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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 1367	Press Mis.
149-50	
Dated 6. 5. 1867.	

Not to be folded or roughly handled

118

*Proceedings of the Madras Government, Public Works Department,
6th May 1867.*

No. 149. Read the following Proceedings of the Madras Government in the
Military Department:—

Communicating to the Commander-in-Chief
certain correspondence from the Government
of India, relative to the question of sending
Home British Troops from this country by the
new steam transports from Bombay. } (Here enter 29th April 1837, No. 1,537.)

No. 150. ORDER THEREON, 6th May 1867, No. 1,367.

MILITARY WORKS, No. 14.

Communicated to the Superintend-
ing Engineers.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineers.
,, Captain Kennedy.

Erd. S. T. Augustin.

MILITARY DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers:—

From the Officiating Secretary to the Government of India, Military Department, Fort William, 29th March 1867, No. 1129; to the Secretary to Government, Military Department, Fort Saint George.

In reply to your letter, No. 733, dated 28th ultimo, I am directed to transmit copy of the despatch from the Government of India, to the Right Honorable the Secretary of State, No. 38, dated 23rd February 1867, and of its enclosures, as also of a letter, with enclosures, from the Bombay Government, No. 354, dated 31st January last, from which the Government of Fort Saint George will see how the question of sending Home British troops from this country, by the new steam transports from Bombay, at present stands.

2. It would not be safe to conclude that the steamers can be diverted to Beypore, there to disembark and embark troops for and from Madras; and it seems desirable, therefore, that the Government of Madras should ascertain, by direct inquiry from the Government of Bombay, what arrangements the latter could make for the transport of those troops between Beypore and Bombay, should it be necessary, though nothing can of course be finally decided until the receipt of the Secretary of State's reply.

3. There is no present probability, it will be seen, of the troops from Bengal being sent to Madras, and thence *via* Beypore to Bombay; and this contingency need not, therefore, now be contemplated.

4. A copy of your letter and of this reply will be sent Home, for the information of Her Majesty's Government, and for consideration whether it could form part of the arrangements that one of the new transports should proceed to Beypore: and, as it is of importance that the arrangements made in Bombay, in connection with the new transports, should be known both in Bengal and Madras, the Government of Bombay will be requested to cause extracts, or digests, of such portions of the Proceedings of the Committee to be formed there, and of the Proceedings of the Government of Bombay with reference thereto, as will affect directly or indirectly the movements of the troops of those Presidencies, to be promptly supplied.

Military despatch from the Government of India, Fort William, 23rd February 1867, No. 38; to the Right Honorable the Secretary of State for India

Adverting to the despatch to the Government of India (Marine Department), No. 36, dated

Proceedings for January 1867, No. 229

Quarter Master General's No. 401C, dated 12th February 1867, and enclosure

31st August last, and to the despatch of the Government of Bombay to your address, No. 4 dated 11th ultimo, we have the honor to forward copies of the papers marginally noted, and to solicit special attention to the remarks of His

Excellency the Commander-in-Chief, recorded in the margin of the printed memorandum enclosed in the letter from the Quarter Master General, No. 401C, dated 12th instant, in which the difficulties in the way of carrying out this year the reliefs of British troops in this country, in the manner proposed,—i e., by steam transports plying only between Bombay and Suez,—are brought to notice.

2. The Regiments, and most of the Artillery, to be relieved this year are in Bengal; and three of the former have already been brought either to the Presidency or to stations whence they can conveniently be moved down there at any time.

3. The Indus route not being open for troops till the 15th November, the men from the Punjab and Upper Provinces could not reach Bombay by that route in time for any earlier transport than that of the 18th December: whilst the route by rail from Allahabad will, for the next two years, have a break of 170 miles in the communication; and this will necessitate a march of 16 to 18 days across a country which, His Excellency the Commander-in-Chief points out, cannot be traversed by troops with safety before the 1st January.

4. The only other available route by which to send the troops to Bombay is that by sea from Calcutta; but the expense of this will be necessarily very great,—as great, it is believed, as that of sending the men Home by the Cape route.

5. Under these circumstances, we think it would be *most desirable* (if the plan can be adopted) that two out of the three transports which are to be sent out should proceed to Calcutta. They might perhaps bring out some of the relieving troops destined for this Presidency, and convey some of the Regiments, &c., ordered Home direct from Calcutta to Suez; and a similar course should, we think, be followed each year, until railway communication between Allahabad and Bombay is complete.

6. Should this arrangement be impracticable, the next best plan appears to us to be to send Home round the Cape, as heretofore, all the Regiments, invalids, &c., who cannot be sent by the Indus route.

7. The least advisable course,—and one, the adoption of which, if it can be avoided, we would deprecate on the ground both of its inconvenience and expense,—is that referred to in paragraph 4 of this letter. As the Government of India has no vessels, or but very few, that it could employ in transporting to Bombay so large a number of men, *whose punctual arrival there to catch the transports would be imperatively necessary*, the vessels of the British India Steam Navigation Company, or some other private steamers, must be chiefly depended upon; and vessels of this description being comparatively small, as early notice as possible should be given if this plan is to be followed, in order that timely and satisfactory arrangements for the service may be made.

EXTRACT, FORT WILLIAM, MILITARY PROCEEDINGS FOR JANUARY 1867.

From the Officiating Secretary to the Government of India, Military Department, Fort William, 12th January 1867, No. 358; to the Quarter Master General.

In continuation of the communication from this Department, No. 151, dated 16th October last, transmitting copies of certain correspondence received from the Right Honorable the Secretary of State, relative to the arrangements for effecting the regular interchange of troops between England and India *via* Egypt, by means of steam transports which will embark and dis-embark troops from and for India at Bombay, I am directed to transmit extracts,—paragraphs 1, (Clause 1,) 7, 8, 9 and 10,—from a memorandum submitted by the Controller General of Military Expenditure, with the view of ascertaining what provision should be made in the Military Budget Estimate for any portion of the charges connected with the service in question, and also for the passage to England of such Officers, troops, &c., as it may be found impracticable or inexpedient to send Home *via* Bombay.

2. In doing so, I am to request an early expression of His Excellency the Commander-in-Chief's opinion as to the extent to which the course suggested in paragraph 8 (which has doubtless been already contemplated by His Excellency) can be followed, and as to the probable numbers of troops of all ranks (if any), for whose passage Home from this Presidency and that of Madras, provision must be made as heretofore.

3. On the question generally, the Right Honorable the Governor General in Council observes that the measure, by which Bombay is constituted for the future the chief, if not the only, port for the disembarkation and embarkation of British troops, involves an entire alteration of the arrangements which have hitherto obtained in this Presidency, and to a less extent in Madras also, by which Corps about to leave India have been located at the stations most convenient for their departure; and also the very important considerations of their punctual transport to Bombay and their proper accommodation there until they embark.

4. The necessity of very carefully regulating the dispatches of troops to Bombay, with reference to the dates of departure of the transports, so as to avoid undue crowding there, has doubtless come under His Excellency's consideration; and the Government of India will be glad to be favored, as early as possible, with full information as to the measures which His Excellency proposes to adopt, in order to ensure, as far as possible, the satisfactory carrying out of the new arrangements, so far as that depends upon anything which must, or which can, be done to facilitate it on this side of India.

5. Two important points on which reliable information should be obtained are, I am to remark, the ability of the railway to provide the transport which will be required in both directions with certainty and regularity, and the best mode of conveying the troops along that portion of the distance where the railway will not be available.

6. Information as to the measures contemplated with the view of carrying out the new arrangements in regard to the British troops in the Madras Presidency will be called for from the Government of Fort Saint George, and the Government of Bombay will also be requested to furnish a detailed account of the various measures it proposes to adopt, and the preparations it is making, for the efficient performance of that portion of the work, the responsibility of which must devolve on the authorities there, and for the avoidance of any embarrassment and inconvenience to the troops that care and foresight can prevent.

No 359. Copy of the above forwarded to the Secretary to Government, Bombay, Military Department, for the information of His Excellency the Governor in Council, with reference to the despatch from the Right Honorable the Secretary of State for India, No. 47, dated 31st August 1866, with the request that full information on the points adverted to in paragraph 6 may be furnished to the Government of India, as soon as convenient, in a succinct form, with as few annexures as possible.

No 360. Copy of the above forwarded to the Secretary to Government, Fort Saint George, Military Department, for the information of the Right Honorable the Governor in Council, in continuation of No. 762, dated 29th December last. It is requested that full information on the points adverted to in paragraph 6 may be furnished to the Government of India, as soon as convenient, in a succinct form, with as few annexures as possible.

No. 361. Copy of the above letter, with the Controller General's memorandum, in original, forwarded to the Secretary to the Government of India in the Financial Department, for early consideration and orders.

Extract from a memorandum by the Controller General of Military Expenditure,—(No. 983F, dated Military Department, Account Branch, the 3rd January 1867.)

With reference to the despatch of the Right Honorable the Secretary of State, No. 36 of 31st August last,* relative to the transport of the annual relief of British troops by way of Egypt, by means of permanent steam transport ships, the undersigned begs to submit the following observations for the information of Government in the Military Department.

* *Military Department Proceedings*, dated 29th December 1866.

1 The arrangements provide for the conveyance of the same number of men (7,200) outwards as homewards; whereas in the homeward passages, the Regiments will have been reduced by casualties and volunteering. In the cases of Officers, women and children, a considerable reduction is made in those going Home, as compared with those coming out; and it would appear advisable, on the presumption that the annual draft of recruits will fully replace the number of invalids and time-expired men, to calculate for an abatement of at least 10 per cent on the established strength of rank and file of Regiments under orders for relief in each year. This would of course reduce the estimated annual outlay.

7. It is inferred that the whole of the relief of Regiments and Batteries, the arrival of recruits and departure of invalids and time-expired men will take place *via* Bombay during the ensuing official year, and by means of the new steamers which are to commence working in September next.

8. It is also inferred that all Officers returning to or from England at the public expense will be—health permitting—required to proceed by these vessels, so as to utilise them to the fullest practicable extent, as it is very undesirable that, in addition to the heavy charge of maintaining these steamers, any unnecessary expense should be incurred for passages by private vessels.

9 But there may be a portion of this (1866-67) season's relief, e.g., the Garrison Batteries from Madras and possibly some exceptional invalid, lunatics and sick Officers to provide for, who will sail before September, or who, even departing later, may not be equal to the journey to Bombay.

10 To this extent only the undersigned proposes to make provision in the Military Budget Estimate, unless he receives instructions to the contrary

(Signed) A BROOME, Colonel,

From the Quarter Master General, Army Head Quarters, Calcutta, 12th February 1867,
No. 401C; to the Officiating Secretary to the Government of India, Military Department,
Calcutta.

I am desired by the Commander-in-Chief, in acknowledgment of the documents detailed in the margin, to forward for submission to the Supreme Government, a memorandum which has been prepared in this office, regarding the details for the future execution of movements by the overland route, and the service of the steamers under the Admiralty.

2. On the margin of the memorandum will be found His Excellency's remarks on the several propositions made by the Quarter Master General.

3 There is one point which, in Sir William Mansfield's opinion, demands the early attention of Government. I allude to the passage between Calcutta and Bombay, and *vice versa*, till the entire railway communication between Allahabad and Bombay shall have been completed.

4. There is reason to believe that this cannot be effected till some time in the year 1869.

5 His Excellency observes that, according to the Admiralty instructions, there may be a considerable difficulty in sending a steamer round to Calcutta.

6. During the next two years, therefore, it will be necessary to depend either on Government steamers, set apart for the service, or on an arrangement with the British India Steam Navigation Company, already under contract with the Indian Government.

7. His Excellency has learnt from the Quarter Master General that, should there be any difficulty in the provision of Government vessels, the British India Steam Navigation Company are in a position to meet such demand as may be made upon them by the State, in furtherance of this service.

8 The Quarter Master General will, of course, be ready to confer with any Officers or functionaries that Government might please to nominate, for the purpose of furnishing details in completion of the facts stated in the annexed memorandum.

9. In conclusion, I am desired to state that further instructions in the matter under consideration are awaited by His Excellency the Commander-in-Chief.

MEMORANDUM OF THE ARRANGEMENTS FOR THE OVERLAND TROOP TRANSPORT.

According to the orders of the Home Authorities, eight steam transport ships having capacity for about 900 men each, exclusive of Officers, women, and children, are to leave Bombay, one on each of the under-mentioned dates; *viz*—

17th September 1867.	18th December 1867.
30th " "	31st " "
2nd November " "	2nd February 1868.
15th " "	15th " "

2. The following may be assumed as an approximation of the numbers that will have to be sent Home from the three Presidencies, during the winter of 1867-68, *viz*—

BENGAL.

	Numbers for embarkation taken at half the establishment
Agra, D Battery 11th Brigade } Morar, E " " " } Bareilly, F " " " } Cawnpore, G " " " }	Royal Artillery .. 300 men
Benares and Cawnpore, 7th Dragoon Guards	230 "
Umballa, 94th Regiment	} at 430=2,150 men each.
Fort William, 2nd Battalion Rifle Brigade	
Peshawur, 42nd Highlanders	
Dum-Dum, 27th Regiment	
Mooltan, 35th Regiment	
Time-expired men	1,000 men
Invalids	1,200 "
Total ..	4,880 say 5,000

MADRAS.

Time-expired men	200 men
Invalids	400 "
Total ..	600 say 600

BOMBAY.

Royal Artillery, 3 Batteries 20th Brigade	225 men.
Time-expired men	467 "
Invalids	465 "
Total ..	11,57 say 1,200

Grand Total say 6,800

Remarks by His
Excellency the
Commander-in-
Chief

" Yes "

3. The two first ships may therefore be said to be provided for by the Madras and Bombay troops, and it remains to furnish the quotas of the remaining six from Bengal.

4. Four lines of communication offer themselves for sending troops from Bengal to Bombay, namely;—

I.—The Indus, *via* Mooltan and Kurrachee.

II.—Central India, *via* Nusseerabad and Mhow.

III.—Allahabad, *via* Jubbulpore and Nagpore.

IV.—Calcutta by steamers, either by Madras or round Cape Comorin.

Remarks by His
Excellency the
Commander-in-
Chief — (Con-
tinued)

"Yes"

5. *First*, the Indus, via Mooltan and Kurrachee to Bombay, is not open till the 15th November, and therefore would not be available for the earlier transports—those of the 2nd and 15th November, but for all the others. By this route, the details from the Peshawur, Lahore, Sirhind and Meerut divisions might proceed.

Mooltan, 35th Regiment	430 men.
Peshawur, 42nd Highlanders	430 "
Umballa, 94th Regiment	330 "
Time-expired men, &c	400 "
Invalids	710 "
	2,400

D Battery 11th Brigade Royal Artillery at Agra is excluded.

"Out of the
question"

6. *Second*, the tract through Central India, via Nusseeraabad and Mhow, cannot be traversed before 1st December, is a long land journey, and may be given up as altogether not applicable.

"This is true,
the route should
on no account be
used before the
1st January, be-
cause of jungle
fever"

7. *Third*, the line from Allahabad, via Jubbulpore, must become hereafter, when the railway is completed, the main medium of communication; but at present, the break between Jubbulpore and the nearest railway terminus, that at Nagpore, a distance of 170 miles or 16 marches, through a country impassable before the 1st December, neutralizes most of its advantages.

"I doubt the ex-
pediency of using
this route at all
till the railway
gap on the Bom-
bay side of Jub-
bulpore has been
closed up."

This route, however, may be made use of for the troops proceeding from the Saugor, Gwalior and Rohilkund Districts, the Oude and Allahabad divisions certain details expected as shewn hereafter.

Time-expired	300 men.
Invalids	600 "
Total ..	900 "

The troops would have to march the distance between Jubbulpore and Nagpore, the arrangements as regards supplies, carriage, &c., being effected under the orders of the Chief Commissioner of the Central Provinces, who states that "after that date, the 1st December, he would be very glad to see the reliefs passing up and down between Nagpore and Jubbulpore, and he would take care that all proper preparations were made, and he believes that no difficulties would be encountered."

From Nagpore, the distance would be accomplished by railway under the arrangements of the authorities at Bombay.

8. *Fourth*, the sea route by steamers from Calcutta, by Madras to the Western Coast, or round Cape Comorin to Bombay.

To provide troops for the steamers of the 2nd and 15th November, and may be in part that of the 18th December—the employment of the above means appears unavoidable, and arrangements for the same could be effected, per medium of Government vessels, and those of the British India Steam Navigation Company, under their contract with Government.

Telegram from
Quarter Master
General, Mad-
ras, dated 9th
February 1867.
"No difficulty
in forwarding
your troops to
Bombay after
September, but if
some of the troop
steamers can pick
up our people at
Beypore, en-route
to Suez, arrange-
ments can be per-
fected, and much
expense saved."

Remarks by His
Excellency the
Commander-in-
Chief — (Con-
tinued)

The Details from the Eastern Frontier District and Presidency Division, together with certain additions referred to in paragraph 7, might meet this demand, namely —

Agra, D Battery, 11th Brigade	} Royal Arty ...	300 men.
Morar, E " "		
Bareilly, F " "		
Cawnpore, G " "		
Benares and Cawnpore, 7th Dragoon Guards		230 "
Dum-Dum, 27th Regiment		430 "
Fort William, 2nd Battalion Rifle Brigade		430 "
'Time-expired, &c, ...		60 "
Invalids		250 "
		1,700 "

Arrangements would have to be made on the embarkation of the 27th Regiment and 2nd Battalion Rifle Brigade for the duties at the Presidency.

"Cannot be done."

9. Bombay being so cut off during certain seasons from the Bengal Presidency, no other arrangements than the above appear practicable; but should these not be approved of, the only other alternative is open, which is to at once send the Regiments set forth in the margin to suitable stations in Madras and Bombay, replacing them in Bengal by others from those Presidencies; however, the objection presents itself that these Corps, having served so long in Bengal, would most probably desire to volunteer largely for Regiments therein stationed, thereby involving the expense of the double journey, to and fro, of the said volunteers with their families.

Remarks by His
Excellency the
Commander-in-
Chief

"The several
embarkations and
disembarkations
destroyed the
utility of this
route. It would
be more expensive
than the steam
route all round
to Bombay, as the
troops would have
to disembark at
Madras and be
sent for to Bey-
pore from Bom-
bay"

"For future years"

10. Some other points affected by this new mode of relief may here be noticed, namely —

"Yes"

I.—The movements of British troops in the three Presidencies seem to require to be considered and arranged for as a whole, from the Head Quarters of the British Forces in India, and not, as at present, independently of each other, and as separate armies.

"Yes"

II.—The Corps in Bengal instead of being directed as heretofore in their last relief upon Fort William and the Indus, Kurrachee—for embarkation should be placed at convenient stations on the lines of railway, so as to convey them at once directly and speedily to Bombay.

"Yes"

III.—It is to be observed that whilst certain Batteries of Royal Artillery and Regiments of Cavalry and Infantry are en route to Bombay, there will be, pending arrival of reliefs, that number less present in Bengal.

"Yes"

IV.—Special provision will have to be made for such invalids as are bedridden, &c, and incapable of making at one stretch the long railway journey through to Bombay.

"Yes"

V.—All Officers proceeding Home at the expense of the State and embarking at Bombay, to proceed by the Government steamers; but until the railway is continuous through, the port of embarkation to be optional for Officers stationed below Allahabad.

Remarks by His
Excellency the
Commander-in-
Chief — (Con-
tinued)

"A reason
against the route
via Jubbulpore"

"I am not sure
of this. I think we
shall find it ne-
cessary to trans-
fer the Depot
from Chinsurah
to Allahabad,
when the rail-
ways are finished,
and there is a
route for all the
troops by rail,
they would then
positively embark
at Allahabad."

"It may be ob-
served, however,
that this proposal
is contrary to the
Admiralty in-
structions, and
the number of
steamers being
limited, it might
interfere with the
regular progress
of the service, as
settled under
those instruc-
tions."

(Sd) W. R. M.
The 12th Feb
1867

QR. MR GENL.'S OFFICE,
ARMY HEAD QRS., CALCUTTA,
8th February 1867.

(Signed) JOHN S. PATON, Major General,
Quarter Master General.

From the Secretary to Government, Military Department, Bombay, 31st January 1867, No. 354 ;
to the Officiating Secretary to the Government of India, Military Department.

In reply to your memorandum, No. 359 of 12th January, I am desired to submit the accom-
panying copies of Government Resolutions No. 1 of 3rd January, No. 298 of 24th January, which
seem to give succinctly, as desired, the measures proposed and the preparations making for the
new transport arrangements.

MARINE DEPARTMENT
No. 1

Letter from the Superintendent of Marine, 12th December 1866, No. 536.

Sir,—With reference to the 8th, 9th, 11th and 12th paragraphs of Government Resolution
in the Military Department, No. 3145 of the 16th October last, I have the honor to suggest that
the appointments of Transport Agent and Assistant Transport Agent for Bombay, as well as Trans-
port Agent for Aden be made with a view to enable those Officers to take steps for meeting the
requirements of the transport ships expected in India about August next year. I see no objection
to the parties named in paragraph 13 of the letter from the Secretary of State, Marine Department,
No. 47 of the 31st August last, with accompaniment, therein referred to, being appointed, viz,
the Superintendent of Marine as Resident Transport Officer at Bombay, and the Harbour Master
Agent in Bombay, I would recommend the present Transport Agent, Lieutenant Morland, late
Indian Navy, who, as Assistant Dock Master, is now ex officio Transport Agent for Bombay.

VI.—The Deputy Assistant Quarter Master General
attached to the Presidency Division, where transport duties will
eventually cease, to be transferred to Jubbulpore. There is an
Officer of this Department on the Madras Establishment at
Kamptee, for Nagpore.

VII.—Small general hospitals to be formed, till the
railway is completed at Jubbulpore and Kamptee, for Nagpore

VIII.—With the cessation of transport duties at Fort
William, the Depot at Chinsurah might be abolished, its place
being taken by a General Depot at Bombay. I do not consider,
with proper arrangements in the Departments of the Quarter
Master General and Adjutant General, any intermediate Depôts,
as, for instance, at Allahabad, will be required

IX.—Some re-arrangements or remodelling of the
several Divisional and District Commands of the Army may be
necessitated for the convenience and better working of the new
system of sending troops by the overland route

11. Finally it may be observed that considerable expense
would be saved, if the two first steam transports of each season
received their first allotment at the ports of Kurrachee, Madras,
Calcutta, or such other as might be determined upon, proceed-
ing thence direct to Suez. This, it is supposed, could be arranged
by allowing additional days for the first voyage, but so as to
reach Suez on the required and appointed dates

In like manner, time being then of no object, the last
steam transport of each season might discharge their quotas at
such ports, including Rangoon for Burmah, or perhaps Ceylon,
as might be required, then proceeding to lay up in ordinary
course at Bombay.

2. As regards the arrangements required in paragraph 9, I would suggest that a Committee
composed of—

The Resident Transport Officer.

Marine Store-keeper

Assistant Transport Agent,

with an Officer from the Quarter Master General's Department, one from the Commissariat Depart-
ment, one from the Medical Department, and one from the railway, be appointed, so as to ensure
unity of action. It is desirable that this arrangement should be carried out at once. From Aden
we have received intimation that the Peninsular and Oriental Company's Agent is prepared to coal
the ships with dispatch. For the supply of coal at Bombay, indents will be forwarded in time to
meet all requirements.

3. As suggested in paragraph 11, moorings will be provided. Indents are now under prepa-
ration. It is desirable that the one set for Aden be sent as early as possible, as there will be difficulty
in laying them down after the commencement of the south-west monsoon, say 15th May; those for
Bombay Harbour and Butcher's Island can be laid when they arrive, which should be in anticipa-
tion of the steamers themselves, as, from the peculiar construction of the ships, it is desirable that
they should not have to use their own anchors at all—I have &c, (Signed) H. J. Young, Superin-
tendent of Marine.

RESOLUTION.—These arrangements are provisionally approved
The several Departments concerned are requested to co-operate, and to let Government know
when any more precise orders are required.

BOMBAY CASTLE, }
3rd January 1867 }

(Signed) W. F. MARRIOTT, Colonel,
Secretary to Government.

MILITARY DEPARTMENT

No. 298.

Memorandum by His Excellency Sir Robert Napier.

In India, in peace, troops are prohibited from moving between 1st April and the 15th October
This order has been the result of long experience.
If disregarded, sickness and probably loss of life ensue.
2. Mhow is 420 miles from Bombay and 70 from the line of rail, yet troops may not march
these 70 miles, before December, because a belt of sickly jungle lies between.
3. The shortest way to the Punjab is by Kurrachee and the Indus; but the Indus is a for-
bidden route before November.

4. The two main lines of railway in progress, from Bombay to Bengal and Bombay to Madras,
ascend 2000 feet soon after leaving Bombay.
This, added to the lines being generally single, necessitates a comparatively slow rate of tra-
velling

The ordinary mail train occupies 23 hours in accomplishing 352 miles
5. Troops from Bengal and Madras, when those lines are completed, would probably be two
or three days confined to their carriages (if conveyed through) travelling without intermission—
in hot weather, or before October, an unsafe measure.

6. It will therefore be perceived that there are serious practical difficulties to be considered
in carrying out the arrangements of the relief of troops as proposed by the London Committee, on
which no one acquainted with the requirements of the inland movement of troops sat

7. When the main lines to Bengal and Madras have been opened, the first Regiments of the
year for embarkation must be at Bombay, or Poona, or Kurrachee, or at Belgaum—somewhere on
a line of rail or within easy reach of the place of embarkation.

With reference to the arrival of troops at Bombay by the overland route, arrangement as fol-
lows should be made.

1. Landing boats of a suitable construction affording shelter from sun.
2. A military landing pier near Mazagon, with a short branch line if necessary to connect
with the main line.
3. The station and pier should be roofed in to enable men to land or embark their baggage
under cover.
4. Hospital accommodation at Bombay for Officers and men.

5. Some quarters at Bombay and a small mess for Officers detained on arrival or on returning home

6. An experienced Officer, a Captain or a Subaltern, should be attached to each Regiment on arrival for a short period. Knowledge of language though most desirable and necessary is of less importance to the well-being of the soldiers than a thorough ability to provide for his wants.

7. These Officers should be fully acquainted with and have in their possession in a compact form, not only those orders and regulations affecting Officers and men, clothing, pay, establishments, &c, cooking utensils, &c, cooks, rations, &c, indispensable for the information of Commanding Officers on landing, but also the orders of Bengal and Madras for Regiments proceeding to those Presidencies

8. The Commissariat should have in readiness, to hand over to Regiments, the requisite establishments of followers and utensils, &c, &c.

The Officer to be attached to the coming Regiment should ascertain, before its arrival, that all these are in readiness, and should have them delivered at the railway station, or at the first halting place on the line towards the destination of the Regiment.

9. Canteens, black bags, and sulletahs should be delivered on board of ship and issued immediately.

They should be numbered by the Store Department from one upwards.

It would not be possible to mark them Regimentally on board of ship before landing.

10. Regiments should be supplied with cork helmets on embarkation.

Some head dress must be supplied for Egypt and the Red Sea and Aden, and for landing at Bombay.

Even while passing through Egypt, men will be employed on fatigues and as orderlies, and must have some suitable head covering.

Cork is the cheapest and most durable material procurable—it is infinitely superior to wicker.

11. Troops should be supplied in England with two suits of white clothing—one to be paid for by the Indian Government, as at present; the other by the soldiers

The material should be American drill, which is worn by all the troops in India.

The shape should be of the pattern in use throughout India—a short tunic

12. Patterns should be deposited with contractors or with the Commanding Officers, some time previous to embarkation

This arrangement would be found economical to Government and to the soldiers

13. Smock frocks are useless in India. Soldiers cannot wear them, because white clothing of the prescribed pattern is the uniform of the army for many months of the year. The conversion of a smock frock into a tunic would be expensive to the soldier.

There should be a large store of white clothing in the Clothing Agency at Bombay for issue, to enable the men to be completed with their full Indian kit at once.

14. The Bombay Clothing Agency cannot prepare serge clothing annually for five Regiments in addition to the ordinary work imposed on it. Regiments should therefore carry out their serge.

15. Shell jackets are nowhere used in India.

16. It would be a considerable annual saving to the Home Government were all Infantry recruits for Regiments in India to have issued them serge tunics in lieu of shell jackets.

17. At present, a recruit obtains a shell jacket on enlistment, and makes away with it a few months later when he arrives in India, where he must receive a serge tunic—R. NAPIER.

Memorandum by the Quarter Master General.

There would appear to be only four points in these papers that call for report of this Department.

1st—The time of commencement of the service.

2nd—The landing and embarkation of the troops.

3rd—Provision for the troops.

4th—Bedding.

With regard to the 1st of these, paragraph 3 of the report states that the later date now proposed for commencing the service, namely the 15th September from Portsmouth, and 17th September from Bombay, is considered preferable, on account of the more favorable temperature of the Red Sea in October; and the whole period embraced in the scheme has been fixed in accordance with the opinion entertained by the Director General of the Medical Department of the Army.

It appears, from table A, that from the above dates, 900 men exclusive of Officers, women and children will leave each of the termini specified, and that at intervals of 15 days or thereabouts, the same number will be required to embark, thus at Bombay it would be necessary to collect 900 men about the first week in September, so as to be ready for embarkation; and about 10 days later, another 900 men to be ready for the steamer of the 30th September.

On the 19th October we must be prepared to receive 900 men, and about the 22nd October, we must be prepared with another 900 men to embark on the 2nd November, and at the same moment must be prepared to receive 900 men from England, who are in the list to arrive on the 1st November, so that under any circumstances, even if we can dispatch the arrivals of the 19th October up-country immediately, we must be prepared with accommodation at one time for the arrivals from England on the 1st November and departures for England on the 2nd November, namely 1800 men, exclusive of Officers, women and children. This is the minimum amount of accommodation to be provided; but it is doubtful whether we could dispatch the arrivals from England of the 19th October up-country immediately, so as to be clear of the next arrival (900 men) from England, which would take place on the 1st November, and of our own troops to embark on the 2nd idem.

As regards the possibility of our assembling 900 men for embarkation at Bombay so early as the 17th September, and the second 900 on the 30th idem, I would respectfully submit that until the Jubbulpore and Allahabad line of rail is complete, such does not appear to be possible. The average of our own time-expired men and invalids is only 1,000 men.

The Indus is not open for the passage of troops till November.

The line of rail between Sholapore and Madras is incomplete; therefore, unless troops could be brought to Belpore early in the season from Madras, we should have little hope of filling a ship at that time

The jungles between Kondwa and Mhow are not passable before the 1st December, and the sanitary regulations do not allow any troops to march in this Presidency before the 5th October annually.

I would respectfully submit that accommodation for 1,800 men should be erected somewhere near Nassick as soon as possible; that being the main thoroughfare through which arrivals and departures will be carried out.

As regards the means of landing and embarking troops, we should require the same means as ordered for Suez, namely 6 iron troop-boats capable of containing 100 men each, and a tug of 60 horse-power.

As regards provisions, it is said that the Bombay Government will be responsible, but it is proposed to send them out from England specially for the purpose.

As regards bedding, it is proposed that each ship shall have on board two complete sets of blankets and sling hammocks—one set for the troops embarked at Bombay, and the other for the troops to be received at Suez; and that there should be in store at Bombay, in readiness for issue, two separate sets.

As regards establishment, it is a matter for future consideration. Considering, however, the number of men who must be present at one time, a large dépôt would appear to be necessary at Nassick, and an extra Deputy Assistant for the Quarter Master General's Office in Bombay—R. PHAYRE, Lieutenant Colonel, Quarter Master General

RESOLUTION.—Copies of these memoranda to be sent to those concerned. The Quarter Master General will, of course, maintain constant and direct communication with the Officers of his department in the other Presidencies, in order to fulfil the intended scheme of successive embarkations so far as possible.

Failure to provide full complements for the vessels, which seems inevitable in the earlier trips, must not be allowed to interfere with punctual dispatch of the ships on the appointed dates

To provide the needful shelter for troops at Nassick, it is requested that an Officer of the Quarter Master General's Department will confer with the Public Works Executive Officer in that District, and having so determined what is best and practicable, will submit a defined proposal to Government

The Deputy Quarter Master General in Bombay should consult with the Public Works Officers in respect of the first five points specified in the 7th paragraph of His Excellency Sir R. Napier's memorandum,

The 6th and 7th points of His Excellency's suggestions, relating to the attachment of an experienced Officer to each Regiment on arrival, can be attended to in the Adjutant General's Department

The suggestions in the 10th to 17th paragraphs of His Excellency's memorandum, touching the provision of clothes to the troops embarking for India, have been already communicated to the Secretary of State. Attention will be invited thereto in reporting the orders now given

The other matters mentioned in these memoranda, viz, troop boats, provisions, bedding, and commissariat arrangements generally, have all been previously commended to the attention of those concerned, by Government Resolutions, No. 3145 of 16th October, and No. 1 of 3rd January.

BOMBAY CASTLE, }
24th January 1867.

(Signed) W. F. MARRIOTT, Colonel,
Secretary to Government.

ORDER, No. 1537, 29th April 1867.

Communicated to His Excellency the Commander-in-Chief (Quarter Master General's Department,) and Departments concerned, with reference to Proceedings of Government, No. 731, dated 28th February 1867, and the following letter dispatched.

To the Secy to the Govt of Bombay, M. D. | Here enter 29th April 1867, No. 1538
(True Extract.)

W. F. Marriott Major General,
Secretary to Government

To the Quarter Master General.

.. Controller of Military Accounts.
.. Superintendent of Marine
.. Adjutant General.
.. Public Works Department. *With 20 spare Copies.*
.. Commissary General, ...
.. Inspector General British Medical Department, } for information.
.. Marine Department,.....

Exd. A. W. Cooke.

of 1864 D 2nd ^{Part}
 Pro of Govt for May
 16/9.

Pro of the Madras Govt
 in the July Sept.

of 29th May 1864
 Recd 3rd May

1537-

1567-6 May/67
 Comm^y to the Comm^r in
 Chief certain correspondence
 from the Govt of India re
 lative to the question of
 sending home British Troops
 from this Country by the
 new Steam transports
 from Bombay
 Wm Wm Baker

No 149 - 150