

9. The engineering work of the escort comprised road-making (170 miles), bridging, hutting, defence of posts, siege works, demolitions, and heading storming columns with explosive parties and was carried out in a very creditable manner, often under extremely trying conditions. The gallantry of the explosive parties was marked, and the work of the Engineers, Sappers and Attock boatmen at the crossing of the Sangpo River was excellent.

10. The most important work of the Supply and Transport Department was carried out in a way that justly merited the admiration of the whole force. The extraordinary difficulties this department had to face and overcome must have been seen to be fully realised. In the unhealthy Teesta Valley one form of disease after another seized the transport animals in spite of every precaution. During the winter the transport service had to be maintained over the passes in spite of intense cold and constant gales and snowstorms. On the barren uplands of Tibet there was one long sustained struggle to provide grain, fodder, and fuel. But, thanks to excellent organisation and a loyal devotion to duty, the work was throughout performed in a thoroughly efficient manner.

11. The peculiar climatic and physical conditions threw an additional strain on the Medical Department. But all requirements were met and the force maintained in good health throughout the operations. The total number of deaths and men invalided, excluding war casualties, was 411 and 671, respectively, and of these numbers 202 and 405 were more or less due to the special climatic conditions. In addition to the above 160 wounded from among our forces had to be cared for, exclusive of a large number of Tibetan wounded who also received medical attendance. That everything worked so well reflects great credit on this department.

12. The Survey Department succeeded in mapping a large extent of practically unknown country and the geographical results are likely to be most valuable. In all some 17,000 square miles were surveyed on the inch to the mile scale, and a total of 3,000 square miles on double this scale in the neighbourhood of Chumbi, Gyantse and Lhasa, as well as about 300 miles of route sketches on the scale of one inch to a mile.

13. The Veterinary Department carried out its duties to my complete satisfaction and it is largely due to the skill and resources displayed that the casualties amongst our transport animals were so low.

14. The line of communications was a long and difficult one, from Siliguri to Gyantse, being 225 miles, and from Siliguri to Lhasa 370 miles. In all some 30 posts had to be maintained, five of which were in the unhealthy Teesta Valley, and of the remainder, seven were approximately 15,000 feet above the sea. Up to the end of the second phase no special officer was sanctioned to command communications, but during the third and fourth phases Colonel H. Read, 4th Rajputs, was appointed to this duty, and the force strengthened by another battalion of Infantry with two guns and 100 Mounted Infantry. Colonel Read had charge of the line from Siliguri to Ralung, a length of nearly 260 miles, and carried out his work with ability and judgment and to my complete satisfaction.

15. I was fortunate in my staff and am happy to say that the conduct and discipline of the

troops was throughout all that could be desired, while their patience and fortitude under privation and their gallantry in face of the enemy are worthy of the highest praise. The Staff and Departments carried out their work smoothly, and with the greatest efficiency. I trust that His Excellency the Commander-in-Chief in India will see fit to recommend that His Majesty the King Emperor may be pleased to bestow on the Force some special mark of His Majesty's approval.

16. The Field postal service had many difficulties to contend with, but carried out its work satisfactorily. From Siliguri to Tuna the mails were carried by departmental agency and thence on to Lhasa by military agency. Up to Gyantse a daily service was maintained latterly, and between Gyantse and Lhasa mails were carried by Mounted Infantry every three days.

17. The construction and working of the telegraph was admirably carried out. In the first phase of the operations the line accompanied the force and was extended from Sikkim to Phari, the construction parties being exposed to the full rigour of the climate. During the second phase the line was extended to Kala Tso, and during the third phase it accompanied the force to Gyantse. Throughout the whole operations the work of this department was thoroughly satisfactory in every way.

18. The operations threw a very great deal of extra work on the Public Works Department, both in the Teesta Valley and in Sikkim. I always found the officers of the department ready to furnish all the assistance in their power, and would wish the name of Mr. H. H. Green, Executive Engineer, Sikkim, brought forward for special consideration for his zealous and excellent work. Mr. R. Dover, State Engineer, Sikkim, also rendered great assistance.

19. I am much indebted to the Government of Bengal for their ready assistance and trust that the special valuable services rendered by Mr. J. H. F. Garrette, I.C.S., Deputy Commissioner of Darjeeling, may be recognized by the Government of India.

20. His Highness the Maharajah of Nepal and the Nepal Durbar offered substantial help in the matter of transport, while His Highness's Agent in Lhasa, Captain Jit Bahadur Khattri Chittri Vakil, at all times placed his valuable services at my disposal in the matter of collecting information and supplies.

I would wish to express my acknowledgement of the cordial assistance afforded by the Tongsa Penlop of Bhutan.

His Highness the Raja of Sikkim placed the resources of his State, both in men and animals at our disposal, and a locally raised Cooly Corps, organized by Mr. J. C. White, Political Officer, Sikkim, worked over the Nathula Pass from January till the end of the operations in a very efficient manner.

In this connection I would wish that His Excellency the Commander-in-Chief will bring to the special notice of the Government of India, the names of Mr. J. C. White and the Kumar of Sikkim, both of whom personally interested themselves in the working of the Sikkim Cooly Corps in the most inclement weather.

21. I attach list of the names of the officers and men whom I wish to bring to the notice of His Excellency the Commander-in-Chief.