

weirdness and grotesqueness to our consultation that are well worth a sketch from the pencil of Nast. "All right! go ahead!" and the lead team is safely over. The same good fortune attends the greater portion of the train, and we are congratulating ourselves on our success, when lo! a crash, and through the flickering light a wagon is seen with two wheels in mid-air and two hanging over the side of the bridge. Dismounting, we gather around it. Had the wagon been built on the bridge, it is doubtful if it could have been put in the position in which we found it.

Oh! for a veil, or a tarpaulin, to cover from view the scene around that wagon, the suppressed sighs and groans—yes, and oaths, for cavalry teamsters are proverbial for their profanity. The effects of the heat, dust, darkness, and fatigue seemed to find vent on the inanimate wagon. But a few cheering words broke the spell. Instantly the mules are unhitched, and, without attempting to clear the blockade, we seek a crossing through the mire and water below. We work with a will to cut away the undergrowth and scrub-pines, examine carefully both sides of the creek and its bed, and then start across the next team. The splash of the mules as they take the water, the creaking of every board and timber, the crack of the teamster's whip, and his stirring talk as he encourages his team to their work, brightens up the scene as the thought steals over one that the humblest callings are filled with brave and devoted men whom no circumstances, however dispiriting, can make flinch.

True grit, though on the back of a wheel-mule, carries a force with it that is alike inspiring and contagious. We are not long in suspense. The team has reached the opposite side safely, and is quickly followed by others—each one, however, tearing up the muddy ground, and making the passage more difficult and dangerous.

One team, not sturdy as the rest, stalls in the creek, and instantly we are in the water, prying with levers and tugging at the wheels. But "Fit via vi" is as true in army transportation as at the siege of Troy. Three o'clock in the morning finds us past both Scylla and Charybdis, and again on the march. If it is difficult to pass from the rear to the front of a column of cavalry, on the march, along a narrow road, it is more so, on a dark night, to ride from the rear to the front of a long line of wagons and mules. This feat was accomplished—not successfully, however; for in one of those "last ditches" so common "on the road to Richmond" rider and horse disappear from view, soon to emerge, beautified by close contact with the sacred soil, and brimful of new experiences.

But daylight brought delight, as its first rays revealed the bivouac of the "Second" near Jones's Hole—a name suggestive of the night's trials and tribulations, but happily ending them. We had been seventeen hours on the road, and travelled forty miles. The strongest teams were exhausted and barely able to drag the supplies to the different regiments for distribution.

The *Cronstadt Messenger* is informed that the Russian expedition recently engaged in exploring the Steppes beyond the Caspian has come upon the hitherto undiscovered ruins of a large city, which appears at one time to have been densely populated. Minarets, in the Arabic style, have been found in good repair, and there are also remains of a most extensive aqueduct.

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the VOLUNTEER REVIEW.

(FROM OUR OWN CORRESPONDENT)

MONTREAL, 11th December, 1875.

THE Volunteer movement is again flourishing in this city; in addition to the re-organization of the 5th Royals as Fusiliers, the Mount Royal French Canadian Rifle Battalion has been brought up to its full strength of six companies, and have just completed their twelve days annual drill, under the active superintendence of Lieut. Colonel Labranche, commanding officer; considering that with very few exceptions, the corps is composed of recruits and newly appointed officers. The inspection on Monday evening last, proved what could be done in so short a time under an able instructor and an intelligent class of men. The manual and firing exercise was well gone through, and the marching and wheeling (by No. 1 and 2 Companies in particular) was equally good. The Brigade Major of the District, Lieut. Colonel the Count D'Orsensens at the conclusion of the field movements, complimented Colonel Labranche on the efficiency evinced by him in bringing the new Mount Royals to such a state of discipline, and trusting that both officers and men would, as Loyal French Canadians, keep up the credit of the corps, to the very utmost of their power and show their brethren in arms of British origin that the French military spirit, still existed in Canada. The Montreal Field Battery, under command of Lt. Col. Stevenson, were inspected on the 3rd instant by Col. Strange of the Royal Artillery, accompanied by Colonel Fletcher, C. M. G., Deputy Adjutant General, and Col. Bacon, the Brigade Major. At the conclusion of the gun drill, Col. Strange addressed the Battery as follows:—"Men of the Montreal Field Battery: I have now been looking at you for the last five years, and never on any occasion have I experienced so great a feeling of satisfaction as at present. You have not had a good chance for training, and the solidity and steadiness with which you have performed your drill, notwithstanding these disadvantages, are, I think, a recompense; I find when I asked questions of your N. C. officers, that in every case the answers were given correctly. I think we shall have another class of gunnery this winter, and I hope as many of you can, will attend. I shall not detain you longer but be assured, what I say, I mean." Colonels Fletcher and Stephenson also addressed the Battery—the latter giving them some information concerning the Dominion Association about to be formed. The corps was then dismissed. The 5th Royal Fusiliers have nearly all their handsome new uniforms completed and will have a full dress parade some time next week. The want for a

proper place for our City Corps to drill in is much felt, particularly at this season of the year. In accordance with the new system of Cavalry movements the Montreal Hussars, under the command of Captain Tees are being instructed in the *Non Pivot Drill* &c, &c., by Col. R. Lovelace of the Cavalry Staff, the officers and men are said to be making rapid progress under this officer's superintendence in the changes consequent thereon. The formations are much simplified, all show-movements are done away with, and the Cavalry are now instructed in such manoeuvres as would necessarily be employed in contact with an enemy. The late Colonel Jenyns of H. M. 13th Hussars, (one of the 600 in the renowned charge at Balaclava) was the first to introduce the *Non Pivot* drill in his Regiment, and it has now, with some modifications, become a fixed system in the British Cavalry; its usefulness in practice was manifestly apparent at the last grand Cavalry Manoeuvres, in Germany, who have long since established the *Non Pivot Drill*; Colonel Lovelace is to instruct the several Cavalry Corps under his superintendence in all its details. The Engineer Company were inspected on the 4th inst., by the D. A. General Colonel Fletcher, and were complimented by him on their efficiency. No snow to speak of as yet and sleighing very bad.

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The Suez Canal.

The purchase by the British Government of four million pounds worth of shares of the Suez Canal Company Stock, is thus commented on by the *London Times*.—

The *Times* in its financial article to day says in relation to the purchase by Great Britain of 177,000 shares of the stock of the Suez Canal Company:—"A breathing time most essential to Egypt is secured. The value of the purchase to England is great and probably will be taken by the public to mean more than it does. By buying up the rest of the shares and paying two loans raised by the Company amounting to £4,800,000, England would be possessed of the entire property. The advantage of the bargain materially, is a secondary question. The purchase was made for political reasons, therefore the importance of the step is hardly to be overrated. For a considerable time it cannot be pecuniarily profitable unless England also redeems nineteen years of coupons which the Khedive heretofore sold." The *Times* in a leading article on the subject further says.—"There is an audacity about it which we do not generally associate with the accounts of a British Ministry. We seem to trace in the business hand of Mr. Disraeli that the nation wakes this morning to find it has acquired a heavy stake in the security and well being of another distant land, and that it will be held by all the world to have entered on a new phase of Eastern policy. We have no desire for an extension of territory. We do not covet the land of the Nile, since the firman of 1813 which gave the Khedive the right of treating independently with foreign States. The Egyptian Government has little cause of complaint, and may fulfil her duties