

as it will be shewn hereafter, the difficulties were so great that it became self-evident such a proportion could not answer, and in the advance of the army on Magdala, every mule had one man, either a soldier or muleteer, to look after it.

12. The establishment of officers of one captain and two subalterns to a division of 2,000 animals was found to be equally inadequate, for it became necessary that an officer should accompany every convoy, also one at each post to superintend the passing and returning of convoys with regularity and order, to supervise the feeding and watering of the animals—the latter under the circumstances a most important duty, and as in most places the supply of water was such as to require the greatest care in distribution.

13. Again, at the larger stations, such as Koo-maylee, Senafe, Antalo, &c., officers were placed in command, with staff officers to assist them.

14. As may be imagined, these appointments drew away a considerable number of officers from the original strength, and His Excellency therefore drafted in a large number of officers as subalterns to be attached to the several divisions, so that there might be a better supervision over the men and their animals, which is so necessary to the well being of a transport.

15. On the 5th December, 1867, a second in command and staff officer were appointed, and on the arrival of the head-quarters in Abyssinia, the director for the first time was allowed a paymaster and quartermaster.

16. The paymaster was a most important post, and has been well and ably filled by Lieutenant Clark, Madras Cavalry; but it would have been better had this appointment been sanctioned in the first instance, instead of throwing this duty upon captains of divisions, assisted by a subaltern, with one or two of their head inspectors to assist.

17. This arrangement, as soon as the working of the campaign really commenced, broke down altogether; for it was found that the out-door duties were such as to require the presence of every officer and non-commissioned officer day and night, and His Excellency then ordered that non-commissioned officers from each British regiment in the force should be detached as pay clerks to each division, but the full number, 14, could never be obtained.

18. As the army advanced, and the distance from the base of operations, where the head-quarters of the director was established, became so great, 4 out of the 14 divisions comprising the Transport Train were formed into what was termed a Highland Train, in contradistinction to the remaining 10 divisions, which were called the Lowland Train; Captain Hand, 82nd Foot, being appointed to the command of the former, and his report upon train is herewith annexed.

19. In addition to the establishment of officers, inspectors and muleteers, artificers, as per margin,* were attached to each division of 2,000 animals.

20. The strength of the corps under the Command of the Director, finally reached the gigantic proportions shewn at the close of the campaign, viz:

80 Commissioned Officers.
160 European Inspectors.
400 Native Inspectors.
12,000 Followers.

* 1 Head Smith, 8 Smiths, 1 Head Carpenter, 6 Carpenters, 1 Head Mochie, 10 Mochies, 8 Bellows Boys, 8 Hammermen.

21. The organization of the train was much affected by a change in the class of muleteers, for besides those sent from Bombay at the commencement, a very large number of muleteers, or believed to be such, were sent from Suez.

22. They consisted of every European nationality besides Turks and Egyptians, and the interpreters were very few in proportion, many among these were so open to bribery and corruption, that the correctness of their interpretation had had to be purchased by the men.

23. The wanton barbarous cruelty of these men to their animals, their unwillingness to work or to bear privations beside being insubordinate in the extreme, led to their being discharged, and during the months of January, February, and March, 2,100 were sent back.

24. They were replaced by some 5,000 men collected from the "Punjab," who answered admirably, and without which the train could not possibly have worked.

They had great endurance, were very willing and tractable, and once they knew what was required of them worked both cheerfully and well.

25. The organization of the Transport Train, with the changes that occurred in the same having been shown, the working of the Train next comes into consideration, which commenced with the arrival of Captain Griffith and Lieutenants Mortimer and Hennell, with the advance brigade. The officers were followed by Captain Young and Lieutenants Sturt and Onslow and Captain Waring followed with Lieutenant Caldecott and Cornet Lucas.

26. The Train was divided into divisions as follows:

- A. Mules.
- B. Pack Bullocks.
- C. Carts.
- D. Mules.
- E. Mules.
- F. Pack Bullocks.
- G. Mules.
- H. Camels.
- K. Ditto.
- L. Mules.
- M. Mules (Lahore).
- N. Mules (Rawul Pindee).
- O. Pack Bullocks.
- P. Camels.

And Captains Griffith and Yonge commenced the formation of "A" and "E" Divisions, and Captain Waring, "P" Division.

27. Difficulties and disasters met these officers at every step. Mules landed without equipments in hundreds, and with muleteers of the class already spoken of.

28. At that time these officers having no subordinates had to look to every thing themselves, and this with the scarcity of water and forage combined, led to a loss to the army at this critical period of an immense number of mules.

29. As regards the camels, these were procured by the contractors at Aden, and Mr. Houseman's language fails to describe the pitiable condition of these animals when landed. Some were too young for work, others with sore backs, and ulcers frightful to behold, others so young, averaging from six months to one year, were utterly useless, and the majority landed in such a weak, and debilitated condition, that they could barely carry 100lbs. The proportion also of drivers to animals was so small that before long hundreds of these useful beasts were lost to the army.

30. The Director was detained in Bombay for work connected with the Finance and equipment