

ART. V.—LOUISBURG—PAST AND PRESENT. A HISTORICO-GEOLOGICAL SKETCH.—REV. D. HONEYMAN, D. C. L., F. R. S. C., &c.

(*Read April 13th, 1885.*)

LOUISBURG is situate on the south-east side of the Island of Cape Breton, in lat. $45^{\circ} 55'$, and in long. 59° to 60° . It lies thus in the meridian of Standard time of Nova Scotia and the 16 hour meridian of Cosmic time. It is $3^{\circ} 40'$ east of Halifax, and is the only place of notice in this meridian. It is first known in History as Havre a l'Anglois or English Harbour. It was so called as it was a place of resort for English Fishermen. This was its name previous to the year 1713. By the treaty of Utrecht, Cape Breton was ceded to France; it then received the name L'isle Royal. On its cession the French proceeded to fortify it, chiefly, by the erection of one Stronghold. The Port St. Anne, called also Port Dauphin and Havre a l'Anglois became rivals for this enviable distinction. La Ronde Denys says "Port Sainte Anne is without contradiction the finest Harbor in the world. It would cost only half the expense to make the fortifications there that it would at Port l'Anglois, as the materials are at hand. My deceased grandfather, Denys, had a fort there, the vestiges of which are yet to be seen."

Charbeois, says, "The sole inconvenience of the Port St. Anne, which every one admits to be one of the finest Harbours in the New World, is that it is not easy to make it. Havre a l'Anglois is considered to be of easy access and reputed to be generally free from ice. Another recommendation is, it opens direct into the Atlantic Ocean and consequently cannot be blocaded by an enemy." These considerations led to its selection as the future stronghold. Louis the Fourteenth was then King of France. After the "Grand Monarque" it was named Louisburg.

In 1714 Queen Anne died, and George the 1st, Elector of Hanover, succeeded to the Throne of Great Britain. In the following year Louis the Fourteenth died. His successor was his grandson, Louis the Fifteenth. As the latter was under age,

Philip the Duke of Orleans became Regent. It was during his regency that the French were engaged in laying the foundation of the City and Fortress Louisburg, in the year 1718.

The first Governor of Cape Breton and Louisburg was M'de Costabelle, who was transferred from Placentia Bay, Newfoundland, when it was given up to Great Britain by the Treaty of Utrecht. With him were transferred the French inhabitants of Placentia Bay. These, with others from France, Canada and Acadia, formed the first population of Louisburg.

In the year 1723 the regent died, and Louis XV. assumed the reins of power, while only fourteen years of age.

In 1727 George I. died, and George II. succeeded him. At this time the Governor of Louisburg was M. de St. Ovide, who had been lieutenant du Roi under M. de Costeello.

In 1732, Louisburg was considered to be almost impregnable; about 30,000,000 livres, or 7,500,000 dollars, had been expended on its works. It had a strong citadel, and several other forts and batteries, well mounted with cannon.

In 1744, the garrison consisted of 600 regulars and 800 militia. At this time wars arose in Europe; thus, Maria Theresa, of Austria, had succeeded her father, the Emperor Charles VII., in 1740, but the Elector of Bavaria was made Emperor Charles VII., at Frankfort, in 1742, and claimed the Austrian possessions. The King of France took the part of the Elector, while George II. aided Maria Theresa. France and Great Britain were thus ranged on opposite sides. War was consequently declared by France against England, and England against France, in 1744. Duquesnel, who was then Governor of Louisburg, received intimation of the declaration of war two months before it was received in Boston, and immediately commenced hostilities. He sent M. de Vivier, with armed ships and 900 men, to Canseau, which was captured without opposition, and the inhabitants, who capitulated on certain conditions, were taken prisoners to Louisburg.

CITY AND FORTIFICATIONS OF LOUISBURG, IN 1745.

Looking at the chart before me, we are reminded somewhat of the City of Paris, inclosed within its fortifications. Our plan is

from a survey made by Richard Gridley, lieutenant-colonel of the train of artillery at the siege in 1745. We could not well have better authority for our subsequent description. The scale is 300 feet to the inch.

The city and its fortifications occupied a tongue of land which formed the south-west side of the harbour. The suburbs seem to have been sparsely settled. The only settlements indicated in the map which accompanies the plan, are along the north-east side of the harbour. The city is divided into squares. Its streets run east and west and north and south. Of the former there are six in number, of the latter there are seven. The main street is No. 3 from the north. It extends from the Maurepas Gate on the east, to the Grand Parade, on the west. On this street is situate the hospital and the nunnery. The hospital on its north side is otherwise bounded by the second street on the north, and by the second and fourth cross streets, counting from the east the third cross street is intercepted by the hospital, and terminates on the main street. The nunnery on the south side of the main street is otherwise bounded by street No. 4 and No. 5. There is a square between this establishment and the grand parade. Other buildings named are the ordnance store and the general store. Attached to the former are the arsenal and bake house. Adjacent is the fortification stores. These occupy a grand square in the north-west corner of the city. There are three gates having names, viz., Maurepas Gate, already referred to, at the east end of Main Street. Queen's Gate at the south end of the second cross street, and Frederick's Gate on the north, opposite the seventh cross street leading to the harbour near the general store, and which is called the *Key Curtain* and the West Gate. The length of Main Street from the Maurepas Gate to the Grand Parade is 1500 feet. This is the greatest length of the city. The street north of it is 1300 feet in length. This is shortened by the great pond which is on the north-east side of the city. It extends, however, farther west than the main street, as the latter is shortened by the Place of Arms of the citadel, which is on the west of the Grand Parade. The 4th cross street has a length of 1300 feet, The fifth street is 1200

feet long. These two represent the greatest breadth of the city. Length of the city 1300 to 1500. Breadth 1200 to 1300.

FORTIFICATIONS.

On the east side of the City, we have on either side of the Maurepas Gate, guard houses, then the Talus or slope of the Rampart and Rampart, then a broad ditch crossed by a bridge 150 feet in length. On the left (N) of this is the Maurepas Bastion, and on the right (S.) the Brouillan Bastion. In front of the Ditch and Bastions is the intermediate angular place of arms with Traverse on either side, Ramparts and Glacis with entrance.

The south-west side has its fortifications. The chief is the Citadel or King's Bastion. I have already said that this is situate on the west end of Main Street and the west side of the Grand Parade. This is an exceedingly strong fortification. It has a spacious Place of Arms and Glacis towards the Grand Parade. There is a Guard House near the entrance to the City. There are then two Covert-ways with two Traverses, between these is the entrance to the Citadel. The entrance crosses a ditch which is about 50 feet wide. In the inside we have (1st) the Chapel next the entrance. In a line with this, occupying the south-east corner, are (2nd) the Governor's Apartments. In a similar position on the north-west corner are (3rd) the Barracks. The sides adjoining 3rd and 2nd have Casements. Beside the Barracks is the Parade. The four sides are bounded by the broad ditch which extends along the whole series of fortifications, and hence in our description may be called the Great Ditch. Its length is about 3000 feet, and its breadth from 100 to 200 feet. On the other side of the Ditch is the Covert-way, and then the Glacis. Opposite (west) north corner is a Place of Arms with Glacis. Here there are neither Traverses nor outward passages. The distance from the foot of the Glacis of the Place of Arms on the east to that of Glacis of the Place of Arms on the west is 2900 feet. This running along the length of the City represents the extreme length of the City and Fortifications.

QUEEN'S BASTION

Is about 450 feet S. E. from the Citadel. Between the two extend a Rampart, a Parapet, the Ditch with a bridge, a Place of Arms with Covert-ways, two Traverses and a Glacis with passage.

PRINCESS' BASTION

Is about 450 feet from Queen's Bastion. Between this and the preceding is a Rampart, a Parapet, the Ditch with bridge, Place of Arms with covert-ways, and two Traverses, a Glacis and passage. At the north end of the bridge is the Queen's Gate and entrance to the City. In this Bastion is a fortified Cazemet. (I give the old spelling of words like the last.) This Bastion has its east side on the shore, north of Black Cape. At the back of the Bastion is a small pond. Between this Bastion and the Brouillan Bastion is a Small Arms Curtain which extends along the shore about 525 yards. Between this and the City is a Picquet Line raised during the siege in 1745.

DAUPHIN BASTION.

This is situate on the north-west of the Citadel at a distance of about 550 feet. Between, the ditch is about 200 feet wide. Between the two and at the Dauphin is a Pond. This is crossed by a bridge near the Bastion. Outside are Covert-way and Glacis. Inside of the Fort, beyond the Rampart, are a Powder Magazine and a Guard House. This Bastion is near the Harbour. In the inside and in the City is another Pond.

PROFILE OF THE FORTIFICATION.

West,—a. Glacis; b. Banquet, c. Covert Way, d. Counterscarp, e. Ditch, f. Parapet, g. Banquet, h. Rampart, i. Talus. *East*,—Back of the Dauphin Bastion is "The Spur." Attached to this is the west end of the *chain boom*, which extends to the east and opposite side. This *boom* was to protect the French ships in 1748.

THE KEY CURTAIN.

This extends from the *Spur* and runs sub-parallel with the shore as far as the Battery la Grave (*Greve*) to a length of about

1800 feet. In it there are 5 openings. The second from the Dauphin Bastion is Frederick's Gate, already referred to as a gate of the city.

BATTERY LA GRAVE.

This is the last of the city fortifications. It faces the N. E. The great pond already referred to is in the rear, and part of it forms a ditch on the east side of the battery. A bridge about 500 feet in length passing through the pond connects the battery with the Maurepas Bastion. The distance from the Battery la Grave (N. side) to the foot of the glacis, between the Queen's and Princess' Bastions (S. side), is 2350 feet. (less than half a mile). This is the greatest breadth of the fortification. The circuit of the fortification is about 10,250 feet, (less than 2 miles.)

BURYING GROUND.

This lies to the east of the city, between it and Rocheford Point.

ISLAND BATTERY

Is an Island opposite Rockford Point, in the north of the harbour, and next its entrance. This was formed of rocks about 600 feet long and 60 broad. This was an important part of the defences of Louisburg, as it was mounted, 30 guns, 28 pounders.

ROYAL BATTERY.

This stood on the north side of the harbour and opposite its entrance.

CAREENING PLACE

Is another point of interest indicated on our map. This lies on the east side of the harbour at a distance of about half a mile north-west from the light-house.

In Autumn 1744, the project of taking Louisburg originated in New England. The soldiers and inhabitants of Canso, who had been taken prisoners by Duvivier were at this time sent to Boston, according to the terms of capitulation. From what they had seen of the fortifications of Louisburg they considered that it could be taken, and advised accordingly. This and other considerations led to the carrying out the projected siege. Nine

regiments were raised and equipped in 50 days under the command of Sir Wm. Pepperill. A British Fleet under the command of Commodore Warren assisted. From Boston the Expedition proceeded to Canso.

On Sunday, April 29th (O. S.) they sailed from Canseau. On the 30th the British Fleet and transports anchored off "Flat Point," in Gabarus Bay, which lies to the S. W. of Louisbourg, "but the forces were prevented from landing by a detachment from the city." At Kennington Cave, in the same bay which was subsequently so named, the New England Forces landed before the detachment from Louisbourg could come round to oppose them. The distance between this and Low Point is a mile and a half.

On May 2nd the settlements on the N. E. side of the harbour were destroyed by the besiegers; on which, the garrison in the "Royal Battery" immediately deserted it.

"On May 26th the English attempted to take the 'Island Battery' when 60 men were drowned and 116 taken prisoners."

"The English Battery, erected at the Light House on the N. E. side of the entrance to the harbour, on June 11, demolished the Island Battery."

"This important fortress was taken on the 17th of June, 1745, after a siege of 49 days and the loss of 100 men killed and 30 that died by sickness." These quotations are from notes on our plan and map.

CONTEMPORARY EVENT.

The battle of Fontenoy, Belgium, was fought the same year, (1745).

CELEBRATION OF VICTORY.

The news of the fall of Louisburg reached London on July 23. The event was celebrated with the customary demonstrations of joy. The firing of guns in the Tower and Park, the illumination of London, blazing bonfires, and the ringing of bells. Sir Wm. Pepperill was created a Baronet, and Commodore Warren was promoted Rear Admiral of the Blue.

A glorious reception was accorded to Sir Wm. Pepperill, Baronet, and the Hon. Admiral Warren when they reached Boston

on the 25th June, 1746. The speaker and representatives also tendered their congratulations. In 1746 Louisburg had become the head military quarters of the British. The New Englanders, numbering about 1500, occupied the place from the time of its surrender. These were succeeded, in Autumn 1745, by two regiments of foot and three companies of another regiment.

In the same year a fleet was sent from France for the purpose of recapturing Louisburg, and also Nova Scotia. This was under the command of the Duc d'Anville. Contrary winds, storms and other casualties proved fatal to the fleet and its commander, and Louisburg remained undisturbed. We find, however, that the new proprietors were much discontented with the state of matters existing in these new acquisitions, and gave full scope to their complaints. Knowles, the Governor, sent such doleful representations to the Duke of Newcastle that the British authorities seem to have considered Cape Breton and Louisburg not desirable possessions, so that it is not surprising to find that "This place was afterwards restored to the French by the treaty of Aix la Chapelle." In 1748 the war between England and France, which began in the spring of 1744, came to an end, and Cape Breton again became a French possession by the treaty. The British Parliament voted indemnity to the colonists for expenses connected with the conquest of Louisburg. The sum voted amounted to £235,749, 2s. 10¼d. sterling. As the same treaty secured Nova Scotia for Great Britain, it was considered advisable to fortify Chebucto as a naval and military station. Cornwallis, who had been appointed Governor, strongly recommends this step in his despatch to the Duke of Bedford, the Secretary of State. Cornwallis sends one of the transports to Louisburg on the first of July and four others on the fourth, to transfer the English Troops from Louisburg to Chebucto. Col. Hopson, who had been the English Governor, delivers up the place to M. des Heblie, the French Commandant, embarks on the 12th with the two regiments under his command, and shortly after arrives at Chebucto.

Of the Governor Desheblie, Cornwallis bears the following testimony, "I am extremely sorry to hear that M. Desheblie

goes back to France this summer. He has behaved with great honour and sincerity." (July 1750).

Desheblier's successor was the Count de Raymond, a man of a different spirit. We find him complaining to Cornwallis that the New England fishermen dried their codfish on the islands of Canceaux. He claims these islands as French territory. Cornwallis in reply complains of Frenchmen fishing at the isles of Canceaux, and even at Whitehead, both undoubtedly in the territory of the king of England. These letters were very courteous, still they express a difference of opinion which might cause antagonism of a different kind. In July 1750, Col. Pengrine Thomas Hopson, the Governor of Louisburg at the time of its cession to France, was appointed Governor of Nova Scotia, successor to Cornwallis, 1753. On the 1st of November, Hopson, the Governor of Nova Scotia, sailed for England, and Hon. Charles Laurence became administrator of the government. In 1755 Drucourt was commandant at Louisburg. In the month of March the schooner *La Marguerite*, Capt. Lesonne, was sent from Louisburg laden with provisions for the French port at the river St. John. Besides provisions she had cannon and ball. She was captured by H. M. Sloop of War, the *Vulture*, Capt. Kenzie, commander. Being brought into Halifax she was tried and condemned by the Vice-Admiralty Court. Governor Dru-court wrote to Governor Laurence asking explanations. In reply he was informed that the Captains of the English Navy have their instructions from the English Government, and are not under the orders of the Governor. That the vessel was condemned for contraband trading. The Assembly of Massachusetts now passed a law prohibiting all correspondence with the French at Louisburg.

These and similar proceedings were occurring while England and France were under treaty of peace, we are therefore in some measure prepared for the following. On the 18th of May, 1756, war was declared by England against France, and on the 9th of June, France declared war against England. (This was the beginning of the seven years war in Europe.) In the English declaration charges were made against the French of usurpations

and encroachments upon the territory and settlements of British subjects in the West Indies and North America, and particularly in the province of Nova Scotia. Louisburg henceforth became the scene of conflict between the English and French. On the 9th of August war was publicly declared against France at Halifax. In April, Admiral Holborn who had sailed for America with a squadron consisting of 11 ships of the line, 50 transports with 6100 soldiers commanded by General Hopson, and Lord Loudon, with transports from New York, arrived at Halifax.

At Louisburg there was then 18 French Men of War under command of M. Dubois de la Monte. In the month of July information was received that there were in Louisburg 6000 regular troops, 3000 inhabitants and 1300 Indians with 15 men of war, three 84, six 74, eight 64, one 50, and 3 frigates. The English Fleet had 15 sail of the line, and one ship with 80 guns, and 3 frigates. The expedition resolved upon was abandoned. Twice Admiral Holborne proceeded to Louisburg and was detained from making an attack in consequence of the French superiority of force.

In 1758, M. Beaussier sailed from Brest for Louisburg with 5 men of war and 16 transports with 1270 soldiers and great quantities of provisions and ammunition. On Monday, 8th May, a fleet under the command of Hon. Edward Boscawen, Admiral of the Blue, arrived at Halifax from England, second in command was Sir Charles Hardy, Vice-Admiral of the White. The fleet consisted of many ships of war and transports. Amherst was to be Military-Chief. This armament was intended to besiege Louisburg. There were 23 ships of the line, 18 frigates and transports. The whole fleet numbered 157 vessels. The soldiers under General Amherst, with whom were Wolfe, Laurence and Whitmore, Brigadier Generals, were 11,936 foot, and 324 artillery.

Before the advance of this formidable armament we would in a manner *reconnoitre* Louisburg in order to ascertain if there are any works erected since, the siege of 1745, or any special preparations made to meet the enemy.

We observe "A new battery erected since 1748," that is after the definitive Treaty of Peace was signed at Aix la Chapelle.

This was probably erected when the British were engaged fortifying Halifax harbour.

The battery is on the point of the tongue of land on which Louisburg is built. Between it and the city is the burying ground and a "Lime Kiln." It is semicircular, commanding the harbour and its entrance as well as the outside, between the tongue of land and Black Cape. The latter lies between the latter and the former.

At Black Cape there is "A battery (c.) erected by the French to oppose the English landing."

At White Point, S. W. of Black Cape, and east of Gabarus Bay are "Lines B. B." erected for the same purpose.

At Flat Point, $1\frac{1}{4}$ miles (W.) in the bay where the "British fleet and the transports anchored in 1745" are also "Lines B. B." Here is Artillery Cove, or Fresh Water Cove, into which flows Fresh Water Brook. In the cove, farther west, (subsequently called Kennington Cove) "where the New England forces landed in 1745," are "Lines B. B. to oppose the English landing." In the harbour, north of the city, are anchored "French Ships," *President*, 74; *Entreprenant*, 74; *Capricieux*, 64; *Celebre*, 64; *Bunfaisart*, 64; *Diana*, 36; *Echo*, 26; *Apollon*, 50; *Chevre*, *Biche* and *Fidele*. In the mouth of the harbour the Island battery, and the English battery at the Light House. The land forces are 24 companies of Marines, 2 companies of Artillery, 2nd battalion *Volontaires Etrangers*, 2nd battalion *reg. de Canbere*, 2nd battalion *de Reg. d'Artois*, 2nd battalion *de Reg. de Bourgogne*, 3000 soldiers and 700 cavaliers. By comparison it will be observed that now the British odds was overwhelming. On May 28th, Admiral Boscawen sailed for Halifax, fleet and troops. He was joined by General Amherst and General Bragg.

On June 2nd the fleet with about a third of the troops anchored in Gabarus Bay. They were then arranged as follows, off White Point: "The White Division, Detachments of the Right Wing. Brigadier General Whitmore; Colonels Burton and Foster; Majors Prevost and Darby. In front (right) the *Squirrel*, frigate; left, the ship *Sutherland*, 50 guns. About $\frac{1}{4}$ of a mile to the right, a detachment of the Right Wing."

Off Flat Point is the Blue Division, Detachments of the Left Wing, Brigadier General Laurence, Colonel Wilmot, Lieut. Col. Handfield; Majors Hamilton and Hussey. In front (centre) the Shannon, frigate; on the right Diana, frigate; on the left Gramment, frigate.

Off Kennington Cove is the Red Division, Grenadiers, Irregulars, Light Infantry, Highlanders. Brigadier General Wolfe; Colonels Fraser, Fletcher, Murray; Majors Murray, Scott, Farquhar. In front is the Kennington Frigate. On the left (front) between the troops and the land is the Halifax, snow. On the shore about $\frac{1}{2}$ of a mile N. W. of the Kennington is "(A) the place where the English landed."

About sunrise the Kennington and Halifax, snow, began to fire, this was followed by the Gramment, Diana and Shannon in the centre, and the Sutherland and Squirrel on the right. After a quarter of an hour's firing the boats upon the left rowed into shore, commanded by General Wolfe. Lieuts. Brown and Hopkins and Ensign Grant, with about 100 light infantry, gained the shore over almost *impracticable rocks and steeps* to the right of the cove (A). General Wolfe directed the remainder of his command to push on shore. Light Infantry, Highlanders and Grenadiers rushed on intermixed. General Whitmore with his command made a feint of landing at White Point. General Laurence's division did the same at Fresh Water Cove. The enemy's attention was thus drawn to every part and prevented from concentrating at Kennington Cove. General Wolfe having landed at the left of the cove, attacked the enemy and forced them to retreat. As soon as this division was landed, the centre and the right division followed. The pursuit ended with a cannonading from the town. This seemed to indicate the range and position for encampment. In our chart we have "The encampment of British troops during the siege in 1758." It is in the form of the half of an ellipse. The south-west end is at Flat Point or Artillery Cove. The north-east is near a small brook that enters Barasoi and the harbour. Its extremities are distant two miles. The middle is nearly two miles distant from the city fortifications. Then we have Greenhill half a mile west

of the city (X) with "The Epaulments." This was one-quarter of a mile long, 60 feet wide and 9 feet deep, consisting of gabions, fascines and earth (X). The plan of operation now, as suggested by Col. Bastide, engineer, was to make their approaches by Greenhill, to connect the camp with the light-house battery by a road, redoubts and block-house around the harbour, and to use the light-house battery for the destruction of the ships, and in silencing the island battery. The French destroyed their battery (C) at Cape Noir, and all the other buildings, and left nothing standing within two miles of the town walls but ruins. They also destroyed the light-house battery and spiked the four guns. Wolfe marched round with 1200 to the light-house, sent guns, etc., by water, and took possession of the ground and outpost which the French had abandoned. "The Epaulment" at Greenhill was made 60 feet wide, 9 feet deep, and five-eighths of a mile long. Between Greenhill and the City we have the "First line of approach" at a distance of a quarter of a mile from the city. Still nearer is the "Second approach," extending to the harbour on the north, and a distance of about 200 yards from the Dauphin Bastion, and 330 yards from the Citadel. These works extend from the eastern extremity of the "Epaulment" and stretch the whole rear of the city—from the Dauphin to the Princess Bastion. On the 20th the island and ships began to fire at the batteries on shore. On the 25th the light-house battery had silenced the island battery. On the 29th the English were at work on the road between the encampment and the light-house battery. The French now sunk four vessels in the mouth of the harbour. 1st the Apollon, a two decker, whose position and name is seen on our charts; the Fidele, of 36 guns; La Chevre and La Biche, of 16 guns each—cutting off their masts. This reduced the number of their ships to 6, as the Echo had been captured previously by the Tuno and Scarbero, on her leaving the harbour for Quebec. July 1st, a French party were driven in by Wolfe and Scott's light infantry. 2nd, The French continued their canonade, and sent out parties to skirmish. 3rd, Their canonade was heavy. At this time Wolfe was making an advanced work on his right to bear on the Citadel Bastion (2nd

approach). During the bombardment that succeeded "The barracks, government house and church were burnt. Each cannon shot from the English batteries shook and brought down immense pieces of the ruinous walls, so that on a short cannonade the Bastion du Roi, the Bastion Dauphin and the Courtin of communication were entirely demolished, all the defences ruined, all the cannons dismounted, all the parapets and banquetts razed, and as there was one continued breach, an assault was possible everywhere."—*Description by a French Officer*. On the 26th July all the French batteries were in ruins, all their cannon disabled, all their men-of-war were captured or destroyed. The inhabitants petitioned M. Drucourt to surrender. Articles of capitulation were agreed upon, and Louisburg and Cape Breton a second time became a British possession.

ADMIRAL BOSCAWEN.

In the collection of medals of the Provincial Museum there is one of rude make, which commemorates the last siege of Louisburg. On one side is an effigy of Admiral Boscawen, and the inscription "Admiral Boscawen took Cape Breton." On the reverse is a representation of Louisburg and its bombardment, with the fleet in the bay. Above is "Louisburg," and at the foot "July 26, 1758." The medal was found in New Jersey, 1875, and presented by Mr. Hamilton.

The plans of Louisburg, to which I have referred so often, were published by Thomas Jeffreys, Geographer to the Prince of Wales, at Charing Cross, Oct. 9th. 1758. Presented to the museum by the late Archbishop Hannan.

HISTORY CONTINUED.

In the year 1759 we find Admiral Saunders, with his squadron, off Louisburg, and unable to enter the harbour on account of the ice. On May 14 he again came to Louisburg and found the harbour open. This was in anticipation of the expedition to Quebec, Louisburg being a rendezvous in common with Halifax. By the 26th of June we find Admiral Saunders and General Wolfe at the Isle of Orleans, a few leagues below Quebec. Whitmore was then Governor of Cap at Louisburg.

On Feb. 9th of the following year, 1760, (Secretary Pitt sent the King's orders) orders came from England to demolish and raze the fortifications of the town and harbour of Louisburg, and to transport garrison, artillery, stores, and useful building material to Halifax. Nine months after the fortifications were razed and blown up, the Key Curtain destroyed, every glacis levelled, and everything of use transported to Halifax. This was in the 46th year of the reign of George, second, and the 37 years of Louis XV. reign. Thus in the course of 57 years Louisburg rose, culminated, and set. It had a short but eventful history.

The close of the seven year's war and the peace of Paris occurred in 1763, *i. e.* three years after the destruction of Louisburg.

In September, 1861, I visited Louisburg, shortly after it had been visited by Prince Napoleon. The object of my visit was more for geological than historical investigation. Finding nothing of geological interest between Mira Coast and its Carboniferous (coal) Formation and Louisburg harbour, as all the rocks were obscured, I made my way to the shore at North Cape near the light-house. Here I saw stretching along the shore a magnificent expanse of Syenitic rocks, which I did not expect to find. They were of reddish color with broad green bands. I secured a specimen representing this interesting feature. At that time I regarded the rocks as of igneous origin and uncertain age. With Dr. McLeod and others I then visited the ruins of Louisburg, and examined them. The orders received for the demolition and razing of the fortifications were certainly faithfully executed, still there are interesting remains that seem to mark the place where the fortifications stood. Here are what is styled remains of the "Bomb proof vaults." There are three of them which were used as sheep pens, sheep taking shelter there and making an organic deposit. There are evidently portions of the casements which I have indicated from the plan as forming part of the King's Bastion or Citadel. After lingering as long as our time would permit we proceeded towards Gabarus Bay. I had seen molybdenite taken from the rocks of Gabarus, and it

was reported that gold had been found in them. Gold had just been discovered in Nova Scotia. All were seeking for gold. It was according to reports turning up everywhere. On our way we had to traverse bogs and swamps, as the besiegers of Louisburg had to do. Reaching the shore I found rocks similar to those of Light-house Point. I presume that now we were south-west of Rock Point. These too were reddish syenitic rocks with broad green bands. Going along the shore to some distance we found these rocks extending onward. A beautiful view of Louisburg was painted by Forshaw Day, and exhibited at Exposition Universelle de Paris, 1867.

The admiralty charts give names to prominent Points—different from those of our old charts.

North Cape is Light House Point.

Black Cape “ Black Rock Point.

White Point “ unchanged.

Careening Place “ Careening Point. (The Railway terminus)

Kennington Cove is unchanged.

The end of the tongue of land on which the city stood is called Rockford Point in charts dating 1780.

RELICS.

If Louisburg in its zenith somewhat resembled the City of Paris in aspect, its existing state forcibly realizes our conceptions of the modern aspect of certain renowned cities of antiquity, against which, as against the City of Tyre, the edict went forth, raze it, raze it, even “To the foundations thereof.” The remains are now regarded as relics to be treasured up in museums. Of these we have a fair share, presented by various donors.

1. A large hinge with arms 3 feet in length, having wood attached with bolts. Presented by Hon. Robert Robertson, former Commissioner of Mines.

2. A Chain Plate off one of the ships sunk in the harbour. Presented by D. Cronan, Esq.

3. Piece of a Cannon, brought up from the harbour bottom.

4. A Bunch of Brass Keys. Presented by Bateman, Locksmith.

5. A Cannon Ball. Presented by Mr. [McAlpin, Louisburg.
6. A Hand Grenade. Presented by Lieutenant-Governor Archibald.
7. A Gun Barrel.
8. A Bayonet.
9. Pieces of a Shell.

During the 24 years that have elapsed since my visit to Louisburg our views on the geology of Cape Breton as well as of Nova Scotia have undergone considerable change. The rocks on Louisburg shore, which I regarded as of igneous origin, are now regarded as metamorphic rocks, and instead of being considered as of comparatively recent age, *e. g.* Devonian or Upper Silurian, they are now regarded as having been formed in Precambrian or Archean time. I have compared them with the "Middle Arisaig Series" of the Cobequid Mountain, I. C. R. section.—*Trans. Institute of Nat. Science*, Vol. IV, page 475.

The formation of Mira Ridge which is associated with the Louisburg Crystalline rocks and lies between them and the Carboniferous, already referred to in a preceding page, are of Lower Silurian age, being approximately equivalent to the Upper Lingula Flags of Wales. In the upper part, next to the Carboniferous, Mr. Fletcher of the Geological Survey, found abundance of fragments of Trilobites, of Genera *Olenus*, and *Agnostus*. In a position apparently lower, and next to the Crystalline rocks of Gabarus, the Rev. Donald Sutherland found Sandstones with numerous *Lingulellæ* and *Obolellæ*. (?) Mr. Bowser, of Halifax, collected at Scatarie specimens of beautiful Jaspideous Conglomerate and Breccias, which I have regarded as a part of the Louisburg series.—*Trans.*, vol. iv, pages 252 and 258. These are in our museum collection. The geological formations are therefore Archæan, Lower Silurian, and Carboniferous.

RAILWAYS.

Louisburg Harbour has again come into prominence in connection with the Railway development of the Dominion of Canada. This time it appears as a rival to Halifax

Harbour, not as a stronghold but as the terminus of the Intercolonial. Already it is the terminus of a Short Line, which has done good service in exposing geological formations, which were obscure at the time of my visit. This railway terminates in the harbour at "Careening Point." Here coal can be shipped while Sydney Harbour is ice-locked. This is one advantage gained. If its grand claims should come to be conceded and its expectations realized, Louisburg may again become a place of note, not as a fortified, but as a commercial city, and its latter glory may yet exceed its former.