

## WAITING FOR A LETTER.

I am waiting still my darling, all the tedious hours through,  
And hoping daily hourly, for one little word from you.  
I've read your last dear letter till I know it all by heart;  
Each time that I repeat it, I feel its fervor dart.  
It's getting quite worn out my love, and going to decay.  
Then send me, please, another ere I wear it all away.  
You will not keep me waiting from morn till night.  
You will write me quickly, wont you? and my faithfulness requite.

Its leaves are getting tattered and its edges getting frayed.  
It's folds are quite worn through, and if your next is long delayed,  
Twill all be gone to pieces, and be broken to a shred—  
'Tis almost so already, and can scarcely now be read.

For even now to hold it in my hands I do not dare;  
I'm quite afraid to hold it, for I know 'twould only tear;  
I've placed it in the little book you gave me long ago.  
For, though the writing's fading, I can keep the fragments so.

I oft forget its absence from its long accustomed place,  
And think to take it out again, and gaze upon the face:  
Then comes the truth that even that sweet pleasure is no more,  
And evening seems so long to wait ere I can read it o'er.

Then write to me my darling, don't keep me waiting so.  
A deep suspense is creeping o'er my heart in frantic throes;  
I try me to be patient, but I find it very hard;  
Your silence is a shade 'neath which all happiness is marred.

## HER MAJESTY'S BOUNDARY COMMISSION.

We learn from Pembina that the American boundary commission party have only arrived there a few days since, and that the U. S. Commissioner has not yet come.

The British party has been at work for several weeks in consequence of their having wintered at the line and have accomplished considerable work both westward and eastward. A party under D. A. Eastery is at work between the Dawson Road and the boundary, and the chief astronomer, with a party of scouts and guides from here is off to the South Mountains to reconnoitre the way and determine upon a site for a depot.

The horses, oxen, and waggons were got in safely from Moorehead under charge of veterinary surgeon Roswell, arriving on the 22nd ult., at a time when the road was thought to be impassible.

No grasshoppers have yet made their appearance within 20 miles of Pembina, and it seems likely that Mr. Almon, who is in charge of the depot farm, will have vegetables and oats enough to last the commission establishment through the winter.

Great credit is due Captain Cameron for the energy and foresight which has enabled him to have advanced so far the important work with which he has been entrusted.—*Nor. Wester.*

While practicing lately under Admiral Cumming, the men of H. M. S. *Magdala*, one of the Bombay Harbor Monitors, at the second shot knocked over a floating target stationed at 1,000 yards. Chilled Palisser shot of 400 pounds travelled upwards of four miles.

## THE TRANSPORT AND SUPPLY OF AMMUNITION IN THE PRUSSIAN ARMY.

(From the Review Militaire.)

The service of the transport of ammunition in the Prussian Army is not carried on by any especial corps, having particular cadres and an actual existence in peace time, like the "Artillery Train" in the French Army. Consequently, when a mobilisation is being effected, the effective of a regiment of field artillery receives a considerable augmentation in horses and men, which enables it to bring its batteries immediately up to a war strength, and to form besides ammunition columns so-called, destined for the Army in the field, and also a depot. The object of these ammunition columns is to ensure a constant replenishment of ammunition to the field batteries, and the infantry and cavalry. In 1870, each regiment of field artillery, besides the fifteen batteries which composed the war effective, formed nine ammunition columns of this kind, five of which were called artillery and four infantry.

The artillery ammunition column was thus composed:—Nine wagons, with 8 pounder ammunition. Eight wagons, with 15-pounder ammunition. One forage-wagon (Vorrath's wagon). One field-forge. Three spare 8-pounder carriages with limbers, in columns—Nos. 1 and 2. Two spare 8-pounder carriages and limbers, in columns—Nos. 3, 4, 5. Two spare 15 pounder carriages and limbers, in columns—Nos. 3, 4, 5. One baggage-wagon. The infantry ammunition column comprised—Twenty-four small-arm ammunition wagons; one forage-wagon one field-forge, one baggage-wagon. Each column was commanded by a captain,

The infantry and artillery ammunition columns were replenished at the depot of the reserve ammunition of the Army, by means of a small number of special columns called columns of reserve ammunition (eight for an Army composed of four or five corps d'armée). These latter, intended to be transported either by railway or by requisitioned teams, had a very small effective of men and horses. It comprised thirty-two carriages, without teams; the personnel was—one lieutenant, seven under-officers (one of whom could act as officer in case of necessity) thirty foot soldiers, two train soldiers, seven saddle and four draught horses.

The depots of the reserve ammunition were replenished from the permanent artillery depots existing in the garrisons of the mother country.

We give here with regard to this matter, the following details taken from the German work called, "The operations of the 1st Army under General von Manteuffel, by the Colonel on the Staff: Wartensleben."

"In investigating the question of the amount of ammunition successfully expended by the 1st Army, one may represent them as grouped in four principal categories corresponding to the regulated dispositions then in force.

"1st. In the first line, the complement contained either in the soldiers pouches, or in the limber boxes and ammunition wagons.

"2nd. The ammunition columns of the corps d'armée.

3rd. The reserve ammunition columns of an army.

"4th. The depot of the reserve ammunition of an army.

The replenishment of the men's ammunition was effected by means of the corps ammunition columns, and when it was possible by means of the ammunition columns of the corps d'armée itself, to which the troops belonged.

These columns had to replenish themselves in their turn; for this the necessary orders were to emanate from the commander in chief of the army, and they were sent to the commander of the artillery, whose duty it was to carry them out. The latter, in fact, disposed the columns of reserve ammunition, and of that at the reserve depot. The first consisted of loaded wagons but which were not horsed, the latter of a magazine containing filled cases of ammunition.

According to the regulations, the corps ammunition columns were to be replenished by means of the reserve columns, these latter filled up in their turn at the depot of the reserve ammunition. This latter was formed in general, in a locality situated a certain distance in rear, and it was to follow the armies accordingly, as they progressed to the front.

According to the instructions issued, the reserve ammunition columns were themselves to procure their ammunition from the depot, or else the depot forwarded it to them by rail. But eventually this latter method was employed—the simplest and the quickest—for directly replenishing the ammunition columns of the corps d'armée. This proved to be highly advantageous wherever the railroad was enabled to bring them up to the vicinity of the army.

It was in accordance with these principles that General Schwartz carried on the replenishment of the ammunition of the 1st Army.

During the first period of the campaign and also during the whole time that Metz was blockaded, the reserve ammunition columns belonging to that Army (the 1st,) were under the orders of Major Rosenkvaar at Saarlouis; the depot of reserve ammunition was also at Saarlouis.

After the fall of Metz, a portion of the reserve columns were immediately transported there. At the end of November, when operations were commenced from the Oise upon the Somme and Lower Seine, all the reserve columns were transferred to Laon.

The order for the movement was sent by telegraph on the 20th November, the columns arrived at Laon between the 24th November and the 2nd of December. To this step was added that which consisted in transferring the entire depot of the reserve ammunition from Saarlouis to Soissons, where it arrived from the 7th to the 10th December. The columns went from Laon to Soissons by means of requisitioned teams. The columns and the depot remained in this latter town until the close of the campaign.

The railways from Soissons towards the west were able to carry the supplies in the radius accessible to the corps ammunition columns, and consequently in sufficient proximity to portions of the army then carrying on operations. For the transport of the reserve columns, which were not horsed, one could only obtain that railway stock which was indispensable for other purposes; moreover the running of trains, which were of great length, was very difficult, and there