

1-1-1880

*Rough diary of the march of "I" Battery "1st" Brigade,
R.A., to Kandahar, & c., November, 1878, to April,
1879*

H. C. Lewes, Major

Follow this and additional works at: <http://digitalcommons.unomaha.edu/afghanuno>

 Part of the [History Commons](#), and the [International and Area Studies Commons](#)

Recommended Citation

Lewes, H. C. *Rough diary of the march of "I" Battery "1st" Brigade, R.A., to Kandahar, & c., November, 1878, to April, 1879.* Kirkee [India]: Printed at the Sappers and Miners' Printing School, 1880. 42 p.

This Monograph is brought to you for free and open access by the Digitized Books at DigitalCommons@UNO. It has been accepted for inclusion in Books in English by an authorized administrator of DigitalCommons@UNO. For more information, please contact unodigitalcommons@unomaha.edu.



E. J. Lewis

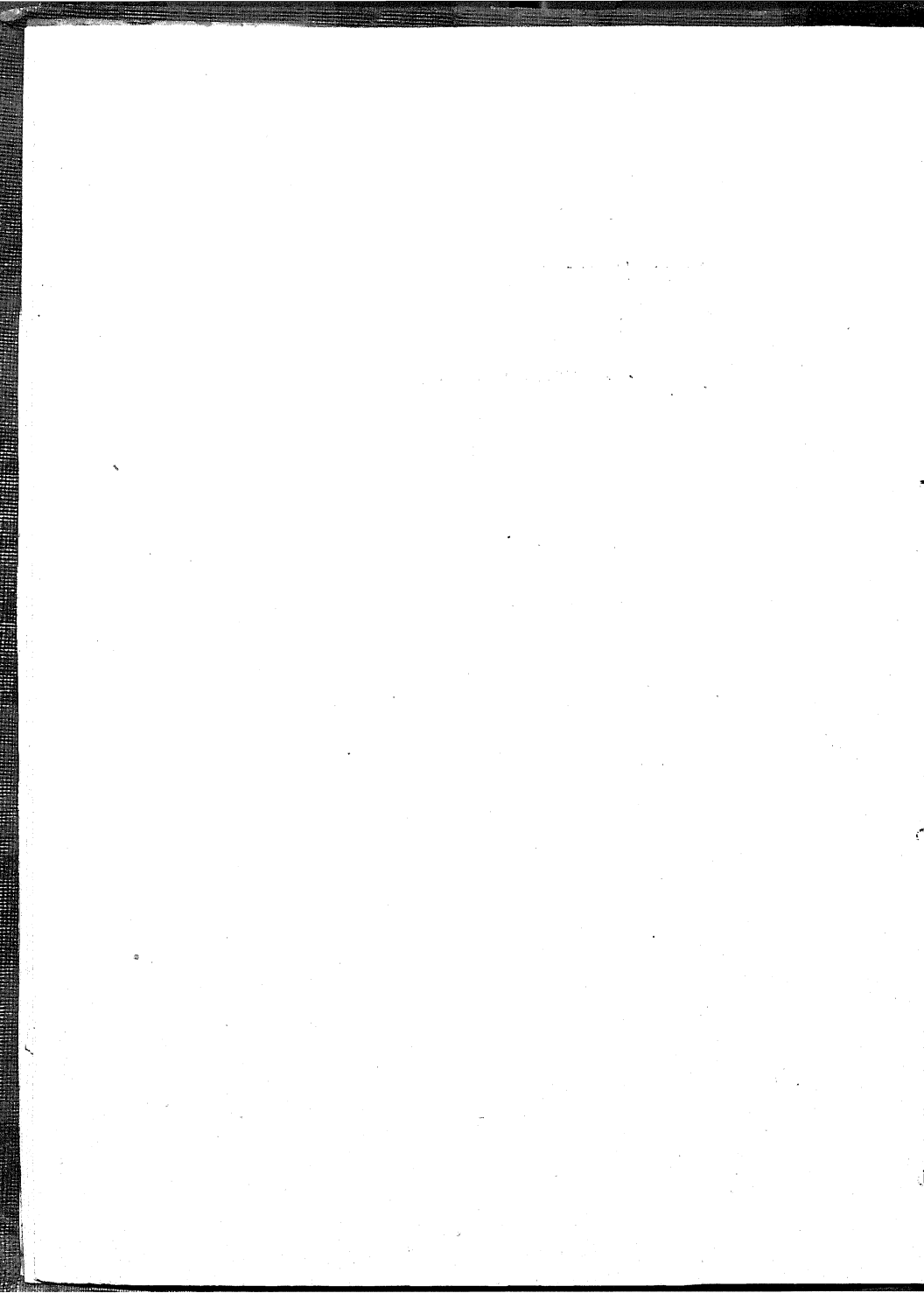
Afghan
Coll.
DS
352
L4
1880

11. 11. 1911
12. 11. 1911
13. 11. 1911

7
GENE EFFLEY LIBRARY
UNIVERSITY OF MICHIGAN, ANN ARBOR

DATE DUE

| | | | |
|--|--|--|--|
| | | | |
|--|--|--|--|



ROUGH DIARY

OF THE

MARCH

OF

“I” Battery “1st” Brigade, R.A.,

TO

KANDAHAR, &c.,

NOVEMBER, 1878, to APRIL, 1879.

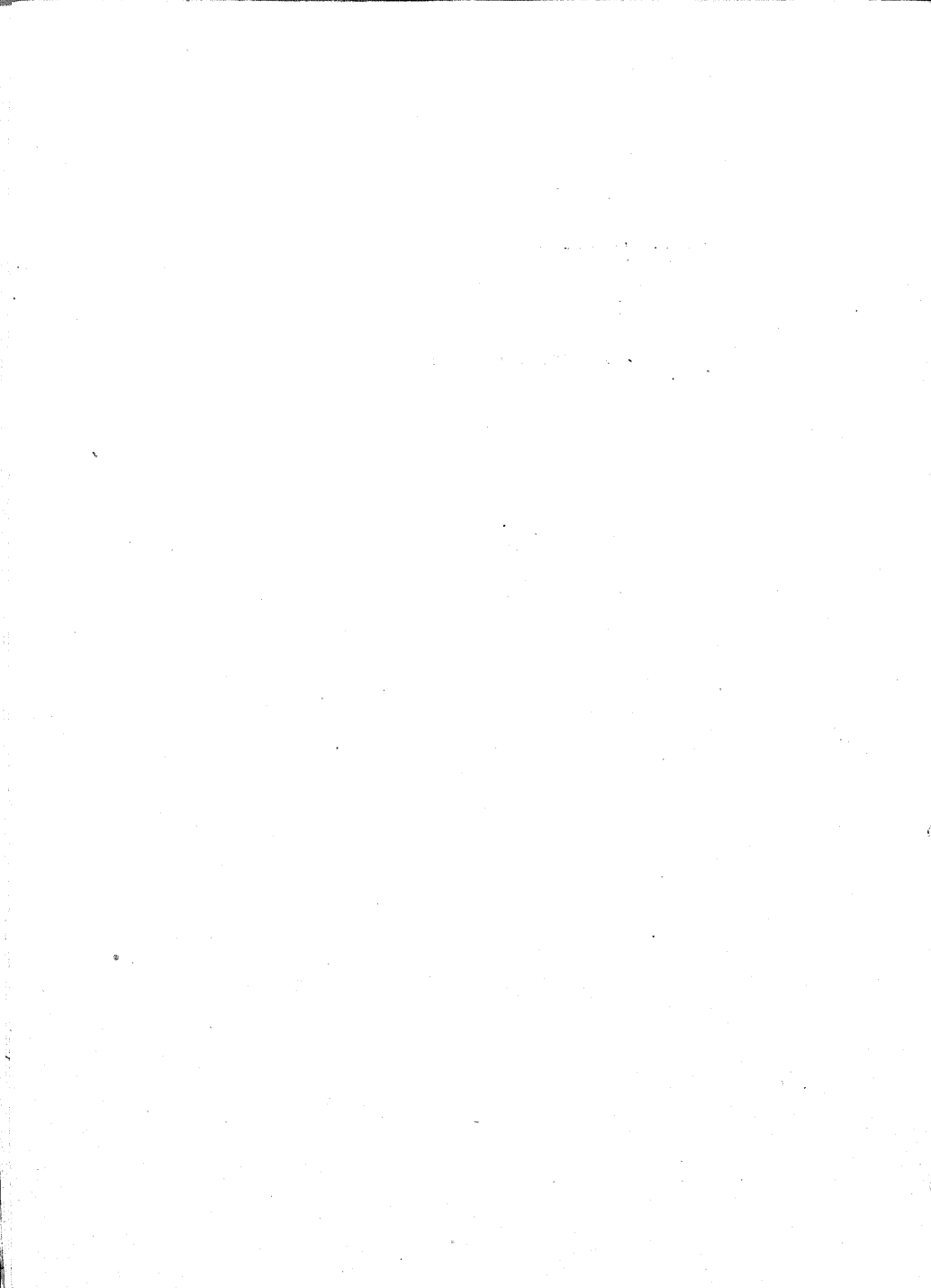
Kirkce: *London*

Printed at the Sappers and Miners' Printing School.

1880.

454694

A. Paul 11-20-74 Gift



ROUGH DIARY

OF THE

MARCH TO KANDAHAR,

1878-9.

The following rough diary I have had printed for circulation amongst a few friends, in deference to many wishes expressed that I would give them copies. It is very incomplete, not having been kept with any such view, still it furnishes a record of what the Battery did, and gives an idea of what the *first* march to Kandahar was like.

2. A perusal of its pages will shew with what disfavor officers of Artillery will always view that part of the equipment, which consists of a second line of wagons drawn by bullocks. These animals, unless trained as they are in South Africa, to work constantly in long teams, are useless when suddenly taken from their ordinary cantonment work for the purposes of the march.

3. The utterly defenceless condition of R.A. Drivers was brought prominently to notice. They should have the means of defending themselves, and aiding in the protection of their camp. I should recommend a double-barrelled B.L. pistol of large bore, or sharp cutlass or sword.

4. The number of carbines in a battery might be advantageously increased, and a better mode of carrying them introduced.

5. The most serviceable dress I saw worn was that of 11-11, R.A. Our tunic is suitable to neither gunners or drivers. The Norfolk jacket is an excellent dress for either mounted or dismounted men. Knee-boots on service are a mistake; ankle-boots, with gaiters or putties, and hunting spurs is a more suitable dress. Pantaloon for mounted, and knickerbockers for dismounted men could not easily be improved upon.

6. The havresacks of the men and the nose-bags of the horses lack durability.

7. The drivers' whips soon fell to pieces; a better mode of attaching thong and stock is needed.

8. The jhools or horse-blankets we took were very good, but rather heavy—each horse had two. They weighed about 15½lbs. each, lined; unlined, 14lbs., and were cut so as to form a breast-piece. They measured 6ft. by 7ft., including the breast-piece, and were secured on the horses by means of broad web bands firmly stitched across them, the ends being passed through loops and knotted. Each jhool was furnished with two of these bands. No need for rollers, which were not carried.

9. Valises might be replaced by saddle-bags with advantage, and the drivers' cloaks carried on the off horses.

10. Our wrought iron carriages stood very well, and even where the perches of two wagons were much wrenched by the upsetting of those carriages, the ductile nature of the metal enabled them, after a time, so far to regain their normal condition as to allow of the operation of unlimbering and limbering up being easily performed, whereas immediately after the accident it was not feasible. The metal was slightly flawed between the strengthening fish-plates, but not so as to materially affect the serviceability of the carriages.

11. The Australian horses showed themselves equally good with those of other breeds, and worked and stood exposure remarkably well. The work that was done was extraordinarily hard, and the horses had less food and of worse quality than when they were doing comparatively nothing in cantonments. Given a climate such as we had and a sufficient quantity of tolerably good food, I should prefer young walers—from 6 to 12 years—to other horses. I prefer them not over 15 hands 2 ins. Later experience has shewn me that excellent horses up to this height, with considerable power, and fairly good blood, can be obtained from Australia.

H. C. LEWES, Major,
Commanding I Battery, 1st Brigade,
Royal Artillery.

Kirkee, April, 1880.

NOTE.—I was unable to march with the Battery from Hyderabad on the 8th November on account of sickness, but joined it a fortnight later at Shikarpore.

The following report was written at my request, by Captain Brough, R.H.A., then the Captain of the Battery. —

“ Bangalore,
2nd September, 1879.

From

Capt. J. F. BROUGH, R.H.A.,
Staff Officer, R.A., Mysore Division.
(late I-1st, R.A.)

To

The Officer Commanding
I-1st, R.A.

“ Sir,

I have the honor to report for your information, that in conformity with instructions received, the ‘ I ’ Battery, 1st Brigade, R.A., marched from its quarters in Hyderabad, Sind, at quarter past 5 a.m., on the 8th November, 1878, to proceed to Sukkur on service, there to await the orders of Major-General Stewart, Commanding the Reserve Division, Quetta Column, Afghan Expeditionary Force.

2. The Battery reached the bank of the Indus, at Giddoo Bunder, shortly after day-break, and immediately commenced crossing. The guns and wagons were loaded into two barges and the ferry steamer, and were crossed first in two trips; the horses were crossed next, in one trip, in a large flat, provided by Col. Henslowe, Commanding at Hyderabad, for the purpose,—the ferry steamer being at the same time laden with baggage; the cattle and remaining baggage were crossed over last.

3. Whilst the crossing of the horses, cattle, and baggage was going on, the guns and wagons were being unloaded and put into the railway trucks.

4. The horses and cattle were picketed in the Commissariat Yard at Kotree for the afternoon, and till such time as they were to be put into the train.

5. The guns, wagons, harness, baggage, and equipment were all ready by half-past 7 p.m., in the trucks and vans.

6. The horses were put in the train at sun-down without trouble or accident. The cattle were more troublesome, but everything was in the train before the hour named for departure.

7. The carriages allotted for the conveyance of the Battery to Sukkur were then divided into two trains, the second to start as soon as the first had passed the next station above Kotree.

8. The hour of departure for the first was made contingent on the arrival of the down mail train from Sukkur. This train was late, and it was not till about midnight that the first half-Battery train started. The second followed as stated.

9. The following morning the trains arrived at Sewan, where they halted for the day, the officers, N.C. officers, men, and followers being accommodated in huts built for the purpose. The horses and cattle were watered and fed in their trucks.

10. The trains started again in the evening, the first about 5, and the second following it as before, and reached Sukkur terminus next morning, 10th Nov., 1878, about half-past 7 o'clock. Owing to the block there, and the mail train being about to start, it was more than an hour before the platform was ready for them to draw up to it.

11. As soon as the trains were drawn up alongside the platform the unloading commenced. The Battery was unloaded and camped by 2 p.m.

12. At Sukkur orders were received for the march of the Battery to Shikarpore, (where General Stewart's Division was to be collected) on the morning of the 12th November.

13. The Battery marched to Mongranie, distant 13 miles, on the 12th, and on 13th marched into Shikarpore, distant 12 miles.

I have, &c.,
 (Signed) J. F. BROUGH, Capt., R.H.A.,
 S.O., R.A., Mysore Division
 (late Capt. I-1st, R.A.)"

THE heat was considerable, and the work of loading the train somewhat retarded in consequence. Two bullocks were lost before reaching Sukkur.

The Battery (which I had joined at Shikarpore on Monday the 25th November) marched for Jacobabad on the 27th, and reached about 10 a.m., on the 28th—distance about 25 miles—2 marches.

At Jacobabad were with us A-B, R.H.A.; D-2. R.A.; G-4, R.A.; and 5-11, R.A. There were also the 2-60th, the 59th, Sind Horse, and other troops. General Stewart and Staff had gone on.

Some of the clothing due to the natives was issued here, viz. coats, putties, shoes, and blankets. Neither water-proof sheets, pijamas, jerseys, or mits were forthcoming, and as there was no prospect of their arriving we were ordered to march without them.

An escort of 2-60th, under Capt. Charley, was detailed to accompany us.

Laid in a good stock of coffee and sugar and a few other articles, and organized a coffee-shop, under an experienced gunner. All supplies very dear.

Sun hot in the middle of the day but the nights getting cold.

3rd December, Jacobabad to Jhangi Khan.—8 miles.—60 from Sukkur.—On Tuesday, 3rd December, the Battery left Jacobabad at 7 a.m., and marched about 8 miles to Jhangi Khan. A good road had been made where the late heavy rains and floods had caused damage, and the ground in other parts was hard and good. The coffee-shop had been sent on about half way—there was a halt of about 40 minutes whilst the men breakfasted and the horses fed. The encamping ground was reached about 10.30, it lies low and is very damp. Supplies and water plentiful, but the latter not very good. Much of the warm clothing, both for Europeans and natives, remains un-issued. The natives are very discontented with the shoes given them, saying they could buy them for 4 annas in the bazar.

4th December, to Digri,—17 miles.—From Sukkur 77 miles.—Marched at 6.40 a.m., road good and hard the greater part of the way. From about half-way (where we halted to feed the horses, have coffee, &c.) for a distance of about $2\frac{1}{2}$ miles, it became very heavy, and passed through sand loose and deep. Digri was reached about 1.30 p.m., and it was the general opinion that the march had been 17 miles.

Supplies here were good and plentiful, and the quantity of fresh milk to be obtained was thoroughly appreciated.

The water had to be stored in numberless chatties and troughs, so was limited—quality good.

It was half-past 8 o'clock in the evening before the second line of wagons arrived, and it was quite apparent that our bullocks were unaccustomed to such heavy draught. Two teams of horses with limbers were sent back to their assistance before dark, but were not used. It is necessary to send limbers with the horses, as those of the second line are only fitted for bullock draught, and being of a different pattern to those of the first line, the shafts of the latter cannot be utilized with them. This is only the second stage from Jacobabad, and the bullocks have been more than twelve hours on the road. Camp ground very dirty.

Thursday, 5th December, to Sharpore—16 miles.—93 miles.—On the road at 6.20 a.m., it lay for some distance through cultivated country. The coffee-shop had been sent on 6 miles, or to the first place where water was obtainable; before arriving there the desert was reached. The road was good for 12 miles, after which it became exceedingly heavy and distressing for artillery. Sharpore was reached about 2 o'clock; one horse died on the road, and before reaching the camp, one or two teams showed such signs of distress that they were pulled up till aid could be sent back to them. Six teams with limbers were required to help in the second line, which, even with that assistance, did not reach camp till 10 p.m.

Friday, 6th December.—Halted at Sharpore, rest being absolutely necessary for the horses, bullocks, and camels, as also was the time needed that they might get their proper food. The camels have to be sent out some distance to graze, and much time is thus taken up. The heavy pull through the sand in the great heat yesterday tried all the animals, for notwithstanding the cool nights and mornings, the days are very hot. Sharpore is a sandy tract, barren, and uninteresting. Supplies and water good, though there were many complaints amongst our native followers of the dearness of grain. Reports came from the villagers that a grog-shop had been broken into. There were two batteries of artillery and nearly two regiments encamped at the time. Nothing transpired, and necessary protection was given.

Saturday, 7th December, to Chuttar,—10 miles.—103 miles.—Marched at day-break, and reached Chuttar at 12.30 p.m. This proved to be a very heavy march indeed; we estimated the dis-

tauce at 10 or 11 miles. A bad road the whole way, with exceedingly heavy ground where the road crossed the dry bed of a river some 3 miles before reaching the camp ground. Supplies plentiful and a sufficient quantity of water. Ground left very dirty.

Sunday, 8th December, to Pelaji,—7 miles.—110 miles.—A short march and fairly good road. Halted some time on the way to feed and have coffee, and reached Pelaji at 9.40 a.m. The second line came in at 3 o'clock in the afternoon. As in other places, the camp ground was very dirty, but the supplies and water good.

Monday, 9th December, to Lehri,—about 14 miles.—124 miles.—The sun being so hot in the middle of the day, we wished to get to Lehri in good time so as to give everybody as much rest as possible, to prepare for the next march, one of 30 miles without water. Accordingly the battery with its escort marched at 3.30 a.m. The road was fairly good for 9 or 10 miles, then broken for about 3 miles, the remainder exceedingly heavy, especially the last $\frac{1}{2}$ mile into camp, which was through deep sand.

The Right Half-Battery reached at 9.30 a.m.; the Left Half-Battery at 10.15. The Half-Batteries were necessarily brought in successively, teams of 10 and 12 horses being used over the very heavy parts of the road. The second line came in at 4.30 p.m., having been 13 hours on the road. Very hard on both bullocks and their drivers, to say nothing of the Europeans with them.

Tuesday, 10th December,—to Mittri—30 miles.—154 miles.—Halted during the day, preparatory to the night march of 30 miles or more. Orders had been published saying that no troops were to make this march by night, but the weather had become so hot, and the men had suffered from it so much, that a bright moon was excuse enough for acting contrary to orders on this occasion; indeed making the march by day would have been a risk, whereas there was none marching by night.

The Battery started at 6.45 p.m., the second line having been sent on 2 $\frac{1}{2}$ hours before. The camels and all impedimenta were also sent on in front.

No water being obtainable on the road, some was dispatched in puckals, by camels and bullocks to Much (half-way), with the coffee-shop. Enough reached to make coffee for all the officers

and men of both Battery and escort, but not a drop could be given to the horses.

It was bitterly cold, and on halting at Much it was necessary to clothe the horses. Officers and men and natives crowded round fires of such scrub as could be collected. The horses having been fed, and the coffee, &c., discussed, the march was resumed. The road was good most of the way to Mittri, excepting the last two miles, which were excessively heavy, and this was felt the more, coming as it did at the end of so long a march. There was one bank, filling, or causeway, that had been made across a ravine or large nullah, which, to say the least, had not the appearance of safety.* After this the river was crossed and camp reached without mishap at 7 a.m. Camels were well up, and the second line (with the exception of one wagon, which had to be left a mile from camp, but which was brought in afterwards) arrived about mid-day.

Everybody was very tired, and, whether it was owing to this or not, several camels with their drivers deserted, and caused no small inconvenience.

Hundreds of camels, laden with stores for the front, were passed on this march.

At Mittri there is a post and telegraph office established. The town is built on a tolerably large river, the water of which is clear and excellent,

There has been much fever in the Battery, and both officers and men have suffered more or less.

Wednesday, 11th December.—Having reached Mittri at 7 a.m., rested for the day. The 2-60th marched in a few hours after our arrival.

Thursday, 12th December, to Dadur, —15 miles.—169 miles.—Marched at 6 a.m. A very cold morning, with high wind. Coffee-shop went on about 6 miles,—it is the greatest possible comfort and will be more so as the weather grows colder.

The first 3 miles was over the plain, a fair road but much cut up by wheel traffic. After this a very heavy pull up an ascent and bed of a nullah, through sand, for about 2 miles, the road winding about amongst hills, broken away by the action of water; a sharp pull up a short pitch at length brought us to the summit, and we emerged on open country. The road soon began to descend and

* I believe it afterwards gave way as a Battery was crossing.

continued thus to the camp at Dadur, which was reached about 12 o'clock. At about 7 p.m., a report was received, saying that the bullocks had completely given in 2 miles from camp. Six teams of horses, with limbers, were sent to their aid, under an officer, and it was not till past midnight that all the wagons and bullocks were brought into camp. The distance was much greater than was at first supposed.

It is a constant source of anxiety as to whether the bullocks will utterly give in or not, and much additional exposure and hard work is entailed on officers, men, and horses, to say nothing of the poor bullock drivers, who, as well as their beasts, have quite too little time for rest and feeding.

Friday, 13th December.—Halt. All hands employed in cutting down kurbee, as we shall, it appears, be almost entirely dependant for forage in the Bolan on what we can carry with us.

Stores weighed and re-adjusted and camels re-distributed. Of these animals we are very short, owing to numerous desertions, and there seems small chance of obtaining more.

I am disappointed in being unable to leave Sergeant Kennedy and Driver Wells here, they are unfit to proceed, but must be taken as far as Quetta.*

Saturday, 14th December.—Had intended marching at noon, (the weather here being much cooler), but was unable to obtain the requisite quantity of forage in time, and was obliged again to halt.

Received orders that the Sind camels were to accompany us up the Bolan Pass, much to the chagrin of the owners and drivers, notwithstanding the promise of an increased rate of pay.

Neither Europeans or Natives have received their proper clothing. Managed to get 100 camel jhools from the Commissariat Department.

Although we have had to spend so much time in cutting down kurbee, I find there is a goodly supply already cut, and the object of making troops cut down their own is simply a measure taken to preserve, if not to add to, a stock in the Commissariat yard which at present I hear amounts to upwards of 1000 maunds; eventually some of this was given us, together with some bhoosa and a few bales of compressed hay, and we were again ready to take the road.

*Sergeant Kennedy subsequently died at Quetta.

Here we were also given 30 camels on which to load the ammunition of the second line, and thus relieve the bullocks of its weight. The shells were carefully sewn into horse blankets and separated one from the other.

A Committee was assembled to report upon the state of the bullocks, and recorded the sore condition of their feet and the wretched state of their necks, from the galling by the yokes.

Two elephants were lent us to assist these poor beasts with their work up the Pass; fortunately too, through the kindness of Mr. Biddulph, the Government Agent, we obtained 50 camels on loan, under promise of returning them from Sir-i-ab.

Sunday, 15th December, to Kandalani—11 miles.—180.—The second line was started this morning at 8 o'clock; the Battery marched about 12.30, p.m., the camels having preceded it about an hour. We found the second line stuck at the Bolan river, some four or five miles from camp. The bullocks had no heart to work, and two or three teams waited in the middle of the stream till assistance came in the arrival of the two elephants. It was ludicrous to see the quiet and methodical way in which one of the great brutes would push in rear of a wagon, forcing it, and its team, along all of a heap,—this river was crossed seven times; when passed for the first time one has fairly commenced the ascent of the Bolan Pass. High and rocky hills appear on each side and in front, which, being crowned by an enemy, would effectually bar the passage for the time being. The river was about 2ft. deep, the water clear and excellent. The road stony but fairly good. No. 2 wagon-body was overturned on leaving the bed of the river, but the damage extended no further than a wrench to the perch, which, though it effected its symmetry did in no way its serviceability. Khandalani was reached about 4.30 p.m. The most favorable ground for picketing had been appropriated by the 2-60th, and we were obliged to secure the horses to the carriages, and the tent ropes to large stones. The second line did not arrive till after dark, about 6.30 p.m.

Monday, 16th December, to Kirta,—12 miles.—192.—Reveill  at 5 a.m., marched off soon after 7. Last night and this morning very cold. This was a heavy march. Twice the horses of one half-battery had to help those of the other. The river was crossed seventeen times, it is a pleasant clear stream that one would expect to see amongst mountain scenery at home. The boulders were in

many places very large, and here and there where the current was very strong, and the water a little deeper than usual, it was a matter of some difficulty for the horses to keep their feet. The camping ground at Kirta was reached at 2 p.m., there had been the usual halt for coffee-shop half-way for about half an hour. Kirta is situated on a tolerably extensive plain, the mountains receding to a considerable distance, and here, we were told, it was that tribes had been accustomed to meet and fight out their quarrels. A syce died in the evening from pneumonia brought on by exposure, they dislike going to hospital.

The second line of wagons only came in half an hour before dark, they started at day-break!

We were able to purchase kurbee here and so saved our own store.

Tuesday, 17th December, to Bibinani,—9 miles.—201.—Last night was bitterly cold, 7 degrees of frost. Reveillé was ordered for 6 a.m. We were to march at 8 o'clock, but started in reality at 7.20. The road was easy though stony, and the distance 8 or 9 miles. We reached the camping ground at 10.30, crossed the river and picketed on the right of the road, under some cliffs. There was tolerable shelter from the cold wind, and the ground had been sufficiently cleared of stones to admit of all the horses lying down in comfort. At Khandalani, where we had been compelled to secure them to the carriages, this was not the case, they had to stand; there it was simply the bed of the river, and they stood on shingle composed of stones of all sizes, up to large boulders.

The baker has become very slack, and biscuit had to be issued to day in lieu of a batch of bread that was spoilt. It is necessary to be very strict with him, but poor creatures, he and his assistant, they have no little difficulties to contend with at times; at every camp he has to build his clay oven over the iron framework he carries on his camel, so that each batch of bread one may say is baked in a fresh oven.

The Gomoshta is a most unsatisfactory individual, and too old for his work, which is done for him by his son, who is purveyor to the hospital, and the doctor is jealous of his services being given otherwise than in the direction of his particular appointment.

Wednesday, 18th December, to Ab-i-gum,—8 miles.—209.— Marched about 8 miles. This march may be said to be the commencement of the *distressing* work of the Bolan.

The ascent is gradual but considerable, and the whole distance is over the dry shingly bed of the Bolan river, no escape from it, and where there is water it becomes heavier than ever. *Sadly* heavy work for all beasts!

We reached Ab-i-gum, the next camping ground,—or rather halting place, for camping ground there is not—at a little before 1 o'clock; the second line came in three hours later, the bullocks very sore as to their feet and necks, and the trunks of the elephants much bruised by pushing.

The horses were picketed and our tents pitched in the wide bed of the river, the holding was very bad and many horses got loose at night.

Nights and mornings very cold, and one looks anxiously for the warmth of the mid-day sun. Another failure in the baking department: obliged to issue flour, wood, and ghee.

Nothing but a little firewood seems procurable in this inhospitable Pass, and that is stored purposely by the Commissariat. We hear of grass to be obtained at Mach.

Elevation here 2540ft.

Thursday, 19th December, to Sir-i-Bolan,—10 miles.—219.— Marched at 8 a.m., second line an hour earlier. An *excessively* heavy march; continual halts necessary; still up the dry bed of the river. Apparently a road might be made on right and left banks alternately. Took in about 70 maunds of grass at Mach as we passed—it is a telegraph station and has a post office. A letter-carrier was killed here a few days ago by some predatory Belooches.

Wired progress to the A.Q.M.G. at Quetta.

Reached Sir-i-Bolan a little before 1 o'clock. Brig. Gen. Barter and Staff, with whom we were encamped at Bibinani, had preceded us.

The second line was obliged to be helped in by six teams of horses sent back, only one wagon got in without assistance; it was between 6 and 7 p.m., before all reached camp, after dark or just as daylight failed. I fear our camels will hardly last to Quetta, they suffer from the cold and little food, and drop by the way. Collingwood's Battery, 5-11, we found had been obliged

to halt here, the cattle being so done up. The Brigadier proposed we should halt for a day, but allowed us to proceed on my representation. The water, which we had lost at Ab-i-gum, here gushes out from the rock in large volume.

The same barren hills are to be seen everywhere, and no trees save a few bare and stunted, and hardly worthy of the name.

We cannot safely halt with the limited supply of forage we carry with us.

Friday, 20th December, to Dozan Nullah,—6 miles.—225.—At 7.30 a.m., the second line started under Lieut. Inglefield. The Battery did not march till 10.30, so as to allow 5-11 to get a good start.

This march has not been represented as presenting the exceedingly heavy draught which is experienced. It is indeed a hard and distressing pull up this, the worst part of the Bolan. The Pass here is steep and narrow, and was much blocked by the long line of the heavy battery. We started with the intention of marching to Dasht-i-bedowlat, 13 miles, but on the march received an order to halt and encamp at the entrance to the Dozan Nullah, about 6 miles from our last camp. It is a ravine inclining off to the right of the Pass, the whole of the ground nothing but the stony dry bed of a river, shingle and boulders, just the same indeed as that over which we have been marching, and shall have to march to-morrow. The Pass to-day has been steep and consequently the ascent great.

In encamping in these places the tent ropes have to be secured to large stones, and the horses chiefly picketed in the same way; very little holding for pegs can be obtained.

Sergeant Earl, of No. 6 Sub-division, had his hand smashed when the pickets were being driven. He was holding a picket for a man to drive, when something attracted his attention in another direction, the man with the maul was in the act of striking, when Sergeant Earl unconsciously shifted his hand to the top of the peg and received the full force of the blow. A very ugly accident, but no blame attaches to the man who had, as it were, delivered the maul and could not stay the blow.

The spot we were to pitch on was reached about 1.10 p.m., and all carriages were in by 4 o'clock.

Many camels and bullocks in a dying state were passed on the road.

Having been ordered to encamp here, our next march (to

Sir-i-ab) will be 24 miles. Had issued orders to push on an advanced party with tents as far as Dasht this evening, in order that they might get on in good time to-morrow to form the nucleus of a camp at Sir-i-ab, ready for the Battery after its long march. This plan I was obliged to abandon, and the arrangement now is for the second line, under Lieut. Howard-Vyse, to halt at Dasht to-morrow, and march right into Quetta, about 21 or 22 miles, the following day; thus the second line will have but 7 miles over the heavy road in one day, and easy going the next day to Quetta. The cooks and coffee-shop go on to-night, and the former will push on to-morrow in advance of the Battery to Sir-i-ab.

There is no water here within 2 miles,—a nice addition to the labor of the horses and other beasts, having to march an extra four miles over the same troublesome ground to be watered!

Saturday, 21st December, to Sir-i-ab,—23 miles.—248.—Last night was terribly cold and windy: my sponge frozen hard as also the water in the basin. Three officers' and one lascars' tent were blown down. It was bitterly cold striking camp in the dark and marching at day-break in the teeth of a north wind—men and horses shivered.

For $2\frac{1}{2}$ miles the road lay over the same description of ground as yesterday, and up the same steep ascent. Soon after leaving camp the body of a poor wretched native, probably starved by the cold, was seen crouched under some rocks, and further on the road we met stragglers (native followers) trying to wend their way back, who carried death written on their faces.

After $2\frac{1}{2}$ miles of heavy work, with constant halts, the road became easy till, within 2 or 3 miles of Dasht, a steep ridge was encountered, where each half-battery had to help the other with its horses. On arriving at Dasht the Brigadier ordered an alteration in my plans of yesterday, saying he would not allow a man or beast of the Battery to halt there on account of the scarcity of water; at the same time I was not to march into Quetta without the second line.

Accordingly I sent back to Lieut. Howard-Vyse telling him to abandon the wagon-bodies of the second line and push on to Sir-i-ab with bullocks and limbers, knowing to my chagrin that teams of horses with limbers would have to be sent back for the encumbrances all the way from Sir-i-ab. The Battery reached

this just before dark, after a trying march of 23 miles, against a cold wind accompanied by sand and dust.

Two more bodies of natives and several dead and dying bullocks and camels were passed on the road.

A dram of rum was issued to those horses that showed signs of distress.

No signs of Lieut. Howard-Vyse coming in with the bullocks.

Sunday, 22nd December.—Halted at Sir-i-ab, and sent back a party with rations, tents, &c., eight limbers, and fifty draught horses, under Lieuts. Cunliffe and Inglefield, with orders to halt to-night at Dasht and bring on the carriages of the second line to-morrow.

Rode into Quetta and reported the arrival of the Battery.

Lieut. Howard-Vyse reached camp and reported that he was unable to get further than Dasht yesterday, where he and his party, together with our escort of 2-60th, were put up for the night in the camp of the 2-60th and 5-11, R.A. The carriages of the second line he had been obliged to leave at different places on the road, one as far back as the camp we left yesterday morning at Dozan Nullah.

Monday, 23rd December, to Quetta, —6 miles.—254.—Intensely cold last night. The Kelat-i-Ghizai regiment, as also D-2, R.A., and the 2-60th were encamped with us. The first named had a very long and trying march on Saturday from Sir-i-Bolan, and D-2 came in about 12 o'clock last night, suffering much from the cold.

Having sent eight limbers back, I had only four left with the first line, with these I marched at 9 a.m., taking four guns and the forge to Quetta. Lieut. Howard-Vyse then returned with the limbers to Sir-i-ab, and brought on the wagons belonging to the guns. Whilst this was going on Capt. Brough struck the camp and sent everything on to me at Quetta. He also prepared a meal for the party engaged in bringing up the second line; and having seen them all arrive safely, men and horses attended to and fed, he brought on what remained behind of the Battery. This rear party, under Capt. Brough with Lieuts. Cunliffe and Inglefield, reached the Quetta Cantonment by 10.30 p.m., but owing to a mistake the wrong road was taken to where the Battery was encamped, which entailed a considerable detour over bad ground, intersected by numerous irrigation channels, in

crossing one of which a gun carriage was upset. Nothing more serious than delay and hard work resulted, and camp was reached by 11.30 o'clock.

The bullocks with their drivers and the limbers of the second line straggled into Sir-i-ab on Sunday, but were not all in camp till very late at night. Of course they were utilized in bringing in the second line from Sir-i-ab to Quetta.

The retrograde march, after all the hard work we have had, of Lieuts. Cunliffe and Inglefield, and the successful bringing up of the rear party by Capt. Brough deserves notice, and shows how determinedly the work was performed by officers and men, and how well the horses worked.

On Saturday, the 23rd December, the Battery had a severe march of 23 miles; on Sunday, the return party marched 16 miles, and on Monday into Quetta, having brought up the second line, one carriage of which had scarcely left the Dozan Nullah, whence the Battery marched on Saturday morning, making the days work some 34 or 35 miles.

Now, as to water—on Saturday the horses were watered once, viz., at night, after arrival at Sir-i-ab. Starting, as we did, at day-break, we did not water,—first, because there was several degrees of frost and a bitter north wind, and, second, because the water was two miles away in a direction different to that of our march, and even if we sent them that distance it was most unlikely the horses would drink, they seldom or ever do early in the morning in such cold, and the only reason that could have made it at all desirable was the fact that not a drop of water was obtainable on the march before them. On Sunday they (the horses sent back) were watered in the morning, and at midday before starting on their march back, and no more water did they get till their return to Sir-i-ab on Monday, after having covered upwards of 40 miles. They were then watered and fed, and at Quetta, to those most distressed, a dram of rum was given.

The officers, men, and horses that made this retrograde march, covered from 70 to 75 miles in the three days, doing extremely hard work, enduring intense cold, and not faring too well.

Tuesday, 24th December.—Halted at Quetta. Weather bitterly cold—running water frozen, and ice obliged to be broken to water the animals. Much work in preparing for the onward march to-morrow,—getting in stores, arranging carriage, repairing

harness, &c., &c. It is impossible to keep my promise and return Biddulph's camels to Dadur, could not get on without them. Purchased a number of Poshteens and Chogas for the use of men on guard and picquet and other night duties. Several were bought privately by officers and men.

Medical Inspection held by the Surgeon-General, resulting in 23 Europeans and several natives being detained at the Base hospital as unfit to proceed.

Orders issued for moving on in Brigade by Brigadier Barter.

Wednesday, 25th December, to Kushlak,—10 miles.—264.— Reveillé at 6 a.m.. Parade ordered for 9 o'clock, but the Brigade did not march till long after. We had great difficulty in loading the camels. Only 125 Europeans, all told, fit for duty. Grass-cutters mutinous, and several had to be flogged. Up to this we have had (from Dadur) a guard for the camels from the 12th Kelat-i-Ghizais, ordered to give it up to-day, but could not on account of the difficulty with the Grass-cutters. The march to Kushlak was easy. There was one considerable ascent of half-a-mile and after that a very steep descent, but nothing else worthy of notice. Doubtless in the rainy season the march would be much more difficult. Camp formed about 2 p.m. Supplies late in coming in. The Gomoshta too old for his work and apparently inexperienced. The second line had an escort of the 2-60th, and, as usual, was very late in coming in. Henceforward we are not to have a permanent escort, but a party of 80 men, under a Captain, told off daily. The bullocks are useless, all the ammunition and stores are carried on camels, and they simply haul empty wagons; they are to go on however, we are not allowed to leave them behind. The cold now at night is very intense, and there is much suffering amongst the natives, who are insufficiently clothed. All water, even running streams, frozen.

Received a telegram from Kurrachee soon after our start this morning, saying all families left behind are well.

Thursday, 26th December, to Hyderzai,—12 miles.—276.— Brigade marched about 9 o'clock. Last night and this morning the coldest weather we have yet experienced—the thermometer showed 21 degrees of frost. Much suffering amongst the natives. The march to-day has been most severe, many very deep nullahs were crossed, besides a river with treacherous banks and bottom. Two Batteries before us—A-B and E-4—have cut up the road

and made it very bad. The bottoms of the nullahs were loose dust and sand, and standing on the banks to watch the Battery crossing them I frequently lost sight of a carriage and team as it ploughed through and sprung up the opposite side. Much delay was caused from the necessity of keeping one sub-division back until the cloud of dust raised by that in front had subsided sufficiently for the drivers to see where they were going, for descent and ascent were often attended with a certain amount of risk. It is easier to imagine than describe these nullahs, and it is fortunate for Batteries in rear of us that they have not to march by the same road. A little more labor might have made the road much better. At one point, rounding the spur of a small hill, the road was narrow and much broken up, and No. 6 Wagon turned completely over, falling off the road down a slight drop; fortunately no one was injured and no horse hurt, though how Br. Hume, who was driving the wheel horses, escaped with only a bruise or two, seems little short of miraculous. A surcingle had to be cut and the perch of the wagon was much wrenched, but beyond this no damage was done. We reached the camping ground about 4 p.m. The second line, except one wagon and the spare gun carriage, could not get in, notwithstanding the praiseworthy assistance of our escort the 2-60th. Sent back an officer with a party for treasure from the store cart; he returned to camp at 10 p.m., and reported that about six bullocks would be unable to reach camp. These animals, except on level and smooth ground, are useless; quite unfit for the service we are embarked upon, marching day after day, and frequently over very heavy roads. Reported the prospects of the second line to the Brigadier, who said the Battery would have to halt with an escort, the rest of the Column going on. However, we shall push on as fast as may be, and to-morrow morning send back horses to bring on what carriages have been left behind. It is mortifying to be thus hampered with empty wagons. All our second line ammunition is carried on camels and keeps well up! We carry our own grain, but the natives supply bhoosa (chopped straw) for horses, &c., Both horses and bullocks are now fed on barley and bhoosa. Here and there we find the road is made very narrow, where there are cuttings especially, and from the nature of the soil the edges break away and make it dangerous.

Friday, 27th December, to Hykalzai,—11 miles.—287.—Sent

back 40 horses, under Lieut. Howard-Vyse, at day-break, to bring in the second line. This delay prevented our marching till past mid-day. From the description given us of the road we were not led to expect the ticklish and exceedingly steep ascent met at the third mile. The road is cut in the side of a hill, very narrow, built up in one place on the outer edge, breaking away under much weight, and in form of the letter S, with sharp turns, rendering the driving of teams of eight (which it was necessary to use) extremely difficult, in fact it was impossible to keep the leaders in draught whilst the wheelers were rounding the turns. Here we were overtaken by Mr. Phil Robinson, the *Daily Telegraph* "special."

The second line was brought on to-day by horsing the spare gun carriage, employing horses in front of the bullocks, and a great deal of manual labor willingly afforded by our escort, under Capt. Riddell, 2-60th.

The Battery reached its camping ground just after day-light failed, about 6 p.m., the second line, under Capt. Brough, with the exception of four wagon bodies left at various distances, not extending more than a mile from camp, within an hour or so after. This has been a good day's work. The Bullocks are quite knocked up, and many of the horses have felt the heavy marching. The harness needs not a little repair, but we must push on to try and join head-quarters. Elevation here 5000ft.

Saturday, 28th December, to the Pishin Lora River,—9 miles,—296.—Marched to the Pishin Lora River, a broad stream with precipitous banks over 30ft. Started at 11 a.m., and reached camp at 4 p.m., stopping on the road, as is our habit, to feed and rest, and where opportunity offers, which is indeed of rare occurrence, to water. After crossing the river, the steep ascent from its bed took some time. It is a sluggish, muddy stream, with quicksands, and the third of the kind we have crossed since leaving Qnetta. These quicksands are very dangerous,—Martelli's Battery was much delayed by one (if not two) of his carriages getting in. On watering our horses three got into this treacherous mud and quicksand; one was extricated with great difficulty, and had his side badly torn by the hook of a drag-rope. The second line got in just as daylight was failing, aided as usual by horses and men of the escort. The camels, conveying bhoosa and firewood, only arrived at 11 p.m., causing much inconvenience

and anxiety, for they were escorted by a Naik and four sepoy.

The Brigadier did not halt here, but with 2-60th and 15th Sikhs, went on to the next camping ground.

Here we were solely dependent on ourselves, as there were no stores of any kind or villages near. A very small quantity of bhoosa was purchased from some Afghans, and except this nothing but barley could be issued till the camels came in at night.

The desertion of a jemedar and six syces reported yesterday, and the death of a bullock driver to-day.

Have had many complaints from the camel men, and have issued them rations and given them money as I considered necessary, on my own responsibility. The organization of this camel transport does not seem altogether satisfactory, the men are very discontented, and there will be great trouble by and by in settling all their claims. Several camels have died and we have losses almost daily.

The tax on the horses, by reason of their extra work with the second line, is too great, and it seems very questionable whether we shall get this latter over the Kojuck Pass and on to Kandahar. The severity of the bullock drivers' work is more than they can stand; they are on the road from morning to night almost daily, without a chance of feeding themselves or their beasts properly. The spare gun carriage is now always horsed. We have lost two horses and another is almost useless. An officer, with a party of N.C. officers and gunners, is always with the second line, besides the infantry escort. The wagons travel empty and stripped, they are the greatest possible encumbrance, we want neither them or the bullocks. The ammunition carried on camels is always well up, whereas the carriages are always miles in rear. The bullocks are not trained for the work. Some, I requested might be exchanged before the Battery left its quarters at Hyderabad, but none better were to be had.

There have been complaints to-day that the Gomoshta has been issuing short weight. I have ordered him to make good the amount said to be deficient.

Broke a shaft this morning soon after leaving camp. The frost had made the ground like iron, and it was done in crossing a small irrigation nullah, the banks of which would not give to the wheels in the very least.

Sunday, 29th December, to Abdul-Khan-Ka-Killa, —14½ miles.

—310½.—An intensely cold night, the coldest we have yet experienced. The thermometer showed 33 degrees of frost. Some eggs we had with us when cut in halves were found to be frozen quite hard; our bread was the same. The bullocks had long icicles pendent from their muzzles, and the unfortunate natives were numbed and unable to put a hand to anything. Many of us suffer from cracked hands and lips.

Marched about 9.45 a.m., crossed a muddy stream where quick-sands existed but without accident. As we neared Arumbee Karez we found beautiful clear running water so we halted for some time, watered and fed.

Here I was given a note from the D.A.Q.M.G., (Capt. Stewart, R.A.), dated from Abdul-Khan-ka-Killa, saying that as a halt for two or three days at this latter place was imperative, we might halt where we were and so divide the march, but the road being fair I preferred saving a day and pushed on. We reached camp at 3.30 p.m., having to cross a very nasty water-course to get to our ground. General Stewart is, we hear, at Gulistan Karez, about 11 or 12 miles to the south-west, and intends crossing the Kojuck Amram by the Gwaja Pass. The road by which we marched from Quetta is both longer and more difficult than the other. We have done the distance in five days. Up to date we have lost 15 bullocks and a great number of camels.

The 11-11th mountain battery, a division of A-B, a wing of the 2nd Belooches, some Sind Horse, and other troops are encamped here.

Monday, 30th December.—Halt. Repairs going on all day. Our letters being addressed to General Stewart's Division have followed his Head Quarters, and so miscarried. The heliograph is in constant use, signals flashing all day between our camp and the Kojuck Pass.

Tuesday, 31st December.—Still halted. Waiting for our turn to cross over the Kojuck. Muster. All troops, except ourselves and our escort, marched out, including the D.A.Q.M.G., the Signallers, and the Commissariat. Brigadier Lacy, with his Brigade Major, Captain Nicolson, remained.

The Postmaster arrived in camp with mails.

The Atchukzais being in a very unfriendly attitude, we were warned to take precautions for the safety of the camp at night.

Wednesday, 1st January, over the Kojuck Pass,—13 miles.—

§23½—Nothing occurred last night. Had an attack been made the Brigadier and his Brigade Major would have fallen victims, for they declined to move their tents into our camp when the other troops marched, and were left by themselves, or with only a nominal guard, at least 200yds. from our sentries.

The cold has been very intense, water left in buckets in the evening was found the following morning frozen into solid blocks, these being placed one on the other formed a substantial column of ice, and were more than the sun could melt in the day.

Having received orders yesterday evening, we marched directly after day-break to the summit of the Pass, and passing over with men and horses encamped at the foot on the Kandahar side; the guns, &c., were parked, and left on the top with a guard under Lieut. Inglefield. As usual, the horses had to do the work of the bullocks and pull up the second line. It was 11 miles against the collar to the point where the *steep* ascent commenced, the road being amongst the mountains.

The trees were few, stunted, and leafless, yet more numerous than has been the case heretofore; the scenery, too, is more picturesque. Constant halts were necessary to ease the horses. On arriving at the foot of the ascent they were unhooked and watered whilst I rode to the summit and reported our arrival to Lt. Col. Le Mesurier, who was there with the Adjutant, Capt. Beaver, R.A. The guns and wagons were taken up by teams of eight. Col. Le Mesurier complimented us on the condition of our horses, saying they were the best lot they had seen come up.

At the top of the Pass one stood on the edge of a steep descent, and gazed for miles and miles over a vast plain, bounded in the distance by high mountains, and broken as to its surface by single hills cropping up at various points; amongst the former we knew lay our goal—Kandahar.

The bridle path down the hill was steep and not too easy, consequently a long time elapsed (it was quite dark) before the arrival of all the horses, bullocks, and camels, at the camping ground. It was a somewhat difficult place in which to pitch a camp, and one could not help being struck with the want of enterprize in the enemy; it really seemed incomprehensible that they should not here have made a bold stand.

Top of the Pass 7500ft.

Friday, 3rd January.—Had intended leaving camp and

marching the gunners to the top of the Pass at 9 a.m., but owing to the scarcity of water and the difficulty in obtaining it, breakfast was delayed. It was half-past nine before they marched off, and very nearly eleven o'clock before the work of lowering the guns commenced. 45 men of the 70th Regt., under an officer, and a strong party of the 11-11, R.A., under Lieut. Rogers, were sent from Chuman, about four or five miles distant, to render assistance; between ourselves and our escort we furnished another 70 men.

The angle of descent as taken from bottom to top I believe is 33 degrees, but from the edge at the top to the bottom of the hill is not a straight line, the road or slide has different gradients and parts of it are very much steeper than others, quite 50 degrees I should say. The length, at a guess, is perhaps 280 yards from start to finish. Two long coils of rope had been left on the summit with which to lower the guns.

All carriages were unlimbered, as it was only safe to lower one pair of wheels at the time. The part to be lowered was run to the edge or brow of the hill, trail or perch to the rear. The ropes being uncoiled were stretched out and manned, each by some 25 or 30 men, or as many as could be spared from the work below. There were two turns in the descent at each of which was a party of men under an officer, whose duty it was to receive the carriage being run down, change its course, and man the ropes as it descended in the new direction.

The ends of the two ropes were passed (in the case of a gun) through the guard-irons of the axletree boxes from the outside, thence over the boxes through the breast-rings, under the axletree bed, and so on to the trail handles where they were made fast. This counteracted the tendency of the trail to fly up, and the ropes being passed inside the wheels and over the axletree precluded the chance of cutting by the tires. A standing rope was made fast to the trail eye and manned by two or three men who accompanied the carriage in its descent.

The same principle was followed in attaching the ropes to the limbers and wagon bodies. The ends were passed from the outside through the guard irons over the boxes, under the axletrees to the trail or perch eye, and to the points of the shafts.

The ropes were of great length and easily reached to the second turn of the descent where they were cast off.

A few posts driven at intervals served to guide the ropes, and sand bags laid on the edge of the hill for them to work over saved them from chafing. In lowering the forge, store cart, and store limber wagon, the ropes were passed round the bodies.

The work commenced slowly but afterwards proceeded more rapidly, it was discontinued about 4.30 to 5 o'clock, by which time the whole of the first line besides the forge and spare gun carriage—14 carriages in all were sent safely to camp. The Chuman troops had about four or five miles to march back. The sky became overcast and there was a keen north wind blowing; very cold, and great apprehension as to the advent of snow. The remainder of the carriages are to come down to-morrow and the Battery move to Chuman.

The Brigade has gone on and we are again alone with our escort.

Orders received to-day to leave the six ammunition wagons of the second line at Chuman. Thank goodness!

*Saturday, 4th January, from Camp to Chuman,—3½ miles.—*327.—Gunners and drivers, nearly 80 strong, with 50 of the escort, paraded about 8 a.m., and went up the Pass, the whole returned at 2 p.m., all carriages being by that time safely in camp.

Whilst the work of lowering the remainder of the carriages was going on, a small party struck the camp, and the whole of the baggage train—with commissariat, hospital establishment, and sick bullocks—were sent to Chuman. The cooks, meanwhile, prepared the mens' dinners. At 3 p.m. the Battery marched, and reached Chuman in an hour. Gave over six ammunition wagons and 31 bullocks (20 retained for store carriages, &c.) to Lieut. Robertson, R.A., in charge of No. 2 Mountain Battery.

There is a commissariat dépôt here and a small fort in course of construction.

News from the front points to immediate action with the enemy, so have ordered a forced march to-morrow of 25 miles.

The delay at the Kojuck Pass has been five days, viz., three waiting at Killa Abdoola, our turn to pass over, and two days taken in crossing. Every carriage, including those of the second line, was successfully lowered and there was nothing to prevent the bullocks and wagons from going on but the unnecessary toil and anxiety of which we are thankful to be relieved. Had we been allowed to cross the Kojuck the day after we marched into Killa Abdoola, we should soon have been with Divisional Head Quarters.

Sunday, 5th January, —18 miles.—345.—Rained hard last night for about two hours, and as all our tents are old they were soaking wet this morning and too heavy to load on the camels. Our march was thus delayed, we did not start till 9.40 a.m.

We left at Chuman, besides the wagons and bullocks, two un-serviceable hospital tents and a few sick natives, including my servant.

Reached Spin Baldok at 2 o'clock and there received written orders from Brigadier Lacy, 2nd Division, to make our halt for the night $5\frac{1}{2}$ miles further on, taking in supplies of atta and ghee from the commissariat stores at Spin Baldok. Here we halted for some time to water, feed, and rest, and then marched on from three to four miles and encamped on the right bank of a beautifully clear stream. Went no further because I learnt the water supply was more than doubtful, and here it is undeniably good.

Unfortunately the cooks had mistaken the orders, and starting before the Battery from Spin Baldok, passed the halting place, and got as far as the Brigadier's camp. They returned at night with a verbal message that an engagement had taken place and that we were to push on as fast as possible.

The road has been easy to-day but the march not less than 18 miles.

Monday, 6th January, —17 $\frac{1}{2}$ miles.—362 $\frac{1}{2}$.—Very cold this morning, lumps of ice floating down the river. Marched at 8.15 a.m.; intending to reach Tukt-i-pul and join Division Head Quarters, but on arriving at Mel Munda, about 17 $\frac{1}{2}$ miles from our last night's camp we found Brigadier General Lacy. He refused to allow us to proceed and ordered me to halt and encamp. We are to go on with him to-morrow. The column will consist of I-1, R.A., with escort of 2-60th, a detachment of the Sind Horse, the 70th Regiment, and the 19th, N. I.

The following is the first report we heard of the engagement that had taken place. A party of 200 of the enemy's horse were reported in the vicinity of the camp, and two guns of A-B, under Captain Marshall, with a party of Sind Horse, were sent out to meet them. The latter were about to charge, the enemy apparently ready to do the same, when an order was given for the Sind Horse to open out and allow the guns to fire. A few rounds were fired, 24 of the enemy killed, and the remainder took to flight.

Another account runs as follows :—

The troops engaged were A-B, R.H.A., the 15th Hussars, 2nd P. Cavalry, and 2nd Beloochees. The enemy's attack was evidently intended for the column marching some miles to our left, by the road leading from Gulistan Karez, over the Amram Range, *via* the Gwaja Pass; their information was not good. The column marching by the two routes, *viz.*, *via* the Kojuck Pass and *via* the Gwaja, were here converging, and to carry out their attack they crossed the head of the column which had approached by the Kojuck route and so became engaged with both. Their number is estimated at 1500 horseman. It was, on their side, entirely a cavalry engagement. About 20 of the enemy and a few horses are said to have been killed; on our side Major Luck, 15th Hussars, and two or three sowars were wounded. The guns of A-B made good practice, and the sniders of the Beloochees were brought into play. The action was of short duration, the enemy retreated in hot haste towards Kandahar.

Troops belonging to General Stewart's Division were to-day seen moving on our left—G-4, R.A., was made out en-route for Tukt-i-pal. A few more miles and these roads must meet.

We march for Abdul Rahman to-morrow, and the whole force is ordered to rendezvous next day at Dey Haji.

The enemy are reported to be in position between that and Kandahar.

Tuesday, 7th January,—20 miles.—382½.—I was roused at 4.45 a.m., by Captain Nicolson, our Brigade Major, who told me we were to march at 7.30, as we were required at the front. The force to concentrate at Dey Haji this evening and attack the enemy in position to-morrow. The reveillé was soon sounded and the Brigade marched at the time ordered. About five miles from camp we passed the scene of the cavalry action, and saw a few bodies of men and horses lying where they had fallen, some Afghans being engaged in burying them. So many conflicting accounts of the fight have reached us that it is impossible to rely on any.

The ground we marched over to-day was tolerably good, though very undulating. The detachments were mounted on the carriages for some miles, as the men have suffered much from fever, and it was necessary to keep them as fresh as possible in view of the engagement expected to take place to-morrow. On nearing our camping ground we found the column marching on our left from Gulistan

Karez, gradually converging, and G-4 and the 59th Regiment marched with us into Dey Haji.

The march, though tolerably easy, was long, about 20 or 21 miles, and no water on the road. Reached the camp about 3.30 p.m., after having heard, half-an-hour before, that Kandahar had capitulated, and that the enemy had retreated towards Herat.

During the whole of this long march there was no water for the horses, in fact they had none to-day till we reached camp; their feeding too is of course irregular, they are, notwithstanding, in capital condition.

It is an immense relief to be rid of the second line of wagons. Our camel guard of Kelat-i-Ghizais has been sent to rejoin its regiment which belongs to the 2nd Brigade, 2nd Division.

We are now attached to the 1st Brigade, 2nd Division, though we belong to the 1st Brigade, 1st Division. The compulsory halt of three days at Killa Abdoola, waiting for our turn to pass over the Kojuck altogether upset our chance of getting into our proper place, though we have pushed on as fast as possible.

Wednesday, 8th January, —12 miles.—394½—The two Brigades, viz., the second of the 1st Division and the first of the 2nd Division marched from Dey Haji this morning at 10 a.m. The numerous irrigation water-courses render the marching very tiresome for Artillery. They are too big to allow of the horses stepping and the wheels rolling easily over; too wide for that, they are also deepish with not a little water. Sometimes horses, sometimes carriages, get stuck—sometimes both—and cause delay.

At Dey Haji there was a commissariat depôt. Here Captain Radford, of D-2, had been left behind, in charge of the second lines of that Battery and of A-B, both of which he was ordered to bring on to Kandahar.

The villages one passes on the road are somewhat picturesque, though the country looks barren, inhospitable, and cheerless. The villagers, assembled in large groups to see us pass, are not the least interesting features in the scene, with their long hair, long felt coats, curious head dress, scowling looks, and (frequently) handsome faces. Their women one seldom sees, save when taking a sly peep over a wall or from the roofs of their houses. The men say, "Tis God's will that you are here. Sahib; had the winter been what it is usually you could not have come."

I believe they are not far wrong, we have been most wonderfully

favoured by the weather, but their own supineness and want of combination have had not a little to say to our hitherto successful and rapid march. All sorts of rumours are now afloat about the country having been flooded round about Kandahar, and that our difficulties are about to commence, such stories obtain little credence however.

There is much cultivation surrounding the many villages, and when wet the soil is heavy and sticky, and the marching troublesome.

It is said that there is to be a halt of three days at Kandahar, and that then we are to push on to Herat. Other reports say that one Division is to go to Herat and the other to Ghuzni. We reached Kooshab about 2 o'clock, and encamped close to a village of considerable size. The natives are glad to sell bhoosa, almonds, raisins, dried apricots, &c., &c.,—they are friendly (?) enough as long as they can trade, but treachery is inherent in most, and ugly knives lurk beneath those long felt coats! They say they know well enough we have not come with such a large force of Artillery to fight them, but the Russians.

The 2nd Brigade, 1st Division, is ordered to march to-morrow at 9.30 a.m., the 1st Brigade, 2nd Division, a quarter of an hour later. The force is to enter Kandahar by the Shikarpore gate, and pass out through the Cabul gate.

Thursday, 9th January, to Kandahar, —14½ miles.—409.—The column marched this morning in accordance with the orders issued yesterday. Communications by heliograph were soon received from General Stewart, at Kandahar, ordering us to make a detour to the N.E. of the road taken by the troops yesterday, in consequence of the latter being so intersected with irrigation canals as to make it more than ordinarily troublesome and laborious for Artillery. The distance was thus increased to 14 or 15 miles. In these water courses, on leaving camp this morning, No. 6 wagon, the forge, and spare gun carriage got into difficulties—three or four horses were down, one rolling over on his back into about two feet of water from which he was extricated with much trouble, the ground all round being so greasy and slippery as to afford no sort of foot-hold. The forge and spare gun carriage were hauled over by manual labor.

We reached the Kandahar camp about 3.30 p.m., having arrived on the Kotal overlooking it about an hour previously, where we were met by several members of the staff. The difficulty en-

countered yesterday in taking Artillery through the narrow intricacies of the city, caused the order for our march through to be rescinded.

We found the supplies to-day wretched but hope for better things to-morrow. Many of our camels without any food, 60 or 70 of them and the bullocks had a mere handful of grass. The horses fared better but had very short commons. We have been much complimented on their capital condition. Unless better provision is speedily made our camel carriage must fail, the poor beasts have had hardly anything for three days—as for grazing, they get small opportunity for that, considering the time they are on the march, even if it existed in plenty. Unfortunately there is seldom any at hand or any appreciable quantity.

Friday, 10th January, Kandahar.—Halt. Drew stores from the citadel. Repairs to carriages and harness. Same difficulty to-day as yesterday as regards the supply of forage. We are not allowed to buy for ourselves but are fortunate in having a first-rate Officer of the Bombay Commissariat (Captain Luckhardt) looking after us.

Poor young Willis, of Martelli's Battery, was stabbed by a Budmash in the city this afternoon, and is most seriously wounded. Three soldiers were similarly wounded but not seriously I believe.

Saturday, 11th, Sunday, 12th, Monday, 13th, Tuesday, 14th, Wednesday, 15th, at Kandahar.—The city is, or appears to be, rectangular, enclosed by a wall of mud or clay, sun-dried, of great thickness, and probably 25 or 26 feet high, with a deep ditch about 30 feet wide. The wall has small bastions at its corners and at intervals all round the city. There are four principal gates and two others, and four chief bazaars which, meeting at right angles, form a large open space, in a central position, over which is built an expansive and high dome, which is one of the most striking features on approaching Kandahar. The citadel, at the north end, is a large enclosed space, built in, and protected by heavy gates closing an archway (the main entrance) which is constructed in the solid walls and buildings. Inside, are vast store-rooms, official residences, offices, and magazines. In a large court there is what has apparently been a swimming bath. In another enclosure is a tank, and there seems a good supply of water, though I do not know how it is obtained at that level, the citadel being considerably higher than the rest of the city.

The accumulation of gunpowder and the method of keeping it

surprised us. The magazines are large dark rooms in the city wall, and the powder was stored in large chatties and vessels made of dried hide. It was loose and open to view, and freely scattered over the floor. The rooms are entered by apertures in the wall, which, when not in use, are closed by being plastered up with wet clay—the sun soon dries this as hard as the wall itself. Pick and shovel constituted the only “open sesame.”

Had a stand been made, and siege laid to Kandahar, it is probable a terrific explosion would have taken place.

There was a vast quantity of powder found, besides many thousands of small-arm cartridges and other combustibles.

There were numerous other stores, and notably some strong wooden boxes covered with leather, and fitted with hasps and staples, in which we subsequently carried the cartridges belonging to our second line, and various stores.

Thursday, 16th January, to Kokeram,—9 or 10 miles.—418.—The force has been divided into three. General Stewart marched this morning with one column for Kelat-i-Ghilzai. We started with 1st Brigade, 2nd Division, and General Biddulph's Head Quarters, on the Herat road, our destination being, it is said, Girishk, where we shall probably winter. And the remaining troops have been left for the occupation of Kandahar, under Brigadier Nuttall.

Our column consists of I-1, R.A.; Charles' Mountain Battery; two guns of 11-11, R.A., under Lieut. Rogers; 70th Regiment, Col. Pigott; 3rd Sind Horse, Lt.-Col. Malcolmson; 2nd Beloochees, Lt.-Col. Nicoletts; 19th P.N.I., Colonel Clay; Brigadier Hughes, with Captain Nicolson as his Brigade Major; the Commissariat Department, under Major Barton and Captain Luckhardt; and a Base Hospital, under Surgeon Major Manly, V.C.

Major General Biddulph commands, and with him are of course his Staff, including Lt.-Col. Le Mesurier, Commanding the R.A., and Captain Beaver, R.A., his Adjutant.

We reached our first camping ground just beyond Kokeram about one o'clock, having started about 9.45 a.m. The road was good and easy, owing to excellent bridges over the river which crossed it several times; the water was tolerably deep, and the stream swollen and rapid, with steep banks, so without them we could hardly have made the march. Perhaps they were built by our troops, nearly forty years ago! They may have been, and afterwards kept in repair by the Afghans. They are on arches, and built of stone.

After the cold nights and mornings we have had, marching in the sunshine was pleasant enough. We passed several villages, thickly populated, with the country round well cultivated. There were orchards and gardens walled in; and the scene along one village wall, between which and the river our road lay, was most animated and picturesque. From doors and windows were we gazed at, and the roofs of the houses were occupied by the fair sex, to whom a nearer view was forbidden.

Trees grow along the river bank, under which sat natives, with stalls, selling pomegranates, melons, tobacco, and dried fruits, such as apricots, figs, almonds, raisins, walnuts, &c. Enterprising individuals with such stalls, were to be found nearly the whole distance we marched.

Poor Willis died of his wound yesterday, and was buried in the citadel this morning.

Just before reaching our camping ground, we passed the residence of Mir Afzul Khan, who commanded the Afghan Cavalry at Kandahar, he is supposed to be at Furrak, on his way to Herat.

The right of our camp rests on the river, we (I-1) are unfortunately on the left, and, as it is a scattered camp, a long way from the water.

There appears to be a fair amount of supplies here, but the natives do not like bringing them in. They wish to know if we are going permanently to establish the British Raj; if we are, they say they will bring us plenty, but on the other hand, if we are not, they say we must *take* it, for they will otherwise be held accountable to their Government after the war is concluded, for having afforded aid to the enemy.

Friday, 17th January.—Halt. The Sind Horse are reconnoitring some distance in advance.

Saturday, 18th January, to Singiri,—5 or 6 miles.—423—Marched to Singiri, about five or six miles. Soon after leaving camp, we had to cross the river, which involved a descent of about 26 feet to its bed, a tolerably good ramp had been cut, and we crossed without difficulty. There was no corresponding ascent on the other side, but some distance to cross over a bog, which was very shaky. All got over safely, though not without considerable apprehension of an accident, one wagon had a narrow escape of going in. After this, the road ran along the river bank, and then across a small bridge on two arches, the approach to which was so bad, and the condition of the bridge so doubtful, that I judged it

better to unhook, and run the carriages over by hand than run the risk of an accident that would cause at least considerable delay, if nothing worse; it was besides but little wider than the track of our wheels, and had no parapet, which made it the more risky. The river was not easily fordable by Artillery. We marched about 10.30 a.m., encamped soon after one o'clock.

Sunday, 19th January.—Halt. Divine Service. Fever. Received orders to hold a Division (two guns) in readiness to go to the front in case of need, with the Head Quarters and Cavalry. Detailed the Right Division, under Captain Brough and Lieut. Howard-Vyse, with tents, cooks, shoeing-smith, &c., &c., &c.

Grocery rations reduced to-day to 2 ozs. of sugar, and $\frac{1}{2}$ oz. of tea.

Monday, 20th January, to Hanz-i-Madat-Khan, —12 miles.—435.—Marched to Hanz-i-Madat-Khan, about 12 miles, easy marching. We are now at the junction of the Dori and Argandab rivers. The latter we crossed between Kokeram and Singiri, and shall now follow its course until it falls in the river Helmund, on which Girishk is situated.

Across the Argandab, to our left, *i.e.*, the south, there is nothing but a vast expanse of sandy desert. On our right, to the north, are high barren rocky mountains. Between these natural boundaries lies the Argandab valley, which is thickly populated and well cultivated. There are numerous walled-in gardens, orchards, vineyards, and fields. The products are barley and other grain, with all sorts of fruit and vegetables. Sheep are plentiful and cheap, but small.

We left several men sick at Kandahar, and four more are down to-day with fever.

General Biddulph inspected the Brigade before it marched this morning, and addressed Commanding Officers.

Tuesday, 21st January.—Halt. Henceforward the natives daily ration is to be—

Atta, $\frac{1}{2}$ seer; meat, $\frac{1}{2}$ lb.; dhal, 1 chittak; ghee, $\frac{1}{2}$ chittak; salt, $\frac{1}{2}$ chittak.

Wednesday, 22nd January.—Halted at Hanz-i-Madat-Khan. Lieut. Howard-Vyse has been ailing for a long time, and is now suffering from dysentery.

Thursday, 23rd January, to Atta Karez, —9 miles.—444.—Marched about nine miles, to Atta Karez. Good road, and no

obstacles. Except the trees in the orchards, there are scarcely any to be seen, and it seems a marvel how our stock of firewood is kept up.

Double sentries are now posted all round the camp, but as yet there have been no outlying picquets.

We hear there is some anxiety about collecting sufficient supplies, and foraging parties are being sent out.

Rumours of an enemy at Girishk.

Friday, 24th January.—Halt. Inspection of horses by General Biddulph. Difficulty in obtaining forage.

Saturday, 25th January, to Kala-i-Saidu, —13 miles.—457.—Marched on about 13 miles, to Kala-i-Saidu—easy road. A few nullahs, but nothing to stop Artillery. The plain opens out, the mountains to the north, receding. Nothing particular to note. Cold nights, and genial days—occasional showers and dust storms.

Duck, teal, snipe, pigeons, and rock-grouse, plentiful all along the valley.

Sunday, 26th January.—Halt.

Monday, 27th January, to Gumbuz-i-Surkh, —12½ miles.—469½.—Marched to Gumbuz-i-Surkh, about 12½ miles. No particular obstacles, the road is cut up in places by water-courses. An open, desert country it appears, with few villages.

The 19th P. N. I., and 2nd Beloochees, have large parties detached for foraging purposes.

Head Quarters have gone on to Girishk, with Charles' Mountain Battery, and Sind Horse.

Tuesday, 28th January.—Halt. The death of Gr. Grylls, of E-4, R.A., reported. He was attached to us as postmaster, and died of pneumonia after a few days illness. The funeral took place at mid-day.

Wednesday, 29th January.—Halt. The grave was disturbed during the night. On examination, it was found that the blanket in which the body had been sewn was missing. The body had been in no way mutilated, but was covered with about two feet of earth. The grave was properly restored, but no trace of the offender can be obtained.

All sorts of speculation is rife as to our ultimate destination. Some say we are bound for Herat, but it is not probable such a march would be commenced, under existing conditions of transport, hospital, and commissariat. It is likely we shall spend some time at Girishk.

Thursday, 30th January.—Halt. Exercising order and gun drill. The poor feeding is beginning to tell on the horses, they are losing their fine condition, and becoming weak.

Friday, 31st January.—A retrograde march in search of supplies, to Kala-i-Saidu.

Mustered the Battery after the march. Camels dying daily.

Saturday, 1st February.—Another march to the rear, to Atta Karez.

Halted here till the morning of Sunday the 9th. Nothing of importance to note. Chiefly employed at office work, accounts, correspondence, &c., &c. All necessary repairs executed, and the men's kits inspected.

Sunday, 9th February.—Marched back to Hanz-i-Madat-Khan. We have several small parties camped about the neighbourhood, in search of supplies. No news of the enemy, save rumours of of Ghazis being abroad, bent on mischief.

Monday, 10th February. Halt.

Tuesday, 11th February.—This morning, according to orders received from General Biddulph's Head Quarters, the 70th Regiment, with two guns of 11-11, R.A., marched out of camp, bound for Girishk.

They had not started above an hour, however, before counter-orders were received, we heard, from General Stewart, at Kandahar, and they were soon back in their old quarters.

Wednesday, 12th February.—Halt.

Thursday, 13th February.—Halt. Heard that a party of fanatics burst into the camp, at Kandahar, and did some mischief—ono or two of our men reported wounded or dead, and several of the budmashes killed.

Friday, 14th February.—News came of part of the force being ordered back to India, I-1 included.

Saturday, 15th February.—Orders issued for the Battery to march to-morrow, with a company of the 70th Regiment, as escort.

Sunday, 16th February.—Marched to Singiri. Warned to keep a sharp look out, as a large body of Ghazis are said to be about, with the intention of raiding our outlying camps.

Monday, 17th February.—Marched to Kokeran. Found Major Sartorius, with a party of Beloochees, quartered in the house of Mir Afzul Khan. He said he knew of some of the enemy being

about, and was on the look-out for them. Placed guns in position, and posted a good chain of sentries for the night.

Tuesday, 18th February.—The night passed quietly, and this morning we marched to Kandahar, reaching about 11 o'clock.

Gave all the ammunition of the second line into store.

Wednesday, 19th February.—Gave into store all the ammunition of the wagon bodies of the first line.

Received orders to take charge again of the bullocks and wagons of second line, which have been brought on from Chuman, and are to return to India, with the Battery. Applied for a committee on the carriages of second line. They were pronounced unfit to travel, and the order was rescinded.

Surgeon Rogers exchanges with Surgeon Major Brodie, of D-2.

Veterinary Surgn. Walker appointed to go back with the Battery—applied for Veterinary Surgn. Blanshard* instead, as he knew the Battery, and belonged to Sind, but the application was refused.

A large number of invalids, belonging to various Batteries and Regiments are attached to us for the march back to India. We are escorted by the 26th N. I., who also have a large number of sick (native) attached.

The Ghazis, frequently fire into the camp at night, and extra precautions have to be taken. A few nights ago all the troops were under arms for a considerable time.

Thursday, 20th February, —10 miles.—Marched from Kandahar to Munda Hissar. The road lay to the north of that by which we reached Kandahar from Kushab last month. Distance 10 miles. Much time was lost in collecting all the invalids, and our start long delayed. The power of the sun was very great and the heat oppressive.

Friday, 21st February, —11 miles.—To Dey Haji, about 11 miles. This is where there was a rendezvous on the way up, and where we had expected to meet the enemy in position.

Saturday, 22nd February, —5 miles.—To Killa Abdul Rahman, 5 miles. Good road. We passed this village without halting on the way up to Kandahar, when we were making the long march to rendezvous, as we supposed, preparatory to an engagement.

Sunday, 23rd February, —15 miles.—To Mel Munda. On the road from 6 a.m. till about 10.30 a.m. A large Commissariat Yard, within a high wall, has been built since last we were here.

* Veterinary Surgeon Blanshard subsequently died of cholera.

Barley, bhoosa, and firewood have been plentiful thus far on our return march, but we have only atta with which to make bread.

Major Sandeman also encamped with us.

To-day we passed the scene of the Tukt-i-pul fight, and saw the mounds that marked the graves of the Afghans.

Monday, 24th February.—20 miles.—Marched at 7 a.m., intending to halt at Kulgai, about nine miles, but on arrival no supplies, and but a scanty supply of water in a couple of wells, so continued the march to Gatai, or Spin-Baldok as it was called when we passed it before.—20 miles. The ground round about is filthily dirty, and the water can scarcely fail to be contaminated. Refractory bodies of the local tribes said to be about, and threatening to give trouble.

Tuesday 25th February.—16 miles.—Another long march, to Chuman, 16 miles, and the latter part for some miles much against the collar; some of the horses gave in, but I may fairly say this is the first time we have seen them in real distress since we left India.

Plenty of wind and dust, and signs of snow or rain.

Wednesday, 26th February.—Halt. The 26th, expecting to be joined by their two companies that have been garrisoning Chuman, hope to see their relief arrive to-day. Horses very fagged.

Thursday 27th February.—Detained at Chuman by heavy rain. Got some grain for the horses, but bhoosa is running short. Camels get a little grazing, but their number is sadly diminishing, and I telegraphed for others to be sent out from Quetta; the reply was unsatisfactory, and it is evident we shall be put to some shifts before we reach that station.

Friday, 28th February.—Marched at 2.30 p.m. to the foot of the Kojuck Pass—3½ miles very heavy pull. Had muster parade after morning stables. A case of cholera amongst the horses yesterday, not serious, probably brought on by a change of food, as we have been able to get a certain amount of gram here. The 15th Hussars marched into Chuman as we left.

We are now encamped on the same spot that we were on when our guns were parked on the summit of the Pass on our march up. Water is only procurable in very small quantities—impossible to give any to the horses.

Saturday, 1st March.—Snowed up! Driving snow and sleet all day. We are enveloped in cloud. Sent the camels back to Chuman for food, and shelter if possible; several could not move, and will die where they are lying.

Sunday, 2nd March.—Snow fell almost all day, in fact it has been incessant since it began on Friday night. We are in the clouds and the weather looks very hopeless. Bitterly cold. Can only get grain for the horses, no grass or bhoosa.

Had our troops been caught in weather like this, here, in January! Now it is late in the year, and we may hope for a break directly; in mid-winter it would have been very different!

Monday, 3rd March.—The weather broke last night, and the moon and stars shone out. Gr. Foster died during the night of pneumonia. Large parties from our native infantry camp, and that of Capt. Lorne Campbell, the Warden of the Pass, were employed clearing away the snow and making the road practicable. This is a road with a moderate gradient, lately made over the Pass by Lieut. Wells, R.E., and for which he deserves great credit; it is easy and good, but will require widening for heavy artillery, and the curves or turns made easier. The hills are of shale, and the cutting and edges of the road break away under pressure and the action of water. In the evening all the guns and carriages were passed over and parked in Capt. Campbell's camp, on the other side, under the superintendence of Capt. Brough. The whole trip, from the time they marched till the return of the horses to camp, took just over an hour and a half. How different to when we crossed the Kojuck going up!

Tuesday, 4th March.—The 15th Hussars passed our camp on their way to Killa Abdoola, from Chuman. We followed in their wake, reaching the same place at 4.50 p.m., five hours and twenty minutes on the march. All the men's kits and horse's jhools, were carried over the pass, on the backs of the horses. On arrival at the gun park, they were shifted on to the carriages.

The funeral of the late Gr. Foster took place in the morning, before the march.

Received a note from the Political Officer saying, that Sher Mahomed, son of the Atchukzai Chief, wished to pay his respects to-morrow morning, and see us safely out of his valley. Also a descriptive route, Gulistan, to Quetta, a different and better road than that by which we marched up.

Had much difficulty in getting in our supplies here, the Gomoshta was so dilatory.

Wednesday, 5th March.—Marched at 9 a.m. to Gulistan Karez, a good road, about 12 miles. Reached camp at 1 o'clock.

Sher Mahomed met us at the exit from his valley, made his salutation, shook hands, and expressed his content and friendly feelings. These people appear to respect the top-khana, or artillery, for although I pointed out to him that Col. Smith, of the 26th, N.I., was in Command of our party, it was the Artillery Commander he wished to see, and to whom he had asked the Political, Capt. Wylie, to write.

Gulistan is a quaint little village, rather picturesque than otherwise. A regular telegraph and post office is here established. We are now on the Quetta-Gwaja route, by which all troops marched up that left the former place after us.

Thursday, 6th March, to Segi.—Marched 10 miles, and crossing the Lora river, encamped on its left bank, leaving the village of Segi and a Commissariat godown behind us on the right bank. Supplies of bhoosa, wood, and barley obtainable here, but on cash payment only.

Friday, 7th March, to Dinar Karez.—Marched nine miles to Dinar Karez. Bought sheep, wood, and bhoosa. Wind and rain in the afternoon. Water bitter and very nasty, few of the horses will touch it.

Saturday, 8th March, to Mehtarzai.—Much heavy rain during the night. It is wonderful how well the flimsy tents of the officers stand the weather; they were hastily made at Hydrabad when the battery was ordered on service, and are very inferior to those turned out at Jubbulpore, &c.

Owing to the rain could not march till mid-day—it was cold and showery. Heavy collar work to the top of the Gazabund Pass, then an easy descent on the Quetta side. On emerging from the Pass the route directed us to incline to the left, a deviation from the main road to Quetta, by which we were to reach the village of Mehtarzai, where the Deputy Commissary General had established a godown for the use of troops marching on Quetta; we found tracks of wheels, probably those of Martelli's battery, a few marches a-head of us, but no other signs of traffic. The ground was heavy and slippery from the quantity of rain that had fallen. We soon had a river to cross, and on nearing it found whatever had been of a road was washed away; it was necessary to

set to work all the picks and shovels we could muster, and by dint of hard labor and using what scrub we could collect (there were no stones to be found), we succeeded in reaching the river bank; to its bed was a steep descent, at the bottom of which flowed a sluggish, thick, muddy stream; on the other side the ascent was similar to the descent, about 20 or 25 feet, steep and slippery. What little brushwood there was we gathered, and it was laid down to help the horses' foothold. Altogether it was dangerous work, for, added to other difficulties, we found that the bottom of the river was unsound. Five carriages crossed after much trouble, men and horses floundering in the water; the risk was too great to go on, so sending Lieut. Cunliffe with these on to Mehtarzai, I, with the rest of the battery, retraced two or three miles of our march, and striking the Quetta road, crossed the river higher up, by the ford Capt. Brough was using for the camels. By this time it was dark, but the whole of the battery, two or three camels lost in the river excepted, had safely crossed.

We knew Mehtarzai—where supplies had been sent to meet us—was on our left, and after following the Quetta road for some time, and continually sounding our bugles, we branched off, and most fortunately fell in with a native, who guided us to the village. It was a terribly heavy drag of two miles over cultivated ground. Lieut. Cunliffe had arrived some time before. The guns were parked in deep mud, and there was no better standing for the horses. Here and there patches of something a trifle better were obtained for the tents; these, unfortunately, with the camels and other baggage, had gone on by mistake in the direction of Quetta, and had to be brought back. The battery reached Mehtarzai at 8 p.m., the camels at 9.30 or 10 o'clock. Most of the men and some of the officers were quartered for the night in the mud hovels of the all but deserted village. It was a heavy and trying march and most of the men were soaked to the skin.

Sunday, 9th March, to Quetta.—A most unpromising morning, and the result was only what all expected,—a march of 10 miles through heavy rain.

The horses are feeling the hard work and times they have had, and so sticky and heavy was the ground on which we were encamped and picketed, that not a few of the teams found it a trying pull even to start this morning, and it was severe work getting over the cultivated ground; but when we got on the

so-called road we found it not vastly better, for at best it is only a track worn by traffic, and the rain, which was pouring down in torrents, had effectually removed whatever hardness it might have possessed. A river was successfully crossed by almost paving its banks with stones for the descent and ascent. Lucky to be where stones were procurable, which was not the case yesterday, without which the battery, with its horses so done as they now are, would have found the very greatest difficulty in crossing. When the camping ground at Quetta was reached it was found to be in a state little, if any better, than that at Mehtarzai. To say that the tents were pitched in mud ankle-deep is to speak very literally. The Commissariat officer Major Case, kindly lent us a large number of camel jhools, and these thrown on the ground made it more bearable. Barrack accommodation, though at some distance from camp, was found for one Division.

The horses have been much knocked up with the work of the last two days, and it is a satisfaction to hear that their harness is almost all they will have to carry for the rest of the march to India, as our guns and the whole of the equipment besides will be given into store here.

Monday, 10th March.—Halt. Nothing but rain and discomfort.

Tuesday, 11th March.—Gave guns and equipment into store, and arranged carriage and supplies for the march to-morrow.

Eight gunners and nine drivers were transferred for service at the front with D-2, according to orders received from India. Capt. Brough and I were members of a committee assembled to report on the defence of the Quetta Fort. More sick men returning to India were attached to us.

About half-a-mile from Quetta, on Sunday, a horse fell from exhaustion and could not be moved, although his harness was taken off; about a couple of hours afterwards he got up and crawled into camp by himself, and after two days rest was tolerably recovered.

Wednesday, 12th.—Marched to Sir-i-ab. Heavy rain came on in the evening. Weather cold, tops of mountains white with sleet and snow.

Thursday, 13th.—Unsettled weather. Marched to Dasht-i-bedowlat. Very cold, rain and sleet, tents not pitched till after dark. Several of the native sick and the rear guard of the 26th, N.I., were out till 1 o'clock in the morning. Many of the natives

seem quite done up. The wind is cutting and cold, and the syces quite useless.

We found Gen. Phayre and his Staff Officer, Lieut Dean-Pitt, R.A., quartered in the Dak bungalow that has been erected here.

Friday, 14th.—Two natives found dead this morning, and several look very weak and done up. Marched to Much, about 18 miles, and encamped in the dry bed of the Bolan river. They say that a good road has been made nearly the whole way from this to Dadur, but it has not as yet reached this, and takes a direction different from the ordinary route, which it joins somewhere near Kirta, so we deemed it more prudent to stick to the old but harder route, and accordingly marched straight to Bibinani, where we knew supplies had been sent to meet us. Rainy and unsettled weather.

Sunday, 16th.—Marched to Kirta; found the political agent, Mr. Biddulph, here encamped. Decided to march right into Dadur to-morrow, and issued orders for the start to be at half-past 3 a.m. We shall march independently of the 26th.

Monday, 17th.—Marched at 3.30 a.m., and reached Dadur at 11 o'clock—the distance must be 23 or 24 miles, the last few miles was very hot work. We are now down in the plains and have left all cold weather behind us. The road that has been made is excellent, and very different to what we marched over on our way to the front. Marching *down* the Bolan Pass one seemed to realize a great deal more the wonderful work that has been done by the R.A. on this expedition, than when one was going up and facing it day after day.

Tuesday, 18th.—The weather is now so hot that it is necessary to march entirely by night, and accordingly our start was at 8.45 p.m.; it was a dark night and we marched by torch light. We did not reach our destination, Hajee-ka-Shahr, till 5.30 a.m. on the 19th. The march is nominally 19 miles, but our guide missed the good road, lately made by Gen. Phayre, and took us a long round, by which we must have accomplished 24 miles, finishing up by crossing a small sluggish river. In doing this one of the horses fell, and was got out with great difficulty; he is so weak, an old horse too, hardly worth taking on.

Wednesday, 19th.—Halted for the day; intend marching about 3 o'clock in the morning. All very tired after the long night march. The Landees (large huts made of brushwood and grass) that have been erected all along this road, and the large double-fly

tents that are pitched, contribute much to our comfort, and save us the labor of pitching our own camp. The heat in the day-time is getting very great.

Thursday, 20th—Marched at 3.30 a.m., and reached Bagh (16 miles) at 8.15. The stench from dead camels along the road is indescribably filthy and unlike anything I ever smelt before. We have had it more or less all the way from Kandahar, but it is worse down here than anywhere.

Bagh is a large city of Belooshistan, built after the fashion of others of its kind. There is a considerable manufacture of arms here and some of the officers invested in tulwars of native make; they appeared very rough and not well tempered.

Major Philips, with a strong body of Sind Horse, is encamped here for the protection of the road.

Friday, 21st.—To Kowrani—10½ miles. Good water.

Saturday, 22nd.—To Kassim-ka-Joke—12 miles. Water at a village six miles on the road. Kassim is on the Nari river, picturesquely situated. It is a place full of robbers, who give some trouble to the transport officers.

Sunday, 23rd.—To Burshooree. Marched about 3 a.m. Distance 16 miles. Rested all day, and started for the long march across the desert just as daylight failed in the evening. Sent the coffee-shop on, and about half-way halted for an hour.

Monday, 24th.—Reached Nihal-ka-Gote, 24 miles, just after day-break, about 5.30 o'clock. I know nothing more wearisome than these long night marches, it is almost impossible to prevent yourself falling asleep in the saddle; all find it very painful.

Colonel Beville, who commands the Sind Frontier Force, came out from Jacobabad to give us a greeting on our return from the front, and brought with him a most acceptable present to the officers' mess.

The blind and ignorant superstition of the natives is well exemplified in the following story he told us: "They say that our guns have been sent back because a spell has been cast on them,—they are dumb and will not speak. It will be necessary (to remove the spell) to smear them with a certain ointment, the principal ingredient of which should be the blood of uncircumcised children!" This is a mischievous fable propagated by fanatical fakirs and such like to stir the people against us, but such an impression has it had on the native mind, that, right and left, children of the youngest ages, I am assured, are being circumcised.

Lieut. Cumberland, 39th Regt., is the transport officer here, and does not appear better pleased with his work and prospects than others we have met of the same department.

Tuesday, 25th.—Capt. Brough, now of the R.H.A., left us this morning to hurry on,—he is appointed to the Adjutancy at Bangalore.

Marched into Jacobabad and encamped about 10 a.m.

On Thursday, the 27th, we reached Shikarpore, and marched into Sukkur on Saturday, 29th March. The heat was very great during the day.

At Sukkur the invalids were given over to the Hospital and the Station Staff Officer, and the camels to the Transport Officer.

Sunday, 30th.—Embarked on board the train in the morning about 7 o'clock, and reached Kurrachee the following day, Monday 31st, about noon, after an absence (from Hydrabad) of five months.

The journey by train from Sukkur was very hot, and tried the horses a great deal. They were stowed eight in a van, by fours, heads in; they stood in the length of the train not athwart, and carried their harness and appointments. They suffered more from this journey than from many a march.

The battery remained at Kurrachee till the 17th April, during which time nine horses were cast and one destroyed.

16th April.—On the morning of the 16th the horses of the right-half battery were embarked on board the s.s. *Tenasserim*, belonging to the Indian Government, and those of the left-half battery the following morning. Later in the day the battery was embarked, and we sailed at 5 p.m., for Bombay, where we arrived on the morning of Sunday, the 20th, after a fair and pleasant voyage. All the horses were disembarked that day, and picketed at the Carnac Bunder, in the enclosure of the railway station.

The embarkation and disembarkation of horses was very successfully performed, and was proceeded with, when the work was in full swing, at the rate of one a minute.

Monday, 21st April.—On Monday all the baggage, and men, women, and children, with the native followers and their families were landed, and the battery left, by two trains, in the evening for Kirkee.

Tuesday, 22nd April.—Reached Kirkee early on the morning of the 22nd, and marched into quarters. One horse died in the train of heart disease.

*Nominal Roll of "I" Battery, 1st Brigade, R.A., who served
with the Expedition, to Afghanistan, 1878-79.*

| RANK AND NAMES. | REMARKS. |
|-------------------------------|---|
| Major H. C. Lewes | |
| Captain J. F. Brough | |
| Lieut. G. W. R. Howard-Vyse | |
| " F. L. Cunliffe | |
| " N. B. Inglefield | |
| Surgeon J. G. Rogers | } Exchanged with Surgeon Major Brodie, to D-2, R.A., at Kandahar, 16th February, 1879. } Exchanged from D-2, R.A., at Kandahar, with Surgeon Rogers, 16th February, 1879. } Joined from G-4, R.A., at Kandahar, 13th January, 1879. Re-transferred to G-4, R.A., at Kandahar, 16th February, 1879. } Joined from 15th Hussars, at Kandahar, 16th February, 1879. Transferred to N-1, R.A., 1st May, 1879. } Transferred to 29th Regt., Mhow. Authority, Div. Orders, 157, dated, 1st May, 1879. |
| Surgeon Major Brodie | |
| Veterinary Surgeon C. Clayton | |
| " W. Walker | |
| Asst. Apothecary J. A. Judd | |
| Sergeant Major H. Barrett | |
| Qr.-Mr. Sergt. W. Seager | |
| Sergeant W. Calvert | |
| " W. Cunnington | |
| " F. Gooderham | |
| " W. Glover | |
| " P. Hayden | |
| Farrier Sergeant D. Rudge | |
| Shoeing Smith T. Lynch | |
| " G. McTennan | |
| Corporal J. Bolan | |
| " A. H. Faulkner | |
| " A. Green | |
| " W. T. Gallagher | |
| " T. Matley | |
| " J. Douglas | |
| Bonbr. T. Agnew | |
| " J. Austin | |
| " J. Burney | |
| " J. Barns | |
| " J. Kennedy | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14th January, 1879. } Re-joined on return of Battery 19.2.79. |
| " J. Whiley | |
| " C. J. Roberts | |
| " F. Davis | |

NOMINAL ROLL.—Continued.

| RANK AND NAMES. | REMARKS. |
|-------------------------|--|
| Collar Maker G. Pinnick | |
| Wheeler R. Terry | |
| A. Bombr. H. Brooks | |
| " F. Clarke | |
| " F. Hume | |
| " H. E. Youngs | |
| Gunner G. Anson | |
| " J. Ashcroft | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " A. Beadle | |
| " J. Brickwood | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " W. Britton | |
| " A. Brockman | |
| " T. Brown | |
| " T. Cain | |
| " G. W. Clarke | |
| " J. Collin | |
| " D. Courtney | |
| " E. Devitt | |
| " T. Day | } Died at Sukkur, on return of Battery, 3.4.79. Died in Kojuck Pass, 3.3.79. |
| " T. Foster | |
| " J. Fitzgerald | |
| " T. Gaskill | |
| " G. Gaston | |
| " J. Gowenlock | |
| " T. Hargreaves | |
| " H. Herbert | |
| " J. Hudson | |
| " R. Hunt | |
| " F. Jackson | |
| " J. Johnstone | |
| " W. Jones | |
| " F. King | |
| " J. King | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " T. Kaine | |
| " J. Landers | |
| " J. Lee | |
| " J. Mc Pherson | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " T. Murphy | |
| " W. Mitchell | |
| " R. Meadows | |
| " R. Marsh | |
| " J. Mc Ewen | |
| " C. Osborn | |
| " G. Rendall | |

NOMINAL ROLL.—Continued.

| RANK AND NAMES. | REMARKS. | |
|---------------------|--|--|
| Gunner W. Robson | } Left at Quetta on return of Battery, for duty in the Government Telegraph Department, 12.3.79. | |
| " W. Robinson | | |
| " J. Salter | | |
| " J. Sherry | | |
| " N. Tarrier | | |
| " G. Todd | | |
| " T. Tyrrell | | |
| " J. Walker | | |
| " J. Widdon | | |
| " J. Whitbread | | |
| Driver F. Ainsworth | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. | |
| " S. Barnes | | |
| " J. Babbage | | |
| " J. Baker | | |
| " J. Bird | | |
| " J. Brady | | |
| " P. Byrne | | |
| " T. Burkinshaw | | |
| " T. Brain | | |
| " W. Clarke | | |
| " G. T. Corry | | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " R. Mc P. Campbell | | |
| " W. Donnelly | | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " J. Durrant | | |
| " W. Doran | | |
| " T. Edge | | |
| " J. Flannigan | | |
| " J. Friend | | |
| " P. Fegan | | |
| " J. Hanlin | | |
| " W. Hadley | | |
| " T. P. High | } Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. | |
| " J. Ireland | | |
| " R. Loughton | | |
| " J. Mulloy | | |
| " A. Mc Donald | | |
| " W. H. Mc Dermott | | |
| " W. Puttyfoot | | |
| " H. Ridgers | | |

NOMINAL ROLL.—Continued.

| RANK AND NAMES. | REMARKS. |
|----------------------|--|
| Driver J. B. Ridding | Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " E. Sartain | |
| " J. Sargood | |
| " J. Sinclair | |
| " G. Thompson | |
| " G. Whitfield | |
| " S. Watson | |

ROLL OF MEN LEFT AT QUETTA SICK, 25TH DECEMBER, 1878.

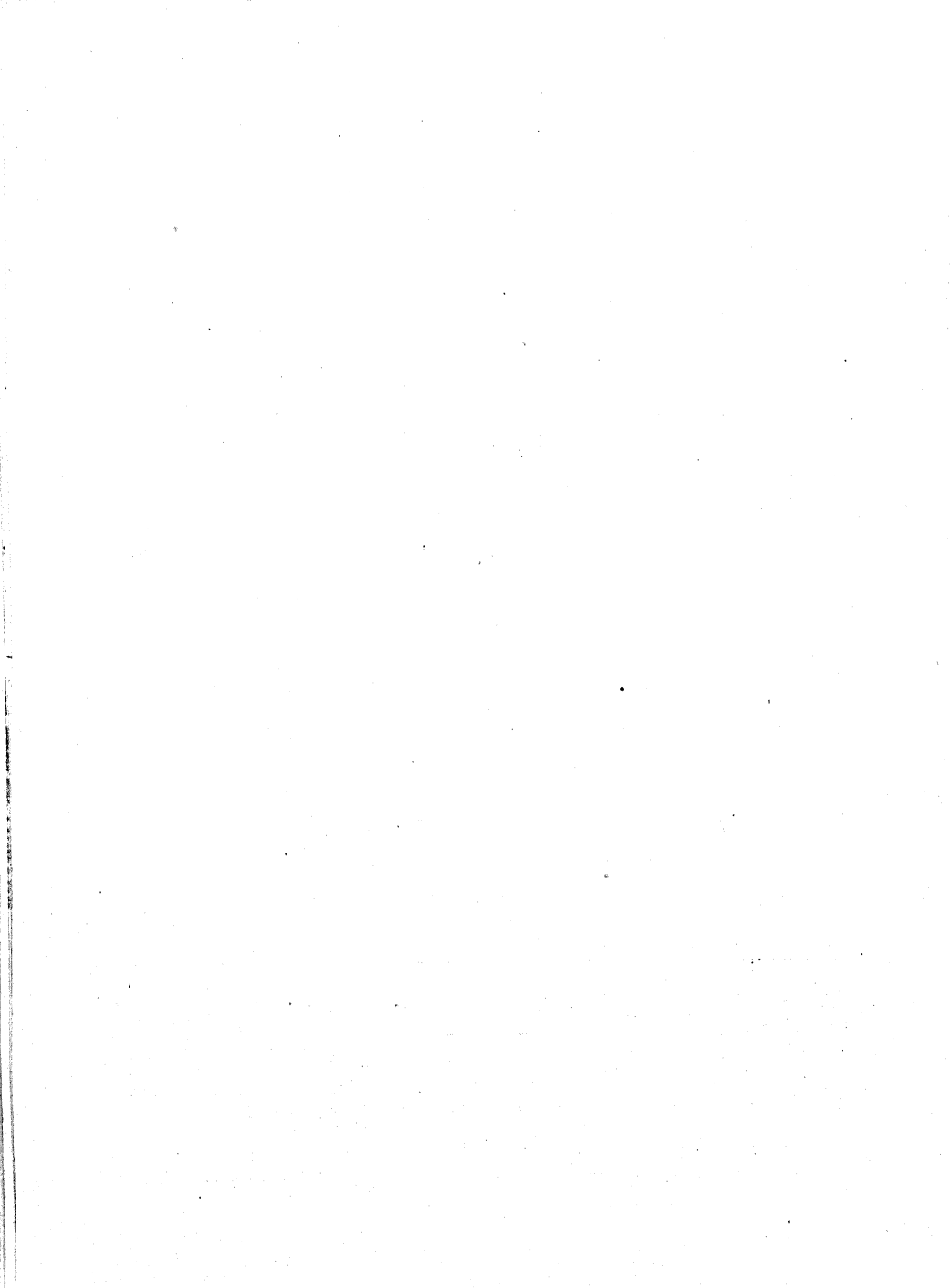
| RANK AND NAMES. | REMARKS. |
|---------------------|--|
| Sergeant G. Earl | Owing to accident, by which he has lost the use of two fingers, was left behind at Quetta, 25.12.78. Re-joined Battery at Quetta, 12.3.79. |
| " P. Kennedy | |
| Gunner R. W. Archer | Died at Quetta, 12.1.79. Re-joined Battery at Quetta, 12.3.79. |
| " J. Bogie | Re-joined " Battery at Chuman, 25.2.79. |
| " F. Bird | Re-joined Battery at Quetta, 12.3.79. |
| " J. Boylan | Invalided to India from Quetta |
| " L. Baker | Re-joined Battery at Chuman, 25.2.79. |
| " W. Boon | Re-joined Battery at Quetta, 12.3.79. |
| " G. Farrell | " " " |
| " M. Fennell | " " " |
| " J. Garrey | " " " |
| " H. Rahill | " " " |
| " T. Thompson | Re-joined Battery at Chuman, 25.2.79. |
| " J. Walker | Re-joined Battery at Quetta, 12.3.79. |
| Driver G. Elliott | " " " |
| " F. Joyce | " " " |
| " G. King | Invalided to India from Quetta. |
| " R. Mears | Re-joined Battery at Quetta, 12.3.79. |
| " R. Sargood | Re-joined Battery at Chuman, 25.2.79. |
| " J. White | Re-joined Battery at Quetta, 12.3.79. |
| " P. Walsh | Re-joined Battery at Chuman, 25.2.79. |
| " J. Wells | Re-joined Battery at Quetta, 12.3.79. |

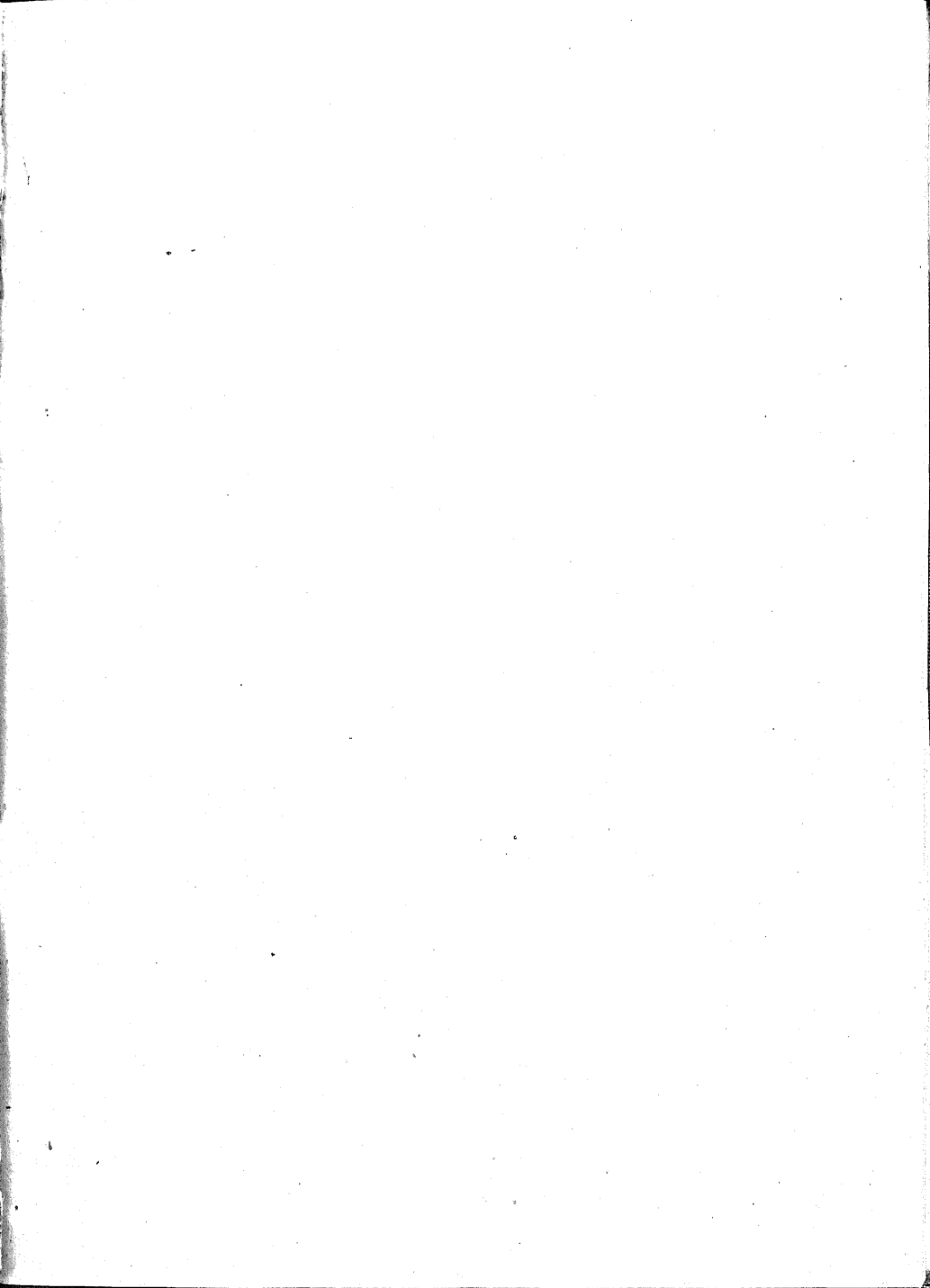
ROLL OF MEN TRANSFERRED TO D-2, R.A., 12TH MARCH, 1879.

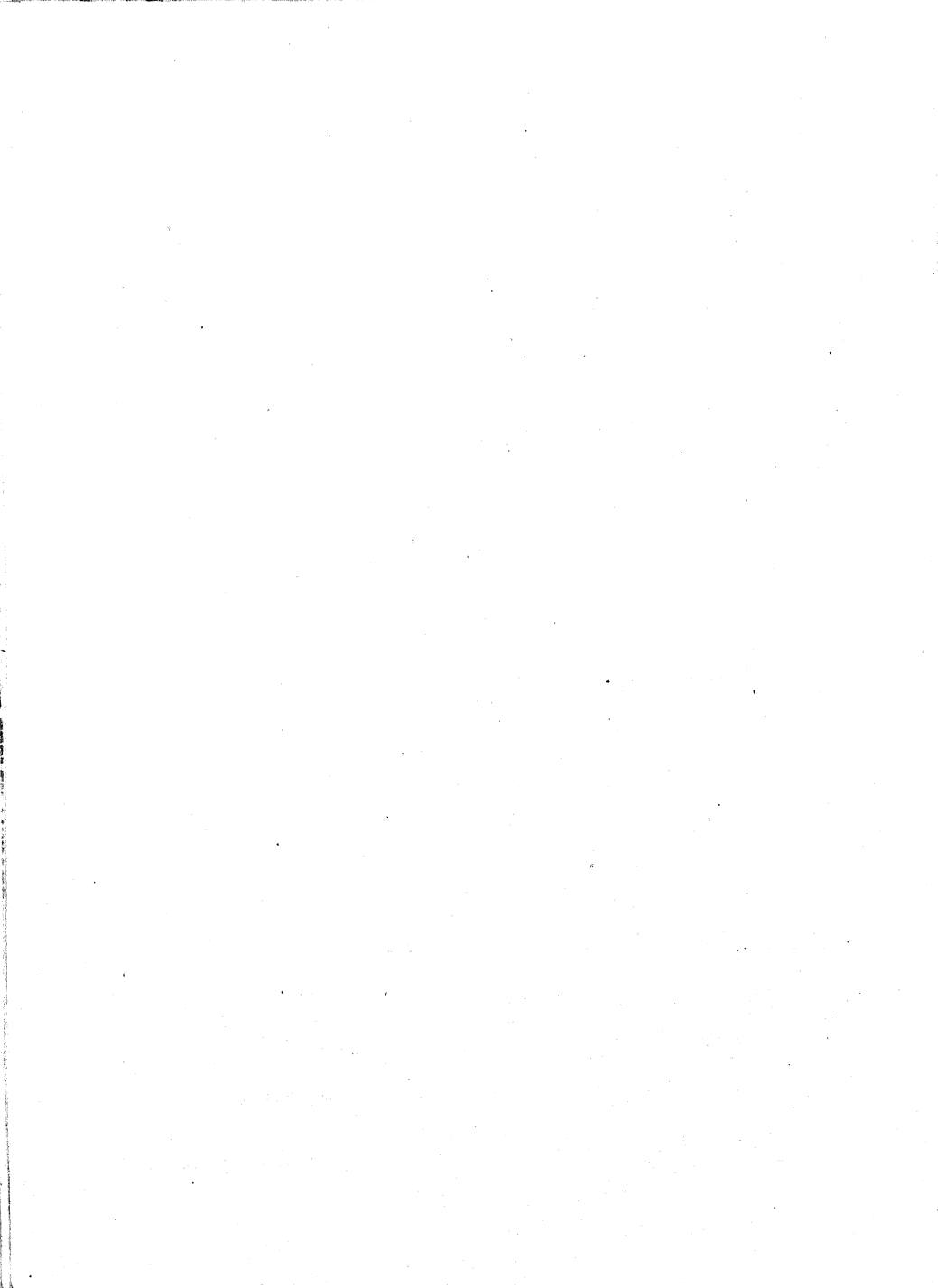
| RANK AND NAMES. | REMARKS. |
|------------------|---|
| Gunner C. Bogie | Marched to the front with the Battery. |
| " W. L. Clifford | { Left " behind sick at Quetta, 25.12.78. Re-joined Battery at Chuman, 25.2.79. |
| " W. Dainton | |
| " W. Geddis | { Left sick at Kandahar, when the Battery marched towards Ghirisk, 14.1.79. Re-joined on return of Battery, 19.2.79. |
| " H. Joseph | |
| " T. Mc Carthy | { Marched to the front with the Battery. Left behind sick at Quetta, 25.12.78. Re-joined Battery at Chuman, 25.2.79. |
| " T. Nagle | |
| " M. Sherry | { Marched to the front with the Battery. |
| Driver L. Byrne | { Left " behind sick at Quetta, 25.12.78. Re-joined Battery at Chuman, 25.2.79. |
| " W. Cooney | |
| " W. Keefe | { Marched to the front with the Battery. |
| " J. Lovick | { Left " behind sick at Quetta, 25.12.78. Re-joined Battery at Chuman, 25.2.79. |
| " W. Mc Gurgan | |
| " W. Powell | { Marched to the front with the Battery. |
| " W. Potter | { " " " |
| " T. Vickers | { Left " behind sick at Quetta, 25.12.78. Re-joined Battery at Chuman, 25.2.79. |
| " J. Waller | |

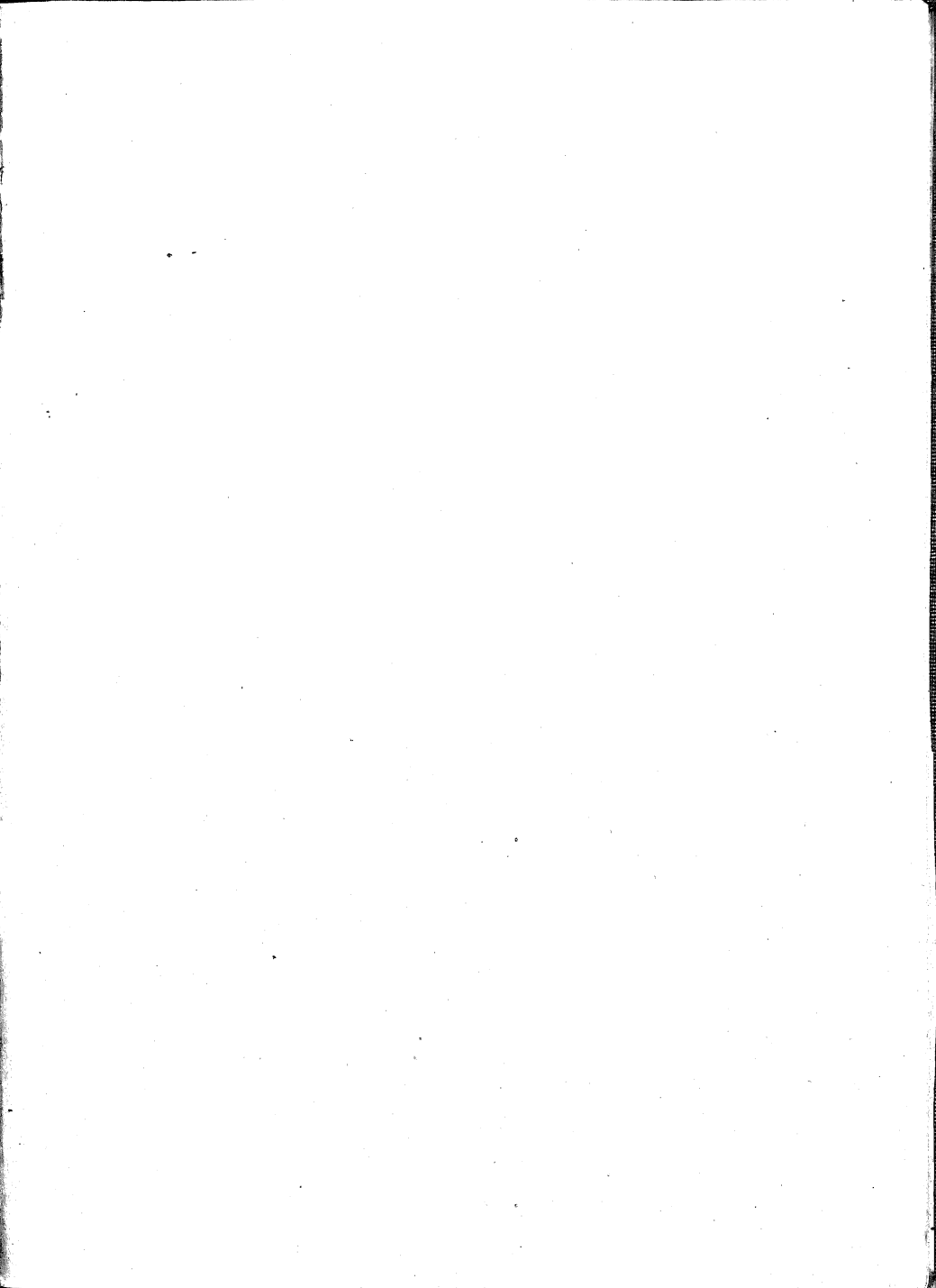
Return shewing the number of each breed of horses, when the Battery marched to Afghanistan, 8th November, 1878, and the casualties that occurred on the march.

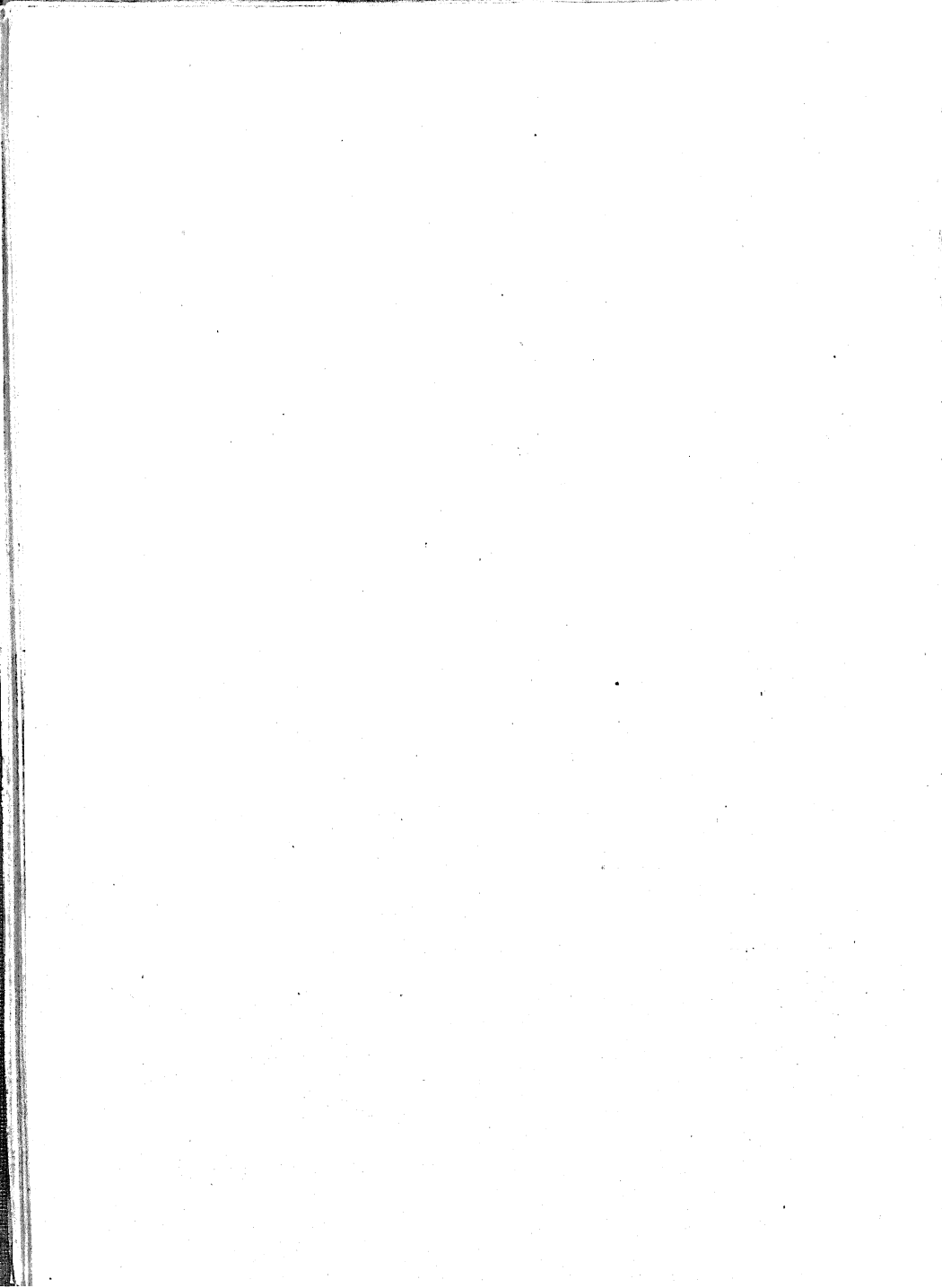
| CASTE. | No. when the Battery proceeded on Service. | Cast and destroyed on the March. | Cast since arrival at Kirkee. | Total | Average age when Cast. | |
|----------------|--|----------------------------------|-------------------------------|-------|------------------------|---|
| Arabs | 14 | 3 | 1 | 4 | 12 9/12 | * "Other breeds" includes horses of which there is no record of caste. These were sent from other Batteries to complete I-1, to war footing |
| Australians .. | 45 | 9 | 4 | 13 | 14 1/2 | |
| Cape | 1 | | 1 | 1 | 17 | |
| Northern | 11 | 2 | | 2 | 9 | |
| Persians | 33 | 5 | 3 | 8 | 12 | |
| Stud Bred ... | 2 | | 2 | 2 | 10 | |
| Other breeds* | 22 | | 4 | 4 | 10 | |
| Total... | 128 | 19 | 15 | 34 | | |











From the Library of



Arthur Paul

DS 352.L4.1880

