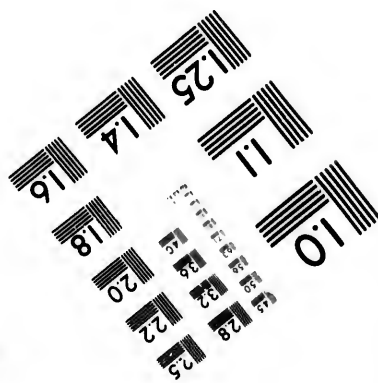
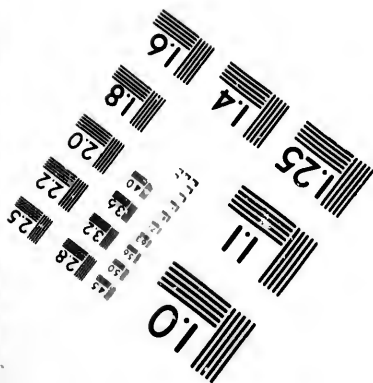
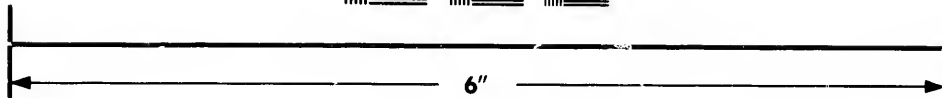
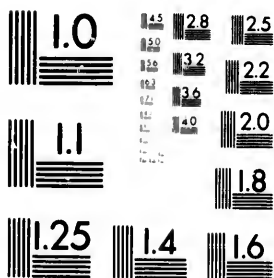


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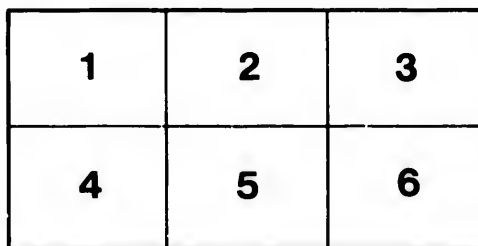
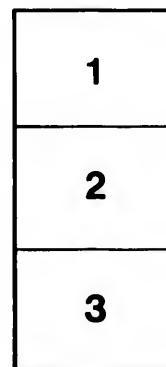
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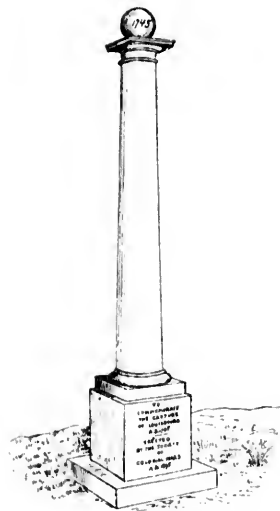
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The Louisbourg Monument.

S. P. CHALLONER, EDITOR AND PUBLISHER, SYDNEY, C. B.



Grand Battery.
Green Hills from Citadel.

French Cupboard.
Louisbourg from Citadel.

Ruins of Convent.
Ruined Walls.

Louisbourg.

Age-honored mounds! (where once I laid me down
To breathe the salt, and dream of vanished town)
What graves ye make! Ye cross-chipped mural stones,
Etched by old Time from storied parapet
(Whereon we trace the punctuation yea),
What monuments to mark chivalric bones!

There in that pasture, 'neath the cropping herd,
The patriot heroes were huddled and interred;
In pace requiescat—ye rest well!
(Not so the memories with their thrill and throng)—
The leader saythe that moved ye down was strong,
And garnered ye together as ye fell!

Perhaps near this spot, if history might tell,
There paused, at night, some Gallie sentinel,
To ask the moon if lately she had strayed
Above his vine-clad home in *la belle France*,
And gazed upon his Marie, or perchance
Had watched his little children as they prayed.

Perhaps Duchambaut, frail, faint-hearted chief,
Stood here to lend his soul and voice to grief,
To listen to the sullen soldier's plaint,
The faithless finical's imperious fear,
The maiden's terror and the mother's tear,
The prayer of pious age to patron saint.

There was the breach, perhaps, that Pepperoll
And sturdily Vaughan carved with slant and shell;
Thence, from a portal cleft by battle-axe,
Like crew of spirits issuing from their tombs,
The vanished Frank came forth, with sporeless plumes
And honors vain to light the leaden heart.

See yonder cliff unsummed to the west,
And mark the blotches on its rugged breast—
A century and a half of storm and onset,
The billows, maddened, as they writhed and lashed,
At their own impotence, have never washed
The toll-tale bloodstains from its ancient feet!

Twas on that height—so speaks the trump of fame—
Illustrious Warren signed his martial name
With iron pen and flaming ink of fire;
Those very waters, where the fisher-boat
And sinuous skiff these days serenely float,
Make canopy for many a warlike air.

Ofttimes the wind, to wroak its deepest dirge,
Accompanied by the monotonous surge
On thund'rous rock keyed organ of the shore,
Comes up in diapason through the night;
And often, when the storm is at its height,
Ye think ye hear the shrieks of those at war

Indeed, an infant Carthage lies below,
And one huge grave sepulchre friend and foe;—
How tranquil! Now behold what peace is here;
The bloody tempest's spent; and, save the hum,
Of distant commerce, all the scene is dumb
And holy as a cloister after twilight prayer!

AUGUSTE PHANEUF.

Montreal, June, 1866.

Editorial Notes.

The publisher of the *Louisbourg Monument* is indebted to Dr. J. G. Bourinot, C.M.G., author of "Cape Breton and its Memorials," for the cuts of the medals, old cannon, crosses and autographs, which appeared in the Doctor's monograph, and which are republished in this number.

Louisbourg should be spelled as it appears in this publication; the second o should not be dropped as has been the practice of late years.

We present to our readers portraits of Mayor McDonald of Sydney, and President J. E. Burchell and Vice-Pres. E. C. Hanrahan of the Sydney Board of Trade. Both the Town and the Board of Trade are to participate in the celebration.

The next historical celebration in Cape Breton will be 1897, when the Royal Society of Canada who will celebrate, at Halifax, the four hundredth anniversary of Sebastian Cabot's discovery of America. An excursion will be made to the northern shore of Cape Breton, the supposed landing place of Cabot. Several theories have been advanced as to the probable point at which Cabot first landed, some contending for Cape North, others for St. Ann's and others again Scaterie Island.

The price at which this special publication is being sold has been placed at the low figure named so as to bring it within the reach of every Cape Bretonian. In publishing this number, it was not the intention to make it a speculation pure and simple, but has been issued with the sole motive of having the local newspaperdom participate as it should do, in the never-to-be-forgotten celebration on the 17th. The 17th of June, 1895, will be, as it was in 1745, a red letter day in the history of Louisbourg and of Cape Breton, and it seems to us not only our privilege but our duty, more particularly that the *Advocate* is the oldest existing newspaper in the Island, that we should in some befitting manner celebrate the event. There is considerable expense and outlay attending the getting up of a number of this nature, and if the result of our effort is not up to the expectations of our readers they will kindly make allowance for the fact that after all we are only a local newspaper and that too much should not be expected from limited means. There undoubtedly will be those who would wish to procure a number of copies of this journal so that they might send them

to their friends; for this purpose we have reduced the price, purchasable at the office of publication only, (order by mail or otherwise) ten cents a copy for five or more copies—mailed free to any part of Canada or the United States.

All the views of Louisbourg contained in this number with exception of those of the new Town and the plans of town and fortifications, were photographed by James Stubbart, North Sydney. Those of Louisbourg in 1895 and the plan referred to were taken by C. H. Woodill, Sydney. Any of these can be purchased through the publisher of the Louisbourg Monument.

The varied fortunes of Louisbourg were of deep import to the French and English-speaking peoples of the world, and its capture marks a most important event in their history. It is this event that is commemorated by the Society of Colonial Wars, which embraces the descendants of those who fought in the Colonial Wars of last century, both British and British-American.

The purpose of this special souvenir issue is to aid in the commemoration of such an important historical event, and to provide a fitting and convenient memento for all those whose interest may induce them to be present, as well as to show the importance and resources of this famous and historic portion of the great continent.

The illustrations and letterpress aim at giving due prominence to the beauties of Cape Breton, and the magnitude of its resources, and the depth of its historic interest. Articles contributed by prominent men illustrate important points in connection with the historic town and the present celebration, and an attempt is made to give full information on everything of interest in connection therewith. It is to be regretted that Dr. J. G. Bourinot, C. M. G., owing to the pressure of his duties as Clerk of the House of Commons, now in session, has been unable to prepare his proposed article on the siege in time for this issue.

With these preparatory remarks we beg to submit to the judgment of our many friends and patrons this masterpiece on the part of a local newspaper, and, while aware of the many respects in which it might have been better done, we solicit for our effort a kindly and indulgent interest, in view of the many difficulties in the way of an undertaking of this kind.



Wolf's Landing.

The Historical Import of the Monument.

WHAT THE ERECTION OF A MONUMENT AT LOUISBOURG MEANS.

The proposal to erect a monument at Louisbourg, commemorative of the siege and capture in 1745, has called forth some hostile comment from the editor of *L'Evangeline*, and a French member of the Canadian Senate seems to think that such a standing record of an historical fact would be a despoite done against his race.

It is safe to say that these sentiments of opposition are not the result of mature judgment, and our esteemed French fellow-citizens will be the first to condemn them. To follow this mischievous idea to its proper conclusion would be to prevent us teaching our children the story of the battlefields of Bannockburn and Flodden Field and Aughrim because we might thereby



Ruins Barracks.

offend the English and Scotch and Irish who dwell in the land—to strike out of our textbooks all references to Chateaugay and Lundy's Lane and Chrysler's Farm, lest any hypersensitive Yankees, who live under our flag, may feel aggrieved—to destroy the record of the New Testament lest we may hurt the feelings of our Hebrew friend... It is no insult to the French to recall the brave deeds of the men who went up against Louisbourg under Pepperrell and Warren, any more than it is an insult to the English to be reminded that Phipps was driven away from Quebec by Fontenac in 1690.

Perhaps the real reason of the comparatively easy capture in 1745 is to be found in the fact that the administration of French affairs at that time, both in the Motherland and her Colonies, was in bad hands. Courtesans ruled corrupt governments in Paris, and their puppets were getting in their deadly work in Canada. It was then that the seeds were being sown that produced the awful crop of the French Revolution, and the men of the Bigot type ruling in New France followed the example of their masters at home—plundered the public treasury, left the forts to be defended by troops half mutinous from bad treatment, and withal gave them, for the work, guns mounted upon rotten carriages. It is no discredit to France that Louisbourg fell; but it is to the eternal disgrace of the plunderers who sacrificed honor for lucre and deserted their country in her utmost need.

It appears that the condition of affairs in Louisbourg became known to Governor Shirley of Massachusetts through exchanged British officers, and he was so thoroughly persuaded that the capture was possible that he forced the matter upon the attention of the Assembly, and, though at the first defeated, he succeeded in getting the Assembly to commit itself to the undertaking by a majority of one. Massachusetts furnished 3,400 men, Connecticut 500, and New Hampshire 350. William Pepperell, a prominent merchant of Kittery Point, was placed in chief command. Commodore Warren, with his squadron of warships, was asked to co-operate, but declined, and the expedition sailed without him. Subsequent instructions came to Warren from London, and, to the general joy, he joined Pepperell at Canso.

The prevailing opinion held at the time was that had it been carried on by the Colonies alone it would have been unsuccessful, and there seems little reason to change that opinion now. Had the fleet not arrived some good reason would have been given for proceeding no further than Canso, and Shirley hoped, if the reduction of Louisbourg was not effected, that at least Canso would be regained, Nova Scotia preserved, the French fishery broken up and the New England fishery restored. Had the attempt been made without the assistance of Commodore Warren there can be little doubt that the result would have been absolute failure. The bravery and endurance of the troops cannot be called in question, but the panic of the French, which gave possession of the Grand Battery without an assault, the doubts of the loyalty of the troops in Louisbourg, which prevented the French commander from taking active measures to repel the besiegers, and other favorable circumstances, which could not have been foreseen, secured a victory in spite of inadequate preparations. Douglass, who has written the history of the event, reports the words of one of the Colonels engaged: "If the French had not given up Louisbourg we might have endeavored to storm it with the same prospect of success as the devils might have stormed Heaven."

Much valuable information in regard to this expedition may be found in the Report on the Canadian Archives for 1886.



Plan of Old Town and Fortifications.

Now who were these men who achieved this great success? It should not be necessary to answer the question, but, to clear away every misapprehension from the minds of those who think that this monument unveiling is a celebration of victory won by an alien people on our shores, let us all remember that Pepperell and his men were loyal British subjects, that the Union Jack floated over the besieging host, that when 30 years afterwards the American revolution began many of these men and their sons were true to the fatherland, and that they in company with Pepperell's descendants, lost their property and suffered continually and hardships untold, and as a persecuted people were driven out with the heroic band who believed in a united empire and a united race. The Provincial Records of Canada are full of the story of these Loyalists, and I need not further refer to them. It was our own people who won this victory, the same as at Beausejour and Ticonderoga and Quebec. If these latter victories are noteworthy, if it was a good thing for this country to be delivered from the disgraceful rule of the avaricious Bigot—even on the plains of Abraham—surely, as a united people, we can celebrate the deliverance, remembering that the fall of Louisbourg was but the harbinger of the end. If it is wise to preserve in lasting memory the brave deeds of Britons of old, there is no spot more worthy of the granite shaft than the soil of the old town, where so many heroes fought and bled and died, and he will be a bold man who will deny Cape Breton the distinction of having this monument. Other writers will tell of the siege of the city, of the construction of its walls and the strength of its fortifications. I will close with a reference to its after history. For three years Britain held possession of Louisbourg and then, through craft on the one side and carelessness on the other, it was restored to France by the treaty of Aix-la-Chapelle. In England there was intense dissatisfaction on account of this weak-kneed policy, and the Colonies were filled with profound disgust. The pernicious influence of Louisbourg over Nova Scotian affairs began to be felt again, and it was to neutralize this that Gov. Shirley advised the founding of Halifax in 1749. The average Louisbourger believes that Halifax has faithfully done its duty as a counter-irritant. The second capture took place in 1758. In February, 1760, Pitt gave orders to raze the fortifications. In May the demolition was begun, and on Oct. 17 the last blast was fired which levelled the walls of this once mighty fortress. Nothing was left standing except rent and shattered houses. Everything of value was carried to Halifax. The work was done under the supervision of Commodore Byron, grandfather of the poet. A garrison of 300 men was maintained at Louisbourg for a few years, but the troops were entirely withdrawn in 1768. This was the

finishing blow to the falling fortunes of the old town. Its glory has departed, and, like the once proud Tyre, it has become "a place for drying nets." The thoughtful spectator is saddened by the desolation, and the mournful effect is increased by the breaking waves of ocean which here seem to murmur a ceaseless dirge to buried greatness.

The future of Louisbourg is bright with promise, but I shall not enter into prophecy.

It is to be hoped the weather will be propitious for the ceremony of the 17th inst., and that the visitors who are coming so far to do honor to the memory of the deeds of our fellow British citizens will find the country wearing her garments of green and gold, and all nature smiling upon an event which is unique in history, and will be remembered down the ages.

E. T. MACKEEN.

SYDNEY ACADEMY, JUNE, 1895.

The Louisbourg Celebration.

By HON. A. G. JONES,

(Member of the Queen's Privy Council of Canada.)

In speaking or writing on the subject of the services to be held on the 17th, when the Society of Colonial Wars propose erecting a granite shaft on the grounds where once stood the historic forts of Louisbourg, the feeling naturally arises to avoid any action or expression that could be taken exception to by the descendants of the gallant and chivalrous race, who were at that time masters of the Island, and a good part of the northern portion of the Continent as well.

The Society of Colonial Wars, who have charge of the arrangements, is composed of the descendants of the men who were engaged in all the early warlike enterprises on this Continent under the Crown.

Dependent largely on their own resources for defending themselves against the encroachment of the savage races who surrounded them in great numbers on every side, and who considered themselves the owners of the soil, they acquired habits of defence under a system and discipline that might now be considered primitive, but which nevertheless, judging by results, was most effective and successful.

The decision of the Government of Massachusetts to attack the great stronghold of Louisbourg reads almost like romance.

It could only be paralleled to-day by the Government of Nova Scotia deciding to capture Gibraltar if it were held by a foreign power.



French Medal struck on the Foundation of the Fortress of Louisburg, in 1730.



English Medal struck on Capture of Louisburg.

Yet without ships of war, with untrained and undisciplined Militia, and with no commanders accustomed to the art of war beyond their mere local defence against the Indians, seems to us now such an act of folly and indiscretion, that even its successful termination would scarcely justify.

A Boston writer at the time said: "the expedition had a lawyer for contriver (Shirley), a merchant (Pepperell) for general, and farmers and fishermen for soldiers." While another adds—"The expedition must run for luck against risks of all kinds," those whose hopes were highest based them on a special interposition of Providence, while others were sanguine through ignorance and provincial conceit.

And a French writer, referring to the expedition, remarks in a quaint style:—"It was an enterprise less of the English nation and its King than the inhabitants of New England alone." These singular people, he adds, "have their own laws and administrations, and their Governor plays the Sovereign. No nation but the English is capable of such eccentricities, which nevertheless are part of the precious liberty of which they show themselves so zealous."

Still, with all these disadvantages, the attempt was made and was successful. And the brave defenders, so far from their native land, looking for succor that came too late, or came not at all, were compelled to do what many equally brave men in the warlike history of the world have done before, without a stain upon their courage, their loyalty, or their honor, to yield to circumstances they could not control.

But though unsuccessful in their defence of their nation's great stronghold, their worthy descendants who compose such a large and influential portion of our Dominion to-day, have no cause to blush for shame at their failure.

The gallant deeds of the French race is written on every page of the early history of this continent.

It requires no Parkman, interesting and instructive as his writings prove, to remind us of the great names that figured in the early French history of the new world. Names like Champlain, Jacques Cartier, Montcalm, Levis and Frontenac, with hosts of others equally renowned in peace and war, will live forever in Canadian history; and though the rule of the nation they served so well has forever on this continent passed away, impartial history must ever admit that they were men of surpassing courage, and genius men of grand capacity for command, under the system they served, such men as are only produced now and again in great epochs of the world's history.

Therefore, the celebration to-day is of a double character, sentimental and national. This monument is not intended to commemorate a victory of one race over another, but to take the place of hundreds of grave stones, and is the only mark of respect we can raise to those whose ashes rest in their unidentified graves.

It is undertaken by citizens of the United States, descendants of the men engaged in all the early wars under British Rule, to erect to-day on British soil an enduring tribute to the memory and services of British subjects.

It may fittingly be regarded as a link in association and sentiment at least, that connects the past with the present, that points out to the American citizen and to the Canadian subject of the Queen as well, for all time to come, their common origin and their common descent.

It will tend to make us ever keep in remembrance, that while in many cases divided only by small streams and imaginary boundaries, our aspirations and our love of freedom spring from the same fountain head, and this sense of a common heritage should make us look back with national pride to the gallant exploits of our ancestors, as well as look forward with equal national hope and confidence to a continuation of the blessings

of peace and good will. As a celebrated American statesman once observed—"Providence has made us neighbors. Let statesmanship make us friends."

We all admit that the tendency of the human mind is rather to look back on the work of past ages than to those that immediately surround us. We are taught in our earliest days to study and admire the names of the many great men who have figured so prominently in the world's history, but where, in the whole field of even historical romance, can more interesting material be found than is furnished by events connected with the discovery and early settlement of this continent.

The energy, ability and heroic sacrifices shown by the founders of American civilization are not likely to be ever again repeated, certainly, never excelled.

Only a few years ago the world was startled by the record of Stanley's brilliant exploits in Africa, in which a gallant young Nova Scotian bore a manly part, but where in all the history of all the great transactions of ancient or modern times, can events more interesting or more wonderful, be read of than the voyages and settlements of the people who came to this then unknown portion of the world from England, France and Spain. The conquests of Cortes in Mexico, of Pizarro in Peru, the early French settlers in Florida then claiming to embrace almost the entire portion of the continent, certainly as far as the St. Lawrence, the boundless ambition and the surpassing courage and determination of these early settlers cannot but be regarded with wonder and admiration.

Later on, when the English settlers followed in their day, much of the doubt and uncertainty had passed away, and they had, so to speak, a comparatively easy task compared with those who had preceded them.

The old Puritan stock that took Massachusetts Bay as their home, were perhaps among the sternest class of Englishmen that ever left the old land.

Their Puritan blood has shown in many generations, and the great influence the State has always exercised in the affairs of the nation may no doubt be traced to the character of the men by whom it was settled.

While admitting, as we all must, the strong characteristics of these early settlers, we are at the same time forcibly reminded by their subsequent career of the inconsistency of our common nature.

Leaving England largely for conscience sake and for what



Ditch and Ruined Wall.



Baddeck Bridge.



Grand Narrows Bridge, 1/4 mile long.

they considered a greater love of civil and religious freedom, the world has possibly never known a more intolerant race than ruled the affairs of the Colony for the first century of its settlement under British rule; and it is very interesting reading to-day to peruse the despatches of Charles the first and second, Oliver Cromwell, and James the first, exhorting them under the penalty of the withdrawal of their charter, that the fullest measure of civil and religious liberty should be granted to every subject of the Crown.

Their refusal to allow the right of franchise or appointment to any office in the State except to those who gave their unconditional adherence, their own religious faith, almost surpasses belief; and Baptists and Methodists, Roman Catholics, Presbyterians, Episcopalians and Quakers, have abundant cause for thankfulness to-day that their lot was not cast in such troublesome and arbitrary times, and when no one but a Congregationalist could enjoy the freedom of franchise or the sweets of office.

I have the less hesitation in referring to these events, because my ancestors who came to Massachusetts in 1620 were probably as intolerant and arbitrary as their surroundings.

It was no great wonder then that the descendants of such stern and uncompromising parentage practiced in all the border wars with the Indians and French, should have conceived the lofty idea of reducing the great French stronghold on the Island of Cape Breton, while the history of that undertaking and its successful accomplishment, reads almost like romance in those prosaic days of the world's enterprises.

So confident did they appear of success, that before leaving Boston, it is related that large cannon balls in great quantities were cast, intending to be used in the guns they heard were mounted at Louisbourg, their own being too small for siege purposes. The result justified their forethought.

The cession of the captured fortress to France, at the Peace of Aix la Chapelle, was a severe shock to New England sentiment, and was the cause of much irritation and disappointment.

It is said that when negotiations for peace were proceeding, and the French demand embraced the return of Louisbourg to French rule, George the Second replied it was not his to give, it having been captured by the people of Boston. To the bitter disappointment of New England, however, the French demand was agreed to, and it remained in their hands until again captured, three years later, by Amherst and Wolfe, in which New England troops again bore their part.

It was after the second reduction of Louisbourg, that the gallant General Wolfe left with his victorious forces for the capture of Quebec, and where, after his brilliant victory, both he and his great opponent Montcalm, met soldiers' deaths on the historic Plains of Abraham.

The visitor to Quebec to-day will see the monument that was erected to the memory of these great heroes, with their names engraven in stone, to be handed down to posterity in remembrance of the great part they played in the early history of the country.

Looking at the brilliant war-like services of these two eminent men, might we not be permitted to paraphrase the poetic idea so happily conveyed by a distinguished writer, when referring to the services of two other men equally celebrated in another branch of the world's history, and say:

"Drop on the grave of Wolfe a tear,
'Twill trickle to his rival's bier."

Following these historic events came the Declaration of Independence, and the emigration to these British Provinces of

the men who were called the United Empire Loyalists, from whom I am descended.

Many of these men held positions of authority under the Crown, and being versed as to the legality of the movement, remained true to constituted authority, and with the recollections of a century and a half of fostering care from the mother land, felt it incumbent on their loyalty to remain true.

To surrender trusts reposed in them by Royal authority was repugnant to their ideas inherited as British subjects.

Hence thousands of them made the choice of leaving their comfortable surroundings and early associations, and hewing out for themselves and their descendants new homes in the various Provinces that now compose the Dominion of Canada.

In many cases families were divided in their political sentiments, and among those who left, some came to one Province and some to another.

Had the same conditions existed in the United States at the time of the Revolution that exists in Canada to-day, it is difficult to imagine how history might have been reversed.

We as Canadians have none of the interference with our affairs to complain of that drove the American Colonies into opposition to the Crown.

We may, unfortunately for ourselves, have refused to accept the guiding hand and wise commercial policy of the old land, but we are still proud to consider ourselves British subjects, and to accept without cost that prestige and protection so generously extended to our varied interests.

She protects us by her army and navy on land and at sea, and her sheltering banner is a tower of strength in every port in the world, where the restless activity of a subject finds an outlet for his enterprise.

For these countless advantages she draws not one penny from us in return, but carrying her doctrine of non-interference in our affairs still further, she leaves us free to frame our own financial policy however much it may be contrary to her own, to impose on British products the same rate of duty that we impose on the products of a foreign State, and to dispose of the revenues collected from her manufactures as we, in our wisdom, may consider best for the interests of our own people.

Under these circumstances it can clearly be seen that we, as Canadians, have no grievances against the old land, or any desire for change in our political relations, so long as we can remain as we are. The only grievance, as a good many think, if it can be called a grievance at all, is the liberty of misgoverning ourselves, and following a financial policy in opposition to the wise statesmanship that has made her the prosperous nation she is to-day.

We welcome our American friends to Canadian soil. We recognize in them descendants and co-inheritors of a large portion of England's glorious career. Their people are interested in many of the most important of our Provincial enterprises, and in no place is this interest more prominent than in this Island of Cape Breton. Not satisfied with this and their interest in our valuable gold mines, we now hear of their contemplated arrangements to possess themselves of our virgin forests as well.

In all these peaceful and neighborly enterprises we wish them every success. We are rivals only in the peaceful pursuits of commerce, and all that tends to the intellectual and moral advancement of our race.

We recognize the wonderful progress their country has made during its comparatively short history, and we trust that, placed by Providence, side by side, that not only peace and good-will may long prevail, but that we may, for all time to come, work hand-in-hand in seeking to establish for our people, on a permanent basis, the inestimable blessing of civil and religious liberty.



Old Cannon, probably of the 16th Century, found at Louisbourg.

Reminiscences of Old Louisbourg.

About twenty years after the second taking of Louisbourg, a small French vessel came in the harbour, and without lowering any sails, anchored off the old Town. The boat was lowered and the crew rowed for the shore. In the stern sat an old man. They went directly to a house which had been left standing, and entering, found nobody home but a woman. The old man went to the fireplace, and with a tomahawk drew some spikes out of the back of it, and took down a large square piece of flat iron, which was called by the old people the "stove plate," and in the space was exposed a large pot. He, assisted by the crew, hauled it out, and spreading a cloth on the floor poured the contents into it, which proved to be gold and silver coins. He then handed the woman the pot, and tying up his cloth with the treasure left the house as quickly and silently as he had entered. They rowed at once to the vessel, hoisted their anchor, and left the harbour. Years after the pot was in the Kennedy family, and people are now living, whose mother told them she had often cooked food in it.

About the year 1845, a number of people came to Guysborough, Nova Scotia, in a large boat. They drained a pond called the "Brew House Pond," at the old Town, and got a crock of money out of the mud in the bottom. After they left, a lady now living, found the crock broken in pieces; it had a copper cover, scalloped so that it could be bent over the crock.

Tradition has it, that at the second siege a frigate laid off the old Town and greatly annoyed the British. That during the siege the treasures from the Town were being shipped on board of her. The British at last made it so uncomfortable that he had to leave, and escaped during the darkness of the night. That several of the kegs of treasure had to be dumped over the bridge crossing the pond immediately in rear of the landing place; and if so, they remain there to-day, as no person has ever heard of them being taken up. In fact, several people years ago felt what they supposed was the kegs, with iron rods.

Several people have in recent years found money in the neighborhood of Louisbourg. About six years ago, while digging in the ruins of the English Governor's house, Philip Price came across a lot of silver and copper coins; they are now owned by Councillor LeVatte, and will be on exhibition by Rev. Mr. Draper the 17th June.

About five years ago, a woman living at Little Lorraine, found a lot of silver coins. Also, a man unearthed a number while ploughing at Big Lorraine. It is a frequent occurrence for the people living along the shore to unearth pieces of money, and there is no doubt but quantities are still buried in the earth at and in the neighborhood of Louisbourg.

During the American war of independence, privateers made Louisbourg one of their ports of rendezvous. Mr. Kavanagh,



Cross taken from the French Parish Church in 1745, and now over the entrance to the Clove Hall, Harvard University

whose descendants are now living at St. Peters and Sydney, did a large mercantile business. His trade with Spain was immense. His stores were raided several times by privateers, and goods and money taken.

One day a privateer entered the harbour, and shortly after a British frigate. The privateer anchored in a cove, as near the shore as possible, and thought the frigate would not discover him. At the old Town lived a woman by the name of Mrs. Jones. The British went on shore and enquired from her if any privateers were or had been in the harbour lately. She replied by asking the question—"If you thought there was a thief in your house, wouldn't you search every corner?" They then rowed along the shore and discovered the privateer. Shortly after, another privateer came in, and went ashore to Mrs. Jones, and took her stocking of money and everything of value they could find. Also, bent a gun they found in the house over a rock. After they left, her eldest son put the barrel of the gun in the fire to straighten it; the gun was loaded with powder and duck shot, and the charge went through his body, killing him instantly. Mrs. Jones left Louisbourg, and people say some of her descendants are now living at Baddeck.

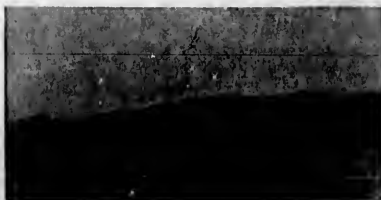
The crews of the privateers were very friendly, and never molested or did any damage, or took any cattle from the people who treated them respectfully. At that time the only inhabitants were—Slattery, Townsends, Lorways, Kennedy, Kehoes and Tutlys.

The old people told some hair-raising stories of ghosts. The guillotine hill was particularly haunted. Up to a few years ago pieces of skulls, etc., could be seen about this hill.

The latest ghost story is about a headless woman being seen wandering about the north-east, in the neighborhood of the Lower Barrasols. Several people now living, and not old, state they have seen and spoken to her, but as she had no head she certainly could not say anything to them. She would walk alongside for some distance and then suddenly disappear, to the delight of the terror-stricken midnight pedestrian, returning home probably from seeing his best girl.

Many people have dug for treasures, and some startling stories are told of midnight adventures. In some cases, after working hard all night, perhaps just before dawn, the cask or box would be felt, then would commence unearthly noises, and although it was strictly understood no person was to speak until the treasure was got above ground, some person would get so frightened they would forget themselves, and in an unguarded moment would speak. And lo, the box or keg containing the valuables would at once disappear, and could never be found again. Many people would be wealthy to-day if they had held their tongues.

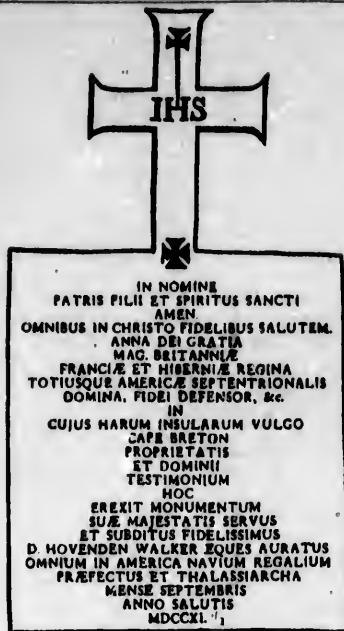
Moral—When you go digging for treasure at night, gag yourself.



Ruins of Bombproof.



Lighthouse.



Admiral Sir Hovenden Walker's Cross in Sydney Harbor, 1711.

Why Was Louisbourg Twice Besieged?

A paper read by Samuel Arthur Bent, A. M., before the Society of Colonial Wars in the Commonwealth of Massachusetts, at Boston, April 3, 1886. Published by vote of the Society and reproduced in this number by kind permission of Mr. Bent.

He who would understand the train of events by which, at the close of one of our inter-colonial wars, Louisbourg was built by the French to protect themselves and threaten British possessions; by which, in another war, it was captured, but restored to France; and by which it was again and finally taken, and then abandoned by the English, must read the history, not only of this country and England, but of the Continent of Europe, for a period of seventy years from the accession of William and Mary to the English throne.

From their settlement until the English revolution of 1688, interrupted only by Indian hostilities, the American colonies had enjoyed the peace necessary to their foundation and development. But when the revolution drove James II from his throne, and sent into banishment such unpopular servants of his as Sir Edmund Andros, the English colonies, though heartily sympathizing with these changes, found themselves embroiled in the disputes to which this revolution gave rise, and were obliged to take their part in the struggles which ensued. Even before the new charter of William and Mary was sent over, the project of the invasion of Canada and Acadia was conceived by Massachusetts; as early as April, 1690, his majesty was asked to supply arms and ammunition for the expedition, and a number of frigates, with which to attack the French by sea, while the colonies attacked them by land. In the same month Sir William Phips had captured Port Royal, in Acadia, and when the proposition was declined, owing to the war in Ireland, Massachusetts, in an alliance with Connecticut and New York, resolved to act on her own responsibility and attack Montreal by land and Quebec by sea.

New England was now embarked in the first of the great wars which raged simultaneously on both continents. We call it King William's War; in European history it is known as the War of the Palatinate, when the smiling country among the vineyards of the Rhine and the Neckar, around the stately palace of the Elector at Heidelberg and the venerable tombs of the Emperors at Speyer, was turned into a desert. The early successes of France had exhausted her finances and decimated her population, while the defeats of William were reversed, as he became more firmly seated upon his throne, by victories in Ire-

land and Scotland. Still, by the Peace of Ryswick, in 1697, after the dismal failure of Phips's Canadian expedition, after the terrible barbarities of the Indian warfare waged against the Colonists, France retained the whole coast and adjacent islands, from Maine to Labrador, with the Hudson's Bay country, Canada, and the valley of the Mississippi. The bounds between the two countries were imperfectly defined, and each was waiting for some opportunity to encroach upon the other. It soon presented itself in the second inter-colonial war, beginning in 1701, called Queen Anne's War, or, in European history, the War of the Spanish Succession, in which England opposed the elevation of the grandson of Louis XIV to the Spanish throne. It was signalized by the great campaign of Marlborough in the Low Countries, and by English victories on the coast of Spain and in the West Indies. On this side of the water, the New England frontier was again desolated. Deerfield and Haverhill were destroyed by the Indian allies of the French; remote settlements were abandoned; the colonists defended themselves in garrison houses; the gun accompanied the plough. Again an expedition against Canada failed, though Port Royal was captured, and to the shameful exhibition of the incompetence of court favorites Massachusetts had contributed £40,000 in bills of credit. More than one man in five was in coast-guard service, in the defence of the frontier, or in the Canada expedition. Years passed before this colony recovered from the financial exhaustion, the disappointment and loss of these futile attempts.

The Treaty of Utrecht, in 1713, however, after Marlborough had humbled the French at Blenheim, Ramillies, and Oudenarde, gave the first check to France in her design to conquer Great Britain in America. Nova Scotia and Newfoundland were ceded to England, while Cape Breton was left to the French. From this time forward, the latter country, called Cape Breton from the early visits of Breton and Basque fishermen,—so little known that a British Prime Minister was surprised to be told that it was an island,—began to be an important factor in American affairs. The attention of the French government had already been called to the importance of its geographical position, and to the expediency of making one of its harbors the entrepot for the trade between France, Canada and the West Indies; while it might furnish a base for future attacks upon New England. Accordingly, when Newfoundland was given up to England, the French officials and inhabitants removed to Cape Breton, then a wilderness. The so-called English harbor was selected for fortification, and named Louisbourg, after Louis XIV. This deep and shattered basin was capable of giving anchorage to a fleet of men-of-war. On a tongue of land between this basin and the coast, surrounded by barren hills and broad marshes, the fortification was built. It was begun in 1720, and cost the French over five millions of our money, and even then was not completed in accordance with the original plan, the king being unwilling to divert more money from the lavish expenditure of his court and the cost of his continental wars. A considerable portion of the finer brick and stone was brought from France; while much timber and brick was purchased from New England traders. The French always contended that the works were constructed carelessly, and that the officials in charge defrauded their government. As it was, the fortress was only completed a year or two before its capture, in 1745. Enclosed within it grew up a fishing village of some two thousand inhabitants; while the peace garrison amounted to one thousand men. The fortifications enclosed an area of over one hundred acres, and had a circumference of about two and one-half miles. They were planned on the best system, as laid down by Vauban and other great military engineers, and were, in spite of their faulty construction, the most complete example of a fortified town in America.

At the time we are considering, the Peace of 1713, the population of these colonies had reached 375,750 whites and 58,850 blacks, and was rapidly increasing. Their trade amounted to twelve and a half millions annually. On the other hand, the population of Canada did not exceed 25,000, and the only towns,—Montreal and Quebec,—had not half the population of Boston. But in spite of this disproportion of numbers, when George II ascended the throne, there were already French forts and missions on many important points on the Great Lakes, on the Mississippi River, and even at Mobile, on the Gulf of Mexico, which were to be used to confine the English between the Atlantic and the Alleghanies.

Like its predecessor, the Peace of Utrecht was but a truce, and the match was ready to set on fire both continents. It was

applied in 1744, when, in the War of the Austrian Succession,—called by us King George's War, from George II,—the English supported Maria Theresa against France and Prussia. In it George II. defeated the French at Dettingen, while Marshal Saxe worsted the English at Fontenoy. To us it is important as the occasion of the expedition which captured the newly built fortress of Louisburg. This stronghold was seen to be a standing menace to all the northern British Colonies. As the only French naval station on the continent, it commanded the chief entrance to Canada, and threatened to ruin the fisheries, which were nearly as vital to New England as was the fur trade to France. While Cape Breton was French, the nominal possession of Acadia was of little security to the English. In spite of their oath of allegiance, it was evident that the Acadians would be both useless and dangerous as long as the French flag floated over Louisburg. The danger was imminent. Even before the European declaration of war, an armament, fitted out at Louisburg, had surprised their English garrison at Canseau, breaking up the fishery. Annapolis, the capital of Acadia, or Nova Scotia, had been threatened by the Indians, but was successfully defended. The English prisoners who had been sent from Canseau to Louisburg had remained the during the winter, and the accounts they brought back of its condition gave Governor Shirley reason to believe that if an expedition was speedily sent against it, there would be a fair chance of success. These prisoners represented that not only was the garrison small, but that it was discontented, and that a mutiny had actually broken out, on account of the soldiers not having received certain additions to their pay for work upon the fortifications. The ramparts were said to be defective in more than one place, and the gales and other causes had delayed the arrival of ships with provisions and reinforcements.

When Governor Shirley laid before the General Court the plan,—which it is possible had been suggested to him by one of the several men whose names are attached to it,—for striking a blow at the French which would give the English control of the St. Lawrence, it was rejected as foolish and chimerical; but on presentation of a petition, signed by New England merchants, complaining of the losses they had received from French privateers which found refuge at Louisburg, the project was carried by one majority. Shirley then called upon the mother country and the other colonies for coöperation. Everywhere but in New England the scheme was regarded as quixotic. As the result of his application it was a New England expedition which attacked Louisburg, aided by ten pieces of small ordnance and a quantity of powder and provisions contributed by New York.

The forces against the French consisted of 4,070 men, of whom Massachusetts contributed 3,250 (one-third of them from Maine); New Hampshire, 304; Connecticut, 516. William Pepperell, who was placed in command, had become wealthy in commerce, and had held some important civil positions. With military experience, he was a man of excellent judgment, undoubted courage, and a knowledge of the art of managing men. The old Puritan spirit of the colonies asserted itself at this crisis. In the churches and on the domestic hearths prayers were offered that Romanism and its superstitions might be crushed out. A new crusade was preached by the clergy, and the great Whitfield placed upon its banner the motto, *Nil desperandum, Christo duce*.

The ships which the Duke of Newcastle sent, under command of Commodore Warren, on receipt of Governor Shirley's letter, met the Americans at Canseau. They materially contributed to the success of the expedition by capturing the French vessel on her annual trip to Louisburg with supplies, and manning her with English seamen. With this coöperation, on the 17th of June, 1745, after a siege of forty-seven days, the keys of the fortress were handed to General Pepperell, and the English flag was hoisted on the walls of Louisburg. The reception in Boston of the news of its capture was by bonfires and illuminations, and a public thanksgiving ordered by the governor. The rejoicings in Boston were echoed throughout New England, to New York, and Philadelphia. Stores for the garrison and materials for the reconstruction of the damaged works were ordered by the General Court. New York contributed for this purpose £5,000; New Jersey, £2,000; Pennsylvania, £4,000.

When Pepperell reached Boston he was met by the governor and escorted to the town-house, where he received a vote of thanks, to which he made a characteristically modest reply. His return to his home in Maine, through the large towns of

Essex County, resembled the triumphal progress of a Roman conqueror. Equal enthusiasm was shown in London, on arrival of the news of what one of her historians calls "the great event of the War of the Austrian Succession." The guns were fired in the Park and at the Tower. In return for a conquest which saved Nova Scotia to the British crown, Pepperell was made a baronet,—the first distinction of the kind ever given to a colonist,—and Warren a rear-admiral. What was the disgust of the colonies when England, by the Peace of Aix-la-Chapelle, restored Louisburg, her only conquest during the war, to the French!

The War in Europe, from 1745, had drifted on, although its original purpose had disappeared. Both parties to it were financially exhausted, and were happy to close the conflict by mutually restoring their conquests in all parts of the world. In October, 1748, the Peace was signed by which Louisburg, won for England by the farmers and fishermen of New England, was given back to France. It is said that when the preliminaries of peace were under discussion, Louis XV had demanded the restitution of Louisburg, and George II is said to have replied that it was not his to give, having been captured by the people of Boston; but his sense of justice was forced to yield to diplomatic necessity, Louisburg being the indispensable price of peace.

The reasons for so unfortunate an act are matters of conjecture. It must be remembered that parliamentary government and ministerial responsibility, as we now understand them, did not then exist. The government was not responsible to the people, nor to the House of Commons, but to the king. Nor, if the subject had been matter for debate, was there any system of parliamentary reporting. It is said, however, that conflicting representations were made to the British ministry respecting the value of Louisburg to the English. Shirley indeed told them that it was the key to both the French and English northern colonies, and that if the French should be able to hold it "it would some time or other put them upon disputing the mastery of the whole continent with the British crown." Warren agreed with Pepperell in wishing to have it established as a civil government and a free port; but Warren's successor, Commodore Knowles, thought the fortress not worth the trouble of keeping up. The fortifications, he said, were badly designed and worse executed, and the climate was frightful. It was at the mercy of a hostile fleet, and required naval defence. But Knowles, who is described as "a testy person" had an old prejudice against the colonies, and had spoken of their troops as "banditti." He had impressed mechanics in Boston to recruit his ships, whom he had given up, after a mob had attacked his officers.

Other reasons than the opinion of Commodore Knowles may have contributed to a result so mortifying to the pride of our ancestors. The conquest of Louisburg, says Palfrey, had been made at their own motion, at their own risk, and at a cost, for the moment, at least, most embarrassing to them. That they had made it for their needful security, and that they had contributed by it to the glory and greatness of the empire, seemed to them alike reasons why it should not be relinquished. How far a jealousy of their growing power, he adds, manifested by so conspicuous a demonstration, may have operated to induce the English ministry to this mortifying measure, cannot be positively affirmed. But an opinion was entertained in some quarters that in the British counsels the vicinity of French settlements and forces was not overlooked as a means of keeping the colonies in their allegiance to Great Britain, through a sense of need of her aid for their security. In fact, this was suggested to the British Prime Minister by Governor Shirley, who wrote that if Louisburg should be strengthened the Crown would have an absolute hold of the colonies, if ever there should come a time when they should grow restive, and disposed to shake off their dependency upon their mother country, the possibility of which, he added, "seems to me some centuries further off than it does to some gentlemen at home."

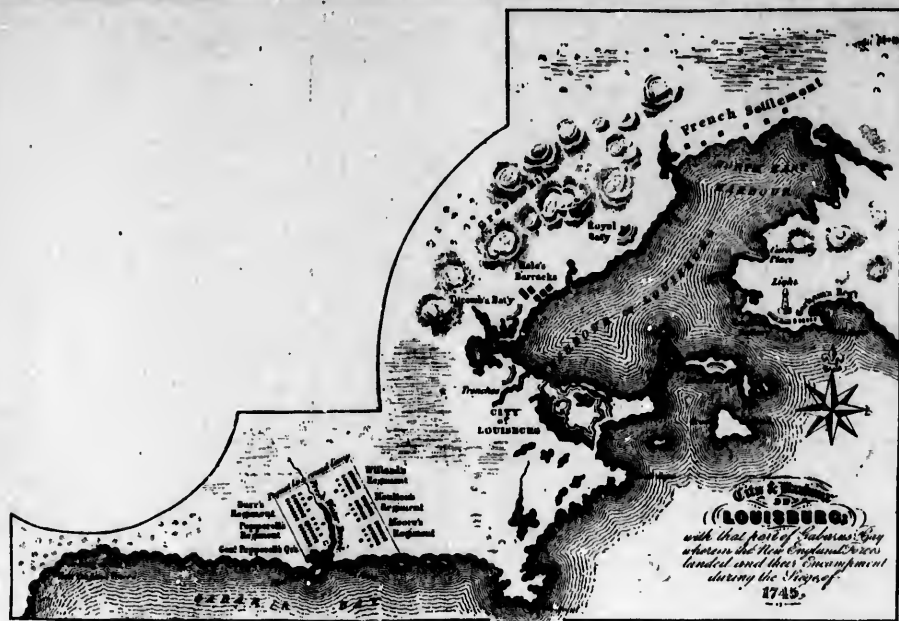
While the surrender of Louisburg was distasteful in the highest degree to the colonies to which its capture was due, Lord Mahon, in his history of England, asserts that, notwithstanding the exhausted state of the British finances and the depression wrought by the disasters in the Netherlands, the terms of the Treaty of Aix-la-Chapelle,—especially the restitution of Cape Breton,—were far from popular in England, and he adds that it was clogged with a clause most unwelcome to British pride, that hostages should be given to France for the restitution of Cape Breton, in the person of two noblemen of distinguished rank, who were selected for this purpose and sent to Paris.

But if the surrender of Louisburg was a bitter pill to the

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colonies, it was of immense benefit to Massachusetts, for it was a direct consequence of this act that our currency was reformed and placed upon a specie basis. The evil of an irredeemable paper currency had weighed upon the colony during nearly half of its existence, beginning with the issue of bills of credit to pay for the disastrous expedition against Canada in 1690. Following wars had caused further emission of bills payable, first at two years, then at three, then at longer periods. In the meantime, the value of public securities fell, and specie, for which the paper money was a cheap substitute, disappeared. Different remedies were applied, but in vain; while the distress which they were intended to relieve was becoming intolerable. Upon the urgent representation of Governor Shirley, and in order to quiet the growing discontent of the colony, the entire sum expended by Massachusetts on the expedition to Louisbourg, equal to £183,650 as an exchange then stood with London, was allowed by the English government. It came over, says Palfrey, in solid coin, "and the people of Boston, little used to the sight of money, saw seventeen trucks dragged up King street to the treasury offices, laden with two hundred and seventeen chests full of Spanish dollars, and ten trucks bearing one hundred casks of coined copper." Before the arrival of the money its use had been provided for. Thomas Hutchinson, later Governor, then Speaker of the House, having opposed all the schemes hitherto advocated, urged the devotion of the money to the payment of the provincial bills of the old tenor, more than two millions of which were in circulation. After much opposition his views prevailed; and it was further enacted that silver at the rate of 6s. 8d. the ounce, the Spanish dollars at 6s. each, should be the legal tender of the province. The money, when it arrived, took the place of the outstanding notes, and for twenty-five years Massachusetts enjoyed a specie currency.

It is not surprising that Hutchinson should begin the third volume of his "History of Massachusetts" by saying that the people of this province were never in a more easy and happy situation than at the close of the war with France; and he recounts, with no personal allusion, the establishment of the currency on a specie basis, the advantage whereof, he adds, was evident, and excited the envy of the other colonies, in each of which paper was the principal medium.

When the English understood the mistake they had made in restoring Cape Breton to France, they endeavored to retrieve it, as far as possible, and, at the suggestion of Shirley and others, set to work to bring an English population into Nova Scotia, and

to make it a source of strength instead of weakness to the New England communities. In 1749 the city of Halifax was founded on the west side of the harbor of Chebuctou, a harbor remarkable for its spaciousness and freedom from ice in the winter; and thousands of Acadians, who had supplied Louisbourg with provisions and helped to build the French forts in Nova Scotia, were deported and scattered among the English colonies.

We come now to the last and most momentous of these inter-colonial struggles, from which it is not too much to say that America emerged a nation. The conflict began with us. Its cause was the proposed settlement of the English beyond the Ohio, opposed by the French, who constructed forts to connect Canada with Louisiana. When the contending parties stood face to face along this line, the spark struck from their flintlocks, lighted the flame of war through the American forests, white across the ocean, England and Prussia stood side by side against Europe. Begun in shame and disaster on both sides of the Atlantic, with the defeat of Braddock, the fall of Oswego, defeat at Fort Edward and Ticonderoga, the Seven Years' War opened with Frederick seemingly crushed at Kolin, Port Mahon lost to England, the English disgraced in Hanover. These defeats, the result of incompetence, mal-administration, and favoritism, brought England to a despondency without parallel in her history, until the cry was heard, "We are no longer a nation."

Then the man arose for whom the time called. William Pitt, "the great commoner," loved by the people, though disliked by the king, and hated by the court, was asked to form a ministry. His sublime self-confidence found utterance in the words: "I am sure that I can save this country, and that no one else can!"—"England has long been in labor," exclaimed Frederick, "and at last she has brought forth a man!"

In the great reorganization which followed, Pitt turned his thoughts towards America. His liberal policy for the colonies was aimed to win their confidence, and thus secure their support. He proposed to procure for them immediate and permanent security against the French and their Indian allies, to encourage and to remunerate their liberality, and to protect their rights. The colonies responded to his call. Twenty-eight thousand men, of whom Massachusetts contributed one-fourth, were brought into the field. On the other hand, the presence here of 22,000 regular British troops attested the hearty cooperation of the mother country. Governor Pownall wrote to Pitt that, in spite of the large expenditures of Massachusetts, the General Court had voted to borrow £78,000 for the approaching campaign, and

that such was the spirit of the people that the subscription to the loan was filled in twelve hours. "This province," he adds, "ever did, ever will, and ever must, take the lead when a spirited measure is expected."

To command these men, Pitt discarded court favorites and senior officers. He superseded Abercrombie, and called from Germany to the command of his eastern expedition Col. Jeffrey Amherst, with the rank of Major-General. The second in command was a young man, who had been at Dettingen and Fontenoy, who was a lieutenant-colonel at two and twenty, ambitious and conscious of his ability, who was, by one great act, to earn an immortality of fame,—James Wolfe.

Even before the declaration of the war which was to begin in disaster and end in permanent conquest, the English ministry had formed the plan of assailing the French in America on all sides at once, and of repelling them, by a bold and concerted action, from all their encroachments.

Let us for a moment consider the five objective points of this final struggle for the possession of the North American continent. They covered the whole territory controlled by France, and the campaign which now opened included, 1st, the capture of Fort Duquesne, which was the key to the region west of the Alleghenies; 2nd, Louisburg and Acadia, which, in French hands, threatened New England, and controlled the fisheries of Newfoundland; 3rd, Crown Point and Ticonderoga, which controlled the route to Canada by way of Lake George and Lake Champlain, and offered a starting-point for French expeditions against New York and New England; 4th, Niagara, which lay on the portage between Lake Erie and Ontario, and protected the great fur trade of the upper lakes and the west; 5th, Quebec, the strongest fortification in Canada, which controlled the St. Lawrence and the eastern province of Canada.

The second expedition against Louisbourg was conducted on a larger scale than that whose modest equipment, but glorious result, this Society proposes to commemorate. The fleet commanded by Admiral Boscawen was composed of twenty-two ships of the line, eighteen frigates, a sloop, and two fire-ships, carrying in all 1,800 guns; 120 transports carried a train of artillery, and 500 American rafters and carpenters, under command of Lieutenant-Colonel Meserve, of New Hampshire, who had served in the first siege,—the British forces exceeding 12,000 men. The French garrison numbered 3,400 regulars and 700 militia. There were in the harbor fourteen French men-of-war, carrying 562 guns. The town was well supplied with

provisions and military stores; the walls of the fortress were defended by 218 cannon and 18 mortars. A landing was effected on the 18th of June, and in a month's time the investment was complete. The garrison made an obstinate defence. Several of the French men-of-war were sunk, to prevent the English ships from entering the harbor. When the siege ended, not one French ship had escaped destruction. The bombardment destroyed not only the fortifications, but most of the buildings of the citadel and the town, and on the morning of the 27th of July the cross of St. George waved for the second time over the fortress whose glory was ended, and which was soon to disappear from the pages of history.

The English obtained possession of 221 Cannon, 18 mortars, a great quantity of stores and provisions; nearly six thousand officers and men became prisoners of war; the inhabitants of the town were eventually sent to La Rochelle, in France. The army of Amherst went by way of Boston to join Abercrombie, in Canada.

The Canadian writer Bourinot, in his work on Cape Breton, comparing the facts of the siege of 1758, with that of 1745, admits that Pepperell's success was the more remarkable of the two. "In the one case," he says, "a famous admiral and experienced general were at the head of an army of 12,000 well-trained soldiers, and of a fleet of at least 50 war vessels, the noblest that ever appeared in American waters; with officers thoroughly trained in the use of artillery, and with a great store of all the machinery and munitions of war necessary to the reduction of a fortified town. In the other case, a relatively insignificant body of men, without regular training, unskilled in siege operations, poorly provided with cannon, tents and stores, were led by men taken from the counting-house and farm. These colonial troops were supported by a few small vessels of their own, and by an English squadron, which did not exceed nine vessels at the close of the siege. If the operations of the two sieges are compared, it will be seen that Amherst and Wolfe followed closely, whenever possible, the same plan of attack that was adopted so successfully in 1745." Even Wolfe's brilliant movements were in accord with suggestions made to the British government by Samuel Waldo, one of the officers of Pepperell's expedition.

The second capture of Louisburg was the first great success on this continent of the campaign commenced under the inspiration and genius of William Pitt. Again, as in 1745, the bells rang, cannon were fired, towns were illuminated from Maine to Virginia. In London, the colors captured at Louisburg were placed in St. Paul's Cathedral amid the roar of cannon. In this country, all along the anxious line, from Lake George southwards, Englishmen breathed more freely as they saw the French power soon to be wiped out from the American continent. It was the turning point of the war in both hemispheres. Every point on this side marked out by Pitt was gained.

The second expedition against Fort Duquesne, in which Washington led the attack, captured the post, which was to be called Pittsburgh, from the great "organizer of victory." The year after the capture of Louisburg New York was extended to the Niagara River. Crown Point and Ticonderoga were occupied by the British. Wolfe followed up the victory of Louisburg by the capture of Quebec, and with this great achievement the British flag waved from Cape Breton to the Mississippi. The five points originally sought for had been gained, and when the Peace of Paris was signed, in 1763, all that was left of the vast possessions of France in the New World was two small islands south of Newfoundland. To England she gave up her possessions east, to Spain the country west of the Mississippi.

With the conclusion of this war began a new chapter in the annals of the world. To quote the late historian Green, "It is no exaggeration to say that three of the many victories of the Seven Years' War determined for ages to come the destinies of mankind. With that of Rossbach began the recreation of Germany; with that of Plassy the influence of Europe told for the first time since the days of Alexander on the nations of the East; with the triumph of Wolfe on the Heights of Abraham began the history of the United States of America." The triumph of Wolfe was made possible by the second siege of Louisburg. Within a year after the capture of the fortress, a fleet of twenty-two ships of the line and many frigates, with an army of nine thousand men, assembled in that port and made preparations for the conquest of Canada. When the colonial contingents had arrived, and the necessary arrangements had



Admiral Warren's Tomb, Westminster Abbey.

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After the building of Halifax, and especially after the capture of Quebec, the English Government had no motive for maintaining Louisbourg at the heavy cost it required. Pitt, therefore, instructed Amherst to demolish the fortifications. "Render," he said, "the port and harbor as incommodious and as near impracticable as may be." Its garrison, armament, and stores were therefore transferred to Halifax. Much of the stone which formed the foundations and ornamental parts of the best buildings was carried to the same place, where they were used in the new town that was growing up on the hill overlooking the harbor. Thus "Louisbourg passed away from the memory of the world."

The war which closed by the Treaty of Paris, in 1763, had been a costly one to the American colonies. They had spent sixteen million dollars, and England repaid but five million. The former lost thirty thousand men, while throughout their borders were suffered the untold horrors of Indian barbarity. The taxes sometimes equalled two-thirds of the tax-payers' income; but these taxes were levied by their own representatives, and were paid without a murmur. Troops had been raised and supplies voted, not by England, but by the colonies. While supporting the British Empire, they were legislating for themselves; while fighting the battles of Great Britain, they were learning how, when the time came, to fight against Great Britain. Sneered at by young English subalterns for whom our own officers were thrust aside, the latter received a military education, which gave us, when our time came, the trained services of Washington, Gates, Montgomery, Stark, Arnold, Morgan, Putnam, Gridley, and scores of others. From isolated communities, the colonies were brought together by a common interest and a common defence, and were thus prepared to stand together when their own time came to make the attack against the common foe.

"The stormy coast of Cape Breton," wrote Parkman, "is indented by a small land-locked bay, between which and the ocean lies a tongue of land, dotted with a few grazing sheep, and intersected by rows of stone that mark, more or less distinctly, the lines of what once were streets. Green mounds and embankments of earth enclose the whole space, and beneath the highest of them yawn arches and caverns of ancient masonry. This grassy solitude was once 'the Dunkirk of America.' Here stood Louisbourg; and not all the efforts of its conquerors, nor all the havoc of succeeding times, have availed to efface it. Men in hundreds toiled for months with lever, spade, and gunpowder in the work of destruction, and for more than a century it has served as a stone-quarry; but the remains of its vast defences still tell their tale of human valor and human woe.

Beyond lies a hamlet of fishermen, by the edge of the water, and a few scattered dwellings dot the rough hills, bristled with stunted firs, that gird the quiet basin; while close at hand, within the precinct of the vanished fortress, stand two small farm-houses. All else is a solitude of ocean, rock, marsh, and forest."

And here it is that the monument to be raised by the descendants of the Soldiers of Colonial Wars, on the 17th of June next,—the anniversary of a day fateful in our history,—will commemorate the valor of our New England troops, of which the early manifestation of 1745 was the bright augury of a later and splendid demonstration.



Camp Color at the Siege of Louisbourg.



Tufts Calling the
Coast to the Staff.

One of the men, William Tufts, under the command of Lt. Col. William Vaughan, who captured the Grand Battery, the first position taken by the British Forces, climbing the flagstaff with a red coat, fastened the same to the staff, which act so incensed the French that a hundred men were sent to re-take the battery, but with the small party of thirty men he kept them from landing until reinforcements arrived.

The following is an excerpt from Beamish Murdoch's History of Nova Scotia:—

"This siege, so suddenly resolved on by the colonists, so boldly undertaken, so resolutely persevered in until crowned with complete success, is an event of no ordinary character. That a colony like Massachusetts, at that time far from being rich or populous, should display such remarkable military spirit and enterprise, aided only by the smaller Provinces of New Hampshire, that they should equip both land and sea forces to attack a redoubtable fortress called by British officers impregnable, and on which the French Crown had expended immense sums,—that the British Commodore should give such hearty aid and concurrence, and that such entire harmony existed between him and Pepperell, and among those who were under their respective commands, that 4,000 rustic militia, whose officers were as inexperienced in war as their men, although supported by naval forces, should conquer the regular troops of the greatest military power of the age, and wrest from their hands a place of unusual strength, all appear little short of miracle. No better evidence can be found to show that the British race had not in any way degenerated from the high qualities of their nation, although changing their homes for the wild regions of America. The traditions of the border wars with the Canadians and Indians no doubt operated in producing a military disposition among the people of New England; but many years had elapsed since any actual service of that kind had been called for, and I do not know that there is a name among the members of this expedition connected with previous operations of battle, except that of Colonel Moulton, who had held a command in the raid of Norridgewock twenty years before.



Sketch of Louisbourg from a painting owned originally by Sir William Pepperell. The view is from the N. W. side of the interior harbor, near a bridge spanning an inlet. (Reproduced from Winsor's *Narrative and Critical History of America*.)



CHAWLEY'S CREEK. Fifteen minutes' row from the "Sydney."



SYDNEY



A VIEW OF THE "SYDNEY." Erected on an historic spot—the site of the Government House in the days when Cape Breton was a Province—and built in Queen Anne style, it overlooks the anchorage of the British and French Warships which make Sydney their rendezvous in the summer season.

THE SYDNEY, erected and furnished about a year ago at a cost of \$40,000, during the past season proved a great boon to the tourist, for hitherto the chief complaint has been lack of a first-class hotel. The building is elegantly furnished and electric-lighted throughout, and the guests all speak in the highest measure of praise, not only of the delightful situation, but also of the excellent and assiduous attention to the comfort of guests, and the many conveniences and luxuries such as are

desired, but seldom enjoyed, by the summer tourist. A more beautiful prospect than that from the numerous balconies and verandahs can scarcely be conceived. Just picture for yourself a harbor extending seven miles in one direction, and three in another, and from one to three miles wide, with three beautiful arms—the North-West, South-East, and South-West, and the latter extending itself again into a charming river, some seven miles long, and seldom more than fifty yards wide, and then



View looking down Sydney Harbor from the "Sydney."



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HOTEL.



WENTWORTH CREEK. Ten minutes row, and about half-mile walk from the "Sydney."



A CORNER in the DINING ROOM of the "Sydney."



again expanding itself into a large and beautiful lake. There are also two creeks branching on this arm. Crawley's, the most enchanting spot imaginable, and Wentworth. The facilities for boating, bathing, and other sports, is unequalled in any part of Canada or the United States. The pleasure-seeker making the "Sydney" his headquarters, can travel with ease and comfort to any part of the Island—there is historic Louisburg, the beautiful Mira and St. Ann's Rivers, both of which are famed for the excellent sea-trout fishing to be had there, the magnificent Bras d'Or, Whyccomagh's Salt Mountain 900 feet high, "Ulsage Baun" Falls, "Bein Breagh," the Summer Home of Professor Bell, Cape Smokey—1,200 feet high—at the entrance to Ingonish Bay, Lake Ainslie, Loch O'Law, and the Margarees. You can visit any of the ten Coal Collieries and return to the Hotel the same day, and also drive to the Coxheath Copper Mine. Cape Breton presents to the tourist the most varied attractions of any portion of North America; pen and picture can do her but scant justice. The Sydney Hotel entertained over six thousand guests, and the travel this year promises to greatly exceed this. It has been remarked of the "Sydney" that it would do credit to New York, and such is the case, for it is one of the few first-class hostelrys in the Maritime Provinces. The rate is \$2.00 per day and upwards.



Another view of CRAWLEY'S CREEK.





Caledonia Colliery, on line Sydney and Louisbourg Railway.

Col. William Vaughan of Louisbourg Fame.

The erection of the monument at Louisbourg by the Society of Colonial Wars brings the attention of those interested in the past history of America not only to the importance of the event, but also to the participants, as its erection will commemorate the services of the Americans who lost their lives in 1745 while engaged in the siege.

As to the crediting of the proper person for the inception of this bold enterprise, the present as well as the past students of history can rely simply on the facts of the case as placed before the public in the writings of the different claimants and their supporters.

The immediate incentive seems to have been the report of released prisoners that the stronghold of the French, in its condition in 1744-5, unless strengthened by relief from France, could be overcome by the English.

Judge Robert Anchinoty, a resident of Boston and Roxbury, and at that time judge of the courts, presented a plan for its capture in the Gentleman's Magazine for July, 1740, in which number there is also the account of the siege and capture. To Gov. William Shirley has been ascribed by his contemporaries the origin of the plan to acquire this desirable vantage ground.

It is, however, more probable that Shirley received the idea from Gov. Wentworth of New Hampshire, who in turn had been approached by one William Vaughan, who, failing in the receipt of proper recognition in America after the success of the enterprise, went to London, where he died while attempting to get a recompense for his services.

Vaughan is said to have been a descendant of the Welsh gentry, and historians of the family claim the emigrant to have been a grandson of Sir Rodger Vaughan of Glamorganshire, Wales, and bred in London by Sir Josiah Child.

Coming to New England at an early age, William Vaughan, the grandfather, engaged in trade on the Piscataqua in bartering with the Indians and sending staves and hoops to the West Indies, receiving in return sugar, molasses, etc., which, with the fish industry, served to furnish cargoes for English ports. Marrying, in 1668, Margaret, daughter of Richard Cutts, who had been engaged in trading in New England for twenty years previous, Vaughan became a man of wealth and prominence, holding at the time of his death the office of recorder of the Province of New Hampshire.

His military career was from the rank of lieutenant of cavalry in 1675 up to that of major in later years. He also held the offices of councillor and chief justice of New Hampshire.

His son George also attained eminence and held the office of lieutenant governor of New Hampshire, 1715-1717. He married Elizabeth, the daughter of Robert Elliott, a merchant of promi-

ence and councillor of New Hampshire, by his wife Sarah, daughter of Nathaniel Fryer, councillor.

One of the children of Lieut.-Gov. George Vaughan and Elizabeth, his wife, was William, born Sept. 12th, 1703, at Portsmouth, N. H.

Graduating at Harvard College in 1722 his position, by right of birth and descent from the Cutts, Elliott, Fryer and his own ancestry, was third in a class of thirty-one. Following is the career of father and grandfather (the former dying in 1724, five years after the grandfather): William engaged in fishing and trading in 1728, establishing a trading post on the Island of Matineus, off the entrance of Penobscot Bay, from whence he sent many vessels to the fisheries on the Newfoundland banks.

At Damariscotta, in the Province of Maine, he acquired land from the Indians, and by grants erecting saw and grist mills there.

His lumber interests were large, and the combined industries gathered quite a settlement, which consisted of recent emigrants of the Scotch-Irish race, and settlers who had formerly lived at Dover, Exeter, Portsmouth, Kittery, Scarborough and other pioneer settlements.

These settlers were all hardy, sea-faring men, and made many trips to the English ports at Canso and Annapolis Royal, and were familiar with other points on the coast, many, unfortunately, suffering from the privateering acts of the French, and became acquainted with the French settlements and strongholds as prisoners.

Others, more fortunate, visited the French in time of peace between the frequent outbreaks of war in the North American colonies.

Vaughan, his captains and men, were to a great extent familiar with the fortress at Louisbourg, and when war was declared in 1744 between France and England, the sea-faring men of the District of Maine naturally turned their thoughts to their neighbors of Cape Breton, and the coveted position as a harbor of refuge and base of supplies and a vantage point from which the French might descend on their settlement.

The adventurous spirit which had animated his ancestors in settling the country, in common with that inherited by his men, suggested the acquisition of this important position. So, eager to attempt the matter, Vaughan proposed an assault and surprise by use of snow shoes in winter over drifts of snow, which encircled the walls of the fortress.

His perseverance and ardor, from contagion or a desire to rid himself of his importunities, actuated Gov. Wentworth to refer the scheme to Gov. Shirley. He, in turn, submitted to the Massachusetts General Court the scheme of an expedition which was adopted by a majority of one vote. Adversely reported on by one committee, and reconsidered through the enthusiasm of



Town of Sydney.

the people of Massachusetts, which took the form of a petition, from merchant and fisherman, whose very livelihood would be endangered by this foothold of the French in North America.

In carrying out the preparations for the expedition, Vaughan was prominent, and, though commissioned a lieutenant-colonel, refused a regular command. A member of the council of war before Louisbourg, conducting the first column against the citadel, and destroying naval stores by his active participation, he identified himself personally in the undertaking, and his exploits may be said to have reached a climax when, with thirteen men, he entered the Grand Battery on observing its deserted appearance one morning. One of his men, William Tufts, a descendant of Peter Tufts of Malden, climbing the flagstaff with a red coat, fastened the same to the staff, which act so excited the fire of the French that a hundred men were sent to retake the Battery, but with his small party Vaughan kept them from landing till reinforcements arrived. This small success encouraged the troops to land their siege guns, and also furnished a goodly supply of ammunition, which equally weakened the defence by the French and after 47 days' siege the capture of the fortress was accomplished.

Notwithstanding this record, the following letter, written a few days after the capitulation, reveals a sad state of affairs for the arduous patriot.

"LOUISBURG, June 19, 1745.

"I have lived in great bitterness of mind, and have cheerfully done my duty at the same time, despite those who chose to fret me. I rejoice at the opportunity of wishing you joy of our conquest of Louisbourg. They surrendered the sixteenth and we entered the seventeenth. I have reason to be thankful for what I have done in this affair. I hope to sail tomorrow for London."

Letters regarding him from others in London speak well of him, and as one worthy of honor and profit for his share. Unfortunately for him, as well as others, he was not to reap a reward, which others received.

No doubt Gov. Shirley did not properly advance to the credit of the subordinate American officers their share in the work done. He absorbed, to a greater extent, the credit of the origin and successful issue of the expedition, which to the mortification of the hardy New England fishermen, was rendered void by the surrender of the fortress to the French by the Peace of Aix La Chapelle in 1748.

Col. Vaughan's unsuccessful attempt at vindication and for payment of service ended suddenly by his death of smallpox in December, 1746.

His will, made just before his departure for Louisbourg, was presented for probate in March, 1747, in York County, Me., and leaves his property to his brothers and sisters, as he was unmarried, which had doubtless depreciated in the absence of the owners and tenants at Cape Breton.

A tardy appreciation of his services was accomplished in 1812, when the legislature of Massachusetts granted half a township of land to his heirs "for services performed and money expended."

A anonymous tract published in London in 1746, entitled "The Importance and Advantage of Cape Breton Truly Stated and Impartially Considered," is assigned to William Bollan, and said to have been inspired by Vaughan.

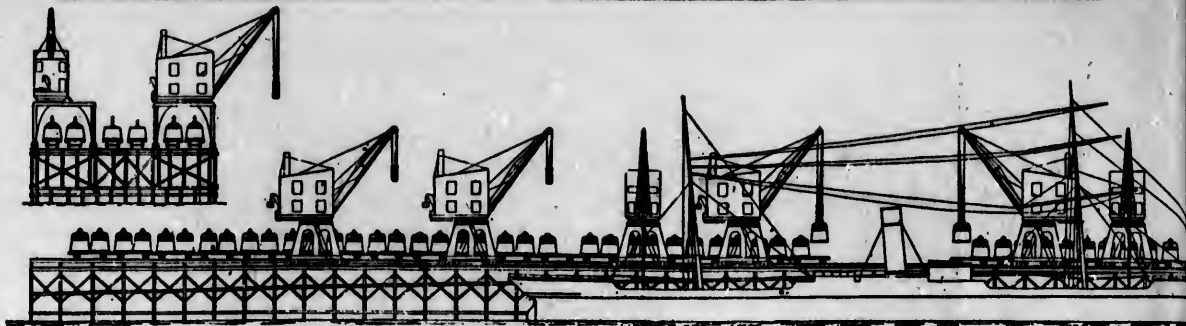
It accords him the honor of reviving a suggestion of Lieut. Gov. Clarke of New York, in 1743, to the Duke of Newcastle.

WALTER KENDALL WATKINS.

It's Glory Departed.

The following is an extract from "Cape Breton and its Memories," by DR. J. G. BOURINOT, C.M.G.

Following the sinuosities of the harbour we come to where once stood the careening wharf of the French, and here, when the writer last saw the place, was a high and long pier for loading vessels with coal brought some twelve miles from the mines by a narrow gauge railway. In this neighbourhood when the railway was built there was to be a new town of Louisbourg, and a large coal business was to be prosecuted in summer and winter, but the pier has fallen into decay—it is probably removed by this time—the railway has been derailed in places, the wooden trestle work over Catalogne Lake has rotted away, and Louisbourg has again been deserted for the town of Sydney. The road round this rugged promontory runs through great rents blasted in the rocks, and nears at mines the very verge of the precipices. At intervals are fishing stages and mouldering warehouses recalling old times of large business activity. We pass by the little north-east harbour which forms so safe a haven for the trading schooners and fishing boats that are always moored here as in the old times. As we walk down the west side towards the site of the French town we notice that the land ascends gently from the very edge of the harbour and forms a pleasant site for the present village of Louisbourg, a collection of thirty or more white-washed or painted houses, a canning factory, and two or three churches. Some shops stand by the roadside or in the vicinity of the wharves, where there are generally fish drying on flakes. Some meadows, covered with a sparse crop of grass, or late vegetables, represent the agricultural enterprise that is possible on their soil, which receives little encouragement in this changeable atmosphere of fog and rain, in this country where the spring is a delusion and the summer too often a mockery since it is so short, though in July and August there are days whose cool soft temperature is most delicious. The old ruins of the grand, or royal battery, about midway on the west side are quite visible and as we survey them, map in hand, it is easy enough with a little patience and an effort of the imagination to trace the lines of the works. Here, however, as elsewhere, we can pay our tribute to the thoroughness with which the English sappers and miners, one hundred and thirty years since, obeyed their instructions to destroy the old fortifications, and leave not one stone on another lest they might at one time be found serviceable by an enemy. Just before coming to the barachois, so often mentioned in the accounts of the two sieges, we see before us a large wooden chapel with a prominent steeple—the most pretentious ecclesiastical building in the place—and the cross that points to heaven is so much evidence that Rome claims her votaries in her old domain, and that the hatchets of the Puritan iconoclasts of Pepperell's time were of little avail after all, but that her doctrines still flourish in the island of Cape Breton. We cross the barachois by a rude bridge and follow the road along the beach for a quarter of a mile, or so, and come to a collection of fish stages and wharves made of poles laid on logs, and all redolent of the staple industry of Louisbourg. Then we turn up a hill, and soon find ourselves on the grass covered mounds of the old town. If we take a position on the site of the king's bastion, the most prominent point of the ruins, we see to the south-west the waters of the spacious Bay of Gabarus. Immediately below us are the remains of the casemates



View of New International Shipping Pier, with Laddow Apparatus.

where the women and children found a refuge during the last siege. Looking at the three that remain, it is easy to see that any number of persons must have been huddled together in a very pitiable fashion. Sheep now find shelter within these rudely constructed retreats. All around them in summer time there are patches of red clover, mingling its fragrance with the salt sea breeze, and reminding us how often this grass grows rank and rich in old grave yards, as it were to show how nature survives the memorials of man's ambition and pride. The low rugged country that stretches for a league and more to Gabarus presents all the natural features of rock and swamp, with patches of the alders and the stunted fir, that seem to flourish best on this poor bleak coast. It is quite easy to follow the contour of the fortifications until they come to the old burying grounds near Rochefort and Black Points, where hundreds of New Englanders and of French and English soldiers found their last resting place in 1745 and 1758. No tombstone or cairn or cross has been raised; the ground has never been blessed by priest; the names of the dead are all forgotten; Frenchmen, Englishmen and Colonists, Catholics and Puritans, now sleep in close vicinity to each other, regardless of the wars of creeds, beneath the green sward which the sheep nibble with all the avidity of their kind.

Louisbourg, Cape Breton, and its advantages as a Fishing Port.

1. The Dominion Coal Company having finished the construction of their line of railway from Bridgeport to Louisbourg, said Port is now connected with the railway system of Canada.
2. The secretary of state at Washington, in presenting the draft of a proposed treaty between Canada and the United States a few years ago, stated "that the day was not far distant when the Americans would have to make use of a Canadian port for outfitting vessels and drying their fish, as the American people were now demanding sleek salted hard fish, which could only be procured by using a Canadian port, and vessels making short trips."
3. Nature has planted Louisbourg in the centre of the North American fishing grounds, and with railway and steamboat connections, it must eventually become the great distributing port of the fisheries of Canada and the United States.
4. Within twelve miles of Louisbourg are the fishing grounds of Mira Bay, Scaterie, Main-a-dieu, Baleine, Little Lorraine, Big Lorraine, Kennington Cove, North Shore and Gabarus.
5. The value of fisheries in Cape Breton County for 1893 was \$182,705.21, and the total value for the four counties, Cape Breton, Richmond, Inverness and Victoria, being \$1,072,419.89. The great bulk of these fish were taken within ten or twelve miles of the shore, only 90 vessels with a total tonnage of 2,541 tons, or an average of about 28 tons a vessel, being employed. The balance of the fish were taken in open boats, and it can readily be seen that the fish taken in these counties are what is generally known as shore fish.
6. For several years past the great bulk of fish taken by the bankers in spring and fall has also been taken off the coast chiefly off Cape Breton Island, Misaine, Scaterie and Cape North banks being their chief fishing grounds.
7. Vessels outfitting at Louisbourg can make at longest three

or four weeks' voyages to any of the fishing grounds, thus landing their fish before they get over salted; and instead of having to make three or four months' voyages as they do at present from western Nova Scotia ports and Gloucester. Owners would know what their vessels were doing, fish would be sold at a better price and a saving in weight, and they would have the use of their money months before the Western and Gloucester vessels get home.

8. The mackerel taken on the coast of Cape Breton (which in the immediate neighborhood of Louisbourg in 1893, was about two thousand barrels salted,) could be shipped fresh by steamers trading between Louisbourg and Boston.

9. The codfish and haddock cured at the various Cape Breton fishing ports generally command the highest price in the Halifax markets, particularly Gabarus fish, but many of the harbors being so close on the Atlantic, the fog naturally interferes with the drying. This difficulty can be overcome by using "Whitman's Patent Process for Artificial Drying," which is pronounced by competent authorities to be good.

10. A large refrigerator establishment at Louisbourg, and stored with Fortune and Placentia Bay herring would guarantee fishing vessels bait at seasons of the the year when bait is not procurable, or would give vessels bait at all seasons without delay. It being the nearest port to Newfoundland and the port from which the American fleet invariably take their final departure when on salt and frozen herring trips, vessels could make two or three trips during the winter with frozen herring.

11. The herring caught in June and July on the south coast of Cape Breton are prime fish—the largest and fattest known—but as a general rule they are improperly cured, fishermen either leave them in their boats several hours till they are sunburnt, or slack salt them. If these fish could be bought from fishermen immediately after they are taken out of the nets, and properly dressed and salted, they would command at least one dollar per barrel more than at present, and would give consumers an excellent article of diet. This could be done at small cost by having a boat at the different harbors during the herring season (from tenth June till last of July,) follow the fishermen to their nets and buy at once, and then attend to the proper curing before the fish gets soft or sun affects them.

12. Any quantity of ice can be stored at Louisbourg at a cost of fifty cents per ton.

13. A company undertaking a general fish business at Louisbourg, and having it economically managed, would pay a good dividend to its shareholders.

14. The following memo of distances from Louisbourg, Lunenburg, N. S., and Gloucester, Mass., to the various fishing grounds will prove conclusively without any comment the advantages of Louisbourg, viz:

	Louisbourg, Cape Breton.	Lunenburg, Nova Scotia.	Gloucester, Mass.
Virgin Rocks, Grand Banks of Newfoundland	370	574	868
Green Bank	206	410	699
St. Pierre Bank	166	350	651
Artimon Bank	91	251	558
Banquero	120	267	635
Misaine Bank	56	223	519
Canso Bank	50	170	468
Middle Grounds	83	156	450
Sable Island Bank	150	132	406
Curio Bank	14	221	513
Eastern Light, Scaterie.	14	236	520
Cape North	69	205	639
Bradele Bank, or the North Bay Fishing Grounds	201	322	623

HENRY C. V. LEVATTE,



South Charlotte Street, Sydney.

Loss of the "Mary Maria."

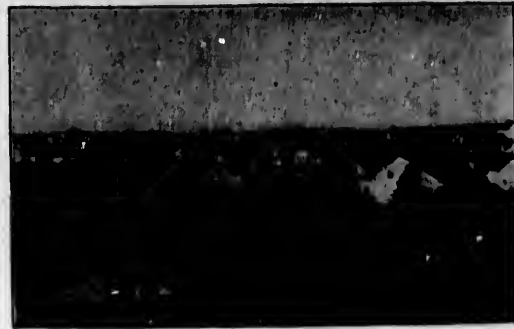
During the week ending 10th December, 1870, the wind had been easterly, and steadily increasing day by day. Outside the harbor of Louisbourg the old Atlantic was in a fury; great waves dashed against the iron bound cliffs, showering the spray hundreds of feet in the air. Inside the harbor all was tranquil. A number of Canadian and American vessels, storm bound, lay peacefully at anchor, among them the brigantine *Mary Maria* of Farrisboro, Nova Scotia, 130 tons register, Capt. Outhouse, from Sydney bound home with a cargo of coal.

On Sunday morning the eleventh of December, the wind still easterly and blowing a gale, about 8 o'clock, A. M., men were seen busily at work on board the *Mary Maria*. Neighbor meeting neighbor asked, what can they be doing? Surely he does not intend to get under weigh? But the sailors manned the yards, and one by one the sails shook to the gale. The people on shore assembled in groups, and, spell-bound, watched the crew as they manned the windless, and inch by inch hove the anchor home. The anchor breaks ground, the vessel is under weigh, and stands towards the Battery Island Shoal. What does he mean? He is standing too close to those breakers, are the ejaculations from the people on shore. The vessel is in stays and swings around on the starboard tack, pitching fearfully in the trough of the sea. Brave men on shore hold their breath, the women can only wring their hands and cry for mercy for the unfortunate crew. A tremendous sea strikes the ship and she is thrown on her side; another and the spars are gone, the sails and rigging are overboard; another and the little ship is smashing in pieces. Heaven help the crew bursts from the horror-stricken people on shore; no one can be saved. A boat is at once launched, and brave men volunteer to go to the scene of the wreck. A speck is seen on the top of the waves. What is it? Spy glasses are brought and a human being appears to be floating on that piece of the wreck, but look, he is going to sea and has only a few minutes to live. No, he is still hanging to the wreckage and is being tossed too and fro on the crest of the waves, backwards and forwards. Minutes seem hours to the anxious watchers. The undertow has taken hold of the wreckage and gradually but surely is taking it towards the old town shore. A boat is launched at the old town and willing hands row with vigor to the piece of wreckage, which proves to be the house of the ill-fated vessel, and on it, with his arms through the stove-pipe hole is a man, more dead than alive. Inside the house or cabin the clothes of the Captain and mates are hanging. After the man is resuscitated, whose name is Albert Courtney of St. Margaret's Bay, N. S., he stated the reason the Captain undertook to go to sea while weather and sea was unfit, was, the mate being a part owner of the vessel had twitted the Captain for remaining so long in port, the Captain being angry said he would go to sea be the consequence what it may. He also stated that the Captain and mate were killed by the falling spars the second sea that struck the ship. After the third sea the cabin floated alongside, he with another of the crew started for it, but the poor fellow was drowned in the attempt. The cat was in the cabin with him, but was washed off completely exhausted after they got clear of the breakers. Mr. Courtney was the only member of the crew rescued, and not a body was recovered.

This was one of the saddest shipwrecks on the coast of Cape Breton during the memory of the present generation. Five minutes after the little ship broke anchor she was smashed in atoms, and the Captain, first and second mates and three seamen had gone to meet their Creator.

LOUISBOURG, MAY 24TH, 1895.

H. C. LEVATTE.



Town of Sydney.



Emblem Society of Colonial Wars.

Several applications for membership have been forwarded from Cape Breton to the Massachusetts Society of Colonial Wars as there are many of Cape Breton's citizens who are direct descendants of Loyalists it might be of interest to republish here the circular lately issued by the Society in regard to membership, etc. The following is the circular:

THE SOCIETY OF COLONIAL WARS HAS BEEN DULY INCORPORATED PURSUANT TO THE LAWS OF THE COMMONWEALTH OF MASSACHUSETTS. THE PREAMBLE TO THE CONSTITUTION IS AS FOLLOWS:

WHEREAS, It is desirable that there should be adequate celebrations commemorative of the events of Colonial History happening from the settlement of Jamestown, Va., May 13, 1607, to the battle of Lexington, April 19, 1775:

THEREFORE, The Society of Colonial Wars has been instituted to perpetuate the memory of those events, and of the men who, in military, naval, and civil positions of high trust and responsibility, by their acts or counsel, assisted in the establishment, defense, and preservation of the American Colonies, and were in truth the founders of this nation. With this end in view it seeks to collect and preserve manuscripts, rolls, relics, and records; to provide suitable commemorations or memorials relating to the American colonial period, and to inspire in its members the fraternal and patriotic spirit of their forefathers, and in the community, respect and reverence for those whose public services made our freedom and unity possible.

ARTICLE II. MEMBERSHIP.

Any male person above the age of twenty-one years, of good moral character and reputation shall be eligible to membership in the Society of Colonial wars, who is lineally descended in the male or female line from an ancestor.

(1) Who served as a military or naval officer, or as a soldier, sailor, marine, or as a privateersman, under authority of the Colonies, which afterward formed the United States, or in the forces of Great Britain which participated with those of the said Colonies in any wars in which the said Colonies were engaged, or in which they enrolled men, from the settlement of Jamestown, May 13th, 1607, to the battle of Lexington, April 19, 1775; or

(2) Who held office in any of the Colonies between the dates above mentioned, either as

(a) Director-General, Vice-Director-General, or member of the Council, or Legislative Body in the Colony of New Netherlands;

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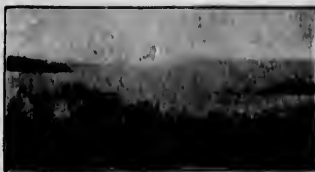
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LEVATTE.



Bras d'Or Lake.

(b) Governor, Lieutenant or Deputy Governor, Lord Proprietor, member of the King's or Governor's Council or Legislative Body in the Colonies of New York, New Jersey, Virginia, Pennsylvania, and Delaware;

(c) Lord Proprietor, Governor, Deputy Governor, or member of the Council, or of the Legislative Body in Maryland and the Carolinas;

(d) Governor, Deputy Governor, Governor's Assistant, or Commissioner to the United Colonies of New England, or member of the Council, Body of Assistants, or Legislative body in any of the New England Colonies.

One collateral representative of an ancestor, such as above specified, shall be eligible to membership, provided there be no lineal descendant, and provided that each person be the oldest collateral representative in the male line of such ancestor, or has filed with the Secretary-General of the Society written renunciations from all other persons having nearer claims to representation.

No State Society shall adopt any rule of eligibility for membership which shall admit any person not eligible for membership in the General Society.

Initiation fee, five dollars; annual dues, five dollars; a payment of fifty dollars at any one time shall constitute a life membership with exemption from annual dues.

Should you desire to become a member of the Society, application blanks can be obtained from the Secretary.

WALTER K. WATKINS,

Secretary.

18 Somerset Street.

Terms of Surrender in 1745.

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

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

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

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

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

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

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

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

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

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



Sydney Harbor.

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

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

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

P. WARREN,
W. PEPPERRELL.

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



St. Peter's Canal.

Terms of Surrender in 1758.

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

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

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

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

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

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

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

(Sgd.) LE CHEVALIER DE DRUCOUR.

LOUISBOURG, 26 JULY, 1758.



Lieutenant-General Sir William Pepperell.



Vice-Admiral Sir Peter Warren, K. H., L. L. D.

Boston and the Louisbourg Expedition of 1745.

[At a meeting of the Massachusetts Society of Colonial Wars, lately held to commemorate the sailing of the Massachusetts troops from Boston, March 24, 1745, the following paper was read by Mr. Walter Kendall Watkins, and by permission we present it to our readers.]

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

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

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

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

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

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

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

From thence the line followed Merchant's Row and Kilby street to Liberty square, the space now occupied by Post Office square being a small cove, thence along Battery-march street to

Broad street and India square. Fort Hill then sloped to Atlantic avenue, curving to what is now the corner of Pearl and Purchase streets, and from that point the line followed Purchase street to the foot of Summer street, then along Federal to East street, then curving near Beach street to Washington street, and between that thoroughfare and the water to Dover street.

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

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

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

"Boston, the Metropolis of North America, is Accounted the Largest Town upon the Continent, Having about Three Thousand Houses in it, about two Thirds them Wooden Framed, Clap Boarded, etc. and some of them Very Spacious Buildings, which, together with their Gardens about them, Cover a Great deal ground. They are for the most Part Two and three Stories high, mostly Sashed. Their Brick Building are much better and Stronger Built, more after the Modern Taste, all Sashed and Pretty well Ornamented, having Yards and Gardens adjoining also. The streets are very Irregular; the Main Streets are Broad and Paved with Stone the Cross Streets are but Narrow, mostly Paved excep towards the Outkirks the Towne. The Towne Extends abt two Miles in Length North and South, and is in some places $\frac{1}{2}$ mile and Others $\frac{3}{4}$ mile Broad, has One Main Street, Run'g the whole Length. The Towne from North to South and Tolerable broad the Situation is Vastly Pleasant, being on a Neck Land. The Tide Flowing on East Side that Part the Towne may be termed an Island. The water whicl. Parts it from the Main Contentant is about 20 foot over, with draw Bridges, and where the Tide Runs very strong trough. The Harbour is defended by a Strong Castle of a Hundred Guns, Built upon an Island, where the Shipping must pass by and within Hale. Its Situation is Extraordinary, as it Commands on Every Side and is Well Built and Kept in Exceeding Good Order. The Tyle in the Harbour Flows about 12 or 13 Foot perpendicular at the Full and Change moon its Very Inconvenient



Governor Benning Wentworth.



General Samuel Waldo.

for Loaded Vessels, as they have not more than 12 Foot water at the End the Long wharf, which wharf is noted the longest in North America, being near half an English mile in length and runs direct out, One side wherof is full of whare Houses from One End to the Other. The Bostoniers Build a vast Numb'r Vessells for Sale, from Small Sloops up to Topsail Vessells from a Hundred Tons to 3, 4 and 5 Hundred Tons, and are noted for Good Sailing Vessells, they Run mostly upon Keene Built and very strong Counted about 15 Ssile upon Stocks, which they Launch in Cradills at the full and Change the Moon. This Place has about Twelve Meeting Houses and Three Churches which are all Very Indifferent Buildings of no manner of Architect but Very Plain; at the North End they have a Ring of Bells, which are but Very Indifferent. They have but One Market which is all Built of Brick about Eighty Foot long and Arch'd on Both Sides, being Two Stories heigh the upper part Sashed, which Comprehends Several. The Publick Offices the Town; at the Southermost End is the Naval Office. The Middle, The Surveyors the Marketts offices. They have also a Town House Built of Brick, Situated in Kings Street. It's a very Grand Brick Building Arch'd all Round and Two Storie Heigh, Sashed above, its lower Part is always Open Designed as a Change, tho' the Merchants in Fair weather make their Change in the Open Street at the Easternmost End, in the upper Story are the Council and Assembly Chambers, etc, it has a Neat Cupulo Sashed all round and which on rejoycing days is Elluminated. As to Government, Boston is dependant and Subordinate to England for its laws, etc, being a King's Government. The Governour is a person appointed from Home who represents his Majesty. The Government Laws are Compyld by the Council and Great General Assembly. The Former Represents the House of Lords and the Latter Commons, and the Governour Signs them and then they Pass in a Law. In Boston they are very Strict Observers of the Sabbath day, and in Service times no Persons are allow'd the Streets but Doctors, if you are found upon the Streets and the Constables meet you, they Compel you to go either to Church or Meeton as you chuse, also in Swearing if you are Catcht you must Pay a Crown Old Tenor for Every Oath

being Convicted thereof without further dispute the 4ths of the Inhabitants are Strict Presbyterians."

In seven weeks from the time Gov. Shirley issued his proclamation for raising troops for the expedition, three thousand two hundred and fifty men were enrolled in Massachusetts, three hundred and four in New Hampshire, and five hundred and sixteen in Connecticut. The Massachusetts men were embarked the 24th of March, and sailed under the convoy of the Shirley Galley, afterwards called the Shirley Frigate. The whole naval force of the colony of Massachusetts consisted of three frigates of twenty guns each; a snow of sixteen; a brigantine of twelve, and five armed sloops mounting from eight to twelve carriage guns. A sloop from Rhode Island, and one from Connecticut, had ten or twelve guns each.

The train of artillery consisted of eight twenty-two pounders, twelve nine pounders, two mortars of twelve inch, one of eleven, and one of nine inch. These were taken from Castle William. Also ten cannon borrowed of Gov. Clinton of New York. These were eighteen pounders. Brig-Gen. Samuel Waldo commanded the land forces, Col. Samuel Moore commanded those of New Hampshire, Lieut-Col. Simon Lothrop those of Connecticut, Lieut-Col. Grindley commanded the artillery. Over the whole was Lieut-Gen. William Pepperell.

On April 3rd, 1745, Gov. Shirley made the following communication to the "Gentlemen of the Council and House of Representatives: In pursuance of the resolution of this Court for forming an expedition against the French settlements on Cape Breton, passed the 25th of January last, which is agreeable to His Majesty's pleasure signified to me upon the present rupture with France, That I should take all opportunities, as depended upon me, to distress and annoy the French in their settlements, trade and commerce."

"I have raised three thousand volunteers under proper officers to be employed in his Majesty's service upon that expedition, two thousand eight hundred of which by the twenty-fourth day

of last month, and the remainder within two days after were embarked and sailed for Casco, were they were to be joined with three hundred and fifty troops more, raised by the government of New Hampshire for the same service, upon my application to Gov. Wentworth, and to proceed from thence by the first favourable opportunity to Chappewronge Bay, to which place I expect they will be followed some time this week by five hundred troops more from Connecticut, raised likewise for the same service by that government, upon my application to them."

During the Siege of Louisburg many of the sick and wounded were sent to Boston, as is evidenced by the following:

"At a Meeting of the Select men, Oct. 16th, 1745, Voted, That Application be made to his Honour, the Lieutenant Governor and Council, to Stop Vessels coming from Cape Breton with sick Persons on board at his Majesty's Castle William until Examined, etc."

Accordingly the following Memorial was agreed to be presented, viz:

PROVINCE OF THE MASSACHUSETTS BAY.

To the Honourable Spencer Phips, Esq., Lieutenant Governor and Commander in chief for the time being of the Province aforesaid, and to the Honourable his Majesty's Council of said Province.

The Memorial of the Subscribers, Select men of the Town of Boston, Sheweth,

That great Numbers of Soldiers employ'd in the late Expedition against Cape Breton have been sent up from thence Sick of Fevers and other Distempers, and many have died, that sundry persons that have nursed and tended these Soldiers have also been taken ill of the same Fevers and died, from which your mems. were apprehensive that said Fevers were Infectious and Consulted several of the ablest Physicians in Town thereupon, who have declared that they Judge the said Fever to be very Infectious, and as many of the Soldiers now in this and other Towns are sick of this Fever, and more such it's probable will be soon sent up from Cape Breton, your Mems. therefore

think themselves obliged for the safety and Preservation of the Inhabitants of the Province to lay this matter before your Honours, praying that you will please give orders that all Vessels that shall hereafter come from Cape Breton may not pass the Castle until they be examined as to the Health and Circumstances they are in by some person your Honours shall appoint for that purpose, and that suitable places and persons with all things necessary may be provided for such sick as shall come in said Vessels, or that your Honours will be pleased to take such other methods for the Safety and Preservation of the Inhabitants of this Province as you shall judge best.

And your Memorialists shall ever pray, etc.

SELECT MEN.

Boston, October 16th, 1745.

At a Meeting of the Select men, Oct. 18th, 1745.

Present

Samuel Adams, Esq.,
Mr. Hancock,
Capt. Eeel,
Capt. Salter.

In Answer to the Memorial presented by the Selectmen to his Honour the Lieut. Governour & Council respecting Soldiers coming from Cape Breton sick with Fevers, etc., as Enter'd the 16th instant the following order pass'd in Council, Viz:

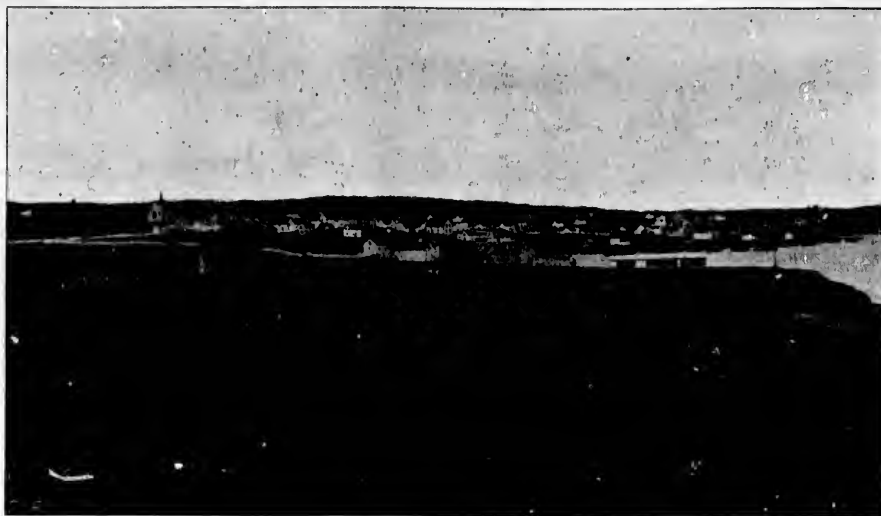
At a Council held at the Council Chamber in Boston upon Friday, the 18th of October, 1745.

On the Memorial of the Selectmen of the Town of Boston.

In answer to this Memorial, Voted, that the memorialists be desired forthwith to provide a Suitable House or Houses in some remote part of the Town of Boston for the reception of such Sick Persons as shall come in hither from Louisbourg and appoint some proper persons to Visit all Vessels coming in from thence, and upon the Memorialists being informed of any sick persons on board that they give Orders for their removal to such House as shall be provided for them as aforesaid, and all necessary care Be there taken of them in Order to their Recovery, and that His Honour the Lieutenant Governour, be desired to



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|--------------------------------|--------------------|------------------------------------|--------------------------|--------------------------|
| 1. Green Hill battery. | 5. Grand Battery. | 10. South gate. | 15. <i>Figlar's</i> . | 20. Capt. Tyng's ship. |
| 2. English Battery. | 6. Island battery. | 11. King's gate. | 16. Fire Ship. | 21. Where ships watered. |
| 3. Square battery. | 7. Citadel. | 12. East gate. | 17. Fire sloop. | 22. King's wharf. |
| 4. English lighthouse battery. | 8. Hospital. | 13. Lighthouse. | 18. French privateer. | 23. Iron battery. |
| | 9. West gate. | 14. Warren's ship, <i>Superb</i> . | 19. Capt. Gayton's ship. | 24. Circular battery. |



Louisbourg in 1865.

give Orders to the commanding officer at Castle William to examine every Vessel coming up from Louisbourg, whether they have any sick on board or not, and in Case they have, that he put an officer on Board to prevent any Sick persons going or being carried on Shoar any otherwise than according to the Order of the memorialists, and that the said officer take care that such Vessel does come to Anchor in the Channel and not come up to the Wharfe till the memorialists give Liberty.

Copy, Examined, p. J. WILLARD, Sec'y.

On 27th Jan. 1745-46, His Excellency Colonel Shirley desired "the Liberty of Vaneuil Hall to put in the Cloaths belonging to the Soldiers, &c., of his Regiment at Louisbourg, that he'll do no Damage to said Hall, but deliver up the same when desired.

The late business enterprise formed for the mining of coals in the Provinces is but a repetition of history. At a meeting of the Selectmen May 4, 1747.

Voted, That a Petition be drawn up and presented to his Excellency, Governor Knowles (who is now residing in this Town) for Liberty for the Inhabitants of the Town of Boston to fetch Sea Coal from Cape Breton for their use, which was accordingly done and is as follows, viz.:

To His Excellency Charles Knowles, Esq., Governour and Commander-in-Chief in and over the Island of Cape Breton in North America, now residing in the Town of Boston, in the Province of the Massachusetts Bay.

The Petition of the Subscribers, Select men of the Town of Boston, for and in behalf of said Town.

Humbly Sheweth,

That this Town for many Years past has been Supplied with Fire Wood brought from the Eastward parts of this Province, and has constantly employed great numbers of Sloops in bringing the same here, and their chief Dependence for Fuel in the Winter has been on those parts. But so it is, May it please your Excellency, that when this Government had determined upon the late Successful Expedition against Cape Breton, they took up almost every Coaster that transported Wood, into their Service, in which some of 'em have been employed to this Day in carrying the King's stores, etc., for Garrison at Louisbourg and Others of them that were discharged, are afraid to go to the Eastward for Wood, as usual, the Indian Enemy being many there, and are frequently Killing our Men, so that the Town has already suffered extremely for want of so absolutely necessary an Article as Firing is, in such a Cold Climate as this, and if it can't be supplied from other places than the Eastern parts, the Inhabitants have the melancholly Prospect of suffering much the ensuing Winter than they have yet done, for the Wharves in the Town that at this Season of the year were generally full of Wood, have not sufficient for daily use, and as we can think of no method to avoid the great Distress the Inhabitants of this

Town must inevitably meet with for want of Firing, but by applying to your Excellency for Relief we flatter ourselves that your Excellency will Excuse us in giving you this trouble, our request therefore is, that your Excellency will be pleased to allow Sea Coal to be brought us from Cape Breton, and to Induce you, Sir, to Grant the same, we would just mention to you, that great Numbers of Persons who liv'd at the Eastward, and every year Cut and brought down to the Water side large Quantities of Wood, went on said Expedition, and never Returned, having died at Louisbourg or Enter'd into his Majesty's Service there; that after the Reduction of the place many more Wood Cutters went to Louisbourg from the Eastward, and those that remained have been some kill'd by the Indians, and the rest drove from their Settlements, which are so broke up that we can expect but small Supplies from thence. Nor has the like Quantities of Coal been brought us this Year from England as heretofore, the great number of Blacksmiths, Singarbakers, etc., in Town being now without any and therefore obliged to stand still, and in Consequence the Shipwrights must soon be Idle, and the trade and Navigation of these parts entirely cease.

We presume we need not mention to Your Excellency the great share this Town had in the Conquest of Cape Breton (more perhaps than all the other Towns upon the Continent) and the many difficulties and Burthens we now do, and our Posterity must groan under by reason of the Loss this Province has sustain'd in the Deaths of a vast number of our men since the Reduction of that place, and our Burthens will be greatly increased if we are not Reimburs'd the Expence we were at in prosecuting that Expedition, all which (we apprehend) your Excellency is in a great measure sensible of, and would relieve us in the whole were it in your power.

We do, therefore, Intreat your Excellency will be pleased to take our distressing Circumstances into your Consideration, and allow such Vessels as go from hence to Cape Breton this year to Load with Sea Coal, paying for every Chaldron whatever your Excellency shall order; and as there are a great Quantities of it on that Island, we hope your Excellency will allow us to bring away Three Thousand Chaldron, upwards of a Thousand of which will be wanted by Blacksmiths, Singarbakers, etc., (for if any of his Majesty's subjects are entitled to such a favour we humbly apprehend your Excellency will Judge us to be so). And if your Excellency shall see cause to grant this Petition you will not only give a remarkable Instance of your tender regard for us and Disposition to relieve us, but lay the Town of Boston under such Obligations to your Excellency as are not to be forgotten. In the behalf of the Town of Boston We are your Excellency's most Dutiful and Obedient humble Serv'ts.

SELECT MEN.

Boston, May 8th, 1747.

The selectmen wrote the following letter to his Excellency Gov. Knowles at Cape Breton, viz.:

Boston, Aug. 20, 1747.

Sir.—We had the honor of your Excellency's letter of the 16th ult., and are extremely obliged to your Excellency for your readiness in giving liberty to the town to fetch Sea Coal from Cape Breton, and that they are welcome (as you are pleased to say) to any quantity they may want. We were in hopes when the several Vessels for it went from hence, Persons (other than the King's Troops, whom we could not expect should be employ'd in that Service) might have been procur'd at Louisbourg to have Dug it, but as that can't be, for the future we shall inform all such as may have our Letters to your Excellency, that they must Dig it themselves or carry Persons that will, otherwise they must not expect any. And we being so fully sensible of your Excellency's kind regards for the Town and Disposition to serve it, we doubt not in the least but your Excellency will still Grant such as may hereafter come for Coal all the Protection and assistance that may be necessary, which will still lay the Town under greater Obligations to your Excellency than they already are. We are, in behalf of the Town Your Excellency's most Obedient and Obedient, humble Servants,

W. K. WATKINS.

SELECT MEN.



Governor William Shirley.

Brigadier-General Samuel Waldo.

As far back as the twelfth century we find the Waldo family name of prominence.

The emigrant here was Cornelius Waldo, farmer for John Cogswell, of Ipswich, and later his son-in-law, by marriage to his daughter, Hannah Cogswell. Their youngest son was Jonathan, born in Chelmsford in 1668. He was married, first, November 28, 1692, to Hannah Mason. Among the children by this marriage, born in Boston, where Jonathan had settled, was Samuel, born August 7, 1696.

The father, Jonathan, became quite wealthy, and, retiring from business as a merchant, lived a life of leisure till his death, May 31, 1731.

Samuel Waldo married, 1722, Lucy, daughter of Francis Wainwright, of Ipswich.

In his youth he was brought up in a commercial career as assistant to his father, and later was associated with his brother, Cornelius. His dealings in the products of the coast of the eastern part of the province, consisting of fish, naval stores and lumber, which he shipped to the West Indies, brought return cargoes of rum, molasses, sugar, and an occasional servant, recruited from the negroes of that section.

Similar exports to Europe brought the necessaries of life to the settlers of the province, and, by way of barter, the real estate of the Waldos became augmented by possession in the District of Maine. Among others was their interest in the Muscoung Patent, which was a tract of nearly a thousand square miles, embracing nearly the whole of the present counties of Knox and Waldo, Maine.

In 1719 this patent, granted in 1629, to John Beauchamp and Thomas Leverett, was divided into ten shares, and those owning the shares were known as the "Ten Proprietors." Twenty partners were also taken into the scheme, who were termed the "Twenty Associates." Among these latter were the father and brother of Samuel Waldo.

Through Samuel Waldo's efforts to protect the claims of the proprietors and their recognition of his services, he acquired one-half the whole patent in payment of his efforts. By purchase, he later acquired still more of the tract, thus acquiring a large interest in the District of Maine. To protect this interest and its industries was the source of his assistance and activity in the Louisbourg expedition, and in later campaigns in the north-east country.

The Case of Samuel Waldo, of Boston, in the Province of Massachusetts Bay in New England Esq.

In the year 1740, War having been declared between Great Britain and Spain, and a rupture with France being greatly apprehended, Mr Waldo, then in England, thought it his Duty as One well acquainted with American affairs to lay before his Grace the Duke of Newcastle, then One of his Majesty's principal Secretaries of State, a plan for the reduction of Cape Breton, and the French Territories on Canada River, to be put in Execution as soon as a War with that Crown should happen—

In the year 1741, Mr. Waldo embarked for New England and soon after his arrival there, communicated to Mr. Shirley, his Majesty's Governour of the Massachusetts Bay, the said Plan, and gave him a copy thereof, which he was pleased to approve of—

In 1744, the Attack of the French on Cancean having alarmed New England, the project of attacking the French in their settlements was adopted by the General Court of the Province of the Massachusetts Bay, whereupon an Enterprize was formed against Cape Breton and Mr. Waldo, who then had the honour of being One of His Majesty's Council, and had the Command of the provincial Troops employed on the Frontiers, and the Chief Direction in building there a number of Ports in order to prevent the incursions of the French and their Indians, and to keep those in the English Interest steady in that attachment, was called upon to engage in this Expedition; and notwithstanding the Inconvenience to his own private Affairs, and especially to some new Settlements he had made, and was carrying on in St. George's and Mademoek Rivers, he with great readiness, engaged in the Undertaking, promoted with all his Interest the measures concerted for that end, in the Council and General Court of the Massachusetts Bay, and accepted of a Commission to be a Brigadier General of the Forces raised in the several New England Colonies for that Expedition; also Colonel of a Regiment, and Captain of a Company therein, as by the Commission will appear—

In order to carry on this Service, the province aforesaid made a temporary Establishment for four months only, for the troops that were to be raised: and very inconsiderable with respect to the pay of Officers: many of whom as well as Mr. Waldo embarked in this undertaking from a desire of doing essential service to the Interest of Great Britain, and of her Colonies, rather than from any prospect of private advantage to themselves—

By Mr. Waldo's Credit & Influence in the Province: and by his Journey into divers parts of it, to encourage & facilitate the Enlistment of Men, he was enabled in a very short time, not only to raise his own Regiment, but several other Companies, which were turned over to other Regiments, with whom he embarked, & arrived at the general rendezvous at Cancean (near 200 Leagues distant from Boston) on the 5th of April, and notwithstanding they were impeded, near three weeks by the Ice, with which the whole coast of Cape Breton was blocked up, the



Lover's Lane, Sydney.

Troops were all landed on that Island, before the End of the month, when Mr. Waldo landed with the first detachment and upon the Enemies abandoning their grand Battery he being then next in rank in the Field to William Pepperell, and appointed to sustain that important Post: and had the charge and care thereof, and of all the advanced works (consisting of three other Batteries) during the whole siege which continued 49 days, until the 17th June, 1745, when the strong Fortress of Louisbourg, together with the Island Battery were reduced to his Majestys Obedience—

Upon this important Conquest, and the resolution taken in a Council of War to keep Possession of the Place, Mr. Waldo instead of being able to return to his affairs in New England, was obliged to Continue with his Regiment, in garrison at Louisbourg, until relieved by the British Troops, and was so long detained in that Garrison, where he lost the greater part of his Regiment by sickness, that he did not return to Boston, with the small remains of it, till 26th June, 1746, as will appear by the Address of the Honourable House of Representatives on his Landing—

Of what Importance Mr. Waldo's Services were throughout this Expedition, and how much his Influence contributed towards making the Troops of New England easy, in doing near Twelve months Duty in garrison, after their involuntary Detention therein, will appear from what was represented on that subject by Governour Shirley, in his Letters to his Grace the Duke of Newcastle and to the Right Honourable Mr. Pelham—

Mr. Waldo in the services aforesaid was at a very great Expence in levying Men for the said Expedition, in rewarding Pioneers for carrying on the Works during the Siege, and for Refreshments & Rewards to the People employed in carrying (on their Backs) from Chapeau Rouge Bay, to the grand Battery and advanced works (being 4 Miles of very bad Roads) Powder, Shot, Shells, and Provisions: and hawling the great Artillery (partly consisting of Ordnance carrying 42 Lt Shot) to and from the advanced Works, for his own Support and Maintenance during the Siege: and afterwards while he continued at Louisbourg, and in transporting himself in his return to Boston—

Besides the Time, Services and Expences aforesaid bestowed on the said Expedition, Mr. Waldo by his Endeavours to serve the Public therein suffered great Losses in his private Fortune & Estate in the said Province, in having thro his zeal for the said Service, by his influence over the Inhabitants in the Eastern Parts of the province where his Estate lay, so thin'd that Frontier in raising Levies for the said Expedition, that the Norridgewock, Penobscott and other Tribes of Eastern Indians, taking advantage thereof, in his Absence in the year 1745, while in garrison at Louisbourg, broke the Peace which had long subsisted: killed some and drove off others of his Tenants consisting of 249 Families: destroyed his Houses, Mills, Dams, & Cattle, & ruined his Settlements in those parts which at great Expence of his private Fortune, had been rais'd to be very considerable in value, and were in most flourishing Circumstances, when entirely laid waste, to his great and irreparable Loss, which appears by the aforementioned Letters to the Duke of Newcastle and Mr. Pelham and a Certificate from Sir William Pepperell—

That as his Majestys Pleasure was signified, and the proper authorities conveyed to Sir Peter Warren & Sir William Pepperell, by his Grace the Duke of Newcastle, for answering all necessary expences, for securing said Conquest: until a regular establishment should be made, by Bills to be drawn on the Paymaster General and other Public Officers: Mr. Waldo having completed his Services as aforesaid, did not doubt he should receive his Majestys Pay, according to the Commission he held, and that he should have been reimburs'd all his necessary



Whycocomagh Bay.

Expence on Pioneers, &c, according to the assurances given by Mr. Shirley at Louisbourg, and by Mr. Warren then Governour of the Place: that the Officers would receive his Majestys Pay, for keeping a Garrison when their necessary Expences were greater than they would have been in any other part of his Majestys Dominions: but was disappointed therein by Sir Peter Warren & Sir William Pepperell not drawing on the Paymaster General for that purpose, as they intended to do, had they not been prevented by suggestions of its interfering with the Demand of the Province of the Massachusetts Bay, which had paid money upon account for supporting the Place after the Conquest—

Upon the arrival of the Reinforcement from Gibraltar, the American Officers returned Home: and the Province of the Massachusetts Bay having made a Computation of the Pay of their Officers, not only for the time they were engaged in the Expedition, but also during the time of their being detained in Garrison at Louisbourg, upon the Terms of their incompetent & expired Establishment offered and paid money to Individuals upon such computation, which the pressing necessities of most of the Officers obliged them to accept of; and the said province having in this manner closed their account, transmitted it to England, as the Foundation in their Claim in an Application to Parliament for a Reimbursement, wherein they made no charge in regard to Mr. Waldo, either for Pay during their temporary Establishment, or that he had so dearly earned during his Detention upon the Absolute necessity of continuing in Garrison for security of the place, till relieved by his Majestys Troops; so that he remained without pay as an Officer, without reimbursements of his Expence, or any recompence for his Losses: but not doubting but he should be considered favourably on these several Heads, when he should make his humble Application to His Majesty for that purpose which he was upon the point of doing—

When he was again called upon in consequence of his Majestys Commands, signified by Letters from his Grace the Duke of Newcastle, in April 1746, to take part in the then intended Expedition against Canada, which afforded him a probable prospect of obtaining Rank in his Majestys Army, as he had the Command of a Regiment again conferr'd upon him, and afterwards upon the refusal of Mr. Gooch to take upon him the Command of this Expedition (whom his Majesty has been pleas'd on this Occasion to promote to the Rank of a Brigadier General) Mr. Waldo was at the Desire and with the approbation of Mr. Gooch, Governour Clinton and Admiral Warren, appointed to Command in Chief, with the Title of Brigadier General: and in that Quality he held himself in readiness for the Execution of the intended Design, and continued to Act, till that Expedition being laid aside, and the Officers dismissed, he was again left unprovided in point of Rank or by half pay—

Mr. Waldo takes Leave to Observe that while the principal Persons, who claimed Merit from the reduction of Cape Breton, received Marks of his Majesty's Royal Favour, particularly Govr. Shirley and Mr. Pepperell (created a Baronet) & Sir Peter Warren & Sir William Pepperell having each received One thousand Pounds to defray their extraordinary Expence during their Residence at Louisbourg: while every Officer received some Pay or Consideration for his Services Mr. Waldo who raised 850 Men, for the Expedition and continued second in Command in the Garrison, till relieved by the British Troops, being by that means 508 Days in the Service, has not the Honour of holding any Employment under his Majesty, has received no pay from the province or any Consideration or reward in any manner whatever—

But relying on his Majestys known Justice, and being assured of Redress from his royal favour and Goodness, Mr. Waldo most humbly hopes his Services, with the Estimate of his Expences contained in the Schedule herenato annexed, will be taken into Consideration, and that his Majesty will be graciously pleas'd

to direct the Allowance of Pay agreeable to the purport of his Commission, with reasonable compensation for his Expences and Losses: and to provide for him on the military Establishment or afford him such other relief as to his Majesty in his great Wisdom and goodness may seem meet."

Gen. Waldo met his death 23 May, 1759, near Bangor, while on an expedition of this nature.

The following is from the *Boston News Letter*:

On Wednesday the 23d Instant the Honorable Brigadier General Waldo, who went with his Excellency in his late expedition to Penobscot, dropt down with an Apoplexy on the March just above the first Falls; and notwithstanding all the Assistance that could be given, expired in a few Moments. His Excellency had the Corps brought down with him to the Fort Point, where it was interred in a Vault built for the purpose on Friday, with all the Honours due to so faithful a Servant of the Public, and so good a Commonwealth's Man as the Brigadier has ever shown himself to be.—Upon landing the Corps, it was received by a guard, and when Procession began the Ship *King George* fired Half-minute Guns 'til it arrived at the place of Interment:—The Procession was lead by an Officer's Guard, next to which the Minister, then the Corps carried by the Bergemen of the *King George*, and the Fall was supported by the principal Officers: The Governor followed as chief Mourner, then the Officers of the Troops and the Master-Artificers, employed in building the Fort, two and two; and the whole closed with a Captain's Guard: Upon Coming to the Ground, the Troops under Arms form'd a Circle. Divine Service was performed, and a Sermon suitable to the awful Occasion preached by the Reverend Mr. *Phillips*: And upon the Interment of the Corps, the Guards fired three Volleys over the Grave.

WALTER KENDALL WATKINS.

BOSTON.

Commodore Warren's Squadron Before Louisbourg.

- Etham, 40 guns, Capt. Durell.
- Superb, 60 guns.
- Launceston, 40 guns, Capt. Calmady.
- Mermaid, 40 guns, Capt. Douglass.
- Hector, 40 guns, Capt. Cornwall.
- Princess Mary, 60 guns, Capt. Edwards.
- Canterbury, 60 guns.
- Sunderland, 60 guns.
- Lark, 40 guns—(Storeship.)
- Vigilant, 64 guns—Prize taken May 18. (James Douglass got command of her.)

SEA FORCES OF MASSACHUSETTS.

- Massachusetts frigate, 20 guns, Capt. Edw. Tyng.
- Caesar, 20 guns, Capt. Snelling.
- Snow Prince of Orange, 16 guns, Capt. Smithhurst.
- Brig. Boston packet, 16 guns, Capt. Hector.
- Sloop, 12 guns, Capt. Donahew.
- " 8 " Capt. Saunders.
- " 8 " Capt. Bosch.
- " hired from Rhode Island, 20 guns, Capt. Griffin.
- Connecticut vessels—one of Colony sloop, Capt. Thompson.
- New Hampshire—Province sloop 14 guns.
- Rhode Island—Colony sloop.

(The Prince of Orange was sunk and crew drowned.)
 General Pepperell, in a letter to Governor Shirley, written from Louisbourg, July 5, 1745, made the following remark regarding the strength of the captured French fortress:—"I should be glad your own eyes may see this place, for I cannot make a just representation of the strength and formidableness of it."

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- E. G. Harrahan, Esq., Vice-Pres. Sydney Board of Trade.
- J. E. Burchell, Esq., President Sydney Board of Trade.
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- Admiral Sir Horansen Walker's Cross in Sydney Harbor, 1711.
- Cross taken from the French Parish Church in 1745, and now over the entrance to the Gore Hall, Harvard University.

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J. Waldo
G. Dwight
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Snodgrass's tree

Signatures at a Council of War, June 3, 1745, on Board the "Superb," off Louisbourg.



Usage Baun Falls, Baddeck.



Mayor McDonald, Sydney.

Programme.

At the ceremony of unveiling the Monument erected by the Society in commemoration of the One Hundred and Fiftieth Anniversary of the Surrender of the Fortress on June 17th, 1745, to the New England Troops, under Lieutenant General Pepperrell, assisted by the British Fleet, under Commodore Warren.

Meeting called to order by the Chairman of the Committee, at noon, in the King's Bastion of the Fortress of Louisbourg.

- 1.—Prayer by the Chaplain General, the Reverend C. Ellis Stevens, L.L.D., D.C.L.
- 2.—Address by Frederic J. de Peyster, Esq., Governor-General of the Society.
- 3.—Addresses by representatives from the Societies in Massachusetts, Connecticut, New Hampshire, New York, Pennsylvania, New Jersey, and Vermont.
- 4.—Address by Dr. J. G. Bourinot, C.M.G., representing the Royal Society of Canada.
- 5.—Address by Hon. Everett Pepperrell Wheeler, a descendant of Sir William Pepperrell, Bart, of New England.
- 6.—Address by Edward F. de Lancey, Esq., representing Sir Peter Warren and the Colony of New York.
- 7.—Address by an officer of the Historical Society of Nova Scotia.
- 8.—Address by Hon. D. H. Ingraham, U. S. Consul General for Nova Scotia.
- 9.—Unveiling of the Monument by His Honor Lieutenant Governor Daly, of Nova Scotia, on behalf of His Excellency the Earl of Aberdeen, Governor-General of Canada.
- 10.—Salutes.
- 11.—Benediction by the Reverend T. Fraser Draper, Rector of St. Bartholomew's, Louisbourg.

Fall of Louisbourg.

David Hickey in Gloucester Breeze.

"Let Thy wisdom, O Lord, guide us in the proposed great undertaking!"

Such was the fervent ejaculation of a pious member of the Massachusetts General Court one hundred and fifty years ago, as one morning he led his family in their usual devotions. The language was mystery to all present save himself. What the "great undertaking" might happen to be, even his wife was ignorant of. But like the good woman that she was, she determined not to remain long in that condition. To quote the words of C. C. Coffin in his "Old Times in the Colonies," whether she

"wormed the secret out of him, at any rate a few days later it was known that the governor had proposed to send an army to capture Louisbourg, and that the General Court had refused to entertain the project." When, however, the "project" was forced upon the Legislature again, it was carried, though by a majority of one. That solitary vote led to a siege in many particulars the most remarkable in history. As the "Society of Colonial Wars" will celebrate on June 17 next the one hundred and fiftieth anniversary of the fall of the famous Cape Breton stronghold, every American will be interested in having recalled to his mind the events which culminated in that "great undertaking."

The island of Cape Breton was taken possession of by the French somewhere about the year 1524. They named it Isle Royale, and Louisbourg was so called in honour of their king. The fortifications were commenced in 1720. The town was built upon a small peninsula with the harbor on the one side and the Atlantic on the other. As I walked round among the ruins the other day, which are not many miles from my home, I was not surprised that Louisbourg soon rose up to a position of great commercial importance. The original purpose of the French in fortifying here was, that as the island everywhere was thickly wooded it could easily be held by this one fort against any possible attack of an enemy. The fortifications were on so formidable a scale that had they been completed in 1745 the position would have been simply impregnable.

At the entrance of the harbor were three small islets, the largest, named Battery Island, being strongly fortified. Facing this was the grand battery, whose guns swept the narrow channel past the island battery. The front of the town was defended by a wall of solid masonry, pierced by five great gates, leading to as many wharves. Some authorities assert that one hundred and forty-eight cannons were at this time in position. The citadel, or King's bastion, contained apartments for the Governor and his officers. Some slight idea of the strength of the place may be formed if we remember that up to the first siege it had cost France five millions of dollars.

No sooner was war declared in 1745 than the attention of the home authorities was directed to the advisability of reducing Louisbourg. It was also strongly impressed on the people of New England that so long as such a dangerous neighbor was at their doors their own safety was imperiled. Writers differ as to the originator of the "great undertaking," but there is a consensus of opinion that to Colonel Vaughan of New Hampshire must be given the honor of having set the ball in motion. He was a neighbor of Governor Benning Wentworth, who, by the way, judging by his portrait, must have been an exceedingly consequential sort of an old gentleman. I am inclined to think that Wentworth found Vaughan considerable of a bore, for he at last sent him off to Massachusetts to lay his scheme before Governor Shirley. Shirley was so captivated with the idea that he forth-

with had it before the General Court, with the result mentioned.

When the Puritan began to pray, heaven help those against whom he prayed. We have seen that he has commenced praying about the capture of Louisbourg, and it is a foregone conclusion that he is not going to stop at that. The historian, Parkman, hits the nail squarely on the head when referring to this phase of the Puritan character, he remarks: "The New England soldier, the product of sectarian hot-beds, fancied that he was doing the work of God and was the object of his special favor; the army was Israel and the French were Cannanite idolaters. The Puritans were never so well pleased as when teaching somebody else his duty, whether by pen, voice or bombshell. The rugged artilleryman, battering the walls of papistical Louisbourg, flattered himself with the notion that he was a champion of gospel truth. Even the celebrated Whitfield suggested a motto for Pepperrell's flag (Nil desperandum, Christo duce), which was actually adopted.

Shirley's overtures to the American colonies were coldly received everywhere outside of New England. The "great undertaking" thus became of necessity a New England affair. The total strength of the little army that finally embarked was only 4070 men. Massachusetts sent 3250, New Hampshire 304, Connecticut 516. It is said that that portion of Massachusetts which is now embraced in the State of Maine furnished one-third of the entire force.

William Pepperrell, the commander of the invading army, was worthy of the confidence reposed in him. His portrait shows him to have been an amiable and dignified gentleman. With no military experience whatever, he had sound judgment and that mysterious quality which insensibly inspires respect.

The expedition sailed on the 1st of April, and in a few days arrived at Canso. The whole coast was found to be so completely blocked with ice as to render further advance impossible. In a couple of weeks, however, it cleared, and the fleet again sailed. On the 30th of April, they dropped anchor in Gabaru's Bay, only three miles from the fortress. The landing was immediately commenced, and being feebly opposed was safely accomplished. Next morning the entire force was on the enemy's territory. A glance at the plan of the city and environs which accompanies this paper will show the relative position of the invaders and the invaded.

Pepperrell at once began aggressive operations. Colonel Vaughan, with the entire New Hampshire contingent, proceeded without delay to reconnoitre. He marched to the north-east harbor, where he found large quantities of military stores which he set on fire. The smoke, drifting in dense volumes towards Louisbourg, so frightened the garrison of the Grand Battery that they hastily evacuated it. Next morning, Vaughan, having sent his main force to rejoin Pepperrell, entered the Grand Battery with only thirteen men. In a few days the guns, which had been imperfectly spiked, were sending forth their iron messengers crashing into Louisbourg.

With incredible labor, Pepperrell dragged his cannon through the swamps to the foot of the Green Hills, one mile from the ramparts. In a week he had a battery of six guns trained on the King's bastion. In another week he had a second battery mounting four guns 700 yards nearer the town. Before long a small battery of coehorns was erected within 450 yards of the West Gate. This was soon followed by still another 200 yards from the walls. Tidecomb's battery, erected on the 20th of May, mounted five guns. It did great execution to the French "Circular Battery." About this time a large man-of-war, named the Vigilante, was captured by Warren. She carried 64 guns and 500 men.

This achievement made the admiral was anxious to take part in the bombardment of the city, but he couldn't enter the harbor till the island battery was silenced. At his earnest solicitation an attempt was made to reduce it, but this ended disastrously for the invaders, who lost sixty killed, and one hundred and sixteen taken prisoners. A battery was then forthwith erected at Light House Point, which, in conjunction with the fleet, soon destroyed the one on the island. Warren now went ashore to settle on the plan for a general attack by sea and land, when Dunchambon, seeing what was coming, sent a note to Pepperrell offering to surrender. This was responded to as follows:

"Camp, 15th June, 1745.

"To Governor Duchambon:

"We have yours of this date proposing a suspension of hostilities for such a time as shall be necessary for you to determine upon the conditions of delivering up the garrison of Louisbourg, which arrived at a happy juncture to prevent the effusion of Christian blood, as we were together, and had just determined upon a general attack. We shall comply with your desire till 8 o'clock to-morrow morning, and if, in the meantime, you surrender yourselves prisoners of war, you may depend upon humane and generous treatment. We are, your humble servants,

"PETER WARREN.

"WILLIAM PEPPERELL."

The terms were accepted, and on the 17th of June Pepperrell marched in by the west gate and received the keys of the city from the defeated governor. To quote the words of Coffin: "The French commander was brave; but seeing how it must end hung out the white flag and on June 17th the great fortress, with all its cannon and nineteen hundred soldiers surrendered to the ship-builder of Kittery, and the brave men who with undaunted enthusiasm had obeyed his orders." In the language of Bourinot: "The siege had lasted in all forty-seven days and must always be remembered as among the most glorious exploits ever achieved by a body of volunteers."



J. E. Burchell, Esq., President Sydney Board of Trade.



E. C. Hanrahan, Esq., Vice-President Sydney Board of Trade.

Views of Louisbourg.



Ruins of Casemate.



Grenadier Leap, Battery Island.



Site West Gate and Boom.



Entrance to Harbor. Battery Island and Lighthouse.



Looking from Lighthouse Battery to Battery Island.



From Titcomb's Battery towards Citadel.



From Citadel, looking towards Green Hill.



Looking from the Grand Battery towards Citadel.



Black Rock.



Supposed Wolf's Outlook.



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