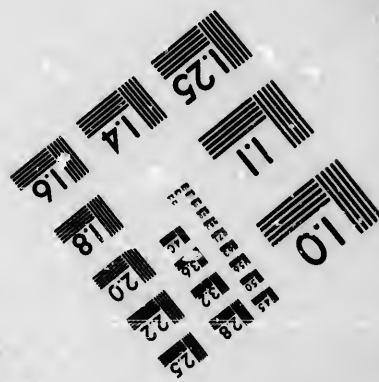
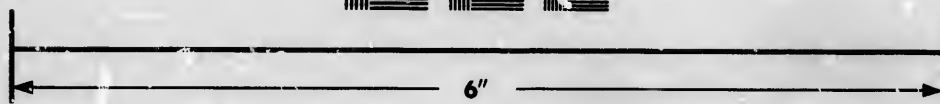
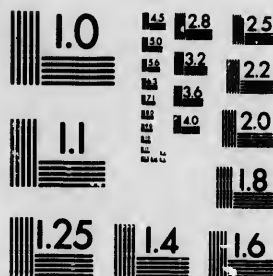


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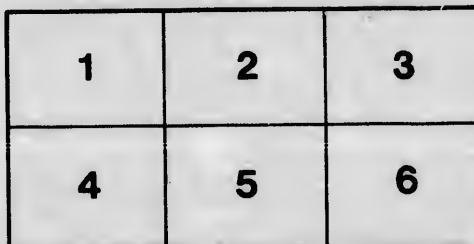
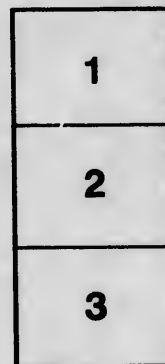
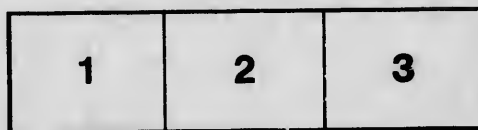
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THE

CANADIAN VOYAGEURS IN EGYPT.

BY JAMES D. DEER,

(OF CAUGHNAWAGA),

ONE OF THEIR NUMBER.

Montreal:

PRINTED BY JOHN LOVELL & SON,
FOR THE AUTHOR.

1885.

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THE CANADIAN VOYAGEURS IN EGYPT.

Our party left Caughnawaga on Saturday afternoon, September 13, 1884, amid the sorrowful good-byes and warm wishes of a host of friends, some of the younger ones coming with us as far as Lachine, and a few to Montreal. We had a very short time to spend in their company, as we were almost immediately ordered on board of the ship. On Sunday morning our ship, the "Ocean King," left Montreal and on Monday, the fifteenth instant, we anchored at Quebec. Here we had an opportunity of writing to our friends, of which many of us took advantage; here also we were joined by Louis F. Jackson, who had been appointed foreman of our party. After remaining in Quebec for one day we set sail for Cape Breton on the sixteenth instant. The passage down the Gulf was a rough and stormy one, and it was here that we

received our first taste of sea-sickness. We arrived at Sydney, Cape Breton, on the eighteenth instant, where we stopped for coal. Having been then five days at sea we were all anxious for permission to go on shore, which permission we obtained from Colonel Denison, but were disappointed on being obliged by the officers to march in gangs. In this fashion we walked some distance along the beach, when we were halted and given leave to bathe, if we wished to, but the water being very cold not many availed themselves of the privilege. After the bath we all expected we would have a chance to visit the town, but in this we were again disappointed, as we were marched straight back to the ship. After dinner we hoped again for a chance to see the town but were not allowed on shore again; some of the lads, however, went without leave, and of these, many returned to the ship, later, in an intoxicated condition. The ship hauled out into the middle of the bay about eleven p.m., so that many of the pleasure-seekers could not get on board until morning. When the truants had all been collected the captain ordered one young lad to be tied to a post, and when the boys asked, rather indignantly, what it was for, they were told

that he had never been hired, but had slipped on board, and therefore could not go, but must be sent on shore. We raised amongst us a purse of twenty dollars for the boy, of which the captain subscribed five dollars himself; the lad said he had friends in the town, started off happy, and we saw him no more.

On the nineteenth instant we got once more underway, and this time our ocean voyage had commenced in earnest; many of our party were very seasick, among the worst cases being M. Jacob, John Morse and John Deer, all of which had a pretty hard time of it. Another voyageur, a Manitoban, having some other trouble besides the sea-sickness, became very ill; he died on the twenty-sixth instant and was buried the next day. It made us all feel sad to see the body of our poor friend and comrade launched into the sea, and I think that after his sudden death the men were more careful of their health, and took more exercise and fresh air upon the deck.

On the tenth day after leaving Cape Breton we sighted Cape St. Vincent, and sailed into the Straits of Gibraltar; two days later we reached Gibraltar, and once more let go the anchor. The fortifications here are, of course, the chief attraction, and our party

having obtained leave to visit them, we borrowed a boat from the captain and started for the shore. We had a splendid day and enjoyed ourselves well. As the forts are closed at 6. 30, our orders were to return to the ship at seven ; the most of us did so, but some of the tardy ones who did not get to the gates in time were locked in for the night. The next day no one was allowed on shore at all. Once more we weighed anchor on September thirtieth ; this time for Alexandria. During this part of our trip we amused ourselves with sports of different kinds, the most popular of which was the " Tug of War " in which our Indian team, led by our foreman Jackson, came off victorious, beating the Manitoba, Ottawa, Peterborough and Three Rivers teams each three times in succession. Besides these sports we had concerts and dancing, as we had several good fiddlers in the company. The monotony of our voyage was also varied by the sight of several whales, porpoises, and other monsters of the deep. About this time a very interesting lecture was given to the voyageurs by our medical attendant, Dr. Nelson.^x He impressed upon us the importance of being strictly temperate in Egypt, and explained carefully the effect that the liquor of that

^x Surgeon Major H. Nelson.

country would have upon those who were foolish enough to indulge in it. As a result of his very earnest appeal to us many of the men solemnly kissed the Bible, and took oath to abstain entirely from intoxicating drink. In connection with these good resolutions I regret to say that some of the first to take this oath were among the first to afterwards break it.

We reached Alexandria on the eighth of October, and remained on board ship the first night. In the morning, after supplying us all with helmets, we were marched direct to the train which was to take us to Cairo. At Cairo we first saw the native Egyptians; their complexion is very dark, but not so dark as Negroes; their hair is straight, and they scarcely wear any clothing. After supper on the evening of the ninth we took the train for Assout. We found the cars very uncomfortable; they were something like cattle cars, open and without windows; so that the sand blew in upon us like drifting snow, giving the men an extremely dirty and travel-stained appearance. At Assout we were marched from the train to the river to take the barges, and on the way met a party of forty soldiers with a lot of Arab prison-

ers, said to be the men who killed Colonel Stewart. Once on the barges our cooking utensils were served out to us, and other necessary preparations made for the trip. At this point we had dealings at different times with some of the friendly Arabs, but found them extremely tricky and dishonest.

We started from Assout for Assoun on the twelfth instant and were thirteen days and a half on the way. Every night we were obliged to land, as there were so many sand-bars in the river that the steamer could not proceed in the dark. One night some of our men were looking for melons in one of the gardens when they were chased by Arabs and a scuffle ensued, in which one of the Arabs was killed by a revolver shot from one of the voyageurs. At our next stopping-place Colonel Denison received a telegram regarding the affair, and tried hard to discover the offender but without success; he was therefore obliged to be content with imposing a fine of thirty-five dollars on each man who was on shore that night, besides demanding all the revolvers in the company. On the sixteenth instant we arrived at a mud town called Galegea and stopped for coal. Some of us went on shore, where we met a party of Arabs who took us

to the Governor's house which was built of mud, but in much better style than those surrounding it. The chief treated us very kindly, and supplied us with coffee and cigarettes, after which we thanked him in the best way we could and started back to the ship. While returning to the boat we were stoned by a party of five hundred Arabs, and some of our men badly hurt; one of the stones struck Capt. Omah on the head, and would certainly have killed him had it not been for his helmet.

And now the steamer was starting up the Nile, and we were not to stop again until we came to Assoun from whence we took the train to a place called Shallel. From Shalle we took the whale boats and were towed by steamer "Wady Halfa." During this part of the journey we saw on the banks of the Nile many old ruins, as well as two of the great temples. On the twenty fifth instant we stopped about a mile from these temples, and were allowed to go and see them. The first one we entered was built on a rock, and was about one hundred and fifty feet high; on either side of the door was an immense figure of a man whose feet were nine feet long and three and a half wide. Inside of the temple the walls, which were six feet

thick, were covered with carvings of the different kinds of animals. The height inside was only about thirty feet, all cut out of solid rock. The other temple was just the same, only smaller. The next night we camped five miles below Wady Halfa at the first cataract, and the following morning went on as far as Gemia, from which place we were to take the boats up the rapids of the Nile.

All was now ready for the ascent of the rapids, and the next morning six boats were ready to proceed.

Jackson divided the men, putting six in each boat, and thus we began the journey under the command of Colonel Alleyne and three other officers. We reached Sarrass, a distance of twenty miles, early in the afternoon without accident; loaded our boats, placing three thousand lbs. weight in each boat, and rowed one mile farther up the river that night. Here we landed and after pitching the officers' camp we prepared tea.

After tea a number of us walked back to Sarrass to get some of the things that had been left; and two of us, myself and a friend, went as far as the railway station to write some letters home, knowing that it would be a hard matter to obtain writing materials after we got farther up the river. Between Sarrass

and the place we had camped there were some commissariat stores with Egyptian sentries, and my friend and myself had some trouble in passing them, as the guards took us for thieves and in the dark we ran a great risk of being shot. When we got back to the camp the officers cautioned us against going about at night, and told us when it was actually necessary to be abroad after dark that we should always be together.

The next morning, which was the last day of October, after an early breakfast, we again took to the boats, and having a fine breeze we put up the sails and made good headway. The last boat in our little fleet was in charge of Peter January, who was supposed to steer while Louis Capitaine, another of our Indian boatmen, was to manage the bow. Lord Perry^x, however, the officer in this boat, took the tiller in his own hands and announced his intention of steering the boat; as January was at the bow, Capitaine was displaced altogether, and was, in consequence, extremely sulky and bad-tempered. About noon we entered a very swift rapid, and all but the last boat went through safely. When the last one, which was January's boat, came to the rapids she was not steer-

^x *Lieut. Pirie of the Life Guards*

ing very well, and Capitaine stepped to the bow with his paddle, to assist. Being so angry he was probably careless and thrusting his paddle too deep into the water the force of the rapid threw him over the bow and about ten feet clear of the boat. He sank twice, then called loudly for help; they threw him some of the oars, a life belt, and a rope, none of which he could reach as the whirlpool caught him again and he sank once more. When he came up for the last time an oar was thrown to him, and he caught it by the blade but disappeared immediately taking the oar which, he held upright, with him. We never saw him again, and thus another of our Indian friends was taken from us.

We found it very difficult to ascend some of the rapids, but managed to get through without any wrecks. All the way from Sarrass to Sacramento,^x a distance of one hundred miles,² we saw nothing but sand and rock, only once in a while coming across a mud-house without any roof, and here and there a few date trees. We could see the Arabs watering their crops with buckets made of goat-skin with a hoop round the top. Some of these men go naked, while others wear small aprons and most of them are bare-

^x Saharavata, 4 miles above Dahl.
² about 70 miles.

headed. Their principal food is dates and corn, with a kind of grass which they grow themselves. At times we offered them some of our corned beef, but they always refused it. We passed a ~~very~~ many old ruins on the way, some of them on islands in the river, and others on the banks, high on the top of the rocks, where they looked in danger of falling into the river. The first Arabic word we learned was "backsheesh" which means present or gift, and we were told that the word "finish" meant nothing to give, and consequently it was a word we heard very often.

We reached Sacramento^y on the fourth of November, and here we washed our boats, turning them upside down and cleaning them thoroughly. Here also we got some fresh beef, but it was so abominably tough that we could not eat it. During all this time we had not had any fresh bread, hard tack being the only thing obtainable. We camped that night at Sacramento, and the next morning started back down the river, running each rapid on the way. We camped at the foot of the last rapid, and arrived back at Sarrass the next morning at eight; running the one hundred miles in one day. We found the rest of the Canadians at Sarrass on their way up the river with the *Sakharanatta*

soldiers, of which they had ten in each boat, together with their kits, rifles and swords, and one Canadian to each boat. When starting away again from Sar-rass, John Morris, one of the Caughnawaga men, had his boat smashed by running against a Frenchman's boat, and, although they tried to repair it, it still leaked so badly that it had to be abandoned. Before we started again eleven boats of Dongolias arrived from Gemia; these men were brought to tow the boats over the rapids but they were found to be so lazy and worthless that when we got to Semneh Lord Avon-more, who was in charge of the party, decided to leave them there, which was done.


At Ambougol Rapids we passed the Essex regiment and here one of the soldiers was drowned attempting to jump from the boat on to a rock—he sank immediately, and we saw him no more. We had very hard work going up the rapids this time, as we had only four in a boat, and when towing had only six to pull. At Dal Shallel rapids the boat that I was in stuck on a rock, and one of the boys and myself got out on the rock, waist deep in water, to push her off. I put my shoulder against the boat, and as she started I, tumbled into the water, going straight down; I for-

fortunately came up near at hand and was fished out with a pike pole, by Joe Mungo. I considered myself very lucky to get out so easy.

The next day we came down the Shallel Rapids passing the soldiers' boats on the way, and about here we were stationed for the following three months. The Canadians brought us the news that John Morris another of our Indian friends, had been drowned at Ambougol Rapids, also that the French had five men drowned on the way. Besides these we afterwards heard that fifteen soldiers had been drowned, two of the South African crew, two more of the Caughnawaga boys, one of the Peterborough men, and one of the Manitoba men, named Fletcher, all sharing the same fate. Our work on the rapids of the Nile was extremely dangerous, and it is a wonder that there were not more accidents. One day Joe Mungo and another of our fellows got in by the boat capsizing. The lad who was with Mungo clung to the boat and was saved by a rope being thrown to him, but Mungo himself sank at once, and when he came up we saw that he was fast floating down the river. There was no way to save him where he was, and we knew that there was another heavy cataract about a mile below.

Should the man live to go through this second waterfall we thought we might save him so we called out "Hurrah, boys for the boat" and started as fast as we could run. We reached the rapids a little before he did, and saw him ~~fall~~ in them, but we pushed off the boat and got out in the river as he came up again: he was just finished, could only move his arms, and when we reached him a pikepole he made one last effort and caught it. He was unconscious when we pulled him into the boat, and it was some days before he recovered. The next day another fleet of boats came in, and when one of them was being pulled in by a guide rope, the bow came out. The lad who was pulling on the rope was thrown in to the rapids, but managed to get into a biscuit box; we caught him in the same way we did Mungo at the foot of the second rapid, but he was all right, as he had kept in the box and had not gone under water. After these various accidents Lord Avonmore, who was in charge of the rapid, would not allow any more boats to ascend it, so the soldiers were obliged to carry the boats three miles over land, and a gang of six Indians were sent us to help them.

At this time Lord Avonmore started to go to the



front, and wanted eight of us Indians to go with him, but none of the party would agree to go. Colonel Alleyne said that none of us would be forced to go to the front, though he would be willing to re-engage any who chose to remain until the war was over. None of the Indians, however, remained, excepting one of the foremen named Delisle and three others. On the tenth of January our little party of eight was sent about fifteen miles up the river for a wrecked boat. We were somewhat afraid that we would have trouble in running the boat through the rapids, but we managed it all right, bringing it into Sacramento that evening, and walking three miles across the desert to Dal Shallel where we all reported safely. The next morning we received orders to leave for Tanjore, and arrived there that afternoon, where we reported to the commander, who ordered us to receive rations for five days, and said that camels would take our kits and tents to the foot of the Cataract, where we must camp again, and wait for the convoy to take us to Ambougol. We had only one day to wait when the convoy of Egyptian soldiers arrived, and they brought us down to Semneh; here we stopped one night, and the next morning

marched six miles across the desert to the railroad, the camels carrying our baggage. We went by train to Sarrass, and there changed cars, and proceeded to Wady Halfa, where we arrived on the fifteenth instant and camped there to await the arrival of the rest of the Canadians. At this place we were sorry to find about fifty Canadians sick in the hospitals. There were ten of Jackson's gang who came near getting into serious trouble through leaving Dal Shallel without orders. They came on as far as Ambougol, where they were arrested and Egyptian guards put over them, who held them as prisoners until they arrived at Wady Halfa, and for three days afterwards, when they were all tried by court martial and fined fifteen dollars each, except their foreman, who was fined twenty dollars. All the Canadians were now together ready for the home trip, and Mr. Remmington, the quarter-master, gave them what money they needed for the voyage. The 26th and 27th of January had been set apart for athletic sports and holiday fun of all kinds, the officers and men of all services taking part. To give an idea of the amusements I give herewith a correct programme of the sports.

UNITED SERVICES ATHLETIC SPORTS

TO BE HELD AT

WADY HALFA,

Monday & Tuesday, January 26 & 27,

Under the distinguished patronage of Colonel Duncan, R.A.,
Station Commandant, and the Ladies and Officers
of the Garrison.

Sports to commence each day punctually at 3.30 p.m.,
and a warning gun will be fired at 3 p.m.

Committee :

Commander HAMMILL, R.N., (Hon. Sec.)

Capt. VON DONOP.

Lieut. THOMSON, G.H.

Capt. LANG.

Qr.-Mr. McLAUGHLIN.

Capt. OWEN.

D.A.C.G. CLARKE.

Surgeon BOND.

Judges :

Col. DUNCAN. | Capt. OWEN. | Qr.-Mr. McLAUGHLIN.

Starters :

Capt. LANG. | Capt. VON DONOP.

PROGRAMME OF EVENTS.**1ST DAY.****PRIZES.**

	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
1. 100 YARDS' FLAT RACE, for Lance-Corporals and Privates, Leading Seamen and A.B.'s..	15	0	7	6	2	6
2. 150 YARDS, OLD SOLDIERS (Handicap), over 8 years man's service	15	0	7	6	2	6
3. 220 YARDS, NATIVE PEASANT RACE. No Native allowed to enter who cannot produce a number.....	5	0	3	0	2	0
4. QUARTER-MILE FLAT RACE. Open to all Comers. English and Canadians.....	20	0	10	0	5	0
5. SACK RACE. (1) Europeans and Canadians.	10	0	5	0	2	6
(2) Egyptian Soldiers..... (1) {	10	0	5	0	2	6
(2) {	—	—	—	—	—	—
6. TUG OF WAR. 1st ties (10 men a side).....	—	—	—	—	—	—
7. STEEPLE CHASE. Open to Europeans and Canadians.....	20	0	10	0	5	0
8. THREE-LEGGED RACE. Natives.....	6	0	4	0	2	0

EXTRA EVENTS.

(1) GREASY POLE (vertical). (2) Most amusing and best got up Clown. (1st tie.) (1) {	10	0	—	—
(2) {	15	0	—	—

2ND DAY.

1. 100 YARDS' FLAT RACE. Open to N. C. O.s and Petty Officers.....	15	0	7	6	2	6
2. TUG OF WAR. (1) 2nd ties; (2) Natives.....	15	0				
3. 150 YARDS' FLAT RACE. Open to Egyptian Soldiers only.....	10	0	5	0	2	6
4. ALL COMERS' RACE, WADY HALFA PLATE, $\frac{1}{4}$ MILE. OPEN TO THE WORLD.....	30	0	15	0	5	0

5. THREE-LEGGED RACE. (1) Europeans and Canadians. (2) Egyptian Soldiers...	(1) {	15 0	5 0	—
	(2) {	10 0	5 0	—
6. WIDE JUMP. Europeans and Canadians.....		10 0	5 0	—
7. OBSTACLE RACE. (1) Europeans and (1) {		20 0	10 0	5 0
Canadians. (2) Egyptian Soldiers. (2) {		15 0	7 6	2 6
(3) Natives..... (3) {		7 6	5 0	2 6
8. TUG OF WAR. Final Tie.....		50 0	25 0	—

EXTRA EVENTS.

(1) GREASY POLE (horizontal) over water or (1) {	10 0	—	—
mud. (2) Clown (Final tie.).....(2) {	15 0	—	—

RULES.

1ST DAY.

All events requiring it will be started by report of a pistol.
For events (2) Boys' service under 18 years of age not to count. In programme of events 8 years is substituted for 10 years. Two yards start for each year of service over 8 years.

" (5) 50 yards. Sacks will be provided by the Committee.

" (6) Boots may be worn.

" (8) In Three-Legged Races Competitors will be tied above the knee and at the ankle

2ND DAY.

" (2) 2, 10 a side; each side under a Sheikh.

" (6) Three trials only allowed.

Extra Events.—Prize for the Clown will be decided by the Committee, and will be adjudged by them to the one who affords the most amusement without vulgarity or interference with the Sports.

Entries.—All Entries are free, but the names of the Competitors and Teams, except for Extra Events, must be handed in to

Commander Hammill, R.N., the Hon. Sec., at the S.N.O.'s Office, on Saturday the 24th inst., between 10 a.m. and 4 p.m.

By the kind permission of the Officer Commanding, the magnificent Band and Pipers of the Depot will play a choice selection of music each afternoon.

Sister Gray has kindly consented to present the Prizes at the conclusion of the 2nd Days Sports.

There will be an Entertainment on both Evenings of the Sports. On Monday it will be a performance by the Officers; on Tuesday by the N. C. O.s, P. O.s and men, when prizes will be given for the best song. No accompaniment, unless piano, allowed. (1) Sentimental (2) Comic Songs; limited to 4 verses. One representative only of each Corps being allowed to sing; to be chosen by his own Corps. Names of Competitors to be given in on Tuesday forenoon to Capt. Owen, A.P.D.

COD SAVE THE QUEEN!

Sports!! Sports!!

WADY HALFA SPORTS.

The day opened fine for these sports, and the Programme was carried out to the letter.

In the Quarter Mile, Solomon Angus (Caughnawaga) took 1st Prize (Wady Halfa Plate and 30 shillings), and James Clarke (Ottawa) 2nd Prize.

In the Obstacle Race, Angus Mailloux (Caughnawaga) won a splendid race, taking 1st Prize, £1.

In the Steeple Chase, quarter mile, Clarke put on a fine spurt near the finish, and won, but was disqualified by the judges, having jumped to the outside instead of the inside of one of the hurdles.

Clarke also took second place in the first day's quarter mile, having to compete against the fastest runner in the Gordon Highlanders, and losing the race only by two yards.

The running Long Jump was won by W. A. Galliher, who was not called upon to beat his first jump.

The Tug of War was won easily by the Canadian Team, after pulling in succession the Naval Brigade, the Ordnance Store Corps, and the 19th Hussars.

The names of the Canadian Team are as follows:—

Anthony Milkes.
 Thomas Maloney.
 Henry Chapman.
 Donald McDonald.
 R. Burlanguette.
 Xavier Dow.
 William Harris.
 Fred Ayotte.
 George Johnson.
 Alex. Kennedy.

W. A. Galliher captained the Team.

SPORTING NOTES.

Voyageur J. Clarke claims that he should have had first place in the Steeplechase, on Monday, and so do many of his friends.

Very little money changed hands on the races.

The Canadians came near turning the Tug of War into a quarter-mile Race.

There would have been a Fat Man's Race, only for the fact that no fat men could be found.—Bully beef and biscuit.

The sports all passed off very successfully, and everyone seemed to have a good time.

On the 29th instant we started for Shallel, Jackson's men on the steamer and the rest in barges towed behind the steamer. In this way we arrived at Shallel, and from there took train for Assoun. From Assoun to Assout we travelled by train, making one stop at Essner for coal, on February 1st; and then, continuing down the river, passed all the various towns until we reached Assont. We arrived at this place about noon, and were allowed to go on shore, a privilege which many enjoyed and others abused by getting intoxicated; all, however, came back safely, and that evening we started for Cairo. The Government had kindly arranged that all the Canadians should see the Pyramids at their expense, and we all anticipated much enjoyment from the trip, though an unfortunate occurrence during the night, on the train, rather spoiled our pleasure. Some of the men who had been drinking at Assont commenced fighting in the cars, and two poor fellows, one a French man and the other an Irishman, were thrown beneath the train and killed.

To better describe our visit to the Pyramids I publish in full the Government programme issued for our use at the time. It was as follows :

CANADIAN VOYAGEURS.

The VOYAGEURS are informed that the following arrangements have been made to enable them to see Cairo and the Pyramids at the expense of Her Majesty's Government.

The expense has been sanctioned by the Commander-in-chief of the Expedition, in consideration of the excellent service performed by the VOYAGEURS in the Soudan, in that they have so largely contributed to the success of the present campaign for the relief of General Gordon.

At 7 a.m.—Special train arrives at Boulac Dacrour Station, Cairo, where breakfast will be ready, and should be taken at once to avoid delay in starting.

One pipe and $\frac{1}{4}$ lb tobacco will be issued per man.

At 8 a.m.—Carriages will be provided to take the Voyageurs into Cairo. To prevent confusion, the Voyageurs will proceed in detachments of about eight

carriages at a time, and passing Kasr-el-Nil Bridge, the Kasr-el-Nil Barracks, Abdin Square and Palace the Mosque Sultan Hassan, they will be driven to the Citadel and Mosque of Mahomet, Ali-where guides will be in attendance.

The parties will return by the Native Bazaar and Mouski to the Esbekieh Gardens, thence to Kasr-el-Nil Bridge, Gizeh and the Pyramids.

At 2 p.m.—Dinner will be provided at the Pyramids, viz. :—a portion of meat, vegetables, cheese, bread, and fruit, with one bottle of beer or ginger ale per man upon the production of the colored ticket.

Special guides, assisted by Bedouins of the Libyan Desert, will be in attendance to assist parties in ascending the Great Pyramid, and in visiting the Sphinx, the tombs, and other objects of interest.

At 4 p.m.—The return will begin to Boulac Dacour, where supper will be provided.

At 6.30 p.m.—The train will leave for Alexandria.

At 6 a.m., 5th inst—The train reaches Alexandria.

N.B.—1—A military guard will be at the Railway Station to take charge of all baggage, &c.

2—A Staff Officer of the Expeditionary Force will be present, to whom all enquiries should be addressed.

3—The Officers and Foremen are responsible that all the Voyageurs adhere to the Programme laid down, except with the special permission of the Staff Officer.

4—Voyageurs are warned that, should they miss the special train for Alexandria, they are liable to forfeit their passage to Canada.

5—The arrangements for the above excursion will be carried out by the Military Authorities, with the kind assistance of Messrs. T. Cook & Son.

J. C. ARDAGH, LIEUT-COLONEL., A.A.G.,
Commandant of Base,
Nile Expeditionary Force.

Head Quarters, Cairo,

February 2nd, 1885.

After spending a day at the Pyramids and enjoying the sight of these great Eastern relics we took train at 6.30 for Alexandria, from which city we started on the sixth instant for home, arriving at Malta on the tenth instant, without anything special having occurred. On the twelfth instant we passed Gibraltar, at night, then bore away for Queenstown, but here the engine of our ship broke down, so that we did not reach the latter place until the eighteenth.

We were all delighted to get to Queenstown, as we considered that we had all been badly treated on the "Poonah" ship. The soldiers who came with us to Queenstown were treated very well, but the voyageurs were treated like so many dogs; we were thrown into the darkest part of the ship and served with hard tack and tea not fit to drink, with now and then some miserable bean soup and poor potatoes. We did not get a mouthful of fresh bread on board the "Poonah" unless we bought it from the baker, indeed a good many of the Canadians boarded themselves during the whole thirteen days that we were on board this ship. At Cork the most of us went on shore to see the town, but here again some of the drinking men got quarrelling, and two of the Canadians were arrested and locked up until the next morning. On the evening of the twentieth the "Hanoverian" set sail for Halifax, and that same evening a small party of the French on board attacked about the same number of Indians, but were badly defeated, the Indians getting decidedly the best of it. We afterwards asked the English the reason that the French had attacked us, and were told that it was jealousy, as they knew that we had done better work

on the Nile than they did. We had a pretty rough passage, but were very kindly treated on the "Hanoverian." We had good cooks and bakers, had waiters at the tables, and got fresh bread every day, indeed, everything was done to make us comfortable. The night we were to reach Halifax the Ottawa Frenchmen came again to beat the Indians; there were about one hundred of them and only about twenty of us. They got sticks and broke in our door, beating some of our fellows until they were nearly killed. Many of our party came up and slept on the deck that night. We reached Halifax at three a.m., and went straight to the train, where our foreman asked for a separate car for the Indians as he heard the Frenchmen say that they would kill some of us before we got to Montreal. The conductor said we could not get a car to ourselves, but on learning that there was serious trouble he allowed us to wait over and take the mixed train, so that we got along all right until we got to Moncton, where we found the Frenchmen waiting for us. The conductor then put a box car between their car and ours and gave Jackson a key so that we could lock our doors, and again all went right until our car ran off the track and broke

down. We were then crowded into a baggage car and for the rest of the way had rather an uncomfortable time the French all the way trying to burst into our car and threatening our lives. At last, however, we arrived at Montreal, where we were met at the Bonaventure Station by a large crowd, among whom were many well-known faces and friends from home. The next day our Indian party arrived at Caughnawaga, where we had a grand reception at the Exhibition Building. We were all glad to get home, glad to once more see our families and friends, and all well-pleased that the Egyptian Expedition was over.

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