

sued for peace, and the situation has cleared for final settlement.

6. The task that I set myself as commander of the Southern Column was—

First.—To drive a mule road through the heart of the Baungshé Chin country to Yokwa and Haka, subjugating this tribe as we advanced, and obtaining the restoration of captives.

Second.—To advance, in combination with the Northern Column, to the capital of the Tashon Chins, and compel their submission.

Third.—To advance west from Haka, and, in co-operation with the Chittagong Column, complete the opening of the road between Bengal and Burma, coercing the tribes, and obtaining submission to our authority, on both sides of the line of advance.

Fourth.—To visit villages, force the Chins to cease raiding, and to give up all captives; and to explore the Chin Hills in every direction, as far as the limits of time and the working season would permit.

Fifth.—To establish the necessary posts to hold the country after the withdrawal of the main body of the troops.

7. By the 18th of November, the preparations for the campaign were in the following advanced state—

The Southern Column, of which the strength has been given above, had concentrated at Pakókku for its march of 165 miles to Kan. This march was successfully carried out by detachments of 200 fighting men with followers marching in succession daily for fifteen days. Shelters had been erected by the civil authorities at all halting places, and such provisions as were procurable stored.

On account of the unusually late rains, the start for the expedition had been put off from the 1st to the 23rd of November. To enable the programme to be carried out, it could be postponed no longer. The leading columns, the first of which left Pakókku on the 23rd of November, were just able to get through the fast falling rivers and drying country, and although the march was somewhat trying, the troops and followers all arrived at Kan in good condition, with 1·1 per cent. only of total strength, including men who were footsore, on the sick report.

8. The Northern Column was ready at Fort White to commence operations, and only awaited the arrival of its hill coolies.

9. It had been decided to establish ten posts along the northern portion of the Burma Frontier, for its protection against Chin raids. All the garrisons for these posts were sent up the Chindwin River to Kalewa.

The late rains had flooded the Kale Valley, and up to the end of November, the country was impassable to anything but elephants. On the 24th October, 170 fresh mules, with elephants to carry their saddles and gear, took fifteen hours getting through the bogs and swamps, which blocked the last 5½ miles of the road into Kalembo, the distributing base for all supplies for Fort White and posts in the Kale Valley. The energies of the officers, however, overcame all difficulties, and by the end of December these ten posts were constructed, occupied, and rationed.

10. The work of rationing the troops, especially the Southern Column, has been throughout an extremely difficult undertaking. The problem for the Southern Column was how to feed a body of troops advancing into a totally unknown country from a distant base—the number of transport animals falling far short of requirements.

This base, Kan, was connected on the north by a shallow and swift running river, the Myittha, difficult of navigation, and full of snags and rocks, with Kalewa on the Chindwin River, distant by water 136 miles.

To the south, the other main base, Pakókku on the Irrawaddy, is 165 miles by land from Kan. On the 23rd November carts could only travel as far as Yebyu, a village 60 miles from Pakókku. Before the season closed they were working into Gangaw, or within 23 miles of Kan. Both the river and road lines of communication from the main bases to Kan passed through a sparsely inhabited country, in which very few supplies could be obtained.

11. On the 10th of September, Mr. Holland, of Her Majesty's Indian Marine Service, having explored the Myittha River, and given it as his opinion that stores could be taken up by water from Kalewa to Kan, orders were issued for 600 tons of stores to be sent by this route.

The river transport was placed entirely in Mr. Holland's charge. He devoted himself to the work with most intelligently applied energy, and, in spite of difficulties which on more than one occasion seriously threatened to swamp the enterprise, successfully carried it through. His great troubles were sickness, want of boats and boatmen, and wholesale desertions of the men with their boats. The difficulties caused by the river itself would have been light, if the Burman boatmen could have been depended upon to fulfil their engagements. Unfortunately they took this unnecessary opportunity of exhibiting their national characteristic of dislike to hard work, even for wages of an exorbitant rate.

Rain also fell incessantly up to the middle of November, and this further disheartened the boatmen, and delayed the work.

12. By the end of January, 1890, 551 tons of stores had been despatched to Kan, and 638 tons to Kalembo, by water from Kalewa. In addition, large numbers of details and sick, with their baggage, had been provided with carriage in the boats up and down between these places.

13. From the early days of February, all rations for the Southern Column were brought to Kan, by road from Pakókku, and so on to Haka, in carts, on pack-bullocks, and on Government transport animals. In this month of February, cattle disease broke out with great virulence in the Kale and Myittha Valleys, and the loss of the animals greatly hampered the commissariat and transport officers. In the Kale State alone upwards of 3,000 buffaloes, or more than 90 cent. of the animals possessed by the people, died; whilst the pack-bullocks were reduced by two-thirds.

14. The first troops of the Southern Column, consisting of the head-quarters and No. 6 Company of the Madras Sappers and Miners, arrived at Kan on the 7th of December. On the 9th the Sappers, with a covering escort of the 2nd Madras Infantry, left to commence work on the road to Yokwa and Haka.

15. Before the expedition started, it was believed that the Southern Column would be enabled to reach Haka in ten, or at latest twelve, days from Kan. On this surmise all calculations were made. Such were the unexpected difficulties of the country, on account of the tumbled net-work of steep hills and deep ravines, that with the whole strength of the force devoted to making the road, 64 miles in length, it took the head of the column 66 days, and the mule road 77 days, to get into Haka. This disappointing delay was not without its compensating advantages in dealing