LUKE TRAVERS,

OR

A Tale of the Dominion, Commencing 40 Years Back.

On a beautiful day in August, 1836, the brig *Pink*, of London, after a tedious voyage from a port on the Thames of eight weeks, arrived at Halifax, in Nova Scotia. On board of the *Pink* were some recruits to join the companies of artillery then in the Lower Provinces, about half a dozen of women, wives of men of the Royal Sappers and Miners, a company of which corps, now styled Royal Engineers, had for some time been stationed in Halifax, a Lieutenant Colonel in the army, on the staff, who had obtained the very unimportant position of Inspecting Field Officer of Provincial Militia, a young gentleman from the Royal College of Surgeons, London, intending to practice surgery and medicine among the Blue Noses, and a merchant of Prince Edward's Island, with one or more ladies. The voyage, though tedious, had been a pleasant one, and Luke Travers felt on leaving the vessel a sensation not unlike that of quitting, for the first time, the home of youth. Although there were some squalls and one or two brawls during the voyage, on the whole the time passed pleasantly, and Luke felt sore at heart on leaving shipboard. Everything was novel, too. The faces were all strange, and not by any means all of one color. There seemed to be as many black, and brown, and yellow faced people as there were white. There were negroes and Indians, Yankees and Europeans, and soldiers and sailors, in far greater numbers than tinkers or tailors. There were no manufactories, and the churches and dwelling houses were all of wood. About the dockyard were stone quays and a stone house in which the Admiral dwelt, and stone offices in which the dockyard business was transacted. The North Barracks, and the South Barracks, and the Sappers Barracks and the Artillery Barracks were all of wood, and the glacis of the citadel were not yet graded. The chief edifice, rather a tasteful looking structure, and besides Dalhousie College, the only one of stone within the city was the Province Building. The private wharfs were built of round logs, with interstices of a log's width from top to bottom, filled with loose stones and gravel, and the bark huts of the Mic-Macs might be seen at Dartmouth on the opposite side of Chebucto Bay. The day was, as has been already stated, beautiful, but the weather nevertheless was oppressively hot. The sky was unclouded, the sun shone full upon the trees, the grass, the water, and upon man and beast. The unruffled waters of the bay were as molten lead, the roads and streets were dry and dusty, and the only active life was that of insects. Not far from the narrow entrance of the great basin at the head of the harbour, which is 27 miles in circumference, the flag ship, a vessel carrying 74 guns, lay at anchor completely motionless, and here and there a merchant brig, topsail schooner, or shallop, might be noticed at different wharfs, with a few boats going hither and thither, but with so little seeming motion that the whole seemed more like reflections on a mirror than anything else to which so picturesque but still a scene might be likened. The waters and anything moving upon the face of them, seemed to be fairly as still and stationary as the fortified island in the centre of the harbour, MacNab's Island, a little lower down York Redoubt, on the seaward side of the Northwest Arm, or any other piece of *terra firma* which helped to make up the picture of Halifax and her surroundings on this particularly hot day. So quiet a country to a stranger, since the invasion of Juan Fernandez by Mr. Alexander Selkirk, whose mishaps Defoe availed himself of in "Robinson Crusoe," ever set foot upon. Yet Mr. Joseph Howe was then in active correspondence with Mr. Louis Joseph Papineau, and perhaps with Mr. William Lyon Mackenzie, for these gentlemen had not yet been guilty of defying the authority of England, and were only legitimate reformers, demanding rights which since have been conceded, but, unfortunately, not until blood was shed, ill-feeling created, rebellion aroused, homesteads ruined, patriots exiled, and all those calamities had befallen which are ever consequent upon domestic strife. Yet Sir Colin Campbell in Nova Scotia, and Sir John Harvey in New Brunswick were struggling against those demands for that political freedom which Canada was on the very point of obtaining without the necessity of a shot being fired in anger, and which, unfortunately, through culpable mismanagement or maladroitness was not really obtained until the chiefs of the Reform party in the inland provinces had openly resisted and fled to foreign lands, their victims being exiled or strangled according to circumstances.

Luke Travers, after a painful march up hill to the artillery barracks, a queer West Indian looking arrangement of verandahed-wooden huts, with gun-sheds forming one side, the hospital and officers' quarters other sides, and the soldiers' barracks the fourth side of a great square, in the centre of which stood a 24-pounder gun, *en barbette*, in the immediate neighbourhood of a flag staff, from which perpetually waved, from sunrise till sunset, the Union Jack, and, like others of his class, soon settled down into the ordinary routine of a soldier, knowing nothing of and caring less about Colonial grievances, although not without some idea of what political grievances were, as William, the sailor king, was still upon the throne, and the Alton Lockes, in his short but memorable reign, were neither few nor far between. That something was unsatisfactory to the home authorities, the presence of three Inspecting Field Officers of Militia in Halifax was some proof. These officers were not apparently in any way under the control of the civil authority of the Province; but were directly amenable for their acts to the Lieutenant General Commanding, who was the Governor; and their acts were not many, for besides taking turn as Field Officers of the Day, with the other Field Officers of the garrison, their special duty only occupied one day in the year.

What the Americans call training day, or the militia turn-out for inspection, I, Luke Travers, gunner and driver in the Royal Regiment of Artillery, can never forget. The parade took place on the Common behind and below the Citadel, and such a motley assemblage could scarcely be conceived. One man was dressed in a hussar uniform, with a monstrously tall crowned hat and laced jacket, saber-tache and sword with sky-blue coloured trousers very similar to that worn by the figure in the group surrounding Sir John Moore, in a travelling wax-work exhibition under canvas, which I had seen when a boy at school some years before; another had plain black clothes upon him, with white unpipe-clayed buffs, and a brown bess which might have seen service during the war of American independence; a third had light clothes on, and black buffs; a fourth had a cap or bonnet on, the officers had mostly swords, and were anciently and singularly dressed, the only soldierly looking personage being the I. F. O., whose cocked hat and white plume, scarlet coat and silver lace, and finely caparisoned horse, made the contrast between the army and its immediate commander more strikingly and ludicrously apparent. But notwithstanding the irregularity of the "present", these were reliable men as they are now. These were the bone and sinew of Nova Scotia—the men whom no political trickster can hope to dupe into disloyalty to their mother country or to themselves.

There was and is a settlement of the Sons of Ham about ten miles from the city, called Hammond's Plains. How the Hammites came there or growed there, or continue to remain there, has not been clearly explained. But they visibly darkened with their presence the streets of Halifax, and were to be found, male and female, in all capacities except those of steamboat proprietors, shop owners, or merchants, everywhere. They kept hotels and served in hotels, they blackened boots and washed linen. They were carters, and they were boatmen, but they were not artists like the Italians or traders like the Jews.

The Nova Scotian proper did not live in Halifax. He lived all round about. He lived on the road to Windsor. He stayed at Dartmouth, on the road to Pictou, or in Cape Breton, or Digby, on the opposite side of the Peninsula, but not in Halifax. He was not contaminated by garrison influences as were the merchant and storekeeper, who fattened on the troops and sailors of the squadron, and were as greedy and as consequential as are the civil inhabitants of Woolwich, Greenwich, Portsmouth or Plymouth. He was the Bluenose, acute but loyal, independent and knowing, whom Haliburt on in himself so well and truly represented.

These are not all the inhabitants of Nova Scotia other than the Indians. There is an along shore class of Acadians—people of French extraction, with all the natural politeness of the Frenchman, kind, courteous, economical, cleanly, unchanging creatures, whose shallops are neat but small like themselves, whose dress is ever the same, generation after generation, who have the features and the manners and habits of their brethren on the St. Lawrence as distinctly recognizable as if they had only yesterday come around by water from L'Islet. They sell potatoes, gannets' eggs, oats and farm produce generally. They do not, however, fish. The fisherman is another class or race of Nova Scotians, apparently springing from the Celtic followers of Wolfe, and who are chiefly to be met with at Louisbourg, or on the coast all round the Peninsula—with perhaps a sprinkling of the Yankee element.

In the immediate vicinity of the city there was enough of forest remaining to Americanise, in European eyes, the country. From every swamp, in the summer time, that peculiar harmony was emitted which only frogs can produce. In winter the snow was deep enough and the cold severe enough to impress a new comer from the British Isles with the idea that he was decidedly from home, and "the barber," rising on the surface of the water and covering the sides, and masts, and sails and ropes of the beautiful packet ship, with the mails on board, as she glided gracefully through the cold, sticky and penetrating ice-fog, suggested the idea of Davis' Straits rather than the English Channel.

A summer and winter soon passed over in the garrison routine of Halifax, summer coming again the ordinary troops appearing in white trowsers, the Rifles with their black plumes, and the 34th, the 83rd, and the 85th Regiments of the line, commanded by Colonels Airey, Dundas (now Lord Melville) and Monsell, and the Royal Artillery commanded by that excellent man Colonel, familiarly known as "Paddy," Brough—the Sappers had gone home, and the earthworks of the citadel were being completed by the soldiers of the line on working pay marching past day after day, previously to guard mounting, when an incident occurred which set the philanthropist of the town in motion. A vessel, the *Panther*, from some port in Ireland for New York, with immigrants on board had put into the harbour in distress. She was dismasted and short of provisions, and had sickness on board.

St. George's Island was at once placed at the disposal of a Committee of the Benevolent Haligonians on which to land the people from the ship, to wash and air themselves until some repairs could be done to the *Panther* to make her again seaworthy.

The island is nearly circular. On its summit is the fort, which is completely circular, surrounded by a dry ditch and entered by a draw bridge. There were a number of guns—24 pounders on traversing platforms—all round, just peering over the curtain of earth and stone which protected the gunners, a well of fresh water—fathoms deep—in the centre, and outside of the fort on the northerly beach was a wooden barracks, which the emigrants were permitted to occupy, order being maintained by a military police force, under the command of Bombardier Lacey of the Artillery, but there was little need for the enforcement of order. The poor people were orderly enough and kindly to each other, and more, these people did not all become Irish-Americans and Fenians, but after going to New York found their way to Canada, and one young lad—not then out of his teens—is now a reverend and a rector in a thriving part of Ontario.

While this vessel was in quarantine, news reached Halifax of the death of King William and the accession of Queen Victoria, the customary salutes being fired from the island, and when the vessel sailed, the military detachment left the island, and towards Autumn, under the command of Captain Mark Evans, of whose company he formed a part. Luke Travers was *en route* for the sister Province of New Brunswick, and matters in Canada were beginning to look particularly squally.

That march was memorable. A conceited little wretch of a trumpeter strutted at the head of the company, and spirted out viciously four or five notes of what was fondly supposed to be music. Captain Evans, with drawn sword and silk oil skinned covered shako, and Lieutenants Denis, Pack and Robertson in their proper places, walked proudly beside the men, laden with heavy knapsacks and a light-locked flint musket, the arms being kept at the slope, and close order preserved until "the lodge" in which Prince Edward Duke of Kent, once lived at the head of "the Basin," was reached when the word was given to march "easy," which was easier said than done, the weather being very warm and the knapsack and brown-bess being very heavy. The road ran through burnt woods and stumpy land of recent clearance, and at the first country inn we came to, near a little bit of water which, by courtesy, may be called a lake, we rested, breakfasted, and drank a little rum with the water, which we swallowed before starting, the rum being suggested as an antidote to the evil consequences of pure water on the bowels in so particularly hot weather. It was still early in the morning. By noon the company had arrived at a clearance, dined at the inn, at the expense of the Province of Nova Scotia be it understood, slept in a stable among straw or hay for the night, and set off again at daybreak *en route* for Windsor, which we reached on the afternoon of the third day, sleeping there in a house and on the floors thereof, much less comfortably but more respectably than we did in a stable on the previous night.

[To be Continued.]

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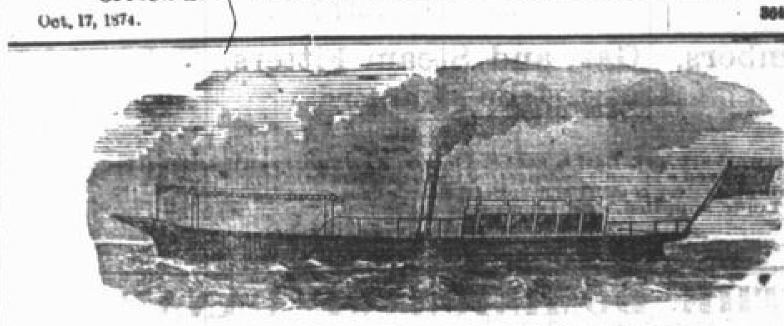

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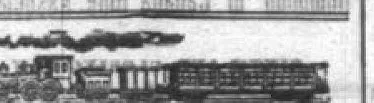

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5 Express	4.45 P.M.	Grand Trunk Express from West	7.00 P.M.
7 mixd with Slee Car	2.15 A.M.	Grand Trunk Express train from East	6.20 A.M.

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No.	Leave Ottawa.	Connecting with.	A
2 St'm boat Express	7.30 A.M.	Royal Mail Line of Steamers, route west and Central Vermont Railway.	9.50 A
6 Express	11.00 A.M.	Grand Trunk West and Rome & Watertown Railways.	P.M.
4 Express	2.00 P.M.	Grand Trunk Express East	4.20 P.M.
8 Mx'd with Sl'pg Cars.	9.30 P.M.	Grand Trunk East & West & Rome & Watertown Rly.	1.25 A.M.

*Passengers by this train have time for dinner at Prescott Junction.

Pullman or Sofa Cars on Nos. 1 and 8.

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Time faster than by any other route.

Trains are run on Montreal time.

THOS. REYNOLDS, Managing Director, Ottawa.

June 11, 1875.

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At home, male or female; $35 per week, day or evening. No capital. We send valuable package of goods by mail free. Address with one cent return stamp, M. Young, 173 Greenwich street, New York.

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Travellers' Guide.

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Steamers.	Captains.
JESSIE CASSELS	Findlay.
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JASON GOULD	Bolton.
SIR JOHN YOUNG	Beattie.
OHN EGAN	Duggan.
C. O'KELLY	Munro.
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KIPPEWA	Mulligan.
DEUX RIVIERES	Reid.

Steamer Jessie Cassels will leave Aylmer daily, (Sundays excepted) at 8 a. m., connecting with steamers to Deux Rivieres. Omnibuses will leave Union, Russell and Windsor Houses at 6 a. m., for passengers.

Steamer Prince Arthur leaves Portage daily, (Sundays excepted) at 7 a. m., passengers arriving at Aylmer at 2 p. m.

A connection is made with the Canada Central Railroad at Sand Point, on the up and down trip.

Steamer Sir John Young leaves Bryson for Chapeau every Tuesday and Friday mornings at 7 o'clock; returning, leaving Chapeau same day at 1 p. m.

For further particulars apply at the office of the Company in Ottawa.

R. S. CASSELS, President.

Ottawa, May 15th 1875.

OTTAWA RIVER NAVIGATION CO'Y.

1875. 1875.

ROYAL MAIL LINE STEAMERS
—BETWEEN—
OTTAWA AND MONTREAL.

DAY LINE.
Str. PEERLESS - - - Capt. Bowie
" PRINCE OF WALES, Capt. Shepherd

NIGHT LINE.
Str. QUEEN VICTORIA, Capt. Macdonell.
" PRINCESS, " McGowan.

DOWNWARDS.

Passengers by Day Boat leave Queen's Wharf at 7 a. m., Sundays excepted.

Passengers by Night Boat leave Queen's Wharf at 5 p. m., Saturdays and Sundays excepted.

UPWARDS.

Passengers by Day Boat leave Bonaventure Depot, Montreal, by 7 a. m. train for Lachine.

Passengers by Night Boat leave by 5 p. m. train for Lachine. Baggage checked through to Montreal. Meals and staterooms extra.

This route is one of the most picturesque in Canada. Parties desirous of a pleasant trip may obtain excursion tickets, Ottawa to Grenville and back, valid for one day. Trip at single fare.

Passengers for the Celebrated Caledonia Springs will be landed at L'Orignal.

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Tickets, single and return may be secured at the office, Queen's Wharf, or from Mr. J. T. Suttee, Russell House, Ottawa.

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June 2nd 1875.

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COMPANY'S OFFICES, 7 Bowling Green, New York, or their Agent,
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Ottawa River Navigation Company.

Steamer QUEEN VICTORIA

Will commence her Saturday afternoon trips to L'Orignal on the 15th inst., leaving Ottawa Wharf at 2 p.m. Returning Monday at 5.30 a.m. Stages will be in waiting at L'Orignal to convey passengers to the Caledonia Springs. Return Tickets to L'Orignal $2.00. Meals and staterooms extra.

R. W. SHEPHERD, President.

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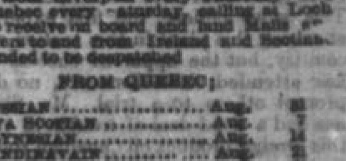

The Steamers of the Liverpool Mail Line sailing from Liverpool every Thursday, and from Quebec every Saturday, calling at Loch Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland are intended to be despatched

FROM QUEBEC:

PRUSSIAN	Aug.	21
NOVA SCOTIAN	Aug.	7
POLYNESIAN	Aug.	14
SCANDINAVIAN	Aug.	21
SARMATIAN	Aug.	28
MORAVIAN	Sept.	4
PRUSSIAN	Sept.	11
PERUVIAN	Sept.	18

Rates of Passage from Quebec:—
Cabin............$70 to $80
Steerage..........$25

The Steamers of the Glasgow Line are intended to sail from the Clyde every Tuesday and from Quebec on or about every Thursday.

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Intermediate.......$40
Steerage..........$25

An experienced Surgeon carried on each Vessel. Berths not secured until paid for.

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