

## THE NILE EXPEDITION.

[FROM THE SPECIAL CORRESPONDENT OF THE LIVERPOOL MERCURY.]

Genat, 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 it were yet in transit to the seat of war. Nothing, of course, can be done—or as I was officially informed would be—until 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 Camel Corps had started, but the greater part were still at Wady Halfa. Still, as I 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 an 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 my friend Dr. Neilson for the night. I found the Canadians very indignant 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 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 rum-bottle—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 after taken from them, and that nearly the whole of them are teetotalers, and that all the rum the others had had is the tot dealt out to them as a ration. The correspondent referred to is an officer, and in trying to prejudice people at home against the Canadians was 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 rapid 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 second-hand 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 proceeding 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 Sarrahs 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 cross 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 astray and consumed another hour straying back again.

It was a sight worth seeing, however, was this column marching into Sarrahs. The Hussars, camel back, are as much at home as our English troops. The battery of six 7-pounders—wheeled on one camel and gun on another—with 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 few drops of rain at Korosko, it has been perfectly dry. As a consequence everything was as dry as dust all around us, and just across the river was the sand of the Nubian Desert. With the strong wind that blew the atmosphere was one blinding cloud of dust,

permeating everywhere to which the wind had access, and the discomfort this produced was easily imagined. SARRAHS, 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 "tiffin," 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 Demaree, of the 46th, leaves to-day to join his regiment at Dal, and is *compagnon 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 the outline map published by the Intelligence Department.

Major Humber, of the Artillery, has just come to the transport department to ask for a guide, but the only one available is that promised, to Captain Demaree, 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 Sudan has forwarded us several specimens 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 unfit such a material was for boats of this description. Several 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 the Thames—Mr. H. Tagg, of Hampton—furnishes 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. 556, and this was his observation upon it:—"Sir, such a quality of wood I have never put into the stem of a boat even on the Thames, and I have had forty years' experience. Why 'tis 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 nature 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 old London Bridge, which had been immersed for close upon a century—but with this exception, it is not in the least such good condition."

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 paint outside and the wood polished inside, the quality could not at first be easily detected.

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 from the solid, instead of narrow widths like those we use in making pleasure boats for this river. They were only "sewn" together without ridges, and consequently the moment a boat bumped the side would go.

If you were building a boat for the navigation of such a river as the Nile, would you use for the stem a piece of wood like this specimen?—No; I would use a piece of oak. Oak is the best wood 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 more to fear than the rollers of a pier. [The stem shown was of oak, as solid as it was old, and apparently as durable as a piece of iron.]

What do you think was the cause of the wrecking of the boat? 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 caudex. Why I can break it like a match, and no nail would hold in it.

What do you think about the specimens of spruce of which the bottoms of the boats were constructed?—Well, sir, the wood is poor Swedish spruce, and in water becomes pulpy. The best spruce is that which comes from America. Further north, in the County of York, and the Parishes of Brighton and Aberdeen, in the County of Carlisle, between Hartland and the County side between Carlisle and Victoria Counties. Chatham, Dec. 4th 1884.

What thickness would 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 will be sold at Public Auction in front of the Engine House in Newcastle on Wednesday, the twenty-fifth day of March next, at 12 o'clock, by James O. Fish, being the same piece of land situated in the Parish of St. Andrew, and bounded by the late James Ryan, and by lands owned by Murray, being the same piece of land conveyed to the late Michael McLean by James O. Fish by deed dated the twenty-seventh day of September, A.D. 1871, as by reference thereto will more fully appear. Together with the buildings, improvements 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. 1870, and made between the said Michael McLean and wife of the first part and Alexander Ferguson, late of Derby, in the County of Stafford, of the second part, and recorded in the office of the Registrar of Deeds in and for the County of Northumberland, Volume 50, pages 616 and 617 of the said records, reference being thereunto made more fully and at large appearing in the said Indenture of Mortgage, and in the said records. Dated this twenty-second day of December, A.D. 1884. JAMES ROBINSON, Executor of the last Will and Testament of Alexander Ferguson, Deceased. E. P. WILLISTON, Solicitor for Executor. Terms made known at sale.

The subscriber offers for sale the well known and fast sailing

**SCHOONER "CLAYMORE."** of 52 tons register built at Miramichi in 1872. She is well found in every particular and adapted for freighting, trade or any other business requiring a good vessel. Apply to HUGH MARQUIS, owner. Chatham, N. B.

## GENERAL BUSINESS.

## INDIAN TOWN BRANCH TO BE BUILT AT ONCE!

NEW GOODS OPENING AT LOGGIE &amp; BURR'S

PRICES TO SUIT THE TIMES!

Save Your MONEY &amp; Examine Our Goods before purchasing

BRADFORD GOODS ER S. S. NOVA SCOTIA.

100 pcs. Winces, 8 to 15 cts. per yard, 50 pcs. Dress Material, All Wool Felt, Leading Colors, 35 cts. Cashmere Do-Close in black and colored, 54 inches wide, from 35 to 50 cts. per yard, All Wool Cashmere, black and colored, All Wool Estamine Serge and Costume Cloths 18 c. to 30 c. per yard.

The Sandringham &amp; Falcon Velveteens, NEWEST MAKES.

20 pieces colored Velveteen 50 cts., 20 pieces black Velveteen 35 cts. to \$1.30, 30 pieces white and red Flannels, Bradford, Welch, and Saxony Flannels from 20 to 50 cts. per yd., Splendid Value.

BLANKETS! BLANKETS!! BLANKETS!!

Ulster Cloths! Ulster Cloths! Ulster Cloths

These goods are bought direct from BRADFORD MANUFACTURERS, and can be sold cheaper than any other in Chatham.

Don't fail to examine Our Stock and save 10 to 15 per cent.

FURS! 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 &amp; BURR,

PIERCE BLOCK - WATER STREET.

## NEW AND BEAUTIFUL HOLIDAY GOODS!

Suitable Presents for Everybody.

PHOTOGRAPH, AUTOGRAPH AND SCRAP ALBUMS at prices to suit everybody.

Writing Desks, Work Boxes, Jewell Cases, Dressing Cases, Ladies' Hand Satchels, Ladies' and Gents' Purse and Wallets.

Vases, Toilet Sets, China Ornaments, Jugs, Motto Cups and Saucers of all descriptions.

A VERY FINE ASSORTMENT OF PLATED SILVER WARE ELEGANT DESIGNS.

WATCHES, CLOCKS and Jewellery of all descriptions, Gold and Silver Jewelry made to order. Monogram and Name Jewelry made to order. Gold and Silver Medals and Badges, Prize Cups, &amp;c., suitable for presentations made to order. Merchants and Retail Dealers in Cigarette Holders and a full line of Smoking Requisites.

We claim for our Stock general excellence in quality, immense variety and reasonable prices.

Call and examine our Holiday Stock.

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Executors' Notice BUTTER, CHEESE &amp; LARD.

AL 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 the said late gentleman are notified to make immediate payment to us. Signed JOHN SADDLER, Executors. WM. MURHEAD, Dated Jan. 7th, 1885. 45-55.

NOTICE.

Application will be made at the next session of the Legislature of New Brunswick, for an Act to incorporate a company for the construction of a line of Railway connecting with the Northern and Western Railway at or near Bolton, running through the parishes of Stanley and Northumberland, Stanley in York, and Bolton in Northumberland, in the County of Carleton, and terminating at the Parish of Blackville and running through said parishes and the parishes of Southesk and those through the Counties of Carleton and Victoria, or the said County of Victoria to or near Grand Falls in said County, and thence connecting with the parishes of Northesk and Southesk in the County of Northumberland, and branches in the said County of York, Carleton and Victoria. Chatham, Dec. 4th 1884.

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