

THE PREPARATIONS FOR WAR.

[FURTHER PARTICULARS.]

Augmentation of the Army.

A Horse Guards circular just issued provides for the augmentation of the army. The men to be raised will be borne as supernumeraries until the 1st of April next, from which date the increased establishment will be authorized by the War-office. The 1st battalion of the Grenadier Guards is to be augmented from 800 to 1,000 rank and file; and the six remaining battalions of the Foot Guards from 640 to 800 rank and file. The following seven regiments are to be increased from 900 to 1,000 rank and file, namely, the 2nd, 3rd, 15th, 59th, 60th (2nd battalion), 73rd, and 1st battalion of the Rifle Brigade.

The following 53 regiments are to be augmented from 850 to 1,000 rank and file, namely—1st Foot (1st and 2nd battalions), 3rd, 4th, 7th, 9th, 11th, 13th, 14th, 16th, 17th, 19th, 21st, 26th, 27th, 28th, 30th, 31st, 33rd, 34th, 35th, 36th, 38th, 39th, 40th, 41st, 42nd, 46th, 47th, 48th, 49th, 50th, 54th, 55th, 57th, 58th, 62nd, 63rd, 65th, 66th, 67th, 68th, 69th, 72nd, 77th, 79th, 82nd, 85th, 88th, 89th, 90th, 92nd, 93rd, 95th, 97th, and 2nd Battalion Rifle Brigade.

The service companies of regiments are to consist of 600, and the depots of 400 rank and file, with the exception of those ordered for immediate active service, and with reference to which special orders will in each case be given. The 71st Regiment, on the arrival of the reserve battalion in this country, will be reduced from 1,200 to 1,000 rank and file, and will be divided in the manner above specified. The 12th and 91st Regiments are to remain at their present establishment of 1,200 rank and file; and the 5th, 20th, 23rd, 37th, 44th, 45th, 56th, and 99th at that of 1,000 rank and file.

The Medical Stores for the Troops.

The medical stores requisite have been provided partly from Apothecaries-hall, and partly from a well-known firm. The latter have supplied 12 large medicine-chests and 30 panniers, to be carried on mules and donkeys, and neatly packed with every description of medical and surgical appliance. Among the items included are 1,000lbs. of lint, 1,000lbs. of tow, 200 old sheets, and 1,000 yards of adhesive plaster. It took four waggons to convey this part of the medical stores to the Tower.

The Embarkation at Southampton.

ARRIVAL OF THE COLDSTREAMS.—SOUTHAMPTON
SCRIPSED.—HILARITY AND ENTHUSIASM
OF THE SOLDIERS.

The first decisive step in the rupture of the long and fruitful peace which England has enjoyed may be said to have taken place on Wednesday, when 2,000 of the Guards embarked for the East, in three steamers, at Southampton. Three steamers had been taken up by the Government for the purpose of conveying them up the Mediterranean—the Royal West India Mail Company's ship *Orinoco*, Captain Wilson, of 2,750 tons burden and 800 horse power; the Peninsular and Oriental Steam Company's vessels the *Ripon*, Captain Moresby, and the *Manilla*, Captain Masci—the one of 1,900 tons and 450 horse power, and the other a screw of 635 tons and 60 horse power. The *Orinoco*, one of the largest steamers in our mercantile marine, was fitted up for the reception of the complete battalion of the Coldstream Guards, and with that view the large saloon was given up to the use of the men, while the officers occupied the ladies' cabin. The Grenadier Guards were distributed in the other two steamers, about 700 men being placed on board the *Ripon*, and 250 on board the *Manilla*. As there was less crowding in those ships, the cabins were retained for the use of the officers, and the men were accommodated between decks. With a view to making as much room as possible, all superfluous ornament was cleared away in the vessels; bulkheads and compartments were knocked down, and many doors of these which had at first been allowed to stand were ruthlessly knocked away where the troops were to occupy the quarters assigned them. Hammocks had been provided

for the men on board the Admiralty, and the general arrangements for their accommodation resembled these which are usually made on board emigrant vessels, except, of course, that there was no such thing as separate cabins.—The hammocks were slung from each side of ship at right angles to the line of the deck, and between the rows rude tables were run down, intended for the eating—we can hardly say apartment. Overhead was an ingenious net-work of ropes, serving the purpose of shelves, where articles that were likely to be wanted during the voyage might be placed. The 'tween decks in all the ships were lofty and well-ventilated, and crowded as they were, it was evident that every arrangement which the limited space would allow had been made for the comfort of the men. It was anticipated in Southampton that the first arrival of the troops would be about ten o'clock. The inhabitants were mistaken, however, for a little after half-past seven a train of some dozen carriages entered the station, conveying about 500 of the Coldstream Guards, who had left Chichester Barracks early in the morning. Instead of coming up to the platform, the train turned off to the line of rails by which goods trains are run down to the docks, and stopped immediately opposite the dock gates, though within the ground of the station. Here the men alighted and were told off in their respective companies, and then facing round in threes they marched out of the yard to the inspiring music of the fifes and drums, crossed the road, entered the docks, and took their way down to the *Orinoco*, which, with the other ships, was lying close to the quay. As their arrival was unexpected, there were few people to welcome them, and it may almost be said that they took Southampton by surprise. On arriving at the vessel they were drawn up along the quay, and having first divested themselves of their arms and accoutrements, which were passed on board, and stowed away in the hold, they marched on board in single file, proceeding immediately below to take possession of the quarters that had been assigned to their respective companies. This was a work of some time, and while it was taking place the second detachment from Chichester, bringing the remainder of the battalion, also arrived, and as it was not judged expedient to march them down alongside the steamer till their comrades had got on board, they were allowed to stand at ease in the station, where they amused themselves with all sorts of good-humored jokes upon each other. The nature of the service for which they were destined was a perpetual fund of merriment, and it was evident, from the boisterous glee with which it was discussed, that timidity or gloomy forebodings found no place in their bosoms. At last, when it was understood that their comrades were all on board, the word was given to fall in, the march to the ship took place, and their embarkation was accomplished with the same preliminaries as that of the earlier companies had been. We may remark here that all the men, both of the Coldstreams and the Grenadier Guards, were armed with their old muskets, though it was understood, that Minie rifles for the whole had been put on board the day before and were safely lodged in the hold, to be put into the hands of the men when they were landed.

Arrival and Glorious Reception of the Grenadiers.—Accidents at the Dock Gates.—Evidences of Sad Leave Taking.

Up to this time the embarkation had proceeded in comparative quiet, but the state of things was much altered by nine o'clock, when the news of the arrival had spread through Southampton, and when it was further intimated that the Grenadiers, from London, might immediately be expected. The town then began to send forth its population *en masse*, and the road to the docks was literally blocked up with the living stream. The first detachment of the Grenadiers arrived about half-past nine, and their embarkation took place under exactly the same circumstances as that of the Coldstreams, except that they had more difficulty in passing from the station to the docks, owing to the dense mass with which the road was blocked. We regret to add that an

accident occurred at the dock gates. It had been announced that the public was not to be admitted inside the dock gates until the soldiers were fairly on board, to prevent the men being overcrowded. The arrangement itself was a judicious one, but the force employed to carry it out was defective; indeed it is difficult to conceive that any number of policemen could have kept off the crowd, which, pressing close upon the rear of the soldiers, overpowered all opposition, and fairly forced their way in. The police attempted to shut the gates, but in vain; the mob was too strong for them. The resistance had one evil effect however. Several persons were thrown down in the crush and trampled upon, and one, had his arm broken, but happily there was no loss of life. In comparing the appearance of the two battalions, justice compels us to admit that the Grenadiers did not show to the same advantage as the Coldstreams. It was not difficult, however, to account for this temporary obscuration of the military splendour of the Grenadiers. It has already been noticed, to the credit of the corps, that the usual precaution of confining them to their barracks the day before departing for foreign service had on this occasion been dispensed with by the officers, and that the men had nobly justified the confidence reposed in them by appearing, every man, at roll call in the morning. But it was not in the nature of things that this license should be no inconvenience. The poor fellows had many leave-takings to go through; and everybody knows that an English leave-taking fully recognizes and acts upon the principle that grief is dry. In fact, we believe that none of the men were in bed the whole of the previous night, and when they mustered at three o'clock in the morning, though every man answered to his name, yet some of them were not, as may be supposed, in the steadiest order. This state of things was not likely to be improved by their standing at arms for a couple of hours in their barrack-yard on a cold February morning, nor by their subsequent railway journey to Southampton, where they arrived without breakfast. It was not to be wondered at, therefore, that the eyes of a few were rather glassy, and that the pipeclay had strayed from their belts to their uniforms. Much was to be allowed for under the circumstances—much to be overlooked; the rigor of discipline might well be relaxed on the eve of quitting their native shores—how many of them for ever!—it was sufficient that they still gathered round their standards, and that, sleepy as some of them looked, the magic words of command met with prompt and almost mechanical obedience. It is right to add that the soldiers did not get their first rations served out to them till considerably after mid-day. The interior of a troop-ship on the eve of embarkation presents a strange scene of confusion. Nothing could be more fitted to disburse the mind of all its preconceived notions respecting the "pride, pomp, and circumstance of glorious war." On board ship a soldier is in every sense out of his element, and on first taking possession he is of course still more so.—With all the facilities that were provided for placing the berths of the men together according to their companies, there were still a hundred things to be looked for, to be arranged, to be provided. The men were wandering helplessly about the deck—here endeavoring to find places for their bags, there scrambling for the rations which were served out, apparently without regard to any other order than that the most clamorous were the first served. The towering bear-skin caps were doffed, and in their place were substituted, not the regimental undress caps only, but in many instances night caps and other queer specimens of head gear which never entered the army regulations. The bright scarlet coat was enveloped in the loose and unpicturesque grey greatcoat, in which the men went shambling about the deck, as unlike the gay and gallant corps which so often elicited the admiration of the Londoners on the esplanade of St. James's as could be conceived. How they were ever to settle down in their places from such apparently inextricable confusion seemed a problem incapable of solution. The soldiers were all on board by eleven o'clock; but there were many arrangements to be made after the men were berthed, and even if it had not been so, the state of the tide would not allow any of