

this sort of paralysis that seems to have taken those responsible for the management of the Expedition. Do you think it comes from ignorance or from obstruction or what.

It is rather difficult for me to say. I was not ~~opposed~~ behind the scenes and it is ~~rather~~ ^{really} difficult for me to ^{know what to} attribute it to

3389 Q First of all do you think that the higher authorities in India fully grasped all the local conditions and difficulties

A I do not think that they did

3390 Q Even now do you think that they have

A I do not know

3391 Lord Hugh Cecil There were plans ~~of and of operations~~ ^{framed,} ~~you~~ were there not, ~~at~~ ^{by} ~~your~~ headquarters in India

A I believe so

3392 Q You did not see them

A No, I did not see them

3393 Q You do not know therefore how far they dealt with the questions of transport and supplies

A No, I do not

3394 Chairman In your judgment transport has been the governing factor right throughout

A Absolutely. It is exactly the same as in the Nile Campaign

3395 Commander Wedgwood If you had been on ^{the} headquarters staff at Simla where they were originally discussing the Expedition and how they should equip it, you would have insisted on the importance of transport then

A Yes - build steamers ~~built steamers~~ build barges and follow that up with the ~~river~~ railway.

3396 Q Was there any such ^{suggestion} ~~commitment~~ before the Expedition started on the part of those responsible

A I

I do not know, but Captain Lumsden, ~~Director of~~ ^{Director of} ~~Indian~~ ^{Marine} ~~Command~~, told me that the government were considering building steamers. ~~and~~ I told him the type we built on the Nile and gave him the particulars, and I strongly urged their building them ~~somewhere~~ near Basra in the same way that we did as against taking them over seas, because it seemed to me that there was great risk in taking these lightly built boats across the sea, and I don't not see any difficulty in building them, or any more difficulty than we had up the Nile.

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3397

See Archibald Willeson. At what date did you have the ~~the~~ conversation with Captain Lumsden? In the winter of 1914-15, I think. I was at Bombay at the time and so was he. I knew him very well. He said "You were on the Nile, what do you think about this?". I said ~~I said~~ "The type we found best was so and so. You can get the plans from so and so and I strongly recommend you building ~~the~~ ^{them,} and buy as fast as ever you can."

3398

2. At that time was any definite order placed for boats?

I do not know.

3399

2. Had Captain Lumsden been asked to prepare plans for boats?

I do not know. He was asking me for information and ~~in my opinion~~ ^{I gave it}. I said "Whatever you do try to get the type that we built because those are very easy to work. They take very little crew and we used to run them with one ~~engineer~~, a white engineer, and one native."

"They are very economical to work." Archib

I said "Whatever you do do not get the type that was built in 1898." These are the ones with motor quick running machinery which require three engineers to keep the machinery in order. What ~~was~~ ^{was} wanted was a ~~simple~~ ^{simple} type of ~~boiler~~ ^{boiler} that did not get out of order quickly, ^{with} a ~~simple~~ ^{simple} type of engine.

~~Chairman I have furnished the questions I wanted to put to you so far as I am concerned~~

3400

Genl of Doughty: ~~I want to be quite clear~~
The Chairman asked you: "Given carte blanche what would you do to deal with the transport on the Tigris now," and you answered the question. ~~Am I quite clear about this:~~
Assuming that you started with carte blanche you would build a railway now without doubt
+ you

3401

I As supplementary to the river or to be used at the same time as the river?

A To be used at the same time. I think that the best illustration is this: In France you have motor buses. You do not use the motor buses from Havre and Dieppe, and so on, you use them from your rail head ~~and~~ and your steamers should cover up to ~~the~~ ^{the} motor buses. They take on from the railhead up to the troops; and the railway should, as far as possible, go up to the advanced post.

3402

Commander Wedgwood: ~~In~~ Kurma
A ~~In~~ Kurma

3403

Genl of Doughty: Given enough steamers that would be sufficient ~~altogether~~
A If you had the railway I think the steamers

3404

that we have would be sufficient
Q Because you could concentrate them on the higher part of the river

A Yes

3405

Q Lord Hugh Cecil How far would you run the railway
A Right up to the advanced post and eventually up to ~~Sheikh Saad~~ ^{Sheikh Saad}; I would keep following up.

3406

Q Earl of Darnley granted ^{that} you had not the railway you organised a certain system of road transport from Kurma up to Amara

A Yes, to march the troops up

3407

Q Could you have gone farther, could you use motor lorries

A Yes you could use motor lorries; I had them with me up above Sheikh Saad

3408

Q You had them

A Yes towards the end I had them. You can only use very light motor lorries

3409

Q Commandant Wedgwood 25 cwt

A 30 cwt F.E.I.A.T. motors. The first lot that they had out were three tons and they were too heavy. They went through the crust

Chaplin

3410

Q Earl of Darnley How many had you

A 16 or 18 altogether

3411

Q There is no reason why you should not have had more

A None at all. They are very useful as long as the ground is hard. The higher you get up the river the more useful they are and above ~~that~~ ^{but} more so. You have the ~~best~~ ^{best} of the river and there is a very good road that cuts across the ~~road~~ ^{bank} on the left bank

3412

Q There is a good road already

A Yes

Folder from Mr Steel

3413 Q You spoken about putting together steamers and barges in the locality.

A Yes

3414 Q In your memorandum you speak about using the local sailing boats.

A Yes

3415 Q Is there, so to speak, a local boat building industry in the district.

A Yes, ~~on the Persian Gulf~~ and at various ports on the Persian Gulf. If we had sent out agents boats could have been built all the way round.

3416 Q That was not done.

A That was not done.

3417 Q What is the size of an Indian Division.

A Do you mean at full strength?

3418 Q Yes, how many troops.

A At full strength about 10,000.

3419 Q As many as that.

A Yes, 10,000 rifles.

3420 Q And an Indian Brigade.

A ~~7,900~~ 790

3421 Commander Wedgwood: Have not they raised the battalion from 790 to 900.

A They have talked about it but we have never seen 900.

3422 Q About 3,000 rifles

A 3,200 rifles.

3423 Lord Hugh Cecil: And a certain number of cavalry attached to the Division.

A There should be at least one cavalry regiment.

3424 General Sir Neville Lyttelton: And several batteries of artillery.

A Not with ~~the~~ brigade but with ~~the~~ division

3425 Lord Hugh Cecil: On one page of your Statement you speak of modern forms of transport, and again a little lower down you speak of modern conditions under the ~~same~~^{main} heading "medical arrangements". What do you mean by modern forms of transport and what do you mean by modern conditions. You say: "The medical arrangements were on the lines practised during the medical ~~manoeuvres~~ ~~manoeuvres~~ carried out in 1914 at Poona — the modern forms of transport, such as motor vehicles, formed no part," and so on. A They formed no part of the transport at that time.

3426 I was there ~~any~~ reason why they should not have formed ~~part~~ part.
 A The idea was that the whole of the organisation was for the ~~frontier~~^{ier}, and that bullock carts and mule carts were the only form of transport that could be used. I tried to get ~~at Bombay~~ motor lorries ^{for local work} instead of bullock carts which I had for local work at Bombay, but that was knocked on the head because they said they were not applicable for frontier warfare. What I had were part of the reserve ~~of transport~~ which would be useful for frontier expeditions.

3427 General Sir Neville Lytton: A good deal of the transport on the frontier would be pack transport, would it not.
 A Pack transport and bullock carts and mule carts; they would not look at motor lorries or anything up-to-date transport at all, because

applicable to the 117

because it would not be ~~up-to-date~~ for ~~that~~ frontier ~~at all~~.

3428 Lord Hugh Cecil: And similarly they would not consider motor ambulances.

A Well, ~~they would~~ ^{we did} not have them. I do not know whether they ~~were~~ considered them ~~at~~ or not ~~all~~ but they did not form any part.

3429 Q I do not want to go over ~~the~~ ground which has been covered already. Speaking generally how far were the suggestions which you have given to the Commission made to the Indian Government, either by yourself or, to your knowledge, by some one else.

A I do not know at all. I ~~never~~ ^{only} made my ~~any~~ suggestions either to Sir John Nixon or General Kemball or ~~the~~ General Hamilton or ~~the~~ General Davidson, ~~the~~ ^{the} various officers on his staff. Whether they wait any further or not I do not know.

3430 Q You were never in what may be called direct relations with the Headquarters Staff at Simla.

A No, never. I was not even second in command until quite late in the operations for the relief of Kut.

3431 Q Did you make any suggestions in writing to your superior officers in Mesopotamia.

A I did about the sailing boat ~~transport~~ ^{transport and} of the organisation. That is Statement B. Another recommendation was in December 1915.

3432 Commander Wedgwood: And you wrote to General Kemball ~~Campbell~~ about the railway.

A Yes, the railway to Nasiriyah. That was when

when I was on the Euphrates side. # I had
no experience of the Tigris at all then. # I
wrote ^{un}officially to General ~~Cook~~ ^{Kempball}, asking about
the railway, and I have here a letter which
I can refer to if you wish.

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3433

2 It would be desirable for us to see it. Did
any other of the subordinate Generals
worry about transport in the same way.
Were they all pegging away at it?
a I do not know whether they were. Sir
John Nixon used to consult me very
often because he knew that I had been
doing this kind of work before, and sometimes
I used to write and suggest things in a
private way. It was not my job. I was
running the Division. When I could make a
suggestion that I thought would help I
would tell General Davison or the others what
my views were. I was never in a capacity
to put forward any official representation.

Davison

3434

Lord Hugh Cecil: There is one passage in your
statement which I think might be criticised
and therefore I want to give you an opportunity
of explaining it. You speak in paragraph
2 of A.T. carts. You say, "small ^{in them} raised sacks of
hay, blankets, &c., were placed to make the
carts more comfortable. # Ambulance tongas,
(two-wheeled ambulance carts with springs)
are only ~~more~~ more comfortable where good
roads exist!"

Aye

3435

2 You would defend that.
a Certainly. I have tried the two. I was
wounded myself and I came the first part
of

of the journey in an ordinary A.T. cart with a mattress, and I came quite comfortably. Then a very kind-hearted medical officer met me with a tonga about half-way, and I never had such a bad time in my life; so that I can speak from experience.

3436 Q: The Springs increase the vibration over the rough ground.

A: Yes, it is ten times worse - they oscillate.

3437 Q: It would be better to say less uncomfortable in each case

A: They are perfectly comfortable if you have not too much sprung on. It is like a bullock ~~wagon~~ wagon. When there is no road you are shaken all over the place.

3438 Q: A good deal of extreme discomfort and, indeed, agonising pain was caused to people with broken thighs, for instance.

Artes

3439 Commander Wedgwood: A mattress makes a lot of difference

A: Yes.

3440 Lord Hugh Cecil: Stories come to our ears and I am bound to put them to you in order to test them. One story, very likely quite untrue, is that there was ~~an~~ an ocean-going ship, a German ship called the ~~"Franz"~~ "Franz Ferdinand" which was injudiciously used for the purpose of Staff Headquarters at Basra or at any rate at Shatt-al-Arab when it ought to have been used for purposes of transport, as a hospital ship or for ~~the~~ supplies. Have you any recollection of that.

A: I know the boat that you mean. I cannot

remember the name. It was not used for the staff. It was used as a rest house for officers passing through, as there was no other accommodation for officers. It was also used for Turkish prisoners, and so on, that arrived. They were put down in the holds of that ship. It was used as temporary accommodation for prisoners, and it was used for officers too in the way that I have stated. The Staff all lived on shore. I think that one or two members of the Medical Staff and people who had not other accommodation temporarily lived there. It was used for general utility work, and I know that it was often taken down to the bar at ~~Fao~~^{Fao} to meet steamers that could not get over the bar to unload, and bring the stuff up.

3441 Q In your judgment it was not improperly or ~~injudiciously~~^{injudiciously} used.

A No; I should say not.

3442 Commander Wedgwood: Could we have that additional information about the railway.

A I am afraid that I have not brought it.

I thought that I had. I can send a copy ~~of the letter.~~

3443 Q I wish that you would. With regard to the railway, if you were going to build the railway now would you build it ^{out} along ^{the Euphrates} and up to Shatt-el-~~Arab~~^{Hair}, or up the Tigris.

A Up the Tigris for a certainty.

3444 Q You must do that, must you not. It duplicates the line better if you have an alternative.

A I know that General Money was very strong

in favour of the line going up to Hai.
~~He asked me~~ ^{He asked me} about it and I said, "No, not at all."
 I said "You cannot do it because you will have awful trouble with the Tribes there. They are the most truculent lot that we have met, and you will have far more difficulty in safeguarding that line than you would have otherwise, and in addition it would be much more difficult to build. It would be much easier to ~~but~~ build one up the Tigris because you have the river alongside for bringing up the bridging material and so on, and you would not have to have guards. In the other case you would have to have protective troops the whole time of the building of the railway; and in my opinion you would have tremendous trouble afterwards in keeping the Arabs from damaging it." As a commercial line it would have subsequent advantages, but looking at it as a military line I gave the opinion ^{that} ~~and~~ ^{I have} stated when ~~I~~ was consulted on the ^{at} spot point.

3445

I did you hear at any time in October 1915 when the advance on Bagdad was being considered, any talk of General Townshend's objection to going forward.

Melliss

Yes, but it was only talk. General Melliss, who was in my Division, asked me, as he passed through, whether I had heard that they were going on to Bagdad, and I know that the feeling of myself and ~~all~~ ^{of} the officers with me was that we had not got half enough troops.

Q Your opinion was that it could not be done.
 A That we had not the troops to do it at that time. ~~with the~~ ^{I was asked what} force I considered necessary to hold the Basra-Vilayet — that is the ~~Kut~~ line Kut-Nasiriyeh — Amara down to Basra. I sent forward my proposals which were to have three large movable columns at Nasiriyeh, at Kut, and at Amara, and I said that I should require the whole of a Division to do it. I was told ^{that} I could not have the troops. My views at that time, and they are recorded in my representations, were, that, at least, ~~a~~ a Division was necessary to hold ~~the~~ Basra, ^{Vilayet} when the force went forward. The force went forward and I was deprived of the bulk of my division and I was left with a mere skeleton to hold it.

3447 Q With regard to General Townshend have you read the correspondence in the "Times".

A Yes

3448 Q In your opinion did General Townshend make it sufficiently clear to General Nixon that he had not a sufficient force. If I remember rightly he asked for two Divisions, one supporting the other, and he had as a matter of fact one division and about two-thirds of yours.

A About half of mine.

3449 Q Plus ~~the~~ a Cavalry Division.

A Plus ~~the~~ a Cavalry ~~Division~~ Brigade

3450 Q It practically amounted to $1\frac{2}{3}$ of a Division

A Yes, but they were not at full strength.

Q They

9

3451 Q They were not made up by drafts.
 A No. There ~~was~~^{were} ~~an~~ evacuations at that time
 and none of the regiments ~~were~~^{were} up to strength.

3452 Q Instead of one Division closely supporting
 another there was one Division and two-
 thirds. Do you think that two divisions
 one behind the other, and one and two thirds
 are sufficiently near together ^{not} to make much
 difference.

A It was not ~~at~~ anything like one and two
 thirds really. I forget the actual strength
 but it was something like 15,000 or 17,000
 altogether.

3453 Chairman: You said 17,000, did you not.
 A Yes; I think that that was the total force.

3454 Q What would be ~~the~~^{two} full Divisions?
 A At least 20,000 rifles plus the Artillery.
 It would be 24,000 or 25,000 men.

3455 Q So that he was about ^{one} ~~one~~-fourth short -
 about 25 per cent short.
 A Quite - rather more than 25 ^{percent} I think.

3456 Commander Wedgwood: Do you think that General
 Townshend's protest was all that he could have
 made. Do you think that he could have made
 any further protest.

A From what I have seen I should say, No.
 The decision was with the Army ~~Commander~~.
 I was put in a rather similar position
 myself when I went to Nasiriyeh. I was asked
 what force I wanted to take the place
 and I said that I wanted ~~two~~^{two} Divisions and
~~two Divisions~~^{certain} of Artillery, and I was told
 that I could not have them, but that I
 must do it if possible ~~if~~ with one brigade,

and that if I found I could not do it then other troops would be sent up. I said "all right." I did not make any formal protest. I had made my representations with regard to what I thought and it turned out that they proved to be right. Eventually I had ^{to have} three brigades to take the place.

58

3457

I may say, speaking generally, that every General sent forward to do a piece of work asks for more troops than he expects to get.

A He wants to make a certainty of it, and naturally he likes to have as many troops as he can get. The more you have the better.

3458

Sir Archibald Williamson: You told us that you recommended the use of 100 ton barges to take the cargo ~~if~~ ^{from} steamers coming from Bombay direct ~~off-side~~ ^{every-side}. Do such barges exist at all on the river?

A Yes, there are some that take more than that ^{as} much as 150 tons - 3 and there are one or two bigger ones than that. But you can only use the very biggest ones when the river is in full flood because you cannot get them round the bends at any other times.

3459

Q What does a steamer like the "Meffidish" carry.

A She would take two big barges. She would carry about 70 tons. Of course it depends on how many tons you put on the barges.

3460

Q The ~~mehailas~~ ^{mahailas} do not carry anything like 150 tons
a/no

Q No; it is a wasteful method of transport to ~~take~~ ^{load} them by steamer because you cannot get anything like the tonnage on them.

3461 Q Is it the case that the barges used on the river must be made of iron or steel to stand the strain.

A Yes, I think so until they can navigate them as they would if there were rocks there. As long as they bang into the banks as they do at the present moment they must be strong vessels to stand it.

3462 Q The Vincent Commission say that in November, 1915, the total river tonnage available could only transport 150 tons a day. In April 1916 the quantity had increased to 250 tons a day, but there was actually a larger deficit as compared with the requirements in 1915 owing to the increased force. Does that correspond with your recollection.

A Yes. With regard both to the expedition to Masriyeh and the one up to Ahwaz, they never had any difficulty in keeping me supplied with 30 days' reserve supplies or anything else that was wanted, but they could not keep up the supplies or the reserves that were wanted latterly.

3463 Q I understand that when General ~~Thompson~~ ^{Townsend} arrived at Kut on the way up the river he had only one day's supply. Is that the case.

A He had many more days' supplies in the barges following. He may not have had it actually with him. I could not say exactly what the amount of supplies in the barges was

12-59

3464 Q was, but there was more than one day's supply. Supposing that your suggestion were ~~to~~ adopted and cargo were discharged ^{with} 3000 ton steamers overboard and taken at the rate stated as possible by the Vincent Commission, are you aware that it would take 12 days to unload one steamer.

A I do not think so, having regard to the barges available.

3465 Q If there is only steam tonnage available to take 250 tons a day up the river —

A It is more than that. I used to get 300 to 350 tons.

3466 Q That may be possible in one day, but I am speaking of the average quantity. If the average is only 250 tons a day would it not take 12 days to discharge with 3000 ton boats, and, consequently only three steamers a month could be discharged.

A You mean ~~then~~ without increasing.

3467 Q Yes, taking the equipment which exists. Perhaps I do not make myself very clear. However, I am not inquiring into a fact that exists, but really I am taking an hypothesis, so that I need not follow it up.

A My point is that one does not want to unload everything at Basra. As the neck of the bottle is between Basra and the troops, your base should be at Bombay and the stuff should only come as you ~~could~~ ^{can} take it forward.

3468 Q I understand that the "Meljidie" is the best boat on the river.

A Yes: she has proved herself the best boat.

3 3469 Q Many of the boats are not of equal power. I think that you state in Paragraph 16 on page 5 of your statement that different steamers are required for different sizes of barges.

A Yes.

3470 Q Are there many boats on the river that could tow two barges of 100 tons or 150 tons each?

A The "Mejjidieh", the "^{Blosse-}~~Blanche~~ Lynch", and the "Malami" and several of the ~~70~~ boats could do it. There are many boats that can do it.

3471 Q Would they do anything like a fourth?
A I have not the figures with me but the bulk of the best steamers, as we used to call them, can do it.

3472 Q Many of the steamers are off work, are they not, for want of repairs?

A Yes. What I have stated applies to when the river is at its best. When the river is low you can only take a half load in barges.

3473 Q You have spoken of a certain amount of congestion at Basra. Was that congestion caused at all by want of labour?

A A good deal of it was want of labour and a good deal of it was want of lighters.

3474 Q Was there any reason why the Generals in Command in Mesopotamia should not have asked for labour from India to discharge the boats?

A There was no reason at all. I, at the front, had clamoured, for some time, for labour.

3475 Q If you had had more adequate labour I presume that the steamers would have been discharged more rapidly.

1460
 3476 A Quite so

Q And the up-river craft would probably have been loaded more rapidly.

A Yes, and the troops would have been saved a lot of ~~trouble~~^{labour} at the other end. For some time I was asking for extra coolie labour for unloading, and I was trying it to save the troops labour at the other end. When I came through Basra there was a great shortage of coolie labour there, and the shortage of lighters and the shortage of coolies were the reasons, very largely, why there was congestion there.

3477 Q Troops that might have been employed in fighting, and so forth, were being used for discharging steamers.

A Yes; they very often had to do that.

3478 Q You yourself made representations on the subject, I think you said.

A Yes. One of the first things that I did when I went as Chief of Staff to General Aylmer, was to stop troops being ^{in this way,} used ~~for~~ ~~loading~~. In order to get things more organised I organised the sailors on the sailing boats into a coolie corps of about 1,000 men. They used to do the unloading and that freed troops. I asked for coolie corps and labour corps to be formed, a labour corps to each division and a coolie corps for ~~each division~~^{unloading}. I think I am right in saying that they were asked for from India but there was difficulty in supplying them. I think that that was the reason why they were not supplied but I

know they were asked for.

3477

Q You would make a representation on that subject to General Davidson, would you not.

(Davidson)

A At the particular time General Davidson had gone: I would make it to General Headquarters.

3480

Q Did you put anything in writing suggesting that coolies ~~could~~ should be got from India or from somewhere.

A Yes. I sent a telegram, but I have not a copy of it here. It was done officially, verbally.

3481

Q Can you remember about the date.

A It was in May, ~~directly after the operations~~. Directly after the operations ended it was one of the ~~first~~ things that I dealt with.

3482

Q May 15th

A May ~~15th~~ 1916

3483

Q Had the condition of shortage of labour not been prevalent long before that.

A No; we did not feel it so much in 1915. Quite a good labour corps at Basra had then been organised, and at Amara, and at Nasiriyeh, and as far as we went up to ~~Atwarah~~ ^{Atwarah} there were coolies to be got by payment, but when we got beyond Amara difficulty arose and we had to call on the troops to do the work. It would have been a great help to me during the operations at Nasiriyeh if I had had more coolies to unload my supplies, because I should have been able to save my troops a good deal. I did not make any strong representations for coolies or for labour corps at that time, but after the operations for the relief of

of Kut ceased it was one of the recommendations that I made in order to save the troops in the hot weather. Previously Sir John Nixon had issued orders that everything was to be done to hire labour, and that Turkish prisoners were to be used to save the troops as much as possible in the hot weather. He had very strong views upon that

61

3484 Q That is up the river
Arps

3485 Q The shortage of labour at ~~Basra~~^{Basra} was of long standing, was it not.

A I do not think he felt a great shortage of labour until July 1916.

3486 Q You spoke of 16 steamers waiting for discharge, did you not.

A I think it was 16.

3487 Q And there was no adequate river transport.

A No.

3488 Q What sort of warehouse accommodation, or protection for the goods discharged, was there at Basra.

A Very little. There was nothing like sufficient to deal with the mass of stores.

3489 Q It has been stated that the handling of cargo was in very inexperienced hands and that sometimes barges with ~~raw~~^{canned} goods would be covered with ~~tar~~ tarpaulins, whereas perishable goods were exposed to the wet. What do you say to that.

A There were many cases in which perishable stores arrived damaged by the wet. ~~Whether~~ Why they were not properly protected I do not know

There was at one time a shortage of tarpaulins but I think that was remedied afterwards.

3490 Q Are the wharves at Basra along ~~the~~ piers or are they parallel with the ~~coast~~^{coast}, or do they go out at right angles to the coast.

A They had three at right angles. The new ones that are being made at Magill are parallel so that the ships can come right alongside.

3491 Q Are they aground at ~~low~~ low water.

A Yes, as a rule.

3492 Q Is the bottom mud.

A Yes.

3493 Q So that there is no danger.

A No; there is not a stone in the place.

3494 Q I suppose that no stevedores were employed.

A Do you mean to work the cranes and so on?

3495 Q No; I mean men accustomed to loading and discharging cargo, as a trade.

A There were a certain number of coolies ~~obtainable~~ obtainable, about 500, the number obtainable in peace times.

3496 Q Were they Persians or Arabs^s, mostly.

A Persians and Arabs.

3497 Q There was no transportation of Indian coolies from Bombay and Karachi.

A Latterly they had a coolie corps of Indians but I believe they very largely went sick. They were employed in 1916. There were none obtainable locally. They came from India as a coolie corps.

3498 Q With regard to the gunboats can you recollect at about what date those were ordered to be built.

A I think somewhere about June, but I cannot say for certain when they were ordered. I do not know definitely. The first one, which was the "Firefly," was completed in time to go up and be present at Ctesiphon and it was captured during the retreat. It passed Amara about the first week in October, I think. They were turned out at the ~~rate~~ rate of one a fortnight after that, I think

62

3499

Q Are they small boats.

A Quite small gunboats, ~~built~~ ^{made}, I think, at Yarrow's Yards. They are turbine boats. They take no cargo. They have one 4-inch gun, and there are two machine guns — ~~one~~ Maxims.

3500

Q They were put together on the river?
A Yes, at Abadan.

3501

Q They are of no use for carrying or for towing.
A No; they carry only the crew and a little fuel.

3502

Q You do not know when the hospital ships were first ordered

A No.

Loel Zeldner. Wheeler Inlet

Admiral Sir Coprain Bridge with regard to the sailing boats, they depend on the wind and the tide
 a. Yes, and they are tracked up by natives. ~~and~~
~~the~~ normal crew is five, six or seven according to the size of boat. They do ten miles a day tracking unless there is a very strong ^{head} wind. You can count on that

3504 2 There were a certain amount of local resources
 a Yes

3505 2 You ~~wanted~~ ^{spoke of} setting beds made locally
 a Yes

3506 2 And you ~~spoke~~ ^{spoke} of the possible utilization of sailing vessels, and so on. The local resources might have been utilized if there had been organization, but there was not?

a In the case of sailing boats I think much more might have been done. As regards the beds that ~~we~~ referred to, I think we utilized the local resources pretty liberally. We had beds and so on made and the mattresses ~~made~~ at Amara and at other places. That took time, of course.

3507 2 If they had been utilized to the fullest extent possible in that particular instance would there have been such a deficiency of beds as occurred in the case of the wounded where some of them had to lie on the ground?

A. I think that the proper kind of beds were in the country but it was a question of getting them up. They are very bulky things. The improvised bed is made out of date fronds. It is like the cases they pack oranges in

3508 2 It ~~would~~ ^{was again} mean a question of transport
 a Yes.

2 Now

63

2 How does the country supply much food that could be utilized by the British and Indian army operating out there

a At Nasiriyah after we had been a month there we were practically self-supporting with the exception of coffee, tea, and so on

3510

Chavman What sort of food did ~~they~~^{it} supply a Very good flour, very good meat and a certain amount of milk

3571

2 Vegetables

a Vegetables ~~had been~~^{depend} largely on the season. We encouraged the growing of vegetables wherever we went. I gave seeds to the natives to sow more, and we ~~and we~~ developed that as fast as we could. Whenever we got permanent occupation we started ^{sowing} growing vegetables, and the

vegetables that General Townsend grew in

Kut I sent the seeds up for just before

Kut fell in order to start the gardens there.

3512

Admiral Sir Cyprian Bridge: By aeroplane

a No; that was before Kut was invested.



9

I always insisted ~~with~~ ^{with} my division on
~~the~~ the supply officers of each ~~group~~ ^{brigade} having
enough seeds with them to sow vegetables
enough for a division so that it could
be developed where ~~we~~ ^{we} they ~~got~~ ^{got} to.

Comman We are much obliged to you for
coming here ~~for~~ ^{on} two days
The witness withdrew

adjourned to Tuesday the 26th September

Chapman & Small

Horace William Hill
Shorthand Writer