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VOUS NOUS OBLIGERIEZ EN NOUS RETOURNANT

LE DOSSIER DANS LE PLUS BREF DÉLAI.

George Batchelor

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L'ECOSSAIS JOHN McDONNELL, L'ISRAELITE J.-O. JOSEPH,
ET L'AMERICAIN GEORGE BATCHELOR, MEMBRES ACTIFS DE LA
SOCIETE SAINT-JEAN-BAPTISTE

Curiosités historiques

Causerie par Léon Trépanier, O.B.E.
Poste CBF, Société Radio-Canada
Mercredi le 22 juin 1949

Quand vendredi soir, le 24, à l'issue du défilé traditionnel de la Saint-Jean-Baptiste, la foule aura regagné ses foyers, il restera chez les plus impressionnables d'entre elle, le souvenir d'un spectacle monté avec art, symbolique de forme et de pensée.

D'autres qui n'auront pas vu défiler le triomphal cortège, éprouveront une certaine joie à évoquer dans leur mémoire, ce que fut notre société nationale, aux premières années de sa fondation et dans les années qui suivirent, alors que périodiquement, il fallut la revitaliser et modifier ses règlements.

Peut-être se rappelleront-ils qu'au cours de ces transformations, des personnages dont on ne parle plus, ont laissé des empreintes que l'on ne retrace qu'en faisant appel aux témoins oculaires de l'époque.

Quelques-uns de ces personnages n'étaient pas Canadiens-français et furent cependant de précieux auxiliaires pour notre société nationale, figures étranges, quand on les regarde à distance, tels: l'Ecossais McDonnell, l'Israélite Joseph et l'Américain Batchelor, ces deux derniers, membres actifs de la Société Saint-Jean-Baptiste.

Ce sont leurs noms que j'évoquerai ce soir, précisément parce qu'on est porté à les oublier, bien qu'à l'époque où ils vivaient, on faisait cercle autour d'eux, chez les dirigeants de notre société.

Ne nous étonnons pas d'un mariage qui s'explique fort bien, comme nous le verrons, pas plus qu'il faille s'étonner de ce qu'un Suisse protestant, Napoléon Aubin, ait été l'un des principaux fondateurs de la Société Saint-Jean-Baptiste de Québec, en 1842, et ensuite, son actif secrétaire.

Disons tout d'abord que ce fut dans les spacieux jardins de l'avocat John McDonnell, là où s'élève aujourd'hui la gare Windsor, qu'eut lieu le banquet de 60 convives, le 24 juin 1834, au cours duquel, on fonda la Société Saint-Jean-Baptiste.

Ce McDonnell était le fils de Thomas Jeannes McDonnell, lieutenant réformé du 71e Régiment d'Inverness, Ecosse.

L'avocat McDonnell avait son bureau rue St-Vincent, à quelques pas de l'atelier où s'imprimait LA MINERVE, et il était voisin et ami de Ludger Duvernay.

(suite feuille suivante)

CE DOSSIER CONTIENT

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ILLISIBLES

Ayant été mis au courant du projet de fondation d'une société nationale canadienne-française, de bon coeur, il offrit son superbe emplacement pour le banquet qui allait réunir les notabilités canadiennes-françaises, ainsi qu'un groupe d'intellectuels irlandais, écossais et américains.

Notons ici que trois ans plus tard, l'avocat McDonnell fut arrêté et subit un procès, parce qu'il avait prêté sa maison pour des réunions de "rebelles".

McDonnell avait marié une Canadienne-française, fille d'un conseiller législatif et Chevalier de St-Louis, l'honorable Picotté de Belestre. C'est en 1857, que le C.P.R. fit l'acquisition de la propriété qu'occupait la famille McDonnell et entreprit de la remplacer par la gare terminus que l'on voit aujourd'hui.

Mais remontons jusqu'en 1874, alors que la Société Saint-Jean-Baptiste célébra avec un éclat qu'elle n'avait pas connu depuis sa fondation, sa fête patronale.

Quand il fut connu que les Canadiens des Etats-Unis avaient l'intention de venir célébrer la St-Jean-Baptiste à Montréal, "on crut avec raison", dit l'historiographe de la manifestation, "que la société Saint-Jean-Baptiste n'était pas en état de faire les choses d'une manière digne de Montréal et de nos compatriotes émigrés, si elle ne trouvait pas moyen de se réorganiser et de grossir ses rangs".

"Dès le mois de janvier" ajoute la chronique, "M.L.O.David s'était adressé à M.J.O.Joseph et M.L.O.Loranger et avait entrepris avec eux l'organisation de la grande manifestation".

Dans l'intervalle, avec l'avocat J.E.Joseph, M.David avait préparé toute une série de modifications aux règlements de la société qui furent d'ailleurs adoptées.

Or, cet avocat Joseph, dont il est question ici, était un Israélite, fils aîné d'un Jacob-Marie Joseph, premier de la lignée catholique de cette grande famille juive dont il reste encore nombre de survivants et qui a joué, en somme chez nous, un rôle très marqué dans les affaires.

Le père de Jacob-Marie, Judah-Joseph et sa mère, Catherine Lazare étaient tous deux nés en Angleterre.

Quant au petit-fils, à qui notre société nationale, dans le compte-rendu officiel des fêtes de 1874, rend hommage en signalant que depuis deux à trois ans, le jeune avocat Joseph, avait maintenu en grande partie la société Saint-Jean-Baptiste et contribué largement à sa réorganisation, il était né et avait été baptisé aux Trois-Rivières, le 20 mai 1843.

Après avoir demeuré pendant cinq ans à l'Orphelinat Catholique de Montréal, il fut placé chez l'abbé Adrien Théberge de Terrebonne qui se chargea de son éducation.

Il n'avait pas encore 21 ans, quand il obtint son diplôme d'avocat en 1864.

(suite feuille suivante)

Le 17 janvier 1871, il épouse une fille de son tuteur, Marie-Léocadie Virginie Terroux, fille du notaire Charles-Alexandre Terroux; l'affluence à la cérémonie du mariage témoigne du prestige dont jouissait déjà le jeune avocat. Parmi les personnes présentes, il y avait en effet: l'honorable Maurice Laframboise, ancien ministre fédéral, le sénateur Jacques-Olivier Bureau, le journaliste Ludger Napoléon Duvernay, le notaire Arthur Lionais et autres.

Aussi lorsqu'au lendemain des fêtes de 1874, l'avocat Joseph reçut sa nomination comme magistrat de district à Gaspé, lit-on que "la Société Saint-Jean-Baptiste a beaucoup perdu par suite du départ de ce collaborateur". On fait surtout remarquer que le dévouement du jeune professionnel avait été d'autant plus apprécié qu'il avait travaillé à réorganiser la société en pleine période de dépression.

C'est en cette même année 1874 que l'avocat Joseph fut nommé magistrat de district à Gaspé; trois ans plus tard il devenait magistrat stipendiaire du district de Beauharnois. Quand il revint à Montréal en 1879, ce fut pour reprendre sa profession. Le 6 juillet 1896, il est nommé greffier de la Cour d'Appel et il décède à Montréal le 6 avril 1903 à l'âge de 59 ans, laissant une veuve et un fils. Ce dernier, Joseph-Edouard-Emile Jos[illegible]PH, né à Montréal le 18 avril 1873 étudia chez les Jésuites et à l'Université Laval et fut admis au Barreau en juillet 1895. Il épousa une fille du docteur Patrick O'Leary, fils du docteur James O'Leary et de Joséphine Tourangeau, cette dernière de St-Pascal de Kamouraska. Il mourut à 35 ans, laissant 6 enfants mais pas un seul du sexe masculin.

Telle fut la contribution au développement de notre société nationale, de cet Israélite d'origine en qui notre Orphelinat Catholique a en plus toujours trouvé un bienfaiteur.

------ Il a été écrit de GEORGE BATCHELOR, philologue américain, né à Québec, qui devint professeur à l'Ecole Normale de New-York et décéda en cette ville, qu'il fut l'un de ceux qui contribua le plus à la grande réunion franco-américaine de Montréal, à l'occasion du 24 juin 1874.

Il est curieux de noter les activités de cet Américain, Canadien de naissance par accident mais qui ne prit pas moins une part très active à nos mouvements d'ordre patriotique avant que de s'en aller finir ses jours à New-York comme professeur. On lui doit d'ailleurs des travaux de grammaire qui ont cours aux Etats-Unis.

Ce George Batchelor qui écrivait le français comme l'anglais fit belle figure, dans le mouvement intellectuel et journalistique de l'époque où l'on s'occupa de revitaliser notre Société Saint-Jean-Baptiste.

Batchelor avait été l'un des fondateurs de l'Institut Canadien en 1844; trois ans plus tard, il avait fondé à Montréal le journal L'AVENIR, avec J.B.E. Dorion.

Mais ce fut surtout aux Etats-Unis, dans les milieux de langue française, que ce George Batchelor promena ses activités.

(suite feuille suivante)

Une association, dite: Le Club Unioniste Canadien ayant été fondée à New-York, le 12 octobre 1870, en l'honneur du 378ème anniversaire de la découverte de l'Amérique par Christophe-Colomb, George Batchelor en devient l'apôtre le plus dévoué, car le but de cet organisme est d'amener le plus tôt l'union du Canada aux Etats-Unis.

Batchelor habite alors à l'Hôtel St-Charles, sur le Broadway, New-York et il prie tous ceux qui favorisent le mouvement de bien vouloir communiquer avec lui.

Le 24 février 1871, il donne devant ce Club Unioniste Canadien, une conférence qu'il intitule: "Appel aux gens de langage et de coeur français en faveur de l'Union du Canada aux Etats-Unis".

Cet Américain d'origine québecoise était des plus remuants comme on constate par les initiatives de toutes sortes dont il fut l'auteur, dans le but d'amener les nôtres à favoriser l'union avec les Etats-Unis.

Il avait fondé un jour l'Union Canadienne-française de Secours mutuels des Etats-Unis dont il était en 1874, le président actif.

On lui doit également la fondation du second journal de langue française à New-York: LE COSMORAMA qu'il lança en 1873 mais qui n'eut qu'une existence éphémère.

En effet, après six numéros, le Journal s'éteignit. Il avait pourtant lutté avec énergie, avec ses quatre pages de rédaction dont une en anglais, et une campagne vigoureuse en faveur de l'unification de la race française en Amérique, mais le nerf de la guerre manquant, le COSMORAMA disparut.

George Batchelor comptera,avec Frédéric Houde, Ferdinand Gagnon et l'abbé Primeau comme l'un de ceux qui tentèrent de plus de rapprocher les Canadiens émigrés aux Etats-Unis de leurs frères canadiens.

Cette présence à Montréal de 10,000 franco-américains à l'occasion de la célébration de la fête nationale en 1874, devait d'ailleurs nous valoir une très fructueuse publicité au pays de l'Oncle Sam.

Nous éprouvions une certaine fierté, récemment, quand en parcourant les journaux de l'époque, nous apprenions que le président de la Société Historique de Washington, en cette année 1874, n'était ni plus ni moins qu'un Canadien-français d'origine, le major Mallette, officier distingué de l'armée américaine, attaché au département du trésor à Washington et qui était venu à Montréal, reprendre contact avec ses compatriotes canadiens.

Le Major Mallette ne voulut pas retourner à Washington sans avoir passé plusieurs semaines à Montréal dans le but de recueillir des renseignements sur le Canada français qu'il devait utiliser pour des communications à la Société Historique de Washington.

(suite feuille suivante)

A une époque où le mouvement néo-canadien tente de rapprocher les uns les autres, des Canadiens d'origines diverses, il est intéressant de noter la part prise autrefois par des Canadiens d'origine étrangère à l'expansion d'une société d'essence uniquement nationale: la Société Saint-Jean-Baptiste de Montréal.

Hon. Louis Joseph Forget

HON. LOUIS J. FORGET, whose name is written large on the pages of financial and industrial history of Montreal during the past forty years, left the impress of his great constructive force and energy upon mammoth projects which are figured as some of the Dominion's leading enterprises. He was born March 11, 1853, at Terrebonne, P. Q., a district that has produced many eminent statesmen, writers, merchants and financiers. He was one of the nine sons of Mr. and Mrs. Joseph Forget and was descended from a family that came to Canada from Normandy in 1600. Among those nine sons there were two priests, one of whom declined episcopal robes, a notary, two lawyers, two contractors, one farmer and he who was destined to become a power in the financial world, Louis Joseph Forget. His education was acquired at Masson College and his entrance into business circles was in connection with a dry-goods establishment. He had almost reached the determination of trying his fortune in the United States when he chanced upon a newspaper that contained an advertisement of office help being needed by Thomas Caverhill. Mr. Forget applied for the position the next morning and was accepted. From the beginning of his work with Mr. Caverhill the young man displayed unusual aptness as well as great eagerness to learn. He was not an ordinary boy. He took great interest in his work and often asked questions about other features of the business that did not come within his particular line of duties, but a knowledge thereof added to his capability and rendered him fit for promotion and opportunity offered later. It is only natural that a young man of this character should attract the attention of his employer. Mr. Caverhill took great interest in him and was instrumental in causing Mr. Forget to enter the brokerage business. The financial exploit during Jay Gould's celebrated Black Friday in Wall street reflected no little credit upon Mr. Forget, displaying in notable manner his insight and ability, and soon afterward he was nominated for membership in the Montreal Stock Exchange by his former employer. It is interesting in this connection to note that he was the first French-Canadian to be admitted to membership in that body and that before he had reached his majority, he purchased his seat

therein at a cost of nine hundred dollars. He began business as a stock broker in Montreal in 1873, from which time until his death, thirty-eight years later, his prominence and success in the investment security business were not overshadowed by that of his contemporaries. He founded the financial house of L. J. Forget & Company, one of the foremost in its line in Montreal and remained its head during his lifetime. The Paris branch of L. J. Forget & Company at 7 Rue Auber, was the first to be established in continental Europe by a Canadian financial house and readily secured a clientele that materially broadened the operations of the firm.

Senator Forget was elected president of the Montreal Stock Exchange in 1895 to succeed H. S. Macdougall and in May, 1896, was reelected. His business and financial connections had been constantly broadening and had long since included a prominent identification with the foremost financial and industrial projects of the time. In 1892 he became president of what was then the Montreal City Passenger Railway Company, now the Montreal Tramways Company. He remained its directing head until 1911, in which connection he accomplished what has meant much to Montreal. To no one man is the city indebted as largely for the upbuilding and development of its transportation system as to Senator Forget. Under his regime the motive power was changed from horses to electricity and the market value of the company's stock advanced from around one hundred dollars to three hundred and thirty-seven dollars and a half per share.

In 1895 Senator Forget became president of the Richelieu & Ontario Navigation Company. At that time the affairs of the company were far from being on a dividend paying basis and the rehabilitation of its interests was but another illustration of Senator Forget's constructive genius. He resigned his position as head of the company in 1905, but in the meantime the stock was paying a six per cent dividend and the affairs of the company generally were in a better condition than ever before.

One of the great achievements of Senator Forget was in carrying through the merger of the Montreal Light, Heat & Power Company and in doing so he accomplished what many predicted to be utterly impossible, saying that nothing but failure and financial disaster could result. This was in 1900 before the days when big business interests were merged into mammoth enterpries and the amount involved, seventeen million dollars, seemed to stagger even the most progressive element in financial circles. Like all of his undertakings, Mr. Forget had not entered into this without due consideration

and he had implicit confidence in its success. It is doubtful if any but he could have swung that deal and how well he succeeded is best indicated in the value of the securities of the company in investment circles.

He was a prominent figure in the notable contest which took place between the Dominion Coal Company and the Dominion Iron & Steel Company. Originally a director and vice president of the coal company he espoused the cause of the steel company in its fight over the coal supply and ultimately the matter was carried to the privy council and was there decided in favor of the steel company. Mr. Forget was elected vice president of the steel corporation when eventually the two companies were merged and he continued to take an active part in the administration of the affairs of the company to the time when his health began to fail. Evidence of his wonderful insight and sagacity in business matters is shown in the fact that when the trouble first arose from which resulted the extended litigation between the Dominion Iron & Steel Company and the Dominion Coal Company Senator Forget went over the point in contention in his characteristic deliberate manner and at once concluded that the claim of the steel corporation would be sustained by the courts, notwithstanding the contrary opinion of some of the greatest legal authorities and business men of the day and time proved that his judgment was correct.

He was the first French-Canadian to be elected to the directorate of the Canadian Pacific Railway and was a member of its board at the time of his death. His greatest enthusiasm was aroused while viewing the untold resources of the west during the many times he accompanied Sir Thomas Shaughnessy and R. B. Angus on their annual tours of inspection. When the life work of Senator Forget was ended the Montreal Daily Star said in part: "By the death of Senator Forget a man of affairs has been lost to Canada. A man of wide vision who saw far into the future and who modeled his career accordingly. A glance through the financial district at the half-masted flags at once conveys an idea of the number and the prominence of the institutions that Senator Forget had been interested in. Senator Forget stood out in Canadian finance, but more than that, he was a true Canadian citizen and had done his share towards the public weal, forgetting not his duty towards the state in the midst of tremendous private enterprises. He was a man of sympathies. At all times courteous and approachable, he could thrust aside great business matters to attend to the small wants of individuals, nor was he ever found wanting or indifferent when charity offered a plea.

"In finance Senator Forget was a true leader. He was one of the first men to loom large in high finance in Canada. He realized many possibilities which other men have realized too—but he followed that by action. He had the courage to follow his convictions and many solid institutions which today enjoy in themselves prosperity and largely aid in the advancement of the Dominion, owe to him debts which can never be repaid to the individual, though they will be to the people of the country. His financial ability brought him into prominence in connection with several of the largest corporations in the Dominion, prominent among which were the Montreal Street, the Richelieu & Ontario Navigation Company and the Montreal Light, Heat & Power Company, the Dominion Coal Company, and the Dominion Iron & Steel Company.

"Senator Forget was one of the colossal figures about whom have surged the tides and currents of Canadian finance. The news of his death this morning was as much of a shock as a surprise, both to those with whom he had been so long associated in connection with the organization and the management of the great financial and industrial enterprises of the Dominion and to the thousands of others to whom his name had come to be the shibboleth of success.

"But if Senator Forget represented one thing more than success it was absolute unswerving fidelity to his word. In all the heat and confusion of the stock market amidst the treacheries which sometimes attend on high financing and the deception and duplicity which beset the path of the successful man everywhere, there was never a question of his own unfaltering veracity. Senator Forget was wisely charitable, an intelligent patron of the arts, and a strong supporter of all movements which made for the better government of the city and the state. He will long be remembered for what he was as well as for what he did."

Another Montreal paper said of him: "His rise to financial fame is written on the business history of Montreal, and the story of his success in the financial world is the history of the development of the city. Although Senator Forget's estate will count up into the millions, its accumulation was not effected by continuous plain sailing."

Obstacles and difficulties of grave import arose, but his financial capacity and strict integrity had won the confidence and trust of friends who rallied to his support, and although he saw the storm clouds gather, he was able to turn threatened disaster into brilliant achievement. His investments were most judiciously made and his judgment concerning important financial transactions seemed never at fault. Once his mind was made up as to the value of a security

nothing could shake his confidence, and much of his success in life was due to his unerring judgment.

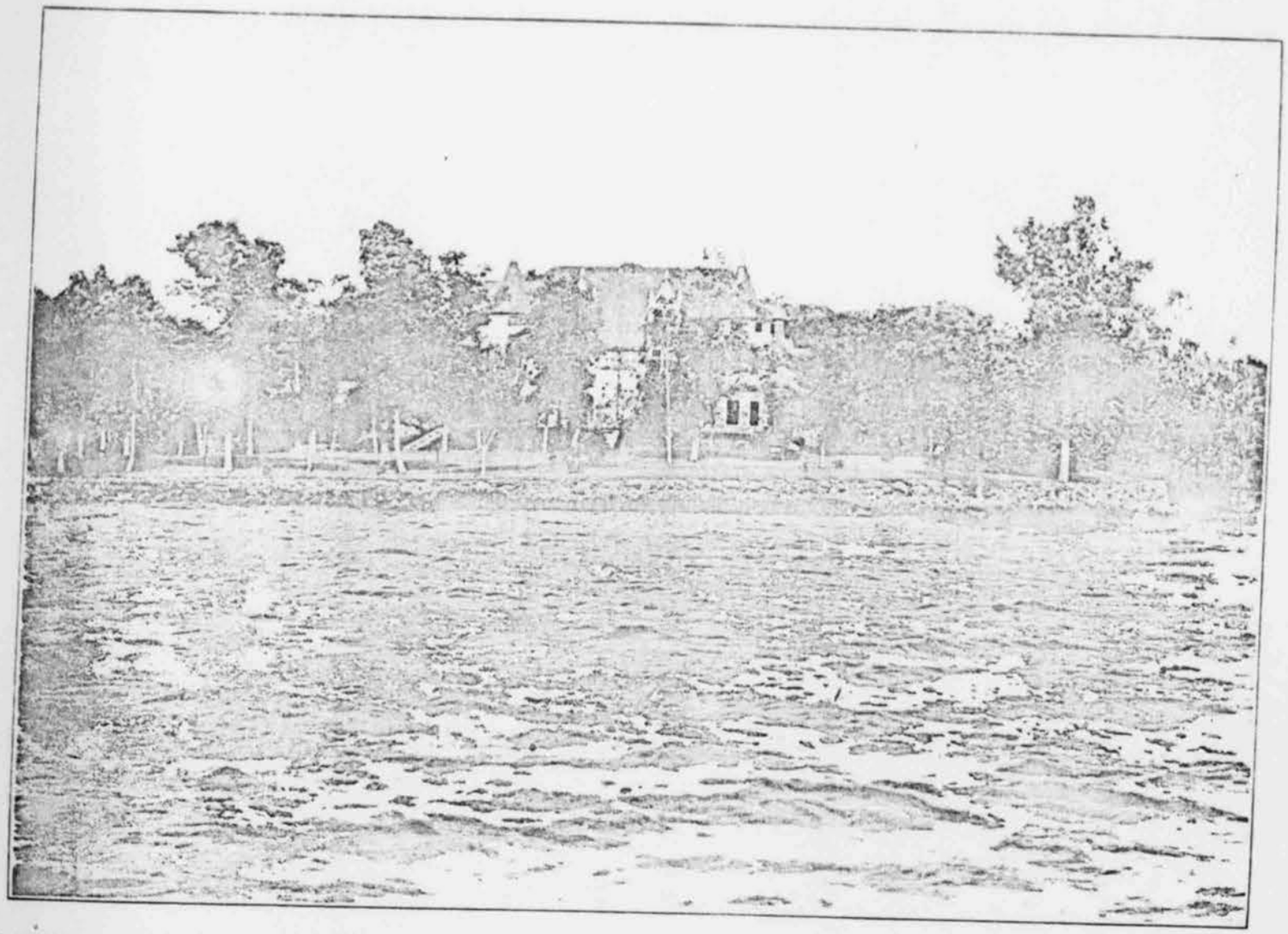
Slow to make a promise or express an opinion, Senator Forget never failed to fulfill a promise and when he gave his opinion it was the expression of his honest conviction and indicated a course which he would follow in a similar position. If he advised an investor it meant that he would not hesitate a moment in investing his own money in the same security. His unquestioned loyalty to his friends covered his entire business career. His recommendation of a security to an investor meant that he would fully support that security and there were instances in his career when even his vast resources were taxed in such support. This was true in connection with the Montreal Stock Exchange in a security where large sums were invested on his recommendation. The implicit confidence that capital had in his judgment enabled him to finance and successfully carry out projects that probably no other man of his time could have handled. His word was as good as his bond. His denial of a rumor killed it immediately just as an admission from him settled all doubt. He could see through a proposition readily and would decide important and extensive matters quickly. His decision was never hasty or ill advised but came as the result of the fact that he had mastered many grave business affairs and with readiness comprehended every phase of a situation that came before him. He was a man of strong personality. His was never the command of the tyrant to go but ever the call of the leader to come. He was never vacillating in his opinions of the best methods to be followed or the manner in which a given work was to be done. He was a most considerate and appreciative man and was always ready to encourage one who was striving upward. He was not a talkative man, that is he talked but comparatively little, yet he talked to the point and with great earnestness and thinking men listened to him with attention. He never laughed aloud, but his smile was one full of humor, enjoyment and good nature. Judging his manner by first appearance might do him an injustice, for a habit of earnest thought had brought a deep furrow in the forehead that might be regarded as a frown. An acquaintance, however, always received the most polite attention from him and his unfailing courtesy of manner showed him to be a perfect gentleman in the highest and best sense of the term.

His interest in benevolent and charitable projects was wide and his support thereof most generous. He became a director of the Notre Dame Hospital and was a governor of both the General Hospital and the Western Hospital. He was a governor of the Art Association and life governor of the Numismatic & Antiquarian Society;

also president of the board of governors of Laval University. His political career is an interesting one, for he was not always a supporter of the liberal-conservative party. Although a fellow townsman of Sir Adolphe Chapleau, the Senator had been allied with Sir Henri Gustave Joly de Lotbiniere in that leader's contest with Chapleau, Angers and the rest of the conservative leaders of his time. In federal politics, however, Hon. Mr. Forget declined to follow the free trade policy of Mackenzie and Cartwright, which had been forced against his will upon Rodolphe Laflamme, and from the days of the national policy the Senator worked with the present conservative party. He was appointed to the upper house during the elections of 1896 and was the last conservative senator to enter that branch of the Canadian parliament. Senator Forget seldom addressed the senate, yet his advice in committee was of great value to his fellow members and it was here that the close friendship sprang up between Senator Forget and the ex-prime minister, Sir Mackenzie Bowell. The Senator was a loyal follower of R. L. Borden as leader of the conservative party, both in parliament and in the country. He realized that it was a very difficult matter for any leader to find complete favor in the eyes of all the provinces, but he was confident that Mr. Borden gave his services to the party and to the country in a patriotic manner and consequently deserved the support of a united party in both houses. The Montreal Gazette some years ago termed him "an astute and enterprising man of affairs." He was more than that. He was a constructionist and builded where others saw no opportunity; he was a patriot without narrow partisanship; a Roman Catholic and stanch churchman without a particle of race prejudice, in evidence of which fact his closest friend in the senate of the Dominion was an ex-grand master of the Orange Grand Lodge of British North America—Sir Mackenzie Bowell. High honors had been accorded him, distinction and notable success had come to him. These things made him an eminent citizen, but, more than that, attractive social qualities and genuine personal worth had gained him the highest regard, confidence, good-will and friendship of his contemporaries and colleagues.

While Senator Forget was a member of a number of clubs, he manifested keenest interest perhaps in the Mount Royal Club, of which he was one of the founders. Among the other clubs to which he belonged were the St. James, of which he had been president; the Royal St. Lawrence Yacht Club; the Forest and Stream; the Montreal Hunt; the Country Club of Ottawa and the Manhattan Club of New York.

In May, 1876, Senator Forget married Miss Maria Raymond, a daughter of Gustav A. Raymond of Montreal. They were the parents of five children: Loulou, now Mrs. W. W. Skinner; Raymond, who died at the age of four years; Blanche, now Mrs. Guy Boyer; Marguerite; and Pauline. The two younger daughters accompanied their parents abroad and the family was sojourning at Nice when Senator Forget passed away, April 7, 1911.



COUNTRY RESIDENCE OF THE HON. SENATOR FORGET.—Director Canadian Pacific Ry., Pres. Montreal Street Ry., Director in many corporations; and senior member well-known firm L. J. Forget & Co. This charming residence is situated at Senneville on Lake St. Louis and is one of the most elegant summer homes in that district.

BAZIN, Adolphe B.180

BAZIN, Adolphe.-Né à S.-Ours, le 21 mai 1869, de Joseph-Stanislas Bazin, notaire, et d'Azilda Duhamel. Admis au barreau, en juillet 1894. La même année, il épousait Mlle Laura Beauchemin.

Nommé magistrat de police au mois d'août 1908, commissaire de licenses en 1909, il était promu juge des sessions le 30 décembre 1911.

CE DOSSIER

CONTIENT

DES

DOCUMENTS ORIGINAUX.

ILS SONT CONSERVÉS DANS

LE FONDS DU SERVICE DU

GREFFE (VM6)

CE DOSSIER CONTIENT

PLUSIEURS DOCUMENTS

ILLISIBLES

BIOGRAPHICAL MEMOIRS OF

THE LATE HON. EDWARD BOSCAWEN,

ADMIRAL OF THE BLUE.

Sublimest virtue is desire of fame,
Where justice gives the laurel;—
The unextinguishable spark which fires
The souls of Patriots—
Undaunted valour, and contempt of death.

GLOVER'S LEONIDES.

THE Honourable Edward Boscawen was the third son of Hugh Lord Viscount Falmouth *, by Charlotte Godfrey, eldest daughter and coheiress of Charles Godfrey, and of Arabella Churchill, sister to John Duke of Marlborough; so that he derived from his birth all the advantages which an ancient and affluent family, and illustrious connexions may be supposed to confer. He was born on the 19th of August, 1711. Of his early years, and of the progress of his education previous to his entering the naval service, we have not been able to obtain an account; neither have we heard whether he shewed any juvenile indications of that promptitude, decision, and bravery, which marked and distinguished the events of his future life. In consequence of his expressing a boyish fondness for the sea service, he was sent on board a frigate as a Midshipman, at the age of twelve years; and after serving in that capacity the allotted time, he was appointed a Lieutenant, in which station he gained high credit, as a skilful seaman, and a spirited and active Officer.

On the 12th of March, 1737, he was promoted to the rank of Captain, and soon after obtained the command of the Leopard, a fourth rate, of fifty guns. During his continuance in this command, nothing occurred that merits a place in this narrative.

* Lord Viscount Falmouth was the lineal descendant of the ancient family of the *De Boscawens*, proprietors of the lordship and manor of *Boscawen Ros*, in Cornwall, from which, according to the feudal custom, they took their name.

At the commencement of the war with Spain in 1739, Captain Boscawen was appointed to the command of the Shoreham frigate, with which ship he was directed to cruise off the island of Jamaica. Soon after his arrival there he had occasion to show his disinterested zeal for the public service. On being ordered to join the expedition then about to sail against Porto Bello, he discovered that his frigate was unfit for sea, and still more for so hazardous an enterprize, without undergoing a thorough repair. But eager to be employed on a service where so many difficulties were to be encountered, and so much glory was consequently to be gained, he solicited Admiral Vernon for permission to leave his ship in port, and to serve under him as a volunteer. To this solicitation the Admiral gave his consent, and Capt. Boscawen accompanied him to Porto Bello, where his gallant spirit met with that success, and received those honours, which it had been so laudably ambitious to gain; and his conduct during the expedition displayed so much knowledge and ability, as well as spirit, that after the reduction of the place he was appointed to superintend and direct the demolition of the fortress.

Having returned to the command of the Shoreham in 1741, he formed one of Admiral Vernon's fleet on the expedition to Carthagena. At the attack of this place, he had an opportunity of distinguishing himself by that quick-sighted judgment and intrepid valour which were the most prominent features of his military character, and which, in the course of his long services, redounded not less to the essential interests than to the naval honour of his country. He was appointed to command a detachment, consisting of three hundred sailors and two hundred soldiers, formed for the purpose of storming a fascine battery which had been erected by the enemy on the island of Boca, and by which the operations of our troops against the castle of Boca Chica were considerably impeded. This attack, which was intended to have been made on the 17th of March, was unavoidably postponed, in consequence of a violent gale of wind, until

the night of the 19th, when the detachment was embarked in the boats of the fleet, and rowed to a small sandy bay about a mile to leeward of the battery, where it was thought expedient to effect a landing, not only from its being out of the reach of the enemy's observation, but from the great facility with which at that place the troops could step from the boats to the beach. The Spaniards, however, had not left this landing place wholly unguarded. The bay was formed by two reefs of rock, between which the channel was very narrow. This channel was defended by five guns, which the enemy had planted on the very spot that Boscawen pitched upon to disembark, but which his information respecting the enemy's forts had given him no reason to expect. He, therefore, landed his troops in full confidence of meeting no immediate resistance, and he preserved amongst them such perfect order and silence, that in the darkness of the night they were in the midst of the enemy before either party perceived the other. The Spaniards, however, gave the first alarm by opening a heavy fire upon the assailants; who, though thrown into disorder by this sudden surprise, were soon rallied by their undaunted Commander, and they pushed forward with that impetuous bravery which is peculiar to British sailors, and which the enemy were unable to withstand. The Spaniards were driven from their guns before they had time to make a second discharge, and were compelled to seek refuge under cover of the Bercidera battery, which it was the object of the English to attack, and to which they now advanced with an ardour and alacrity, that their success in this skirmish had contributed to heighten and promote. In the mean while the enemy at the battery, warned of the approach of the victorious assailants, received them with repeated discharges of grape-shot, which, however (the guns being too much elevated), did little execution, and served to accelerate rather than retard the rapidity of their assault. Pushing forward with a strength equal to their animation, they soon climbed the intrenchments, and entering the embrasures in the face of a

continued fire, and on the very muzzles of the guns, they drove the enemy from the works with considerable slaughter; and, after spiking the guns, and burning the platforms together with the carriages, guard-house, and magazine, Boscawen led off his detachment in order, and returned to the fleet with six wounded prisoners.

The Spaniards, fully sensible of the support which this battery had afforded them, were indefatigable in their endeavours to repair it; and having in a few days so far succeeded as to be able to bring six guns to bear on the English fleet, Boscawen was again ordered to reduce it, but in a manner which exposed him less to personal danger than the service in which it was before deemed expedient to employ him. He was directed to proceed with his own ship, the Shoreham, together with the Princess Amelia and Litchfield, as close in shore as the depth of water would admit them, to anchor abreast of the battery, and to bring their broadsides to bear upon it; whilst on the other hand, a detachment of seamen, under the command of Captains Watson, Cotes, and Dennis, were at the same time to storm it. These measures, taken with so much skill and prudence, would in all probability have ensured success to the attack, but the Spaniards, intimidated at the formidable appearance of the assailants, abandoned the battery without firing a shot.

Soon after this affair, Admiral Vernon determined to raise the siege of Carthagena, seeing no prospect of succeeding in the attack of the castle of Boca Chica, which effectually commanded and secured the town, and which, as it was capable of holding out for a considerable time against the approaches of a regular army, it would be in vain with such a force as his, any farther to attempt to reduce. But before the fleet sailed from Carthagena, Boscawen was again employed in the same sort of service in which he had so ably acquitted himself at Porto Bello; being appointed to command a detachment that was sent to raze the different forts which the English had taken on the neighbouring coast. And whilst he was engaged in this service he was appointed,

by Admiral Vernon, to the command of the Prince Frederick, of seventy guns, in consequence of the death of Lord Aubrey Beauclerk, who fell in one of the attacks on Boca Chica castle.

The subsequent naval operations which took place during Boscawen's continuance in the West Indies, though he was employed in most of them, were so unimportant at the time, and are now so completely uninteresting, that we shall pass them over in silence.

In May 1742, he returned to England, and anchored at St. Helens with the Prince Frederick, on the 14th of that month, after a passage of nine weeks from Jamaica. He brought advice that the fleet and army under Admiral Vernon and General Wentworth, were, at the time he left them, under sail on an expedition against the Spanish colony at Panama, in the South Sea; to which place it was the intention of these Officers to go by way of Darien, and to march their troops across that isthmus.

From the period of Boscawen's return to England, till the beginning of the year 1745, he was principally, if not entirely, employed in cruising in the British Channel. Whilst he was on this service, he captured the Medea, a French frigate, commanded by M. De Hocquart. About the end of this year he was appointed to the command of the Royal Sovereign, then lying as a guardship at the Nore; and it was part of his duty on that station to inspect all the armed vessels fitted out on the Thames, and hired by Government during the rebellion, previous to their proceeding on their respective cruises.

In January 1746, he obtained the command of the Namur, formerly a ship of ninety guns, but had then been reduced to a third rate. In this command nothing material happened till the November following, when being appointed Commodore of a small squadron, which was ordered to cruise at the entrance of the British Channel, he captured two prizes, one of them a large privateer, fitted out from St. Maloes, the other a dispatch boat from M. de Jonquiere,

the Commander of the French fleet on the American station, with advice of the death of the Duc D'Anville, and of the consequent failure of the expedition under his command.

In the year 1747, he commanded a line of battle ship in the fleet sent out to America under Admirals Anson and Vernon; and in the action of the 3d of May, between that fleet and the French squadron under M. De Jonquiere, Boscawen signalized himself equally by his heroism and his judgment. The French fleet having got the weather-gage, kept up a constant and well-directed fire on the English ships, as they turned to windward to form the line abreast of the enemy. Boscawen perceiving that our ships would thereby be disabled before their guns could be brought to bear on the French line, and his ship being a very superior sailer to any of the rest, and being besides the leading ship of the van, he pressed forward with a crowd of sail, received the greatest part of the enemy's fire, and singly maintained the conflict until the remainder of the fleet came up to his support; by which daring but judicious manœuvre, he principally contributed to the complete success, with which, on that day, the English arms were crowned. On this occasion he was severely wounded in the shoulder by a musket-ball. His country, however, was not long deprived of his services by this misfortune, from the effects of which he recovered in a few weeks.

On his return to England, he was advanced to the rank of Rear-Admiral of the Blue, and was shortly after invested with a command, which shows the very high estimation in which both his integrity and abilities were held. He was appointed Admiral and Commandant of a squadron of six ships of the line, ordered for the East Indies, and along with this appointment received a commission from the King as General and Commander in Chief of the land forces employed on that expedition; the only instance (except the Earl of Peterborough) of any Officer having received such a command since the reign of Charles the Second. The impropriety of investing a naval Officer with this double

command is so obvious, that it is unnecessary for us to point out the multiplied inconveniences to the public service, which in almost all cases it cannot fail to produce, and which greatly counterbalance the advantages that are likely to result from it, however capable the person may be to whom it is given. In Boscawen's case it gave rise to much public censure on the conduct of Ministers, as well as to many private jealousies, if not animosities; yet, though the expedition proved unsuccessful, we have not learned that the troops employed on that service ever expressed any dislike, much less any discontent, at their being commanded by a naval Officer; but this forbearance proceeded from their personal respect and esteem for Admiral Boscawen, a circumstance that reflects high praise on the private virtues that adorned his character.

As the earlier part of the transactions of this expedition to India has been related by an Officer who accompanied it, and as he was an eye-witness of the following circumstances, we shall give his account in his own words:—

On November the 4th, 1747, the squadron sailed from St. Helens, with a fair wind, which only served for that day; but Admiral Boscawen, anxious to get out of the Channel, chose rather to turn to windward with the fleet than to put back. Meeting with hard gales of wind, they were obliged to anchor in Torbay, where the fleet arrived about eleven o'clock on November 10, but at four o'clock in the evening, the wind serving, sailed again, and proceeded to the Land's End, when it turned again; but struggling with the winds, came to an anchor in the road of Madeira on December 13th. Hard gales of wind had separated several ships, which, however, on the 17th joined the Admiral, who used all possible means to get the fleet in a condition to sail; this being completed on the 22d, they sailed on the 23d. On March the 29th, 1748, the fleet came to an anchor in Table Bay, at the Cape of Good Hope. On the 30th, the ground was pitched on to encamp, and men were ordered on shore to clear it; but the wind blowed so fresh, that the forces could not land till April 6th, when the whole encamped in good order and discipline, being three battalions, with artillery; on the right were 400 marines, making one battalion; six English independent companies, of 112 men each, were on the left; and six Scotch companies were in the

centre. The men made a good appearance, and no pains were spared, as to discipline and refreshment, in order to fit them for their better performance in action. The Admiral by his genteel behaviour gained the love of the land Officers, and never was greater harmony among all degrees of men than in this expedition, every one thinking they were happy in being under his command. The time they stayed at the Cape was of great service to the land and sea forces, who had fresh meat all the time: but their stay was longer than was intended, occasioned by five India ships, with forces on board, parting from the fleet, purposely to get first to the Cape, in order to sell their private trade to better advantage; but they were mistaken, as they did not arrive till April the 14th, and those India ships that were with the Admiral had supplied the Cape with all that was wanting.

On the 8th of May, Adm. Boscawen sailed from the Cape with the squadron under his command, together with six ships belonging to the Dutch East India Company, on board of which were 400 soldiers. After a fatiguing and tedious passage, occasioned by a series of contrary winds rather unusual in those seas at that season, the whole fleet made the French island of Mauritius at day-break on the 23d of June, except three of the Dutch ships, which had parted company, in the stormy weather they had encountered. This island Admiral Boscawen was ordered to attack on his way to the coast of Coromandel. As soon, therefore, as the fleet came opposite to the east point of the island, he drew up the ships in line of battle ahead, and proceeded along the northern coast of the island. Before night they had advanced within two leagues of Fort Louis, at which distance he brought his fleet to an anchor in a bay that lay between the mouths of two small rivers. The party which was sent in a rowing boat in the dusk of the evening to reconnoitre the shore, had discovered only two places, where, from the lowness of the surf, it seemed practicable to make a descent, and these were defended by two fascine batteries of six guns each, which fired on the ships as they passed: all the rest of the shore was defended by rocks and breakers.

The next morning the French opened upon the English squadron two other fascine batteries, raised at the entrance

of the two rivers, between which it was at anchor. This fire was returned by one of the fifty gun ships, but little execution was done on either side. Boscawen now sent a sloop with the two principal engineers and an Artillery Officer, to reconnoitre the coast the whole way up to the entrance of Port Louis; these Officers reported, on their return, that they had been fired upon by no less than eight different batteries planted along the shore, as well as by the forts at the entrance of the harbour, across which lay moored a large ship of two decks; and there were besides, twelve ships at anchor within the harbour, four of which were of considerable force, and ready for sea. When night approached, the barges of the six line of battle ships, with the most experienced Officers of the fleet, were sent to sound. On their return they reported that a reef of rocks, which extended along the shore, at the distance of twenty yards from it, rendered it impossible to effect a landing, except at the entrance of the rivers already mentioned. With respect to the harbour itself, they discovered that the channel leading into it, was only 100 fathoms wide, and that from that circumstance, as well as from the opposition of the south wind, which blew directly down it, the getting up to the mouth of the harbour any part of the fleet, would be attended with almost insuperable difficulties. Upon receiving this intelligence, Boscawen called a council of war, composed of the principal land and sea Officers, at which it was resolved, that as they were ignorant of the strength of the French, three armed boats should be sent to endeavour to land in the night, and to take by surprise even a single man, that some certain information respecting the actual situation and numbers of the enemy might thereby be obtained. This project, however, proved abortive; and the following morning the council of war assembled again, when they came to this decision, that although they thought themselves sufficiently powerful to reduce the island, yet the loss they would probably sustain in the attack, and the

number of men which would be requisite to garrison the fortifications, would necessarily so much weaken their force, that it would certainly retard, and might, perhaps, entirely prevent them from undertaking the siege of Pondicherry, which Boscawen was instructed to consider as the principal object of the expedition under his command. It was, therefore, resolved, to proceed to the coast of Coromandel without delay, so that the fleet might arrive there in time to act, before the change of the monsoon in October. Boscawen accordingly sailed from the Mauritius the next day, the 27th of June, when the Dutch ships parted with the fleet, and steered for Batavia, and the English pursued their course to the coast of Coromandel. On the 29th of July, he arrived at Fort St. David, where he found the squadron under Admiral Griffin, who resigned the command of it to him, and soon after returned to England.

The junction of these fleets formed the greatest marine force belonging to any one European nation that had ever been seen in the Indian seas; it consisted of more than thirty ships, of which thirteen were of the line. The English at Fort St. David, and all the native powers attached to their cause, beheld this formidable armament with a joy proportioned to the success which was naturally looked for from its operations.

Anxious to strike a decisive blow before the French had time to collect their allies (some of the smaller Rajahs of the Indian peninsula) to their assistance, Boscawen determined to proceed to Pondicherry without a moment's delay. He accordingly landed the necessary stores and the whole of his troops, who had been in perfect health throughout the voyage; a circumstance attributed by the Officer from whose narrative we made an extract, to the great benefit derived from the air-pipes, by which the ships of the fleet were ventilated. After the troops were landed, three line of battle ships, and a sloop of war, were dispatched to Pondicherry, in order to blockade the place by sea.

On the 8th of August the army marched from Fort St. David, under the command of Admiral Boscawen. It was composed of twelve independent companies of 100 men each, 800 marines from the fleet, eighty artillery men, a battalion of the East India Company's, of 750 men, together with seventy artillery men, 120 Dutch Europeans, and 1000 seamen from the fleet, who had been trained to the manual exercise during their passage from England, the whole amounting to 3720 Europeans; besides which there were 2000 sepoys, and 300 Topasses, paid by the Company. The Nabob Avan-a dien Khan still wavering, as he found the French or English gain the ascendancy in the polities of the Carnatic, promised to send a body of 2000 horse to co-operate with the English army; but he was cautious in not fulfilling his promise until he could judge of the probable termination of the campaign. His troops, therefore, did not join Boscawen till towards the conclusion of the siege. The heavy cannon and stores were laden on board the squadron, which proceeded before the army, and anchored two miles south of Pondicherry.

The Company's agents at Fort St. David had been shamefully negligent in gaining the information necessary to direct Boscawen in his operations; insomuch that when the army came in sight of the small fort of Ariancopang, situated near the confines of Pondicherry, there was not a single person who could give a description of the place. Boscawen, however, thought it expedient not to leave it in his rear, and therefore determined to reduce it before he proceeded on his march. One of the Company's Engineers was ordered to reconnoitre it, but either from fear or treachery, he did not approach sufficiently close to the place to enable him to make his observations with any tolerable degree of accuracy. He reported, that though the fort was covered by an intrenchment, it was of very little strength. A deserter farther reported, that it was garrisoned only by 100 sepoys, and Boscawen on this information resolved to storm it. Accordingly a detachment

of 700 men marched at day-break against the east side of the fort, to attack what they supposed to be the intrenchment described by the engineer, which on a nearer approach they discovered to be a heap of ruins; they likewise perceived, to their great disappointment, that the fort itself was a triangle, regularly fortified with three cavaliers, a deep dry ditch full of pit-falls, and a covered-way. These works were sufficient to protect the place from any sudden assault, even had it been garrisoned as the deserter had reported; but instead of that it was defended by 100 Europeans and 300 sepoys, under the command of a Captain Law, an active and experienced Officer. The English troops had no sooner approached the works than they were instantly assailed with a shower of musket and grape-shot. They nevertheless persisted in their attack with much more bravery than skill; and although they had carried with them no scaling-ladders, and had consequently no means of succeeding in their rash attempt, they obstinately kept their ground for a considerable time, and did not retreat until 150 of their number were either killed or wounded.

This disaster, so obviously the result of ignorance and temerity, greatly affected the spirits of the men, and seemed to damp the ardour of the enterprize. But Boscawen was not to be disconcerted by any misfortune of this sort; which, however, could never have happened, had his experience in military operations been equal to his other qualifications for the command with which he was intrusted. Inflexible in his purpose, he determined to persist in reducing Ariancopang, and with a view to facilitate as well as expedite its reduction, he ordered the disciplined sailors, with eight pieces of battering cannon, to be landed from the ships. The French, on the other hand, aware of the advantage of gaining time at this season of the year, prudently resolved to defend the fort as long as possible. To give effect to this resolution, they erected a battery of heavy cannon, on the opposite side of the river, which runs to the north, and close by Ariancopang, that they might thereby

enfilade and obstruct the approaches of the besiegers. The English at the same time erected a battery on the plain, on the south side of the river, to oppose that of the enemy; but such was the neglect, or ignorance of the engineers who were employed in throwing up this work, that when at day-break they opened the battery, most of the guns were found to be intercepted from the sight of the enemy's by a thick wood. The Artillery Officers, on the discovery of this egregious oversight, offered their service to raise another battery, which they completed with sufficient skill before the next morning; and for greater security, they threw up an intrenchment before it, in which a detachment of soldiers and sailors was posted. At day-break the English battery began to play on that of the enemy, and the fire was continued for some time on both sides, but with little execution on either. The French in the mean while, had posted without the fort, under cover of the works, a body of sixty European cavalry. This cavalry, supported by infantry, advanced towards the intrenchment, and attacked with great impetuosity that part of it where the sailors were posted, who, unaccustomed to this sort of service, were thrown into confusion, which disconcerting the regular troops, they were compelled to abandon the intrenchment, and retreat to the battery, whither they were pursued by the French cavalry; whom, however, the heavy fire from the English artillery soon repulsed. The gallant Major Lawrence, so justly distinguished in Indian history, commanded this intrenchment; and rather than take flight with the troops, he and a few Officers, defended themselves in the trench until they were disarmed by some of the enemy's dragoons, and forced to surrender.

The same day a quantity of gun-powder taking fire in the enemy's battery, it blew up, and near 100 men were either killed or disabled by the explosion. And this disaster struck so much terror amongst the French troops in the fort, that a few hours afterwards they set fire to the chambers with which they had undermined the fortifications, blew up the

greatest part of the walls and cavaliers, and then retired with the utmost precipitation to Pondicherry. As soon as Boscawen observed the explosion, he gave orders to take possession of the ruins. But unfortunately, instead of following up the advantage which this accident had given him, he remained five days longer at Ariancopang, deeming it expedient to repair and garrison that fort, before he made his approaches against Pondicherry; from an apprehension that during the siege a detachment of the enemy might again take possession of the former place, and from thence be enabled to intercept convoys, and otherwise harass the English army.

The town of Pondicherry was situated about seventy yards from the sea shore; its extent from north to south was about a mile, and from east to west about 1100 yards; on the three sides towards the land, it was fortified with a wall and rampart, flanked by eleven bastions; the north and south extremities nearest the sea were defended by two demi-bastions; and the whole of these works were encompassed by a ditch and an imperfect glacis. The eastern side was defended by several low batteries, capable of mounting upwards of 100 pieces of cannon, which commanded the road; and within the town was a citadel, though too small to make a long defence. The greatest part of the ground in the vicinity of the town was inclosed at the distance of a mile from the walls, by a hedge of large aloes and other thorny plants peculiar to the country, intermixed with numbers of cocoa-nut and palm-trees, which altogether formed a defence impenetrable to cavalry, and which even infantry would find it very difficult to break through. This inclosure began at the north side, close by the sea, and continued for five miles and a half, describing a large segment of a circle, until it joined the river of Ariancopang to the south, at a mile and a half from the shore, and in this part the course of the river served to complete the line of defence. There were five roads leading from the town into the adjacent country, and at each of the openings in the hedge

through which these roads were cut, there was a well-built redoubt mounted with cannon. Such was the situation of Pondicherry, and the manner in which it was fortified and defended, when Boscawen commenced his operations against it.

On the 26th of August the English army marched from Ariancopang, and took possession of the village of Ulagurry, situated about two miles from the south-west part of the town. From hence Boscawen sent a detachment to take possession of the north-west redoubt of the bound-hedge, which the enemy abandoned without resistance, although it was capable of a defence that might have cost the English many lives, and perhaps much trouble as well as time. Shortly after the evacuation of this redoubt, the garrisons in the other redoubts in the bound-hedge were withdrawn.

By the advice of the engineers, Boscawen determined to make his approaches on the north-west side of the town; and in order to facilitate the communication between the fleet and the camp, the ships were stationed to the north of the town.

On the night of the 30th of August, the besiegers opened ground, at the distance of 1500 yards from the works; a circumstance in itself sufficient to prove the deplorable ignorance of the English engineers, on whose plan and by whose advice this siege was conducted; for, according to the art of war established amongst the military nations of modern Europe, it is the universal practice in sieges, to make the first parallel *at least* within 800 yards of the covered-way. The next morning 150 men were detached from the trench first thrown up, and ordered to make a lodgment about 100 yards nearer the town, and being supplied with working tools, they were not long in throwing up a mound, which sufficiently covered them from the fire of the enemy's cannon. Towards the afternoon of that day, 500 Europeans and 700 sepoys made a sortie from the town, attack-

ing both the trenches at the same time, from which, however, they were repulsed with the loss of 100 men, and seven Officers.

The celebrated Lord Clive, then an Ensign, served in the trenches on this occasion, and by his gallant conduct gave the first prognostic of that high military spirit, which was the spring of his future actions, and the principal source of the decisive intrepidity and elevation of mind, which were his characteristical endowments.

The approaches were continued, but from a total inexperience in such operations they advanced very slowly. Two batteries of three guns each were raised within 1200 yards of the town, in the supposition that they would operate as a check on the enemy's sorties; but parties still sallied every day in defiance of these batteries, and made successful attacks on the detachments employed to escort the stores and cannon from the ships to the camp. Whilst the army was thus engaged, a bomb-ketch was ordered to bombard the citadel night and day; but the enemy returned the fire of this vessel with such effect, that she was compelled to desist from bombarding during the day, and the firing which she kept up at night proved of little annoyance.

After much hard labour and great fatigue, the trenches were advanced within 800 yards of the walls, when it was found impracticable to carry them on any nearer; having now discovered a large morass which presented an insuperable barrier to any farther approaches before this part of the town, more particularly as the French had preserved a back water, with which they not only overflowed the morass, but also all the ground lying between the trenches and the foot of the glacis. The English were, therefore, obliged to raise their batteries on the edge of the morass, where their working parties were much exposed to the enemy; who, by keeping up a constant and well-directed fire, killed a great many men, and thereby frustrated their operations, and retarded the progress of the siege.

On the 26th of September, however, two batteries were completed, one of eight, the other of four pieces of cannon, of eighteen and twenty-four pounders; a bomb battery of five large mortars and fifteen royals, and another of fifteen cohorns, were likewise erected; and all of these batteries now began to play on the town. The French, on the other hand, opened several embrasures in the curtain, and at the same time commenced a heavy fire from those batteries on the crest of the glacis: insomuch, that the fire of the besieged was double that of the besiegers. Boscawen upon this resolved to bring his whole naval force to batter the town, and consequently ordered all the line of battle ships to be warped within 1000 yards of the walls, the shallowness of the water not permitting them to be brought nearer. The cannonade which was now opened upon the town was incessant and tremendous, but the French soon found that it was only terrible in appearance, and produced little real effect: owing to the distance of the ships from the town, and the heavy swell of the sea, the shot never struck successively the same object; so that it neither made any breach in the works, nor did much damage to the town. The besieged at first withdrew a considerable number of their artillery from the land side, in order to open their batteries against the ships; but perceiving that the fortifications sustained hardly any injury from the fire of the fleet, they remitted the vigour of their defence on that side, and renewed it on the land side with increased activity and ardour.

The cannonading from the ships was kept up without intermission until night, when Boscawen, finding that a vast quantity of ammunition had been expended to no purpose, ordered them to weigh anchor in the night, and to move beyond the reach of the enemy's shot; but the execution of this order was prevented by the wind setting in from the sea. Being, therefore, under the necessity of keeping their stations, they recommenced the cannonade at

day-break, which the enemy returned with still greater spirit and briskness, than that with which they had so successfully maintained the conflict on the preceding day; but at noon the wind changing, the ships moved from the shore, and the firing ceased on both sides. The fire from the batteries continued three days longer, during which time that of the enemy was supported with augmented vigour, and nine pieces of cannon of the assailants were dismounted.

The weather had now changed, the rainy season had set in earlier than usual, sickness began to prevail in the English camp, and hardly any impression had been made on the fortifications of Pondicherry. In consideration of these circumstances, Boscawen thought it prudent to call a council of war, which was summoned on the 30th of September, and at which it was unanimously resolved to raise the siege without delay; being justly apprehensive that the rains which at their commencement generally overflow the country, might render the removal of the cannon and heavy stores impracticable, and likewise that the ships might be driven off the coast by the severe gales of wind, which at the setting-in of the monsoon invariably prevail.

In conformity with this decision the batteries were immediately destroyed, the battalion of sailors, the cannon, and heavy stores reimbarked; and on the 6th of October, the troops began their march to Fort St. David, where they arrived the preceding evening, having demolished the fort of Ariancopang in their way.

On a review of the army it was found, that during the siege there had perished in action and by sickness, 757 soldiers, forty-three artillery men, and 265 seamen, in all 1065 Europeans; of the sepoys very few were killed, for they had only been employed to guard the skirts of the camp, and being altogether undisciplined, generally took flight on the approach of danger. The French garrison, commanded by M. Dupleix (a man justly distinguished for his spirit and sagacity), consisted of 1800 Europeans and 3000

sepoys, of which, 200 Europeans and about fifty sepoys were killed.

The causes to which the failure of this siege is to be attributed, are so plainly discernible in the preceding account, that any enumeration of them would be unnecessary. The total incapacity of the engineers, through which the lives of so many brave men were unprofitably lost, was, if possible, still more discreditable to Government than to themselves, since we do not find that they were ever brought to an account for their shameful misconduct. Boscawen's consciousness of his own disqualifications as a soldier, might, conformably with his candid and amiable disposition, have deterred him from calling for an enquiry on the conduct of these Officers; but this apology amounts to a tacit censure of his rashness, in accepting a command for which he was not qualified either by any knowledge of military science, or any sufficient experience of military operations; and for the want of which, neither his skill and judgment in nautical affairs, nor his zeal, enterprising spirit, and intrepidity, could at all compensate. We make these observations with the impartial freedom of history, and we hope without offence.

Soon after the return of the army to Fort St. David, intelligence arrived from England of the peace of Aix la Chapelle, and an immediate cessation of hostilities between the French and English in India consequently took place. Some circumstances, however, rendered it necessary for Boscawen to remain in India with the fleet a few months longer; a necessity which accidentally proved very unfortunate, for on the 13th of April following, a violent hurricane arose, in which the Namur, of 74 guns (the Admiral's flag-ship), the Pembroke, and the Apollo hospital ship, together with the greatest part of their crews, were unhappily lost. When the gale commenced, the Namur was at anchor in the road of Fort St. David. The Admiral was on shore, but the Officer in command of the ship, immediately cut the cables and put to sea, though the impetuosity of the tempest

and the uncommon height of the sea were such, as to offer little prospect of being able to save the ship; and, after struggling for some hours in an endeavour to get off the coast, she foundered in nine fathom water; Captain Marshall, Mr. Gilchrist the Third Lieutenant, the Captain of Marines, the Surgeon, Purser, Chaplain, Boatswain, and about forty seamen, being all that were saved out of six hundred.

The town of Madras being delivered up by the French, and taken possession of by the English, and every other stipulation being fulfilled by the enemy according to the Treaty of Peace, Boscawen sailed from Fort St. David on the 19th of October, 1749, and arrived at St. Helens on the 14th of April following.

Being now unemployed in his professional avocations, Boscawen became a zealous politician, and regularly attended in the House of Commons as the representative of the borough of Truro, for which place he had been first returned in the year 1741. His acknowledged abilities in his profession were not long unrewarded. Ministers sensible of the utility of employing these abilities in the naval department of Government, he was appointed one of the Lords of the Admiralty on the 22d of June, 1751; and shortly afterwards he was elected one of the elder brethren of the Trinity House.

On the 4th of February 1755, he was advanced to the rank of Vice-Admiral of the Blue, in which station his services were soon after called for.

The French Ministry, who had for some time amused the Court of London with strong professions of the inviolability of their friendship and good faith, now began to pull off the mask, when it appeared that they had not only sanctioned their Officers in America in acts of hostility against the English colonies, but were then actually employed in the ports of France, in the equipment of a formidable naval force. This armament was commanded by M. Bois de la Motte, and consisted of twenty-five ships of

the line, a number of frigates, and a fleet of transports, on board of which was embarked a considerable land force, together with a train of artillery, stores, and camp equipage, calculated for the prosecution of offensive war. By this means the French Ministry designed to carry into effect their ambitious projects in America, and at the same time to be prepared to strike a decisive blow against England in that quarter, if her jealousy should prompt her to oppose, by force of arms, the execution of their purpose. But the very circumstance of fitting out so large a force, without giving previous notice of their intentions to the Court of London, was of itself a palpable infraction of the Treaty of Peace; and the English Government, justly considering it in that light, equipped a fleet of eleven sail of the line and a frigate, with all possible dispatch, on board of which having embarked two regiments of infantry, the command was given to Boscawen. He proceeded without delay to the banks of Newfoundland, where he was ordered to cruise for the purpose of intercepting the French fleet, in its passage to the River St. Lawrence; and he was moreover particularly instructed to treat the French as an enemy wheresoever he might chance to fall in with them. Boscawen had not left Plymouth more than a few days, when intelligence was received that the French armament had actually sailed; in consequence of which, Rear-Admiral Holbourne was ordered to follow him with a reinforcement of six ships of the line and a frigate.

The fogs which are so prevalent on the coast of Newfoundland, prevented the French and English fleets from discovering each other; and the French Admiral taking advantage of this circumstance, and aware that he was pursued, divided his fleet into two parts; one of which he sent to the river St. Lawrence by the usual passage, while the other entered that river by passing through the Straits of Belleisle, a course never before attempted by ships of the line. Boscawen lay with his fleet off Cape Ray, the

most southern promontory of Newfoundland, which he conceived to be the best station for intercepting the enemy's fleet. He was, however, disappointed in this expectation. The French succeeded in getting into the River St. Lawrence with their whole force, excepting two of their line of battle ships, which had parted in a fog from one of the divisions of their fleet, and which Boscawen had the good fortune to capture. These ships fell in with the English ships Dunkirk and Defiance, each of which mounted sixty guns; and after a gallant contest of five hours, the French struck their colours. The names of the French ships were the Lys and Alcide, in the first of which was found 80,000l. sterling in specie; and these prizes were the more valuable from the number of Officers of distinction who were on board of them. In M. Hocquart, the Commander of the Alcide, Boscawen met an old acquaintance, it being the third time that that Officer and him had been opposed to each other in action, and the third time he had been made his prisoner. A few weeks subsequent to this affair, Boscawen returned to England with his prizes, and fifteen hundred prisoners.

In 1756, Boscawen was advanced to the rank of Vice-Admiral of the White; a few months afterwards he was promoted to the Red Flag of the same rank; and in the beginning of the year 1758, he was made Admiral of the Blue, and at the same time was appointed to the command of a large fleet equipped for the special purpose of co-operating with the army under General Amherst, on the expedition against Louisbourg. This formidable fleet consisted of the following ships:—

Ships.	*Guns.*	*Commanders.*
Namur,	90	Hon. Edward Boscawen, Captain Buckle,
Royal William,	84	Sir Charles Hardy, Captain Evans,
Princess Amelia,	80	Philip Durell, Esq. Captain Bray,

Ships.	*Guns.*	*Commanders.*
Invincible *,	74	Captain Bentley,
Terrible,	74	Collins,
Northumberland,	70	Right Hon. Lord Colvil,
Vanguard,	70	Swanton,
Orford,	70	Spry,
Burford,	70	Gambier,
Somerset,	70	Hughes,
Lancaster,	70	Hon. G. Edgecumbe,
Devonshire	66	Gordon,
Bedford,	64	Fowke,
Captain,	64	Amherst,
Prince Frederic,	64	Man,
Pembroke,	60	Simcoe,
Kingstone,	60	Parry,
York,	60	Pigot,
Prince of Orange,	60	Ferguson,
Defiance,	60	Baird,
Nottingham,	60	Marshall,
Centurion,	54	Mantell,
Sutherland,	50	Rous.

FRIGATES.

Juno, Diana, Boreas, Trent, Gramont, Shannon, Hind, Port Mahon, Nightingale, Kennington, Squirrel, Beaver, Hunter, Scarborough, Hawke, Ætna, Lightning, and Tyloe.

On Boscawen's arrival at Halifax he was joined by General Amherst and the army; and the two Commanders having agreed upon the plan of operations, they sailed from thence on the 28th of May. The fleet, including transports, amounted to 170 sail; and the army inclusive of Officers, consisted of 12,000 men, well disciplined and appointed. On the 2d of June, the fleet arrived in the Bay of Gabaras, seven miles to the westward of Louisbourg. Here the troops were disembarked, and General Amherst proceeded against Louisbourg, the siege of which he pushed forward with so much ability and vigour, that on the 26th

* The Invincible having been unfortunately stranded at the commencement of the expedition, she was replaced by the Dublin, a ship of the same force, commanded by Captain, afterwards Lord Rodney.

of July the Chevalier Drucour, who commanded the fortress, made proposals to surrender. The terms of capitulation were soon settled, and the French garrison, consisting of 6000 men, laid down their arms.

Upon the surrender of Louisbourg, a division of the fleet, with a body of troops on board, under the command of Lord Rollo, was sent to take possession of the island of St. John; and Boscawen having appointed a squadron for the protection of Nova Scotia, he returned to England with four sail of the line. About the latter end of October he reached Scilly, where he fell in with a French squadron, consisting of six ships of the line; but notwithstanding their superiority of number, the enemy chose to decline an action, into which, as their ships sailed considerably faster than his, he in vain endeavoured to force them.

Boscawen, as Commander of the fleet in this expedition to Louisbourg, had no opportunity to bear a part in the military operations against that place; but the diligence, attention, and activity, which he showed in performing the duties of his station, entitle him to share in the glory of the enterprize; more especially as these useful qualities were sufficiently conspicuous on this occasion, to obtain the unanimous and cordial thanks of the House of Commons, which, on the 6th of December 1758, were delivered to him, in his place in the House, by Mr. Onslow, the Speaker, in the following terms:—

"Admiral Boscawen, the House have unanimously resolved, that their thanks should be given to you for the services you have done to the King and Country in North America; and, as it is my duty to convey their thanks to you, I wish I could do it in a manner suitable to the occasion, and as they ought to be given to you, now standing in your place, as a member of this House; but were I able to enumerate, and set forth in the best manner, the great and extensive advantages accruing to this nation from the conquest of Louisbourg, with the islands of Cape Breton and St. John's, I could only exhibit a repetition of what has already been, and is the genuine and uniform sense and language of every part of the kingdom; their joy too, has been equal to their sentiments upon this interesting event; and in

their sentiments and joy they have carried their gratitude also to you, Sir, as a principal instrument in these most important acquisitions; you are now, therefore, receiving the acknowledgments of the people, only in a more solemn way, by the voice, the general voice, of their representatives in Parliament; the most honourable fame that any man can arrive at in this or any other country. It is on these occasions a national honour from a free people, ever cautiously conferred, in order to be the more esteemed, and be the greater reward; a reward which ought to be reserved for the most signal services to the state as well as for the most approved merit in it; such as this House has usually, and very lately, made their object of public thanks. The use I am persuaded you will make of this just testimony, and high reward of your services and merit, will be the preserving in your own mind a lasting impression of what the Commons of Great Britain are now tendering to you, and in a constant continuance of the zeal and ardour for the glory of your King and country, which have made you to deserve it. In obedience to the commands of the House, I do, with great pleasure to myself, give you the thanks of the House for the services you have done to your King and country in North America.

To which Admiral Boscawen, with his usual modesty, made the following reply:—

Mr. Speaker,

I am happy in having been able to do my duty, but have not words to express my sense of the distinguishing reward that has been conferred upon me by this House; nor can I enough thank you, Sir, for the polite and elegant manner in which you have been pleased to convey to me the resolution.

Having thus completely established his public character, he was soon honoured with a distinguishing mark of the favour of his Sovereign, being made a member of the Privy Council on the 2d of February, 1759. Some weeks afterwards he was again appointed to the command of a fleet of fourteen sail of the line, and two frigates, destined for the Mediterranean. He sailed from St. Helens on the 14th of April, and repaired to Toulon, with a view to watch the motions of the French fleet then lying at that port, under the command of M. de la Clue, and under orders to

proceed to Brest, to join the grand fleet commanded by Conflans. To prevent the junction of these fleets, and to endeavour to discomfit that of De la Clue, were the principal objects of his instructions. He accordingly cruised off Toulon for some time, and in order to force the French Admiral to an engagement, tried every stratagem, and offered every provocation that his ingenuity could devise. But finding that De la Clue was not to be moved from his purpose by any artifice, Boscawen determined to put his patience to a stronger test and a more decisive trial. He, therefore, gave orders for the Culloden, Conqueror, and Jersey, three line of battle ships, to proceed to the entrance of the harbour, and to endeavour, either to cut out or destroy two of the enemy's ships, which lay moored there, under cover of the batteries. The execution of this hazardous and daring attempt was entrusted to Captain Smith Collis, an Officer whose dexterous intrepidity, in the former war, had conducted and accomplished a similar enterprise. On the present occasion he behaved with equal skill and gallantry; but the strength of the enemy's position rendered all his efforts ineffectual. When the English ships approached those of the enemy at the mouth of the harbour, the former were immediately assailed by a heavy fire, not only from the ships and fortifications, but from several masked batteries, on both sides of the entrance. The English supported this unequal contest with uncommon bravery, for upwards of three hours; but Captain Collis seeing no probability of any success, and finding his own ship almost entirely disabled, felt himself obliged to desist; and having made the signal to the Admiral for assistance, his ships were towed off by the boats of the fleet, from the midst of the enemy's fire.

In consequence of the damage sustained by the ships employed in this arduous service, Boscawen thought it prudent to repair to Gibraltar, in order to get them refitted. And the French Admiral taking advantage of the absence of the British fleet, and hoping to elude the vigilance of its Commander, put to sea with the resolution of passing the Straits, and proceeding to Brest. But the watchful prudence and strenuous ardour of Boscawen, gloriously frustrated his design. On the evening of the 17th of August, the French fleet was descried from the bay of Gibraltar. Boscawen instantly made the signal to chase, and in less than two hours the English fleet was out of the bay. He pursued the enemy all night, and at two o'clock the next day came up with them; when after an action of some hours, maintained on both sides with great valour, he obtained a complete victory; nearly one-half of the French fleet being either captured or destroyed. Nor was this victory less important in its consequences, than brilliant in its attainment; for by preventing the junction of the Toulon and Brest fleets, it effectually defeated the magnificent scheme of invading England, with which the French Minister had for some time amused the military ardour and romantic spirit of his countrymen.

The detail of this memorable action, we shall give in Admiral Boscawen's own words, taken from his public dispatch on the occasion:—

I acquainted you (says he), in my last, of my return to Gibraltar to refit. As soon as the ships were near ready, I ordered the Lyme and Gibraltar (the only frigates ready), the first to cruize off Malaga, the last from Estepona to Ceuta Point, to look out, and give me timely notice of the enemy's approach.

On the 17th, at eight in the evening, the Gibraltar made the signal of their appearance, fourteen sail, on the Barbary shore, to the eastward of Ceuta. I got under sail as fast as possible, and was out of the bay before ten, with fourteen sail of the line, the Shannon frigate, and Ætna fireship. At day-light I saw the Gibraltar, and soon after, seven large ships lying to; but on our not answering their signals, they made sail from us. We had a fresh gale that brought us up with them fast till about noon, when it fell little wind. About half an hour past two, some of the headmost ships began to engage, but I could not get up to the Ocean till near four. In about half an hour the Namur's mizen-mast, and both top sail yards, were shot away,

The enemy then made all the sail they could. I shifted my flag to the Newark: and soon after the Centaur, of seventy-four guns, struck.

I pursued all night, and in the morning of the 19th, saw only four sail standing in for the land (two of the best sailers having altered their course in the night), we were not above three miles from them, and not above five leagues from the shore, with very little wind. About nine the Ocean ran among the breakers, and the three others anchored. I sent the Intrepid and America to destroy the Ocean. Captain Pratten having anchored, could not get in, but Captain Kirke performed that service alone. On his first firing at the Ocean she struck, and Captain Kirke sent his Officers on board. M. De la Clue, having one leg broke and the other wounded, had been landed about half an hour; but they found the Captain, M. Le Compte de Carne, and several Officers and men on board. Captain Kirke, after taking them out, finding it impossible to bring the ship off, set her on fire. Captain Bentley, of the Warspight, was ordered against the Temeraire, of seventy-four guns, and brought her off with little damage, the Officers and men all on board. At the same time Vice-Admiral Broderick, with his division, burnt the Redoubtable, her Officers and men having quitted her, being bulged; they brought the Modeste, of sixty-four guns, off, very little damaged.

I have the pleasure to acquaint their Lordships, that most of his Majesty's ships under my command, sailed better than those of the enemy.

Inclosed I send you a list of the French squadron found on board the Modeste.

Herewith you will also receive the number of the killed and wounded on board his Majesty's ships, referring their Lordships for farther particulars to Captain Buckle."

List of the French Squadron under the Command of M. De la Clue.

L'Ocean, 80 guns, M. De la Clue; Le Redoubtable, 74 guns, M. De St. Aguan, burnt; Le Centaur, 74 guns, Sabran Grammont, taken; Le Souveraine, 74 guns, Panat; Le Guerrier, 74 guns, Rochemore, escaped; Le Temeraire, 74 guns, Castillon l'Aine, taken; Le Fantasque, 64 guns, Du lac Monvert, taken; Le Lion, 64 guns, Colbert Turgis; Le Triton, 60 guns, Venel; Le Fier, 50 guns, Marquisan; L'Oriflamme, 50 guns, Dabon, lost company coming through the Straits; La Chimere, 26 guns, Sauchet; La Minerva, 24 guns, Le Chev. d'Opede; La Gracieuse, 24 guns, Le Chev. de Fabry, lost company coming through the Straits.

An Abstract of the Number of Men killed and wounded on board his Majesty's following Ships under my command, the 17th of August, 1759.

Ships.	*Killed.*	*Wounded.*
Namur,	13	44
Prince,	4	15
Culloden,	11	40
Warspight,	5	32
Swiftsure,		5
Newark,	6	10
Intrepid,	2	6
Conqueror,	6	2
St. Alban's,	3	16
America,		
Edgar, in charge of the prize ship,		
Centaur, lost company,		
Jersey,	6	12
Portland,		14
Guernsey,		
	56	196

EDWARD BOSCAWEN.

The object of the expedition to the Mediterranean being thus accomplished, Boscawen returned to England, where he was honoured with that distinction of which a British sailor should be most ambitious: the spontaneous applause and thanks of his countrymen! And his Majesty, as a reward for his eminent services, appointed him a General of Marines, with a salary of 3000l. a year.

Some months after his arrival, a complaint was preferred against him for having caused some Dutch merchant ships to be searched on suspicion of their being laden with warlike stores. He acknowledged his having done so, but justified the propriety of the measure in the following letter, addressed to the Secretary of the Admiralty:—

Sir,

In answer to your's of the 4th instant, concerning a memorial of Messrs. Hopp, Borel, and Meerman, complaining that I caused some Dutch merchantmen to be searched near Cape Palos, who were under convoy of the Prince William man of war, Captain Betting; and

farther alleging, that notwithstanding the representations of this Captain, I detained some of them; I must observe, that having certain advice that the Dutch and Swedes carried cannon, powder, and other warlike stores to the enemy, I gave particular orders to the Captains of all the ships under my command, carefully to examine all the vessels of those nations bound to the ports of France. On the day mentioned in the memorial, being near Cape Palos, I made the signal for the Warspight, Swiftsure, America, and Jersey, to intercept some vessels then in sight, and which, on their approach, were found to be some Dutch ships, under convoy of the Prince William, bound to different ports in the Mediterranean, particularly two to Marseilles, and two to Toulon. They were as strictly searched, as could be done at sea, in the space of an hour, but as no pretext was found for detaining them, they were suffered to proceed on their voyage; and the Captains assured me that every thing passed with great civility and good order. I never received any complaint on this subject from Captain Betting, nor indeed had he an opportunity to make me any, as he continued his course to the Mediterranean, and I steered for Gibraltar, from whence I came soon after to England. As it is well known that the Dutch merchants assist the King's enemies with warlike stores, I think I did no more than my duty in searching the vessels bound to those ports.

I would have answered your letter sooner, but I was willing to inform myself first, from the Captains who are now in England, whether any thing had happened on occasion of this search, which they had omitted to mention in their report to me.

E. BOSCAWEN.

In the month of January 1760, he was sent with a small squadron to Quiberon Bay, to observe the motions of the enemy, and to endeavour to fall in with Conflans, who had again put to sea with the few ships with which he had effected his retreat, after the glorious victory obtained over him by Lord Hawke. But the weather was so stormy, that he found it unsafe to keep his station, and was, therefore, obliged to return to Spithead. Eager, however, to complete the destruction of the French fleet, he sailed a second time on the 6th of February; but meeting again with violent and adverse gales of wind, he was compelled to put into Plymouth, several of the ships of his squadron having sustained considerable damage. During the following summer, he

and Sir Edward Hawke alternately commanded the fleet stationed in Quiberon Bay; but Conflans prudently remained in port, and these gallant Officers were never fortunate enough to attain the full accomplishment of their wishes.

This was the last public service in which Boscawen was employed. Being in a bad state of health, he retired, in the autumn of 1760, to his country seat, at Hatchland's Park, Surry, where he died of a bilious fever on the 10th of January, 1761, in the 50th year of his age.

His body was conveyed to Cornwall, and interred amongst his ancestors, in the parish church of St. Michael, at Penkevel, where a Monument, on which the following inscription is engraved, has been erected to his memory:—

Here lies the Right Honourable
EDWARD BOSCAWEN,
Admiral of the Blue, General of Marines,
Lord of the Admiralty, and one of his
Majesty's most Honourable Privy Council.
His birth, though noble,
His titles, though illustrious,
Were but incidental additions to his greatness.
History
In more expressible, and more indelible
Characters,
Will inform latest posterity,
With what ardent zeal,
With what successful valour,
He served his country,
And taught her enemies
To dread her naval power.
In command
He was equal to every emergency,
Superior to every difficulty.
In his high departments, masterly and upright.
His example formed, while
His patronage rewarded,
Merit.
With the highest exertions of military greatness,
He united the gentlest offices of humanity.
His concern for the interest, and unwearied

Attention to the health, of all under
His command,
Softened the necessary exactions of duty,
And the rigours of discipline,
By the care of a guardian, and the tenderness
Of a father.
Thus beloved and revered,
Amiable in private life, as illustrious in publick,
This gallant and profitable servant of his
Country,
When he was beginning to reap the harvest
Of his toils and dangers,
In the full meridian of years and glory,
After having been providentially preserved
Through every peril incident to his profession,
Died of a fever,
On the 10th of January, in the year 1761,
The 50th of his age,
At Hatchland's Park, in Surry,
A seat he had just finished (at the expence
Of the enemies of his country).
And amidst the groans and tears
Of his beloved Cornishmen, was
Here deposited.
His once happy wife inscribes this marble,
An unequal testimony of his worth,
And of her affection.

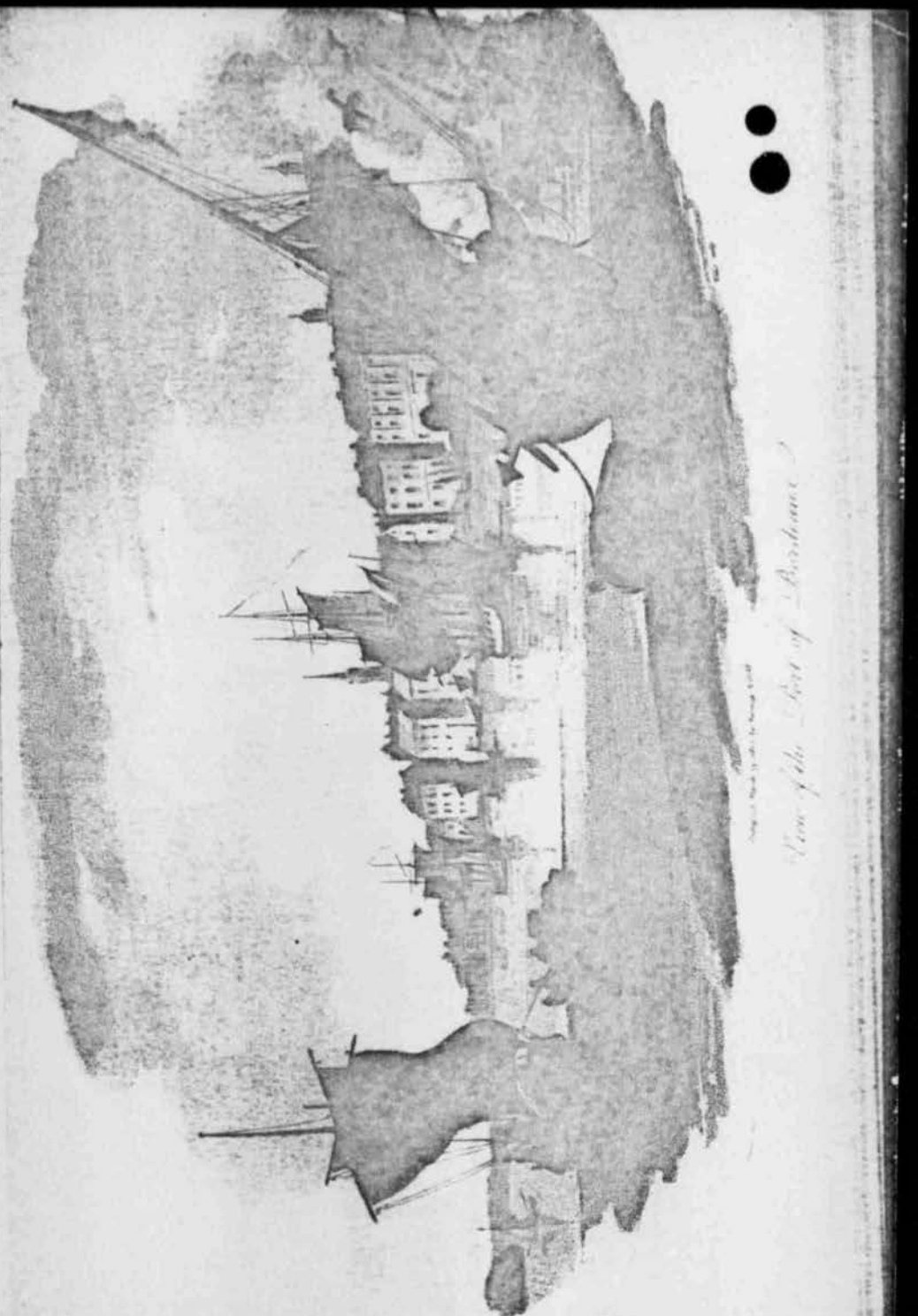
DESCRIPTION OF PLATE LXXXV.

ACCOUNT OF BOURDEAUX.

THE city of Bourdeaux is situated in a very fruitful country on the banks of the river *Gironde*, about twenty leagues from its mouth. By the latest astronomical observations its latitude is laid down in 44. 50. N. and its longitude in 0. 40. W. It is fourteen leagues distant from the *Saintes*, thirty three from *Limoges*, forty from *Toulouse*, eighty-seven miles south of *Rochelle*, and 325 south-west of *Paris*.

This city is one of the most antient in France, and formerly the metropolis of Guienne. It was likewise the seat of an Archbishop, a Parliament, Intendency, Collection, Chamber of Imposts, Provincial Court, Country Bailiwick, Admiralty, and Marshalsea.

In the present geographical division of France, Bourdeaux is the capital of the Department of the Gironde, which Department is divided into seven districts, and seventy-two cantons.



Fils d'Andrew et d'Eunice Laird, il naquit le 26 juin 1854 à Grand-Pré (N.-E.), petit village immortalisé par l'Evangéline de Longfellow. Ses ancêtres émigrèrent en 1774 en Amérique, où ils devinrent, dix ans après, des loyalistes convaincus. Il a fait ses études primaires à l'Académie Acacia Villa près de Horton, non loin de son village natal; il y devint professeur (1869-73), puis à l'Institut Glenwood, au New-Jersey, où il enseigna, pendant deux années, les classiques et les mathématiques. Résolu d'étudier le droit, il se transporta à Halifax, où il fit sa cléricature à l'étude des avocats Watherbe et Graham. En 1878, admis au barreau, il exerça seul sa profession; mais, en 1880, il forma une société légale avec M. Chipman, de Kentville et, en 1882, avec la succession de sir John Thompson, et devint chef de son bureau. En peu d'années, nouvelle société sous le nom de Borden, Ritchie, Parker, Chisholm, aviseurs de la plupart des Compagnies de la Province. M. Borden, très assidu au labeur, passait pour avoir le monopole de « la politesse des rois ». Ce ne fut pas sans résistance de sa part qu'on parvint à le faire entrer dans la carrière politique.

Aux élections générales de 1896, il entrait au Parlement au moment où son parti perdait le pouvoir. Réélu à Halifax en 1900, il succéda à sir Charles Tupper comme chef de l'opposition conservatrice. Néanmoins en 1904, pour la première et la seule fois, il perdit son mandat; mais M. Kidd, élu à Carleton, résigna en sa faveur. Comme chef de l'opposition, il connut des heures d'amertume et d'intense anxiété. En 1908, il reconquit les suffrages à Halifax. En 1911, la question de la réciprocité surgit à l'improviste : les Conservateurs remplaçaient les Libéraux pour dix années (21 septembre). La santé ébranlée du Premier le força à se retirer pour toujours.

Bibl. — *La Revue can.*, Montréal, novembre 1911.

BORDENAVE (abbé), prêtre séculier, qui fut le premier aumônier de la Louisiane.

En 1698, il accepta de monter à bord de la Badine, commandée par le capitaine de frégate Pierre Le Moyne d'Iberville (V. ce nom). Comme le Père récollet, Anastase Douay, refusa de résider au fort Biloxi, en 1699, avec le commandant de Sauvolle (V. ce nom) et sa garnison, l'abbé Bordenave consentit à y demeurer. M. d'Iberville amena, pour le remplacer le Père Du Ru, missionnaire jésuite.

Bibl. — P. Margry, *Découv. des Français*, t. V, Paris, 1889.

BORTHWICK (John Douglas) (1832-1912), instituteur, ministre et pasteur anglican, auteur.

Originaire de Glencourse, près d'Edimbourg en Ecosse, où il naquit en 1832, il songea à émigrer au Canada en 1850. D'abord il s'engagea comme maître d'école au Haut-Canada, puis à Montréal. En 1866, il se disposa à recevoir les ordres de l'Eglise anglicane : durant vingt-cinq années, il fut titulaire de la paroisse Saint-Mary à Hochelaga et, à un âge plus avancé, desservant de la prison de Montréal : il y est décédé le 14 janvier 1912.

Au début de sa carrière, il se fit des bénéfices par une série de brochures de références, telles que : **Examples of histor. and geograph. Autonomiasis**, Montréal, 1858; **A Cycl. of Hist. and Geogr.**, ib. 1859; **Select. from the Poets on Bible**, ib. 1866 et **The Battles of the World; Everyman's Mine of useful knoweldge**, ib., 1869; **The Dominion Geogr.**, ib., 1871; **The Hist. of Scottish Song.**, ib., 1874; **Borthwick Castle**, ib. 1880; **Poems and Songs on the South Afric. War**, ib., 1901. Mais son nom est surtout attaché à ses œuvres concernant Montréal, environ six volumes, de 1875 à 1911.

Bibl. — H. J. Morgan, *Can. Men.*, nouv. éd., Toronto, 1912; W. S. Wallace, *Dict. of Can. Biogr.*, ib., 1926.

BOSCAWEN (Edward) (1711-61), vicomte de Falmouth, enseigne, lieutenant, capitaine de vaisseau, chef d'escadre, vice-amiral, amiral.

Le troisième fils de Hugh, premier vicomte de Falmouth, il naquit le 19 août 1711. En 1726, entré dans la marine comme enseigne à bord du **Superbe**, il devint, en 1732, lieutenant à bord du **Hector**, puis du **Namur**. Fait capitaine de vaisseau en 1738, il commandait le **Shoreham** de 20 canons et fit la campagne des Indes occidentales. En 1740, il se signale à Porto-Bello et, l'année suivante, au siège de Carthagène, où il surprenait et détruisait une batterie durant la nuit. En 1744, il commande le **Royal Sovereign** et le **Namur** en 1745. L'année suivante, on lui confia le commandement suprême aux Indes occidentales. En 1751, il devint membre du Bureau des commissaires de l'amirauté. Elevé au rang de vice-amiral, en 1755, il reçut la charge de chef d'escadre de toute l'Amérique du Nord. En 1757, à titre de commandant en chef de Portsmouth, il signa l'ordre de l'exécution capitale de l'amiral Byng.

En 1758, créé amiral des Bleus, on le mit à la tête des flottes dirigées contre Louisbourg. En 1759, il est commandant en chef

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des forces navales dans la Méditerranée; en 1760, de la flotte anglaise dans la baie de Quiberon. Il mourut le 10 janvier 1761.

Le 8 juin 1755, en pleine paix entre les Couronnes, le vice-amiral, à la tête d'une escadre de 12 vaisseaux de ligne, enveloppa en mer trois unités de la flotte de l'amiral Dubois de la Motte (V. ce nom), l'Alcide, le Lys et le Dauphin. Le capitaine commandant du premier, prenant son porte-voix, cria à celui du Dunkirk : « Sommes-nous en paix ou en guerre? — En paix, est-il répondu. — Quel est le nom de votre amiral? — Boscawen. — Je le connais, comme l'un de mes amis. — Et vous, commandant, votre nom? — Hocquart. » Aussitôt, le Dunkirk s'enveloppa de flammes et un ouragan de fer s'abattit sur les ponts de l'Alcide couverts de de marins et de soldats. Le Dauphin, grâce au brouillard, parvint à s'échapper. « Tous les prisonniers des deux navires français, du capitaine au mousse, furent dépouillés de façon humiliante et fouillés par les capitaines anglais eux-mêmes. » Le 26 juin, Boscawen écrit à sa femme : « Commencer ainsi la guerre entre deux nations sans ordre absolu, ni déclaration, me donne parfois fort à réfléchir. D'aucuns me blâmeront; mais, comme il s'agit d'agression, un plus grand nombre me louera. Je sais que ce que j'ai fait est conforme à l'esprit de mes ordres, agréable au roi, au ministre et à la majorité du peuple. » (V. Mac Lennan.) Aussi bien, du 8 juin au 1er septembre 1755, son escadre prit deux vaisseaux de 64 canons, cinq goëlettes, trois lougres, un brigantin, neuf senauts et six flûtes. Le 7 avril, à son départ de Plymouth, le vice-amiral avait reçu, « outre des instructions secrètes portant la signature du Souverain », une lettre du secrétaire d'Etat Robinson, datée de la veille, laquelle a disparu, et une circulaire adressée à tous les gouverneurs britanniques leur enjoignant de s'aboucher avec Boscawen en vue de la défense de leur Province respective. Le 8 juillet, le vice-amiral entrait en rade de Halifax avec ses prises; et, le 14, il réunit le Conseil, en présence aussi du contre-amiral Mostyn, arrivé le 11 du mois. Le 28, le Conseil, après avoir pris connaissance du Mémoire juridique de Jonathan Belcher (V. ce nom), décida l'exportation du peuple acadien. Le 11 octobre, on annonce la fin de la tragédie : Boscawen fait appareiller, le 19, et arrive à Plymouth le 26 novembre, porteur des dépêches de Lawrence (V. ce nom).

De concert avec l'amiral Hawkes, il s'apprête à participer à la rafle, en temps de paix, de centaines de vaisseaux français, prises illégales, sur lesquelles il prélève sa part comme dans celles de l'Alcide et du Lys, comme des concessions de terres enlevées aux Acadiens. Le 9 mai 1758, arrive à Halifax la flotte de Boscawen qui ajoute ses 23 unités de ligne à l'escadre de Hardy (V. ce nom), lequel bloquait Louisbourg depuis le 5 avril, avec 8 navires et deux frégates. L'escadre du comte Des Gouttes (V. ce nom) avait pénétré dans la rade avec cinq navires, quatre flûtes armées et une frégate. « Tant mieux, s'écrie Boscawen; plus il y aura de vaisseaux français, plus j'en prendrai. » M. de Drucour (V. ce nom) fit demander une place réservée, à l'abri des bombes, pour blessés et malades : Amherst et Boscawen refusèrent net. « Leur dessein, dit Drucour, est donc de tuer du monde et d'incendier la ville. » D'autre part, l'enseigne William Gordon écrit que « pendant l'incendie des casernes, le feu des batteries redoubla d'intensité; les Anglais tiraient sur les victimes qui brûlaient sur les ponts des navires et sur les sauveteurs qui ramaient des quais aux sabords : ce fut une scène choquante, car ces ennemis n'en étaient pas moins des hommes ». Et l'officier Hamilton ajoute : « Ce spectacle réjouit fort notre chapelain anglican, qui maudissait tous les Français. » Après 48 jours de siège, Amherst et Boscawen allaient de concert attaquer la place par terre et par mer. Le 26 juillet, le gouverneur français offrait de capituler : nouveau refus, surtout sur les injonctions de l'amiral. Celui-ci, le 1er août, dirige vers l'Angleterre le gros de sa flotte. Mais avant de prendre la mer, il a soin d'organiser tant bien que mal la déportation en masse des Acadiens des îles Cap-Breton et Saint-Jean, dans de mauvais bâtiments : les uns coulèrent à fond; les autres débarquèrent les exilés dans n'importe quel port d'Angleterre et de France. Ce « Cœur-de-Chêne » n'usa d'aucune humanité pour les Français.

En 1759, il viola la neutralité du Portugal en coulant bas dans la baie de Lagos sept navires français avec son escadre de 14 vaisseaux. Son épitaphe porte cette sentence : « Mourut de la fièvre en l'an 1761, à l'âge de 50 ans, à Hatchlands, en Surrey, résidence qu'il venait de finir aux frais de ses ennemis. »

Bibl. — Knox's Journ., Toronto, 1914; H. d'Arles, *Acadie*, t. II et III, Québec, 1921; E. Lauvrière, *La Trag. d'un Peuple*, t. I et II, Paris, 1922; J. Mac Lennan, *Louisbourg*, Londres, 1918; The Makers of Can., Index, Toronto, 1911; Can. and Prov., ib., 1917.

BOSSE (Joseph-Guillaume) (1836-1908), avocat, député, juge, administrateur de la province de Québec.

Fils aîné de Joseph-Noël Bossé, conseiller législatif, sénateur, juge de la Cour supé-

Nous croyons que Mgr Tanguay a fait erreur en donnant comme lieu d'origine d'André Arnoux, la paroisse de Saint-Louis, de la ville et diocèse de Toulon, ainsi qu'il l'a extrait en mal interprétant l'acte de mariage de Madeleine, sa fille, à Montréal, le 20 septembre 1760, au sieur Nicolas Fayolles. André Arnoux était alors décédé depuis peu, et c'est sa veuve, Dame Suzanne Levret, qui, elle, s'y dit *native* de cette paroisse Saint-Louis de Toulon.

Un autre frère, Blaise Arnoux, figure à ce mariage comme oncle de l'épouse. Nous le signalons ici comme pouvant bien être le frère plus jeune qui a pansé Montcalm en l'absence du chirurgien André ; car notons que Joseph Arnoux, l'apothicaire, l'autre frère, semblerait par ses noms patronimiques devoir être l'aîné.

Quant au principal personnage qui nous intéresse, le sieur André Arnoux, il demeurait à Rochefort en 1749 et dès lors était chirurgien-major des vaisseaux du Roy. (1) En juin de cette année il monta la " Frégate du Roi," la *Diane*, en destination pour le Canada. Il avait à son bord une pacotille à son compte ; de plus une autre de la valeur de 6000 livres au compte d'une maison de Leipsick, dont l'un des associés se nommait George-Henri Sander. Arnoux s'était engagé, par écrit du 23 mars 1749, à faire assurer cet envoi, aller et retour ; mais pris à l'improviste il n'eut pas le temps d'effectuer l'assurance, et en donna aussitôt avis à ses mandants, qui, d'après son dire, en prirent une. Le navire " le Lys " capitaine de Gorgerie, qui rapportait le produit des 6000 livres, fut pris au retour, le 7 juin 1754, par l'amiral Boscawen lors des premières hostilités sur mer. *Cf. Voyage en Canada, par P. B. C.* p. 112.

(1) Le dossier des Archives Nationales, Paris, C. F 9, 25 février 1778—13 oct. 1780, concerne un certain Arnoux, chirurgien ordinaire puis major attaché à la Compagnie des gardes marines à Rochefort et semblerait référer au même personnage.

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Nouvelle York continuent —et réussissent — en dépit de la mauvaise saison[9].

Mais l'attention d'Abreu va se porter de préférence sur Louisbourg et l'Ile Royale qu'il appelle toujours Cap Breton. Il écrit le 6 janvier 1758 — dans une lettre chiffrée — que le but des armements anglais est sans aucun doute le Cap Breton. "Le ministère tient pour immanquable le succès de cette expédition." Ce succès, il le lui faut pour s'assurer la fidélité de Frédéric II. "Le ministère anglais se flatte tant du succès de cette expédition qu'il ne cesse d'en écrire au roi de Prusse pour l'exciter à poursuivre la guerre, en lui faisant espérer que la prise du Cap Breton compenserait tous les malheurs qu'il pourrait éprouver" (3 février, lettre chiffrée). Abreu consigne pour son ministre tous les avis qui lui parviennent des opérations autour de l'Ile Royale (24 février, 17 mars, 7 avril, 28 avril, 26 mai, 16 juin, 7 juillet). Et enfin le 18 août, il annonce à Madrid la prise de Louisbourg. "La joie de Sa Majesté Britannique et de tous ses ministres est inexprimable et je ne m'en étonne pas, puisqu'ils regardent cet événement comme ce qui pouvait leur arriver de plus heureux dans tout le cours de la guerre. La France ne perd pas seulement une place importante, mais aussi une grande partie de sa marine et, par voie de conséquence, de son commerce. L'Angleterre en plus de ces avantages en obtient un autre qui, à mon avis, n'est pas de médiocre considération. Elle peut désormais disposer de 40 vaisseaux de guerre, ainsi que de troupes de terre, pour les employer là où elle voudra en Amérique du Nord, et le gouvernement aura de la nation tout l'argent qu'il lui demandera."

L'orgueil britannique s'exalte. Le ministère met l'Espagne en présence d'un quasi ultimatum: qu'elle cesse de traiter les corsaires anglais en pirates, sinon la guerre (25 août)[10].

Le 1er septembre 1758, Abreu s'épouvante des ambitions anglaises. Elles s'étalent au grand jour. Dans une lettre chiffrée à cette date, Abreu mande à D. Ricardo que les Anglais ne déposeront point les armes avant d'avoir expulsé les Français de tout le Canada. Déjà l'amiral Boscawen se propose d'aller hiverner dans l'île d'Orléans[11].

9. Simancas. Estado, Leg. 6.936.
10. Simancas. Estado, Leg. 6.9.
11. Simancas. Estado, Leg. 6.943.

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l'abandon total du Canada. Il y aurait aussi lieu de se demander comment l'auteur de ces premiers mémoires qui, le 11 décembre 1758, s'embarquait sur le *Deffenseur*, vaisseau d'une escadre en partance, aurait pu faire remettre au ministre d'autres mémoires datés du 27 du même mois? Enfin il resterait à s'assurer que M. de Capellis aurait bel et bien été capturé en mer, au début des hostilités, qu'il aurait navigué avec l'escadre de l'amiral Hawke, et qu'il se serait trouvé à Londres en janvier 1756.

Risquerons-nous une dernière hypothèse? L'auteur de la Transmigration, serait-ce François-Pierre de Vaudreuil, celui qu'on appelait communément M. de Rigaud? M. de Rigaud fut capturé par les Anglais en 1755, alors que le convoi qui l'amenait au Canada avec son frère le gouverneur, fut attaqué par l'escadre de l'amiral Boscawen. M. de Rigaud fut pris sur l'*Alcide*.[22] Le 24 juillet 1755, le gouverneur Vaudreuil écrivait au ministre: "Voilà mon frère Rigaud au pouvoir des Anglais, il semblait, Monseigneur, que je pressentais son malheur, lorsque j'avois l'honneur de vous supplier d'ordonner son passage dans le même vaisseau que moy..."[23] Quand M. de Rigaud revint-il au Canada? Était-il à Londres en janvier 1756? Il appert qu'aussi tard que février 1756, des officiers français pris sur l'*Alcide*, attendaient encore en Angleterre leur libération[24]. Cependant, selon Pierre-Georges Roy, M. de Rigaud se serait bientôt échappé des mains des Anglais. Il passait en France et le 4 mai 1756 débarquait à Québec[25]. Le 12 juin 1756 le gouverneur annonce au ministre le retour de son frère. "Aussy, Monseigneur, ne fus-je pas peu surpris et pénétré de joye, le voyant arriver à Montréal."[26]

On objectera contre M. de Rigaud, la note marginale où il se serait proposé lui-même, non sans un grain d'éloge, pour diriger la première transmigration: celle de la rive droite du fleuve, et où il va jusqu'à poser sa candidature au poste de "gouverneur général

22. AC, C 11A, 101: 42.
23. AC, Coll. Moreau St-Méry, Canada, 12, (1650–1756): 106.
24. AC, Ministère de la Guerre, Corr. volume 3417, Pt, I, Pièces 20, 22
25. P. G. Roy, *La Famille de Vaudreuil* (Lévis, 1938), 152.
26. AC, C 11A, 101: 39.

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anglais eurent en main ce texte du juge,[55] et il ne paraît pas qu'ils l'aient désavoué en aucune manière, donnant ainsi une approbation implicite à son interprétation des fins que poursuivait l'Angleterre dès 1749.

La chute de Beauséjour, observe le fonctionnaire, aurait dû entraîner l'effondrement de la résistance acadienne. Ne voilà-t-il pas, au contraire, que les habitants ont refusé, "même en présence des amiraux" [Boscawen et Mostyn], de se soumettre aux serments exigés d'eux? "Si tel est leur langage maintenant que la flotte et les troupes sont avec nous, je ne sais quel sera leur ton et à quelle extrémité ils porteront leur insolence et leurs actes d'hostilité lorsque les vaisseaux et les soldats seront partis." — Cette réflexion rejoint le cinquième considérant du magistrat: il faut profiter de la présence du corps expéditionnaire venu de la Nouvelle-Angleterre pour effectuer une expulsion que la colonie, réduite à ses seules forces, ne pourrait pas mener à bien.

Le quatrième point du rapport en complète le premier. Le gouvernement ne saurait permettre aux Acadiens de prolonger leur séjour dans le pays sans "retarder le progrès de la colonisation et probablement le compromettre tout à fait". Ici, le facteur démographique, élément capital de tout développement colonial, entre en jeu. Belcher calcule que la province peut compter 8,000 Acadiens contre seulement 3,000 Anglais. Ces chiffres ne sont pas exacts, mais la proportion de l'un à l'autre semble exprimer assez bien l'écart qui existe entre les deux populations. L'échec relatif des établissements de la côte orientale enseigne aux Anglais combien il sera difficile de rattraper le peuplement français, d'autant que la supériorité numérique de ce dernier ne peut avoir pour effet que "d'inquiéter" les colons britanniques déjà installés en Nouvelle-Ecosse et d'écarter ceux qui songeraient à venir les rejoindre. Il faut donc expulser les Acadiens.

Question de colonisation, et l'on voit comment elle se pose. Reprenons. L'empire américain de l'Angleterre doit s'ancrer à la Nouvelle-Ecosse parce qu'ainsi l'exige la structure géographique du continent. S'il laissait rentrer la France en Acadie, ou plutôt s'il ne l'en faisait pas sortir, il livrerait à un empire rival une énorme tête de pont sur l'Atlantique et lui abandonnerait un réseau de communications ininter-

55. Belcher à Pownall, 24 décembre 1755, BTNS, 16 : I-10.

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l'auteur pour faire jaillir de ces magnifiques matériaux, l'un des beaux essais de l'histoire canadienne. Tel n'a pas été son dessein. Nous l'avons déjà dit, et chacun l'a pu constater, il préfère procéder par approches, tellement le vrai et grand sujet qu'il porte en tête, paraît, semble-t-il, l'effrayer. Il prend ses distances. Ses études ne cessent non plus de lui en faire apercevoir des aspects constamment renouvelés: mystères de l'histoire qui ne se laissent que lentement pénétrer. Combien de fois l'historien fait penser au géographe qui n'ose décrire une terre fraîchement abordée, tellement devant lui les horizons s'élargissent et s'enfuient.

Il faut quand même savoir gré à M. Lamontagne des matériaux de prix qu'apporte chacun de ses livres à une période tourmentée de l'histoire de la Nouvelle-France: celle-là même où s'est décidé son destin. Quand on lit des avertissements aussi éclairants, aussi courageux que ceux du ministre Maurepas, sur la nécessité de forces navales puissantes pour le maintien et le développement du commerce et des colonies, pour le rendement économique de ces mêmes colonies, y compris la Nouvelle-France, puis, en regard de cette démonstration, le tableau de la décadence constante de la puissance navale de France: marine et construction maritime si arriérées qu'ici même, au Canada, tous les petits bâtiments de pêche sortent des chantiers de la Nouvelle-Angleterre, l'on en vient à se demander quelle lourde insouciance ou ignorance ont pu régner au siège du gouvernement royal, surtout quand, en ce débat, se pose, et l'on ne néglige point de le faire entendre, la suprématie même de la métropole en Europe. Ignorance effroyable de l'Amérique française; ignorance non moindre des événements d'Europe où, sur les rives de la Manche, une grande nation, mal endoctrinée, joue légèrement sa suprématie. La France n'est déjà plus de taille à mater sa rivale. Les grandes pièces documentaires reproduites par M. Lamontagne nous le réapprennent: rien n'a été fait pour corriger les irréparables cessions du traité d'Utrecht, pour en limiter les dégâts, régler nombre de questions restées en suspens, telles que la délimitation de frontières en Acadie, à la Baie d'Hudson, ailleurs. Nulle discussion n'aboutit. Les Anglais parlent déjà si haut qu'on les pourrait croire en possession de la colonie. Pareille insouciance ne s'explique que par un défaitisme bien installé aux bureaux de la marine, c'est-à-dire des colonies, dès le départ de Maurepas. Pierre de Rigaud de Vaudreuil, frère du gouverneur de la Nouvelle-France, capturé sur l'*Alcide*, le 8 juin 1755, par l'amiral Boscawen, est déjà au courant de ce défaitisme. Il écrit au ministre de la marine du temps: "Dans la recherche

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de tous mes papiers, ils (les Britanniques) ont trouvé la lettre que vous écriviez en commun, à mon frère (Pierre de Rigaud de Vaudreuil de Cavagnial) et à Mr Bigot sur les grandes dépenses qu'ils faisaient au Canada, et sur l'intention où vous étiez de l'abandonner, ne pouvant y subvenir, cette lettre leur a fait dire qu'ils en seraient bientôt les maitres" (Archives de France, Marine, C, 340). Voilà bien, en quel esprit de confiance, l'on inaugurait, en 1755, la guerre pour la possession de l'Amérique du Nord.

* * *

En face de cette résignation, le rôle d'un La Galissonière ne prend que plus de prix. Maurepas lui avait écrit: "Mais le secours le plus important et dont la colonie se trouve avoir le plus besoin, c'est un chef en état de la conduire et de la défendre." A la Nouvelle-France, ce *chef* était venu. En sa politique frontalière, La Galissonière ne veut céder sur aucun point. En Acadie, au lac Champlain, à Chouaguen, il ne voit partout qu'usurpation anglaise. Contrairement à Bougainville qui finira par se résigner à la possibilité d'une colonie française rétrécie, coupée de ses rallonges de l'est et de l'ouest, La Galissonière croit encore possible la fortification des extrémités de l'Empire. Avec quelle intelligence il discourt sur le rôle stratégique du pays des Illinois, sur le Détroit, sur Michilimakinac et comme il agence en solides structures les vastes espaces de la Nouvelle-France. Il y voyait "le boulevard de l'Amérique contre les entreprises anglaises (p. 112)". On eût dit Talon revenu au Canada, mais trop tard, tout comme l'autre, celui de 1672 avait vu trop grand pour son roi.

On aperçoit ce qu'a pu contenir, en l'esprit du professeur Lamontagne, ce schéma d'une leçon d'histoire. Le professeur a longuement commenté le document La Galissonière. On eût voulu qu'il eût fait de même pour le document Bougainville qui est de 1758 et qui est d'un si grand intérêt. Louons-le de ne s'épargner aucune peine pour s'assurer les textes authentiques. M. Lamontagne est allé chercher aux Archives du Séminaire de Québec, où il est déposé sous la cote Ms 19, le mémoire de Bougainville. De même a-t-il pu obtenir de Cornell University Library, le texte original du Mémoire de Maurepas, celui qui est daté de la fin de l'année de 1745.

En tout cela, M. Lamontagne vise à une modernisation de la méthode historique, disons même, ainsi que l'écrit son préfacier, M. Fernand Braudel, à une "transformation de l'histoire" replacée "dans les longues perspectives et les feux croisés des sciences humaines". Excellente ambition, pourvu que l'historien se garde

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August 1, 1975.

M. V. R. Veillette,
Hotel de Ville, Chambre 16,
Archives Municipale
274 Notre Dame E.
Montreal, Québec.

Dear M. Veillette,

Je vous envoie le zerox de L'amiral Boscawen.

J'espère trouver des autres informations au sujet de navire Boscawen que vous cherchez.

Veuillez agréer nos sentiments les plus distingués,

Bien à vous,

Elizabeth F. Hale

Elizabeth F. Hale (Mme.)
Bibliothécaire.

/encl.