Dec 10788

Gobt. of {1885} Madras.

MILITARY.

To

THE COMMISSARY-GENERAL,
&c., &c., &c.

SECRETARIAT TO GOVERNMENT
14 DEC
MILITARY DEPARTMENT

Dated December, 10th.

Issued

Recd. 14/12/85 *Encl.*

G.O., 10th December 1885, No. 7046.

DECEMBER.
Nos. 104—106.

Field Operations—Burma.

Orders passed on a report submitted by the Commissary-General in connection with the despatch of provisions, &c., for the Burma Expeditionary Force.

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

10th December 1885, No. 7046.

Field Operations—Burma.

Read the following paper :—

No. 104. *From Colonel H. P. HAWKES, Officiating Commissary-General, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Madras, 27th November* 1885, *No.* 5449.

The despatch from Madras of a force consisting of 1,080 British Troops, 5,000 Native Soldiers, 4,050 followers, 175 horses and 838 pack bullocks would not under ordinary circumstances have called for any special report; but as the embarkation of these troops to join the Burma Expeditionary Force was attended with certain difficulties in consequence of the want of suitable accommodation, I have the honor to bring these inconveniences to the notice of Government.

Officers	180
British Troops	1,080
Native Troops	5,000
Followers	1,700
C. Followers	2,350
Horses	175
Bullocks	838

2. *Store-godowns.*—The correspondence published with Proceedings of Government, No. 6,251, dated 16th December 1884, shows that, with the exception of the so-called "granary," the Commissariat Department at Madras now possesses absolutely no accommodation which could be used in equipping an expedition. The old timber depôt on the beach in which most of the preparations for embarking troops were formerly carried on is now no more, the site having been taken from us and used to build the Post and Telegraph Offices.

3. The proposal made in the correspondence above alluded to to hire the Railway station could not be carried out. It will be seen in Proceedings of Government, No. 6251, of 1884, that the Railway Authorities stipulated for a month's notice before the building could be handed over, whilst from the date of first receipt of orders (22nd October) till the date of sailing of the first transport (*Secundra* 1st November) only ten days elapsed. Moreover the terminus is not within harbour limits and is too far from the pier (the general shipping centre) to be of much use when great rapidity is essential.

4. *Store and Shipping Depôt.*—Everything had therefore to be extemporized at the shortest notice. Captain Taylor, R.N.R., Master Attendant, was good enough to allow me to select a site within the harbour enclosure, on which two temporary sheds, each about 125 feet long by 40 feet wide and 27 feet in height, were at once commenced, and by working night and day the first shed was finished on the night of Monday the 26th of October, and the second on Wednesday the 28th idem.

5. These sheds, though only constructed of casuarina poles and bamboos and thatched with cocoanut leaves, have proved to be watertight; but if the margin of the

cyclone which touched Madras on Sunday had been accompanied by high wind as well as by heavy rain, such fragile structures could scarcely have withstood the elements, and we might have found ourselves, at a few minutes' notice, with ruined sheds and with the whole of the provisions collected for the expedition irretrievably damaged.

6. One of these sheds (the "receiving" shed) was devoted to the reception of all stores brought in by contractors and others. Here they were opened, examined by a Medical Officer, passed by a Committee of Native Officers, cleaned, weighed, and bagged.

7. As fast as the "shipping lists" of provisions could be made out, the bags were transferred to the second (or "*issue*") shed, where they were arranged according to the ships for which they were intended, and there remained till shipped.

8. When work first commenced these two sheds seemed likely to be more than equal to our requirements, but as stores continued to come in, the sheds were considerably overcrowded and large quantities of provisions had to be left outside, at least one-fourth more covered space would have been desirable.

9. In the midst of our operations the heavy rainfall passed from the beach road through the second shed and obliged us to extemporize a temporary flooring of railway iron and loose planks, which fortunately happened to be at hand.

10. These two sheds and an adjoining office placed at our disposal by the Master Attendant were lighted by the electric light and were also connected by telephone with my office.

11. Lieutenant-Colonel Bruce was in charge of the whole of this "store and shipping" depôt, and was assisted by Lieutenant Hutchins and Honorary Lieutenant and Deputy Assistant Commissary C. Stone and other officers.

12. The provisions and reserve stock were ready for the whole of the transports two full days before the first ship started.

13. *Stores of other departments.*—In my letter to Government, No. 7899, dated 27th March 1884, published in Proceedings of Government, No. 6251, dated 16th December 1884, I accepted the responsibility of shipping the stores of all other Military Departments in accordance with the practice in Bengal and Bombay. This promise was made in the confident expectation that the construction of the required store accommodation would be duly sanctioned. An application was accordingly made by this Government to the Government of India for the necessary funds, but these were not allotted, as it was thought that "the port of Madras is one from which an expedition would rarely have to be embarked."

14. The only available accommodation for the reception of the large quantities of valuable stores sent for the expedition by the Ordnance, Camp Equipage and Medical Store Departments was, therefore, an old gram godown and three sheds, most of them already partly filled with the normal allotment of stores kept up by this Department.

15. Endeavors were nevertheless made to carry out the procedure obtaining in the other Presidencies, and all stores for the Medical Department were put on board by this office, but it was soon seen that an attempt to ship the numerous and valuable ordnance stores from such an unsuitable locality would have been impracticable and attended with the greatest inconvenience to all parties concerned. I therefore asked the Inspector-General of Ordnance to adhere to the practice hitherto in force at Madras and to arrange for the shipment of his own stores. The rule, however, that the stores of all Departments should be shipped by the Commissariat Department is a good one, and could be carried out without difficulty if only suitable accommodation could be provided.

16. *Provisioning the Transports.*—At noon on the 31st October the first transport the *Secundra* was ready to receive provisions. These were shipped before dark, and she left early the next morning for Masulipatam and Vizagapatam to embark a Detachment of the Cooly Corps and to take them across to Rangoon.

17. On Tuesday the 3rd instant the *Clive*, *Tenasserim* and *Nevassa* arrived in the early morning. The shipment of provisions and reserve stock was immediately commenced, and all three transports left the same evening.

18. On Wednesday the 4th November the *Empress of India* and the *Adowa* arrived and were completed with provisions in two and-a-half hours, and left the same day.

19. On Thursday the 5th November the *Nur Jehan* which had arrived the day before and the *Bhundara* were completed in about the same time, and despatched the same day.

20. On Friday the *Canning*, the last of the transports which had arrived at dusk the previous evening, was completed and left at 2 P.M.

21. Four of the transports having been sent back from Rangoon, the second phase of the preparations for the Burma Expeditionary Force commenced on the 19th November. At noon on this date the *Canning* was ready to receive provisions, which, together with a large quantity of reserve stores, were shipped the same day; 172 horses of a Squadron of 2nd Light Cavalry were embarked next morning, and she sailed at 4-40 P.M.

22. The *Goalpara* arrived on the 19th November; 164 bullocks and provisions for 613 coolies were shipped, and she sailed next day for Vizagapatam to embark the last Detachment of the Cooly Corps.

23. The *Bhundara* was commenced on the 21st November; 367 bullocks with attendants were shipped, and she left next day.

24. The *Adowa* was commenced on the 22nd November. She took on board 307 bullocks with attendants and large quantities of reserve stock, and sailed next day. The *Nur Jehan* arrived at 8 A.M. on the 21st; provisions for a Regiment of Bombay Infantry going from Vingorla to Bombay were shipped in two and-a-half hours, and she left at 5 P.M. the same day.

25. *Hospital Equipment.*—The work of preparing the large quantity of hospital equipment required for the expedition was seriously impeded by the heavy rain which flooded the godowns of the Storekeeper-General in which the equipment was being collected, and damaged a quantity of stores already got together for shipment. This has been already reported to Government in my No. 4865, dated 5th November 1885, and an urgent request for immediate repairs and alterations made.

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27. Major Clark-Kennedy was indefatigable in his endeavors to get the number required, and his difficulties may be best gauged by the following figures:—

Number of men collected and sent with rolls to be medically inspected	649
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Actually inspected by the Doctor	550
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Net number of men who signed the agreement and received advances of pay, clothing, &c.	287
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28. *Field Service Kit.*—The provision of the special field service kit prescribed for this expedition caused us some little anxiety. The custom for years past has been to prescribe a new scale of service kit for every expedition. The scales for Suakin, Quetta, and Burma are contrasted in the accompanying comparative statement. The inconvenience of this system can readily be imagined. No preparations can be made beforehand, and it was not until the 22nd October that the scale of kit was telegraphed to us.

29. In the whole of the Madras market there were not a hundred yards of suitable flannel; all had to be ordered by telegram and procured by passenger train from Bombay. Nevertheless by working day and night, the following numbers were made up and supplied :—

	No.
Jerseys	12,966
Flannel belts	13,708

The Army Clothing Department prepared for us 6,700 serge putties at short notice.

30. All blankets issued to troops in this Presidency are made at Cawnpore; every attempt to get them manufactured at Bangalore and elsewhere has been always unsuccessful. The Commissary-General-in-Chief was accordingly asked to procure 4,900 blankets in Bengal, and to send them direct from Calcutta to Rangoon to meet the troops on their arrival.

31. Large quantities of followers' clothing, which had been prepared for men under orders to Quetta, were called in, and all followers were equipped before embarkation.

32. *Lime Juice.*—In order to ensure the purity of this important anti-scorbutic, the whole of the supply sent with the troops was made departmentally by the Storekeeper-General under European supervision, and with the assistance of special men lent by the Principal Medical Storekeeper. Some idea of the large quantities of fresh limes used will be gathered from the fact that it required 70,000 limes to make 200 gallons of lime juice. Fresh limes were collected from all parts of the country and brought down by rail.

33. *Stores from other Presidencies.*—The Commissary-General-in-Chief was good enough to authorise the Bengal Commissariat to supply the following articles :—

Biscuit	Lb.	100,000
Blankets	No.	4,900
Sheep (weekly)	"	800
Amchur (anti-scorbutic) (monthly)	Lb.	4,000
Lime juice	Galls.	1,500

34. The Commissary-General, Bombay, arranged for the following supplies :—

	LB.
Biscuit	100,000
Salt beef	9,000
Salt pork	6,000

35. Our own arrangements for the supply of biscuit and bread-material were rendered more than usually difficult by the fact already reported to Government that our new boiler has long been lying (and still remains) in the Bakery compound for want of the small sum (Rs. 415) required to seat it in its place over the furnace. We have also no biscuit machinery of any sort, and the biscuits we turn out, though perfectly good and wholesome, do not look so well as biscuit made by suitable machinery, and are too hard.

36. I trust I may be permitted to take this opportunity of acknowledging the cordial and ready assistance afforded to the Commissariat by all with whom the recent operations have thrown us in contact. Our special acknowledgments are due to Captain Taylor, R.N.R., Master Attendant, for granting us a very convenient site for our sheds and for giving us the loan of two permanent buildings belonging to the port trust. His Boat Overseer, Audenarraidoo, was indefatigable in his

efforts to meet the wants of the Department as regards boats for shipping provisions and reserve stock.

37. To S. D. Simpson, Esq., Acting Deputy Commissioner of Police, our warmest thanks are due. From the earliest hours in the morning till late at night he was constantly in and out of the "store and shipping depôt" keeping order among the workmen, assisting us in meeting urgent demands for skilled labor, and in many other ways.

38. The ready loan of the electric light by G. T. Mackenzie, Esq., President of the Municipal Commission, relieved us of one of our greatest difficulties, and enabled us to carry on work by night as well as by day, whenever this was found to be necessary.

39. The rapid collection, preparation and shipment of the provision and reserve stock for eight transports, all arriving and sailing within four days, is the best proof of the energy of Lieutenant-Colonel Bruce, the Principal Commissariat Officer at the port of embarkation, whilst Colonel Berkeley has made equally efficient arrangements at Rangoon for the river transport of the expedition.

40. We are greatly indebted to H. G. Turner, Esq., C.S., Collector of Vizagapatam, for the invaluable assistance afforded in collecting a very large number of coolies at very short notice. The transport allotted for the Burma Expeditionary Force consists solely of coolies, and the cordial co-operation of the Collector of Vizagapatam has relieved this Department of much anxiety regarding an establishment essential to the success of Military operations in Burma.

41. I may also add that W. A. Happell, Esq., C.S., late Collector at Masulipatam, afforded similar aid a few months ago in procuring bearers for Quetta.

42. The Inspector-General of Ordnance was good enough to authorise the Superintendent, Gun Carriage Manufactory, to assist us in fitting up several transports for the conveyance of pack cattle. This was done in a marvellously rapid manner. Notice was only given to Colonel McLeod at 9 A.M. on the 20th that the *Bhundara* was ready. By noon the work was commenced and continued through the night up till 9 A.M. next day, when the 369 stalls were reported completed. The 306 fittings for the *Adowa* were commenced at noon on the 21st and finished at 9 A.M. on 22nd.

Comparative Statement showing different scales of Service Clothing as authorised for Troops proceeding to Suakin, Quetta, Burma, &c.

Articles.	Suakin Expedition.		Quetta Field Force (Proceedings of Government, No. 2086, of 1885).								Burma Expeditionary Force (G.O.G.G., No.				Special Reserve at Madras for troops proceeding to Burma in ordinary relief (Procs. of Govt., No. 4312, of 1878).
			Summer Scale, Circular 62.				Winter Scale, Circular 53.								
	Native Troops.	Followers.	British Troops.	Native Troops.	Permanent Followers in addition to their own uniform.	Temporary Followers.	British Troops.	Native Troops.	Permanent Transport Followers in addition to their own uniform.	Temporary Transport Followers.	British Troops.	Native Troops.	Followers.	Permanent Transport Followers in addition to their own uniform.	Cooly Corps.	
Bedding.																
Water-proof sheets	1	1	1				1		1	1						3,000
Blankets, country	1	1	...	1			...	1	...	...	1	1	1	1	1	
Clothing.																
Wadded coats			...													
Poshteens			...													
Lascars' jackets, cloth ...			...													
Pyjamahs, woollen		1	...													
Do. cotton		2	...													
Putties, woollen	1		...													
Balaclava caps			...													
Mittens, woollen			...													
Shoes, country	1	1	...													
Boots, ankle			...													
Under Clothing.																
Jerseys or banians, flannel ...	2	2	...													
Do. English, knitted ...			...													
Drawers, flannel			...													
Belts, flannel	2	1	...													
Socks, worsted			...													
Sundries.																
Canteens (or water bottles), tin ...		1	...													
Haversacks		1	...													
Canvas frocks for boardship ...	1		...													
Uniform.																
Blouses, khaki, cotton ...			...												1	
Puggrees, cotton			...												1	
Shoes, country			...												1	
Belts, leather, with brass badge ...			...												1†	

* On payment.
† Temporary followers not being transport do not receive the belt.

(Signed) H. P. HAWKES, Colonel,
Officiating Commissary-General.

MADRAS,
27th November 1885.

No. 105. ORDER THEREON, 10th December 1885, No. 7046.

The Right Honorable the Governor in Council is gratified to learn from the foregoing report that the Commissariat Department received valuable assistance other than that which has already received the cordial acknowledgments of Government.

2. The thanks of His Excellency in Council will now be conveyed to Mr. H. G. Turner, Collector of Vizagapatam, Mr. W. A. Happell, Collector of the Kistna District, and Mr. G. T. Mackenzie, President of the Municipality of Madras, their zealous services not having been brought to notice when orders were first passed with reference to these operations.

3. Referring to paras. 25 and 35 it is observed that funds have recently been provided for the works alluded to.

4. This report will be communicated to the Government of India in continuation of Proceedings of Government, No. 6502, dated 17th November 1885, special attention being drawn to the Commissary-General's remarks in paras. 4 to 15, with reference to Proceedings of Government, No. 6251, dated 16th December 1884.

No. 106. *To the Secretary to the Government of India, Military Department; dated 10th December* 1885, *No.* 7047.

(True Extract.)

A Kennedy Herbert Lt.-Col.,
Secretary to Government.

To the Commissary-General.
" Adjutant-General.
" Quarter Master General.
" Revenue Department.
" Financial Department.
" Public Works Department.
"

Exd. E. C. Shunker.

Dec 10788

Govt. of {1885} Madras.

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31. Large quantities of followers' clothing, which had been prepared for men under orders to Quetta, were called in, and all followers were equipped before embarkation.

32. *Lime Juice.*—In order to ensure the purity of this important anti-scorbutic, the whole of the supply sent with the troops was made departmentally by the Storekeeper-General under European supervision, and with the assistance of special men lent by the Principal Medical Storekeeper. Some idea of the large quantities of fresh limes used will be gathered from the fact that it required 70,000 limes to make 200 gallons of lime juice. Fresh limes were collected from all parts of the country and brought down by rail.

33. *Stores from other Presidencies.*—The Commissary-General-in-Chief was good enough to authorise the Bengal Commissariat to supply the following articles :—

Biscuit	Lb.	100,000
Blankets	No.	4,900
Sheep (weekly)	,,	800
Amchur (anti-scorbutic) (monthly)	Lb.	4,000
Lime juice	Galls.	1,500

34. The Commissary-General, Bombay, arranged for the following supplies :—

	LB.
Biscuit	100,000
Salt beef	9,000
Salt pork	6,000

35. Our own arrangements for the supply of biscuit and bread-material were rendered more than usually difficult by the fact already reported to Government that our new boiler has long been lying (and still remains) in the Bakery compound for want of the small sum (Rs. 415) required to seat it in its place over the furnace. We have also no biscuit machinery of any sort, and the biscuits we turn out, though perfectly good and wholesome, do not look so well as biscuit made by suitable machinery, and are too hard.

36. I trust I may be permitted to take this opportunity of acknowledging the cordial and ready assistance afforded to the Commissariat by all with whom the recent operations have thrown us in contact. Our special acknowledgments are due to Captain Taylor, R.N.R., Master Attendant, for granting us a very convenient site for our sheds and for giving us the loan of two permanent buildings belonging to the port trust. His Boat Overseer, Audenarraidoo, was indefatigable in his

efforts to meet the wants of the Department as regards boats for shipping provisions and reserve stock.

37. To S. D. Simpson, Esq., Acting Deputy Commissioner of Police, our warmest thanks are due. From the earliest hours in the morning till late at night he was constantly in and out of the "store and shipping depôt" keeping order among the workmen, assisting us in meeting urgent demands for skilled labor, and in many other ways.

38. The ready loan of the electric light by G. T. Mackenzie, Esq., President of the Municipal Commission, relieved us of one of our greatest difficulties, and enabled us to carry on work by night as well as by day, whenever this was found to be necessary.

39. The rapid collection, preparation and shipment of the provision and reserve stock for eight transports, all arriving and sailing within four days, is the best proof of the energy of Lieutenant-Colonel Bruce, the Principal Commissariat Officer at the port of embarkation, whilst Colonel Berkeley has made equally efficient arrangements at Rangoon for the river transport of the expedition.

40. We are greatly indebted to H. G. Turner, Esq., C.S., Collector of Vizagapatam, for the invaluable assistance afforded in collecting a very large number of coolies at very short notice. The transport allotted for the Burma Expeditionary Force consists solely of coolies, and the cordial co-operation of the Collector of Vizagapatam has relieved this Department of much anxiety regarding an establishment essential to the success of Military operations in Burma.

41. I may also add that W. A. Happell, Esq., C.S., late Collector at Masulipatam, afforded similar aid a few months ago in procuring bearers for Quetta.

42. The Inspector-General of Ordnance was good enough to authorise the Superintendent, Gun Carriage Manufactory, to assist us in fitting up several transports for the conveyance of pack cattle. This was done in a marvellously rapid manner. Notice was only given to Colonel McLeod at 9 A.M. on the 20th that the *Bhundara* was ready. By noon the work was commenced and continued through the night up till 9 A.M. next day, when the 369 stalls were reported completed. The 306 fittings for the *Adowa* were commenced at noon on the 21st and finished at 9 A.M. on 22nd.

Comparative Statement showing different scales of Service Clothing as authorised for Troops proceeding to Suakin, Quetta, Burma, &c.

Articles.	Suakin Expedition.		Quetta Field Force (Proceedings of Government, No. 2086, of 1885).								Burma Expeditionary Force (G.O.G.G., No.					Special Reserve at Madras for troops proceeding to Burma in ordinary relief (Procs. of Govt., No. 4312, of 1878).
			Summer Scale, Circular 62.				Winter Scale, Circular 53.									
	Native Troops.	Followers.	British Troops.	Native Troops.	Permanent Followers in addition to their own uniform.	Temporary Followers.	British Troops.	Native Troops.	Permanent Transport Followers in addition to their own uniform.	Temporary Transport Followers.	British Troops.	Native Troops.	Followers.	Permanent Transport Followers in addition to their own uniform.	Cooly Corps.	
Bedding.																
Water-proof sheets	1	1	1	1	...	...	...	...	1	1	...	...	...	...	...	...
Blankets, country	1	1	...	...	1	1	1	1	...	...	1	1	1	1	1	3,000
Clothing.																
Wadded coats	...	...	...	...	...	...	1	1	1	1	...	...	...	...	...	...
Poshteens	...	...	...	...	...	...					...	...	...	...	...	...
Lascars' jackets, cloth	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...
Pyjamahs, woollen	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
Do. cotton	...	2	...	...	...	...	...	...			...	...	...	...	...	...
Putties, woollen	1	...	...	...	...	...	1*	1*	1	1	...	...	2	2	2	...
Balaclava caps	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...
Mittens, woollen	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...
Shoes, country	1	1	...	...	...	...	...	1	1	1	...	...	...	...	...	...
Boots, ankle	...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...
Under Clothing.																3,000
Jerseys or banians, flannel	2	2	...	...	...	...	1	1	...	...	2	2	2	2	2	6,000
Do. English, knitted	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Drawers, flannel	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,000
Belts, flannel	2	1	...	...	...	...	...	...	...	...	1	2	1	1	1	...
Socks, worsted	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...
Sundries.																
Canteens (or water bottles), tin	...	1	...	...	1	1	...	...	...	...	...	...	1	1	1	...
Haversacks	...	1	...	...	1	1	...	...	...	...	...	...	1	1	1	...
Canvas frocks for boardship	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Uniforms.																
Blouses, khaki, cotton	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...
Puggrees, cotton	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...
Shoes, country	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...
Belts, leather, with brass badge	...	...	...	...	...	1†	...	...	...	...	...	...	...	...	1	...

* On payment.
† Temporary followers not being transport do not receive the belt.

MADRAS,
27th November 1885.

(Signed) H. P. HAWKES, Colonel,
Officiating Commissary-General.

MILITARY DEPARTMENT, 10TH DECEMBER 1885, No. 7046. 7

ORDER THEREON, 10th December 1885, No. 7046.

No. 105. The Right Honorable the Governor in Council is gratified to learn from the foregoing report that the Commissariat Department received valuable assistance other than that which has already received the cordial acknowledgments of Government.

2. The thanks of His Excellency in Council will now be conveyed to Mr. H. G. Turner, Collector of Vizagapatam, Mr. W. A. Happell, Collector of the Kistna District, and Mr. G. T. Mackenzie, President of the Municipality of Madras, their zealous services not having been brought to notice when orders were first passed with reference to these operations.

3. Referring to paras. 25 and 35 it is observed that funds have recently been provided for the works alluded to.

4. This report will be communicated to the Government of India in continuation of Proceedings of Government, No. 6502, dated 17th November 1885, special attention being drawn to the Commissary-General's remarks in paras. 4 to 15, with reference to Proceedings of Government, No. 6251, dated 16th December 1884.

No. 106. *To the Secretary to the Government of India, Military Department; dated 10th December* 1885, *No.* 7047.

(True Extract.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Secretary to Government.

To the Commissary-General.
" Adjutant-General.
" Quarter Master General.
" Revenue Department.
" Financial Department.
" Public Works Department.

Exd. E. C. Shunker.

P. W. D.

Govt. of {1885} Madras.

MILITARY.

To

THE COMMISSARY-GENERAL,
&c., &c., &c.

No. 3033 Way: 16 Dec/85

Recorded with reference to G.O. No. 2813 dated 25th Nov. 1885

Dated December, 10th.

Issued

Recd. Encl.

G.O., 10th December 1885, No. 7046.

S of J. L.S. No. way. Dec/85

DECEMBER.
Nos. 104—106.

Field Operations—Burma.

Orders passed on a report submitted by the Commissary-General in connection with the despatch of provisions, &c., for the Burma Expeditionary Force.

S. E. V Circle

With order

25TH NOVEMBER 1885, No. 2813 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following papers :—

From the Military Department, dated 5th November 1885, No. 6191.

From Colonel W. H. BURTON, R.E., Officiating Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Chepâk, 12th November 1885, No. 3439.

With reference to your memorandum, No. 2529 D., dated 7th instant, I have the honor to inform you that the detailed estimate for the alterations and improvements required by the Commissary-General in the beer godown at Commissary-General's office at Madras has not yet been prepared, but the approximate cost will be under Rs. 4,000. I would propose that the following reappropriation of funds under Imperial—Military may be sanctioned :—

IMPERIAL—MILITARY.

Original Works.

From		*To*	
Presidency Division—		Presidency Division—	
Public Buildings—		Alterations to the Commissariat beer godown at Madras	RS. 4,000
Native Cavalry regiment at Bangalore from Rs. 5,760, as per G.O., No. 1877 W., dated 14th August 1885	RS. 4,000		

The work to the Native Cavalry buildings cannot be conveniently commenced yet as the recent change in strength of the Madras Cavalry regiments has necessitated a revision of the sanctioned plan and estimate, and the small amount of the grant left renders it impossible to effect any substantial progress on the work during this year. I would therefore recommend that the urgent work required by the Commissary-General be first commenced.

No. 1852 C.

Referred to the Military Department with advertence to endorsement in that department, No. 6191, dated 5th November 1885, for favor of very early information whether the Provincial Commander-in-Chief has any objection to the transfer of funds proposed by the Superintending Engineer, V Circle, to enable him to carry out urgently-required repairs to the Commissariat godown, Madras.

CHEPÂK,
14th November 1885.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Government, P.W.D.

From Colonel H. P. HAWKES, Officiating Commissary-General, to the Secretary to Government, Military Department, dated Madras, 11th November 1885, No. 5010.

In continuation of letters as per margin, I have the honor to annex copy of letter No. 5605 of 7th instant from the Executive Commissariat officer, Madras, and beg again to urge the necessity of seating the new boiler at the Government bakery.

Letter No. 5994, dated 13th February 1885, published in Proceedings of Government, No. 1249, dated 10th March 1885.
Letter No. 4865, dated 5th November 1885.

2. The bakery is working incessantly to make bread material for Burmah Expeditionary Force, and any accident to the present boilers would entail very serious inconvenience to the troops in the field.

No. 6376, Military.

Transferred to the Public Works Department in continuation of Military Department No. 6191, dated 5th November 1885.

(By Order.)

Fort St. George, 12th November 1885. (Signed) A. R. KENNEY-HERBERT, Lieut.-Col., Offg. Secretary to Government.

From Colonel W. H. BURTON, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Bangalore, 18th November 1885, No. 3525.

In returning your endorsement, No. 1860 C., dated 16th November 1885, I have the honor to propose that funds to the extent of Rs. 1,490, required for the improvements* to the Government bakery at Madras, may be transferred by reappropriation from the balance of Rs. 1,760 for the public buildings, Native Cavalry, Bangalore, available as per my letter No. 3439, dated 12th November 1885.

* Sanctioned in G.O., No. 634 W., dated 16th March 1885.

No. 1907 C.

Referred to the Military Department for favor of very early information whether the Provincial Commander-in-Chief will consent to the proposed further transfer from the grant for Cavalry buildings at Bangalore.

2. If the present reappropriation and that proposed in reference No. 1852 C., dated 14th November 1885, be agreed to, the entire grant for the Cavalry buildings will practically be withdrawn.

Chepâk, 21st November 1885. (Signed) J. SHAW-STEWART, Colonel, R.E., Secretary to Government, P.W.D.

From Brigadier-General R. C. STEWART, Quartermaster-General, to the Secretary to Government, Military Department, dated Fort St. George, 23rd November 1885, No. 485 T.

Adverting to G.O., No. 6462,† of 16th instant, and to reminder No. 6511 of 18th instant, I have the honor, by desire, to intimate that the Provincial Commander-in-Chief has no objection to the transfer of Rs. 4,000 from the grant for Cavalry buildings at Bangalore to alterations to Commissariat godown at Madras.

† Herewith returned.

2. I am further desired to take this opportunity of intimating that the Provincial Commander-in-Chief consents to the further transfer* of Rs. 1,490 from the grant for the above Cavalry buildings to improvements to the Government bakery, Madras.

* Reference order No. 6629, dated 21st November 1885, also returned.

No. 6638, Military.

Transferred to the Public Works Department and the referred papers returned.

(By Order.)

(Signed) A. R. KENNEY-HERBERT, Lieut.-Col., Offg. Secretary to Government.

23rd November 1885.

Order—dated 25th November 1885, No. 2813 W., Public Works.

The following reappropriation of funds is sanctioned :—

Imperial—Military.

From	Rs.	*To*	Rs.
Original Works.			
Public buildings for a regiment of Native Cavalry, Bangalore	5,760	Alterations to the Commissariat godowns at Madras	4,000
		Improvements to the Government bakery at Madras	1,490
		Reserve with Government	270
Total ...	5,760	Total ...	5,760

2. The Superintending Engineer, V Circle, will take steps for completing, with the least possible delay, the works for which allotments have now been provided, and will expedite the submission of an estimate for the proposed alterations to the Commissariat godown at Madras.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E., Secretary to Govt., P.W.D.

To the Superintending Engineer, V Circle.
" Examiner, Public Works Accounts.
" Military Department.

Exd. J. Henricus.
Spare Copies.

GENERAL.
ACCOUNT.

Govt. of {1885} Madras.

PUBLIC WORKS.

Dated November, 25th.

Recd. *Encl.*

G.O., 25th Nov. 1885, No. 2813 W.

NOVEMBER.

Funds

Certain reappropriation of —, sanctioned.

B No 10533

Govt. of {1884} Madras.

MILITARY.

To
THE QUARTER MASTER GENERAL,
&c., &c., &c.

10 I.C.

SECRETARY TO GOVERNMENT
18 DEC 94
MILITARY DEPARTMENT

Dated December, 16th.

Issued.

Recd. 19/12/84 *Encl.*

G.O., 16th December 1884, No. 6251.

B. No 3142. Wa/20 Dec. 84

DECEMBER.
Nos. 179—192.

Commissariat Department.

Arrangements proposed to be made at Madras to enable the Commissariat to ship stores of all departments for troops proceeding thence on field service by sea, sanctioned by the Government of India with an exception.

Withdrawn

GENERAL.
ACCOUNT.

Govt. of {1885} Madras.

PUBLIC WORKS.

Dated November, 25th.

Recd. *Encl.*

G.O., 25th Nov. 1885, No. 2813 W.

NOVEMBER.

Funds

Certain reappropriation of —, sanctioned.

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

16th December 1884, No. 6251.

Commissariat Department.

Read the following papers :—

No. 179. *From Colonel B. H. W. MAGRATH, Commissary-General, to Colonel E. L. HANKIN, Secretary to Government, Military Department; dated Madras, 8th December* 1883, *No.* 5472.

I have the honor to inquire to what extent the arrangements set forth in proceedings which accompany Proceedings of Government, No. 6156, dated 14th November 1883, affect this presidency.

2. In Government of India, Military Department letter, No. 265-S.D., dated 8th May 1883, therewith printed, it is decided that the Commissariat department shall undertake the duty of receiving, shipping, landing and distributing stores of all kinds and for all departments on the occasions of future equipment and despatch of expeditions beyond sea.

3. If this ruling is to apply to Madras, special arrangements must be organized beforehand, in order that the necessary machinery may be in readiness in the event of an expedition to Burma or elsewhere being determined on.

No. 211-8900.

Forwarded.

BANGALORE,
12*th December* 1883.

(Signed) R. C. STEWART, Brigr.-Genl.,
Quarter Master General.

To the Secretary to Government, Military Department.

No. 6735.

The Commissary-General is requested to report, through the Controller of Military Accounts, what special arrangements (and their cost) it will be necessary to make if the order he refers to be adopted in this presidency.

(By Order.)

FORT ST. GEORGE,
14*th December* 1883.

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

No. 180. *From Colonel B. H. W. MAGRATH, Commissary-General, to Lieut.-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Madras, 27th March* 1884, *No.* 7899.

In reply to your endorsement, No. 6735, dated 14th December 1883, on my letter,* No. 5472, dated 8th December 1883, on the subject of the shipment by

* Herewith returned.

the Commissariat of the stores of all departments for troops proceeding on field service by sea, I have the honor to report as follows :—

2. When compared with either Bengal or Bombay, Madras is most unfavorably situated for the rapid shipment of stores for an expedition. Calcutta has its long series of jetties with powerful steam cranes and a branch of the railway running close alongside; there is also ample warehouse accommodation, a portion of which would be exclusively allotted for Commissariat use. Bombay has even greater advantages in the way of docks and warehouses.

3. In Madras we have a so-called harbour and a small pier. The pier would not be available for Commissariat work, for its very limited capabilities would be taxed to the utmost to provide for the shipment of troops, horses and baggage.

4. The harbour is at best but a partially protected roadstead. Ships cannot lie alongside as in a dock, and every item of Commissariat stores must be first carried down from the Commissariat depôt, placed in a boat, brought alongside the transport and then hoisted on board, a most tedious and laborious process where time is an object.

5. This difficulty might be lessened by making use of the temporary rails along the south arm of the harbour enclosure and connecting them with the Government granary. The boats could then lie alongside the harbour wall, and the stores could be transferred into them with the minimum of labor. The South Indian Railway would doubtless supply as many trucks as might be necessary.

6. But as the present granary would be far too small to hold the stores for even a small expedition, it would be necessary to hire another series of godowns as near as possible to the north end of the harbour and to connect them by rail with the harbour wall in the same way.

7. Moreover, the harbour is of very limited extent, and after a certain part has been reserved for the normal amount of shipping frequenting the port, the remainder available for the exclusive use of the transports taken up for the expeditionary force would probably be insufficient to accommodate them all, and a certain number of the transports would probably have to lie outside in the roadstead.

8. If, as is almost invariably the case, the expedition has to be despatched in haste, the local supply of boats would hardly suffice. They could, however, be supplemented by others obtained from ports on the coast through the Marine department.

9. A certain number of boats should be placed at the sole disposal of the Commissariat department, the boats being hired at monthly (or weekly) rates. Without data as to the strength of the force, it is difficult to estimate the exact number which would be required, especially as so much depends on the weather, the number of the ships in the harbour and in the roadstead, and a variety of other circumstances. Assuming that each boat will carry $2\frac{1}{2}$ tons (they actually carry 3 tons, but with light goods this amount cannot always be put in them) and would make five trips per day in the harbour and three trips outside, the number required for a force of 2,000 Europeans or Natives with their followers, horses, transport cattle and stores would not fall short of 100 boats daily for say eight days.

4,000 tons of stores—4,000 equal to 4,000 tons of horses, troops, followers.

Tons.

$2\frac{1}{2}$) 8,000

4) 3,200 trips.

Days 8) 800 } Boats whole time.
* 100 }

5 trips in harbour.
3 ,, outside.
—
4 average.

* Boats, daily, for eight days.

10. In taking up transports the owners and agents should be given very distinctly to understand that the usual clause in the Charter Party which requires them to give all necessary assistance with ships' boats would be enforced if necessary. A proviso should also be entered for the entertainment by the ship of sufficient coolies for the hoisting in and stowage of the cargo with the utmost possible rapidity.

11. Special arrangements should be made for the stowage of provisions intended for use on board, distinct from any reserve stock which may be shipped on the same vessels. The Marine department would doubtless arrange for the shipment of all the water required.

12. It remains to decide upon the establishment required. The recent equipment of several expeditions at Bombay affords the most complete data on the subject, and viewing the much greater facilities as regards docks and warehouses in that presidency, the establishment required in Madras would be at least as great and probably greater than that found necessary in the Bombay presidency.

13. I prefer, however, to recommend that the Commissary-General be authorized by Government to entertain, on his own responsibility, an establishment on the same scale as that lately required in Bombay, and that any further additions to that establishment which may be required in consequence of the greater difficulty of shipping in Madras be specially sanctioned by Government on the application of the Commissary-General. I trust that the Government will be good enough, if they approve of the scale here recommended, to sanction it for future use, so that when an expedition is contemplated the Commissary-General may know beforehand what establishment he is authorized to entertain, and may make timely arrangements for bringing down capable men from other stations and entertaining others locally; so that when once the order for the equipment of the force is issued, there may be no hurry or hesitation, and no waiting for orders which would entail irretrievable loss of much valuable time.

14. Taking the figures given in letter of Commissary-General, Bengal, published in Proceedings of Madras Government, No. 6156, of 14th November 1883, it will be seen that for 5,660 British and Native troops the establishment required was as follows :—

Establishment at port of embarkation.

1 Chief Commissariat Officer in charge of receiving and shipping depôt.	23 Clerks.
4 Commissariat Officers.	50 Inspectors, besides a few on daily wages.
5 Warrant Officers.	19 Weighmen.
	20 Peons.

Establishment at port of debarkation.

2 Commissariat Officers.	1 Interpreter.
3 Warrant Officers and Sergeants.	2 Overseers.
9 Clerks.	12 Inspectors.
1 Duftry (Moochee).	12 Weighmen.
1 Shroff.	Coolies and other establishments as required.
2 Peons.	

15. At the above ratio the numbers for every 2,000 men, Europeans or Natives, should be—

Proposed establishment at the port of embarkation.

1 Chief Commissariat Officer (for a force of any size).	8 Clerks.
1 Commissariat Officer.	15 Inspectors.
2 Warrant Officers.	6 Weighmen.
	6 Peons.

Proposed establishment at the port of debarkation.

1 Commissariat Officer for every 3,000 men or less.	1 Interpreter (for a force of any size) if required.
1 Warrant Officer or Sergeant.	1 Overseer.
3 Clerks.	4 Inspectors.
1 Duftry.	4 Weighmen.
1 Shroff.	Coolies as required.
1 Peon.	

16. The probable cost of these establishments is given in the annexed statement, but the nature of the expedition has so much to do with the salaries which must be paid that it can be considered only as mere approximation.

17. The above remarks have reference to the despatch of an expedition from this place. As regards Rangoon no expedition is likely to be *embarked* from that place, though a force may at any time be *landed* there. Rangoon has great conveniences in the matter of wharves, but they are all (with the exception of the Commissariat wharf) the property of the Port Commissioners. Ships cannot lie alongside the Commissariat wharf, all landing and shipping must therefore be effected at some of the other wharves, to be specially allotted for the purpose, under the orders of the Chief Commissioner.

18. But if the facilities of landing troops and stores at Rangoon are greater than those which exist in Madras, it must be remembered that the landing of the troops would only form one portion of the operations. Simultaneously with the landing of the expedition from the steamers which brought them from the coast, a re-embarkation on river steamers and flats would probably be going on, so that Commissariat establishments would be required in numbers fully equal to those laid down for Madras. If no such re-embarkation should be necessary, one-half of the establishment allowed for Madras would be sufficient.

Estimate of monthly cost of establishments for shipping stores for 2,000 troops proceeding on field service from Madras.

At port of embarkation.

			Rs.
1	First-class Clerk	...	150
2	Second-class Clerks,	at Rs. 90	180
3	Third-class Clerks,	at „ 50	150
2	Fourth-class Clerks,	at „ 30	60
15	Inspectors,	at „ 30	450
6	Weighing Men,	at „ 18	108
6	Peons,	at „ 8	48

At port of debarkation.

1	First-class Clerk	...	150
1	Second-class Clerk	...	90
1	Third-class Clerk	...	50

(Foreign service batta as usual).

1	Duftry	...	25
1	Shroff	...	100
1	Peon	...	8
1	Interpreter	...	50
1	Overseer	...	50
4	Inspectors,	at Rs. 50	200
4	Weighers,	at „ 20	80
	Coolies as required	...	...
			1,949

MADRAS,
March 1884.

(Signed) B. H. W. MAGRATH, Colonel,
Commissary-General, Madras.

No. 181. *Report from Lieutenant-Colonel C. CARTER, Controller of Military Accounts, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Fort St. George, 30th April* 1884, *F.*

In forwarding the accompanying letter from the Commissary-General, I have the honor to state that the rates of pay for clerks are those at present in force. The pay of weighingmen at the port of embarkation is set down at Rs. 18 each per mensem, while that now paid at Madras is Rs. 7. It is for Government to determine whether the proposed rate may be allowed in consideration of the

No. 7899, of 27th March 1884, *in re* arrangements for the Commissariat department to provide an expeditionary force embarking at Madras with the requisite stores, with cost of such arrangements.

exceptional nature of the service on which the men will be engaged. The pay proposed for a weighingman at the port of debarkation is Rs. 20, against Rs. 17-8-0, the rate now paid at Rangoon. The pay of a peon is fixed at Rs. 8, against Rs. 7, the rate in force at Madras.

2. The scale, however, has been based on that found necessary in Bombay, where almost every condition differs from that at Madras. To be of any value I would submit that the scale to be fixed should be based on the requirements and capabilities of this port. Should Government desire such a scale to be prescribed, it might be considered desirable to appoint a special committee which might consist of Commissariat, Regimental and Marine officers.

No. 2087.

Referred, with previous papers, for favor of opinion to the Commander-in-Chief, with advertence to the suggestion in the 2nd para. of the Controller's report, and for the name of the Regimental Officers whom His Excellency would propose to employ on the committee if the Commissary-General's suggestion be approved.

(By Order.)

OOTACAMUND,
3*rd May* 1884.

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

No. 182. *From Brigadier-General R. C. STEWART, Quarter Master General, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Ootacamund, 26th May* 1884, *No.* 191-*A.*

In returning the correspondence referred to the Commander-in-Chief under your docket,* No. 2087, dated 3rd May 1884, I have the honor, by order, to state that His Excellency approves of the suggestion contained in para. 2 of letter, F., dated 30th April 1884, from the Controller of Military Accounts that a special committee be appointed to consider the arrangements for the shipment of stores and establishment necessary for an expeditionary force, and His Excellency proposes that the following Regimental Officers, &c., be appointed on the committee:—

Major S. E. Atkinson, Deputy Assistant Quarter Master General, Eastern District, as an officer of the Indian service.

Quarter Master W. Hogan, 2nd Battalion, South Wales Borderers, as an officer of the British service.

* Transferred by the Adjutant-General to this office.

No. 2551.

Referred to the Marine department, with the request that an experienced officer of the Master Attendant's department may be nominated as a member of the proposed committee.

(By Order.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

28*th May* 1884.

No. 1181.

Referred to the Acting Master Attendant, with request that he will nominate a Marine Officer to sit on the committee.

(Signed) E. F. WEBSTER,
Chief Secretary.

OOTACAMUND,
2*nd June* 1884.

No. 183. *From T. E. MARSHALL, Esq., Acting Master Attendant, Administrative Department, to the Hon. E. F. WEBSTER, Chief Secretary to Government, Marine Department; dated Madras, 5th June* 1884, *No.* 5407.

Letter from the Quarter Master General to the Secretary to Government, Military Department, No. 191-A., dated 26th May 1884, with endorsement in Marine Department No. 1181, dated 2nd June 1884, and enclosures.

In returning the correspondence marginally noted relative to the appointment of a committee to consider the arrangements for the shipment of stores and troops for an expeditionary force, I have the honor, in compliance with your endorsement thereon, numbered 1181, and dated 2nd June 1884, to nominate Mr. W. H. Bartlett, the First Assistant Master Attendant, as the Marine member of the committee.

2. I would here add that a reference to the Proceedings of Government, Military Department, No. 2299, bearing date 30th April 1879, would afford the committee much valuable information as to the prompt despatch with which Madras could, in the event of an emergency, be capable of starting an expeditionary force.

No. 1305.

Forwarded to the Military Department. The nomination of Mr. Bartlett is approved.

OOTACAMUND,
16*th June* 1884.

(Signed) E. F. WEBSTER,
Chief Secretary.

No. 184. No. 2979.

The Right Honorable the Governor in Council resolves to appoint a committee, composed as per margin, to consider and report what special arrangements are necessary at Madras to enable the Commissariat department to undertake the shipment of the stores of all departments for troops proceeding thence on field service by sea, and to propose a scale of pay for the necessary establishments.

President.

Colonel H. P. Hawkes, Deputy Commissary-General.

Members.

Nominated by His Excellency the Commander-in-Chief—

Major S. E. Atkinson, Deputy Assistant Quarter Master General, Eastern District.

Quarter Master W. Hogan, 2nd Battalion, South Wales Borderers.

Nominated by the Marine Department—

Mr. W. H. Bartlett, Assistant Master Attendant.

2. The committee will be furnished with an extract from the Controller's report above recorded, and by the Commissary-General with a copy of his letter to Government, No. 7899, dated 27th March 1884, together with the correspondence therein cited.

3. On the conclusion of the inquiry, the report of the committee will be forwarded to the Commissary-General for submission to Government through the Controller of Military Accounts. The committee will then be dissolved.

(By Order.)

OOTACAMUND,
23*rd June* 1884.

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

To Colonel H. P. Hawkes, Deputy Commissary-General, with 1 enclosure; the Commissary-General; the Quarter Master General; the Controller of Military Accounts; the Marine Department.

No. 185. *From Colonel B. H. W. MAGRATH, Commissary-General, to Lieut.-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Madras, 28th July* 1884, *No.* 2513.

Adverting to para. 3 of Proceedings of Government, No. 2979, dated 23rd June 1884, I have the honor to forward, for submission to Government, Proceedings of the Committee appointed to consider and report what special arrangements are necessary at Madras to enable the Commissariat department to undertake the shipment of the stores of all departments for troops proceeding thence on field service by sea, and to propose a scale of pay for the necessary establishments.

PROCEEDINGS of a Committee assembled under the orders conveyed in Proceedings of Government, No. 2979, of the 29th June 1884, to "consider and report what special arrangements are needed at Madras to enable the Commissariat department to undertake the shipment of the stores of all departments for troops proceeding thence on field service by sea, and to propose a scale of pay for the necessary establishments":—

President:

Colonel H. P. HAWKES, Deputy Commissary-General.

Members:

Major S. E. ATKINSON, Depy. Assist. Quarter Master General, Eastern District.
Quarter Master W. HOGAN, 2nd Battalion, South Wales Borderers.
Mr. W. H. BARTLETT, Assistant Master Attendant.

The Committee proceeded, in the first instance, to inspect personally the accommodation in the possession of the Commissary-General for collecting the stores of all departments to equip an expedition by sea.

2. The only building now remaining to the department is one on the first line beach known as the "Commissariat granary." This consists of two parts, viz., a building which appears to have been originally a native house of the better sort, and comprises nine small narrow rooms, very inconvenient for departmental purposes, and very deficient as regards suitable ventilation. These rooms are built round a small square court-yard as is usual with native houses, and are surrounded by covered verandahs.

3. Adjoining this building is an open square in which are two good godowns and three sheds.

4. Exclusive of verandahs and guard-rooms, &c., the covered area of the "Granary" (including sheds) available for use measures 20,338 superficial feet.

5. The Committee are informed that the Commissariat formerly possessed on the same line of beach a second establishment known as the "Timber depôt." This, with a far greater area than the present granary, had godown accommodation to the extent of 22,214 superficial feet. This second depôt, which was always used in communication with the granary on every occasion of the equipment of troops for service, was long ago resumed by the State as a site for the Stationery office and part of the present Post office. This deprived the department of more than one-half the accommodation available for the equipment of an expedition by sea.

6. The Committee fully agree with the Commissary-General that the accommodation of the present granary would be quite insufficient for even purely departmental wants, and would leave the question of storage for the consignments of other departments totally unprovided for. They therefore proceeded to inspect the native rice godowns lying to the north of the Custom House, to see if it would be advisable that they should be hired in time of need to supplement the existing accommodation. They found that the few which fronted on the first line beach were small, disconnected with each other, deficient in ventilation, and had no inner yards or enclosures where all the multifarious duties of cleaning, weighing, bagging, and marking could be carried on. Similar godowns in rear of the row on the sea-face are of the same description; they all abut upon very narrow lanes in the midst of a dense population, have no conveniences for access, and are therefore even more unsuitable than those in the front line first examined.

7. The Commissary-General's proposal to hire godowns being therefore found impracticable, it occurred to the Committee that if an upper storey could be built over the full length of the sea-face of the granary, it would provide accommodation for all perishable stores, such as clothing, medical equipments, &c., &c., and though the increased accommodation thus provided would still be far less than what would be sufficient to enable the department to carry out its duties satisfactorily, it would be the best arrangement that could be made in view of the diminished accommodation now in their possession.

8. They accordingly put themselves in communication with the Executive Engineer, who, having caused the walls to be carefully examined, reported that they would not sustain a second storey, but would have to be wholly rebuilt.

9. The Committee cannot help thinking that if the department is to be held responsible for being at all times in a position rapidly to equip an expedition, the cost of rebuilding the front line of the granary with an upper storey should be incurred. The granary, even in its enlarged form, would have to be largely supplemented by temporary sheds run up on the beach. Ordnance ammunition and tents would still have to be parked on the beach in Commissariat charge, and shipped from thence as the transports were ready.

10. But being desirous, if possible, of submitting to Government an alternative proposal, the Committee endeavoured to ascertain whether there was no large building conveniently situated which could be temporarily placed at the disposal of the Commissariat department whenever it has to provide for the despatch of an expedition by sea.

11. The only building which answered this description was found to be the Ráyapuram Railway terminus. Since the opening of the new Central Station, the Ráyapuram terminus is almost disused. We believe that one or two unimportant trains start daily, but the traffic is so insignificant that there would be no difficulty in making temporary arrangements for this traffic quite independent of the present station.

12. The terminus is a fine, lofty covered building with platforms on either side and four lines of rail running through it. The platforms are narrow, but could be readily enlarged by roughly boarding over one of the lines of rail on each side; there is convenient access for carts along their whole length, and they would thus be admirably suited for receiving grain and provisions in bulk, for cleaning, weighing, repacking, and marking.

13. When the stores were ready for shipment, the articles for each transport would be collected in one place and transferred direct into the trucks and carried off to the beach, the present lines of rail being connected with those on the beach by a short siding; a temporary wooden bridge would join the two platforms.

14. If the space is found insufficient, as will probably be the case, the marking and sewing of the bags could be done on the open asphalted platform which runs eastward in continuation of the covered north platform; and in the case of an expedition embarking during the rains, this open platform could be covered with a temporary roof of mats or tarpaulins.

15. Under this arrangement, the granary would be devoted solely to the reception of the whole of the *stores of other departments*, and from it they would be shipped direct under the supervision of a Commissariat officer.

16. The Committee have not thought themselves authorized to communicate with the Railway authorities in anticipation of the decision of Government on the subject; but they think that, in the event of this second plan being adopted, it would be desirable that the consent of the Railway authorities should be obtained at once, and that the matter be not left open until the necessity arises. As the occupation of the terminus would be very temporary, we doubt not that permission will be accorded without hesitation.

17. For facility of reference, we here recapitulate the two plans. Apart from the financial aspect of the question, the Committee would give the first plan the preference, on the principle that the Commissariat department should have under its own exclusive control sufficient accommodation for all the duties required of it—

First.—To rebuild the present sea-face of the granary and to provide an additional upper storey throughout its full length; to give the Commissary-General authority to construct on the beach as many temporary sheds as may be necessary to cover bulky goods, such as tents, ordnance stores, firewood, &c., which could not possibly be stored in the present granary, even with the increased accommodation proposed.

Second.—To obtain the consent of the Railway authorities to lend the Commissariat, during an expedition, the Ráyapuram Railway terminus; to provide additional space by boarding over one line of rails on each platform; to make a temporary bridge between the two platforms, and to connect one of the lines of rail on each side to the main line running along the beach; to use the granary for collecting the stores of other departments.

18. As regards the Commissariat establishments which would be necessary to the perfect efficiency of the department in the anxious duty of equipping a force, the Committee feel that, on this point, the Commissary-General's long experience is of far more value than any suggestions they could offer. They think that, where enormous sums of money are spent in the equipment of a force, it would be a most unwise policy to stint the supervising establishment on which the economy and efficiency of all the arrangements entirely depends. During the first few weeks after the collection of stores has commenced, everything is new, the men have not settled down into their places, and the machine runs somewhat roughly, and, with a stinted and insufficient establishment, the responsibility of the department is enormously increased and the risk of failure is great.

19. The establishment proposed by the Commissary-General looks somewhat liberal *on paper*, but any one who has had experience in these matters will not require to be reminded how many incidental duties arise which are not at first reckoned on, and how one clerk after another has to be diverted to duties not originally foreseen, nor must it be forgotten that, on these occasions, the work goes on all day and all night, and that consequently there would seldom be more than half the numbers present at one time.

20. They therefore recommend that the scale of establishment given in para. 15 of the Commissary-General's letter of 27th March be adopted. The rates of pay seem suitable, but when existing establishments are transferred to the expeditionary godown, it should be arranged to post them to a higher grade than their permanent one, so that there may be some compensation for the extra labor and responsibility.

Para. 15. "At the above ratio the numbers for every 2,000 men, Europeans or Natives should be—

Proposed establishment at the port of embarkation.

1 Chief Commissariat officer (for a force of any size).	8 Clerks.
1 Commissariat officer.	15 Inspectors.
2 Warrant officers.	6 Weighmen.
	6 Peons.

Proposed establishment at the port of debarkation.

1 Commissariat officer for every 3,000 men or less.	1 Interpreter (for a force of any size) if required.
1 Warrant officer or sergeant.	1 Overseer.
3 Clerks.	4 Inspectors.
1 Duftry.	4 Weighmen.
1 Shroff.	Coolies as required.
1 Peon.	

Estimate of monthly cost of establishments for shipping stores for 2,000 troops proceeding on field service from Madras—

At port of embarkation.

		Rs.	A.	P.
1 First-class clerk		150	0	0
2 Second-class clerks, at Rs.	90	180	0	0
3 Third-class clerks, " "	50	150	0	0
2 Fourth-class clerks, " "	30	60	0	0
15 Inspectors, " "	30	450	0	0
6 Weighmen, " "	18	108	0	0
6 Peons, " "	8	48	0	0

At port of debarkation.

1 First-class clerk		150	0	0
1 Second-class clerk		90	0	0
1 Third-class clerk		50	0	0
(Foreign service batta as usual.)				
1 Duftry		25	0	0
1 Shroff		100	0	0
1 Peon		8	0	0
1 Interpreter		50	0	0
1 Overseer		200	0	0
4 Inspectors, at Rs.	50	80	0	0
4 Weighers, " "	20			
Coolies as required				
Total		1,949	0	0

21. The Commissary-General's proposal to ship stores direct into boats from one of the arms of the harbour wall is shown by the Marine member of the Committee to be impracticable and is, therefore, abandoned.

22. The Marine member is of opinion that there will be no difficulty, on sufficient notice being given, in providing the number of boats stated by the Commissary-General to be necessary, but the Committee anticipate the possibility of difficulties arising, in consequence of the boatmen not being sufficiently under the control of the Marine department, so far as compelling them to keep to their work within the regulated hours, the Marine authorities having no power to punish for infringement of contract, except through the Police department. There are 100 masulah boats and 73 lighters—each masulah boat carries two tons, and each lighter ten tons.

23. The Marine department would also arrange for supplying the transports with the needful quantities of water.

24. Finally, the Committee would advert to the desirability of data being collected as to the means available in Madras for pressing hay for shipment. This is always an anxious and difficult task, and as the export of raw cotton from this port has greatly decreased of late years, special arrangements for hay presses seem advisable if the local market is unequal to the task.

MADRAS,
18*th July* 1884.

(Signed) H. P. HAWKES, Colonel, *Deputy Commissary-General,* } *President.*

(") S. E. ATKINSON, Major, *Dy. Asst. Quar. Mas. Genl.,*

(") W. HOGAN, Quarter Master, *2nd Battn., South Wales Borderers,* } *Members.*

(") W. H. BARTLETT, *1st Assistant Master Attendant,*

No. 186. *From Colonel C. CARTER, Controller of Military Accounts, to Lieut.-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Fort St. George, 30th July* 1884, *B.*

No. 2513, of 28th July 1884, forwarding Proceedings of Committee appointed to report on the special arrangements and establishments necessary at Madras to enable the Commissariat department to undertake the shipment of the stores of all departments for troops embarking for field service.

In forwarding the accompanying letter from the Commissary-General, I have the honor to state that the scale of establishment and pay recommended for adoption in para. 20 of the Proceedings of Committee forwarded by the Commissary-General is that reported on in this office No. F., of 30th April 1884.

No. 3685.

Referred for favor of His Excellency the Commander-in-Chief's remarks.

(By Order.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

1*st August* 1884.

To the Quarter Master General.

No. 187. *From Brigadier-General R. C. STEWART, Quarter Master General, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Ootacamund, 13th August* 1884, *No.* 905-*A.*

In returning the correspondence which accompanied Reference Order, No. 3685, dated 1st August 1884, I am desired to remark that in the opinion of the Commander-in-Chief the recommendations of the Committee which lately met to consider and report what special steps are necessary at Madras to enable the Commissariat department to undertake the shipment of stores of all departments of troops proceeding on field service by sea, and to propose a scale of pay for the necessary establishments are sound.

2. Sir Frederick Roberts appreciates the absolute necessity of providing suitable accommodation for the reception and preparation for despatch of all stores required for an expedition proceeding beyond sea; but it would, in Sir Frederick Roberts' opinion, be beyond the power of the Commissariat department to accomplish all that is required of it unless sufficient storage accommodation is prepared for the reception of goods. His Excellency therefore hopes Government will take into early consideration the proposal of the Committee to rebuild the sea-face of the granary, and to provide an additional upper storey to it.

3. The Commander-in-Chief coincides with the Committee in their proposal to utilize the Railway terminus at Ráyapuram for the reception of stores on an occasion such as that under discussion, but His Excellency desires me to remark that, in the event of an expedition being despatched from Madras, it would be most desirable to utilize this station for the reception of the troops and followers, which could thus be brought down to the beach, and despatched direct on board-ship, under which arrangement the necessity of a camp for reception of troops on arrival at Madras would be obviated.

4. Under this arrangement one platform of the terminus should be reserved for the reception of troops, and it is thus a question, to which the attention of Government is invited, whether it would not be essential to arrange for the utilization of the Railway terminus, and at the same time to rebuild the granary as proposed by the Committee (which are the two alternative plans brought forward), it being the opinion of the Commander-in-Chief that, in the event of an expedition being despatched from Madras, the necessary accommodation would not be found unless both buildings were utilized.

5. The Commander-in-Chief concurs in the remarks of the Committee as regards the establishments necessary to be maintained at the ports of embarkation and debarkation which seem to be of sufficient strength to meet all requirements.

6. Sir Frederick Roberts remarks that in Madras the Marine department has hitherto done the work of landing and shipping stores, and with reference to Colonel Chesney's letter, No. 265-S.D., dated 8th May 1883, and the observations contained therein, His Excellency would beg leave to suggest, in the event of the proposed system being brought into force, that a Marine officer might always be associated with the Chief Commissariat officer charged with the despatch of stores from Madras, to aid him in providing the required number of boats.

Proceedings of Madras Government, No. 6156, dated 14th November 1883.

7. I am to request that a spare printed copy of the Proceedings of the Committee (now returned) may be furnished to this office, if available, for record.

No. 4012.

No. 188.

Forwarded to the Public Works Department, in view to the submission of an approximate estimate of the cost of the proposed work at the Commissariat granary at Madras, and to the Madras Railway Company being asked to what extent and on what terms their terminal buildings at Ráyapuram could be made temporarily available for the accommodation of troops and storage of stores if ever required by Government.

(By Order.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

OOTACAMUND,
16*th August* 1884.

No. 189. *From Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department; dated Chepauk, 6th October* 1884, *No.* 2583.

With reference to G.O., No. 516-E., dated 20th August 1884, I have the honor to report that the approximate cost of rebuilding the sea-face of the granary and constructing an upper storey in accordance with the recommendations of the Committee, is Rs. 34,000.

From A. M. SAUNDERS, Esq., Agent and Manager, Madras Railway Company, to Lieutenant-Colonel C. J. SMITH, R.E., Consulting Engineer for Railways; dated Madras, 18th September 1884, No. 641.

I have the honor to acknowledge the receipt of No. 566, dated the 26th ultimo, and have considered the question of the proposition made by the Commissariat Committee which lately met and proposed that the Ráyapuram terminus should be temporarily placed at the disposal of the Military authorities in the event of the equipment of an expedition by sea being necessitated, and have obtained the views of some of the heads of departments.

2. It appears, however, to be a subject which could not be decided quite off-hand, and further inquiries on the matter appear to me to be necessary before a definite reply could be forwarded.

3. If Colonel Hawkes, the President of the Committee, could be permitted to be present at the next Officers' meeting, which will be held in my office on the 2nd proximo at 12-30 P.M., it would be a great advantage to us to be able to get some information which we require and which the President of the Committee could doubtless afford us verbally; I would then be in a position to answer this question shortly after the Officers' meeting.

From A. M. SAUNDERS, Esq., Agent and Manager, Madras Railway Company, to Lieutenant Colonel C. J. SMITH, R.E., Consulting Engineer for Railways; dated Madras, 6th October 1884, No. 681.

In continuation of my letter, No. 641, dated the 18th ultimo, I have the honor to inform you that Colonel Hawkes was good enough to attend a meeting of the officers of this Company held in my office on Thursday, the 2nd instant.

2. Colonel Hawkes kindly afforded us information on various points connected with the proposal that the Ráyapuram terminus should be handed over to the Commissariat department, as a temporary measure, in the event of an expedition by sea having to be despatched from Madras.

3 Taking into consideration the difficulty alleged in providing other suitable accommodation in Madras, and with a view to fall in with the wishes expressed by the Military authorities, we are unanimously of opinion that, provided sufficient notice, say a month, be given, the platforms of Ráyapuram passenger station (exclusive of the offices) and the approach roads, both on the north side as well as on the south side of this building, might be handed over to the Commissariat department.

4. In the event of the station being required, it will be necessary to provide for the ordinary passenger traffic leaving Ráyapuram terminus daily, and we propose therefore to erect a temporary booking office and platform on an economical scale, in a convenient position, in our Engineer's yard, the cost of the construction of these temporary requirements being defrayed by the Commissariat department, as well as any damage to the main building which might take place during its occupancy.

5. We further propose that a rent of Rs. 100 per diem should be levied from the time of occupation until the station premises were handed over to our use again.

6. If the Government will notify its approval of the terms and conditions named, I feel no doubt that the Board of Directors will confirm the proposition herewith made.

No. ——.

Transferred to the Secretary to Government, Public Works Department, with reference to Order, No. 516-E., dated 20th August 1884.

OOTACAMUND,
9th October 1884.

(Signed) C. J. SMITH, Lieut.-Col., R.E.,
Consulting Engineer for Railways.

To the Secretary to Government, Public Works Department.

No. 757-E.

Transferred to the Military Department, with reference to the endorsement in that department, No. 4012, dated 16th August 1884, the enclosures of which are herewith returned.

OOTACAMUND,
13*th October* 1884.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Military Department, with 7 original enclosures.

No. 190. *To the Secretary to the Government of India, Military Department; dated 31st October* 1884, *No.* 5315.

No. 191. *From Colonel G. CHESNEY, Secretary to the Government of India, Military Department, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to the Government of Madras, Military Department; dated Fort William, the 5th December* 1884, *No.* 700-*D.*

Commissariat Department.

I am directed to acknowledge the receipt of your letter,* No. 5315, of the 31st October 1884, forwarding the Proceedings of a Committee assembled to report what special arrangements are needed at Madras to enable the Commissariat to ship

* Original enclosures returned as requested.

stores of all departments for troops proceeding thence on field service by sea; and soliciting sanction to the scales of establishments and pay at the ports of embarkation and debarkation proposed in para. 20 of the Committee report, and to the following proposals:—

(1) That the present Commissariat storage rooms on the North Beach, known as the granary, be converted into a two-storeyed building for the accommodation of stores at a cost of Rs. 34,000; and

(2) That the Madras Railway Company's Ráyapuram passenger station be hired for the temporary use of troops detailed for service and the reception of stores which cannot be accommodated in the granary, on the following terms:—

(*a*) Rent at Rs. 100 per diem.

(*b*) Payment of the cost of constructing a temporary booking office and platform.

(*c*) The repair of any damage to the main building during its occupancy.

2. In reply, I am to state, for the information of His Excellency the Governor in Council, that as the port of Madras is one from which an expedition would rarely have to be embarked, it appears to the Government of India to be unnecessary to expend Rs. 34,000 for rebuilding or extending the granary for the purpose set forth, more especially as temporary buildings could be speedily run up on an emergency, or the premises of the Railway Company hired as proposed.

3. The proposed scale of establishment to be entertained at the ports of embarkation and debarkation on the occasion of an expedition being organized, is, however, sanctioned.

No. 192. ORDER THEREON, 16th December 1884, No. 6251.

The foregoing letter from the Government of India communicated to His Excellency the Commander-in-Chief and departments concerned.

(True Extract.)

A Kenney Herbert Lt.-Col.,
Offg. Secretary to Government.

To the Quarter Master General.
" Adjutant-General.
" Inspector-General of Ordnance.
" Commissary-General.
" Superintendent, Army Clothing.
" Controller of Military Accounts.
" Marine Department.
" Public Works Department.

Exd. E. C. Shunker.

757 E 7/3/0.84
576 E 7/20/8.84

Mdc 10533

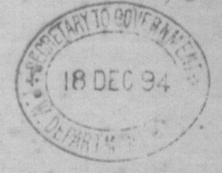
Govt. of {1884} Madras.

MILITARY.

To

THE QUARTER MASTER GENERAL,
&c., &c., &c.

10 L.C.



Dated December, 16th.

Issued.

Recd. 19/12/84 *Encl.*

G.O., 16th December 1884, No. 6251.

B. No. 3142. Wa/20 Mer. 84

DECEMBER.
Nos. 179—192.

Commissariat Department.

Arrangements proposed to be made at Madras to enable the Commissariat to ship stores of all departments for troops proceeding thence on field service by sea, sanctioned by the Government of India with an exception.

Withdrawn

B No. 3142 Wa/20 Mer. 84

Communicated to the Consg. Engineer for Railways and the Supg. Engineer V Circle for information.

Cls.
19.12.84

Consg Engr. for Rys. ✓
S.E. V Circle. ✓
Desptd. 20-12-84.

Jd 7/185 Encl 12-8/1

No. 576 Ed/20.8.84

No. 757 Ed/ Octr. 13. 1884

OCS 13/10

S.W.Cir. 8682

No. 757 Edl. October 13. 1884

No. 8362

Letter from the Supty. Engineer V Circle No. 2583 a/ 6th. October 1884

Letters from the Agent and Manager, Madras Railway Company No. 641 a/ 18th. September & 681 a/ 6th. October 1884

Endorsement thereon by the Consulting Engineer for Railways a/ 9th. October 1884

Cancelled for 14/10

Subject

Re: The cost of work at the Commissariat godowns at Madras for the shipment of the stores of all departments for troops proceeding thence on field service by sea and the proposal that the Royapooram terminus should be handed over to the Commissariat Department in the event of an expedition by sea having to be despatched from Madras

---

Transferred to the Military Departt. with reference to the endorsement in that Department No. 4012 a/ 16th. August 1884 the enclosures of which are herewith returned

Sd/ J. Rhenus Stewart Col. RE
Secy to Govt. S.W.D.

To The Military Department with 7 original enclosures

despatched 14/10

S.W.Cir. 7029

V. Reminder to Consg:
Engineer for Railways
& Supty. Engineer V Circle
dtd. 15/9/84

Reminder No. 516 Edl. Augt. 20th. 1884

SECRETARY TO GOVERNMENT 18 AUG 84 PUBLIC WORKS DEPARTMENT

Communicated to the Supty. Engineer V Circle, and to the Consulting Engineer for Railways, in view to the required information being supplied at an early date.

14-8

S.E. V Circle, C.E. for Rys. } with copies of Spo: of Committee.

Copies of G.O. 6156 a/ 14/11/83 and this day. 26/8/84

P.W.D. 9718.

of troops and storage of stores if ever required by Government.

/By Order/

A. Kennedy Herbert Lt. Col.

Offg. Secy. to Government

To

The Secy. to Government

P. W. Department.

Original enclosu

Enclosures
REQUESTED TO BE
RETURNED WITH REPLY.

No. 4012

Government of Madras.

MILITARY DEPARTMENT,

Ootacamund, the 16 aug[t] 1884

From the Commy: General n[o] 2513, dated
28[th] July/84.

From the 2[d] Master General n[o] 905 A, dated
13 Aug[t]/84.

Forwarded to the Public
Works Department in view to the sub-
mission of an approximate estimate
of the cost of the proposed work at the
Commissariat granary at Madras and
to the Madras Railway Company
being asked to what extent, and on
what terms, their terminal buildings
at Royapooram could be made
temporarily available for the
accommodation

Cost. of {1883} Madras.

MILITARY.

To

THE ADJUTANT-GENERAL,
&c., &c., &c.

Dated November, 14th.

Issued

Recd. *Encl.*

G.O., 14th November 1883, No. 6156.

NOVEMBER.
Nos. 295-296.

Commissariat Department.

Expeditions. — Commissariat Department ordered to undertake the duty of receiving, shipping, landing, and distributing stores of all kinds and for all departments on the occasions of future equipment and despatch of — beyond sea.

Enclosures
REQUESTED TO BE
RETURNED WITH REPLY.

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GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

14th November 1883, No. 6156.

Commissariat Department.

Read the following paper:—

No. 295. *From Colonel G. CHESNEY, Secretary to the Government of India, Military Department, to the Commissary-General, Bengal; dated Simla, 29th October* 1883, *No.* 1690-*S.D.*

Commissariat Department.

In acknowledging the receipt of your letter, No. 74-E., dated the 6th September 1883, reporting in regard to the proposed arrangements for the equipment and despatch of an expedition beyond sea, I am directed to state that the Government of India have decided that the Commissariat Department shall undertake the duty of receiving, shipping, landing, and distributing stores of all kinds, and for all departments on the occasions of future equipment and despatch of expeditions beyond sea.

From Colonel J. V. HUNT, Commissary-General, Bengal, to the Secretary to the Government of India, Military Department (through the Adjutant-General in India); dated Simla, 6th September 1883, N 74-E.

I have the honor to acknowledge your No. 265-S.D. (*Commissariat Department*), dated 8th May 1883, requesting my opinion on the intention of Government to constitute the Commissariat Department on the occasion of future equipment and despatch of expeditions beyond sea:—

I.—The receiving depôt;
II.—The shipping agency for stores of all kinds, including munitions of war, and for other departments at the port of embarkation; and
III.—The agency under which the stores will be landed and distributed at the port of debarkation.

2. The reason why the Commissariat Department has been selected for the duty is that it is supposed to have the necessary machinery for the purpose already in existence, and it is proposed that the department shall be assisted by the Agent for Government Consignments at Calcutta and a Marine Department officer at Bombay.

3. I must admit that I have looked upon the proposal with considerable misgivings, as I have feared that it would be a serious undertaking, and that a very vast responsibility would be thrown on the department; but to enable me to judge of the possibility of meeting the wishes of Government, I obtained information from the Commissary-General, Bombay, which enables me to state that, though the machinery of the department will be greatly strained in the event of the expedition being on a large scale and officers of the department required to accompany the troops, the duty could be taken up with a liberal establishment, composed partly of the permanent staff of the department, and partly of subordinates temporarily engaged.

4. The following are particulars of the leading and most important circumstances connected with the expedition sent to Egypt, all stores for which were made over to and shipped by the Bombay Commissariat:—

I.—Details of Troops, Followers, and Cattle.

177 European officers.	768 Cavalry ponies.
145 Warrant officers.	372 Artillery field mules.
1,690 European troops.	4,361 Transport mules
3,970 Native troops.	7 Transport ponies.
7,209 Followers.	258 Slaughter cattle.
1,765 Horses.	1,763 Sheep and goats.

II.—Gross weight of Commissariat, Medical, Transport, and Ordnance stores.

11,337 tons.

In addition, 1,818,396 gallons water and other stores were shipped by marine and other departments direct, but will, if the entire work is entrusted to the Commissariat Department, be shipped by it in future.

III.—Tranports employed.

Forty-seven hired transports and I.G.S. *Tenasserim*, assisted by mail steamers *Sutlej*, *Assam*, and *Ravenna*. Portions of the stores were also conveyed on the *Cathay*, *Peshawar*, *Venetia*, *Nizam*, *Malwa*, *Australia*, *Duncan*, and *Burmah*.

IV.—Establishment employed at port of embarkation.

1 Chief Commissariat officer in charge of Receiving and Shipping Depôt.	23 Clerks.
4 Commissariat officers.	50 Inspectors, besides a few on daily wages.
5 Warrant officers.	19 Weighmen.
	20 Peons.

V.—Establishment employed at port of debarkation.

2 Commissariat officers.	1 Interpreter.
1 Warrant officer.	2 Overseers.
2 Sergeants.	12 Inspectors.
9 Clerks, 1 duftry, 1 shroff, and 4 peons.	12 Weighmen and other store menial establishments.

5. If, therefore, a force of 1,690 European and 3,970 Native troops required in the one duty of receiving, shipping, and landing stores seven Commissariat officers, a force of larger proportions would prove a very serious drain on the staff of the department, supposing that Commissariat officers would be required to accompany the troops, when the most experienced would be allotted for this duty. I am at the same time aware that for an increased strength of troops Commissariat establishments would not necessarily have to be increased in an equal ratio to that found necessary for the strength of troops sent to Egypt. A graduated proportion of increase would be required, and the number of Commissariat officers and proportion of subordinates of the permanent staff would be provided with great difficulty and inconvenience.

6. It would not, however, be impracticable, as Commissariat officers and subordinates withdrawn would be replaced by regimental officers and subordinates temporarily arranged for. Some disorganization in carrying on the duties of the positions so provided for would follow, but Government would doubtless make ample allowance for the consequences, and when the duty of shipping the stores had ceased, these Commissariat establishments would be again available for station work.

7. On the other hand that it would be inexpedient to specially organise a separate and temporary department for the duty I can readily realize, as it would be composed of an inexperienced staff, while the Commissariat is the only department which has the means of creating such a department from its own trained officials. I am quite prepared therefore, if Government decide that, for expeditions to be despatched beyond sea, the Commissariat department shall be entrusted with the duty of receiving, shipping, and landing stores of all kinds, and for all departments to arrange to give effect to the system, provided, as before stated, that liberal establishments are allowed for the purpose, and those employed at Bombay afford a fair idea of what will be required in proportion to the strength of the troops composing the force.

From Colonel G. CHESNEY, Secretary to the Government of India, Military Department, to the Commissary-General, Bengal; dated Simla, the 8th May 1883, No. 265-S.D. (*Commissariat Department*).

The Government of India have had under consideration, in connection with the report forwarded by the Government of Bombay on the working of the Indian Commissariat department with the late Egyptian expedition, the question of the best arrangements for the equipment and despatch of an expedition beyond sea, in view to the equipment and despatch of future expeditions beyond sea being worked on improved principles.

2. Under present arrangements there are in peace time three different systems for landing and shipping stores in the Bengal, Madras, and Bombay presidencies. In Calcutta, there is an Agent for Government Consignments; in Madras, the Marine Department does the work; and in Bombay, it is the usual practice for the Commissariat Department to receive and ship all stores. In ordinary times this does not much matter, as the consignments are not excessive,

and there is no great pressure as to time; but inconvenience might arise on occasions of great pressure or emergency.

3. From Appendix J of the report forwarded to you with this office No. 1439-G., dated the 29th November 1882, it will be seen that the Bombay Commissariat shipped all kinds of stores, including munitions of war, for other departments, and that there have been no complaints, although perhaps the campaign was not of sufficiently long duration to test in all respects the working of this arrangement and the general system for the supply of stores.

4. In preparing an expedition for despatch beyond sea, the first and most important question to be settled is, who is to manage the receiving and shipping of all stores? While the General Officer Commanding and his Quartermaster-General are primarily responsible for the arrangements, the actual executive work cannot be done by the general and his military staff, and some other agency must therefore be employed; and, looking to the machinery already in existence in the Commissariat, the Government of India are of opinion that in that department should be constituted—

1*st*.—The receiving depôt;

2*nd*.—The shipping agency.

To the Chief Commissariat officer, the Agent for Government Consignments, or at Bombay a Marine Department officer, might be attached to carry out all the arrangements for shipping the stores and supplies, in communication with the Director or Deputy Director of Marine, as the case may be.

5. A precisely similar arrangement should, the Government of India consider, be carried out at the base of operations in the country where the expedition landed, the Commissariat Department being the *one controlling authority* for receiving and shipping stores, and for landing and distributing them at the port of embarkation and at the base of operations, under the orders of the General Commanding the Force.

6. Before, however, issuing any orders for the adoption of this system for the future, the Government of India would be glad to receive an expression of your opinion on the arrangement above proposed. I am to request that it may be submitted through the Adjutant-General in India.

No. 1690-S.D.

Copy, and of that to which it is a reply, and Military Department letter No. 265-S.D., dated the 8th May 1883, forwarded to the Secretary to the Government of Madras, Military Department, for the information of His Excellency the Governor in Council.

* * * * * *

(By Order.)

(Signed) T. DEANE, Major,
Asst. Secy. to the Govt. of India.

SIMLA,
29*th October* 1883.

No. 296. ORDER THEREON, 14th November 1883, No. 6156.

Communicated to the Commissary-General and departments concerned.

(True Extract.)

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

To the Adjutant-General.
" Quartermaster-General.
" Inspector-General of Ordnance.
" Commissary-General.
" Superintendent of Army Clothing.
" Controller of Military Accounts.
" Marine Department.

Exd. E. C. Shunker.

Cost. of {1883} Madras.

MILITARY.

To

THE ADJUTANT-GENERAL,
&c., &c., &c.

Dated November, 14th.

Issued

Recd. *Encl.*

G.O., 14th November 1883, No. 6156.

NOVEMBER.
Nos. 295-296.

Commissariat Department.

Expeditions. — Commissariat Department ordered to undertake the duty of receiving, shipping, landing, and distributing stores of all kinds and for all departments on the occasions of future equipment and despatch of — beyond sea.

their work within the regulated hours, the Marine authorities having no power to punish for infringement of contract except through the Police department. There are 100 masulah boats and 73 lighters—each masulah boat carries two tons, and each lighter ten tons.

23. The Marine department would also arrange for supplying the transports with the needful quantities of water.

24. Finally, the Committee would advert to the desirability of data being collected as to the means available in Madras for pressing hay for shipment. This is always an anxious and difficult task, and as the export of raw cotton from this port has greatly decreased of late years, special arrangements for hay presses seem advisable if the local market is unequal to the task.

H. P. HAWKES, Colonel, *Deputy Commissary-General,* } *President.*
S. E. ATKINSON, Major, *Dy. Asst. Quarter Master Genl.,*
W. HOGAN, Quarter Master, *2nd B., S.W.B.,* } *Members.*
W. H. BARTLETT, *Asst. Master Attendant,*

MADRAS,
18*th July* 1884.

it would be the best arrangement that could be made in view of the diminished accommodation now in their possession.

8. They accordingly put themselves in communication with the Executive Engineer, who, having caused the walls to be carefully examined, reported that they would not sustain a second storey, but would have to be wholly rebuilt.

9. The Committee cannot help thinking that if the department is to be held responsible for being at all times in a position rapidly to equip an expedition, the cost of rebuilding the front line of the granary with an upper storey should be incurred. The granary, even in its enlarged form, would have to be largely supplemented by temporary sheds run up on the beach. Ordnance ammunition and tents would still have to be parked on the beach in Commissariat charge, and shipped from thence as the transports were ready.

10. But being desirous, if possible, of submitting to Government an alternative proposal, the Committee endeavoured to ascertain whether there was no large building conveniently situated which could be temporarily placed at the disposal of the Commissariat department whenever it has to provide for the despatch of an expedition by sea.

11. The only building which answered this description was found to be the Ráyapuram railway terminus. Since the opening of the new central station, the Ráyapuram terminus is almost disused. We believe that one or two unimportant trains start daily, but the traffic is so insignificant that there would be no difficulty in making temporary arrangements for this traffic quite independent of the present station.

12. The terminus is a fine, lofty covered building with platforms on either side and four lines of rail running through it. The platforms are narrow, but could be readily enlarged by roughly boarding over one of the lines of rail on each side; there is convenient access for carts along their whole length, and they would thus be admirably suited for receiving grain and provisions in bulk, for cleaning, weighing, repacking, and marking.

13. When the stores were ready for shipment, the articles for each transport would be collected in one place and transferred direct into the trucks and carried off to the beach, the present lines of rail being connected with those on the beach by a short siding; a temporary wooden bridge would join the two platforms.

14. If the space is found insufficient, as will probably be the case, the marking and sewing of the bags could be done on the open asphalted platform which runs eastward in continuation of the covered north platform; and in the case of an expedition embarking during the rains, this open platform could be covered with a temporary roof of mats or tarpaulins.

15. Under this arrangement, the granary would be devoted solely to the reception of the whole of the *stores of other departments*, and from it they would be shipped direct under the supervision of a Commissariat officer.

16. The Committee have not thought themselves authorized to communicate with the railway authorities in anticipation of the decision of Government on the subject; but they think that, in the event of this second plan being adopted, it would be desirable that the consent of the railway authorities should be obtained at once, and that the matter be not left open until the necessity arises. As the occupation of the terminus would be very temporary, we doubt not that permission will be accorded without hesitation.

17. For facility of reference, we here recapitulate the two plans. Apart from the financial aspect of the question, the Committee would give the first plan the preference, on the principle that the Commissariat department should have under its own exclusive control sufficient accommodation for all the duties required of it.

First.—To rebuild the present sea-face of the granary and to provide an additional upper storey throughout its full length; to give the Commissary-General authority to construct on the beach as many temporary sheds as may be necessary to cover bulky goods, such as tents, ordnance stores, firewood, &c., which could not possibly be stored in the present granary, even with the increased accommodation proposed.

Second.—To obtain the consent of the railway authorities to lend the Commissariat, during an expedition, the Ráyapuram railway terminus; to provide additional space by boarding over one line of rails on each platform; to make a temporary bridge between the two platforms, and to connect one of the lines of rail on each side to the main line running along the beach; to use the granary for collecting the stores of other departments.

18. As regards the Commissariat establishments which would be necessary to the perfect efficiency of the department in the anxious duty of equipping a force, the Committee feel that, on this point, the Commissary-General's long experience is of far more value than any suggestions they could offer. They think that, where enormous sums of money are spent in the equipment of a force, it would be a most unwise policy to stint the supervising establishment on which the economy and efficiency of all the arrangements entirely depends. During the first few weeks after the collection of stores has commenced, everything is new, the men have not settled down into their places, and the machine runs somewhat roughly, and, with a stinted and insufficient establishment, the responsibility of the department is enormously increased and the risk of failure is great.

19. The establishment proposed by the Commissary-General looks somewhat liberal *on paper*, but any one who has had experience in these matters will not require to be reminded how many incidental duties arise which are not at first reckoned on, and how one clerk after another has to be diverted to duties not originally foreseen, nor must it be forgotten that, on these occasions, the work goes on all day and all night, and that consequently there would seldom be more than half the numbers present at one time.

20. They therefore recommend that the scale of establishment given in para. 15 of the Comy.-Genl's. letter of 27th March be adopted. The rates of pay seem suitable, but when existing establishments are transferred to the expeditionary godown, it should be arranged to post them to a higher grade than their permanent one, so that there may be some compensation for the extra labor and responsibility.

Para. 15. "At the above ratio the numbers for every 2,000 men, Europeans or Natives, should be—

Proposed establishment at the port of embarkation.

1 Chief Commissariat officer (for a force of any size).	8 Clerks.
1 Commissariat officer.	15 Inspectors.
2 Warrant officers.	6 Weighmen.
	6 Peons.

Proposed establishment at the port of debarkation.

1 Commissariat officer for every 3,000 men or less.	1 Interpreter (for a force of any size) if required.
1 Warrant officer or sergeant.	1 Overseer.
3 Clerks.	4 Inspectors.
1 Duftry.	4 Weighmen.
1 Shroff.	Coolies as required.
1 Peon.	

Estimate of monthly cost of establishments for shipping stores for 2,000 troops proceeding on field service from Madras.

At port of embarkation.

	Rs.	A.	P.
1 First-class clerk	150	0	0
2 Second-class clerks, at Rs. 90	180	0	0
3 Third-class clerks, " " 50	150	0	0
2 Fourth-class clerks, " " 30	60	0	0
15 Inspectors, " " 30	450	0	0
6 Weighmen, " " 18	108	0	0
6 Peons, " " 8	48	0	0

At port of debarkation.

1 First-class clerk	150	0	0
1 Second-class clerk	90	0	0
1 Third-class clerk	50	0	0
(Foreign service batta as usual.)			
1 Duftry	25	0	0
1 Shroff	100	0	0
1 Peon	8	0	0
1 Interpreter	50	0	0
1 Overseer	50	0	0
4 Inspectors, at Rs. 50	200	0	0
4 Weighers, " " 20	80	0	0
Coolies as required	...		
Total	1,949	0	0

21. The Commissary-General's proposal to ship stores direct into boats from one of the arms of the harbour wall is shown by the marine member of the Committee to be impracticable and is, therefore, abandoned.

22. The marine member is of opinion that there will be no difficulty, on sufficient notice being given, in providing the number of boats stated by the Commissary-General to be necessary, but the Committee anticipate the possibility of difficulties arising, in consequence of the boatmen not being sufficiently under the control of the Marine department, so far as compelling them to keep to

Proceedings of a Committee assembled under the orders conveyed in Proceedings of Government, No. 2979, of the 29th June 1884, to "consider and report what special arrangements are needed at Madras to enable the Commissariat Department to undertake the shipment of the stores of all departments for troops proceeding thence on field service by sea, and to propose a scale of pay for the necessary establishments."

President:

Colonel H. P. HAWKES, Deputy Commissary-General.

Members:

Major S. E. ATKINSON, Depy. Asst. Quarter Master Genl., Eastern District.
Quarter Master W. HOGAN, 2nd Battalion, South Wales Borderers.
Mr. W. H. BARTLETT, Assistant Master Attendant.

THE Committee proceeded, in the first instance, to inspect personally the accommodation in the possession of the Commissary-General for collecting the stores of all departments to equip an expedition by sea.

2. The only building now remaining to the department is one on the first line beach known as the "Commissariat granary." This consists of two parts, viz., a building which appears to have been originally a Native house of the better sort, and comprises nine small narrow rooms, very inconvenient for departmental purposes, and very deficient as regards suitable ventilation. These rooms are built round a small square court yard, as is usual with native houses, and are surrounded by covered verandahs.

3. Adjoining this building is an open square in which are two good godowns and three sheds.

4. Exclusive of verandahs and guard-rooms, &c., the covered area of the "Granary" (including sheds) available for use, measures 20,338 superficial feet.

5. The Committee are informed that the Commissariat formerly possessed on the same line of beach a second establishment known as the "timber depôt." This, with a far greater area than the present granary, had godown accommodation to the extent of 22,214 superficial feet. This second depôt, which was always used in communication with the granary on every occasion of the equipment of troops for service, was long ago resumed by the State as a site for the Stationery Office and part of the present Post Office. This deprived the department of more than one-half the accommodation available for the equipment of an expedition by sea.

6. The Committee fully agree with the Commissary-General that the accommodation of the present granary would be quite insufficient for even purely departmental wants, and would leave the question of storage for the consignments of other departments totally unprovided for. They therefore proceeded to inspect the native rice godowns lying to the north of the Custom House, to see if it would be advisable that they should be hired in time of need to supplement the existing accommodation. They found that the few which fronted on the first line beach were small, disconnected with each other, deficient in ventilation, and had no inner yards or enclosures where all the multifarious duties of cleaning, weighing, bagging, and marking could be carried on. Similar godowns in rear of the row on the sea-face are of the same description; they all abut upon very narrow lanes in the midst of a dense population, have no conveniences for access, and are therefore even more unsuitable than those in the front line first examined.

7. The Commissary-General's proposal to hire godowns being therefore found impracticable, it occurred to the Committee that if an upper storey could be built over the full length of the sea-face of the granary, it would provide accommodation for all perishable stores, such as clothing, medical equipments, &c., &c., and though the increased accommodation thus provided would still be far less than what would be sufficient to enable the department to carry out its duties satisfactorily,