

LIST OF APPENDIX.

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Appendix, No. 1.

Return of the Names of Transports taken up for India (Steamers and Sailing Vessels), their Tonnage, Horse Power, the Number of Men each carried, Rate of Passage Money, the Date of Taking-up and of Sailing, and the Date of Arrival, as far as known - - - - p. 198

Appendix, No. 2.

List of Steam and Sailing Vessels which proceeded to India with Troops, between the 1st June and the 1st December 1857 - - - - - p. 200

Appendix, No. 3.

Copies of all Correspondence that has taken place with reference to the Conveyance of Troops to India by way of Egypt, either between Her Majesty's Government and the Court of Directors of the East India Company, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other Steam Packet Companies - - - - - p. 201

Appendix, No. 4.

Papers delivered in by P. Melvill, Esq., 16 February 1858 - - - - - p. 245

Appendix, No. 5.

Account showing the Quantities of Coals and Patent Fuel remaining in Store on the 31st May and 30th June 1857; the Quantities shipped prior to 31st May 1857, but not received at the Cape on that Date; and the Quantities shipped in each Month since 31 May 1857 - - - p. 255

Return showing the Quantities of Coals and Patent Fuel remaining in Store at St. Vincent (Cape de Verds), Ascension, and the Cape of Good Hope, on the 29th June 1857 - - - p. 255

Return of Her Majesty's Steam Vessels in Commission in the Mediterranean and in England on the 29th June 1857 - - - - - p. 256

Appendix, No. 6.

Abstract of Passages, 1857, of Her Majesty's Ships and Transports and Freight Ships - p. 257

Appendix, No. 7.

Dimension of Masts and Yards of Her Majesty's Ships "Urgent" and "Perseverance" - p. 259

Comparative Dimensions, Tonnage, and Surface of Sails of the 30-Gun Frigate "Curaçoa," the General Screw Company's Ship "Queen of the South," and the Troop Ship "Perseverance," the last as originally masted - - - - - p. 260

Extract of Letter from Commander M'Donald. "Perseverance," Portsmouth.—Reporting on the Capabilities, &c., of the Ship - - - - - p. 260

Appendix, No. 8.

Letter from Colonel Phipps to Lieutenant-General Sir De Lacy Evans, G. C. B., M. P., Chairman, p. 261

Appendix, No. 9.

Statement showing the Average Number of Days to and from Southampton and Alexandria, Suez and Calcutta, and Point de Galle and Hong Kong, for Seven Years, Stoppages included, p. 262

Appendix, No. 10.

- No. 1.—Statement of the Regiments of Cavalry, Infantry, and Artillery, of Her Majesty's Service, which have been embarked for India from the 1st of July to the 10th of September; showing the Strength of each Regiment, Rate per Head, Name of Ship, Tonnage, Destination, &c., according to the Embarkation Returns received at the Adjutant-General's Office to the 10th of September inclusive - - - - - p. 264
- Force intercepted *en route* for China, and obtained from the Colonies - - - - - p. 266
- List of Ships in the Order of Sailing; with their Destination, Place of Embarkation, Troops on Board each; made up to 10 September 1857. (Corrected at Lloyd's) - - - - - p. 267
- No. 2.—Statement of Regiments of Cavalry, Infantry, and Artillery of Her Majesty's Service which have embarked for India from 11th September 1857 to 18th February 1858 - - - - - p. 268
- List of Ships in the Order of Sailing, with their Destination, Place of Embarkation, Troops on Board, &c.; made up to 18th February 1858 - - - - - p. 271

Appendix, No. 11.

- Report of the Committee to whom was referred the Petition of Ira Schofield and others, Officers who served during the late War with the United States - - - - - p. 271

Appendix, No. 12.

- Return of the Names of Transports taken up for India (Steamers and Sailing Vessels), their Tonnage, Horse Power, the Number of Men each carried, Rate of Passage Money, Date of Sailing, and Date of Arrival, as far as is known; showing the Number of Days occupied in the Passage by each Ship, and the Average Length of the Passages to each Port or Presidency, p. 276

Appendix, No. 13.

- Return of Troops of Her Majesty's Service sent to India by the Overland Route, *via* Egypt, to the close of February 1858 - - - - - p. 280

Appendix, No. 14.

- Statement of the Regiments, Troops, and Detachments (or Drafts) of Cavalry, Infantry, and Artillery of Her Majesty's Service, and of Recruits for the East India Company's Service, transported by the Company to the Presidencies and Ports of India by Sailing Ships or Steam Vessels, or by the Overland Route, *via* Egypt, between the Month of June 1857 and February 1858, both inclusive; specifying the Names of the several Vessels, the Dates of the Departure of each from the Port of Embarkation, the Dates of Arrival in India, and the Number of Days occupied in the Passage of each Vessel from Port to Port - - - - - p. 281

Appendix, No. 15.

- Draft of a Letter from Sir G. Clerk to Sir J. Melvill - - - - - p. 294
- Draft of a Letter from the Secretary of the East India Company to the Under-Secretary of State for War - - - - - p. 294
- Copy of a Letter from Sir H. Storcks to Sir G. Clerk - - - - - p. 294
- Copy of a Letter from Sir J. C. Melvill to Secretary to India Board - - - - - p. 295
- Copy of a Letter from Sir H. Storcks to Sir G. Clerk - - - - - p. 296
- Extract of a Letter from Dr. Fraser, Surgeon, 10th Hussars, to the Director-General Army Medical Department, dated Suez, 8 January 1858 - - - - - p. 296
- Copy of a Letter from Sir J. C. Melvill to the Secretary to the India Board - - - - - p. 296
- Draft of a Letter from Sir G. Clerk to Sir J. C. Melvill - - - - - p. 297
- Copy of a Letter from J. D. Dickinson, Esq., to Secretary to India Board - - - - - p. 298

Appendix, No. 16.

- Memorandum communicated by Mr. Lumsden, late Senior Member of the Council at Bombay, subsequent to his Examination - - - - - p. 298
- Vessels in Bombay Harbour, 9 June 1857 - - - - - p. 302
- Vessels in Bombay Harbour, 14 July 1857 - - - - - p. 303
- Vessels in Bombay Harbour, 30 July 1857 - - - - - p. 304

Appendix, No. 17.

Memorandum from Mr. Mead, subsequently to his Evidence - - - - - p. 305  
 Arrival of Transports at Bombay from Persia with Troops, May 1857 - - - - - p. 306

Appendix, No. 18.

Letter from Rear-Admiral Milne to Lieut.-General Sir De Lacy Evans, Chairman - p. 307  
 Chart showing the Tracks of the Ships "Shannon," "Golden Fleece," "Sydney," and "City of Dublin," from England to Calcutta; and the "City of Dublin" from Portsmouth to the Cape of Good Hope.  
 Return of Passages made by Steam Vessels from England to the Cape of Good Hope, at the respective Dates - - - - - p. 307

Appendix, No. 19.

Statement of the Average of 50 Voyages to Bengal, 25 Voyages to Madras, and 50 Voyages to Bombay, by Ships of not less than 1,200 Tons belonging to the East India Company's late Maritime Service, prior to the Year 1832, inclusive - - - - - p. 308

Appendix, No. 20.

Captain Ford's Suggestions respecting the best Route to India for Troops, and the best Class of Ships to embark them in - - - - - p. 308

Appendix, No. 21.

Copy of a Despatch from the Right Honourable H. Labouchere, M. P., to Governor Sir G. Grey, K. C. B. - - - - - p. 309  
 Copy of a Despatch from the Right Honourable H. Labouchere, M. P., to Governor Sir George Grey, K. C. B. - - - - - p. 310  
 Copy of a Despatch from the Right Honourable H. Labouchere, M. P., to Governor Sir G. Grey, K. C. B. - - - - - p. 310  
 Copy of a Despatch from Governor Sir George Grey, K. C. B., to the Right Honourable H. Labouchere, M. P. - - - - - p. 311  
 Copy of a Despatch from Governor Sir George Grey, K. C. B., to the Right Honourable Henry Labouchere, M. P. - - - - - p. 318

Appendix, No. 22.

Papers transmitted to the Chairman of the Committee from the War Department:—  
 (1.) Lieutenant-Colonel Pocklington's Communications respecting the Transit of Troops through Egypt - - - - - p. 320  
 (2.) Return showing the Number of Horses Despatched from the Cape of Good Hope to India - - - - - p. 325  
 (3.) Regulations.—Notice of Conditions of Service in the 100th Regiment - - - p. 326

Appendix, No. 23.

(No. 1.) Colonel Sir H. Storks to the Secretary of the India Board. War Office, 24 August 1857 - - - - - p. 327  
 (No. 2.) Lieutenant-Colonel Fraser to Mr. Peel. La Rosière, St. Saviour's, Jersey, 18 July 1857 - - - - - p. 327  
 (No. 3.) Lieutenant-Colonel Fraser to Mr. Peel. La Rosière, St. Saviour's, Jersey, 18 July 1857 - - - - - p. 328  
 (No. 4.) Lieutenant-Colonel Fraser to Mr. Peel. La Rosière, St. Saviour's, Jersey, 14 August 1857 - - - - - p. 330  
 (No. 5.) The Secretary of the India Board to the Secretary of the East India Company. India Board, 26 August 1857 - - - - - p. 330

Appendix, No. 24.

Letter from Sir F. Currie to General Sir De Lacy Evans - - - - - p. 331

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A P P E N D I X.

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RETURN of the NAMES of TRANSPORTS taken up for India (Steamers and Sailing Vessels), their Tonnage, Horse Power, the Number of Men each carried, Rate of Passage Money, the Date of Taking up and of Sailing, and the Date of Arrival, as far as known.

NAME of TRANSPORT.	Whether Steamer or Sailing Vessel.		Tonnage.	Horse Power.	Rate of Passage Money.			Date of Engagement.	Number of Men carried.	Date of Sailing.	Date of Arrival as far as is known.	
					£.	s.	d.					
Amazon - - - -	-	Sailing	791	-	11	17	-	8 May - 1857	238	11 June - 1857	Calcutta	5 October.
Nile - - - - -	-	ditto	1,182	-	11	14	-	8 " "	102	15 " "	Calcutta	5 "
Areta - - - - -	-	ditto	678	-	12	5	-	29 " "	214	19 " "	Calcutta	5 "
Bucephalus - -	-	ditto	985	-	11	19	6	29 " "	219	2 July	Calcutta	23 "
Barham - - - -	-	ditto	1,148	-	12	19	-	9 June "	124	2 " "	Calcutta	8 November.
Cressy - - - -	-	ditto	720	-	11	15	6	29 May "	217	12 " "	Calcutta	17 "
Ellenborough -	-	ditto	1,031	-	12	16	-	29 " "	218	12 " "	Calcutta	23 "
Adelaide - - -	-	ditto	640	-	12	17	-	22 June "	212	12 " "	Calcutta	6 "
Ulysses - - - -	-	ditto	934	-	12	9	6	9 " "	288	10 " "	Calcutta	30 October.
Prince Arthur	Steamer	-	1,166	108	16	-	-	3 July "	300	11 " "	Madras	10 "
Sir George Seymour	-	Sailing	850	-	12	18	8	9 June "	227	15 " "	Kurrachee	23 November.
Bombay - - - -	-	ditto	1,279	-	11	10	6	29 May "	348	22 " "	Kurrachee	28 "
Albuera - - - -	-	ditto	887	-	12	5	6	29 " "	227	22 " "	Kurrachee	24 "
Roman Emperor	-	ditto	793	-	14	12	6	2 July "	193	18 " "	Kurrachee	17 "
Castle Eden - -	-	ditto	930	-	15	18	4	2 " "	234	18 " "	Kurrachee	24 December.
Cambodia - - -	-	ditto	914	-	11	11	-	9 June "	207	19 " "	Calcutta	30 November.
Surrey - - - -	-	ditto	1,089	-	12	2	6	9 " "	339	16 " "	Calcutta	31 October.
Calabar - - - -	-	ditto	754	-	12	4	6	9 " "	222	18 " "	Calcutta	24 November.
Ramillies - - -	-	ditto	740	-	13	2	6	9 " "	213	22 " "	Kurrachee	22 "
Octavia - - - -	-	ditto	1,055	-	11	11	-	29 May "	231	26 " "		
Blenheim - - -	-	ditto	1,313	-	12	5	-	9 June "	233	26 " "	Calcutta	26 "
Caledonia - - -	Steamer	-	998	150	29	10	-	10 July "	360	26 " "	Calcutta	17 October.
Robert Lowe - -	ditto	-	1,225	100	34	-	-	10 July "	420	28 " "	Galle	23 "
Alnwick Castle	-	Sailing	1,057	-	16	19	-	10 " "	402	23 " "	Madras	29 "
Whirlwind - - -	-	ditto	1,003	-	17	8	10	10 " "	340	30 " "	Galle	29 "
Forerunner - -	-	ditto	618	-	17	10	-	24 " "	251	6 August	Bombay	8 December.
Louisiana - - -	-	ditto	1,264	-	16	16	9	10 " "	432	2 " "	Galle	5 November.
Walmer Castle	-	ditto	1,064	-	16	9	-	10 " "	402	1 " "	Madras	1 "
Carthage - - -	Steamer	-	1,003	180	19	-	-	10 " "	198	2 " "	Madras	1 "
Thebes - - - -	ditto	-	1,003	180	19	-	-	10 " "	198	31 July	Calcutta	14 October.
Warrior Queen	-	Sailing	988	-	17	17	7	24 " "	360	12 August	Bombay	1 December.
Sir Robert Sale	-	ditto	741	-	12	14	9	27 June "	285	30 July	Calcutta	23 November.
Monarch - - - -	-	ditto	1,282	-	11	14	6	9 " "	352	27 " "	Calcutta	24 "
Aliquis - - - -	-	ditto	1,247	-	12	5	9	9 " "	377	26 " "	Calcutta	24 "
Sutlej - - - -	-	ditto	1,150	-	12	9	-	9 " "	265	22 " "	Calcutta	5 "
Scotland - - -	Steamer	-	1,150	150	39	-	-	24 July "	300	3 August	Kedgeres	6 "
Seringapatam -	-	Sailing	870	-	12	19	-	9 June "	218	21 July	Kurrachee	28 "
Merchantman - -	-	ditto	1,018	-	17	8	10	10 July "	340	24 " "	Galle	9 "
William Hammond	-	ditto	683	-	17	9	4	10 " "	230	24 " "	Galle	30 October.
Defiance - - -	-	ditto	954	-	15	15	-	10 " "	404	5 August	Madras	21 "
Tyburnia - - -	-	ditto	1,012	-	16	18	10	10 " "	402	9 " "	Galle	6 November.
Lady Jocelyn -	Steamer	-	2,242	300	49	-	-	24 " "	732	9 " "	Calcutta	1 "
Golden Fleeca	ditto	-	2,763	300	49	-	-	24 " "	901	8 " "	Calcutta	15 October.
Champion of the Seas	-	Sailing	2,237	-	25	-	-	24 " "	997	8 " "	Calcutta	17 November.
James Baines -	-	ditto	2,275	-	25	-	-	24 " "	996	8 " "	Calcutta	19 "
Liverpool - - -	-	ditto	1,454	-	16	18	9	10 " "	462	8 " "	Galle	23 "
Ballarat - - -	-	ditto	713	-	18	19	6	10 " "	277	15 " "	Galle	4 "

0.27.	Genghis Khan	-	-	-	-	ditto	1,306	-	-	18 19 -	22 "	"	250	11 "	"	Bombay	-	10 "
	Agamemnon	-	-	-	-	ditto	1,430	-	-	12 19 -	27 June	"	250	12 "	"	Calcutta	-	16 "
	Sarah Sands	-	-	-	-	Steamer	1,300	200	-	40 - -	1 August	"	354	15 "	"	Burnt off Mauritius,	12	"
	Australian	-	-	-	-	ditto	1,391	300	-	43 15 -	24 July	"	290	15 "	"	Calcutta	-	1 "
	Sydney	-	-	-	-	ditto	1,391	300	-	43 15 -	24 "	"	288	14 "	"	Calcutta	-	23 October.
	Victoria	-	-	-	-	ditto	1,877	450	-	43 15 -	24 "	"	408	16 "	"	Calcutta	-	6 November.
	United Kingdom	-	-	-	-	ditto	1,066	300	-	30 15 -	10 "	"	390	4 "	"	Madras	-	20 October.
	John Bell	-	-	-	-	ditto	1,050	240	-	30 15 -	10 "	"	390	5 "	"	Galle	-	29 "
	Sussex	-	-	-	-	Sailing	959	-	-	21 9 9	17 "	"	348	7 "	"	Galle	-	29 "
	Vernon	-	-	-	-	ditto	995	-	-	14 19 -	24 "	"	204	21 "	"	Bombay	-	12 December.
	Owen Glendower	-	-	-	-	ditto	989	-	-	13 12 6	9 June	"	263	22 July	"	Kurrachee	-	24 November.
	Hersilia	-	-	-	-	ditto	623	-	-	16 12 -	10 August	"	258	27 August	"	Madras	-	12 Jan. 1858.
	Matilda Atheling	-	-	-	-	ditto	714	-	-	16 8 10	13 "	"	296	28 "	"	Bombay	-	5 "
	Khersonese	-	-	-	-	Steamer	1,273	200	-	49 - -	10 "	"	544	30 "	"	Madras	-	26 Nov. 1857.
	Lightning	-	-	-	-	Sailing	2,090	-	-	26 - -	10 "	"	654	28 "	"	Calcutta	-	23 "
	Queen of the South	-	-	-	-	Steamer	2,250	300	-	49 - -	10 "	"	732	30 "	"	Madras	-	1 Dec. "
	Sedgmoor	-	-	-	-	Sailing	965	-	-	19 8 -	10 "	"	354	29 "	"	Bombay	-	28 "
Waterloo	-	-	-	-	ditto	898	-	-	18 19 6	10 "	"	300	29 "	"	Bombay	-	Jan. 1858.	
Southampton	-	-	-	-	ditto	971	-	-	19 15 -	10 "	"	354	26 "	"	Bombay	-	24 Dec. 1857.	
Athletæ	-	-	-	-	ditto	1,056	-	-	18 9 -	13 "	"	185	2 Sept.	"	Kurrachee	-	31 "	
Alipore	-	-	-	-	ditto	811	-	-	18 - -	13 "	"	273	7 "	"	Kurrachee	-	Jan. 1858.	
City of Manchester	-	-	-	-	Steamer	1,906	350	-	49 - -	10 "	"	658	26 "	"	Calcutta	-	8 Nov. 1857.	
Gloriana	-	-	-	-	Sailing	1,057	-	-	18 15 -	22 "	"	220	10 "	"	Madras	-	12 Jan. 1858.	
Scotia	-	-	-	-	Steamer	1,020	300	-	38 - -	18 "	"	326	4 "	"	Bombay	-	10 Dec. 1857.	
Gosforth	-	-	-	-	Sailing	810	-	-	13 19 6	24 "	"	352	20 "	"	Bombay	-	29 "	
B B 4	Hydaspes	-	-	-	-	Steamer	2,250	300	-	49 - -	15 "	"	607	19 "	"	Calcutta	-	28 "
	Ireland	-	-	-	-	ditto	1,150	150	-	43 - -	11 "	"	301	24 "	"	Bombay	-	3 "
	Italian	-	-	-	-	ditto	784	180	-	45 - -	11 "	"	201	25 "	"	Kurrachee	-	2 Jan. 1858.
	Bahiana	-	-	-	-	ditto	1,130	300	-	45 - -	11 "	"	423	4 Oct.	"	Bombay	-	17 Dec. 1857.
	Great Britain	-	-	-	-	ditto	3,209	500	-	49 - -	11 "	"	1,057	8 "	"	Bombay	-	17 Dec. 1857.
	Malabar	-	-	-	-	Sailing	647	-	-	13 9 -	11 "	"	132	13 "	"			
	Bengal	-	-	-	-	ditto	582	-	-	13 18 3	11 "	"	212	12 "	"			
	Calcutta	-	-	-	-	Steamer	2,245	Not stated	-	49 - -	18 "	"	809	11 "	"	Bombay	-	29 "
	Southampton	-	-	-	-	ditto	2,190	400	-	45 - -	3 "	"	627	17 "	"			
	Viscount Canning	-	-	-	-	ditto	730	Not stated	-	45 - -	3 October	"	186	21 "	"			
	Prince Albert	-	-	-	-	ditto	2,000	400	-	44 18 9	22 August	"	482	21 "	"	Bombay	-	28 "
	Indomitable	-	-	-	-	ditto	1,160	80	-	25 - -	27 October	"	360	13 Nov.	"			
	Stateswan	-	-	-	-	Sailing	874	-	-	11 18 8	30 "	"	188	17 "	"			
	Maria Somes	-	-	-	-	ditto	785	-	-	12 9 -	9 "	"	230	14 "	"			
	Princess Charlotte	-	-	-	-	Steamer	2,200	360	-	45 - -	11 Sept.	"	703	14 "	"			
	Austria	-	-	-	-	ditto	2,190	400	-	49 - -	11 "	"	-	-	-	Agreement cancelled. Men sent overland.		
	Leopold	-	-	-	-	ditto	2,000	360	-	45 - -	11 "	"	603	2 Dec.	"			
George Marshall	-	-	-	-	Sailing	1,361	-	-	14 8 8	2 Nov.	"	450	16 Nov.	"				
Australasian	-	-	-	-	Steamer	2,760	700	-	30 - -	6 "	"	453	-	-				
Gertrude	-	-	-	-	Sailing	948	-	-	11 9 6	13 "	"	349	5 Dec.	"				
Nimrod	-	-	-	-	ditto	893	-	-	11 2 5	20 "	"	245	19 "	"				
Argo	-	-	-	-	Steamer	2,306	300	-	36 - -	4 Dec.	"	777	19 "	"				
Lord Dalhousie	-	-	-	-	Sailing	912	-	-	11 8 5	13 Nov.	"	186	15 "	"				
Stuart Wortley	-	-	-	-	ditto	891	-	-	13 14 6*	20 "	"	245	13 "	"				

ON EAST INDIA (TRANSPORT OF TROOPS).

## Appendix, No. 2.

LIST of STEAM and SAILING VESSELS which proceeded to *India* with TROOPS between the 1st June and the 1st December 1857.

S H I P S.	Whether Sailing or Steam Vessel.	Date of Sailing.	S H I P S.	Whether Sailing or Steam Vessel.	Date of Sailing.
Nile - - - -	sailing - -	10 June.	Warrior Queen - -	sailing - -	4 August.
Amazon - - - -	sailing - -	10 June.	James Baines - -	sailing - -	6 August.
Áreta - - - -	sailing - -	18 June.	Champion of the Seas -	sailing - -	6 August.
Barham - - - -	sailing - -	1 July.	Sussex - - - -	sailing - -	7 August.
Bucephalus - - - -	sailing - -	1 July.	Liverpool - - - -	sailing - -	7 August.
Ellenborough - - - -	sailing - -	8 July.	Tyburnia - - - -	sailing - -	8 August.
Ulysses - - - -	sailing - -	9 July.	Genghis Khan - - - -	sailing - -	10 August.
Adelaide - - - -	sailing - -	10 July.	Sydney - - - -	screw steamer	13 August.
Cressy - - - -	sailing - -	11 July.	Victoria - - - -	screw steamer	13 August.
Agamemnon - - - -	sailing - -	11 July.	Australian - - - -	screw steamer	14 August.
Prince Arthur - - - -	screw steamer	11 July.	Ballarat - - - -	sailing - -	14 August.
Sir George Seymour - -	sailing - -	14 July.	Sarah Sands - - - -	screw steamer	15 August.
Surrey - - - -	sailing - -	15 July.	Vernon - - - -	sailing - -	19 August.
Calabar - - - -	sailing - -	17 July.	Southampton - - - -	sailing - -	23 August.
Cambodia - - - -	sailing - -	18 July.	City of Manchester - -	screw steamer	24 August.
Roman Emperor - - - -	sailing - -	18 July.	Hersilia - - - -	sailing - -	26 August.
Castle Eden - - - -	sailing - -	18 July.	Matilda Atheling - -	sailing - -	26 August.
Seringapatam - - - -	sailing - -	20 July.	Lightning - - - -	sailing - -	27 August.
Ramillies - - - -	sailing - -	20 July.	Waterloo - - - -	sailing - -	27 August.
Owen Glendower - - - -	sailing - -	20 July.	Sedgmoor - - - -	sailing - -	28 August.
Sutlej - - - -	sailing - -	21 July.	Queen of the South - -	screw steamer	29 August.
Bombay - - - -	sailing - -	21 July.	Kersonese - - - -	screw steamer	29 August.
Albuca - - - -	sailing - -	21 July.	Athletæ - - - -	sailing - -	1 September.
William Hammond - - - -	sailing - -	22 July.	Alipore - - - -	sailing - -	1 September.
Alnwick Castle - - - -	sailing - -	22 July.	Scotia - - - -	screw steamer	4 September.
Merchantman - - - -	sailing - -	24 July.	Gloriana - - - -	sailing - -	7 September.
Monarch - - - -	sailing - -	25 July.	Hydaspes - - - -	screw steamer	17 September.
Blenheim - - - -	sailing - -	25 July.	Gosforth - - - -	sailing - -	22 September.
Octavia - - - -	sailing - -	25 July.	Ireland - - - -	screw steamer	23 September.
Aliquis - - - -	sailing - -	25 July.	Italian - - - -	screw steamer	25 September.
Caledonia - - - -	screw steamer	25 July.	Bahiana - - - -	screw steamer	3 October.
Sir Robert Sale - - - -	sailing - -	28 July.	Great Britain - - - -	screw steamer	6 October.
Robert Lowe - - - -	screw steamer	28 July.	Calcutta - - - -	screw steamer	9 October.
Whirlwind - - - -	sailing - -	29 July.	Malabar - - - -	sailing - -	10 October.
Thebes - - - -	screw steamer	30 July.	Bengal - - - -	sailing - -	10 October.
Walmer Castle - - - -	sailing - -	31 July.	Southampton - - - -	screw steamer	15 October.
Louisiana - - - -	sailing - -	1 August.	Indomitable - - - -	screw steamer	10 October.
Carthage - - - -	screw steamer	1 August.	Prince Albert - - - -	screw steamer	17 October.
Scotland - - - -	screw steamer	1 August.	Viscount Canning - -	screw steamer	19 October.
Defiance - - - -	sailing - -	4 August.	Maria Somes - - - -	sailing - -	11 November.
United Kingdom - - - -	screw steamer	4 August.	Princess Charlotte - -	screw steamer	12 November.
John Bell - - - -	screw steamer	5 August.	George Marshall - - - -	sailing - -	16 November.
Lady Jocelyn - - - -	screw steamer	4 August.	Statesman - - - -	sailing - -	16 November.
Golden Fleece - - - -	screw steamer	4 August.	Leopold - - - -	screw steamer	{ 27 November.
Forcrunner - - - -	sailing - -	4 August.			{ 2 December.

Secretary's Office, Marine Branch, }  
5 February 1858.

James C. Melvill, Secretary.

## Appendix, No. 3.

COPIES of all CORRESPONDENCE that has taken place with reference to the CONVEYANCE of TROOPS to *India* by way of *Egypt*, either between Her Majesty's Government and the Court of Directors of the East India Company, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other Steam Packet Companies.

Appendix, No. 3.

Sir,

East India House, 31 August 1857.

WE have the honour, at the request of the Court of Directors, to communicate to you and to Her Majesty's Government their strong opinion, after perusing the despatches from India by the mail which arrived on Saturday, that considering the lateness of the season for ships departing for Calcutta, that it is in the highest degree desirable that such additional reinforcements as may now be available for despatch to India, should be sent overland as soon as steamers can be provided for that purpose by the Government of India, to convey the troops from Suez to Bombay, for operations in Central India, and to Kurrachee for service in the Punjaub.

We have, &c.  
(signed) *R. D. Mangles.*  
*Frederick Currie.*

The Rt. Hon. R. V. Smith, M.P.,  
&c. &c. &c.  
India Board.

Gentlemen,

India Board, 2 September 1857.

I HAVE the honour to acknowledge the receipt of your letter of the 31st ultimo, stating the strong opinion of the Court of Directors of the East India Company, "after perusing the despatches from India by the mail which arrived on Saturday, that, considering the lateness of the season for ships departing for Calcutta, it is in the highest degree desirable that such additional reinforcements as may now be available for despatch to India should be sent through Egypt, as soon as steamers can be provided for that purpose by the Government of India, to convey the troops from Suez to Bombay for operations in Central India, and to Kurrachee for service in the Punjaub."

I request that I may be informed,—

First. What is the date at which you calculate that a regiment, now ordered for embarkation, might reach Calcutta, Bombay, or Kurrachee, in a sailing vessel or in a steam vessel, according to the average duration of such voyages at this time of the year; and

Secondly. What is the date at which you calculate that a regiment would reach Bombay or Kurrachee, if instructions were sent to the Government of India by the mail of the 10th inst., as proposed by you; showing the data on which your calculation is founded.

I should be glad to see the comparison for which I have asked; but, in examining it, we must not forget that a considerable allowance must be made for delay in the negotiations which would be necessary on the plan of sending through Egypt, and for disappointments likely to arise from the more complicated character of the arrangement, even if political reasons, of which Her Majesty's Government alone can be the judges, should not prevent the undertaking.

I presume you feel satisfied that the store of coal in the Red Sea will be sufficient, and I should be glad to be apprised of your latest information as to the supply of coal on the ordinary route.

The Chairman and the Deputy Chairman  
of the East India Company.

I have, &c.  
(signed) *R. V. Smith.*



Appendix, No. 3.

Sir,

East India House, 2 September 1857.

WE have had the honour to receive your letter of the 2d instant, requesting to be furnished with certain information in reference to the strong opinion of the Court of Directors, which was conveyed in the letter we addressed to you, by their desire, on the 31st ultimo, that such additional reinforcements as may now be available for despatch to India should be sent through Egypt.

2. In reply, we beg to enclose a Memorandum, from which it appears that, supposing that orders were sent to Bombay by the mail of the 10th of this month, for the despatch of steamers to Suez to convey the troops from thence to Bombay, and that the troops arrive at Alexandria so that they may be transported across the isthmus to Suez in time to be embarked by the 9th November; the troops might be expected to arrive at Bombay about the last week in November.

3. If proceeding direct from Suez to Kurrachee, it is understood that the troops would arrive there about four days sooner than they would arrive at Bombay.

4. As regards the Cape route, it appears from the calculation in the Memorandum that, supposing troops were despatched by sailing vessels by the 24th September (the earliest date at which their departure could be effected), they might be expected to arrive at Calcutta about the 10th January, or at Bombay about the 30th December. If sent by steamers, their arrival, whether at Calcutta or at Bombay, may be assumed at about the 15th to the 19th December. Sailing vessels for Kurrachee might be expected to arrive there by the end of January, and steamers between the 19th and the 22d December.

5. With respect to coal, the enclosed Memorandum (No. 2) shows the quantity expected to be available at Bombay, at Madras, at Point de Galle, at Aden, and at Suez. On the "ordinary route," presuming that the voyage *via* the Cape of Good Hope is meant, it is understood that the Admiralty have considerable stores at Teneriffe, Ascension, at Simon's Town (Cape of Good Hope), and at Trincomalee.

We have, &c.  
(signed) R. D. Mangles.  
F. Currie.

The Right Hon. R. Vernon Smith, M.P.

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#### MEMORANDUM, No. 1.

##### FIRST.—OVERLAND ROUTE.

ORDERS sent by the steamer of 10th September will reach Bombay 10th October.

It will take 10 days to equip, victual, and coal steamers to proceed to Suez.

From the 20th October to the 4th November will be occupied in the voyage to Suez.

A detention of 10 days must be calculated upon for coaling and for embarking the troops.

The departure thereof, of the steamer from Suez, would be about the 9th November, and

The arrival at Bombay on return may be about the last week in November.

At Kurrachee about four days sooner.

##### SECOND ROUTE.—Round the Cape.

Ships and steamers cannot be procured ready to sail before 24th September, though the embarkation may be commenced earlier.

It is computed that the voyage to Calcutta by a sailing vessel taking her departure on the 24th September, and having to contend with the north-east monsoon in the Bay of Bengal, would not be expected to be accomplished in less than 110 days; the ship would therefore not arrive before the 10th January.

The voyage to Bombay would probably occupy about 10 days less; time of arrival there, say 30th December.

Steamers proceeding to Calcutta, if well coaled on the voyage, might be expected to arrive between the 15th and 19th December.\* The same time may be assumed for Bombay.

\* 80 and 85 days.

For Kurrachee, four days longer should be assumed in the case of steamers; but with respect to sailing vessels, about 129 days must be allowed, which would make the arrival about the close of January next.

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## MEMORANDUM, No. 2.

EAST India Company's Coal expected to be available in India.

At Bombay :			
		<i>Tons.</i>	
In store	- - - -	2,073	
In transit	- - - -	5,000	will arrive in October.
Under contract	- - - -	5,000	„ „ November and December.
TOTAL - - -		12,073	Tons.
At Madras :			
In store	- - - -	1,700	
In transit	- - - -	1,500	
Under contract	- - - -	3,000 coal	} Will arrive in November and December.
		2,000 fuel	
TOTAL - - -		8,200	Tons.
At Galle :			
Will be delivered in October	- - - -	4,000	
December	- - - -	1,000	
TOTAL - - -		5,000	Tons.
At Aden :			
In store	- - - -	5,200	
Will be delivered in October	- - - -	4,900	
TOTAL - - -		10,100	Tons.
At Suez :			
In store	- - - -	2,900	Tons.

2 September 1857.

Gentlemen, India Board, 4 September 1857.  
I HAVE the honour to acknowledge the receipt of your letter of the 2d instant as to the preferable route for sending to India the additional troops which may be ordered to that country in consequence of your last requisition.

It appears, according to the memorandum enclosed in your letter, that a regiment sent through Egypt might be expected to reach Bombay about the last week in November.

And that a regiment despatched on a steamer round the Cape of Good Hope might be expected to reach Bombay or Calcutta between the 15th and 19th December.

Thus the advantage in point of time in favour of the new route, even if no part of the arrangement disappointed your expectations, would be little more than a fortnight.

This being the case, Her Majesty's Government are decidedly of opinion that it would not be advisable to incur all the embarrassment and inconvenience which must arise from adopting the unusual line of conveyance, as well as to involve themselves in the necessary negotiations for the purpose, especially now that troops will for the next three months be continually arriving in India.

I have therefore to request that you will take immediate measures for obtaining freight to India, *via* the Cape of Good Hope, for all the troops—artillery, cavalry, and infantry—about to be despatched thither. If possible they should all be embarked on screw steamers.

With respect to the supply of coal I would suggest that particular inquiries should be made at the Admiralty as to the stores of which they may have an account.

It has occurred to me that it might be of great advantage if a number of revolving pistols were sent to India, for the use of military men, as well as civilians. Many an officer who has been murdered might perhaps have saved his life if he had the power to discharge rapidly five or six barrels.

The Chairman and Deputy Chairman  
of the East India Company.

I have, &c.  
(signed) R. Vernon Smith.

Appendix, No. 3.

Sir,

East India House, 9 September 1857.

1. In reference to your letter dated the 4th instant, we are requested by the Court of Directors of the East India Company to express their regret that it is not deemed expedient by Her Majesty's Government to take advantage of the route by way of Egypt for forwarding any considerable number of the troops intended as a reinforcement for India.

2. The Court, feeling that Her Majesty's Government must be the best, if not the only competent judges of the difficulties which may be opposed to the adoption of the course in question, will not further press the views expressed in our letter of the 2d instant, and which from the first, as is known to you, the Court have been led to entertain.

3. Connected with this subject we have the honour to transmit to you copy of a letter from the Peninsular and Oriental Company, offering to convey a small number of troops by the overland route each fortnight, and to express the hope of the Court that the objections felt to the general arrangement may be so far waived as to enable the Court to accept this proposal, in which case the Court will immediately make arrangements for the purpose.

We have, &c.  
(signed) R. D. Mangles.  
F. Currie.

The Right Hon. R. Vernon Smith, M. P.

(Immediate.)

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.  
8 September 1857.

Sir,

IT having occurred to the Directors of this Company, that the forwarding to India of small detachments of troops *via* Egypt, might be of importance in the present situation of affairs, they feel it proper to state to you, for the information of the Honourable Court of Directors, that they could make arrangements for the conveyance of from 100 to 150 men by the fortnightly mail steamers of this Company to Alexandria, and from Suez to Bombay or Calcutta.

The means of transit through Egypt are sufficient, they consider, to admit of the men being conveyed from Alexandria to Suez in the same time as the other passengers.

The terms on which the Directors would undertake the conveyance and victualling, including the expense of transit and victualling through Egypt, are 50*l.* per man, whether disembarked at Bombay or Calcutta.

Half of the men to be on deck alternately, but with sufficient shelter from the weather.

Should this suggestion be adopted, the Directors are prepared to despatch to Alexandria a special steamer with a supply of provisions and victualling stores for their depôt at Suez, and which steamer would at the same time take out 300 men with the necessary complement of officers.

I have, &c.  
(signed) C. W. Howell, Secretary.

Sir James C. Melville, K. C. B.,  
&c. &c. &c.  
East India House.

Gentlemen,

India Board, 18 September 1857.

In reply to your letter of the 9th instant, I have the honour to inform you that Her Majesty's Government have decided to send to Aden two companies of infantry, with their arms, accoutrements, and military clothing made up as baggage, by the vessels of the Peninsular and Oriental Company; and that they will be ready at Malta to embark on the steam vessel which is to leave Southampton on the 20th instant. I request that you will make arrangements accordingly.

I observe it stated in a parenthesis at the conclusion of the second paragraph of the letter above-mentioned, that the views expressed in your letter of the 2d instant, meaning, I presume, your letter of the 31st ultimo, as to the passage of troops through Egypt, were those "which, from the first, as is known to me, the Court have been led to entertain."

To this statement I wish to reply, that it is entirely inconsistent with the words used by you in the letter of the 31st ultimo, which are, "After perusing the despatches from India by the mail which arrived on Saturday," "considering the lateness of the season for ships departing for Calcutta;" thereby clearly showing that this view had never been previously expressed to the Board by the Court.

It is true that this subject, with very many others relating to the speedy despatch of troops to India, had been discussed in the conversations which I have frequently had the honour of holding with you since the commencement of the late unfortunate events. But as no steps had been taken of a formal nature to bring before Her Majesty's Government the views of the Court of Directors upon this head, I of course concluded that they agreed through you in the views of Her Majesty's Government; and I think it would lead to any end rather than that of the united government of the Court of Directors and the Board, if every proposal that had been broached at our confidential interviews was, in times of great public emergency, to be advanced as a scheme submitted to and rejected by the Board.

These

These interviews are eminently useful between the Chairman and the Deputy Chairman, who originate, and the President of the Board who finally sanctions, all public acts of the Indian administration. They are intended to avoid constant collision between the Government and the Board by previous arrangement, and to smooth the passage of measures through the Court. If, however, they are not considered confidential, but may be used at the will of either party as public communications, of which there is no record, it is obvious that the President of this Board would be under a great disadvantage; and, that instead of facilitating they would impede, by most unpleasant recriminations and differences of recollections as to what had passed the united action, as well as the good feelings of the component parts of the Government of India.

I must conclude, therefore, by totally disclaiming the construction put by the Court as to the expression of any opinion on their part upon the subject, previously to the 31st of August.

The Chairman and the Deputy Chairman  
of the East India Company.

I have, &c.  
(signed) *R. Vernon Smith.*

Sir,

India Board, 19 September 1857.

WITH reference to your letter of the 9th instant, I am desired by the Commissioners for the Affairs of India to inform you that Her Majesty's Government have determined to send through Egypt the two companies of Royal Engineers destined for Calcutta, and the two companies of the same corps destined for Kurrachee; and the Board request that the Court of Directors of the East India Company will make arrangements with the Peninsular and Oriental Steam Company for the transport of these troops on board their vessels, commencing with the one which is intended to leave Southampton for Kurrachee on the 4th October. The Board presume that it will be found convenient that the number taken at one time from England should be made up from the Calcutta and Kurrachee detachments, and that at Suez the men should be divided between the Bengal and Bombay steam vessels. The arms, accoutrements, and military clothing are to be packed as baggage.

Sir James Melville, K.C.B.

I have, &c.  
(signed) *George Clerk.*

N.B.—A company consists of 120 men.

Sir,

East India House, 25 September 1857.

WE have had the honour to receive and have laid before the Court of Directors your letter dated the 18th instant.

2. The Court are aware that, previously to our communication of the 31st ultimo, the desire that troops should proceed by way of Egypt had not been expressed in writing. But they do not perceive that this circumstance renders the passage in our letter of the 9th instant, to which you take exception, inconsistent with the expressions which you quote from our letter of the 31st ultimo, because you frankly admit all that is alleged, namely, that from the commencement of the late unfortunate events, the subject had been discussed between you and ourselves on the part of the Court. We had, in point of fact, stated to you the opinion and desire of the Court as distinctly as if it had been formally expressed; and when you apprised us that Her Majesty's Government were not disposed to adopt the course recommended, that reply was communicated by us to the Court. Consequently, regarding the question as one of European policy, which had rested, and must rest with Her Majesty's Government to decide, the Court abstained from pressing their views, until the receipt of further intelligence from India showed the increasing urgency of the necessity for sending troops as expeditiously as possible; when the Court thought it to be their duty once more, and in writing, to urge upon Her Majesty's Government to take the route by Egypt, which had become the more desirable, owing to the nearer approach of the season which would cause additional delay in the passage by the Cape.

3. Under these circumstances, it only remains for the Court to express their satisfaction at finding that Her Majesty's Government have availed themselves of the route by Egypt, so far as to send by it, periodically, small bodies of troops.

The Right Hon. R. Vernon Smith, M.P.  
&c. &c.

We have, &c.  
(signed) *R. D. Mangles.*  
*F. Currie.*

Appendix, No. 3.

Gentlemen,

India Board, 26 September 1857.

I HAVE the honour to acknowledge the receipt of your letter of the 25th instant.

I cannot admit the doctrine laid down in your second paragraph, which would place conversations between you and the President of this Board upon the same footing as letters.

I never understood that the propriety of sending troops through Egypt had been discussed between me and yourselves on the part of the Court, nor do I understand how you could speak on the part of the Court, without having ascertained the opinion of the Court in the usual manner, as I have so often found in our intercourse that the Chairman and Deputy Chairman have been entirely mistaken in what they believed would be the decision of the majority of the Directors.

I must distinctly deny that you ever stated it to me to be the opinion and desire of the Court that you should urge upon Her Majesty's Government to take the route by Egypt, or that I appraised you that Her Majesty's Government were not disposed to adopt the course recommended. I discussed that question in all its bearings as has been hitherto usual between yourselves and me, previously to any decision either of the Court or the Cabinet.

You say that my reply was communicated to the Court, but no record of that reply is placed upon your minutes, and by adopting the course proposed by you the opinion of the President would be expressed in such words as you may think it right to use, and not in those which to him might seem best adapted to convey his meaning. I must therefore request that whenever the Court make you the channel of imparting to me their views with the intention of bringing them before me as a matter of official record to which public reference may thereafter be made, you will have the goodness to set forth those views formally in writing.

The Chairman and Deputy Chairman  
of the East India Company,  
&c. &c.

I have, &c.  
(signed) *R. Vernon Smith.*

Sir,

East India House, 1 October 1857.

1. We have the honour to acknowledge the receipt of your letter of the 28th ultimo, which we have laid before the Court of Directors.

2. The Court have no wish to continue a discussion which can have no other foundation than the recollections of the two parties concerned, as to the scope of conversations held upon several different occasions, and to the degree of weight to be attached to the communications made by each party to the other. But, as you have so formally disclaimed the construction put by us upon those conversations, we feel that it is due to ourselves to declare with equal distinctness, that we certainly intended, and believed that you understood us, to speak the general opinion of the Court in regard to the expediency of sending troops through Egypt, and not merely our individual sentiments; and that we as certainly understood you to favour us, in reply, not with your own views only, but with those also of Her Majesty's Government. In fact, it was that impression upon our own minds, and communicated by us to our colleagues, which alone prevented the Court from submitting to you their recommendation on the subject in the more formal shape of a letter.

3. Thus we represented to the Court, as we conceived that our duty bound us, what we believed to be your opinion and that of Her Majesty's Government, and to that opinion they deferred. But we are not aware that, as stated in the last paragraph of your letter, we have proposed any course with the object of expressing your opinion in words other than your own. At the same time, we entirely concur with you in thinking it desirable that henceforward all communications of importance involving the deliberate opinion of the Court on the one hand, or your decision to be communicated to the Court on the other, should pass between us "formally in writing."

Right Hon. Vernon Smith, M.P.  
&c. &c. &c.

We have, &c.  
(signed) *R. D. Mangles.*  
*F. Currie.*

Sir,

East India House, 1 October 1857.

I AM commanded by the Court of Directors of the East India Company to transmit to you the copy of a letter which the Court have this day received from the Peninsular and Oriental Company, and to express the opinion of the Court, that it may be desirable to take advantage of the opportunity for sending, by the route of Egypt, such number of men forming part of the reinforcements now in progress, or intended to supply casualties, as have not already been provided for in the shipping arrangements for sending troops round the Cape.

I have, &c.  
(signed) *James C. Melvill,*  
Secretary.

The Secretary to the India Board.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall Street, London, E.C.,

Appendix, No. 3

Sir,

1 October 1857.

I HAVE the honour to acquaint you, for the information of the Honourable Court of Directors, that, considering the present crisis in India would be likely to induce the Home Government to send out as many troops as practicable by the overland route, the Directors of this Company instructed their agents at Calcutta and Bombay, by the mail of the 10th September, to despatch the steam ships "Oriental" and "Precursor" to Suez, so as to be available for that purpose if required, and at the same time to assist in the conveyance of the wounded and distressed to this country.

I am further to add, that each of these vessels is capable of carrying 1,000 men with the stores necessary for the voyage, and that the agents of the Company at Calcutta and Bombay, having anticipated the probability of the services of the vessels being required in this way, and accordingly prepared them for sea, the "Precursor" may be expected to reach Suez about the first week in November and the "Oriental" towards the latter end of the same month.

I have, &amp;c.

(signed) *Jas. Allan,*  
For the Managing Directors.

Sir James C. Melvill, K. C. B.,  
East India House.

Sir,

India Board, 6 October 1857.

WITH reference to the proposal by the manager of the Peninsular and Oriental Steam Navigation Company to convey troops to India by the overland route, transmitted in your letter of the 1st instant, I am desired by the Commissioners for the Affairs of India to request that you will move the Court of Directors of the East India Company to ascertain, for the information of the Board, the means at the disposal of the Peninsular and Oriental Company for provisioning soldiers on the voyage from Suez to India, particularly with respect to the arrangements they have adopted to ensure a sufficient supply of salt provisions for this service.

Sir James Melvill, K. C. B.

I am, &c.  
(signed) *George, Clerk.*

Sir,

East India House, 8 October 1857.

I AM desired to forward, for the information of the Board of Commissioners for the Affairs of India, copy of a letter just received from Mr. Olding, for the managing Directors of the Peninsular and Oriental Steam Navigation Company, dated the 7th October 1857, in reply to the inquiry made at the instance of the Board, as communicated in Sir George Clerk's letter of the 6th of this month, as to the means at the disposal of the Steam Company for provisioning soldiers on the voyage from Suez to India.

The Secretary to the India Board.

I have, &c.  
(signed) *James C. Melvill,*  
Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall Street, London, E.C.,

7 October 1857.

Sir,

IN reply to your letter of yesterday, requesting to be informed what means this Company have at their disposal for provisioning soldiers on their voyage from Suez to India, I am desired by the Managing Directors to state, that the Company's depôts at Alexandria and Suez are fully stocked with salt provisions, medical comforts, and all other troop stores for the immediate supply of at least one thousand men.

In addition to these stores, the Company's steamers "Precursor" and "Oriental," which have been ordered up to Suez from Bombay and Calcutta, if available for that service, will bring with them supplies for one thousand men each, the former for 15 days and the latter for 30 days; and the Company's agents at the several posts *en route* have been instructed to make all the necessary preparations for supplying the same number of men with fresh provisions and water.

I am desired to add, that the Company's general arrangements with regard to supplies of all kinds at their eastern stations warrant them in undertaking to provision any further number of men it may be thought expedient to forward by their lines to India.

I have, &amp;c.

(signed) *T. D. Olding,*  
For the Managing Directors.

Sir James C. Melvill, K. C. B.,  
East India House.

Appendix, No. 3.

East India House,  
10 October 1857.

Sir,  
WITH reference to my letter of the 8th inst., as to the means at the disposal of the Peninsular and Oriental Steam Navigation Company for provisioning soldiers from Suez to India, I am desired to forward for the information of the Board of Commissioners for the Affairs of India, copy of a letter just received from Mr. Allan for the Managing Directors of the Steam Company, explaining the expression used in his letters of the 1st and 7th inst., as to the steam vessels "Precursor" and "Oriental" being at Suez for the conveyance of troops thence to India, if available for that service.

The Secretary to the India Board.

I have, &c.  
(signed) *James C. Melvill,*  
Secretary.

Peninsular and Oriental Steam Navigation Company,  
London, 10 October 1857.

Sir,  
WITH reference to my letters under date 1st and 7th instant, respecting the instructions which the Company had forwarded to their agents at Bombay and Calcutta by the mail of 10th September, for the despatch of the steam ships "Precursor" and "Oriental" to Suez, so as to be available for the conveyance of troops to India,  
I have the honour to acquaint you in reply to your inquiry that unless the local government should have withdrawn these vessels for special employment prior to the arrival of those instructions in India, the Directors have every reason to believe that the "Precursor" will be at Suez about the first week in November, and the "Oriental" toward the latter end of the same month.  
In any case, the mail due in London about the 14th November will bring advices from the Company's agent at Bombay regarding the "Precursor," and the Company will have information respecting the "Oriental" by the mail arriving about 29th November.

Sir J. C. Melvill, K. C. B.,  
East India House.

I have, &c.  
(signed) *Jas. Allan,*  
For the Managing Directors.

East India House, 21 October 1857.

Sir,  
WE are requested by the Court of Directors to state that they have had under their consideration the minute of the Right Honourable the Governor of Madras, dated the 24th August 1857, as laid before them this day by the Secret Committee, representing the urgent want of further reinforcements of European troops.  
The Court observe that, subsequent to the date of Lord Harris' Minute, his Lordship will have received intelligence of additional and very large reinforcements having been ordered to be sent to India, of which some are destined specially to Madras; and the whole will be available for the general service of the empire.  
The Court are, however, of opinion that two more regiments of the line should be sent to Madras as soon as possible.  
The Court, therefore, request that Her Majesty's Government will place this force at their disposal for service at that Presidency.  
The Court consider it very desirable to send these regiments overland; and they would request permission to make arrangements for that purpose, if found to be practicable, with the Peninsular and Oriental Company and with the Royal Mail Packet Company.

The Right Hon. R. Vernon Smith, M. P.,  
&c. &c.

We have, &c.  
(signed) *Ross D. Mangles,*  
*Frederick Currie.*

East India House, 22 October 1857.

Sir,  
I AM commanded by the Court of Directors of the East India Company to forward for communication to the Board of Commissioners for the Affairs of India, the accompanying copy of a letter from the Secretary to the Peninsular and Oriental Steam Navigation Company, and of the extract therein enclosed, of a letter from that Company's agent at Alexandria, reporting the safe transit through Egypt, and embarkation at Suez *en route* for Aden, of the 200 men who had been conveyed from Malta by the steamship "Ripon."

The Secretary, India Board.

I have, &c.  
(signed) *James C. Melvill,*  
Secretary.

21 October 1857.

12 October 1857.

Peninsular and Oriental Steam Navigation Company, Appendix, No. 3.  
London, 21 October 1857.

Sir,

I HAVE the pleasure to forward to you, for submission to the Honourable Court of Directors, the enclosed extract of a letter received this morning from the Company's agent at Alexandria, reporting the safe transit through Egypt and embarkation at Suez, *en route* for Aden, of the 200 men who had been conveyed from Malta by the steam ship "Ripon."

I have, &c.

Sir James C. Melvill, K. C. B.  
&c. &c. &c.

(signed) C. W. Howell, Secretary.

EXTRACT of Letter from the Superintendent of the Peninsular and Oriental Steam Navigation Company in Egypt, dated Alexandria, 12 October 1857.

"I RETURNED from Suez on Saturday evening. The 200 men of the 57th Regiment were embarked in the 'Alma' on morning of the 7th, apparently well contented with their journey.

"From Alexandria to the end of the railway (opposite No. 12 station-house) they were conveyed in one train; but from the end of the railway to Suez it was necessary to dispatch them in two parties, each of 20 vans, and at an interval of three hours.

"The men were disembarked from the 'Ripon' at five a. m. of the 6th, and landed in lighter, towed by steamer. The train got clear of the station at 7.30 a. m.; they were fed at Kafr Sarjat, and again at the end of the railway, where also a ration of grog was served them.

"The first party of 100 embarked on board the 'Alma' at 7.30 a. m. of 7th, having made the journey from ship to ship in 26½ hours. The second party were on board by 10.30 a. m., having occupied 29½ hours.

"The baggage, arms, and ammunition had been sent forward, and shipped in advance of the men.

"No delay occurred to the mails, as the men were on board seven hours before the ship was ready for sea. The 'Bombay' steamed away at four p. m. of 7th, and 'Alma' six p. m. All the men left in 'Alma,' and she could have taken other 100 or 200 without much inconvenience to the passengers.

"The 'Tamar' leaves at 11 a. m., and as Colonel Pocklington, who is at Cairo, collecting information, is not aware of the departure of this vessel, will you please make known to the authorities the embarkation of the men in 'Alma.'"

Sir,

East India House, 23 October 1857.

WITH reference to the letter of the Chairman and Deputy Chairman of the 21st instant, addressed to the President of the India Board, I am desired to forward to you herewith, for the information of the Board of Commissioners for the Affairs of India, copy of a letter, with enclosures, from the Secretary to the Peninsular and Oriental Steam Navigation Company, respecting the facilities for transporting the troops already dispatched for India by the overland route, by the steam ships "Ripon" and "Sultan," and stating that his Highness the Viceroy of Egypt promises to give every assistance in the transit from Alexandria to Suez of any further number of troops it may be considered expedient to send by that route, not only "*en bourgeois*," but in uniform, and with their arms, if required.

I have, &c.

(signed) James C. Melvill,  
Secretary.

The Secretary to the India Board.

16 October 1857.

Peninsular and Oriental Steam Navigation Company,  
London, 16 October 1857.

Sir,

I HAVE the honour, by order of the Directors of this Company, to transmit to you, for the information of the Honourable Court of Directors, the accompanying extracts of letters received this morning from the Company's agent at Alexandria, respecting the facilities for transporting the troops already dispatched for India by the overland route, and stating that his Highness the Viceroy of Egypt had promised to give every assistance in the transit from Alexandria to Suez of any further number of troops it may be considered expedient to send by this route.

I beg also to enclose extract of a letter from the Company's agents at the Mauritius, reporting the transfer of a cargo of coals belonging to this Company, to the representatives of the Honourable East India Company, and of which measure the Directors will signify their approval by the next outgoing mail.

I have, &c.

Sir James C. Melvill, K. C. B.  
&c. &c. &c.

(signed) C. W. Howell, Secretary.

P. S.—The biscuit indented for by Mr. Holton to be forwarded from Malta, is independent of the supplies sent out by the Company.



Appendix, No. 3.

EXTRACT of a Letter from Messrs. *Hunter, Ireland & Co.*, dated Mauritius,  
11 September 1857.

"A BARQUE, called the 'Sarah Scott,' Captain Bell, with coals for Aden, on account of the Peninsular and Oriental Company, arrived here on 16th ultimo, assisting into this port a leaky ship, the 'Silistria.' While she was here the steam frigate 'Assaye,' belonging to the Indian navy, and several others, came here for coals, with troops on board for India. As sufficient coals could not be obtained here, Lieutenant Robinson, of the Indian navy, being duly authorised by his Government, intimated to Captain Bell, of the 'Sarah Scott,' his desire to take his coals from him here for the use of the service. Captain Bell said, in a case of so much importance he would consent to do so, on a guarantee from Lieutenant Robinson on the part of the East India Company, backed by a guarantee from the Mauritius government, that his owners would be held harmless and irresponsible for not delivering the coals at Aden, as per charterparty; those guarantees being promised, Captain Bell delivered over his cargo of coals to Lieutenant Robinson, of the Indian navy. Captain Skoltowe tells us it would be all right. We have written to inform Mr. Thomas, at Aden."

EXTRACT of a Letter from Mr. *T. H. Holton*, Peninsular and Oriental Company's Superintendent in Egypt, dated Alexandria, 5 October 1857.

"I NOTE that 'Sultan' will be despatched, in anticipation of the mail of 4th proximo, with 250 men and 20 officers for passage to India by the overland route. There is no difficulty in the transit of these men, and all their baggage, nor in that of any quantity of stores you may be pleased to send, so long as the latter are placed on the Indian manifest for Suez.

\* Mr. Shepherd,  
hotel keeper and  
contractor, of  
Cairo.

"I have written Mr. Davidson to forward me the supply of 15,000 lbs. of biscuit; he will easily procure it from the commissariat at Malta; of flour, we have a fair quantity in store, and I am despatching Mr. West an additional supply. For the mere transit, no contract with Shepherd\* is necessary. The transit supply the men with meals *en route*, one meal at Kafi Azzyat, and one at the end of the railway: the first, Shepherd cannot furnish, as a Mr. César has the contract with the transit; the latter Shepherd supplies by virtue of his contract with the administration:

"The entire transit of the men will be a matter of 20 or 24 hours, and there will be plenty of water *en route*.

"Mr. West has his arrangements already made for supplying his requirements in the way of sheep, &c., and, I think, is in a better position to provide than Shepherd.

"When at Suez, the men will be better placed on board the 'Zenobia' than at the hotel.

"The troops brought by 'Ripon' leave for Suez at 5 A.M. to-morrow; they will, I expect, pass Cairo about noon, and be at the end of the railway about 4 P.M., and in Suez very early before daylight of 7th.

"I shall accompany the men to Suez to initiate Colonel Pocklington, who is in charge of them, and who remains to superintend the transit of any future parties of troops that may be sent this way. The whole of them will go in 'Alma,' as Colonel Pocklington does not wish them divided."

EXTRACT of a Letter, dated 29 September, from the Same.

"THE answer of the Viceroy respecting the passage of the troops *ex* 'Ripon' through Egypt was received last evening. His Highness states that it will be a satisfaction to him to give facility to the passage of not only 200 men, as in the present instance, but to that of 20,000, if necessary, and not '*en bourgeois*' but in uniform, and with their arms, if required.

"No physical difficulty exists in the passage of troops through this country; 10,000 men might easily be transported to Suez in 60 hours."

EXTRACT of a Letter from a Passenger on board "Ripon."

"WE have 200 troops on board, and they conduct themselves so well that positively one would not know they were here."

Sir,

East India House, 26 October 1857.

Appendix, No. 3.

WITH reference to the letter addressed by the Chairman and Deputy Chairman to the President of the Board of Commissioners for the Affairs of India, under date 21st October 1857, I am desired to forward to you herewith, for the information of the Board, copies of letters\* from Mr. Reep, the Secretary to the Royal Mail Steam Packet Company, and from Mr. Howell, the Secretary to the Peninsular and Oriental Steam Navigation Company, stating the terms upon which those companies are willing to convey troops from Southampton to India.

I have, &c.  
(signed) *James C. Melvill*, Secretary.

The Secretary to the India Board.

Sir,

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London, 21 October 1857.

I AM desired by the Directors of this Company to state, for the information of the Honourable the East India Company, that they will undertake to convey 400 soldiers, with the usual proportion of officers, by the steam-ship "Tamar," appointed to leave Southampton on the 12th November for Alexandria, and to carry them forward by a corresponding ship from Suez, as far as Galle, where they would arrive about the 14th December, at a charge at the rate of 40 l. per man for the soldiers, for conveyance from England to Galle, to include the expense of victualling and transit across the Isthmus of Suez, and for the officers, of the customary rate of passage money.

I have, &c.  
(signed) *R. T. Reep*,  
Secretary.

Sir James C. Melvill, K.C.B., Secretary,  
East India House.

Sir,

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London, 22 October 1857.

WITH reference to my communication of yesterday's date, respecting the conveyance of troops, *via* Egypt to Galle, I beg leave to observe that an ample supply of salt meat and other provisions is forwarded by the steamer which takes on the troops from Southampton to Alexandria, and transmitted thence across to Suez for embarkation on board the corresponding vessel, which conveys the troops from that port to Galle.

I have, &c.  
(signed) *R. T. Reep*,  
Secretary.

Sir James C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

Sir,

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
26 October 1857.

I HAVE the honour, by order of the Directors of the Peninsular and Oriental Steam Navigation Company, to acknowledge the receipt of your letter of 23d instant, requesting to be informed what number of troops the Company can undertake to convey from Southampton to Alexandria, across the Isthmus of Suez, and forward to Madras by their regular fortnightly steam vessels, suitably berthing the men, conveying them across Egypt, so as to prevent straggling, providing them with proper and sufficient diet, medical comforts, and attendance, during the entire journey hence to India; and engaging to keep the men at the expense of this Company on board their vessel at Alexandria or at Suez in case there should be no corresponding vessel at the latter port to carry them forward to India when they shall have reached Egypt. Also, the earliest date upon which the Company would be prepared to commence such an operation, each man being permitted to take with him a suitable equipment, or allowance of baggage, packed as on recent occasions; likewise requesting the attention of this Company to their present charge per man for this mode of transport, and expressing the Court's opinion that it is too high when the number of men is considerable, and inquiring at what rate per man the Company will undertake the transport as above described, in the event of the Court determining to send further troops to India by the overland route.

In

\* One letter from Mr. Reep to Sir J. C. Melvill, dated 21 October 1857; and one letter from ditto to ditto, dated 22 October. Letter from Mr. Howell to Sir James C. Melvill, dated 26 October 1857.

Appendix, No. 3.

In reply, I am instructed to state, for the information of the Honourable Court of Directors, that the Company can undertake the conveyance of 300 men by each of their fortnightly steamers to Madras or Calcutta, the arrangements for the service being as follows:

The Company would have to provide special steamers for carrying the troops from England to Alexandria, as it would not be possible to convey them during that part of the voyage in the ordinary mail steamers leaving Southampton on the 4th and 20th of the month, and to furnish the men with berths, or with adequate protection against the weather. The departures of these special steamers would be so arranged as to ensure their arrival at Alexandria sufficiently in advance of the packets from Southampton to enable the transit administration in Egypt to effect the transport of the men to Suez without interfering in any way with the mails and the passengers. The troops would not, however, be disembarked at Alexandria until the receipt of a telegraphic announcement of the arrival of the corresponding steamer at Suez, and would then be conveyed from ship to ship with all practicable dispatch. The facilities which have been afforded to the Company on a recent occasion by the authorities in Egypt, warrant them in anticipating the performance of the journey of the troops from Alexandria to Suez in 24 or 28 hours under ordinary circumstances.

From Suez to Madras the troops would be conveyed by the regular fortnightly mail steamers, and in that climate could be accommodated comfortably on deck, under awnings and partially between decks; as in the case of the two companies of infantry recently conveyed from Suez to Aden by the "Alma."

The steamers employed between Suez and Madras, being constructed with spar decks, affording complete shelter in all weather, the men could always be removed to between decks in the event of temporary bad weather.

In the event of the Honourable Court determining to send further troops to India by the overland route, in the manner herein described, and in considerable numbers (say not less than 200 men on each occasion), the Company are willing to undertake the transport of the men from England to Madras or to Calcutta at the rate of 40 *l.* per man, providing the men with proper and sufficient diet, medical comforts and attendance during the entire journey hence to India, and (provided they are favoured with instructions by the 28th or 29th instant) to commence the operations with the despatch of a special steamer from England not later than the 2d November, so that the first detachment might go forward to Madras by the mail steamer leaving Suez about 20th November.

As regards the rate now named, of 40 *l.* per man, the Directors wish me to observe that were it practicable to convey the troops throughout from Southampton to Madras in the regular fortnightly mail vessels, the Company could have undertaken the service at a somewhat lower rate; but as it would be necessary, especially during the winter season, to carry the men to Alexandria, in vessels provided specially for the purpose, the Directors consider the proposed charge of 40 *l.* per head to be fair, and reasonable.

I am desired to add, that in addition to the conveyance of 300 men fortnightly from England to Madras or Calcutta, the Company could undertake the transport of a similar number of men fortnightly to Bombay, by special steamers to Alexandria, in correspondence with the regular mail steamers leaving Suez twice a month for Bombay; the rate per head being also 40 *l.*

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

Sir,

East India House, 29 October 1857.

1. WITH reference to previous correspondence on the subject of sending troops by the vessels of the Royal Mail Steam Packet Company, I am desired to forward for the information of the Board of Commissioners for the Affairs of India, copy of my letter\* to Mr. Reep, the Secretary to that Company, and of that gentleman's reply,† from which it will be seen that the Steam Company are willing to undertake the conveyance of troops from Southampton to Point de Galle, *via* Egypt, at 31 *l.* per man instead of 40 *l.*, as proposed in Mr. Reep's communication of the 21st instant.

2. It appearing by a letter from Major-general Sir Richard Airey, dated the 27th October, that Her Majesty's 68th and 69th regiments have been held in readiness to embark for Madras, the former from Portsmouth and the latter from Plymouth, the Court of Directors propose that a wing of one of these regiments should be transported as far as Point de Galle, on their way to Madras, by the Mail Company's Steam Vessel "Tamar," upon the terms above specified; and that instructions should be sent by the next mail to the Government of Madras to send a vessel down to Galle for the purpose of carrying the men to that Presidency, should the Commissioners for the Affairs of India approve of this arrangement.

I have, &c.  
(signed) James C. Melvill,  
Secretary.

The Secretary to the India Board.

\* Letter to Mr. Reep, dated the 27th October 1857.  
† Letter from ditto, same day.

68th Regiment,  
41 officers, 920  
men.  
69th Regiment,  
41 officers, 811  
men.

Sir,

East India House, 27 October 1857.

WITH reference to your letter, dated the 21st October 1857, stating that the Directors of the Royal Mail Steam Packet Company will undertake to convey 400 soldiers by their steam vessel "Tamar" from Southampton to Alexandria, across Egypt, and onward from Suez by a corresponding ship as far as Point de Galle, at a charge of 40*l.* per man throughout the journey, I am desired to request that you will bring to the notice of the Directors of the Royal Mail Company, that the Peninsular and Oriental Steam Navigation Company are prepared to convey troops throughout, from Southampton to Madras *viâ* Egypt, for 40*l.* per man, engaging special steamers for the purpose on this side of Egypt; and that they have apprised the Court of Directors that, were it practicable for them to convey the troops direct from Southampton to Madras in their regular vessels, they could have undertaken the service at a somewhat lower rate.

Under these circumstances it appears to the Court reasonable to expect that the Royal Mail Company, who propose to use their own regular vessels only, and to convey the troops no further than Point de Galle, should make a reduction in their present charge of 40*l.* a man, in the event of the Court sending troops by the "Tamar" to Galle, *en route* for Madras or Calcutta.

R. T. Reep, Esq.,  
Royal Mail Steam Packet Company,  
55, Moorgate-street.

I am, &c.  
(signed) James C. Melvill,  
Secretary.

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Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London, E. C.,  
27 October 1857.

Sir,

YOUR letter of this date having engaged the consideration of the Directors of this Company, I am instructed to state in reply, that they are willing to undertake the conveyance of troops from Southampton to Galle *viâ* Egypt at 31*l.* per man instead of 40*l.*, as proposed in my communication of the 21st instant, and that they will be happy to enter into an arrangement for conveying troops to Galle at the same rate by the steamer leaving Southampton on the 12th of each month.

I am also to observe, that it is the intention of the Directors eventually to extend their line from Galle to Calcutta, and that they will then be in a position to negotiate for taking troops the whole way.

I am to take this opportunity of stating that the Directors will be glad to learn, as early as possible, if it is the intention of the Honourable the East India Company to accept the offer made in my letter of the 21st instant, to convey troops by the "Australasian" to Calcutta.

Sir James C. Melvill, K.C.B., &c. &c. &c.,  
East India House.

I have, &c.  
(signed) R. T. Reep,  
Secretary.

Gentlemen,

India Board, 28 October 1857.

IN reply to your letter of the 21st instant, conveying a requisition from the Court of Directors of the East India Company for the services of two more regiments of Her Majesty's infantry, and expressing an opinion that those regiments might advantageously be sent through Egypt, I have the honour to inform you that Her Majesty's Government think that regiments may be despatched through Egypt at the present favourable season, as our recent experience in sending small bodies of troops by that route will justify the attempt being made with complete regiments.

I transmit to you some observations of the Secretary of State for the department of War upon the subject of how this experiment may be most safely effected.

The Chairman and Deputy Chairman  
of the East India Company.

I have, &c.  
(signed) R. Vernon Smith.

Sir,

War Office, 26 October 1857.

I AM directed by Lord Panmure to acknowledge the receipt of the letter from the President of the Board of Control, dated the 22d instant, with its enclosure, expressing the wish of the Court of Directors of the East India Company that two additional regiments of infantry may be placed at their disposal for service in the Madras Presidency, and I am to request that you will acquaint Mr. Vernon Smith in reply, that his Lordship has given directions for having the requisition of the Court complied with without delay.

Appendix, No. 3.

I am to add that Lord Panmure concurs in the suggestion of the Court, that these regiments should be despatched through Egypt, as our experience in sending small parties of troops by that route justifies the attempt with a complete regiment.

The success, however, of this important experiment depends on the accuracy with which the arrangements are made, and it would be absolutely necessary to know that transport awaits them at Suez, and that every facility for their embarkation, immediately on their arrival at that port, exists. His Lordship will be glad to receive from the Commissioners for the Affairs of India all the information they can give him upon the subject.

In his opinion the troops should leave this country in roomy vessels, and if more than one is required to convey a regiment complete with all its necessary light baggage, together with its spare ammunition, then the transports should rendezvous at Alexandria, so that the regiment may disembark in a body, and be conveyed across Egypt to Suez continuously, till the whole reaches the transports at Suez.

The very heavy baggage, which is not likely to be required by a regiment in the field, might go by the Cape of Good Hope, but a detachment, however small, of the regiment should accompany it, so as to take charge of and prevent it going astray.

Lord Panmure will, on his part, undertake to have proper staff officers at Alexandria to make arrangements for the route of the regiment through Egypt, and its embarkation at Suez. He will also make the medical arrangements necessary to meet any temporary sickness which may break out, unless the East India Company prefer to undertake the precautionary measures themselves.

At the same time Lord Panmure thinks it will be desirable to make the experiment with one regiment in the first instance, though he feels so convinced of its success that he is of opinion that the East India Company may safely take up shipping for both, should the terms of the market be at present advantageous for immediate contracts.

I am, &c.  
(signed) H. Storks.

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Sir,

East India House, 29 October 1857.

1. WE have had the honour to receive your letter, dated the 28th October, stating, in reply to our letter of the 21st, that Her Majesty's Government think that regiments may be despatched through Egypt at the present favourable season, as the recent experience in sending small parties of troops by that route will justify the attempt being made with complete regiments; and enclosing some observations of the Secretary of State for the department of War upon the subject.

2. Consequent upon the requisition from the Court of Directors, conveyed by our letter of the 21st instant, for the services of two more regiments of infantry at Madras, the Court have been apprised, by letter from the Quartermaster-general, under date the 27th October, that Her Majesty's 68th and 69th Regiments are held in readiness for embarkation for India, the former at Portsmouth and the latter at Plymouth. These two regiments the Court have proposed to forward to Madras by the overland route, *via* Egypt.

3. The correspondence of the Court with the Peninsular and Oriental Steam Navigation Company, and with the Royal Mail Steam Packet Company, which has been already forwarded for the information of the Commissioners for the Affairs of India, will have explained fully and clearly the mode of transport of the soldiers throughout their route from Southampton to India, including their accommodation, diet, medical attendance, medical comforts, and care in Egypt. It will also have shown the complete arrangements of the steam companies, as well as the facilities already afforded, and promised for the future, in the transit of the men from Alexandria to Suez by the authorities in Egypt; the cost of the entire passage to Madras by the Peninsular and Oriental Company's vessels being 40*l.* per man, and the cost by the vessels of the Royal Mail Company being 31*l.* per man as far as Point de Galle, Ceylon, whither the Government of Madras will be directed to dispatch steamers to carry the men on to that Presidency.

4. As the Royal Mail Company will undertake to convey 400 men in their steamer each month, beginning with the "Tamar," on the 12th November, and as the Peninsular and Oriental Company can take 300 men by their fortnightly steamers, commencing with a steam vessel from Southampton to Alexandria about the 18th of November, arrangements should be at once made with these two companies, whereby the embarkation of the whole of the regiments now under orders for Madras may be effected by about the 18th December, that is to say, Her Majesty's 69th regiment, which consists of 41 officers and 811 men, may be embarked, in equal numbers, by the Royal Mail Company's monthly steam vessels of the 12th November and 12th December next; and Her Majesty's 68th regiment, consisting of 41 officers and 920 men, may be embarked on the three successive steamers of the Peninsular and Oriental Company, in equal proportions, about the 18th November, the 2d December, and the 18th December next; all with their light or personal baggage properly packed for the convenience of carriage across Egypt.

5. The heavy baggage of both regiments must, of course, be sent to Madras, round the Cape of Good Hope, by sailing vessels, and it can be despatched hence as soon as it is packed

packed and ready for shipment. Passages also may be engaged in the same ship for the small detachments of each regiment which Lord Panmure has proposed to accompany the baggage, so as "to take charge of it; and to prevent it going astray."

6. If these arrangements meet the approval of the Board of Commissioners, the Court request us to intimate to you that they will immediately carry them into effect.

7. As the Secretary of State for War desires that a staff officer should be entrusted with the duty of making arrangements for the route of these regiments through Egypt, and their embarkation at Suez, the Court will raise no objection to that measure. But they are persuaded that the regimental officers, with the cordial assistance which they will receive from the officers and agents of the two steam packet companies concerned, and from the transit administration of His Highness the Viceroy of Egypt, would find no difficulty in carrying out the plan of transport in a perfectly satisfactory manner.

We have, &c.

(signed) Ross D. Manglès.  
Fredk. Currie.

The Right Honourable.  
R. Vernon Smith, M. P.

East India House,  
31 October 1857.

Sir,  
I AM desired to forward to you herewith, for the information of the Board of Commissioners for the Affairs of India, with reference to previous correspondence on the subject of sending troops to India by the overland route, *via* Egypt, copy of a letter just received from Mr. Howell, the Secretary to the Peninsular and Oriental Steam Navigation Company, under date the 29th October, with two enclosures,\* reporting the arrival at Alexandria of the steamer "Sultan," having on board the two companies of Royal Engineers which left Southampton on the 2d October, and their embarkation at Suez on the 19th October; on board the "Nubia," destined for Calcutta; adding that the company intended for Bombay (*en route* for Kurrachee), was to be transhipped from the "Nubia" to the "Pekin," bound thither on the following day.

I have, &c.

(signed) James C. Melvill,  
Secretary.

The Secretary to the India Board.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
29 October 1857.

Sir,  
I HAVE the pleasure to transmit to you, for submission to the Court of Directors of the Honourable East India Company, the enclosed extracts of letters from the Agent of this Company at Alexandria, reporting the arrival there of the "Sultan," having on board the two companies of the Royal Engineers which left Southampton on the 2d instant, and their embarkation at Suez on the 19th instant on board the steam ship "Nubia."

I beg also to enclose copy of a complimentary letter addressed to the commander of the "Sultan" by the officer in charge of the troops.

I have, &c.

(signed) C. W. Howell,  
Secretary.

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

EXTRACT of a Letter received from Mr. T. H. Holton, Peninsular and Oriental Company's Superintendent in Egypt, dated Alexandria, 16 October 1857.

"The 'Sultan' arrived at 6.30 a.m. yesterday; the men and officers of the Royal Engineers are still on board, but the stores and baggage have gone forward to Suez. The departure of the troops will be arranged upon receipt of telegraphic intelligence of the arrival of the 'Nubia,'† now hourly expected at Suez. It will be so timed as to enable them to go direct on board. I shall again accompany them."

\* Letter from Mr. Howell to Sir J. C. Melvill, dated 29th October 1857. Enclosures: Extract letter from Peninsular and Oriental Steam Navigation Company's Superintendent in Egypt, dated Alexandria, 16th and 20th October 1857; and testimonial from Engineer officers per "Sultan," dated 14th October 1857.

† Arrived at Suez 17th October.

Appendix, No. 3.

Also EXTRACT, dated from Alexandria, 20 October, Midnight.

"I HAVE just returned from Suez. The troops *ex* 'Sultan,' were embarked in 'Nubia' yesterday. The first detachment, 15 vans, in 19½ hours; the second, of 15 vans, in 24½ hours; the third detachment of eight vans, in 29½ hours."

"The 'Pekin' was to be ready to receive the men for Bombay to-day, when they would be transhipped from 'Nubia.'"

"'Nubia' and 'Pekin' will be leaving for their respective destinations to-morrow evening."

"The troops expected by 'Dutchman' shall have every attention. A thousand men can easily be transported across the Isthmus in 30 hours; baggage and stores in 48 hours."

"I have had the 'Zenobia'\* made ready for the reception of men coming out. If the transport of troops is likely to be continued, I would suggest a clerk in charge and purser's storekeeper to be sent to her, which would somewhat more perfect our arrangements at Suez."

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Steam-ship "Sultan,"

14 October 1857.

WE, the undersigned officers of Royal Engineers, conveyed from Southampton to Alexandria by the Peninsular and Oriental Company's steam ship "Sultan," cannot part with Captain N. Cook and his officers without congratulating them on the extremely pleasant manner in which the duties of the ship have been carried on; and at the same time specially thanking them for their courteous consideration of our comfort.

We are indebted to Captain N. Cook and his officers for an extremely pleasant voyage; and, in saying adieu, most cordially wish them every happiness and success.

We beg to subscribe ourselves,

(signed) *H. D. Harness, Lieut.-Col. R. E.*  
*F. Linweeh, Capt. R. E.*  
*Lottmann Nicholson, B.M., R. E.*  
*T. C. Haverty, 2d Staff Surgeon.*  
*T. G. Cumberland, Capt. R. E.*  
*P. Beaumont, Lieut. R. E.*  
*P. H. Scratchley, Lieut. R. E.*  
*P. Macquay, Lieut. R. E.*  
*C. R. Wynne, Lieut. R. E.*  
*D. C. Walker, Lieut. R. E.*  
*T. P. Paterson, Lieut. R. E.*  
*W. Keith, Lieut. R. E.*  
*C. H. Brown, Assistant Surgeon.*

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India Board,

6 November 1857.

Sir,

I AM desired by the Commissioners for the Affairs of India to state that Her Majesty's Government are prepared, if suitable accommodation can be procured at a reasonable rate, to sanction the despatch by the route through Egypt of the various drafts, whether going to Calcutta, Madras, or Bombay, which will be ready, to the extent of one thousand men monthly, for the Queen's regiments stationed in India.

I am desired to request that the Court of Directors will furnish the Board, from time to time, with the provision made monthly on the conveyance of the drafts.

I have, &c.

Sir James Melvill, K. C. B.  
 &c. &c. &c.

(signed) *George Clerk.*

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\* A hulk belonging to the Peninsular and Oriental Company stationed at Suez.

East India House,  
12 November 1857.

Sir,

1. HAVING laid before the Court of Directors Sir George Clerk's letter of the 6th instant, stating that Her Majesty's Government are prepared, if suitable accommodation can be obtained at a reasonable rate, to sanction the dispatch *viâ* Egypt, of recruits for Her Majesty's regiments to the extent of 1,000 per month.

2. I have received their commands to state in reply, that the rate of passage for troops overland by the Peninsular and Oriental Company is 40*l.* each, whilst the average rate of passage by sailing vessels round the Cape, taking the rates of the seven vessels last engaged, is 14*l.* 2*s.* 7*d.* each.

3. Considering the youth and inexperience of the recruits, and the great advantage which will arise by their being sent by the long sea voyage, and trained during the same, so far as circumstances will admit, the Court are sending all the recruits for the Company's European regiments and artillery round the Cape. The advantage from pursuing the same course with the drafts for the Queen's regiments is probably greater, as they include lads of 18, whilst the Company do not admit any under 20 years of age. The Court would further observe, that the urgent demand for the presence of these drafts with their regiments has somewhat lessened.

4. Should this explanation be satisfactory, the Court will provide tonnage for the recruits *viâ* the Cape.

I have, &c.

The Secretary to the  
Ind'a Board.

(signed) *James C. Melvill*, Secretary.

Sir,

India Board, 14 November 1857.

I AM desired by the Commissioners for the Affairs of India, to acknowledge the receipt of your letter of the 12th instant, stating the opinion of the Court of Directors of the East India Company, that it would be better to send round the Cape of Good Hope than through Egypt, the soldiers who may be ordered from time to time to join the Queen's regiments serving in India.

The Board request to be informed whether the Court wish a copy of your letter to be transmitted to the Secretary of State for War, who, having been apprised of what was understood to be the Court's original request, namely, that as many soldiers as possible should be sent by the shorter route, conceived that he was acting in accordance with the Court's views, when he suggested that the drafts for regiments in India should proceed through Egypt.

I am, &c.

Sir James C. Melvill, K.C.B.  
&c. &c. &c.

(signed) *George Clerk*.

Sir,

East India House,  
19 November 1857.

HAVING laid before the Court of Directors Sir George Clerk's letter of the 14th instant relative to the mode of sending recruits to India, I have received their commands to state that their reply of the 12th instant was intended for communication to the Secretary of State for War, and that they now await the communication of the views of Her Majesty's Government on this subject. The Court annex a list of the detachments, specifying the present stations of the regiments to which they belong.

I have, &c.

The Secretary, India Board.

(signed) *James C. Melvill*,  
Secretary.



Appendix, No. 3.

## LIST.

CORPS.	SERGEANTS.	DRUMMERS.	RANK AND FILE.	WHERE STATIONED.
8th Foot - - - -	- - - -	- - - -	14	Jullundur.
10th " - - - -	- - - -	- - - -	6	Dinapore.
20th " - - - -	- - - -	- - - -	11	} On the passage out.
23d " - - - -	1	- - - -	7	
24th " - - - -	- - - -	- - - -	7	
29th " - - - -	- - - -	- - - -	6	Pegu and Calcutta.
32d " - - - -	- - - -	- - - -	19	Lucknow.
37th " - - - -	- - - -	- - - -	36	On passage out.
75th " - - - -	- - - -	- - - -	23	Kussowlie.
82d " - - - -	- - - -	- - - -	18	} On passage out.
84th " - - - -	- - - -	- - - -	8	
90th " - - - -	- - - -	- - - -	5	
6th Dragoon Guards - -	- - - -	- - - -	10	Meerut.
34th Foot - - - -	1	- - - -	30	} On passage out.
38th " - - - -	- - - -	- - - -	20	
60th Foot, 1st Battalion -	- - - -	- - - -	8	Delhi and Meerut.
88th Foot - - - -	- - - -	- - - -	30	} On passage out.
Rifle Brigade, 2d Battalion -	- - - -	- - - -	81	
Rifle Brigade, 3d " -	- - - -	- - - -	4	
42d Foot - - - -	- - - -	- - - -	46	} .
78th " - - - -	- - - -	- - - -	11	
19th " - - - -	- - - -	- - - -	33	- -
79th " - - - -	- - - -	- - - -	23	- -
7th " - - - -	- - - -	- - - -	51	On passage out.
27th " - - - -	- - - -	- - - -	16	Nowshera.
52d " - - - -	- - - -	- - - -	12	Sealkote.
61st " - - - -	- - - -	- - - -	11	Ferozepore.
70th " - - - -	- - - -	- - - -	8	Peshawur.
87th " - - - -	- - - -	- - - -	16	Ditto.
94th " - - - -	- - - -	- - - -	21	} On passage out.
98th " - - - -	- - - -	- - - -	35	
13th " - - - -	- - - -	- - - -	70	
93d " - - - -	- - - -	- - - -	14	
18th " - - - -	- - - -	- - - -	53	
51st " - - - -	- - - -	- - - -	64	
83d " - - - -	- - - -	- - - -	2	
86th " - - - -	- - - -	- - - -	23	Bombay, Surat, and Poonah.
56th " - - - -	- - - -	- - - -	9	} On passage out.
72d " - - - -	- - - -	- - - -	23	
89th " - - - -	4	4	71	
3d Dragoon Guards - -	- - - -	- - - -	6	} Deccan, Mhow, and Sattara.
14th Light Dragoons -	- - - -	- - - -	3	
43d Foot - - - -	- - - -	- - - -	6	Fort St. George.
12th Lancers - - - -	- - - -	- - - -	25	Madras and Bombay.
60th Foot, 3d Battalion -	- - - -	- - - -	17	} On passage out.
66th Foot - - - -	- - - -	- - - -	5	
74th " - - - -	- - - -	- - - -	6	Jackatalla and Cannanore.

Sir,

East India House, 19 November 1857.

I AM desired to forward herewith, for the information of the Board of Commissioners for the Affairs of India, copy of a letter, dated the 12th November 1857, from the secretary to the Peninsular and Oriental Steam Navigation Company, and of its enclosure, being a certificate from the officers of 10th and 21st companies of the Royal Engineers, who embarked at Chatham on the 14th October on board the steamship "Dutchman," and who were landed at Alexandria on the 31st of that month, expressing their satisfaction with the messing of themselves and of the men during the passage.

The Secretary to the India Board.

I have, &c.  
(signed) *James C. Melville*, Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London,  
12 November 1857.

Sir,

I HAVE the pleasure to transmit to you the enclosed copy of a certificate from the officers of the 10th and 21st companies of the Royal Engineers, who embarked at Chatham on board this Company's chartered steamer "Dutchman" on the 14th October, and who were landed at Alexandria on the 31st idem, expressing their satisfaction with the messing of themselves and the men during the voyage.

Sir J. C. Melville, K. C. B.,  
Secretary, East India House.

I have, &c.  
(signed) *C. W. Howell*, Secretary.

Alexandria, 31 October 1857.

WE, the undersigned officers of the Royal Engineers, have much pleasure in bearing testimony to the liberal manner in which both the messing of ourselves and of the 10th and 21st companies Royal Engineers has been provided on board the Peninsular and Oriental Company's steamer "Dutchman."

We have also great pleasure in adding our testimony to the efficient and agreeable manner in which the above duty, as well as the superintendence of the stewards in general, has been performed by Mr. Hare.

(signed) *F. E. Cox*, Capt. & Adj. R. E.  
*A. A. Fisher*, Capt. R. E.  
*G. Nevill*, Capt. R. E.  
*J. B. Edwards*, Lieut. R. E.  
*W. R. Gossett*, Lieut. R. E.  
*J. H. Halsham*, Surgeon, R. A.  
*R. Thains*, Lieut. R. E.  
*T. V. Newell*, M. D. 83d Regt.  
*C. S. Webber*, Lieut. R. E.  
*J. H. Mailland*, Lieut. R. E.  
*C. R. Testing*, Lieut. R. E.

Sir,

East India House, 26 November 1857.

I AM desired by the Court of Directors of the East India Company to forward herewith for the information of the Board of Commissioners for the Affairs of India, copy of a letter, with enclosures, from the secretary to the Peninsular and Oriental Steam Navigation Company, dated the 19th November, regarding the facilities which exist, and are likely to be continued and increased, for the conveyance through Egypt of troops sent to India by the overland route.

The Secretary, &c. &c. &c.  
India Board.

I have, &c.  
(signed) *James C. Melville*, Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
19 November 1857.

Sir,

THE enclosed extracts of letters recently received from this Company's agent at Alexandria, regarding the facilities which exist and are likely to be continued and increased for the conveyance through Egypt of troops sent to India by the overland route, will, no doubt, be interesting to the Court of Directors of the East India Company, and I am accordingly instructed to forward them for submission to the Honourable Court.

Sir J. C. Melville, K. C. B.,  
&c. &c. &c.

I have, &c.  
(signed) *C. W. Howell*, Secretary.

Appendix, No. 3. EXTRACTS of a Letter from the Company's Superintendent in Egypt, dated Alexandria, 27 October 1857.

"You may assure the authorities in England that no difficulty exists in the transit of any number of men and horses by this route, provided only a few days' notice be given: of infantry 200 may be transported by railway and vans from ship in Alexandria to ship at Suez in 24 hours; 270 in 29 hours; 360 in 33 hours; 1,000 men can be conveyed by rail and donkeys in 30 hours from ship to ship, and 10,000 men by rail and marching in 60 hours; baggage and stores would occupy about 48 hours in transit.

"Artillery could also be transported, but until the completion of the railway it would have to be limited to very light field-pieces.

"The Viceroy is very desirous to convey through his country as many soldiers as possible, and so great a disposition does he display to facilitate their movements, that he adds, 'I will consider them not as transit passengers but as my own, and will carry them by my own private engines, carriages and trucks.'"

Also from Letter dated Alexandria, 31 October 1857.

"COULD the authorities at the Horse Guards only see the facility existing by this route for the conveyance of troops, I am of opinion it would pretty generally be adopted."

Sir,

India Board, 28 November 1857.

I AM directed by the Commissioners for the Affairs of India to acknowledge your letter of the 26th instant, enclosing information received from the Peninsular and Oriental Steam Navigation Company respecting the facilities existing and likely to be continued by them for the conveyance of troops through Egypt.

The Board observe from the telegram last received, that it is stated that a steamer belonging to this Company was to be at Suez on the 24th of this month; and they are anxious to know if, in the opinion of the Peninsular and Oriental Company, this is likely to prove correct, and whether it is likely that any other vessels may be at Suez for the same purpose.

Sir James C. Melvill, K. C. B.,  
&c. &c. &c.

I am, &c.  
(signed) Wm. Leach.

Sir,

India Board, 30 November 1857.

WITH reference to your letter of the 12th instant, I am desired by the Commissioners for the Affairs of India to acquaint you, for the information of the Court of Directors of the East India Company, that Her Majesty's Government agree that the drafts for the Queen's regiments stationed in India shall be sent to that country *via* the Cape of Good Hope.

Sir James C. Melvill, K. C. B.,  
&c. &c. &c.

I am, &c.  
(signed) Henry D. Seymour.

Sir,

East India House, 30 November 1857.

I AM desired to state, for the information of the Board of Commissioners for the Affairs of India, with reference to Mr. Leach's letter of the 28th instant, that inquiry was made of the Peninsular and Oriental Company on the 26th November respecting their steam-vessel being expected at Suez; and that the reply received from Mr. Howell, the Secretary to the Steam Company (dated the 27th November), has been forwarded to the Board with my letter of this day's date, proposing to avail of the services of that steam-vessel for the conveyance from Suez to Kurrachee of Her Majesty's 94th Regiment, which has been disembarked at Plymouth from the steam-ship "Austria," put back for repair.

The Secretary to the India Board.

I have, &c.  
(signed) James C. Melvill,  
Secretary.

Sir,

East India House, 9 December 1857.

I AM desired to forward, for the information of the Board of Commissioners for the Affairs of India, copy of a letter received from Mr. Howell, the secretary to the Peninsular and Oriental Steam Navigation Company, under date the 5th instant, in reply to the inquiry made by order of the Court of Directors of the East India Company respecting the arrangements made by the Steam Company for supplying the troops during their passage by the overland route with fresh meat and other victuals, besides those which have been cured or salted.

The Secretary to the India Board.

I have, &c.  
(signed) James C. Melvill,  
Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
5 December 1857.

Sir,

IN reply to your letter of the 3rd instant, requesting to be informed regarding the provision which has been made for supplying the troops during their passage in this Company's vessels with fresh meat and other materials than those which have been cured or salted, I am desired to state that each steamer is amply supplied with medical comforts for the voyage, including soup and bouilli and preserved potatoes, and that on leaving every port touched at, fresh meat and vegetables are furnished for as many days as they will keep good.

I have the honour to annex, for the information of the Court of Directors, extract from a letter received this day from the Company's agent at Aden, which will prove satisfactory to them as showing that the arrangements made by the Company have, as far as that port, been attended with success.

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell, Secretary.

EXTRACT of a Letter from the Agent of the Peninsular and Oriental Company at Aden,  
dated 14th November 1857.

"THE 'Pottinger' arrived yesterday at 1.45 A.M., and left last evening at 5.30.

"The 'Hindustan' arrived this morning at 6.30, and will start about six this evening; both ships all well. All the troops were in excellent health, and were in want of nothing but what we were able to supply here."

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
8 September 1857.

Sir,

IT having occurred to the Directors of this Company, that the forwarding to India of small detachments of troops *via* Egypt might be of importance in the present situation of affairs, they feel it proper to state to you, for the information of the Honourable Court of Directors, that they could make arrangements for the conveyance of from 100 to 150 men by the fortnightly mail steamers of this Company to Alexandria, and from Suez to Bombay or Calcutta.

The means of transit through Egypt are sufficient, they consider, to admit of the men being conveyed from Alexandria to Suez in the same time as the other passengers.

The terms on which the Directors would undertake the conveyance and victualling, including the expense of transit and victualling through Egypt, 50 *l.* per man, whether disembarked at Bombay or Calcutta.

Half of the men to be on deck alternately, but with sufficient shelter from the weather.

Should this suggestion be adopted, the Directors are prepared to despatch to Alexandria a special steamer with a supply of provisions and victualling stores for their depôt at Suez, and which steamer would at the same time take out 300 men, with the necessary complement of officers.

Sir James Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

East India House,  
9 September 1857.

Sir,

WITH reference to that part of your letter of the 8th inst., in which you state that the Peninsular and Oriental Steam Company are prepared to despatch to Alexandria a special steamer with a supply of provisions and victualling stores for their depôt at Suez, which steamer would at the same time take 300 men with the necessary complement of officers, the Court of Directors of the East India Company have desired me to inquire what arrangement is made or in contemplation for the conveyance of any men who may be sent hence by that steamer, and across the Desert, and from Suez to Bombay or to Calcutta.

I am, &c.  
(signed)

C. W. Howell, Esq., Leadenhall-street.

Appendix, No. 3.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
11 September 1857.

Sir,

In reply to the inquiry contained in your letter of yesterday, as to what arrangement is made, or in contemplation, for the conveyance of any men who may be sent hence by a special steamer across the Desert and from Suez to Bombay or Calcutta, I have the honour to acquaint you that the men so conveyed to Alexandria would be provided for in the regular fortnightly steamers of the Company from Suez to Bombay or to Calcutta, in allotments of about 150 men in each ship.

I beg also to explain, that a special ship is proposed on this side of the Isthmus, inasmuch as the troops and the necessary stores, &c., cannot be conveyed in the ordinary mail steamers between Southampton and Alexandria.

I have, &amp;c.

(signed) *C. W. Howell*,  
Secretary.

Sir J. C. Melvill, K. C. B.,  
East India House.

East India House,  
19 September 1857.

Sir,

I AM desired by the Court of Directors of the East India Company to state that it has been determined by Her Majesty's Government that two companies of infantry shall be sent to Aden, with their arms, accoutrements, and military clothing made up as baggage, by vessels of the Peninsular and Oriental Steam Navigation Company. These two companies will be ready at Malta to embark on the steam-vessel which is to leave Southampton on the 20th of this month; and the Court have directed me to request that the Peninsular and Oriental Company will cause every facility to be afforded for their reception and accommodation on board their vessels from Malta to Aden, and for their conveyance across Egypt from Alexandria to Suez.

I am, &amp;c.

(signed) *James C. Melvill*,  
Secretary.

*C. W. Howell, Esq.*,  
Secretary to the Peninsular and Oriental Steam  
Navigation Company, Leadenhall-street.

Sir,

East India House, 21 September 1857.

WITH reference to your letters of the 8th and 11th instant, stating the terms upon which the Peninsular and Oriental Steam Navigation Company are willing to convey a number of soldiers to Calcutta or to Bombay, by the fortnightly mail steamers for those places, I am desired by the Court of Directors of the East India Company to state their readiness to avail themselves of that offer, to the extent of two companies of Royal Engineers for Calcutta, and two companies for Kurrachee, *via* Bombay, at the rate of 49*l.* for each man, such being the full amount they have ever paid for the conveyance of troops to India by steam vessels round the Cape of Good Hope.

Each company will consist of 120 men, with five (probably six) officers; and their arms, accoutrements, and military clothing are to be packed as "baggage."

It is proposed that the transport of these troops shall commence with the Peninsular Company's vessel which is intended to leave Southampton for Alexandria on the 4th October; that one company for Calcutta and one company for Bombay shall be received with their baggage on board that vessel at Southampton, and conveyed to Alexandria, thence across Egypt, and placed on board the corresponding vessel at Suez, for their ultimate destination in India; and that the same course shall be pursued with the other company, for each port in India, by the Peninsular Company's vessel which will leave Southampton on the 20th October next.

I am commanded to request that the Peninsular and Oriental Company will cause the necessary arrangements to be made for the reception on board ship, transport, and accommodation of these four companies of Engineers, with their officers and baggage; and that you will apprise me, as early as practicable, with information as to the time and manner of the men being embarked.

I am, &amp;c.

(signed) *James C. Melvill*, Secretary.

*C. W. Howell, Esq.*,  
Secretary to the Peninsular and Oriental  
Steam Navigation Company,  
Leadenhall-street.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
23 September 1857.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 19th instant, stating that it has been determined by Her Majesty's Government that two companies of infantry shall be sent from Malta to Aden, with their arms, accoutrements, and military clothing made up as baggage, by this Company's steamer of the 20th inst., and requesting that the Directors will make arrangements accordingly; and, in reply, I am instructed to state, that the Company's agents at Malta and in Egypt, and the commanders of the steamers, have been instructed to use their utmost endeavours to facilitate the operations, and that every measure that the shortness of the notice would permit was adopted to provide for the accommodation of the men on board the "Ripon," the steamer which left Southampton for Alexandria on the 20th instant.

I have, &c.

(signed) C. W. Howell,  
Secretary.

Sir James C. Melvill, K. C. B.  
&c. &c. &c.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
23 September 1857.

Sir,

I HAVE the honour, by order of the Board of Directors, to acknowledge the receipt of your letter of 21st instant, stating that the Court of Directors of the East India Company were ready to avail themselves of this Company's offer to convey a number of soldiers to Calcutta or Bombay, by their fortnightly steamers, to the extent of two companies of Royal Engineers for Calcutta, and two companies for Bombay; the transport of these troops to commence with one company for Calcutta and one company for Bombay, by the steamer to leave Southampton on the 4th proximo, leaving a similar number for each place, to proceed by the steamer of the 20th proximo.

In reply, I am instructed to state, that with a view to facilitate the operation, and ensure the comfortable transport of the officers and men between Southampton and Alexandria, it is the intention of the Directors to dispatch a special steamer from Southampton to that place on the 2d proximo, being days in advance of the mail packet, and that they will endeavour to do the same, for the conveyance of the two companies to follow on the 20th proximo.

Every possible arrangement is also being made for the reception, transport, and accommodation of these men throughout the whole distance; and as, on arrival at Suez, the company for Bombay will embark in one steamer and that for Calcutta in another, the Directors have every confidence that, assisted, as they will no doubt be, by the goodwill of the officers and men, the whole operation will be carried out to the satisfaction of the Honourable Company, and of the other authorities.

Under this arrangement the first two companies would embark at Southampton early on the morning of the 2d proximo, and this Company's superintendent at that place will be instructed to make provision for the reception of the baggage, &c., at such previous time as may be convenient.

I have, &c.

(signed) C. W. Howell,  
Secretary.

Sir James C. Melvill,  
&c. &c. &c.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
24 September 1857.

Sir,

REFERRING to my letter of yesterday's date on the subject of conveying troops by overland route to India, I have now the honour, by order of the Board of Directors, to enclose for the information of your Honourable Court, a memorandum showing the details of the arrangement by which it is proposed to pass the men through Egypt. With the co-operation of Her Majesty's Consul in Egypt, and the Admiralty agents of the respective mail steamers which are to receive the troops at Suez, the Directors are confident that transport will be effected without difficulty.

I have, &c.

(signed) C. W. Howell,  
Secretary.

Sir J. C. Melvill, K. C. B.  
&c. &c. &c.  
East India House.

Appendix, No. 3. **MEMORANDUM** on the Dispatch of Troops through *Egypt* for conveyance to *India* by the Peninsular and Oriental Steam Navigation Company's Steamers from *Suez*.

No difficulty would be experienced in passing troops (numbering, say 250 at a time) through *Egypt*, provided they were landed at *Alexandria* one or two days in advance of the Company's passengers intended for the same steamer at *Suez*.

By this arrangement they could with perfect ease proceed direct from the railway station at *Alexandria* to the centre station in the Desert, and no necessity would arise for them to leave their carriages, unless they were permitted to do so at the station called *Kafr-el-eish*, which is upon the banks of the Nile on the *Cairo* side. Here there are spacious refreshment-rooms, where they could be provisioned without fear of their getting into any disturbance with the people of the country.

At *Cairo* it is possible that they might have to change carriages, but this could be done without letting them stray beyond the Company's premises; their next point of stoppage would be the centre station in the Desert, or probably one nearer *Suez*, to which it was expected the rail would have been extended by this date; the remainder of the journey would not, therefore, exceed 40 miles, and might be less; this could be accomplished for 250 men in about eight hours, as all the vans would be at their disposal. At *Suez* they could either be accommodated, until ready for embarkation, in the large hotel there, or on board the Peninsular and Oriental Company's hulk "*Zenobia*."

No difficulty would occur in victualling them *en route*, as provisions could be forwarded with them to make up any deficiencies which might arise from so sudden a demand upon the contractors along the line.

Should it be necessary, from any circumstance, to detain the men at *Alexandria*, they could either be accommodated on board the steamer which takes them out, or in the Company's hulk lying in the harbour.

The Directors are desirous of affording every facility in carrying out this operation, and there is every probability of their being able to dispatch a special steamer on the 18th October.

Sir,

East India House, 1 October 1857.

REFERRING to your letter of the 24th September, forwarding a memorandum of the arrangements which the Directors of the Peninsular and Oriental Steam Navigation Company have made for the landing at *Alexandria* and despatch through *Egypt* of the Royal Engineers about to be sent from *Southampton* to *Calcutta* and to *Bombay* by their steam vessels, I am desired by the Court of Directors of the East India Company to express their expectation, that as it is most essential to prevent straggling and to provide that the men should cross *Egypt* to *Suez* in a body, the Directors of the Steam Company will strongly impress upon the masters of the steamers and upon their agents in *Egypt*, the importance of strictly observing their arrangements, which appear to the Court to be judicious, and, if strictly observed, sufficient to secure the object in view.

I am, &c.  
(signed) *James C. Melvill*,  
Secretary.

C. W. Howell, Esq.,  
122, Leadenhall-street.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,

1 October 1857.

Sir,

I HAVE the honour to acquaint you, for the information of the Honourable Court of Directors, that, considering the present crisis in *India* would be likely to induce the Home Government to send out as many troops as practicable by the overland route, the Directors of this Company instructed their agents at *Calcutta* and *Bombay* by the mail of 10th September to dispatch the steam-ships "*Oriental*" and "*Precursor*" to *Suez*, so as to be available for that purpose if required, and, at the same time, to assist in the conveyance of the wounded and distressed to this country. I am further to add, that each of these vessels is capable of carrying 1,000 men, with the stores necessary for the voyage; and that the agents of the Company at *Calcutta* and *Bombay* having anticipated the probability of the services of the vessels being required in this way, have accordingly prepared them for sea; the "*Precursor*" may be expected to reach *Suez* about the first week in *November*, and the "*Oriental*" towards the latter end of the same month.

I have, &c.  
(signed) *Jas. Allan*,  
For the Managing Directors.

Sir J. C. Melvill, K. C. B.,  
East India House.

Sir,  
 WITH reference to the proposal of the Peninsular and Oriental Steam Navigation Company to convey troops to India by the overland route, I am desired by the Court of Directors of the East India Company to request that you will have the goodness to inform me what are the means at the disposal of the Steam Company for provisioning soldiers on the voyage from Suez to India, particularly with respect to the arrangements they have adopted to ensure a sufficient supply of salt provisions for this service?

I am, &c.  
 (signed) *James C. Melvill,*  
 Secretary.

C. W. Howell, Esq, 122, Leadenhall-street.

Peninsular and Oriental Steam Navigation Company,  
 Offices, 122, Leadenhall-street, London, E. C.,  
 7 October 1857.

Sir,  
 IN reply to your letter of yesterday, requesting to be informed what means this Company have at their disposal for provisioning soldiers on the voyage from Suez to India, I am desired by the Managing Directors to state that the Company's depôts at Alexandria and Suez are fully stocked with salt provisions, medical comforts, and all other troop stores, for the immediate supply of at least 1,000 men.

In addition to these stores the Company's steamers "Precursor" and "Oriental," which have been ordered up to Suez from Bombay and Calcutta, if available for that service, will bring with them supplies for 1,000 men each, the former for 15 days and the latter for 30 days; and the Company's agents at the several ports *en route* have been instructed to make all the necessary preparations for supplying the same number of men with fresh provisions and water.

I am desired to add, that the Company's general arrangements with regard to supplies of all kinds, at their Eastern station, warrant them in undertaking to provision any further number of men it may be thought expedient to forward by their lines to India *via* Egypt.

I have, &c.  
 (signed) *T. D. Olding,*  
 For the Managing Directors.

Sir J. C. Melvill, K. C. B.,  
 East India House.

Peninsular and Oriental Steam Navigation Company,  
 Offices, 122, Leadenhall-street, London, E. C.,  
 9 October 1857.

Sir,  
 I HAVE the honour to acquaint you, for the information of the Honourable Court of Directors, that the arrangements for the conveyance to Alexandria of the second detachment of the Royal Engineers, in correspondence with the Company's mail steamers to Bombay and Calcutta, will be as follows, viz.:

The troops to embark on board a steamer engaged by the Company for the purpose, on the 14th instant, at Chatham, together with their baggage, so as to enable the vessel to take her departure for Alexandria the same day.

The arms and accoutrements it is proposed to take on board on the day previous. The carbines should be packed in cases containing six each.

I have, &c.  
 (signed) *T. D. Olding,*  
 For the Managing Directors.

Peninsular and Oriental Steam Navigation Company,  
 London, 10 October 1857.

Sir,  
 WITH reference to my letters under date 1st and 7th instant, respecting the instructions which the Company had forwarded to their agents at Bombay and Calcutta by the mail of 10th September, for the dispatch of the steam ships "Precursor" and "Oriental" to Suez, so as to be available for the conveyance of troops to India,—

I have the honour to acquaint you in reply to your inquiry, that unless the local government should have withdrawn those vessels for special employment prior to the arrival of those instructions in India, the Directors have every reason to believe that the "Precursor" will be at Suez about the first week in November, and the "Oriental" towards the latter end of the same month.

In any case, the mail due in London about the 14th November will bring advices from the Company's agent at Bombay regarding the "Precursor," and the Company will have information respecting the "Oriental" by the mail arriving about 29th November.

Sir J. C. Melvill, K. C. B.,  
 East India House.

I have, &c.  
 (signed) *Jas. Allan,*  
 For the Managing Directors.



Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
16 October 1857.

Sir,

I HAVE the honour by order of the Directors of this Company to transmit to you, for the information of the Honourable Court of Directors, the accompanying extracts of letters received this morning from the Company's agent at Alexandria, respecting the facilities for transporting the troops already dispatched for India by the overland route, and stating that His Highness the Viceroy of Egypt had promised to give every assistance in the transit from Alexandria to Suez, of any further number of troops it may be considered expedient to send by this route.

I beg also to enclose extract of a letter from the Company's agents at the Mauritius, reporting the transfer of a cargo of coals belonging to this company to the representatives of the Honourable East India Company, and of which measure the Directors will signify their approval by the next outgoing mail.

Sir James C. Melville, K. C. B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell, Secretary.

P.S.—The biscuit indented for by Mr. Holton to be forwarded from Malta, is independent of the supplies sent out by the Company.

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EXTRACT of a Letter from Messrs. *Hunter, Ireland & Co.*, dated Mauritius,  
11 September 1857.

"A BARQUE called the 'Sarah Scott,' Captain Bell, with coals for Aden on account of the Peninsular and Oriental Company, arrived here on 16th ultimo, assisting into this port a leaky ship, the 'Silisria.' While she was here, the steam frigate "Assaye," belonging to the Indian Navy, and several others, came here for coals with troops on board for India; as sufficient coals could not be obtained here, Lieutenant Robinson of the Indian Navy, being duly authorised by his government, intimated to Captain Bell, of the 'Sarah Scott,' his desire to take his coals from him here for the use of the service. Captain Bell said, in a case of so much importance he would consent to do so, on a guarantee from Lieutenant Robinson on the part of the East India Company, backed by a guarantee from the Mauritius government, that his owners would be held harmless and irresponsible for not delivering the coals at Aden, as per charterparty. Those guarantees being promised, Captain Bell delivered over his cargo of coals to Lieutenant Robinson of the Indian Navy. Captain Skoltowe tells us it would be all right; we have written to inform Mr. Thomas at Aden."

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EXTRACT of a Letter from Mr. *T. H. Holton*, Peninsular and Oriental Company's  
Superintendent in Egypt, dated Alexandria, 5 October 1857.

"I NOTE that 'Sultan' will be despatched in anticipation of the mail of 4th proximo, with 250 men and 20 officers for passage to India by the overland route. There is no difficulty in the transit of these men, and all their baggage, nor in that of any quantity of stores you may be pleased to send, so long as the latter are placed on the Indian manifest for Suez.

"I have written Mr. Davidson to forward me the supply of 15,000 lb. of biscuit; he will easily procure it from the commissariat at Malta; of flour we have a fair quantity in store, and I am despatching Mr. West an additional supply. For the mere transit no contract with Shephard\* is necessary; the transit supply the men with meals *en route*, one meal at Kafr Azzyat, and one at the end of the railway: the first Shephard cannot furnish, as a Mr. César has the contract with the transit; the latter Shephard supplies by virtue of his contract with the administration.

"The entire transit of the men will be a matter of 20 or 24 hours, and there will be plenty of water *en route*.

"Mr. West has his arrangements already made for supplying his requirements in the way of sheep, &c., and I think is in a better position to provide than Shephard.

"When at Suez, the men will be better placed on board the 'Zenobia' than at the hotel.

"The troops brought by 'Ripon' leave for Suez at 5 A. M. to-morrow; they will, I expect, pass Cairo about noon, and be at the end of the railway about 4 P. M., and in Suez very early before daylight of 7th.

"I shall accompany the men to Suez to initiate Col. Pocklington, who is in charge of them, and who remains to superintend the transit of any future parties of troops that may be sent this way. The whole of them will go in 'Alma,' as Colonel Pocklington does not wish them divided."

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\* Mr. Shephard, hotel keeper and contractor, of Cairo.

Also, EXTRACT of a Letter, dated 29 September, from the Same.

"THE answer of the Viceroy respecting the passage of the troops ex 'Ripon' through Egypt was received last evening. His Highness states that it will be a satisfaction to him to give facility to the passage of not only 200 men, as in the present instance, but to that of 20,000 if necessary, and not *en bourgeois*, but in uniform and with their arms, if required.

"No physical difficulty exists in the passage of troops through this country; 10,000 men might easily be transported to Suez in 60 hours."

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EXTRACT of a Letter from a Passenger on board 'Ripon.'

"WE have 200 troops on board, and they conduct themselves so well, that positively one would not know they were here."

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Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,

21 October 1857.

Sir,

I HAVE the pleasure to forward to you for submission to the Honourable Court of Directors the enclosed extract of a letter, received this day from the Company's agent at Alexandria, reporting the safe transit through Egypt, and embarkation at Suez *en route* for Aden, of the 200 men who had been conveyed from Malta by the steam ship 'Ripon.'

Sir J. C. Melvill, K. C. B.  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

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EXTRACT of a Letter from the Superintendent of the Peninsular and Oriental Steam Navigation Company in Egypt, dated Alexandria, 12 October 1857 (Monday).

"I RETURNED from Suez on Saturday evening. The 200 men of the 57th Regiment were embarked in 'Alma' on the morning of the 7th, apparently well contented with their journey.

"From Alexandria to the end of the railway (opposite No. 12 Station-house) they were conveyed in one train, but from the end of the railway to Suez it was necessary to despatch them in two parties, each of 20 vans, and at an interval of three hours.

"The men were disembarked from the 'Ripon' at 5 a.m. of the 6th, and landed in lighter towed by steamer; the train got clear of the station at 7.30 a.m. They were fed at Kafr Sayat, and again at the end of the railway, where also a ration of grog was served them.

"The first party of 100 embarked on board the 'Alma' at 7.30 a.m. of 7th, having made the journey from ship to ship in 26½ hours; the second party were on board at 10.30 a.m., having occupied 29½ hours.

"The baggage, arms, and ammunition had been sent forward and shipped in advance of the men.

"No delay occurred to the mails, as the men were on board seven hours before the ship was ready for sea. The 'Bombay' steamed away at 4 p.m. of 7th, and 'Alma' at 6 p.m.; all the men left in 'Alma,' and she could have taken other 100 or 200 without much inconvenience to the passengers.

"The 'Tamar' leaves at 11 a.m.; and as Colonel Pocklington, who is at Cairo collecting information, is not aware of the departure of this vessel, will you please make known to the authorities the embarkation of the men in 'Alma?'"

---

Sir,

East India House, 23 October 1857.

I AM desired by the Court of Directors of the East India Company to request that you will inform me what number of troops the Peninsular and Oriental Steam Navigation Company can undertake to convey from Southampton to Alexandria across the Isthmus, and forward to Bombay by their regular fortnightly steam vessels, suitably berthing the men, conveying them across Egypt, so as to prevent straggling; providing them with proper and sufficient diet, medical comforts, and attendance during the entire journey hence to India; and engaging to keep the men (at the expense of the Steam Company) on board their vessels at Alexandria or at Suez, in case there should be no corresponding vessel at the latter port to convey them forward to India when they shall have reached Egypt; and that you will further inform me what would be the earliest date when the Steam Company would be prepared to commence such an operation, each man being permitted to take with him a suitable equipment or allowance of baggage, and packed as on recent occasions.

Appendix, No. 3.

The Court have directed me likewise to request the attention of the Directors of the Peninsular Company to their present charge per man for this mode of transport, which is, in the Court's opinion, too high when the number of men to be conveyed is considerable; and to inquire at what rate per man the Company will undertake the transport above-mentioned, in the event of the Court determining to send further troops to India by the overland route.

I am, &c.  
(signed) *James C. Melvill,*  
Secretary.

C. W. Howell, Esq.,  
Peninsular and Oriental Steam Navigation Company,  
122, Leadenhall-street.

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Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
26 October 1857.

Sir,

I HAVE the honour, by order of the Directors of the Peninsular and Oriental Steam Navigation Company, to acknowledge the receipt of your letter of 23d instant, requesting to be informed what number of troops the Company can undertake to convey from Southampton to Alexandria, across the Isthmus of Suez, and forward to Madras, by their regular fortnightly steam-vessels, suitably berthing the men, conveying them across Egypt so as to prevent straggling; providing them with proper and sufficient diet, medical comforts, and attendance during the entire journey hence to India; and engaging to keep the men at the expense of this Company on board their vessel at Alexandria or at Suez in case there should be no corresponding vessel at the latter port to carry them forward to India when they shall have reached Egypt. Also the earliest date upon which the Company would be prepared to commence such an operation, each man being permitted to take with him a suitable equipment or allowance of baggage, packed as on recent occasions. Likewise requesting the attention of this Company to their present charge per man for this mode of transport, and expressing the Court's opinion that it is too high when the number of men is considerable; and inquiring at what rate per man the Company will undertake the transport as above described, in the event of the Court determining to send further troops to India by the overland route.

In reply, I am instructed to state, for the information of the Honourable Court of Directors, that the Company can undertake the conveyance of 300 men by each of their fortnightly steamers to Madras or Calcutta, the arrangements for the service being as follows:

The Company would have to provide special steamers for carrying the troops from England to Alexandria, as it would not be possible to convey them during that part of the voyage in the ordinary mail-steamers leaving Southampton on the 4th and 20th of the month, and to furnish the men with berths, or with adequate protection against the weather. The departures of these special steamers would be so arranged as to ensure their arrival at Alexandria sufficiently in advance of the packets from Southampton to enable the transit administration in Egypt to effect the transport of the men to Suez without interfering in any way with the mails and the passengers. The troops would not, however, be disembarked at Alexandria until the receipt of a telegraphic announcement of the arrival of the corresponding steamer at Suez, and would then be conveyed from ship to ship with all practicable despatch. The facilities which have been afforded to the Company on a recent occasion by the authorities in Egypt, warrant them in anticipating the performance of the journey of the troops from Alexandria to Suez in 24 to 28 hours, under ordinary circumstances.

From Suez to Madras the troops would be conveyed by the regular fortnightly mail steamers, and in that climate could be accommodated comfortably on deck under awnings and partially between decks, as in the case of the two companies of infantry recently conveyed from Suez to Aden by the "Alma."

The steamers employed between Suez and Madras being constructed with spar decks, affording complete shelter in all weather, the men could always be removed to between decks in the event of temporary bad weather.

In the event of the Honourable Court determining to send further troops to India by the overland route in the manner herein described, and in considerable numbers (say, not less than 200 on each occasion), the Company are willing to undertake the transport of the men from England to Madras or to Calcutta at the rate of 40 *l.* per man, providing the men with proper and sufficient diet, medical comforts, and attendance during the entire journey hence to India; and (provided they are favoured with instructions by the 28th or 29th instant) to commence the operation with the despatch of a special vessel from England not later than the 2d November, so that the first detachment might go forward to Madras by the mail steamer leaving Suez about 20th November.

As regards the rate now named of 40 *l.* per man, the Directors wish me to observe that were it practicable to convey the troops throughout from Southampton to Madras in the regular fortnightly mail vessels, the Company could have undertaken the service at a somewhat lower rate; but as it would be necessary, especially during the winter season, to convey the men to Alexandria in vessels provided specially for the purpose, the Directors consider the proposed charge of 40 *l.* per head to be fair and reasonable.

I am desired to add, that in addition to the conveyance of 300 men fortnightly from England to Madras or Calcutta, the Company could undertake the transport of a similar number

number of troops fortnightly to Bombay by special steamers to Alexandria in correspondence with the regular mail steamers leaving Suez twice a month for Bombay; the rate per man being also 40 l.

Appendix, No. 3.

Sir J. C. Melvill, K. C. B.  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell, Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London,  
29 October 1857.

Sir,

I HAVE the pleasure to transmit to you, for submission to the Court of Directors of the Honourable East India Company, the enclosed extracts of letters from the agent of this Company at Alexandria, reporting the arrival there of the "Sultan," having on board the two companies of the Royal Engineers which left Southampton on 2d instant, and their embarkation at Suez on the 19th instant, on board the steam-ship "Nubia."

I beg also to enclose copy of a complimentary letter addressed to the commander of the "Sultan" by the officer in command of the troops.

Sir J. C. Melvill, K. C. B.  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell, Secretary.

EXTRACT of a Letter from Mr. T. H. Holton, Peninsular and Oriental Company's Superintendent in Egypt, dated Alexandria, 16 October 1857.

"THE 'Sultan' arrived at 6.30 A.M. yesterday. The men and officers of the Royal Engineers are still on board, but the stores and baggage have gone forward to Suez. The departure of the troops will be arranged upon the receipt of telegraph intelligence of the arrival of the 'Nubia,'\* now hourly expected at Suez. It will be so timed as to enable them to go direct on board. I shall again accompany them."

\* Arrived at Suez  
17th October.

Also, Extract from Alexandria, dated 20 October, Midnight.

"I HAVE just returned from Suez. The troops ex 'Sultan' were embarked in 'Nubia' yesterday. The first detachment, 15 vans in 19½ hours, the second of 15 vans in 24½ hours, the third detachment of eight vans in 29½ hours.

"The 'Pekin' was to be ready to receive the men for Bombay to-day, when they would be transhipped from 'Nubia.'

"'Nubia' and 'Pekin' will be leaving for their respective destinations to-morrow evening.

"The troops expected by 'Dutchman' shall have every attention. A thousand men can easily be transported across the Isthmus in 30 hours; baggage and stores in 48 hours.

"I have had the 'Zenobia'† made ready for the reception of men coming out, if the transport of troops is likely to be continued.

"I would suggest a clerk in charge and purser's storekeeper to be sent to her, which will somewhat more perfect our arrangements at Suez."

Steam-ship "Sultan," 14 October 1857.

WE, the undersigned officers of Royal Engineers, conveyed from Southampton to Alexandria by the Peninsular and Oriental Company's steam-ship "Sultan," cannot part with Captain N. Cook and his officers without congratulating them on the extremely pleasant manner in which the duties of the ship have been carried on, and at the same time specially thanking them for their courteous consideration of our comfort.

We are indebted to Captain N. Cook and his officers for an extremely pleasant voyage; and in saying adieu, most cordially wish them every happiness and success.

We beg to subscribe ourselves,

(signed) H. D. Harness, Lieut.-Col. R. E.  
T. Linweeh, Capt. R. E.  
Lottmann Nicholson, B.N., R. E.  
T. C. Haverty, 2d Staff Surgeon.  
T. G. Cumberland, Capt. R. E.  
P. Beaumont, Lieut. R. E.  
P. H. Scratchley, Lieut. R. E.  
P. Macquay, Lieut. R. E.  
C. R. Wynne, Lieut. R. E.  
D. C. Walker, Lieut. R. E.  
J. P. Paterson, Lieut. R. E.  
W. Keith, Lieut. R. E.  
C. H. Brown, Assist. Surgeon.

† A hulk belonging to the Peninsular and Oriental Company, stationed at Suez.

Appendix, No. 3.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London,  
30 October 1857.

Sir,

I HAVE the honour, by order of the Directors of this Company, to transmit to you, for the information of the Honourable Court of Directors, the accompanying extract of a letter received from the Company's agent at Calcutta, together with copies of correspondence with the Bengal Government relative to assistance in the supply of coals at Calcutta and Point de Galle to the steam-ships of the Honourable Company, Her Majesty's Government, and of the steam transports conveying troops.

The Secretary of the  
Honourable East India Company.

I have, &c.  
(signed) C. W. Howell, Secretary.

## COAL DEPARTMENT.

Peninsular and Oriental Steam Navigation Company,  
Calcutta, 24 September 1857.

Gentlemen,

ON this point I have much to communicate.

In former letters I have advised my having supplied three of the East India Company's vessels with 314, and Her Majesty's ship "Himalaya," with 900 tons of English coal.

As there are several of Her Majesty's steamers now in port which require good coal, Government have made a further demand on me to supply it, as they are entirely out; this being of urgent importance I shall accede to, especially as they having ordered large supplies to be sent out, and feel confident in being able to replace them before my stock can be exhausted.

I will take care, however, to run no risk of such a mishap, as the north-east monsoon will shortly commence; I shall get 1,000 tons of country coal and issue a certain proportion, say 20 per cent. to each ship, and thus husband my English fuel.

I shall be glad to know in what way you would wish to deal with Government with respect to the coals they obtained from me, whether they should be paid for or returned in kind; by the latter method we run the risk of receiving inferior coal, and by the former may charge a less price than it will cost to replace them.

It will be desirable to let me know by every mail what the probable cost of coals landed here will amount to; Government are paying now to other parties 55 s. per ton.

The Government have also applied to me to supply coal to the steamers expected from England with troops, and which will touch at Point de Galle for the purpose of coaling. I enclose for your information copies of correspondence on the subject, duplicates of which have been forwarded to Captain Twynam. Government have appointed a transport agent to assist in expediting the various vessels as they arrive in coaling and watering, and who goes down by the "Nubia."

The Managing Directors  
Peninsular and Oriental Steam Navigation Company,  
London.

I have, &c.  
(signed) H. P. Lovell,  
Superintendent.

(No. 5430.)

To Captain H. P. Lovell, Superintendent Peninsular and Oriental Steam Navigation Company.

Sir,

By direction of the Superintendent of Marine I have the honour to inform you that we have been called on by Government to state what quantity of coal is available at Point de Galle for steamers expected from England with troops, and I am to request the favour of your intimating what quantity you are likely to be able to spare. Since the transfer of the coal depôt at Point de Galle to your Company, the Government have completely depended on it for the supply of its steamers at that port, and at present it is of the utmost importance that as large a supply as possible should be forthcoming.

2. Should you now or hereafter have one or more cargoes of coal at Calcutta that you could spare, Government would be very glad to purchase them for the purpose of sending on to Ceylon, to replace what you might there furnish to vessels in the service of Government.

3. The Superintendent on the part of Government would agree to pay the amount that it might cost your Company to replace the coal at Calcutta, or the actual cost of the coal sent from hence, whichever was preferred.

4. The

4. The Superintendent of Marine feels that he has only to intimate to you that it is of the very greatest importance that as much coal as possible should be available at Point de Galle for steamers arriving there, to induce you to give to Government all the assistance in your power; and he has suggested to this Government that that of Bombay should at once be called on to despatch 5,000 tons to Galle, or as much as can possibly be spared.

Appendix, No. 3.

Fort William, Marine Superintendent's Office,  
16 September 1857.

I have, &c.  
(signed) *F. E. Rogers,*  
for Secretary.

(No. 467.)

Sir,

Calcutta, 19 September 1857.

I HAVE the honour to acknowledge the receipt of your letter, No. 5430, dated the 16th inst., requesting to know what quantity of coals this Company are likely to have at Point de Galle available for the steamers expected from England with troops.

In reply I beg to inform you, that on the 1st July (which is the latest account I have received from our agent) there were 6,909 tons at that port; but the consumption is very large, there being eight mail steamers to supply monthly, so that unless some very extensive shipments have arrived since, I question whether there will be much to spare.

With respect to cargoes arriving here, I shall be able to transfer some to Government; but the difficulty will be with the ships, which most probably will have a return cargo engaged for them by the agents, and therefore would insist on being discharged here.

Under these circumstances it may be of service to Government to know that there is (if I be rightly informed) a large stock at Point de Galle belonging to the European and Australian Mail Company, who may be induced, in the present public emergency, to render what assistance lays in their power.

There is also a large depôt at Trincomalee, where some of the transport steamers might, with advantage, be directed to coal, the harbour being easy of access, and there being every facility for coaling.

In conclusion I beg to assure you, that I shall have much pleasure in rendering every assistance in my power to Government, and in doing so have only to guard against running any risk of endangering the efficient performance of the mail service, which, of course, is of paramount importance.

On the arrival of the next mail I trust to be able to give you fuller information on the above points.

H. Howe, Esq.,  
Secretary to the Superintendent of Marine.

I have, &c.  
(signed) *H. P. Lovell,* Superintendent.

(No. 5475.)

Fort William, Marine Superintendent's Office,  
17 September 1857.

Sir,

IN continuation of my letter, No. 5430, of the 16th inst., I have the honour to inform you, that since it was written the superintendent has received from Government intimation that the following vessels have left England with coals, to be landed at Galle for the use of this department:

	Tons.	Left England.
"Seaforth" - - -	771	29 May.
"Abbey Longdon" - - -	1,400	16 June.
"Argo" - - -	503	13 "
"Morlaine" - - -	536	13 "
"Naibal" - - -	423	13 "
"St. Yves" - - -	452	3 July.

4,085 tons.

2. The "Suebad," for Calcutta, with 824 tons of coal, sailed from England 28th July.

3. Under the above circumstances, the superintendent trusts that you will be enabled to forward instructions to your agents at Galle by the next steamer, to supply vessels in the Government service to the full extent of the expected supply.

Capt. H. P. Lovell,  
Superintendent Peninsular and Oriental  
Steam Navigation Company.

I have, &c.  
(signed) *H. Howe,* Secretary.

Appendix, No. 3.

(No. 5502.)

Fort William, Marine Superintendent's Office,  
19 September 1857.

Sir,

IN continuation of my letter, No. 5475, of the 17th inst., I have the honour, by desire of the Superintendent of Marine, to forward to you herewith bills of lading for coals laden on board the vessels therein referred to, and to request the favour of your issuing instructions to your agent at Galle, to take charge of the coals as soon as each vessel arrives at his port.

I have, &amp;c.

(signed) *H. Howe*, Secretary.

Captain *H. P. Lovell*,  
Superintendent Peninsular and Oriental  
Steam Navigation Company.

(No. 469.)

Sir,

Calcutta, 21 September 1857.

I HAVE the honour to acknowledge receipt of your letters, No. 5475, of the 17th, and 5502, of the 19th inst., the former advising me that Government have received intimation that coals, to the extent of 4,085 tons, have been shipped from England to Galle, for the use of the Marine department, and requesting me to forward instructions to the Company's agent at that port, to supply vessels in the Government service to the full extent of the expected shipments; the latter forwarding me the bill of lading for the above coals, with a request that the Company's agent be instructed to take charge of the same.

In reply I beg to say, that I shall have much pleasure in forwarding the bill of lading by the next steamer, and in complying with your latter request; but must decline giving positive instructions to the effect required in the former.

I shall, however, forward copies of this correspondence to Captain Twynam, and desire him to do all in his power to forward the wishes of Government, leaving entirely to his own discretion the extent to which to supply vessels in the Government service, as he is better acquainted than I with the requirements of his own department.

I have, &amp;c.

(signed) *H. P. Lovell*, Superintendent.

*H. Howe*, Esq.,  
Secretary to the Superintendent of Marine.

(No. 1917.)

From *Cecil Beadon*, Esq., Secretary to Government of India, to Captain *H. P. Lovell*, Superintendent of the Peninsular and Oriental Company, Marine Department.

Sir,

I AM directed by the Governor-General in Council to request that you will be so good as to instruct the agent of the Peninsular and Oriental Steam Navigation Company at Galle to supply with English coal to the full extent of their wants, so far as that is compatible with the efficient conduct of the mail service, the steamers that may touch there for the purpose of bringing up troops to Calcutta and Madras, whether they belong to the Royal Navy, or are hired by, or belong to, the East India Company.

2. It is needless to explain to you the urgency of the occasion, which requires that every possible means should be adopted to convey the troops as rapidly as possible to their destination; and his Lordship in Council relies upon you to impress upon the agent at Galle the importance of meeting the requisitions that may be made upon him by officers commanding the steamers of the Royal or Indian navy engaged in this service, promptly and to the utmost extent of his power.

I have, &amp;c.

(signed) *Cecil Beadon*,  
Secretary to the Government of India.

Council Chamber,  
21 September 1857.

(No. 470.)

To *Cecil Beadon*, Esq., Secretary to the Government of India.

Sir,

Calcutta, 22 September 1857.

I HAVE the honour to acknowledge receipt of your letter, No. 1917 of the 21st instant, intimating to me that his Lordship the Governor-General is desirous that I should send instructions to the Company's agent at Galle to supply with English coal, to the full extent of their wants, so far as that is compatible with the efficient conduct of the mail service, the steamers that may touch there for the purpose of bringing up troops to Calcutta and Madras.

In

In reply I beg to annex copy of my letter to Captain Twynam, which will go forward by the steamer of the 25th instant, and to express my conviction that he will exert himself to the utmost to further the wishes of Government. Appendix, No. 3.

I have, &c.  
(signed) *H. P. Lovell*, Superintendent.

Sir,

Calcutta, 22 September 1857.

HEREWITH I enclose copies of correspondence with Government on the subject of supplying with English coal the steamers that may touch at your port, bringing up troops to Calcutta and Madras, whether they belong to the Royal navy, or are hired by or belong to the East India Company.

The Government wished me to issue instructions to you in accordance, but you will observe I have declined doing so, preferring to leave the matter to your own discretion, and feeling satisfied that their wishes would meet with every attention from you.

I am, &c.  
(signed) *H. P. Lovell*, Superintendent.

Captain T. H. Twynam, Agent,  
Peninsular and Oriental Steam Navigation Company,  
Point de Galle.

(True copies.)  
(signed) *H. P. Lovell*, Superintendent.

Sir,

East India House, 6 November 1857.

I HAVE laid before the Court of Directors of the East India Company your letter, dated the 26th October 1857, stating the terms upon which the Peninsular and Oriental Steam Navigation Company will undertake to convey troops from Southampton to India, by special steamer from Southampton to Alexandria, so as to ensure their arrival there sufficiently in advance of the packet to enable the transit administration in Egypt to effect the transport of the men to Suez without interfering in any way with the mails and passengers, and on from Suez to Madras, by the Peninsular Company's regular fortnightly mail steamers, at the rate of 40*l.* per man, to include proper and sufficient diet, medical comforts and attendance, during the entire journey hence to India, to an extent of not less than 200 men upon each occasion.

In reply, the Court have commanded me to state, that they have about 26 officers and 500 men of Her Majesty's 69th regiment to forward to Madras by the overland route, *via* Egypt, and that they have resolved to accept the offer conveyed in your letter of the 26th October to that extent; one half of the number to be despatched hence by the special steamer of the middle of this month, and the other half by the special steamer of the beginning of December.

I am, therefore, to request that you will inform me as early as practicable of the exact time when the troops, with their baggage, &c. ready packed, must be at Southampton for embarkation by each of the Peninsular Company's special steamers.

I am, &c.  
(signed) *James C. Melville*, Secretary.

C. W. Howell, Esq.,  
Peninsular and Oriental Steam Navigation Company,  
122, Leadenhall-street.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
6 November 1857.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of this date, stating that the Honourable Court of Directors of the East India Company, have about 26 officers and 500 men of Her Majesty's 69th regiment, to forward to Madras by the overland route, *via* Egypt, and that they have resolved to accept the offer contained in my letter of the 26th ultimo, regarding the terms of their conveyance; one half of the number to be despatched hence by the special steamer of the middle of this month, and the other half by the special steamer of the beginning of December.

In reply, I am desired to acquaint you that the Company will accordingly be prepared to despatch the "Sultan" from Southampton on the 16th instant with the first half, and the "Euxine" on the 1st December with the remainder.



Appendix, No. 3.

(No. 5502.)

Fort William, Marine Superintendent's Office,  
19 September 1857.

Sir,

IN continuation of my letter, No. 5475, of the 17th inst., I have the honour, by desire of the Superintendent of Marine, to forward to you herewith bills of lading for coals laden on board the vessels therein referred to, and to request the favour of your issuing instructions to your agent at Galle, to take charge of the coals as soon as each vessel arrives at his port.

Captain H. P. Lovell,  
Superintendent Peninsular and Oriental  
Steam Navigation Company.

I have, &c.  
(signed) H. Howe, Secretary.

(No. 469.)

Sir,

Calcutta, 21 September 1857.

I HAVE the honour to acknowledge receipt of your letters, No. 5475, of the 17th, and 5502, of the 19th inst., the former advising me that Government have received intimation that coals, to the extent of 4,085 tons, have been shipped from England to Galle, for the use of the Marine department, and requesting me to forward instructions to the Company's agent at that port, to supply vessels in the Government service to the full extent of the expected shipments; the latter forwarding me the bill of lading for the above coals, with a request that the Company's agent be instructed to take charge of the same.

In reply I beg to say, that I shall have much pleasure in forwarding the bill of lading by the next steamer, and in complying with your latter request; but must decline giving positive instructions to the effect required in the former.

I shall, however, forward copies of this correspondence to Captain Twynam, and desire him to do all in his power to forward the wishes of Government, leaving entirely to his own discretion the extent to which to supply vessels in the Government service, as he is better acquainted than I with the requirements of his own department.

H. Howe, Esq.,  
Secretary to the Superintendent of Marine.

I have, &c.  
(signed) H. P. Lovell, Superintendent.

(No. 1917.)

From Cecil Beadon, Esq., Secretary to Government of India, to Captain H. P. Lovell,  
Superintendent of the Peninsular and Oriental Company, Marine Department.

Sir,

I AM directed by the Governor-General in Council to request that you will be so good as to instruct the agent of the Peninsular and Oriental Steam Navigation Company at Galle to supply with English coal to the full extent of their wants, so far as that is compatible with the efficient conduct of the mail service, the steamers that may touch there for the purpose of bringing up troops to Calcutta and Madras, whether they belong to the Royal Navy, or are hired by, or belong to, the East India Company.

2. It is needless to explain to you the urgency of the occasion, which requires that every possible means should be adopted to convey the troops as rapidly as possible to their destination; and his Lordship in Council relies upon you to impress upon the agent at Galle the importance of meeting the requisitions that may be made upon him by officers commanding the steamers of the Royal or Indian navy engaged in this service, promptly and to the utmost extent of his power.

Council Chamber,  
21 September 1857.

I have, &c.  
(signed) Cecil Beadon,  
Secretary to the Government of India.

(No. 470.)

To Cecil Beadon, Esq., Secretary to the Government of India.

Sir,

Calcutta, 22 September 1857.

I HAVE the honour to acknowledge receipt of your letter, No. 1917 of the 21st instant, intimating to me that his Lordship the Governor-General is desirous that I should send instructions to the Company's agent at Galle to supply with English coal, to the full extent of their wants, so far as that is compatible with the efficient conduct of the mail service, the steamers that may touch there for the purpose of bringing up troops to Calcutta and Madras.

In reply I beg to annex copy of my letter to Captain Twynam, which will go forward by the steamer of the 25th instant, and to express my conviction that he will exert himself to the utmost to further the wishes of Government. Appendix, No. 3.

I have, &c.  
(signed) H. P. Lovell, Superintendent.

Sir,

Calcutta, 22 September 1857.

HEREWITH I enclose copies of correspondence with Government on the subject of supplying with English coal the steamers that may touch at your port, bringing up troops to Calcutta and Madras, whether they belong to the Royal navy, or are hired by or belong to the East India Company.

The Government wished me to issue instructions to you in accordance, but you will observe I have declined doing so, preferring to leave the matter to your own discretion, and feeling satisfied that their wishes would meet with every attention from you.

I am, &c.  
(signed) H. P. Lovell, Superintendent.

Captain T. H. Twynam, Agent,  
Peninsular and Oriental Steam Navigation Company,  
Point de Galle.

(True copies.)  
(signed) H. P. Lovell, Superintendent.

Sir,

East India House, 6 November 1857.

I HAVE laid before the Court of Directors of the East India Company your letter, dated the 26th October 1857, stating the terms upon which the Peninsular and Oriental Steam Navigation Company will undertake to convey troops from Southampton to India, by special steamer from Southampton to Alexandria, so as to ensure their arrival there sufficiently in advance of the packet to enable the transit administration in Egypt to effect the transport of the men to Suez without interfering in any way with the mails and passengers, and on from Suez to Madras, by the Peninsular Company's regular fortnightly mail steamers, at the rate of 40*l.* per man, to include proper and sufficient diet, medical comforts and attendance, during the entire journey hence to India, to an extent of not less than 200 men upon each occasion.

In reply, the Court have commanded me to state, that they have about 26 officers and 500 men of Her Majesty's 69th regiment to forward to Madras by the overland route, *viâ* Egypt, and that they have resolved to accept the offer conveyed in your letter of the 26th October to that extent; one half of the number to be despatched hence by the special steamer of the middle of this month, and the other half by the special steamer of the beginning of December.

I am, therefore, to request that you will inform me as early as practicable of the exact time when the troops, with their baggage, &c. ready packed, must be at Southampton for embarkation by each of the Peninsular Company's special steamers.

I am, &c.  
(signed) James C. Melvill, Secretary.

C. W. Howell, Esq.,  
Peninsular and Oriental Steam Navigation Company,  
122, Leadenhall-street.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
6 November 1857.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of this date, stating that the Honourable Court of Directors of the East India Company, have about 26 officers and 500 men of Her Majesty's 69th regiment, to forward to Madras by the overland route, *viâ* Egypt, and that they have resolved to accept the offer contained in my letter of the 26th ultimo, regarding the terms of their conveyance; one half of the number to be despatched hence by the special steamer of the middle of this month, and the other half by the special steamer of the beginning of December.

In reply, I am desired to acquaint you that the Company will accordingly be prepared to despatch the "Sultan" from Southampton on the 16th instant with the first half, and the "Euxine" on the 1st December with the remainder.

Appendix, No. 3.

The troops for embarkation by the "Sultan" ought therefore to be at Southampton with the baggage properly packed as early as practicable on the morning of the 16th, and those for "Euxine" also at an early hour.

In the event of arms and ammunition being sent, it would be necessary for the packages containing them to be at Southampton for shipment on the day previous to the departure of the respective vessels.

I have, &c.  
(signed) *C. W. Howell*, Secretary.

Sir James C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
12 November 1857.

Sir,

I HAVE the pleasure to transmit to you the enclosed copy of a certificate from the officers of the 10th and 21st companies of the Royal Engineers, who embarked at Chatham on board the Company's chartered steamer "Dutchman" on 14th October, and who were landed at Alexandria on the 31st idem, expressing their satisfaction with the messing of themselves and the men during the voyage.

I have, &c.  
(signed) *C. W. Howell*,  
Secretary.

Sir J. C. Melvill, K. C. B.,  
&c. &c. &c.  
East India House.

Alexandria, 31 October 1857.

WE, the undersigned officers of the Royal Engineers, have much pleasure in bearing testimony to the liberal manner in which both the messing of ourselves and of the 10th and 21st companies Royal Engineers has been provided on board the Peninsular and Oriental Company's steamer "Dutchman."

We have also great pleasure in adding our testimony to the efficient and agreeable manner in which the above duty, as well as the superintendence of the stewards in general, has been performed by Mr. Hare.

(signed) *F. E. Cox*, Capt. & Adjt. R. E.  
*A. A. Fisher*, Capt. R. E.  
*G. Nevill*, Capt. R. E.  
*J. A. Edwards*, Lieut. R. E.  
*W. R. Gossett*, Lieut. R. E.  
*J. H. Halsham*, Surgeon, R. A.  
*R. Thaine*, Lieut. R. E.  
*T. V. Newell*, M. D. 83d Regt.  
*C. S. Webber*, Lieut. R. E.  
*J. H. Maitland*, Lieut. R. E.  
*E. R. Testing*, Lieut. R. E.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
19 November 1857.

Sir,

THE enclosed extracts of letters recently received from this Company's agent at Alexandria, regarding the facilities which exist, and are likely to be continued and increased, for the conveyance through Egypt of troops sent to India by the overland route, will no doubt be interesting to the Court of Directors of the East India Company; and I am accordingly instructed to forward them for submission to the Honourable Court.

I have, &c.  
(signed) *C. W. Howell*,  
Secretary.

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

EXTRACTS of a Letter from the Company's Superintendent in Egypt, dated Alexandria, 27 October 1857.

"You may assure the authorities in England that no difficulty exists in the transit of any number of men and horses by this route, provided only a few days' notice be given; of infantry 200 may be transported by railway and vans from ship in Alexandria to ship at Suez, in 24 hours; 270 in 29 hours; 360 in 33 hours; 1,000 men can be conveyed by rail and donkeys in 30 hours, from ship to ship; and 10,000 men, by rail and marching in 60 hours; baggage and stores would occupy about 49 hours in transit.

" Artillery

"Artillery could also be transported, but until the completion of the railway it would have to be limited to very light field pieces." Appendix, No. 3.

"The Viceroy is very desirous to convey through his country as many soldiers as possible; and so great a disposition does he display to facilitate their movements, that he adds, 'I will consider them not as transit passengers, but as my own, and will carry them by my own private engines, carriages, and trucks.'"

Also from Letter, dated Alexandria, 31 October 1857.

"Could the authorities at the Horse Guards only see the facility existing by this route for the conveyance of troops, I am of opinion it would pretty generally be adopted."

Sir,

East India House, 26 November 1857.

I AM desired to inquire of you, for the information of the Court of Directors of the East India Company, whether, in the event of its being determined to send troops hence to India by the overland route *viâ* Egypt, the Peninsular and Oriental Steam Navigation Company have certain assurance that there will be a special steam vessel at Suez ready to receive them; and, if so, how long that vessel will remain at Suez.

C. W. Howell, Esq.,  
Peninsular and Oriental Steam Navigation Company,  
122, Leadenhall-street.

I am, &c.  
(signed) James C. Melvill,  
Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
27 November 1857.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of yesterday, inquiring, for the information of the Court of Directors of the Honourable East India Company, whether, in the event of its being determined to send troops hence to India by the overland route *viâ* Egypt, the Peninsular and Oriental Steam Navigation Company have certain assurance that there will be a special steamer at Suez ready to receive them; and, if so, how long that vessel will remain at Suez.

In reply, I have the honour to state, that the Company have this morning received telegraphic intelligence of their steam-ship "Oriental" being on her way to Suez, in conformity with the instructions which the Directors had transmitted to their agent at Calcutta to place one of the Company's large steamers at Suez, so as to be available for the conveyance of troops to India, should her services be required for that purpose.

The "Oriental" may be expected to have reached Suez about 25th or 26th instant, and will remain there for orders from England.

This vessel is capable of carrying 1,000 men and about 30 officers, and I am now desired to acquaint you that the Company would be prepared, upon receiving a few days' notice, to provide a steamer having similar accommodation for the conveyance of troops to Alexandria, to be embarked at Suez on board the "Oriental" for Bombay, Madras, or Calcutta, at the rate already agreed upon for the conveyance of troops to India *viâ* Egypt, namely, 40 l. per man, including victualling, &c.

The Company's agent at Calcutta was directed to provision the "Oriental" for 1,000 men for six weeks, but in the event of having been unable to comply with these instructions, the Company have already an ample supply of all regular stores at their depôt at Suez.

I am desired to add, that the vessel which the Company would provide for the passage from England to Alexandria could embark the troops at Southampton, or at any other port in this country which might be more convenient to Her Majesty's Government.

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London,  
30 November 1857.

Sir,

I HAVE the honour to acquaint you, with reference to my letter of 27th instant, that the Company will be prepared to convey 850 to 900 men and about 30 officers, from Plymouth to Alexandria by the steam-ship "Abeona," to be embarked at Suez for Bombay, Madras, Calcutta, or Kurrachee, on board the Company's steam-ship "Oriental."

The "Abeona" can be at Plymouth in readiness to embark the troops on the morning of the 8th December, and under ordinary circumstances will reach Alexandria about 22d or 23d.

Appendix, No.3.

The troops would thus reach Egypt at such a time as not to interfere in any way with the ordinary transit of passengers, &c., by the regular mail steamers. In consequence of the number of men, it would be necessary for them to proceed between No. 12 Station in the Desert and Suez, a distance of 25 miles, on donkeys, there not being a sufficient number of vans available for the conveyance of so many men at one time.

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

Sir,

East India House, 3 December 1857.

WITH reference to the arrangements in progress for the conveyance of troops to India by the overland route, via Egypt, with the assistance of the steam-vessels of the Peninsula and Oriental Steam Navigation Company, I am desired to request that you will communicate to me, for the information of the Court of Directors of the East India Company, the provisions which have been made by the Steam Company for supplying the troops during their passage with fresh meat and other victuals than those which have been cured or salted.

C. W. Howell, Esq., Secretary,  
Peninsular and Oriental Steam Navigation Company,  
122, Leadenhall-street.

I am, &c.  
(signed) James C. Melvill,  
Secretary.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E. C.,  
5 December 1857.

Sir,

IN reply to your letter of the 3d instant, requesting to be informed regarding the provision which has been made for supplying the troops during their passage in this Company's vessels with fresh meat and other materials than those which have been cured or salted, I am desired to state that each steamer is amply supplied with medical comforts for the voyage, including soup and bouilli and preserved potatoes, and that on leaving every port touched at, fresh meat and vegetables are furnished for as many days as they will keep good.

I have the honour to annex, for the information of the Court of Directors, extract from a letter received this day from the Company's agent at Aden, which will prove satisfactory to them, as showing that the arrangements made by the Company have, as far as that port, been attended with success.

Sir J. C. Melvill, K.C.B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

EXTRACT of a Letter from the Agent of the Peninsular and Oriental Company at Aden,  
dated 14 November 1857.

"THE 'Pottinger' arrived yesterday at 1.45 A.M., and left last evening at 5.30.

"The 'Hindustan' arrived this morning at 6.30, and will start about 6 this evening; both ships all well. All the troops were in excellent health, and were in want of nothing but what we were able to supply here."

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London,  
22 September 1857.

Sir,

SHOULD the Directors of the Honourable the East India Company contemplate sending troops for India by way of Suez, I am instructed to state that the Directors of this Company are prepared to undertake the conveyance of 300 men by the steamer to leave Southampton on the 12th proximo, for Alexandria, and to carry them forward by a corresponding ship from Suez as far as Galle, where they would arrive about the 14th of November. The charge for conveyance from England to Galle, including victualling and transit expenses across the Isthmus of Suez, would be 40*l.* per man.

As

As the dates of departure of the European and Australian Company's ships come between the departures of the Peninsular and Oriental Company's vessels, there is no fear of the transit arrangements of one Company interfering with those of the other. Appendix, No. 3.

The Directors desire me also to add, that they will be prepared to convey a similar number of men to Galle by each steamer leaving Southampton on the 12th of every successive month.

I have, &c.  
(signed) *Rd. T. Reep,*  
Secretary.

To J. C. Melvill, K.C.B.,  
Secretary.

Sir,  
East India House, 2 October 1857.  
With reference to your letter stating the terms upon which the Directors of the Royal Mail Steam Packet Company are prepared to convey troops from Southampton to Alexandria, thence across Egypt, and forward to Point de Galle, by the steamers of that Company, I am desired to request that the Directors will furnish the Court of Directors of the East India Company with a memorandum explanatory of the arrangements which they propose to make for ensuring the prompt and certain landing and despatch of any soldiers who may be forwarded by those steamers to Alexandria, immediately after their arrival at that port, as it is most essential to prevent straggling, and to provide that the men shall cross to Suez in a body, and embark immediately on the steamer for Point de Galle.

I am, &c.  
(signed) *James C. Melvill,*  
Secretary.

R. T. Reep, Esq.  
55, Moorgate-street.

Royal Mail Steam Packet Company,  
55, Moorgate-street, London,  
2 October 1857.  
Sir,  
In reply to your inquiry of this date, I am instructed to acquaint you that the arrangements of this Company with regard to any soldiers who may be embarked by their steamers for conveyance *via* Egypt to Galle, are, that the men shall be forwarded by railway from Alexandria to a station in the Desert about 40 miles from Suez, and from that station to the ship which is to take them on to Galle.  
To prevent the men, however, from straggling, the Directors propose that the whole of them shall be kept on board the ship at Alexandria up to the latest period possible, and then be sent across in a body for embarkation, thus avoiding delay on the road and depriving the men of any opportunity to get beyond control.  
I am to add, that in consequence of a letter dated 29th ultimo, from the Horse Guards, inquiring at what time the two companies of artillery were to be ready for embarkation at Southampton on the 12th instant, the Directors have ordered supplies of provisions, and made every other arrangement necessary for victualling and accommodating the men on their passage to Galle.

I have, &c.  
(signed) *R. T. Reep,*  
Secretary.

Sir James C. Melvill, K.C.B.,  
Secretary.

Sir,  
East India House, 3 October 1857.  
In reply to your letter, dated the 22d September, stating that the Directors of the Royal Mail Steam Packet Company are prepared to undertake the conveyance of 300 men by their steamer to leave Southampton on the 12th instant for Alexandria, and to carry them forward by a corresponding ship from Suez as far as Point de Galle, where they would arrive about the 14th November, the charge for conveyance from England to Galle, including victualling and transit expenses across the Isthmus of Suez, to be 40 l. a man, the Court of Directors of the East India Company have desired me to state, that they will avail themselves of the offer conveyed in your letter to the extent of two companies of Royal Artillery, numbering 220 men, with their officers, about 11 in number; and that their arms, accoutrements, and military clothing are to be packed and conveyed with them as "baggage."  
I am commanded to request that the Directors of the Royal Mail Steam Packet Company will cause the necessary arrangements to be made for the reception on board ship, transport,

Appendix, No. 3.

transport, and accommodation of these two companies of Artillery, with their officers and baggage, throughout from Southampton to Point de Galle; and that you will apprise me, as early as practicable, with full information as to the time and manner of the men being embarked at Southampton, so that due notice may be given to the authorities at the Horse Guards.

R. T. Reep, Secretary.

I am, &c.  
(signed) *James C. Melvill*,  
Secretary.

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London,  
5 October 1857.

Sir,

I AM desired to acknowledge the receipt of your letter, dated 3d instant, intimating that 220 men, with their officers, about 11 in number, are to embark on the steamer to leave Southampton on the 12th instant, upon the terms of my letter of the 22d ultimo, and requiring that the necessary arrangements be made for their reception on board, &c., and to be furnished with full information as to the time and manner of the men being embarked.

In reply I beg to inform you, that it will be necessary for the two companies in question to proceed to Southampton, and to be ready to embark at the Southampton Dock at 8 o'clock on the morning of the 12th instant, as already communicated to the Horse Guards in my letter of the 29th ultimo, copy of which is enclosed.

I am to add, that all the necessary arrangements will be made for the reception and accommodation of the men in question.

Sir J. C. Melvill, K. C. B.,  
East India House.

I have, &c.  
(signed) *R. T. Reep*,  
Secretary.

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London,  
29 September 1857.

Sir,

I HAVE the honour to state in reply to your letter of this date that the two companies of Royal Artillery ordered to proceed to Egypt (for Ceylon) by the steamer appointed to leave Southampton on the 12th October, should be ready to embark at the Southampton dock at 8 o'clock on the morning of that day.

Alex. Gordon, Esq.,  
Deputy Quartermaster-General,  
Horse Guards.

I have, &c.  
(signed) *R. T. Reep*,  
Secretary.

Royal Mail Steam Packet Company, No. 55, Moorgate-street,  
London, 6 October 1857.

Sir,

WITH reference to the accommodation of the troops who are to proceed in the steam-ship "Australasian," *via* Suez, to Ceylon on the 12th inst., I have to beg that directions may be given to the proper authorities for the packing of their carbines in boxes containing six each, as was done in the case of the troops sent by the last Peninsular and Oriental Company's steamer from Southampton, and that these boxes may be sent addressed to Captain Vincent, the Royal Mail Steam Packet Company's superintendent there, on or before Friday night, the 9th instant.

I have also to beg that you will, as in the case above alluded to, be good enough to give instructions that a sufficient number of hammocks (say 220), each containing a bed and blanket, made up in bundles of six, be sent to Captain Vincent, so as to reach him at the same time as the cases containing the carbines. The hammocks, beds, and blankets to be sent back from Alexandria in the "Australasian," and returned to the proper Government department.

Sir James C. Melvill, Secretary.

I have, &c.  
(signed) *R. T. Reep*,  
Secretary.

Royal Mail Steam Packet Company, No. 55, Moorgate-street, Appendix, No. 3.  
London, 6 October 1857.

Sir,

WITH reference to your letter of the 3d October, and my reply thereto, dated 5th idem, as to the time and manner of the troops being embarked on board the "Australasian" at Southampton, I beg to annex copies of communications which have passed this day between Captain Freeth, deputy adjutant quartermaster-general, Royal Artillery, and this office, upon the subject in question.

Sir J. C. Melvill, K. C. B.,  
Secretary,  
East India House.

I have, &c.  
(signed) R. T. Reep,  
Secretary.

Royal Mail Steam Packet Company, No. 55, Moorgate-street,  
London, 21 October 1857.

Sir,

I AM desired by the Directors of this Company to state, for the information of the Honourable the East India Company, that they will undertake to convey 400 soldiers, with the usual proportion of officers, by the steam-ship "Tamar," appointed to leave Southampton on the 12th November for Alexandria, and to carry them forward by a corresponding ship from Suez, as far as Galle, where they would arrive about the 14th December, at a charge at the rate of 40 l. per man for the soldiers, for conveyance from England to Galle, to include the expense of victualling and transit across the Isthmus of Suez; and for the officers, of the customary rate of passage money.

Sir J. C. Melvill, K. C. B.,  
Secretary,  
East India House.

I have, &c.  
(signed) R. T. Reep,  
Secretary.

Royal Mail Steam Packet Company, No. 55, Moorgate-street,  
London, 22 October 1857.

Sir,

WITH reference to my communication of yesterday's date, respecting the conveyance of troops *via* Egypt to Galle, I beg leave to observe that an ample supply of salt meat and other provisions is forwarded by the steamer which takes on the troops from Southampton to Alexandria, and transmitted thence across to Suez for embarkation on board the corresponding vessel which conveys the troops from that port to Galle.

Sir James C. Melvill, K. C. B.,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) R. T. Reep,  
Secretary.

Sir,

East India House, 27 October 1857.

WITH reference to your letter, dated the 21st October 1857, stating that the Directors of the Royal Mail Steam Packet Company will undertake to convey 400 soldiers by their steam vessel "Tamar," from Southampton to Alexandria, across Egypt, and onward from Suez by a corresponding ship as far as Point de Galle, at a charge of 40 l. per man throughout the journey, I am desired to request that you will bring to the notice of the Directors of the Royal Mail Company that the Peninsular and Oriental Steam Navigation Company are prepared to convey troops throughout, from Southampton to Madras *via* Egypt, for 40 l. per man, engaging special steamers for the purpose on this side of Egypt; and that they have apprised the Court of Directors that, were it practicable for them to convey the troops direct from Southampton to Madras in their regular vessels, they could have undertaken the service at a somewhat lower rate.

Under these circumstances it appears to the Court reasonable to expect that the Royal Mail Company, who propose to use their own regular vessel only, and to convey the troops no further than Point de Galle, should make a reduction in their present charge of 40 l. per man, in the event of the Court sending troops by the "Tamar" to Galle, *en route* for Madras or Calcutta.

R. T. Reep, Esq.,  
Royal Mail Steam Packet Company,  
55, Moorgate-street,

I am, &c.  
(signed) James C. Melvill,  
Secretary.

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London,  
27 October 1857.

Sir,

YOUR letter of this date having engaged the consideration of the Directors of this Company, I am instructed to state in reply, that they are willing to undertake the conveyance of troops from Southampton to Galle, *via* Egypt, at 31 l. per man, instead of 40 l., as proposed  
o.27. in



Appendix, No. 3. in my communication of the 21st instant, and that they will be happy to enter into an arrangement for conveying troops to Galle at the same rate by the steamer leaving Southampton on the 12th of each month.

I am also to observe that it is the intention of the Directors eventually to extend their line from Galle to Calcutta, and that they will then be in a position to negotiate for taking troops the whole way.

I am to take this opportunity of stating that the Directors will be glad to learn, as early as possible, if it is the intention of the Honourable East India Company to accept the offer made in my letter of the 21st instant, to convey troops by the "Australasian" to Calcutta.

Sir J. C. Melvill,  
&c. &c. &c.  
East India House.

I have, &c.  
(signed) *Rd. T. Reep*,  
Secretary.

Sir,

East India House, 6 November 1857.

THE Court of Directors of the East India Company have considered your letters of the 21st and 27th October, offering to convey troops from Southampton to Point de Galle *via* Egypt by the Royal Mail Company's steam vessel "Tamar," appointed to leave Southampton on the 12th November for Alexandria, and to carry them forward by a corresponding ship from Suez as far as Galle, where they would arrive about the 14th December next, at the rate of 31 £ per man for the soldiers, for the conveyance from England to Galle, including the expense of victualling and transit across the Isthmus of Suez, and for the officers at the customary rate of passage money.

14 officers, 280  
men.

In reply, the Court have desired me to inform you that they have resolved to accept the offer conveyed in those letters to the extent of about 14 officers and 280 men of Her Majesty's 69th Regiment; and I have to request that you will inform me, as early as practicable, of the time when the troops, with their baggage ready packed, must be at Southampton for embarkation on the "Tamar."

I am, &c.  
(signed) *James C. Melvill*,  
Secretary.

R. T. Reep, Esq.,  
Royal Mail Steam Packet Company,  
55, Moorgate-street.

Royal Mail Steam Packet Company,  
No. 55, Moorgate-street, London, E.C.,  
6 November 1857.

Sir,

I AM desired to acknowledge the receipt of your letter of this day's date, informing me that the Honourable East India Company purpose sending, per "Tamar" to Galle, about 14 officers and 280 men of Her Majesty's 69th Regiment; and in reply to your inquiry upon the subject, I am to state that the troops with their baggage must be ready at the Southampton Docks for embarkation at latest by 8 o'clock on the morning of the day of sailing, the 12th instant.

It may probably be found more convenient to ship the baggage before the 12th instant, in which case, upon hearing from you to that effect, the necessary arrangements shall be made.

I am desired to request, as on the occasion of troops being sent to Ceylon by the steamer of the 12th ultimo, that a sufficient number of hammocks (according to the number of men embarked), each containing a bed and blanket, made up in bundles of six, may be sent to Captain Vincent, the Company's Superintendent at Southampton, for the use of the troops on the passage to Alexandria, and to be sent back from that place in the "Tamar," and returned to the proper Government department.

Sir J. C. Melvill, K.C.B.,  
Secretary,  
East India House.

I have, &c.  
(signed) *R. T. Reep*,  
Secretary.

European and American Steam Shipping Company (Limited),  
11, King William Street, Mansion-street, London, E. C.,

Gentlemen,

22 August 1857.

WE submit to your earnest consideration and for your early decision, the following plan for a semi-monthly overland transport service between England and Bombay, by means of the fleet of the European and American Steam Shipping Company (limited):

This

This fleet consists of eight powerful screw steamers, all in perfect state of equipment, all similarly fitted up, and each capable of carrying for a voyage of 20 to 25 days from 1,000 to 1,200 troops, viz. :—

Appendix, No. 3.

The "Golden Fleece" - - - -	2,768	$\frac{29}{100}$	Tons.
"Lady Jocelyn" - - - -	2,242	$\frac{27}{100}$	"
"Queen of the South" - - - -	2,221	$\frac{23}{100}$	"
"Hydaspes" - - - -	2,248	$\frac{89}{100}$	"
"Indiana" - - - -	2,364	$\frac{80}{100}$	"
"Argo" - - - -	2,248	$\frac{96}{100}$	"
"Calcutta" - - - -	2,260	$\frac{60}{100}$	"
"Jason" - - - -	2,667	$\frac{65}{100}$	"

The first four of this fleet are now under contract with your Company for India. The "Golden Fleece" and "Lady Jocelyn" may be expected at Calcutta not later than 15th October, and one or the other of them could be at Suez, after allowing 15 days' detention at Calcutta, about the middle or end of November.

The other four are now engaged in the Bremen and New York trade, and could be disengaged so as to place them at the disposal of your Company the latter end of October or beginning of November, at a port in England.

After the first ship shall have arrived at Suez, the others would arrive at intervals of about two weeks, and at the same intervals the ships on this side the Isthmus could be placed at your service.

Whatever number of troops should be sent by either ship on either side, the same number would be certain of being accommodated by a corresponding ship on the other side.

The price at which we would undertake this service would be 40 s. per gross ton per month for the vessels employed on this side, and 60 s. per ton per month for those employed the other side of the Isthmus; the East India Company to find coals and to pay all port charges, and the engagement to be for six months certain for each ship, commencing from the date they may respectively be at Suez or at a port in England ready to receive troops, and terminating upon the final discharge of each ship at a port in England.

It is needless, and perhaps would be presumptuous, in us to point out all or any of the advantages to be derived by your Honourable Company and the country by the adoption of this plan; and we can only regret the probable necessity which may render your acceptance of this proposal not only a matter of choice, but of policy.

The Chairman and Directors  
of the Honourable the East India Company.

We are, &c.  
(signed) *Croskey & Co.*

European and American Steam Shipping Company (Limited),  
11, King William-street, Mansion House, London, E. C.,  
7 September 1857.

Gentlemen,

IN calling your renewed attention to the plan proposed in our letter of the 22d ultimo for a semi-monthly overland transport service between England and Bombay, we beg to submit a few remarks by way of explanation and modification of our said letter; and to say that by the last mail for India we wrote to our correspondents to detain the "Golden Fleece" and the "Lady Jocelyn" in the eastern waters until they should hear from us by the mail of the 10th instant, whether our proposal had been accepted or rejected by you.

We would therefore respectfully urge you to give us an answer to our said letter of the 22d ultimo, taken in connexion with our present remarks, in time to enable us to send out the corresponding instructions by the mail of the 10th instant.

As a modification of our terms, in lieu of requiring the ships employed on the other side of the Isthmus being returned to us at a port in England, we would be content to receive them at a port in India, after the expiration of six months from the date of their being respectively at your disposal at Suez.

If more convenient to the East India Company, we shall be prepared to contract for the victualling of the troops on the Company's scale, at 1 s. 6 d. per man per diem, from date of embarkation in England to date of disembarkation at Bombay. We shall have a large supply of provisions on the other side of the Isthmus; the surplus stores of the ships sent out under charter with the East India Company.

We shall also be prepared to enter into a contract for the transit of the troops and regimental baggage across the Isthmus at 5 l. per head, in which price will be included the victualling and transport of the troops, tents for encampment, railway and canal expenses for men and baggage, and for their disembarkation at Alexandria and re-embarkation at Suez; in fact, all the expenses of the Isthmus transit for troops and baggage.

In the case of cavalry or artillery, other arrangements suited to such service would be entered into by us, and on satisfactory terms. The transit of the Isthmus can be performed in from four to five days.

As to coaling, which would, by our proposal, fall upon the East India Company, we would contract to supply the requisite quantity, after the present stocks belonging to the East India Company at Suez, Aden, and Bombay are consumed, delivered from the ship's side at Bombay and Aden, for 44 s. per ton at the former, and for 50 s. at the latter port.

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Appendix, No. 3.

At Suez supplies can be sent overland to cost about 84 s. per ton. At Alexandria we could keep up the needful supplies at 36 s. per ton. These prices are predicated upon your coming to an early decision.

10 s.

But if you should prefer that we include the coaling in our contract, we would undertake to do so, on your giving us an additional 10 s. per gross register ton per month; the East India Company on their part placing at our disposal all the coal in magazine, and which belongs to them, either at Suez, or Aden, or Bombay, or on its way to either of those ports, and we paying for the same at cost price.

The enclosed copy of a letter, this day received from a gentleman sent out by us to represent us in India, will be interesting, as showing the character of the ships we offer you, and the satisfactory manner in which the service we propose, if accepted by you, is likely to be performed. The "Golden Fleece" and "Lady Jocelyn," the one sailing on the 8th August from Portsmouth, the other the 9th from Cork, made the same passage to St. Vincent. This is a regularity much to be admired.

If our proposal be accepted, we shall be able to offer to Her Majesty's Government the use of the vessels we purpose to employ on this side of the Isthmus, for bringing home troops from Canada, on their return from the United States. They would be fitted up for the conveyance of troops in New York instead of on their arrival in England, and would arrive here in ample time to meet the ships ordered to Suez. The first ship would start from England on or about the 1st November, and the others would follow at distances of two weeks. We enclose an itinerary, showing the working of this transportline.

Being fully aware of the importance which the success of the Peninsular and Oriental Company bears upon the interests of British commerce, and feeling how unpopular any movement would be that might be construed into an interference with their prosperity, we would be permitted at once to dispel any such inference as connected with our proposal, by pledging ourselves to withdraw these ships from the overland Indian trade when this special service shall have been performed; and as an earnest of the sincerity of this pledge, we beg to say we have entered into arrangements with the Government of Newfoundland for a mail service for our entire fleet, immediately on the release of the vessels from the employment now proposed.

As it may facilitate your coming to a more prompt decision, we hand you herewith a sketch of the cost of transporting 1,000 men from England to Bombay on the plan proposed, and we shall be happy, personally, to give any further explanation that may be required.

The Chairman and Directors  
of the Honourable the East India Company.

We are, &c.  
(signed) *Croskey & Co.*

P. S.—By the ships now offered leaving Southampton or other port in England at intermediate dates with those of the Peninsular and Oriental Company, a double mail service would be obtained, without cost to the Government, for the time being. The ships by touching at Malta could receive the mails sent *viâ* Marseilles.

St. Vincent, Cape de Verdes,  
Thursday, 20 August 1857.

Gentlemen,

I HAVE the honour to acquaint you of the arrival of the "Golden Fleece" at this port on Tuesday last, having made the islands in 9 days 18 hours after leaving Spithead.

Saturday, August 15.—At 6 a.m. passed the troop-ship "Octavia," which sailed from London July 25th, 21 days out; at this time we had been from Spithead only 6 days 13 hours, having left that anchorage on Saturday, 8th August, at 5 p.m.

On the same day, at 4 p.m., in lat. 28° 58', long. 20° 25', passed the troop-ship "Monarch," belonging to Messrs. Green of Blackwall, bound for the East Indies, 20 days out.

By comparison with the progress made by these ships, it appears that the superiority of screw steamers over mere sailing ships, bears the relation of 3 to 1; the "Golden Fleece" having accomplished, in 6 days 23 hours, that for which the "Octavia" and "Monarch" required from 20 to 21 days.

August 17.—At 4 p.m. saw another troop-ship, having a white streak on side; at 6.30 she was out of sight.

The "John Bell" steam troop-ship, which left Dublin on the 6th August (two days before the "Golden Fleece" left Portsmouth), arrived here only a few hours before us.

Wednesday, August 19.—The "United Kingdom" steam troop-ship arrived here this day, having left Kingstown on the 4th August.

I have much pleasure in being authorised by the quartermaster, the colonel in command, and the whole of the officers on board, to convey to you their full and entire approval of all the arrangements and provisions made for their speedy and comfortable passage to India.

I have this moment received permission from Colonel Kelley to state, that from the very superior accommodation on board this ship, not only for the officers, but for the large number of troops on board, he has deemed it a duty due to the owners to forward a letter to the "Times" paper on the subject.

It is further pleasurable to state, that in the purser and steward's department the utmost order and ability prevails.

Captain

Captain Hall and his officers are very popular with all on board, and I think very justly so; in fact, it has never fallen to me to observe so much contentment on board a ship; not a murmur, or even a look of dissatisfaction have I seen amongst crew, servants, soldiers or officers in command, or ship's officers.

5 p.m.—The "Lady Jocelyn" has just comè in.

Messrs. Croskey & Co., London.

Yours, &c.  
(signed) Hy. Roper.

SKETCH of the Itinerary of the Eight Steam Ships, on the proposed Semi-monthly Transit Line.

Ships on Suez side of Isthmus.

"Golden Fleece" could reach Suez on or about the 30th November; on arrival there her pay would commence.

"Lady Jocelyn" could reach Suez at about same time, but her pay would not commence until two weeks after the pay of "Golden Fleece" shall commence.

"Queen of the South" could reach Suez about a month after "Golden Fleece;" her pay to commence four weeks after that of "Golden Fleece."

"Hydaspes" could reach Suez two weeks after "Queen of the South;" her pay to commence six weeks after that of "Golden Fleece."

The above and following order or rotation of the ships may be changed by substituting any others of same fleet.

Ships on Alexandria side of Isthmus.

"Jason" could be ready to embark troops at Portsmouth on 1st November, when her pay will commence. By sailing on 10th November her troops would meet the "Golden Fleece" at Suez.

"Calcutta" would follow two weeks after, say on 24th November, her pay commencing on the 14th November. Her troops could meet the "Lady Jocelyn."

"Indiana" would follow two weeks after "Calcutta," say on 10th December, her pay commencing on 1st December. The "Queen of the South" would take on her troops.

"Argo" would succeed "Indiana" two weeks later, say on 24th December, her pay commencing on 14th December. Her troops would be taken on by the "Hydaspes."

Each ship, on either side the isthmus, would take from 15 to 18 days to perform their respective voyages, say from England to Alexandria, or from Suez to Bombay; allow the same time for returning, would give 36 days steaming each ship for each voyage; then allow 10 days at each port at each end of each voyage, or 20 days in port at both ends, would give to each ship 56 days or eight weeks to be ready to commence the next voyage. Thus, the "Golden Fleece" would be able to leave Suez on her second voyage eight weeks after she shall have first left; and the "Jason," in like manner, to leave England for her second voyage eight weeks from date of departure on her first voyage. In this manner, the "Jason," leaving port in England on the 10th November, would be able to take her second departure eight weeks afterwards, say on the 10th January, or two weeks after the "Argo" shall have left on her first voyage.

Cost of Transporting 1,000 Men and their Ordinary Equipment by the Proposed Overland Transport Line.

Average tonnage of ships employed	-	-	-	2,350 tons.
Average price per ton, the East India Company finding coal	-	-	-	50s.
<hr/>				
Eight weeks hire of vessel from Suez and back, say two months,				£. s. d.
2,350 tons, at 50s. per ton per month, is	-	-	-	11,750 - -
Same of vessel from England to Alexandria and back	-	-	-	11,750 - -
<hr/>				
Coal, 36 or 40 days on each side:				
		£.	s.	d.
1,200 tons this side	-	1,800	-	-
1,200 tons other side	-	3,600	-	-
				5,400 - -
Transport across Isthmus	-	-	-	5,000 - -
Victualling for 40 days, at 1s. 6d. per man per diem	-	-	-	3,600 - -
Add 500L. for port charges	-	-	-	500 - -
				<hr/>
Or 38L. per man	-	-	-	£. 38,000 - -

Appendix, No. 3. Or, if the owners find coal, the average price per ton would be 60s. per ton instead of 50s. The cost would then be as follows:—

	£.	s.	d.
Eight weeks' hire of ship on other side, at 50s.	11,750	-	-
Ditto - ditto - this side - „ - - - -	11,750	-	-
Add 10s. additional per ton for coaling, say 2,350 × 2 ships × 2 months, at 10s.	5,700	-	-
Transport across Isthmus	5,000	-	-
Victualling - - - - -	3,600	-	-
Port charges - - - - -	500	-	-
	£.	38,300	- -

Gentlemen,

East India House, 17 September 1857.

I AM desired to acknowledge the receipt of your letters, with enclosures, addressed to the Chairman and Directors of the East India Company, under date the 22d August and the 7th September 1857, proposing a plan for a semi-monthly overland transport service between England and Bombay, by means of the fleet of eight powerful screw steamers of the European and American Steam Shipping Company, all similarly fitted up, and each capable of carrying for a voyage of 20 to 25 days from 1,000 to 1,200 troops, in which letters are explained very fully, your terms for undertaking this service, besides the transit of the troops across the Isthmus of Suez, and their victualling throughout the voyage, the East India Company either finding all coals, or making you an extra allowance for the same, likewise paying all port charges; and the engagement proposed by you to be for six months certain for each ship, commencing from the date they may respectively be at Suez, or at a port in England, ready to receive troops, and terminating at the final discharge of each ship at a port in England, or at a port in India, after six months from the date of its having been at the Company's disposal at Suez.

In reply, I am desired to inform you that, as it is not at present the intention of Her Majesty's Government to send any considerable body of troops through Egypt, the Court are unable to avail themselves of your offer, which might otherwise have been accepted with advantage to the public service.

I am, &c.

(signed) *James C. Melvill*, Secretary.

Messrs. Croskey & Co.  
11, King William-street, Mansion House.

Secretary's Office, Marine Branch,  
5 February 1858.

*James C. Melvill*,  
Secretary.

## Appendix, No. 4.

PAPERS delivered in by *P. Melvill*, Esq., 16 February 1858.

MILITARY LETTER to India, dated 22 July 1857, No. 131.

1. IN our letter of the 8th instant we informed you of the measures which had, up to that date, been taken for sending additional troops to India. Appendix, No. 4.
2. Immediately on the receipt of the intelligence brought by the mail which arrived on the 13th instant, we intimated to Her Majesty's Government our opinion that a further additional force of six regiments of infantry should be forthwith despatched to India. Her Majesty's Government immediately complied with our requisition, and placed the following regiments at our disposal; viz.—20th Foot, 34th Foot, 42d Foot, 54th Foot, and 97th Foot; 2d Battalion of Rifle Brigade.
3. Being also of opinion that, under the present emergency, it is desirable to strengthen the artillery force of the several governments in India, by the temporary addition of some companies of Royal Artillery, we requested that eight companies might be made available for immediate embarkation for India, Her Majesty's Government have in consequence placed at our disposal two troops Royal Horse Artillery and six companies Royal Foot Artillery. These are allotted in the proportion as specified in the margin.\* The materiel for these troops and companies will be supplied from the arsenals in India.
4. We send a number in the packet, a list of the ships and steamers engaged for the conveyance of the troops specified in our letter of the 8th instant, containing all requisite information as to numbers, destination, and time of departure.
5. It will be important that your Government should as many steamers as possible to Point de Galle, to meet the sailing vessels conveying these regiments, and to tow them to their destination.
6. It is also very important that coal should be sent there to replenish the steamers that may arrive with their fuel exhausted.
7. The additional six regiments and the artillery specified in this despatch will be sent out by the most speedy means of conveyance which may be found available for the purpose.
8. We forward copy of a letter from the India Board, expressing the opinion of Her Majesty's Government, that in the event of your requiring the services of another European regiment, application should be made by your Government to the Governor of Ceylon, for one of the regiments now stationed there.
9. The 2d Regiment of Dragoon Guards, as specified in the list herewith sent, embarked for Calcutta by the ships named in the margin on the 25th July. As we presume that you will desire to retain for the present the services of the 9th Lancers, immediate measures should be taken by your Government to procure and train the requisite number of horses for mounting the 2d Dragoon Guards, so as to render the regiment on its arrival available as soon as possible for actual service.
10. The 3d Regiment of Dragoon Guards will embark for Bombay on or about the 30th July 1857.
11. A party for each of the dragoon regiments, as specified in the margin,† will be sent immediately by the overland route, for the purpose of training horses for the effective amounting of these regiments.

Dated 17 July  
1857."Monarch."  
"Blenheim."

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\* Two troops horse artillery; two companies foot artillery, Calcutta. Two ditto, ditto, Madras. Two ditto, ditto, Bombay.

† One captain; one riding-master; one veterinary surgeon; nine non-commissioned, and privates.

Appendix, No. 4.

12. In order to guard against a probable deficiency in the supply of horses for the cavalry and artillery, we have stated to Her Majesty's Government that we thought it very desirable that they should direct the Governor and Commander-in-Chief at the Cape of Good Hope to purchase geldings and mares suited for cavalry and artillery to such extent, not exceeding 1,000 in number, as may be procurable there, provided tonnage can be obtained for their conveyance to India. To facilitate the provision of tonnage, we shall intimate to the shipping interest in this country, that freight of this description may probably be in demand at the Cape.

Dated 17 July  
1857.

13. We forward to you copy of a letter from the India Board, enclosing copy of orders given by the Lords Commissioners of the Admiralty to the senior officers of Her Majesty's ships at Singapore, for the purpose of facilitating the transport of troops to India.

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MILITARY DESPATCH to Bombay, dated 22 July 1857, No. 74.

1. In order that you may be fully informed of the arrangements made for the despatch of troops to India under the present emergencies, we forward a number in the packet, a copy of our letters to the Government of India on that subject.

2. The 3d Dragoon Guards, which had been ordered to proceed as a relief to the 14th Dragoons, will embark for your Presidency on or about the instant. If it is found necessary to retain the services of the 14th Dragoons after the arrival of the 3d Dragoon Guards, immediate measures will doubtless be taken by your Government for procuring and training the requisite number of horses for mounting the 3d Dragoon Guards on its arrival. A party from the regiment, of the strength specified in the margin,\* will proceed by the overland route for the purpose of training horses, if required.

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MILITARY DEPARTMENT.

(Separate.)

No. 177 of 1857.

To the Honourable the Court of Directors of the East India Company.

Honourable Sirs,

In our despatch from this department, No. 168, dated the 19th May 1857, we recommended your Honourable Court to raise forthwith three new regiments of European infantry, in place of six regiments of native infantry which were on that date known to have been lost to the Bengal establishment. Since that date information has reached us, as has been reported † in another despatch, of the mutiny and desertion of the native officers and men of several other regiments of native infantry. It is now too certain that the final list of these misguided regiments will be a long one. We propose hereafter to make the same recommendation in regard to the last-mentioned regiments that we made in regard to the first six of the lost regiments; for it appears to us that the only means by which an adequate increase to the European troops serving in India can be made, and a safe balance between the European and native armies can be obtained, without such an increased expenditure as the revenues of the country will not support, is by employing the European officers of the lost native regiments to officer new levies of Europeans, to be added to the Company's establishment. Our present despatch, however, has a more immediate object.

Your Honourable Court have been informed by a separate communication, of the steps we have taken to suppress, as soon as possible, what it is now apparent is the revolt of a large part of the Bengal native army. The present crisis found us with our fixed establishment of European infantry deficient by two regiments, one in Madras, and one in Bengal; these two regiments having been withdrawn from India during the Russian war, and not having been yet replaced. At the first decided symptom of a dangerous spirit in the Bengal army (which occurred in the case of the 19th Regiment of native infantry at Berhampore), one European regiment was brought to Bengal from Pegu. On hearing of the outbreak at Meerut and Delhi, no time was lost in drawing to this Presidency all the European regiments that could in any way be made available from other quarters. Part of a second regiment was ordered from Pegu and Tenasserim, which also has arrived. Of the three regiments of European infantry opportunely relieved from service in Persia, one has proceeded to the north-west by way of the Indus, and two have been ordered to this port. Of these two a part have already arrived, and the rest are expected daily. A steamer has been despatched for Ceylon, from whence we have the promise of 500 men. One more regiment will be drawn from Pegu. Application has been made to Lord Elgin for the immediate services of the regiments now on their way to China, which we trust it may be possible to stop at Singapore. Considering the aspect of affairs in India, we have every confidence

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\* One captain; one veterinary surgeon; one riding-master; nine non-commissioned troopers.

† In the Narrative of Events submitted with separate letter, No. 176, dated 5th June 1857.

confidence that we shall obtain, at no very distant time, powerful assistance by the temporary diversion of that expedition from its original object. Appendix, No. 4.

We trust that the Chief Commissioner of the Punjaub will be strong enough to curb the native army in that province, where a considerable European force is posted, and where, so far as we are aware, the large force of native irregulars have shown no sign of disaffection. The greater part of four regiments of European infantry, and two regiments of dragoons, with an adequate proportion of European artillery, are already formed into an army for offensive operations, and are advancing against Delhi. With this strong moveable column, with the additional European forces now arriving from all sides, as above indicated, and moving towards our central provinces, and, as we trust, with the help some weeks hence of the Chinese expedition, we hope very shortly to be strong enough to destroy the open rebels, to overawe the disaffected, and abandoning everywhere the defensive, to restore order in the fertile and flourishing provinces which have been thrown more or less into anarchy by the late sudden revolt of our troops. But when we have succeeded in this, it is evident that much will still remain to be done before we can hope to recover that absolute mastery over the native army, regular and irregular, which is the first necessary step towards the restoration of permanent security. For this purpose it is obvious that a large increase of European troops is essential. The troops forming the expedition to China, or others to replace them, when the immediate crisis is over here, must proceed to their original destination. The troops lent by the Government of Ceylon must be returned to that colony; and it is impossible, with any regard to safety, to leave for any long time the rest of India so bare of European troops, as the present imminent danger in Bengal has obliged us to make it for the moment.

We earnestly solicit, therefore, that measures may be taken without delay for the immediate despatch of a large body of Her Majesty's troops to this Presidency. We have given our attention to the question of what permanent augmentation of the European forces on the Bengal establishment has been shown by the present mutiny to be necessary. We are not prepared, however, at present with a detailed and complete scheme with regard to this question. But we are prepared, after carefully considering the more immediate question of what augmentation is necessary forthwith, pending the arrangement to be ultimately adopted, to report to your Honourable Court, our unanimous and strong conviction, that it is necessary for the safety of the Indian empire to obtain for the Bengal Presidency, and for the several great provinces under the direct administration of the Government of India, an immediate augmentation of eleven regiments of Her Majesty's infantry, and one regiment of dragoons. This is exclusive of the two regiments whereby the Indian establishments are at present deficient, which we presume are now, or shortly will be, on their way out. We respectfully recommend that this force be despatched at the earliest possible date, in which case it will arrive at a good season for its distribution and employment in the provinces where it will be required.

This may appear a large increase of European strength, but we have satisfied ourselves that the time requires the whole of it.

The current revenues of India, of course, will be unable to meet the large increase of current expenditure which this augmentation will involve. It may be (although looking at the great population and the immense extent of territory to be guarded, and the very large native force of regulars and irregulars to be overawed, we cannot flatter ourselves that such a result is probable), that when the strength and the reputation for strength of the British Government is restored, and the native army is re-organized, some small diminution of this augmented strength may be possible as a permanent arrangement. But it may be taken as certain that the greater part of the augmentation is permanently necessary. In order permanently to provide for this large increase of our European troops, we know of no available resource but to save an equal or nearly an equal amount by an equivalent or nearly equivalent reduction of our native troops. The officers of a regiment of regular troops, whether Europeans or natives, cost a large proportion of the whole cost of the regiment; and the European officers in the Company's service must be retained, whatever becomes of their men. Therefore, we regard the employment of the European officers of the native regiments which have mutinied, or which may mutiny, or which may be found untrustworthy, as officers of new regiments of Company's Europeans, not only as in all respects the best possible arrangement, but also as the only arrangement financially possible. It is already too apparent that this arrangement, if adopted, will relieve the Indian finances from all burthen on account of at least a large proportion of the augmentation proposed. The remainder, if there shall be any remainder, may be provided for by an extension of the system, or by a moderate augmentation of the number of Her Majesty's regiments on the establishment, or by both methods combined.

We earnestly recommend, therefore, that the measure of recruiting proposed in our letter No. 168, dated the 19th May 1857, may be proceeded with as vigorously as possible, irrespectively of the despatch of Her Majesty's regiments, recommended in our present letter, and we consider it absolutely necessary, in order to the permanent equalisation of Indian income and expenditure, and the stability of your finances, that the Governor-general of India in Council should be authorised, at a year's notice, to return from time to time such portions of the temporary augmentation now asked for in the shape of Her Majesty's regiments, as from time to time, whether by the organisation of new regiments of Company's



Appendix, No. 4. — Europeans, or for any other reason, he may find himself in a position to spare. It is in the full confidence that this fair and financially indispensable condition will be conceded that we make the general recommendation conveyed in this despatch.

Fort William, 6 June 1857.

We have, &c.  
(signed) *Canning.*  
*J. Dorin.*  
*J. Low.*  
*J. P. Grant.*  
*B. Peacock.*

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EXTRACT Military Letter to India, dated 5 August 1857, No. 139.

1. CONSEQUENT on the receipt by the last mail, of representations from the Governor-general of India, and from the Governors of Madras and Bombay, we expressed to Her Majesty's Government our opinion that further reinforcements of Queen's troops, to the following extent, are required to meet the emergencies which have arisen in India; viz. two regiments of dragoons, four regiments of infantry, six companies of Royal Artillery.

2. The regiments of dragoons will be sent to Calcutta direct. The regiments of infantry are specially intended as reinforcements for the Presidencies of Madras and Bombay, which have been almost entirely denuded of European troops by the requisitions from Bengal. Two of these regiments will accordingly be sent direct to Madras, and two direct to Bombay.

3. Of the Royal Artillery, two companies of foot, or one company of foot and one troop of Horse Artillery, will be sent direct to Kurrachee, and four companies of foot artillery to Ceylon for orders as to the ports at which they are to be landed in India. You will, accordingly, send the requisite instructions to meet this force on their arrival at Point-de-Galle.

4. We forward for your information copies of letters from the India Board, with their enclosures, regarding a further addition to be made to the strength of Her Majesty's Infantry regiments in India, and an intended increase of corporals with certain of the regiments now on their voyage to India.

5. With reference to the communication made in our letter of the 8th July last, we now forward to you copy of a letter from which you will learn that the instructions conveyed by the Secretary of State for the Colonies to the Governor of the Cape of Good Hope, is, that he will, if possible, send a regiment forthwith from that colony to Ceylon, to replace the troops which have been drafted from thence to Calcutta.

2.  
Dated 25 July  
1857.  
Dated 24 July  
1857.  
Dated 14 July  
1857.

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EXTRACT Military Letter to India, dated 26 August 1857, No. 154.

No. 112.

Para. 1. You will have learned from our letter of the 8th July last, that the 3d Battalion 60th Rifles, now on the voyage to Ceylon or Madras, with the other regiments touching there for orders, is destined for service in the Madras Presidency, to replace the regiment withdrawn in 1854 without relief. Of the four regiments of Her Majesty's infantry referred to in our letter of the 5th August, the 44th and 66th will proceed to Madras, and the 56th and 72d to Bombay.

Dated 12 Aug. (2)  
and 17 August.

2. We forward for your information copies of letters (three) from the India Board, received since our letter to you of the 5th instant (August), regarding the establishment of the 1st Dragoon Guards and 7th Hussars, now under orders for Calcutta; and of the future establishments of the regiments of infantry serving in India, or under orders for service in that country.

3. We forward to you a return showing the names of the steamers or ships engaged for the conveyance of troops to India, of the numbers of men embarked on them, and of their respective destinations, completed to the latest date to which the embarkation returns have been received.

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EXTRACT Military Letter to Madras, dated 26 August 1857, No. 112.

1. IN continuation of our letter, dated 3d August, we forward to you copy of a despatch this day addressed by us to the Supreme Government on the subject of the despatch of officers and troops of Her Majesty's service to India, together with a copy of its accompanying list of ships conveying the several regiments and detachments.

2. The screw steamer "Victoria," eventually destined to Calcutta, has on board a division of Royal Artillery consisting of 286 men for your Presidency. The articles of agreement with

with the owners have been transmitted to the Chief Secretary at Calcutta, where the freight accounts of that vessel will be adjusted. A copy of them is sent in the packet. Care must be taken on the arrival of the vessel at Madras, that every facility be afforded for landing the troops with the least possible delay, so as to detain the vessel as short a time as possible. The master must be furnished with the certificates necessary to enable him to obtain payment for his freight account under his agreement, on reaching Calcutta.

3. Of the ships conveying the regiments appointed to rendezvous at Galle, eight are complete with one regiment only. The others have portions of different regiments on board, some of which will require to be transhipped in order that they may proceed direct to their destination. As this arrangement will require to be superintended by a responsible officer, we consider it necessary that the Deputy Quartermaster-general of Her Majesty's forces at your Presidency, should be directed to proceed to Galle for the performance of this duty.

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MILITARY LETTER from Fort William, dated 19 June 1857, No. 183.

WE beg to reiterate in the most urgent manner the requisition which we transmitted to your Honourable Court by the last mail, for additional European regiments to the extent of eleven regiments of infantry and one of dragoons; and we trust that your Honourable Court will arrange for these additional regiments being sent to this Presidency with the utmost despatch.

2. The progress of disaffection in the Bengal army has convinced us that an additional regiment of British cavalry is necessary, inasmuch as there is great reason to fear that the irregular cavalry will be in a disorganised state for a long time to come. We accordingly request that your Honourable Court will take measures to obtain for us the services of a regiment of dragoons, in addition to the one asked for in our letter (No. 177), dated the 6th instant.

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MILITARY LETTER from Fort William, dated 4 July 1857, No. 195.

IN the letters which were addressed to your Honourable Court on the 6th and 19th ultimo, we urged that 11 regiments of European infantry and two regiments of cavalry should be sent to India without delay.

2. Although the rescue of Delhi from the mutineers has not taken place so quickly as we then hoped, we remain of opinion that the force which has been asked, joined with the regiments which have since been drawn from Bombay, Madras, Pegu, and Ceylon, and with the reinforcement expected from the China expedition, will be sufficient to restore and maintain peace and order in Bengal and the North Western Provinces.

3. But during the last fortnight intelligence has reached us that disaffection has shown itself in some portions of the army in Southern India. A cavalry regiment of the Hyderabad contingent at Aurungabad has been mutinous, and has needed to be coerced. There has been some excitement, although, according to the last accounts, allayed at Hyderabad, and there has been an attempt to provoke discontent at Sattara. Disaffection has shown itself in a regiment at Nagpore, and the Gwalior contingent has broken out against its officers. Meanwhile the European strength in the Presidency of Madras, at no time equal to its requirements, has been reduced by one regiment of infantry and a wing of cavalry, and another regiment of infantry is tied to Pegu. Bombay has despatched two European regiments to Bengal and one to Mooltan.

4. In neither of these Presidencies (Madras and Bombay) is the army in a condition to put down summarily this widely spread outbreak; and if any such should occur before order is restored in Bengal, it might be out of the power of the Government of India to give efficient aid for that purpose.

5. We desire, therefore, to press upon your Honourable Court the expediency of obtaining reinforcements of Her Majesty's troops for each of the two Presidencies, and we strongly recommend that the army of Madras be strengthened immediately by five regiments of infantry and one of cavalry, and that of Bombay by four regiments of infantry and one of cavalry.

8. We would further beg your Honourable Court, in anticipation of the demand which we shall shortly make for a large increase of the artillery in the three Presidencies, to commence at once to entertain recruits for that arm of the service, to the extent of ten companies of foot artillery. If, meanwhile, your Honourable Court should be able to obtain the service of a force of Royal Artillery to any amount within that limit, we advise that this should be done, and that it should be despatched in the proportion of five companies to Bengal, three to Madras, and two to Bombay.

Appendix, No. 4.

MILITARY LETTER from Fort William, dated 21 July 1857, No. 206.

Cons. 17 July 1857, No.

Letter to the Dy. A. G. A., No. 570, dated 14 July 1857.

Letter from Dy. A. G. A., No. 657, dated 16 July 1857.

Memo. by Sir P. Grant, C. in C., dated 18 June 1857.

Memo. by Sir P. Grant, C. in C., dated 29 June 1857.

Return of European troops serving at the three Presidencies, prepared in the Military Department.

rebels at Futtehpore and Cawnpore, under Brigadier-general Havelock, and the rescue of the latter place from them.

We desire again to address your Honourable Court upon the subject of reinforcements of European troops.

Since the date of our last letter upon this subject no marked progress towards the suppression of revolt has been made, except in the complete defeat of the

2. The operations against Delhi had not been brought to a close on the 1st of this month. There has been a rising at Indore, which, taken in conjunction with the revolt of the Gwalior Contingent, makes it probable that the flame will spread through Central India; and though we have much confidence in the fidelity of the Madras army, it is clear that this state of things in Central India, coupled with the delay of a success at Delhi, brings the Deccan and Southern India into danger. Indeed, the protraction of the operations at Delhi alone, will act far and wide as an encouragement to the disaffected in every part of India.

3. We trust, then, that your Honourable Court will use every effort to place in our hands all the means attainable for dealing at all points effectually, and as far as practicable, simultaneously, with an already wide-spread revolt, which may possibly become still further extended.

4. We enclose a letter from the Deputy Adjutant-general of the army of the 16th instant, accompanied by two memorandums by the Commander-in-Chief, dated the 18th and 29th ultimo.

In the first of these memorandums his Excellency describes the amount, nature and disposition of the additional European force,\* which he would consider necessary to preserve tranquillity throughout the Bengal Presidency.

5. We hope and believe that this force will eventually be found larger than necessary for the security of Bengal alone, and that when peace shall once have been restored, and the mutineers of the Bengal army shall have been punished and put down, a smaller European army than is suggested by his Excellency will be found equal to the maintenance of order in this Presidency.

6. We believe that the five moveable columns suggested by his Excellency, might in that case be greatly reduced, and perhaps altogether dispensed with, provided that the fixed garrisons at a few of the most important points be made somewhat stronger than is proposed in the memorandum.

It is needless to urge the paramount importance of keeping the cost of our European army within the most moderate limits consistent with perfect safety.

7. But upon this subject, viz. the amount and disposition of the permanent European force of Bengal, and of other parts of India, as well as upon the subjects of the Commander-in-Chief's memorandum of June 29th, which treats mainly of the native army, we shall address your Honourable Court separately. That which we now desire to press upon your consideration is the expediency of supplying at once a large extraordinary force, to effect the early restoration of peace throughout the country.

8. The Commander-in-Chief considers that at least 80,000 European soldiers of all arms will be required for the protection of our Indian possessions; and his Excellency strongly urges that our forces be completed to that extent.

9. In the state of things adverted to at the beginning of this letter, we agree that an increase to this amount is desirable for the present at least; and, in order to reach it, it would be necessary that your Honourable Court should obtain the services of about 15,000 men beyond the number † already asked for in our letters of 6th and 19th of June and 4th of July.

10. We fear that it may be impossible to obtain this further number from the Queen's army, which would be the readiest and most effectual source of supply. Should this be the case, we would suggest to your Honourable Court that no time should be lost in raising and despatching to India European recruits for the East India Company's army, over and above those who may have been collected to form the three regiments which we requested in our letter of the 19th of May, might be raised immediately.

11. It

\* 25 companies of artillery; 2 regiments of dragoons; 19 regiments of infantry.

† This consists of 20 regiments infantry, 4 regiments dragoons, 10 companies artillery, which, at the Indian complement, will amount to something more than 24,000 men. The accompanying memorandum shows that the European troops already in the three Presidencies amount to about 41,000 men, exclusive of about 1,200 taken from Ceylon and from the China expedition.

11. It is unnecessary for us to say, that if it should be in the power of the Court of Directors to obtain the services of bodies of men drafted from militia regiments, and already drilled and subjected to discipline, the advantage would be very great.

12. No embarrassment will in our view arise if, in the event of no troops of Her Majesty's army being available, your Honourable Court should have the power and should be willing to raise the entire 15,000, if necessary, as troops of the Honourable Company's service. The number of native infantry and cavalry regiments of the Bengal army which may be considered as no longer existent, certainly exceeds 40; and we are strongly of opinion, that the principle of substituting one European for two native corps may be safely and immediately carried out, to the extent of replacing 30 of those native regiments by 15 English regiments for the Bengal establishment.

13. It is, however, very requisite that a portion of the 15,000 men now asked should consist of cavalry and artillery.

14. We would urge that the force of cavalry should be four regiments, or at least 2,000 men, and that the artillery should number 1,200.

15. We trust that this amount of cavalry and artillery may be procured ready trained from the Royal army.

16. There would remain 12 regiments of infantry to be supplied either from the same source or as recruits for the East India Company's army, according as circumstances shall lead your Honourable Court to decide.

17. We trust that these recommendations will be carried out by your Honourable Court as fully as may be possible.

EXTRACT Military Letter to India, dated 9 September 1857, No. 165.

1. IMMEDIATELY on the receipt of your letter, dated 21 July 1857, No. 206, containing a requisition for further reinforcements of European troops, we obtained from Her Majesty's Government the following troops, in addition to those already sent; viz.

1 Troop Horse Artillery.	4 Companies Royal Engineers.
3 Field Batteries.	3 Regiments Dragoons.
5 Companies Royal Artillery.	4 Regiments Infantry.

2. Measures have been taken for obtaining steamers or sailing vessels for the conveyance of these troops, to embark, those in England on the 17th, and those in Ireland on the 22d instant, to the following destinations; viz.

For Calcutta :	Bombay— <i>continued.</i>
1 Field Battery.	18th Regiment Foot.
2 Companies of Royal Artillery.	51st " "
2 Companies of Royal Engineers.	1 Troop Horse Artillery.
For Madras :	For Kurrachee :
1 Field Battery.	7th Dragoon Guards.
1 Company of Royal Artillery.	94th Regiment Foot.
For Bombay :	98th " "
8th Hussars.	1 Field Battery } Royal Artillery.
17th Lancers.	2 Companies } Royal Artillery.
	2 Companies Royal Engineers.

3. In addition to one regiment of Infantry from the Cape of Good Hope, for which, as you were advised in our letter, dated 8 July last, No. 114, we had made a requisition, and two, which it was understood would be sent from that colony, in compliance with an application to that effect from the Government of Bombay, Her Majesty's Government contemplate being able to spare two other regiments from the Cape, and will send orders to that effect accordingly. These regiments are to be despatched to Calcutta direct.

Para. 8.

4. By these additions Her Majesty's forces in India will be raised to—

11 Regiments of Dragoons.	11 Companies of Artillery.
55 Regiments of Infantry.	7 Field Batteries.
4 Troops of Artillery.	4 Companies of Engineers.

5. Drafts to complete the regiments in India, both of the Queen's and Company's services, to their full strength, will be despatched from time to time, as soon as they can be got ready.

6. The establishment of the European troops in India, after the arrival of the additional reinforcements,

Appendix, No. 4.

reinforcements, will amount to 86,968 men, as specified in the margin,\* exclusive of regimental and staff officers.

\* \* \* \* \*

18. Referring to the announcement now made, that three additional regiments of dragoons and additional artillery have been ordered to proceed to India, we must impress upon our Government the necessity for using the most strenuous exertions for procuring the required number of horses.

19. Being of opinion that Major Apperley, Deputy Superintendent of the Stud, Central Provinces, on furlough in Europe, could render very valuable aid in the selection of the horses to be procured at the Cape, that officer has been required to proceed to the Cape for this purpose, and to place himself under the orders of the Governor of that colony. We shall leave it to your Government to fix the allowances to be received by him whilst employed on this duty.

20. Major Apperley embarked for the Cape on the ship "Trafalgar" on the 1st instant.

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MILITARY LETTER from Fort William, dated 8 August 1857, No. 218.

Cons. 31 July 1857, No. WE have the honour to submit to your Honourable Court copy of correspondence marginally recorded, regarding a suggestion for obtaining from England 400 thoroughly trained Sappers and Miners by next cold season.  
Cons. August 1857, No.

2. It will be observed that his Excellency the Acting Commander-in-Chief approves of the proposed measure, and suggests that the services of Colonel J. R. Western and Major J. H. Maxwell, of the Bengal Engineers, now in England, may be made available to organise the corps, as recommended by the officer commanding the Sappers and Miners.

3. We beg to recommend the propositions to your Honourable Court's favourable consideration.

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EXTRACT Military Letter to India, dated 23 September 1857, No. 178.

7. WE have to apprise you that it has been resolved to send a detachment to Aden, to replace the wing of the European regiment withdrawn from that port to Bombay.

8. The detachment will be found by the garrison at Malta, and will consist of two companies (say 200 men), with the usual proportion of non-commissioned officers, under the command of a field-officer.

9. This detachment will be taken on from Malta by the steamer "Ripon," and will be conveyed from Suez to Aden by the Peninsular and Oriental steamer which takes on the mail now under despatch.

10. It has been arranged that the Royal Engineers—two companies for Calcutta, and two for Kurrachee—shall be sent overland to Calcutta and Bombay, by the Peninsular and Oriental Company's steamer, commencing with that of the 4th October.

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MILITARY LETTER to India, dated 6 October 1857, No. 187.

1. WE have accepted the offer of the Royal Mail Steam Packet Company to convey two companies of Royal Artillery, composed of 220 men destined for Calcutta, by the steamer to leave Southampton on the 12th instant, for Alexandria, and to carry them forward by a corresponding ship from Suez as far as Galle, where they may be expected to arrive about 14th November.

2. Feating

* 11 Regiments Dragoons	-	-	-	-	-	-	-	7,766
55 Regiments Infantry	-	-	-	-	-	-	-	59,950
Royal Artillery, say	-	-	-	-	-	-	-	3,500
Royal Engineers, say	-	-	-	-	-	-	-	400
								71,616
Company's Artillery	-	-	-	-	-	-	-	6,862
This does not include the contemplated additions to this item.								
Company's Infantry	-	-	-	-	-	-	-	8,490
								86,968
							TOTAL	86,968

2. Fearing that time will not permit of your Government providing conveyance to Calcutta for these two companies, to be ready at Galle on their arrival in that harbour, we have desired the Government of Bombay to communicate the present information by telegraph to the Government of Madras, in the hope that that Government may be able to make the required arrangements for transshipping the artillery to a steamer, or some other vessel, if a steamer is not immediately available.

Appendix, No. 4.

3. If you shall be of opinion that the services of this detachment would be more useful at Madras or elsewhere, than in Bengal, you will exercise your discretion in diverting them to the point where they may be most needed.

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MILITARY LETTER to Bombay, dated 14 October 1857, No. 121.

You will have learnt from the enclosure to our military letter, dated 23 September 1857, that two companies of Royal Engineers would embark for Bombay, *en route* to Kurrachee, by the overland steamer in October. One company proceeded by the steamer "Sultan" from Southampton on the 2d October. The other company will embark from Chatham on the 14th instant on a special steamer for Alexandria.

No. 106.

About 120 men.

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MILITARY LETTER from Fort William, dated 22 August 1857, No. 231.

WITH reference to your Honourable Court's letter, No. 114, of the 8th July 1857, paragraphs 3 and 5, we have the honour to state for your information that we have requested the Government\* of Fort St. George and the Honourable the Colonial Secretary at Colombo, to instruct the commanders of the vessels which are bringing out the regiments noted in the margin† to cause the three regiments, which may first arrive to proceed on to Calcutta, and the regiment last arriving to proceed to Madras.

\* No. 859 and 860,  
dated 21 August  
1857.

2. With regard to para. 7 of your Honourable Court's letter, under notice, in which you propose to make further requisitions on Her Majesty's Government for troops upon the receipt of information from us, we beg to refer your Honourable Court to our separate letter, No. 206, of the 21st July last, in which we estimated our wants to an extent of 15,000 men, beyond the number of troops previously asked for in our letters of the 6th and 19th June and 4th July 1857.

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EXTRACT Military Letter to India, dated 4 November 1857, No. 220.

IN compliance with the urgent demand of the Government of Madras for a further reinforcement of European troops for that Presidency, we applied to Her Majesty's Government for the services of two additional regiments of infantry. The 68th and 69th Foot have in consequence been placed under orders to embark for Madras as soon as possible. One of these regiments, the 69th, will be sent overland, the other round the Cape.

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MILITARY LETTER to Madras, dated 4 November 1857, No. 158.

IN compliance with the urgent demand of your Government for a further reinforcement of European troops for your Presidency, we have applied to Her Majesty's Government for the services of two additional regiments of infantry. The 68th and 69th foot have in consequence been placed under orders to embark for Madras as soon as possible; one of these regiments, the 69th, will be sent overland, the other round the Cape.

A portion of the 69th Regiment, as specified in the margin, will be conveyed to Galle by the Australian mail steamer of the 12th instant. It will be necessary that you should immediately provide conveyance for the detachment from that place to Madras. The Australian steamer is timed to reach Galle on the 14th December 1857.

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† 1st Foot, 1st Battalion; 19th ditto, ditto; 38th ditto, ditto; 79th ditto, ditto.

## Appendix, No. 4.

## MILITARY LETTER from Fort William, dated 9 October 1857, No. 267.

Cons. 11 September 1857, No. 7.

Cons. 2 October 1857, No.

Letter to the Deputy Quartermaster-General of the Army, No. 1,390, dated 29, and his reply, No. 2,022, dated 30 September 1857.

Letters from Captain Key, R. N., dated 26 September and 1 October 1857.

Letters to the Honourable the Colonial Secretary, Ceylon.

Captain Key, R. N., Secretary to Government of Madras, No. 67, 68, and 69, dated 2 October 1857.

Letter to Captain Sir William Wiseman, Bart., R. N., No. 262, dated 8 October 1857.

IN continuation of our separate letter, No. 231, of the 22d August 1857, reporting that we had instructed the Government of Fort St. George, and the Honourable the Colonial Secretary at Colombo, respecting the destinations to be assigned to the ships on which Her Majesty's regiments had been ordered to Ceylon and Madras; we have now the honour to transmit copies of the further instructions issued by us, and which will be carried into effect by Sir William Wiseman, Bart., R. N., who has been deputed for the purpose to Ceylon.

## EXTRACT Military Letter to India, dated 25 November 1857, No. 232.

\* Two sergeants;  
two corporals;  
twenty sappers.

6. A DETACHMENT of Royal Engineers, as shown in the margin,\* under the command of a subaltern officer, will proceed from Malta to Calcutta by the steamer "Euxine" on the 10th December. This detachment is intended to make up the strength of the company of Royal Engineers which was diverted from service in China, to the strength of the other companies serving in India.

## EXTRACT Military Letter to India, dated 9 December 1857, No. 251.

No. 165, para. 2.

1. REFERRING to our letter of the 9th September last, we have now to apprise you that Her Majesty's 94th regiment proceeds to Kurrachee by the overland route, and has embarked on the "Abeona" for Alexandria.

## MILITARY LETTER to Bombay, dated 9 December 1857, No. 146.

† 40 officers, 864  
men.

1. WE have to inform you that Her Majesty's 94th regiment, which you will have learned from the enclosure to our letter, dated 9th September last, No. 93, was intended to proceed to Kurrachee, *via* the Cape of Good Hope, will now proceed to that port by the overland route. The regiment, of the strength specified in the margin,† embarked at Plymouth on the steamer "Abeona" on the 8th instant.

No. 135.

2. In continuation of our letter, dated the 25th November, we forward to you copy of communication this day addressed to the Government of India, and of the enclosures referred to in paras. 3 and 7 of letter (No. 251) dated 9th December 1857.

‡ Captain A. W.  
Johnson.

3. A detachment, consisting of a commissioned officer‡ and 40 men of the Royal Artillery, embarked by the steamer of the 4th December from Southampton for your Presidency, to complete companies to their proper strength.

## MILITARY LETTER to India, dated 6 January 1858, No. 8.

HAVING taken into our serious consideration the vast extent of the operations which must necessarily be carried on during the present season in so many parts of India, the great mortality both in action and from disease which appears to have taken place in those regiments which have hitherto been actively engaged, the difficulty which must be expected to be felt in supplying casualties with well trained recruits, thoroughly efficient for immediate service; the great importance of maintaining an ample and efficient European force in India, whilst the reorganisation of the native army is under consideration, and the certainty that the troops diverted from the expedition to China, or an equal force in their stead, will shortly be required for employment in that country, we have thought it desirable to apply to Her Majesty's Government for an addition of two regiments of the line. Her Majesty's Government have in consequence placed the 71st and 92d regiments in orders for India. It is intended that both regiments should proceed to Bombay overland in the course of this month.

## Appendix, N° 5.

AN ACCOUNT showing the Quantities of COALS and PATENT FUEL remaining in Store on the 31st May and 30th June 1857; the Quantities Shipped prior to 31st May 1857, but not received at the Cape on that Date; and the Quantities shipped in each Month since 31 May 1857.

Appendix, No. 5

	Tons.	Ascension. Tons.	
Store, 31st May 1857 - -	*1,554	739	* Viz., 907 tons at Simon's Town. 618 " Cape Town. 29 " Port Elizabeth.
Store, 30th June 1857 - -	†1,018	221	† Viz., 301 tons at Simon's Town. 558 " Cape Town. 159 " Port Elizabeth.
Quantity shipped prior to 31st } May 1857, but not received - }	6,927	3,739	
Quantity shipped in June 1857	991	1,155	
" " July "	—	—	
" " August "	2,687	—	
" " Sept. "	919	—	
" " Oct. "	6,163	—	
" " Nov. "	2,738	3,587	
" " Dec. "	1,058	600	
" " Jan. 1858	664	—	
" " Feb. "	501	—	
<b>TOTAL SHIPPED - -</b>	<b>22,648</b>	<b>9,081</b>	

Admiralty, }  
22 February 1858. }

R. Dundas.

A RETURN showing the Quantities of COALS and PATENT FUEL remaining in Store at St. Vincent (Cape de Verdes), Ascension, and the Cape of Good Hope, on the 29th June 1857.

STATION.	QUANTITY IN STORE. 29 June 1857.	
St. Vincent - - -	Tons. 548	The agreement with the Patent Fuel Company, dated 12th March 1857, was for 2,000 tons of fuel to be supplied as demanded. On the 29th June 1857, 548 tons of this quantity remained to be supplied.
Ascension - - -	256	
Cape of Good Hope - -	1,018	
		viz. 301 tons at Simon's Town. 558 " Cape Town. 159 " Port Elizabeth.

Admiralty, }  
20 February 1858. }

R. Dundas,  
Storekeeper-general.



Appendix, No. 5. RETURN of HER MAJESTY'S STEAM VESSELS in Commission in the *Mediterranean* and in *England* on the 29th June 1857.

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MEDITERRANEAN.

Royal Albert.	Curlew.	Caradoc.
Conqueror.	Swallow.	Harpy.
Centurion.	Desperate.	Redpole.
Brunswick.	Coquette.	Hearty.
Curaçoa.	Vigilant.	Shearwater.
Gorgon.	Osprey.	Arrow.
Centaur.	Wanderer.	Boxer.
Vulture.	Recruit.	Medina.
Ariel.	Weser.	

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IN ENGLAND.

Agamemnon.	Rhadamanthus.	Pigmy.
Exmouth.	Dee.	Bullfinch.
Ajax.	Cuckoo.	Sprightly.
Blenheim.	Otter.	Fire Queen.
Edinburgh.	Alban.	Stork.
Hogue.	Locust.	Jackal.
Cornwallis.	Lizard.	Porcupine.
Hawke.	Wildfire.	Seagull.
Pembroke.	Banshee.	Advice.
Hastings.	Bustler.	Asp.
Leopard.	Prospero.	Victoria and Albert, Yacht.
Devastation.	Brisk.	Black Eagle, Yacht.
Terror.	Brune.	Osborne, Yacht.
Vulcan.	Volcano.	Fairy, Yacht.
Cyclops.	Dasher.	Elfin, Yacht.

Admiralty, February 1858.

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## Appendix, No. 6.

## ABSTRACT of PASSAGES, 1857, of Her Majesty's Ships and Transports and Freight Ships.

NAMES.	CALCUTTA.	SAILED.	VERDES.	ASCENSION.	CAPE.	SINGAPORE.	HONGKONG.	—
Simoom - -	4 July -	5 Feb. -	- -	- -	57 2 April	136 Went to Mauritius.		Called at Mauritius.
Sans Pareil -	17 Sept.-	17 March	Madeira, 10 (1)	34 (1½)	60 (1)	104	116	Former Passages to Cape.
Himalaya - -	20 July -	16 April -	13	- -	39 30 June	Calcutta, 20 July		Vulcan - - - 56
Transit - -	- -	14 April -	15	- -	42	Lost, 10 July	Bama	Vulcan - - - 58
Adventure - -	9 Sept.	22 May -	20	- -	58			Megara - - - 66
Assistance - -	- -	22 May -	15	- -	64			Encounter - - 45
Shannon - -	- -	17 March	- -	- -	52 (4)	89	107	Niger - - - 56
Chesapeake -	- -	24 Sept.-	- -	- -	62	Galle, 99		Imperador - - 38
Cordelia - -	- -	6 June -	- -	- -	54			Imperatrice - - 45
		Average, 11 Passages	- -	- -	50			Cleopatra - - 45
Belleisle, Sailing S.	24 Sept.							Packets, Average 41
Mauritius - -	- -	17 June	- -	- -	55			Auxiliary Screw 52
Cleopatra - -	- -	18 June	Madeira, 7	26	49			Ditto - - - 49
Imperador - -	- -	10 Aug.	Madeira, 5	19	- -	67		Average - - - 50
Imperatrice -	- -	12 Aug.	Madeira, 5	19	38 ½			
Adelaide - -	- -	15 Aug.	- -	- -	49	95	108	
		Average, 24 Passages	- -	- -	51 ½			
Northfleet - -	- -	25 Feb. -	- -	- -	- -	- -	88	
Pride of Ocean -	- -	April	- -	- -	- -	- -	89	
Gauntlet - -	- -	31 March	- -	- -	- -	- -	117	
Neleus - -	- -	23 April	- -	- -	- -	- -	108	
Mooresfoot -	- -	18 April	- -	- -	- -	- -	112	
Canaan - -	- -	25 April	- -	- -	- -	- -	111	
Admiral - -	- -	25 April	- -	- -	- -	101	117	Called Singapore.
Violet - -	- -	27 April	- -	- -	- -	- -	106	
Earl of Eglington	- -	30 April	- -	- -	- -	- -	103	Average - - 105

## VARIOUS VESSELS' PASSAGES.

NAMES.	DATE.	VERDES.	ASCENSION.	CAPE.	MAURITIUS.	GALLE.	CALCUTTA.	
Australian - - -	15 Aug. -	12	- - -	38	- - -	- - -	78	
John Bell - - -	6 Aug. -	14	- - -	54	- - -	86	94	
Lady Jocelyn - - -	6 Aug. -	- - -	- - -	44	- - -	88	- - -	
Robert Lowe - - -	29 July -	- - -	- - -	56	- - -	- - -	88	
Golden Fleece - - -	8 Aug. -	13	Steamed all the way except 18 days.				- - -	66 (68),
Scotland - - -	2 Aug. -	- - -	- - -	- - -	- - -	- - -	94	
Prince Arthur - - -	1 July -	- - -	- - -	- - -	- - -	- - -	90 Madras.	
Victoria - - -	6 Aug. -	- - -	- - -	- - -	- - -	- - -	99 (85)	
Sydney - - -	15 Aug. -	- - -	- - -	- - -	- - -	- - -	69 (71)	
City of Manchester - - -	26 Aug. -	- - -	- - -	- - -	- - -	- - -	74	
Queen of South - - -	30 Aug. -	- - -	- - -	- - -	- - -	- - -	92 Madras.	
Ireland - - -	end Sept.	- - -	- - -	51	- - -	- - -	- - -	
Great Britain - - -	October	- - -	- - -	39	- - -	- - -	- - -	
Calcutta - - -	October	- - -	- - -	40	- - -	- - -	- - -	
Southampton - - -	October	- - -	- - -	42	- - -	- - -	- - -	
Thebes - - -	31 July -	14	- - -	42	- - -	- - -	76	
Carthage - - -	2 Aug. -	- - -	- - -	46	- - -	- - -	79 Madras.	
Caledonian - - -	26 July -	9 Teneriffe	- - -	- - -	- - -	75	- - -	
United Kingdom - - -	5 Aug. -	16	- - -	- - -	- - -	86	- - -	
Cleopatra - - -	17 June -	- - -	- - -	- - -	69	- - -	- - -	
Kersonese - - -	- - -	- - -	- - -	- - -	- - -	- - -	88 Madras.	
Scotia - - -	- - -	- - -	- - -	- - -	- - -	- - -	98 Bombay.	
W. Hammond - - -	Aug. -	- - -	- - -	- - -	- - -	99	- - -	
Alnwick Castle - - -	- - -	- - -	- - -	- - -	- - -	99 Madras.	- - -	
Merchantman - - -	- - -	- - -	- - -	- - -	- - -	109	- - -	
Whirlwind - - -	- - -	- - -	- - -	- - -	- - -	92	- - -	
Walmer Castle - - -	- - -	- - -	- - -	- - -	- - -	93	- - -	
Louisiana - - -	- - -	- - -	- - -	- - -	- - -	96	- - -	
Defiance - - -	- - -	- - -	- - -	- - -	- - -	94 Madras.	- - -	
Sussex - - -	- - -	- - -	- - -	- - -	- - -	84	- - -	
Tyburnia - - -	- - -	- - -	- - -	- - -	- - -	88	- - -	
Ballarat - - -	- - -	- - -	- - -	- - -	- - -	82	- - -	
James Barnes - - -	- - -	- - -	- - -	- - -	- - -	- - -	103	
Champion of the Seas - - -	- - -	- - -	- - -	- - -	- - -	- - -	101	
Lightning - - -	- - -	- - -	- - -	- - -	- - -	- - -	92	

1 July 1858 :

Mediterranean Fleet - - - Royal Albert - Conqueror came from Gibraltar, with the 47th Regiment, on 25th August, at Portsmouth.  
 Conqueror.  
 P. Royal.  
 Centurion - - - 4.

Home Ports - - - Ajax, 60 - September 1856. Fury, Highflyer, Niger, Blenheim. Cruizer, and 7 gunboats, to China.  
 Edinboro.  
 Hague. May 1857. Furious, Cormorant, Surprise, and 12 gunboats to China.  
 Cornwallis.  
 Hawke.  
 Pembroke.  
 Hastings - - - 8.

Over rate, 1 July 1857=1,505 Men.

Troop Ships - - - Himalaya.  
 Transit.  
 Simoom.  
 Adventure.  
 Assistance.

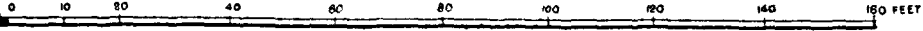
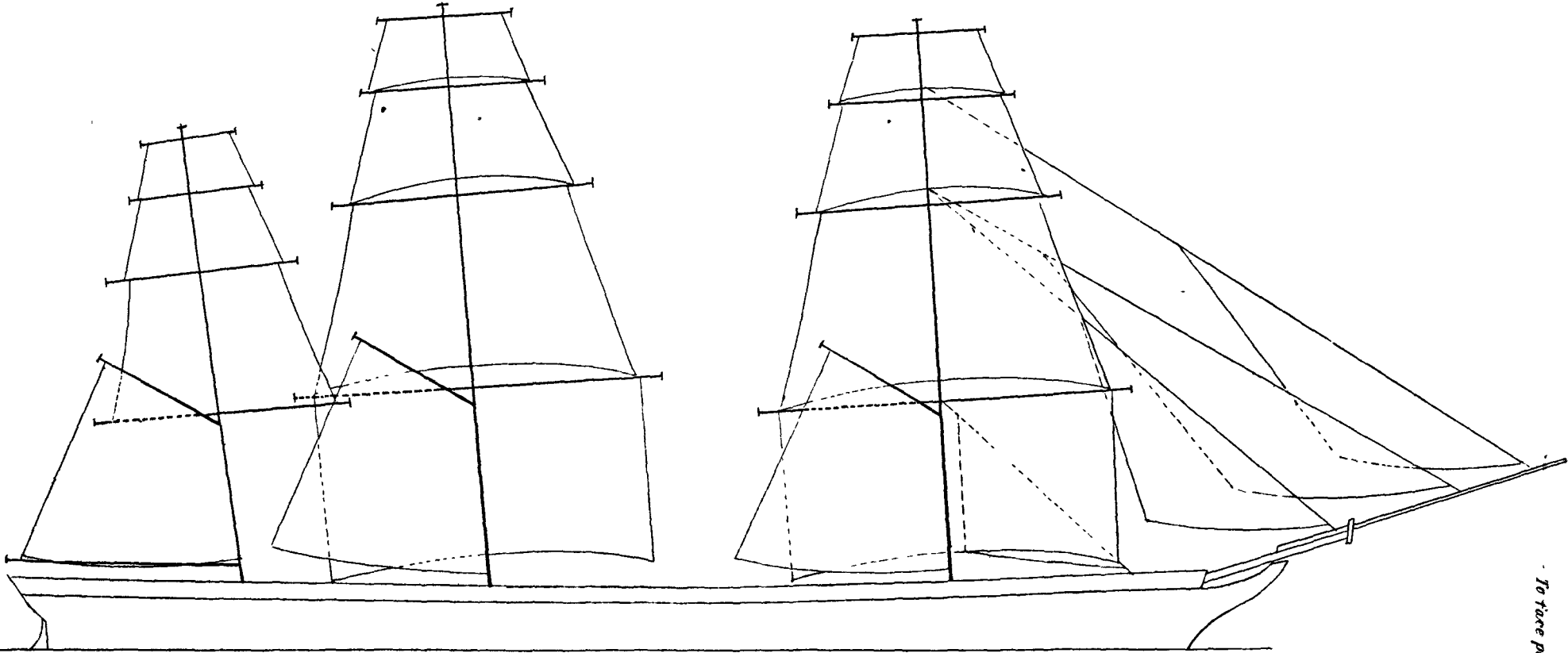
Perseverance, in West Indies.

Vulcan, from Cape.

Urgent, new engines.

Megæra at Cape.

SKETCH OF SAILS AS PROPOSED FOR "URGENT" AND "PERSEVERANCE."



EAST INDIA (TRANSPORT OF TROOPS).

For fare page 859.

*Chas. H. Allen*

0 27 Ordered by The House of Commons to be Printed, 1<sup>st</sup> July, 1858.

*Henry Rowland Fowler*

## Appendix, No. 7.

Appendix, No. 7.

DIMENSION of MASTS and YARDS of Her Majesty's Ships "Urgent" and "Perseverance,"  
of Guns.  
(No. 301.)

Orchard Yard, Blackwall, August 1854.

		As Fitted April 1855.		Length.	
		Feet.	Ins.	Feet.	Ins.
Main Mast	Housing from the heel to the deck - - -	-	-	-	-
	From deck to lower side of trussel-trees - -	52	0	57	6
	Head - - - - -	13	6	15	6
	Extreme length of mast - - - - -	-	-	-	-
" Topmast	Whole length, head included - - - - -	39	6	52	6
	Head - - - - -	5	6	7	6
" Top-gallant-mast	From lower side of fid-hole to hounds - -	18	0	24	6
	Pole - - - - -	12	3	17	0
" Yard	Whole length, yard-arms included - - -	74	0	86	0
	Yard-arms, each - - - - -	3	0	4	6
" Topsail-yard	Whole length, yard-arms included - - -	55	0	62	6
	Yard-arms, each - - - - -	4	6	5	0
" Top-gallant-yard	Whole length, yard-arms included - - -	38	6	42	0
	Yard-arms, each - - - - -	1	8	2	0
" Royal-yard	Whole length, yard-arms included - - -	30	0	30	6
	Yard-arms, each - - - - -	1	3	1	6
Fore Mast	Housing from heel to deck - - - - -	-	-	-	-
	From deck to lower side of trussel-trees -	48	6	54	0
	Head - - - - -	12	6	15	6
	Extreme length of mast - - - - -	-	-	-	-
" Topmast	Whole length, head included - - - - -	39	6	52	6
	Head - - - - -	5	6	7	6
" Top-gallant-mast	From lower side of fid-hole to hounds - -	18	0	24	6
	Pole - - - - -	12	3	17	0
" Yard	Whole length, yard-arms included - - -	74	0	86	0
	Yard-arms, each - - - - -	3	0	4	6
" Topsail-yard	Whole length, yard-arms included - - -	55	0	62	6
	Yard-arms, each - - - - -	4	6	5	0
" Top-gallant-yard	Whole length, yard-arms included - - -	38	6	42	0
	Yard-arms, each - - - - -	1	8	2	0
" Royal-yard	Whole length, yard-arms included - - -	30	0	30	6
	Yard-arms, each - - - - -	1	6	1	6
Mizen Mast	Housing from heel to deck - - - - -	-	-	-	-
	From deck to lower side of trussel-trees -	41	6	49	0
	Head - - - - -	10	0	11	0
	Extreme length of mast - - - - -	-	-	-	-
" Topmast	Whole length, head included - - - - -	30	0	37	6
	Head - - - - -	4	0	5	6
" Top-gallant-mast	From lower side of fid-hole to hounds - -	15	0	18	6
	Pole - - - - -	10	0	15	6
" Cross-jack-yard	Whole length, yard-arms included - - -	52	0	59	0
	Yard-arms, each - - - - -	2	2	3	0
" Topsail yard	Whole length, yard-arms included - - -	39	0	44	0
	Yard-arms, each - - - - -	3	3	4	0
" Top-gallant-yard	Whole length, yard arms included - - -	26	6	30	0
	Yard-arms, each - - - - -	1	2	2	0
" Royal-yard	Whole length, yard-arms included - - -	20	3	22	0
	Yard-arms, each - - - - -	0	10	1	6

Appendix, No. 7.

Dimensions of Masts and Yards of H. M. S. "Urgent" and "Perseverance, &amp;c.—continued.

	As Fitted April 1855.		Length.	
	<i>Ft.</i>	<i>Ins.</i>	<i>Ft.</i>	<i>Ins.</i>
Mizen Gaff - - - - -	32	0	32	0
„ Trysail Gaffs, Fore and Main - - - - -	32	0	32	0
Spanker Boom - - - - -	47	0	56	6
Bowsprit, length, exclusive of housing - Housing - - - - -	36	0	35	0
Jib-boom - - - Whole length, housing included Housing - - - - -	34	0	30	6
Flying Jib-boom - - - - -	36	0	49	0
Ensign Staff - - - - -	—		—	
Jack Staff - - - - -	—		—	

J. Graff.

COMPARATIVE Dimensions, Tonnage, and Surface of Sails of the 30 Gun Frigate "Curaçoa," the General Screw Company's Ship, "Queen of the South," and the Troop Ship, "Perseverance," the last as originally masted.

	"CURAÇOA."	"QUEEN OF THE SOUTH."	"PERSEVERANCE,"
	<i>Ft.</i> <i>In.</i>	<i>Ft.</i> <i>In.</i>	<i>Ft.</i> <i>In.</i>
Length - - - - -	192 0	240 0	273 3
Breadth - - - - -	43 0	39 0	38 5
Tonnage - - - - -	1,570	1,752	1,964
Surface of sail, square feet -	21,136	17,779	19,584

From which it will be seen that the "Perseverance" was not masted originally as an 80 gun ship, but that her masts were less than those of a 30 gun screw frigate, and not much larger than those of the "Queen of the South," a vessel of less tonnage than the "Perseverance;" and also built by Messrs. Mare. And it may be observed, that although the "Perseverance" was fitted with a poop and fore-castle of increased size, her stability was not in consequence reduced, inasmuch as 50 tons of ballast were placed in her when launched to compensate for this top weight.

In comparing the "Perseverance" with "Curaçoa" it should be borne in mind that the latter carries in armament and shot 99 tons on her decks.

8 May 1857.

## EXTRACT of Letter from Commander M'Donald.

"Perseverance," Portsmouth.—Reporting on the Capabilities, &amp;c. of the Ship.

H. M. Ship "Perseverance," Portsmouth,  
23 September 1857.

Sir,

In compliance with your orders of the 22d September, I have the honour to submit for the consideration of the Lords Commissioners of the Admiralty a report of the capabilities of Her Majesty's ship "Perseverance," and a list of additions and alterations, which from my experience in carrying 2,798 troops from the Mediterranean to England, also 4,556 troops

troops in the West Indies, I consider will render her a most efficient troop ship to accommodate 1,000 men in any climate.

Appendix, No. 7.

I consider her capabilities to be as follows:—

1. Rolls deep but very easy.
2. Pitches very easy.
3. Never, in bad weather, ships any seas.
4. Answers her helm very well indeed.
5. She is very stiff at all times, even with a small quantity of provisions, and only one day's coal on board.
6. Carries her helm very well indeed, when on a wind screw up, both in light and heavy weather.

I consider the ship in every respect to be a capital sea boat, and she answers very well, rigged as a ship.

Admiral Sir G. F. Seymour, G. C. H.,  
&c. &c. &c.

## Appendix, No. 8.

Oaklands, Clonmel, 3 March 1858.

Appendix, No. 8.

Sir,

I HAVE seen in the papers that you are Chairman of a Committee of the House of Commons to inquire, amongst other matters, as to the practicability of conveying troops to India in the summer, through Egypt and the Red Sea. It appears to me that the question was solved when a large force under Sir David Baird proceeded from India in the year 1801, and landed at Kosseir in May and June; crossed in nine days the Desert to Kherie, on the Nile; proceeded down that river, garrisoned Alexandria; and in the following year, 1802, several regiments returned to India by Suez and the Red Sea, in the month of June. That force, amounting to 5,000 men, consisted of a troop horse artillery, six guns, some field batteries, a troop of dragoons, and several regiments of infantry. They had with them guns and small arms, ammunition, camp equipage, baggage, and 126 chests of treasure. The troops generally were very healthy. The march across the Suez Desert from the Lake of Pilgrims, near Grand Cairo, to Suez, was performed in four days with the greatest ease; marching by night and encamping during the day. In June the ships proceeded to India, the wind at that season blowing down the Red Sea. They made a very quick passage.

There are probably several officers in England, who, like myself, served the whole campaign under Sir David Baird; but I am very willing to give any information on the subject, if the Committee should wish me to do so.

I have marched through the whole of Oude in June and July, and I found the heat much more oppressive than I did in the Suez Desert.

Lieut.-General  
Sir De Lacy Evans, G. C. B., M. P.

I have, &c.  
(signed) P. Phipps,  
Colonel, E. I. C.

STATEMENT showing the Average Number of DAYS to and from

**SOUTHAMPTON to ALEXANDRIA.**

Y E A R.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Average.
	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	
1850 - - -	15	16	16	15	15	15	15	16	15	14	16	15	
1851 - * - -	15	16	16	14	15	14	16	15	15	15	15	15	
1852 - - -	15	13	13	13	13	14	13	14	13	14	18	14	
1853 - - -	14	14	14	13	14	13	14	13	13	14	16	13	
1854 - - -	14	14	14	15	15	13	15	15	14	15	16	14	
1855 - - -	17½	15½	15½	15	13½	15½	14½	*16½	14½	14½	15	14½	
1856 - - -	†20	15	15½	14½	14½	14½	15½	14½	14½	15	14	‡18	
Monthly Average	15½	14½	14½	14	14½	14	14½	14½	14½	14½	15½	15½	14½

\* "Ava," first voyage 20th August, remained at Malta, having broken her screw; Mails carried to Alexandria and back by "Valetta."  
 † "Pera," first voyage, broke down and put into Lisbon, remained eight days.  
 ‡ "Rapon" put into Corunna through stress of weather.

**SUEZ to CALCUTTA.**

Y E A R.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Average.
	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	
1850 - - -	28	26	25	22	24	22	22	23	21	23	29	25	
1851 - - -	26	25	22	24	25	21	22	23	23	23	27	24	
1852 - - -	25	*	25	23	22	24	21	22	21	21	27	25	
1853 - - -	24	24½	24	22	22	24	22	22	24	25½	27	24½	
1854 - - -	25	23	23	23	24½	23	23½	21½	23	23½	25	29	
1855 - - -	25	26½	23½	23	23½	23	23½	22½	22½	27	28	27½	
1856 - - -	25½	24½	24½	22	22	21	22	23½	23½	25½	24	25½	
Monthly Average	25½	25	24	22½	23½	22½	22½	22½	22½	24	26½	25½	24

\* "Haddington" remained at Suez, having broken intermediate shaft.

**POINT DE GALLE to HONG-KONG.**

Y E A R.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Average.
	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	
1850 - - -	22	21	19	19	17	16	16	15	16	18	17	22	
1851 - - -	23	21	19	17	15	17	*14	15	16	14	20	17	
1852 - - -	20	18	15	16	16	13	16	14	12	17	15	17	
1853 - - -	17	17	16	15	15	16½	14	15½	16	18	18	18	
1854 - - -	17	19½	16½	16½	15½	15	15	14½	15	17½	†24	22	
1855 - - -	21	18	19	16	14	15	16	17	16	17	21	19	
1856 - - -	17	21	18	15	14	16	17	16	18	19	22	16	
Monthly Average	19½	19½	17½	15	15½	15½	15½	15½	15½	17½	19½	18½	17½

\* Collision between "Erin" and "Pacha," in Straits of Malacca  
 † "Chusan" put back to Singapore through stress of weather, and transferred Mails to "Ganges."

Stoppages allowed to the Contract Steamers, which, subtracted from

Southampton to Alexandria - - - - - 18 Hours.  
 Suez to Calcutta - - - - - 108    "  
 Galle to Hong-Kong - - - - - 54    "  
 14 Days from Suez to Galle, including stoppages.  
 Suez to Bombay, 14 days.

London, May 1857.



Appendix, No. 9.

Appendix, No. 9.

the Undermentioned PORTS, for Seven Years, Stoppages inclusive.

HONG-KONG to POINT DE GALLE.

Y E A R.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Average.
	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	
1850 - -	16	14	16	17	18	21	19	21	20	16	19	15	
1851 - -	14	16	14	17	18	17	19	17	19	20	14	16	
1852 - -	14	13	14	14	15	18	17	19	16	* 15	14	15	
1853 - -	14	14	13½	18	† 24	18	19	17½	17½	15	14½	15½	
1854 - -	13	15½	16	15½	17½	22	18½	19	18	16	16	14	
1855 - -	14	15	17	15	18	17	19	20	20	16	15	16	
1856 - -	15	14	14	17	16	18	20	19	18	20	16	16	
Monthly Average	14½	14½	14½	16½	18	18½	18½	19	18½	17	15½	15½	16½

\* The "Ganges" struck on the Dido Shoal, China Sea. † "Ern" put back to Penang.

CALCUTTA to SUEZ.

Y E A R.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Average.
	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	
1850 - -	28	27	26	28	28	32	32	29	28	28	25	24	
1851 - -	26	24	25	28	33	29	32	29	27	29	25	24	
1852 - -	25	25	25	26	29	30	32	29	26	25	23	27	
1853 - -	23	25	25	24	32	29½	30	29	26	26½	23½	23½	
1854 - -	24	23½	24½	26	25½	33	28½	30	29	27½	26½	23½	
1855 - -	24½	25	24½	26½	31	31½	31	27	29½	24½	24½	23	
1856 - -	23½	26½	24	25½	26	31½	31	27½	24½	24½	24	24	
Monthly Average	25	25	25	26½	29½	31	31	28½	27	26½	24½	24	27

ALEXANDRIA to SOUTHAMPTON.

Y E A R.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Average.
	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	No. of Days.	
1850 - -	19	16	18	17	16	14	16	14	17	17	17	17	
1851 - -	15	14	17	15	15	14	13	16	13	15	14	13	
1852 - -	14	14	14	13	14	13	14	13	14	13	15	15	
1853 - -	15	16	15	13	14	14	14	14	14	13	15	14	
1854 - -	13	15	14	15	13	14	15	16	14	14	16	15	
1855 - -	16½	14½	17	15½	13½	15½	* 21½	14½	† 14	13½	14½	14	
1856 - -	‡ 20½	13	§ 14½	13½	13½	14½	11½	14	13½	11½	14	14	
Monthly Average	16	14½	15½	14½	14	14	15	14½	14½	13½	15	14½	14

\* "Sultan" broke down between Malta and Gibraltar, and was detained for repairs above a week.  
 † "Valetta" brought mails to Malta, where they were transferred to "Ava."  
 ‡ "Pera" put back to Malta.  
 § "Euxine" went on to Marseilles from Malta, on account of break down of "Alhambra."  
 || The "Candia" broke her shaft.

the respective averages, will give the approximate Time under weigh.

Hong-Kong to Galle	-	-	-	-	-	-	-	-	-	-	-	54 Hours.
Calcutta to Suez	-	-	-	-	-	-	-	-	-	-	-	120 "
Alexandria to Southampton	-	-	-	-	-	-	-	-	-	-	-	24 "
Galle to Calcutta average seven days, including stoppage at Madras.												

## Appendix, No. 10.

No. 1.—STATEMENT of the Regiments of CAVALRY, INFANTRY, and ARTILLERY, of Her Majesty's Service, which have been embarked for *India* from the 1st of July to the 10th of September; showing the Strength of each Regiment, Rate per Head, Name of Ship, Tonnage, Destination, &c., according to the Embarkation Returns received at the Adjutant-General's Office to the 10th of September inclusive.

REGIMENTS.	Names of Ships.	Tonnage	Rate per Head.	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date of Embarkation.	Destination.
<b>CAVALRY:</b>									
1st Dragoon Guards -	City of Manchester, screw.	1,906	49 - -	23	507	- - -	- - -	1857: August 24	Calcutta.
	Lightning - -	2,090	26 - -	1	-	- - -	- - -	" 27	Ditto.
	Overland - -	-	- - -	5	5	- - -	- - -	- - -	- - -
						29	512		
2d Dragoon Guards -	Ellenborough - -	1,031	12 16 -	1	-	- - -	- - -	July - 11	Ditto.
	Blenheim - -	1,313	12 5 -	12	331	- - -	- - -	" - 25	Ditto.
	Monarch - -	1,282	11 14 6	7	250	- - -	- - -	" - 25	Ditto.
	Overland - -	-	- - -	4	4	- - -	- - -	- - -	- - -
						24	585		
3d Dragoon Guards -	Warrior Queen - -	988	17 17 7	2	74	- - -	- - -	August 4	Bombay.
	Forerunner - -	558	17 10 -	7	251	- - -	- - -	" 4	Ditto.
	Genghis Khan - -	1,306	18 19 -	16	289	- - -	- - -	" 10	Ditto.
	Overland - -	-	- - -	4	4	- - -	- - -	- - -	- - -
						29	618		
7th Hussars - - -	Lightning - - -	2,090	26 - -	21	511	- - -	- - -	" 27	Calcutta.
	Candia - - -	-	- - -	3	3	- - -	- - -	- - -	- - -
	Overland - - -	-	- - -	4	2	- - -	- - -	- - -	- - -
						28	516		
<b>TOTAL CAVALRY</b>						110	2,231		
<b>INFANTRY:</b>									
1st Foot, 1st Battalion (at Madras).	Caledonia, screw †	997	29 10 -	16	357	- - -	- - -	July - 25	Ceylon, for order
	Robert Lowe, screw †	1,280	34 - -	17	420	- - -	- - -	" - 28	Ditto.
	Carthage, screw †	1,003	19 - -	3	3	- - -	- - -	August 1	Ditto.
	Defiance †	945	15 15 -	6	307	- - -	- - -	" - 4	Ditto.
	United Kingdom, screw. †	1,066	30 15 -	3	3	- - -	- - -	" - 4	Ditto.
	John Bell, screw †	1,050	30 15 -	2	1	- - -	- - -	" - 5	Ditto.
						47	1,091		
7th Foot - - -	Sir George Seymour -	850	12 18 8	9	227	- - -	- - -	July - 14	Kurrachee.
	Castle Eden - -	930	15 18 4	1	57	- - -	- - -	" - 18	Ditto.
	Seringapatam - -	870	12 19 -	16	218	- - -	- - -	" - 20	Ditto.
	Ramillies - -	740	13 2 6	11	213	- - -	- - -	" - 20	Ditto.
	Owen Glendower - -	989	13 12 6	14	263	- - -	- - -	" - 20	Ditto.
						51	978		
19th Foot (at Calcutta)	Alwick Castle †	1,087	18 9 -	20	402	- - -	- - -	" - 22	Ceylon, for order
	William Hammond †	683	17 9 4	1	-	- - -	- - -	" - 22	Ditto.
	Merchantman †	1,018	17 8 10	12	340	- - -	- - -	" - 24	Ditto.
	Whirlwind †	1,003	17 8 10	10	264	- - -	- - -	" - 29	Ditto.
	Candia,* screw †	-	- - -	2	-	- - -	- - -	August 15	Ditto.
						45	1,006		
20th Foot - - -	Champion of the Seas	2,470	25 - -	33	817	- - -	- - -	" - 6	Calcutta.
	Candia,* screw †	-	- - -	4	-	- - -	- - -	" - 15	Ditto.
	Lightning - -	2,090	26 - -	1	1	- - -	- - -	" - 27	Ditto.
						38	818		
34th Foot - - -	Golden Fleece, screw	2,768	49 - -	30	755	- - -	- - -	" - 7	Calcutta.
	Candia,* screw †	-	- - -	9	-	- - -	- - -	" - 15	Ditto.
						39	755		
38th Foot (at Calcutta)	Thebes, screw †	1,003	19 - -	11	198	- - -	- - -	July - 30	Ceylon for orde
	Carthage, screw †	1,003	19 - -	9	195	- - -	- - -	August 1	Ditto.
	United Kingdom, screw. †	1,066	30 15 -	11	229	- - -	- - -	" - 4	Ditto.
	John Bell, screw †	1,050	30 15 -	14	386	- - -	- - -	" - 5	Ditto.
						45	1,088		
Carried forward						265	5,656		

\* Not taken up by tender; the rate per head, therefore, not given.

† Ships marked thus (†), taking out the 1st, 19th, 38th, and 79th Foot, also detachments, call at Ceylon for orders.

No. 1.—STATEMENT of the Regiments of Cavalry, Infantry, and Artillery embarked for India, &c.—continued.

REGIMENTS.	Names of Ships.	Tonnage.	Rate per Head.	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date of Embarkation	Destination
		Tons.	£. s. d.						
INFANTRY—continued.									
			Brought forward			265	5,656	1857 :	
42d Foot, Highlanders	Whirlwind †	1,003	17 8 10	3	76			July - 29	Calcutta.
	Champion of the Seas	2,470	25 - -	3	180			August 6	Ditto.
	James Baines	2,515	25 - -	5	178			" - 6	Ditto.
	Golden Fleece, screw	2,768	49 - -	4	144			" - 7	Ditto.
	Austraban, screw	1,391	43 15 -	16	290			" - 14	Ditto.
	Lightning	2,090	26 - -	1	1			" - 27	Ditto.
	Candia,* screw †			8	8			" - 15	Ditto.
						40	877		
44th Foot	Khersonese, screw	1,273	49 - -	19	544			" - 29	Madras.
	Hersilia	623	16 12 -	14	258			" - 26	Ditto.
	Gloriana			2	2				
	Overland			1					
	For embarkation			1	3				
						37	807		
54th Foot	Lady Jocelyn, screw	2,242	49 - -	18	352			" - 4 (Portsmouth.)	Calcutta.
	Sarah Sands, screw	1,300	40 - -	14	353			August 15	Ditto.
	City of Manchester, screw.	1,906	49 - -	6	151			" - 24	Ditto.
						38	856		
56th Foot	Ballarat †	713	18 19 -	2	76			" - 14	Bombay.
	Southampton	971	19 15 -	14	354			" - 23	Ditto.
	Waterloo	898	18 19 6	15	300			" - 27	Ditto.
	Italian			2	1				
	Great Britain			8	65				
						41	796		
60th Foot, 3d Battalion	Defence †	945	15 15 -	2	98			" - 4	Madras.
	John Bell, screw †	1,050	30 15 -	-	3			" - 5	Ditto.
	Liverpool †	1,454	16 18 9	17	462			" - 7	Ditto.
	Sussex	959	21 19 9	-	12			" - 7	Ditto.
	Tyburnia †	1,012	16 18 10	9	260			" - 8	Ditto.
	Ballarat †	713	18 19 -	11	194			" - 14	Ditto.
						39	1,029		
66th Foot	Queen of the South, screw.	2,250	49 - -	28	732			" - 29	Madras.
	Gloriana			10	123				
						40	855		
72d Foot	Matilda Atheling	714	16 8 10	14	296			" - 26	Bombay.
	Scotia, screw	1,196	- - -	15	325			Sept. - 4	Ditto.
	Prince Albert			10	263				
						39	884		
79th Foot (at Calcutta)	Walmer Castle †	1,064	17 19 -	18	402			July - 31	Ceylon, for orders.
	Louisiana †	1,263	16 16 -	18	432			August 1	Ditto.
	Tyburnia	1,012	16 18 10	9	142			" - 8	Ditto.
						45	976		
88th Foot	Ulysses	934	12 9 6	10	288			July - 9	Calcutta.
	Surrey	1,269	15 17 6	15	339			" - 15	Ditto.
	Calabar	754	12 4 6	7	222			" - 17	Ditto.
	Cambodia	914	11 11 -	10	97			" - 18	Ditto.
	Blenheim	1,313	12 5 -	4	2			" - 25	Ditto.
	Monarch	1,282	11 14 6	4	5			" - 25	Ditto.
						50	953		
97th Foot	James Baines	2,515	25 - -	36	818			August 6	Ditto.
	Candia,* screw †			3				" - 15	Ditto.
						39	818		
Rifle Brigade, 2d Battalion	United Kingdom, scr. †	1,066	30 15 -	6	158			" - 4	Ditto.
	Lady Jocelyn, screw	2,242	49 - -	14	356			" - 10	Ditto.
	Sussex	959	21 19 9	17	336			Aug. - 6 (Cork.)	Ditto.
	Ballarat †	713	18 19 -	-	8			" - 14	Ditto.
						37	858		
Rifle Brigade, 3d Battalion	Barham	1,148	12 8 6	7	124			July - 1	Ditto.
	Cressy	720	11 15 6	6	198			" - 11	Ditto.
	Sutlej	1,150	12 9 -	16	265			" - 21	Ditto.
	Aliquis	1,247	12 9 5	12	377			" - 25	Ditto.
						41	964		
Drafts for different regiments already in India, per numerous ships.						63	2,649		Ditto.
Ditto - ditto for Madras						4	95		Madras.
Ditto - ditto for Bombay						13	465		Bombay.
TOTAL INFANTRY						831	19,538		

\* Not taken up by tender, the rate per head therefore not given.

† Ships marked thus (†), taking out the 1st, 19th, 38th and 79th Foot, also detachments, call at Ceylon for orders.

No 1.—STATEMENT of the Regiments of Cavalry, Infantry, and Artillery embarked for India, &c.—*continued.*

REGIMENTS.	Names of Ships.	Tonnage	Rate per Head.	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date of Embarkation.	Destination.
<b>ARTILLERY :</b>		<i>Tons.</i>	<i>£. s. d.</i>						
Royal Artillery	Marlbro'				7 (with stores.)		7		Calcutta.
	Scotland, screw	1,150	39 - -	13	300	13	300	August 1	Ditto.
	Lady Jocelyn, screw	2,242	49 - -	2	24	2	24	" 4	Ditto.
	Warrior Queen	988	17 17 7	11	286	11	286	(Portsmouth.) August 4	Bombay.
	Victoria, screw	1,877	43 15 -	14	284	14	284	" 13	Madras and Calcutta.
	Sydney, screw	1,391	43 15 -	12	288	12	288	" 13	Calcutta.
	Sedgemoor	921	19 8 -	2	-	2	-	" 28	Bombay.
	Ahpore	811	18 - -	10	208	10	208	Sept. 1	Kurrachee.
	Athletæ	1,056	18 9 -	6	185	6	185	" 1	Ditto.
	Hydaspes, screw	2,250	49 - -	24	608	24	608	" - -	Ceylon, for orders.
	Overland					13			
TOTAL ARTILLERY						107	2,190		

## RECAPITULATION.

	Total Officers.	Total Men.
CAVALRY	110	2,231
INFANTRY (including Drafts)	831	19,538
ARTILLERY	107	2,190
<b>TOTAL QUEEN'S TROOPS</b>	<b>1,048</b>	<b>23,959</b>
Add, EAST INDIA COMPANY'S RECRUITS	26	1,555
<b>GRAND TOTAL FROM ENGLAND</b>	<b>1,074</b>	<b>25,514</b>

## FORCE intercepted en route for China, and obtained from the Colonies.

	Officers.	Men.	Total Men.
<b>FROM CHINA :</b>			
23d Foot (as per strength at embarkation)	51	972	
82d Foot - ditto	48	900	
90th Foot - ditto	52	1,048	
93d Foot - ditto	54	1,066	
Royal Artillery	23	411	
Royal Engineers	4	96	4,491
<b>FROM MAURITIUS :</b>			
4th Foot (part only)	16	320	
5th Foot	27	826	
33d Foot	37	855	
Royal Artillery	3	59	2,060
<b>FROM CEYLON :</b>			
37th Foot	18	449	
Royal Artillery	4	63	511
<b>FROM THE CAPE :</b>			
13th Foot	35	764	
89th Foot	33	712	
95th Foot	40	725	2,201
Add, above	445	-	9,263
	1,074	-	25,514
<b>GRAND TOTAL</b>	<b>1,519</b>	<b>-</b>	<b>34,777</b>

LIST of SHIPS in the Order of Sailing; with their Destination, Place of Embarkation, Troops on Board each; made up to 10 September 1857. (Corrected at Lloyd's.)

Name, and Date Tender was Sanctioned.	Destination.	Place of Embarkation.	Date of Sailing.	Troops on Board.	Arrivals or Latest Report.	
1857:						
1. Barham - June 9	Calcutta	Portsmout	July - 2	3d Batt. Rifle Brigade	At Calcutta Nov. 8.	
2. Ulysses - " 9	Ditto	Ditto	" - 10	88th Foot	" " Oct. 29	
3. Cressy - May 29	Ditto	Gravesend	" - 11	3d Batt. Rifle Brigade D	" " Nov. 17.	
4. Ellenborough " 29	Ditto	Ditto	" - 11	2d Dragoon Guards D	" " Nov. 22.	
5. Sir George Seymour } June 9	Kurrachee	Portsmouth	" - 15	7th Foot	" Kurrachee, Dec. 18.	Alnwick Castle - 14.
6. Surrey " " 9	Calcutta	Ditto	" - 16	88th Foot	" Calcutta Oct. 30.	Aliquis - 18.
7. Calabar " " 9	Ditto	Ditto	" - 18	Ditto	" " Nov. 24.	Alpore - 57.
8. Castle Eden July 2	Kurrachee	Gravesend	" - 18	7th Foot - D	" Kurrachee, Dec. 12.	Australian - 42.
9. Cambodia - June 9	Calcutta	Portsmouth	" - 19	88th Foot - D	" Calcutta Nov. 30.	Athletæ - 56.
10. Seringapatam " 9	Kurrachee	Ditto	" - 21	7th Foot -	" Kurrachee, Nov. 28.	
11. Ramillies " 9	Ditto	Ditto	" - 22	Ditto	" " Nov. 23.	Ballarat - 44.
12. Owen Glendower " 9	Ditto	Ditto	" - 22	Ditto	" " Nov. 24.	Barham - 1.
13. Sutlej " 9	Calcutta	Ditto	" - 22	3d Batt. Rifle Brigade	" Calcutta Nov. 5.	Blenheim - 20.
14. Alnwick Castle " 9	Ceylon	Ditto	" - 23	19th Foot	" " Nov. 15.	
15. William Hammond } July 10	Ditto	Ditto	" - 24	Ditto - D	" Galle Oct. 30.	Caledonia - 17.
16. Merchantman " 10	Ditto	Ditto	" - 24	Ditto	" " Nov. 9.	Calabar - 7.
17. Caledonia, scr. " 10	Ditto	Dublin	" - 26	1st Foot	" " Oct. 8.	Cambodia - 9.
18. Aliquis - June 9	Calcutta	Portsmouth	" - 26	3d Batt. Rifle Brigade	" Calcutta Nov. 25.	Candia - 45.
19. Monarch - " 9	Ditto	Gravesend	" - 27	2d Dragoon Guards D	" " Nov. 23.	Carthage - 26.
20. Blenheim - " 9	Ditto	Ditto	" - 27	Ditto	" " Nov. 25.	Castle Eden - 8.
21. Robert Lowe, screw } July 10	Ceylon	Dublin	" - 28	1st Foot	" Galle Oct. 25.	Champion of the Seas - 34.
22. Whirlwind - " 10	Ditto	Portsmouth	" - 30	19th and 42d Foot	" " Oct. 29.	City of Manchester 47.
23. Thebes, screw " 10	Ditto	Dublin	" - 31	38th Foot	" " Oct. 1;	Cressy - 3.
24. Walmer Castle " 10	Ditto	Ditto	Aug. - 1	79th Foot	at Calcutta, Oct. 14.	Defiance - 29.
25. Louisiana - " 10	Ditto	Ditto	" - 2	Ditto	" Galle Nov. 25.	Ellenborough - 4.
26. Carthage, screw " 10	Ditto	Ditto	" - 2	1st and 38th Foot	" " Nov. 5.	
27. Scotland, screw " 23	Calcutta	Woolwich	" - 3	Artillery	" " Oct. 13;	Forerunner - 28.
28. Forerunner " 24	Bombay	Gravesend	" - 4	3d Dragoon Guards	at Madras, Oct. 19.	
29. Defiance - " 10	Ceylon	Dublin	" - 4	1st and 60th Foot	" Calcutta Nov. 6.	Genghis Khan - 40.
30. John Bell, screw " 10	Ditto	Ditto	" - 5	1st, 38th, and 60th Foot	" Bombay Dec. 8.	Golden Fleece - 36.
31. Warrior Queen " 24	Bombay	Gravesend	" - 4	3d Dragoon Guards and Artillery.	" Madras Nov. 5.	
(Portsmouth, August 12.)						
32. United Kingdom, screw } " 10	Ceylon	Dublin	Aug. - 6	1st and 38th Foot; Rifles, 2d Battalion	" Galle Oct. 20.	Hersilia - 48.
33. Sussex - " 10	Ditto	Ditto	" - 7	Rifles, 2d Battalion; 60th Foot.	" " Oct. 29.	Hydaspes - 59.
34. Champion of the Seas } " 24	Calcutta	Portsmouth	" - 8	20th and 42d Foot	" " Oct. 19.	John Bell - 30.
35. James Baines " 24	Ditto	Ditto	" - 8	97th and 42d Foot	" " Nov. 5.	James Baines - 35.
36. Golden Fleece, screw } " 24	Ditto	Ditto	" - 8	34th and 42d Foot	" " Nov. 19.	Khersonese - 54.
37. Liverpool - " 10	Madras	Dublin	" - 8	60th Foot	" " Oct. 15.	Lady Jocelyn - 39.
38. Tyburnia - " 10	Ditto	Ditto	" - 9	60th and 79th Foot	" Calcutta Nov. 17.	Lightning - 50.
39. Lady Jocelyn, screw } " 24	Calcutta	Cork	" - 9	54th Foot, 2d Batt., Rifles, Artillery.	" " Nov. 19.	Liverpool - 37.
(Portsmouth, August 6.)						
40. Genghis Khan " 24	Bombay	Gravesend	Aug. - 11	3d Dragoon Guards D	" " Oct. 31.	Louisiana - 25.
41. Sydney, screw " 24	Calcutta	Woolwich	" - 14	Artillery	" Galle Nov. 24, and sailed 30th for Calcutta.	Matilda Atheling 49.
42. Australian, screw " 24	Ditto	Portsmouth	" - 15	42d Foot	" " Nov. 9.	Merchantman - 16.
43. Sarah Sands, scr. Aug 12	Ditto	Ditto	" - 15	54th Foot	" " Nov. 1.	Monarch - 19.
44. Ballarat - July 10	Ceylon	Dublin	" - 15	56th and 60th Foot, 3d Battalion Rifles.	" " Nov. 23 (with damage).	Owen Glendower 12.
45. Candia, screw Aug. 12	Ditto	Southampton	" - 15	19th, 34th, 20th, 42d, and 97th Foot. Officers mostly.	" " Nov. 4.	Queen of the South 55.
46. Victoria, screw July 24	Madras and Calcutta.	Woolwich and Portsmouth.	" - 16	Artillery - D	" " Nov. 10.	Ramillies - 11.
47. City of Manchester, screw } Aug. 10	Calcutta	Gravesend	" - 26	54th Foot and 1st Dragoon Guards.	" Calcutta Oct. 23.	Robert Lowe - 21.
48. Hersilia - " 10	Madras	Portsmouth	" - 27	44th Foot	" " Oct. 31.	Sarah Sands - 43.
49. Matilda Atheling " 13	Bombay	Ditto	" - 28	72d Foot	" Mauritius, Nov. 23 (with damage).	Scotia - 58.
50. Lightning " " 10	Calcutta	Gravesend	" - 28	7th Hussars, 1st Dragoon Guards, 20th and 42d Foot D	" Galle Nov. 4.	Scotland - 27.
51. Sedgemoor - " 10	Bombay	Ditto	" - 29	Artillery - D	" " Nov. 25.	Sedgemoor - 51.
52. Southampton " 10	Ditto	Cork	" - 26	56th Foot	" " Oct. 25.	Seringapatam - 10.
53. Waterloo - " 10	Ditto	Ditto	" - 29	Ditto	" " Nov. 13.	Sir Geo. Seymour 5.
54. Khersonese, scr. " 10	Madras	Portsmouth	" - 30	44th Foot	" " Nov. 8.	Southampton - 52.
55. Queen of the South, screw } " 10	Ditto	Ditto	" - 30	66th Foot	" " Nov. 13.	Surrey - 6.
56. Athletæ - " 13	Kurrachee	Cork	Sept. - 2	Artillery	" " Nov. 8.	Sussex - 33.
57. Alpore - " 13	Ditto	Woolwich and Gravesend.	" - 2	Ditto - D	" " Nov. 8.	Sutlej - 13.
58. Scotia, screw " 13	Bombay	Portsmouth	" - 5	72d Foot	" " Nov. 26.	Sydney - 41.
59. Hydaspes, screw " 13	Ceylon	Woolwich	(Gravesend, Sept. 19.)	Artillery	" " Nov. 26.	Thebes - 23.
(Kurrachee, Dec. 31. *)						

D convey also drafts.

\* No account yet received of arrival at Kurrachee.

No. 2.—STATEMENT of Regiments of CAVALRY, INFANTRY, and ARTILLERY of Her Majesty's Service which have Embarked for *India* from 11th September 1857 to 18th February 1858.

REGIMENT, &c.	NAME OF SHIP.	Tonnage.	Rate per Head.	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date and Place of Embarkation.	Destination.
<b>CAVALRY:</b>			£. s. d.					1857:	
7th Dragoon Guards	Southampton, screw Overland	2,190	48 -- --	24 4	473 4	28	477	October 15, Gravesend.	Kurrachee.
8th Light Dragoons	Great Britain, screw Overland	3,209	49 -- --	24 4	486 4	28	490	October 5, Cork.	Bombay.
17th ditto	Great Britain, screw Overland	3,209	49 -- --	20 5	481 4	25	485	October 6, Cork.	Ditto.
<b>TOTAL CAVALRY</b>						81	1,452		
<b>INFANTRY:</b>									
18th Foot	Italian, screw	784	45 -- --	8	200			September 24, Cork.	} Bombay.
	Princess Charlotte, screw Overland	2,200	45 -- --	28 4	645			November 12, Cork.	
						40	845	September 24, Cork.	
51st Foot	Calcutta, screw Overland	2,300	49 -- --	29 7	773			October 9, Cork.	} Ditto.
						36	773	October 8, Cork.	
94th Foot	Overland			33	860	33	860	December 8, Plymouth.	Kurrachee.
98th Foot	Bahiana, screw	1,530	45 -- --	15	423			October 3, Portsmouth.	} Ditto.
	Ireland, screw	1,150	43 -- --	19	301			September 23, Portsmouth.	
	Leopold, screw	2,000	45 -- --	2	81			November 27, Portsmouth.	
68th Foot	Australasian, screw	2,760	36 -- --	21	434			December 22, Portsmouth.	} Madras.
	Argo, screw	2,300	36 -- --	18	371			December 15, Portsmouth.	
						39	805	December 22, Plymouth.	
69th Foot	Overland			39	760			December 23, Plymouth.	} Ditto.
	Australasian, screw	2,760	36 -- --	1	19				
	York	940	13 7 5		11			1858: January 18, Plymouth.	
71st Foot	Overland, from Malta			25	836	25	836	January 4, Malta.	Bombay.
92d Foot	Overland, from Gibraltar			30	792	30	792	January 20, Gibraltar.	Ditto.
<b>TOTAL INFANTRY REGIMENTS</b>						246	5,646		
<b>DRAFTS FOR HER MAJESTY'S REGIMENTS:</b>									
Drafts	Southampton, screw	2,190	48 -- --	1	154			October 15, Gravesend.	Kurrachee.
Ditto	Leopold, screw	2,000	45 -- --	1	114			December 27, Portsmouth.	Ditto.
Ditto	Calcutta, screw	2,300	49 -- --		30			October 8, Cork.	Bombay.
Ditto	Great Britain, screw	3,209	49 -- --	1	23			October 5, Cork.	Ditto.
Ditto	Indomitable, screw	1,160	25 -- --	3	61			November 10, Gravesend.	Madras.
Ditto	George Marshall	1,361	14 8 8	7	451			November 16, Gravesend.	Calcutta.
Ditto	Princess Charlotte, screw	2,200	45 -- --	2	53			November 12, Cork.	Bombay.
Ditto	Argo, screw	2,300	36 -- --	9	358			Dec. 15 & 17, Portsmouth.	Madras and Calcutta.
Carried forward				24	1,244				

No. 2.—STATEMENT of Regiments of Cavalry, Infantry, and Artillery embarked for India, &c.—continued.

REGIMENT, &c.	NAME OF SHIP.	Tonnage.	Rate per Head.	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date and Place of Embarkation.	Destination.
<b>DRAFTS FOR HER MAJESTY'S REGIMENTS—continued.</b>									
			£. s. d.					1857:	
			Brought forward	24	1,244			December 19, Southampton.	Calcutta.
Drafts	Overland				18				
Ditto	Salamanca	980	11	8	351			December 28, Gravesend.	Bombay and Kurrachee.
								1858:	
Ditto	Overland				16			January 4, Southampton.	Calcutta.
Ditto	York	940	13 7 5	3	152			January 9, Gravesend.	Madras.
Ditto	Jason, screw	2,668	36	22	925			January 12, Plymouth.	Calcutta.
Ditto	United Service, screw	1,030	35	9	334			January 14, Gravesend.	Bombay and Kurrachee.
Ditto	Overland			5	226			February 3, Southampton.	Madras.
Ditto	Overland (part of 92d Regiment).			6	234			February 10, Southampton.	Bombay.
Ditto, to proceed this month	Overland			11	230			Mail, Feb. 24, Southampton.	Ditto.
Ditto - - ditto	Antelope, screw	1,007	40	4	155			About	Kurrachee.
Ditto - - ditto	Indiana, screw	2,364	38		742			About	Calcutta.
Ditto, ready for 1st March					1,560				
						92	6,187		
						246	5,646		
						338	11,833		
<b>ARTILLERY:</b>									
Foot Artillery, two companies.	Overland			13	221			1857:	
1 Troop Horse ditto	Prince Albert, screw	1,024	44 18 9	8	219			October 12, Southampton.	Bengal.
2 Field Troop and two companies.	Leopold, screw	2,000	45	15	407			October 15, Woolwich.	Bombay.
1 Field Troop	Viscount Canning, screw.	780	45	6	186			November 24, Woolwich : November 27, Portsmouth.	Kurrachee.
1 Field Troop and one company.	Indomitable, screw	1,160	25	11	296			October 19, Woolwich.	Bengal.
	Gosforth	810	13 19 6		2*			Nov. 9 & 10, Woolwich and Gravesend.	Madras.
Drafts	George Marshall	1,361	14 8 8	1	80			September 19, Gravesend.	Bombay.
Ditto	Overland			2	80			November 16, Gravesend.	Bengal.
Ditto	Argo, screw	2,300	36		47			December 4, Southampton.	Madras and Bombay.
Ditto	Salamanca	980	11		21			December 15, Portsmouth.	Madras.
Ditto	Jason, screw	2,668	36		82			December 28, Woolwich.	Bombay.
								1858:	
Ditto	Jason, screw	2,668	36		82			January 12, Gravesend.	Bengal.
						56	1,641		
<b>ENGINEERS:</b>									
Engineers	Overland			11	235			1857:	
Ditto	Dutchman, screw	1,024	48 15	10	244			October 2, Southampton.	Bombay and Calcutta.
Ditto	Overland			1				October 14, Chatham.	Bombay and Bengal.
Ditto	Overland			1	24			October 11, Malta.	Calcutta.
Ditto	Deduct, sent to China					23	503	November 30, Malta.	Ditto.
						23	479		

\* With East India Company's recruits.

## APPENDIX TO REPORT FROM SELECT COMMITTEE

## No. 2.—STATEMENT of Regiments of Cavalry, Infantry, and Artillery embarked for India, &amp;c.—continued.

REGIMENT, &c.	NAME OF SHIP.	Tonnage.	Rate per Head.	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date and Place of Embarkation.	Destination.
<b>EAST INDIA COMPANY'S RECRUITS:</b>				<i>£. s. d.</i>				1857:	
Recruits - - -	Sept. Gosforth - - -	810	13 19 6	4	353	- - -	- - -	September 19, Gravesend.	Bombay.
Ditto - - -	Malabar - - -	647	12 9 -	3	132	- - -	- - -	October 10, Gravesend.	Madras.
Ditto - - -	October. Bengal - - -	582	13 8 3	3	212	- - -	- - -	October 10, Gravesend.	Ditto.
Ditto - - -	November. Maria Soames - - -	785	12 9 -	4	230	- - -	- - -	November 11, Gravesend.	Calcutta
Ditto - - -	Statesman - - -	874	11 18 8	4	188	- - -	- - -	November 16, Gravesend.	Ditto.
Ditto - - -	December. Gertrude - - -	948	11 9 6	3	349	- - -	- - -	December 5, Gravesend.	Ditto.
Ditto - - -	Stuart Wortley - - -	891	13 14 6	3	249	- - -	- - -	December 12, Gravesend.	Ditto.
Ditto - - -	Lord Dalhousie - - -	912	11 8 5	3	186	- - -	- - -	December 15, Gravesend.	Bombay.
Ditto - - -	Nimrod - - -	893	11 2 5	3	245	- - -	- - -	December 19, Gravesend.	Calcutta.
Ditto - - -	Jan. Burlington - - -	778	11 12 6	5	300	- - -	- - -	1858: January 20, Gravesend.	Ditto.
Ditto - - -	Feb. Akbar - - -	819	11 9 5	}	500	-	-	About Feb. 25 & 26	Ditto.
Ditto to embark - - -	Vittoria - - -	848	13 12 6						
						35	2,944		

## RECAPITULATION.

	Number of Officers.	Number of Men.	Total Officers.	Total Men.	Date and Place of Embarkation.	Destination.
CAVALRY REGIMENTS - - -	- - -	- - -	81	1,452		
INFANTRY { Regiments - - -	246	5,646	} 338	11,833		
{ Drafts - - -	92	6,187				
ARTILLERY - - -	- - -	- - -	56	1,641		
ENGINEERS - - -	- - -	- - -	23	479		
ADD EAST INDIA COMPANY'S RECRUITS - - -			35	2,944		
GRAND TOTAL FROM ENGLAND - - -			533	18,349		
UNDER ORDERS, AND SENT FROM THE CAPE:						
HER MAJESTY'S 6TH FOOT - - -	About 20	766	}		(August 12 and Dec. 4, Cape of Good Hope).	} Bengal.
HER MAJESTY'S 13TH FOOT - - -	35	764				
ROYAL ARTILLERY - - -	9	230				
			64	1,760		
GRAND TOTAL - - -			597	20,109		

G. A. Wetherall, Adjutant-General.



LIST of SHIPS in the Order of Sailing, with their Destination, Place of Embarkation, Troops on Board, &c. ; made up to 18th February 1858.

Name of Ship, with Date Tender was Sanctioned.	Destination.	Place of Embarkation.	Date of Sailing.	Troops on Board.	Arrivals, or latest Report.	
1857 :						
1. Gosforth - Aug. 24	Bombay -	Gravesend -	September 19	E. I. Co.'s recruits -	At Bombay, Dec. 30.	
2. Ireland, screw - Sept. 11	Kurrachee -	Portsmouth -	" 24	98th Foot - -	At Kurrachee, Dec. 29	
3. Italian, screw " 12	Bombay -	Cork - -	" 25	18th Foot - -	At Bombay, Dec. 3.	
4. Bahiana, screw " 11	Kurrachee -	Portsmouth -	October 4	98th Foot - -	At Kurrachee, Jan. 2.	
5. Great Britain, screw " 11	Bombay -	Cork - -	" 8	8th & 17th Light Dragoons, and Drafts.	At Bombay, Dec. 17.	31. Akbar.
6. Calcutta, screw " 18	Ditto -	Ditto - -	" 11	51st Foot - -	At Bombay, Dec. 29.	33. Antelope.
7. Malabar - " 22	Madras -	Gravesend -	" 10	E. I. Co.'s recruits -	Sailed from Table Bay for Madras, Dec. 14.	23. Argo.
8. Bengal - " 22	Ditto -	Ditto - -	" 10	Ditto - -	Spoken Oct. 27, 29° N. 25° W.	24. Australasian.
9. Dutchman, screw " 18	Bombay and Bengal.	Chatham -	" 14	Engineers - -		4. Bahiana.
10. Southampton, screw " 3	Kurrachee -	Gravesend -	" 17	7th Dragoon Guards	At Kurrachee, Jan. 7	8. Bengal.
11. Prince Albert, screw } Aug. 29	Bombay -	Woolwich -	" 16	Artillery - -	At Bombay, Dec. 28.	29. Burlington.
12. Viscount Canning, screw } Oct. 3	Bengal -	Ditto - -	" (Deal.) 21	Ditto - -	Sailed from Simon's Bay for Calcutta, Dec. 7.	6. Calcutta.
13. Indomitable, screw } " 27	Madras -	Woolwich and Gravesend.	November 11	Artillery and Drafts -	At Cape de Verds previous to Dec. 4.	9. Dutchman.
14. Maria Soames " 9	Calcutta -	Gravesend -	" 13	E. I. Co.'s recruits -	Spoken Nov. 25, 36° N. 19° W.	16. George Marshall.
15. Princess Charlotte, screw } Sept. 11	Bombay -	Cork - -	" 14	18th Foot, and Drafts	Arrived at Table Bay, Dec. 29.	19. Gertrude.
16. George Marshall - } Nov. 2	Calcutta -	Gravesend -	" 17	Drafts, and Artillery ditto.	Spoken Dec. 23, 24° S. 31° W.	1. Gosforth.
17. Statesman - Oct. 30	Ditto -	Ditto - -	" 17	E. I. Co.'s recruits.	Spoken Jan. 3, 29° S. 24° W.	5. Great Britain.
18. Leopold, screw } Sept. 11	Kurrachee -	Portsmouth -	December 3	Artillery, and 98th Foot.	Sailed from Cape de Verds for Bombay, Dec. 19.	20. Indiana.
19. Gertrude - Nov. 13	Calcutta -	Gravesend -	" 5	E. I. Co.'s recruits -		13. Indomitable.
20. Stuart Wortley - } " 13	Ditto -	Ditto - -	" 13	Ditto - -	No account since sailing.	2. Ireland.
21. Lord Dalhousie - } " 13	Bombay -	Ditto - -	" 16	Ditto - -		3. Italian.
22. Nimrod - " 20	Calcutta -	Ditto - -	" 19	Ditto - -		26. Jason.
23. Argo, screw - Dec. 4	Madras -	Plymouth and Portsmouth.	" 22	68th Foot, and Artillery.	Sailed from Cape de Verds for Madras, Jan. 1.	18. Leopold.
24. Australasian, screw } Nov. 6	Ditto -	Portsmouth -	" 23	68th and 69th Foot -	Arrived at Cape de Verds Jan. 2.	21. Lord Dalhousie.
25. Salamanca - Dec. 17	Bombay -	Woolwich -	" 28	Artillery - -	No account since sailing.	7. Malabar.
26. Jason, screw " 28	Calcutta -	Gravesend and Plymouth.	1858 : January 13	Artillery and Drafts -	Sailed from Cape de Verds for Calcutta, Jan. 31.	14. Maria Soames.
27. United Service, screw } " 28	Bombay and Kurrachee.	Gravesend -	" 14	Drafts - -	Arrived at Cape de Verds from London, and was to sail about Feb. 3 for Bombay.	22. Nimrod.
28. York - " 28	Madras -	Ditto - -	" (Plymouth.) 19	Drafts, 69th Foot -	Sailed from Plymouth Jan. 19 for Calcutta.	11. Prince Albert.
29. Burlington - Jan. 4	Calcutta -	Ditto - -	" 22	E. I. Co.'s recruits -	No account since sailing.	15. Princess Charlotte.
30. Indiana, screw Feb. 17	Ditto -	- - -				25. Salamanca.
31. Akbar - Jan. 23	Ditto -	- - -				10. Southampton.
32. Vittoria - " 23	Ditto -	- - -				17. Statesman.
33. Antelope, screw Feb. 17	Bombay -	- - -				20. Stuart Wortley.
						27. United Service.
						12. Viscount Canning.
						32. Vittoria.
						28. York.

Corrected from "Lloyd's List" up to February 18, 1858.

Military Department, India Board.

Geo. A. Haleted, Secretary.

Appendix, No. 11.

REPORT.

THE Committee to whom was referred the petition of Ira Schofield and others, officers who served during the late war with the United States, beg leave to report : Appendix, No. 11.

That on the 27th June 1812, the United States of America declared war against Great Britain, at a time when she was struggling against the united power of all Europe, and when the only regular force at her disposal consisted of the 41st regiment of infantry, and a few companies of veterans and artillery, not exceeding in all 1,000 men above Montreal.

The entire population of Canada, both militia and Indians, came forward and tendered their services. Volunteer troops of cavalry, companies of artillery, and two flank companies of infantry from each regiment of militia, were organised in the shortest possible time, in the defence of a frontier of many thousand miles.

The Government of the United States had made the most extensive preparation for the conquest of Canada by concentrating their forces on the Detroit, Niagara, St. Lawrence, and Richelieu Rivers, the most accessible points on the boundary of the respective countries.

Appendix, No. 11.

The first campaign opened by invading Canada by the army of the west under General Hull, at Sandwich, in the western district, from whence he issued a proclamation extending protection to those who remained peaceably at home; extermination to every white man fighting by the side of an Indian, and indiscriminating desolation to the whole country.

The second invasion by the army of the centre under General VanRensselaer at Queens-  
ton, in the Niagara district.

The third at Frenchman's Creek, under Colonel Boerstler.

The fourth under General Smith, at Waterloo, near Fort Erie.

The fifth, by the army of the north under the command of General Dearborne, commander-in-chief, at Lacolle, near the boundary of Lower Canada. The first campaign ending by making prisoners of every man who landed on our soil, and capturing Michilimackinaw, Detroit, the Territory of Michigan, and the entire western portion of the United States.

In 1813, the second campaign opened by the invasions of Lower Canada by General Wilkison, commanding the army of the north, at the River Raisin in Michigan, York in the Lower District, Fort George in the Niagara District, Isle aux Noix, Chateauguy in Lower Canada, and Chrysler's Farm, ending in the defeat and making prisoners of General Winchester and army, Colonel Boerstler, Generals Chandler and Winder, and capturing Fort Niagara.

In 1814, the third campaign opened by the invasion of Lower Canada by the army of the north, under General Hampden, ending in repelling them at Lacolle Mills, in Lower Canada, Fort Erie in Upper Canada, Long Woods in the Western District, and capturing Prairie du Chien on the Mississippi River.

In addition to numerous engagements of lesser moment, fifty different actions are briefly recapitulated in the Appendix hereto, marked A.

Few instances are recorded where the inhabitants of any country evinced a greater degree of patriotism under the desolation in which the frontier was left by the contending armies.

His Royal Highness, in a despatch from London on the 13th January 1815, attributes the immediate preservation of the province and its future security to its inhabitants, Appendix B. Few, very few of the actors are now living, not exceeding, by the Adjutant-general's Return C., some 65 men; and in recalling their distinguished service at the eventful period above referred to, it has appeared to your Committee that the application they have made to your Honourable House soliciting an appeal on their behalf to Her Majesty, is deserving of respectful consideration, and your Committee accordingly recommend that an humble Address be presented to Her Majesty, soliciting that the surviving officers of the flank companies and provincial corps, may be placed upon the same footing as the late incorporated militia, who were similarly engaged in the defence of the country during the last war, and were rewarded by being placed upon half pay.

The whole nevertheless respectfully submitted.

*Wm. H. Merritt*, Chairman,  
With the unanimous consent of the Committee.

## APPENDIX.

Adjutant-General's Office, Toronto,  
8 June 1857.

Sir,

WITH reference to the information required by you as Chairman of the Committee on the petition of Ira Schofield, who served in active militia force which was called into the field for the defence of the province, and served during the war of 1812, 1813, and 1814, I am of opinion that the surviving officers of that force of the different grades, artillery, cavalry and infantry, in both provinces, do not exceed at the present day, over sixty-five, Lieutenant-Colonel de Salaberry and myself having had recourse to the best information on the subject.

I have, &c.

(signed) *D. Macdonell*,

Deputy Adjutant-General Militia, U. C.

The Hon. *Wm. H. Merritt*, M. P. P.,  
Legislative Assembly.

(Copy.)

EXTRACT from a Despatch of the Right Hon. Earl *Bathurst*, Principal Secretary of State for the War and Colonies, to His Excellency Sir *Gordon Drummond*, dated Downing-street, 13th January 1815.

"Nor is His Royal Highness insensible of the merits of the inhabitants of Upper Canada, or to the great assistance which the militia of the province afforded during the whole of the war; His Royal Highness trusts that you will express to them in adequate terms the high sense which he entertains of their services at having mainly contributed to the immediate preservation of the province and its future security."

(signed) *Bathurst*.

(A true copy.)  
(signed) *C. Foster*, Military Secretary.

SCHEDULE of ACTIONS in the WAR of 1812, 1813, and 1814.

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DATE.	No.	Point of Attack.	British Officers in Command.	British Force.	American Officers in Command.	American Forces.	REMARKS.
1812:							
July 12	1	Sandwich, U. C.	Major Muir	-	General Hull	2,500	First invasion of Canada. Landed near Sandwich from Detroit.
Ditto 17	2	Michilimacinae, U. S.	Captain Roberts, R.N.	45 men	Lieutenant Hawks	60	Garrison surrendered unconditionally.
18, 19, 20	3	River Canard, U. C.	Colonel St. George	300	Major Denny	1,000	Three attempts to cross the River Canard repulsed.
Aug. 4	4	Brown's Town, U. S.	Captain Hutton	50	Major Vauthorn	200	An important victory in its results.
Ditto 7, 8	5	Sandwich, U. C.	Colonel St. George	300 mil.	General Hull	2,500	Recrosses the Detroit River.
Ditto 9	6	Megnago, U. S.	-	500	Lieut.-colonel Miller	600	Seven actions.
Ditto 16	7	Detroit, U. S.	General Brock	700	General Hull	3,000	Gen. Hull and army surrender, with Fort Detroit, the territory of Michigan and western portion of the U. S. to Gen. Brock.
Oct. 13	8	Queenston Heights, U. C.	General Brock	400	General Wadsworth	1,000	Second invasion. General Brock killed by a rifle shot of the enemy.
Nov. 17	9	Odeltown and Lacolle, L. C.	Major De Salaberry	-	General Dearborne, Commander-in-Chief	10,000	Advanced upon Lower Canada, but retired without any decisive action. General Sheaffe resumes the battle. General Wadsworth and forces surrender.
Ditto 25	-	Fort Erie Batteries, U. C.	Major Ormsby	50	Captain King	60	Third invasion. Captain King, under the command of Colonel Boerstler, attacks batteries and Fort Erie, and surrenders to Colonel Bishop.
Ditto 27	-	Black Rock Batteries, U. S.	Lieut.-colonel Meyers	60	General Porter	200 & artil.	American Batteries at Black Rock dismantled.
Ditto 27	-	Fort Erie, U. C.	Lieut.-colonel Bishop	600	General Smith	3,000	Fourth invasion. General Smyth, of proclamation notoriety, attempts to cross the Niagara, but did not effect a landing.
		Lacolle, L. C.	-	-	General Wilkinson	-	Fifth invasion.
1813:							
Jan. 23	-	River Raisin, U. S.	Colonel Proctor	500	General Winchester	1,000	Sixth invasion. General Winchester surrendered to Colonel Proctor.
Feb. 23	-	Ogdensburgh, U. S.	Lieut.-col. McDonell	480	General Macomb	500	Americans retired. Munitions of war, shipping and barracks destroyed.
April 27	-	York (Toronto), U. C.	General Sheaffe	500	General Dearborne	2,500	Seventh invasion. General Sheaffe retires towards Kingston; town capitulates.
May 1	-	Miama, U. S.	Colonel Proctor	900	General Harrison	1,500	After a warm defence, Americans retire, so did Colonel Proctor.
Ditto 27	-	Sacket's Harbour, U.S.	Sir George Prevost	750	General Brown	2,500	After landing, Americans retire; British destroy arsenal and re-embark.
Ditto 27	-	Fort George, U. C.	General Vincent	600	General Dearborne	3,000	Eighth invasion. After opposing the landing of the enemy, General Vincent retires to Burlington.
June 5	-	Stoney Creek, U. C.	General Vincent	704	Generals Chandler and Winder.	3,550	Night attack; hard fighting; near one-fourth of troops engaged killed and wounded; two generals made prisoners; enemy retreat.
Ditto 17	-	Beech Woods, U. C.	Lieutenant Fitzgibbon	50	Lieut.-colonel Boerstler	700	Americans surrender, due to the gallant conduct of Fitzgibbon and hard fighting of Caughnawaga Indians of Lower Canada.

(continued)

ON EAST INDIA (TRANSPORT OF TROOPS).

SCHEDULE of Actions in the War of 1812, 1813, and 1814—continued.

DATE.	No.	Point of Attack.	British Officers in Command.	British Force.	American Officers in Command.	American Forces.	REMARKS.
1813—continued.							
July 4	-	Fort Schlosser, U. S.	Lieut.-colonel Thomas Clark.	100	No defence	-	Stores destroyed; provisions brought away.
Ditto	11	Black Rock, U. S.	Lieut.-colonel Bishop	240	General Porter	300	Enemy retired; barracks and stores destroyed; enemy rallied, and Lieut.-colonel Bishop was wounded, and died therefrom.
Ditto	18	Goose Creek, U. S.	Major Frenck	200	Not known	-	Captain Frier killed; an unfortunate affair.
August	2	Lower Sandusky, U. S.	General Proctor	391	Major Grogan	500	No impression made on American Fort; General Proctor retires to his shipping.
Ditto	24	Fort George, U. C.	Sir George Prevost	1,000	General Dearborne	4,000	Sir George Prevost makes a recognisance in the American lines.
Sept.	17	Isle aux Noix, L. C.	Major Taylor	250	-	-	This terminates in the garrison capturing two American schooners on Lake Champlain.
Ditto	20	Lake Erie	Com. Barclay	345	Com. Perry	580	The fleet surrenders to Com. Perry. In consequence of Barclay's defeat on Lake Erie, Proctor evacuates Det.
Ditto	26	Fort Detroit and Amherstburg, U. S.	General Proctor	830	-	-	Ninth invasion. Battle of Moravian Town; defeat of General Proctor.
Oct.	5	Moravian Town, U. C.	General Proctor	500	General Harrison	3,500	Gallant conduct of Tecumseh, who was killed.
Ditto	10	Ball's Farm	Gen. De Rottenburg	-	-	-	This action took place in the recovery of the army medicine chest at Cassel Choms. The success of this action is due to the Chippawa Indians under Black Bird.
Nov.	11	Chrysler's Farm or Fields, U. C.	Lieut.-col. Morrison, 89th.	800	Gens. Wilkinson and Covington.	3,000	Tenth invasion. Gen. Covington wounded and retires, leaving the field in possession of Capt. Murray. Gallant action. American army recrossed the river.
Ditto	23	Chateaugay River, L. C.	Colonel De Salaberry	300	General Hampden	3,000	After a repulse by Colonel De Salaberry, General Hampden retires.
Dec.	10	Town of Niagara, U. C.	Colonel Murray	100	General M'Clure	1,500	Gen. M'Clure burns the Tower, recrosses the river, leaving his tents and camp equipage behind.
Ditto	10	Town of Niagara, U. C.	Colonel Murray	375	-	-	Fort Niagara surrenders. Public stores to a large extent captured.
Ditto	18	Fort Niagara, U. S.	Colonel Murray	500	Captain Leonard	600	-
Ditto	19	Lewiston, Youngstown, and Manchester.	General Riall	500	Number not known	-	The entire frontier in U. S. between Lakes Erie and Ontario chiefly, including Black Rock, was burned by militia of W. District in return for the destruction of Niagara.
Ditto	30	Black Rock and Buffalo.	General Riall	1,000	General Hall	2,500	Made a slight defence.

O. S. 7.	1814:											
	Mar. 12	-	34	La Colle Mills	-	Major Hancock	-	500	General Wilkinson	-	4,000	Eleventh invasion. Being repulsed, retired to his own lines.
	May 10	-	35	Oswego	-	Lieut. Gen. Drummond	-	750	General Brown	-	3,000	British landed from their shipping, Gen. Brown retires, British demolish stores, &c. &c.
	July 3	-	36	Fort Erie	-	Major Buck	-	300	General Brown	-	5,000	Twelfth invasion. No defence, garrison surrendered.
	Ditto 5	-	37	Plains of Chippawa	-	General Riall	-	1,500	General Brown	-	5,000	Gen. Riall, after attacking enemy, retired within his own fortifications; severe action.
				38	-	Colonel —	-	-	General Brown	-	-	Gen. Shaft, U. S. Militia on — a number of sharp engagements Queenston, St. David's, Stamford, &c. Retreat from Fort St. George to Chippawa.
	Ditto 25	-	38	Lundy's Lane	-	Lieut. Gen. Drummond	-	2,800	General Brown	-	6,000	After a well fought battle, Americans were repulsed and retreat up Niagara River.
	Ditto 27	-	39	Michilimacinae	-	Lieut. Col. McDonald	-	100	Major Groghan	-	-	After landing, enemy are repulsed and retire to shipping.
	Ditto 27	-	40	Prairie du Chien	-	Lt. Col. McKay, J. Day	-	650	No defence.	-	-	
	Ditto 29	-	41	Plattsburg	-	Colonel Murray	-	1,000	General Moore	-	1,500	Enemy retire and Colonel Murray succeeds in his enterprise of destroying stores, shipping, &c.
Aug. 5	-	42	Conjocela Creek	-	Lieut. Col. Tucker	-	400	Major Morgan	-	400	Lieutenant Colonel Tucker returns to quarters without effecting anything.	
M. M. 2	Ditto 12	-	43	Lake Erie	-	Captain Dobbs	-	75	Lieut. Conklin, Navy	-	200	Captain Dobbs, R. N., captured two war schooners, Somers and Ohio.
	Ditto 15	-	44	Fort Erie	-	Lt. Gen. Drummond	-	1,000	General Gaines	-	3,000	Lieutenant Colonel Drummond repulsed and retreats to batteries.
	Sept. 7	-	45	Michilimacinae	-	Lieut. Wolsey, R. N.	-	-	-	-	-	Lt. Wolsey, R. N., captures two American schooners, Lake Michigan.
	Ditto 19	-	46	Brit. Batt. Fort Erie	-	General De Watteville	-	1,000	General Brown	-	2,500	General Brown acquires possession of British Batteries, and General De Watteville recovers them.
	Oct. 25	-	48	Lyon's Creek	-	Colonel Murray	-	650	General Bissell	-	1,100	After a little sharp shooting, General Bissell retires.
	Dec. 10	-	49	River Thames	-	Captain Basden	-	250	General McArthur	-	800	Thirteenth invasion. Long Woods, W. District. Invaders retire.
	Ditto 31	-	50	Fort Erie	-	-	-	-	General Izzard	-	8,000	General Izzard having reinforced General Brown's force to 8,000 at Fort Erie, retired to his own territory for winter quarters.
					-	Sir George Prévost, Com.-in-Chief.	-	12,000	-	-	-	Sir George Prévost, Commander-in-Chief of the British forces, with 12,000 men, the flower of the British army, attempted a demonstration upon Plattsburg, U. S. which unfortunately eventuated in the loss of our fleet on Lake Champlain, and loss of the gallant Downie killed. Our faithful Indian allies are not enumerated, but to their bravery is the successful defence of Canada to be attributed, in common with the militia and regular forces with whom they were allies. It will be seen by this statement that different invasions were made, and fifty actions fought during 1812-13-14, and at the peace of January 1815, not an acre of her soil was in possession of her invaders.

Appendix, No. 12.

A RETURN of the NAMES of TRANSPORTS taken up for India (Steamers and Sailing Vessels), their Tonnage, Horse Power, the Number of Men each carried, Rate of Passage Money, Date of Sailing, and Date of Arrival, as far as is known; showing the Number of Days occupied in the Passage by each Ship, and the Average Length of the Passages to each Port or Presidency.

FOR WHAT SERVICE ENGAGED.	NAME OF SHIP.	Whether Steam or Sailing Vessel.	Tonnage.	Horse Power.	Date of Engagement.	Number of Men.	Rate per Head.	Date of Sailing.	Date of Arrival.	Number of Days from Port to Port.	Average Number of Days.
Her Majesty's Regiments :	FOR CALCUTTA :				1857 :		£. s. d	1857 :	1857 :		
For passage, &c. of the 84th Regiment, 42d Regiment, 54th Regiment, 2d Battalion Rifle Brigade, 328 men Horse Artillery, and 580 men Foot Artillery -	Scotland - - - -	Steamer -	1,150	150	24 July -	300	39 - -	6 Aug. -	7 Nov. -	93	Average of nine steamers, 82½
	Sydney - - - -	- ditto -	1,391	300	24 " -	288	43 15 -	14 " -	23 Oct. -	70	
	Australian - - - -	- ditto -	1,391	300	24 " -	290	43 15 -	15 " -	1 Nov. -	78	
	Lady Jocelyn - - - -	- ditto -	2,242	300	24 " -	732	49 - -	6 " -	1 " -	87	
	Golden Fleece - - - -	- ditto -	2,768	300	24 " -	901	49 - -	8 " -	15 Oct. -	68	
	Victoria - - - -	- ditto -	1,877	450	24 " -	408	43 15 -	14 " -	6 Nov. -	84	
For passage, &c. of 1st Dragoon Guards	City of Manchester - - - -	- ditto -	1,906	350	10 Aug. -	658	49 - -	26 " -	8 " -	74	
For passage, &c. of a Field Battery of Artillery.	Viscount Canning - - - -	- ditto -	780	180	3 Oct. -	186	45 - -	21 Oct. -	1858 : 16 Jan. -	87	
For passage, &c. of 1 Troop Horse Artillery, and 2 Field Batteries.	Hydaspes - - - -	- ditto -	2,250	300	15 Aug. -	607	49 - -	19 Sept. -	1857 : 28 Dec. -	100	
For passage, &c. of Detachments and Drafts, Her Majesty's Service -	Sarah Sands - - - -	- ditto -	1,300	200	1 " -	354	40 - -	15 Aug. -	burnt, off Mauritius, 12 Nov. 1857.		
	Argo - - - -	- ditto -	2,300	300	4 Dec. -	777	36 - -	19 Dec. -	arrival not reported.		
	Jason - - - -	- ditto -	2,700	375	29 " -	1,007	36 - -	1858 : 13 Jan. -	ditto.		
			Tonnage.								
For passage, &c. of the 2d Dragoon Guards -	Monarch - - - -	Sailing	1,282		9 June -	352	11 14 8	26 July -	24 Nov. -	121	Average of 22 ships, 116½
	Blenheim - - - -	- ditto -	1,313		9 " -	233	12 5 -	26 " -	26 " -	123	
For passage, &c. of the 3d Battalion Rifles and 88th Regiment -	Cambodia - - - -	- ditto -	914		9 " -	207	11 11 -	19 " -	30 " -	134	
	Surrey - - - -	- ditto -	1,089		9 " -	339	12 2 6	16 " -	31 Oct. -	107	
	Calabar - - - -	- ditto -	754		9 " -	222	12 4 6	18 " -	24 Nov. -	120	
	Aliquis - - - -	- ditto -	1,247		9 " -	377	12 5 9	26 " -	24 " -	121	
	Sutlej - - - -	- ditto -	1,150		9 " -	265	12 9 -	22 " -	6 " -	107	
	Ulysses - - - -	- ditto -	934		9 " -	288	12 9 6	10 " -	30 Oct. -	112	
For passage, &c. of the 97th Regiment and 20th Regiment -	Barham - - - -	- ditto -	1,146		9 " -	124	12 19 -	2 " -	8 Nov. -	120	
	James Baines - - - -	- ditto -	2,275		24 July -	996	25 - -	8 Aug. -	19 " -	103	
	Champion of the Seas - - - -	- ditto -	2,237		24 " -	997	25 - -	8 " -	17 " -	101	
For passage, &c. of the 7th Hussars -	Lightning - - - -	- ditto -	2,090		10 Aug. -	654	26 - -	27 " -	23 " -	88	

For passage, &c. of Detachments and Drafts, Her Majesty's Service -	Octavia - - - - ditto -	1,055	20 May -	231	11 11 -	25 July -	16 Nov. -	114	
	Cressy - - - - ditto -	720	29 " -	217	11 15 6	11 " -	17 " -	129	
	Bucephalus - - - ditto -	985	29 " -	219	11 19 6	1 " -	25 Oct. -	115	
	Ellenborough - - ditto -	1,031	29 " -	218	12 16 -	11 " -	23 Nov. -	135	
	Agamemnon - - - ditto -	1,430	27 June -	250	12 19 -	11 Aug. -	16 " -	97	
	George Marshall - - - ditto -	1,361	2 Nov. -	450	14 8 8	16 Nov. -	Arrival not reported.		
East India Company's Service :									
For passage, &c. of Recruits, East India Company's Service	Nile - - - - ditto -	1,182	8 May -	102	11 14 -	10 June -	4 Oct. -	116	
	Amazon - - - - ditto -	791	8 " -	238	11 17 -	10 " -	5 " -	117	
	Areta - - - - ditto -	678	29 " -	214	12 5 -	18 " -	23 " -	129	
	Adelaide - - - - ditto -	640	22 June -	212	12 17 -	10 July -	5 Nov. -	118	
	Sir Robert Sale - - - ditto -	741	27 " -	285	12 14 9	30 " -	23 " -	116	
	Maria Soames - - - ditto -	785	9 Oct. -	230	12 9 -	14 Nov. -	Arrival not reported.		
	Statesman - - - - ditto -	874	30 " -	188	11 18 8	17 " -	Arrival not reported.		
	Gertrude - - - - ditto -	948	13 Nov. -	349	11 9 6	5 Dec. -	Arrival not reported.		
	Nimrod - - - - ditto -	893	20 " -	245	11 2 5	19 " -	Arrival not reported.		
	Stuart Wortley - - - ditto -	891	20 " -	249	13 14 6	13 " -	Arrival not reported.		
1858 :									
	Burlington - - - - ditto -	778	4 Jan. -	300	11 12 6	22 Jan. -			
	Vittoria - - - - ditto -	848	23 " -	292	13 12 6	25 Feb. -			
	Akbar - - - - ditto -	819	23 " -		11 9 5	27 " -			
Her Majesty's Regiments :									
FOR MADRAS :									
For passage, &c. of the 66th Regiment and 44th Regiment - - - -	Queen of the South - - - Steamer -	2,250	300	10 Aug. -	732	49 - -	30 Aug. -	1 Dec. -	93
	Khersonese - - - - ditto -	1,273	200	10 " -	544	49 - -	30 " -	26 Nov. -	88
For passage, &c. of 1 Field Battery, 1 Company of Artillery, and Drafts.	Indomitable - - - - ditto -	1,160	80	27 Oct. -	360	25 - -	13 Nov. -	Arrival not reported.	
For passage, &c. of the 68th Regiment -	Australasian - - - - ditto -	2,760	700	6 Nov. -	453	30 - -	25 Dec. -	Arrival not reported.	
Tonnage.									
For passage, &c. of Detachments, Her Majesty's Service - - - -	Hersilia - - - - Sailing -	623		10 Aug. -	258	16 12 -	27 Aug. -	12 Jan. -	138
	Gloriana - - - - ditto -	1,057		22 " -	220	18 15 -	9 Sept. -	12 " -	125
East India Company's Service :	York - - - - ditto -	939		29 Dec. -	163	13 7 5	9 Jan. -	Arrival not reported.	
For passage, &c. of Recruits, East India Company's Service - - - -	Malabar - - - - ditto -	647		11 Sept. -	132	13 9 -	13 Oct. -	Arrival not reported.	
	Bengal - - - - ditto -	582		11 " -	212	13 18 3	12 " -	Arrival not reported.	

{ Average of 2 steamers, 90½.

{ Average of 2 ships, 131½.

(continued)

RETURN of the Names of Transports taken up for India, &c.—continued.

FOR WHAT SERVICE ENGAGED.	NAME OF SHIP.	Whether Steam or Sailing Vessel.	Tonnage.	Horse Power.	Date of Engagement.	Number of Men.	Rate per Head.	Date of Sailing.	Date of Arrival.	Number of Days from Port to Port.	Average Number of Days.
<b>Her Majesty's Regiments:</b>		<b>For BOMBAY:</b>			1857:		£. s. d.	1857:	1857:		
For passage, &c. of the 72d Regiment	Scotia	Steamer	1,020	300	18 Aug.	326	38 - -	4 Sept.	10 Dec.	97	Average of 5 steamers, 76½.
For passage, &c. of the 8th Hussars, 17th Lancers, and 18th Regiment	Great Britain	ditto	3,209	500	11 Sept.	1,057	49 - -	8 Oct.	17 "	70	
	Princess Charlotte	ditto	2,200	360	11 "	703	45 - -	14 Nov.	- "	-	
For passage, &c. of the 51st Regiment	Italian	ditto	784	180	11 "	201	45 - -	25 Sept.	3 Dec.	69	
	Calcutta	ditto	2,245	-	18 "	803	49 - -	11 Oct.	29 "	79	
For passage, &c. of Artillery and Detachments.	Prince Albert	ditto	2,000	400	22 Aug.	482	44 18 9	22 "	28 "	67	
For passage, &c. of Detachments, Her Majesty's Service.	United Service	ditto	903	300	29 Dec.	334	35 - -	14 Jan.	Arrival not reported.		
			Tonnage.								
For passage, &c. of the 3d Dragoon Guards and 290 men Royal Artillery	Forerunner	Sailing	618		24 July	251	17 10 -	4 Aug.	8 Dec.	126	Average of 9 ships, 118½.
	Warrior Queen	ditto	988		24 "	360	17 17 7	6 "	1 "	117	
	Genghis Khan	ditto	1,306		24 "	400	18 19 -	10 "	10 Nov.	92	
For passage, &c. of the 72d Regiment	Matilda Atheling	ditto	714		13 Aug.	296	16 8 10	28 "	5 Jan.	130	
	Waterloo	ditto	898		10 "	300	18 19 6	27 "	17 "	143	
For passage, &c. of the 56th Regiment, and Drafts, Her Majesty's Service	Southampton	ditto	971		10 "	354	19 15 -	24 "	24 Dec.	122	
	Sedgmoor	ditto	965		10 "	354	19 8 -	29 "	28 "	121	
For passage, &c., of Detachments, Her Majesty's Service.	Salamanca	ditto	981		18 Dec.	372	11 7 -	30 Dec.	Arrival not reported		
<b>East India Company's Service:</b>											
For passage, &c. of Recruits, East India Company's Service	Vernon	ditto	995		24 July	204	14 19 -	20 Aug.	12 Dec.	114	
	Gosforth	ditto	800		24 Aug.	352	13 19 6	20 Sept.	29 "	100	
	Lord Dalhousie	ditto	786		13 Nov.	186	11 8 5	15 Dec.	Arrival not reported		
			Tonnage.	Horse Power.							
<b>Her Majesty's Regiments:</b>		<b>For KURRACHEE:</b>							1858:		
For passage, &c. of the 7th Dragoon Guards, and Detachments, Her Majesty's Service.	Southampton	Steamer	2,190	400	3 Sept.	627	45 - -	16 Oct.	12 Jan.	88	Average of 3 steamers, 91.
For passage, &c., of the 98th Regiment	Bahiana	ditto	1,130	300	11 "	423	45 - -	5 "	2 "	89	
	Ireland	ditto	1,150	150	11 "	301	43 - -	24 Sept.	29 Dec.	96	
For passage, &c. of the 94th Regiment, 1 Field Battery, and 2 Companies of Artillery	Austria	ditto	2,190	400	11 "	- - Agreement cancelled; men sent overland, and arrived 13 January 1858, in 37 days.					
	Leopold	ditto	2,000	360	11 "	603	45 - -	2 Dec.	Arrival not reported.		



027.

				Tonnage.							
For passage, &c. of the 7th Regiment	Sir George Seymour	-	Sailing	850		9 June -	227	12 18 8	15 July -	23 Nov. -	131
	Seringapatam	-	- ditto -	870		9 " -	218	12 19 -	21 " -	28 " -	130
	Ramilies	-	- ditto -	740		9 " -	213	13 2 6	22 " -	22 " -	123
	Owen Glendower	-	- ditto -	989		9 " -	263	13 12 6	22 " -	24 " -	125
For passage, &c. of 2 Field Batteries, and Detachments, Her Majesty's Service	Alipore	-	- ditto -	811		13 Aug. -	273	18 - -	2 Sept. -	8 Jan. -	128
	Athletoe	-	- ditto -	1,056		13 " -	185	18 9 -	2 " -	31 Dec. -	120
For passage, &c. of Detachments and Drafts, Her Majesty's Service	Bombay	-	- ditto -	1,279		29 May -	348	11 10 6	22 July -	28 Nov. -	129
	Albuera	-	- ditto -	887		29 " -	227	12 5 6	22 " -	24 " -	125
	Castle Eden	-	- ditto -	930		2 July -	234	15 8 4	18 " -	12 Dec. -	147
	Roman Emperor	-	- ditto -	793		2 " -	193	14 12 6	18 " -	17 Nov. -	122
For CEYLON, to await orders as to Port of Disembarkation:											
				Tonnage.	Horse Power.						
For passage, &c. of the 1st Battalion 1st Foot, 3d Battalion 60th Rifles, 38th Regiment, and 79th Regiment	Carthage	-	Steamer	1,003	180	10 July -	198	19 - -	2 Aug. -	13 Oct. -	72
	Thebes	-	- ditto -	1,003	180	10 " -	198	19 - -	31 July -	3 " -	64
	Caledonia	-	- ditto -	998	150	10 " -	360	29 10 -	26 " -	8 " -	74
	John Bell	-	- ditto -	1,050	240	10 " -	390	30 15 -	5 Aug. -	29 " -	85
	United Kingdom	-	- ditto -	1,066	300	10 " -	390	30 15 -	4 " -	20 " -	77
	Robert Lowe	-	- ditto -	1,225	100	10 " -	420	34 - -	28 July -	23 " -	87
				Tonnage.							
For passage, &c. of the 19th Regiment	Defiance	-	Sailing	954		10 " -	404	15 15 -	5 Aug. -	5 Nov. at Madras.	92
	Louisiana	-	- ditto -	1,264		10 " -	432	16 16 9	2 " -	5 Nov. -	95
	Liverpool	-	- ditto -	1,454		10 " -	462	16 18 9	8 " -	23 " -	107
	Tyburnia	-	- ditto -	1,012		10 " -	402	16 18 10	9 " -	9 " -	92
	Walmer Castle	-	- ditto -	1,064		10 " -	402	16 9 -	1 " -	31 Oct. Madras.	91
	Ballarat	-	- ditto -	713		10 " -	277	18 19 6	15 " -	4 Nov. -	81
For passage, &c. of the 19th Regiment	Sussex	-	- ditto -	959		17 " -	348	21 9 9	7 " -	29 Oct. -	83
	Whirlwind	-	- ditto -	1,003		10 " -	340	17 8 10	30 July -	29 " -	91
	Merchantman	-	- ditto -	1,018		10 " -	340	17 8 10	24 " -	15 " -	83
	William Hammond	-	- ditto -	683		10 " -	290	17 9 4	24 " -	29 " -	97
	Alnwick Castle	-	- ditto -	1,057		10 " -	402	18 9 -	23 " -	28 " -	97

Average of 10 ships, 128.

Average of 6 steamers, 76½.

Average of 11 ships, 91½.

ON EAST INDIA (TRANSPORT OF TROOPS).

East India House, Marine Department,  
27 February 1858.

J. C. Mason.

279

## Appendix, No. 13.

RETURN of Troops of Her Majesty's Service sent to *India* by the Overland Route, via *Egypt*, to the close of February 1858.

REGIMENT, OR DETACHMENT.	STEAMER.	Number of Officers and Men Embarked.		Where and When Embarked.	Destination.	Date of Arrival.	No. of Days.	
		Officers	Men.					
Part of 57th Foot -	‡ Ripon, P. & O. S. N. Co.	9	200	Malta, 1 October - -	Aden - - -	13 October, P. and O. Steamer "Alma."	12	
Royal Engineers, 4th and 11th Companies.	† Sultan, P. & O. S. N. Co.	6	118	Southampton, 2 October -	1 Company to Kurrachee, via Bombay.	6 Nov. at Bombay, P. and O. Steamer "Nubia."	35	
		7	117	" "	1 Company to Calcutta.	12 November, P. and O. Steamer "Pekin."	41	
Artillery, 6th and 8th Companies.	† Australasian -	12	221	Southampton, 12 October	Calcutta - -	5 December, P. and O. Steamer    "Hindustan,"	54	
Royal Engineers, 10th and 21st Companies.	† Dutchman, P. & O. S. N. Co.	6	122	Chatham, 14 October -	1 Company to Kurrachee, via Bombay.	23 Nov., at Bombay, P. and O. Steamer "Pottinger."	40	
		§ 5	122	" "	1 Company to Galle	26 November, P. and O. Steamer "Hindustan,"	43	
		1	-	" "	Calcutta - -	5 December, P. and O. Steamer "Hindustan."	52	
Part of 69th Foot -	† Tamar, R. M. S. P. Co.	14	281	Southampton, 11 November	Madras - -	15 December, at Galle, disembarked Troops.	34	
Ditto - ditto -	† Sultan, P. & O. S. N. Co.	14	251	Plymouth, 17 November	Madras - -	26 December, P. and O. Steamer "Bengal."	39	
Ditto - ditto -	† Euxine - -	* 11	225	Plymouth, 2 December -	Madras - -	9 February, P. and O. Steamer "Candia."	69	
Artillery (Foot) -	‡ Indus, P. & O. S. N. Co.	* 2	40	Southampton, 4 December	Madras - -	9 February, P. and O. Steamer "Candia."	67	
		1	40	" "	Bombay - -	6 January, P. and O. Steamer "Pekin."	33	
94th Foot - - -	† Abeona, P. & O. S. N. Co.	32	831	Plymouth, 8 December -	Kurrachee - -	14 January, P. and O. Steamer "Oriental."	37	
71st Foot, from Malta	H. M. S. Vulture -	25	836	10 Jan.	Per "Punjab," I. N., 20 Jan.	Bombay - -	7 February - -	{ 18 16
				17 Jan.				
92d Foot, from Gibraltar.	H. M. S. Urgent -	31	793	- -	Per "Oriental," P. & O. Vessel, 17 February.	Bombay.		
Drafts for various Regiments in India.	† Pera, P. & O. S. N. Co.	5	226	Southampton, 4 February	Madras.			
Drafts (92d Foot) -	‡ Ripon, P. & O. S. N. Co.	8	234	Southampton, 11 February	Bombay.			
Drafts for various Regiments in India.	† Sultan - -	10	237	Southampton, 24 February	Bombay.			
	TOTAL - -	199	4,894					

Of the preceding total number of officers and men, there have arrived in India 145 officers and 3,404 men.

\* Owing to an accident to the Peninsular and Oriental Company's steamer "Alma," they were embarked on the East India Company's steamer "Ajda," which, proving leaky, returned to Aden; they were afterwards embarked on the P. and O. Company's steamer "Candia," for Madras.

† Screw steamers.

‡ Paddle steamers.

§ This Company was intended for Calcutta, when "Hindustan" arrived at Galle (en route to Calcutta). Orders from the Indian Government were waiting for the Company to be sent on to China; the men were therefore disembarked at Galle for transmission to China.

|| Were to have been sent on per steamer "Emens," but in consequence of that vessel grounding in the Red Sea, they were taken on by the Peninsular and Oriental Company's steamer "Hindustan."

East India House, Marine Department, 13 March 1858.

J. C. Mason.

## Appendix, No. 14.

STATEMENT of the REGIMENTS, TROOPS, and DETACHMENTS (or Drafts) of CAVALRY, INFANTRY, and ARTILLERY of Her Majesty's Service, and of RECRUITS for the East India Company's Service, transported by the Company to the Presidencies and Ports of *India* by Sailing Ships or Steam Vessels, or by the Overland Route, *viâ* Egypt, between the Month of June 1857 and February 1858, both inclusive; specifying the NAMES of the several VESSELS, the DATES of the DEPARTURE of each from the Port of Embarkation, the DATES of ARRIVAL in *India*, and the Number of Days occupied in the Passage of each Vessel from Port to Port.

Marine Department, East India House, }  
13 March 1858.

J. C. Mason.

The RELIEFS and REINFORCEMENTS of Her Majesty's Army, and the Recruits for the East India Company's European Regiments despatched to *India* by Sailing Vessels, Steam Vessels, or by the Overland Route, from June 1857 (inclusive) to the end of February 1858, as hereafter detailed under separate Heads, consisted of—

7 Regiments of Cavalry (including two Relief Regiments).  
26 Regiments of Infantry (including four Relief Regiments).  
4 Troops of Royal Horse Artillery.  
7 Field Batteries, and  
11 Companies of Royal Artillery, and  
4 Companies of Royal Engineers; besides  
7,212 Drafts for Her Majesty's Regiments already in *India*, or on the way thither; and  
4,583 Recruits for the East India Company's Service in *India*.

HER MAJESTY'S REGIMENTS AND TROOPS; CAVALRY, INFANTRY, ARTILLERY,  
AND ENGINEERS.

RELIEFS under Orders for *India*, and despatched hence with reference to their Arrival there at the most favourable Season for the Health of the Troops.

REGIMENTS.	Ships or Steamers.	Officers.	Men.	Sailed.	Arrived.	Number of Days.
<b>CALCUTTA:</b>						
<b>RELIEFS:</b>						
2d Dragoon Guards - - - (20 Officers, 582 Men.)	Blenheim - - -	12	331	26 July 1857	26 Nov. - 1857	123
	Monarch - - -	7	250	26 " -	24 " -	121
	(Ellenborough) - -	1	1	11 " -	23 " -	135
88th Foot - - - - (50 Officers, 953 Men.)	Ulysses - - - -	10	288	10 " -	30 Oct. -	112
	Surrey - - - -	15	339	16 " -	31 " -	107
	Calabar - - - -	7	223	18 " -	24 Nov. -	129
	Cambodia - - - -	10	97	19 " -	30 " -	134
	(Blenheim) - - -	4	2	26 " -	26 " -	123
	(Monarch) - - -	4	5	26 " -	24 " -	121
Rifle Brigade, 3d Battalion' (41 Officers, 964 Men.)	Barham - - - -	7	124	2 " -	8 " -	129
	Cressy - - - -	6	198	11 " -	17 " -	129
	Sutlej - - - -	16	265	22 " -	6 " -	107
	Alquis - - - -	12	377	26 " -	24 " -	121

## APPENDIX TO REPORT FROM SELECT COMMITTEE.

REGIMENTS.	Ships or Steamers.	Officers.	Men.	Sailed.	Arrived.	Number of Days.
<b>BOMBAY:</b>						
RELIEFS— <i>continued.</i>						
3d Dragoon Guards - - (25 Officers; 614 Men.)	Forerunner - - -	7	251	4 Aug. 1857	8 Dec. - 1857	126
	Ghenghis Khan - - (Warrior Queen)	16	289	10 " -	10 Nov. -	92
		2	74	6 " -	1 Dec. -	117
<b>KURRACHEE:</b>						
7th Foot - - - (52 Officers, 977 Men.)	Sir George Seymour - -	9	227	15 July -	23 Nov. -	131
	Seringapatam - - -	16	218	21 " -	28 " -	130
	Ramilies - - -	11	212	22 " -	22 " -	123
	Owen Glendower - - (Castle Eden)	14	263	22 " -	24 " -	125
		2	57	18 " -	12 December -	147
<b>CEYLON, for Orders to be given by the Government of India:</b>						
60th Rifles, 3d Battalion - (39 Officers, 1,029 Men.)	Liverpool - - -	17	462	8 Aug. -	23 Nov. -	107
	Tyburnia - - -	9	260	9 " -	4 " -	87
	Ballarat - - -	11	194	15 " -	4 " -	81
	Defiance - - -	2	98	4 " -	-- Did not call at Galle; arrived at Madras, 5 Nov.	93
Sent on to Madras; arrived during November.						
	S.S. John Bell - - -	-	3	5 " -	29 Oct. -	85
	Sussex - - -	-	12	7 " -	29 " -	83

## FIRST Requisition of the Court of Directors of the East India Company for Additional Troops, complied with 1st July 1857.

<b>CEYLON, for Orders to be given by the Government of India:</b>						
1st Division—Additional Troops:						
1st Foot, 1st Battalion - (47 Officers, 1,095 Men.)	S.S. Caledonia - - -	15	360	26 July 1857	8 Oct. - 1857	74
	S.S. Robert Lowe - -	18	420	28 " -	23 " -	87
	Defiance - - -	6	308	4 Aug. -	-- Did not call at Ceylon; arrived at Madras, 5 Nov.	93
Sent on to Madras; arrived during November.						
	S.S. Carthage - - -	3	3	2 " -	13 " -	72
	S.S. United Kingdom - -	3	3	5 " -	20 " -	76
	S.S. John Bell - - -	2	1	5 " -	29 Oct. -	85
19th Foot - - - (45 Officers, 1,006 Men.)	Alnwick Castle - - -	20	402	23 July -	-- Did not call at Ceylon; arrived at Calcutta, 15 Nov.	115
	Merchantman - - -	12	340	24 " -	9 Nov. -	108
	Whirlwind - - - (William Hammond)	10	264	30 " -	29 Oct. -	91
Sent on to Calcutta; arrived during November.						
	(Candia P. & O. vessel)	1	-	24 " -	30 " -	98
		2	-	15 Aug. -	25 " -	71
38th Foot - - - (45 Officers, 1,008 Men.)	S.S. Thebes - - -	11	198	31 July -	3 Oct. -	64
	S.S. Carthage - - -	9	195	2 Aug. -	13 " -	72
	S.S. United Kingdom - -	11	229	5 " -	20 " -	76
	S.S. John Bell - - -	14	386	5 " -	29 " -	85
Sent on to Calcutta; arrived during November.						
7th Foot - - - (45 Officers, 976 Men.)	Walmer Castle - - -	18	402	1 " -	1 Nov. -	92
	Louisiana - - -	18	432	2 " -	5 " -	95
	Tyburnia - - -	9	142	9 " -	4 " -	87

## SECOND Requisition of the Court of Directors of the East India Company for Additional Troops, complied with 17th July 1857.

<b>CALCUTTA:</b>						
2d Division—Additional Troops:						
20th Foot - - - (37 Officers, 818 Men.)	Champion of the Seas - -	32	817	8 Aug. 1857	17 Nov. 1857	101
	Lightning - - -	1	1	27 " -	23 " -	88
	Candia (P. & O. vessel) -	4	-	15 " -	5 " -	82
34th Foot - - - (38 Officers, 757 Men.)	S.S. Golden Fleece - - -	29	757	8 " -	15 Oct. -	68
	Candia (P. & O. vessel) -	9	-	15 " -	5 " -	82
	Whirlwind - - -	3	76	30 July -	-- Disembarked troops at Galle in October.	
42d Foot - - - (40 Officers, 877 Men.)	Champion of the Seas - -	3	180	8 Aug. -	17 Nov. -	101
	James Baines - - -	5	178	8 " -	19 " -	103
	S.S. Golden Fleece - - -	4	144	8 " -	15 Oct. -	68
	S.S. Australian - - -	16	290	15 " -	1 Nov. -	78
	Lightning - - -	1	1	27 " -	23 " -	88
	Candia (P. & O. vessel) -	8	8	15 " -	5 " -	82

REGIMENTS.	Ships or Steamers.	Officers.	Men.	Sailed.	Arrived.	Number of Days.
<b>CALCUTTA—continued.</b>						
2d Division—Additional Troops—continued.						
54th Foot - - - - - (38 Officers, 857 Men.)	S.S. Lady Jocelyn - -	18	352	6 Aug. 1857	1 Nov. - 1857	87
	S.S. Sarah Sands - -	14	354	15 " -	- - Burnt 12 Nov; arrived at Mauritius 21 Nov. (all saved).	
97th Foot - - - - - (39 Officers, 818 Men.)	S.S. City of Manchester	6	151	26 " -	8 Nov. - 1857	74
	James Baines - - -	36	818	8 " -	19 " -	103
	Candia (P. & O. vessel) -	3	-	15 " -	5 " -	82
2 Troops Horse Artillery - (15 Officers 324 Men.)	S.S. Scotland - - -	13	300	6 " -	7 " -	93
	S.S. Lady Jocelyn - -	2	24	6 " -	1 " -	87
2 Companies Foot Artillery (12 Officers, 288 Men.)	S.S. Sydney - - -	12	288	14 " -	23 Oct. -	70
<b>MADRAS:</b>						
2 Companies Foot Artillery (14 Officers, 286 Men.)	S.S. Victoria - - -	14	286	14 " -	6 Nov. - -	84
<b>BOMBAY:</b>						
2 Companies Foot Artillery (11 Officers, 286 Men.)	Warrior Queen - - -	11	286	6 " -	1 Dec. - -	117
<b>CEYLON, for Orders to be given by the Government of India :</b>						
Rifle Brigade, 2d Battalion (37 Officers, 858 Men.) Sent on to Calcutta; arrived during November.	S.S. United Kingdom - -	6	153	5 " -	20 Oct. - -	76
	S.S. Lady Jocelyn - -	14	356	6 " -	- - Did not call at Ceylon; arrived at Calcutta, 1st November.	87
	Sussex - - - - -	17	336	7 " -	29 Oct. - 1857	83
	Ballarat - - - - -	8	8	15 " -	4 Nov. - -	81

THIRD Requisition of the Court of Directors of the East India Company for Additional Troops, complied with 5 August 1857.

<b>CALCUTTA:</b>						
3d Division—Additional Troops:						
1st Dragoon Guards - - (24 Officers, 507 Men.)	S.S. City of Manchester	23	507	26 Aug. 1857	8 Nov. - 1857	74
	Lightning - - - -	1	-	27 " -	23 " -	88
7th Hussars - - - - - (22 Officers, 511 Men.)	Lightning - - - -	22	511	27 " -	23 " -	86
<b>MADRAS:</b>						
44th Foot - - - - - (33 Officers, 802 Men.)	Hersilia - - - - -	14	258	27 " -	12 Jan. - 1858	138
	S.S. Kersonese - - -	19	544	30 " -	26 Nov. - 1857	88
66th Foot - - - - - (38 Officers, 855 Men.)	S.S. Queen of the South -	28	732	30 " -	1 Dec. - -	93
	Gloriana - - - - -	10	123	9 Sept. -	12 Jan. - 1858	125
<b>BOMBAY:</b>						
56th Foot - - - - - (31 Officers, 730 Men.)	Southampton - - -	14	354	24 Aug. -	24 Dec. - 1857	122
	Waterloo - - - - -	15	300	29 " -	17 Jan. - 1858	141
	Ballarat - - - - -	2	76	15 " -	- - Transhipped to H.M.S. "Simoom" at Galle, for conveyance to Bombay in November.	
72d Foot - - - - - (39 Officers, 886 Men.)	Matilda Atheling - -	14	296	28 " -	5 Jan. - 1858	130
	S.S. Scotia - - - - -	15	327	9 Sept. -	10 Dec. - 1857	92
	S.S. Prince Albert - -	10	263	22 Oct. -	28 " - -	67
<b>KURRACHEE:</b>						
2 Field Batteries of Artillery (16 Officers, 393 Men.)	Alipore, 1 Battery - -	10	208	2 Sept. -	8 Jan. - 1858	128
	Athletæ, 1 Battery - -	6	185	2 " -	31 Dec. - 1857	120
<b>CEYLON, for Orders to be given by the Government of India :</b>						
1 Troop of Artillery - - (10 Officers, 227 Men.)	S.S. Hydaspes - - -	10	227	19 " -	14 " -	86
2 Field Batteries of Artillery (14 Officers, 380 Men.) Sent on to Calcutta; arrived during December.	S.S. Hydaspes - - -	14	380	19 " -	14 " -	86

FOURTH Requisition of the Court of Directors of the East India Company for Additional Troops, complied with 7 September 1857.

REGIMENTS.	Ships or Steamers.	Officers.	Men.	Sailed.	Arrived.	Number of Days.
<b>CALCUTTA:</b>						
4th Division—Additional Troops:				1857:	1858:	
1 Field Battery of Artillery (6 Officers, 186 Men.)	S.S. Viscount Canning	6	186	21 October	16 January	87
2 Companies Foot Artillery (12 Officers, 221 Men.)	S.S. Australasian (Overland from Southampton.)	12	221	12 " "	1857: 5 December Per "Hindustan," from Suez.	54
2 Companies Engineers (13 Officers, 239 Men.)	S.S. Dutchman (Overland from Chatham.)	6	122	14 " "	5 December	52
	S.S. Sultan (Overland from Southampton.)	7	117	2 " "	Ditto. 12 November Per "Pekin," from Suez.	41
<b>MADRAS:</b>						
1 Field Battery (6 Officers, 186 Men.)	S.S. Indomitable	6	186	11 Nov.	—	
1 Company Foot Artillery (5 Officers, 110 Men.)		5	110			
<b>BOMBAY:</b>						
8th Hussars (24 Officers, 486 Men.)	S.S. Great Britain	24	486	8 October	17 December	70
17th Lancers (21 Officers, 489 Men.)	S.S. Great Britain	21	483	8 " "	17 " "	70
18th Foot (36 Officers, 848 Men.)	S.S. Italian	8	200	25 Sept.	3 " "	69
	S.S. Princess Charlotte	28	648	14 Nov.	7 Feb. 1858	85
51st Foot (37 Officers, 773 Men.)	S.S. Calcutta (Overland route.)	29 8	773	11 Oct.	29 Dec. 1857	79
1 Troop Horse Artillery (7 Officers, 219 Men.)	S.S. Prince Albert	7	219	22 " "	28 " "	67
<b>KURRACHEE:</b>						
7th Dragoon Guards (24 Officers, 473 Men.)	S.S. Southampton	24	473	16 " "	12 Jan. 1858	88
94th Foot (33 Officers, 862 Men.)	S.S. Abeona (Overland from Plymouth.)	32	831	8 Dec.	14 " "	37
	Sultana	1	31	29 " "	Per "Oriental," from Suez.	
98th Foot (36 Officers, 806 Men.)	S.S. Ireland	19	301	24 Sept.	29 Dec. 1857	96
	S.S. Bahiana	15	423	5 October	2 Jan. 1858	89
	S.S. Leopold	2	82	3 Dec.	—	
1 Field Battery of Artillery (6 Officers, 185 Men.)	S.S. Leopold	6	185	3 " "	—	
2 Companies of Foot Artillery (9 Officers, 222 Men.)		9	222			
2 Companies of Engineers (12 Officers, 240 Men.)	S.S. Dutchman (Overland from Chatham.)	6	122	14 Oct.	23 Nov. 1847 Per "Pottinger," from Suez.	40
	S.S. Sultan (Overland from Southampton.)	6	118	2 " "	6 Nov. 1847 Per "Nubia," from Suez.	35

FIFTH Requisition of the Court of Directors of the East India Company for Additional Troops, complied with 26 October 1857.

REGIMENTS.	Ships or Steamers.	Officers.	Men.	Sailing.	Arrived.	Number of Days.
<b>MADRAS</b>						
5th Division, additional Troops:				1857:	1857:	
68th Foot - - - - (40 Officers, 805 Men.)	S.S. Argo - - -	19	371	19 Dec.	—	
	S.S. Australasian - -	21	434	25 "	—	
69th Foot - - - - (40 Officers, 776 Men.)	S.S. Tamar - - - (Overland from South- ampton)	14	281	11 Nov.	Galle, 15 Dec. - Disembarked troops.	34
	S.S. Sultan - - - (Overland from Plymouth.)	14	251	17 "	26 December - Per "Bengal," from Suez.	39
	S.S. Euxine - - - (Overland from Plymouth.)	11	225	2 Dec.	9 Feb. 1858 - Per "Candia" from Suez.	69
	S.S. Australasian - -	1	19	25 "	—	

SIXTH Requisition of the Court of Directors of the East India Company for Additional Troops, complied with 28 December 1857.

REGIMENTS.	Ships or Steamers.	Officers.	Men.	Reached Alexandria.	Left Suez.	Arrived.	Number of Days.
<b>BOMBAY :</b>							
6th Division, additional Troops:				1858:	1858:	1858:	
71st Foot, from Malta - (25 Officers, 836 Men.)	H.M.S. Vulture - -	25	836	10 Jan	Per "Punjab," I.N., 20 Jan.	7 Feb.	18
	H.M.S. Princess Royal -						
92d Foot, from Gibraltar - (31 Officers, 793 Men.)	H.M.S. Urgent - -	31	793	-	Per "Oriental," P. & O. vessel, 17 February.	—	
REGIMENTS.	Ships or Steamers.	Officers.	Men.	Left Malta:	Arrived.	Number of Days.	
<b>ADEN:</b>							
57th Foot, 2 Companies - (9 Officers, 200 Men.)	S. Ripon - - - (Overland from Malta.)	9	200	1 October	13 October Per "Alma," from S---	12	

Appendix, No. 14.

DETACHMENTS or DRAFTS for Her Majesty's Regiments already in *India*, or under Transport thither.

Ships or Steamers.	REGIMENTS.	Officers in Charge.	Men.	Sailed.	Arrived.	Number of Days.
<b>CALCUTTA :</b>		For Her Majesty's—		1857 :	1857 :	
Bucephalus -	35th Foot - - -	3	219	1 July -	23 Oct. -	115
	53d " - - -	1	—			
Cressy - - -	6th " - - -	—	19	11 " -	17 Nov. -	129
Ellenborough -	6th Dragoon Guards -	3	25	11 " -	23 " -	135
	35th Foot - - -	2	117			
	60th Rifles, 1st Batt. -	2	75			
Cambodia - - -	8th Foot - - -	2	110	19 " -	30 " -	134
Octavia - - -	32d " - - -	2	140	25 " -	16 " -	114
	53d " - - -	1	—			
	75th " - - -	2	91			
Monarch - - -	9th Lancers - - -	4	50	26 " -	24 " -	121
	8th Foot - - -	1	47			
Agamemnon -	10th " - - -	3	46	11 August	16 " -	97
	84th " - - -	3	204			
S.S. Victoria -	53d " - - -	1	—	14 " -	6 " -	84
	84th " - - -	1	122			
Lightning - -	8th " - - -	—	5	27 " -	23 " -	88
	10th " - - -	—	5			
	29th " - - -	3	11			
	32d " - - -	—	10			
	35th " - - -	—	6			
	53d " - - -	—	29			
	60th Rifles, 1st Batt. -	—	5			
	75th Foot - - -	—	13			
	82d " - - -	1	57			
George Marshall -	1st Dragoon Guards -	—	9	17 Nov.	—	—
	2d " " - - -	—	24			
	6th " " - - -	—	30			
	7th Hussars - - -	—	6			
	9th Lancers - - -	—	30			
	Artillery - - -	1	80			
	5th Foot - - -	—	1			
	20th " - - -	1	42			
	23d " - - -	—	20			
	35th " - - -	—	18			
	53d " - - -	—	19			
	54th " - - -	1	16			
	60th Rifles - - -	1	13			
	61st Foot - - -	1	15			
	84th " - - -	1	11			
	90th " - - -	1	25			
	Rifle Brigade, 2d Batt. -	—	62			
	" " 3d Batt. - - -	—	30			
S.S. Argo	6th Dragoon Guards -	—	10	19 Dec.	—	—
	12th Lancers - - -	—	25			
	Artillery - - -	—	47			
	8th Foot - - -	1	14			
	10th " - - -	1	6			
	13th " - - -	—	71			
	19th " - - -	—	33			
	20th " - - -	—	11			
	23d " - - -	—	8			
	24th " - - -	1	7			
	29th " - - -	—	6			
	32d " - - -	—	19			
	34th " - - -	1	40			
	37th " - - -	1	27			
	43d " - - -	—	6			
	60th Rifles, 3d Batt. -	1	17			
	66th Foot - - -	1	5			



DETACHMENTS OF DRAFTS—continued.

Ships or Steamers.	REGIMENTS.	Officers in Charge.	Men.	Sailed.	Arrived.	Number of Days.	
CALCUTTA—contd.	For Her Majesty's—						
	Artillery - - - - -	- - - - -	82				
	5th Foot - - - - -	2	104				
	8th " - - - - -	1	17				
	10th " - - - - -	1	5				
	18th " - - - - -	4	20				
	19th " - - - - -	- - - - -	36				
	20th " - - - - -	- - - - -	27				
	23d " - - - - -	- - - - -	32				
	24th " - - - - -	1	33				
	29th " - - - - -	- - - - -	24				
	32d " - - - - -	- - - - -	8				
	34th " - - - - -	1	54				
	35th " - - - - -	- - - - -	22				
	37th " - - - - -	- - - - -	7		1858 :		
	S. S. Jason - - - - -	38th " - - - - -	- - - - -	40	18 Jan.	-	
		42d " - - - - -	1	46			
		53d " - - - - -	- - - - -	31			
		54th " - - - - -	2	34			
		60th Rifles (1st Batt.)	1	10			
		75th Foot - - - - -	- - - - -	31			
		78th " - - - - -	1	14			
		79th " - - - - -	1	22			
		82d " - - - - -	- - - - -	10			
		84th " - - - - -	1	10			
		86th " - - - - -	- - - - -	47			
		90th " - - - - -	- - - - -	15			
	93d " - - - - -	2	26				
	97th " - - - - -	1	49				
	Rifle Brigade (2d Batt.)	2	97				
	" " (3d Batt.)	- - - - -	54				
Burlington - - - - -	84th Foot - - - - -	1	-	22 Jan.	-		
	TOTAL - - - - -	72	3,216				
MADRAS :	For Her Majesty's—						
Gloriana - - - - -	12th Lancers - - - - -	1	20	1857 :	1858 :	125	
	43d Foot - - - - -	1	8	9 Sept.	12 Jan. -		
	44th " - - - - -	2	2				
	60th Rifles - - - - -	- - - - -	13				
	74th Foot - - - - -	1	54				
S.S. Indomitable - - - - -	12th Lancers - - - - -	1	16				
	44th Foot - - - - -	1	3				
	60th Rifles - - - - -	- - - - -	10	11 Nov.	-		
S. Indus (Overland from Southampton).	" " (3d Batt.) - - - - -	2	26				
	66th Foot - - - - -	- - - - -	9				
S.S. Argo - - - - -	Artillery - - - - -	2	40	4 Dec.	9 Feb. -	67	
	75th Foot - - - - -	1	23		per "Can-		
	82d " - - - - -	- - - - -	18		dia" from		
	84th " - - - - -	- - - - -	8	19 "	Suez.		
	90th " - - - - -	- - - - -	5				
York - - - - -	1st " (1st Batt.) - - - - -	- - - - -	50				
	43d " - - - - -	1	8				
	44th " - - - - -	1	37				
	60th Rifles (3d Batt.)	- - - - -	13	19 "	-		
	66th Foot - - - - -	- - - - -	32				
	69th " - - - - -	- - - - -	11				
	74th " - - - - -	- - - - -	12				
	95th " - - - - -	1	-				
	1st " (1st Batt.) - - - - -	- - - - -	43				
	43d " - - - - -	1	-				
S.S. Pera (Overland from Southampton)	44th " - - - - -	1	28	1858 :			
	60th Rifles - - - - -	- - - - -	36	4 Feb.	-		
	66th Foot - - - - -	1	69				
	68th " - - - - -	- - - - -	17				
	69th " - - - - -	- - - - -	33				
	74th " - - - - -	2	9				
	TOTAL - - - - -	20	644				

Appendix, No. 14.

## DETACHMENTS OF DRAFTS—continued.

Ships or Steamers.	REGIMENTS.	Officers in Charge.	Men.	Sailed.	Arrived.	Number of Days.
<b>BOMBAY:</b>	For Her Majesty's—			1857:	1857:	
Genghis Khan -	64th Foot - - - -	- -	12	10 August	10 Nov.-	92
	86th " - - - -	1	99			
Sedgmoor - - -	14th Light Dragoons	1	60	29 " -	28 Dec.-	121
	Artillery - - - -	2	—			
	32d Foot - - - -	1	—			
	64th " - - - -	1	59			
	78th " - - - -	4	98			
	83d " - - - -	3	136			
	86th " - - - -	2	1			
S.S. Italian - - -	56th " - - - -	2	1	25 Sept.-	3 " -	69
S.S. Great Britain	14th Light Dragoons -	- -	14	8 Oct. -	17 " -	70
	33d Foot - - - -	- -	7			
	56th " - - - -	8	65			
S.S. Calcutta - - -	33d " - - - -	- -	10	11 " -	29 " -	79
	83d " - - - -	- -	20			
S.S. Prince Albert -	Foot Artillery - -	1	—	22 " -	28 " -	67
S.S. Princess Charlotte	33d Foot - - - -	1	14	14 Nov.	—	
	97th " - - - -	1	41			
S. Indus (Overland from Southampton.)	Artillery - - - -	1	40	4 Dec. -	1858: 6 Jan. - per "Pekin" from Suez.	33
Salamanca - - -	3d Dragoon Guards-	1	6	30 " -	—	
	14th Light Dragoons -	- -	3			
	Artillery - - - -	- -	21			
	18th Foot - - - -	1	105			
	51st " - - - -	1	84			
	56th " - - - -	- -	9			
	72d " - - - -	- -	23			
	83d " - - - -	- -	12			
	86th " - - - -	1	23			
89th " - - - -	2	81				
S.S. United Service -	18th " - - - -	1	21	1858: 14 Jan.	—	
	51st " - - - -	- -	15			
	83d " - - - -	1	14			
	86th " - - - -	2	9			
	56th " - - - -	- -	12			
	72d " - - - -	- -	6			
	95th " - - - -	2	36			
S. Ripon (Overland from Southampton.)	64th " - - - -	1	—	11 Feb.	—	
	92d " - - - -	7	234			
S.S. Sultan (Overland from Southampton)	Artillery - - - -	1	16	24 Feb.	—	
	18th Foot - - - -	1	72			
	33d " - - - -	- -	6			
	51st " - - - -	- -	15			
	56th " - - - -	1	19			
	71st " - - - -	7	63			
	72d " - - - -	- -	13			
	83d " - - - -	- -	8			
	86th " - - - -	- -	11			
	89th " - - - -	- -	5			
	92d " - - - -	- -	2			
95th " - - - -	- -	7				
<b>TOTAL</b> - - - -		59	1,628			

DETACHMENTS OF DRAFTS—*continued.*

Appendix, No. 14.

Ships or Steamers.	REGIMENTS.	Officers in Charge.	Men.	Sailed.	Arrived.	Number of Days.
<b>KURRACHEE:</b>	For Her Majesty's—			1857:	1857:	
Roman Emperor	27th Foot - - - -	2	-	18 July -	17 Nov. -	122
	61st " - - - -	1	90			
	87th " - - - -	2	103			
Castle Eden	27th " - - - -	1	-	18 " -	12 Dec. -	147
	52d " - - - -	2	177			
	61st " - - - -	1	-			
Bombay	24th " - - - -	4	75	22 " -	28 Nov. -	129
	70th " - - - -	3	273			
Albuera	27th " - - - -	3	35	22 " -	24 " -	125
	81st " - - - -	2	192			
	87th " - - - -	1	-			
Alipore	7th " - - - -	-	2	2 Sept. -	8 Jan. -	28
	24th " - - - -	-	20			
	27th " - - - -	1	40			
	52d " - - - -	-	2			
	87th " - - - -	-	1			
S.S. Southampton	7th " - - - -	1	33	16 Oct. -	12 Jan. -	88
	24th " - - - -	-	11			
	27th " - - - -	-	14			
	52d " - - - -	-	20			
	61st " - - - -	-	10			
	70th " - - - -	-	19			
	81st " - - - -	-	29			
S.S. Leopold	7th " - - - -	-	51	3 Dec.	—	
	27th " - - - -	-	16			
	52d " - - - -	1	12			
	61st " - - - -	-	11			
	87th " - - - -	-	16			
Sultana	51st " - - - -	2	-	29 "	—	
Salamanca	98th " - - - -	1	5	30 "	—	
S.S. United Service	7th " - - - -	-	46	14 Jan.	—	
	27th " - - - -	1	33			
	52d " - - - -	1	44			
	61st " - - - -	-	7			
	70th " - - - -	-	20			
	94th " - - - -	-	15			
	98th " - - - -	1	56			
	<b>TOTAL</b> - - - -	<b>31</b>	<b>1,504</b>			

## CEYLON, for Orders to be given by the Government of India:

William Hammond, sent on to Calcutta, arrived in November	For Her Majesty's—			1857:	1857:	
	29th Foot - - - -	4	86	24 July -	30 Oct. -	99
	53d " - - - -	3	124			
	60th Rifles (1st Batt.)	-	20			
	<b>TOTAL</b> - - - -	<b>7</b>	<b>230</b>			

Appendix, No. 14.

RECRUITS for the East India Company's EUROPEAN REGIMENTS in *India*.

SHIPS OR STEAMERS.	Officers in Charge.	Men.	Sailed.	Arrived.	Number of Days.
<b>CALCUTTA:</b>					
Nile - - - - -	2	102	10 June 1857	4 Oct. 1857	116
Amazon - - - - -	4	238	10 „ -	6 „ -	117
Arcta - - - - -	3	214	18 „ -	25 „ -	129
Bucephalus - - - - -	1	-	1 July -	25 „ -	115
Adelaide - - - - -	4	212	10 „ -	5 Nov. -	118
Octavia - - - - -	1	-	25 „ -	16 „ -	114
Sir Robert Sale - - - - -	5	285	30 „ -	23 „ -	116
Agamemnon - - - - -	1	-	11 Aug. -	16 „ -	97
Maria Somes - - - - -	4	230	13 Nov. -	-	
Statesman - - - - -	4	187	17 „ -	-	
Gertrude - - - - -	4	349	5 Dec. -	-	
Stuart Wortley - - - - -	3	249	13 „ -	-	
Nimrod - - - - -	3	245	19 „ -	-	
Burlington - - - - -	4	300	22 „ -	-	
Vittoria - - - - -	4	292	25 Feb. 1858	-	
Akbar - - - - -	4	294	26 „ -	-	
<b>TOTAL</b> - - -	<b>51</b>	<b>3,197</b>			
<b>MADRAS:</b>					
SS. Prince Arthur - - - - - (E. I. Company's vessel.)	4	300	11 June 1857	10 Oct. 1857	91
Gloriana - - - - -	1	-	9 Sept. -	12 Jan. 1858	125
Malabar - - - - -	3	132	10 Oct. -	-	
Bengal - - - - -	3	212	10 „ -	-	
<b>TOTAL</b> - - -	<b>11</b>	<b>644</b>			
<b>BOMBAY:</b>					
Vernon - - - - -	3	204	20 Aug. -	12 Dec. 1857	114
Sedgemoor - - - - -	1	-	29 „ -	28 „ -	121
Gosforth - - - - -	4	352	20 Sept. -	29 „ -	100
Lord Dalhousie - - - - -	3	186	15 Dec. -	-	
<b>TOTAL</b> - - -	<b>11</b>	<b>742</b>			

## SUMMARY.

	REGIMENTS.	Officers.	Men.	PRESIDENCY.		
Reliefs -	2d Dragoon Guards -	20	582	Calcutta.		
	3d " " -	25	614	Bombay.		
	8th Foot -	50	953	Calcutta.		
	Rifle Brigade (3d Batt.)	41	964	- ditto.		
	7th Foot -	52	977	Kurrachee.		
	60th Rifles (3d Batt.) -	39	1,029	Ceylon, for orders.		
	TOTAL - - -	227	5,119			
1st Division (additional Troops) -	1st Foot (1st Batt.) -	47	1,095	Ceylon, for orders.		
	19th " -	45	1,006			
	38th " -	45	1,008			
	79th " -	45	976			
2d Division (additional Troops) -	20th Foot -	37	818	Calcutta.		
	34th " -	38	757			
	42d " -	40	877			
	54th " -	38	857			
	97th " -	39	818			
	2 Troops Horse Artillery	15	324		- - -	-- With equipment, guns, materiel, harness and stores; 16 tons heavy, and 240 tons measurement.
	2 Companies Foot Artillery	12	288			
3d Division (additional Troops) -	2 " " -	14	286	Madras.		
	2 " " -	11	286	Bombay.		
	Rifle Brigade (2d Batt.)	37	858	Ceylon, for orders.		
	1st Dragoon Guards -	24	507	Calcutta.		
	7th Hussars -	22	511			
	44th Foot -	33	802	Madras.		
	66th " -	38	855			
	56th " -	31	730	Bombay.		
	72d " -	39	886			
	2 Field Batteries Artillery	16	393	Kurrachee -	-- With equipment, guns, stores, harness and materiel; 20 tons heavy, and 260 tons measurement.	
4th Division (additional Troops) -	1 Troop Horse "	10	227	Ceylon, for orders	-- With equipment, guns, stores, materiel, harness, &c.; together, 28 tons heavy, and 380 tons measurement.	
	2 Field Batteries "	14	380			
	1 Field Battery "	6	186	Calcutta -	-- With equipment, guns, materiel, stores and harness; 10 tons heavy, and 130 tons measurement.	
	2 Companies "	12	221	- ditto.		
	2 " Engineers	13	239	- ditto -	-- With implements and tools; 20 tons measurement.	
	1 Field Battery Artillery	6	186	Madras -	-- With equipment, guns, materiel, stores and harness; 10 tons heavy, and 130 tons measurement.	
	1 Company - "	5	110	- ditto.		
	8th Hussars -	24	486	Bombay.		
	17th Lancers -	21	483	- ditto.		
	18th Foot -	36	848	- ditto.		
	51st " -	37	773	- ditto.		
	1 Troop Artillery	7	219	- ditto -	-- With equipment, guns, materiel, stores and harness; 8 tons heavy, and 130 tons measurement.	
7th Dragoon Guards -	24	473	Kurrachee.			
94th Foot -	33	862	- ditto.			
98th " -	36	806	- ditto.			
1 Field Battery Artillery	6	185	- ditto -	-- With equipment, guns, materiel, stores and harness; 10 tons heavy, and 130 tons measurement.		
2 Companies "	9	222	- ditto.			
2 " Engineers	12	240	- ditto -	-- With implements and tools; 20 tons measurement		

(continued)

## SUMMARY—continued.

	REGIMENTS.	Officers.	Men.	PRESIDENCY.
5th Division (additional Troops)	68th Foot - - -	40	805	Madras.
	69th " - - -	40	776	- ditto.
6th Division (additional Troops)	71st " - - -	25	836	Bombay.
	92d " - - -	31	793	- ditto.
	5th " (2 Companies)	9	200	Aden.
	<b>TOTAL - - -</b>	<b>1,122</b>	<b>25,414</b>	
Detachments, H. M.'s Service	Cavalry - - -	7	209	Calcutta.
	Infantry - - -	71	3,028	
	Artillery - - -	1	209	
	Cavalry - - -	2	36	Madras.
	Infantry - - -	16	568	
	Artillery - - -	2	40	
	Cavalry - - -	2	83	Bombay.
	Infantry - - -	52	1,468	
	Artillery - - -	5	77	
	Infantry - - -	30	1,504	Kurrachee.
	<b>TOTAL - - -</b>	<b>188</b>	<b>7,212</b>	

Recruits for the East India Company's Service	51	3,197	Calcutta.
	11	644	Madras.
	11	742	Bombay.
<b>TOTAL - - -</b>	<b>73</b>	<b>4,583</b>	

	OFFICERS.	MEN.
Reliefs - - - - -	227	5,119
Six Divisions of additional Troops - - - - -	1,122	25,414
Detachments (or Drafts) of Her Majesty's Service - - -	188	7,212
Recruits for the East India Company's Service - - -	73	4,583
<b>GRAND TOTAL - - -</b>	<b>1,610</b>	<b>42,328</b>

Of the preceding Total Number of Troops of all Arms thus despatched to *India*, there have arrived at their destination, 1,383 Officers, and 33,646 Men.

The following Statement specifies the Number arrived in each Month, and distinguishes the Ports or Places where the Officers and Men were Landed, as far as can be ascertained; viz.:

AT CALCUTTA.			AT MADRAS.			AT BOMBAY.			AT KURRACHEE.			AT ADEN.			TOTAL.	
	Officers.	Men.		Officers.	Men.		Officers.	Men.		Officers.	Men.		Officers.	Men.	Officers.	Men.
1857:			1857:			1857:			1857:			1857:				
October - -	93	2,589	October - -	4	300	October - -	-	-	October - -	-	-	October (Overland).	9	200	106	3,089
November - -	518	12,202	November - -	110	2,954	November - -	19	476	November - -	68	1,088	- - - -	-	-	724	17,320
(Overland) - -	7	117	(Overland) - -	-	-	- - - -	-	-	(Overland) - -	12	240	- - - -	-	-	19	357
December - -	24	607	December - -	28	732	December - -	181	4,743	December - -	31	720	- - - -	-	-	264	6,802
(Overland) - -	19	343	(Overland) - -	28	532	(Overland) - -	8	-	- - - -	-	-	- - - -	-	-	55	875
1858:			1858:			1858:			1858:			1858:				
January - -	6	186	January - -	30	478	January - -	29	596	January - -	51	1,323	- - - -	-	-	110	2,583
February - -	-	-	February - -	-	-	(Overland) - -	1	40	(Overland) - -	32	831	- - - -	-	-	33	871
(Overland) - -	-	-	(Overland) - -	13	265	February - -	28	648	- - - -	-	-	- - - -	-	-	28	648
TOTAL - -	667	16,044	- - - -	222	5,261	(Overland) - -	25	836	- - - -	-	-	- - - -	-	-	38	1,101
							291	7,339	- - - -	194	4,802	- - - -	9	200	1,383	33,646

East India House, Marine Department,  
13 March 1858.

J. C. Mason.

## Appendix, N° 15.

## DRAFT of a LETTER from Sir G. Clerk to Sir J. Melvill.

Appendix, No. 15. Sir, 7 January 1858.  
 I AM directed to transmit to you copy of a correspondence addressed to the War Department respecting the defective arrangements made for the sick in the transport of troops between Suez and India, and I have to state that it is the wish of the Government that stringent orders to remedy this evil may be issued.  
 I am also to request that you will move the Court of Directors to call the attention of the Peninsular and Oriental Company to the want of accommodation on board the "Indus" and the "Pekin."

## DRAFT of a LETTER from the Secretary of the East India Company to the Under-Secretary of State for War.

No. 13. Medical Staff. 42. Sir, East India House, September 1857.  
 I BEG to acknowledge the receipt of Mr. Godley's letter, dated the 28th instant, with its enclosure, from the Director-general of the Army Medical Department, regarding the provision of passages for the medical staff officers referred to therein.  
 In reply, I am instructed to state that inquiries have been made as to the most speedy means of furnishing the officers in question with a passage to Calcutta. It is found that no passages are available by the Peninsular and Oriental Company's steamers from Southampton earlier than December.

3 deputy inspectors-general.  
 2 staff surgeons, 1st class.  
 5 staff surgeons, 2d class.  
 46 staff assistant surgeons.  
 56 officers.

Accommodation can be provided for the whole of the officers by the Royal Mail packet of the 12th October to Galle, from whence an early conveyance might be obtained to Calcutta.

Passages can be obtained for them direct to Calcutta by the Peninsular and Oriental Steam Navigation Company's steam ship "Granada," leaving Southampton *via* the Cape of Good Hope on the 31st October next. This steam-ship was intended to be sent to Bombay; but should the 56 medical officers for whom passages are now requested be embarked on her, the Peninsular and Oriental Steam Company would despatch her to Calcutta direct.

The favour of an immediate answer as to the course which is considered most advisable is requested.

I have, &c.

## COPY of a LETTER from Sir H. Storks to Sir G. Clerk.

Sir, War Office, 2 January 1858.  
 I AM directed by Lord Panmure to transmit to you the accompanying copy of a letter from the Director-general of the Army Medical Department, with its enclosure from the medical officer in charge of the detachment hospital at Suez, respecting the want of special accommodation for sick on board the transports conveying troops to India, and I am to request that you will move Mr. Vernon Smith to cause the same to be transmitted to the Court of Directors of the East India Company, with an expression of Lord Panmure's opinion, that it is of the utmost importance that proper accommodation should be provided on board all transports for the sick, and his wish that stringent orders may be issued on the subject.

I am, &c.  
 (signed) H. K. Storks.

Sir, Army Medical Department, 1 January 1858.  
 I HAVE the honour to forward, for the information and consideration of the Minister for War, the enclosed copy of a communication which I have received from Dr. Fraser, surgeon, 10th Hussars, in medical charge of the Detachment Hospital at Suez, dated the 22d ultimo.

I take this step chiefly on account of feeling it my duty to earnestly recommend that it may be at once distinctly laid down that a suitable provision should exist, in every vessel carrying troops, for the comfortable accommodation of such cases of sickness as may occur during the voyage, and that in all instances the sufferers should have an opportunity of lying in the horizontal position whenever that is found desirable.

It



It is satisfactory to observe that hitherto there has been, in all but one vessel, some amount of accommodation available; but as it does not appear very clear that such is regularly considered essential, I feel that a necessity exists for the issue of definite and imperative instructions on the subject. Appendix, No. 15.

I have, &c.  
(signed) *A. Smith,*  
Director-General

Colonel Sir H. M. Storks, K. C. B.

Suez, 22 December 1857.  
Sir,  
I HAVE the honour to report that the third and last detachment of the 69th Regiment arrived here on the 18th instant, and a detachment of Royal Artillery on the 20th instant. From the former four men were admitted into this hospital, and one from the latter.

Owing to the non-arrival of the Calcutta steamer, by which they were to have proceeded to their destination (Madras), the whole of this detachment of the 69th, and a portion of the Royal Artillery, are still lying in Suez Roads, and will be here some days yet. By that time two of the 69th will be quite in a fit state to accompany their detachment if there is any accommodation for the reception of sick on board the vessel by which they proceed; but I wish to acquaint you that I am led to understand that no such provision is usually made; that in the regular passenger steamers merely a deck passage is provided for the troops; and that, if a man should fall sick by the way, no other accommodation is expected to be provided for him; that suitable accommodation being available must depend upon some of the second-class cabins or saloons being unoccupied.

I am informed by the medical officer (Assistant-Surgeon Inkson, 37th Regiment), who came in charge of a detachment of Royal Artillery from England in the "Indus," that he could obtain no accommodation but the deck for his sick; and that in consequence they were not able to lie down.

This renders it necessary to detain here all cases in which the recumbent posture is required for their treatment, such as severe cases of syphilitic sores, buboes, &c., which did not appear to me, from your instructions, to be the intention of establishing an hospital here; but even if it should be, and all cases requiring such treatment are detained here, it is not to be expected but that so large a number of men must furnish a few sick during the rest of the voyage, and that accordingly some arrangement should be made by which suitable accommodation should be reserved for such, so as to be available whether the ship is crowded or not.

Hitherto it has so happened that suitable accommodation to a small extent was available in all the vessels which left this with troops since my arrival here, and it was only yesterday I learned that such a requirement as a "sick bay" was not calculated upon. This was in the case of a detachment of Royal Artillery proceeding to Bombay by the Peninsular and Oriental Company's steam ship "Pekin." I write this in haste to overtake the mail.

I have, &c.  
(signed) *R. Fraser,* M.D., Surgeon, 10th Hussars,  
In charge British Military Hospital, Suez.

The Director-General  
Army Medical Department.

COPY of a LETTER from Sir *J. C. Melvill* to Secretary to India Board.

East India House, 20 January 1858.  
Sir,  
I AM commanded by the Court of Directors of the East India Company to forward, for the information of the Board of Commissioners for the Affairs of India, copy of a letter which has been received from Mr. Howell, the secretary to the Peninsular and Oriental Steam Navigation Company, under date the 15th January, respecting the complaints made by Dr. Fraser as to the want of proper accommodation for the sick on board steam-vessels of that company in the passage from Suez to India. The original papers upon this subject, which were enclosed in the letters from Mr. Leach of the 24th December, and from Sir George Clerk of the 7th January, are herewith returned to you, as requested.

I have, &c.  
(signed) *James C. Melvill.*

Peninsular and Oriental Steam Navigation Company's Offices,  
122, Leadenhall-street, London, E. C., 15 Jan. 1858.  
Sir,  
I HAVE the honour to acknowledge the receipt of your letter of yesterday, enclosing copies of papers from the department of Her Majesty's Secretary of State for War, respecting the accommodation provided for Her Majesty's troops who proceeded from Suez to India in some of this Company's vessels, and pointing out the necessity of a sick bay for invalids.

In reply, I am desired respectfully to observe that Dr. Fraser, by whom the representations in question have been made, could either not have understood, or have made due allowance for the circumstances and the conditions under which the troops in question were sent forward.

ppendix, No. 15. The Honourable Court will remember that in all cases, except that of the 94th Regiment, the troops had to go forward from Suez in the ordinary mail steamers, which, besides having their full complement of passengers on board, were of course unprovided with some of the extra conveniences which might have been introduced, could the Company's agents at Calcutta and Bombay have been made acquainted with the likelihood of troops being about to be conveyed by them.

In the vessels specially provided by the Company for the conveyance of the troops from England to Alexandria, and in the "Oriental," which took forward Her Majesty's 94th Regiment from Suez to Kurrachee, all requisite fittings and conveniences for the troops were arranged prior to the embarkation of the men.

Sir J. C. Melvill, K. C. B., &c. &c.  
East India House.

I have, &c.  
(signed) C. W. Howell,  
Secretary.

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COPY of a LETTER from Sir H. Storks to Sir G. Clerk.

Sir, War Office, 22 January 1858.  
I AM directed by Lord Panmure to transmit to you, with reference to the previous correspondence on the subject, copies of a further letter and its enclosure from Dr. Smith, in reference to the accommodation of the sick on their passage to India; and I am to request that the particular attention of the Court of Directors may be called to the importance of adequate preparation being made for their treatment and comfort on board steamers in the Red Sea.

I am, &c.  
(signed) H. K. Storks.

Sir, Army Medical Department, 16 January 1858.  
IN continuation of former extracts of letters received from Dr. Fraser, surgeon, 10th Hussars, in medical charge of the detachment hospital at Suez, which I have forwarded for the information of the Secretary of State for War, I now beg to transmit an extract from a communication addressed to me by that officer, dated the 3d instant, from which it will be observed that there is reason to fear it may not always be practicable to furnish accommodation for sick on board vessels conveying troops to the East *via* Egypt, on which point there should be no doubt; and I would therefore suggest that it may in future be understood that whenever beds are wanted for the sick they should be secured without regard to any inconvenience that may result to persons in health.

I have, &c.  
(signed) A. Smith,  
Director-General.

Colonel Sir H. Storks, K. C. B.

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EXTRACT of a LETTER from Dr. Fraser, Surgeon, 10th Hussars, to the Director-General Army Medical Department, dated Suez, 3 January 1858.

A DETACHMENT of Royal Artillery, which left England per "Indus," has also left one sick man behind. This man has now recovered, and will proceed to his destination (Bombay) by the first opportunity; that is, in a day or two.

With regard to the accommodation provided for this draft of artillery on board the "Indus," I reported in my last letter that I was informed by the assistant-surgeon in charge (Dr. Inkson, 37th Regiment), that he could not obtain suitable accommodation for the treatment of sick on board. On further inquiry from other sources, I have been since then informed that upwards of one-half of the men were provided with berths on board the "Indus." I cannot understand how these statements are to be reconciled. I have, however, satisfied myself that from this point onwards the Peninsular and Oriental Steam Navigation Company have engaged themselves to provide for the troops a deck passage only, and that in their contract no special provision for the suitable accommodation of men falling sick by the way has been made, though, when such accommodation is available by berths remaining unoccupied, it is readily given up. But it appears to me that it would be advisable to arrange, if possible, that the comfort of sick should not remain dependent upon such contingencies.

The temporary hospital I have opened here succeeds satisfactorily.

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COPY of a LETTER from Sir J. C. Melvill to the Secretary to the India Board.

Sir, East India House, 29 January 1858.  
I AM commanded by the Court of Directors of the East India Company to forward to you, for the information of the Commissioners for the Affairs of India, copy of a letter from the Secretary to the Peninsular and Oriental Steam Navigation Company, dated the 21st January,

January, to whom the Court communicated the letter of the Deputy Quartermaster-general\* of Her Majesty's forces respecting the want of hospital accommodation on board the steam ship "Nubia," which conveyed a detachment of Royal Engineers from Suez to Calcutta in November last. Copy of Colonel Gordon's letter is also forwarded.

I have, &c.  
(signed) *James C. Melvill.*

Appendix, No. 15.

\* Dated Horse  
Guards, 15 Jan.  
1858.

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London, E.C.,  
21 January 1858.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of yesterday, referring to your previous communication of 13th instant, and enclosing for any observation the Company may have to offer, copy of a letter received from the Deputy Quartermaster-general of Her Majesty's Forces under date 15th January respecting the want of hospital accommodation on board the steam-ship "Nubia," which conveyed a detachment of Royal Engineers from Suez to Calcutta in November last, and in reply to state that my reply of 15th instant to the first-named letter is applicable in all respects to the case now brought forward.

Sir J. C. Melvill, K.C.B., &c. &c. &c.  
East India House.

I have, &c.  
(signed) *C. W. Howell,*  
Secretary.

Sir,

BY desire of the General Commanding-in-Chief, I have the honour to transmit, for the information of the directors of the East India Company, the enclosed copy of a letter from the medical officer in charge of a detachment of Royal Engineers proceeding by the overland route to India, in which he reports that a rather large proportion of sickness occurred to the men during the passage from Suez to Calcutta in the steamer "Nubia," owing to the defective accommodation provided for the troops on board.

Horse Guards, 15 January 1858.

Sir Jas. C. Melvill, K.C.B.  
East India House.

I have, &c.  
(signed) *Alex. Gordon,*  
D. Q. M. G. for Q. M. G.

Sir,

As medical officer in charge of this detachment of Royal Engineers under your command, I have the honour to submit for your consideration one or two remarks in reference to the transport of the men from Suez to this port.

On board Steamer "Nubia," Calcutta,  
12 November 1857.

A rather large proportion of cases of diarrhoea, with traces of dysentery in some, have occurred during the passage; there are, besides, three instances of well-marked affection of the liver, and one of ophthalmia, and I am led to believe that much of all this is owing to the want of better accommodation for the reception of troops on board; in fact, that exposure on deck day and night for so long a period is decidedly prejudicial to the health of the men, and that in the event of future transport of troops by the overland route, some more favourable system might be adopted with great advantage.

Had our passage too not been extremely favourable as regards weather, or, instead of the few showers of rain that fell, had the men been exposed to a frequent recurrence of it, I have no doubt a considerable increase of sickness would have resulted.

A want which I would especially allude to is hospital accommodation, for which no provision whatever had originally been made; and the very scanty substitute which the crowded state of the ship enabled me to obtain has been a serious obstruction in the effective treatment of the sick.

Lieutenant-colonel Harness,  
Commanding Detachment Royal Engineers.

I have, &c.  
(signed) *J. C. Haverty,*  
Staff Surgeon, 2d Class.

DRAFT of a LETTER from Sir *G. Clerk* to Sir *J. C. Melvill.*

Sir,

3 February 1858.

I AM directed to acknowledge your letter of the 29th ult., covering a letter from the Peninsular and Oriental Steam Company, in reply to a representation of the Quartermaster-general as to the want of hospital accommodation on board the steamer "Nubia."

The Board desire me to observe that they consider the letter of the Peninsular and Oriental Company by no means satisfactory, and that in every case in which any shipping company have engaged to transport troops, they should be required to furnish an explanation where deficiency of hospital accommodation is complained of.

Appendix, No. 15.

COPY of a LETTER from *J. D. Dickinson, Esq.*, to Secretary to India Board.

Sir,

East India House, 11 March 1858.

WITH reference to the letter from Sir George Clerk, dated the 3d February, I am desired by the Court of Directors of the East India Company to forward herewith to you, for the information of the Board of Commissioners for the Affairs of India, copy of a further letter from Mr. Howell, Secretary to the Peninsular and Oriental Steam Navigation Company, dated the 6th inst., on the subject of the representation of the Quartermaster-general of the Forces as to the want of hospital accommodation on board the steamer "Nubia," which conveyed a detachment of Engineers from Suez to Calcutta in November last.

I have, &amp;c.

(signed) *J. D. Dickinson.*

Peninsular and Oriental Steam Navigation Company,  
Offices, 122, Leadenhall-street, London,  
6 March 1858.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 4th instant, stating that the Court of Directors having transmitted to the Board of Commissioners for the Affairs of India copy of my letter dated 21st January, relative to a representation of the Quartermaster-general as to the want of hospital accommodation on board the "Nubia," which conveyed a detachment of Royal Engineers from Suez to Calcutta in November last: you are desired to inform this Company that it has been intimated to the Court that my letter is by no means satisfactory, and that an explanation ought to be furnished in every case where a deficiency of hospital accommodation is complained of, and requesting a specific explanation in respect to the "Nubia."

In reply, I am instructed by the directors to state that they cannot afford any further explanation in the matter, and have only to repeat, that neither the "Nubia," or any of the mail steamers on the other side of the isthmus, came to Suez, with a previous knowledge on the part of the Company's agents at Calcutta or Bombay, or of the commanders, that troops were to be conveyed by them to India, and that the Company in all these cases have carried out their undertaking to provide the troops with the best accommodation available, under the peculiar circumstances, with a fidelity and success better certified by the condition in which the men have been landed at their destination than by any other observations the directors can offer.

I have, &amp;c.

(signed) *C. W. Howell,*  
Secretary.*J. D. Dickinson, Esq.*

## Appendix, No. 16.

Appendix, No. 16. MEMORANDUM Communicated by Mr. *Lumsden*, late Senior Member of the Council at *Bombay*, subsequent to his Examination.

For Lieut.-General Sir *De Lacy Evans*, G. C. B., &c. &c. &c.

A few Brief Notes on the Transport of Troops Overland to *India*, viâ *Suez* and the *Red Sea*.

THE news of the mutiny at Meerut, the capture and massacre of Delhi, the alarming spread of the mutiny, and the sudden and imminent danger in which the Government was placed, were known to the Ministry in England by telegraph on the 26th or 27th of June 1857, and the news was published in detail in the Homeward Mail, dated the 30th June.

The question then arose by what route reinforcements should be sent to India, whether by the direct route of the Red Sea or round the Cape.

It would be a waste of time to contrast the two routes under ordinary circumstances, the whole western world has accepted the former; and the fact that it is almost universally preferred by delicate women with their children, and by invalids, at all seasons of the year, while the difference of time in arriving at their respective destinations (India or England) may be broadly stated as one month to four, or three at the earliest, places it beyond all question that the Red Sea route should have been preferred, provided transports could be found for troops so forwarded at the port of Suez.

This

This is, in fact, the main point for inquiry. Supposing the Home Government had telegraphed at once to the Government at Bombay, on hearing of the serious danger in which we were placed in India, which, as I have said, was known on the 27th of June, that troops would be immediately sent by that route, and that every effort should at once be made to convey them to India from Suez:

- 1st. How soon would these instructions have reached Bombay?
- 2d. How soon, and in what quantity, would steam and sailing transports have been at Suez?
- 3d. How soon would such transports have reached Bombay with troops?

The following remarks may be open to objections by those who defend the course pursued, that they suppose a state of things altogether too favourable, and which experience would have contradicted.

I shall only reply that I speak with deference, and with the wish and intention of speaking fairly and to the best of my limited knowledge; before what I say is received as authority I should wish to be tested by collation with the evidence of those who are better informed.

In the computations which follow, the following considerations should never be lost sight of:—

1st. The extreme and pressing exigency of the case; it was no time for red tape formalities, for a strict adherence to precedent and routine, either as regarded the nature of the transport employed, or of military duties exacted from troops during a voyage; what was required was to get men to India as quickly as possible, and to get them there in health, and efficient for immediate service.

2d. There were 10 regiments of infantry at that time at Malta; four, I believe, at Gibraltar; how many at the Ionian Islands I cannot say; all places much nearer to India for sending immediate reinforcements than any other dependencies, except the Mauritius. There was no want of means of transport, I believe, at Malta, and the regiments taken from thence could with ease and dispatch have been replaced from home.

3d. The monsoon, as it is called, or rainy season, ordinarily begins at Bombay from the 2d to the 8th of June, and lasts to the close of September; during these four months the wind in the Indian Ocean is from the south-west to the south-south-west, that is, fair from Aden to Bombay, and directly adverse from Bombay to Aden; it does not blow home to Aden by 120 miles or thereabout, and for that distance from Aden it is desirable that sailing vessels, where speed is an object, should be towed down the Gulf of Aden; once within the influence of the monsoon, and sailing vessels bound to Bombay will make as speedy a passage as steamers.

This will be clear by a reference to the map and to direction of the wind, which is steady and strong. Bombay is in, say  $18^{\circ} 56''$ ; Aden in, say  $12^{\circ} 45''$ . In leaving Bombay to proceed to Aden against the monsoon, steamers go down to the southward under fore-and-aft sails, as far as  $8^{\circ}$  north or thereabout; then they go about and make Aden on the port tack. Sailing vessels do the same, only they proceed further south; I believe, however, not further than  $2^{\circ}$  north, when they also tack and lie up for Socotra and Aden. Paddle-wheel steamers occasionally come straight across in the teeth of the monsoon, as we nearly did in the Peninsular and Oriental Steam Navigation Company's steam-ship "Pekin," 1,200 tons, 450 horse power, in August 1857; but I do not think that any time is gained thereby, as we had to struggle directly in the face of a heavy gale and a tremendous sea; we were 12 days on the passage, nearly.

Aden is 1,600 miles from Bombay, Suez 1,350 from Aden.

4th. The average length of passage by steamer from Bombay to Aden is, say in the fair season, seven days; in the monsoon, 12 days. From Aden to Suez, say, all the year round (for the monsoon is not felt in the Red Sea, and makes no difference) about six and a half days; then there is a detention for coaling at Aden, which is never less than 12 hours.

The average passage of a sailing ship to Aden is, I should say, in the fair season, from 14 to 16 days; in the monsoon, not more (if a clipper) than 2½ days at farthest, or say three weeks; but here I speak less confidently.

5th. From Aden a ship of 1,000 tons, towed by a steamer of the same size, would reach Suez, I should say, in from 12 to 14 days at the outside; from Suez to Aden, as ships would have the advantage of a strong northerly wind half way down the sea, with smooth water and comparatively lighter winds after passing the region of calms, probably ten days, and not more, should be allowed for the passage of such a steamer, even with more than one ship in tow; but as the services of the steamer would be required for a day or two days after leaving Aden, to tow sailing vessels with monsoon, we will call the average passage either way as, under such circumstances, 12 days. Making this allowance, the passage from Aden to Bombay during the monsoon, which is the time in question, should not be put down as over seven days, whether for sailing vessels or steamer, as before observed. As examples

Appendix, No. 16.

in point I may mention that the Bombay mails have been brought down in the monsoon from Aden, by sailing vessels, in six days, and that a sailing vessel (I think the "Camillus") left the Isle of France two days after the steamer "Pottinger," of 1,600 tons, having on board a portion of the troops sent to our assistance, on board these vessels, by Governor Higginson and General Hay, and came into Bombay harbour not two hours after the "Pottinger," thus beating her by nearly two days. I saw them both arrive. This was about the 10th or 12th of August 1857; I left India on the 15th.

6th. The time occupied by a telegraphic message between Malta and England, I have been told, whether rightly or wrongly, is 70 hours; if wrong, the following computations can be corrected.

Now, if we apply the foregoing data to the question which I have proposed in the earlier part of these remarks, we arrive at the following results. The disastrous news from India reached the Ministry, as I have observed, on the 27th June, at the latest, by telegraph. The 10 regiments at Malta would surely have furnished a force of 4,000 men. The Bombay news of the 15th of June was published in London (see Homeward Mail) on the 15th July; a Bombay steamer which brought it must, therefore, have arrived at Suez by the end of June, or at the latest on the 1st to 4th July.

The home news mail reached Bombay by the same Suez steamer, if I recollect rightly, about the 22d July; as then she did not take, at the most, above 15 days, and probably less, in coming from Suez to Bombay, she must have been at Suez on the 7th July.

Now, if the Ministry had done what I think they ought to have done—if they had on the 28th of June telegraphed to Malta and to the Government of Bombay—to the former, instructions to send on 4,000 men, *via* Egypt, to India without delay, and to send on the Indian message by an immediate steamer, which should also carry to Egypt agents to prepare for reception and accommodation of the troops, and to warn the consular authorities in that country to employ at once the best agency and adopt the most efficient measures for the reception, maintenance, and transport of the troops through Egypt, localing them in the most favourable place for troops to be stationed, Cairo, pending the arrival of transports at Suez, and communicating with the Pasha's Government—the Indian message would have reached Suez in time for the steamer which must have left it about the 7th July, and all would have gone smoothly.

Thus, telegraph to Malta on the 28th June, 70 hours; delay at Malta, 24 hours; passage to Alexandria, 78 hours. Telegraph message to Suez, say 6 hours, or  $70 + 24 + 78 = 178$  hours, or 7 days 10 hours. I think I have allowed a sufficient margin for delays. The message to the Bombay Government from the Ministry would have reached the commander of the steamer at Suez on the 6th July, at the latest.

If by the same telegraph Ministers had instructed the political agent at Aden to have taken up any available tonnage for the transport of troops from Suez, he could, unquestionably, have engaged at least four vessels of from 500 to 1,000 tons, and warned the Bombay Government that he had done so. He would have been able to do much to these vessels by way of preparation, pending the arrival of steamers from Bombay to tow them up the Red Sea.

The mail having reached Bombay about the 22d July, I have shown by the returns of shipping in the harbour (which I sent to you, and which are published daily in the "Bombay Times," with the exception of the steamers of the Bombay Steam Navigation Company), that there were at the time ample means of transport at hand for a very large force, and in clipper vessels. Indeed, the transports which brought back the 14th Dragoons from Persia were, I rather think, at that time in the harbour properly fitted for troops.

There were several of the Honourable Company's men of war steamers, and at least two or three of the Peninsular and Oriental Steam Navigation Company's; two fine steamers of this Company, the \_\_\_\_\_ and "Pioneer." It also happened that the season was unusually favourable for sailing vessels and steamers both for going to and coming from Aden, the monsoon not having set in with its usual force, and in several directions early in August.

I have no doubt but that we could have despatched three steamers, averaging 1,000 tons each, on the 25th July, also any required number of sailing clipper vessels by the end of the month. Sir Henry \_\_\_\_\_ can speak to this.

The steamers so despatched would have been at Aden within 10 days, say the 5th August. If they took each a ship in tow from Aden (to prevent misunderstanding, mark that they could not tow ships from Bombay to Aden against the monsoon), they might have arrived at Suez on the 17th to 19th of August, if they took no ship in tow on the 12th to 13th of August.

The most expeditious mode of carrying on troops at that season would, I think, have been for every available steamer to have been employed towing troop ships up and down the Red Sea, carrying of course as many men as they could to Aden in addition, and from thence towing them out within the influence of the monsoon and then casting them off; we will therefore not consider what steamers alone would have done passing up and down the Red Sea between Suez and Aden, and bringing troops down to the transports which would have rendezvoused at the latter place.

Such

Such transports leaving by the 30th or 31st July would have been at Aden, I should say Appendix, No. 16. at the latest, by the 20th of August, considering the season.

The three steamers, each with a ship in tow (say averaging 800 tons) would, as I have said, been at Suez by the 17th to the 19th of August; I shall presently show that the troops might have been waiting for them at Cairo ready, and within a day's transport of Suez, returning full of troops, and if thought desirable, with three or four native boats in tow besides the ships; they would have been very probably at Aden by the 10th day after leaving Suez, or say the 12th; allow two days for transporting from Cairo, and embarking at Suez as many men as the vessels could carry without prejudice to the men's health, and we have 14 days to reach Aden on (from the latest date, the 19th of August) the 2d September, and allowing two for re-embarking them on board transports at Aden, if any came down in boats, and for towing them into the monsoon, or say three days, and seven days for the passage to Bombay, and the first batch of troops could have reached India by the 12th September, after making all allowances for delays.

Between 3,000 or 4,000 men, I consider, might have at once been brought this way, but when once steam service was arranged between Suez and Aden, and vessels sent to rendezvous at Aden, any number of troops might have been brought on very rapidly.

I do not conceive that there was the slightest reason for hesitation then, either on the score of want of transport on the Suez side, or on that of health; good awnings, wholesome fresh provisions, care not to overcrowd, and the allowing the men to remain in undress, and be about deck during the passage down the Red Sea to Aden, would have secured the latter; and at Aden they would have found (at least such as were not embarked, good roomy ships at Suez) some of the most splendid, airy, and fast vessels in the world, waiting for them.

I have shown that steamers, with ships in tow, might have been at Suez by the 17th to the 19th of August. It remains to consider when the troops to be sent from Malta could have reached Cairo.

Telegraph to Malta, 28th June, would reach in 70 hours, or say three days, that is by the evening of the 1st July. The embarkation of troops might have occupied (as I think there is no doubt that transport by steam could have been obtained within a week or 10 days) say until the 12th July; on the 16th they might have been at Alexandria, when arrangements would have been made for them by agents previously dispatched, and before the 20th they would have been all encamped or accommodated at Cairo. The rail could have taken them up easily in a day if necessary.

I am quite sure that the Pasha would have done all in his power, as he did on a previous occasion, to have assisted our officers and troops, and facilitated their movements, while it is an absurdity to think at a want of supplies at Cairo, even for double the force here supposed. Cairo has somewhere near 400,000 inhabitants, and there are barracks for several Egyptian regiments, horse, foot, and artillery, I think, close by.

I have shown that steamers and transports would pretty certainly have been at Aden by the 17th to the 19th of August, so that whatever delay for transport at Malta, which, looking to our powerful steamers in the Mediterranean, could not have been under any circumstances very great, there was ample time for the troops to be sent to Cairo, and there to wait, and be in time for ships from India.

Appendix, No. 16.

Communicated by Mr. Lumsden.

## VESSELS in Bombay Harbour, 9 June 1857.

N A M E.	TONNAGE.	DESTINATION.	N A M E.	TONNAGE.	DESTINATION.
South Sea - - -	953	London.	Jasper - - -	625	Not fixed.
Premier - - -	835	"	Courser - - -	-	"
Stewart Wortley - - -	-	"	Great Tasmania - - -	-	"
Acadia - - -	2,030	"	Persia - - -	1,603	"
Mangerton - - -	960	"	Henry Tanner - - -	-	"
John M. Wood - - -	1,180	Liverpool.	Iona - - -	-	"
Ohio - - -	450	"	Burmese - - -	-	"
Euroclydon - - -	1,325	"	Ram - - -	670	"
Natolia - - -	1,075	"	Intrepid - - -	701	"
Winifred - - -	-	"	Sillery - - -	986	"
Shooting Star - - -	1,400	"	Surat - - -	930	"
James M'Henry - - -	1,537	"	Castino II. - - -	358	"
Khunjee Oodowjee - - -	909	"	Vizier - - -	370	"
Cornelia - - -	1,184	"	Eagle - - -	615	"
Joseph Turratt - - -	-	"	Gertrude - - -	1,301	"
Balmoral - - -	-	"	Windsor - - -	-	"
Covenanter - - -	1,274	"	Flying Scud - - -	-	"
Hecla - - -	477	Clyde.	Finchley - - -	-	"
Rose Ellis - - -	-	Falmouth.	Mary Stenhouse - - -	1,243	"
Southern Cross - - -	688	"	Conflict - - -	1,326	"
Thomas Arbuthnot - - -	921	"	Justyn - - -	913	"
Asia - - -	-	"	Anne Armstrong - - -	-	"
Milton - - -	536	"	Balaclava - - -	465	"
Caroline Chisholm - - -	366	"	Ticonderogo - - -	-	"
Tyfon - - -	400	"	Scottish Chief - - -	1,052	"
Admiral Baudin - - -	600	Havre.	Frazen - - -	480	"
Malabar - - -	834	-	Crimea - - -	519	"
Ocean - - -	346	-	British Empire - - -	2,679	"
Pondicherry - - -	-	-	Grand Bey - - -	-	"
Damblat - - -	470	Dunkerque.	Waterloo - - -	406	"
Belle Virginie - - -	-	Marseilles.	Dacotah - - -	-	"
Jacques Elizabeth - - -	-	"	Coromandel - - -	-	"
Nouvelle Ascension - - -	366	"	Prince of Orange - - -	526	"
Cumbrick - - -	900	"	Abyssinian - - -	1,000	"
Esther - - -	-	"	Ocean Monarch - - -	1 think 1,800 tons.	"
Heloise - - -	470	"	Eugen - - -	450	"
Sebastopol - - -	-	"	Mahi - - -	523	"
Montesquieu - - -	-	"	Hibernia - - -	1,065	"
Leonie - - -	-	"	Lilley Dale - - -	-	"
St. Elioi - - -	-	"	Annie Cropton - - -	523	"
Amelie - - -	-	"	Wansfell - - -	727	"
Angele - - -	-	"	Trafalgar - - -	739	"
Courier - - -	658	Antwerp.	Julia - - -	-	"
Mystery - - -	410	Trieste.	Storm Cloud - - -	-	"
Borgund - - -	-	"	Lydia - - -	541	"
J. P. Chapman - - -	1,032	Genoa.	Alchemist - - -	914	"
Atalanta - - -	930	"	Time and Truth - - -	-	"
Edward Boustead - - -	413	"			
Ganges - - -	505	"			
Balkan - - -	399	Lisbon.			
Faiz Allum - - -	-	Saim.			
Assaye - - -	847	New York.			
Mary Robinson - - -	1,348	"	Schooner Augusta - - -	-	-
Sarah - - -	-	Persian Gulf.	Brig Palinurus - - -	-	-
Stamboul - - -	-	Calcutta.	Steamer Goolanair - - -	-	-
Earl of Clare - - -	-	"	Steamer Queen - - -	-	-
Nabob - - -	-	"	Steamer Ajdaha - - -	-	-
Victor Emmanuel - - -	956	"	Steamer Berenice - - -	-	-
Dowthorpe - - -	-	Rangoon.	Receiving Ship Acbar - - -	-	-
Adino - - -	241	Singapore.			
Glendaragh - - -	644	-			
Fullock Shadan - - -	-	China.			
Tenassarim - - -	-	Mauritius.			
Atieth Rubiaion - - -	-	"			
Jemina - - -	-	Macao.			
Kronprinz - - -	460	Not fixed.	Bombay - - -	-	-
Futtay Salam - - -	-	"	Chusan - - -	-	-

## INDIAN NAVY.

PENINSULAR AND ORIENTAL  
COMPANY'S STEAMERS.



VESSELS in *Bombay Harbour*, 14 July 1857.

N A M E.	TONNAGE.	DESTINATION.	N A M E.	TONNAGE.	DESTINATION.
Acadia - - -	2,030	London.	Grand Bey - - -	-	Not fixed.
Windsor - - -	1,009	"	Coromandel - - -	-	"
W. Miles - - -	-	"	Prince of Orange - - -	526	"
Khimjee Oodowjee - - -	909	Liverpool.	Ocean Monarch - - -	-	"
Covenantor - - -	1,274	"	Wansfell - - -	727	"
Mary Stenhouse - - -	1,243	"	Lydia - - -	541	"
Florine - - -	1,042	"	Futtay Shah Allum - - -	-	"
Crimea - - -	519	"	Sirocco - - -	1,132	"
Alchemist - - -	914	"	Tasmanian - - -	1,136	"
Gertrude - - -	1,301	"	Semiramis - - -	901	"
Sebastopol - - -	-	Marseilles.	Cosmos - - -	410	"
Montesquieu - - -	-	"	Mirzapore - - -	846	"
Leonie - - -	-	"	Earl Grey - - -	570	"
St. Eloi - - -	-	"	Flying Venus - - -	-	"
Amele - - -	-	"	Tamarac - - -	802	"
Jeune Felix - - -	450	"	Tiger - - -	-	"
Celibataire - - -	391	"	St. Vincent de Paul - - -	-	"
Lormont - - -	-	"	Punjaub - - -	-	"
Vizier - - -	370	"	Delphin - - -	550	"
Pierre Alexander - - -	-	"	Caduceus - - -	1,106	"
Pondicherry - - -	-	Havre.	Queen of the North - - -	-	"
Surat - - -	930	"	Elizabeth - - -	920	"
Dowthorpe - - -	-	Hull.	Simoom - - -	-	"
Ganges - - -	505	Genoa.	Arthur the Great - - -	-	"
Falanto - - -	352	"	Queen of the West - - -	1,400	"
Castino II. - - -	356	Gibraltar.	James Carson - - -	-	"
Eugen - - -	450	"	General Wyndham - - -	864	"
Mary Robinson - - -	1,348	New York.	Eliza Bonsall - - -	-	"
Adino - - -	241	Singapore.	Alert - - -	394	"
Faiz Allum - - -	-	Siam.	Indian Queen - - -	1,000	"
Thomas Arbuthnot - - -	921	Falmouth.	Napoleon III. - - -	1,462	"
Asia - - -	-	"	Bonne Marie - - -	-	"
Intrepid - - -	701	"	Hydree - - -	-	"
Balaclava - - -	465	"	Elizabeth - - -	-	"
Waterloo - - -	406	"	Wings of the Wind - - -	-	"
Windsor Castle - - -	"	"	James Pilkington - - -	-	"
Jasper - - -	625	"	Carpentari - - -	-	"
Acolus - - -	620	"	Boyne - - -	-	"
Fullock Shadan - - -	-	China.	Abdulla - - -	-	"
Ticonderoga - - -	-	"	Aurifera - - -	459	"
Abyssinian - - -	1,000	"	John Masterman - - -	600	"
Lucie - - -	-	Calcutta.	Bissite et Pecoul - - -	-	"
Earl of Clare - - -	-	"	Futty Allum - - -	-	"
Fairlie - - -	756	"			
Gabriel - - -	-	"			
Ann Buckle - - -	-	Mauritius.			
Tenassarim - - -	-	"	Schooner Augusta - - -	-	-
Royal Albert - - -	-	Colembo.	Brig Palinurus - - -	-	-
Franzen - - -	480	Zanzibar.	Steamer Goolanair - - -	-	-
Ann Armstrong - - -	-	Moulmain.	Steamer Victoria - - -	-	-
Gossypiani - - -	-	"	Steamer Queen - - -	-	-
Ville de Lille - - -	-	Dunkirk.	Steamer Ajdaha - - -	-	-
Tartar - - -	641	Rangoon.	Receiving Ship Acbar - - -	-	-
Melbourne - - -	-	Government			
Great Tasmania - - -	-	Employ.			
Persia - - -	1,603	Not fixed.			
Iona - - -	-	"			
Flying Scud - - -	-	"	Madras - - -	-	-
Conflict - - -	1,326	"	Norna - - -	-	-
Justyn - - -	913	"	Precursor - - -	-	-
Scottish Chief - - -	1,052	"	Chusan - - -	-	-
British Empire - - -	2,679	"	Aden - - -	-	-
			Cadiz - - -	-	-

## INDIAN NAVY.

PENINSULAR AND ORIENTAL  
COMPANY'S STEAMERS.

Appendix, No. 16.

VESSELS in *Bombay Harbour*, 30 July 1857.

N A M E.	TONNAGE.	DESTINATION.	N A M E.	TONNAGE.	DESTINATION.
Windsor - - -	1,009	London.	Prince of Orange - - -	-	Not fixed.
William Miles - - -	-	"	Wansfell - - -	777	"
Covenanter - - -	1,274	Liverpool.	British Empire - - -	2,679	"
Florine - - -	1,042	"	Ann Buckle - - -	963	"
Alchymist - - -	-	"	Semiramis - - -	-	"
Crimea - - -	-	"	Earl Grey - - -	570	"
Gertrude - - -	1,309	"	Flying Venus - - -	-	"
James Pilkington	-	"	Tiger - - -	-	"
Heloise - - -	476	Marseilles.	St. Vincent de Paul - - -	-	"
St. Eloi - - -	290	"	Queen of the North - - -	743	"
Jeune Felix - - -	450	"	Tamarac - - -	802	"
Amelie - - -	690	"	Eliza Bonsell - - -	1,264	"
Lormont - - -	-	"	Napoleon III. - - -	1,462	"
Visir - - -	370	"	Hyderee - - -	675	"
Pondicherry - - -	1,000	Havre.	Wings of the Wind - - -	-	"
Gyptis - - -	-	"	Melbourne - - -	1,169	"
Falanto - - -	-	Genoa.	Boyne - - -	619	"
Eugen - - -	379	Gibraltar.	Abdulla Clarke - - -	961	"
Alert - - -	394	"	Futtay Allum - - -	-	"
Adino - - -	241	Singapore.	Bissite et Pecoul - - -	-	"
Faiz Allum - - -	-	Singapore	Aurifera - - -	499	"
		and Siam.	J. P. Wheeler - - -	1,000	"
Intrepid - - -	-	Falmouth.	Mangerton - - -	-	"
Windsor Castle - - -	813	"	Santiago - - -	-	"
Jasper - - -	629	"	Mana Gray - - -	-	"
Dolphin - - -	-	"	Montesquieu - - -	-	"
Futtay Salm - - -	-	China.	W. E. Malcolm - - -	-	"
Abyssinian - - -	1,000	"	Ellen Bates - - -	-	"
Ticonderoga - - -	-	"	Bee Rais - - -	-	"
Fairlie Corvan - - -	756	Calcutta.	Walter Morris - - -	-	"
Elizabeth Kimbull - - -	-	"	Sweepstakes - - -	1,735	"
Punjaub - - -	-	"	Sirocco - - -	-	"
Persia - - -	1,603	Madras.	Hydroos - - -	-	"
Nith - - -	-	Mauritius.	Xiphias - - -	-	"
Futtay Shah Allum - - -	-	"	Magnet - - -	-	"
Bonnie Marie - - -	271	"			
Cosmos - - -	410	Trieste.	INDIAN NAVY:		
Gossypium - - -	-	Moulmain.	Schooner Augusta - - -	-	-
Ville de Lille - - -	603	Dunkirk.	Brig Palinurus - - -	-	-
Lydia - - -	541	Rangoon.	Steamer Goolanair - - -	-	-
Sirocco - - -	-	"	Steamer Queen - - -	-	-
John Masterman - - -	608	"	Steamer Ajdaha - - -	-	-
Royal Albert - - -	617	Colombo.	Steamer Victoria - - -	-	-
Arthur the Great - - -	-	Bushire.	Steamer Assaye - - -	-	-
Great Tasmania - - -	2,163	Not fixed.	Receiving Ship Acbar - - -	-	-
Tasmania - - -	-	"			
Iona - - -	-	"	PENINSULAR AND ORIENTAL		
Flying Scud - - -	-	"	COMPANY'S STEAMERS.		
Conflict - - -	1,326	"	Precursor - - -	-	-
Earl of Clare - - -	-	"	Chusan - - -	-	-
Scottish Chief - - -	1,052	"	Bombay - - -	-	-
Justyn - - -	913	"	Singapore - - -	-	-
Grand Bey - - -	-	"			
Ocean Monarch - - -	-	"			

## Appendix, No. 17.

MEMORANDUM from Mr. Mead, subsequently to his Evidence.

Appendix, No. 17.

HAD the offer of Lord Elphinstone to send an officer to overtake the mail of the 11th of May from Bombay been attended to, the most important results would have been obtained.

He would have ascertained at Aden that there were 20,000 tons of coal at that place, and could have assured Her Majesty's Government that as regarded transport vessels and steamers to tow them, the most abundant means existed for forwarding any number of troops on this side of the Red Sea.

Whilst going across the Desert he would have ascertained the state of the railway, and the nature of the facilities for moving a body of men from Cairo to Suez by rail, camels, and horse-vans.

At Alexandria he could have had an interview with Her Majesty's Consul-General, and inquired if there were any difficulties likely to be offered to the passage of our soldiers across the isthmus.

Arriving at Malta, it would be open to him to ascertain how far the island could supply needful requisites for a large military force embarking at a short notice.

He would reach London on the 6th of June. Allow four days for the deliberations of Government, two days from London to Marseilles, and three days from that port to Malta, and we have the instructions of Government for the despatch of troops conveyed to the General commanding in the island on the 15th of June.

The distance from Malta to Alexandria is 800 miles. Allow four days for the embarkation of the troops and six days for the voyage, the mail steamers doing it in less than three days, the force is landed then in Egypt, say on the 28th of June.

A steamer chartered at Liverpool or Southampton on the 10th of June, and waiting five days for stores, would have reached Alexandria with ease by the time the troops disembarked. She could have conveyed surgeons and medical supplies, hammocks, preserved provisions, and a couple of suits of linen clothing per man.

Two trains would each carry 500 men to Cairo in 10 hours; from that place they could have been pushed forwards 40 miles by the Suez Railway; but if any obstacle was made in that respect, the ordinary transit arrangements would have placed them at Suez in four days. It is a very common occurrence for the homeward and outward passengers to cross each other in the Desert, the two usually averaging more than 250 persons. The time occupied in doing the 80 miles is about 14 hours; the stages are five miles apart, and the pace kept up by the vans not less than eight miles an hour.

Say that the first 1,000 troops arrived at Suez on the 5th of July, they would be put on board three (3) transports and be towed by steamers to Aden, about 1,200 miles distant. The ordinary run occupies six days, and the wind being fair, they could set sail and would be of little encumbrance to the steamers. Give them, however, nine days to Aden, and allow four days for embarkation, and they reach that port on the 18th of July. From Aden to Bombay, the monsoon blowing strongly, would be a perfectly fair wind, and being cast off, they could accomplish the voyage without a chance of impediment, humanly speaking, in eight days. They would thus have reached India in 20 days from the date of their arrival in Egypt, and each fortnight would have diminished the time occupied in the transit. From the 18th of July to the 18th of October, 10,000 might have been landed in India by the overland route without the smallest difficulty.

On the breaking out of the mutiny at Meerut and Delhi there were lying at Calcutta the Peninsular and Oriental Company's steamers "Oriental" and "Hindustan," in addition to the vessels employed in the postal service between Suez and Calcutta.

The "Oriental" was ready for sea, having been employed for months as a troop ship; the "Hindustan" could have been got ready in a couple of days. Had they been despatched on the 20th of May, seven days after Government were informed of the capture of Delhi, they would have arrived at Suez at the very latest by the 20th of June. It

Appendix, No. 17. — was the universal expectation at Calcutta that those vessels would have been sent to bring troops arriving by the overland route. The steamers in question could have brought with ease 500 men each.

At Bombay, it will be seen by the accompanying list of shipping that in the month of May 14 sailing ships arrived from the Persian Gulf with troops on board. Five of these were regular hired transports, fitted up for the reception of soldiers; in addition to which there were four Government steamers. Four of these sailing vessels came on to Calcutta with the 78th and other troops, forming part of the reinforcements despatched from Bombay. Independent of the ships returned from Bushire, there was a large amount of unemployed tonnage in the harbour. Nothing was easier than the despatch during all May of a fleet of transports to Suez, where they would have arrived long before the troops appeared from the other side.

I have made six journeys by the overland route, and have been in the Red Sea in the months of January, May, July, September, and October. In the aggregate more than 1,000 persons, men, women and children, must have travelled with me on those occasions; and I believe not a single death occurred either in the Desert or the Red Sea. I should never hesitate to send my wife by that route on the score of its insalubrity.

At the same time, it must be admitted that had troops been sent overland, they would have found at Calcutta on arrival neither barracks, commissariat, nor means of carriage. I could speak very strongly on all these points.

H. Mead.

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ARRIVAL of Transports at *Bombay* from *Persia* with Troops, May 1857.

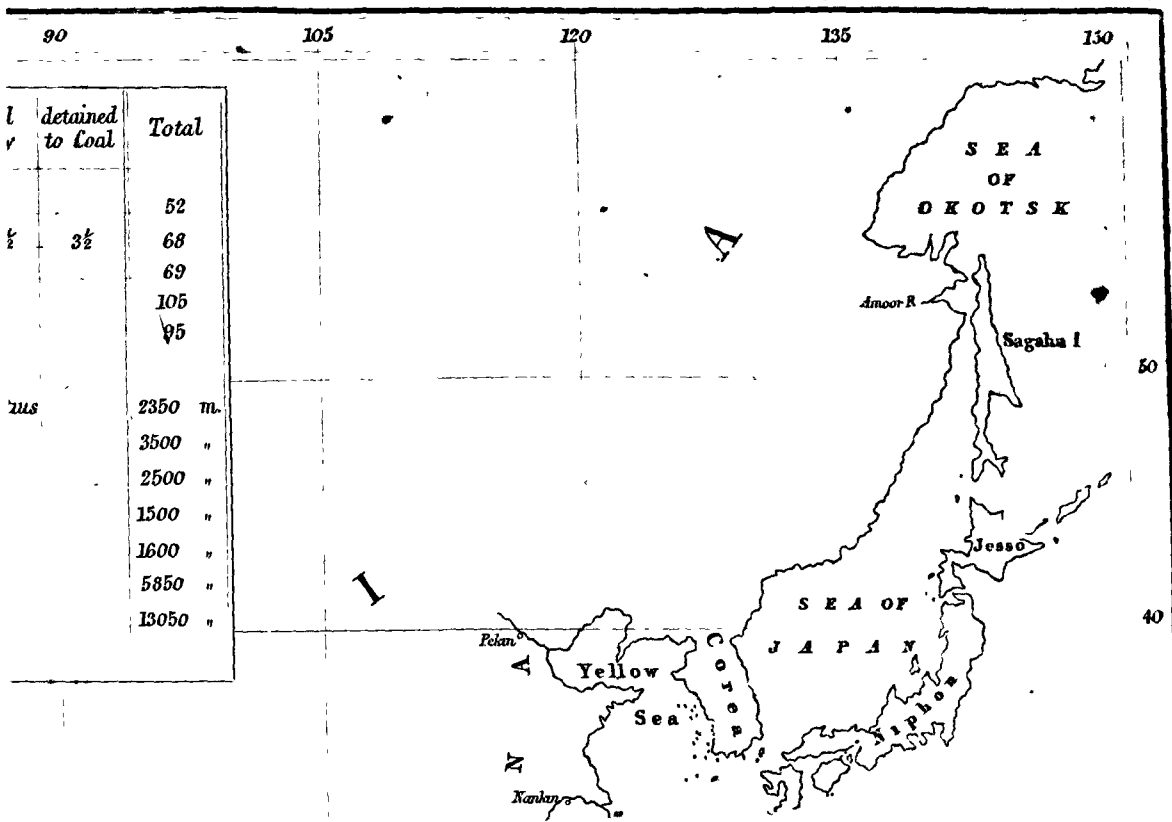
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May 11 - Mount Stuart Elphinstone, steamer.	May 22 - Avalanche.
„ 12 - Result.	„ „ - Kingston.
„ 14 - Julie, transport.	„ „ - Bride of the Seas, transport.
„ „ - Raby Castle, do.	„ „ - Punjaub, steamer.
„ 15 - Pioneer, do.	„ 23 - Semiramis.
„ „ - Belgravia, do.	„ 25 - Dacota.
„ 17 - Storm Cloud.	„ 29 - Ocean Monarch.
„ 21 - Ajdaha, steamer.	„ „ - Berenice.
„ „ - Earl of Clare.	„ 31 - Hibernia.

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REPORT— EAST INDIA ( TRANSPORT OF TROOPS ).

Appe



## Appendix, No. 18.

Admiralty, 24 March 1858.

I BEG herewith to transmit, for the information of the Chairman and Members of the Committee on the Transport of Troops to India, a return of various screw and paddle-wheel steamers, which at various periods have made passages from England to the Cape of Good Hope. Appendix, No. 18

I also transmit a chart, on which is marked the tracks of the following vessels:—

1. H.M. screw-frigate Shannon - - - from England to the Cape.
2. The screw-steamer Golden Fleece - - from England to Calcutta.
3. The screw-steamer Sydney - - - ditto - ditto.
4. The clipper sailing-ship "City of Dublin," in } ditto - ditto.  
September 1856 - - - - - }
5. Ditto - ditto - in June 1857 - - - ditto - ditto.

The tracks of the clipper-ship "City of Dublin" have been marked on the chart, as Messrs. Baines and Co. have not received the tracks of their clipper ships which conveyed troops to Calcutta; and with reference to a request from a Member of the Committee to insert the tracks of Her Majesty's ships, which left the Cape of Good Hope for Calcutta, I regret I have not been able to obtain them, as the log-books of those ships have not reached the Admiralty from India.

The Chairman of the Committee  
on Transport of Troops to India, House of Commons.

I have, &c.  
Alex. Milne, Rear-Admiral.

A RETURN of PASSAGES made by STEAM VESSELS from *England* to the *Cape of Good Hope*, at the respective Dates.

Whether Screws or Paddle.	N A M E.	Tonnage.	Horse Power.	Sailed.	Arrived.	Number of Days on Passage.
Screw -	H.M.S. Vulcan -	1,764	350	16 March 1851	11 May 1851	56
" -	" Vulcan -	1,764	350	12 Oct. —	9 Dec. —	58
Paddle	" Birkenhead -	1,405	556	24 June —	8 Aug. —	45
" -	" Cyclops -	1,195	320	7 July —	29 " —	53
" -	" Retribution -	1,641	400	15 " —	19 Sept. —	66
" -	" Sidon -	1,316	560	15 " —	20 " —	67
Screw -	{ Contract Packets, 17 voyages - }	chiefly } 2,200	300	1852 - and	- 1853 -	39½
" -	{ Contract Packets, 13 voyages - }	chiefly } 1,000		1855 - - to	- 1857 -	49
" -	H.M.S. Vulcan -	1,764	350	Noy. 1856	January 1857	71
" -	" Simoom -	1,980	350	Feb. 1857	April - —	56
" -	" Megæra -	1,395	350	" —	" —	56
" -	" Shannon -	2,667	600	17 March 1857	7 May 1857	51
" -	" Sans Pareil -	2,339	400	" —	25 " —	69
" -	" Transit -	2,567	500	14 April 1857	28 " —	44
" -	" Himalaya -	3,508	700	16 " —	25 " —	39
" -	" Assistance -	1,902	400	22 May —	25 July —	64
" -	" Adventure -	1,902	400	22 " —	19 " —	58
" -	" Chesapeake -	2,377	400	27 Sept. —	15 Nov. —	49
" -	Hired ship Charity -	1,239	202	14 April —	22 May —	38
" -	" " Imperador -	1,739	300	27 July —	3 Sept. —	38
" -	" " Mauritius -	2,134	300	16 June —	15 Aug. —	60
" -	" " Cleopatra -	1,452	250	18 " —	6 " —	49
" -	" " Adelaide -	1,869	450	18 August —	3 Oct. —	51
" -	" " Imperatriz -	1,739	300	11 " —	20 Sept. —	40

## Appendix, No. 19.

Appendix, No. 19. STATEMENT of the Average of 50 Voyages to *Bengal*, 25 Voyages to *Madras*, and 50 Voyages to *Bombay*, by Ships of not less than 1,200 Tons belonging to the East India Company's late Maritime Service, prior to the Year 1832, inclusive.

50 Voyages to Bengal between 1824 and 1832 - Averaged 108 days each voyage.  
 50 Voyages to Bombay between 1822 and 1832 - Averaged 110 days each voyage.  
 25 Voyages to Madras between 1824 and 1832 - Averaged 105 days each voyage.

Marine Department, East India House, }  
 27 February 1858.

J. C. Mason.

## Appendix, No. 20.

CAPTAIN FORD'S SUGGESTIONS respecting the best Route to *India* for TROOPS, and the best CLASS of SHIPS to embark them in.

Appendix, No. 20. THE failure of all endeavours hitherto made to effect a rapid and direct communication with *India*, *via* the Cape of Good Hope, whether attempted in auxiliary or full-powered steam-ships, has been occasioned by the insufficiency of tonnage and power of the vessels employed, and by the loss of time inseparable from coaling at so many different stations. Our only independent and natural high road to *India* is by the ocean: we command that route, but have not yet made the best use of it. In order to overcome the delays and difficulties adverted to, I suggest the immediate establishment of a line of first-class iron screw steam-ships, of 5,000 tons measurement each, and fitted with engines of 1,000 horse-power.

These ships can be so constructed as to average 300 miles per day; a rate of speed that would enable them to perform the voyage to or from *India*, with certainty, in 41 days, viz.,—

England to Cape of Good Hope, or <i>vice versa</i>	-	-	-	20 days.
Coaling at the Cape	-	-	-	3 "
Cape of Good Hope to Calcutta, or <i>vice versa</i>	-	-	-	18 "
TOTAL	-	-	-	41 days.

The stowage capacity of each ship would comprise ample space for 2,000 troops, with their officers, officers' horses, artillery, baggage, and a large amount of munitions of war, together with twenty-four days' fuel, and the requisite quantity of provisions and stores.

The political advantages of Great Britain possessing a distinct available fleet of this description, are so obvious as to require no comment, except to mention that, in the event of an European war, and an urgent demand for troops, each of these capacious and powerful vessels, upon an emergency of that nature, could convey 3,000 men from *India* and land them at Gibraltar in 36 days, or at Malta in 39 days. Should neither the Admiralty nor the East India Company feel disposed to build and manage the ships referred to, such an addition to our national resources can only be created and properly worked by a public company, established under the auspices of Her Majesty's Government, and which company, if adequately supported, I am prepared to organise without delay. The whole matter is simply a question of tonnage, steam-power, and capital; and the events arising out of the *Indian* mutiny are likely to be such as to give continuous employment, during many years, to the class of powerful ships alluded to. The "*Times*" has truly remarked, that—

"Transport is the weak point of our naval system. It is too evident that we have not yet completed this part of our national establishment; and it ought to be done without delay."

Under these circumstances, and considering the grave position of public affairs in the East, I have well-founded hopes that my suggestions will be ultimately adopted, although, in the meantime, much discomfort and disappointment will have to be endured before Her Majesty's troops are conveyed to and from *India* in the spacious, well-ventilated, swift, and powerful transports which I am anxious to establish on this important route as early as practicable.

City Club, 12 August 1857.

(signed) John Ford.

## Appendix, No. 21.

(No. 239.)

COPY of a DESPATCH from the Right Honourable *H. Labouchere*, M.P., to Governor *Sir G. Grey*, K.C.B. Appendix, No. 21-

SIR,

Downing-street, 14 September 1857.

WITH reference to my despatch of the 5th June last, answering yours, No. 38, of 25th March last, in which you stated the reasons which rendered it, in your opinion, necessary to call out the German military settlers under arms, I wish to inform you that the subject has received the serious attention of Her Majesty's Government since the brief notice which I then took of the circumstances of this transaction.

Her Majesty's Government wish to refer you to the printed "conditions" of the 24th September 1856, which were communicated to you when the German military settlers were sent to the Cape. In those conditions it is distinctly specified that "when called out into service in the field against the enemy," the extra expense thus occasioned would be borne by imperial funds; when called out in aid of the civil power by colonial funds.

Your despatch to which I have already referred, intimates that you had kept these settlers under arms as soldiers, not on account of service against the enemy nor to aid the civil power, but for certain temporary reasons connected with their own management and discipline, into which it is not necessary for me to enter, as they have been already discussed. But at the same time this department received information through the War Department, that Baron Von Stutterheim reported "that you had called these settlers out for active service in the field on account of the uncertain state of the country."

I have now received from Lord Panmure copy of a general order issued on the 27th February last by your direction, and his Lordship adds that it has been intimated to him by the general commanding at the Cape colony, that, in accordance with that order, full pay and allowances as in the field had been issued to the German military settlers from the date of their disembarkation, for which the general requested a covering authority.

The result of these proceedings would appear to be, that although the particular case contemplated in the conditions for the throwing a farther expense on this country had not arisen, although there was no enemy in the field, nor any present apprehension of such an enemy, these settlers were to be retained as a military force, in addition to no less than ten British regiments, besides the Cape Mounted Rifles; for no part of which expense (as far as can be collected from your despatch) did you appear to intend to call on the colony to provide.

The necessity of maintaining order among these newly disembarked settlers, reported in your despatch already referred to, may have been a sufficient justification for the step of keeping them under arms in a case not provided for by the conditions. But I am bound to point out to you that your course should have been, in reporting the circumstance, to have stated that you had acted irrespectively of those conditions, and, in particular, to have stated that you meant to apply for payment of the expense from home funds, which in your despatch you omitted to do, leaving me altogether uninformed of the nature and extent of the liability which you intended thus to throw on Her Majesty's Government.

As, however, subsequently to the issue of the general order in question, the disturbed state of India has made it necessary to require that a large force of British troops should proceed thither from the Cape, Her Majesty's Government will not insist, as they would otherwise have felt bound to do, on the discontinuance of these extra payments out of home funds to the military settlers. But I must instruct you that so long as they are kept on full pay they must be kept embodied, and doing duty as regular troops, and in this manner to supply the place of soldiers required for the public service in India.

Nor should the soldiers of the German Legion be embodied on any subsequent occasion without a special report to Her Majesty's Government, showing on which of the grounds specified in the "Conditions" they were so embodied, or if on any different and exceptional ground, then to what account it is proposed to charge the expenditure.

I have, &c.  
(signed) *H. Labouchere.*



Appendix, No. 21.

(No. 286.)

COPY of a DESPATCH from the Right Honourable *H. Labouchere*, M. P., to  
Governor Sir *George Grey*, K. C. B.

Sir,

Downing-street, 5 January 1858.

I HAVE received your despatch No. 154, of 30th October, in reply to mine of the 14th September preceding, relative to your having called out the German military settlers at the Cape of Good Hope under arms. You state that you think it due, alike to yourself and to Her Majesty's Government, at once to reply to that portion of my despatch in which I remarked that you appeared to have stated no military reasons for your having taken that step.

I regret that there should be any necessity for my prolonging the correspondence on this subject, but I think it right to point out to you the discrepancies which exist in the statements made to Her Majesty's Government.

In your despatch No. 38, of 25th March 1857, you represented, that in consequence of the comparatively small number of females who had accompanied the German military settlers, it would be impossible to detain them in their villages as ordinary settlers, as they would roam over the whole country, whilst as a military force they would be quite useless for the defence of the colony. You were therefore of opinion, that the only way in which these and other evils which you mentioned could be prevented, until a due proportion of female emigrants had been sent out to the colony, would be to keep the settlers under arms as soldiers, and that this had accordingly been done.

The necessity, therefore, of embodying the settlers seemed to rest mainly on considerations of internal police. Her Majesty's Government showed their desire to contribute to remedy the evil complained of, by sending out to the colony a vessel with female emigrants from Ireland.

A few days after the receipt of your despatch, Lord Panmure forwarded to me a copy of a letter addressed to him by the Baron Von Stutterheim, in which he represented, that on account of the uncertain state of the country, you had called the military settlers out for active service in the field, and that you intended to keep them embodied for some time, and he mentioned the military posts at which they were to be encamped.

I received subsequently from Lord Panmure a copy of a General Order, dated 27th February 1857, stating that you had been pleased to call out for service in the field, as against an enemy, the corps of the British German Legion, under the 10th condition of their enrolment, from the date of their disembarkation.

But before the receipt of this communication from Lord Panmure, I had received a later despatch from you (dated 4th April 1857), in which, after reporting that everything in Kaffraria continued tranquil, you stated that the German military settlers were taking up their several locations; that their conduct was entirely satisfactory, and that you had no doubt that the experiment of sending them to the country would prove successful.

It was with these conflicting statements before me, that my despatch No. 239, of 14th September last, was written; and my assertion, that the settlers had been retained as a military force, although there was no enemy in the field, nor any present apprehension of such an enemy, was founded on your representations, that the power and influence of the Kaffir chiefs continued rapidly to decline, and that the tribes themselves were broken up, large numbers of the natives having gone into the Cape Colony to be employed as labourers.

I certainly therefore do not think that I had, at that time, reason to suppose that you entertained so strong a belief of the necessity of embodying the German Legion, for the purpose of the defence of the colony, as you now appear to have done. But I see no advantage in protracting this controversy. I assure you that I do full justice to the energy and ability which you have evinced in the protection of the colony at a most critical and trying period; to the success of which the prosperity it now enjoys is to be attributed. If the maintenance of the German Legion under arms has enabled you, as I trust it will, considerably to increase the succours which you will have afforded to the Government of India, the result of that step will have been a fortunate one, on whatever grounds it may have originally been taken.

I have, &c.  
(signed) *H. Labouchere*.

(173—289.)

(No. 296.)

COPY of a DESPATCH from the Right Honourable *H. Labouchere*, M. P., to Governor  
Sir *G. Grey*, K. C. B.

Sir,

Colonial Office, 3 February 1858.

I HAVE to acknowledge the receipt of your despatches, No. 155, of 31st October, and No. 173, of 26th November; the former transmitting further documents to show the military necessity which existed for calling out the German military settlers under arms, and the latter showing that the necessity for maintaining order amongst them would alone have rendered it necessary for you to have taken that step.

It

It appears clearly from these despatches, that in your opinion the justification of calling out the German military settlers rested on the twofold ground of the requirements of military defence and of considerations of police. Appendix, No. 21.

I do not feel it necessary to add anything to what I have said on this subject in my despatch, No. 286, of the 5th instant.

You will, I trust, take care, on any future occasion when the Legion is called out for active service, to specify distinctly in so doing on what grounds it is embodied for active service, and on what funds the expense thereby incurred should consequently be charged.

I have, &c.  
(signed) *H. Labouchere.*

CAPE OF GOOD HOPE.

(No. 154.)

COPY of a DESPATCH from Governor Sir *George Grey*, K. C. B., to the Right Honourable *H. Labouchere*, M. P.

Sir,

Cape Town, 30 October 1857.

I HAVE the honour to acknowledge the receipt of your despatch, No. 239, of the 14th of September last, in which you notify to me the disapproval of Her Majesty's Government of my having called out the German military settlers, stating, although apparently with some doubt, that the necessity of maintaining order among the newly disembarked German military settlers may have been a sufficient justification for keeping them under arms in a case not provided for in the "conditions;" and then going on to add, apparently upon some remarks which have emanated from the War Department, that, although the particular case contemplated in the conditions for throwing a farther great expense upon Great Britain had not arisen, although there was no enemy in the field, nor any present apprehension of such an enemy, the German settlers were retained as a military force, in addition to no less than ten British regiments, besides the Cape Mounted Rifles; for no part of which expense did I appear to intend to call upon the colony to provide.

2. I beg to state that I will hereafter show that the necessity for maintaining order among the German military settlers would alone have necessitated my keeping them under arms, but I think it due alike to myself and to Her Majesty's Government at once to reply to that portion of your despatch in which you state that there were no military reasons for my so doing.

3. Previously to my taking this step, I had, in various despatches, reported to Her Majesty's Government the disturbed state of Kaffraria, arising from the chiefs compelling their people, either by superstition or by threats, to destroy all their means of subsistence. At the moment of the arrival of the German military settlers this infatuation was at its height, and war was by everybody momentarily expected. The great majority of persons in this country believed that war could not be prevented, unless indeed most extraordinary measures were taken. This is so well known that no one who has any knowledge of South Africa could venture to deny it. How much this was the case will best be seen from the enclosed letters and extracts of letters, which passed between Major-general Michel and myself; in which that general gave it as his opinion, upon the 18th of February 1857, that we were then unprepared for war, owing to the non-armament of the Fingoes, or authority for the same, and the destruction of the Cape Corps; and he adds, that unless a system was adopted which, at the first outbreak, would, within three days, arm and call together in an organised manner Burghers, Fingoes, &c., a system well before prepared by the civil-military Government, disastrous results would occur; and that, if a grand onslaught of the Kaffirs were to take place, Albany and Victoria would be overrun in three days, and various Fingoe locations attacked. The Major-general then, in a memorandum, a copy of which is enclosed, shows more fully the state of his apprehensions by proposing his plan of operations, which amounted, in fact, to this: that I was at once to fall back, abandoning a part of the colony to the Kaffirs by withdrawing all the troops and police from the south of the Peddie Road, in Victoria, abandoning the farmers and farms, as well as the Fingoes in Lower Victoria, to the chances which might follow, and which sacrifice, the Major-general considered, the interests of the colony, as a whole, required.

4. My reasons for determining not to adopt the Major-general's opinion are contained in the memorandum, a copy of which is enclosed; I determined not to abandon a single farm or farmer until every effort had been made to keep the Kaffirs out of the colony, but to maintain a resolute front; and I feel satisfied that my so doing was the means of maintaining general confidence, and of carrying the country through the crisis which it had to pass.

5. How terrible the crisis was will be best shown by the enclosed return, which, by a curious coincidence, I received at the same moment that I received your despatch. From this it will be found that 68,034 \* souls, that is, two-thirds of the population, have disappeared from British Kaffraria alone in the first seven months of this year. British Kaffraria is separated from Kaffraria Proper by a stream fordable in many directions; the same disappearance of the population has taken place in the latter country, but at least to double the extent,

0.27.

Q Q 4

*Enclosure No. 1.*  
*General Michel to his Excellency the Governor, 18 February 1857.*  
*His Excellency the Governor to General Michel, 6 March 1857, King William's Town.*  
*Extract.*

*Enclosure, No. 2.*  
*Memorandum of General Michel, 13 February 1857.*

*Enclosure, No. 3.*  
*Memorandum of his Excellency the Governor, 6 March 1857.*

*Enclosure, No. 4.*  
*Return.*

\* (Sixty-eight thousand and thirty-four.)

Appendix, No. 21. extent, so that about 200,000 \* barbarians, desperate from starvation and of a peculiarly fierce and warlike character, had to be got rid of out of the country before the means of subsistence left would support the remaining population. From this terrific inundation Her Majesty's possessions in this country had to be protected. This has been done; the Kaffir population has dispersed, upwards of 30,000 have become hired servants in the colony, some thousands have fled to Faku's country and beyond it; some thousands to Moshesh's country, some thousands, I fear, have perished, and some thousands have been supported by charitable aid afforded to them, but Her Majesty's possessions and Her Majesty's subjects have suffered no harm. This great crisis has passed, the colony is peaceful and prosperous, and Her Majesty's forces, instead of being engaged in an expensive and desolating war, are, after having saved this colony, now in a high state of efficiency and discipline, either proceeding or ready to proceed to India, there to render, I trust, as good services as they have here.

\* (Two hundred thousand)  
(Thirty thousand.)

6. I am well aware that, had I allowed this flood of famished barbarians to have overrun the frontier districts of this colony by my supineness or by my fear of incurring responsibility, and that I had consequently at this moment, when Great Britain is pressed by great difficulty, made fresh demands upon her resources, I should then have failed in my duty to the Queen and to Great Britain. However much, therefore, I may have incurred the displeasure of Her Majesty's Government by my proceedings in this respect, I feel quite confident that I have done my duty, and that no one acquainted with South Africa will admit that I took the steps I did when there was no enemy in the field, nor any apprehension of such an enemy, as Her Majesty's advisers have been led to believe.

(Four hundred and Eight.)  
(Seven hundred.)  
(Three thousand Two hundred and Sixty-six.)

7. I beg further to point out that, although it is true there were ten British regiments in this colony, it should be borne in mind that one of these regiments consisted of only 408 rank and file, and that four other regiments consisted of but little more than 700 rank and file each, so that five out of the ten regiments gave a total strength of only 3,266 rank and file, and several of the other regiments were very much below their complement.

8. I hope, therefore, that a review of the fearful crisis (one but rarely equalled in history) through which this colony has in safety passed, taken in connexion with the fact that it has consequently at this moment of difficulty shown itself a source of strength, and not of weakness to Great Britain, will satisfy Her Majesty's advisers that I was, even in a military point of view, justified in calling out the German military settlers.

I have, &c.

(signed) G. Grey.

(No. 1.)

Enclosure to Despatch, No. 154, 30 October 1857.

Dear Sir,

Fort Beaufort, 13 February 1857.

I WAS in hopes that ere this I should have had the satisfaction of meeting you on the frontier, as rumour perpetually spoke of your intention of proceeding there.

I was desirous of meeting you in order that I might personally inform you of the result of my military investigation of the state of our preparations in the event of an outbreak.

The position I am placed in prevents my writing officially to you, and the conversation I had the honour of holding with you at Cape Town, makes me consider that you would not be averse to the reception of such a document as I have taken the liberty of herewith enclosing, marked No. 1.

I have added thereto a paper, marked No. 2, the only excuse I can allege for sending which is, that I conceive the military and civil government of the Eastern Provinces so of necessity interwoven, that I could not satisfactorily give you my ideas on the whole matter without adding that paper. I may add, that I came out to this colony under the delusion, fostered by the colonel and war ministers, that I should find myself at the head of the military affairs of this colony. I am therefore differently situated to an ordinary subordinate officer. These reasons I trust will plead my excuse for the course I have now adopted. I have considered the papers sent entirely of a private nature.

You will perceive by those papers that I consider that we are unprepared for war at present owing to the "non-armament of the Fingoes," or authority for the same, and "the destruction of the Cape Corps."

I may add, that unless a system which, at the first outbreak, would within three days arm and call together in an organised manner Burghers, Fingoes, &c., a system well prepared before hand by the civil-military government, disastrous results would occur.

If a grand onslaught of Kaffirs were to take place, Albany and Victoria would be in all probability overrun in three days, and various Fingoe locations attacked.

I have, &c.

(signed) J. Michel,  
Major-General.

Sir G. Grey, K. C. B.

Enclosure to Despatch, No. 154, 30 October 1857.

EXTRACT.

King William's Town, 6 March 1857.

"You tell me that you consider the papers sent, entirely of a private nature; I am very sorry that I cannot permit that such should be the case. At the present moment of danger and difficulty, divided councils will never do; you are evidently not contented with the line of policy I am pursuing, and are entrusted with the carrying out of operations of which you do not approve. I therefore fear, and I think not unreasonably, for the future success of those plans.

"I also cannot consent to keep from Sir James Jackson a knowledge of your views. I must have the benefit of his advice and opinions, as to whether he thinks I am wrong and you are right, or the contrary, and as to whether he can still cheerfully and cordially co-operate in the plan of operations on which we had agreed.

"You must excuse me for doing this; but I do not think that when the safety of part of Her Majesty's possessions and the good of the service are at stake, you are justified in sending me the papers you have done, and saying that you consider them entirely private. For all I know to the contrary, you may have imparted the same sentiments to other persons.

"I must therefore request that you will, in such manner as you think most fitting, lay before the Lieutenant-general commanding, copies of the two memorandums which you have sent to me, and I shall, when I receive them from him, put before him the memorandum of which I now enclose you a copy."

Major-General Michel,  
&c. &c. &c  
Fort Beaufort.

I remain, &c.  
(signed) G. Grey.

(No. 2.)

Enclosure to Despatch, No. 154, 30 October 1857.

MEMORANDUM on the Military Defence of the Colony.

Beaufort, 13 February.

1. THIS memorandum supposes the Kaffirs located as at present; namely, in positions from whence they can always pass across the Breakfast Vlei ridge into the colony without any possibility of preventing them.

2. This being assumed, it must be considered, what would be the state of affairs if the Basutos, the Tambookies, and Kaffir tribes were to commence a war simultaneously.

3. This must on their part be a war necessarily of aggression.

4. As respects Moshesh, I conceive that he would not quit his fastnesses in force, and that the bodies with which he might operate, might be held in check by the Boers of the north-east until we might be enabled to march against him in force.

5. The Tambookies, and Krel's Kaffirs, together with those to the west of the Kei, would pass by the Winterberg to the Cowie district, or by Kama's country to Albany and Lower Somerset, as also into the Waterkloof, Auckland, and (if possible) the Amatolas.

6. If the Kaffirs are denuded of cattle and other tangible possessions this movement would be made in swarms, spread over a vast extent of country. Considerable loss to the colonists would at first ensue; but to feed themselves, the enemy must disperse into small bodies.

7. To ward off loss, as far as possible, and to prevent the enemy returning to any fastnesses with booty, the system which I have already proposed, and has been generally accepted by the Lieutenant-governor, is as follows:—

8. Wherever the country is very open, as for instance, that from the Stormberg to the Winterberg, I should drive all cattle and stock to the rear of a line, on which line I should establish one or two rallying points, of say, one company of soldiers, for the wives, children, &c., of the burghers, leaving the whole country to be patrolled by the mounted burghers and police.

9. In a more close country, where particular passes and fords must be sought by the enemy, the stock should be driven to the rear, and I should establish small posts as rallying posts, giving the burghers, police, and Fingoes, the duty of watching these outlets; or, larger posts, with say 70 or 100 men, leaving three-fourths available for any duty of the same description within reasonable range of their posts.

Appendix, No 21.

10. The posts I consider necessary in case of an outbreak are,—

	MEN.	
1. Near the Stormberg - - - -	100	} Already sanctioned by Lieut.-Governor.
2. Mancazana - - - -	50	
3. Gilbert's farm - - - -	25	
4. Ayton's farm - - - -	30	
5. Lieu Fontaine - - - -	70	
6. If troops to spare on the Fish River Randt	60	} Graham's Town district
7. Two or three posts along the right bank of the Fish River, on the heights between Bothas Post and Peat Apple Tower. - - - -	-	

## On the Front Line.

	MEN.	
1. Buoy's farm, Kat River - - - -	30	} Already sanctioned.
2. Fort Armstrong - - - -	25	
3. Hogs Back - - - -	150	

## With cavalry and Fingoes.

One or two other small posts in the Chumie and Auckland valleys.

10. All existing detachments might remain, but the Germans might hold Fort White.

11. The Amatola Basin Fingoes should be laagared under the Amatola Rock.

12. The Fingoes at the base of the Seven Kloof Mountain should be laagared about three miles south-east of the Chumie Port.

13. The Gulu valley should be held by Fingoes, as high up as might be reckoned safe.

14. The posts along the Buffalo might be strengthened.

15. The camp at the Tovie is of no service, except to aid the Germans on the Keiskamma. These latter are placed in situations of the utmost peril, and would in case of war be only just able to defend themselves, but could not save their stock, and would give but little aid in their present position to the common cause.

16. The country south of the Peddie road, without any troops in that district except at Peddie, was in the wars of 1846-47, 1850-51, unoccupied by Kaffirs.

17. A small body of troops, say 50 men, might be required at Newcastle, and therewith the Fingoe line to the Peat Apple Tower would effectually cover all that frontier.

18. The farms at the Beka would, however, be sacrificed, unless some Germans were on this stream; as also the homesteads bordering the sea from the Keiskamma mouth towards the Fish River mouth. But I consider the general interests of the colony will require this latter sacrifice, as the expenditure of troops which would be required for their defence, would be quite disproportionate to the benefit accruing to the public.

19. The line of defence proposed by me would, I conceive, render the attempt to take stock from the colony almost hopeless, and the quantity of frontier farmers thus gained, would give a body of cavalry for this description of warfare far superior to any Her Majesty could elsewhere produce, and who would, in detail destroy the marauders.

20. The whole of the above supposes the Fingoes to be armed by the Government, and such of the Hottentots as may be deemed fit to be trusted. Without this, the whole falls to the ground, and no amount of troops could keep the Kaffirs out of the Amatolas, Water-kloof, and the other strongholds, or prevent their carrying off the stock, and otherwise ravaging the country.

1. But this is defensive warfare.

21. For offensive, from the deficiency of well armed horsemen, who can ride and shoot well, we are comparatively powerless; and at the present crisis, even had we these, in some parts of the country we should be equally so.

22. Offensive warfare against the native tribes is merely a search for cattle. The burning of kraals of little service; and unless cattle are to be taken, no Kaffirs would be seen by any infantry patrol; and in that executed by cavalry, the Kaffirs would only be found in positions where they could destroy the cavalry. This would be the case in the country west of the Kei (if their cattle has been destroyed to the extent reported).

23. Where cattle exist, there a large body of horsemen are required. In Kreli's country, not less than 1,000 to 1,500 mounted men and burghers are not as valuable for this sort of work as for fighting in their own country.

In marching against Moshesh, the same remarks are applicable.

24. For the future, until the Kei is finally crossed by the Kaffir nation, I consider that 4,000 infantry and 1,200 cavalry (but differently armed from the present mode) are required.

25. Perhaps

25. Perhaps when this is effected, and Pato's and Umhala's countries are thoroughly taken possession of, when roads are made therein, when an agricultural population, either English or German, is located there, perhaps the infantry force might be reduced to 2,500.

26. The removal of the Kaffirs across the Bashee would reduce the number still further. I should then consider 1,500 infantry, with perhaps 1,500 cavalry, sufficient; 500 of the latter might be mounted police.

In time, perhaps, even this body of infantry might be reduced.

27. But of the cavalry, at least 1,000 must either be bastards, hottentots, naturalised Kaffirs, or men born in this country. Of those not born in this country, few should be taken after the age of 16, and those of a low standard.

If they are taken older, they must be thoroughly good horsemen, and able to use their arms with dexterity on horseback. This is seldom if ever to be learnt in the riding school. I consider a cavalry soldier generally unfit for the work.

28. I am of opinion that a system which renders the Cape Corps drilled cavalry, and objects to Hottentot recruits, is exceedingly faulty, and will be productive of very serious consequences in the event of war. It is a matter of so serious a nature, that a remedy cannot be too early applied.

29. As respects artillery, one battery horsed I consider ample. The Kaffirs will seldom if ever fight where mounted artillery can move, and invariably in skirmishing order. I should, however, in addition, deem it desirable to have some extra artillerymen, and two to four guns ready to move by bullock draught.

30. In reference to the Hottentot soldier, I am of opinion that the extraordinarily dilatory distribution of the Kaffir medal (not yet given to the Cape Corps) is highly impolitic.

I am moreover doubtful of the policy of so considerable a limit to the rationing of the Hottentot soldiers' wives.

At any rate, both the wives and children should be rationed in time of war. It is an extra hold on the fidelity of by far the most valuable species of soldier we have in this country.

The fact is patent to every practical soldier in Kaffir warfare, that the Cape Corps Hottentots are our mainstay in all our aggressive warfare; and I conceive that no pains should be spared to render them attached to our rule, no false economy permitted to interfere with the attainment of this most material object.

31. In conclusion I may add, that I consider that a limited distribution of medals to burghers who have distinguished themselves in the last war, and to officers of levies, would for a future occasion bring into the field a larger levy of the better description of burgher soldier, and render them more amenable to command, than any other measure that could be adopted.

(signed) *J. Michel*, Major-General.

(No. 3.)

Enclosure to Despatch, No. 154, 30 October 1857.

MÉMOIRANDUM.

MAJOR-GENERAL MICHEL has raised a very serious question regarding the defence of this colony by proposing a plan of his own for this purpose, which is entirely opposed to that which I have directed should be adopted, after frequently discussing the question with the Lieutenant-General commanding the forces. I presume that nothing but his being entirely convinced of the imprudence of the course I was adopting, induced him to draw up the documents he has done.

Major-General Michel's plan relates principally to the district of Victoria, with the defence of which he is entrusted. It is very unfortunate that an officer should be required to carry out a plan of operations of which he disapproves. It is to be feared that if great difficulties arise, operations which have to be conducted under such circumstances can hardly be hoped to be either energetically or successfully carried on; whilst if they fail, it would be very difficult to tell upon whom the blame should rest.

I should therefore have felt it right at once to have foregone the plans which I had determined to adopt, and to have acted on those proposed by Major-General Michel, if I could have done so consistently with a sense of duty. But I believe that the adoption of the plan he proposes would bring down most immediate and imminent perils on this country. It is therefore right that I should place on record the reasons which have led me to reject General Michel's plan.

Appendix, No. 21. Major-General Michel's recommendations amount to this:—

That I am about to locate those men of the German Legion who are to be posted on the Keiskamma, in situations of the utmost peril, as in case of war they could only just support themselves, could not save their stock, and could give but little aid to the common cause.

That, therefore, the troops on the lower Keiskamma are of no service except to aid the Germans.

That the country south of the Peddie road, without any troops in that district except at Peddie, was in the war of 1846 and 1847, and in that of 1850 and 1851, unoccupied by Kaffirs.\*

That a small body of troops, say 50 men, might be required at Newcastle, and that these, with the Fingoe line to the Peat Apple Tower, would effectually protect all that frontier.

That the farms at the Beka would, however, be sacrificed (unless some Germans were on the stream), as also the homesteads bordering the sea and the Keiskamma mouth, towards the Fish River mouth.

Major-General Michel considers, however, the general interests of the colony require this latter sacrifice, as the expenditure of troops which would be required for their defence would be quite disproportionate to the benefit accruing to the public.

Major-General Michel further considers that the line of defence he thus proposes, would render the attempt to take stock from the colony almost hopeless, and that the quantity of frontier farms thus gained, would give a body of cavalry far superior, for Kaffir warfare, to any Her Majesty could elsewhere produce, and they would in detail destroy the marauders.

Major-General Michel adds, that he proposes the Fingoes to be armed by the Government, as well as such of the Hottentots who may be deemed fit to be trusted; without this, the whole falls to the ground; and in his opinion, no amount of troops can keep the Kaffirs out of the Amatolas, Waterklooff, and the other strongholds, or prevent them from carrying off the stock, and otherwise ravaging the country.

The above plan, in a few words, amounts to this:—I am to withdraw all the troops and police from the south of the Peddie road, in Victoria, to throw a garrison of 50 men into Newcastle, with the Fish River in their rear; to abandon the farmers and farms, as well as the Fingoes in Lower Victoria, to the mercy of the Kaffirs; to arm and supply with ammunition the Fingoe population, and to entrust the defence of our frontier to them.

To do this would, in my belief, spread consternation throughout the European population, discourage the Fingoes, and bring down the whole of the Kaffir hordes upon the colony. I believe that in one week after I had adopted this course, the Kaffirs would have streamed into Lower Victoria, have occupied that country, from which hereafter we should have to dislodge them with great difficulty; that the Fingoes, terrified at what they would regard as rank timidity on our part, would, in many instances, join the Kaffirs; that a general feeling of triumph and exultation would prevail throughout all Kaffir-land; that the Fish River bush would swarm with marauders, and that a most disastrous and unnecessary war would be brought into the heart of the most fertile districts of the colony; and that hereafter we should be degraded in the eyes of the whole coloured population, even if the war closed in our favour, as it would be said that the Fingoes had saved men who could not help themselves.

In as far, therefore, as I am concerned, I am still of opinion that in the first instance a stand should, if necessary, be made on the banks of the Keiskamma, in front of the Fingoes, to encourage and support them to maintain the line in our rear; and I am equally of opinion that not a single farm or farmer should be sacrificed to the Kaffirs until after every effort has been made to keep them out of the country.

If a war takes place, I believe that this line of proceeding will be the proper one, but I am, moreover, quite satisfied that our maintaining at the present time that bold and resolute front which I am determined shall be maintained (and in which view of the case I am sure the Lieutenant-General will thoroughly and heartily concur with me), will go very far towards preventing a war, and compelling the Kaffirs to respect an enemy, who they will see is thoroughly prepared to meet them.

(signed) G. Grey.

King William's Town,  
6 March 1857.

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\* Note.—Major-General Michel is quite mistaken in this statement. The Kaffirs occupied all this country in the war of 1846-47.

(signed) G. G.

(No. 4.)

Enclosure to Despatch No. 154, October 31, 1851.

## BRITISH KAFFRARIA (exclusive of Crown Reserve).

RETURN called for by the CHIEF COMMISSIONER, in Circular dated 1st August 1857, relative to Population.

Probable Number of Kraals, Population, and Fire-arms, 1st January 1857.								Probable Number of Kraals, Population, and Fire-arms, 31 July 1857.							REMARKS.
MAGISTRATES.	Location.	No. of Kraals.	No. of Guns.	Men.	Women.	Children.	No. of Souls.	No. of Kraals.	No. of Guns.	Men.	Women.	Children.	No. of Souls.	Total decrease of Souls.	
Captain Reeve	Kama	418	380	3,416	3,277	6,245	12,938	185	345	1,512	1,438	3,046	5,996	6,942	
Major Gawler	Umhala	855	538	4,842	5,253	12,619	22,714	330	200	1,210	1,314	3,153	5,877	17,037	
Lieutenant Lucas	Macomo	47	500	600	750	1,650	3,000	18	Not accurately ascertained.	77	123	200	400	2,600	
	Botman	35	400	500	600	900	2,000	27		98	150	200	448	1,552	
	Sandilli	750	1,200	14,000		17,000	31,000	101	300	890	900	2,760	4,550	26,450	
Mr. Brownlee	Xoxo	75	100	1,400	1,800	3,200	3,200	11	28	98	100	310	508	2,692	
	Fynn	100	150	1,720	1,900	3,620	3,620	16	40	130	136	396	662	2,958	
Mr. Ayliff	Toise	68	Not reported.	362	428	861	1,651	56	126	312	371	720	1,403	248	
Major Hawkes	Siwani	309	377	1,478	1,747	2,803	6,028	321	435	1,558	1,918	3,094	6,570	—	
	Pato and Stock	846	1,800	2,235	2,400	4,261	8,896	373	900	800	895	1,672	3,367	5,529	
Mr. Vigne	Iali	110	225	463	525	950	1,938	90	175	280	367	420	1,067	871	
Captain Fielding	Ian Tzatzoe	90	74	592	703	1,086	2,381	82	70	518	641	1,012	2,171	210	
Captain Robertson	Oba	68	Not accurately ascertained.	600	750	1,275	2,625	53	Not accurately ascertained.	504	630	1,071	2,205	420	
	Anda	71		624	780	1,326	2,730	56		504	630	1,071	2,205	625	
<b>TOTAL</b>		<b>3,842</b>		<b>50,045</b>		<b>54,676</b>	<b>104,721</b>	<b>1,725</b>		<b>8,491</b>	<b>9,613</b>	<b>19,125</b>	<b>37,229</b>	<b>68,034</b>	

Note.—Reports of the special magistrates under docket.

The accuracy of these Returns may be depended on for all the locations except those of Umhala and Pato; the great extent of these prevented the magistrates from taking a strict census, but the numbers given for these two locations have been carefully examined.

I propose to call upon the magistrates to furnish me with a similar return early next year, exhibiting any effect produced on the population between the 31st July and the 31st December, in which census the Crown Reserve will be included.

(signed) John Maclean, Chief Commissioner.



Appendix, No. 21.

## CAPE OF GOOD HOPE.

(No. 173.)

COPY of a DESPATCH from Governor Sir George Grey, K.C.B., to the Right Honourable Henry Labouchere, M.P.

Sir,

Cape Town, 26 November 1857.

No. 2392, 14 Sept. 1857.

IN my despatch, No. 154, of the 30th ultimo, in reply to your despatch, noted in the margin, I promised to show that the necessity for maintaining order amongst the German military settlers would alone have rendered it necessary for me to have called them out under arms upon their first arrival in the colony; I now beg, in reference to that point, to report as follows:

The statement which, by direction of Her Majesty's Government, I made to the Colonial Parliament in regard to the German Legion was, that the number of non-commissioned officers and privates who would offer themselves and be eligible for this service would amount, perhaps, to 8,000, and that it was likely that a large proportion of officers would accompany them; the greater number of the men would have wives and families, and, if it were thought desirable, others, not at present married, would be glad to enter into that state, with a prospect of a fixed settlement.

(Eight thousand.)

2. The number of non-commissioned officers and privates who actually arrived was only 2,300; they were accompanied by an unusually large proportion of officers and gentlemen cadets. The total number of females accompanying this force was 330, of which number at least 130 must have been either wives or children of the officers of the force, thus leaving only 200 females (a number of whom must have been female children) for the entire body of non-commissioned officers and privates of the German Legion, instead of at least 1,600 wives alone, as the inhabitants of this country would have been justified in expecting from the terms of the proposal made by Her Majesty's Government.

(Two thousand.)

3. This unmarried force was not to be quartered in barracks, where the men could have been kept under some control, but each man was to have a separate cottage. It would, in practice, have been impossible to have kept together more than 2,000 unmarried men under such a system as this, at a rate of pay which barely sufficed for their support, whilst, by dispersing, they could have obtained an exorbitant rate of wages. The experiment must have resulted in the force breaking up and dispersing, and this more especially as they were at that time not subject to the provisions of the Mutiny Act.

(Two thousand.)

4. Although the German Legion contained many excellent men, it contained also many desperate characters, collected from several nations, and from some of the worst continental towns. Even subject to the strict control and discipline under which I have kept them, they have committed three or four desperate murders in less than a year, the details of one of which has reached me whilst I am writing this despatch, in the enclosed newspaper. Unnatural offences have, on various occasions, been committed by some of them, and other offences of a very grave character.

Enclosure.  
Extract from newspaper.

5. If I had let these men loose from control, and they had prowled in bands, probably armed, through a country, the language of which they did not speak, the inhabitants of which are chiefly farmers living in homesteads far apart from each other, quite unprotected, with much property about them, it is fearful to think what scenes must have followed, and what would have been the feelings of the inhabitants of South Africa as regards both myself and Her Majesty's Government. It is not too much to say that, under such circumstances, the German Legion would at this moment have been lost as a protection to this country; large numbers of troops would have been required to hunt down bands of robbers; a sullen disaffection would have prevailed amongst the people of South Africa, whilst disturbances, created by the troops being employed elsewhere, would have prevailed with the native tribes on the frontier.

6. On the contrary, the inhabitants of South Africa are now exceeded, in their loyalty and attachment to the Crown, by no people in the world. They are making exertions by their personal services, by large subscriptions, in fact by every means, in their power, to aid Her Majesty's Government in the present crisis in India, and to set troops free for service in that country. The German Legion is in hand in an efficient state, and is ready to take up the duties of the troops we are sending on to India; the entire country is prosperous, tranquil, and contented.

7. I see, farther, that it has been stated that I have been the means of destroying the Anglo-Saxon spirit of the people in this country, by teaching them not to rely in any degree upon their own exertions for their protection, but to look for that to an exterior source. On this point, I can appeal confidently to the Parliament and people of this country to rebut such a statement. Let the whole past history of the colony be examined, and be compared with the last three years, and then after such a comparison, let any person, partial or impartial, decide whether or not, the exertions made by the people of South Africa to provide for their own defence during my administration have not far surpassed those which they have made at any previous time.

1st. They

1st. They felt that their best source of defence would consist in their European population bearing, at least, some reasonable numerical proportion to the coloured races; and therefore, although they had many prejudices to overcome, they, at my request, voted 50,000*l.* to enable the Government to commence a system of introducing immigrants, upon a large scale, into the colony. (Appendix, No. 21.) (Fifty thousand pounds sterling.)

2d. There was no law, when I arrived here, for compelling the inhabitants of the colony to take the field against an enemy. A burgher law for that purpose has been passed by the colonial Parliament.

3d. When I assumed the Government there were no Volunteer corps in existence. Since my arrival here, 19 such corps have been raised; all armed, clothed, and mounted (in the case of the cavalry) at their own cost. These are now generally in a state of high efficiency.

4th. So far have I been from encouraging the colony to look to have bodies of troops quartered in their towns, that during the whole time of my residence here, Cape Town has been almost denuded of troops, and during a portion of that time not a single effective soldier, with the exception of a few artillery men, was in the place, whilst the inhabitants of the town had to take the garrison duty.

5th. When I arrived here there were only a few mounted police, employed in some border divisions of the colony, under the direction of the civil commissioner of each of such divisions, but with no power of moving out of it. The cost of this force was paid out of a small reserved schedule of 14,000*l.* per annum, kept under the control of the Home Government for frontier purposes. The colonial Parliament have now, at my recommendation, passed a law organising an irregular mounted military force of 500 men, which I am increasing to 600 men. This force is under the command of the General, may be employed either in the colony or beyond its limits, like any other regiment in Her Majesty's service. The colonial Parliament pays all the cost connected with this force, already exceeding 40,000*l.* per annum, and which will soon probably amount to 60,000*l.* a year. (Fourteen thousand pounds sterling.) (Five hundred.) (Six hundred.) (Forty thousand pounds sterling.) (Sixty thousand pounds sterling.)

6th, and lastly. All operations against an enemy have lately been carried on by the burghers of the country and this mounted irregular force, which have thus been trained to act against an enemy in the field, and have gained confidence in themselves, whilst troops have yet been in the country. These military operations, which would have formerly constituted a Kaffir war, have been conducted at no expense whatever to Great Britain, have been most entirely successful, and have attained all the objects contemplated.

I have, &c.  
(signed) G. Grey.

The Right Honourable H. Labouchère, M.P.

closure to Despatch No. 173, 26 November 1857.

#### DELIBERATE MURDER.

A most deliberate and atrocious murder was committed in this town last evening, shortly after 8 o'clock. The origin and cause, of which this is the shocking effect, as far as circumstances have yet transpired and can be gathered by us, are as nearly as possible as follows; and, in tracing the circumstances to the consummation of the event, display on the part of the murderer a disposition so naturally or habitually bad as to lead one to the supposition that no moral influence would restrain him in the perpetration of the most dreadful atrocities. Amongst the police doing duty in King William's Town was a German, or rather a Frenchman, drafted from the German Legion, of the name of Grouillore. Shortly after coming into the town he formed a connection with a girl of colour, named Hattingh, whom he retained by means of presents of money and other articles from time to time. Being a man of very strong passions, shortly after becoming acquainted with the girl, who was a respectable-looking bastard, his jealousy was aroused in the highest degree by a combination of circumstances, which induced a doubt as to the constancy of the girl Hattingh. With the unreasonableness of men entirely swayed by temper, he never for a moment appeared to think that faithfulness in persons of the class to which she belonged is inconsistent with their usual character, and at once determined that a confirmation of his suspicions would be the death warrant for her immediate execution. In this frame of mind he was yesterday morning heard to declare that such was his intention; but, instead of being at once taken into custody, he was permitted to roam at will, and while doing so, it appears that circumstances came to his knowledge which he considered a realisation of his fears; and induced him no longer to delay his threatened vengeance. Proceeding in the direction of the river, beyond the gaol, he discovered the girl, pounced upon her, and there and then, twice stabbed her, and afterwards cut her throat. After performing this deed, the man at once presented himself at the Contractor's Kraal, and lodged information against himself. Search was immediately made, and the body discovered in the locality described by him, breath being then almost extinct. The district surgeon was summoned, and on his arrival promptly endeavoured to close the gaps, and staunch the flowing of blood;

Appendix, No. 21. blood; but, about one hour after receiving the wounds, she breathed her last, without having uttered a single sentence in crimination of her murderer. These are the circumstances as correctly as they can be gleaned, until after the preliminary examination (which is to take place some time to-day) has been completed. The consummate coolness with which the crime was committed has created much sensation amongst the inhabitants of the town; and considerable curiosity has been aroused to hear the defence of a man who could thus wantonly take away the life of a human being, at the same time that he was perfectly aware of, and indeed quite willing to meet, the certain result. That the murder was premeditated there are, as our readers will have seen, the surest evidences; and, in addition to these, it was discovered that the prisoner had even prepared himself against the contingency of cold during his incarceration—such being the reason alleged by him when asked to explain the object of two suits of clothing in which his person was encased.

Having intimated above that the prisoner is a private in the German police, we think it a fitting opportunity, and, indeed, our bounden duty, to bear strong testimony to the general good conduct of the body of which he is an unworthy member. They have now, for some months past, been actively engaged in preserving peace and order in King William's Town. It is quite unnecessary to inform those who can recall to mind the state of the town eight or ten months since, the losses and annoyance to which the inhabitants were subjected by the nightly thefts of cattle, horses, and "winkle" goods, and the awkward crowding of the causeways by Kaffirs during the day, that their efforts have been successful in an eminent degree. The police is formed of the most respectable men (mostly serjeants) connected with the legion, and, with its experienced superintendent, is certainly entitled to the thanks of the entire community.

Appendix, No. 22.

Appendix, No. 22. PAPERS transmitted to the Chairman of the Committee from the War Department.

(1.)

Lieutenant-Colonel *Pocklington's* Communications respecting the Transit of Troops through *Egypt*.

Sir,

Alexandria, 20 October 1857.

I HAVE the honour to report, for the information of His Royal Highness the General Commanding in Chief, the satisfactory passage through Egypt of the 4th and 11th companies Royal Engineers, which arrived at Alexandria under command of Lieutenant-Colonel Harness of that corps, on the morning of the 15th instant. As the Indian Mail Steamer had not reached Suez, the troops were kept on board the "Sultan" steam freight ship until the "Nubia" steamer in the Red Sea was reported ready to receive them. This system is found to answer, and will be adopted for the future as far as practicable. The Royal Engineers disembarked the evening of the 18th instant, and left per rail immediately for No. 12 Station in the Desert; the remainder of the journey to Suez was performed by vans, the average time being about 18 hours, deducting stoppages. The conduct of the troops *en route* was most exemplary, and the attention of the officers to their several duties highly commendable. The general outlines for passage of these troops were similar to those adopted by the 57th regiment, except that the first portion of the journey was performed at night. His Royal Highness has already been made acquainted therewith. No difficulty whatever exists in the transit; small bodies of troops being treated in every respect as ordinary overland passengers. The transit administration evince every disposition to favour our troops, and to attend to their individual comfort and the security of the stores.

I have, &c.

(signed) *E. H. F. Pocklington*,  
Lieut.-Colonel, Deputy Quartermaster-General.

Major-General Sir Charles Yorke, K.C.B.,  
&c. &c. &c.

Sir,

Alexandria, 27 October 1857.

CONSIDERING His Royal Highness the General Commanding in Chief may be desirous of being made acquainted with the rates at which the Egyptian Government are willing to convey troops across the Isthmus, I have the honour to annex a memorandum of prices, with my observations thereon, the items having been this day very kindly supplied to me by Mr. Halton, the agent of the Peninsular and Oriental Company here, who has, from the first moment of my arrival in Egypt, afforded me the most valuable information and assistance in carrying out the service in which I am at present engaged.

I have, &c.

(signed) *E. H. F. Pocklington*,  
Lieut.-Colonel, Deputy Quartermaster-General.

Major-General Sir C. Yorke, K.C.B.,  
&c. &c. &c.

MEMORANDUM showing the Rates payable to the Egyptian Government, and at which British Troops would be charged in their Transit across the Isthmus. Appendix, No. 22.

1. By third-class carriages, roofed and fitted with wooden seats, to No. 12 Station in the Desert, 25 miles from Suez (or to Adjoot, 12 miles from Suez, when the railway is open to this latter station), and thence marching to Suez, including conveyance of 112 lbs. of baggage, landing by steamer at Alexandria, and shipment at Suez, 2*l.* per head.

2. By second class carriages to No. 12 Station, and thence to Suez, 25 miles, by donkeys, including conveyance of 112 lbs. of baggage, landing at Alexandria, and shipment at Suez, 3*l.* per head.

3. By second class carriages to No. 12 Station, thence by vans to Suez, including conveyance of 1½ cwt. of baggage; landing at Alexandria, and shipment at Suez, 5*l.* per head.

1. WHENEVER the railway is completed to Adjoot (and which is expected in about two months' time), this arrangement would answer perfectly well; and the charge, too, appears very reasonable. But marching the longer distance (25 to 26 miles) two days, and encamping in the Desert, is objectionable, and should be avoided.

2. No objection can be offered to this mode of transit, as the journey on donkey-back might be performed, part in the morning and part in the afternoon, and would only entail a few hours' halt; the Peninsular and Oriental Company procuring tents, &c. for the occasion. Cooked provisions could be taken in the haversacks. This transit performed in about 24 to 26 hours.

3. This mode is in practice at present, and has proved most comfortable to the troops. Average transit about 17 hours, deducting stoppages.

Sir,

Alexandria, 26 October 1857.

I HAVE the honour to report, for the information of His Royal Highness the General Commanding in Chief, the arrival, yesterday afternoon, at this port, of the mail steam-ship "Australian," with two companies of the Royal Artillery under command of Lieut.-Colonel Maberly, strength as per margin.

The baggage and ammunition were immediately disembarked and forwarded to Suez, an officer and party proceeding there to be present at its shipment.

As the steam-ship "Emeu," from Australia, is still due, the troops per "Australian," remain on board that vessel.

The gunner and driver named in the margin met with a very serious accident the night of the 25th inst. whilst on duty removing baggage, having fallen down the hatchway into the main hold, and received a concussion of the brain. Should he recover he will be sent back to Malta in the "Austalian."

Major-General Sir Charles Yorke, K.C.B.,  
&c. &c. &c.  
Military Secretary, Horse Guards, London.

I have, &c.  
(signed) E. H. F. Pocklington,  
Lieut.-Col. Dep. Quartermaster-General.

Officers 12; non-commissioned officers and men 221.

No. 3204.  
Gunner and driver  
Wm. Henderson,  
6th company, 11th  
battalion.

Sir,

Alexandria, 31 October 1857.

I HAVE the honour to report to you, for the information of His Royal Highness the General Commanding in Chief, that the steam-ship "Dutchman," with two companies (10th and 21st) Royal Engineers, under the command of Captain Cox of that corps, strength as per margin, reached this port this morning, and will proceed in the usual way (viz., by rail to No. 12 Station in the Desert, thence in vans) to Suez to-morrow, at noon; embarking, on arrival, on board the "Zenobia" hulk, which has been fitted up to receive them.

This move, before the arrival of the steamers from Bombay and Calcutta, is performed so as to anticipate the presence on the transit administration, likely to occur on arrival of the above steamers; moreover, the Royal Artillery, now detained at Alexandria by the non-arrival of the "Emeu," have to be conveyed across.

A sharp attack of ophthalmia prevents my accompanying the engineers to-morrow, but they are in good hands with Mr. Halton, Peninsular and Oriental Company's agent here. And I have given such clear written instructions for the guidance of the commanding officer, both *en route* and at Suez, that I have no anxiety for their well being. I am endeavouring to get myself well enough to cross with the Royal Artillery.

Should the Australian steamer "Emeu" not have reached Suez in a few days, I shall confer with the Acting Consul-General Mr. Green, so as to obtain his co-operation in procuring conveyance for the Royal Artillery to Calcutta, in the Peninsular and Oriental Company's mail steamer "Hindustan," taking it for granted the "Emeu" must have met with some accident.

I trust His Royal Highness will approve of my so doing, for, to judge by antecedents, the Australian steamers might be detained for weeks.

Major-General Sir Charles Yorke, K.C.B.,  
&c. &c. &c.  
Horse Guards, London.

I have, &c.  
(signed) E. H. F. Pocklington,  
Lieut.-Col. Dep. Quartermaster-General.

Officers 12.  
Men 244.

Appendix, No 22.

Sir,

Alexandria, 10 November 1857.

IN continuation of my letter of the 5th instant, I have the honour to report, for His Royal Highness the General Commanding-in-Chief's information, that the two companies of Royal Artillery, ex "Australian," under command of Lieut.-Colonel Maberly, successfully, and in the most orderly manner, performed their journey overland during portions of the 5th and 6th instant, embarking at Suez as a temporary measure, on board the "Zenobia" hulk, which had been vacated by the two companies of Royal Engineers removing to their respective Bombay and Calcutta ships.

## TOTAL TROOPS EMBARKED.

	OFFICERS.	MEN.
Royal Artillery	12	219
Royal Engineers	6	122
Medical Officers	22	—
TOTAL - -	40	341

As might have been expected, the Australian steamer "Emeu" was discovered to be totally unfit for sea, and the arrangements in that contingency previously made were, on the 7th instant, carried out, by embarking the artillery companies, and as many medical officers as could possibly be received, on board the Peninsular and Oriental Company's steam-ship "Hindustan," the vessel sailing that evening.

I beg to enclose, for His Royal Highness's information, copies of communications that have passed on this subject, with Dr. Linton and the Superintendent of the Australian Company, who happened to be on the spot.

There is no doubt that the "Hindustan" was considerably crowded with passengers and military stores, under the existing emergencies, and injury to "Emeu," but as she is a capacious paddle-steamer, with immense beam, the certainty of fine weather, with Aden and Point de Galle as places of relief, should the commanding officer consider it necessary to ease the ship of a portion of the troops, I did not hesitate, bearing in view the urgency with which the services of both arms were required in India, to embark the whole.

I trust His Royal Highness will permit me to bring to his favourable notice the conduct of the superintendent of the Peninsular and Oriental Company in Egypt, as well as the energy and ready resources displayed by the captain and officers of the steamer "Hindustan" on this occasion, but the feeling seemed to animate each and every one, viz., the interest of Her Majesty's service, and to this alone is to be attributed the embarkation of so many troops and stores for Calcutta which would otherwise have been detained in this country.

I have, &c.  
(signed) *E. H. F. Pocklington*,  
Lieut.-Colonel, Deputy Quartermaster-General.

Major-General Sir Charles Yorke, K.C.B.,  
Military Secretary, Horse Guards.

## MEMORANDUM.

Suez, 7 November 1857.

For the information and guidance of Lieut.-Colonel Maberly, commanding Royal Artillery, and Dr. Linton, C.B., Inspector-general of Hospitals.

1. There are 14 berths available for Royal Artillery and medical officers on board the Peninsular and Oriental Company's ship "Hindustan," and will be pointed out by the purser, to be occupied by the above officers according to seniority.

2. In addition to the above, 20 mattresses are available for officers of both branches of the service to sleep upon in the saloon or on deck. By the foregoing arrangements 34 officers, Royal Artillery, and medical staff are provided for, and this number will be required to embark on board the "Hindustan."

3. Any other officers proceeding on board the "Hindustan" will have to take their chance as to accommodation, but as every officer in the ship, including the captain, have given up their cabins and berths, it is evident that the Peninsular and Oriental Company's officers are desirous of making all parties as comfortable as possible under the present emergencies.

4. As the number of artillery officers is 12, all of which embark, Dr. Linton will have the kindness to give Lieut.-Colonel Pocklington the names of 22 medical officers who are willing to put up with a little discomfort during their voyage to Calcutta, where, Dr. Linton has stated, their services are so urgently required; Dr. Linton will also favour Lieut.-Colonel Pocklington with the names of such medical officers who decline taking advantage of the present opportunity of communication direct to India.

(signed) *E. H. F. Pocklington*,  
Lieut.-Colonel, Deputy Quartermaster-General.

## ADDENDA.

Since writing the above memorandum, a communication has been received from the captain of the steam ship "Hindustan," stating after further consideration that it is quite impossible

impossible to take more than 34 Royal Artillery and Medical Staff Officers on board his ship; under these circumstances that number only will embark; and Dr. Linton will confine his portion of medical officers to 22; the remainder, names of whom to be forwarded, will remain in Egypt, and be considered as Government passengers with the Australian Company, until an opportunity occurs of their proceeding to their destination.

Appendix, No. 22

Suez, 7 November 1857.

(signed) *E. H. F. Pocklington*, Lieutenant-Colonel,  
Deputy Quartermaster-General.

Sir,

Alexandria, 9 November 1857.

In reply to your communication of the 7th instant, intimating for my information and guidance, "that the Royal Mail Chartered Steam Ship 'Emeu' having suffered severe injury from stranding in the Red Sea, and being unable to proceed to sea with the mails and passengers on the return voyage to Sydney, this Company is not at present prepared to forward to Ceylon the officers and men of the Royal Artillery, and medical officers landed at Alexandria ex 'Australian,' and transmitted through Egypt to Suez, in terms of our instructions to that effect."

I have the honour to state, that anticipating such a result, and considering the immense importance attached to the immediate departure of the said troops and officers for their ultimate destination, arrangements were made through Her Majesty's Acting Consul General at this place, to forward such portions of officers and troops as could be accommodated by the Peninsular and Oriental Company's steam ship "Hindustan," direct to Calcutta.

The numbers, as per margin,\* have accordingly embarked in that ship, being the utmost she could receive; the remainder, viz., 15 medical officers, remain in Egypt as Government passengers in the hands of the Australian and Royal Mail Steam Packet Company, until a favourable opportunity occurs of their being conveyed to their destination.

I beg to enclose a nominal list of the medical officers embarked in the "Hindustan," and those remaining in Egypt.

As it was utterly impossible for the "Hindustan" to receive the ammunition landed from the "Australasian," the same must of necessity be obtained at Suez, until conveyance is available en route to Calcutta.

I have, &amp;c.

(signed) *E. H. F. Pocklington*, Lieut.-Colonel,  
Deputy Quartermaster-General.

C. Welton, Esq.  
&c. &c. &c.

Superintendent, Australian or Royal Mail  
Steam Packet Company, Cairo.

	OFFICERS.	MEN.
Royal Artillery -	12	219
Medical Officers	22	—
TOTAL embarked as connected with "Australasian" -	34	219

Sir,

Alexandria, 2 December 1857.

I HAVE the honour to report, for the information of His Royal Highness the General Commanding-in-Chief, the arrival at Alexandria per Royal Mail Steam Ship "Tamar," on the 27th ultimo, of the detachment 69th regiment specified in the margin, under command of Major Fenwick, of that corps.

The troops disembarked the same afternoon, and accompanied by Captain Maylock and myself, proceeded in the usual way, per rail and van, to Suez, and embarked on the 28th ultimo, on board the chartered steamer "Simla," for conveyance to Point de Galle. The "Simla" sailed the afternoon, 29th ultimo. Four companies, officers 14, men 281.

It is with much pleasure that I beg to bring to His Royal Highness's knowledge the excellent conduct of the men of this division throughout the transit.

I have, &amp;c.

(signed) *E. H. F. Pocklington*, Lieut.-Colonel,  
Deputy Quartermaster-General.

Major General Sir Charles Yorke, K.C.B.  
&c. &c. &c.

Military Secretary, Horse Guards.

Sir,

Alexandria, 5 December 1857.

I HAVE the honour to report, for the information of His Royal Highness the General Commanding-in-Chief, the arrival at Alexandria on the 1st instant of the Head Quarter Division, 69th regiment, on board the steam-ship "Sultan," strength as per margin. Head Quarters, three companies, officers 14, men 251.

This detachment crossed to Suez on the 3d instant in good order by the usual conveyances and will sail about the 7th instant for Madras, in the Peninsular and Oriental Company's steam-ship "Bengal."

0.27.

I have

Appendix, No. 22.

Royal Engineers,  
officers 1, men 24,  
Lieut. Hannison,  
Commanding.

I have further to report the arrival yesterday, per steam-ship "Nemesis," from Malta, of the detachment Royal Engineers mentioned in the margin, *en route* to Calcutta; this party proceeded at once to Suez for embarkation also on board the steam-ship "Bengal."

I have, &amp;c.

(signed)

E. H. F. Pocklington, Lieut.-Colonel,  
Deputy Quartermaster-general.

Major General Sir Charles Yorke, K.C.B.,  
&c. &c. &c.

Military Secretary, Horse Guards.

(Via Marseilles.)

Sir,

Alexandria, 4 January 1858.

IN obedience to the commands of His Royal Highness the General Commanding-in-Chief, conveyed to me in your communication of the 26th ultimo, respecting a report made by the medical officer in charge of the detachment hospital at Suez, of the nature of accommodation afforded to troops on board ship proceeding to India, I have the honour to state that Dr. Fraser's observation regarding the "deck passage" provided for the soldiers in question is correct; but I think that officer gives too high a colouring to the inconvenience occasioned to the men by "the live stock."

The vessel, though not mentioned, was, I presume, the "Simla," with the 1st division 69th regiment, 281 men, on board; the said vessel having embarked these troops on the 28th November last, and the extract from Dr. Fraser's letter is dated Suez, the 30th of the same month. The "Simla" is a magnificent screw steamer, of 2,000 tons, and from personal observation on the occasion under consideration, is perhaps the cleanest and best ordered ship in the service of the Peninsular and Oriental Company.

The troops, as deck passengers, were consequently as well off, possibly better, than many other detachments proceeding *via* Egypt to India, and had full space to sleep under awnings as far aft as the quarter deck. The commanders of all these vessels are exceedingly well-disposed towards the troops, and anxious to render them every comfort and protection within their power during the voyage; but as the accommodation between decks is wholly and exclusively occupied by passengers, the troops are necessitated to remain on deck, where awnings are kept spread all day and night. In this manner the men have been conveyed ever since the overland transit has been used.

In every instance, the troops have been furnished with a blanket, in addition to their great coats; and latterly, since the weather has become cooler, two blankets, or a blanket and rug, have been issued to each man thus sleeping on deck.

I have, &amp;c.

(signed)

E. H. F. Pocklington, Lieut.-Colonel,  
Deputy Quartermaster-general.

Sir,

Alexandria, 7 April 1858.

IN obedience to the instructions of His Royal Highness the General Commanding-in-Chief, contained in your letter of the 22d ultimo, with enclosure from the War Office, dated 20th March 1858, I have the honour to transmit herewith, for the information of the Secretary of State for War, the report called for respecting the advantages or disadvantages of the overland route for the transport of troops to India.

I have, &amp;c.

(signed)

E. H. F. Pocklington,  
Col. Dep. Quartermaster-gen.

Major General Sir Charles Yorke, K.C.B.,  
&c. &c. &c.

Military Secretary, Horse Guards, London.

#### REPORT on the Overland Route to India as a means of Transport for Her Majesty's Troops.

Advantages.

THE advantages of the overland route are very considerable, and the trajet most simple.

A thousand men per week can be conveyed across the Isthmus by the Transit Administration of Egypt, without interference with the ordinary passenger traffic.

Between 300 and 400 men can move at a time, and perform the distance from ship to ship in 26 hours.

The transit by rail is completed to within almost 20 miles of Suez.

This last portion of the journey is performed by the soldiers on donkies in about six hours.

The same activity does not exist as heretofore in the completion of the line of rail to Suez, but it is expected to be finished throughout before the end of the current year.

Number of troops  
crossed overland from  
5 October 1857 to  
7 April 1858:—Offi-  
cers, 214; Men, 5,303.

There can be no doubt as to the experiment having succeeded, and the chief cause of good order and success arises from the practice of conveying the troops continuously from ship to ship on either side of the isthmus, never allowing them to land for detention in the country.

Troops

Troops, if practicable, should not arrive at Alexandria till corresponding tonnage is available in the Suez Roads to receive them. Moreover, it is highly important that all troops, moving by passenger ships down the Red Sea, should receive "between deck" accommodation, accessible at all times, for, at the minimum, one-half of the number of men embarked, the same as in transports specially chartered for the conveyance of soldiers. The absence of this has created very natural dissatisfaction, and been a subject of complaint by the troops. No article of baggage accompanying the troops is allowed to exceed 250 lbs. in weight; two such are a camel's load. An occasional package of three and a half to four tons can, on an emergency, be conveyed across the Desert at the present moment.

Appendix, No. 22.  
General Arrangements, &c.

Two meals during the transit are furnished to the soldiers at the cost of the steam-ship company conveying the troops.

One day's cooked provisions are taken in their haversacks in case of accidents in the Desert.

For passage across the Isthmus, including disembarkation at Alexandria and re-shipment at Suez (performed by lighters and steam-tugs), but exclusive of refreshments, the Transit Administration of Egypt charge 5*l.* for each officer, first-class carriage, and 224 lbs. of baggage allowed to each; 3*l.* for each soldier, second-class carriage, and 112 lbs. of baggage to each.

First-class carriages hold 24 persons; second-class carriages hold 30 persons.—Line of rail single.

A thousand camels could, at 10 days' notice, be procured for Desert transport.

A thousand donkeys at Cairo by 48 hours' previous warning.

During six months' experience (autumn, winter, and early spring) of the Overland Route, I am not prepared to mention a single disadvantage this line possesses, as a medium of transport for troops to reinforce Her Majesty's army in India.

Disadvantages.

The limited amount of material that just at present can be conveyed, seems the only military difficulty, but on completion of the railway to Suez this will no longer exist.

The expediency of forwarding troops overland to India in the summer, exposed to the Desert's sun, with the great heat of the Red Sea following, is a matter for consideration, and how far the injurious effects likely to arise from the said exposure, would or would not prove detrimental to the health and stamina of the men.

Concluding remarks.

The last detachment of young soldiers (260 men of various corps) that crossed the Desert on the 27th ultimo, seemed, on arrival at Suez, to feel the effects of their six hours' exposure to the sun.

To perform the trajet on donkeyback during dark nights would be most tedious, liable to accidents, and inadvisable.

The advantages of the overland route have been greatly enhanced by the facilities afforded our troops by his Highness the Viceroy of Egypt, followed by the ready and most obliging co-operation of the director and executive officers of the Transit Administration, whose prompt attention has been invariably given to any suggestion it was thought requisite to offer for the convenience or comfort of Her Majesty's troops.

Alexandria, 7 April 1858.

(signed) *E. H. F. Pochlington,*  
Colonel and Deputy Quartermaster-general.

(2.)

RETURN showing the Number of HORSES Despatched from the *Cape of Good Hope* to *India*.

CALCUTTA:		Horses.
H. M. S.	"Penelope" - - - - -	63
"	"Megæra" - - - - -	83
"	"Himalaya" - - - - -	250
Transport	"Judith" - - - - -	130
"	"Blue Jacket" - - - - -	200
"	"Mystery" - - - - -	130
"	"Latona" - - - - -	75
"	"Viscount Canning" - - - - -	85
TOTAL to Calcutta - - - - -		1,016



Appendix, No. 22.

BOMBAY :		Horses.
Transport "Persia" - - - - -		120
" " "Ocean Monarch" - - - - -		160
" " "Ville de Metz" - - - - -		90
" " "Granville" - - - - -		80
TOTAL to Bombay - - - - -		450
GRAND TOTAL - - - - -		1,466

Sir George Grey, in his despatch of the 20th December, states that the greater portion of these horses had then been despatched, and that the remainder would leave about the middle of January. He adds, that he did not propose to send any more horses to Bombay, after the departure of the "Granville," unless a further application was made to him by the Governor of that Presidency.

(3.)

## REGULATIONS.

## NOTICE of Conditions of Service in the 100th Regiment.

IN pursuance of the above proclamation the Governor-General desires to state that His Royal Highness "the General Commanding-in-Chief" has been pleased to allow his Excellency to submit the names of gentlemen residing in Canada, including such as may have already served in the army, or may be in the receipt of half pay, as applicants for a certain number of commissions in the 100th regiment.

These commissions will be as follows: one major, six captains, and eight lieutenants, and will be given without purchase, on the conditions hereinafter stated.

1. The fitness of every applicant shall be certified by a Board of Officers under the direction, and subject in each case to the approval of the Lieutenant-general Commanding Her Majesty's troops in British North America.

2. Every applicant so certified and approved shall be recommended by his Excellency the Governor-General.

3. Any gentleman receiving the major's commission shall have previously brought to one or more of the depôts for recruits at least 200 men, passed and attested.

4. Every gentleman receiving a captain's commission shall have previously brought to one or more of such depôts at least 80 men, passed and attested.

5. Every gentleman receiving a lieutenant's commission shall have previously brought to one or more of such depôts at least 40 men, passed and attested.

6. His Royal Highness the General Commanding-in-Chief has, moreover, been pleased to signify that he will permit the Governor-General to recommend the names of a limited number of gentlemen residing in Canada, and duly certified and approved as above, as fit and proper persons to receive commissions as ensigns in the 100th regiment, with or without purchase, according to the discretion of His Royal Highness.

7. No gentleman receiving a commission in the 100th regiment will be permitted to sell or dispose of the same, except under the restriction, and after the time and service usual in the army.

8. The Governor-General will not consider any gentleman as qualified to obtain a recommendation from him, until he shall have transmitted to the Assistant Military Secretary of his Excellency an attested copy of the certificate of a Board of Officers, countersigned by the lieutenant-general commanding.

9. Such board of officers will assemble at Montreal on the day of next ensuing, and will sit at such times and at such places as may be directed by the Lieutenant-General, for the purpose of examining and reporting from time to time on the military qualifications of such gentlemen as may be referred to the Lieutenant-General for examination and approval by his Excellency the Governor-General. The certificates of the examining Board shall have special reference to the rank which the person examined may seem qualified to fill with credit to the service.

10. In order, in the first instance, to obtain the necessary certificate and approval from the military authorities, it will, as a general rule, be requisite, that the applicant should either be personally known to the Governor-General, or should present himself to his Excellency

Excellency at Toronto, for the purpose of obtaining a reference to the Lieutenant-General; but no such reference will imply a pledge or promise on the part of his Excellency, ultimately to recommend the applicant for a commission, even if he is certified to be fit. Appendix, No. 22

11. Any gentleman passed and approved as fit to receive the commission of major, captain, or lieutenant, respectively, who shall have been informed by the Assistant Military Secretary of the Governor-General, that he has been selected by his Excellency, may then, and not before, bring to any recruiting department the recruits whom he shall have collected. Such recruits will be examined, and if approved and attested, credit at head quarters for the number so brought will be given to the person bringing them, until the number requisite for the commission, according to the scale recited above, shall be completed.

12. A recruit presenting himself at a depôt, without being brought by any applicant for a commission, or who may be brought by a person not previously selected by the Governor-General, will not be carried to the credit of any applicant for a commission without purchase; but, in submitting the names of applicants for ensigncies, regard will be had by the Governor-General to the number of recruits which any such applicant may have contributed to procure.

13. Every recruit will receive the usual bounty and kit, that is to say: (*see* General Order, No. 697, dated 23d January 1858, Horse Guards); but the last instalment of the said bounty will not be paid to any man attested, until he shall have been actually shipped for the purpose of joining the depôt of the 100th Regiment, to be formed in Europe.

(signed)  
Assistant Military Secretary.

Appendix, No. 23.

Appendix, No. 23.

(No. 1.)

Colonel Sir *H. Storks* to the Secretary of the India Board.

Sir, War Office, 24 August 1857.  
I AM directed by Lord Panmure to transmit to you, for the information of the Commissioners for the Affairs of India, the accompanying copies of communications received from Lieut.-Colonel Fraser, late of the Bombay Army, in reference to a scheme for the conveyance of Her Majesty's troops, by the overland route, to India.

I am, &c.,  
(signed) *H. E. Storks.*

(No. 2.)

Lieut.-Colonel *Fraser* to Mr. *Peel*.

La Rosière, St. Saviour's, Jersey,  
18 July 1857.

Sir,  
In submitting the accompanying memorandum for the consideration of Lord Panmure, Secretary of War, I would beg leave to observe that it was drawn up some months since, anterior to the present crisis in India, and intended to apply more particularly to the transmission of recruits, limiting the number of men to the accommodation that could be afforded by the Peninsular bi-monthly steamers, namely, about 800 men per month.

I need not observe that the transit of any greater number could, of course, be as easily effected by the increase of steam-transport from Suez to India, or steam and sailing vessels combined, as in the case of the late cavalry transit, overland, to the Crimea, the former vessels towing the latter.

As a retired officer of a service that has liberally maintained its officers, I trust to be held excused for thus offering suggestions, framed on practical experience, of the overland route as applicable to troops,\* as they may, in the hands of superior authority, facilitate the transport of European troops to India, at a crisis like the present, when time is everything.

The removal of political obstacles to the line may, it is hoped, as readily give way to the pressure of present emergency, as they did on the occasion of the cavalry transit to the Crimea.

I have, &c.  
(signed) *T. G. Fraser*, Lieut.-Colonel,  
Retired Bombay Army, late Assistant Commissary-General,  
on Special Duty in Egypt.

(No. 3.)

\* The writer served as an officer of an European regiment twenty-five years.

Lieut.-Colonel *Fraser* to Mr. *Peel*.La Ro-rière, St. Saviour's, Jersey,  
18 July 1857.

Sir,

DURING my employment in Egypt, in the transit of the cavalry regiments to the Crimea, such great facilities presented themselves of forwarding the European recruits, or even troops of Her Majesty's service and of the Honourable Company's, to India through that province, and thereby greatly economising time and expenditure, that I have ventured to submit to the Honourable Court the following proposal for the transmission of the European recruits, for both services, directly to their respective presidencies, by the overland route, rather than by the present protracted and expensive one, *viâ* the Cape, an alteration from the established mode of transit, that the increase to the European forces in the East of late years might appear to call for.

Little political difficulty could, it is presumed, exist to such an arrangement as the transit of unarmed men through Egypt, in common with other passengers; no period, however, could be more favourable than the present, friendly relations existing between the British and Turkish Governments, for the entertainment of a proposal which promised to be so considerable a source of revenue to the Egyptian provinces of the latter Government.

The Honourable Company's European regiments of the three Presidencies, comprising artillery, engineers, and infantry, amount in the aggregate to about 18,000 men, and would require, I presume, about 300 recruits to keep up the supply for each of the minor presidencies annually, and 800 for Bengal, forming a total of 1,400 or 1,500 recruits per annum, exclusive of those for Her Majesty's regiments, requiring, probably, a somewhat larger number to supply their contingencies, say:—

Her Majesty's regiments, 20,000 men, recruits annually	- -	1,600
Honourable Company's regiments, 18,000 men, recruits annually	-	1,400
		3,000
	Total - - -	3,000

To enable the men for the more distant stations in Bengal to reach their destination during the cold months, the recruits for that presidency should not leave the port of embarkation later than October; those for Bombay and Madras early in December and January; in charge, as usual, of officers returning to India, each detachment not exceeding 200 men, a number convenient for movement, and which the vans at Cairo could easily give accommodation to.

Their dispatch from Southampton, or the port fixed on as most convenient, should be so timed as to ensure the arrival at Alexandria of the recruits in the intervals of the bi-monthly steamer's arrival with the mails and passengers; the first batch of 200 men to reach that port three days after the passengers and mails, and so on, 200 more at intervals of three days, until the period of the next mail arriving at Alexandria, when the transit should be discontinued for three or four days, and then recommenced: thus, by detachments of 200 men at a time, without interference with the passengers and mails, 800 men could be forwarded every month, from October to January inclusive.

On the arrival of each detachment at Alexandria, every man provided with great-coat and blanket, besides the usual soldier's necessaries in a knapsack, but, of course, unarmed and without arm equipments, an agent there having made the necessary arrangements for their reception and departure by rail for Cairo, the recruits should be marched, directly on landing, to the Alexandrian railway station, and thence proceed by cars to Cairo.

The object in view during transit being to keep the men together, and to prevent communication with the people of the towns, their passage through Egypt and arrival at Suez should therefore be as rapidly conducted as is consistent with the health of the men; and accordingly were they dispatched from Alexandria, after breakfast on board their transport, for Cairo, by rail at 10 A.M., they could dine at Cairo at 3 P.M., and starting thence again by van at 5 P.M., could arrive at Suez at 9 or 10 the following morning, and then, after breakfast, at once embark on steamer-transport; either the Peninsular and Oriental vessels, or the Honourable Company's steam-cruisers, or both combined, being made available for conveyance to their respective presidencies. Arrangements similar to the above were submitted by me from Egypt to the Indian Government in July before last, in the event of additional troops being sent from India to the Crimea, which were entirely approved of by the Governor-General, and directed to be adopted (as far as the Egyptian transit was concerned) on such a contingency occurring.

Thus the transport of the entire number of recruits for both services, say 3,000 men yearly, could be easily effected during the four months of October, November, December, and January, and insure the arrival at the presidency for which they were intended, in a period of from 30 to 35 days, unimpaired in health, and landing at the best period of the year in India (the cold weather) for joining the regiments, unvitiated, moreover, by a long and idle voyage; besides effecting a vast saving of time and expense: advantages so obvious

obvious and palpable at all times, but especially so in the event of war in Europe, or in India, requiring the immediate reinforcement of our regiments in the East, as to require, I think, no further comment in support of its immediate consideration. Appendix, No. 23.

The cost of each recruit's passage at present, *viâ* the Cape, inclusive of medicines and medical attendance, is, I believe, on an average, about 18 *l.* a head, exclusive, however, of four months' pay and clothing during the voyage. The transport charges alone, therefore, for 3,000 men yearly, for the services of Her Majesty and the Honourable Company's regiments in India, would, *viâ* the Cape, amount to, as follows:—

	Per Man.
	£. s. d.
Transport cost round Cape - - - - -	9 - -
Provisions for 135 days, at 1 <i>s.</i> 3 <i>d.</i> per diem - - - - -	8 8 3
Medical attendance for ditto, at 2 <i>d.</i> per month - - - - -	- 9 -
Pay for three extra months while on board - - - - -	4 10 -
Total - - -	£. 22 7 3
Or, for 3,000 men yearly - - - - -	£. 67,129 13 4

Whereas by the overland route, by inquiries made at the shipping offices in London, the cost per man to Alexandria, judging by the cost per ton of steam transport to that port, and thence on to India, would stand nearly thus:—

	Per Man.
	£. s. d.
From Southampton to Alexandria - - - - -	5 - -
Provisions from and to ditto, 16 days, at 1 <i>s.</i> 3 <i>d.</i> per day - - - - -	1 - -
Transit by rail to Cairo, 3d class - - - - -	- 16 -
Ditto, from Cairo to Suez, by vans - - - - -	- 10 -
Provisions for two days, through Egypt, 2 <i>s.</i> per day - - - - -	- 4 -
Embarkation by small steamers at Suez, at 10 <i>l.</i> per trip, or per man - - - - -	- 1 -
Steam-transport from Suez to Bombay, by Indian Navy steamer, inclusive of provisions, 15 to 20 days - - - - -	10 - -
Total - - -	£. 17 11 -
Or, for 3,000 men annually - - - - -	52,650 - -
Difference cost by Cape route - - - - -	67,129 13 4
	£. 14,479 13 4

Exact correctness in the above calculations cannot be assumed, as cost of tonnage varies considerably, but it is sufficiently near the truth to exhibit the saving in expenditure that the adoption of the overland route would effect; but of considerably greater importance would be the saving in time of transit to India, by rendering the men available for the ranks three months earlier than they would be by the Cape route. In the facilities of operation in the overland route, nothing is on supposition, but by actual inquiry, and the experience acquired during eight months I was engaged in the transit of Her Majesty's regiments of cavalry to the seat of war.

I have, it is true, submitted but the outline of a proposal, that can, however, be so matured in its details as to render the adoption of the European route for the transmission of recruits for our European troops in India, if conducted with common care and arrangement, at once easy, rapid, and economical. The reduction of a long and tedious voyage, both morally and physically relaxing to the recruit, to one-third of its former duration, is of itself no trifling consideration; but when it is recollected that 3,000 men are placed at the disposal of Government three months earlier than they would otherwise be, no further advocacy is necessary, I presume, to insure a consideration, at least, of the suggestion I have ventured to submit to the Honourable Board.

(signed) T. G. Fraser, Lieutenant-Colonel.

Appendix, No. 23.

(No. 4.)

Lieutenant-Colonel *Fraser* to Mr. *Peel*La Rosière, St. Saviour's, Jersey,  
14 August 1857.

Sir,

WITH reference to the communication I had the honour to submit regarding the overland transit of troops to India, allow me to add that when engaged in the march of the cavalry through Egypt during the late war, I suggested to the Supreme Government, in the event of additional cavalry from India being forwarded to the Crimea during the sultry months of June, July, and August, a plan of transporting troops and horses similar to that I lately forwarded; the horses to be marched under the charge of Arab horsekeepers across the Desert in two successive nights, halting, watering, and feeding at the large central station, which has a large reservoir; the men to be transported in vans. The proposed scheme was not only approved of by the Governor-General, Lord Dalhousie, but was directed to be strictly adhered to in the event of a further transit.

In the transmission of cavalry by ordinary marches across the Desert, besides rations for the men, large quantities of forage and water require to be laid down at the different stations in the Desert; and the latter article especially requires some time for conveyance. All this preparation is, however (except at the central station), obviated by the above plan of marching the horses through at night; the men proceeding in vans, their baggage being conveyed in 24 hours from Cairo to Suez, by the usual overland camels.

I would respectfully observe that I have prepared large European forces for movements in the field; and the transmission of infantry from Alexandria to Suez offers less obstacles than in India, and can be easily effected even by regular marches, much less by the readier and more rapid method I have proposed, which, by dispensing with the two great considerations, water and tent equipage, will occupy but 24 hours in transit.

Having just retired from the Indian army, containing many relatives, I hope for pardon in offering my humble services in any capacity of the overland transit wherein they may prove useful during the present crisis.

I have, &c.  
(signed) *T. G. Fraser*, Lieutenant-Colonel,  
Bombay Army, Retired.

(No. 5.)

The Secretary of the India Board to the Secretary of the East India Company.

Sir,

India Board, 26 August 1857.

I AM directed by the Commissioners for the Affairs of India to transmit to you, for the observations of the Court of Directors of the East India Company, a copy of a letter dated the 14th instant, which Lieut.-Colonel T. G. Fraser, lately of the Bombay Army, has addressed to "The Secretary, War Office," on the subject of sending English troops to India through Egypt. The former communication to which Colonel Fraser refers is a letter of the 18th July, enclosing a paper which he appears to have sent to the Court on that day.

I have, &c.  
(signed) *George Clerk*.

Appendix, No. 24.  

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Sir F. Currie to General Sir De Lacy Evans.  

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East India House, 23 March 1858.

SIR FREDERICK CURRIE presents his compliments to General Sir De Lacy Evans, and has the pleasure to enclose a statement, by the Military Secretary to the Court of Directors, regarding the letter addressed by Major-General Sir Henry Storks to the Secretary to the India Board, dated 14th April 1847, as requested by the Committee on India Transport Service. Appendix, No. 24.

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## MEMORANDUM.

Inquiry has been made whether a letter, dated the 14th April 1857, addressed by Major-General Sir Henry Storks, K. C. B., to the Secretary to the India Board, conveying the recommendation of the Secretary of State for War that two regiments of Infantry should be added to the permanent establishment of Infantry in India, was transmitted by the India Board to the Court of Directors.

In reply, I beg to say that this document is not mentioned in any letter from the India Board to the Court of Directors, and that no trace of it can be found on the records of this house.

The "Correspondence" referred to in the letter from the Chairs to the President of the Board, dated 29th April 1857, is that which took place in September 1856, of which copies have been laid before the House of Commons.

East India House,  
23 March 1858.

*Philip Melvill,*  
Secretary Military Department.

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ANALYSIS OF INDEX.

ALPHABETICAL and CLASSIFIED LIST of the PRINCIPAL HEADINGS in the following INDEX, with the Pagings at which the same will be respectively found.

	PAGE		PAGE
<i>ADEN:</i> - - - - -	335	<i>Intelligence of Mutiny</i> - - - - -	350
<i>Arrival of Troops</i> - - - - -	336	<i>Board of Control</i> - - - - -	337
<i>Overland Route, 5</i> - - - - -	359	<i>Canning, Lord</i> - - - - -	339
<i>Board of Control</i> - - - - -	337	<i>Court of Directors</i> - - - - -	343
<i>Overland Route</i> - - - - -	357	<i>Men of War</i> - - - - -	356
<i>Requisition for Troops</i> - - - - -	367	<i>"Duke of Wellington," H. M. S.</i> - - - - -	344
<i>Sailing Vessels, 1</i> - - - - -	368		
<i>Steamers, 1</i> - - - - -	373	<b>OVERLAND ROUTE:</b>	
<i>Canada</i> - - - - -	338	1. <i>Anxiety of the Court of Directors for an early adoption of the Route</i> - - - - -	358
<i>Canning, Lord</i> - - - - -	339	2. <i>Verbal Communications, in the first instance, between the Court of Directors and the Board of Control</i> - - - - -	358
<b>CAPE OF GOOD HOPE:</b>		3. <i>Obstacle raised to the use of the Route on the ground of Political Objections</i> - - - - -	359
1. <i>Number of Troops sent from the Cape to India</i> - - - - -	340	4. <i>Use of the Route in September, subsequently to Official Applications from the Court of Directors</i> - - - - -	359
2. <i>Number of Horses sent</i> - - - - -	340	5. <i>Saving of Time if Troops had at first been sent Overland</i> - - - - -	359
3. <i>Calling out of the German Legion at the Cape</i> - - - - -	340	6. <i>Means of Conveyance, in the first instance, from Suez or Aden to Calcutta or Bombay; probable time required</i> - - - - -	360
4. <i>Consideration of the conduct of the Governor in not forwarding a greater Number of Troops</i> - - - - -	340	7. <i>Passage across the Desert</i> - - - - -	361
<i>Cavalry</i> - - - - -	341	8. <i>Passage down the Red Sea</i> - - - - -	362
<i>Coaling of Steamers</i> - - - - -	342	9. <i>Views adverse generally to an earlier use of the Route</i> - - - - -	362
<i>Cost</i> - - - - -	342	10. <i>Feeling in India that Troops would be sent Overland</i> - - - - -	363
<i>Board of Control</i> - - - - -	337	11. <i>Views of Mr. Lumsden in favour of the Overland Route; Memorandum on the subject</i> - - - - -	363
<i>Chartering of Vessels</i> - - - - -	341	12. <i>Communication on the subject from Mr. Mead</i> - - - - -	363
<i>Court of Directors</i> - - - - -	343	13. <i>Communication from Colonel Phipps</i> - - - - -	363
<i>Board of Control</i> - - - - -	337	14. <i>Sundry Communications from Colonel Pocklington</i> - - - - -	363
<i>Canning, Lord</i> - - - - -	339	15. <i>Communication from Lieutenant-Colonel Frazer</i> - - - - -	363
<i>Intelligence of Mutiny</i> - - - - -	350	16. <i>Correspondence between the Court of Directors, the Board of Control, &amp;c.</i> - - - - -	363
<i>Overland Route</i> - - - - -	357	17. <i>Number of Troops sent Overland up to the end of February 1858</i> - - - - -	363
<i>Reinforcements</i> - - - - -	366	18. <i>Conclusions of the Committee</i> - - - - -	363
<i>Requisitions for Troops</i> - - - - -	367	<i>Aden</i> - - - - -	335
<i>Sailing Vessels, 1</i> - - - - -	368	<i>Alexandria</i> - - - - -	335
<i>Steamers, 1</i> - - - - -	373		
<i>European Troops</i> - - - - -	346		
<i>Health of Troops</i> - - - - -	348		
<i>Burmese War</i> - - - - -	338		
<i>Infantry</i> - - - - -	349		
<i>European Troops</i> - - - - -	346		
<i>Reinforcements</i> - - - - -	366		

OVERLAND ROUTE—continued.		PAGE	SAILING VESSELS :		PAGE
Board of Control	- - - - -	337	1. Arrangements in regard to the Troops under Orders when the News of the Mutiny arrived	- - - - -	368
Cairo	- - - - -	338	2. Arrangements subsequently to the receipt of the News of the 29th June	- - - - -	368
Canning, Lord	- - - - -	339	3. Returns containing Particulars as to the Cost, Date of Sailing, Date of Arrival, &c. of each Transport	- - - - -	369
Cost	- - - - -	342	4. Generally as to the Employment of Sailing Vessels	- - - - -	369
Discipline of Troops	- - - - -	344	Board of Control	- - - - -	337
Elphinstone, Lord	- - - - -	344	Chartering of Vessels	- - - - -	341
France	- - - - -	347	Cost	- - - - -	342
Intelligence of Mutiny	- - - - -	350	Delays in Sailing	- - - - -	344
Peninsular and Oriental Steam Navigation Company	- - - - -	364	Overland Route, 5	- - - - -	359
Sick Troops (Transport Accommodation)	- - - - -	371	Steamers, 3	- - - - -	373
Suez	- - - - -	375	Tugs	- - - - -	376
Peninsular and Oriental Steam Navigation Company	- - - - -	364	Wood, Sir C.	- - - - -	376
Cost	- - - - -	342	Sick Troops (Transport Accommodation)	- - - - -	371
Overland Route, 6	- - - - -	360	STEAMERS :		
Sick Troops (Transport Accommodation)	- - - - -	371	1. Arrangements in regard to the Employment of Steamers	- - - - -	373
Persian Expedition	- - - - -	365	2. Difficulty on the score of Coaling	- - - - -	373
RED SEA :			3. Advantages respectively of Steamers and Sailing Vessels	- - - - -	373
1. As to the Effect of the Heat upon the Health of the Troops	- - - - -	365	4. Suggestions by Captain Ford	- - - - -	374
2. As to the Navigation	- - - - -	366	5. Returns containing Particulars as to the Cost, Date of Sailing, Date of Arrival, &c.	- - - - -	374
Reinforcements	- - - - -	366	6. Conclusions of the Committee	- - - - -	374
Artillery	- - - - -	336	Board of Control	- - - - -	337
Board of Control	- - - - -	337	Chartering of Vessels	- - - - -	341
Canada	- - - - -	338	Cost	- - - - -	342
Cape of Good Hope	- - - - -	339	Delays in Sailing	- - - - -	344
Cavalry	- - - - -	341	European and American Steam Shipping Company	- - - - -	346
Ceylon	- - - - -	341	General Screw Steam Navigation Company	- - - - -	347
China Force	- - - - -	341	Overland Route, 6	- - - - -	359
Court of Directors	- - - - -	343	Peninsular and Oriental Steam Navigation Company	- - - - -	364
Drafts (Queen's Troops)	- - - - -	344	Suez	- - - - -	371
European Troops	- - - - -	346			
Infantry	- - - - -	349			
Mauritius	- - - - -	354			
Overland Route	- - - - -	357			
Persian Expedition	- - - - -	365			
Recruits (East India Company's Service)	- - - - -	365			
Requisitions for Troops	- - - - -	367			
Sailing Vessels	- - - - -	368			
Steamers	- - - - -	373			



## I N D E X.

[*N.B.*—In this Index the Figures following the Names of the Witnesses refer to the Questions in the Evidence; those following *App. p.* to the Paging of the Appendix; and the Numerals following *Rep. p.* to the Paging of the Report.]

## A.

**ADEN.** Available supply of coals at Aden and Suez, in connexion with the overland route, *Shepherd* 394-401; *Harris* 922-926; *Sir H. Leeke* 1575—Excellent capacity of the Bay of Aden as a maritime station, *Harris* 857-861—Difficulty as regards water supply at Aden, *ib.* 862-864—With respect to provisions, there are sheep in abundance, *ib.* 864. 1002-1005.

Ample means for the accommodation of 1,000 or 2,000 troops at Aden, if sent thither from Malta in August, *Engledue* 2374-2380—Particulars as to the water supply, *Engledue* 2376-2379. 2635; *Allan* 2757-2760. 2814-2819—First class sailing vessels constantly discharge coals at Aden, which ships would have been perfectly fit for conveying troops to Bombay or Calcutta, *Engledue* 2395-2401. 2437-2442. 2571—Ample supply of coals at Aden in August and the following months, *ib.* 2402—Aden is by no means an unhealthy place, or unfit for Europeans *en route* to India, *ib.* 2617-2636.

Doubt whether the ships which take coals to Aden could have been made properly available for the conveyance of troops sent overland to Suez, *Allan* 2742-2755. 2802—Belief as to the good health of the troops when at Aden, *ib.* 2757.

*Aden to Bombay or Calcutta.* See *Overland Route*, 6.

*Admiralty.* There is a Transport Department connected with the Admiralty, and there are light vessels set aside specially for transport service, *Milne* 1718, 1719—It is always requisite to have a certain number of transports under the Admiralty, *ib.* 1720.

See also *Men-of-War.* *Wood, Sir C.*

**Alexandria.** Safety and capacity of the port of Alexandria, *Hoseason* 1758-1762—Delay before the 71st and 92d, sent respectively from Malta and Gibraltar, could be landed at Alexandria from the vessels of war that took them thither, *Sir H. Storks* 1962-1966. 1982-1989—Doubt as to the expediency of putting the troops into barracks at Alexandria when they land there; barracks would probably be lent for the purpose, *ib.* 1988. 2034—Difficulty in the entrance of *line-of-battle* ships into Alexandria Harbour, the depth over the bar not being at all times sufficient, *Engledue* 2294-2322—Ships which could not enter the harbour might anchor safely in Aboukir Bay, whence troops could be landed at Alexandria in steamers in a few hours, *ib.* 2306-2309.

**Allan, James.** (Analysis of his Evidence.)—Managing director of the Peninsular and Oriental Company, 2637, 2638—Dissents from some of the evidence of Mr. Engledue, 2639, 2640—Contract of witness's company with the East India Company to take troops to Calcutta at the rate of 40 *l.* a head for the privates and 95 *l.* for the officers; explanation as to the charge having on one occasion been 49 *l.* per man for the privates, 2641-2651. 2795-2798—About 5 *l.* for each man and 10 *l.* for each officer or passenger is paid by witness's company to the Pacha of Egypt for the use of his railway and carriages, 2652-2657. 2788-2791—The railway, which now goes within about twenty miles of Suez, will hardly be completed before October, 2658, 2659.

The Egyptian Government are most anxious to promote the use of the passage through Egypt, 2661. 2712, 2713—Charge made for the passage of silver, &c. through Egypt; large amount derived therefrom, 2662-2667. 2787—Charge of 105 *l.* for the conveyance of each passenger overland from England to Calcutta, 2669-2671—Many passengers still go by the Cape route, 2672, 2673—The passengers by the overland route are increasing; the number varies greatly at certain seasons, 2674-2677. 2688, 2689—The Peninsular and Oriental Company pay about nine per cent. dividend, 2678—They receive 200,000 *l.* for conveying the mails, 2679.

Report, 1857-8—*continued.*

*Allan, James.* (Analysis of his Evidence)—*continued.*

The Peninsular and Oriental Company have 46 steamers of different classes, 2680-2683—There are generally one or two spare vessels of the company at Bombay and Calcutta, 2684-2687. 2751—The company once took troops to the Cape, and have taken second class passengers to India *viâ* the Cape at about 40 l. per man, 2690-2693—The company were fully prepared early in July last to have received a proposition from Government or the East India Company for the conveyance of detachments of troops by their vessels, but did not receive any communication on the subject until the 8th September, 2694-2703. 2716. 2812, 2813.

The company had not the slightest reason to anticipate any objection on the part of the Egyptian Government to the transmission of troops overland, 2704-2708. 2712-2717—If there were any political difficulties about the route, the company took no part in their removal, 2709-2711—Reference to the recent removal of some troops at Suez from the "Portinger," to the ships of another company; paper containing information on the subject, 2719-2724—Inconvenience to the passengers by sending out large detachments of troops in the same vessels, 2725-2729.

The expense of the Cape route is about 13 l. or 14 l. a head for sailing vessels, 2730—Troops are charged for by the Peninsular and Oriental Company at about the same rate as second class passengers; how they are fed, 2731-2734—Dissent from Captain Engledue's calculations in regard to the time in which vessels would get from Bombay to Aden, or from Aden to Bombay, 2735-2742—Doubt whether the ships which take coals to Aden could have been made properly available for the conveyance of troops sent overland to Suez, 2742-2755. 2802—Witness has heard that there were many ships at Bombay available as transports about the end of July, 2756.

Belief as to the good health of the troops when at Aden, 2757—Character of the water supply at Aden, 2757-2760. 2814-2819—Length of passage of some of the company's steamers when going to the Indian stations *viâ* the Cape: the shortest passage is 76 days, and the longest 90, the average being about 82 days, 2761-2764. 2776. 2781—These vessels do not coal on the route, 2765—From 300 to 500 men might be sent in each vessel of the company by the Cape route, 2766, 2767—Doubt as to any great advantage of steamers over sailing vessels for conveying troops by the Cape, 2768-2786. 2792, 2793.

There were about four or five steamers monthly between Suez and Bombay or Calcutta between June and September, 2794—The cost per head in steamers *viâ* the Cape is less than it was, 2799-2801—A message might have been sent to Calcutta by the Company's steamer to Alexandria in the beginning of July, without the expense of any special means of communication, 2803-2807—Doubt as to the views of the Sultan in regard to the use of the overland route; the Pacha seems to act independently in the matter, 2808, 2809. 2844, 2845.

In May, June, and July, the heat is very great in the Red Sea, and the passengers to India are not so numerous in those months, 2810, 2811. 2832-2835—Witness's Company had no ships available for the Cape route in July, 2820-2822—Quantity and character of the provisions kept by the Company at Suez, 2823-2831—Means of ventilation if troops were placed in the space usually devoted to stowage, 2836-2843—The vessels of the Company between Suez and Bombay might take many more than 300 men at a time, 2846-2848.

*Arrival of Troops.* Return, dated 5 February 1858, showing the date of arrival of sailing and steam transports, as far as known, *App. p.* 198, 199—Return, dated 27 February 1858, of the transports taken up for India (steamers and sailing vessels), and showing, with other things, the date of sailing and date of arrival, as far as known, the number of days occupied in the passage by each ship, and the average length of the passage to each port or Presidency, *ib.* 276-279—Statement of the regiments, troops, and detachments (or drafts) of cavalry, infantry, and artillery of Her Majesty's service, and of recruits for the East India Company's service, transported by the Company to the Presidencies and ports of India by sailing ships or steam vessels, or by the overland route *viâ* Egypt, between the month of June 1857 and February 1858, both inclusive; specifying the names of the several vessels, the dates of the departure of each from the port of embarkation, the dates of arrival in India, and the number of days occupied in the passage of each vessel from port to port, *ib.* 281-293.

See also *Overland Route*, 5.

*Artillery.* Probable explanation of considerable delay which occurred in September and October before some artillery were embarked, *Shepherd* 695.

Statement of the artillery of Her Majesty's service which have embarked for India from 1 July to 10 September 1857; showing the strength, rate per head, name of ship, tonnage, destination, &c., according to the embarkation returns received at the Adjutant-general's office to 10 September inclusive, *App. p.* 264-266—Statement of regiments of artillery of Her Majesty's service which have embarked for India from 11 September 1857 to 18 February 1858, *ib.* 268-270.

Particulars

## Report, 1857-8—continued.

*Artillery—continued.*

Particulars as to the entire force of horse or foot artillery despatched up to March 1858, showing the mode of despatch, places of destination, date of arrival, &c., *App. p. 281 et seq.*

## B.

“*Ballarat*,” *The*. Quick passage made by the “*Ballarat*,” one of the first sailing vessels employed, *Shepherd* 351-356—The “*Ballarat*” and “*Sussex*” made faster voyages than some of the steamers, *ib.* 351-360. 461.

Return showing the rate of passage-money by this vessel, the number of men carried, the date of sailing, and date of arrival, &c., *App. p. 198.*

*Barrackpore Outbreak.* See *Canning, Lord.* *Intelligence of Mutiny.*

*Beatson, George Stewart, M. D.* (Analysis of his Evidence.)—Passed down the Red Sea in August 1851; the heat was most intense, and great discomfort was experienced, but there was no actual sickness at the time, 2854-2866—On this occasion witness was thirty-nine days in going from Southampton to Madras, 2865—Particulars as to the want of proper accommodation for the troops on board the “*Feroz*” steamer when going from Madras to Burmah in 1852; severe suffering of the troops subsequently from cholera and dysentery, 2867-2891. 2908-2912.

Preference given to the Red Sea route over the overland route for invalids from India, 2893-2898—Severe suffering of troops if sent down the Red Sea in July or August without previous preparations, 2899-2915—In a great emergency witness would not disapprove so much of the use of the overland route, 2901. 2906.

*Black Regiments.* See *Canada.*

*Board of Control.* Concurrence between the Board of Control and the Court of Directors in regard to the arrangement for transport, *Shepherd*, 340—Reference to a letter from the Board of Control to the Court of Directors on the 4th September, directing that troops be sent *viâ* the Cape in steamers; some clippers were taken up on this occasion, *ib.* 471, 472. 474, 475—At first the Court of Directors may be said to have had a *carte blanche* as regards transport arrangements, *ib.* 486. 630-632—Subsequently the President of the Board of Control was induced by certain circumstances to call for particulars of the grounds upon which each vessel was taken up; exceptions taken to this proceeding, as being inconsistent with the large discretion first reposed in the Directors, *ib.* 486, 487. 631-660.

Eventually the President’s approval was obtained before terms for taking up any vessel were agreed upon; delay was not caused thereby, *Shepherd* 486, 487. 634. 637. 657—The check exercised by the Board referred to the financial arrangements; there is no nautical officer connected with the Board, *ib.* 488, 489—The difference about the overland route has been the only difference of any moment between the Board of Control and the Directors, *ib.* 538-541.

The President of the Board of Control concurred in the arrangement that vessels were to be taken up without reference to price, and for some time left this point entirely at the discretion of the Directors, *Mangles* 1203. 1204. 1274. 1329—The President subsequently required explanations relative to the taking up of each vessel; complaint hereon, *ib.* 1204. 1210. 1273-1276. 1329-1340—The explanations required by the President did not interfere with the despatch of the service, *ib.* 1210. 1337—The President of the Board was always alone when communicated with by witness and the Deputy-chairman, *ib.* 1307-1309—Witness has never heard of any inconvenience from the practice of the President being alone when communicating with the Chairman and Deputy-chairman of the Court of Directors, *ib.* 1345-1348.

Previously to the arrival of the news of 27 June witness’s attention had not been drawn to the existence of symptoms of disaffection in the sepoy army as a matter of serious importance, *Right Hon. R. V. Smith* 1799-1802—The momentous results which have followed the outbreak were by no means apprehended by witness on the arrival of the news of 27 June, *ib.* 1806.

Explanation and justification of the course adopted by witness in giving the Court of Directors a certain discretion in taking up transports, whilst he subsequently required a record of their proceedings in such matters, *Right Hon. R. V. Smith* 1840. 1849-1851. 1874, 1875. 1909, 1910—Absence of delay in the despatch of troops through any act of witness, *ib.* 1851. 1858—Advantage in some respects of the system of oral communication in the transaction of business, *ib.* 1852-1854—Practice generally in regard to the oral communication or preliminary discussion with the Chairs and witness before the adoption of any measure, *ib.* 1859-1861. 1886-1889.

Copies of all correspondence that has taken place with reference to the conveyance of troops to India by way of Egypt, either between Her Majesty’s Government and the

*Board of Control—continued.*

Court of Directors, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other steam-packet companies, *App. p.* 201-244.

See also *Overland Route. Requisitions for Troops. Sailing Vessels, 1. Steamers, 1.*

*Bombay.* Particulars as to the vessels at Bombay at the outbreak of the mutiny; how far these might have been made available for transport from Suez as well as in bringing troops from the Persian Gulf, the Mauritius, and the Cape, *Lumsden* 726. 741-754. 776-780. 835-839—Means for sending troops inland from Bombay, as well as from Calcutta to certain of the revolted districts, *ib.* 755-763.

Return, dated 5 February 1858, showing the date of arrival of steam and sailing vessels at Bombay, as far as known at that date, with the number of troops on board each vessel, *App. p.* 198, 199—Return, dated 27 February 1858, of the names of transports taken up for India and sent to Bombay, &c., their tonnage, horse-power, the number of men each carried, rate of passage-money, date of sailing, and date of arrival as far as known; showing the number of days occupied in the passage by each ship, and the average length of the passage to the port, *ib.* 276-279.

Statement containing particulars as to the reinforcements sent to Bombay up to March 1858, *App. p.* 282 *et seq.*

Statement of the vessels in Bombay Harbour, respectively, on 6 June, 14 July, and 30 July 1857, *App. p.* 302-304.

Statement of the average of fifty voyages to Bombay by ships of not less than 1,200 tons belonging to the East India Company's late maritime service, prior to the year 1832, inclusive, *App. p.* 308.

See also *Elphinstone, Lord. Overland Route, 6.*

*Burmese War.* Particulars as to the want of proper accommodation for the troops on board the "Feroz" steamer when going from Madras to Burmah, in 1852; severe suffering of the troops subsequently from cholera and dysentery, *Beatson* 2867-2891. 2908-2912.

## C.

*Cairo.* Healthy character of the climate at Cairo, *Lumsden* 707, 708; *Engledue* 2411—Resources of Cairo for the accommodation, supply, and transport of troops, *Lumsden* 709-714. 795, 796—Large supplies of provisions available, *Engledue* 2408-2410.

*Calcutta.* Return, dated 5 February 1858, showing the date of arrival of steam and sailing vessels at Calcutta, as far as known at that date, together with the number of troops on board, *App. p.* 198, 198—Return, dated 27 February 1858, of the names of transports taken up for Calcutta, &c., their tonnage, horse-power, the number of men each carried, rate of passage-money, date of sailing, and date of arrival as far as known; showing the number of days occupied in the passage by each ship, and the average length of the passage, *ib.* 276-279.

Statement containing particulars as to the reinforcements sent to Calcutta up to March 1858, *App. p.* 281 *et seq.*

Statement of the average of fifty voyages to Bengal by ships of not less than 1,200 tons belonging to the East India Company's late maritime service, prior to the year 1832, inclusive, *App. p.* 308.

"*Caledonia, The.*" The "Caledonia," which left on 26 July, was the first screw steamer that started, *Mangles*, 1283—Particulars showing the rate of passage money, date of sailing, date of arrival, &c., *App. p.* 198.

*Canada.* Contemplated raising of a regiment of the line in Canada, about one-half of the commissions in which are to be given to Canadian gentlemen, *Sir H. Storks*, 1928-1935—Offers have been made in Canada to raise volunteer battalions, but they have not been accepted, *ib.* 1936. 1938—Question at one time about raising a black regiment in Canada to be sent to India, *ib.* 1936, 1937.

General feeling in Canada during the Crimean war in favour of the organisation of a Canadian regiment to be added to the British army, *Sir A. MacNab*, 2038-2041—Suggestion that in raising a regiment of the line in Canada, all the officers, except the staff, be taken from the gentlemen of the country, and that their appointment be given them in virtue of their bringing recruits, *ib.* 2042 *et seq.*—Peculiarly loyal character of the settlers throughout Canada, including the French Canadians; instances of this loyalty, *ib.* 2047, 2048, 2049.

Objection to one half of the commissions in the proposed regiment being given to British officers; the regiment in fact should be altogether Canadian, *Sir A. MacNab*, 2047. 2055. 2068, 2069—Increasing population and commerce of the two Canadas, *ib.* 2049-

## Report, 1857-8—continued.

## Canada—continued.

2054—It should be called the Royal Canadian Regiment, *MacNab* 2067—Probable amount of the black population of Canada; they are a very loyal class, *ib.* 2070, 2071. 2082-2086—Suggestions with reference to the enlistment of a regiment or corps of the black population with a view to service or settlement in India, *ib.* 2072-2081.

Reference to a certain document giving an account of the American invasion of Canada in 1812, and the result of each campaign until the peace in 1815, at which time the enemy were not in possession of a single foot of territory in the province, *Sir A. MacNab* 2084, and *App. p.* 271-275.

Explanations of the grounds upon which the Colonial Office declined to accept certain offers from Canada to raise volunteer troops for service in the Crimea and in India, *Right Hon. H. Labouchere* 2087-2095—The Legislative Council of Canada were averse to the raising of a volunteer corps, but made no objection to a system of recruiting in Canada for the Queen's service, if thought expedient by the Imperial Government, *ib.* 2088-2093—Measures are now in progress for raising a Canadian regiment for the service of the empire generally, *ib.* 2091—It was proposed to raise two regiments in British North America; witness would like to see such proposal carried out, *ib.* 2092—The raising of a black regiment in Canada was under consideration by the late Government, but was not finally decided upon, *ib.* 2096.

Regulations as to the conditions of service in the 100th Regiment, *App. p.* 326, 327.

The Committee observe with satisfaction that the people of Canada displayed great readiness to afford assistance to the mother country, and are of opinion that it is highly desirable to give every encouragement to such demonstrations of loyalty on the part of the colonies, *Rep. p.* iv.

*Canning, Lord.* In consequence of the representations of Lord Canning special measures were not deemed necessary by the Court of Directors in regard of the Barrackpore affair, *Melville* 36-38. 139, 140—Steps taken by Lord Canning to forward news of the Meerut outbreak; saving of ten days if he had despatched a special steamer, as suggested by Lord Elphinstone, *ib.* 39-50. 72. 126-128. 153, 154—The news of the disaffection at Barrackpore was accompanied by a letter from Lord Canning, which said that the disaffection had passed away, *Shepherd* 336—Witness, who was at Bombay when the news of the mutiny at Meerut arrived there, suggested sending a special steamer to Suez to convey news to England, but understood from Lord Elphinstone that Lord Canning did not consider such proceeding necessary, *Lumsden* 774, 775.

Probability of Lord Canning having expected that the overland route would have been resorted to, *Mangles* 1266-1269—On the 13th or 14th May Lord Elphinstone telegraphed to Lord Canning offering to send a special steamer to overtake the mail of the 11th May, but the offer was declined; probable saving of a fortnight if this had been done, *Mead* 1444-1446. 1453-1463—Until after the 31st August no communication was received from the Governor-General suggesting the use of the overland route, *Right Hon. R. V. Smith* 1817, 1818. 1820, 1821—Impression as to Lord Canning having expected some communication from the Home Government, towards the end of July, about the overland route, *Engledue* 2360, 2361.

Correspondence between the Governor-General and the Court of Directors, showing the requisitions made by the former for troops, and the steps taken by the latter for complying with them; showing also the general measures adopted by the Governor-General in Council for the suppression of the mutiny, *App. p.* 245-254.

## CAPE OF GOOD HOPE :

1. Number of Troops sent from the Cape to India.
2. Number of Horses sent.
3. Calling out of the German Legion at the Cape.
4. Consideration of the Conduct of the Governor in not forwarding a greater Number of Troops.

## 1. Number of Troops sent from the Cape to India :

Belief as to the despatch of six regiments from the Cape to India in consequence of the mutiny: the Governor sent four regiments in the first instance, and two more were to follow, *Sir H. Storks* 1956, 1957—There are six battalions of the Mounted Rifles now at the Cape; that is supposing six regiments to have been despatched to India, *ib.* 1958-1960.

In the first instance, *Sir G. Grey* sent two regiments to Bombay, *Right Hon. H. Labouchere* 2109—Particulars, as contained in despatches from *Sir G. Grey* in November, of the measures actually adopted by him for reinforcing the Indian army, *ib.* 2114. 2124, 2125—On the whole, four regiments of foot and a detachment of artillery were sent, *ib.* 2114. 2135—Way in which the four regiments were conveyed to India, *ib.* 2139, 2140—Improbability of *Sir G. Grey* having more recently sent two more regiments, *ib.* 2156-2158.

## CAPE OF GOOD HOPE—continued.

1. *Number of Troops sent from the Cape to India*—continued.

Statement showing a total of 2,201 officers and men obtained from the Cape, up to a certain date, *App. p. 266.*

2. *Number of Horses sent :*

Despatch of horses to India, taken temporarily from the Cape Mounted Rifles, *Sir H. Storks 1975, 1976*—Large and useful supply of horses sent from the Cape, *Right Hon. H. Labouchere, 2114, 2115*—Return showing the number of horses despatched by different vessels from the Cape to India; total of 1,006 to Calcutta, and of 450 to Bombay, *App. p. 325, 326.*

3. *Calling out of the German Legion at the Cape :*

Particulars relative to the German Legion now scattered along the frontier territory at the Cape, *Sir H. Storks 1967-1973, 1977-1987*—Explanation as to the German Legion having been called out shortly after arrival at the Cape, and placed on full pay, *Right Hon. H. Labouchere 2116-2118*—The German Legion are now in process of becoming settlers, *ib. 2129.*

Copies of despatches from the Right Honourable H. Labouchere to Governor Sir George Grey, dated respectively 14 September 1857, 5 January 1858, and 3 February 1858, relative to the calling out of the German military settlers under arms, *App. p. 309-311.*

Despatch from Governor Sir George Grey to the Colonial Secretary, dated Cape Town, 30 October 1857, relative to the circumstances under which he called out the German military settlers, *App. p. 311, 312*—Enclosures in this despatch in further explanation of the course adopted by Sir G. Grey, *ib. 312-317.*

Further despatches from Sir George Grey to the Right Honourable H. Labouchere, dated 26 November 1857, relative to the calling out of German military settlers; enclosure in this despatch, showing the desperate character of some of these men, *App. p. 318, 319.*

4. *Consideration of the Conduct of the Governor in not forwarding a greater Number of Troops :*

Reference to some papers presented, or to be presented, to Parliament, as showing the force at the Cape when intelligence was received there of the Indian mutiny; on the 31st July there was a total of 10,666 men in rank and file, including the German Legion and the Cape Mounted Rifles, *Right Hon. H. Labouchere 2095-2105, 2110, 2111, 2126*—Reference to a despatch from witness to Sir George Grey, on the 26th August, and to the reply thereto, dated 5 November, relative to the non-transmission of so many as six regiments to India, *ib. 2106-2108.*

Strong ground for apprehension of a war at the Cape, adverted to in justification of the unwillingness of Sir G. Grey to reduce too largely the forces at his disposal, *Right Hon. H. Labouchere 2119-2124, 2137, 2155, 2160*—Expediency of a reserve force at the Cape, for the protection of Natal, *ib. 2125-2127*—Measures taken with reference to the emigration of German and Irish females to the Cape; funds available for the purpose, *ib. 2130-2134*—Extract from a despatch from witness to Sir G. Grey, on the subject of the force despatched from the Cape, *ib. 2135.*

Witness entertains a very high opinion of the ability, energy, and public spirit of Sir G. Grey, and believes that he forwarded to India all the troops that he could with safety spare under the then circumstances of the case, *Right Hon. H. Labouchere 2135 et seq.*—Inaccuracy of a statement as to Sir G. Grey when Governor of New Zealand, having accumulated six regiments there, *ib. 2136*—Growing prosperity of the Cape since Sir G. Grey has been Governor, *ib. 2138.*

Excellent conduct of the Cape colonists with reference to the reinforcement of the Indian army, *Right Hon. H. Labouchere 2155*—Larger force at the Cape in 1852 than in 1857, when the Indian mutiny broke out, *ib. 2170-2172.*

Estimate of witness, and of the late Sir George Cathcart, that 4,000 troops would be sufficient for the protection of the colony from the Kaffirs, *Sir G. Clerk 2224-2226, 2233*—Usefulness of the levies of Fingoes and Kaffirs during the late war, *ib. 2226-2228, 2232*—Ability of the Dutch settlers to protect the frontier, unassisted by the Queen's troops, *ib. 2229-2231, 2233, 2237, 2243, 2244*—Slight part taken until lately by the Cape colonists in the protection of the frontier, *ib. 2233.*

All the troops, after a few years, might be withdrawn, *Sir G. Clerk, 2234, 2235*—Advantage of the military expenditure to the colony, which, save at Natal, has no natural resources, *ib. 2233-2236, 2241, 2242*—Formidability of the Kaffirs if their pastures be encroached upon, *ib. 2237, 2238*—Adequacy of a force of four regiments and the Cape Corps for the protection of the colony during the late starvation among the Kaffirs, *ib. 2245-2253.*

Resolution that the Governor of the Cape, without loss of time, forwarded treasure and horses, together with a portion of the troops at his disposal, but that he did not send the whole

## CAPE OF GOOD HOPE—continued.

## 4. Consideration of the Conduct of the Governor, &amp;c.—continued.

whole amount of the force which he was instructed by the Home Government to transmit to India; that the Committee have not the means of judging whether the circumstances of the colony did or did not justify Sir George Grey in taking this course, *Rep. p. iv.*

*Cape Route.* See *Board of Control.* *Coaling of Steamers.* *Cost.* *Court of Directors.* *Overland Route, 5.* *Sailing Vessels.* *Steamers.*

*Cavalry.* During the Russian war two regiments of dragoons went from India to the Crimea through Egypt, but did not return by that route; reasons for their coming to England before return to India, and for their being returned without horses, *Melville*, 121-123. 224-228. 250-265. 270-274.

Good health both of men and horses on the occasion of the two cavalry regiments being sent up the Red Sea from India, for service in the Crimea, *Sir H. Leeke*, 1569, 1570; *Engledue*, 2622-2624—Facility of the passage through Egypt of these regiments, *Sir H. Leeke*, 1571. 1618.—Supplies of provision available on the passage, *ib.* 1573, 1574—Several vessels employed in taking the two cavalry regiments, including horses, fodder, &c., from Bombay to Suez; number of infantry which these vessels might have carried, *ib.* 1578-1588.

Statement of the regiments of cavalry of her Majesty's service, which have embarked for India from the 1st of July to the 10th of September 1857; showing the strength of each regiment, rate per head, name of ship, tonnage, destination, &c., according to the embarkation returns received at the Adjutant-General's office to the 10th of September inclusive, *App. p. 264-266*—Statement of regiments of cavalry which have embarked for India from 11 September 1857 to 18 February 1858, *ib.* 268-270.

Total of seven regiments of cavalry despatched to India from June 1857 to March 1858, *App. p. 281*—Particulars as to their mode of despatch, place of destination, date of arrival, &c., *ib.* 283 *et seq.*

*Ceylon.* High praise due to Sir Henry Ward, who sent from Ceylon almost all the European troops at his disposal; antagonism among the coloured population of Ceylon adverted to hereon, *Right Hon. H. Labouchere* 2142-2154. 2161, 2162.

Total of 511 men and officers obtained from Ceylon up to a certain date, *App. p. 266.*

Resolution that the Governor of Ceylon gave early and valuable assistance to the Government of India, and deserves great praise for the zeal and promptitude with which he acted, *Rep. p. iv.*

"*Champion of the Seas*" *The.* Return showing the rate of passage-money by this vessel, the number of men carried, the date of sailing, and date of arrival &c., *App. p. 198.*

*Chartering of Vessels.* In chartering the vessels the practice of accepting the lowest tender was departed from in order to select the best vessels without reference to expense, *Shepherd* 375. 523. 643—Attention paid in taking up any ship, to the question of its previous performances; doubt as to their having been any Admiralty information on this point, *Mason* 1184-1188—Advantage of the practice of having troop ships merely for the transport to India, and discharging them at the end of the voyage, *Milne* 1698, 1699. 1720.

See also *Board of Control.* *Mail Packets.*

*China Force.* The four regiments that embarked for China and were subsequently diverted to India, were originally intended for India, and would have embarked at the same time independently of the Chinese affair, *Sir H. Storks* 1939-1943—The troops for China were diverted at the Cape to India on the responsibility of Sir G. Grey, *Right Hon. H. Labouchere* 2111-2113.

Statement of the force intercepted *en route* for China; total of 4,491 officers and men, *App. p. 266.*

*Clerk, Sir George, K.C.B.* (Analysis of his evidence.)—Was Special Commissioner on the Kaffir frontier at the termination of the late war there, 2220-2222—Estimate of witness, and of the late Sir George Cathcart, that 4,000 troops would be sufficient for the protection of the colony from the Kaffirs, 2224-2226. 2233—Usefulness of the levies of Fingoes and Kaffirs during the late war, 2226-2228. 2232—Ability of the Dutch settlers to protect the frontier, unassisted by the Queen's troops, 2229-2231. 2233. 2237. 2243, 2244.

Slight part taken, until lately, by the Cape colonists in the protection of the frontier, 2233—All the troops might, after a few years, be withdrawn, 2234, 2235—Advantage of the military expenditure to the colony, which, save at Natal, has no natural resources, 2233-2236. 2241, 2242—Formidability of the Kaffirs if their pastures be encroached upon, 2237, 2238—Adequacy of a force of four regiments and the Cape corps for the protection of the colony during the late starvation among the Kaffirs, 2245-2253.

## Report, 1857-8—continued.

*Clerk, Sir George, K.C.B.* (Analysis of his Evidence)—continued.

Witness is now secretary to the India Board, 2254—After the news of the mutiny the Court of Directors showed an early anxiety for the adoption of the overland route, but had not a correct notion of the great practical obstacles thereto, 2255 *et seq.*—The route could not with advantage have been adopted earlier, 2256—Particulars as to the unhealthy character of the voyage down the Red Sea, unless there be ample previous preparation, and the season of the year be favourable, 2257-2259. 2267-2287.

Opinion that Suez is a very unfavourable depôt for the detention of troops, 2259-2261—Most of the troops since sent overland have been conveyed very successfully, previous arrangements having been made, 2262, 2263, 2266—Strong political objections to the permanent adoption of the overland route, 2264, 2265, 2277—Want of means, in the first instance, for the transport of troops from Suez to India, 2277-2280. 2287—Highest and lowest prices paid per head for the transport of troops in screw steamers and clippers, 2288.

*Clippers.* See *Sailing Vessels.*

*Coaling of Steamers.* Difficulty at first about the employment of steam transports, on account of the uncertainty in regard to the supply of coals at the Cape, &c., *Mason* 279. 284-289; *Shepherd* 339. 365-371. 374. 1126, 1127—Arrangement for coaling at St. Vincent's, *Shepherd* 339. 367-370. 374—Ample supply of coals at Suez and Aden in connexion with the overland route, *ib.* 394-401; *Harris* 922-926; *Sir H. Leeke* 1575—Further evidence relative to the reluctance at first to employ steamers, on account of the difficulty about coals, *Shepherd* 455-470—Obstacles to an empty steamer towing a laden steamer part of the way from England, in order to enable the latter to complete the voyage without re-coaling, *Shepherd* 469, 470. 557-562; *Harris* 1063-1075; *Milne* 1690-1693.

The coal depôts at Aden, Suez, and Point-de-Galle, are supplied from England, *Shepherd* 542-545—High price of coals at Suez; supplies are provided there by the India House and the Peninsular and Oriental Company, *Lumsden* 790-792—Difficulty about coaling, which induced the Admiralty at first to look unfavourably on the employment of screw vessels for transport to India, *Milne* 1728, 1729—Steps taken to keep up the supply of coals at the different stations, *ib.* 1730-1732—The Peninsular and Oriental Company's vessels coaled at St. Vincent, *ib.* 1752.

The question of steam transport to India turns entirely on the supply of coal, *Hoseason* 1784—Nature of the coaling accommodation at Table Bay and Simon's Bay, *ib.* 1785-1787—Slight deterioration in having large depôts of coals, *Engledue* 2443-2445—Supply of coals available if the Peninsular and Oriental Company's steamers had taken troops *viâ* the Cape, *ib.* 2534-2545.

Statements as to the supply of coal, as shown in certain correspondence between Her Majesty's Government and the Court of Directors of the East India Company, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other steam-packet companies, *App. p.* 201 *et seq.*

Account, dated Admiralty, 22 February 1858, showing the quantities of coals and patent fuel remaining in store at different points on the 31st May and 30th June 1857; the quantities shipped prior to 31st May 1857, but not received at the Cape at that date; and the quantities shipped in each month since 31st May 1857, *App. p.* 255—Return showing the quantities of coals and patent fuel remaining in store at St. Vincent (Cape de Verdes), Ascension, and the Cape of Good Hope, on the 29th June 1857, *ib.*

*Commander-in-Chief.* Objections made by the Commander-in-Chief in England to sending out the regiments in detachments, *Shepherd*, 531-533.

*Cost.* Immense difference in the expense of despatching troops by sailing vessels and by steamers, *Melvill* 129. 141-143. 240-249—Including the victualling in each case, the difference between sailing vessels and steamers is as between about 10 *l.* and 50 *l.*, *ib.* 142, 143. 240-249—The best vessels, both steamers and sailing vessels, were taken up for the additional force, regardless of expense, *Mason* 305; *Shepherd* 340. 375. 523; *Mangles* 1201. 1203, 1204—Some of the freights seemed unduly high, but were necessarily submitted to, *Shepherd* 490.

With a properly organised system of transport in connexion with the overland route, witness considers that such route would be less expensive as well as more rapid than the route by the Cape in steamers, *Harris* 1079-1102.

Much less expense of transport *viâ* the Cape than overland, *Mangles* 1380, 1381—The overland passage now costs 40 *l.* a man, *ib.* 1380, 1381—The Cape route costs about 15 *l.* a man, *ib.*—The highest price paid for screws has been 49 *l.*, and the lowest 19 *l.*, *Sir G. Clerk* 2288—The highest price per head paid for transport in clippers has been 26 *l.*, and the lowest £. 11. 7 *d.*, *ib.*

Contracts of the Peninsular and Oriental Company with the East India Company to take troops to Calcutta at the rate of 40 *l.* a head for the privates and 95 *l.* for the officers; explanation as to the charge having on one occasion been 49 *l.* per man for the privates, *Allen* 2641-2651. 2795-2798.—About 5 *l.* for each man and 10 *l.* for each officer as passengers, is paid by witness's company to the Pacha of Egypt for the use of



## Report, 1857-8—continued.

## Cost—continued.

of the railway and carriages, *Allan* 2652-2657, 2788-2791—Charge of 105*l.* for the conveyance of each passenger, overland, from England to Calcutta, *ib.* 2669-2671—The expense of the Cape route is about 13*l.* or 14*l.* a-head for sailing vessels, *ib.* 2730—Troops are charged for by the Peninsular and Oriental Company at about the same rate as second-class passengers; how they are fed, *ib.* 2731-2734—The cost per head in steamers *viâ* the Cape is less than it was, *ib.* 2799-2801.

Rate of passage-money paid to the several vessels (steamers and sailing vessels), *App.* p. 198, 199.

Statements as to the cost of the overland route, as shown in correspondence on the part of the Peninsular and Oriental Company, and other companies, *App.* p. 204, *et seq.*

Statement of the regiments of cavalry, infantry, and artillery of Her Majesty's service, which have embarked for India, from the 1st of July to the 10th of September 1857, showing the rate per head, &c., in each case, whether by the Cape route or overland, *App.* p. 264-266—Statement of regiments of cavalry, infantry, and artillery of Her Majesty's service which have embarked for India from 11 September 1857 to 18 February 1858, showing the rate per head, &c., *ib.* 268-270—Return, dated 27 February 1858, of the names of transports taken up for India (steamers and sailing vessels), their tonnage, horse-power, the number of men each carried, rate of passage money, &c., *ib.* 276-279.

See also *Board of Control. Chartering of Vessels.*

*Court of Directors.* The 29 June, when the news of the Meerut affair arrived, was the first period when the Directors considered that urgent measures were required, but a feeling of anxiety previously prevailed, *Melville* 139, 140, 179-193, 233-239, 268, 269—On the receipt of the news of the 29th June, the necessity of employing increased maritime transport was first impressed on witness, *Mason* 277, 278—Special steps were first taken in regard to the transport of troops on the arrival, on the 29th June, of the news of the Meerut affair, *Shepherd* 334-337.

On the whole, witness considers that the transport arrangements have been carried out with much despatch and regularity, and with peculiar exemption from casualty, *Shepherd* 522, 672-675—The staff of witness's department have been most efficient, and deserve much credit in the matter, *ib.* 522, 669-671.

The news of the 29 June was looked upon as very alarming, and a court met on the 29th to consider the steps to be taken, *Mangles* 1197, 1198—For some weeks after the 29th June, the Directors continued constantly to hold courts for carrying out the transport arrangements, *ib.* 1206-1209—Reference to correspondence between the Court of Directors and the Board of Control, in July, August, and September, relative to the expediency of the quickest means of transport, *ib.* 1281, 1284, 1285.

As regards the expression attributed to witness, "that he found it necessary to put the spur into the Court of Directors," he certainly considered that, in some instances, their action was not sufficiently prompt, *Right Hon. R. V. Smith* 1807, 1858.

Copies of all correspondence that has taken place with reference to the conveyance of troops to India by way of Egypt, either between Her Majesty's Government and the Court of Directors of the East India Company, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other steam packet companies, *App.* p. 201-244.

Resolution of the Committee that the Court of Directors appear from the first intelligence of the Mutiny at Meerut to have been sensible of the advantages of the overland route, and to have lost no time in recommending its adoption, *Rep.* p. iii.

Considering the suddenness of the danger and the distance to which the troops were to be sent, the Committee are of opinion that great credit is due to the Court of Directors for the promptitude and efficiency with which they discharged the difficult task of transmitting reinforcements to the army in India during the past year, *Rep.* p. iv.

See also *Board of Control. Canning, Lord. Intelligence of Mutiny. Overland Route. Reinforcements. Requisitions for Troops. Sailing Vessels, 1. Steamers, 1.*

*Crimean Expedition.* Character of the arrangements respectively for the expedition to the Crimea, and for that to India, *Mason* 1189.

*Croskey & Co., Messrs.* See *European and American Steam Shipping Company.*

*Currie, Sir Frederick.* (Analysis of his Evidence.)—Between the 29th June and the 31st July, Mr. Mangles, as chairman, and witness as deputy chairman, of the Court of Directors, had frequent interviews with Mr. Vernon Smith relative to the despatch of troops to India, and discussed the question generally, but the adoption of the overland route was not formally pressed upon Mr. Smith, 2173-2193, 2198—There was from the first a strong feeling in the Court of Directors in favour of the overland route, but no record of their opinion was made previously to the letter of the 31st August to the President of the Board of Control, 2175-2179.

Report, 1857-8—continued.

*Currie, Sir Frederick.* (Analysis of his Evidence)—continued.

Discussion by the Court of Directors, some time early in August, with reference to a motion for making a formal application relative to the overland route, 2175, 2176, 2181, 2182—At this discussion the chairman was requested to communicate to the President of the Board of Control the feeling of the Court, 2175, 2211-2213—Political objections, and objections on other grounds, were adduced by Mr. Smith against an early adoption of the overland route, previously to the discussion of the Directors early in August, 2175, 2176—Impression that the actual discussion of the question by the Directors was not communicated by Mr. Mangles to Mr. Smith, 2176, 2185.

The letter of 31 August, which was unanimously adopted, was the result of more serious news from India, and not of the objections raised by Mr. Smith, 2176, 2177, 2183, 2184—In consequence of the political objections to the adoption of the overland route, Mr. Mangles and witness felt precluded from pressing the matter; but witness, from the first, was strongly in favour of the route, 2180, 2199, 2,200, 2219—The weekly interviews with the President in July and August were of an official, but hardly of a confidential character, 2194-2197, 2201-2210.

With regard to a certain letter from the Secretary of State for War to the President of the Board of Control, dated 14 April 1857, witness believes that no such letter was ever laid by the latter before the Court of Directors, 2214-2218.

D.

*Delays in Sailing.* Necessary delay of from a fortnight to three weeks after certain requisitions before vessels could be finally prepared for the troops, *Mason* 301-304—Explanation in regard to the first batch of troops not having sailed till the latter end of July; the ships were required to be ready in ten days, but the troops were not ready under three weeks, *Shepherd* 414-417—Premium offered for expediting the departure of the sailing vessels, *ib.* 457—Lapse of time before the four regiments ordered on the 29 June were ready for embarkation; reference to a return as to the transport of those regiments, *Sir H. Storks* 1953-1955. See also *Artillery.* *Sailing Vessels.*

*Desert of Egypt.* See *Overland Route*, 3. 7.

*Detachments of Regiments.* See *Commander-in-Chief.* *Drafts.*

*Directors (East India Company).* See *Court of Directors.*

*Discipline of Troops.* Apprehension felt as to the want of proper discipline among the troops, if sent overland without previous preparation, *Right Hon. R. V. Smith*, 1827, 1842-1845, 1868-1871.

*Distilled Water.* Means for distilling water on board the Peninsular and Oriental Company's vessels; all transports in the Red Sea should be so provided, *Harris* 914-917-976.

*Draft Report.* Draft report proposed by the Chairman of the Committee, *Rep. p.* viii-xxvii—Resolution of the Committee adverse, by a majority of one vote, to the consideration of the proposed report, *ib. p.* xxviii.

*Drafts (Queen's Troops.)* Approval by the Government in India of the measures taken by the home Government for sending out drafts to supply vacancies, *Melville* 130-132—Transmission, generally, of drafts before the end of August, in order that they may arrive at the healthy season, *ib.* 137, 146-148, 151, 152, 204-210, 214, 215—The drafts were sent out in 1857 earlier than usual, *ib.* 138.

Statement as to the drafts sent out for Her Majesty's regiments, between 11 September 1857 and 18 February 1858: total of 92 officers and 6,187 men, *App. p.* 268, 269—Total of 7,212 drafts despatched up to the end of February 1858, *ib.* 281—Particulars as to the mode of despatch, place of destination, date of arrival, &c., *ib.* 286-289.

*Duke of Wellington," H. M. S.* The "Duke of Wellington" might have taken 1,000 troops to India, without difficulty, if her lower deck guns and main deck guns had been taken out, and if her marines had been discharged; she might have been got ready in a few days, *Hoseason* 1770, 1781, 1798.

E.

*Egypt.* See *Overland Route.*

*Elphinstone, Lord.* Lord Elphinstone showed, from the first, the greatest energy and activity, *Lumsden* 828—Regret privately expressed by Lord Elphinstone that the overland route had not been adopted, *Mangles* 1262-1265, 1355-1357—Lord Elphinstone frequently spoke to witness about the overland route, *Sir H. Lecke* 1566-1568.

See also *Canning, Lord.*

*Engineers.* Total of 23 officers and 679 men sent out between 11 September 1857 and 18 February 1858, *App. p.* 269—Total of four companies of Royal Engineers despatched up to March 1858, *ib.* 281.

*Engledue,*

*Engledue, John Ralph.* (Analysis of his Evidence.)—Superintendent to the Peninsular and Oriental Company at Southampton, 2289—Has for the last eighteen years been employed in Egypt, India, or this country, in connexion with the overland route, 2290-2293. 2501, 2502—Difficulty in the entrance of line of battle ships into Alexandria harbour, the depth over the bar not being at all times sufficient, 2294-2322—Ships which could not enter the harbour might anchor safely in Abouker Bay, whence troops could be landed at Alexandria in steamers in a few hours, 2306-2309.

The roadstead at Suez is perfectly safe, and there is very good anchorage there, 2323, 2324—Witness found Suez a peculiarly healthy place, 2325—By means of wells or reservoirs there is always a large supply of good water at Suez, 2326-2339—Calculation showing that a communication despatched from this country on 1 July might have reached Calcutta about 23 July, 2340-2359—Impression as to Lord Canning having expected some communication from the home Government towards the end of July about the overland route, 2360, 2361.

A communication from the Governor-general to the Governor of Malta might have been made in about 20 days after 23 July, which would bring it to 12 August, 2362-2366—Steamers might have been sent from Bombay to Suez in about 16 days, and from Calcutta in about twenty-four days after the supposed receipt of news on 23 July; clippers would take a longer time; these might be towed between Aden and Suez, 2367-2373. 2381-2387.

Ample means for the accommodation of 1,000 or 2,000 troops at Aden, if sent thither from Malta in August, 2374-2380—Character of the water at Aden, 2376-2379. 2635—A regiment or two sent from Malta, on 12 August, might have got to Aden in about 12 days, 2388-2391—A regiment embarked at Aden in a sailing vessel, on 24 August, would have got to Bombay, or Kurrachee, by about 2 September, and to Calcutta by about 10 September, 2392-2395—First class sailing vessels constantly discharge coals at Aden, which ships would have been perfectly fit for conveying troops to Bombay or Calcutta, 2395-2401. 2437-2442. 2571.

Ample supply of coals at Aden in August and the following months, 2402—Large stock of provisions always kept at Suez by the Peninsular and Oriental Company, 2404-2406. 2572-2581—Large supplies of provisions available at Cairo, 2408-2410—Cairo is a very healthy locality, 2411—Troops might have been conveyed down the Red Sea in the Peninsular and Oriental Company's vessels in August and September with every facility, and with greater comfort than if they were under canvas in the field, 2412, 2413. 2434-2436—The rains are not severe, nor are the seas heavy in crossing the Indian Ocean from Aden or Bombay, 2414-2416. 2513, 2514.

Disposition of the present Pacha of Egypt, as well as of the late pacha, to grant every facility towards the transmission of troops overland, 2417. 2419. 2523-2526. 2533—Letter from Lieutenant-Colonel Pocklington, dated 11 October 1857, showing the successful passage overland of the 57th regiment, and containing particulars as to the capabilities of the route, 2418, 2419—Detachments might have been sent overland with the same facility in July or August, as in October, 2420—On the first news of the disturbances the Peninsular and Oriental Company expected that their vessels would at once be made use of, 2420-2422—There was a general feeling at Calcutta that the overland route would be adopted and would be most useful, 2423-2426.

Witness, who was formerly in the navy, has been scratched off the list at the Admiralty, but has no complaint to make against the Admiralty in regard to the non-adoption of the overland route, 2427—Difficulty in the navigation of the Red Sea, unless for steamers or sailing vessels towed by steamers, 2428-2430—In August and September it is a fair wind for sailing vessels, from Aden to Bombay, 2431, 2432—Conflicting winds between Suez and Aden, 2433. 2515-2519—In each of the company's vessels, dating from the one which left Southampton 4 July, 250 troops might have been sent to Bombay or Calcutta without injury to health, 2434-2436. 2453-2455. 2477-2486.

Slight deterioration in having large depôts of coals, 2443-2445—Different routes which steamers going from Bombay to Suez take at different periods, 2446-2450—Supply of water at Suez further adverted to, 2454, 2455. 2520-2522—Great advantage if troops had been sent *viâ* the Cape in the Peninsular and Oriental Company's steamers, rather than in sailing vessels, 2456-2467—Witness always felt that steamers were far preferable to sailing vessels for the sea route, 2458-2464—On an emergency from 300 to 500 marines might have been conveyed from Malta to Suez in each of the company's vessels, 2468-2474—There is no difficulty whatever in sending troops across the Isthmus of Suez, 2475, 2476.

Probable expense of sending a special communication to Calcutta on arrival of the news of the Meerut affair, 2487-2491—Very little time would be saved by sending a message specially instead of by the next boat of the Peninsular and Oriental Company, 2492-2494—The native craft at Suez are not suitable for the conveyance of troops, 2496, 2497—Doubt as to the shipping actually available at Suez in July or August, 2503-2507—Probable time in which clipper ships might have got from Bombay to

*Engledue, John Ralph.* (Analysis of his Evidence.)—continued.

Aden in July or August, 2508, 2509—First class steamers can face the monsoon at the strongest, 2510-2512.

It is quite as hot at Madras during the summer time as in the Red Sea, 2527-2529—It was the general opinion in July, that the overland route should be adopted, 2530-2532—Lord Stratford de Redcliffe saw the importance of the overland route, and got a firman from the Sultan on the subject, 2533—Supplies of coal available if the Peninsular and Oriental Company's steamers had taken troops *viâ* the Cape, 2534-2545—Further statement in favour of steamers as compared with sailing vessels for the cape route, 2546-2560—Doubt as to the number of the better class of steamers available at Bombay in July or August, 2561-2570.

Nature of the accommodation which might be provided on board the Peninsular and Oriental Company's vessels for 250 men, 2582-2586—Advantage in having the men on deck under awnings rather than down below when passing down the Red Sea, 2586-2592—Preference given by invalids, and for good reasons to the overland route; none who have once gone overland ever give it up for the cape route, 2593-2601—Frequent detentions in calms on the Cape route, 2596, 2597—Witness's company have no vessels on the route *viâ* the Cape, 2602, 2603.

Explanation as to the higher wages paid by the Company to their engineers, &c. in the Red Sea, than in the Mediterranean, 2604-2613—Belief that the warm weather is more distressing in the Persian Gulf than in the Red Sea, 2616—Aden is by no means an unhealthy place or unfit for Europeans *en route* to India, 2617-2636—Good health of the troops and horses sent overland from India to the Crimea, 2622-2624.

*European and American Steam Shipping Company.* Remarks relative to the non-acceptance of proposals by Messrs. Croskey, &c., on the part of the European and American Steam Company, in August and September, for sending troops overland and by the Cape, *Shepherd* 679-682—Explanation of the grounds of refusal of an offer made by Messrs. Croskey & Co., for carrying troops by the overland route, *Mason* 1167-1172.

Proposition on the part of the Company to the Court of Directors in August and September 1857, for a semi-monthly overland transport service between England and Bombay, *App. p.* 241-244.

Letter in reply dated, East India Board, 17 September 1857, stating that it is not at present the intention of Her Majesty's Government to send any considerable body of troops through Egypt, *App. p.* 244.

*European Troops.* In February 1857, the establishment of the Queen's troops in India was deficient by about 4,000 men, including about 400 cavalry, *Melvill* 2-9—Two regiments or about 2,000 men had, contrary to Lord Dalhousie's remonstrance been withdrawn during the Russian war, and had not been replaced by February, *ib.* 9, 20-22, 26-29—There was a deficiency in February of about 1,000 men in the Company's European troops, but this deficiency is usual in the earlier part of the year, *ib.* 10-16—The total establishment of European troops in February was about 40,000 men, *ib.* 17-19.

Further reference to the deficiency in the establishment of European troops in consequence of the regiments withdrawn for service in the Crimea, *Melvill* 67-70, 118—It was settled in 1848, that the establishment in India should comprise twenty-four of Her Majesty's regiments, *ib.* 115-117—In February 1857, the European force in India was 38,306 men, *ib.* 172—Less the Persian force, the troops in India were about 34,000 men of whom 21,000 were in Bengal, *ib.* 172-178—When the mutiny broke out there was a deficiency in the establishment of European troops of 8,747 men, including those in Persia, *ib.* 267, 275.

Statement as to Mr. Melvill having been in error in regard to the deficiency of the Company's European troops at the outbreak of the mutiny, *Shepherd* 683, 684—At the beginning of 1857, the establishment of Queen's troops in India was short by two regiments, *Sir H. Storks* 1939.

With regard to a certain letter from the Secretary of State for War to the president of the Board of Control, dated 14 April 1857, witness believes that no such letter was ever laid by the latter before the Court of Directors, *Sir F. Currie* 2214-2218—Statement by Mr. P. Melvill, dated 23 March 1858, that no trace can be found at the East India House of any letter from Sir Henry Storks, to the Secretary to the India Board, with reference to the addition of two regiments of infantry to the permanent establishment of infantry in India, *App. p.* 331.

*Evans, Lieutenant-General Sir De Lacy.* Draft report proposed by the chairman of the Committee. *Rep. p.* viii-xxvii—Resolution of the Committee adverse by a majority of one vote to the consideration of the proposed report, *ib.* xxviii.

*Expense.* See *Cost.*

## F.

- Ford, Captain John.* Suggestions by Captain Ford respecting the best route to India for troops, and the best class of ships to embark them in, *App. p.* 303.
- France.* Between the 6 and 10 October, a spontaneous offer was made by the Emperor of the French to allow the passage of troops through France, *Hertslet* 2849, 2850.
- Fraser, R., M. D.* Letter from Dr. Fraser to the Director-general of the Army Medical Department, dated Suez, 22 December 1857, with reference to the want of proper accommodation for the sick on board the "Indus" and "Pekin" steam transports between Suez and India, *App. p.* 295—Extract of a letter from Dr. Fraser to the Director-general, Army Medical Department, dated Suez, 3 January 1858, in further reference to the want of proper accommodation on board the "Indus," *ib.* 296.
- Fraser, Lieutenant-colonel T. G.* Strong approval of the overland route by Lieutenant-colonel Fraser, who was employed to transport the two cavalry regiments from India overland during the Crimean war, *Mangles* 1259-1261—Reference to some letters from Colonel Fraser relative to the overland route, *Sir H. Storks* 1998-2000.
- Letters from Lieutenant-colonel Fraser, dated 18 July 1857, offering sundry suggestions with a view to the adoption of the overland route, *App. p.* 327-329—Further letter on the subject, dated 14 August 1857, *ib.* 330.
- "*Friend of India*" *Newspaper.* Explanation as to witness's connexion with the "Friend of India;" this paper was not suspended, *Mead* 1474-1484, 1488.

## G.

- General Screw Steam Navigation Company.* Unfavourable inference, as regards the employment of steamers, drawn by the Court of Directors from the defective working of the postal communication with the Cape of Good Hope, *Mason* 1173-1182—Failure of the General Screw Company to perform their mail contract, *viâ* the Cape, adverted to and explained, *Hoseason* 1788-1795.
- "*Golden Fleece*," *The.* Remarkably quick voyage of the "Golden Fleece" to Calcutta; this was owing to her having gone direct from St. Vincent to Calcutta without re-coaling at the Cape, *Milne* 1702-1710, 1735-1737—Opinion that she is one of the best ships that ever was built, *ib.* 1705.
- Return showing the rate of passage-money by this vessel, the number of men carried, the date of sailing, and date of arrival, &c., *App. p.* 198.
- Letter dated 20 August 1857, showing the very satisfactory progress made by the vessel up to the time of reaching St. Vincent, *App. p.* 242, 243.
- Good Hope, Cape of.* See *Cape of Good Hope.*
- Grey, Sir George.* See *Cape of Good Hope.*

## H.

- Harris, Captain Henry.* (Analysis of his Evidence.)—Has navigated the Red Sea nearly seventy times, 847, 848—The navigation is not at all dangerous for steam vessels, 849, 850—It would be dangerous at times to employ the Arab coasting vessels in conveying troops, 851, 852—The passage up and down the Red Sea, or the heat encountered, has not, in witness's experience, caused any unusual suffering among his crews or passengers, 854-856, 880-892, 1014, 1015—Excellent capacity of the Bay of Aden as a maritime station, 857-861—Difficulty as regards water supply at Aden, 862-864—As regards the supply of provisions at Aden, there are sheep in abundance, 864, 1002-1005.
- Witness has for nine years been in command of a steamer of the Peninsular and Oriental Company between Calcutta and Suez, 868-870—Without previous preparation, about 250 troops might be carried in each of the Peninsular and Oriental Company's vessels from Suez to Calcutta, in addition to the ordinary passengers; on an emergency, it might be contrived to carry 500 men, 871-879, 909-913, 1000, 1001, 1025-1037—Impression that there were three vessels of the Company at Bombay available for transport when the mutiny occurred, 876, 1011-1013.
- The length of the Red Sea from Babelmandel to Suez is 1,200 miles, 893—Particulars as to the prevailing winds and monsoons in the Red Sea and Indian Ocean, and their effect upon the navigation, 894-899, 927-937, 997-999—Protection on the deck during the monsoons by means of awnings, 900-908, 1032-1037—Means for distilling water on board the Peninsular and Oriental Company's vessels; all transports in the Red Sea

*Harris, Captain Henry.* (Analysis of his Evidence.)—continued.

should be so provided, 914-917. 976—Adequate supplies of provisions might have been had at Suez, 918-921. 1031—Absence of difficulty in regard to coals at Suez or Aden, 922-926.

Doubt whether a steamer could tow a clipper from Bombay to Aden against the monsoon; during the south-west monsoon, or from June to October, the passage takes a very long time, 927-937—Difficulties of the passage across the desert to Suez; when the railway is completed there will be no further difficulty, 938-945. 1048-1050—Any detention of troops at Suez, which is a very healthy place, would not have been injurious, 946-949.

Great want of lights at different points in the Red Sea; detailed suggestions hereon, as contained in a letter from witness to the secretary of the Peninsular and Oriental Company, dated 9 July 1857, in reply to a letter from Lord Clarendon, 957-966—Peculiar disaster if a transport were wrecked in the Red Sea, 963-965—As regards a lighthouse constructed in this country, by order of the Pacha of Egypt, for the port of Suez, for which place it is not at all calculated, measures should be taken for procuring its erection on Shadwan Island, 967-974.

The Peninsular and Oriental Company's vessels between Calcutta and Suez are amply supplied with provisions for the return voyage, 975—Sailing ships are quite unsuitable as transports on the Red Sea, 977—Experience of witness as commander of the Government troop steamer "Perseverance;" fitness of this class of vessel for the Red Sea, 978-994. 1052-1058—From the Cape to Bombay would occupy from thirty-five to forty days, 995, 996—From the Mauritius to Bombay would occupy about thirty days, 995—From Malta to Bombay, *via* Alexandria, would occupy about twenty days, 995-1040-1044.

If orders had been sent to Bombay by the return mail, after 29 June, to send steamers to Suez for troops, they would have got to Suez about the middle of September, 1006-1010. 1091, 1092—Heat of the water and of the atmosphere of the Red Sea further adverted to, 1016-1024—The monsoon need not have interfered with the health of troops if sent by the Red Sea, 1032-1037. 1045-1047—Obstacles to an empty steamer towing a laden steamer part of the way from England in order to enable the latter to complete the voyage without re-coaling, 1063-1075.

Witness is now nautical assessor to the Board of Trade; he was also made a member of the congress assembled in Paris to consider the Suez Canal scheme, 1076-1078—With a properly organized system of transport, in connexion with the overland route, witness considers that such route would be less expensive as well as more rapid than the route by the Cape in steamers, 1079-1102—Screw steamers are better than clippers for the Cape route, but probably are much more expensive, 1089, 1095, 1095. 1103-1106.

*Health of Troops.* As regards the passage down the Red Sea in connexion with the overland route, it was objected to by some that the heat would be injurious to the troops; character of the heat adverted to hereon; it is very great at certain periods, *Shepherd* 402. 433-442. 579-581. 605-610—The monsoon, as well as the heat, rendered the passage from Suez to Bombay objectionable in the autumnal months, *ib.* 527, 528—Prejudice to the health of the troops if they arrive in India during some of the months preceding October, *ib.* 556.

Witness has been several times up and down the Red Sea, and does not consider the passage at all unhealthy, *Lumsden* 700-702. 725—The heat in the Red Sea is very severe for a few days, but with proper awnings might be rendered innocuous, and would not have operated against the transmission of troops by that route, *ib.* 703. 705. 715. 716. 731, 732. 737. 764-768. 781. 783-785. 797-803. 825, 826—Good health of passengers in crossing the desert, *ib.* 706.

The passage up and down the Red Sea, or the heat encountered, has not in witness's experience caused any unusual suffering among his crews or passengers, *Harris* 854-856. 880-892. 1014, 1015—Heat of the water and of the atmosphere, *ib.* 1016-1024—Probability of some loss of life if troops had been sent overland in the hot season as suggested; the emergency excused the risk, *Mangles* 1376-1378—Witness has made six passages through the Red Sea, and does not remember any deaths among his fellow passengers on any one occasion, *Mead* 1391. 1407—Good health of the troops and horses sent overland from India to the Crimea, *Sir H. Leake* 1569, 1570; *Engledue* 2622-2624—Great heat for a few days of the passage down the Red Sea; it does not interfere with the health, *Sir H. Leake* 1594-1597—Absence of injury to the health of troops detained in Egypt through want of means of transport, *Hosseason* 1764.

Belief as to the great risk to the health of the troops if sent by the Red Sea earlier than September; grounds for this conclusion, *Right Honourable R. V. Smith* 1827. 1878. 1894-1896. 1900-1902. 1907, 1908—Excellent condition of the troops as sent out in both sailing and steam vessels, *ib.* 1883-1885—Evidence with  
reference

*Health of Troops*—continued.

reference to the unhealthy character of the Red Sea route at certain seasons, *Sir H. Storks* 1915-1923, 1996-2012—Witness has passed through Egypt and the Red Sea in the months of May and October; there were two deaths on board the vessel in the Red Sea in October 1851, *ib.* 1915-1923—Belief that the passage of troops through Egypt in the summer is very unhealthy, *ib.* 1924-1927—Particulars as to the unhealthy character of the voyage down the Red Sea unless there be ample previous preparation, and the season of the year be favourable, *Sir G. Clerk* 2257-2259, 2267-2287.

It is quite as hot at Madras during the summer time as in the Red Sea, *Engledue* 2527-2529—Advantage of having the men on deck under awnings rather than down below when passing down the Red Sea, *ib.* 2586-2592—Explanation as to the higher wages paid by the Peninsular and Oriental Company to their engineers, &c. in the Red Sea than in the Mediterranean, *ib.* 2604-2613—Belief that the warm weather is more distressing in the Persian Gulph than in the Red Sea, *ib.* 2616—In May, June, and July the heat is very great in the Red Sea, and the passengers to India are not so numerous in these months, *Allen* 2810, 2811, 2832-2835—Means of ventilation if the troops were placed in the space usually devoted to stowage, *ib.* 2836-2843.

Witness passed down the Red Sea in August 1851; the heat was most intense, and great discomfort was experienced, but there was no actual sickness at the time, *Beatson* 2854-2866—Unless there had been proper arrangements previously troops could not have been sent down the Red Sea in July or August without suffering severely from the want of accommodation on board, *ib.* 2854-2856, 2899-2915—Preference given to the sea route over the overland route for invalids from India; large use still made of the former route, *ib.* 2893-2898—In a great emergency witness would not disapprove so much of the use of the overland route, *ib.* 2901, 2906.

See also *Burmese War*.

*Hertslet, Edward.* (Analysis of his Evidence.)—Between 6 and 10 October a spontaneous offer was made by the Emperor of the French to allow the passage of troops through France, 2849, 2850—On 5 October the Sultan sent a firman to the Pasha authorising the passage of troops through Egypt, 2851—The Pasha consented to admit troops through Egypt, in accordance with an application made on 28 September, 2852.

*Hosceason, Captain John Cochrane.* (Analysis of his Evidence.)—Is well acquainted with the Mediterranean ports, 1754-1757—Safety and capacity of the port of Alexandria, 1758-1762—Over the Mediterranean generally steamers might lie outside the ports in safety, 1763—Absence of injury to the health of troops detained in Egypt through want of means of transport, 1764—Practical objection to the employment of screw men-of-war in conveying troops for long distances, on account of the limited space available for provisions and stores, 1765-1769.

The "Duke of Wellington" might have taken 1,000 troops to India without difficulty if her lower deck guns and main deck guns had been taken out, and if her muzzles had been discharged; she might have been got ready in a few days, 1770-1781, 1798—In the absence of any emergency witness would prefer to select transports from the mercantile marine service rather than from the navy, 1782-1784—The question of steam transport to India turns entirely on the supply of coal, 1784—Nature of the coaling accommodation at Table Bay and Simon's Bay, 1785-1787.

Failure of the General Screw Company to perform the mail contract *via* the Cape adverted to and explained, 1788-1795—Necessarily different course of a steamer under sail and steam, and of a steamer under sail only, or of a clipper in going to India, 1795-1797—Difference of about forty days in the passage between Calcutta and the Cape accordingly as the monsoon is favourable or unfavourable, 1798.

## I.

*India Board.* See *Board of Control*.

*Indian Navy.* During August and September the Indian navy had no vessels at Bombay, *Mason*, 1135.

*Indian Ocean.* See *Overland Route*, 6.

*Infantry.* Statement of the regiments of infantry in Her Majesty's service who have embarked for India from 1 July to 10 September 1857, showing the strength of each regiment, rate per head, name of ship, tonnage, destination, &c., according to the embarkation returns received at the Adjutant-general's office, to 10 September inclusive, *App. p.* 264-266—Statement of regiments of infantry which have embarked for India from 11 September 1857 to 18 February 1858, together with sundry particulars as to their transport, *ib.* 268-270—Total of twenty-six regiments of infantry despatched, 0.27.

## Report, 1857-8—continued.

*Infantry*—continued.

from June 1857 to February 1858, both inclusive, *App. p.* 281—Particulars as to their mode of despatch, place of destination, date of arrival, &c., *ib.* 281 *et seq.*

See also *European Troops. Reinforcements.*

*Intelligence of Mutiny.* The news of the disaffection at Barrackpore on 23 January 1857 reached the Court of Directors early in March, *Melville* 31-34—Intelligence of the outbreak at Meerut, and the seizure of Delhi, was received on 29 June, *ib.* 35—Previously to the news of 29 June as to the outbreak in Meerut no news causing any real apprehension had arrived from India, *Mangles* 1192-1196.

On the arrival in Calcutta, in May 1857, of the news from Delhi and Meerut, two large steamers of the Peninsular and Oriental Company, the "Bentinck" and the "Oriental," were at Calcutta and available for transport, *Mead* 1392-1396. 1427, 1428—News at Calcutta about the middle of May, both of the Meerut and the Delhi outbreaks, and from Sir Henry Lawrence urging the Government to provide troops, *ib.* 1400-1404.

The news of 27 June was probably communicated to witness by the Court of Directors on the day of its arrival or the following day, *Right Hon. R. V. Smith* 1803-1805.

See also *Board of Control. Canning, Lord. Court of Directors.*

## J.

"*James Baines,*" *The.* Return showing the rate of passage money by this vessel, the number of men carried, the date of sailing, and date of arrival, &c., *App. p.* 198.

## K.

*Kurrachee.* Return, dated 5 February 1858, showing the arrivals of transports at Kurrachee, as far as known at that date, together with the number of troops on board, *App. p.* 198, 199—Return, dated 27 February 1858, of the names of transports sent to Kurrachee, their tonnage, horse power, the number of men each carried, rate of passage money, date of sailing and date of arrival, as far as known, showing the number of days occupied in the passage by each ship, *ib.* 276-279—Statement containing particulars as to the reinforcements sent to Kurrachee up to March 1858, *ib.* 282 *et seq.*

## L.

*Labouchere, The Right Honourable Henry (Member of the House).* (Analysis of his Evidence.)—Explanation of the grounds upon which the Colonial Office declined to accept certain offers from Canada to raise volunteer troops for service in the Crimea and India, 2087-2095—The Legislative Council of Canada were averse to the raising of a volunteer corps, but made no objection to a system of recruiting in Canada for the Queen's service, if thought expedient by the Imperial Government, 2088-2093—Measures are now in progress for raising a Canadian regiment in the service of the empire generally, 2091—It was proposed to raise two regiments in British North America, and witness would like to see such proposal carried out, 2092—The raising of a black regiment in Canada was under consideration by the late Government, but was not finally decided upon, 2096.

Reference to some papers presented or to be presented to Parliament, as showing the force at the Cape when intelligence was received there of the Indian mutiny on 31 July; there was a total of 10,666 men, in rank and file, including the German Legion and the Cape Mounted Rifles, 2099-2105. 2110, 2111. 2126—Reference to a despatch from witness to Sir George Grey (Governor at the Cape) on 26 August, and to the reply thereto, dated 5 November, relative to the non-transmission of so many as six regiments to India, 2106-2108.

In the first instance Sir G. Grey sent two regiments to Bombay, 2109—The troops for China were diverted at the Cape to India on the responsibility of Sir G. Grey, 2111-2113—Particulars, as contained in despatches of Sir G. Grey in November, of the measures actually adopted by him for reinforcing the Indian army, 2114. 2124, 2125—Four regiments of foot and a detachment of artillery were sent, 2114. 2135—Large and useful supply of horses also sent from the Cape to India, 2114, 2115.

Explanation as to the German Legion having been called out shortly after arrival at the Cape, and placed on full pay, 2116-2118—Strong grounds for apprehension of a war at the Cape adverted to in justification of the unwillingness of Sir G. Grey to reduce too largely the forces at his disposal, 2119-2124. 2137. 2155. 2160—Expediency of a reserve force at the Cape for the protection of Natal, 2125-2127.

The



## Report, 1857-8—continued.

*Labouchere, The Right Hon. Henry, M. P.* (Analysis of his Evidence.)—continued.

The German Legion are now in process of becoming settlers, 2129—Measures taken with reference to the emigration of German and Irish females to the Cape, 7; funds available for the purpose, 2130-2134.

Witness entertains a very high opinion of the ability, energy, and public spirit of Sir G. Grey, and believes that he forwarded to India all the troops that he could with safety spare under the then circumstances of the Cape, 2135 *et seq.*—Extract from a despatch from witness to Sir G. Grey on the subject of the force despatched from the Cape, 2135—Way in which the four regiments from the Cape were conveyed to India, 2139-2140.

Amount of the force sent to India by the Governor of the Mauritius; testimony to his conduct in the matter, 2141. 2166—High praise due to Sir Henry Ward, who sent from Ceylon almost all the European troops at his disposal; antagonism among the coloured population of Ceylon adverted to hereon, 2142-2154. 2161, 2162—Excellent conduct of the Cape colonists with reference to the reinforcement of the Indian army, 2155—Larger force at the Cape in 1852 than in 1857, when the Indian mutiny broke out, 2170-2172.

*Lady Jocelyn” The.* Return showing the rate of passage-money by this vessel, the number of men carried, the date of sailing, and date of arrival, &c., *App. p.* 198.

*Leeke, Admiral Sir Henry.* (Analysis of his Evidence.)—Has been Commander-in-Chief of the Indian navy for more than five years, 1510, 1511—Had the direction of the embarkation of the troops for the Persian Gulf; returned to Bombay on the 29th December 1856; 1512-1518—Previously to the news of the Meerut affair, witness had been directed by Lord Elphinstone to hasten the return of the Persian squadron and troops, but the first vessel did not arrive until about the 17th May, 1518-1524—Immediate despatch to Calcutta, &c. of the first troops that returned from Persia to Bombay, 1524-1529.

Witness left Bombay on the 17th September last, 1531—Between May and September there were numerous sailing vessels at Bombay available for transport between Suez and Bombay; on one occasion, in June, witness counted 140 merchantmen near Bombay, 1532. 1541-1561. 1590—Besides the “Assaye” there was only one other steamer, the “Ajdaha,” at Bombay when the news of the mutiny arrived; defective condition of this steamer, although, on an emergency, witness would not have hesitated in sending her to Suez for troops, 1533-1540. 1589. 1621-1628—Probable time required for a sailing-vessel from Bombay to Suez and back, if she had sailed from Bombay towards the end of May, 1541-1561. 1624, 1625. 1634-1636.

Great advantage if, on the news of the mutiny, Lord Lyons had conveyed some troops from Malta to Cairo, or had landed some marines there to be despatched overland, 1562-1565—Lord Elphinstone frequently spoke to witness about the overland route, 1566-1568—Good health of both men and horses on the occasion of the two cavalry regiments being sent up the Red Sea from India for service in the Crimea, 1569, 1570—Facility of the passage through Egypt of these regiments, 1571. 1618—Supplies of provisions available in the passage, 1573, 1574—Available supplies of coal at Suez and at Aden, 1575.

There were no spare ships of the Peninsular and Oriental Company at Bombay when the news of the mutiny arrived, 1576—Several vessels employed in taking the two cavalry regiments, including horses, fodder, &c., from Bombay to Suez; number of infantry which these vessels might have carried, 1578-1588—Considerable advantage if a few men-of-war had been sent at first to Calcutta and Bombay; great moral effect which would have been produced, 1591. 1603-1607—Great heat for a few days of the passage down the Red Sea; it does not interfere with the health, 1594-1597.

Doubt whether troops would have reached India any sooner than they did by the Cape route, if instructions had been sent from England to Bombay by the mail of the 10th July, to provide tonnage at Suez, 1598-1600—Non-objection to the conveyance of troops in line-of-battle ships; practicability of this means of transport, 1608-1617. 1637-1641—The local shipping at Suez is not available for transport, 1619, 1620—The arrival at Bombay of the troops from the Mauritius was most opportune, but did not obviate the want of speedy reinforcements, 1630-1633.

*Line-of-Battle Ships.* See *Men-of-War.**Lumsden, James Grant.* (Analysis of his Evidence.)—Was senior member of Council at Bombay, 696—Left Bombay in ill health on the 15th August last, and came home by the overland route, 697-699—Has been several times up and down the Red Sea, and does not consider the passage at all unhealthy, 700-702. 725—The heat in the Red Sea is very severe for a few days, but with proper awnings might be rendered innocuous, and should not have operated against the transmission of troops by that route, 703-705. 715, 716. 731, 732. 737. 764-768. 781. 783-785. 797-803. 825, 826.

Report, 1857-8—continued.

*Lumsden, James Grant.* (Analysis of his Evidence.)—continued.

Good health of passengers in crossing the desert, 706—Healthy character of the climate at Cairo, 707, 708—Resources of Cairo for the accommodation, supply, and transport of troops, 709-714. 795, 796—Character of the coasting craft in the Red Sea available for the transport of troops arriving at Suez; difficulty in their beating up the Red Sea against the north winds, 717-723. 727-730. 733-740. 771. 782. 786-789. 845—Nature of the navigation of the Red Sea; prevailing winds, 719-723. 729. 786-788.

Particulars as to the vessels at Bombay at the outbreak of the mutiny; how far these might have been made available for transport from Suez, as well as in bringing troops from the Persian Gulf, the Mauritius, and the Cape, 726. 741-754. 776-780. 835-839—Want of accommodation for troops if detained at Suez; want of water, provisions, &c., 727. 733, 734. 770. 793, 794. 817-824—Means for sending troops inland from Bombay as well as from Calcutta, to certain of the revolted districts, 755-763.

On the very day that witness heard of the mutiny he suggested that measures should be taken for obtaining troops from Malta by the overland route, but it was determined by Lord Elphinstone to send instead to the Mauritius and the Cape, 772. 804-816. 827-846—Witness also suggested sending a special steamer to Suez, to convey news to England, but understood from Lord Elphinstone that Lord Canning did not consider such a proceeding necessary, 774, 775—High price of coals at Suez adverted to; supplies are provided there by the India House, and the Peninsular and Oriental Company, 790-792.

*Lumsden, Mr.* Memorandum communicated by Mr. Lumsden, late senior member of the Council at Bombay, subsequent to his examination, with reference to the advantages of the overland route, and offering sundry suggestions in the use of such route, *App. p.* 298-301.

#### M.

*Mac Nab, Sir Allan.* (Analysis of his Evidence.)—Served in the war of 1812-14; has since held high appointments in Canada, 2036, 2037—General feeling in Canada during the Crimean war in favour of the organisation of a Canadian regiment to be added to the British Army, 2038-2041—Suggestion that in raising a regiment of the line in Canada, all the officers except the staff be taken from the gentlemen of the country, and that their appointments be given them, in virtue of their bringing recruits, 2042 *et seq.*

Peculiarly loyal character of the settlers throughout Canada, including the French Canadians; instances of this loyalty, 2047, 2048. 2057-2066—Increasing population and commerce of the two Canadas, 2049-2054—Probable amount of the black population of Canada; they are a very loyal class, 2070, 2071. 2082-2086—Suggestions with reference to the enlistment of a regiment or corps of the black population, with a view to their service or settlement in India, 2072-2081.

Reference to a certain document, giving an account of the American invasion of Canada, in 1812, and the result of each campaign until the peace in 1815, at which time the enemy were not in possession of a single foot of territory in the province, 2084, and *App. p.* 271-275.

*Madras.* Return, dated 5 February 1858, showing the arrivals of transports and troops at Madras, so far as is known, *App. p.* 198, 199—Return dated 27 February 1858, of the number of transports for Madras, their tonnage, horse-power, the number of men each carried, rate of passage-money, date of sailing, and date of arrival, as far as known; showing the number of days occupied in the passage by each ship, *ib.* 276-279—Statement containing particulars as to the reinforcements sent to Madras up to March 1858, *ib.* 283 *et seq.*

Statement of the average of twenty-five voyages to Madras by ships of not less than 1,200 tons belonging to the East India Company's late maritime service, prior to the year 1832 inclusive, *App. p.* 308.

*Mail Packets.* Impression that the vessels of the Peninsular and Oriental Company, or of any other mail-carrying companies, are not subject generally to the orders of Government, *Right Hon. R. V. Smith* 1890-1893.

*Mangles, Ross Donnelly* (Member of the House). (Analysis of his Evidence.)—Chairman of the Court of Directors of the East India Company, 1191—Previously to the news of 29 June, as to the outbreak at Meerut, no news causing any real apprehension had arrived from India, 1192-1196—The news of 29 June was looked upon as very alarming, and a court met on the 29th to consider the steps to be taken, 1197, 1198—Four regiments of infantry and two of cavalry were at once applied for, 1199, 1200—No alteration was made as regards the transport provided for the troops under orders when the news arrived, 1201.

The best vessels, both steamers and sailing vessels, were taken up for the additional force regardless of expense, 1201. 1203, 1204—The superiority of screw steamers over sailing

## Report, 1857-8—continued.

*Mangles, Ross Donnelly (Member of the House). (Analysis of his Evidence)—continued.*

sailing vessels for so long a voyage was not at first clearly apparent, and for several reasons it was not considered expedient to employ them exclusively, 1202-1206, 1287-1293, 1328—The President of the Board of Control concurred in the arrangement that vessels were to be taken up without reference to price, and for some time left this point entirely to the discretion of the directors, 1203, 1204, 1274, 1329—The President subsequently required explanations relative to the taking up of each vessel; complaint hereon, 1204, 1210, 1273-1276, 1329-1340.

For some weeks after the 27 June the directors continued constantly to hold courts for carrying out the transport arrangements, 1206-1209—Early in July the expediency of partly adopting the overland route was discussed by the Court of Directors, and the result was, that witness upon several occasions was instructed to represent the matter to the President of the Board of Control, 1211, 1212, 1232, 1238, 1243-1258, 1341-1354—Witness and also Sir Frederick Currie urged the question of the overland route several times upon the President; letter signed by them, dated 1 October, adverted to, as explaining the steps taken by them on this subject, 1212-1214, 1233-1238, 1343, 1344.

Political reasons were stated by the President to be the obstacle to the overland route, and on that score witness and the directors could urge it no further than they did, 1214, 1237, 1269-1272—Gain of rather more than a fortnight if troops had at the first been sent overland to Bombay; importance of such gain, 1215-1221, 1239-1241, 1358-1363—Great saving in distance and time if reinforcements had been sent overland from Malta, 1222-1227—At a later stage the directors had information that the Viceroy of Egypt was not unfavourable to the passage of troops through his territories, 1228-1230, 1251, 1252.

The instructions to witness to urge the adoption of the overland route were not recorded, but there is no doubt as to the directors having generally expressed themselves in favour of his urging the matter, 1238, 1243-1258, 1341-1353—Time which might have been saved if the overland route had been adopted for troops to Calcutta, 1239-1242, 1360, 1364-1366—An official application in writing relative to the overland route would have been made to the Board of Control but for the fear of embarrassing the Government on the political question, 1246, 1270-1272, 1354, 1367-1371—Date of the first transmission of troops overland; official application in this case, 1253-1255, 1374, 1375.

Strong approval of the overland route by Lieutenant-colonel Fraser, who was employed to transport the two cavalry regiments from India overland during the Crimean war, 1259-1261—Regret privately expressed by Lord Elphinstone that the overland route had not been adopted, 1262-1265, 1355-1357—Probability of Lord Canning having expected that the overland route would be resorted to, 1266-1269—Vessels available at Bombay if news of the adoption of the overland route had at first been despatched, 1277-1280.

Reference to correspondence between the Court of Directors and the Board of Control in July, August, and September, relative to the expediency of the quickest means of transport, 1281, 1284, 1285—The "Caledonia," which left on 26 July, was the first screw steamer that started, 1283—Witness wrote a private letter to the President of the Board of Control, relative to the use of men-of-war as transports, but was informed that Sir Charles Wood had none to spare; degree of importance attached to this application, 1294-1306, 1310-1324, 1383-1387.

The President of the Board was always alone when communicated with by witness and the deputy chairman, 1307-1309—Reason for expecting there would be no political objection by the Porte to the use of the overland route, 1325-1327—Witness has never heard of any inconvenience from the practice of the President of the Board being alone when communicating with the chairman and deputy chairman of the Court, 1345-1348—Rare instances of representations made by the chairs being subsequently over-ruled by the Court, 1349-1353, 1372.

If the overland route had been adopted at first, some troops might, without difficulty, have been sent thereby, 1376—Probability of some loss of life if troops had been sent overland in the hot season, as suggested; the emergency excused the risk, 1376-1378—Advantages of transport by sailing vessels in all ordinary times, 1379—Much less expense of transport *viâ* the Cape than overland, 1380, 1381—In an emergency, and with proper arrangements, the overland route is very much the better, 1382.

*Mason, John Charles. (Analysis of his Evidence.)—Assistant to the Secretary of the East India Company in the Marine Department, 276—On the receipt of the news of 29 June the necessity of employing increased maritime transport was first impressed on witness, 277, 278—Difficulty at first about the employment of steam transports on account of the uncertainty in regard to supplies of coal at the Cape, &c., 279, 284-289—Of the four regiments sent out on the first requisition, it was determined to send two in steamers and two in fast sailing vessels or "clippers," 279-283, 307, 308.*

Between 7 and 14 July five or six small steamers were taken up, 285-290, 300, 309-313—The clippers taken up in July ranged from 800 tons upwards, 291, 292—

*Mason, John Charles.* (Analysis of his Evidence)—continued.

Number of men in proportion to the tonnage sent out respectively in a sailing ship and a steamer, 293-296—Larger steamers taken up after the second requisition for troops, 297, 298—Arrangements anterior to 29 June for transporting between 7,000 and 8,000 men in sailing vessels; date of the contracts for this purpose, 299, 300. 314-332.

Necessary delay of from a fortnight to three weeks after the requisitions before vessels could be finally prepared for the troops, 301-304—The fastest ships were taken up, without reference to expense, 305—The question of using the overland route did not come before witness, 306—Explanation relative to the reasons assigned for not complying with a suggestion by the War Department for hastening the embarkation of the troops under orders before 29 June; breach of contracts, had such course been adopted, 314-330—These troops had all left by 26 July, 332.

[Second Examination.]—Further evidence in regard to the contracts entered into up to 26 May, and between that date and 29 June, and further statement of the objections which prevented any compromise or breach of contract with a view to quicker despatch, 1107-1125. 1146, 1147—Doubt as to the President of the Board of Control having strongly urged the Directors to break the contracts, 1116-1123—Further statement as to the reluctance at first to employ large steamers, through fear of want of coals during the passage, 1126, 1127—Large steamers subsequently taken up, irrespective of expense, upon its being settled that coal depôts would be available, 1128, 1129. 1137-1140. 1158-1160.

Evidence in further consideration of the passages made respectively by the screws and clippers; admission that the former vessels are, on an emergency, the more desirable means of transport, 1130-1134. 1145. 1148-1166. 1173-1183—During August and September the Indian navy had no vessels at Bombay, 1135—Lower freights obtainable if the Government had offered to take out troops in men-of-war, 1141-1143—On an emergency the overland route is the preferable one, 1144.

Explanation of the grounds of refusal of an offer made by Messrs. Croskey & Co. for conveying troops by the overland route, 1167-1172—Unfavourable inference, as regards the employment of steamers, drawn by the Directors from the defective working of the postal communication with the Cape of Good Hope, 1173-1182—Length of passage of the "Robert Lowe" steamer to Calcutta, 1183—Attention paid, in taking up any ship, to the question of its previous performances; doubt as to there having been any Admiralty information on this point, 1184-1188—Character of the arrangements respectively for the expedition to the Crimea and for that to India, 1189.

*Mauritius.* Opportune arrival at Bombay of part of a regiment from the Mauritius, *Mangles* 1361-1363—The arrival at Bombay of the troops from the Mauritius was most opportune, but did not obviate the want of speedy reinforcements, *Sir H. Leake* 1630-1633—Amount of the force sent to India by the Governor of the Mauritius; testimony to his conduct in the matter, *Right Hon. H. Labouchere* 2141. 2166.

Statement showing the force obtained from the Mauritius; total of, 2,060, *App. p.* 266.

Resolution that the Governor of the Mauritius gave early and valuable assistance to the Government of India, and deserves great praise for the zeal and promptitude with which he acted, *Rep. p.* iv.

*Mead, Henry.* (Analysis of his Evidence.)—Has been 10 years in India; left it in August last, 1388-1390—Has made six passages through the Red Sea, and does not remember any death among his fellow passengers on any one occasion, 1391. 1407—On the arrival at Calcutta, in May 1857, of the news from Delhi and Meerut, two large steamers of the Peninsular and Oriental Steam Company, the "Oriental" and the "Bentinck," were at Calcutta, and available for transport, 1392-1396. 1427, 1428—There was a strong and general feeling in Calcutta, in May and up to August, that vessels should be sent to Suez for troops, 1397-1405. 1434-1436—News at Calcutta, about the middle of May, both of the Meerut and Delhi outbreaks, and from Sir Henry Lawrence, urging the Government to provide troops, 1400-1404.

Facilities for the conveyance of troops across the desert in the vans of the Transit Administration; without preparatory arrangement, 300 men might have been moved through Egypt in two days and a half, 1408-1415. 1429-1431—As regards any political objection by the Pacha to the passage of troops through Egypt, it might have been obviated by dressing the troops in blouses or plain clothes, 1417, 1418. 1432, 1433—Considerable financial advantage to Egypt of the passage of British passengers and goods to and from India, 1418-1422.

Universal impression among the natives and sepoys that troops would be poured in by the overland route, 1423, 1424. 1437—Growing feeling among the people of India as to the power of Russia, 1425, 1426—If a special agent had at once been sent from India with the news of the mutiny, and if proper steps had been taken in connexion with the overland route, there might have been 900 troops in Calcutta by the end of July, 1440 *et seq.*

Report, 1857-8—continued.

*Mead, Henry.* (Analysis of his Evidence)—continued.

Statement as to there being six steamers monthly from Suez; that is, two to Bombay, two to Calcutta, and two on the Australian line, to Ceylon, which might at the first have conveyed 150 men each, 1441-1443. 1467-1473. 1494-1497— On 13 or 14 May Lord Elphinstone telegraphed to Lord Canning, offering to send a special steamer to overtake the mail of 11 May, but the offer was declined; probable saving of a fortnight if this had been done, 1444-1446. 1453-1463— Information relative to the steamers and sailing vessels which were at Bombay during May, many having come from the Persian Gulf; their availableness in conveying large number of troops from Suez, 1447-1452 1498-1509.

Witness has been connected with several newspapers in India, 1453, 1454— Explanation as to his connexion with the "Friend of India;" this paper was not suspended, 1474-1484. 1488— Statement as to witness having been entrusted with the presentation to Parliament of a certain petition got up at Calcutta in July, 1485-1493.

*Mead, Mr.* Memorandum from Mr. Mead, subsequently to his evidence, as to the practicability and advantage of an earlier use of the overland route, *App. p.* 305, 306.

*Medical Officers.* Difficulty about the transport of some medical officers adverted to, *Shepherd* 693, 694.

Draft of a letter from the Secretary of the East India Company to the Under Secretary of State for War, dated September 1857, regarding the provision of passages to Calcutta for medical staff officers, *App. p.* 294.

*Mediterranean, The.* Over the Mediterranean generally the steamers might lie outside the ports in safety, *Hoseason* 1763.

Different regiments brought from Malta and Gibraltar to England since the mutiny, and regiments sent thence to India, *Sir H. Storks* 1960, 1961.

*Meerut Outbreak.* See *Canning, Lord.* *Court of Directors.* *Intelligence of Mutiny.*

*Melville, Philip.* (Analysis of his Evidence.)—Secretary in the military department of the East India Company, 1—In February 1857 the establishment of the Queen's troops in India was deficient by about 4,000 men, including about 400 cavalry, 2-9—Two regiments, or about 2,000 men, had, contrary to Lord Dalhousie's remonstrance, been withdrawn during the Russian war, and had not been replaced by February 9; 20-22. 26-29—There was a deficiency in February of about 1,000 men in the Company's European troops, but this deficiency is usual in the earlier period of the year, 10-16—The total establishment of European troops in February was over 40,000 men, 17-19—Three regiments, included in the establishment, which were sent to Persia, did not return till June and July 1857; 23-25. 30. 172-178.

The news of the disaffection at Barrackpore on 23 January 1857 reached the Court of Directors early in March, 31-34—Intelligence of the outbreak at Meerut, and the seizure of Delhi, was received on the 29th June, 35—In consequence of the representations of Lord Canning special measures were not deemed necessary in regard to the Barrackpore affair, 36-38. 139, 140—Steps taken by Lord Canning to forward news of the Meerut outbreak; saving of about ten days if he had despatched a special steamer, as was suggested by Lord Elphinstone, 39-50. 72. 126-128. 153, 154.

Resolution of the Court of Directors on receipt of the news of 29 June to despatch four additional regiments of infantry to India, 51-55. 73. 266—Previously to 29 June arrangements were in progress for sending out four regiments of infantry and two regiments of dragoons; explanation hereon, 51-55. 79 *et seq.*—Arrangement by the Directors, in communication with the Board of Control, to send out the troops in sailing vessels (for particulars on this point witness refers to the marine department of the Company), 56-66. 74-78. 94-97. 105-114. 149, 150.

Further reference to the deficiency in the establishment of European troops in consequence of the regiments withdrawn for service in the Crimea, 67-70. 118—Reasons why the troops despatched in June and July were sent in sailing vessels, 76. 77. 129. 141-143—Witness lays before the Committee certain correspondence between the East India Company and the Board of Control in regard to the requisitions for troops, and the arrangements for their transmission, 98-104, and *App. p.* 201 *et seq.*

Explanation as to one steamer, the "Prince Arthur," having been employed in taking out some troops in July, 105-108. 144—It was settled in 1848 that the establishment in India should comprise twenty-four of Her Majesty's regiments, 115-117—Two regiments of dragoons went from India to the Crimea, through Egypt, but did not return by that route; reasons for their coming to England before return to India, and for their being returned without horses, 121-123. 224-228. 236. 250-265. 270-274.

Immense difference in the expense of despatching troops by sailing vessels and by steamers, 129. 141-143. 240-249—Approval by the Government in India of the measures taken by the Home Government for sending out drafts to supply vacancies, 130-132—Authority given to the Government of India to retain the relieved regiments,

## Report, 1857-8—continued.

*Melville, Philip.* (Analysis of his Evidence)—continued.

133-135. 236—Transmission of drafts generally before the end of August, in order that they may arrive at the healthy season, 137. 146-148. 151, 152. 204-210. 214, 215—The drafts were sent out in 1857, earlier than usual, 138.

The 29th June was the first period when the Directors considered that urgent measures were required, but a feeling of anxiety previously prevailed, 139, 140. 179-193. 223-239. 268, 269—Explanation as to the troops conveyed by the "Prince Arthur" having apparently been taken out at a comparatively small expense, 144. 229-233. 242-247—It is calculated that a sailing vessel will reach Bengal in about four months, 151, 152.

Ordinary course of proceeding on the part of the India House when despatches are received by the military department, 155-163—Particulars as to the several requisitions made by the Court of Directors to the Board of Control for troops; there was no unnecessary delay on the part of the Directors, 164-170—The European troops sent to Persia were about 4,000 in number, but they were not sent from Bengal, and returned in time to take an early part against the mutineers, 172-178. 194, 195. 211-213. 234, 235—The force in India in February, less the Persian force, was about 34,000 men, of whom nearly 21,000 were in Bengal, 172-178.

Previously to 29 June, it was not considered necessary to make fresh contracts for an earlier despatch of the reinforcements then under orders, 196-201. 237-239—Further reference to correspondence between the Court of Directors and the Board of Control, in August and following months, relative to the overland route, 202, 203—Arrangements were first made in September for sending troops overland, 216-219—Statement containing particulars as to the total number of troops sent to India in 1857; total of 40,740; 266—When the mutiny broke out there was a deficiency in the establishment of European troops of 8,747 men, including those in Persia, 267. 275.

*Men of War.* Evidence in approval of the non-employment of line of battle ships as transports; no formal application was made on this point to the Admiralty, but witness was anxious that a few ships should be sent out for the sake of the moral effect, *Shepherd* 491-508. 566-569. 661-664—Lower freights obtainable if the Government had offered to take out troops in men-of-war, *Mason* 1141-1143—Witness wrote a private letter to the President of the Board of Control relative to the use of men-of-war as transports, but was informed that Sir Charles Wood had none to spare; degree of importance attached to this application, *Mangles* 1294-1306. 1310-1324. 1383-1387.

Considerable advantage if a few men-of-war had been sent at first to Calcutta and Bombay; great moral effect which would have been produced, *Sir H. Leake* 1591. 1603-1607—Non-objection to the conveyance of troops in line-of-battle ships; practicability of this means of transport, *ib.* 1608-1617. 1637-1641.

The only men-of-war available in the summer of 1857 for the transport of troops were eight or nine block ships, and these were altogether unsuited for the conveyance of troops to such a distance as India, *Milne* 1644-1646. 1654-1660. 1700, 1701—As regards the moral effect of the arrival of line-of-battle ships at Calcutta, this was produced by the diversion thither of the squadron for China, *ib.* 1647—Witness objects generally to the employment of line-of-battle ships as transports, except for short distances, *ib.* 1651-1653. 1694-1696—Prejudicial effect upon the efficiency of the navy, if employed in conveying troops, *ib.* 1653. 1662. 1694-1696. 1746—If the Lisbon fleet had not been paid off, the vessels might, on an emergency, soon have been got ready for a large number of troops, but witness doubts whether there would have been any saving of time thereby, *ib.* 1653 *et seq.*

Considerable time necessary to prepare screw ships of war for the transport of troops to India, *Milne* 1680-1689—Reference to the extensive use of men-of-war in conveying troops from the Crimea to England, *ib.* 1712-1717—Employment of some of the Queen's ships in conveying troops from the Cape to India, *ib.* 1722-1728—Witness is not aware of any official application from the Board of Control to the Admiralty in 1857, relative to the use of men-of-war as transports, *ib.* 1733, 1734—Reference to the employment of the French and English navies in conveying troops across the Black Sea, *ib.* 1745-1748.

Practical objection to the employment of screw men-of-war in conveying troops for long distances, on account of the limited space available for provisions and stores, *Hoseason* 1765-1769.

With regard to the despatch of troops in ships-of-war, Sir Charles Wood said there were no ships to spare, *Right Hon. R. V. Smith* 1829-1832—No communication was made to witness as to the moral effect of sending out men-of-war, *ib.* 1856.

Return of Her Majesty's steam-vessels in commission in the Mediterranean and in England on the 29th June 1857, *App. p.* 256.

See also "*Duke of Wellington*" *H. M. S.*

*Mercantile Marine.* On an emergency, witness considers a resort to the private trade the most expedient means of supplying transport, *Milne* 1720—In the absence of any emergency,

## Report, 1857-8—continued.

*Mercantile Marine*—continued.

emergency, witness would prefer to select transports from the mercantile marine service rather than from the navy, *Hoseason* 1782-1784.

*Milne, Rear-Admiral Alexander.* (Analysis of his Evidence.)—Member of the Board of Admiralty, 1642, 1643—The only men-of-war available in the summer of 1857 for the transport of troops were eight or nine block ships, and these were altogether unsuited for the conveyance of troops to such a distance as India, 1644-1646. 1654-1660. 1700, 1701—As regards the moral effect of the arrival of line-of-battle ships at Calcutta, this was produced by the diversion thither of the squadron for China, 1647—Witness objects generally to the employment of line-of-battle ships as transports, except for short distances, 1651-1653. 1694-1696.

Prejudicial effect upon the efficiency of the navy if employed in conveying troops, 1653. 1662. 1694-1696. 1746—If the Lisbon fleet had not been paid off the vessels might, on an emergency, soon have been got ready for a large number of troops, but witness doubts whether there would have been any saving of time thereby, 1658 *et seq.*—Equal or greater time taken by screw vessels than by clippers in going from England to the Cape, 1671-1679. 1738-1741—Considerable time necessary to prepare screw ships of war for the transport of troops to India, 1680-1689.

Impracticability of steam transports being towed by tug steamers as far as Madeira in order to save their coals for the rest of the voyage to India, 1690-1693—Advantage of the practice of hiring troop ships merely for the transport to India, and discharging them at the end of the voyage, 1698, 1699. 1720—Remarkably quick voyage of the "Golden Fleece" to Calcutta; this was owing to her having gone direct from St. Vincent to Calcutta without coaling at the Cape, 1702-1710. 1735-1737.

Reference to the extensive use of men-of-war in conveying troops from the Crimea to England, 1712-1717—There is a Transport Department connected with the Admiralty, and there are eight vessels set aside specially for transport service, 1718, 1719—On an emergency witness considers a resort to the private trade the most expedient means of supplying transport, 1720—Employment of the Queen's ships in conveying troops from the Cape to India, 1722-1728.

Difficulty about coaling which induced the Admiralty at first to look unfavourably on the employment of screw vessels for transport to India, 1728, 1729—Steps taken to keep up the supply of coals at the different stations, 1730-1732—Witness is not aware of any official application from the Board of Control to the Admiralty in 1857, relative to the use of men-of-war as transports, 1733, 1734—Reference to the employment of vessels of the French and English navies in conveying troops across the Black Sea, 1745-1748—Explanation as to the overmasting of the "Perseverance" transport ship, 1749-1751—Length of passage of the Peninsular and Oriental Company's vessels to India; they coaled at St. Vincent, 1752, 1753.

*Monsoons.* The monsoon and rain rendered the passage from Suez to Bombay objectionable in autumn, *Shepherd* 527, 528—Particulars as to the prevailing winds and monsoons in the Red Sea and Indian Ocean, and their effect upon the navigation, *Harris* 894-899. 927-937. 997-999—Protection on the deck during the monsoons by means of awnings, *ib.* 900-908. 1032-1037—Doubt whether a steamer could tow a clipper from Bombay to Aden against the monsoon; during the south-west monsoon, or from June to October, the passage takes a very long time, *ib.* 927-937—The monsoon need not have interfered with the health of troops if sent by the Red Sea, *ib.* 1032-1037. 1045-1047.

With the monsoon in its favour, a sailing vessel would get from Aden to Bombay in from seven to nine days, *Mead* 1465. 1509—Difference of about 40 days in the passage between Calcutta and the Cape accordingly as the monsoon is favourable or unfavourable, *Hoseason* 1798—Serious effect of the heavy rains of the monsoons if troops had been provided only with deck passages, *Sir G. Clerk* 2281-2283—First-class steamers can face the monsoon at the strongest, *Engledue* 2510-1512.

## O.

*OVERLAND ROUTE:*

1. *Anxiety of the Court of Directors for an early Adoption of the Route.*
2. *Verbal Communications, in the first instance, between the Court of Directors and the Board of Control.*
3. *Obstacle raised to the use of the Route, on the ground of Political Objections.*
4. *Use of the Route in September, subsequently to official Applications from the Court of Directors.*
5. *Saving of Time if Troops had at first been sent Overland.*
6. *Means of Conveyance in the first instance from Suez or Aden to Calcutta or Bombay; probable Time required.*
7. *Passage across the Desert.*
8. *Passage down the Red Sea.*
9. *Views adverse generally to an earlier use of the Route.*

Report, 1857-8—continued.

## OVERLAND ROUTE—continued.

10. *Feeling in India that Troops would be sent Overland.*
11. *Views of Mr. Lumsden in Favour of the Overland Route; Memorandum on the Subject.*
12. *Communication on the Subject from Mr. Mead.*
13. *Communication from Colonel Phipps.*
14. *Sundry Communications from Colonel Pocklington.*
15. *Communication from Lieutenant-Colonel Fraser.*
16. *Correspondence between the Court of Directors, the Board of Control, &c.*
17. *Number of Troops sent Overland up to the end of February 1858.*
18. *Conclusions of the Committee.*

1. *Anxiety of the Court of Directors for an early Adoption of the Route :*

Witness was anxious from the first to use the overland route, *Shepherd* 380, 381. 391-393. 402. 511-513. 525, 526—Difference of opinion at first among the Directors in regard to fortnightly detachments overland by the Peninsular and Oriental Company's vessels, *ib.* 403. 433. 546-548. 572. 597-604—Witness proposed writing to Bombay for the despatch of transports to Suez, but this was not done, as the overland route was objected to at home, *ib.* 570, 571. 578. 598-602—The Directors were unanimous in favour of sending some troops overland, though no motion or minute was made on the subject, *ib.* 572. 582-604.

There was from the first a strong feeling in the Court of Directors in favour of the overland route, but no record of their opinion was made previously to the letter of 31 August to the President of the Board of Control, *Mangles* 1238 *et seq* ; *Sir F. Currie* 2175-2179.

After the news of the mutiny the Court of Directors showed an early anxiety for the adoption of the overland route, but had not a correct notion of the great practical obstacles thereto, *Sir G. Clerk* 2255 *et seq*.

2. *Verbal Communications, in the first instance, between the Court of Directors and the Board of Control :*

Evidence as to the Chairman of the Court of Directors having in the first instance verbally communicated with the President of the Board of Control relative to the transmission of troops overland; circumstance of the matter not having been recorded, and of the President of the Board having denied that such communication was made, *Shepherd* 377-388. 391-393. 529. 547, 548. 570-577. 582-604.

Early in July the expediency of partly adopting the overland route was discussed by the Court of Directors, and the result was that witness upon several occasions was instructed to represent the matter to the President of the Board of Control, *Mangles* 1211, 1212. 1232. 1238. 1243-1258. 1341-1354—Witness, and also *Sir Frederic Currie*, urged the question of the overland route several times upon the President; letter signed by them, dated 1 October, adverted to as explaining the steps taken by them on this subject, *ib.* 1233-1238. 1343, 1344—The instructions to witness to urge the adoption of the overland route were not recorded, but there is no doubt as to the Directors having generally expressed themselves in favour of his urging the matter, *ib.* 1238. 1243-1258. 1341-1353—An official application in writing relative to the overland route would have been made to the Board of Control but for the fear of embarrassing the Government on the political question, *ib.* 1246. 1270-1272. 1354. 1367-1371—Rare instances of representations made by the chairs being subsequently over-ruled by the Court, *ib.* 1349. 1353. 1372.

Between 29 June and 31 July *Mr. Mangles*, as chairman, and witness, as deputy chairman of the Court of Directors, had frequent interviews with *Mr. Vernon Smith* relative to the despatch of troops to India, and discussed the question generally; but the adoption of the overland route was not formally pressed upon *Mr. Smith*, *Sir F. Currie* 2173-2193. 2198—Discussion by the Court of Directors some time early in August with reference to a motion for making a formal application relative to the overland route, *ib.* 2175, 2176. 2181, 2182—At this discussion the chairman was requested to communicate to the President of the Board of Control the feeling of the Court, *ib.* 2175. 2211-2213—Impression that the actual discussion of the question by the Directors was not communicated by *Mr. Mangles* to *Mr. Smith*, *ib.* 2176. 2185—The weekly interviews with the President in July and August were of an official, but hardly of a confidential character, *ib.* 2194-2197. 2201-2210.

Non-official character of the oral communications between the chairman and deputy chairman of the Court of Directors and witness, previously to 31 August, relative to the use of the overland route, *Right Hon. R. V. Smith*, 1809. 1852-1855—Duty of the Directors not to have trusted to oral communication with witness, if they considered the adoption of the overland route to be a matter of vital importance, *ib.* 1809. 1861. 1911—Comment on the statement that the Directors were deterred from more urgent representation in regard to the overland route, on account of the political objections assigned by witness against its adoption, *ib.* 1812-1815. 1825. 1904-1906. 1911-1913—Witness did



Report, 1857-8—continued.

## OVERLAND ROUTE—continued.

2. *Verbal Communications, in the first instance, &c*—continued.

did not understand, from his interviews with the *chavis* previously to 31 August, that they were formally representing the views of the court in regard to the overland route, *Right Hon. R. V. Smith*, 1823, 1824.

3. *Obstacle raised to the use of the Route on the ground of Political Objections:*

Communication between the chairman of the Court of Directors and the Board of Control, early in July, relative to the use of the overland route, which ended in an intimation from the latter that for political reasons it was considered inexpedient to adopt that route, *Shepherd* 377-388. 391-393—Witness does not wish to make any comment upon the political objections first raised to the adoption of the overland route, *ib.* 508-512—He does not know any precise reason why the Government objection to the overland route did not continue after 14 September, *ib.* 535-537.

Political reasons were started by the president to be obstacles to the overland route, and on that score witness and the directors could urge it no further than they did *Mangles* 1214-1237. 1269-1272—At a later stage the directors had information that the Viceroy of Egypt was not unfavourable to the passage of troops through his territories, *ib.* 1228-1230. 1251, 1252—Reasons for expecting there would be no political objection by the Porte to the use of the overland route, *ib.* 1325-1327.

As regards any political objection by the Pacha to the passage of troops through Egypt it might have been obviated by dressing the troops in blouses or plain clothes, *Mead* 1417, 1418. 1432, 1433—Considerable financial advantage to Egypt of the passage of British passengers and goods to and from India, *ib.* 1418-1422.

Political objections, and objections on other grounds, were adduced by Mr. Smith against an early adoption of the overland route previously to the discussion of the directors early in August, *Sir F. Currie* 2175, 2176—In consequence of the political objections Mr. Mangles and witness felt precluded from pressing the matter, but witness, from the first, was strongly in favour of the route, *ib.* 2180-2199. 2200-2219.

Strong political objections even now to the permanent adoption of the overland route, *Sir G. Clerk* 2264, 2265. 2277.

Disposition of the present Pacha of Egypt, as well as of the late Pacha, to grant every facility towards the transmission of troops overland, *Engledue* 2417-2419. 2523-2526. 2533—The Pacha turned into ridicule the idea of the men being sent in plain clothes, *ib.* 2419—The Egyptian Government are most anxious to promote the use of the passage through Egypt, *Allan* 2661. 2712, 2713—The Peninsular and Oriental Company had not the slightest reason to anticipate any objection on the part of the Egyptian Government to the transmission of troops overland, *ib.* 2704-2708. 2712-2717—Doubt as to the views of the Sultan in regard to the use of the overland route; the Pacha seems to act independently in the matter, *ib.* 2808, 2809. 2844, 2845.

On the 5th of October the Sultan sent a firman to the Pacha authorising the passage of troops through Egypt, *Hertslet* 2851—The Pacha consented to admit troops through Egypt in accordance with an application made on the 28th September, *ib.* 2852.

4. *Use of the route in September subsequently to official applications from the Court of Directors*

Arrangements were first made in September for sending troops overland, *Melville* 216-219—On the 31st of August a letter was written to the Board of Control relative to the overland route; reply of the latter thereto, *Shepherd* 389-391—After a second letter from the directors in September the Government decided on using the overland route, *ib.* 409, 410—Successful conveyance of troops by the Peninsular and Oriental Company since September 1857. *ib.* 443-448. 476-480—Number of troops despatched overland in September and October, *ib.* 534.

Date of the first transmission of troops overland; official application in this case, *Mangles* 1253-1255. 1374, 1375—The 31st August was the date of the first official communication from the Court of Directors to witness in favour of the use of the overland route, *Right Hon. R. V. Smith*, 1808-1810. 1824. 1862, 1863—The letter of the 31st August which was unanimously adopted, was the result of more serious news from India and not of the objections raised by Mr. Smith, *Sir F. Currie*, 2176, 2177. 2183 2184—Most of the troops since sent overland have been conveyed very successfully previous arrangements having been made, *Sir G. Clerk*, 2262, 2263. 2266.

5. *Saving of time if Troops had at first been sent Overland:*

Arrival of the 94th Regiment at Kurrachee after a passage by the overland route of only thirty-seven days, *Shepherd* 405, 406. 476-479—If troops had at first been sent overland there would have been a saving of about a fortnight in the arrival of the troops at Calcutta, and a greater saving in arrival at Bombay and Kurrachee, *ib.* 423-432—Troops might have been landed at Bombay in the last week in September, *ib.* 423-428—If the overland route had been adopted at first the troops would have com-

Report, 1857-8—continued.

OVERLAND ROUTE—continued.

5. *Saving of time if Troops had at first been sent Overland*—continued.

menced to arrive at Calcutta about the beginning instead of the middle of October, *Shepherd*, 611-616.

From Malta to Bombay *viâ* Alexandria would occupy about twenty days, *Harris* 995, 1040-1044—If orders had been sent to Bombay by the return mail, after the 29 June, to send steamers to Suez for troops, they would have got to Suez about the middle of September, *ib.* 1006-1010, 1091, 1092—On an emergency, and with proper arrangements, the overland route is very much the better, *Mason* 1144; *Mangles* 1382—Gain of rather more than a fortnight if troops had at the first been sent overland to Bombay; importance of such gain, *Mangles* 1215-1221, 1239-1241, 1358-1363—Great saving in distance and time if reinforcements had been sent overland from Malta, *ib.* 1222-1227—Time which might have been saved if the overland route had been adopted for troops to Calcutta, *ib.* 1239-1242, 1360, 1364-1366—Troops might at the first have been sent without difficulty, *ib.* 1376.

If a special agent had been sent at once from India with the news of the mutiny, and if proper steps had been taken in connexion with the overland route, there might have been 900 troops in Calcutta by the end of July, *Mead* 1440 *et seq.*—Great advantage if, on the news of the mutiny, Lord Lyons had conveyed some troops from Malta to Cairo, or had landed some marines there to be despatched overland, *Sir H. Leeke* 1562-1565.

Calculation showing that a communication despatched from this country on 1 July might have reached Calcutta about 23 July, *Engledue* 2340-2359—A communication from the Governor-General to the Governor of Malta might have been made in about twenty days after 23 July, which would bring it to 12 August, *ib.* 2362-2366—A regiment or two sent from Malta on 12 August might have got to Aden in about twelve days, *ib.* 2388-2391—A regiment embarked at Aden in a sailing vessel on 24 August would have got to Bombay or Kurrachee by about 2 September and at Calcutta by about 10 September, *ib.* 2392-2395—Detachments might have been sent overland with the same facility in July and August as in October, *ib.* 2420.

Probable expense of sending a special communication to Calcutta on arrival of the Meerut officer, *Engledue* 2487-2491—Very little time would be saved by sending a message specially instead of by the next boat of the Peninsular and Oriental Company, *ib.* 2492-2494—It was the general opinion in July that the overland route should be adopted, *ib.* 2530-2532—Preference given by invalids, and with good reasons, to the overland route; none who have once gone overland would ever give it up for the Cape route, *ib.* 2593-2601.

The passengers by the overland route are increasing; the number varies greatly at certain seasons, *Allan* 2674-2677, 2688, 2689—Witness went on one occasion from Southampton to Madras in thirty-nine days, *Beatson* 2865.

Statement showing the average number of days to and from Southampton and Alexandria, Suez, and Calcutta, and Pointe de Galle and Hong Kong, for seven years, stoppages included, *App.* p. 262, 263.

6. *Means of Conveyance in the first instance from Suez or Aden to Calcutta or Bombay: probable time required:*

Witness never heard that vessels in the first instance were kept at Bombay, or sent to Suez, in anticipation of the troops being sent overland, *Shepherd* 515-518—The monsoon as well as the heat, rendered the passage from Suez to Bombay objectionable in the autumnal months, *ib.* 527, 528—Without previous preparation, about 250 troops might be carried in each of the Peninsular and Oriental Company's vessels from Suez to Calcutta, in addition to the ordinary passengers; on an emergency it might be contrived to carry 500 men, *Harris* 871-879, 909-913, 1000, 1001, 1025-1037—Impression that there were three vessels of the Peninsular and Oriental Company at Bombay available for transports, when the mutiny occurred, *ib.* 876, 1011-1013.

Particulars as to the prevailing winds and monsoons in the Red Sea and Indian Ocean, and their effects upon the navigation, *Harris* 894-899, 927-937, 997-999—Protection on the deck during the monsoons by means of awnings, *ib.* 900-908, 1032-1037—Doubt whether a steamer could tow a clipper from Bombay to Aden against the monsoon; during the south-west monsoon, or from June to October, the passage takes a very long time, *ib.* 927-937—The Company's vessels between Calcutta and Suez, are amply supplied with provisions for the return voyage, *ib.* 975—The monsoon need not have interfered with the health of troops if sent by the Red Sea, *ib.* 1032-1037, 1045-1047.

Vessels available at Bombay if news of the adoption of the overland route had at first been despatched, *Mangles* 1277-1280—Statement as to there being six steamers monthly from Suez, that is, two to Bombay, two to Calcutta, and two on the Australian line, to Ceylon, which might at the first have conveyed 150 men each, *Mead* 1441-1443, 1467-1473, 1494-1497—Information relative to the steamers and sailing vessels which

Report, 1857-8—continued.

## OVERLAND ROUTE—continued.

6. *Means of Conveyance in the first instance, &c.*—continued.

which were at Bombay during May, many having come from the Persian Gulf; their availableness in conveying large numbers of troops from Suez, *Mead* 1447-1452, 1498-1509—With the monsoon in its favour a sailing vessel would get from Aden to Bombay, in from seven to nine days, *ib.* 1465, 1509—The “Oriental” and the “Ben-tinck” might each have carried 500 men, *ib.* 1466.

Between May and September there were numerous sailing vessels at Bombay available for transport between Suez and Bombay; on one occasion in June witness counted 140 merchantmen near Bombay, *Sir H. Leeke*, 1532, 1541-1561, 1590.

Besides the “Assaye,” there was only one other steamer at Bombay, the “Ajdahā,” when the news of the mutiny arrived; defective condition of this steamer, although on an emergency witness would not have hesitated in sending her to Suez for troops, *ib.* 1533-1540, 1589, 1621-1628—Probable time required for a sailing vessel from Bombay to Suez and back if she had sailed from Bombay towards the end of May, *ib.* 1541-1561, 1624, 1625, 1634-1636—Somewhat longer time required from Aden to Kurrachee than to Bombay, *ib.* 1549-1551—Sailing vessels leaving Bombay for Suez about 25th May, would have got back towards the middle of August, *ib.* 1559—There were no spare ships of the Peninsular and Oriental Company at Bombay when the news of the mutiny arrived, *ib.* 1576.

Doubt whether troops would have reached India any sooner than they did by the Cape route if instructions had been sent from England to Bombay by the mail of 10th July, to provide tonnage at Suez, *Sir H. Leeke*, 1598-1600—The local shipping at Suez is not available for transport, *ib.* 1619, 1620.

Want of means in the first instance for the transport of troops from Suez to India, *Sir G. Clerk* 2277-2280, 2287—Serious effect of the heavy rains of the monsoons if troops had been provided only with deck passages, *ib.* 2281-2283.

Steamers might have been sent from Bombay to Suez in about sixteen days, and from Calcutta in about twenty-four days after the supposed receipt of news on 23 July; clippers would take a longer time; these might be towed between Aden and Suez, *Engledue* 2367-2373, 2381-2387—The rains are not severe, nor are the seas heavy in crossing the Indian ocean from Aden to Bombay, *ib.* 2414-2416, 2513, 2514—In August and September it is a fair wind for sailing vessels from Aden to Bombay, *ib.* 2431, 2432—Different routes which steamers going from Bombay to Suez take at different periods, *ib.* 2446-2450.

The native craft at Suez are not available for the conveyance of troops, *Engledue* 2496, 2497—Doubt as to the shipping actually available at Suez in July and August, *ib.* 2503-2507—Probable time in which clipper ships might have got from Bombay to Aden in July or August, *ib.* 2508, 2509—First class steamers can face the monsoon at the strongest, *ib.* 2510-2512—Doubt as to the number of the better class of steamers available at Bombay in July and August, *ib.* 2561-2570.

There are generally one or two spare vessels of the Peninsular and Oriental Company at Bombay and Calcutta, *Allan* 2684-2687, 2751—Dissent from Captain Engledue’s calculations in regard to the time in which vessels would get from Bombay to Aden or from Aden to Bombay, *ib.* 2735-2742—Witness has heard that there were many ships at Bombay available as transports about the end of July, *ib.* 2756—There were about four or five steamers monthly between Suez and Bombay, or Calcutta, between June and September, *ib.* 2794—A message might have been sent to Calcutta by the Company’s steamer to Alexandria in the beginning of July, without the expense of any special means of communication, *ib.* 2803-2807—The vessels of the Company between Suez and Bombay might take many more than 300 men at a time, *ib.* 2846-2848.

Statement showing the average number of days of certain stations to and from Suez and Calcutta for seven years, *App. p.* 262, 263.

Statement of the vessels in Bombay harbour at the respective dates of 9 June, 14 July, and 30 July 1857, *App. pp.* 302-304.

7. *Passage across the Desert:*

Passengers on crossing the desert are not unhealthy, *Lumsden* 706—Difficulties of the passage across the desert to Suez; when the railway is completed there will be no further difficulty, *Harris* 938-945, 1048-1050—Facilities for the conveyance of troops across the desert in the vans of the Transit Administration; without preparatory arrangements 300 men might have been moved through Egypt in two days and a half, *Mead* 1408-1415, 1429-1431—Satisfactory passage through the desert, &c. in the case of the troops sent overland from India to the Crimea, *Sir H. Leeke* 1569, 1570; *Engledue* 2622-2624—Belief that in summer the passage of troops through Egypt is very unhealthy, *Sir H. Storks* 1924-1927—There is no difficulty whatever in sending troops across the Isthmus of Suez, *Engledue* 2475, 2476—The railway which now goes within about twenty miles of Suez will hardly be completed before October, *Allan* 2658, 2659

Report, 1857-8—continued.

OVERLAND ROUTE—continued.

7. *Passage across the Desert*—continued.

—Charge made for the passage of silver, &c. through Egypt; large amount derived therefrom, *Allan* 2662-2667. 2787.

8. *Passage down the Red Sea* :

The passage down the Red Sea was objected to on the ground that the heat would be injurious to the troops; character of the heat adverted to hereon; it is very great at certain periods, *Shepherd* 492. 433-442. 579-581. 605-610—Witness has been several times up and down the Red Sea, and does not consider the passage at all unhealthy, *Lumsden* 700-702. 725—The heat in the Red Sea is very severe for a few days, but with proper awnings might be rendered innocuous, and would not have operated against the transmission of troops by that route, *ib.* 703-705. 715, 716. 731, 732. 737. 764-768. 783-785. 797-803. 825, 826—Character of the coasting craft on the Red Sea available for the transport of troops arriving at Suez; difficulty of their beating up the Red Sea against the north winds, *ib.* 717-723. 727-730. 733-740. 771. 782. 786-789. 845—Nature of the navigation of the Red Sea; prevailing winds, *ib.* 719-723. 786-788.

Witness has navigated the Red Sea nearly seventy times, *Harris* 847, 848—The navigation is not at all dangerous for steam vessels, *ib.* 849, 850—It would be dangerous at times to employ Arab coasting vessels in conveying troops, *ib.* 851, 852—The passage up and down the Red Sea, or the heat encountered, has not in witness's experience caused any unusual suffering among his crews or passengers, *ib.* 854-856. 880-892. 1014, 1015—The length of the Red Sea from Babelmandel to Suez is 1,200 miles, *ib.* 893.

Great want of lights at different points in the Red Sea; detailed suggestions hereon as contained in a letter from witness to the secretary of the Peninsular and Oriental Company, dated 9 July 1857, in reply to a letter from Lord Clarendon, *Harris* 957-966—Peculiar disaster if a transport were wrecked in the Red Sea, *ib.* 963-965—Sailing ships are quite unsuitable as transports, *ib.* 977—Heat of the water and of the atmosphere, *ib.* 1016-1024.

Witness has made six passages through the Red Sea, and does not remember any death among his fellow passengers on any one occasion, *Mead* 1391. 1407—Great heat for a few days of the passage down the Red Sea; it does not interfere with the health, *Sir H. Leake* 1594-1597.

Belief as to the great risk to the health of the troops if sent by the Red Sea earlier than September; grounds for this conclusion, *Right Hon. R. V. Smith* 1827. 1878. 1894-1896. 1900-1902. 1907, 1908—Evidence with reference to the unhealthy character of the Red Sea route at certain seasons, *Sir H. Storks* 1915-1923. 1990-2012—Witness has passed through Egypt and the Red Sea in the months of May and October; there were two deaths on board the vessel in the Red Sea in October 1851, *ib.* 1915-1923—Particulars as to the unhealthy character of the voyage down the Red Sea, unless there be ample previous preparation and the season of the year be favourable, *Sir G. Clerk* 2257-2259. 2267-2287.

Troops might have been conveyed down the Red Sea in the Peninsular and Oriental Company's vessels in August and September with every facility, and with greater comfort than if they were under canvass in the field, *Engledue* 2412, 2413. 2434-2436—Difficulty of the navigation unless for steamers or sailing vessels towed by steamers, *ib.* 2428-2430—Conflicting winds between Suez and Aden, *ib.* 2433. 2515-2519—It is quite as hot at Madras during the summer time as in the Red Sea, *ib.* 2527-2529—Advantage of having the men on deck under awnings rather than down below when passing down the Red Sea, *ib.* 2586-2592—Explanation as to the higher wages paid by the Peninsular and Oriental Company to their engineers, &c. in the Red Sea than in the Mediterranean, *ib.* 2604-2613—Belief that the warm weather is more distressing in the Persian Gulf than in the Red Sea, *ib.* 2616.

In May, June and July the heat is very great in the Red Sea, and the passengers to India are not so numerous in those months, *Allan* 2810, 2811. 2832-2835—Means of ventilation of the troops when placed in the space usually devoted to stowage, *ib.* 2836-2843.

Witness passed down the Red Sea in August 1851; the heat was most intense, and great discomfort was experienced, but there was no actual sickness at the time, *Beatson* 2854-2866—Unless there had been proper arrangements previously troops could not have been sent down the Red Sea in July or August without suffering severely from the want of accommodation on board, *ib.* 2854-2856. 2899-2915.

9. *Views adverse generally to an earlier use of the Route* :

Absence in the first instance of those preparations necessary in connexion with the despatch of troops overland, *Right Hon. R. V. Smith* 1816. 1825-1827. 1842-1845. 1864-1867. 1894. 1903—Witness believes that the route was used at the earliest period at which proper arrangements could be made, *ib.* 1828. 1852. 1878, 1879.

Difficulty

Report, 1857-8—continued.

OVERLAND ROUTE—continued.

9. *Views adverse generally to an earlier use of the Route*—continued.

Difficulty at first about the overland route on account of the political objections, the climate at that season, and the want of previous preparation, *Sir H. Storks* 2001—Facilities for transport overland for about eight months in the year, due arrangements being previously made, *ib.* 2001-2007. 2019-2027. 2033-2035.

The route could not with advantage have been adopted earlier, *Sir G. Clerk* 2256.

10. *Feeling in India that troops would be sent Overland :*

There was a strong and general feeling in Calcutta that vessels should be sent to Suez for troops and that troops would be sent overland, *Mead* 1397-1405. 1434-1436—Universal impression among the natives and sepoys that troops would be poured in by the overland route, *ib.* 1423, 1424. 1437—There was a general feeling at Calcutta that the overland route would be adopted and would be most useful, *Engledue* 2423-2426.

11. *Views of Mr. Lumsden in favour of the Overland Route ; Memorandum on the Subject :*

On the very day that witness heard of the mutiny he suggested that measures should be taken for obtaining troops from Malta by the overland route, but it was determined by Lord Elphinstone to send instead to the Mauritius and the Cape, *Lumsden* 774, 775. 792. 804-816. 827-846.

Memorandum by Mr. Lumsden relative to the advantages and practicability of the overland route, and the important results which would have accrued had it been sooner adopted, *App. p.* 298-301.

12. *Communication on the subject from Mr Mead :*

Further statement by Mr. Mead, subsequent to his examination, as to the practicability and advantages of the overland route, *App. p.* 305, 306.

13. *Communication from Colonel Phipps :*

Letter from Colonel Phipps, dated Clonmel, 2 March 1858, as to the perfect practicability and the advantages of the overland route for the conveyance of troops, *App. p.* 261.

14. *Sundry communications from Colonel Pocklington :*

Communications from Colonel Pocklington as to the practicability and advantages of the overland route, *App. p.* 320-325.

15. *Communication from Lieut.-Colonel Fraser :*

Sundry suggestions by Lieut.-Colonel T. G. Fraser, with a view to the adoption of the overland route, *App. p.* 327-330.

16. *Correspondence between the Court of Directors, the Board of Control, &c. :*

Copies of all correspondence that has taken place with reference to the conveyance of troops to India by way of Egypt, either between Her Majesty's Government and the Court of Directors of the East India Company, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other steam packet companies, *App. p.* 201-244.

17. *Number of Troops sent Overland up to the end of February 1858 :*

Statement of regiments of cavalry, infantry, and artillery of Her Majesty's Service, which have embarked for India, and which have gone by the overland route from 11th September 1857 to 18th February 1858, *App. p.* 268-270—Statement of the regiments, troops, and detachments (or drafts) of cavalry, infantry, and artillery, of Her Majesty's Service, and of recruits for the East India Company's service, transported by the company to the Presidencies and Ports of India by the overland route, *via* Egypt, up to the end of February 1858, showing the dates of departure from the port of embarkation, and the dates of arrival in India, &c., *ib.* 281-293—Return of the number of troops of Her Majesty's Service sent to India by the overland route to the close of February 1858; total of 199 officers and 4,894 men: number of days occupied in each case; *ib.* 280.

18. *Conclusions of the Committee :*

Resolution that the Court of Directors appear from the first intelligence of the mutiny at Meerut, to have been sensible of the advantages of the overland route, and to have lost no time in recommending its adoption; but that political and other considerations deterred Her Majesty's Ministers from at once assenting to that recommendation, *Rep. p.* iii.—The Committee cannot judge of the validity of the political objections, as they have felt themselves precluded from inquiring into them, but they ceased to prevail in the first week of September, *ib.*

## Report, 1857-8—continued.

## OVERLAND ROUTE—continued.

18. *Conclusions of the Committee*—continued.

Resolution that it would have been desirable, independently of political considerations, to have taken advantage of the overland route at the earliest possible period, and apart from such considerations, it is much to be regretted that the steps that were taken in September to transmit small bodies of troops by this route were not resorted to at an earlier date, *Rep. p. iii*—The transport, however, of any large body of troops would have required previous arrangements, and the evidence laid before the Committee leaves great room to doubt whether any considerable reinforcements could have been sent in the months of July and August, with a prospect of their arrival in India so far in advance of those sent round the Cape as to give any great advantage in favour of this route, *ib.*

Resolution, that although the overland route may be advantageously employed in times of emergency, it would not be advisable that it should be relied upon as the ordinary route for the transmission of troops to India, *Rep. p. iii.*

See also *Aden. Alexandria. Board of Control. Cairo. Canning, Lord. Cost. Discipline of Troops. Elphinstone, Lord. France. Intelligence of Mutiny. Peninsular and Oriental Steam Navigation Company. Sick Troops (Transport Accommodation). Suez.*

## P.

*Pacha of Egypt.* See *Overland Route, 3.*

*Peninsular and Oriental Steam Navigation Company.* It was suggested by witness, shortly after the intelligence of the mutiny, to send out about 200 men fortnightly by the Peninsular and Oriental Company's vessels; since September these vessels have been thus employed very successfully, *Shepherd 403-408. 443-448. 476-480*—The present arrangements with the company originated in witness's department, *ib. 513, 514*—Probable difficulties to be encountered in sending troops at first by the vessels, *ib. 525, 526*—Doubt whether the numerous civilians and military officers at first going out overland need have materially interfered with the passage of troops by the same vessels, *ib. 617-625.*

Shortly after 31 August arrangements were entered into with the Peninsular and Oriental Company for sending small detachments overland, *Right Hon. R. V. Smith 1816*—Circumstance of the chairman of the Peninsular and Oriental Company having stated that the use of the overland route in July and August was altogether inexpedient, *ib. 1825-1827. 1846-1848*—Doubt whether the Peninsular and Oriental Company were instrumental in removing any political difficulties about the use of the overland route, *ib. 1876.*

Admirable arrangements of the company in connexion with the overland route, *Sir H. Storks 2024-2027*—The company did all they could in regard to conveyance overland, *Sir G. Clerk 2277.*

On the first news of the disturbances the Peninsular and Oriental Company expected that their vessels would at once have been made use of, *Engledue 2420-2422*—In each of the company's vessels, dating from the one which left Southampton on 4 July, 250 troops might have been sent to Bombay or Calcutta without injury to health, *ib. 2434-2436. 2453-2455. 2477-2486*—Great advantage if troops had been sent *via* the Cape in the company's steamers rather than in sailing vessels, *ib. 2456-2467*—On an emergency from 300 to 500 marines might have been conveyed from Malta and Suez in each of the company's vessels, *ib. 2468-2474*—Nature of the accommodation which might be provided on board the company's vessels for 250 men, *ib. 2582-2586*—The company have now no vessels on the route *via* the Cape, *ib. 2602, 2603.*

The company pay about nine per cent. dividend, *Allan 2678*—They receive 200,000 *l.* for conveying the mails, *ib. 2679*—They have forty-six steamers of different classes, *ib. 2680-2683*—They once conveyed troops to the Cape and took second-class passengers to India *via* the Cape at about 40 *l.* a man, *ib. 2690-2693.*

The company were fully prepared, early in July last, to have received a proposition from the Government or the East India Company for the conveyance of detachments of troops by their vessels, but did not receive any communication on the subject until 8 September, *Allan 2694-2703. 2716. 2812, 2813*—If there were any political difficulties about the route, the company took no part in their removal, *ib. 2709-2711*—Reference to the recent removal of some troops at Suez from the "Pottinger" to the ships of another company; paper containing information on the subject, *ib. 2719-2724*—Inconvenience to the passengers by sending out large detachments of troops in the same vessels, *ib. 2725-2729.*

Correspondence on the part of the company in 1857, with reference to the overland route, and its advantages for the transmission of troops, *App. p. 204, et seq.*

See also *Cost. Overland Route, 6. Sick Troops (Transport Accommodation.)*

"Perseverance,"

## Report, 1857-8—continued.

“*Perseverance*,” *The*. Experience of witness as commander of the Government transport steamer, “*Perseverance*;” fitness of this class of vessel for the Red Sea, *Harris* 978-994. 1052-1058—Explanation as to the over-masting of the “*Perseverance*,” *Milne*, 1749-1751.

Dimensions of masts and yards of Her Majesty’s ships “*Urgent*” and “*Perseverance*,” *App. p.* 259, 260—Comparative dimensions, tonnage, and surface of sails of the 30-gun frigate “*Curaçoa*,” the General Screw Company’s ship “*Queen of the South*,” and the troop ship “*Perseverance*,” the last as originally masted, *ib.* 260—Extract of letter from Commander M’Donald, reporting on the capabilities, &c. of the ship, *ib.*

*Persian Expedition*. Three regiments included in the European establishment of troops in India, and which were sent to Persia, did not return till June and July 1857; *Melville* 23-25. 30. 172-178—The European troops sent to Persia were about 4,000 in number, but they were not sent from Bengal, and returned in time to take early part against the mutineers, *ib.* 172-178. 194, 195. 211-213. 234, 235.

Witness had the direction of the embarkation of the troops for the Persian Gulf; returned to Bombay on 29 December, 1856; *Sir H. Leeke* 1512-1518—Previous to the news of the Meerut affair witness had been directed by Lord Elphinstone to hasten the return of the Persian squadron and troops, but the first vessel did not arrive until about 17 May, *ib.* 1518-1524—Immediate dispatch to Calcutta, &c. of the first troops that returned from Persia to Bombay, *ib.* 1524-1529.

Date of arrival, in May 1857, of transports at Bombay from Persia with troops, *App. p.* 306.

*Petition from Calcutta*. Statement as to witness having been entrusted with the presentation to Parliament of a certain petition got up at Calcutta in July, *Mead* 1485-1493.

*Phipps, Colonel P.* Letter from Colonel P. Phipps to Lieutenant-general Sir De Lacy Evans, dated 3 March 1858, as to the perfect practicability of the overland route for the conveyance of troops, *App. p.* 261.

*Pocklington, Colonel, E. H. F.* Reference to the reports of Colonel Pocklington, quartermaster-general in Egypt, as containing particulars in connexion with the dispatch overland, *Sir H. Storks* 2028-2032—Letter from Lieutenant-colonel Pocklington, dated 11 October 1857, showing the successful passage overland of the 57th Regiment, and containing particulars as to the capabilities of the route, *Engledeue* 2418, 2419.

Copies of Colonel Pocklington’s communications respecting the transit of troops through Egypt, showing its advantages, and offering suggestions for its successful adoption, *App. p.* 320-325.

*Point-de-Galle*. Slight extent to which the touching at Point-de-Galle retards the passage to Calcutta, *Shepherd* 676-678.

*Political Obstacles to Use of Overland Route*.—See *Overland Route*, 3.

*President of the Board of Control*.—See *Board of Control*.

“*Prince Arthur*,” *The*. Explanation as to one steamer, the “*Prince Arthur*,” having been employed in taking out troops in July, *Melville* 105-108. 144—Explanation as to the troops conveyed by the “*Prince Arthur*” having apparently been taken out at a comparatively small expense, *ib.* 144. 229-233. 241-248.

*Proceedings of the Committee*. *Resumé* thereof, *Rep. p. v. et seq.*

## R.

*Recruits (East Indian Company’s Service)*. Statement showing a total of twenty-six officers and 1,555 men sent out between 1 July and 10 September, *App. p.* 266—Total of thirty-five officers and 2,944 men sent out between 11 September 1857 and 18 February 1858, *ib.* 269—Statement showing the number sent respectively to Calcutta, Madras, and Bombay up to March 1858, *ib.* 290.

## RED SEA :

1. *As to the effect of the Heat upon the Health of the Troops.*
2. *As to the Navigation.*

1. *As to the effect of the Heat upon the Health of the Troops :*

As regards the passage down the Red Sea it was objected to by some that the heat would be injurious to the troops; character of the heat adverted to hereon; it is very great at certain periods, *Shepherd* 402, 433-442. 579-581. 605-610—The monsoon as well as the heat rendered the passage from Suez to Bombay objectionable in the autumnal months, *ib.* 527, 528—Witness has been several times up and down the Red Sea, and does not consider the passage at all unhealthy, *Lumsden* 700-702. 725—The heat in the Red Sea is very severe for a few days but with proper awnings might be rendered innocuous and should not have operated against the transmission of troops by that route, *ib.* 703-705, 715, 716, 731, 732, 737, 764-768. 781, 783-785. 797-803, 825, 826.

*RED SEA*—continued.1. *As to the effect of the Heat upon the Health of the Troops*—continued.

The passage up and down the Red Sea, or the heat encountered, has not in witness's experience caused any unusual suffering among his crews or passengers, *Harris* 854-856, 880-892, 1014, 1015—Heat of the water and of the atmosphere, *ib.* 1016-1024—Witness has made six passages through the Red Sea and does not remember any death among his fellow passengers on any one occasion, *Mead* 1391, 1407—Great heat for a few days of the passage down the Red Sea; it does not interfere with the health, *Sir H. Leeke* 1594-1597.

Belief as to the great risk to the health of the troops if sent by the Red Sea earlier than September; grounds for this conclusion, *Right Hon. R. V. Smith* 1827, 1878, 1894-1896, 1900-1902, 1907, 1908—Evidence with reference to the unhealthy character of the Red Sea route at certain seasons, *Sir H. Storks* 1915-1923, 1990-2012—Witness has passed through Egypt and the Red Sea in the months of May and October; there were two deaths on board the vessel in the Red Sea in October 1851, *ib.* 1915-1923—Particulars as to the unhealthy character of the voyage down the Red Sea unless there be ample previous preparation and the season of the year be favourable, *Sir G. Clerk* 2257-2259, 2267-2287.

It is quite as hot at Madras during the Summer time as in the Red Sea, *Engledue* 2527-2529—Advantage of having the men on deck under awnings rather than down below when passing down the Red Sea, *ib.* 2586-2592—Explanation as to the higher wages paid by the Peninsular and Oriental Company to their engineers, &c., in the Red Sea, than in the Mediterranean, *ib.* 2604-2613—Belief that the warm weather is more distressing in the Persian Gulf than in the Red Sea, *ib.* 2616.

In May, June, and July, the heat is very great in the Red Sea, and the passengers to India are not so numerous in those months, *Allen* 2810, 2811, 2832-2835—Means of ventilation if the troops were placed in the space usually devoted to stowage, *ib.* 2836-2843.

Witness passed down the Red Sea in August 1851; the heat was most intense, and great discomfort was experienced, but no actual sickness arose, *Beatson* 2854-2866—Unless there had been proper arrangements previously, troops could not have been sent down the Red Sea in July or August without suffering severely from the want of accommodation on Board, *ib.* 2854-2866, 2899-2915.

2. *As to the Navigation:*

Character of the coasting craft on the Red Sea available for the transport of troops arriving at Suez; difficulty of their beating up the Red Sea against the north winds, *Lumsden* 717-723, 727-730, 733-740, 771, 782, 786-789, 845—Nature of the navigation of the Red Sea; prevailing winds, *ib.* 719-723, 729, 786-788.

Witness has navigated the Red Sea nearly 70 times, *Harris* 847, 848—The navigation is not at all dangerous for steam-vessels, *ib.* 840, 850—It would be dangerous at times to employ Arab coasting vessels in conveying troops, *ib.* 851, 852—The length of the Red Sea from Babelmandel to Suez is 1,200 miles, *ib.* 893—Great want of lights at different points in the Red Sea; detailed suggestions hereon as contained in a letter from witness to the secretary of the Peninsular and Oriental Company, dated 9 July 1857, in reply to a letter from Lord Clarendon, *ib.* 957-966—Peculiar disaster if a transport were wrecked in the Red Sea, *ib.* 963-965—Sailing ships are quite unsuitable as transports, *ib.* 977.

Troops might have been conveyed down the Red Sea in the Peninsular and Oriental Company's vessels, in August and September, with every facility, and with greater comfort, than if they were under canvas in the field, *Engledue* 2412, 2413, 2434-2436—Difficulty of the navigation, unless for steamers or sailing-vessels towed by steamers, *ib.* 2428-2430—Conflicting winds between Suez and Aden, *ib.* 2433, 2515-2519.

*Reinforcements.* Resolution of the Court of Directors, on receipt of the news of 29 June, to dispatch four additional regiments of infantry to India, *Melville* 51-55, 73, 266; *Shepherd* 338, 473; *Mangles* 1199, 1200—Previously to 29 June, arrangements were in progress for sending out four regiments of infantry and two regiments of dragoons; explanation hereon, *Melville* 51-55, 79 *et seq.*—Statement containing particulars as to the troops sent out in 1857; total of 40,740 men, *ib.* 266.

In consequence of the news on 9 April of the disaffection at Barrackpore, the Secretary of State for War at office took steps for increasing the price of Queen's troops in India; correspondence on the subject with the Board of Control, *Sir H. Storks* 1943-1952—Up to 18 February 1858, 38,799 men were sent from England with reference to the mutiny; witness considers this a very great feat, *ib.* 2014-2018.

Military letter from the Court of Directors to the Governor-General, dated 22 July 1857, stating the measures which had been adopted and were in contemplation with reference to the supply of reinforcements, *App. p.* 245, 246.

Communication from the Governor-General and Council to the Court of Directors, dated



## Report, 1857-8—continued.

*Reinforcements*—continued.

dated 6 June 1857, offering sundry recommendations with a view to the transmission of a considerable European force, *App. p.* 246-248.

Extract from military letters from the Court of Directors, dated 5 and 26 August 1857, explanatory of the measures taken for sending out reinforcements, *App. p.* 248, 249.

Letter from Fort William, dated 19 June 1857, further pressing for immediate reinforcement, *App. p.* 249.

Further letter from Fort William, dated 4 July 1857, recommending an immediate addition to the European force in Madras and Bombay, *App. p.* 249.

Further letter, 21 July 1857, with reference to the expediency of a large additional force, beyond that already asked for, being at once sent out; recommendations on the subject, *App. p.* 250, 251.

Extract from letter from the Court of Directors to the Governor-General, dated 9 September 1857, explanatory of the measures adopted up to that date in consequence of the demands for reinforcements, *App. p.* 251, 252.

Further correspondence or extracts of correspondence between the Governor-General and the Court of Directors, up to January 1858, with reference to the supply of European troops, *App. p.* 252-254.

Statement of the regiments of cavalry, infantry, and artillery, of Her Majesty's service, which have embarked for India, from 1 July to 10 September 1857; showing the strength of each regiment, rate per head, name of ship, tonnage, destination, &c., according to the embarkation returns received at the Adjutant-general's Office to 10 September inclusive, *App. p.* 264-266.

Statement of the force intercepted *en route* for China, and obtained from the colonies, *App. p.* 266.

Statement of regiments of cavalry, infantry, and artillery, of Her Majesty's service which have embarked for India from 11 September 1857 to 18 February 1858, *App. p.* 268-270.

Return, dated 27 February 1858, of the names of transports taken up for India, their tonnage, horse-power, the number of men each carried, rate of passage-money, date of sailing, and date of arrival as far as known; showing the number of days occupied in the passage by each ship, and the average length of passage to each port or presidency, *App. p.* 276-279.

Statement of the regiments, troops, and detachments (or drafts) of cavalry, infantry, and artillery of Her Majesty's service, and of recruits for the East India Company's service, transported by the Company to the presidencies and ports of India by sailing ships or steam vessels, or by the overland route *vid* Egypt, between the month of June 1857 and February 1858, both inclusive; specifying the names of the several vessels, the dates of the departure of each from the port of embarkation, the dates of arrival in India, and the number of days occupied in the passage of each vessel from port to port, *App. p.* 281-293.

Grand total of 1,610 officers and 42,328 men dispatched up to March 1858, *App. p.* 292—Statement, dated 13 March 1858, that 1,383 officers and 33,646 men have arrived at their destination, *ib.* 293.

Resolution, that on the whole, considering the suddenness of the danger, and the distance that the troops were to be sent, the Committee are of opinion that great credit is due to the Court of Directors of the East India Company for the promptitude and efficiency with which they discharged the difficult task of transmitting reinforcements to the army in India during the past year, *Rep. p.* iv.

See also *Artillery.* *Board of Control.* *Canada.* *Cape of Good Hope.*  
*Cavalry.* *Ceylon.* *China Force.* *Court of Directors.* *Drafts (Queen's*  
*Troops).* *European Troops.* *Infantry.* *Mauritius.* *Overland Route.*  
*Persian Expedition.* *Recruits (East India Company's Service).* *Requisitions*  
*for Troops.* *Sailing Vessels,* *Steamers.*

*Relieved Regiments.* Authority given to the Government of India to retain the relieved regiments, *Melvill* 133-135. 236.

*Requisitions for Troops.* Witness lays before the Committee certain correspondence between the East India Company and the Board of Control, in regard to the requisitions for troops and the arrangement for their transmission, *Melvill* 98-104, and *App. p.* 201 *et seq.*—Ordinary course of proceeding on the part of the India House when despatches are received by the Military Department, *Melvill* 155-163—Particulars as to the several requisitions made by the Court of Directors to the Board of Control for troops; there was no unnecessary delay on the part of the directors, *ib.* 164-170.

Report, 1857-8—continued.

*Requisitions for Troops*—continued.

Correspondence between the Court of Directors and the Governor-General, showing the requisitions made by the former and the manner in which they were met by the latter, *App. p.* 245-254.

“*Robert Lowe*,” *The*. Length of passage of the “*Robert Lowe*” steamer to Calcutta, *Mason* 1183; *App. p.* 198.

*Royal Mail Steam Packet Company*. Correspondence between the secretary of the company and the secretary to the Court of Directors, in September, October, and November 1857, with reference to the conveyance of troops by the overland route, *App. p.* 211. 213. 237-240.

*Russia*. Growing feeling among the people of India as to the power of Russia, *Mead* 1425, 1426.

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*SAILING VESSELS:*

1. *Arrangements in regard to the Troops under Orders when the News of the Mutiny arrived.*
2. *Arrangements subsequently to the Receipt of the News of 29 June.*
3. *Returns containing Particulars as to the Cost, Date of Sailing, Date of Arrival, &c. of each Transport.*
4. *Generally as to the Employment of Sailing Vessels.*

1. *Arrangements in regard to the Troops under Orders when the News of the Mutiny arrived:*

Previously to 29 June it was not considered necessary to make fresh contracts for an earlier dispatch of the reinforcements than under orders, *Melville* 196-201. 237-239; *Mangles* 1201.

Arrangements anterior to 29 June for transporting between 7,000 and 8,000 men in sailing vessels; date of the contracts, *Mason* 299, 300. 314-332—Explanation relative to the reasons assigned for not complying with a suggestion by the War Department for hastening the embarkation of the troops under orders before 29 June; breach of contract had such course been adopted, *ib.* 314-330—A breach of the contracts would have involved a loss of about 70,000 *l.*, *ib.* 315—These troops had all left by 26 July, *ib.* 332.

Previously to 29 June several vessels including one steamer had been taken up for sending out the ordinary reliefs, *Shepherd*, 449, 450—Reasons why the contracts entered into before 29 June were not quashed, and engagements entered into for the employment of steamers, *ib.* 451-457—As regards an intimation from Lord Panmure on 22 May that the dispatch of certain reliefs should be hastened; vessels had already been contracted or tendered for to sail by certain days, and it was not deemed expedient or essential to take up other vessels instead, *ib.* 686-692.

Further evidence in regard to the contracts entered into up to 26 May, and between that date and 29 June, and further statement of the objections which prevented any compromise or breach of contract with a view to quicker dispatch, *Mason* 1107-1125. 1146, 1147—Probably for about 20,000 *l.* a compromise might be effected for getting rid of the arrangements entered into up to 26 May, *ib.* 1111, 1112—Great distrust among the shipping interest if the contracts had been broken by the company, *ib.* 1113-1115—Doubt as to the President of the Board of Control having strongly urged the Directors to break the contracts, *ib.* 1116-1123.

Regret that the forces under engagement for India by the end of June were not transferred to fast sailing vessels, *Right Hon. R. V. Smith*, 1877. 1897-1899.

2. *Arrangements subsequently to the Receipt of the News of 29 June:*

Particulars as to its having been arranged in the first instance by the Court of Directors in communication with the Board of Control, to send out the troops, in sailing vessels, *Melville* 56-66. 74-78. 94-97. 105-114. 149, 150—There has been perfect harmony between the Board and the Court in regard to the employment of sailing and steam-vessels, *ib.* 65.

Of the four regiments sent out on the first requisition, it was determined to send two in steamers, and two in fast sailing vessels or “clippers,” *Mason* 279-283. 307, 308—The clippers taken up in July 1857 ranged from 800 tons upwards, *ib.* 291, 292.

Subsequently to the news of 29 July it was decided after due consideration to send one half of the troops in screw-steamers, and one half in clipper sailing-vessels, *Shepherd* 339, 340—The sailing ships first employed may all be said to have made good passages, *ib.* 483-485—Most naval men were at first in favour of the use of clippers on account of the uncertainty of coal for steamers, *ib.* 667, 668.

3. *Returns*

## Report, 1857-8—continued.

## SAILING VESSELS—continued.

## 3. Returns containing Particulars as to the Cost, Date of Sailing, Date of Arrival, &amp;c. of each Transport :

Return dated 5 February 1858, of the names of sailing-vessels, their tonnage, the number of men each carried, rate of passage-money, the date of taking up and of sailing, and the date of arrival, *App. p.* 198, 199—List of sailing vessels which proceeded to India with troops, between 1 June and 1 December 1857, together with the date of sailing, *ib.* 200.

Abstract of passages of sailing ships to Calcutta, &c., in 1857, *App. p.* 257, 258.

Statement of the regiments of cavalry, infantry, and artillery of Her Majesty's service, which have embarked for India from 1 July to 10 September 1857, showing the strength of each regiment, rate per head, name of ship, tonnage, destination, &c. according to the embarkation returns received at the adjutant-general's office to 10 September inclusive, *App. p.* 264-266—List of ships in the order of sailing, with their destination, place of embarkation, &c., made up to 10 September 1857 (corrected at Lloyd's), *ib.* 267—Statement of regiments of cavalry, infantry, and artillery of Her Majesty's service which have embarked for India from 11 September 1857 to 18 February 1858, *ib.* 268-270—List of ships in the order of sailing, with the destination, place of embarkation, troops on board, &c.; date of arrival, &c.; made up to 18 February 1858, *ib.* 271.

Return, dated 27 February 1858, of the names of transports taken up for India, their tonnage, horse-power, the number of men each carried, rate of passage-money, date of sailing, and date of arrival, as far as known; showing the number of days occupied in the passage by each ship, and the average length of the passage to each port or presidency, *App. p.* 276-279.

Statement of the regiments, troops, and detachments (or drafts) of cavalry, infantry, and artillery of Her Majesty's service, and of recruits for the East India Company's service, transported by the Company to the presidencies and ports of India by sailing ships or steam-vessels, or by the overland route, *viâ* Egypt, between the month of June 1857 and February 1858, both inclusive, specifying the names of the several vessels, the dates of departure of each from the port of embarkation, the dates of arrival in India, and the number of days occupied in the passage of each vessel from port to port, *App. p.* 281-293.

## 4. Generally as to the Employment of Sailing Vessels :

Reasons why the troops sent out under ordinary circumstances have been despatched in sailing-vessels; economy in this mode of transport, *Melville* 76, 77. 129. 141-143—It is calculated that a sailing-vessel will reach Bengal in about four months, *ib.* 151, 152—From March till the middle of August the season is favourable for sailing-vessels, and from August to March steamers are preferable, *Shepherd* 339, 361-363—Longer average passages of sailing ships than of steamers to different ports, as made up on 13 February 1858, *Mason* 1133, 1134.

Advantages of transport by sailing-vessels in all ordinary times, *Mangles* 1379—Necessarily different course of a steamer under sail and steam, and of a steamer under sail only, or of a clipper going to India, *Hoseason* 1795-1797—Frequent detentions in calms on the Cape route, *Engledue* 2596, 2597.

Statement of the average of fifty voyages to Bengal, twenty-five voyages to Madras, and fifty voyages to Bombay, by ships of not less than 1,200 tons belonging to the East India Company's late maritime service prior to the year 1832 inclusive, *App. p.* 308.

For the transmission of the ordinary reliefs, the Committee do not recommend the adoption of steamers in lieu of sailing vessels, *Rep. p.* iv.

See also *Board of Control. Chartering of Vessels. Cost. Delays in Sailing. Overland Route, 5. Steamers, 3. Tugs. Wood, Sir C.*

*Sea Route. See Board of Control. Court of Directors. Overland Route, 5. Sailing Vessels. Steamers.*

*Shadwan Island.* As regards a lighthouse constructed in this country by order of the Pacha of Egypt for the port of Suez, for which place it is not at all calculated, measures should be taken for its erection on Shadwan Island, *Harris* 967-974.

*Shepherd, Captain John.* (Analysis of his Evidence.)—Is member of the finance and home committee of the Court of Directors, in which committee all matters connected with the transport of troops to India are managed, 333—Special steps were first taken in regard to the transport of troops on the arrival on 29 June of the news of the Meerut affair, 334-337—The previous news of the disaffection at Barrackpore was accompanied by a letter from Lord Canning which said that the disaffection had passed away, 336.

On the receipt of the news of 29 June, it was decided to make requisition to the War Office for four additional regiments of infantry, 338. 473—In the employment of transport, it was decided after due consideration to send one-half of the troops in screw

Report, 1857-8—continued.

*Shepherd, Captain John.* (Analysis of his Evidence)—continued.

steamers and one-half in clipper sailing vessels, 339, 340—The season was favourable for sailing vessels, 339—Difficulty felt about the coaling of the steamers, 339, 365-371, 374—Arrangement for coaling at St. Vincent's, 339, 367-370, 374—Premium held out to the steamers to make speedy voyages, 339, 340.

Concurrence between the Board of Control and the Court of Directors, in regard to the arrangements for transport, 340—Particulars as to the passages of the several vessels; difference of only ten days in favour of the screw steamers, taking the average passage to Point de Galle, 340-360—Remarks relative to some discrepancies between witness's statement of the length of the passages and a statement emanating from the India House, 349-351, 418-420—Size of the steamers first employed; much larger steamers subsequently taken up, 357, 358, 361, 421, 422—From March till the middle of August the season is favourable for sailing vessels, and from August to March steamers are preferable, 361-363.

The general result has proved that screw steamers make quicker passages than sailing vessels, 364—Greater difference in favour of the steamers on the whole distance to Madras or Calcutta than to Point de Galle, 372, 373—In chartering the vessels the practice of accepting the lowest tender was departed from in order to select the best vessels without reference to expense, 375, 523, 643.

Verbal communication between the chairman of the Court of Directors and the Board of Control early in July relative to the use of the overland route, which ended in an intimation from the latter that for political reasons it was considered inexpedient to adopt that route, 377-388, 391-393—Witness was anxious from the first to use the overland route, 380, 381, 391-393, 402, 511-513, 525, 526—On 31 August a letter was written to the Board of Control relative to the overland route; reply of the latter thereto, 389-391—Ample supply of coals at Suez and Aden in connexion with the overland route, 394-401.

As regards the passage down the Red Sea, it was objected to by some that the heat would be injurious to the troops; character of the heat adverted to hereon, 402, 433-442—It was suggested by witness to send out about 200 men fortnightly by the Peninsular and Oriental Company's vessels; since September these vessels have been thus employed very successfully, 403-408, 443-448—Difference of opinion at first among the directors in regard to fortnightly detachments overland, 403, 533, 546-548, 572, 597-604—After a second letter from the directors in September, the Government decided on using the overland route, 409, 410.

Explanation in regard to the first batch of troops not having sailed till the latter end of July; the ships were required to be ready in ten days, but the troops were not ready under three weeks, 414-417—Saving of about a fortnight in the arrival of troops at Calcutta, and greater saving in arrival at Bombay and Kurrachee, if the troops had at first been sent overland, 423-432—Dates of arrival of the first troops sent by the sea route, 426.

Previously to 29 June, several vessels, including one steamer, had been taken up for sending out the ordinary reliefs, 449, 450—Reasons why the contracts entered into before 29 June were not quashed and engagements entered into for the employment of steamers, 451-457—Further evidence relative to the reluctance at first to employ steamers, on account of the difficulty about coals, 455-470—Premium offered for expediting the departure of the sailing vessels, 457—Reference to the views of Sir Charles Wood as not having been adverse to the employment of sailing vessels, 460, 461.

Advantage of steamers over sailing vessels in regard to the calms on the line, 461-468—Objection to having employed steamers merely to tow the laden steamers part of the way, in order that the coal on board might be sufficient, 469, 470, 557-562—Reference to a letter from the Board of Control to the Court of Directors on 4 September, directing that troops be sent *via* the Cape, in steamers; some clippers were taken up on this occasion, 471, 472, 474, 475—Further reference to the successful conveyance of troops by the Peninsular and Oriental Company, 476-480—The sailing ships first employed may all be said to have made good passages, 483-485.

At first the Court of Directors may be said to have had a *carte blanche* as regards transport arrangements, 486, 630-632—Subsequently the President of the Board of Control was induced by certain circumstances to call for particulars of the grounds upon which each vessel was taken up; exception taken to this proceeding as being inconsistent with the large discretion first reposed in the Directors, 486, 487, 631-660—Eventually the President's approval was obtained before terms for taking up any vessel were agreed upon; delay was not caused thereby, 486, 487, 634, 637, 657.

The check exercised by the Board of Control referred to the financial arrangement; there is no nautical officer connected with the Board, 488, 489—Some of the freights seemed unduly high, but were necessarily submitted to, 490—Evidence in approval of the non-employment of line-of-battle ships as transports; no formal application was made on this point to the Admiralty, but witness was anxious that a few ships should be sent out

## Report, 1857-8—continued.

*Shepherd, Captain John.* (Analysis of his Evidence)—continued.

out for the sake of the moral effect, 491-508. 566-569. 661-664—Witness does not wish to make any comment upon the political objections first raised to the adoption of the overland route, 508-512.

The present arrangement with the Peninsular and Oriental Company originated in witness's department, 513, 514—Witness never heard that vessels were in the first instance kept at Bombay or sent to Suez, in anticipation of the troops being sent overland, 515-518—Doubt as to the advantageous use of tugs in towing the "James Baines," or "Champion of the Seas," away from land in starting, 519-521. 563-565—On the whole witness considers that the transport arrangements have been carried out with much despatch and regularity, and with peculiar exemption from casualty, 522, 672-675—The staff of witness's department have been most efficient, and deserve much credit in the matter, 522. 669-671.

Probable difficulties to be encountered in sending troops at first by the Peninsular and Oriental Company's vessels, 525, 526—The monsoon as well as the heat rendered the passage from Suez to Bombay objectionable in the autumn months, 527, 528—Further evidence as to the chairman of the directors having in the first instance verbally communicated with the President of the Board of Control relative to the transmission of troops overland; circumstance of the matter not having been recorded by the Court, and of the President of the Board having denied that such communication was made, 529. 547, 548. 570-577. 582-604.

Objections made by the Commander-in-Chief in England to sending out the regiments in detachments, 531-533—Number of troops despatched overland in September and October, 534—Witness does not know any precise reason why the Government objections to the overland route did not continue after 14 September, 535-537—The difference about the overland route has been the only difference of any moment between the Board of Control and the directors, 538-541—The coal depôts at Aden, Suez, and Point de Galle are supplied from England, 542-545.

Further statement, as based on experience, that screw steamers are better than sailing vessels for the despatch of troops to India, 549-555—Prejudice to the health of the troops if they arrive in India during some of the months preceding October, 556—Witness proposed writing to Bombay for the despatch of transports to Suez, but this was not done, as the overland route was objected to at home, 570, 571. 578. 598-602—The directors were unanimous in favour of sending some troops overland, though no motion or minute was made on the subject, 572. 582-604—Great heat of the Red Sea at certain periods further adverted to, 579-581. 605-610.

If the overland route had been adopted at first, the troops would have commenced to arrive at Calcutta about the beginning instead of the middle of October, 611-616—Doubt whether the numerous civilians and military officers at first going out overland, need have materially interfered with the passage of troops by the same vessels, 617-625—Latterly, but not at first, eligible steamers could readily be had, 665, 666—Most naval men were at first in favour of the use of clippers, on account of the uncertainty of coal for steamers, 667, 668—Slight extent to which the touching at Point de Galle retards the passage to Calcutta, 676-678.

Remarks relative to the non-acceptance of proposals by Messrs. Croskey & Co., on the part of the European and American Steam Shipping Company in August and September, for sending troops overland and by the Cape, 679-682—Statement as to Mr. Melvill having been in error in regard to the deficiency of the Company's European troops at the outbreak of the mutiny, 683, 684.

As regards an intimation from Loid Panmure on 22 May, that the despatch of certain reliefs should be hastened, vessels had already been contracted or tendered for to sail by certain days, and it was not deemed expedient or essential to take up other vessels instead, 686-692—Difficulty about the transport of some medical officers adverted to, 693, 694—Probable explanation of considerable delay which occurred in September and October, before some artillery were embarked, 695.

*Sick Troops (Transport Accommodation).* Draft of a letter from Sir G. Clerk to Sir J. Melvill, dated 7 January 1858, relative to the defective arrangements for the sick in the transport of troops between Suez and India, and referring especially to the "Indus" and "Pekin," *App. p.* 294—Copy of a letter from Sir H. Storks to Sir G. Clerk, dated War Office, 2 January 1858, transmitting copy of letter from the Director-general of the Army Medical Department, and also copy of letter from Dr. Fraser in charge of the Military Hospital at Suez, relative to the want of proper accommodation for the sick on board certain transports from Suez to India, *ib.* 294, 295—Further letter from Sir H. Storks to Sir G. Clerk, dated 22 January 1858, relative to the want of proper accommodation for the sick, and transmitting a further letter and enclosure from Dr. Smith, on the subject, *ib.* 296.

Explanatory statement by Mr. Howell, the Secretary to the Peninsular and Oriental Company, dated 15 January 1858, *App. p.* 295, 296—Further explanatory statement Mr. Howell, dated 21 January 1858, *ib.* 297.

*Sick Troops (Transport Accommodation)*—continued.

Letter from the medical officer in charge of a detachment of Royal Engineers, proceeding by the "Nubia," between Suez and Calcutta, complaining of the absence of proper accommodation on board for the sick, *App. p. 297.*

Statement on the part of the India Board, dated 3 February 1858, that the explanation offered on the part of the Peninsular and Oriental Company is by no means satisfactory, *App. p. 297.*

Further letter from the Secretary to the Peninsular and Oriental Company, dated 6 March 1858, repeating former explanation in regard to the imperfect accommodation for the sick on board certain vessels of the company between Suez and Calcutta; the ships came to Suez without any previous knowledge of their being required to convey troops, yet such accommodation was contived that the men were landed in India in excellent condition, *App. p. 298.*

*Smith, Right Hon. Robert Vernon* (Member of the House). (Analysis of his Evidence.)—Previously to the arrival of the news of 29 June, witness's attention had not been drawn to the existence of symptoms of disaffection in the sepoy army as a matter of serious importance, 1799-1802—The news of 29 June was probably communicated to witness by the Court of Directors on the day of its arrival or the following day, 1803-1805—The momentous results which have followed the outbreak were by no means apprehended by witness on the arrival of the news of 29 June, 1806.

As regards the expression attributed to witness, "that he found it necessary to put the spur into the Court of Directors," he certainly considered that in some instances their action was not sufficiently prompt, 1807-1858—The 31st August was the date of the first official communication from the Court of Directors to witness, in favour of the use of the overland route, 1808-1810. 1824. 1862, 1863—Non-official character of the oral communications between the chairman and deputy chairman of the Court of Directors and witness, previously to 31 August, relative to the use of the overland route, 1809. 1852-1855.

Duty of the directors not to have trusted to one communication with witness if they considered the adoption of the overland route to be a matter of vital importance, 1809. 1861. 1911—Comment on the statement that the directors were deterred from more urgent representation in regard to the overland route, on account of the political objections assigned by witness against its adoption, 1812-1815. 1825. 1904-1906. 1911-1913—Shortly after 31 August, arrangements were entered into with the Peninsular and Oriental Company for sending small detachments overland, 1816.

Absence in the first instance of those preparations necessary in connexion with the despatch of troops overland, 1816. 1825-1827. 1842-1845. 1864-1867. 1894. 1903—Until after 31 August no communication was received from the Governor-General suggesting the use of the overland route, 1817, 1818. 1820, 1821—Witness did not understand from his interviews with the chairs previously to 31 August that they were formally representing the views of the court in regard to the overland route, 1823, 1824—Circumstance of the chairman of the Peninsular and Oriental Company having stated that the use of the overland route in July or August was altogether inexpedient, 1825-1827. 1846-1848.

Belief as to the great risk to the health of the troops if sent by the Red Sea earlier than September; grounds for this conclusion, 1827. 1878. 1894-1896. 1900-1902. 1907, 1908—Apprehension felt as to want of proper discipline among the troops if sent overland without previous preparation, 1827. 1842-1845. 1868-1871—Witness believes that the route was used at the earliest period at which proper arrangements could be made, 1828. 1852. 1878, 1879.

With regard to the despatch of troops in ships of war, Sir Charles Wood said there were no ships to spare, 1829-1832—Steps taken by witness in order to satisfy himself on the question of employing screw steamers; he by no means offered any obstacle on this score and was rather in favour of steamers, 1833-1841. 1872, 1873. 1880-1882—Explanation and justification of the course adopted by witness in giving the Court of Directors a certain discretion in taking up transports whilst he subsequently required a record of their proceedings in such matters, 1840. 1849-1851. 1874, 1875. 1909, 1910.

Absence of delay in the despatch of troops through any act of witness 1851. 1858—Advantage in some respects of the system of oral communication in the transaction of business, 1852-1854—No communication was made to witness as to the moral effect of sending out men-of-war, 1856—Practice generally in regard to the oral communication, or preliminary discussion between the chairs and witness before the adoption of any measure, 1859-1861. 1886-1889—Doubt whether the Peninsular and Oriental Company were instrumental in removing any political difficulties about the use of the overland route, 1876.

Regret that the forces under engagement for India by the end of June were not transferred to fast sailing vessels, 1877. 1897-1899—Regret also that screw steamers were not employed at an earlier period 1877—Excellent condition of the troops as sent out in both sailing and steam vessels, 1883-1885—Impression that the vessels of the Peninsular and Oriental Company, or of other mail-carrying companies, are not subject generally to the orders of Government, 1890-1893.

*Southampton to Alexandria.* Statement showing the average number of days occupied by the steamers of the Peninsular and Oriental Company to and from Southampton and Alexandria in the years 1850-56, *App p.* 262, 263.

**STEAMERS:**

1. *Arrangements in regard to the Employment of Steamers.*
2. *Difficulty on the score of Coaling.*
3. *Advantages respectively of Steamers and Sailing Vessels.*
4. *Suggestions by Captain Ford.*
5. *Returns containing Particulars as to the Cost, Date of Sailing, Date of Arrival, &c.*
6. *Conclusions of the Committee.*

1. *Arrangements in regard to the Employment of Steamers:*

Between the 7th and 14th July five or six small steamers were taken up, *Mason* 285-290. 300. 309-313—Larger steamers taken up after the second requisition for troops, *ib.* 297, 298.

Of the four regiments first sent out, after news of the mutiny, half were sent in screw steamers, *Shepherd* 339, 340—Premium held out to the steamers to make speedy voyages, *ib.* 339, 340—Size of the steamers first employed; much larger steamers subsequently taken up, *ib.* 357, 358. 361. 421, 422—Latterly, but not at first, eligible steamers could readily be had, *ib.* 665, 666—Large steamers taken up, irrespective of expense, upon its being settled that coal depôts would be available, *Mason* 1137-1140. 1158-1160.

Steps taken by witness in order to satisfy himself on the question of employing screw steamers; he by no means offered any obstacle on this score, and was rather in favour of the steamers, *Right Hon. R. V. Smith* 1833-1841. 1872, 1873. 1880-1682—Regret that screw steamers were not employed at an earlier period, *ib.* 1877.

2. *Difficulty on the score of Coaling:*

There was considerable difficulty at first about the employment of steam transports on account of the uncertainty in regard to the supply of coals at the Cape, &c., *Mason* 279. 284-289; *Shepherd* 339. 365-371. 374. 455-470. 1126, 1127—Arrangements for coaling at St. Vincent's, *Shepherd* 339. 367-370. 374—Objection to having employed steamers merely to tow the laden steamers part of the way in order that the coals on board the latter might be sufficient, *Shepherd* 469, 470. 557-562; *Harris* 1063-1065; *Milne* 1690-1693.

Difficulty about coaling, which induced the Admiralty at first to look unfavourably on the employment of screw vessels for transport to India, *Milne* 1728, 1729—Steps taken to keep up the supply of coals at the different stations, *ib.* 1730-1732—The Peninsula and Oriental Company's vessels coaled at St. Vincent's, *ib.* 1752.

The question of steam transport to India turns entirely on the supply of coal, *Hoseason* 1784—Nature of the coaling accommodation at Table Bay and Simon's Bay, *ib.* 1785-1787—Slight deterioration in having large depôts of coals, *Engledue* 2443-2445—Supply of coals available if the Peninsular and Oriental Company's steamers had taken troops *viâ* the Cape, *ib.* 2534-2545.

Statement as to the supply of coal, as shown in certain correspondence between Her Majesty's Government and the Court of Directors of the East India Company, or between Her Majesty's Government or the Court of Directors and the Peninsular and Oriental, the European and American, or other steam packet companies, *App p.* 201, *et seq.*

Account dated Admiralty 22 February 1858, showing the quantities of coal and patent fuel remaining in store at different ports on the 31st May and 30th June 1857; and the quantities shipped prior to 31 May 1857, but not received at the Cape at that date; and the quantities shipped in each month since 31 May 1857, *App p.* 255—Return showing the quantities of coals and patent fuel remaining in store at St. Vincent (Cape de Verdes), Ascension, and the Cape of Good Hope, on the 29th June 1857, *ib.*

3. *Advantages respectively of Steamers and Sailing Vessels:*

Number of men in proportion to the tonnage sent out respectively in a sailing ship and a steamer, *Mason* 293-296—Particulars as to the passage of the several vessels; difference of only ten days in favour of the screw steamers taking the average passage to Point de Galle, *Shepherd* 340-360—Remarks relative to some discrepancies between witness's statement of the length of the passage and a statement emanating from the India House, *ib.* 349-351. 418-420—The general result has proved that screw steamers make quicker progress than sailing vessels, *ib.* 364—Greater difference in favour of the steamers on the whole distance to Madras or Calcutta than to Point de Galle, *ib.* 372, 373—Advantage of steamers over sailing vessels in regard to the calms on the line, *ib.* 461-468.

Further statement, as based on experience, that screw steamers are better than sailing vessels for the despatch of troops to India, *Shepherd* 549-555—Screw steamers are better

**STEAMERS—continued.****3. Advantages respectively of Steamers and Sailing Vessels—continued.**

better than clippers for the Cape route, but probably are much more expensive, *Harris* 1089. 1095, 1096. 1103-1106—Evidence in consideration of the passages made respectively by the screws and clippers; admission that the former vessels are on an average the more desirable means of transport, *Mason* 1130-1134. 1148-1166. 1173-1183—The superiority of screw steamers over sailing vessels for so long a voyage, was not at first clearly apparent, and for several reasons it was not considered expedient to employ them exclusively, *Mangles* 1202-1206. 1287-1293. 1328—The possible breakage of machinery was one argument against the employment of screws, *ib.* 1203. 1290. 1328.

Equal or greater time taken by screw vessels than by clippers in going from England to the Cape, *Milne* 1671-1679. 1738-1741—The average length of passage of the Peninsular and Oriental Company's vessels to India was eighty-three days, *ib.* 1753.

Statement in favour of steamers as compared with sailing vessels for the Cape route, *Engledue* 2458-2464. 2546-2560—Witness always felt that steamers were far preferable to sailing vessels, *ib.* 2458-2464.

Length of passage of some of the Peninsular and Oriental Company's steamers when going to the Indian stations *viâ* the Cape; the shortest passage is seventy-six days, and the longest ninety, the average being about 82 days, *Allan* 2761-2764. 2776. 2781—These vessels do not coal on the route, *ib.* 2765—From 300 to 500 men might be sent in each of the Company's vessels by the Cape route, *ib.* 2766, 2767—Doubt as to any great advantage of steamers over sailing vessels for conveying troops by the Cape, *ib.* 2768-2786. 2792, 2793—Witness's Company had no ships available for the Cape route in July, *ib.* 2820-2822.

**4. Suggestions by Captain Ford:**

Statement by Captain Ford, dated 12 August 1857, containing suggestions for providing a class of large and powerful steam transports, *App. p.* 308.

**5. Returns containing particulars as to the Cost, Date of Sailing, Date of Arrival, &c.:**

Return, dated 5 February 1858, of the names of all steam transports, their tonnage, horse-power, the number of men each carried, rate of passage-money, date of taking up, and of sailing, and date of arrival, *App. p.* 198, 199—List of steamers which proceeded with troops between 1 June and 1 December 1857, together with the date of sailing, *ib.* 200.

Abstract of passages in 1857 of Her Majesty's ships and transports and freight ships, *App. p.* 257, 258.

Statement of the regiments of cavalry, infantry, and artillery, of Her Majesty's service, which have embarked for India from 1 July to 10 September 1857, showing the strength of each regiment, rate per head, name of ship, tonnage, destination, &c., according to the embarkation returns received at the Adjutant-general's office to 10th September inclusive, *App. p.* 264-266—List of ships in the order of sailing, with their destination, place of embarkation, troops on board each, made up to 10 September 1857 (corrected at Lloyd's), *ib.* 267—Statement of regiments of cavalry, infantry, and artillery of Her Majesty's service which have embarked for India from 11 September 1857 to 18 February 1858, *ib.* 268-270—List of ships in the order of sailing, with the destination, date of sailing, date of arrival, &c., made up to 18 February 1858, *ib.* 271.

Return, dated 27 February 1858, of the names of transports taken up for India (steamers or sailing vessels), their tonnage, horse-power, the number of men each carried, rate of passage-money, date of sailing, and date of arrival, as far as known; showing the number of days occupied in the passage by each ship, and the average length of the passage to each port or presidency, *App. p.* 276-279.

Statement of the regiments, troops, and detachments (or drafts) of cavalry, infantry, and artillery of Her Majesty's service, and of the recruits for the East India Company's service, transported by the Company to the presidencies and ports of India by sailing ships or steam-vessels, or by the overland route, *viâ* Egypt, between the month of June 1857 and February 1858, both inclusive, specifying the names of the vessels, the dates of the departure of each from the port of embarkation, the dates of arrival in India, and the number of days occupied in the passage of each vessel from port to port, *App. p.* 281-293.

Letter from Rear-Admiral Milne to the Chairman of the Committee, relative to the passages of certain screw and paddle-wheel steamers to the Cape, *App. p.* 307.

Return of passages made by certain screw and paddle-wheel steam vessels from England to the Cape, *App. p.* 307.

**6. Conclusions of the Committee:**

Resolution, that if steamers had been used in greater numbers, the reinforcements would have reached India more quickly than they did by sailing vessels; but that no evidence



## Report, 1857-8—continued.

## STEAMERS—continued.

6. *Conclusions of the Committee*—continued.

evidence has been laid before the Committee to show that, at the time the emergency arose, a greater amount of steam transport was attainable, whilst it has shown that grave doubts existed whether the supply of coal on the route would have been sufficient for a larger number of steam vessels than were actually employed, *Rep. p. iii. iv.*

Recommendation that steamers should for the future be always made use of, as far as possible, in urgent cases; but for the transmission of the ordinary reliefs the Committee would not recommend the adoption of so costly a mode of transport, *Rep. p. iv.*

*See also Board of Control. Chartering of Vessels. Cost. Delays in Sailing. European and American Steam Shipping Company. General Screw Steam Navigation Company. Overland Route, 5. Peninsular and Oriental Steam Navigation Company.*

*Storks, Colonel Sir Henry, K. C. B.* (Analysis of his Evidence.)—Secretary for Military Correspondence in the War Office, 1914—Has passed through Egypt and the Red Sea in the months of May and October; there were two deaths on board the vessel in the Red Sea in October 1851; 1915-1923—Believes that the passage of troops through Egypt in the summer months is very unhealthy, 1924-1927.

Contemplated raising of a regiment of the line in Canada, about one-half of the commissions in which are to be given to Canadian gentlemen, 1928-1935—Offers have been made in Canada to raise volunteer battalions, but they have not been accepted, 1936. 1938—Question at one time about raising a black regiment in Canada to be sent to India, 1936, 1937.

At the beginning of 1857 the establishment of Queen's troops in India was short by two regiments, 1939—The four regiments that embarked for China, and were subsequently diverted to India, were originally intended for India, and would have embarked at the same time independently of the Chinese affair, 1939-1943—In consequence of the news on the 9th April of the disaffection at Barrackpore, the Secretary of State for War at once took steps for increasing the force of Queen's troops in India; correspondence on the subject with the Board of Control, 1943-1952.

Instant action of the Secretary of State for War on receipt of the news of the 29th June, 1952—Lapse of time before the four regiments ordered on the 29th June were ready for embarkation; reference to a return as to the transport of these regiments, 1953-1955—Despatch of six regiments from the Cape to India in consequence of the mutiny, 1956, 1957—There are six battalions of the Mounted Rifles now at the Cape, 1958-1960.

Regiments brought from Malta and Gibraltar to England since the mutiny, and regiments sent thence to India, 1960, 1961—Delay before the 71st and 92d, sent respectively from Malta and Gibraltar, could be landed at Alexandria from the vessels of war that took them thither, 1962-1966. 1982-1989—Particulars relative to the German Legion, now scattered along the frontier territory at the Cape, 1967-1973. 1977-1981—Despatch of horses to India taken temporarily from the Cape Mounted Rifles, 1975, 1976—Doubt as to the expediency of putting the troops into barracks at Alexandria when they land there; barracks would probably be lent for the purpose, 1988. 2034.

Further evidence with reference to the unhealthy character of the Red Sea route at certain seasons, 1990-2012—Difficulty at first about the overland route on account of the political objections, the climate at that season, and the want of previous preparation, 2001—Facilities for transport overland for about eight months in the year, due arrangements being previously made, 2001-2007. 2019-2027. 2033-2035—Up to 18 February 38,799 men were sent from England with reference to the mutiny; witness considers this a very great feat, 2014-2018—Reference to the reports of Colonel Pocklington, Quartermaster-general in Egypt, as containing particulars in connexion with the despatch overland, 2028-2032.

*Stratford de Redcliffe, Lord.* Lord Stratford de Redcliffe saw at an early period the importance of the overland route, and got a firman from the Sultan on the subject, *Engledue* 2533.

*Suez.* Absence of difficulty in regard to coals at Suez or Aden, *Shepherd* 394-401; *Harris* 922-926; *Sir H. Leeke* 1575—The coal depôts at Suez, &c. are supplied from England, *Shepherd* 542-545—High price of coals at Suez; supplies are provided there by the East India Company and the Peninsular and Oriental Company, *Lumsden* 790-792—Want of accommodation for troops if detained at Suez; want of water, provisions, &c., *ib.* 770. 793, 794. 817-824. 827. 833, 834—Adequate supplies of provisions might have been had at Suez, *Harris* 914-921. 1031—Any detention of troops at Suez, which is a very healthy place, would not have been injurious, *ib.* 946-949—A small hospital has been established at Suez, *Sir H. Storks* 2001. 2021, 2022. 2025—Opinion that Suez is a very unfavourable depôt for the detention of troops, *Sir G. Clerk* 2259-2261.

The roadstead at Suez is perfectly safe, and there is very good anchorage there, *Engledue* 2323, 2324—Witness found Suez a peculiarly healthy place, *ib.* 2325—By means of

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 Reports, 1857-8—continued.
 

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*Suez*—continued.

of wells or reservoirs there is always a large supply of good water, *ib.* 2326-2339—  
 Large stock of provisions always kept at Suez by the Peninsular and Oriental Company,  
*Englédue* 2404-2406. 2572-2581; *Allan* 2823-2831—Supply of water at Suez further  
 adverted to, *Englédue* 2454, 2455. 2520-2522.

*Suez to Bombay or Calcutta.* See *Overland Route*, 6. 8.

## T.

*Tugs.* Doubt as to the advantageous use of tugs in towing the "James Baines" and  
 "Champion of the Seas" away from land in starting, *Shepherd* 519-521. 563-565.

"*Tyburnia*," The. Passage of eighty-seven days made by the "Tyburnia," sailing vessel,  
 to Ceylon, *Shepherd* 351. 461—Return showing the rate of passage money by this  
 vessel, the number of men carried, the date of sailing, and the date of arrival, &c., *App.*  
*p.* 198.

## W.

*War Department.* Instant action of the Secretary of State for War on receipt of the news  
 of 29 June, *Sir H. Storks* 1943-1952.—See also *Reinforcements*.

*Ward, Sir Henry.* See *Ceylon*.

*Wood, Sir C.* Reference to the views of Sir Charles Wood as not having been adverse to  
 the employment of sailing vessels, *Shepherd* 460, 461.

See also *Men of War*.

R E P O R T

FROM THE

SELECT COMMITTEE

ON

**TRANSPORT SERVICE;**

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX AND INDEX.

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*Ordered, by The House of Commons, to be Printed,  
26 June 1861.*

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*Martis, 26<sup>o</sup> die Februarii, 1861.*

*Ordered, THAT* a Select Committee be appointed to inquire into the Organisation and Management of those Branches of the Admiralty, War Office, India Office, and Emigration Board, by which the business of transporting, by means of Shipping, Troops, Convicts, Emigrants, Materials of War, Stores, and any other similar Services, is now performed.

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*Lunæ, 4<sup>o</sup> die Martii, 1861.*

*Ordered, THAT* the Committee do consist of Seventeen Members.

Committee nominated of—

Mr. Lindsay.	Mr. Henry Baillie.
General Peel.	Mr. Kinnaird.
Lord Clarence Paget.	Mr. Brooks.
Mr. T. G. Baring.	Mr. Caird.
Sir Frederic Smith.	Admiral Duncombe.
Mr. Fortescue.	Colonel Dickson.
Colonel Lindsay.	Mr. DalGLISH.
Sir Michael Seymour.	Mr. Longfield.
Mr. Jackson.	

*Ordered, THAT* the Committee have power to send for Persons, Papers, and Records.

*Ordered, THAT* Five be the Quorum of the Committee.

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*Lunæ, 17<sup>o</sup> die Junii, 1861.*

*Ordered, THAT* the Report from the Select Committee on the Transport Service in Session 1860, be referred to the Committee.

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*Mercurii, 26<sup>o</sup> die Junii, 1861.*

*Ordered, THAT* the Committee have power to report their Observations, together with the Minutes of Evidence taken before them, to The House.

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REPORT - - - - -	p. iii
PROCEEDINGS OF THE COMMITTEE - - - - -	p. ix
MINUTES OF EVIDENCE - - - - -	p. 1
APPENDIX - - - - -	p. 71
INDEX - - - - -	p. 93

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R E P O R T.

THE SELECT COMMITTEE appointed to inquire into the ORGANIZATION and MANAGEMENT of the Branches of the ADMIRALTY, WAR OFFICE, INDIA OFFICE, and EMIGRATION BOARD, by which the Business of TRANSPORTING by means of SHIPPING, Troops, Convicts, Emigrants, Materials of War, Stores, and any other similar Services is now performed; —HAVE considered the matters to them referred, and have agreed to the following REPORT:—

YOUR Committee, in considering the matters referred to them by the House, have examined witnesses from the various departments of the Government, as also others engaged in commerce conversant with the subject.

During the Peninsular War the whole of the transport service was conducted by a Board consisting of five commissioners, a secretary, accountant, and a large staff of surveyors and clerks. This Board corresponded directly with each of the various departments of the Government, and with the agents and masters of transports; but shortly after the close of the war it was abolished, and the business was transferred to the Navy Board, the duties of which were, in 1830, merged in the Board of Admiralty. From that period till February 1855, the business was mainly conducted by the Comptroller of the Victualling and Transport Service, under the supervision and control of one of the Lords Commissioners of the Admiralty; but when this country suddenly found itself at war with Russia the pressure brought to bear upon the transport branch of the service was so great; and the more legitimate duties of the Superintending Lord, were so numerous and so arduous, that the transport department was unable to carry out its duties satisfactorily.

It appears by the evidence that at the time to which your Committee refer there was "no perfect system" by which the number of troops, and the quantities description of stores despatched to the seat of war could be ascertained without much labour. For these and other reasons a Transport Board was established in February 1855, and continued in operation till the early part of 1857, after the Russian war was brought to a termination. This Board was composed of a naval officer as chairman, one military member, and a gentleman from the merchant service. It had also a secretary with the requisite staff of surveyors and clerks, and through the medium of its chairman was daily in direct and close communication with the Secretary of State for War and the Lords Commissioners of the Admiralty, to whom it was more immediately responsible.

It appears that the sums voted for the hire of transports were in 1854-55, 3,582,474 *l.*; in 1855-56, 5,181,465 *l.*, and in 1856-57, 6,971,537 *l.*, showing a total in those three years of 15,735,476 *l.* It has been stated in evidence to your Committee, that previously to the formation of this Transport Board, the average rate of hire paid to sailing vessels was 27 *s.* 6 *d.* per ton; but when the Board was in existence, the rates at which similar vessels were engaged averaged only 16 *s.* 6 *d.* per ton; and the rates paid for steam ships were reduced from 60 *s.* to, in many instances, 30 *s.* per ton register per month. It has been further stated in evidence to your Committee, that by the reduction of rates, and by the change of system, a saving was effected of no less than 1,080,540 *l.* per annum; but your Committee are of opinion that this enormous gain is also in some measure to be attributed to the greater supply of shipping which was

Q. 2769.

511.

596.

557. 2109. 2155.

557.

561.

567.

511.

603.

3085.

515.

516, 517.

527.

2179, et seq.  
723.

offered as the war progressed, and the consequent reduction in the rates of freight.

175.  
410. S. S.

3117.  
894.  
570, 571, 593.

The branch of the Transport Service at present under the Admiralty is conducted in as satisfactory a manner by the Comptroller of Victualling and Transports as the system will permit, but which is not applicable to a time of war. It is now as it was previous to 1855, under the superintendence of one of the Lords Commissioners of the Admiralty; and there is very little change in the system which then existed. The cargo books introduced by the Transport Board have been partially discontinued, and the code of regulations which it compiled in 1857 before its dissolution has never been adopted. But apart from the necessity of a change in the entire system of transport, the duties of engaging and fitting vessels for the conveyance of troops and stores, and the purchase and examination of provisions for the Navy, seem to your Committee to be of so widely different a character that it would tend to the interest of the public service if they were separated.

32-35.  
178, 242, 244.  
181.

The vessels employed by the Comptroller of Victualling and Transports are engaged in various ways, and often at very different rates. Sometimes the vessels are hired by the month. At other times they are engaged at a fixed sum for the passage or the voyage. In many cases at a certain rate per man, with or without provisions, depending upon circumstances and the nature of the voyage. When large quantities of stores require to be transported, a ship or ships are chartered expressly for the purpose. When less than 300 tons have to be forwarded, space at an agreed rate per ton is hired in a vessel loading for the port to which these stores are destined. In almost every instance, the tonnage is engaged by public tender, and your Committee have every reason to believe that, unless when there is a very extraordinary demand for shipping, the rates of freight demanded by the shipowners, and paid by the public, do not exceed the current rates in the market at the time. In some instances they are lower.

17.  
Vide App. (B).  
137, evidence,  
second session.  
500. S. S. et seq.

Vide Appendix.

133. S. S.

148. S. S.

243. S. S.  
Vide Appendix.

326. S. S.  
1460, 1486, 1490.  
1495.

Vide App. S. S.

Besides the private vessels chartered in the manner just named, there are various steam transports belonging to the Government, which are solely under the control and management of the Admiralty. Last year, as appears by the evidence, the Government owned eight, varying in size from 1,475 to 3,700 tons register; but since that time two of these vessels have been lost, so that the number is now reduced to six, four of which have during the last two years been chiefly employed in Her Majesty's service in China. The relief of troops on the Home, Mediterranean and West India stations has therefore, during that time, been carried on by these two vessels, with the aid of private ships hired for the service.

Your Committee have had much conflicting evidence as to the relative cost to the country of Government and hired transports. Captain Eden is of opinion that it is necessary for the Government to possess not less than eight powerful troop ships of its own, and he states that the employment of those vessels ought to be confined to the Home, Mediterranean, Cape of Good Hope, and West India stations; but he is not prepared to say that it would be more economical to transport troops and stores in those vessels than it would be in ships hired for the special service. Mr. Willis, of the Transport Office, goes much farther, and recommends, on the ground of economy, that not merely all the ordinary reliefs should be conducted in Government troop ships, but that such vessels should be employed in the transport of troops to and from India, and he has furnished your Committee with estimates with a view of corroborating his statement. On the other hand, Mr. Mason, the secretary to the Transport Department of the India Office, is of opinion that Government vessels ought not to be employed in the transport of troops to and from India; and Mr. C. A. Wood, formerly of the Emigration Office, has furnished your Committee with calculations for the purpose of showing that the employment of such vessels would entail a very serious loss to the country.

Vide Appendix.

Your Committee have had also before them, the evidence and returns which Sir Alexander Milne gave to the Royal Commission on Manning the Navy. They are based upon 13 years' experience at the Admiralty, and upon the actual cost of Government and hired transports, and appear to your Committee to show conclusively that, as a general rule, Government transports are much more costly

SELECT COMMITTEE ON TRANSPORT SERVICE.

v

costly than hired troop ships ; and considering the vast extent of the mercantile marine of this country, and the magnificent steam ships and vessels of every description, which can at all times be obtained, your Committee are of opinion that Government should in future rely still more on the mercantile marine for the transport of troops.

App. pp. 387-389.  
App. p. 385.  
243. S. S. *et seq.*  
294. S. S. *et seq.*  
439. S. S. *et seq.*  
600. S. S. *et seq.*  
*Vide* App. S. S.

From the evidence of Mr. Mason, it appears that the transport of troops and stores to and from India is conducted by the Marine Branch of the East India Office independently, and without reference to any other department of the Government. This branch of the Transport Service has been well and economically conducted.

1439.

The Marine Branch of the East India Office, has, besides the transport of troops and stores, other and important duties to perform, such as the supervision of the Marine Departments in India, and the conduct of all correspondence connected with maritime affairs in which India is interested.

1760.

The Emigration Office is another department of the Government engaging shipping independently of either the Transport or India Office.

Mr. Murdoch, the Chairman of the Emigration Board, states in his evidence, that during the 13 years he has filled that office, 883 ships have been despatched with 261,000 emigrants, to distant stations. Out of that large number only one vessel has been lost, and the mortality of the passengers which on the average did not exceed 1.89 per cent. fell as low in 1859, as to be under one per cent. Emigration has, however, greatly diminished, and now only about 6,000 persons are annually despatched by this Office, whereas in 1854, 41,000 emigrants were sent to Australia and our other colonies.

993.

This department also engages many of the vessels required for the conveyance of Chinese emigrants and coolies to our colonies ; and reports on all casualties to emigrant or coolie ships. It has further to correspond with the emigrants and select and collect them at the port of embarkation. For the performance of these duties it has depôts at the principal sea ports of this country, agents or correspondents throughout the United Kingdom, and at all the leading ports of our colonies and possessions, as well as an efficient staff of clerks and surveyors in London. But the emigration office has other duties to perform of an entirely different character. It examines all laws passed by the Colonial Legislatures relating to land, reports on claims to land, draws up the leases for minerals, and drafts orders in Council relating to land or emigration.

964.

It has recently been employed to forward to India the wives and families of European soldiers serving in that country.

Besides these three departments now acting independently of each other in the transport of troops, passengers, and stores, the War Office and Commissariat have occasionally, in time of war, engaged vessels for their own purposes.

587.

Your Committee, after a most careful inquiry, consider that the whole system requires consolidation and reform. Even in peace there is a great want of harmony. Each department has different forms of charter-parties, different scales of provisions, different modes of fitting and ventilating the ships, and the regulations which guide each are different, and in many cases conflicting. At times there is unnecessary competition, which is injurious to the public service, inasmuch as the various departments are often advertising for tonnage at the same moment, and consequently rates of freight are enhanced to the benefit of the shipowners and to the public loss.

276. 801. 2328.  
414. S. S. *et seq.*  
519. S. S. 2414.  
2905. 2459.

254. 1  
2950 *et seq.*

There is also the permanent cost to the country of maintaining three departments to perform a service which, in the opinion of your Committee, could be more economically and more efficiently conducted by one compact and well regulated office. But it is on the sudden emergency of war, when prompt action and undivided responsibility are so much wanted, that the necessity of a change becomes alarmingly apparent. Requisitions pour in from the military authorities for the immediate transport of troops, and the shipment of enormous quantities of stores. At that very moment the whole staff of the victualling and transport office is engaged in the purchase, selection and shipment of provisions and stores for the navy ; and the superintending lord has so much to do in the outfit

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and manning of the vessels of the royal navy, and is so fully occupied with various important matters immediately connected with his other duties, that it is quite impossible for him to attend to the engagement of merchant vessels, the embarkation of troops and the shipment of military stores. Your Committee have been furnished with the clearest and most conclusive evidence on this point.

The consequences are that either the victualling of the navy or the transport of troops cannot but be neglected, and, as was the case at the outbreak of the Russian war, great loss to the public service must ensue. Your Committee therefore recommend :—

275. 521. S.S.  
413. S.S.  
  
2778.  
2109 *et seq.*  
276. 2774.  
574. 801. 1247.  
1109 *et seq.* 2411.  
2906. 414. S.S.  
*et seq.*  
74. 578. 676-682.  
1050.  
2945.

1st. The immediate separation of the Transport from the Victualling Department of the Admiralty.

2dly. The removal from the India Office of the transport of all troops and stores to and from our East India possessions.

3dly. The abolition of the Emigration Office, and consequently the transfer to the Colonial Office, to which it legitimately belongs, of all business connected with the various laws passed by the Colonial Legislatures relating to land or emigration, the consideration of land claims, the preparation of mineral leases, the framing of orders in council relating to land, and all similar duties now performed by the Commissioners of Emigration.

73. 574 *et seq.*  
2109. 522. S.S.  
2777. 2785 *et seq.*  
3152. 3252.  
3135, 3136.  
2906. 622. S.S.  
416. S.S.

Simultaneously with these important, but necessary changes, your Committee recommend the formation of a distinct and separate Transport Office on the principle of the late Transport Board, properly organised, and directly responsible to a Department of the State, for transport of every kind required by the Government to any part of our coast, and to all our colonies and possessions, including India.

2185 *et seq.*

Under the charge of this office your Committee recommend that there should be placed the depôts at Southampton, Birkenhead and Plymouth, and so much of the valuable and already organised machinery of the Emigration Office as may be found necessary, as also the services of the most competent agents, clerks and surveyors now attached to the India Transport and Emigration Offices who may be willing to transfer their services if required.

2906-2913.

When these changes are effected, every department of the Government requiring transport would apply to the Transport Office, the head of which office should be held responsible for the quality and soundness of all vessels engaged by it, and the manning, fitting, provisioning and ventilating of those vessels. He should also be responsible for the stowage of all cargo, and for due care of the health, comfort and safety of all troops and Government passengers, from the time they were embarked till landed at their port of destination. Separate and distinct accounts should, in the opinion of your Committee, be kept at the Transport Office of the cost of the work done for each department of the Government, and rendered periodically, and a distinct estimate of the entire annual cost, divided into separate heads, should be annually laid before Parliament as a Transport Estimate.

146i

For instance, if the Secretary of State for War gave an order for the transport of 1,000 troops from Woolwich to Malta, the cost should be debited to the War Office. The certificate from the officer commanding the troops at Malta, to the effect that the work had been satisfactorily performed, would, when countersigned at the Transport Office, entitle the owners of the vessels hired for the service to receive payment of the freights due to them. All other departments requiring transport should be debited with the cost in a similar way.

*Vide*

*in Appendix*

The Transport Office should be required to report to their responsible Minister on all casualties at sea, to any ships, or to any persons or goods in ships engaged by them; and it would be advisable that one of their officers should board every vessel arriving in this country with troops or invalids, receiving, previous to disembarkation, a report from the surgeon of the sanitary condition of the vessel, and a copy of his journal on the voyage to be recorded for reference at this office. With observations thus compiled of all occurrences on the voyage affecting the health of the troops, vast improvements might be effected,



effected, tending materially to the greater efficiency and economy of this most important branch of the public service.

The duties to be performed at the new transport office will demand the care of able, efficient, and experienced men, whose appointments should rest upon knowledge and merit, apart from all political considerations. Even in periods of peace their time will be fully occupied; and in the emergency of war, the organisation can be so extended by the addition of temporary clerks, surveyors, and other subordinates, that the office ought to be competent to meet, with promptitude and efficiency, every demand, however great, made upon it for the conveyance of troops, munitions of war and other stores. By means of a well-organised establishment, the work ought to be done in such a manner as to preclude the possibility of the public again sustaining those losses to which the country was subjected during the early part of the war with Russia.

2922 *et seq.*

The advantages to be derived from the changes your Committee venture to recommend would be:—

1st. Direct responsibility in the event of casualties to either the troops, public passengers, or stores, from the time they were embarked till they were landed at their port of destination. Differences of opinion, as to who was in fault, could hardly then arise, as there would be only one department whose defined responsibility would commence from the time that orders were issued for the shipment of troops, stores, &c. &c., till these were exchanged for certificates of disembarcation.

2dly. Greater efficiency and economy. Well-matured regulations would be framed, and the competition between the various offices which now enhances the rates of freight would cease; and,

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3dly. The conflicting conditions now imposed by the various public departments engaging shipping, in regard to the manner in which vessels are to be fitted, ventilated, stowed and provisioned, and which are found to be injurious, could, by the proposed amalgamation, be brought into perfect harmony.

Your Committee have had very important, but somewhat conflicting evidence in regard to the Minister under whose charge the Transport Office should be placed; but they are of opinion that this new department should be placed under the sole control of the Lords Commissioners of the Admiralty. The weight of authority is unquestionably in favour of this course, and the reasons given in support of it are, as a whole, unanswerable.

2109 & 2111 *et seq.*  
1057 *et seq.*  
2337 *et seq.*  
2785 *et seq.*  
531. S. S. *et seq.*  
427. S. S. *et seq.*  
3145.

Your Committee are of opinion that after the inspection and approval of a vessel by the transport office for the conveyance of troops, the military officer charged with the embarkation of the troops should not have power of himself to disturb the arrangements sanctioned under proper authority; but he should represent anything which may appear to him to be deficient, for decision previous to the sailing of the ship. In future the Commissioners of transports should, under the control of the First Lord of the Admiralty, be responsible for all details incidental to the service. If they are not so, the inevitable consequences, apart from matters of a more serious nature, must be an increased expense to the country, as shipowners will necessarily charge extra rates of freight for their liabilities under a system of double inspection, and the conflicting opinions of officers serving under two different departments.

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1316, 1317.  
2064.  
460. S. S.

As the army reliefs affect very materially the cost of transport, your Committee consider that their report would be incomplete if they did not direct the attention of your Honourable House to the evidence they have received upon this important question. Regiments, it would appear, are often kept abroad for very long periods, and their deficiencies supplied by annual draughts. But as the casualties by death, invaliding, and discharge to our soldiers in India are never less than 10 per cent. per annum, the men, according to the evidence of Colonel Gordon, are "practically changed twice in 10 years." It has been proposed to substitute for those annual draughts, reliefs by entire battalions every fifth year; but your Committee would hesitate to offer any opinion either on the military reasons in favour of transporting entire battalions to India or the difficulties

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1881  
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viii REPORT:—SELECT COMMITTEE ON TRANSPORT SERVICE.

2419. 2737. 2981. in the way of carrying into effect so great a change in the system of Indian  
App. 9, p. 389. relief; this proposal, however, has raised the question of the saving which could  
App. No. 5, p. 294. be effected by the hire of vessels for the voyage to and from India, and as it has  
been stated to your Committee by witnesses whose opinions on such matters  
ought to have great weight, that vessels could be engaged for the double voyage  
at 30*l.* per man, including provisions, &c., &c., your Committee recommend the  
suggestion of thus engaging vessels to the favourable consideration of the  
Government.

In conclusion, your Committee have not considered it necessary to offer an  
opinion at any length upon matters of mere detail. Such matters can be best  
understood by reference to the evidence, and ought to be dealt with by the  
Executive. But having given to the questions, involving great principles,  
referred to them, their most earnest and attentive consideration, they trust  
that your Honourable House will support the recommendations of your Com-  
mittee, so that these may receive at an early period the attention of Her  
Majesty's Government.

26 June 1861.

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PROCEEDINGS OF THE COMMITTEE.

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*Lunæ, 11° die Martii, 1861.*

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MEMBERS PRESENT :

Admiral Duncombe.	Mr. Baillie.
Sir Frederic Smith.	Mr. Jackson.
Mr. Longfield.	Mr. Brooks.
Mr. Kinnaird.	Mr. Dalglish.
Mr. Lindsay.	

Mr. LINDSAY was called to the Chair.

The Committee deliberated as to their course of proceedings.

[Adjourned to Tuesday, March 19, at One.

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*Martis, 19° die Martii, 1861.*

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MEMBERS PRESENT :

Mr. LINDSAY in the Chair.

Admiral Duncombe.	Mr. Kinnaird.
Mr. Longfield.	Colonel Dickson.
Mr. Brooks.	Mr. Dalglish.
Lord Clarence Paget.	

Mr. *John William Smith* and Admiral *Robert Craigie* examined.

[Adjourned to Tuesday, 9th April.

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*Jovis, 11° die Maii, 1861.*

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MEMBERS PRESENT :

Mr. Lindsay.	Colonel Dickson.
Admiral Duncombe.	Mr. Jackson.
Sir Michael Seymour.	Mr. Baring.
Mr. Longfield.	Mr. Kinnaird.
Lord Clarence Paget.	Mr. Dalglish.
Mr. Brooks.	Sir F. Smith.

Captain *Charles Eden*, R.N., C.B., and Mr. *William Willis* examined.

Room cleared.

The Committee deliberated.

[Adjourned to Thursday next, at One o'clock.

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## PROCEEDINGS OF THE

*Jovis, 25<sup>o</sup> die Aprilis, 1861.*

## MEMBERS PRESENT:

Mr. LINDSAY in the Chair.

Admiral Duncombe.  
Mr. Longfield.  
Sir Michael Seymour.  
Lord Clarence Paget.  
Mr. Kinnaird.  
Mr. Hy. Baillie.

Mr. Jackson.  
Mr. Dalglish.  
Mr. Caird.  
Colonel Dickson.  
Mr. Brooks.

Mr. *William Willis* further examined:The Right Honourable Sir *James R. G. Graham*, a Member of the House, examined.

[Adjourned to Thursday next, at One o'clock.]

*Jovis, 2<sup>o</sup> die Maii, 1861.*

## MEMBERS PRESENT:

Mr. LINDSAY in the Chair.

Admiral Duncombe.  
Mr. Jackson.  
Colonel Dickson.  
Lord Clarence Paget.  
Mr. Kinnaird.

Mr. Baillie.  
Sir Michael Seymour.  
Mr. Dalglish.  
Mr. Brooks.

The Right Honourable the Earl of *Dalhousie*, Mr. *John Chas. Mason*, Mr. *Alexander Wood*, and Sir *Morton Peto*, examined.

[Adjourned to Wednesday, 12th June, at One o'clock.]

*Mercurii, 12<sup>a</sup> die Junii, 1861.*

## MEMBERS PRESENT:

Mr. LINDSAY in the Chair.

Admiral Duncombe.  
Lord Clarence Paget.  
Mr. Longfield.  
Mr. Brooks.  
Mr. Baring.  
Mr. Jackson.

Sir Michael Seymour.  
Mr. Kinnaird.  
Mr. Caird.  
Mr. H. Baillie.  
Mr. Dalglish.

Report proposed by the Chairman, read a first time, as follows:—

“The Select Committee appointed to inquire into the Organization and Management of the Branches of the Admiralty, War Office, India Office, and Emigration Board, by which the Business of Transporting by means of Shipping, Troops, Convicts, Emigrants, Materials of War, Stores, and any other similar Services is now performed;—Have considered the matters to them referred, and have agreed to the following Report:—

“Your Committee, in considering the matters referred to them by the House, have examined witnesses from the various departments of the Government, as also others engaged in commerce conversant with the subject.

“During the Peninsular War the whole of the transport service was conducted by a Board consisting of five commissioners, a secretary, accountant, and a large staff of surveyors and clerks. This Board corresponded directly with each of the various departments of the Government, and with the agents and masters of transports; but shortly after the close of the war it was abolished, and the business was transferred to the Navy Board, the duties of which

which were, in 1830, merged in the Board of Admiralty. From that period till February 1855, the business was mainly conducted by the Comptroller of the Victualling and Transport Service, under the supervision and control of one of the Lords Commissioners of the Admiralty; but when this country suddenly found itself at war with Russia, the pressure brought to bear upon the transport branch of the service was so great; and the more legitimate duties of the Superintending Lord were so numerous and so arduous, that the victualling and transport department fell into a state of great confusion.

"It appears by the evidence that at the time to which your Committee refer there was no system whatever as to any record of what the ships were doing, that an account of the number of troops, and of the quantities and description of stores despatched to the seat of war could only be ascertained with much labour, and that if a ship had proceeded to any other than her port of destination there would have been 'great difficulty' in tracing what became of her cargo. For these and other reasons a Transport Board was established in February 1855, and continued in operation till the early part of 1857, when the Russian war was brought to a termination. This Board was composed of a naval officer as chairman, one military member, and a gentleman from the merchant service. It had also a secretary with the requisite staff of surveyors and clerks, and through the medium of its chairman was daily in direct and close communication with the Secretary of State for War and the Lords Commissioners of the Admiralty, to whom it was more immediately responsible.

It appears that the sums voted for the hire of transports were in 1854-55, 3,582,474 l.; in 1855-56, 5,181,465 l.; and in 1856-57, 6,971,537 l., showing a total in those three years of 15,735,476 l. It has been stated in evidence to your Committee, that previously to the formation of this Transport Board, the average rate of hire paid to sailing vessels was 27 s. 6 d. per ton; but when the Board was in existence, the rates at which similar vessels were engaged averaged only 16 s. 6 d. per ton; and the rates paid for steam ships were reduced from 60 s. to, in many instances, 30 s. per ton register per month. It has been further stated in evidence to your Committee, that by the reduction of rates, and the change of system, a saving was effected of no less than 1,080,540 l. per annum; but your Committee are of opinion that this enormous gain is in part to be attributed to the greater supply of shipping which was offered as the war progressed, and the consequent reduction in the rates of freight.

"The transport service is at present conducted in as satisfactory a manner as the system will permit by the Comptroller of Victualling and Transports. It is now as it was previous to 1855, under the superintendence of one of the Lords Commissioners of the Admiralty; and there is very little change in the defective system which then existed. The cargo books introduced by the Transport Board have been discontinued, and the code of regulations which it compiled in 1857 before its dissolution has never been adopted. But apart from the necessity of a change in the system, the duties of engaging and fitting vessels for the conveyance of troops and stores, and the purchase and examination of provisions for the Navy, seem to your Committee to be of so widely different a character that it would tend to the interest of the public service if they were separated.

"The vessels employed by the Comptroller of Victualling and Transports are engaged in various ways, and often at very different rates. Sometimes the vessels are hired by the month. At other times they are engaged at a fixed sum for the passage or the voyage. In many cases at a certain rate per man, with or without provisions, depending upon circumstances and the nature of the voyage. When large quantities of stores require to be transported, a ship or ships are chartered expressly for the purpose. When less than 300 tons have to be forwarded, space at an agreed rate per ton is hired in a vessel loading for the port to which these stores are destined. In almost every instance, the tonnage is engaged by public tender, and your Committee have every reason to believe that, unless when there is a very extraordinary demand for shipping, the rates of freight demanded by the ship-owners, and paid by the public, do not exceed the current rates in the market at the time. In some instances they are lower.

"Besides the private vessels chartered in the manner just named, there are various steam transports belonging to the Government, which are solely under the control and management of the Admiralty. Last year, as appears by the evidence, the Government owned eight, varying in size from 1,475 to 3,700 tons register; but since that time two of these vessels have been lost, so that the number is now reduced to six, four of which have during the last two years been chiefly employed in Her Majesty's service in China. The relief of troops on the Home, Mediterranean and West India stations has therefore, during that time, been carried on by these two vessels, with the aid of private ships hired for the service. The number of men conveyed in hired vessels coastwise during 1860, appears from a return deposited by Mr. Richards to have amounted to 575 officers, 14,861 men, and 1,021 horses, coastwise; and 71 officers, 1,517 men, and 6 horses, to and from the Mediterranean and West India stations, besides the usual number of women and children, at a cost to the country of 28,320 l. 10 s. 8 d., including provisions and fodder. So that, in fact, the whole charge to the country of effecting the above reliefs does not amount to the annual cost of one of Her Majesty's troop ships.

133. S. S. "In the face, however, of these returns, your Committee have had much conflicting evidence as to the relative cost to the country of Government and hired transports. Captain Eden adheres to the opinion that it is necessary for the Government to possess eight troop ships of its own, while half that number is sufficient to perform the work he recommends; for he states that the employment of those vessels ought to be confined to the Home, Mediterranean and West India stations, and that they should not be dispatched to any port beyond the Cape of Good Hope. He is not, however, prepared to say that it would be more economical to transport troops and stores in those vessels than it would be in ships hired for the special service. Mr. Willis, of the Transport Office, goes much farther, and recommends, on the ground of economy, that not merely all the ordinary reliefs should be conducted in Government troop ships, but that such vessels should be employed in the transport of troops to and from India, and he has furnished your Committee with elaborate estimates with a view of corroborating his statement. On the other hand, Mr. Mason, the secretary to the Transport Department of the India Office, is of opinion that Government vessels ought not to be employed in the transport of troops to and from India; and Mr. C. A. Wood, formerly of the Emigration Office, has furnished your Committee with calculations for the purpose of showing that the employment of such vessels would entail a very serious loss to the country.
148. S. S.
243. S. S. *Vide Appendix.*  
1460. 1486. 1490. 1495.  
*Vide App. S. S.*
- Vide Appendix.*  
490. S. S.
- 2189-2797. 3178.  
382-1460, *et seq.*  
2115. 2249. 2256.  
2272-2191.  
App. pp. 387-389.  
App. p. 385.  
243. S. S. *et seq.*  
294. S. S. *et seq.*  
439. S. S. *et seq.*  
600. S. S. *et seq.*  
*Vide App. S. S.*  
675. S. S. *et seq.*  
485. S. S.  
689. S. S. *et seq.*  
2189-2215.
- "Your Committee have had also before them, the evidence and returns which Sir Alexander Milne gave to the Royal Commission on Manning the Navy. They are based upon 13 years' experience at the Admiralty, and upon the actual cost of Government and hired transports, and appears to your Committee to settle this question conclusively. Independently altogether of insurance, interest and depreciation, his evidence, confirmed by the accounts he has furnished, shows that the cost of transport in Government troop ships is no less than 100 per cent. greater than the sum for which similar services could be as efficiently performed in vessels hired for the purpose. Though the mode in which the Admiralty accounts are kept renders it difficult to ascertain the actual cost to the country of Her Majesty's troop ships, nevertheless the evidence furnished to your Committee has been altogether conclusive in regard to the greater economy of hiring vessels when their services are required, and considering the vast extent of the mercantile marine of this country, and the magnificent steam ships and vessels of every description, which can at all times be obtained, your Committee are of opinion that it is not advisable to increase the number of transports now owned by Her Majesty. Those six vessels, if not despatched to China and other remote parts, as has been the case during the last two years, would, in the opinion of your Committee, be more than sufficient to effect the ordinary reliefs on the Home, Mediterranean, and West India Stations, and their services, as a rule, should be retained especially for that object. But as some of those vessels are not so efficient as could be desired, and as many of the witnesses familiar with the transport of soldiers and the wants of the service (while admitting that the cost of Government troop ships is greater than that of vessels hired for the service) consider it to be expedient and politic that a limited number of troop ships should be retained, your Committee are of opinion that as those six vessels now possessed by the Government wear out, or are lost, it might be desirable to replace them by others of a class somewhat similar to the 'Himalaya,' but of smaller dimensions.
1439. "From the evidence of Mr. Mason, it appears that the transport of troops and stores to and from India is conducted by the Marine Branch of the East India Office independently, and without reference to any other department of the Government. This branch of the Transport Service has been well and economically conducted.
1760. "The Marine Branch of the East India Office, has, besides the transport of troops and stores, other and important duties to perform, such as the supervision of the Marine Departments in India, and the conduct of all correspondence connected with maritime affairs in which India is interested.
- "The Emigration Office is another department of the Government engaging shipping without the knowledge of either the Transport or India Office.
993. "Mr. Murdoch, the Chairman of the Emigration Board, states in his evidence, that during the 13 years he has filled that office, 883 ships have been despatched with 261,000 emigrants, to distant stations. Out of that large number only one vessel has been lost, and the mortality of the passengers, which, on the average, did not exceed 1.89 per cent. fell as low in 1859, as to be under one per cent. Emigration has, however, greatly diminished, and now only about 6,000 persons are annually despatched by this Office, whereas in 1854, 41,000 emigrants were sent to Australia and our other colonies.
- "This department also engages many of the vessels required for the conveyance of Chinese emigrants and coolies to our colonies; and reports on all casualties to emigrant or coolie ships. It has further to correspond with the emigrants and select and collect them at the port of embarkation. For the performance of these duties it has depôts at the principal sea ports of this country, agents or correspondents throughout the United Kingdom, and at all the leading ports of our colonies and possessions, as well as an efficient staff of clerks and surveyors in London. But the emigration office has other duties to perform of an entirely different character. It examines all laws passed by the Colonial Legislatures relating
- 964.

relating to land, reports on claims to land, draws up the leases for minerals, and drafts orders in Council relating to land or emigration.

“ It has also been employed to forward to India the wives and families of European soldiers serving in that country.

“ Besides these three departments now acting independently of each other in the transport of troops, passengers, and stores, the War Office and Commissariat have occasionally, in time of war, engaged vessels for their own purposes.

“ Your Committee, after a most careful inquiry, consider that the whole system requires consolidation and reform. Even in peace there is a great want of harmony. Each department has different forms of charter-parties, different scales of provisions, different modes of fitting and ventilating the ships, and the regulations which guide each are different, and in many cases conflicting. At times there is unnecessary competition, which is injurious to the public service, inasmuch as the various departments are often advertising for tonnage at the same moment, and consequently rates of freight are enhanced to the benefit of the shipowners and to the public loss.

“ There is also the permanent cost to the country of maintaining three departments to perform a service which, in the opinion of your Committee, could be more economically and efficiently conducted by one compact and well regulated office. But it is on the sudden emergency of war when prompt action and undivided responsibility are so much wanted, that the necessity of a change becomes alarmingly apparent. Requisitions pour in from the military authorities for the immediate transport of troops, and the shipment of enormous quantities of stores. At that very moment the whole staff of the victualling and transport office is engaged in the purchase, selection and shipment of provisions and stores for the navy; and the superintending lord has so much to do in the outfit and manning of the vessels of the royal navy, and is so fully occupied with various important matters immediately connected with his other duties, that it is quite impossible for him to attend to the engagement of merchant vessels, the embarkation of troops, and the shipment of military stores. Your Committee have been furnished with the clearest and most conclusive evidence on this point.

“ The consequences are that either the victualling of the navy or the transport of troops cannot but be neglected, and, as was the case at the outbreak of the Russian war, great loss to the public service must ensue. Your Committee therefore recommend :—

“ 1st. The immediate separation of the Transport from the Victualling Department of the Admiralty.

“ 2dly. The removal from the India Office of the transport of all troops and stores to and from our East India possessions.

“ 3dly. The abolition of the Emigration Office, and consequently the transfer to the Colonial Office, to which it legitimately belongs, of all business connected with the various laws passed by the Colonial Legislatures relating to land or emigration, the consideration of land claims, the preparation of mineral leases, the framing of orders in council relating to land, and all similar duties now performed by the Commissioners of Emigration.

“ Simultaneously with these important, but necessary changes, your Committee recommend the formation of a distinct and separate Transport Office, properly organized, and responsible to a department of the State, for transport of every kind required by the Government, to any part of our coast, and to all our colonies and possessions, including India.

“ As much business of great importance, but in many respects of a routine character, will require to be transacted at the office it should, in the opinion of your Committee, be constituted as nearly as possible on the principle of a well regulated mercantile firm, where each partner has separate duties to perform, though all consult, and are responsible as a whole.

“ Considering the nature and extent of its duties, many of which could not prudently be entrusted to gentlemen who had not a higher rating in the service than that of “ clerks ;” and considering that one man, however capable, while exposed to extraordinary temptations, could not perform all the various responsible duties of the consolidated office, your Committee are of opinion that there should be three Commissioners, one acting as chairman, and receiving somewhat higher remuneration for his services than the other two.

“ Under the charge of these Commissioners your Committee recommend that there should be placed the depôts at Southampton, Birkenhead, and Plymouth, and so much of the valuable and already organized machinery of the Emigration Office as may be found necessary, as also the services of the most competent agents, clerks and surveyors now attached to the India Transport and Emigration Offices who may be willing to transfer their services if required.

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276. 801. 2328.  
414. S. S. *et seq.*  
519. S. S. 2414.  
2905. 2459.254. 2950, *et seq.*3133. 3136. 3231.  
2105. 407. S. S.  
554. 569.  
274. 547.

596.

275. 521. S. S.  
413. S. S.2778. 2109 *et seq.*  
276. 2774. 574. 801.  
1247. 2109 *et seq.* 2411.  
2906. 414. S. S. *et seq.*  
574. 578. 676-682.  
1050. 2945.73. 574 *et seq.* 2109.  
522. S. S. 2777. 2785  
*et seq.* 3152. 3252.  
3135, 3136. 2906.  
622. S. S. 416. S. S.665 *et seq.*1052. 529-2329.  
519. S. S.2185 *et seq.*

2006-2913.

“When these changes are effected, every department of the Government requiring transport would apply to the Transport Office; and this office should be held responsible for the quality and soundness of all vessels engaged by it, and the manning, fitting, provisioning and ventilating of those vessels. It should also be responsible for the stowage of all cargo (with the exception of combustible munitions of war), and for due care of the health, comfort and safety of all troops and Government passengers, from the time they were embarked till landed at their port of destination. Separate and distinct accounts should, in the opinion of your Committee, be kept at the Transport Office for each department of the Government, and rendered periodically.

“For instance, if the Secretary of State for War gave an order for the transport of 1,000 troops from Woolwich to Malta, the cost should be debited to the War Office, and would appear in the Army Estimates. The certificate from the officer commanding the troops at Malta, to the effect that the work had been satisfactorily performed, would, when countersigned by the Commissioners of Transports, enable the owners of the vessels hired for the service to receive payment of the freights due to them. And in order that the Secretary of State for War might have full control over the outlay, to be passed to his debit, it would rest with him, if he thought proper to exercise the power, to fix, when he issued his order, the maximum rates at which vessels were to be engaged for the conveyance of all troops and military stores, and the number of soldiers who were to be embarked in either ships or steamers of a specified size.

“In the opinion of your Committee, all other public departments requiring transport should be debited with the cost in a similar way, and have equal power over any expenditure on their account; this arrangement, while it would check any lavish outlay, would likewise give the India Office the same control over its own finances as it now possesses.

“Objections have been raised by various witnesses to the transfer of the engagement of ships for the conveyance of emigrants, coolies, and convicts to the same office where vessels for the transport of troops are engaged. But these objections are much more specious than real. Emigrants, coolies, and convicts will, as they are now, be sent in different ships; and the desirability of putting transport of every kind under one head overrules, in the opinion of your Committee, the difficulties which have been raised, and which are applicable only to matters of detail.

“The work to be performed by the Commissioners in the chartering, outfit, and provisioning of ships for the conveyance of troops would, in most respects, be similar to that which they had to perform in the transport of emigrants or coolies. In the latter case they would receive their orders from the Colonial Minister, to whom the cost would be charged, and the special duties of one of the Commissioners would be to attend to this branch of the service.

“It would also, in the opinion of your Committee, tend to the benefit of the public service, and would relieve the Board of Trade from duties somewhat foreign in their nature, if the survey of all passenger ships, or steamers which are now inspected by the officers of the Marine Department of the Board of Trade, was placed under the Transport Office. That office should also see to any evasions of the Passenger Act, such as improper clearances, insufficient crews, and so forth; the nature and stowage of cargoes, and the adoption of measures necessary for the safety of ships; the strict observance of all Government charter-parties; the adoption of new inventions for life-boats, distilling apparatuses, and such like; and the expense of receiving and forwarding troops and passengers in the case of wrecks. The Commissioners of Transports should likewise, in the opinion of your Committee, be required to report to their responsible Minister on all casualties at sea, to any ships, or to any persons or goods in ships engaged by them; and it would be advisable that one of their officers should board every vessel arriving in this country with troops or invalids, receiving, previous to disembarkation, a report from the surgeon of the sanitary condition of the vessel, and a copy of his journal on the voyage to be recorded for reference at this Office. With observations thus compiled of all occurrences on the voyage affecting the health of the troops, vast improvements might be effected, tending materially to the greater efficiency and economy of this most important branch of the public service.

2922 et seq.

“The duties to be performed at the new transport office will demand the care of able, efficient, and experienced Commissioners, whose appointments should rest upon knowledge and merit, apart from all political considerations. Even in periods of peace their time will be fully occupied; and in the emergency of war, the organization can be so extended by the addition of temporary clerks, surveyors, and other subordinates, that they ought to be competent to conduct, with promptitude and efficiency, every demand, however great, made upon them for the conveyance of troops, munitions of war and other stores. By means of a well-organized establishment, the work ought to be done in such a manner as to preclude the possibility of the public again sustaining those losses to which the country was subjected during the early part of the war with Russia.

“The advantages to be derived from the changes your Committee venture to recommend would be:—

“1st. Direct responsibility in the event of casualties to either the troops, public passengers, or stores, from the time they were embarked till they were landed at their port



port of destination. Differences of opinion, as to who was in fault, could hardly then arise, as there would be only one department under one Minister, whose defined responsibility would commence from the time that orders were issued for the shipment of troops, stores, &c. &c., till these were exchanged for certificates of disembarkation.

" 2dly. Greater efficiency and economy. Well-matured regulations would then be framed for the guidance of each department; and, inasmuch as all ships required for Government purposes would be engaged through the Transport Office, the competition between the various offices which now enhances the rates of freight would cease; and,

1050.

" 3dly. The conflicting conditions now imposed by the various public departments engaging shipping, in regard to the manner in which vessels are to be fitted, ventilated, stowed and provisioned, could, by the proposed amalgamation, be brought into perfect harmony.

" Your Committee have had very important, but somewhat conflicting evidence in regard to the Minister under whose charge the Transport Office should be placed; his Grace the Duke of Newcastle, Mr. Murdoch, Chairman of the Emigration Board, Mr. C. A. Wood, and others, are of opinion that the responsible Minister should be the Secretary of State for War, and have furnished your Committee with various reasons, well worthy of consideration, in support of the opinions they have expressed.

2109 & 2111 *et seq.*  
1057 *et seq.*  
2337 *et seq.*

" On the other hand, his Grace the Duke of Somerset, the Earl of Dalhousie, Sir James Graham and Sir Richard Airey, as well as numerous other witnesses, all concur in the opinion that this new department should be placed under the sole control of the First Lord of the Admiralty. As the weight of authority is unquestionably in favour of this course, and as the reasons those gentlemen have given in support of their opinions are, as a whole, unanswerable, your Committee can have no hesitation in recommending it. But in recording that opinion, your Committee feel it necessary to remark that in the details of the service, especially as to the control and management of the transports in operations before an enemy, much that is deemed to be indispensable by the military authorities is objected to by the Admiralty. The difference of opinion appears to hinge upon the question whether, before an enemy, those transports should be at the disposal of the naval or military Commander in Chief, and the extent of the difference will be seen by the answers to the questions noted in the margin. Your Committee recommend this branch of the subject to the early attention of the Executive Government, as upon its decision may depend, at the most critical moment of a war, the success or failure of our military operations.

2785 *et seq.*  
531. S. S. *et seq.*  
427. S. S. *et seq.*  
3145.Q. 2792-3-4.  
2806-7-2810. 2849.  
1801 *et seq.*  
1826-1830. 1833 *et seq.*  
427. S. S. *et seq.*  
517. S. S.

" Before passing from this subject, your Committee desire to draw the attention of the House to the apparent irresponsible exercise of authority in ordering transport for the conveyance of troops. It would appear by a memorandum, dated Horse Guards, 8th January 1858, that the former constitutional practice by which all orders to the Admiralty for shipping, which necessarily proceeded from the Secretary of State, are now given by the Quartermaster General, who makes his requisition upon the Admiralty, merely sending, for the information of the Secretary of State, a duplicate of his order. It has been stated in evidence that on the orders of the Quartermaster General the Admiralty act without waiting for any approval from the Secretary of State, and that the former officer decides whether steam or sailing vessels are to be employed. If such be the case then, as the Quartermaster General acknowledges his responsibility solely to the Commander in Chief, the constitutional authority over the expenditure has by this change been entirely lost: and any such alteration would, in the opinion of your Committee, be open to grave objections.

411. S. S. *et seq.*  
456. S. S. *et seq.*  
538. S. S.

Appendix, p. 370.

1256 *et seq.*

" If the recommendations which your Committee make to charge to the Army Estimates, and to the Indian Government, all expenses connected with the sea transport of troops be adopted, the general cost of transport will probably be considerably diminished; but nevertheless if vessels are engaged for the removal of troops without direct orders from a Secretary of State, your Committee object on constitutional grounds to any such power being exercised by a subordinate authority.

" Your Committee are further of opinion, that the double inspection of transports by the Admiralty and by the Horse Guards, especially by subordinate officers of the latter department when a ship is on the very point of departure, so strongly insisted upon by Sir Richard Airey and Colonel Gordon, ought not to be sanctioned, except under very peculiar and extraordinary circumstances. That check on Admiralty arrangements to which the Horse Guards appear to attach so much importance, destroys all individual responsibility, and may produce very serious results. In future, the Commissioners of Transports should, under the control of the First Lord of the Admiralty, be responsible for all details incidental to the service. If they are not so, the inevitable consequences, apart from matters of a more serious nature, must be an increased expense to the country, as shipowners will necessarily charge extra rates of freight for their liabilities under a system of double inspection, and the conflicting opinions of officers serving under two different departments.

2077.

1316, 1317. 2064.

460. S. S.

" As the army reliefs affect very materially the cost of transport, your Committee consider that their report would be incomplete if they did not direct the attention of our

1877. 2224 *et seq.*  
1883-4.  
2220 *et seq.*

2309 *et seq.*  
2419. 2737. 2981.  
App. 9, p. 389.  
App. No. 5, p. 294.

Honourable House to the evidence they have received upon this important question. Regiments, it would appear, are often kept abroad for very long periods, and their deficiencies supplied by annual draughts. But, as the casualties by death, invaliding and discharge, to our soldiers in India, under the present system, are never less than 10 per cent. per annum, the men, according to the evidence of Colonel Gordon, are 'practically changed twice in 10 years.' It has been proposed to substitute for those annual draughts, reliefs by entire battalions every fifth year, which could be accomplished at a very considerable saving by the hire of vessels for the voyage to and from India. In fact, it has been stated to your Committee, by witnesses whose opinions on such matters ought to have great weight, that vessels could be engaged for the double voyage at 30 *l.* per man, including provisions, &c., &c., and if such be the case, your Committee recommend the proposed plan to the favourable consideration of the Government.

"While your Committee would hesitate to offer any opinion either on the military reasons in favour of transporting entire battalions to India or the difficulties in the way of carrying into effect so great a change in the system of Indian relief, your Committee cannot but feel that by the proposed plan a considerable saving would be effected, not merely in the cost of transport, but in various other ways. The mortality would also be thereby materially diminished, and therefore they can have no hesitation in recommending this most important subject to the immediate attention of the Executive.

"In conclusion, your Committee have not considered it necessary to offer an opinion at any length upon matters of mere detail. Such matters can be best understood by reference to the evidence, and ought to be dealt with by the Executive. But having given to the questions, involving great principles, referred to them, their most earnest and attentive consideration, they trust that your Honourable House will support the recommendations of your Committee, so that these may receive at an early period the attention of Her Majesty's Government.

Question, That the Report be now read 2<sup>o</sup>, paragraph by paragraph, put, and agreed to.

Paragraphs 1 to 6, amended, and agreed to.

Paragraph 7.—Amendment proposed, to leave out from the second word "service," line 10, to the end of the paragraph—(Mr. H. Baillie).—Question, That the words proposed to be left out stand part of the paragraph, put.—The Committee divided :

Ayes, 3.  
Mr. Longfield.  
Mr. Caird.  
Mr. Jackson.

Noes, 5.  
Sir M. Seymour.  
Mr. H. Baillie.  
Admiral Duncombe.  
Mr. Baring.  
Lord Clarence Paget.

Paragraph, as amended, agreed to.

Paragraph 8, amended, and agreed to.

[Adjourned to Monday, at One o'clock.

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*Luna, 17<sup>o</sup> die Junii, 1861.*

MEMBERS PRESENT :

Mr. LINDSAY in the Chair.

Mr. Jackson.  
Mr. Caird.  
Admiral Duncombe.  
Lord C. Paget.  
Mr. T. G. Baring.

Mr. Kinnaird.  
Mr. Brooks.  
Colonel Dickson.  
Mr. Longfield.  
General Lindsay.

The Committee proceeded with the consideration of the Draft Report : and made several amendments.

[Adjourned to Wednesday next, at Two o'clock.

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*Mercurii, 19<sup>o</sup> die Junii, 1861.*

MEMBERS PRESENT:

Mr. LINDSAY in the Chair.

Mr. Brooks.  
Mr. Longfield.  
Sir Michael Seymour.  
Lord Clarence Paget.  
Mr. T. G. Baring.

Mr. Kinnaird.  
General Lindsay.  
Sir Frederic Smith.  
Admiral Duncombe.  
Mr. Caird.

The Committee proceeded with the Draft Report, and went through the same.

Question, That the proposed Report, as amended, be the Report of the Committee to the House—put, and agreed to.

Question, That the evidence be reported to the House—put, and agreed to.

*Ordered, To Report.*

EXPENSES OF WITNESS.

Name of Witness.	Profession or Condition.	From whence Summoned.	Number of Days Absent from Home, under Orders of Committee.	Expenses of Journey to London and back.	Allowance during Absence from Home.	TOTAL Expenses allowed to Witness.
Robert Craigie - -	Rear Admiral. - -	Torquay - - -	3	£. s. d. 4 12 -	£. s. d. 3 3 -	£. s. d. 7 15 -



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## MINUTES OF EVIDENCE.

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*Martis, 19<sup>o</sup> die Martii, 1861.*

MEMBERS PRESENT.

Mr. Brooks.  
Mr. Dalglish.  
Colonel Dickson.  
Admiral Duncombe.  
Mr. Kinnaird.

Mr. Lindsay.  
Mr. Longfield.  
Lord Clarence Paget.  
Sir Michael Seymour.

WILLIAM SCHAW LINDSAY, Esq., IN THE CHAIR.

*John William Smith, Esq., q. b., Commissary General in Chief, called in; and Examined.*

1. *Chairman.*] YOU are Commissary General in Chief?—I am.
2. What is the nature of your duties?—I have the general management of the whole Commissariat Department, under the Secretary of State for War.
3. Do your duties consist in sending out provisions and stores for the army, and do those duties rest entirely with you?—The orders for that do; the means by which supplies are conveyed to foreign stations are provided by the Admiralty upon our requisitions.
4. Suppose that you wished to send out to a distant station clothing and food, and so forth, for the army, how do you engage the means of conveyance?—We make an indent upon the Admiralty for a certain amount of tonnage, describing the nature of the supplies to be shipped.
5. Do you specify any description of vessel, whether steaming or sailing, which you think advisable?—Only in very special cases.
6. You of course specify in your application the time when you would wish the things shipped?—Yes; if they are at all of an urgent nature.
7. Who is responsible for the safe conveyance of those stores to their destination?—The responsibility rests with the Admiralty while the supplies are afloat.
8. Then at the port where they have to be unshipped, who takes charge of them there?—The senior commissariat officer, if they be consigned to him.
9. Suppose that there is no commissariat officers there, who would, under such circumstances, take charge of the stores?—I can scarcely adduce an instance in which supplies have been sent to any place where there was not a commissariat officer; but if by accident it were so, an officer would be specially appointed for the purpose by the senior military officer on the spot.
10. When very large quantities of commissariat stores were necessarily obliged to be sent out to the army in the Crimea, was an application then made from the then Commissary General in Chief to the Admiralty in respect to the amount of tonnage which would be required to send out the commissariat stores?—It was done pretty much in the same way as it is done now. I might state that the Crimean service was very peculiar. Previously to the expedition starting, it was deemed necessary that a certain number of steamers should be hired specifically for commissariat service; they were taken up by the Admiralty, but handed over

*J. W. Smith,  
Esq., q. b.*

19 March 1861.

J. W. Smith,  
Esq., C.B.

19 March 1861.

*in toto* to the commissariat, both for use and management, which I considered a defective arrangement. It rather divided the responsibility of the naval authorities at Constantinople towards the commissariat service; they looked upon it as a branch for which they were not immediately responsible; and it did not receive that amount of attention which ought otherwise to have been the case.

11. Then you think that the system in that respect could be improved?—That system existed at first, and after some practical experiments of its working, a change of a very beneficial nature took place. All the transports, including those specially attached to the Commissariat, were handed over to the Admiral Superintendent at Constantinople, Sir Frederick Grey, who managed the whole thing with perfect regularity and satisfaction. - He laid down a regular system; he appointed Captain Powell to superintend the steam branch of the transports, and Captain Tudor the sailing branch; and, as far as my department was concerned, I had the greatest possible reason to be satisfied and thankful to those naval officers for the admirable efficiency with which the service was managed. They took a great amount of personal trouble to communicate with me. Sir Frederick Grey, himself, came up on many occasions from his office to consult me upon matters connected with cargoes; in short, nothing could have been better than the system then in operation.

12. Suppose that the Commissary General for the time being, during the Crimean War, desired to send out a ship-load of commissariat stores, he I understand, would apply to the Admiralty to find tonnage; but who advised the shipment of those stores?—The advices of shipment were conveyed from the War Office to the senior Commissariat officer on the spot, with regular bills of lading. In some few instances a miscarriage of the bills of lading occurred, causing a considerable amount of confusion and difficulty.

13. Were there regular invoices made out of all the stores put on board of a ship?—Yes; regular invoices, as a rule, were made out, and transmitted from the War Office to the senior Commissariat officer, either at Constantinople, or in the Crimea.

14. Then, upon the arrival of the ship at Constantinople, did the Commissariat officer then apply for the delivery of those goods?—In many instances the supplies were contracted for in England, with the understanding that the freight was to be included in the price of the supplies. In those instances, the ships were specifically consigned to the Commissariat officer, and the masters of the ships, upon arrival at Constantinople, waited upon him to report themselves, and deliver in their 'ships' papers precisely in the same way that they would do as to a mercantile house. A very large amount of shipping came out under those circumstances.

15. Suppose that the stores were to be landed at Constantinople, were they landed and put into the charge of the Commissariat officer?—They were, and delivered into his charge, under the responsibility of the master of the vessel.

16. Then, for example, when the Army required any of those stores, was an application made to the Commissariat officer for a supply?—Invariably.

17. When it became necessary to send a portion of those stores from Constantinople to the Crimea, who engaged a ship to convey those stores to the Crimea?—In the first part of the system they were taken up by the Commissariat, when they had to be specially engaged; but, of course, whenever available accommodation could be found in transports belonging to the Navy, that was first used, in order to save expense.

18. Then to whom did the Commissariat officer at Constantinople apply when he required tonnage to convey those particular stores to the Crimea?—He applied to the Admiral Superintendent in the first instance, and, upon receiving information from him that he could not furnish the required tonnage, it was then taken up, in some instances, I do not say in all, by the commissariat, so that there were two systems, as I mentioned at first, in operation at the commencement of the war in Turkey.

19. Then there was a Commissariat officer during the Crimean war at Constantinople?—Yes; I had charge of the Commissariat operations at Constantinople during the war.

20. Were you advised of all the shipments of stores, whether they were destined for Constantinople, or were bound direct to the Crimea?—I cannot say that it was done with perfect regularity; but it was the rule, as to the shipment of all Commissariat stores, both for Constantinople and the Crimea, that the captains of

of ships had orders to report themselves to me in case any alteration in their destination was rendered necessary by unforeseen circumstances.

J. W. Smith,  
Esq., C.B.

19 March 1862.

21. In point of fact, was it the case that the whole of the commissariat connected with the Crimean war was under your control and management?—Yes, it was, subordinate to the Commissary General in charge of the whole department; but my duties at Constantinople were of a very distinct character, and very extensive, as they involved all the shipping, financial, and other arrangements. Everything was referred to me that could not be exactly accomplished upon the spot.

22. Did you find any difficulty in procuring tonnage for the conveyance of the necessary supplies to the army at any time?—There was very great difficulty indeed, after the hurricane of the 14th of November. Previously to that I do not know that any very serious difficulties were experienced in that respect at Constantinople, although I am aware that transport animals could not be taken from Varna to the Crimea for want of sufficient shipping.

23. Did that arise from the scarcity of tonnage caused by the hurricane of the 14th November?—It arose from the scarcity of tonnage, and was attributable partly to an insufficient number of vessels, but more particularly to the fact, that the vessels in use were most seriously crippled by the hurricane. I can scarcely recollect one exception, or a vessel that did not require to undergo great repairs. It was during that peculiarly great crisis that the disasters referred to occurred to such an extent.

24. Did you ever hear any complaint made of the army being in want of necessary supplies?—The army were certainly in want of supplies at the front; but in all the evidence that has been adduced upon the subject, there is ample proof that there was an abundance of supplies in the harbour of Balaklava, which could not be landed and sent on to the front, live stock excepted.

25. Consequently, it would appear that there was no want of sea transport?—Not under those circumstances, excepting for horses and cattle. There was a deficiency, certainly, in this respect, particularly for live cattle, a most essential element of supply to the army, which could not be brought up for want of a sufficient number of transports.

26. With the exception of a short time after the hurricane of the 14th of November, you say that there was an ample supply of tonnage to conduct the service under your control?—I can hardly say a short time, for it took much time to repair the disasters caused by that hurricane, and to provide for the wants that arose out of it; but in six or eight months after that time, a very different state of things was established under the management of Sir Frederick Grey.

27. At that time, were the ships fully employed?—In the latter period to which I refer, they were.

28. Did any instances come under your notice in which ships were lying up for two, three, or four months' time, doing nothing?—There were certainly ships lying up, but they were mostly vessels that had cargoes on board, which could not be disposed of. I am not aware that any empty transports were kept unemployed.

29. Were they kept as store ships?—Some of them were, I believe, but I can scarcely answer for what occurred at Balaklava, as my duties were confined to Constantinople. I only formed my opinions from hearsay evidence, as to the Crimea.

30. Admiral *Duncan*.] During the war in the East, your duties were entirely confined to Constantinople?—Yes, with this extension of my responsibility, that I had to keep them supplied with everything they required at Balaklava.

31. You had no superior officer over you at Constantinople?—None.

32. You have stated, that in the first instance, when there was a divided responsibility, the Transport Service was not so well conducted?—No; and there was a very large amount of confusion caused by it.

33. Was that state of things remedied entirely after it was put under one head, Sir Frederick Grey?—It was entirely remedied, and I must say that I think the system worked as perfectly as any system possibly could.

34. In point of fact, in any future emergency, can you make any suggestion that would be an improvement upon the plan then carried out?—No; excepting as to the details of the system. Just towards the close of the war Sir Frederick Grey and I had several conferences upon the subject of clearing vessels, for a great deal of difficulty arose in settling with the owners of the vessels owing to

J. W. Smith,  
Esq., C.B.

19 March 1861.

the want of a full and sufficient clearance, both as to their responsibility, and as to the cargoes which might have been shipped. It was a difficult and peculiar question. We went fully into it, and proposed certain regulations, which, I think, would have had the effect of putting that system upon a sound footing, and which are still capable of being acted upon. I have not got the papers with me, but Sir Frederick Grey, who I have no doubt is in England, could produce them.

35. Was it subsequently to the Transport Service generally being put under Sir Frederick Grey at Constantinople, that the Commissariat in England took up vessels upon their own responsibility, and sent them out direct to you without any intervention at all on the part of the naval authorities?—The Commissariat did not take up the vessels; the Admiralty did so, but handed them over entirely to the Commissariat, both as to management and application. This was previously to Sir Frederick Grey's appointment.

36. Then the vessels went direct to the Commissariat authorities in the East, and they were not passed as it were through the hands of the naval authorities?—After being chartered in England, the charterparties were handed over to the authorities in England, but the management and control of those vessels rested entirely with the Commissariat in the particular cases referred to.

37. I gather from what you have stated, that in future you would recommend, in the case of transport of stores, that they should go entirely to one head, who should be responsible for their delivery, and for their being forwarded where necessary?—Yes, precisely so. I think it should always be done under the responsibility of the Admiralty, for there is no doubt that where it is made an entirely naval question, you meet with a more cordial and full co-operation of the naval authorities. I do not think that the naval Commander in Chief should have anything to do with responsibility as to details, but that the transport service should be under his general responsibility, as it was at Constantinople during the time I have spoken of; I think it should be under his general responsibility, so that all officers may know that his character would be compromised by any serious failure.

38. In point of fact, that the Transportation Service should be conducted by a naval officer, appointed specially for that purpose, so as not to burthen the Commander in Chief with any of those duties?—Yes, that was the case with regard to Sir Frederick Grey; who had the entire management of the Transport Service, with such a general responsibility towards the naval Commander in Chief as the Commissary General has towards the military Commander in Chief.

39. I believe that when interruptions to the rapid progress of the service occurred, it was at the time when the Commander in Chief had not the sole responsibility?—I can hardly say whether he had the sole responsibility or not; Admiral Boxer seemed to exercise a separate jurisdiction, being looked upon in the same light as the Admiral Superintendent of a dockyard here, not responsible to the naval Commander in Chief, but to the Admiralty direct.

40. The naval Commander in Chief, I suppose, imagined that he had other duties to perform than to attend to the transport department as well?—Yes; I am perfectly well aware that such was the feeling by which a great many naval officers were influenced.

41. Since the Crimean war, have you been employed exclusively in England?—No; I was employed at Malta for 20 months after the Russian war.

42. Are you employed in England now?—Yes; I am Commissary General in Chief at the War Office.

43. During the time you have been in that office, have you had no complaints at all of the way in which the transport service has been conducted on any occasion?—None of any consequence; none but trifling matters, that would occur in any service with the best management.

44. As a general rule, when you have sent in a demand for tonnage to the Admiralty, has the order been executed without delay, and without any interruption to the service?—Yes; it has been executed, I may say, with admirable efficiency. When the China war broke out it was necessary to make very important arrangements with regard to transport in that peculiar country, and we suggested to the Admiralty that two powerful steamers should be taken up and fitted exclusively for the conveyance of cattle; that they should be placed at the disposal of the Commissariat, but that the Admiralty should be responsible for the perfect efficiency and management of them. And I have never heard anything at all to show that that arrangement was not entirely satisfactory.

45. Colonel



45. Colonel *Dickson*.] You have stated that when you wanted to send out supplies, you made an indent for transports upon the Admiralty?—Yes.

46. How do they proceed to procure the necessary tonnage?—They charter the vessels by public advertisement, or in any other way that they may think most judicious under the existing circumstances of the case. I am not acquainted with the details. I consider it very important that a certain number of vessels should be told off for the exclusive service of the Commissariat, particularly for the conveyance of cattle. I prefer steam-vessels, because cattle require such great expedition and peculiar treatment on board ship as can only be secured with positive efficiency by steamers. I do not say that sailing vessels should not be used as auxiliary, but I would always give a preference to steamers. Although they are the dearest at first, they would be in the end very much the cheapest, for you would always get the supplies with regularity, and the saving of loss by deaths on board would more than compensate for any additional expense in the hire of those vessels.

47. You have stated that you had the entire charge at Constantinople?—Yes; the entire charge of the Commissariat arrangements.

48. Everything that was at Constantinople was in your charge?—Everything at Constantinople and in its vicinity.

49. There was a *depôt* of course?—There were very large *depôts* formed at Constantinople, and in the neighbourhood. At one time I had no less than from 50 to 60 ships thrown suddenly on my hands. They had been detained at the mouth of the Dardanelles by contrary winds. On a change of wind, after a period of about six or eight weeks, those vessels all came in, and I was extremely indebted to Sir Frederick Grey, and his staff, for the great assistance they rendered me in bringing alongside the different landing-places, and discharging the vessels that were consigned to me, even of vessels whose freights were included in the price of the supplies. Sir Frederick Grey went out of his way to oblige us, and by means of his cordial co-operation, an immense amount of difficulty and confusion was saved.

50. Of course when a vessel arrived at Constantinople with stores for the Crimea, you were aware of the contents of that vessel?—Yes, the bills of lading were transmitted to me, with some few accidental exceptions, by the earliest post; and on arrival, the masters were directed to wait upon me to receive my orders as to the disposal of the stores.

51. Was there not a story about some boats which had been taken backwards and forwards several times between Constantinople and the Crimea?—Yes; and I have no doubt it was true; but if these little failures are to be magnified, by means of "Times" correspondents, into a great crime, no one could be safe. I know this, that during the late French war in Italy, the failures that occurred there with regard to the French Transport Service exceeded many things that were very severely criticised as to our service.

52. You know nothing about the cases of the ships that were taken up as transports?—No, they were taken up under different circumstances; some by the month to be kept constantly in employment, and others by the trip.

53. Do you recollect a ship called the "Germania," that was employed, a large steamer?—No.

54. You say that great unanimity existed between the Commander in Chief and the Commissariat after the Commissariat vessels were put under the charge of the naval officers in command?—Under the Admiral Superintendent; there was very great unanimity with cordial co-operation on the part of Sir Frederick Grey and his staff.

55. Do you think that if the two services were kept entirely distinct there would be any jealousy on the part of the naval officers towards the Transport Service, if it were totally independent of them?—No, I cannot conceive that there would be any jealousy; there would be an absence of responsibility, in consequence of which probably the naval officers would not exert themselves, or put themselves so much out of the way as they would if that responsibility lay directly with the naval authorities. Instead of jealousy, they would be glad, I dare say, to get rid of the troublesome nature of the Commissariat duties.

56. Would it be, in your opinion, as safe to employ private vessels entirely for the transport of stores, as if they were carried in ships which belonged to the Admiralty; suppose, for example, one Commissariat officer delivering the goods on the one side, and another Commissariat officer who sees them on the other side,

J. W. Smith,  
Esq., C.B.

19 March 1861.

*J. W. Smith,*  
Esq., C.B.

19 March 1861.

do you think the duty would be as efficiently performed, and that there would be the same responsibility felt?—They might, under ordinary circumstances, engage their own freights in time of peace, and the officer at the port of destination might clear the vessel and pay the freight, but that would never answer during war time. I think, even during peace, that it is far better to have one uniform system, a system managed under the Admiralty, with an individual and direct head, responsible for everything that occurs, enlarging his staff, of course, to suit peculiar emergencies.

57. *Chairman.*] Would you consider it advisable that transport of every kind should be under that one head?—All sea transport, I think, should. There is, however, a large amount of inland water transport which the Commissariat manage on all foreign stations; that does not come within the province of the Admiralty, but I think that all sea transport should, as a rule, be under the direct control of the Admiralty.

58. *Sir Michael Seymour.*] You mean both as to the Commissariat and as to troops?—Yes

59. *Colonel Dickson.*] You stated, I think, that upon one occasion you were very short of transports, particularly for cattle; at that time were there any men-of-war lying unemployed?—I can hardly bring forward any particular instance in which men-of-war were unemployed which could have carried cattle. There were but few lying in the Bosphorus when I was there; in fact they were only there occasionally, for they were generally employed off the Crimea. I cannot answer that question with any degree of precision.

60. *Mr. Kinnaird.*] Do you consider, from your experience in the Crimea, that the French managed their Commissariat department better than ourselves?—I had not any experience of French management in the Crimea, but I do not think that they did. They were better provided at the outset than we were, but we recovered ourselves ultimately, so as to place the Commissariat and every other department of the army upon a perfectly efficient footing, so that before the close of the war nothing could have been more satisfactory than the state to which things were brought. At first we were sorely cramped as to means for carrying on the war. There had been a pressure upon the country to keep down expenses connected with the army, and that pressure was seriously felt. We were not prepared to go to war on a sudden emergency; but when supplies, money, and other things became available to the full extent, everything was placed on an excellent footing, and I really cannot give the French credit for a larger amount of efficiency than we possessed.

61. With respect to cattle, was there not a different mode of proceeding in their Commissariat to what there was in ours; for example, in our case, the agreement or contract was, for the landing and delivering of the cattle on the coast, and in their case it was delivering the cattle in the camp, in a sound state; and was it not owing to the defective arrangements in our own Commissariat that the cattle delivered in the French camp were in a much more healthy and consumable state than those that were supplied to us, owing to the different mode of making the contract?—I do not think so; for I think it would have been impossible to get any man to undertake the delivery of the cattle into the camp in the Crimea at the crisis of 1854-55. I can scarcely conceive it possible, and I have never heard the idea started before, that the French were enabled to make arrangements for the delivery of cattle in a perfectly sound state in the heart of their camp, when we could not do it, for at that time no expense was spared at all events in furtherance of this particular object.

62. The difference, I believe, consisted in the contract that was made; in the one case, it was to deliver the cattle on board the ship, which was the contract, as I understand, that we made, and then to be brought to the Crimea, while, in the other case, the French contracted that the cattle should be landed at all events opposite the camp; but to be in a good state on landing?—A stipulation that should be delivered in good condition at the French camp was simply a matter of fulfilment. There were no private means in Turkey by which individuals could have availed themselves of such a contract. I do not think that any one ever made such an arrangement. There was a great deficiency both of sailing vessels then, while vessels of the country were very small, and of sailing vessels then, while vessels of the country were very small, suitable for the conveyance of cattle. I never recollect an instance in which the French beat us as to vessels, for we were always in advance of them on that point,

point, so much so, that we assisted them greatly in transporting their troops from France to the Crimea ultimately.

63. The great majority I believe were carried in the English bottoms?—Yes; and even some Admiralty transports were employed for that purpose; the "Vulcan" was one.

64. Mr. *Brooks*.] You have spoken of two systems for managing the transport service; was that system that worked so well at Constantinople established in the Crimea?—Yes; in the same way, under Admiral Freemantle; but I have no immediate cognizance of the working of it there.

65. It was not established by the Transport Board?—No; I do not think it was.

66. Have you formed any opinion as to how a Transport Board should be established, and as to who should be upon the Board?—I incline very much to the opinion, that the best way of securing efficiency is to have a well qualified individual at the head of the transport service, and, in fact, at the head of every other important service. I think that where you have direct individual responsibility you will always have efficiency with it. Boards are, I believe, to a very great extent, fallacious, and not susceptible of that direct control or responsibility which an individual is. You may enlarge an individual's staff, and give him every assistance that he requires; but I think that the responsibility should be centred in one person under the Admiralty.

67. Should that one person, in your opinion, be a civilian, or naval or military officer?—I should say, certainly, a naval man; for there are so many practical questions arising out of the transport service to be determined by the chief, that I think he ought to be a naval man.

68. Mr. *Longfield*.] Should he be a permanent officer, or only transitory?—Permanent.

69. In truth, it would require so much experience that a person who held the post only during the continuance in office of any Government would not gain the experience that was necessary to enable him to discharge its duties?—I think that permanency in the appointment would identify the individual more with the interests of the service.

70. You would have him, I suppose, subordinate to the Admiralty?—Yes.

71. Would you recommend that he should be a member of the Board so as to be co-ordinate or subordinate?—I do not know that I can give an opinion upon that point, but I think it would be a very useful arrangement that he should have access to the Board.

72. Lord *Clarence Paget*.] You have stated that you think all sea transport should be carried on under the jurisdiction and superintendence of an officer connected with the Admiralty department?—Yes.

73. But I think you said that for inland transport or river transport it was not necessary that it should be under the Admiralty?—No; it is generally confined to the local resources of the country.

74. Are you aware that Sir Hope Grant has spoken in very high terms of the assistance that he received from the navy in transporting the stores, and various matters which the troops required on their march to Peking, up the Peiho; that the navy afforded him very considerable assistance in following the army, and furnishing them with supplies?—Yes; I am well aware that the army is highly indebted to naval officers for the great assistance and cordial co-operation which they afforded; but that is an exceptional case; you were going into an enemy's country, where you could scarcely reckon upon the means of the country being available, or the inhabitants feeling sufficiently secure in their own persons, to induce them to assist you with their boats, and such things; therefore the naval authorities undertook a great deal in that case that they would not have done in a time of peace, when the local resources of the country could be had for the hiring.

75. Are you aware that when they got beyond Nansing they were then obliged to have recourse to the country boats, and yet, still, that the officers of the navy who were appointed superintended that branch of the transport, and that it was that particular transport which Sir Hope Grant particularly alluded to?—Yes; that was the case. It has been brought under my observation in official despatches that the army were greatly indebted to the navy for the cordial co-operation and assistance afforded in places where naval officers could hardly be expected to be present.

J. W. Smith,  
Esq., C.B.  
19 March 1861.

76. Does not that lead you to think, that wherever there is a question of water transport, whether inland or at sea, requiring naval co-operation and naval resources, it would always be advisable to have that branch of the transport placed under naval officers?—Yes; I certainly think so. Wherever naval officers can co-operate with naval resources, I think it is far better to put upon them the responsibility of providing transport for the army.

77. Sir *Michael Seymour*.] Are you aware that those boats that were worked by the navy on the Peiho River were hired by the Commissariat?—I am not sufficiently acquainted with the details, to say off-hand that they were, in the first instance, hired by the Commissariat. I think so, but I am certain that they were paid for by the Commissariat, and that they formed no portion of the naval responsibility as to expenditure. I think that one of the most laudable arrangements of Sir Hope Grant was that of providing his depôts in advance, before he made his way up the country, for he had a right to expect that the resources of the country would be entirely cut off by the enemy. It has been assumed in many quarters, that very little credit is due to the authorities for the manner in which the troops were supplied; but that is a very great mistake. The country proved, unexpectedly, bountiful in many things; but I may safely say, that the force could have gone to Peking, even if the enemy had entirely devastated the country. There was an immense collection of supplies from neighbouring countries at the mouth of the Peiho. These were landed and formed into depôts, and as they were required, a continual stream of supply could have been kept up, even if the Tartars had cut off the resources of the country. I believe that their knowledge of our being thus provided prevented them from devastating the country, not only to our prejudice, but to the ruin of the country people. If the army had gone out there entirely dependent upon the resources of the country, and these had been cut off, it would have been just a second Crimean affair over again. It seems to be very little known, the immense labour, trouble, and arrangements that were rendered necessary for maturing the plans under which our forces went up to Peking.

78. Mr. *Longfield*.] I will read to you an extract from the evidence of Sir Richard Airey, who was examined before this Committee last year: The first question is 1266, by Colonel Herbert: "It has been commonly said that the Commissariat broke down in the Crimea?—Yes. Would not it be more correct to say that there was no Commissariat to break down?—It was not an organized department." Is that so now?—That answer has, I think, reference to the transport service of the Commissariat, not to the general organization of the department.

79. Then is there now any organized Transport Department?—That is a duty which has been handed over to the Military Train, and it is at the present moment under consideration at the War Office, how the details of the transport service should be settled. The matter has not yet been finally settled. I have very strong opinions myself upon the subject, which I stated before Sir James Graham's Committee on Military Organization. I consider that the Commissariat should have the uncontrolled management and disposal of all the transport necessary for its own service, but under the system which has been laid down with regard to the Land Transport Corps, and subsequently to the Military Train, it transfers to a separate branch of the service the duty of conveying supplies to their destination which the Commissariat have to furnish. I think that a divided responsibility in this vital matter would be productive of immense difficulty, and probably total failure in a case of emergency.

80. Your opinion decidedly is, that the Commissariat should have the undivided control of all transport necessary for that branch of the service?—Yes, land transport.

81. Would not that entail two Transport Services?—It would; but the Commissariat Transport Service in time of war preponderates so immensely, that it would be utterly impossible, with any degree of efficiency, to delegate the power of collecting that transport, and managing it, to any other hands than the Commissary General. A small transport establishment, such as the military train now is, would be invaluable for purposes in immediate connection with the army; they could take from the commissariat depôts, to within range of the enemy's fire, the supplies that were required for immediate use, carry the sick and wounded, regimental baggage, and all those things. I contend, as I have always  
done,

done, in accordance with the opinions of officers of very high standing, that the Commissariat should possess entirely its own means of transport by land.

82. Referring to what you stated as to a naval officer, who you said should be the permanent head of transports, would he be the only head of the commissariat transport?—I am speaking now of land transport, not sea transport; and I stated that Sir Richard Airey must have meant land transport; a totally distinct question.

83. Is it not the fact that all transport is now extemporized by the Government, accordingly, as there is a demand made for it?—No; I cannot say so, because they have a military train which costs upwards of 100,000*l.* a year, and was established as a nucleus for an extension of the arrangement in a time of war. Therefore I cannot say that they would have to extemporize arrangements required for an emergency.

84. For example, sending ten thousand troops to New Zealand, and a certain quantity of stores; is not that an extemporized arrangement?—Yes; but it would be quite impossible, in time of peace, to keep up anything like an establishment which would do for operations in New Zealand.

85. Sir Richard Airey was further asked at 1268, “No transport was organized by Her Majesty’s Government for the army?—None. And it was not until the rude experience of the Crimea forced it upon their attention that Her Majesty’s Government became cognizant that it was a necessary part of an army in the field?—It would appear so, certainly.” Is that the fact?—It was partly so on that particular occasion, but if we go back to the Peninsular war we shall find that the Duke of Wellington, with the assistance of Sir Robert Kennedy, considered commissariat transport a most essential branch of military operations, and that he brought it to a state of high efficiency. It is no new idea to us that an efficient transport establishment is an essential part of army operations in the field; it is nothing new; but it was the absence of means for the purpose, and the reluctance to incur expense for the formation of those arrangements even after war was declared that produced an immense amount of delay and difficulty. In another part of his evidence Sir Richard Airey admits, I believe, that there were plenty of supplies in the harbour of Balaklava which could not be carried to the front for want of a road. He should have admitted amongst many other things, that the formation of that road was within the responsibility of his own department, and not unfairly have thrown the blame of failure on the commissariat. He knows, too, that the Quartermaster General could not find room for many transport arrivals which the commissariat had ready to bring from Varna to the Crimea.

86. Several witnesses have stated that it would be a great advantage to the service if some vessels, some of them said four, some five, and some said eight, of the size of the “Himalaya,” were added to the navy generally to assist in transport?—That question has reference peculiarly to the conveyance of troops, a point upon which I am scarcely competent to give an opinion. It has no reference to the conveyance of commissariat supplies.

87. Colonel *Dickson*.] Do you think that the commissariat supplies you talk of would be better carried in transports belonging to the navy, or in ships taken up for that purpose?—I cannot conceive that there would be any great difference either in the one case or the other.

88. *Chairman*.] In fact it is a question of cost, is it not?—Almost entirely.

89. Mr. *Longfield*.] And that cost you have not given much attention to?—The cost we were always anxious to keep down, not only by preventing any unnecessary means being used, but in getting rid of those means that were not exactly required for the moment.

90. *Chairman*.] You stated, I think, that you thought the whole of the Transport Service ought to be under one head; do you include in that India?—We have no connexion departmentally with India; it is a separate and distinct service; but I have studied the question very much as a private individual on that particular point, and I think that one uniform system, including India, would be a great advantage to the service.

91. Do you think that that department ought to be kept distinct from all others, but to be under the control of the First Lord of the Admiralty?—I think it ought to be a distinct department, including India, and generally under the Admiralty.

92. I presume that you are aware that at present the Transport Service is conducted in connexion with the Victualling Department?—Yes, it is.

93. Do you think that they ought to be separated?—I think it is an advantage

*J. W. Smith,*  
Esq., c.b.

19 March 1861.

in peace that they should be connected, but in war, when the services would be increased to such an immense extent, it would be better, I think, to have them separate.

94. Why is it not advisable to have them separate in a time of peace?—Simply because one establishment can manage both departments, and thus save great expense.

95. If the whole of the Transport Service was placed under one head, there would be, of course, a great amount of business to be done by the Victualling Department, even in a time of peace?—There would be; but I think, with such a man as Sir Frederick Grey, Sir Houston Stewart, or Captain Eden, with a competent staff, chosen and kept in proper working order, there could be no difficulty in carrying it on.

96. When the Crimean war broke out, the Transport Service was conducted in a manner somewhat similar to that in which you recommend it should be conducted, was it not?—It was at home, I believe; but abroad, at Constantinople, and in the Crimea it was conducted somewhat differently. At first, as I said before, Admiral Boxer, who was sent out to Constantinople, was regarded more in the light of an Admiral Superintendent, and as being responsible more directly to the Admiralty than to the naval Commander in Chief on the spot.

97. You say that that did not work so well at first, upon the breaking out of the war?—As far as the commissariat service was concerned it did not, and great confusion arose.

98. Towards the latter part of the war you said that it was in better working order?—It was then as perfect as any system could be.

99. I suppose you are aware that towards the latter part of the war the system was entirely changed here from what it had been when the war broke out?—Yes; I am aware that a Transport Board was constructed at home.

100. It was under the direction of the Transport Board, was it not, that the state of efficiency which you have described was attained?—Yes. I believe that, with the experience of the first few months of the war every department connected with both army and navy was very much improved, and that it had its influence through the Transport Board, as to the Transport Service at Constantinople. I cannot speak as to the proceedings of the Transport Board at home; my observations were directed exclusively to those at Constantinople, which were of immense magnitude, and which were conducted with an admirable degree of efficiency.

101. Colonel *Dickson*.] Were you there when the Crimean war broke out?—No; I was then in the Ionian Islands, and I was sent on from there about a month previously to the war, to make preliminary arrangements for the reception of the troops on their arrival in Turkey.

102. At what date was that?—I arrived at Constantinople on the 12th of March 1854, just about a month before war was declared.

103. I suppose the fact is, that at the first commencement every department was taken rather aback; they did not expect to have had so much to do?—There was a lamentable degree of unpreparedness on the part of every department to meet an emergency of the kind. I was sent out to make the best possible arrangement I could at the end of a very severe winter, with the miserable resources of the country for my chief dependence.

104. But the moment that you had time to get into working order, everything began to improve?—Yes; everything did, after a certain time.

105. Sir *Michael Seymour*.] Did you undertake those duties without any precise instructions, and did you act upon your own judgment?—I had instructions from time to time; not very precise, I must confess; they were general instructions, and I was, subsequently, very well supported in carrying them out. I took upon myself a large amount of personal responsibility, which was not only justified, but for which I got great credit in the end.

106. Colonel *Dickson*.] How long before the army embarked for the Crimea did you think that they really meant to go there?—I cannot answer that question. I can hardly say, except this, that I was directed to make full inquiries as to the resources of the country, and to be prepared, on very short notice, to bring those resources into operation for the troops. The arrival of those instructions and the arrival of the troops were almost simultaneous; but having heard through the newspapers that the troops were expected up very shortly, I anticipated the orders, and laid in large supplies, obtained possession of the barracks at Scutari

Scutari through the intervention of the Ambassador, and made arrangements by which the troops, when they arrived, were tolerably comfortable.

107. And all this entirely upon your own responsibility?—Yes; or rather I might say, with the concurrence of the ambassador.

108. But you acted merely from reports which you received, and not from any specific instructions?—Yes, just at first. As I said before, the instructions to me to provide for the troops arrived almost simultaneously with the troops themselves.

109. If you had not been prepared a little beforehand they would have been much worse off than they were?—Of course. They would have been obliged to be kept on board the ships until arrangements could have been made for them; but it would have been a dereliction of the duty I was expected to perform if I had not acted as I did.

Admiral Robert Craigie, called in; and Examined.

110. I BELIEVE there is some explanation which you desire to give to the Committee as to the evidence which you gave last Session?—No; not with regard to my own evidence, but with regard to a statement made by the Secretary.

111. Sir Michael Seymour.] Will you state to the Committee what was the usual attendance of the Superintending Lord of the Transport Board; was it daily, or in what manner did he attend?—When the pressure became so heavy upon the Transport Service, and the department became so overworked at the end of 1854, and the beginning of 1855, Sir James Graham, then first Lord of the Admiralty, decided upon constituting a Transport Board, with a view of relieving the Comptroller of Victualling entirely of those duties, and confining those of the superintending Lord to the general supervision of the new department. When we first started Admiral Milne, the superintending Lord, visited us three or four times a week, but as we got into working order, his presence was not so often required, and he was consequently enabled to devote more time to his more legitimate duties at the Admiralty. The expression, however, of which Admiral Milne complains in Mr. Giffard's evidence is, that "the superintending Lord used not to come near the Transport Board for months; he could not, as his time was so much engaged at the Admiralty." That almost implies, that he neglected the supervision, contemplated by Sir James Graham, but the fact was, that I saw Admiral Milne every day, and often twice a day, with reference to our Transport Service; his heavy duties, moreover, at the Victualling Office took him to Somerset House, on an average, four or five times a week, and on those occasions, he either came into the Transport Department, or sent a message to me to ascertain whether his presence was required.

112. Chairman.] In point of fact, was it not the case that the very formation of the Transport Board, necessarily relieved Admiral Milne of a very large amount of those duties?—Yes; I have had no communication with Mr. Giffard on the subject, but I am satisfied that he never meant to convey the impression which that evidence indicates, that the superintending Lord neglected the department, for no man could have more thoroughly appreciated Admiral Milne's industry and business habits than Mr. Giffard himself, nor could any man have been more sensible than Mr. Giffard of the able and energetic support that we received from Admiral Milne in every case of difficulty.

113. Was it not proverbial, when the war broke out, that the duties which devolved upon him, were such that, physically speaking, it was impossible for any man to stand them?—His fault was not that he neglected anything, but that he undertook too much.

114. Is there anything that you desire to add to your evidence of last Session, bearing upon the subject of our inquiry?—There is one little explanation with regard to a suggestion that I made as to a clause to be added in the mail contracts, which I submitted to the Duke of Somerset, and with the permission of the Committee I will read it: "With reference to the suggestion that I made in reply to Question 3187, that a clause might be added to our contracts with the great mail companies, calling upon them to furnish, when necessary, a certain amount of shipping for the transport of troops, &c., your Grace is doubtless aware that a clause with that object already exists, but the additional stipulation that the said Commissioners in the case of hiring any such vessel, shall return the same to the said Company in the same state and condition that she was in at the time of my

Admiral *R. Craigie*.  
 19 March 1861.

such hiring, proved one of the first difficulties that we had to encounter; the returning of the ships in the same state and condition as they were when hired, virtually operated as an insurance, which, in time of war, amounted to a very large sum, and yet we were paying the mail companies the same rate of hire charged for other vessels of the same class, without any such stipulation; we therefore took the earliest opportunity of cancelling all the engagements under which mail ships had been taken up, and formed charter parties for each ship, excluding the insurance."

115. Lord *Clarence Paget*.] Have you given your consideration to the question of the transport of troops to India, now that the Indian army is merged into the Queen's army?—I cannot say that I have; it has never been called to my attention.

116. *Chairman*.] Do you think it would be advisable that the transport of all troops, whether to India or to any other place, should be under one head?—In my answer on the last occasion, I said that the Indian officials had done their work so well, that it might be hazardous to take it from them, but I see no reason why the transport of all troops should not be under one head.

117. Could the Board, of which you are the chairman, have done that business?—I think they could.

118. Without interfering in any way with their other duties?—I think so.



*Jovis, 11<sup>o</sup>. die Aprilis, 1861.*

## MEMBERS PRESENT.

Mr. Thomas George Baring.  
Mr. Brooks.  
Mr. Dalglissh.  
Colonel Dickson.  
Admiral Duncombe.  
Mr. Jackson.

Mr. Kinnaird.  
Mr. Lindsay.  
Mr. Longfield.  
Lord Clarence Paget.  
Sir Michael Seymour.  
Sir Frederic Smith.

WILLIAM SCHAW LINDSAY, Esq., IN THE CHAIR.

Captain *Charles Eden*, R.N., C.B., called in; and Examined.

119. *Chairman.*] LAST Session, when you gave us evidence, you lodged a return of the comparative cost of employing private transports, and removing the troops in transports belonging to the Government?—Yes.

120. I believe you desire to correct that return in some points?—Since this Committee last met, I have ascertained that the document which I then put in as evidence was not correct. I have prepared a corrected one, and I have made it a little more complete by adding the insurance on those ships, and if you will allow me, I will now put that return in as the corrected one. (*The Witness delivered in the same.*)

121. You give in this return as an accurate return of the cost to the country of the “Himalaya” and the “Perseverance,” belonging to the Government, and the cost to the country of the hire of the “Indiana”?—Yes; I believe that to be perfectly correct. I have taken great pains in trying to get it so.

122. The total cost, by this return, of transporting 350 men in the “Indiana” appears to be 9,450 *l.*, instead of 15,000 *l.*, as given in your former return?—Yes.

123. In this return, I see that you have also taken into consideration the question of insurance?—Yes.

124. Amounting on the “Himalaya” to 2,600 *l.* per annum?—No; it is more than 2,600 *l.* per annum; it is 2,600 *l.* on the 74 days; it is calculated, I think, at one-fifth of a year.

125. Then the insurance is calculated, not per annum, but upon this particular service?—Yes. Supposing the ship to be insured at 10 per cent., I take the proportion of that for the 74 days.

126. I see that you have also made an allowance of 3,132 *l.* for tear and wear to the ship?—Yes.

127. *Mr. Jackson.*] Are all your calculations based upon the 74 days?—Yes.

128. *Chairman.*] Have you taken into consideration casualties?—No.

129. You are aware that Her Majesty’s ships, as well as all other ships, are liable to casualties at times?—Yes.

130. Have you taken into consideration in this estimate the time that the “Himalaya” is laid up?—Not in that estimate, because I cannot tell how long the “Indiana” might be laid up either.

131. How will this estimate then give a correct account of the cost to the country of transporting troops in Her Majesty’s ships, as compared with transporting troops in hired ships, if you do not take into consideration the cost to the country of the “Himalaya” while she is not employed?—But I have calculated that merely to illustrate on one particular voyage the expense that it is to the country of carrying in a troop ship, and the expense to the country of carrying in a hired ship.

132. Suppose that this Committee desired to know whether it was more economical to employ private merchant ships for the transport of troops, & to have transports belonging to the Admiralty, would they from this return be able to ascertain whether it was cheaper to the country or otherwise, to employ private

Captain  
*C. Eden*, R.N., C.B.

11 April 1861.

*Vide Appendix.*

Captain  
C. Eden, B.N., C.B.

11 April 1861.

vessels?—I illustrate the expense of one voyage; I cannot tell you to what extent it might be necessary to carry the troops, how many there might be to remove.

133. Upon the broad question, are you of opinion that it is more economical to have a certain number of Government transports than to employ merchant vessels?—I cannot state as to the economy, but I am quite sure that it is absolutely necessary that there should be a certain number of Government troop ships.

134. Are you aware that upon that point Admiral Milne, who was your predecessor in office, was examined before the Royal Commission on Manning the Navy?—Yes.

135. I presume you are also aware that he has had very great experience in questions of this nature, having been for 13 years Superintending Lord of the Transport Department at the Admiralty?—Yes.

136. I ask the question, because I myself was a member of that Commission, and a witness last Session gave us an extract from the evidence of Admiral Milne, which is to be found in the Appendix to the Evidence on the Transport Service, of the relative cost to the country of hiring private vessels, and of Her Majesty's transports. In that estimate it appears that the cost of transporting a certain number of troops, which are specified, was 13,217*l.*, but that the cost to the country of transporting the same number of troops in Her Majesty's troop ship "Vulcan," would have been 27,863*l.*, so that by his calculation it appears that the cost to the country of employing Her Majesty's troop ships is double, or rather more than double, what it was in employing private vessels. He also gives another estimate, based upon actual work done, by which it appears that the cost of the transport of troops in private steam ships amounted to 14,155*l.*, and that the transport of the same troops in Her Majesty's ship the "Megæra," would have cost 28,348*l.* Can you account for the great difference between his estimate and his calculations, and those which you have just lodged?—No; I have taken great pains with those figures to see that they are accurate, and of course they are diametrically at variance with the evidence of Admiral Milne.

137. The return which you have lodged upon that particular voyage, shows that it would be more economical to employ Her Majesty's transports?—Yes.

138. How many troop ships have you at the present moment?—Six.

139. Where are they at present?—The "Himalaya" is in England, the "Megæra" is carrying troops to Gibraltar, the rest are in China.

140. So that there are only two upon the home station?—At present.

141. Have you been obliged therefore for the purposes of meeting the annual exchange of the troops to hire private vessels?—To foreign stations?

142. No; for the annual transfer of the troops; for instance, between England and Malta, between the Mediterranean and the North American station, and for the transport of troops along the coast; the exchanges which are usually taking place annually?—Along the coast we have.

143. Since you have held office, or rather since those four transports were in China, have you been compelled to employ private vessels for the transport of troops between the Mediterranean and the North American stations, or to the Mediterranean from England?—We have to New Zealand; there is one vessel going out now; that has been the principal move.

144. Have you performed those usual annual services by means of the two vessels which you have at home, or have you been obliged to hire vessels for that purpose?—We have been obliged to hire vessels for the New Zealand service, and there is one vessel now taken up, but I am not aware of any others. Mr. Willis, whom you will examine presently, will perhaps be able to answer that question.

cannot name, in fact, during the last two years, any particular vessel; I have no recollection of them.

145. When you recommend that the Government should have a certain number of troop ships, what number would you limit them to?—I think that they ought not to have less than eight powerful ones.

146. That is two more than they have at the present time?—Yes.

147. And would you substitute for those inferior vessels as they wear out, such vessels as the "Himalaya"?—Or rather smaller than the "Himalaya."

148. Would you recommend that those vessels should be kept for what we may call the home stations?—The Mediterranean, the West Indies, North America, and the Cape of Good Hope.

149. You

149. You would recommend that they should be sent as far as the Cape of Good Hope at times?—Yes.

150. But, as a general rule, would you think it desirable that those vessels should proceed to China, and New Zealand, and on those distant voyages?—No; I would rather take up merchant vessels for those voyages.

151. Would you require eight transports for the ordinary business of transport in time of peace for doing the service which you recommend should be done?—To do it efficiently, I think so.

152. You have been doing a very large amount of work apparently with only two vessels just now?—No; the troops are now in arrears in the reliefs, waiting for other vessels; some are coming back from China. It would have been a convenience to the service if we had had more vessels in the Channel at this moment to move the troops.

153. Would you have eight vessels similar to the "Himalaya," constantly employed throughout the whole year in the Mediterranean and home services?—It must depend so entirely upon the demand from the War Office for the removal of troops and warlike stores, that I can hardly answer that question.

154. Colonel *Dickson*.] You have said, I think, that you would not use those transports for China?—I think myself that it would be advisable for those very distant parts of the world to send the troops by hired vessels.

155. For the regular Indian reliefs you think that there should be hired vessels?—I think so.

156. For the regular periodical reliefs along the coast on our own shores between England, Ireland and Scotland, would you employ troop ships, or would you send the troops as passengers on board the regular vessels which are plying between those ports?—I think it would be better in every way to send them by the troop ships.

157. And more economical?—I cannot answer that question exactly, because it requires calculation. I state what I consider to be for the benefit of the service and the benefit of the troops.

158. Lord *Clarence Paget*.] You consider probably in making your calculation of the number of Government transports, that we must always allow for one or more being under repair and being useless?—Certainly; under repair, not available at the moment.

159. Mr. *Longfield*.] Can you give us any idea of the proportions between what are called the smaller and shorter distance reliefs, and the distant reliefs, such as the Indian?—I cannot, because it depends entirely upon the demands from the War Office.

160. Have you no documents which would enable you to supply the proportions between the shorter distance reliefs and the distant reliefs?—That must come from the War Office or the Horse Guards; they would be able to furnish that. I cannot.

161. Mr. *Brooks*.] In the estimate which you have put in of the expenses of the "Himalaya" you have calculated the passage exactly as a 74 days' passage?—Yes; I have taken the number of days that each ship was on the passage. There was again the advantage of the "Himalaya" performing the service in 10 days shorter time than the other.

162. Were not the men employed and victualled some days before that vessel sailed?—Yes; she is in commission.

163. Would it not have been desirable to have included in the time that she was employed the number of days between her being taken up and her sailing?—The "Himalaya" was not taken up at all, the "Himalaya" is a ship in commission, which might have been employed on some service the week before that, she is available at any moment.

164. If she was only employed for those particular 74 days, and was not employed in preparing for that particular voyage before, you would be perfectly correct; but if she was some time preparing, it would be otherwise?—But I am not aware that she was any time preparing.

165. It is usual, I believe, for ships to be some time preparing?—They some times can be ready in 48 hours to receive their troops.

166. Mr. *Longfield*.] Has the "Himalaya" ever been out of commission since the time she was purchased?—I believe never, except at this moment for a few days.

167. Mr. *Jackson*.] I have just run through the statement which you have put

Captain  
C: Eden, R.N., C.B.

12 April 1861.

Captain  
C. Eden, R.N., C.B.

11 April 1861.

put in, and find that the price per man by the "Himalaya" amounts to about 17 *l.*; by the "Perseverance" to 20 *l.*; and by the "Indiana" 23 *l.*, the first being 74 days, the second 84 days, and the third 92 days on the route. You do not seem to have added to the calculations the cost of the outfit of the "Himalaya," except for provisions and stores?—There is the wear and tear calculated.

168. Only on the 74 days. Would it not be fairer to take from the time at which the ship was ordered to be ready, till the time when she was again ready for another operation, as the period for which she was employed on this particular service?—But I have no reason to believe that she was not ready the day after she returned; she is always ready.

169. Still a steam ship has to be overhauled on coming into dock?—Not after every voyage.

170. But you have made no allowance for the outfit?—I have only allowed for the wear and tear on the original cost.

171. At what have you taken that?—At eight per cent., and the insurance at 10 per cent.

172. Have you any idea what the "Himalaya" cost the Government?—Yes; that is in evidence, I believe; but I have it here; it was 130,000 *l.*

173. You have allowed nothing for the interest of capital upon that?—No.

174. That should be added to the 14,749 *l.*, being the gross amount of what you make the voyage for the 74 days, to have cost the public?—I have not made any calculation beyond that which I have given.

175. When you took the "Indiana," and paid this sum of money 9,450 *l.*, the Government had no risk beyond that amount; there was nothing further to pay?—There was nothing further to pay.

176. That amount discharged all obligations?—Yes, I believe so.

177. And cleared the Government of all responsibility?—I believe so.

178. Therefore, when we pay 23 *l.* for each man, we know that the Government has no more to pay?—Just so.

179. But as you have not added the interest of the cost of the vessel at the rate of four per cent. upon 130,000 *l.*, from the time she was first taken up, to the time when she got back again, and started upon another operation, that would very materially increase the 14,749 *l.*?—Do you know by what?

180. About 1,200 *l.* I think, roughly speaking?—Yes.

181. Admiral *Duncombe*.] Is it not the fact that with the "Himalaya" and the other Government transports, when once fitted, they are always ready for service for the conveyance of troops?—At any moment.

182. In point of fact there is not any expense incurred on each voyage by you as there is in a taken-up vessel in preparing her?—Or in the fittings.

183. In point of fact, in vessels which are taken up for a special service, there is a great expense incurred in fitting them for that service, is there not?—Yes, in fitting them for carrying troops.

184. And of course as soon as their services are ended, and the ships are no longer required, the cost of those fittings is lost to the country?—Yes; it depends upon how the vessel is taken up, whether the owners have to fit, or whether the Government put the fittings up.

185. But I apprehend that if the owners have to fit, you pay them for it?—Of course, that is considered.

186. So that those fittings and that expense are lost to the country as soon as the vessel is done with?—Yes.

187. But in the case of a Government transport her fittings remain, and enable the vessel to be ready again for immediate service?—Yes.

188. And I believe I am right in supposing that since the "Himalaya" has been in Her Majesty's service until now, she has never been out of commission, but has been constantly employed in the conveyance of troops?—I believe constantly; and if the Committee would like to hear it, I could tell them the number of troops that the "Himalaya" has carried within what we term her last commission; she was paid off, and recommissioned immediately.

189. Mr. *Longfield*.] Does the statement from which you are about to speak include the number of miles?—It gives the number of miles also. The "Himalaya" between July 1858 and March 1861 has carried 36,757 men; she has carried 6,380 tons of stores, and she has gone over 87,581 miles.

190. With those troops and stores?—Yes.

191. Could not you institute a better comparison than the one you have to-day handed

handed in, by taking the conveyance in the same period of time of 36,000 troops by contract, and the mileage also?—No, because it depends upon what the vessels are offered at; everything is done by open tender in taking up the transports, and I cannot tell at what prices they may be offered; I cannot make that calculation.

Captain  
C. Eden, R.N., C.B.

11 April 1861.

192. Mr. Jackson.] Since the "Himalaya" has been in commission, has she always been at work?—I believe constantly.

193. Has she never had any delay for repairs?—Of course; but I mean to say that she has always been in commission, and ready to work.

194. And always within a few days ready to go to sea?—I believe so.

195. Has she never had great repairs upon her machinery to detain her long?—I should have to go back to the Controller's office to get a return of that; I cannot tell for the last seven years the number of days that she may have been detained in the dockyard for repairs.

196. Looking at the average working of large steamers, has she not had a great over-hauling during that time?—From what I recollect, I do not think that she has been so much in dock as other vessels.

197. Could a return be got of the number of days that she has been lying in dock undergoing repair?—It could be furnished by the Controller of the Navy.

198. In order to contrast the case of the "Himalaya" against hired steamers, I think it would be necessary to show how many days she has been laid up undergoing repair?—If the Committee would allow me to state one great advantage which I consider we have in these Government troop ships, it is this: supposing the Government wanted to move 1,000 men in a hurry, we will say to any part, even of the United Kingdom, if they were to be moved by merchant vessels, we should have to advertise for tenders; we must give seven or eight days' notice in the public papers; when the tenders come in, the vessel selected has to be surveyed, and has to be fitted for carrying these troops; the delay which would take place before we should get the troops on board probably would be three weeks. The service would have been done, and perhaps 10,000 men carried by one of the Government troop ships in the meantime. I look upon that as a very great feature.

199. No doubt it is, but that is always supposing that you have troop ships at command, and that they are not carrying troops elsewhere, or performing other duties?—Yes.

200. And what you mean is, that as one vessel went out, you would have another ready for the service in case of any emergency?—I would always have two vessels in the Channel ready in case of any emergency.

201. Chairman.] But for performing the ordinary service in time of peace, do you receive your orders from the War Office of vessels being required immediately, or do they not give you a fortnight or 10 days' notice?—For moving troops foreign?

202. In the ordinary service?—Of course it does not signify for any great distance; there is usually plenty of time given.

203. Sir Michael Seymour.] It has been proposed by the Admiralty to add two new steam transports for the Transport Service?—Yes.

204. Is that to replace tonnage?—To replace two vessels which have been lost.

205. It is probably considered right, as you have just now said, never to be without the means of moving a certain number of troops at a given moment?—Certainly.

206. And without having the delay which would otherwise arise if there were no means of moving them?—Yes.

207. Can you give any data as to the amount of transport tonnage needed by the Government. Have you any means of saying what it should be?—I cannot tell; we only answer the demand made on us by the War Office or the Horse Guards.

208. Mr. Jackson.] The demand is never very sudden for the Home Service, is it?—It is very sudden sometimes.

209. Chairman.] During peace?—Yes, it has been so within this last month on two occasions, so much so that it was necessary to move a regiment in a frigate.

210. Mr. Jackson.] Would it be necessary to have one of the great steamer plying between Liverpool and Dublin, or between Holyhead and Dublin, surveyed before you put troops in her?—It is the rule; no troops are embarked on a vessel until after a survey has been taken on her.

Captain  
C. Eden, R.N., C.B.

11 April 1861.

211. Mr. *T. G. Baring*.] I suppose the recent demands which you have mentioned were for the militia to be disembodied?—Yes; they were obliged to be disembodied by a given day; it was necessary that they should return to their own country.

212. Mr. *Jackson*.] Was it not possible for the War Office to give the Admiralty notice that on a given day they were going to disembody those militia, and to ask them to be prepared with steamers, either mercantile or Government, for them?—That I cannot answer.

213. It does not belong to your department?—It does not belong to my department.

214. Mr. *Longfield*.] In a prudential point of view do you think it essential that we should have the power of quickly relieving any position?—Most certainly.

215. I will take Malta, the Ionian Islands, Gibraltar, the Cape, and the West Indies; you think it essential?—I think it absolutely necessary.

216. And you think that that is so important a thing that the element of economy should be kept rather in the back ground than otherwise?—I do.

217. The distant places cannot be either threatened suddenly, or relieved suddenly?—Under ordinary circumstances I should say that it would be better to send out the troops in hired vessels to those distant parts of the world.

218. Private competition would be sufficient in those cases, and would be more useful?—Yes.

219. But for our home possessions and the nearer parts, you think prudence outweighs every other consideration?—Yes.

220. And rapidity of relief there counterbalances first any small saving?—Certainly.

221. Considering the present circumstances, do you think that it would be sufficient merely to possess the two additional vessels of which you have spoken?—I have my doubts whether they would be enough, but I think it absolutely necessary that there should be those two.

222. Would you build or buy?—I would buy.

223. Mr. *Jackson*.] Has it ever occurred that the "Himalaya" has come in from sea one day, and returned the same day or the next?—Yes, it has; and I believe frequently.

224. Colonel *Dickson*.] I believe the "Himalaya" was not built in a Government Dock Yard?—No; she was purchased from the Peninsular and Oriental Company.

225. Mr. *Jackson*.] She was built in London?—Yes; at the Thames Iron Company's works, I think.

226. And the amount of repair upon the "Himalaya" has been upon the average less than upon other steamships?—I cannot answer that question.

227. But she has done more work?—She appears to me to have done more work, and always to have been more ready than any ship I ever knew, and the troops have always been carried with very great comfort; in fact, she is a great favourite with them as a transport.

228. Do you attribute that to her particular build, or to the meritorious conduct of the men in command?—A great deal is to be attributed to the latter; but I think the lofty decks, and the good accommodation on board, have a good deal to do with it; she has been, I may say most certainly, during the last three years, most efficiently commanded; I do not know that she has not been so before that.

229. *Chairman*.] Can you give a return of the number of days for which each of Her Majesty's troop ships was employed throughout the course of the year, for the last 10 years, exclusive of the two years of the Crimean War, and the one year of the China war; during the years of peace?—I will see if I can obtain it.

230. Mr. *Longfield*.] Would the vessels which you wish the Government to possess, be of the same class as the "Himalaya"?—Rather smaller.

231. Lord *Clarence Paget*.] To carry a battalion?—One thousand men.

232. How many men do you consider the "Himalaya" calculated to carry?—He has carried as many as 1,500, but that was a short voyage; it was from the Mediterranean to the Black Sea.

233. *Chairman*.] Have you any further information which you could give to the Committee with regard to the main question into which we are now inquiring?—I think none in addition to what I gave last Session.

234. You are the Superintending Lord of the Transport and Victualling Department?—Yes.

235. Do you think that it would be advisable to separate those departments?—I believe it would; it would relieve both.

236. Are you of opinion that it would be advisable to have transports of all kinds, as regards the conveyance of troops or stores, either to India or to the Mediterranean, or other places, under one department?—All the hired transports.

237. But you are of opinion that the troop ships should still be entirely under the control of the Admiralty?—Yes, entirely under the control of the Admiralty.

238. Colonel *Dickson*.] If a calculation were made, without having reference to tenders, of what would be a fair rate per mile to pay for the transport and victualling on board of troops, could not arrangements be made with private companies which would insure a superior class of vessels being always ready for that purpose?—I do not know whether they would agree to it; we might make the offer, but we do not know what the answer might be; I cannot say what they might consider fair.

239. Supposing an agreement was made of that sort, do you not think it would insure a superior class of merchant vessels being always ready to be employed on an emergency?—I cannot answer that question.

240. Lord *Clarence Paget*.] You mean that, as a matter of economy and efficiency, you are not prepared to say what would be the effect of such an arrangement?—I am not.

241. Admiral *Duncombe*.] Have you seen any reason to modify or alter your opinion as given in evidence last year as to what you conceive ought to be the method of conducting the Transport Service of the country, by having an independent Board, but under the regulations of the Admiralty?—No.

242. You still hold the same opinion as you then gave in evidence?—I do.

*William Willis, Esq.*, called in; and Examined.

243. *Chairman*.] IN the evidence which you gave before this Committee last year, you stated that you had made various calculations as to the relative cost of hiring vessels, and employing Her Majesty's troop ships, and you lodged a paper, which appears in the Appendix to the Report of the Evidence of last Session, page 278; I see that you base your calculations, so far as Her Majesty's ships are concerned, upon the desirability of purchasing such ships, for instance, as the "Great Britain," which you named?—That calculation had reference to the transport of troops to and from India only; not to Colonial services.

244. We will take it upon the question of India. I see that in this paper you estimate that, in the transport to and from India of 12,000 officers and men there would be a saving to the country, by employing Her Majesty's troop ships, of 150,000*l.*, or thereabouts, per annum; is that correct?—About that. I have slightly altered that statement, and request the Committee to allow me to hand in a revised statement, based on the prices of the two new vessels which are proposed to be purchased for the Government Service. (*The Witness delivered in the same.*)

245. As regards Her Majesty's troop ships, have you in this estimate taken into consideration insurance?—Not in that estimate. I have prepared a separate calculation of insurance, but I have not included it in that estimate.

246. Have you allowed for tear and wear?—Fully.

247. How much?—I have taken the rates on the vessels which I propose for the Indian service at the same amount as the Comptroller of the Navy takes with regard to Her Majesty's troop ships, namely, about 8½ per cent. on the repair of hull, masts and yards, and from 10 to 12 per cent. on machinery.

248. Have you allowed anything for interest of capital invested in those ships?—Not in that calculation; but I have prepared a separate statement of it.

249. We will confine it to the paper which is now before us; as to the transport from India; you have not taken into consideration interest of capital?—Not in that return which I have just handed in.

250. Have you taken into consideration casualties to which Her Majesty's ships are liable, as well as all other ships?—I apprehend that if I provide for wear and tear, and insurance, it covers all casualties.

Captain  
*C. Eden, R.N., C.B.*

11 April 1861.

*W. Willis, Esq.*

*Vide Appe*

*W. Willis, Esq.*

11 April 1861,

251. Have you taken in consideration the time that Her Majesty's ships are laid up while under repair?—Yes; because I have considered that these vessels would be home for four months in each year unemployed.

252. In this account, have you debited the country with the cost of those vessels which are so laid up?—Yes; I have taken the full annual cost of those ships.

253. You have based your calculations upon the assumption that those vessels will be full of troops going out, and full coming home?—Quite so.

254. Then, by what you have stated, there are various charges to which those vessels would be subjected which you have not included?—I have not included them in the statement which I have put before you at this moment; but I have a separate statement of that.

255. Do you desire to lodge that other statement?—I have not yet prepared a statement in a condition to give in; but I can mention the result of it.

256. Will you do so?—Yes; the evidence which I gave before the Committee last Session principally had reference to the comparative economy of employing Her Majesty's troop ships upon colonial services, instead of hiring merchant vessels, as well as on the question of substituting a new line of Her Majesty's troop ships for the present practice of hiring merchant vessels for performing the relief services to and from India.

257. Having made out another statement, were not you satisfied with the accuracy of the statement which you gave to the Committee last Session?—I was generally satisfied with its accuracy, but I had not the same data as to the cost of private vessels as I now have from the vote taken in the Estimates of this year.

258. Are you still of opinion that there would be a saving to the country of 150,000 *l.*, or thereabouts, by employing Her Majesty's troop ships, instead of hiring vessels?—On the conveyance of troops to and from India?

259. Yes?—Yes, I am, about 165,000 *l.*; exclusive of replacement of capital, with interest, and insurance.

260. But I suppose that in making a calculation of that nature, you would take into consideration insurance, because I suppose that Her Majesty loses ships as well as private individuals?—I presume she does, and she has lost in various years five ships; but I understand that the practice of large mercantile companies is, to a great extent, not to insure; that the Peninsular and Oriental Company do not insure; that the Royal Mail Company do not insure; that the General Steam Navigation Company do not insure; that Messrs. Smith of London do not insure; that Mr. Richard Green does not insure; that Messrs. Brocklebank, Messrs. Pollock & Gilmour of Liverpool, Messrs. Smith & Sons of Glasgow, and Messrs. Davy & Co. of Menai Bridge, do not insure. There are other firms which I am informed only partially and occasionally insure.

261. Do you not think that those firms whom you have named, if they do not insure, keep an insurance fund?—That is quite probable; I know that the Peninsular and Oriental Company reserve 5 per cent. per annum.

262. They become their own underwriters?—Certainly, because the money remains in their coffers.

263. If one of Her Majesty's ships goes to the bottom, who loses?—A vote must be obtained from the House of Commons to replace her.

264. Then is it not as broad as it is long, if you pay 10,000 *l.* a year for insurance, and in 10 years lose 100,000 *l.*?—Certainly; and I think it is quite right that insurance should be taken into account in these comparative statements.

265. Therefore, in the estimate of the relative cost to the country of employing Her Majesty's troop ships, and hiring private vessels, you will admit that the question of insurance ought to be taken into consideration?—Certainly.

266. And further, I suppose you will admit that the question of interest of capital ought to be taken into consideration?—If it is to be viewed entirely as a mercantile matter, I certainly do.

267. But viewed as a national matter, if the Government want money, I suppose they are obliged to pay interest for it?—If a strict account is to be prepared of the actual cost of this staff of Government shipping, as compared with employing mercantile shipping for similar services, undoubtedly the redemption of the capital invested in those ships, interest on capital, and insurance, should be taken into account.



268. In what respect does the estimate before you differ from the one which you lodged in evidence last Session?—It differs first in the price of the vessels; I do not recollect what price I then gave, but I have now taken the prices at which the two vessels proposed to be bought are estimated in the votes of the present year. It differs also in one further respect, that I find in the former statement, a very large number of troops were shown as going out to China, Mauritius, and Ceylon, principally in 1857, on account of the Indian mutiny, but hardly any as coming home; I consider that that was not a fair basis on which to prepare a statement of the outward service to those stations; and had the statement been extended one year further, we should have found even larger numbers coming home. At this moment, there are on their passage from China 4,560 troops, and there are in garrison at the four northern stations to be brought home upwards of 5,000, besides 2,000 at Hong Kong, the greater portion of whom will return to this country; therefore I consider that very nearly equal numbers would be brought home from those stations in the average every year with those sent out.

269. Does the paper before you differ in any other respect from the one which you have already lodged?—I think not; I may mention one other respect with regard to the colonial services; I formerly included a slight saving of about 14,000 *l.* a year in the pay of the troops, during the shorter passages which they would make in Her Majesty's steam ships than in hired sailing vessels; but I have excluded that now, not thinking it probable that that saving would in fact be realized.

270. You have still based your calculation upon the understanding that Her Majesty's ships would be full of troops both to India and from India?—Yes.

271. And you have left out of your calculation, as I understand you, insurance and interest?—With regard to India, the saving which I have shown in the paper before you is 165,000 *l.* a year; deducting the insurance and interest from that, you would have to take away nearly 80,000 *l.* a year, leaving a saving of about 85,000 *l.* a year.

272. Then your saving, instead of being 165,000 *l.*, is only 85,000 *l.*?—It is about 85,000 *l.*

273. Presuming that the ships which took out a full complement of troops only brought home half that number, would that make any alteration in your calculations?—It would make a difference in the calculation.

274. Consequently it would reduce your reduced estimate of gain?—Yes.

275. If Her Majesty's ships were to meet with any casualties, would not that be likely to reduce the profit?—I think I mentioned that I considered we had made a full provision for casualties.

276. Have you taken into consideration in this new calculation the time when these ships are not employed?—I have assumed that the ships would perform one voyage to India, so as to arrive there in the cool season of the year; that they would return again with troops, and would remain at home unemployed for about four months, until the proper season again arrived for their regular outward voyage.

277. Have you taken into your calculation the cost to the country of those ships during these four months?—Certainly; I have taken the whole annual cost.

278. What have you allowed for the numerous current expenses connected with the ships, such as pilotage, and port charges, and various incidental expenses?—I have taken them at about 100 *l.* a voyage.

279. Do you think that 100 *l.* would cover those numerous incidental expenses?—It is a subject on which I have no information, but I apprehend that the cost which we have taken here for wear and tear is so excessive, that it would amply cover anything of that sort.

280. Lord *Clarence Paget*.] I presume you remember that the Government ships do not pay port charges; they only pay pilotage?—That is quite true.

281. *Chairman*.] Is it not as broad as it is long; do not the country lose; if Her Majesty's ships do not pay port charges, does it not fall indirectly upon the country; if Her Majesty's ships are relieved, and if by their being relieved, the harbour trustees at the different places which those vessels frequent are consequently obliged to enhance the rates to the private ships, does not it in reality fall upon the country?—I am not aware of the principle upon which the harbour commissioners act as to what revenue they wish to raise.

282. I suppose you are aware that the harbour trustees are obliged to raise sufficient revenue to maintain the harbours, and that if they do not derive it from Her Majesty's ships of war, they must derive it from other sources, from other

W. Willis, Esq.

11 April 1861.

vessels frequenting the harbours?—I am not at all aware of the principle upon which they act, or whether they raise barely sufficient revenue, or more than enough.

283. You are aware at all events that harbour commissioners are obliged to have sufficient funds to maintain the harbours?—I presume so; but I am not aware whether it is possible that they might raise more than sufficient.

284. We have looked at the one side of the account, we will look at the other. I see that in your calculations on the other side of the account you assume that the rate per head for sending troops to India is 14 *l.* 10 *s.*; you base your calculations upon that?—I do.

285. Where did you get that information?—It was obtained from a Return to the House of Commons, dated 24th May 1860, No. 330; the rate there is quoted at 14 *l.* 10 *s.* per head out, and 32 *l.* 8 *s.* per head home.

286. Is it stated where that information is obtained?—It was obtained, I believe, by Mr. Hammack, who prepared a statement on the mortality and statistics of the Indian army.

287. Who is Mr. Hammack?—The assistant superintendent of the statistical department in the Registrar General's Office, and he states that it was furnished to him from the India Office.

288. Since you gave us evidence we have had before this Committee the head of the Transport Department connected with India, Mr. Mason; he has given us a return which appears in the Appendix, page 319, of the cost of sending troops to India for the last ten years in private ships, Taking 1850, which is the first year that he gives, instead of the cost to the country being 14 *l.* 10 *s.* upon which you have based your calculations, I find that to Calcutta it is only 7 *l.* 5 *s.* 10 *d.*, just one half, 8 *l.* 1 *s.* to Madras, and 7 *l.* 11 *s.* 7 *d.* to Bombay?—The figures which I have adopted are said by Mr. Hammack to have been furnished to him from the India Office, and I presume therefore they are correct. I observe also that whereas the rates quoted at page 319 for 1850 are as you state, in the year 1853 I find some rates of 17 *l.* 19 *s.*, 18 *l.* 9 *s.*, 23 *l.*, 25 *l.*, and so on, and probably looking through the Returns, if they were analysed, we should find enough to bring it up to the rate here quoted.

289. It so happens that Mr. Mason has given a Return of the cost to the country during the last ten years, which will be found at page 330; the average cost to the country during the last ten years has not been 14 *l.* 10 *s.* as you have estimated, but it has been to Calcutta 11 *l.* 7 *s.* 3 *d.*, to Madras 11 *l.* 13 *s.* 2 *d.*, and to Bombay 11 *l.* 6 *s.* 6 *d.* In those ten years, as you are aware, there was in 1854 and 1855 an immense demand for ships on account of the Crimean war, and the rates were raised in those years far above the average of any previous years; there was also in 1857, as you are aware, a very large demand for ships to India on account of the unfortunate mutiny. So that even including those three years of great demand the average price is more than 3 *l.* less than you give it. Will that alter your calculations as to the relative cost of employing Her Majesty's ships and private ships?—The rates quoted at page 330 I apprehend must refer to sailing vessels only, because I find immediately below, a statement of the rates for steamers which to Calcutta were 40 *l.* 4 *s.* 8 *d.*, to Madras 35 *l.* 15 *s.*, and to Bombay 38 *l.* 8 *s.* 3 *d.* I apprehend that the India Office have given the average of the prices paid in all classes of ships, whether sailing or steam; but whether it be so or not, I simply took the results as given by the India Office. Of course I am not able to reconcile two conflicting statements emanating from the same source.

290. But you base your calculation of 14 *l.* 10 *s.* upon the price paid to private sailing ships?—To sailing vessels.

291. This return, which Mr. Mason has given to us on the part of the India Office, states, that the average rates for 10 years were not 14 *l.* 10 *s.*, but were 11 *l.* 7 *s.* 3 *d.*, and that the rates in some years were as low as 6 *l.* 17 *s.*, or thereabouts. Will that difference make any alteration in your calculations as to the desirability of employing Her Majesty's troop ships in that particular trade?—If the return now given by Mr. Mason from the India Office is considered more correct than the previous return furnished from the India Office, it certainly will make a difference; but I am not at all able to say which of the two is the correct return.

292. Would it not make a difference upon the 12,000 troops of more than 36,000 *l.*?—I have not made any calculation.

293. If you sent out 12,000 troops, and if the difference is 3 *l.* a head, it will be

be 36,000 *l.* difference?—No; because you do not alter the homeward rate, I apprehend.

294. We will go to the homeward rate afterwards; will it make a difference of 36,000 *l.*, or thereabouts?—If the difference is 3 *l.* a head, of course, on 12,000 men, it will make that difference.

295. Then it will reduce your estimate of profit of 85,000 *l.* still more by 36,000 *l.*?—Yes.

296. With regard to the homeward rate, you base your calculation, I see, on 32 *l.* 8 *s.* per head homeward?—Yes.

297. I suppose you have derived these figures from the same channel of information?—The same channel of information.

298. It so happens that Mr. Mason, on the part of the East India House, has also given a return of the actual cost of bringing troops from India for the last 10 years. Beginning with 1850, the average cost in that year (we will take the case of the men in health, because I presume it is to those that you refer in your calculations) was not 32 *l.* 8 *s.* per head, but it was 13 *l.* 8 *s.* 8 *d.* per head, being not one-half of what you gave. In the next year it was 15 *l.* 3 *s.* 4 *d.*, still not one-half. In 1853 it was 19 *l.* 8 *s.* In the next year, namely 1854, which was the year when there was a great demand for ships for the Crimean War, it rose to 35 *l.* 14 *s.* 5 *d.* In the next year, which was also the year of the Crimean War, when there was an equal demand, it was 32 *l.* 4 *s.* 2 *d.* In 1856 it was 20 *l.* 17 *s.* 6 *d.* In 1858 it was 19 *l.* In 1859 it was 18 *l.* 4 *s.*, and the average cost for the whole 10 years, including those three years when there was so great a demand for shipping, was not 32 *l.* 8 *s.*, as you give it, but it was 21 *l.* 8 *s.* 10 *d.*, so that in your calculation there is a difference of 11 *l.* per head; is that so, if these figures of Mr. Mason's are correct?—If those figures of Mr. Mason's are correct, of course it would make that difference; I was not aware of the existence of that return.

299. Will you multiply 12,000 troops to be brought home by 11 *l.*; how much will it give?—£. 132,000 *l.*

300. Therefore your profit of 85,000 *l.*, which you have made out, has already been reduced 35,000 *l.* on the outward voyage, and is brought down to a profit of 50,000 *l.*; but if you take off this 132,000 *l.*, that which you make out to be a gain to the country of 85,000 *l.*, will be a loss to the country of 82,000 *l.* by the employment of Her Majesty's troop ships?—Of course the question wholly hinges on what are the correct rates outward and homeward.

301. If Mr. Mason's figures are correct, which he, coming on the part of the East India House, gives to us, instead of your calculations showing a profit of 85,000 *l.*, provided we adopted your recommendations, there would be a loss to the country of 82,000 *l.*?—Undoubtedly, if the rates given in that Parliamentary Return from which I have taken my data are incorrect, the statement itself is altogether incorrect; but if one return furnished from the India Office differs from another, I think it is a matter to be looked into as to which of the two is the correct one, because my calculations depend wholly on the question of rate.

302. Admiral *Duncombe*.] These returns, as given in by Mr. Mason last Session, you have never seen before?—No, I have not observed them even in looking through the report.

303. And you individually have had no experience in taking up any transports for the Indian service?—None whatever.

304. It is shown in these Tables, as presented by Mr. Mason, that in one year, 1850, men in health were brought home from Calcutta at 13 *l.* 8 *s.* 8 *d.* per head, and in 1855, 32 *l.* 4 *s.* 2 *d.* There being such an immense difference, must not the profits have been very great to the parties?—I apprehend so, very great indeed.

305. In your experience in your department in managing the transport service, have you ever been subject to such a variation in the prices?—Yes; we have seen extraordinary fluctuations, even in the prices asked in one day. Sometimes they have been double, or two and a half times what they have been on another occasion.

306. In talking about the return of troops from India, of course they would not be so numerous as troops going out?—No.

307. In your department, you have had no experience upon that subject?—I have taken that into account by assuming that with the Queen's ships we

*W. Willis, Esq.*  
11 April 1861.

should make provisions for only the equal, or permanent, number going out and coming home, leaving the excess number going out to be forwarded by freight as at present.

308. And I believe that there are always a great number of condemned stores and articles of that kind to bring home?—I do not know; respecting India we have no experience whatever.

The Committee-room was cleared.

After a short time, the Witness was again called in.

309. *Chairman.*] Will you have the goodness to turn to page 46 of the Evidence of last Session, at Question 823; you are there asked, by Lord Clarence Paget, if, in your opinion, it is more desirable to employ hired ships than Her Majesty's troop ships, in the transport of troops and stores to such stations as the Mediterranean and the North American stations; are you of the same opinion now as you were then upon that point?—I am of opinion that as far as regards the working expenses of Her Majesty's ships, they are not more costly than to employ freight vessels; but it is a very difficult question to answer, for we really have hardly any data on which to form a complete opinion as to the whole system. First of all, it is almost impossible to obtain identical cases of services performed by Queen's ships and hired vessels. Then again, if we take outward voyages, only Her Majesty's ships have to come home empty, and then the cost is greater than in merely employing freight out. With reference to return services statements were quoted by a previous witness before this Committee, which showed that in the cases there given the employment of freight vessels was less costly than employing Queen's ships; and even where the actual services of one of Her Majesty's ships were taken for a whole year, the statements mentioned in that report showed that the employment of freight was in certain cases cheaper than that of the Queen's ship. On the other hand, I have had a statement prepared within the last few days of the services performed by Her Majesty's ship "Himalaya" during the year 1859, and I have contrasted her working expenses, while performing those services, with the cost of performing the same services by freight vessels, and I find that, on the whole, the cost is very nearly similar; there is a slight saving by employing the "Himalaya" of about 5,000 *l.* a year; but I should hardly look upon even that case as a test of the system. Then again we have not had the services of all these eight vessels available during any part of the time that we have possessed them; four or five of these vessels were bought in 1854 and 1855; those were the years of the Crimean war. In the years 1857, 1858, or 1859, five of them were employed in China; so far therefore they have been detached from their ordinary work, namely, the colonial reliefs, so that if we obtained the record of their actual services for the year, I should still say that, with all these disturbing causes at work, we should not have satisfactory data on which to form a final opinion as to which is the cheaper system. I think, therefore, that the only way of arriving at any conclusion as to whether employing the Queen's ships is cheaper than performing the same services by hired vessels, is to take into consideration the actual movements of troops performed during a given time. In the statement which I have prepared, I have taken the average of the work done in three years, and have contrasted how that work might have been performed by Her Majesty's ships, and their cost, with the relative cost which would have been incurred had all the services been performed by freight ships at the average prices which we have positively paid for troops conveyed to those stations during those years. I find, on the whole, a slight gain in favour of the Queen's troop ships of 5,000 *l.* That is based simply on their working expenses, and does not include redemption of capital or insurance. Perhaps the Committee will allow me to hand that statement in.

*Vide Appendix.* 310. Do you desire to lodge this Return in evidence?—Yes. (*The Witness delivered in the same.*)

311. Turning again to your evidence of last Session, you gave in a Return, marked B., which appears at page 276 in the Appendix. Will you refer to that?—I have it.

312. Taking the particular trade, the Mediterranean trade, you make out that the cost to the country by the employment of freight ships in that trade is 51,163 *l.*; and that the cost to the country by the employment of Her Majesty's ships

ships would be 36,907 *l.*, so that there would be a saving in the Mediterranean trade of 14,256 *l.* by the employment of Her Majesty's troop ships?—Quite so. I have mentioned in my evidence that I have excluded from the statement which I am now handing in the pay of the troops upon colonial services: therefore there would be no saving in that item; it would be simply contrasting the working expenses of the ships.

313. By this amended return which you have lodged to-day, you make out that there would be a saving of 14,256 *l.* by employing troop ships?—Quite so.

314. On what basis have you formed this return?—I have based it in both cases on the number of men absolutely conveyed to Gibraltar, Malta, and Corfu and home from those stations, during the three years 1857, 1858, and 1859; those were the three most recent years at the time when I prepared the statement. As regards the Queen's troop ships, I have taken into account their working expenses, *i. e.* the expenses of the maintenance of their crews, wages, and victuals; I have taken into account coals for the voyage; I have taken into account the fittings for the troops, assumed to last over a given period; bedding for the troops, the mess of the officers, and the victualling of the men; I think that I have included every expense except redemption of capital, insurance and interest.

315. What allowance have you made for pilotage?—There is no item included there for pilotage.

316. Have you made any allowance for the other contingent expenses which fall heavily?—I am not aware of others; I think that the wear and tear I have taken, which is a very high rate, amply includes any contingent expenses; I am informed by practical shipowners, that an iron vessel requires putting in dock perhaps twice a year to scrape her bottom, paint her, and put her to rights; that that operation costs about 300 *l.* or 400 *l.*, and that the wood in her interior fittings, and so forth, wastes a good deal less than in a wooden ship, owing to her giving less and straining less. On the other hand the wear and tear taken in these statements on such a vessel as the "Simoom," instead of being taken at only 300 *l.* or 400 *l.* a year, is taken at 6,940 *l.* a year, a difference which I think would amply cover any small contingent expenses.

317. If you took into consideration the cost of Her Majesty's troop ships, how much would that reduce the profit which you have estimated?—I have ascertained the original cost of the eight troop ships; I have assumed that these vessels would last 30 years; that is taken from the statement given by the Controller of the Navy in regard to wooden ships of war. I believe that the durability of iron vessels is not determined, that, in fact, it is unknown. Practical men, to use their own expression, have said that they never die if repaired periodically, but I have taken their duration as 30 years, and assumed that the capital would be redeemed in that time; I have taken interest in equal annual payments, computed at three and a quarter per cent. throughout; I find that that results in a mean annual payment of 32,000 *l.* in respect of these eight vessels.

318. Suppose that you had included in your calculation the capital invested in those troop ships employed in the Mediterranean trade, how much would it have reduced your estimated profit of 14,256 *l.*?—I have not made any calculation for each separate item of that statement, but I have simply made a general calculation for the whole of the troop ships.

319. Upon the whole of the troop ships if you take interest at 3½ per cent., it would give 32,000 *l.*?—Yes, including the replacement of capital.

320. What do you mean by the replacement of capital?—Paying back the original capital, minus the value of the vessel at the end of the 30 years, which I have taken at one third.

321. Does that include wear and tear?—No, I have given wear and tear in the previous statement; this is simply a redemption of capital account with interest.

322. You have not included insurance upon those ships?—Not in this item of 32,000 *l.*

323. Can you say how much this 14,256 *l.* would be reduced, if you included insurance?—Not on that separate item. On the whole, I estimate insurance at about 29,000 *l.* a year.

324. At what premium have you calculated it?—I have taken it at six per cent. I believe that the average rate paid for a year on merchant vessels is eight per cent., but I think that, considering the Government ships are so well built and kept up,  
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W. Willis, Esq.

11 April 1861.

W. Willis, Esq.

11 April 1861.

that they are well manned, and that there are no underwriters' profits to make, six per cent. is ample.

325. How many troop ships had the country six years ago?—I do not remember.

326. How many troop ships have you lost during the last six years?—Five vessels altogether have been lost.

327. Five out of ten?—Five in all. The "Birkenhead" was lost in 1852, off the Cape of Good Hope. The "Prince" was lost in the gale in November 1854, at Balaklava, when such a very large number of merchant vessels were also lost. The "Transit" was lost in 1857, in the Straits of Banca. The "Assistance" was lost in July 1860, in China, and the "Perseverance," in the latter part of 1860, off the Cape de Verde.

328. You have lost one-half of the ships?—We have been so unfortunate.

329. Do you think that if you had kept an insurance fund at the Admiralty, the same as all prudent merchants do, 6 per cent. per annum would have covered those losses?—I apprehend that if I pay a premium on my life, and die the next year, my representatives will get the whole value of my insurance; and that is the same in insurances on ships.

330. Do you think that six per cent. per annum would have covered the loss of those five ships?—I presume that if the Government insured they would do it like the merchant; and that the underwriters, who had the premium paid to them, would take the risk.

331. Do you think that it would have been a good risk for an underwriter to have taken at six per cent., considering that five vessels were lost out of ten?—I do not think that any underwriter, in taking the premium, could take into account whether he would be lucky or unlucky in the result of his risks. I know that the ordinary mercantile rate is eight per cent.

332. You state that you have lost five vessels: you state that you think that six per cent. would cover the losses; would six per cent. which you have estimated have covered these losses?—Certainly not.

333. Would 12 per cent. have covered them?—I have not stated that either 6 or 12 per cent. would have covered them; I only said that I believed that eight per cent. was the premium paid for insurance, which rate, or rather six per cent., were the Government to insure, they would have to pay.

334. Your profit of 14,000*l.* would, of course, have been considerably reduced if you had taken into consideration the question of insurance?—Certainly.

335. If those items which you have not taken into consideration, had been calculated, would there have been any profit at all to the country by the employment of Queen's ships in the Mediterranean trade, instead of hiring ordinary merchant vessels?—I have not calculated the Mediterranean trade by itself, but I have looked at the whole question for all stations. Although I find a small saving of 5,000*l.* a year in favour of troop ships, let us assume that there has been no saving at all, and that the cost of working Her Majesty's troop ships has simply been equal to that of hiring freight vessels; we have then to consider the question of redemption of capital, with its interest and insurance, that would cost the country about 60,000*l.* a year. Now, I think we should look on the other side at what we get for that 60,000*l.* a year; first, we have trained crews of about 1,400 men. Were these men simply engaged in the Royal Naval Reserve they would cost about 13*l.* 6*s.* a head, which would amount to 19,000*l.* in the course of the year, leaving a balance of 40,000*l.* as the cost of the ships. Now, I think that with regard to that 40,000*l.* we may fairly consider that we have the money's value, because we possess the property; we have eight fine ships, and if this question is to be regarded solely as a mercantile matter, those ships would fetch their value.

336. Does that 60,000*l.* which you have named, include pilotage, and those various contingent charges?—As I have mentioned, I have made no separate allowance for that, but I consider that the excessive rates allowed for wear and tear would amply cover all those small expenses.

337. Does it cover the time when those ships are lying up unemployed?—Yes, fully.

338. With regard to the next advantage which you say would be gained by having the men who are employed in those ships as men for a reserve, and consequently men who would be valuable to us in the emergency of war, do you think, after all, that they would be really of any value to us as a reserve?—If you

you mean as a reserve at home, of course not, because they may be elsewhere ; but wherever they are they will be valuable.

339. But is it not the case that when war unfortunately breaks out those transports and men are very fully employed?—Yes.

340. Consequently those men could not be removed from the transports into Her Majesty's ships of war, could they?—Yes.

341. You would require to find other men?—Certainly, hired men as you had in the "Himalaya," and other vessels, during the Crimean war.

342. Practically, they would be of no value so far as a reserve was concerned?—Not as a home reserve; but they would be available as a reserve for Her Majesty's ships on whatever station the troop ships might be.

343. But if you took them away from the troop ships into regular men-of-war, you must supply their places with other men?—Certainly. I may, perhaps, be allowed to observe, that I think the Committee, in estimating the economy of a fleet of Government vessels as compared with the cost of performing all our troop services by hired vessels, should look not only at ordinary times of peace, but at times of emergency as well. Lately, we have had five vessels employed in India or China; we had very few at home available. The "Perseverance" was employed in effecting a very large relief of troops between the coast of Africa and the different West Indian islands. She had to make several voyages, occupying a long time; she was lost just on commencing that service. We had no Queen's troop ships at home available to replace her; we therefore had to go into the market and hire a steam transport. We took up the "Avon" professedly for three months, and she will not complete her work for some little time after this month. Her hire altogether, to the end of this month, will cost 11,300*l.*, exclusive of coals. Had the "Urgent" been at home and available for the same service, she would have cost 6,926*l.*; showing, therefore, that the employment of a Queen's ship on an emergency would have saved 4,398*l.*, or 38 per cent. of the cost of the "Avon;" in addition to which there would have been saved all the cost of the "Avon's" fittings.

344. In that calculation do you include insurance?—No.

345. On depreciation?—If I included those items, it would reduce the 4,398*l.* to about 2,000*l.* odd.

346. Have you included other items, such as charges to which a ship is liable?—I think there are no other items to be included, because the large rate for wear and tear will more than cover those small expenses.

347. Have you included the replacement of capital?—Yes. I may mention another case in which the Queen's troop ships have been employed very economically indeed to the country. During the China war we have had five vessels, of an aggregate tonnage of 9,339 tons, employed in China, the "Simoom," the "Urgent," the "Vulcan," the "Assistance," and the "Adventure;" they cost the country annually 87,141*l.* We had also, in order to carry out the services in China, to hire seven merchant steam transports; they cost the country per annum 190,892*l.*, their tonnage being 10,532 tons. The relative expense of their hire for the same tonnage as that of the Queen's ships (namely, 9,339 tons), would have been per annum 169,268*l.* One of those vessels has just returned to England, but the whole of them will not be discharged before the end of this month. Taking their hire up to that period, we shall have paid for the hire of those seven vessels 252,566*l.* Had their tonnage been the same as the five Queen's ships, namely, 9,339 tons, we should have paid up to the end of this month 223,955*l.* The Queen's ships would have cost us in working expenses up to the same period 114,735*l.*; giving a gain in that time, that is, about one year and a third, of 109,220*l.*; that is to say, by employing Queen's ships, and thereby obviating the necessity of taking up a corresponding amount of merchant steam tonnage, the country will have saved 109,000*l.*

348. Were not the freights very high to China in that particular year?—No; it appears to me that the rates at which these ships are taken up are very low, averaging only 30*s.* 2*d.* per ton per month.

349. Mr. Longfield.] Do you include insurance?—No; but the redemption of capital and the insurance on those five ships would be only 34,581*l.*, or for a year and a third 45,531*l.* a year, whereas I show a saving on them of 109,000*l.*

350. Mr. Jackson.] What is the total capital of Her Majesty's ships?—£. 726,460.

*W. Willis, Esq.*

11 April 1861.

351. How much do you put down for depreciation upon that amount?— I have said that the capital would be replaced in 30 years by equal instalments, and interest of  $3\frac{1}{4}$  per cent. paid throughout.

352. *Mr. Longfield.*] Is 8 or  $8\frac{1}{4}$  per cent. the insurance on those voyages?— It is not that; it is not, I am informed, above four per cent. upon a China voyage, two per cent. out, and two per cent. home.

353. *Mr. Jackson.*] Have you allowed for restoration in the wear and tear?—Yes.

354. How much per cent. have you allowed?—Eight and a half per cent. per annum for wear and tear.

355. Over the 30 years?—My calculation is an annual one.

356. You estimate the capital at 717,400*l.*?—At 726,460*l.*

357. And by taking off during 30 years so much per annum, you leave the cost at the end of 30 years, 238,900*l.*?—Yes.

358. What have you to represent, 238,900*l.*?—The ships themselves.

359. Has there been any experience to show that vessels at the end of 30 years would be worth about one-third of their original cost?—No; as I have previously mentioned, I have no experience whatever on the subject, and I believe it is quite a disputed point; I am assured by practical shipowners, to use their own expression, that these ships will last for ever if docked twice a year, properly scraped and painted, and thoroughly kept up.

360. Is it in the history of shipping that a ship ever lasted for ever, however much she may have been repaired, restored, and renewed?—I presume not; but I have formed another calculation where I have assumed the ships to be worth nothing at the end of the 30 years, and instead of the payment for the replacement of capital with interest being 32,145*l.* a year, it will come to 36,413*l.* a year, being not so very much more. It is about 4,000*l.* more.

361. *Chairman.*] How many transports do you think the Government ought to have?—I think the eight transports which they now possess are sufficient for the ordinary requirements of the relief services; but it appears to me that it would be very expedient indeed to have one, two, or possibly three, always at home available for any urgent service.

362. How many have you at home now?—Two at this moment.

363. Have you had no more than two for the last 12 months?—I think not.

364. To what extent of tonnage have you been compelled to hire from the merchant service to carry on the ordinary business?—I have not brought any return with me showing that; but to a considerable extent.

365. Those two vessels which you have had at home have been constantly employed for the last twelve months?—Yes; the "Himalaya's" work during the year 1859 was something very large indeed.

366. If those vessels which you have now in China were at home, would those vessels, with the two which are here, be sufficient to perform the ordinary reliefs?—That would make seven vessels; my calculation is that it would require eight to perform them.

367. Would those eight vessels be constantly employed on that service?—I apprehend they would. As far as I can estimate, it would leave them each about a month or six weeks in the course of the year to go into dock and repair.

368. And, with that exception, they would be always employed in moving troops or stores?—I think they would be almost always employed in moving troops, but I do not think it is economical to employ them in moving stores.

369. Why so?—You can move stores by freight so much more cheaply.

370. If you had eight vessels, in your opinion they would be fully employed in the ordinary services?—Yes. I may mention one more important fact on the question of relative cost, namely, that the eight Government steam vessels cost us for their working expenses, per annum, exclusive of coals, 151,122*l.* The average rate at which steam transports were engaged in 1854, and during the year 1855, was about 52*s.* a ton a month, which on the same amount of tonnage as the Queen's ships, namely, 16,118 tons, would amount to 502,872*l.* per annum; so that had Government, on the outbreak of the war in 1854, available these eight troop ships, they would have been employed in lieu of a similar tonnage of hired shipping, and an annual saving would have been effected of 351,750*l.*, and as the value of the ships is only 726,460*l.*, two years of such savings would have bought the ships; I think therefore that whatever the economy may

may



may be proved to be in ordinary times, the moment an emergency comes, Her Majesty's troop ships are not only very advantageous in regard to ensuring efficiency and dispatch, but are also highly economical.

371. In that calculation have you reckoned insurance?—No; but the total cost of insurance and redemption of capital, with interest, on the eight vessels, is under 60,000 *l.* a year.

372. Then that estimate does not appear to represent the gain to the country?—The gain to the country by the employment of these vessels during the first year of the Crimean war would have been 351,750 *l.*, minus 58,933 *l.*, that is, 292,817 *l.* The working expenses are fully included here, and they leave a gain of 351,000 *l.* in a year. I have to take away from that 351,000 *l.* the replacement of capital, interest, and insurance, which together amount to 59,000 *l.*; that leaves 292,000 *l.* clear annual gain.

373. Mr. Jackson.] How much per cent. have you allowed for wear and tear?—Eight and a half per cent., on hulls, masts, and stores, and 10 to 12 per cent. on machinery.

374. Mr. Kinnaird.] Could not you furnish the Committee with an amended return with all those calculations made, so that we might see your calculations, taking the amount of depreciation and everything?—Yes. I could put in a return of the replacement of the capital, with its interest, and of the insurance.

375. Have you yet any returns of the cost of hiring ships for the last China war?—Yes. We hired in England seven steamers, at an average cost of about 30 *s.* 2 *d.* a ton a month. I can hardly give the China or India rates; six steamers were taken up there; but 123 sailing vessels were taken up of an aggregate tonnage of 110,000 tons, and their cost has ranged from 16 *s.* to 28 *s.* a ton a month.

376. No amount of home transport Government shipping could have met that emergency?—It is impossible; it would simply, *pro tanto*, have substituted the employment of merchant shipping.

377. Do you not anticipate that the more you extend the number of those ships the greater will be the cost to the country when unemployed?—Unquestionably; but I would propose only to have a limited staff, enough to perform all the ordinary services, with one or two spare vessels, which might possibly be kept out of commission, but ready for an emergency.

378. Mr. Longfield.] Is it not a fact that the mercantile steam navy has so far increased that you hire now at 32 *s.* a ton vessels which in the Crimean war you could only get at 52 *s.* upon the average, and would not that altogether alter the result of your calculation upon the price paid in the Crimean war, as to the advisability of employing foreign ships?—I think not. I think that another inference may be drawn from the variation of rates, namely, that there may not be now the same amount of employment. In the Crimean war we took up an immense number of transports, which alone increased the rates.

379. Chairman.] What the Honourable Member means is this: would it not alter your calculations as to profit if those vessels which, during the Crimean war, were engaged at 52 *s.*, could be employed at 32 *s.*, the rate which you paid in China?—Certainly.

380. If the rate had been 32 *s.*, would there not have been no profit at all upon that particular transaction?—If the rate had been reduced from 52 *s.* to 32 *s.* it would have made a great difference, and have reduced the gain to about 150,000 *l.* per annum; but I cannot imagine that to be the case; I cannot fancy that there can be such an amount of unemployed mercantile shipping as to render it possible.

381. I understand by your evidence that you do not recommend that there should be more vessels belonging to the Government than sufficient for the ordinary services in periods of peace?—I think that the existing staff, supposing them to be eight (there are now only six) would suffice for the ordinary services in time of peace. I think that for emergencies it would be well to have one or two, or possibly three reserved steamers.

382. Mr. Longfield.] For home service and quick reliefs, which are to be given irrespectively of cost altogether?—Yes; that is a question, I think, of expediency, and of the political advantage of possessing the vessels.

383. The question of cost cannot be put in competition there?—No; but in times of emergency these ships would make great savings. I have just given instances of vast economy.

*W. Willis, Esq.*

11 April 1861.

384. *Chairman.*] You have stated that during the last 12 months you have been doing Her Majesty's service with only two vessels, with the assistance of hired vessels. Can you give us a return of the amount of tonnage which you have been obliged to hire during the last twelvemonth, to make up for the want of those four Government vessels which have been employed in China?—Certainly.

385. I speak of tonnage employed in the ordinary reliefs of troops; I refer to vessels being engaged in the service in which you would have employed those four troop ships now in China had they been at home, and in lieu of which you have had to take up others?—Yes.

386. Will you also state what you have paid for those vessels during the last 12 months?—Yes.

387. *Mr. Jackson.*] Can you state the rates which you paid during the Crimean war?—I will instance a few; for the "Jura" we paid 55 s. a ton a month; for the "Argo," 55 s.; for the "Alps," the "Thames," and the "Trent," 50 s.; for the "Cambria," at one time, 55 s.; at another, 63 s.; for the "Arabia" at one time 50 s.; at another, 55 s.; for the "Etna," 55 s.; for the "Great Britain," 50 s.; for the "Calcutta," 55 s.; for the "Indian," 55 s.; for the "Hansa" and the "Germania," 60 s.; they were exorbitant rates.

388. Is there anything beyond 60 s.?—Yes; I see that we paid 62 s. and 63 s.

389. For what vessels were those?—The "Cormorant" and the "Cambria."

390. *Admiral Duncombe.*] Has your experience shown you that in cases of emergency the shipowners naturally expect, and must necessarily obtain higher freights than the ordinary course of freights?—There is no question whatever about it.

391. So that if there should be the increase of steam shipping which has been alluded to, there is no reason to suppose but that in cases of emergency the same high rates would be paid?—I think it would be wholly a question of supply and demand, and that as the demand increased, the rates would certainly rise.

392. *Mr. Jackson.*] Is there not a greater supply now than there was before?—I do not know.

393. *Mr. Kinnaird.*] Among the ships which you have mentioned as lost is the "Transit"?—Yes.

394. Was not the experience of the "Transit" that she was a source of the greatest anxiety?—I am not in a position to state, those ships are under the Admiralty, and not under the Transport Department.

*Jovis, 25<sup>o</sup> die Aprilis, 1861.*

## MEMBERS PRESENT.

Mr. Henry Baillie.  
Mr. Brooks.  
Mr. Caird.  
Mr. Dalglish.  
Colonel Dickson.  
Admiral Duncombe.

Mr. Jackson.  
Mr. Kinnaird.  
Mr. Lindsay.  
Mr. Longfield.  
Lord Clarence Paget.  
Sir Michael Seymour.

WILLIAM SCHAW LINDSAY, Esq., IN THE CHAIR.

*William Willis, Esq., called in; and further Examined,*

395. *Chairman.*] THERE are certain returns which you were asked to lodge when you were last examined; have you those returns with you?—I have both of them prepared.

396. Do you now desire to place them in evidence?—If you please (*the Witness delivered in the same*). Perhaps you will allow me to advert to two points of my previous evidence. On the last examination I was asked whether the averages of the rates to India which were quoted at page 330, of the Committee's Report of last session, would make a great difference in my calculations. I have looked at those averages; they certainly would do so if authentic; but I apprehend that they cannot be looked upon as averages; they simply seem to be a summary of the rates paid.

397. Then do you mean to say that the returns which were given in by Mr. Mason on the part of the East India Company are not accurate?—I will instance the rates quoted for one or two of the years. In the year 1852 two ships went to Madras and two to Bombay with troops. The number of troops sent to each station, multiplied by the rate paid, would give as an actual average to Calcutta 10*l.* 10*s.* 4*d.*, whereas the rate quoted at page 320 is 10*l.* 9*s.* To Madras it would give a true average of 9*l.* 4*s.* 6*d.*, whereas the average rate quoted is 8*l.* 17*s.* I find that the plan adopted has been merely to add together the different rates, and to divide the result by the number of engagements, which gives fallacious results. In 1850 to Calcutta the rate is stated to be 7*l.* 5*s.* 10*d.*, when only 2,900 men were despatched there. In 1859 it is shown as 12*l.* 9*s.* 10*d.*, when 10,700 men went there. Those two rates added together would give a very different result than if the numbers of men were multiplied by the respective rates paid, and the true average thus ascertained. The true average of those two years to Calcutta would be 11*l.* 8*s.* 5*d.*, whereas by this process it would appear to be only 9*l.* 17*s.* 10*d.* To Bombay the true average is 13*l.* 4*s.* 9*d.*, whereas it is made to appear to be only 11*l.* 2*s.* 8*d.*

398. Have you any reason to suppose that the rates paid for each of those ships are inaccurate as given by Mr. Mason?—No; but the result given as the average is in itself inaccurate. At page 331 a summary of the whole service, of which the details are shown in the preceding pages, is given; the total numbers of men who went out, and the amount of money paid, which gives for the nine years, excluding 1858, an average rate of 13*l.* 10*s.* as the outward rate. In 1858 the rates rose to 14*l.* 13*s.*, 15*l.* 14*s.*, 16*l.* 2*s.* 6*d.*, 17*l.* 17*s.*, and in one case to as high as 19*l.* 15*s.*, so that I have no doubt that the rate of 14*l.* 10*s.* given by Mr. Hammack would be about the truth. I find that in the Return from which Mr. Hammack obtained his information the detailed figures are given by the India Office, showing the numbers who went out in regiments, drafts, and recruits, and those who came homeward, and I find that his averages, which I have checked, are perfectly correct, so that I believe that the figures which I have given in, as respects the conveyance of troops to and from India, may be regarded as perfectly authentic.

399. Do you mean to say that the figures which you gave, and upon which

*W. Willis, Esq.*

25 April 1861.

*Vide Appendix.*

*W. Willis, Esq.*  
25 April 1861.

you based your calculations, are more accurate than those figures which have been given to us by Mr. Mason on the part of the East India Office?—My figures are deduced from a return given by the India Office on 5 November 1859, which shows that what purports to be an average of rates, as given in the Appendix to the Committee's Report of last session, is not an actual average of rates, but a mere summary of those rates.

400. *Mr. Longfield.*] It is an average of the voyages?—Yes, it is simply the result of the engagements being added together, without reference to the number of men who went, instead of multiplying the rates by the number of men, and thus ascertaining the actual cost.

401. It is a thing patent upon the face of it?—Quite so; the real average can only be the rate actually paid per head for each man who went; it must be perfectly patent, I think, to every one.

402. They have not taken the men and divided it?—No; so that the true average is, that which is stated by Mr. Hammack, and on which I have based my calculations. I was also asked whether the saving which would have accrued from the possession by the Government of a small fleet of transports, say eight, at the commencement of the Crimean war, would not have been diminished if the rates had been only 30 s. 2 d. per month, as recently paid for seven vessels employed in China; that would have been so; but when we chartered those vessels, other vessels were offered at rates running up to 42 s. and 45 s. per ton per month, so that if we had required to charter a greater staff of ships, we must have paid much higher rates. Had the average been taken on the rates paid during the Crimean war for steam transports, and those at which transports were tendered for the China war, the saving per annum by the employment of Government transports in lieu of hired transports would have been 190,000 l. per annum, that is, after deducting the replacement of capital, with its interest and insurance. That appears to me a fact. You would have employed Government ships in lieu of a corresponding amount of merchant shipping, and would have saved the above sum of money, *i. e.* 190,000 l. per annum.

403. *Chairman.*] Are you still of the opinion which you expressed before us both last Session, and on the last occasion when we examined you, that there would be a saving to the amount which you named, by the employment of Government vessels instead of hired vessels?—Yes. I am of opinion that whenever an emergency arises, the Government vessels are not only very advantageous, but that they also effect a very great saving to the country.

404. Your calculations are based upon a period of peace; are you still of opinion that there would be the saving, which you name, to the country, by the employment of Government vessels in the relief of troops to India and elsewhere?—Certainly.

The Right Honourable Sir *James R. G. Graham*, Bart., a Member of the House: Examined.

Right Hon.  
Sir *James Graham*,  
Bart., M.P.

405. *Chairman.*] THE object of our inquiry, as you are aware, is to examine the management of those branches of the Admiralty, War Office, India Office, and Emigration Board, by which the transport of troops by means of shipping, as well as convicts and emigrants and materials of war, is now conducted; how was that business conducted when you last entered office as First Lord of the Admiralty?—When I entered office at the end of 1852, the aggregate of the business which you have mentioned was conducted by various departments; the Victualling Board of the Admiralty conducted the military branch of reliefs, and the conveyance of materials of war, as connected with the War Department; it conducted the conveyance of convicts, and it conducted all transport immediately connected with the navy. The East India Company then existed, and the Admiralty had nothing to do with the Indian reliefs. The Emigration Board was then, as now, in full operation, and the Admiralty had nothing to do with the emigration.

406. So far as the Admiralty was concerned, the transport was managed by a department known as the Transport and Victualling Office, I think?—Yes.

407. Were any changes made during the time that you held office in that particular department?—When I was first at the Admiralty in 1831, I proposed to Parliament the abolition of the Navy Board and of the Victualling Board. It

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was then, in time of peace, both the Victualling Board and the Transport Board. During the long French war there had been a subdivision; the Victualling Board and the Transport Board were not united. In 1831, when I proposed the change, abolishing the Navy Board and the Victualling Board, in the Act which I then introduced, the Victualling and Transport branch under a new arrangement were united, but I always intended and avowed the intention, that in the event of war the subdivision which had formerly existed between the Transport Board and the Victualling Board should be revived under the new system, and thus the Transport Department should be severed from the Victualling Department. When I returned to the Admiralty in 1852 there was peace, and I continued the arrangement in 1852, as it had existed from 1831 to 1834, when I left the Admiralty on the former occasion. I saw no reason while peace continued to effect the severance, or change the system. The Russian war broke out while I was at the Admiralty, and I soon discovered that my original view was right; that the severance was necessary. I left the Admiralty in the middle of that war, and my last act before leaving it was to effect the severance, and I created the Transport Board.

Right Hon.  
Sir James Graham,  
Bart., M.P.

25 April 1861.

408. Then it was during your administration that the last Transport Board was organized?—It was my last act before leaving the Admiralty in the spring of 1855.

409. You are aware that that Board has since then been abolished?—On the return of peace it was abolished, and the system which had inured during peace for about 20 years was resumed, and the Transport business is conducted now by the Victualling Board as heretofore.

410. In fact the Transport Service is now conducted in the same manner as it was conducted when you entered office in 1852?—Since you intimated to me your wish that I should be examined by this Committee, I have thought it my duty to study the evidence which was presented by this Committee at the close of last Session, and I see some most important changes made in the mode of conducting the business since I left the Admiralty, as between the War Department and the Admiralty.

411. What are those changes which have been made since you left office?—The Board of Admiralty was not cognizant of any supreme military authority other than the Secretary of State for War, and all requisitions for transport for military service came when I was last at the Admiralty, and as I think, they ought to come, upon the responsibility on record of the Secretary of State for War. I see that now the requisitions come from the Horse Guards, which, as commanding the army, was not then known apart from the Minister at War. Since the change has taken place in the War Department no military authority as supreme is recognized, except the Secretary of State for War. But I see that it is in evidence that the requisitions now come direct from the Quartermaster General, nominally through the Board of Admiralty, but there is a letter marked in the corner for the Victualling Department, and the requisition passes direct from the Quartermaster General to the gentleman at the head of the Victualling.

412. Do you approve of the changes which have been made since that period to which you refer?—I, with all submission, think that it destroys responsibility, and must give rise to the greatest possible confusion.

413. With regard to the existing state of matters, do you think that it would be advisable, in time of peace, to separate the Victualling from the Transport Department?—I have read the evidence, and I think that the weight of opinion is in favour of that severance taking place now, in time of peace, in order that better preparation may be made beforehand, in the event of the calamity of war, and I incline to the opinion that, upon the whole, the severance had better now take place.

414. Are you of opinion that the transport of all troops, whether to India, or to any of our colonies and possessions, should be conducted by one department of the Government?—That opens an immense question, both of policy and of economy, and to pronounce a positive opinion as matters stand with reference to the re-organization of the Indian army, and the system of relief of the Indian army, details of which I am not cognizant, would be extremely difficult. But if I am to assume that the re-organization of the Indian army is accomplished, that a fixed force of the Queen's army, year by year, in time of peace, is to be maintained there, and that the ruling authorities come to a decision as to the frequency of the relief upon those assumptions, I should say that the whole

Right Hon.  
Sir James Graham,  
Bart., M.P.

25 April 1861.

transport of the Indian service ought to be transferred to the Transport Department, whatever it may be, and under whomsoever placed.

415. In regard to the shipment of stores, such as provisions for the army, and provisions also for the navy, and stores which the Stationery Office or any other department of the Government desire to send abroad, do you think that all those stores should be shipped through this one department?—I think so. I think that both order and economy would arise from that concentration.

416. Are you of opinion that that department should be responsible for the conveyance of the troops, and the stores from the time they are embarked or shipped, as the case may be, till they are landed at their destination?—Yes; I have been asked with respect to a new arrangement now existing, which I think complicates matters to a serious degree, and I may now state my opinion, perhaps not improperly, with regard to another point, which occurs in this evidence. I see with surprise that after a ship has been fitted out, we will say in the river, with the concurrence of the military authorities, and under naval responsibility, and after a charter-party has been entered into with regard to the number of men to be conveyed (and I assume that, generally, the sum to be paid is in relation to the number of troops to be conveyed), after she has left the river, the final decision of the navy and army authorities united, being in favour of the fixed arrangements as they are made in the river, that ship is to take troops on board either at Portsmouth or at Cork, and at the last moment (and Colonel Gordon says, that it is indispensable that it should be at the last moment) a military authority, either at Portsmouth, or at Cork (I believe the general commanding) has the power of entirely changing the arrangement, and of diminishing the number of men taken, we will say at Portsmouth, from 500 to 400, and at Cork, another military authority, exercising another military discretion in the same case, may reduce the number, not from 500 to 400, but by 50 instead of 100; that there is no naval concurrence required, not the Admiral Superintendent at Portsmouth, nor the naval officer commanding at Cork; that the whole arrangement is changed in 24 hours by the will of a military officer, the whole charter-party disturbed), the expense, it may be, to the public increased 20 per cent., and there is no check whatever of any superior authority. As I read the evidence, that is distinctly disclosed, and stated to be absolutely necessary.

417. You are of opinion that that is a state of things which ought not to exist?—I think it is objectionable; I think it puts an end to all check upon expenditure; I have always thought that No. 17 in the Navy Estimates, is a most unsatisfactory document; it hardly belongs to the Navy Estimates, it really is military expenditure; the check upon it, as relates to the estimate, is nil on the part of the Admiralty, because it must rest upon data drawn from the military authorities, and when it comes into account in the following year, the whole account is altogether nullified by this exercise of power affecting the charter-party, without any naval control whatever; and if there is to be this mixed authority, I think that the question which shall be supreme, either military or naval, is as nothing compared to putting an end to this apparent joint responsibility without any real responsibility in either department. In my humble judgment, rather than this should continue, it would be infinitely better to place the whole of it at once under military authority, to remove it, as in the case of the packets, from the Navy Estimates, and to add it to the Army Estimates.

418. By your evidence you appear to be of opinion that one department should undertake those various duties, and that department should be the responsible department, and you say that the cost should be taken from the Navy to the Army Estimates; you of course only mean the cost so far as regards the transport of troops and stores connected with the army?—If you will look at No. 17 in the Navy Estimates, you will see that it is almost exclusively army expenditure; and, if I may venture to express an opinion, it always has appeared to me to be most capricious. There is this year a saving effected of nearly 250,000 *l.*, it is reduced from 478,000 *l.*, which was the amount last year, to 247,000 *l.* this year; and there is the following note: "The amount provided in the above estimate for freight, &c. is irrespective of the sum which may be required on account of extraordinary services for China." If China entered largely into it I could understand the saving, but I am at a loss to collect from what data this large saving is effected on these various heads of Army Expenditure; I do not believe that the navy has any control over it whatever, it rests entirely upon the military authorities.

419. Supposing that, when this new department which you recommend was formed, the War Office sent an order for the transport of 1,000 men to Malta and 500 tons of stores, would it meet the case if that department debited the War Office with the cost, or gave an order for the payment upon the War Office, by which means it would appear in the War Estimates, and not in the Navy Estimates?—That is a new view, presented to my mind on the sudden, and I should not like to give a positive answer upon such a hypothesis. But again I say, that if the Admiralty is to conduct the service it ought not to be upon a memorandum from the Horse Guards, it ought to be based upon an official letter from the Secretary of State for War, going into all details, addressed to the Secretary of the Admiralty, and that letter should be of record. Now I find in the Appendix to the Evidence a memorandum drawn up at the Horse Guards, which is a new arrangement, made in 1858, upon which the system of requisitions now rests; it was given in by Colonel Gordon; it is at page 370; and, as I read the evidence, that is the mode in which the service has been conducted ever since 1858, resting upon a memorandum signed by the Quartermaster-general. I think that nothing can be more unsatisfactory than that basis of requisition.

420. What you would propose would be this, as I understand: that the War Office should send a requisition specifying in detail what they require, and when the service which they require to be performed is carried out, do you not think that it would meet the objections if the cost of conducting that service was posted to the debit of the War Office?—This No. 17, though borne on the Navy Estimates, does really purport to be a military expenditure, and the most unsatisfactory part of it (added to what I have already said) is, that it is a service conducted partly by vessels taken up by freight, and partly by Government ships. It is hardly possible to trace the expenditure incurred by the public in the shape of Transport Service, conducted in Government ships; you cannot trace it through the various estimates; you have the pay of the men under No. 1; you have their victuals under No. 2; you have the repairs of the ship at home, under No. 8, but never appearing upon the face of the estimates, or even of the account; and you have the repairs abroad, under No. 9; then you have, if the vessel be purchased, the purchase of the vessel under No. 10, once for all, and the interest of that original purchase not carried to the annual account; and then you have also, in No. 10, coals and materials for repairs: it is impossible to trace the real expenditure incurred, as a matter of account, by the carrying of troops in Queen's ships.

421. That arises, I presume, from the mode in which those accounts are kept; would it not meet the objection, if the Admiralty kept a separate account of the cost of all transports?—It might be done, but it never yet has been done.

422. Do you think that it would be advisable to do it?—If it remains under the Admiralty, in a separate department, it will be absolutely necessary to do so; if you are to contrast what it is of the last importance to contrast, namely, the estimate for 1861, with the cost incurred in 1861, which will appear in the annual account presented in 1862, you cannot exercise that check in any other way unless the account be so kept.

423. Do you think that it would be advisable to place under this department, emigration?—No, I do not. I concur with the opinion of the Duke of Somerset, and with the opinion of the Duke of Newcastle: emigration under Government management, as it appears to me, is about to collapse; it is reduced now to about 5,000 annually; you have one Commissioner, a man of great knowledge and experience, quite competent to conduct the work, while emigration still continues under the direction of a public office; believing that it will soon come to a close, I would not disturb it for the present; my belief is, that emigration at the public cost, and at the cost of the colony, will very soon end, and when that shall have taken place, there is a most important function resting with the Emigration Commissioners, namely, carrying into execution the Passengers Act; if I am asked for an opinion, I should say that that duty ought to be transferred to the Board of Trade, who have officers at all the out-ports, under the Merchant Shipping Act, performing functions very analogous to that which would be their duty in giving effect to the Passengers Act; and such being the state of affairs in the emigration department, I would not encumber, even for a short time, as I think, unnecessarily, the great transport department, either under the War Office or under the Admiralty, with that additional labour. I may also mention, incidentally, that the convict branch which has hitherto been conducted by the naval department, is now nearly in a similar

Right Hon.  
Sir James Graham,  
Bart., M.P.

25 April 1861.

Right Hon.  
Sir James Graham,  
Bart., M.P.

25 April 1861.

state of collapse; the whole system of transportation is now reduced to a minimum; I see that the Government already contemplate abolishing transportation to Bermuda, which is one of the most important of the services, and neither with respect to emigration nor with respect to convicts, would I at present change the system

424. As emigration is happily every year becoming less and less, do you think that any use could be made of the existing machinery attached to the Emigration Office if it was transferred to this new department; I allude to the various arrangements at the out-ports, and the surveyors of ships?—I am not myself conversant with the machinery to which you refer (I believe it to be very efficient); and I do not know whether they are the permanent servants of the Government, and whether upon the abolition of the office, superannuation would be necessary, or whether the establishment might not be entirely broken up, without such transfer; but in so great an arrangement, I think that this is of minor importance; and if you establish a great transport department for the army and the navy, I should say that whoever is at the head of that department had better choose his own instruments without the transfer; of course very eligible servants turned adrift upon the abolition of a department such as the Emigration Office, ought to receive the most favourable consideration from another great department of the Government, performing similar functions, and I have no doubt they would do so; but I should be sorry to impose the transfer as a necessary part of the arrangement.

425. As emigration has been so much reduced, and it may so happen that the Government of the day may consider it necessary or desirable to abolish that Board, do you think that in such a case as that, the new department could undertake the sending out of any emigrants which the colonies might require, receiving their orders through the Colonial Office in the same way as they would receive their orders for the embarkation of troops through the War Office?—I have already stated that I am imperfectly informed as to the duties in detail of the emigration department; but I read the opinion of the Duke of Newcastle; I read the opinion of the Duke of Somerset; and I am bound to say that my opinion in the main coincides with theirs.

426. But with the exception of emigration, I understand you to say that you think it would tend to the benefit of the public service if all other transport of every kind was placed under one department?—Saving emigrants and convicts, I should advocate the concentration of the whole transport service, both of men and material of war, under one department.

427. Who, in your opinion, should be the responsible Minister for that department?—That is a most difficult question. I have read this evidence with great attention, bearing particularly upon that point. I find the opinion of the Duke of Somerset, at the head of the Admiralty, strongly in favour of continuing it under the Admiralty. I may say that though I, perhaps, may be partial, I have a very high opinion of Admiral Craigie. I placed him at the head of that transport department only from the opinion which I had formed of him in the public service in three different capacities: he had done a great deal during the Irish famine on the coast of Scotland during that unhappy period; I had employed him with regard to the naval volunteers, and he had rendered excellent service; I thought that he had given his time to civil employment against his wish, and had very much forfeited his professional prospects; and entirely on public grounds I ventured to place him at the head of that Transport Board. He possessed my entire confidence; and I think that, on the whole, in very difficult circumstances, the manner in which he performed that duty, satisfying both the naval and military authorities at a juncture of great difficulty, justified the confidence which I placed in him. Now, I have read his evidence, and I must say that I think it is extremely strong in favour of keeping the transport service under the naval department. There is a happy expression of his, which I think I can readily adopt, that while this service remains in time of war under naval direction, wherever there is a pennant flying, there is an agent of transports to be found. I believe that such is human nature, though the duty to assist would be the same, provided it were under military authority, I do not think there would be the same ready assistance given by naval officers, if it were under military authority, rather than under the authority to which they themselves are subject. I think that the assistance would not be withheld in any case, but I think that it would be given more readily and

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to a much greater extent, and with more efficiency under naval authority than it would be if the Transport Service were directly under military authority. These are opinions to which I attach weight and reasons which I think good. On the other hand, the Duke of Newcastle had some experience at the commencement of the Crimean war, adverse experience, and I do not think that general inferences can safely be drawn from that special case; but he is most decidedly of opinion, arguing from that experience, that the transfer from naval control to direct military control is indispensable. I find that Colonel Gordon, with also Crimean experience at the seat of war, gives strong evidence in the same direction. I see that Mr. Wood, who was a member of the Emigration Commission, and was at the Horse Guards under Lord Hardinge, also gives that opinion. It is a most serious decision, and it is a most difficult one. I should be sorry to cast the balance, but I repeat that in my humble judgment, either the maintenance of it under the Admiralty, or a transfer of it to the War Department immediately, is infinitely preferable to the existing state of affairs. The division as it now exists is, I think, objectionable in the extreme even in time of peace; and my belief is, that it would lead to the utmost and the most dangerous confusion in time of war.

428. *Lord Clarence Paget.*] In reference to that particular question, you have given a very strong reason why it is advantageous that the Transport Service should be under the naval authorities, because there would be more ready assistance granted wherever there was a pennant flying; but there is another point to which you have not adverted, upon which I should like to ask your opinion, namely: whether it is not absolutely necessary that the transports should be under naval authorities when you are conducting great combined movements in war time, and whether it would not be positively necessary that a fleet of transports should be under the immediate control and management of the officer commanding the fleet under which such expedition took place?—I see that by the advocates of the transfer to the War Department it is contemplated as a necessity which would be unavoidable, that there should be agents of transports, even of the rank of rear-admiral, in a great operation, but that they should be borrowed from the navy, and be immediately responsible to their employers, namely, the War Department. I did not wish to overlay the reasons of my opinion upon the balanced question; but the question put by the gallant admiral does incline the balance to the side of the Transport Service remaining under the command of the Admiralty as far as regards concentrated authority on the part of the Naval Commander in Chief on a distant expedition. I should say that even in the Crimea there would have been immense advantage in all the naval authorities, both at Balaklava and at Constantinople, being under the command of an admiral commanding—such as Lord Lyons.

429. *Chairman.*] I understand you to state, that all things considered, you think that this department ought rather to be under the First Lord of the Admiralty than under the Secretary of State for War?—That is the inclination of my judgment, but I think it a most grave decision, and I think it must be taken by the Executive Government after the most careful review of all the conflicting arguments.

430. If there were an agent for transports at any station abroad, in the emergency of war, would you have him under the orders of the Admiral commanding that station, or under the orders of the Commander in Chief of the Army?—I speak with diffidence in the presence of officers who are much more competent to give an opinion, who have taken their part, and a distinguished part, in joint operations; but I incline to think that the whole of the naval transport ought to be under the direction of the Naval Commander in Chief, he, of course, being in constant communication with the Military Commander in Chief, and I think you then bring it as close to concentrated authority and responsibility as is possible; but there are members of this Committee who are more competent, from practical experience, to give a sound opinion than I am.

431. In regard to the movement of troops by means of transports, you are of opinion that the orders of the Commander in Chief of the Army should go through the Admiral on the station?—I think so, certainly. The only difficulty in that case is, the Admiral in command not being within easy distance of the general commanding on shore. But almost always you will find that the base of our military operations is the sea; it must be so; and if the duties of the Naval Commander in Chief should lead him to some distance from the base of the operations,

Right Hon.  
Sir James Graham,  
Bart., &c.

25 April 1861.

rations, I think that the Naval Commander in Chief would make the best arrangement with the Military Commander in Chief as to the naval officer to be left in immediate communication with the Commander in Chief, and to exercise the naval authority during the absence of the Naval Commander in Chief.

432. With regard to this department, how would you have it constituted?—Almost every question propounds difficulties. I find conflicts between the Duke of Newcastle and the Duke of Somerset as to which should be the supreme authority, whether it should be naval or military, but I do find concurrence between them upon the subject of Boards. They both hold a strong opinion that Boards are not a convenient machinery for conducting great affairs, and there is considerable truth in that opinion. The Duke of Somerset illustrates it by saying, I think, that he has had himself experience of four Boards; that not one of the four worked in the same manner, and not any of them entirely to his satisfaction; that is his official experience. The Duke of Newcastle holds very much the same opinion, strongly against Boards. I am of opinion that there is great force in those objections; and yet when I was responsible during the Russian War, I did create a Transport Board, but, on the whole, I do not think that in time of peace the nucleus of a Board would require the immediate constitution of a Board. If the severance of the Victualling Department took place, I think it would be enough to appoint one separate officer, such as the officer now appointed for victualling, for the conduct of the transport business; but in time of war, I retain my opinion that, for that special service, a Board, limited in number to three, would be the best manner of conducting it, and I will assign my reason. I think that there should be mixed elements in it, to give satisfaction to the army; I think that a military officer ought to be upon that Board; I think that a naval officer, if it remains under the Admiralty, should be at the head of it; and I think that there should be an experienced civilian, a man of business, and acquainted with shipping, keeping accounts, freight, and matters of that kind.

433. Would you have the gentleman at the head of that Board connected with the Admiralty as the Superintending Lord of Transports now is?—I must say that I believe that Admiral Craigie conducted that service well during the end of the Russian war. My instructions to him were, that every morning he should go, not to the Horse Guards, because I do not recognise the Horse Guards as the head of the army, but that he should go to the Minister of War, day by day, and ascertain at the War Department what the wants of the day were; that having, himself, visited the War Department, he should pass to the Admiralty, and that, in communication with some one there as the channel of communication with the First Lord, he should make known those wants, and then proceed to his office, and, in concert with his colleagues, transact the detail of the business. That was the general instruction which I gave to Admiral Craigie: I believe that he acted on it, and I believe that upon the whole the business was well done.

434. Admiral *Duncombe*.] I think that in Admiral Craigie's own evidence before this Committee he has shown how very strictly he adhered to the judicious orders which you had given him, as he states that he was in daily communication with the War Minister, and that after communicating to the Admiralty what the wants of the War Office were, he went to the office and had them put into a channel for being carried out: that is what you think is the proper and best system to adopt in the matter?—If the transfer do not take place to the War Department, I see no other mode which would conduct it in harmony with the War Department. And I would also observe that when I constituted the Board, I consulted the Minister for War, and put upon the Board a military officer who enjoyed his confidence.

435. If the severance should take place which you have suggested, in time of peace an individual (you have just mentioned Admiral Craigie, for instance) might be put as the responsible head of that department, to be assisted in the event of war breaking out by a competent military officer, and a civilian, so forming a Board?—I would not wish to pledge myself that that officer in time of peace should be a naval officer, but I think that in time of peace it might be conducted by one person. I perhaps might incline to the opinion that that person should be a civilian in time of peace, and that the assistance which you would add in time of war would be a naval officer, and a military officer; but of course that is a detail which must rest with the judgment of the Executive.

436. Would

436. Would it not happen that the person acting individually in time of peace would have more knowledge of the working of the department, and consequently would naturally become the Chairman of the Board when his colleagues were appointed in the event of war?—I had the advantage as the Honourable and Gallant Admiral had, of acting with a most efficient and able civilian, namely, Mr. Grant. Mr. Grant, with Mr. Laban his first clerk, did possess my confidence, and I found the business admirably done, even with all the weight of the victualling department in time of peace.

437. The charges which you mentioned as occurring, or which might possibly occur under the present regulations at the outports by the military authorities there after the vessel had been chartered and taken up in the river, could only apply to vessels taken up from the merchant service, and could not in any way, I suppose, affect the naval transports?—Yes, to this extent: the economy of conveying troops in Queen's ships will very much turn upon the numbers conveyed on each voyage, and if the Admiralty, in conjunction with the supreme authorities here, shall be of opinion that the "Himalaya" may take 800 men, and if the officer commanding at Portsmouth shall be of opinion that she can only take 700, the circumstance of the reduction in the number to be conveyed by the "Himalaya" from Portsmouth to Calcutta will materially affect the cost to the public.

438. Certainly, but do you conceive that they have that power, even with the Government transports?—I read Colonel Gordon's evidence in that sense; he says, that he will not be satisfied with any arrangements made at the port of fitting; that it is essential that there shall be a veto at the last moment, exclusively in the military authority, and that no other arrangement would be satisfactory to the Horse Guards. If that be maintained, there is no check upon expenditure, and there is no established rule.

439. Although your observation with regard to the impossibility of judging from the Navy Estimates, the cost of sending troops by the Government transports may be perfectly true as a general rule, you probably have seen in page 240 of the Appendix, a paper handed in by Captain Eden upon that subject, showing the expenses of sending men by the "Himalaya" and the "Perseverance," which were Government transports, and by the "Indiana," which was a chartered vessel?—I am grieved to perceive in this book, the greatest conflict of naval authorities upon the question of that expenditure. Captain Eden presents a most favourable estimate of the relative cost. If I turn to Appendix, pages 387 and 388, being the return of a most admirable officer of the highest experience, namely, Sir Alexander Milne, I find conclusive evidence the other way; if you will look at pages 387 and 388, you will see that the cost of conveying men by the "Imperador" from port to port, is 50 *l.* 10 *s.* 11 *d.* a man, and that the cost by the "Vulcan" is 35 *l.* 7 *s.*; now that would upon the face of it appear to be a comparison very much in favour of the Queen's ship, but the "Imperador," I believe was one of the most costly vessels that was ever engaged, and the "Vulcan" is better than many, if not most of the Queen's transports; if you compare that with a sailing ship, the cost of the Queen's ship is 35 *l.* 7 *s.*, and the cost of the sailing ship is 20 *l.* 4 *s.* 6 *d.* per man; and for these distant voyages, I observe that the opinion of the military men is, that there is very little difference in point of time; and as relates to health and comfort, the turn is very much in favour of sailing ships for such distant voyages; but then passing on to the next page 388, you will find a comparative statement put in by Sir Alexander Milne, of the cost of Her Majesty's troop ship "Vulcan" for a year, and that of engaging freight for the services performed by her in the year 1857. That is approaching to an account instead of an estimate, and is more satisfactory; you will there find that the cost of freight for the same service in a year, is 13,217 *l.*, and that the cost of employing the "Vulcan" to perform the same service, is 27,863 *l.*; and again, comparing the cost of the "Megæra" with the cost of the same service by freight, the cost by freight, per account, is 14,155 *l.*, and the cost by the "Megæra" is 28,348 *l.*, which is 100 per cent. against the Queen's ships. Now it is very difficult with such a conflict of authority to form a decided opinion, but I have great confidence in Sir Alexander Milne and his accounts, and I think that it is pretty nearly irrefragably proved that the cost of the Queen's ships is much greater than the cost of freight.

440. The Chairman suggests that I may inform you, as you may not know it, that Captain Eden has given in a corrected return since the time when he gave in that return before the Committee?—My study has been this book:

Right Hon.  
Sir James Graham,  
Bart., M. P.

25 April 1861.

Right Hon.  
Sir James Graham,  
Bart., M. P.

25 April 1861.

before I came to give evidence here; I endeavoured to find in the leading points how the evidence stood, and I form my opinion upon the evidence of Captain Eden on the one hand, contrasted with this return of Sir Alexander Milne on the other.

441. May I ask you, as the Chairman has not done so, as to the benefit or otherwise to the country of a certain number of Queen's ships being retained for the uses of conveyance, irrespectively of the comparative cost?—In answer to that question, I may give my opinion very decidedly, that it is a question of degree. I should be sorry to see the navy without means of transport, and altogether dependent upon freights and the merchant service. I think it is desirable to hold freights in check by the possession, on the part of the Executive, of those means, and to a considerable extent; but I should deprecate strongly the reliance upon the exclusive possession of those means. I think that, probably, China has diverted rather inconveniently to a great distance the number of ships available; but I find in the Appendix a list of the transports available for the Queen's service; they are eight in number, and of very considerable tonnage. At the commencement of the Russian war I bought the "Himalaya," and I bought the "Prince." The one has turned out a fortunate bargain, the other a dead loss to the public. The "Prince" was lost on her first voyage. There is no insurance on the part of the public to cover the losses, and the risk is very great. I also find here, on the part of the military authorities, traces of preference for freighted ships. There is a degree of constraint and naval discipline on board the Queen's ships, which is not agreeable either to the officers or to the soldiers; there is not that perfect harmony always existing which renders a long voyage comfortable and happy; and much is to be said, especially upon long voyages, in favour of freighted ships. On the other hand, I am sure that there is great economy and efficiency for short transfers, from England to Ireland, for instance, in having steam ships at the disposal of the Government, capable of taking a regiment at once, and rapidly, in the course of 24 hours; it does not disorganize the discipline of the men; they land as fresh as when they were put on board; and there are many political and moral considerations which are in favour for short service of having transports in the Queen's service. Therefore, if I might venture to give an opinion, I would repeat that it is a question of degree, and I would not recommend that the public service should be dependent exclusively upon one or the other.

442. But you think that the public service benefits by having a certain number of troop ships available for the conveyance of troops, more especially in the short voyages, such as, say Ireland or the Channel Islands?—Yes; or even Gibraltar. I think that in short voyages there is great advantage in it. I again say, that the leaning of my opinion is, that it is more expensive; and also, as the account is now kept, you cannot institute a comparison as to the relative amount of the cost. I am quite sure that there must be another system of account with regard to the cost of these Queen's transports. From what I have already said, you can only trace it through five or six heads of the Estimates.

443. My question was without reference to the cost in this particular instance, but it had a more immediate bearing upon the political and national point of view of the Queen's service, having a certain number of troop ships available in an emergency, because evidence has been given before this Committee by Captain Eden, wherein he states that very recently troops have had to be moved in one of Her Majesty's frigates. That is probably owing to some of the troop ships being in China, there only being one, I believe, now available in this country for rapid service. Are you of opinion that it would not be advisable that that should be continued?—I have already said that this investigation proceeds at a moment of very peculiar difficulty, because the question of the reliefs to India must be dependent upon decisions not yet taken upon the questions, what is the quantum of the force permanently to be maintained there, and what shall be the duration of the stay of regiments in India. Those are two most important data, which ought to be settled before the question of Indian transport can be considered. I will assume that those questions are settled. Then there remains still a doubtful point whether for that distant voyage, health, comfort of troops, and contentment of officers and men considered, it is better that that distant voyage should be made in Queen's ships or in freighted ships; I incline to the opinion that the military men would prefer freighted ships. If that be so, I am quite confident that it will be the cheapest mode of conveyance. Then another question arises, whether the difference between the cost of steam ships

and

and of sailing ships is really covered, upon public considerations, by the difference of speed. It is a question which I do not think by any means settled, for a distant voyage to India or to China, whether upon the whole, health, comfort, and cost considered, sailing vessels are not preferable to steam ships. If it should be decided that sailing ships are on the whole, cost considered, preferable, you have a large number of wooden frigates all but condemned to be broken up, in ordinary; and I am by no means sure that for that special service, if sailing ships are available, it would not be good policy to have some of those frigates fitted as sailing ships for the purposes of conveyance. I only throw that out, as showing how many are the considerations to be carefully weighed at this juncture, and how many decisions may be open to the executive Government to be taken with wisdom, which as we are at present uninformed as to the data, cannot be fixed now or here.

444. Then I gather that you rather lean to this opinion, that the Indian reliefs should be sent out in freighted vessels, and probably sailing vessels, in preference to steam vessels?—Such is the inclination of my judgment; but that opens the most grave consideration possible, and it is more a political consideration than a question even of expense, namely, the question for how long regiments in the Indian service shall remain in India; that really touches the main spring of the British army; it is a military question of the greatest importance, and of course the more frequent the relief, relatively, the greater may be the expense; but as relates to the *morale* and efficiency of the British army, I am persuaded that those regimental reliefs must be frequent.

445. But leaving for the moment the Indian service out of the question, are you of opinion that a limited number of Queen's steam transports should be maintained for the use of the home reliefs?—If I am asked my opinion, I think it stands well at present. When the China war is over, as I hope it is, I think that maintaining the eight vessels which are mentioned in the evidence at about that tonnage, and that number would be a wise decision; to go on further and build more is very doubtful.

446. Lord *Clarence Paget*.] Would you think it wise to replace those vessels which have been lost?—I find eight given, I think, in the first Appendix. That very loss without insurance shows the cost to the public. As a matter of opinion I should say that for the purpose of short reliefs, and as a security against being altogether dependent upon the public market for freight, about eight vessels of that tonnage would be a very reasonable arrangement.

447. Two of these vessels have been lost since the return at page 239 of the Appendix was made, namely, the "Perseverance" and the "Assistance"?—That is in itself a demonstration of the risk which the public run.

448. *Chairman*.] If it be the case that six Government transports were found sufficient for the ordinary reliefs; that is to say, for the home reliefs, the Mediterranean and the North American stations, you would not consider it advisable to have eight?—I have already endeavoured to express my opinion that for the distant reliefs, east of the Cape, it is not expedient, except in a great emergency, when it is absolutely necessary to send a full battalion east of the Cape with the greatest possible expedition, for which the "Himalaya" does present immense facilities.

449. Mr. *Jackson*.] But the six Government transports having been found during the last 12 months quite sufficient, would you have the six now increased to eight for short services?—If you would pardon me I would rather leave that to the executive to decide. I have given my opinion upon the general principle as far as I could venture to do.

450. Mr. *Henry Baillie*.] With reference to the loss of the transports, would there be any objection to their being insured by the Government?—Of course there is always a large profit in insuring, and the Government upon the whole, both with regard to buildings and stores generally, are their own insurers. I think that that is the principle, that whatever the profit upon insurance may be, they have thought it upon the whole better to be their own insurers, and to give to the public the profit of insurance.

451. But that profit can only be obtained when it is done upon a large scale?—Yes; and the Government, by abstaining from insuring anything, do it on the largest scale.

452. Not with reference to ships, because the employment of transport ships is very small by the Government?—I meant my observation to apply to all their

Right Hon.  
Sir James Graham,  
Bart., M. P.

25 April 1861.

stores, to all their dockyards, and to all their buildings; they do not insure any of them; certainly, with regard to these iron transports, I must express an opinion which I think experience justifies, namely, that for the conveyance of a large number of men they are very hazardous; if they touch a rock these thin iron ships go to pieces directly, their back is broken, and no chance is left; that is an argument in favour of distant voyages in sailing ships, and a strong one, I think.

453. Colonel *Dickson*.] In discussing the relative advantage or economy of sending troops long distances in sailing ships, the reliefs of troops in India for instance, do you take into consideration the increased time that England would be denuded of troops till those who were relieved returned?—Yes, that is a consideration against sailing ships; but it is a question upon which naval officers and gentlemen connected with voyages are more competent to give an opinion than I am; I am however told that fast-sailing ships for these long voyages, the time of departure being well chosen, do make the voyage in a shorter time than might be expected as compared with steamers, and the difficulty of coaling steamers is great.

454. You are decidedly of opinion that the Victualling and Transport Services ought to be divided in time of peace in order to be prepared for any emergencies which might arise in war?—My opinion inclines that way; I think that on the whole it would be wise to do it now.

455. You have said that you do not recognise the Horse Guards as the head of the army?—I do not.

456. I presume that your opinion inclines to this, that when transport is required a requisition should be made either from the War Office or from the Horse Guards direct to the Transport Board, who should be entirely responsible for the whole management of the embarkation and carriage of those troops, from the moment they embark until they disembark?—Of course, emergencies set aside rules; but I think that the general rule should be this: the Admiralty recognises the supreme authority only of Secretaries of State conveying the Queen's pleasure. If it be from the Foreign Office to send a fleet on any particular service, the Queen's pleasure is conveyed by the Secretary of State for Foreign Affairs. If at this moment it should be deemed necessary to send a ship of war to New Zealand the Queen's pleasure would be conveyed by the Secretary of State for the Colonies; the Duke of Newcastle would convey the Queen's pleasure. So I think with regard to providing freight for the army, the Queen's pleasure should be notified in a formal instrument addressed to the Admiralty, signed by the Secretary of State for War or by the Under-Secretary of State. As I am advised, the State does not recognise the Horse Guards as the authority for ordering the movement of troops, to this extent, the Commander-in-Chief at the Horse Guards cannot move a man in England without the authority of the Secretary of State, much less can the Commander-in-Chief send a man abroad without the authority of the responsible adviser of the Crown, the Secretary of State, and, therefore, both upon constitutional grounds, and with a due regard to order and regularity, I am of opinion that no provision should be made by the Admiralty for the movement of troops, except in consequence of a recorded letter from the Secretary of State.

457. Whenever a regiment or a number of regiments were required to be moved, you think that the regulations for their transport should be managed by the Transport Board on an order direct from the War Department?—When once the Admiralty has received that order from the Secretary of State to prepare for the movement of a given number of men, then the order is given from the Admiralty to the Transport Department, the Transport Department immediately puts itself in communication with the Horse Guards, the military authority, but the first moving power ought to emanate from the supreme authorities in both instances, and what they shall have finally adjusted I do not think should be varied by any military authority whatever.

458. And you would leave to the Transport Board the responsibility as to the sort of ships in which those troops should be conveyed?—In time of war, as I have said, I would have a military officer upon the Board; it is with reference to that combination, that though not favourable to Boards in general, I think for that special service a Board of a small number is necessary, but I certainly would have a military officer upon the Board in time of war. In time of peace, when the order is given to prepare for the movement of troops, whoever has the transport duty, whether it be the officer now at the head of the victualling, or, upon the severance, the officer at the head of the transports, should immediately communicate

communicate with the Horse Guards officer as to the details, and that being once mutually fixed by naval and military authority, ought not to be superseded by military authority only.

459. Lord *Clarence Paget*.] Do you believe that to any extent the alteration in the numbers on board to which Colonel Gordon alluded has taken place?—I so read Colonel Gordon's evidence.

460. It is a very important question whether, after the authorities in the river, namely, the War Office and the Admiralty authorities, have decided what number of men a transport is capable of carrying, any military officer at any of the outports should be able to reduce the number. I do not gather from Colonel Gordon that this is more than a power which he desires to have, rather than a thing which has occurred?—I will read the part of Colonel Gordon's evidence which gives rise in my opinion to the belief that in the last resort a veto on the part of the military authorities does now exist. At Question No. 2057 he is asked, "Does that apply both to peace and to the emergency of war?" (*Answer.*) "Yes, I think so; but I would leave that to the Admiralty; if they wanted a military officer, they could always get him; I should be sorry to force a military officer upon them, because I do not think that it would be necessary, and it also prevents our having a complete check afterwards; we should be told a military officer has approved of this, and, therefore, we beg that it may go on." (*Question.*) "That has happened, if I recollect rightly, during the time of the Transport Board?" (*Answer.*) "I think so, but I do not quite recollect an instance." (*Question.*) "(Sir *Michael Seymour*.) There is always a military officer for every special purpose to examine with others the condition of troops?" (*Answer.*) "Yes, always, just before the embarkation, and that is the time when we like to make our objections." (*Question.*) "That duty is the main duty to be performed?" (*Answer.*) "Yes; but however important the other may be it is entirely a naval question, with regard to the ship, and the sails, and the rigging, and it is much better for the Admiralty to carry it out in their own way; and when they hand over the ship to us, for the troops to go on board, THEN is the time for us to make our supervision." Then you will see again, at Question 2061, a question put by the Chairman. (*Question.*) "Are not those objections which you make, just before the troops are going to embark, often likely to entail an extra expense upon the country, by the alterations which you require?" (*Answer.*) "Very seldom indeed; because it is all reduced to a system. The Admiralty know perfectly well what we want, as to the size of the ship, and everything, and the alterations which we make are practically reduced to not embarking the full number of men; that is what we examine the ship for; if she is taken up for 500 men, we measure her, and see the ventilation, and so on; we perhaps find that she is only fitted for 450, and therefore the whole number do not go." That appears to me conclusive. Then, if there be any doubt, at Question 2064, he is asked by the Chairman, "If a military man was in the department, who knew exactly the requirements of those troops, and the number that the Horse Guards would allow to embark, would not that expense be likely to be saved to the country, and would not time also be saved?" (*Answer.*) "He is not more likely to know than the Admiralty; we should not take his opinion; he would be under the orders of the Admiralty, and we want a check against the Admiralty arrangements; we do not want always to accept what they send us. Sometimes it happens that the ships are too crowded; we have had occasion to withdraw as many as 100 men, and we do not want to be told, 'Oh, but your own officer has approved of that.'" I will not weary you, but he gives at number 2080, an illustration of the power exercised by himself: a ship appears to have been fitted in the river with the concurrence of the naval and military authorities, it went down to Gravesend, and it was reported, I suppose, to the Horse Guards, that the distilling apparatus was defective, was that a question referred to any naval authority? Colonel Gordon goes down himself to Gravesend, inquires into the sufficiency of the apparatus, and upon his fiat that he is satisfied that the apparatus has been improved, he allows the ship to proceed. If that be possible, I think that confusion to the greatest degree must ensue.

461. I understood you to say, that the cost of the Government transports is not shown distinctly in the Navy Estimates, and that you think it would be desirable that the cost of the Government transports should be shown as appertaining to Vote 17; is that your opinion?—Not as things now are; but if the severance

Right Hon.  
Sir *James Graham*,  
Bart., M.P.

25 April 1861.

Right Hon.  
Sir James Graham,  
Bart., M.P.

25 April 1861.

takes place from the victualling, and there is to be a separate transport establishment, whether a Board or a particular officer, I think that the accounts must be kept strictly, to show the difference of cost in the use of steam ships, and the use of freighted ships, and that can only be done by framing, with reference to the Queen's ships, a system of account which will embrace the pay of the men under No. 1, the victualling of the men under No. 2, the repair of the ship at home under No. 8, the repair of the ship abroad under No. 9, and the coals and cost of materials under No. 10; in No. 10 there is the repair of the machinery also; it must all be concentrated; and for the purpose of the public knowing the cost at which they carry troops, there must be an account kept against both the Queen's ships and the freighted ships.

462. Do you think that it would be advisable that that should be shown as connected with the transport vote?—I think that the House of Commons cannot vote No. 17, and cannot form any opinion of the cost of the reliefs, without an account so kept and duly rendered, and that it cannot be checked in any other way.

463. And you think that when the system of naval accounts is correct, it might be rendered?—I think there is no difficulty; I have no doubt that Sir Richard Bromley would give the scheme of an account in the course of 24 hours.

464. Mr. Jackson.] Would you include, as cost to the public, the cost of the ship, and any interest upon it, which the public might pay for the use of the money?—Certainly.

465. Also the estimated account of the depreciation in each year in the value of the ships?—It ought to be kept upon exactly the same principle as a ship-owner's account.

466. Including insurance, restitution, cost, and interest of money?—Yes; everything.

467. Colonel Dickson.] I think that sometimes great expense, and occasionally confusion, is caused by the constant running backwards and forwards between the two departments; do you not think that it would be a better plan that the Horse Guards should first arrange with the War Office, or the War Office with the Horse Guards, what movement of troops should take place; that then the Horse Guards should communicate direct with the Transport Board, inclosing the Secretary of State's authority, and that the Transport Board should then arrange direct with the Horse Guards, and be entirely responsible how the movement should be carried out?—I have ventured to state that the Admiralty are not cognizant of the Horse Guards as the head of the army; they only know the Secretary of State for War.

468. I am assuming that the Horse Guards, in their application, must inclose the Secretary of State's authority?—From the habit of the office, considering the position of the two offices, the one at the head of the army, and the other at the head of the navy, correspondence should be conducted directly between the two heads, both obeying the Queen's pleasure; the Queen's pleasure being conveyed to the Admiralty by the only channel through which the Queen's pleasure can be conveyed, which is the Secretary of State.

469. But the Horse Guards representing one department communicates with the Transport Board?—If you will allow me I will illustrate what I think is wrong in what is now the established usage, by some answers which I find given by the Quartermaster General, at page 75. At Question 1256, Admiral Duncombe asks him: "Under the present system since you have held the appointment you now do, your course is, if you want to send out troops to apply to the Admiralty for the means of so doing?" (Answer.) "Yes." (Question.) "Have you ever experienced any difficulty in that respect, have you ever found any remissness on their part, or that at any time when vessels have been so required by you, they have not been ready at the time specified?" (Answer.) "No, I cannot say that I have; there has been a little modification of late." Now that modification is an entire change of the system since I was connected with the Admiralty. "There has been a little modification of late within the last few years, inasmuch as the Quartermaster General now communicates direct with the Admiralty, and in fact direct with the operative branch of the Admiralty for his requirements" (passing by the supreme authority altogether). "I write letters addressed 'to the Secretary of the Admiralty,' but being marked 'for the Transport Service' they go direct to that department, and in many instances I have got a reply the very same day on which the letter has been written. A  
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"letter has been written in the morning, and before I have left the office I have got a reply." That is passing by the supreme naval authority altogether, and it is a subordinate branch of the army corresponding direct with a subordinate branch of the navy, and it may be without the cognizance of either of the supreme authorities. I hold that to be incorrect in the extreme. Then Question 1258 is, "You cannot conceive anything approaching more to despatch than a system of that sort?" (*Answer.*) "No; I have had instances in which they have written immediately" (they mean the victualling department) "to know whether the case was one of great urgency; whether it was absolutely necessary to take up steam vessels, or whether freight ships would do, and it would depend upon circumstances which would be adopted." Now that is a correspondence immediately affecting to the extent of 50 or 60 per cent. the cost of transfer between two subordinate departments, one of the navy, and the other of the army, and as far as I can see without any control by the ministers who are really at the head of both, and who ought to be responsible.

470. Surely neither of those subordinates could by any possibility act without the entire concurrence of the heads of their departments?—I find this on the authority of the Quartermaster General, and I read it with amazement.

471. If the adjutant of a regiment sends an order, he does it in the Colonel's name, surely it could not by any possibility occur that the Quartermaster General would make an application of that sort, except with the entire concurrence of the heads of the departments?—I know not; I should like to have the certainty of seeing the order under the hand of Lord Herbert, or the Under Secretary of State.

472. Even if getting that order would cause a delay of three or four days in the answer to the communication?—That depends upon the organization of the departments within themselves; if the organization of the War Office be good, no such delay would occur.

473. Might not a case happen of the Secretary of State for War being officially absent, or it being impossible to get his signature, or to get to him?—The Under Secretary of State would then direct the letter to the Secretary of the Admiralty, which would be quite official, and would be of record. I have not quite finished my quotation from the evidence. Answer 1259, is in itself alarming; the question is, "So in the same way, if what are called man-of-war transports are available, the Admiralty informs you" (that is the Quartermaster General at the Horse Guards) "of that circumstance, that they are ready if suited to the service for which they are required?" (*Answer.*) "The Admiralty notify" to whom? To the Secretary of State? To the Commander-in-Chief? No. "The Admiralty notify to me," that is the Quartermaster General, "that they have a man-of-war either at Portsmouth or Sheerness, or wherever it may be, and that it will be ready, sometimes they may say in a month. If that suit the military requirements, we reply accordingly," that is the Horse Guards; "but if we say 'No, we cannot wait a month,' they then go into the market and take up tonnage." Now, the notification of being unable to wait a month, ought not to come from the Horse Guards, but ought to come from the Secretary of State for War; inasmuch as the Horse Guards cannot move a man either at home or abroad without the order of the Secretary of State; it is no authority whatever if the Quartermaster General says, "We cannot wait a month;" that should come from the supreme military authority. Then I perhaps may go on to state another thing: I read with surprise that a perfect scheme for the transfer of troops was prepared by the Transport Board in the year 1855; you will find that stated by Mr. Giffard, in answer to question 570: "When you came into office did you draw up any set of regulations for the guidance of the service?" (*Answer.*) "Not at the commencement; before we quitted office we improved the code that was in force." (*Question.*) "Have you a copy of these regulations?" he says, "I have not;" but they have now been given in; they are to be found in the Appendix;" "they were produced by Captain Eden; they have never been adopted, I believe;" "they hung fire, I understand, at the Horse Guards; this is a book which stated the 'regulations to be observed for the tendering, surveying, &c., of ships, to be employed by the Admiralty as transports.'" (*Question.*) "Are those the regulations you referred to?" (*Answer.*) "Yes." (*Question.*) "Do you think that if any one Board was to be originated it would be necessary to lay down some such regulations as those which are contained in this book?" The answer is, "Certainly;" with his experience as Secretary to the Transport Board. If you will look again to No. 592, you will find the following evidence: "Though  
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Right Hon.  
 Sir James Graham,  
 Bart., M.P.

25 April 1861.

Right Hon.  
Sir James Graham,  
Bart., M.P.  
25 April 1861.

"this book of regulations was compiled in 1855, you say that they have never been adopted because they are hanging fire at the Horse Guards?" (*Answer.*) "So I understand." (*Question.*) "If that hanging fire at the Horse Guards should cease, you think that the adoption of those regulations would make the Transport Service efficient, and that they should be adopted if the Transport Board were re-established?" (*Answer.*) "Yes." Then Admiral Duncombe said, "They had to go."—Where? "To the Horse Guards for approval?" (*Answer.*) "Yes." Now, from that day to this (and that is now six years ago), this complete scheme, which is now in your Appendix, No. 13, framed by the Transport Board, of which a military officer was a member, sent by the Secretary, and sent, as I think, wrongly, to the Horse Guards, and not to the Minister of War, has, as Mr. Giffard expresses it, "hung fire" for six years at the Horse Guards, and there is at this moment no scheme whatever in force under adequate sanction, regulating the conveyance of troops.

474. Lord *Clarence Paget.*] Have you studied those proposed regulations?—No, I have not. I take them as bearing the highest sanction, because they were framed by the Transport Board, composed as it was of a naval officer, a military officer, and a gentleman conversant with shipping; and I also believe that they were drawn by Mr. Giffard, a gentleman in whose abilities I have very great confidence; and whatever their merit or demerit may be, they lie dead; no objection has been taken to them by the military authorities, but no sanction has been given.

475. Colonel *Dickson.*] I understand you to think that the transport service ought to be entirely conducted by the Admiralty, and that the Horse Guards should have no veto at all respecting it; that when, as you say, the Minister of War has made his application to the Transport Board, they should regulate the means of transport, without consulting the Horse Guards at all?—I think far otherwise; I think that in time of war there should be a military officer, a member of the Board, virtually nominated by the Minister of War, and possessing his full confidence, and that in working the detail at the port of outfit there should be concurrently with a naval officer, a military officer, superintending and reporting to the Board the fittings; but when once those fittings are complete with the concurrent exertions of a naval and of a military officer, and those fittings are approved by a Board containing the three elements, naval, military and shipping experience, no power, and certainly no military power exclusively, should be able to alter his arrangement in the least without the intervention of any naval authority.

476. Lord *Clarence Paget.*] For the due and continual working of the service in its detail, bearing in mind the important principle that the Secretary of State for War is the responsible head, do you mean that the Admiralty should exact for every small requisition for stores, or for the movement of a few troops in small detachments, that there should be no communication between the Admiralty and the Quartermaster General's department, except with the signature of the Secretary or Under Secretary of State?—That is pushing it to the extreme; but I should say that the question of moving regiments, or large detachments, anything like what Colonel Gordon contemplates, where a reduction can be made of 100 men in one ship, or 50 men in another ship, or anything approaching to that scale, is not a matter of detail, but involves great expense, and involves principles of command which ought not to be violated.

477. But as regards detail, I understand you that there must be constant communications between the two departments, and that it would not be advantageous to the public service that they should go through the formal routine of the signature of the Secretary or the Under Secretary of State?—That touches the great question of the command of the army. Until the recent arrangement was made consolidating the Ordnance, the Horse Guards, and all military departments under the sole control of the Secretary of State for War, matters stood upon another footing, and there was no objection, comparatively, to communications upon matters of detail between the Admiralty and the Horse Guards. But now, since it has been admitted that the command of the army is vested in the Secretary of State for War, and that the Commander in Chief and the Horse Guards are subordinate to the Secretary of State for War, I think there is no safety in any instructions to the Admiralty, incurring expense of any magnitude, unless they have a recognized authority in a formal instrument from the War Office. I do not think that you will fix responsibility for military expenditure satisfactorily in any other way; and I think that the mode which is described in  
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the evidence leads to immense expenditure without check, especially in the present state of the Vote No 17, which is borne upon the Navy Estimates, though really, in a great measure, an army expenditure, and the very principle which led to the transfer to the Post Office of the Post Office expenditure, and removing it from the Navy Estimates would certainly lead, considered only as a matter of account and responsibility, to a similar transfer of this vote to the Army Estimates.

478. You are aware that Vote No. 17 is prepared by the Admiralty after having received an estimate from the War Office of their probable want during the coming year?—I am aware of that; and it appears to me that nothing can possibly be more loose than that estimate must be upon the very face of the estimate for this year. There is a reduction effected in 1861–62 as compared with 1860–61, amounting to nearly 250,000 *l.*; and there is a note which says that extraordinary services for China are not included. Now, saving China, it does not occur to me upon what principle of closely framed estimates there can be a difference of 250,000 *l.* between 1861 and 1860.

479. You are aware that the sum of 120,000 *l.* “for the freight of ships on monthly pay, or for the purchase of the same,” and 85,000 *l.* for “coals for steam transports,” making in the whole the sum of 205,000 *l.*, was taken last year as an estimate for China, without any knowledge by the Government necessarily of what the expenditure would amount to, which was going on at the other end of the world. But irrespectively of that sum, and comparing the Vote 17 for this year with the year before it, is there any such great discrepancy as leads you to suppose that the vote has not been duly considered?—I cannot say that it has not been duly considered, but there is a note appended that “the amount provided in the above estimate for freight, &c., is irrespectively of the sum which may be required on account of extraordinary services for China,” therefore I put China out of view, and China being out of view, no circumstances upon the face of public affairs would appear to justify a diminution of 250,000 *l.* for freight, on account of the Army Department in the year 1861–62, as compared with the year 1860–61.

480. But is it not the case that it arises solely from the fact that this year no sum has been taken for China, whereas last year the sum of 205,000 *l.* was taken for extraordinary service in China?—I really cannot answer as to the precise cause of the omission of that 120,000 *l.*, but I see that the very last item “for provisions and medical comforts for troops embarked on board ships of war, troop ships, monthly transports, and freight ships,” is 27,500 *l.* in 1861–62, and in 1860–61 it was 50,000 *l.* I will put China aside, that item is reduced nearly 100 per cent., it is reduced from 50,000 *l.* to 27,500 *l.* What the cause of that reduction is is open to explanation, but on the face of it I do not understand it.

481. Mr. *Dalglish.*] With reference to the management of transports, supposing that you had two vessels of 2,000 tons, one under the management of a private firm and the other under the management of the Admiralty, which of those two vessels do you suppose would do the greatest amount of transport service in the year, and be conducted at the cheapest cost?—I do not believe that any vessel of the size and tonnage of the “Himalaya” has done more work than the “Himalaya.”

482. Do you not suppose that the Peninsular and Oriental Company’s boats have done more work?—That is, in running passages?

483. Yes.—I do not think that the comparison is fair between passages across the Atlantic, with every possible facility for repairs both at the port of arrival, and at the port of departure, and the passages made by a vessel like the “Himalaya,” running to all parts of the world, making very long voyages, and being very often at the Cape or at Hong Kong, with no possibility of a large and effectual repair; a vessel running from Liverpool to New York, with facility of repair at both ports, affords no analogy, I think.

484. But in steam vessels there can be a comparison between the number of miles run and the amount of cost of repair?—Certainly, between the miles run. The cost of repair is another ingredient, and it is very difficult to estimate the cost of repair of the “Himalaya,” because she may run for a year with almost no repair, and yet at the end of the year the repairs may be very heavy, and that must be carried to account. But I have already said, that I am not an advocate for conducting reliefs by Government ships exclusively; I repeat that I believe it to be a question of degree; and I believe that it will be found better and cheaper

Right Hon.  
Sir James Graham,  
Bart., M.P.  
25 April 1861.

for short transports, particularly between England, Ireland, and Scotland, and perhaps Gibraltar or Malta, not much further than that; and there are other considerations which make it desirable that the Government should not be exclusively dependent upon freight and the merchant service; but for economy in ordinary circumstances, I have no doubt that freight is considerably cheaper.

485. You think that transport would be cheaper by a private firm than by the Admiralty?—I have no doubt of it; my belief is, that individual private interest prompts greater care and greater economy than you will ever find possible in a public department; self-interest is a strong motive to saving; it must always be wanting in a public department.

486. *Chairman.*] Do you think that the service in short voyages would be conducted at less expense by means of Government vessels than by private vessels?—I am not quite sure of that; but in the case of a regiment conveyed at once from Portsmouth to Cork in 24 hours, with so little interruption to its discipline, it is as good as when it embarked; beating about in the Channel in sailing vessels would be very different.

487. If you turn for a moment to the account rendered by Admiral Milne, to which you have already referred, and which is at page 388 of the Appendix, you will find that in the first account which he gives there the transport was principally for short voyages along the coast?—The first is to the Cape, then there is Quebec.

488. But it is principally along the coast?—Yes, it is so.

489. This is not an estimate, but it is the actual account of cost?—It is.

490. He shows there that the service performed in hired vessels cost the country 13,217 *l.* 14 *s.* 9 *d.*, whereas, if Her Majesty's ships had been employed, it would have cost the country more than double that amount, namely, 27,863 *l.* 11 *s.* 4 *d.*?—I have already cited that as conclusive evidence that it is more costly to employ Queen's transports than merchant vessels; and if expense alone is to be considered, there can be no question of it.

491. Are you of opinion that that is also applicable to short as well as to distant voyages?—Of course; the merit of this account is, that it is very different from an estimate; it is undeniable, and upon the whole it demonstrates, upon a mixture of voyages, some long and some short, that the statement of account is very much in favour of freight; but there are the other considerations, partly military and partly political, to which I have adverted, which still lead me to think that the Queen's troop ships should not altogether be discontinued, though I admit that they are more costly.

492. *Mr. Caird.*] Has the Secretary of State for War the same absolute control over the movement of the naval force as you say he has over the land force?—Quite; every Secretary of State has co-ordinate and co-equal power, and any Secretary of State conveying to the Admiralty the Queen's pleasure must be obeyed by the Admiralty; the Admiralty is subordinate to all the Secretaries of State when they convey the Queen's pleasure.

493. Quite as much as the Horse Guards?—The Horse Guards and the Admiralty stand exactly in the same position; they are subordinate to the Queen's pleasure, notified by a Secretary of State.

494. *Colonel Dickson.*] Is that pleasure notified by the Secretary of State in every case of relieving ships, or removing the naval force?—No, there is this difference; the Admiralty, excepting under special instructions under their patent, have the power of movement; the Horse Guards have no patent, and not a man can be moved by them. The Duke of Wellington, when I was at the Home Office, never moved a corporal's guard from London to Windsor without notice of the movement to the Home Secretary; the Duke of Wellington never moved a company for Colonial relief without notifying it to the Secretary of State for War and the Colonies, and obtaining his sanction. The Horse Guards are subordinate; they do not hold by patent; the Admiralty hold by patent, and they have the power of movement, and the notification of the Queen's pleasure with them is the exception; with the Horse Guards it is the rule.

495. That brings us back to the great question, the Duke of Wellington never moved a company of a regiment without notifying it to the Secretary of State for the Home Department, but did he ask the permission of that Secretary of State for moving them?—He could not move them as it then stood without a civil officer giving his sanction; the Secretary at War gave the route, and that route was a check upon the movement; a civil authority directly present at the

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Horse Guards exercised the check. Since the abolition of the office of Secretary at War, that is now confided to the Secretary of State for War; all those checks which were exercised by the Secretary of War are under patent now to be exercised by the Secretary of State for War, and there is the great distinction that the Horse Guards do not hold by patent, but are subordinate; the Admiralty have power delegated under their patent, saving cases of exception where the Queen's pleasure is notified by a Secretary of State.

496. The Commander in Chief having received the authority of the Secretary of State, would it not expedite the movement if his subordinates could communicate direct with the Admiralty, instead of going through the Secretary of State for the details?—The Admiralty recognise no subordinate authority; the Admiralty recognise nothing independent of their patent, which they hold direct from the Crown, except the Queen's pleasure, notified by a Secretary of State.

497. *Sir Michael Seymour.*] With reference to whether the transport service is to be carried on under the First Lord of the Admiralty, or through the military authorities under the War Minister, who is to undertake that supervision which in all parts of the world, wherever a naval flag or pennant is flying, is now of instant application whenever a transport arrives, for seeing to her sea condition, her supplies of provisions, or coals, or water, and for repairs; if the change took place, how would that important supervision be exercised, as it is advantageously, I conceive, now done, and at the moment when it is required?—As I understand, the advocates for the transfer from the Naval Department to the War Department contend that it would be equally well done in this way, that the War Department, in the event of war, should borrow for the special service from the Navy, naval officers. That in a great expedition, even a rear admiral should be at the head of the Transport Department of the War Office, and that that officer should be in communication with the naval authorities in the conjoint operation. I have already said, that my belief is, that though there would be respect for the public service, and what was due to the public service on the part of the Navy, under those circumstances the assistance rendered to the transport service by the naval service generally would not be so cordial and prompt under that arrangement, or so efficient as it is now.

498. Looking back to the period of the Peninsular war, where the late Duke of Wellington had large duties performed in respect to the transport of troops by hired transports, under the immediate control of naval authority, were not those services efficiently and fully performed to his satisfaction as a military Commander in Chief?—They were most admirably performed; that brings to my recollection a circumstance which I well know; Admiral Malcolm was an intimate private friend of mine, and it was his good fortune to take the Duke of Wellington from the Cape to Bombay, when he went with his regiment to join the Indian army before his great exploits at Assaye, and it also was his good fortune to take the Duke of Wellington from Cork to Mondego Bay, before the battle of Vimeira, at the commencement of the Peninsular war. When the Duke went to command the army immediately before the battle of Waterloo, he applied to the Admiralty, and made it a personal request that Admiral Malcolm should hoist his flag at Ostend, and, at the request of the Duke, Admiral Malcolm had the whole arrangement of the Transport Service, possessing the unbounded confidence of the Duke of Wellington, being selected by the Duke, and his flag was flying at Ostend when the battle of Waterloo was fought.

499. *Chairman.*] Have you any further suggestions to offer?—No; I have only too largely, I am afraid, stated opinions; I could not contribute facts, as my experience is not recent; but when you did me the favour of saying that you wished to see me, I endeavoured to make myself master of the evidence which was laid before the House last year; I have compared it with my past experience, and I have ventured to lay before you what I think is the imperfection of the present state of arrangements, and I have nothing more to say except to thank you for having heard me, and begging you to pardon me if I have expressed too much of opinion and have given you too little of fact.

Right Hon.  
Sir James Graham,  
Bart., M.P.

25 April 1861.

*Charles Richards, Esq., called in ; and Examined.*

*C. Richards, Esq.*

25 April 1861.

500. *Lord Clarence Paget.*] WITH regard to the return which Mr. Willis was asked for, can you state whether it can be furnished?—The information for which Mr. Willis was asked, was what proportion of the troop service done in 1860 would have been performed by four vessels which were not available had they been available for the service, and my representation to the Admiralty was, that it would be impossible to state what particular portion of the troop services done in 1860 would have been performed by any particular vessels, and that to make out a return of the whole of the troop services performed in 1860 would be really so serious a hinderance to the current business of the office that I deemed it my duty to bring it under the notice of the Lords of the Admiralty for their directions before undertaking it. That is the sum and substance of my report to the Board on that subject.

501. Could you give, instead of this return, the amount of private tonnage engaged during the year 1860 in the reliefs on the Home, Mediterranean and West India stations ; the number of troops conveyed, the time occupied, and the cost?—I can give it, but it will occupy some considerable time ; it must be abstracted from various documents. For instance, the outward services would not occupy much time, but the services from one island to another and the home-ward services would be a very long job, and just now we are so overwhelmed with the claims and work consequent on the close of the 'China war, that it would be a very serious hinderance to business ; I must apply to the Board for more assistance if I have to furnish these returns.

502. *Chairman.*] Can you give the number of troops conveyed in hired vessels during 1860?—Do you mean the number of troops conveyed from England to foreign stations ?

503. The number of troops conveyed in the course of the ordinary reliefs, including the Mediterranean, the North American, and West India stations, and the home stations, and the cost to the country?—Yes, that we can give.

504. *Lord Clarence Paget.*] With regard to the loss of the "Perseverance," will you state what course it was necessary to pursue in consequence of the loss of the "Perseverance"?—It was necessary to hire a steam transport to carry out the service on which the "Perseverance" was employed at the time of her loss, and the "Avon," a vessel belonging, I think, to the Royal Mail Company, was taken up.

505. With regard to the loss of the "Assistance," that has only very lately happened, and no steps have been taken in consequence of her loss?—Not that I am aware of ; I do not know what steps the Commander in Chief, in China, where she was lost, may have found it necessary to take, but nothing is known in England of what has been done.

506. In fact, we have not had time to feel the effect of her permanent loss to the public?—No, I should think not.

507. The services of that vessel can hardly be said yet to be able to be appreciated?—No, we can hardly appreciate the loss of them.

508. *Chairman.*] You have two Government vessels now at home?—Yes ; the only two vessels that I know of at home now, are the "Himalaya" and the "Megæra" I cannot at this moment remember any more ; but it must be borne in mind that I have very little to do with the Queen's transports at all ; I happen to know that the "Himalaya" is in England, because I saw her a short time ago, and the "Megæra," I believe, is carrying out reliefs between England and Gibraltar.

509. And you have the "Avon" besides those two?—She is now performing the service which the "Perseverance" would have done, had she not been lost.

*Rowley Richardson, Esq., called in ; and Examined.*

510. *Chairman.*] THERE is a paper bearing upon the document which you lodged last Session, which you desire to lodge now, as it is explanatory of the plan which you have for conducting the Transport Service?—It is entirely with regard to the transport of troops to and from India ; I have limited my remarks to India, and to the conveyance of the ordinary reliefs ; since the Committee published the statement which I furnished last year, I have received so many communications,

munications, especially from naval men, on the subject, that I felt it my duty to go further into the question; that paper which I now hand in does not contain those opinions, because they are very lengthy, but I should be glad to place them before the Committee. I cannot mention the names of all of the officers, as I have not their permission to do so, and some of them are abroad. I have also considerable information, which I should be glad to give in a very short form, with regard to steamers as contrasted with sailing ships. My remarks are limited entirely to sailing ships. I look upon the Admiralty in this case as in the position of a merchant who has a very large capital, which he not only does not employ, but which he pays his banker for keeping, because a great many of these ships which I allude to are now doing nothing, and of course they are maintained, some say at a considerable expense; as far as I can ascertain the expense of merely maintaining them is not very considerable, but still it is something.

511. You are of opinion that those old ships of war could be fitted for transports, and thus a considerable saving be effected?—I think so, because it would not be like purchasing ships; they are now lying idle, rotting, and doing nothing.

512. And that is the object which you have in view in lodging this further paper?—Yes, to show that it can be done at a very reduced rate, compared with what it now is, and with great advantage to the State in every respect.

*R. Richardson, Esq.*

25 April 1861.

*Jovis, 2° die Maii, 1861.*

MEMBERS PRESENT.

Mr. Henry Baillie.  
Mr. Brooks.  
Mr. Dalglisb.  
Admiral Duncombe.  
Mr. Jackson.  
Mr. Kinnard.

Mr. Lindsay.  
Mr. Longfield.  
Lord Clarence Paget.  
Sir Michael Seymour.  
Sir Frederic Smith.

WILLIAM SCHAW LINDSAY, Esq., IN THE CHAIR.

The Right Honourable the Earl of *Dalhousie* (attending by permission of the House of Lords), Examined.

Right Hon. the  
Earl of *Dalhousie*.

2 May 1861.

513. *Chairman.*] WHEN was your Lordship Secretary of State for War?—  
From February 1855 till 1858, when the Government broke up.

514. How was the transport service conducted when you entered office?—  
When I entered office, the transport service was placed by Sir James Graham, who was then at the Admiralty, upon a new footing, by the establishment of a Transport Board, of which Admiral Craigie, then Captain Craigie, was the head, and Major Robertson represented the military branch; and there was a civilian, I forget his name, representing the civil department.

515. Did you approve of the change which was made by Sir James Graham?—  
I had not any experience of the mode in which transport was conducted before that, because when I was Secretary at War, the Secretary at War had nothing to do with that question; but I entirely approved of the change, and concurred in the change which Sir James Graham made.

516. Was the business of transport efficiently conducted during the time that your Lordship held office?—  
With some exceptions now and then, which are to be expected in bringing a new department to work smoothly, I should say that it was most efficiently conducted; at all events it was conducted to my satisfaction.

517. Do you recollect what those exceptions were?—  
One of the exceptions was, that the Admiralty seemed to me to retain a power which in the transmission of stores of all kinds from this country to the basis of war at Balaklava, which was upon some occasions attended with very great inconvenience; whether that power was a right power or not, it is not for me to say, but the power was to this effect, that when I sent a transport full of my stores to Balaklava, the Admiral at the Bosphorus took upon himself the right of appropriating that vessel as soon as it came within his command, of unloading all my stores, and of reshipping them in other vessels, and sending them on to the seat of war in those vessels. This occasioned such very great inconvenience at one time, that the storekeeper at Balaklava made representations to the War Office of the manner in which his stores arrived, that they came in the greatest possible confusion; some of them not arriving at all on account of their transhipment, and I sent out a peremptory order to Balaklava that that was not to happen again. The Admiral on the station, I suppose, took some umbrage at this, as questioning his authority, and he immediately appealed, as he naturally would do, to his Commander in Chief, Lord Lyons, to know whether such an order was to be obeyed. Lord Lyons, after consulting with the Commander in Chief of the Army, gave instructions that that order was to be obeyed. After that things went direct from the port of dispatch here to the port of delivery at Balaklava, and I had no further reason to find any fault, or, at all events, if any fault was to be found, the responsibility rested entirely with myself and my own department.

518. Is your Lordship aware how the Transport Service is conducted at the present moment?—  
No, I am not; a change, I believe, has taken place since  
I left



I left office; I believe that the War Transport Board has been abolished, and, except from hearsay, I do not know how the transport is conducted.

Right Hon. the  
Earl of Dalhousie.

2 May 1861.

519. Then I may state, for the information of your Lordship, that the Transport Service is now conducted by a department known as the Transport and Victualling Department, in somewhat the same manner as it was before the Board to which you allude was constituted. Do you think, looking to the contingency of war, that it would be advisable, during a period of peace, to make any change in the present mode of conducting the Transport Service?—If it is conducted by the Admiralty under one individual, and as part of another department, I think that that is a mistake. My view of the conduct of sea transport is, that it undoubtedly should be under the charge of the Admiralty. I have no hesitation in giving that opinion. If it were placed under the War Department, the War Department could not do it; they would be obliged to consult the Admiralty, and to take matters at second hand from the Admiralty; in fact, they would be the agents of the Admiralty; to carry it out, therefore, it is much better that the thing should be in the hands of those who I think are the fittest parties to conduct it; but I am also clearly of opinion that, for the satisfaction of both services, both the navy and the army at all times, not only in war, but in peace, the Transport Service should be conducted by a Board, with a naval officer at its head, and with a military officer as a component part of that Board. I apprehend that a civilian would also form an essential part of the Board.

520. Do you refer to a period of peace as well as a period of war?—I do; in peace it would not be necessary to have so many clerks, or so many functionaries carrying out the work of the Board, as it would in war; but even in peace it is necessary, if you do not want after interferences, that you should have a naval officer and a military officer in communication, and the one will inform the other what the service can supply and what is required.

521. From what your Lordship has just stated, it appears to be your opinion, that it would tend to the benefit of the public service if the Victualling Department was separated from the Transport Department?—Certainly. I think that the Transport Department should be a service by itself.

522. You are also clearly of opinion that this new Transport Department to be formed should conduct the whole of the Transport Service?—I think that it should conduct the whole of the Transport Service, with one very trifling exception, which is the transport of ordnance stores coastwise, from port to port, in England. I except only the transport of ordnance stores, from port to port, in England, which could be done by means of the small vessels which are at present under the control of the Ordnance Department.

523. Then would you not place those vessels under the control of this new department?—I think that it would be more convenient for the public service if they were to remain under the control of the Storekeeper General.

524. Do you mean so far as regards the engaging of those vessels, or so far as regards the stowage?—They are not engaged at all; they are vessels in the distinct pay of the Government, and in the Army Estimates you see a regular estimate made for them.

525. With that exception, you think that transport of every sort should be placed under the control of this new department?—Military transport. I do not speak of the transport of emigrants or of convicts; of that I know nothing; but military transport of every sort should be under the conduct of that Board.

526. Would you make that Board responsible for the proper fitting out of the ships, and the ventilation of the ships, and responsible for the stowage of the cargo; in a word, responsible from the time of embarkation until the troops or stores were landed at their destination?—With regard to the fitting up, if there was a Board constituted as I proposed, namely, with a military officer upon it, that military officer ought to be enabled, either by himself or by his substitutes, to give directions for the fitting of every transport which might be taken up. First of all, the naval officer at the head of the Board would see that the vessel taken up was a proper vessel, seaworthy, and fit to do the duties which were required of her, in every way. The military officer would see that she was capable of being fitted for the military purposes for which she was required, whether it was to carry troops, or whether it was to carry stores. Then, with regard to the stowage, there is only one description of stores which I think there would be any difficulty in any parties stowing, except those who are

Right Hon. the  
Earl of *Dalhousie*.  
2 May 1861.

immediately responsible for them, and that is stores of a combustible description. I thought at one time that there were more stores of that description conveyed from this country abroad than there really turns out to be; I thought that shells and explosive weapons of war of that description, if I may so call them, were sent from this country filled; I find that that is not so; that there are no live shells embarked in any ships in this country, except Her Majesty's ships in the navy; that when these shells are sent out to the seat of war, they are filled when they arrive at the seat of war by the Ordnance there; that there are certain combustibles of war which go out in vessels of the nature of cartridges for small arms, and also, when war is going on, rockets, which cannot be prepared at the seat of war; and these stores, whenever a ship is taken up, are all obliged to be put in a magazine which is fitted by the Ordnance on board that ship for that purpose, and I think that the fitting of the magazine should rest with the Ordnance; they ought to be responsible for the magazine being properly fitted, of course under the control and superintendence of the Admiralty; and they ought to be responsible for the placing in that magazine of all the combustible stores which are to be embarked, and those ought never to be interfered with until they arrive at the port of destination, excepting in some emergency over which nobody has any control.

527. Then, with that exception, you would make this Board, and the parties connected with the new department, responsible for the stowage of all descriptions of cargo?—I think so.

528. Various objections have been made by witnesses to a Board; it has been termed a cumbrous machine. From your experience, have you found it to be so, generally?—Some Boards are cumbrous; some Boards are not cumbrous. Where Boards work well together, I do not think they are cumbrous; where they are determined not to work well together, and jealousies exist, of course they do become cumbrous.

529. Does your Lordship recommend a Board, because you are of opinion that one gentleman would not be competent to conduct the whole of the duties required?—I recommend a Board, because I think that you require, in the first instance, that different interests should be represented. For instance, if only one individual existed at the head of the Transport Department in the Admiralty, upon receiving orders to take up shipping for a certain number of troops, he would naturally be disposed to do it in, perhaps, the most economical way for the public service. The party who hires the ship to this head of the department is, of course, anxious to make as much as he can by carrying as many troops as possible, so that there is a combination between these two gentlemen to make the ship go, if I may use the expression, as far as it can go. But on the other hand, when it arrives at the port of embarkation of the troops, then comes the party who is responsible for the health and comfort of the troops; and after that vessel has been hired and sent there he finds fault; and although the vessel is held by the head of the department, and by the party letting it to the head of the department, to be fitted for, say 500 men, he must have the right of saying, "I cannot put 500 men on board, I can only put 400;" whereas, if you have a military officer engaged from the first in taking up that ship, he ought to know and to be able to say how many troops are competent to go into that ship; and on arriving at the port, the troops have nothing to do but to march on board.

530. Upon the constitution of this Board, do you think that a naval gentleman, or a military gentleman, or a civilian, ought to be at the head of it?—A naval gentleman, beyond all doubt. We found, during the war, when a similar Board existed, it was perfectly well conducted by Admiral Craigie, to the entire satisfaction, not only of myself, but of all the departments with which I was concerned.

531. I also understand your Lordship to say that the responsible minister for that Board, in your opinion, ought to be the First Lord of the Admiralty?—The responsible minister ought to be the First Lord of the Admiralty.

532. Admiral *Duncombe*.] I gather from your Lordship's evidence, that in the formation of any Transport Board, if it should be thought desirable to have one, you very much agree with the evidence of Sir James Graham upon that subject, namely, that a Transport Board should be formed in some measure distinct from the Admiralty, but at the same time entirely under the Admiralty, and that that Board should consist of a naval officer, a military officer, and a civilian?—Yes, I entirely

I entirely agree with that; it is the way in which Sir James Graham (who I think is one of the best departmental administrators that I have ever known) formed the Transport Board in 1855, and I have seen no improvement which could be made upon that mode of formation in a new Board.

Right Hon. the  
Earl of Dalhousie.

2 May 1861.

533. It has appeared in evidence before us; I think in the evidence of Colonel Gordon; that, whether rightly or wrongly, the Horse Guards now exercise the power of making any alterations at the last moment at any of the ports at which a vessel may call, with regard to the number of men who may be sent out in that vessel. For instance, a vessel has been taken up for the conveyance of a certain number of troops with the concurrence of the Admiralty and the War Department; but at the last moment the Horse Guards exercise a veto in diminishing the number of men to be sent out in that vessel. Do you consider that that is beneficial to the service, and should be continued or not?—It is difficult to answer that question, because I cannot say that it is not beneficial to the service; but at the same time there is no doubt that it is an anomaly, and that anomaly arises in my opinion entirely from the fact that a military officer is not concerned in the first instance in the taking up of that ship. I think that if a military officer were upon his responsibility to be concerned in the first engagement of the ship, he knowing for what number of men it was necessary to provide passage, it would be quite unnecessary, and indeed there could be no occasion for the Horse Guards at the last moment interfering either to increase or to diminish the number of men. But at the present moment, under the mode in which I understand that matters are now conducted, I think it is necessary, for the comfort as well as for the lives of the Queen's troops, that there should be a power somewhere (and the Quartermaster General, in fact, represents in that matter the War Department) to prevent a vessel being overcrowded.

534. Supposing the vessel to have been taken up by a Board containing the three elements which have been mentioned, naval, military, and a gentleman of shipping experience, are you of opinion that the military authorities should have that power at the last moment of excluding from the vessel a certain number of men for which she has been prepared and fitted up under the concurrent exertions of that Board?—No; I think that they ought not to have that power; but if anything occurs to them to lead them to the supposition that when the men are embarking, or about to be embarked, the vessel is insufficiently taken up for the purposes required, an immediate report of that ought to be made to the War Department, and the military officer upon that Board should be held responsible for having overlooked that point, and having sent a vessel to take 500 men which was not capable of taking more than say, 450.

535. In fact such an occurrence could hardly take place if it was a Board containing the three elements to which we have alluded?—I do not say that it could not occur, but it certainly ought not to occur.

536. Mr. Jackson.] With regard to the taking of troops locally, say from England to Ireland, or from Ireland to Scotland, or to the Mediterranean or to Gibraltar, would you have the management of that under this Board, or would you place it exclusively in the hands of the Admiralty?—I think that that question rather points to the present practice of the Government keeping at their disposal a certain number of transport ships attached entirely to the navy. I think that that is a matter of considerable advantage to the public; it may possibly be a little more expensive in the year, but I think that it is a great advantage to the public that you should have certain large troop ships at the immediate command of the Admiralty, so that they may not rely entirely on such transports as have been described, but that they may be ready to ship a regiment, and carry it to any part of the world.

537. Supposing we have eight ships like the "Himalaya," quite equal to any emergency which might arise, would you place those eight ships under the absolute control of the Admiralty, or would you place them under this combined Board?—I hold this combined Board to be under the control of the Admiralty. This combined Board can do nothing without being moved by the Admiralty, and the Admiralty can do nothing without being moved by the Secretary of State.

538. Would you have the Horse Guards send to the Admiralty, and that the Admiralty Board should give orders for these ships, or would you have the Admiralty send the requisition of the Horse Guards to this Board to carry it out?—I would have the Admiralty receive no requisitions from the Horse

Right Hon. the  
Earl of Dalhousie.  
—  
5 May 1861.

Guards alone; the Admiralty must receive its orders from one person, and from one person only, and that is from a Secretary of State. The First Lord of the Admiralty takes no orders from anybody except a person competent to convey the Queen's pleasure.

539. Under whose control would you have these eight ships kept?—Those must be entirely in the same hands as all the Queen's men-of-war are.

540. And a requisition would come from this Board for one of those ships?—Supposing an emergency occurs to require that a regiment should be sent out in the course of a day's notice to any particular point, you are perhaps aware that a regiment is always held liable to be removed at 24 hours' notice, and all the officers and men should be always in a state that they can quit the country for however distant a part of the world at least at 24 hours' notice. The Secretary of State for War signifies to the Admiralty the Queen's pleasure that a regiment should be sent to such and such a place, for such and such a purpose, at the shortest possible notice; I apprehend that the Admiralty would have its vessel in as good a state of preparation as the regiment itself would be in, and in 48 hours the vessel would be away, whereas by contract many days would elapse.

541. Would you have it placed in the hands of the Transport Board, or of the Admiralty?—It must go to the First Lord of the Admiralty in the first instance, and he must then move the Transport Board. When I was in office, we carried on matters what I call in a business like manner, because before any official order was given, the head of the Transport Board communicated with me every day, to know what my orders or what my wants were likely to be, and I privately informed him what those orders were likely to be; he, of course, informed his superiors, and then when the thing was to be done, it was done through the heads of the department, and the Admiralty were the parties who set the Transport Board in motion.

542. *Chairman.*] Are you also of opinion that it would be advisable to place under this new department the transport of all troops to and from India?—Certainly, to and from India.

543. Objections have been raised upon the grounds that India is not a colony, but has its own Government?—India is a territory to which we are now sending the Queen's troops by regular rotation, and sometimes unfortunately upon emergencies. But all reliefs there are simply matters of a greater distance than the reliefs to our near colonies, and they should be conducted altogether upon the same principle.

544. You think that no difficulties would be likely to arise on account of India being to a certain extent still under its own Government?—None whatever. I do not see why the Transport Board, if it was established, should not conduct all the military transport to India, as well as to any other part of the world.

545. *Mr. Kinnaird.*] And from the fact of the revenues of India bearing the expense, that is a mere matter of detail which would not hinder the arrangement?—That is a mere matter of pecuniary arrangement, which, of course, would be settled between the financial departments of the India Office and of the War Office. I believe that the revenues of India bear the expense of transit one way, and that the revenues of England bear the expense of it the other way. The matter of account would probably be very much the same if one regiment was relieving another.

546. *Chairman.*] Are there any other suggestions which you desire to offer bearing upon the subject of the present inquiry?—No; there are no other suggestions which I should feel either disposed or able to offer, which your questions have not brought out. I think that you have touched almost upon every point, and I have given you my opinion as I have formed it from my experience.

*John Charles Mason, Esq., called in; and Examined.*

547. *Chairman.*] *MR. WILLIS*, a gentleman from the Transport Department of the Admiralty, has laid before us certain comparative returns of the cost of conveying troops in Her Majesty's ships to and from India, and the cost of conveying the same number of troops in private vessels; he has based those calculations upon certain rates, which are different from the rates which you, on the part of the East India Office, gave us last Session. Have you any reason to doubt the accuracy of those figures which you then laid before the Committee?—I have not the slightest want of faith in the figures, because they are positive facts; no inferences

inferences are drawn. I have given to the Committee for ten years, from 1850 to 1859, both inclusive, from the 1st of January to the 31st of December in each year, ranged under the different Presidencies, the name of the ship, the tonnage, the number of officers, the number of men, and the rate per head, according to the articles of agreement to be paid for those men; those are incontrovertible facts; there is no calculation upon them. I have proceeded by the directions of the Committee in that Account to give them the average in each year of those prices as applicable to each Presidency, which I have put at the bottom of each of the returns, and I have wound up the account of the ten years with a general average of the prices.

548. In what manner have you made up the averages?—Say that in a particular year there were ten ships to Calcutta. I have added up those ten prices, and divided it by ten, so as to arrive at the average price.

549. In all cases?—In all cases throughout.

550. Do you know where Mr. Willis got the figures on which he has based his returns?—My attention had been drawn to them by a Member of this Committee, and likewise by yourself, and I then cast about to look for the possible data, and I find that in a Parliamentary Paper which contains a Report by Mr. Hammack, there is a statement founded, as stated by Mr. Hammack therein, upon an India office return which he, Mr. Hammack, says gives the actual "aggregate expense" of the transport of regiments to and from India in the years 1852-53, and for the other four years, in the same way, 1853-54, and so forth, giving a total sum, and which makes an "average rate," as Mr. Hammack says, of 14 l. 10 s. per head.

551. Who is Mr. Hammack?—Mr. Hammack is an actuary, and he is a member, I believe, of the Government Statistical Department, and Mr. Hammack was employed, whether as a Member of the Committee or not I cannot exactly say, but he was employed to prepare the report in which these statements are made, for a Committee which was sitting, as to the amalgamation of the Queen's army and what was called the East India Company's local army.

552. Do you know from whom Mr. Hammack got his figures?—I have had some trouble to find that out; being an India office return, the notion would be, generally speaking, that it was prepared by myself, I being the head of that particular department, or by the Military Secretary, or possibly by the Accountant General, from the general books; and I have found out that this return, or statement, was made out by the Accountant General, from the general books, in order to meet a particular requirement; to show what was the total expense under every denomination incurred in the operation of transport. It will be seen upon reference to Mr. Hammack's report that he gives, in the years 1852-53 a gross number of soldiers costing a total sum; he goes on in the same way in every year; he gives no particulars, and no items. I have ascertained that the component parts or items of that gross expenditure consist of more things than the actual transport, or what I should call the passage of the men, inasmuch as it contains the value of the cots and hammocks for each man, which are always put on board separate and distinct from the contract of the ship. It contains, likewise, the value of the medical comforts per man, which are always supplied; there are a few stores always put into the hands of the doctor in case any of the men should be sick, and require something extraordinary. It likewise contains every expense which could apply to the operation of transporting the people. Perhaps I can illustrate it better by putting a case: A ship might have been desired to take 300 men, and an arrangement might have been made with the owners for such taking, but 50 men short might possibly embark, for which there would be a forfeiture of one-third of their passage-money. That I find comes into this account which Mr. Hammack has made, as well as demurrage, and other contingent charges.

553. Then, in fact, that return is not an accurate return of the rate of hire?—I think it is not; it is a very proper return for the purposes for which it was made, but it is not a return made upon the same principle, and with the same object, as that upon which this Committee desired me to make my Return.

554. Admiral *Duncombe*.] In either one or other of these cases we do not for a moment assume that the account presented was cooked, but two accounts appear to me to vary, inasmuch as you formed your accounts upon a different basis. Mr. Hammack, as I understand from your statement, was employed by the Government to present a Return for the use of Parliament?—No, a report for the India Office.

555. You alluded to some Committee?—It was a Committee which was appointed

*J. C. Mason, Esq.*  
 2 May 1861.

pointed by the Secretary of State for India, with reference to the settling of the principle for the amalgamation of the two armies, and it was necessary that the Committee, which was engaged upon that amalgamation, should know the exact expenditure and cost of relieving the Queen's army, and of recruiting the East India Company's army; therefore, Mr. Hammack, in order to make out his statements of the expenditure required from the India Office a statement containing those particulars, which appear in an appendix to Mr. Hammack's report, as being the data upon which he arrives at 14 *l.* 10 *s.* as the average rate per head.

556. Still I do not see but that I was correct in saying that Mr. Hammack, for the time being, was employed by the Government, and, consequently, was for the time being a servant of the Government, and under the Secretary of State for India, as I understand from you he prepared this return, which return was presented to Parliament: is not that so?—No, it is not so; it comes before Parliament in this way: an address was moved, that the report, with regard to the amalgamation of the armies, should be laid before the House, and therefore all these papers appear in that report. That report, with that statement of Mr. Hammack's, was made without reference to the purposes of this Committee, and therefore it does not contain the information which should govern this Committee in any of their decisions; it consists of different materials.

557. *Chairman.*] In fact, the 14 *l.* 10 *s.*, from what you say, includes certain items, besides the cost of freight?—Precisely; which, of course, would have the effect of swelling the expense per man when you divide "the aggregate expense."

558. *Admiral Duncombe.*] That return was prepared under a department of the Government, and eventually found its way before Parliament, although it was previous to the assembling of this Committee?—Yes.

559. Is it not the case that that return differs from yours, or from any body else's, inasmuch as it goes more into detail?—It does not go into detail at all, and mine does. There is not the least detail in Mr. Hammack's account, and there is the difficulty.

560. I understood you to say that his return comprised a proportion of the charge for hammocks and cots, and medical comforts?—Yes; because, as I explained to the Chairman of the Committee, my attention being drawn to his report, I set about to find out whence the statement originated, and what were the component items making those large totals, and I found it out only yesterday afternoon and this morning.

561. You will quite understand that I am not doubting the accuracy of either your return or the other; I am only endeavouring to arrive at what is the cause of their varying one from the other?—Well; that is how I understand that Mr. Willis has assumed in his account that 14 *l.* 10 *s.* is the rate of freight.

562. *Chairman.*] Does your return contain simply the freight?—Simply the freight, and the passage money of the officers.

563. Suppose your figure to be 10 *l.*, and that beyond that 10 *l.* in Mr. Hammack's return, there are hammocks which may cost for instance 1 *l.* per head, bedding which may cost 1 *l.* 10 *s.*, and medical comforts which may cost 2 *l.*, it would thus bring the 10 *l.* which you give in up to 14 *l.* 10 *s.*?—By possibility it might; but the real expense of the hammocks and bedding is but 15 *s.* 6 *d.*, and 5 *s.* for the medical comforts; it is only about 1 *l.* 0 *s.* 6 *d.* But then there are various other things in that account which would have the effect of swelling up the expense, though they are not really and truly the passage money. It is put so because the requirement was for the total expense incurred, which of course is a very large and comprehensive expression.

564. *Admiral Duncombe.*] Does your return account for the case which you instanced just now of a vessel being taken up for so many men, and at the last moment, 50 men being withdrawn from that number?—Not at all.

565. There would of course be an allowance to the shipowner for those 50 men so withdrawn?—Truly; but my account does not include that. My account is for the number of men on board, the number of men actually sent; I would take the liberty of referring to another account of mine which is numbered "2," where the gross expense is calculated, but it is upon the principle of a non-detailed account, simply multiplying the freight; that gives the actual expense in gross for the whole 10 years for freight of men and officers also.

566. *Lord Clarence Paget.*] Do you, or do you not, dispute the correctness of the

the account from which Mr. Willis has drawn his information of the actual expense, including cots, hammocks, medical comforts, and the reduction in numbers embarked, and the consequent forfeiture to the shipowners?—I do not dispute that; I have gone into it, and I see that there is an error in simple arithmetic; 14*l.* 10*s.* is not the price which is shown by Mr. Hammack's report; I make it come to 14*l.* 10*s.* 2½*d.*, or something like that, to be accurate; but that is a trifle in itself.

567. In fact, Mr. Hammack's report would make it rather more?—It would make it rather more; I am not at all responsible for it, and do not know anything of it further than that I have ascertained from the person who made out the statement for another purpose, what various items that statement did contain.

568. Do you not think that in making these returns, for the information either of the department itself, or for a Committee of the House of Commons, who are anxious to ascertain what really is the cost to the country of sending out an average number of men per annum, all these costs should be included?—I certainly do, if that be the object of a Committee. If the requirement of this Committee had come to me to make out a statement of the entire expense involved in the operation of transport, of course I should have put a column for these contingencies; but I may say upon that, that I differ very much as to the admission of the cots and hammocks in the account, inasmuch as it is a contingent expense; that is, like a part of the establishment; they are put on board the vessel for the accommodation of the men, but they are the property of the State, and at the arrival of the vessel at the termination of the voyage they are given into store and used up for other purposes. That is also the case with the medical comforts; they are put in the hands of the doctor for use on the passage, and if it happened that there was no sickness, they would not be expended, but would be delivered into store at the end of the voyage.

569. Subject, of course, to a percentage of deterioration and loss?—Yes. Most of those medical comforts are hermetically sealed; they are soup and bouilli, and other things of that sort which are not likely to deteriorate.

570. *Chairman.*] In fact, in a comparative return of the cost in Her Majesty's ships and in hired vessels, hammocks, beds, and comforts, ought not to be included any more than the clothing and the accoutrements of the soldiers?—That is quite my opinion; it is not a part of the actual expenditure for transport, rather it is what a merchant would call stock in trade.

571. *Lord Clarence Paget.*] Then are we to understand that, supposing those men were not embarked, the public would equally have to pay those sums?—According to our agreements, if the owners of the ship have been desired to provide for 300 men, and we only put 250 on board, we are bound by the terms of our agreement to forfeit to the owners one-third of the passage money for every man not embarked.

572. My question is this: you state that these expenses contingent upon the passage of troops ought not in fairness to be shown as a part of the expenditure consequent upon their transport by sea?—I did not mean you to infer that; I stated it in answer to your Lordship's question, which was about the total expense involved; then I say that they certainly ought to come into account. But in the way that my accounts were prepared by direction of the Committee, it was meant that they should show what ship was engaged at a particular time, what description of ship she was, how many officers she took, how many men she actually took, and what was the price per man.

573. I clearly understand that; but you admit that the average cost per man was 14*l.* 10*s.* 2½*d.* for those five years?—Yes, including all contingencies.

574. Have you any reason to suppose that it has considerably decreased since those five years?—No, I should not think so at this moment; but immediately after those five years came the two mutiny years, when we were obliged to pay enormously, and we used steam vessels, which were most expensive; after that, say, for the latter part of the year 1859, and in 1860, the expense was about the same as before the mutiny.

575. About 14*l.* 10*s.* 2½*d.*?—I think that the total cost might be put at about that, including similar contingencies of expenditure.

576. Have you looked carefully over Mr. Willis's statement?—I cannot say that I have; I have looked cursorily at it.

577. Can you inform the Committee whether in that statement he provides

*J. C. Mason, Esq.* for these contingencies to which we have been alluding, making up the additional cost per man to 14 *l.* 10 *s.*?—I do not think that he does, because he assumes that the rate is 14 *l.* 10 *s.* per man, which sum, as I have already explained to the Committee, includes these very contingencies.

May 1861.

578. But in making his comparison with that, in his proposal for transporting the troops in other ways, does he make any allowance for medical comforts, for the expense of hammocks and cots, and for other contingencies?—No, I did not see that he did. He proceeds upon the principle that the vessels are yours; therefore that would be all in the stock of the vessel.

579. Doubtless; but still the cots and hammocks must equally be provided, whether the troops go in men-of-war or in merchant ships?—Certainly.

580. You are not aware whether in his statement he made any allowance for those cots and hammocks?—I do not think that he did; but I confess that I have not looked at it with a critical eye; I have merely cast my eye over it.

581. *Mr. Brooks.*] Is it a frequent occurrence that the men embark short of the number for which the ship is chartered?—It is not a very frequent occurrence; but it has happened sometimes.

582. I understand from you that the owners of the vessel charge one-third of the passage money for the men who do not embark?—Yes.

583. Do you think that that is a fair charge upon the rest who do embark?—Certainly it is in a statement of the total cost incurred for transport.

584. *Lord Clarence Paget.*] Could you give us a statement showing what is the average reduction in the number of men taken under those who have been engaged for?—I could give you the actual default in each ship for those 10 years. It would, of course, take a little time, because it would be necessary to look to the accounts of each ship in order to ascertain it; it does not occur to me that it would be of much service if such a statement were prepared.

585. *Mr. Dalglish.*] What is the cause of the decrease in the number embarked?—Sometimes it happens that a man who is told off for a particular ship deserts; sometimes he may be sick, and they do not choose to put him on board, so they keep him in the depôt, and send him next time; and there are various cases of that sort. Instances have occurred where the public service here has prevented the sending of the men to the full extent.

586. *Chairman.*] Then it is still your opinion that, considering the object which this Committee have in view, the figures which you gave last Session are correct?—They are.

587. And you think that if the cost of hammocks, beds, and medical comforts, and so forth, was included on the one side of the account, it ought also to be included on the other side of the account?—Yes; and that cost is 1 *l.* 0 *s.* 6 *d.* per man for the two together; that is for the bedding, cots and hammocks, and the medical comforts alone.

588. Your average according to the best of my recollection in those years to which you have referred is somewhere about 10 *l.* 10 *s.* How do you make up the difference between the 10 *l.* 10 *s.* and the 14 *l.* 10 *s.*?—In taking averages of prices of ships you cannot arrive at the same figures for such average price, and for the actual price or cost per man, unless it so happens, that in every individual ship which is taken in the average there are the same numbers of people transported. If you will kindly turn to my Statement, No. 2, you will see that I have calculated it out for every year from 1850 to 1859. Unfortunately that statement which I made, by the desire of the Committee, contains the passage money of officers, which *Mr. Hammack's* statement does not. So they cannot be compared together. Then there is another point of difference which you will permit me to explain, between the two accounts, and that is, that the statements in *Mr. Hammack's* account are made in this way, for the year 1852-53, and 1853-54, which means that they are taken from the official year, from the 1st May in the one year to the 30th April in the next; whereas my statements are made according to the calendar year, from the 1st January to the 31st of December. So that there would be different numbers and different ships brought in, and different prices; they would cross each other. That would account in a great degree for their not tallying.

589. Take one of those years, namely, 1855. I see that you gave the average price per man for the year 1855, as 9 *l.* 10 *s.* 3 *d.* to Calcutta, 9 *l.* 11 *s.* 8 *d.* to Madras, and 9 *l.* 17 *s.* 3 *d.* to Bombay?—Yes; and 10 *l.* 15 *s.* 6 *d.* to Kurrachee.

.590. Of



590. Of course there could be no difference in the actual rate which you paid; if the cost of those items which you have named is only 1*l.* 0*s.* 6*d.*, how do you make up the difference between the figures which I have just stated, and the 14*l.* 10*s.* 6*d.*?—Those are the average prices which are given there; but if you will cast your eye down, you will find in the detail of the ships some which are higher than that average, and some which are lower than that average, of course.

J. C. Mason, Esq.

2 May 1861.

591. The prices paid to Calcutta are 10*l.* 10*s.*, 9*l.* 17*s.*, 9*l.* 7*s.*, 9*l.* 8*s.*, and 8*l.* 9*s.* 6*d.*, which gives, as I have said, and as you show, an average of 9*l.* 10*s.* 3*d.* Now, there is a great difference between that and 14*l.* 10*s.*?—But Mr. Hammack takes all the five years, and then he draws the average upon the “aggregate expense incurred” for the whole five years in a lump.

592. Do those five years include the years of the Indian mutiny?—No, they stop immediately short of that period.

593. Mr. Jackson.] Do you know what the rule is with the Peninsular and Oriental Company in the event of a passenger not going; do they demand one-third or one-half of the passage money?—I believe it is one-half, and that is generally the understanding in the merchant trade; but ours is a matter of positive contract.

594. By which you forfeit one-third?—Yes.

595. Then the Government is better dealt with than private individuals?—Yes.

596. Chairman.] The rates which you have given to us are the actual rates which were paid by the East India Company?—Yes.

597. Lord Clarence Paget.] We understand from you that Mr. Hammack’s statement of the average as 14*l.* 10*s.* 2*d.* excludes the cost of officers?—I understand that it does.

598. If officers were included, which they were in Mr. Willis’s statement, would not that increase the per-centage?—But in Mr. Willis’s statement, as I saw it, he charges for officers separate and distinct; he takes them at a mean of 103*l.*

599. Then his statement excludes officers likewise?—Yes.

Charles Alexander Wood, Esq., called in; and Examined.

600. Chairman.] IN your evidence before us last Session, in answer to Questions 2191 and 2199, and in answer to other questions, you gave the cost, in your opinion, of the transport of troops to and from India. We have had before us Mr. Willis, a gentleman connected with the Transport Board, who has given to us certain returns of the comparative cost of employing Government ships and hiring private vessels. Those calculations which he has laid before us entirely differ from the calculations which you gave to us, and, with the permission of the Committee, I have handed to you those returns to consider; have you considered them?—I have.

C. A. Wood, Esq.

601. Are those returns, in your opinion, based upon sound data as to the actual cost to the country of transporting troops in Her Majesty’s ships of war, as compared with the transport of those troops in private vessels?—The returns which I received from the Chairman are three in number; they are No. 1, No. 2, and No. 3, and appear to have been put in on the 11th of April last. They appear to me to admit of observation, and not to contradict the opinion which Sir Alexander Milne gave upon some previous returns, and which I handed in to the Committee in answer to the question as to the comparative cost of the two modes of carrying on the Transport Service. I think that these three returns, if closely examined, would really be found to support the returns which were appended to Sir Alexander Milne’s former evidence.

602. Have you made any calculations in regard to the comparative cost of employing Her Majesty’s vessels and hiring private ships?—Having received these returns from the Chairman, I felt that it was impossible to do justice to the subject in a *vivâ voce* examination, and therefore I wrote my observations upon these returns, and if it be the pleasure of the Committee to receive what I have committed to paper upon them, I will hand it in.

-C. A. Wood, Esq. 603. You now desire to lodge that memorandum?—If you please. (*The Witness delivered in the same.*)

2 May 1861. 604. In the return which you gave in last Session, it appeared that the cost of transporting troops in Her Majesty's ships, as stated by Sir Alexander Milne, was 100 per cent. more than the cost would have been had those same troops been transported in private ships?—It was so.

Vide Appendix.

605. In that return which Sir Alexander Milne gave in, were insurance, depreciation, and interest on capital included?—They were not.

606. Consequently, the cost of transporting troops in Her Majesty's ships, would be a great deal more even than what Sir Alexander Milne stated?—Yes.

607. Mr. Willis gave it as his opinion that there would be a saving to the country by the employment of Her Majesty's ships in the transporting of troops to and from India of no less than 218,272 *l.*; you, in this return which you have just given in, show that instead of there being a gain to the country of that large amount, there would be an actual loss of 343,186 *l.*?—Yes.

608. Do you, in this paper which you have lodged, point out how this vast difference arises between those two calculations?—I have endeavoured to do so; and if the Committee will permit me to explain, I will show where I think that a great difference has arisen. In the first place there is no addition made for interest upon the original cost of the 13 Government vessels, redemption of capital, or insurance. Now in a calculation as to the comparative cost between two modes of transport, which is to be defrayed by the revenues of the East India Company, and not by Imperial revenues, I look upon it as indispensable that those charges should be added. I have, therefore, added interest at 3½ per cent. on the total estimated cost of each Government vessel, which is given at 122,000 *l.* I have also added redemption of capital at 7½ per cent., and insurance at 6 per cent.: that upon each vessel would make an annual difference of 20,435 *l.* That is the principal difference on one side of the account. Then, upon the other side, the returns which were put into my hand, take the passage in freight ships at half Mr. Hammack's calculation, which is 23 *l.* 9 *s.* each way, or for the double voyage 46 *l.* 18 *s.* I have taken it according to the report made by Mr. Walcott to Sir Alexander Tulloch, which is at a price of 30 *l.* per man for the double voyage. The whole is an estimated service, a prospective service, and consequently a matter of calculation; and seeing the care with which that report was framed by Mr. Walcott, and which will be found at page 294 in the Transport Blue Book, I have thought it right to assume that the sum of 30 *l.* per man is one which may be taken as safe. That sum is considerably more than Mr. Walcott gives his average at. I think his average is 25 *l.* and a trifle. I have taken it at 30 *l.* per man, in order to make it a safe calculation. That 30 *l.* per man assumes that the ship would be taken up for the double voyage out and home. It will be an entirely new service, and no doubt a larger number of vessels will be brought into the trade; and that in itself will affect the prices. But it is very interesting to look at what Mr. Mason's averages have been for ships taken up for a series of years: outwards, at home; and homewards, in India. Now those two averages together, I think, come to about 32 *l.* 10 *s.* And there is also a very remarkable and interesting fact connected with Mr. Mason's observations, which bears very much upon evidence given to the Committee in the early part of its sittings, as to what was the cost of bringing men home from India. I think evidence was given to the Committee to show, that it was much more expensive to bring home invalids. Some witnesses were asked what was the cause of the additional cost of taking up the homeward freights, and the answer was, that it was in consequence of the invalids. But it does turn out, in looking over Mr. Mason's averages, that it is really more expensive to bring home men in health than it is to bring home invalids. In the 10 years the average cost per man for bringing home invalids from India is 21 *l.* 13 *s.* 4 *d.*, and for bringing home men in health, 22 *l.* 8 *s.* 6 *d.* (Transport Blue Book, page 341). Taking that 22 *l.* 8 *s.* 6 *d.*, or rather taking perhaps as the general average homewards, 22 *l.*, and estimating what has been the average outwards for a series of ordinary years, because in the last 10 years the averages were very high, in consequence of the gold discoveries of Australia, the Russian war, and the Indian mutiny, three circumstances which enormously enhanced the cost of all freights from the United Kingdom; but, taking an average of ordinary years, my opinion is, upon the best information which I can gather from brokers and persons connected with the India trade, the freight outwards to India may

may be done for ten guineas per man, and those returns of Mr. Mason's, in ordinary years, I think, entirely bear out that view. There are some years when passages were considerably under that amount.

C. A. Wood, Esq.

2 May 1861.

Sir Samuel Morton Peto, Bart., a Member of the House; Examined.

609. *Chairman.*] YOU are aware of the object of this inquiry?—I am.

610. Do you know how the Transport Service is at present conducted?—Only by general report.

611. You are aware that a department of the Admiralty, known as the Victualling and Transport Department, sends out all the troops belonging to the War Department, and the whole of its own stores as well, and that the East India Office sends out all the troops and stores to India?—I am aware of that.

612. And that this Transport and Victualling Department also sends out the stores from other departments?—Yes.

613. From your experience do you think it would be advisable that those various departments should be thrown into one?—My own impression is that the Government would get their business done very much better in regard to their transports, if they were to concentrate the business as much as possible, and give as much direct responsibility as possible to the department undertaking it.

614. Do you think, first upon the ground of economy, that that would be an advantage?—Undoubtedly; it would be better managed altogether.

615. Assuming that this department was formed, do you think, with regard to the amount of work which it would have to do, that the work would be more than one department could well manage?—Certainly not. There are many private firms in this country that have enormous works going on, who have a great deal to do in the way of transport; I can speak from what I have known of the operations of our own firm, and I should say that a very limited establishment indeed would be sufficient.

616. Will you favour the Committee with an idea of the amount of the operations of your own firm?—Mr. Betts has had a great many abstracts formed; I will give the Committee the best information I can. I find that in the years 1853, 1854, and 1855, which he has abstracted, the total amount of shipment in tonnage of our firm was 118,194 tons; of which 84,721 tons were sent to Canada, and 33,473 to Denmark and other countries in the north of Europe, in which we were carrying on public works.

617. *Mr. Jackson.*] Was that during the Crimean war?—It has no connexion with the Crimean war.

618. That has no reference to the amount of tonnage which you sent out to the Crimea?—Not at all.

619. Was it during the period when the Crimean war was going on?—It was in the years 1853, 1854, and 1855.

620. *Chairman.*] How do you engage your tonnage?—We have a clerk in London who gives a very limited portion of his time to it, and we have our agents at the ports where we engage our ships. Of course what we require does not in any way transpire; we make all our engagements as quietly as we possibly can, but we do it through an agent who has our confidence, in Liverpool, in London, and at the other ports where we may choose to ship.

621. *Mr. Jackson.*] Your rule is not to review the operation, but you give the absolute power to your agent for him to fix upon the ship?—Certainly; a reference to us even by telegraph would spoil the operation; it is necessary to do it instantly, and it is impossible to carry on this class of operations unless you give your confidence to persons who are directly responsible to you, and then your own judgment is exercised as to what they do when you have the result of it before you. I can just give the Committee what we paid during the years which I have mentioned. To Canada in 1853, the average of all our tonnage cost us 18*s.*; in 1854, 21*s.*; in the latter part of 1854, 25*s.*; during the whole of 1855, we got it out at 15*s.* The shipments to Denmark average during the whole time in vessels direct, 11*s.* 6*d.*; in coasting vessels doing business here, we got it done at 9*s.*

622. The distance to Canada is about the same as the distance to the Crimea?—About the same.

Sir S. M. Peto,  
Bart., M.P.

Sir S. M. Peto,  
Bart., M.P.

2 May 1861.

623. You found that in consequence of the Crimean war, you had to pay a higher rate of freight?—The freights got up from 18s. to 25s., mainly in consequence of the large demand.

624. But you were never detained in your operations by the want of shipping?—Never a day.

625. You always found that as fast as your demand arose, there came a supply?—Always; there was no difficulty whatever in getting any extent of shipping.

626. I understand that you have only one person in your establishment to superintend the whole of that business?—We have a very active, intelligent person, to whose care this sort of thing is committed, and it certainly does not occupy one-fourth of his time; he has immense duties besides those.

627. Lord *Clarence Paget*.] For what species of goods do you usually take up tonnage?—A great variety; a good many iron rails and chairs; a good many wheels for carriages, locomotives in parts. We sent out to Canada about nine miles of tubular bridges, all in sections; it is almost impossible to tell you what we send out.

628. I presume you insure your goods?—Not always.

629. But usually?—Sometimes we do not, sometimes we do; we have no particular rule.

630. Therefore, if a ship was lost, in most cases it would involve great inconvenience to you, but no pecuniary loss?—It is a great pecuniary loss, because we must replace the materials. I have a case in point. It so happened that in the erection of the large bridge over the St. Lawrence, we were very anxious about one particular opening; the ship containing it foundered, and we lost it; we heard of it at Liverpool; we had to make another opening at our works at Birkenhead, working night and day, and to ship it within nine days.

631. In the event of a vessel being lost, you would not be answerable to the public; you would not be called upon to state the reasons which induced you to put your goods on board a bad ship?—I should say that the best possible guarantee with reference to that is, the enormous inconvenience and loss to us if our ships miscarry. In the case which I have mentioned, the loss to us was, certainly, 5,000*l*. Therefore, we are very particular in the ships which we take up.

632. Mr. *Jackson*.] You take some of a bad quality?—No; because our loss is not to be measured by the value of the things which we send; all the things fit together like a piece of machinery, and if you take out one piece, the inconvenience and loss is immense, from the consequent delay and other things.

633. If you are your own underwriters in the case of any particular ship, it is because she is of a better class, and there is less risk?—Yes; we sometimes insure, and sometimes we do not.

634. Your contracts in Canada were time contracts?—Yes; we insured in that case.

635. You are subject to a very heavy penalty of six per cent. interest if you did not finish by the time stated?—Yes.

636. Therefore, the loss of any particular part of a bridge, which prevented the whole railway being opened, would be to you a most serious matter?—Yes; and so it always is; it is impossible for Honourable Members to measure the loss to us by the mere intrinsic value of the thing so lost, its collateral issues are so great. We are excessively particular in our class of vessels.

637. Lord *Clarence Paget*.] Do you ever send large bodies of men which we could compare to the transport of troops?—No, I cannot say that we do; we send generally a staff of persons to carry on our contracts; but we endeavour, as far as possible, to use the people of the country.

638. You have no other public department who claim a certain amount of cubic space per man, and certain comforts and conveniences; it is all within your own control entirely, and therefore can hardly be compared with the proceedings of a public department who have the management of a system of transport?—The only point at issue, I apprehend, would be, whether the making up of a cargo, which is generally an important matter of consideration, is, in regard to the public or the Government, more onerous than it is with us. If our people were to go and put heavy railway machinery on the top of things which might be crushed, and all that sort of thing, we should suffer very serious loss. We are obliged to pay great attention to the packing of our cargoes, the same as the

the Government would. We are responsible simply to ourselves, and, of course, to the public, inasmuch as we have pledges which are very onerous as to time.

639. Mr. Jackson.] You would have found no difficulty in sending four times the amount which you did send?—Certainly no difficulty.

640. Without any increased staff?—Without any increased staff.

641. If the amount of your shipments had come up to 400,000 tons instead of 100,000, your staff would have been quite sufficient?—It would have taken the whole of the time of the person to whom this matter is committed, instead of a portion of his time, that is all.

642. You have never found, during your experience, whether in shipping to the Crimea, to Denmark, Norway, Sweden, France, or the British provinces in North America, any difficulty in obtaining a supply of tonnage equal to your demand?—Certainly not. The great thing is to have people who thoroughly understand it. I need not say to Honourable Members that a person who does not understand that particular class of business would be very considerably imposed upon; it requires a good deal of judgment, and a good deal of care; and hence, I say that the most important thing is to have a person who is directly responsible.

643. You have a man who is responsible to you?—Yes, and his accounts are reviewed by us every month; our custom in business is to have returns of every contract, which we have at the end of every month, and the freightages are one of the things reviewed by the partners in the month. There is a classified cost, and if it struck us that we were paying more than we ought to do, we should summon the person directly responsible to us, and he would have to account why he had gone in excess.

644. You wanted to send out to the Crimea labourers, mechanics, and engineers, and even including missionaries; did you find any difficulty in getting proper accommodation?—Not at all. If it is of any interest to the Committee, I will state to them exactly what we sent out.

645. Can you give the period of time when you sent them out?—Yes; I can give all the particulars. The time occupied in shipment to the Crimea was a portion of December 1854 and January 1855; the greater part was sent then, but we continued to send on from February till the next November, as the railway was extended. The staff which we sent out consisted of a chief engineer, three assistant-engineers, one cashier, three assistant-cashiers, one marine superintendent, six surgeons, one superintendent horsekeeper, two storekeepers, one draftsman, two assistant-surveyors, five timekeepers, two missionaries, and four nurses, making a total of 32 persons. Then the various class of mechanics and others I need not read, but they made a total of 536, making together 568; of the 32 forming the staff one died; of the corps of 536 we lost 37, making 38; of the corps of carpenters, 24 were sent to Scutari to do some hospital work for the Government, and one died.

646. How many horses did you send?—We sent 130 horses, of which we lost 15 during the time. I may state that the staff employed by us in London upon the Crimean Railway were four clerks and one messenger, in addition to an occasional agent looking up materials in the country. The staff employed in London by Captain Andrews were three clerks, in addition to the extra assistance of two clerks upon the despatch of ships from Victoria Docks. The dietary in the Crimea, which I presume also included the voyage, was, fresh meat, 1 lb. each on one day in the week, during February, March and April 1855; 7,748 lbs. was the total purchased; beer, a pint every other day during February and March 1855; salt meat, 1½ lb. per day each; bread, ditto; soap supplied at 6 d. per lb.; rum, 1 gill per day all the time; coffee, 1 oz. each day, or 1 oz. every other day, and tea 2 oz. every other day; sugar, 1½ oz. each day; rice, 2 oz. each day; peas, 2 oz. each day; potatoes, lemon juice, &c. &c., occasionally.

647. Chairman.] Who attended to the fitting out of the ships in which you sent those men; was it the gentlemen in your office to whom you have alluded?—Yes, a gentleman in our office attended to it principally.

648. Mr. Jackson.] That was in addition to the ordinary business?—It had nothing to do with our ordinary business; it was a specific duty, and we put altogether a separate staff on for it. The whole thing was so important, and at the same time we did not wish to mix up our business affairs with it, that it was all done separately and distinctly.

Sir S. M. Peto,  
Bart., M.P.

3 May 1861.

649. But you did not find any difficulty in getting any of the parties?—No; and I trust that it was done to the satisfaction of the Government.

650. Sir *Frederic Smith*.] From where did you make your shipments?—From London, generally.

651. Mr. *Jackson*.] If there was any detention at all, did it arise from the Government, or from your own men?—I do not know that we had any detention to complain of at all; I do not recollect any.

652. Admiral *Duncombe*.] What was the nature of your engagement with the Government; did you take a contract in this country to execute that work in the Crimea, and to be answerable for every thing from the time when you loaded your ships here until they were unloaded at Balaklava?—We had no contract with the Government; it was one of the cases in which all things were to be put aside. The Duke of Newcastle sent for me, and asked, whether in the emergency in which the country was placed we would throw ourselves, and all our resources, into that emergency, and I believe that we did so to the best of our ability.

653. Had you any Government supervision?—No.

654. You were simply responsible to the Government for the work which they required?—Yes; we would not have undertaken it on any other terms.

655. Did you look to, or require, or receive any assistance from the authorities, either naval or military, at Balaklava?—No assistance beyond their mere countenance and aid, so far as it was necessary to get facilities.

656. But, in regulating your vessels and transporting your goods, you did it entirely yourselves?—Yes.

657. Mr. *Jackson*.] You made it a condition that Government officials were not to interfere?—We did, decidedly.

658. *Chairman*.] In making those large shipments, had you any one to see to the proper stowage of those goods?—Yes; it was of great consequence.

659. Full bills of lading and manifests, I presume, were made out?—Yes.

660. And you had an agent at the port to which these stores were destined?—Yes.

661. And you sent copies of those bills of lading and manifests to that agent, I presume?—Yes.

662. You have given it as your opinion that it would tend to the benefit of the public service if all the transport departments were thrown into one; how, in your opinion, ought that new department to be constituted?—The best way, in my judgment, would be to make it as simple as possible; certainly not to divide the responsibility, and to make that responsibility as apparent as possible, by the very accurate way in which the accounts were kept, so that each transaction upon the face of it might bear its own impress, and be capable of examination.

663. Would you make this department responsible from the time that the troops were embarked, or the stores shipped, till they were landed at their destination?—Certainly. I would not have any division of responsibility at all.

664. Who do you think ought to be the responsible minister for that department. Should he, in your opinion, be the Secretary of State for War, or the First Lord of the Admiralty?—I would rather not give an opinion to the Committee upon that point.

665. Do you think that at the head of this department it would be better to have a military or a naval gentleman, or a civilian?—I would rather take a civilian, undoubtedly, if it was a transport department; it would be quite right, and the Government no doubt would see it their duty, if that took place, that there should be some person in connexion with this department who should be charged with certain duties, but the mere mercantile affair should be left with commercial men; if you once get out of that, I am perfectly sure that you are landed in irresponsibility; it cannot be otherwise.

666. Why do you think that a civilian would be better at the head of this department than a naval man?—Because I do not believe that in the general working out of matters of a commercial character, anything else but a commercial mind is likely to be fully applied and brought to bear in a question of a mercantile character.

667. Mr. *Jackson*.] Suppose that you had had to send 1,000, 2,000, 3,000, or 4,000 navvies out of Canada, would you have doubted your ability to do it?—We should have had no difficulty at all.

668. No matter what number of men you had had to send forward, you could have

have insured them the same amount of comfort?—Yes; and I am quite sure that if Honourable Members knew the difficulties which we had in a country like Canada, in carrying out enormous works, with a body of something like 40,000 or 50,000 men, for three years, where we had as extensive a commissariat as they ever had in the Crimea, and all that sort of thing, they would see that we have large resources at our disposal.

669. You had to send most of these materials in sleighs, over the snow, and to provide supplies for the men in the summer season, there being no access to the provisions in the winter season?—Yes.

670. You had to take these things through dense forests, and there was no more difficulty than there would have been in transporting 100,000 tons of materials in the Crimea?—I should say so, decidedly.

671. You had to do it by the river in the summer, and through the snow in the winter, and you had to transport at least half of the 100,000 tons of material in sleighs, in order to arrive at its destination?—No doubt we had.

672. And the forest had to be felled in order that you might make a road?—Yes, in great lengths; in some places as much as 40 or 50 miles, one continuous forest.

673. And a roadway had to be made in the autumn by the felling of the trees, so that a path might be made in the snow to take the materials and provisions in order to enable the works to go on?—Yes.

674. Mr. *Dalghish*.] With all this immense demand, did you ever have transports of your own?—No.

675. Was it your opinion that you could do your business cheaper by employing the shipping trade than by having transports of your own?—Far more so; there is no doubt of it.

676. And is it your opinion that the Government would find it cheaper to adopt the same course?—I am perfectly certain that if the Government attempted to keep up a large body of transports to carry on their business, it would cost them immensely more than if they simply depended upon the resources of the country.

677. *Chairman*.] Then are you of opinion that the Government should have no transports of their own?—Certainly; England ought not to have them. It is different with France, because they have not a mercantile navy to fall back upon; but in England you can always buy your transport and freight far cheaper than by keeping up a staff. If you have to keep up a staff and vessels for this kind of thing you cannot always insure their employment, and the moment they are idle, interest of money is going away, depreciation is proceeding, and a thousand avenues of expense are open. It is not the mere matter of what you pay for the ship while she is making the voyage, it is what she is costing in half a hundred other ways when not at work.

678. Mr. *Jackson*.] It is something the same as with a block ship at the mouth of a river?—Yes.

679. Mr. *Brooks*.] Have you occasionally to take up steam ships?—Yes, occasionally. In the case of things which are required in great haste, of course we have to avail ourselves of that mode of transit; we do not do it more than we can help.

680. During the Russian war had you occasion to take up steam transports?—We had to take up steam transports entirely for the Crimea.

681. Did you find any difficulty at that period?—Yes, in common with the Government. I suppose that it was on account of the suddenness of the demand.

682. Mr. *Jackson*.] I think you recommended the Government in many instances rather than pay this high price to purchase the steam ships, and sell them again?—We did.

683. Do you believe that that was a profitable operation for the Government?—Yes.

684. And you would do the same yourselves if you found a difficulty in hiring a steam-boat?—Yes, if placed in the same position as the Government were then placed in. It must be recollected that what we did for the Crimean railway hardly applies to the ordinary practice.

685. Placing that aside, I put the question to you generally whether, if you found a difficulty in procuring freight, and freights were very high, and there was a combination in order to keep them so, you would unhesitatingly purchase

Mr S. M. Peto,  
Bart., M.P.

2 May 1861.

vessels, instead of hiring them, and sell them when done with, the difference being the freight?—Yes.

686. *Chairman.*] You have stated your opinion that the Government ought not to hold any transports?—The honourable Member has been presenting to me a difficulty which I have never found to exist, and he has been supposing the Government to be placed in a position of great difficulty by a combination amongst steam owners, and he has asked me what I would do under those circumstances? I say that I would buy some vessels and use them, and sell them again to keep down the general amount of freight; but that is a mere matter of business at the time; in our own business we have found no difficulty at all with regard to ships. As I have stated, if our quantity of goods to Canada had been quadrupled, we could have obtained the shipping without any difficulty, or any large increase of freight.

687. *Mr. Jackson.*] And that was during the time when the Crimean war was proceeding?—Yes.

688. *Sir Frederic Smith.*] Do you think that there is any probability of a combination amongst shipowners?—The resources of the country are too numerous for it; if you proceed about your business in a judicious manner, I cannot conceive anything of the kind.

689. *Mr. Kinnaird.*] We have had it in evidence this morning that if there is an emergency, and it is of importance to send off, for instance, a regiment immediately to any of our colonies, it can be done in 48 hours if you have your own ship. How long would it take to adapt a transport for carrying 1,000 or 1,200 men?—I feel myself hardly able to give the Committee an answer to that question; I have not been placed in a position to know.

690. Do you see no difficulty in the Government being totally denuded of transports of its own?—I do not say that the Government should not have a single transport; I simply give my evidence as to what is best upon the general result of the thing, and I beg the Committee to accept my evidence in that sense.

691. *Mr. Jackson.*] This country having passed through the Indian mutiny and the Crimean war, and you having during those periods had to export large amounts of tonnage, with the increased demand from the Government acting against you, you have never yet found any difficulty in meeting with a sufficient amount of tonnage to carry on your operations?—Certainly never; and I believe that the Government can hire transports now a great deal cheaper than by using their own vessels. At Glasgow the other day, one of their war steamers which had been sent down with a large amount of machinery for Mr. Napier, for one of the Government's own ships, the same vessel had to take back machinery for their own ship in London. I could not understand why it would not have been much better for Mr. Napier to have made the machinery for his own ship, and for the person who had Mr. Napier's machinery for the other ship to have done the same thing. I am not able to explain it.

692. *Lord Clarence Paget.*] Are you aware that in the case of the machinery for the "Black Prince," it was thought desirable on the part of the Controller of the Navy that the "Black Prince" and the "Warrior" should have precisely similar machinery?—No, I am not at all aware of that.

693. With the view of acting in concert abroad, so that in the event of any one part of the machinery of one of the two ships being damaged by shot or other casualty, the other ship should be enabled to supply such parts if it was wanted. Are you aware that that was the reason?—I am not aware of the circumstances at all.

694. *Mr. Jackson.*] Supposing your firm, or the firm of Napier, or any other firm who were building half a dozen of these vessels, were desired to construct all this wrought-iron work from a model or drawing, do you not think that you could construct it accurately enough without having it made by one manufacturer?—Certainly. I wish to state my impression, why the Government cannot by possibility do these things, if they have the extensive machinery of a Board, so well as individuals can. In the particular case which I have mentioned, the machinery was directed to Glasgow, and the whole of the machinery was put out upon the pier at Glasgow itself. The ship, from not having depth of water enough up at Glasgow, was sent down to Greenock to be fitted, and all this machinery had to be put on board a lighter, and taken down to the vessel. The persons on board the ship which brought the machinery, as I was given to understand (I speak subject to correction), because it was ordered



to Glasgow, would take it to Glasgow, and the Government had to bear the expense of that, and of its being taken down to Greenock. In an individual firm I have no doubt we get a great advantage, because the parties are anxiously looking out, and know the responsibility under which they are employed; we get, I have no doubt, a better class of service than you would get from any Board, or anything of that kind. One or two persons are much more responsible for what they do, and you would get a much better result from them than from any extensive Committee or Board.

Sir S. M. Peto,  
Bart., M.P.

2 May 1861.

695. Lord *Clarence Paget*.] I should wish to revert to the question which we have rather departed from, as to the propriety or non-propriety of the Government having transports. I understand from you that, as a general rule, you think that it is more advisable in this country, where we have an unlimited command of tonnage, that we should employ merchant ships to transport our troops?—Certainly.

696. But I think you stated that there are reasons why the Government should keep a certain amount of tonnage of their own?—I said that I thought that the Government should have a certain amount of tonnage of their own, to be ready at any instant; that I think is quite right, but, as a general rule, I think the less they have the better, for the reasons which I have given to the Committee.

697. I will take the case of the reliefs to the Channel Islands, and the reliefs to Gibraltar, and will extend it even so far as Malta, to the Mediterranean; would it not be desirable that whenever we wanted to send a body of troops, we will say from Portsmouth to the Channel Islands, or from the Channel Islands to Dublin, or I will even say from England to Gibraltar, we should transport those troops in a vessel which was already fitted rather than that we should go to the expense of hiring a troop ship, which would require fitments which would cost a considerable sum, and which fitments, at the end of this short voyage, would be a comparative loss to the country?—The circumstances which I have mentioned would apply specially to such cases and to emergencies; there is no doubt that for very short voyages and for pretty regular service, if you can keep it up constantly, it would be the interest and the duty of the Government to have a certain amount of strength.

698. You may have seen a return showing the employment of the Government transports, showing that they have been, in fact, in continuous employment; that they have not been lying idle. If the Government transports which we now have have been in continuous employment, and principally for those ordinary reliefs, would it be wise that we should reduce the number which we at present maintain?—I am not able to answer that question without knowing more than I do of the subject. I should be sorry to give the Committee an opinion unless I was thoroughly able to base it on something like practice of my own; but I may fairly say to the Committee, that if the Government are called upon for any particular service, involving any large extent of transport, in my judgment they will do it cheaper and better by resting on the commercial marine of the country than by resting on any particular branch of their own service.

699. Mr. *Jackson*.] Taking the transport of troops between England and Ireland, do you suppose that with the numerous mercantile steamers, including the mail steamers from Holyhead, there would be any difficulty in getting in 24 hours a sufficient amount of power to transport any number of troops?—You could get any amount you pleased; there is no doubt of it. We have the Chester and Holyhead Railway, which is a proof of what has been done.

700. From your experience as Chairman of the Chester and Holyhead Railway Company, and having a part connexion with boats across the channel, if the Horse Guards telegraphed that they wished to take 1,000 men across the channel, they could do so without further notice?—No doubt of it.

701. The same observation would apply to Liverpool; there would be no difficulty in 24 hours, or as soon as the troops could be brought down by rail, in transporting them across?—There is no doubt about it. But I understood the noble Lord's question to apply to such points as the Scilly Islands, and those parts where you have no regular communication; but, as regards Liverpool and the connexion with Ireland, there is no doubt about it.

702. I will take Jersey and Guernsey; there is a regular steam packet service every day in summer, and twice a week in winter; would there be any difficulty in transport there?—Not at all. There is a regular service from Weymouth, and another, I believe, from Southampton; there is no difficulty at all.

Sir S. M. Peto,  
Bart., M.P.

2 May 1861.

703. *Chairman.*] The whole matter amounts to a question of cost with you?—I should say that you would do it much cheaper by hiring transport.

704. *Sir Frederic Smith.*] You think that the number of Government transports ought to be very limited?—Very limited.

705. *Mr. Jackson.*] Would the same answer apply to Scotland, where there is an immense steam communication between Glasgow and Liverpool. There would be no difficulty in getting any amount of troops by sea there or by rail?—Just so; I may observe that I am shipping now a large amount of materials to Algeria, and I find no difficulty at all.

706. *Lord Clarence Paget.*] Do the vessels which you have freighted to Algeria require peculiar fitments at great cost?—Certainly not.

707. In Government transports for taking troops, is it not necessary that there should be fitments for their hammocks, their mess tables, and their comforts of every description?—Certainly; but with regard to Ireland and places to which there are steamers, you would have no difficulty in sending off the troops. I have been very often on board a French vessel when 500 or 600 men have been on board, and there is no difficulty at all.

708. But do the French take the care of their troops which we do?—No; I am bound to admit that they certainly do not.

709. *Mr. Jackson.*] You apprehend that no fittings would be required in a journey from Holyhead to Dublin, or from Liverpool to Dublin?—No, nor to Algeria; they take quite sufficient care of the troops, and they are very happy.

710. *Sir Frederic Smith.*] In the removal of cavalry regiments, do you not see any difficulty in trusting to the commercial supply of transports?—I do not see any difficulty at all.

711. *Chairman.*] In fact, if time was allowed, merchant shipowners could fit up their vessels in any way which the Government might require?—No doubt about it.

712. And you think that the number of Government transports ought to be limited to perhaps two or three, to be at hand in case of sudden emergency?—My impression is, that the Government should have a small number, so as to be ready for any sudden emergency; that is the only thing which I think they should do.

713. *Lord Clarence Paget.*] But you are not quite prepared to say exactly the number?—I am not; I hesitate to give an opinion as to the exact number, because I have not studied that matter.

714. *Chairman.*] Is it your opinion that the ordinary reliefs which take place every year along the coast to the North American station and to the Mediterranean, as well as the transport of troops who are sent to India and more distant stations, ought to be effected in hired vessels?—Certainly.

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A P P E N D I X.

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LIST OF APPENDIX.

Appendix, No. 1.

Paper delivered in by Captain Charles Eden, R. N., C. B., 11 April 1861 :	PAGE
Cost of moving Troops from England to the Mediterranean, thence to the West Indies, thence to England, in Her Majesty's Troop Ships "Himalaya" and "Perseverance," and hired Troop Ship "Indiana" - - - - -	73

Appendix, No. 2.

Papers delivered in by William Willis, Esq., 11 April 1861 :	
(F.)—Estimated Cost of performing the Average Annual Troop Services between Great Britain and the Colonies, based on the Numbers Conveyed in the Years 1857, 1858, and 1859.—(Substituted for Statement B, enclosed in Paper dated 19 June 1860.)-	74
(G.)—Comparative Statement of the Estimated Annual Expense of Conveying 12,000 Officers and Men, with their Families, to India, and bringing similar Numbers Home. (To be substituted for Statement A, in Paper of 19 July 1860.) - -	75

Appendix, No. 3.

Paper delivered in by William Willis, Esq. :	
(H.)—Statement of the Cost of the Services performed by H. M. S. "Himalaya," in the year 1859, as compared with the Expense by Freight Ships - - - -	77

Appendix, No. 4.

Papers delivered in by William Willis, Esq., 25 April 1861 :	
(I.)—Colonial Service.—Government Troop Ships.—(Capital and Insurance Account.) -	78
Ships assumed to be worth One-third of their Original Value at the end of the 30th Year - - - - -	79
Ships assumed to be worth nothing at the end of the 30 years - - - -	79
(K.)—India.—Government Steam Transports.—(Capital and Insurance Account.) -	80
Indian Service.—Ships assumed to be worth nothing at the end of the 30th Year -	80

Appendix, No. 5.

Paper delivered in by Mr. Rowley Richardson, 25 April 1861 :	
Employment of Sailing Men-of-war as East India Troop Ships - - - -	81
Comparative Estimate of the Expense of carrying 9,840 Officers and Troops to India, and of bringing 9,000 Officers and Troops (including 4,000 Invalids) from India to England,	84

Appendix, No. 6.

Paper delivered in by Charles Alexander Wood, Esq., 2 May 1861 :	
Memorandum, dated 30 April 1861 - - - - -	87

Appendix, No. 7.

Statement showing the Numbers of Officers, Men, &c., conveyed in Hired Steam Vessels, Coastwise, during the Year 1860, together with the Expense thereof; also, of those conveyed to the Mediterranean, North America, and West Indies, during the same Year -	88
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A P P E N D I X.

Appendix, No. 1.

PAPER delivered in by Captain *Charles Eden*, R.N., C.B., 11 April 1861.

COST of moving Troops from *England* to the *Mediterranean*, thence to the *West Indies*, thence to *England*, in Her Majesty's Troop Ships "*Himalaya*" and "*Perseverance*" and hired Troop Ship "*Indiana*." Appendix, No. 1.

	HIMALAYA, 850 men. To Malta, thence to Barbadoes, thence to Demerara, thence to England. 74 days.	PERSEVERANCE, 550 men. To Corfu, thence to Jamaica, thence to England. 92 days.	INDIANA, 350 men. To Corfu, thence to Trinidad, thence to St. Lucia, thence to England. 84 days.
	£.	£.	£.
Cost of wages and victuals of crew -	2,566	2,559	} Total Cost, 9,450
Cost of victualling troops - - -	2,691	2,164	
Cost of coals (estimated) - - -	3,760	2,160	
Wear and tear - - - - -	3,132	2,139	
Insurance at 10 per cent. on original cost, if paid. { 2,600 } { 1/3 of a year. }		{ 2,165 } { 1/2 of a year. }	
TOTAL - - - £.	14,749	11,187	9,450

Admiralty,  
11 April 1861.

## Appendix, No. 2.

PAPERS delivered in by *William Willis, Esq.*, 11 April 1861.

(F.)

Appendix, No. 2.

ESTIMATED COST of performing the Average Annual TROOP SERVICES between Great Britain and the Colonies, based on the Numbers Conveyed in the Years 1857, 1858, and 1859.

(Substituted for Statement B, enclosed in Paper dated 19 June 1860.)

STATION.	Officers and Troops Conveyed.		Estimated Cost of Conveyance in		Balance in favour of	
	Outwards.	Homewards.	Freight Ships.	Her Majesty's Troop Ships.	Freight Ships.	Her Majesty's Troop Ships.
Mediterranean - - -	4,875	3,287	44,957	30,701	- -	14,256
Canada and Nova Scotia	980	1,340	16,017	9,787	- -	6,230
West Indies - - -	415	725	10,547	9,275	- -	1,272
China - - - -	3,140	12 * 3,128	97,174 * 39,877	105,405 * 10,632	- -	21,014
Mauritius - - -	780	52 * 728	7,205 * 6,306	16,160 * 1,676	4,325	—
Cape, St. Helena and Ascension.	987	676	16,810	22,260	5,450	—
Algoa Bay - - -	615	240	8,583	13,091	4,508	—
Australia and New Zealand.	442	800	16,528	30,328	14,300	—
Ceylon - - - -	470	32 * 438	5,226 * 4,579	17,407 * 1,223	8,825	—
		7,164 * 4,294	223,047 * 50,762	254,914 * 13,531		
	12,704	11,458	273,809	268,445	37,408	42,772
				273,809	- -	—
				5,364	- -	5,364

\* Assumed, to equalise Outward Services.

Note.—The estimated cost of Her Majesty's troop ships does not include insurance, interest, or redemption of capital.

11 April 1861.

*Wm. Willis.*



Appendix, No. 2.

Number of Troops conveyed per annum.	Each Steamer.		13 Steamers.	
			Out.	Home.
}	Officers	- 36	} 924 × 13 =	12,012 and 12,012
	Men	- 888		
	Women	- 106	} 186 × 13 =	2,418 and 2,418
	Children (adults)	- 80		
		<u>1,110</u>	<u>14,430 and 14,430</u>	

SAILING FREIGHT SHIPS.		Annual Expense.	
		£.	£.
Cost of Conveyance (Rates actually paid).	Officers :		
	936 (36×26) at 103 £ - - - - -	96,408	
	Mess Contributions :		
	936 officers for 108 days, at 3/6 a day - -	17,690	78,718
	Men, Women, and Children (Adults) :		
1074 (888×186) × 26 = 27,924 at 23 £ 9s.* -	654,816		
Ration Stoppages :			
(23088) 888 × 26 for 108 days at 6d. - -	62,337		
		£.	692,481
			<u>671,199</u>

## RATES OF FREIGHT ACTUALLY PAID.

	£.	s.	d.
{ Outward rate (average of five years), 1852-53 to 1856-57	14	10	-
* { Homeward rate (average of five years), 1852-53 to 1856-57	32	8	-
Average - - - - -	£. 23	9	-

## PAY OF THE TROOPS.

Steamers : 24,024 officers and men for 80 days, at 1s. 7·005d. per day - - -	152,192
Sailing Freight Ships : 24,024 officers and men for 108 days, at 1s. 7·005d. per day	205,459
Annual saving - - - - -	£. 53,267

## ABSTRACT.

	Conveyance, Fittings, Coals, Mess, Victualling &c.	Pay of Military Officers and Troops while at Sea.	Total Charge.
	£.	£.	£.
Present system : sailing freight ships - - -	671,199	205,459	876,658
Proposed system: Government steam troop-ships -	506,194	152,192	658,386
Annual saving, by employment of steam troop-ships -	165,005	53,267	218,272

11 April 1861.

Wm. Wills.



Appendix, No. 3.

PAPER delivered in by *William Willis, Esq.*

(H.)

STATEMENT of the Cost of the Services performed by H. M. S. "HIMALAYA," in the Year 1859, as compared with the EXPENSE by FREIGHT SHIPS.

Services performed by "HIMALAYA."						Cost of performing the Services by FREIGHT SHIPS.		
From	To	Officers.	Men.	Women.	Children.	Amount.		
Portsmouth	Malta	31	547	29	27	620 at £. 6 6 8 - - 3,926 13 4		
Malta	Portsmouth							
Portsmouth	Cape of Good Hope	63	1,587	82	115	1,790 at 11 14 2 - - 20,957 18 4		
Cape	Portsmouth							
Portsmouth	Quebec	3	13	7	17	66 at 7 15 2 - - 512 1 -		
Quebec	Portsmouth	-	13	4	9			
Bermuda	Portsmouth	32	816	69	189	1,106 at 10 5 3 - - 11,350 6 6		
TOTAL Out and Home		129	2,976	191	352			
Simons Town	Algoa Bay	5	1	-	-			
Cape of Good Hope	Port Natal	16	385	23	34			
Ditto	Simons Town	7	94	8	21			
Quebec	Bermuda	32	795	81	96			
Intercolonial		60	1,275	112	151	At rates paid under local contracts - - 4,677 12 -		
Gravesend	Plymouth	27	634	45	42			
Plymouth	Gravesend	9	396	15	25			
Portsmouth	Plymouth	33	833	69	67			
Plymouth	Liverpool	24	646	58	62			
Liverpool	Dublin	35	834	73	57			
Dublin	Portsmouth	28	850	75	97	230 officers, at 30 s. - - 345 - -		
Gravesend	Yarmouth	15	285	35	68	7,971 adults, at 15 s. - - 5,978 - -		
Yarmouth	Hull	1	72	7	5	6,323 - -		
Ditto	Newcastle	11	262	29	51			
Gravesend	Portsmouth	9	513	21	34			
Portsmouth	Dublin	32	816	69	189	Victualling, at contract rates - 1,088 - -		
Dublin	Portsmouth	6	853	74	100			
Coastwise		230	6,994	570	797			
TOTAL conveyed		419	11,245	873	1,300	Cost by Freight - - £. 48,835 11 2		
Cost of H. M. S. "Himalaya" for the Year 1859 :								
Average annual cost for wear and tear of hull, masts, machinery, &c.; and cost of wages and victuals for crew						£. s. d. 28,110 - -		
Mess of military officers in the year 1859						863 - -		
Victuals of men, women, and children						5,223 14 7		
Bedding for use of troops						489 6 8		
Coals, actually consumed, 7,104 tons, on the above voyages						8,964 13 2		
Cost of H. M. S. "Himalaya"						£. 43,650 14 5		
Less than Freight						£. 5,184 16 9		

Note.—The cost of H. M. S. "Himalaya" does not include insurance, interest, or redemption of capital.

11 April 1860.

*William Willis.*

## Appendix, No. 4.

Append x, No. 4.

PAPERS delivered in by *William Willis, Esq.*, 25 April 1861.

(I.)

## COLONIAL SERVICE.

## GOVERNMENT TROOP SHIPS.—(Capital and Insurance Account.)

	Assuming the Steamers to be worth one-third of their Original Value	Assuming the Steamers to be worth nothing
	At the end of Thirty Years.	
	£.	£.
The redemption of the capital invested in the eight Government steam troop-ships, in the period of 30 years, with interest at $3\frac{1}{4}$ per cent. per annum, would amount (as shown in the annexed tables) to - - - - -	32,145	36,413
Insurance on the eight steamers, at their mean value (in $15\frac{1}{2}$ years), viz. $(492,660\text{ l.} + 475,960\text{ l.} = 968,620\text{ l.} \div 2 =)$ 484,310 l., at 6 per cent. per annum (for all voyages), or on $(387,450\text{ l.} + 363,235\text{ l.} = 750,685\text{ l.} \div 2 =)$ 375,342 l.	29,058	22,520
Total charge for redemption of capital, with interest, and insurance - - - - - £.	61,203	or 58,933
The crews of these ships (1,423 men), if regarded as a "Naval Reserve," would cost, at the rate in the Navy Estimates for 1861-62, viz., 13 l. 5 s. 10 d. per man per annum - - - - -		18,914
Final cost to the country of the possession of eight steamers } of the aggregate burden of 16,118 tons - - - - - }	- - £.	40,019

15 April 1861.

*William Willis.*

SHIPS assumed to be worth One-third of their Original Value at the end of the 30th Year.

SHIPS assumed to be worth nothing at the end of the 30 Years.

1. Year.	2. Unredeemed Value of Eight Government Steamers decreasing by 16,700 L. per annum, until worth one-third of their Original Value. (726,460 L. ÷ 3 = 242,153 L. 484,307 L. ÷ 29 = 16,700 L.)	3. Redemption of Capital. 726,460 242,153 484,307 L. ÷ 30 = 16,143 L.	4. Amount bearing Interest each Year (reduced annually by Amount in Column 3), (16,143 L.)	5. Interest at 8½ per Cent. per Annum on Amount in Column 4.	6. Total Charge for Redemption of Capital and Interest (Columns 3 and 5).
	£.	£.	£.	£.	£.
1	726,460	16,143	726,460	23,609	39,752
2	709,760	16,143	710,317	23,085	39,228
3	693,060	16,143	694,174	22,560	38,703
4	676,360	16,143	678,031	22,036	38,179
5	659,660	16,143	661,888	21,511	37,654
6	642,960	16,143	645,745	20,986	37,129
7	626,260	16,143	629,602	20,462	36,605
8	609,560	16,143	613,459	19,937	36,080
9	592,860	16,143	597,316	19,412	35,555
10	576,160	16,143	581,173	18,888	35,031
11	559,460	16,143	565,030	18,363	34,506
12	542,760	16,143	548,887	17,838	33,981
13	526,060	16,143	532,744	17,314	33,457
14	509,360	16,143	516,601	16,789	32,932
15	492,660	16,143	500,458	16,264	32,407
16	475,960	16,143	484,315	15,740	31,883
17	459,260	16,143	468,172	15,215	31,358
18	442,560	16,143	452,029	14,690	30,833
19	425,860	16,143	435,886	14,166	30,309
20	409,160	16,143	419,743	13,641	29,784
21	392,460	16,143	403,600	13,117	29,260
22	375,760	16,143	387,457	12,592	28,735
23	359,060	16,143	371,314	12,067	28,210
24	342,360	16,143	355,171	11,543	27,686
25	325,660	16,143	339,028	11,018	27,161
26	308,960	16,143	322,885	10,493	26,636
27	292,260	16,143	306,742	9,969	26,112
28	275,560	16,143	290,599	9,444	25,587
29	258,860	16,143	274,456	8,919	25,062
30	242,160	16,153	258,313	8,395	24,548
		484,300 242,160			30)964,368
	£	726,460		£.	32,145

1. Year.	2. Unredeemed Value of the Eight Government Steamers (Column 2—Column 3).	3. Interest at 8½ per Cent. per Annum on Amount in Column 2.	4. Redemption of Capital. 726,460 L. ÷ 30 = 24,215 L.	5. TOTAL CHARGE for Redemption of Capital and Interest (Columns 3 and 4).
	£.	£.	£.	£.
1	726,460	23,609	24,215	47,824
2	702,245	22,823	24,215	47,038
3	678,030	22,035	24,215	46,250
4	653,815	21,249	24,215	45,464
5	629,600	20,462	24,215	44,677
6	605,385	19,675	24,215	43,890
7	581,170	18,888	24,215	43,103
8	556,955	18,101	24,215	42,316
9	532,740	17,314	24,215	41,529
10	508,525	16,527	24,215	40,742
11	484,310	15,739	24,215	39,954
12	460,095	14,953	24,215	39,168
13	435,880	14,166	24,215	38,381
14	411,665	13,379	24,215	37,594
15	387,450	12,592	24,215	36,807
16	363,235	11,845	24,215	36,020
17	339,020	11,018	24,215	35,233
18	314,805	10,231	24,215	34,446
19	290,590	9,444	24,215	33,659
20	266,375	8,657	24,215	32,872
21	242,160	7,869	24,215	32,084
22	217,945	7,083	24,215	31,298
23	193,730	6,296	24,215	30,511
24	169,515	5,509	24,215	29,724
25	145,300	4,723	24,215	28,937
26	121,085	3,935	24,215	28,150
27	96,870	3,148	24,215	27,363
28	72,655	2,361	24,215	26,576
29	48,440	1,574	24,215	25,789
30	24,225	787	24,225	25,012
		£.	726,460	30)1,092,411
				36,413

SELECT COMMITTEE ON TRANSPORT SERVICE.

(K.)

## I N D I A.

## GOVERNMENT STEAM TRANSPORTS.—(Capital and Insurance Account.)

	£.
If the 13 steamers by which the conveyance of troops to and from India is proposed to be effected were assumed to be worth nothing in the 30th year of service, the redemption of the capital invested in their purchase, in the period of 30 years, with interest at $3\frac{1}{2}$ per cent. per annum, would amount (as shown in the annexed table) to	79,497
Insurance on those steamers, at their mean value (in $15\frac{1}{2}$ years; viz. £. 845,876 + 793,010 = 1,638,886 ÷ 2) = £. 819,443, at 4 per cent., for one voyage to and from India, per annum, would be	32,777
<b>Total charge for redemption of capital, with interest and insurance</b>	<b>112,274</b>
The crews of these ships, 2,600 men (13 ships of 200 men each), if regarded as a "Naval Reserve," would cost, at the rate in the Navy Estimates for 1861-62; viz., 13 l. 5s. 10d. per man per annum	34,558
<b>Final cost to the country of the possession of 13 steamers of 3,200 tons each</b>	<b>£. 77,716</b>

15 April 1861.

Wm. Willis.

## INDIAN SERVICE.

Ships assumed to be worth nothing at the end of the Thirtieth Year.

REDEMPTION OF CAPITAL.					REDEMPTION OF CAPITAL.				
1.	2.	3.	4.	5.	1.	2.	3.	4.	5.
Year.	Unredeemed Capital (Column 2—Column 4).	Interest at $3\frac{1}{2}$ per Cent. per Annum.	Annual Redemption for 30 Years (1,586,000 ÷ 30 = 52,866).	Total Charge (Column 3 + Column 4.)	Year.	Unredeemed Capital (Column 2—Column 4.)	Interest at $3\frac{1}{2}$ per Cent. per Annum.	Annual Redemption for 30 Years (1,586,000 ÷ 30 = 52,866).	Total Charge (Column 3 + Column 4.)
	£.	£.	£.	£.		£.	£.	£.	£.
1	1,586,000	51,545	52,866	104,411	19	634,412	20,618	52,866	73,484
2	1,533,134	49,826	52,866	102,692	20	581,546	18,900	52,866	71,766
3	1,480,268	48,108	52,866	100,974	21	528,680	17,182	52,866	70,048
4	1,427,402	46,390	52,866	99,256	22	475,814	15,464	52,866	68,330
5	1,374,536	44,672	52,866	97,538	23	422,948	13,745	52,866	66,611
6	1,321,670	42,954	52,866	95,820	24	370,082	12,027	52,866	64,893
7	1,268,804	41,236	52,866	94,102	25	317,216	10,309	52,866	63,175
8	1,215,938	39,518	52,866	92,384	26	264,350	8,591	52,866	61,457
9	1,163,072	37,799	52,866	90,665	27	211,484	6,873	52,866	59,739
10	1,110,206	36,081	52,866	88,947	28	158,618	5,155	52,866	58,021
11	1,057,340	34,363	52,866	87,229	29	105,752	3,437	52,866	56,303
12	1,004,474	32,645	52,866	85,511	30	52,886	1,718	52,866	54,584
13	951,608	30,927	52,866	83,793					
14	898,742	29,209	52,866	82,075					
15	845,876	27,491	52,866	80,357					
16	793,010	25,772	52,866	78,638					
17	740,144	24,054	52,866	76,920					
18	687,278	22,336	52,866	75,202					
								TOTAL - - £.	2,384,925
								30 Years' annual average - - -	79,497

Appendix, No. 5.

PAPER delivered in by Mr. Rowley Richardson, 25 April 1861.

Appendix, No. 5.

EMPLOYMENT OF SAILING MEN-OF-WAR AS EAST INDIA TROOP SHIPS.

HAVING during the recess read the various Parliamentary Papers which have within the last two years been published on the subject of the Transport of Troops to India, and finding that the opinions expressed therein by high military and civil authorities bear most favourably on the plan laid by me before the Committee last Session, I beg to offer the following additional remarks on the question:—

The Royal Commissioners on the organization of the Indian Army, report that the European force to be kept in India should be 80,000 men, and from calculations made by Sir A. Tulloch (of the War Office), Colonel Baker (of the India Office), and Mr. Hammack (of the Statistical branch of the Registrar General's Department), it appears that to maintain this force, the following number of passages will be required annually, viz:—

Numbers to be conveyed.

	OUT.	HOME.
Men of relieving regiments - - - - -	8,000	—
Men of relieved " - - - - -	- -	3,200
Recruits to replace deaths - - - - -	5,040	—
Time-expired men coming home - - - - -	- -	1,800
Invalids " - - - - -	- -	4,000
Recruits going out to replace time expired-men and invalids - - - - -	5,800	—
Making a Total of - - -	18,840	9,000

Major-Generals Sir J. R. Vivian and Sir A. Tulloch appear to be of opinion that an organized transport service for India would be desirable, and Sir G. Clerk considers that a system of periodical reliefs might be matured in such a way that the service might be performed with facility and a great deal of expense thereby obviated.

Organized transport service.

According to the testimony of Sir Harry Smith, Sir W. Cotton, Sir A. Wilson, Mr. Willoughby, and other persons specially conversant with the subject, the best and most economical mode of effecting the conveyance of the troops, is by sailing ships *via* the Cape of Good Hope: and in addition to the opinions already laid before the Committee against steamers being used as East India troop ships (except on urgent occasions), those of Colonel the Hon. A. Gordon, Colonel Brownrigg, Mr. Willoughby, and Mr. Allan, managing director of the Peninsular and Oriental Company, may be quoted. The following facts may be considered sufficient to show the advantages of employing sailing in preference to steam ships on this service:—

Cape route.

Opinions against steamers.

	PER CENT.	
The rate of passage money paid during the mutiny in steamers exceeded that paid for sailing ships, by - - - - -	172	Time gained in steamers not commensurate with increased expense.
While the time gained by steamers was only - - - - -	31	
The rate per ton per month paid for hired steam vessels employed in China since 1859, exceeds that paid for sailing transports by - - - - -	200	
The time gained on the voyage by the steam transports sent to China in the beginning of 1860, over the sailing ships despatched at the same time, was only - - - - -	8	
The cost to the Crown of a steamer engaged in conveying stores on her way to Hong Kong in 1860, exceeded the sum which would have been paid had the stores been taken in hired sailing ships by - - - - -	125	
While the time gained on the voyage was only - - - - -	7	

o.33.

L

Steamers

Appendix, No. 5.	Steamers have on several occasions been tried by merchants in the Indian trade, but after a few voyages they have been withdrawn.
Tried by merchants. Time of arrival in India.	To secure the financial success of any plan for the conveyance of troops to India in steam vessels, it is necessary that the ships should be constantly employed; a course which will involve the landing of fresh regiments and recruits at all seasons of the year not excepting those which experience has proved to be inimical to the health of Europeans newly arrived in a tropical climate. According to Sir James Outram, Major General Hancock, Sir J. R. Martin, and Dr. Renny, troops should leave England so as to reach India about November, and embark in India so as to arrive home about May, and Mr. Willoughby remarks, that "it is melancholy to reflect upon the calamitous losses which have occurred in regiments on their first arrival in India from a neglect of this precaution." The deliberately and repeatedly expressed opinions of such distinguished men are sufficient to show that the practice which prevails of despatching the annual reliefs, &c.; in the summer months is not likely to be departed from, except in cases of emergency, and consequently that the financial requirements of continual employment for steam vessels will not be met.
Troops must be landed at only one period of the year.	
resent plan.	At present the troops are conveyed in merchant vessels. The passages of officers are paid for at "regulation prices," which are very high, and it was stated in evidence before the Royal Commissioners, that the officers alone of a regiment cost, in the transit to and from India, no less a sum than 10,000 <i>l.</i> An instance has also been adduced of the enormous sum of 430 <i>l.</i> having been paid in less than seven months on account of the passage money of one subaltern officer brought home from India and sent out to that country.
Rates for officers.	The rates paid for the troops vary considerably: the average price paid for each soldier outward, during the five years preceding the mutiny, was 14 <i>l.</i> 10 <i>s.</i> , while that charged for the homeward passage was as much as 32 <i>l.</i> 8 <i>s.</i> In the estimates of the expense of local and European troops furnished by Colonel Baker, the sum of 14 <i>l.</i> was charged for each man outward, and 25 <i>l.</i> was taken for each man homewards.
Rates for troops.	
Indian finances.	These charges are borne by the revenues of India; and in the present state of those revenues (in which there has been a deficit, during four years, of 37,000,000 <i>l.</i> sterling, and respecting which the Governor General has recently stated, that even every sentry dispensed with would be a "desirable reduction") it is evidently most necessary that every retrenchment which will not interfere with the efficiency of the service should be effected.
Reduction in expenditure desirable.	Any plan, therefore, whereby a considerable reduction may be made in the cost of the transport of troops to and from India, especially if the comfort and convenience of the men may at the same time be increased, would appear to demand the consideration of the Indian Government, and to be further worthy of that of the Home Government, if by it the calls on the Imperial Exchequer would be lessened and the naval service benefited.
Proposed plan.	My scheme shows how these objects can be attained; and I submit, that the Lords Commissioners of the Admiralty possess the means for their attainment, for there are at the home ports at least 13 line-of-battle ships and 27 frigates (comprising about 65,000 tons) not likely to be required as men-of-war, which are equal in all respects and superior in many to merchant troop ships, in which the soldiers could be conveyed better and at much less expense than they now are in trading vessels, and by the use of which employment would be given to a number of naval officers, and a valuable addition would be made to the naval reserve.
Condition of men-of-war.	By the official reports of the last surveys held upon these ships, it appears that many of them are "dry, sound, and in good condition," and that most of them are in good order.
Opinions in favour of men-of-war troop ships.	That the employment of men-of-war as troop ships generally is considered by high naval authorities to be advantageous to both branches of the service may be proved by reference to the evidence given by Rear-Admirals Lord Clarence Paget and George Elliot before the Royal Commission on manning the Navy, and also to the Report of the Manning Committee of 1852. It may also be safely asserted that high military authorities are not opposed to soldiers being conveyed in ships bearing the pendant; for all who spoke on the subject before the Committee last Session expressed themselves very much in favour of the Himalaya.
Naval opinions.	
Military opinions.	
As East India troop ships.	As regards the employment of sailing men-of-war as East India troop ships, I beg to state that I have received communications from a large number of officers of all ranks, admirals, captains of flag and other ships, commanders, secretaries, lieutenants, masters, and warrant officers, the opinions expressed in which are all most favourable to my plan; and I would call special attention to the opinions of General Sir W. Cotton, who speaks of the fine fleet of seventy-fours lying in Hamoaze and Portsmouth harbour, and suggests their being so used; of Major-General Sir A. Tulloch, who recommends the employment of six ships; and of Major-General Pratt, who proposes that "the Royal Navy should equip a sufficient number of troop ships regularly fitted up for the express purpose of transporting troops and military stores of all kinds; whereby the charge for the conveyance of troops would be very greatly diminished, whilst the comfort of the soldiery would be much increased, and without doubt their discipline and efficiency better preserved."
Naval opinions.	
Military opinions.	
India to be the starting point.	As on the one hand the number of troops proceeding to India is double that of those coming

coming home, and, on the other hand, the rates in merchant vessels paid for men returning to England are much higher than those paid on the outward voyage, it follows that the tonnage of the men-of-war to be employed on this service should be regulated by the number of troops coming home. I propose, therefore, to use as many liners and frigates as may be requisite for the performance of the homeward voyage, letting them return to India with full freights, and allowing the remainder of the soldiers to go out in merchant vessels, as at present.

Appendix, No. 5.

By this arrangement the double voyage might be performed for 18 *l.* 16 *s.* per head, including officers; and, as will be seen by the annexed Statement, a saving would be effected in favour of the Indian Government to the extent of 79,492 *l.* a year. This sum is arrived at after charging (at the rate of 4 *l.* 2 *s.* per ton) the whole expense of equipping and fitting the ships, allowing for wear and tear 3 *l.* per ton, or double the sum usually inserted: giving 10 men for every 100 tons, or more than twice the complement required in transports hired by Government, calculating full pay for the officers, with very high ratings, and continuous service wages for all the crews, and at the same time taking the estimate formed at the India office for the passage-money in merchant vessels. If the average of the rates actually paid for five years be taken as those which will have to be paid in future, the saving every year will amount to 144,644 *l.*

Money advantage to Indian Government.

Taking the less favourable estimate, not only would the Indian Exchequer be relieved to the extent of 80,000 *l.* per annum, but the Navy Estimates would be benefited by upwards, annually, of 37,000 *l.*; employment would be given to about 240 officers; and more than 1,700 petty officers and seamen, trained in gunnery and used to the discipline of men-of-war, would be added to the reserve. If, however, an increase to the Naval Reserve should be considered more desirable than a reduction in Indian expenditure, the whole of the troops both ways could be conveyed in men-of-war; and even then, although the ships would not be full on the homeward voyage, the service would be performed at about the same cost to the Indian Exchequer as that which will probably be incurred for the use of merchant vessels. In this case the money advantage to the Admiralty would be about 70,000 *l.* a year, and the reserves would be increased to the extent of about 3,400 men.

Money advantage to Admiralty.

I would here observe:—

1. That the ships could be fitted with every convenience for the troops; that they could be “floating barracks, in which the soldiers could enjoy and maintain a state of comfort, health, and efficiency inferior only by a few degrees to what they would enjoy in garrison on shore.”

Ships to be comfortably fitted.

2. That the troops would be enabled to be drilled and disciplined on board the men-of-war in the manner pointed out by Sir James Outram in his minute of 11 February 1860, printed at pages 134 to 156 of Parliamentary Paper, No. 330; advantages which they could not possibly enjoy in merchant ships.

Troops to be drilled on voyage.

3. That if occasionally the number of soldiers or invalids ready for embarkation at one port in India should not be sufficient to fill a ship, she might call at other ports, such as Madras, Ceylon, or the Mauritius, to fill up.

Ships might call at several ports.

4. That some of the troops might be left at the Cape, if that were made an intermediate station for invalids, as proposed by several Indian officers, without additional cost.

Convalescent station at Cape.

5. That although the time required for the performance of the “double voyage,” including a month’s stay in India, would only be three-fourths of the year, the estimated expense of men-of-war has been taken for 12 months, so that a delay in India, of even two or three months, would not increase the cost of the men-of-war; whereas in the case of merchant vessels, detained under similar circumstances, a charge for demurrage, which is described by Mr. Willoughby as being frequently very heavy, would be incurred.

Delay in India not add to cost.

6. That the men-of-war might take considerable portions of the large quantities of stores sent out annually to India; the freight now payable on which would be thereby saved.

Stores might be taken.

7. That the employment of Her Majesty’s ships for the transport of so large a number of the troops would tend to reduce the rate which would have to be paid for those remaining to be sent out in merchant vessels.

Effect on market.

8. That the removal of so many ships from the sailing ordinary would be advantageous, as making room for other ships at the several ports, and with the numbers so reduced it might be practicable, by confining the remainder to one or two of the ports, to do away with the guard-ships of sailing ordinary at the others.

Ordinary guard ships might be reduced.

9. That the establishment of an organised transport service for India might give an opening for the employment of some of the officers of the Indian Navy, who may otherwise be pensioned and placed on half-pay, and might also be the means of inducing many of the seamen unengaged in the East India passenger ships to enter the Royal Navy.

Employment of officers of Indian Navy.

Seeing, then, that this proposal contains advantages for the naval, military, and Indian services, and that its adoption would considerably relieve the present demands on the Imperial and Indian treasuries, I confidently submit it for favourable consideration, and I trust

Conclusion.

Appendix, No. 5. that even if it should not be deemed prudent to immediately carry out the scheme as a whole, the facts and opinions now brought forward may be sufficient to induce the Government to allow a trial to be made forthwith by the employment of at least three of the men-of-war which may be considered suitable for the conveyance of troops.

Transport Branch,  
Admiralty, Somerset House,  
April 1861.

Rowley Richardson.

COMPARATIVE ESTIMATE of the Expense of carrying 9,840 Officers and Troops to India, and of bringing 9,000 Officers and Troops (including 4,000 Invalids) from India to England.

		Including full Charge for Messing and Victualling Troops.		After deducting Mess Contribution and Ration Stoppage.	
		Total.	Rate per Head.	Total.	Rate per Head.
		£.	£. s. d.	£.	£. s. d.
At the rates actually paid between 1852 and 1857	Merchant vessels: passage-money of officers and troops.	498,046	26 9 10	428,125	22 15 5
	Men-of-war: fitting and equipping, wear and tear, pay and wages, provisions, &c.	353,402	18 16 -	283,481	15 1 7
	Difference - - - £.	144,644	7 13 10	144,644	7 13 10
At the rates estimated by Colonel Baker, of India Office - -	Merchant vessels: passage-money of officers and troops.	432,894	23 - 6	362,973	19 6 1
	Men-of-war, as above - - - -	353,402	18 16 -	283,481	15 1 7
	Difference - - - £.	79,492	4 4 6	79,492	4 4 6

If insurance be charged on men-of-war, the annual premium would amount to about 8 s. 6 d. per head.

Annual money advantage to the Admiralty if 17 men-of-war be employed as East India troop ships:

Half-pay, &c. of naval officers to be employed	- - - - -	£.	18,795
Money value of services of seamen to be added to the reserve	- - - - -		16,169
Wages and provisions of men employed on board the ships while in ordinary	- - - - -		1,441
Expense of maintaining the ships in ordinary	- - - - -		1,020
		£.	37,425

THE preceding is the substance of a letter addressed to the Secretary of the Admiralty, dated the 19th February 1861, and which was forwarded to the Lords Commissioners of the Admiralty by the Comptroller of Transport Services on the 25th of that month, with a Memorandum of which the following is a copy, viz. :—

“ In forwarding to their Lordships the accompanying papers, which are brought forward by Mr. Richardson in accordance with the sanction conveyed in their order of the 27th July last, I feel assured they will appreciate the ability that has been displayed and the pains that have been taken by that gentleman in the compilation of his scheme, which is, I think, well adapted for the performance under ordinary circumstances of a portion, at least, of the assumed annual troop services between this country and India, provided, of course, that the sailing ships, to which Mr. Richardson adverts, are available and found suitable for the purpose. Experience has shown that when there is a return service suited to the capacity of the vessel, it is, as a measure of economy, more advantageous to employ Queen's ships than to hire freight, especially when the troops are to be conveyed to or brought from a distant station. As regards discipline and its natural results, health, efficiency, and comfort, there can scarcely be a doubt of the superiority of the one over the other. I do not, however, think much benefit will be derived in the conveyance of stores by such ships, for when the provisions and water for the crew and troops, with the baggage of the latter, are on board, there will be little available space, if any, for cargo. I do not think it necessary to make any observations on the expediency of the measure as a means of creating a reserve of seamen.

Charles Richards,  
Comptroller of Transport Services.



## Appendix, No. 6.

PAPER delivered in by *Charles Alexander Wood, Esq.*, 2 May 1861.

Appendix, No. 6.

## MEMORANDUM.

HAVING received from the Chairman of the Transport Committee three Papers, marked No. 1, 2, and 3, delivered in on the 11th instant, No. 1 by Captain Charles Eden, R.N., C.B., Nos. 2 and 3 by William Willis, Esq., on the comparative cost of conveying troops in Government and hired ships; and having been requested to consider whether, in consequence of these returns, I wish to modify the opinion I have expressed to the Committee on that question; and referring to my answers to Questions 2191, 2199, 2200, 2201, 2202, and also 2215, I have the honour to submit the following remarks:

*1st. As regards Paper No. 1.*

I fear this return, in its present form, will not furnish the information necessary for a correct comparison of the two systems. It will be observed that Government ships are charged with wages and victuals of crew only for the number of days actually on the voyage. But these have also to be paid while the ships are in England; and I submit that the proper form of the return would be one showing what these vessels cost, and what they earn per annum, crediting the account with the services which they actually perform, and debiting it with the rates at which the same services could be performed by hired ships. It will be seen that, in answer to Question 2191, as to the comparative cost of the two systems, I gave in an extract from the evidence of Sir Alexander Milne, before the Manning Commission, that this able and experienced officer was not favourable to an exclusive use, for sea transport, of Government vessels; and that he supported his opinion by returns printed in the Appendix of the Transport Blue Book, at pages 387-8. These returns are in a better form, and will be found to show that in 1857 the cost of transport was quite 100 per cent. higher in Government than hired vessels. But even these returns do not include any charges for interest on the original cost, insurance, or redemption of capital, or the deadweight of the country, on account of half-pay and pensions. To arrive at an accurate comparison, the latter should be charged; and there should also be added interest at say  $3\frac{1}{2}$  per cent. on the original cost, and redemption of capital at  $7\frac{1}{2}$  per cent., and also insurance, which is low at six per cent. It is not, I am aware, the practice to insure Queen's ships; but in the present calculation, insurance must be charged, since it is in evidence that five out of ten of the Government owned transports have been lost. If to the sums already debited to Government vessels in the returns furnished by Sir Alexander Milne, these further charges be added, the balance in favour of hired transports would then be much larger than 100 per cent.

*2ndly. As regards Paper No. 2.*

Return (F) is not the actual, but only an "estimated" comparative cost of performing certain voyages, out and home, in Government and freight ships. The basis of calculation is not given; but since the return omits interest, redemption of capital, and insurance, it does not give the information necessary to enable the Committee to compare the two systems. It is, however, open to remark, that while in three cases mentioned in the margin, of short voyages, the balance is in favour of Government ships, in three others, also mentioned in the margin, of long voyages, where the cost of actual and not "assumed" services is given, there is a balance of more than 50 per cent. in favour of hired ships.

Return (G).—This return gives a comparative statement of conveying to and from India 12,000 officers and their families, in Government steamers and sailing freight ships, and shows an annual saving in favour of the former of no less than 218,272 £; but the statement is open to much observation, and instead of the balance being as stated, it will be shown to be very largely in favour of hired vessels.

1. Mediterranean.
2. Canada and Nova Scotia.
3. West Indies.
1. Cape, St. Helena and Ascension.
2. Algoa Bay.
3. Australia and New Zealand.

Appendix, No. 6. On the one hand, as in the former Table, the Government ships have not been debited with interest, redemption of capital, and insurance. These items, therefore, have to be added to the annual expense of each steamer. That charge would then stand as follows:—

	£.
Annual cost, as estimated - - - - -	38,938
Interest on 122,000 £, at 3½ per cent. - - -	£. 3,965
Redemption of capital, at 7½ per cent. - - -	9,150
Insurance, at 6 per cent. - - - - -	7,320
	20,435
	£. 59,373

But from that sum must be deducted the cost of messing and victualling one-fourth of the number sent out, for whom, as absorbed in India, no return passages will be required, say 542 £. for each ship; thus making the charge per ship 58,831 £., and the gross charge for 13 Government ships, 764,803 £.

On the other hand, the cost of the freight sailing ships is taken not only at far too high a rate, but also for a larger number than will actually have to be brought home.

First, as to the cost of passage. The estimated rate is 23 £. 9 s. per man each way, or one-half of 46 £. 18 s., being the average cost actually incurred by the East India Company for all transport to and from India during five years, namely, 1852-3 to 1856-7. The actual average price per man, outwards to all the Presidencies, for a period of ten years,\* was 11 £. 17 s. 6 d. (*vide* Transport Blue Book, p. 330), and for the present calculation passages outwards and homewards may be estimated for, at the rate specified in Mr. Walcott's Report of the 27th March 1860, addressed to Sir Alexander Tulloch (*vide* same Report, page 294). It is there shown, that sailing ships may be chartered, for the double voyage, out and home, at rates not exceeding 30 £. per man. On that basis the cost then would be as follows:

	£.
10,472 outwards and homewards, at 30 £. - - -	£. 314,160
Less stoppages at 6 d. for 216 days - - -	56,548
	257,612
3,490 outwards, at 11 £. 17 s. 6 d. (being one-fourth of the whole number) - - -	41,443
Less stoppages at 6 d. for 108 days - - -	9,423
	32,020
	£. 289,632

To this sum may be added 53,267 £., the estimated loss of service by the additional length of the voyage in sailing ships (but which charge is open to observation), making together with 78,718 £. charged for officers (a charge also admitting of reduction), a gross sum of 421,617 £.

The result of the foregoing calculations will be shown more clearly by the following abstract:

Government Steam Transports.		Hired Sailing Ships.	
	£.		£.
Annual cost according to Return (G.) of each vessel - - -	38,938	Passages outwards and homewards for 10,472 adults, at 30 £. the double voyage, less the usual stoppages - - -	257,612
Deduct for messing and victualling men not carried homewards - - - - -	542	Passages outwards only, for 3,490 adults (being one-fourth of the whole number), at 11 £. 17 s. 6 d., less the usual stoppages - - -	32,020
	38,396	Officers as estimated - - -	† 78,718
Add for interest, redemption of capital, and insurance - - -	20,435	Loss of services as estimated - - -	‡ 53,267
	58,831		
Or for 13 Vessels - - £.	764,803		£. 421,617
			Balance

\* This period included (1) Australian Gold Discoveries; (2) Russian War; and (3) Indian Mutiny. In ordinary times the average outwards has not much exceeded 10 guineas.

† This sum admits of reduction, as many officers return overland, and some die or remain in India.

‡ If troops be moved in entire battalions and not drafts, the item may be wholly struck out. It may also be observed, that if Indian service be reduced to five years, a further large saving on the cost of Indian reliefs, viz., for soldiers' families, may be effected, and greatly to their comfort.

Balance in favour of hired sailing ships, 343,186 *l.*; and being a difference, as compared with the abstract given in Paper (G.), of 561,458 *l.*, or upwards of half a million sterling on only one year's Indian reliefs. Appendix, No. 6.

*3dly. As regards Paper No. 3.*

This return gives a statement of the cost of the "Himalaya" for the year 1859, and of the sum that would have been payable for freight, if the services she performed within the year had been carried on in hired ships. In this case a balance is shown in favour of the Government ship of 5,184 *l.* 16 *s.* 9 *d.* But taking the original cost of the ship to have been say 130,000 *l.*, if there be added for interest (3½ per cent.) 4,225 *l.*, redemption of capital (7½ per cent.) 9,750 *l.*, and insurance (6 per cent.) 7,800 *l.*, together making 21,775 *l.*, the gross cost of the ship would be 65,425 *l.* 14 *s.* 5 *d.*, and the balance then would be in favour of hired freight, to the extent of 16,590 *l.* 3 *s.* 3 *d.*

Such then being the result of an analytical examination, as to cost, of the returns placed in my hands, I should wish to be permitted to recapitulate some facts, which I believe to be indisputable, bearing on the question before the Committee:—

1. Steam ships cannot, on long voyages, be navigated as cheaply as sailing vessels.
2. Hired ships are paid for only when actually wanted.
3. First class vessels suitable for carrying men, can always be obtained from the Merchant Service; and as to speed, safety, and accommodation, are not to be surpassed by any Government transports that have as yet been commissioned.
4. Merchant ships carrying on the outward and homeward voyages, a quantity of cargo on freight, frequently amounting, after deducting their victualing, to one half the sum paid for the troops, have an advantage which Government troop ships cannot possess, and of course can carry troops cheaper, because the cost of the whole voyage is not based on their conveyance exclusively. In illustration of this it may be seen, on reference to the prices paid in 1850, 51 and 56 (*vide* Transport Blue Book, pp. 319, 320, and 324), when outward freights were probably very low, troops have been conveyed to India at almost nominal rates, and below 40 *s.* per man, exclusive of victualling.
5. When out and home work cannot be relied on (and sometimes political or other events will disturb the military arrangements), Government vessels, at heavy cost, must either return without earning a back freight, or be kept idle on the foreign station. But in the case of merchant vessels, they either cease to be in Government pay on the completion of their outward voyage, or, if engaged for a double voyage, that engagement may be cancelled for a moderate compensation, which ought to be fixed by the charter, and the ships would then fall back on the freight market, and bring produce to England instead of troops, an advantage which no Government ship can command. It may possibly be urged, that Government ships would carry, besides troops, public stores. To some extent, such shipments might be safely made. But, as a general rule, ordnance stores forming the bulk of those for which Government conveyance has to be provided, ought not to be largely shipped in vessels carrying troops. To effect quick and also safe passages, troop ships ought not to be heavily burthened with stores of this description; and for Indian reliefs, when competing against hired ships, Government vessels would get little help from Government stores, as these are chiefly an outward cargo; while ships trading to India look more to their homeward cargo, and at double or treble the rate of outward freight, an advantage on which a Government ship could not calculate.

6. But though, for ordinary reliefs, and more especially the Indian reliefs, hired ships are preferable to Government transports, and for the latter service the disuse of steamers has recently been recommended by a Committee of the House of Commons (Par. Pap. on East India Transport, No. 382, of 1858), I am, nevertheless, of opinion, as stated in my answer to Question 2189, that for Imperial interests, it is advantageous to Government to possess "a few troop ships of very superior class." I showed that, except the "Himalaya," the present transports make slow voyages, and consequently are not such as ought to be retained in the Troop Transport Service. I avail myself of this opportunity to add, that though for transporting men on long voyages, steamers are far more expensive than sailing vessels, and, for ordinary reliefs, cannot be recommended, still, for the transport of horses, I am by no means sure that it may not be found expedient to use steam on nearly every occasion. My impression is, that for the latter service, taking into account the condition and value of the horse, and the importance of its being relieved as soon as possible from the confinement of a ship, the advantages derivable from steam are so great, that its employment, though a very expensive agency, is, in this case, justifiable.

In conclusion, I would submit that any new vessels which Government may seek to acquire for the transport service should be constructed expressly, and with reference to the conveyance of horses; as, in the event of any sudden emergency for this service, suitable vessels, with the requisite fittings, might not be procurable from the merchant service.

30 April 1861.

*C. Alexander Wood.*

## Appendix, No. 7.

STATEMENT showing the Numbers of OFFICERS, MEN, &c., conveyed in HIRED STEAM VESSELS, Coastwise, during  
West Indies, during

FROM	TO	REGIMENT.	NUMBERS CONVEYED.							NAME OF VESSEL.	
			Officers.	Ladies.	Officers' Children.	Servants.	Men.	Women.	Soldiers' Children.		Horses.
Liverpool - -	Dublin - -	14th Dragoons - -	7	-	-	-	187	12	10	7	Trafalgar - - -
Portsmouth - -	Cork - -	Lanark Militia - -	9	-	-	-	394	21	33	2	Preussischer Adler - -
Ditto - -	ditto - -	ditto - -	12	1	4	-	301	25	44	2	Dodo - - -
Troon - -	ditto - -	North Cork Rifles - -	9	-	-	-	307	29	42	3	Temora - - -
Ditto - -	ditto - -	ditto - -	6	-	-	-	262	29	29	-	ditto - - -
Dublin - -	Liverpool - -	5th Lancers - -	7	-	-	-	180	13	23	123	Windsor - -
Ditto - -	ditto - -	ditto - -	5	1	-	-	98	-	-	106	Trafalgar - -
Ditto - -	ditto - -	ditto - -	6	2	6	-	199	27	33	118	Windsor - -
Ditto - -	ditto - -	ditto - -	7	1	-	-	112	-	-	119	ditto - - -
Plymouth - -	Dublin - -	Dublin City Militia - -	8	1	2	-	367	28	59	2	Foyle - - -
Ditto - -	ditto - -	ditto - -	7	1	-	-	214	13	25	2	Lady Eglinton - -
Fleetwood - -	Belfast - -	Antrim Rifles - -	24	2	7	-	566	7	6	4	Royal Consort - -
Portsmouth - -	Waterford - -	Waterford Artillery - -	16	2	5	-	267	37	68	1	Malvina - - -
Sheerness - -	Montrose - -	Forfar Artillery - -	12	1	2	-	378	34	50	1	London - - -
Ditto - -	ditto - -	ditto - -	12	-	-	-	184	13	21	-	Queen - - -
Belfast - -	Liverpool - -	62d - - -	6	-	-	-	109	-	-	-	Waterloo - - -
Ditto - -	ditto - -	63d - - -									
Leith - -	Thames - -	Sussex Militia - -	5	-	-	-	104	14	16	1	Express - - -
Ditto - -	ditto - -	ditto - -	10	-	-	-	192	9	8	2	Caledonia - - -
Thames - -	Leith - -	2d Lanark Militia - -	5	-	-	-	118	12	27	-	Express - - -
Ditto - -	Granton - -	ditto - -	8	-	-	-	140	12	20	2	Clarence - - -
Ditto - -	Leith - -	ditto - -	7	-	-	-	140	14	31	-	Princess Royal - -
Ditto - -	ditto - -	ditto - -	5	-	-	-	140	15	20	-	Ossian - - -
Leith - -	Thames - -	Sussex Militia - -	5	-	-	-	120	11	7	2	ditto - - -
Granton - -	ditto - -	ditto - -	8	-	-	-	110	7	12	3	Princess Royal - -
Dublin - -	Portsmouth - -	55th Foot - -	19	2	3	-	405	39	51	2	Foyle - - -
Ditto - -	ditto - -	ditto - -	15	-	-	-	383	35	69	3	Iberia - - -
Liverpool - -	Cork - -	Northumberland Militia	12	4	6	-	269	38	36	1	Falcon - - -
Cork - -	Liverpool - -	Lancashire Artillery - -	7	-	-	-	185	9	15	-	ditto - - -
Ditto - -	ditto - -	ditto - -	12	3	1	-	208	18	29	5	Cormorant - - -
Liverpool - -	Dublin - -	96th Foot - - -	36	-	-	-	766	71	69	6	Windsor - - -
Ditto - -	ditto - -										Trafalgar - - -

Appendix, No. 7.

the Year 1860, together with the Expense thereof; also, of those conveyed to the *Mediterranean, North America*, and the same Year.

RATES OF PASSAGE.								Amount Paid for Passage and Victualling.	REMARKS.
Officers.	Ladies.	Officers' Children.	Servants.	Men.	Women.	Soldiers' Children.	Horses.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1 - -	- - -	- - -	- - -	10 - -	10 - -	5 - -	1 10 -	132 5 5	This amount includes 1 day's rations and 1 day's foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	15 6 -	15 6 -	7 9 -	2 12 6	455 13 3	This amount includes 4 days' rations and no foraging, at the usual rates.
1 5 -	1 5 -	12 6 -	- - -	15 6 -	15 6 -	7 9 -	2 12 6	356 9 3	This amount includes 3 days' rations and 3 days' foraging, at the usual rates.
1 10 -	- - -	- - -	- - -	18 6 -	18 6 -	9 6 -	4 4 -	399 16 10	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
1 10 -	- - -	- - -	- - -	18 6 -	18 6 -	9 6 -	- - -	364 14 -	This amount includes 4 days' rations and no foraging, at the usual rates.
1 - -	- - -	- - -	- - -	10 - -	10 - -	5 - -	1 10 -	1,134 1 1	This amount includes 1 day's rations and 1 day's foraging, at the usual rates.
1 - -	1 - -	- - -	- - -	10 - -	- - -	- - -	1 10 -		
1 - -	1 - -	10 - -	- - -	10 - -	10 - -	5 - -	1 10 -		
1 - -	1 - -	- - -	- - -	10 - -	- - -	- - -	1 10 -		
1 7 6	1 7 6	13 9 -	- - -	10 6 -	10 6 -	5 3 -	2 2 -	342 2 11	This amount includes 4 days' rations and no foraging, at the usual rates.
1 7 6	1 7 6	- - -	- - -	10 6 -	10 6 -	5 3 -	2 2 -	169 16 3	This amount includes 2 days' rations and no foraging, at the usual rates.
1 1 -	1 1 -	10 6 -	- - -	8 6 -	8 6 -	4 3 -	1 1 -	315 7 -	This amount includes 1 day's rations for the men only, and no foraging.
1 5 -	1 5 -	12 6 -	- - -	17 6 -	17 6 -	9 - -	4 4 -	385 11 9	This amount includes 3 days' rations and 3 days' foraging, at the usual rates.
- - -	- - -	17 - -	per head for all	- - -	- - -	- - -	- - -	461 14 -	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
- - -	- - -	17 - -	per head for all	- - -	- - -	- - -	- - -	220 9 2	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
1 - -	- - -	- - -	- - -	12 6 -	- - -	- - -	- - -	74 2 6	
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	3 - -	90 7 8	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	3 - -	157 17 1	This amount includes 2½ days' rations and 2½ days' foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	- - -	98 9 3	This amount includes 2 days' rations and no foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	3 - -	120 13 8	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	- - -	117 13 11	This amount includes 2 days' rations and no foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	- - -	112 9 2	This amount includes 2 days' rations and no foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	3 - -	99 17 5	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
1 5 -	- - -	- - -	- - -	10 6 -	10 6 -	5 3 -	3 - -	98 17 2	This amount includes 2 days' rations and 2 days' foraging, at the usual rates.
2 - -	2 - -	1 - -	- - -	15 - -	15 - -	8 - -	4 4 -	491 5 -	This amount includes 3 days' rations and 3 days' foraging, at the usual rates.
2 - -	- - -	- - -	- - -	15 - -	15 - -	8 - -	4 4 -	464 17 6	This amount includes 3 days' rations and 3 days' foraging, at the usual rates.
17 6 -	17 6 -	10 - -	- - -	14 - -	14 - -	7 - -	2 2 -	303 7 9	This amount includes 3 days' rations and 3 days' foraging, at the usual rates (calculated for 269 men, 31 women, and 36 children).
17 6 -	- - -	- - -	- - -	14 - -	14 - -	7 - -	- - -	385 - 1	This amount includes 2½ days' rations and no foraging, at the usual rates.
17 6 -	17 6 -	10 - -	- - -	14 - -	14 - -	7 - -	2 2 -		This amount includes 1 day's ration and 1 day's foraging, at the usual rates.
1 - -	- - -	- - -	- - -	10 - -	10 - -	5 - -	1 10 -	480 15 -	

## APPENDIX TO REPORT FROM THE

STATEMENT showing the Numbers of Officers, Men, &amp;c., conveyed in Hired Steam Vessels,

FROM	TO	REGIMENT.	NUMBERS CONVEYED.								NAME OF VESSEL.
			Officers.	Ladies.	Officers' Children.	Servants.	Men.	Women.	Soldiers' Children.	Horses.	
Dublin	Jersey	30th Foot	15	1	2	-	416	45	55	4	Iberia
Ditto	ditto	ditto	2	-	-	-	71	7	5	-	Foyle
Ditto	Alderney	ditto	11	-	-	-	313	27	37	1	ditto
Jersey	Dublin	15th Foot	22	2	3	-	415	41	54	4	ditto
Alderney	ditto	ditto	8	1	-	-	285	20	27	1	Iberia
Jersey	ditto	ditto	5	-	-	-	111	10	16	-	ditto
Liverpool	ditto	14th Dragoons	3	-	-	-	91	2	2	-	Windsor
Ditto	ditto	4th Light Dragoons	27	1	3	-	587	32	49	460	Windsor and Trafalgar
Ditto	ditto	Fermanagh Militia	21	2	3	-	471	45	35	5	Windsor
Dublin	Liverpool	North Lincoln Militia	27	2	-	-	859	54	48	5	Windsor and Trafalgar
Liverpool	Dublin	Donegal Militia	25	6	10	-	471	95	17	4	Windsor
Dublin	Liverpool	2d Stafford Militia	27	2	1	-	835	68	85	6	Windsor and Trafalgar
Liverpool	Dublin	Grenadier Guards	15	-	-	-	662	55	50	4	Prince and Windsor
Dublin	Liverpool	ditto	17	-	-	-	719	64	57	3	Trafalgar and Princess
Portsmouth	Warren Point (Newry).	86th	21	2	1	-	443	45	29	5	Foyle
Ditto	Ditto	ditto	8	1	1	-	350	30	37	1	Zephyr
Plymouth	Glasgow	Fife Militia	14	4	4	-	357	36	55	1	Foyle
TOTAL			575	45	64	-	14,861	1,268	1,511	1,021	

## MEDITERRANEAN, NORTH AMERICAN,

MEDITERRANEAN :													
England	Gibraltar	-	-	-	-	1	-	-	-	52	2	-	Indiana (steamer)
Ditto	Corfu	-	-	-	-	11	3	3	2	314	20	29	ditto
Ditto	Malta	-	-	-	-	1	-	-	-	3	-	-	Mail steamer of 4th Feb.
Ditto	ditto	-	-	-	-	1	-	-	-	25	-	-	ditto - 20th do.
Ditto	ditto	-	-	-	-	1	-	-	-	25	-	-	ditto - 27th do.
Ditto	ditto	-	-	-	-	1	-	-	-	25	-	-	ditto - 12th Mar
Ditto	ditto	-	-	-	-	28	1	-	-	581	65	67	Olympus (steamer)
NORTH AMERICA AND WEST INDIES :													
England	Halifax	-	-	-	-	7	1	1	-	173	4	4	Arabian (sailing)
Ditto	Quebec	-	-	-	-	5	1	2	-	122	2	2	ditto
Ditto	Halifax	-	-	-	-	4	1	-	-	59	4	6	Arabia (steamer)
Ditto	Jamaica	-	-	-	-	5	-	-	-	64	11	14	William Hammond (sail)
Ditto	Barbados	-	-	-	-	6	2	-	-	74	13	5	ditto
TOTAL		-	-	-	-	71	9	7	3	1,517	121	127	6

SELECT COMMITTEE ON TRANSPORT SERVICE.

Coastwise, during the Year 1860, together with the Expense thereof, &c.—*continued.*

RATES OF PASSAGE.										Amount Paid for Passage and Victualling.	REMARKS.
Officers.	Ladies.	Officers' Children.	Servants.	Men.	Women.	Soldiers' Children.	Horses.				
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1 10 -	1 10 -	- 15 -	- - -	- 10 -	- 10 -	- 5 -	4 4 -			403 - -	This amount includes 4 days' rations and 4 days' foraging, at the usual rates (calculated for 416 men, 40 women, 55 children.)
1 10 -	- - -	- - -	- - -	- 10 -	- 10 -	- 5 -	- - -			62 11 8	This amount includes 4 days' rations and no forage, at the usual rates.
1 10 -	- - -	- - -	- - -	- 10 -	- 10 -	- 5 -	4 4 -			264 6 6	This amount includes 3 days' rations and no forage, at the usual rates.
1-10 -	1 10 -	- 15 -	- - -	- 10 -	- 10 -	- 5 -	4 4 -			382 17 3	This amount includes 3 days' rations and no forage, at the usual rates.
1 10 -	1 10 -	- - -	- - -	- 10 -	- 10 -	- 5 -	4 4 -			215 7 4	This amount includes 2 days' rations and no forage, at the usual rates.
1 10 -	- - -	- - -	- - -	- 10 -	- 10 -	- 5 -	- - -			95 1 3	This amount includes 3 days' rations and no forage, at the usual rates.
1 - - -	- - -	- - -	- - -	- 10 -	- 10 -	- 5 -	- - -			55 16 3	This amount includes 1 day's rations and no forage, at the usual rates.
1 - - -	1 - - -	- 10 -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			1,114 15 10	This amount includes 1 day's rations and 1 day's foraging, at the usual rates.
1 - - -	1 - - -	- 10 -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			330 15 10	This amount includes 1 day's rations and no forage, at the usual rates.
1 - - -	1 - - -	- - -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			505 - -	
1 - - -	1 - - -	- 10 -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			363 - -	This amount includes 1 day's rations and no foraging, at the usual rates.
1 - - -	1 - - -	- 10 -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			511 5 -	
1 - - -	- - -	- - -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			437 - 2	This amount includes 1 day's rations and 1 day's foraging, at the usual rates.
1 - - -	- - -	- - -	- - -	- 10 -	- 10 -	- 5 -	1 10 -			427 5 -	
2 - - -	2 - - -	1 - - -	- - -	- 17 6	- 17 6	- 9 -	4 4 -			630 15 7	This amount includes 4 days' rations and no foraging, at the usual rates; and rations for 33 men for 1 day extra.
2 - - -	2 - - -	1 - - -	- - -	- 17 6	- 17 6	- 9 -	4 4 -			465 17 5	This amount includes 4 days' rations and no foraging, less 2 l. 1 s. 3 d.
1 15 -	1 15 -	- 18 -	- - -	- 16 -	- 16 -	- 9 -	4 4 -			478 5 8	This amount includes 4 days' rations and no foraging, at the usual rates.
										£. 14,576 15 8	<i>N.B.</i> —The rations are cast at the usual daily rates, viz, 1 s. 3 d. per man, 10 d. per woman, 5 d. per child, and the foraging at the usual rate of 1 s. 6 d. per day.

AND WEST INDIAN SERVICE.

10 - - -	- - -	- - -	- - -	7 10 -	6 10 -	- - -	- - -			413 - -	
15 5 -	10 5 -	2 at 3 18 3 1 at 5 1 8	6 12 6	7 19 6	6 12 6	2 15 -	30 - -			2,970 17 2	
18 - - -	- - -	- - -	- - -	4 6 8	- - -	- - -	- - -			26 - -	
13 - - -	- - -	- - -	- - -	10 - -	- - -	- - -	- - -			263 - -	
13 - - -	- - -	- - -	- - -	10 - -	- - -	- - -	- - -			263 - -	
13 - - -	- - -	- - -	- - -	10 - -	- - -	- - -	- - -			263 - -	
12 - - -	12 - - -	- - -	- - -	6 - -	6 - -	3 - -	20 - -			4,525 - -	
15 - - -	15 - - -	3 15 -	- - -	6 18 3	6 18 3	3 9 1	- - -			1,364 10 8	
15 - - -	15 - - -	3 15 -	6 18 3	6 18 3	6 18 3	3 9 1	- - -			972 4 5	
19 - - -	19 - - -	- - -	- - -	8 - -	8 - -	4 - -	- - -			623 - -	
25 - - -	- - -	- - -	- - -	10 - -	10 - -	5 - -	- - -			965 - -	
25 - - -	25 - - -	- - -	- - -	10 - -	10 - -	5 - -	- - -			1,095 - -	
										£. 13,743 12 3	

## I N D E X.

[*N.B.*—In this Index the Figures following the Names of the Witnesses refer to the Questions in the Evidence; those following *App. p.* to the Paging of the Appendix; and the Numerals following *Rep. p.* to the Paging of the Report.]

## A.

*ACCOUNTS.* Expediency of separate and correct accounts of the cost of transport in Queen's ships, there being no means of clearly tracing the cost under the present practice, *Sir J. R. G. Graham*, 420-422. 442. 461-465. 477-480.

Separate and distinct accounts should be kept at the Transport Office of the cost of the work done for each department of the Government, and rendered periodically, *Rep. p. vi.*

*Admiralty.* Evidence in favour of the sea transport being entirely under the Admiralty, with an individual and direct head, *Smith* 37-40. 54-58. 66-71. 90-95—Consideration of arguments in favour of placing the transport service respectively under the Admiralty or War Department; witness on the whole inclines to the opinion that it should be under the Admiralty, *Sir J. R. G. Graham* 427-429. 497, 498—Advantage, in the case of distant expeditions, of the Admiralty being the ruling body, *ib.* 427, 428. 497, 498—The First Lord of the Admiralty should be the responsible Minister for the Board, *Lord Dalhousie* 531.

Reference by the Committee to the present conduct of the service as being as satisfactory as the system will admit, *Rep. p. iv.*—Expediency, however, of a separation of the transport branch from the Victualling Department, *ib.* iv. vi—Conclusion that the new Transport Office should be placed under the sole control of the Lords of the Admiralty, *ib.* vii.

See also *Government Troop Ships.*      *Transport Board or Department.*

"*Assistance,*" *The.* Doubt as to the steps which may have been taken through the loss of the "*Assistance*" on the China station, *Richards* 505-507.

"*Avon,*" *The.* Hire of the "*Avon*" adverted to in lieu of the "*Perseverance,*" *Richards* 504. 509.

## B.

*Bills of Lading.* Transmission of bills of lading or invoices from the War Office to the Commissariat officers abroad during the Russian war, *Smith* 12, 13—Exceptional instances of the bills of lading not having reached witness as Commissariat Officer at Constantinople, *ib.* 50, 51.

*Board.* See *Transport Board or Department.*

## C.

*China War.* Particulars relative to the Transport and Commissariat Services in the late China war; very satisfactory way in which carried out, *Smith* 44. 74-77—Considerable saving if Government transports had been more largely employed in the China war, *Willis* 347-349. 375, 376.

*Clearance of Transports.* Reference to some suggestions by Sir F. Grey and witness upon the subject of the clearing of vessels, *Smith* 34.

*Colonial Services.* Paper delivered in by Mr. Willis, being an estimate of the cost of performing the average annual troop services between Great Britain and the Colonies; balance in favour of Her Majesty's troop ships, *App. p. 74.*



Report, 1861—continued.

**Commissariat.** Practice of witness's department in making requisitions upon the Admiralty for tonnage when Commissariat supplies are required abroad, *Smith* 1-6—Responsibility of the Admiralty for the safe conveyance of the supplies, *ib.* 7—Receipt of the stores, on arrival abroad, by the Commissariat officer at the port, *ib.* 8, 9—Immense depôts formed at Constantinople when witness was in charge there during the late war, *ib.* 47-49—Opinion that the French Commissariat service during the Crimean war was not more effectually arranged than the English service, *ib.* 60-63—Arrival of witness at Constantinople about a month before war was declared; great personal responsibility which he incurred in the preparations made by him, successfully, for the troops, *ib.* 101-109—See also *Inland Water Transport*. *Land Transport*.

**Competition.** Unnecessary competition at times between the different departments, *Rep. p. v*—Cessation of competition if there were but one department, *ib.* vii.

**Consolidation of Departments.** Witness considers it very expedient, on the score of economy and efficiency, that there should be but one Transport department under Government, *Sir S. M. Peto*, 609-615—One department would be perfectly adequate to manage the transport of all troops, stores, &c., as well to India as elsewhere, *ib.* 615.

The Committee are of opinion that the whole system of transport for the different services requires consolidation and reform, *Rep. p. v*—Numerous benefits anticipated from the proposed amalgamation of departments, *ib.* v-vii—Economy and efficiency if there were but one department, *ib.* v.

**Cost.** Witness hands in a corrected return (*App. p. 73*) showing the relative cost of sending troops in the "Himalaya" and "Perseverance," and in the hired transport "Indiana"; explanation thereupon as to the items taken into consideration, and as to the estimated saving through the use of Government transports, as in the case of "Himalaya," *Eden*, 119-137. 161 *et seq.*

Conclusions as to the less cost of Government steamers than hired ships for sending troops to India; revised statement hereon adverted to, *Willis*, 243 *et seq.*; and *App. p. 75*, 76—Witness has not taken into consideration the question of insurance or of interest upon capital, in the case of Government vessels; deduction to be made hereon from the amount of saving (165,000 *l.* a year) estimated in the paper now produced, *ib.* 245-272—Provision made for casualties in witness's estimate, *ib.* 250, 275—Provision made in witness's estimate for the time when the vessels would be laid up or undergoing repair, *ib.* 251, 252, 276, 277—Small allowance made in witness's estimate for incidental expenses; ample allowance for wear and tear adverted to hereon, *ib.* 278-283—Reference to a calculation showing a saving of about 5,000 *l.* a year, by the employment of Government ships instead of freight ships in the same services, *ib.* 309, 310—Amount set down by witness for depreciation of Government ships, or for replacement of capital, *ib.* 350-360, 373, 374—Saving by Government vessels in periods of peace, as well as in times of emergency, *ib.* 370, 383, 403, 404—Account, furnished by Mr. Willis, of the allowance to be made on the score of capital and insurance, *App. p. 78-80*.

Great difficulty in clearly tracing the cost of transport in Queen's ships under the present system of account; amendment required, *Sir J. R. G. Graham*, 420-422, 442, 461-465, 477-480—Weight attached to a statement by Admiral Milne as to the cost of Queen's ships being much greater than the cost of hired transports, *ib.* 439, 440, 487-491.

Witness considers that certain returns laid before the Committee by Captain Eden and Mr. Willis, would, if closely examined, be found to support the conclusions arrived at by Sir A. Milne, as to the much greater cost of Government troop ships than hired vessels, *Wood*, 600, 601—Memorandum handed in (*App. p. 85-87*) containing witness's observations upon these returns, *ib.* 602, 603—Circumstance of insurance, depreciation, and interest of capital, not being included in Sir A. Milne's statement of the cost of transport in the Queen's ships, *ib.* 604-606—Omission from Mr. Willis's calculations of any allowance for interest upon original outlay, for insurance, or for redemption of capital; importance of these items, *ib.* 608.

Strong objection to Government owning a large fleet of transports, instead of hiring from the mercantile marine; decided economy of the latter course, *Sir S. M. Peto*, 676-695, 703, 704.

Large saving calculated by Mr. Richardson as the result of the adoption of his plan for the employment of sailing frigates as transports in the Indian service, *App. p. 83*, 84—Taking the less favourable estimate applicable to this plan, the Indian Exchequer would be relieved to the extent of 80,000 *l.* per annum, and the Navy Estimates to the extent of upwards of 37,000 *l.* per annum, *ib.*

Statement showing the cost of conveyance in hired steam vessels coastwise in 1860; also the cost of conveyance to North America and the West Indies, *App. p. 88-91*.

Total of nearly 16,000,000 voted for the hire of transports in the three years, 1854-55, 1855-56 and 1856-57, *Rep. p. iii*—Different modes of hiring transports; conclusion that the public do not pay more than the current rates in the market, *ib.* iv—Conflicting character of the evidence as to the cost respectively of Government transports and hired transports, *ib.* iv—Reference to the evidence and returns which Sir A. Milne gave to the Manning Commission as showing conclusively that, as a general rule, Government transports

## Report, 1861—continued.

*Cost—continued.*

transports are much more costly than hired troop ships, *Rep. p. iv, v*—Economy by the substitution of one department for three, and by the adoption of improved arrangements generally, *ib. v-vii.*

See also *Competition. Consolidation of Departments. Government Troop Ships. India. Private Firms. Russian War.*

*Craigie, Admiral Robert.* (Analysis of his Evidence.)—Explanation, with reference to a statement by Mr. Giffard before the Committee in 1860, that Admiral Milne exercised a constant supervision over the Transport Board in 1855; 110-113—Explanation relative to a certain clause suggested by witness to be added in the mail contracts, 114—Adequacy of a Transport Board for undertaking the Indian transport service, 115-118.

*Craigie, Admiral.* Excellent service rendered by Admiral Craigie as head of the Transport Board during the Russian war, *Sir J. R. G. Graham* 427. 433; *Lord Dalhousie* 530.

*Crimea.* See *Russian War.*

## D.

*Dalhousie, Right Honourable the Earl of.* (Analysis of his Evidence.)—Was Secretary of State for War from February 1855 till 1858; 513—Entirely approved of the Transport Board established by Sir James Graham in 1855, 514, 515. 532—The service was with a few exceptions most efficiently conducted; instance of one of these exceptions, 516, 517—Mistake in the transport department being joined to the victualling department, even in time of peace, 518-521—Opinion that the transport service should, in peace as well as in war, be conducted by a Board, with a naval officer at its head, and comprising also a military officer and a civilian, 519, 520. 530. 532.

All military transport should be under the Board, except the transport of ordnance stores coastwise, 522-525—Functions to be performed by the military member of the Board with regard to the fitting up of the vessels, 526. 529—The stowage of all stores should rest with the Board, except combustible stores, 526, 527—Advantage of a Board on account of the different interests to be represented, 528, 529—The First Lord of the Admiralty should be the responsible minister for the Board, 531.

With a military officer on the Board, cases could hardly arise in which the military authorities would find it necessary to reduce the number of men previously arranged to be conveyed, 533-535—Approval of there being a certain number of large Government troop ships at the immediate command of the Admiralty, 536—Expediency of steam troop ships under the First Lord of the Admiralty, rather than directly under the Transport Board, 537-541—The Indian transport service should decidedly be placed under the proposed Board, 542-545.

## E.

*Eden, Captain Charles, R. N., C. B.* (Analysis of his Evidence.)—Hands in a corrected return (*App. p. 73*), showing the relative cost of sending troops in the "Himalaya" and "Perseverance," and in the hired transport "Indiana"; explanation thereupon, as to the items taken into consideration, and as to the estimated saving through the use of Government transports, as in the case of the "Himalaya," 119-137. 161, *et seq.*—Services performed by the six transports now owned by Government; calculation that there should be two more vessels, somewhat smaller than the "Himalaya," 138-158. 230-232.

Home stations, and less distant colonial stations, on which the Government transports should be employed, 148, 149. 156, 157—Advantage of still employing hired transports for conveyance to the more distant stations, such as China, India, Australia, &c., 150. 154, 155. 217, 218—Sundry particulars relative to the "Himalaya," her cost, amount of repairs, &c., 172-197. 223-228—Constant employment of the "Himalaya" since her purchase by Government; extensive services performed by her, 188-190—Great advantage, without reference to the question of cost, of Government transports over hired transports in times of emergency, when it is important to relieve any stations promptly, 198-220.

Witness repeats the opinion, as expressed before the Committee in 1860, in favour of a separation of the transport and victualling departments, and of an independent Transport Board, under the Admiralty, 233-235. 241, 242—All the hired transports should be under one department, the troop ships continuing under the control of the Admiralty, 236, 237—Doubt as to the advantage of offering private shipowners a certain sum per mile for the transport and victualling of troops, 238-240.

*Emigration Service.* Grounds for objecting to the transport of emigrants or convicts being placed under the proposed department, *Sir J. R. G. Graham* 423-426.

Outline of the business and functions of the Emigration Office, in the transport of emigrants, &c., *Rep. p. v*—Recommended abolition of the Emigration Office, and transfer

## Report, 1861—continued.

*Emigration Service*—continued.

of its business to the Colonial Office, *Rep.* vi.—Recommended transfer to the proposed Transport Office of certain machinery of the Emigration Office, *ib.*

## F.

*Fittings of Transports.* Functions to be performed by the military member of the proposed Board with regard to the fitting up of the vessels, *Lord Dalhousie* 526. 529.

*Freights.* See *Cost. Hired Transports.*

*Frigates (in Ordinary).* Probability of sailing vessels being preferable to steamers for the Indian service; suggestion hereon whether it may not be advantageous to fit up for this service some of the old wooden frigates in ordinary, *Sir J. R. G. Graham* 443, 444. 453.

Witness delivers in a paper (*App.* p. 81-84), prepared since last Session, in further explanation and support of his plan for the employment of sailing men-of-war, as East India troop ships, *Richardson*, 510—The vessels in question are now lying idle, at an expense to the public, whereas a considerable saving of public money might be effected by their employment as proposed, *ib.* 510-512.

Several frigates or men-of-war available for the proposed service, which are now lying idle, *App.* p. 82—Sound condition and good sailing qualities of these vessels, *ib.*—Numerous high authorities favourable to the plan, *ib.*—Submission by Mr. Richardson that Government should at least allow a trial to be made forthwith by the employment of not less than three of the men-of-war which may be considered suitable for the conveyance of troops, *ib.* 83, 84.

Reference, in Memorandum by the Comptroller of Transport Services, to the ability displayed and the pains taken by Mr. Richardson in the compilation of his scheme, *App.* p. 84.

See also *Cost.*

## G.

*Government Troop Ships.* Services performed by the six transports now owned by Government; calculation that there should be two more vessels, somewhat smaller than the "Himalaya," *Eden* 138-158. 230-232—Home stations and less distant colonial stations on which the Government transports should be employed, *ib.* 148, 149. 156, 157—Great advantage, without reference to the question of cost, of Government transports over hired transports in times of emergency when it is important to relieve any station promptly, *ib.* 191-220.

Several important advantages, irrespective of the question of expense, to be gained by the extended employment of Government ships, *Willis* 335-343. 382, 383—Sufficiency of eight Government troop ships for ordinary requirements of the relief services; there should be, however, two or three others available for emergencies, *ib.* 361-370. 377. 381-383—Saving in times of emergency by the employment of Government troop ships, *ib.* 370. 383. 403, 404.

Opinion that the possession of transports by Government should be a question of degree, and that six or eight such vessels as those now in their possession should be sufficient, *Sir J. R. G. Graham* 441-449. 484—Advantages of Government steam transports for short voyages or home reliefs; greater cost, however, than of freight ships, *ib.* 441. 484-491.

Approval of there being a certain number of large Government troop ships at the immediate command of the Admiralty, *Lord Dalhousie* 536—Expediency of the troop ships being under the First Lord of the Admiralty rather than directly under the Transport Board, *ib.* 537-541.

Advantage under certain circumstances of Government buying steam transports and selling them again, *Sir S. M. Peto* 682-688—In order to meet emergencies Government might possess a very limited number of transports, but the fewer the better, *ib.* 689, 690. 695-704. 712, 713.

Opinion expressed by Mr. Wood, that for Imperial interests, it is advantageous to Government to possess a few troop ships of very superior class, *App.* p. 87—Suggestion by Mr. Wood that any new vessels which Government may seek to acquire for the transport service, should be constructed expressly, and with reference to the conveyance of horses, *ib.*

Loss of two vessels since last year, so that Government now only own six transports; how these have lately been employed, *Rep.* p. iv—Conclusions as to the inexpediency of any increase in the number of transports owned by Government; increased expenditure thereby, *ib.* iv, v.

See also "*Assistance*," *The. "Avon," The. China War. Cost. "Himalaya," The. Insurance. Mediterranean Service. Russian War. "Urgent," The.*

Graham,

Report, 1861—continued.

*Graham, The Right Honourable Sir James R. G., Bart. (Analysis of his Evidence)*—Management of the Admiralty Transport service in 1852 by the transport and victualling department, 405, 406—Creation by witness of a Transport Board after the Russian war broke out, 407, 408—Abolition of the Board since the war, the transport business being now conducted by the victualling department, 409—Change introduced since witness was at the Admiralty, whereby requisitions for transport come direct from the Horse Guards or Quartermaster General, instead of from the Secretary of State for War; grounds for strongly condemning this arrangement, 410-412. 419. 455-457. 467-473. 476, 477. 499.

Approval of a severance of the transport branch from the victualling branch in time of peace, so as better to be prepared for the eventuality of war, 413. 427. 454—Witness is favourable, under certain conditions, to the Indian transport being transferred to the proposed transport department, 414. 426—The shipment of all stores should also be managed through the same department, 415. 426—Inexpediency of the arrangements, as finally made by the transport department in concert with the War Department, being liable to disturbance on the part of any local military authority, 416, 417. 437, 438. 457-460. 475.

Very unsatisfactory character of No. 17, in the Navy Estimates, relative to the expenditure on military transport; illustration of the want of control over the items in this estimate, 417-422. 442. 477-480—Expediency of separate and correct accounts of the cost of transport in Queen's ships, there being no means of clearly tracing the cost under the present practice, 420-422. 442. 461-465. 477-480—Grounds for objecting to the transport of emigrants or convicts, being placed under the proposed department, 423-426.

Consideration of arguments in favour of placing the transport service respectively under the Admiralty or War Department; witness, on the whole, inclines to the opinion that it should be under the Admiralty, 427-429. 497, 498—Opinion that the transport at any station abroad, in the event of war, should be under the naval Commander in Chief, he being in constant communication with the military Commander in Chief, 430, 431—Suggestion that in time of peace the transport service be under a naval or civil officer, rather than under a Board, 432-436—In time of war there should be a Board, comprising a naval officer, a military officer, and a civilian; the military officer to be in constant communication with the War Office, 432-435. 475.

Weight attached to a statement by Admiral Milne as to the cost of Queen's ships being much greater than the cost of freight, 439, 440. 487-491—Opinion that the possession of transports by Government should be a question of degree, and that six or eight such vessels as those now in their possession should be sufficient, 441-449. 484—Economy and other advantages in the employment of freight ships on distant voyages, such as to India, 441-443. 453. 484, 485—Excellent services of the "Himalaya," 441. 448. 481-484—Loss of Government transports adverted to with reference to Government not insuring, 441. 450-452.

Advantages of Government steam transports for short voyages, or home reliefs; greater cost however than of freight ships, 441. 484-491—Probability of sailing vessels being preferable to steamers for the Indian service; suggestion hereon relative to the fitting up of some of the old wooden frigates as transports, 443, 444. 453—Expediency of very frequent reliefs for the army in India, 444—Great hazard in employing large iron transports in distant voyages. 452.

Comment upon the non-adoption of the scheme prepared by the Transport Board in 1855, on account of its non-approval at the Horse Guards, 473, 474—Co-ordinate power of each Secretary of State in regard to the movement of troops, 492-494—Power of movement possessed by the Admiralty under patent, whereas the Horse Guards have no patent, and can not move any troops, except through the Secretary of State for War, 493-496.

## H.

"*Himalaya*," *The*. Evidence relative to the comparative expense of the "Himalaya," &c., and of hired transports; data upon which witness concludes that there is considerable saving by the use of the "Himalaya," *Eden*. 119-137. 161 *et seq.*, and *App. p.* 73—Omission from witness's estimate of the cost incurred when the "Himalaya" is laid up or undergoing repairs; also of the amount of interest upon the purchase money, *ib.* 130, 131. 161-180. 192-198—Sundry particulars relative to this vessel, her cost, amount of repairs, &c., *ib.* 172-197. 223-228—Constant employment of the "Himalaya" since her purchase by Government; extensive services performed by her, *ib.* 188-190—Excellent services of the "Himalaya," *Sir J. R. G. Graham*, 441. 448. 481-484.

Statement furnished by Mr. Willis, of the cost of the services performed by the "Himalaya" in the year 1859, as compared with the expense by freight ships, *App. p.* 77.

*Hired Transports*. Advantage of still employing hired transports for conveyance to the more distant stations, such as China, India, Australia, &c., *Eden*. 150. 154, 155. 217, 218—All the hired transports should be under one department, the troop ships continuing under the control of the Admiralty, *ib.* 236, 237—Economy and other advantages

*Hired Transports*—continued.

tages in the employment of freight ships on distant voyages, such as to India, *Sir J. R. G. Graham* 441-443, 453, 484, 485—Expediency of relying upon hired vessels not only for distant services, but for services along the coast, to the Mediterranean, &c., *Sir S. M. Peto* 697-714.

The Committee conclude that Government should in future rely still more on the mercantile marine for the transport of troops, *Rep. p. v.*

See also *Cost. Government Troop Ships. Private Firms.*

*Home Service.* The "Himalaya" and "Megcera" are at present performing the home service, *Richards* 508.

Statement showing the number of officers, men, &c., conveyed in hired vessels coastwise during the year 1860, together with the expense thereof, *App.* 88-90.

*Horse Guards.* Comment upon the non-adoption of the scheme proposed by the Transport Board in 1855, on account of its non-approval at the Horse Guards, *Sir J. R. G. Graham* 473, 474—Power of movement possessed by the Admiralty under patent, whereas the Horse Guards have no patent, and cannot move any troops except through the Secretary of State for War, *ib.* 493-496.

See also *Requisitions for Freight.*

## I

*India.* In placing the sea transport under one distinct head connected with the Admiralty, India should be included therein, *Smith* 90—Adequacy of a Board for undertaking the Indian and other transport services, *Craigie* 115-118.

Witness delivers in a revised statement (*App. p. 75, 76*) of the comparative cost of sending troops to India in Government steamers like the "Great Britain," and in hired transports, showing a large saving by the former course; detailed explanations in support of such statement, *Willis* 243 *et seq.*—Reduction of the estimated saving if the Government vessels had not full complements of troops on the return voyage from India; contemplated arrangements hereon, *ib.* 273, 274, 306-308—Examination as to the amount assumed by witness as the cost of transport to and from India by hired vessels; important alteration in his calculations, if the figures given upon this point by Mr. Mason of the India House are correct, *ib.* 284-305.

Explanation as regards a certain return furnished by Mr. Mason, from the India Office, that a summary of rates, and not an average of rates is shown thereby, *Willis* 396-402—Reference to the averages in the statement of Mr. Hammack, upon which witness's calculation is based, as perfectly reliable, *ib.* 398, 402.

Witness is favourable, under certain conditions, to the Indian transport being transferred to the proposed Transport Department, *Sir J. R. G. Graham*, 414, 426—Expediency of very frequent reliefs for the army in India, *ib.* 444—The Indian transport service should decidedly be placed under the proposed Board, *Lord Dalhousie* 542-545.

Explanation relative to the return furnished by witness last Session, of the cost of transport per man to India; undoubted accuracy of the averages of cost for 10 years, as shown by this Return, *Mason* 547-549—Considerations as to the accuracy or otherwise of a certain statement by Mr. Hammack, upon which the calculations of Mr. Willis are founded, showing that the average cost of transport to India has been about 14 *l.* 10 *s.*; sundry items, besides the cost of freight, included in this statement, which are excluded from witness's return, *ib.* 550 *et seq.*—Witness's return, in fact, comprises only the cost of freight, and the passage money of the officers, *ib.* 562.

Result of witness's calculation, that instead of an annual gain of 218,272 *l.* by the employment of Government vessels in the transport of troops to and from India, as calculated by Mr. Willis, there would be an annual loss of 343,186 *l.* by such proceeding, *Wood* 607, 608; and *App. p. 85-87*—Average of 30 *l.* per man for the double Indian voyage in hired vessels, taken as one basis of witness's calculations, *Wood* 608—Circumstance of its having cost more to bring home men in health than invalids, *ib.*—Opinion that in ordinary years the average cost of freight to India would not be more than 10 *l.* per man, *ib.*—Conclusion of Mr. Wood as to hired ships being preferable to Government transports for ordinary reliefs, *App. p. 87.*

Comparative statement, delivered in by Mr. Willis, of the estimated annual expense of conveying 12,000 officers and men, with their families to India, and bringing similar numbers home; saving by the employment of Government vessels, *App. p. 75, 76.*

Paper in further elucidation of Mr. Richardson's plan, as laid before the Committee in 1860, for the employment of sailing men-of-war as East India troop ships, *App. p. 81-84*—Arguments adduced by Mr. Richardson, in favour of sailing vessels and against steamers for the Indian service, *ib.* 81, 82—Sundry important advantages, in addition to that of economy, anticipated from this plan, *ib.* 83, 84.

## Report, 1861—continued.

*India*—continued.

Reference by the Committee to the Indian branch of the transport service as having been well and economically conducted, *Rep. p. v*—Recommended removal from the India Office of the transport of all troops and stores to and from India, *ib. vi*—As the local army of India is now amalgamated with the Queen's, no distinction should be made between the modes of transporting and provisioning these troops at sea, *ib. vii*—Suggestion that, in the event of a certain change in the system of Indian reliefs, vessels might be engaged for the double voyage at so much per man, *ib. viii*.

See also *Cost. Frigates (in Ordinary)*.

"*Indiana*," *The.* See *Cost.*

*Inland Water Transport.* Approval of inland water transport remaining under the Commissariat; experience of the late China war adverted to hereon, *Smith 57. 72-77*.

*Insurance.* Allowance to be made in calculations of cost, for the insurance of Government transports; loss of five such vessels adverted to hereon, *Willis, 322-334. 393, 394*—Loss of Government transports adverted to with reference to Government not insuring, *Sir J. R. G. Graham 441. 450-452*.—See also *Cost.*

*Iron.* Great hazard in employing large iron transports on distant voyages, *Sir J. R. G. Graham 452*.

## L.

*Land Transport.* Circumstance of a land transport service not having been properly organized when the Russian war commenced; the details of this department are still under consideration, *Smith 78, 79. 83-85*—Advantage if the Commissariat had the entire disposal and management of the land transport necessary for its own service *ib. 79-85*.

*Loss of Vessels.* See *Cost.*

## M.

*Mail Contracts.* Information relative to a certain clause suggested by witness to be added in the mail contracts, *Craigie 114*.

*Mason John Charles.* (Analysis of his Evidence:)—Explanation relative to the return furnished by witness last Session of the cost of transport per man to India; undoubted accuracy of the averages of cost for ten years, as shown by this return, *547-549*—Considerations as to the accuracy or otherwise of a certain statement by Mr. Hammack, upon which the calculations of Mr. Willis are founded, showing that the average cost of transport to India has been about 14*l.* 10*s.*; sundry items, besides the cost of freight, included in this statement, which are excluded from witness's return, *550 et seq.*—Witness's return comprises only the cost of freight, and the passage money of the officers, *562*.

*Mediterranean Service.* Examination relative to a calculation that by the employment of Government transports in the Mediterranean service there would be an annual saving of 14,526*l.* *Willis 311-335*.

Statement showing the number of officers, men, &c., conveyed in hired steam vessels to the Mediterranean in 1860, together with the expense thereof, *App. p. 90, 91*.

*Men of War.* See *Frigates (in Ordinary)*.

*Mercantile Marine.* See *Cost. Hired Transports*.

*Mileage Payment.* Doubt as to the advantage of offering private shipowners a certain sum per mile for the transport and victualling of troops, *Eden 238-240*.

*Military Inspection.* Inexpediency of the arrangements, as finally made by the transport department in concert with the War Department, being liable to disturbance on the part of any local military authority prior to the sailing of the vessels, *Sir J. R. G. Graham 416, 417. 437, 438. 457-460. 475*—With a military officer on the Board, cases could hardly arise in which the military authorities would find it necessary to reduce the number of men previously arranged to be conveyed, *Lord Dalhousie 533-535*.

Amendment suggested in the system of military inspection before the departure of the transport, *Rep. p. vii*.

*Milne, Admiral!* Explanation, with reference to a statement by Mr. Giffard before the Committee in 1860, that Admiral Milne exercised a constant supervision over the Transport Board in 1855, *Craigie 110-113*.

## Report, 1861—continued.

## N.

*Naval Control.* Opinion that the transports at any station abroad, in the event of war should be under the naval commander-in-chief, he being in constant communication with the military commander-in-chief, *Sir J. R. G. Graham* 430, 431.

*Naval Reserve.* Valuable addition to the naval reserve in the event of the adoption of Mr. Richardson's plan for the employment of some of the old sailing frigates in the Indian transport service, *App. p. 82, 83.*

*Navy Estimates.* Very unsatisfactory character of No. 17 in the Estimates relative to the expenditure on military transport; illustration of the want of control over the items in this estimate, *Sir J. R. G. Graham* 417-422. 442. 477-480.

## O.

*Ordnance Stores.* All military transport should be under the proposed Transport Board, except the transport of ordnance stores coastwise, *Lord Dalhousie* 522-525.

## P.

*Parliamentary Control.* A distinct estimate of the entire annual cost, divided into separate heads, should be annually laid before Parliament as a transport estimate, *Rep. p. vi.*

*Peto, Sir Samuel Morton, Bart.* (Analysis of his Evidence.)—Considers it very expedient, on the score of economy and efficiency, that there should be but one transport department under Government, 609-615—The responsibility of the department should be direct, and as clear and tangible as possible, 613, 662, 663—One department should be perfectly adequate to manage the transport of all troops, stores, &c., as well to India as elsewhere, 615.

Particulars as to the enormous transport requirements of witness's firm, and as to the facility with which such requirements have been met, 615 *et seq.*—Practice of the firm to engage freight through agents at the ports, acting under orders from a clerk in London; entire absence of difficulty, even during the Crimean war, in providing the necessary tonnage, 620-626. 639-643—Respects in which the transport requirements of the firm are different from the Government requirements, on the score of the character of the materials sent out, the quality of the ships, the fittings, &c., 627-638. 706, 707—Facility with which the firm could have largely increased their transport of stores and men to Canada, &c., 639-641. 667, 668. 686.

Importance of direct and individual responsibility further adverted to, 642, 643. 694 Particulars relative to the transmission by witness's firm of labourers and materials to the Crimea for the formation of the railway, &c. there; satisfactory manner in which carried out, 644-661—Decided advantage in having a civilian at the head of the transport department, 665, 666—Immense difficulties which the firm had to overcome in carrying out their works in Canada, 668-673.

Decided economy in the employment by witness of hired transports rather than in the possession of transports of their own, 674, 675—Strong objection to Government owning a large fleet of transports instead of hiring from the mercantile marine; decided economy of the latter course, 676-695. 703, 704—Advantage, under certain circumstances, of Government buying steam transports and selling them again, 682-688—In order to meet emergencies Government might possess a very limited number of transports, but the fewer the better, 689, 690. 695-704. 712, 713—Expediency of relying upon hired vessels, not only for distant services, but for services along the coast, to the Mediterranean, &c., 667-714.

*Private Firms.* Particulars as to the enormous transport requirements of witness's firm, and as to the facility with which such requirements have been met, *Sir S. M. Peto* 615 *et seq.*—Practice of the firm to engage freight through agents at the ports acting under orders from a clerk in London; entire absence of difficulty, even during the Crimean war, in providing the necessary tonnage, *ib.* 620-626. 639-643—Respects in which the transport requirements of the firm are different from the Government requirements, on the score of the character of the materials sent out, the quality of the ships, the fittings, &c., *ib.* 627-638. 706, 707—Facility with which the firm could have largely increased their transport of stores and men to Canada, &c., *ib.* 639-641. 667, 668. 686.

Particulars relative to the transmission by witness's firm of labourers and materials to the Crimea for the formation of the railway, &c. there; satisfactory manner in which carried out, *Sir S. M. Peto* 644-661—Immense difficulties which the firm had to overcome in carrying out their works in Canada, *ib.* 668-673—Decided economy in the employment by witness of hired transports rather than in the possession of transports of their own, *ib.* 674, 675.

## Report, 1861—continued.

## R.

*Reliefs (India).* Reference to the proposition to substitute for annual draughts to India, &c., reliefs by entire battalions every fifth year, *Rep. p. viii*—In the event of this proposition being adopted, vessels might be hired for the double voyage, *ib.*

*Requisitions for Freight.* Change introduced since witness was at the Admiralty, whereby requisitions for transport come direct from the Horse Guards, or Quartermaster General, instead of from the Secretary of State for War; grounds for strongly condemning this arrangement, *Sir J. R. G. Graham* 410-412. 419. 455-457. 467-473. 476, 477. 499.

*Responsibility.* The responsibility of the transport department should be direct and as clear and tangible as possible, *Sir S. M. Peto* 613. 662, 663—Importance of direct and individual responsibility further adverted to, *ib.* 642, 643. 694—Much better result where one person is responsible, than where the work is done by a Board or Committee, *ib.* 694.

Importance of the direct responsibility to be secured under the system of a separate Transport Office or Board, constituted as proposed by the Committee, *Rep. p. vi, vii.*

See also *Admiralty. Transport Board or Department.*

*Richards, Charles.* (Analysis of his Evidence.)—Represents that certain returns asked for by the Committee would involve considerable trouble in their preparation at the Admiralty; undertakes, however, to furnish some of the information required, 500-503—Hire of the "Avon" adverted to in lieu of the "Perseverance," 504. 509—Doubt as to the steps which may have been taken through the loss of the "Assistance" on the China station, 505-507—The "Himalaya" and "Megæia" are at present at home, 508.

*Richards, Mr.* Memorandum by Mr. Richards upon the merits of the scheme proposed by Mr. Richardson, *App. p. 84.*

*Richardson, Rowley.* (Analysis of his Evidence.)—Delivers in a paper (*App. p. 81-84*), prepared since last Session, in further explanation and support of his plan for the employment of sailing men of war as East India troop-ships, 510—The vessels in question are now lying idle at an expense to the public, and a considerable saving would be effected by their employment, as proposed, 510-512.

*Russian War.* Defect at the commencement of the Crimean war in the transports, when taken up by the Admiralty, having been handed over to the Commissariat for management, *Smith* 10, 11. 32. 35, 36—Great improvement in the transport to the Crimea having, after a time, been transferred from the Commissariat to the admiral superintendent at Constantinople, *ib.* 11. 33-35. 38. 54—Delivery of stores at Constantinople into the hands of the commissariat officer, *ib.* 14-16—Practice in obtaining transport from Constantinople to the Crimea, witness having been the commissariat officer in charge at the former place; difficulty for some time after the hurricane of 14th November, *ib.* 17-31. 59—Good conduct of the transport service since the Russian war, *ib.* 42-44—Gradual improvement during the war in the conduct of the transports service, *ib.* 96-105.

Calculation as to the large amount which might have been saved if eight Government steamers or troop ships had been available during the Crimean war; high rates paid for the hired transports adverted to hereon, *Willis* 370-374. 378-380. 387-392—Further reference to the saving that might have been effected by a fleet of Government transports during the Crimean war, *ib.* 402.

The service was, with a few exceptions, most efficiently conducted during the war; instance of one of these exceptions, *Lord Dalhousie* 516, 517.

Reference by the Committee to the unsatisfactory state of the department after the Russian war commenced, and the great improvement consequent upon the creation of a Transport Board, *Rep. p. iii, iv*—Unduly high rates paid for freight until the Transport Board was established, *ib.* iii.

## S.

*Sailing Men of War or Frigates.* See *Frigates (in Ordinary).*

*Secretaries of State.* Co-ordinate power of each Secretary of State in regard to the movement of troops, *Sir J. R. G. Graham* 492-494.



## Report, 1861—continued.

*Smith, John William, C.B. (Commissary General in Chief.) (Analysis of his Evidence.)*—Practice of witness's department in making requisitions upon the Admiralty for tonnage when Commissariat supplies are required abroad, 1-6—Responsibility of the Admiralty for the safe conveyance of the supplies, 7—Receipt of the stores, on arrival abroad, by the Commissariat officer at the port, 8, 9.

Defect at the commencement of the Crimean war in the transports, when taken up by the Admiralty, having been handed over to the Commissariat for management, 10, 11, 32, 35, 36—Great improvement in the transports to the Crimea, having, after a time, been transferred from the Commissariat to the Admiral Superintendent at Constantinople, Sir F. Grey, 11, 33-35, 38, 54—Transmission of invoices from the War Office to the Commissariat officer abroad, 12, 13—Delivery of stores at Constantinople into the hands of the Commissariat officer, 14-16.

Practice in obtaining transport from Constantinople to the Crimea, witness having been the Commissariat officer in charge at the former place; difficulty for some time after the hurricane of 14th November, 17-31, 59—Reference to some suggestions by Sir F. Grey and witness upon the subject of clearing vessels, 34—Evidence in favour of the sea transport being entirely under the Admiralty, with an individual and direct head, 37-40, 54-58, 90-95—Good conduct of the transport service since the Russian war, 42-44.

Particulars relative to the transport and commissariat services in the late China war; very satisfactory way in which carried out, 44, 74-77—Advantage of steamers over sailing vessels for the transport of cattle, &c., 46—Immense depôts formed at Constantinople when witness was in charge there, 47-49—Exceptional instances of the bills of lading not having reached witness at Constantinople, 50, 51—Approval of inland water transport remaining under the Commissariat; experience of the late China war adverted to hereon, 57, 72-77.

Opinion that the French commissariat service during the Crimean war was not more efficiently managed than the English service, 60-63—Advantage of an individual, who should be a permanent officer, rather than of a Board, at the head of the transport service, 66-71—Circumstance of a land transport service not having been properly organized when the Russian war commenced; the details of this department are still under consideration, 78, 79, 83-85—Advantage if the Commissariat had the entire disposal and management of the land transport necessary for its own service, 79-85.

In placing the sea transport under one distinct head connected with the Admiralty, India should be included therein, 90—During peace the transport service might still be managed by the victualling department, 92-95—Gradual improvement during the Russian war in the conduct of the transport service, 96-105—Arrival of witness at Constantinople about a month before war was declared; great personal responsibility which he incurred in the preparations made by him, successfully, for the troops, 101-109.

*Steamers.* Advantage of steamers over sailing vessels for the transport of cattle, &c., *Smith* 46—See also *Government Troop Ships*.

*Stores.* Economy in still employing freight ships for the transport of stores, *Willis* 368, 369—The shipment of all stores and troops should be managed through the same department, *Sir J. R. G. Graham* 415, 416—The stowage of all stores, except combustible stores, should rest with the proposed Board, *Lord Dalhousie* 526, 527.

See also *Hired Transport.* *Ordnance Stores.*

## T.

*Transport Board or Department.* Advantage of an individual, who should be a permanent officer, rather than of a Board, at the head of the transport service, *Smith* 66-71—During peace the transport service might still be managed by the Victualling Department, *ib.* 92-95—Witness repeats the opinions he expressed before the Committee in 1860, in favour of a separation of the transport and victualling departments, and of an independent Transport Board, under the Admiralty, *Eden* 233-235, 241, 242.

Management of the Government transport service in 1852, by the transport and victualling department, *Sir J. R. G. Graham* 405, 406—Creation by witness of a Transport Board after the Russian war broke out, *ib.* 407, 408—Abolition of the Board since the war; the transport business being now conducted by the Victualling Department, *ib.* 409.

Approval of a severance of the transport branch from the victualling branch in time of peace so as better to be prepared for the eventuality of war, *Sir J. R. G. Graham* 412, 427, 454—Suggestion that in time of peace the transport service be under a naval or civil officer, rather than under a Board, *ib.* 432-436—In time of war there should be a Board, comprising a naval officer, a military officer, and a civilian; the military officer to be

## Report, 1861—continued.

*Transport Board or Department—continued.*

be in constant communication with the War Office, *Sir J. R. G. Graham* 432-435. 475  
 —Reference to the concurrence of opinion on the part of the Duke of Newcastle and the Duke of Somerset in disapproval of a Board, *ib.* 432—Approval nevertheless of a Board of three members in time of war, on account of the different interests to be represented, *ib.*—Witness rather inclines to the opinion that in time of peace a civilian should be at the head of the department, *ib.* 435.

Witness entirely approved of the Transport Board established by Sir James Graham in 1855, *Lord Dalhousie* 514, 515. 532—Mistake in the transport department being joined to the victualling department, even in time of peace, *ib.* 518-521—Opinion that the transport service should, in peace as well as in war, be conducted by a Board with a naval officer at its head, and comprising also a military officer and a civilian, *ib.* 519, 520. 530. 532—Advantage of a Board on account of the different interests involved, 528, 529.

Expediency of but one transport department under Government, *Sir S. M. Peto* 609-615—Decided advantage in having a civilian at the head of the transport department, *ib.* 665, 666.

Recommended formation of a distinct and separate Transport Office on the principle of the late Transport Board, and with enlarged functions, *Rep. p.* vi—Suggestions relative to the organization of the proposed Transport Office or Board, *ib.* vi, vii—Nature of the enlarged functions proposed to be fulfilled by the proposed department, *ib.*—Greater efficiency and economy by the proposed arrangements, *ib.* vi.

See also *Consolidation of Departments.* *Craigie, Admiral.* *India.* *Milne, Admiral.* *Responsibility.* *Russian War.*

*Troop Ships.* See *Government Troop Ships.*

## U.

“*Urgent*,” *The.* Saving if the “*Urgent*” had been available for a certain service, instead of the hired transport “*Avon*,” *Willis* 343-347.

## V.

*Victualling Department.* See *Admiralty.* *Transport Board or Department.*

## W.

*War.* Reference to the present system of the Admiralty for conducting the transport service as in applicable to a time of war, *Rep. p.* iv—Urgent necessity for a separate department in time of war, *ib.* v, vi.

*War Department.* See *Admiralty.* *Horse Guards.* *Requisitions for Freight.* *Transport Board or Department.*

*Willis, William.* (Analysis of his Evidence.)—Delivers in a revised statement (*App. p.* 75) of the comparative cost of sending troops to India in Government steamers, like the “*Great Britain*,” and in hired transports, 243, 244—Has not taken into consideration the question of insurance or of interest upon capital in the case of the Government vessels; deduction to be made hereon from the amount of saving (165,000*l.* a year) estimated in the paper now produced, 245-272—Provision made for casualties in witness’s estimate, 250. 275—Also for the time when the vessels would be laid up or undergoing repairs, 251, 252. 276, 277.

Further reduction of the estimated saving if the Government vessels had not full complements of troops on the return voyage from India; contemplated arrangements hereon, 273, 274. 306-308—Small allowance made in witness’s estimate for incidental expenses; ample allowance for wear and tear adverted to hereon, 278-283—Examination as to the amount assumed by witness as the cost of transport to and from India by hired vessels; important alteration in his calculations if the figures given upon this point by Mr. Mason, of the India House, are correct, 284-305.

Reference to a calculation showing a saving of about 5,000*l.* a year by the employment of Government ships instead of freight ships on the same service, 309, 310—Examination relative to a calculation that by the employment of Government transports in the Mediterranean service there would be an annual saving of 14,256*l.*; 311-335—Allowance to be made for the insurance of Government transports; loss of five such vessels adverted to hereon, 322-334. 393, 394.

*Willis, William.* (Analysis of his Evidence)—*continued.*

Several important advantages, irrespective of the question of expense, to be gained by the extended employment of Government ships, 335-343. 382, 383—Saving if the "Urgent" had been available for a certain service, instead of the hired transport "Avon," 343-347—Considerable saving if Government transports had been more largely employed in the China war, 347-349. 375, 376—Amount set down by witness for depreciation of Government ships, or for replacement of capital, 350-360. 373, 374.

Sufficiency of eight Government troop ships for the ordinary requirements of the relief services; there should, however, be two or three others available for emergencies, 361-370, 377. 381-383—Economy in still employing freight ships for the transport of stores, 368, 369—Saving in times of emergency by the employment of Government troop ships, 370. 383—Calculation as to the large amount which might have been saved if eight Government steamers or troop ships had been available during the Crimean war; high rates paid for the hired transports adverted to hereon, 370-374. 378-380. 387-392.

[Second Examination.]—Hands in further returns in explanation of his scheme of Government transports, 395, 396—Explanation as regards a certain return furnished by Mr. Mason from the India Office, that a summary of rates and not a real average of rates is shown thereby, 396-402—Accuracy of the averages of cost as stated by Mr. Hammack, 398. 402—Further reference to the saving which might have been effected by a fleet of Government transports during the Crimean war, 402—Saving by Government vessels in periods of peace as well as in times of emergency, 403, 404.

*Wood, Charles Alexander.* (Analysis of his Evidence.)—Considers that certain returns laid before the Committee by Captain Eden and Mr. Willis would, if closely examined, be found to support the conclusions arrived at by Sir A. Milne as to the much greater cost of Government troop ships than hired vessels, 600, 601—Memorandum handed in (*App. p.* 85-87), containing witness's observations upon these returns, 602, 603—Circumstance of insurance, depreciation, and interest of capital not being included in Sir A. Milne's statement of the cost of transport in the Queen's ships, 604-606.

Result of witness's calculation that instead of an annual gain of 218,272 *l.* by the employment of Government vessels in the transport of troops to and from India, as calculated by Mr. Willis, there would be an annual loss of 343,186 *l.* by such proceeding, 607, 608—Omission from Mr. Willis's calculations of any allowance for interest upon original outlay, for insurance, or for redemption of capital; importance of these items, 608—Average of 30 *l.* per man for the double Indian voyage in hired vessels taken as one basis of witness's calculation, *ib.*—Circumstances of its having cost more to bring home men in health than invalids, *ib.*—Opinion that in ordinary years the average cost of freight to India would not be more than 10 *l.* per man, *ib.*