

of the Train by the Commissary General; and left Bombay on the 19th December, 1867, arriving here on the 31st December, 1867, only 3 days before His Excellency the Commander-in-Chief.

31. Besides the above mentioned work at the Presidency, he was enabled to form two complete divisions of bullocks, before his departure, viz.: "B" and "F," which were detained for tonnage, and the last of the divisions did not arrive here till March, 1868.

32. A short time previous to the departure of the director, Captain Twentyman proceeded in command of the first detail of the military element, consisting of 26 European and 35 Native Inspectors whose arrival was most welcome to the officers, then organizing the "A," "E" and "P" Divisions, and Captain Twentyman himself commenced the formation of "D" Division. These two Divisions, "D" and "A" subsequently formed one-half of the Highland Brigade already alluded to.

33. The state of the Transport on the arrival of the Director was truly appalling, for what with the wretched state of the animals, insubordination of the Suez muleteers, and the enormous pressure put on the Train by the Commissariat and other departments, to meet the requirements of the army daily landing, success seemed hopeless, and but for the untiring energy and perseverance, and hard work day and night of the above mentioned officers, the Train must have been lost altogether.

34. However, day by day, a fresh and better class of animals were received, especially camels from Soakim and the interior. The Lahore, and Rawul Pindee Mule Trains arrived. Muleteers from the Punjab came to be exchanged for Egyptians, Turks, &c., and matters began to assume a more hopeful aspect, although much remained to be done to render the Train effective.

35. At Koomaylee a large depôt was established, which became the great point where stores and provisions were accumulated, and from thence passed on to the front. For some time it was the Head-Quarters of seven divisions. Its command fell upon Major Nuttall, second in command, and the selection was a happy one.

36. The duties required of him were constant out-door supervision from morning till after midnight, of the numerous Convoys that had to start, and to his untiring energy must be attributed the great success and utility of this depôt.

37. A similar post was established at Senafe, and the selection was again equally fortunate, and Captain Annesley worked so ably and successfully in the command of this important post that he received the highest encomiums from General Officers passing through.

38. The Sub-Officers placed at intermediate posts also did their duty well, and frequently called for the commendations of General Officers for the neatness and order of the several stations under their command.

39. Among the many and severe duties the officers had to perform Convoy duty was the hardest, and under which many who had so long borne the burden and heat of the day had at last to succumb.

40. It must be acknowledged that the losses have been very great, both of animals and stores, but under the then existing circumstances it was literally beyond human control, the long marches (one especially of 32 miles) when the water supply at Undul Wells was very limited, without any streams on the way-side at which men and animals could refresh themselves, they would

arrive at night utterly prostrate with fatigue, and without any hope of rest until the animals had been unladen, watered and fed, and this in a narrow crowded pass where only a few animals could be watered together, which took up a considerable time.

41. After this the men had to cook their own food, and they could barely lay down for rest and sleep, ere they were again called to load and resume their march.

42. This work of loading was in itself a very severe task for one man to load three unbroken and in many cases vicious animals, with no one to assist, was an impossibility, and when two or three combined together, the mules that were laden would either break from their pickets, throw off their burdens or roll on the ground till they had released themselves.

43. Thus hours passed in simply loading and re-loading, and the sun was well up before the convoy commenced its march.

44. These convoys covered an immense length of space, often extending for two miles; and when animals laid down or dropped with fatigue, they had to be unladen, and the spare animals put into their places.

45. The percentage of spare animals was ten per cent., but when the pack bullocks came into use, they were so wild, so unbroken, and many of them in such wretched condition, that even twenty-five per cent. was not enough.

46. As soon as the road between Zoulla and Senafe had become passable for wheeled carriage, the train was strengthened by a supply of Bombay bullocks and Maltese mule carts.

47. But for this timely assistance, it would have been sorely straitened; as mule carriage in the lowlands began to fail, and the supply of camels, which had for awhile revived in quality and numbers, also began to diminish.

48. The first passage of carts up the Senafe Ghaut, consisting of a convoy of eighty carts, in sole charge of a native military inspector, was so successful, that every effort was made to increase this kind of carriage. Captain L. A. M. Graeme, 102nd Foot, was chosen, to raise and organize the cart division; and his efforts were crowned with the utmost success, which he richly merited, as he devoted all his energies and time to this one work, seeing to everything himself, and his conduct is beyond all praise.

49. It must be here mentioned, that as the supply of draught mules had ceased, and those in use beginning to fail from hard work, with the sanction of the Controller of Supply and Transport, Captain Graeme commenced converting mule carts with broken shafts into bullock carts with the ordinary Indian yoke.

50. This was a great success, as we were enabled to purchase a very fair supply of draught bullocks from the natives of the country, and thus had as many as 600 carts at a time available.

51. The Veterinary Department was a source of great anxiety; for, on leaving Bombay, the establishment was miserably small, and at no time has it been possible to increase it; but among the French and Italian muleteers there were collected some eight or ten men who had some knowledge of the first principles of veterinary practice.

52. This was the utmost help that could be rendered to the veterinary surgeons, many of whom were young men recently entered the army, but who nevertheless, by energy and goodwill, did good service.

53. These officers were under the immediate orders of First Class Veterinary Surgeon W.