THE NILE EXPEDITION

FROM THE SPECIAL CORRESPONDENT OF THE LIVERPOOL Mercury.] GEMAI. DEC. 2.—As General Butler

remarked to me when I arrived at Wady Halfa, and asked him for news -"This is the most interesting episode in the expedition," referring to the fact that the troops to be engaged in i were yet in transit to the seat of war. Nothing, of course, can be done--or as I was efficially informed would beuntil the troops intended to take an active part were assembled at Dongola And I know, from what I saw, that this would take some weeks to come.

The Staffordshire Regiment, which left Halfa on the 6th November-so far as my information went-had not yet entered Dongola, though it was near it. The Duke of Cornwall's Regiment only left here on the 20th of November, and will doubtless reach headquarters in time for Christmas plum-pudding, if such a thing there will be so far from old England. A part of the Came Corps had started, but the greater part were still at Wady Halfa. Still, as was anxious to visit some points on the way, in order to satisfy myself as to the progress of the whalers up the cataracts, and in case something might occur at Dongola of importance, even before the troops were massed there, I struck my tent and sent on my camels and horse to this place, and followed them by train, which I reached hour before they did-although I left Wady Halfa five hours after I had started them. With my caravan arrived also the detachment of Marines, and the first battery of the Southern Artillery. These were preceded by detachments of light cavalry, under Colonel M'Calmont, of the 7th Hussars.

We encamped under a clump of palms on the river bank, near the Canadian Voyageurs' camp, and shared the hospitality of Colonel Burnaby and friend Dr. Neilson for the night. I found the Canadians very indig-

nant at certain statements published about them in the English papers, and specially some made by the correspondent of one London journal. In the letter of its correspondent, dated from Gemai the day before they arrived there, they were described in anything but flattering terms. Each of them, according to this correspondent, was armed either with a revolver or rumbottle-or both. When taken to task for this statement this worthy replied that he had heard so; and on a mere hearsay he had set afloat a story that turns out to be utterly untrue respecting a body of men who had come from their far-distant home to serve their Queen in this expedition. I am assured by Dr. Neilson and Colonel Kennedy that the eight or ten revolvers possessed by these 360 Canadians, when they landed at Alexandria, were soon the whole of them are teetotallers. and that all the rum the others have had is the tot dealt out to them as a ration. The correspondent referred to is an officer, and in trying to prejudice people only following the fashion of, I am sorry to say, too many of his confreres here, who think they are all wise enough and skilled enough to run the expeditionary machine, boats, railways, and all, independent of extraneous aid. Occasion has been taken from the

unfitness of some seventy-five of these Canadians for the special work they have come to do to decry the whole. And I am assured by Lord Charles Beresford, Colonel Grove, and more recently by Colonel Primrose and others that their experience in the management of the Nile boats in these rapids | more to fear than the rollers of a pier. has been most valuable; and, as a still further proof of this, a general order has given the Canadians complete and responsible control of the boats in which they may be engaged, and which order makes them entirely independent of interference by officers whose incompetence in such matters has often been a source of danger to all concerned. I am afraid from what I learn secondhand that many of the disasters to the boats of which you have heard are mainly attributable to the interference of officers in command of detachments proce eding in them.

The Hussars marched at 6.30 next morning, and were followed at seven o'clock by the Marines and Artillery. At 7.45 a. m. I started my caravan and followed it to Sarras by the ten o'clock train. The Hussars came through in five hours and a half, the distance being seventeen miles, but the Marines and Artillery did not arrive until three o'clock, two hours later, owing to their having lost their way in the desert. This without a guide is easily done. The road, or track rather, for there are no roads properly so-called here, leads for the most part along the railway line; in several places, however, it has to diverge into the desert in order to round the rocky hills through which, of course, the railway passes by cuttings. I was on one of these occasions that Major Poe's Marines went an hour

straying back again. It was a sight worth seeing, however, was this column marching into Sarras. The Hussars, camel back, are as much at home as on their English steeds. The battery of six 7-pounders—wheels on one camel and gun on anotherwith their Aden camel drivers, easily recognized by their turbans; and the gallant Marines, with their spiked helmets. My caravan came with the rear of the column, and encamped near a detachment of the Egyptian Mountain Battery-here, however, without their guns, and on transport duty. As for myself, I enjoyed the hospitality of the Commissariat Department, who kindly lodged me in one of the tents. It was fortunate for me being under cover, for about nine o'clock we had a sand-storm, to the discomfort of the troops who were encamped in the open. Well, what is a sandstorm? We have something like it, but only in miniature, in some of our English towns on a windy day in dry weather. But here the weather is always dry, for since I

left the ship at Ismailia, excepting a

permeating everywhere to which the wind had access, and the discomfort this produced and be easily imagined.

SARRAS, Dec. 4.—There is a great scarcity of fodder for camels here, much not only to my disappointment, but also to the surprise of the commander of the troops. Beans and doura can be had, but no "tibbin," that is, chopped straw. Major Poe is very indignant about it. I applied to Major Carter, of the Egyptian Artillery, and obtained a supply for my animals. Captain Demaresq, of the 46th, leaves to-day to join his regiment at Dal, and is compagnons de voyage from Assiout, we agree to travel together, starting at 2.30 p. m., for Ambigol, twenty-nine miles distant, and not eighteen as marked on outline map published, by the Intelligence Department.

Major Humber, of the Artillery, has ust come to the transport department to ask for a guide, but the only one available is that promised to Captain 20 pieces colored Velveteen 80 cts., 20 pieces black Velveteen 35 cts. to \$1.20 Demaresq,-Major Hunter. The Egyptians and the Marines, instead of marching at 4 p. m., agreed to accompany us at 2.30 p. m. It is full moon and so we will make a moonlight march, the particulars of which I hope to send you in my next.

Our special correspondent in the Soudan has forwarded us several speci- FURSI mens of the wood of which some of the Nile boats that have recently come to grief were built. These boats are described as simply outrageous, and the specimens we have received will fully bear out this term. The wood used was white spruce—a material utterly unfit for boats exposed to all the dangers of the nile. We have also received a specimen of the stem of the boat No. 556, the bow of which was torn open in a raging current, and a Canadian washed overboard and drowned. This piece of elm, which is split into matchwood, shows how unfitted such a material was pieces of No. 14 boat have also been forwarded to us. They are of white spruce, which is as brittle as glass.

Our London representative, who had an interview yesterday with one of the most eminent boatbuilders on Thames-Mr. H. Tagg, of Hamptonfurnishes us with the opinion of a practical man on the specimens "mailed" by our special correspondent. Our representative first showed to Mr. Tagg the piece of elm which was part of the stem of the boat No. 566, and this was his observation upon it :-

"Sir, such a puality of wood I have never put into the stem of a boat even on the Thames, and I have had forty years' experience. Why 'it is like touchwood; look, it breaks like a piece of glass, and, what is more, all the nails have drawn out of it as clean as possible. There is no na-ture in it. It might have been exposed to the weather for years. It reminds me of a piece of wood I got from the timber of after taken from them, and that nearly old London Bridge, which had been im-

Do you think the Nile boats ought to have been sent out when built of this quality of wood?—Certainly not; but then you must remember that, with a coat of at home against the Canadians was paint outside and the wood polished inside, the quality could not at first be easily

Did you see any of the boats built on the Thames for the Nile expedition?-No; but I have heard about them. They were built from timber bent from the solid," instead of narrow widths like those we use in making pleasure boats for this river. They were only "sewn" together without riders, and consequently the moment a boat bumped the side would go in.

If you were building a boat for the navigation of such a river as the Thames, would you use for the stem a piece of wood like this speciment of elm ?-No I would not; it is unsuited for such a purpose. I am now building a Thames pleasure boat, and this is the kind of wood we use for the stem in a river where there is nothing [The stem shown was of oak, as solid as

What do you think was the cause of the wrecking of boat 556 ?- There is no doubt what was the cause of it. With a great rush of water against the boat the stem would open like a pair of lock gates. No boat built of such wood as this could be expected to pass a caaract. Why I can break it like a match, and no nail would

water becomes pulpy. The best spruce is up the Valley of the Nashwaak River as near as thatwhich comes from America. Furthert, instead of being three eighths of an inch thick, it ought to have been at least half-an-inch.

of Brighton and Aberdeen, in the County of Carle-ton, to a point on the St. John River, in the Coun-ty of Carleton, between Hartland and the County

Then are you of opinion that the contract price paid by the Government was too low for these boats ?-No; but the builders, in order to make as much profit as possible, permitted their workmen to use an inferior class of wood. What thickness wood do you use for your pleasure boats ?-We use half-an-

inch for boats for only two rowers. This was the substance of my interview with a professional boatbuilder, and the impression left on my mind was that the question of the construction of the Nile boats ought to be investigated by a Select Committee.

Notice of Sale.

To Michael McLean, of Newcastle, in the County of Northumberland, laborer, and all others whom it may concern— Take notice that there will be sold at Public Auction in front of the Engine House in Newcas-tle on Wednesday, the twenty-fifth day of March next, at 12 o'clock, noon, All that certain piece or parcel of land situate, lying and being in Newcastle, aforesaid, being part of lot number one and granted to the late astray and consumed another hour William Davidson, bounded on the north by Mitchell street, west by lane leading to the Marsh, south by lands owned by the heirs of the late James Ryan, and east by lands owned by John Murray, being the same piece of land conveyed to the said Michael McLean by James O. Fish by deed dated the twenty-seventh day of September, A. D., 1877, as by reference thereto will more fully appear.—Together with the buildings, imemens and appurtenances, The above sale will be made under and by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the 4th of October, A. D. 1879, and made between the said Michael McLean and wife of the first part and Alexander Ferguson, late of Derby, in the County aforesaid, of the second part, and recorded in the office of the Registrar of Deeds in and for the County of Northumberland, in Volume 59, pages 616 and 617 of the said records, reference bein thereunto had will more fully and at large appear, default having been made in the payment of the moneys secured by the said Indenture of Mort

gage.
Dated this twenty-second day of December, JAMES ROBINSON, Executor of the last Will and Testament of Alexander Ferguson, Deceased-E. P. WILLISTON, Solicitor for Executor. Terms made known at sale.



few drops of rain at Korosko, it has HE Subscriber offers for sale the well known been perfectly dry. Ls a consequence everything was as dry as dust all SCHOONER "CLAYMORE," around us, and just across the river was the sand of the Nubian Desert. With the sand of the Nubian Desert. With the strong wind that blew the atmost around us, and just across the river was of 52 tons register built at Miramichi in 1872. She the strong wind that blew the atmos- requiring a good vessel. Apply to here was one blinding cloud of dust,

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Don't fail to examine Our Stock and save 10 to 15 per cent. FURS! FURS We are also Exhibiting in our Window a Choice Lot of S. S. Seal and Persian Lamb

FURS, well worth examining. TAKE A LOOK AND SATISFY YOURSELVES. LOGGIE & BURR.

AND BEAUTIFUL

for boats of this description. Several Suitable Presents for Everybody. PHOTOGRAPH, AUTOGRPH AND SCRAPS ALBUMS at prices to suit everybody.

> Writing Desks, Work Boxes, Jewell Cases, Dressing Cases, Ladie Hand Satchels, Ladies' and Gents' Purse and Wallets. Vases, Toilet Setts, China Ornaments Fugs, Motto Cups and Saucers of all descriptions.

A VERY FINE ASSORTMENT OF PLATED SILVER WARE ELEGANT DESIGNS

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181 Tubs Carleton County Butter

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Ou Saturday. at 10.30 sharp, at my Auction Rooms, to close consignments, I will offer 100 bbls

Apples, assorted kinds, winter fruit, 1 bbl. Dried Apples, 1 Box Bloaters, and 74 half chests TEA, prices 15, 20, 25 and 30c. per lb.

1 Handsome Sett Lt. Harness.

1 Single Sleigh, 1 Sleigh Bottom.
I will offer the McAdam colt, Livery and Stocks

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Terms cash for apples, 3 mos. for other goods. WM. WYSE.

Dress Goods Etc.,

Black Dress Veleteen, Plain

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Grey Cotton 27 inches from 5cts. yd. up.

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R. B. ADAMS,

200 Boxes Factory Cheese,

St. John, N. B., Oct., 1884.

120 Tubs Lard

Just received

A LL persons having any just claims against the Estate of the late Honorable William Muirhead of Chatham are hereby notified to file the same duly attested with the undersigned Executors within three months from date, and all persons indebted to said Estate are requested to make immediate payment to us. Signed

JOHN SADLER,

WM. MUIRHAD

Dated Jan. 7th, 1885.

45

NOTICE.

Application will be made at the next session of he Legislature of New Brunswick for an Act to corporate a Company whose object it is to construct a line of Railway to connect with the Northern and Western Railway at or near Boiestown. running through the parishes of Ludlow in Northumberland, Stanley in York, and Brighton and Northampton in Carleton (or such other parishes as may be deemed advisable in said ounties) to or near Woodstock in the County of Carleton; also a line of Railway connecting with the Northern and Western Railway at or near its rossing of the Miramichi River in the Parish of Blackville and running through said parish and it was old, and apparently as durable as a the parish of Southesk and thence through the Counties of Carleton and Victoria, or the said County of Victoria to or near Grand Falls in said County, with branches and connecting lines in the parishes of Northesk and Southesk in the County of Northumberland, and branches in the

said Counties of York, Carleton and Victori NOTICE

What do you think about these speciments of spruce of which the bottoms of the boats were constructed?—Well, sir, the wood is poor Swedish spruce, and in water becomes pulve. The boat may be, and through the Parishes of Stanley and Bright, in the County of York, and the Parishes Line between Carleton and Victoria Counties. Fredericton, Dec. 31st 1884.

NOTICE

A pplication will be made at the next session of the Local Legislature of New Brunswick, or an Act to Incorporate a Company to construct, line of Railway connecting with the Intercolo nial Railway at or near Storan's Gulch, so called at the description of the Miramichi River, and terminating at some point in the Middle District of the Parish of Newcastle. E. HUTCHISON.

Meeting of County Council, THE NORTHUMBERLAND CO. COUNCIL

will meet for despatch of business at the COUNCIL CHAMBER, Newcastle, on TUES-

DAY, the 20th day of January instant at 12 o'clock

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Dated 6th January, 1885.

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Recommended by bird-raisers to be the best article of food for canaries. In one pound packages at 15c, per package.

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Chatham, N. B. Nov. 18th, 1884.,



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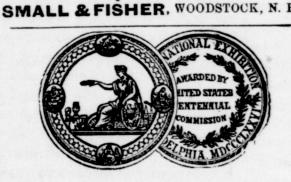
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Returning-Will leave Boston same days, at 8 o'lock, and Portland at 6 o'clock p. m. for East-Through tickets can be procured at this office and at H. Chubb & Co's, to all points of ns da Man No claims for allowance after goods Freight received Wednesday and Saturday only, up to 5 o'clock, p. m. H. W. CHISHOLM, Agent. Reed's Point Wharf, St. John, N. B.

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Jerseys, Black Fur Trimmings each 13, 6 & 10 in., Ladies' Fur
Trimmed Mantle Loops, Ladies' Chenille do.
Ladies' Satin, Plush and Fur Hats and Bonnets Newest Styles; Cashmere and Ottoman Wool Dres
Coods in Greent, News, Seel, and Pottle

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Too late arriving, and they Must be Sold, as I am in want of money.

125 Reefing Jackets, 75 Overcoats,

25 Ulster coats, 15 Fur Trimmed Coats,

200 suits Clothes, 100 doz. Drawers and Linders, 25 doz. Flannel Shirts,

75 assorted Fur Caps, 14 doz. Scotch Caps,

25 pieces Canadian Tweeds, 100 doz. pairs Boots and Shoes, 30 doz. pairs Felt Over Boots,

5 doz. pairs Larrigans, 20 pieces Fancy Flannels,

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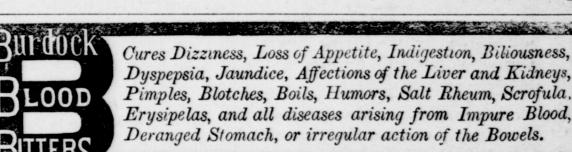
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