as did the ships in company, and sail'd through the Traverse; made the sig^l and anchord between the end of the Island Orleans and the Ile Madam in 9^m water, sandy ground.

FRIDAY, 20TH.—*Winds, NE, N^o, SW b S.*

These 24 hours, mod^t gales. Made the sig^l to moor, and moord a cable ea. way NE and SW; St. Francis Church on Orleans NW b W, the east point of the Ile Madam SSE one mile, and $\frac{3}{4}$ of a mile from Orleans; sent Lieut W^m Hall, two petty officers, and 100 men, with armes, amunition, and provision, on board a transport, in order to proceed to Adm^l Saunders; also the lanch and a cutter.

SEPTEMBER.

THURSDAY, 13TH.—*Winds, W b S, WSW.*

These 24 hours, mod^t gales and cloudy. A.M. Made the sig^l for all Lieu^{ts}.

H.M.S. RACEHORSE, ADMIRALTY 994

RICHARD TURNER, *Master*

REMARKS, &c., IN THE RIVER ST. LAWRENCE, JULY 1759.

TUESDAY, 10TH.—*Winds, WNW, W^t.*

Mod^e and cloudy weat^r, with sum small rain. At 2 P.M. fired 2 teen-inch sheels and on 6-pounder to see if our shott would rach a shore, which shott went on the shore. At 4 d^o Rear-Adm^l Holms order^d us to wey and go further off; d^o weigh^d and come to an anchor under the west point of Orleans in 12 fa^m. At 8 P.M. the French begon to fire a mortar that thea ad fix^d at us and the rest of the ships that lay there. At 11 d^o veard away to a cable and clap^d on a step boy on the cable and cut him in the splice and fall lower down and came to an anchor with the small b^r in 1 $\frac{1}{2}$ fa^m and veard away to $\frac{1}{2}$ a cable; Point Levi WNW, and the west end of Orleans N b W.

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REMARKS, &c., RACEHORSE, JULY 1759—*Continued.*SATURDAY, 14TH.—*Winds*, WSW to W^t.

The first part, fresh gales, with showers of rain; the middle and latter, mod^t and clear. At 8 A.M. wey^d and came to sail for to go alongside y^e Alcide for to tack out the morters, but an order come on b^d from the Adm^l for us to tack them out ourselves; d^o came to an anchor in 13 fa^m with the best b^r and veared away to $\frac{1}{2}$ of a cable; Point Levi W b S, Orleans NNE; d^o got all redy for to git out the morters.

SUNDAY, 15TH.—*Winds*, W^t, WSW.

Mod^t and clear w^t. At 2 P.M. got out the 13-inch mortar and bead. At 5 d^o got out the 10-inch and sent them on shore, and 30 of our men with them and an officer with them. A.M. Sent our people ashore for to git the morters out of the boats; d^o sent the winding tackle on boar the Pilicken for to tack out her mortar; our people emp^d geting out our shell, &c.

SATURDAY, 28TH.—*Wind*, W^t.

Mod^t and clear wea^r. At 2 P.M. the Adm^l sent an order for to unmoor ship; d^o unmore^d ship and hove in to $\frac{1}{2}$ a cable on y^e best b^r. At midnight the French sent down sev^l fire stages from Quebeck to burne or ships; d^o veard away to a hold cable, but no damidge hapen^d, all the ships sending three boats for to tow them, which they did clear of all the ships. At 4 A.M. Cornell Williamson open^d a new battrey of 6 guns, 24-pounders, and begon to cannade^d the town; d^o open^d a cask of pork, N. 141, cont^s 144 p^r.

TUESDAY, 31ST.—*Winds*, Vble, SW b W.

Little wind and fair we^r. At 2 P.M. disembark^d the troeps. At 10 A.M. the Rusal and the Three Sisters wey^d and run ashore by the Falls of Memorancy and begon to fire at the French batreys; d^o embark^d the trups from Orleans and Point Levi in the boats for landing on the north shore. At 11 wey^d and got furer in to the north shore. At $\frac{1}{2}$ past came to anchor with best b^r in 16 fa^m water, and veard away to $\frac{1}{2}$ a cable; Orleans ENE, and Memorancy N b E.

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REMARKS, &c., RACEHORSE, 1759—*Continued.*]

AUGUST.

WEDNESDAY, 1ST.—*Winds*, SW, W^t.

The first and middle parts, mod^t and cloudy, with sum showers of rain, thunder, and lightning; the latter, fresh gales and clear. Sent on board the Rusall arm ships 470 of six pound cartridges of powder, 408 six pound shott, 80 grape shott, with pads acording. At $\frac{1}{2}$ past 5 our trups landed by the Falls of Memorancy, but the French being intrench^t so depe they could not keep thire ground, as also the French having severl peis^s of cannon that our ship could not come att, which our trups retret^d and tuck to the boat with very little lost. At 7 d^o sat fire to the arm ships and blowed them up. At 10 A.M. wey^d and went to Point Levi, and came to an anchor in 7 fa^m, and veard away to $\frac{1}{2}$ a cable; Point Levi WSW, and the west point of Orleans NE b N; d^o rec^d on b¹ halfe hhd. of rum.

SUNDAY, 12TH.—*Winds*, West, ENE.

The first part, mod^t and clear w^r; the middle and latter, fresh gales and hazey, with rain. P.M. Rec^d on b¹ our cadge anchor; d^o rec^d on b¹ a puncshon of rum for the ship's use. A.M. The Adm^l made the sign^l to moor ship; d^o moor ship a cable each way, the small b^r to the w^rward; when moor'd Point Levi WSW, and the west point of Orleans NE b N. . . .

MONDAY, 13TH.—*Winds*, SE, WNW.

The first part, fresh gales, with rain; the middle and latter, fresh gales and clear w^r. P.M. Rec^d on b¹ 104 pounds fresh beef. A.M. The Adm^l made the signall for all Lieuts.

TUESDAY, 14TH.—*Winds*, NW to WSW.

Fresh gales and clear w^r. P.M. Rec^d on board 23 puncsh^s of bread containing 5128 pounds; and on cask of otmeal. A.M. Loos^d sails to dry; d^o rec^d on board our stream anchor and cable that we lent the Salley tender, as also rec^d on b¹ 130 pounds of fresh beef.

SEPTEMBER.

WEDNESDAY, 12TH.—*Winds*, W^t to WSW.

Mod^t and fair wea^r. P.M. The sailmaker emp^d manding the fore-sail and staysails that was ear^d by the squrels that swim on board. A.M. Sailed hence his Maj^{'s} sloop Scorpion and Pelican bomb; come up here his Maj^{'s} ships Somerset and Fowe.

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REMARKS, &c., RACEHORSE, SEPTEMBER 1759—*Continued.*

THURSDAY, 13TH.—*Winds*, WSW to W b N.

Mod^d and cloudy weat^r. At 6 P.M. sent ashore to Poin Levi our yaul mand and arm^d as p^r order from the Adm^l. A.M. Our trupes landed above Point Diamond and defated the French that was at that post; our trup^s kill^d about 2000 and tuck 600 priseners. General Wolf was kill^d in the attack and severl officers, likewise a great number of the French officers. Mouncalm was wound^d and day^d the next day. At 8 A.M. sent our boats mand and arm^d to Point Levi.

FRIDAY, 14TH.—*Winds*, N^o to E^t.

D^o weat^r. P.M. The Adm^l made the sig^l for all the boats man^d and arm^d to go to Point Levi. At 9 d^o sail^d above the town tew transports. A.M. Open^d the hedlidge of beef, No. 138, cont^s 85 p^s, tew peces shorte.

H.M.S. RICHMOND, ADMIRALTY 1002

ROBERT LONG, *Master*

REMARKS, &c., ON BOARD H.M.S. RICHMOND IN THE RIVER OF QUEBEC, JUNE 1759.

FRIDAY, 1ST.—*Winds*, W b S, SW b S, WSW, NE, E^t.

First part, fresh gales and hazey w^r; middle p^t, moderate and d^o w^r, with rain; later part, light airs, intermixt with calms. $\frac{1}{2}$ past 3 P.M. weigh^d and came to sail, as did his Maj. ship Sterling Castle, Alcide, and both prizes. At 6 d^o open^d a cask of pork, N^o 24, cont^s 235 p^s, and one cask of beef, N^o 433, cont^s 180 p^s. At 7 d^o came too with the best b^e in 13 fam^s watter, and veer^d to $\frac{1}{2}$ of a cable; the Isl^d of Bec WSW, dis^t 7 or 8 miles; fill^d y^e emp^y beer butts wth salt watter. At $\frac{1}{2}$ past 11 d^o weigh^d and came to sail in comp^y with y^e above mention^d ship. At noon the Isl^d of Bec SW b W $\frac{1}{2}$ W, dis^t 7 miles; serv^d whole allowance of rum to y^e ship's comp^y.

SUNDAY, 3RD.—*Winds*, NNE, NE, Calm, West.

First part, light airs and foggy w^r; middle p^t, calm; latter p^t, moderate and cloudy, with rain. At $\frac{1}{2}$ past 3 P.M. weigh^d in comp^y with his Maj. ships Alcide, Sterling Castle, 2 prizes and 2 schooners,

REMARKS, &c., RICHMOND, JUNE 1759—Continued.

and gave chase to a schooner in *y^e* NW. At 5 *d^o* out first reef top-sails. At 6 *fir'd* a shot at the chase and brot her too, and sent *y^e* boat on board her; prov'd to be a French schooner bound to Quebeck load'd with seal skins and oyl from Laborodore. At 8 *d^o* anch'd wth *y^e* b^t b^r in 16 fms. watter, as did *y^e* above mention'd; veer'd to $\frac{1}{2}$ of a cable and put a hammock in *y^e* hawse; the Is^d of Bec ENE, and Cape Bec E $\frac{1}{2}$ N, dist of shore 3 miles; departed this life Christopher Whitch, yeoman of the sheets. At 11 A.M. weigh'd, as did above mention'd ships and prizes. At noon Is^d of Bec NE b E $\frac{1}{2}$ E, dist 3 leag^s.

SATURDAY, 23RD.—*Winds*, SW, NE, WNW, E, SE.

First and later p^s, light airs and hazey w^r; middle p^s, fresh gales and d^o w^r. At $\frac{1}{2}$ past 1 anch'd with *y^e* b^t b^r in 13 fms watter, and veer'd to $\frac{1}{2}$ of a cable; the e^most island of the Camoresca SE $\frac{1}{2}$ S, dist 2 miles, and Goose Cape WSW $\frac{1}{2}$ W. At 4 *d^o* veer'd to $\frac{2}{3}$ of a cable. At 6 *d^o* weigh'd and came to sail. At 7 *d^o* saw a ship in Malbay who made *y^e* sign^l of distress; close reef't *y^e* topsails and stood towards him. $\frac{1}{2}$ past spoke her, who inform'd us he could not purchase his anchor. At 8 got down topgallanyards. At 1 A.M. anch'd with *y^e* b^t b^r in 20 fms watter, and veer'd to a whole cable between Coudree and *y^e* N^o shore. At 3 weigh'd and run nearer *y^e* Is^d and anch'd in 17 fm. with *y^e* b^t b^r, and veer'd to $\frac{1}{2}$ of a cable, the extreams of Coudree from E $\frac{1}{2}$ S^o to SW b S offing 1 mile and $\frac{1}{2}$; found riding here his Maj. ships Princes Amelia (Adm^l Durell), Alcide, Captain, Vanguard, Sterling Castle, Sutherland, wth sev^l small craft. At 10 *d^o* weigh'd and came to sail. At noon the south part of *y^e* Is^d of Coudree SE b E, dist 4 m^s, and Cape Malarde SE $\frac{1}{2}$ S^o.

TUESDAY, 26TH.—*Winds*, NE b E, Calm, W^t.

First part, light airs and cloudy w^r; middle and later part, moderate and variable w^r. At 3 P.M. unmoor'd ship and hove short on *y^e* b^t b^r. At 4 *d^o* weigh'd and came to sail. At 6 *d^o* anch'd with *y^e* b^t b^r in 15 fms. watter, sandy ground, and veer'd to $\frac{1}{2}$ of a cable; St. John Church on *y^e* Island of Orleans N^o $\frac{1}{2}$ W^t, dist 1 mile; d^o anch'd here his Maj. ship Leowstaff with *y^e* White Division. At 4 A.M. weigh'd and came to sail, as did his Maj. ships Centurion, Pembroke, Leowstoff, Porcupine sloop, Baltimore bomb, and several transports; lost one buoy and buoy rope emp^d in work^s up *y^e* river. At 8 A.M. anch'd with *y^e* b^t b^r in 10 fms watter, and veer'd to $\frac{1}{2}$ of a cable; St. Lawrence Church NE b E $\frac{1}{2}$ E, dist of the Is^d of Orleans one mile.

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REMARKS, &c., RICHMOND, JUNE 1759—*Continued.*WEDNESDAY, 27TH.—*Winds*, W b S, WSW, SW, N, E b N.

First and later part, moderate and fair w^r; middle part, light and d^o w^r. At 4 P.M. weigh'd and came to sail in co. wth Pembroke, Centurion, Leowstoff, Porcupine sloop, and Baltimore bomb, and 38 sail of transports. $\frac{1}{2}$ past 5 d^o anch^d wth y^e b^t b^e in 15 fms. watter, sandy ground; veer'd to $\frac{1}{2}$ of a cable; St. Lawrence W $\frac{1}{2}$ N, dist^l 1 mile and $\frac{1}{2}$. At 9 Adm^l Saunders hoisted his flag on b^d his Maj. ship Leowstoff. At 3 A.M. the Adm^l made y^e sign^l for disembarking y^e troops; d^o man'd 4 flatt bottom boats and sent them to assist in y^e landing of y^e troops on y^e Is^d of Orleans. At 8 anch^d here his Maj. ships Alcide, Sterling Castle, Sutherland, Diana, Trent, Squirrel, and Vesuvius fire ship, and Racehorse and Pelican bombs, with sever^l transports. At 10 d^o Adm^l Saunders shifted his flag from the Leowstoff to y^e Sterling Castle; d^o y^e Squirrel saild to y^e e'ward.

THURSDAY, 28TH.—*Winds*, NE b E, ENE, E^s, SE, NW, W^t.

First part, strong gales and squally w^r, with rain; middle and later, moderate and cloudy w^r. At 2 P.M. got down topgallanyards and low'd y^e lower yards. At 3 d^o veer'd to 80 fam^s of cable. At 4 d^o 3 of y^e transports parted and drove fowl of us, and carried away y^e starbord bumbkin and p^t of y^e rails of y^e head; d^o lost y^e larb^d mainsheet with several running ropes and blocks. $\frac{1}{2}$ past parted y^e b^t b^e cable and clear'd y^e transports; d^o bent y^e cable to y^e spare anchor. At 5 d^o anch^d with y^e b^t b^e in 14 fam^s watter, and veerd to a cable; St. Lawrence Church ENE $\frac{1}{2}$ E, and St. Patrick's Hole NW b W, dist^l of shore 1 mile. $\frac{1}{2}$ past 5 d^o struck y^e topmast. At 6 d^o 9 sail of transport parted and drove on shore on y^e Is^d of Orleans. At 7 one of y^e transports came fowl of us and carried away y^e driver boom and yard, ensign staff and part of y^e starbord quarter gallery, one iron rod and 3 d^o stantions for y^e quarters; open'd a cask of pork, N^o 11, cont^g 230 p^l, over 4 p^l. At 10 hove into $\frac{1}{2}$ a cable. At 5 A.M. got up topmast and y^e emp^d disimbark^d y^e troops.

FRIDAY, 29TH.—*Winds*, W^t, WSW, W b S.

Moderate and cloudy w^r, wth rain. At 6 P.M. punish'd Jam^s White and John Manning, marines, wth 12 lashes each for neglect of duty. $\frac{1}{2}$ past 12 P.M. saw 12 fire ships coming down; d^o sent y^e boats with fire grapling to tow them on shore; d^o lost one grapling and rope; veer'd to a whole cable. At 5 A.M. the barge return'd; d^o hove into $\frac{1}{2}$ of a cable and put a hammock in y^e hawse. At 8 d^o punish'd Alix^{dr} Tunis and John Kentspire with 12 lashes each for neglect of duty. At 3 sent a flatt bottom boat with a gang of hands down y^e river to weigh y^e b^t b^e anch^r. At 10 d^o veer'd to $\frac{1}{2}$ a cable.

QUEBEC

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REMARKS, &c., RICHMOND, 1759—Continued.

JULY.

SUNDAY, 1ST.—*Winds*, W^t, Calm, W b S.

First p^t, moderate and fair; middle, calm; later p^t, light airs and cloudy. $\frac{1}{2}$ past 7 A.M. weigh'd and drop'd up with y^e tide. At 8 anch'd with y^e small b^r in 8 fam^s watter; veer'd to $\frac{1}{2}$ of a cable; y^e NW p^t of Orleans N b E, and P^t Levee W^t, dist of shore $\frac{1}{2}$ a mile. $\frac{1}{2}$ past loos'd sails to air. $\frac{1}{2}$ past 9 saw several floatting batteries coming to anoy our troops on Point Levee; furld sails, weigh'd and drop'd up with the tide, and fir'd several round and grape shot at them, as did his Maj. ship Trent and Sutherland, and drove them off. $\frac{1}{2}$ past 10 anch'd with y^e sm^l b^r in 19 fam^s watter; veer'd to $\frac{1}{2}$ a cable; P^t Levee SW, and y^e body of y^e town of Quebec WSW, dist 3 miles.

SATURDAY, 7TH.—*Winds*, SE b E, Calm, W b S, SW.

First and later part, light airs and fair w^t; middle p^t, calm. At 2 P.M. punish'd Tho^s Wootten and John Cahael, seamen, wth 12 lashes each for quarrelling. At 6 a floatting batterie fir'd at one of the bomb vessels; d^o fir'd sev^l shot at her, which oblig'd y^e people to abandon her. At 8 A.M. y^e sign^l on b^d y^e Adm^l for y^e Captain; doweld a new fore brace, the old one being unservisable.

SUNDAY, 8TH.

Calm and fair w^t. At 1 P.M. recevd on b^d the Carlisle transp^t 4000 lb. of bread. At 3 d^o op^d a cask of pork, N^o 2256, cont^s 308 p^s, short 3 p^s; d^o anch'd here his Maj. ship Captain (Adm^l Holmes) and Medway. At 5 d^o sight'd y^e anchor. At 6 our sign^l on b^d the Adm^l for y^e Captain. $\frac{1}{2}$ past 12 A.M. sent y^e barge in shore sound^s. At 9 A.M. hove short. At 10 weigh'd and tow'd nearer y^e N^o shore. $\frac{1}{2}$ past anch'd with y^e sm^l b^r in 10 fam^s watter; saw a batterie firing at his Maj. ship Porcupine; d^o fir'd severall shot at them. 11 d^o recev'd from y^e Carlisle transport 5 cask of pork, cont^s 1269 p^s, 2222 lb. of flower, 175 lb. of butter, 348 lb. of cheese, 228 lb. of fruit, 23 bushells 5 qu^{ts} of pease.

MONDAY, 9TH.—*Winds*, NW, Calm, WNW, W^t.

First part, light airs, intermixt wth calms; middle and later, moderate and cloudy. At 1 P.M. began firing at y^e enemy's camp. At 4 d^o left off firing. At 7 d^o came over and anch'd here Rear-Adm^l Holmes on b^d his Maj. ship Captain. $\frac{1}{2}$ past got up topgallanyards.

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REMARKS, &c., RICHMOND, JULY 1759—Continued.

At 3 A.M. sighted y^e anchor. At 7 d^o got down topgallanyards. $\frac{1}{2}$ past 10 weigh'd and warp'd nearer y^e N^o shore. At 10 d^o anch'd wth y^e small bower in 6 $\frac{1}{2}$ fam^s watter, and veer'd to $\frac{1}{2}$ of a cable; P^t Levee SW $\frac{1}{2}$ W, and y^e NW p^t of y^e Is^d Orleans SSE, dis^t of shore 1 mile; pump'd y^e air pump as usal.

TUESDAY, 10TH.—*Winds*, WSW, SW, Calm, W b S, WSW.

First and later part, moderate and cloudy w^r; middle part, light airs, intermixt wth calms, and thunder and lightning. $\frac{1}{2}$ past 1 P.M. saw a body of French troops within reach of our guns; d^o fir'd at them p^r order of Adm^l Holmes. $\frac{1}{2}$ past 2 left off firing, the enemy having retir'd out of reach of y^e guns. $\frac{1}{2}$ past 6 weigh'd and hawl'd farther off shore. At 7 anch'd wth y^e sm^l b^r in 11 fam^s watter, and veer'd to $\frac{1}{2}$ of a cable, and put a hammock in y^e hawse. At 11 P.M. the enemy op'd a bomb battery against us on y^e N^o shore; d^o weigh'd and hawl'd further off shore p^r order of Adm^l Holmes. At 1 A.M. anch'd wth sm^l bower in 14 fam^s watter; veer'd to $\frac{1}{2}$ of a cable. At 4 d^o weigh'd, beeing within reach of y^e shells, and run further of shore. $\frac{1}{2}$ past anch'd with the small bower in 8 fam^s watter; veer'd to $\frac{1}{2}$ of a cable; Point Levee SW $\frac{1}{2}$ W, and y^e NW point of y^e Is^d of Orleans NE b E, dis^t of shore 1 mile; d^o sent our hawsers on board of his Maj. ship Captain (Adm^l Holmes) to assist in warping her further of shore. At 5 the enemy ceased firing, we beeing without reach of their shells. At 7 d^o anch'd here his Maj. ships Shrewsbury and Vanguard. At 11 d^o veer'd to $\frac{1}{2}$ a cable; pump'd the air pump as usal.

FRIDAY, 13TH.—*Winds*, W^t, Calm, WNW.

First part, moderate and cloudy w^r; middle part, calm; later part, moderate and hazey w^r, wth rain. At 2 P.M. fir'd several shot at the floatting batteries and drove them off; open'd a cask of beef, N^o 235, cont^r 175 p^s, short 1 p^s. At 6 d^o weigh'd and drop'd up with y^e tide, as did the Pelican, Racehorse and Baltimore bombs and Sutherland. At 7 anch'd with y^e sm^l b^r in 17 fam^s watter, and veer'd to $\frac{1}{2}$ a cable; P^t Levee SW, St Joseph Church SSE $\frac{1}{2}$ E, and y^e body of Quebec town WSW, dis^t 2 miles and $\frac{1}{2}$. At 9 the batterie on Point Levee was op'd; d^o the Racehorse, Baltimore, Pelican began to bombard the town; d^o the enemy fired several shells and shot at us and P^t Levee. At 9 A.M. y^e bombs ceased firing.

THURSDAY, 19TH.—*Winds*, NNW, NNE, SE, SSE.

Mod^t and fair w^r. At 4 P.M. op'd a cask of pork, N^o 2694, cont^r 280 peices. At 9 got up topgallanyards. $\frac{1}{2}$ past 10 his Maj. ships

REMARKS, &c., RICHMOND, JULY 1759—*Continued.*

Sutherland and Squirrel and Diana, 2 transports and 2 arm'd sloops, weigh'd and run above y^e town of Quebec, in attempting of which y^e Diana run on shore on Point Levee. At 12 weigh'd and drop'd up p^r order to cover y^e Diana. At 2 A.M. anch'd wth y^e small b^r in 18 fam^s watter; veer'd to $\frac{1}{2}$ a cable; d^o sent our boats with y^e carpenter and crew to assist y^e Diana. At 8 weigh'd and dropt nearer her. $\frac{1}{2}$ past anch'd with y^e sm^{ll} b^r in 7 fam^s watter; veer'd to $\frac{1}{2}$ a cable; Pt. Levee SW $\frac{1}{2}$ W, dist 1 mile; fir'd severall shot at y^e floating batteries which came to anoy y^e Diana. At 10 d^o saw the ships above y^e town fire at a French schooner. $\frac{1}{2}$ past she took fire and was burnt; pump'd y^e air pump as usal.

FRIDAY, 20TH.—*Winds*, ESE, E b S, WNW, Calm.

First part, moderate and fair w^t; middle part, light airs and fair w^t; later part, calm. At 2 P.M. sent a hawser on board y^e Diana to assist in heav^s her of. $\frac{1}{2}$ past in heav^s broke one of y^e hawsers; and severll floatting batteries fir'd severall shot at y^e Diana; d^o fir'd at them and drove them of. At 3 anch'd here his Maj. ship Pembroke. $\frac{1}{2}$ past 10 P.M. brought the end of y^e hawser from y^e Diana to y^e capstan. At $\frac{1}{2}$ past one A.M. hove her of into y^e stream. A.M. Recevd on board 480 lb. of fresh beef; pump'd y^e air pump.

TUESDAY, 31ST.—*Winds*, SE, SSW, W b N.

Light airs and cloudy w^t. At 10 A.M. 2 of the transports weigh'd and run aground on y^e N^o shore opposite to y^e baterie to y^e westward of the Falls of Morensy, and began to fire upon it, which y^e French return'd. $\frac{1}{2}$ past weigh'd and stood over to y^e N^o shore as did his Maj. ship Centurion. At 11 anch'd with y^e b^r b^r in 25 fam^s watter, and veer'd to $\frac{1}{2}$ a cable; Point Levee SW b W, and Beauport Church N b W $\frac{1}{2}$ W, dist of shore $\frac{3}{4}$ a mile; pump'd y^e air pump as usal.

AUGUST.

WEDNESDAY, 1ST.—*Winds*, Wt, NW b W, W b N, WNW.

First part, moderate and cloudy w^t, with rain; middle part, squally, with rain; later part, fresh gales and squally. $\frac{1}{2}$ past one P.M. y^e Centurion anch'd to y^e eastward of y^e Falls and began to fire upon y^e batteries to y^e w^tward of y^e Falls. At 3 d^o saw a large body of French troops march^s towards y^e Falls; fired severall shot at them. $\frac{1}{2}$ past 5 d^o landed the troops to y^e westward of y^e Falls, and y^e troops

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REMARKS, &c., RICHMOND, AUGUST 1759—*Continued.*

from M^t Morency cross'd the Falls and attempt'd to storm their intrenchments and gain y^e ground to y^e e^ward of y^e Fall, but was repuls'd. $\frac{1}{2}$ past 6 the troops reimbark'd in y^e flatt bottom boats, and y^e rest cross for the Falls for M^t Morancey. At 7 d^o boath y^e transports was set on fire p^r order, they beeing fast aground. $\frac{1}{2}$ past 8 weigh'd and stood over to y^e S^o shore. At 9 anch'd with y^e small bow^r in 17 fam^r wat^r, and veer'd to $\frac{1}{2}$ of a cable; St. Joseph Church S b W, and the town of Quebeck W b S of shore 1 mile. At 1 A.M. veer'd to $\frac{1}{2}$ cable. At noon $\frac{3}{4}$ of a cable.

SEPTEMBER.

SUNDAY, 2ND.—*Winds, ESE, E¹, ESE.*

Moderate gales and cloudy w^r, with rain. At 3 P.M. veer'd away and moor'd ship a cable each way. At 7 d^o receiv'd on b^d 350 lb. of fresh beef. At 7 A.M. sail'd down the river his Maj. sloop Zephyrs and Baltimore bomb, with several transports. At noon fir'd 12 shot at several French boats which was cutting away the buoys that was lay'd on y^e N^o shore at 10 P.M.

MONDAY, 3RD.—*Winds, SE b E, ESE, Et, E b S.*

First and middle part, moderate and cloudy w^r; later part, fresh gales and d^o w^r. At one P.M. unmoor'd ship and hove into $\frac{1}{2}$ a cable on y^e b^t b^r. At 5 d^o sail'd down the river his Maj. ship Trent. At 5 A.M. the sign^l for all boats man'd and arm'd to proceed to Point Levee. $\frac{1}{2}$ past 10 d^o sum troops embark'd on b^d the boats and came of alongside us. At 11 d^o saw our troops embark on board the flatt bottom boats at M^t Morancey and land'd on the Island of Orleans; d^o the boats return'd with the troops to Point Levee.

WEDNESDAY, 12TH.—*Winds, W b N, W^t, WNW.*

Moderate gales and cloudy w^r. P.M. Emp'd wooding. At 7 A.M. sail'd down the river his Maj. ship Cap^r; sent the monthly books, beeing compleat to the 31st August 1759, to England by his Maj. Captain. At 10 d^o sail'd the Scorpion and Pelican bomb down the river; d^o came up and anch'd here his Maj. ship Somerset and Fowey.

THURSDAY, 13TH.—*Winds, W b N, W^t, W b N.*

First and middle p^t, light airs and fair w^r; later, moderate and cloudy. At 4 P.M. saw a French boat come of to cut away the buoys

REMARKS, &c., RICHMOND, SEPTEMBER 1759—*Continued.*

that was laid on y^e N^o shore; d^o fir'd sev^l shot at her and drove her ashore. At 7 d^o weigh'd and drop'd farther up. $\frac{1}{2}$ past anch'd wth the b^t b^r in 24 fam^r watter; veer'd to $\frac{1}{2}$ a cable. At 12 al the boats in the fleet beeing mann'd and arm'd rowed over to the N^o shore. At 4 A.M. they return'd to their respective ships. At 5 d^o saw y^e ships above the town firing, and the troops landed above the town and totally defeated the French army. At 8 d^o the sign^l for al boats mann'd and arm'd to P^t Levee; d^o sent the boat.

FRIDAY, 14TH.—*Winds*, W b N, N^o, E b N.

First part, moderate and fair w^r; middle and later part, light airs and d^o weath^r. At 3 P.M. op'd a cask of beef, N^o 351, cont^s 132 p^s, short 1 p^s. $\frac{1}{4}$ past 4 d^o the sign^l for al boats mann'd and arm'd to proceed to Point Levee. At 7 d^o they return'd on board their respective ships. At 11 d^o one transport and one schooner sail'd up the river above the town. A.M. Noth^s remarkable.

H.M.S. ROYAL WILLIAM, ADMIRALTY 1103

CAPTAIN HUGH PIGOT, Esq^r, *Commander* JAMES SHEPARD, *Master*

REMARKS UP THE RIVER OFF ST. LARENCE, JULY 1759.

FRIDAY, 20TH.—*Winds*, E'ly, Calm, SW, SE b S, SW b S.

The first part, fresh gales, and some time little winds. Going though the Traverse we found no lese water the $6\frac{1}{2}$ fed^m to $7\frac{1}{2}$. At 2 P.M. we anch'd of the E^t end of Orleans wth the best bower in 9 fed^m water, and moor'd p^r sig^l a cable each way; when moor'd St. Frances Church on the E^t end of y^e Island of Orleans N $\frac{1}{2}$ W, the W^t end of the Island Mada^m S b W $\frac{1}{2}$ W, y^e Point of St. John's SW b W, y^e e'most of Orlanes NNE $\frac{1}{2}$ E, distance from the Island half a mile; the Adm^l made our sig^l for a Lieut^s. At 8 P.M. sent on b^d one of the transport a officer, five petty and one hundred seamen p^r order to go ashore at Quebeck to assist the troops. At 9 P.M. severell transport sail'd to y^e wrd. N.B.—The long b^t and cutter went with them. At 11 A.M. the Adm^l made our signal for a officer; d^o the Dublin sail'd up the river; sounded from the ship to the Island of Orleans 9 fed^m to $5\frac{1}{2}$ close to the shore, sandy ground; d^o fair wear.

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REMARKS, &c., ROYAL WILLIAM, 1759—Continued.

AT Y^e ISLAND OF ORLEANS.

AUGUST.

FRIDAY, 10TH.—*Winds*, W^t, SW, WSW.

The first part, fresh gales; mid^l and lattar, mod^t and cloudy w^r. At 1 P.M. our barge return'd from town wth three wounded men. At 2 A.M. weig'd and shiff'd our bert to the e^tward; d^o moor'd again with the best bower to the westward, the Island of Rott E $\frac{1}{2}$ S $\frac{1}{2}$ a mile, y^e e^t end of Orleans N^o; d^o clear'd hause.

SATURDAY, 11TH.—*Winds*, Vara^{ble}, W^t to NNW.

The first part, mod^t; midle and lattar, fresh gales and cloudy w^r. A.M. Came up sevrell small vesseles and seventeen sail off Cape Torment; unmoor'd and hove short on the small bower; oppen'd a cask of beef, N^o 90, conts 140, one pice over.

SUNDAY, 12TH.—*Winds*, E^tly, ENE, NE b E, ENE.

The first part, fresh gales and cloudy wea^r; midle and lattar, hard gales and rain. P.M. Got up the small bower and shiff'd our birth more to the w^tward, and moor'd a cable each way wth the best bower to the e^tward in 7 $\frac{1}{2}$ fed^m at hight water and five at low water; the E^t end of Orleans N $\frac{1}{2}$ E, and the W^t end of Rott Island S b E. A.M. Came up his Maj^{'s} ships Trydent, Echo, and Scorpine prize wth the Zephire wth sevrell small vesseles; oppen'd a cask of pork, N. 1664, conts 280, short 5 pices; rec^d on b^d wood.

SEPTEMBER.

TUESDAY, 11TH.—*Winds*, SW to WSW.

The first, midle, and lattar part, modreat and fair w^r. P.M. Loos'd the sails to dry; d^o furl'd them again; sail'd hence the Sommersett and Foy to the w^tward.

WEDNESDAY, 12TH.—*Winds*, W^tly.

D^o mod^t gales and fair wea^r. Sail'd hence sevrell transport up the river, and sevrell small vessels came down wth y^e Europa.

THURSDAY, 13TH.—*Winds*, W^tly.

D^o wea^r. Came up the river sevrell sloops from the e^tward with live stock.

REMARKS, &c., ROYAL WILLIAM, SEPTEMBER 1759—*Continued.*

MONDAY, 17TH.—*Winds*, WNW to E b N.

The first, midle, and lattar part, modreat gales and hazey wear; d^o showers of rain at times. Came down the river his Maj^{ty}s ship Captain; d^o sail'd up the river his Maj^{ty}s ships Prince of Orange and Orford.

H.M.S. SCARBOROUGH, ADMIRALTY 1022

CAPTⁿ JOHN STOTT, *Commander* JOHN HARDWICK, *Master*

REMARKS, &c., ON BOARD HIS MAJESTY'S SHIP SCARBOROUGH
IN THE RIVER ST. LAURENCE, JULY 1759.

WEDNESDAY, 11TH.—*Winds*, SW b W, NNW to NE, ENE to SW, WNW.

The first part, strong gales, with thunder, lightning, and rain; the middle and latter, mod^{te} and cloudy. At 9 P.M. fired a gun and made the signal for the convoy to weigh. At 4 weighed and came to sail, as did the convoy. At $\frac{1}{2}$ past 6 anchored. At $\frac{1}{2}$ past 7 made the signal for the convoy to anchor; d^o wore away to a cable on the best bower in 27 fathom water, sandy ground; Green Island W^t end SW $\frac{1}{2}$ S 4 or 5 mile, Egg Island SE 3 miles. At 8 the current run 4 knotts to the eastward.

FRIDAY, 20TH.—*Current*, Slack Water; *Winds*, ENE, E b N, SW, W^t, WNW.

2 P.M.—Moderate breezes and fair wear.

4 P.M.—Admiral Saunders' fleet W, dis^t 3 or 4 miles.

6-7 P.M.—Fired a gun and made the signal to anchor; anchored with best bower in 16 fathom water; Point Leavy W $\frac{1}{2}$ S, distance 3 or 4 miles.

11 P.M.—Shortned in the cable.

4 A.M.—Light airs and clear weather.

11-12 A.M.—At 11 A.M. fired a gun and made the signal to weigh. At noon come to sail with the convoy.

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REMARKS, &c., SCARBOROUGH, JULY 1759—*Continued.*

AT QUEBECK ROAD.

SATURDAY, 28TH.—*Winds, W, WSW, W b S.*

Moderate and fair weather. At 3 P.M. the Admiral made the signal for all Lieutenants in general; d^o unmoor'd by orders; took up the small bower and hove in to $\frac{1}{2}$ a cable on the best bower; d^o opened a cask of beef, contents 58 $\frac{1}{2}$ pieces. At 12 at night saw a floating stage ahead of us which was 200 yard long and set of from the enemy all of a light fire to destroy our fleet; d^o sent our boats to assist in towing it clear of the ships, which was done without any damage; d^o lost a fire grappel in the fire stage. A.M. Opened a cask of pork, cont^r 220 lbs.

TUESDAY, 31ST.—*Winds, ESE, S, SW, WSW.*

Moderate and fair weat. P.M. The boats transporting of the troops from one place to another. At 9 A.M. the Admiral made our signal for a boat with a officer. At $\frac{1}{2}$ past 10 weighed and came to sail by order from the Admiral, as did the Pembroke, Centurion, and Trent. At 11 ackn^d with best bower in 7 $\frac{1}{2}$ water at low water, sandy ground; Point Levy SW b W, the W^t end of the Isle of Orleans NE b E $\frac{1}{2}$ a mile; d^o two ships run on shore, the Three Sisters and Russel, to beat the enemy of in the time of landing our troops; d^o the troops was all embark'd for landing, our boats emp^d assisting them.

AUGUST.

WEDNESDAY, 1ST.—*Winds, WSW, WNW, NW, W b S, W b N.*

Fresh gales and squally, with thunder, lightnings, and rain. At 4 P.M. the boats drew towards the shore in order for landing, where a great many shells was thrown from the enemy and fell nigh them several times and caused them to row off. At $\frac{1}{2}$ past 5 the troops landed between the catts and the fall of Mount Moruncy's and the advancing towards the enemy who were intrench'd and on a great assent of a hill they kept such a constant fire with small arms for about $\frac{1}{2}$ an hour which caused our troops to retreat and reimbark. At $\frac{1}{2}$ past 7 began to warp off. At 8 the catts on the enemy's shore were on fire. At $\frac{1}{2}$ past anchored in 17 fathom water, rocky ground. At half past 10 broke the messenger in heaveing up the best bower. At 11 let go the small bower anchor and took up the best bower. At noon weighed the small bower; let go the best bower in 15 fathom at high water, course sandy ground; Point Liby SW b S, the west end of the Isle of

REMARKS, &c., SCARBOROUGH, AUGUST 1759—*Continued.*

Orleans NNE $\frac{1}{2}$ N; supplied the Three Sisters and Russel in the time of landing with gunners' stores, powder 816 pounds, paper cartridges 9 pounds, 22 round shot 9 pounds, 208 grape shott in 4 boxes, 65 wads, 330 weight.

THURSDAY, 9TH.—*Winds*, E^t, NW, NNE, Calm, SW.

The first and middle part, mod^{te} and fair; the latter, fresh gales. At $\frac{1}{2}$ past 8 A.M. weighed and came to sail. $\frac{1}{2}$ past 10 got aground through the Traverse on the bank off the Burnt Cape, it bearing N b E of us; d^o got down topgall^t yds, struck yards and topmasts, howsed all the guns and sured the ship as fast as possible; d^o Admiral Durel sent the boats of his squadron to our assistance. At noon the SE of Isle Madam SSW, Burnt Cape N b E. . . .

FRIDAY, 10TH.—*Winds*, WSW, WNW, SW, Calm, NE,
Variable, SW.

The first part, fresh gales and cloudy; the middle and latter part, moderate. At 3 P.M. got up yards and topmasts and topgall^t yards, and made sail and endeavoured to gett off; d^o lost the cutter with a cadge anchor and 4 inch cables and one man. At $\frac{1}{2}$ past 4 anchor^d with best bower in 10 fath. and veared to $\frac{1}{2}$ a cable; found rideing here his Majesty's ship Trident, Urious, and Zephir, and came and anchored here his Majesty's ships Echo and Scorpion with several transports under their convoy; Cape Bruley WSW, Cape Rouge NW $\frac{1}{2}$ a mile, and Cape Geabane NE b E 2 miles.

SEPTEMBER.

SATURDAY, 1ST.—*Currents*, ENE, E^t; *Wind*, WSW.

2 P.M.—Mod^{te} and fair.

3 P.M.—Sounded 50 f^m, no ground.

4 P.M.—D^o 40 f^m, no ground.

5 P.M.—D^o $\frac{33}{22}$ d^o Mingan Point E $\frac{1}{2}$ N 5 or 6 leagues.

7 P.M.— $\frac{21}{10}$ D^o Poin St. John's NE $\frac{1}{2}$ E 4 leag^s.

9-10 P.M.—Anchored with best bower in 16 fath. sandy ground; Mingan Point NE b E 2 or 3 mile, and the westmost of the Panokett Islands SW $\frac{1}{2}$ S 5 leg^s. At 10 P.M. slack tide; shortned in cable.

12 A.M.—Mingan Point NE b E 2 or 3 mile, and the wstmost of the Pankit Islands SW $\frac{1}{2}$ W 5 leag^s; weighed and came to sail.

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REMARKS, &c., SCARBOROUGH, SEPTEMBER 1759—Continued.

AT MINGAN.

SUNDAY, 2ND.—*Wind, W^t.*

Light airs and fair w^t. At $\frac{1}{2}$ past 2 P.M. anchored wth best bower in 8 fath. and moor'd with a cable each way in Mingan Harbour, the E^t point of Cannasaw Island SE $\frac{1}{2}$ E, the W^t point W b S, the W^t point of the Harbour W b N, and landed 60 men and the Lieu^t all armed, where we found a little town in the skirt of a wood; it had 8 or 10 houses with barns and outhouses and a ridout where was ambosears but no guns, and all the inhabitance was run in the woods where we searched strictly and found an Indian cannue and several other things, but most of their affects they carried with them, so we left 30 men in the ridout all night and had shooting parties out all day; fram Cannacouse Island to the Main is about 360 fathom wide and hath from 15 to 8 fathom; there is on the starboard side of the Island point of the entrance a small reef runs of not far, after y^t the deepest water is on the Island side; on the other side is a sandy point which runs shoald of about $\frac{1}{2}$ a cable's length, but the sounding is regular to it; about $\frac{1}{2}$ a mile within the entrance on the starboard side stands the town of Mingan and the Fort which we burnt and destroyed. . . .

MONDAY, 3RD.—*Winds, E^t, ESE, Calm, ENE.*

Light airs and fair. At 1 P.M. our scouts brought an accompt they had discovered some wessels behind a point of land the other side the entrance of the river. At 2 d^o sent our boats mann'd and armed to take possession of them; sent a party of marines alongshore and a party of seamen cross the neck of land to support them, so they returned; sent the marines and seamen to ford the river, which they did, tho' up to the neck in water, in face of several of the enemy, who on our people approach run away; the boats being following them, we took possession of the vessels, found the enemy had killed their dogs to prevent being persued, the vessels being a large sloop, a schooner without masts, and 2 shallops, being so far on the beach and it was neap tides we could not get them off, so set them all on fire, saw them burnt, and returnd without any damage, but looseing some small arms in fording the river. A.M. Got casks on shore and emp^d watering and wooding and preparing the town for burning; still a guard of 30 men in the Fort and shooting parties out night and day; sounded to the east between the Island and the Main, found deep water 8, 10, 12, 15 fathom all through.

REMARKS, &c., SCARBOROUGH, SEPTEMBER 1759—*Continued.*

TUESDAY, 4TH.—*Winds*, Calm, E^t, ENE, NE, Calm.

Light airs and fair. P.M. Finished wooding and watering, got all our things on board, and at sunset set all on fire, except the Fort and what was in that; had a guard and shooting parties out all night, but could catch none of the enemy, tho' we often saw and heard them. At 6 A.M. unmooed, set fire to the Fort, and all our people returned to the ship. At $\frac{1}{2}$ past 7 weighed and got under sail with the schooner. At 8 got without the entrance to the Harbour; the W^t end of Canasaw Island SE 1 mile. At noon Paro-chett Island SSE dist. 3 miles, and Mingan Point ENE 5 or 6 leagues. . . .

H.M.S. SEAHORSE, ADMIRALTY 1028

JAMES SMITH, Esq^r, *Comdr*

THOMAS RICHMOND, *Master*

REMARKS IN Y^e RIVER ST. LAWRENCE ABOVE QUEBEC,
SEPTEMBER 1759.

FRIDAY, 7TH.—*Winds*, SW b W, W^t, Calm, ENE^t.

The first part, fresh breezes and fair; mid^d and latter, light winds, with calms and clear w^r. At 3 P.M. weighd and made sail, backed and filled higher up y^e river. At 4 d^o anchor'd y^e small b^r in 22 fms. ouzey ground; veerd to $\frac{1}{2}$ a cable; P^t Levi bore ENE $\frac{1}{2}$ N dist 3 lg^s, P^t Dimon NE b E dist 2 or 3 lg^s, dist of y^e S^o shore $\frac{3}{4}$ of a mile; in company as before. At 8 rec^d on board 7 flatbottomed boatloads of troopes, y^e 43rd Rigam^t, 290 men, officers included, from y^e S^o shore. At $\frac{1}{2}$ past 6 A.M. weighd, made sail, backed and filled up y^e river; in company as before. At 8 anchor'd with y^e fleet y^e small b^r in 20 fms ouzey ground; veerd to $\frac{1}{2}$ a cable; rec^d on board 30 $\frac{1}{2}$ barrells of powder and ball musket cartridges and 2 boxes of buck shott; Reed Cape bore NW b N dist $\frac{1}{2}$ lg., P^t St. Nicolas W $\frac{1}{2}$ S dist 6 or 7 miles.

SATURDAY, 8TH.—*Winds*, Variable, ESE^t, E^t, SE^t.

Mod^t gales, decreasing to light breezes and close cloudy w^r, with much rain in y^e mid^d and latter part. At $\frac{1}{2}$ past 3 P.M. disembarked y^e troops in to boats all of them, and y^e 30 barrells of powder and ball and 2 boxes of buck shott, and sent them on board y^e Squerrell; d^o weighd and made sail in to St. Mickles Bay, but y^e tide of flood coming strong on us oblig'd us to ware ship to y^e s^wrd to go in to windward, but y^e

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REMARKS, &c., SEAHORSE, SEPTEMBER 1759—*Continued.*

tide making so strong obliged us to come to again with ye fleet. At 4 d^o anchord withe y^e small b^r in 17 fm^s ouzey ground; veerd to $\frac{1}{2}$ a cable; y^e French fird sever^l shott at us and y^e Lowstaff in attempting to stand in to the bay in order to distress there floiteing batterys there, but none of them struck us; d^o confined M^r Williams, gunner, for drunkeness. $\frac{1}{2}$ past rec^d on b^d y^e 290 troops as before; d^o the Hunter sloop saild hence up y^e river. At 2 A.M. she ret^d to ancher here again. At 7 d^o anchord here from y^e e^wrd a transport, 2 sloops, and a schooner. Villidge of St. Mickles bore NNE dist 2 miles, Reed Cape NE b N^o, and Cape Charles E b N dist 3 or 4 miles.

SUNDAY, 9TH.—*Winds*, Variable, ESE^t, SW^t, ESE^t.

Light breezes, with close cloudy w^r and much rain. At 4 P.M. saild hence up y^e river y^e Hunter sloop and 2 transports. At 11 A.M. disembarked y^e troops and sent them on board a transport. $\frac{1}{2}$ past d^o weighd and made sail, backed and filled down y^e river. At noon Cape Charles bore N b E dist $\frac{1}{2}$ mile, Pt. Levi NE b E^t dist $3\frac{1}{2}$ ls.

MONDAY, 10TH.—*Winds*, Variable, ESE^t, WSW^t, W^t.

First p^rs, mod^t gales, with much rain; mid^l, d^o and cloudy; latter, mod^t and fair w^r. $\frac{1}{2}$ past noon P.M. anchord between y^e River Chudere and Gorom's Post with y^e small b^r in 21 fm^s; veerd to $\frac{1}{2}$ a cable; d^o sent y^e boat on shore with some letters to Gorom's Post. At 4 A.M. a sig^l made at Gorom's Post for a boat for letters; d^o sent a boat, which was forced back by y^e enemy, which came of in a longueboat mand from y^e W^t side of y^e river Atchemain; d^o sent all our boats mand and armd, which found y^e enemy ashore to take shelter in y^e woods; brought off the packet for y^e Admirial and General which is so dispatcht to them; found y^e ship drove, hove up y^e anchor, found it clear, let it go again in 27 fm^s; veerd to $\frac{3}{4}$ a cable ouzey grd.; Cape Charles W b S $\frac{1}{4}$ S^o, Pt. Levi NE $\frac{1}{2}$ E 7 or 8 m^s, Gorom's Post E^t dist 3 miles.

TUESDAY, 11TH.—*Winds*, W^t, W b S^o, WNW.

Mod^t gales and cloudy, with showers of rain towards y^e latter part. At 6 P.M. weighd and droped a little higher up and further over to y^e S^o shore. $\frac{1}{2}$ past anchord with y^e small b^r in 21 fm^s; veerd to $\frac{1}{2}$ a cable ouzey grd. between y^e river Chudere and Gorom's Post, dist of y^e S^o shore $\frac{1}{2}$ a mile, Pt. Dimon NE, Pt. Levi NE $\frac{1}{2}$ E dist 3 ls., Gorom's Post E b N dist 3 miles. At 10 A.M. past us under y^e N^o shore sever^l boats and cannos up y^e river. At 11 veerd to a whole cable; d^o anchord here his Majes^t sloop Hunter from y^e w^rdward to releave us.

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REMARKS, &c., SEAHORSE, SEPTEMBER 1759—*Continued.*

WEDNESDAY, 12TH.—*Winds, Wt, W b S^o.*

Mod^{rt} and fair w^r. At 7 P.M. weighd and m^d sail, backed and filled up y^e river. At 9 joind y^e fleet and anchord with the small b^r in 16 fm^s ouzey grd.; veerd to $\frac{1}{2}$ a cable; Cape Charles E $\frac{1}{2}$ N dis^t 4 miles, St. Nicolas Pt. W $\frac{1}{2}$ N dis^t 2 ls., St. Mickles Church NW b W dis^t 4 or 5 miles; found riding here his Majest^y ship Sutherland, Lowstaff, Squerrell, and 7 transports, 2 schooners, and 8 small sloops. At 10 A.M. rec^d on board a detachment of y^e 43rd Rigem^t, 248 men, officers incleuded, in 6 flat bottomd boats from y^e transp^s.

THURSDAY, 13TH.—*Winds, Wt, Calm, WSWt.*

First and latter part, light gales and cloudy; mid^l, calms and showers of rain. P.M. Got y^e stream anchor aft on ye starboard quarter; bent d^o cable out of y^e gunroom port. At 2 A.M. y^e flatbottomed boats dropped down y^e river p^r sig^l with troops. $\frac{1}{2}$ past y^e same vessels followed p^r sig^l. At $\frac{1}{4}$ past 4 weighd p^r sig^l and towed down y^e river the Lowstaff and Squerrell in company; anchord under y^e N^o shore in Folone Bay to ceaver the troops; in landing a 5 gun battery here fird sever^l shott over us and one shell from Quebec over us, but rec^d no damage; flatbomd. boats employd landing all y^e troops in this bay; veerd to $\frac{1}{2}$ a cable on y^e best b^r in 10 fm^s soft good grd. At $\frac{1}{2}$ past Rear-Admaril Holmes hoisted his flagg on b^l y^e Lowstaff; in company as before. $\frac{1}{2}$ past 7 y^e boats landed all y^e troops from y^e ships. At 8 they took y^e 5 gun battery in this bay. At 9 new birthed a little heigher up and nigher in shore, 9 fm^s sandy grd.; Pt. Levi NE b E 4 or 5 m., Pt. Dimon NE 2 m., dis^t off ye N^o shore $\frac{1}{2}$ a mile. At 10 heard a genneral atack between the tow armes. At 11 rec^d on b^l 20 French prizoners; taken in ye atack about 200 in all, and 1700 kild in y^e feild of battle cauld Abraham's Planes; rec^d from y^e Squerrell 15 $\frac{1}{2}$ barrrell of powder and ball; joind us y^e Hunter sloop and 3 transports; sent 50 seamen ashore to assist giting cannon up. . . .

H.M.S. SQUIRREL, ADMIRALTY 1043

JN^o WHELOCK, *Comd^r* EMERSON MAXTED, *Master*

REMARKS, &c., SQUIRREL, JULY 1759.

TUESDAY, 17TH.—*Winds, E, E b N, E b S; Bearings and distance at noon, at single anchor off Quebec.*

Mod^t and fair weather. At 5 P.M. the sigⁿ for all Liu^{ms} in gen^{rl} on board the Captain. $\frac{1}{2}$ past 9 hove short and hoisted the topsails

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REMARKS, &c., SQUIRREL, JULY 1759—*Continued.*

ready to run above the town; also falling little wind, the Sutherland's boat came on b^d with ord^s to ley fast, the pilot not thinking it proper weigh; veer'd to $\frac{1}{2}$ a cable.

WEDNESDAY, 18TH.—*Winds*, E b S, ESE, W b N; *Bearings and distance at noon*, at single anchor off Quebec.

Light airs and fair. At 2 P.M. hove up the b. b^r and run further in shore; came too and veer'd to $\frac{1}{2}$ a cable; Pt. Levie SW b W^t, the Cittiad^l WSW^t, dist. 3 miles. At 10 hove short. $\frac{1}{2}$ past falling little winds, and veer'd to $\frac{1}{2}$ a cable.

THURSDAY, 19TH.—*Winds*, N^o, N b W, Varble, NE^t; *Bearings and distance at noon*, at single anchor above the town of Quebec.

Variable w^r. At 10 P.M. weigh'd and came to sail in company with the Sutherland 2 ships and 2 sloops transports and run above the town; rec^d a shot through our mizen topsail. The Diana run aground att 12. At 11 came too in 22 f^m water; Pt. Levie NE^t. $\frac{1}{2}$ past 9 A.M. weigh'd and dropt in shore. At 10 sent our cutter mann'd and armed to scuttle a schooⁿ, but she being prepared for a fire vessel sett her on fire; hove short. At 12 veer'd to $\frac{1}{2}$ a cable.

FRIDAY, 20TH.—*Winds*, NE b E^t, Calm, WSW; *Bearings and distance at noon*, at single anchor above the town of Quebec.

D^o w^r. At 10 P.M. row'd in shore wth the flatt bottom'd boats and our pinnace and our cutter mann'd and armed and cutt 2 sloops away and tow'd them on b^d and scutt^d them. At 3 A.M. the French began firing from a gun and bomb battery w^{ch} they erected on the hill and haled us and stranded our main stay and wounded our main mast. At 8 hove up our b. b^r and tow'd up the river.

SATURDAY, 21ST.—*Winds*, Calm, WSW^t, Varble; *Bearings and distance at noon*, at single anchor above the town of Quebec.

Variable w^{ind}. At 9 A.M. went with the granadiers we had on board of H.M.S. Sutherland in our flatt bottom'd boats. At 10 row'd up the river with the flatt bottom'd boats with troops. At 2 A.M. they land'd at y^e village of Pt. Tremble and tooke sevr^l men, women, and children prisoners, and tow'd them down the river in 3 sloops which we took and sett sevr^l more on fire.

REMARKS, &c., SQUIRREL, JULY 1759—*Continued.*

SUNDAY, 22ND.—*Winds*, WSW, Varble, SW b W^t.

D^o w^r. $\frac{1}{2}$ past 5 P.M. weigh'd and dropt down the river and came too with the b. b^r in 10 f^m, and veer'd to $\frac{1}{2}$ a cable. $\frac{1}{2}$ past 9 sent our pinnace on shore to attend R^r-Adm^l Holmes. At 2 A.M. he came on board, and with him 2 Highlanders wounded. At 4 weigh'd and dropt up the river. $\frac{1}{2}$ pt. 6 came too in 17 f^m, and veer'd to a whole cable; sent y^e women prieson^{rs} down in the Good Intent sloop with a flagg of truce; lost a hand lead and line.

MONDAY, 23RD.—*Winds*, SW b W, Varble, WSW^t.

Light airs and fair. $\frac{1}{2}$ pt. 10 P.M. our flatt bottom'd boats went on board the Sutherland to receive orders. At 11 went down the river in order to take the troops in, butt they not being ready, recev'd ord^{rs} to return^d to our proper ships again. At 10 veer'd to a whole cable; the carp^{ts} fishing the main mast.

TUESDAY, 24TH.—*Winds*, WSW^t, East, Calm.

Variable w^r. At 10 P.M. one of the trans^t sloops dropt down the river. At 3 A.M. saw the floating batterys engage her; sent our flatt bottom'd boats to assist her, but she being out of danger and towing up y^e river they return'd on b^d. At 7 hove short. At 9 veer'd to $\frac{2}{3}$ of a cable; open'd a cask of beef, N^o 19, cont^s 60 peieces, short 2; carpent^{rs} as before.

WEDNESDAY, 25TH.—*Winds*, Calm, WSW, W^t.

Variable w^r. $\frac{1}{2}$ past 8 weigh'd and run down the river in co. wth a sloop trans^t. At 9 came too. At 10 the grand^{rs} went down the river in the flatt bottom'd boats. At 3 A.M. saw 4 French fl^o battoes running down the river; dropt in shore to cov^r our boats; sent our barge and flatt bottom'd boats to b^d them; our barge took and tow'd one on board the Sutherland, firing the time a continual fire from the shore wth small arms, which we return'd with round grape and double hea'd shott. At 7 run up the river and anchor'd with the b. b^r in 9 f^m; lost one fire graplen wth 30 f^m rope, one oar, and 1 boathook; open'd a cask of pork, N^o 44, cont^s 148 peieces, short 2 d^o.

SUNDAY, 29TH.—*Winds*, W b S, W b N.

Light breezes. At 4 A.M. dropt down the river wth the Sutherland 2 ships and 2 sloops. At 7 came too wth the b. b^r in 17 f^m, and veer'd to $\frac{3}{4}$ of a cable; P^t Pego NE b E.

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REMARKS, &c., SQUIRREL, JULY 1759—Continued.

TUESDAY, 31ST.—*Winds*, WSW¹, W¹.

Light airs and fair. At 1 P.M. weigh'd and dropt in shore and came too with the b. b^r in 12 f^m water and fired sev^l rounds and grape shott at the French in their entrenchments. At 8 weigh'd and tow'd off shore and came too with the b. b^r in 26 f^m, as did the Sutherland with the transports. At 1 A.M. veer'd to a whole cable. At 8 the Adm^l's tender and one of the float^s batterys weigh'd and turned up the river in ord^r to cutt off 3 floating battereys which was crossing to Red Bay. At 9 weigh'd and ran up the river. $\frac{1}{2}$ pst 11 came too wth the b. b^r, and veer'd to $\frac{1}{2}$ of a cable; Red Cape NW¹; punished Thos. Kent with 1 dozⁿ lashes for theft.

ABOVE Y^e TOWN OF QUEBECK IN THE RIVER ST. LAURENCE.

JOHN CLELAND, Esq^r, *Commander* N. V. INCRHENY, *Master*

SEPTEMBER.

SUNDAY, 2ND.—*Winds*, E b N^o, Var^{ble}, ESE.

The first part, mod^t and cloudy; the rem^r, fresh gales and rain. At 2 P.M. made my appearance on board the above ship, then comm^d by George Hamilton, Esq^r, and had my warrant read to the ship's compan^y. At 3 the Sutherland made the sig^l to weigh; d^o weighd and run down the river in comp^y the Sutherland, Leostaff, Rase Horse, Hunter, 6 catts, 5 sloops, and one schooner. $\frac{1}{2}$ past 7 anch^d with the bst b^r in 10 f^m water off Cape Rose, sandy bottom and good holding ground. At 5 A.M. weigh'd p^r sig^l, as did the fleet, and dropt down the river. At 8 anch^d wth y^e b^t b^r; soundings as before; the River Sheddore E b S 1 lg^e.

MONDAY, 3RD.—*Winds*, E b S, ENE.

D^o w^r. At 7 P.M. weighd and run nigher to y^e N^o shore in order to intercept several floating batterys w^{ch} we saw coming down the river. At 11 A.M. went up the river two sloops and a schooner.

TUESDAY, 4TH.—*Winds*, NE b E, ESE.

The first and m^l part, mod^t and clear; the latt^r, mod^t and cloudy. At 4 P.M. saw several guns fired at the sloops and schooner up the river from the float^s batt^{ies}; also saw volleys of sm^l arms out of the woods from both sides of the river; one of the sloops ret^d the fire.

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REMARKS, &c., SQUIRREL, SEPTEMBER 1759—*Continued.*

A.M. Punish'd Ch^s Daily at the gangway for mutiny; red to the ship's comp^r the Articals of War and the Abstract for the Better Payment of Seamen's Wages.

WEDNESDAY, 5TH.—*Winds*, SW¹, Calm, WSW.

D^o w^r. One A.M. weigh'd and dropt over towards the S^o shoar. At 3 d^o came up the river; all the flat bottom boats under the comm^d of Cap^t Shads. At 4 d^o weigh'd and dropt up the river. $\frac{1}{2}$ past 6 came to in 26 f^m water; the River Sheddore SE b E $\frac{1}{2}$ m.

THURSDAY, 6TH.—*Winds*, E, SE, Calm.

The 1st part, mod^t and cloudy; the middle, hard rain; the latt^r, fresh breezes and cloud^v. $\frac{1}{2}$ past one P.M. weigh'd and run up the river. $\frac{1}{2}$ past 2 d^o came to anchor abreast of Cape Rose. At 3 came out of a creek und^r d^o Cape 5 floating batterys and ingag'd us; d^o we ret^d the fire; one of the enemy's shot went through our main mast, they also cutt away our fore geers stallinas reefstackels. At 5 ceas'd fire. At 7 weigh'd. At 9 joyn'd the fleet; came on b^d som troops.

FRIDAY, 7TH.

Mod^t and cloudy w^r. At 3 P.M. came on board 3 comp^s of granadeers, Whitmore, Hobson, and Warbinton's, commanded by Gen^l Murray. P.M. Saw a schooner call'd the Terer of France and a transport passing the town, from which they rec^d a very hot fire. At 4 A.M. up anchor and dropt up the river in com^p with the fleet. At 7 d^o came to wth y^e bst b^r in 12 f^m water; Cape Rose NE, and Cape Anthony SE b E.

SATURDAY, 8TH.—*Winds*, NE b E, ENE, NE.

The 1st part, mod^t and fair; the middle and latter, mod^t, wth sum rain. At one P.M. the Adm^l made the sig^l for all Adjutants. At 3 d^o the sig^l was made for all the flat bottom boats; d^o the troops began to embark. $\frac{1}{2}$ past the Leostaff run in towards Cape Rose, from which the float^s b^{ts} began to fire at her, which she returnd; Gen^l Murry went on bo^d the Hunter and run up the river to reconeter the N^o shoar. $\frac{1}{2}$ past 6 the troops returnd on bo^d their respective ships. At 2 A.M. the Hunter joyn'd the fleet; the carpenters emp^l fish^s our main mast.

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REMARKS, &c., SQUIRREL, SEPTEMBER 1759—*Continued.*

SUNDAY, 9TH.—*Winds, ENE to ESE.*

Mod^t gales, wth hard rain. $\frac{1}{2}$ past 3 P.M. his Maj^{ty} ship Hunter wth two transports went up the river ; the carpenters employd as before.

MONDAY, 10TH.—*Winds, SE to W b N*

The 1st part, d^o ; the mid^l and lat^r, fair w^r. $\frac{1}{2}$ past 2 P.M. the Leostaff made the sig^l for the troops to embark on b^d the boats. At 9 d^o Gen^l Murry landed with part of the army in the vilage of St. Nicholas ; at d^o we got up, weigh'd, and dropt up abreast of the camp. At 10 A.M. saw several Indian conoes rowing up alongshoar ; d^o sent the floats bat^{ry} to intercept them ; d^o drove them on shoar, fired to shot at them, on which the Indians set up the warr hoop and fired som musquet at our boats. A.M. Came down the river the Hunter and two transports.

TUESDAY, 11TH.—*Winds, WNW, W b N.*

The 1st part, mod^t and cloudy ; the mid^l, hard rain ; the lat^r, f. P.M. Loos'd s^{ls} to dry. A.M. The Hunter went down the river ; she had several shot fired at her from the floats b^{ts} under the Cape ; the carpenters employ'd as before.

WEDNESDAY, 12TH.—*Winds, W b N, Var^{ble}.*

Mod^t and fair w^r. The carpenters compleated the mⁿ m^t and emp^d wolding it ; came on board the troops from St Nicholases Parish.

THURSDAY, 13TH.—*Winds, W b N, WSW, SW b W.*

Light airs and fair. At 4 P.M. Brigad^r-Gen^l Townsend and Brigad^r-Gen^l Murray went on b^d the Sutherland (Rear-Adm^l Holmes). At 9 the most part of the troops went down the river in order to land at daybreak on the N^o shore. At 2 A.M. hove up and run down the river p^r sig^l in c^o wth his Maj^{ty}s ships Leostaff and Seahorse. At 4 d^o passing the 5 gun battery of Foulon had sev^{ll} shott fired at us wth cutt away part of our running rigging, two went through our flying jibb and one through our hull abaft the fore chains ; d^o saw part of our troops landing between Foulon and Quebec where they were repulsed by many small partys out of the woods and from the hill which they soon scoured and gained the ground. At 5 came to anch^r 2 miles above the town ; sent ashore all of our troops ; the Cittadel NNE 2 miles and $\frac{1}{2}$. $\frac{1}{2}$ past saw the enemy marching out of the town towards our army, and at 10 they advanced and gave battle.

REMARKS, &c., SQUIRREL, SEPTEMBER 1759—*Continued.*

FRIDAY, 14TH.—*Winds*, Varble, W¹, ENE.

Mod^t and fair w^r. P.M. Came on b^d sev^l wounded officers and private men, and a transport joined us from below the town; went on shore an offic^r and 30 men to assist drawing the artillery to y^e army.

H.M.S. STIRLING CASTLE, ADMIRALTY 1046

CAPTAIN MICHEL EVERITT, *Com^{dr}* THOMAS BISSETT, *Master*

REMARKS, &c., STIRLING CASTLE, JUNE 1759.

TUESDAY, 1ST.—*Courses*, N^o, S^o; *Winds*, W b S, SW, ENE; *Bearings and distance att noon*, att an anch^r between St. Barneby and Beique Island in 13 fath^{ms} water.

1-5 P.M.—Strong gales and cloudy. Got down topgall^t yards. Att 4 weighd and came to sail, plying up to Beique, in company Alcides, Richmond, 2 schooners, and y^e brig; anchored with the best bower in 15 fath^{ms}, muddy ground; Briquet Isl^d W b S and $\frac{1}{2}$ S, Beique Island WSW and $\frac{1}{2}$ W, and Cape Original SW $\frac{1}{2}$ W, and west end of Isl^d SSE 2 leags. off shore.

7 P.M.—Ship's draught of water 20 feet 2 in^s forward and 21 feet 1 inch abaft; filled five butts of salt water in the forehold.

3 A.M.—Calm.

7 A.M.—Light airs.

9 A.M.—Cleaned and washt the ship.

12 A.M.—Weighd and came to sail in company y^e same ships as before.

THURSDAY, 7TH.—*Courses*, W $\frac{1}{2}$ S, W b S, W b S $\frac{1}{2}$ S; *Winds*, W¹, WNW, W¹, E b N.

1-2 P.M.—Light airs and variable. Received on board 29 anch^s of brandy from the prize to be divided amongst the officers.

4-11 P.M.— $\frac{1}{2}$ past weighed and came to sail p^r sig^t in co. the Alcide, Richmond, snow, and 3 schooners; left the Prince of Orange in Beique road; in turning to y^e W^d sounding across found from 10 to 11, 12 and 14 close to the south shore, and to y^e N^o towards Beique to shoal gradually to 7 fath^{ms}, and all clear ground. $\frac{1}{2}$ past 9 anch^d with the best b^r in 10 fath^m; W¹ end of Beique NE 5 miles, and Cape

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REMARKS, &c., STIRLING CASTLE, JUNE 1759—*Continued.*

Original SE b E 8 miles, and 5 m^s off shore. In company as above, at 6 A.M. weighed and came to sail p^r sigl, as did the other ships.

1 A.M.—Out all reefs and sett topgall^t sails.

2 A.M.—Mod^t and fair.

3 A.M.—Calm.

4–6 A.M.—Att noon Beique Isld. E b N 6 or 7 leag^s, Basque Isld. SSW $\frac{1}{2}$ W 4 miles westw^d, Bumper SE $\frac{1}{2}$ S 3 miles east^d, d^o SE $\frac{1}{2}$ E 4 miles, and Cape Original to E dist. 6 $\frac{1}{2}$ leag^s; in company Alcide, Richmond, 1 snow, 3 schooners, and 1 sloop.

7 A.M.—First of y^e flood.

FRIDAY, 8TH.—*Courses*, W b S $\frac{1}{2}$ S, SW b W, WSW, W $\frac{1}{2}$ S, SW^t, SW $\frac{1}{2}$ W, SW, SW b W, SW b W $\frac{3}{4}$ W, SW b W $\frac{1}{2}$ W; *Winds*, E b N, NNE, ENE, E^t.

1 P.M.—Light airs and fair.

3–10 P.M.—W^d end. Red Island W b N $\frac{1}{2}$ N 4 miles, Green Isld. SW 3 m^s, Aplⁱ Isl^d E $\frac{1}{2}$ S, Basque Isld^d e^t wrd, Cape Original E $\frac{1}{2}$ N; about last q^t ebb; observed a spit to run great way to the E^t from Kool Island. At 6 mod^t and fair; Red Island NW 2 m^s, and Saguen River entrance NW $\frac{3}{4}$ N. Att 7 found the current out of d^o river to throw close over on Green Island, which obliged us to hawl up to the W^d. Att 10 anch^d pr. sigl^t withe the best bower in 20 fm., when we found the tide of flood to swim 3 knouts, and the flood to sett over to y^e N^o to White Island, and ebb^d to the south^d; White Island bearing NW 2 miles.

11–11 A.M.—D^o observed a long reef stretch to y^e E^t of d^o Island, and appeared to run as far as Red Island. Att 5 A.M. weighed and came to sail p^r sigl^t; first of y^e flood. Att 7 when abrest of y^e E^t end of Hare Island, or rather shot to y^e W^d of d^o, shoald our water from 8 and 7 fath^m to 6, 5, 4, 3 $\frac{3}{4}$; when hawling a point to y^e S^d deepened to 6, 7, and 8 f^m. Att 8 saw a long reef of rocks run at least 5 miles to y^e W^d of Hare Isl^d. At $\frac{1}{2}$ past 10 Cape Goose W b N, and E^t end of Cowdrie Island $\frac{1}{2}$ SD 6 or 4 leag^s; saw 3 sail between Cowdrie I. and the N^o shore, to which y^e Command^t made y^e private sigl, which they answ^d, being Adm^t Durel.

ATT COWDRIE ISLAND.

SATURDAY, 23RD.—*Winds*, SW, ESE, Variable, ESE.

First part, fresh gales and fair; remainder, mod^t, sometimes little wind. P.M. Received on board several bales, casks, and cases of different goods out of the Deanse Ormie prize. Att 1 A.M. heard the

REMARKS, &c., STIRLING CASTLE, JUNE 1759—*Continued.*

report of 3 guns to the eastward. $\frac{1}{2}$ past anchored here his Maj^ys ship Richmond. At 2 saw a fleet to the E^d; cleared ship for action, all hands to their quarters. Att 6 the Adm^l made the signal for all Lieuten^{ts}.

SUNDAY, 24TH.—*Winds*, ESE, SW, Calm, Vari^{le}.

First part, fresh gales and fair; remainder, light airs and variable. Att 1 P.M. anch^d here his Maj^ys ship Prince Frederick; d^o passed up and went up the river the Leostaff and transports with the first division of the troops. Att 3 saw another fleet to y^e E^d coming up the river; d^o sent all our marines on shore to doe duty on the Isl^d Cowdrie. At 8 A.M. a sloop and a schooner coming down the river having ebb tide, withe the indrught of St. Paul's Bay was hawl'd close over on y^e N. shore, and fired att by the enemy; sent all boats mannd and armed, who towed them over to the south^d.

MONDAY, 25TH.—*Winds*, SW, SE, Calm, SE.

First part, fresh gales and fair; remainder, little wind and variable. Att 3 P.M. new moored. At 5 anch^d here his Maj^ys ship Hind (Vice-Admiral Saunders) with the second division of transports with troops. At 7 he hawl'd down her flagg and hoisted on board of us; d^o brought all the marines off from Cowdrie. Att 3 A.M. unmoored and hove in to $\frac{1}{2}$ a cable on the small bower; $\frac{1}{2}$ past 11 made y^e sig^l; weighed and came to sail in compn^y the Alcide, Sutherland, Trent, and Hunter sloop, and a large convoy of transports with troops.

ATT COWDRIE, CAPE TORMENT, ORLEANS, &c.

TUESDAY, 26TH.—*Couries*, W $\frac{1}{2}$ N, WSW, SW $\frac{1}{2}$ S, WSW; *Winds*, E b N, SE, NW, SW, Calm, SW, W b N.

First and midle parts, light airs and fair; latter part, fresh gales. Att 3 P.M. made the Sutherland's signal to come under our stern. $\frac{1}{2}$ past 5 made the sign^l for anchering. Att 6 anchored with the best bower in 14 fm., Cape Torment WSW dist 3 leag^s, as did all the fleet; made the Hunter's sign^l for her Captain and Alcide's for a Lieuten. 6 sail in company. At 4 A.M. fired a gun and made the sign^l for weighing. $\frac{1}{2}$ past weighed and came to sail. Att 5 anchored with the best bower in 13 fm.; Cape Torment W b S, and Cape Brailie W b N 2 m^s of shore. Att 6 got down topgall^t yds.; made the Trent's sign^l for a Lieuten^t.

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WEDNESDAY, 27TH.—*Winds*, SW, WSW, NNE. Variable.

First part, fresh gales; remainder, little wind. Att 1 P.M. made the Trent's sign^l for two Captains and Alcide's for a Lieuten^t. $\frac{1}{2}$ past 2 the Admiral went out of the ship in his cutter; mann'd ship and saluted him; sent a pillot on board one of the transports for the others to follow her; d^o most of them got under sail and turn'd over the Traverse. At 4 weigh'd and anchored again a little further to the N^o. Att 5 struck the Adm^l's flagg which was hoisted on board the Devensher off the Isle Madonna. At 11 gott up topgall^t yards. Att 4 A.M. we made the sign^l; weigh'd and got under sail; several transports with y^o Alcide and Sutherland and Diana in company. Att six St Francis Church on Orleans N $\frac{3}{4}$ of a mile off shore. At 7 St. John's Church N b E $\frac{1}{2}$ mile off shore. $\frac{1}{2}$ past 8 A.M. anch^d a little below P^t St. Lawrence in 10 fm. with the best bower; found here Adm^l Saunders in the Leostaff; anch^d here all y^o transports and men of war. At 9 sent sev^l men to man the flat bottom'd boats to disembark the troops and land them at Orleans. Att 10 Adm^l Saunders hoisted his flagg on board of us; d^o weigh'd and run above the transports and anch^d with the best bower in 8 fm.; P^t St. Lawrence NE d^t 3 miles; all of boats employed in disembarking the troops.

OFF P^t S^t LAWRENCE ON ORLEANS.

THURSDAY, 28TH.—*Winds*, ESE, E b S, Variable, Wth.

First part, very hard gales, with rain, thunder, and very great sea, being ebb tide; midle, mod^t; latter, light airs. Att 3 P.M. sever^l of the transports drove and run foul of each other, and some haveing lost all their anch^{rs} was obliged to run ashore on Orleans; all struck yd^t and topmasts; veered away to y^o mooring mark and dropt the sm^{ll} bower; sent all our boats to assist the ships in distress. Att 9 hove on the b^t bower and moored a cable each way; the b^t b^r W y^o E^d; d^o our pinnace was stove and lost alongside one of the merch^tmen. A.M. Got up y^o new topm^t. Att 4 A.M. sent the longboat with the stream anch^r and cable, and a cutter with y^o kedg anch^r and hawser to get some of the ships on shore off. A.M. Dry'd sails; d^o land^d all y^o troops on Orleans.

FRIDAY, 29TH.—*Winds*, WSW, SW b W.

Fresh gales and sq^{ll}y, sometimes rain. Att 2 P.M. struck the low yards. At 6 got them up. Att $\frac{1}{2}$ past 12 saw 7 large fires floating down from P^t Levie towards. Att 1 observed them to be fire ships;

REMARKS, &c., STIRLING CASTLE, JUNE 1759—*Continued.*

sent all boats mann'd and arm'd to tow them off; d^o the Sutherland and Centurion, after haveing fired sev^l shot att y^m, was obliged to slip; we veered away 2 cables to be in readiness to sheer clear of them; got assore on y^e W. end of Orleans, and y^e rest was tow'd ashore by y^e boats, some on y^e south shore and y^e rest on Orleans, without doing y^e fleet any damanage. Att 4 moored again. Att 10 made y^e Diana, Trent, and Leostaff signals for their Captains.

OFF POINT ST. LAWRENCE AND POINT LEVIE.

JULY.

MONDAY, 2ND.—*Winds*, Variable, NW.

Light airs and cloudy, with small rain. Abt 2 made the Pembroke, Richmond, Pelican, Porcupine, and Racehorse sign^{ls} for a Lieuten^t. Att 3 sent sev^l flatt bottomd boats and longboats to carry troops from Orleans to Point Levie; sent 4 bar^{ls} of powder to d^o. Att 5 sev^l boats mann'd and armd to row guard above Point Levie to wrd off any fire ships or stages that y^e enemy may send down. Att 4 A.M. sent sev^l boats on board transports to carry provisions on shore to the army; sever^l transports anch^d here.

THURSDAY, 5TH.—*Winds*, NNE, NE.

Light airs, sometimes rain, with thunder and lightning. Att 1 P.M. made the line of battle ships signals for a Lieutent. Att 5 made the sign^l for all Lieuten^{ts}. Att 6 the French sent us a flag of truce from the town; opened a cask of pork, N. 108, content^s 300, short 2 p^{cs}; watchword, Amherst. $\frac{1}{2}$ past 11 sent boats to row guard. Att 4 A.M. made the line of battle ships signals for a Lieuten^t; sent carpenters on shore to repair flatt bottom'd boats. Att 9 made the Racehorse and Baltimore's sign^{ls} for their Captains. $\frac{1}{2}$ past the above 2 and Pelican bombs weighed and anch^d as near the northeren shore abrest of y^e French camps as y^e depth of water would permitt. Att 11 made the Pembroke and Sutherland's sign^l for a Lieutent. $\frac{1}{2}$ past made y^e sign^l for all Lieuten^{ts} and weekly accounts.

FRIDAY, 6TH.—*Winds*, ENE, N^{ls}.

First part, fresh gales; remainder, mod^t, sometimes calm. Att 8 sent boats to row guard; watchword, Boscowen. Att 4 A.M. made the Pelican's sign^l for his Captain, and Alcide for a Lieuten^t; sent

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boats to sound the northern shore from Bow Port to the Falls of Montmorency. Att 8 made the Pembroke, Centurion, and Squirrel's sign^{ls} for their Captains.

OFF POINT LEVIE IN Y^e RIVER S^t LAWRENCE.

SATURDAY, 7TH.—*Winds*, South, Calm, WSW, Calm.

First part, mod^t; remainders, light air, sometimes calm. At 1 P.M. the barge in sounding between Orleans and Falls was cutt off by the French and Indians and taken; lost with d^o one man, a lead and lines, a brass compass, sails, oars, &c. Att 2 made all the line of battle ships sign^{ls} for a Lieutenant. Att 5 some French battoes, the Richmond and Baltimore fired several shot at each other; d^o sent y^e flatt bottom'd boats mannd and arm'd to assist our frigates. Att 7 they returnd; watchword, Pitt. At 4 A.M. made the Alcide and Sutherland's sign^{ls} for a Lieutenant. At 8 made ye Richmond and Alcide's sign^{ls} for a Lieutenant.

SUNDAY, 8TH.—*Winds*, Calm, E^t, WNW.

First and middle parts, calm; latter, mod^t and fair. At 2 P.M. made the Alcide and Sutherland's sign^{ls} for a Lieutenant. Att 3 anch^d here the Captain (Rear-Admiral Holmes), Medway, and several transports. Att 5 made the Sutherland, Pembroke, and Centurion's sign^{ls} for a Lieuten^t; watchword, Anson. Att 5 A.M. opened a cask of beef, N^o 637, con^{ts} 170, short 3 p^{ts}. Att ½ past 11 the Porcupine sloop and Boscowen brig weigh'd and run down between Orleans and N shore and anch^d below the Falls of Montmorency to cover y^e landing of our troops their; d^o they had several shot fired at them in going down from two faschind batteries of the enemy's above the Falls.

MONDAY, 9TH.—*Winds*, WSW, W^d.

First part, calm; remainder, fresh gales. P.M. Our bombs kept firing shells at the French batteries and camps below the Falls. Att 2 made the Pembroke, Sutherland, Centurion, and Captain's sign^{ls} for a Lieut^t; d^o the French kept firing shot and shell from the town at a battery we were erecting opposite to it on the Levee side; watchword, Neptune. Att 3 all the flatt bottom'd boats went from the W^t end of Orleans down below the Falls in order to take in troops to carry over to Montmorency. At 7 Admil. Holmes in the Captain weighed and anch^d as near the north shore as he could, and kept a constant fire on the enemy's camps and batteries. Att 8 veer'd away to a whole cable; came on b^d 42 of Cornwallis's soldiers. ½ past midnight General

REMARKS, &c., STIRLING CASTLE, JULY 1759—*Continued.*

Wolf landed his troops below the Falls att Montmorency without opposition. Att 4 sent Cornwallis's soldiers on shore to Orleans. Att 11 made the sign^l for all Lieuten^{ts}. Att noon made the Sutherland, Medway, and Cap^t's sigⁿ for a Lieuten^t.

TEUSDAY, 10TH.—*Wind, W b S, Calm, WSW, West.*

First and latter parts, fresh gales, with rain ; midle, moderate. Our ships on the N^o shore kept firing shot and shells at the enemy's camps and batterys. Att 5 hove into $\frac{1}{2}$ a cable ; made y^e line of battle ships sign^l for a Lieut^t ; watchword, Sackville. Att 8 the enemy began to heave shells at our ships on the N shore ; the Sutherland made the sig^l for her being in distress, having tuched the ground ; sent boats to her assistance ; towed all y^e ships off from y^e N shore, being in great danger from the enemy's shells. Att 4 A.M. anch^d here the Shrewsberry and Vanguard ; made all the line of battle ships sign^{ls} for a Lieuten^t ; the town kept a great firing on our battery erecting opposite to them.

THURSDAY, 12TH.—*Winds, WSW, W^t.*

First and latter parts, fresh gales ; midle, mod^t. P.M. The enemy kept a great firing from the town at our battery. Att 1 d^o observd the enemy dropping some rafts down the northeren shore w^h we judge to be fire stages. Att 3 sent on shore to Orleans two of our 24-pounders to secure the passage of the fleet to Montmorency. Att 6 made all the line of battle ships sign^l for a Lieuten^t. Att 10 sent boats to row guards ; watchword, Granby. Att 10 A.M. came up and anch^d here the Diana ; made the Vanguard and Shrewsberry sign^{ls} for a Lieuten^t ; read the Articles of Warr and Abstract of the new Act of Parliam^t to the ship.

FRIDAY, 13TH.—*Wind, W^t.*

Fresh gales and cloudy y^e first part ; remainder, mod^t and fair. Att 1 P.M. made all the line of battle ships signal for a Lieuten^t. From 6 to 7 the enemy's battoes and our frigates keep firing att each other ; d^o the Sutherland weighed and dropt nigher the town ; watchword, Kepple. Att 10 opened our battery att Point Levee and began to bombard and cannonade the town, likewise the bomb vessels, who was soon obliged to leave off, the tide running too hot for their laying with a spring. Att 7 A.M. anch^d here the Leostaff ; made the Medway, Alcide, Vanguard, and Captain's signals for a Lieuten^t. Att noon a great cannonading at y^e Falls.

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SUNDAY, 15TH.—*Winds, W^d, WSW.*

Mod^t and fair. P.M. Dry'd sails. Att 3, 2 men was sent from y^e camp on suspicion of desertion. Att 7 made the Pembroke's sigⁿ for a Lieu^t; watchword, Newcastle; a great firing at Montmorency and att our battery against y^e town. Att 9 A.M. made all the line of battle ships signals for a Lieutenant; sent a number of men from the fleet to help getting up and erecting mortars and cannons at our battery on Levee opposite the town; sent all our marines ashore to Pt. Levee.

THURSDAY, 19TH.—*Wind, WSW.*

First part, fresh gales and fair; remainder, vari^l, sometime little wind. Att 7 A.M. made the Alcide's sigⁿ for her Captain; watchword, Forbes; d^o sent y^e flatt bottom'd boats to carry troops on board 2 transports, who weighed in company with the Sutherland, Diana, Squirrel, and two sloops, and went above the town, except the Diana, who ran on shore above Point Levee; dureing the other ships passing they received a terrible fire from the town; sent boats to assist in getting off the Diana. Att 8 A.M. made all the line of battle ships sign^{ls} for a Lieutⁿ and for the agent victualer.

FRIDAY, 20TH.—*Winds, E to NW.*

Mod^t and fair. Att 1 P.M. the Pembroke and Richmond slipt and went higher up to cover y^e Diana from the fire of y^e enemy's batoes; sent all our sick people to Orleans, and 50 men to Point Levee to assist the train. Att 6 made the Vanguard's sigⁿ for a Lieu^t; rec^d 1186 lb. of fresh beef; watchword, Gaurdalupe. Att 4 A.M. got the Diana off. Att 5 A.M. anch^d here his Maj^y's ship Scarrborrow. Att 6 made the line of battle ships sign^{ls} for a Lieut. Att 10 made y^e Medway, Pembroke, Diana, Richmond, and Trent's sigⁿ for a Lieutⁿ.

MONDAY, 23RD.—*Winds, SW, W^t, N b W, NW, W^t.*

First part, fresh gales; remainder, mod^t. Att 1 P.M. made the sigⁿ for the commissary of provisions, y^e Pembroke and Centurion for a Lieutenant; our battery kept throwing a great many shells into the town, by one of which att 8 their broke out a great fire in the upper town; anch^d here the Dublin. Att 11 Rear-Adm^l Holms shifted his flagg on board of her. $\frac{1}{2}$ 2 A.M. the Leostaff and Hunter sloop weighed to goe above the town, but was obliged to put back, the wind comming down y^e river; found the fire in the upper town to be y^e great Cathedral Church which was intirely consumed. Att

REMARKS, &c., STIRLING CASTLE, JULY 1759—*Continued.*

7 made all the line of battle ships signals for boats without an officer ; dry'd sails ; made the Dublin, Vessuvius, and Racehorse signals for a Lieutenant.

SATURDAY, 28TH.—*Winds, W^t, WSW.*

Mod^t and fair. Att 2 P.M. fired a gun and made the sigⁿl for all Captains ; unmoor'd and hove into $\frac{1}{2}$ a cable on the best bower. Att midnight saw a skey rocket from the French camp which proved a signal for setting on fire a large raft of fire stages which they sent down upon us, which our boats towed ashore without doing the fleet any damage ; servd the boatmen for the above service $\frac{1}{2}$ a pint of brandy each ; made the Shewsberry, Centurion, and Pelican's sig^l for a Lieutenant.

TEUSDAY, 31ST.

Light airs and fair. At 1 P.M. made the Alcide, Vanguard, and Captain's sigⁿl for a Lieutenant. Att 4 received on b^d 9 butts of spruce beer ; left off serving wine. Att 7 A.M. received 9 butts of spruce beer ; d^o sent all boats to Point Levee and Orleans to take in troops ; received 9 butts of spruce beer. Att 11 the Three Sisters and Russel transports, who was arm'd and mann'd for that purpose, slipt, got under sail, and was run on shore abrest of the enemy's faschine batteries above y^e Falls and began to engage d^o, and likewise 5 battoes whos men soon deserted them ; the Centurion at the same came too in y^e channel and began to engage y^e above batterys, whilst the N. shore towards Bowport was lined with our frigates to prevent anything from comming down to hinder our troops from landing under cover of y^e transports ; spared ye Centurion 2900^{lb} of powder.

AUGUST.

WEDNESDAY, 1ST.—*Winds, WSW, W^d, WSW.*

Light airs and fair. $\frac{1}{2}$ past noon all the boats with the troops on board y^m put off from Orleans and kept rowing up and down in y^e north channel waiting a favourable opportunity for landing, during which time the enemy threw a great many shell amongst y^m without doing any damage ; att the same time y^e Centurion and transports kept engaging y^e enemy's batteries. $\frac{1}{2}$ past the troops landed under cover of the two transports, part of whom marched up directly to the enemy's west^d faschine battery, w^h the enemy abandoned ; att which time there happened a very heavy sq^l of wind and rain which rendered the mounting a high and very steep hill to come at the enemy's lines

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impracticable, together with the troops being exposed to a terrible fire from the above lines, made our Generals think it necessary to embark the troops again, which was done att $\frac{1}{2}$ 7 and land^d att Orleans, except some with Gen^l Wolf, who joind Gen^l Townshend's Brigade and marched back to Montmorency across y^e mouth of y^e Falls. Att 8 sett fire to y^e 2 transports, being rendered useless, many of their bottom planks being pierced and stove to pieces. A.M. Made y^e sig^l for all Lieut^s.

THURSDAY, 2ND.—*Winds, WSW, SW b W.*

First part, fresh gales with rain; remainder, mod^t and fair. Att 4 P.M. made the Pembroke and Medway sig^{nls} for a Lieut^t. Att 1 A.M. y^e Centurion came up from between Orleans and N^o shore. Att 7 loosed sails to dry; received on board 15 butts of spruce beer; watchword, Southampton.

FRIDAY, 3RD.—*Winds, W, ENE, Variable.*

Mod^t and fair. P.M. Sent y^e empty butts to y^e brewing place att Orleans; mustered y^e ship's company. Att 6 opened a cask of pork, N^o 1223, con^s 220, short 3 pieces. Att 10 sent a flatt bottomd boat to escort Gen^l Wolf to Montmorency. Att 11 sent boats to row guard; watchword, Orford.

MONDAY, 6TH.—*Wind, WSW.*

Mod^t and cloudy. Att 1 P.M. made the Vanguard and Captain's sig^{ls} for a Lieut^t. Att 5 made the Shrewsberry, Centurion, and Vanguard's sig^{ls} for a Lieut^t; Jn^o Bullock, seaman, fell out of the fore-top and was drown^d; sent boats to row guard; watchword, Dublin; sev^l flatt bottomd boats assembled att Point Levee. Att q past midnight they passed above the town without being discern^d; opened a cask of beef, N. 363, con^s 125, short 15 pieces.

THURSDAY, 9TH.—*Winds, WSW, NNW, N.*

First part, fresh gales; remainder, mod^t. Employed in tarring the rigging and shifting y^e mthold. Att 1 A.M. our battery at Point Levee fired very hot again the town. $\frac{1}{2}$ past a large fire broke in the lower d^o occasioned by one of our carcasses; the enemy kept firing from all their batteries during the fire in the town, which consumed all that part facing their battery; sailmakers employed in repairing the sails.

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FRIDAY, 10TH.—*Wind, WSW.*

Mod^t, sometimes little wind. Att 3 sent the longboat on b^d the Shrewsbury for a stream anch^r and hawser to lay mooringe above Point Levee for the guard boats; punished Jn^o Smith for disobeying orders. A.M. Rece^d 804^{lb} of fresh beef; people employed about the rigging and sailmakers about y^e sails.

SATURDAY, 11TH.—*Winds, W^t, WNW, NNW, WSW.*

First and middle parts, d^o wear^t; midle, fresh gales. People employ'd repairing the barocading of the quarter deck; made the Europa's sign^l for her Captain. A.M. Got on board our stream anch^r and cable from the Happy Return. Att 11 sail'd hence his Maj's ship Diana; people employ'd as befor.

SUNDAY, 12TH.—*Winds, ENE, Vari^o, Et.*

Fresh gales and cloudy, sometimes rain. Our longboat employ'd in laying mooring for the guard boats. Att 5 rec^d on b^d 5 butts of spruce beer; watchword, Humber. Att 9 the Leostaff, Hunter, and 2 transports, a sloop and a schooner, weigh'd to goe above the town, but falling calm was obliged to anch^r except the schooner, who got past the enemy, firing sev^l shot att her. Att 5 strong gales; veer'd away to $\frac{3}{4}$ ^d of a cable. Att 8 fired a gun and made the sig^l to moore; in veering away started the best bower, let goe y^e sm^l bower. $\frac{1}{2}$ past a sloop fell atwhart our hawse, carried one of her anch^r out and hove her clear of us. $\frac{1}{2}$ past 9 hove into $\frac{1}{2}$ ^d of the best bow^r; veer'd $\frac{3}{4}$ of the sm^l and carried y^e stream anch^r and 2 hawsers to y^e E^d to moore by; read the Articles of Warr and Abstract of the new Act of Parliament to the ship's company.

THURSDAY, 16TH.—*Winds, W^t, WNW, W^t.*

Mod^t and fair. Att 1 P.M. made all the line of battle ships sign^l for a Lieuten^t; cleared hawse; employed about the rigging; watchword, Marlborough. Att 9 one of our carcasses sett the upper town in fire, which continued burning with violence till midnight, during which time our battery and town cannonaded each other. A.M. Made the sig^l for all Lieuten^{ts}; receiv'd 8 butts of beer.

MONDAY, 20TH.

Mostly calm. P.M. Received on b^d 15 pipes of wine and 8 butts of spruce beer; found a jarr of oyle $\frac{1}{2}$ leaked out being cracked in y^e bottom; watchword, York. Att 11 had one man killed and 2

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wounded in one of our cutters rowing guard belonging to the Royal William by one of the enemy's large battoes. A.M. Made all the line of battle ships sign^{ls} for a Lieuten^t; anch^d here the Scorpion and Zephyr sloops; received on b^d a longboat load of firewood.

TEUSDAY, 21ST.—*Winds*, ENE, Calm, WNW.

First part, fresh gales and cloudy; remainder, light airs, with hard rain. P.M. Received on b^d 790^{lb} of fresh beef; made sev^l ships sign^{ls} for boats without an officer; watchword, York. Att $\frac{1}{2}$ past 11 found that the Indian prisoner made his escape out of irons and swim on shore. A.M. Made the Medway's sig^l for a Lieuten^t; cleared hawse and new moored, being too slack.

TUESDAY, 28TH.—*Winds*, Calm, SE, E, WSW.

First part, mod^{re} weat^r; remainder, fresh gales, sometimes hard rain. Watchword, Norfolk. Att 9 y^e Leostaff, Hunter, 2 transports and a sloop weigh^d and went above the town; on passing had a great many shot and shells from d^o; our battery att Point Levee kept a brisk fire at the town. A.M. Made sev^l ships sign^{ls} for boats without officers. Att 8 a sig^l was made on board the Dublin for a court-martial.

FRIDAY, 31ST.—*Winds*, WSW, W^d.

First part, fresh gales; remainder, mod^{re}. P.M. Employed in making nippers; the Trent made the sign^l for masters of merch^{ls} ships. Att 9 received on b^d 9 butts of spruce beer; longboat employed in bringing the artillery off from Montmorency. A.M. All the line of battle ships sig^{ls} for a Lieuten^t twice. Att 11 d^o made y^e Shrewsbury's sig^l for a Lieuten^t; cleared hawse; rece^d on board 5 boatloads of wood; anchored her his Maj's ship Trident; carpenters employed on shore in repairing the longboat and some people in cutting wood.

SEPTEMBER.

SATURDAY, 1ST.—*Winds*, E, ENE, NNW, Vari^{ls}, ENE.

First part, fresh gales and cloudy; remainder, light airs. Att 1 P.M. made the Vanguard, Dublin, and Trident's sig^{ls} for a Lieuten^t, and sev^l ships sig^{ls} for boats without officers; anch^d here sev^l traders and vessels with live cattle; watchword, Blandford. Att 10 the Seahorse, 2 transports, and 2 sloops weigh^d and went above the town,

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REMARKS, &c., STIRLING CASTLE, SEPTEMBER 1759—*Continued.*

and in passing had a great many shot and shells fired at them. Att 9 A.M. made all the line of battle ships sig^{ls} for a Lieuten^t; opened a cask of beef, No. 400, con^{ts} 180, short 2 pⁱ; all the longboats employed in fetching artillery and stores from Montmorency; made the Captain and Alcide's sigⁱ for a Lieuten^t; compleated wooding and filling fresh water.

SUNDAY, 2ND.—*Winds*, E, NE, E, ESE, ENE.

Mod^t and cloudy, sometimes rain. P.M. Several ships with light infantry and rangers in weighed and dropt down the river; made the Alcide and Vanguard's sig^{ls} for a Lieuten^t. and sevⁱ ships sig^{ls} for boats without officers; watchword, Namure. A.M. Made all the line of battle ships sig^{ls} for a Lieuten^t; cleared hawse.

MONDAY, 3RD.—*Winds*, E, ESE, SE.

Fresh gales and cloudy. P.M. Several houses on Orleans was sett in fire; received 812^{lb} of fresh beef; made the Captain's sigⁱ for a Lieuten^t; watchword, Wolf. Genⁱ Wolf struck all his tents at Montmorency and sett fire to sevⁱ houses there; sent all the flatt bottom'd boats and longboats to Montmorency to attend embarking all the troops and baggadg. Att 10 P.M. laid sevⁱ buoys off Bowport to draw the enemy's attention. Att 9 A.M. a ship and sloop coming up from below y^e Falls had sevⁱ shells and shot fired att them from y^e French batteries and att our boats embarking y^e troops. Att noon sevⁱ of our boats with troops in paraded off Point Levee.

TUESDAY, 4TH.—*Winds*, E, Vari^{ble}.

Mod^t and fair; latter part, variable. Att 3 P.M. cleared hawse. Att 4 made all the line of battle ships sig^{ls} for a Lieuten^t; watchword, Suffolk. Att 1 P.M. our boats with the troops in from Montmorency in passing from thence to Orleans had sevⁱ shot and shells fired att them from the enemy's batteries. Att 2 all the troops land^d, some att Orleans and the rest att Point Levee. 4 A.M. sevⁱ flatt bottomd boats employed in carrying troops from Orleans over to Point Levee; fired a gun and made the sigⁱ for all Lieuten^{ts}. N.B.—Every night during the ebb tide I had boats always rowing guard.

WEDNESDAY, 5TH.—*Winds*, WNW, SSW, Vari^{ble}, E, ENE.

Mod^t and fair; latter part, variable. Att 3 P.M. cleared hawse. Att 4 made all the line of battle ships sig^{ls} for a Lieuten^t; watchword,

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REMARKS, &c., STIRLING CASTLE, SEPTEMBER 1759—*Continued.*

Kensington. Att 9 all the flatt bottomd boats mann'd and arm'd assembled att Point Levee under y^e comm'd of Cap^t Chadss. Att 1 A.M. they, together with some longboats with guns, ammunition, &c., passed by above the town. At 8 A.M. Adm^l Holms struck his flagg on board the Dublin and hoisted it above the town. Att 9 struck the fore topm^t and unrigged him to fix a new cross tree; made sev^l ships signals for boats without officers.

SATURDAY, 8TH.—*Winds, E, ENE.*

Fresh gales, sometimes rain. Att 2 made the sig^l for the agent of the transports. Att 8 sent 8 water butts on board the Hunter sloop. From 8 to 10 a great number of our boats mann'd and arm'd paraded off Point Levee and Bowport. Att 2 A.M. a transport and some sm^l vessels passed above the town; they had sev^l shot and shells fired att them; served beef to ye ship's com.

MONDAY, 10TH.—*Winds, Variable, ENE.*

Light airs and hazy, with drizzling rain. Watchword, Lenox. Came on b^d a French deserter. A.M. Sev^l longboats employed in takeing cannon and artillery stores off from Point Levee; rec^d 8 water butts and 3 quarter cask of wine.

WEDNESDAY, 12TH.—*Winds, W^t, SW.*

Mod^t and fair. Att 3 P.M. received on b^d 4 cask of tobacco. Att 8 sent all the Royal William's people away; watchword, Bristol. Att 10 layed several buoys off Bowport to draw the enemy's attention that way. A.M. Received from Orleans 19 empty beer butts; made sev^l ships sign^{ls} for a Lieuten^t. At 11 observed a French cannon cutting away the aforesaid buoys, att whom the Richmond fired several shot; read the Articles of Warre and Abstract of the new Act of P^t to the ship's co.

THURSDAY, 13TH.—*Wind, SW.*

First part, d^e weat^r; remainder, light airs. Watchword, Coventry. Att 1 P.M. opened a cask of pork, N. 138, con^t 288, short 2 p^s; bro't all our sick, cask, tent, &c., off from Orleans; sent sev^l longboats above the town with cannon, mortars, shot and shells, &c.; the rest of the boats of the fleet assembled off Point Levee mann'd and arm'd. Att 11 they put off from thence and kept rowing between Bowport and mouth of Charles River. Att 1 A.M. heard some vollies of sm^l arms off Bowport. Att ½ past 4 heard the report of sev^l vollies of sm^l arms and

REMARKS, &c., STIRLING CASTLE, SEPTEMBER 1759—*Continued.*

cannon above the town, which we afterwards found to be occasioned by Gen^l Wolf's landing our army about a mile above Cape Diamond, where he succeeded and got a footing on the rising ground, during which time the town and our battery cannonaded each other very briskly. Att 8 A.M. made the sigⁱ for all boats mannd and arm'd to assemble att Point Levee. $\frac{1}{2}$ past 9 Gener^l Wolf had a gen^l action with the French army about 1 mile W^d of the works of the town, and in $\frac{1}{2}$ an hour broke and totally defeated and drove them past into the town, and the rest over Charles River; d^o the 2 hulks laying in the mouth of the river fired sev^l shot at our people. Att 11 anch^d; anchored there the Somerset and Hind.

FRIDAY, 14TH.—*Winds*, NW, N, Variable, E, ENE.

Modⁱ and fair. Att 1 P.M. sent an officer and 20 men to Point Levee on duty; made all the line of battle ships sig^{is} for a Lieuten^t; anch^{ed} here the Lizard. Att 5 fired 2 guns and made the sigⁱ for all boats mannd and arm'd to assemble att Point Levee; sent 19 men on shore arm'd to assist our army in getting up cannon, &c.; watchword, St. George. Att 9 all the longboats in the fleet, loaded with cannon and artillery stores, assembled alongside the Shrewsbury. Att 10 they put off and went above the town to our army. Att 11 a transport and schooner went above the town, and had several shot fired at them. Att 3 came on board our longboat and bro't the corps of General Wolf, who was killed in the late action; made sev^l ships sig^{is} for a Lieut^t and for sev^l boats without officers.

SATURDAY, 15TH.—*Winds*, W, NE, NNE, W^d to NE, NNE.

D^o wea^r. Att 1 P.M. received on board 8 pipes of wine; made the Centurion's sigⁱ for a Lieuten^t and for the agent of the transports. Att 4 the enemy sett fire to and blew up a large floating battery they had on the north shore of Bowport; watchword, Russel; all the longboats, loaded with cannon and artillery stores, &c., assembled alongside y^e Vanguard. Att 9 they putt off and went above the town to our army; sent ashore to Point Levee the corps of Gen^l Wolf; heard sev^l guns fired from the town att some transports passing by it. Att 3 A.M. came down from above the town sev^l flat bottomd boats with prisoners and wound^d men, and came on b^d out of one of d^o boats 48 prisoners; sent boats to take wound^d men out of a sloop that came down from above the town and carry them on shore to Point Levee.

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REMARKS, &c., STIRLING CASTLE, SEPTEMBER 1759—*Continued.*

SUNDAY, 16TH.—*Winds, WSW, SW.*

Fresh gales and sq^{ly}, with rain. Att 4 sent sev^l flatt bottom'd boats to Point Levee to take in cannon and artillery stores, &c.; receiv^d 776^{lbs} of fresh beef. Att 6 made y^e Captain, Medway, Shrewsbury, Somersett, and Lizard's sig^{ls} for a Lieuten^t. At 7 1 flatt bottom'd boat with tents, 4 with powder and cartridges, 4 with shot, and 1 with 2 8-inch howitzers, together w^t sev^l men of war and merch^{ts} longboats, 6 heavy 24-pounders, 6 heavy 12-pounders, 4 light 24-p^{rs}, 2 8-inch howitzers, assembled alongside the Pembroke. $\frac{1}{2}$ past 10 they put off and went above the town to our incampment; watchword, Ramilies. A.M. The Captain and Foy sailed hence down the river; made all the line of battle ships sig^{ls} for a Lieuten^t; the enemy fired sev^l shells att our batteries and sev^l shot and shells from their works at our encampment. Att 10 made the Dublin and Somersett sig^{ls} for a Lieuten^t; sent away most of the prisoners.

MONDAY, 17TH.—*Wind, WSW.*

First part, d^o wea^r; remainder, mod^t and fair. Att 3 the 2 hulks in the mouth of the river fired several shot; all the men of war's longboats loaded with baulks and plank for platforms for batteries, and merch^{ts} men's longboats with howitzers, shells, and 20 pipes of wine, assembled alongside the Pembroke; watchword, Gibraltar. Att 1 A.M. they putt off and went above the town to our encampment. $\frac{1}{2}$ past 4 fired a gun and made the sig^l to unmoore; unmoored and hove into $\frac{1}{2}$ a cable on the small bower; received on b^d 818^{lb} of fresh beef. Att noon weighed and got under sail, as did all the ships of the line.

TEUSDAY, 18TH.—*Winds, SE, E, NW.*

Fresh gales, with rain. $\frac{1}{2}$ past noon anch^d with the small bower, as did all the ships of the line, in 25 fm. rocky ground. Att 2 made sig^l and moored a cable each way, best b^r to the W^d; Point Levee Church S, Cape Diamond SW b W, W^t point of Orleans E, and Bowport N b W, d^t 2 m^s. At 6 a flag of truce flying at Quebec; all the men of war and merch^{ts} men's longboats emp^d in carrying mortars, shells, powder, plank and baulks, &c., to our camp; watchword, Union. A.M. A flag of truce flying att Quebec. $\frac{1}{2}$ past 10 Cap^t Palliser came on b^d and informed us that the town had capitulated the night befor; made sev^l ships sig^{ls} with officers.

(Signed) THO^s BISSET.

H.M.S. SUTHERLAND, ADMIRALTY 720

CAPTⁿ Jⁿ ROUS, *Com^r* JOHN HARDCASTLE, *Master*

REMARKS ON B^d H.M.S. SUTHERLAND BEFORE QUEBEC,
JULY 1759.

WEDNESDAY, 18TH.—*Winds*, E, ESE, SW, NW, North.

Light breezes and cloudy weather, wth rain. Open'd a cask of pork cont^s 104 pieces. At 9 P.M. got up topgall^t yards and hove short; 8 launches mann'd and arm'd came on board to assist in getting the ship under way. At 10 there being no wind to command lay fast. At 8 A.M. the Richmond came athwart our stern and carried away our middle poop lanthorn; down topgall^t yards. At noon the enemy's floating batterys attack'd our boats passing wth stores to Gen^l Wolfe.

THURSDAY, 19TH.—*Winds*, E, NNE, NE, North.

Mod^{te} and cloudy weather. At 10 hove up the b^t bower and run a hawser to the Richmond in order to cast the ship. $\frac{1}{2}$ past drop'd up 2 transports with troops on board. At 11 came to sail in comp^y the Squirrel, 2 arm'd sloops, and 2 schooners, and gott abreast of the town when the enemy begun to fire shott at us, w^{ch} went over us, except one which struck our wall ab^t a foot from the water. At $\frac{1}{2}$ past 12 anch'd abt. 2 or 3 miles above the town in 22 f^{ms} water. At daylight saw a French schooner and 2 sloops at anchor in shore wth a raft of fire stages. At 9 A.M. the Squirrel drop'd down and sett fire to the schooner. At 11 weigh'd and drop'd up and came too in 25 f^{ms} water.

FRIDAY, 20TH.—*Winds*, NNE, Calm.

Fair weat^r. At 3 P.M. run further and anch'd in 15 f^{ms} water; saw a number of the enemy opposite us, at whom we fir'd a many grape shott; open'd a cask of beef cont^s 56 p^l. At daylight the enemy open'd a battery on the Squirrel. At 5 the Squirrel were oblig'd to go further up. At 11 the enemy open'd a bomb battery and threw 2 or 3 shells at the Squirrel.

ABOVE QUEBEC.

SATURDAY, 21ST.—*Winds*, W, Calm, NE, SW.

Light airs and fair weather. At 1 P.M. drop'd up wth the tide and fir'd sev^l shott at the enemy. At 3 anchor'd in 12 f^{ms} water ab^t 4

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REMARKS, &c., SUTHERLAND, JULY 1759—*Continued.*

leagues above the town. At $\frac{1}{2}$ past 12 the troops being all in the boats put off and row'd up with the flood. At 2 they landed at Point Tremble, a village abt 26 miles above Quebec, and brought off 18 men, 126 women, and 56 child^{ren}; at our retreat had a great many wounded. At 4 A.M. the troops returned wth 4 small sloops wth they had taken full of women and children. A.M. Shot over towards the S^e shore in order to avoid the enemy's shells.

SUNDAY, 22ND.—*Winds*, SE, Calm, W^t, South.

Variable and hazy, wth rain. At 5 P.M. Gen^l Wolfe went down in the Squirrel to Point Levie; rec^d on board a great number of French women and children wth 7 men prisoners and one deserter; open^d a cask of pork cont^s 104 pieces. At 9 A.M. sent our yawl wth a flagg of truce to the town; sent an arm'd sloop after the flagg wth all the women and children.

MONDAY, 23RD.—*Winds*, WSW, W^t, Calm, NNE, North.

Mod^{te} and cloudy. At 2 P.M. run down abreast the Squirrel and anch^d in 19 fms water. At 3 our carpenters went and scuttled the 3 sloops and cutt away their masts. At $\frac{1}{2}$ past 4 the arm'd sloop return'd wth the flagg of truce. P.M. Sent 7 launches mann'd and arm'd to fetch troops on board. At 8 Adm^l Holmes came on board. At 11 our battery on P. Levie sett the town on fire. At 2 A.M. the boats ret^d wth out the troops. At 11 sent a flagg of truce wth our wounded soldiers to P^t Levie.

TUESDAY, 24TH.—*Winds*, W^t, S^e, Calm.

Fresh breezes and cloudy weather. At 4 P.M. sent 2 of our qu^{iet} deck guns on b^d the arm'd sloop. At 3 A.M. the enemy's floating batterys begun to fire at our arm'd sloop; sent our barge and 2 launches mann'd and arm'd to her assistance. At 4 the sloop drop'd up, having reced sev^l shott in her hull.

AUGUST.

FRIDAY, 17TH.—*Winds*, WNW, WSW, NNW.

Mod^{te} and fair weather. At 2 P.M. sent the arm'd sloop to sound the channel tow^{ds} Pt. Tremble. At 1 A.M. sent the flatt bottom'd boats to bring the troops from St. Anthony. At 3 the boats return'd wth the troops. At $\frac{1}{2}$ 10 made the sloop's sig^l to drop down; open^d a cask of beef cont^s 56 pieces.

REMARKS, &c., SUTHERLAND, AUGUST 1759—*Continued.*

SATURDAY, 18TH.—*Winds*, Calm, NW, WNW, NE, SE, ESE.

D^o wr. At 5 P.M. the Squirrel drop'd over to the N^o shore and anchor'd on the 3rd bank. At 12 the troops being all in the boats put off and row'd up the river. At 1 A.M. the Squirrel weigh'd and drop'd up after them; sent our barge on b^d the Squirrel, who fir'd sev^l times tow^{ds} the N^o shore to alarm and decoy the enemy to that place; our boats went close in shore and fir'd sev^l volleys with the same design. At 4 A.M. our troops landed at Chambeau and burnt a magazine full of valuable effects; open'd a cask of pork cont^s 104 pieces.

MONDAY, 20TH.—*Winds*, Calm, South, ENE, ESE, SE.

Light breezes and fair weather. P.M. Hove up the small bower, but finding it clear, let it go again. At 10 P.M. the flatt bottom'd boats return'd wth the troops from Chambeau; put part of them ashore at St. Anthony and the rest on b^d the ships. At 7 A.M. the Squirrel, schooner and arm'd sloop drop'd down.

WEDNESDAY, 22ND.—*Winds*, WSW, W b N, W^t, W b N, NW.

Fresh gales and squally, with rain. At 2 P.M. the Good Intent arm'd sloop and schooner got under way and turn'd up in order to reconnoitre towards Cape Sanctu. At 9 lower'd the lower grade a portlast. At 8 mod^{to} and fair; sway'd up the lower yards. At 10 loos'd sails to dry. P.M. Had a survey on b^d the Lawrell and Ward transports, and condemned on board the Ward 1705 pounds of cheese and 1110 pounds of bread, and condemn'd on b^d the Lawrell 1108 pounds being mouldy and rotten and not fit for men to eat.

THURSDAY, 23RD.—*Winds*, N^o, WSW.

The first part, d^o weather; the mid. and latter parts, mod^{to} and fair. At 9 A.M. the arm'd sloop and schooner return'd wth the Adm^l; open'd a cask of pork cont^s 104 pieces.

FRIDAY, 24TH.—*Winds*, W^t, NNE, NNW.

Fair wea^r. At 10 P.M. sent the arm'd sloop, floating batterys, and 2 flatt bottom'd boats wth 200 Royal Americans to St. Nicholas's Mill; open'd 2 casks of beef cont^s 56 p^s each, and 1 of pork cont^s 104 pieces.

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REMARKS, &c., SUTHERLAND, 1759—Continued.

SEPTEMBER.

SATURDAY, 1ST.—*Winds*, E b S, E b N, SE, ENE.

Fair weather. At 1 P.M. anchor'd with the small bower in 13 fms water; P^t Tremble Church N b W, P^t Squirrel W b N, dist^e from the S^e shore abt $\frac{1}{2}$ a mile. At 2 saw a great number of boats at P^t Tremble; sent our floating batterys to engage them. At $\frac{1}{2}$ past 3 they return'd. At 11 5 sail pass'd the town. At noon anchor'd here the Seahorse wth 2 transports and 2 sloops.

TUESDAY, 4TH.—*Winds*, ENE, E b N, East, E b N.

Mod^{te} breezes, wth small rain. At 4 P.M. hove up the small bower and found it foul of the Seahorse's cable; cut away our buoy rope in order to clear the cable. At $\frac{1}{2}$ past 11 weigh'd and drop'd in with the N^e shore. At 12 anchor'd in 23 fms water. At 9 A.M. made the sig^l for all Masters of merch'men; sent 62 fms of 8-inch hawser on board the Resolution arm'd sloop, the rest being cutt away on b^d the Prosperity arm'd sloop at the time she got on the rocks at Pt. Tremble.

WEDNESDAY, 5TH.—*Winds*, WNW, NE.

Mod^{te} breezes and cloudy weather. At 4 P.M. weigh'd and drop'd lower down. $\frac{1}{2}$ past anch^d in 22 fms water. This night came on board 20 flatt bottom'd boats from P^t Levie.

THURSDAY, 6TH.—*Winds*, ENE, SSE, SSW, W b S.

Fresh gales and cloudy weather. P.M. The Squirrel drop'd up abreast of Carosier and began to engage 4 of the enemy's floating batterys, from whom she reced sev^l shot in her masts and rigging; sent the flat bottom boats to Goreham's P^t for troops. At 8 the Squirrel drop'd down. At 9 reced on board the troops; open'd a cask of pork, cont^d 260 pieces.

FRIDAY, 7TH.—*Winds*, W^t, SW.

Mod^{te} and fair weather. At 9 P.M. Gen^l Wolfe and Rear-Adm^l Holmes came on board. At 4 A.M. drop'd up, and at 6 anchor'd in 15 fms water; St. Augustine P^t NW b W, Cape Rosier NE b N.

REMARKS, &c., SUTHERLAND, SEPTEMBER 1759—*Continued.*

SATURDAY, 8TH.—*Winds, East, ENE.*

Mod^{ie} and fair w^r. At 2 P.M. made the sig^l for all Brigadier-majors. At 4 made the Captⁿ of the Seahorse's sig^l for all flatt bottom'd boats; saild the Hunter sloop wth Gen^l Wolfe on board for Point Tremble to reconnoitre along shore. At 7 the ship drove, lett go the small bower. A.M. Drop'd down the Hunter sloop. In the night a transport sloop and schooner pass'd the town. At 11 the Captⁿ of the Seahorse's sig^l.

SUNDAY, 9TH.—*Winds, E b N, WNW.*

Chief part, light breezes, wth rain. At 8 P.M. made the sig^l for all flatt bottom'd boats. At 4 A.M. a sloop pass'd the town and came up here.

MONDAY, 10TH.—*Winds, ENE, WSW.*

D^o wea^r. At 2 P.M. made the sig^l for all Brigadier-majors and officers of flatt bottom'd boats. At 4 the troops embark'd to land on the S^o shore. $\frac{1}{2}$ past 6 drop'd further up and anch^d in 14 f^{ms}; P^t Chaudier E b N, St. Nicholas W $\frac{1}{2}$ S.

TUESDAY, 11TH.—*Winds, WSW, West.*

Mod^{ie} and cloudy weather. At 3 P.M. made the sig^l for all the officers of the flatt bottom'd boats. At 7 sent the remainder of the troops ashore to St. Nicholas's.

WEDNESDAY, 12TH.—*Wind, SW.*

D^o w^r. At 10 A.M. made the sig^l for all Adjutants; open'd a cask of pork, con^{ts}. 278 pieces, short 4.

THURSDAY, 13TH.—*Winds, West, SW, West, W b S.*

Fresh gales and cloudy w^r. At 4 P.M. made the sig^l for all Lieut^s. At 9 P.M. the troops embark'd in the boats. At $\frac{1}{2}$ past 1 A.M. made the sig^l for all flatt boats to assemble alongside the Sutherland. At 2 they put off and row'd down the river. $\frac{1}{2}$ past made the arm'd sloop's sig^l to follow them. At 3 made the Leostaff's, Seahorse's, Squirrel's, and transports sig^{ls} to follow them. At $\frac{1}{2}$ past 3 Rear-Adm^l Holmes went on b^d the Leostaff. At 7 weigh'd and came to sail. At 8 anch^d ab^t

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REMARKS, &c., SUTHERLAND, SEPTEMBER 1759—*Continued.*

2 miles above Shoe Deer in 15 fms water. At daylight Gen^l Wolfe landed abt 3 miles above Quebec. At 7 they came to a gen^l field engagement, where 3500 of our men repuls'd 8000 of the French and advanc'd tow^{ls} the city.

FRIDAY, 14TH.—*Winds, W b N, WNW.*

D^o weather. P.M. Rece'd on b^d 2 puncheons of rum and 1 cask of oatmeal. At 9 drop'd up, and at 10 anch^d in 10 fms water; Cape Caroiser Wt, Pt Rosier E b N $\frac{1}{2}$ a mile from the shore.

1760

MONTREAL LOGS

H.M.S. DIANA, ADMIRALTY 829

JN^O CHAPMAN, *Master*

REMARKS, &c., DIANA, MAY 1760.

THURSDAY, 15TH.—*Courses*, N b W, SW, SW b W, WSW, SE, West, W b S, WSW, W b S, WSW, SW b W; *Winds*, Variable, SSW, Variable, ENE; *Bearings and distance at noon*, running up the river St. Laurence.

1 P.M.—Mod^r and hazey weather.

2 P.M.—Open'd 2 cask of pork cont^s 103 peases each.

4 P.M.—D^r w^r.

5 P.M.—In 1^t reef TS; sounded no ground 95 fa.

6 P.M.—Calm.

7 P.M.—The Isl^d of Beek SW b W, dist. 8 leag^s.

9-11 P.M.—Calm.

12 P.M.—Mod^r and cloudy w^r.

4 A.M.—Fresh breezes and cloudy. The schooner in sight.

5 A.M.—Y^e Isl^d of Beek WSW 7 or 8 miles.

6 10 P.M.—Abreast of Beek; spoke with a sloop lying their which gave us an account of Quebec being besieged, and that Command^r Swanton was a league ahead, and we was to make the best of our way after him. At 8 saw a schooner ahead of us that prov'd to be a Frenchman by his runing under Pellerain Isl^d, and coming too their he fir'd two guns at the Commd^r as he pas'd by and hoisted French coulers.

IN THE RIVER ST. LAURENCE.

FRIDAY, 16TH.—*Winds*, Easterly.

Fresh gales and hazey w^r. At 4 pas'd by the Isl^d of Cowdre. At 6 sail'd through the Traverse. At 8 abreast of the E^t end of y^e Isl^d of Orlans. At 9 came to an anchor with the best bower in 15 fa.;

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REMARKS, &c., DIANA, MAY 1760—*Continued.*

the town of Quebec SW b W, and Point Leve SSE. In company with the Command^r at 4 came on board us Captⁿ Dean, Captⁿ of the Lowstaff, and gave us an account of 5 sail of French ship at anchor above the town. At $\frac{1}{2}$ past the Command^r gave us orders to gett under way; we cutt our cable within 20 fa. of the splice and run up to them; they all'd slipt; 4 sail of them run ashore; we and the Lowstaff chacet the Comm^d till 9; he run ashore, and we came too an anchor abreast of him and engaged him for two hours and a half, and he struck; she proved to be the Atalanta frigatt of 22 guns and a 150 men; we had one man kill'd and 5 wounded; our ship was very much shattered in masts, rigging, and sails, likewise received dammage in the hull. At $\frac{1}{2}$ past 11 man'd and arm'd our boats and boar'd her; our boats brought the first and second Captⁿ, officers, and sune of the people on board us; we lay in 5 fa. water; Point one Tremble Church NW; our cutter was bildg'd and lost upon the rock in boarding the enemy; lost our foretopmast steering sail in chace of the enemy.

H.M.S. FALKLAND, ADMIRALTY 850

ALEX^r TOD, *Master*

REMARKS ON BOARD H.M.S. FALKLAND, MAY 1760.

WEDNESDAY, 28TH.—*Winds, ENE, WSW^t; Bearings, &c., at noon,*
moor'd at Quebec.

Fresh gales and cloudy w^r, with rain. P.M. Clear'd hawse; anchor'd here the Eurus and 2 schoons. A.M. D^d w^r. At 11 made the sig^l for all boats mann'd and arm'd to attend the execution of Nich^s Rowland, who was hang'd at the foreyard arm pursuant to the sentence of a court-martial for robbing W^m Upton of 16 guineas, 10 shill^s, a sixpence, and 2 gold rings.

H.M.S. NORTHUMBERLAND, ADMIRALTY 959

JAMES COOK, *Master*REMARKS ON B^d HIS MAJ^{ty}'S SHIP NORTHUMBERLAND,
MAY 1760.SATTERDAY, 17TH.—*Wind, ENE; Bearings and distance at noon,*
sailing up y^e river St. Laurence.

First p^t, hasey, wth rain; mid^{le}, fresh gales; latt^r, mod^r and hasey. The snow above y^e Island Bic made y^e sig^l of distress; y^e P^{ce} of Orange sent a boate on b^d her. At 2 y^e boate retu^d; made y^e sig^l to weigh; d^o weighd and came to sail y^e whole fleet in comp^y. At 4 y^e Island Bic ENE $\frac{1}{2}$ N 2 lgs. At 5 y^e haly^{ds} of y^e low^r stud^s sail gave way, y^e sail blew overb^d and was lost. At 7 anch^d in 22 fath^m watt^r, grav^l bottom; y^e Island Basque SE b E, y^e body of Apple Island S b E. dist. 2 miles, Cacona Pt over y^e E^t end of Green Island SW $\frac{1}{4}$ S, Hare Island WSW $\frac{1}{4}$ S; veerd $\frac{2}{3}$ of a cable. $\frac{1}{2}$ p^t 7 made y^e Pemb^l's sig. for y^e Capt. At 2 A.M. saild up y^e river y^e Hunter. At $\frac{1}{2}$ p^t 9 made y^e sig^l and weigh^d and come to sail, making all y^e despatch posable, hearing the city of Quebec was besie^d by y^e French; y^e body of Read Island NNW $\frac{1}{2}$ W dist. 2 miles.

SUNDAY, 18TH.—*Wind, ENE; Bearings and distance at noon, anch^d*
before Quebec.

Strong gales and cloudy. At 2 P.M. y^e greate Island of y^e Kamerasks E^t dist. 2 miles. At 4 the Island of Coudra SW b W dist. 2 leag^s. At 5 lost a depsey lead and line. At 6 driving throw betwⁿ Cudra and y^e Main, light airs. At $\frac{1}{2}$ p^t 6 got a brease of wind and made sail for Cape Torment; the Pembrook, Trident, and Faulk^d anch^d at Cudra. At $\frac{1}{2}$ pt. 8 made y^e sig^l to anch^r; d^o anch^d und^r Burnt Cape in 12 fath^m; P^{ce} Orange, Alcide, and Hunter sloop in comp^y; strong gales and hasey. At $\frac{1}{2}$ pt. 6 A.M. made y^e sig^l and weigh^d and made sail up y^e river. At 8 y^e Isle Madam S^o $\frac{1}{4}$ E 1 mile. At $\frac{1}{2}$ pt 9 anch^d before Quebec in 20 fath^m watt^r, y^e Citidell SW b W $\frac{1}{2}$ W; found riding here his Maj^{ty}'s ship Vanguard, Hunter sloop, and Porcupine; was salut^d by y^e Vanguard, y^e garrison retu^d y^e salute. At 11 anch^d here his Maj^{ty}'s ship Alcide, Faulk^d, P^{ce} Orange, Trident, and Mary tender.

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REMARKS, &c., NORTHUMBERLAND, MAY 1760—*Continued.*

MONDAY, 19TH.—*Bearings and distance at noon, moored at Quebec.*

First and middle pt., strong gales and cloudy; lat^r, more mod^t. At 6 P.M. made y^e sig^l to moor. At 8 struck y^e and topm^{ts}. At 4 A.M. y^e Hunter sloop weigh'd and run up y^e river to join his Maj's ships Dianna and Loestaff in pursute of some of y^e enemy's ships. At 6 weigh'd and shift'd our birth nigher to y^e town; moored a cable each way. At $\frac{1}{2}$ pst 8 made sig^l for all Liev^{ts}.

TUESDAY, 20TH.—*Bearings and distance at noon, moored at Quebec.*

Fresh gales and hazey weath^r. At 4 P.M. made y^e P^{ce} Orange, Alcide's, and Faulk^{ts} sig^l for Liev^{ts}. Capt. Dean came on b^d here from the ships above the town and gave an acc^t that they had burnt one of y^e enemy's friggoths of 44 guns, and that his Maj's ship Leostaff having gott on shore and was lost. At 6 A.M. made y^e sig^l for all Liev^{ts}. At 9 made y^e Trident's, P^{ce} Orange, and Alcide's sig^l for Liev^{ts}.

H.M.S. PORCUPINE, ADMIRALTY 1409

HENRY GUY, *Master*

REMARKS ON BOARD H.M.S. PORCUPINE, MAY 1760.

WEDNESDAY, 28TH.—*Winds, WSW, S b W, West; Bearings, &c., at noon, moor^d in the road of Quebec, the Cydell NW.*

The first and middle parts, squally, with rain; latter, mod^t and showery. A.M. Came on board John Boyde Commander, Will^m Johnson Liu^{ts}, with myself, master boatswain, gunner, carpenter, one mate, one mid^{ns}, all appointed by the high and Hon^{bl} Lord Colville, Comodore; d^o rec^d on board 48 seamen and 23 marines from the Northumberland, being part of the Lowstaff's crew; found the purser, commanding off^r, 4 men at the hospitall, 2 boy^s on board of the former crew, and everything in the utmost confusion; Mr. George Vaughan, late of the Lowstaff, was appointed surgeon of the ship. At noon a man was executed on board the Falkland pursuant to the sentence of a court-martial.

MONTREAL

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REMARKS, &c., PORCUPINE, 1760—*Continued.*

AUGUST.

WEDNESDAY, 27TH.—*Wind*, NE q^r ; *Bearings*, &c., at noon, under sail, Repentigny Church NNE distⁿ 1 $\frac{1}{2}$ mile.

First part, light winds, some rain ; middle and latter, fresh gales and rain. At 5 weigh'd and came to sail. At 6 came tow in 2 $\frac{1}{2}$ fm^s ; the Island de Valtri SW b W, distance 2 miles ; sound^d the channell towards Contri Coar ; found on the lower side of the boats 11 feet, on the other side something more than 12 feet ; started 3 tuns of water in the forehold. At $\frac{1}{2}$ past 6 weigh'd and came to sail and run over these shoals ; our ship struck 3 times on the shoals. At 8 got over and made sail. At 10 came tow in 5 fm^s ; Repentigny Church WSW 1 $\frac{1}{2}$ miles ; lay^d boat on the shoals of the entrance of the small islands opisite Repentigny Church. At 11 weigh'd, came to sail. At noon was entered among the small isles ; the channell here is very narrow and very irregular, soundings sometimes 5 fm^s, and then fast aground, and some very dangerous rocks above and under water, and the current setting strong across the channell over these rocks ; course over the shoals of the Isle de Valtris SSW, from thence to Repentigny near SW b W 5, 6, 8, 7 fm^s ; the cuntry very beautifull.

THURSDAY, 28TH.—*Winds*, NE, SE, Variable, Calm ; *Bearings*, &c., at noon, at an anchor, Point de Tremble on the Island of Montreal WSW distⁿ 2 miles.

Light winds, fine w^r. At 2 the pilote run us aground on a small rocky shoal opisite the Church of Varrenne notwithstanding there was 6 fm^s on either side of it and the rock shew^d itself by the perticular coiling of the curr^t over it ; our remonstrances were in vain, for over that place he woul^d go. At $\frac{1}{2}$ past 2 carried out our sheat anchor astern, toke the end of the cable in abaft, got the anchors from the bows, run the guns aft, as there was 3 $\frac{1}{2}$ fm. there and only 9 feet forward, bo^t a purchase to the sheat cable, and at 4 hove her off ; anch^d in 4 fm. ; Verrenne SSE one mile. At 4 weigh'd, came to sail, as did the fleet ; stea^rd SW b W towards Point de Tremble, then S b W to avoid a shoal of said point ; the channell here is difficult and current strong ; had a $\frac{1}{4}$ less 3 fm^s in the best of the channell. $\frac{1}{2}$ past 8 came tow with the best b^r in 5 fm^s, being rather above the shoals.

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REMARKS, &c., PORCUPINE, 1760—*Continued.*

SEPTEMBER.

WEDNESDAY, 3RD.—*Winds*, Variable, NE q^r ; *Bearings*, &c., at noon, at anchor, the Church of Longueil on the south bore SE b E $\frac{1}{2}$ E dis^t one mile, the Island St. Hellene SW b S dis^t $1\frac{1}{2}$ miles, the Cytidell of Montreal bore SW $\frac{1}{2}$ W dis^t 2 miles and $\frac{1}{2}$.

First part, fine w^r ; midle and latter, light winds, with rain. $\frac{1}{2}$ 12 came tow in 9 fm^s ; Long P^t NNW 1 mile. At 7 toke prisoners 4 French regulars crossing the watter in a canoe. $\frac{1}{2}$ past 1 a French deserter came on b^d ; sent 1 of our pilotes board the Phannee transp^t. At 10 weigh'd, came to sail with the arm'd sloop and some floatting batteries. $\frac{1}{2}$ past 11 came tow in 4 fm^s and $\frac{1}{4}$; course steer'd from the Long P^t SW b S ; in the midle of the river had from 7 to 10 fm^s till almost as high as Longueil, then 5 and 4 fm^s ; the river here apears to be full of shoals by the boiling of the current, but this is caus'd by the force of the current that comes thro' the narrow passage between the Island St. Hellene and Montreal which runs at least 8 knotts p^r hour ; the French from St. Hellene fir'd some shot at us, but fell short.

SUNDAY, 7TH.—*Wind*, SW q^r.

Light winds, fine w^r. General Amherst with his army apeard at Montreal on the SW end of the town.

MONDAY, 8TH.—*Wind*, SW q^r ; *Bearings*, &c., at noon, moor'd with the best b^r and small anchor, Longueil SE b E $\frac{1}{2}$ E dis^t one mile.

Light breezes, with some rain. General Murry with his army land'd on the Island of Montreal at Point de Tremble ; Montreal with all Canada surrendered to his Maj^{'s} army under the command of Generals Amherst and Murry ; found here the Marry French friggat, 2 row gallies, and a sail of French vessells belonging to y^e town.

H.M.S. PRINCE OF ORANGE, ADMIRALTY 966

W^m WILLIAMS, *Master*

REMARKS, &c., ON BOARD THE PRINCE OF ORANGE,

MAY 1760.

SUNDAY, 18TH.—*Courses*, SW $\frac{1}{2}$ W, SW $\frac{1}{2}$ W, SW, SW b S $\frac{1}{2}$ S, SW;
Winds, NE b E, NE, ENE, NE b E.

1 P.M.—Mod^t gales and clear w^r. At 1 P.M. the Pilgrims S b W $\frac{1}{2}$ W 2 leag^s.

2 P.M.—Hare Is^d W b S, then entering on the shoals of the Pilgrims.

3-8 P.M.—Depth of water carried through fath^s 5, $\frac{1}{2}$ 5, 5 $\frac{1}{2}$, 6, 8, 9, $\frac{1}{2}$ 9; then the NE end of the Pilgrims S 2 miles, then clear of the Pilgrims shoales. At 3 the w^rerm^t of the Comoroskens S 4 miles. At 4 Cape Goose W b S 2 lg^s. At 5 calm; got the boats out and sent them ahead, and drove through between Coudre and the Main with the tide. At 6 a breeze sprung up; got the boats in and made sail. At 8 anchor'd wth the b^t b^r in 17 f^m water below Cape Torment.

3 A.M.—Vierd to $\frac{1}{2}$ a cable.

4 A.M.—Fresh gales and hazey; got the longboat out.

7 A.M.—Weigh'd per sign^l.

8 A.M.—Cape Torment NNW 2 or 3 m^s.

9-10 A.M.—Bore away and run through the Traverses of Orleans; the courses through was S b W $\frac{1}{2}$ W, SW b S, SW, SW b W. At 9 through the Traverses; the shoalest water was $\frac{1}{2}$ 5. At 10 abreast of St. Lawrence's Church on Orleans.

12 A.M.—Anch^d wth our b^t b^r of Quebecque in 17 f^m; found riding here the Vanguard and Porcupine, the Diana and Leostaff up the river, the Pembroke staid at Coudre.

MONDAY, 19TH.—*Winds*, ENE, NE b E, ENE.

First part, fresh gales and hazey; middle and latter, mod^t and cloudy. P.M. Sent by order of the Comodore our large cutter and men to the Hunter sloop to go up the river; down topgⁱ yds. At 5 down yds and topm^s. At 7 vier'd away and let go the b^t b^r under foot. At 10 hove into the prop^r service b^t b^r to the SW, sm^l b^r to the SE; when moor'd Cittadel Point SW $\frac{1}{2}$ W, the 8 gun battery W $\frac{1}{2}$ N $\frac{3}{4}$ of a mile, P^t Levi ENE, W^t end of Orleans NE. At 9 A.M. an officer and

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REMARKS, &c., PRINCE OF ORANGE, MAY 1760—*Continued.*

men went ashore to assist in hauling flatt bottom boats up to be repair'd ; sent carp^{rs} ashore to work on them ; d^o sent ashore the soldiers we had at Hallifax.

THURSDAY, 29TH.—*Winds*, SW, SSW, SW b W.

Mod^t and hazy, wth rain at times. At 3 P.M. clear'd hawse. At 4 beg^d to unmoor ; took up the b^t b^r and hove short on the sm^{ll} ; come from the Trydent 7 prisoners, and from the Eur^{us} a Coudre pilot. $\frac{1}{2}$ past weigh^d and come to sail. $\frac{1}{2}$ past 10 anch^d between Orleans and Madam wth our b^t b^r in 7 f^m water ; vier'd to $\frac{1}{2}$ a cable ; the E^t end of Orleans NE $\frac{1}{2}$ N, E^t end of Madam E b N $\frac{1}{2}$ N, W^t end SE b E. At 10 A.M. got up topg^t yds. ; went the S channell of Madam the Eur^{us} and her tender sloop ; all the flood very thick hazy w^r, and on the ebb the pilot would not carry us through the Traverses.

H.M.S. VANGUARD, ADMIRALTY 1087

ANDREW KNOX, *Master*

REMARKS IN THE RIVER ST. LAWRENCE, MAY 1760.

THURSDAY, 15TH.—*Winds*, Calm, WSW, Calm, NE^t.

Light airs ; the letter part, fresh gales and fair weat^r. At 1 our boats return'd ; the sloop is from Quebec, and informes that the garison is besiged with 1500 men ; that we had lost a battle the 28 of last month with all our field cannon, and a 1100 men killed, wounded, or taken prisoners, and that the garrison was now in great danger ; we brought aboard a serj^t and 12 men from the scounner, and sent a mid-shipman with 6 men to take care of her ; brought all our men on b^d from the island ; hoisted out the long^{bt} and put the stream anch^r and 2 hawsers of 8-inch in her. At 4 A.M. weighed and sailed for Quebec. At 8 gave cheace to a scounner right ahead of us ; got the stream anch^r out of the boat, and getting the 2 hawsers out in order to lighten the long^{bt} for towing the ship, having great way throw the water, when the bight of the hawser took the water the hawser run out of the boat with sutch swiftness ther was no stoping it ; the slipe rope broke and the hawsers was lost ; the scounner run in between the Pilgrams and came to anch^r and fired a shote. At noon the second Pilgram bore SSE 2 miles ; the Dianna in comp^r.

REMARKS, &c., VANGUARD, MAY 1760—*Continued.*FRIDAY, 16TH.—*Winds, NE, ENE, E.*

Fresh gales and cloudy. At 5 past the Traverse; spleet^d the fore-topsail. At 9 anch^d in the basson Quebec in 15 fa^m; Point Orlans NE 1 mile, and Cape Dimond WSW; cleard ship for action. At daylight saw a small fleet of French ships or vessels laying above the town and the Lowstaff at anch^r abreast of the town; we made the sig^d, slipped our cable, and made sail for the French frigates, as did the Dianna and Lowstaff; the French got under sail and run up the river; the Pomona, a French frigate, run ashore by the French campe, under there batterys; we anch^d right abreast of there campe and begune our fire; soon after the Pomona struck the Dianna and Lowstaff followed the rest up the river. At 7 we weighed to run further in, but the tide setting on the shore, was obliged to let go the sheet anch^r; a little before high water claped a spring upon the cable in order to cast the ship being close to y^e N^o shore; when the tide served, cut the cable at the splice and the spring, then dropped down with the tide abreast of the town and anch^d in 9 f^m water.

SATURDAY, 17TH.—*Winds, E b N.*

The 1st part, squally; the letter, modⁱ. P.M. Moord ship a cable each way; Cape Dimond W b S, the half-moon battery NW. At daylight we saw the French had reas'd the siege and gon off, leaving their heavy cannon behind them; sent our boat with a Live^r on b^d the Pomona; found al her guns spiked up and her masts sawen half throw.

SWANTON'S LETTERS

Admiralty Sec. In Letters; Captains' Letters, vol. 2474.

VANGUARD, IN THE BASON OF QUEBEC,
May 24th, 1760.

SIR,—I must desire the favour of you to acquaint my Lords Commissioners of the Admiralty that his Majesty's ships Vanguard and Diana entered the Gulph of St. Lawrence on the 30th of April. On the 4th of May I spoke with a schooner sent down by Governor Murray to acquaint my Lord Colville that all was well at Quebec. About the same time his Majesty's ship Eurus from Halifax joyn'd me, by which I was informed that a French ship laden with provisions had winter'd at Gaspie, and that my Lord Colvill might be daily expected in the river. To prevent this ship's escape I order'd the Diana and Eurus to look into that bay. Our intelligence was good; Captain Schomberg found her there, but frozen fast up in the ice. However,

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with a good deal of difficulty, took her and cut her out. She is called *Les Deux Freres*, and was formerly the Prince George privateer of London. On the 11th I anchor'd at Bic, where I intended to wait the arrival of the squadron, as this was the rendezvous; but on the 14th about noon, a small sloop brought on board a letter of the 9th instant from General Murray, pressing the immediate coming up of his Majesty's ships, as the enemy had lain siege to Quebec. We had not a breath of wind till 4 next morning, when I weigh'd, leaving the sloop with orders to such of his Majesty's ships as should arrive to join me without loss of time at Quebec. Very fortunately two hours after the *Diana* came up, and before 8 the same evening we got to an anchor above Point Levy. The officer I sent to the General soon returned, and with him Captain Deane of the *Lowestoffe*, charged with a message from the Governor, earnestly recommending to me the speedy removal of the French naval force above the town, consisting of two frigates, two arm'd ships, and many smaller vessels. Captain Schomberg and Deane were order'd to hold themselves in readiness, and the next morning we slipt our cables. Till this time the enemy doubted whether we were English or French, but they no sooner saw us in motion than they slipt and fled in the greatest hurry and disorder. The *Vanguard* came to an anchor about a mile above Cape Diamond, where our frigates had driven the *Pomone* frigate on shore. She fired a few shott in honour of the flag and struck her colours. We have some hopes of getting her off. Judging it improper to proceed higher up the river with this ship, I return'd and anchor'd the next tyde before Quebec. The *Diana* and *Lowestoffe* continued to pursue the enemy with great spirit to Point au Tremble, near ten leagues above the town, where they forced the *Attalanta* frigate ashore and burnt her. The other ships and vessels, all or most of them, were put on shore or destroyed. The night following the enemy raised the siege with great precipitation, leaving behind them their cannon, small arms, stores, &c. On the 18th my Lord Colvill with his squadron arrived here. I must now beg leave to acquaint their Lordships with some few particulars relating to our passage over. The outsett was favourable so far as to gett clear of the land, but afterwards almost a continual storm of wind. In latt^h 46° 30^m, about 230 leagues from the Lizard, we took a French privateer from Bayonne of 20 guns, 247 men. She had been out about three weeks, but had taken nothing. The 10th of April, in a very severe gale of wind, the *Repulse* parted company, and has not been heard of since. She was seen to put afore it in great distress. Two days after I received a letter from Captain Gough of the *Penzance* desiring a survey on the ship. She had from her first sailing alway been leaky, but from 6 to 7 foot water an hour was an alarming circumstance. Inclosed is the carpenter's report. For the preservation of the people and ship I found myself under a necessity of sending her away to Halifax, or if that from contrary winds or increase of her

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leaks was found too hazardous, to the nearest port she could fetch, and as the squadron was now so much reduced I put my third Lieutenant and 40 men on board the prize with orders to accompany Captain Gough. Some few days after, in a hard gale of wind, we separated. Captain Gough complains much of the ill-management of the *Penzance* when she was last dock'd, but as I have the pleasure to hear by Lord Colvill's squadron that she was spoke with off Scatery, I must leave that matter to him, and am, Sir, your most obed^t humble servant,

ROBT SWANTON.

To JOHN CLEVELAND, Esq^r.

Did not see the carpenter's report.

SCHOMBERG'S LETTER

Admiralty Sec. In Letters; Captains' Letters, vol. 2474.

MY LORD,—The names of the French ships and vessels which were destroy'd by Commodore Swanton's squadron were as follows:—*L'Attalante*, *La Pomone*, *La Pie*, *La Marie*, *L'Amitié*, and *Le Sioux*.—I am, my Lord, with the greatest respect, your Lordship's very humble servant,

ALEX^r SCHOMBERG.

NORFOLK STREET, *June 30, 1760.*

Read.

R^t Hon^{ble} LORD ANSON.

CARTER ALLEN'S LETTER

Admiralty Sec. In Letters; Captains' Letters, vol. 1442.

REPULSE, HALLIFAX, *August 2nd, 1760.*
R^d 30th.

SIR,—By the opportunity of the Collector of this port, who I this moment heard is going to England, I beg leave to acquaint my Lord Commissioners of the Admiralty, Governor Whitmore at *Louisbourg* having received information of some French ships of war and store ships with troops and stores, &c., being in *Chaleur Bay* in the Gulf of *St. Lawrence*, which intelligence Governor Whitmore communicated to Captain Byron, who with the *Achilles*, *Dorsetshire*, *Repulse*, and *Scarborough* sailed the next morning, the 19th of June. The *Fame* arrived four days before the *Achilles*, *Dorsetshire*, &c., who did not get up till the 26th of June, having been prevented by a fog. The *Fame* had taken a schooner of small force, and discover'd three topsail vessels with a number of small craft, and had been often on ground in attempting a passage up to them. The 27th of June we got up to the

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Fame, who with the Repulse and Scarborough endeavouring to find out a channell which we did not do till the 5th of July, leaving the Fame near the first battery. The 7th the enemy opened a masque battery of three nine-pounders, which at 5 the next morning we silenced, when we saw a frigate of 13 ports of a side end on with a battery of eight or nine twelve-pounders. At 11 we obliged the frigate to strike, and at noon the enemy blew her up and burnt another. On my silencing the battery I order'd Lord Rutherford, my first Lieutenant, with the boats manned and armed, covered with the schooner which was armed, to relieve sixty English men (prisoners) on board a ship not burnt, and to destroy every vessel left, which was accomplish'd that night to the number twenty-five sunk and burnt—the Beinfaisant twenty-two guns and the Marquis Maloye of eighteen, with much stores and provisions—the rest were schooners, sloops, and small privateers.

I hope their Lordships will excuse this incorrect account, occasioned by a momentary notice of this vessel's departure.

I dispatched Lord Rutherford with Captain Byron's despatches to their Lordships, with the account thereof, the 24th ultⁱ, by way of New York. I am refitting with all haste in order to rejoin Captain Byron at Lowisbourg.—I am, Sir, your most obedient and most humble servant,

JN. CARTER ALLEN.

30 Aug.—Send a copy to M^r Wood for M^r Sec^y Pitt's information.

1 Sep^r.—Own rec^d, and let him know the Lords are very much satisfied with the contents of it, which is the first acco^t they have rec^d of the important service perf^d by Capt. Byron and the ships under his command.

DEANE'S LETTER

Admiralty Sec. In Letters; Captains' Letters, vol. 1703.

ADM^{IRALTY} OFFICE, Sep^r 8th, 1760.

SIR,—His Majesty's ship Lowestoffe, late under my command, being wreck'd in the river St. Lawrence, and my papers, books, &c., being lost by that accident, I beg you'll be pleased to move their Lordships for a dispensing order for the same.—I am, Sir, your very hum^{ble} servant,

JO. DEANE.

To JOHN CLEVELAND, Esq^{re}, Adm^{iral}.

8th Oct^r.—Usual order.

SWANTON'S LETTERS—No. 2

Ad. Sec. In Letters; Captains' Letters, vol. 2474.

SIR,—Having compleated the embarkation of the French prisoners for Rochelle, amounting to about four thousand, and received on board each of our ships fifty invalids from the garrison of Quebec, on the 23^d of last month I sailed with his Majesty's ships Alcide, P^r of Orange, and Trident. By my Lord Colvill's orders (who left us on the tenth) the Sutherland and Penzance were to remain a few days after us, and then to join his Lordship at Halifax.

Coming down the river the Alcide struck several times on a wreck, which occasioned her making so much water that it was judged not safe for her to proceed home. She was therefore ordered to Halifax, and the P^r of Orange to accompany her. Eleven days after this we joyned her again, when Captain Hankerson inform'd me that his leaks not increasing, and it coming on to blow very hard and unfavourable for his destination, he determined to make the best of his way to England. The P^r of Orange lost compa^y in thick weather two days before we met.

Thursday afternoon we parted with the Alcide, so I hope their Lordships will soon hear of her safe arrival at Plymouth. At General Amherst's desire I have brought with me a French ingeneer to be sent to France by the first cartell. The P^r of Orange and Trident have each of them a French gentleman on the same footing. We saw nothing in our whole passage but two coal ships in the river St. Lawrence and a small sloop at sea for the W^t Indies. Enclosed is the state of my ship,—I am, Sir, your most obed^t hum^lle serv^t,

ROBT SWANTON.

VANGUARD AT SPITHEAD, 22^d Nov^r 176024 Nov^r.—Own rec^t.

The Lords are pleased to give him leave to come to town.

The Vanguard and Trident to be cleared and refitted for Chan^l service.

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An English Translation with the French Text, edited by H. P. BIGGAR. This work will extend to Six Volumes. With Mr. BIGGAR will be associated M. J. EDMOND ROY (of the Canadian Archives), Professor GANONG, Mr. W. D. LE SUEUR, Mr. W. L. GRANT, Mr. H. H. LANGTON, and other Scholars.

LOUISBOURG: FROM ITS FOUNDATION TO ITS FALL, 1713-1760. Edited by J. S. MacLENNAN. This work, which will contain much new material about the fortress and its sieges, is now nearing completion.

JOURNEY FROM PRINCE OF WALES FORT IN HUDSON BAY TO THE NORTHERN OCEAN, 1769-1772. By SAMUEL HEARNE. A New Edition, edited by J. B. TYRRELL, whose journey in the Far North is described in Mr. J. W. Tyrrell's "Across the Sub-Arctics of Canada." The original, published in 1795, is now difficult to obtain.

HISTORICAL JOURNAL OF THE CAMPAIGNS IN NORTH AMERICA, 1757-1760. By Captain JOHN KNOX. Edited by ARTHUR G. DOUGHTY, Dominion Archivist, and Professor GEORGE M. WRONG, of the University of Toronto. This work, now very scarce, is the fullest account of the events of the time, including especially the two sieges of Quebec in 1759-1760.

NOUVELLE RELATION DE LA GASPÉSIE. Par CHRESTIEN LE CLERCQ. An English Translation with the French Text, edited by Professor GANONG. An interesting study, hitherto untranslated, of the Gaspé region and of the North-American Indians two centuries ago. A number of important unpublished documents will be given, together with a contemporary map of Gaspesia made by the author's colleague, Jumeau.

THE JOURNALS OF LA VÉRENDRYE. An English Translation with the French Text, edited by LAWRENCE J. BURPEE, Author of "The Search for the Western Sea." These journals make up a narrative of the discovery of the Rocky Mountains.

THE CANADIAN REBELLION OF 1837. Unpublished material, edited, with an Historical Introduction, by J. EDMOND ROY, Assistant Archivist, Ottawa. This work will throw much new light on an important epoch in Canadian History.

THE CARTWRIGHT PAPERS. Edited by Professor ADAM SHORTT, Author of "Lord Sydenham," &c. These papers relate to the social and economic history of Upper Canada.





PAIGN OF 1759



WOLFE'S QUEBEC

CAMPAIGN OF 1759

LEGEND

THE UPPER MAP (I) shows the SIEGE OF QUEBEC from the day the British landed on the Island of Orleans until the capitulation.

British works of attack in red;
British encampments in red dots;
French works of defense in purple;
French encampments in purple dots;
British regiments indicated by numbers.

A - Artillery
G - Grenadiers
L - Light Infantry
M - Marines
R - Royal Artillery
H - Hospital
R - Redoubt

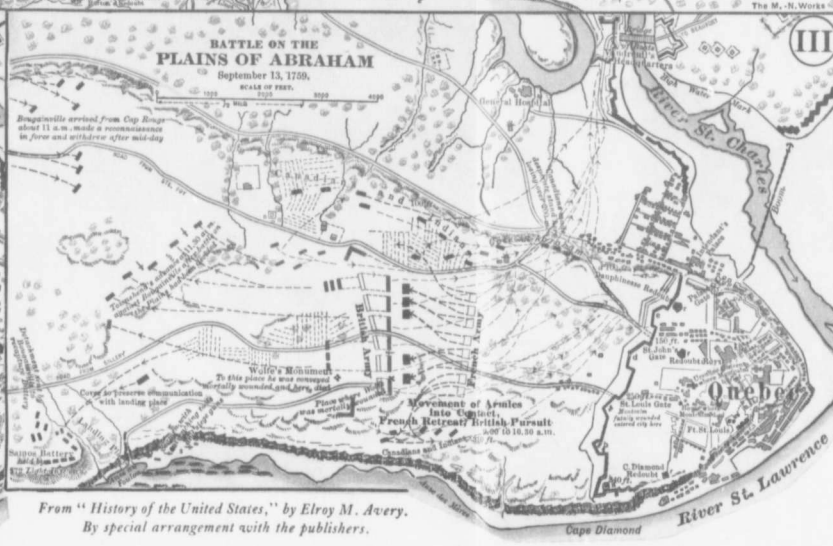
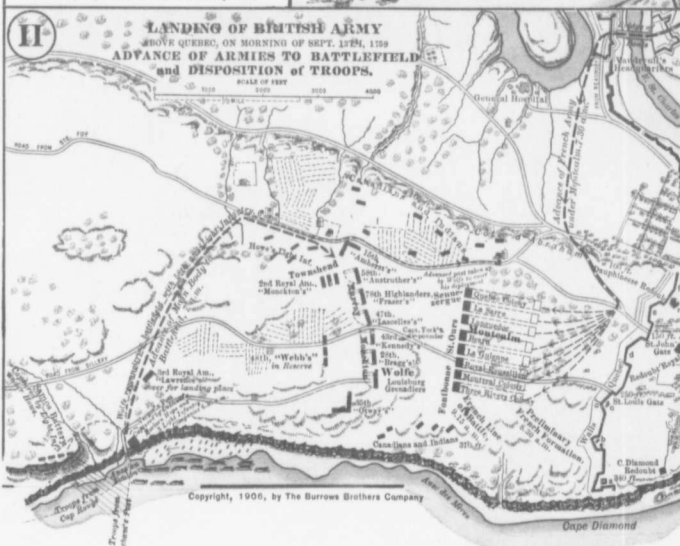
THE LOWER MAPS (II & III) illustrate the Landing of the British, Advance to the Heights, and Battle on the Plains of Abraham.

The Battalions of the French Army are given their territorial names.
In the British Army names of "Colonels" as well as Regimental numbers are given.

CITY OF QUEBEC

a - C. Diamond
b - La Claviere
c - St. Louis
d - St. Ursula
e - St. John
f - La Poutasse

This map, a composite one, was edited with careful scholarship by Max M. Wells, author of "The Fight for Canada." In connection with Lt. Col. Charles Lumsden, Canadian Artillery, and Dr. A. D. Bouché, Architect.
The "Siege of Quebec" is by permission used as our basis through series in original are corrected and much other material is employed. The "Engineer's Map" was made shortly after the battle by three engineers of Wolfe's army (Capt. Ingle, engineer in ordinary, Capt. Holland of the Royal Artillery, and Lieut. the Hon. of the Royal Artillery). Major Wolfe's concepts were executed with scholarly intelligence by Max M. Wells, geographer, Map Department, The Matthews-Smith Works.



From "History of the United States," by Elroy M. Avery.
By special arrangement with the publishers.



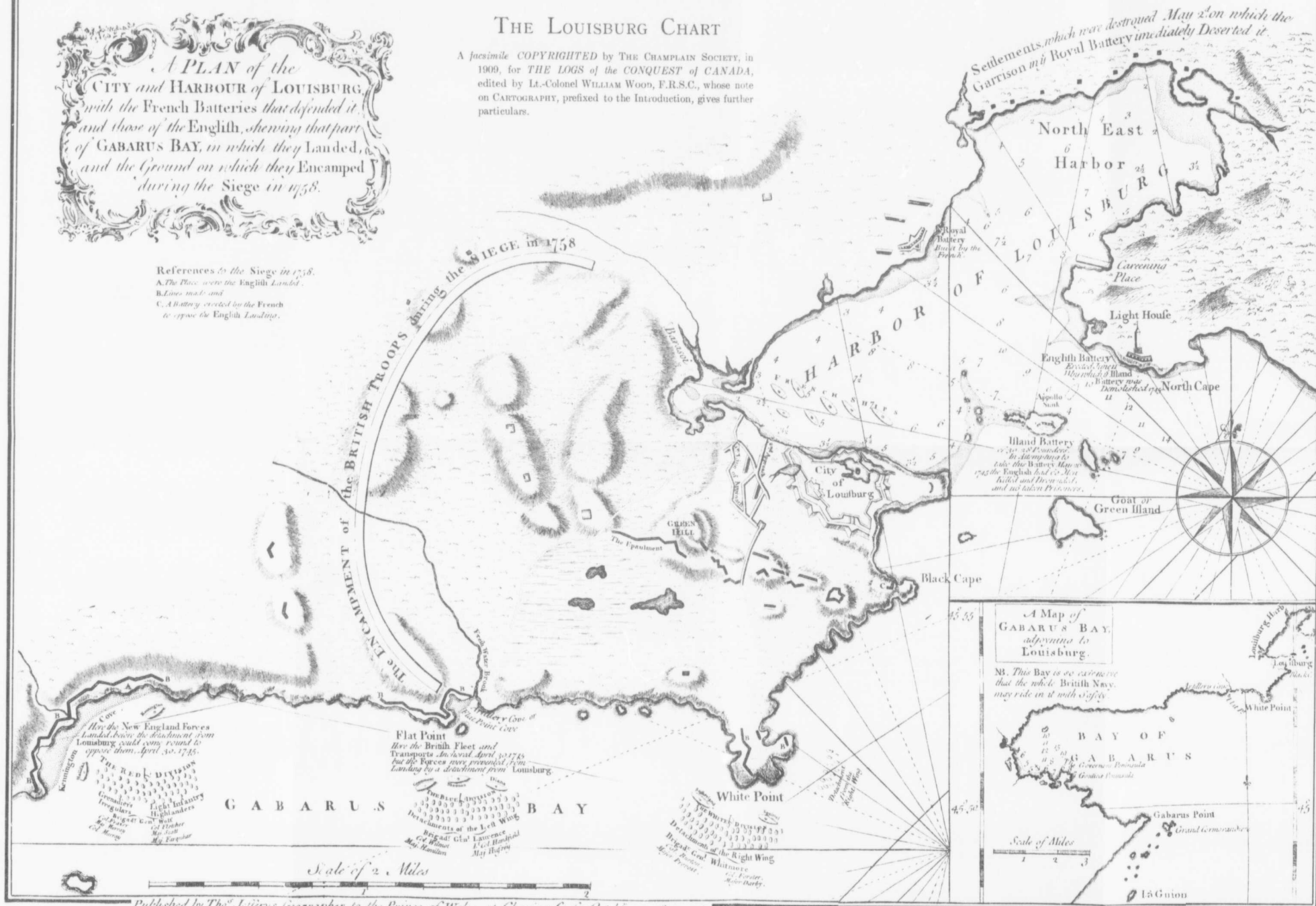
*A PLAN of the
CITY and HARBOUR of LOUISBURG
with the French Batteries that defended it
and those of the English, shewing that part
of GABARUS BAY, in which they landed,
and the Ground on which they Encamped
during the Siege in 1758.*

THE LOUISBURG CHART

A facsimile COPYRIGHTED by THE CHAMPLAIN SOCIETY, in 1909, for THE LOGS of the CONQUEST of CANADA, edited by Lt.-Colonel WILLIAM WOOD, F.R.S.C., whose note on CARTOGRAPHY, prefixed to the Introduction, gives further particulars.

References to the Siege in 1758.

- A. The Place, where the English landed.
- B. Lines made, and
- C. A Battery erected by the French to oppose the English Landings.

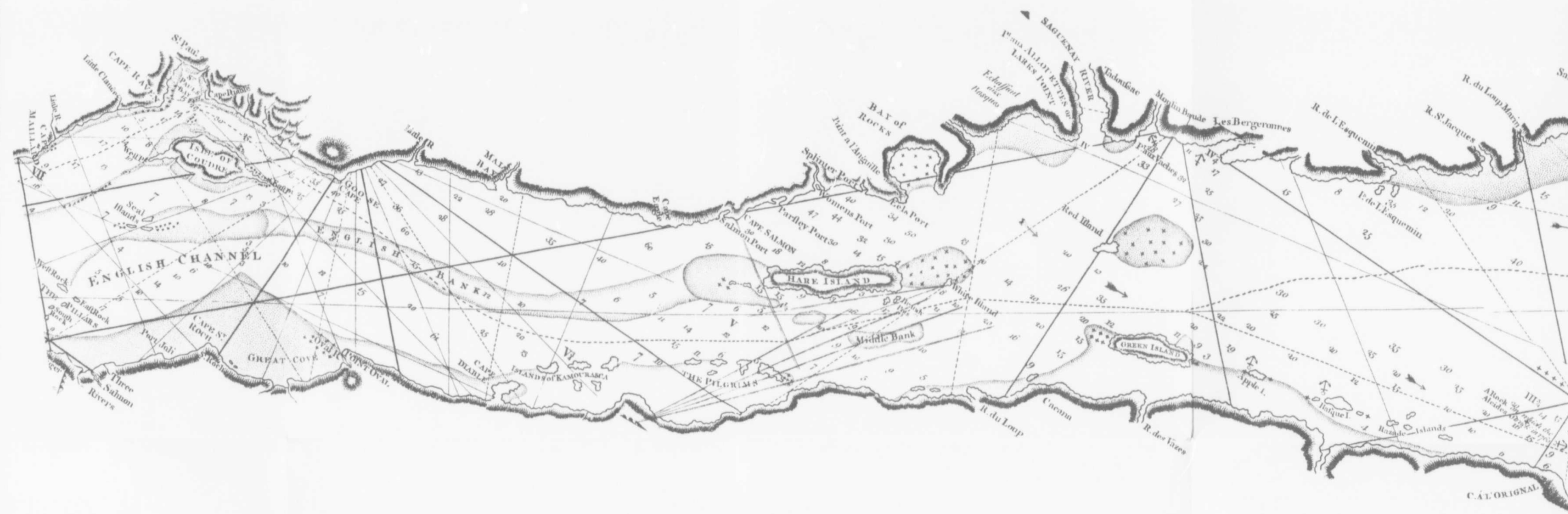


*A Map of
GABARUS BAY,
adjoining to
Louisbourg.*

NB. This Bay is so extensive
that the whole British Navy
may ride in it with safety.



F5065
W6



THE ST. LAWRENCE CHART

A facsimile of one in *The North American Pilot* by

CAPTAIN COOK

whose local service began with the

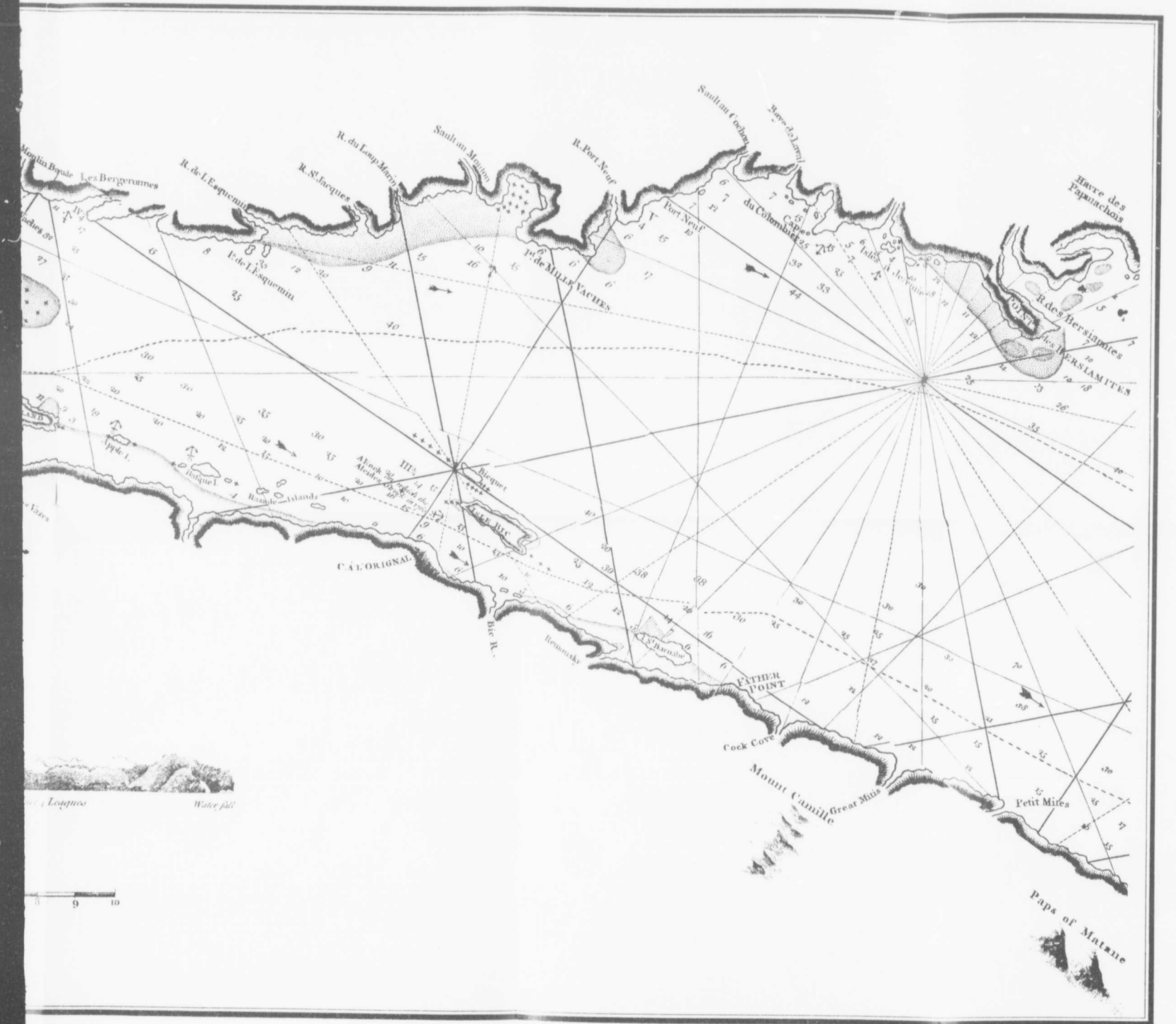
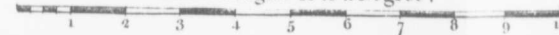
QUEBEC EXPEDITION OF 1759

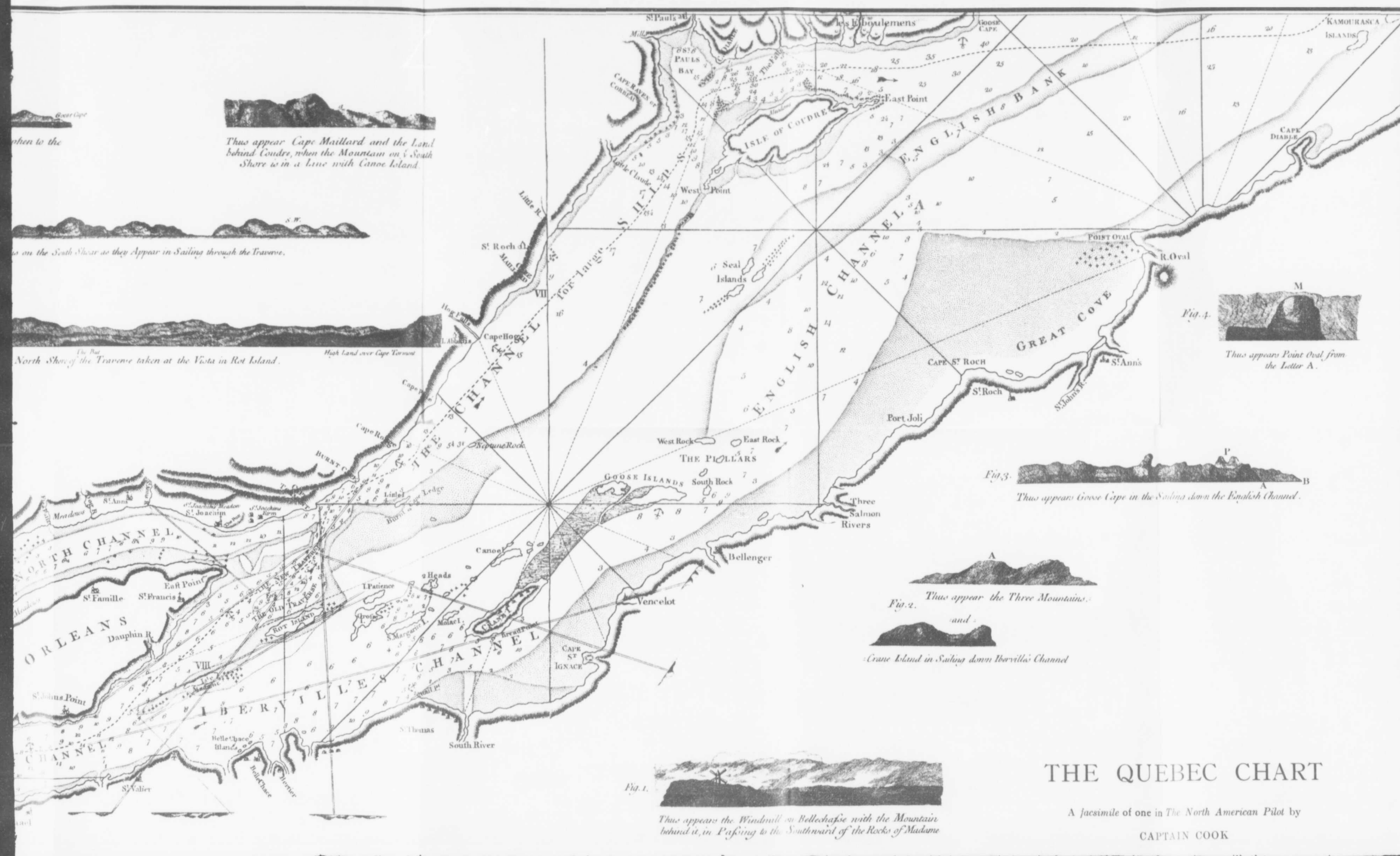
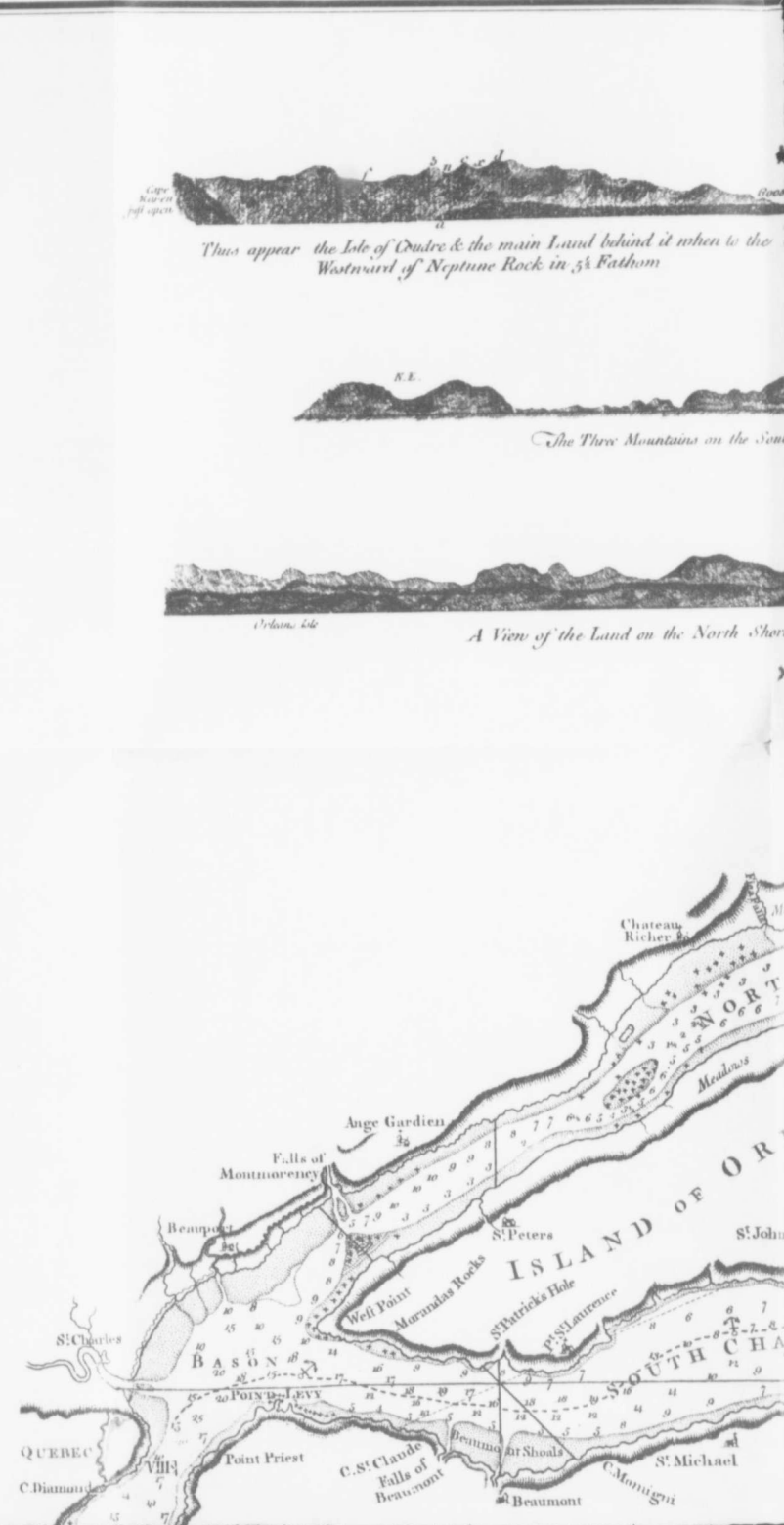
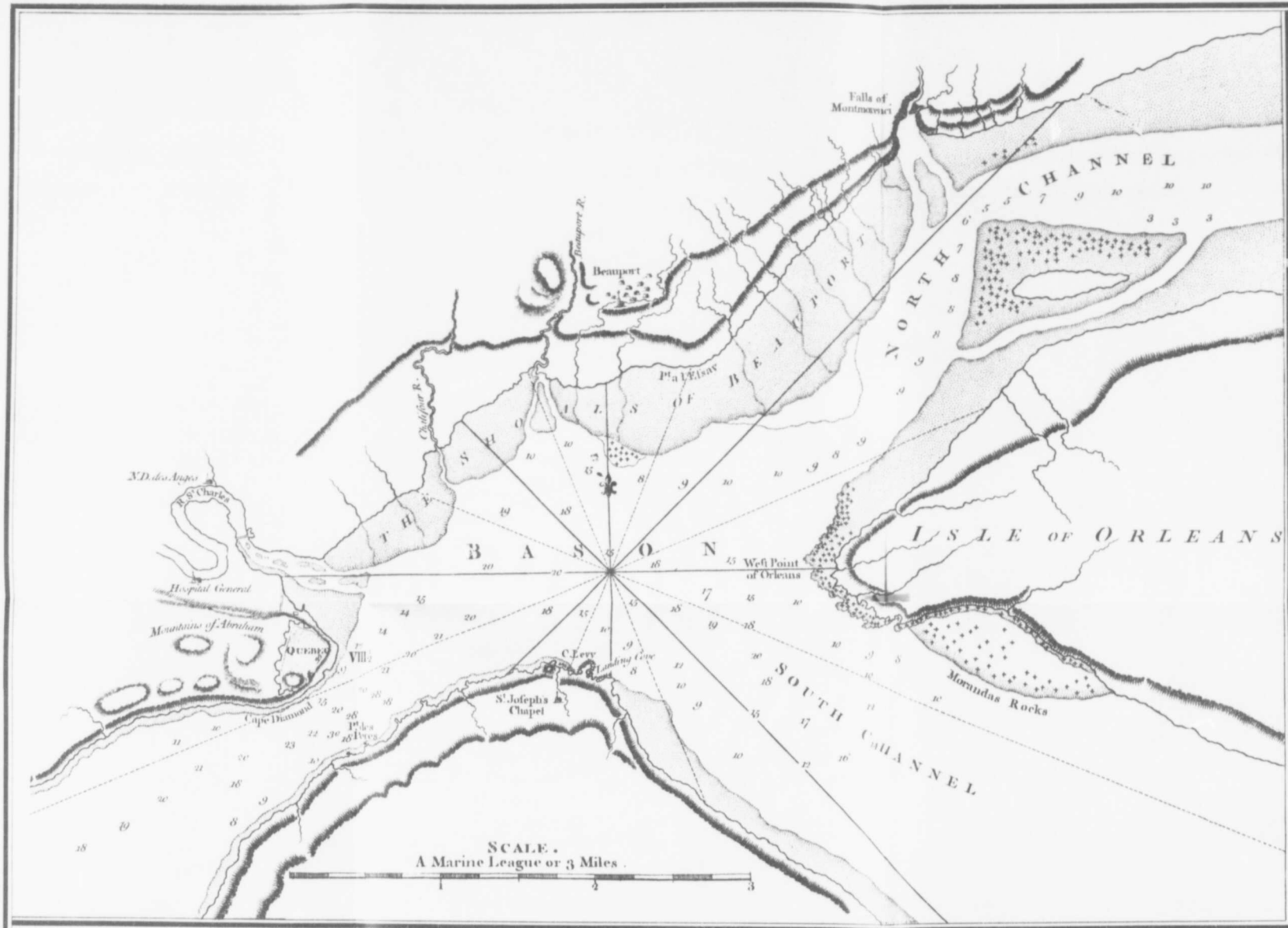
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SCALE.

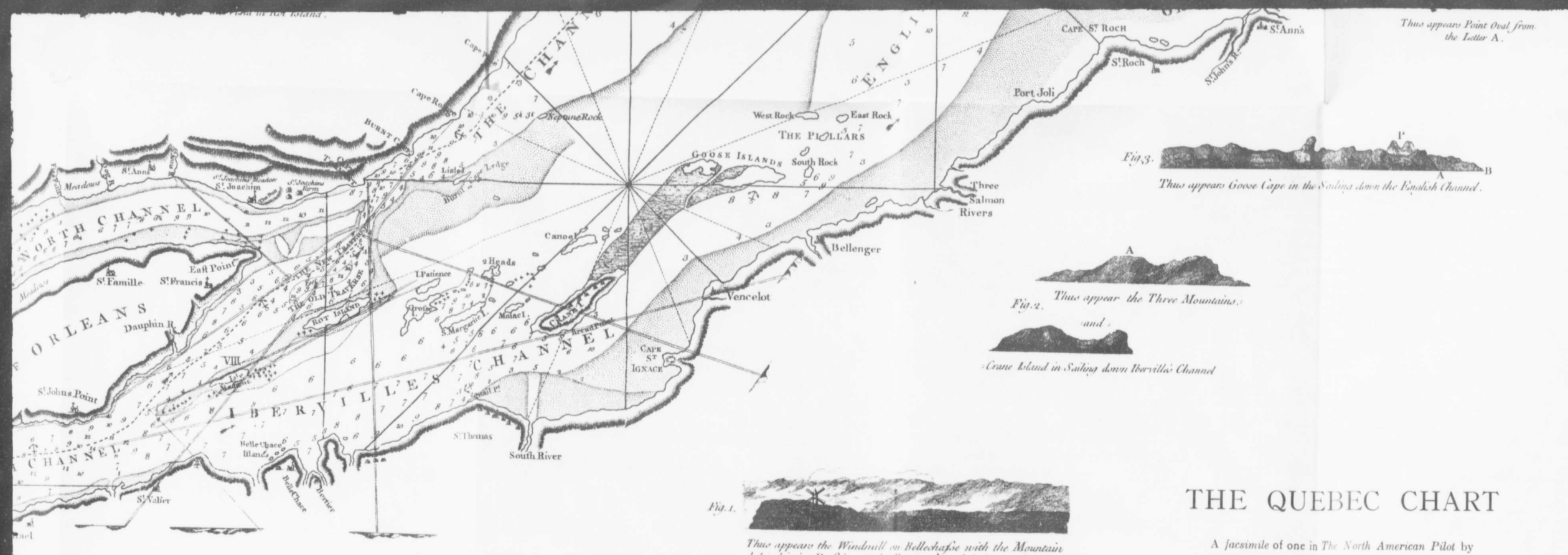
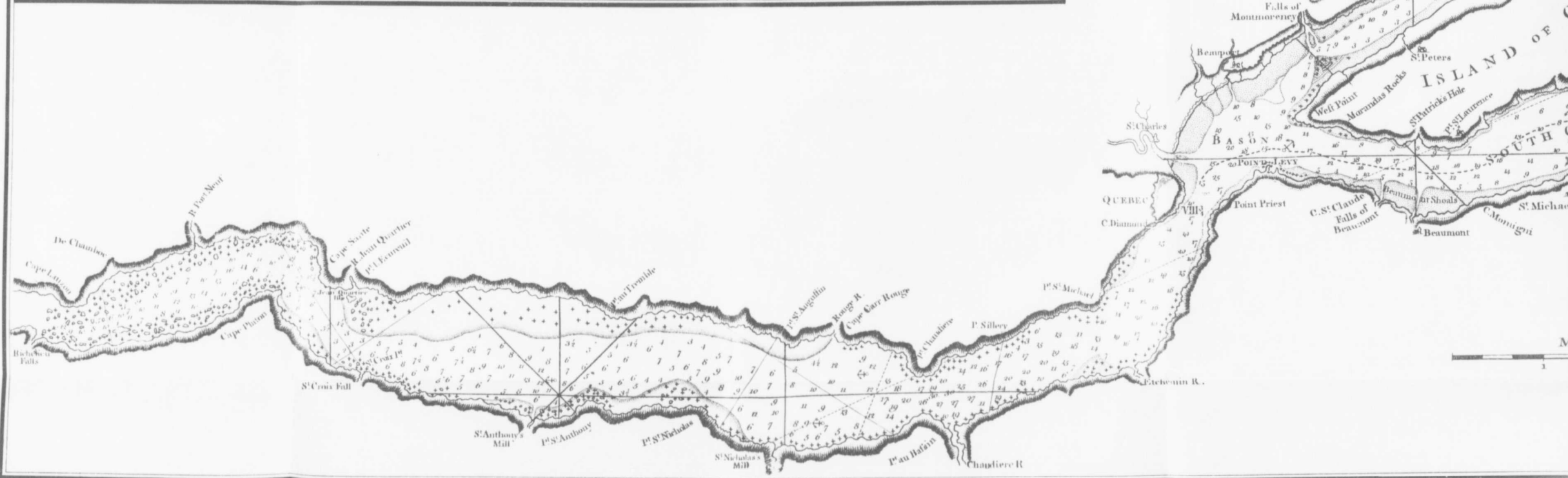
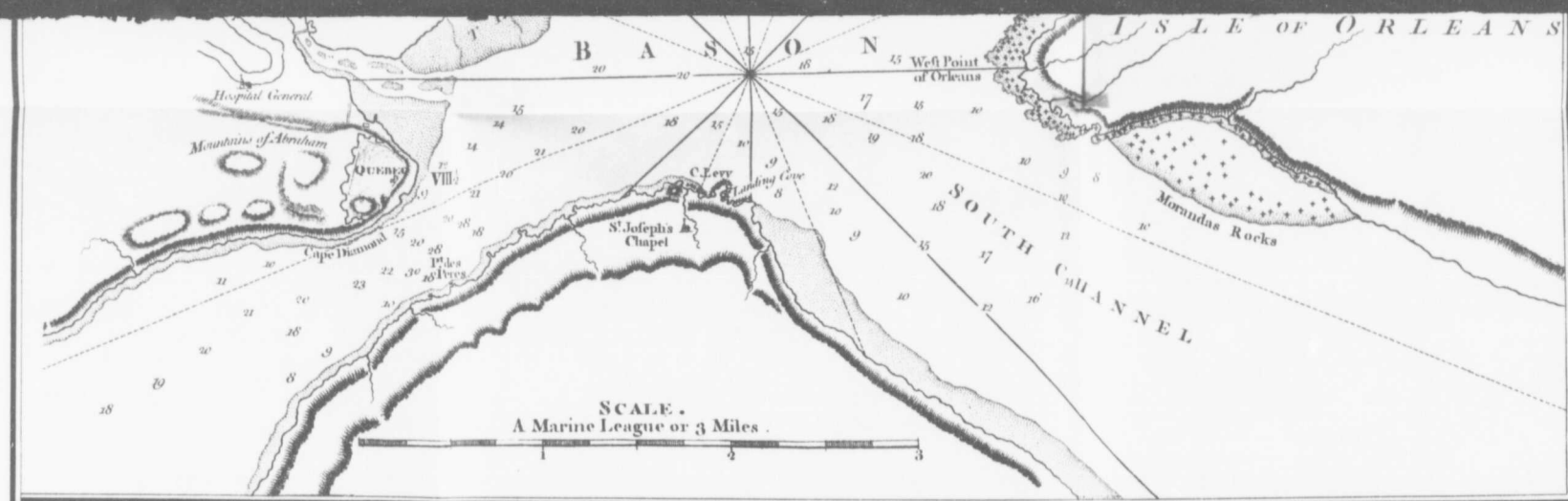
Marine Leagues 20 to a Degree .





THE QUEBEC CHART

A facsimile of one in The North American Pilot by
CAPTAIN COOK



THE QUEBEC CHART

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