

plies at certain places, and have had to remove them, not without additional payment. Deputy Controller Strickland has not yet, however, been driven beyond his resources, and by a system of judiciously disposed depots he has been able to keep the supplies up to the mark."

Towards three o'clock in the afternoon the First Division marched for the new camps on the West Dart, from which the tents of the Second Division were plainly seen in the distance whitely strewing the brown slope of Merripit Hill. It is difficult to move 10,000 men out of Hyde Park, but even 500 men cannot be moved from their camp on the bare expense of a boundless moor without a great deal of arrangement, and blocking of roads by the baggage train, especially if the march is with a view to fighting. In anticipation of the intended manœuvres of cavalry and horse artillery, Colonel Oakes' Dragoons and the 13th Hussars pushed on to get to the West Dart by four o'clock, the time appointed. The route was along the hard made road which traverses the moors leading from Plymouth Moretonhampstead, and Exeter. On the right was left Sheeps Tor and the little village beneath it, in the church of which lies Ralph Brooke, who ended his days on Dartmoor among Devonshire presents, strange contrast to his Dyaks and tropical kingdom for away. The cavalry passed through Princetown, a stonebuilt village of considerable size, which flourished and increased because of the neighbourhood of the prison. This agglomeration of granite buildings, gloomy as the moors themselves, and other Dartmoor villages host some good inns—none so good, however, as "The Duchy," which really does Princetown credit, and has made many people very comfortable during the manœuvres.

The Princetown folk all turned out to see the soldiers pass. First came the horses and guns, which pushed for two bridges where the Exeter Road crosses the West Dart, at a point about a mile beyond Princetown. Colonel Oakes and his brigade arrived after four o'clock, all prepared for brilliant fetes of arms, which should prevent, in theory at least, General Smith from gaining the least knowledge of the camp, the infantry were taking up on the prison lands. The river was crossed and scouts were sent forward over the debateable country. Nothing was seen of Colonel Scudamore and his troopers, and presently it was found that the Second Division, horses, guns, and all were quietly in the camp looking so white on the slope of the hill five miles off. There had been a misunderstanding, or the miscarriage of a telegram, and when Colonel Scudamore heard that the First Division was not to move in the morning he had taken his brigade out for a field day. His horses had done their work when he learnt that the reconnoissance, which was to have been at ten a.m., was ordered for four p.m., and as the First Division had moved by that time from its camp and closed its telegraph office, General Smith could not communicate speedily with Sir Charles Staveley. Some links in this chain of reasoning are forged out of logical inferences rather than positive intelligence, but this is probably the full, true, and particular explanation why there was no fighting, and why Colonel Oakes and his brigade were compelled to assume their thrust for war, and, dividing in two, to march quietly to the camps of the respective regiments. The Carabineers and the Horse Artillery turned down the road leading to the east bank of the West Dart, recrossing the streamlet three miles lower, opposite

their camping ground at Hexny. The Hussars returned to their abode upon the prison lands. The infantry had now arrived at Princetown, and were pouring down the steep street and turning aside to their camp in fields beyond the village. The mowers had left their scythes in the green crop of fodder, and not only mowers but every dweller in and about Princetown had left his work exactly where it was. First marched Colonel Wodehouse's brigade, the Inns of Courts detachment leading its battalions of Volunteers, looking none the less smart and cheerful for the loss of their baggage, which miscarried during their journey down on Saturday, somewhere between Paddington and Yarnaton, and has not yet come to hand. Nothing could have been more delightful to the hearts of the villagers than the Highland regiments of Lord Alexander Russell's brigade. The camps were soon up, and the ground seeming very good for Dartmoor and the business of the day was over.

The 2nd Division at Merripit Hill, in the meanwhile, had made its page of history. The first provisional battalion of Rifle Volunteers had arrived on Sunday, under the command of Colonel the Hon. Sackville West, and was in good time to get a taste of Dartmoor weather, as heavy rain fell for thirteen consecutive hours. The battalion is composed as before stated of a detachment of the Oxford University, 56 men, under the command of Captain Blackett Ord, the Cambridge, 30, Captain Lay commanding; Inns of Court, 199, Major Chitty in command; the Artists, 63, Major Leighton; 54 of the Camberne corps, and 56 men of the 4th Administrative Battalion Devon Rifles. It was intended that this morning the two brigades should be engaged against each other with a view of preparing for the more serious business of Tuesday. In accordance with the divisional orders the 1st Brigade, under the command of Brigadier General Thackwell, was supposed to be intercepted in its march to Princetown by the 2d Brigade, operating under Brigadier General Herbert. Brigadier Thackwell thereupon determined to make a flank march, and gain the roads through Buckfastleigh and Ashburton, and with this view sent on his baggage, masking his intentions and covering the road by his troops. It was intended that this should commence early in the morning, and that the cavalry and artillery should be engaged, but the two latter arms of the service were called away by orders from the major general commanding the entire army corps, in order to reconnoitre the approach of the First Division or Southern Army. The original arrangements being upset, and the weather being unfavourable, the battle, if it may be called such, came off in the afternoon and dwindled down to a mere outpost affair between infantry. Brigadier Thackwell was dodging about for some two or three hours behind the hills before a shot was fired, and the contending armies eventually met on a hill, and a heavy musketry fire was kept up for some half or three-quarters of an hour. Then the order to cease firing was given, the only apparent result being that Brigadier Thackwell was losing ground on his right, having weakened the former by massing his troops on the other flank in order to turn his enemy's left. The cavalry and artillery were engaged on a reconnoitring expedition, with no result as far as discovering any enemy, the reason of which the reader is acquainted with from the record given above of the proceedings of the First Division.

(To be continued.)

#### OUR COMMUNICATION WITH INDIA.

We have been favoured with the following extract from a letter addressed by Dr. G. W. Cline, Assistant Comptroller General, India, to W. Villiers Sankoy, Esq., civil engineer, relative to the importance of railway communication with India by way of Persia, as referred to in the *Broad Arrow*, during the recent visit of the Shah:—"I am still of opinion," says Mr. Cline, "that measures should be taken by the Government of India to carry out, in conjunction with the Persian Government, a scheme for a thorough line of railway from the Continent to India. Such a scheme is not only feasible, but one which must in time create itself. Your own scheme of a through line if I remember rightly, would, if it had been carried out, give us a line to India connecting London in the first instance with France, by a tunnel under the bed of the Channel. Utilising the French lines you propose to carry your line down the valley of the Danube, prolonging it to Pesth, through Groese-Warden, and Hermanstadt, and then by a high-level viaduct over the Estuary, proceeding through Turkish territory on to Constantinople, across the Bosphorus, and over the Asiatic Turkey, through the Euphrates Valley, by the Persian Gulf, until the line reached Teheran, which would have formed the midway station, connecting India with Europe. Such a plan is one which would require an immense outlay and which, in its integrity the Government of India were not possibly in a position to sanction. There would have been, owing to the line passing through so many Continental states, several conflicting interests, especially with regard to the concessions of land, which would have been embarrassing and exceedingly difficult for either the British or the Indian Government to deal with. The design, in an engineering point of view, is quite as grand as that which has recently been so successfully carried out, not in connection with land, but with water-travelling by Mons. Lesseps. By the completion of the Suez Canal, we know that the dream of the ancient Pharaoh; the marriage of the Mediterranean with the Euxine, is now an accomplished fact, and with the completion of your own line, we should have an approach to the accomplishment of Shakespeare's dream of throwing an iron grille round the world. But although your scheme met with the approbation of such a far sighted statesman as the late Lord Palmerston, it hink it would be preferable to look upon the question, not as regards what might have been done if the Government of India had sanctioned your scheme twenty years ago, but what under existing circumstances ought to be done now. The Russian and Persian Governments have proposed to connect Teheran with the network of Continental railways through the lines which run through Russian territories. The Indian Government could scarcely do better than to connect the line between Teheran and India. Such a continuation of the line would pass through Ispahan, Persepolis, Shiraz, Jaron, Gaih, Kedge, and skirting the sea-coast of Belochistan, while running parallel with our already established line of the Indo European telegraph stations on the Persian Gulf, join the network of Indian railways at the seaport town of Kurraché. Such a line, if commenced now, ought to be completed in ten years. It would be difficult to estimate the probable effect of such a line, bringing the two countries together, and for the first time throwing open the natural wealth, not only of India, but of Central Asia also.