

croft's report of this very successful action in my letter No. 178 of this date.

15. At 12 o'clock on the 21st, the first boats having come up, were fixed in position, and by 12 o'clock at night on the 23rd, through the untiring exertions of Lieutenant Sankey, the Naval Brigade and all concerned, the bridge over this large and rapid river was reported ready.

16. On the morning of the 24th the Naval Brigade crossed to this side with Colonel Rowcroft, I having determined to leave it for the defence of Goruckpore; immediately afterwards a brigade passed across from this side, and then the stream of carts commenced and continued passing all night, completing it entirely in the course of today.

17. This morning the Maharajah and the third brigade passed over, leaving nothing on this side.

18. As soon as it was well manifest that the bridge was a fact, I sent orders to Captain Baring, with the concurrence of the Maharajah, to evacuate Belwa on the 24th, and come here in two marches. Captain Baring marched yesterday, and I expect him here in the course of the day, when, as his cattle will be too tired to cross the sand on this side of the bridge, he will remain for the night, and crossing early in the morning, form the rear guard of the army which marches to-morrow fourteen miles to Ukberpoor.

19. Having thus laid before his Lordship a short narrative of the events connected with the passage of the Gogra by the army of his Excellency Maharajah Jung Bahadoor, there remains only for me the pleasing duty of bringing to the notice of his Lordship the names of those officers to whom I am principally indebted for the success which has attended this difficult operation.

20. To Lieutenant Sankey, Engineer of the force, my best thanks and acknowledgments are due. The energy with which this officer engaged in his work, and the skill with which he built the bridge in the extraordinary short time of two days and a half, merit every commendation. I have the pleasure to inclose a copy of his report, in which he mentions honorably the exertions of Lieutenant Garnault of the engineers, and Lieutenant Mylne of the artillery, placed at his disposal for this duty, and he also praises the services of that excellent Goorkha officer, Colonel Lall Sing, of the Maharajah's artillery.

21. To Captain Reid's zeal and activity I am indebted for the collection of the fleet of boats, a work to which he brought great energy and experience. His services are elsewhere honorably mentioned both by Captain Sotheby and Colonel Rowcroft.

22. I have in other communications had the pleasure of bringing to the notice of his Lordship the names of those officers who distinguished themselves in the various actions which took place in the course of this operation, but I must again do myself the pleasure of mentioning the name of Captain Sotheby, Royal Navy, who was entrusted with the difficult and responsible duty of escorting the fleet up the river, a duty which he achieved in the most successful manner. I would also beg to acknowledge the services of the naval brigade in the construction of the bridge. It was principally through their agency that the work was completed so soon. I am likewise desirous of acknowledging the services of Captain Williamson of the Jumna steamer. She has thus far proved the navigability of the river, and she rendered good service in the attack on Chandepore.

23. I also beg to bring to the notice of his Lordship the services of my Military Secre-

tary, Lieutenant McAndrew. His exertions to complete the success of my plans have been indefatigable. I have had at times to employ him out of the sphere of his duties, and have always found him most valuable from the very commencement of the campaign.

I have, &c.

G. H. MACGREGOR,  
Brigadier-General and Military  
Commissioner.

No. 2.

*Lieutenant R. H. Sankey, on special duty, to  
Captain MacAndrew, Military Secretary.*

*Camp, Phoolpoor,*

*February 24, 1858.*

SIR,

IN reporting for the information of Brigadier-General MacGregor the completion last night of the bridge over the Gogra, I beg to draw your attention to the following circumstances attending a work, which, though not very symmetrical, will I trust prove well adapted to the object in view, namely, the transferring of the naval brigade, under Colonel Rowcroft, from the right to the left bank, and the advance of his Highness the Maharajah's force, with guns and baggage, into Oude.

2. After the occupation of the village of Nowraines on the night of the 19th instant, and the combat of Phoolpoor the following evening, the fleet of boats which had been so skilfully conducted up the stream from Deoree Burhul by Captain Reid, 37th Native Infantry, were enabled to take up their position near the village of Phoolpoor, which I had already selected with the General's approval as the most convenient site for the bridge.

3. The boats were numerous and of a very convenient size for manœuvring, viz., from 300 to 400 manuds burthen; they were well equipped, and each provided with a strong platform, which Captain Reid had seen to, during his stay at Deoree Burhul.

4. The superstructure for the roadway, with anchors, cables and gear of all kinds, being previously prepared, it merely required an exertion in placing the boats, fixing the material of the roadway, cutting ghauts to lead down to the river, with roads of approach on either bank, to establish quickly the communication between Goruckpoor and Oude.

5. The first boat was anchored a little before noon on the 21st instant, and the bridge reported open at midnight on the 23rd instant, thus occupying two and a half days in construction.

6. 49 boats were anchored in a stream of 300 yards in width, and running at 5 miles an hour. The bottom on the right bank being hard kunker rock, difficulty was found in getting the anchors to hold, but some of the naval brigade coming to my aid, all boats were in position the second evening.

7. To secure the bridge against the effects of high winds, and overcome difficulties of the current and bottom, several iron anchors passed up stream, and strong guy ropes from either shore, as well as from the steamer (which had been anchored in the middle of the stream for the purpose), to different points of the bridge.

8. The approach on the left bank lay over alternating loose and hard sand for about half a mile, and the road had to undergo a certain amount of preparation; in addition to cutting the ghaut leading down from the plain on which the camp was pitched.

9. On the right bank there was a little more