

ON THE DEATH OF CAPT. H. VICARS.

BY MISS H. A. WILKINS.

Fierce was the battle—wild the strife—
The ground beneath them rang:
Revan and Malakoff that night
Echoed the muskets clang;
Two thousand of that treach'rous host
Advanced 'neath that dark sky,
Two hundred of Victoria's men
Had met them at the cry,
"This way, 97th!"

They fought and conquered, but the voice
That led them bravely on,
The tone that cheered their lion-hearts
For evermore was gone,
Yet as the life-blood flowed apace,
He saw his victory won,
And once more shouted as he fell,
"Brethren, the foemen run!
This way 97th!"

He died as many have gone down,
Who bear the warrior's crest,
With a treasured name upon his lips,
And a locket on his breast.
Oh, would you learn how brave men fight;
Go where the bravest lie!
And would you learn how fond hearts love,
And how true Christians die—
"This way, 97th!"

WIN AND WEAR.

There's no royal road to greatness,
Men must ever climb to fame;
All the wealth in misers' coffers
Wouldn't buy a deathless name.
Is a noble goal before you?
Would you great achievements dare?
Brothers, then, be up and doing—
Brother! you must "Win and Wear."

Toll and labor—never stopping
Till you make the prize your own;
For you know 'tis constant dropping
Wears away the hardest stone.
Never slack sublime endeavour,
Nor midst cheerless toil despair;
If you'd rise above your fellows,
Brother! you must "Win and Wear."

'Tis the lesson nature teaches
All throughout her wide domain;
And the text from which she preaches,
Is "that labor leads to gain."
Moral worth and honest merit—
Better crowns than monarchs bear—
These you never can inherit.
Brother! these you "Win and Wear."

A MARCH UPON SNOW SHOES.

The following narrative of the wonderful march of the old 104th Regiment from Fredericton to Quebec in 1813, appeared for the first time in 1862, on the occasion of the overland march of the Guards and 69th through the same region; it was from the journal of a brave and gallant soldier and a good man, since gone to his rest, the late Lt. Col. Playfair, and was published at a period yet fresh in the memory of the people—the Trent difficulty. The Intercolonial will prevent the recurrence of this feat.

In the winter of 1812, the preparations made by the United States for an attack on the Canadian frontier, induced the military authorities to direct a regiment to be forwarded from New Brunswick to Quebec without delay. The distance to be thus traversed exceeded five hundred miles, and intimation of the intended move having been given some time previously, the garrison of New Brunswick had been assiduously exercised in marching and manoeuvring on snow shoes. The corps selected for the purpose was the old 104th, which was disbanded a few years after. It had originally been raised in Nova Scotia and New Brunswick, and was composed almost entirely of natives of the British North American colonies, a station from which it had never been removed. The effort thus made was then a novelty in the annals of British arms, and it still remains unique, having

never been repeated since. In 1838, indeed it is true, two regiments, the 43rd, and subsequently the 85th, were sent from St. Johns, New Brunswick, to Quebec by the same route; but in these cases the men were carried on sleighs, a certain number of which were attached to each company, and thus the chief difficulty of the undertaking was avoided altogether.

In the following pages we propose giving an account of the march of the 104th, by extracts, verbatim, from the notes of one of the officers, whose journal is now in the possession of the writer of the present article. In order, however, to give our readers a correct idea of the difficulties of the march, it will be desirable, in the first instance, to describe the snow shoes and some other requisites necessary for such a journey. Of snow shoes there are several kinds, but those supplied to the 104 appear to have been the most commonly used sort, resembling a racket in shape, and about three feet long by fifteen inches wide, made of the tough and elastic wood of the hickory—the network to support the foot being strongly interlaced thongs of the dressed hide of a caribou deer or moose, often erroneously called the elk. These thongs when properly dressed, never absorb moisture, but continue elastic, a great point, as any decrease of elasticity produces much additional fatigue to the wearer. There are two light cross-pieces to connect the framework; and at about nine inches from the front, and in rear of the first cross-piece is an aperture to allow play for the toes, a leather strap being passed over it to prevent the toes slipping—the foot at the same time being firmly bound with a long roll of list, passed over the toes and around the heel. These shoes when properly dry, weigh about a pound and a half; when soaked with wet full half a pound heavier; the cost at the time of which we write, being about sixteen shilling currency per pair. The strain caused by lifting the snow shoe, especially with moisture, causes an intolerable pain in the Tendon Achilles, known by the Canadians as *le mal de raquette*, with beginners, necessitates frequent halts.

The moccasins or slippers to be worn with the snow shoe is also an article of consequence, for unless it be well prepared it becomes speedily saturated with snow. It should fit easily over two or three pair of woollen socks so as to keep the feet warm and soft. The best material is the skin of the moose, or buffalo hide, or ox hide well tanned, and soaked in brine for twenty-four hours; when half dry, soaked in train oil for several days, until completely saturated, and then gradually dried at a distance from the fire: prepared in this way they last a long time without imbibing wet. The next article of importance for the track is the *tobogin*, or Indian sledge for carrying baggage and provisions. This is a light sledge, formed of hickory or ash planks scarcely a quarter of an inch thick, about six feet long, and one foot wide, so as to run in the track of a snow shoe. The end of the *tobogin* is turned up like the fingers of a hand half-shut, in order to throw off the snow; and attached to each side are two small sticks, which form the sides of the vehicle, and prevent articles from falling off. A man can draw one of those *tobogins* with a hundred weight on it far more easily than carry his knapsack. Having made these few preliminary observations, we will let the officer speak for himself.

On one of these occasions, previous to our march, our worthy governor, General Smyth, who was drilling us in his anxiety to correct some mistake, forgot that he was on

snow shoes, and moving too hastily, tripped and suddenly vanished under three or four feet of snow. The snow being very light, instantly covered him, and the place was only marked by an indentation in the snow. Several of us ran to his assistance, but our determined chief laughed against himself, and would allow no one to assist him. He had been long in the country before, and the neatness and dexterity with which he extricated himself turned the accident, ludicrous as it was, into a useful lesson. Untying one of his snow-shoes, he placed it flat on the snow, raised himself by resting his elbow on it, then knelt upon it and tied it on again, and once more regained the surface.

The winter was very severe; more snow had fallen than during the nine preceding years. On the 5th of February, the day on which the order for our march was published, the thermometer stood at seventeen degrees below zero.

Every arrangement having been completed on the 16th of February 1813, the head-quarters and the grenadier Company, with which I was, started. It was arranged that a battalion company should follow each day, and the light company, as rearguard, start last on the following Sunday.

As we left Fredericton our key-bugles struck up the lively notes of the *Girl I Left Behind Me*. We presented, I fear, a very unmilitary aspect. The men in their winter-clothing, consisting of flannel oversuits, fur-caps, and fur mits, were divided into squads. Each squad marched in Indian file (of course on snow-shoes) followed by its *tobogin*, the knapsacks, arms and provisions being fastened on the latter. The provisions were somewhat scanty, consisting of one biscuit and three-quarters of a lb of salt pork per man per diem. A small allowance of tea or portable soup would have been a great improvement. It had originally been intended to send parties of Indians in front to construct the wigwams for our night's rest, at the end of each fifteen miles; this, however, was not done.

The first seven days being through well-settled country, were comparatively easy marching, although the snow was deep, but on the 26th our troubles began. This day we had to hut ourselves, for the barns we had hitherto found were to be met with no longer. The march had been very fatiguing; the snow falling thickly, and we had often lost our track. Carelessness sometimes caused a man to fall into the deep snow, an accident which of course delayed all in rear of him for ten minutes or a quarter of an hour, until he could extricate himself from his cold bath. The inconvenience of these delays were found to be so great, that it was determined to march on and leave the unlucky wight to scramble out as well as he could, a by no means easy matter. This resolution being made all were very careful to avoid accidents. In order to relieve the men, each officer and man took his place in turn to break the road, by marching as leader for ten or fifteen minutes, then stepping a pace aside, and letting the squad pass him, he would throw off his snow shoes, and march on the hard snow path in rear. It will be seen that by this arrangement the first pair of snow shoes had to make the path, the second to improve it, successive pairs did likewise, till the *tobogin* in rear travelled over a tolerable firm track. We generally marched along the river bank, constructing our huts in the woods, on the windward side. The men's hands were often so cold after a march that they could scarcely work; they were divided into squads; the axemen felled the young pine trees for