

GOVERNMENT OF MADRAS.
MILITARY DEPARTMENT.

19th April 1883, No. 2256.

Commissariat Department—Transport.

Read the following paper :—

No. 196. *From Colonel G. CHESNEY, Secretary to the Government of India, Military Department, to the Commissary-General, Bengal; dated Fort William, 29th March 1883, No. 572-D.*

Commissariat Department—Transport.

With reference to the marginally-cited correspondence, I am directed to forward, for your information and for the guidance of the Deputy Commissary-General for Transport, the following orders of the Government of India on the subject of expansion of army transport. The sanction of Her Majesty's Government having been accorded to the transport system as tentatively introduced

Punjab Government, No. 145-1499, dated 28th April 1882, and enclosures.
Military Department letters, Nos. 313-16-S.D., dated 19th May 1882, and enclosure.
Colonel Low's proposal for a transport service in India (through Commissary-General, Bengal, No. 627-T., dated 28th June 1882).
(Copy annexed.)

into the three Presidencies during the past year, and the organization of a permanent transport establishment for service in peace-time being now in course of progress, the time has arrived for considering what arrangements should be provided for securing the ready expansion of the transport of the army for active service.

2. Colonel Low, who has taken the principal part in the introduction of the new system, has proposed a method of registration of carriage suitable for army transport, the owners to be paid retaining fees during peace-time under an engagement to furnish the animals when required for active service. The correspondence marginally cited, received from the

Punjab Government, No. 145-1499, dated 28th April 1882, with enclosures.

Government of the Punjab, to whom Colonel Low's proposals were referred,

shows that the general opinion is against such a measure, which would be very costly, and might after all not furnish a satisfactory result when put in operation. Great weight must be given to the opinions of the various civil officers in the Punjab who were selected to advise in the matter, due to their special knowledge of the subject, and to the practical experience gained by them during the Afghan war in the collection of carriage in their various districts for despatch to the front during a time of exceptional pressure. These views, moreover, coincide to a great extent with those recorded in the report of the Special Commission on the Organization of the Army, based on opinions recorded by officers of great transport experience attained in the field and elsewhere.

3. The Government of India consider that, rather than attempt to introduce a costly system of registration and retaining fees, which after all may prove inoperative, it will be better to trust to the ordinary action of demand and supply, believing that the transport required for army purposes, if available in a district,

will be always forthcoming in time of war, provided that fairly liberal rates are offered. The resources of the country have always proved sufficient for the purpose on past occasions; what seems now most needed is to lay down beforehand the procedure to be adopted in obtaining carriage, keeping in view as an important part of the arrangements that the pressure on the resources of the country arising from the demand for army transport should be, as far as possible, equally and fairly distributed.

4. With regard, in the first place, to the question whether transport animals should be purchased or hired, the Commander-in-Chief's opinion is on record before Government, that whilst it is a mistake to suppose that hired transport cannot be depended on for foreign service, yet, for work across the frontier or in foreign countries, Government, or the regular Military transport, is preferable, and should, as far as possible, be used. Concurring in this view, the Government of India consider that in any large military operation the permanent transport available should be first employed, being replaced in its respective circles by hired transport; and that, speaking generally, when more transport is required beyond the frontier, it should, as far as may be possible, be purchased outright, instead of being hired. The use of hired cattle should usually be limited to transport work within the frontier. For foreign service, purchased transport is in the end usually cheaper than hired, and much more efficient.

5. In time of war, therefore, hired transport, as far as the exigencies of the service permit, should be employed only below the base or within the frontiers of India.

6. The agency for the purchase or hiring of transport animals on the demand for active operations will be the transport department. This department is distributed in depôts throughout the country, each depôt containing a peace establishment of officers, non-commissioned officers, and attendants, also a certain number of transport animals, and will be supplied eventually with a stock of spare carts, gear, &c., sufficient for an expansion of that number. These depôts also supply the animals, equipments, and attendants necessary for the regimental transport in the commands to which the depôts belong and the out-stations dependent on them.

7. Transport centres will ordinarily have to obtain carriage under the following conditions:—

I.—*In time of Peace*—(a) to make good deficiencies in the permanent establishment of carriage which it has been decided to keep up. This description of transport will generally be mules, camels, ponies, or bullocks.

(b) By hire under existing rules. Carriage so required will either be permanently hired in place of the movable columns which have been abolished, or it will be entertained for employment with the troops in course of reliefs, or for the movement of small bodies of troops in the districts. The mode of collection and payment of such carriage will be as hitherto, and it will not be employed further away from its own district than is absolutely necessary. The description of such carriage will ordinarily be camels, country carts, and bullocks.

Whenever the feeding of the hired cattle is undertaken by the transport department, the attendants should be hired at fixed rates, the terms given as to pay, clothing, and rations being clearly defined at the time of engagement.

II.—*In time of War*—(a) by voluntary sale to Government for the purpose of expanding the permanent transport service, which only for the future shall be, as a rule, employed across the frontiers or in foreign countries, as was recently the case in Egypt. The method of such purchase will be hereafter detailed, and the description of carriage required will depend on the service to be undertaken.

(b) By hire for employment with the troops within the frontiers or below the base of operations.

8. After a fairly accurate statement of the resources of the various districts has been made, it should be the endeavour of the agency which hires the carriage to obtain it in succession from the following classes, with due regard to the

exigencies of the service and to the degree of inconvenience which may result from a sudden call for such carriage:—

- (i) that ordinarily kept for the purposes of hire;
- (ii) that kept by baniahs and others for the purpose of trade;
- (iii) that kept by agriculturists for their land, &c.

9. The experience gained during past campaigns shows that the hiring of animals during war is liable to abuse; and whether the service for the future be undertaken within the frontiers or beyond it, every endeavour should be made to lessen, as much as possible, the hardship necessarily inflicted by the collection of carriage in large quantities.

10. The system hitherto in force has been to obtain carriage, particularly camels and bullocks, either by contract or through chowdries; but both systems are open to objection. The contract system has been recently proved to have resulted in widespread fraud, and the chowdrie system, while involving oppression, failed in procuring the necessary amount of transport. Rapid mobilisation of carriage under either system was almost an impossibility; and under both systems chowdries and contractors accumulated large sums at the expense of the State and of the real owners of carriage. Under the movable column system now abolished, a quantity of unorganized hired transport was maintained in the various military stations throughout the country for the movement of troops in case of disturbance or epidemics, but this carriage was not capable of collection and utilization beyond the local district; it was rarely made use of, and involved a degree of expense disproportioned to its general utility.

11. In place of this imperfect, and in war time costly practice, it is now desired to substitute a more methodical system, to be carried out by the transport department with the aid of the civil authority. To this end it is necessary that the transport officers should make themselves thoroughly acquainted beforehand with the resources of the country, so as to be ready to avail themselves at once of the transport procurable when the emergency arises.

12. No definite method is in force at present for ascertaining these resources. The resource books of the Commissariat Department, as a rule, contain information only in regard to contractors and chowdries, and not in regard to the carriage available in the various circles. The appointment of a permanent transport staff, however, will now permit of a methodical record of statistical information on this head, and the duty of compiling such returns should accordingly be now undertaken by the officers of the transport staff for their respective circles. This duty, however, should be carried out under the instructions of the General Officers Commanding the Divisions in which the depôt centre is situated, and it should be distinctly understood that depôt transport officers are to officially communicate with the civil authorities through the General Officer only. Demi-official inquiries may be made direct on unimportant matters, and the utmost cordiality should always subsist between transport officers and the civil authorities. The relations of the officers of the Commissariat Transport Department to the military authorities are

Military Department, No. 315-S.D., dated the 19th May 1882, to the Quartermaster-General in India.

clearly laid down in the communication marginally cited, and it is sufficient here to observe that although depôt transport officers are officers of the Commissariat Transport Staff of the army, they should work directly under the orders of the General Officers Commanding the Divisions within which their depôt is located, and particularly in regard to matters of transport resource regarding which the military authorities should have the fullest information. General Officers are primarily responsible for the efficiency of the transport in their commands, and also that the measures necessary for its expansion are carefully prepared. In matters regarding the scrutiny and compilation in a general form of transport resource statistics it will be of course necessary for the Deputy Commissary-General for Transport to be supplied with the fullest information, and this will be sent him by the depôt transport officer through the Deputy Commissary-General of the Circle in which the depôt is located.

13. In carrying out these instructions, officers of the transport staff will seek, through the General Officer Commanding, for the co-operation of the civil officers of districts, who alone can give such information as will enable carriage to be purchased or hired from the people with the least possible hardship to them consistent with providing for the necessities of the army. The records of the famine in Behar in 1874, where not less than 50,000 carts were worked successfully, show that the direct agency of the civil authorities is the true source from whence to obtain the assistance required; and to no less extent was this assistance required, and given, during the recent Afghan campaigns, the carriage for which was mainly obtained through the civil and not the commissariat agency. The establishments which can be obtained on an emergency for service with Government or hired carriage, and the capabilities of the area for the supply of gear and equipments, should be duly ascertained, and a list of contractors kept. Notes should be made as to the time in which certain quantities of saddles, blankets, carts, &c., could be supplied. All this information will be obtained through the civil authorities, but it will be the duty of the depot transport officers to cause statistics to be periodically referred for correction by the civil authorities, in order that the information so obtained may be reliable.

14. When it becomes necessary to purchase transport, this should be done under arrangements to be made by the General Officer Commanding in direct communication with the civil authorities of the surrounding districts. The time of sale should be duly advertised beforehand, and the requirements of the transport service should be fully set forth in regard to the number of animals, carts, and establishment required. Fair prices should be given for the various descriptions of animals, and the range of such prices will be set forth in accordance with the market rates for the time being.

15. Hired transport also will be engaged by the transport staff. The transport officer of the depot centre having made himself thoroughly conversant with the capabilities of his area for the supply of all descriptions of hired transport and attendants, will, when expansion of transport is determined on, be required to supply his quota of the whole in proportion to the capabilities of his area, and consistently with its position with reference to the operations about to be undertaken. If the amount of hired transport required is small, there will doubtless be little difficulty in obtaining it through the civil authorities, who should be called upon to send it into the depot centre in proper quotas as above and under existing rules. As the areas of which transport depots will be the centres will, however, in most instances, be large, it may be necessary to assemble the carriage required at convenient places within this area, and after it has been so assembled, it will be inspected and entertained or rejected according to its condition. Hire under present regulations may be granted to the owner of each rejected animal or cart assembled for the number of days taken in coming and returning to the place selected or to the depot centre. The rates under which hired transport will be taken up in time of war, disturbance, famine or any such condition under which it may be necessary to expand the transport now kept up and employ it within the frontier, will be the market rates for the time being, which should be duly published beforehand. Should it be necessary to employ such hired transport beyond the frontier or in foreign countries, the animals will be fed by Government, and the attendants supplied with such clothing as the conditions of the service to be undertaken may require. The recent expedition to Egypt has proved that followers, even for service across sea, can be readily obtained, provided liberal rates are offered, and the Government of India believe that if owners understand the general liberal conditions under which their carriage will be purchased or hired, when need occurs to tax the resources of the country, the amount of carriage required will be made available without resort to impressment.

16. The statistical returns of transport available, referred to hereafter, should include the probable capabilities of transport areas in regard to the supply of establishments required for transport animals on the expansion of the peace divisions of transport to a war establishment. The numbers required to complete

such divisions, camel, mule, and pony (pack and draught), and pack and draught bullock divisions, are clearly laid down in the transport tables, and the various classes of attendants required are also shown.

17. The scales and rates admissible to each class of followers entertained on the expansion of transport will be of two kinds—

- 1st.—For establishments entertained for service with Government or hired transport across the frontier, or on foreign service in time of war;
- 2nd.—For establishments entertained for service with hired transport within the frontier.

18. With regard to the first of these, the rates of pay must be determined by the nature of the service to be undertaken in each case, but the Government of India recognize the necessity for liberal rates, and such concessions in regard to free rations and clothing will be made as appears suitable and in accordance with precedent.

19. With regard to the second, the rates to be given will be the market rates of the time, with compensation for dearthness of provisions for men drawing less than Rs. 10 per mensem, and marching batta for all.

20. The scale for attendants has already been fixed in Military Department letter, No. 778-S.D., of the 13th July 1882, and it should be understood that divisions are not to be worked without their regulated proportion of attendants as therein laid down.

21. In entertaining followers, transport officers should endeavour to secure, as far as possible, the services of pensioned soldiers, or those who have served in the army, who are capable of undertaking the duties of petty officers, of camel-men, muleteers, and cart-drivers. These will be supplemented in time of war to whatever extent is practicable by native officers, non-commissioned officers and soldiers detailed for such duty under the orders of the Commander-in-Chief, so that the attendants, who have been hurriedly collected, may be brought at once under some degree of organization and discipline.

22. The required statistical information to be prepared by transport officers may usefully be supplemented by the compilation of a map of their transport areas after the manner detailed in the report of the late Controller-General of Supply and Transport, viz., the map "should show the names of the important towns and villages; below the name of each village should be a number in red ink. On reference to the corresponding figures shown in the (register) form, the approximate number and kind of carriage available from that particular village should be found. On this map circles should be described, the first showing that the distance within its radius is a day's march (not exceeding 15 miles) from the transport depot; the second, two days' march (not exceeding 30 miles); the third, three days' march (not exceeding 45 miles); and the fourth, four days' march (not exceeding 60 miles), and so on. In this way will be shown the probable number of vehicles, animals, &c., that may be expected to be procured for purchase or hire in time of need."

23. It is not to be expected that the required information can be rapidly obtained, or that it will be at first very exact; but there ought in time to be obtained a fairly accurate record and a very approximate knowledge of the resources of the various transport circles and their capabilities for the supply of carriage and establishments in time of need.

24. Regimental and staff officers are now often detached to make reconnaissances of the country surrounding the districts in which they are quartered, and a good deal of useful information in regard to transport may be compiled from such reports, which, it is understood, are filed in the District Quartermaster-General's Office.

25. In the system proposed by Colonel Low the transport areas include only military stations dependent on the depot for transport; but to enable the compilation of transport resources by districts to be fully carried out, the transport of each

circle should be detailed under the different civil districts comprised within the circle. This classification should be effected at an early date by the Deputy Commissary-General for Transport, so that the civil authorities concerned may be informed.

26. Great importance should be attached to the correct registration of public followers whenever they may be entertained with Government or hired carriage. The number once given to the man at the transport dépôt where he is entertained must be attached to all subsequent documents concerning him, such as his long roll, followers' ticket, acquittance roll, last-pay certificate, &c. Each transport

Rules regarding followers. Each transport dépôt will therefore have its own serial numbers abbreviated thus—

276	1370	249	179
Cal.	Agra	Allad.	Meerut.

And every follower should have a small brass badge bearing his general number to be worn on his arm or belt. This is what has been recently approved by Government for the permanent transport followers.

27. The forms, &c., required to be kept up by transport officers and the method of dealing with them are to be those referred to in paragraphs 344—58 of the Report of the Special Commissariat Committee—Transport Train; and these forms and rules will be supplied to dépôt transport officers by the Deputy Commissary-General for Transport, with such modifications or additions as he may consider necessary.

The subordinate civil agency, with which the dépôt transport officers will have directly to work, should, the Government of India consider, be that fixed by the civil authorities. The approximate numbers and descriptions of animals, carts, followers, &c., obtainable should be registered in such forms as will hereafter be supplied by the Deputy Commissary-General for Transport to all dépôt transport officers. A mohurir or writer will probably be required in each district for the purpose of noting the carriage therein maintained, and if such be found necessary, the expense will be defrayed as a military charge. The mohurirs, it is thought, might, with the approval of the civil authorities, attend the transport officers in order to show, when called upon to do so, the value of the notes which have been prepared. But the employment of these mohurirs will not be sanctioned unless, in the opinion of the civil authorities, they are considered to be absolutely necessary; the less any new agency is introduced, the better for the system, for it is almost certain that liberal prices will produce carriage, and the valuable and willing aid of district officers will ensure its approximate registration.

28. It is manifest that, for the success of the proposed system of compiling accurate information in regard to transport resources and expansion of transport, the cordial co-operation of the civil authorities is very necessary. Much time and labor will be involved in carrying it out, but success is to be looked for only from the existing civil agency. It should be borne in mind that the interests of the State are involved, as a whole, in a complete organization of the kind here contemplated; for not only will the mobility of the army be thereby secured, but a knowledge will be obtained also of the localities from whence large quantities of carriage can be secured for the transportation of food in case of scarcity or famine. The impression of carriage under circumstances of great hardship to the people, which has heretofore been necessary, needs also to be reformed; it may be hoped that the introduction of a methodical record of transport resources will result in a more proportionate pressure being placed on districts when time of need renders it necessary to tax the resources of the country.

The Government of India look, therefore, for the hearty co-operation of the civil officers of districts in carrying out the views herein expressed; they will be prepared to receive any suggestions calculated to facilitate the working of the proposed new system of army transport. A copy of this letter and of the papers embodying the new system, as recently introduced in India, will be circulated for the consideration of all concerned.

No. 572-D.

Copies of the above and of its enclosures forwarded for information to the Secretary to the Government of Madras, Military Department.

(By Order.)

FORT WILLIAM,
29th March 1883.

(Signed)

E. COLLEN, Captain,
Offg. Secy. to the Govt. of India.

No. 197.

ORDER THEREON, 19th April 1883, No. 2256.

Communicated for the information of His Excellency the Commander-in-Chief and the Commissary-General in continuation of Proceedings of Government, No. 5254, dated 4th October 1882, and for guidance.

2. Also to the several Departments of the Secretariat with reference to the remarks in paragraph 12 *et seq.* in view to the hearty co-operation of the civil officers of districts being secured in the carrying out of the instructions of the Government of India.

3. The Government will be glad to consider any suggestions calculated to facilitate the working of the proposed new system of Army Transport in this Presidency.

(True Extract.)

(Signed) E. L. HANKIN, Colonel,
Secretary to Government.

To the Quartermaster-General.

- " Adjutant-General.
- " Commissary-General.
- " Inspector-General of Ordnance.
- " Surgeon-General, Her Majesty's Forces.
- " Surgeon-General with the Government of Madras.
- " Controller of Military Accounts.
- " Public Department.
- " Revenue Department.
- " Public Works Department.

Exd. T. O'Connor.

Govt. of (1883) Madras.

MILITARY.

To
THE QUARTERMASTER-GENERAL,
&c., &c., &c.

Dated April, 19th.

Issued

Recd.

Encl.

G.O., 19th April 1883, No. 2256.

No. 1408 Waf. 12th May/83

APRIL.

Nos. 196-197.

Communicated to
the officers of the P. W. Dept.
who will give the military authorities
the necessary assistance in their
powers in the direction indicated

Res
C. E. for Ryp.

Commissariat Department—
Transport.

Orders of the Government of India on the
subject of the expansion of Army Transport,
communicated to departments concerned for any
suggestions calculated to facilitate the working
of the scheme.

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14. When it becomes necessary to purchase transport, this should be done under arrangements to be made by the General Officer Commanding in direct communication with the civil authorities of the surrounding districts. The time of sale should be duly advertised beforehand, and the requirements of the transport service should be fully set forth in regard to the number of animals, carts, and establishment required. Fair prices should be given for the various descriptions of animals, and the range of such prices will be set forth in accordance with the market rates for the time being.

15. Hired transport also will be engaged by the transport staff. The transport officer of the depot centre having made himself thoroughly conversant with the capabilities of his area for the supply of all descriptions of hired transport and attendants, will, when expansion of transport is determined on, be required to supply his quota of the whole in proportion to the capabilities of his area, and consistently with its position with reference to the operations about to be undertaken. If the amount of hired transport required is small, there will doubtless be little difficulty in obtaining it through the civil authorities, who should be called upon to send it into the depot centre in proper quotas as above and under existing rules. As the areas of which transport depôts will be the centres will, however, in most instances, be large, it may be necessary to assemble the carriage required at convenient places within this area, and after it has been so assembled, it will be inspected and entertained or rejected according to its condition. Hire under present regulations may be granted to the owner of each rejected animal or cart assembled for the number of days taken in coming and returning to the place selected or to the depot centre. The rates under which hired transport will be taken up in time of war, disturbance, famine or any such condition under which it may be necessary to expand the transport now kept up and employ it within the frontier, will be the market rates for the time being, which should be duly published beforehand. Should it be necessary to employ such hired transport beyond the frontier or in foreign countries, the animals will be fed by Government, and the attendants supplied with such clothing as the conditions of the service to be undertaken may require. The recent expedition to Egypt has proved that followers, even for service across sea, can be readily obtained, provided liberal rates are offered, and the Government of India believe that if owners understand the general liberal conditions under which their carriage will be purchased or hired, when need occurs to tax the resources of the country, the amount of carriage required will be made available without resort to impressment.

16. The statistical returns of transport available, referred to hereafter, should include the probable capabilities of transport areas in regard to the supply of establishments required for transport animals on the expansion of the peace divisions of transport to a war establishment. The numbers required to complete

such divisions, camel, mule, and pony (pack and draught), and pack and draught bullock divisions, are clearly laid down in the transport tables, and the various classes of attendants required are also shown.

17. The scales and rates admissible to each class of followers entertained on the expansion of transport will be of two kinds—

- 1st.—For establishments entertained for service with Government or hired transport across the frontier, or on foreign service in time of war;
- 2nd.—For establishments entertained for service with hired transport within the frontier.

18. With regard to the first of these, the rates of pay must be determined by the nature of the service to be undertaken in each case, but the Government of India recognize the necessity for liberal rates, and such concessions in regard to free rations and clothing will be made as appears suitable and in accordance with precedent.

19. With regard to the second, the rates to be given will be the market rates of the time, with compensation for dearness of provisions for men drawing less than Rs. 10 per mensem, and marching batta for all.

20. The scale for attendants has already been fixed in Military Department letter, No. 778-S.D., of the 13th July 1882, and it should be understood that divisions are not to be worked without their regulated proportion of attendants as therein laid down.

21. In entertaining followers, transport officers should endeavour to secure, as far as possible, the services of pensioned soldiers, or those who have served in the army, who are capable of undertaking the duties of petty officers, of camel-men, muleteers, and cart-drivers. These will be supplemented in time of war to whatever extent is practicable by native officers, non-commissioned officers and soldiers detailed for such duty under the orders of the Commander-in-Chief, so that the attendants, who have been hurriedly collected, may be brought at once under some degree of organization and discipline.

22. The required statistical information to be prepared by transport officers may usefully be supplemented by the compilation of a map of their transport areas after the manner detailed in the report of the late Controller-General of Supply and Transport, viz., the map "should show the names of the important towns and villages; below the name of each village should be a number in red ink. On reference to the corresponding figures shown in the (register) form, the approximate number and kind of carriage available from that particular village should be found. On this map circles should be described, the first showing that the distance within its radius is a day's march (not exceeding 15 miles) from the transport depot; the second, two days' march (not exceeding 30 miles); the third, three days' march (not exceeding 45 miles); and the fourth, four days' march (not exceeding 60 miles), and so on. In this way will be shown the probable number of vehicles, animals, &c., that may be expected to be procured for purchase or hire in time of need."

23. It is not to be expected that the required information can be rapidly obtained, or that it will be at first very exact; but there ought in time to be obtained a fairly accurate record and a very approximate knowledge of the resources of the various transport circles and their capabilities for the supply of carriage and establishments in time of need.

24. Regimental and staff officers are now often detached to make reconnaissances of the country surrounding the districts in which they are quartered, and a good deal of useful information in regard to transport may be compiled from such reports, which, it is understood, are filed in the District Quartermaster-General's Office.

25. In the system proposed by Colonel Low the transport areas include only military stations dependent on the depot for transport; but to enable the compilation of transport resources by districts to be fully carried out, the transport of each

circle should be detailed under the different civil districts comprised within the circle. This classification should be effected at an early date by the Deputy Commissary-General for Transport, so that the civil authorities concerned may be informed.

26. Great importance should be attached to the correct registration of public followers whenever they may be entertained with Government or hired carriage. The number once given to the man at the transport depôt where he is entertained must be attached to all subsequent documents concerning him, such as his long

roll, followers' ticket, acquittance roll, last-pay certificate, &c. Each transport depôt will therefore have its own serial numbers abbreviated thus—

276	1370	249	179
—	—	—	—, &c.
Cal.	Agra	Allad.	Meerut.

And every follower should have a small brass badge bearing his general number to be worn on his arm or belt. This is what has been recently approved by Government for the permanent transport followers.

27. The forms, &c., required to be kept up by transport officers and the method of dealing with them are to be those referred to in paragraphs 344—58 of the Report of the Special Commissariat Committee—Transport Train; and these forms and rules will be supplied to depôt transport officers by the Deputy Commissary-General for Transport, with such modifications or additions as he may consider necessary.

The subordinate civil agency, with which the depôt transport officers will have directly to work, should, the Government of India consider, be that fixed by the civil authorities. The approximate numbers and descriptions of animals, carts, followers, &c., obtainable should be registered in such forms as will hereafter be supplied by the Deputy Commissary-General for Transport to all depôt transport officers. A mohurir or writer will probably be required in each district for the purpose of noting the carriage therein maintained, and if such be found necessary, the expense will be defrayed as a military charge. The mohurirs, it is thought, might, with the approval of the civil authorities, attend the transport officers in order to show, when called upon to do so, the value of the notes which have been prepared. But the employment of these mohurirs will not be sanctioned unless, in the opinion of the civil authorities, they are considered to be absolutely necessary; the less any new agency is introduced, the better for the system, for it is almost certain that liberal prices will produce carriage, and the valuable and willing aid of district officers will ensure its approximate registration.

28. It is manifest that, for the success of the proposed system of compiling accurate information in regard to transport resources and expansion of transport, the cordial co-operation of the civil authorities is very necessary. Much time and labor will be involved in carrying it out, but success is to be looked for only from the existing civil agency. It should be borne in mind that the interests of the State are involved, as a whole, in a complete organization of the kind here contemplated; for not only will the mobility of the army be thereby secured, but a knowledge will be obtained also of the localities from whence large quantities of carriage can be secured for the transportation of food in case of scarcity or famine. The impression of carriage under circumstances of great hardship to the people, which has heretofore been necessary, needs also to be reformed; it may be hoped that the introduction of a methodical record of transport resources will result in a more proportionate pressure being placed on districts when time of need renders it necessary to tax the resources of the country.

The Government of India look, therefore, for the hearty co-operation of the civil officers of districts in carrying out the views herein expressed; they will be prepared to receive any suggestions calculated to facilitate the working of the proposed new system of army transport. A copy of this letter and of the papers embodying the new system, as recently introduced in India, will be circulated for the consideration of all concerned.

No. 572-D.

Copies of the above and of its enclosures forwarded for information to the Secretary to the Government of Madras, Military Department.

(By Order.)

FORT WILLIAM,
29th March 1883.

(Signed) E. COLLEN, Captain,
Offg. Secy. to the Govt. of India.

No. 197. ORDER THEREON, 19th April 1883, No. 2256.

Communicated for the information of His Excellency the Commander-in-Chief and the Commissary-General in continuation of Proceedings of Government, No. 5254, dated 4th October 1882, and for guidance.

2. Also to the several Departments of the Secretariat with reference to the remarks in paragraph 12 *et seq.* in view to the hearty co-operation of the civil officers of districts being secured in the carrying out of the instructions of the Government of India.

3. The Government will be glad to consider any suggestions calculated to facilitate the working of the proposed new system of Army Transport in this Presidency.

(True Extract.)

(Signed) E. L. HANKIN, Colonel,
Secretary to Government.

To the Quartermaster-General.

- " Adjutant-General.
- " Commissary-General.
- " Inspector-General of Ordnance.
- " Surgeon-General, Her Majesty's Forces.
- " Surgeon-General with the Government of Madras.
- " Controller of Military Accounts.
- " Public Department.
- " Revenue Department.
- " Public Works Department.

Exd. T. O'Connor.

Govt. of (1883) Madras.

MILITARY.

To
THE QUARTERMASTER-GENERAL,
&c., &c., &c.

Dated April, 19th.

Issued

Recd.

Encl.

G.O., 19th April 1883, No. 2256.

hs. 1408 Recd. 12th May 1883

APRIL.

Nos. 196-197.

*communicated
to the officers of the P.W.D. who
will give the military authorities every
assistance in their power in
the direction indicated*

*of C.B. &c.
for Rep.*

Commissariat Department—
Transport.

Orders of the Government of India on the subject of the expansion of Army Transport, communicated to departments concerned for any suggestions calculated to facilitate the working of the scheme.

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

19th April 1883, No. 2256.

Commissariat Department—Transport.

Read the following paper:—

No. 196. From Colonel G. CHESNEY, Secretary to the Government of India, Military Department, to the Commissary-General, Bengal; dated Fort William, 29th March 1883, No. 572-D.

Commissariat Department—Transport.

With reference to the marginally-cited correspondence, I am directed to forward, for your information and for the guidance of the Deputy Commissary-General for Transport, the following orders of the Government of India on the subject of expansion of army transport. The sanction of Her Majesty's Government having been accorded to the transport system as tentatively introduced into the three Presidencies during the past year, and the organization of a permanent transport establishment for service in peace-time being now in course of progress, the time has arrived for considering what arrangements should be provided for securing the ready expansion of the transport of the army for active service.

2. Colonel Low, who has taken the principal part in the introduction of the new system, has proposed a method of registration of carriage suitable for army transport, the owners to be paid retaining fees during peace-time under an engagement to furnish the animals when required for active service. The correspondence marginally cited, received from the Punjab Government, No. 145-1499, dated 28th April 1882, with enclosures. Government of the Punjab, to whom Colonel Low's proposals were referred,

shows that the general opinion is against such a measure, which would be very costly, and might after all not furnish a satisfactory result when put in operation. Great weight must be given to the opinions of the various civil officers in the Punjab who were selected to advise in the matter, due to their special knowledge of the subject, and to the practical experience gained by them during the Afghan war in the collection of carriage in their various districts for despatch to the front during a time of exceptional pressure. These views, moreover, coincide to a great extent with those recorded in the report of the Special Commission on the Organization of the Army, based on opinions recorded by officers of great transport experience attained in the field and elsewhere.

3. The Government of India consider that, rather than attempt to introduce a costly system of registration and retaining fees, which after all may prove inoperative, it will be better to trust to the ordinary action of demand and supply, believing that the transport required for army purposes, if available in a district,

will be always forthcoming in time of war, provided that fairly liberal rates are offered. The resources of the country have always proved sufficient for the purpose on past occasions; what seems now most needed is to lay down beforehand the procedure to be adopted in obtaining carriage, keeping in view as an important part of the arrangements that the pressure on the resources of the country arising from the demand for army transport should be, as far as possible, equally and fairly distributed.

4. With regard, in the first place, to the question whether transport animals should be purchased or hired, the Commander-in-Chief's opinion is on record before Government, that whilst it is a mistake to suppose that hired transport cannot be depended on for foreign service, yet, for work across the frontier or in foreign countries, Government, or the regular Military transport, is preferable, and should, as far as possible, be used. Concurring in this view, the Government of India consider that in any large military operation the permanent transport available should be first employed, being replaced in its respective circles by hired transport; and that, speaking generally, when more transport is required beyond the frontier, it should, as far as may be possible, be purchased outright, instead of being hired. The use of hired cattle should usually be limited to transport work within the frontier. For foreign service, purchased transport is in the end usually cheaper than hired, and much more efficient.

5. In time of war, therefore, hired transport, as far as the exigencies of the service permit, should be employed only below the base or within the frontiers of India.

6. The agency for the purchase or hiring of transport animals on the demand for active operations will be the transport department. This department is distributed in depôts throughout the country, each depôt containing a peace establishment of officers, non-commissioned officers, and attendants, also a certain number of transport animals, and will be supplied eventually with a stock of spare carts, gear, &c., sufficient for an expansion of that number. These depôts also supply the animals, equipments, and attendants necessary for the regimental transport in the commands to which the depôts belong and the out-stations dependent on them.

7. Transport centres will ordinarily have to obtain carriage under the following conditions:—

I.—*In time of Peace*—(a) to make good deficiencies in the permanent establishment of carriage which it has been decided to keep up. This description of transport will generally be mules, camels, ponies, or bullocks.

(b) By hire under existing rules. Carriage so required will either be permanently hired in place of the movable columns which have been abolished, or it will be entertained for employment with the troops in course of reliefs, or for the movement of small bodies of troops in the districts. The mode of collection and payment of such carriage will be as hitherto, and it will not be employed further away from its own district than is absolutely necessary. The description of such carriage will ordinarily be camels, country carts, and bullocks.

Whenever the feeding of the hired cattle is undertaken by the transport department, the attendants should be hired at fixed rates, the terms given as to pay, clothing, and rations being clearly defined at the time of engagement.

II.—*In time of War*—(a) by voluntary sale to Government for the purpose of expanding the permanent transport service, which only for the future shall be, as a rule, employed across the frontiers or in foreign countries, as was recently the case in Egypt. The method of such purchase will be hereafter detailed, and the description of carriage required will depend on the service to be undertaken.

(b) By hire for employment with the troops within the frontiers or below the base of operations.

8. After a fairly accurate statement of the resources of the various districts has been made, it should be the endeavour of the agency which hires the carriage to obtain it in succession from the following classes, with due regard to the

exigencies of the service and to the degree of inconvenience which may result from a sudden call for such carriage:—

- (i) that ordinarily kept for the purposes of hire;
- (ii) that kept by baniahs and others for the purpose of trade;
- (iii) that kept by agriculturists for their land, &c.

9. The experience gained during past campaigns shows that the hiring of animals during war is liable to abuse; and whether the service for the future be undertaken within the frontiers or beyond it, every endeavour should be made to lessen, as much as possible, the hardship necessarily inflicted by the collection of carriage in large quantities.

10. The system hitherto in force has been to obtain carriage, particularly camels and bullocks, either by contract or through chowdries; but both systems are open to objection. The contract system has been recently proved to have resulted in widespread fraud, and the chowdrie system, while involving oppression, failed in procuring the necessary amount of transport. Rapid mobilisation of carriage under either system was almost an impossibility; and under both systems chowdries and contractors accumulated large sums at the expense of the State and of the real owners of carriage. Under the movable column system now abolished, a quantity of unorganized hired transport was maintained in the various military stations throughout the country for the movement of troops in case of disturbance or epidemics, but this carriage was not capable of collection and utilization beyond the local district; it was rarely made use of, and involved a degree of expense disproportioned to its general utility.

11. In place of this imperfect, and in war time costly practice, it is now desired to substitute a more methodical system, to be carried out by the transport department with the aid of the civil authority. To this end it is necessary that the transport officers should make themselves thoroughly acquainted beforehand with the resources of the country, so as to be ready to avail themselves at once of the transport procurable when the emergency arises.

12. No definite method is in force at present for ascertaining these resources. The resource books of the Commissariat Department, as a rule, contain information only in regard to contractors and chowdries, and not in regard to the carriage available in the various circles. The appointment of a permanent transport staff, however, will now permit of a methodical record of statistical information on this head, and the duty of compiling such returns should accordingly be now undertaken by the officers of the transport staff for their respective circles. This duty, however, should be carried out under the instructions of the General Officers Commanding the Divisions in which the depôt centre is situated, and it should be distinctly understood that depôt transport officers are to officially communicate with the civil authorities through the General Officer only. Demi-official inquiries may be made direct on unimportant matters, and the utmost cordiality should always subsist between transport officers and the civil authorities. The relations of the officers of the Commissariat Transport Department to the military authorities are clearly laid down in the communication

Military Department, No. 315-S.D., dated the 19th May 1882, to the Quartermaster-General in India.

marginally cited, and it is sufficient here to observe that although depôt transport officers are officers of the Com-

missariat Transport Staff of the army, they should work directly under the orders of the General Officers Commanding the Divisions within which their depôt is located, and particularly in regard to matters of transport resource regarding which the military authorities should have the fullest information. General Officers are primarily responsible for the efficiency of the transport in their commands, and also that the measures necessary for its expansion are carefully prepared. In matters regarding the scrutiny and compilation in a general form of transport resource statistics it will be of course necessary for the Deputy Commissary-General for Transport to be supplied with the fullest information, and this will be sent him by the depôt transport officer through the Deputy Commissary-General of the Circle in which the depôt is located.

13. In carrying out these instructions, officers of the transport staff will seek, through the General Officer Commanding, for the co-operation of the civil officers of districts, who alone can give such information as will enable carriage to be purchased or hired from the people with the least possible hardship to them consistent with providing for the necessities of the army. The records of the famine in Behar in 1874, where not less than 50,000 carts were worked successfully, show that the direct agency of the civil authorities is the true source from whence to obtain the assistance required; and to no less extent was this assistance required, and given, during the recent Afghan campaigns, the carriage for which was mainly obtained through the civil and not the commissariat agency. The establishments which can be obtained on an emergency for service with Government or hired carriage, and the capabilities of the area for the supply of gear and equipments, should be duly ascertained, and a list of contractors kept. Notes should be made as to the time in which certain quantities of saddles, blankets, carts, &c., could be supplied. All this information will be obtained through the civil authorities, but it will be the duty of the dépôt transport officers to cause statistics to be periodically referred for correction by the civil authorities, in order that the information so obtained may be reliable.

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23. It is not to be expected that the required information can be rapidly obtained, or that it will be at first very exact; but there ought in time to be obtained a fairly accurate record and a very approximate knowledge of the resources of the various transport circles and their capabilities for the supply of carriage and establishments in time of need.

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28. It is manifest that, for the success of the proposed system of compiling accurate information in regard to transport resources and expansion of transport, the cordial co-operation of the civil authorities is very necessary. Much time and labor will be involved in carrying it out, but success is to be looked for only from the existing civil agency. It should be borne in mind that the interests of the State are involved, as a whole, in a complete organization of the kind here contemplated; for not only will the mobility of the army be thereby secured, but a knowledge will be obtained also of the localities from whence large quantities of carriage can be secured for the transportation of food in case of scarcity or famine. The impressment of carriage under circumstances of great hardship to the people, which has heretofore been necessary, needs also to be reformed; it may be hoped that the introduction of a methodical record of transport resources will result in a more proportionate pressure being placed on districts when time of need renders it necessary to tax the resources of the country.

The Government of India look, therefore, for the hearty co-operation of the civil officers of districts in carrying out the views herein expressed; they will be prepared to receive any suggestions calculated to facilitate the working of the proposed new system of army transport. A copy of this letter and of the papers embodying the new system, as recently introduced in India, will be circulated for the consideration of all concerned.

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29th March 1883.

(Signed) E. COLLEN, Captain,
Offg. Secy. to the Govt. of India.

No. 197. ORDER THEREON, 19th April 1883, No. 2256.

Communicated for the information of His Excellency the Commander-in-Chief and the Commissary-General in continuation of Proceedings of Government, No. 5254, dated 4th October 1882, and for guidance.

2. Also to the several Departments of the Secretariat with reference to the remarks in paragraph 12 *et seq.* in view to the hearty co-operation of the civil officers of districts being secured in the carrying out of the instructions of the Government of India.

3. The Government will be glad to consider any suggestions calculated to facilitate the working of the proposed new system of Army Transport in this Presidency.

(True Extract.)

Mammichy
For Secretary to Government,
Mily. Dept.

To the Quartermaster-General.
" Adjutant-General.
" Commissary-General.
" Inspector-General of Ordnance.
" Surgeon-General, Her Majesty's Forces.
" Surgeon-General with the Government of Madras.
" Controller of Military Accounts.
" Public Department.
" Revenue Department.
" Public Works Department.

Exd. T. O'Connor.

P.W.C. No 3637

Govt. of (1883) Madras.

MILITARY.

To
THE QUARTERMASTER-GENERAL,
&c., &c., &c.

49 L.C.

Dated April, 19th.

Issued

Recd. 30/4/83 Encl.

G.O., 19th April 1883, No. 2256.

APRIL.

Nos. 196-197.

No 1408 Wd 12th - 5-83

2 Copies to Collyer 17-5-83

Commissariat Department—
Transport.

Orders of the Government of India on the
subject of the expansion of Army Transport,
communicated to departments concerned for any
suggestions calculated to facilitate the working
of the scheme.

With orders

Encl. in Receipt Rep.

No 1408 Wd 12th May 83

P.

Communicated
to the officers of the
P.W. Dept who will
give the necessary an-
swers to the questions
in their power in the
direction indicated.

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Suply Engrs ✓
Suply Engrs
Comdg Engrs for Ryo.
Comdg Engrs
4/5 12/5
12/5