

raised in that district, and men from the same part of India were subsequently substituted for the Egyptians and Turks in the other two divisions, as the latter were found to be lazy, apathetic, and totally unmanageable. The jemadars and duffadars were selected from the drivers. To get the men qualified for these posts has been a source of some difficulty; for, with the exception of the Punjaub Trains, the men were sent to the country quite untrained.

It is impossible to overrate the necessity of thoroughly training the men to a rigid system in the care of the animals on the line of march as well as in the lines, previous to their being sent on service.

A marked difference is apparent in the working of the men who were sent here without the advantage of any such training, and of those who had marched with their mules from Rawul Pindiee to Kurrachee, a distance of nearly 1,000 miles.

The men evince an impression that they are looked down upon by their enlisted friends and relatives, consequently they take no interest in, and do not like their work.

It is therefore most desirable that the corps should be so constituted as to induce men to seek service in it, so that an "esprit de corps" will naturally become inoculated, and this can never be the case as long as the men are looked upon as mere followers, and in no way superior to the cavalry syce or grass-cutter.

To render it popular as well as efficient I am of opinion that the men should be enlisted as mule drivers; they ought not to be overdrilled, and should not take any military duty except in connection with their own branch—such as guards to convoys, and in their own line.

I should like to see them lightly equipped, dressed in a loose blouse and knickerbockers of a khakee colour, with bandages, as worn by the Himalayan mountaineers, in place of gaiters, and each man furnished with a small kit-bag capable of containing one suit of clothes. The blanket and great coat should be carried by the man, and each mule his own clothing things and picketing gear.

I would arm each man with a pistol and kookery (Nepalese knife), which is a formidable weapon, and can, if required, be used for cutting wood or grass without injury. The Ghoorkas use it for various rough purposes, and it continues serviceable.

There should be ten spare men per troop, who, as well as the jemadars and duffadars, and artificers, might, in lieu of the pistol, be armed with a carbine, and they should be ample to render the corps independent of the regular army for escorts on convoys, or men cutting grass in an enemy's country.

This protection in the corps was much needed in this campaign in parts of the country where armed and predatory bands were constantly on the look-out for unprotected parties, such as grass-cutters, &c. It is true that all the men with this train were armed, but they turned their swords to so many purposes that they have become almost useless.

Should it ever be contemplated to raise a permanent Transport Corps in India, it is to be hoped that the system and interior economy may be entirely under military organization, and that it, as with the Highland Train in this campaign, may work under one department, viz., the Quartermaster-General's.

(Signed) J. SIDNEY HAND, Captain,
Sub-Director, L.T.T.

Camp, Antalo,
13th May 1868.

*Rates of Pay of the different Ranks of the
Highland Transport Train.*

Inspectors 1st Class,	120 rupees;	2d Class,	80 rupees,	per mensem.
Jemadar	25 rupees	per mensem.		
Duffadar	15	"	"	
Muleteer	12	"	"	
Watercarrier	12	"	"	
Native Vet.	} 40	"	"	
Surgeon		"	"	
Moonshee	40	"	"	
Head farrier	33	"	"	
Assist. do.	23	"	"	
Head smith	30	"	"	
Assist. do.	25	"	"	
Head saddler	45	"	"	
Assist. do.	18	"	"	
Ropemakers	22—28	"	"	

This is according to the rates allowed in the Punjaub Trains. Those raised in Bombay were allowed higher pay.

(Signed) J. SIDNEY HAND, Captain,
Sub-Director, L.T.T.

Camp, Antalo,
13th May 1868.

Report on Park Saddles.

Otago, weight 43 lbs. This saddle is decidedly the best adapted for general purposes, owing to the facility in loading it, and its general excellent manufacture. It seldom requires repair, except re-stuffing, which is easily and quickly done.

It is, however, apt to gall on the shoulder and hip, unless very carefully fitted. The leather of the pad should not project beyond the stuffing.

It is not suited to small mules, such as those obtained in the Punjaub and Persia; and even if sizes sufficiently small for them were built, I doubt much if the tree would present sufficient surface to carry an ordinary load.

The Punjaub pad weighs 33 lbs., and is the best saddle for small mules. If carefully put on and girthed, it never galls.

All *sulectah* (loose canvass bags) saddles, of which this is one, are bad in hilly countries, owing to the difficulty in fastening the loads to the saddle, to prevent its slipping during ascent or descent. This difficulty, however, can be overcome; and Captain Bainbridge, Commanding Rawul Pindiee Train, is now trying a plan he has adopted, of a rope let into the pad, which can be used for boxes in a manner similar to the loading-strap of the Otago, or to fasten the "*sulecta*" and load to the pad.

The Kumaon pad, used in 5-25 Royal Artillery, weighs 36 lbs., and is similar to the Punjaub pad.

The Bombay pad weighs 40 lbs., and rarely galls, but it is badly made, unwieldy, and constantly requires repairs.

The Bombay Arsenal pad weighs 26 lbs. We have had more mules galled by this pad than by any other.

The McMahan weighs 66 lbs. This includes a waterproof sheet. It has not yet had a fair trial, but its excessive weight is a great objection to it.

(Signed) J. SIDNEY HAND, Captain,
Sub-Director, L.T.T.