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- (1) Documents relating to Army Transport included in the Report of the Commission on Indian Army Reorganisation 1885
V 2, L: 8 (MV4). M8 (264 of 1885), 1-145.
- (2) Correspondence between the Government of India & the Secretary of State in 1888-90 respecting Proposed Changes in the Army System
V 2, L: 8 (MV4) 146-268 H. (49 of 1890) M8
- (3) Papers regarding British Relations with the ^{India} N.W. Frontier Tribes & the Military Operations against them during 1897-98
(C-8714 of 1898) 269-366 H.
V 2, L: 2 (Y72-74425) M3
- (4) Despatches regarding Military Operations in the Persian Gulf & Mesopotamia
Cd 8074 - 1915. 367-394 H.
V 2, L: 8 (MV4). N1
- (5) Report of the Army in India (Escher) Committee 1919-20. 395-468 H.
V 2, L: 8 (MV4) - N195

of, or EXTRACTS from, DOCUMENTS relating to ARMY TRANSPORT included in the REPORT of the COMMISSION on INDIAN ARMY REORGANISATION, together with any other Papers relating thereto.

No. 1.

of the Special Commission appointed by his Excellency the Governor General in Council to inquire into the Organisation and Expenditure of the Army in India (1879). Chapter X., Section 2.—Transport.

We feel that there can be no doubt in the mind of anyone who has read the history of Indian wars that an efficient transport service is the first requirement of an army on a campaign. Food for men and horses, reserves of ammunition, efficient hospital appliances, are always present with the men can neither march nor fight. A part, at any rate, of the Indian Army must always be equipped as if it were in the presence of an enemy in the field. In India, and in Asia generally, even more than in Europe, the rule holds good that a small fully-equipped force, which can act at a moment's notice and strike sharp, prompt blows, is more efficient, and far more economical, than a large army that can only take the field after months of preparation. As the officers, whose report will be found in Appendix LVI., says, "Even if it is necessary to retrench in other points to meet the necessary expenditure, it would be a thousand times better to do so, and give the army an efficient transport service; for such a service would give power of movement to the army and is worth more to it than a couple of extra divisions."

In former years no standing carriage, except elephants, no transport establishments, and no ambulance arrangements, were maintained in India during times of peace. In the mutiny campaign and in previous Indian wars, the local carriage of the country, consisting of elephants, camels, bullock-carts, and pack bullocks, answered tolerably well the requirements of armies operating in the plains of India. Ordinarily, armies had to march hundreds of miles before they reached the scene of action, and during the march the vehicles, the animals, and their drivers, were more or less disciplined and organised. But when a sharp and sudden blow was to be struck, the army was at times paralysed for want of available transport, as, for instance, when the field column was kept waiting at Umballa and could not march upon Delhi, in May 1857. The lessons of the mutiny led the Government that, for the maintenance of internal order, and for the prevention of disturbance, it was necessary that small bodies of troops should be able to take the field at a few hours' notice in different parts of the country. Accordingly, the Government has, since 1861, established and maintained at 43 different stations a small supply of carriage sufficient to place at any time an effective "moveable column" of all arms. The constitution of the "moveable column" carriage varied according to the nature of the country. In Lower Bengal, Assam, and Burma, where the country is destitute of metalled roads, and is intersected by rivers and rice-swamps, the moveable column carriage consists mainly of elephants and boats. In the Punjab, the Western and Northern India, the standing transport consists mainly of bullocks and elephants. In Madras, where camels do not thrive, the carriage consists of elephants, pack-oxen, mules, and a few camels. To each moveable column are attached a small number of dooly bearers for carrying the sick and

General Balfour says, it is "better to have 10,000 men with perfect transport, which ensures their safety, than that number with imperfect transport, and all the evils which follow in its train; neglected sick, and an ill-supplied soldiery."

L. Low, of the 13th Bengal Lancers.

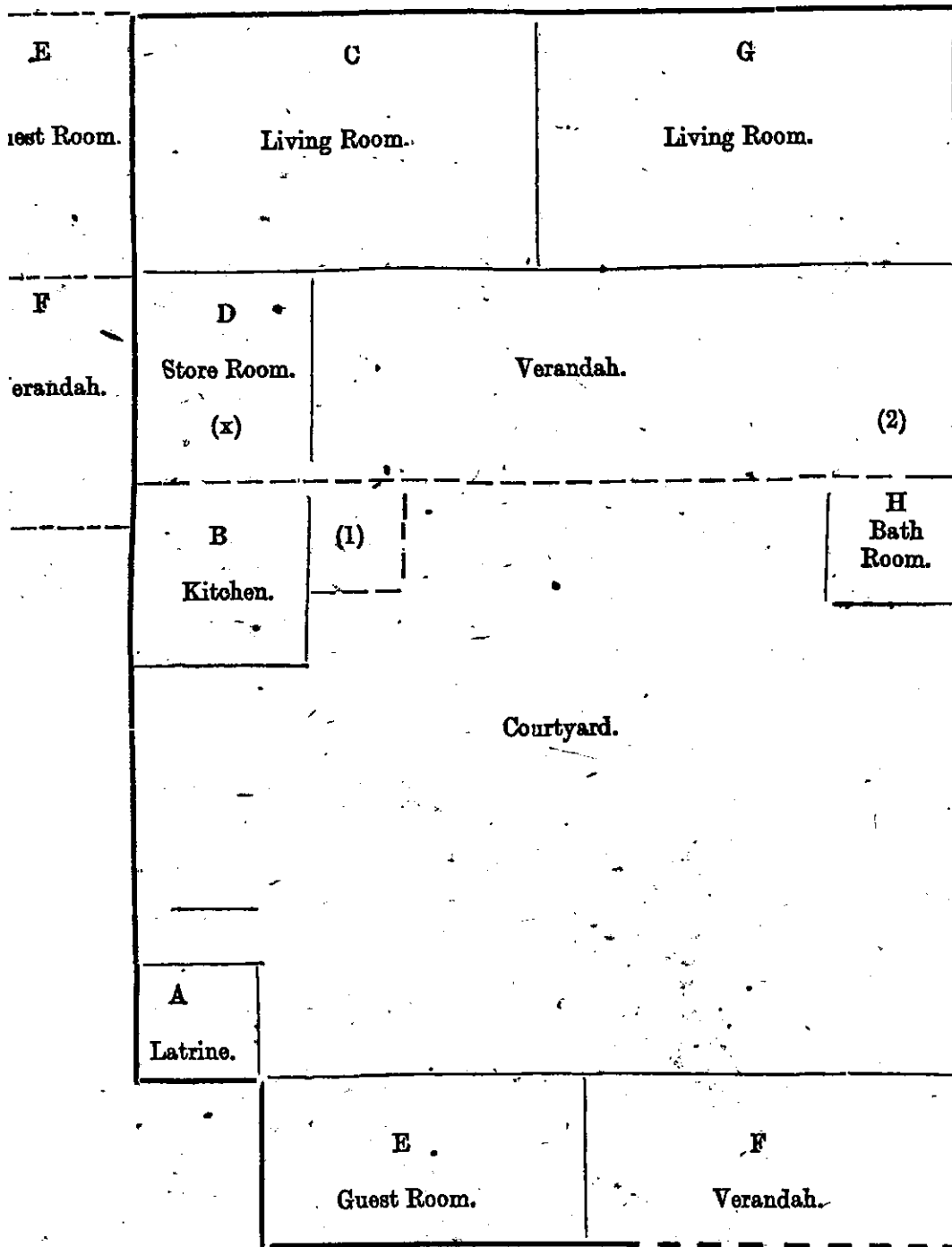
T A B L E O F C O N T E N T S.

No.		Pa
1	Report of Army Organisation Commission, 1873, Chapter X, Section 2, Transport - - - - - Orders of 1861, referred to in above, page 132, Moveable Columns :-	
1A	General Orders of the Government of India, No. 247, dated 19th March 1861 - - - - -	1
1B	Report of Military Finance Commission, referred to in above, No. 2153, dated 10th August 1860	2
1C	Extract Report of Military Finance Commission, No. 2469, dated 14th September 1860. - - - - -	2

2	Telegram from Viceroy to the Secretary of State for India, dated 29th April 1881 - - - - -	3
3	Telegram from Secretary of State to the Viceroy, dated 3rd May 1881 - - - - -	3
4	Military Letter from the Government of India to the Secretary of State No. 208, dated 3rd June 1881 - - - - -	3
	Enclosure in above (Report by Sir M. Kennedy)	4
5	Extract Military Despatch from Secretary of State to the Government of India, No. 328, dated 6th October 1881 - - - - -	10
6	Military Letter from Government of India to the Secretary of State, No. 400, dated 29th October 1881 - - - - -	10
7	Military Letter from Government of India to the Secretary of State No. 150, dated 30th June 1882	10
	Enclosures in above - - - - -	11
8	Military Despatch from Secretary of State to the Government of India, No. 335, dated 19th October 1882 - - - - -	27
9	Extract Military Despatch from Secretary of State to the Government of India, No. 203, dated 14th June 1883 - - - - -	27
10	Military Letter from Government of India to Secretary of State. No. 180 dated 24th September 1883 - - - - -	27
11	Extract Military Letter from Government of India to the Secretary of State, No. 145, dated 15th August 1884 - - - - -	28
12	Extract Military Despatch from Secretary of State to the Government of India, No. 75, dated 26th March 1885. - - - - -	28

APPENDIX.

INDIAN OFFICER'S QUARTER.



Notes.—The following suggestions as to modifications and alterations in the standard plan of an Indian officer's house in mental lines are the result of personal inspection in several cantonments:—

- (a) The latrine (A) has no roof; protection during the heat of the day or from rain is necessary. It should be roofed.
- (b) The kitchen (B) faces the verandah and the sitting room, so that smoke enters both. The door (x) should be removed to (1), when (D) might be made into a store room.
- (c) The small room marked (E) and the verandah marked (F) are now only passages. Also the rooms (C) and (G) can only be used as a zenan khana. It is suggested that the room (E) and verandah (F) should be added to one of the two main rooms (C) and (G). The two former and, if necessary, one of the main rooms, can then be used as reception rooms for male friends. The aspect of the house would decide on which side the room (E) and verandah (F) should be added to the main rooms. One suggestion is made in the plan—*vide* chain-dotted lines.
- (d) Part of the roof should be flat for use as a sleeping place in hot weather, and steps should be provided up to this part.
- (e) Purdah walls should be made higher in cavalry lines.
- (f) The bathroom (H) is too small. The wall marked (2) is too low, and does not provide sufficient privacy for bathing purposes.
- (g) There should be a door connecting (C) and (G), the two main rooms of the house.