

(B).

COLONEL DUNSTERVILLE'S RETURNS.

RETURNS relating to MULES, PROVISIONS, and FORAGE

1.—STATEMENT showing the Weight, as per authorised Scale, of PROVISIONS and FORAGE required for the undermentioned Troops, Followers, and Cattle for 6 Months; also, the Number of MULES required to convey the same from Zoulla to Senafe Daily within the Periods of 6, 5, 4, 3, 2, or 1 Month, with a Per-centage for sick and spare Cattle.

NUMBER.	Weight, at the authorised Scale, per Day.	Weight of Daily Rations.	Weight of 6 Months' Rations.	Actual Number of Mule Loads at 150 lbs. per Load.	Actual Number of Mules required to be Loaded Daily for each Description of Rations for Troops, &c., to be conveyed to Senafe in 180 Days or 6 Months, not including Spare Mules.	Grand Total required Daily to be conveyed in 180 Days, or 6 Months, including 10 per Cent. Spare Mules.	Ditto, ditto, 5 Months, or 150 Days.	Ditto, ditto, 4 Months, or 120 Days.	Ditto, ditto, 3 Months, or 90 Days.	Ditto, ditto, 2 Months, or 60 Days.	Ditto, ditto, 1 Month, or 30 Days.
3,709 Europeans	<div><div>Rice - - 0 4</div><div>Biscuits - - 1 0</div><div>Sugar - - 0 2½</div><div>Tea - - 0 0½</div><div>Onions - - 0 4</div><div>Potatoes - - 0 12</div><div>Salt - - 0 0½</div><div>Arrack - - 0 4½</div><div>2 lbs. 12 oz.</div></div>	10,199	1,895,820	12,239	67 478						
8,688 Native Troops	<div><div>Rice - - 1 0</div><div>Flour - - 1 0</div><div>Dholl - - 0 4</div><div>Ghee - - 0 2</div><div>Salt - - 0 0½</div><div>Curry stuff - - 0 0½</div><div>Tobacco - - 0 1½</div><div>Sugar - - 0 3</div><div>2 lb. 12 oz.</div></div>	23,892	4,300,560	28,670	159 36						
5,470 Pub. Followers	<div><div>Rice - - 0 12</div><div>Flour - - 0 12</div><div>Dholl - - 0 4</div><div>Ghee - - 0 1</div><div>Salt - - 0 0½</div><div>1 lb. 14 oz.</div></div>	14,163	2,549,340	16,996	94 76						
7,554 - -						897	1,077	1,346	1,795	2,692	5,385
2,084 Pt. Followers	<div><div>Gram - - 8 0</div><div>Hay - - 15 0</div><div>23</div></div>	61,778	11,120,040	74,133	411 138	Establishment of mules required to be kept up to make three trips monthly. 897 × 10 = 8,970 1,077 × 10 = 10,770 1,346 × 10 = 13,460 1,795 × 10 = 17,950 2,692 × 10 = 26,920 5,385 × 10 = 53,850	- ditto.	- ditto.	- ditto.	- ditto.	- ditto.
2,686 Horses											
Mules 47 - -	<div><div>Gram - - 5 0</div><div>Hay - - 12 0</div><div>17</div></div>	799	143,820	958	5 58						
482 Bullocks	<div><div>Gram - - 4 0</div><div>Hay - - 20 0</div><div>24</div></div>	11,568	2,082,240	13,881	77 31						
		122,399	22,031,820								
Actual number of Mule loads - - - - -				146,877	816	Actual number of Mule loads, as per—					
						Statement No. 1, 146,877					
						Ditto - ditto - Statement No. 2, 86,160					
						Ditto - ditto - Statement No. 3, 8,420					
						Ditto - ditto - Statement No. 4, 12,575					
						254,033					
Add, 10 per cent. for sick and spare Mules, as per authorised Indian scale - - - - -				14,687	—	* Add 10 per cent. for sick and spare Mules - - - - - 25,405					
						279,438					
Total Number of Mules required - - - - -				161,564	—						

*.The actual per-centage was much larger than this.

Commissary General's Office, Poona, }
4 August 1869.

J. B. Dunsterville, Colonel,
Commissary General of the Army.

2.—STATEMENT showing the Number of MULES required Daily to convey Forage and Gram from Zoulla to Senafe for the Mules conveying the Six Months' Stock of Provisions, within a period of One Month, with a Per-centage of sick and spare Mules.

Number of Mules required to convey Six Months' Stock to Senafe within One Month.	Weight of Forage and Gram for each Mule in the Passes, for One Month, which had to be sent from Zoulla and distributed at the several Stations.	Total Weight of Forage and Gram for One Month.	Number of Mule Loads at 150 lbs. each.	Number of Trips during the Month to Senafe and other Stations in the Passes.	Average Number of Days for each Trip to Senafe and other Stations in the Passes.	Number of Mules required to be despatched Daily from Zoulla for One Month to Senafe and other Stations in the Passes.
	<i>Lbs.</i>	<i>Lbs.</i>				
53,850	240	1,29,24,000	86,160	4½	6	3,159

Number of mules required	- - - -	86,160
Add, 10 per cent. for sick and spare mules	-	8,616
TOTAL	- - -	94,776

Remarks.—The mules to carry their own forage and gram; also the food for the drivers, in addition to their loads.

Commissary General's Office,
Poona, 4 August 1869.

J. B. Dunsterville, Colonel,
Commissary General of the Army.

3.—STATEMENT showing the Number of MULES required to convey Rations, Forage, Baggage, and Camp Equipage of the undermentioned Troops, Followers, Horses, Mules, and Bullocks from Zoulla to Senafe, being a Four Days' Supply.

NUMBER.	Daily Weight of each Description of Ration.	Number of Days from Zoulla to Senafe.	Grand Total Weight of Rations for Four Days.	Actual Number of Mule Loads at 150 lbs. each.	REMARKS.
	<i>Lbs.</i>				
3,709 Europeans	10,199	4	4,89,596	3,264*	* One-fourth of these mules to be discharged daily, their loads having been consumed by troops, &c. &c.
8,688 Native troops	23,892				
7,554 Public and private followers	14,163				
2,686 Horses	61,778				
47 Mules	799				
482 Bullocks	11,568				
Total Weight in Lbs.	1,22,399				
Baggage and camp equipage for 3,709 officers and soldiers, as per authorised Quartermaster General's scale for Abyssinia					1,988
Baggage and camp equipage for 8,688 officers and native troops, as per authorised Quartermaster General's scale for Abyssinia					3,169
TOTAL					8,421
Add, 10 per cent. for sick and spare mules, as per Indian scale					842
GRAND TOTAL of Mules required to move the above Force to Senafe					9,263

MEMORANDUM OF MARCHES TO SENAFE.

- 1st stage, Zoulla to Koomaylee - - (no rations issued).
 2nd „ Koomaylee to Sooroo - - (rations issued).
 3rd „ Sooroo to Undullwells - - ditto.
 4th „ Undullwells to Raraguddy - - ditto.
 5th „ Raraguddy to Senafe - - ditto.

No intermediate posts or spots existed where troops or men could halt. On starting, all were compelled to go from one stage to the other, as shown above.

Rations for first day issued at Zoulla prior to marching, consequently only four days' rations required to be sent with them.

This statement does not include medical comforts, ordnance, or engineer stores, of which this department possess no means of calculating.

Commissary General's Office,
Poona, 4 August 1869.

J. B. Dunsterville, Colonel,
Commissary General of the Army.

4.—STATEMENT showing the Weight, as per authorised Scale, of PROVISIONS and FORAGE required to be conveyed to *Senafe* for use of the undermentioned Troops, Followers, and Cattle for 60 Days.

	Weight at the authorized Scale per Day.	Daily Weight of each description of Rations.	Grand Total Weight of Rations for 60 Days.	Actual Number of Mule Loads at 150 lbs.	REMARKS.	
<i>Reconnoitering Party.</i>	<i>Lbs. oz.</i>					
409 Natives (average Troops and Followers) - - -	2 5	945	1,886,220	12,575	These mules carry their own gram and forage. Loaded at first on the spare cattle, the provisions being lessened daily by the issues rendered this practicable.	
67 Horses - - - -	23 0	1,541				
149 Mules - - - -	17 0	2,533				
2 Bullocks - - - -	24 0	48				
<i>Advance Brigade.</i>						
94 Europeans - - - -	2 12	258	31,437			
2,989 Natives (average Troops and Followers) - - -	2 5	6,796				
470 Horses - - - -	23 0	10,810				
485 Mules - - - -	17 0	7,786				
80 Bullocks - - - -	24 0	720				
Actual number of Mules required to take up the whole at once -				12,575		
Add,—10 per cent. for sick and spare - - - -				1,257		
Grand Total required - - -				13,832		

Commissary General's Office, Poona, }
4 August 1869.

J. B. Dunsterville, Colonel,
Commissary General of the Army.

RETURNS relating to HAY, STRAW, &c.

No. 1.—RETURN of HAY, STRAW, and KIRBEE, contracted for, for the Abyssinian Expedition, at *Bombay*, with the Quantity actually Shipped.

	Hay.	Straw.	Kirbee.
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Quantity actually contracted for at Bombay - - - -	4,23,99,616	64,99,980	2,08,500
Quantity actually shipped at Bombay for Zoulla - - - -	3,83,44,127	60,36,827	2,08,500

Commissary General's Office, Poona, }
9 July 1869.

J. B. Dunsterville, Colonel,
Commissary General.

No. 2.—STATEMENT exhibiting the Quantity of FORAGE purchased at *Bombay*, and received from other Stations for Shipment to *Zoulla*, also the Rate and Amount of each Batch.

From Whom and Whence Received.	Number or Quantity.	Total Quantity.	Rate.	Per.	Amount.	TOTAL.
HAY.	Lbs.	Lbs.	Rs. a. p.	Lbs.	Rs. a. p.	Rs. a. p.
<i>Purchased at Bombay :</i>						
Nusserwanjee Hormasjee - -	8,00,160		3 - -	100	24,004 12 10	
Nusserwanjee Hormasjee, and	15,00,029		3 8 -	"	52,501 - 2	
M. A. - - - -	20,00,059		2 14 -	"	57,501 11 1	
Cullianjee Sewjee - - -	2,00,025		3 8 -	"	7,000 14 -	
	12,99,975		2 6 -	"	30,874 6 6	
Jamsetjee Hormusjee - -	3,00,112		3 8 -	"	10,503 14 8	
	19,99,888		2 8 -	"	49,997 3 2	
Nusserwanjee Hormusjee - -	49,99,888		24 - -	1,000	1,19,997 5 -	
Nanabhoy Manockjee - -	25,00,304		19 12 -	"	49,381 - -	
Nusserwanjee Hormusjee - -	50,00,077		19 8 -	"	97,501 8 -	
Nagoo Sayajee - - - -	25,00,000		18 4 -	"	45,625 - -	
	15,00,000		19 - -	"	28,500 - -	
Lackmidass Coonjajee - -	39,900		18 4 -	"	728 2 9	
Nusserwanjee Hormasjee - -	50,00,000		20 - -	"	1,00,000 - -	
Nanabhoy Manockjee - -	50,00,000		17 - -	"	85,000 - -	
Ditto - ditto - - - -	27,16,800		18 12 -	"	50,940 - -	
		378,57,217				8,10,056 14 2
<i>Sholapoor :</i>						
Received from the Comptroller's Department, Sholapoor - -	5,75,000	5,75,000	6 11 -	"	3,845 - -	3,845 - -
<i>Kattinwar :</i>						
Received from Joonagur - -	24,28,561				35,504 8 -	
Ditto - - Nowanuggur - -	2,09,175				1,742 7 -	
		26,37,736				37,246 15 -
<i>Poona :</i>						
Received from the Comptroller's Department, Poona - -	12,00,000		19 - -	"	22,800 - -	
Ditto - - - ditto - -	5,50,000		1 - -	40	13,750 - -	
		17,50,000				36,550 - -
<i>Dapoolec :</i>						
Received from Mr. Betham - -	79,663	79,663	2 - -	100	1,593 4 1	1,593 4 1
<i>STRAW.</i>						
Nusserwanjee Hormusjee - -	19,99,947		2 2 -	"	42,498 14 -	
Cullianjee Sewjee - - -	4,00,064		2 4 -	"	9,001 7 -	
Nanabhoy Manockjee - -	24,99,969		19 12 -	1,000	49,374 6 2	
Vundrawundass and J. Nuserwanjee	8,00,000		2 4 -	100	18,000 - -	
Ditto - - - ditto - -	8,00,000		2 - -	"	16,000 - -	
		64,99,980				1,34,874 11 2
<i>KIRBEE.</i>						
Vundrawundass and J. Nuserwanjee	50,000		1 - -	50	1,000 - -	
Ditto - - - ditto - -	58,500		1 - -	70	835 11 5	
Ditto - - - ditto - -	1,00,000		19 8 -	1,000	1,950 - -	
		2,08,500				3,785 11 5
TOTAL - - - £.						10,27,952 12 10

Commissary General's Office,
Poona, 9 July 1869.

J. B. Dunsterville, Colonel,
Commissary General.

No. 3.—RETURN of CHOPPED STRAW, COMPRESSED FORAGE, and COMPRESSED HAY, Contracted for, for the Abyssinian Expedition at Suez, with the Quantity actually Shipped.

	Chopped Straw.	Compressed Forage.	Compressed Hay.
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Quantity actually contracted for at Suez - - - - -	- - - - -	33,60,000	76,16,000
Ditto - - - ditto - - at Alexandria - - - - -	64,49,580	- - -	66,57,280
TOTAL - - - - -	64,49,580	33,60,000	1,42,73,280
Quantity actually shipped at Suez for Zoolla - - - - -	49,52,730	- - -	6,79,075

Commissary General's Office, Poona, }
9 July 1869.

J. B. Dunsterville, Colonel,
Commissary General.

No. 4.—STATEMENT showing the Quantity of FORAGE actually Contracted for at Suez by the Commissariat Officer, Suez Depôt, also the Rate at which it was Paid for.

	Chopped Straw.			Compressed Hay.			Compressed Forage.		
	—	Rate.	—	—	Rate.	—	—	Rate.	—
	<i>Lbs.</i>	<i>£. s. d.</i>	<i>Per</i>	<i>Lbs.</i>	<i>£. s. d.</i>	<i>Per</i>	<i>Lbs.</i>	<i>£. s. d.</i>	<i>Per</i>
Mr. Fréderickson - Tons 2,232 ⁴³⁸ / ₂₂₀	50,00,000	5 6 -	Ton, or 2,240 lbs.	—	—	-	—	—	—
Ditto - - - - - „ 646 ⁴⁵⁸ / ₂₂₀	14,47,930	8 - -	„	—	—	-	—	—	—
Schnitzfils & Co. - - - - -	1,600	4 3 4	„	—	—	-	—	—	—
Messrs. Grierson & Co. - Tons 530	- - -	- - -	-	11,87,200	10 12 6	Ton, or 2,240 lbs.	—	—	—
Ditto - - - - - „ 1,842	- - -	- - -	-	41,26,080	10 18 6	„	—	—	—
Mr. Hare - - - - - „ 3,000	- - -	- - -	-	67,30,000	13 10 -	„	—	—	—
Mr. H. Schutz - - - - - „ 1,000	- - -	- - -	-	22,40,000	10 12 -	„	—	—	—
Mr. Fredrickson - - - - - „ 1,500	- - -	- - -	-	- - -	- - -	„	33,60,000	15 10 -	Ton, or 2,240 lbs.
TOTAL - - - - -	64,49,530	- - -	-	1,42,73,280	- - -	-	33,60,000	—	—

Commissary General's Office, Poona, }
9 July 1869.

J. B. Dunsterville, Colonel,
Commissary General.

No. 5.—RETURN of the Quantity of HAY, STRAW, and KIRBEE, Shipped at *Bombay* and Landed at *Zoulla*, and the Quantity left there at the Termination of the Campaign, together with the Quantity Shipped but not Landed.

	Hay.	Straw.	Kirbee.
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Actual quantity landed at Zoulla - - - - -	89,95,208	10,45,155	2,01,000
Abandoned at Zoulla on the termination of the Campaign	1,80,000	3,01,920	—
Quantity shipped at Bombay for Zoulla but not landed -	2,93,48,919	49,91,172	7,500

Commissary General's Office, }
Poona, 9 July 1869.

J. B. Dunsterville, Colonel,
Commissary General.

No. 6.—RETURN of the Quantity of CHOPPED STRAW and COMPRESSED HAY Shipped at *Suez* and Landed at *Zoulla*, and the Quantity left there at the Termination of the Campaign, together with the Quantity Shipped but not Landed.

	Compressed Straw.	Compressed Hay.
	<i>Lbs.</i>	<i>Lbs.</i>
Actual quantity landed at Zoulla - - - - -	44,99,401	6,78,075
Abandoned at Zoulla on the termination of the Campaign - - -	none	none.
Quantity shipped at Suez for Zoulla but not landed - -	4,53,329	1,000

Commissary General's Office, }
Poona, 9 July 1869.

J. B. Dunsterville, Colonel,
Commissary General.

Appendix No. 2 A.

(A.)—STATEMENT of the Chief Articles, of Supplies of Country Produce, purchased by the Commissariat Department in *Abyssinia* from the beginning to the end of the Campaign.

Names of Articles.	Quantities Purchased.	Amount paid in Dollars.	Average Rate per Dollar.	
Bread, Abyssinian, <i>lbs.</i>	72,194	8,404	8½ <i>lbs.</i>	
Cows for slaughter, <i>No.</i>	7,046	53,596	7½ each.	
Coffee - - <i>lbs.</i>	3,174	681	4½ <i>lbs.</i>	
Flour, country - „	6,64,793	67,794	9½ <i>lbs.</i>	
Ghee - - - „	75,733	23,449	3¼ <i>lbs.</i>	
Grain of all sorts, principally barley - <i>lbs.</i>	39,66,941	2,21,429	17½ <i>lbs.</i>	
Grass - - - „	1,40,87,642	93,434	150½ <i>lbs.</i>	A great portion green grass.
Mussucks (leather bags) - <i>No.</i>	14,740	11,283	1½ <i>f.</i> each.	
Milk - - - <i>lbs.</i>	4,540	752	6 <i>lbs.</i>	
Salt - - - „	42,798	2,521	16½ <i>lbs.</i>	
Sheep - - <i>No.</i>	60,173	73,572	1½ <i>f.</i> each.	
Firewood - - <i>lbs.</i>	16,72,628	9,104	183¾ <i>lbs.</i>	
Sheep - - <i>No.</i>	1,676	3,486	2½ <i>f.</i> each.	
Bullocks - - „	465	4,348	9½ <i>f.</i> each.	{ Purchased by a contractor, Abdool Guffoor, in Abyssinia.
Sheep - - „	11,446	20,160	1¾ <i>f.</i> each.	
Bullocks - - „	10	52	5½ <i>f.</i> each.	{ Purchased by Hassainally at Berbora.
Potatoes - - <i>lbs.</i>	2,742	139	19½ <i>lbs.</i>	
Onions - - „	35,018	2,698	12½ <i>lbs.</i>	

The above exhibits the approximate quantities of articles purchased.

No animals purchased for Transport Train are included or noted herein.

Kanna, 29 November 1869.

Alfred Lucas,
Colonel, late Deputy Commissary General,
Abyssinian Expedition.

(B.)—SCALE of RATIONS to EUROPEAN and NATIVE TROOPS at Zoulla.

SCALE of RATIONS to EUROPEAN TROOPS at Zoula.				SCALE of RATIONS to NATIVE TROOPS at Zoula.			
			In India.		Lbs. oz.		
	Lbs. oz.		Lbs. oz.				
Bread - - -	1 0	- - -	1 0	Rice or flour - - -	2 0	A scale of rations, as issued to Natives in India, is hereto attached.	
Meat - - -	1 4	- - -	1 0	Dhall - - -	0 4		
Flour or rice - - -	0 4	- - -	0 4	Ghee - - -	0 2		
Sugar - - -	0 2½	- - -	0 2½	Salt - - -	0 0½		
Tea - - -	0 0½	- - -	0 0½	Sugar - - -	0 8	Or, in lieu, 1½ oz. of tobacco.	
Salt - - -	0 0½	- - -	0 0½	Curry-stuff - - -	0 0¼		
Vegetable - - -	1 0	- - -	1 0	Mutton - - -	1 0	Once a-week.	
Firewood - - -	8 0	- - -	8 0	Potatoes - - -	0 1		
Extra Rations :				Compressed vegetables	0 1	- ditto.	
Chocolate - - -	0 1			At other Stations except Zoula :			
Sugar - - -	0 1			Rice or flour - - -	1 8	Or, in lieu, 1½ oz. of tobacco.	
Biscuit - - -	0 4			Dhall - - -	0 4		
At other Stations except Zoula.				Ghee - - -	0 2		
Bread - - -	1 0			Salt - - -	0 0½		
Meat - - -	1 8			Curry-stuff - - -	0 0¼	Once a-week.	
Flour or rice - - -	0 4			Sugar - - -	0 8		
Sugar - - -	0 2½	{ Sugar and tea were reduced on Highland to 1½ oz. and ½ oz. respectively. Vide G. G. O. of 1868, page 64.		Mutton - - -	0 8	- ditto.	
Tea - - -	0 0½			Potatoes - - -	0 1		
Salt - - -	0 0½			Compressed vegetables	0 1		
Vegetable - - -	1 0			Lime-juice - - -	0 1		
Firewood - - -	8 0			Pickles - - -	0 1	- ditto.	
Chocolate - - -	0 1			In advance from Antalo :			
Sugar - - -	0 1			Flour - - -	0 14	Reduced to ½ oz.	
Biscuit - - -	0 4			Ghee - - -	0 2		
In advance from Antalo :				Salt - - -	0 0½		
Flour - - -	1 0			Meat* - - -	1 0		
Meat - - -	1 8			Kokum - - -	0 0½	* Those who do not eat meat will be allowed to draw as follows:—	
Salt - - -	0 0½						
Ghee - - -	0 2			Flour - - -	1 lb.	Salt - - -	¾ oz.
Vegetables - - -	0 2			Rice - - -	8 oz.	Kokum - - -	¼ oz.
This is sent in reply to the question of weight of a soldier's ration. The columns are pounds and ounces.				Ghee - - -	4 oz.		
W. A. Marriott.							

SCALE of RATIONS to NATIVES in India, in situations requiring Supplies to be made from the Public Stores.

	Fighting Men.	Public Establishment.	Private Followers.
Wheat, flour, or rice - - -	2 lbs.	1½ lbs.	1 lb.
Dhall - - -	4 oz.	4 oz.	4 oz.
Ghee - - -	2 oz.	1 oz.	
Salt - - -	¾ oz.	¾ oz.	

(C).—RETURN of CARRIAGE obtained from the Country in Aid of the Land Transport Train in the Lowlands of Abyssinia.

Months in which Obtained.	Number of Loads Conveyed. *	Nature of Carriage.	Cost.	REMARKS.
December 1867 to April 1868	21,496	Country bullocks -	<i>Dollars.</i> 58,829½	Employed in the transport of grain, &c.
	Total Days, or Men.			
November 1867 to January 1868	14,287	Shoho coolies -	2,857½	Employed in landing and storing provisions, stock, &c.
			61,686½	

* As per Memorandum attached.

Poona,
27 November 1869.

Alfred W. Lucas, Colonel,
Late Deputy Commissary General, A.F.E.

(D).—MEMORANDUM of NATIVE CARRIAGE employed at Senafe for Transmission to the undermentioned Departments, Commissariat Stores, from January to May 1868, in Aid of the Transport Train; generally Bullocks.

Number Packages.		Rate.		Amount.	REMARKS.
		<i>Dolls.</i>	<i>Per.</i>	<i>Dolls.</i>	
51,318	From Senafe to Adegerat - -	1½	Package - -	76,977	Average weight, say 75 lbs. per bag, or package.
366	Ditto - to Facada - -	1	Ditto - -	366	
400	Ditto - to Goongoona -	½	Ditto - -	200	
			Dollars - -	77,543	

Alfred Lucas, Colonel,
Late Deputy Commissary General, A.F.E.

MEMORANDUM.

	<i>Bags.</i>	<i>Dolls.</i>	<i>Dollars.</i>
From Zoulla to Senafe - - - - -	23,507 at 2½		52,891
From Zoulla to Sooroo - - - - -	380 at 1½		427½
Raraguddy to Senafe - - - - -	2,937 at ½		1,468½
Senafe Ghaut to Senafe - - - - -	16,169 at ¼		4,042½
	2) 42,993 Bags.		58,829½
	21,496 Bullocks.		

Each bullock carried two bags; average weight of bag, 75 lbs. each.

Alfred Lucas, Colonel,
Late Deputy Commissary General, A.F.E.

(E.)—RETURN of Exhibiting the Number of Packages of PROVISIONS, &c. carried by Natives from and beyond *Addigeeat*.

Stores Dispatched.		In what Months.	Number of Bags or Packages.	Rate.	Amount.	REMARKS.
From	To					
		1868:			Dollars.	
Addigeeat -	Agoola -	February - - -	5,574	2½	91,770	These are regular dis- patches always onwards to the front, for which payments were made at fixed rates.
		March - - -	11,319			
		April - - -	10,477			
		May - - -	9,338			
Ditto -	Antalo -	March - - -	1,958	5	11,820	
		April - - -	406			
		February - - -	1,525			
		March - - -	17,077			
Agoola -	ditto -	April - - -	8,726	2	57,152	
		May - - -	1,248			
		March - - -	10,530			
		April - - -	3,643			
Antalo -	Attala -	May - - -	500	2	29,346	
		March - - -	6,908			
		April - - -	3,892			
		March and April - - -	3,707			
Ashangee -	Musgeetha -	- ditto - ditto -	3,637	2	7,274	
Ditto -	Lät -	- ditto - ditto -	3,162	1	3,162	
Musgeetha -	ditto -	- ditto - ditto -	2,609	2	5,218	
Lät -	Dildee -	April - - -	3,023	1½	4,534½	
Dildee -	Tukkajee -	ditto - - -	6,026	2	12,052	
Tukkajee -	Escindee -	ditto - - -	4,451	1½	6,676½	
Escindee -	Dilantaplain -	ditto - - -	54	-	50	
Mushgee -	Antalo -		2,836	-	5,507	
Antalo -	Agoola -		32	-	43	
Ditto -	Dolo -		1,758	-	6,032	
Agoola -	Addigeeat -		28	-	58	
Ditto -	Dolo -		1,004	-	1,941½	
Ditto -	Antalo -		186	-	124	
Dolo -	Hykullut -		257	-	630	
Attala -	Antalo -		15	-	8	
Addigeeat -	Malie Walie -	February to May -	27	-	56	
Ditto -	Dolo -		1	-	1	
Ditto -	Addabaga -		431	-	885	
Ditto -	Antalo -		27	-	27	
Ditto -	Goongoona -		-	-	153½	
Bazar -	Addigeeat -		550	-	3,300	
Antalo -	Attala and return					
Rates fixed by the Intelligence Department - - -			126,942	-	273,128	These charges were in- curred for carriage of pro- visions and regimental stores backward and for- ward from depôts, as found necessary occasionally, and for which there was no fixed rate, payment being made as agreed to on the spot for each trip.

Poona,
30 November 1869. }

Alfred W. Lucas, Colonel,
Late Deputy Commissary General, A.F.E.

F. P. Mignold, Lieutenant Colonel,
Assistant Commissary General, late First
Division Abyssinian Field Force.

(F.)—STATEMENT of EGYPTIAN CAMELS employed with the Commissariat Department in *Abyssinia*.

521 Camels, each carrying a load of 400 lbs.; 5 per cent. were allowed as spare, in case of sickness amongst the Camels. These Camels carried their own grain in addition to their loads, ten pounds (10 lbs.) beans per diem each, say roughly, 100 lbs. added to each load.

I cannot, without referring to the accounts, give the time employed; there was no sickness to speak of, and only a very few died. No new books.

(G.)—ESTIMATE of the Quantity of PROVISIONS Required for the ABYSSINIAN FIELD FORCE from 1st January to 31st October 1868.

	Quantity allowed for each Reduced Ration, New Scale.	Amount of Rations for 30 Days.	First Reserve, 6 Months or 180 Days.	Second Reserve, 3 Months or 90 Days.	One Month Reserve for the whole Force ordered prior to my leaving Bombay.	Total of 1st and 2nd and one Month Reserve.	Quantity Allowed at full Allowance Rate.	Full Rations expected from Bombay as per separate Statement.	Remaining to be Provided for.	Specially Ordered.	Still Required.
4,700 EUROPEANS.											
Biscuit - - - -	1 lb.	1,41,000	8,46,000	4,23,000	1,41,000	14,10,000	1 lb.	14,26,665 Rations 14,26,665	-	50,000 from Suez, 1st January 1868; 5,00,000 from England by February, January 1868. 1,00,000 from ditto at once; also, 1,00,000 monthly.	
Flour, first sort - - -	-	-	-	-	-	-	-	-	-	-	
Potatoes and onions - -	1 lb.	1,41,000	8,46,000	4,23,000	1,41,000	14,10,000	1 lb.	-	-	80,000 lbs. ditto monthly.	
Compressed vegetables and pre-served potatoes.	-	-	-	-	-	-	-	-	-	30,000 lbs. from England, equal to 2,40,000 fresh vegetables.	
Sugar - - - -	2½ oz.	22,031	1,32,186	66,093	22,031	2,30,310	2½ oz.	2,22,916	-	-	
Salt - - - -	½ oz.	5,875	35,250	17,625	5,875	58,750	½ "	59,444	-	-	
Tea - - - -	¼ oz.	6,295	37,770	18,885	6,295	62,950	¼ "	63,690	-	-	
Spirits - - - -	2 drams	7,050	42,300	21,150	7,050	70,500	2 drams	71,883	-	30,000 gallons from England, January 1868.	
Salt Meat - - - -	1 lb.	-	-	-	-	-	-	-	-	1,00,000 lbs. from England, January 1868.	
34,000 NATIVES.											
Rice for 9-10ths of strength -	12 oz.	6,98,500	41,31,000	20,65,500	6,98,500	68,85,000	1 lb.	49,25,760 Full rations. 49,25,760	19,59,240	-	
Flour for 11-10ths of strength -	12 oz.	8,41,500	50,49,000	25,24,500	8,41,500	84,15,000	1 "	49,25,760	34,89,240	-	
Dholl - - - -	4 oz.	2,55,000	15,30,000	7,65,000	2,55,000	25,50,000	4 oz.	12,31,440	13,18,560	-	
Ghee - - - -	2 oz.	1,27,500	7,65,000	5,10,000 4 months.	1,27,500	14,02,500	2 "	6,15,720	7,86,780	-	
Salt - - - -	½ oz.	42,500	2,55,000	1,27,500	42,500	4,25,000	½ "	2,05,240	2,19,760	-	
Turnerick and Pepper - -	¼ oz.	15,937	95,622	47,811	15,937	1,59,370	-	-	1,59,370	-	• 32,802, just arrived from Bombay. † 47,079, just arrived from Bombay.
Cocum - - - -	-	-	-	-	-	-	none	†	-	-	† 3,00,000, ordered from Bombay. \$ 30,000, ordered from Bombay.
Sugar for 24,000 men - -	3 oz.	1,35,000	8,10,000	4,05,000	1,35,000	13,50,000	"	†	13,50,000	-	
Tobacco for 10,000 men -	1½ oz.	29,140	1,68,840	84,420	29,140	2,81,400	"	\$	2,81,400	-	

The actual quantities shipped from Bombay, Calcutta, Kurrachee, and Suez up to 3rd January 1968, amount to only 73,75,767 lbs. There still remain 1,64,40,233 lbs. to be received from Bombay exclusive of the quantities exported from England, but inclusive of shipments from Bombay, subsequent to Statement No. 11, dated 3rd January 1968.

2,000 tons of hay and 3,000 tons compressed forage again ordered. *Vide* Report accompanying.

Another 6,000 tons will also be applied for, making a total of 13,000 tons.

The shipments from Bombay, Calcutta, Kurrachee, and Suez, to 3rd January 1968, amount to 1,09,43,087, which, after deducting the 13,000 tons from England, leave still a balance of 2,95,86,913 to come from Bombay.

Europeans.	Natives.
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STRENGTH.

Natives.

N.B.—The full number of animals landing at Zoulla draw forage till arrival at Sena'e, and is a large additional demand to that shown as the expected regular requirement. *Vide* my Report attached; hence the full first reserve of six months' forage is required.

Deputy Commissary General's Office, A. F. E., }
Zoula. 7 February 1868.

**A. W. Lucas, Lieutenant Colonel,
Deputy Commissary General, A. F. E.**

(True copy.)
J. B. Dunsterville, Colonel,
Commissary General.

(C.)

REPORT ON THE LAND TRANSPORT TRAIN.

India Office, 1 August 1868.

THE following further Despatch has been received from Lieutenant General the Lord Napier of Magdala, G.C.B., G.C.S.I., lately commanding the Abyssinian Expeditionary Force:—

From Sir *Robert Napier* to the Military Secretary,
India Office.

Paris, 1 July 1868.

Sir,—I have the honour to forward, for submission to the Right Honourable the Secretary of State for India, the report of Lieutenant Colonel Warden, Director of the Transport Corps in Abyssinia, with a report attached from Captain Hand, Sub-Director, Transport Corps, on the Highlands.

Enclosure No. 1.

REPORT on the Transport Train, Abyssinian Expeditionary Force, by Lieutenant Colonel *R. Warden*, Bombay Staff Corps.

THIS train was organised under the orders of the Bombay Government in August 1867, and Lieutenant Colonel *R. Warden* was appointed director to organise the same, under the orders of the Commissary General of the Army.

2. The establishment for every 2,000 animals was laid down by Government Resolution No. 144a, of the 28th September 1867, at the strength as below,* for 14 divisions in the train, and which, with the commissariat, was placed under the orders of Lieutenant Colonel *W. H. Holland*, Controller of Supply and Transport Abyssinian Expeditionary Force.

3. At the first starting, the sole work of organisation fell upon the director, without a second in command, staff, or any officer to assist him.

4. The duty of supervision devolved at first on the inspectors and head muccadums, consisting chiefly of civilians, *i.e.*, persons who may have been or were then attached to the commissariat, railway, and similar departments. Among the muleteers and muccadums, a few were collected who had belonged to the field column carriage under the commissariat; the rest were the off-scouring of the Bombay streets, consisting of broken-down native tradesmen, discharged Europeans, and Eurasians from other departments, and the class termed "loafers."

5. Prior to their embarkation, the first detachment that proceeded with the advanced brigade, strength as below,† was inspected by his Excel-

* 1 captain, 2 subalterns, 4 chief inspectors, 8 second inspectors, 2 weighing men, 16 head muccadums, 80 second muccadums, 1 man to 2 mules, 4 beegaries.

† 1 captain; civilians: 4 head inspectors, 4 second inspectors, 20 head muccadums, 80 second muccadums, 351 drivers, 54 artificers, 392 mules collected from Nuggur, Malligaum, Poona, and Calcutta; 18 tattoos, Poona.

lency the Commander in Chief in Bombay, who expressed himself as under the gravest apprehension in regard to the stability of a transport founded upon such a nucleus, and on the 15th of October 1867, a military organisation was sanctioned, approaching very nearly to the first scheme as laid down by the director in his report, dated 15th August 1867.

6. On the 4th November 1867, a second detachment of the Transport Train was despatched to Abyssinia, strength as below.‡

7. The change in the organisation of the corps by the order of the 15th October 1867, was as follows:—

Four head inspectors to be European non-commissioned officers of good character, and able to read, write, and keep accounts, and of some education.

Four second inspectors (two European and two native non-commissioned officers); they were also required to be equally efficient.

Ten third class (half European and half native), the latter to be able to keep accounts in the vernacular; and

Twenty fourth class (all native), to be drawn from native regiments.

8. On this circulars were issued to officers commanding Her Majesty's British and Native regiments of artillery, cavalry, and infantry to collect good, intelligent men for this work, and the following numbers were received:—

European Regiments	-	-	160
Native	"	-	405

9. This supervision was found, however, by experience, when the work actually commenced in Abyssinia, to be still inadequate, and his Excellency the Commander in Chief therefore increased the same by attaching 37 men from the 3rd Regiment Native Infantry in Abyssinia.

10. It may be added that the 14 divisions of the Transport Train now included the Lahore and Rawul Pindee trains.

11. The proportion of men to animals, *i.e.*, mules and camels, was fixed at one to three, but as it will be shown hereafter, the difficulties were so great that it became self-evident such a proportion could not answer, and in the advance of the army on Magdala, every mule had one man, either a soldier or muleteer, to look after it.

12. The establishment of officers of one captain and two subalterns to a division of 2,000 animals was found to be equally inadequate, for it became necessary that an officer should accompany every convoy, also one at each post to superintend the passing and returning of convoys with regularity and order, to supervise the feeding and watering of

‡ 2 subalterns, 2 European inspectors, 125 drivers, 42 artificers, 140 draught bullocks, 126 carts.

of the animals; the latter under the circumstances a most important duty, as in most places the supply of water was such as to require the greatest care in distribution.

13. Again, at the larger stations, such as Koomaylee, Senafe, Antalio, &c., officers were placed in command, with staff officers to assist them.

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

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

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

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

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

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

20. The strength of the corps, under the command of the director, finally reached the gigantic proportions shown at the close of the campaign, viz. :—

80 commissioned officers.
160 European inspectors.
400 Native inspectors.
12,000 followers.

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

22. They consisted of every European nationality, besides Turks and Egyptians, and the interpreters were very few in proportion; many

* 1 head smith, 8 smiths, 1 head carpenter, 6 carpenters, 1 head moolchie, 10 moolchies, 8 bellows boys, 8 hammer-men.

among these were so open to bribery and corruption that the correctness of their interpretation had to be purchased by the men. App. No. 24.

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

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

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

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

26. The train was divided into divisions as follows :—

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

and Captains Griffith and Young commenced the formation of A. and E. divisions, and Captain Waring, P. division.

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

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

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

30. The director was detained in Bombay for work connected with the finance and equipment of the train by the Commissary General, and left Bombay on the 19th December 1867, arriving here on the 31st December 1867, only three days before his Excellency the Commander in Chief.

31. Besides the above-mentioned work at the Presidency, he was enabled to form two complete divisions
x x 2

App. No. 2A.

divisions of bullocks before his departure, viz., B. and F., which were detained for tonnage, and the last of the divisions did not arrive here till March 1868.

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

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

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

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

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

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

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

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

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

any hope of rest until the animals had been unladen, watered, and fed, and this in a narrow, crowded pass where only a few animals could be watered together, which took up a considerable time.

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

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

43. Thus hours passed in simply loading and reloading; and the sun was well up before the convoy commenced its march.

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

45. The per-centage of spare animals was 10 per cent., but when the pack-bullocks came into use they were so wild, so unbroken, and many of them in such wretched condition, that even 25 per cent. was not enough.

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

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

48. The first passage of carts up the Senafe Ghaut, consisting of a convoy of 80 carts, in sole charge of a native military inspector, was so successful that every effort was made to increase this kind of carriage. Captain L. A. M. Græme, 102nd Foot, was chosen to raise and organise the cart division, and his efforts were crowned with the utmost success, which he richly merited, as he devoted all his energies and time to this one work, seeing to everything himself, and his conduct is beyond all praise.

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

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

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

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knowledge of the first principles of veterinary practice.

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

53. These officers were under the immediate orders of first class Veterinary Surgeon W. Lamb, whose services were indeed valuable, for his charge was something enormous, consisting of upwards of 30,000 animals, with only ten veterinary surgeons to assist him, who had frequently to perform extraordinary and unusual duties, having constantly to compound their own medicines, administer them, and attend individually to the washing and dressing of the animals in the sick lines for want of subordinates to assist them.

54. The director would beg especially to bring to the notice of his Excellency the services of Veterinary Surgeons Lamb and Anderson.

55. This latter officer had also great professional skill and experience, and the skill with which he speedily established a most useful sick depôt at the Pioneer Wells, as also one at Koomaylee, each containing over 1,000 animals, deserves the highest praise.

56. As a general rule, the European and military native inspectors answered my expectations, but, of course among such a large number, amounting to, Europeans 160, natives 440, it was to be expected that a certain proportion would fail; but it was found that, when really good men came from regiments, it was entirely owing to the selections made by the commanding officers; for when care was taken to select good and efficient men for this special service, they invariably turned out well, and showed wonderful examples of endurance and persevering energy when in charge of convoys; for this class of men in the train were frequently 24 hours without food, and a murmur of complaint I never heard.

57. Cavalry men, of course, are best suited for this work, and the train is much indebted to the officers commanding the 3rd Dragoon Guards, 11th Hussars, and Royal Artillery in Bombay, for the careful selection of men they made for the transport train.

58. The pleasing task now remains of bringing to the special notice of his Excellency the names of such officers more especially deserving of his kind consideration, and whose efforts came under the personal observation of the director, who from first to last never failed,—

Major Nuttall, 2nd in command.

Captain C. M. Griffith, Bombay Staff Corps.

„ W. L. Twentyman, 18th Hussars.

„ E. Boyle, 96th Foot.

„ L. A. M. Græme, 102nd Foot.

„ H. Waring, 2nd Foot.

„ C. McInroy, Madras Staff Corps,—

who commanded the first divisions that were raised; and it is difficult to find language to express the extent and value of the assistance they afforded.

59. They were materially assisted by their subalterns,—

Lieutenant F. G. Mortimer, Royal Horse Artillery.

„ J. B. Hennell, Bombay Staff Corps.

„ T. T. Hodges, 76th Foot.

„ W. S. Daniels, 105th Foot.

„ H. W. Faulkner, 95th Foot.

„ A. D. Strettell, 109th Foot.

„ F. J. Caldecott, Royal Horse Artillery.

„ D. du McGunton, 96th Foot.

„ W. G. Gerard, Royal Artillery.

Cornet C. A. De N. Lucas, 2nd Dragoons.

60. To these are added the names of officers who, although not among the first to join, yet by the ability, energy, and zeal they brought to bear on their work, at once placed themselves on the same footing,—

Captain T. Kelly.

Lieutenant C. S. Sturt, Bombay Infantry.

„ A. E. Pearse, 76th Foot.

„ S. M. Onslow, Madras Cavalry.

„ H. de P. Rennick, 21st Foot.

61. The sub-director has brought to the notice of his Excellency such officers as served immediately under him in the Highland Brigade; and, as this officer was selected for this important post by his Excellency, and those whom he recommends, as well as himself, having worked under the immediate and constant supervision of his Excellency, it would be out of place for the director to add anything in this report.

62. The director would beg to bring forward the names of his personal staff,—

Lieutenant Clarke, Paymaster.

„ Carr, Quartermaster.

63. Lieutenant J. D. Clarke, Madras Cavalry, although paymaster to the corps (an office of great responsibility, considering the enormous number of men in the train) has, in addition to this duty, frequently in times of great pressure, been both disembarking and embarking officer, staff officer, &c.; in fact, has made himself generally useful. Lieutenant Clarke, with the small establishment allowed him for the Pay Department, has had very many difficulties to contend with, but has, nevertheless, managed to keep a regular and concise account of all his disbursements, which often amount to very large sums.

64. The stores required for the transport train have been considerable, and the creditable and efficient manner in which Lieutenant N. E. Carr, 10th Foot, has performed these duties, under the most trying circumstances, has called forth unqualified approbation.

65. As his Excellency is aware, the difficulties of the transport train have been from the first to last of no ordinary kind, and but for the peculiarly fortunate selection of officers from the several presidencies and armies, the torrent could never have been stemmed. The high gentlemanly tone of the officers, their strong *esprit de corps*, the cheerful alacrity with which every order was obeyed, has been the brightest feature in the existence of the train.

App. No. 2A.

66. They were placed in isolated command, and away from the personal control of the director, who, however, commenced by placing both entire confidence and the credit and honour of the train in their hands, and most nobly has it been repaid.

67. With reference to the annexed report on the working of the Highland Brigade by Captain Hand, sub-director, the director quite concurs with him as regards the equipments, but with respect to drill and discipline, he would go still further, especially in the former; the men should be well armed, and well drilled in the same, as they would in that case be able to protect their own convoys, and not draw on the strength of the army.

68. The jemadars and non-commissioned officers should be all well mounted and armed, and the director would introduce as nearly as possible the drill and discipline of an irregular corps.

69. Any one who has had any experience with the Abyssinian Force must see the necessity of keeping up the nucleus of a transport train; and where wheeled carriage forms a part of the same, nothing could be a better guide in its whole formation than that of the *Train des Equipages* of the French Arms, of which the director can speak from personal observation in the Crimea.

Robert Warder, Lieut. Colonel,
Director, Transport Train.

Enclosure No. 2.

REPORT upon the "Highland Transport Service."

Abyssinian Field Force, Camp Antalo,
13 May 1868.

THE Highland Transport was separated from the General Transport raised in Bombay, for service in Abyssinia, on the 14th February 1868; but it may be said to have derived its origin from the two Punjab Trains specially organised in October 1867 for this campaign, to which it owes both its foundation and organisation.

Organisation.

It consists of four divisions of 2,000 mules each, which are sub-divided into troops of 150, and the following is the scale of the establishment of each division:—

- 1 Captain.
- 3 Subalterns.
- 4 European Inspectors (selected from British regiments).
- 20 Jemadars or Troop Serjeant Majors.
- 802 Duffedars or Serjeants.
- 667 Muleteers.
- 2 First Class Nalbunds, or Farriers.
- 10 Second Class Assistant Nalbunds, or Farriers.
- 1 Head Native Blacksmith.
- 10 Second Assistant Blacksmiths.
- 10 Bheesties, or "Water Carriers."
- 2 Rope-makers.
- 1 Salootrie, "Native Veterinary Surgeon."
- 1 Moonshue, or Native Writer.

At the commencement of the campaign, one

man had charge of two mules only, and it as much as he can look after properly.

Stable, watering, and all other line duties at fixed hours, are conducted with the same discipline, and in precisely the same routine, as in the Bengal Irregular Cavalry regiments.

The muleteers are trained and drilled to their work, and kept in as strict a state of discipline as the circumstances of its being a newly-raised corps will admit of.

The jemadars keep in Persian the "nominal roll" of each man in their troop, also the pay account.

The "long roll" of every man is kept in Persian by the moonshue, also the pay account, which is also kept in English by the captain.

The officers commanding the Punjab trains have summary powers, and can sentence to two years' imprisonment, in addition to corporal punishment.

The whole is under the direction of a sub-director, who is one of the head-quarters' staff, and reports direct to the Assistant Quartermaster General, army head-quarters, assisted by a staff officer and officer inspector, the latter of whom constantly travels from one station to another, and reports direct upon all matters that may come under his observation.

The train has worked regularly between Ad-digerat and Magdala,* principally in carrying baggage, ammunition, hospital stores, and commissariat supplies for the force for one month.

At intermediate large station, a staff officer has been permanently appointed to receive all reports from officers in charge of convoys, and he forwards the same to head-quarters. At these posts small reserves are kept, from which sick and weekly mules are replaced.

We have had in work mules purchased in Spain, Egypt, India, Persia, and Abyssinia.

Mules.

The Spanish mules are principally large and ill-bred, and from my own observation, are naturally of a weak constitution and unable to bear great changes in climate. They have suffered much from a want of sufficiency of food, especially of grass, of which they do not eat enough, even when it is procurable, for that which is obtained is dry and coarse, and they don't relish it.

When once in low condition it is almost impossible to bring them round, even with rest and grazing, abundance of which they get at the sick depôts; the few well-bred Spanish mules we have had have answered well.

The Persian, Indian, and Egyptian mules, on the contrary, are very much more enduring, require less grain, will eat any description of grass, and thrive upon it.

During the operations before Magdala, when the animals had for some days to endure hard work upon little food and water, which latter was very bad, the large mules fell off in condition very rapidly, whereas the others showed comparatively little change. The difficulties of the road, crossing and re-crossing the rivers Bashilo and Jidda, enervated as they were, was most trying, and many succumbed.

Return

* About 300 miles.

Return of Mules from 1st March.

The Abyssinian mules are not enduring; all those we purchased were then in good condition, and fresh, still they have broken down in larger numbers than any others.

On the 1st of March there were 5,412 animals in the Highland Train, and of these 1,002 were sick. On the 1st April there were 6,661, and of these 1,002 sick.

On the 1st May, 7,690, and of these 1,944 sick. Since the 1st March we have purchased in the country on the Highlands 2,720, and 1,740 have been transferred from the Lowlands.

Since the same date we have lost on the road 449, and 1,257 have been sent to the Lowland Sick Depôt, at Koomaylee, and struck off our returns, and 309 were destroyed or died at Highland Sick Depôts.

Two thousand four hundred and eighteen were discharged from hospital, and sent to work.

The mules had scarcely a fair start, for they were generally put to work the day after disembarkation, after some weeks between decks in a tropical climate.

Cause of Sickness.

I have at all times consulted with Staff Veterinary Surgeon Hallen as to the causes and remedies for the large number of sick, and I consider the chief causes to be—

Hard work at great altitudes.

Constant exposure, with want of rest.

Insufficiency of food, and bad quality of grass.

Irregularity in feeding.

Galls, owing to bad saddles; want of time and means for repairing the same.

Carelessness in saddling and loading.

Men.

The drivers of the train were entertained as syces or mule drivers, in the position of public followers from the Punjaub for the divisions raised in that district, and men from the same part of India were subsequently substituted for the Egyptians and Turks in the other two divisions, as the latter were found to be lazy, apathetic, and totally unmanageable. The jemadars and duffadars were selected from the drivers. To get men qualified for these posts has been a source of some difficulty; for, with the exception of the Punjaub trains, the men were sent to the country quite untrained.

It is impossible to over-rate the necessity of thoroughly training the men to a rigid system in the care of the animals on the line of march, as well as in the lines previous to their being sent on service.

A marked difference is apparent in the working of the men who were sent here without the advantage of any such training, and of those who had marched with their mules from Rawul Pindee to Kurrachee, a distance of nearly 1,000 miles.

The men evince an impression that they are looked down upon by their enlisted friends and relatives; consequently they take no interest in, and do not like, their work.

It is therefore most desirable that the corps should be so constituted as to induce men to seek service in it, so that an *esprit de corps* will naturally become inoculated, and this can never be the

case as long as the men are looked upon as mere followers, and in no way superior to the cavalry syce or grass-cutter.

To render it popular as well as efficient, I am of opinion that the men should be enlisted as mule drivers; they ought not to be over-drilled, and should not take any military duty except in connection with their own branch; such as guards to convoys and in their own line.

I should like to see them lightly equipped, dressed in a loose blouse and knickerbockers of a khakee colour, with bandages, as worn by the Himalayan mountaineers, in place of gaiters, and each man furnished with a small kit-bag capable of containing one suit of clothes. The blanket and great coat should be carried by the men, and each mule his own cleaning things and picketting gear.

I would arm each man with a pistol and kookery (Nepaulese knife), which is a formidable weapon, and can, if required, be used for cutting wood or grass without injury. The goorkhas use it for various rough purposes, and it continues serviceable.

There should be 10 spare men per troop, who, as well as the jemadars, and duffadars, and artificers might, in lieu of the pistol, be armed with a carbine; and they should be ample to render the corps independent of the regular army for escorts on convoys, or men cutting grass in an enemy's country.

This protection in the corps was much needed in this campaign, in parts of the country where armed and predatory bands were constantly on the look out for unprotected parties, such as grass-cutters, &c. It is true that all the men with this train were armed, but they turned their swords to so many purposes that they have become almost useless.

Should it ever be contemplated to raise a permanent transport corps in India, it is to be hoped that the system and interior economy may be entirely under military organisation, and that it, as with the Highland Train in this campaign, may work under one department, viz., the Quartermaster General's.

(signed) *J. Sidney Hand*, Captain,
Sub-Director, L. T. T.

Camp Antalo, 13 May 1868.

Rates of Pay of the Different Ranks of the Highland Transport Train.

	Rt.
Inspectors 1st class, 120 rupees; 2nd class -	80 per mensem.
Jemadar -	25 "
Duffadar -	15 "
Muleteer -	12 "
Water-carrier -	12 "
Native veterinary surgeon -	40 "
Moonshee -	40 "
Head farrier -	33 "
Assistant ditto -	23 "
Head smith -	30 "
Assistant ditto -	25 "
Head saddler -	45 "
Assistant ditto -	18 "
Ropemakers -	22-28 "

This is according to the rates allowed in the Punjaub trains. Those raised in Bombay were allowed higher pay.

(signed) *J. Sidney Hand*, Captain,
Sub-Director, L. T. T.

(D).

REPORT ON PACK SADDLES.

Camp Antalo, 13 May 1868.

OTAGO weight 43 lbs. This saddle is decidedly the best adapted for general purposes, owing to the facility in loading it, and its general excellent manufacture. It seldom requires repair, except re-stuffing, which is easily and quickly done.

It is, however, apt to gall on the shoulder and hip, unless very carefully fitted. The leather of the pad should not project beyond the stuffing.

It is not suited to small mules, such as those obtained in the Punjaub and Persia; and even if sizes sufficiently small for them were built, I doubt much if the tree would present sufficient surface to carry an ordinary load.

The Punjaub pad weighs 33 lbs., and is the best saddle for small mules. If carefully put on and girted it never galls.

All suleetah (loose canvas bags) saddles, of which this is one, are bad in hilly countries, owing to the difficulty in fastening the loads to the saddle to prevent it slipping during ascent or descent. This difficulty, however, can be over-

come, and Captain Bainbridge, commanding Rawul Pindee Train, is now trying a plan he has adopted of a rope let into the pad, which can be used for boxes in a manner similar to the loading-strap of the Otago, or to fasten the "suleetah" and load to the pad.

The Kumaon pad, used in 5-25 Royal Artillery, weighs 36 lbs., and is similar to the Punjaub pad.

The Bombay pad weighs 40 lbs, and rarely galls, but it is badly made, unwieldy, and constantly requires repairs.

The Bombay Arsenal pad weighs 26 lbs. We have had more mules galled by this pad than by any other.

The McMahon weighs 66 lbs. This includes a waterproof sheet. It has not yet had a fair trial, but its excessive weight is a great objection to it.

(signed) *J. Sidney Hand*, Captain,
Sub-Director, L. T. T.

Appendix, No. 2B.

PAPERS handed in by Captain *Beaumont*, M.P.

ESTIMATE of the COST of the ABYSSINIAN EXPEDITION, made in *India* by Colonel App. No. 2B
Broome, Controller General of Military Expenditure; and General *Jameson's*
 Remarks thereupon.

FINANCIAL DEPARTMENT PROCEEDINGS, DECEMBER 1867.

A C C O U N T S.

PROBABLE COST OF THE ABYSSINIAN EXPEDITION.

No. 223 S., dated 7th September 1867.

[No. 4.] *Memo.*—By Colonel *Arthur Broome*, Controller General of Military Expenditure.

WITH reference to the request contained in Military Department Memorandum, No. 492, dated 28th ultimo, the undersigned would respectfully point out that it is impossible at present, in the absence of any reliable data in regard to the important items of marine transport, the supply of land carriage, or the probable duration of operations, to prepare anything like a trustworthy Estimate of the probable total cost of the projected Expedition to Abyssinia, or of the funds likely to be required immediately or prospectively in Calcutta and Bombay, with the treasure chests of the force, or to be held available at Aden, or the port of debarkation.

2. The monthly cost of paying the force can be given with tolerable accuracy, subject, of course, to correction when the details of the Staff and Establishments are decided upon.

3. A rough Estimate of the cost of feeding the troops can also be prepared, which may serve as a tolerable guide towards calculating the expenditure on that account.

4. The cost of carriage, the feed of cattle, and the Establishments to be maintained for that purpose, is much more difficult to estimate, as so much will depend on the nature and quantity of the carriage to be obtained, and the localities whence it may be procured.

5. The cost of the supply of Stores to be taken by the several Departments is also very difficult to estimate. The greater portion must go from India, of which some must be purchased, and of that taken from stock a considerable portion must be replaced by immediate or early purchase.

6. But to enable Government to form some definite, although rough, idea of the probable expenditure connected with the Expedition, the undersigned begs to submit the following statements.

7. An Estimate * of the probable monthly cost of the staff of the force, based in a great measure on that allowed for the last Chinese Expedition, but subject to revision when orders shall have been issued on this subject. •Marked (A.)

8. A body of account and audit officers have been included, on which subject a separate memo. is submitted.

9. The monthly expenditure on this account is estimated at 1,23,650 rupees.

10. An Estimate † of the monthly pay of the proposed force on the foreign service rates of the Presidency to which the troops severally belong, including provision for a cooly corps 3,000 strong. †Marked (B.)

11. The monthly cost of this force would be 4,21,336 rupees.

12. A rough Estimate ‡ of the probable monthly cost of the native establishments of the several departments, excluding regimental establishments and cattle establishments otherwise provided for. This statement from want of reliable data cannot be depended on, and may be subject to very considerable modification. ‡Marked (C.)

13. The total of this Estimate is 24,858 rupees.

14. An Estimate § of the monthly cost of rationing the force, including regimental followers. §Marked (D.)

15. This Estimate has been framed on the supposition that the bulk of the supplies will be provided in India, and the rate has been arrived at by doubling the ordinary average cost of rationing troops at each Presidency exclusive of reserve stock; the doubling being intended to cover the value of reserve stock, damage, and loss, as also to meet the probable enhanced market rates resulting from a sudden large demand.

16. The cost of malt-liquor and spirits, as also of feeding regimental cattle and horses, is included in this Statement.

17. The total monthly cost is 3,38,201 rupees: of this one-fourth may be assumed as current cash expenditure, and three-fourths as original outlay at the several Presidencies.

18. A rough Estimate* of the first cost of cattle, and the monthly cost of Establishments and feeding. Believing that it will be found impracticable to obtain 20,000 mules, and that it may be found necessary to supplement the number actually available by camels and bullocks, provision has been made in this Estimate for 2,000 camels, half to be sent from India, and half obtained in the neighbourhood. *Marked (E.)

App. No. 2B. bourhood of the operations; for 4,000 bullocks, all to be sent from India; and for 2,000 mules or yaboos from this country, leaving 10,000 mules, yaboos, or possibly Egyptian asses, to be obtained from Persia, Arabia, Egypt, or the African Coast, and paid for locally.

19. This would cause an expenditure at starting of 16,64,000 rupees for purchase of cattle, a monthly expenditure of 47,941 rupees for attendants, and of 2,29,750 rupees for feeding, which latter, being for grain alone, would probably have to be provided for by purchase in, and despatch from, India.

†Marked (F.) 20. A very rough Memorandum† of the cost of the supplies taken by the several Departments which have to be purchased at once, or subsequently to replace existing stock.

21. Assuming that the operations would occupy a period of six months altogether, and that provision for that period would have to be made at once; assuming also that the troops and followers would, at starting, be paid up to date, and also receive one month's pay in advance, and that the funds and supplies required would be furnished by the two Presidencies from which the troops are despatched, one-third of the cattle purchased locally, *i. e.*, in Egypt, Turkey, Syria, Arabia, &c., being paid for by funds supplied from England, the expenditure at each of the Presidencies, including the funds requisite with the 'Treasure Chests of the Force, may be roughly estimated as follows:—

At Calcutta.

	Rs.	a.	p.
One month's advance of pay for Bengal Division, including Establishments and half the General Staff - - - - -	3,11,289	4	-
Five months' - ditto - to be sent with the Force - - - - -	15,56,446	4	-
Six months' Commissariat Supplies, three-fourths in stores purchased, and one-fourth in cash - - - - -	8,75,496	-	-
Payment for Bengal quota of cattle - - - - -	2,94,000	-	-
Cash for one-third of local purchases of cattle - - - - -	3,66,666	-	-
Purchase of Bengal quota gram for cattle (all the attah and two-thirds gram) - - - - -	8,92,500	-	-
Ditto - Commissariat Stores other than rations and gram - - - - -	1,25,000	-	-
Ditto - Ordnance Stores - - - - -	1,00,000	-	-
Ditto - Clothing Stores - - - - -	75,000	-	-
Ditto - Medical Stores - - - - -	50,000	-	-
TOTAL Funds required in Calcutta - - -	Rs. 46,46,397	8	-

At Madras.

Purchase of additional horses for Artillery - - - - -	Rs. 24,000	-	-
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At Bombay.

	Rs.	a.	p.
One month's advance of pay for Bombay Division, including Establishments and half the General Staff - - - - -	3,06,494	12	-
Five months' - ditto - to accompany Force - - - - -	15,32,470	12	-
Six months' Commissariat Supplies, three-fourths in stores purchased, and one-fourth in cash - - - - -	11,53,710	-	-
Payment for Bombay quota of cattle - - - - -	2,70,000	-	-
Cash for one-third of local purchases of cattle - - - - -	3,66,666	-	-
Purchase of Bombay quota of gram for cattle (one-third the gram) - - - - -	4,86,000	-	-
Ditto - Commissariat Miscellaneous Stores - - - - -	1,25,000	-	-
Ditto - Ordnance Stores - - - - -	1,00,000	-	-
Ditto - Clothing Stores - - - - -	75,000	-	-
Ditto - Medical Stores - - - - -	50,000	-	-
Ditto - Additional horses for Artillery - - - - -	24,000	-	-
TOTAL Funds required in Bombay - - -	Rs. 44,89,341	8	-

Funds to be supplied from England.

	Rs.	a.	p.
One-third the cost of purchasing cattle locally near the scene of operations - - - - -	3,66,666	-	-
Estimated total expenditure for six months - - - - -	95,26,405	-	-

(Or say, in round numbers, one crore of rupees, or one million sterling.)

2. It will be observed that in this Estimate no provision is made for sea transport, as the undersigned is not at present able to form any estimate of the probable cost on this account, which, however, will be very considerable.

(A.)

STAFF OF THE FORCE.

A P P O I N T M E N T.	Regimental or Staff Corps Pay.	Staff Pay.	TOTAL.
	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>
Lieutenant General Commanding, with salary of Commander in Chief at Bombay - - - - -	- - - - -	- - - - -	5,833 5 4
Chief of the Staff (Consolidated) - - - - -	- - - - -	- - - - -	2,500 - -
Military Secretary (Consolidated) - - - - -	- - - - -	- - - - -	1,000 - -
Interpreter, as Captain - - - - -	374 1 6	400 - -	774 1 6
3 Aides-de-Camp, as Captains - - - - -	374 1 6	250 - -	1,872 4 6
1 Deputy Adjutant General, as Lieutenant Colonel - - - - -	827 14 -	1,000 - -	1,827 14 -
1 Assistant Adjutant General, as Major - - - - -	640 14 -	500 - -	1,140 14 -
1 Deputy Assistant Adjutant General, as Captain - - - - -	374 1 6	400 - -	774 1 6
1 Deputy Quartermaster General, as Lieutenant Colonel - - - - -	827 14 -	1,000 - -	1,827 14 -
1 Assistant Quartermaster General, as Major - - - - -	640 14 -	500 - -	1,140 14 -
1 Deputy Assistant Quartermaster General, as Captain - - - - -	374 1 6	400 - -	774 1 6
1 Deputy Judge Advocate General, as Lieutenant Colonel - - - - -	827 14 -	500 - -	1,327 14 -
ARTILLERY STAFF.			
1 Brigadier General, as Colonel - - - - -	1,265 5 -	800 - -	2,065 5 -
1 Brigadier Major, as Captain - - - - -	433 10 -	354 - -	787 10 -
1 Deputy Assistant Quartermaster General, as Lieutenant - - - - -	225 12 -	400 - -	625 12 -
ENGINEER STAFF.			
1 Chief Engineer (Consolidated) - - - - -	- - - - -	- - - - -	2,500 - -
1 Brigade Major, as Captain - - - - -	433 10 -	354 - -	787 10 -
1 Officer in charge of Pontoons, as Captain - - - - -	433 10 -	400 - -	833 10 -
1 Officer in charge of Park, as Captain - - - - -	433 10 -	400 - -	833 10 -
ORDNANCE DEPARTMENT.			
1 Deputy Inspector General, Lieutenant Colonel on Major's pay - - - - -	759 8 -	1,000 - -	1,759 8 -
1 Commissary of Ordnance, 3rd Class, as Lieutenant - - - - -	265 12 -	250 - -	515 12 -
COMMISSARIAT DEPARTMENT.			
1 Deputy Commissary General, as Lieutenant Colonel - - - - -	827 14 -	1,000 - -	1,827 14 -
1 Deputy Assistant Commissary General, as Lieutenant - - - - -	225 12 -	500 - -	725 12 -
TRANSPORT DEPARTMENT.			
1 Director of Land Carriage, as Major - - - - -	640 14 -	600 - -	1,240 14 -
1 Assistant Director of Land Carriage, as Captain - - - - -	374 1 6	400 - -	774 1 6
1 Director of Sea Transport, as Captain in the Navy - - - - -	152 1 4	500 - -	652 1 4
1 Assistant Director of Sea Transport, as Lieutenant in the Navy - - - - -	76 - 8	400 - -	476 - 8
ACCOUNT DEPARTMENT.			
1 Deputy Controller and Military Accountant, as Lieut. Colonel - - - - -	827 14 -	1,200 - -	2,027 14 -
1 Pay Examiner, Compiler, and Treasurer, as Major - - - - -	640 14 -	800 - -	1,440 14 -
1 Commissariat and Carriage Examiner and Compiler, as Major - - - - -	640 14 -	800 - -	1,440 14 -
1 Ordnance and Transport Examiner and Compiler, as Captain - - - - -	374 1 6	600 - -	974 1 6
1 Assistant Controller, as Captain - - - - -	640 14 -	800 - -	1,440 14 -
DIVISIONAL STAFF.			
2 Major Generals (consolidated at 2,500 rupees each) - - - - -	- - - - -	- - - - -	5,000 - -
2 Aides-de-Camp, as Lieutenants - - - - -	225 12 -	250 - -	951 8 -
2 Assistant Commissary Generals, as Majors - - - - -	640 14 -	800 - -	2,881 12 -
2 Assistant Adjutant Generals, as Majors - - - - -	640 14 -	500 - -	2,281 12 -
2 Assistant Quartermaster Generals, as Majors - - - - -	640 14 -	500 - -	2,281 12 -
2 Commissaries of Ordnance, as Captains - - - - -	433 10 -	500 - -	1,867 4 -
2 Baggage Masters, as Lieutenants - - - - -	225 12 -	455 10 8	1,362 18 4
2 Provost Marshals, as Lieutenants - - - - -	256 10 -	- - - - -	513 4 -
2 Field Engineers, as Captains - - - - -	433 10 -	600 - -	2,067 4 -
2 Field Paymasters, as Captains - - - - -	374 1 6	600 - -	1,948 3 -
BRIGADE STAFF.			
6 Brigadier Generals, as Lieut. Colonels - - - - -	827 14 -	1,200 - -	12,167 4 -
6 Brigade Majors, as Captains - - - - -	374 1 6	400 - -	4,844 9 -
6 Deputy Assistant Quartermaster Generals, as Lieutenants - - - - -	225 12 -	400 - -	3,754 8 -
Carried forward - - - Rs.			86,244 14 8

(A.)—STAFF of the Force—*continued.*

A P P O I N T M E N T.		Regimental or Staff Corps Pay.	Staff Pay.	TOTAL.
		<i>Rs. a. p.</i>	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>
Brought forward - - -		- - -	- - -	86,244 14 8
MISCELLANEOUS.				
1 Commandant of Cooly Corps, as Major - - - - -	- - - - -	640 14 -	600 - -	1,240 14 -
6 Assistants { 2 as Captains - - - - -	- - - - -	374 1 6	200 - -	1,148 3 -
{ 4 as Lieutenants - - - - -	- - - - -	225 12 -	200 - -	1,703 - -
MEDICAL DEPARTMENT.				
1 Inspector General (consolidated) - - - - -	- - - - -	- - -	- - -	2,500 - -
2 Deputy Inspectors General (consolidated), at 1,800 rupees each -	- - - - -	- - -	- - -	3,600 - -
4 Staff Surgeons (Surgeon Majors, 2nd Class), at <i>Rs.</i> 1,036. 9. 7. each -	- - - - -	- - -	- - -	4,226 6 4
8 Staff Assistant Surgeons, 1st Class, at <i>Rs.</i> 451. 14. 5. each -	- - - - -	- - -	- - -	3,615 3 4
1 Medical Storekeeper (Surgeon, 1st Class), consolidated -	- - - - -	- - -	- - -	1,000 - -
1 Assistant Storekeeper (Assistant Surgeon, 1st Class), consolidated -	- - - - -	- - -	- - -	800 - -
WARRANT AND NON-COMMISSIONED OFFICERS.				
<i>Engineer and Sappers.</i>				
1 Deputy Commissary - - - - -	- - - - -	- - -	- - -	431 12 -
2 Assistant Commissaries, at <i>Rs.</i> 351. 5. 7. each -	- - - - -	- - -	- - -	702 11 2
4 Deputy Assistant Commissaries, at <i>Rs.</i> 271. 5. each -	- - - - -	- - -	- - -	1,085 4 -
6 Conductors, at <i>Rs.</i> 145. 14. each -	- - - - -	- - -	- - -	875 4 -
6 Sub-Conductors, at <i>Rs.</i> 96. 1. 4. each -	- - - - -	- - -	- - -	576 8 -
12 Serjeants, at <i>Rs.</i> 47. 5. 7. each -	- - - - -	- - -	- - -	568 3 -
ORDNANCE DEPARTMENT.				
1 Deputy Commissary - - - - -	- - - - -	- - -	- - -	431 12 -
2 Assistant Commissaries, at <i>Rs.</i> 351. 5. 7. each -	- - - - -	- - -	- - -	702 11 2
4 Deputy Assistant Commissaries, at <i>Rs.</i> 271. 5. each -	- - - - -	- - -	- - -	1,085 4 -
6 Conductors, at <i>Rs.</i> 145. 14. each -	- - - - -	- - -	- - -	875 4 -
6 Sub-Conductors, at <i>Rs.</i> 96. 1. 4. each -	- - - - -	- - -	- - -	576 8 -
18 Serjeants, at <i>Rs.</i> 66. 11. 9. each -	- - - - -	- - -	- - -	1,201 3 6
COMMISSARIAT DEPARTMENT.				
1 Deputy Commissary - - - - -	- - - - -	- - -	- - -	431 12 -
2 Assistant Commissaries, at <i>Rs.</i> 351. 5. 7. each -	- - - - -	- - -	- - -	702 11 2
4 Deputy Assistant Commissaries, at <i>Rs.</i> 271. 5. each -	- - - - -	- - -	- - -	1,085 4 -
8 Conductors, at <i>Rs.</i> 145. 14. each -	- - - - -	- - -	- - -	1,167 - -
8 Sub-Conductors, at <i>Rs.</i> 96. 1. 4. each -	- - - - -	- - -	- - -	768 10 8
12 Serjeants, at <i>Rs.</i> 54. 9. 10. each -	- - - - -	- - -	- - -	655 6 -
PAY DEPARTMENT.				
1 Pay Serjeant - - - - -	- - - - -	- - -	- - -	100 - -
3 Ditto, at 75 rupees each -	- - - - -	- - -	- - -	225 - -
2 Ditto, at 50 rupees each -	- - - - -	- - -	- - -	100 - -
1 Ordnance Serjeant - - - - -	- - - - -	- - -	- - -	75 - -
1 Ditto - - - - -	- - - - -	- - -	- - -	50 - -
1 Commissariat Serjeant - - - - -	- - - - -	- - -	- - -	75 - -
1 Ditto - - - - -	- - - - -	- - -	- - -	50 - -
1 Hospital Serjeant - - - - -	- - - - -	- - -	- - -	75 - -
1 Ditto - - - - -	- - - - -	- - -	- - -	50 - -
1 Cattle Serjeant - - - - -	- - - - -	- - -	- - -	75 - -
1 Ditto - - - - -	- - - - -	- - -	- - -	50 - -
MEDICAL DEPARTMENT.				
1 Senior Apothecary - - - - -	- - - - -	- - -	- - -	250 - -
6 Apothecaries, at <i>Rs.</i> 145. 14. each -	- - - - -	- - -	- - -	875 4 -
6 Stewards, at <i>Rs.</i> 126. 5. each -	- - - - -	- - -	- - -	757 14 -
12 Assistant Apothecaries and Stewards, at 70 rupees each -	- - - - -	- - -	- - -	840 - -
TOTAL - - -		<i>Rs.</i>		1,23,649 12 -

(B.)

ESTIMATE of Cost on account of PAY and ALLOWANCES of the Proposed Force for the *Abyssinian* EXPEDITION.

TROOPS.	Monthly Amount, as per Budget Estimate for 1867-68.	Monthly Extra Cost in Batta and Additional Establishment on Foreign Service.	TOTAL.
BENGAL DIVISION.			
<i>European Troops.</i>	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>
1 Armstrong Mountain Battery, Royal Artillery	3,376 12 2	870 - -	4,246 12 2
2 Light Field Batteries of Royal Artillery from Madras - - - - -	13,734 5 6	1,420 - -	15,154 5 6
2 Regiments of Infantry - - - - -	60,672 10 8	1,268 - -	61,940 10 8
<i>Native Troops.</i>			
2 Regiments of Cavalry - - - - -	41,476 6 -	7,109 8 -	48,585 14 -
4 Regiments of Infantry - - - - -	50,316 12 -	10,814 2 -	61,130 14 -
2 Companies of Madras Sappers and Miners -	5,077 3 4	548 - -	5,625 3 4
BOMBAY DIVISION.			
<i>European Troops.</i>			
2 Light Field Batteries, Royal Artillery -	13,392 12 -	1,420 - -	14,812 12 -
1 Regiment of Infantry - - - - -	30,545 15 4	634 - -	31,179 15 4
1 Regiment of Infantry from Madras - -	30,187 4 -	634 - -	30,821 4 -
<i>Native Troops.</i>			
2 Regiments of Cavalry - - - - -	45,344 3 -	6,357 10 -	51,701 13 -
4 Regiments of Infantry - - - - -	51,512 4 -	10,815 4 -	62,327 8 -
2 Companies of Sappers and Miners - -	4,445 9 -	523 - -	4,968 9 -
1 Cooly Corps, exclusive of European Officers included in Statement (A.) - - - -	3,50,082 1 -	42,413 8 -	3,92,495 9 -
	- - -	- - -	18,840 - -
TOTAL - - - Rs.	3,50,082 1 -	42,413 8 -	4,21,335 9 -

(C.)

ESTIMATE of the Probable Cost on account of NATIVE ESTABLISHMENT of the several DEPARTMENTS exclusive of REGIMENTAL and TRANSPORT CATTLE ESTABLISHMENT.

ITEMS.	Cost per Mensem.
I. Commissariat Establishments:	
Victualling Establishments for two Divisions - - - - -	<i>Rs.</i> 4,148
Dooley Bearers for the Troops - - - - -	16,304
	20,452 - -
II. Medical Establishments:	
General Field Hospital Establishments for two Divisions -	918
	918 - -
III. Ordnance Establishments:	
Establishment of Artificers for two Divisions - - - - -	3,488
	3,488 - -
TOTAL - - - Rs.	24,856 - -

Appendix, No. 22.

(D.)

ESTIMATE of Cost on account of COMMISSARIAT SUPPLIES for the Proposed FORCE
for the *Abyssinian* Expedition.

	Monthly Amount as per Budget Estimate for 1867-68.	Monthly Extra Cost on Foreign Service with Additional Establishment.	TOTAL.
BENGAL DIVISION.			
<i>European Troops.</i>	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>
1 Armstrong Mountain Battery, Royal Artillery - - - - -	627 - -	1,502 - -	2,129 - -
2 Light Field Batteries, Royal Artillery, from Madras - - - - -	4,262 - -	7,980 - -	12,242 - -
2 Regiments of Infantry - - - - -	13,040 - -	16,824 - -	29,864 - -
<i>Native Troops.</i>			
2 Regiments of Cavalry - - - - -	64 - -	13,010 - -	13,074 - -
4 Ditto of Infantry - - - - -	15,888 - -	22,372 - -	38,260 - -
2 Companies of Madras Sappers and Miners -	1,549 - -	3,084 - -	4,633 - -
BOMBAY DIVISION.			
<i>European Troops.</i>			
2 Light Field Batteries, Royal Artillery -	4,043 - -	7,980 - -	12,023 - -
1 Regiment of Infantry - - - - -	9,780 - -	11,347 - -	21,127 - -
1 Ditto ditto from Madras - - -	9,742 - -	11,070 - -	20,812 - -
<i>Native Troops.</i>			
2 Regiments of Cavalry - - - - -	134 - -	18,034 - -	18,168 - -
4 Ditto of Infantry - - - - -	17,512 - -	36,260 - -	53,772 - -
2 Companies of Sappers and Miners - -	1,302 - -	2,772 - -	4,074 - -
<i>For Troops of Bengal Division.</i>			
Malt Liquor - - - - -	- -	- -	11,196 - -
Rum and Arrack - - - - -	- -	- -	6,038 - -
Feed of Horses and Battery Cattle - -	- -	- -	13,472 - -
Forage Allowance to Native Cavalry - -	- -	- -	15,008 - -
<i>For Troops of Bombay Division.</i>			
Malt Liquor - - - - -	- -	- -	10,575 - -
Rum and Arrack - - - - -	- -	- -	5,770 - -
Feed of Horses and Battery Cattle - -	- -	- -	12,484 - -
Forage Allowance to Native Cavalry - -	- -	- -	33,480 - -
TOTAL - - - Rs.	- -	- -	3,88,201 - -

(E.)

ESTIMATE of the Probable Cost on account of PURCHASE and FEED of CATTLE,
including Pay of Attendants.

I.—COST OF PURCHASE.				Rs.	Rs.
20 elephants from Bengal, at 1,200 rupees each	-	-	-	24,000	
2,000 camels	-	{	500 from Bengal, at 100 rupees each	50,000	24,000
			500 from Bombay, at 100 rupees each	50,000	
			1,000 locally, at 100 rupees each	1,00,000	2,00,000
4,000 bullocks	-	{	2,000 from Bengal, at 60 rupees each	1,20,000	
			2,000 from Bombay, at 60 rupees each	1,20,000	2,40,000
12,000 mules	-	{	1,000 from Bengal, at 100 rupees each	1,00,000	
			1,000 from Bombay, at 100 rupees each	1,00,000	
			10,000 locally, at 100 rupees each	10,00,000	12,00,000
II.—PAY OF ATTENDANTS.					16,64,000
For Elephants :				Rs.	
Jemadar, 1 at 12 rupees	-	-	-	12	
Naib Jemadar, 1 at 9 rupees	-	-	-	9	
Mahoots, 20 at 7 rupees each	-	-	-	140	
Coolies, 20 at 4 rupees each	-	-	-	80	
				241	241
For Camels, at Bengal Rates :					
Head Jemadars, 3 at 12 rupees each	-	-	-	36	
Jemadars, 20 at 10 rupees each	-	-	-	200	
Surwana, 75 at 6 rupees each	-	-	-	450	
Ditto, 425 at 5 rupees each	-	-	-	2,125	
				2,811	
For Camels, at Bombay Rates :					
Head Muccadums, 5 at 13 rupees each	-	-	-	65	
Second ditto - 20 at 9 rupees each	-	-	-	180	
Drivers, 500 at 8 rupees each	-	-	-	4,000	
				4,245	7,056
For Bullocks, at Bengal Rates :					
Sirdars, 40 at 6 rupees each	-	-	-	240	
Drivers, 1,000 at 5 rupees each	-	-	-	5,000	
				5,240	
For Bullocks, at Bombay Rates :					
Head Muccadums, 6 at 13 rupees each	-	-	-	78	
Second ditto - 24 at 9 rupees each	-	-	-	216	
Drivers, 1,000 at 7 rupees each	-	-	-	7,000	
				7,294	12,534
For Mules, at Bengal Rates :					
Jemadars, 120 at 10 rupees each	-	-	-	1,200	
Duffadars, 240 at 6 rupees each	-	-	-	1,440	
Syces or Drivers, 2,000 at 5 rupees each	-	-	-	10,000	
				12,640	
For Mules, at Bombay Rates :					
Head Muccadums, 30 at 13 rupees each	-	-	-	390	
Second ditto - 120 at 9 rupees each	-	-	-	1,080	
Muleteers, 2,000 at 7 rupees each	-	-	-	14,000	
				15,470	28,110
				Rs.	47,941

Appendix, No. 2B.

E.—ESTIMATE of the Probable Cost on account of Purchase and Feed of Cattle, &c.—*continued.*

III.—COST OF FEED.		Rs.	Rs.
Attah for 20 elephants, at 10 seers per diem	$2,000 \times 30$		
	$\frac{40}{1} = 150$ maunds.		
Gram for—			
2,000 camels, at 3 seers per diem	6,000		
4,000 bullocks, at 3 seers per diem	12,000		
12,000 mules, at 3 seers per diem	36,000		
	$54,000 \times 30$		
	$\frac{40}{1} = 40,500$ maunds.		
From Bengal—		Rs.	
Attah, 150 maunds, at 5 rupees per maund	-	750	
Gram, 27,000 maunds, at 4 rupees per maund	-	1,48,000	
		1,48,750	
From Bombay—			
Gram, 13,500 maunds, at 6 rupees per maund	-	81,000	
		81,000	
			2,29,750

A B S T R A C T.

	BENGAL.	BOMBAY.	LOCALLY.
	Rs.	Rs.	Rs.
I.—Cost of Purchase - - - -	2,94,000	2,70,000	11,00,000
II.—Pay of Attendants per mensem - -	20,932	27,009	—
III.—Cost of Feed per mensem - - -	1,48,750	81,000	—

(F.)

ESTIMATE of the Probable Cost of the SUPPLIES to be taken by the several Departments with the Expedition to *Abyssinia*.

	Rs.	Rs.
Commissariat Stores - - - - -	2,50,000	
Clothing Stores - - - - -	1,50,000	
Ordnance Stores - - - - -	2,00,000	
Medical Stores - - - - -	1,00,000	
		7,00,000
Total - - -	Rs. 7,00,000	

No. 323, dated 16th September 1867.

ENDORSED by the Military Department.

Copy of the foregoing forwarded to the Financial Department for information.

No. 2808, dated 5th November 1867.

ENDORSED by the Financial Department.

[Nc. 5.] Copy sent to the Comptroller General of Accounts for information.

The following are General *Jameson's* Remarks on the above Estimate by Colonel *Broome*,
March 1870.

COLONEL BROOME estimates the cost of the Abyssinian Expedition for six months at 952,640 £.; but this includes 249,620 £. ordinary pay of troops and of staff officers, which was borne by India, and is not chargeable to the Imperial Government; there is, besides, an error of 24,000 £. in the Appendix, page 8; therefore, deducting these items, the Estimate becomes the sum of 678,620 £., as is shown in the margin for six months. The estimated monthly cost is thus 113,103 £., exclusive of sea transport.

	£.
A.—Staff Corps Pay	- 6,662
B.—Pay of Troops	- 35,008
E.—Error of Account	- 4,000
	<u>45,670</u>
	6
For six months, deduct	- 274,020
Estimate	- - - 952,640
Balance	- - - £. 678,620

The sea transport for six months, page 148, Appendix to Committee's Proceedings, including coals, stores, tanks, &c., is shown at 895,796 £., which gives a monthly charge of 149,296 £. It is further stated that the political and other charges will not exceed 20,000 £. Letter from Government of India (Appendix to Committee's Report), dated Fort William, 17th January 1868.

Thus we have the Total Estimate of the Abyssinian Expedition—

MONTHLY CHARGE.

Military Charges, including purchase of animals, feed, attendance with clothing, ordnance, and other stores	- - - - - £.
	113,103
Sea Transport, including coals, tanks, sundry stores, &c.	- - - 149,296
Political and other charges, 20,000 £. for six months, or per mensem	- 3,333
Total Monthly Estimate	- - - £. 265,732

or in round numbers, say about 266,000 £. per mensem.

Colonel Broome's Estimate for the Purchase of Cattle, included in the above, is 164,400 £. total outlay.

The Estimate for the Feed of Cattle and Pay of Attendants, after deducting the error above noticed, is 23,769 £. monthly.

The Estimate for Commissariat Supplies is 33,820 £. monthly, and it is stated (paragraph 15) that the ordinary cost of rations has been doubled.

The Estimate for Stores, Commissariat, Clothing, Ordnance, and Medical Stores, is 70,000 £., or 11,667 £. monthly.

The force for which the Estimate is framed is—

- Five Light Field Batteries, European.
- Four Regiments of Infantry „
- Four Companies of Sappers and Miners.
- Four Regiments of Cavalry.
- Eight Regiments of Infantry.

There is nothing further in the Estimate requiring particular notice.

Appendix No. 3.

Appendix, No. 3.

CORRESPONDENCE handed in by Sir *J. Elphinstone*.LETTER from *J. Candlish, Esq., M.P.*, to Sir *Seymour FitzGerald*.

Dear Sir,

Byculha Hotel, Bombay, 7 November 1869.

I HAVE the honour to forward to your Excellency the enclosed letter from the Secretary of State for India, which his Grace has given me to understand is a request that you will favour Captain Beaumont and myself with your assistance in prosecuting in Bombay an inquiry into the excessive cost of the Abyssinian War. It would have been our duty to have presented this note to you personally; but, inasmuch as we shall be obliged to spend some time in Bombay, we are constrained to avail ourselves of the offer of Major Macdonald to place this and his Grace's note in your Excellency's hands.

We venture to hope that it will suit your convenience to instruct all under your Excellency's authority, either by a general letter entrusted to us, or by such other method as you may approve, to render us such assistance and to give us such information as we may think necessary for our inquiry.

Trusting to have the honour, along with Captain Beaumont, to wait upon your Excellency on some early day convenient to yourself,

His Excellency
Sir Seymour FitzGerald, Poona.

I am, &c.
(signed) *John Candlish*.

LETTER from the Duke of *Argyll* to Sir *Seymour FitzGerald*.

Dear Sir Seymour FitzGerald,

Inverary, 10 September 1869.

MR. CANDLISH, M.P., is about to repair to India to pursue the investigation entrusted by the House of Commons to a Committee on the subject of the Abyssinian War.

I should wish you, as I feel sure you will wish yourself, to afford every possible facility to Mr. Candlish in this very laudable endeavour by personal investigation to arrive at the truth. Mr. Gladstone has written to me on the subject, and expressed his hope that I would do what I could to help him.

I think you have already expressed your regret that a Committee sitting in London could not properly examine into all the facts. I think it shows much public spirit in Mr. Candlish, and much desire to reach the truth, that he should take the trouble of a journey to India for this purpose.

I am, &c.
(signed) *Argyll*.

LETTER from Sir *Seymour FitzGerald* to *J. Candlish, Esq., M.P.*

Dear Sir,

11 November 1869.

I HAVE the honour to acknowledge the receipt of your letter of the 7th instant, enclosing a letter from his Grace the Secretary of State, which reached me last evening. I shall be glad to give you every assistance in my power to enable you to obtain the fullest information upon any point you may desire, and would suggest that you should indicate in detail the particular matters as to which you wish to be informed.

Although both Captain Beaumont and yourself were members of the Abyssinian Committee in the last Session, and you yourself were the Chairman, I am sure you will see that I cannot attribute to you any official character, and can only consider you as private gentlemen of position who are desirous of informing themselves in a matter of public interest.

It will not, therefore, be in my power to give you any general letter or circular, such as you suggest, or otherwise to place the Departments of Government at your disposal to enable you, as you say, to prosecute your inquiry into the excessive cost of the Abyssinian War.

The most convenient course will be, I think, that you should state what particular information you require, to Colonel Marriott, who, as Military and Marine Secretary to Government, and in daily confidential intercourse with myself at the time, is more conversant with everything that passed in all Departments than any one else. He has come up here to me for a day on military business, but returns to Poona to-morrow, and will proceed to Bombay on Tuesday next. In the meantime Colonel Macdonald will procure for you any information in the Marine Department that you may desire.

I shall return to Poona in about a fortnight before I leave for Calcutta, when I hope to have the pleasure of seeing you, and giving you personally such assistance as lies in my power.

I have, &c.
(signed) *Wm. S. V. FitzGerald*.

LETTER from *J. Candlish, Esq., M.P.*, to *Sir Seymour FitzGerald*.

Dear Sir,

Byculla Hotel, Bombay, 15 November 1869.

I HAVE the honour to acknowledge receipt of your letter of the 11th, and on behalf of Captain Beaumont and myself, I thank your Excellency for the offer of assistance therein conveyed.

You correctly observe that Captain Beaumont and I do not come here sustaining any official character; but I very respectfully submit that our position materially differs from that of "private gentlemen of position who are desirous of informing themselves on a matter of public interest." The evidence of this difference is manifest and manifold. In the first place, our inquiry here is with the concurrence of the Home Government. That the facts we collect will be laid before a Select Committee of the House of Commons. These facts may influence the Report of that Committee to the House itself, and may thus have a very important public result. Our inquiry here, too, may prevent the issue of a Royal Commission to proceed to India to institute investigations on the spot, or it may relieve the Select Committee from the necessity of calling many gentlemen from India to England to give evidence before it; and in either case a very heavy expenditure will be saved to the country. In these considerations I therefore think your Excellency will see reason to concur with us that, although in form our mission is personal, in substance and in view of its probable results it is essentially official.

I venture also to remind your Excellency that we are otherwise accredited in a manner and to a degree scarcely attainable by us as "private gentlemen." In a circular letter with which we were entrusted by the Secretary of State for Foreign Affairs, Lord Clarendon writes to Her Majesty's Consuls abroad, "I have to instruct you to render them all assistance and advice, as you may be able to facilitate the object of their inquiry." In addition to the letter, we have had the honour to forward you from his Grace the Duke of Argyll, we are entrusted with a similar letter to his Excellency the Viceroy of India. And in a note with which his Grace honours myself it is stated that a request will be made "to afford every facility to Mr. Candlish in his endeavours to arrive at the truth in respect to the cost of the Abyssinian War." I feel it my duty to enter into these particulars, authenticating our mission, in order that, although you "cannot attribute to us any official character," you may yet feel yourself free to give us all the assistance in your power in obtaining the fullest information respecting the expenditure on the Abyssinian War.

Your Excellency states that, because of our lack of formal official position, it will not be in your power to give us any general or circular letter. To this I would remark that the mode in which you assist is to us immaterial. You also add, "or otherwise to place the Departments of Government at your disposal;" I apprehend that, in the sense in which your Excellency uses these words, this may be entirely unnecessary. Let me assure you that it is our earnest desire to conduct our inquiry without imposing needless labours on the Departments of Government. In all probability, the heads of the several Departments can themselves furnish us with the information we require. On Saturday, enabled by your Excellency's direction, we spent some time with Captain Robinson, of the Marine Department, and we find that from him and through him, we can obtain all the information we need in that department. We presume that in the Commissariat Department, in the Land Transport Corps, &c., some of the responsible officers can equally satisfy our inquiries without obstruction to the conduct of the ordinary Departmental work.

Your Excellency requests us to indicate the particular matters as to which we wish to be informed. Permit me to say that the nature of our inquiry is well known to your Excellency. It is simply such as we should have to make if we were sitting as Members of a Select Committee to the House of Commons. I believe that the reply will convey a fuller and more definite indication of our object than any amount of detail. Nevertheless, at your request, I mention, by way of example, the item of tonnage. Rightly or wrongly, which I know not, there is a general impression that tonnage was too expensively hired and inadequately utilized. We, therefore, want to inquire of the Marine Department, into the circumstances of the hiring, and as to the amount of work the vessels performed. We also, with the public at large, are under the impression that the Land and Transport Train was ineffective. The scale of the Expedition, and the proportion of followers to combatants are also matters on which we wish the evidence of competent authorities. And so in other departments. But I need not enlarge. Your Excellency's high and responsible position, and your intimate knowledge of the general proceedings in furtherance of the Expedition, will no doubt enable you to indicate to us the direction our inquiries ought to take, even better than we can know them ourselves.

Time to us is of much importance. Very little is at our disposal. We therefore hope that to-morrow, on having the pleasure of meeting Colonel Marriott, we shall be enabled to proceed with our inquiry without delay.

I have, &c.
(signed) *John Candlish.*

His Excellency Sir Seymour FitzGerald.

Appendix No. 3.

LETTER from Sir *Seymour FitzGerald* to *J. Candlish, Esq., M.P.*

Dear Sir,

I HAVE been much disappointed at finding from your letter of the 15th instant, that the view I have taken of the best means of enabling you to obtain the information you require as to the cost of the Abyssinian Expedition is not satisfactory to you. I have pointed out to you that Colonel Marriott, from his official position, is fully conversant with everything that occurred from the commencement of the Expedition to its close, and that through him you could obtain whatever information is possessed by the Government itself. You have access to whatever documents or records you require, and can receive through him from the heads of every department an explanation of any item of expenditure you may desire to investigate.

You dwell, however, on my statement, "while I recognise the position of yourself and Captain Beaumont as public men who have been engaged on an important public inquiry, that I cannot attribute to you an official character," and you enter into certain particulars with the view, as you express it, of "authenticating your mission." Let me say, however, that this was quite unnecessary after the letter you enclosed to me from his Grace the Duke of Argyll, Secretary of State. Although necessarily ignorant, until I received your letter of the circular you have received from Lord Clarendon, or of the letter you possess, addressed by his Grace to the Viceroy, it was quite sufficient for me to know that your inquiries were approved by the Secretary of State for India for me to give you all the assistance in my power.

I infer from your statement that your inquiry is simply such as you would have to make if you were sitting as Members of a Select Committee of the House of Commons; from other circumstances, I am led, however, to infer that what you require is, that you should, by the authority of Government, enter upon an oral investigation; calling and examining witnesses, and exercising the functions of a Commission of Inquiry; this authority I am unable to give, and I cannot give the sanction of Government to an inquiry which lacks the essential requisites which could alone make it useful or trustworthy, and which must necessarily be hurried, informal, and incomplete.

Equally I take a different view of the advantages and possible result of your investigation. You inform me that the facts which you collect will be laid before the Select Committee on its re-assembling, and may influence its Report to the House. You say that your report may, you believe, relieve the Select Committee from the necessity of calling many gentlemen from India to England to give evidence before it, to prevent the issue of a Royal Commission to proceed to India to make investigation on the spot. If the result were thus to limit the inquiry and exclude the best evidence available, I should greatly regret it. So far as the facts you may collect are officially given to you from the records of Government, and its officers, I can understand that you will be able to lay them before your colleagues on the Committee, who might act on them as if officially produced by the Government, or its officers, but I hesitate to think that either facts or opinions elicited by an inquiry such as you propose, would be accepted by the Committee on the authority of any of its Members, however influential or sufficient to warrant a judgment upon the acts of public men; on the contrary, I have regarded as the main advantage to be obtained by your visit to Bombay, that it would enable you to know exactly what evidence was required as regards each point of inquiry, and what was available by your knowledge of the locality, circumstances, and persons to make use of as Chairman of the Committee, to the greatest advantage.

You mention that, by the directions I have already given, you find that you can obtain through the Superintendent of Marine all the information you need in that department, and you indicate that you specially desire to investigate the item of tonnage; I concur with you in the importance of that inquiry, and every document in the Marine Department is at your disposal for the purpose, and can be explained by Captain Robinson, if required. Similar information is at hand, if you will communicate with Colonel Marriott, as to the organisation and work of the Transport Train, but when you speak of the scale of the Expedition, and the proportion of followers to combatants, and the evidence thereon of competent authorities, you deal with matters of opinion, as to which the Committee of the House will, I conceive, exercise its judgment upon evidence given before it under all the sanctions that such important questions demand.

I have felt it necessary to reply at this length to your letter, as it is important that neither my action nor opinion should be misunderstood, short of authorising an inquiry which, given under no legal sanction, can be of no value, and would only give conjecture and opinion in place of facts; every information possessed by this Government is at your free disposal. No one is more interested than myself that the part taken by this Government in the Abyssinian Expedition should be ascertained, and no one desires more to assist you for that object.

(signed) *W. S. FitzGerald.*

PAPERS delivered in by the Chairman (in continuation of Correspondence with Sir Seymour FitzGerald handed in by Sir James Elphinstone).

LETTER from J. Candlish, Esq., M.P., to Sir Seymour FitzGerald.

On board the "Golconda," from Bombay to Aden,
20 December 1869.

My dear Sir,

I DID not immediately reply to your Excellency's letter of the 17th ult., as I saw clearly that no reply would be likely to alter the course you proposed to yourself in reference to our inquiry; and also, because we felt that, practically, you did not impose the stringent reservations upon official witnesses which your language implied. It seems to me, however, imperative that I should offer a word or two of remark on some portions of your letter.

You state your inference to be that we required the "authority" of the Bombay Government to enter upon an oral investigation, calling and examining witnesses, and exercising the functions of a Committee of Inquiry; and you add that you cannot give the sanction of your Government to an inquiry which lacks the special requisite that could alone make it useful or trustworthy. On this, I would remark that we did not ask for, as we did not require, the authorisation of the Bombay Government to our proceedings. We merely asked that Government would facilitate our inquiry by requesting its servants to answer such questions as we thought would elicit the true causes of the enormous Abyssinian expenditure. We never professed to act officially or judicially, and whether our inquiry shall afterwards be regarded as "useful or trustworthy," will depend upon the evidence departmental officers and others were allowed to give, the weight of the very few opinions they were pleased to offer, and, more particularly, the after-judgment of the Select Committee thereupon.

Your Excellency also observes that if our present proceedings should relieve the Select Committee from the necessity of calling many gentlemen from India to England, or prevent the issue of a Royal Commission to proceed to India, you would greatly regret it; because the inquiry would thereby be limited, and the best available evidence excluded. Forgive me if I say that I here fail to trace the connection between cause and effect. I cannot understand how our presence in India should in any degree limit the inquiry, or exclude any available evidence whatever. The completeness of the evidence or otherwise is altogether dependent, not upon us, but upon the fullness and freeness with which the witnesses under your control have been permitted to speak. And, although you have restrained the executive officers of your Government from guiding us by their opinions, yet in no small degree you have contributed to the completeness of our inquiry here by placing the record of facts freely at our disposal. Hence I am sure you will no longer "regret" if the Select Committee should find that our visit to India has relieved them from the necessity of inflicting much harassing toil, of sacrificing much valuable public service, and of incurring heavy national expense; all necessarily consequent either upon taking many public servants of high position from India to England and back again to India, or upon the appointment of a Royal Commission.

Your Excellency, too, evinces a laudable desire to guard the Select Committee against a procedure that might result in a rash and wrongful judgment of the acts of public men, and to bespeak from the Committee an unfavourable judgment of our present inquiry. You hesitate to think that either facts or opinions elicited thereby would be accepted by the Committee on the "authority" of any of its members, "however influential." But when I mention again what I have before stated in conversation with yourself, that neither facts nor opinions will be laid before the Committee on our authority, probably your Excellency may see that thus to admonish the Committee, and by anticipation to discredit our inquiry, is at least premature, if not wholly needless. Many of the important facts we shall have to submit to the consideration of the Committee are on the authority of the Executive Members of your own Government, and afterwards subjected to their own correction, and supplied to us with your own sanction. These facts, so authenticated, will assuredly be "useful and trustworthy," because the authority on which they repose cannot be justly disparaged. And as with respect to facts, so with respect to opinions. They will not go before the Committee on our authority, but on the sole authority of those who have offered them.

I write in the absence of Captain Beaumont, but I doubt not he concurs generally in these remarks, and especially when I add that we thank you for the freeness with which ultimately, both by oral and documentary testimony, you caused the proceedings of your Government to be placed before us. I must, however, add also the expression of our regret that you should have felt it your duty to bar from us the opinions and views of the men of great authority, who directed the operations of which these facts are a record. Their view of the meaning and significance of the facts to which they had to testify; of the occurrences in which they were the chief actors, would necessarily have had much influence upon the judgment of the Select Committee. Much to my regret this has been withheld. Bald and

Appendix, No. 3.

naked facts, as you well know, are always in themselves worthless, apart from the opinions built upon them, the deductions and conclusions to which they conduct. The very object of the House of Commons in appointing a Select Committee, as indeed it must be, is not merely to get the facts, but the opinion and judgment of the Committee on the facts disclosed. This Committee's opinion will probably be formed, in part at least, on the opinions of men of weight and authority. Pardon me, then, if I venture to say that your Excellency's refusal to allow the departmental officers of your Government to favour us with their opinions on the proceedings under consideration, seems to me a hindrance to our inquiry, alike inconsistent and inconvenient.

Although compelled to write thus respecting public affairs, it affords me great pleasure and relief gratefully to remember and acknowledge the uniform personal kindness and courtesy we received at your hands.

His Excellency Sir Seymour FitzGerald.

I have, &c.
(signed) *John Candlish.*

LETTER from Sir *Seymour FitzGerald* to *J. Candlish, Esq., M.P.*

My dear Sir,

Bombay, 5 February 1870.

THE last mail has brought me your letter replying to mine of the 20th December. Looking to the time that has elapsed, and the fact that we have had a free personal intercourse on the subject to which it relates since that date, I must confess that I did not expect such a communication, and I am in doubt whether you will expect a reply. Still there are portions of your letter which appear to misapprehend what I have said so completely, that I am bound to make some observations upon it.

You state that you required no authorisation of the Bombay Government of your proceedings; this is of course true as regards any inquiries you might have thought proper to make from persons who were at liberty to reply or not as they thought fit. I must remind you, however, that you desired to receive from me a circular addressed to all officers of Government, by which they would have been directed to submit themselves to your examination, and thus as far as this Government was concerned, an apparently official character would be given to your inquiry. You, of course, did not ask for, because, as you justly say, you did not require an authorisation from me to make any such inquiries as you might desire; but it can scarcely be said that you did not require from me an authority to make them in a particular way, which, for the reasons I gave you, appeared to me objectionable.

In saying that your inquiry lacked the essential requisites which alone could make it useful or trustworthy, I did not mean to imply a doubt that you might receive reliable facts or opinions from our departmental officers, but that such evidence would not be given under circumstances that would make it available and useful to a Committee. In an inquiry before a Committee composed of gentlemen of different views, who all take part, or may take part, in its proceedings, the probability is that the whole truth may be elicited; in a limited and unofficial inquiry, it may at least be said that it is quite possible it may not.

I have never been so presumptuous as (to quote your own words) to seek to guard the Committee from a procedure that might result in a rash and wrongful judgment of the acts of public men, nor should I think it necessary to do so; neither have I sought to bespeak from the Committee an unfavourable judgment of your inquiry; I simply expressed to yourself, in reply to your statement, that the result of your inquiries would be laid before the Committee and might influence their judgment, my belief from a long experience in the House of Commons, that a Committee would require evidence more complete and reliable, the value of which they could themselves test, before they passed a judgment on public men. I am of the same opinion still.

I am pleased to think that the results of your inquiry, as far as a knowledge of facts is concerned, are to a great extent satisfactory to you, though I must add that you attribute to me more credit than I deserve, in thinking that the oral evidence you have taken was given in accordance with my intentions or instructions. If, however, the result be as you anticipate, to assist the Committee and elicit the truth, I shall not regret that a greater latitude was allowed to your inquiry than I contemplated.

I am sure you will regret to hear that Colonel Marriott has since your departure been obliged to leave India. He was for a considerable time in great danger of his life, and has been obliged to take leave; he is, I believe, now in Egypt or south of Europe, but his friends here know where he is to be found, and a telegram here would be forwarded to him, if his presence is required before the Committee. He has never been in sound health since the days of the Expedition, and I am now the only one actively engaged in its preparation who seems to have passed through it unscathed.

You must allow me to remind you that the papers I gave you were to enable you to call for the official documents, and were not given as official, or to be officially used. Captain Beaumont has returned to me the memorandum I drew up as to the supply of six months' stores at Senafe, but not the calculations attached to it.

Believe me, &c.
(signed) *Wm. Seymour FitzGerald.*

Handed in by Sir *J Elphinstone*.

LETTER from Sir *Seymour FitzGerald* to Colonel *Marriott*.

My dear Colonel Marriott,

Mahableshwur, 13 November 1869.

THE Duke of Argyll has written to me expressing a wish that I should afford every possible facility to Mr. Candlish in his inquiries as to the expenditure in the Abyssinian Expedition, and he adds that Mr. Gladstone is also anxious on the subject, and has written to him (the Duke) to the same effect.

Mr. Candlish has proposed to me that I should give him a general letter to all officers of Government or otherwise to direct them to give him every information he asks for. You are well aware that I have been from the very commencement anxious that everything connected with the organisation of the Expedition should be known. I have publicly and privately expressed to the late Government my strong feeling that the exertions of the officers in every department of this Government have been very unfairly passed over, and that the studied silence of Lord Napier during his stay in England last year only added to the injustice with which they have been treated. I should therefore be anxious to assist Mr. Candlish and his colleague by every means that I could properly adopt.

But Mr. Candlish has no official position. He is a Member of Parliament, and has been Chairman of a Committee, the majority of the members of which, I believe, do not expect to be re-appointed. Under any circumstances, to give this official character to such an inquiry as Mr. Candlish proposes would be most unprecedented and irregular, and would very probably give offence to the other members of the Committee, who have certainly not given, if they did not refuse, their sanction to his proceedings. Further, such an order to the departments might be taken to authorise the examination of witnesses, who would in many instances give as evidence in such an irregular inquiry nothing but reports, hearsay, tales, opinions, and conjectures.

I have therefore informed Mr. Candlish that I cannot give him any such general authority as he desires, but have requested him to communicate with you, who, as Secretary to Government, and in daily confidential intercourse with myself during the Expedition, are perfectly acquainted with all that took place, and you will oblige me by giving him the fullest information as to every step taken by this Government, and every expenditure incurred into which he may wish to inquire.

The elaborate Returns called for by the Secretary of State as to all stores, &c. purchased, will render it unnecessary to give any returns to Mr. Candlish of a similar nature.

Hon. Colonel Marriott, c.s.i.

Believe me, &c.
(signed) *Wm. Seymour V. FitzGerald*.

Appendix, No. 3 A.

LETTERS handed in by the Chairman.

Appendix, No. 3A.

MR. OTWAY presents his compliments to the Chairman of the Abyssinian Committee, and begs to enclose, according to his desire, a copy of Lord Clarendon's Despatch to Colonel Stanton, introducing to him Mr. Candlish and Captain Beaumont.

Foreign Office, 13 June 1870.

Sir,

Foreign Office, 23 September 1869.

MR. CANDLISH and Captain Beaumont, members of the Committee of the House of Commons appointed to make inquiry into the expenses of the Abyssinian Expedition, being about to visit parts of the Turkish dominions, with a view to collect information on those matters for the use of the Committee, I have to introduce these gentlemen to your acquaintance, and I have to instruct you to render them such assistance and advice as you may be able, with a view to facilitate the object of their inquiry.

Colonel Stanton, c.B.,
&c. &c. &c.
Alexandria.

I am, &c.
(signed) *Clarendon*.

Appendix, No. 4.

PAPERS handed in by Admiral Mends.

TRANSPORTS taken up by the ADMIRALTY for ABYSSINIAN EXPEDITION.

SHIP.	Tonnage.		Horse Power.	Period in the Service.			Where Discharged.	Amount of Hire Paid.							
	Net.	Engine Room.		Gross.	From	To		Months.	Days.	Ship Discharged at Home.			Ship Discharged Abroad.		
										Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
FOR GENERAL SERVICE:															
City of Manchester	1,290	610	1,906	450	4 Sept. 1867	19 Aug. 1868	11	16	Bombay	-	-	£. s. d.	£. s. d.		
City of Dublin	1,548	450	1,908	250	8 Sept. "	13 July "	10	6	- ditto	-	-	45 -	49,423 4 1		
Queen	2,817	700	3,517	350	7 Sept. "	22 July "	10	16	- ditto	-	-	Three months' hire.	45,830 7 2		
Peruvian	1,713	532	2,245	300	4 Sept. "	13 July "	10	10	- ditto	-	-	50 -	80,186 4 4	300,581 l. 17 s. 7 d.	
Kangaroo	1,196	523	1,719	350	6 Sept. "	29 June "	9	24	- ditto	-	-	Three months' pay.	57,965 3 3	Average per ton, per month, 2 l. 2 s. 1 d.	
Californian	1,286	545	1,831	200	3 Sept. "	7 July "	10	5	- ditto	-	-	35 -	27,338 8 9		
West Indian	1,277	527	1,804	200	3 Sept. "	9 July "	10	7	- ditto	-	-	36 -	32,567 15 0		
American	1,286	545	1,831	200	9 Sept. "	29 June "	9	21	- ditto	-	-	35 -	33,217 5 2		
England	2,607	700	3,307	350	3 Sept. "	10 Oct. "	13	8	England	-	-	35 -	31,044 9 1		
Bosphorus	1,066	450	2,116	280	10 Sept. "	20 Oct 1867	1	11	Wrecked	-	-	For two months' advance	-		
FOR HOSPITAL SHIPS:															
Golden Flece	2,091	677	2,768	300	6 Sept. "	5 Sept. 1868	12	-	England	-	-	-	-	219,753 l. 1 s. 8 d.	
Mauritius	1,451	683	2,134	300	6 Sept. "	17 Oct. "	13	12	- ditto	-	-	-	-	Average per ton, per month, 1 l. 11 s. 9 d.	
Queen of the South	1,433	657	2,000	300	6 Sept. "	31 Oct. "	13	26	- ditto	-	-	-	-		
FOR MULE SHIPS:															
Empress	618	102	780	200	12 Sept. "	11 Dec. 1867	3	-	Alexandria	-	-	30 -	3,510 - -		
Parana	1,025	295	1,320	180	10 S.pt. "	10 Dec. "	3	1	- ditto	-	-	25 -	5,004 4 11	24,541 l. 11 s. 9 d.	
Commodore	764	205	960	150	16 Sept. "	16 Jan. 1868	4	1	England	-	-	24 0	4,835 19 5	Average per ton, per month, 1 l. 8 s. 4 d.	
Bolivar	662	217	1,170	100	10 Sept. "	24 Dec. 1867	3	15	- ditto	-	-	35 -	6,177 12 0		
Venetia	513	241	764	150	9 Sept. "	4 Jan. 1868	3	27	- ditto	-	-	34 6	5,013 14 8		
W. R. Mendenhall, Rear Admiral, U. S. Navy, Chief of Transport Service, Admiralty.															

W. R. Mends, Rear Admiral, Commanding the Transport Service, Admiralty.

I.—TENDERS for Service in the Indian Seas made in Answer to Advertisement, and in accordance with its Conditions.

NAME OF SHIP.	NAME OF OWNER.	Where Lying.		Class in Lloyd's or other Register.	Register, Tonnage, &c.				Rates at which Tendered.		Reason for Rejection.	REMARKS.	
		When Tendered.	When Rejected.		Sailing Ships.	Steam Vessels.			Per Ton per Month.	Other Conditions.			
						Exclusive of Engine-room.	Engine-room.	Gross Tonnage.					Horse-power.
Great Eastern	Great Eastern Steamship Company.	Liverpool	Liverpool	Board of Trade Certificate.	-	13,343	5,571	18,914	2,000	16	-	Too large.	This ship was surveyed by the Deptford officers, and reported by telegram as "not suited for a transport for troop service." Boilers, indifferent.
Hector	E. T. Gourley	Victoria Docks	Victoria Docks	A 1, 9 years	-	-	-	1,614	230	21	5 s. additional if discharged abroad.	Surveyed, and found not suitable for troop service.	
Pacific	Liverpool Marine Credit Company.	Liverpool	Liverpool	Board of Trade Certificate.	-	979	314	1,993	200	22	0	5 s. additional if discharged abroad.	Surveyed, and found not suitable for troop service.
Venezuelan	West India and Pacific Steamship Company.	- ditto	- ditto	Not classed	-	1,347	335	1,682	160	23	-	10 s. additional if discharged abroad.	Not ready.
Carolina	H. Laforce	- ditto	- ditto	A 1	-	891	225	1,116	160	24	-	-	Surveyed, and found not suitable for troop service.
Melbourne	A. Laming & Co.	- ditto	- ditto	A 1, 12 years	-	-	-	1,636	260	24	-	Delivered back in England.	No scuttles
Lybia	Anglo-Egyptian Navigation Company.	- ditto	- ditto	A 1, 9 years	-	873	410	1,283	200	24	6	Delivered back at Liverpool.	Surveyed, and found too small for troops.
Iron Age	J. R. Oswald	Sunderland	Sunderland	18 years at Liverpool in red.	-	888	205	1,004	130	24	6	5 s. additional if discharged abroad.	Not ready.
Illyti	Malcomson Brothers	Liverpool	Liverpool	No	-	877	245	1,122	106	25	-	25 s. additional if discharged abroad.	Surveyed, and found in very indifferent repair.
Canada	W. McArthur	- ditto	- ditto	No	-	1,001	829	1,831	670	25	-	If discharged in England.	Not sufficient coal stowage.
Minia	Anglo-Egyptian Navigation Company.	Glasgow	Glasgow	9 years	-	1,350	630	1,986	200	25	-	Delivered back at Liverpool.	Not ready
Asia	W. McArthur	Liverpool	Liverpool	Board of Trade Certificate.	-	1,214	1,012	2,226	750	26	-	If discharged in England.	It was stated on the tender that the vessel was undergoing alterations and additions which would occupy 10 days to complete; she was again offered on the 30th August, by letter, at an increased rate; viz., 30 s. per ton.
Norfolk	Bailey and Leatham	Due in London on day of tender from Cronstadt.	-	17 years, A 1, Liverpool, Board of Trade Certificate.	-	1,064	195	1,250	120	27	6	12 s. 6 d. additional if discharged abroad.	Not sufficient stowage for coal. Not ready
Bellona	Malcomson Brothers	Victoria Docks	Victoria Docks	Board of Trade Certificate.	-	1,470	409	1,888	300	27	0	27 s. 6 d. additional if discharged abroad.	No scuttles
Ernst Merck	William Gladstone	- ditto	- ditto	3/8, A 1	-	1,928	177	1,406	140	28	-	If discharged in England.	Represented verbally by surveying officers to have no side scuttles, and to have watertight compartments running up through the main deck, which led to her rejection for tropical service. Horse-power too low. Foreign built

RETURN of Vessels Tendered for Service in connection with the Abyssinian Expedition, but not Accepted—continued.

I.—TENDERS for Service in the Indian Seas made in Answer to Advertisement, and in accordance with its Conditions—continued.

NAME OF SHIP.	NAME OF OWNER.	Where Lying.		Class or other Registrar.	Register, Tonnage, &c.				Rates at which Tendered.		Reason for Rejection.	REMARKS.
		When Tendered.	When Rejected.		Sailing Ships.	Steam Vessels.			Per Ton per Month.	Other Conditions.		
						Exclusive of Engine-room.	Engine-room.	Gross Tonnage.				
Union -	Charles Gumm -	West India Docks	West India Docks	A 1, 18 years in Liverpool book.	-	-	-	1,385	156	20 s. additional if dis- charged abroad.	Horse-power too small.	
Petersburg -	D. R. Macgregor -	Leith -	Leith -	AA 1, Board of Trade Certifi- cate.	-	1,340	226	1,566	180	20 s. additional if dis- charged abroad.	- ditto - - ditto.	
Shahasadah -	E. Bates -	Hull -	Hull -	AA -	-	-	-	1,050	110	If discharged at home or abroad.	- ditto - - ditto.	
Livonia -	C. Norwood & Co. -	- On voyage home	-	A B -	-	872	411	1,283	140	25 s. additional if dis- charged abroad.	Not in England.	
France -	National Steamship Company.	Liverpool -	Liverpool -	22 years in Li- verpool book.	-	-	-	3,270	400	-	Surveyed, and reported could not be ready for sea before the 18th Sep- tember.	
London -	J. Hall, jun., & Co. -	London Docks -	London Docks -	-	-	994	305	1,299	120	-	Horse-power too small.	
Augustine -	A. Booth & Co. -	West Hartlepool	West Hartlepool	No. -	-	892	223	1,055	95	-	- ditto - - ditto.	
Massowah -	British Indian Steam Company.	Clyde -	Clyde -	-	-	1,260	450	1,700	400	40 s. per ton per month till arrival in India, and 15 s. additional afterwards.	Rate high.	
Bolivian -	Merchants' Trading Com- pany.	London -	London -	-	-	1,366	538	1,904	300	14 s. 6 d. additional if discharged abroad.	- ditto.	
Brazilian -	Merchants' Trading Com- pany.	Birkenhead -	Birkenhead -	-	-	1,395	546	1,942	300	14 s. 6 d. additional if discharged abroad.	- ditto.	
China -	Peninsular and Oriental Company.	Southampton -	Southampton -	-	-	1,348	661	2,009	400	-	- ditto.	

II.—The TENDERS of the following Vessels for Service in the Indian Seas were not in accordance with the Requirements of the Advertisement.

Medway -	John Temperley -	Antwerp -	Antwerp -	AA 1 -	-	1,463	360	1,923	220	23 -	4 s. additional if dis- charged abroad.	Not in England.
Cleopatra -	John Temperley -	Due at Antwerp from New York about 4th September.	Quebec -	AB 1 -	-	811	200	1,012	130	23 -	4 s. additional if dis- charged abroad.	- ditto.
Thames -	British Colonial Steam- ship Company.	Quebec -	Quebec -	AA 1 -	-	1,060	280	1,376	170	24 -	5 s. additional if dis- charged abroad.	- ditto.
Cella -	Malcolmson Brothers -	On voyage home from New York	-	Board of Trade Certificate.	-	1,685	307	1,992	300	25 -	25 s. additional if dis- charged abroad.	- ditto.
Monteruma -	Malcolmson Brothers -	Blackwall -	Blackwall -	Board of Trade Certificate.	-	610	201	910	140	25 -	25 s. additional if dis- charged abroad.	Less than measurement required.
Ottawa -	British Colonial Steam- ship Company.	Antwerp -	Antwerp -	AA 1 -	-	1,414	410	1,890	275	26 -	5 s. additional if dis- charged abroad.	Not in England.

RETURN of Vessels Tendered for Service in connection with the Abyssinian Expedition, but not Accepted—continued.

III.—VESSELS Tendered for Service as Mule Ships, but not Accepted.

NAME OF SHIP.	NAME OF OWNER.	Where Lying.		Class in Lloyd's or other Register.	Register, Tonnage, &c.				Rates at which Tendered.		Reason for Rejection.	REMARKS.
		When Tendered.	When Rejected.		Sailing Ships.	Steam Vessels.			Per Ton per Month.	Other Conditions.		
						Exclusive of Engine-room.	Engine-room.	Gross Tonnage.				
Oasian	Thomas Aitken	Leith	Leith	A 1	-	490	222	721	120	22 6	-	Smaller than desirable.
Hull	Brown, Atkinson, & Co.	East Lane, London.	East Lane, London.	A 1, 9 years	-	657	134	701	90	22 6	-	Not ready.
A New Vessel	William Gray	Hartlepool	Hartlepool	-	-	-	-	923	110	22 0	2 s. additional if discharged abroad.	Low between decks.
Leopard	Brownlow & Co.	Hull	Hull	A 1	-	500	235	735	170	23 -	To be discharged in England.	- ditto.
Saint Bede	Watts, Milburn & Co.	Thames	Thames	A C	-	582	160	748	08	23 -	-	Too small.
A New Ship, No. 63	William Gray	Hartlepool	Hartlepool	-	-	555	245	885	130	23 6	2 s. additional if discharged abroad.	Not made a voyage.
Gallia	John Hall, jun., & Co.	Not arrived in London Docks	Not arrived in London Docks	A B 1	-	510	240	750	08	23 0	2 s. additional if discharged abroad.	Low between decks.
Carolina	H. Laforce	Liverpool	Liverpool	17 years in Liverpool book.	-	-	-	1,116	140	24 -	-	Surveyed. Boilers out of repair.
Meander	J. Bibby, Sons & Co.	ditto	ditto	No	-	661	312	974	160	24 -	To be discharged at Liverpool.	Stowage for coals small.
Iron Age	J. R. Oswald	Sunderland	Sunderland	18 years at Liverpool, in red.	-	888	205	1,004	130	24 -	2 s. additional if discharged abroad.	Low between decks.
Admiral Kanaris	E. T. Gourley	Hourly expected in the river	Hourly expected in the river	A 1	-	704	163	920	90	24 -	4 s. additional if discharged abroad.	- ditto.
Paris	D. R. Macgregor	Leith	Leith	A A 1	-	481	226	708	114	24 6	-	Too small.
Hastings	F. W. Harris	Bristol	Bristol	A B	-	-	-	636	90	24 8	-	ditto.
Monteruma	Malcomson Brothers	Blackwall	Blackwall	Board of Trade Certificate.	-	619	291	910	140	25 -	-	Surveyed, and found unsuitable for mules.
Mendoza	Malcomson Brothers	East Lane	East Lane	ditto	-	789	371	1,160	180	25 -	-	Surveyed, and found low between decks.
Rosetta	James Moss & Co.	Liverpool	Liverpool	A 1, 17 years Liverpool book.	-	661	311	972	120	25 -	2 s. additional if discharged abroad.	Surveyed, and found not suitable.
Caledonia	James Laing	Sunderland	Sunderland	A B 1	-	545	220	765	98	25 -	5 s. additional if discharged abroad.	Low between decks.
Parthenon	E. T. Gourley	St. Katharine Dock.	St. Katharine Dock.	A 1	-	701	175	876	120	25 -	5 s. additional if discharged abroad.	- ditto.
Shahzadah	E. Bates	Liverpool	Liverpool	A A 1	-	814	226	1,040	120	26 -	-	ditto.
Iona	T. Aitken	London	London	13 years, A 1	-	617	282	909	220	27 0	2 s. 0 d. additional if discharged abroad.	-
John McIntyre	J. Fenwick & Son	Victoria Dock	Victoria Dock	A 1	-	797	187	984	99	27 -	3 s. additional if discharged abroad.	Not complete.
Emperor	Mitchell & Co.	Newcastle	Newcastle	A B	-	618	169	780	130	30 -	-	Surveyed. Never at sea

	Steamship Company.	-	-	-	-	-	-	-	-	-	-	Surveyed, and not approved.	Boilers so defective as to render the vessel quite unworthy.
Plantagenet -	West India and Pacific Steamship Company.	-	ditto	-	-	-	-	472	222	604	70	90	Low between decks.
Clotilda -	Ocean Steam Navigation Company.	-	London Docks	-	London Docks	A 1, 9 years	-	583	-	707	150	32	Too small.
Onward -	C. Gunn -	-	Victoria Docks	-	Victoria Docks	18 years A 1, in Liverpool book.	-	623	150	783	100	34	Low between decks.
Latona -	London Steamship Company.	-	On voyage home from Lisbon	-	-	A 1	-	475	224	609	100	34	Too small.
Aurora -	London Steamship Company.	-	Off Victoria Docks	-	-	A 1	-	474	224	608	100	34	ditto.
City of Durham -	William Inman -	-	On way from Liverpool to Cardiff	-	-	A c 1	-	538	162	697	120	40	ditto.
Mary -	John Dudgeon -	-	Limehouse	-	Limehouse	-	-	616	285	902	250	45	Low between decks.

IV.—VESSELS Tendered for Service as Mule Ships, not in accordance with the Advertisement.

		Hull	-	Hull	-	A B	-	914	408	1,320	450	20	-	-	Larger than required. Not in England.
Emperor	-	Geo & Co.	-	On voyage from Copenhagen to London.	-	A B	-	478	218	686	90	21	-	-	- ditto.
Druid	-	R. M. Hudson	-	On voyage from Cronstadt to London.	-	20 years in Liverpool book.	-	504	290	794	120	21	-	-	- ditto.
Tarsit	-	R. M. Hudson	-	On voyage from Patras to London	-	A C	-	882	204	1,086	120	22	-	-	- ditto.
Archimedes	-	Watts, Milburn & Co.	-	To arrive in 10 days	-	-	-	848	340	1,188	150	22	-	-	- ditto.
Golden Horn	-	William Gray	-	-	-	-	-	-	-	-	-	-	-	-	- ditto.
Pacific	-	Liverpool Marine Credit Company.	-	Liverpool	-	10 years in Liverpool book.	-	979	313	1,203	200	22	6	-	Larger than required.
Tiger	-	Brownlow & Co.	-	Hull	-	-	-	443	208	651	170	23	-	-	Too small.
Gosforth	-	Watts, Milburn & Co.	-	On voyage from Odessa to London	-	A B	-	662	170	832	100	23	-	-	Not in England.
William Cory	-	J. Fenwick & Son	-	On voyage to Odessa	-	A B	-	1,324	254	1,578	120	23	-	-	- ditto.
Livonia	-	C. Norwood	-	On voyage home	-	A B	-	872	411	1,283	140	23	-	-	- ditto.
Thomas Gillespy	-	Elliott & Co.	-	In the Tyne	-	A B	-	470	221	691	90	24	-	-	Too small.
Bristol	-	M. C. Pothouier	-	Expected hourly in London	-	Iron Registry, 16 years.	-	580	120	650	70	24	-	-	Not in England.
Constantine	-	James Davie	-	Cronstadt	-	A B	-	607	-	773	60	24	-	-	- ditto.
Danish Queen	-	Priest Brothers	-	On voyage from Riga	-	No	-	766	189	955	100	24	-	-	- ditto.
Brenda	-	Malcomson Brothers	-	On voyage to Constantinople	-	Board of Trade Certificate.	-	602	171	772	265	25	-	-	- ditto.
Una	-	Malcomson Brothers	-	About to sail from Victoria Docks	-	- ditto	-	1,006	230	1,236	-	25	-	-	- ditto.
Lord Byron	-	W. B. & C. Palgrave	-	On voyage to Oporto	-	A B	-	589	169	758	140	25	-	-	- ditto.
Cleopatra	-	Temperley, Carter & Co.	-	On voyage from New York to Antwerp.	-	A B	-	811	200	1,012	130	25	-	-	- ditto.
Elaine	-	J. Fry	-	London Bridge	-	A B	-	454	-	593	100	25	-	-	Too small.
Thomas Snowdon	-	Thomas Snowdon	-	Valencia	-	A l, 20 years, Liverpool, Lloyd's.	-	480	-	707	110	25	-	-	Not in England.

RETURN of Vessels Tendered for Service in connection with the Abyssinian Expedition, but not Accepted—continued.

IV.—Vessels Tendered for Service as Mule Ships, not in accordance with the Advertisement—continued.

NAME OF SHIP.	NAME OF OWNER.	Where Lying.		Class in Lloyd's or other Register.	Register, Tonnage, &c.				Rates at which Tendered.		Reason for Rejection.	REMARKS.
		When Tendered.	When Rejected.		Sailing Ships.	Steam Vessels.			Per Ton per Month.	Other Conditiona.		
						Exclusive of Engine-room.	Engine-room.	Gross Tonnage.				
West of England	Samuel Hough	-	-	A 1, 16 years in Liverpool Book	-	490	119	609	70	5 s. additional if dis- charged abroad.	Too small	Not in England.
Jane Bacon	Geo. Wright & Co.	-	-	A 1 in Liverpool Book.	-	343	161	504	70	5 s. additional if dis- charged abroad.	ditto.	ditto.
Mersey	T. H. Powell & Co.	-	-	A C 1	-	481	120	608	80	5 s. additional if dis- charged abroad.	ditto.	ditto.
Lady Derby	General Iron Screw Collier Company.	Port Said	Port Said	A B	-	437	140	577	90	-	ditto.	ditto.
Saida	Anglo-Egyptian Navi- gation Company.	Expected at Liverpool in four days	-	A 1, 9 years	-	1,109	-	1,352	200	10 s. additional if dis- charged abroad.	Not in England.	-
Lybia	(Tendered by Laming & Co.)	Liverpool	Liverpool	-	-	1,103	-	1,283	200	10 s. additional if dis- charged abroad.	Too large.	-
Hellenis	(Tendered by Jackson & Co.)	On voyage home from Gibraltar	-	A 1	-	637	118	755	120	2 s. less if discharged abroad.	Not in England.	-
Adriatic	Imperial Mercantile Credit Association.	Southampton	Southampton	-	-	1,737	1,933	3,670	1,200	10 s. additional if dis- charged abroad.	Too large.	-
Columbia	Imperial Mercantile Credit Association.	Liverpool	Liverpool	A 1	-	1,625	1,288	2,913	1,000	10 s. additional if dis- charged abroad.	ditto.	-
Hibernia	Imperial Mercantile Credit Association.	ditto	ditto	A 1	-	1,569	1,438	3,007	800	10 s. additional if dis- charged abroad.	ditto.	-
Anglia	Imperial Mercantile Credit Association.	ditto	ditto	A	-	1,658	1,291	2,949	1,000	10 s. additional if dis- charged abroad.	ditto.	-
United Service	Wm. Gray	Will arrive in London about 7th September.	-	17 years at Liverpool.	-	777	204	981	96	One month's additional pay if discharged abroad.	Not in England.	-
Australian	West India and Pacific Steam Ship Company.	W. Hartlepool	W. Hartlepool	A A	-	1,800	704	2,504	350	5 s. additional if dis- charged abroad.	Too large.	-
May Queen	Park Brothers	Victoria Docks	Victoria Docks	No	-	477	99	576	90	6 s. 6 d. additional if discharged abroad.	Too small.	-
Charlotte	J. Thomson	ditto	ditto	-	-	399	228	628	200	One month's extra pay if discharged abroad.	ditto.	-
Amy	P. L. Henderson	Liverpool	Liverpool	No	-	379	224	604	220	-	ditto.	-
Maud Campbell	J. Thomson	Victoria Docks	Victoria Docks	-	-	403	227	631	200	One month's additional pay if discharged abroad.	ditto.	-
Justitia	Ocean Steam Navi- gation Company.	Malta	Malta	A 1, 9 years	-	616	-	783	120	10 s. additional if dis- charged abroad.	Not in England.	-
Winchester	(Tendered by Smith, Sundus & Co.)	Havre	Havre	-	-	-	-	-	-	-	ditto.	-
Southampton		-	-	-	-	-	-	-	-	-	Too small.	-

W. R. Mende, Rear Admiral,

30 April 1870.

W. R. Meade, Rear Admiral,
Director of Transport Services, Admiralty.

NAME OF SHIP.	NAME OF OWNER.	Where Lying.		Class in Lloyd's or other Register.	Register, Tonnage, &c.				Rates at which Tendered.		Reason for Rejection.	REMARKS.
		When Tendered.	When Rejected.		Sailing Ships.	Steam Vessels.			Per Ton per Month.	Other Conditions.		
						Exclusive of Engine-room.	Engine-room.	Gross Tonnage.				
Apollo -	G. Griggs & Co. -	-	-	17 years in Li- verpool book.	-	-	-	1,336	150	s. d.	-	Not required.
Bristol -	Watson -	Liverpool	-	-	-	-	-	570	-	22 -	-	- ditto.
One or two A 1 Vessels.	Watson -	- ditto -	-	-	-	-	-	-	-	-	-	- ditto.
Jolly -	Wilson -	On voyage to Algoa Bay.	-	A 1 -	222	-	-	-	-	19 6	-	- ditto.
Ottawa -	British Colonial Steam- ship Company.	Victoria Docks -	-	A A 1	-	1,414	417	1,831	275	25 -	-	- ditto.
Gosforth -	Milburn & Co. -	London -	-	A B -	-	662	170	832	100	22 9	-	- ditto.
Cairo -	Denton, Gray & Co. -	Hartlepool -	-	A B 1	-	638	295	923	110	25 6	-	4 s. 6 d. additional if discharged abroad.
Malta -	Denton, Gray & Co. -	- ditto -	-	A B 1	-	535	265	800	130	27 -	-	3 s. additional if dis- charged abroad.
Apollo -	Barrow Moss -	Liverpool	-	-	-	-	-	1,336	150	25 -	-	- ditto.
Calypso -	Papayanni -	- ditto -	-	-	-	-	-	1,089	150	35 -	-	- ditto.
Arcadia -	C. M. Palmer -	Not arrived in Liverpool	-	-	-	2,262	1,064	3,326	400	37 6	-	Too late.
Nebraska -	Gellatly, Hankey & Co. -	On voyage to Bombay.	-	-	1,145	-	-	-	-	30 -	-	Not in England.
Iberian -	-	Liverpool	-	-	-	-	-	2,877	-	45 -	-	-
Istrian -	-	- ditto -	-	-	-	-	-	2,877	-	-	-	-
Syrian -	-	Not arrived	-	-	-	-	-	1,492	-	-	-	-
Sicilian -	-	- ditto -	-	-	-	-	-	1,492	-	-	-	-
Venetian -	-	- ditto -	-	-	-	-	-	1,508	-	-	-	-
Cairo -	-	- ditto -	-	-	-	-	-	1,404	-	-	-	-
Ionian -	-	- ditto -	-	-	-	-	-	1,388	-	-	-	-
Rhone -	-	- ditto -	-	-	-	-	-	1,387	-	-	-	-
Danube -	-	Liverpool -	-	-	-	-	-	1,386	-	-	-	-
Crimean -	-	Not arrived	-	-	-	-	-	1,473	-	-	-	-
Milan -	-	- ditto -	-	-	-	-	-	1,083	-	-	-	-
Albanian -	-	Liverpool	-	-	-	-	-	1,034	-	-	-	-
Nemesis -	P. Denny -	Southampton	-	-	-	-	-	2,018	600	30 -	-	Not required.
Canada -	William M'Arthur -	Birkenhead	-	-	-	1,285	-	1,831	670	21 -	-	- ditto.
Gambia -	H. Laforce -	Liverpool	-	12 years, A 1 -	-	929	236	1,167	180	24 -	-	- ditto.
Scotia -	T. S. Begbie -	Glasgow -	-	-	-	-	-	-	180	-	-	- ditto.
Marco Polo -	Leech, Harrison & Co. -	Liverpool	-	-	-	-	-	-	-	-	-	- ditto.
A New Steamer	British India Steam Navigation Company.	Glasgow -	-	-	-	-	-	1,700	-	-	-	- ditto.
A Steamer -	C. M. Palmer -	Liverpool	-	-	-	-	-	3,500	450	-	-	- ditto.
Great Britain Steam- ship.	Offered by Gibbs, Bright & Co.	-	-	-	-	-	-	-	-	-	-	Offered for general pur- poses.
A Brig -	Joseph Hatton -	-	-	-	-	-	-	-	-	-	-	Not required.
											To carry 500 tons dead weight.	

046.

W. R. Mends, Rear Admiral,
Director of Transport Services, Admiralty.

20 April 1870.

Appendix, No. 4 A.

PAPER handed in by Admiral Mends.

STATEMENT showing the Movements of the STEAM TRANSPORTS engaged in *England* for the ABYSSINIAN EXPEDITION; the Troops, &c., and Cargo conveyed; the Period of Service; and the Amount of Hire.*Note.*—The records of this Department do not show in every case the *Tonnage* of the Stores conveyed, but merely a general description.

SAILED FROM		HAVING ON BOARD				ARRIVED AT		Number of Days on Voyage.	Number of Days in Port.	Special Cause of Detention, if any.	Date of Entry into Pay.	Date of Discharge.	TOTAL Amount of Hire.
Port.	Date.	Troops.	Followers.	Animals.	Stores.	Towing.	Port.						
TROOP SHIPS:													
"CITY OF MANCHESTER"													
Liverpool	18 Sept. 1867	-	-	-	-	-	-	-	-	-	4 Sept. 1867	19 Aug. 1868	£. s. d. 40,423 4 1
St. Vincent	2 Oct. "	-	-	-	285	-	-	St. Vincent	11	-	-	-	-
Simon's Bay	26 "	-	-	-	-	-	-	Simon's Bay	24	3	-	-	-
Algoa Bay	2 Nov. "	-	-	-	-	-	-	Algoa Bay	4	-	-	-	-
Bombay	18 Jan. 1868	393	55	11 horses	250	2 ships	-	Bombay	24	53	-	-	-
Aden	29 "	-	-	-	-	-	-	Aden	11	6 hours.	-	-	-
Anseley Bay	21 Feb. "	-	-	-	-	1 ship	-	Anseley Bay	2	24	-	-	-
Aden	1 Mar. "	-	-	-	-	-	-	Aden	4	2	-	-	-
Bombay	22 "	36	-	-	-	-	-	Bombay	9	12	-	-	-
Beyport	2 April "	-	29	-	892	-	-	Beyport	2	9	-	-	-
Aden	15 "	-	-	-	-	-	-	Aden	11	2	-	-	-
Anseley Bay	2 May "	-	-	-	263	2 ships	-	Anseley Bay	0	15	-	-	-
Aden	18 "	-	-	-	-	-	-	Aden	2	10	-	-	-
Anseley Bay	31 "	339	50	12 horses	180	2 ships	-	Anseley Bay	2	11	-	-	-
Bombay	21 June "	-	-	-	-	-	-	Bombay	12	9	-	-	-
Madras	1 July "	-	-	-	-	-	-	Madras	7	3	-	-	-
Bombay	26 "	92	79	-	-	-	-	Bombay	10	15	-	-	-
Kurrachee	3 Aug. "	-	-	-	-	-	-	Kurrachee	4	4	-	-	-
Bombay	-	-	-	-	-	-	-	Bombay	3	13	-	-	-
"CITY OF DUBLIN"													
Liverpool	27 Sept. 1867	-	-	-	-	-	-	-	-	-	8 Sept. 1867	13 July 1868	45,839 7 3
St. Vincent	8 Oct. "	-	-	-	-	-	-	St. Vincent	11	12 hours.	-	-	-
Simon's Bay	4 Nov. "	-	-	-	-	-	-	Simon's Bay	24	3	-	-	-
Mauritius	20 "	-	-	-	-	-	-	Mauritius	14	2	-	-	-
Bombay	19 Jan. 1868	430	30	6 horses	270	1 ship	-	Bombay	13	47	-	-	-
Aden	30 "	-	-	-	-	-	-	Aden	10	1	-	-	-
Anseley Bay	27 Feb. "	-	-	-	-	-	-	Anseley Bay	3	23	-	-	-
										Condensing water. Landing and discharging. Cleared 20 Feb.			

[illegible]

Appendix, No. 4A.—STATEMENT showing the Movements of the Steam Transports engaged in *England* for the Abyssinian Expedition; the Troops, &c., and Cargo conveyed; &c.—*continued.*

SAILED FROM		HAVING ON BOARD				ARRIVED AT		Number of Days on Voyage.	Number of Days in Port.	Special Cause of Detention, if any.	Date of Entry into Pay.	Date of Discharge.	TOTAL Amount of Hire.
Port.	Date.	Troops.	Followers.	Animals.	Stores.	Towing.	Port.						
TROOP SHIPS—continued.													
"QUEEN"—continued.													
Ansley Bay	31 May 1868	790	-	14 horses	200	-	Suez	6 June 1868	6	-	-	-	5
Suez	11 June "	-	-	-	-	-	Ansley Bay	16 "	5	-	-	-	3
Ansley Bay	19 "	145	397	-	-	-	Aden	21 "	2	-	-	-	2
Aden	23 "	285 in addition	-	-	-	-	Bombay	2 July "	9	-	-	-	20
"PERUVIAN"													
Liverpool	12 Sept. 1867	-	-	-	-	-	-	-	-	-	4 Sept. 1867	13 July 1868	57,965 3 3
Simon's Bay	25 Oct. "	-	-	-	-	-	Simon's Bay	19 Oct. 1867	37	-	-	-	6
Bombay	5 Jan. 1868	116	688	21 horses	900	-	Bombay	20 Nov. "	26	-	-	-	46
Aden	14 "	-	-	-	-	-	Aden	13 Jan. 1868	8	-	-	-	1
Ansley Bay	13 Feb. "	-	202	-	-	1 ship	Ansley Bay	17 "	3	-	-	-	27
Aden	21 "	-	-	-	-	-	Aden	19 Feb. "	6	-	-	-	2
Bombay	28 Mar. "	-	-	-	1,800	1 ship	Bombay	5 Mar. "	13	-	-	-	23
Kurrachee	5 April "	-	-	-	-	-	Kurrachee	3 April "	6	-	-	-	2
Aden	23 "	-	-	-	-	-	Aden	20 "	15	-	-	-	3
Ansley Bay	8 June "	19	502	40 horses	16	2 ships	Ansley Bay	27 "	4	-	-	-	42
Aden	13 "	-	-	-	-	-	Aden	12 June "	4	-	-	-	1
Bombay	-	-	-	-	-	-	Bombay	23 "	10	-	-	-	20
"KANGAROO"													
Liverpool	18 Sept. 1867	-	-	-	-	-	-	-	-	-	6 Sept. 1867	29 June 1868	27,338 8 9
St. Vincent	2 Oct. "	-	-	-	190	-	St. Vincent	29 Sept. 1867	11	-	-	-	3
Simon's Bay	1 Nov. "	-	-	-	-	-	Simon's Bay	27 Oct. "	25	-	-	-	4
Bombay	23 Dec. "	-	490 drivers	-	590	-	Bombay	26 Nov. "	25	-	-	-	27
Aden	1 Jan. 1868	-	81 others.	-	-	-	Aden	31 Dec. "	8	-	-	-	1
Ansley Bay	6 Feb. "	83	-	-	-	1 ship	Ansley Bay	4 Jan. 1868	3	-	-	-	33
Aden	12 "	94	-	-	-	-	Aden	10 Feb. "	4	-	-	-	2
Bombay	28 "	18	-	-	200	1 ship	Bombay	21 "	9	-	-	-	7
Kurrachee	12 Mar. "	4	666	1 horse	200	-	Kurrachee	4 Mar. "	5	-	-	-	8
Aden	27 "	-	-	-	-	-	Aden	24 "	13	-	-	-	3
Ansley Bay	31 April "	54	204	(with mails)	-	-	Ansley Bay	29 "	2	-	-	-	23
Aden	24 "	-	-	-	-	-	Aden	24 April "	3	-	-	-	12 hours.
Bombay	13 May "	-	83	(with mails)	50	-	Bombay	5 May "	11	-	-	-	7
Aden	-	-	-	-	-	-	Aden	22 "	10	-	-	-	12 hours.

Aden	23 May	118	553	1 horse	specie	2 ships	Anasley Bay	24 May	2	12	Discharging. Cleared 1 June. Waiting for troops.	3 Sept. 1867	7 July 1868	32,507 15 9
"CALIFORNIAN"														
Liverpool	17 Sept. 1867	-	-	-	210	-	St. Vincent	28 Sept. 1867	11	2	Condensing water. Landing and discharging. Cleared 26 March. Waiting for invalids.	-	-	-
St. Vincent	30 "	-	-	-	-	-	Simon's Bay	22 Oct. "	22	13 hours.	-	-	-	-
Simon's Bay	22 Oct. "	-	-	-	-	-	Bombay	14 Nov. "	23	70	-	-	-	-
Bombay	23 Jan. 1868	-	5	-	300	1 ship	Kurrachee	28 Jan. 1868	5	5	-	-	-	-
Kurrachee	2 Feb. "	-	890	-	-	-	Aden	13 Feb. "	11	6 hours.	-	-	-	-
Aden	18 "	-	-	-	-	-	Anasley Bay	16 "	3	51	-	-	-	-
"WEST INDIAN"														
Anasley Bay	7 April	330	(with mails)	-	-	-	Aden	10 April	3	1	-	-	-	-
Aden	11 "	-	-	-	-	-	Bombay	21 "	10	10	-	-	-	-
Bombay	1 May	-	-	-	-	-	Aden	11 May	10	1	-	-	-	-
Aden	12 "	-	-	-	-	-	Anasley Bay	17 "	95	25	*Assisting ship off shore. Waiting for return of troops.	-	-	-
Anasley Bay	11 June	613	57	9 horses	1,700	1 ship	Aden	14 June	3	1	-	-	-	-
Aden	15 "	477	57	-	-	-	Bombay	25 "	10	13	-	-	-	-
"AMERICAN"														
Liverpool	18 Sept. 1867	-	-	-	190	-	St. Vincent	29 Sept. 1867	11	1	Prevented coaling by weather.	-	-	-
St. Vincent	30 "	-	-	-	-	-	Simon's Bay	24 Oct. "	24	5	-	-	-	-
Simon's Bay	29 Oct. "	-	-	-	-	-	Bombay	21 Nov. "	23	63	-	-	-	-
Bombay	23 Jan. 1868	-	-	-	236	-	Kurrachee	26 Jan. 1868	3	5	-	-	-	-
Kurrachee	31 "	875	-	-	236	-	Aden	8 Feb. "	8	1	-	-	-	-
Aden	9 Feb. "	-	-	-	-	-	Anasley Bay	11 "	2	36	Condensing water. Landing and discharging. Cleared 16 March.	-	-	-
Anasley Bay	18 March	-	25	100 camels	280	1 ship	Suez	26 March	8	15	-	-	-	-
Suez	10 April	-	-	-	-	-	Anasley Bay	16 April	0	55	Condensing water. Landing and discharging. Waiting return of troops.	-	-	-
Anasley Bay	10 June	385	27	7 horses	93 and specie	2 ships	Aden	13 June	3	12 hours.	-	-	-	-
Aden	14 "	-	-	-	-	-	Bombay	23 "	9	16	-	-	-	-
"AMERICAN"														
Liverpool	15 Sept. 1867	-	-	-	-	-	St. Vincent	26 Sept. 1867	11	1	Condensing water. Landing and discharging. Cleared 1 March.	-	-	-
St. Vincent	27 "	-	-	-	-	-	Simon's Bay	20 Oct. "	23	2	-	-	-	-
Simon's Bay	22 Oct. "	-	-	-	-	-	Bombay	16 Nov. "	25	61	-	-	-	-
Bombay	16 Jan. 1868	263	102	7 horses	250	1 ship	Aden	28 Jan. 1868	12	4 hours.	-	-	-	-
Aden	28 "	-	-	-	-	-	Anasley Bay	31 "	3	31	-	-	-	-
Anasley Bay	2 March	-	53	-	-	1 ship	Bertora	6 March	4	8	-	-	-	-

Appendix, No. 4A.—STATEMENT showing the Movements of the Steam Transports engaged in *England* for the Abyssinian Expedition; the Troops, &c., and Cargo conveyed; &c.—*continued*.

SAILED FROM		HAVING ON BOARD				ARRIVED AT		Number of Days on Voyage.	Number of Days in Port.	Special Cause of Detention, if any.	Date of Entry into Port.	Date of Discharge.	TOTAL Amount of Hire.
Port.	Date.	Troops.	Followers.	Animals.	Stores.	Towing.	Port.						
TROOP SHIPS—continued.													
"AMERICAN"—continued.													
Berbers	-	-	34	99 camels - 25 asses - 82 bullocks 1,039 sheep	-	1 ship	Ansley Bay	-	3	11	Landing animals.	-	£. s. d.
Ansley Bay	-	-	208	-	-	-	Aden	-	4	9	Delayed in coaling by native holidays, 3 days in search of "Philosopher."	-	
Aden	-	-	195	-	-	1 ship	Bombay	-	14	10		-	
Bombay	-	-	(with mails)	-	250	2 ships	Aden	-	10	4 hours		-	
Aden	-	-	-	-	-	-	Ansley Bay	-	2	14		-	
Ansley Bay	-	360	60	10 horses	-	2 ships	Aden	-	3	1	Discharging. Cleared 24 May. Waiting for troops.	-	
Aden	-	-	-	-	-	-	Bombay	-	10	16		-	
"BOSPHORUS"													
Liverpool	-	-	-	-	-	-	-	-	-	-	10 Sept. 1867	-	6,877 - - (3 months' advance.)
HOSPITAL SHIPS:													
"GOLDEN FLEECE"													
London	-	33	-	-	735	-	Portsmouth	-	2	2	-	-	
Portsmouth	-	33	-	-	735	-	Aden	-	65	1	-	-	
Aden	-	-	-	-	-	-	Ansley Bay	-	2	101	As a hospital ship.	-	
Ansley Bay	-	210	-	-	-	-	Suez	-	7	16	Transferring invalids, coaling, &c.	-	
Suez	-	-	-	-	-	-	Ansley Bay	-	7	47	As a hospital ship.	-	
Ansley Bay	-	148	-	-	Stores	-	Aden	-	3	1		-	
Aden	-	-	-	-	-	-	Simon's Bay	-	34	7	Coaling, and cleaning ship's bottom.	-	
Simon's Bay	-	-	-	-	-	-	Portsmouth	-	43	4	Discharging.	-	
"MAURITIUS"													
London	-	31	-	-	320	-	-	-	-	-	6 Sept. 1867	17 Oct. 1868	42,872 8 2
St. Vincent	-	-	-	-	-	-	St. Vincent	-	12	2	-	-	
Simon's Bay	-	-	-	-	-	-	Simon's Bay	-	30	2	-	-	
Mauritius	-	-	-	-	-	-	Mauritius	-	18	2	-	-	
	-	-	-	-	-	-	Aden	-	12	2	-	-	

[illegible]

Note.—The employment and appropriation of the Transports while at Bombay, and at the other Ports in India, having been under the control of the local governments, there is no information in this department as to the special cause of their detention at these Ports.

Appendix, No. 4A.—STATEMENT showing the Movements of the Steam Transports engaged in *England* for the Abyssinian Expedition; the Troops, &c., and Cargo conveyed; &c.—*continued.*

SAILED FROM		HAVING ON BOARD					ARRIVED AT		Number of Days on Voyage.	Number of Days in Port.	Special Cause of Detention, if any.	Date of Entry into Pay.	Date of Discharge.	TOTAL Amount of Hire.
Port.	Date.	Troops.	Followers.	Animals.	Stores.	Towing.	Port.	Date.						
MULE SHIPS—continued.														
"EMPRESS"														
London	30 Sept. 1867	-	-	-	-	-	-	-	-	-	-	12 Sept. 1867	9 Dec. 1867	£. s. d. 3,510 - -
Gibraltar	7 Oct. "	-	-	-	-	-	-	Gibraltar	7 Oct. 1867	7	-	-	-	-
Alicante	12 "	-	-	-	-	-	-	Alicante	8 "	1	-	-	-	-
Alexandria	21 "	16	-	112	-	-	-	Alexandria	20 "	8	Three days' quarantine.	-	-	-
Gibraltar	1 Nov. "	-	48	-	-	-	-	Gibraltar	29 "	8	-	-	-	-
Alexandria	11 "	14	-	151	-	-	-	Alexandria	9 Nov. "	8	-	-	-	-
Gibraltar	24 "	-	14	-	-	-	-	Gibraltar	21 "	10	Detained by weather.	-	-	-
		-	-	101	-	-	-	Alexandria	3 Dec. "	9	Discharging.	-	-	-
"PARANA"														
London	28 Sept. 1867	-	-	-	-	-	-	-	-	-	-	10 Sept. 1867	10 Dec. 1867	5,004 4 11
Valencia	12 Oct. "	-	31	247	-	-	-	Valencia	7 Oct. 1867	12	Three days' quarantine.	-	-	-
Malta	18 "	-	-	-	-	-	-	Malta	17 "	5	One day's quarantine.	-	-	-
Alexandria	25 "	-	30	-	-	-	-	Gibraltar	24 "	6	• Bad coal and heavy head sea.	-	-	-
Gibraltar	10 Nov. "	-	24	254	-	-	-	Alexandria	7 Nov. "	13	Discharging.	-	-	-
"VENETIA"														
London	26 Sept. 1867	-	-	-	-	-	-	-	-	-	-	9 Sept. 1867	4 Jan. 1868	5,013 14 8
Alicante	8 Oct. "	-	16	114	-	-	-	Alicante	4 Oct. 1867	8	-	-	-	-
Alexandria	17 "	-	-	-	-	-	-	Alexandria	16 "	8	-	-	-	-
Beyrout	20 "	-	26	204	-	-	-	Beyrout	19 "	2	Three days' quarantine.	-	-	-
Alexandria	23 "	-	-	-	-	-	-	Alexandria	28 "	1	-	-	-	-
Smyrna	29 "	-	6	156 horses - 29 mules.	-	-	-	Smyrna	27 "	4	-	-	-	-
Alexandria	4 Nov. "	-	-	-	-	-	-	Alexandria	2 Nov. "	4	-	-	-	-
Gibraltar	19 "	-	6	119	-	-	-	Gibraltar	15 "	11	Accident to machinery.	-	-	-
Alexandria	30 "	-	33	-	-	-	-	Alexandria	28 "	9	-	-	-	-
Malta	9 Dec. "	10	-	-	125 additional stores -	-	-	Gibraltar	4 Dec. "	4	-	-	-	-
Gibraltar	17 "	-	-	-	-	-	-	Gibraltar	14 "	5	-	-	-	-
Devonport	23 "	-	-	-	-	-	-	Devonport	22 "	5	-	-	-	-
		-	-	-	-	-	-	London	25 "	3	Discharging.	-	-	-

Admiralty, 14 May 1870.

W. R. Mends, Director of Transports.

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Appendix, No. 4 B.

PAPER handed in by Sir *John Hay*, a Member of the Committee, on behalf of
Admiral *Mends*, 20 May 1870.

LETTER from Admiral *Mends* to Sir *John Hay*.

Appendix, No. 4 B.

My dear Hay,

13 May 1870.

I SEE, in reading over the evidence of Captain Darke, that much stress is laid on the rejection of the ships "Ottawa" and "Iron Age"; the former lying at Antwerp, the latter lying at Sunderland, and the acceptance (an error of expression) of a ship on her way from America, which applies to the "Queen." The facts are as follows:—In the tender of the "Ottawa," dated 27th August, it is stated the ship was lying at Antwerp, to be surveyed there on the 28th, or in London on 31st. I did not think, under the circumstances stated in the advertisements, that she could be ordered for survey; she was offered a second time on the 2nd of September, but the tonnage required was then completed. In the case of the "Iron Age," it is stated on her tender "ready for survey on the 5th of September," on which ground she was rejected. In the case of the "Queen," the tender stated her as lying at Liverpool on 30th August, and in a covering letter, dated 27th August (Tuesday), it was stated that she was due at Liverpool from New York on Thursday the 29th; upon which I wrote, "survey, if arrives on Thursday"; she did arrive within the time, was surveyed and approved. I knew she was one of a class very suitable for the service required, having had experience of one ship of the same class, and that her arrival was assured. I knew nothing of the "Ottawa." If the owner had at once, without waiting to correspond, ordered her over when the advertisements were issued, on the 22nd, she would undoubtedly have been ordered for survey, as were others lying in the river; but had I taken upon myself to recommend the ship to come over, on speculation or chance of her being suitable, I think I should have acted unwisely. I deem it right, as I was responsible to you and you approve my acts, to address this to you for any use to which you may consider it right to put it with reference to the present inquiry.

Believe me, &c.
(signed) *W. R. Mends*.

P.S.—Some error has crept in in the course of the evidence as to the cost of conveying the mules in the mule transports engaged by the Admiralty; it has been stated at 28 *l.* per mule; but herewith is a statement of the cost, *i. e.*, of the sums actually paid. I shall put it in with other returns hereafter.

W. R. M.

STATEMENT.

THE cost of the five steam transports engaged in England for the conveyance of mules in the Mediterranean was for—

Hire -	-	-	-	-	-	-	-	-	} £. 39,691
Fittings -	-	-	-	-	-	-	-	-	
Coals -	-	-	-	-	-	-	-	-	
Pay of transport officers -	-	-	-	-	-	-	-	-	
Gratuities to masters -	-	-	-	-	-	-	-	-	
Bedding and mule gear -	-	-	-	-	-	-	-	-	

Exclusive of the provisions and forage, which were supplied principally by the army department.

The number of mules and horses conveyed was 2,566, of which number 52, or 2·02 per cent., died on passage; average cost for hire, fittings, coal, &c., 15 *l.* 9 *s.* 4 *d.*

In addition, freight was engaged for mules by the army authorities in the Mediterranean. The number conveyed was 5,562, and 224, or 4·02 per cent., died on passage.

One ship lost 55 out of 283 shipped, and another lost 161 out of 325 shipped.

(signed) *W. R. Mends*,
Director of Transports.

Appendix, No. 5.

PAPER handed in by Mr. Markham, 3 May 1870.

ABYSSINIA.

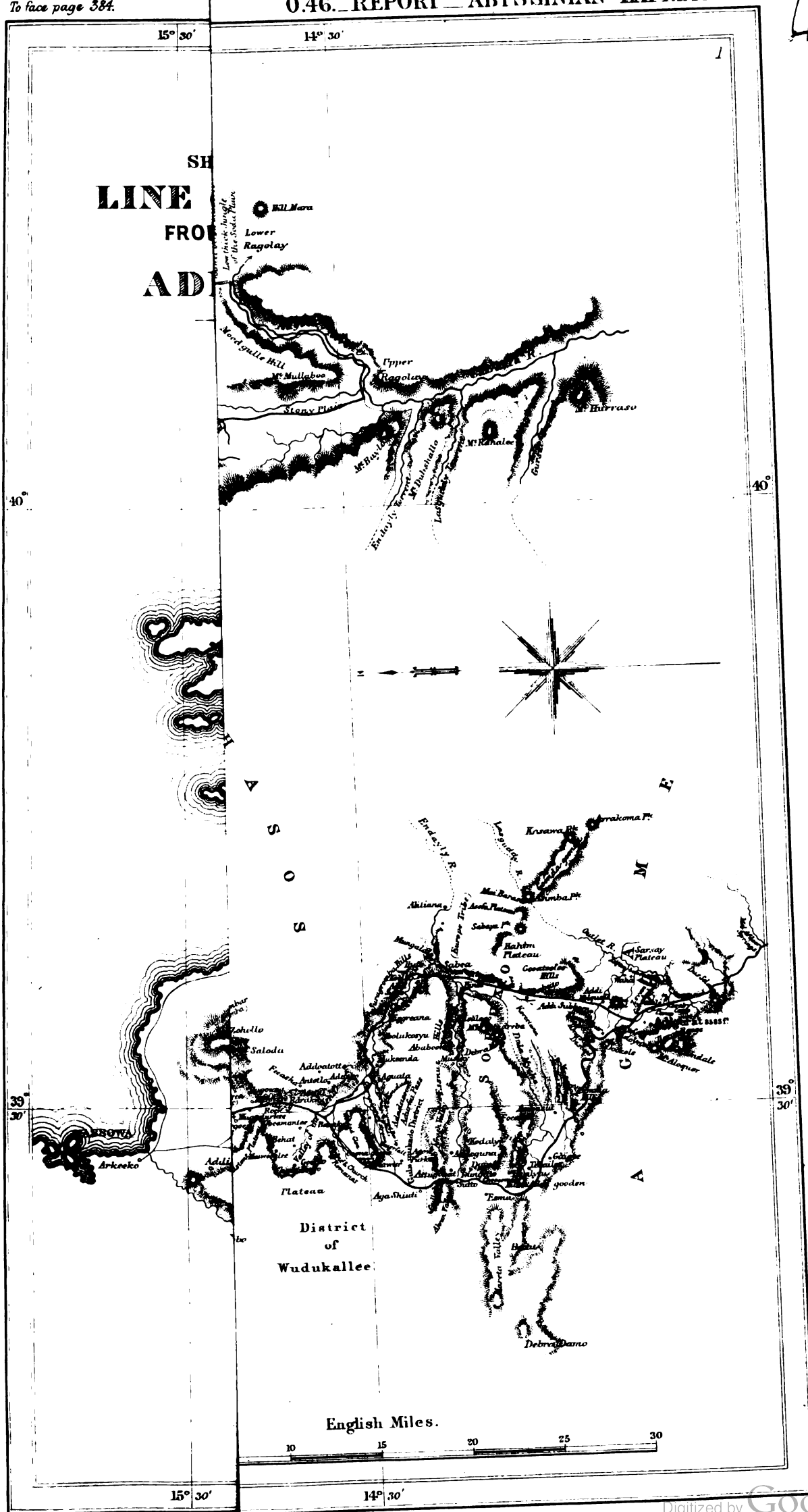
DISTANCES of the STATIONS from the Coast, and from each other, by the Road; measured by the Chain, by the Quartermaster General's Party (Colonel Phayre).

	<i>Miles. f.</i>	<i>Miles. f.</i>		<i>Miles. f.</i>	<i>Miles. f.</i>
Mulkutto to Komayli - -	10 6	60 0	Antálo (Buya) to Musgi - -	7 3	79 7
Sooroo - - -	12 2		Alaji - - -	12 2	
Maizen - - -	12 5		Atala - - -	3 2	
Raha-guddy - - -	16 3		Ayba - - -	2 5	
Senafe - - -	8 0		Amba Ferrah - -	2 6	
Senafe to - Barakit - - -	7 3	36 3	Belágo - - -	2 2	
Goono-goono - - -	5 0		Makhan - - -	5 1	
Mai-musrub - - -	7 3		Haya - - -	4 3	
Focada - - -	6 0		Ashangi Pass - -	2 2	
Khursabur - - -	5 2		Ayni Mai - - -	2 7	
Adigerat - - -	5 3		Ashangi Lake - -	4 1	
Adigerat to Mai Wahiz - -	12 0	76 6	Mesagita - - -	2 7	
Adabagi - - -	14 4		Womberat - - -	3 4	
Dongolo - - -	9 2		Lât - - -	3 4	
Agula - - -	8 0		Asanegalla - - -	7 7	
Mai Makdan - - -	7 2		Dildi - - -	12 7	
Dolo - - -	6 4		Dildi to - Wandaj Pass - -	5 7	76 2
Hailu Hallat - - -	8 2		Taccazyé - - -	10 1	
Afgul - - -	4 0		Gubia-Meder - -	0 6	
Antálo (Buya) - - -	7 -		Santora - - -	3 1	
			Gaso - - -	9 1	
			Abdakom - - -	15 4	
			Yasendyé - - -	2 3	
			Bêt-hor - - -	5 5	
			Jitta River - - -	4 1	
			D-alanta - - -	3 4	
			Beshilo Pass - -	3 5	
			Mágdala - - -	12 4	

Mulkutto (Zulla) to Senafe - - - - -	<i>Miles. f.</i>
Senafe to Adigerat - - - - -	60 0
Adigerat to Agula - - - - -	36 3
Agula to Antálo - - - - -	48 6
Antálo to Dildi - - - - -	33 0
Dildi to Mágdala - - - - -	33 0
	79 7
	76 2
	329 2

Senafe to the Coast - - - - -	60 miles.
Adigerat „ - - - - -	96 „
Antálo „ - - - - -	174 „
Dildi „ - - - - -	254 „
Mágdala „ - - - - -	329 „

423



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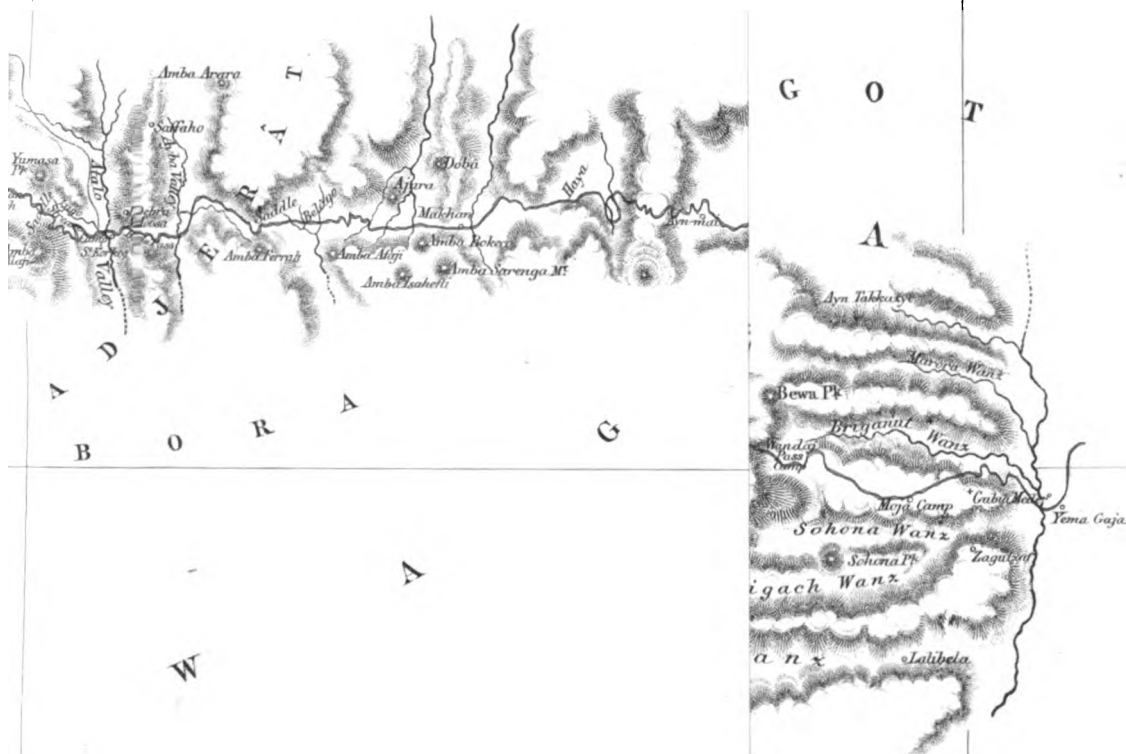
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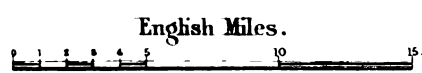
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Appendix, No. 6.

PAPERS handed in by Mr. Foster, 3 May 1870.

LETTER from Mr. J. Murray to the Secretary to the Treasury.

Appendix, No. 6.

Sir,

Foreign Office, 17 August 1867.

I AM directed by Lord Stanley to inform you that he has learnt from the Secretary of State for India that a copy has been sent to the Treasury of a letter addressed by the India Office to this Department, on the 13th instant, respecting the release of the captives detained in Abyssinia by King Theodore; and, as it has been decided by Her Majesty's Ministers that all arrangements connected with this matter shall be carried out by Her Majesty's Indian authorities, I am to request that you will move the Lords of the Treasury to communicate with the India Office in regard to the question of expenditure.

The Secretary to the Treasury.

I am, &c.
(signed) James Murray.

EXTRACT of a LETTER, dated 3rd October 1867, from the Secretary of the Treasury to the Secretary of the Admiralty.

* * * * *

I AM further to request that my Lords may be furnished, as early as possible, with an approximate estimate of the cost of the Expedition, which may be chargeable to Navy Funds.

A SIMILAR letter as the foregoing was addressed to the Under Secretary of State for War, with respect to the cost of the Expedition which might be chargeable to Army Funds.

LETTER from Mr. J. H. Briggs to the Secretary to the Treasury.

Sir,

Admiralty, 5 October 1867.

WITH reference to your letter of the 3rd instant, I am commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the enclosed copy of a letter which my Lords addressed to the Secretary of State for India, on the 17th ultimo, containing the estimated expenditure by the Naval Department on account of the Abyssinian Expedition.

The Secretary of the Treasury.

I am, &c.
(signed) J. H. Briggs.

Enclosure to foregoing.

Sir,

Admiralty, 17 September 1867.

I AM commanded by my Lords Commissioners of the Admiralty to request you will state to the Secretary of State for India that the expenditure on account of the Abyssinian Expedition, so far as the expenditure on account thereof by the Naval Department can be estimated at the present moment, will amount to the following sums, viz.:—

	£.
In the Transport Department - - - -	340,000
Storekeeper General's Department (for Coals, &c.) -	268,000
Comptroller of Victualling (Provisions, &c.) - -	30,000
	<hr/>
	£. 638,000

Payments on account of these sums are to be made in the usual course through the Accountant General of the Navy, and my Lords propose to submit monthly to the India Office a statement of the payments that may be made, accompanied by the proper documents, in order that the necessary transfer of the sums so paid may be made, as arranged with the Treasury, to the credit of the Naval Votes.

The Under Secretary of State,
India Office.I am, &c.
(signed) W. G. Romaine.

Appendix, No. 6.

LETTER from Captain *Galton* to the Assistant Secretary to the Treasury.

Sir,

War Office, 12 November 1867.

WITH reference to your letter of the 3rd ultimo, on the subject of the Abyssinian Expedition, I am directed by Secretary Sir John Pakington to transmit herewith a detail of the cost of stores supplied and services performed by this Department in connection with the Expedition, to 31st March next, amounting to 368,500*l*.

I am to add, it is believed a sum of 380,000*l*. will probably cover all charges to the end of the financial year.

The Assistant Secretary to the Treasury.

I am, &c.
(signed) *Douglas Dalton*.

Enclosure to foregoing.

ESTIMATE of the Cost of STORES supplied, and Services performed, by the War Department in connection with the EXPEDITION to *Abyssinia*, to 31st March 1868.

	£.
Pay of 400 Men for Six Months - - - - -	4,300
Commissariat :	£.
Staff employed in purchasing Mules - - - - -	10,000
Compressed Forage - - - - -	8,500
Mules and their Forage - - - - -	250,100
	268,600
Clothing - - - - -	11,600
Medicines - - - - -	7,000
Purveyor :	£.
Staff, Advanced Pay - - - - -	800
Hospital Stores - - - - -	3,200
Ditto - - from Pimlico and the Tower - - - - -	1,500
	5,500
Military Stores :	
From Woolwich - - - - -	52,000
Ditto the Tower - - - - -	19,500
	71,500
TOTAL ESTIMATE - - £.	368,500

Appendix, No. 7.

PAPERS supplied by the War Office, and handed in by the Chairman.

EXTRACTS from CORRESPONDENCE, &c. relative to CONTRACT for MULES.

(7678—45.)

Messrs. *Wetherell & Co.* to Captain *Galton*.

Appendix, No. 7.

4, Great Winchester-street, London, E.C.,
28 August 1867.

Sir,

WITH reference to the interview we had with you on the subject of the purchase on commission of mules in Spain, we beg to say that we are willing to undertake the same for account of the British Government, under the following conditions:—

1st. We shall at once proceed to Spain to purchase as many mules as we are able, until we receive orders from your department to discontinue our operations; say, until our representative in Spain shall have received such orders through the proper channel.

2nd. The British Government to be charged for the actual cost of the mules, not to exceed 30*l.* sterling for each beast, in addition to our commission mentioned in Article 10.

3rd. A veterinary surgeon appointed by the War Office shall accompany our representative in Spain to examine and approve of the animals to be purchased, and give us certificates, which will relieve us from all responsibility as to quality.

4th. Travelling expenses of such veterinary surgeon, or any other person or persons, that the War Office may appoint to accompany our representative, to be defrayed by the British Government.

5th. We shall be furnished with such documents and letters of recommendation to the British Minister in Madrid, and consuls we shall hereafter name, as will facilitate and justify our operations in respect to the Spanish Government.

6th. We shall in every respect be held harmless and irresponsible for any accident arising from causes of *force majeure*, such as accidents of railway and other transit, floods, or interference of the Spanish Government, or insurgents, or political parties in arms against the established Government; all such risk being for account of the British Government from the moment of the purchase.

7th. The mules to be at the expense of the British Government from the moment they are delivered to Her Majesty's consul, or the person appointed to receive them at the shipping port to be named before the 21st October, and that we shall have power to deliver the mules at any time before the above-mentioned date.

8th. On delivery to Her Majesty's consul, or person appointed to receive them, we shall draw upon the Treasury for the cost of the number delivered at two days' sight, accompanying receipt of delivery, at the exchange of 51 *d.* per dollar.

9th. In order to facilitate operations, the British Government shall at once open a credit in our favour for 10,000 *l.* with Messrs. Anthony Gibbs & Sons, of London, who have promised us to place funds at our disposal in such provinces of Spain as we may require, of which credit we shall only avail ourselves for the purchase of mules, and the amount we may dispose of to go towards our commission.

10th. We shall be allowed by the British Government for each mule delivered a commission of 9*l.* sterling, out of which we undertake to pay for our account, foraging and cost of transit from the interior to the port of shipment, and all expenses up to date of delivery, we being at liberty to deliver at any date before the 21st October.

On receiving confirmation of the above conditions, we shall at once place ourselves at the orders of your department.

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

Appendix, No. 7.

MEMORANDUM of Agreement between the Principal Secretary of State for War and Messrs. Wetherell & Co., Merchants, of Great Winchester-street, in the City of London.

MESSRS. WETHERELL & Co. have proposed, in a letter dated 28th August 1867, addressed to the Under Secretary of State for War, to purchase mules in Spain for the service of Her Majesty's Government, subject to certain conditions therein expressed, and the Secretary of State for War has agreed to accept their services, subject to the conditions hereinafter enumerated.

1. That Messrs. Wetherell & Co. shall proceed to Spain to purchase as economically as possible mules for the service of the British Government, accompanied by a veterinary surgeon of Her Majesty's service, who shall examine, approve, and brand all animals accepted for this service.

2. That the mules purchased shall be trained, and not under four years old, and each mule to be newly shod.

3. That the Secretary of State for War shall only be charged the actual cost paid for the mules, which is not to exceed 30*l.* sterling for each beast, in addition to commission mentioned in paragraph 14.

4. That a certificate shall be granted by the veterinary officer of all animals approved by him and purchased for this service, and handed to Messrs. Wetherell & Co.

5. That the mules shall be sent from the place of purchase to Alicante or Carthagena for embarkation, and that all expenses of superintendence, forage, and conveyance to the port shall be defrayed by Messrs. Wetherell & Co., who shall be responsible for the animals purchased until delivered to the proper officer appointed to receive them, subject, however, to exceptions hereinafter stated.

6. That Messrs. Wetherell & Co. shall be held harmless and irresponsible from any accident arising from causes of "force majeure," by which shall be understood only the interference of the Spanish Government, or the insurgents or political parties in arms against the established Government, or any collision or breaking down of railway trains, and floods, of which evidence must be adduced satisfactory to the Secretary of State for War before payment be made; but if any accident or injury occurs to any mule from carelessness or neglect on the journey, any loss arising from such cause shall be borne by Messrs. Wetherell and Co., or if any mule branded as approved by the veterinary officer arrives at the port of embarkation out of condition, or injured in transit and unfit for embarkation, the receiving officer shall be authorised to refuse such animal.

7. That so soon as the mules are handed over to the officer appointed to receive them at the port of embarkation they shall be at the expense of the British Government, but all such mules must be delivered by the 20th of October, after which date no further number of mules will be received unless under special sanction of the Secretary of State for War.

8. That with every consignment of mules to the port there shall be forwarded a descriptive list of the animals sent, upon the form prepared, stating the price paid for each, accompanied by the vouchers of purchase from the vendors, and such list shall be certified by the veterinary officer that he has approved of the said mules, and that the prices charged are the actual prices paid with his sanction. That upon the receipt of the animals, and this voucher properly filled up, the commissariat officer will at once pay the amount of Messrs. Wetherell & Co.'s claim for the cost of the mules, but no commission, the cost being paid either in Spanish coin, or by bills upon London at 30 days' sight, at a fixed exchange of 50*d.* per Spanish dollar.

9. That in order to facilitate operations the Secretary of State agrees at once to open a credit with Messrs. Anthony Gibbs & Sons for 5,000*l.*, that funds may be at the disposal of Messrs. Wetherell & Co. in those provinces of Spain where purchases may be made, but such extent is only to be used for the purchase of mules, and when purchases have proceeded to the extent of 500 mules, Messrs. Wetherell & Co. shall be at liberty to request a second advance of 5,000*l.*, to be granted subject to the approval of the Secretary of State for War, and any amount drawn by Messrs. Wetherell & Co. on this credit shall, in the adjustment of accounts between the parties, be charged to Messrs. Wetherell & Co., as an advance on account of commissions to be allowed as hereafter stated, and any surplus which may remain after the payment of the commission due to Messrs. Wetherell & Co. shall be repaid by them to the Secretary of State for War.

10. That any commissions charged by Messrs. Anthony Gibbs & Sons for banking agency shall be borne by Messrs. Wetherell & Co.

11. That the Secretary of State for War shall have power at any time to order the purchase of mules to cease, either by letter from the War Office to Messrs. Wetherell & Co. in London, or by letter from Captain Whinyates from Alicante, or by letter from the
British

British Minister at Madrid, addressed to Messrs. Wetherell & Co., to the care of Messrs. Jugo y Zerbano, Madrid.

12. That a copy of the instructions issued by the Secretary of State for War to the veterinary officer employed on this service should be given to Messrs. Wetherell & Co.

13. That a veterinary officer shall at all times be cognisant of the prices agreed to be paid for the mules, and Messrs. Wetherell & Co. should obtain his concurrence in the daily purchase made.

14. That Messrs. Wetherell shall be allowed to charge as follows for commission for this service at per mule :—

9*l*. each for the first 500 bought.

8*l*. 10*s*. each for the second 500 bought.

8*l*. each for all bought beyond 1,000.

But out of this commission they are to pay all foraging and feeding expenses until delivered at the port, all expenses of transit from the interior of Spain to the port of shipment, and all charges of every kind until the animals are delivered into the hands of the officer appointed to receive them at the port, and wherever railway transit can be adopted it shall be done, for the purpose of facilitating delivery.

15. That Messrs. Wetherell & Co.'s partner who undertakes this service shall leave London *en route* for Madrid on the evening of Saturday, the 31st of August.

16. That commission shall be charged upon such mules only as shall be delivered to and accepted at the port of shipment, and on such as may be taken possession of by the Spanish Government or by armed parties in possession of the country, but not upon animals otherwise lost, or out of condition, or injured in transit to the port, and unfit for embarkation.

17. That all purchases made and sent off to the port shall be reported to Captain Whinyates at Alicante, and that officer should be constantly advised of the number of mules sent or likely to be sent forward to the port or ports for shipment.

18. That Messrs. Wetherell & Co. report weekly by letter to the Under Secretary for War, War Office, London, what purchases have been made, with the average cost of the mules, and the number sent to the port.

19. That the Secretary of State for War shall be at liberty to call for security, or the bond of Messrs. Wetherell & Co., engaging that in the event of the contract not being carried out, or being terminated before the 5,000 *l*. becomes due for commissions, the whole amount, or any balance which may remain after the payment of their commissions, shall be repaid to the Secretary of State for War.

Witness,
A. W. B. Thompson.

(signed) Thomas Howell,
Director of Contracts.

War Office, 31 August 1867.

(signed) Wetherell & Co.

(7678—Alicante—181.)

Captain Griffiths to the Under Secretary of State for War.

Sir,

Fonda de Paris, Madrid, 22 November 1867.

I HAVE the honour to inform you that, pursuant to instructions received, I have been employed since my arrival here in collecting information concerning alleged irregularities in the Wetherell contract, and I now beg to report the result of my inquiry.

Following the line suggested by Deputy Commissary-General Watt in his letter to Sir W. Power, I began by endeavouring to discover what share had been taken by the veterinary-surgeon named Lopez in the business in hand. I ascertained, without difficulty, that 800 mules had been supplied by him to a certain Don Ventura G. Sancho, commonly called the Marquis of Torre Blanco, for a price of eight dollars a head, and that the *bonâ fide* nature of this transaction was supported by a contract regularly drawn up between the parties. This contract, which was lodged in the hands of a notary named Palomar, of the Plazuela de Villa, Madrid, I myself saw and read. I was aware of the existence of another contract between the said Don Ventura Garcia Sancho and Messrs. Wetherell & Co., in which the price per mule was 100 dollars. Although everything appeared thus correct and proper upon the surface, I felt that it would be advisable to investigate the circumstances under which these two contracts were made, with a view to ascertain whether there is any complicity between the representative of Messrs. Wetherell & Co. and the parties to the sub-contract.

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Appendix, No. 7.

It will be for the Secretary of State for War to decide whether any such complicity can be proved, or even inferred from the facts which I have elicited.

Messrs. Wetherell & Co. having agreed, as you are aware, to act as agent for Her Majesty's Government for the purchase of mules in Spain, despatched Mr. Quintas as their representative in Madrid to commence operations. Soon after his arrival, Mr. Quintas appears to have entered into contracts with certain persons to supply him with mules. It was but natural that he should have put himself into communication with the chief mule-dealer in the district, or with those persons who could best assist him in obtaining a quantity of the commodity he required. And had all his contractors been persons of this description, there would have been better ground for remark. But among these contractors, we may say foremost among them, stands the name of Don Ventura Garcia Sancho, a gentleman who contracted to supply Mr. Quintas with 800 mules at a fixed price of 100 dollars each.

It is at least strange on the face of it, that an agent who is instructed to purchase economically, should agree with one person for nearly two-thirds of the number required, and at a higher rate, instead of purchasing daily, or frequently, batches on the most advantageous terms. However, had Don Ventura Garcia Sancho been a person who had large facilities of means at his disposal for fulfilling a contract for so large a supply of mules; had he been the proprietor of considerable estates, or had he been in the habit of dealing largely in the article required, no exception could have been taken to Mr. Quintas' line of action. But I have been unable to find any such qualifications in the Marquis. He lives in Madrid; there his father also resides; and I am informed that he follows no profession ostensibly; certainly not that of a mule breeder, or mule dealer on a large scale. As a proof of his inability to supply the mules from his own resources, the Marquis, before the formal conclusion of a contract, began naturally to address himself to the dealer. This he and Mr. Quintas appears to have worked together in company. About the 7th September or 8th September they had an interview with Pedro el Salado and other his partners, persons well known in Madrid as doing an extensive business in mules. The treaty was for 800, at a price of 82½ dollars a piece; but they could not come to terms. Pedro el Salado informed me that the difficulty arose from the fact, as he said, "that too many people wanted to make money out of the transaction;" and that three persons would have to make their profits out of the price of the mules. The treaty with Pedro el Salado having fallen through, the veterinary surgeon named Lopez next appears on the scene. Lopez was, at first, averse from giving information, but after a time he admitted certain particulars of his dealings with Don Ventura Garcia Sancho. Having been informed by a friend that a large purchase of mules for the British Government was on foot, Lopez proceeded to see Mr. Quintas for the purpose of making inquiries. Mr. Quintas stated that he himself had nothing to say to it, and referred Lopez to Don Ventura. And yet at this time no contract was in existence (as will afterwards appear) between Mr. Quintas and Don Ventura; and it is difficult to understand why Mr. Quintas did not himself deal at first hand with Lopez, instead of requiring the intervention of a third party. Are we to suppose that Mr. Quintas, an agent employed by Her Majesty's Government, wished to put money into the pocket of a friend at the expense of his employers. Lopez went to the Marquis, and after some haggling over the terms and the amount of security demanded, the two proceeded together to the house of Mr. Quintas, where the contract was finally arranged. The above details I obtained from Mr. Lopez himself, in the presence of my interpreter. If Mr. Quintas was not actually a party to this contract or agreement, he at least seems to have encouraged or sanctioned it, seeing that it was made under his own roof. The exact date of this transaction I have been unable to ascertain, but the date of the formal contract between Don Ventura Garcia Sancho and Don Juan Lopez for 800 mules at 82½ dollars each, as registered in the notary's office, is the 11th September 1867.

The contract between Don Luis Quintas and the said Don Ventura Garcia Sancho for 800 mules at 100 dollars each, bears precisely the same date. The two contracts were executed on the same day in the office of the same notary, Palomar.

On the other hand, it is but right to remark, that Lopez maintained stoutly that his dealings throughout had been with the Marquis, by whom all payments to him for mules had been made. On one occasion, when three mules had died before delivery at Alicante, Lopez told me that Mr. Quintas insisted that, as there were three persons in the transaction, the loss should be divided among the three: that is to say, between Lopez, the Marquis, and Mr. Quintas. This was accordingly done, and Lopez was only paid for two mules. But Mr. Quintas appears, according to the statement of my interpreter, who was formerly Mr. Thacker's, to have taken the prominent place during the progress of the purchase and delivery of Don Ventura's mules; while the Marquis remained in the background.

As soon as I became possessed of this information, feeling myself unable to form an opinion as to its sufficiency or its legal bearing, I consulted, by the advice, and at the strong recommendation of the British Legation, Mr. Underdown, an English barrister, at present residing in Madrid. Having laid all the facts before him, he gave me his opinion which I have the honour to forward herewith.

With this information collected, and the views thereon of Mr. Underdown, the Secretary of State for War will be able to judge how far the plan of operations pursued by Messrs. Wetherell & Co., through their agent, was equitable and just. But I am no longer

longer surprised that the class of animals supplied should have been so inferior. The value of the article was, of course, diminished in direct proportion to the number of hands through which the purchase-money passed. Messrs. Wetherell & Co. pay the Marquis 100 dollars per mule, the Marquis pays Lopez 82½ dollars, and Lopez buys his mules from the dealers at 50 or 60 dollars.

Such being the process by which Messrs. Wetherell & Co. carry out their agreement to buy mules for Her Majesty's Government, it seems as if they had neglected the interests of their employers, and they might, I imagine, be held responsible for their conduct.

I have been informed that Mr. Quintas and the Marquis of Torre Blanco are cousins, and that they met at Biarritz; but I cannot vouch for this statement.

I have the honour to await further instructions.

I have, &c.
(signed) *Arthur Griffiths.*

(Enclosure.)

OPINION of Mr. Underdown.

A CONTRACT, dated 31st August 1867, between Her Britannic Majesty's Secretary of State for War, and Messrs. *Wetherell*, of London, under which the latter purchased mules in Spain for the British Government.

I AM requested to advise—

First. As to whether, in my opinion, the evidence collected by Captain Griffiths, and submitted to me, is sufficient to prove that irregularities have occurred in the carrying out of this contract in Spain.

Second. Whether, if such irregularities are proved, they amount to a breach of the said contract.

And, generally, on the case—

Although the contract is somewhat loosely drawn, and in some parts ambiguously worded, it is sufficiently clear that under it the Messrs. Wetherell, and consequently, their partner in Spain, are merely agents in the purchase of the mules, and not contractors in the ordinary sense of the word, and, therefore, independently of the conditions of the contract, they are bound by all the incidents of the responsibility of agents to their principals, and precluded from taking profit, interest, or advantage in any sale or transaction whatever, and from allowing these to be taken by any other person, when, by the exercise of due care and diligence, they could have secured such advantage to their employer.

These remarks are rendered necessary by clauses 8 and 13 of the original contract, whereunder the agent might appear to be covered by the approval and sanction of the veterinary officer; but fraud (if proven) will override any such approval, more especially as the "actual price paid" must have been judged of from the representations and vouchers furnished by the agent, Mr. Quintas, himself.

It appears odd, considering the large amount to be dealt with (more than 20,000 £., and a probable gross commission amounting to nearly 10,000 £.), that no security is taken or provided for as to the due performance of so important a contract, but only for the return of such portion of the 5,000 £. as may not have become due for commission if the contract be not carried out. This is important when the future course to be adopted is a matter of consideration.

The rate of exchange is sufficiently high to cover all banking commission, and leave a profit of nearly ½ per cent. But whatever may be thought of terms so advantageous to the Messrs. Wetherell, the contract stands as it is, and I have only to consider the mode in which it was carried out.

Clause 13 mentions daily purchases, which, indeed, would be the most natural mode of making them. But the first circumstance which appears suspicious in the agent's conduct is the purchase of so large a proportion as 800 out of 1,100 from one person at one time, at the fixed price of 100 dollars. Still, circumstances would excuse or explain this; the person might be a large dealer or landed proprietor, possessing mules, or having peculiar facilities for carrying out such a contract. This, however, was not the case in this instance.

But, further, this contract for the purchase of the 800 mules was made under circumstances of great suspicion, with a certain Marquis de Torre Blanco, probably one of the numerous (titled or untitled) adventurers who abound in Madrid, ready for any scheme.

It appears that Mr. Quintas, with the Marquis, had, previously to the making of this contract, gone to Salado (a contractor for the diligences, &c., and dealer in mules) to concoct a bargain for the purchase of the mules required by Quintas, but after haggling with Salado as to the commission to be allowed them, they adopted another plan. Salado will prove this, and that he was ready to furnish mules at a price to be settled, and give a security of 20,000 dollars.

This interview is chiefly important, as showing Quintas and the Marquis together, and dealing, before the execution of the sub-contracts under consideration. Subsequently,

Appendix, No. 7. Lopez, a veterinary surgeon and dealer, having applied to Quintas, was referred by him to the Marquis, but Lopez, with the latter, returned to Quintas immediately after, and the contract (No. 1) was agreed upon, and subsequently executed at the Notary's (Palomar's) for the 800 mules at 82 dollars per mule, including shoeing, between the Marquis and Lopez.

On the same day, and at the same place, was executed the contract between Quintas and the Marquis at 100 dollars per mule, and this latter was the document, enhanced in value by the name of a Marquis, which was produced as a voucher for the actual price paid for the mules.

Evidence might probably be procured to prove two other assertions—one, that the Marquis is Quintas' cousin; the second, that the latter brought the former from Biarritz.

Further, the whole conduct of Quintas shows that the agreement for 82 dollars a-head with Lopez is the real one, and the Marquis and his contract merely stalking-horses. Quintas was the acting person in the matter throughout, and, in a squabble about three mules which died, Quintas, Lopez, and the Marquis each bore the loss of one.

With negotiations so conducted, it is natural that the beasts supplied were of the most inferior quality; to enable Lopez to make his profit, he had to pick them where he could, and evidence can be produced to show that a more wretched lot of animals was hardly ever seen together, and that they were useless for the most ordinary work.

It is again obvious that their price was increased by the shoeing, which was included in the terms of the sub-contract (No. 1) with Lopez. Thus the Government have, in an indirect manner, paid for that which is expressly excluded from the original contract. It will not be difficult to prove that Her Majesty's Government has paid for mules costing, say,

costing, say, - - - - -	60 dollars =	£. 12 10s. - d.
Lopez's profit - - - - -	20 dollars =	4 3 -
Contractor's profit - - - - -	18 dollars =	3 12 -
Commission - - - - -	- - - - -	9 - -
		<hr/>
		16 15 -
Less cost of transit - - - - -	6 dollars =	1 5 -
		<hr/>
		£. 15 10 -

or about 125 per cent. over the actual price for which an animal could have been bought, the persons engaged, exclusive of Lopez, realizing about 12,000 l. or 13,000 l. profit.

(1.) I am of opinion that the preceding statement and facts can be legally proved. Salado's evidence brings Quintas and the Marquis together as bargaining jointly, and treating for illegal commissions and profits.

The contracts, being public documents, are in the possession of the Notary Palomar; their contents and the mode and date of their execution are conclusive facts in themselves. Lopez can and will prove all the dealings of Quintas.

The officers concerned can testify as to the general way in which the matter was carried out, an important consideration when the *bona fides* of an agent is under investigation.

(2.) I am further of opinion that there has been a breach of contract, and that there is overwhelming proof of gross misconduct, amounting to fraud. That the commissions have not been earned, and that money has been obtained from the Government upon false pretences, and by acts and combinations amounting to a conspiracy to defraud (the possibility or advisability of treating the matter criminally would require further consideration).

(3.) Under the circumstances, I do not consider that Mr. Quintas should be communicated with by the agents of the Government here, although I am informed that such a course has been suggested. Any commissions or other moneys due to Messrs. Wetherell should not be paid over if still in the hands of Government.

If all the sums have been handed over, I am of opinion (subject, of course, to the approval of higher authorities) that a suit should be instituted to recover such as have been paid in consequence of fraud, with damages for breach of contract, the evidence being properly taken by a Commission.

Madrid, 20 November 1867.

(signed) Emanuel M. Underdown,
3, King's Bench Walk, Middle Temple.

(Confidential.)

(7678—Alicante—224.)

Captain Griffiths to the Under Secretary of State for War.

Sir,

Madrid, 18 December 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 14th December and its enclosures.

Mr.

Mr. Quintas' explanation of his dealings, as contained in the extract made from his letter of the 20th September, bears so forcibly on the inquiry in progress that I may, perhaps, be permitted to point out certain discrepancies between this statement and the facts elicited.

Mr. Quintas states that after due inquiry as to the price, &c., he made contracts with many dealers, which contracts he transferred at the same price and on the same terms to Don Ventura Garcia Sancho.

Now, Don Ventura only supplied 800 mules in all. We know from Lopez's own mouth, and from his contract with Sancho, who it was that supplied the whole 800. It was one person, and that person was Lopez. Where, then, are the contracts with the many dealers which were transferred by Quintas to Sancho?

Again, there is only one contract in existence, that of Lopez; and Mr. Quintas asserts that the transfers to Don Ventura were at the same price and on the same terms. Either Mr. Quintas must deny the existence of this one contract, the only one to support his case as to the transfer, or he must admit that there is really a difference in the price per mule to the amount of 17½ dollars a head.

But the positive assertion of Mr. Quintas, in his letter of the 20th, that there was no sub-contract, can be distinctly and decidedly disproved by the production of the one which is registered in the office of Palomar.

It was but natural that Mr. Quintas should have required from the persons, "disreputable" or others, who were to supply him with mules, material guarantees for the fulfilment of their obligation; but, from the course the transactions took, the intermediation of Don Ventura Sancho was clearly not necessary for this purpose. Mr. Quintas might have got from Lopez the same guarantee of 28,000 dollars which Lopez gave Don Ventura. And these material guarantees, it must be observed, were entirely for the benefit and protection of Messrs. Wetherell, and were their own affair. They were, in reality, provided at the expense of the British Government, at the rate of 17½ dollars per mule for 800 of those supplied, always supposing that the immense profit on these 800 mules went directly into the pockets of Don Ventura Garcia Sancho.

It seems highly improbable that, in addition to these enormous profits, Mr. Quintas should have paid Don Ventura a "stipulated consideration" out of the 9 l. commission, for doing practically nothing. There is, I think, evidence to show that Sancho took no very active part in the purchase while it was in progress, or that he was even present on all occasions on which his mules were brought up for the approval of the veterinary officers. Even had he been present, being a young gentleman about town, and totally unacquainted with mules or mule business, his assistance would have been probably of but little service to Her Majesty's Government.

The veterinary surgeon, named Lopez, has not yet returned to Madrid, nor as yet have I succeeded in obtaining copies of the two contracts.

Further progress shall be reported.

I have, &c.
 (signed) Arthur Griffiths.

(Confidential.)

Captain Griffiths to the Under Secretary of State for War.

(7678—Alicante—247.)

Sir,

Madrid, 5 January 1868.

I HAVE the honour to acknowledge the receipt of your telegram of yesterday's date, and beg to inform you that I have to-day telegraphed to you, in reply, as follows:—"Copies of contracts forwarded on third inquiry completed. Letter by post." I have also now in my possession other simple copies of the said contracts, executed on unstamped paper, and without the legal formalisations which the copies dispatched on the 3rd possessed.

According to my instructions, and as far as I have been able to go, I think I am in a position to state that I have completed the inquiry. The whole of the evidence, if required in a formal manner, will, I trust, be forthcoming, as I have no reason to suppose that either Pedro El Salado or Lopez will disappear altogether if called upon to appear before a commission. Time might be required to hunt them up, if not actually in Madrid; but as all their business connections are here, it is not probable that they will absent themselves from Madrid for any long period. Adolfo Lenard, Mr. Thacker's interpreter, who has been of great assistance, and who can speak to some of the collateral points, is now in my employment, and I think I can always lay my hands on the persons who accompanied the mules by train to Alicante, should the neglect of the animals *en route* be raised as an additional breach of contract.

Now that I have been enabled to peruse the two contracts at my leisure, and after having discussed the subject with Mr. Underdown, I may, perhaps, be permitted to advert to their general tenor. It seems to me that one contract is as exact in expression and binding in its terms as the other is the reverse. A careful examination of the two contracts together would, I think, convey the impression that the Lopez contract is real, and the second contract merely colourable.

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Appendix, No. 7. In the first place, the exact conditions which the animals to be supplied are to fulfil are only detailed in the first contract. In the second contract the only conditions are those of weight and age. Those contained in the first contract are probably those gathered by Mr. Quintas from his agreement with the Secretary of State for War, and such other conditions as he had ascertained from Mr. Thacker to be those which the veterinary surgeons would require. The facts of the case as they appear being, that the agent of Her Majesty's Government, in making a contract with Sancho, trusts his friend to such an extent that he does not feel it necessary to bind him as closely as the said Sancho binds the sub-agent Lopez. Mr. Quintas must either have been very sure of his ground when he placed such confidence in Mr. Sancho, or he must have been aware of the contents of the first contract, and, therefore, of the actual price of the mules. On the face of it, it seems most probable that the full conditions were only expressed in the one contract, because it was the only real one.

Again, the dates agreed upon for the delivery of the mules are rather peculiar. Sancho agrees to hand over the mules in batches of 200 at a time, and in some instances on dates actually earlier than those on which he is to receive them from Lopez. Thus the first delivery takes place on the 18th September, but the second by Lopez is to be on the 29th September, while Sancho's second delivery to Quintas is to be on the 26th September, three days before he gets them himself. The same discrepancy occurs in the third delivery.

It will be observed, moreover, that Sancho binds Lopez in a penalty of 28,000 dollars in case of failure to complete the contract. Strange to say, Mr. Quintas exacts no guarantee whatever from Sancho. The sub-contractor protects himself, but the agent of Her Majesty's Government does precisely the reverse. He actually hands over 16,000 dollars to Sancho; this sum must either be considered as a material guarantee from Quintas, or as cash advanced to assist Sancho in carrying out the details of the purchase, thereby upsetting any argument showing Mr. Sancho as a monied man whose intervention was advantageous, or tending to facilitate the transaction.

It is, perhaps, worthy of remark, that the sum of 16,000 dollars represents pretty nearly the actual difference of the two prices of the total 800 mules, making an allowance of two and a half dollars per mule for shoeing, the actual difference in price is 20 dollars a head, which, multiplied by 800, gives 16,000 dollars exactly. The details of this payment ought, in the event of legal proceedings, to be carefully examined. It will probably be found that the delivery of these 16,000 dollars was a method of making up the full payment of 100 dollars per mule, the rest being paid to Lopez from time to time. In order to avoid the manufactory of evidence, by vouchers or otherwise, it would be hardly advisable to question at present Messrs. Moreno, the bankers referred to in the second contract, but a close investigation would be needed as to whether this payment was a security at all, or, indeed, in any way a *bonâ fide* payment.

Mr. Quintas' statement that he paid Mr. Sancho for his assistance is hardly supported by the contracts, unless Sancho was paid for doing nothing. The person who is to receive the 800 mules from Lopez is referred to in the first contract, but not mentioned. In the second contract this person appears to be Mr. Quintas himself. Clearly, then, this does away with any necessity for the appearance of Sancho at all in the matter, and goes to prove that Quintas receives the mules direct from Lopez.

In conclusion, I feel bound to point out that Mr. Thacker appears to have countersigned the second contract; a signature which I was for some time unable to decipher, and which is affixed to this document, is, I believe, that of Mr. Thacker. It seems a pity that the affair should have the sanction of his name.

I have, &c.
(signed) Arthur Griffiths.

C A S E.

THE questions that arise upon the printed Contract and Correspondence sent herewith can be best raised by submitting the claim which the Director of Contracts (War Office) proposes to make against Messrs. Wetherell & Co.

CLAIM on *Wetherell & Co.*, arising out of the Contract for Mules.

The undermentioned sums should, I submit, now be claimed from Wetherell & Co:—

£.	s.	d.	
A.*	52	14	2 Shoeing expenses, as per voucher.
B.	18	11	7 Keep of mules before they were finally accepted.
C.	1,026	—	— Commission at 9 <i>l.</i> per mule, charged in error, as the mules were pronounced unfit for embarkation, and the contract especially provided that no commission should be payable upon such mules.
D.	2,916	13	4 Overcharge in cost of mules, owing to double contract; really bought of Lopez at 82½ dollars, by Don Sancho, whereas Quintas contracted with Sancho at 100 dollars, having refused in the first place to treat with Lopez.
E.	36	—	— Commission charged on four mules destroyed, unfit for embarkation from disease.
F.	279	3	4 Extra amount charged on 100 mules reported as bought in the provinces, but in fact they were contracted for with Jago and Zurbano, bankers, at Madrid, who bought them partly at least from Lopez at 75 dollars; the average price charged was 88½ dollars to the Department, the difference, 13½ dollars, charged on 100 mules.
G.	1,437	7	— One hundred and fourteen mules were unfit for embarkation, and sold at Alicante for 4 <i>l.</i> 11 <i>s.</i> 7 <i>d.</i> each, charged at 82½ dollars, at 50 <i>d.</i> ; they cost 17 <i>l.</i> 3 <i>s.</i> 9 <i>d.</i> each; the difference should be claimed of Wetherell & Co.; but I am doubtful about the validity of this claim, the mules having been passed by Mr. Thacker.
H.	2,291	13	4 Claimed from Wetherell & Co., as they have not faithfully carried out their contract, or dealt uprightly, as the agents of the department, and upon this account a claim of 10 dollars for each mule would probably be deemed a fair demand, in addition to the amounts before stated. This would be 11,000 dollars, at 50 <i>d.</i> per dollar — 2,291 <i>l.</i> 13 <i>s.</i> 4 <i>d.</i>
<hr/>			
£.	8,058	2	9

Value of three mules which died at Malta of chronic disease, cannot be put forward, as the mules had been passed by our officer, and shipped by another.

This will complicate the question, and should, I think, be waived.

Interest at 5 per cent. on 5,000*l.* advanced, and interest on 5,000*l.* advanced, up to 31st December 1867.

* The items marked from A. to E. appear to be beyond all question, they amount to 4,049*l.* 19*s.* 1*d.*

F. Claim for 279*l.* 3*s.* 4*d.* may be open to question, as we have no evidence that all the 100 mules were the subject of a double contract.

G. Upon this claim I feel some doubt, as the mules were passed by Mr. Thacker.

H. Claim is necessarily fixed at an arbitrary rate, but which does not appear to me excessive, if the entire proceedings of Quintas are considered.

It will be for you to advise, and Sir E. Lugard to decide, if this claim should be made in full or in part.

I may remark that we have never received any statement from Wetherell & Co. of the execution, or the commission, or any explanation of the double contract.

Appendix, No. 7.

Messrs. *Wetherell & Co.* in Account with the Secretary of State for War.

<i>Dr.</i>			<i>Cr.</i>		
	£.	£. s. d.		£.	s. d.
To Cash advanced by imprest, 5,000 September 1867.	5,000		By Commission and expenses claimed -	9,550	- -
„ Cash advanced by imprest, 5,000 October 1867.	5,000		„ Cash repaid - - - - -	450	- -
		10,000 - -	„ Alleged cost of 1,100 mules - -	22,675	- -
„ Shoeing expenses paid at Alicante -		52 14 2	„ Balance due to Secretary of State -	8,058	2 9
„ Keep of mules - - - - -		18 11 7			
„ Payments made by receiving officers at Alicante for 1,100 mules.		22,675 - -			
„ Commission on 114 mules sold* -		1,206 - -			
„ „ 4 mules destroyed* -		36 - -			
„ Overcharge on 800 mules - - -		2,916 13 4			
„ „ 100 mules - - - - -		279 3 4			
„ Compensation for neglect of duty -		2,291 13 4			
„ Loss of mules sold - - - - -		1,437 7 -			
	£.	40,733 2 9		£.	40,733 2 9
To Balance due to Secretary of State £.		8,058 2 9			

* Unfit for embarkation.

It will be seen from the printed papers that a contract was entered into on the 31st August last with Messrs. *Wetherell*, the substance of which may be thus briefly stated.

The contractors were to proceed to Spain to purchase, “as economically as possible, mules for the service of the British Government.” A veterinary surgeon (*Mr. Thacker*) was to accompany them, who should “examine, approve, and brand all mules accepted for this service.” The veterinary surgeon was to be cognisant of the price paid, and to concur in the daily purchases made.

Only the actual cost paid for the mules (which was never to exceed 30*l.*) was to be charged to the War Department, in addition to commission. The contractors were to deliver the mules at Alicante to an officer there appointed to receive them.

If accident or injury occurred to any mule on the journey, from carelessness or neglect of the contractor, the loss was to be borne by the contractors; or if any approved mule arrived out of condition, or injured in transit and unfit for embarkation, the receiving officer might refuse such animal.

The commission was to be paid upon such mules only as were accepted at Alicante, but not on animals otherwise lost, or out of condition, or injured in transit and unfit for embarkation.

The contractors carried out this agreement with the War Department by making in Spain four contracts for the delivery of mules subject to the approval of *Mr. Thacker*, the particulars of which are set out in the papers, viz. :—

That for 800 mules with *Don Sancho*, at page 102.

Those for 100 each with *Don Simon Marquis de Mudela* and Messrs. *Jugo* and *Zurbano*, at page 95.

It is not disputed that these contracts were made known, as to the number and price, to the War Department, and approved by the Secretary of State (*see* pages 9 to 20); but it is submitted for consideration whether the conduct of the contractors, in suppressing the facts attendant on the making of all these contracts, and especially of the sub-contract with *Don Sancho*, is not so fraudulent as to give the War Department a remedy against them to recover the damage that has resulted from these contracts.

The next question is as to the liability of the War Department for, or in respect of, mules accepted under clauses 1 and 3 of the contract, but rejected under the 6th clause by their officers.

Having a branded and accepted mule in their possession the contractors held it for the account to the Secretary of State. They were bound to give it proper superintendence, forage,

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Appendix, No. 7.

forage, and conveyance; but if with this care it was not fit for the service when it reached Alicante, were the contractors or the War Department to bear the loss?

All the information that is in the possession of the Secretary of State is contained in the printed papers accompanying this case, and you will be pleased to peruse the same and advise the Secretary of State—

1. Whether he has any and what claim against the contractors for or in respect of the manner in which they have carried out, or failed to carry out, their contract of the 31st August, and what (if any) proceedings should be taken in law or equity against them to recover what may be due from them.
2. Generally on the case.

War Office, 1 February 1868.

OPINION.

By far the most important question in this case is, whether Messrs. Wetherell, through their agent, partner, and representative, Quintas, have or have not been guilty of fraud in carrying out their contract.

The 1st section of that contract provides that the mules shall be bought as economically as possible.

The 3rd section (p. 4) stipulates that the Secretary of State for War shall only be charged the *actual cost paid for the mules*, which is not to exceed 30*l.* sterling for each beast, in addition to commission.

For the purpose of discussing this question it must, we think, be assumed, for the present at all events, that there was no complicity between Quintas and Mr. Thacker, and that the latter, though he may have been negligent in the discharge of his duties, is not chargeable with having taken bribes, or been otherwise *corruptly* induced to pass inferior animals in order to further his own and Quintas' sinister designs and operations.

It seems most convenient (at the risk of writing at some length on this very serious question) to refer to the most prominent features of the case which are to be collected from the voluminous correspondence before us, and which tend to cast grave suspicion, at all events, upon the conduct of Quintas.

The contract having, according to the date, been *signed* on the 31st August, though practically settled before that day, Quintas, on the evening of the 31st, left town for Madrid, apparently with Thacker. At all events, they reached Madrid together on the 3rd September.

On his way to Madrid Quintas met his cousin (p. 13, letter from Quintas, 4th September 1867). He says, "My cousin, who was in Biarritz, came to the station as I passed by in the train, and continued with me as far as San Sebastian. I spoke to him of the business I had on hand, and he promised to come and help me. The field of his operations will be Arragon, where mules are plentiful." The cousin thus met appears to have been Don Ventura Garcia Sancho, M. de Torre Blanco, who is party to the agreement of the 11th September 1867, and is described as of the Calle de la Greda at *Madrid*.

In their letter of explanation of the 21st January 1868 (p. 117), Wetherell & Co. represent that "even before closing their agreement with the Secretary of State, they wrote to various persons in Spain in whom we had great confidence, asking them to make secret inquiries as to the prices at which mules could be got, so that Mr. Quintas on his arrival at once found information as to their value, &c., which information he without loss of time followed up, and ascertained the lowest price at which mules at that time fit for the service required could be obtained." And Quintas, in a letter of the 4th September (p. 13), writes to his partners: "I have seen Rivas (Marquis of Mudela), who is willing to do everything in his power to help me in the matter. He has already written to 15 different districts, to his bailiffs, asking for information. To-morrow or the day after we may have some data, and I have agreed with him that he is himself to purchase, subject to approval, all the mules he can in *his districts*, with the idea that they are required for the cultivation of his lands, and that by means of his bailiffs he should be operating at the same moment in all the districts of the provinces of Toledo and Mancha Baja. . . . My plan is to lose no time in making all the inquiries with the necessary reserve, and obtaining all the information in my power, and when I have everything well prepared, to fall at one and the same moment upon all the places where mules are to be bought, and take the breeders and muleteers by surprise before they have advice of the demand." And in a letter of 6th September 1867, he says, "I am employing agents whom I have sent about to obtain information. . . . The price I have fixed (110 dollars = 22*l.*) is an average from quotations I have received from 25 different provinces."

On the 6th September, the Secretary of State by telegram declines 5,000 mules at 22*l.*, but authorises a contract for 1,000 at reduced price, power to extend to 2,500 to be decided hereafter.

With whom Quintas had made secret arrangements so that he could contract for 5,000 mules at 22*l.*, nowhere clearly appears, nor do we find it positively stated with whom he

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he communicated when he refused the "offer" for 5,000 mules, as stated (p. 117, letter 21st January 1868).

Apparently the refusal was communicated in Madrid, and, from the statement of Wetherell & Co., they would have it appear that immediately after this refusal, Quintas, on the morning of the 7th September, had an interview with Sancho (whose investigations in Arragon must have terminated quickly, as he then was in Madrid), and had made an ineffectual attempt to deal with him.

From Sancho's letter of the 7th September (p. 117), it may be *inferred* that he it was who made the offer of 5,000 mules at 22*l*.

By that letter it is represented that Sancho, late in the day, offered 1,000 mules at 20*l*. (the offer to be extended to 2,500), an offer which Quintas says he accepted by letter of the 8th September (p. 117), and this he communicated to Wetherell & Co., and also to the Secretary of State, by telegram of the 8th September (p. 13).

At all events, on the 9th September, Quintas informs the Secretary of State of his contract made at *midnight* on the 7th with Sancho, for which, he says, "*I shall have a legal deed executed.*" He then refers to his agreement for mules with Rivas and Mudela, and continues, "These, as well as *the* 1,000 mules from Sancho, *are* very good; most of them are five, six, seven, and eight years old, and fit to stand any amount of work and fatigue," obviously representing that *specific* mules had been offered to him to supply the contracts, which answered the description given by him.

This, however, seems to have been utterly untrue, and on the 7th September Sancho does not seem to have had a mule, either in his possession or contracted for.

What really took place with Pedro Varela (El Salvado) and Lopez is involved in some doubt; but, as far as we can judge from the depositions of these persons (pp. 96, 108), neither of them can show that he saw Quintas until *after* the 8th September, when the contract with Sancho was made, and it is probable from the statement (p. 119), that Lopez was not introduced to Quintas until the 10th September, by letter of the 9th, from a person of rank (Marquis de Val de Terasso).

At all events, on the 11th the agreement between Sancho and Lopez is registered on the same day, apparently at the same time, and by the same notary who registered the formal contract between Sancho and Quintas.

Messrs. Wetherell's case, then, is this: That, finding that Sancho, a man of standing and responsibility, would agree to deliver 1,000 mules at 20*l*. per mule, they *bonâ fide* contracted with him at that price, and acted judiciously in so doing. That if he bought at lower prices mules sufficient for his contract, and which the veterinary surgeon passed, the Government cannot complain; for Wetherell & Co. reaped no benefit from this circumstance, and shares no profit with Sancho in his purchase. They do not *admit* that they knew the terms on which Sancho bargained for with Varela and bought from Lopez, but it is hardly possible that they were ignorant of these terms, and Varela says that Quintas assisted in the bargain for 82½ dollars.

The fact is (notwithstanding all the statements made by Quintas about his agents, &c. &c.), that nearly all the mules were bargained for in *Madrid*, and the whole formed the subject of but *four* contracts, that with Sancho being altered by substituting 800 for 1,000 mules. The history given of the other contractors (at p. 95), viz., Rivas, Mudela (Rivas' brother), and Jugo and Zurbano, and of *their* contracts, and the sources from which their mules were supplied, tends strongly to confirm the impression that there was underhand and improper dealing on the part of Quintas, and the whole story told as to the contract with Sancho is utterly at variance with the letter of Quintas to his partners, of the 20th September 1867 (p. 30), as to the purchase by contract from *many* dealers *transferred* to Sancho, and the story in that letter about the "agent sent to the North-Western provinces," and his purchase of 100 mules, is also inconsistent with fact.

In the result, we think that the case is one of the gravest suspicion, but it would lie on the Secretary of State to make out the alleged fraud and breach of contract; and it is, in our opinion, extremely doubtful whether he would succeed in doing so. Sancho, and the other Spaniards who contracted, as alleged, with Quintas, will, of course, readily support Wetherell's story, and the Secretary of State would require the evidence of Varela and Lopez to launch his case, and they may refuse to give evidence when required.

Upon the case presented to us, we cannot advise that proceedings would be successful, but if proceedings are to be taken in court, we think that they had better be taken in a Court of Equity. If this were resolved upon, we should be glad, before proceedings are commenced, to discuss the questions arising in the case with a counsel practising at the Chancery Bar.

These remarks apply to, and dispose of, the more important items, especially those referred to as D. and H. in the case.

Item A. would be recoverable if the mules were not shod when purchased, and passed by the veterinary surgeon. If they afterwards lost their shoes, the contractors were not, we think, liable to shoe them again.

B. may be recovered if Quintas agreed to pay the keep of these mules.

C. This commission is over-paid, if the fact were that the mules, in respect of which it is charged, "were out of condition *and* unfit for embarkation," and were not accepted at the port of shipment.

E. The

E. The same remark applies to these mules.

F. The remark appended to this item is accurate.

G. The mere fact of these mules having been passed by Mr. Thacker would not affect the question, if the mules were rejected as being "out of condition and unfit for embarkation." But these animals were not, as we understand, rejected because they had got out of condition, but on account of their general inferiority and unfitness for the service. In this view the difference of price on re-sale could not be claimed against Messrs. Wetherell.

Temple, 7 March 1868.

(signed) *John B. Karslake.*
Wm. Baliol Brett.

(No. 222.)

(7678—Alicante—270.)

Mr. Howell to Messrs. Wetherell & Co.

Gentlemen,

War Office, 11 April 1868.

WITH reference to the correspondence which has passed relative to your contract for the purchase of mules in Spain, I am directed by the Secretary of State for War to acquaint you that, after giving full consideration to your representations, there appear to be many circumstances which occurred during the progress of your operations, which have not been by any means satisfactorily explained.

The main facts appear to be as follows:—

The contract having been signed on the 31st August, your partner, Mr. Quintas, proceeded on the same day to Madrid, reaching that city on the 3rd September. On his way, at Biarritz, Mr. Quintas met with his cousin, whose services were enlisted in the commission he had to execute. This cousin (who will hereafter be spoken of as Don V. G. Sancho) was to be employed, according to the statement of Mr. Quintas, in Arragon, where mules were said to be plentiful.

It has been represented that prior to the departure of your partner from London, you had taken steps to ascertain the real value of mules in different parts of Spain, so that you might be afforded the opportunity of buying in various localities before any advance took place in the current price, which might have been looked for when it became generally known that purchases were being made on account of the British Government. As early as the 4th September, Mr. Quintas stated that one of his agents had written to 15 districts, to know the terms upon which mules could be obtained, and, writing again on the 6th September, he states that he had received quotations from 25 different provinces. All these various inquiries are again referred to in Mr. Quintas's letter of the 20th September. He therein says:—

"I made inquiries in several of the most important provinces in the interior, and bargained with at least 20 dealers, and when I ascertained the lowest price that could be obtained, I made contracts with many, which contracts I transferred at the same price and the same terms to Don V. G. Sancho, who, for a stipulated consideration, which I pay him out of our commission, guarantees the fulfilment of the transaction. . . ."

Thus it is quite clear, according to this statement, that Don Sancho was employed as your local agent, and was to be paid for his services out of your commission.

On the 6th September, your partner reported that he could contract for 5,000 mules at 110 dollars, and on the 8th September he reported that he had contracted for 1,000* mules at 100 dollars, but it was not stated from whom the offer of 5,000 was received, though at an early period it was acknowledged that the contract was made with Don Sancho, for, with reference to this contract, Mr. Quintas wrote on the 9th September as follows:—

"These (speaking of mules to be supplied under other contracts with Rivas and Mudela) and the 1,000 from Sancho are very good, most of them five, six, seven, and eight years old, and fit to stand any amount of work or fatigue," thus obviously representing that specific mules had been offered to him in fulfilment of the contract, answering the description thus detailed.

That this representation must have been untrue can hardly be doubted, when it is certain that at the time this extract was written, Don Sancho was not in possession of any mules whatever to fulfil his contract, and that all the mules furnished by Don Sancho were contracted for by him after this day.

It has been therefore a matter of great surprise to the Secretary of State to find that while your partner, Mr. Quintas, had engaged to pay 100 dollars for mules to Don Sancho (thus making him a principal in the transaction, and not your agent), this Don Sancho should be able to purchase these mules on his own account at 82½ dollars, of Lopez, a dealer in mules, and to appropriate them in the fulfilment of his contract with Mr. Quintas, thus taking a profit of 14,000 dollars, or not less than 2,916 l. 13 s. 4 d. by a sub-contract, which, from the copy held by the department, appears to have been registered with the original contract by the same notary, on the 11th September last.

Thus

* Subsequently reduced to 800.

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Thus it appears that you, who were to be allowed an ample commission for your faithful agency, and who had obtained full information as to the value of mules, made a contract at 100 dollars, whereas Don Sancho, who was not a merchant or trader, and whose information must have been more limited, was able about the same time to purchase mules at 82½ dollars.

With reference to your statement that Mr. Quintas was ignorant of the arrangement made between Don Sancho and Lopez, I may observe that the Secretary of State has evidence that when Lopez offered to supply your partner, he was referred by him to Don Sancho, and that the sub-contract was finally arranged at Mr. Quintas's house.

Now, as Don Sancho sold only the mules that he bought from Lopez, what becomes of the many contracts which Mr. Quintas said that he himself had made and transferred to Don Sancho? And how do you reconcile the assertion made in Mr. Quintas's letter of the 20th September, "There is therefore no sub-contract as the Secretary seems to apprehend" with the facts here stated, of which the Secretary of State holds undeniable proof?

I may further remark that the Secretary of State is informed that, before the original contract with Sancho or the sub-contract with Lopez were made, Pedro Varela (El Salvado) a mule dealer, holding a large stock of mules, offered to supply suitable ones at 82½ dollars, but that the negotiation was allowed to go off by Mr. Quintas.

It appears, therefore, that notwithstanding your statements about your agents, all your purchases were made in Madrid, and formed the subject of four contracts only—that with Don Sancho for 800 mules; that with Rivas for 100; that with Mudela for 100; and the reported purchase of 100 in the provinces. The greater part, if not the whole of this 100, were provided under a contract with Jugo y Zurbano, who were not dealers in mules, but your own bankers in Madrid.

In addition, it may be remarked that the mules have not proved to be such as Mr. Quintas represented. A considerable number proved to be unfit for embarkation. They were much complained of not only at Alicante, but at Malta and Alexandria. Many were very aged, and the whole dear at your contract rate. There was undoubted neglect in the interval between the approval of the mules by the veterinary surgeon and their delivery to the officers at Alicante.

The Secretary of State cannot but consider all these circumstances as affording ample ground for grave doubt as to the fidelity with which your contract with this department has been carried out.

Sir John Pakington is not, however, unwilling to receive and duly consider any further explanation you may wish to offer before he claims from you the various amounts which he considers to be due to the public upon the following items:—

1. The charge for shoeing.
2. The charge for keep of mules before approval.
3. Commission on mules unfit for embarkation, to be refunded agreeably to clause 16 of the contract.
4. Compensation for excessive price paid upon purchases.
5. Claim for neglect in transit and consequent losses thereby.

The Secretary of State desires further that you should be reminded that on the 18th November I called upon you to furnish a full and complete detailed statement of your purchases, examinations, and deliveries of mules in the execution of this contract, and which you promised to furnish on the return of Mr. Quintas, but which to this day has never been rendered.

I am, &c.
(signed) *Thomas Howell.*

(No. 223.)

(7678—Alicante.—286.)

Messrs. *Wetherell, Quintas, & Co.* to Mr. *Howell.*

Sir,

4, Great Winchester-street, 4 May 1868.

1. WE have received your despatch of the 30th April, and in regard to your communication of the 11th, we regret that the explanations we have already given are not considered sufficient.

2. With regard to Mr. Sancho, we beg to state that he is a highly respectable man, and of large connections and influence, and much engaged in business.

3. It is true that Mr. Sancho, as well as others who had been communicated with, and subsequently telegraphed for in order to gain time, met Mr. Quintas on his way to Madrid; but Mr. Quintas's original idea of employing Mr. Sancho, as the Government are well aware, was never carried out. After Mr. Quintas had arrived at Madrid he saw fit,

fit, in the interest of the Government, and with their authority, to accept the offer made Appendix, No. 7.
to him by Mr. Sancho.

4. What Mr. Quintas stated in his letter of the 20th September, in regard to his having made contracts with dealers which he had transferred to Mr. Sancho, was perfectly true, though such contracts may not have been in writing. Mr. Quintas's mode of proceeding was as follows: On arriving at Madrid he was besieged by numbers of sellers, mostly men of low character, offering mules at various prices, and he fixed upon the average price at which, according to the circumstances of the moment, a quantity of mules could be purchased fit for the service to which they were destined. He arranged for certain lots with various gipsy dealers, who agreed to deliver, but, owing perhaps to their looking upon him as a stranger, with no domicile in the country, many of them demanded considerable advances without being able to give any guarantee that the mules would be delivered. Mr. Quintas in this difficulty received offers of assistance from Mr. Sancho, who, as already stated, was a gentleman of position and influence.

5. Mr. Sancho offered to provide 5,000 mules at 110 dollars each, and Mr. Quintas telegraphed the offer to the War Office. He received an answer to the effect that he was to contract for 1,000, but to get a reduction of price if possible. He therefore agreed with Mr. Sancho for the supply of that number, and telegraphed and wrote to the War Office on the 7th and 8th September as follows: "I have entered into an agreement with D. V. G. Sancho for the delivery to me of 1,000 mules."

6. The Government not only approved of, and were highly satisfied with, the price, 50 per cent. lower than their limit, but also telegraphed to Mr. Quintas that he should obtain the faculty of extending the contract to a much larger number of mules. By this means Mr. Quintas had the security of a man of high position and respectability for delivering to him the number which, from that moment, the Government counted upon.

7. The simultaneous arrival at Madrid of several English officers on their way to their respective commissions of Alicante, Valencia, and Barcelona, giving rise to the rumour that they also came to purchase mules, the exaggerations of the press about the requirements of the British Government, and the advertisements of the English officers in the newspapers, at the railway stations, and in nearly all the public places, offering as much as 144 dollars, greatly enhanced the price. (The following is a translation of one of the advertisements in question:)

"Purchase of Mules by Her Britannic Majesty's Government.

"From the 1st September to the 10th October 1867, the Commissary General at Gibraltar will entertain proposals for the purchase of mare and gelding mules. The animals must be from five to seven years old, and 7 qts. 3½ fngs. in height, sound, not vicious, and fit for artillery. The animals shall be brought to the Puerta de Tierra at Gibraltar, and will not be definitely accepted until 24 hours after the delivery, but once approved, shall be paid for by the Commissary General in Spanish gold coin at the price agreed upon, which, on an average, will be 144 dollars, more or less.

"N.B.—Persons offering mules for sale must apply to Captain Griffiths, Commander of the Staff."

8. In addition to this, the appearance in Madrid of agents from Gibraltar, who offered and paid prices far in advance of Mr. Sancho's, induced the gipsies to play false, and mules which were awaiting examination by Her Majesty's veterinary surgeon, to be delivered to Mr. Sancho, disappeared, having been got hold of by the Gibraltar agents, whose purchases at Madrid were a breach of the promise we had received from the War Office, that no one should purchase mules there except ourselves.

9. It being then evident that no reliance could be placed on the gipsy mule dealers, Mr. Sancho found himself under the most urgent necessity to operate with the greatest activity in order to fulfil his engagements, and so long as these were carried out Mr. Quintas had no business to interfere with his operations. Mr. Sancho was bound to deliver the stipulated number of mules within a stipulated time, and to submit to the rejection of all such mules as, in the opinion of Her Majesty's veterinary surgeon, were unfit for the service required, or not worth the stipulated price; and indeed the mules were all examined and approved by Her Majesty's veterinary surgeon appointed by the Government for that purpose, he issuing a certificate to the effect that he was satisfied with the quality and price of the animals, which certificate accompanied every parcel of mules sent to the port of embarkation.

10. Acting in accordance with the repeated wishes of the Government, who recommended the greatest activity, and being led to suppose by the Government that a very large number of mules would be required, Mr. Quintas lent signal service in negotiating for a large number before a greater rise in price could have taken place, and leaving himself in a position to continue operations elsewhere, and indeed this was the opinion of your Department expressed to us verbally.

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11. Almost at the same time, in sight of news from Abyssinia, the Government ordered Mr. Quintas to suspend his purchases, and he was forced to tell all those who then came to make offers that the number required was completed, and that no more mules would be purchased. The disappointment of speculators was consequently much felt, and did not fail to have its effects.

12. In regard to Lopez, we are informed he is a veterinary surgeon and broker, without any means, and that, in order to make his purchases, funds were supplied to him by Mr. Sancho, and what arrangements he (Mr. Sancho) made with Lopez as to price, did not concern Mr. Quintas, who had no right to interfere, as already explained; but we are informed that at the conclusion of their dealings, over 280 rejected mules were left upon their hands, and had to be got rid of at a great sacrifice, and Mr. Sancho's eventual profit (if any) must have been trivial.

13. In regard to the statement that Mr. Quintas expressed himself in his letter of the 8th September in a manner to amount to a representation that 1,000 specific mules had been offered to him, when in fact Mr. Sancho had not contracted for any until afterwards, we beg to repeat that we do not know what arrangements Mr. Sancho had with Lopez, but Mr. Quintas had contracted with Mr. Sancho before the letter was written, and, with the approval of Her Majesty's veterinary surgeon, had selected samples of the mules which were to be delivered, and it could hardly have been supposed that he meant to say by that letter that he had actually examined, and was in bodily possession of 1,000 mules.

14. You ask how we reconcile the statement made in Mr. Quintas's letter of the 20th September, as to there being no sub-contract, with the facts stated in your letter, and we beg to point out that Mr. Quintas was then explaining the course he had adopted, to show that there was no sub-contract in the sense in which you appeared to him to make use of the phrase. Mr. Quintas arranged for the supply of a number of mules at the lowest price at which they could be obtained, and the price was approved by the Government, and was paid by us, and we are at a loss to understand any ground of complaint in respect of it.

15. If it is supposed that we received back from Mr. Sancho any portion of the sums we paid him for the mules, we beg to state that we did nothing of the kind.

16. In regard to the statement that Mr. Quintas referred Lopez to Mr. Sancho, and that their arrangements were made in Mr. Quintas's house, Mr. Quintas denies that there is any foundation for it.

17. With regard to Mr. Quintas not accepting the offer made by one Pedro Varela, we beg to state that it was not entertained for several reasons; amongst them that he demanded a large advance and refused to give any security. The character of this man who, Mr. Quintas was informed, had been imprisoned several times, and against whom Mr. Quintas had received timely caution, was not likely to inspire confidence, or to induce Mr. Quintas to place the slightest reliance on his word. Had this man's nickname, which you, with a slight typical error, quote in brackets, been translated to you, you would have been able to judge of his character.

18. With regard to your remarks as to our purchases having been made in Madrid, we beg to state that Mr. Quintas, having been made distinctly to understand by your department that he would have to purchase a very large number of mules, did send agents to different provinces, and these agents were carrying out their instructions accordingly; whilst, on the other hand, Mr. Quintas was buying in Madrid. When, however, the Government, in sight of news received from Constantinople, and offers from Egypt, suddenly telegraphed to Mr. Quintas to suspend purchases, limiting him to the number already arranged for, he found himself obliged to suspend his operations, at least such as could be suspended. His purchases in Madrid were closed, as well as those which Mr. Jugo was making in Salamanca. There was no contract with Messrs. Jugo y Zurbano. Mr. Jugo, a member of that firm, who has our full confidence, had a commission to purchase a certain number of mules in the district of Salamanca, and went there for that purpose, for which services we paid him a remuneration.

19. With regard to the quality of the mules, we beg again to refer you to the certificate at the foot of each descriptive list, accompanying each batch of mules, signed by Her Majesty's veterinary surgeon appointed for that purpose, which runs as follows:—"I hereby certify that the mules herein enumerated have been purchased with my sanction, at the prices stated, and that they have all been branded and approved by me." And also to sections 1 and 4 of our agreement with the Secretary of State for War; and to our letter of the 28th of August, referred to in the former section, and which formed the basis of said agreement.

20. We deny that there was any neglect on our part, as you suppose, in the interval between the approval of the mules by Her Majesty's veterinary surgeon and their delivery to the receiving officer at Alicante.

21. Every facility and convenience which the railway could afford was obtained, and no pains was spared to make the transit of the mules as easy as was possible. Mr. Quintas,

Quintas, at great personal inconvenience, never missed superintending their embarkation, whenever it took place, and took every possible precaution to ensure their safe delivery, even going to the great expense of having the wagons altered, at the suggestion of Her Majesty's veterinary surgeon, in order to give the best accommodation. The mules were attended to during their journey, an ample quantity of food was sent with every train, and one man, at least, to each wagon, besides the employés of the railway company, at every station called at.

22. When Mr. Quintas did not himself accompany the trains, he always left his own brother, or some confidential person, in charge; and in some instances Mr. N. Wetherell undertook the superintendence; besides this, other persons in the employ of Mr. Quintas waited at Alicante to unload and look carefully after the mules until they were delivered, which was generally a few hours after arrival.

23. The passenger trains by which most of the mules were forwarded, left early in the morning, and arrived at Alicante at half-past nine in the evening, the mules therein conveyed being delivered early on the following morning; in the meanwhile, as well as whilst on our hands at Madrid, receiving more than double the quantity of food allowed them by the English officers when in their hands.

24. At Alcazar de San Juan, about half-way between Madrid and Alicante, Mr. Quintas had hired a large stable, and engaged a suitable staff, under a confidential person, in order to rest such mules as owing to a steep ascent, the railway takes beyond that point, might not be able to proceed by the passenger train, and these animals, after having rested and been well fed, continued their journey the next morning. Thus, as will be seen by comparing the dates of branding and delivery, no time was lost, only a couple of days elapsing, at the most, as a general rule.

25. We maintain that the mules, well fed and cared for as they were, and as is notorious, could not and did not deteriorate during the short time they were in our hands. We are prepared to obtain certificates from the railway company in confirmation of our statements.

26. At first some of the mules were placed under observation on arrival at Alicante; and, if you refer to our correspondence at the time, you will find that this was due principally to their suffering from colds, owing to the rains and general inclemency of the weather. The receiving officers, fearing their complaints might be glanders, the symptoms being the same, took this precaution; but all the mules were finally accepted, when they had recovered, so early as the 19th October. Subsequent to this, no arrivals were taken exception to; and if, after they had been for some time on the hands of the receiving officers, some were found to be unfit for embarkation, their deterioration must have taken place after they left our care, and upon this point we beg to refer you to what Mr. Quintas from the beginning, and Mr. N. Wetherell as soon as he arrived at Alicante, were constantly writing, and to the letters of highly respectable merchants of Alicante, the translation of which we had the honour to submit to you.

27. Although we are not in any way answerable for the condition of the mules from the moment they were received at Alicante, we will again impress upon you the fact that they did not receive proper treatment after they left our hands. Owing, perhaps, to want of accommodation, they were not stabled, and most of them were exposed, whilst tethered, to the baneful effects of the burning sun during the day, and to the still more injurious effects of transition to the cold dews of the night. The food supplied to them whilst waiting shipment was insufficient, and of this the Government was advised at the time.

28. The charge for shoeing, which we are, and always have been, willing and anxious to settle, has been repeatedly demanded of the English Commission at Alicante, both by Mr. Quintas and Mr. N. Wetherell. With regard to that for keep of mules before approval, we did not apprehend it would be made, considering the doubt there is about its justice, the approval of the animals to which it refers having been unjustly delayed. This charge however we are willing to pay, in order to conclude the matter, although we do not think the Government are entitled to it.

29. In regard to the claim for return of commission on mules said to have been unfit for embarkation, we beg to point out that the 16th section of our contract does not apply to the case, as all the mules in question were approved, and accepted, and paid for long before they were found to be unfit for embarkation.

30. Referring to the list of numbers corresponding to the mules which, as late as the 11th November, were reported to be unfit for embarkation, we beg to state that we find, comparing it with our vouchers of delivery, that many of the mules in question, without even having been remarked upon, were approved and accepted immediately on delivery at Alicante, some, indeed, as early as the 20th September. The deterioration cannot, therefore, be laid to our charge.

31. The explanations we have now given will, we trust, satisfy you that no excessive price was paid upon purchases, and that there was no neglect in transit.

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32. In conclusion, we beg to state that it is out of our power to furnish the detailed statement you refer to, as Mr. Quintas's duplicate invoices, which contained the particulars, were handed to the officers at Alicante at their request; but we have no doubt the details could be obtained from them and the veterinary surgeons employed by the Government at Madrid and Alicante, who kept a register of all examinations, &c. We, however, beg to enclose a list we have made out from some rough notes of Mr. Quintas, but we cannot guarantee its being exact, though we do not think that in any of the items there can be more than one day's difference.

We are, &c.
(signed) *Wetherell, Quintas & Co.*

(No. 224.)

The War Office to Messrs. *Wetherell, Quintas & Co.*

Gentlemen,

War Office, May 1868.

1. I AM directed to acknowledge the receipt of your letter of the 4th May, replying at length to War Office letters of the 11th and 30th April, and offering further explanations as to the proceedings of your partner, to whom you entrusted the execution of the contract for the purchase of mules on behalf of Her Majesty's Government.

2. As regards the claim made upon your firm for return of commission on mules not fit for embarkation, the Secretary of State cannot admit your freedom from liability; upon a careful survey of the mules furnished by you, it was found that 111 mules were unfit for embarkation. Clause 16 of the contract expressly provided that if any of the mules were unfit for embarkation, that no charge for commission was to be made thereon. You cannot but recollect, when the terms of the contract were under preliminary discussion, that with the view of urging upon you the greatest care in the selection of the mules, I proposed this clause, you replied that, so far as the commission was concerned, you would take upon yourselves that risk, but you would not consent to bear any other loss upon mules once passed by the veterinary surgeon. It was not considered, or even suggested by you, that the unfitness was to be traced to injury in transit, but that it should operate in favour of the department upon all mules which might have been purchased and passed, but which could not be shipped as unfit for embarkation. The department was to bear the loss upon the re-sale of the mules, but it was expressly decided, and admitted by you, that no commission should be charged, and it appears, therefore, to the Secretary of State, that you are bound to repay the sum of 1,035 £. on this account for the credit of the public.

3. With reference to your plea that the unfitness for embarkation arose from neglect on the part of the officers who had charge of the mules, the Secretary of State has the most unquestionable evidence that the mules supplied by you were fed and treated in precisely the same manner as those bought on the spot; and those mules remained fit for embarkation; and it appears from your letters to Captain Whinyates, that certain mules were only received at your agent's special request that they might be held for improvement.

4. There can be no question whatever that the arrangements made by your agent were pre-eminently calculated to ensure animals of an inferior quality being offered for acceptance. You contracted for mules at 100 dollars with one party, who contracted again for them at 82½ dollars, and Lopez, who had to furnish the mules at this latter rate, of course bought them as cheaply as he could to make his profit, hence the lower-priced mules were pressed upon the veterinary surgeon who had to pass them, and all this occurred when your firm was paid a most liberal commission for the exercise of that vigilance and integrity which the Secretary of State had a right to expect, when you undertook to purchase mules as economically as possible, and to engage that the Government should only be charged the actual cost paid for the mules; and it appears to the Secretary of State that both these important and essential stipulations were entirely neglected by your agent.

The Secretary of State therefore considers that you are liable for a return of the commission on mules purchased by you, but which turned out unfit for embarkation.

5. In treating of the quality of the mules supplied by you, the Secretary of State is at once led to the peculiar circumstances which attended your partner's management of the contract. The facts, which have been subsequently ascertained, throw upon his proceedings the gravest suspicions, not merely as to a question of judgment, but whether there has not been a departure from that line of duty which an agent devoted to the interests of his employer would undoubtedly have pursued: the facts, as hereafter stated, cannot be questioned.

6. That your contract bound you to make your purchases as economically as possible.

7. That

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7. That the prices actually paid for the mules were to be charged to Her Majesty's Government.

8. That on the 3rd September Mr. Quintas reached Madrid, and on the 6th he telegraphed to say he could contract for 5,000 mules at the "exceedingly advantageous" terms of 110 dollars, or 22 l. each; that this offer was not accepted; the terms were deemed excessive, unless it included delivery at Alicante; but at a reduced rate he was authorised to contract for 1,000.

9. That Mr. Quintas did contract for 1,000 mules at 100 dollars each, of which 800 were taken from his relative, Don Sancho, who was neither a dealer in, nor a breeder of mules; that such contract was formally ratified on the 11th September between Mr. Quintas and Don Sancho, at the office of Don Palomar, public notary of the Territorial College.

10. That, independent of this contract, Mr. Quintas contracted for 100 mules with the Marquis de Mudela at 100 dollars each; 100 with Rivas at 100 dollars each.

11. That he further stated that he had sent agents to the provinces to make other purchases there.

That all the mules bought in the provinces were purchased at from 80 to 90 dollars each.

12. That on the 11th September a letter was addressed to Mr. Quintas with the following remark, which was made so soon as it was known that the contract for so large a number as 1,000 mules had been made with one person, Don Sancho; it was not then known that he was Mr. Quintas's relative.

"It does not appear to the Secretary of State that it was judicious in you to make any definite contract with one party for so large a number, until you had ascertained what purchases could have been effected with the actual owners who had the mules for sale."

13. That it is further unquestionably true that on the very day upon which Don Sancho and Mr. Quintas completed their contract before the notary, Palomar, a second contract was entered into between Don Sancho and Lopez, a mule dealer, by which Lopez undertook to supply Don Sancho with the 800 mules he was to provide for Mr. Quintas, but this contract was made at 82½ dollars each mule; it was as extended as that made between Mr. Quintas and Don Sancho, involving even more particulars. In the natural course of business both contracts must have required equal preliminary discussion; and as both were formally completed on the same day, it must be presumed that they were under discussion and arranged simultaneously.

14. Mr. Quintas admits that he was in communication with Lopez and Pedro Varela before the final settlement of his contract with Don Sancho; it cannot therefore be questioned that he was cognisant of Don Sancho's arrangement with Lopez before he finally and formally concluded his own contract. He must therefore have seen that while Wetherell & Co. were to be paid an ample commission for their agency in the purchase of mules he was making a contract with his own relative, which gave that relative an immediate and direct profit of not less than 14,000 dollars, secured by a second contract made *pari passu* with the mule dealer, Lopez, upon whom the entire responsibility of completing the contract was thrown, at least so far as the provision of the mules was concerned.

15. In my letter to you of the 11th April, I referred to an extract from Mr. Quintas's letter to your firm of the 20th September, in which, referring to Don Sancho, he expressly stated that he was to be paid by you a stipulated consideration out of your own commission; thus confirming a previous representation of Mr. Quintas; (see his letter to you of the 7th September), wherein he says:—

"My plan was to fall upon different provinces in which I have agents, who are secretly obtaining information, and at their head a person of great confidence with whom I have contracted at a price based upon all the quotations I have received, giving him a commission which will of course have to be deducted from ours."

It can hardly be questioned that the person specially referred to was Don Sancho, and his remuneration was not only thus clearly defined by Mr. Quintas upon two distinct several occasions, and further you yourselves confirm the same in your letter of the 10th September, transmitting the above extract.

With what propriety then could Mr. Quintas, after agreeing to pay a commission for services, make a special contract with his own confidential agent, giving that agent an extravagant price for the mules he was to furnish, and thus by the machinery of this nominal contract, transferring such remuneration as you were to give to Don Sancho, from yourselves to the charge of the Secretary of State. The Secretary of State cannot but express his surprise that such proceedings should in any way be approved or extenuated by your firm.

16. These facts must be admitted as proving beyond all question that Mr. Quintas
0.46. 3 F compromised

Appendix, No. 7. compromised the interest of the Government he represented in his contract for 800 mules, at a very high price, such contract being made with his own kinsman and agent.

17. Mr. Quintas represents that the mule dealer, Lopez, was not to be depended upon, and unfit for a contract; but this is palpably a misrepresentation, for Don Sancho placed all needful confidence in the man, and only required his personal security for 38,000 dollars for the fulfilment of his obligation. Your observations about the advantage to the Secretary of State, of making the contract with Don Sancho, are equally at variance with what appears to the Secretary of State to be the facts. You do not by any means prove that Don Sancho's position or his means were either required or beneficial. Mr. Quintas not only took no security from him for the due fulfilment of the contract, but it was part of their contract (*see eighth clause thereof*) that Mr. Quintas should advance 16,000 dollars to Senor Sancho, which the latter was to keep in his power, as guarantee for the due fulfilment of the contract on the part of Mr. Quintas.

18. The whole of these proceedings carry with them the most palpable evidence of departure from commercial propriety and the desire to favour Don Sancho; if he was to deliver mules of proper quality at a contract rate, he should have given security for the fulfilment of his obligation; but, instead of requiring this, your partner advances a large sum in anticipation of delivery, and agrees that these 14,000 dollars shall be held by Don Sancho as security to him that the mules when produced shall be taken; Mr. Quintas must have had some unexplained reason for thus facilitating a contractor's operations, who was said to be wealthy, and consequently not needing pecuniary help.

19. Your remarks about the enhanced price of mules on account of the arrival of English officers at Madrid, and the notoriety given by the press to the fact that they were about to purchase mules for the British Government, can hardly be pleaded by you as a reason for your contract at 100 dollars, because your own subsequent offers at reduced rates show that no important advance had occurred; if any advance had taken place it is certain that much lower offers were made to you by Lopez and Varela, and that Don Sancho's contract with Lopez for the large number of 800 was made at 82½ dollars at a time when you are pleading an advance as the justification of having paid 100 dollars.

It is also futile for you to plead the maximum rate having been fixed at 30*l.*; your obligation was to purchase, at the lowest current rate, mules suitable for the service, which your agent did not perform.

If further proof be needed beyond the fact established by Lopez's contract that 100 dollars was an excessive price, it will only be necessary to refer to the prices paid by your own agents in the provinces and to the prices paid at Alicante for better mules than those furnished by your firm.

20. In your letter, as well as in the previous correspondence, repeated reference is made to the prices ascertained to be ruling for good mules in various provinces, but no names or prices have ever been given which an agent acting upon commission should be the first to produce. Again, Mr. Quintas asserts that he made many contracts which he transferred to Don Sancho, but here again neither names or prices are given, and as special contracts were made with known parties for the whole of the 1,100 mules supplied, there was no occasion for the additional contracts reported.

21. As merchants of London you must be aware that, if a commission be paid for agency, the agent is bound to be perfectly frank and open to his principal in all he does, and if he reserves important facts connected with his proceedings from his principal, which your partner most assuredly did, you have no right whatever to plead any approval based upon partial statements. You have asserted that the permission to contract for 1,000 mules at 100 dollars justified the contract Mr. Quintas made; I must remind you no formal approval was ever given, and I have before reminded you that the course taken had not appeared by any means judicious, but had the facts which were subsequently ascertained at Madrid been stated at the time, the Secretary of State would most assuredly have strongly condemned your partner's proceedings from the very outset of his operations in Madrid; and so soon as the real facts of the case were established upon evidence, which cannot be questioned, he complained and called for explanation. The Secretary of State complains of your partner's acts, and it is difficult to imagine that any open and truthful course was intended. What did Mr. Quintas mean, after the contracts made on the 11th September (by which a profit of 2,916*l.* 13*s.* 4*d.* was secured to Don Sancho), by saying in his letter of the 20th September that Don Sancho's services were to be remunerated by a payment out of your own commission, for surely Don Sancho was not to be twice paid, first by a payment from you out of your own commission, and then by a most extravagant profit on the double contract.

22. Again, there is an express denial of any sub-contract, when the first act of Don Sancho, after his contract with Mr. Quintas, was to sign a sub-contract. It has been said that, having once made his contract with Don Sancho, Mr. Quintas had no farther control; but when it is admitted that Don Sancho met Mr. Quintas *en route* to Madrid, that he became his most confidential agent, that he joined him in that capital almost immediately upon his arrival, that he was his near relative, that they must have been in constant communication when arranging this transaction, and that Mr. Quintas must have known either Don Sancho's sources of supply, or have so far failed in his duty as to contract for

for mules with a man who was not in possession of a single animal. The Secretary of State cannot believe your partner to have been in ignorance of those arrangements, which were matured on the 11th September; in truth Mr. Quintas does not assert such ignorance. As to your excuse that you would not treat with Pedro Varela because he would give no security, Don Sancho gave no security. It appears to the Secretary of State that if Varela offered mules suitable for your service at 82½ dollars, your partner failed in his duty in not buying such mules and paying for them at once with the funds provided by the advance granted to you.

23. With reference to the care bestowed by you upon the mules after they were passed and marked, it is clear they were hurried off with the greatest dispatch, without even being submitted to the process of re-shoeing, which was provided for in the contract. The Secretary of State cannot question the fact reported to him that some mules were kept during all the journey without food, and that many reached Alicante in a deplorable condition; in fact, your own partner, Mr. Nathan Wetherell, admitted it by voluntarily removing 14 mules.

24. I have also to remind you that, in the preliminary discussion, before the settlement of the contract, you stated the expense of conveying mules from Madrid to Alicante at 5 l., and this was considered in settling your commission. It has been reported to the Secretary of State that the expense of conveyance was only 1 l. 3 s. 1 d. per mule. That you estimated this charge as here stated appears in an early part of the correspondence.

25. The mules supplied by you which proved unfit for embarkation were ultimately sold at a very considerable loss.

26. After a careful review of the entire proceedings adopted by you in the execution of this contract, the Secretary of State cannot but consider that the duty imposed upon you by your contract has been most unsatisfactorily performed. The mules have been inferior, the prices very high for the quality of mules furnished. They were most certainly not bought upon the most advantageous terms; while one large and important transaction, in its leading features, has the appearance of having been arranged for the purpose of giving an excessive and most unnecessary profit to your partner's near relative, whose intervention does not appear, from the explanations you have submitted, to have been either called for or beneficial. If Don Sancho's assistance relieved your partner from services for which you were allowed a very ample commission, the Secretary of State requires that he should be remunerated by you out of your commission (as Mr. Quintas said would be done), and not out of the public money entrusted to you.

The Secretary of State, therefore, desires me to call upon you for the repayment of the following sums:—

£.	s.	d.	
52	14	2	for shoeing.
18	11	7	„ keep of mules.
1,035	-	-	„ return of commission on mules unfit for embarkation.
2,916	13	4	„ difference in the contract rates on 800 mules at 17½ dollars per mule.

£. 4,022 19 1

I am, &c.*
(signed)

FURTHER CASE.

THE Letters, 222 and 223, have been written and received since the law officers' opinion of the 7th March was given. The letter 224 has not yet been sent, but as the 27th paragraph calls on the contractor to repay the sum of 4,022 l. 19 s. 1 d. to the public, the opinion of the law officers is requested.

1. Whether any and what part of that sum can be recovered from the contractors, and should therefore be demanded from them.
2. Generally.

War Office, 10 June 1868.

* This letter was not sent, but that of the 30th September 1868 was substituted for it.

OPINION.

WE have again read the correspondence and papers originally sent to us for our opinion, and the additional papers now laid before us, including the draft of the letter which it is proposed to send to Messrs. Wetherell & Co., demanding repayment of moneys paid to them.

With regard to the first and second items, Messrs. Wetherell & Co. seem to be ready to pay these amounts.

On the 3rd item, being a claim for return of commission on mules unfit for embarkation, we submit the following observations:—

The right to claim commission depends, as is truly stated on clause 16 of the contract, and we think that this clause must be construed by the language used therein, and in other clauses of the contract, and not by verbal statements made when the terms of the contract were under preliminary discussion. Now, under clause 5, Messrs. Wetherell & Co. were to be responsible for animals purchased until delivered to the proper officer appointed to receive them (subject to the exceptions after mentioned).

Messrs. Wetherell & Co., by clause 6, are to be held harmless and irresponsible from any accident arising from “force majeure,” *i. e.*, interference of the Spanish Government, or insurgents or political parties in arms against the established government, or any collision or breaking down of railway trains, or floods; but if any accident or injury occurs from neglect or carelessness on the journey, the loss is to be borne by Messrs. Wetherell; or if any mule branded arrives at the port of embarkation out of condition, or injured in transit and unfit for embarkation, the receiving officer may refuse such animal. Then follow the 14th and 16th clauses regulating the commission, and we confess that their language, when read with preceding clauses, is such that it is not easy to put a construction upon them. The terms in the first part of the 16th clause are positive; that commission is to be paid on mules delivered to and accepted at the port of shipment, and on such as may be taken possession of by Government, or armed parties (that is, on mules not delivered at the port), but *not* upon animals otherwise lost, *i. e.*, perhaps by collision or breaking down of trains, or floods, “or out of condition, or injured in transit to the port, and unfit for embarkation.” On the whole, we think that these words must refer to mules which, under clause 6, the receiving officer *might* refuse, but which he has not refused, and that on such mules it may be contended commission was not payable. But we think, that if mules which were not out of condition or injured in transit became, after acceptance, “unfit for embarkation” from any cause, commission must be paid in respect of them. We must, however, again remark, that the construction of the clause is by no means clear, and it is very doubtful what construction may be put upon it.

As regards the last item, we have little to add to what we wrote on a former occasion. We cannot say that Wetherell & Co.’s explanation of the many suspicious circumstances of the case is at all satisfactory; but at the same time the Secretary of State will have to make out, by reasonable proof, that the whole of the alleged contract with Sancho was a juggle and fraud, and that it is a mere cloak for charging 100 dollars each for mules really bought for a much lower sum, and there will, no doubt, be much difficulty in doing this, as Quintas, Sancho, and the rest will probably all swear to the perfect *bonâ fides* of the transaction. If, notwithstanding these difficulties, the Secretary of State thinks that the suspicious nature of the case justifies him in running the risk of defeat in the attempt to expose the fraud which he believes to have been practised, we think that the letter to Messrs. Wetherell may properly conclude with the demand made upon them for repayment of sums claimed.

(signed) *John B. Karlake.*
Wm. Baliol Brett.

Temple, 31 July 1868.

Mr. Howell to Messrs. Wetherell & Co.

(7678—Alicante—288.)

Gentlemen,

War Office, 30 September 1868.

I AM directed to acknowledge the receipt of your letter of the 4th of May, replying at length to letters from this office, dated 11th and 30th April, and offering further explanations as to the proceedings of your partner to whom you entrusted the execution of your contract for the purchase of mules on behalf of Her Majesty’s Government.

The Secretary of State for War has given the fullest consideration to the various statements advanced by you, but he is still of opinion that the agency has not been satisfactorily conducted.

In the present state of the correspondence it appears to the Secretary of State that the small claim of 52*l.* 14*s.* 2*d.* for shoeing such mules as arrived at Alicante “not newly shod,” and that of 18*l.* 11*s.* 7*d.* for the keep of animals which were held for improvement before they were accepted, do not call for further discussion. He presumes that these small sums will be readily paid by you.

The

The other questions are of a more important character:—

1st. The return of the commission in accordance with the 16th clause of the contract.

2nd. The excess of price paid to Don Sancho beyond his contract price of 82½ dollars settled with Lopez.

3rd. The general course of action taken under the contract.

As regards the first item, clause 16 provided, that if any of the mules proved to be unfit for embarkation no charge for commission was to be made thereon. You cannot but recollect that, when the terms of the contract were under preliminary discussion, this clause was proposed by me, and accepted by you.

My object was to secure the greatest amount of care on your part in the selection of the mules, and you replied that, so far as the commission was concerned, you would take that risk, but you declined any further loss upon animals once passed by the veterinary surgeon, unless delivered out of condition, or injured in transit.

The Secretary of State possesses undoubted testimony that, of the mules supplied by you, 114 were found to be unfit for embarkation when carefully examined by a board, and they were consequently sold at a considerable loss. As they were approved by the veterinary surgeon the loss upon the sale falls upon Her Majesty's Government, but the Secretary of State considers that your firm is not justified in retaining commission for such mules; they were useless to the Government, and, as such, not liable to the charge for commission.

The inferior character of the mules purchased by you was, at an early period, a matter of complaint, and it was subsequently repeated from Malta, Alexandria, and Suez. In one instance Mr. N. Wetherell was so sensible of their inferiority that he voluntarily withdrew 14 of the mules from the officer's charge, and exchanged them. Your agents' letters acknowledge that some of the mules were suffering from colds owing to the inclemency of the weather, and in Mr. Quintas's letter to Captain Whinyates of the 21st September, he admitted his responsibility by saying—

“You will greatly oblige me by passing the papers as I send them, and I bind myself to replace any mules that might not recover within a short time, should this be eventually the case, which I do not at all anticipate.”

If you plead that the mules were delivered in a sound and proper state, and perfectly fit for embarkation, and that any deterioration must have arisen from want of proper care and feeding after they were delivered by you at Alicante, I am directed to remark that the Secretary of State has the most satisfactory evidence that such was not the case; the same feeding, and the same care were bestowed upon the mules bought by you, as upon those bought by the officers on the spot; in all respects the treatment was the same, but the proportion of mules unfit for embarkation upon those bought at Alicante was most trifling, as compared with the large number of your supply which proved to be unfit.

It will be seen, when the second item is discussed, why it was highly probable that your mules were not likely to turn out satisfactorily.

It was not probable that the contract made by you for 800 mules, at 100 dollars each, with Don Sancho would be well executed, looking to the means adopted by Don Sancho to procure the animals; and here the Secretary of State cannot but remark that the first proposal of your partner was to pay 110 dollars for each mule, and he represented that this price was “exceedingly advantageous,” and proposed such terms for 5,000 mules. This the Secretary of State did not approve of, but, subject to a reduction of cost, he authorised arrangements being made for the purchase of 1,000 mules.

You reported a contract for 800 mules with Don Sancho at 100 dollars each, and when you agreed to pay that amount you were most assuredly bound to see that no mules were submitted for the approval of the veterinary surgeon which were not fairly, on the average, worth the sum you had agreed to pay for them.

The Secretary of State, in his letter to Mr. Quintas of the 11th September, questioned the propriety of making so large a contract with one person, but it was represented by your agent that he had obtained prices from many districts, and that this rate was the reasonable charge for good, sound, useful animals, fit for the service.

It was further represented that many contracts had been made, which were transferred by your agent to Don Sancho, to enable him to complete his engagement, and that your agent would protect the British Government, and himself, by having the contract formally prepared, taking such “material guarantees” as might be necessary.

It subsequently became a matter of great surprise to the Secretary of State to find that on the same date (the 11th September) on which your partner completed the contract for the purchase, on behalf of the British Government, of 800 mules, at 100 dollars each, from Don Garcia Sancho, which contract was formally drawn by and executed in the presence of the notary Palomar; there is a second contract, completed by the same notary, for the purchase, by Don Sancho, of 800 mules, from a mule dealer of the name of Lopez, at 82½ dollars each, which mules were all to be approved by the veterinary surgeon of Her Majesty's service. The Secretary of State has evidence that this contract between Don Sancho and Lopez was discussed and agreed to under Mr. Quintas's roof, and he cannot doubt that it was settled with Mr. Quintas's full cognizance.

Thus the completion of these two contracts, each elaborate and full of details, was perfected the same day, and the effect was to give to Don Sancho a profit of 14,000 dollars, 0.46.

Appendix, No. 7. or 2,916 *l.* 13 *s.* 4 *d.* Don Sancho was not an owner or dealer in mules; he was represented to be a person of ample means, who was to give material guarantees for the fulfilment of his contract. Not only were no guarantees given by Don Sancho for the fulfilment of his contract, but Mr. Quintas actually handed over to him the large sum of 16,000 dollars out of the money advanced by the British Government, as security that Mr. Quintas would take the mules.

With Pedro, the mule dealer, Don Sancho was content to take his personal security for 28,000 dollars, as he was only to be paid as the mules were passed.

Under any circumstances two such contracts, drawn up by the same notary and executed on the same day, would give rise to grave questions as to the fidelity with which the operation had been conducted; but the Secretary of State desires that your attention should be called to further circumstances which have appeared in the correspondence, and which seem to him to justify the opinion expressed at the commencement of this letter.

Don Sancho joined Mr. Quintas *en route* for Madrid, and they remained in constant intercourse. Writing on the 7th September, Mr. Quintas says,—

“My plan was to fall upon different provinces in which I have agents, who are secretly obtaining information, and at their head a person of great confidence, with whom I have contracted at a price based upon all the quotations I have received, giving him a commission, which will of course have to be deducted from ours.”

And your letter of the 11th September makes it a matter of certainty that Don Sancho was the person referred to.

Again, writing on the 20th September, 13 days later, and after the contracts before referred to had been formally completed, Mr. Quintas again asserts that Don Sancho was to be remunerated out of your commission. He says,—

“I made inquiries in several of the most important provinces in the interior, and bargained with at least 20 dealers, and when I ascertained the lowest price that could be obtained, I made contracts with many, which contracts I transferred at the same price to Don Sancho, who, for a stipulated consideration (which I pay him out of our own commission), guarantees the fulfilment of the transaction, and assists me in the details, seeing that the transaction is properly and punctually carried out. There is, therefore, no sub-contract, as the Secretary seems to apprehend.”

It has further appeared that Don Sancho is a near relative of Mr. Quintas.

With these facts and statements before him, the Secretary of State is at a loss to understand the propriety or justice of your agents' proceedings in making this large contract with Don Sancho, who was in your own special employment, under an arrangement which stipulates that he should be remunerated out of your own commission.

It is inconsistent with all commercial experience and propriety for an agent, employed as you were, to contract with one of his own officers or assistants, and to give such assistant the opportunity of realising a large profit on the transaction. The Secretary of State desires also to remark, that the purchases actually made in the provinces were all made at lower rates than the contract made with Don Sancho.

As merchants of London, you must be aware that if a commission be paid for agency, the agent is bound to be perfectly frank and open in all his communications with his principal. If he reserves important facts from his employer, he has no right whatever to plead in his justification any approval based upon partial statements. Beyond this, it is his imperative duty not only to purchase as economically as possible, but also to see that no intermediate parties are brought into the operation, whereby an exceptional profit upon the transaction is available.

The Secretary of State, therefore, considers that any charge against the public beyond the contract rate of 82½ dollars should be borne by you.

I have, therefore, to state to you that the sums of 2,916 *l.* 13 *s.* 4 *d.*, as before stated, and 1,026 *l.* should be refunded by you, in addition to the small sums previously enumerated, and the Secretary of State cannot but believe that if the original correspondence, together with copies of the two contracts, dated 11th September, were submitted for sound commercial reference, this opinion would be sustained.

Messrs. Wetherell & Co.,
4, Great Winchester-street.

I am, &c.
(signed) *Thomas Howell.*

Messrs. Wetherell & Co. to Mr. Howell.

Sir,

4, Great Winchester-street, 12 October 1868.

WE have the honour to acknowledge receipt of your despatch of the 30th ultimo.

In reference to the amount you claim for shoeing, which, as you are aware, we have always been ready to allow, and have repeatedly offered to settle, we beg to enclose our cheque for 52 *l.* 14 *s.* 2 *d.*, added to 18 *l.* 11 *s.* 7 *d.*, the sum you mention as having been disbursed for the keep of the animals previous to their being finally accepted.

In regard to the return of commission upon the 111 mules supposed to have ultimately become unfit for embarkation, we will refer you to Art. 3 of our letter to Captain Galton, which especially provided that a veterinary surgeon appointed by the War Office should accompany our representative, and approve of the animals to be purchased, and give us
certificates

certificates which would relieve us of all responsibility as to quality. Not alone did we lay great stress upon this provision, but it was the subject of a lengthy conversation, and you must remember that we attached great importance to it. We also beg to call your attention to Clause 6 of our agreement, which provides that "if any mule branded as approved by the veterinary officer arrives at the port of embarkation, out of condition or injured in transit, and unfit for embarkation, the receiving officer shall be authorised to refuse such animal;" and to Clause 16, which provides "that commission shall be charged upon such mules only as shall be delivered to and accepted at the port of shipment."

It is clear therefore that as all the mules were "delivered to and accepted at the port of shipment," we are entitled to commission upon the total number.

Amongst the 111 mules will be found some accepted as early as the 20th September and even those which, on first presentation, were taken exception to on account of colds, &c., contracted on the journey (which no precautions could possibly avoid) after having been well cared for, were accepted, and a certificate given us to that effect, on the 19th October, since which date no animals were taken exception to, as is shown by certificates in our possession; and, finally, a collective certificate, confirming the acceptance of the whole number, was handed to us on the 31st, while it was not until the 21st November that the mules said to be unfit for embarkation were sold by auction, viz., considerably more than a month after they had been approved and accepted. It is a notable fact, that amongst the mules sold there was a considerable number of those purchased directly by the British officers, at Alicante; and as these mules could not have been purchased by them at the time that they were unfit for embarkation, it is very clear that the animals became so whilst under the care of the commission; and it is reasonable to affirm that our mules fared the same. On this point, we beg to refer you to our previous correspondence, and to copies of letters from the most trustworthy and respected merchants of Alicante.

Mr. N. Wetherell returned from Seville to Alicante, for the special purpose of inspecting the mules which were left for sale, and which he had himself delivered, and obtained the opinion of Colonel Barry, who expressed himself in very dissatisfied terms with the manner in which the animals had been and were being treated; and upon Colonel Barry's promising to give, if asked officially, his opinion, Mr. Wetherell immediately telegraphed to London, requesting that Her Britannic Majesty's Consul should be interrogated officially upon the subject. What the result may have been we are unaware, but it is very evident that had not Colonel Barry expressed himself in the manner we mention, Mr. Wetherell would certainly not have taken the steps he did.

It is a fact worthy of note, and proving the deteriorating influence of the manner in which the mules were kept at Alicante, that those sold by auction on the 21st November improved so as to be re-sold within a week at an advance of 40 per cent.

Have you not been advised of an agreement entered into by the Commission with Messrs. Dahlander, for the keep of some 300 mules, and how these suffered under the care of those gentlemen?

It is not because Mr. Wetherell was conscious of their inferiority, as he was not a competent judge, that he voluntarily replaced 14 mules. The facts are these: Mr. Wetherell, on arriving at Alicante, desirous of proving the disinterestedness with which we were serving the Government, and at the suggestion of Mr. Death, who mentioned that a few of the mules which had previously been examined, and found by him in good condition, were then suffering from slight complaints, placed at Captain Whinyate's disposal 20 unexceptionable animals, in order that this officer should replace any which might by chance have become in a low condition; and Captain Whinyates thereupon selected 14 of his mules, and took a like number of the 20 which had been sent from Madrid for this purpose. We must remark that when the above offer was tendered to him, Captain Whinyates was made distinctly to understand that it was an act of consideration upon our part, and in no way to be construed to our prejudice.

In regard to the paragraph you quote from Mr. Quintas' letter of the 21st September, we beg to state that it referred to three mules which had been taken exception to on account of colds, and that these mules were approved and accepted two or three days after.

In regard to our considering 110 dollars an advantageous price for 5,000 mules, we beg to express our firm belief that the British Government would not have found it possible at that time to have purchased such a number for less; and indeed we discovered afterwards that had the Government commissioned us to contract for that number it would have been impossible for the contractor to have fulfilled his engagements, seeing the great difficulties and obstacles which had to be overcome in order to complete the number contracted for; and we may mention that towards the close we had to give out of our own pocket, in some instances, as much as 10 dollars per mule over and above the contract price, in order to be able to deliver within the stipulated time.

We beg to point out an error in your paragraph, to which the foregoing is a reply. The telegram dated 6th September, from your department, afterwards confirmed by letter, reads as follows:

"The price of 22 l. considered excessive, unless it includes delivery at Alicante. Contract for 1,000, but make an effort to reduce cost. Report by telegraph exact price and terms. Obtain power to extend the number to 2,500, to be decided upon hereafter."

You will see that the Secretary of State did sanction the contract for 1,000 mules unconditionally, and not subject to a reduction of cost, as you say; and the Secretary of State

Appendix, No. 7. State even went so far as to instruct us to obtain power to extend contract to 2,500 mules at the same price. A reduction was, however, obtained, owing principally to the number being smaller than that offered, and not so difficult, therefore, to be procured.

In regard to your next paragraph, we beg to state that, not only were we not bound to examine the mules before they were brought for the inspection of the veterinary officer, but we had no right to reject animals until their approval had been refused by that officer, whose sole business it was to decide, and thereby relieve us of all responsibility.

We cannot understand in what manner the Secretary of State's questioning, on the 11th September, "the propriety of making a contract for so large a number" can interfere with his positive orders on the 6th September to make such contract.

According to the contract entered into with Mr. Sancho, to which the veterinary officer was a party, no mules were to be accepted that, in the opinion of said officer, were not good, sound, useful animals, fit for the service required; and, since the mules were all examined and approved, as is vouched for by the certificates issued by the surgeon, it is evident that the animals were so.

Our duty was to reject all such animals as did not meet with the sanction of the veterinary officer, and to receive and pay for such as did. This was carried out by us, and we are at a loss to understand your complaint in respect of it. What is the use of appointing a veterinary surgeon if his decision is to be disregarded?

In regard to the two contracts having been registered at the same time, we have only to refer you to our previous correspondence, and especially to our letter, dated 21st January, in which it is clearly shown that Mr. Quintas's agreement with Mr. Sancho was entered into and communicated to your department, and acknowledged by same several days before the 11th September; and we also beg to call your attention to the aforesaid letter, with respect to the fluctuations in the price of mules.

Whatever evidence you may have, and in whatever manner it may have been obtained, we most emphatically deny that Mr. Sancho and Lopez made their preliminary arrangements under the roof of Mr. Quintas.

On the 10th September, several days after Mr. Quintas had telegraphed and written to the effect that he had, in accordance with instructions from your department, closed his contract with Mr. Sancho, Lopez brought to Mr. Quintas a letter recommending him (which is in our possession) from his Excellency D. Antonio Gonzales, and made offers which Mr. Quintas declined, alleging that he had already contracted for the number he was authorised to purchase, and could not treat for more until he received further orders from the Government.

In regard to the advances made to Mr. Sancho, we beg to remark that they were made with our own funds, and previously to any Government monies coming into our possession in Spain, and we cannot conceive in what manner this can be considered prejudicial to the interests of the Government, since the responsibility rested with us. The next paragraph in your letter we cannot understand, as we do not know what the 28,000 dollars of personal security means, nor to him (*sic* in original) it refers.

We beg to point out an error which we see has crept into your despatch and former communications, but which attaching no importance to, we have not thought worth while to rectify till now that you seem to lay some stress upon it. The relationship existing between Mr. Quintas and Mr. Sancho is not near, as you say, but of the following nature: Mr. Sancho's mother, who died 25 years ago, was sister to the wife of Mr. Quintas's uncle, also deceased many years since. Had Mr. Quintas, as you seem to suppose, wished to favour a near relation, he would have chosen his own brother or brother-in-law, both of whom, as you are aware, were employed by him.

In conclusion, we beg to state that we also have reason to believe that, if this matter were submitted for commercial reference, our view would be confirmed.

Thomas Howell, Esq., War Office.

We are, &c.
(signed) *Wetherell, Quintas & Co.*

Mr. Gwyn to Messrs. *Wetherell & Co.*

(7678—Alicante—290.)

Gentlemen,

War Office, 14 October 1868.

I AM directed by the Secretary of State for War to acknowledge the receipt of your letter of the 12th instant, and of the cheque for 71*l.* 5*s.* 9*d.* which accompanied it; and I am to inform you that this amount is accepted in liquidation of the claims for shoeing and keep of mules, on the clear understanding that it is taken without prejudice to any further claim which Sir John Pakington may have on you.

I am to state that a further communication will be made to you on the subject of your letter above referred to.

Messrs. *Wetherell & Co.*,
4, Great Winchester-street, E.C.

I am, &c.
(signed) *R. Gwyn,*
For *D. C.*

Mr. *R. Levinge Swift* to the Under Secretary of State for War.

My Lord,

British Consulate, Barcelona, 10 October 1867.

I HAVE the honour to enclose herewith a copy of a despatch, with two enclosures, which I have addressed by this post to the Secretary of State for Foreign Affairs, relating to an application made to this consulate for compensation by persons desiring to contract for the sale of mules, and who allege to have sustained losses by reason of the advertisements I inserted in the papers of this city, by the Commissioner of Her Britannic Majesty's Government soliciting tenders for same.

I can only add that I place my services at the disposal of the War Office, but shall be glad to receive a telegram reply as to what I am to do respecting the constant and pressing applications I receive on the subject.

The Right Hon. Under Secretary of
State for War, London.

I have, &c.
(signed) *R. Levinge Swift*,
Her Britannic Majesty's Consul,
Catalonia, &c.

(Enclosure.)

(No. 12.)

My Lord,

British Consulate, Barcelona, 8 October 1867.

I HAVE the honour to acknowledge the receipt of Mr. Assistant Secretary Murray's Despatch, No. 12, of 29 August, instructing me that Her Majesty's Government required a quantity of mules for Her Majesty's Indian Army, and that officers would be sent here to select and purchase the mules, and also directing me to make inquiries as to the possibility of purchasing some here, and generally to assist the officers in question in the execution of their commission.

As the commission has come to an end, and the depôt here has been broken up by order of Her Majesty's Secretary of State for War, and the chief commissioner recalled; I desire to submit to your lordship a short report of the proceedings taken in the matter, and of the utter failure of the commission as organised by the commissioners.

I received Mr. Murray's despatch on the night of the 2nd September, and immediately took steps to obtain such information as would save the commissioners trouble on their arrival here.

My vice consul and clerk, Mr. Pest, having been absent for some time on sick leave, I had, to a degree, to work single-handed, under the pressure also of the city being under martial law (which caused much extra work in the consulate), but notwithstanding, I was enabled to furnish the commission with a mass of information on their arrival here, i.e., on the 5th September, and I believe no month could have been better selected for the purchase of mules in this district, as may be seen by the enclosed list, which sets forth the best fairs held here. (Enclosure No. 1.)

The commission consisted of Lieutenant Turnbull, Royal Horse Artillery, Mr. Deputy Assistant Commissioner General Wingfield, Mr. Veterinary Surgeon Harrison, Royal Horse Artillery.

The chief commissioner, Lieutenant Turnbull, a sub-lieutenant of some four years' standing, had never been previously out of England, and could speak no language but his own.

On their arrival I placed in the commissioners' hands the despatches and telegrams awaiting them here from the War Office.

One of the instructions to Lieutenant Turnbull was to purchase 500 mules here, and 250 at Majorca. I offered to place at the disposal of the commission one of my clerks to act as interpreter and Spanish correspondent, and advised that as one of the best fairs in this neighbourhood was to be held at Calaf on the then 8th instant, that they should proceed there and point out the class of mules they required; and they would there have found plenty of persons to contract with them, and I am convinced that *within a week* they would have had in Barcelona the full number of mules they were instructed to purchase; this suggestion was agreed to, but just as they were on the point of starting, a telegram reached the consulate from the War Office, directing all proceedings to be discontinued on account of the reported release of the Abyssinian captives.

Thus the advantages of the Calaf fair was lost; while the commissioners were remaining here inactive, they were differently advised, for it is needless to say that on the report of their arrival they were soon surrounded by persons who had but their own gains in view, and having employed a Spaniard as interpreter, who would have been I believe excellent as a supervisor of mule drivers, but who admitted he understood nothing respecting the purchase of mules, they were advised, or thought that they could manage the matter better, by advertising for mules at a fixed and stated price, and buying a few here and there from private individuals.

They then entered into a contract for a set of stables in this neighbourhood, capable of holding the number of mules they were directed to purchase; and advertised that they

Appendix, No. 7. would receive tenders for mules at one hundred dollars each, up to 31st October, the price so fixed being less than the "average" price at Valencia.

Up to the date of the breaking up of the commission, and pending a period of upwards of three weeks, the commissioners only purchased 14 mules, I have no hesitation in saying, mainly owing to their course of proceeding.

By orders received from the War Office, the chief commissioner was recalled.

The commissariat officer was directed to proceed to Alicante.

The veterinary surgeon was directed to take the 14 mules to Valencia, to which place they were despatched on the 1st instant, and in embarkation one, the best mule of the lot, was killed, and I am just now called on to endeavour to recover its value from the shippers, which I see little prospect of, as the common foresight of a written agreement was not entered into.

I feel convinced that had a different course been taken to that adopted by the Commissioners that the full complement of mules could have been purchased within a few days, and that instead of the empty stables being the laughing-stock of the place, they would have been filled with the number of mules ordered to be bought, and ready for embarkation.

I may further add that I informed the Commissioners that they could have been supplied with two excellent steamers from this port ready to contract for the transport of the mules to Egypt, and which two steamers have been since engaged to take mules from Valencia and Alicante at a higher rate.

I have, &c.
(signed) *R. L. Swift*,
Her Majesty's Consul, Barcelona.

The Right Hon. Lord Stanley, M.P.,
&c. &c. &c.

LIST of FAIRS for month of September, as furnished to Commissioners sent to Barcelona for Purchase of Mules for Her Britannic Majesty's Government :

Calaf, in Province of Lesida	-	-	-	-	-	8 September 1867
Issona	"	"	-	-	-	11 " "
Tortosa, District of Tarragona	-	-	-	-	-	14 " "
San Sadurnery, Province of Pampeluna	-	-	-	-	-	14 " "
Sta. Colona, Province of Tarragona	-	-	-	-	-	14 " "
Lesida,	"	"	-	-	-	29 " "
*Kick, Province of Gerona, near Barcelona	-	-	-	-	-	29 " "
Basala,	"	"	"	-	-	14 October "
Verden, Province of Lesida	-	-	-	-	-	15 " "

* *N.B.*—Kick is the district in which the Spanish Government purchase and breed the mules for the Spanish army.

(No. 13.)

My Lord,

British Consulate, Barcelona, 10 October 1867.

I HAVE, &c., to state that, on the 4th instant, I received a letter from the Conti de Chesti, the captain general of this principality, requesting to be informed as soon as possible if a person named James Cutbert was registered in the books of my consulate as a British subject; having replied to the captain general that Cutbert was so registered, his Excellency (with whom I have the good fortune to be on terms of private intimacy) was pleased therefore to refer Cutbert and others who are Spanish subjects to me respecting a claim they make for compensation against Her Britannic Majesty's Government for losses they allege to have sustained by reason of advertisements inserted in several newspapers in this city by the late Commissioners sent here for the purchase of mules.

Mr. Cutbert and his co-contractors have consequently addressed me a letter, a copy of which I enclose with translation.

It will be seen that the Commission left it open to the public to tender for the sale of mules up to the 31st October, but the Commissioners neglected to insert any notice prior to their departure that the Commission was closed. Persons have, therefore, a just ground of complaint when they call at the advertised offices of Her Majesty's Commissioners to find the Commission dissolved, and no provision made by the Commissioners to give explanation, redress, or compensation for the loss sustained in the endeavour to comply with the terms of their advertisement.

For myself I can offer them no advice, and I am the more embarrassed as one of the complaining parties is a British subject, on whose behalf I feel bound to render all assistance (and such, no doubt, is the captain general's view); had a similar course been taken by a foreign power I should certainly have considered him entitled to some compensation.

If Her Britannic Majesty's Government thinks that the matter can be more amicably settled by taking such mules as the complaining parties may produce, provided they pass a veterinary surgeon's examination, I shall gladly give my best assistance on behalf of the War Office in the matter, and as Mr. Veterinary Surgeon Harrison (appointed by the War Office) is within easy distance of this, as reported by my Despatch, No. 12, of the 8th instant, his co-operation could be obtained without much loss of time or expense.

I beg

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Appendix, No. 7.

I beg to add that I am also requested by Captain Wortham, Commissioner appointed to Valencia for the purchase of mules, to endeavour to obtain compensation on the part of Her Britannic Majesty's Government from the shippers here for the mule which was killed, as reported in my Despatch, No. 12, and respecting which I am now opening a correspondence with the shippers.

I have by this post enclosed to the War Office copy of the claim made, but request to be instructed by your Lordship what answer I am to give to the present complaining parties and others, as they are likely to be numerous, as the advertisements are still in force and will be so until the end of this month.

I have, &c.

(signed) R. L. Swift,

Her Majesty's Consul for Catalonia,
Residing at Barcelona.

Lord Stanley,
&c. &c. &c.

(Immediate.)

Mr. Egerton to the Under Secretary of State, War Office.

Sir,

Foreign Office, 15 October 1867.

I AM directed by Lord Stanley to transmit to you, to be laid before Secretary Sir John Pakington, the accompanying copy of a Despatch from Her Majesty's Consul at Barcelona upon the subject of the claims made upon Her Majesty's Government by certain persons in that neighbourhood, for compensation for loss sustained by them through the commissioners sent there to purchase mules for the Abyssinian Expedition having neglected to notify the closing of the Commission, which had been advertised to be kept open till the 31st instant.

No. 13.

The consul states in his Despatch that he has forwarded copies of these claims to the War Office, and I am to request that you will call Sir John Pakington's immediate attention to the matter, and move him to inform Lord Stanley what instructions should be addressed to Consul Swift upon the subject.

The Under Secretary of State,
War Office.

I am, &c.
(signed) E. C. Egerton.

(Enclosure.)

Sir,

JAMES CUTBERT, a British subject, and the undersigned residents of Barcelona, come before you to explain that on the 15th September last there appeared in the public papers of this city the following advertisement:—

"Purchase of Mules for the British Government.—The Commissioners of Her Britannic Majesty's Government will receive proposals from those persons who are disposed to furnish them with pack mules from this date until the 31st October next. The mules must be between four and nine years old, sound and strong, free of all vice and in good condition; the height of them must not be under 58 inches English, accustomed to carry pack, and well shod. The mules will have to remain for 24 hours in the stables that the Commissioners will have prepared for this purpose before being approved of and accepted. The price of each mule to exceed in no case 100 dollars. Payment to be made in bills upon the British Treasury, at 30 days' sight, at the current exchange of the pound sterling, or at the rate of exchange agreed upon. The Commissioners reserve to themselves the right of accepting the proposals which in their judgment may be admissible; the time and manner of delivering the mules to the Commissioners to be determined on accepting each proposal. The Commissioners are ready to purchase mules, even in limited numbers, and payment for them will then be made in cash. The Commissioners, who reside at the Four Nations hotel, will furnish all the explanations and details that may be necessary, besides the foregoing."

In view of this advertisement, the complainants hastened to dispatch emissaries to several places, distant enough from this city, to collect the 500 animals that were to be presented within the term fixed in said advertisement.

The above-stated agents of Her Britannic Majesty's Government having received a few mules, have now gone away, without leaving behind any other persons as their substitutes, failing to comply with their afore-stated advertisement, causing dishonour to the Government they represent, seriously damaging the interests of the complainants, and compelling them to withdraw their emissaries and the orders for purchase they had issued.

These losses and damages amount, Sir, to upwards of 10,000 dollars, and they are prepared to present the documents which prove this fact. The complainants, confident of the justice of their complaint and of your honourable mode of acting, hope you will be pleased to forward this communication to the proper quarter, in order that they may

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receive

Appendix, No. 7. receive compensation, and that a time be fixed for the admission of the mules they have recently purchased.

(signed) *James Cutbert.* *Juan Carfas.*
Magin Munosa. *Luis Curfàs.*
Pedro Curtes.

Barcelona, 5 October 1867.

(7678—Barcelona—21.)

Mr. Talbot to Captain Griffiths.

Sir,

War Office, 14 October 1867.

I AM directed by the Secretary of State for War to inform you that the instructions by telegraph sent to you on this date at Alicante, directing you to proceed with D. A. C. G. Wingfield and Veterinary Surgeon Harrison at once to Barcelona, were dispatched in consequence of statements made by Her Majesty's Consul at that place, to the effect that large numbers of mules had been collected on the faith of the advertisements which were published in Barcelona, and that claim to compensation had arisen. Under these circumstances the Secretary of State for War has determined to accept any mules which have been collected within the conditions and limits laid down in the advertisements, and you will accordingly enter into such contracts, or make such purchases, as may be required to carry out the service equitably, and you will be so good as to report your proceedings in order that arrangements may be made for removal of the mules to Alexandria.

A copy of the correspondence referred to is enclosed, and the Secretary of State would be glad to be informed to what extent you may find the statements therein made to be borne out.

Captain Griffiths, Barcelona.

I have, &c.
 (signed) *C. Talbot.*

(7678—Barcelona—21.)

Mr. Talbot to Mr. R. L. Swift.

Sir,

War Office, 15 October 1867.

I AM directed by the Secretary of State for War to acknowledge the receipt of your letters of the 8th and 10th instant, the former returning a letter addressed to Lieutenant Turnbull, and animadverting upon the proceedings of the officers sent by this department to purchase or contract for mules at Barcelona, the second relative to claims for compensation from persons desiring to contract for mules, to which you requested a reply by telegraph. A reply was sent that officers would be directed to proceed from Alicante to Barcelona to purchase mules as advertised for, and Captain Griffith, D. A. C. G. Wingfield, and Veterinary Surgeon Harrison were telegraphed and written to directing them to proceed to Barcelona, and to accept any mules that may have been collected on the faith of the published notice, and which may come within the conditions laid down. I am at the same time to point out to you that Sir J. Pakington cannot accept any liability for compensation for mules for which tenders have not been made or accepted, as dealers could not be justified in collecting mules, or in assuming, before a tender had been made, or a contract entered into, that the price or quality of the mules would be such as would be accepted, or that a fixed number would be accepted from individual tenderers. On the contrary, the whole tenor of the information received from Barcelona, and of the actual purchases made there, tended to prove that the mules would not be forthcoming at the limit of price fixed, viz., 100 dollars a piece, at which mules, such as are required, have been obtained at Alicante and Gibraltar, and which the requirements of this department do not render it necessary to exceed. If it be proved that parties are really prepared with mules at the price and of the quality required, they will be accepted, to the extent of 500, at 100 dollars each by the officers ordered to Barcelona, as they would have been at an earlier date, if any acceptable offers had been made.

R. L. Swift, Esq.
 Her Britannic Majesty's Consul for
 Catalonia, Barcelona.

I have, &c.
 (signed) *C. Talbot.*

(7678—Barcelona—23.)

The Under Secretary of State for War to Mr. Egerton.

Sir,

War Office, 17 October 1867.

I AM directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 15th instant, and its accompanying copy of a Despatch from Her Majesty's consul at Barcelona, on the subject of claims made against Her Majesty's Government for

for compensation for loss sustained by persons in that neighbourhood, in having purchased mules on the faith of an advertisement issued by the British Commission sent to that town for the purpose of purchasing mules for the Abyssinian Expedition.

In reply, I am to transmit, for Lord Stanley's information, copies of two letters which have been addressed respectively to Mr. Consul Swift, in reply to a communication made direct to this office, and to Captain Griffiths, the officer detached to Barcelona on duties connected with the purchase of mules.

E. C. Egerton, Esq.
&c. &c.

I have, &c.
(signed) *G. Lugard.*

(No. 6.)

Captain *Griffiths* to the Under Secretary of State for War.

Sir,

Hotel D'Orient, Barcelona, 19 October 1867.

I HAVE the honour to inform you that D. A. C. G. Wingfield, Veterinary-surgeon Harrison, and myself arrived here yesterday morning, and I have to acknowledge the receipt of your letter of the 14th instant (7678—Barcelona—21)—with its enclosures, which I found awaiting me.

On arrival, I wrote to Mr. Swift, Her Majesty's consul in this place, requesting him to send the five persons who claimed compensation on account of the recent "mule purchase" as soon as possible that day to our office, in order that we might investigate each individual case.

No reply having been received to this letter at 7 p.m. yesterday, I again wrote to the consul, asking him how soon I might expect an answer. To this the consul replied that he would instruct his vice-consul, Mr. Prat, on the following day to attend to my request.

Upon this, I wrote to the consul, declining to treat with the vice-consul, or to discuss the question with any person but the consul himself, and begging him to fix an early hour to receive me on the following day (to-day). The office hours of the British consulate here are from 11 a.m. to 2 p.m., and I was anxious to see Mr. Swift before the regular office hours, as the mail for England closes here at 11 a.m. I mentioned this in my letter to Mr. Swift, and in reply he fixed a quarter past 11 as the hour for our interview.

I am therefore unable at present to report much progress; and as to-morrow will be Sunday, I anticipate still further delay.

The Under Secretary of State for War,
War Office.

I have, &c.
(signed) *Arthur Griffiths,*
Captain, 63rd Regiment.

(No. 6.)

Captain *Griffiths* to the Under Secretary of State for War.

Sir,

Barcelona, Fonda de Oriente, 20 October 1867.

I HAVE the honour to report that yesterday, in company with the other officers of this commission, I had an interview with the British Consul at this place, Mr. Swift, and also with all the persons (except one who failed to appear), who claim compensation on account of the cessation of the late mule purchase.

Mr. Swift did not throw much light on the matter in hand, as he informed us that the claimants were personally unknown to him, and that he did not himself investigate the complaint which he forwarded to the Foreign Office and endorsed with so strong a report, but that he had accepted the same on the statement of the Vice-Consul, Mr. Prat.

Of the complainants, four persons appeared, including Mr. Cutbert, the British subject, Luis Caifas was not forthcoming.

The above-mentioned Mr. Cutbert has, beyond doubt, been the prime mover in the affair. We ascertained from the other complainants, that they had no thought of putting in any claim for compensation, until Mr. Cutbert persuaded them to append their signatures to a document, the exact purport of which they did not know. We extracted from Mr. Cutbert that he grounded his claim on the advertisements published by the late commission, in which a sentence was inserted relative to the purchase of mules in small quantities. But I beg to point out to you that the exact words of this advertisement (as you will observe by the enclosure which is extracted from the "Lloyd de España") are "los comisionados no tienen inconveniente en comfrar, &c. &c.," the close translation of which is that "the commissioners have no objection to buy," but it in no wise implies a promise to purchase. Mr. Cutbert has taken upon himself to alter, in his claim, the wording of the sentence, which, as I read it in a copy of the original, obtained from Mr. Swift, runs, "los comisionados estan prontas a comfrar;" the words, as altered by Mr. Cutbert, convey an idea of obligation, into which the actual wording could not be construed.

Nor can the advertisement be read as meaning that the commissioners bound themselves to buy up to the 31st October. No date or limit of time is inserted in this paragraph,
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Appendix, No. 7. the only date in the advertisement refers to the period during which person whose tenders to supply mules might be accepted, would be called upon to deliver the contract number.

We extracted so much information from Mr. Cuthbert, but with difficulty, and after admitting so much, he disputed our right to cross-examine him, and declined to reply to any further questions, except in the presence of the consul. When asked, he acknowledged that he was not personally acquainted with Mr. Swift, but that he was on intimate terms with Mr. Prat, the vice-consul. We have not thought it expedient to consent to his going before the consul, and I now report the circumstances and await instructions.

The number of mules held by these suppositious claimants are but small, about 50, more or less. On inspection, I have no doubt we should find that many of the mules would not pass the veterinary examination; and by offering a minimum price we could still further reduce the numbers to be bought; that is to say, if the Secretary of State for War should still be of opinion that the circumstances of the case rendered the purchase of these mules advisable.

But I cannot imagine that the British Government is in any way bound to accept any of these mules, and I have no hesitation in characterising the transaction as an attempt on the part of Mr. Cuthbert and others to extort money by a misconstruction of the facts of the case, and a misrepresentation of their liabilities and losses.

I have reason to suppose that, should the purchase of mules be re-opened here, it is not improbable that we might meet with contractors to supply the number required. This district has been so far unworked, and I think the parties interested have had their eyes opened to the futility of their late line of conduct. At the same time, I must observe, that I have as yet had no opportunity of judging of the quality of the mules to be found about Barcelona, or of their relative value as compared with those of the other purchase depôts in Spain.

I have, &c.
(signed) *A. Griffiths*,
Captain, 63rd Regiment.

The Under Secretary of State for War,
War Office, Pall Mall.

(7678—Barcelona—27.)

The Under Secretary of State for War to Captain *Griffiths*.

Sir,

War Office, 23 October 1867.

WITH reference to your letter of the 20th instant, I am directed by the Secretary of State for War to inform you that a telegraphic message was sent to you to-day, instructing you to consult the Consul regarding the obligation to take away any of the mules, alleged to have been collected on the faith of advertisements, and to take none unless compelled to do so, the limits of price and other conditions being of course observed.

The other subjects referred to in your letter will be treated in a separate communication.

I have, &c.
(signed) *E. Lugard*.

Captain Griffiths.

COPY of a LETTER addressed to Right Honourable Lord Stanley by *R. Levinge Swift*, Her Britannic Majesty's Consul at *Barcelona*, on the Proceedings of the Commission dispatched to that City by the Right Honourable the Secretary of State for War, with Replies thereto by a Member of that Commission.

British Consulate, Barcelona,
8 October 1867.

My Lord,

(1.) I HAVE the honour to acknowledge to your Lordship the receipt of Mr. Assistant Secretary Murray's Despatch (No. 12, of 29th August), instructing me that Her Majesty's Government required a quantity of mules for Her Majesty's Indian Army, and that officers would be sent here to select and purchase the mules, and also directing me to make inquiries as to the possibility of purchasing some here, and generally to assist the officers in question in the execution of their commission.

MEMORANDUM to be handed to the Secretary of State for War, in reply to the Statements contained in a Letter addressed by Mr. *R. L. Swift*, Her Majesty's Consul, *Barcelona*, to Right Honourable Lord Stanley, Secretary of State for Foreign Affairs.

IT was not the intention of the Barcelona Commission to have entered into a detailed reply to the attack made upon them by Mr. Swift, after their departure from Barcelona; but as the Secretary of State for War has expressed a wish that the charges preferred by Mr. Swift should be met by a counter-statement on the part of the Commissioners, the following Memorandum has been prepared by a member of that Commission, and, to facilitate discussion, each paragraph of Mr. Swift's letter has been answered consecutively, and in detail.

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(2.) As the Commission has come to an end, and the dépôt here has been broken up by order of Her Majesty's Secretary of State for War, and the Chief Commissioner recalled, I desire to submit to your Lordship a short report of the proceedings taken in the matter, and of the utter failure of the Commission as organised by the Commissioners.

(3.) I received Mr. Murray's Despatch on the night of the 2nd September, and immediately took steps to obtain such information as would save the Commissioners trouble on their arrival here.

(4.) My vice consul and clerk, Mr. Prat, having been absent for some time on sick leave, I had, to a degree, to work single handed, under the pressure also of this city being under martial law (which caused much extra work in the consulate); but notwithstanding I was enabled to furnish the Commission with a mass of information on their arrival here, *i.e.*, on the 5th of September, and I believe no month could have been better selected for the purchase of mules in this district.

(5.) As may be seen by the enclosed list, which sets forth the best fair held here, Enclosure, No. 1.

(6.) The Commission consisted of Lieutenant Turnbull, R. H. A., Mr. Deputy Assistant Commissioner General Wingfield, and Mr. Veterinary Surgeon Harrison, R. H. A.

(7.) The Chief Commissioner, Lieutenant Turnbull, as sub-lieutenant of some four years' standing, had never been previously out of England, and could speak no language but his own.

(8.) On their arrival I placed in the Commissioners' hands the despatches and telegrams, awaiting them here, from the War Office.

(9.) One of the instructions to Lieutenant Turnbull, was to purchase 500 mules here, and 250 at Majorca.

(Nos. 3 and 4.) The Commissioners called upon Mr. Swift on the morning of the 6th September. They exhibited to him their letters of introduction and instruction, imparted to him the object of their mission, and solicited such information as he might be able to communicate. Mr. Swift explained to the Commission that, owing to his recent arrival in Barcelona, he was but little conversant with the affairs of his district, but he produced "the mass of information" alluded to in the shape of a solitary letter, in bad English, from a subordinate at Tarragona, to the effect that mules in his district could be procured at from 9 to 12 ounces of gold, or 3*l.* 6*s.* 8*d.* each, or at sums from 125 dollars to 194 dollars, and not for less. Reference was also made to the fairs about to be held within the province of Catalonia. On the termination of this interview the Commission acquainted Mr. Swift that "they were empowered by their instructions to employ consuls, or others, to purchase mules, and to allow to such persons 5 per cent. on approved purchases," as a remuneration for their assistance.

In opposition to Mr. Swift's assertion, I would observe that the months of September and October are about the worst time for purchasing mules, as the animals are employed upon the vintage, and the preparation of the soil for the winter crops. Great objections were raised to the period fixed for the receipt of mules, and it was repeatedly urged that an extension of time would greatly facilitate arrangements.

(5.) This list is probably the one which Mr. Swift *intended* to supply to the Commission, *but which he omitted to furnish*. The Commissioners obtained all necessary information, as to fairs, through their interpreter.

(6.) Correct.

(7.) The Secretary of State for War will form his own opinion on the presumption of Mr. Swift to call in question the propriety of an appointment that had received the sanction of the War Office.

(8.) Correct.

(9.) Such were the instructions conveyed by telegram of the 4th September.

Appendix, No. 7. I offered to place, at the disposal of the Commissioners, one of my clerks, to act as interpreter and Spanish correspondent, and advised, as one of the best fairs in this neighbourhood was to be held at Calaf on the then 8th instant, that they should proceed there, and point out the class of mules they required, and they would then have found plenty of persons to contract with them; and I am convinced that within a week they would have had in Barcelona the full number of mules they were instructed to purchase.

This suggestion was agreed to, but just as they were on the point of starting, a telegram reached this consulate from the War Office, directing all proceedings to be discontinued, on account of the reported release of the Abyssinian captives.

(10.) Thus the advantage of the Calaf fair was lost, whilst the Commissioners were remaining here inactive; they were differently advised, for it is needless to say that, on their report of their arrival, they were soon surrounded by persons who had their own gains in view; and having employed a Spaniard as interpreter, who would have been, I believe, excellent as a supervisor of mule drivers, but who admitted that he understood nothing respecting the purchase of mules, they were advised, or thought, that they could manage the matter better by advertising for mules at a fixed and stated price, and buying a few here and there from private individuals.

(11.) They then entered into a contract for a set of stables in this neighbourhood capable of holding the number of mules they were directed to purchase, and advertised that they would receive tenders for mules at 100 dollars each up to 31st of October.

1s. 11½d. per diem for each mule. This agreement was read out, assented to, and signed by the contracting parties in the presence of the consul, and finally witnessed by the consul himself on the 14th of September last. The whole amount paid since, on the head of stabling, falls short of 117.

I presume that Mr. Swift is not aware that the limit of 100 dollars has been imposed by the War Office.

(12.) The price so fixed being less than the "average" given at Valencia up to the date of the breaking up of the Commission; and pending a period of upwards of three

Mr. Swift offered to the Commissioners the services of his clerk, Mr. Jansen, a Norwegian, but they were not accepted, as that individual appeared disposed to over-rate his own importance, and because the members of the Commission preferred to act as their own clerks.

With reference to the digression as to the fair at Calaf, the observations of Mr. Swift are partially incorrect and totally irrelevant. His assumptions are unsupported by any proof, and are diametrically opposed to the experience of the Commissioners.

Mr. Swift is still ignorant of the true motives which dictated the order for this suspension of their proceedings, and attributes it incorrectly to the reported release of the captives, who, by the way, are Europeans.

(10.) These remarks of Mr. Swift betray both his ignorance of the subject upon which he reports, and the feelings of vexation which have induced him to misjudge the proceedings of the Commission.

The Commissioners would gladly have abstained from any personal observations as to Mr. Swift, but the scurrilous tone of his remarks upon their actions compels them to waive further reticence upon his account.

The Commission had originally intended to avail themselves of Mr. Swift's services, but they speedily recognised his inability to render to them the feeblest assistance, and fearful lest his incapacity should interfere with their arrangements, they, to his palpable mortification, refrained from imparting to him the course of action which they intended to adopt.

Mr. Swift is not correct in his statement as to the interpreter. The person engaged in that capacity was mentioned to the Commission *by Mr. Swift himself*, as a man replete with experience, acquired in the Crimea, under Major General M'Murdo (then Director General of the Land Transport Corps), and any doubts that might have been entertained as to the fitness of Antonio Gallio for his post was dispelled by the production of General M'Murdo's most eulogistic testimonial in his favour.

The price fixed and stated was that ordered by the War Office.

(11.) Mr. Swift has wilfully misrepresented the matter of the stables. Mr. Swift knows, by *personal observation*, that these stables would hold only some 150 mules; the stables were not actually hired, but the owner contracted to receive into them as many mules as might be sent to him by the Commission, and to groom, house, feed, and water such animals at a fixed charge of

(12.) If Mr. Smith insinuates by this enigmatical inference that the Barcelona Commission could and should have given the same price as that paid by the Valencia Commission,

weeks, the Commissioners only purchased *fourteen* mules, I have no hesitation in saying, mainly owing to their course of proceeding.

Commission, viz. 110 dollars, he must admit either his own ignorance as to facts or that he is prepared to advocate a wilful disobedience of orders on our part. Fourteen mules only were purchased between the 14th September and the 26th September, a period of 13 days, and not of upwards of three weeks, as stated.

Mr. Swift has evinced so little hesitation in making erroneous statements, that further comment upon this paragraph is superfluous.

(13.) By orders received from the War Office, the Chief Commissioner was recalled.

(13.) Mr. Turnbull was directed to return to England.

(14.) The Commissariat officer was directed to proceed to Alicante.

(14.) Mr. Wingfield did proceed to Alicante.

(15.) The veterinary surgeon was directed to take the 14 mules to Valencia, to which place they were dispatched on the 1st instant; and on embarkation, one, *the best* mule of the lot, was killed; and I am just now called on to endeavour to recover its value from the shippers, which I see little prospect of, as the common foresight of a written agreement was not entered into.

(15.) Correct as to the departure of Mr. Harrison to Valencia with the mules bought at Barcelona. Mr. Harrison entered into a verbal arrangement for their conveyance to Valencia with a steam-packet company in this place. This agreement was not in writing, as Mr. Swift remarks (for such is, I conjecture, the meaning of the somewhat hazy suggestion that "the foresight of an agreement should have been entered into"), but was made in the presence of a witness.

The observation of Mr. Swift that he is endeavouring to recover the value from the *shippers*, is an admission of his concurrence in our view, that the shippers, who had agreed to take over the mules from the quay, are responsible for any injury inflicted on the animals while being shipped, and from any loss accruing therefrom to Her Britannic Majesty's Government. The animals were shipped on 30th September; the accident was reported on that evening to Mr. Swift by Mr. Harrison, who solicited *immediate* interference on the part of Her Majesty's Consul; yet on the 8th of October Mr. Swift reports to the Foreign Office that he is "*just now* called on to endeavour" to do something in the matter. The result of these "endeavours" is best shown by the facts that up to the 17th of October Mr. Swift had neglected to reply to the letters of Captain Wortham, R.A., from Valencia, on this subject, and that he was still asking from Mr. Harrison for the very particulars that had been communicated to him on the 30th September.

(16.) I feel convinced that had a different course been taken to that adopted by the Commissioners, that the full complement of mules could have been purchased within a few days, and that instead of the empty stables being the laughing-stock of the place, they would have been filled with the number of mules ordered to be bought, and ready for embarkation.

(16.) The opinion of Mr. Swift upon this question will doubtless meet with full consideration, and its real value be appreciated by the Secretary of State for War; but the Commission must return their thanks to Mr. Swift for his candid acknowledgment of the gratification which the inhabitants of Barcelona have derived from their visit.

(17.) I may further add that I informed the Commissioners that they could have been supplied with two excellent steamers from this port ready to contract for the transport of the mules to Egypt, and which two steamers have since been engaged to take mules from Valencia and Alicante at a higher rate.

(17.) Mr. Swift certainly furnished to the Commission full particulars as to the freight and accommodation of the two French steamers, to which reference is made.

Reports were duly made of these particulars to England, and in consequence the steamers alluded to have been chartered by the War Office for 7*l.* 10*s.* per mule, a lower rate than that quoted by Mr. Swift in the original communication; viz. eight guineas.

In this virulent attack upon the Commission dispatched to Barcelona (for by no other term can his remarks be designated), Mr. Swift has exhibited astounding ignorance as to facts, and presumptuous indifference as to the result of his mis-statements.

It would appear that, while the relations between himself and the Commission were outwardly of the most amicable character, the refusal of the Commissioners to avail themselves of such services as he had to offer must

Appendix, No. 7.

have rankled in his mind, and have induced him to listen to the advice of others.

To an enfeebled mind and an impaired judgment must his conduct be attributed.

Mr. Swift has not hesitated to impugn the actions, motives, and characters of the members of the late Commission; but in their name I cheerfully leave, to the judgment of the Secretary of State for War, their proceedings and their reputations; while to the Secretary for Foreign Affairs I abandon as contentedly the future of Mr. Swift.

(signed) *Fred. Wingfield*, D. A. C. G.
Barcelona, 20 October 1867.

entirely agree with the above statements and remarks.

(signed) *G. W. M. Turnbull*, Lieut., R. H. A.

(Enclosure 1.)

(18.) COPY LIST of Fairs for Month of September, as furnished to Commissioners sent to Barcelona for Purchase of Mules for Her Britannic Majesty's Government.

Calaf, in Province of Lesida - - - -	8 September 1867
Issona - - ditto - - - -	11 " "
Tortosa, in District of Tarragona - - -	14 " "
San Sadumi, in District of Barcelona - -	14 " "
St. Colona, Tarragona Province - - -	14 " "
Lesida - - - ditto - - - -	29 " "
Kick* Province of Gerona - - - -	29 " "
Basalia - ditto - - - -	14 October "
Perdua, Province of Lesida - - - -	15 " "

* *N.B.*—Kick is the district in which the Spanish Government purchase and breed the mules for the Spanish army.

(True copy.)

(signed) *Fred. Wingfield*, D. A. C. G.

(No. 11.)

Captain *Griffiths* to the Under Secretary of State for War.

Fonda del Oriente, Barcelona,
24 October 1867.

Sir,

I HAVE the honour to acknowledge the receipt of a telegram from the War Office, dated 23rd October, directing me to consult the consul as to the obligation to take mules, and to take none unless compelled.

I have consulted with Her Majesty's consul at this place, and I beg to state that his opinion is diametrically opposed to mine. Mr. Swift contends that there exists on the part of the British Government an obligation to buy; "one of honour and credit," he called it, but he was not prepared to go so far as to insist that it was a legal obligation. He did not hesitate, however, to term the amount of compensation claimed "extortionate," and added that he told Mr. Cutbert as much at their first interview; for it appears that Mr. Swift did see Mr. Cutbert at the time the initiatory steps were taken; and his original statement to the contrary effect he accounts for by saying that he had forgotten that Mr. Cutbert had presented his claim in person. I would observe that if Mr. Swift considered the claim extortionate, it seems strange that he did not intimate the same in his despatch to the Secretary of State for War; such a statement might have gone far to shear the complaint of those serious dimensions which it at that time assumed.

On a further examination of Mr. Cutbert, who had again appeared before the Commission, I am of opinion that it is unnecessary to attach the slightest importance to a claim, the only grounds of which are fraud and imposition. Mr. Cutbert's prevarications when questioned, and the discrepancies between his statements and those of other persons examined were so great, that I have told him that the Commission would not buy his mules, nor those of any other persons who have claimed compensation; and that the Commissioners, on a thorough investigation of the case, were fully alive to the absurdity of the claim.

My views on the subject are supported by three of the most eminent lawyers of Barcelona; their opinion *in extenso* shall be forwarded to you by to-morrow's post.

I have, &c.

(signed) *Arthur Griffiths*,
Captain 63rd Regiment.

The Under Secretary of State for War,
War Office, Pall Mall.

(No. 13.)

Captain *Griffiths* to the Under Secretary of State for War.Fonda del Oriente, Barcelona,
28 October 1867.

Sir,
I HAVE the honour to forward herewith the legal opinion of the three Barcelona barristers referred to in my letter (No. 11), of the 24th instant.

The delay in transmitting this document has been occasioned by my being unable to obtain it from Don Ricardo Ventosa until this afternoon.

I beg to append also a translation by myself of the legal opinion in question.

The Under Secretary of State for War,
War Office, Pall Mall.

I have, &c.
(signed) *Arthur Griffiths*,
Captain 63rd Regiment.

(Enclosure.)

TRANSLATION.

“DICTAMEN,” or LEGAL OPINION, of Three Barristers of Barcelona as to the
Obligation to buy Mules.

THE undersigned barristers of the illustrious College of Barcelona, having been consulted by the Commissioners charged in this place with the purchase of mules for the British Government, as to the compromise under which they may lie from the publication in the newspapers and in public places of an announcement in which they have declared and made manifest that they would receive tenders from such persons as were prepared to supply them with pack mules between the date of the advertisement and the 31st October; in which they have also set forth the conditions which the said mules were to fulfil; in which they have stated that the price was not to exceed 100 dollars (one hundred dollars), that the mules must remain 24 hours in the stables of the Commissioners before they were approved and accepted, and that the Commissioners would reserve to themselves the right of accepting such tenders as they might consider suitable.

As it appears from the statement of the said Commissioners that they have made no contract whatever, either in writing or by word of mouth, for the purchase of mules, in consequence of the exorbitant prices of the sellers;

As it appears from the statement of the said Commissioners, that certain of the dealers and traders in mules having addressed proposals to the Commissioners which have been rejected, have declared that they are justified in holding the Commissioners responsible on account of their engagement (to buy) entered into with the public;

Considering that for a contract for purchase or sale to be valid, it is first indispensably requisite that the contracting parties should be agreed as to the article and its price;

Considering that in an announcement of purchase, addressed to the public, although it may contain a notice that tenders will be received between certain periods, a declaration of the maximum price, and other statements, such as are set forth in the advertisement under consideration, an engagement, under any view of the case, does not hold to buy, or even to continue to receive tenders, more especially when the Commissioners expressly reserve to themselves the right to accept such tenders only which, in their opinion, are admissible;

Considering that the said advertisement is simply a manifestation of a wish and readiness to buy; and does not constitute obligation until, after having been accepted by some other person, there exists an understanding and common consent on the matter and price as agreed to;

Considering that for a valid and sufficient obligation to hold the consent is indispensable in one deed of the two contracting parties, and that a declared and tangible object should form the ground of the obligation;

We are of opinion that the Commissioners of the British Government, by their act of publishing the advertisement referred to in the commencement of this “dictamen,” have
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Appendix, No. 7. contracted no obligation nor engagement of any kind under any consideration whatever whereby they can be called upon or compelled to fulfil the said advertisement.

(signed by) *Manuel José de Torres*,
Ex-Deputy to Cortes, Dean and President
of the Law University of Barcelona.

Manuel Duran y Bas,
Ex-Deputy to Cortes, and Professor of the
Science of Equity in the Law University of Barcelona.

Ricardo Ventosa,
Justice of the Peace, and Member of the
Law University of Barcelona.

Certified Translation.

(signed) *Arthur Griffiths*,
Captain 63rd Regiment.

The Under Secretary of State for War to the Under Secretary of State, Foreign Office.

(7678—Barcelona—32.)

Sir,

War Office, 7 November 1867.

WITH reference to your letter of 15th ultimo, relative to claims forwarded by Her Majesty's consul at Barcelona, for losses alleged to have been sustained by a "British subject and others, likely to be numerous," by means of advertisements inserted in newspapers, and by the breaking-up of the depôt without due notice, which the consul considers afforded just grounds for complaint and compensation, and to my letter of 17th ultimo, in which you were informed that officers had been immediately despatched to Barcelona to investigate the claims; copies of the letters from this Department to Captain Griffiths and Consul Swift, on the subject, were enclosed to you; and I am now directed to state, for the information of Lord Stanley, that after careful investigation on the part of the officers entrusted with the duty (copies of reports annexed), it appears that every one of the statements made by Consul Swift is destitute of reasonable foundation; that "the British subject and others, likely to be numerous," have resolved themselves into one individual who had induced three or four others to sign the claim which they afterwards declined to substantiate; that Consul Swift, after first stating that he had never seen even the "British subject," the sole representative of the claimants, who could be induced to prefer a claim, and that he had accepted his statements on the representation of the vice-consul, subsequently admitted that he had seen him, but had considered his claim "extortionate."

The advertisement transmitted by Consul Swift, which was relied upon to support the statements, proves to have been mis-translated, and it appears that the breaking-up of the depot, which afforded "just ground for complaint and compensation," was a matter of public notoriety; in fact, some days' notice of the closing was given by this department to the officers, in order that they might complete and close their arrangements. As regards the claims, it appears that Consul Swift now considers not only that they are "extortionate" but also that there is no "legal claim," only a claim in "honour and credit;" the former former is decisively settled by the production of a correct translation of the advertisement, and by the opinion (copy enclosed), of eminent Spanish jurists; and the latter is contradicted by the fact that the mules alleged to have been "collected on faith of the advertisement" were not forthcoming, and that no reasonable explanation nor honest claimant could be discovered to justify the assertion.

Sir John Pakington deems it quite unnecessary to dwell upon the embarrassment, scandal, and expense which have been caused by the uncalled-for interference of Her Majesty's consul, supported by exaggerated or wholly unfounded statements as regards facts, and by unjust reflections on the officers employed by this Department, and he trusts that Lord Stanley will, after consideration of the correspondence, concur with this view of the transaction.

The Under Secretary of State,
Foreign Office.

I have, &c.
(signed) *E. Lugard*.

Mr. Egerton to the Under Secretary of State, War Office.

Sir,

Foreign Office, 1 November 1867.

I AM directed by Lord Stanley to acknowledge the receipt of your letter of the 30th ultimo, requesting that Her Majesty's representative at Madrid might be instructed to afford Captain Griffiths, who had been ordered to proceed there from Barcelona on special service, any information and assistance which he may require, in furtherance of the duty entrusted to him, and I am directed to transmit to you, under flying seal, the accompanying instruction

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instruction which his Lordship has addressed to Mr. West, Her Majesty's chargé d'affaires. Appendix, No. 7.

The Under Secretary of State,
War Office.

I am, &c.
(signed) *E. C. Egerton.*

(No. 15.)

(7678—Barcelona—37.)

Captain *Griffiths* to the Under Secretary of State for War.

Sir,

Barcelona, 4 November 1867.

I HAVE the honour to acknowledge the receipt of a telegram from the War Office, ordering Messrs. Wingfield and Harrison to return to England, and directing me to await a communication by post.

Messrs. Wingfield and Harrison left Barcelona to-day. I have for the present remained here, as I was not positive whether the confidential letter, dated War Office, the 30th ultimo, was the letter referred to in your telegram of the 1st; and because Messrs. Cutbert & Co. have thought fit to commence legal proceedings against this Commission.

On the 26th ultimo we received a letter, signed by Mr. Cutbert and two others, offering to sell us 54 mules for 100 dollars each; this letter was referred to Mr. Ventosa, the barrister whose opinion on the legal obligation to buy has already been forwarded to you in my letter (No. 13) of the 28th ultimo; and we were instructed by him to take no notice whatever of it, the tender being inadmissible. Three days later the tender was repeated in a legal form, attested by a notary-public. We again referred to Mr. Ventosa, and were again advised by him to make no reply. Mr. Cutbert has now summoned the Commissioners before the "Juez de Paz," a judge in whose court every suit is invariably first discussed, to allow the parties concerned an opportunity of an amicable arrangement; but to compromise with Mr. Cutbert would be to acknowledge the justness of his claim.

To acknowledge the justness of his claim would be to open the door to any number of claims of a similar nature, and we were of opinion that the wisest course to pursue was to resist Mr. Cutbert's claim to the utmost. Mr. Cutbert has now the audacity to claim the price of 100 dollars each, and other expenses, for 54 mules "bought on account of and by order of the Commission," although he can produce no evidence, written or verbal, of any such instructions to buy. However, the decided opinion expressed by gentlemen bearing so high a reputation in the legal profession in this city, leaves no doubt as to the ultimate success of Her Majesty's Government if the suit be really persisted in. Such is the history of Mr. Cutbert's proceedings.

I cannot but think that alone and unprompted he would never have dared to push his attempt at extortion to such lengths. In a case so involved it is impossible to get at tangible evidence, but I feel convinced in my own mind that those who are working the strings are persons who might be expected to act otherwise. Mr. Swift informed me on Saturday last, the 2nd instant, that "he meant to fight for his opinion to the last;" or, in other words, to support Mr. Cutbert in his claim, on the grounds that it was well founded. With views so antagonistic to ours, and so clearly expressed, we have not thought it advisable to leave the interests of Her Majesty's Government to be defended by Her Majesty's consul; and we have entrusted Don Avelino Conte, a respectable merchant and British subject of this city, to appear in our behalf.

I propose to remain in Barcelona until after to-morrow, the day on which we are summoned before the justice of the peace, and I shall proceed on the following day (the 6th) to Madrid. The result of our trial before the justice of the peace shall be communicated to you without delay.

I have also to-day addressed to you a separate confidential communication in reply to your confidential letter of the 30th ultimo.

In conclusion, I may add, that Mr. Wingfield, on his arrival in London, will be able to supply you with information in detail on any points you may think require elucidation.

I have, &c.
(signed) *Arthur Griffiths,*
Captain 63rd Regiment.

The Under Secretary of State for War,
War Office.

Captain *Griffiths* to the Under Secretary of State for War.

(No. 16.)

Sir,

Madrid, 7 November 1867.

WITH reference to my letter (No. 15) of the 4th instant, I beg to inform you that previous to my departure from Barcelona, I attended at the court of the "Juez de Paz," in obedience to the summons issued against the British Commissioners at the instance of Messrs. Cutbert & Co.

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By

Appendix, No. 7.

By the advice of Mr. Ventosa, our barrister, I confined myself to handing in a written statement to the effect that we objected to the claim made by Cutbert, as it was unfounded; that we had given no orders or commission to the plaintiffs to buy, and that we protested against costs.

We all then left the court, and I am not aware whether Mr. Cutbert proposes to take any other steps.

Don Avelino Conte will keep Mr. Wingfield informed as to further proceedings.

The Under Secretary of State for War. I have, &c.
(signed) *Arthur Griffiths*,
Captain 63rd Regiment,
Major of Brigade.

The Under Secretary of State for War to the Under Secretary of State,
Foreign Office.

(7678—Barcelona—38.)

Sir,

War Office, 14 November 1867.

WITH reference to my letter of the 7th instant, on the subject of claims forwarded by Her Majesty's consul at Barcelona, I am directed by Secretary Sir John Pakington to transmit to you, with a view to their being laid before Lord Stanley, the enclosed copies of two letters which have been received from Captain Griffiths on the subject.

The Under Secretary of State, I have, &c.
(signed) *E. Lugard*.
Foreign Office.

Mr. *James Murray* to the Under Secretary of State, War Office.

Sir,

Foreign Office, 28 January 1868.

WITH reference to your letter of the 14th of November last, I am directed by Lord Stanley to transmit to you, to be laid before Secretary Sir John Pakington, the enclosed Despatches from Mr. Consul Swift, containing his explanations of his proceedings in connexion with the Commission appointed for the purchase of mules at Barcelona.

I am to request that, in laying these papers before Sir John Pakington, you will state to him that Lord Stanley does not doubt that he will concur with him in regretting the tone of personality which has been introduced into this correspondence.

I am, &c.
(signed) *James Murray*.

P. S.—I am to request that the enclosed Papers, which are sent in original, may be returned to this office when done with.

The Under Secretary of State for War to Mr. *James Murray*.

(7678—Barcelona—45.)

Sir,

War Office, 19 February 1868.

I AM directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 28th ultimo, with its enclosed Despatches from Mr. Consul Swift, containing his explanations of his proceedings in connexion with the Commission appointed by this Department for the purchase of mules at Barcelona.

In reply, I am to request that you will inform Lord Stanley that Sir J. Pakington, having carefully perused these Despatches, finds nothing in them to alter the opinion which he had expressed as to the character of the claims to compensation forming the subject-matter of this correspondence, or as to the conduct and proceedings of Mr. Swift, in connexion with them.

Sir J. Pakington forbears from making any comment upon the tone of Mr. Swift's Despatch of the 26th of December, leaving it to Lord Stanley to take such notice thereof as his Lordship may think proper.

Sir J. Pakington would, however, wish Lord Stanley to understand that he is perfectly satisfied with the proceedings of the officers of this Department in the matter.

The enclosures of your letter of the 28th ultimo are returned herewith.

James Murray, Esq. I have, &c.
(signed) *E. Lugard*.
&c. &c. &c.

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Appendix, No. 8.

PAPER handed in by Admiral *Mends*, C.B., 10 May 1870.

RETURN of SHIPS (engaged in *England*) Disabled, and Particulars of Disablement. Appendix No. 8.

Admiralty, S.W., 7 May 1870.

"CITY OF DUBLIN."—Off Pay, 16th to 26th September 1867, at Liverpool - 10 days.

Ship having met with an accident and requiring time for repair.

"ENGLAND."—Off Pay for three days, between 17th and 23rd June 1868,
at Egypt - - - - - 3 „

Ship under repair; repairs paid for in first instance by Government,
but afterwards recovered from hire.

"MAURITIUS."—Off Pay for two days, between 24th and 29th June 1868,
at Egypt - - - - - 2 „

Ship under repair; repairs paid for in first instance by the Govern-
ment, but afterwards recovered from hire.

"VENETIA."—Off Pay, 7th November 1867, at Gibraltar - - - - 1 day.

Through break down of engines.

J. Beeby, Accountant General, &c.

Director of Transports.

Appendix, No. 9.

PAPER handed in by Captain *Tryon*, 20 May 1870.

Appendix, No. 9.

NAMES of VESSELS whose Certificates for Efficiency were *not* Granted, entailing thereby a Stoppage of Pay.

VESSELS.	FROM.	TO.
Paris - - - - -	25 May - - -	8 June - 1868.
Ditto - - - - -	16 June - - -	18 June - „
Tynemouth - - - - -	11 March - - -	15 April - „
Viscount Canning - - - - -	19 May - - -	26 May - „
Alexandra - - - - -	16 May - - -	26 May - „
Challenge - - - - -	29 May - - -	22 June - „
Madras - - - - -	4 April - - -	2 June - „
Mandalay - - - - -	24 February - - -	25 February „
Mauritius - - - - -	11 May - - -	17 May - „
Western Star - - - - -	8 May - - -	23 May - „
Paris - - - - -	30 June - - -	7 July - „
Far East - - - - -	On the 1st May was served with a notice discharging her from Government employ, she being incapable of fulfilling the terms of her charter-party.	

In the case of transports chartered in England, any mulcted from their pay were made under order emanating from the Transport Department, Admiralty.

The above cases are those which occurred at Aden or Annesley Bay, but doubtless many similar cases occurred at Bombay that I have never heard of.

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Appendix, No. 9 A.

PAPER handed in by Colonel *Marriott*, 20 May 1870.

Appendix, No. 9A.

CHARTER PARTY.

THIS Indenture made the _____ day of _____ in the year of our Lord 186 _____ between _____ the master of the ship _____ of the burthen of _____ tons or thereabouts, on behalf of himself and the owners of the said ship of the one part, and the Secretary of State in Council of India of the other part, witnesseth that it is hereby agreed between the said parties that the said ship being tight, staunch, and strong, and in every respect well fitted, found, and manned, the said master shall forthwith receive and take on board thereof all such troops, followers, and horses, and other baggage animals, provisions and stores, stalls and fittings for the horses and other baggage animals, munitions of war, or whatever else shall be embarked on board the said ship on behalf of the said Secretary of State in Council; and on receipt thereof shall grant proper receipts for the same, and shall, with all convenient speed, sail and proceed therewith direct, and without stopping at any intermediate port or place (unless desired so to do by the instructions hereinafter mentioned) to such place or places, and according to such instructions as the master shall receive from the Honourable the Governor in Council of Bombay, or the superintendent of marine or other officer empowered by the Honourable the Governor of Bombay in Council for the purpose, or the officer to be appointed as transport agent of, for, or on board the said ship; and shall, when so directed, at the risk and expense of the said Secretary of State in Council, disembark and make a right and true delivery of the said troops, followers, provisions, stores, horses, baggage animals, munitions of war, and other things, or such of the same provisions, stores, stalls and fittings, and munitions of war as shall not be consumed, to the said agent or officer appointed on behalf of the said Secretary of State in Council to receive the same (the act of God or the Queen's enemies, detention and restraints of kings, princes, rulers, and republics, fire, the dangers and accidents of seas, rivers and navigation, and all and every other unavoidable dangers and accidents always excepted); and shall, if and when from time to time desired so to do by the instructions to be given in manner aforesaid, with all speed proceed to any port or places as soon as the said troops, followers, horses, baggage animals, stores, munitions of war, and other things have been delivered (or sooner if required so to do), and conveying any of the troops, horses, baggage animals, stores, munitions of war, stalls, fittings, or other things that have not been delivered; and shall there receive and take on board of the said ship all such further or other troops, followers, and horses, baggage animals, provisions, stores, and munitions of war, or whatever else may be embarked on board the said ship, and on receipt thereof shall grant proper receipts in writing for the same; and shall, with all convenient speed, sail and proceed therewith, subject and according to such instructions as may be given as aforesaid; and shall, when so required, at the risk and expense of the said Secretary of State in Council, disembark and make a right and true delivery of the said troops, followers, provisions, stores, munitions of war, and horses, baggage animals, stalls and fittings, or such of the said provisions, stores, munitions of war, or other things as shall not have been consumed, to the officer or person appointed to receive the same; and shall and will continue in the service of the said Secretary of State in Council, and make such voyage or voyages for the purposes aforesaid, and subject to the conditions herein contained, for so long as the said ship may be required by the Honourable the Governor in Council of Bombay; and that freight, for the said ship shall be paid by the said Secretary of State in Council in Bombay, at the rate of _____ rupees for every calendar month, and a proportionate sum for any fractional part of a month, from and including the _____ day of _____ 1860 for so long as she is employed; such payment to be made from time to time on production of a certificate from the officer appointed as agent for transports of, for, or on board the said ship, or other duly authorised officer, that she is afloat and has up to that time well and truly performed this contract: And it is agreed that all port and other dues which may become payable in respect of the said ship during the continuance of this engagement shall be paid by Government, and that the said ship shall be employed in the service and under the orders of the Government of Bombay, and the orders of its duly authorised officers, and may be discharged without any previous notice thereof, but shall not if she shall duly perform this contract be discharged.

And it is agreed that the said master and owners shall provide and keep such a sufficient number of boats, of proper sizes, and in good and serviceable order and condition, for the
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Appendix, No. 9A. embarkation and disembarkation of the said troops, followers, provisions, stores, munitions of war, horses, baggage animals, and other things as, having regard to the proper complement usually required by merchant vessels of a similar class, the superintendent of marine shall require; and proper and serviceable windsails to be fitted to and kept at each of the hatchways of the said ship, and a sufficient number of casks and tanks for water, and hearths for cooking, as, having regard to the proper complement usually required to be furnished and maintained by merchant vessels of a similar class, shall be directed by the superintendent of marine; and shall, unless prevented by inevitable accidents, maintain and keep the said ship; during the continuance of this contract, tight, staunch, and strong, and well manned, fitted, and found; and that the said master shall obey and comply with all orders, directions, requisitions, and suggestions for the proper and safe conduct of the said ship, which he shall from time to time receive from the officer to be appointed as agent for transports of, for, or on board of her: And it is further agreed that the said master and owners shall be responsible for the care, proper distribution and application of all provisions and stores put on board the said ship, by or on behalf of the said Secretary of State in Council, during such time as such provisions and stores shall so remain on board the said ship, and shall daily, and from time to time, issue and serve out so much of the said provisions and stores as may be required by demand in writing, or otherwise, of the commanding officer of the troops on board the said ship, or of such person or persons as such commanding officer shall appoint, or as shall otherwise be duly authorised in that behalf; and in consideration of the said master and owners undertaking the care, proper distribution, and application of the said provisions and stores as aforesaid, it is agreed that the said master and owners shall receive the sum of seven and a half rupees for each and every day of the period during which such provisions and stores as are intended for issue, and to be served out for the use of the troops, horses, or other cattle on board the said ship, shall be duly issued and served out to them on board the said ship; and shall be further entitled to an allowance of one-eighth of such provisions and stores as may be duly issued on board the said ship, as and for wastage, and no more, whether in fact such wastage exceed or be less than such one-eighth: And it is agreed that the officers, including the officer appointed agent for transports as aforesaid, shall be provided with suitable cabins, and shall be entertained at the master's table on the usual allowance of eight rupees per diem for each officer, payment for which is to be made on a certificate to be given by the commanding officer of the troops on board the said ship, and such agent for transports as aforesaid, that the table accommodation was such as is usually furnished by the masters of ships under similar circumstances. And for the true performance of all and every the covenants, agreements, and stipulations herein contained, the said master hereby binds himself and the owners of the said ship, and each of them jointly and severally, and his and their, and each of their heirs, executors, and administrators, to the said Secretary of State in Council, his successors and assigns, in the sum of _____ rupees, to be recovered as liquidated damages in any of Her Majesty's Courts in India, or at Westminster, or by deduction from any moneys which may be payable under these presents. In witness whereof the said

hath hereunto subscribed and set his hand and seal, and the Honourable the Governor in Council of Bombay hath caused one of the Secretaries to the Government of Bombay to set his hand and seal hereto, on behalf of the said Secretary of State in Council, the day and year first hereinbefore written.

Signed, sealed, and delivered by

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Appendix, No. 10.

LETTERS referred to by Mr. Otway in his Answer to Question 3103.

Appendix, No. 10.

Sir,

Foreign Office, 24 January 1868.

I HAVE laid before Lord Stanley your letter of the 16th instant, stating that a sum of 605 l. was paid to Mr. Consul Skene, of Aleppo, being 5 per cent. on the total cost of the pack animals purchased there for the Abyssinian Expedition; and I am directed by his Lordship to request that you will move Sir John Pakington to inform me of the circumstances under which so large a sum was given to Mr. Skene; that is, whether it was paid on Mr. Skene's demand, or in conformity with any rule laid down by the War Office in regard to remunerating Her Majesty's Consuls for their services in this matter, and what was the nature and extent of the service rendered in this case.

The Under Secretary of State,
War Office.

I am, &c.
(signed) James Murray.

Commissariat, S. W. District, Portsmouth,
30 January 1868.

Sir,

IN reference to your letter of 27th instant, covering a letter from the Foreign Office, to the payment of 605 l. to Her Majesty's Consul at Aleppo, for procuring mules and horses on account of the Abyssinian Expedition, I have the honour to state that, as I reported to you in my letters of 12th and 22nd of October last, the field of our operations, viz., Northern Syria, was quite unsuited for purchasing animals, owing to the great drain of them that took place the preceding year, and it was found impossible to obtain them at a reasonable price, except by buying in detail, and as from the remoteness of the country in which we were placed, so unused to commercial transactions as carried on by Europeans, we were obliged to place the whole matter in the hands of the consul, which was strictly in accordance with the War Office printed instructions, dated 30th August last, relative to the Expedition. I submit, therefore, and trust to be enabled to show, that from the expenses incurred by Mr. Skene in procuring these animals from distant and outlying districts, scattered among the sparse and decaying populations in that country, the sum was not in excess of the services rendered in this case, which sum moreover is authorised by the above quoted instructions to be paid to agents on approved purchases.

Our expectations, and the assurances given us of obtaining mules, as reported to you in my letter of 12th October last, were not realised as regards the adjacent villages, the numbers coming in were less, and those rejected by the veterinary surgeon very large in proportion; so that, as reported to you by me on 22nd October, we feared being unsuccessful in obtaining our numbers. A few days previous to this last-mentioned date, we urged on Mr. Skene to send to the more distant towns to the north of Aleppo, where mules were in greater abundance; this involved sending out trustworthy persons to purchase at the agents' risk, at places from three to five days' journey, such as Marash, Beredjik, Kislis, Anitab, and Nefa; such places being so far removed, and inland, mules could only be obtained by purchasing, and then to be brought down these long distances through the Desert, incurring great risk from loss in travelling, and their arriving in a fit state to be approved of and purchased; and as was the case, from the time being so short to which mules could be received, the animals that arrived from the more distant of these posts were not approved of, from being lame or otherwise damaged from their long journey, and remained on the consul's hands to be disposed of, of course, at a considerable loss; besides, a higher class of Arab or Armenian had to be employed who was above the average in intelligence and trustworthiness, both of which qualifications it was difficult to obtain, except at a higher rate of wage, and it required also a local knowledge of the country and people to secure such persons. There was also the expense of caretakers in bringing these batches of mules down the country, as well as their forage and water, which latter has to be paid for at the different Turkoman villages at which they rest on their journey; all these charges had to be defrayed by the agent previous to their being taken over by us.

In respect to the purchase of pack-horses, the numbers not being procurable about Aleppo, and as, again, time was so limited, Mr. Skene sent two agents to Antioch and the neighbourhood to complete the numbers; from thence they were sent by him over a most difficult pass in the mountains (by which I have myself travelled) to Scandaroon, a distance of 60 miles, where they arrived just in time to be purchased, it being the last day on which we were authorised to receive them.

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It must be borne in mind that in carrying out these duties we had not the facilities which other depôts, such as Beyrout, Smyrna, and Cyprus could obtain, such places being influenced by a large European population, which almost entirely carries on the trade there, as well as having a large native population, thereby creating competition in the transaction of business; all of which elements were entirely absent from our primitive part of the country which formed the basis of our operations.

The Commanding General in Chief,
War Office.

I have, &c.
(signed) *Henry Maule, A. C. S.*

Sir,

War Office, 5 February 1868.

IN reply to your letter dated 24th ultimo, requesting that Lord Stanley may be informed of the circumstances under which a payment of a commission of 5 per cent. on the total cost of the pack animals purchased at Aleppo for the Abyssinian Expedition, amounting to 605 *l.*, was made to Her Majesty's Consul at that place, I am directed by the Secretary of State for War to enclose, for his Lordship's information, copy of a letter from Assistant Commissary General Maule, who made the payment in question, by which it will be seen that Mr. Consul Skene acted as agent, and incurred expenses and responsibilities in the collection of the animals, 750 in number.

I am to take this opportunity of informing you that a sum of 815 *l.* 6*s.* was paid to Her Majesty's Consul in Cyprus for similar services rendered to the War Office agent, Major Shervinton, in the purchase and collection of 810 *l.* in that island.

The Under Secretary of State,
Foreign Office.

I have, &c.
(signed) *Edward Lugard.*

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Appendix, No. 11.

PAPERS delivered in by Colonel *Marriott*.

Appendix, No. 11.

PRELIMINARY REPORT.—No. 2.

From Colonel *Jameson*, Colonel *Burn*, and Colonel *Balfour*, C.B., Military Finance Commissioners, to the Secretary to the Government of India, Military Department.

Sir,

Bombay, 29 October 1859.

1. WE have the honour to transmit, for submission to the Government of India, 10 copies of a Report made to the Government of Bombay on the subject of the Military Transport Establishment required for the Army of that Presidency; drawn up in compliance with a request conveyed to us in a letter, No. 4866, dated Bombay Castle, 13th October, a copy of which, as also of a resolution of the Government of Bombay, No. 4696, dated 30th September 1859, and of certain official correspondence referred to in that resolution, will be found enclosed in this letter.

2. We trust that the Right Honourable the Governor General in Council will approve of the course we have taken in thus complying with this requisition and furnishing direct to the Government of Bombay our views on the subject in question, taking into consideration that the full expression of our opinion in this form may enable the Government of that Presidency to effect considerable reductions of military expenditure at an earlier period than could have been the case had the reply to this reference been transmitted through the Government of India.

3. We respectfully submit to Government, that in order to enable us promptly to act on references of this nature, as also to enter on the consideration of all questions in any way affecting military expenditure without apprehension of over-stepping our functions, it would be advisable to increase the usefulness by enlarging the powers of the Commission in the confidence, which we may assure Government they would not find misplaced, that we should be careful to observe due limits in the expression of our opinion.

We have, &c
(signed) *G. I. Jameson*, Colonel,
H. P. Burn, Colonel,
G. Balfour, Colonel,
Military Finance Commissioners.

From the Military Finance Commission, to the Acting Secretary to Government,
Military Department, Bombay.

Sir,

Bombay, 29 October 1859.

1. I HAVE the honour to acknowledge the receipt of your letter, dated 13th October 1859, enclosing the resolution of the Government of Bombay, No. 4696, dated 30th September 1859, also forwarding correspondence from the Quartermaster General of the Army and Auditor of Commissariat Accounts regarding the maintenance of an efficient transport establishment for the military forces of this Presidency. In reference to para. 9 of the above resolution, bringing forward the question of the quantity of military transport to be maintained, the Commission solicit the attention of Government to their Preliminary Report of 21st of September, already laid before the Governor General in Council, of which I have now the honour to enclose a copy.

2. It will be seen by this report, that the Commission have entered very fully into the question of the extent of military transport to be maintained, although it was not directly referred to them by the Government of India; also keeping in view the necessity of always maintaining a certain proportion of troops in readiness for immediate movement, as now specially enjoined by the Government of Bombay. But it appeared to the Commissioners to be beyond their province to attempt to lay down the exact military transport establishment to be maintained, which must depend on the number of troops to be held ready for the field; and further, that the military authorities of this Presidency, in communication with Government, must, by a knowledge of political necessities, such as this Commission have had no opportunity of fully acquiring, necessarily be far better able than the Commissioners to determine the military requirements of the Presidency.

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3. It is true, that if the strength and composition of the whole of the military forces of the Presidency, as also of the force to be at all times maintained in readiness for immediate movement, and the military positions to be occupied by troops, had been fixed, and the extent of the police force, civil and military, to be kept up, how far to be made available for various duties now entrusted to the regular army, and by its state of efficiency adapted for maintaining the internal tranquillity of the country, had also been determined, it would have been a mere matter of calculation to fix the extent of transport to be maintained by such a force, and the annual expenditure to be incurred for the same; but the Commission had not this data on which to calculate.

4. The Commission are of opinion that, for the final and complete settlement of the question of the extent of military force to be at all times held ready for movement, and the amount of transport for the same, a full knowledge is requisite of all the contingencies on which the ultimate decision of the strength and distribution of the military forces must rest; and this knowledge can only be possessed to the full extent by the Government of India taking into consideration the wants of the whole empire, in communication with the Governments of Madras and Bombay. But as the several Governments of India may, with advantage, without in any way sacrificing the efficiency of the army to the financial exigency, initiate, each in their own sphere, measures for reducing the large outlay for military purposes that has of late years taken place, and considering that the Government of Madras have already made large reductions, and that the Government of Bombay have now before them sufficient information to enable them to take immediate measures for still further diminishing the expense of military establishments, the Commission are of opinion that, under the present urgent need of retrenchment of expenditure, no delay should be allowed to take place in so doing.

5. The great difficulties that the Government of India have met with in deciding on the mode in which the indispensable retrenchments of military expenditure shall be made, may in some degree be judged of by its having been deemed advisable to appoint a Military Finance Commission to collect information as to present requirements, so as to meet the tendency which has universally, and perhaps unavoidably, obtained, owing to the late complete disruption of the empire, to maintain large military establishments within local ranges, although it is generally admitted to be necessary to curtail military expenditure in the aggregate. And although the special object of the appointment of the Commission may not have been definitely to fix establishments, yet, as the speedy diminution of military expenditure may perhaps be facilitated by the Commission furnishing every information in their power, so as to assist local Governments in reducing their requirements to the lowest point compatible with efficiency, the Commissioners think it will meet the approbation of the Government of India for them fully to submit their views on this subject to the Government of this Presidency. And with the reservation as to the partial information on which they form their opinion, the Commission are now prepared, in accordance with the wishes of the Government of Bombay, to submit for consideration more precise and definite opinions regarding the military transport establishment to be maintained for the movement of troops.

6. The Right Honourable the Governor in Council will observe (by paras. 10 to 16, inclusive of the Preliminary Report) that the Commission have adopted as a basis for calculating the outlay for the military transport that will be required, the establishment recommended by his Excellency the Commander in Chief, in a letter from the Quartermaster General of the Army, No. 2093, of 23rd August 1859, to your address, viz. :—

150 elephants.	2,300 draught bullocks.
2,100 mules or ponies.	570 carts.
950 riding camels.	1,300 bearers.
2,250 ordinary camels.	

7. This establishment is framed on a most liberal scale, for the movement (as the Commission learned from a separate letter from the Quartermaster General) of a force of 13,000 men (6,259 Europeans and 6,753 Natives) as detailed in para. 13 of their Preliminary Report; and the Commission have (in the same para.) adopted a high estimate (16,32,800 rupees) for the probable annual cost of the maintenance, including renewal after first supply, of the cattle, &c. of this transport establishment; taking an ample average annual charge for each head, including liberal pay for attendants, serjeants, overseers, and inspectors, with the view of all the cattle being of the most superior and efficient description, with suitable equipments, and having for attendants the best class of people accustomed to the care of cattle.

8. The above force, especially the proportion of Europeans, may appear large under the present circumstances of the Presidency, but it has been fixed on by his Excellency after mature consideration, as necessary to be held in readiness for immediate movement, and even with the estimated outlay for the transport establishment for that force, say 16½ lacs, an immediate reduction of about 40 lacs per annum may be effected as compared with the charge for military transport as existing at the time the Commission framed their report. As already stated in para. 6 of the Preliminary Report, this charge, as shown in official statements furnished to the Commission by the auditor of Commissariat Accounts, amounted on

on the 1st May 1859 to Rs. 77,42,496. 4. 1. and making every allowance for reductions that appear to have been effected between that date and September 1859 (as detailed in para. 8 of the Preliminary Report), there would still be a saving of about 40 lacs per annum. And the Commission therefore submit, with all deference, that it would be advisable for Government, at present to accept that force and scale of transport, as sufficient for all immediate wants, rigidly enforcing the prompt discharge of all establishments of cattle in excess thereof, either permanently or temporarily maintained for military transport purposes, in any shape or form whatever.

9. It is only however relying on the opinion of his Excellency the Commander in Chief that efficient transport will eventually lead to a reduction of the military forces of this Presidency, that the Commission have been induced to recommend, even for the present, the adoption of this liberal scale of transport. His Excellency observes, in the letter from the Quartermaster General, already referred to, that "the prompt mobility of field detachments from certain military centres throughout the country should be the primary object, one that has become of paramount importance in a military, political, or financial point of view; in short, mobility confers a power that will make one regiment do the work of two, if made proper use of." And bearing in mind this great principle, and considering that the European force of this Presidency has been more than doubled within the last two years, whilst at the same time, the Native troops have been increased, both numerically and by regiments, and the light field batteries of the army nearly doubled in real efficiency, the Commission fully anticipate that with the present condition of the country, his Excellency the Commander in Chief will, when the troops are brought more together and an efficient transport establishment is in full operation, be enabled shortly to propose to Government a great reduction of military expenditure, by means of improved organisation admitting of great numerical diminution of the regular forces of this Presidency. Indeed, the views of the Government of Bombay on that point are very definitely expressed in para. 9 of the resolution under acknowledgment; namely, "that a much smaller number of men will suffice, if they can be readily transported in a state of perfect equipment and efficiency."

10. The Commission lay great stress on the troops being massed together in suitable military centres, in due proportions of Europeans and Natives, and reserved for strictly military duties, since the possibility of reductions of military establishments and expenditure, consistently with the maintenance of complete efficiency, depends mainly on the proper development of the principle of military occupation; as also on the regular troops being entirely freed from the performance of the multifarious non-military duties hitherto imposed on them.

11. At present the military forces are employed on so many duties of this nature within and beyond cantonments, and scattered about in small detachments to such an extent as virtually to reduce a great portion of the regular troops to the position of a mere military police; whereby the efficiency of the soldiery, both European and Native, is impaired, the prestige of the European troops greatly weakened, and that perfect training of soldiers is prevented, for which so many facilities exist in India. Taking the Bombay Presidency, we find that there were, on the 1st September last, absent from the head-quarters of 10 European regiments, 17 small detachments of European infantry, comprising 75 officers and 2,449 non-commissioned rank and file, total 2,524 of all ranks; also 56 detachments absent from 29 regiments of regular Native infantry, comprising 41 European officers, 117 Native officers, and 6,156 non-commissioned rank and file, total 6,314 of all ranks. Further, between the 1st September 1858 and 31st August 1859, 91 detachments were sent on escort duty from 26 regiments of the Regular Native infantry; four of these regiments furnishing, respectively, as many as 14, 10, 7, and 6 escorts. These 91 escorts comprised altogether 46 European officers, 129 Native officers, and 4,518 non-commissioned rank and file, being a total of 4,693 of all ranks, and giving an average for each escort of $51\frac{1}{2}$ of all ranks. The average distance to which the escort duty extended was $80\frac{1}{2}$ miles, making, with the return march, an average distance of 161 miles moved by each escort, and involving on the average an absence of at least 20 days from all proper military control. The whole distance would therefore have been for one escort ($51\frac{1}{2}$ men) $8,291\frac{1}{2}$ miles marched; and for one single man of the 91 escorts 7,54,994 miles.

12. Some of these detachments and escorts were no doubt indispensable for military reasons connected with the late exigencies; but during the most peaceful times, the amount of detachment, guard, and escort duty has always been considerable, greatly unbinging military arrangements and destroying discipline; and the Commission are convinced that the time has now arrived when the practice of thus employing regular troops must be entirely discontinued, in order to enable the Government of India, whilst placing definite limits to military expenditure, at the same time to maintain full military efficiency. Indeed, it cannot be too often repeated, that to this end the regular forces should be reserved for military purposes alone, so that every man borne upon the rolls of regiments may at any moment be available for actual warfare; and this principle should equally be kept in mind as regards financial considerations, since all experience proves that to employ soldiers of the regular army in the duties of policemen, watchmen, and messengers, is only to entail on Government the maintenance of a large numerical military force, with all the corresponding heavy charges for officers, equipments, and separate departmental establishments; the average charge throughout India (according to the present calculations of the

Appendix, No. 11. Commission, which, however, require verification) being about 1,000 rupees per annum for each European soldier, and 250 rupees for each Native soldier of the regular army.

13. It therefore appears to the Commission that it would be far preferable, in every point of view, to have the non-military duties hitherto confided to small guards, detachments, and escorts of the regular forces, in future performed by the civil and military police, of which large bodies are already kept up, especially in the Bombay Presidency. The Commission consider that the police, if properly organised, and efficiency ensured, as far as possible, by careful independent inspections, would discharge these duties as well or even better than can be done by the regular troops, and far more economically; the charge to Government for each individual of the native police, judging from the cost of the Scinde Police Corps, being probably less than one-third of the average for the regular troops, European and Native. But the Commission may here observe that the expenditure for the civil and military police of the country should, equally with the *bonâ fide* military expenses, be carefully scrutinised, and kept within definite limits, otherwise the outlay in the police branch may be found to outweigh the saving effected in the army, and the change, unless judiciously carried out, might not in any way benefit the country.

14. The Commission do not, however, advise Government to consider the military transport establishment at present recommended as permanent; a short time will show how far it is necessary in its full extent, and how far it fulfils the objects proposed to be attained. Moreover, there are various details connected therewith into which it is not the province of the Commission to enter, and regarding the correctness of which, as the establishment is at present proposed to be constituted, they are doubtful; such as, whether the proportions and different kinds of cattle, as therein laid down, are the most suitable for transport in the different localities for which intended, and whether those named for pack-carriage and draught are the best adapted to those purposes; as also whether the existing scale of carriage for the different arms of the service (of which the Commission have, in para. 10 of their Preliminary Report, given an abstract drawn from detailed statements furnished by the Commissary General), namely, for regiments of infantry and cavalry and troops and companies of artillery and engineers, be correctly calculated. And the Commission therefore advise, without, however, delaying the proposed reduction, a careful examination and revision being made (by officers specially selected for the duty, from the different branches, arms, and departments of the service) of the proportions of cattle, and also of the number and weights of the various articles comprised under the head of camp equipage, and military equipments, as also reserve stores, ammunition, entrenching tools, provisions, medicines, and medical comforts intended to accompany the force; showing also what number of the different kinds of cattle are required for the carriage of these articles on revised scales, and what proportion is to be in the first line, and what in the second line.

15. The Commission would suggest that the Government should, in communication with his Excellency, decide on the number of days' provisions for Europeans, natives, and followers, and number of days' grain for cattle requisite to accompany this force; also laying down the probable number of sick to be provided for; and this data being given, and the proportions of small arm ammunition, stores, entrenching tools, &c., to be carried, being fixed, on the report of the selected officers, the Commissary General, Quartermaster General, Director General of the Medical Department, Inspector General of Ordnance, and Commandant of Engineers, will then departmentally calculate the weights and quantities of the several articles required, clearly defining the wants of their departments. The natural tendency of each department to make excessive provision for their own branch may be checked by the officers thus appointed by his Excellency being authorised to revise these departmental demands, calling for further evidence where necessary, to assist their judgment; and the results of their inquiries might, after being considered by his Excellency the Commander in Chief in communication with Government, be ultimately notified in orders.

16. It is not clear whether the establishment of cattle proposed by his Excellency is intended to include transport for even a portion of the siege train of this Presidency; but that can easily be ascertained by Government at any convenient opportunity, and such portion of the transport as his Excellency the Commander in Chief may deem necessary to the movements of the most useful pieces appropriated to that purpose; the extent thus appropriated necessarily depending on the composition and nature of the ordnance to be moved, and on the proportion and description of projectiles. The Commission observe that the train at present includes three calibres of guns, namely, 24-pounder, 18-pounder, and 12-pounder, and two calibres of heavy howitzers and mortars, namely, 10 and 8-inch; a variety which necessarily much complicates calculation, at the same time multiplying equipments; and it would be well to consider whether greater uniformity might not with advantage be introduced by a reduction of the number of calibres.

17. The Commission are well aware that the large calibres, namely, 24-pounders and 10-inch pieces, have their advantages in the great increase of power available; but it must be remembered, on the other hand, that these pieces require fully double the means of transport that suffices for the smaller calibres, the transport necessary for one 24-pounder being sufficient to move two 18-pounders at considerably greater speed, and the

the 10 and 8-inch pieces being in the same relative proportion, namely, two 8-inch pieces (mortars and howitzers) being more movable with the same amount of carriage than one 10-inch piece, and four 5½-inch pieces more easily moved than one 8-inch piece. And therefore, under the present circumstances of the country, with the almost universal destruction of the forts, it is a question whether the heavy calibres should be kept up for present field service.

18. It will be seen that the Commission have, in para. 13 of their preliminary Report, fully concurred with the Government of Bombay in the view now expressed by them, that it is far preferable to have the whole establishment of cattle for this Presidency the property of Government rather than any portion of it hired; for, as stated by Government, "hired carriage is not always obtainable when required, is always inferior in the power of keeping up with the troops, and liable to fail or desert in the hour 'of need.'"

19. As regards the organisation of the military transport establishment, the Commission not only fully recognise the correctness of the principle that the permanent carriage of the army must be organised with exclusive regard to field operations, but go even further than Government on that point, considering that as the supply of an army is wholly dependent upon transport, it would be losing sight of the importance of maintaining the mobility of the troops to allow of the transport establishment being used for any secondary purpose in time of peace, since that could not be done without sacrificing the primary object, by diminishing the efficiency of the establishment. In the opinion of the Commission, it is indispensable, for the attainment of the proposed object of having at all times an efficient transport in readiness for the movement of troops, that the cattle be reserved solely for the purposes for which designed by his Excellency the Commander in Chief; it being strictly prohibited to use them for the various purposes to which public cattle are so often misapplied, namely, duties of ordinary detail, such as carrying stores about cantonments, drawing water from wells, grinding chunam for engineers' works, road-making, scavenging of cantonments, &c. This system cannot but impair the efficiency of a transport establishment for military purposes, and is moreover open to the objection in a financial point of view of employing an expensive and superior kind of cattle for duties which may be equally well performed at one-half the cost by inferior cattle.

20. The Commission are convinced that if the transport establishment be reserved solely for military duties, being, as pointed out by Government, organised and trained to act as a body under military control, and the attendants clothed and armed by Government, inducements to good service being also held out in the shape of pensions, it would soon acquire such a superior character, as to admit of a diminution of strength, by the capability of a smaller number to perform the work hitherto allotted to large numbers. Whereas, on the other hand, if the training of the establishment be not carefully supervised and kept up, the cattle being left, as has hitherto often been the case, to the management of irresponsible subordinates on inferior pay, allowed to be located in out-of-the-way parts of the cantonments, and employed even by order of officers of rank and standing, for many purposes destructive of efficiency, on a mistaken principle of economy, the Commission feel certain that instead of this establishment being sufficient for his Excellency's purposes, representations as to its insufficiency will soon be made to Government. Moreover, it will not at all times be in that state of complete readiness which the events of the last two years show to be of such importance in enabling a small military force to move out with promptness, marching a distance of 60 miles in a few hours, and immediately putting down insurrectionary proceedings.

21. In connection with this subject the Commission beg to draw the attention of the Government of Bombay to a General Order of the Government of Madras, dated 28th November 1857, prohibiting the cattle of the Madras Transport Establishment being used for any of the above-named purposes, as also to a resolution by the same, dated 6th July 1855, No. 1932, containing many useful rules for the management of the cattle establishments. The Commission may also refer to an extract from a memorandum given in June 1804 by Major General Wellesley to the Bombay Government, on occasion of the formation of the subsidiary force at Poona, entering into details as to the organisation and management of the cattle and drivers of the transport establishment of the force, and the impolicy of using them for any other than purely military purposes. The whole of this Memorandum, more especially paragraph 21, as also a letter to the Secretary to the Government of Bombay, of 4th November 1803, from General Wellesley, on the subject of transport cattle, are well deserving of attentive consideration, even at the present day; affording excellent suggestions for supervising, organising, foraging, picketing, feeding, cleaning, saddling, loading, and driving cattle; in short, on all points connected with the proper management of a transport establishment, without which, as most justly remarked by General Wellesley, the "cattle are destroyed, and the public are obliged to incur the expense of replacing them."

Vide Nos. 1683 and 1825 in vol. 4 of Supplementary Despatches and Memoranda of Duke of Wellington, 1859 edition, pages 214 and 443; also Nos. 296 and 298 of vol. 1.

22. The Commission may observe, in reference to paragraph 8 of the resolution of Government, that the recommendation in paragraph 16 of their report, as to the thorough training of the transport establishment, and the necessity of its being kept in a condition of high efficiency and order, is intended to apply to the whole establishment, men as well as cattle. For moving the siege train, in which long teams must be used, the

Appendix, No. 11. cattle would need to be of a superior description as to height and spirit, to that used for other purposes; and as they would also require more complete training than for other duties, and as the drivers should have experience in the practical management of large numbers of cattle yoked together, they should be constantly exercised together in that way under proper supervision.

23. It appears to the Commission, that as compared with the period to which these papers refer, as also with the high state of order in which the Mysore Transport Establishment was taken over by the Madras Government from Tippoo Sultan, military transport has not in general, of late years received the close and careful attention essential to the efficiency of an establishment, so important to the proper mobility of a military force; but the subject has now been thoroughly taken up by Lieutenant Colonel Phayre, the Quartermaster General of the Bombay Army, who, in making known the views of his Excellency the Commander in Chief, has made many valuable suggestions, which will doubtless be advantageous to the public service; and the Commission will not fail to forward to the Government of Bombay any further useful information on this point that they may obtain in the course of their inquiries in the Madras Presidency.

24. The Commission strongly advise that the transport establishment, as recommended by his Excellency the Commander in Chief, be formed without delay, Government at once calling for a budget giving the details of the proposed outlay, to be prepared by the Commissary General in communication with his Excellency the Commander in Chief, who, with the aid of selected officers and of heads of departments, as above suggested (in paragraph 14), will thus have an opportunity of revising the allotment of cattle and all the dependencies, and making such additional arrangements as may ensure the highest efficiency attainable. As this establishment must, for the present, be looked upon as only experimental, frequent revisions of the budget should be permitted; but whatever changes are proposed, the cause and object thereof should be clearly explained and submitted to Government for consideration.

25. The Commission have, in paragraph 15 of their report of 21st September, fully concurred in the views expressed on previous occasions, and again in paragraph 3 of the resolution (now acknowledged) by the Government of Bombay, namely, that it would be a step in the wrong direction to make the transport of the army a separate department, distinct from the Commissariat. But as it would also be inexpedient to leave such an expensive and important establishment solely to the ordinary Commissariat supervision, the Commission would advise its being placed by the Commissary General under the special general control of a qualified officer of the department located in some central situation, whose duty it should be to receive and forward to the Commissary General the reports of the several local Commissariat officers in direct charge of the different portions of the establishment; also keeping the general registers and other records connected with cattle, attendants, and all persons belonging to the establishment, watching over its general state and requirements, and acquiring information on all points, more especially the resources of the country in respect to cattle. This officer should himself fully report to the Commissary General, who would send copies of all these reports direct to heads of departments, as also to Government, through his Excellency the Commander in Chief, accompanied by a separate report from himself.

26. As already recommended in paragraph 16 of the Preliminary Report of the Commission, qualified officers should from time to time be specially appointed (with adequate remuneration) for the duty of inspecting and reporting on the military transport establishment, these inspections being entirely distinct from those made by officers commanding divisions, forces, and stations in the ordinary course of their tours or duty; although at the same time the heads of inquiry (as determined by his Excellency the Commander in Chief on the suggestions of heads of departments) to which the attention of the inspecting officers is directed, might with advantage be made known to superior officers. And these periodical reports, besides being submitted to Government through his Excellency the Commander in Chief, might be printed and circulated to heads of departments for record, and would, in the course of a series of years, form valuable reference as to the condition and management of the military transport establishment at different periods.

I have, &c.
(signed) G. I. Jameson, Colonel,
President, Finance Commission.

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(Military Department.—No. 4866.)

Sir,

Bombay Castle, 13 October 1859.

I AM directed by the Right Honourable the Governor in Council to forward to you the original correspondence noted in the margin, together with copy of the resolution recorded by Government upon the 30th ultimo, upon the letter from the Quartermaster General, No. 2092, dated 23rd August last.

Letter from the Auditor of Commissariat Accounts, No. 1025, dated 18th April, and Enclosures, &c.

Letter from the Quartermaster General, No. 2092, dated 23rd August, and Enclosure.

I have, &c.

(signed) W. F. Marriott, Captain,

Acting Secretary to Government.

To Colonel G. I. Jameson,
President of the Finance Committee.

(No. 1025 of 1859.)

To the Secretary to Government, Military Department.

Sir,

I HAVE the honour to acknowledge the receipt of your letter, No. 1208, dated 21st ultimo, communicating copy of a letter from the Secretary to the Government of India, No. 42, dated 2nd idem, and requesting me to report on the subject thereof.

2. It is proposed in the accompaniment to your letter, that with a view to reduce the military expenses of the Presidency, the Commissariat Department should for the present cease to lay in stores over and above what is required for immediate consumption.

3. The only stores that are laid in by the Commissariat Department to any great extent in this country is the supply of spirits for the European troops, and of which it has hitherto been considered necessary to keep up a stock equal to three years' consumption. The principal supply is provided for by a contract extending over a period of five years, the annual quantity to be supplied being increased or diminished to a certain extent at the pleasure of the Commissary General; but the whole quantity contracted for must be taken eventually.

4. Such a contract was entered into on the 3rd June last for the supply of 300,000 gallons of arrack, at Rs. 1. 8. per gallon, of which quantity 60,000 gallons were to be supplied annually, but subject to be increased to 80,000, or reduced to 50,000 gallons in each year, on due notice being given.

5. Another contract was entered into with the same party on the 30th August following for the supply of 200,000 gallons, at Rs. 2. 4. per gallon, to be furnished in quantities not exceeding 10,000 gallons per month, but the whole quantity to be received in 20 months from 1st February last.

6. A contract was likewise entered into with Messrs. Heycock & Co. for the supply of 41,000 gallons of Bassein rum, at the rate of Rs. 2. 4. per gallon, to be completed in this month.

7. Large supplies of rum are also arriving from England, sent out by the home authorities, the cost of which is about Rs. 1. 8. 2. per gallon, and, therefore, after making allowance for the customs duty paid by the other suppliers, it would have been more to the advantage of Government to have obtained the extra supply required from England, than to pay at the rate of Rs. 2. 4. per gallon for it in this country.

8. The quantity contracted for must be received, but it may be possible to protract the period for receiving it; and on the completion of the present contracts, it can be considered if it would not be advisable to retain supplies from England, rather than keep up a large stock in this country.

9. With respect to the establishments of the Commissariat Department, I beg to state, that the number of commissioned officers employed in the department on the 1st May 1857

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Appendix, No. 11.

was 39, and the number on the 1st January last 50, being an increase of 28 per cent.; the number of warrant and non-commissioned officers on the 1st May 1857 was 43, and on the 1st January last 74, being an increase of 72 per cent. Considering the large increase to the European troops, the number of officers employed in the Commissariat may not be out of proportion; but there have been from six to eight employed at the Presidency alone, which appears a large number of one department.

10. I beg to submit a contrasted statement of the amount of the several Commissariat establishments as they stood on the 1st May 1857, and of the amount that has been since sanctioned up to the 1st January last. The former amounted to Rs. 25,191. 2. 10. per month, and the latter to Rs. 4,86,838. 9. 5. or Rs. 58,42,063. 1. for the year. But this amount, large as it is, gives a very inadequate idea of the Commissariat expenditure, for it shows only the increase to the permanent establishments that have been sanctioned and communicated to me. Those of a temporary nature, and for limited periods, have not been included, and establishments of followers and cattle may have been entertained and not yet sanctioned or communicated to me; and the large contingent expenditure of the department under the heads of cavalry, dieting, clothing, and provisioning European troops, commissariat stock, military stores, and transport of stores by land and water, is not included.

11. As I have not been informed of the reasons for making the several increases, I am not in a position to offer an opinion of the necessity for their continuance, and I can only indicate where increases have been made, and where a possibility of reduction may exist.

12. I beg particularly to point out the cost of the transport train which has been established between Wassind and Indore, and which is maintained at a cost of about Rs. 71,152. 1. 4. per month, or, including the salaries of the officers, Rs. 8,67,831. 4. per annum. Of the employment of this train, or of the work performed by it, no return is made, and I am, therefore, unable to form an opinion if the benefit derived is at all commensurate with this great expense.

13. A similar train has been established between Indore and Neemuch, the monthly amount of road and office establishment sanctioned on account of which is only 1,486 rupees, but as no bills have been yet received of the expenses incurred, I cannot say what the total cost may be.

14. In Sind also an ordnance camel train is maintained at a cost of about Rs. 23,381. 13. 2. per month, or, including the pay of the superintendent, Rs. 2,80,581. 14. per annum; of the working of this train no return is made.

15. In a letter from the Political Commissioner of the Southern Muratha country to the Secretary to Government, No. 111, dated 14th ultimo, a copy of which was communicated to me on the 21st idem, it was stated that, in his opinion, public tranquillity had been restored throughout the Southern Muratha country, and that extra establishments or field batta to followers might be dispensed with. If the measure here suggested is adopted, and all extra establishments in the parts of the country where tranquillity has been restored are dispensed with, the reductions that will be effected in the Commissariat expenditure will be very considerable, but until the large establishments now kept up are discontinued, no very great reduction can be expected.

Bombay, 18 April 1859.

I have, &c.
(signed) J. Swanson, Colonel,
Auditor of Commissariat Account.

CONTRASTED STATEMENT of the Amount of the several COMMISSARIAT ESTABLISHMENTS as they stood on the 1st May 1857, and of the Amount that has been since sanctioned, up to the 1st January 1859.

DIVISION.	CATTLE DEPARTMENT.		CARRIAGE OF THE SICK DEPARTMENT.		MEDICAL DEPARTMENT.		MISCELLANEOUS DEPARTMENT.		OFFICE ESTABLISHMENT.		PROVISION DEPARTMENT.	
	Amount of Establishment on the 1st May 1857.	Amount subsequently sanctioned.	Amount of Establishment on the 1st May 1857.	Amount subsequently sanctioned.	Amount of Establishment on the 1st May 1857.	Amount subsequently sanctioned.	Amount of Establishment on the 1st May 1857.	Amount subsequently sanctioned.	Amount of Establishment on the 1st May 1857.	Amount subsequently sanctioned.	Amount of Establishment on the 1st May 1857.	Amount subsequently sanctioned.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Presidency Division -	240 - -	92,130 - -	- - -	- - -	- - -	- - -	92 - -	176 - -	1,953 - -	1,870 - -	195 - -	54 - -
Poonah Division -	4,982 4 8	1,21,391 - -	- - -	325 - -	39 3 8	695 - -	- - -	6,318 - -	880 7 1	775 - -	167 8 7	238 8 -
Northern Division -	673 11 -	18,437 6 -	151 - -	466 - -	- - -	- - -	- - -	70 - -	987 - -	782 - -	112 11 1	537 4 11
Southern Division -	913 9 -	49,967 - -	- - -	4,490 - -	- - -	46 - -	- - -	157 - -	635 - -	620 - -	106 - -	539 - -
Sind Division -	1,474 - -	70,652 - -	3,641 - -	6,061 - -	- - -	588 - -	- - -	- - -	1,669 - -	925 - -	482 - -	394 - -
Rajpootana Division -	2,750 - -	4,130 - -	778 - -	959 - -	- - -	- - -	- - -	- - -	316 - -	1,044 - -	155 - -	603 - -
Malwa Division -	- - -	282 8 -	- - -	- - -	- - -	- - -	- - -	6,227 - -	- - -	- - -	- - -	100 - -
Aden Field Force -	312 11 9	23,381 13 2	731 - -	- - -	- - -	- - -	- - -	- - -	370 - -	30 - -	385 - -	195 - -
Sind Ordnance Camel Train -	- - -	67,270 - -	- - -	- - -	- - -	- - -	- - -	1,973 1 4	- - -	1,909 - -	- - -	- - -
Transport Train -	- - -	4,47,641 11 2	5,301 - -	12,301 - -	39 3 8	1,359 - -	92 - -	14,921 1 4	6,809 7 1	7,955 - -	1,603 3 8	2,640 12 11
Rs. - -	11,346 4 5	4,47,641 11 2	5,301 - -	12,301 - -	39 3 8	1,359 - -	92 - -	14,921 1 4	6,809 7 1	7,955 - -	1,603 3 8	2,640 12 11

ABSTRACT of the above.

	Amount of Establishment 1st May 1857.		Amount subsequently sanctioned.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Cattle Department -	11,346 4 5	4,47,641 11 2	- - -	- - -
Carriage of the Sick -	5,301 - -	12,301 - -	- - -	- - -
Medical Department -	39 3 8	1,359 - -	- - -	- - -
Miscellaneous Department -	92 - -	14,921 1 4	- - -	- - -
Office Establishment -	6,809 7 1	7,955 - -	- - -	- - -
Provision Department -	1,603 3 8	2,640 12 11	- - -	- - -
Rs. - -	25,191 2 10	4,86,838 9 5	- - -	- - -

Bombay, 18 April 1859.

J. Swenson, Colonel,
Auditor of Commissariat Accounts.

From the Quartermaster General of the Army to the Secretary to Government,
Military Department.

Sir,

Head Quarters, Poona, 23 August 1859.

I AM desired by the Commander in Chief to resume the subject of my letter, No. 1076, dated 8th June last, and herewith to submit, for the consideration of Government, the original replies from officers commanding divisions upon it.

2. The accompanying abstract return embodies the Commander in Chief's views as to the amount of carriage to be kept up for field purposes, which, considering the resources within reach of all the places named, is, in his Excellency's opinion, as much as we require as a permanent establishment in time of peace.

3. It will, however, be asked whether this carriage will meet the requirements of the Commissariat Department for station purposes, as well as the transfer of stores from station to station.

4. This is a question to which the Commissary General will be able to reply; the Commander in Chief can only recommend that, as far as its amount and the primary purpose for which it is intended will admit, it should, for economy's sake, be so used.

5. But before proceeding further, his Excellency considers it of importance to determine what is the primary object with which army transport should be organised, inasmuch as the improvement in system about to be proposed rests entirely upon this part of the question, which should never be lost sight of.

6. I am respectfully to submit, then, that the prompt mobility of field detachments from certain military centres throughout the country should be the primary object, one that has become of paramount importance in the present day, whether it be regarded in a military, political, or financial point of view; in short, mobility confers power,—a power that will make one regiment do the work of two, if made proper use of; and if this be true, then his Excellency considers that our transport establishments of men and cattle should be organised with express reference to it as a primary consideration, station duties and the transfer of stores from station to station being subordinate to the extent that will be now stated.

7. Field movements require a preponderance of pack-carriage, without which an army traversing a hilly country, or required to move quickly across a plain one, is crippled. For station purposes and the transfer of stores from place to place, draught transport is the most convenient, it is true, but not so indispensably necessary that the superior object of field movements should be sacrificed to it.

8. I should, perhaps, separate the question of transporting stores from station to station, from that of ordinary every-day station work, because our railways are rapidly superseding the necessity of keeping Government establishments on a similar principle if Government for the former, which is the work of hired carriers, whilst for the latter approve of what will now be proposed. there is every reason to believe that the carriage named in the abstract will more than fulfil the commissariat requirements in that respect at each place named, so long as it is not required to take the field.

9. Recent events have necessitated our collecting a large quantity of pack-transport, besides which an enormous quantity of draught cattle are kept up, the pack being comparatively idle. Both we cannot maintain. The question therefore is, are we to relapse again into the old commissariat system of keeping up the quantity and kind of transport best suited to their convenience, and sacrifice the mobility of our field detachments? or, are we to mobilise the latter, and utilise their transport on station duties in time of peace?

10. The same arguments on the commissariat side of the question that have been used for years and years, and always been attended with the same result on the outbreak of the war, viz., delay, confusion, and incalculable expense, will, no doubt, be used again; but the Commander in Chief trusts this time without effect, for no one who is able to compare positive, financial, and political facts with such theories, can fail to see their fallacy at a glance.

The statement of the Auditor of Commissariat Accounts, attached to Government Resolution, No. 3295, of 4th June 1859, shows that in the cattle department alone our expenditure, which in May 1857 was 11,346 rupees, rose to 4,47,641 rupees, at which it stood on 1st January this year. The proper control of such expenditure would be ample work for a department on financial grounds alone, quite apart from military reasons; and I therefore confidently assert, that hard-worked as the Commissariat Department is in its duty of feeding the army, it cannot do justice to the duties connected with such a monthly expenditure.

11. I respectfully repeat, then, that not to mobilise our troops is the worst economy, and not to utilise their carriage when idle is waste and mismanagement. Hitherto we have kept up permanent establishments for station and transit purposes, and sent, in time of need, a host of riff-raff followers and as bad cattle into the field with the troops, whose movements have been crippled, and hardships quadrupled in consequence. For the future let our permanent establishment be well organised and fitted for the field; let it do the station and road work until the same hour of need comes again; and then let it take the field with the troops, the commissariat filling its place at the station with hired carriage as an extra establishment under their own control.

12. Even

12. Even should such a general plan cost more money than the commissariat balance-sheet in ordinary times shows (which it is firmly believed it will not), a few rupees more in this branch of the State expenditure would be an incalculable saving compared with that which would infallibly result in the present day from our being unable to dispatch small but compact detachments into the field at the shortest notice; and as neither an expensive peace establishment of draught cattle and carts, or a heterogeneous mass of hired and purchased cattle and followers huddled together at an immense sacrifice at the last moment will enable this most important source of our power in India to be effectually used, I am desired by the Commander in Chief to submit the following rough prospectus of a system of army transport for the consideration of Government, in the hope that, assuming something of the kind for a basis, we may gradually attain what is so indispensably required for the welfare of the State:—

Flying Columns.

Prospectus.

1st. All Government carriage, whether for hospital or army purposes generally, to be organised under the control of a department to be styled "The Army Transport Department."

2nd. This department to be presided over by a director under the orders of the Commander in Chief through the Quartermaster General's Department.

3rd. The director to have two commissioned officers under him as assistants. The director's head quarters to be at Poona from June to October; he will be employed in visiting his stations during the rest of the year. His assistants' head quarters to be at Mhow and Belgaum, respectively. Eventually the charge of detachments would be held by the director and his assistants as superintending the carriage within certain limits or circles.

4th. In time of peace these would be the only commissioned officers in the department. In time of war an assistant on a staff salary of 300 rupees per mensem, with pay and allowances of his rank, would be appointed to every force about 2,500 strong taking the field. Competent and deserving warrant officers belonging to the department would be eligible as assistants on unattached rank as officers being given to them.

5th. The staff salaries of the director and his staff would be as follows, viz.:—

Director's staff salary -	-	-	-	-	Rs. 600	} With pay and field allowances of their rank.
Each assistant -	-	-	-	-	300	

6th. On the peace establishment, a first-class conductor at each divisional head-quarters of the army, on a staff salary of 150 rupees per mensem, exclusive of the pay of his rank, and a sub-conductor at each minor station on 100 rupees. These, it is presumed, would not be in excess of the number now borne on the commissariat returns.

7th. Other ranks would be assumed just as they now stand on the commissariat returns, such modifications as might be requisite being hereafter submitted, should this prospectus be approved of.

If this system is extended to every station in the army, instead of only those named in the abstract, we should in time of war have still larger resources to draw from for the field without any increase of expenditure; in fact, we should get enlisted men at less pay than those now borne on the commissariat returns, and the smallest station could send its detachment to join the main army.

8th. All ranks should be drilled to the same extent as the police are. The warrant and non-commissioned officers to be armed with a revolver and sabre, the lower ranks with the latter only; clothing and organisation of the native ranks on the permanent establishment to be similar to that of the store, gun, and tent lascars, who are enlisted men, and whose ranks are augmented by an extra establishment for war purposes, without involving any claims for pension, &c.

9th. It is proposed, if this prospectus be approved, that the director and his assistants should first organise the carriage and establishments at Poona, Sholapoor, Nuggur, and Malligaum on the new footing; after that, that they should proceed to perform the same at Mhow, Neemuch, Nusseerabad, Deesa, Ahmedabad, and Belgaum; each division being brought on the new footing when the preliminaries at its head-quarters are reported as settled by the director.

10th. Excepting for station purposes the Commander in Chief does not recommend any field carriage being kept up in Scinde, quite enough camels being procurable at any time. Such establishments, however, as we require should be organised as the rest of the army.

11th. Carriage for station purposes required by the Commissariat Department would be obtained by requisition from the warrant officer in charge, but requisitions for carriage to go beyond station limits by the Commissariat Department, or for carriage within station limits by any other department would require to be sanctioned by the general officer commanding the division, or the brigadier commanding the station, according to the presence or absence of those authorities at the time being.

Necessity for regulating the distance to which carriage is sent lest it should be suddenly required to move the troops.

12th. To avoid any objections that might be raised to warrant officers having the uncontrolled management of the contracts or purchases of grain and forage for the feeding of animals in cantonments, the superintendent of bazars of a station, where neither the director or his assistants were present, would be required to attest all contracts or purchases with his

The directors to communicate with superintendents of bazars on these subjects when necessary.

Appendix, No. 11. countersignature, and a certificate that the prices charged were the best obtainable. Animals on command would be fed as at present by the officers or non-commissioned officers in charge.

13th. A monthly inspection of all the animals and equipments, sick, and other carriage in charge would be made by the brigadier commanding the station, and a report thereof forwarded through the division to the Quartermaster General of the army for the Commander in Chief's information.

14th. Although there may be some difficulty at first in adapting pack-carriage to station and transit purposes, yet as field movements require that pack-carriage should preponderate, the higher object cannot be sacrificed for a lower, particularly as there would always be on hand a certain proportion of draught bullocks and carts, which are absolutely required for some of the stores of an army. Difficulties of this kind will yield to management; in fact, they must do so, as the State cannot keep up complete sets of carriage for both purposes.

On the whole of the field carriage being withdrawn from a station for field service, the Commissariat Department would have to hire carriage for their own purposes on their own responsibility.

15th. On war breaking out it is proposed that the extra carriage, hired, or purchased in consequence, be kept as much as possible for work in the rear of the army, the tried and organised men and cattle being sent with the troops into the field, which is just the reverse of what has been the practice, viz., to send raw and untutored men, unwieldy carts, and unbroken cattle into the field, all being as unfit for the purpose as it is possible to conceive them; of course, some such must take the field if the force be a very large one, but mixed with a good proportion of the permanent establishment, they will be more in hand than heretofore, and the men be far less likely to desert when associated with respectably clothed and armed bodies.

13. The main scope, then, of this prospectus is to assume the establishments now borne on the commissariat returns, and gradually to mould them to serve what has been described as the paramount requirement of the day as regards the army, viz., the foundation of its transport on a basis that will not only enable a considerable body of troops to move on the shortest notice, but will ensure some degree of order in the baggage department, the want of which has too often crippled, and in some instances prevented, the most important military movements from being completely successful.

I have, &c.
(signed) *R. Phayre*,
Lieutenant Colonel, Quartermaster General.

P.S.—I should explain that when, by the Commander in Chief's desire, I first called for the information from general officers commanding divisions now submitted, it was merely in contemplation to ascertain the amount of carriage required to be kept up for certain field detachments without any idea of its organisation on a military basis; hence the omission of certain stations from the abstract; subsequent correspondence, however, has led to the discussion of the question of organisation, and as his Excellency believes that we shall never have a really economical and efficient transport establishment, except we enlist its followers, and arm, clothe, and drill them to a certain extent, I am respectfully to submit that if Government desire to entertain the project of military organisation, I would, on being furnished with a return of the cattle and followers at each station of the army now borne in the Commissary General's returns, give a definite form to the scheme as a whole, upon which ultimate measures could be based.

2. Referring to some former correspondence about army transport which was sent by order of Government for the information of the Finance Commission, the president has requested me to favour him with any plan I had to propose regarding its organisation, and, if permitted by Government to do so, I will forward a copy of this letter as a reply to that request.

(signed) *R. Phayre*,
Lieutenant Colonel, Quartermaster General.

P. S., No. II.—It is requested that the accompanying file of correspondence may be returned when no longer required by Government.

R. Phayre,
Lieutenant Colonel, Quartermaster General.

ABSTRACT of FIELD CARRIAGE proposed to be Kept Up by the Army Transport Department at the Military Points of Importance specified below.

Poona, 23 August 1859.

S T A T I O N S.		Elephants.	Mules and Ponies.	Riding Camels.	Camels.	Draught Bullocks.	Carts.	Bearers.	
Poona	-	20	100	50	100	400	100	300	The bulk of the carriage for the Poona brigade taking the field should be to the front at Malligaum, Nuggur, and Sholapoor. Malligaum is an important <i>entrepôt</i> for carriage, irrespective of the strength of its garrison, because in the event of field movements anywhere E. or N. E. of Bombay, it would have to be strengthened and become a most important link in the line of communication between the Presidency and Mhow, and the Presidency and the Nizam's Country by Asseerghur, &c. The amount of carts put down for that place will never be idle, and they will form a valuable means of transporting commissariat supplies in any direction required. We should have at least 500 carts in store at Malligaum besides those in use. As a rule there should be double the number of carts named in this abstract kept in store at each station ready for use on war breaking out. The recent injuries done to individuals, and general check to agriculture given by seizing the ryots' carts throughout the country, necessitates this measure as one of common justice to them and no less to ourselves.
Ahmednuggur	-	20	400	150	300	100	25	150	
Sholapoor	-	25	400	150	300	100	25	100	
Malligaum	-	-	100	50	500	600	150	50	
	-	65	1,000	400	1,200	1,200	300	600	
TOTAL									
Belgaum	-	25	400	-	-	400	100	200	As a rule there should be double the number of carts named in this abstract kept in store at each station ready for use on war breaking out. The recent injuries done to individuals, and general check to agriculture given by seizing the ryots' carts throughout the country, necessitates this measure as one of common justice to them and no less to ourselves.
Mhow	-	20	200	150	400	300	70	150	
Nusserabad	-	-	200	150	250	100	25	100	
Neemuch	-	-	200	150	250	100	25	75	
	-	20	600	450	900	500	120	325	
TOTAL									
Deesa	-	20	50	50	100	100	25	75	As a rule there should be double the number of carts named in this abstract kept in store at each station ready for use on war breaking out. The recent injuries done to individuals, and general check to agriculture given by seizing the ryots' carts throughout the country, necessitates this measure as one of common justice to them and no less to ourselves.
Ahmedabad	-	20	50	50	50	100	25	100	
	-	40	100	100	150	200	50	175	
TOTAL									
GRAND TOTAL		150	2,100	950	2,250	2,300	570	1,300	

It does not appear necessary to keep up any field establishment in Scinde, where camels are procurable almost as soon as required ; but the carriage establishments for stations, as Kurrachee and Hyderabad, should be enlisted men.

R. Phayre, Lieutenant Colonel,
Quartermaster General.

Appendix No. 11.

RESOLUTION of Government, No. 4696, dated 30th September 1859.

HIS Lordship in Council most fully concurs in the opinion that the permanent carriage of the army must be organised with exclusive regard to field operations, and that no secondary purpose to which the carriage may be applied in time of peace should be allowed in any degree to modify the organisation.

2. The questions to be determined are :—

1st.—The proposal that the transport shall be a separate department, instead of being a portion of the Commissariat Department.

2nd.—The proposal that all the men employed shall be enlisted men.

3rd.—The quantity of carriage to be permanently maintained.

3. On the first question his Lordship in Council entertains no doubt whatever that it would be a step in the wrong direction to make the transport a separate department, distinct from the Commissariat. The supply of an army is wholly dependent upon transport. Both, therefore, should be placed under one department. This consideration appears alone sufficient to decide the question; but if any further reason be required, his Lordship in Council would point to the clashing which must obviously ensue if the departments of transport and supply be separated.

4. The Quartermaster General's letter suggests two reasons for separation :—

1st.—Lest we should relapse to the practice of keeping up the kind and quantity of transport best suited to the convenience of the Commissariat in time of peace.

2nd.—That the Commissariat has so much to do in feeding the army, that it cannot do justice to the duty of providing the transport.

5. As respects the first objection, it is to be observed that former practice was not the consequence of the organisation, but of losing sight of the importance of maintaining the mobility of the troops. If a certain quantity and kind of carriage be appointed as the field transport of the army, to be maintained for that purpose only, and the Commissariat Department have no power to alter it without the orders of Government obtained through the head-quarters of the army, his Lordship in Council sees no reason to anticipate the sacrifice of the primary purpose, so long as the military authorities and Government retain a due sense of its importance.

6. The second objection appears to his Lordship in Council to be founded on an erroneous view of the circumstances which should determine the separation of departments. The quantity of the duty affects the number of officers employed, but has no relation to the question of independent control.

7. On the proposal that all the followers connected with the transport shall be enlisted men, armed, clothed, and drilled to the same extent as the police, his Lordship in Council observes that enlistment is not essential to the degree of military organisation, which appears practicable amongst camelmén, bullock drivers, and dooly-bearers. Irrespectively of the repugnance which the best camelmén would probably feel to enter the service under the conditions of enlistment, his Lordship in Council is inclined to the opinion that in this country it is not of much consequence whether the followers be enlisted or not, provided that they are organised, and provided that experience has not shown that these men, when entertained on a permanent establishment, are apt to refuse to go on service, or to strike for higher wages, or to desert when in the field. The Commissary General should be requested to report the experience of his department in this respect.

8. The transport, however, must be organised and trained to act as a body under military control, and it may probably be advantageous to clothe and arm them. On this point, also, the opinion of the Commissary General should be requested.

9. The question of the quantity of military transport to be maintained has been referred by the Government of India to the Military Commission presided over by Colonel Jameson. The correspondence on this subject, including the Quartermaster General's letter and this resolution, should be sent to that Committee, and his Lordship in Council hopes that the Committee will bear in mind the necessity of always keeping a certain proportion of the troops in readiness for immediate movement, and that a much smaller number of men will suffice, if they can be readily transported in a state of perfect equipment and efficiency, than if they are dependent on hired carriage, which is not always obtainable when it is required, and is always inferior in the power of keeping up with the troops, and liable to fail or desert in the hour of need. The efficiency of the army must not be sacrificed to the financial exigency.

10. The correspondence belonging to the Quartermaster General's Office to be returned to the Quartermaster General, and he should forward it to the Commission.

(signed) *W. E. Marriott*, Captain,
Acting Secretary to Government.

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Appendix, No. 12.

PAPER handed in by Colonel *Marriott*, 24 May 1870.

CORRESPONDENCE about COAL, in continuation of former Papers.

Appendix, No. 12.

My dear Young,

5 September.

THE Governor thinks that more Marine officers should go with the Reconnoitring Party. You have named Dawes for one. He thinks that either Lieutenant Morland or Lieutenant Searle should be spared for a time and go at once. Commander Giles could be got from Currachee to follow by the first opportunity.

Would Lieutenant Parker from Karwar be a useful officer?

Would Lieutenant Brebner be useful?

He inquires about lighters for debarkation whence obtainable? how to be sent? and he suggests that some large ones to form a floating pier would be desirable.

He hears that the Peninsular and Oriental Company have a tug at Aden for sale which he thinks may perhaps be serviceable for despatch purposes. Please inquire.

A supply of coal should be forwarded to the port of debarkation so soon as that is known. Can we give the supply from Aden? His Excellency thinks that the tug above mentioned if taken up might tow it thither.

His Excellency thinks that a store ship would be convenient at the port of debarkation. Would the "Semiramis" be useful for this?

Yours, &c.
(signed) *W. F. Marriott.*

My dear Marriott,

Bombay, 11 August 1867.

I WROTE you yesterday about coal; we have now 5,000 tons on hand; 2,000 more expected in October, 6,500 more demanded, but no advice of its having left England. If there is a tolerable certainty of an Expedition going, I would advise the purchase of coal at once; there is not a large supply in the market; it is to be got now for 35 rupees a ton, but once the Expedition is published to the world the price would go up to 50 rupees in no time, and we shall be obliged to buy at whatever it may rise to. Kindly let me know as early as possible if I am to buy.

Yours, &c.
(signed) *J. Young.*

At this time it was not known publicly that the Expedition had been ordered from home. In reference to this and the engagement of steamers, Captain Young was requested to come to me in Poona, and after consultation I directed him to purchase in such a manner as not to attract notice and through various agents simultaneously as much coal as he could; the quantity available being stated at 15,000 to 20,000 tons. We were able by these means to sweep the market without paying any more than the ruling market rate of the day. Ten days after the price was quoted at 50 to arrive.

W. R. S. V. FitzGerald.

(No. 310 of 1867.—Marine Department.)

Sir,

Superintendent's Office, Bombay, 29 August 1867.

In transmitting the accompanying letter marked "confidential" to my address from the Marine Store-keeper of this date, relative to the arrangements made by him for obtaining a supply of coal (on the tenders therein noted) at the cheapest possible rates to meet the requirements of the Abyssinian mission, amounting to 23,472½ tons, averaging at the rate of a little over 34 rupees per ton, and with the view of preventing excitement in the market, I have the honour to report that I have accepted the tenders, and solicit the sanction of Government thereto.

I have, &c.
(signed) *J. Young,*
Superintendent of Marine.

The Secretary to Government

Appendix, No. 12. (Confidential.)

Marine Storekeeper's Office,

Bombay Dockyard, 29 August 1867.

Sir,

In compliance with your verbal instructions to purchase coal in harbour and to arrive inclusive July sailings without exciting the market, I have the honour to report having purchased the quantities and cargoes (to arrive) as follows, in order of their purchase, with the dates of sailing from England, and prices per ton weighed on board and delivered alongside. I have taken considerable pains and trouble to effect the purchases at as low rates and as quietly as possible to prevent excitement in the market, and trust the measures I have adopted may meet with approval. I may add that very little, if any, coal earlier than August sailing is available for purchase in the market this day.

	<i>Rs.</i>	<i>Tons</i>	
On Carnac Bunder at	- 35 per ton	3,000	1
Ship Gilbert Thompson, in Port	- 33 "	1,437	2
" Belle Isle, sailed June 20th	- 32 "	1,590	3
" Norah Grahame, sailed May 22nd	- 33 "	1,050	4
" Flying Venus, sailed July 12th	- 33 "	1,700	5
" Volante, sailed April 27th	- 34 "	1,450	6
" Sydney Dacre, sailed July 11th	- 33 "	1,850	7
" Berenice, sailed June 4th	- 33 "	1,963	8
" John Watt, sailed July	- 33 "	1,550	9
" Knighton, sailed July	- 33 "	1,450	10
" Oaklands, sailed July 3rd	- 33 "	1,754	11
" Atlas, sailed July 3rd	- 33 "	813½	12
" Canova, sailed July 29th	- 35 "	1,550	13
" Summerlie, sailed June 19th	- 40 "	1,120	14
" Zulieka, sailed June 11th	- 40 "	1,195	15
TOTAL Tons	- - -	23,472½	

The Superintendent of Marine.

E. E.

I have, &c.
(signed) *G. T. Robinson,*
Marine Storekeeper.

I think the two last cargoes might have been dispensed with. The ground of purchase was that only two cargoes of the June sailings had been bought, and these were the only two cargoes of that date that were available.

W. R. S. V. FitzGerald.

(No. 144 of 1867-68.—Marine Department.)

REPORT.

I HAVE the honour to report that it appears to me the Superintendent of Marine has greatly exceeded his authority in having accepted tenders for the purchase of coal to arrive, without first obtaining the sanction of Government thereto; in fact I am not aware of any order authorising him to purchase any coal.

2. At the present time there is, it is believed, upwards of 3,000 tons of coal in store, and the vessels named in the margin may shortly be expected with upwards of 3,000 tons more.

Sailed.		
Sir Charles Napier	- March 1867.	3. I may also mention that there is at present an indent before the Home
Compeer	- April "	Government for 10,000 tons, so that there appears to me to be no im-
Ovangandy	- March "	mediate necessity for a purchase here.
Veritas	- June "	

4. A telegram which reached Bombay this day states that the steam transports for the Abyssinian Expedition are to be engaged in England; and it is very probable that they will have to make their own arrangement for coaling. If it was found absolutely necessary to have a larger quantity of coals by the beginning of next year, a telegram might have been dispatched, ordering them from England, and at much lower rates than those given by the superintendent, as the coals from England are delivered in harbour at the rate of 47 shillings per ton. The arrangement entered into by the Superintendent of Marine shows a dead loss of 2,50,857 rupees, as follows:—

23,472, at 34½	- - - - -	<i>Rs.</i> 8,02,449
23,472 at 23½	- - - - -	" 5,51,592

Difference - - *Rs.* 2,50,857

(signed) *J. L. Lushington,*
Accountant General.

Accountant General's Office, Bombay,
4 September 1867.

(Military Department.—No. 3167.)

LETTER from the Superintendent of Marine, No. 310, dated 29th August 1867.

Bombay Castle, 9 September 1867.

SOLICITS sanction to his having accepted tenders for the supply of 23,472½ tons of coal at 34½ rupees per ton, to meet the requirements of the Abyssinian Expedition.

Report by the Accountant General, No. 144, dated 4th September 1867.

Resolution—sanctioned.

His Excellency in Council adds with reference to the Accountant General's remarks, that the Superintendent of Marine has been in demi-official correspondence with Government on the subject, and did not transgress the discretional authority virtually given to him.

The Accountant General.

W. F. Marriott, Colonel,
Secretary to Government.

With respect to the purchases of coal to arrive which were made in September 1867, the price though apparently high, contrasted with the prices that have ruled since, or the price at which coal can ordinarily be laid down in Bombay (which is stated by the Accountant General to be 23½ rupees) was not greatly in excess of the price obtained at the time for coal then in the harbour and considerably less than that demanded a month later.

I think the price paid for coal arrived was in August from 32 to 33 rupees, and a month later for coal to arrive was 48 to 50.

The Accountant General suggested that a great saving could be effected by telegraphing our orders home, and having coal dispatched out on Government account. But at the time he wrote the "Sir Charles Napier," with coal on our account, that had left England in March, had not arrived in September, and it was therefore probable that coal ordered in September might not arrive till March, more especially as the "Napier" had had the south-west monsoon in her favour, and a vessel dispatched at the date supposed from England would have had the north-east monsoon against her.

What was required was a stock of coal arriving from time to time to meet our needs until the coal indentured for arrived, and though Captain Young exceeded somewhat what might be required, which in conversation with him I had estimated 18,000 to 20,000; yet subsequent circumstances showed that the excess was purchased in a prudent exercise of the discretion I thought it necessary to leave to him.

I must add that it appeared to me that the storekeeper managed these large purchases very discreetly and without alarming the market. In fact it was not known that the Government was the purchaser, and we swept the market without its being suspected till the last two cargoes were bought that we needed coal at all.

The published rates for coal as per "Price Current" were as follows:—

	Week ending			
24 June 1867	-	-	-	32 to 33.
9 July "	-	-	-	32 to 34.
24 July "	-	-	-	33.
9 Aug. "	-	-	-	33.
24 Aug. "	-	-	-	33 to 38.

the average price paid on these purchases was 34½ rupees.

W. R. S. V. FitzGerald.

Sir,

Superintendent's Office, Bombay, 12 July 1869.

IN reply to your memorandum of 8th July 1869, I have the honour to inform you,—

The price of the first purchase of coal in August 1867, was 35 rupees per ton, for 3,000 tons tendered by Messrs. Sir Charles Forbes & Co.

The highest market prices for coal, as per prices current, were for,—

1866	-	-	-	-	-	-	-	-	35 rupees per ton.
1867	-	-	-	-	-	-	-	-	45 " "
1868	-	-	-	-	-	-	-	-	31 " "

Messrs. Elmstone, Whitewell, & Co. have tendered the ship "Athena," 1,217 tons, for three or four months certain, at the rate of 8½ rupees per registered ton, ship to be paid off in Bombay.

The quantity of coal indentured for on the Secretary of State for India in 1867–68, was 10,000 tons.

I have, &c.

G. T. Robinson, Commander I. N.,
Superintendent of Marine.

The Secretary to Government.

(No. 492 of 1867.—Military Department.)

Sir,
 Superintendent's Office, Bombay, 20 November 1867.
 IN transmitting the accompanying tenders for the supply of the cargoes of coal of the undermentioned vessels together with rates set forth against each, viz. :—

N. & E. Gardner	-	-	-	-	-	-	1,900 tons.	
Moriana	-	-	-	-	-	-	1,700	„
(At 34 rupees per ton, if delivery be taken on bill of lading weight, or at half-a-rupee additional should the customary 2 per cent. be deducted for wastage.)								
Oneeza	-	-	-	-	-	-	1,800	„
Larfieldt	-	-	-	-	-	-	900	„
Scotland	-	-	-	-	-	-	1,770	„
and								
Calcutta	-	-	-	-	-	-	1,750	„
								35 rupees per ton delivered by weight.
								40 rupees per ton.
								36 „ „

For the Abyssinian Expedition, I have the honour to report having, in anticipation of the sanction of his Excellency in Council, which is now solicited, directed the marine store-keeper to accept those tenders at the above rates.

I have, &c.
 (signed) *J. Young,*
 Superintendent of Marine.

Report by the Accountant General, No 252, dated 30th November 1867.

(Attached.)

Sanctioned. *W. R. S. V. FitzGerald.*

The Secretary to Government.

(No. 252 of 1867-68.—Marine Department.)

REPORT.

I HAVE the honour to state that with the exception of the cargo *ex* "Scotland," I consider the rates at which the coal has been purchased fair and reasonable, and may be sanctioned.

There being no immediate necessity to purchase the "Scotland's" cargo, the store keeper should have submitted its tender for sanction before accepting it.

(signed) *J. L. Lushington,*
 Accountant General's Office, Bombay,
 30 November 1867. Accountant General.

These two last papers are included to show the course adopted to control expenditure. Strictly speaking the expenditure having no reference to our Budget, the Accountant General was not concerned to make any report on it. But all expenditure was uniformly referred to him for report in order that he might bring to my notice, if unauthorised, or if the price given were unnecessarily high. Thus not knowing that demi-official instructions had been privately given to Captain Young, it will be seen that the Accountant General immediately reported against his first purchases as unauthorised. In this latter case the price is reported as reasonable.

W. R. S. V. FitzGerald.

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(No. 950—137 of 1867.—Marine Department.)

Appendix No. 12.

From the Officiating Resident to the Secretary to Government, Bombay ; dated Aden,
29 November 1867.

Sir,

THE agent of the Peninsular and Oriental Company has informed me to-day that he feels anxious with regard to the supply of coal from this depôt. He states that supposing he receives during the coming month all the consignments due, and assuming that the expenditure on account of the Abyssinian Expedition will be about the same as it has been during the present month and the latter part of the month before, he will be left with only a balance of 5,025 tons of coal at the end of the year. During the months of January and February, and the first part of the month of March next, supposing the expenditure to be the same, the disbursements will out-balance the receipts by between 2,000 or 3,000 tons, supposing at the same time that all the coal ships arrive about the time they are expected ; this will therefore reduce the balance at the middle of March next (when the first of coal ships chartered by the company expressly on account of the extra demand for Abyssinia may be expected) to about 2,525 tons.

2. It may reasonably be supposed that during the next three months the demand for coal from this depôt will be considerably greater than it has yet been, and in this case, if the present arrangements are carried on, it seems probable that the agent will be unable to meet all demands until the arrival of the extra supply from home. The agent has also told me that he has received instructions from home to the effect that he was to have 10,000 tons of coal ready for Government use during the month of December, and 10,000 more as soon afterwards as possible, and that he has already given on Government account 10,025 tons, that is to say, has already supplied more than he was to have disbursed during the ensuing month, which circumstance has greatly put out his first calculations.

3. Under these circumstances the agent has requested me to draw the attention of Government to this state of affairs, and has further solicited me to suggest, for the consideration of his Excellency the Governor in Council, the advisability of ordering all sailing transports to make as much use of their sails as possible, the steamers being ordered to keep in company with their respective vessels, they also making good use of their canvas, and only towing their ships at such times as it is absolutely necessary ; and if these steam ships are well supplied with coal previous to departure from India, the call for coal at this port would be much reduced, and would enable the Peninsular and Oriental Company to comply with all demands, and keep up the supply until the arrival of the extra ships in March next.

I have, &c.
(signed) H. B. Abbott, Lieutenant,
Officiating Resident.

(No. 781 of 1869.)

REPORT.

Superintendent's Office, Bombay, 22 March 1869.

WITH reference to the Accountant General's Memorandum, No. 3503 of 18th instant, the undersigned begs to state that it was found so expensive, the cost of boat and cooly hire to remove coal from the bottoms of the coal boxes and coal hold of the Abyssinian transports, that it would have been a gain to the State to have allowed the ships to keep it free of charge, as in most cases it was but just the sweepings of the holds. To therefore avoid loss I induced the captains and agents to retain the remains on board at best price I could command, and thereby made considerable gain to the Imperial Government.

It may be remarked the price paid in England appears to be very high for the coal sent out for the Expedition. The accompaniments to the memorandum under reply are herewith returned.

(signed) G. T. Robinson, Commander R. N.
Superintendent of Marine.

Sent to Secretary of State in reply to Admiral Mends' letter, dated 29th December 1868.

Appendix, No. 12. STATEMENT showing the Names of the Hired Transports, with Quantity of Coal on Board each, and the Rates at which it was sold.

NAMES OF VESSELS.	Quantity of Coal on Board at the Date of Vessel's Discharge.		Rate per Ton at which it was Sold.	NAMES OF VESSELS.	Quantity of Coal on Board at the Date of Vessel's Discharge.		Rate per Ton at which it was Sold.
	Tons.	cwt.			Tons.	cwt.	
Steamer Arabia - - -	30	10½	14 - -	Steamer Madras - - -	-	-	20 - -
„ Asia - - -	64	0	14 - -	„ Norna - - -	98	7	20 - -
„ Armenian - - -	45	0	19 - -	„ Ottawa - - -	237	0	—
„ Bombay Castle - -	45	0	17 - -	„ Pearl - - -	42	0	21 4 -
„ Euphrates - - -	-	-	14 - -	„ Punjaub - - -	-	-	14 - -
„ Great Victoria - -	183	0	12 - -	„ Sultan - - -	157	9	20 - -
„ General Outram - -	22	10	21 4 -	„ Sattara - - -	-	-	14 - -
„ Havelock - - -	82	0	15 - -	„ Sunda - - -	70	4	20 - -
„ Indore - - -	180	0	20 - -	„ Tilly - - -	20	3	14 - -
„ India - - -	-	-	14 - -	„ Sukura - - -	-	-	14 - -
„ John Bright - - -	92	5	21 8 -	„ Thales - - -	39	10	12 - -
„ Japan - - -	44	14½	12 - -	„ Viscount Canning -	44	17	18 - -
„ Lord Clyde - - -	28	10	14 - -	Ship Premchand Roychund -	0	13	12 - -

(signed) *E. Rule,*
Officiating First Assistant Accountant General.

Bombay, 8 April 1869.

Peninsular and Oriental Steam Navigation Company,
Bombay, 28 January 1869.

Sir,

I AM instructed by my directors that they have agreed to relieve Government of the surplus stock of coal remaining from the Abyssinian Expedition, say, 10,000 tons, more or less, and I am directed that the price to be paid for the same is to be arranged between yourself and myself.

You are aware that these coals have been stored at Butcher's Island, unprotected and exposed to the whole of the south-west monsoon. This has depreciated them full 25 per cent.

The present price of fresh coal in the market is 15 rupees per ton, but from the very large shipments which have been made in England for this port, during the last three months, there is certain to be a considerable fall shortly in this rate.

I therefore beg to propose as the purchasing price 15 rupees per ton, less 25 per cent for depreciation and less 1 rupee per ton, being half the cost of bringing them from Butcher's Island to our dépôt.

Should these terms meet your views, I shall be prepared to take delivery by weight of all the above coals which are fit for use on board of our steamers, commencing in July next. I cannot fix an earlier date than this, as we have such a large stock now on hand, I have no place to stow any more.

I have, &c.
(signed) *George F. Henry,*
Superintendent.

The Superintendent of Marine, Bombay.

Referred to Accountant General for report.

(signed) *J. Macdonald,* Major,
Deputy Secretary to Government.

11 February 1869.

PAPER handed in by Colonel Marriott.

STATEMENT showing the Estimated Strength of the ABYSSINIAN EXPEDITIONARY FORCE, as calculated in August 1867; also the Number of TROOPS actually Embarked; and an Explanation of the Nature of the Increase.

DETAIL OF FORCE.										EXPLANATION OF THE NATURE OF THE INCREASE.	
ESTABLISHMENT.						Deducted on Account of Depôts, Sick, and others unable to proceed on Service.	Strength of the Force as Estimated in the Return which accompanied the Adjutant General's Letter to Government, No. 1380, of 11th Sept. 1867.	EMBARKED			
Non-Commissioned Officers and Men.		Total Number of Officers.		GRAND TOTAL.	5.			Number of Batteries or Corps.	Number of Officers, Non-commissioned Officers, and Men.		
Per Battery, or Corps.	1.	TOTAL.	2.								British.
BRITISH											
ROYAL ARTILLERY:											
4 Field Batteries	-	145	580	24	-	604	-	604	1 Field Battery, 3 (Garrison Batteries	495	
1 Mountain Train	-	-	90	3	3	96	-	96	1 Company -	100	
Heavy Guns	-	-	45	7	-	52	-	52	-	--	
CAVALRY:											
1 Squadron	-	64	128	9	-	137	-	137	Head Quarters and Wing.	213	
INFANTRY:											
4 Regiments	-	859	3,436	156	-	3,592	636	2,956	4 Regiments	3,387	
SAPPERS:											
2 Companies and Pontoon	-	-	200	7	4	211	-	211	4 Companies Bombay Sappers, 3 Companies Madras Sappers.	869	
CAVALRY:	-	480	1,920	32	76	2,028	296	1,732	4 Regiments	1,968	
INFANTRY:											
9 Regiments	-	696	6,264	72	144	6,480	720	5,760	9 Regiments	6,019	
PIONEERS:											
1 Regiment	-	-	600	8	16	624	-	624	1 Regiment, viz. the 23rd Punjab Pioneers.	759	
TOTAL		- - -	13,263	318	243	13,824	1,652	12,172	14,410		
NATIVE											
Total increase on Estimate (720 - 640=80×9=)											720
GRAND TOTAL										2,080	
N.B.—The differences in the remaining instances between this estimate and the number embarked are not large, considering that one is the assumed and the other the actual strength of the Troops.											

Adjutant General's Office, Head Quarters, Mahabaleshwar, 4th May 1868.

Appendix, No. 14.

Appendix, No. 14.

PAPERS handed in by Colonel *H. W. Holland*.

(No. A.—54 of 1868.)

MEMORANDUM from Lieutenant Colonel *H. W. Holland*, Controller of Supply and Transport, A. F. F., for the information of His Excellency Sir *Robert Napier*, Commander in Chief.

Camp, Zoola, 27 January 1868.

HAVING assumed the functions of my office as Controller of Supply and Transport, A. F. F., I have the honour to submit, for your Excellency's consideration, a few remarks which only at the present time I am able to offer, reserving for a future date, after I have acquired a further insight into the state of things generally in the departments over which I have control under your Excellency's orders, any other remarks I have to make.

2. Of the Commissariat Department I have little to say. Its organisation is most creditable to Lieutenant Colonel Lucas and his officers; and it is satisfactory to know that their exertions and labours, under most unprecedented difficulties, have met with your Excellency's approval.

3. The circumstances under which so small a supply of provision, &c., has as yet reached the port are, as your Excellency is aware, owing entirely to the shortcomings of the Transport Train; but my suggestions, which have met with your Excellency's approval, for placing exclusively at the disposal of the Commissariat Department a certain portion of carriage which that department will be unfettered as to the use of, will, I trust, remedy the existing evil.

4. Of the Land Transport Train I wish I could speak favourably; but its organisation, which was imperfect in India, has not, in my opinion, improved since its transfer to Abyssinia, and, admitting fully the difficulties under which the organisation of the corps was undertaken, I respectfully submit that more favourable results than these might have been expected.

5. Major Warden being absent, I defer, till after his return, submitting any more detailed report on the Transport Train. There are many points on which, as yet, I have been unable to obtain reliable information; but it is to be hoped some correct and satisfactory return of the number of animals in possession of the train may be forthcoming on Major Warden's return from his present tour, for I admit I am fairly startled at the deficiency between the number at present shown in the Returns and what have been landed here, which leads to the conclusion that our casualties have been most extraordinary.

6. With reference to the camels supplied for the use of the army, under arrangements made by the political authorities, many of these animals were from the first unfit for service, as the large proportion at present sick at Koomaylee proves. Of these latter, many are positively useless, and the retention of them in the hopes of their being of service to us hereafter, is, as I submitted to your Excellency at Koomaylee on the 25th inst., altogether undesirable; the additional care and supervision of useless cattle being a tax upon our already overworked departments and establishments, which the existing pressure will not for a moment admit of.

7. Your Excellency having found it necessary to depute Captain Willoughby to Egypt on special duty, has placed me at a serious disadvantage, it having been arranged with your Excellency's concurrence in Bombay, that Captain Willoughby was to be my assistant in Abyssinia. Your Excellency's permission since granted, however, for this officer to return from Egypt on the completion of the duty assigned to him, will relieve me of the serious anxiety which I at present feel in the supervision of the duties of my office, especially in the control of the Transport Train; but I am quite prepared, in accordance with your Excellency's lately expressed wishes, to show due consideration for the difficulties of Major Warden's position, and to give him every encouragement in carrying out the duties devolving upon him.

(signed) *H. W. Holland*, Lieut. Colonel,
Controller of Supply and Transport, A. F. F.

(True copy.)

(signed) *H. W. Holland*, Colonel, C.B.,
Bombay Staff Corps.

(No. 216 of 1868.)

From the Assistant Quartermaster General, Army Head Quarters, to the Controller of Supply and Transport, A. F. F.

Sir,

Camp Senafe, 1 February 1868.

IN acknowledging the receipt of your Memorandum, No. A—54, dated Zoolla, 27th January, I am directed by the Commander in Chief to make the following remarks:—

2. The deficiencies of the Land Transport Corps are the cause of delay in the advance of the force, and the rapid melting away of the stock of camels and mules requires most serious consideration.

3. It must be remembered, however, in justice to Major Warden, that that officer was not a free agent in the first formation of the corps, but acted in obedience to the Commissary General, Bombay. He consequently had no time to collect sufficient officers and non-commissioned officers, and those that were sent were not of his own choosing. Again, Major Warden had nothing to say to the difficulties occasioned by the arrival of the mules at Suez before there were proper arrangements made to receive them, or to the misconduct of the Egyptian muleteers; and it will doubtless be in your recollection, that when his Excellency referred you to Government for information regarding mules and muleteers from Persia, the Military Secretary to Government requested you to telegraph to the Persian Gulf.

4. The necessity for pushing up the first body of troops at any sacrifice, the heterogeneous materials of which the first detachments of Land Transport Corps at Zoolla consisted, the variety of languages, want of interpreters, and consequent difficulty which officers of the corps had in communicating with their subordinates, prevented any effectual attempt being made to carry out the plan of organisation which had been determined on.

5. For a month previous to Major Warden's arrival, Sir Charles Staveland had been endeavouring to infuse some order into the corps, scattered over a line of 60 miles, and when Major Warden assumed the direction, no doubt much had been done to establish and provision the depôts, and to correct misconduct of the muleteers. The officers, as a rule, exerted themselves beyond all praise, but inexperienced in their duties, as they doubtless were, it was not to be expected that they would be able to cope satisfactorily with the extraordinary difficulties they had to contend against.

6. Considering the date on which the first batches of mules were landed at Zoolla, the date on which the detachments of the Land Transport Corps were dispatched from Bombay (none having arrived between the landing of Colonel Field's force and the arrival of the steam transport "General Havelock" with Captain Twentyman's small detachment), his Excellency does not think it was possible to expect any other result than what occurred; and he considers, therefore, that Major Warden cannot be held responsible for shortcomings with which he had nothing to do.

7. On assuming the direction of the Land Transport Corps, all these difficulties stared him in the face, and the disadvantages under which the corps laboured owing to its first disorganisation were materially increased by the scarcity of water and the ravages of the epidemic; owing also to the deficiencies of the postal arrangements information regarding the depôts at out-stations was difficult to be obtained, and mules were left for days without grain or forage.

8. The Commander in Chief has thought it only fair to Major Warden to place on record these different points, in order that that officer may be freed from all responsibility regarding the shortcomings of the Transport Corps previous to his arrival at Zoolla, and that due indulgence may be made for his not at once establishing order and organisation in the corps after he assumed direction of it. It is necessary, in fact, to discriminate between the evils which Major Warden could or could not have realised.

9. His Excellency awaits with anxiety your next report on the subject, and feels sure you will as far as possible correct the deficiencies and remedy the defects of the Land Transport Corps.

10. The magnitude of the establishment is almost beyond the power of control of a single individual, but at the same time it requires the general superintendence and executive experience of an officer of standing and authority to enable him to meet promptly all exigencies; to assist you, therefore, in this onerous and responsible duty, his Excellency relinquishes the almost indispensable services of Captain Willoughby, now employed on special duty in Egypt, as Sir Robert Napier feels that the success of the campaign mainly depends upon the efficiency of the Land Transport Corps.

11. His Excellency trusts, therefore, that this object will supersede all other considerations, and he feels assured that no exertion will be wanting on your part to bring about so desirable a result.

12. Sir Robert Napier is aware that the charge of the Land Transport Corps is a very onerous one, and his Excellency is anxious to relieve Major Warden of part of it as soon as he can see his way to do so.

I have, &c.

(signed) T. J. Holland, Captain,
Assistant Quartermaster General.

(True Copy.)

H. W. Holland, Col., C.B.,
Bombay Staff Corps.

Appendix, No. 15.

Appendix, No. 15.

FURTHER PAPERS handed in by Colonel *Holland*.

(No. 316 of 1688.)

To Colonel *Marriott*, Secretary to Government, Military Department, Bombay.Office of the Controller of Supply and Transport,
Camp, Zulla, 15 February 1868.

Sir,

On the 29th ultimo, I had the honour to submit, for the information of his Excellency the Governor, my letter, No. 91, intimating my having arrived and assumed charge of my official duties, and forwarding therewith a copy of a report submitted by me to his Excellency the Commander in Chief on the state of the Commissariat and Land Transport Train as impressed upon me on my first arrival. Sir Robert Napier's remarks on the above are herewith forwarded in original.

2. From the knowledge I have subsequently gained of the working of the Land Transport Corps, I must admit I at first underrated the difficulties against which Major Warden and his officers have been struggling.

3. These difficulties are so clearly represented by his Excellency, that I can add but little to the remarks he has made.

4. The Egyptian muleteers have indeed proved a serious stumbling-block, but these men will now be dispensed with as the Panjaubees arrive; upwards of 800 of these latter have already landed, and the balance of the first 1,500 are probably now in harbour. These men will be most valuable, they appear active, intelligent, and are besides more than half disciplined; with such men the labours of the officers of the Transport Corps will be much reduced.

4. Our serious need now is transport, and for want of it, the advance of the army is unfortunately impeded, for in consequence of not having at command by the time it was needed the complement of carriage which was expected, Sir Robert Napier's original plan for pushing up supplies and stores to Senafé, before any considerable demand for carriage for the use of the troops would be made, was frustrated, and the result has thrown upon the Transport Corps a sudden amount of pressure sufficient to disorganise it, and against which Major Warden and his officers have most creditably struggled.

5. The accompanying return exhibits as correctly as it is possible at present to ascertain, the deficiency of carriage as now existing in the Transport Corps from the complement originally intended by Government to be maintained for the use of the army, but to what extent this is attributable to casualties must remain to be reported as the necessary information is obtained hereafter.

6. To meet this deficiency Sir Robert Napier has ordered the following animals to be purchased:—

Camels	-	-	-	-	Egypt	-	-	-	1,000
Mules	-	-	-	-	- ditto	-	-	-	1,000
Camels	-	-	-	-	Berbera	-	-	-	1,500
Tattoos	-	-	-	-	- ditto	-	-	-	1,000
Pack bullocks	-	-	-	-	- ditto	-	-	-	1,000
Donkeys	-	-	-	-	- ditto	-	-	-	2,000

7. But it is impossible to say within what time these animals will be forthcoming, especially the camels, as there still remain to be delivered 2,700 under the original contract between the political authorities and Hossein Alli, of Aden, and it is on this man's assistance we are almost entirely dependent for camels.

8. The arrivals of the animals shown in this return as remaining and in course of delivery, is most anxiously looked for, and the bullocks and tattoos from Bombay, Major Nuttall reports, will now come steadily in, but the delay in their dispatch is much to be regretted, as they would have been of the greatest service had they reached earlier. The balance of the mules and tattoos due are shown as per margin, of which those of the Punjaub Mule Train are long overdue.

9. But it is not to casualties alone that the great deficiency of animals is to be attributed. Many mules and camels have died through circumstances so clearly described by his Excellency the Commander in Chief, but the original numbers have never been completed; and of the camels provided for service many were utterly useless; those subsequently received are however of a better description, but the camel carriage is most unsatisfactorily represented and requires large augmentation.

10. In the statement of mules to be provided, 3,000 were expected to be collected in Abyssinia, but this expectation has failed.

11. Though greatly deficient in numbers this description of carriage is represented on the whole by a really good class of animal, and it is fortunate that more have not been lost by the epidemic, which so long and severely attacked both them and the horses with the force.

12. Carts

Punjaub, 450.
Persian, 400.
Calcutta, 400.

12. Carts have been most successfully employed in conveying provisions to Senafé, indeed the pioneer cart which was sent up in advance, has, I believe, reached Attegrat. Convoys of carts, numbering from 50 to 80, including mule and bullock, now regularly go up with supplies, but many more of these are required, and the 300 additional carts with bullocks complete, lately demanded, are anxiously looked for by Sir R. Napier, and to avoid inconvenient delay it is suggested that it might be possible to procure ready-made serviceable country carts, substantially put together. Time is of the utmost importance to us now, for in case of protracted operations an amount of supplies will require to be pushed to the front, for which we cannot have too much of this description of carriage.

13. His Excellency the Commander in Chief is at "Attegrat," and a brigade of the army is now marching in advance on "Autols." In my next letter I shall report for the information of His Excellency the Governor, on the commissariat and transport arrangements required to support this advance, to meet which every possible exertion is now being made. Supplies are still far from plentiful at the front, but our prospects improve, and in advance it is expected grain and grass will be more abundant. It is fortunate that slaughter cattle and sheep are not scarce, and the most important articles of food have of late been pushed up to meet the demand on the commissariat which appeared imminent.

15. The Commissariat Department is severely pressed for the necessary supervision and establishments required to establish the numerous posts that must be kept up as the force advances; but this point has been separately represented in forwarding on for the earnest consideration of Government, Colonel Lucas's application to the Commissary General for the assistance so urgently needed, both in officers and subordinates. His Excellency Sir R. Napier is fully impressed with the importance of having most efficient commissariat assistance, and I am directed by him to bring it most prominently to the notice of Government.

16. Grass, in limited quantities, has of late been procured at "Undul Wells," to the relief of the Commissariat and Transport Corps, and if this supply continues it will prove of great importance, but the Shohoes, who are employed to cut and collect it, are reported to be refractory, and the supply becomes, therefore, precarious. The new commissariat pier is so far advanced that stores can now be landed at it during certain periods of the tide, and I believe that from 350 to 450 tons of stores have been landed daily during the last three days. The advantage of this is immense, as the pier is in a line with the commissariat sheds, which are fast approaching completion; and, with a line of rail passing, the difficulty of removing and storing the supplies is considerably reduced.

I have, &c.

(signed) *H. W. Holland*, Lieutenant Colonel,
Controller of Supply and Transport, A. F. F.

P.S.—The accompanying statement exhibits the quantity of supplies, &c., purchased by the commissariat from the 1st to 11th instant at the stations, as per margin, in addition to which the cavalry have been able to purchase to a great extent grain and forage for their horses.

Facoda.
Senafé.
Addigarat.
Undul Wells.
Mai Wahiz.

H. W. Holland.

RETURN of CARRIAGE for the ARMY of ABYSSINIA. Camp, Zoolla, February 1868.

	Camels.	Tattoos and Mules.	Pack Bullocks.	Draft Bullocks.
Ordered to be provided for use of the army -	8,000	17,000	5,000	600
Present state on the 10th February 1868, as per Return.*	2,355	9,404	976	463
Remaining and in course of delivery - -	2,700	2,070	3,000	137
Required to complete - - - - -	2,945	5,526	1,024	—

* Received in service since the above:—

Camels - - - - - 393
Bullocks - - - - - 468

(signed) *H. W. Holland*, Lieut. Colonel,
Controller of Supply and Transport, A. E.

"True copy."

(signed) *H. W. Holland*, Lieut. Colonel,
Controller of Supply and Transport, A. E.

ABYSSINIAN EXPEDITION.

STATEMENT showing the PURCHASES made at the undermentioned STATIONS from the 30th January to 11th February 1868.

	STATIONS.												TOTAL.					
	Tokada.			Senafé.			Attegrat.			Undel Wells.					Mahi Wahiz.			
	No.	lbs.	oz.	No.	lbs.	oz.	No.	lbs.	oz.	No.	lbs.	oz.	No.	lbs.	oz.	No.	lbs.	oz.
Chopped Straw - - -	-	21,500	0	-	-	-	-	-	-	-	-	-	-	-	-	-	21,500	0
Barley - - - - -	-	4,641	0	-	7,020	0	-	16,983	0	-	-	-	-	1,365	0	-	30,809	0
Firewood - - - - -	-	7,500	0	-	61,880	0	-	9,043	0	-	-	-	-	-	-	-	78,423	0
Ghee - - - - -	-	27	0	-	236	8	-	764	9	-	-	-	-	10	0	-	1,038	1
Grass - - - - -	-	1,925	0	-	240,514	0	-	64,465	0	-	30,900	0	-	-	-	-	337,804	0
Hay - - - - -	-	1,650	0	-	-	-	-	7,600	0	-	46,950	0	-	-	-	-	56,600	0
Bullocks - - - - -	13	-	-	135	-	-	48	-	-	-	-	-	-	-	-	196	-	-
Sheep - - - - -	26	-	-	1,605	-	-	251	-	-	-	-	-	38	-	-	1,920	-	-
Butter - - - - -	-	-	-	-	4	0	-	-	-	-	-	-	-	-	-	-	4	0
Tobacco - - - - -	-	-	-	-	-	-	-	8	0	-	-	-	-	-	-	-	8	0
Chillies - - - - -	-	-	-	-	-	-	-	94	6	-	-	-	-	-	-	-	94	6
Wheat - - - - -	-	-	-	-	-	-	-	1,751	0	-	-	-	-	-	-	-	1,751	0
Potatoes - - - - -	-	-	-	-	-	-	-	123	0	-	-	-	-	-	-	-	123	0
Salt - - - - -	-	-	-	-	-	-	-	31	8	-	-	-	-	-	-	-	31	8

Office of the Controller of Supply and Transport, A. F. F., }
Camp, Zoola, 14 February 1868.

H. W. Holland, Lieutenant Colonel,
Controller of Supply and Transport, A. F. F.

(Confidential.)

(No. 13-c.)

MEMORANDUM.

Attegrat, 13 February 1868.

THE Assistant Quartermaster General, Army Head Quarters, has the honour, by desire of his Excellency the Commander in Chief, to inform the Controller of Supply and Transport that it does not seem probable, owing to a want of land transport, that the campaign in Abyssinia will be concluded before the monsoon sets in; arrangements should accordingly be made to bring supplies to this country sufficient to last for eight or nine months, at least.

By Order,

(signed) T. Holland, Captain,
Assistant Quartermaster General.

(True copy.)

H. W. Holland, Colonel.

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Appendix, No. 16.

PAPERS delivered in by Major *Willoughby*.

Appendix, No. 16.

MEMORANDUM of AGREEMENT entered into, the 25th day of December 1867, corresponding to the 28th Scialan 1284, between his Excellency, Shereem Pasha, Director, and acting on behalf of the Azziziah Mussariah Company, of the one part, and Captain Michael Weeks Willoughby, acting on behalf of the Right Honourable the Secretary of State for India in Council, of the other part.

It is agreed between the parties aforesaid, that the former shall let, and the latter shall have, three steamers belonging to the said Azziziah Company, namely, the "Dessouk," the "Swakir," and the "Hedjoj."

That as regards the "Dessouk" and "Swakir," they should be let to the said Secretary of State for India in Council for a period of 30 days certain, the amount to be paid for the hire of the said steamers being at the daily rate of 75*l.* for the "Dessouk" and 50*l.* for the "Swakir;" the hire of the "Dessouk" to commence from the 27th October 1867, inclusive, and of the "Swakir" from the 10th November 1867, inclusive.

That as regards the terms and conditions to be observed by both the parties aforesaid, during the continuance of the hiring of the said steamers "Dessouk" and "Swakir," and also as regards the renewal or termination of such hiring, they shall be the same in every respect as those contained in a certain indenture, dated 12th October 1867, corresponding to 13th Gansad Aktar 1284, and entered with between his said Excellency Shureem Pasha and the said Captain Michael Weeks Willoughby, a copy of which is annexed to this agreement. That as regards the steamer "Hedjoj," it shall be let to the said Secretary of State for India in Council for one voyage from Suez to Annesley Bay and back, the amount to be paid for the hire of the said steamer "Hedjoj," during such voyage, being at the rate of 55*l.* per day, the said hire to commence from the 7th November 1867, inclusive; the term and conditions to be observed by both parties during the continuance hiring being the same in every respect as those contained in the said indenture, dated 12th October 1867, and so annexed as aforesaid.

It is further specially agreed that the materials for the use of the engines of the said steamers, viz., coals, tallow, oil, oakum, and soft soap, will, together with fresh water for the use of the men and animals on board the said steamers, be supplied by the Azziziah Company, and be paid for on the return of each steamer to Suez, after the termination of every separate voyage; but the representation of the said Secretary of State for India in Council, in accordance with list to be delivered to him by the engineers and officers of the said steamers.

As witness the hands of the said parties.

THIS INDENTURE, made the 12th day of October in the year of our Lord 1867, corresponding to 13 Gamad Aktar 1284, between his Excellency Cherim Pasha, Director, and acting on behalf of the Azizieh Massarieh Company, of the one part, and Captain Michael Weekes Willoughby, acting on behalf of the Right Honourable the Secretary of State for India in Council, of the other part, WITNESSETH, that it is hereby agreed that his Excellency Cherim Pasha shall let, and the said Right Honourable the Secretary of State for India in Council shall hire, five steamers belonging to the Azizieh Company, namely, the "Samanoud," "Cossier," "Hodeida," "Yanbo," and "Penguin" (the said ships being tight, staunch, and strong, and in every respect well fitted, found, and manned), for a period of 30 days, to commence from the 12th day of October 1867, corresponding to the 13 Gamad Aktar 1284, for the transport of troops, followers, horses, baggage, animals, munitions of war, or whatever else shall be embarked on board the said ships on behalf of the Secretary of State for India in Council, subject to the following terms and conditions:—

1. The said steamers shall ply between Suez and the ports of the Red Sea, coasts of Abyssinia, and ports of Aden and Bombay, as may be directed by the agent for transports in Egypt or other authorised officer.

2. The sum to be paid for the hire of the said steamers shall be as regards each respectively, as follows:—

	£.
"Samanoud" - - - - -	100 per day.
"Cosseir" - - - - -	70 "
"Hodeida" - - - - -	60 "
"Yanbo" - - - - -	60 "
"Penguin" (tug steamer in Port of Suez) - - - - -	10 "

Making in all the sum of three hundred pounds (300*l.*) per day, it being hereby agreed
0.46. 3 M 4 between

Appendix, No. 16. between the parties to these presents that the materials for the use of the engines of the said steamers, namely, coals, tallow, oil, oakum, and soft soap, will, together with fresh water for the use of the men and animals on board the said steamers, be supplied by the Azizieh Company, and be paid for on the return of each steamer to Suez after the termination of every separate voyage, by the representative of the said Secretary of State for India in Council, in accordance with lists to be delivered to him by the engineers and officers of the said steamers; and it is further agreed between the parties aforesaid, that if any of the said steamers require to be fitted with stalls or pens for the animals on board, such fittings shall be constructed by the Azizieh Company, and paid for by the Secretary of State for India in Council on presentation of bills, the said Secretary of State reserving to himself the right at his option to remove the said fittings, they being his own property.

3. The Azizieh Company shall provide each of the above-named steamers with such number of good and serviceable boats, casks and tanks for water, hearths for cooking, and windsails, as the transport agent in Egypt may direct.

4. The sum to be paid to the Azizieh Company for the hire of the said steamers shall be paid to the said Company at Cairo, or at either of its agencies at Suez or Alexandria, in effective pounds sterling against receipts, such payments to be made regularly at the end of each month, and in the event of a ship being discharged the amount due to be paid at once.

5. If during the voyage of any of the said steamers any partial repairs be found to be necessary, and which shall require the steamer to put into some port, freight shall cease after 24 hours' detention, and shall again become payable on the steamer leaving the said port and proceeding on her voyage.

6. If loss or damage, whether partial or total, shall happen to any of the said steamers from fire, dangers, and accidents of the seas, rivers, and navigation, the Azizieh Company shall have no claim on the said Secretary of State for India in Council on account of the same, nor shall the said Secretary of State, under such circumstances, have any claim against the Azizieh Company for loss or damage sustained by the cargo, but if such loss or damage shall arise from the acts of the Queen's enemies, or from orders given by the representatives of the Secretary of State for India in Council, the said Secretary of State shall be responsible for all loss or damage so arising.

7. The masters of the said steamers shall obey all orders and directions in regard to the proper and safe conduct of the said steamers which may from time to time be given by the transport agent in Egypt or other authorised official, it being always understood that the said masters shall in no way be interfered with in the executive management of the said steamers.

8. All custom, lighthouse, and port dues leviable on account of the five steamers herein specified are to be paid by the said Secretary of State for India in Council.

9. In case any of the aforesaid steamers shall require a supply of coals either at Bombay or Aden the same shall be supplied to them from the British Government depôts, the Azizieh Company having no coals at either of these ports.

10. As regards the animals to be conveyed in the said steamers, they and their fodder shall be under the sole management of the representatives of the said Secretary of State for India in Council, and they alone will be responsible for the receipt and issue of such fodder; but as regards stores shipped as cargo, on the said steamers, the masters shall give due and proper receipts for the same, and shall be bound properly to deliver the same at their port of destination.

11. After the termination of the 30 days, for which the said Secretary of State for India in Council has absolutely hired the said steamers, he shall have the option of continuing to employ the said steamers, or any of them, for such time as he shall think fit, at the daily rate mentioned in the second clause of this indenture; and he shall have the right to terminate such extended engagement by giving 24 hours' notice of his intention so to do to the Azizieh Company, always provided that the ships be discharged in the port of Suez.

12. This indenture to be drawn in triplicate, one copy to be furnished to the Bombay Government, one to the Azizieh Company, and the third to be retained by the officer representing the Bombay Government in Egypt.

In witness whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

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Appendix, No. 17.

PAPERS handed in by Sir *James Elphinstone*.

Appendix, No. 17.

MEMORANDUM.

IN Sir Robert Napier's demi-official to his Excellency the Governor (received 7th February 1868) from Zoulla, his Excellency says:—

No. 18, page 53, in "Further Papers connected with the Abyssinian Expedition," para. 4.

"I do not intend to send any more troops forward until I have accumulated sufficient supplies at Senafe;—that operation, which I hoped would have been performed before my arrival, could not take place owing to the backward state of the Land Transport." This was written on January 8th.

On the 20th January his Excellency wrote:—

"An advance brigade mustering 1,300 sabres and bayonets with four guns composed entirely of Native Troops was indeed at Senafe on the 4th of January. Magdalla is 340 miles from Senafe. This would have taken at least 30 days to accomplish. But the troops at Senafe were without supplies sufficient to enable them to move. Notwithstanding all my urgency with the Bombay Government continued since September last, that supplies for six months should be stored on this coast, they had been unable fully to carry out my wishes.

"A reference to my Council note of the 26th September last, a copy of which is attached for ready reference, will show how explicitly the necessity of having six months' supplies for 9,500 men ready at post No. 2 by the time I should have occasion to advance from that point was submitted to the Government of Bombay."

In a memorandum dated Senafe, February 1st, 1868, his Excellency writes, in explanation of the reasons which caused some Regiments to be delayed in their departure from India:—

Further Papers, page 64, para. 3.

"Other reasons also prevented the rapid bringing forward of troops to Annesley Bay. The Commissariat Stores for six months which had been solicited by the Commander in Chief in September only reached Annesley Bay about the same time as himself—their debarkation required time."

A reference to dates shows that a covert imputation of delay on the part of the Government implied herein, is not justified.

The Minute to which the Commander in Chief refers explaining his request for six months' provisions intact at Senafe is dated the 26th September. It was referred by his Excellency the Governor on the 29th to the Commissary General to report by what date the six months' supply could be provided. His report was received on the 9th October, naming two months from the date of his receiving the order.

Minute annexed.

Report annexed.

And the order is signed by his Excellency the Governor on the 11th and by Lord Napier on the 12th.

Minute annexed.

Thus assuming that the Commissary General was in possession of the order on the very day it was given, Lord Napier was aware that the shortest time by which the stores would be ready was the 12th December, and seeing that the total amount of provisions thus demanded for the force alone, exclusive of forage for the mules who were to carry them, amounted to 10,100 tons, his Lordship could scarcely, if he had considered the matter, have expected them to be embarked at Bombay to have reached Zoulla and been transported up the mountains to Senafe before the 3rd of January.

Annexed will be found calculations made by the Commissariat of the number of mules which would have been required to move this mass of stores, &c., from Zoulla to Senafe. It is shown that for this service alone 280,000 would be necessary, besides the mules required for Medical, Ordinance and Engineer Stores, or a probable total, allowing for contingencies, of 300,000 animals. In other words, allowing ten days for a convoy to go from Zoulla to Senafe and back, a train of ten thousand mules would have to start every day without intermission for a month, or five thousand every day for two months, to complete the operation, requiring in the first case a hundred thousand animals and fifty thousand

Appendix, No. 17. thousand men, or fifty thousand mules in a second case and a force of twenty five thousand muleteers.

The mules and animals required at Zoulla by the Commissariat for landing and moving stores, as also by the Engineers for the construction of the Railway and other works, amounting to many thousands, are not included in the above calculation.

No. 1.

(No. 2940.)

From the Deputy Quartermaster General of the Army, to the Commissary General of the Army.

Head Quarters, Poona.
18 September 1867.

Sir,

WITH reference to Government Resolution No. 40A, dated 26th ultimo, I am directed by His Excellency the Commander in Chief to request that when the six months' provisions for the main body of the force for Abyssinia are sent up, two months' more provisions for the advance force referred to in my letters, Nos. 2821 and 2880, dated respectively the 13th and 16th instant, may also be sent on with it.

2. Furthermore, I am directed by his Excellency to request that on the actual sailing of the ships with the six months' supply for the Abyssinian force, three months' further supplies may be prepared and kept ready in Bombay to be sent on when called for, and this to be continued on the despatch of each three months' supply.

I have, &c.
(signed) J. S. Gell, Colonel,
Deputy Quartermaster General of the Army.

P.S. The date named for the departure of the force is from the 15th November to the 1st December.

(signed) J. S. Gell.

No. 2.

(Urgent.)

No. 4173 of 1867-68, Military Department.

From the Commissary General of the Army to the Secretary to Government.

Office of the Commissary General of the Army,
Poona, 18th September 1867.

Sir,

I HAVE the honour to submit, for the purpose of being laid before the Right Honourable the Governor in Council, the accompanying letter to my address from the Quartermaster General of the Army, No. 2940, of 18th instant, requesting that when six months' provisions for the main body of the force for "Abyssinia" are sent up two months' more provisions for the advance force, to proceed on 4th proximo, may also be sent on with it, and that on the despatch of six months' supply for the force, three months' further supply may be prepared and kept ready in Bombay to be sent when called for, and I beg to be favoured with the orders of the Government thereon.

2. In my opinion, two months' supply of shore rations should be shipped with the troops, and a similar stock to be despatched monthly until six months' supply for the whole force is sent, and on the actual sailing of the last instalment three months' further supply may be prepared and kept ready in Bombay to be sent on as above, when called for.

I have, &c.
(signed) J. B. Dunsterville, Lieut. Colonel,
Commissary General of the Army.

For consideration.

(signed) W. F. Marriott.

No. 3.

(Endorsed on the Letter of the Commissary General.)

I DO not think the Commissary General's suggestion will sufficiently ensure the maintenance of a proper supply being always available. If two months' supplies are sent with the force, to be followed by a further supply for two months, to be despatched one month afterwards, it might happen that the second supply would scarcely arrive and be landed before the first was exhausted. I think three months should be despatched in the first instance, to be followed at the end of one month by a further three months' supply, to be again followed up by at least two months' supply every two months, by which means four months' supply would be constantly kept up.

(signed) *W. R. S. V. FitzGerald.*

20 September.

Submit to his Excellency the Commander in Chief.

No. 4.

(Also endorsed on No. 2.)

I HAVE expressed in the course of conversation to the Commissary General my view of what is required, which is that I want six months' supplies for 9,500 men to be ready at Post No. 2 when I am able to advance. If three months are consumed in arriving at that condition, supplies will have been consumed by all the force that leaves Bombay corresponding with the portions of those three months during which they may have been between Bombay and Post No. 2. In round terms, six months' supplies should be delivered intact as soon as possible for the whole force, and three months' besides for current expenditure. After that, the expenditure should be replaced, so as to leave always six months' on hand. See separate note.

(signed) *R. Napier.*

26 September.

No. 5.

MINUTE by His Excellency Sir Robert Napier, Commander in Chief.

I HAVE in the course of conversation expressed to the Commissary General my opinion of what is required, which is that I want (6) six months' supplies for 9,500 men to be ready at Post No. 2, when I am able to advance from that point.

If three months are consumed in arriving at that condition, supplies will have been consumed by all the force that leaves Bombay corresponding with the portions of those three months during which they may have been between Bombay and Post No. 2.

In round terms, six months' supplies should be delivered intact as soon as possible for the whole force, and three months' supplies should be ready for current expenditure. After that, the expenditure should be replaced, so as to leave always six months' on hand.

Such supplies as are perishable should be sent as required for the time during which they will keep. Flour keeps a long time properly packed in barrels.

The native followers' corn and hand mills, or other portable mills, will be required.

For the land transport, it will be well to organize their own system of light hand mills, so that when necessary they may grind their own flour.

The provisions of forage for the mules which may soon arrive in Abyssinia will have to be considered at once. Many of the mules may be able to feed on grains inferior to gram, and more easily procurable—barley, jowaree, bajree, &c.

(signed) *R. Napier.*

26 September 1867.

No. 6.

(Endorsed on the above Memorandum).

I WISH to know from the Commissary General, by what date he can have three months for the whole force less the advanced force, and six months for 9,500 men, ready for embarkation.

(signed) *W. R. S. V. FitzGerald.*

29 September.

Appendix, No. 17.

No. 7.

(No. 4,975 of 1867-68.)

Reply.

WITH the exception of forage, shore rations for three months for the whole force, less the "advance brigade," (for which six months' shore rations have been shipped), and six months' for 9,500 men can be got ready for shipment in two months from the date of order for the latter.

Poona, 9 October 1867.

(signed) *J. B. Dunsterville*, Colonel,
Commissary General of the Army.

No. 8.

(Endorsed.)

The six months' stores for the 9,500 men, in addition to shore rations for three months for the whole force, should be got ready forthwith.

11 October.

(signed) *W. R. S. V. Fitz Gerald*.

12 October.

(signed) *R. Napier*.

No. 9.

(Military Department.—No. 220A.)

Poona, 14 October 1867.

LETTER from the Quartermaster General, No. 2940, dated 18th September 1867.

Regarding the provisions for the Abyssinian Force.

Memorandum by the Commissary General, No. 4,975, dated 9th October 1867.

"With the exception of forage, shore rations for three months for the whole force, less the 'advance brigade' (for which six months' shore rations have been shipped), and six months for 9,500 men, can be got ready for shipment in two months from the date of order for the latter."

Resolution.

The six months' stores for the 9,500 men, in addition to the shore rations for three months for the whole force, should be got ready forthwith.

(signed) *W. F. Marriott*, Colonel,
Secretary to Government.

To the Quarter Master General.

„ The Commissary General.

„ The Controller of Military Accounts.

„ The Controller of Supply and Transport.

ENGAGEMENT OF SHIPS AT BOMBAY AND CALCUTTA.

No. 2408.

From the Quartermaster General of the Army to the Secretary to Government,
Military Department.

Sir,

Head Quarters, Poona, 21 August 1867.

I AM directed by his Excellency the Commander in Chief to submit to Government an estimate, received from the Deputy Quartermaster General of the Army, of the steam and sailing tonnage that will be required to convey a force, probable strength as per annexed Return, from Bombay to the coast of Abyssinia, including their baggage, tents, and equipments; commissariat stores for six months; an ordnance and engineer park; and hospital stores and sick carriage.

Land transport carriage has not been included, but it will be seen that data have been given on which tonnage for this can be estimated when required.

I have, &c.
(signed) *R. Phayre*, Lieutenant-Colonel,
Quartermaster General.

(Confidential.)

To the Quarter Master General.

Memorandum 1153.

Bombay, 20 August 1867.

IN continuation of memorandum 1,152 of 19th August, forwarded yesterday, the Deputy Quarter Master General has the honour to submit the accompanying estimate of steam and sailing required to convey to the coast of Abyssinia a force as constituted in the accompaniments to the Quarter Master General's Memorandum 2320.

The total amount of tonnage irrespective of that necessary for the land transport of the force, is estimated by the Superintendent of Marine at 80,526 tons measurement.

Of this amount, Captain Young is of opinion, taking into consideration the season in which it is probable this tonnage will proceed to its destination, that one-third or 26,842 tons should be steam transports, and the remainder 53,684 tons should be sailing ships.

If it is necessary that the reserve commissariat stock and military stores should be shipped in tonnage devoted to this sole purpose, 9,000 tons additional of sailing ships will be required.

With the view of enabling the Quarter Master General to arrive at an approximate idea of the amount of tonnage which will be required for land transport services, when it shall have been determined what portion shall proceed from India, the following additional data are furnished.

For every 1,000 mules, 6,000 tons of shipping will be necessary, which would, however, admit of 2,000 tons of stock and stores being placed in the same transports.

For 1,000 bullocks 8,000 tons, and for 1,000 camels 15,000 tons of shipping should be supplied, with 2,600 tons in the former, and 5,000 tons in the latter, of stores being also shipped.

Native craft at this season of the year might be useful for this purpose.

Elephant transport may be calculated at 30 tons per elephant, but special ships would be necessary.

Total of tonnage registered, 80,526 tons.

Proportion of steam tonnage one-third.

Commissariat stock. 9,000 Tons additional.

For 1,000 Mules, 6,000 tons required.
For 1,000 Bullocks, 8,000 tons required.
For 1,000 Camels, 15,000 tons required.
Native craft might be used.
Elephants 30 tons per head.

(signed) *J. Young,*
Superintendent of Marine.

(signed) *J. S. Gell,* Colonel,
Deputy Quarter Master General.

ABYSSINIAN EXPEDITION.—DETAIL and probable Strength of the Force.

1st STATEMENT.—The subsequent Strength was 14,357.

	EUROPEANS.				NATIVES.						HORSES.		Mules.	BULLOCKS.	
	Officers.	Warrant Officers.	Hospital Apprentices.	Staff Sergeants and Non-Commissioned Rank and File.	Officers.	Hospital Assistants and Apprentices.	Non-Commissioned Rank and File.	Store Lascars.	Public Followers.	Private Followers.	Officers.	Regimental.		Artillery.	Bheesties.
One Squadron European Cavalry - -	7	1	-	130	-	-	-	-	233	67	18	130	-	-	4
Two Batteries Horse Artillery - -	8	2	2	290	-	-	-	26	748	90	20	400	-	122	6
Two - ditto - Field ditto - -	8	2	2	290	-	-	-	26	588	78	12	200	-	152	6
Detachment Mortars { Two 8-inch - Two 5½-inch - Two 15-pounders }	2	-	-	49	-	-	-	-	17	19	3	-	-	-	1
Mountain Train {with Mountain Train Guns. }	2	-	-	-	3	-	90	11	80	20	2	-	47	-	1
Four Regiments British Infantry - -	120	12	8	2,840	-	-	-	-	1,324	772	20	-	-	-	80
Four - ditto - Native Cavalry - -	28	-	-	-	75	16	1,624	-	1,628	380	60	1,700	-	-	24
Six Companies Sappers - - -	18	1	-	80	12	4	600	-	101	138	6	-	-	-	6
Nine Regiments Native Infantry - -	63	-	-	-	144	36	5,400	-	738	416	28	-	-	-	72
One Regiment Pioneers - - -	7	-	-	-	16	4	600	-	82	104	7	-	-	-	8
TOTAL - - -	263	18	12	3,679	251	60	8,314	63	5,539	2,084	196	2,490	47	274	208
				3,709			8,688					2,686			482

True copy.

T. M. Filgate,
Military Secretary to Governor.

(signed)

R. Phayre, Lieutenant-Colonel,
Quarter Master General.

12 July 1869.

Quarter Master General's Office,
Poona, 21 August 1867.

Appendix No. 17.

(No. 325 of 1867—Marine Department.)

To the Secretary to Government.

Sir,

Superintendent's Office, Bombay, 5 August 1867.

I HAVE the honour to transmit the three accompanying letters in original from the manager British Colonial and Royal Steam Navigation Company, the agent of the British Indian Steam Navigation Company and the superintendent of the Peninsular and Oriental Steam Navigation Company, dated respectively the 29th and 30th ultimo, and the 2nd instant, offering their vessels, the former at 25 rupees, and the two latter at 27½ rupees per gross ton per mensem, Government providing coal, for service in connection with the Abyssinian Expedition; the rates appear high, but consequent on the pressing demand for tonnage, I see no other alternative than to accept those terms, to which the sanction of Government is now solicited; these terms to continue during the whole time of the operations in Abyssinia.

I have, &c.

(signed) *J. Young*,
Superintendent of Marine.

His Excellency in Council thinks these rates so high, that he cannot adopt Captain Young's proposal. He thinks that it will be better to telegraph for additional steamers from England (10 have already been despatched), and his Excellency has now before him tenders of 10 other steam vessels at much lower rates than those under present notice.

(signed) *W. F. Marriott*, Colonel,
Secretary to Government.

8 September.

His Excellency in Council thinks that the proposal to settle the rate in London as respects the Peninsular and Oriental Company, might be advantageously accepted, unless there be some objection which does not occur to him.

(signed) *W. F. Marriott*.

(No. 342 of 1867.—Marine Department.)

(Report.)

Superintendent's Office, Bombay,
10 September 1867.

THE agents of the several Companies are, I am given to understand, in communication with their directors in England in respect to the rates which I have no doubt will be reduced.

(signed) *J. Young*,
Superintendent of Marine.

Recorded for the present.

(signed) *W. F. Marriott*.

(Military Department—No. 3294.)

Bombay Castle, 18 September 1867.

LETTER from the Superintendent of Marine, No. 352, dated 14th September 1867.

Forwards letter from the superintendent Peninsular and Oriental Company, reducing their tender of steamers for the Abyssinian Expedition to 22 rupees per gross ton per month.

Resolution.—The steamers which are required immediately, his Excellency in Council will take at 22 rupees, but he thinks it ought to be 20 rupees; and if the superintendent at Bombay be unable to give steamers in future at that rate, the point may be referred to England.

W. F. Marriott, Colonel,
Secretary to Government.

To the Superintendent of Marine.
The Accountant General.

To Captain *Young*, C.B., Superintendent of Marine, Bombay.

British India Steam Navigation Company (Limited),
Bombay, 13 February 1867.

Sir,

IN reference to your letter, No. 1562, of yesterday's date, we have the honour to tender the Company's steamers "Asia," "Sattara," and "Arabia," at Bombay, and the "Himalaya," at Calcutta, for Government service, at the rate of 24 rupees per gross register ton per month, Government finding coal. The same rate to be in force so long as the steamers are in Government employment.

We have, &c.

(signed) *W. Nichol & Co.*,
Agents British India, Steam Navigation Company, Limited.

The Peninsular and Oriental Company has tendered at 22 rupees; his Excellency in Council does not know why more should be paid for this company's vessels than for those of the Peninsular and Oriental Company. Appendix, No. 17.

The Superintendent of Marine's advice is requested.

17 September.

(signed) *W. F. Marriott*, Colonel,
Secretary to Government.

(Marine Department.)

(Report.)

Superintendent's Office, Bombay, 19 September 1867.

I HAVE tried all my powers of persuasion to induce the British India Steam Navigation Company to reduce their rates but without effect; I would, however, recommend that their ships be taken only when we can't get others.

(Signed) *J. W. Young*,
Superintendent of Marine.

His Excellency in Council can see no reason why the Government should pay more to the British India Steam Navigation Company than to the Peninsular and Oriental Company.

His Excellency in Council thinks it will be advisable to proceed to arbitration, but awaits further explanation before prescribing this course.

23rd September.

(signed) *W. F. Marriott*, Colonel,
Secretary to Government.

(No. 371 of 1867—Marine Department.)

(Report.)

THE accompanying letter of explanation in original from the agents of the British India Steam Navigation Company is herewith transmitted.

Superintendent's Office, Bombay,
26 September 1867.

(signed) *J. W. Young*,
Superintendent of Marine.

(Military Department—No. 4419.)

Bombay Castle, 1 November 1867.

LETTER from Messrs. Nicol & Co., Agents, British India Steam Navigation Company (Limited), dated 13th September 1867.

Sir,—In reference to your No. 1562 of yesterday's date, we have the honour to tender the Company's steamers "Asia," "Sattara," and "Arabia" at Bombay, and the "Himalaya" at Calcutta, for Government service, at the rate of 24 rupees per gross register ton per month, Government finding coal. The same rate to be in force so long as the steamers are in Government employment.—We have, &c., *W. Nicol & Co.*, Agents, British India Steam Navigation Company (Limited).

Report by the Superintendent of Marine, No. 360, dated 19th September 1867.

Further report by the Superintendent of Marine, No. 371, dated 26th September 1867.

Submitting the following letter from Messrs. Nicol & Co.:—

Sir,—with reference to your query of to-day as to why we should charge 24 rupees per ton for our steamers, when the Peninsular and Oriental Company name only 22 rupees per ton as their rate, we beg to point out that we have no means of ascertaining on what principles the Peninsular and Oriental Company's tender is based.

Our own rate of 24 rupees per ton has been fixed on after careful consideration, and is the lowest at which it would suit this Company to charter its steamers to Government.

It is a well understood principle, with which you are doubtless conversant, that large ships and steamers are more economically worked than smaller vessels, and familiar as you are with the capabilities of most of the vessels of this Company, we venture to say that you will coincide with us in believing that the ships will, in every respect, meet the requirements of Government in the present service, better than vessels of larger size.—We have, &c., *W. Nicol & Co.*, Agents.

Resolution:—The rate of 24 rupees may be accepted.

To the Superintendent of Marine.
The Accountant General.
The Government Solicitor.

(signed) *W. F. Marriott*, Colonel,
Secretary to Government.

Appendix, No. 17.

The rate of 24 rupees was ultimately given, because I found that the rate fixed in our postal contract with the Company at which we had the right to take their vessels without their consent was $27\frac{1}{2}$ rupees. It would have been shown, if we had gone to an arbitration that, in consequence of our engaging the vessels the Company had been obliged to withdraw their line from some of the places to which they had hitherto ran. It seemed very doubtful, therefore, whether an arbitrator might not have given them the higher rate, or very near it, and I thought it best to compromise at 24.

W. R. S. V. Fitz Gerald.

My dear Marriott,

Bombay, 19 October 1867.

THERE is most astounding news from Calcutta about freight; ships have been engaged there at 19 rupees a ton a month sailing. The B. F. S. "Himalaya," at $27\frac{1}{2}$, and towing allowance of 1,000 rupees a day. This will play the devil with our market when it is well known. Honourable Alexander Brown, of W. Nicol & Company, is my informant. I think we had better collect for next month's wants before they all run away seeking, as it is called, in a better market.

The "China" has not yet come; I must arrange to get her allotment provided for, which I hope to do by engaging the "Star of India," and sending her up to Kurrachee, in tow of our largest tug, the "Jorawur." I will telegraph when this arrangement is completed. I wish you could send Captain Tryon to Calcutta to bring them to their senses there.

Yours, &c.

(signed) *J. Young.*

My dear Young,

20 October 1867.

I HAVE telegraphed to the Secretary to Government, Calcutta, as follows:—

"It is reported that you are taking sailing ships at 19 rupees a ton. If so, do not take any specially to carry the two months' shore rations. These can easily be supplied from Bombay, and were only asked for because price is cheaper at Calcutta."

They will not have much more demand at Calcutta, so I suppose there is no reason why the rate here should be so much affected, or to make it worth one's while to begin taking sailing ships in a hurry; why should they pay the "Himalaya" so much, which can be taken under the contract with the Company, as I told Colonel Burne.

(signed) *W. F. Marriott, Colonel,*
Secretary to Government.

(Military Department.—No. 4089.)

Bombay Castle, 31 November 1867.

RESOLUTION.—Ordered that the following letter be addressed to the Government of India.

(No. 265A.)

Sir,

Poona, 25 October 1867.

I AM desired to communicate the subjoined copies of telegrams despatched to Officiating Secretary Colonel Burne, on the 19th September, 17th October, and 20th October.

2. The Superintendent of Marine mentions, on the authority of a member of the house of Messrs. Nicol & Co., the agents of the British India Steam Navigation Company, that the "Himalaya" had been taken at $27\frac{1}{2}$ rupees per ton, and 1,000 rupees a day for towing. This vessel could have been taken at 24 rupees without any charge for towing under the contract with the Company.

I have, &c.

(signed) *W. F. Marriott, Colonel,*
Secretary to Government.

TELEGRAM to Secretary Colonel Burne, dated 17 September 1867.

"Precedence.—Any British India Company's steamers you can take on behalf of this Government by right of contract. Take tonnage to best advantage at your discretion. All steam if possible; if not, part can be towed. The Peninsular and Oriental Company tender here at 22 per ton a month."

TELEGRAM to Secretary Colonel *Burne*, dated 17 October 1867.

"Precedence.—Take vessels for six months if necessary. The rates here were at first nine to ten per ton; now under eight. It must be optional with Government to retain vessels in charter by the month at same rate for any time desired."

TELEGRAM to Secretary Colonel *Burne*, dated 20 October 1867.

"Precedence.—It is reported that you are taking sailing ships at 19 rupees a ton. If so do not take any specially to carry the two months' shore rations. These can easily be supplied from Bombay, and were only asked for because price is cheaper at Calcutta."

(Military Department, 7th January 1868.—No. 76.)

From the Master Attendant to the Secretary to the Government of *India*, Military Department.

Sir,

Fort William, 3 January 1868.

I HAVE the honour to acknowledge the receipt of Memorandum No. 1425, of the 30th ultimo, forwarding for any remarks that I may desire to make, a letter, in original, from Secretary Colonel W. F. Marriott, on the subject of the engagement of the British India Steam Navigation Company's steamer "*Himalaya*," and with reference to the same to report that this Department had no knowledge that any such rate as 24 rupees (twenty-four) had been agreed on at Bombay for the hire of the "*Himalaya*," and she could not have been obtained here for less than *Rs.* 27. 8 *a.* per ton.

The contract rate at this Presidency is *Rs.* 27. 8 *a.*, and the accompanying copy of a letter from Messrs. Mackinnon, Mackenzie, & Co., the managing agents of the Company in India, will show that they would not have allowed the "*Himalaya*" to have been taken up at Bombay at less than the contract rate of *Rs.* 27. 8 *a.* per ton.

I have, &c.
(signed) *John G. Reddie*,
Master Attendant.

(No. C—12.)

To *John G. Reddie*, Esq., Master Attendant.

British India Steam Navigation Company, Limited.

Calcutta, 2 January 1868.

Sir,

IN reply to your letter, No. 04,163, dated 31st ultimo, to which was attached copy letter from Colonel W. F. Marriott, Secretary to Government, Bombay, No. 5022, of 12th ultimo, we have the honour to inform you that as managing agents for the Company in India, we control the engagements of the steamers. Messrs. W. Nichol & Co., Bombay, had explicit instructions from us that the "*Himalaya*" would not be given at less than the contract rate of *Rs.* 27. 8 *a.* per ton; and any offer they made of 24 rupees was quite unauthorised. The instructions referred to Messrs. W. Nicol & Co. had from us long prior to any offer they made to Government, and we are quite at a loss to understand why they acted thus contrary to the Company's interest, and contrary to the contract with Government, which stipulates for *Rs.* 27. 8 *a.*, being paid when any of the vessels are taken up for special service.

We have, &c.
(signed) *Mackinnon, Mackenzie, & Co*, Managing Agents,
British India Steam Navigation Company,
Limited.

(True copy.)

(signed) *John G. Reddie*, Master Attendant.

(No. 293.)

COPY of the foregoing forwarded to the Secretary to the Government of Bombay, Military Department, for the information of the Right Honourable the Governor in Council, with reference to Colonel Marriott's letter, No. 5022, dated the 12th December 1867.

By Order,
(signed) *B. E. Bacon*, Lieutenant Colonel,
Assistant Secretary to the Government of India.

Appendix, No. 17.

(No. 439, of 1867.—Military Department.)

To the Secretary to Government.

Superintendent's Office, Bombay.

30 October 1867.

Sir,

I HAVE the honour to transmit the accompanying letter to my address from the agents of the British India Steam Navigation Company, No. 455 of the 27th instant, laying a claim to an additional charge of 8 annas per day for every registered ton of the vessel or vessels towed, should their steamers at any time be employed in towing; and to report having informed them that the claim put forth by them is unprecedented, and cannot be acceded to.

I have, &c.
(signed) *J. Young*,
Superintendent of Marine.

This letter I find thus endorsed—

Approved,

W. R. S. V. FitzGerald.

“WE should never have heard of this, but for the extravagance of the Calcutta authorities.”

5 November 1867.

W. R. S. V. FitzGerald.

(No. 455.)

To Captain *J. W. Young*, C.B., Superintendent of Marine, Bombay.

British India Steam Navigation Company, Limited,

Bombay, 29 October 1867.

Sir,

WE have been desired by the managing agents of this Company to request you to insert a clause in the charter parties of the Company's steamers taken by Government as transports for the expedition to Abyssinia, that should the steamers at any time be employed in towing they will be paid at the rate of 8 annas per day for every registered ton of the vessel or vessels towed.

The managing agents in Calcutta inform us that extra payment for towage is usually allowed to steamers taken up by Government for ordinary transport service, and that on the steamers chartered on their side it has been allowed.

We have, &c.
(signed) *W. Nicol & Co.*, Agents.

(Military Department, No. 4215.)

Letter from the Superintendent of Marine, No. 439, dated 30th October 1867.

Bombay Castle, 7 November 1867.

REPORTS having informed the agents of the British India Steam Navigation Company, in reference to a claim preferred by them to an additional charge of 8 annas per day for every registered ton of the vessel or vessels towed, should their steamers be at any time employed in towing, that their claim is unprecedented and cannot be acceded to.

Resolution—Approved.

(signed) *W. F. Marriott*, Colonel,
Secretary to Government.

To the Superintendent of Marine.

(No. 501.)

To Captain *J. W. Young*, C.B., Superintendent of Marine, Bombay.

British India Steam Navigation Company, Limited,

Bombay, 18 November 1867.

Sir,

WE have the honour to refer you to our letter of 29th ultimo, regarding the request made by us for the insertion of the clause for payments of towage in the charter parties of the steamers of this Company taken up by Government for transport service.

Since receiving your reply we have been in communication with the managing agents of the Company in Calcutta, and have to-day received copy of an opinion in a similar case given by Mr. Mellish, of London, a well-known legal authority in such matters. Mr. Mellish states:—

“I am of opinion that under the terms of the contract the Government is not entitled to use the Company's steamers in towing vessels in the manner above stated at

5/5

Appendix, No. 17-

at the remuneration of Rs. 27. 8 a. per ton per month. I think that the other purposes for which the Government are entitled to use the vessels besides the conveyance of troops under Clause 18 are other purposes similar to the conveyance of troops; that is to say, the ordinary purposes for which steamer vessels of the class of those in question are used, namely, the carriage of goods, passengers, mails, and specie, which are also the purposes mentioned in clause, and that they do not include the towing of vessels, which I think is an extraordinary service."

And, as the Calcutta Government having allowed an additional charge for towage to the steamers chartered at Calcutta, we have again to request that you will insert the clause referred to in our previous letter in the charter parties of the steamers chartered by you from us here.

The Calcutta Government have not only allowed towage money, but have chartered at much higher rates than we have obtained here.

The contracts made between Government and this Company for the conveyance of mails, stipulated that, in the event of the steamers being taken up by Government, they shall be paid at the rate of Rs. 27. 8 a. per gross registered ton per month. This sum was agreed to after mature consideration, and was deemed an equivalent of what the steamers would probably have earned in their usual traffic, and it was never contemplated that they should be employed towing vessels in addition to carrying troops or cargo.

The Company's steamers were expressly built for carrying goods, mails, and passengers, and no special arrangements were made for towing; it is therefore to be expected that the severe strain on ships and machinery in towing a heavy ship will be attended with excessive tear and wear, and consequently of loss to the Company.

We therefore submit that our claim for towage is a fair and reasonable one, and we trust will be acceded to.

We have, &c.
(signed) *W. Nicol & Co., Agents.*

(No. 547, of 1867.—Military Department.)

REPORT.

Superintendent's Office, Bombay,
11 December 1867.

STEAM vessels chartered for the Abyssinian Expedition are engaged on the same terms as steam vessels were engaged on all former expeditions, viz., Burmese War, China War, conveyance of troops to Suez in the Crimean War, Persian War, and Indian Mutinies, the question of towing has never been mooted until the present, it is an understood thing that the vessels are entirely at the disposal of Government up to their capabilities, no extra charge for towing has ever been sanctioned here for vessels taken up for general purposes, nor does it seem to me that they have any claim for such unless it is specially agreed upon.

Steam vessels are paid extra for their steam power; even the space occupied by the engine and boilers, and paid for at the same enhanced rate, and coals are furnished by Government. The British India Steam Navigation Company are the only parties that have made any claim for towage money, and they have done so after their vessels have been engaged on the usual terms, on hearing that towage allowance was agreed upon by the Bengal Government for one or more of their steamers taken up at Calcutta. I am informed by Captain Tyron, R.N., Transport Agent to the Expedition, that no such allowance is made to ships chartered in England.

(signed) *J. W. Young,*
Superintendent of Marine.

(Military Department, No. 191.)

LETTER from the Superintendent of Marine, No. 547, dated 11th December 1867.

Bombay Castle, 11 January 1868.

SUBMITS, with his remarks, a letter from Messrs. Nicol & Co., re-submitting their claim to additional remuneration should any of their steamers, chartered by Government, be at any time employed in towing.

Resolution.—The Superintendent of Marine is requested to inform Messrs. Nicol & Co., that the clear and invariable practice here having been that the vessels chartered by Government should be used for all purposes, towing included, without extra remuneration, it must be held that the tenders were advertised, made, and accepted on that basis.

To the Superintendent of Marine. (signed) *W. F. Marriott, Colonel,*
Secretary to Government.

Appendix, No. 17.

ABSTRACT OF EXPENDITURE, ABYSSINIAN EXPEDITION.

										Gross Expenditure.
										£.
BOMBAY	-	Marine and Civil Departments	-	-	-	-	-	-	-	2,604,804
		Military Department Pay, Commissariat and Land Transport, including Payments in Egypt and the Persian Gulf	-	-	-	-	-	-	-	2,280,945
		Public Works	-	-	-	-	-	-	-	133,709
										5,018,958
Net Expenditure after deducting Receipts and Credits										£. 4,550,809
BENGAL	-	Marine and Civil Departments	-	-	-	-	-	-	-	574,148
		Military Department	-	-	-	-	-	-	-	401,111
										975,259
Net Expenditure after deducting Receipts and Credits										£. 958,645
MADRAS	-	Gross	-	-	-	-	-	-	-	22,832
		Net	-	-	-	-	-	-	-	19,157
PUNJAB	-	Gross	-	-	-	-	-	-	-	90,653
		Net	-	-	-	-	-	-	-	89,104
ABYSSINIA	-	Commissariat	-	-	-	-	-	-	-	815,930
		Land Transport	-	-	-	-	-	-	-	184,554
										£. 1,000,484
GROSS TOTAL										£. 7,107,686
NET TOTAL										£. 6,618,199

EXPENDITURE IN INDIA.

					GROSS.	NET.
					£.	£.
Bombay	-	-	-	-	5,018,958	4,550,809
Bengal	-	-	-	-	975,259	958,645
Madras	-	-	-	-	22,132	19,157
Punjab	-	-	-	-	90,653	89,104
TOTAL					£. 6,107,002	5,617,715

LIST of CATTLE and FOLLOWERS of the LAND TRANSPORT DEPARTMENT embarked
at *Kurrachee* for *Annesley Bay*.

	Muleteers.	Camel Men.	Sirdars.	Mates.	Cooks, Bheestees, &c.	Other Followers.	Total Followers.	Mules.	Camels.	Ponies and Yabooas.	Total Cattle.
Lahore Mule Train embarked up to 7th January.	1,109	-	-	-	-	9	1,118	1,519	-	77	1,596
Rawul Pindee Mule Train embarked up to 6th February.	636	-	-	-	-	5	641	925	-	81	1,006
Detachment under Lieutenants Reins- bottom and Chalmers embarked in February.	1,500	-	30	150	60	-	1,740	-	-	-	-
Detachments embarked under other Officers.	1,713	1,000	40	200	40	-	2,993	-	-	-	-
TOTAL - -	4,951	1,000	70	350	100	14		2,444	-	158	
Followers - -							6,492	Cattle - -			2,602

N.B.—These numbers do not include the 524 camel men who were stopped at Sukkur (*vide* Secretary Colonel Marriott's message to Secretary Colonel Norman, 5th May 1868).

Quartermaster General's Office, 5 June 1868.

(signed) *J. S. Gell*, Colonel, Quartermaster General.

Appendix, No. 18.

PAPERS handed in by the Chairman.

Appendix, No. 18.

(Military Department.—No. 352, of 1870.)

From the Acting Deputy Secretary to Government to *John Candlish*, Esq., M.P.

Sir,

Bombay Castle, 20 May 1870.

I HAVE the honour to forward, as required by you, a return showing the estimated strength of the Abyssinian expeditionary force, as calculated in August 1867; also the number of troops actually embarked, together with copy of the Memorandum from the Adjutant General, transmitting the return.

2. I take this opportunity to annex a statement of returns that have from time to time been furnished in compliance with your requisitions and of Captain Beaumont, M.P.

I have, &c.
(signed) *A. R. Hoskins*, Capt., R.A.,
Acting Deputy Secretary to Government.

(No. 173.—M.)

MEMORANDUM.

Adjutant General's Office, Mahableshwur,
13 May 1870.

WITH reference to the Memorandum from the Secretary to Government, Military Department, No. 793, 9th December, the Adjutant General begs to say that,—

1. The statement showing the strength of the Abyssinian field force, which was forwarded to Government on the 4th May 1868, was the last return rendered by this department, and it was believed at the time to be correct; no subsequent return has been rendered.
2. The 88 sappers sent from England were not included in the return.
3. The total given in the return has been held as correct. No attempt to test it has been made by the arrivals in Africa.
4. A copy of the return is annexed.

By Order of his Excellency the Commander in Chief,

(signed) *W. H. Kirby*, Colonel,
Adjutant General of the Army.

STATEMENT showing the Estimated Strength of the ABYSSINIAN EXPEDITIONARY FORCE as calculated in August 1867, also the Number of Troops actually Embarked, and an Explanation of the Nature of the Increase.

SELECT COMMITTEE ON ABYSSINIAN EXPEDITION.

475

579

DETAIL OF FORCE.	ESTABLISHMENT.					Deducted on account of Depôt, Sick, and others unable to proceed on Service.	Strength of the Force, as estimated in the Return which accompanied the Adjutant General's Letter to Government, No. 1830 of 11 September 1867.	EMBARKED.		Explanation of the Nature of the Increase.	10.		
	Non-Commissioned Officers and Men.		Total Number of Officers.		GRAND TOTAL.			Number of Batteries or Corps.	Number of Officers, Non-Commissioned Officers, and Men.				
	1.	2.	3.	4.	5.			6.	7.			8.	9.
BRITISH.													
ROYAL ARTILLERY:													
4 Field Batteries -	145	580	24	-	604	-	604	1 Field Battery, 3 Garrison Batteries.	495	1st. <i>British Cavalry.</i> Head-quarters and Wing (3 troops) 3rd Dragoon Guards allowed to embark. <i>Vide</i> Government Resolution, No. 5150 of 17 December 1867, being in excess of the squadron estimated -	76		
1 Mountain Train -	-	90	3	3	96	-	96	1 Company -	100				
Heavy Guns -	-	45	7	-	52	-	52	-	-				
CAVALRY:													
1 Squadron -	64	128	9	-	137	-	137	Head-quarters and Wing.	213	2nd. <i>British Infantry.</i> The strength of officers, non-commissioned officers, and men estimated to embark was 2,956, as indicated in the Return, or an average of 739 for such regiment.			
INFANTRY:													
4 Regiments -	859	3,436	156	-	3,592	630	2,956	4 Regiments -	3,387	Strength as per Horse Guards letter, dated 20th September 1867, as follows:— Full establishment of officers, non-commissioned officers, and men, 898 for each regiment; volunteers from other regiment in India having been added to replace the sickly men and others unfit to proceed on field service (898—739 = 159 × 4 = increase) -	638		
SAPPERS:													
2 Companies and Pontoon	-	200	7	4	211	-	211	4 Companies Bombay Sappers, 3 Madras Sappers.	869	3rd. <i>Sappers.</i> Excess as shown in the Return -	658		
CAVALRY:													
4 Regiments -	480	1,920	32	76	2,028	296	1,732	4 Regiments -	1,968	4th. <i>Native Infantry.</i> The total strength estimated to embark was 5,760, or 640 per regiment.			
INFANTRY:													
9 Regiments -	696	6,264	72	144	6,480	720	5,760	9 Regiments -	6,619	Allowed to embark as per Government Resolution, No. 85 of the 8th September 1867:—			
PIONEERS:													
1 Regiment -	-	600	8	16	624	-	624	1 Regiment, viz., 23rd Punjab Pioneers.	759	640 Rank and File.			
										Total increase on estimate (720—640 = 80 × 9) -		720	
										GRAND TOTAL -		2,090	
NATIVE.													
N.B.—The differences in the remaining instances between the estimate and the number embarked, are not large, considering that one is the <i>assumed</i> , and the other the <i>actual</i> , strength of the troops.													

N.B.—The differences in the remaining instances between the estimate and the number embarked, are not large, considering that one is the *assumed*, and the other the *actual*, strength of the troops.

(True Copy.)

(signed) W. H. Kirby, Colonel,
Adjutant General of the Army.

Adjutant General's Office, Mahableshwar, 4 May 1868.

Appendix, No. 18.

(No. 353, of 1870—Military Department).

MEMORANDUM.

Bombay Castle, 20 May 1870.

THE undersigned presents compliments, and has the honour to forward to J. Candlish, Esq., M.P., the accompanying letter from the late Deputy Agent for Transports, Abyssinian Expedition, No. 143, dated 8th April 1870, with a request that it may be placed with the return, showing the date of arrival and sailing of each vessel of the Abyssinian Expedition, forwarded with Memorandum, No. 275, dated 26th April last.

(signed) *A. R. Hoskins*, Captain R.A.,
Acting Deputy Secretary to Government.

(No. 143, of 1870.)

To the Superintendent of Marine.

Transport Office,
Her Majesty's Dockyard, Bombay,
8 April 1870.

Sir,

IN forwarding the accompanying statement called for in Government Memorandum, No. 740, dated 19th November 1869, transferred to this department with your No. 2592, dated 20th idem, I have the honour to offer the following remarks relative to its incompleteness.

Special Cause of Detention, if any.

No vessel was detained in the Harbour of Bombay, except for the purpose of either preparing her for the duty for which required, or the removal of Government stores, fittings, &c., when her services were dispensed with, which was done with as little delay as possible. The exceptional season of the year (viz., the south-west monsoon), at which the transports mostly returned from Abyssinia, precluded the possibility of their being discharged as speedily as might otherwise have been the case.

Information relative to the "*detention of the vessels*" at outports, should be obtained from Captain Tryon, R.N., late principal transport officer, under whose sole orders they were, after leaving the pilotage bounds of Bombay Harbour.

Additional *details relative to the conveyance of "troops, followers, animals, cargo, &c."* should be obtained from the same source, as also the "*remarks regarding the general work done by each vessel.*"

"The gross amount paid" should be obtained from the Accountant General.

I have, &c.
(signed) *J. Brebner*,
Late Deputy Agent for Transports,
Abyssinian Expedition.

LIST of HIRED TRANSPORTS, which called at the Port of *Aden* during the Abyssinian Expedition, 1867, 1868.

Names of Vessels.		Commander.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
	No.					
S.S. Euphrates	B-1	J. Averu	British	650	26 Sept.	29 Sept.
" Great Victoria	B-0	A. Enright	"	2,398	5 Oct.	10 Oct.
" Norna	B-9	A. E. Barlow	"	969	8 "	22 "
" Sattara	B-14	G. Beyts	"	841	16 "	19 "
Queen of Australia	B-7	Jas. Page	"	1,228	16 "	19 "
S.S. Arabia	B-6	E. Balbautine	"	807	16 "	19 "
Atmosphere	B-6	E. Oran	"	1,378	16 "	19 "
S.S. Sir B. Frere	B-4	A. Thompson	"	536	16 "	19 "
Star of the North	B-5	W. H. Wycott	"	935	16 "	19 "
S.S. India	B-12	J. Templeton	"	792	16 "	19 "
Hydere	B-8	D. Crechton	"	260	16 "	19 "
S.S. Ottawa	B-10	W. Anderson	"	1,274	16 "	19 "
Mandalay	B-2	Power	"	745	16 "	19 "
S.S. Azoff	—	A. H. Johnson	"	476	18 "	18 "
" Punjaub	—	S. Patterson	"	883	28 "	30 "
" Norna	9	A. E. Barlow	"	969	5 Nov.	6 Nov.
" Indore	B-2	H. J. Green	"	679	5 "	6 "
" Euphrates	B-1	J. Averu	"	650	11 "	14 "
" Arabia	B-3	J. J. Ballantine	"	807	16 "	17 "
Queen of Australia	7	James Page	"	1,238	16 "	17 "
S.S. Sunda	20	W. B. Laing	"	1,270	17 "	18 "
Kooria Moorla	21	Alfred Vike	"	1,112	23 "	28 "
S.S. Azoff	—	A. Thomson	"	457	27 "	27 "
" Bombay Castle	72	Coates	"	823	27 "	28 "
" Sattara	—	G. Beytes	"	841	27 "	29 "
" Asia	18	A. Irwine	"	1,208	27 "	30 "
Peckforton Castle	15	Guthrie	"	1,088	27 "	30 "
Lord Palmerston	50	W. Ferine	"	1,057	28 "	2 Dec.
S.S. Salsette	25	A. Parish	"	1,491	29 "	1 "
Indian Chief	16	J. Smith	"	1,788	29 "	1 "
Star of India	51	C. Holloway	"	1,045	30 "	6 "
S.S. General Havelock	77	S. Robinson	"	280	1 Dec.	1 "
" Madras	23	W. H. Fraser	"	1,185	1 "	2 "
Yorick	19	J. F. Dixon	"	1,402	1 "	2 "
Scotland	8	W. H. Knight	"	1,170	2 "	5 "
Percy Douglas	84	J. P. Hammond	"	781	2 "	4 "
S.S. John Bright	63	C. Cuning	"	1,022	3 "	4 "
" Sultan	24	A. W. Eyre	"	1,124	5 "	7 "
Tanjore	17	J. Humphery	"	989	5 "	7 "
Europa	53	W. Cuning	"	1,254	7 "	10 "
S.S. Golden Fleece	9	J. Smith	"	2,768	7 "	7 "
Pride of the Ganges	28	J. Williams	"	641	8 "	10 "
S.S. Norna	B-9	A. E. Barlow	"	969	9 "	11 "
Sydney Ducres	98	J. Eillies	"	1,379	10 "	12 "
S.S. Euphrates	1	J. Averu	"	650	12 "	12 "
Maggie Lauder	54	C. Thomas	"	997	12 "	14 "
Orriflame	52	Wm. Dougall	"	1,369	13 "	16 "
S.S. Tilly	75	H. T. Plates	"	456	13 "	14 "
Philosopher	81	A. Ross	"	1,059	14 "	15 "
Fort George	94	G. Cross	"	732	14 "	17 "
Bucentaur	80	J. B. Babet	"	1,067	14 "	16 "
Futty Sultan	90	Wm. Crary	"	310	15 "	17 "
Howden	67	J. F. Belt	"	1,218	15 "	17 "
Magaram Dyaram	86	E. Profimis	"	694	17 "	19 "
S.S. Alexandria	C-57	G. Anderson	"	363	18 "	19 "
Atalanta	C-47	J. G. Ballingall	"	930	18 "	19 "
S.S. India	12	J. Templeton	"	792	18 "	19 "
Antone Dor	—	Noe	French	471	18 "	6 Jan.
S.S. Mauritius	10	P. O. Petrie	British	2,134	18 "	20 Dec.
City of Agra	92	Edwin Sleight	"	1,073	19 "	20 "
S.S. Sir B. Frere	4	A. Thompson	"	536	19 "	20 "
City of Dunedin	71	J. Tilly	"	1,085	19 "	20 "
Mary Fry	96	Chas. Fry	"	986	21 "	23 "
Louisa	62	H. Scoucroft	"	939	22 "	26 "
S.S. Queen of the South	11	Wm. Fame	"	2,090	22 "	23 "
" England	H-3	W. H. Thompson	"	3,307	24 "	24 "
British Monarch	68	S. B. Kews	"	1,261	24 "	24 "
British Princess	69	Wm. Brown	"	1,231	24 "	24 "

Names of Vessels.				Commander.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
	No.							
Kooria Moorria	21	-	-	A. Vike	British	1,112	25 Dec.	2 Jan.
Empire of Peace	65	-	-	A. King	"	1,540	26 "	-
S.S. India	12	-	-	J. Templeton	"	792	26 "	27 Dec.
" Queen	-	-	-	F. Grogon	"	3,611	27 "	29 "
Sam Cearus	59	-	-	M. Chambers	"	1,422	27 "	30 "
Mofussilite	97	-	-	W. Bradfoot	"	1,000	27 "	30 "
S.S. Thales	31	-	-	B. Bramwell	"	1,154	27 "	28 "
Zooraster	56	-	-	John White	"	1,207	28 "	3 Jan.
S.S. Oriental	125	-	-	C. Hutchinson	"	1,480	29 "	31 Dec.
Malabar	120	-	-	R. Pearce	"	1,219	29 "	31 "
Durham	119	-	-	T. C. Kerr	"	1,286	29 "	31 "
S.S. Bombay Castle	72	-	-	M. Coates	"	823	29 "	6 Jan.
Compta	83	-	-	H. Kingcome	"	1,009	30 "	2 "
Royal Saxon	79	-	-	G. Mathews	"	1,109	30 "	1 "
S.S. Kangaroo	6	-	-	H. Mannring	"	1,719	31 "	1 "
Octavia	87	-	-	F. Bristow	"	950	1 Jan.	3 "
Sir Hugh Rose	98	-	-	J. Spurden	"	971	2 "	4 "
Kingston	60	-	-	C. A. Camerson	"	1,208	2 "	7 "
Bernice	70	-	-	G. O. Millun	"	1,455	2 "	7 "
Humber	57	-	-	A. Bill	"	1,403	2 "	9 "
Yorick	19	-	-	J. S. Dixon	"	1,402	2 "	11 "
S.S. Salsette	25	-	-	A. Parish	"	1,491	2 "	3 "
Mai Blume	61	-	-	L. A. Benwan	"	1,900	3 "	8 "
David Malcomson	38	-	-	W. G. Watson	"	1,189	3 "	5 "
S.S. Lord Clyde	76	-	-	W. Maylam	"	374	4 "	6 "
Elizabeth Henderson	36	-	-	H. Gibb	"	297	4 "	6 "
Lord Palmerston	50	-	-	W. Fernee	"	1,057	4 "	14 "
S.S. Sultan	24	-	-	A. W. Eyre	"	1,124	4 "	7 "
Flying Venus	30	-	-	H. Littia	"	1,393	4 "	7 "
Beaumaris Castle	58	-	-	W. Gardiner	"	1,040	5 "	8 "
Arundel	55	-	-	C. Symons	"	1,249	5 "	7 "
Bruce	39	-	-	W. Lyle	"	1,110	5 "	7 "
North Wind	35	-	-	D. Currie	"	793	5 "	7 "
Calcutta	40	-	-	James Jopp	"	1,372	5 "	7 "
C. N.	41	-	-	E. Saliwan	"	965	5 "	9 "
India	123	-	-	S. W. Crispin	"	912	5 "	7 "
Howrah	121	-	-	J. D. Clark	"	1,097	5 "	10 "
Vernan	122	-	-	J. C. Liston	"	1,319	5 "	7 "
Clytie	47	-	-	J. Whiting	"	1,078	6 "	7 "
Adriana	34	-	-	S. Davies	"	1,305	6 "	7 "
Burmah	22	-	-	John Yeo	"	1,175	7 "	9 "
Sir B. Frere	4	-	-	A. Thompson	"	-	6 "	9 "
Queen of India	124	-	-	E. Hill	"	1,043	7 "	8 "
Sehah Jehan	46	-	-	Murataries	"	698	7 "	9 "
Peerless	11	-	-	Flairium	"	1,005	7 "	11 "
Hippograph	42	-	-	Jno Beevo	"	728	8 "	9 "
Spray of the Ocean	48	-	-	P. Slaughter	"	805	8 "	9 "
S.S. Euphrates	1	-	-	J. Avern	"	650	10 "	11 "
Balkamah	66	-	-	J. Miller	"	1,377	10 "	20 "
Napier	159	-	-	Thomas Purdey	"	1,424	10 "	14 "
S.S. John Bright	63	-	-	J. C. Cumming	"	1,022	11 "	12 "
Calderia	105	-	-	J. Gordon	"	730	11 "	13 "
Defiance	32	-	-	F. Langlow	"	954	11 "	16 "
Rowena	44	-	-	W. Boltan	"	1,172	12 "	16 "
Sophia Joakin	78	-	-	F. F. Maclean	"	1,000	12 "	23 "
S.S. Peruvian	5	-	-	H. G. Sulman	"	2,245	13 "	14 "
Ophier	127	-	-	H. R. Miles	"	847½	12 "	12 "
S.S. Ottawa	10	-	-	W. D. Anderson	"	1,274	14 "	16 "
" Madras	23	-	-	A. Coleman	"	1,385	14 "	21 "
Athene	109	-	-	W. G. Dougall	"	605	14 "	16 "
Oliver Cromwell	45	-	-	N. Fance	"	1,112	15 "	16 "
S.S. Catherine Apear	118	-	-	W. Swanson	"	840	16 "	17 "
Phoenix	107	-	-	G. Ingram	"	574	17 "	18 "
Nicholas Curvin	43	-	-	E. Estroc	"	549	18 "	20 "
S.S. Indore	2	-	-	H. J. Green	"	679	19 "	21 "
Castle Eden	33	-	-	D. Cowan	"	930	19 "	21 "
Victoria Cross	95	-	-	A. J. Cowley	"	1,262	19 "	21 "
Mofussilite	97	-	-	W. Bradfoot	"	1,009	19 "	20 "
S.S. Madras	23	-	-	A. Coleman	"	1,187	19 "	21 "
Maggie Lauder	54	-	-	C. Thomas	"	997	19 "	21 "
S.S. Bengal	116	-	-	H. W. King	"	2,185	21 "	23 "
Callerohoe	106	-	-	G. S. Irwin	"	1,257	21 "	29 Feb.
Alabama	117	-	-	W. Harrison	"	949	21 "	23 Jan.
S.S. Pearl	118	-	-	G. W. Baldwin	"	335	22 "	23 "
" Asia	18	-	-	J. Irwine	"	1,579	22 "	25 "

Names of Vessels.		Commanders.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
	No.					
Oriflame	52	W. Douglas	British	1,369	22 -	25 Jan.
S.S. India	12	J. Templeton	"	790	25 Jan.	26 "
Thales	B-30	Bramwell	"	774	25 "	27 "
Glendevon	181	Wardrass	"	954	25 "	26 "
S.S. Lord Clyde	76	W. Moylan	"	375	25 "	27 "
Royal Edward	108	J. Shaw	"	1,508	25 "	27 "
Star of Brunswick	106	M. Wedge	"	1,636	27 "	28 "
S.S. American	12	J. Baker	"	1,831	28 "	28 "
Gavin Steel	103	J. M. Whyte	"	1,071	28 "	28 "
S.S. Madras	28	A. Coleman	"	1,187	28 "	30 "
Habueman	37	J. Deal	"	1,328	28 "	30 "
S.S. City of Manchester	1	S. C. Jones	"	1,919	29 "	29 "
Nimrod	101	W. Gaskil	"	890	29 "	29 "
Western Star	100	E. Duberne	"	891	29 "	29 "
S.S. City of Dublin	2	J. Eymon	"	1,998	29 "	30 "
Canova	49	Thos. McNabe	"	1,288	29 "	30 "
S.S. Himalaya	126	J. W. Atkinson	"	1,341	30 "	31 "
Winchester	104	J. Davison	"	1,157	30 "	3 March.
Anevoca	124	W. Western	"	597	30 "	31 Jan.
S.S. Queen	4	F. Grogan	"	3,517	30 "	1 Feb.
Harry Pudensey	114	B. Poole	"	819	30 "	31 Jan.
S.S. Golconda	101	P. B. Jones	"	1,909	31 "	1 Feb.
Middlesex	102	J. F. Southane	"	1,191	31 "	31 Jan.
Royal Standard	115	E. W. Liveray	"	2,082	31 "	1 Feb.
Alsager	110	Robert Patterson	"	1,210	1 Feb.	1 "
Colonist	134	Thomas M. Gibson	"	578	1 "	1 "
Ceylon	133	Richard Leach	"	395	1 "	3 "
S.S. Punjaub	138	J. Patterson	"	883	2 "	3 "
" Koina	129	R. Simpson	"	869	2 "	3 "
Nile	110	P. F. Owen	"	1,150	2 "	3 "
Mabel	99	H. Wheeler	"	1,259	2 "	3 "
Legion of Honour	112	W. William	"	1,219	2 "	3 "
S.S. Court Hey	134	W. G. Cowley	"	486	2 "	3 "
Nelson	104	S. Rands	"	1,248	2 "	3 "
S.S. Humsden	135	D. Gallerpil	"	488	2 "	4 "
Continental	111	D. R. Leeran	"	1,464	2 "	4 "
S.S. Paris	130	G. R. Hills	"	423	3 "	4 "
Ellen Stewart	107	R. D. Lyons	"	1,643	3 "	2 March.
S.S. S. A. Gibbs	103	A. Milne	"	851	6 "	6 Feb.
" England	3	W. H. Thompson	"	3,307	6 "	8 "
" Asia	111	G. C. Parker	"	1,301	6 "	7 "
Underley	114	J. Rhind	"	1,292	7 "	8 "
Bacchante	135	M. McLeod	"	717	8 "	9 "
Erie	113	H. F. Raisbeck	"	1,010	8 "	9 "
S.S. West Indian	8	J. Miller	"	1,804	8 "	9 "
Friga	88	George Welsh	"	1,134	10 "	12 "
S.S. John Bright	63		"	-	10 "	12 "
" Sir Bartle Frere	4	A. Thompson	"	536	10 "	14 "
" Kangaroo	6	H. Manning	"	1,719	10 "	12 "
Bucentaur	80	J. B. Babet	"	1,067	10 "	12 "
S.S. Armenian	119	J. Miller	"	944	10 "	12 "
Dallam Tower	105	W. S. Bruce	"	1,499	11 "	29 "
Jessie Gilbert	123	J. Stapleton	"	634	11 "	12 "
S.S. Far East	139	H. Jones	"	1,259	12 "	13 "
Good Success	117	C. H. Hudson	"	477	12 "	18 "
Kensromi	112	G. F. Machon	"	374	13 "	13 "
S.S. California	7	R. Watson	"	1,831	13 "	13 "
Glendevon	131	F. Worsley	"	954	13 "	13 "
S.S. Arabia	3	J. J. Ballantine	"	1,027	13 "	19 "
S. Tug Electric	129	F. Mould	"	395	13 "	18 Feb.
Challenge	108	W. Laing	"	1,264	13 "	24 April.
Avabhoy	120	H. Holland	"	959	13 "	15 Feb.
S.S. Japan	156	B. Chatfield	"	349	17 "	17 "
Futty Mainan	-	Hajee Baker	"	550	17 "	17 "
Waterloo	125	R. Osborne	"	1,222	17 "	18 "
Waterwitch	109	A. Graystone	"	1,046	17 "	1 March.
S.S. Challenge	133	W. Cunningham	"	468	13 "	28 Feb.
St. Albion	115	Moses Pahi	"	1,265	18 "	22 "
S.S. Peruvian	5	H. G. Salmon	"	2,245	18 "	21 "
Lord Palmerston	50	W. Fernie	"	1,057	18 "	21 "
Fathe Salem	121	W. Mosey	"	618	18 "	19 "
Norman	127	T. Orfew	"	254	19 "	19 "
Premchund Roychund	136	J. Scott	"	1,258	19 "	20 "
Hosworth	122	A. Nicholls	"	545	19 "	20 "
S. Tug Mauritius	131	H. H. Gibbs	"	423	20 "	23 "

NAMES OF VESSELS.		Commanders.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
	No.					
S.S. Sunda	91	W. Soames	British	1,862	20 Feb.	23 Feb.
„ Defiance	132	J. H. Glough	„	408	20 „	20 „
„ Sattara	14	G. Heyts	„	2,080	21 „	24 „
„ S. A. Gibbs	103	A. Milne	„	850	21 „	21 „
Futty Sultan	90	W. Craig	„	310	21 „	24 „
S.S. Bengal	116	H. W. King	„	2,185	21 „	23 „
Orriflame	52	S. Flaherty	„	1,269	21 „	23 „
Squando	118	T. Williams	„	1,220	21 „	22 „
S.Tug Mauritius	131	H. H. Gibbs	„	190	21 „	23 „
S.S. Sultan	24	A. W. Ayre	„	1,124	22 „	24 „
„ Challenge	133	W. Cunningham	„	257	22 „	23 „
„ Oriental	125	C. Hutchinson	„	1,006	23 „	26 „
Geraint	123	E. Watt	„	1,075	23 „	24 „
Knighton	148	D. Stewart	„	1,048	23 „	24 „
Annie Frost	130	W. Galgey	„	1,236	24 „	25 „
S.S. Golconda	101	P. B. Jones	„	1,200	25 „	27 „
Royal Saxon	79	Geo. Matthews	„	1,109	25 „	27 „
Camata	145	J. S. Beadon	„	514	25 „	26 „
Hope	—	Thos. Collins	„	633	25 „	9 Mar.
S.S. Thales	31	R. Bramwell	„	1,154	25 „	26 Feb.
„ Sir Bartle Frere	4	A. Thompson	„	383	26 „	27 „
„ City of Manchester	1	F. C. Jones	„	1,919	28 „	1 Mar.
„ Tilly	75	H. H. Platts	„	457	29 „	1 „
Irewell	82	Thos. Feran	„	1,508	29 „	1 „
Decision	74	— Cumming	„	1,203	29 „	1 „
British Constitution	160	J. Shaw	„	427	29 „	1 „
Albertine	29	W. H. Stapleton	„	1,522	29 „	2 „
S.S. Arabia	—	J. J. Ballantine	„	807	2 Mar.	6 „
Delaware	139	J. Hailler	„	1,306	1 „	4 „
S.S. Ottawa	10	W. D. Anderson	„	1,274	2 „	4 „
Zenobia	64	— Hutchins	„	1,145	2 „	4 „
S.S. Court Hey	134	W. G. Cowley	„	488	2 „	3 „
Cowasjee Jehangeer	150	J. G. Greig	„	1,258	3 „	5 „
Fazel Currin	138	J. Leach	„	488	3 „	5 „
Dreadnought	73	D. Scott	„	1,497	4 „	5 „
Scimitar	149	J. Potts	„	1,187	4 „	5 „
Rahomany	153	W. Jones	„	809	4 „	5 „
Moderation	143	P. Philips	„	1,267	4 „	5 „
Altcar	27	J. H. Hamilton	„	1,283	4 „	6 „
Stag	126	S. Ellis	„	523	4 „	5 „
Ann	142	F. Hugon	„	932	4 „	5 „
Mary Ann	158	— Silverspare	„	664	4 „	4 „
Caroline	146	J. A. Santos	Portuguese	460	5 „	6 „
Anne Milieent	137	W. Nash	British	943	5 „	6 „
Etherial	155	A. Anderson	„	796	6 „	6 „
Welcome	164	T. Jones	„	281	6 „	7 „
S.S. John Bright	63	J. C. Cumming	„	677	6 „	7 „
Jas. Child	152	Peter Sheen	„	756	7 „	8 „
S.S. Tyne-mouth	140	J. B. Kennedy	„	1,409	9 „	10 „
„ Sir Bartle Freer	4	A. Thompson	„	383	10 „	15 „
Teazer	141	A. Grant	„	863	10 „	10 „
Tiffle Whimer	166	A. Cotter	„	1,132	10 „	11 „
S.S. Challenge	133	W. Commings	„	257	11 „	18 „
Legion of Honour	112	W. Williams	„	1,219	11 „	18 „
S.S. Sultan	24	A. M. Eyre	„	1,124	11 „	12 „
„ General Outram	168	M. Hewett	„	201	12 „	14 „
Michail Scott	157	J. Wright	„	1,197	12 „	13 „
Ogeria	154	A. Burns	„	1,066	12 „	12 „
Cutch Merchant	—	W. Gray	„	639	12 „	13 „
Nedesda	174	— Foreman	Russian	526	12 „	15 „
Canoval	49	T. McNab	British	1,283	14 „	21 „
Morning Star	169	A. Morcan	„	481	17 „	18 „
S.S. Ottawa	10	W. D. Anderson	„	814	19 „	20 „
S.Tug Mauritius	131	H. H. Gibbs	„	191	19 „	22 „
S.S. Pearl	118	G. Baldwin	„	266	21 „	25 „
Hamoody	171	Abid Khan	„	711	22 „	24 „
Ateet Rehman	170	Eussuff Abdee	„	525	23 „	31 „
S.S. Kangaroo	6	H. Manning	„	1,169	24 „	25 „
Trafalgar	167	E. Stacpool	„	1,102	24 „	25 „
S.S. Nada	176	E. Colliver	„	716	24 „	25 „
Queensland	161	Montgomery	„	800	24 „	25 „
Exonion	173	R. Whitborn	„	360	25 „	27 „
Sunbeam	172	S. Jordan	American	693	26 „	28 „
S.S. England	3	W. H. Thompson	British	2,249	27 „	27 „
„ Queen	4	F. Grogun	„	3,517	28 „	28 „

SELECT COMMITTEE ON ABYSSINIAN EXPEDITION.

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NAMES OF VESSELS.		Commander.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
	No.					
Maggie Lauder	54	C. Thomas	British	997	28 March	31 March.
S.S. City of Dublin	2	Jno. Eynan	"	1,548	28 "	31 "
" Sir B. Frere	4	A. Thompson	"	586	29 "	2 April.
Tirrell	162	P. Morgan	American	1,013	29 "	31 March.
S.S. Far East	139	H. Jones	British	1,259	30 "	1 April.
" Court Hay	-	J. Camby	"	200	30 "	1 "
Hope	182	T. Wheelan	"	440	31 "	1 "
S.S. Alexandria	137	G. M. Anderson	"	120	31 "	2 April.
Agra	175	A. Macaulay	"	880	31 "	2 "
Mantua	204	S. Tevouz	"	1,263	1 April	4 "
S.S. American	11	J. Baker	"	1,286	1 "	10 "
Peckforton Castle	15	Guthrie	"	1,088	1 "	2 "
Nimrod	161	-	"	1,000	1 "	3 "
S.S. Madras	23	A. Coleman	"	1,165	3 "	3 June.
S. Tug Alexandria	137	G. M. Anderson	"	120	4 "	25 April.
Wideawake	130	Abdool Letiff	"	712	4 "	6 "
S.S. General Havelock	117	S. Robinson	"	216	5 "	6 "
S.S. Electric	129	F. Warde	"	567	5 "	7 "
Norman	127	F. Orfend	"	254	5 "	11 "
Phoenix	107	G. Jugram	"	574	5 "	7 "
S.S. American	119	J. Miller	"	969	5 "	6 "
" Tynemouth	140	J. B. Kenedy	"	1,054	6 "	19 "
" Challenger	133	W. Cunningham	"	257	6 "	8 "
Indonitable	178	R. G. Diller	"	1,041	5 "	6 "
St. Bernard	133	A. M. Dermott	"	933	6 "	7 "
Jeddal Baree	196	Bobucker Abdalla	"	460	7 "	9 "
Muscat Merebant	188	-	"	600	7 "	8 "
Preston	181	Wm. Donal	"	956	7 "	9 "
Star of the North	186	Chs. Rowle	"	662	7 "	8 "
S.S. American	11	Jas. Baker	"	1,286	8 "	- "
Philosopher	81	Alex. Rope	"	1,059	8 "	10 "
S.S. Bombay Castle	72	Coates	"	823	8 "	12 "
Melmerbey	165	H. R. Hughes	"	1,510	8 "	8 June.
S.S. Oriental	125	C. D. Hutchison	"	1,006	10 "	14 April,
King of Italy	185	Mereduth	"	800	10 "	14 "
S.S. California	7	R. Watson	"	1,831	10 "	11 "
" Asia	18	A. Irvine	"	1,208	10 "	20 "
Corona	147	W. S. Condoce	"	1,199	10 "	20 "
Futley Sultan	90	Wm. Craig	"	310	11 "	13 "
Western Empire	140	J. A. Rogers	"	1,245	12 "	13 "
S.S. Sattara	14	G. Beyts	"	841	13 "	15 "
Empress	198	E. P. Ellis	"	1,200	13 "	15 "
S.S. City of Manchester	1	J. C. Jones	"	1,906	13 "	15 "
James Mitchell	192	J. Barieg	"	711	14 "	15 "
S.S. Pearl	118	G. Baldwin	"	335	15 "	17 "
Bulwark	187	John Kelly	"	1,333	15 "	17 "
Mayaram Dayaram	86	E. Profumes	"	694	15 "	17 "
Surrey	141	J. N. Marshall	"	1,089	15 "	17 "
S.S. Bombay	128	F. Scott	"	190	15 "	17 "
" Lord Clyde	76	W. Moylan	"	374	16 "	17 "
" Bengal	116	H. W. King	"	2,185	17 "	18 "
Morning light	-	Peter Buchan	"	2,377	16 "	20 "
Agamemnon	89	N. Marden	"	1,431	17 "	27 "
Seconderage	180	W. Pell	"	1,300	18 "	19 "
Orvill	200	H. Gimblet	"	1,109	18 "	19 "
Alie Rahman	-	-	"	600	18 "	17 May.
S.S. John Bright	63	J. C. Cuming	"	1,022	18 "	19 April.
" Peruvian	5	H. G. Solman	"	2,245	20 "	23 "
John Bunyan	193	John Stith	"	1,129	20 "	23 "
Pegasus	194	F. Corwell	"	1,182	20 "	23 "
S. Tug Electric	129	Frank Warde	"	400	21 "	24 "
Congress	-	-	"	1,200	21 "	- "
S.S. Sultan	24	A. W. Eyre	"	1,124	21 "	23 April.
Dharwar	197	W. H. Thomas	"	1,293	21 "	23 "
Lord Palmerston	56	W. Ferine	"	1,057	21 "	23 "
Camperdown	177	W. Natrass	"	945	21 "	23 "
Glasmerden	195	C. Thomas	"	1,598	21 "	23 "
Tynemouth	140	J. S. Kennedy, R.N.R.	"	1,499	21 "	13 May.
S.S. Sir B. Frere	4	A. Thompson	"	586	21 "	24 April
" Norna	9	A. E. Barlow	"	1,719	22 "	22 "
" Asia	18	A. Irwin	"	1,207	22 "	26 "
Carona	147	Wm. S. Crondam	"	1,199	22 "	26 "
S.S. Kangaroo	6	H. Marwing	"	1,719	24 "	24 "
" American	119	J. Miller	"	789	24 "	27 "
" Court Hey	134	W. G. Cowley	"	488	25 "	29 "
" Bengal	116	H. W. King, R.N.R.	"	2,198	25 "	27 "

Names of Vessels.		Commander.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
		No.				
Agamemnon - - - -	89	N. Murder - -	British -	1,431	25 April -	27 April.
Percy Douglas - - -	84	- - - -	"	732	25 " -	27 "
Mary Stenhouse - - -	168	J. Woodmass - -	"	1,243	26 " -	8 July.
Venilia - - - -	208	T. W. Pond - -	"	686	28 " -	2 June.
Fort George - - - -	94	George Cross - -	"	732	25 " -	—
S.S. Ottawa - - - -	10	W. D. Anderson -	"	1,274	29 " -	3 May.
British Princess - - -	202	G. Stewart - -	"	1,412	29 " -	25 "
Harry Pudemsey - - -	114	J. B. Polle - -	"	819	30 " -	—
Good Success - - - -	117	C. Fladshed - -	"	477	29 " -	—
S.S. John Bright - - -	63	C. Cumming - -	"	1,022	1 May -	3 May.
Futta Salem - - - -	121	W. Massey - -	"	618	1 " -	—
Shah Jehan - - - -	46	A. Muratario - -	"	698	1 " -	—
S.S. Columbine - - - -	—	J. Loburtz - -	"	671	1 " -	3 May.
British Nation - - - -	189	H. D. Rowe - -	"	1,302	2 " -	25 "
Leavington - - - -	—	C. Bell - -	"	973	3 " -	5 "
Regina - - - -	201	Brady - -	"	800	4 " -	—
Bethshan - - - -	179	A. Dangaw - -	"	663	6 " -	—
S.S. Mula - - - -	183	A. Carrs - -	"	548	7 " -	8 May.
Europa - - - -	53	W. Cumming - -	"	1,254	8 " -	8 "
S.S. Hermsden - - - -	135	D. Gallispie - -	"	488	8 " -	8 "
Castle Eden - - - -	33	D. Cowan - -	"	930	8 " -	8 "
City of Manchester - -	1	T. C. Jones - -	"	1,296	8 " -	8 "
Queen of India - - - -	124	E. Hill - -	"	1,043	8 " -	8 "
S.S. Japan - - - -	156	C. S. Chatfield -	"	349	8 " -	9 "
Red Jacket - - - -	191	M. A. R. Pope - -	"	2,035	8 " -	25 "
S.S. Lord Clyde - - -	76	H. Moyean - -	"	282	9 " -	11 "
Royal Saxon - - - -	79	G. Matthews - -	"	1,109	9 " -	12 "
S.S. City of Dublin - -	2	J. Eynon - -	"	1,998	10 " -	12 "
" General Havelock - -	77	S. Robinson - -	"	280	11 " -	12 "
" California - - - -	7	R. Watson - -	"	1,831	11 " -	12 "
Marlborough - - - -	142	T. Porteous - -	"	1,402	13 " -	6 July.
S.S. American - - - -	11	J. Baker - -	"	1,831	14 " -	14 May.
" Alexandria - - - -	137	G. Anderson - -	"	363	15 " -	27 "
" John Bright - - - -	63	J. C. Cumming - -	"	677	15 " -	16 "
Dilharm - - - -	199	W. H. Bissett - -	"	1,300	17 " -	7 June.
S.S. Viscount Canning -	205	A. Gattlieb - -	"	759	18 " -	28 May.
Octavia - - - -	87	F. Bristow - -	"	950	18 " -	24 June.
S.S. Vine - - - -	—	Jeo. Macree - -	"	283	18 " -	19 May.
" Secuda - - - -	91	W. Soames - -	"	1,682	19 " -	20 "
" Asia - - - -	18	A. Friend - -	"	1,579	19 " -	20 "
" Pera - - - -	118	G. Ballantine - -	"	335	21 " -	22 "
" Nurla - - - -	183	A. Cairns - -	"	548	21 " -	23 "
" Oriental - - - -	125	C. Hutchinson - -	"	1,006	21 " -	23 "
" General Outram - - -	168	J. Hewitt - -	"	201	22 " -	23 "
" Kangaroo - - - -	6	Manning - -	"	1,169	22 " -	—
" Sir B. Frere - - - -	4	A. Thompson - -	"	536	23 " -	25 May.
North Wind - - - -	35	D. Currie - -	"	783	24 " -	25 "
S.S. Bengal - - - -	116	H. W. Kenig - -	"	2,185	24 " -	25 "
" Court Hey - - - -	134	W. G. Cowley - -	"	488	25 " -	6 June.
" Secuda - - - -	91	W. Soames - -	"	1,272	25 " -	17 "
" G. A. Gibbs - - - -	103	A. Milen - -	"	851	25 " -	28 May.
" Challenge - - - -	133	W. Cunningham -	"	468	28 " -	—
S.T. Alexandria - - - -	137	G. M. Anderson -	"	250	28 " -	29 "
" Hunsden - - - -	135	D. Gillaspie - -	"	450	29 " -	31 "
SS. Catherine Apcar - -	118	W. Swanson - -	"	840	29 " -	30 "
Hope - - - -	182	T. Wheelan - -	"	440	30 " -	12 June.
S.S. Electric - - - -	129	F. Ward - -	"	395	30 " -	4 "
" Bombay - - - -	128	F. Scott - -	"	423	30 " -	1 "
Kingstone - - - -	60	Emerson - -	"	1,208	30 " -	3 "
Hoppographie - - - -	42	J. Bess - -	"	728	30 " -	7 "
Durham - - - -	119	T. C. Kerr - -	"	1,286	30 " -	1 "
Sunbeam - - - -	172	S. C. Jordan - -	American	707	30 " -	10 "
Fazellaurim - - - -	138	J. Leach - -	British -	488	30 " -	10 "
Carolina - - - -	146	J. A. D. Santox -	Portuguese	460	30 " -	1 "
Ann - - - -	142	F. Hugon - -	British -	931	30 " -	7 "
S.S. Asia - - - -	18	A. Irvine - -	"	1,207	30 " -	1 "
Howrah - - - -	121	J. Clark - -	"	1,097	31 " -	3 "
Exonion - - - -	175	K. Whitburn - -	"	360	31 " -	7 "
Beaumaris Castle - - -	58	W. Gardiner - -	"	1,040	31 " -	6 "
S.S. Mauritius - - - -	131	H. Gibbs - -	"	423	31 " -	1 "
S.S. Norma - - - -	9	E. Barlow - -	"	962	31 " -	2 "
Mary Anne - - - -	158	Silverspoon - -	"	664	1 June -	7 "
S.S. John Bright - - -	63	C. Cummin - -	"	1,022	1 " -	4 "
Turiel - - - -	162	P. Morgan - -	American	1,013	1 " -	12 "
Teazer - - - -	141	A. Grant - -	British -	363	1 " -	7 "

Name of Vessel.	No.	Commander.	Colour.	Tonnage.	Date of Arrival at Aden.	Date of Departure from Aden.
Royal Edward	108	J. Shaw	British	1,508	1 June	10 June.
Stag	126	S. Ellis	"	628	1 "	10 "
S.S. Sultan	24	A. W. Eyre	"	1,124	2 "	3 "
Judal Baree	196	Abboo Bucker	"	460	2 "	12 "
Wide Awake	190	Abdool Sutif	"	600	2 "	12 "
Vauda	20	W. B. Laing	"	1,141	2 "	10 "
S.S. American	11	Jas. Baker	"	1,286	2 "	8 "
" Vaia	-	John Maine	"	441	3 "	5 "
" Defiance	132	T. Clough	"	408	3 "	3 "
" Mula	183	A. Cacs	"	548	4 "	5 "
S. Tug, Court Hay	134	W. G. Cowley	"	478	4 "	6 "
Indomitable	102	R. Dible	"	1,041	4 "	10 "
Albertine	29	W. Slaphius	"	1,522	5 "	11 "
Egeria	154	A. Burn	"	1,066	5 "	10 "
Cowasjee Jehanger	150	J. G. Grieg	"	1,258	6 "	10 "
S.S. Bengal	116	H. W. King	"	1,175	6 "	7 "
" Arabia	3	J. Ballantine	"	1,027	7 "	8 "
" India	12	J. Templeton	"	1,010	7 "	8 "
" Golden Fleece	9	J. Smyth	"	2,768	7 "	8 "
" Alexandria	137	— Anderson	"	365	8 "	10 "
" Kangaroo	6	W. Maining	"	1,719	8 "	—
" Peruvian	5	H. Salmon	"	2,245	10 "	12 June.
" City of Dublin	2	Joher Eynan	"	1,998	10 "	11 "
" Bombay Castle	72	M. Coats	"	823	10 "	13 "
" Viscount Canning	205	A. Gallteel	Siamese	759	10 "	11 "
" Tynemouth	140	J. B. Kennedy	British	1,409	12 "	15 "
" West Indian	8	J. Miller	"	1,804	13 "	15 "
" John Bright	63	J. C. Curring	"	1,022	13 "	15 "
" Great Victoria	-	A. Enright	"	2,398	14 "	15 "
" California	7	R. Watson	"	1,831	14 "	15 "
Canata	145	Braddon	"	514	15 "	—
S.S. Norma	9	A. E. Barlow	"	969	15 "	16 June.
S. Tug, Bombay	128	Frederick Scott	"	420	15 "	—
S.S. Sunda	91	William Soames	"	1,272	16 "	17 June.
Muscat Merchant	188	W. W. Ward	"	544	15 "	1 July.
S.S. American	119	J. Miller	"	944	17 "	19 June.
St. Bernard	184	A. McDermot	"	933	17 "	19 "
S.S. Dacca	-	Charles Day	"	1,168	18 "	21 "
Court Hay	134	W. P. Collin	"	278	18 "	27 "
Flying Venus	30	H. Litter	"	1,393	18 "	1 July.
S.S. Madras	23	C. F. Davies	"	1,335	19 "	21 June.
Oriental	125	C. C. D. Hutchison	"	1,006	19 "	21 "
S.S. Nada	176	E. Colliver	"	716	19 "	21 "
" Indore	2	H. J. Creue	"	679	21 "	23 "
" Ottowa	10	W. D. Adurson	"	1,274	21 "	24 "
" Queen of the South	11	W. Flair	"	2,090	21 "	24 "
" Sattara	14	J. Beyts	"	2,030	21 "	24 "
" Defiance	132	T. H. Gough	"	423	21 "	1 July.
" Punjab	138	J. P. Ross	"	883	21 "	24 June.
" Thales	31	J. Raskeel	"	1,154	21 "	25 "
Queen	4	F. Grogan	"	3,517	21 "	23 "
S.S. Himalaya	126	J. Linton	"	1,341	21 "	26 "
S. Tug, Electric	129	Frank Ward	"	537	21 "	28 "
Squando	113	-	"	1,220	21 "	28 "
S. Tug, Alexandria	137	G. M. Anderson	"	365	22 "	1 July.
S.S. Koina	129	R. Sampson	"	869	22 "	25 June.
" Japan	-	C. Chatfield	"	349	22 "	25 "
" Euphrates	1	J. Avern	"	650	23 "	28 "
" Mauritius	131	D. D. Gibbs	"	191	23 "	1 July.
" General Havelock	77	S. Robinson	"	280	23 "	26 June.
Caldera	105	J. Jordain	"	730	23 "	5 July.
Burmah	22	J. Yeo	"	1,173	23 "	21 "
S.S. Paris	130	G. Hills	"	423	24 "	10 "
Erie	113	H. Raisebeck	"	1,010	24 "	24 June.
Morning Light	-	P. Buchan	"	2,377	24 "	10 July.
Anevoca	124	W. Webster	"	597	24 "	19 "
Leamington	-	C. Bell	"	973	24 "	13 "
S.S. England	3	W. H. Thompson	"	3,307	3 July	8 "
" Mauritius	10	P. O. Pctree	"	2,134	10 "	12 "

(signed) *W. Chas. Loraine*,
Acting Harbour Master and Conservator of
the Port, Aden.

Appendix No. 18.

REMARKS.

TROOPS LANDED AT ADEN.

Calcutta	-	-	arrived 5 January	-	-	Incurring considerable damage.
Callenderhoe	-	-	" 21 "	-	-	General stores, native troops, 10th Bengal Cavalry.
Winchester	-	-	" 30 "	-	-	10th Bengal Cavalry.
Ellen Stewart	-	-	" 2 February	-	-	ditto - - and rice, &c.
Challenge	-	-	" 13 "	-	-	ditto - - had cholera on board, were allowed to pass beyond Aden, evidently sent to Calcutta for discharge.
S.S. Madras	-	-	" 3 April	-	-	Shaft broken.
Melmerby	-	-	" 8 "	-	-	Aden Troop.
Mary Stenhouse	-	-	" 26 "	-	-	General stores.
Venilia	-	-	" 28 "	-	-	Wheat, grain, &c.
Marlborough	-	-	" 13 May	-	-	Hay, straw, rice, sugar, and coals.
Octavia	-	-	" 18 "	-	-	Water and hay.
Flying Venus	-	-	" 18 June	-	-	Discharged stores at Aden.
Caldera	-	-	" 23 "	-	-	ditto - - ditto.
Burmah	-	-	" " "	-	-	ditto - - ditto.
Anevoca	-	-	" 24 "	-	-	ditto - - ditto.

(signed) *W. Chas. Loraine,*
Acting Harbour Master and Conservator of
the Port, Aden.

STATEMENT respecting Supply of COALS for ABYSSINIAN EXPEDITION by the Peninsular and Oriental Steam Navigation Company in reply to a question of Mr. Candlish to the Secretary of the Admiralty, dated 31 May 1870.

Nature of Agreement.	Place.	Quantity.	Rate.	Amount.
		<i>Tons.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
No specific agreement as to price ; 60,000 tons were arranged to be supplied; increased afterwards by 17,000 tons.	Alexandria	- 1,211	2 5 -	2,724 - -
	Aden	- 50,951	*3 13 -	187,844 - -
	Bombay	- 44,889	3 10 6	158,284 - -
	Suez	- 13,342	†3 10 -	47,164 - -
	TOTAL	- - -	£.	395,966 - -

* 4 l. 10 s. paid for first cargoes.

† 3 l. 15 s. paid for first cargoes.

A Copy of their Lordships' Letter of 28th January last, in reply to farther demands of the Company, is enclosed.

(signed) *J. Beeby,*
Accountant General.

Admiralty, 31 May 1870.

Appendix, No. 19.

PAPER supplied by the British Consul at *Suez*, and handed in by the Chairman.

S U E Z.

RETURN of ARRIVALS and SAILINGS at SUEZ of VESSELS engaged in the ABYSSINIAN EXPEDITION.

NAME.	ARRIVAL.	DEPARTURE.	NAME.	ARRIVAL.	DEPARTURE.
Great Victoria - -	18 Oct. 1867	23 Oct. 1867	Indore - - -	19 Feb. 1868	20 Mar. 1868
Coromandel, B.M. - -	2 Nov. "	6 Nov. "	Atmosphere - - -	19 " "	20 " "
Sattara - - -	6 " "	11 " "	Noma, P. & O. - - -	19 " "	7 " "
Mandalay - - -	6 " "	11 " "	Sam Cairns - - -	19 " "	16 " "
Great Victoria - -	12 " "	29 " "	Sir John Lawrence, B.M. -	23 " "	6 " "
Hodeida - - -	12 " "	16 " "	Dessouk - - -	27 " "	27 " "
Sammanond - - -	12 " "	25 " "	Sammanond - - -	2 Mar. "	30 " "
Lord Elphinstone - -	23 " "	3 Dec. "	Koina - - -	4 " "	16 " "
Hydere - - -	23 " "	3 " "	Dongolo - - -	4 " "	19 " "
Massowah - - -	27 " "	2 " "	Coromandel, B.M. - -	10 " "	25 " "
Sowakim - - -	2 Dec. "	5 " "	Mandalay - - -	10 " "	25 " "
Cossier - - -	3 " "	28 " "	Sowakim - - -	11 " "	27 " "
Ottawa, P. & O. - -	3 " "	11 " "	Dalhousie, B.M. - - -	12 " "	27 " "
Star of the North - -	3 " "	11 " "	Hodeida - - -	16 " "	24 April "
Arabia - - -	4 " "	14 " "	Japan - - -	25 " "	30 Mar. "
Queen of Australia - -	4 " "	14 " "	West Indian - - -	26 " "	10 April "
Sattara - - -	8 " "	20 " "	Scotland - - -	26 " "	7 May "
Atmosphere - - -	8 " "	20 " "	Feroze, B.M. - - -	26 " "	19 April "
Sir John Lawrence - -	10 " "	20 " "	T. A. Gibb - - -	27 " "	5 " "
Kartoum - - -	10 " "	22 " "	Great Victoria - - -	27 " "	9 " "
Coromandel - - -	11 " "	21 " "	Golden Fleece - - -	27 " "	12 " "
Mandalay - - -	11 " "	21 " "	Malabar - - -	29 " "	4 " "
Sammanond - - -	11 " "	22 " "	Sir J. Lawrence - - -	6 April "	12 " "
Hedjas - - -	14 " "	23 " "	Cosier - - -	13 " "	22 " "
John Bright - - -	16 " "	23 " "	Earl Canning - - -	13 " "	19 " "
Australian - - -	17 " "	31 " "	Australian - - -	14 " "	9 May "
Massowah - - -	18 " "	3 Jan. 1868	Dessouk - - -	14 " "	24 " "
Great Victoria - - -	21 " "	28 Dec. 1867	Sowakim - - -	17 " "	26 April "
Zembo - - -	23 " "	30 " "	Dalhousie, B.M. - - -	24 " "	7 May "
Dessouk - - -	23 " "	6 Jan. 1868	Coromandel, B.M. - -	25 " "	10 " "
Sowakim - - -	25 " "	30 Dec. 1867	Sammanond - - -	25 " "	1 " "
Hodeida - - -	27 " "	3 Jan. 1868	Yembo - - -	26 " "	4 " "
Lord Elphinstone - -	29 " "	6 " "	Tor - - -	26 " "	3 July "
Hydere - - -	29 " "	6 " "	Catherine Apear - - -	2 May "	9 May "
Tor - - -	30 " "	20 " "	T. A. Gibb - - -	2 " "	9 " "
Noma, P. & O. - - -	3 Jan. 1868	13 " "	Earl Canning - - -	7 " "	17 " "
Tanjore - - -	3 " "	13 " "	Nada - - -	13 " "	24 " "
Arabia - - -	9 " "	17 " "	H.M.S. Daphne - - -	14 " "	7 June "
Star of the North - -	9 " "	17 " "	Far East - - -	15 " "	29 Aug. "
Sattara - - -	11 " "	20 " "	Hodeida - - -	19 " "	18 June "
Queen of Australia - -	11 " "	29 " "	Japan - - -	22 " "	1 " "
Sammanond - - -	21 " "	29 " "	Sowakim - - -	23 " "	2 July "
Coromandel - - -	23 " "	3 Feb. "	Indore - - -	1 June "	—
Hodeida - - -	26 " "	3 " "	Dessouk - - -	3 " "	16 July 1868
Sowakim - - -	26 " "	18 " "	Ottawa - - -	5 " "	9 June "
Australian - - -	29 " "	12 " "	Queen - - -	6 " "	—
Great Victoria - - -	1 Feb. "	17 " "	England - - -	9 " "	27 June 1868
H.M.S. Satellite - - -	3 " "	22 Mar. "	Cosier - - -	13 " "	—
Dalhousie - - -	6 " "	21 Feb. "	Feroze (with Sir R. Napier).	18 " "	9 Aug. "
Coromandel - - -	6 " "	10 " "	Mauritius - - -	18 " "	3 July "
Compta - - -	6 " "	7 " "	Dalhousie, B.M. - - -	19 " "	3 Aug. "
Euphrates - - -	14 " "	27 " "	Australian - - -	20 " "	31 " "
Cosier - - -	14 " "	15 Mar. "	Yembo - - -	21 " "	24 Sept. "
Yembo - - -	14 " "	4 " "	Sammanond - - -	25 " "	17 Nov. "
Tor - - -	17 " "	27 Feb. "			

Appendix, No. 20.

PAPER supplied by Captain *Tryon*, and handed in by the Chairman.

RETURN of the Arrivals and Sailings at *Annesley Bay* of VESSELS engaged in the ABYSSINIAN EXPEDITION.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Atmosphere," B/6	19 Sept. 1867	17	Fitting and preparing for sea.	7 Oct. 1867	Bombay -	165 men 3rd Light Cavalry, 109 horses of ditto, 400 tons cargo, provisions, wooden sheds and barrack materials, &c.	16 Oct. 1867	Aden -	8			
		3	-	20 Oct. "	Aden -	-	22 Oct. "	Annesley Bay -	1			
		13	-	5 Nov. "	Annesley Bay -	-	8 Nov. "	Hadeida -	2			
		7	Left in tow of "Euphrates," but owing to strong gales, put back to Hadeida.			-						
		10	-	1 Dec. "	Hadeida -	-	8 Dec. "	Suez -	6			
		10	-	19 Dec. "	Suez -	101 muleteers, 343 mules and 1 horse, 300 tons forage and ammunition.	29 Dec. "	Annesley Bay -	9			
		17	-	16 Jan. 1868	Annesley Bay -	In tow of steamship "Coromandel."	20 Jan. 1868	Lat. 18° Long. 39° 26'.	3			
			Stranded; let go hawser, and therefore bore up Annesley Bay.	20 Jan. "	Lat. 18° Long. 39° 26'.	-	27 Jan. "	Annesley Bay -	6			
		13	-	10 Feb. "	Annesley Bay -	-	19 Feb. "	Suez -	8			
		29	-	20 Mar. "	Suez -	400 donkeys, 50 camels, and 52 muleteers.	28 Mar. "	Annesley Bay -	7			
Ship "Arundel," 50	31 Oct. 1867	60	-	13 June "	Annesley Bay -	55 horses, 67 mules, 11 Europeans, 170 followers, and 500 tons general cargo.	4 July "	Bombay -	21		14 Aug. 1868	
		21	-	23 Nov. 1867	Bombay -	None -	30 Nov. 1867	Kurrachee.				
		14	-	15 Dec. "	Kurrachee -	59 horses, 49 ponies, 4 bullocks, 60 fighting men, 35 public followers and 4 private ditto.	5 Jan. 1868	Aden -	20			
		1	-	7 Jan "	Aden -	-	9 Jan. "	Annesley Bay -	1			
Ship "Agamemnon "	16 Nov. "	141	-	30 May "	Annesley Bay -	89 sowars, 92 horses, 30 public followers, and bay, &c.	15 June 1867	Bombay -	15		22 Aug. "	
		3	-	20 Nov. "	Bombay -	-	24 Nov. "	Kurrachee -	3			
			-	25 Nov. "	Kurrachee -	H.M.'s 86th Regiment, Bombay Infantry.	6 Dec. "	Bombay -	10			
		25	-	11 Jan. 1868	Bombay -	H.M.'s 104th Regiment -	15 Jan. "	Kurrachee -	3			
		3	-	10 Jan. "	Kurrachee -	H.M.'s 54th Regiment -	24 Jan. "	Bombay -	4			

35	20 Feb.	Bombay	H.M.'s 92nd Regiment - Time expired, men and invalids.	7 Mar.	Kurrachee	6
2	10 Mar.	Kurrachee		13 Mar.	Bombay	2
21	4 April	Bombay		5 April	Vingoria.	
1	7 April	Vingoria	H.M.'s 5th Regiment, Native Infantry.	17 April	Aden.	
"	18 April	Aden		22 April	7-fathom patch -	3
"	22 April	7-fathom patch -		25 April	Aden	2
"	27 April	Aden		8 May	Bombay	10
"	9 May	Bombay	H.M.'s 5th Regiment, Native Infantry.	11 May	Vingoria	1
"	12 May	Vingoria		16 May	Bombay	3
63	28 Jan.	Bombay	136 followers, 227 mules, and stores for ditto.	2 Feb. 1868	Kurrachee	4
4	7 Feb.	Kurrachee		4 Mar.	Aden	25
1	6 Mar.	Aden		10 Mar.	Annesley Bay	3
90	9 June	Annesley Bay	185 followers, 200 mules	22 June	Bombay	21
94	25 Dec. 1867	Bombay	8,924 bales hay, and 148 packages medical com- forts.	6 Jan.	Aden	11
103	7 Jan. 1868	Aden		10 Jan.	Annesley Bay	2
	23 April	Annesley Bay		20 May	Bombay	26
16	18 Jan.	Bombay	9,068 bales hay	1 Feb.	Aden	13
86	1 Feb.	Aden		6 Feb.	Annesley Bay	4
	3 May	Annesley Bay	8,931 bales hay	14 June	Bombay	41
9	2 Jan.	Kurrachee	Full cargo of barley, gram, and camel equip- ments.	14 Jan.	Aden	11
8	17 Jan.	Aden		21 Jan.	Annesley Bay	3
	30 May	Annesley Bay		17 June	Bombay	-
21	23 Jan.	Bombay	11,687 bales hay	7 Feb.	Aden	14
92	8 Feb.	Aden		16 Feb.	Annesley Bay	7
	16 June	Annesley Bay	9,685 bales of hay	28 June	Bombay	9
10	17 Jan.	Bombay	900 tons general cargo	30 Jan.	Aden	12
134	31 Jan.	Aden		2 Feb.	Annesley Bay	1
24	16 June	Annesley Bay		24 June	Aden	7
	19 July	Aden		30 July	Bombay	10
34	9 Feb.	Bombay	176 tatoes and forage	4 Mar.	Annesley Bay	23
76	20 May	Annesley Bay	160 mules, 3 horses, and 3 tatoes.	14 June	Bombay	24
23	30 Jan.	Bombay	2,065 bales, and 175 bul- locks.	14 Feb.	Aden	14
79	15 Feb.	Aden	Left wing of 18th Regi- ment, Native Infantry, 3 officers, 320 men, 4 public followers, and 6 private ditto.	22 Feb.	Annesley Bay	6
	19 May	Annesley Bay		8 June	Bombay	26

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Ann Millicent"	24 Jan. 1868	19	-	13 Feb. 1868	Bombay	193 pack bullocks, 2 horses, 49 followers, 1 officer, 1,140 bales hay, and 978 bales straw.	5 Mar. 1868	Aden	20			
		10	-	6 Mar. 23 May	Aden	- ditto	12 Mar. 14 June	Annesley Bay	5			
		72	-	12 Feb.	Bombay	293 unfits, 7 second-class passengers, and 3 third-class ditto, and 1 doctor.	*31 Feb.	Aden.	21	-	1 July 1868	
Ship "Albertine," B/29	25 Nov. 1867	88	-	1 Mar. 1 June	Aden	75 European troops, 87 horses, and 110 natives.	4 Mar. 5 June	Annesley Bay	2			
		"	-	6 June	Annesley Bay	56 European troops, 83 natives, and 4 officers.	16 June	Aden	3			
		13	-	4 Mar. 2 April 25 April	Aden	-	24 Mar. 4 April 24 June	Bombay	9	-	31 July	
Ship "Atrid Rahimon"	19 Feb. 1868	20	-	12 Feb. 5 Mar. 8 Mar. 9 Mar. 10 Mar. 25 April	Bombay	7,001 bales hay	4 Mar. 7 Mar. 8 Mar. 9 Mar. 10 Mar. 23 May	Aden	10			
		"	-	24 May	Aden	- ditto	30 May	7-fathom patch - Adjutice. Hotha. Annesley Bay. Abou Ebyee Is-lands.	1			
		10	-	10 June	Aden	- ditto	21 June	Aden	5		21 July	
Ship "Agra," No. 175	24 Feb.	18	-	14 Mar. 2 April 25 April	Bombay	6,880 bales hay	1 April 4 April 19 June	Bombay	10			
		"	-	18 April 26 May	Aden	- ditto	29 April 12 June	Annesley Bay	17			
		20	-	31 Mar. 16 April 11 June	Bombay	General cargo	29 April 12 June	Aden	54	-	13 Aug.	
Ship "Britiah Princess," No. 203.	10 Mar.	38	-	18 April 26 May	Bombay	10,275 bales hay	29 April 12 June	Aden	10			
		26	-	31 Mar. 16 April 11 June	Aden	-	15 April 19 April 26 June	Bombay	16		28 July	
		26	-	22 Nov. 1867	Annesley Bay	-	28 Nov. 1867	Kurrachee	14			
Ship "Bulwark," 187	4 Mar.	53	-	11 Dec.	Bombay	54 horses, 31 tatoes, 5 bullocks, 3 officers, 51 sowars, 67 public fol- lowers, and 8 private ditto.	5 Jan. 1868	Aden	24			
		18	-	11 Dec.	Kurrachee	8 European officers, 60 horses, 47 mules, 71 bullocks, 58 sowars, 93 public, and 15 private followers.	5 Jan. 1868	Aden	5		15 Aug.	
		19	-	11 Dec.	Kurrachee	-	5 Jan. 1868	Aden	24			
Ship "Beaumaris Castle," No. 58.	3 Nov. 1867	18	-	11 Dec.	Kurrachee	-	5 Jan. 1868	Aden	24			

- According to log.

APPENDIX TO REPORT FROM THE

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Burmah," B/22	13 Dec. 1867	12	-	26 Dec. 1867	-	1,900 tons engineer's stores.	4 Jan. 1868	Aden	8	-	-	-
		4	-	19 Jan. 1868	Aden	- ditto	15 Jan. "	Annesley Bay	5	-	-	-
		155	-	19 June "	Annesley Bay	1 horse, and 600 tons engineers and commissariat stores.	23 June "	Aden	3	-	-	-
		27	-	21 July "	Aden	- ditto - ditto	31 July "	Bombay	9	-	17 Aug. 1868	-
Ship "Bacchante," No. 135.	13 Jan. 1868	9	-	23 Jan. "	Kurrachee	1,823 bales hay, and 307 bales kербie or straw, and 110 public followers.	8 Feb. "	Aden	15	-	-	-
		102	-	9 Feb. "	Aden	-	17 Feb. "	Annesley Bay	7	-	-	-
		15	-	30 May "	Annesley Bay	8,450 packages, sundries.	16 June "	Bombay	16	-	31 Aug. "	-
		91	-	30 Jan. "	Bombay	435 tons cargo	28 Feb. "	Annesley Bay	28	-	8 Aug. "	-
Ship "Bosworth," 122	14 Jan. "	19	-	30 May "	Annesley Bay	485 bags grain, 6,706 bags ordered, 880 bags barley, 560 bales hay.	18 June "	Bombay	18	-	-	-
Ship "British Princess," No. 69.	6 Nov. 1867	19	-	15 Dec. 1867	Bombay	3rd Regiment Native Infantry, 395 officers, troops and followers, 7 horses and commissariat stores.	31 Dec. 1867	Annesley Bay	15	-	-	-
Ship "British Constitution."	5 Mar. 1868	136	-	18 May 1868	Annesley Bay	397 officers, troops, and followers of the 2nd Grenadier Regiment, 10th Regiment, Native Infantry, Artillery, and Land Transport Corps, and 6 horses.	12 June 1868	Bombay	23	-	3 July "	-
		29	-	4 April "	Bombay	12,519 bales of hay.	1 May "	Aden	-	-	2 May "	-
		24	-	26 May "	Aden	10,519 bales of hay.	13 June "	Bombay	27	-	8 Aug. "	-
		30	-	31 Mar. "	Bombay	800 tons commissariat stores.	6 May "	Aden	35	-	-	-
Ship "Bethshan "	29 Feb. "	55	-	21 June "	Aden	-	9 July "	Bombay	17	-	3 Sept. "	-
		-	-	-	-	-	-	-	-	-	-	-
		41	-	15 Dec. 1867	Bombay	97 natives, 2 non-commissioned European officers, 19 elephants, 4 horses, 1 mule, 4 officers, 1 assistant-surgeon, hay, water, and elephant equipages.	30 Dec. 1867	Aden	-	-	-	-
		2	-	2 Jan. 1868	Aden	-	4 Jan. 1868	Annesley Bay	-	-	-	-
Ship "City of Dunedin "	-	-	-	-	-	-	-	-	-	-	-	-
Ship "Compta," 83	3 Nov. 1867	41	-	15 Dec. 1867	Bombay	97 natives, 2 non-commissioned European officers, 19 elephants, 4 horses, 1 mule, 4 officers, 1 assistant-surgeon, hay, water, and elephant equipages.	30 Dec. 1867	Aden	-	-	-	-

0.46.	Ship "City of Agra," 92 -	9 Nov. "	22	-	-	-	27 Jan. "	Annesley Bay -	16 camels, 66 water tanks, 1 steam launch, and 2 Egyptian followers.	7 Feb. "	Suez -	10	-	-	-
			28	-	-	-	7 Mar. "	Suez -	150 camels, 36 drivers, and 214 tons commissariat stores.	15 Mar. "	Annesley Bay -	7	-	-	-
			16	-	-	-	1 June "	Annesley Bay -	156 followers, 17 elephants, 1 horse, and commissariat stores.	18 June "	Bombay -	16	-	-	9 July "
	Ship "City of Agra," 92 -	9 Nov. "	28	-	-	-	7 Dec. 1867	Bombay -	1 first class and 6 second class ditto passengers, 8 horses, 2 bullocks, 63 fighting men, 98 followers, and 400 tons ordnance and commissariat stores.	19 Dec. "	Aden -	11	-	-	-
			174	-	-	-	20 Dec. "	Aden -	Same as above -	23 Dec. "	Annesley Bay -	2	-	-	28 Aug. "
				-	-	-	15 Jan. "	Annesley Bay -	189 rank and file, 5 second-class passengers, 12 horses, 2 mules, and 400 tons commissariat and ordnance stores.	3 July "	Bombay -	17	-	-	-
	Ship "Castle Eden," B/33	27 Nov. "	27	-	-	-	26 Dec. "	Bombay -	27 Chinamen, 94 followers, 145 mules, 178 followers, 27 Chinamen, and stores.	31 Dec. 1867	Kurrachee -	4	-	-	-
			7	-	-	-	8 Jan. 1868	Kurrachee -	ditto - ditto - stores	19 Jan. 1868	Aden -	10	-	-	-
			1	-	-	-	21 Jan. "	Aden -	145 mules, 178 followers, 27 Chinamen, and stores.	24 Jan. "	Annesley Bay -	2	-	-	-
			98	-	-	-	2 May "	Annesley Bay -	5 Europeans, 107 followers, 165 grinding women, and 5 children.	30 May "	Bombay -	27	-	-	28 July "
	Ship "C. N.," B/41	5 Dec. "	17	-	-	-	23 Dec. 1867	Bombay -	General stores -	6 Jan. "	Aden -	13	-	-	-
			2	-	-	-	9 Jan. 1868	Aden -	-	12 Jan. "	Annesley Bay -	2	-	-	-
			101	-	-	-	23 April "	Annesley Bay -	33 bales hay, 173 cases medical comforts.	23 May "	Bombay -	20	-	-	27 May "
	Ship "Calcutta," B/40 -	4 Dec. "	14	-	-	-	10 Dec. 1867	Bombay -	1,753 tons coal, 100 public followers, 3 private ditto, 1 officer, 2 horses, and stores.	5 Jan. "	Aden -	16	-	-	-
			0	-	-	-	15 Jan. 1868	Aden -	553 tons coal, 128 public followers, and building materials, and engineers' stores.	19 Feb. "	Annesley Bay -	33	-	-	-
			101	-	-	-	31 May "	Annesley Bay -	10,266 packages of stores of all descriptions.	14 June "	Bombay -	13	-	-	25 Aug. "
	Ship "Clytic," B/47 -	9 Dec. "	14	-	-	-	24 Dec. 1867	Bombay -	101 horses and mules, and 400 tons military and commissariat stores.	8 Jan. "	Zoula -	14	-	-	-
			14	-	-	-	8 Jan. 1868	Zoula -	84 mules, 2 horses, 51 tanks, 150 tons stores.	23 Jan. "	Bombay -	14	-	-	31 July "

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued*.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Canova," B/49	17 Dec. 1867	32	-	19 Jan. 1868	Bombay	283 men 45th Regiment, from Aden, 23 native followers.	3 Feb. 1868	Annesley Bay	14	-		
		15	-	19 Feb. "	Annesley Bay	33 drivers	22 Feb. "	Bebera	2	-		
		17	-	11 Mar. "	Berbera	None	14 Mar. "	Aden	2	-		
		7	-	22 Mar. "	Aden	33 coolies, 25 mules, 7 drivers, and full cargo of commissariat and engineers' stores.	25 Mar. "	Annesley Bay	2	-		
		5	-	31 May "	Annesley Bay	353 Europeans rank and file, of 1-4th 33rd and 45th Regiments, and Artillery, 24 followers and 11 horses.	15 June "	Bombay	14	-	23 July 1868	
Ship "Ceylon," 133	6 Jan. 1868	7	-	14 Jan. "	Kurrachee	835 bales hay, 4,196 ditto gram, 4,000 ditto, barley, and 52 followers.	9 Feb. "	Annesley Bay	25	-		
		110	-	30 May "	Annesley Bay	827 bags gram, and 413 ditto barley.	18 June "	Bombay	18	-	23 July "	
Ship "Cowaspi Ichangür"	29 Jan. "	10	-	9 Feb. "	Bombay	144 bullocks, 64 tatoes, 2,304 bales hay, commissariat stores, 17 native carts, bags of native clothing, pack saddles, &c. &c.	3 Mar. "	Aden	22	-		
		1	-	5 Mar. "	Aden	200 pack bullocks, 20 draught ditto, 20 mules, 260 natives (followers).	8 Mar. "	Annesley Bay	2	-		
		80	-	28 May "	Annesley Bay	-	5 June "	Aden	7	-	29 Aug. "	
		4	-	10 June "	Aden	-	23 June "	Bombay	12	-		
		10	-	21 Jan. "	Bombay	Stores, 450 tons	1 Feb. "	Aden	10	-		
Ship "Colonist," 134	10 Jan. "	129	-	15 June "	Annesley Bay	100 tons stores	6 Feb. "	Annesley Bay	4	-	6 Aug. "	
		10	-	27 Dec. 1867	Kurrachee	Railway plant	4 July "	Bombay	18	-		
Ship "Caldora"	16 Dec. 1867	10	-	14 Jan. 1868	Aden	-	11 Jan. "	Aden	14	-		
		2	-	15 June "	Annesley Bay	-	19 Jan. "	Annesley Bay	4	-		
		147	-	5 July "	Aden	-	23 June "	Aden	7	-		
		11	-	5 Feb. "	Bombay	3,478 bales hay	18 July "	Bombay	12	-	24 Aug. "	
		11	-	26 Feb. "	Aden	ditto - ditto	25 Feb. "	Aden	19	-		
Ship "Caunata," 145	24 Jan. 1868	99	-	11 June "	Annesley Bay	1,240 bales hay	3 Mar. "	Annesley Bay	5	-		
		"	-	16 June "	Aden	1,785 packages commissariat stores.	15 June "	Aden	3	-		
		"	-	"	"	"	4 July "	Bombay	17	-	6 Aug. "	
Ship "Carona," 147	25 Jan. "	45	-	11 Mar. "	Bombay	85th Regiment	15 Mar. "	Kurrachee	3	-		
		3	-	19 Mar. "	Kurrachee	36th Regiment	23 Mar. "	Bombay	2	-		
		8	-	1 April "	Bombay	8th Regiment, Native Infantry.	10 April "	Aden	2	-		
		"	-	30 April "	Aden	-	"	"	"	-		

Ship	Date	Intercepted by steam ship "Sir Bartle Frere," with orders to return to Aden, 21 April 1868, 7 a.m.	Date	Place	Contents	Date	Place	No.
Ship "Carolina," 146	24 Jan.	-	26 April 1868	Aden	-	10 May	Bombay	13
		4						
		14	8 Feb.	Bombay	Hay	5 Mar.	Aden	25
		46	6 Mar.	Aden	Hay	10 Mar.	Annesley Bay	3
		1	26 April	Annesley Bay	Hay	30 May	Aden	33
			1 June	Aden	Hay	14 June	Bombay	13
Ship "Cutch Merchant"	10 Feb.	7	18 Feb.	Bombay	Gram, 380 tons 11 cwt. and 68 lbs.	12 Mar.	Aden	21
		2	15 Mar.	Aden	Gram, 1 ton 0 cwt. 60 lbs.	20 Mar.	Annesley	4
		71	31 Mar.	Annesley Bay	Hay, 33 tons 10 cwt. 88 lbs. and 8 bags barley.	16 June	Bombay	15
Ship "Camperdown," 177	26 Feb.	13	12 Mar.	Bombay	Troops, 245 men, 36 women, and 28 children.	19 Mar.	Kurrachee	6
		16	5 April	Kurrachee	400 troops, and 125 tons cargo.	21 April	Aden	15
		1	23 April	Aden	399 ditto	27 April	Zoula	3
		14	12 May	Zoula	125 tons cargo	9 June	Bombay	27
Ship "Clasmerdin," 195 (No log.)	-	-	-	-	-	-	-	-
Ship "Decision," 74	8 Nov. 1867	96	13 Feb.	Bombay	55 troops, 131 followers, 76 horses.	4 Mar.	Annesley Bay	18
		25	30 May	Annesley Bay	85 horses, 51 Europeans, 15 native followers.	13 June	Bombay	13
Ship "Dreadnought," 73	8 Nov.	80	28 Jan.	Bombay	Hay, 100 tons, gram 30 tons, naval stores 20 tons.	2 Feb.	Kurrachee	4
		5	8 Feb.	Kurrachee	ditto, and 160 mules, 62 horses, 170 followers.	4 Mar.	Aden	23
		1	6 Mar.	Aden	ditto - ditto	10 Mar.	Annesley Bay	3
		58	8 June	Annesley Bay	230 mules, 4 horses, 201 followers, 90 tons hay, and 40 tons gram.	23 June	Bombay	14
Ship "Defiance"	28 Nov.	18	19 Dec. 1867	Bombay	220 mules, 136 muleteers	24 Dec. 1867	Kurrachee	4
		7	1 Jan. 1868	Kurrachee	104 camel drivers, 4 halfbreds, 1 hospital assistant, and 6 natives.	12 Jan. 1868	Aden	11
		3	16 Jan.	Aden	268 native followers, 170 mules, 2 horses, 1 officer, 1 inspector, and 1 assistant surgeon.	19 Jan.	Annesley Bay	2
		137	6 June	Annesley Bay	ditto - ditto	20 June	Bombay	14
Ship "David Malcolmson," B/98.	30 Nov.	12	13 Dec. 1867	Bombay	Coals, 1,666 tons	3 Jan.	Aden	19
		1	5 Jan. 1868	Aden	ditto - ditto	8 Jan.	Annesley Bay	2
		161	18 June	Annesley Bay	Commissariat, and engineers', and telegraph stores.	8 July	Bombay	19

Return of the Arrivals and Sailings at Annesley Bay of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Dilawar" -	16 Jan. 1868	25	-	11 Feb. 1868	Bombay -	1 horse, 212 ponies, 3 Europeans, 93 followers, 150 tons surplus stores as stock.	1 Mar. 1868	Aden -	17	-	-	-
Ship "Dilharee," 199	7 March "	80	-	1 Mar. "	Aden -	- ditto - ditto -	5 Mar. "	Annesley Bay -	3	-	-	-
			-	4 June "	Annesley Bay -	1 horse, 100 mules, 2 Europeans, 181 followers, 190 tons as surplus stores.	17 June "	Bombay -	12	-	31 July 1868	-
		11	-	19 Mar. "	Bombay -	-	29 Mar. "	Kurrachee -	9	-	-	-
		16	-	15 April "	Kurrachee -	4 camp followers -	20 April "	Bombay -	4	-	-	-
Ship "Dharwar," 197	7 March "	1	-	22 April "	Bombay -	-	17 Mar. "	Aden -	24	-	-	-
		91	-	17 June "	Aden -	-	28 June "	Bombay -	10	-	19 Aug. "	-
		31	-	8 April "	Bombay -	Railway and engineering stores, 100 tons.	21 April "	Aden -	12	-	-	-
		2	-	24 April "	Aden -	- ditto - ditto -	28 April "	Annesley Bay -	3	-	-	-
Ship "Ethereal," 155	1 Feb. "	39	-	7 June "	Annesley Bay -	70 casks rum -	25 June "	Aden -	17	-	-	-
		27	-	23 July "	Aden -	Waggons, 15 -	6 Aug. "	Bombay -	13	-	17 Aug. "	-
		20	-	22 Feb. "	Bombay -	Commissariat stores, 418 tons.	7 Mar. "	Aden -	13	-	-	-
		80	-	7 Mar. "	Aden -	-	10 Mar. "	Annesley Bay -	2	-	-	-
Ship "Egeria," No. 154	3 Feb. "	1	-	30 May "	Annesley Bay -	- ditto - ditto -	5 June "	Aden -	5	-	-	-
		16	-	7 June "	Aden -	-	17 June "	Bombay -	9	-	17 July "	-
		6	-	22 Feb. "	Bombay -	8,206 bales hay -	12 Mar. "	Aden -	18	-	-	-
		6	-	12 Mar. "	Aden -	- ditto - ditto -	20 Mar. "	Annesley Bay -	7	-	-	-
Ship "Europa," 53	1 Nov. 1867	22	-	27 May "	Annesley Bay -	- ditto - ditto -	19 June "	Bombay -	22	-	21 Aug. "	-
		2	-	24 Nov. 1867	Bombay -	200 pile piers, 193 pack bullocks, 2 horses, 254 camp followers, 50 tons stock stores.	7 Dec. 1867	Aden -	12	-	-	-
		140	-	10 Dec. "	Aden -	-	13 Dec. "	Annesley Bay -	2	-	-	-
		"	-	2 May 1868	Annesley Bay -	250 Sepoys and 2 unfits -	9 May 1868	Aden -	6	-	-	-
Ship "Empire of Peace," 67	3 Nov. "	36	-	9 May "	Aden -	- ditto - ditto -	29 May "	Bombay -	9	-	11 June "	-
		8	-	10 Dec. 1867	Bombay -	332 pack bullocks -	26 Dec. 1867	Aden -	15	-	-	-
		8	-	30 Dec. "	Aden -	1 horse, 178 followers, 1 commanding officer, 2 inspectors, 1 commissariat officer or clerk.	3 Jan. 1868	Annesley Bay -	3	-	-	-
		152	-	4 June 1868	Annesley Bay -	542 public followers, 17 native inspectors, 7 European inspectors, 1 European officer commanding, 3 commissariat clerks, 4 public followers, and 3 private followers.	17 June "	Bombay -	12	-	1 Aug. "	-

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RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Gavin Steel," 108 - (No log.)	10 Dec. 1867	-	-	-	-	-	-	-	-	-	13 July 1868	-
Ship "Glendevon," 131 -	26 Dec. "	12	-	8 Jan. 1868	Kurrachee	Railway material, full cargo, &c.	25 Jan. 1868	Aden	16	-	-	-
		131	-	26 Jan. "	Aden	ditto - ditto -	29 Jan. "	Annesley Bay	2	-	-	-
			-	30 May "	Annesley Bay	ditto - ditto -	16 June "	Bombay	16	-	4 Sept. 1868.	-
Ship "Geraint," 132 -	8 Jan. 1868	26	-	4 Feb. "	Bombay	200 tatoes, 1 horse, 85 followers, 2 Europeans, and 1 officer.	29 Feb. "	Zoula	24	-	-	-
		96	-	5 June "	Zoula	1 officer, 1 European, 189 mules, and 1 horse; 149 public followers, and 3 private ditto	16 June "	Bombay	10	-	5 Aug. "	-
Ship "Good Success," 117	1 Jan. "	24	-	26 Jan. "	Bombay	111 bullocks, 40 followers, and 1 inspector.	13 Feb. "	Aden	17	-	-	-
		55	-	14 Feb. "	Aden	ditto - ditto -	18 Feb. "	Annesley Bay	3	-	-	-
		1	-	14 April "	Annesley Bay	33 water tanks.	30 April "	Aden	15	-	-	-
			-	14 May "	Aden	ditto - ditto -	30 May "	Bombay	27	-	2 June "	-
Ship "Glenduror," 144 -	17 Jan. "	5	-	23 Jan. "	Bombay	- Nil	28 Jan. "	Kurrachee	4	-	-	-
		3	-	1 Feb. "	Kurrachee	110 followers, and 300 tons hay and gram.	13 Feb. "	Aden	11	-	-	-
		1	-	13 Feb. "	Aden	ditto - ditto -	18 Feb. "	Annesley Bay	4	-	-	-
		118	-	16 Feb. "	Annesley Bay	305 followers, and 100 tons hay and gram.	5 July "	Bombay	18	-	20 July "	-
Ship "Hamood," 171 -	19 Feb. "	12	-	3 Mar. "	Bombay	4,600 bales hay.	23 Mar. "	Aden	19	-	-	-
		1	-	25 Mar. "	Aden	2,254 bales hay trans-ferred from late Trans- port "Sunbeam," No. 172, and 2,150 bales straw from the	27 Mar. "	Annesley Bay	1	-	-	-
		79	-	15 June "	Annesley Bay	Transport "Khimju Odowju," 161.	5 July "	Bombay	19	-	4 Aug. "	-
Ship "Hydree," B/8 -	19 Sept. 1867	17	-	7 Oct. 1867	Bombay	105 followers, 165 troops and commissariat stores.	16 Oct. 1867	Aden	8	-	-	-
		2	-	19 Oct. "	Aden	ditto - ditto -	21 Oct. "	Annesley Bay	1	-	-	-
		13	-	4 Nov. "	Annesley Bay	118 mules, 37 muleteers' pack-saddles, telegraph stores, medical stores, 100 tons water, and 100 tons potatoes and onions.	23 Nov. "	Suez	18	-	-	-
		10	-	3 Dec. "	Suez	ditto - ditto -	13 Dec. "	Annesley Bay	8	-	-	-
		7	-	20 Dec. "	Annesley Bay	160 mules, 42 muleteers, 38 tons chopped straw and hay, and 100 tons water.	29 Dec. "	Suez	8	-	-	-

046.	Ship "Humber," 57	1 Nov. "	7 41 19	- - -	- - -	6 Jan. 1868 26 Feb. " 21 Nov. 1867	Suez Annesley Bay Bombay	- - -	- - -	ditto - ditto - Scinde horse; 62 horses, 46 ponies, 2 donkeys, 4 bullocks, 63 Sowars, 42 public followers and 4 private ditto, and 500 tons cargo. - ditto - ditto - 108 horses, 110 Sowars, 57 horses, 3 European officers 3rd Bombay Cavalry, and 500 tons cargo.	15 Jan. 1868 4 April " 28 Nov. 1867	Annesley Bay - Bombay - Kurrachee -	8 37 6	- - -	- - -	25 April "
	Ship "Howden," 67	6 Nov. "	14 5 138	- - -	- - -	13 Dec. 1868 8 Jan. " 29 May "	Kurrachee Aden Annesley Bay	- - -	- - -	2 Jan. 1868 11 Jan. " 19 Jan. "	Aden Annesley Bay - Bombay -	19 2 20	- - -	- - -	19 Aug. "	
	Ship "Hypogriff," B/43	11 Dec. "	29 104	- -	- -	5 Dec. " 17 Dec. " 4 June "	Bombay - Aden - Annesley Bay -	- - -	- - -	15 Dec. " 23 Dec. " 18 June "	Aden - Annesley Bay - Bombay -	9 4 13	- - -	- - -	5 Sept. "	
	Ship "Hanneman," 37	7 Dec. "	16 93 9 41	- - - -	- - - -	27 Dec. " 9 Jan. " 25 April " 9 June " 18 Jan. "	Bombay - Aden - Annesley Bay - Aden - Bombay -	- - - - -	- - - -	8 Jan. " 12 Jan. " 30 May " 19 June " 28 Jan. "	Aden - Annesley Bay - Aden - Bombay - Aden -	11 2 34 9 9	- - - - -	- - -	6 Aug. "	
	Ship "Henry Puddumsey," No. 114.	2 Jan. 1868	1 24 8 76	- - - -	- - - -	30 Jan. " 27 Feb. " 11 Mar. " 31 May "	Aden - Annesley Bay - Berbera - Annesley Bay -	- - - -	- - -	2 Feb. " 2 Mar. " 15 Mar. " 15 June "	Annesley Bay - Berbera - Annesley Bay - Bombay -	2 3 3 14	- - - -	- - -	18 July "	
	Ship "Hope," 183	2 Mar. "	13 77 "	- - -	- - -	16 Jan. " 1 Feb. " 24 April " 2 May "	Bombay - Aden - Annesley Bay - Aden -	- - - -	- - -	1 Feb. " 6 Feb. " 1 May " 27 May "	Aden - Annesley Bay - Aden - Bombay -	15 4 6 24	- - - -	- - -	22 June "	
	Ship "Indian Chief," 16	4 Oct. 1867	10 " 20 14 16	- - - -	- - - -	13 Mar. " 1 April " 26 April " 13 June " 21 Oct. 1867	Bombay - Aden - Annesley Bay - Aden - Bombay -	- - - -	- - -	1 April " 5 April " 29 May " 27 June " 3 Nov. 1867	Aden - Annesley Bay - Aden - Bombay - Kurrachee -	18 3 32 13 12	- - - - -	- - -	1 Aug. "	

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued.*

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Indian Chief," 16— <i>continued.</i>	4 Oct. 1867	17	-	21 Nov. 1867	Kurrachee -	33rd Regiment, 9 officers, 393 rank and file, 1 warrant officer, 124 public and 9 private followers and treasure.	29 Nov. 1867	Aden -	7	-	-	-
		196	-	29 Nov. " 18 June 1868	Aden - Annesley Bay -	Same as above - Cargo belonging to Transport Train, 5 Europeans and 1 Native follower.	4 Dec. " 10 July 1868	Annesley Bay - Bombay -	4 21	-	7 Sept. 1868	-
Ship "Irewell," 82 -	8 Nov. "	64	-	12 Feb. "	Bombay -	3 officers Dragoon Guards, 73 men, 91 followers, 86 horses, cargo, hay, gram, rum, flour, porter, &c.	29 Feb. "	Aden -	16	-	-	-
		71	-	1 Mar. " 15 May "	Aden - Annesley Bay -	3 officers, 97 Europeans 60 followers, 81 mules, 9 horses, 400 tons salt, 44 water-tanks and baggage, tents, &c.	4 Mar. " 11 June "	Annesley Bay - Bombay -	2 26	-	11 July "	-
Ship "Indomitable," 102 (No log.)	-	-	-	-	-	-	-	-	-	-	6 Aug. "	-
Ship "Jessie Gilbert"	6 Jan. 1868	19 " 42	-	26 Jan. " 12 Feb. " 30 Mar. "	Bombay - Aden - Annesley Bay -	145 bullocks, 44 natives and 1 European inspector	11 Feb. " 16 Feb. " 14 May "	Aden - Annesley Bay - Bombay -	15	-	18 May "	-
Ship "James Childs," 152 -	31 Jan. "	-	-	21 Feb. " 8 Mar. " 23 April "	Bombay - Aden - Annesley Bay -	8,137 bales hay	7 Mar. " 14 Mar. " 19 May "	Aden - Annesley Bay - Bombay -	-	-	30 May "	-
Ship "John Bunyan," 193 -	6 March "	-	-	2 April " 21 April " 11 June "	Bombay - Aden - Annesley Bay -	Hay	20 April " 28 April " 25 June "	Aden - Annesley Bay - Bombay -	-	-	8 Aug. "	-
Ship "Jadool Baree," 186 -	5 March "	9 37 9	-	15 Mar. " 8 April " 20 May " 12 June "	Bombay - Aden - Annesley Bay - Aden -	3,870 bales hay	7 April " 12 April " 2 June " 24 June "	Aden - Annesley Bay - Aden - Bombay -	21 3 12 11	-	12 Aug. "	-
Ship "Janet Mitchell," 192	5 March "	19 85	-	25 Mar. " 15 April " 25 May "	Bombay - Aden - Annesley Bay -	6,692 bales hay	14 April " 19 April " 17 June "	Aden - Annesley Bay - Bombay -	18 3 21	-	4 July "	-
Ship "Khimju Odowju," No. 161.	5 Feb. "	35 " 16	-	12 Mar. " 10 April " 18 June "	Bombay - Aden - Annesley Bay -	Commissariat stores, a quantity of loose baggage and tents, &c., 700 tons. Commissariat stores, baggage and tents, &c., 700 tons.	9 April " 16 April " 7 July "	Aden - Annesley Bay - Bombay -	27 5 18	-	2 Sept. "	-

Ship "Kingston," No. 60 -	1 Nov. 1867	21		23 Nov. 1867	Bombay -	Detachment Poona Horse, 3 Native officers, 47 non-commissioned rank and file, 38 public followers, 49 horses, 25 tatoes, 3 bullocks, and 1 hospital assistant.	1 Dec. 1867	Kurrachee -	7
		2		10 Dec. "	Kurrachee -	Detachment Sind Horse, 1 lieutenant commanding troops, 2 Native commissioned officers, 43 non-commissioned rank and file, 31 public followers, 3 private ditto, 45 horses, 31 ponies, 3 bullocks, and 1 donkey.	3 Jan. 1868	Aden -	23
		4 137		8 Jan. 1868 27 May "	Aden - Annesley Bay -	Same as above - 1 lieutenant, 5 non-commissioned officers, 102 non-commissioned rank and file, 50 public followers, 59 horses, 36 ponies, 3 bullocks.	10 Jan. 30 May "	Annesley Bay - Aden -	1 2
		3		3 June "	Aden -	" "	16 June "	Bombay -	12
Ship "Knighton" -	25 Jan. 1868	12		7 Feb. "	Bombay -	Hay -	23 Feb. "	Aden -	15
		21		24 Feb. 25 May "	Aden - Annesley Bay -	" "	3 Mar. 18 June "	Annesley Bay - Bombay -	7 23
Ship "Kooria Moorin," No. B/21.	11 Oct. 1867	27		8 Nov. 1867	Bombay -	3 officers, 195 followers, 150 bullocks, and commissariat stores, &c.	23 Nov. 1867	Aden -	14
		4 19 7		28 Nov. 21 Dec. " 2 Jan. 1868	Aden - Annesley Bay - Aden -	" " " " 108 camels, 6 sheep, 112 Native followers, and 342 bales hay.	1 Dec. 25 Dec. " 5 Jan. 1868	Annesley Bay - Aden - Annesley Bay -	2 3 2
		3		9 Jan. "	Annesley Bay -	50 bales hay, 6,000 lbs. barley.	5 Feb. "	Berbera -	26
		1		7 Feb. "	Berbera -	150 camels, 9 horses, and 283 sheep.	13 Feb. "	Annesley Bay -	5
		11		25 Feb. "	Annesley Bay -	1 officer, 30 muleteers, 60 bales cotton and treasure	26 Feb. "	Hadeida -	5
		20		18 Mar. "	Hadeida -	229 camels, 24 bags barley, quantity of loose Kirby and pack-saddles.	19 Mar. "	Annesley Bay -	5
		17 4		6 April " 13 April "	Annesley Bay - Hadeida -	" " 10 camels, 87 bags barley, 16 ditto surplus stores, 2 boat loads loose Kirby.	8 April " 15 April "	Hadeida - Annesley Bay -	1 1
		58		3 June "	Annesley Bay -	120 bullocks, 151 followers, 60 fighting men, 1,344 bales hay, 942 bars railway iron, 1 serjeant in charge, and 52 iron tanks.	29 June "	Bombay -	15
		35		26 Jan. "	Bombay -	1 European inspector, 1 Native ditto, 23 followers, 84 pack bullocks, 38 tons straw, 20 bales, bullock equipments, and 32 water-tanks.	13 Feb. "	Aden -	17
Ship "Kurovie," 112	21 Dec. "	"		13 Feb. "	Aden -	" "	19 Feb. "	Annesley Bay -	5

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Kusrovie," 112— <i>continued.</i> Ship "King of Italy," 185	21 Dec. 1867	39	-	30 Mar. 1868	Annesley Bay	-	14 May 1868	Bombay	44	-	23 May 1869	
	3 Mar. 1868	28	-	1 April "	Bombay	2 officers, 1 European inspector, 1 apothecary, 13 natives, 152 bullocks, 52 ponies, 4 horses, 5 mules, hay, straw, grain, and native provisions.	10 April "	Aden	8	-		
		3 59	-	14 April " 16 June "	Aden Annesley Bay	1 European inspector, 129 natives, 124 bullocks, bullock ghanyas, hay, straw, and native provisions.	17 April " 2 July "	Annesley Bay Bombay	2 15	-	21 Aug. "	
Ship "Lord Palmerston," No. 50.	1 Nov. 1867	11	-	19 Nov. 1867	Bombay	546 public followers, and stores for Commissariat and Engineers' Department.	28 Nov. 1867	Aden	14	-		
		3 19 9	-	2 Dec. " 24 Dec. " 14 Jan. 1868	Aden Annesley Bay Aden	- - 86 sappers and miners, stores for Commissariat and Engineers' Department.	4 Dec. " 4 Jan. 1868 18 Jan. "	Annesley Bay Aden Annesley Bay	1 10 3	-		
		26 122	-	14 Feb. " 20 June "	Annesley Bay Aden	Hay 9,204 tons, ghee 817 cases. 26 followers, 21 bales clothing, 1 cook house, 1 copper deg, 1 grid-iron, 1 necessary, scales and weight, 12 empty bags, and 1 ghee dubber.	18 Feb. " 5 July "	Aden Bombay	3 14	-	10 July "	
	2 Nov. "	18 9	-	21 Nov. 1867 7 Dec. "	Bombay Kurrachee	- 45 rank and file, 38 followers, 45 horses and 30 ponies, and 4 bullocks.	27 Nov. 1867 22 Dec. "	Kurrachee Aden	5 14	-		
		3 147	-	26 Dec. " 26 May 1868	Aden Annesley Bay	3 officers, 112 troops and followers, 79 horses and ponies, and 5 bullocks.	30 Dec. " 14 June 1868	Annesley Bay Bombay	3 18	-	6 July "	
Ship "Mandalay" - (No Log.) Ship "Maggie Lauder," No. 54.	-	-	-	-	-	-	-	-	-	-	11	
	1 Nov. "	26	-	28 Nov. 1867	Bombay	245 public followers, and 184 pack bullocks.	12 Dec. 1867	Aden	13	-		
		2 14 10	-	15 Dec. 1868 10 Jan. " 27 Jan. " 11 Feb. "	Aden Annesley Bay Bombay Annesley Bay	- - 172 camels - -	18 Dec. " 22 Jan. " 31 Jan. " 16 Feb. "	Annesley Bay Berbera Annesley Bay Berbera	2 16 3 3	-		
			-									

Ship	Date	No.	Port	Agent	Remarks	Arrival	Departure	Remarks
Ship "Mal Blume"	3 Nov.	19	Bombay	Kurrachee	1 Dec. 1867	11 Jan. "	13 Aug. "	
Ship "Mabel," 99	24 Nov.	59	Bombay	Aden	2 Feb. "	7 Feb. "	17 July "	
Ship "Mayaram Dayaram," 86	13 Nov.	19	Bombay	Aden	17 Dec. 1867	22 Dec. "	23 May "	
Ship "Mary Fry," 96	19 Nov.	16	Bombay	Aden	21 Dec. "	30 Dec. "	11 April "	
Ship "Melmerley," 165	13 Feb. 1868	14	Bombay	Kurrachee	4 Mar. "	8 April "	27 July "	
Ship "Mary Stenhouse," 168	10 Feb.	42	Bombay	Aden	26 April "	23 July "	27 Aug. "	
Ship "Mary Ann," 168	3 Feb.	9	Bombay	Aden	4 Mar. "	9 Mar. "		

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued*.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.			
Ship "Morning Star," 169	14 Feb. 1868	10	-	25 Feb. 1868	Bombay	-	17 Mar. 1868	Aden	-	9 July 1868	
	"	"	-	18 Mar. "	Aden	-	24 Mar. "	Annesley Bay	-		
	42	42	-	6 May "	Annesley Bay	-	16 May "	Bombay	-		
Ship "Moffatlie," 97	20 Nov. 1867	26	-	17 Dec. 1867	Bombay	-	Dec. 1867	Aden.	-	22 May "	
	"	-	-	28 Dec. "	Aden	-	31 Dec. "	Annesley Bay	-		
	8	8	-	9 Jan. 1868	Annesley Bay	-	19 Jan. 1868	Aden	-		
	1	1	-	20 Jan. "	Aden	-	21 Jan. "	Berbera	-		
	3	3	-	25 Jan. "	Berbera	-	28 Jan. "	Annesley Bay	-		
	13	13	-	11 Feb. "	Annesley Bay	-	15 Feb. "	Berbera	-		
Ship "Moderation," 143	22 Jan. 1868	27	-	14 Mar. "	Berbera	-	5 April "	Bombay	-	26 Aug. "	
	"	25	-	17 Feb. "	Bombay	-	5 Mar. "	Aden	-		
	"	"	-	6 Mar. "	Aden	-	9 Mar. "	Annesley Bay	-		
	83	83	-	1 June "	Annesley Bay	-	4 June "	Aden	-		
	"	6	-	11 June "	Aden	-	23 June "	Bombay	-		
Ship "Michael Scott," No. 157.	3 Feb. "	18	-	22 Feb. "	Bombay	-	12 Mar. "	Aden	-	3 July "	
	"	67	-	13 Mar. "	Aden	-	18 Mar. "	Annesley Bay	-		
	"	67	-	25 May "	Annesley Bay	-	13 June "	Bombay	-		
Ship "Muscat Merchant" (No log.)	"	-	-	"	"	-	"	"	-	27 July "	
	12 Mar. "	1	-	14 Mar. 1868	Bombay	-	1 April 1868	Aden	-		
	"	3	-	5 April "	Aden	-	10 April "	Annesley Bay	-		
	69	69	-	19 June "	Annesley Bay	-	24 June "	Aden	-		
Ship "North Wind," H. 135	3 Dec. 1867	14	-	18 Dec. 1867	Bombay	-	5 Jan. "	Aden	-	14 Aug. "	
	"	118	-	8 Jan. "	Aden	-	10 Jan. "	Annesley Bay	-		
	"	"	-	3 May "	Annesley Bay	-	12 June "	Bombay	-		
Ship "Montana" -	"	-	-	"	"	-	"	"	-	9 July "	1 May "
Ship "Munster," 101	"	-	-	"	"	-	"	"	-	1 May "	"

Ship "Nelson," 104	13 Dec.	24	1	148	32	112	3	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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Return of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued.*

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.			
Ship "Morning Star," 169	14 Feb. 1868	10	-	25 Feb. 1868	Bombay	327 bales hay	17 Mar. 1868	Aden	-	9 July 1868	
		" 42	-	18 Mar. "	Aden	ditto	24 Mar. "	Annesley Bay	-		
		" 26	-	6 May "	Annesley Bay	ditto	16 May "	Bombay	-		
Ship "Moffatite," 97	20 Nov. 1867	26	-	17 Dec. 1867	Bombay	25th Regiment Native Infantry.	Dec. 1867	Aden.	-	22 May "	
		" 8	-	28 Dec. "	Aden	ditto	31 Dec. "	Annesley Bay	-		
		" 1	-	9 Jan. 1868	Annesley Bay	In ballast	19 Jan. 1868	Aden	-		
		" 3	-	20 Jan. "	Aden	ditto	21 Jan. "	Berbera	-		
		" 13	-	25 Jan. "	Berbera	Camels	28 Jan. "	Annesley Bay	-		
		" 27	-	11 Feb. "	Annesley Bay	In ballast	15 Feb. "	Berbera	-		
Ship "Moderation," 143	22 Jan. 1868	25	-	14 Mar. "	Bombay	14 cases ordnance stores	5 Mar. "	Aden	-	22 May "	
		"	-	6 Mar. "	Aden	192 bullocks, 2 horses, 56 followers, a large quantity of engineers' stores, hay, straw, and 62 water tanks, &c.	9 Mar. "	Annesley Bay	-		
		83	-	1 June "	Annesley Bay	240 unfits, 6 medical assistants, Mr. Hall, with wife and children and 3 servants, in charge of Dr. Kirkman, and a large quantity of engineers' stores and building materials.	4 June "	Aden	-		
Ship "Michael Scott," No. 157.	3 Feb. "	6	-	11 June "	Aden	ditto	22 June "	Bombay	-	28 Aug. "	
		18	-	22 Feb. "	Bombay	64 draught bullocks, 164 pack ditto, and 2,210 bales hay.	12 Mar. "	Aden	-		
		67	-	13 Mar. "	Aden	ditto	18 Mar. "	Annesley Bay	-		
Ship "Muscat Merchant" (No log.)	12 Mar. "	1	-	25 May "	Annesley Bay	2 European inspectors, 85 native followers, 495 troops, 4 officers, 6 horses, and cargo the same as when leaving Bombay.	13 June "	Bombay	-	3 July "	
		3	-	14 Mar. 1868	Bombay	2,000 tons coal	1 April 1868	Aden	-		
		69	-	5 April "	Aden	ditto	10 April "	Annesley Bay	-		
Ship "Montana"	12 Mar. "	14	-	19 June "	Annesley Bay	645 tons coal	24 June "	Aden	-	14 Aug. "	
		" 118	-	24 June "	Aden	ditto	6 July "	Bombay	-		
		" 118	-	18 Dec. 1867	Bombay	5,414 bales hay	5 Jan. "	Aden	-		
Ship "North Wind," B. 136	3 Dec. 1867	14	-	8 Jan. "	Aden	5,444 bales hay	10 Jan. "	Annesley Bay	-	0 July "	
Ship "Moffatite," 101	-	-	-	3 May "	Annesley Bay	-	12 June "	Bombay	-	1 May "	

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Return of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Peckforton Castle," No. 15 B—continued.	4 Oct. 1867	1	-	28 Oct. 1867	Bombay	17th Madras Native Infantry, 6 horses, and 21 bullocks.	31 Oct. 1867	Kurrachee	2	-	-	-
		18	-	19 Nov. "	Kurrachee	22nd Beeloochee Regiment, and 8 horses.	28 Nov. "	Aden	9	-	-	-
		1	-	30 Nov. "	Aden	-	3 Dec. "	Annesley Bay	2	-	-	-
		43	-	16 Jan. 1868	Annesley Bay	20 coolies	16 Jan. "	Dissee Island	"	-	-	-
		23	-	9 Feb. "	Dissee Island	Stores	9 Feb. "	Annesley Bay	"	-	-	-
		32	-	13 Mar. "	Annesley Bay	In ballast	24 Mar. "	Adjuice	10	-	-	-
		3	-	28 Mar. "	Adjuice	-	31 Mar. "	Adjuice	2	-	-	-
Ship "Philosopher," 81		1	-	2 April "	Aden	-	25 April "	Bombay	22	-	2 May 1868	-
	13 Nov. "	19	-	3 Dec. 1867	Bombay	Government stores	14 Dec. 1868	Aden	10	-	-	-
		-	-	15 Dec. "	Aden	-	20 Dec. "	Annesley Bay	4	-	-	-
		98	-	28 Mar. 1868	Annesley Bay	Followers	12 April "	Aden	14	-	-	-
		"	-	13 April "	Aden	-	24 April "	Bombay	10	-	3 May "	-
	14 Nov. "	6	-	21 Nov. 1867	Bombay	4,765 bales hay	6 Dec. 1867	Annesley Bay	14	-	-	-
		133	-	18 April "	Annesley Bay	In ballast	19 May "	Bombay	30	-	20 May "	-
Ship "Percy Douglas," 84		12	-	20 Dec. "	Bombay	Coals, 1,320 tons, 10 coir hawes, 2 pontoons, and 2 travelling cranes.	7 Jan. 1870	Aden	17	-	-	-
	7 Dec. "	3	-	11 Jan. "	Aden	-	15 Jan. "	Annesley Bay	3	-	-	-
		135	-	30 May "	Annesley Bay	Commissariat and engineers' stores.	22 June 1868	Bombay	22	-	1 Sept. "	-
Ship "Phoenix," 107		-	-	-	-	-	-	-	-	-	11 May "	-
	27 Dec. "	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-
Ship "Pride of the Ganges," No. 26.		5	-	26 Nov. "	Kurrachee	650 tons stores	9 Dec. 1867	Aden	12	-	-	-
	20 Nov. "	1	-	11 Dec. "	Aden	-	18 Dec. "	Annesley Bay	6	-	-	-
		136	-	3 May 1868	Annesley Bay	-	17 June 1868	Bombay	44	-	22 Aug. "	-
Ship "Pearl of India," No. 116.		36	-	8 Feb. "	Bombay	166 tatooes, 2 European inspectors, 4 natives rank and file, 64 followers, hay, 2,311 bales, commissariat stores, &c., and 62 tanks.	1 Mar. "	Aden	21	-	-	-
	2 Jan. 1868	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-
Ship "Prenchund Roy-chund," 126. (No log.)		92	-	2 Mar. "	Aden	170 mules, 1 horse, 82 followers, 3 European inspectors, and 1 captain R.N., 76 tanks, 2,066 bales hay, and commissariat stores.	8 Mar. "	Annesley Bay	5	-	-	-
		-	-	9 June "	Annesley Bay	-	22 June "	Bombay	12	-	25 Aug. "	-
		-	-	-	-	-	-	-	-	-	-	-
Ship "Prenchund Roy-chund," 126. (No log.)	20 Jan. "	-	-	-	-	-	-	-	-	-	3 July "	-
		-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-
Ship "Pegasus," 104	0 Mar. "	24	-	31 Mar. 1868	Bombay	10,010 bales hay, 7 log-trunk timber.	30 April 1868	Aden	20	-	-	-
		-	-	16 June "	Aden	-	3 July "	Bombay	16	-	10 Aug. "	-
		-	-	-	-	-	-	-	-	-	-	-

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Return of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued.*

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Royal Edward," No. 108.	27 Dec. 1867	13	Touched at Aden on 26 Jan. and left on the 27 Jan. 1868.	16 Jan. 1868	Bombay	11,465 bales of hay	2 Feb. 1868	Annesley Bay	22			
		29	-	3 May "	Annesley Bay	-	1 June "	Aden	28			
		7	-	9 June "	Aden	-	23 June "	Bombay	13		19 Aug. 1868	
		15	-	16 Jan. "	Bombay	446 bullocks, 9 horses, 200 troops, &c., 6 officers, and commissariat stores.	31 Jan. "	Aden	14			
Ship "Royal Standard," No. 115.	31 Dec. 1867	15	-	1 Feb. "	Aden	-	6 Feb. "	Annesley Bay	4			
		17	-	24 Feb. "	Annesley Bay	29 muleteers -	27 Feb. "	Berbera	2			
		47	-	15 April "	Berbera	217 bullocks, 36 donkeys, 221 camels, 500 sheep, and 100 followers.	20 April "	Annesley Bay	4			
		47	-	7 June "	Annesley Bay	771 troops, &c., 10 horses, and 3 officers.	22 June "	Bombay	15			
Ship "Rahamany," No. 153	1 Feb. 1868	13	-	15 Feb. "	Bombay	5,742 bales hay	4 Mar. "	Aden	17		3 Aug. "	
		1	-	6 Mar. "	Aden	-	10 Mar. "	Annesley Bay	3			
Ship "Red Jacket," No. 101	6 Mar. "	19	-	30 May "	Annesley Bay	-	15 June "	Bombay	16		5 Aug. "	
		39	-	15 April "	Bombay	16,641 bales hay	8 May "	Aden	22			
Ship "Regina," No. 201	9 Mar. "	18	-	26 May "	Aden	- ditto	12 June "	Bombay	17		7 Aug. "	
		21	-	31 Mar. "	Bombay	Cargo 873 tons	4 May "	Aden	33			
Ship "Star of the North," No. B/5.	19 Sept. 1867	37	-	11 June "	Aden	Cargo 415 tons	22 June "	Bombay	10		27 July "	
		17	-	7 Oct. 1867	Bombay	Head-quarters 3rd Light Cavalry, 115 horses, 102 fighting men, 99 public followers, 28 private ditto, and 3 European officers, and 46 packages of shed materials.	17 Oct. 1867	Aden	9			
		1	-	19 Oct. "	Aden	-	21 Oct. "	Annesley Bay	1			
		10	-	2 Nov. "	Annesley Bay	-	6 Nov. "	Aden	3			
		1	-	8 Nov. "	Aden	-	14 Nov. "	Lat. 16° 15' North, Long. 50° 10' East.	5			
		"	Ordered to return by H.M.'s Gunboat "Vigilant."	14 Nov. "	Lat. 16° 15' North, Long. 56° 10' East.	-	19 Nov. "	Aden	4			
		5	-	25 Nov. "	Aden	207 mules, 84 Natives with provisions and mule equipments.	3 Dec. "	Suez	7			
		7	-	11 Dec. "	Suez	-	18 Dec. "	Annesley Bay	6			
		14	-	2 Jan. 1868	Annesley Bay	203 mules, 63 Natives with provisions and mule equipments, 20 tons packages, containing pack saddles, hammocks, and telegraph stores, &c., &c.	10 Jan. 1868	Suez	7			
		6	-	17 Jan. "	Suez	-	24 Jan. "	Annesley Bay	6			

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RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.			
Ship "Sir Hugh Rose," No. 93.	18 Nov. 1867	25	-	14 Dec. 1867	Bombay	5,190 bales hay and commissariat stores, and 3 water-tanks.	2 Jan. 1868	Aden	-	-	-
		1 106	-	4 Jan. 1868 23 April "	Aden Annesley Bay	- ditto	7 Jan. 29 May "	Annesley Bay Bombay	- -	- -	1 July 1868
Ship "Sidney Dacres," No. 93.	20 Nov. "	4 1	-	25 Nov. 1867 12 Dec. "	Bombay Aden	1,850 tons coal 5 Europeans and 197 natives.	10 Dec. 21 Dec.	Aden Annesley Bay	- -	- -	12 Aug. "
		156	-	28 May 1868	Annesley Bay	-	17 June 1868	Bombay	-	-	-
Ship "Shah Jehan," No. B/46.	12 Dec. "	14 101	-	27 Dec. 1867 9 Jan. 1868	Bombay Aden	4,010 bales hay ditto	8 Jan. 12 Jan.	Aden Annesley Bay	- -	- -	29 May "
		1	-	23 April "	Annesley Bay	-	1 May "	Aden	-	-	-
Ship "Spray of the Ocean," No. B/48.	5 Dec. "	20	-	3 May "	Aden	-	28 May "	Bombay	-	-	-
		151	-	26 Dec. 1867	Kurrachee	350 tons ballast, 750 tons cargo, consisting of locomotive and portable engines, trolleys, &c.	8 Jan. "	Aden	-	-	-
Ship "Sag," 136	23 Jan. 1868	92	-	9 Jan. 1868 12 Jan. "	Aden Annesley Bay	300 tons cargo and military stores, 351 followers of Land Transport Corps, 2 European officers, and 1 surgeon.	12 Jan. 26 June "	Annesley Bay Bombay	- -	- -	20 July "
		10	-	25 April "	Annesley Bay	100 bales hay and commissariat stores.	30 May "	Aden	-	-	-
Ship "Scimitar," 149	29 Jan. "	13	-	10 June "	Aden	-	21 June "	Bombay	-	-	11 Aug. "
		38	-	12 Feb. "	Bombay	1 European inspector, 53 followers, and 238 bullocks.	4 Mar. "	Aden	-	-	-
Ship "Sunbeam," 172	18 Feb. "	17	-	4 Mar. "	Aden	500 bales hay	11 April "	Annesley Bay	-	-	11 July "
		3 40	-	20 May "	Annesley Bay	250 followers, 25 Sepoys, 1 European doctor, 1 ditto apothecary, and 500 bales hay.	14 June "	Bombay	-	-	-
Ship "Bernard," 184	3 Mar. "	18	-	7 Mar. "	Bombay	148 packages, stores, porter, and 5,664 bales hay.	24 Mar. "	Aden	-	-	8 Aug. "
		64	-	28 Mar. "	Aden	3,400 bales hay and 88 muleteers	3 April 30 May "	Annesley Bay Aden	- -	- -	-
		3	-	13 May "	Annesley Bay	3,400 bales hay	16 June "	Bombay	-	-	-
		1	-	3 June "	Aden	-	5 April "	Aden	-	-	-
		18	-	22 Mar. "	Bombay	164 bullocks, 3 horses, 1 European inspector, 90 followers, and 2 officers.	9 April 17 June "	Zoala Bombay	- -	- -	13 Aug. "
		1	-	6 April "	Aden	150 bullocks and stores for the packages.	2 July "	Bombay	-	-	-

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RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued.*

Name of Vessel.	Date of Engagement.	No. of Days on Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Ship "Venelia," No. 203 -	25 Mar. 1868.											
Ship "Western Empire," No. 140.	13 Feb. "	21	-	6 Mar. 1868	Bombay -	9,076 bales hay -	12 April 1868	Aden -	36			
		57	-	13 April "	Aden -	-	18 April "	Annesley Bay -	4			
			-	15 June "	Annesley Bay -	6,842 bales hay -	11 July "	Bombay -	25		10 Aug. 1868.	
Ship "Western Star" -	7 Dec. 1867	41	-	18 Jan. "	Bombay -	326 rank and file, and 4 officers of the 18th Regiment Native Infantry; 5 horses, and a quantity of Government stores.	30 Jan. "	Aden -	11			
		124	-	30 Jan. "	Aden -	-	1 Feb. "	Annesley Bay -	1		9 July "	
			-	5 June "	Annesley Bay -	350 transport line, 1 officer, and 1 apothecary.	18 June "	Bombay -	12			
Ship "Waterloo," No. 125	7 Jan. 1868	23	-	31 Jan. "	Bombay -	10,886 bales hay -	17 Feb. "	Aden -	16			
		81	-	18 Feb. "	Aden -	ditto -	24 Feb. "	Annesley Bay -	5		21 Aug. "	
			-	15 June "	Annesley Bay -	7,900 bales hay -	6 July "	Bombay -	20			
Ship "Windsor Castle," No. 128.	4 Jan. "		-	-	-	Proceeded to England with invalids.	-	-	-		12 Mar. "	
Ship "Welcome," No. 164	12 Feb. "		-	-	-	-	-	-	-			
Ship "Wide Awake," No. 160.	4 Mar. "	13	-	18 Mar. "	Bombay -	-	7 April 1868	Aden -	19			
		44	-	8 April "	Aden -	-	10 April "	Annesley Bay -	1			
		9	-	25 May "	Annesley Bay -	-	2 June "	Aden -	7			
		18	-	12 June "	Aden -	-	24 June "	Bombay -	11		4 Aug. "	
Ship "Yorick" -	11 Oct. 1867		-	30 Oct. 1867	Bombay -	16 horses, 15 mules, hay, gram, rice, ghee, &c., 800 teak planks, 18 European inspectors, 36 fighting men, 22 public followers, 19 private ditto, and 50 water-tanks.	2 Nov. 1867	Kurrachee -	2			
		20	-	23 Nov. "	Kurrachee -	52 horses, 76 bullocks, 350 camel saddles, 10 Europeans, G. battery, 12 fighting men, 158 public followers, and 23 private ditto.	4 Dec. "	Annesley Bay -	10			
		19	-	24 Dec. "	Annesley Bay -	190 camels, 40 followers -	2 Jan. 1868	Aden -	8			
		8	-	11 Jan. 1868	Aden -	ditto -	15 Jan. "	Annesley Bay -	3			
		23	-	8 Feb. "	Annesley Bay -	185 camels, 236 sheep, 4 followers.	15 Feb. "	Berbera -	6			
		1	-	17 Feb. "	Berbera -	143 camels, 500 sheep -	26 Feb. "	Annesley Bay -	8			
		1	-	24 Feb. "	Annesley Bay -	-	4 Mar. "	Berbera -	4			
			-	14 Mar. "	Berbera -	-	17 Mar. "	Annesley Bay -	2			

190	10 June	Annexley Bay	67 horses, 70 bullocks, 95 followers, 1 European sergeant, 1 officer commanding, 2,387 bags barley, and 698 barrels flour.	6 July	Bombay	19	21 Aug.
17	20 Nov. 1867	Bombay	-	24 Nov. 1867	Kurrachee	3	
7	2 Dec.	Kurrachee	312 men, 13 women, and 19 children.	6 Dec.	Bombay	3	
35	11 Jan. 1868	Bombay	291 men, 35 women, 24 children, and 352 bales hay.	15 Jan. 1868	Kurrachee	3	
11	27 Jan.	Kurrachee	345 Europeans, 8 natives, 1 public follower, 100 barrels porter, 70 bales bedding, and 352 bales hay.	31 Jan.	Bombay	3	
13	13 Feb.	Bombay	352 bales hay	16 Feb.	Kurrachee	2	
3	20 Feb.	Kurrachee	7,885 bags gram, 252 trusses hay, 650 public followers.	2 Mar.	Aden	10	
1	4 Mar.	Aden	- ditto	6 Mar.	Annexley Bay	1	27 Aug.
95	10 June	Annexley Bay	517 public followers, 4 servants, 25 sepoy, 11 natives (Telegraph Department), 11 Europeans, 18 signallers, 352 bales hay, and 7,880 bags gram.	24 June	Bombay	13	
21	23 Nov. 1867	Bombay	51 horses, 35 tatoes, 2 officers' chargers, 2,000 tons stores and stock for Poonah and Sind Horse.	1 Dec. 1867	Kurrachee	7	
6	8 Dec.	Kurrachee	79 horses, 52 tatoes, 7 bullocks, 2 donkeys, and three chargers, 2,000 tons stores for Sind Horse.	28 Dec.	Aden	19	
5	8 Jan. 1868	Aden	- ditto	6 Jan. 1868	Annexley Bay	2	29 July
140	26 May	Annexley Bay	About 900 tons stores and stock for Sind Horse.	14 June	Bombay	18	
8	15 Oct. 1867	Bombay	Coal 1,065 tons	30 Oct. 1867	Muscat	14	
7	7 Dec.	Muscat	Ballast	25 Dec.	Bushire	17	
21	16 Jan. 1868	Bushire	3,822 bags straw, 2,239 bags grain, 165 nose-bags, 7 bags linseed, and 10 bundles hay netting.	6 Feb. 1868	Annexley Bay	20	
79	26 April	Annexley Bay	3,822 bags straw, 2,239 bags grain, 165 nose-bags, 7 bags linseed, and 10 bundles hay netting.	13 June	Bombay	47	28 Aug.

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Steamer "Arabia"	18 Sept. 1867	18	-	7 Oct. 1867	Bombay	1 European officer, 188 Native troops.	16 Oct. 1867	Aden	9	-	18 Aug.	-
		2	-	19 Oct. "	Aden	-	21 Oct. "	Annesley Bay	1	-	-	-
		19	-	10 Nov. "	Annesley Bay	-	16 Nov. "	Aden	5	-	-	-
		"	-	17 Nov. "	Aden	-	19 Nov. "	Put back to Aden	1	-	-	-
		6	-	25 Nov. "	"	-	4 Dec. "	Suez	8	-	-	-
		9	-	14 Dec. "	Suez	200 mules and 83 public followers.	20 Dec. "	Annesley Bay	5	-	-	-
		13	-	2 Jan. 1868	Annesley Bay	-	10 Jan. 1868	Suez	9	-	-	-
		16	-	27 Jan. "	Suez	-	9 Feb. "	Annesley Bay	12	-	-	-
		"	-	10 Feb. "	Annesley Bay	-	13 Feb. "	Aden	2	-	-	-
		6	-	19 Feb. "	Aden	177 mules and 30 public followers.	22 Feb. "	Annesley Bay	2	-	-	-
		3	-	26 Feb. "	Annesley Bay	-	2 Mar. "	Aden	4	-	-	-
		1	-	6 Mar. "	Aden	150 mules and six public followers.	8 Mar. "	Annesley Bay	1	-	-	-
Steamer "Asia"	13 Oct. "	16	-	25 Mar. "	Annesley Bay	-	23 May "	Annesley Bay	58	-	-	-
		11	-	4 June "	Annesley Bay	-	7 June "	Aden	2	-	-	-
		"	-	8 June "	Aden	-	16 June "	Kurrachee	7	-	-	-
		4	-	21 June "	Kurrachee	-	24 June "	Bombay	2	-	-	-
		9	-	4 July "	Bombay	200 troops and followers, 3rd Scinde Horse, and five horses.	8 July "	Kurrachee	3	-	-	-
		1	-	10 July "	Kurrachee	-	13 July "	Bombay	2	-	-	-
		7	-	21 July "	Bombay	400 public followers	24 July "	Kurrachee	2	-	-	-
		3	-	28 July "	Kurrachee	Cargo	31 July "	Bombay	-	-	-	-
		3	-	17 Oct. 1867	Bombay	Steamer "Asia"	21 Oct. 1867	Quilon	3	-	-	-
		1	-	23 Oct. "	Quilon	368 packages, sundries	27 Oct. "	Bombay	3	-	-	-
		"	-	28 Oct. "	Bombay	342 men, Madras Native Infantry.	31 Oct. "	Kurrachee	2	-	-	-
		18	-	19 Nov. "	Kurrachee	451 men of the 1st Beloochee regiment.	27 Nov. "	Aden	7	-	-	-
		2	-	30 Nov. "	Aden	-	3 Dec. "	Annesley Bay	2	-	-	-
		41	-	14 Jan. 1868	Annesley Bay	-	22 Jan. 1868	Aden	8	-	-	-
		2	-	25 Jan. "	Aden	-	26 Jan. "	Berbera	"	-	-	-
		"	-	27 Jan. "	Berbera	-	6 Feb. "	Bombay	9	-	-	-
		22	-	20 Feb. "	Bombay	104 men, 20 women, and 24 children of 92nd Gordon Highlanders.	7 Mar. "	Kurrachee	6	-	-	-
		2	-	10 Mar. "	Kurrachee	55 men, 5 women, 8 children, invalids, and time expired men.	13 Mar. "	Bombay	2	-	-	-
		18	-	1 April "	Bombay	398 men of 8th regiment Native Infantry.	10 April "	Aden	8	-	-	-
		17	-	26 April "	Aden	6 horses, 24 cases ordnance stores, stock, 30½ tons.	3 May "	Bombay	23	-	-	-
		7	-	11 May "	Bombay	5 warrant officers and 3 natives, commissariat.	10 May "	Aden	7	-	-	-

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Return of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—continued.

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Steamer "Bombay Castle" —continued.	7 Nov. 1867 -	27	Fitting and preparing for sea.	13 May 1868	Annesley Bay -	-	17 May 1868	Annesley Bay -	3	Towing.		
		12	-	30 May "	Annesley Bay -	Commissariat cargo, flour, dholl, and rice.	3 June "	Aden -	3			
		" 3	-	3 June "	Aden -	-	5 June "	Annesley Bay -	1			
		" 3	-	9 June "	Annesley Bay -	Commissariat cargo, flour, dholl, and rice.	11 June "	Aden -	1			
		2	-	14 June "	Aden -	-	23 June "	Bombay -	8			
		13	-	7 July "	Bombay -	Commissariat cargo, flour, dholl, and rice.	11 July "	Kurrachee -	3			
		9	-	21 July "	Kurrachee -	- ditto -	24 July "	Bombay -	2		5 Aug. 1868	
	1 Sept "	14	-	16 Sept. 1867	Bombay -	250 troops and followers, 20 horses, 250 tons cargo.	20 Sept. 1867	Aden -	9			
		1	-	28 Sept. "	Aden -	-	1 Oct. "	Masowah -	2			
		1	-	3 Oct. "	Masowah -	-	3 Oct. "	Annesley Bay -	" 4			
Steamer "Euphrates"		12	-	16 Oct. "	Annesley Bay -	-	21 Oct. "	-	"			
		22	-	22 Oct. "	Ditto -	-	23 Oct. "	Hadeida -	"			
		4	-	28 Oct. "	Hadeida -	-	28 Oct. "	Sollica -	"			
		1	-	30 Oct. "	Sollica -	-	31 Oct. "	Annesley Bay -	"			
		4	-	5 Nov. "	Annesley Bay -	-	8 Nov. "	Hadeida -	2			
		1	-	10 Nov. "	Hadeida -	-	12 Nov. "	Aden -	1			
		2	-	15 Nov. "	Aden -	-	16 Nov. "	Hadeida -	"			
		" 5	-	17 Nov. "	Hadeida -	-	20 Nov. "	Annesley Bay -	3			
		2	-	26 Nov. "	Annesley Bay -	With mails -	27 Nov. "	Jibbel Teer -	"			
		5	-	30 Nov. "	Jibbel Teer -	-	1 Dec. "	Annesley Bay -	"			
		5	-	7 Dec. "	Annesley Bay -	With mails -	12 Dec. "	Aden -	4			
		" 8	-	12 Dec. "	Aden -	-	25 Dec. "	Bombay -	12			
			-	3 Jan. 1868	Bombay -	20 horses, 650 tons cargo, and 50 followers.	10 Jan. 1868	Aden -	6			
		" 25	-	11 Jan. "	Aden -	-	14 Jan. "	Annesley Bay -	2			
		12	-	9 Feb. "	Annesley Bay -	With mails -	14 Feb. "	Suez -	4			
		108	-	27 Feb. "	Suez -	With mails -	3 Mar. "	Annesley Bay -	4			
		" 4	-	20 June "	Annesley Bay -	350 tons cargo -	21 June "	Mocha -	"			
		13	-	22 June "	-	-	23 June "	Aden -	"			
Steamer "Great Victoria"		6	-	28 June "	Bombay -	250 public followers -	6 July "	Bombay -	7			
		17	-	30 July "	Kurrachee -	-	23 July "	Kurrachee -	23		22 Aug. "	
			-	29 July "	Kurrachee -	- Nil -	31 July "	Bombay -	1			
	6 Sept. "	16	Fitting and preparing for sea.	29 Sept. 1867	Bombay -	1,841 bales hay, 255 bags barley, 670 bags gram.	5 Oct. 1867	Aden -	12			
		4	-	10 Oct. "	Aden -	- ditto -	18 Oct. "	Suez -	7			
Steamer "Great Victoria"		4	-	23 Oct. "	Suez -	300 mules, 20 horses, 84 muleteers, and stores, &c., for same.	29 Oct. "	Annesley Bay -	5			
		6	-	5 Nov. "	Annesley Bay -	- Nil -	11 Nov. "	Suez -	5			
		17	-	29 Nov. "	Suez -	2,591 packages, pack-saddles, ammunition, stores, &c., 16 officers, 51 soldiers, 9 servants, 35 muleteers, 285 mules, and 9 horses.	7 Dec. "	Annesley Bay -	8			
		6	-	18 Dec. "	Annesley Bay -	-	31 Dec. "	Suez -	7			

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued.*

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Steamer "Indore"—continued	11 Sept. 1867	21	-	24 Nov. 1867	Aden	-	4 Dec. 1867	Bombay	9			
		7	-	26 Dec. "	Bombay	-	31 Dec. "	Kurrachee	4			
			-	8 Jan. 1868	Kurrachee	-	19 Jan. 1868	Aden	10			
		1	-	21 Jan. "	Aden	-	24 Jan. "	Annesley Bay	2			
		16	-	10 Feb. "	Annesley Bay	-	19 Feb. "	Suez	8			
		29	-	20 Mar. "	Suez	-	27 Mar. "	Annesley Bay	6			
		55	-	22 May "	Annesley Bay	-	1 June "	Suez	9			
		6	-	8 June "	Suez	-	13 June "	Annesley Bay	4			
		4	-	18 June "	Annesley Bay	-	21 June "	Aden	2			
		1	-	23 June "	Aden	-	1 July "	Bombay	7		17 July 1868	
Steamer "India," No. 12	25 Sept. "	11	-	7 Oct. 1867	Bombay	-	21 Oct. 1867	Annesley Bay	5			
		50	-	11 Dec. "	Annesley Bay	-	18 Dec. "	Aden	6			
		"	-	19 Dec. "	Aden	-	22 Dec. "	Annesley Bay	2			
		"	-	23 Dec. "	Annesley Bay	-	5 Jan. 1868	Bombay	12			
		12	-	18 Jan. 1868	Bombay	-	29 Jan. "	Annesley Bay	10			
		126	-	4 June "	Annesley Bay	-	16 June "	Kurrachee	11			
		4	-	21 June "	Kurrachee	-	24 June "	Bombay	2			
		9	-	4 July "	Bombay	-	7 July "	Kurrachee	2			
		1	-	9 July "	Kurrachee	-	12 July "	Bombay	2			
		7	-	20 July "	Bombay	-	23 July "	Kurrachee	2			
Steamer "John Bright," 63	1 Nov. "	3	-	27 July "	Kurrachee	-	31 July "	Bombay	3		22 Aug. "	
		12	-	14 Nov. 1867	Bombay	-	15 Nov. 1867	Vinjoria	"			
		-	-	16 Nov. "	Vinjoria	-	17 Nov. "	Bombay	2			
		8	-	26 Nov. "	Bombay	-	2 Dec. "	Aden	6			
		1	-	4 Dec. "	Aden	-	6 Dec. "	Annesley Bay	1			
		4	-	11 Dec. "	Annesley Bay	-	16 Dec. "	Suez	4			
		6	-	28 Dec. "	Suez	-	28 Dec. "	Annesley Bay	4			
		10	-	8 Jan. 1868	Annesley Bay	-	11 Jan. 1868	Aden	2			
		"	-	12 Jan. "	Aden	-	21 Jan. "	Bombay	8			
		10	-	1 Feb. "	Bombay	-	9 Feb. "	Aden	7			
		10	-	9 Feb. "	Aden	-	11 Feb. "	Annesley Bay	1			
		19	-	2 Mar. "	Annesley Bay	-	6 Mar. "	Aden	3			
		"	-	7 Mar. "	Aden	-	17 Mar. "	Bombay	9			
		5	-	23 Mar. "	Bombay	-	28 Mar. "	Muscat	4			
		2	-	31 Mar. "	Muscat	-	2 April "	Muscat	1			
		"	-	" April "	Muscat	-	18 April "	Aden	"			
			-			-						
			-			-						
			-			-						
			-			-						
										In search of barque "Atist" Ray-mon," with barque and bug-low in tow.		

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Steamer	No.	Date	Fitting and preparing for sea.	No.	Port	Cargo	Passengers	Remarks	Date	Port	Cargo	Passengers	Remarks	Date	Port	Cargo	Passengers	Remarks
Steamer "Japan," No. 166	1 Feb. 1868	4	Fitting and preparing for sea.	6	Aden	Mails	-	-	21 April	Aden	-	1	-	-	-	-	-	-
				1	Annesley Bay	ditto	-	-	1 May	Annesley Bay	-	3	-	-	-	-	-	-
				6	Aden	102 natives and mails	-	-	5 May	Annesley Bay	-	1	-	-	-	-	-	-
				9	Annesley Bay	Mails	-	-	15 May	Aden	-	2	-	-	-	-	-	-
				2	Annesley Bay	-	-	-	16 May	Annesley Bay	-	3	-	-	-	-	-	-
				3	Aden	-	-	-	1 June	Annesley Bay	-	3	-	-	-	-	-	-
				1	Annesley Bay	268 men and 5 officers	-	-	7 June	Annesley Bay	-	2	-	-	-	-	-	-
				1	Aden	-	-	-	13 June	Aden	-	1	-	-	-	-	-	-
				1	Aden	-	-	-	28 June	Bombay	-	12	-	-	-	-	-	-
				4	Bombay	12 Europeans, 181 followers, and provisions, camels, and mules' furniture, lead pipes and pumps.	-	-	17 Feb.	Aden	-	10	-	-	-	-	-	-
				19	Aden	105 followers	-	-	22 Feb.	Annesley Bay	-	4	-	-	-	-	-	-
				9	Annesley Bay	109 followers and the English mail.	-	-	20 Mar.	Suez	-	6	-	-	-	-	-	-
				9	Suez	100 donkeys, 642 water-pipes, 402 telegraph posts, flour and wheat, galvanised iron anvils, &c.	-	-	5 April	Annesley Bay	-	5	-	-	-	-	-	-
Steamer "Koina" -	7 Jan. "	13	Fitting and preparing for sea.	12	Annesley Bay	Despatches	-	-	20 April	Sankin	-	1	-	-	-	-	-	-
				1	Sankin	-	-	-	24 April	Annesley Bay	-	1	-	-	-	-	-	-
				10	Annesley Bay	19 followers and Bombay mail.	-	-	8 May	Aden	-	2	-	-	-	-	-	-
				1	Aden	English mails and 4 European passengers.	-	-	22 May	Suez	-	11	-	-	-	-	-	-
				9	Suez	English mails, Captain B. Hall, R.N.; 5 Abyssinian followers, and 1 European passenger.	-	-	6 June	Annesley Bay	-	4	-	-	-	-	-	-
				4	Annesley Bay	-	-	-	11 June	- ditto	-	11	-	-	-	-	-	-
				7	ditto	-	-	-	22 June	Aden	-	2	-	-	-	-	-	-
				1	Aden	Government stores	-	-	3 July	Bombay	-	8	-	-	-	-	-	-
				13	Bombay	-	-	-	No records	Aden.	-	-	-	-	-	-	-	-
				-	Aden	Details unknown	-	-	5 July	Bombay	-	-	-	-	-	-	-	-
				4	Bombay	100 tons iron rails for railway.	-	-	19 Nov. 1867	Beypore	-	2	-	-	-	-	-	-
				1	Beypore	European troops	-	-	21 Nov.	Bombay.	-	-	-	-	-	-	-	-
				12	Bombay	Royal Artillery officers and troops.	-	-	5 Dec.	Vinjoria	-	-	-	-	-	-	-	-
				"	Vinjoria	-	-	-	8 Dec.	Beypore	-	1	-	-	-	-	-	-
				"	Beypore	-	-	-	12 Dec.	Bombay	-	2	-	-	-	-	-	-
				11	Bombay	38 warrant officers, 3 commissioned ditto, and artisans, and 3 horses.	-	-	4 Jan. 1868	Aden	-	10	-	-	-	-	-	-
Steamer "Lord Clyde" -	11 Nov. 1867	4	Fitting and preparing for sea.	1	Aden	1 commissioned officer, 1 naval lieutenant, and 6 followers.	-	-	9 Jan.	Annesley Bay	-	2	-	-	-	-	-	-
				10	Zoula	-	-	-	22 Jan.	Edd -	-	1	-	-	-	-	-	-
				"	Edd -	-	-	-	25 Jan.	Aden	-	1	-	-	-	-	-	-
				"	Aden	-	-	-	29 Jan.	Berbera	-	-	-	-	-	-	-	-
				"	Berbera	500 sheep	-	-	1 Feb.	Zoula	-	2	-	-	-	-	-	-

APPENDIX TO REPORT FROM THE

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		No. of Days on Passage.	Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.				
Steamer "Lord Clyde"— <i>continued.</i>	11 Nov. 1867	"	-	2 Feb. 1868	Zoula	-	3 Feb. 1868	Mocha	-	"		
		"	-	4 Feb. "	Mocha	-	5 Feb. "	Hadeida	-	2		
		"	-	5 Feb. "	Hadeida	-	7 Feb. "	Zoula	-	1		
		3	-	11 Feb. "	Zoula	-	13 Feb. "	Lohica	-	1		
		"	-	14 Feb. "	Lohica	-	18 Feb. "	Comfeida	-	3		
		"	-	18 Feb. "	Comfeida	-	23 Feb. "	Jeddah	-	4		
		4	-	28 Feb. "	Jeddah	-	1 Mar. "	Yembo	-	1		
		"	-	2 Mar. "	Yembo	-	3 Mar. "	Wadgee	-	"		
		"	-	4 Mar. "	Wadgee	-	5 Mar. "	Coochire	-	"		
		"	-	6 Mar. "	Coochire	-	11 Mar. "	Sankin	-	4		
		2	-	14 Mar. "	Sankin	-	17 Mar. "	Zoula	-	2		
		25	-	28 Mar. "	Zoula	-	30 Mar. "	Hadeida	-	1		
		"	-	1 April "	Hadeida	-	3 April "	Zoula	-	1		
		6	-	10 April "	Zoula	-	14 April "	Berbera	-	3		
		"	-	14 April "	Berbera	-	15 April "	Aden	-	"		
		1	-	17 April "	Aden	-	20 April "	Zoula	-	2		
		15	-	6 May "	Zoula	-	9 May "	Aden	-	2		
		1	-	11 May "	Aden	-	22 May "	Bombay	-	10		
		5	-	28 May "	Bombay	-	29 May "	Vinjorla	-	-		
		3	-	2 June "	Vinjorla	-	3 June "	Bombay	-	"		10 June 1868
Steamer "Madras" B/23 -	14 Oct. 1867	15	Fitting and preparing for sea.	30 Oct. 1867	Bombay	-	2 Nov. 1867	Kurrachee	-	2		
		20	-	23 Nov. "	Kurrachee	-	1 Dec. "	Aden	-	8		
		"	-	2 Dec. "	Aden	-	4 Dec. "	Annesley Bay	-	1		
		16	-	21 Dec. "	Annesley Bay	-	25 Dec. "	Aden	-	3		
		1	-	27 Dec. "	Aden	-	30 Dec. "	Annesley Bay	-	2		
		6	-	6 Jan. 1868	Annesley Bay	-	11 Jan. 1868	Ruckma Island	-	4		
		"	-	12 Jan. "	Ruckma Island	-	14 Jan. "	Aden	-	1		
		"	-	14 Jan. "	Aden	-	15 Jan. "	Ruckma Island	-	"		
		"	-	15 Jan. "	Ruckma Island	-	16 Jan. "	Ras Bilool	-	"		
		1	-	18 Jan. "	Aden	-	19 Jan. "	Aden	-	"		
		1	-	21 Jan. "	Aden	-	22 Jan. "	Berbera	-	"		
		2	-	25 Jan. "	Berbera	-	26 Jan. "	"	-	"		Towing "Mofussilite" and buglow.
		"	-	27 Jan. "	Berbera	-	28 Jan. "	Aden	-	8		
		1	-	30 Jan. "	Aden	-	8 Feb. "	Bombay	-	"		
		42	-	22 Mar. "	Bombay	-	3 April "	Aden	-	11		

No.	Steamer	Date	Port of Origin	Port of Destination	Passengers	Crew	Stores for use	Remarks	Date	Port of Destination	Passengers	Crew
60	"	3 June	Aden	Aden	-	-	Stores for use	-	6 June	Aden	2	2
9	"	16 June	Aden	Aden	-	-	ditto, and 4 commissioned officers, and 314 native followers.	-	19 June	Aden	-	-
1	"	21 June	Aden	Aden	-	-	ditto	-	29 June	Bombay	7	-
7	"	7 July	Bombay	Bombay	-	-	300 followers, 5 officers, 2 passengers, 12 servants, and 1 horse.	-	10 July	Kurrachee	2	-
1	"	12 July	Kurrachee	Kurrachee	-	-	4 followers	-	15 July	Bombay	2	-
5	"	21 July	Bombay	Bombay	-	-	1 officer, 412 followers	-	24 July	Kurrachee	2	-
3	"	28 July	Kurrachee	Kurrachee	-	-	3 officers, 1 lady, 8 followers, and 3 horses.	-	30 July	Bombay	1	-
8	Steamer "Mala"	2 Mar. 1868	Bombay	Calcutta	-	-	Details unknown	-	No record	Calcutta	-	-
-	"	11 Mar.	Calcutta	Aden	-	-	-	-	-	Aden	-	-
-	"	No record	Aden	Aden	-	-	-	-	-	Aden	-	-
-	"	- ditto	Aden	Aden	-	-	-	-	-	Aden	-	-
4	Steamer "Norma," B/9	23 Sept. 1867	Bombay	Bombay	-	-	Despatches	-	8 Oct. 1867	Aden	9	-
"	"	8 Oct.	Aden	Aden	-	-	100 coolies, and 1 mule	-	11 Oct.	Zoula	2	-
4	"	16 Oct.	Zoula	Zoula	-	-	-	-	17 Oct.	Aden	-	-
5	"	23 Oct.	Aden	Aden	-	-	85 tons cargo, tents, and sundries.	-	25 Oct.	Zoula	1	-
7	"	3 Nov.	Zoula	Zoula	-	-	Despatches for Bombay	-	5 Nov.	Aden	1	-
"	"	5 Nov.	Aden	Aden	-	-	Troops, 23 Europeans, 35 natives, 10 horses, and 1,066 packages, ordnance stores.	-	14 Nov.	Bombay	8	-
18	"	3 Dec.	Bombay	Bombay	-	-	-	-	9 Dec.	Aden	5	-
1	"	11 Dec.	Aden	Aden	-	-	50 packages, tents	-	13 Dec.	Zoula	1	-
13	"	27 Dec.	Zoula	Zoula	-	-	-	-	3 Jan. 1868	Suez	6	-
9	"	13 Jan. 1868	Suez	Suez	-	-	5 horses, 4,648 packages, hay, and sundries.	-	21 Jan.	Zoula	7	-
19	"	10 Feb.	Zoula	Zoula	-	-	-	-	19 Feb.	Suez	8	-
17	"	8 Mar.	Suez	Suez	-	-	5 Europeans, and 5,268 packages.	-	15 Mar.	Zoula	6	-
4	"	20 April	Zoula	Zoula	-	-	140 natives	-	22 April	Aden	1	-
"	"	22 April	Aden	Aden	-	-	-	-	30 April	Bombay	7	-
22	"	23 May	Bombay	Bombay	-	-	1 native, 2,016 tons cargo	-	31 May	Aden	7	-
2	"	3 June	Aden	Aden	-	-	-	-	5 June	Zoula	1	-
"	"	5 June	Zoula	Zoula	-	-	Troops, 18 Europeans, 108 natives, 19 followers, 765 packages.	-	15 June	Aden	9	-
1	"	17 June	Aden	Aden	-	-	-	-	24 June	Bombay	6	-
14	Steamer "Nada"	25 Feb. 1868	Bombay	Bombay	-	-	108 native followers, 13 Europeans, 4,820 packages delivered, 3,296 packages at Aden.	-	24 Mar.	Aden	12	-
"	"	25 Mar.	Aden	Aden	-	-	-	-	27 Mar.	Aden	1	-
4	"	1 May	Aden	Aden	-	-	91 natives, and 30 Europeans.	-	13 May	Suez	12	-
10	"	24 May	Suez	Suez	-	-	1 piece, and mail	-	30 May	Aden	5	-
16	"	16 June	Aden	Aden	-	-	161 Chinese, 61 natives, and 2 Europeans.	-	20 June	Aden	3	-
"	"	21 June	Aden	Aden	-	-	1,524 packages	-	30 June	Bombay	8	-

RETURN of the Arrivals and Sailings at *Annesley Bay* of Vessels engaged in the Abyssinian Expedition—*continued.*

Name of Vessel.	Date of Engagement.	No. of Days in Port.	Special Cause of Detention, if any.	Departure.		Description of Troops, Followers, Animals, Cargo, &c., conveyed.	Arrival.		Remarks regarding General Work done by each Vessel.	Date of Discharge.	Gross Amount Paid.
				Date.	From what Port.		Date.	At what Port.			
Steamer "Ottawa," R/110	24 Sept. 1867	13	-	8 Oct. 1867	Bombay	304 troops and baggage	16 Oct. 1867	Aden	-	-	-
		2	-	19 Oct. "	Aden	-	21 Oct. "	Annesley Bay	-	-	-
		11	-	2 Nov. "	Annesley Bay	70 native women	8 Nov. "	Aden	-	-	-
		"	-	8 Nov. "	Aden	-	14 Nov. "	Lat. 16° 29' N. and	-	-	-
		-	-	14 Nov. "	-	-	19 Nov. "	Long. 59° 12' E. Aden	-	-	-
		3	Turned back by Her Majesty's "Vigilant."	23 Nov. "	Lat. 16° 29' N. and	-	3 Dec. "	Suez	-	-	-
		7	-	11 Dec. "	Long. 59° 12' E. Suez	6,000 boxes ammunition and 2,000 bales hay.	17 Dec. "	Annesley Bay	-	-	-
		19	-	6 Jan. 1868	Annesley Bay	-	14 Jan. 1868	Aden	-	-	-
		1	-	16 Jan. "	Aden	-	24 Jan. "	Bombay	-	-	-
		19	-	13 Feb. "	Bombay	408 packages Government parcels.	16 Feb. "	Kurrachee	-	-	-
		4	-	21 Feb. "	Kurrachee	540 muleteers, 7,000 packages Government stores.	2 Mar. "	Aden	-	-	-
		1	-	4 Mar. "	Aden	-	6 Mar. "	Annesley Bay	-	-	-
		10	-	17 Mar. "	Annesley Bay	Mails and despatches	19 Mar. "	Aden	-	-	-
		20	-	20 Mar. "	Aden	-	28 Mar. "	Bombay	-	-	-
Steamer "Pearl," No. 118	4 Jan. 1868	2	-	18 April "	Bombay	9,000 bags grain	29 April "	Aden	-	-	-
		2	-	2 May "	Aden	5,000 bags grain, and 100 men 3rd Dragoon Guards.	4 May "	Annesley Bay	-	-	-
		26	-	31 May "	Annesley Bay	60 Abyssinian captives	5 June "	Suez	-	-	-
		3	-	9 June "	Suez	5,000 bags grain	15 June "	Annesley Bay	-	-	-
		3	-	19 June "	Annesley Bay	200 public followers	21 June "	Aden	-	-	-
		2	-	24 June "	Aden	-	1 July "	Bombay	-	-	-
		6	Fitting and preparing for sea.	11 Jan. "	Bombay	Clothing and engineers' stores.	22 Jan. "	Aden	-	11 July 1868	-
		25	-	23 Jan. "	Aden	Followers and Lascars	25 Jan. "	Annesley Bay	-	-	-
		1	-	20 Feb. "	Annesley Bay	Mail service	21 Feb. "	Jibbel Teer	-	-	-
		18	-	23 Feb. "	Jibbel Teer	- ditto	24 Feb. "	Annesley Bay	-	-	-
		3	-	14 Mar. "	Annesley Bay	20 European invalids	21 Mar. "	Aden	-	-	-
		7	-	25 Mar. "	Aden	Mats, thatches, &c.	27 Mar. "	Annesley Bay	-	-	-
		1	-	4 April "	Annesley Bay	Despatches	11 April "	Berbera	-	-	-
		1	-	13 April "	Berbera	500 sheep, 4 horses, and 2 donkeys.	14 April "	Aden	-	-	-
Steamer "Punjaub"	26 Sept. 1867	1	-	16 April "	Aden	- ditto	19 April "	Annesley Bay	-	-	-
		22	-	13 April "	Annesley Bay	86 followers	21 May "	Aden	-	-	-
Steamer "Sir Bartle Frere"	20 Sept. "	-	-	22 April "	Aden	- ditto	2 June "	Bombay	-	5 June "	-
		-	-	-	-	-	-	-	-	-	-
Steamer "Sir Bartle Frere"	20 Sept. "	16	Fitting and preparing for sea.	7 Oct. 1867	Bombay	213 followers, 25 bullocks, and 3 horses.	16 Oct. 1867	Aden	-	-	-
		2	-	19 Oct. "	Aden	-	21 Oct. "	Annesley Bay	-	-	-
		11	-	2 Nov. "	Annesley Bay	Ballast	6 Nov. "	Aden	-	-	-
		11	-	7 Nov. "	Aden	- ditto	18 Nov. "	Bombay	-	-	-
		11	-	30 Nov. "	Bombay	100 mules, 67 followers, and 60 days' provisions for 140 followers and 115 mules.	23 Nov. "	Annesley Bay	-	-	-
Steamer "Sir Bartle Frere"	20 Sept. "	9	-	2 Jan. 1868	Annesley Bay	1,027 sheep	6 Jan. 1868	Aden	-	-	-
		2	-	9 Jan. "	Aden	-	10 Jan. "	Berbera	-	-	-
		5	-	16 Jan. "	Berbera	-	19 Jan. "	Annesley Bay	-	-	-