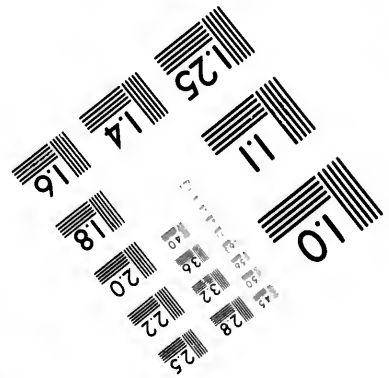
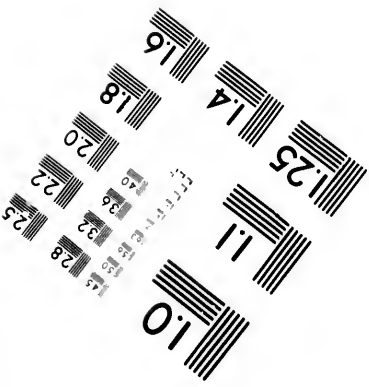
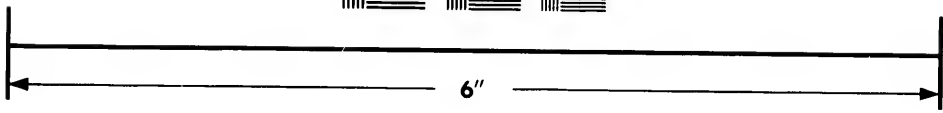
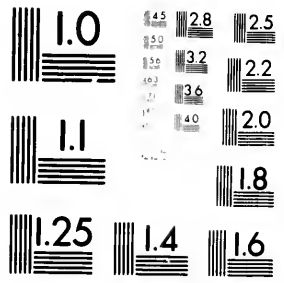


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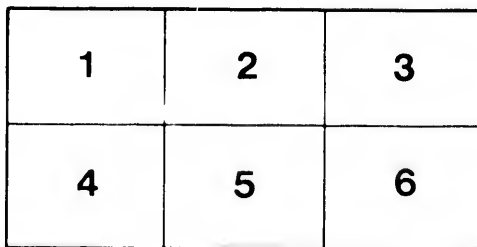
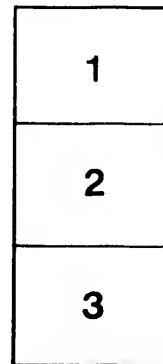
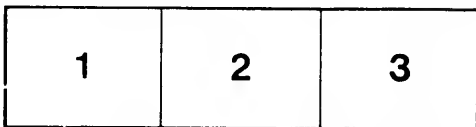
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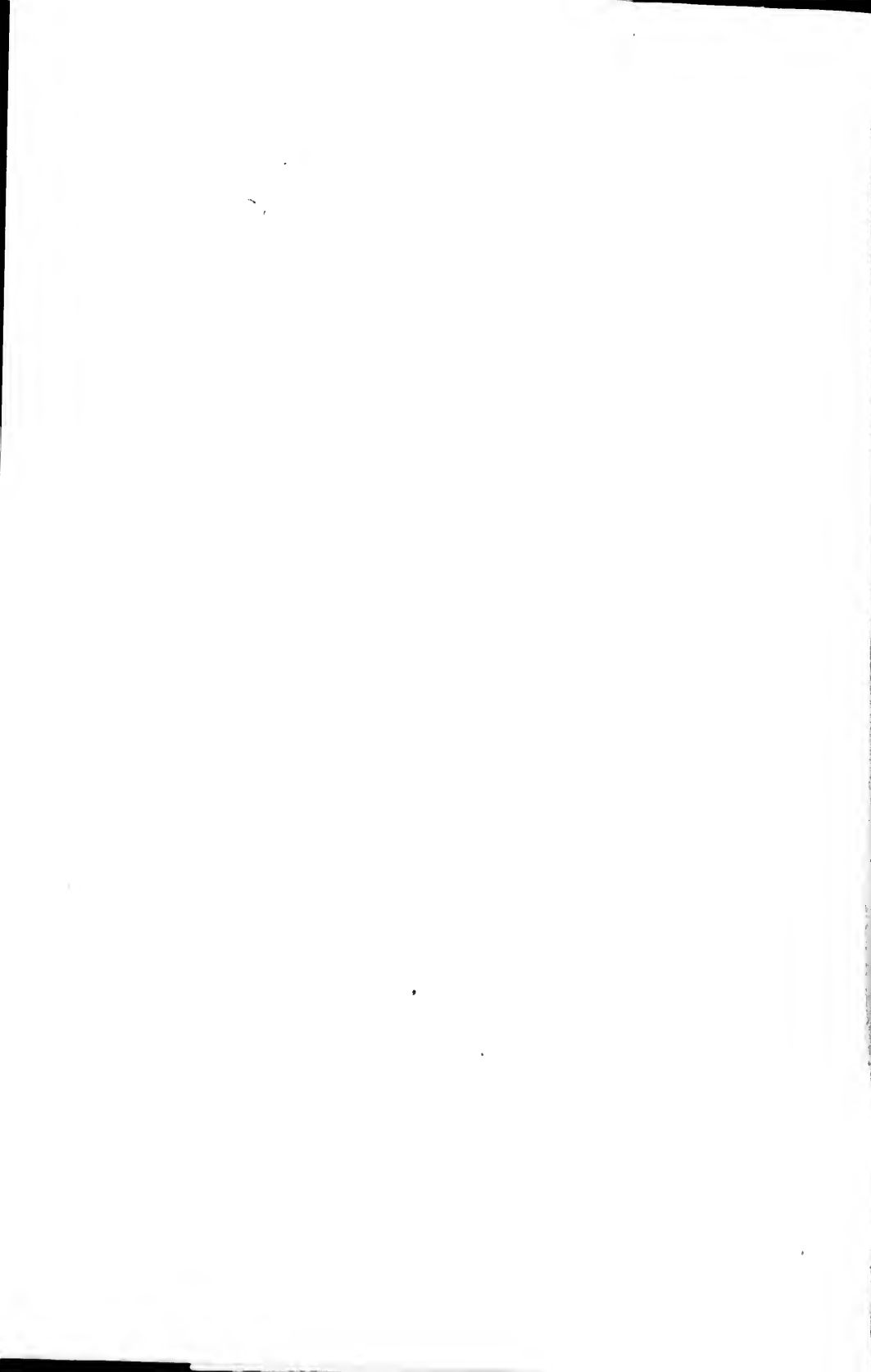
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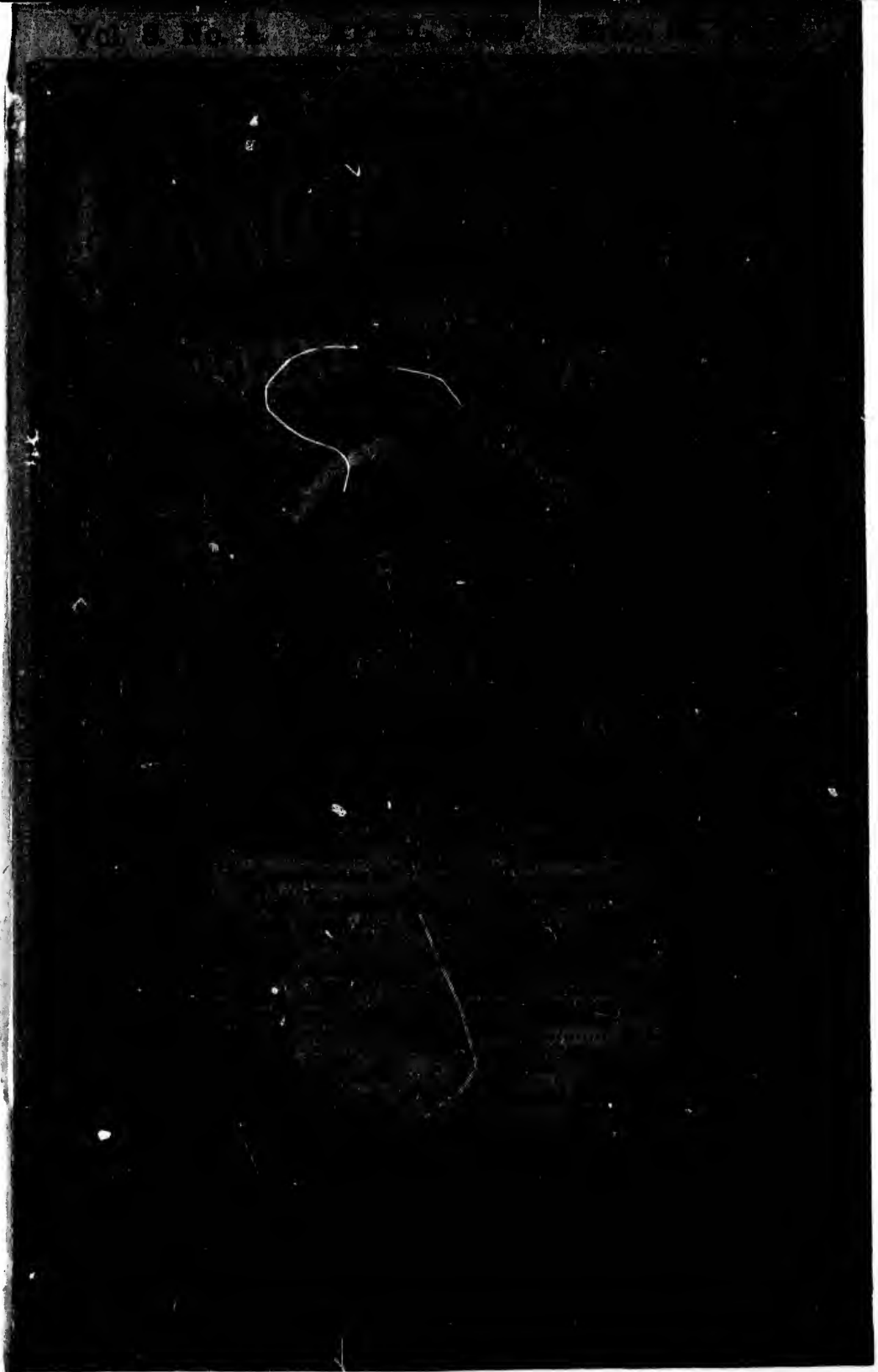
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APRIL, 1882.

THE ISLAND OF CAPE BRETON :*

THE "LONG WHARF" OF THE DOMINION.

BY JOHN GEORGE BOURINOT, F.S.S., THE CLERK OF THE HOUSE OF COMMONS.

IN choosing as the subject of my Paper an important island on the Atlantic coast of Canada, I feel that I am assisting to carry out the praiseworthy object the Geographical Society has in view. The second article of the Constitution expressly informs me, a new member, that the society desires above all things : 'To study and make known our country in relation to its productive forces; especially to bring into notice its agricultural, forest, maritime, industrial and commercial resources, with a view to augment its riches and the well-being of its population.' A great society like that in London may appropriately, as the parent and prototype of all similar associations elsewhere, follow the explorer into Arctic seas or

tropical jungles, and search the wide globe for fresh accessions to the treasures of knowledge which have been amassed under its auspices. Ours necessarily must be a more humble task in the early days of this association; but while it may be less ambitious, it cannot be said to be less useful, from a Canadian point of view. A country like ours, embracing the greater part of a Continent, containing resources still in the infancy of their development, affords a fruitful field of research for the earnest student desirous of furnishing his quota of geographical lore. Amid the bleak regions of Hudson's Bay, or the fastnesses of the mountains that bar the road to the Pacific coast, there is yet much to attract the adventurous traveller and explorer. Even in the older sections of this wide Dominion, there are 'fresh woods and pastures new' to

* A Paper read before the Geographical Society of Quebec.

be brought within the ken of those anxious to inform themselves of the topographical features and natural resources of this country, now an energetic competitor for emigration from the Old World. Only fourteen years have passed away since the different provinces of British America formed themselves into a Confederation, and it cannot be said that all sections are even yet as well informed as they should be of the respective characteristics of each other. The name of the island of which I propose to give you a brief sketch to-night is quite familiar to your ears, and all of you remember how important a part it has played in the early history of this Continent; but it is, nevertheless, quite safe to assert that its natural features are still comparatively unknown to the majority of persons residing in old Canada. Yet in the days of the French *régime*, the possession of Cape Breton was considered indispensable in the accomplishment of that grand scheme of French aggrandisement which embraced the acquisition of this whole Continent. Louisbourg was for years a menace to England, and promised to be a place of as great importance in a commercial and national point of view as the ancient capital itself. But with the disappearance of French dominion, the grass soon won possession of the dismantled walls of Louisbourg, and the fisherman's shallop became the only tenant of the noble harbour where the *fleur-de-lys* once floated from many a stately frigate in those memorable days of last century, when an ambitious town looked out on the broad Atlantic. From the day when Wolfe and Boscawen won the fortress, Cape Breton fell into obscurity, whilst Quebec still continued to fill no unimportant place in the fulfilment of the destinies of Canada. There the tourist in search of the picturesque, or the historical student desirous of discovering memorials of the past, has always found attraction. Here statesmen have met in council and laid the

foundations of the liberal system of representative government that we now enjoy. Here commerce has flourished, and the shipping of all nations has floated on the waters of the noble river which carries to the great ocean beyond the tribute of the West. But for Louisbourg there has only been, during a century and more, neglect and desolation. The history of Cape Breton has been one of placid rest, only disturbed by insignificant political contests which have not seriously ruffled the great body politic, or disturbed the social foundations of British North America.

As the Island of Vancouver in the west guards the approaches to the Pacific coast of the Dominion, so the Island of Cape Breton on the eastern shores stands like a sentinel at the entrance of the Gulf of St. Lawrence. Both these islands must necessarily, from the vantage ground they occupy, exercise an important influence on the commercial and national future of these dependencies of the Empire; but of the two, Cape Breton is vastly the more important in point of area, population, and capabilities. By reference to a map you will see that Cape Breton is an island of very irregular form, lying between the parallels of 45° 27' and 47° 3' north, and the meridians 59° 47' and 61° 32' west, and is bounded on the north-east and south-east by the Atlantic Ocean, on the south-west by St. George's Bay and the Gut of Canso, and on the north-west by the Gulf of St. Lawrence. Its total length from north to south is about one hundred and ten miles, and its total width, from east to west, eighty-seven miles. The Gut of Canso, or Fronsac, as it was first known, when Acadie was a French colony, separates the island from the peninsula of Nova Scotia, and is navigable for the largest class of vessels—its length being some fifteen miles, and its average width about a mile.

The Island is naturally separated into two great divisions by the Bras

D'Or Lake, to which I shall make fuller reference further on. These two divisions are also remarkable for certain natural features which give to each a distinctive character. The western division extends from Cape St. Lawrence to St. Peter's on the south, and is noteworthy for its ranges of hills and bold scenery. All the high lands in this division consist of syenite, gneiss, mica slate, and other metamorphic rocks of old date, with the exception of the southern end of the range lying between the Gut of Canso and the valley of the River of the Inhabitants. The valleys and low country generally between the hills, are made up of sandstone, shale, limestone and gypsum, of the lower carboniferous system. Beds of the carboniferous system occur between Margarie and Port Hood, and between the Gut of Canso and St. Peter's, but in the latter district they appear to be of small value. There are few harbours of importance on the coasts of this division—from Cape St. Lawrence in the north to the extreme end of this division on the south, Port Hood, Port Hawkesbury, and Arichat are navigable on the western side; on the north-east are St. Ann's and the great entrances of the Bras D'Or. The scenery around St. Ann's and Inganish is particularly grand, lofty precipices, rocky gorges and ravines meeting the eye in every direction. On parts of the coast, as far as Cape North, rocky precipices rise abruptly from the sea, to heights varying from six to twelve hundred feet.

The eastern division, which is bounded by the Bras D'Or and the Atlantic Ocean, is remarkable for its valuable mines of coal and the fine harbours of Sydney and Louisbourg. It contains only two ranges of hills of considerable elevation, consisting of syenite, granite, and metamorphic rocks. The land on the coast nowhere reaches a greater elevation than three hundred feet, except at the head of Gabarus Bay. The low hills on the coast con-

sist chiefly of metamorphosed Devonian and Upper Silurian rocks; the low country in the interior, as we have said, are of sandstone, shale and limestone of the carboniferous system. Off the Atlantic coast, on the south-east, lies the Island of Scatari, whose shores are strewn with the wrecks of vessels of every class. Its coast consists alternately of rocky headlands and sand or gravel beaches, guarded by reefs and inclosing ponds. Small fishing hamlets nestle in the coves, thronged during summer by fishermen from all the surrounding country; but not more than eight or ten families spend the winter in this lonely spot, against which the waves of the Atlantic fret and foam without ceasing. Some of the bays, Gabarus especially, on the eastern division of Cape Breton, are conspicuous for splendid beaches of the finest sand, where the surf, as it rushes up tumultuously, presents occasionally a spectacle of great sublimity. The total area of Cape Breton is put down by the best authorities at 2,650,000 acres, exclusive of the Bras D'Or Lakes. It is estimated that about one-half of this area is fit for cultivation, the richest soil being found on the alluvial lands watered by the largest rivers. The varieties of trees common to such latitudes grow upon the island, but the spruce prevails, and the vegetation near the coast is for the most part stunted, and very little building timber of value can now be cut. Apples, plums, pears, and other hardy fruits flourish well in favoured spots, and ordinary field crops are grown without difficulty. But it is from its coal deposits that the island must always derive the chief part of its prosperity. The rocks of the carboniferous system cover about one half of the whole area of the island; the other half, so far as known, consisting of igneous, metamorphic and Silurian rock. The Sydney coal field is the most extensive and valuable portion of the carboniferous area of the island. It extends

from Mira Bay on the east to Cape Dauphin on the west, a distance of thirty-one miles. It is bounded on the north by the sea-coast, and on the south by the Millstone Grit formation. This tract of country occupies an area of about two hundred square miles, and is intersected or indented by several bays and harbours, where we see exposed sections of the coal measures in the cliffs, which, with the exception of a few sand beaches, extend along the whole coast from Mira Bay to Cape Dauphin. The total thickness of the Sydney coal measures is not yet ascertained to a certainty, but so careful an observer as Mr. Brown, for many years connected with the Mining Association, a gentleman of high scientific attainments and practical knowledge, concludes in a work on the subject that from Burnt Head, near Glace Bay, where the highest known bed occurs, down to the Millstone Grit, it is not much under 1,000 feet.

No section of the Dominion of Canada presents more varied scenes of natural beauty, attaining true grandeur in many localities, than this island, with its imposing hills and precipices, its smiling valleys and rocky coasts, its noble harbours, where all the navies of the world may safely anchor, its calm rivers and oft storm-swept bays, whence the great ocean, in all its sublimity, stretches without a break to the shores of other continents. The vast plateau, or table land, which extends from Margarie and St. Ann's to Cape St. Lawrence, the most northern extremity of the island, is elevated in some places between 1,000 and 1,500 feet above the level of the sea, and is bounded by lofty cliffs and precipices, affording a magnificent panorama of land and water. There are numerous rivers running through the island: the Margarie, the Bedeque, the Wagamatacock, the Inhabitants, Mabou, and the Denys, water the western division; while the Sydney or Spanish River, the Mira, and the Grand River flow into the ocean through the eastern sec-

tion. Of all these rivers, however, Spanish River is by far the most important, as it runs through a fertile district of the most important country, and discharges itself at last into Sydney harbour, which in expansiveness and safety has no superior, if indeed an equal, among the many magnificent harbours of this Continent.

Fresh water lakes are very numerous in the island, the largest being Ainslie Lake, which covers an area of twenty five square miles, and forms the source of the southern branch of the Margarie River. But the most remarkable natural feature of the island is what is commonly called the Bras D'Or Lake, which is in reality a Mediterranean Sea in miniature. This lake, which is actually divided into two stretches of water, called the Great Bras D'Or and the Little Bras D'Or, is connected with the Atlantic Ocean by two straits, one of which admits the passage of the largest ships. These lakes occupy an area of some 450 square miles in the heart of the island, and are fed by several rivers, besides abounding in picturesque islands. One of these, of considerable size, called after the Marquis de la Boularderie, is situated at the entrance, and it is on either side of this island that vessels now find their way from the east into the splendid sheet of water which gives such unrivalled facilities for trade to the people of Cape Breton.

The Bras D'Or Lakes occupy deep basins, excavated in soft carboniferous strata, encompassed by hills of syenite and other pre-Silurian rocks, flanked here and there by newer sediments. They are connected with each other by Barra Strait, generally known to the people as the Grand Narrows, and find an outlet to the sea at St. Peter's, on the southern coast, by a fine ship canal, which has been at last completed to the satisfaction of the people of the island, who commenced agitating for the work many years previous to Confederation. The maximum depth of the smaller lake is fifty-four,

that of the larger forty-six fathoms ; the extreme length of the Great Bras D'Or Lake is forty-four miles ; its width from Portage Creek to Soldier Cove, twenty-one miles.

For variety of beautiful scenery this inland sea cannot be surpassed in British America. The stranger who wishes to follow the most attractive route through the island should pass through the Little Bras D'Or, which is very narrow in many places, and resembles a beautiful river. It is full of the most delightful surprises, for you think yourself perfectly land-locked, when suddenly you come to a little opening and find yourself, in less than a minute, shooting into a large bay. The banks are wooded to the very water's edge, whilst shady roads wind down, in most perplexing fashion, to some rude wharf, where you will always find moored a fisherman's boat or coasting schooner. Fine farms are to be seen on every side, and now and then you catch a glimpse of a tall white spire. We pass within reach of wooded islets and anon shoot out into the Great Bras D'Or itself, where the land at last becomes quite indistinct. Far to the northward we catch glimpses of the highlands which terminate in the promontories of Capes North and St. Lawrence. It is not the height and grandeur of the hills, nor the wide expanse of water, that gives to these lakes and their surroundings their peculiar charm, but the countless combinations of land and water, which afford new scenes of beauty at every turn. Variety is everywhere found in the irregular shore ; in the bold, rocky head-lands which roll back the lazy waves ; and in the long, graceful outlines of the sand and shingle beaches up which they sparkle, until they break into white quivering lines of surf upon the shore. There the restless motion of the Atlantic, and the thunder of the waves that encircle the island, are unknown ; and in the sheltered bays, on a calm day, the whole surface is alive with bright-coloured medusæ and

jelly fishes of every size, expanding and contracting their umbrella-shaped discs as they move in search of food on the warm, tranquil water. Cod and mackerel, herring, skate and halibut are caught on the banks and shoals ; oysters of excellent quality are found in the bay sand ponds ; and in the brooks which flow into them on every side, salmon, trout, smelt and gaspereaux abound.

For some years a steamer called at Whycoomagh or at West Bay, at the head of the lakes, and the tourist found his way over land to the Strait of Canso or the Gulf Shore, whence he was conveyed to Pictou. Now the opening of the St. Peter's Canal, and the completion of a railway to the Strait, opposite Port Hawkesbury, will largely add to the facilities for travel through the island. But the visitor who desires to see something of the most picturesque section of Cape Breton, should go to Whycoomagh, and drive to the sea-coast at Port Hood. He will, in all probability, have to be satisfied with a very primitive vehicle, but he will soon forget the absence of easy springs and soft cushions in view of the exquisite scenery that meets the eye wherever it wanders. Those who have travelled over Scotland cannot fail to notice the striking resemblance that the scenery of this part of Cape Breton bears to that of the Highlands. Indeed, the country is chiefly inhabited by the Scotch who, as a rule in this district, are a well-to-do class. Some of the best farms in the Province are here to be seen, proving conclusively the fine agricultural capabilities of this section of the island. As we pass along the mountain side we overlook a beautiful valley, where one of the branches of the Mabou River pursues its devious way, looking like a silver thread thrown upon a carpet of the deepest green. Every now and then we pass groups of beautiful elms, rising amid the wide expanse of meadows. No portion of the landscape is tame or monotonous, but all is remark-

ably diversified. The eye can linger in exquisite sylvan nooks, or lose itself amid the hills that rise away beyond until they disappear in the purple distance—

You should have seen that long hill range,
With gaps of brightness riven,
How, through each pass and hollow, streamed
The purpling light of heaven.

There are only two towns of importance on the island. Arichat is built on the small island of Madame, on the southern coast of Cape Breton, and contains several important fishing establishments owned by Acadian or Jersey merchants. It is the chief town of the County of Richmond, and the majority of the population are French Catholics, who have established a convent, where a good education can be obtained. Sydney is the important town of the island, and is situated on the harbour to which reference has previously been made. The only disadvantage that attaches to this remarkably fine port is the fact that it is frequently ice-bound during the winter months. The mines of the Mining Association of London are at the entrance of the harbour, and are connected by rail with the place of shipment which is, in local parlance, known as 'the Bar'—quite an enterprising place, with some fine shops and churches. Six miles further up the river is the capital of the island, the old town of Sydney, which is built on a peninsula. For many years Sydney led a very sluggish existence. In former times Cape Breton was a separate colony, and Sydney had a resident Governor and all the paraphernalia of a seat of government. Society was in a constant state of excitement on account of the squabbles between the officials, who on more than one occasion called out and shot each other in the most approved style of the older communities of Europe. A company of regular troops was stationed there for many years, but the old barracks are now the only evidence that remains of those gay days when Her

Majesty's forces enlivened the monotony of the ancient town. With the disappearance of the troops, and the decay of trade, Sydney for years became one of the dullest places in British America. Some ten or eleven years ago, however, additional life was given to the town by the expenditure of considerable capital in building railways, piers and other works necessary for the accommodation of the coal trade, which suddenly assumed considerable importance. Sydney is situated in the centre of the finest carboniferous district of British America. English, American and Canadian companies have mines in operation at Cow Bay, Glace Bay, Lingan and North Sydney, and had we reciprocity in coal with the United States, and new avenues of trade opened up, a great commercial impulse would necessarily be given to the old town, which appears to be again comparatively at a stand still.

Louisbourg, which is some twenty-four miles from Sydney, by the old carriage road that crosses the beautiful Mira River about halfway, will be always one of the first places visited by the tourist. When I last stood on the site of the old town, some time ago, the scene was one of perfect desolation. The old town was built on a tongue of land near the entrance of the harbour, and from the formidable character of its fortifications was justly considered the Dunkirk of America. The natural advantages of the port of Louisbourg, immediately on the Atlantic coast, very soon attracted the attention of the French in those days when they entertained ambitious designs with reference to this Continent. As an entrepot for vessels sailing between France and Canada, and for the large fleet annually engaged in the Newfoundland fisheries, the town was always considered of great importance by French statesmen. Louisbourg was first taken by Warren and Pepperell, the latter a merchant of New Eng-

land, who was the first American colonist to receive the honour of a baronetcy in recognition of his eminent services.* The success of the colonial troops naturally attracted a great deal of attention throughout England and was achieved very opportunely for the Mother Country. At the time the Colonists were gathering laurels at Louisbourg the British troops were being beaten on the Continent of Europe. 'We are making a bonfire for Cape Breton and thundering for Genoa,' wrote that old gossip, Horace Walpole, 'while our army is running away in Flanders.' By the treaty of Aix-la-Chapelle, Cape Breton fell once more into the hands of the French, who immediately renewed the fortifications of Louisbourg. At the time the negotiations for this treaty were going on, the French Court instructed its envoy to take every care that Cape Breton was restored to France, so important was its position in connection with the trade of Canada and Louisiana. Peace between France and England was not of long duration in those times, and among the great events of the war that ensued was the capture of Louisbourg. Great were the rejoicings when the news reached England. The captured standards were borne in triumph through the streets of London and deposited in St. Paul's amidst the roar of cannon and the beating of kettle drums. From that day to this, Cape Breton has been almost entirely forgotten by the statesmen and people of England. Fifty years after the fall of Louisbourg, Lord Bathurst actually ordered all American prisoners to be removed from Halifax to Louisbourg, as a place of safety. He was entirely ignorant of the fact that soon after the capture of the town, its fortifications were razed to the ground, and a good deal of the stone, as well as all the

implements of iron, were carried to Halifax. As the visitor now walks over the site, he can form a very accurate idea, if he has a map with him, of the character of the fortifications, and the large space occupied by the town. The form of the batteries is easily traced, although covered with sod, and a number of relics, in the shape of shells and cannon balls, can be dug up by any enterprising explorer. The Governor-General, during his visit of the past summer, among other things, came across an old sword which he has recently presented to the Geological Museum just opened at Ottawa.

The country surrounding the harbour is extremely barren and uninteresting, from the absence of fine trees and the lofty hills which predominate in the north-western section of the island. As one wanders over the grassy mounds that alone illustrate the historic past, one is overcome by the intense loneliness that pervades the surroundings. Instead of spacious stone mansions, we see only a few fishermen's huts. A collier or fishing boat, or wind-bound coaster, floats in the spacious harbour, where the fleets of the two great maritime nations of Europe once rode at anchor. The old grave-yard of the French is a feeding place for the sheep of the settlers. The ruined casemates, the piles of stones, the bullets that lie at our feet, are the sole memorials of the days when France and England contended for the possession of a town which was an ever-present menace to New England. As we stand on this famous historic spot—

— We hear the jar
Of beaten drums, and thunders that break
forth
From cannon, where the billow sends
Up to the sight long files of armed men,
That hurry to the charge through flame and
smoke.

The harbour, which is two miles in length and half a mile in width, with a depth of from three to six fathoms, communicates with the open ocean by a

*The colonel commanding the Connecticut regiment, at that time Speaker of the Provincial House, was Andrew Burr, whose direct descendant is Mr. J. B. Plumb, Member for Niagara.

channel only half a mile in length and one-third of a mile in width, with a depth of from six to ten fathoms. A vessel arriving on the coast with a favourable wind can reach safe anchorage in a few minutes after passing the lighthouse. This easiness of access in summer and winter without any intervening bay or roadstead, was probably one of the principal reasons why Louisbourg was chosen in preference to other harbours, like St. Ann's or Sydney. Vessels can ride at anchor with safety in all parts of the harbour when the rocky coast outside and the islands at the entrance, not more than half a mile distant, are exposed to the unbroken fury of the waves, and enveloped in immense sheets of surging foam. It is certainly strange that Louisbourg, notwithstanding its great advantages as a port, should have remained so many years in obscurity when commerce is always searching out the most available *entrepôts* for traffic between the Old and New World. Since the revival in the coal trade of Cape Breton, a railway has been constructed between Sydney and Louisbourg, with the object of making the latter the winter port of the island. The consequence is that a few new buildings have been erected around the harbour, and preparations made for considerable traffic in the future. Steamers engaged in the European trade must sooner or later make the old port a stopping place for coal and passengers. The distance of the ocean voyage from Louisbourg to Liverpool is 2,255 miles, or some 700 miles shorter than from New York to Liverpool—a great advantage in the winter season. The difference of time would be at least thirty hours in favour of Louisbourg, if a steamer could connect with a continuous rail route to New York. It would also take between seven and eight days to reach Quebec from London *via* Louisbourg.* At present there is a rail connection

* Report of Committee on Shortest Route to Europe, House of Commons Journals, 1873, Appendix 6.

from Quebec to the Strait of Canso, and the only line that has to be constructed is one from the Strait to Louisbourg—a distance of some eighty miles over a country which offers every facility for railway construction. The Strait of Canso must of course be crossed by means of a steam ferry, constructed with a special view to carry cars and combat the heavy ice which bars the passage at certain times of the year. Looking then at the advantageous position of Louisbourg on the Atlantic, and its accessibility to the great coal mines of the island, it is easy to predict that the time is not far distant when it must become the eastern terminus of the Dominion system of railways, and one of the most flourishing cities on this Continent.

Wherever you go in Cape Breton you come upon traces of the French occupation. Many of the old names, are, however, becoming rapidly corrupted as time passes, and their origin is forgotten. One would hardly recognise in 'Big Loran' the title of the haughty house of Lorraine. The river Margarie, remarkable for its scenery and the finest salmon fishing in the Maritime Provinces, is properly the Marguërite. Miré has lost its accent and become Mira. Inganish was originally Niganiche. The beautiful Bras D'Or still retains its euphonic and appropriate name, and so does Boularderie Island, at the entrance of the lake. Port Toulouse is now known as St. Peter's—the terminus of the canal. The present name of the island is itself an evidence of French occupation. Some of those adventurous Basque mariners and fishermen, who have been visiting the waters of the Gulf for centuries, first gave the name of Cape Breton to the eastern point of the island, after 'Cape Breton,' near Bayonne.

Many interesting relics are now and then turned up by the plough in the old settlements. I remember seeing some years ago, a fine bell which was discovered at Inganish, and which

bore, in accordance with the custom in France, the following inscription :
' Pour la Paroisse de Niganiche jay été nommée Jaimé Francoise par Jehannis Decarette et par Francoisse Vrail parain et maraine—la fosse Ivret de St. Malo ma fait An, 1729.'

No one can travel for any length of time through the island without seeing the evidence of its being behind other parts of British America in prosperity, despite the many elements of wealth that exist in soil and surrounding waters. As a race the people are by no means enterprising. The great majority are Scotch by descent, and many of them exhibit the thrift and industry of their race. Many of the younger men go off yearly to the United States and those of them who return generally come back imbued with more progressive ideas. The descendants of the old French population are an industrious class, chiefly engaged in maritime pursuits. A portion of the inhabitants consists of the descendants of American loyalists and the original English settlers who came into the country after the capture of Louisbourg and the foundation of Sydney. Agriculture is largely followed by the people, and with some measure of success in the fertile lands watered by Spanish, Miré, Bedeque, Mabou and other rivers. On the sea coast the fisheries predominate, though all the people even there, more or less, till small farms. The collieries absorb a considerable number of men in the county of Cape Breton, which is the most prosperous and populous section of the island. A good many persons are engaged in the coasting trade, especially at Sydney and Arichat, though ship-building has never been pursued to any extent—Sydney in this respect offering no comparison with the great ship-owning towns of Yarmouth and Hantsport in Nova Scotia proper. The island is divided into four political divisions—Cape Breton, Richmond, Inverness and Victoria, which return

five members to the House of Commons, besides giving three senators to the Upper House of Parliament.

The total population of the island may be estimated at ninety thousand souls, and as an illustration of its trade. I may add that last year the number of vessels that entered inwards at the ports of Arichat and Sydney alone was nearly 1000—the great majority entering at the latter port for supplies of coal and comprising many steamers and craft of large tonnage.

There are about five hundred Indians on the island, all belonging to the Miemac tribe, which has continued to dwell in Nova Scotia since the days when De Monts and De Pontreucourt landed on the western shore of Acadie and founded Port Royal. The majority now live at Escasoni in a very picturesque section of Cape Breton in the vicinity of the Bras D'Or Lake, where they have some fine farms and worship in a large chapel.

No part of British America is richer in natural resources, and in all those elements necessary to create wealth and prosperity, than this noble island; but unfortunately its progress so far has been retarded by the want of capital and the absence of speedy communication with the rest of the Continent. The collieries are numerous, but the output of coal is still relatively insignificant—over 500,000 tons a year—when we consider the wealth they could send forth were there a larger market open to this great source of national prosperity.

The island stands on the very threshold of the finest fishing grounds of the world. Quarries of marble, gypsum, limestone and other valuable stone abound, and oil is also known to exist in the Lake Ainslie district. The natural position of the island is remarkably advantageous for trade of every kind. It stands at the gateway of the Gulf of St. Lawrence, a splendid entrepot of commerce in times of peace, and an invaluable bul-

wark of defence in the days of war. Whether we consider its geographical relations to the rest of Canada, or its prolific natural resources, we cannot but come to the conclusion that the tide of prosperity which is now flowing so steadily in the direction of all parts of this Continent cannot continue

much longer to pass by its too long-neglected shores, but will sooner or later lift the island out of the isolation and obscurity which now overshadow its progress, and enable it at last to take its proper position among the industrial communities of the Dominion.

' WERE TO MEET AGAIN.'

WERE to meet again, this week or next,
 And I'm sorely troubled, my dear!
 To know *how* we'll meet—for we parted—
 Well—somewhat like lovers last year.

Since you have written no letter
 I could not, it was not my place;
 I scarce know if by this I'm supplanted
 By a prettier figure and face.

I, being a girl and more constant,
 Thought often of dropping a line
 To inquire of your health and enjoyments,
 And ask—where you usually dine:

If, just as of old, on your Sundays
 You go to the Tompkins' to tea,
 And dine with 'Old Hector and Madame,'
 And talk of the dreadful 'N. P.':

Get up late in the mornings, etc.,—
 Well, I thought I would write of these things;
 But such resolutions, 'dear Frederick,'
 Are borne on the flimsiest wings!

Miss Jones, your old love—what about her?
 Did you mind her engagement with Brown?
 I heard that the way she still flirted,
 Was the talk of your virtuous town.

I wonder how I shall meet you,
 If *you* will be formal and stiff,
 You *are* very often, I've noticed,
 And then if you are—dear me!—if—

too long-
sooner or
the isola-
now over-
able it at
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s of the

