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REGULATIONS FOR THE SUPPLY OF FOOD FOR THE FRENCH ARMY IN TIME OF WAR.¹

By Major A. M. de la Veye, Essex Regiment, Assistant Director of Military Education.

Art. 1. These regulations are divided into three parts, each one dealing with the food supply in the different stages passed through by an army in war time.

Part I.—Supply during Mobilization.
Part II.—Supply during Concentration.
Part III.—Supply during Active Operations.

PART I.—SUPPLY DURING MOBILIZATION.

CHAPTER I.—Temporary Magazines in the Centres of Mobilization.

In accordance with the general instructions relating to the supply of food in time of peace, a supply, calculated to last twenty days, is held ready at all times in each garrison, to assure for the time being, and up to the twentieth day of mobilization, the rations of the 1st and 2nd categories of the active army during their stay in the said garrisons, as well as the rations for the territorial army and the regular troops remaining in the country.

These supplies are collected and distributed on the spot by the Officers of the administrative department remaining at home, assisted by a staff organized beforehand for the supply service in the event of war.

Each place is provided in peace time with the supplementary matériel and tools which will be required by the increase of the effective strength.

Art. 3. The foregoing refers to the supply of bread, field rations, and forage. The supply of fresh meat is regulated as explained hereafter.

¹ Instruction du 23 Juillet, 1893, "Sur le Fonctionnement du Service d'Alimentation en temps de Guerre."
In peace time fresh meat is issued to the troops by regiments, which are authorized to arrange for their own supply through the committee of company mess funds, as laid down in the Regulations of 1861, or separately by companies, squadrons, or batteries in accordance with the Regulations of the 2nd November, 1833.

In order to ensure the proper execution of this duty during the time of mobilization, it is necessary that in those contracts concluded by the troops special arrangements should be made whereby the tradesmen are bound to supply fresh meat to the mobilized corps, irrespective of their strength, as well as to the regiments of the territorial army, which in case of war, and during the existence of the contract, are mobilized in the same places as the regiments of the active army. If necessary, an increase of price, not to exceed 15 per cent., is allowed from the second to the twentieth day of the mobilization. It is further to be understood that in the event of the order for the mobilization being issued in the last month of an expiring contract, that contract will, as a right, be carried on for another month.

As regards those corps which supply themselves directly through the company mess fund, it is necessary from the commencement of the mobilization, as may be found useful by the corps themselves, to call for special contracts in order to ensure the supply of fresh meat to the troops of the active army as well as to the territorial regiments remaining in the country.

To enable the civil butchers to carry out the slaughter of the required cattle which, in consequence of the journeyman butchers having to join the colours, will in all parts of the country be made more difficult, it will be necessary to give the army contractors the assistance of auxiliary journeymen.

The military authorities should have decided beforehand the number of assistants who will be required in each place by the civil butchers. These men, furnished by the auxiliary services of the territorial army, or, if needs be, by the active army, are told off by name, and are required to be present on the second day of the mobilization.

Lastly, in the event of its being found impossible to conclude regular bargains by contract, the supply of fresh meat will be assured during mobilization either by daily purchases made by the regiments, or by means of requisitions. For troops billeted in a place it may be found advantageous to call on the inhabitants to feed them.

Chapter II.—Strategical Transport.

Art. 4. From the commencement of the mobilization the troops are sent on to the points of concentration.

They take with them bread for two days, biscuit for two days, groceries for four days, two tins of preserved provisions for every five men, and forage for two days. The bread and forage taken with the troops are renewed if necessary on the march.

Morning and evening meals prepared in halting stations on the line of march, with groceries, complete the victualling of the troops.

The details for the organization and for the execution of the supply service during strategic movements are to be found in the Ministerial Instructions of the 9th of March, 1883.
PART II.—SUPPLY DURING CONCENTRATION.

CHAPTER I.—Means of carrying out the Service.

Section I.—Personnel.

Art. 5. The Military Intendant of each Army Corps superintends the supply of provisions during the period of concentration.

He receives, with the order for mobilization, information as to the places in which his Army Corps will be stationed, as well as of the arrangements made at the base of operations (store magazines, centres of fabrication, centres of distribution, staff).

He starts on the day fixed by the Minister, accompanied by the necessary staff, selected from the headquarters and the divisions of the Army Corps.

On the days named in general orders the several sections of the field bakery set out, as well as the personnel necessary to ensure the bread supply in those places occupied by the Army Corps.

Section II.—Matériel.

Art. 6. It being understood that Army Corps are never to be deprived of those means of working which belong to them as forming part of the matériel of the 1st line, a special matériel is established, details of which are given in the circular of the 23rd October, 1882, in peace time at the magazines where the stores are concentrated.

At the commencement of the mobilization, and at the same time as the first convoys of provisions, the Intendant is directed to proceed to those centres of manufacture chosen in rear of the cantonments of the Army Corps.

The field bakeries of each Army Corps proceed to the centres of manufacture told off to those corps on the days and under the conditions given in the preceding Article.

By the means above given each Army Corps has at its disposal at the points of concentration four sheet-iron ovens, and eighteen wheeled ovens, and is enabled to issue the necessary quantity of bread without having to call upon the local civil bakeries.

These latter at best can only be considered as adjuncts to guard against unforeseen wants, as they are scattered about without proper supervision, and require a large number of workmen.

Section III.—Transport.

Art. 7. The organization of the service for concentration is completed by the following dispositions, which assure the carriage by local transport from the supply depot to the centres of manufacture, if there are any, and from them to the centres of distribution:

In peace time the number of necessary carriages is settled; the General Officers commanding the regions told off for their supply subdivide the burden among the communes, and notify this distribution to the regional Military Intendant. By his directions the territorial Military Sub-Intendants prepare beforehand requisition orders for the commune, giving the numbers to be supplied by each, in such a manner that on his arrival the Military Intendant of the mobilized Army Corps finds his transport ready.

The requisition orders, which are sent out on the first notice of mobilization, give the conditions to be fulfilled as regards the carriage to be furnished.
CHAPTER II.—Execution of the Service.

Section I.—Centres of Manufacture.¹

Art. 8. The provisions and the matériel for the concentration of Army Corps are collected in peace time at points selected by the Minister.

From the commencement of the mobilization these stores are sent by rail to the various places specially indicated as centres of manufacture, when it is not considered advantageous to send them by carts.

Time-tables are made out in peace time, and the trains start in succession from the second day of the mobilization, commencing with those carrying such articles as will be immediately required.

One or more centres of manufacture situated near the detraining stations are told off to each Army Corps. The employment of the field bakeries in concurrence with the iron ovens permits of more than one centre of manufacture.

On the arrival of the personnel and of the matériel enumerated in Articles 5 and 6, the iron ovens are put together, the field bakeries are organized, and the manufacture begins as soon as possible.

Section II.—Working of the Service.

Art. 9. On arrival at the base of concentration of the Army Corps, the Military Intendant is informed by the territorial Sub-Intendant, who in peace time has made his arrangements of the state of the magazine, the means of transport (Article 7), the resources of the region, and he at once organizes the service.

As soon as the commissions in charge of the various sections of the etappen are organized, they are informed by the Intendant of the centres of manufacture and of distribution.

The territorial Sub-Intendant is not moved during the mobilization. From its commencement, according to the orders he has received on the subject, he sees to the victualling of the first troops gathered together in the zone of concentration, and after the arrival of the Army Corps Intendants he remains under their orders for the period of concentration.

When active operations begin he takes charge of the personnel and matériel

¹ Refer to the making of bread.
(excepting those belonging to the field bakeries), and by their means and with the assistance of the territorial personnel, continues to ensure the production of bread which is added to that which is obtained by those organizations formed for the victualling of the army when in the field.

The iron ovens are set-up on arrival at the centres of manufacture.

The cavalry detachment on arrival is employed in gathering together the requisitioned transport, as stated in Article 7.

The troops arrive at the points of concentration with bread and groceries for two days, which ensure their victualling for that period without their having to touch the two days’ reserve rations carried in the haversack. Meanwhile, the iron ovens as they come up, and the wheeled ovens, have begun making bread, the convoys have been assembled, loaded up, and started in such a way that before the first arrivals have consumed the bread they carried with them the first distributions can be made in the cantonments, and the service commence its regular work. The troops are thus provided with bread, field rations, and oats.

The victualling of the men and horses is completed by means of requisitions, or by direct purchase, in accordance with the rules laid down in Chapter III of Part III of these Regulations.

The requisitions or purchases refer to the following articles, which are not included in the supplies for concentration:—

- Fresh meat;
- Straw and hay;
- Wood;
- Liquids.

Measures are, moreover, taken to prevent absolutely all non-authorized export, from the zones of concentration, of cattle and of all articles generally required for the supply of the troops.

Art. 10. Concerning the supply of meat it must be remarked that military requisitions are supposed to cease as soon as the regular services defined in Chapter IV of Part III are in working-order.

However, the Officer in command of the region in which the concentration takes place, when he considers that the local resources are insufficient, may assist the supply services either by means of requisitions or by purchases made in other parts of the country, or by contract for the supply of rations.

Art. 11. Three centres of distribution at least are told off to each Army Corps—one for each division, one for the non-divisional troops, and one for the headquarters. A special plant, the composition of which is given in the circular of the 23rd October, 1862, is set apart for each centre of distribution, and is taken to them by the first victualling convoys.

The provisions are taken to the centres of distribution by the military administration (Art. 7), and issued to the regimental trains, which take them to the troops.

The regimental trains are, for this purpose, relieved of their load of biscuit, which is stored in the depot of each cantonment by the Officers commanding. This supply is taken up later, and carried by a special auxiliary train, as given in Part III.

Each day an empty section of the regimental trains comes to the centre of distribution to replenish, while the loaded section takes its place in rear of the troops for the evening’s or next morning’s distribution.

**Part III.—VicTuALLING DURING Active OPERATIONS.**

Art. 12. During the period of active operations the armies are fed from the rear, the whole of the national resources being drawn upon and worked by
the central administration for the purpose, or live upon the country through which they pass. It may be said generally that these two methods of victualing are always employed together.

In Armies and Army Corps it devolves upon the Officer Commanding, instructed by the Intendance as to the resources of the country and the supplies concentrated in rear, to decide upon and order daily the mode of victualing and of replenishing the stores of the principal fractions of his command, and to tell off to each of these fractions, as well as to the administrative services, the zones for requisition and supply by purchase.

The action of the Central Administration and Army Administration is limited to the station magazines (depôts formed generally on railways), from which are drawn as required the stores therein concentrated by the War Minister.

The great importance attaching to the regular working of these depôts has necessitated that Chapter I of this part should be devoted to its description.

Chapters II and III deal with the revictualling in rear of the Army, for which purpose the station magazines are the chief bases, and with revictualling from local sources.

Chapter IV is devoted to the organization and working of the meat supply.

Chapter V explains the normal operation of the food supply services during the advance, in battle, in retreat, and when stationary.

Lastly, the special duty of the independent divisions of cavalry. The great liberty of action required by those troops, necessarily scattered along the first line, has rendered necessary particular definitions of the rules to be followed in the various probable cases. Consequently Chapter VI deals with the manner in which the principles laid down in these Regulations are to be carried out by the independent cavalry.

CHAPTER I.—Organization and Working of the Station Magazines.

Section I.—Duty and General Organization of the Station Magazines.

Rôle of the Station Magazines.

Art. 13. Station magazines are depôts of a relative stability, in which the Central Administration, disposing of all the national and foreign resources, places at the commencement of the war, and maintains at the required strength, the reserves of food from which an Army is to draw those supplies which would not be obtainable from the country in which it was acting.

"The station magazines not only hold in readiness, at relatively a small distance from the theatre of war, food supplies of all kinds, but they also assure the expedition of matériel and provisions either to the Army or to the interior in the event of evacuation, with the regularity of despatch necessary to obtain a useful result, and to guarantee the security of the supply. They are indispensable intermediaries between the interior and the Army, and the regulators of all supplies."

Conditions to be fulfilled by Station Magazines.

Art. 14. Station magazines should combine as much as possible the following conditions:—

"Good road communications, spacious stations, lines, and buildings, capable of enlargement," situated at a bifurcation of the line and upon one of the
main lines of rail, in order to facilitate the supply of provisions which, sent from all parts of the country, make use of the lateral communications and converge to the main lines.

"Large spaces fit for detraining, with sufficient platforms, sheds for merchandise, shelters, or at least spaces for their construction, with paved or stoned approaches," sidings of extent and in number sufficient to always ensure the freedom of the main lines, "all the accessories for the proper working of the stations, such as water-tanks, turn-tables, cranes, &c."

A distance from the points of concentration of the Army sufficient to ensure freedom of movement in its rear without endangering the provision centre in the event of retreat.

**Position of Station Magazines.**

Art. 15. "The Minister of War, before the commencement of the campaign, decides upon the station magazines and the Army Corps which each is to supply. During the operations their situation and application may be changed by the Minister. Any alteration of designation or use, or the successive changes which any of them may have to undergo, are notified to the Officers Commanding Army Corps, to the Superior Railway Commission, and to the Director of Field Railways."

"As the Army advances and takes up new bases of operations, new station magazines are established near the new transit stations. In this case the position of the new station magazines is settled by the Commander-in-Chief on the suggestion of the Superior Commission and the Director of Field Railways."

"The modifications thus introduced are at once made known to the Minister of War and to the Officers Commanding Army Corps, as well in the interior as in the field."

"These changes do not generally necessitate the suppression of the original station magazines established at home in rear of the first base of operations, which then supply the reserves in the second line, and act as regulators for movements towards the interior in case of evacuation or retreat."

"The station magazines formed in the theatre of war are intended to receive provisions and matériel collected on the spot, or coming from the interior and the frontier station magazines."

**Provisions.**

Art. 16. The provisions to be held in readiness in station magazines for the troops to be supplied are generally as follows:—

- 15 days' flour.
- 2 days' biscuit.
- 15 days' groceries (rice or vegetables, salt, sugar, and coffee).
- 3 days' preserved meat.
- 15 days' corn.

"These provisions are intended, no matter their source, for the service of the whole army, without regard to corps."

"The only exception to this rule is with regard to the baggage and matériel belonging to each corps."

**Situation of Provision Depôts in Peace Time.**

Art. 17. The establishments to be set up in station magazines only admit of sheds, marqueses, and store-rooms of a temporary description, sufficiently strong to ensure the preservation of the provisions for a few months. These shelters are only erected at the time of mobilization.
Consequently in peace time the provisions are placed in special magazines, the locale of which is settled by the Minister.

**Managing Staff.**

Art. 18. Each station magazine is the seat of an Etappen Commission, composed as follows:—

A Field Officer of the territorial army as Etappen Commander, a Military Commissary in charge of the direction and general superintendence of the service.

A Captain and a Lieutenant or Sub-Lieutenant of the territorial army, as assistants, helping the Commissary in all the details of the service.

An official of the military intendance in charge of the administrative services of the station. Through him are sent to the responsible Officers of the administration, all orders concerning them.

An agent of the railway companies, styled Technical Commissary.

A sub-officer or corporal of the territorial army as secretary.

The station magazines established within the base of operations take their orders administratively from the Corps Intendant in the territorial arrondissement in which they are situated. Those established beyond the base of operations are under the orders of the Chief Intendant of the Army.

**Executive Staff.**

Art. 19. The execution of the service is carried out under the direction of the Etappen Commission by an Auxiliary Staff, which includes—

An Officer and an Assistant Officer of Administration belonging to each of the following services: Hospitals, Provisions, Clothing, and Camps.

Military artificers and hospital attendants in sufficient numbers.

This staff is under the direct orders of the Officer of the Intendance. The responsible Officers of the Administration have, however, to comply with urgent orders which may be given to them by the Military Commissary, referring the matter as soon as possible to the Military Sub-Intendant.

An Assistant Engineer Officer.

A special staff for the matériel belonging to the engineer service, composed of a sergeant, two corporals, and eight sappers.

An artillery guard furnished by the grand park.

A special staff for the artillery matériel, composed of a Quartermaster, a bombardier, and ten gunners furnished by the foot battery attached to the grand park. This staff will be detailed for the service by the Officer Commanding the grand park.

The Military Commission has besides under its orders a detachment of the territorial army which furnishes auxiliary workmen as required.

It has also at its disposal the break-down gangs belonging to the station, whose strength is regulated by the railway companies according to the importance of the operations.

If the station magazine is at the same time a halting place for meals, the detachment of clerks and workmen belonging to the Military Administration, the number of which is settled by the Regulations of the 9th March 1853, referring to the victualling of troops during strategic movements, is placed at the disposal of the Commission.

**Assembly of the Staff.**

Art. 20. The Military and Administrative Staffs of the station magazines should be at their posts on the day fixed by the Minister for the mobilization.
FOR THE FRENCH ARM\textsuperscript{y} IN TIME OF WAR.

Sheds and Magazines.

Art. 21. The sheds and storehouses are either those belonging to the station, or are put up as soon as the mobilization commences, "on ground selected by the Superior Commission and the railway companies. The latter have to carry out the work."

Should the space furnished by the sheds and storehouses be found insufficient, tents or tarpaulin may be used, a supply of which is kept in readiness in those places where in peace time provisions are stored.

"The sheds and magazines are arranged separately by services (artillery, engineers, hospitals, provisions, clothing, camps, and baggage of corps)."

In anticipation of strategic movements necessitating a withdrawal from a station magazine of the supplies for an Army Corps other than those which have been told off to it, it will be expedient, whenever possible, to extend the supplying radius, to enable as much as twenty-five days' supplies to be collected for the normal effective strength of the corps to be supplied.

Mat\textsuperscript{e}riel.

Art. 22. A special plant for station magazines is, in accordance with the circular of the 23rd October, 1888, collected in peace time in the provision depots. It is taken there at the same time as the provisions. These stations receive, besides, the plant belonging to the Army Corps of the active Army, which is sent off to the stations at the same time as the troops.

Lastly, general reserves of appliances, collected at certain points in rear, allow the rapid replenishing of the matériel of the station magazines, and of that of the Army engaged in active operations.

Section II.—Working of the Service.

1st. Transport of mat\textsuperscript{e}riel and provisions from the interior to the station magazine.

General Rules.

Art. 23. "The rules which regulate the ordinary transport of matériel and provisions, and which are explained in the first part of the orders of the 1st July, 1874, are applicable to strategic movements within, as well as beyond, the base of operations, with the exception, however, of modifications, which are given hereafter.

"From the day of the order for mobilization, the military authorities are forbidden to give any orders concerning transport to the stations:

"All demands for the transport of the various services of the War Ministry and the territorial authorities are addressed in duplicate for each separate service and for each station to the Superior Railway Commission, which arranges them in the order of urgency, and returns them, one to the authorities from whom they come, the other for the information of the railway companies, after having given the classification, number of the station, and the date when the transport can take place.

"The order for the movement is then settled by the competent authority, who decides upon the speed to be employed.

"Later on, the Superior Commission reserves to itself the right to name the stations which may be reopened without interfering with the general execution of the service for the reception of direct orders for transport.

"The service is carried out by the companies, according to the time-tables, under the direction and on the responsibility of the Superior Commission, assisted by the Railway and Etappes Commissions."
All the matériel produced in the territorial region of an Army Corps and belonging to that corps is sent to the station from which the corps starts, under a permit addressed to the responsible Officer attached to the Etappen Commission sitting at that station, the loaded carriages being sent on as they arrive without unloading.

This movement, however, constitutes two distinct transports or journeys, of which the etappen starting station is the intermediary, and each journey requires a separate way-bill.

It is the same for the convoys from the station magazines towards the interior of the country.

A letter warning of the despatch of the convoy is sent to the Officer of administration at the station magazine.

A duplicate of this letter is sent to the official in charge of the etappen starting station through the Commissary of that station.

Each railway van has on the outside a placard stating the nature of the load, the name of the starting station, and that of the station to which sent.

Service on Arrival.

Art. 24. The Etappen Commission of the station magazine has to see that the main line is kept permanently free and open.

As a general rule the matériel and provisions destined for the Army, whether they come from starting stations or from any other source, are only sent to station magazines, where they should be at once detrained.

The agents of each service at once sort out, receive, and warehouse the matériel.

The work of loading and unloading the vans is done by the ordinary porters of the railway companies under the direction of the Etappen Commission; in the event of insufficiency, with the help of soldiers or labourers drawn from the population, and placed under the orders of the stationmaster at the charge of the railway company.

Exception to the Rule for Detraining.

Art. 25. As a rule, therefore, provisions and matériel sent from the interior to the station magazines should be unloaded on arrival in order to avoid the accumulation of carriage and the crowding sure to arise from the delay more or less prolonged of the trains beyond the time absolutely necessary.

However, when it is found necessary to send off immediately trains of provisions or stores, or when, in order to keep pace with the ordinary demand from the Army for provisions or matériel, on the arrival of loaded trains at the station magazines it will be found advantageous to utilize the whole or part of their loads for the convoys to be sent on to the advanced etappen stations. For the sake also of rapidity and facility of movement it will be as well to abstain from unloading those carriages which, from the nature of their cargo, might be included in the trains to be sent on the same day to the Army.

These arrangements should always be observed with regard to the matériel for the siege parks of the artillery and engineers, which cannot be considered as provisions.

The same rules are to be observed, whenever necessary, with regard to consignments to the interior in the event of evacuation and retreat.

Emergency, Trains.

Art. 26. “To ensure, at the most advanced line, those supplies of warlike
stores and provisions which are necessary in all cases," the General Officer
Commanding directs the railway companies, in conjunction with the Superior
Commission, to take "the necessary measures to have, at the most, two or
three loaded trains ready on each line in advance of the station magazine
the nearest to the Army.
"These loaded trains form movable magazines, which are called emergency
trains (en cas mobiles).
"These emergency trains should be replaced by others as soon as the first
have been emptied.
"Vans so employed are accounted for by the military agents, as well as by
those of the railway companies, to enable the latter to charge, according to
the approved scale, for those vans which should be at their disposal."

**Accounts.**

Art. 27. The books to be kept at each station magazine by the official in
charge of each service are:—

1. Those relating to matériel—
   - A day-book;
   - An annual register, in single entry, of the management up to date;
   - A register of receipts, with counterfoils;
   - A general register of articles which are not included in the list of
     matériel;
   - A forwarding book;
   - A register of packing materials used in making up the packages;
   - A book for provisional receipts.

2. Those relating to cash—
   - A journal of receipts and expenses;
   - A daily check register;
   - An account of advances received.

**Statements of Condition.**

Art. 28. The Military Sub-Intendant receives from the responsible Officers
of the services over which he has control a statement of the condition of
each magazine, detailing the existing resources. He forwards these state-
ments to the Military Commissary, accompanying them with a general return
giving the importance and the movement of the various supplies for the
administrative services as well as of the regimental baggage.
"The officials in charge of the artillery and engineer services forward to
the Military Commissary similar statements of the matériel of these arms.
"The Military Commissary forwards daily these returns to the Com-
mander-in-Chief of the Army, who informs the Intendant of the Army, and
if necessary the Officers commanding those Army Corps affected. Should
the Officer Commanding-in-Chief think it necessary, he may direct that a
copy of these returns or an extract therefrom be sent direct by the Military
Commissary to the Commandants of Army Corps."

**Reconsignment to the Army.**

**Demands for Consignments and Orders for Transport.**

Art. 29. "The station magazines transfer the matériel and provisions to
the Army Corps, or to the magazines formed in advance of the line of
operations."
The General Commanding-in-Chief receives daily the demands for stores and provisions required by the different arms; the Chief of the Staff forwards them, indicating the order of their despatch to the Committee of Field Railways, by whom they are in turn sent on to the Superior Committee.

This committee subsequently gives the necessary orders to the Line and Etappen Committees.

The supplies are sent by rail, at a speed specified in the time-tables or by special instructions issued by the Superior Committee to the transition station.

"Beyond the transition station the speed of the trains is regulated by the Department of Field Railways, between which and the Superior Committee a constant exchange of time-tables is made."

Thus, in principle the Etappen Committee of a station magazine receives all orders for transport through the intermediary of the Superior Committee, which, however, has, in urgent cases, to carry out the orders sent direct by the Department of Field Railways on its own responsibility.

However, in practice, from the commencement of hostilities, the Officer Commanding-in-Chief decides upon the articles to be kept in readiness at the front stations of the etappen line, and, save in exceptional cases, when once the movement of the trains has been arranged the demands for supplies may be sent direct by the Officers Commanding Army Corps to the station magazine which serves them, or generally the Etappen Committee at the foremost station informs the station magazine of its wants to enable the latter to forward sufficient to keep the former amply supplied.

Conduct of the Transport.

Art. 30. All convoys destined for an Army Corps are sent from the station magazines to the foremost etappen stations used by that corps, by the Department of Field Railways.

"The Military Commissary sees that the matériel and provisions are sent off in the trains set apart for the purpose by the Superior Committee.

"He has delivered, at the proper time, to the Military Sub-Intendant by the Technical Commissary the carriages necessary for the daily services in his charge.

"The Military Sub-Intendant sees that the trains are made up in accordance with the orders he has received, bearing in mind that generally groceries (rice, salt, sugar, and coffee) may, with advantage, be packed in separate parcels in the same vans, whereas it is advisable to load carriages separately with the other provisions (preserved meat, biscuit, bread, flour, corn, and liquids)."

Convey Railway Guards.

Art. 31. All trains sent from station magazines, as well as those which might pass through them, are placed in charge of railway guards furnished with warrants for their personal transport, who retain charge until arrival at their destination.

The railway guards are responsible for the freight. They receive a daily allowance fixed by the Minister. Should it be found necessary to leave one or more vans on the way, one of the guards would remain with them to ensure the prompt despatch of their loads.

For the transport of cattle, drovers accompany the guards.

Way-bills.

Art. 32. For each convoy from the station magazine to the Army the
forwarding agent makes out an invoice, according to services, in duplicate. In it are entered the number of each van, its freight and destination.

The two copies are given to the guard, who hands one to the official receiving the convoy and brings back the other receipted.

**Schedule of Freights.**

Art. 33. The way-bills are entered in a schedule (Form No. 10 of the Regulations of the 1st July, 1874), in lieu of the ordinary form of way-bill. This schedule is made out in duplicate, certified by the stationmaster or his deputy, countersigned by the Officer of the Intendance, or, in his absence, by the military member of the Etappen Committee; it is then signed on taking over charge by the railway guard.

At the transition station one copy is given to the stationmaster, after signature by the military member of the Etappen Committee, to certify to the carriage up to that point.

The other copy is signed by the same official as authority to proceed, and remains with the train up to destination.

“The schedule, which had been given to the stationmaster of the transition station, is kept in support of the transport invoices made out by the railway companies as proof of the service performed. The other handed in at the station of destination is sent to the military section of the Field Railway Department.”

**Trains passing through the Station Magazines without Unloading.**

Art. 34. When a train, loaded with provisions or other stores, passing through a station magazine is, exceptionally, without unloading, sent on beyond the base of operations, as in the case mentioned in Art. 25 of these Instructions, the way-bills accompanying it are withdrawn by the receivers and discharged as for work done. After rapidly looking over the contents without unloading, the responsible officials make out at once from the originals new way-bills as stated in Art. 32. In this particular case, the inspection of the stores having been rapidly made, the new bills are headed “urgent re-expedition.”

**Case when the Station Magazine is situated beyond the Base of Operations.**

Art. 35. When the station magazine is established in the theatre of war itself, the reception, storage, and re-expedition of stores and provisions to the stations at the head of the etappen lines are carried out according to the rules given below for station magazines situated within the base of operations.

**CHAPTER II.—Revictualling from the Rear.**

Art. 36. Revictualling from the rear consists in drawing, by the means open to all armies in the field, either from the station magazines supplied by the central administration, or from the depôts formed by the Army administration beyond these station magazines, all that the regions occupied by the Army cannot furnish.

**Section I.—Means of Execution.**

1. Personnel.

Art 37. The staffs for the direction and execution of revictualling are in general under the military authority.
Staff for Direction.

The officials of the military intendance.

Executive Staff.

The administrative Officers of the Intendance attached to Army Corps, to the headquarters of Armies, and to the services in rear.

The following assist equally in the supply service under the military authorities:

- Officers belonging to regiments and headquarters performing Commissariat duties.
- The men of the Transport Corps, who are placed by the military authorities under the Administrative Officers of the various services.

The permanent staff and the drivers of the auxiliary transport train.

Art. 33. The following also, in part, assist in the victualling service:

- The Etappen Committees, the Military Committees of Field Railways, and the officers in charge of etappen lines, according to the Regulations of the 1st July, 1874, concerning transport by rail, and to the provisional regulations for the etappen service.

2. Matériel.

Art. 39. The Ministerial regulations give in detail the matériel for Army Corps, and headquarters of Armies in the field.

For the purpose of distribution corps receive no other scales than those included in the appliances (petit outillage) furnished to Commissariat Officers. Moreover, bread is counted, boxes of biscuits show the net weight, rice and salt are given out by messes, and sugar is issued by guess.

Means of Transport.

Art. 40. Each Army Corps is provided with three administrative trains (convois), one per division of infantry, and one for the headquarters. Each of these administrative trains, horsed by the military train, carries four days' provisions for the full strength of the troops which it serves.

Moreover, each regiment and battalion is provided with a regimental transport which carries two days' provisions.

Each Army Corps is, therefore, in reality provided with six sections of wagons carrying six days' provisions.

Art. 41. The carriages composing the regimental and administrative trains are of different kinds, viz.:

- Four-wheeled wagons drawn by two horses.
- Four-wheeled wagons drawn by four horses.

Auxiliary carts of two or four wheels drawn as much as possible by two horses.

Exceptionally, one-horsed carts, called regimental carts, are still used.

In consequence of the diversity of the carriage, care has to be taken to load them so as to avoid as much as possible the shifting of the loads.

Auxiliary Train.

Art. 42. As the provisions carried by the regimental and administrative trains have always to be within reach of the troops, it is necessary, to carry out the victualling, to make use of an auxiliary train.

Consequently, each Army has with it an auxiliary train in four sections, each carrying one day's provisions.
Each Army Corps section is composed of 150 carts, each carrying on an average 1,765 lbs.

The four sections of an Army Corps comprise, therefore, 600 carriages.

It follows that an Army composed of four Army Corps will have 2,400 carts, or 2,550 allowing for a reserve.¹

These carts are, during the operations, under the orders of the General-in-Chief, who divides them among the Army Corps as required.

Art. 43. The auxiliary train is formed apart from the mobilization, according to rules contained in a Ministerial regulation.

Each section of 150 carriages forms a distinct administrative unit. Each is designated by the number of the corps to which it is attached, and also by a special number.

Management of the Regular or Auxiliary Trains.

Art. 44. In the field the military intendance has authority over the train, whether regular or auxiliary, forming part of the administrative convoys employed in victualling.

This authority is exercised in each Army Corps by the Intendant of the Army Corps; in each division by the military Sub-Intendant.

For the service in the rear it belongs under the same conditions to the functionary attached to the Officer in charge of the lines of communication. However, the time of starting and the road to follow are settled by the Officer commanding, and if necessary on his authority by the etappen officials.

The etappen troops furnish escorts whenever they are considered necessary.

Section II.—Mode of Victualling.

Art. 45. From the foregoing it follows that each Army Corps has constantly at its disposition six sections of wagons, each capable of carrying one day's provisions, viz.:—

Two sections of regimental transport employed essentially on the march, generally in rear of the troops whom they should be able to overtake during the day, and are always under the orders of the Officers Commanding Corps.

Four sections of the administrative trains. These four sections are seldom together; their arrangement in rear is regulated by the requirements of the supply service, but in all cases one or two sections should be able to rejoin during the day or night. These last follow at intervals of half a stage in rear of the regimental transport.

Following the administrative convoys come the four sections of the auxiliary train, generally at a distance of two marches from the troops.

It is important with regard to the free movement of the troops that this interval, in which are already placed sections of the regular trains, should not be decreased.

Art. 46. On the other hand, the daily provisioning of the troops should be, as much as possible, with bread, biscuit being kept as a reserve for those days when there might be a scarcity of bread. From which it follows that it is necessary—

¹ The effective strength of an Army Corps is 30,000 men and 10,000 horses; the weight of a food ration is 3·2 lbs., and that of a ration of corn 11 lbs.; the total weight to be carried by a section is 229,877 lbs., which, allowing 1,764 lbs. per wagon, gives 130 wagons. Taking into consideration the weight of the drivers and others, the supplementary transport and forage, 150 has been fixed as the number of wagons for a section.
1st. To free the regimental and two of the four sections of administrative trains from their original load of biscuit in order to replace it with bread.

2nd. To load with the four days' biscuit thus obtained a special convoy always kept near, and in rear of the Army.

For that purpose will be employed two sections of the auxiliary train, which will march a short distance in rear of the last wagons of the administrative convoys.¹

Consequently, an Army Corps will have at its disposal for the actual victualling, i.e., will be able to renew day by day the provisions consumed, six sections corresponding to six days' provisions, independent of the four days' biscuit of the special convoy, and of the two-days' provisions carried by the administrative convoys exclusive of their biscuit.

Art. 47. The advanced stations of etappen lines being the points of arrival and of distribution of the provisions forwarded by rail, it is at these stations that the actual victualling begins.

As long as the Army moves by rail the foremost etappen stations will have to be moved nearer to the advanced lines according to the movement of the troops; the distances which provisions have to be sent by road are never very considerable. Moreover, these convoys may in a great measure be helped by means of branches from the main line of rail.

On these conditions the regimental trains will often be sufficient for the transport of the provisions, and as long as the distance between the discharging station and the troops does not exceed 9 miles, the arrangements for the coming and going can present no difficulty; the advanced etappen stations and their adjuncts on branch lines will be the points of distribution.

Art. 48. If the Army halts at a greater distance than 9 miles, the regimental trains will not suffice for the transport of the provisions from the distributing station to the troops. The two sections of the administrative trains, freed from their load of biscuit, will commence working, and will carry provisions from the station for a distance of 15 miles, where the regimental trains will receive them and take them for a further distance of 9 miles, say in all 25 miles. However, if the Army, being at a distance of 15 miles from the station, has to march on the following day a further distance of 15 miles, the regimental transport, which has followed the troops in the first march and assured its supply on arrival in camp, will not be able in the next twenty-four hours to cover the 33 miles necessary to obtain provisions from the administrative trains 9 miles in rear, and then rejoin the troops at the second halt in time for the evening distribution. The greatest distance at which troops can be supplied on the march is therefore 15 miles.

Art. 49. If this distance is increased it becomes necessary to employ the two available sections of the auxiliary train to ensure the continuance of supplies. They carry from the station to a distance of 15 miles, where they are met by the administrative train, which transfers the supplies and takes them on for another 15 miles. The regimental trains then take them on to the troops, to the 40th mile from the station, unless they are on the march, when the supply service will be limited to the 30th mile from the station.

Art. 50. If the distance still increases it will be necessary to organize requisitioned transport in order to bring the auxiliary train into communication with the etappen station. This duty devolves upon the military subintendants of the etappen stations, and upon the Officers in charge of the

¹ The net weight of a biscuit ration being 25·9 ozs., a day's biscuit for an Army Corps weighs 53323·7 lbs., and requires 33 wagons, but taking into consideration the weight of the drivers and others, it is better to allow 50 wagons, say 200 wagons or one section and a third for the four days' biscuit of an Army Corps. The 100 remaining wagons will be loaded with a day's corn and preserved meat.
lines of communication in accordance with the regulations concerning the
etappen service.
In this case it must be borne in mind that to ensure the regular transport
it is necessary that the convoys should have periodically a few days' rest for
the repair of carriage and the recovery of the teams; it is as well to arrange
for five sections of requisitioned carriage to ensure the transport for two
stages coming and going.

On these conditions the Army will be supplied for a distance of 70 miles
from the station, if halted, or 60 miles if on the march.

Art. 51. It must not be supposed, however, that this distance is the extreme
limit to which an Army can move without imprudence with regard to the
advanced supplying stations.

In fact, from the foregoing it might be inferred that the Army was supplied
entirely from the rear, whereas if it is operating in a fairly rich and populated
country, the local resources will furnish at least the half of the necessary
provisions, so that the administrative and other trains can be sub-divided
and worked by relays, each doing 30 miles.

On the other hand, the field bakery of each Army Corps, which marches
about 30 miles in advance of the administrative convoys, will be able even
during the march to supply half the fresh bread required, the convoys from
the rear supplying them with flour, which will greatly facilitate the service.

It may, therefore, be taken that in the normal conditions of a European
war an Army could if necessary, but for a very short time only, be supplied
to a distance of 125 miles from its last railway magazines. In the event of
sudden accident there would still be two days' provisions on the administra-
tive sections carrying biscuit, and four days' provisions and one day's corn
on the special convoy.

Art. 52. If the Army after a success is required to move rapidly far from
its base in countries the supplies of which have been exhausted, and where
the railways have been destroyed, it will be indispensable to ensure the
supply to form on the lines of communication successive magazines, which
would be chiefly supplied from the rear by means of a largely increased
requisitioned transport while the railways were being repaired, which duty
should be undertaken at once.

The establishment of a line of magazines is always attended to by prudent
Generals.

CHAPTER III.—Victualling on the Spot by Working the Local Resources.

Section 1.—General Principles.—Principle of Victualling on the Spot.

Art. 53. The usual conditions, by reason of the difficulty of maintaining a
sufficient supply from the rear, necessitate generally the direct working of
the local resources.

However, political considerations, and in all cases the necessity for
husbanding the resources of the country in case of retreat or of the passage
of other Army Corps, cause to be kept within proper limits the application of
this method of supply.

Consequently it behoves the General in Chief Command, who alone can
understand the position of the Army with regard to the country occupied, to
arrange in what way the local resources are to be worked.

In principle, within the limits of the Regulations, each unit should draw
from the country occupied all that can be obtained from it, what is wanting
is demanded of the administrative convoys, and from them to the convoys in
the rear.
Art. 54. In order to ensure, without confusion or competition, the working of the local resources, it is necessary to arrange exactly each day those zones of the country occupied in which are to operate the officials who, on the one hand, have to provision the divisions and brigades, and on the other those of the superior administration of the Army Corps who have either to supply the convoys or to organize etappes magazines in rear of the Army.

It is necessary even in cantonments that the regimental and administrative agents should operate at distinct and clearly-defined points, in order not to impede their operations, and endanger the service by drawing too much from one locality while neighbouring centres would remain free.

Consequently, when it is decided to live on the country, as is usual, Officers Commanding Army Corps, Divisions, and Brigades, when allotting the cantonments or bivouacs to be occupied by the troops under their orders, should point out to each a zone for requisition in which it alone will act.

This zone of requisition is limited to the cantonments themselves, if they are of sufficient extent; if they are contracted, and do not offer sufficient resources, the zone of requisition is extended to the rear, to the flanks, and even to the front of the positions occupied. If, however, it is found impossible to extend the zone of requisition, the supplies forthcoming must be used by a part of the unit specially detailed while the remainder is fed by the convoys from the rear.

The administrative officials of all ranks receive precise and detailed information of the orders of the Commander-in-Chief, and thus know how to act.

Means to be Employed.

Art. 55. The means to be employed for the profitable working of a country are:

Purchasing in open market.

Requisitions, according to regulation at home, by force in an enemy's country. Purchases for ready money attract sellers and facilitate the collection of provisions; it is better to deal in that way than by requisition, either at home or abroad, the latter method in fact leads to the concealment of supplies, necessitating search with a considerable loss of time, and only gives a very incomplete and uncertain return.

It is also better, according to European conditions, that the Commander-in-Chief should demand money contributions, the only war tax which can be equitably divided, and which populations can support with the least difficulty, and to employ the funds thus obtained in the daily purchase of the necessary provisions.

Section 2. Execution of the Service, Staff and Means of Action.

Art. 56. The staff occupied in the working of the local resources, apart from the actual administrative agents, comprises the Officers in charge of the commissariat of regiments and headquarters (regimental commissaries), according to the Regulations of the 17th March, 1882.

The means of action at the disposal of this staff are:

For the Administrative Services.

1. Advances of money made to the responsible Commissariat Officers.
2. The transport belonging to the administrative and auxiliary trains, and such as may eventually be formed.
FOR THE FRENCH ARMY IN TIME OF WAR. 1149

For Regiments, &c.

1. The funds at their disposal which may be used for the payment of purchases made by the regimental commissaries. Advances thus made from regimental funds are repaid to the paymasters by the Officers of administration as stated in Art. 18 of the Regulations of the 17th March, 1882.

2. The regimental carriage belonging at all times to each regiment or battalion, and eventually the wagons obtained by requisition.

Art. 57. The rules to be followed by the administrative agents, concerning the mode of operation, and the vouchers to be produced, are found in the regulations in force.

For regiments and headquarters they are stated in the above-mentioned Regulations of the 17th March, 1892, completed as stated in Arts. 58, 59, and 60.

Duties of the Regimental Commissary during the Period of Mobilization.

Art. 58. From the first day of the mobilization the regimental commissary inspects the transport and becomes answerable for it.

He loads the carts with the 1st line provisions over which he keeps a constant watch. If necessary he issues these provisions and takes steps to replace them at once. In cases of loss or damage he reports to the sub-intendant or his deputy the cause thereof. He is the agent of the regimental council of administration for the safety and preservation of the 1st line provisions for which the council is responsible.

He takes the place of the Captain charged with the distribution of stores during the time of mobilization, and superintends the issue of haversack provisions to those men of companies not previously supplied.

Duty during Strategic Movements.

Art. 59. The provision wagons having been taken to the station and placed on trucks by Officers detailed for that duty, and the feeding of the troops during strategic movements being assured at the halting stations by the military administration, the intervention of the regimental commissary is not called for during this period.

He starts with the first train which takes men of his regiment. Before leaving he receives from the Officer commanding information of the places where each unit will be quartered. On his arrival at the point for detraining he is informed by the military etappen commissary of the centres of manufacture and distribution for his Army Corps.

Duty during the Period of Concentration.

Art. 60. On arrival at the cantonments the regimental commissary visits the centres of manufacture and distribution, he reports his arrival to the sub-intendant of his corps, who gives him all the necessary instructions, and he also puts himself in communication with the administrative agents in charge of the distribution.

During the whole of this period he is occupied with the daily supplies made to the troops by the administrative services; if necessary he assists in the requisitions or purchases to be made, of cattle, hay, straw, and fuel.

He unloads the carts of their biscuit, and employs them between the centres of distribution and the cantonments.

Duty during Active Operations.

Art. 61. During active operations the regimental commissary acts according
to the general rules contained in the Regulations of the 17th March, 1882, as well as the instructions given in the fifth chapter which follows.

CHAPTER IV.—Supply of Meat to the Army.

Art. 62. The service for the supply of meat is organized by armies.

With each Army is a contractor answerable for the purchase, transport, and management of cattle in rear of the lines of the Army. He delivers to the Officers of the administrative convoys belonging to the several Army Corps a sufficient number of animals to ensure the supply of meat to the troops for two days.

He may be held answerable for the full execution of the service, both slaughtering and distribution, at those points in rear which are in his charge.

Supplies.

Art. 63. The contractor is bound to maintain within reach a supply of cattle for ten days for the whole of the Army, which supply is divided as hereafter explained, between the stores and parks of the Army and Army Corps.

He is allowed every latitude in the purchase of cattle. He may not, however, work in the zone occupied by the Army without the consent of the Commander-in-Chief.

Cattle Depôts.

Art. 64. Cattle pens are established in the immediate vicinity of the railway used for supply purposes, and are placed conveniently along that line so long as it is used for supply, and at settled points along the lines of communication when the Army moves by road only.

The Commander-in-Chief approves of the situation of these depôts and decides upon the size and composition of each. Their total supply of live cattle equals four days' provision of meat for the Army.

Cattle Park for an Army.

Art. 65. At a distance of two days' march from the front, an Army park is formed which keeps within reach of the troops a two days' supply of cattle for the total effective strength.

This park, as well as the other depôts, is the sole property of the contractor. He is, however, supervised by an Officer of the administration as well on the march as when stationary.

This Officer sees that the supply of cattle is kept up to full strength. He transmits to the contractor's assistant the orders for delivery and sees that they are carried out. He inspects the animals, and has them weighed before delivery to the Army Corps.

In case of the absence on duty or without leave of the assistant, he sees to the continuance of the supply at the contractor's risk.

The successive positions of the Army parks are settled by the Commander-in-Chief.

Army Corps Parks.

Art. 66. A park for each Army Corps, belonging to the contractor, is kept as much as possible at a day's march from the troops, and has a supply of cattle for four days for the effective strength of the Army Corps.

The arrangements for superintendence by an Officer of the administration and for the selection of position are the same as those for an Army park.
Herds of the Administrative Convoys.

Art. 67. Each administrative convoy of an infantry division, or headquarters of an Army Corps, is provided with a herd of cattle for a two days' supply.

These herds are in charge of the Officer of administration, who is answerable for their safe guard and management, their slaughter and distribution. This Officer has an assistant for the management of details.

Delivery of Cattle.

Art. 68. The forwarding of cattle from the Army park to the Army Corps parks, and from them to the administrative convoys, takes place daily and regularly according to settled arrangements, which may only be altered by order of the Commander-in-Chief, or in urgent cases upon the direct demands of Officers Commanding Army Corps, who report to the Commander-in-Chief.

The Officers of administration attached to these parks see to the regular transmission of the cattle necessary to take the place of those killed for supply. They are for this reason kept constantly informed of the movements of the Army Corps.

The action and, consequently, the material responsibility of the contractor ceases with the delivery to the official of the administrative convoy or to his substitute.

Slaughter and Distribution.

Art. 69. The beasts are slaughtered and the meat distributed every day in each infantry division or headquarters of Army Corps, under the direction of the Officers of administration. When necessary, however, live cattle may be issued to the troops, in which case the regiments slaughter for themselves, by means with which they are provided.

In the event of the administrative staff being too weak to supply Officers for these duties, or from any other cause which would necessitate the whole service being carried out by the contractor, he may be called upon to slaughter and issue direct to the troops.

This last method may be practised with advantage when the Army is halted for a long time.

Contractor's Employés.

Art. 70. Those employed by the contractor must be of French nationality, except by special permission of the Commander-in-Chief.

Exclusive of the workmen and drovers attached to the depôts and parks, they are:

The contractor or his representative with the headquarters of the Army.
An overseer with each Army Corps.
A managing overseer with each depot or park.

The gendarmerie with armies has over the contractor's personnel those police powers given by the regulation with regard to all non-military followers of the Army.

Auxiliary Means.

Art. 71. When, by reason of the requirements of the campaign, the Commander-in-Chief finds it necessary to have recourse either to billeting, to the issue of preserved provisions or salt pork, to supply by requisition, by direct purchase, or to the use of captured supplies, the contractor can make no claim for indemnity.
Art. 72. A specification special to the contract for the meat supply of an Army ensures the working of the service on the general conditions which have been given.

Special Arrangements at the Time of Concentration.

Art. 73. The supply of meat to the troops on arrival at the points of concentration is effected by local purchases or by requisition until the regular service is in working order.

During this period the contractor collects his personnel, makes his purchases, and takes the cattle to the settled points, so that as soon as the railways are free the herds can be removed by special trains and taken without unloading to the places selected for the formation of depots and parks.

Cattle trains are provided in the transport arrangements for the mobilization from the 15th day.

Chapter V.—Working of the Victualling Service during Active Operations.

Section I.—During Marches.

Marches to the Front.

Art. 74. When an Army Corps advances, as a general rule, the local resources should be drawn on, and the convoys and supplies from the rear should only be used to supplement them, the commissariat and administrative Officers should then, unless contrary orders are issued, employ the most effective means to work the country occupied.

In these circumstances, the cavalry, which moves in advance of the Army Corps, can be of great use to the troops following, either in transmitting to the communal authorities the orders for requisitions from the military authorities, or by collecting the local resources and sending them to the Army. This last measure may be advantageously employed in localities situated on the flanks of the Army, and where the troops are not to be halted.

Art. 75. During the marches to the front, the military sub-intendants and the Commissariat Officers precede the troops as much as possible in order to make their purchases and requisitions before the arrival of the Army.

A detachment of workmen belonging to the administration, taken from the administrative convoys and composed for the greater part of bakers and forage-binders, under an Officer of the administration, marches with the advanced guard, and is at the disposal of the military sub-intendant, who employs them as required either in making bread or collecting and rationing forage, and in helping by every means the action of the Commissariat.

This detachment moves and remains with the troops, no matter at what distance from the administrative convoy they may be.

Art. 76. When on the march the advanced guard is followed by a herd equal to one day's meat for the effective strength to be supplied. With this herd is a party of workmen of the administration composed of butchers and drovers, taken also from the personnel of the convoys, under an Officer or non-commissioned officer of the administration.

On arrival in camp the herd is slaughtered at a point detailed in orders.

As soon as the regimental commissary has requisitioned supplies from the civil authorities, or has arranged for their purchase, he calls for the necessary
FOR THE FRENCH ARMY IN TIME OF WAR.

1153

carriage to fetch the meat for each camp. On the return of these carts the
meat is issued to the troops without delay, in order that it may be cooked in
the evening.

Art. 77. From the foregoing it will be seen that during operations the
troops can only cook once a day.

Generally, unless ordered to the contrary, those fractions which start before
9 A.M. have a light meal (coffee, preserved meat, or cold meat cooked the
previous night) before starting, and cook in the evening. Whereas those who
start after 9 A.M. cook and have a hot meal before starting, and have a light
meal in the evening.

Art. 78. Every day on arrival in cantonments, the regimental commissary,
according to the local resources of the zone to which he has been told off,
requisitions or buys the necessary provisions, fuel, and forage.

Forage and fuel not being carried by the administrative convoys, are of
necessity obtained by requisitions, or are bought on the spot. If necessary,
by order of the Commander-in-Chief, wood is cut, under strict supervision,
to prevent disorder.

With regard to provisions, according to the orders given and the resources,
they will either be requisitioned for the whole effective or only for a part,
which, moreover, will gradually become smaller as the concentration goes on,
and the quarters occupied are drawn nearer together; in default of the pro-
visions named in the Regulations, equivalent provisions will be issued.

In the evening, or at latest next morning, the carts will be loaded with
articles obtained by requisition or purchase, what is wanted to complete, if
any, is taken from the administrative convoys. For this purpose the military
sub-intendant, on receipt of the necessary information, orders the Officer in
charge of the administrative convoy to forward the wagons required to some
central point near the camps, where the regimental transport can reload.
Notice of this is given to each corps.

This is usually done at night or in the small hours of the following morn-
ing. As soon as reloaded the regimental transport resumes its place in the
order of march.

Pursuit.

Art. 80. During a pursuit, the rapidity of movement does not allow of
supplies from the rear coming up with the troops; consequently all that is
required for the troops has to be obtained on the spot. It becomes necessary,
therefore, each day to assign to the troops a sufficiently extended zone of
action.

The most preferable method will be that of billeting, the inhabitants feed-
ing the troops, thereby ensuring greater liberty of action and the indispensa-
ble rest.

Retreats.

Art. 81. During retreats the positions of the component parts of the column
are reversed, the wagons of the administrative convoys and even those of the
regimental trains move at the head and as far to the front as possible.
During the first days of a retreat it is almost impossible to work the local
resources. If, however, marching with any degree of security the men may
be billeted and fed by the inhabitants.

The surest way to supply the wants of the troops will be to establish on
each of the lines of retreat, in places fixed upon beforehand, and which
become points of obligatory passage, depôts containing supplies for two days,
with a staff for their distribution.

If the troops happen to bivouac at one of these depôts, the distribution will
be made in the evening. If the column has to move on, a halt is made for
distribution, the rear guard holding the enemy in check for an hour or two. The residue is left with a few men for the rear guards, or is taken away on country carts, or is abandoned, but in cases of absolute necessity only.

Art. 82. These depôts will be established on the several lines of retreat by the administrative convoys which move at the head of the column, helped, if possible, by the etappen officials. The orders concerning these depôts should be very precise, and should be strictly carried out.

When the army is thrown off the lines thus prepared, it must of necessity spread itself in order to live on the country, and must use every means to force the inhabitants to supply the wants of the troops.

Art. 83. In all cases the feeding of rear guards will be very difficult. Provisions should be sent to them on carts, or, if possible, provisions should be stored for them in places prearranged. With that object the most attentive foresight is necessary in order to profit by circumstances, and it becomes a subject for the most serious consideration of Officers Commanding Army Corps.

Section II.—During Action.

Art. 84. During a battle the only means of subsistence are those in the haversack.

When an engagement may be foreseen, a special distribution of biscuit and preserved meat is made in order to replenish the haversack provisions which may have been consumed.

On the day of the battle the regimental trains are generally left at a certain distance in the rear. They replenish their stores from the first section of the administrative convoys.

If the troops sleep on the ground, during the night the regimental trains and, if necessary, a section of the administrative convoys are sent forward in order to issue early in the morning of the day following.

The convoys will then resume their normal positions for the advance.

Section III.—When Halted.

Art. 85. As soon as a fraction of the army halts, even for an uncertain time, it is advisable to resume as soon as possible the usual methods of supply, that is to say, by direct issue from administrative magazines which are established and supplied from the surrounding country and from the rear.

Bread is made locally in the field bakeries and country bakehouses, and, if necessary, other bakeries are constructed.

If the halt is to be for any length of time, the etappen service will be pushed on till it joins the Army, and will assist in the supply of the first line

CHAPTER VI.—Supply of the Independent Cavalry.

Section I.—General Arrangements.

The independent cavalry, as a rule, live on the country.

Art. 86. The independent cavalry when scouting should, as a rule, live on the country. The local resources are worked by the troops themselves, with the help of the administrative services.

When, formed up in divisions, the cavalry eventually takes its place in the lines of the Army, it is supplied in the same way as the troops of Army Corps.
Means of Transport.

Art. 87. In peace time is attached—
1. To each independent regiment of cavalry, a regimental train composed of six wagons, horsed and driven by the regiment.
2. To each battery of horse artillery belonging to the cavalry division, a train of two wagons, horsed and driven by the battery.
3. To the headquarters of the division, a wagon horsed and driven by one of the regiments of the division.

As soon as war is declared, these regimental wagons are gathered together at the centres of mobilization, are loaded with one day's provisions and corn, and are sent on to the points of concentration with the regiments.

On arrival at the points of concentration, the regimental provision trains are, in each division, united in a group forming the reserve convoy of the division. This convoy is placed under an Officer on the active list, who has a sub-Officer and two corporals to assist, supplied from the regiments of the division.

The divisional General disposes of the reserve convoy, according to circumstances; he fixes their successive positions, and is alone answerable for their employment; he detaches, when he thinks fit, whatever carriage may be necessary for the use of the division.

When the division forms up for duty with the Army, the regimental wagons necessarily rejoin those corps to which they belong, and are then employed in the daily distributions in the same manner as those of the Army Corps.

As soon as the division moves forward to resume its scouting duties, the reserve convoy is at once re-formed.

Administrative Convoy.

Art. 88. The divisions of independent cavalry have no administrative convoy in peace time, but they have a staff in readiness for the formation of such a convoy.

When formed up to join the Army, one is made of requisitioned wagons, which are loaded with provisions for four days.

This convoy, which is formed by order of the Commander-in-Chief of the Army, is dismissed or sent elsewhere as soon as the Army moves forward.

Zone of Action.

Art. 89. The supply zone assigned to each regiment, or part of a regiment, is generally determined by the limits of the cantonments occupied and the nearest towns.

All levying upon the resources of one cantonment by the troops which occupy another is strictly forbidden, without special orders from the superior authority.

Section II.—Working of the Provision Service.

Art. 90. The working of the provision service varies as follows:
1. When the independent cavalry is employed on scouting duties.
2. When it is temporarily concentrated in front of the Army.
3. When, having formed up, it works with the Army.

1. Cavalry when Scouting.

Art. 91. The daily food supply is assured—
Firstly, by feeding with the inhabitants.
REGULATIONS FOR THE SUPPLY OF FOOD

Secondly, by means of purchases or requisitions carried out by Officers commanding regiments, by the regimental commissaries, and by the commandants of squadrons and detachments in the first line.

In default of other means by the distribution of provisions obtained by purchases or requisitions made by the administrative agents, or carried by the reserve convoy.

Art. 92. Provisions and corn are, as much as possible, issued over night for use the next day.

Wood, hay, and straw, as well as fresh meat, are issued daily for use the same day.

Purchases.

Art. 93. Officers commanding detached squadrons supply their men from the cantonment to which they are sent, or from the country in their front, either by purchase or requisition.

Art. 94. For the purpose of purchase, the paymasters advance money to the regimental commissaries of their regiments, and to the Officers commanding detached squadrons. When necessary, on the production of vouchers for the expenditure of the first advance, a second is made.

Officers commanding detached troops receive from their squadron commanders sums proportional to the importance of the duties they have to perform. On rejoining their squadron they account for the same.

The advances are made from the regimental funds. Should it happen that a regiment has not sufficient at its disposal, the chief paymaster of the division advances a sum decided upon by the Officer commanding the division, on the representation of the military sub-intendant, to the regimental paymaster, who gives a receipt for it. A further advance is made upon production of vouchers for expenditure of the first.

The regimental commissary furnishes the squadrons with the necessary printed receipt forms.

As a rule, money advances are not made to any one below the rank of Lieutenant. This rule may, however, be set aside, in the case of squadrons in the front line, where the Officers who may have received advances are authorized to supply with money non-commissioned officers commanding small detachments.

Requisitions.

Art. 95. The regimental commissaries and Officers commanding detachments are provided with books of requisition forms, each form stating the right of the bearer to requisition, and books of receipt forms. Officers commanding squadrons give to their troop commanders receipt form books and as many requisition forms as they may think necessary.

These Officers, if necessary, give to commanders of detachments, or to single men of their troops, receipt forms taken from their books, leaving the counterfoil.

Single men, as a rule, live with the inhabitants. The printed receipts given them only show half day's subsistence; they are filled up as much as possible by the Officer who gives them or by a non-commissioned officer.

On rejoining the squadron, the troop commanders account for the requisition orders expended, and report exactly the nature and the importance of them.

Detachment commanders act in the same way on their return with regard to the receipt forms supplied to them.

When they requisition, they should enter the quantity of each article, and the hour and place of taking it.

They superintend the execution without interfering in the communal assessments.
FOR THE FRENCH ARMY IN TIME OF WAR.

Detachments.

Art. 96. Officers commanding detached squadrons have the provisions brought to the outposts and other detachments within their reach, by means of carriage taken on the spot.

Should there be any farms or hamlets near the outposts, the troop commanders requisition them, particularly for wood, hay, and straw.

Main Body of Regiments in the Front.

Art. 97. The Officer commanding a regiment at the front supplies the main body from the locality which is told off to him as cantonments.

He can, if necessary, extend the supply zone in the neighbourhood, but as much as possible on the outward side or to the rear.

The regimental commissary is his agent for execution and supervision.

Whenever possible, the men should be fed by the inhabitants (from four to six men per fire).

With regard to the horses, their provision is generally obtained by requisition.

Single men employed as orderlies for messages are, as much as possible, fed by the inhabitants, both horse and man.

Money, in lieu of provisions, is only granted to these men in very exceptional circumstances, which are left to the discretion of the Officer sending them.

Brigades in the 2nd Line.

Art. 98. In the brigades of the 2nd line Officers commanding regiments supply their men according to the orders given by the brigadier. Wherever there may be an Officer of the administration he should help in the supply service.

The military sub-intendant sets the whole in working order; he sees particularly to the reprovisioning of the reserve convoy when it has been drawn upon. He gives all the necessary information to the regimental commissaries in his vicinity.

The administrative staff may, by order of the Officer commanding, be divided into three sections, one for each brigade, with each of which is an Officer of the administration.

Wherever possible, the bakers and butchers of the neighbourhood are drawn upon, they being, if necessary, helped by the military workmen of the administration.

In communes of average importance (800 to 1,000 inhabitants), it is possible, without overtaxing the population, to call upon them to supply a brigade for one day. In this case the administration has only to provide for the horses.

When a commune which is not occupied is called upon to send contributions to some central point, a few cavalry men are sent to superintend the distribution, returning with the supplies.

When the responsible administrative Officer of the division is not present with a brigade, the detached Officer of the administration acts for him.

2. The independent cavalry is concentrated in front of the Army.

Art. 99. If the concentration is only for a short period, and the local resources will not furnish the daily supplies for that time, the Officer commanding may draw upon the reserve convoy, which is divided into three sections, one per brigade. Instructions to that effect are given to Officers commanding corps and to the sub-intendant.

These brigade convos, loaded with one day's provisions and corn, and,
when possible, with one day's supply of preserved meat or pork, are accompanied by four or five workmen, for distribution.

The position of the convoys in rear of the cantonments and the hours of distribution are settled by the military authority.

The administrative department buys or requisitions throughout the assigned district, with the assistance of the regimental commissaries; it collects the provisions supplied by the communes, and replenishes the convoy. This replenishing should be carried out at the latest during the night.

For requisition purposes, a cavalry detachment is placed at the disposal of the sub-intendant.

If the concentration is to last, or if the requisition zone is too restricted, the Officer commanding, on the representation of the sub-intendant, takes measures to have the convoy replenished from the rear.

In cases of emergency he requests the help of the Officer commanding the nearest Army Corps.

3. The independent cavalry is concentrated in the lines of the Army.

Art. 100. When the division of independent cavalry is concentrated in the lines of the Army, the regiments and batteries take back their provision wagons.

An administrative convoy is at once attached to the division, loaded with provisions and corn for four days. This convoy is composed of requisitioned carriage, and is formed by order of the Commander-in-Chief of the Army. As soon as the division moves forward it is broken up. Besides this a herd sufficient for two days' supply for the division is got together. After this the supply of the division is carried out in the same way as that of the other troops.

Note.—All the arrangements contained in this chapter are applicable to brigades of corps cavalry acting singly.