

Dr. Ryf told him he had no money to send for entries, thereby inferring that special prizes would be provided.

One of the committee informed me that the present gathering of the marksmen and their friends exceeds in number that of any former year. Arrangements have been made to dine 6000 people, but the contractors have to dine 6000 at 12 o'clock, 6000 at 2 o'clock, and so on. As the marksmen secure the necessary number of cartons, they apply for their prize money and their cups, and having expended something in champagne, they depart, to make room for fresh arrivals.

These shooting festivals date many years previous to our first Wimbledon meeting in 1860. As far back as 1849 the Swiss could boast of a good shooting society, which attained its present state of prosperity only by real hard work. It has been a strong pull and along pull, but they have been well rewarded for the pains they have taken.

The quality of the shooting this season exceeds that of any former year. In the small carton of four inches in diameter, there are 300 degrees of merit. The man that can strike the centre so truly as to count no degree is the best. No one has done this at present, but the shooting is so good that the committee have decided to give no prizes for those who hit more than three degrees from the centre, or within a circle of two inches. I saw one elderly marksman make six cartons out of his seven single shots at each target.

The strain upon the refreshment department is very great and yet they are equal to the occasion. Ten thousand dinner tickets were one day purchased before noon. For 2s. 80c. (2s. 2½d in our money) the dinner gets a bottle of wine and four or five courses promptly served. Long before twelve (the dinner hour) a bottle of wine each, a loaf, napkin, &c., are laid ready for 6000. At twelve the artillery fire, and instantaneously the rattle of musketry ceases. The head-waiter, in blue cap, blows his horn and some hundreds of waiters rush off to the kitchens and immediately return bearing huge dishes of sourcrot, a very digestive dish to commence with. Another horn is blown, and away they scamper to find ready waiting their new potatoes and boiled beef in unlimited quantities. Then follow pork, tongue, polonies, salad, and pastry. Dinner is finished in three quarters of an hour, and they are ready for the next 6000. The English placard still figures prominently on the building, but the question is often put, "Where are the English?" Several American officers with their wives have essayed to occupy the English seats but not liking their too evidently conspicuous position and the not overpleasant remarks which have been made, have quickly migrated to another table.

I was not a little astonished to find a lady amongst the competitors. I ascertained her name to be Ma'am Keller, of Gallen. This is her 2nd year's campaign. She gets the balance remarkable well and receives the recoil of the rifle upon her arm. I saw her register three cartons in succession, which, with a 5 inch bull's eye at 330 yards, would equal if not surpass, the best of our English shots. Every man is a soldier in Switzerland. What if the Swiss women are fired by the example set them by this lady?

They use the Martini and all kinds of rifles here. The Martins are in good repute and I heard of no misfires. The national arm is a fine piece of mechanism. It is a repeater

and I am told will fire fourteen rounds. The cartridges used are small metal cartridges with a very firm base.

A MILITARY RAILWAY CORPS.

The Globe comments on the commission in Mr. Cardwell's scheme of army reorganization of any provision for the necessity which the condition of modern warfare impose of entering on a campaign with a completely organized military railway service attached in due proportions to each army corps in the field, and suggests that the approaching Autumn Manœuvres will afford a timely opportunity of supplying this need. Such a system, says our contemporary, as we aim at seeing in the British army for the management and working of railways in time of war may be found in a more or less advanced state of development in nearly all Continental States having pretensions to rank as military Powers. Prussia, as usual, takes the lead with an organization that has stood the test of the Danish, Austrian, and French wars. There is good reason to believe that the Russian Government has been too wise to linger far in the wake of her great neighbour and probable antagonist, and her military chiefs look forward hopefully to the ultimate result of their labours to perfect a system whose importance in aid of their veiled schemes for the aggrandisement or defence of the Empire they have so carefully appreciated.

An effective military railway corps might either be affiliated to an existing department of the army, or constituted on a separate and original basis. Probably in practice it would be found most convenient to raise distinct companies for railway duty, attached for administrative purposes in time of peace to the Corps of Royal Engineers. There is a widespread idea among civilians that the operations of an army in the field are greatly facilitated by the introduction of railways. Granted a good system and superior forces, this no doubt, may be conceded to a certain extent, but where an enormous amount of material and numbers of men are being pushed on to the front mistakes have a tendency to multiply, themselves indefinitely, and in their results entail disasters which could never have happened under the old system of route-marching. It is worthy of note that France, which has recently suffered so much from bad railway administration in time of war, was nevertheless the first Power to demonstrate the strategical importance of railway by the rapidity with which her armies were concentrated on the plains of Italy in 1859. As an early and brilliant example of the tactical value of a railway may be cited the action fought at Montebello between the allies and the Australian corps under Stadion. The latter attacked with great spirit, and carried the villages of Casteggio and Montebello. The allies, however, continually receiving reinforcements by successive trains from Voghera, which disembarked their living freights almost on the field of battle, were enabled to assume the offensive and defeat Stadion with heavy loss.

The following is cited as an instance of good railway administration.—"On the 11th of June, 1866, the manager of the Upper Silesian railway received the following tele-

gram:—"An Army corps to be moved upon Bierg—strict & cressy enjoined. On the 13th three trains from Berlin, on the 14th three trains from Berlin, three trains from Potsdam, dating from 15th three trains daily from Guben, Sommerfeld, and Sorau. Supply Depot, Breslau." The first train reached Bierg on the 13th in the evening. The Germans reckon their trains by axles as a unit and each train consisted of 100 axles, inclusive of engine, and was 500 feet long. The assembly of the whole corps was complete on the 22nd. The proportions of transport to men, horses, and material were as follows. In 85 trains were carried 1154 officers, 35,623 men, 9334 horses, 115 two wheeled carriages including guns, and 821 four wheeled carriages. The Prussian army of the Elbe comprised in all 84 army corps. An Austrian authority, Major Costa de Serda, assigns half an hour as the time requisite for the embarkation of a battalion, three quarters of an hour for a squadron, and one hour and a half for a battery, supposing that all is prepared beforehand.

"During the late war in France the want of a properly constituted railways was felt incontinuously and multiplied disaster, and exemplified in the most complete manner of the necessity of preparing in peace the machinery of war. There was from the commencement miscalculation of the time at which the train should leave. Stations well adapted for infantry were assigned for the embarkation of cavalry and artillery—hence delay and utter confusion. The transport and supply services were continually quarrelling with the artillery for the use of waggons. At one time, on the Lyons and Mediterranean Railway, there was an accumulation of 7500 waggons loaded with various stores without locomotive power to take them to the point where armies were perishing for want of supplies. It may be hoped that reasonable forethought, instead of terrible misfortune, will rouse the official mind to the absolute necessity of forming in this country a special railway corps, capable of any necessary expansion in war time. Possibly the germ of this much needed service may lurk unheeded in the corps of engineers and railway volunteers. The names therein enrolled are worthy of all respect, but a corps composed of all field officers, is an intelligence without a body. Notwithstanding their military title, none of these gentlemen are practical soldiers. What we require is a corps of railway artificers instructed in the operations of war as applicable to their special department and commanded by officers who are thorough soldiers as well as good railway engineers. Such an organization is easy enough so perfect can be if the authorities awakened to the expediency of setting about the work. The rank and file must consist of railway artificers, plate layers, engine drivers, guards, stokers, signalmen, &c in such proportions as experience may dictate. The officers should in our opinion, be selected from the Corps of Royal Engineers and undergo a course of special instruction in the military management, utilisation, and destruction of railways. These gentlemen might, in emergency, be assisted by volunteers from the corps of railway engineers, just as the men under their orders might be swelled in numbers by railway servants from the different railways, attracted by the high pay the superior education and acquirements of such men must of right command. We believe we have said enough to prove the need for forming a railway pioneer corps, and finally we reiterate our opinion that its basis must be essentially military.—*Broad Arrow.*"