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WHITEHALL, June 29, 1868.

THE following Addresses of Congratulation to the Queen, in reference to the atrocious attempt upon the life of His Royal Highness the Duke of Edinburgh, having been transmitted to the Right Honourable Gathorne Hardy, Her Majesty's Principal Secretary of State for the Home Department, for presentation, have accordingly been presented by him to Her Majesty, who has been pleased to receive the same very graciously:—

To The QUEEN's Most Excellent Majesty.

Most Gracious Majesty,

We, the Mayor, Aldermen, and Burgesses of the borough of Newbury, in the county of Berks, in Council assembled, express our feelings of devoted loyalty to your Majesty's Person and Family, and our feelings of horror and indignation of the atrocious attempt on the person and life of His Royal Highness the Duke of Edinburgh, while engaged in promoting and cultivating feelings of loyal attachment to your Majesty amongst the inhabitants of a distant colony of this country.

We acknowledge with gratitude that the result of such an atrocious attempt has been to call forth stronger manifestations of loyalty and attachment to your Majesty's Person and Family amongst all classes of your Majesty's subjects.

We pray that God's watchful providence, which guarded the life of your Majesty's Son, will long preserve your Majesty to reign over a dutiful and attached people.

J. F. HICKMAN, Deputy Mayor.

And the following on the same subject; from The Congregational Ministers in South Wales. The Grand Lodge of Mark Master Masons.

WHITEHALL, June 29, 1868.

The Queen has been pleased to grant unto the Reverend Henry Mildred Birch, B.D., the place and dignity of Canon in the Cathedral Church of Ripon, void by the promotion of Doctor James Atlay to the Bishoprick of Hereford.

The Queen has been pleased to present the Reverend James Prophet to the church and parish of St Mungo, in the presbytery of Lochmaben, and county of Dumfries, void by the death of the Reverend John Mein Austin.

INDIA OFFICE, June 29, 1868.

THE following Despatches have been this day received from Lieutenant-General Sir Robert Napier, G.C.B., G.C.S.I., Commanding the Abyssinian Expeditionary Force:—

No. 1.

(Lieutenant-General Sir R. Napier, G.C.B., G.C.S.I., to the Secretary of State for India.)

*Commander-in-Chief's Office,
Camp, Koomeylee,*

RIGHT HONOURABLE SIR, June 1, 1868.

IN continuation of my Despatch, No. 40, dated 12th May, I have the honour to report that I this day passed the Sooroo defile with the last column of the Abyssinian Expeditionary Force, the 25th Bombay Native Light Infantry, and the 27th Belooch Battalion.

The march from Dalanta to Antalo was trying, from the frequent severe storms of rain which appeared to accompany us, and from which our troops, in some degree, and more especially the followers and transport animals, could not fail to suffer.

The wild border tribes of Abyssinians and Gallas, through whom our route lay, from the Taccassi to Antalo, being very little under the control of their distant and almost nominal rulers, and were perfectly well behaved on our advance, finding by degrees our vulnerable points, had been for some time making attacks upon our muleteers and camp followers when venturing far from their escorts, and on some occasions even on our armed soldiers.

In the first instances some camp followers were killed, and in the last our soldiers being driven to use their weapons, several Abyssinians and Gallas were killed and wounded.

Considerable numbers of armed men, principally Gallas, watched our march from the hills, and though restrained by the pressure of our columns, they made attempts on our line of baggage, but met with little success; soldiers were freely interspersed along the line, and the rear guard from Marowa to Antalo was continuously under the command of an experienced officer, Lieutenant-Colonel Bray, of the 4th (King's Own) Regiment, until we reached the coast.

This was a very clear indication of what a force returning in difficulties would experience.

In the friendly territory of Prince Russai the troops returned to marches made easy by the

improved roads and the increased supplies of articles of food, turned into great luxuries by a period of privation, which were stored in the fortified ports of Antalo and Addigerat.

All local information led me to believe that there would be no danger of floods before the middle of June, but owing to the extraordinary severity of the spring rains, a succession of floods during the early part of May did much damage to the Sooroo defile road.

On the 19th of May, with hardly any warning, a heavy flood, coming from a lateral tributary which enters above Sooroo, filled the Sooroo defile channel so suddenly that seven camp followers and some cattle, not being instantly removed from the waterway, were swept away and perished.

On the 30th of January full precautionary instructions were issued to secure the safety of the troops in the Pass, and I had no apprehension on their account. The losses of the 19th arose from avoidable causes, and were not likely to recur.

In case we might be detained during the rainy season, an alternative line, turning the Sooroo defile, had been surveyed by Lieutenant De Thoren, 45th Regiment, Quartermaster-General's Department, by which a safer though less even path might have been opened.

By the exertions of the garrison of Sooroo, directed by Captain Chrystie, Royal Engineers, the damage to the road in the Pass was rapidly repaired after each flood.

The severe weather in the high mountains, with the reaction after excitement and the scanty food, naturally increased the sick lists, but there are few bad cases.

The wounded are rapidly recovering, and although the total number of sick ultimately amounted to two hundred and sixty, no member of the force, however humble, has failed to obtain transport when required.

The whole force have returned in safety to the coast, and the greater part have already re-embarked.

It is now my duty to lay before Her Majesty's Government a statement of the services of the troops under my command, and of the General, Departmental, and Personal Staff.

Those who first claim notice are the Pioneer Force, who landed in Zoulla in October last, and consisted of Major Maret's Mountain Battery (Native), the 3d and 4th companies of Bombay Sappers and Miners under Captains Leslie and Leacock, the 3d Bombay Light Cavalry, commanded by Colonel Graves, and the 10th Native Infantry, under Colonel Field, who commanded the whole.

Their labours were not commenced under very encouraging circumstances; a barren shore, so shelving that the troops had to wade several hundred yards daily in landing stores; a supply of water so scanty that it disappeared immediately, and a temperature so sultry that any exertion was oppressive, but the spirit of the troops never flagged, encamping grounds were cleared, twenty miles of the road were made from the coast to Koomeylee, and towards Sooroo, a depot was established at Senafe, and huts erected for the Muleteers.

Lieutenant Beck's Company of the Bombay Marine Battalion was the first party of Infantry in Abyssinia, amongst the earliest labourers in the Sooroo defile, and throughout the campaign performed most valuable service as Pioneers in sinking wells, and opening and maintaining the road to Senafe.

The left wing of the 10th garrisoned Senafe, and had a large share in the works which made

the dépôt a model of neatness, and of convenience in its water supply.

The right wing of the 10th formed part of the advanced pioneer column, and shared in all its labours; after five months of work it had an unwilling rest at Antalo, and was soon again in the front, and at the capture of Magdala.

The next arrivals in the country were Murray's Armstrong Battery, the 33d Regiment, under Colonel Dunn, V.C., and Beville's Belooch Battalion.

Captain Murray, during a long detention of his battery at Koomeylee, sought occupation for his men in every way that could aid our progress. It mattered little whether they cleared the obstruction in seven miles of road, carried water for six miles to support a working party, moved stores for the Commissariat, broke in mules to harness, or fitted them with pack saddles; everything was done with the same ability and zeal that has carried the battery over eight hundred miles of mountains in efficient condition.

The 33d Regiment furnished a detachment of two companies to Koomeylee for sinking wells. They were the first British Infantry in Abyssinia; they furnished heavy fatigue parties for all the works at Zoulla. In the absence of a sufficient number of the Land Transport Corps, the men converted themselves into extemporary muleteers, and re-caught and saved large numbers of mules which would otherwise have perished. They then proceeded to Senafe.

The Belooch Regiment went to Koomeylee where Major Beville, with the right wing joined Sturt's Bombay Sappers in making the admirable road in the Sooroo defile. Major Hogg, with the left wing, made the scarcely less difficult one at Rary Guddie. The Beloochees then garrisoned Addigerat, and raised much of the entrenchments there. The right wing partook of all the labours of the advance, and was present at Arogie and Magdala. The left wing, long delayed for carriage, at length pressed to the front, and by hard marching was present at Magdala on the 13th April.

The 10th Company Royal Engineers, under Major Pritchard, composed of a body of highly instructed and valuable soldiers, arrived from England, and was amongst the first to land at Zoulla.

The well sinkers, directed by Lieutenant Le Mesurier, the signallers under Lieutenant Morgan, and the telegraphers and photographers, have rendered excellent service throughout the campaign. The head-quarters of the 10th Company has always accompanied the leading column in the advance.

The 4th King's Own Regiment, commanded by Lieutenant-Colonel Cameron, with the 3d and 25th Bombay Native Infantry, under Lieutenant-Colonels Campbell and Little, on arrival at Zoulla, were immediately put to work upon the railway, on landing water and stores for the force, and on the embankments to protect the Commissariat stores, which were liable to be inundated at spring-tides; all these were heavy labours, which left no soldier unemployed.

Nothing could exceed the spirit with which these regiments worked in order to hasten the advance. The work on the foreshore fell chiefly on the native troops. Little could the mud-bespattered labourer with his basket be recognized as the smart sepoy of the parade ground.

Major Chamberlain's pioneers, on arrival, at once took their place on the works; they brought the energy and the spirit of their race, together with their organization for skilled labour, to bear

on every duty, and the works received an increased impetus.

At fifty feet below the surface they found sweet water, an inestimable blessing to the Ishmaelites of Zoulla, who in their gratitude were ready to worship the Punjaubees. There is no part of the way which does not bear marks of the labour of this regiment, either on the roads or the telegraph.

The 33d Regiment was never idle; at Senafe and Antalo every man was employed not only in making the roads and entrenchments, but in cutting and bringing in grass and wood for the Commissariat, and poles for the telegraph. When joined by the 4th King's Own Regiment they bore the first brunt of opening the way through the rocky mountains of Lasta to Magdala.

The A and B Batteries, 21st Brigade, Royal Artillery, under Lieutenant-Colonel Penn and Captain Twiss, took over the steel mountain guns on landing; they broke in mules, fitted their harness, and made extraordinary progress in the organization of these batteries, which maintained their thorough efficiency during the march to Magdala and back.

Whilst waiting for the time when they could advance, and when the provisioning of Senafe was of the first importance, these batteries carried up several convoys of stores and provisions to that post.

The 5th Battery, 25th Brigade, Royal Artillery (brass rifled mountain guns), under Major Bogle, arrived from Calcutta complete and efficient in every particular of equipment.

The circumstances of the campaign did not permit this battery to join the advance troops; but while waiting at Zoulla before they advanced to Senafe, Major Bogle volunteered the services of his battery for every useful work. In carrying treasure and stores to Senafe the battery marched nearly one thousand miles. It furnished a detachment, under Major Hills, V.C., which manned two 8-inch mortars, a valuable battery on elephants, which was carried to Magdala and employed in the attack on that fortress. In case of a protracted defence these mortars would have been invaluable.

Elephants have frequently been employed for the transport of artillery in Indian warfare, but it has been generally by means of draught; when guns have been carried it has only been for short distances.

It has been the privilege of this campaign to prove that elephants could carry Armstrong twelve-pounder guns and eight-inch mortars over steep mountains for many hundreds of miles.

There were forty-two elephants employed in the conveyance of ordnance and ammunition, and of these five have been lost from hard work and want of water during the operations before Magdala.

The Royal Naval Rocket Brigade, under Commander Fellowes, furnished chiefly by Her Majesty's ship "Octavia," broke in their own mules, quickly learned duties and a drill which were new to them, carried stores and provisions to Senafe, marched well, and were with the leading brigade in the advance on Magdala. They have added to the high reputation which the Royal Navy have ever held when serving with the army in the field.

The 45th Regiment, commanded by Lieutenant-Colonel Parish, arrived at Zoulla early in February, and remained there employed on the railway and other works until the 19th of March, when at length the obstacles to their advance being overcome, the head-quarters and six companies making most strenuous efforts to reach the front, arrived at Dalanta in time to share in the opera-

tions against Magdala, after having marched 300 miles in twenty-four days, accomplishing the last 70 miles across the Wandach Pass, 10,500 feet high, and the Taccassi and Jeddah ravines in four days—a rate of marching in such a country hardly to be surpassed. Four companies being urgently required, were detained at Koomeylee until late in March, when they were sent to garrison Addijerat and Antalo.

In addition to the severe mountain marches in which each soldier carried a heavy load, regiments of ten worked at the roads on the line of march, or immediately on arrival in camp. Not unfrequently every available man of a regiment has been on working parties or outlying picket.

The constant storms of rain, and the cold nights of the high altitude were encountered cheerfully on rations reduced to eight ounces of flour, and meat only. An increase was made to the allowance of meat it is true, but that increase gave no compensation for the articles of rum, sugar, and compressed vegetables which had to be left behind.

The 2d Bombay Grenadiers and 18th Bombay Native Infantry, commanded by Lieutenant-Colonels Muter and Combe, and the 21st Bengal Native Infantry (Punjaubees), by Major Thelwall, C.B., while longing for an order to advance, contributed most cheerfully their labours for many weeks to the railway, the roads through the Pass, the wells, the water supply, and the conservancy of the Pass.

Of the regiments of the 4th Brigade, which had been held in readiness in Bombay, the 26th Cameronians, under Lieutenant-Colonel Henning, alone landed, and were moved as quickly as possible to Senafe; but short as was the detention of this regiment at Zoulla it also contributed its labours to forward the work at our base.

The 5th and 8th Regiments, Bombay Native Infantry, commanded by Lieutenant-Colonels Taylor and Sandwith, both regiments with a high reputation, returned to India on the fall of Magdala, without having landed in Abyssinia.

These three regiments were all wanted earlier, but were not sent for because they could not have been moved to the highlands for want of food and transport.

Before the arrival of the Cameronians, when the connecting posts of our line had been numerically much weaker than I desired, I had obtained the services of 200 seamen and marines, under Captain Colin Campbell, from Her Majesty's ship "Octavia." They marched towards Senafe; but the arrival of the Cameronians rendered their proceeding onwards no longer necessary.

The cavalry service has been such as to call for the fullest powers of that arm as light cavalry.

The long line of communication required that the cavalry should be in many detachments.

They have had peculiar responsibility thrown upon their officers and soldiers. Left in isolated positions, far from control, entrusted with commissariat duties, while charged to be conciliatory to the people of the country they have been firm in maintaining inviolate the respect due to their position as soldiers. The supplies for the troops marching to join the main force in advance frequently depended on the ability and trustworthiness of a non-commissioned officer of cavalry; and I have had repeated testimony to the efficiency with which these duties have been performed.

Seldom or never have cavalry had such a variety of duties in maintaining communications for so many miles, climbing over mountains and

through forest ranges, often benighted, where a false step would be destruction, and in danger of treacherous attacks from the wild border tribes who are honoured amongst themselves for slaying without reason and without scruple.

The wear and tear of horses in such duties have been very considerable. The men, however, have returned to their more regular duties with a discipline and efficiency unimpaired.

The wing of the 3d Dragoon Guards was long detained in India, and arrived late in the campaign.

Notwithstanding the distance and the severity of the country through which they marched, Colonel Tower by judicious management brought both men and horses in the most efficient condition, in time to share in the investment of Magdala.

The 3d Bombay Cavalry and the 3d Regiment Sind Horse, commanded by Major Briggs, having been earliest in the field, have borne the hardest share of the duties, serving in their turn as parts of the pioneer force.

The rough training of the Sind Frontier Brigade, ever on outpost duty, rendered Major Briggs' Regiment admirably qualified for the duties which it was called upon to perform in Abyssinia.

The 12th and 10th Bengal Cavalry, under Majors Gough, V.C., and Palliser, took up, on the 18th of March and the 1st of April, the chain of posts between Antalo and the Taccassi, and Major Gough brought up the head-quarter detachment of the 12th, reduced to ninety-six men, to share in the attack on Magdala.

Major Palliser, with the head-quarters of the 10th Cavalry, arrived at Attala in most opportune time to preserve our communications, which were very seriously assailed; had the service been of longer duration the regiments of Bengal Cavalry would have added to the high opinions which their soldierlike performance of their duties and efficient equipment have called forth.

The Royal Engineers, directed by Lieutenant-Colonel St. Clair Wilkins, have rendered invaluable services during this expedition, which has given such an ample field for their employment.

Their energy and skill are shown in every work, from the first landing in Zoulla to Magdala, and require a special separate report.

The works of the Madras and Bombay Sappers and Miners, under Major Prendergast, V.C., Royal Engineers, and Captain MacDonnell, Royal Engineers, have been singularly valuable and important, and will be described in the report of the Engineer operations.

The very great services of the Commissariat Department, directed by Lieutenant-Colonel Lucas, and of the Transport Corps, directed by Lieutenant-Colonel Holland of the Commissariat Department, have been rendered under many disadvantages, and require a separate report to do full justice to the officers and subordinates of their establishments.

The duties of the Medical Department, under the chief direction of Dr Currie, C.B., Inspector-General, have been efficiently and satisfactorily performed.

The necessities of the campaign demanded that the equipment of the Medical, equally with those of every other department with the advanced troops, should be reduced to the lowest possible scale, but with the very limited means at their disposal, Dr Currie and the Deputy Inspectors-General Dr Pelly and Dr Mahaffy, together with the Regimental and Staff Officers serving under them, performed their duties in a manner which

has reflected great credit on that department of the Army.

The services of the Veterinary Department, under Staff Veterinary-Surgeon Hallen, an able and valuable officer, have been of the highest importance.

A copy of Mr Hallen's report on the working of this department is attached; Mr Hallen makes special mention of the services of First Class Veterinary Surgeons Lamb and Anderson.

The Telegraph, directed by the intelligence and experience of Captain St. John, Royal Engineers, and by Lieutenant Puzey, Royal Engineers, was carried to Antalo under circumstances of great difficulty, and although the wire was often mischievously cut, and communication interrupted, it was immediately restored. Errors were most rare; the telegraph worked well and rendered important service.

The Officers of the Trigonometrical Survey, Lieutenants Carter, Director, and Dümmler and Holdich, Royal Engineers, Assistants, by the most strenuous exertions, and at the cost of great fatigue and privations, succeeded in surveying nearly 6,000 square miles, and carried their work from the Coast to Magdala.

The labour of these Officers, two of whom have been obliged to return to England from loss of health, will prove very valuable.

I am greatly indebted to Major-General Sir Charles Staveley, K.C.B., who has afforded me the most valuable support and assistance throughout the campaign. He laid the first foundation of order at Zoulla, and when summoned to the front, ably commanded the First Division during the advance, in the action of Arogie, and at the capture of Magdala. As Second in Command he has possessed my fullest confidence.

Major-General Malcolm, C.B., commanded the Second Division, which held the line of country from Senafe to Antalo, and subsequently to Lake Ashangie.

It required great temper and judgment to maintain the good understanding which I had established with the Chiefs and people of the country.

General Malcolm did this, and by his vigilance and activity kept the communications in Tigre in good order, and restored order in the district of Ashangie.

His Excellency Sir Seymour Fitzgerald was so good as to grant my request for the services of Major-General Russell, who left his important office, Military and Political, as Resident of Aden, to command at Zoulla.

In the administration of that post General Russell has entirely fulfilled my expectations and wishes.

I am greatly indebted to him for the excellent manner in which he has conducted the very important and trying duties of his command.

Brigadier-General Collings, an Officer of mature judgment and experience, conducted to my satisfaction the command at Antalo, a position of vital importance, both as affording support to the front and as the last point of connection with the friendly province of Tigre, the supplies of which were so valuable.

Brigadier-General Stewart commanded at Zoulla for some time, and on Major-General Russell's arrival proceeded to Senafe; in both commands Brigadier-General Stewart met with my approbation.

Brigadier-General Wilby was usefully employed in the Koomeylee Pass, in the earlier stages of the expedition, when the difficulty in arranging the transport of supplies to Senafe was greatest.

In the attack on Magdala, General Wilby commanded the 2d Brigade of the 1st Division which assaulted that formidable position.

Brigadier-General Schneider commanded the 1st Brigade of the 1st Division which led during the advance on Magdala, was engaged at Arogie, and in the assault on Magdala.

Both of these officers have met with my approbation in the exercise of their respective commands, and have been very favourably recommended to my notice by Major-General Sir Charles Staveley.

Brigadier-General Petrie, commanding Royal Artillery, has afforded me every assistance. He was constantly present with the advanced troops, and directed the whole of the Artillery at Magdala.

General Petrie mentions most favourably his Divisional Commanders, Lieutenant-Colonels Wallace and Milward, whose reports on their respective commands will be forwarded.

It was due very much to the care and judgment of Colonel Wallace that the elephants with the heavy batteries accomplished their unequalled march with so much success.

Lieutenant-Colonel Milward, whose merits I had learnt to appreciate in China, was permitted by His Royal Highness the Field Marshal Commanding-in-Chief to join me for the special purpose of directing the Steel Mountain Batteries. The success of these weapons has been fully established, and the rapidity and completeness with which they were organized is due to Colonel Milward's experienced direction.

General Petrie also mentions the Commanders of Batteries, Lieutenant-Colonel Penn, Captains Twiss and Murray, and Brevet-Major Hills, V.C., Majors Marett and Bogle, and particularly his Brigade-Major, Captain Geary, and his Aide-de-Camp, Lieutenant Chapman, of the Royal Artillery.

Colonel Graves, 3d Cavalry, very efficiently commanded the whole of the cavalry on several occasions, including the operations before Magdala.

The 3d Bombay Light Cavalry, very soon after its arrival in Abyssinia with the Pioneer Brigade, lost nearly one-half of its horses from the epidemic.

Immediate steps were taken to remount the regiment from Egypt and Bombay.

When the force advanced from Antalo, Colonel Graves' regiment was remounted, and, by the great care bestowed on the horses, their condition was preserved in a remarkable manner.

Colonel Graves deserves much credit for the efficiency which his regiment has maintained under these trying circumstances.

Lieutenant-Colonel St Clair Wilkins, commanding Royal Engineer, arrived in Abyssinia with the reconnoitring party. His report of the operations conducted by the officers of the Royal Engineers will show how unremitting have been his labours, and how extremely valuable have been his services and those of the department under his orders.

Captain Goodfellow, next in seniority, whose services at Zoulla in constructing the pier have already been noticed, was the chief engineer on the highlands, and displayed great intelligence and activity in every duty throughout the operations.

I desire to express my very high appreciation of the services of the officers commanding the several corps of the expeditionary force, and of the officers, non-commissioned officers, and soldiers who have served under them during the campaign.

Lieutenant-Colonel Tower, commanding Wing 3d Dragoon Guards, and Major Miller, who

brought the wing from India in admirable order.

Major Briggs, commanding 3d Regiment Sind Horse, and Majors Palliser and Gough, V.C., commanding 10th and 12th Regiments Bengal Cavalry, Lieutenant-Colonel Loch, 3d Light Cavalry, Lieutenant-Colonel Wallace, commanding Heavy Artillery, Lieutenant-Colonel Milward, Mountain Rifled Batteries, Captain Murray, commanding G Battery, 14th Brigade, Royal Artillery; Lieutenant-Colonel Penn, commanding A Battery, 21st Brigade, Royal Artillery, Captain Twiss, commanding B Battery, 21st Brigade, Royal Artillery, Major Bogle, 5th company, 25th Brigade, Royal Artillery, Major Marett, Native Mountain Train, Major Hills, Elephant Mortar Battery, Commander Fellowes, commanding Naval Rocket Brigade, Major Pritchard, commanding 10th Company, Royal Engineers, Major Prendergast, V.C., Royal Engineers, Madras Sappers and Miners, Captain MacDonnell, Royal Engineers, Bombay Sappers and Miners.

Lieutenant-Colonel Cameron has won my admiration by the manner in which he has commanded his excellent regiment (the 4th King's Own), and the soldierlike spirit which, by his teaching and example, he has so well fostered and maintained.

Colonel Field, Major Chamberlain, and Major Beville, commanding those admirable Native Regiments, the 10th Bombay Native Infantry, the 23d Pioneers, and the 27th Beloochees, Lieutenant Beck, commanding detachment Marine Battalion, Major Pierce, 10th Native Infantry.

Major Cooper, commanding 33d Regiment (the Duke of Wellington's), which led the assault on Magdala.

Major Cooper was amongst the first who scaled the defences near the gateway.

Drummer McGuire and Private Bergin, of the 33d, were the first who led the way through the stockade to the right, by which the defences of the gate were turned.

Lieutenant-Colonel Campbell, 3d Bombay Native Infantry, Lieutenant-Colonel Parish, 45th Regiment (Sherwood Foresters), Lieutenant-Colonel Bray, 4th (King's Own) Regiment, Major Thelwall, C.B., 21st Punjab Infantry, Colonel Little, 25th Bombay Native Light Infantry, Lieutenant-Colonel Muter, 2d Bombay Native Infantry (Grenadiers), Lieutenant-Colonel Henning, 26th Cameronians, Lieutenant-Colonel Combe, 18th Bombay Native Infantry.

I am much indebted to Lieutenant-Colonel Holland, Controller of Supply and Transports, for the able and judicious manner in which he performed his very responsible duties, and which imperatively detained him at Zoulla, and deprived me of the benefit of his presence at my head-quarters.

Also to Lieutenant-Colonel Lucas, Deputy Commissary-General, one of the ablest officers of the department, on whom devolved the whole executive burthen (a burthen which no less efficient and experienced officer could have sustained) of maintaining the supplies at the main base of operations.

Major Mignon, the senior Commissariat Officer on the highlands, who had the important task of organizing the dépôt during the advance, and Lieutenant Shewell, who were always with the advanced columns, and constantly under my notice. These officers were the pioneers of the Commissariat Department, and I am greatly indebted to them for their most valuable exertions.

Lieutenant-Colonel Warden had a most arduous task in the organization of the Transport Corps.

His divisions were thrown into work even before their establishment or organization were complete, notwithstanding the misfortunes which beset the corps in its formation, the final result has been most creditable to Lieutenant-Colonel Warden, his second in command Major Nuttall, and the many excellent Officers of all branches of the service whose energy and unremitting exertions have overcome every difficulty.

To Lieutenant-Colonel Warden, his Officers, and the subordinates of the Transport Corps, I desire to express my deep obligation.

My acknowledgments are due to Dr Currie, C.B., for his able direction of the Medical Department, to Dr Pelly, Deputy Inspector-General, who superintended at Zoulla, and under whose immediate charge were the native troops and followers of the expedition.

To Dr Mahaffy, Deputy Inspector-General, with the First Division, and also Deputy Surgeon-Major Guy, Surgeons Madden and Wyllie, and Assistant-Surgeon Martin, whose services have been most favourably brought to notice.

I desire to express my appreciation of the very great services of Staff Veterinary-Surgeon Hallen, First Class Veterinary-Surgeon Lamb, Veterinary-Surgeon Anderson, and the Officers of that department, also to Captain Swanson, Royal Artillery, Commissioner of Ordnance, and to Lieutenant-Colonel Bartlett, Treasurer to the Force.

The officers forming the reconnoitring party, consisting of Brigadier-General Merewether, C.B., Colonel Phayre, Quartermaster-General, Bombay Army, Lieutenant-Colonel Wilkins, Royal Engineers, Major Baigrie, Assistant Quartermaster-General, Surgeon Lumsdaine, Captain Pottinger, Royal Artillery, Deputy Assistant Quartermaster-General, Assistant-Surgeon Martin, who landed at Zoulla in October last, deserve much credit for their valuable service in selecting the Koomaylee defile as the entrance to Abyssinia, a decision arrived at after much labour and research; and fully justified by a further acquaintance with the country.

Brigadier-General Merewether has afforded very valuable service in political duties, in arranging with the various chiefs at Zoulla and on the highlands for the transport of supplies; and has ever been most zealous, at all times and seasons, to promote the success of the expedition.

Her Majesty's Government are well aware of Brigadier-General Merewether's unceasing exertions in favour of the captives since their first imprisonment.

Brigadier-General Merewether reports very favourably of the assistance he received from Lieutenant Mockler, Assistant Resident, Aden, who remained in charge of the relations with the chiefs of Zoulla, and of the services of his Aide-de-Camp, Lieutenant Lockhart, of the Bengal Cavalry.

Colonel the Honourable F. Thesiger, Deputy Adjutant-General, left England at two days' notice to join the force in Abyssinia; his thorough knowledge of his duties, combined with great ability and untiring energy, render him a most valuable Staff Officer.

Colonel Thesiger had the duty of keeping me daily, nay hourly, informed of the state of supplies at every post from Zoulla to head-quarters, and in this and other duties has rendered me most important services during the campaign.

Lieutenant-Colonel Macleod, Assistant Adjutant-General, an officer of much experience, and thoroughly acquainted with the native army, has ably supported the head of his department, and has performed his duties greatly to my satisfaction.

I am greatly indebted to Colonel Phayre, Deputy Quartermaster-General, who has rendered most important services in the early examination of the country, the direction of the Pioneer Force to Antalo, and the subsequent advanced reconnaissance.

The very valuable maps and reports of the route, and of the scene of operations, attest the very great energy and intelligence which Colonel Phayre has displayed in the performance of his duties.

Captain Holland, Assistant Quartermaster-General, has had charge of his department at headquarters, and of all correspondence with the Land Transport Corps.

In these duties Captain Holland's exertions have been conspicuous, and the exactness, promptitude, and ability with which they have been carried out deserve my warmest commendation.

Captain Holland afforded me great assistance in the reduction of the camp followers.

Major Baigrie, Assistant Quartermaster-General, an officer of ability and great energy, did very valuable service in the first exploration of the coast in October. During the campaign he has served as Assistant Quartermaster-General of the First Division, and been very favourably noticed by Major-General Sir Charles Staveley, in whose estimation of Major Baigrie I fully concur.

Captain Pottinger, Royal Artillery, Deputy Assistant Quartermaster-General, was very useful with the reconnoitring party.

During the campaign he has been attached to head-quarters; he has laboured with zeal and shewn ability in the performance of his duties.

Captain MacGregor, Deputy Assistant Quartermaster-General, was employed with the advanced reconnaissance, and by his ability and energy proved himself a valuable Staff Officer.

Captain Fawcett, Deputy Assistant Quartermaster-General, was also for some time usefully employed with the advanced reconnaissance.

Major Goldsworthy, Brigade Major of Cavalry, has neglected no occasion during the campaign of making himself useful.

Dr Lumsdaine, when Sanitary Officer at Zoulla, by introducing a good system and rules for conservancy, and seeing them carried out, contributed in a very important degree to the healthiness of the garrison and civil inhabitants.

I am greatly indebted to Doctor Lumsdaine for his constant attention while forming part of the Head-Quarter Staff, and for very valuable voluntary service in many extra duties during the expedition.

Major Maude, Deputy Judge Advocate-General, has performed the duties of his office to my entire satisfaction, and has frequently rendered me useful services whilst attending me during the campaign.

Captain Young, Senior-Paymaster in Abyssinia, has had very responsible duties in keeping the commissariat, the depôts, the many columns, and the small posts supplied with money to meet every emergency, duties which he ably and satis-

factorily performed. Captain Young accompanied the advance to Magdala.

Captain Hand was nominated to the charge of the Highland Train, when the dimensions of the Transport Corps necessitated the appointment of a Sub-Director on the highlands.

He had the advantage of the trained muleteers from the Punjab, many of them old soldiers, and accustomed to discipline.

The conduct of the muleteers has generally been extremely good, and the services of the Highland Train has been performed in a manner which reflect great credit on Captain Hand, and the officers immediately under him.

Captain Griffith, Captain Bainbridge, and Captain Twentyman, Captain Hodges, and Lieutenant Ross, have distinguished themselves by their zeal and activity, and deserve special notice.

Captain Hand mentions favourably Lieutenant Gaselee, his Staff Officer, Lieutenants Ramsbottom, Mortimer, Ryves, and Abadie.

In a separate report I have detailed the special services of the Officers of the Intelligence Department, which have been performed immediately under my own orders, or under the Divisional or Brigade Commanders.

I will therefore only record here that Mr Munzinger, the Acting British Consul at Massowa, a gentleman well versed in the languages of Abyssinia, and the earliest in the field, has rendered valuable services, both in the early reconnaissance and throughout the campaign.

Major Grant, C.B., whose African laurels had already been won in another field, Captain Moore, an accomplished Oriental scholar, Meer Akbar Ali; all of these gentlemen have performed very important duties, requiring great tact and judgment.

Major Roome, Bombay Staff Corps, and Colonel Brazier, Retired List, have also performed very valuable services.

It would be difficult to enumerate all Captain Speedy's services,—his familiar knowledge of the Amharic language and character of the Abyssinians have rendered him invaluable as an interpreter and envoy. He was already well known by character, and he was immediately accepted by the Abyssinians as a guarantee of good treatment and mutual confidence.

I have received the most valuable assistance from the Officers of my Personal Staff.

I selected Colonel Fraser, V.C., Commandant at Head-quarters, for the charge of the outposts, a duty of special importance in so intricate a country, which Colonel Fraser performed with increasing vigilance, and to my complete satisfaction.

Lieutenant-Colonel Dillon, Military Secretary, has been by my side, and has shared my labours from the first preparations for the expedition to its close. I cannot too strongly express my obligation to him.

Lieutenant Hozier, Assistant Military Secretary, was obliged, to my regret, to leave the force from ill-health, during the advance beyond Antalo, but not before he had shown himself to be an Officer of great energy and practical ability.

Lieutenant Tweedie, Political Secretary, has performed his special duties with great ability, and to my entire satisfaction.

Lieutenant Tweedie attended me in the action of Aroge and at Magdala.

Captain Arbuthnot, Extra Aide-de-Camp (formerly Assistant Military Secretary), was sent on a special mission to Egypt and Syria, which he executed with much judgment, and returned in time to be present at Magdala.

My Aides-de-Camp, Lieutenant W. Scott, Lieutenant R. Napier, and Cornet Lord Charles Hamilton, and Cornet Kennedy, 18th Hussars, have afforded me every satisfaction in the performance of their duties.

Lieutenant W. Scott, with my cavalry escort, took part in the investment of Magdala.

I am very happy in this opportunity of saying how cordially Commodore Heath has conducted the naval duties of the expedition in connection with the Army.

The spirit of their Commander has been emulated by the Officers and the men of the Royal Navy under his orders.

The labour, under a hot sun, of landing supplies and water, and re-embarking troops, followers, and cattle, has never for a single day ceased since the arrival of the first transport in Annesley Bay.

The history of the labour undergone, by which vast quantities of stores and many thousands of men and cattle have been landed and re-embarked without accident, can only be truly told by Commodore Heath himself; but I have much gratification in expressing, on the part of the army, how greatly we are indebted to Commodore Heath and the officers and men of the Royal Navy.

Greatly too are we indebted to Captain Tryon, R.N., the Director of Transports.

His thoroughly efficient control of the large fleet under his direction, and his readiness of resource, relieved me from all anxiety in regard to his highly responsible and important office.

The campaign has been one of severe military labour from the first landing to the re-embarkation.

Every regiment of infantry carried its own pack of tools, and became pioneers, working hardly, whether in the long marches of the advance or the more trying monotony of the plains of Zoulla.

The port of Zoulla, with its landing-piers; the railway, with its numerous bridges; the road through the Koomeylee Pass to Antalo and Magdala; the water supply at all the stations; the entrenchments at Addigerat and at Antalo; the commissariat and transport lines, and the camping grounds, where the most perfect order was required to water quickly many thousands of animals; all formed one great military work on which the campaign has been supported.

It would be impossible for me to do full justice to the merits of each portion of the force.

All ranks and classes have been inspired with the same honourable spirit, whether in military labour or in conflict with the enemy, and have borne themselves as if success depended on their own individual exertions and devotion.

I beg permission gratefully to acknowledge the confidence placed in me by Her Majesty's Government for India, and the unhesitating promptitude with which all my requisitions have been complied with.

I am deeply sensible of the support and encouragement which I have received from His Royal Highness the Duke of Cambridge in every stage of the expedition.

I have, &c.,

R. NAPIER, Lieutenant-General,
Commander-in-Chief, Abyssinia.

No. 2.

(Major-General Sir C. Staveley, K.C.B., to the Deputy Adjutant-General, Abyssinian Expeditionary Force, Magdala.)

*Camp, before Magdala,
14th April 1868.*

SIR,

WITH reference to General Orders of the 11th instant, I have the honour to report that I received orders to proceed on the morning of the 10th instant with the 1st Brigade, under Brigadier-General Schneider, strength as per margin,* from the Dalanta plateau across the Bashilo River, and occupy the height above the latter, in front of Magdala; also to cover a reconnaissance by Colonel Phayre, Deputy Quartermaster-General of the Force.

Four companies of Sappers were ordered to make a road for elephants up the height, and the A (3d battery 21st Brigade) Mountain Battery, under Lieutenant-Colonel Penn, and the Rocket Batteries, Naval Brigade, under Commander Fellowes, R.N., were to ascend the plateau when a road was reported practicable by Captain Goodfellow, R.E., senior Engineer Officer.

The march proved a most distressing one for the troops, laden as they were, for want of transport, with great coat, waterproof sheet, and blanket. The ascent is very long and steep, and the animals carrying water being unable to keep up with the column, the troops suffered severely from thirst.

The Deputy Quartermaster-General having sent me a report that the King's road up the Arogie Pass on our left was secure for guns and baggage, and which I forwarded to the Commander-in-Chief, his Excellency ordered them to proceed by that route, escorted by three companies of the 4th (King's Own) Regiment, one of the 10th Bombay Native Infantry, and one of the 23d Punjaub Pioneers. I had just arrived at the end of the ridge overlooking the road leading to the entrance of the pass, about one mile distant, when I was joined by his Excellency the Commander-in-Chief, who directed me to move the 23d Bengal Pioneers, under Major Chamberlain, to the left, the more effectually to protect the head of the pass. This regiment had no sooner got into position than the guns from Fala and Selassie (two of the three ambas which form the defences of Magdala) opened fire, and large numbers of men were seen streaming down the mountain. One portion of the enemy advanced with great confidence direct on our position, and another towards the pass, to attack the artillery and baggage now coming into sight.

His Excellency having sent me orders to prepare the troops to receive the enemy, I directed Brigadier-General Schneider to cause them to lay down their packs and advance; the 4th (King's Own) Regiment in skirmishing order, supported by the wing of the Belooch Battalion, a small detachment of Royal Engineers, and four companies of Sappers, covered by the Naval Rocket Brigade, which had just come up.

Our troops had to cross a narrow dip in the ground, and the 4th (King's Own) Regiment, while in the act of extending on the other side, came close on the enemy, drove back and dispersed him with great gallantry, killing and wounding a large number. The enemy came on with great courage, little anticipating the rapid effect of the Snider rifle and dash of our troops.

To the left the enemy pressed close up to the 23d Bengal Pioneers, under Major Chamberlain, and the advancing Mountain Artillery and baggage, under Lieutenant-Colonel Milward, R.A. He was received and driven back by the Pioneers with much loss, and the Mountain and Rocket Batteries on mules, under Lieutenant-Colonel Penn, R.A., and Commander Fellowes, R.N., which the enemy no doubt mistook for baggage, coming into action at this moment, supported by a company of the 4th (King's Own) Regiment, under Captain Kittoe, and another of the 23d Bengal Pioneers under Captain Paterson, in skirmishing order, caused great destruction. Lieutenant Sweny, 4th (King's Own) Regiment, the baggage master, lost no time in parking the baggage, and the escort of the two companies 4th (King's Own) Regiment, and one company 10th Native Infantry, coming into action under Captain Roberts and Lieutenant Durrant, 4th (King's Own) Regiment, assisted materially in driving off the enemy. This portion of the enemy being moreover in a hollow on the left of the position of the 4th (King's Own) Regiment, I directed Brigadier-General Schneider to move two companies to the edge of the plateau, thus taking him in flank.

Two of Lieutenant-Colonel Penn's guns, under Lieutenant Taylor, R.A., the Beloochees, Royal Engineers, and Sappers, came into action towards evening, and assisted the Naval Rocket Battery to dislodge some sharpshooters who were annoying us from some cover on our right front.

Night coming on, and the enemy having almost disappeared, I withdrew the troops to a position selected by the Commander-in-Chief, where they bivouacked for the night. The 2d brigade joined us there towards morning.

I enclose a return of our wounded, all of whom were brought in early, and everything done for them that could possibly be required, by Staff-Surgeon Madden, in charge of the field hospital of the 1st brigade. A number of Abyssinian wounded were also brought in and attended to.

I cannot ascertain with any degree of accuracy the enemy's loss, but as 375 dead, including King Theodore's Commander-in-Chief, were counted on a small part of the field, it is not unreasonable to estimate the killed and wounded at 2000 men. The Galla Chiefs who had men in the enemy's ranks, admit 700 killed.

Brigadier-General Schneider was most energetic in carrying out the orders conveyed to him. He mentions the assistance he received from the officers of his staff, viz., Captain Beville, his Brigade-Major; Captain Hogg, Deputy-Assistant-Quartermaster-General; and Lieutenant J. G. McRae, Aide-de-Camp.

The following officers of my staff were most active during the action, and afforded me very valuable assistance. Lieutenant-Colonel Wood, Assisting-Adjutant-General; Major Baigrie, Assisting-Quartermaster-General, and Lieutenant Saunders, 20th Hussars, Aide-de-Camp. My extra Aide-de-Camp, Captain G. Arbuthnot, R.A., whom I had detached in the morning, also rendered good service.

I wish to recommend to the favourable notice of the Commander-in-Chief Lieutenant-Colonel Cameron, Commanding the 4th "King's Own"

Officers, and
Rank and File.

* A (3d battery 21st brigade) Royal Artillery	94
Royal Naval Brigade	87
10th Company Royal Engineers	21
4th King's Own Royal Regiment	473
1st Company Madras Sappers	77
Head-Quarters (3 Companies) Bombay Sappers	288
23d Punjaub Pioneers	600
27th Belooch Regiment, Head-Quarters (Wing)	260

Regiment; Lieutenant-Colonel Milward, Commanding the division of Mountain Batteries; Lieutenant-Colonel Penn, Commanding the A 21 Steel Mountain Battery; Commander Fellowes, R.N., Commanding the Naval Rocket Batteries; Major Chamberlain, Commanding 23d Punjaub Pioneers; Major Beville, Commanding Belooch Battalion; Major Prendergast, V.C., the Senior Officer with the Royal Engineers, and Companies of Bombay and Madras Sappers and Miners; Lieutenant-Colonel Loch, Commanding detachment 3d Light Cavalry; Captain Roberts, Commanding 2 Companies 4th "King's Own" Regiment, Baggage Guard; Captain Kittoe, 4th (King's Own)

Regiment, and Captain Paterson, 23d Punjaub Pioneers, Commanding escorts to the Artillery; Lieutenant Sweny, 4th (King's Own) Regiment, Baggage-Master, and Staff-Surgeon Madden, in charge of Field Hospital, 1st Brigade.

I forward a sketch of the ground and position of the troops during the action, also a return of officers and men recommended by Major Chamberlain, 23d Punjaub Pioneers, for distinguished conduct.

I have, &c.,
C. STAVELEY, Major-General,
Commanding 1st Division Abyssinian
Field Force.

NOMINAL ROLL of Men Wounded in the Action before Magdala, on the 10th of April 1868.

Camp, near Magdala, April 11, 1868.

Corps.	Regimental Number.	Rank and Names.	Character of the Wound.
H.M.'s 4th King's Own ...	—	Captain Edward Roberts ...	Dangerously; gun-shot wound of left elbow joint.
" " " ...	672	Sergeant Musketry Instructor Michael Creedon ...	Dangerously; gun-shot wound of left leg.
" " " ...	333	Private George Kirby ...	Dangerously; fracture of left humerus.
" " " ...	1005	Lance-Corpl. Richard Odwell	Severely; fracture of left foot.
" " " ...	502	Private George Sinfield ...	Slightly; fracture of right hand.
" " " ...	887	" Michael Unica ...	Ditto. Ditto.
" " " ...	—	Lance-Corporal Hugh Evans	Slightly; splinter wound of left eye.
23d Punjaub Pioneers ...	375	Private Deal Sing ...	Dangerously; gun-shot wound of left femur.
Pioneer ...	—	" Basa Kan ...	Severely; spear wound of neck.
" ...	—	" Ran Sing ...	Severely; gun-shot wound of sacrum.
" ...	—	" Utter Sing ...	Dangerously; gun-shot wound of left femur.
" ...	—	" Jewal Sing ...	Severely; gun-shot wound of face.
" ...	879	Bugler Kosal Sing ...	Severely; gun-shot wound of right hand.
" ...	—	Private Jeta Sing ...	Severely; gun-shot wound of thigh.
" ...	1355	" Sunroop Sing ...	Slightly; contusion of abdomen from bullet.
" ...	G	" Gooroom Sing ...	Slightly; gun-shot wound of left foot.
" ...	—	" Hura Sing ...	Slightly; spear wound of hand.
" ...	—	" Gewan Sing ...	Slightly; spear wound of forehead.
" ...	—	" Jowala Sing ...	Slightly; spear wound of thumb.
Bombay Sappers and Miners	—	C. H. Sumboo ...	Slightly; lost two teeth, upper lip divided by musket ball.

S. CURRIE,
Inspector-General and Principal
Medical Officer.

G. MAHAFFY, M.D.,
Deputy Inspector-General of Hospitals, Indian Medical Service,
First Division, Abyssinian Expeditionary Force.

RETURN of Killed and Wounded in the Action before Magdala, on the 10th of April 1868.

	Officers wounded				Men wounded				Total
	Killed.	Dangerously.	Severely.	Slightly.	Killed.	Dangerously.	Severely.	Slightly.	
4th King's Own Regt.	0 ... 1 ... 0 ... 0 ...				0 ... 2 ... 2 ... 2 ...				7
23d Punjaub Pioneers,	0 ... 0 ... 0 ... 0 ...				0 ... 2 ... 5 ... 5 ...				12
Bombay Sappers	0 ... 0 ... 0 ... 0 ...				0 ... 0 ... 0 ... 1 ...				1
									20

S. CURRIE,
Inspector-General and Principal
Medical Officer.

G. MAHAFFY, M.D.,
Deputy Inspector-General of Hospitals, Indian Medical Service,
First Division, Abyssinian Expeditionary Force.

No. 4.

(Brigadier-General Petrie, Commanding the Royal Artillery, to the Deputy Adjutant-General Abyssinian Field Force.)

*Camp, near Magdala,
April 15, 1868.*

SIR,

I HAVE to request the favour of your laying before His Excellency the Commander-in-Chief the following report of the operations of the Artillery during the action before Magdala on the 10th instant, and its capture on the 13th, and which, should it meet with his approval, I respectfully request may be forwarded for the information of His Royal Highness the Colonel of the Regiment.

At daylight on the morning of the 10th instant the 1st Brigade 1st Division, to which the A Battery 21st Brigade was attached, left the Dalanta Plain, and after a steep and difficult descent of about five miles, arrived at the bed of the Bashilo River, where the battery and baggage of the brigade, under escort, was halted for a few hours, until the result of a reconnaissance being made by the General of the division was ascertained. Between 1 and 2 o'clock P.M. Lieutenant-Colonel Milward, R.A., who had taken command of the detachment, received orders to proceed towards Magdala by the King's road, through the Aroge Valley. Soon after 4 o'clock the battery on cresting a small hill within long range from the hill of Falla, was halted by order of Lieutenant-Colonel Milward, for the purpose of closing up. Almost immediately fire was opened by the guns of the enemy on Falla at our troops protecting the road, and a little distance in front of the battery, it was also perceived that the enemy were pouring down the side of the hill with the view of attacking our troops. A large number of them made straight for the battery, and baggage immediately in rear of it. The battery at once came into action and opened a most destructive fire, which, with that of the infantry in support, effectually checked the efforts of the enemy in that direction. Colonel Milward, who was in command of the troops in this position, has forwarded a separate report through the General Officer Commanding the division.

The 2d Brigade, to which the remainder of the Artillery was attached, had marched some hours after the 1st Brigade, and during the action was halted at the Bashilo, so that Lieutenant-Colonel Penn's Battery alone was engaged.

The 2d Brigade joined during the night, and the division halted on the 11th and 12th. On the morning of the 13th orders were received for an advance on Magdala, and the following positions were assigned to the Artillery. The G

Battery, 14th Brigade, under Captain Murray, and two 8-inch mortars, manned by a detachment of No. 5 Battery, 25th Brigade, under Major Hills, V.C., were placed under the command of Lieutenant-Colonel Wallace, and took up a position, with Selassie in front, and Falla on the right; they were intended to fire at long ranges, should the enemy offer opposition to the advance of our column up the hill.

The A Battery, 21st Brigade, Lieutenant-Colonel Penn's, ascended a short way with the column, and took up a position on a spur running out from Falla, from which it commanded the road at the head of the ascent. The B Battery, 21st Brigade, under Captain Twiss, ascended in rear of the infantry of the leading brigade; both batteries were under the command of Lieutenant-Colonel Milward. No opposition was offered to the ascent of the column, and three guns of the B Battery were at once sent to the top of Selassie by a most difficult path, impracticable even for laden mules. Very few rounds were fired from this position, when it was observed that Lieutenant-Colonel Milward had placed the other three guns in a better position with Lieutenant-Colonel Penn's Battery, which had in the meantime been brought up by order of the Commander-in-Chief at the foot of Selassie, and directly opposite the gate of Magdala, 1,300 yards distant; the three guns were therefore moved from the summit, so that Lieutenant-Colonel Milward had the formidable battery of twelve guns and four rocket tubes under his immediate supervision.

On the heights of Falla and Selassie being secured, orders were sent to Lieutenant-Colonel Wallace to bring up the G Battery, 14th Brigade, and the 8-inch mortars; this was done by means of elephants, the ascent being too steep for horse-draught. Only a few shots had been fired during the day by the steel guns; in the afternoon however, about an hour before the assault, fire was opened from all the guns of the different batteries, that of the steel guns was directed against the gateway of Magdala, and its precision and the correct bursting of the shells, both double and common, fully established these small guns as a formidable description of ordnance, and well adapted for the work for which they were originally designed.

The G Battery, 14th Brigade, and 8-inch mortars did not reach so good a position as that of the Mountain Batteries. On observing that the Armstrong shells were bursting short, I sent orders for the battery to join the others, but was informed in reply that owing to the nature of the ground it was impracticable. Captain Murray,

however, increased his range, and threw some shells with good effect on the top of the fort. The range was 2,400 yards.

Major Hills threw a few shells only from the 8-inch mortars, as he found his position was not sufficiently advanced to enable his fire to produce any decided effect.

The A and B Batteries kept up a fire over the heads of the troops advancing to the assault, after which all operations of the artillery may be said to have ceased. I beg to inclose statements of the ordnance captured and of the ammunition expended.

As the active operations of the campaign have now been brought to a successful conclusion, it becomes my duty to bring to notice the zeal with which all ranks of the regiment have performed their duty—the difficulties they have encountered in bringing their guns so far into the interior of a mountainous country have been cheerfully and readily overcome.

Lieutenant-Colonel Wallace has been in command of the G Battery, 14th Brigade, and the rapidity with which he has brought them to the front, and the condition of the elephants on which they have been transported, show the care he has bestowed on the command entrusted to him.

Lieutenant-Colonel Milward, immediately on his arrival, devoted himself to the organization of the two Mountain Batteries, and to his constant supervision much of the success of this new description of ordnance may be attributed. On the 10th and 13th their capabilities were fully developed under his orders. I have also personally on many occasions been indebted to him for the ready manner he has afforded me the benefit of his professional experience.

Lieutenant-Colonel Penn, with his battery, has from the commencement been with the most advanced troops, and has had to traverse the passes in their most rugged state, but all difficulties have been readily overcome, and the excellent practice of his battery on the two occasions it has been brought into action may be ascribed to the energy and care he has bestowed on his command.

Captain Murray, by his untiring exertions, brought his guns on their carriages as far as Antalo. Since then his carriages have had frequently to be taken to pieces and transported on elephants, involving an immense amount of labour and careful supervision, without which his battery could not have arrived in a state fit for action.

Captain Twiss, with his battery, left the coast at a much later date than the other batteries, and the rapid way he has brought it to the front deserves much praise. Much attention has been paid by him to the instruction of those under him in the capabilities of the new description of battery intrusted to them.

Major Hills, V.C., has brought up the 8-inch mortars in a very creditable manner. His detachment has been small, and the exertions of all have been necessarily great.

Captain Geary has been my Brigade Major since the formation of the Force. His exertions have at all times been untiring, and his zeal in promoting the efficiency of the arm to which he belongs, whether on the march or before the enemy, has been unceasing.

I am much indebted to Lieutenant Chapman for his services as Aide-de-Camp. On the 13th he accompanied Major-General Sir Charles Staveley, K.C.B., with the column of assault, for the purpose of securing and preventing accidents from the gunpowder in the fort. Both he and Lieutenant Nolan (Lieutenant-Colonel Milward's Adjutant) rendered very important assistance in organizing the Steel Batteries on their arrival from England.

I regret that neither Major Marett nor Major Bogle have had the good fortune to serve in the more active operations of the campaign. The batteries of both do them credit; and to the latter I am much indebted for the manner in which he sent out the detachment of his battery, which has been serving under Major Hills, V.C.

In conclusion, I have only to mention the cheerful and zealous manner in which all ranks of officers and men have performed their duty in what I venture to say has been a severe and trying campaign.

I have, &c.,

J. G. PETRIE, Brigadier-General,
Commanding Royal Artillery, Abyssinian
Expeditionary Force.

No. 5.

(Lieutenant-Colonel Wallace, Commanding the 1st Division of Royal Artillery, to the Brigade-Major, Royal Artillery, Abyssinian Expeditionary Force.)

Camp, Rara Guddy,
May 23, 1868.

SIR,

IN accordance with instructions contained in your letter, dated 11th instant, I have the honour to report as follows upon the elephant equipment of G-14 and 5th battery 25th brigade Royal Artillery.

The four guns and carriages of G-14, 12-pounder Breech Loading Armstrong Guns, were distributed in the following manner:—

	Elephants.
For each gun 1 elephant	4
„ carriage 1 do.	4
„ limber and 1 wheel, 1 do.	4
„ pair of ammunition boxes and 1 wheel, 1 do.	4
For every three wheels of remaining eight, 1 do.	3
Total	19

One of the latter elephants had but two wheels, the load was made up by the sheers, tackle, &c.

There are no means of weighing the several portions of the carriages, materials, &c., but the following weights were given me at Poona Arsenal. I am however inclined to believe that the carriage is considerably heavier than noted.

	cwt.	qrs.	lbs.	lbs.
Gun	8	1	0	= 924
Carriage	8	2	14	= 966
Limber	4	0	2	= 450
Wheels	2	3	6	= 314
Ammunition box	2	1	8	= 255

The cradle probably weighs about 150 lbs. The elephant pads, gadalabs, &c., I am informed by Lieutenant Ouchterloney, weigh 50 lbs. each

set, consequently the weight of the several loads would be as under:—

Gun, elephant...	...	Gun 924	lbs.
		Cradle 150	1574
		Pads, &c., 500	
Carriage, elephant...	...	Carriage 966	
		Cradle 150	1616
		Pads, &c., 500	
Limber, elephant	...	Limber 450	
		Wheel 314	1414
		Cradle 150	
		Pads, &c., 500	
Amm. boxes, elephant	...	2 boxes 510	
		Wheel 314	1322
		Pads, &c., 400	
Wheels, elephant	...	3 Wheels	
		Pads, &c.	1442

With regard to the loading, it has been found impossible to use the sheers, it being difficult to get the animals under the fall and remain quiet there. Moreover, the nature of the soil is seldom such as to afford a good hold for the pickets. The loading has therefore been effected as follows:—In the case of the gun, one spar (with the carriage, two) is placed, one end resting on the ground, and the other on the cradle (the elephant being of course sitting), the breech screws being removed, handspikes are inserted into the bore at each end, and by these the gun is lifted up along the spar into its bed on the cradle by eight men. To assist in this a rope is attached to the gun at the trunnions, and passed over the cradle, and manned on the opposite side by three or four men; this tends to keep the load steady, while the men lifting get fresh purchase.

The carriage being heavier, 12 men are required to lift it, the arrangements are the same, except that two skids are used instead of one, up which to slide the load.

The limber is lifted in a similar manner (without skid) by men placed in the cradle, and a wheel laid upon it, and lashed securely.

The ammunition boxes are carried, slung one on each side of the animal, with a wheel laid on top of the pad.

The three wheels are slung one on each side, and one laid on the top.

With regard to the time required for loading, the chief delay is in equipping the elephants with their gear and cradles; once this is done the gun and carriage are loaded in two or three minutes. The other loads take longer, having to be lashed.

MORTARS.

The 8-inch mortar with its bed requires two elephants, the weight being as follows. Those of travelling beds, cradles, pads, &c., being, as in the case of the Armstrong guns, approximately only.

	cwt.	qrs.	lbs.
Mortar ...	8	1	12
Iron (firing) bed ...	7	2	0
Travelling (wooden) do. ...	1	2	0
Cradle ...	2	1	0

The loads would be:—

Mortar elephant.	Mortar ...	924	
	Travelling bed ...	168	
	Cradle ...	252	1844 lbs.
	Pads, &c., ...	500	
Bed elephant.	Iron bed ...	840	
	Travelling, do. ...	168	
	Cradle ...	252	1760 lbs.
	Pads ...	500	

The weight of skin, implement boxes, handspikes, &c., are not known, but they form a good load for an elephant.

The powder has been carried on another elephant, and the shells on mules,—four to each mule. The powder could likewise have been so carried.

The same objections to the use of the sheers exist with the mortars as with the guns. The loading has been effected thus:—

Two skids are placed (the elephant being seated) on the cradles, the other ends on the ground; these are kept at such a distance from each other by iron stays as will admit of the truckles of the travelling beds remaining on them; the tackle is attached to the bed, passed over the rollers or cradle, and manned on the opposite side of the animal by some 14 men; four men with handspikes heave the mortar on beds up to the skid, and the tackle being then hauled on, the load is run up into the cradle in a few seconds; to prevent the pad or bed being displaced by running up the load, a third skid is placed on the hauling side against the cradle, and thus check the tendency of the cradle to come over with the haul, and supports the gear, and keeps it in place. The delay in preparing the elephants is the same as with the guns.

The unloading is performed under the same arrangement with both description of pieces, though with the guns it is a much easier process than when loading, and frequently one skid only has been used with the carriage.

For marching in ordinary countries, the equipment now used is I think all that can be desired; the only alterations I would suggest is, that curled hair should be used, as for saddles, instead of coir, for stuffing the underpad, which should be somewhat thicker than that now used.

The skin of the elephant is so originally tender, that it easily becomes galled, and serious galls and sores ensue from the friction as well as the pressure of the heavy weight carried, and which have been on their backs at times from 12 to 20 hours without interruption.

In a mountainous country, such as that recently travelled over, I would propose that the pads be fitted with breechings and breast-pieces, as the rope now used for this purpose, and which in the one case is pulled tight under the tail, and in the other under the throat, has caused very severe galls and sores to those parts, notwithstanding that a piece of chafing leather was placed between the rope and skin; moreover, in ascending, the strain caused by the weight being thrown back, acted very detrimentally on the respiration, almost choking the elephant.

To remedy this defect, probably an arrangement like a horse-collar might be applied. Pads are also needed to place under the elephants' knees and elbows, when sitting down to be loaded on rough and stony ground.

I consider that it would be an improvement if the pads were attached, and secured in the same manner as the cradles; that is, by being secured from the sides, under the belly, instead of by rope passing completely round and over the animal. The objection to the latter method is, that if the ropes are found to be loose, either from carelessness on the part of the mahout, or the tricks of the animals, it cannot be adjusted without removing the load; whereas under the other arrangement the ropes can be drawn tight, as in the girths of a saddle.

The cradles, &c., supplied to G.-14 were somewhat slight, having been intended for 6-pounder battery. The bed for the gun had to be cut, to receive the larger circumference of the 12-pounder gun.

I have, &c.,

HILL WALLACE, Lieutenant-Colonel,
Commanding 1st Division, Royal Artillery,
Abyssinian Expeditionary Force.

No. 6.

(Lieutenant-Colonel Milward, Royal Artillery, to
Brigadier-General Petrie, Commanding Royal
Artillery, Abyssinian Field Force.)

Camp, Belajo,
May 8, 1868.

SIR,

In compliance with the orders of His Excellency the Commander-in-Chief, I have the honour to submit the following report on the equipment, condition, and services of the Steel Mountain Batteries attached to the Division of Artillery under my command.

On my arrival at Zoolla on the 4th January, I found that the equipments, which had arrived from England some weeks previously in excellent condition, had been taken over by the officers commanding the 3d and 5th Batteries, 21st Brigade, and that some progress had been made towards fitting the pack-saddles and mounting the batteries on mules, which had been supplied from those in charge of the Transport Train. I attribute the rapid progress made in the fitting out of these batteries, in a great degree, to the exertions of Lieutenants Nolan and Chapman,

and the few non-commissioned officers under their command. These officers, with such small assistance as the exigencies of the Service could afford at that most difficult period of the campaign, had disembarked, unpacked, and arranged the whole of the equipments of two batteries; they had procured and taken charge of 200 mules, and on the arrival of the batteries from Bombay little was left to the Commanding Officers but to make the final arrangements to complete their batteries in a condition to take the field.

The mules supplied were all taken from those lately arrived from Suez,—for the most part Spanish. The manner in which these animals have done their work proves that they were of good quality, and only required constant care, good feeding, and careful packing, to ensure their thorough efficiency. I may, however, take this opportunity to observe that the very large Spanish mules do not keep their condition or carry their loads as well as those of moderate size. I have invariably observed that a few days of short rations threw them out of condition, which they did not recover as rapidly as could be desired.

Being of opinion that the scale of equipment laid down in the printed list supplied with the batteries was quite insufficient, I obtained your permission to draw up a proposal for an increase in the number of mules and the quantity of ammunition to be carried with each battery. I accordingly submitted the following as a sufficient scale of equipment to take into the field, and having received in due course the approval of His Excellency the Commander-in-Chief, it has been adopted throughout the campaign.

MULES.

Guns and Carriages.	Ammunition and Rockets.	Spare Carriages.	Wheels.	Forge.	Artificers' Tools.	Material for Repairs.	Mounted N. C. O's. and Trumpeters.	Spare.	Total.
18	61	1	2	1	1	6	3	20	113

AMMUNITION.

Projectiles.					In Ammunition Boxes.	In Reserve Boxes.	Total.
Common shell	...	...	...	...	168	Nil.	168
Shrapnell shell	...	...	...	...	144	32	176
Double shell	...	...	...	...	120	48	168
Case shot	...	...	...	...	72	20	92
Rockets	...	...	...	...	72	80	152
							604

The loads of ammunition were found to be too heavy to be carried conveniently; and it was found desirable to remove one shell from each box. It was also found necessary to reduce the weight of the rocket-cases by removing four from each, and to reduce the carriage-load by the weight of the wheels, which were placed on a separate mule. The scale of entrenching tools was quite inadequate for the probable requirements; and sufficient provision had not been made for the carriage of small articles, not easily enumerated, but none the less necessary in the equipment of a battery. Boxes were made

for the purpose, which were fitted to be carried on the top of certain loads, and arrangements were made to carry a sufficient supply of entrenching tools. These altogether necessitated a larger number of mules than was originally contemplated; and with the somewhat large proportion of spare animals necessary to meet the requirements of so peculiar a campaign, brought up the total number to 113.

In order to familiarize officers and men with the guns and ammunition entrusted to them, practice to a small extent was carried on at Zoolla; during which I found that firing with

double shell had a tendency to shake the wheels to an extent which might be found inconvenient in actual service. I accordingly constructed wooden mortar beds, which were found to answer the purpose admirably. These were hastily constructed, and were not of the best materials or dimensions; but I would recommend that in all future batteries of 7-pounder rifled guns, properly constructed carriages of this nature should form part of the equipment.

The practice carried on at Zoolla was sufficient to show the officers and men that the guns were good and effective beyond what they could have anticipated; they applied themselves to mastering the details of drill and the movements of the

batteries with the utmost zeal and with the best results. I cannot give too much praise to officers and men of garrison batteries, quite unaccustomed to the work, for the rapid progress made and for the degree of efficiency obtained.

The strength of the batteries being quite insufficient, 1 sergeant, 2 corporals, and 25 privates of the 4th (King's Own) Regiment were attached to each battery; these men have since acted as drivers, and have been found most useful and efficient.

After careful consideration I decided on the following distribution of the mules; this arrangement has been maintained throughout, and has been found to work well:—

Sub-division.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Remarks.
Gun	1	1	1	1	1	1	A small proportion of spare material for artificers will be carried in the mail boxes on the wheel mules.
Carriage	1	1	1	1	1	1	
Wheels	1	1	1	1	1	1	
Ammunition	4	4	4	4	4	4	
D. shell	1	1	1	1	1	1	
Rockets	1	1	1	1	1	1	Forge.
Miscellaneous Stores ...	1	Spare Wheels.	Spare Carriage.	Spare Cradle, &c.	Spare Wheels.	1	
	10	10	10	10	10	10	

RESERVE.

15 mules, 8 double shell each.

- 5 " 16 rockets "
- 2 " 16 shrapnel "
- 1 " 20 case.
- 5 " Spare material.
- 1 " Powder in cases.
- 1 " Forges, tubes, &c.
- 1 " Veterinary stores.

The mules for the reserve will be furnished in equal proportions by the divisions. The reserve will be packed separately under the Conductor of Stores. The mules will be picketed with their divisions.

On the 27th January the A Battery, under Lieutenant-Colonel Penn, marched from Zoolla, reaching Senafé on the 31st January, Addigerat on the 5th February, and Antalo on the 20th February. The excellent manner in which the march was so far completed left nothing to be desired. Antalo was reached without a casualty. No load was even displaced on the road—there were no galls, no sore backs, no sickness. From Addigerat to Antalo the battery was attached to the advanced brigade, the road always very hilly and rough, had been only partially made in many places, and could only have been traversed with great difficulty by animals less perfectly laden. No difficulty however was found which was not overcome by the energy and intelligence of officers and men.

At Antalo, His Excellency the Commander-in-Chief having expressed a desire that a longer range might if possible be obtained with the double shell, I caused a trial to be made with 4 oz. cartridges, and with them I obtained a range of 1,450 yards, without apparent distress to gun or carriage. I therefore made up a few of these cartridges, which were afterwards used with good effect.

Wood tangent scales were also made for use instead of the quadrant when firing at high angles. These were only roughly constructed by the battery artificers, but they were found useful, and I would recommend their adoption in all future equipments.

Marching from Antalo on the 12th March, the A Battery accompanied the advance throughout,—the almost insuperable difficulties of the road were surmounted without accident or loss—the great ravines of the Tacassie, the Jiddah, and the Bashilo, were crossed without casualty; that of the Jiddah with the advanced guard of the army, over a track which might well have been considered impassable, but the only damage was the loss of a foresight broken in the fall of a gun, with the mule which carried it, over a cliff.

Arriving before Magdala on the 10th April, this battery found itself in action with the enemy. On this occasion 19 rounds per gun were fired, at ranges varying from 450 to 1,800 yards, with shrapnel and common shell; the practice was excellent, and caused heavy loss to the enemy. The fuzes acted well, the ranges were changed with ease, and the success in changes of position of the battery were made with the greatest ease and rapidity. I observed with one gun a slight tendency, after firing a few rounds rapidly, to jamming of the shell in the bore; this however was at once removed by a damp sponge, and I would suggest that these should be used invariably when rapid firing is considered necessary.

The B Battery, under command of Captain Twiss, did not leave Zoolla until the end of February, and in the meantime the mules had been almost constantly engaged in heavy transport duty between Zoolla and Senafé. Leaving at so late a date the battery was called upon to march rapidly to the front, and it reached Antalo without a halt—from Antalo to the front the diffi-

cult marching did not afford any opportunity for recruiting, and the mules are not in such high condition or so fine in appearance as those of A Battery; they have however carried their loads well, and no accident involving loss of stores has occurred. B Battery did not cross the Bashilo until the afternoon of the 10th April, and was not therefore engaged on that day, but having been brought to the front on the following morning I had the honour of commanding both batteries together on the 13th April at the capture of the Fortress of Magdala. On this occasion eighteen to twenty rounds per gun were fired at ranges from 1,300 to 1,500 yards, common and double shell only being used; 15 rounds of the latter were fired with 4-oz. charges, at a range of 1,400 yards, and carried well to that distance; the common shell were used in shelling the defences of the Gate of Magdala, and the precision of the fire could not be excelled. The shells were observed to burst regularly and without failure. No difficulty was experienced in loading, or in boxing and fixing the fuzes; and that the intended effect was produced was manifest from the fact that the defenders of the gate were observed to retreat in large numbers some time before the advance of the assaulting party was ordered.

The storming party having secured an entrance, one battery was advanced, and at my suggestion one gun, with a small supply of ammunition, was carried by the gunners up the steep ascent, through the narrow entrance, and brought into action within the fort. No further occasion for its services arose, but I would venture to point to this service as one of vast utility in the future of these mountain guns. It will be a rare occasion when the ascent to a breach will offer greater difficulties than those of the ascent to the Gate of Magdala.

On the 10th and 13th April, 25 Hales' Rockets were fired; they acted well, and I consider them in all respects good and efficient.

Having reached Ashangi, on the return march, I obtained the permission of His Excellency the Commander-in-Chief to fire a few rounds over the lake, with a view to observe the action of the fuzes in ricochet, and to afford foreign officers and others an opportunity of witnessing the effect of the bursting of the different natures of shells.

It is with much gratification I have to report that the result was eminently satisfactory, confirming my opinion as to the perfect serviceability of the fuzes, establishing the fact that they are not extinguished on striking the water, and demonstrating what a formidable projectile can be thrown from a miniature piece of ordnance, with an insignificant charge of powder.

In conclusion, I beg to record my opinion that the value of the 7-pounder steel mountain guns, with their projectiles and equipments, is successfully established, that in the hands of good gunners, with batteries of sufficient strength, and mules in good condition, they are capable of carrying into any country which can be traversed by an army, an artillery fire far more effective than any which has been hitherto attained in mountain warfare.

I have, &c.,

T. W. MILWARD, Lieut.-Col.,
Royal Artillery.

No. 7.

(Major-General George Malcolm, C.B., Commanding 2d Division Abyssinian Expeditionary Force, to the Deputy Adjutant-General, Abyssinian Expeditionary Force.)

Camp, Ashangi,

May 5, 1868.

SIR,

I HAVE the honour to request that you will be so good as to bring to the notice of His Excellency the Commander-in-Chief the efficient assistance I have received from Major George Bray, Assistant Adjutant-General, and Captain Watts, Deputy-Assistant Quartermaster-General, in commanding the 2d division Abyssinian Expeditionary Force, and in preserving the line of communication from Senafe to Antalo, and latterly to Ashangi.

2. The march of regiments, detachments, and convoys, passing in constant succession through this division to the front, required on the part of these Officers most careful attention and much trouble from the difficulties of transport, and also in enforcing the stringent orders of the Commander-in-Chief with regard to the reduction of followers, camp equipage, and carriage. I believe that their exertions materially assisted the general arrangements. I have also to thank them for the assistance in the disposition of the various posts which were necessary to secure our communications.

3. I am much indebted to Brigadier-General Collings, Commanding at Antalo, and to Brigadier-General Stewart, Commanding at Senafe, and Lieutenant-Colonel Little, Commanding at Addigerat, for their able support in all matters. It is difficult to enumerate the many subjects which had to engage their attention in collecting and forwarding supplies, pushing on troops, maintaining order and security along the road, and the more delicate arrangements for native carriers, on whom the army was so very dependent for its food. I could in many cases only give general instructions, and much was left to their judgment and discretion. The commands of Brigadier-General Collings were especially important. Before my arrival on the highlands he commanded at Senafe; and at Addigerat and Antalo he was required, in a great measure, to act on his own responsibility.

4. The garrisons of Senafe, Addigerat, and Antalo have been, until the last two months, chiefly composed of regiments and detachments which marched to the front; during their stay in the division the conduct of all was good. Among the few complaints made by the natives, I am not aware that any have been brought home to either British or Native soldiers. The 25th Regiment Native Light Infantry, under Major Fairbrother, and the wing of the 3d Native Infantry, under Captain Strutt, have had heavy convoy duty, which they have performed most cheerfully and satisfactorily. The former regiment also improved the road from Addigerat to Facado, and completed the entrenchments at the former station. I do not mention the heavy duties of the various companies of sappers, and of the detachment of the 21st Bombay Native Infantry, under Lieutenant Beck, of the 10th Native Infantry, under Major Pierce, of the 33d Foot, under Captain Johnstone, all of which are known to His Excellency.

There have been few instances of collision between soldiers of escorts and natives attempting to plunder, in all of which the troops and officers have shewn great forbearance and judgment.

The postal duty from Senafe to Antalo has been very satisfactorily performed by the sowars of the 10th Lancers and 12th Cavalry, whose conduct at the posts along the line of communication has been most exemplary.

I have especially to thank Major Thacker, Assistant-Commissary-General at Senafe, for his able management of the native carriage, and his general arrangements along the line of communication.

I am not less indebted to Major Leven, Assistant-Commissary-General, first at Addigerat and afterwards at Antalo. The difficulties which these officers had to encounter in pressing on supplies have been great, and they have been marked with success against many obstacles.

Captain Newport, Deputy-Assistant Commissary-General, who lately came to Addigerat, has conducted his duties with great assiduity.

I have also to acknowledge the services of Colonel Brazier, C.B., and Major Roome, of the Intelligence Department, and their valuable assistance in arranging for the native carriage, maintaining friendly intercourse with the chiefs and people of the country, and their endeavours to restore confidence whenever interrupted through misunderstanding. Major Roome's services in discovering and checking marauders in the Sooroo Pass is known to His Excellency, and in this as in other instances he has well maintained his character for good judgment and ready action.

My thanks are due to the Officers of the Land Transport Train, Lieutenant Seton, R.A., and Captain Ellis, R.A., at Addigerat, to Captain Annesley, at Senafe, and to Captain Seton, at Antalo, and to all Officers of that department for their unwearied exertions.

8. Surgeons-Major Deeble and Maitland satisfactorily superintended the medical arrangements, and gave every assistance in sanitary matters, which, at Senafe and Addigerat, were carefully superintended by Assistant-Surgeons Jay and Greenhill, R.A.

9. Veterinary Surgeons Kettle, Wilson, and Blake have efficiently superintended the care of the sick mules at Facoda and in the neighbourhood of Senafe and Antalo. Mr Kettle had, in the absence of other Officers, several times charge of the Facado station, and I have had reason to observe his careful arrangement of his sick mules. Mr Wilson's conduct at Goose Plain, when a number of Arab muleteers deserted the mules in a body, shewed decision and judgment.

10. The posts up to Ashangi have been lately placed under my orders, and I would beg to bring to the Commander-in-Chief's notice the good services of Major Armstrong, commanding at Ashangi, who with a small force at his disposal, has with much exertion maintained order and the arrangements for bringing in supplies, as also for native carriage to the front—all of which were, from evil-disposed persons, in danger of interruption.

11. I was much pleased with the conduct of Lieutenant Wilson, Madras Army, attached to the 10th Native Infantry, in marching a party of his men from Attila to the Belago Pass at very short notice; his presence there and his attention to his duty have effectually stopped the annoyances to stragglers and the postal sowars upon that part of the road.

12. I would also mention Captain Callwell, Deputy Assistant-Commissary-General at Attila, who has had a most difficult duty to perform, and has had much trouble in encouraging the

native carriage. If sufficient grain and forage have not been collected at Attila, Belago, and Messeek for the return army, it must be attributed to the disturbed state of the country, and not to want of exertion on the part of Captain Callwell.

13. The native officers commanding at the different posts have generally shewn much discretion in conducting their duties, and in purchasing grain and forage. The jealousies of the chiefs, in the matter of native carriage, have latterly given much trouble in this respect. I would mention the name of Sabedar Bhica, 3d Regiment Native Infantry, who was promptly sent and as promptly marched with his company from Ashangi to Mukkum, where his arrangements for good order and security have been most successfully exerted. Russuldar Hurry Sing, of 12th Bengal Cavalry, at Agoola, was placed in a most difficult position at one time; his good arrangements and cool forbearance had a most salutary effect.

14. Our arrangements have been materially assisted by the telegraph and the unwearied exertions of Captain St John, R.E., and his subordinates, in completing and repairing the line; we owe them our best thanks.

15. I must not omit to mention Mr Murchawarke, His Highness Prince Kussa's Envoy, to whom I am much obliged for his assistance in maintaining friendly relations between us and the chiefs, and in providing native carriage, and doing his utmost to rectify all misunderstandings.

16. I would also beg to make favorable mention of my Aide-de-Camp, Lieutenant Heath, 33d Foot, who has given me assistance in many ways, and is a promising young officer.

I must, in conclusion, apologize for the length of this report, but the duties performed in this division have been in great part those of departments and detached officers. Their careful attention and zealous co-operation was essentially necessary, and has been well given. I have called for reports from Brigadier-Generals and Lieutenant-Col. Little as to the duties performed by the officers under their respective commands, which on receipt I shall forward for submission to His Excellency. Our duties were but careful, and I may say anxious attention to assist the troops in front, in performing the more brilliant part of the campaign which has been brought to such a speedy and successful termination. I have, &c.,

G. MALCOLM, Major-General,
Commanding 2d Division Abyssinian
Expeditionary Force.

No. 8.

(Major-General Russell, Commanding at Zoolla, to the Military Secretary to His Excellency the Commander-in-Chief, Abyssinian Expeditionary Forces.)

SIR, *Camp, Zoolla, 3d June 1868.*

I HAVE the honour, in giving over the command of the Zoolla district, to submit for the information of His Excellency the Commander-in-Chief the services of the troops and Departmental Officers under my command.

On taking command of the Zoolla district about the middle of March last the troops were thus distributed:—

AT ZOOLLA.

The 5th Battery 25th Royal Artillery, the head-quarter wing of the 18th Regiment Native

Infantry, one company Madras Sappers. Encamped and working on the railway between Zoolla and Koomeylee. A wing of the 2d Grenadiers Regiment Native Infantry. A wing of the 18th Regiment Native Infantry. A portion of a company Madras Sappers and Miners.

AT KOOMEYLEE.

Head-quarters wing of the 2d Grenadier Regiment Native Infantry. A portion of Madras Sappers.

At the posts in the Passes :—

The 21st Bengal (Punjab) Native Infantry.

On assuming command of the Zoolla district there were four companies of the 45th Regiment encamped with the wings of the 2d Grenadier and 18th Regiments Native Infantry, on the plain between Zoolla and Koomeylee, that had been for about six weeks employed in plate-laying, and laying sleepers in making the road for the rail. Orders had been received to send the 45th to the front; but labour not being procurable, and their services being urgently required for the railroad, they were detained; they left for the front about the 20th of March. All the troops, both British and Native, did good work, and when it is remembered that the railroad was entirely constructed by military labour, no other record of their good work is necessary.

I cannot speak too highly of the services performed by the 5th Brigade 25th Battery of Royal Artillery under the command of Major Bogle. This battery was detained at Zoolla, and its men and mules were constantly employed in carrying and escorting treasure and ammunition from Zoolla to the highlands. In this service they marched nearly 1,000 miles. The cheerfulness with which Major Bogle, and his Officers and men, undertook this duty is deserving of the highest praise. Major Bogle was not satisfied with merely performing the duty when ordered, but came forward on all occasions, expressing a wish that his battery might be employed for the good of the service, rather than remaining in garrison here. Considering that his battery was the only portion of British troops on the plains, I think the willing work done highly creditable. I made to the Assistant-Quartermaster-General a special report.

The Madras Sappers have been constantly at work in increasing the width of the pier, making embankments along the shore to prevent the invasion of the sea, erecting hospital and other buildings, and assisting in the making of the railroad.

Those of the Sappers at Koomeylee were employed on the railroad, and at the wells, and they all performed their work with untiring energy. The Commanding Engineer will doubtless report on them.

The 2d Grenadiers and 18th Regiment Native Infantry landed at Zoolla early in February, and have been continuously employed in working parties, landing stores, or on the railroad. Wings of these regiments under the command of Captain Boyd, officiating second in command, 2d Grenadier Regiment and of the 18th Regiment Native Infantry, under Major Alexander, were for nearly four months encamped between Zoolla and Koomeylee, cutting through embankments and making the road for the rail, carrying sleepers and laying them, and all such work appertaining to the formation of a line of rail—these men, encamped in a hot plain, digging and carrying sand, removed from all excitement, and not even having the recreation of camp

life and its pleasures, deserve credit for the willing performance of not interesting work; and I think the men and their Commanding Officer deserving of praise. Colonel Muter, Commanding the 2d Grenadier Regiment, and commanding at Koomeylee, carried out his varied and arduous duties most efficiently. The arrangements necessary to provide for the comfort of the troops passing through and for their carriage, and the general superintendence of so large a camp, with some 8,000 transport animals in it, are not light; in addition to this, the management for the supply of water was a matter requiring constant attention; all these prove that he had great responsibilities, and I think he showed himself equal to them.

The head-quarter wing of the 2d Grenadier Regiment was employed at Koomeylee in working parties on the railroad, wells, and other works, and the remarks on the other wing apply equally to this one.

The 2d Grenadier and the 18th Regiments have been both similarly employed in working parties at Zoolla and on the rail, and the remarks on one apply equally to the other regiment. So hard was the work at Zoolla, every man that could be spared being sent to labour on the railroad, that they scarcely ever had two nights in bed, and frequently not this, and in addition had to furnish working parties to land stores, working at the pumps for water, &c.

Lieutenant-Colonel Combe, commanding 18th Regiment Native Infantry, gave me every assistance, and met every demand on his overworked men. As a General Officer was in command at Zoolla, his duties were not so various as had he been detached, but he most effectually assisted myself and the General Officer Commanding before me.

The 21st Punjab Native Infantry, under the command of Major Thelwall, occupied the posts in the pass, two companies being for some time at Senafe.

This regiment worked most cheerfully and with energy. They had to patrol daily in armed parties, up and down, half way between stations. Other parties had to patrol likewise to collect and burn dead animals. The several posts which I inspected in the latter part of April were kept in excellent order. The men's lines were tastefully laid out, and neatness and order prevailed. The encampments for convoys and for troops were judiciously selected and arranged. The sanitary condition of the stations and of the line of road between them were decidedly good; without seeing the work that had to be done, and how efficiently it was carried on, it is scarcely possible to form an estimate.

Major Thelwall commanding the corps, and Major Hudson second in command, who commanded at various times at Undul Wells, Captain Collett who commanded at Rary Guddy, and Captain Tyler who commanded at Sooroo, I would especially bring to the notice of His Excellency; they and their men did excellent work, and when it is to be remembered to continual streams of convoys passing through their posts at all times, and that order and cleanliness prevailed, I think all deserving of credit.

The 26th Cameronians landed on the 2d April and were sent up to Senafe with detachments, they were utilized in working parties of from 200 to 350 men daily as long as they remained, embanking the pier, on the railroad embankments, and carrying commissariat stores, their services were at the time of great value, as labour was not procurable; when they did march they were sent in escort of treasure.

Of the Departmental Officers in the Zoolla district, I would submit the services of S. Pelly, Esquire, Deputy Inspector-General of Hospitals, Indian Branch. His administrative duties were of a peculiarly arduous nature—he had to arrange for the supply of Medical Stores to the whole force, to distribute the several Medical Officers on arrival, and to survey every vessel for the several corps and departments, he has had primarily and finally to survey each vessel, and to visit them with me after the troops or followers had been embarked. He has worked earnestly and well, and were it not for the cordial assistance I have received from him the embarkation of the troops could not have proceeded so rapidly as it has.

Lieutenant-Colonel Holland, Controller of Supply, has at all times consulted with me, and has met every request I have made for the good of the service.

I have also received every assistance from Lieutenant-Colonel Lucas, Deputy Commissary-General.

Lieutenant-Colonel Warden, Director Land Transport Corps, has exerted himself, and has used his best endeavours to carry on his very arduous duties. I have always found him most willing to accept any recommendation or suggestion offered.

These officers are well known to his Excellency, but I trust I am not in error in mentioning them in as far as they have been associated with me.

From Major Roberts, V.C., the Assistant-Quartermaster-General, I have received most valuable assistance, and he has conducted the duties of the department at Zoolla most entirely to my satisfaction. He has lately had very arduous duties in surveying and allotting vessels, and arranging the embarkation of the troops, and has in connection with the naval and transport authorities carried on the duties to the satisfaction of all. He has taken such interest in the embarkation, and has been so energetic and efficient, that I submitted a request from him to be permitted to remain at Zoolla, and complete the embarkation, which request has been granted. I am especially indebted to him for his very valuable assistance.

Dr Guy, Senior Medical Officer, British troops, Zoolla, has given every assistance; his attention to the comfort and wants of the sick, and the care and consideration shown in receiving them on arrival from the highlands, and embarking them, have been marked.

Major Gammell, the Deputy Assistant-Quartermaster-General at Zoolla, has worked with great zeal, and in a very satisfactory manner; he has evinced considerable ability; until quite lately he was the only Assistant to Major Roberts.

Major Baigrie, Captains Fawcett, Hogg, and James, have only lately joined, they have worked with zeal, and have been of great assistance, but as they, up to quite lately, belonged to the troops in the highlands, I presume their services are recorded by those under whom they served.

Captain Gregson, 26th Cameronians, was Brigade-Major here for some little time when there was considerable work consequent on the embarkation; he is a very promising Officer, and I regret having to lose him—he worked with great zeal and energy.

I would especially bring to notice Captain Hawkes, ex-Commissariat Officer at Zoolla; his energy and zeal, and his talent for organization were considerable; during the very rapid embarkation of troops and animals and followers,

there was not a single check; to me it is a marvel how he managed to have all prepared, he was always equal to the task, however difficult.

Koomeylee being under my command, I would submit to His Excellency the excellent work done by Major Nuttall, the second in command Land Transport Train; he had a very difficult command, sending off convoys, arranging everything for the very large dépôt of animals; his energy and zeal are as great as ever, and he has I think exhibited considerable judgment in carrying on his work.

Having been ultimately associated with Commodore Heath, C.B., Commanding-in-Chief in the Indian Station, I wish to submit how I value the ready support and co-operation I have received from him.

The very rapid embarkation of the troops will testify how much the Military Department is indebted to Captain Tryon, R.N., the Principal Transport Officer; had we not been in concert, and working for the good of the Service, the work could not have been carried out as it has.

Captain Edye, R.N., Commanding the "Satellite," who has arranged the working of the lighters, and the conveyance of troops and animals to the ships, has most cordially assisted us. It is not for me to enter into the assistance afforded by Captain Edye in the disembarkation.

Lieutenant Osborne, R.N., of the "Satellite," has been in charge of the embarkation lighters; he has worked from morning to night, and deserves our thanks.

I would also especially mention Lieutenant Green, R.N., the Transport Officer, who has been associated with the Assistant-Quartermaster-General in the primary and final surveys of vessels; his cheerful and cordial assistance has been marked, and I would especially mention him for consideration.

I have, &c.,

E. L. RUSSELL, Major-General,
Commanding Zoolla.

I would also bring to notice First Class Veterinary Surgeon Lamb, in charge of the animals of the Land Transport Train; his duties were very responsible, they are not so apparent as the work of Officers of the General Department or Military, but not the less useful. The utility of the thousands of baggage animals was dependent on his supervision; he had the superintendence of Zoolla, the Pioneer Wells, and Koomeylee, and did his duties with zeal and great efficiency. Every animal landed had to be inspected and cared for by him, his services in surveying vessels for the transport of animals have been of great importance and very responsible, he has been of great assistance to me; he has worked well and earnestly for the good of the Service.

E. L. RUSSELL, Major-General.

No. 9.

(The Controller of Supply and Transport to the Military Secretary to His Excellency the Commander-in-Chief.)

SIR,
Camp, Zoolla, May 28, 1868.
In accordance with the instructions conveyed in your telegram of yesterday's date, I have the honour to submit for the consideration of His Excellency the Commander-in-Chief, the following report on the department under my control.
The Deputy-Commissary-General and Director Land Transport Corps, having been already

called upon to forward reports on the working of their respective departments direct to Army Head-Quarters, it only remains for me to speak of the general working of both, leaving it to the above Officers to bring to His Excellency's notice any particulars that may be necessary, as well as the names of such officers who may be deserving of special mention.

3. The working of the Commissariat, organized as it has been of necessity from the three Presidencies, has achieved under Colonel Lucas's able direction a success which is equally creditable to the officers of each, who appear to have one and all so ably and cheerfully assisted him; the unprecedented difficulties which beset the department are so well known to His Excellency that I forbear to trouble him with an unnecessary re-capitulation of them, and I trust that the exertions of the department generally have already secured His Excellency's full approbation.

4. The Land Transport Corps under Colonel Warden, organized under such disadvantages, was a source of much anxiety at first, but short as the duration of the campaign has been, this Department has made most satisfactory progress towards efficiency, a result which is mainly due to the earnest exertions in the right direction of Major Warden, and the officers of the corps, who have cheerfully undergone an amount of toil and hardship most creditable to them individually, which has materially tended to ensure to Colonel Warden the success he has reached, and which could never have been attained without the most zealous and hearty co-operation amongst those under his command.

I desire to recommend to His Excellency's favourable notice the following officers of the Commissariat and Land Transport Corps, whose services have been under my more immediate observation.

Captain Willoughby proceeded to Egypt in August last, and was employed in taking up ships, superintending the despatch of animals to Zoolla, and arranging for supplies for the force; joined the force at Zoolla the middle of January last, and was immediately ordered by His Excellency to return to Egypt on special duty connected with the requirements of the force; returned to Zoolla the beginning of March, since when he has been assistant in my office.

Captain Willoughby's duties, which were of a most responsible and arduous nature, were conducted with much judgment, for which he is deserving of great credit. As my assistant, Captain Willoughby has rendered most valuable assistance; the separation of my office from Army Head-Quarters having necessitated a considerable increase of work.

7. Major Stansfeld, Madras Commissariat, succeeded Captain Willoughby in Egypt, and has filled the important and responsible position there to my entire satisfaction.

8. Captain P. Bartholomew, Lieutenant Luckhardt, and Veterinary Surgeon Boulter, proceeded to Egypt with Captain Willoughby, and have done excellent service in their respective departments.

9. Lieutenant Carnac, of the Land Transport Corps, was temporarily attached to my office previous to Captain Willoughby joining, and I found him a most intelligent and hardworking officer, evincing much interest in the success of the new corps he had so lately joined.

I have, &c.,

H. W. HOLLAND, Lieut.-Col.,
Controller. Supply and Transport.

No. 10.

(Lieutenant-Colonel A. W. Lucas, Deputy Commissary-General, Abyssinian Expeditionary Force, Zoolla, to the Deputy Adjutant-General, Army, Head-Quarters.)

SIR, *Camp, Zoolla, May 20, 1868.*

THE campaign having now terminated, and the embarkation of the army being so far advanced, I have the honour to forward the following report on the working of the Field Commissariat throughout the Expedition, for submission to His Excellency the Commander-in-Chief.

2. The exceptional circumstances, and the very great difficulties under which the Commissariat operations have been carried on, are well known to His Excellency.

1st. The short time in which the whole of the preparations had to be made; the very difficult nature of the country; the feeding of the whole of the army, followers, and cattle having to be arranged for from India, Egypt, and England; the provisioning of the Force inland being almost entirely dependent on supplies from the sea-coast, makes the present campaign the most difficult the Commissariat has ever entered upon.

3. At the period the Expedition was organised, the Commissariat Establishment in India had been reduced to the very lowest limit at which it was possible to carry on work in time of peace; the sudden and enormous pressure to collect and ship off the supplies required for 12,000 fighting men, 30,000 followers, and some 30,000 animals, compelled the Commissary-General at Bombay to weaken all Commissariat Out-Station offices to strengthen the Presidency Office; hence, with the exception of commissariat officers and some few of the warrant and non-commissioned grades, the field establishment had to be formed from new and untried materials, and which necessarily added greatly to the labour and anxiety of the officers.

4. It will be observed from the accompanying nominal rolls of officers, warrant and non-commissioned officers, that although the organisation was from Bombay, the Commissariat was drawn from the three Presidencies, and may therefore be looked on as the Indian Commissariat.

5. One list exhibits the general duties on which the several officers have been employed; and although it appears almost invidious to make a distinction where one and all have worked so well, the object I may safely mention of the whole having been to insure the success of the Expedition and efficiency of the Department, I must in justice bring to His Excellency's special notice the services of the under-mentioned:—

Major Mignon, who landed with the Pioneer Force, overcame the difficulties consequent on the landing on a strange and barren shore, and who has since so ably conducted his duties as Assistant-Commissary-General, 1st Division, with the advance.

Major Bardin, Assistant-Commissary-General, 2d Division, who is a most valuable officer, and who organized the Inland Depôts between this and Senafe, and proceeded to join the advance on the army marching to the front.

Captain Hawkes, who has performed the very important and heavy duties in charge of the dépôt at Zoolla and out-depôts to Senafe, and through whose indefatigable exertions so much of the efficiency of the Commissariat with the army is attributable.

Major Heysham, also attached to the Zoolla Dépôt, and who was deputed to visit the different ports in the Red Sea, and so ably performed the

important special duties required from him ; *vide* reports already submitted to His Excellency.

Captain M. W. Willoughby, Assistant Commissary-General, and who performed the duties of collecting and forwarding supplies and cattle from Egypt in a most efficient manner until he was transferred to the office of the Controller at the end of February last.

Major Stansfeld, who succeeded Captain Willoughby as senior Commissariat Officer in Egypt, and has since so ably conducted the important duties there.

Major J. Thacker, in charge of the dépôt, Senafe, and out-dépôts to Antalo, and who has laboured with unremitting zeal to insure efficiency on the highlands, and by the means of native carriage pushed on so large a quantity of supplies.

Captain R. N. Burlton, also attached to the Zoolla Dépôt, and whose unremitting attention to the duties in the office in a most trying climate, and under great difficulties, and—

Lieutenant Shewell, who arrived with the Pioneer Force, and has served both at Zoolla and in the advance, and to whose good management the purchase of so large a quantity of supplies is attributable.

6. The second list exhibits the duties performed by the warrant and non-commissioned grades, and I beg to bring prominently to the notice of His Excellency the very valuable services rendered by Conductor Henderson. I cannot speak too well of this warrant officer ; his zeal, attention, and intelligence, is beyond all praise, and I trust I may not be considered as asking too much in recommending that the rank of Lieutenant, with promotion to the grade of Deputy Assistant-Commissary, be granted to him. Mr Henderson is perfectly qualified for the improved position, and on the promotion being granted him I am confident he would perform all duties required with credit to himself and advantage to the State. Conductor Lee, Bombay Commissariat, and Conductor Greatorrex, Madras Commissariat, have served excellently, and I beg to recommend their promotion to the grade of Deputy Assistant-Commissary.

7. The termination of the war will, I fear, cause a loss on the large quantity of surplus supplies, but this could not be avoided ; the nature of the country in which we are serving made it imperative, to insure the safety of the army, to have a reserve of provisions to last until the re-opening of the fair season ; had the war lasted the whole would have been consumed by the end of October next. From

the peculiar nature of the country it is not even now safe to withdraw the surplus provisions from the highlands ; the Pass has already been closed three times from rushes of water during the current month, and it is therefore essential that the reserve be kept at Senafe to the last, and which may probably cause the loss of the surplus stock now there ; but this is preferable to running the risk of leaving the force without food.

8. The services of the undermentioned officers temporarily attached as Sub-Assistant Commissary-Generals to the Force, may now be dispensed with, and I beg to recommend that they be permitted to rejoin their regiments—

Captain Callwell ;
Captain Newport ;
Lieutenant Hore ;
Lieutenant Mackinnon ;
Ensign Humfrey ;
Ensign Scott.

9. I beg to solicit His Excellency's kind consideration of the hardships and difficulties the whole of the followers have undergone, and the cheerful manner in which all their duties have been performed ; and I beg to recommend that clerks and followers of all classes, who have served three months in Abyssinia, be granted a gratuity of one month's pay each on discharge, in addition to pay to the date of landing in India.

10. The camels purchased in Egypt by Captain Willoughby have been attached to the Commissariat, and I cannot close this report without mentioning them ; they are all well-selected and first-class animals. I have worked them with the Egyptian drivers, who have been found excellent camel men. They are strong and hardy men, well acquainted with their duties, and are I think far superior in a campaign of this description to Asiatics. They have been found obedient and hard-working, and always willing to take punishment from the officer commanding them, but not from subordinates. I am of opinion, in any future operations, that these men would be most valuable in the field, but only in having proper interpreters attached to them, and their Inspectors or petty officers being appointed from their own class.

11. In conclusion, I trust the general working of the Commissariat has met with His Excellency's approval.

I have, &c.,

A. W. LUCAS, Lieutenant-Colonel,
Deputy Commissary-General,
Abyssinian Expeditionary Force.

No. 11.

LIST of Commissariat Officers serving with the Abyssinian Field Expedition.

*Office of the Deputy Commissary-General, Abyssinian Expeditionary Force,
Camp, Zoolla, May 20, 1868.*

Rank and Names.	Corps.	How Employed.
<i>Deputy Commissary-General.</i>		
Lieut.-Col. A. W. Lucas ...	Bombay Staff Corps ...	Served as head of the Commissariat throughout the campaign.
<i>Assistant Commissary-Generals, 1st Class.</i>		
Major F. P. Mignon ...	Ditto ...	Served throughout the campaign ; first at Zoolla depot, and afterwards with 1st Division, Army Head-Quarters.
Major G. R. F. Bardin ...	Madras Staff Corps ...	2d Brigade, 1st Division.

Rank and Names.	Corps.	How Employed.
<i>Assistant Commissary-Generals, 2d Class.</i>		
Major J. Leven ...	Bengal Staff Corps ...	Charge of depôt at Antalo.
Captain M. W. Willoughby	Bombay Staff Corps ...	Served as Senior Commissariat Officer in Egypt to end of February, when he was transferred to the office of the Controller of Supply and Transport.
Captain H. P. Hawkes ...	Madras Staff Corps ...	Charge of depôt and Extra Commissariat Officer, Zoolla, and of depôt between Zoolla and Senafe.
<i>Deputy Assistant Commissary-Generals, 1st Class.</i>		
Major B. F. Heysham ...	Madras Staff Corps ...	Attached to Zoolla depôt. Charge of Bunder, landing and shipping stores. Visited ports in Red Sea on special duty.
Major W. Stansfeld ...	Ditto ...	Senior Commissariat Officer in Egypt.
Major John Thacker ...	Bombay Staff Corps ...	Charge of depôt at Senafe, and on depôts to Antalo.
<i>Deputy Assistant Commissary-Generals, 2d Class.</i>		
Captain N. R. Burlton ...	Bengal Staff Corps ...	Attached to Zoolla depôt.
Lieutenant W. F. Keays ...	Bombay Staff Corps ...	Ditto.
<i>Sub-Assistant Commissary-Generals, 1st Class.</i>		
Lieutenant A. M. Shewell ...	Ditto ...	Served from landing of Pioneers at Zoolla depôt, to date of leaving of advance force. Served with the advance throughout the campaign.
Lieutenant G. F. Bryant ...	Ditto ...	Attached to Zoolla depôt.
Lieutenant W. G. Smith ...	Bengal Staff Corps ...	In charge of Bengal Kahars. Attached to Zoolla office.
Lieutenant L. B. Smith ...	Madras Infantry ...	Charge of Madras dooley bearers. Served with advance force.
Lieutenant Luckhardt ...	109th Foot ...	Assistant to the Senior Commissariat Officer in Egypt. Has performed most excellent service throughout the campaign.
Lieutenant S. Hunt ...	Madras Staff Corps ...	Attached to the Senior Commissariat Officer, Egypt.
Major B. G. Vandergucht ...	Bengal Staff Corps ...	With Koomeylee depôt. Has performed excellent service. Proceeded sick to Europe.
Major F. J. Ellis ...	Ditto ...	An intelligent and active officer. Attached to Senafe depôt.
Captain H. W. Burlton ...	Ditto ...	Charge of Undul wells depôt.
Captain J. Stevenson ...	Ditto ...	Charge of depôt, Sooroo.
Lieutenant W. E. Begbie ...	General List ...	Attached to Zoolla depôt. Very intelligent and hard-working officer. Has been of great assistance.
Lieut. M. A. Rawlandson ...	41st Regiment, N. I. ...	Ditto.
<i>Attached in Abyssinia.</i>		
Lieut. J. W. Ouchterlony ...	Late Madras Fusiliers ...	Charge of Commissariat elephants. Has served with the advance, and been most zealous and attentive to his duties.
Captain R. J. Callwell ...	46th Regiment ...	Charge of depôt at Attalo.
Lieutenant W. S. Hore ...	General List ...	Charge of depôt at Lake Ashangi.
Captain H. W. Newport ...	18th Regiment, N. I. ...	Charge of depôt at Addigerat.
Lieut. D. W. Mackinnon ...	109th Regiment, attached 25th Regiment, N. I. ...	Charge of 2d detachment, Commissariat camels.
Lieut. John Humfrey ...	45th Regiment ...	Charge of 1st detachment, ditto.
Lieut. E. J. Gunthorpe ...	Madras General List, attached 2d Grenadiers.	Attached to Commissariat in Egypt.
Ensign J. C. Scott ...	1st Batt. King's Own Regt.	With Koomeylee depôt. An intelligent and attentive officer.

A. W. LUCAS,
Lieutenant-Colonel, Deputy Commissary-General,
Abyssinian Expeditionary Force.

*LIST of Warrant Officers, &c., serving with the Abyssinian Field Expedition.**Deputy Commissary-General's Office, Zoulla, May 20, 1868.*

Rank and Names.	Corps.	How Employed.
<i>Conductors.</i>		
J. Henderson	Bombay Commissariat ...	Landed at Zoulla, October 24, 1867. An invaluable man. For a long time he worked alone at Zoulla, carrying on single-handed the executive duties of this important dépôt. His indefatigable zeal and energy, and his cheerfulness under the most trying circumstances, has been beyond all praise.
W. Lee	Ditto	Carried on the duties at Koomeylee with great zeal and efficiency; is one of the few who has rendered his accounts properly whilst in charge of a depot. Landed at Zoulla, October 24, 1867.
J. Greatorex	Madras Commissariat ...	Organized the forwarding depot at Koomeylee, upon the correct and efficient working of which so much depended. His accounts are a pattern of neatness and accuracy. Landed at Zoulla, December 7, 1867.
J. Wood	Ditto	Steady and attentive. Landed at Zoulla, March 29, 1868.
J. Pearson	Bombay Commissariat ...	Has carried on the executive duties at Koomeylee satisfactorily.
<i>Sub-Conductors.</i>		
— Crowe	Bombay Commissariat ...	Active and very hard working; has served throughout the campaign. Landed at Zoulla, October 24, 1867.
C. Maggs	Ditto	A most intelligent and hard-working man; gave great satisfaction for the time he was in the dépôt. Left sick on medical certificate to England. Landed at Zoulla, December 31, 1867.
J. Griffiths	Madras Commissariat ...	Steady and efficient. Returned sick to India in April.
<i>Commissariat Sergeants.</i>		
D. Heron	Madras Commissariat ...	Has had charge of Rara Guddy. Given great satisfaction; rendered his accounts promptly and accurately, and has received flattering notice from the officer commanding the station. Landed at Zoulla, December 7, 1867.
J. Holborn	Ditto	Had charge of Adoda, which he managed most efficiently, and was compelled to return to India in May 1868, after repeated attacks of fever contracted there. Landed at Zoulla, December 7, 1867.
R. Langley	Ditto	Had charge of dooley bearers. Returned to India in April 1868. Landed December 7, 1867.
C. Sennington	Ditto	Has worked zealously and efficiently. To him is in a great measure due the speedy and efficient manner in which the ships have been provisioned for the return voyage. Landed at Zoulla, December 24, 1867.
G. D'Arcy	Bombay Commissariat ...	A good and able man. Highly spoken of by all under whom he has served. Landed at Zoulla, October 28, 1867.
C. Leslie	Bengal	Much of the present efficient state of the bakery is attributable to this sergeant. Landed at Zoulla, January 21, 1868.
W. Beaumont	Madras Commissariat ...	A steady and intelligent man. Landed at Zoulla, December 24, 1867.

Rank and Names.	Corps.	How Employed.
R. Harley	Bengal Commissariat ...	Intelligent, well-conducted, and zealous men, have worked steadily and efficiently. Recently arrived.
J. Carroll	Ditto	
A. Little	Ditto	
W. Brown	Madras Commissariat ...	
C. Carroll	Ditto	Landed in March 1868, and returned to India in April 1868.
C. Haslam	Bengal Commissariat ...	Landed in January 1868.

A. W. LUCAS, Lieutenant-Colonel,
Deputy Adjutant-General, Abyssinian Expeditionary Force.

No. 12.

(The Principal Medical Officer to the Military Secretary to His Excellency the Commander-in-Chief, Abyssinian Expeditionary Force.)

*Camp, Addigerat,
May 22, 1868.*

SIR,

ON the conclusion of a campaign which I feel assured will be regarded as one of the most successful in the military history of our country, I trust His Excellency the Commander-in-Chief will permit me, as head of the Medical Department of the Abyssinian Expedition, to bring to his notice the names of the three medical officers noted in the margin,* who, from their positions in the service, and the responsible duties which devolved upon them, have established, I respectfully submit, a fair claim to some honorary distinction or reward.

Deputy-Inspector-General Pelly, Principal Medical Officer of the 2d Division, and senior officer of the Indian Service (medical), has been stationed at the base of operations during the campaign; and the various duties which he has been called upon to perform in that position have necessarily been of a very important and responsible nature.

Dr Pelly has displayed administrative abilities of a high order, and nothing could exceed his devotion to the interests of the Service in connection with the Expedition.

Deputy-Inspector of Hospitals Dr Mahaffy, also of the Indian Medical Service, and Principal Medical Officer of the 1st Division, accompanied the Force in advance; and on all occasions, as I doubt not His Excellency is well aware, was indefatigable in providing for the care and comfort of the sick, and doing the utmost in his power to meet the medical requirements of the Force.

I consider Dr Mahaffy an excellent administrative officer, and his services in this campaign have been highly meritorious.

Staff-Surgeon-Major Guy, 27 years' service, and second Senior Medical Officer of the British Service with this force, has been stationed at Zoolla from the commencement of the campaign, in the capacity of Superintendent of hospital-ships, and principal Medical Officer of the European troops at Zoolla.

Without going into details, I may state generally that Staff-Surgeon-Major Guy's duties, more especially in connection with the arrival of troops, and invaliding of sick to England, have been such as to require ability and judgment.

Dr Guy is a hard-working and conscientious medical officer, and I can honestly testify that he

has discharged the duties of his appointment ably and satisfactorily.

Staff-Assistant-Surgeon W. S. Martin was appointed to the exploring party which was sent to Abyssinia in September last, and accompanied it through various expeditions undertaken for the purpose of discovering a practicable route for troops from the sea to the highlands.

He wrote an excellent report upon the different routes examined, and compiled a valuable meteorological record.

On the arrival of the Expeditionary Force in Abyssinia, His Excellency was good enough, on my recommendation, to appoint Dr Martin to the office of Secretary to the Principal Medical Officer of this Force.

The duties of this appointment, I may be allowed to observe, are of a difficult and laborious nature, more especially in connection with medical statistics, a branch of science with which Dr Martin is fully conversant.

I feel it due to this office to testify to the able and efficient manner in which he has discharged duties requiring high attainments and great industry.

I may add that Assistant-Surgeon Martin's scientific and professional acquirements are very considerable, and I look upon him as a medical officer of great promise in the Department.

On the grounds of valuable services performed during this arduous and peculiarly difficult campaign, I conceive that Dr Martin has established a strong claim to promotion for meritorious and distinguished services, and if the rules of the Service permit (and I know of none which precludes a medical officer of upwards of five years' service from obtaining promotion), I beg strongly to recommend that Staff Assistant-Surgeon W. S. Martin be promoted to the rank of Surgeon, as a reward to himself and an encouragement to others of the Department.

In 1865 Dr Martin held medical charge of the wing of the 45th Regiment at Neemuch, during a severe visitation of epidemic cholera.

In 1866-67 was in medical charge of the Sanitarium at Poorundhur; and in 1868 was Secretary to the principal Medical Officer of the Abyssinian Expedition.

In addition to the officers whose services I have now submitted to His Excellency for favourable consideration, there are many others who have displayed zeal and ability, and have proved themselves in many respects highly efficient medical officers in the field.

This class comprises officers of different grades and standing in both the British and Indian medical services, and as I wish justice to be done

* Dr Pelly, Deputy-Inspector General of Hospitals; Dr Mahaffy, Deputy-Inspector-General of Hospitals; Staff-Surgeon Major Guy.

to every one whose services have been in any degree deserving of special notice, I shall not fail to adopt such measures as will ensure their merits being brought under the immediate notice of the professional Heads of the two Departments in England and India, in order that their services in this campaign may be permanently recorded.

I have, &c.,

S. CURRIE, Inspector-General of Hospitals, and Principal Medical Officer Bombay Staff, Abyssinian Expeditionary Force.

No. 13.

MEMORANDUM, showing the Amount of Sickness and Mortality in the British Troops, Abyssinian Expeditionary Force, during the entire Campaign.

Average strength	...	2,688.8
Average daily sick	...	156.62
Ratio per cent. sick to strength	...	5.8
„ deaths „	...	1.3

Casualties.

Officers—			
Highlands	...	...	7
Lowlands	...	...	4
Total	...	...	11
Men—			
Highlands	...	...	17
Lowlands	...	...	20
Total	...	...	37

Officers' Deaths caused as follows:—

Diseases.	Σ	Remarks.
Dysentery acuta	2	One accident, one suicide.
Insolatio	2	
Vulnus sclopetarium	2	
Morb. valv. cordis	1	Accidental drowning.
Apoplexia	1	
Emerson	1	
Febris continua	1	
Angina pectoris	1	
Total	11	

Men's Deaths.

Diseases.	Number.
Dysentery acuta	17
„ chronic	1
Vulnus sclopetarium	1
Insolatio	8
Febris remitt.	1
„ intermitt.	1
„ typhoid	1
„ continua	1
Hepatitis acuta	1
Aneurisma	1
Nephria	1
Nephritis	1
Verrenatio	1
Paralysis	1
Total	37

Distribution of Casualties by Corps.

Corps.	Officers.	Men.
Royal Artillery	1	5
Royal Engineers	1	2
3d Dragoon Guards	...	2
1st Battalion 4th King's Own Regiment	1	11
26th Cameronians	...	3
33d Regiment	3	4
45th Regiment	1	8
Army Hospital Corps	...	2
Medical Staff	2	...
Military Store Staff	1	...
Veterinary Staff	1	...
Total	11	37

S. CURRIE, Inspector-General, Abyssinian Field Force.

No. 14.

(From Lieutenant-Colonel St Clair Wilkins, R.E., Commanding Engineer, Abyssinian Expeditionary Force, to Captain T. J. Holland, Assistant-Quartermaster-General, Abyssinian Expeditionary Force, Head-Quarters.)

Zoolla,

SIR, 30th May 1868.

I HAVE the honour to submit, for the information of His Excellency Lieutenant-General Sir Robert Napier, G.C.B., and G.C.S.I., Commander-in-Chief Abyssinian Expeditionary Force, a brief report of the operation of the Engineer Department in Abyssinia, of the services of the officers of the Departments, together with a report in detail of the several works executed.

2. Plans of the port, coast, depôt, and camp of Zoolla, the railway line, and other works are annexed.

3. The officers of the reconnoitring party, despatched from Bombay on the 16th of September last year, having on the 2d October examined the Port of Massowah, and the water supply of that port on the plains of Muculloa, five miles distant from the sea, formed the opinion that that harbour was too small to accommodate more than half-a-dozen vessels, and that the water supply was of too limited and precarious a nature to meet the requirements of the Expedition, the "Euphrates," and the "Coromandel," containing the exploring force, then steamed southwards into Annesley Bay, and the water supply at Negoosa, on the promontory of Buri, was examined without satisfactory results. Crossing the bay the vessels took up a position off the village of Zoolla, and the water supply from the Huddas River promising fairly, and an investigation of the shores round the bay, combined with information obtained, presenting no better prospect, it was determined to make Zoolla the base of exploration in the country.

The beach at Zoolla, shelving very gradually into the sea, it became at once a matter of great importance to commence the construction of a suitable pier for landing purposes. Some iron girders and stout rafters had been brought up in the steamers to assist in forming a pier, but from the nature and formation of the shore it was approved that a long pier would have to be constructed from local resources. The plain bounding the sea was covered with low bushes, but unfortunately no stone was to be

had ; under these circumstances fascines were prepared from the brushwood, and being strongly staked down, formed retaining fences for the filling in.

Arrangements were at once made for the collection of native crafts from Massowah and neighbouring ports, and the conveyance of stone from the opposite side of the bay commenced towards the middle of October. Sea-walls were then built outside the fascines, and by degrees the pier was run out 900 feet into the sea, giving a depth of 5 feet at low water springs. The greater portion of the pier was filled with stone.

This stone pier was completed sufficiently to be used in landing the advanced brigade and their horses in November ; and by the middle of December the pier was in general use, having a tramway laid from its head to some distance up the beach, then greatly facilitating the landing of Commissariat, Land Transport Train, Ordnance, and other stores. A tramway was laid down on the beach, running down to low-water line, as early as October, and was of much service previous to the pier coming into use.

In this month also a road, 50 feet in breadth, was cleared through the jungle from the pier to the camp, $1\frac{1}{4}$ miles distant.

By the end of November the works executed at Zoolla comprised the nearly-finished stone pier, a cleared road to camp from the sea, the clearing out of the old village wells in the bed of the Huddas River, and the construction of twenty new ones, whereby about 2,000 men and 2,000 animals were watered daily, a large store shed, and a water-shoot 480 feet in length, raised on trestles above the sea, for conveying to the tanks, which were being collected on shore, sweet water, condensed by Her Majesty's ship "Satellite."

The satisfactory progress made with the Zoolla works generally, up to the close of the year, is attributable to the untiring zeal and energy displayed by the officers in executive charge, Captain W. W. Goodfellow, Field Officer, and second in command of Royal Engineers with the Force.

It is unnecessary for me to bring this officer's subsequent services to His Excellency's notice—those services having been performed under His Excellency's own observation. I would wish, however, to record how highly I appreciate Captain W. W. Goodfellow's services, and how much I feel indebted to him for his support and example, and for the cheerfulness and fertility of resource he has so constantly displayed.

On His Excellency's arrival at Zoolla early in January, many additional Commissariat and other sheds had been erected, and the commencement made of a second pier, a pile pier, the materials for which had been prepared and sent out from Bombay.

Captain Chrystie, R.E., Field Engineer, assumed charge of the Zoolla works on the 1st of January, and in his hands the pile pier made rapid progress, and was nearly completed up to the island by the 5th of February, when Captain Chrystie was ordered to Senafe, and was relieved at Zoolla by Captain Wood, R.E., Field Engineer.

Captain Wood completed the pile pier, and built a new head to the stone pier, greatly improving it. Captain Wood's work was distinguished by its solidity and permanent character. That the piers were not damaged by the late gales is attributable to this officer's good work at the head of the piers. Captain Wood was unfortunately taken ill, and had to go on board the hospital ship ; Lieutenant Lee, Royal Engineers, Assistant Field Engineer, assuming charge of the Zoolla works.

I have much pleasure in testifying to the excellent character of the works carried out by this officer, who has had many years' experience on public works.

Lieutenant Lee completed the works at Zoolla as they now stand.

A tramway having been proposed to be laid on the lowland country between Zoolla and the base of the mountains at Koomeylee, a distance of about twelve miles, Lieutenant Willans, Royal Engineers, Assistant Field Engineer, commenced surveying the line in November, and the works were commenced in December, when the ships with the plant from Bombay began to arrive.

An iron girder bridge of three spans of 20 feet was constructed over a branch of the Huddas River in December, and about a mile of earthworks were constructed and rails laid by the end of January.

Six miles of railway, with a branch of half a mile to the Commissariat sheds, were completed by the 19th February, and the Commissariat Department commenced running all their stores and provisions to the 6th-mile siding. This enabled the Land Transport Train to move the whole of their animals from Zoolla, thus relieving the water condensing operations enormously, and saving considerably in time and animals in the trip from the coast to Senafe.

All Commissariat and other stores now sent out to the 6th-mile siding were conveyed away by carts and baggage-animals sent out from Koomeylee, and which returned to that post the same day.

A second Commissariat siding was opened for traffic at the 9th-mile from Zoolla on the 28th of March, thus further reducing the labour of the transport animals.

At the end of April the railway was completed to within a mile of the camp at Koomeylee. The traffic on the line had now become so great that the Commissariat Department absorbed the whole of the rolling stock. It was found that what with the Commissariat requirements and the increased time taken up by the lengthened journey, trains for the conveyance of railway plant could no longer be given. With extreme reluctance it was then decided that the works must be brought to a close by the construction of a loop-line and terminus at about a mile from Koomeylee.

The heat on the plains was so great when the works were being closed that not more than five and a-half to six hours work could be obtained from the work people.

By great good fortune water was obtained from wells at the 4th, 7th, and 9th miles on the road, by the excavation of wells 50, 65, and 85 feet in depth respectively, at each point named.

Watering-tanks for the engines were set up by the side of the line, and fed from these wells by piping.

A good supply of water being obtainable at the 4th mile,—“Pioneer Wells,” the locomotive workshops were established at this place. It was also found desirable that the whole of the locomotive establishment should be permanently situated at the “Pioneer Wells,” so as to be close to their works.

The railway, properly speaking, is only a tram-road, so far as the rails and rolling stock are concerned. The rails are light, and the rolling stock consists of contractor's engines and trucks. Nevertheless the tramroad has been called upon to do the duty of a railway, and it has, by constant care and management, been kept up to the work required of it.

The main line from Zoolla to Koomeylee is $10\frac{1}{2}$ miles in length, and altogether 12 miles 106 yards of rails have been laid. For the first

6 miles the plain rises pretty gradually from the sea to a height of about a 100 feet above that level. The railway line then passes through a low range of hills, keeping the bank of the river—there is some heavy work on this portion of the line in cutting, embankments, and bridges. The line then descends about 50 feet into the Koomeylee plain, and rises to a height of 348 feet at the Koomeylee terminus.

Eight iron girder bridges and a large number of drains have been constructed on the line.

The whole of the railway, earthworks, embankments, cuttings, bridges, and drains, have been executed by troops of the force, and by men of the Army Works Corps. A few civilian plate-layers, some from Bombay and some obtained from the shipping and departments of the Army, have superintended the plate-laying. The greater portion of the railway will have been constructed by the 23d Punjaub Pioneers, commanded by Major Chamberlain, and the 2d Bombay Grenadiers, under Lieutenant-Colonel Muter. I am particularly desirous that the services of these two corps, in performing a duty so utterly new to them, should be brought to His Excellency's notice. The cheerfulness and willingness on the works of the men of these corps, inspired by the spirit and tone of their officers, have been most conspicuous, and is deserving of the highest praise. The Punjaub Pioneers are very clever, and quite artistic in all they do, under the guidance of their skilful commander. The wells made by them at the station called "Pioneers' Wells," and at the Bridge, are models of skill in well-digging.

The 2d Grenadiers worked on the line during the hot season, but they always evinced the greatest alacrity and desire to further the work.

I respectfully wish to bring to His Excellency's special notice the services of Captain Darrah, R.E., Field Engineer, who has superintended the railway works from the commencement to the completion, as well as the services of his Assistants—Lieutenant Williams, R.E., Assistant Field Engineer; Lieutenant Pennefather, R.E., Assistant Field Engineer; Lieutenant Band, R.E., Assistant Field Engineer; Lieutenant Graham, 108th Regiment, Assistant Field Engineer.

Lieutenant Williams, R.E., commenced the railway survey on 16th November, and he remained on the works superintending the bridges till 15th March, when he was ordered to the front. He returned to Zoolla on 20th May, and resumed his position on the railway.

Lieutenant Pennefather joined the railway works on 23d of December, and he has never left the works for a day up to this time.

Lieutenant Baird, R.E., arrived from Bombay on the 28th February, and he at once took up the appointment of Traffic Manager of the Line.

Lieutenant Graham, 108th Regiment, joined Captain Darrah on the 20th January, and he has been on the works the whole campaign.

As the railway works have been carried out under my own supervision, I am able to speak from personal observation of the devotion to duty displayed by Captain Darrah and his Assistants.

Early and late, day by day, for upwards of five months, have these officers, under most trying circumstances of climate, strained to the utmost ability and strength to further the success of the Expedition so far as the railway was concerned.

His Excellency should be informed of the exemplary conduct throughout of the under-mentioned non-commissioned officers employed on

the railway works from nearly their commencement to the completion. All skilled men, the value of their services have been increased by their good conduct:—

Corporal Heinig, R.E., 10th Company; Sergeant Webb, Corporal Recks, Private Cooper, Private Cox, 1st Battalion, 4th King's Own Regiment; Private Miller, 45th Foot.

The difficulties of even trusting a railway with unprofessional labour have been greatly enhanced from the circumstances of five different descriptions of rails having been provided for the work on four different principles of fixing.

Had it been possible to land and carefully stack each description of rail prior to plate-laying, the variation in the rails would not have been the cause of much inconvenience.

As it happened, this difference of pattern proved most annoying, for the disembarkation of the plank just kept pace with the requirements of the works, and the line was fed from hand to mouth throughout; consequently there was no time for sorting and stacking.

The Kurrachee rails have given the greatest trouble in laying and maintenance, being very much worn and bent, and being a joint chair and not a fish-plated rail.

The 40 lb. fish-plated rail would have been more useful if the fish-plate hole had fitted those in the rails. In five cases out of ten they did not fit, nor would the bolts go through the holes.

My opinion is that railways required for the operations of war should be carried out entirely as a civil work, by engineers and contractors who make it their business to construct railways, and who would bring to bear on the works their own experience and that of professional establishments.

In the present case it is worthy of remark, as a set-off, that although the railway works have not been constructed so well and so quickly as they would have been by a professional contractor, yet the line was made in time to be exceedingly useful, and the difference of expense between the two systems is very great.

I understand the tender of an eminent contractor for making the Abyssinian railway was at the rate of 6,000*l.* a mile, which would have brought up the cost of the whole line to about 72,000*l.*, exclusive of rails and plant.

As near as I can ascertain the cost of making the Abyssinian railway has been about 6,000*l.*, exclusive of rails and plant.

It must not be supposed from this statement that the contractor (had the line been let to him) would have made a large profit. His expenses would have been very great for labour and superintendence.

Roads.

Early in November last year, when it was determined to explore the Koomeylee Pass, No. 1 Company of Bombay Sappers were sent to work in the Sooroo defile under Lieutenant Jopp, R.E., Assistant-Field Engineer's superintendence.

From the time of the Koomeylee Pass being adopted as a route, strenuous exertions were made to construct a cart-road through the Sooroo defile; the road was completed by the 31st January, the works having been well carried out under the directions of Lieutenant A. K. Jopp, R.E., Lieutenant (now) Captain Sturt, R.E., Lieutenant Coaker, R.E., who are deserving of His Excellency's notice.

The Sooroo defile occupied the labour of two companies of Sappers, and two companies of Beloochees for three months. The road, when completed, had a breadth of about 10 feet, and was constructed on the principle of ramping over boulders and obstacles, instead of attempting their removal by blasting. The boulders which it was necessary to remove with the miner's drill were found to be of the toughest description of granite, and for sometime the Sappers were unable to make any impression upon them.

Almost simultaneously with the construction of the Sooroo defile road was the work of clearing a cart-road the whole way from Zoolla to Senafe, a distance of 63 miles, taken in hand. The rise in this road, in the length of 63 miles, is 7,400 feet.

About a mile of defile road at Rayrayguddy, had to be built much in the same manner as the Sooroo; and at $1\frac{1}{2}$ miles from Senafe a ghaut road, $1\frac{1}{2}$ miles in length, had to be cut out of the mountain side.

The whole road was open for cart traffic the early days of February.

The road has been kept in a perfect state of repair up to the 8th of May, when thunder-storms commenced breaking over the passes and doing serious damage to the made road.

A cart-road was also made between Senafe and Addigerat, a further distance of seventeen miles. Two pieces of ghaut road occur on this line, the Goon Goona and Kersubba Ghauts from Addigerat to Antalo; so much of the route was cleared as to render it possible for the 9-14th battery to be driven to that post.

Beyond Antalo to Magdala—the road can only be described as a track passable for laden mules and elephants.

A detailed description of the roads will be found in the accompanying Report.

An alternative route was commenced by the Huddas River, but was abandoned through sickness of the troops engaged, and from other causes.

Captain Hills, R.E., Field Engineer, who held the post of Executive Engineer at Koomeylee and Senafe during the campaign, has exerted himself in a very creditable manner in exploring for the best line of road to be taken to the Huddas.

Water Supply.

When large bodies of troops and followers had landed at Zoolla, and animals of the transport train accumulated in great numbers, it became necessary to condense a large supply of water.

About 200 tons of water were landed daily from steamers in the harbour by means of a wooden shoot which conveyed the water to iron tanks, from which a long wooden trough was kept constantly filled.

The troops soon moved up country, and, on the opening of the 6th-mile siding on the railway, the whole of the transport train animals were moved to Koomeylee; then the supply required from the condensers became greatly reduced.

The allowance of water to every individual in Zoolla—camp, officers, soldiers, and followers—has been $1\frac{1}{2}$ gallons daily per head, a by-no-means wasteful allowance when the climate is considered.

A water supply for about 5,000 animals, and proportion of men, was provided at Koomeylee in December and January; but on these numbers being greatly increased in March, it became necessary to increase this water supply.

Force, suction, and chain pumps were set up at the wells, capable of watering 10,000 to 15,000

animals and 5,000 men, and long ranges of troughs were provided, rendering the watering of animals an easy operation.

Lieutenant Le Mesurier, R.E., Assistant Field Engineer, came out from England specially to set up the new American tube wells and pumps at the different posts; this energetic officer took charge of the whole water supply generally, and, with his assistants, inaugurated and carried out a very efficient system of water supply at each post as far as Addigerat.

Lieutenant Le Mesurier's creditable exertions have doubtless come under His Excellency's own observation, it only remaining, therefore, for me to bring to His Excellency's favourable notice the services of Lieutenant Le Mesurier's Assistants—Lieutenant Clarke, R.E., Lieutenant Sargeant, R.E., Lieutenant Protheroe, M.S.C., Lieutenant Mainwaring, R.E., Assistant Field Engineers.

The waterworks between Koomeylee and Addigerat being of a permanent character are detailed in the accompanying Report.

Lieutenant Le Mesurier has favoured me with the following remarks upon the water supply between Addigerat and Magdala.

Beyond Addigerat no stores could be carried, and paved slopes were made into the nullahs for the animals, Norton's tube wells supplying drinking water.

Beyond Antalo four Norton's tubes and driving apparatus, complete, were carried on six mules as far as Lat. They were then of necessity left behind, and finally reached Magdala on the eve of our departure, enabling us however to obtain a supply of pure drinking water, after a want of it for sixty hours.

The water was obtained from the following sources:—

Lake Ashangi, measuring $3\frac{1}{2}$ miles by $2\frac{1}{2}$ miles, and 17 fathoms in depth, and possessing the peculiarity of having no outlet;

The river Ayangua, rising at Lat, and said by some to be source of the Tacazze;

The Tellare River was crossed at Dildee;

The Tacazze River was crossed at Miya;

On the Wadela plateau the supply was obtained from the Santara, Goshu, Gashoss, and Fanta Rivers, running into the Jita.

The Jita River, about 2,500 feet below the Wadela and Dalanta plateau was dry on the advance of the army on 4th of April, and nearly so on its return on 23d April. The distance in a lee line from one plain to the other is not less than 3 miles, and the journey to accomplish by the King's road nearly 10 miles.

Water was found on Dalanta plain in pools, in the small valley.

The formation here apparently was basaltic trap, while on the Wadela it was sandstone.

The Bashilo River, 8 miles north of Fahla, running and knee deep, after several severe thunder showers, was the only water crossed deserving the name of river.

It was the main source of supply to the army when encamped before Magdala.

The water in the small native wells in the immediate vicinity of Magdala was unfit for any purpose, owing to the number of dead animals, &c., and the small supply obtained from the well dug by the troops, though clean, was of a peculiarly bitter taste.

A medical officer assured me that it was not injurious.

Telegraph.

Lieutenant St John's telegraphic operations have not come under my observation beyond the Passes.

A statistical Report by Lieutenant St John is contained in the accompanying Report of engineering operations.

I can however bear testimony to the value of Lieutenant St John's telegraph.

I may say the telegraphic communication has been simply invaluable, and it has not failed when most wanted.

I have now to bring to His Excellency's notice that the engineer park having had the advantage of being formed with great care in Bombay under Captain Greig's directions, has always been enabled to comply with the requisitions made upon it. It has fulfilled its purpose completely, and therefore calls for no further remarks.

Captain Greig has expressed himself well satisfied with the exertions of his assistants—

Lieutenant Saxton, R.E., Assistant Field Engineer; Cornet Dalrymple, Assistant Field Engineer.

In concluding this remaining portion of my Report, it remains for me to bring to His Excellency's favourable notice the services of my Brigade - Major, Captain Charles Goodfellow, V.C., R.E., Field Engineer, which have been so valuable to me by reason of his energy of character and experience in the conduct and management of public works.

Royal Engineers and Sappers and Miners.

Of the Royal Engineers and Madras and Bombay Sappers and Miners the under-mentioned Companies have been present with the force:—

X Company, Royal Engineers.

Madras Sappers and Miners:—

G Company.

H "

K "

Bombay Sappers and Miners:—

No. 1 Company.

No. 2 "

No. 3 "

No. 4 "

The X Company, Royal Engineers, are divided into:—

1. Telegraphists.
2. Signallers.
3. Well-borers.
4. Photographists.

The telegraphists have been employed between Zoolla and Antalo only, under the orders of Lieutenant Puzey, and under the general superintendence of Lieutenant St John, R.E.

The signallers made themselves useful to the army the whole way from Senafe to Magdala, and their services were more especially valuable whilst the army crossed the ravines of the Takazze, the Jiddah, and the Bashilo, and on the advance on Magdala, in communicating with distant points relative to placing guns in position.

His Excellency is aware of the services of the officer under whom these men worked so willingly and efficiently.

The well-borers made themselves generally useful on the line of march from Koomeylee to close to Magdala, proving the efficacy of the American pumps as applicable to the line of march of an army. The operations of these men

were judiciously directed by Lieutenant Le Mesurier, R.E.

The photographers have completed a series of views from Zoolla to Magdala, illustrating all points of interest on the line of march of the army. It is to be regretted that rather more professional and artistic knowledge was not brought to bear on this subject. Some beautiful effects of light and shade have been lost, owing to the views not having been taken at the proper time of day.

Major Pritchard, R.E., commanded the 10th Company Royal Engineers, and was with the photographers throughout the Expedition.

Madras Sappers.

Major H. N. D. Prendergast, V.C., R.E., commanded the detachment consisting of G, H, and K Companies—Staff Officer with the detachment Captain Foord.

The G Company* have been posted at Zoolla and Koomeylee during the whole campaign. The services performed by this company on the public works at Zoolla, on the railway, and on the Koomeylee waterworks, have been excellent.

The sepoy of this company excavated a well on the railway line 85 feet in depth, without lining of any kind, and proved themselves very skilful workmen.

I have much pleasure in recording the good services rendered by Lieutenant Morris, commanding this Company, in superintending the water arrangements at Koomeylee. These services have proved most beneficial to the Transport Train Establishment at that post.

Lieutenants Protheroe and Mainwaring have been before-mentioned.

The H Company† have been employed during the whole campaign on the public works at Zoolla, and have been most industrious.

This Company has shown itself ever ready and willing to undertake any work required of it.

Lieutenant Pennycuik, R.E., commanding the H Company, appears to have conducted the duties of his position in an efficient manner.

Lieutenant Cunningham, R.E., has been employed on detached duty at Antalo.

K Company.‡—This Company commenced work in the Senafe Pass after a short stay at Zoolla, and afterwards, when joined by headquarters, improved the track route between Antalo and Magdala, rendering it suitable for laden mules and elephants, and were present at the action of Arogee, and taking of Magdala.

Captain Elliott, N.I., Commanding, Lieutenant Bird being Subaltern officer.

Lieutenant Coaker, R.E., was detached from the company on its arrival at Zoolla, and worked with the 4th Company Bombay Sappers throughout the campaign.

Bombay Sappers and Miners.

With Head-Quarters, Captain MacDonnell, R.E., commanding; Lieutenant Merewether, R.E., Adjutant.

No. 1 Company§ arrived at Zoolla in October from Aden. After a short time this company was

* G.—Lieutenant Morris, R.E.; Lieutenant Protheroe, S.C.; Lieutenant Mainwaring, R.E.

† H.—Lieutenant Pennycuik, Commanding; Lieutenant Cunningham, 1st Officer.

‡ K.—Captain Elliott, N.I.; Lieutenant Bird, S.C.; Lieutenant Coaker, R.E.

§ No. 1 Company.—Lieutenant Newport, S.C., Commanding; Lieutenant Osborne, R.E., Superior Officer.

sent to the Sooroo Defile, and worked on the roads—the passes—till December, when it marched to Senafe, and worked on the ghaut till the end of January, when it was removed on to Addigerat, working on the road between Senafe and Addigerat, more particularly on the Kersabba Ghaut, for which pieces of road great credit is due.

The Company then proceeded to Antalo, and were employed in constructing the telegraph, returning to the Sooroo Pass in time to repair the damage done during the month of May, and remained there on duty till all the troops had cleared out.

This Company was commanded by Lieutenant Newport, and I consider they did very efficient service under their excellent officer's command.

Lieutenant Osborne, R.E., was attached to this Company in January, and subsequently performed the duties of Adjutant from January to May during the time Lieutenant Merewether was absent.

*No. 2 Company.**—This Company arrived in this country with head-quarters early in December, and after a short stay at Zoolla, worked on the Senafe Pass, and principally on the Sooroo Defile, for which the Company deserves great praise. The Company was then pushed on to Antalo, and thence to Magdala, assisting in the road-making, and were present at the action of the 10th of April, and capture of Magdala on the 13th.

Captain Sturt, R.E., commanded, and also worked this Company, an arrangement which was most beneficial to the interests of the Company.

No. 3 Company.†—This Company worked for two months at Zoolla, on the stone pier; the men were employed eight hours a-day. They were then removed up into the Pass; were worked on the

Senafe Ghaut. The work between Senafe and Addigerat, and between Addigerat and Antalo. Assisted in road-work between Antalo and Magdala; and was present in the action of the 10th, and taking of Magdala on the 13th April.

Captain Leslie, S.C., commanded, and the Company worked under the orders of Lieutenant Jopp, R.E.

*4th Company.**—Worked two months at Zoolla, on the stone pier, eight hours a-day; were then employed at Lower Sooroo, and subsequently in the Senafe Ghaut. Assisted in making the road between Senafe and Addigerat, and Addigerat and Antalo. Also were employed generally in road-making between Antalo and Magdala, and were present in the action of the 10th, and capture of Magdala on the 13th April.

Lieutenant Leacock, S.C., commanded this Company, working under the directions of Lieutenant Coaker, R.E.

Captain MacDonnell commanded the Bombay Sappers, three Companies, and Major Prendergast, V.C., the K Company Madras Sappers and Miners, during the action of the 10th April.

Major Pritchard, R.E., being senior officer of Engineers, with troops, commanded on the 13th at the capture of Magdala, the following details: X Company Royal Engineers; K Corps Madras Sappers; 2d, 3d, and 4th Corps Bombay Sappers; the distribution of Engineer officers and men being under Captain W. W. Goodfellow, second in command of Royal Engineers with the force.

ST. CLAIR WILKINS, Lieutenant-Colonel, R.E., Commanding Engineers, Abyssinian Expeditionary Force.

* No. 2 Company.—Captain Sturt, R.E., Commanding.
† No. 3 Company.—Captain Leslie, S.C., Commanding.

* No. 4 Company.—Lieutenant Leacock, S.C., Commanding.

FOREIGN OFFICE, June 15, 1868.

The Queen has been graciously pleased to appoint William Gregory, Esq., to be Her Majesty's Vice-Consul at Tamsuy.

The Queen has also been graciously pleased to appoint Henry F. Hance, Esq., to be Her Majesty's Vice-Consul at Whampoa.

The Queen has also been graciously pleased to appoint William Hyde Lay, Esq., to be Her Majesty's Vice-Consul at Taku.

The Queen has also been graciously pleased to appoint Charles Carroll, Esq., to be Her Majesty's Vice-Consul at Pagoda Island.

FOREIGN OFFICE, June 26, 1868.

The Queen has been graciously pleased to appoint George Glynn Petre, Esq., now Secretary to Her Majesty's Legation at Brussels, to be Secretary to Her Majesty's Embassy at Berlin.

NOTICE.

FOREIGN OFFICE, June 29, 1868.

On Wednesday next, the 1st of July, the new Foreign Office will be opened for business. The entrance to the office for general business is by the Northern Portico in the Quadrangle. The entrance to the Passport Office is under the Archway, on the left hand side entering from Downing Street, and the office is on the first landing.

(C. 821.)

*Board of Trade, Whitehall,
June 29, 1868.*

The Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs a Despatch from Her Majesty's Ambassador at St Petersburg, enclosing a Notification officially published in the "Journal de St Pétersbourg," of the 13th instant, which states that the Custom-house lines of Orenburg and of Western Siberia; the Custom-houses of Orenburg, Troïtsk, Petropavlovsk, and Semipalatinsk; the Custom-house barriers of Orsk, Zverinogolovsk, and Pavlodar; and the points of passage established on those lines, have been permanently suppressed.

In consequence of this decree the duties which were formerly levied at the Custom-houses of Orenburg and the Siberian line upon Asiatic merchandise, have been abolished; and the levying of the duties upon salt brought from the steppe of Kirghi, as well as the supervision necessary to prevent the fraudulent introduction of salt, have been entrusted to the local excise authorities.

WAR-OFFICE, PALL-MALL,

June 30, 1868.

Chaplain's Department.—The Reverend Charles James Duthie, B.A., to be Chaplain of the Fourth Class. Dated 4th December 1867.

ADMIRALTY, June 26, 1868.

Dr John Nihill has this day been promoted to the rank of Staff Surgeon in Her Majesty's Fleet, with seniority of 1st January 1868.

ADMIRALTY, June 27, 1868.

The undermentioned Officers have this day been promoted to the rank of Engineer in Her Majesty's Fleet :—

Mr George McLean (Acting).
Mr Robert Hardy Dobney.
Mr Charles Lawrence.
Mr Richard Morris Griffith.
Mr Robert Hall.
Mr Richard Goodman Foster.
Mr George James Weeks.
Mr Thomas Vickery.
Mr George Andrew Patterson.
Mr James Phillips.
Mr James McMillan.
Mr John Richard Rogers Potam.
Mr William Hallowell.

Commissions signed by the Lord Lieutenant of the City and County of the City of Edinburgh, and Liberties thereof.

1st City of Edinburgh Artillery Volunteer Corps.
Alexander John Kerr to be Second Lieutenant, vice Sanderson, resigned. Dated 9th June 1868.

Queen's City of Edinburgh Rifle Volunteer Brigade.

Captain David Macgibbon to be Major, vice Macrae, deceased. Dated 24th June 1868.
John Cheyne to be Lieutenant, vice Hall, resigned. Dated 6th June 1868.
John Neilson to be Lieutenant, vice Tait, resigned. Dated 17th June 1868.
George William Young to be Ensign, vice Millons, resigned. Dated 6th June 1868.

Commissions signed by the Lord Lieutenant of the County of Elgin.

1st Elgin Rifle Volunteer Corps.

Ensign Robert Urquhart to be Lieutenant. Dated 17th June 1868.
John Robert Ross to be Ensign, vice Urquhart, promoted. Dated 17th June 1868.

Commission signed by the Lord Lieutenant of the County of Forfar.

10th Forfarshire Rifle Volunteer Corps.

David Mackie Meldrum, gent. to be Ensign. Dated 25th June 1868.

Commission signed by the Lord Lieutenant of the County of Lanark.

2d Royal Lanarkshire Militia.

George McCall, Esq. to be Captain, vice Buchanan, resigned. Dated 26th June 1868.

Commission signed by the Lord Lieutenant of the County of Renfrew.

7th Renfrewshire Rifle Volunteer Corps.

Allan Gilmour, gent. to be Ensign, vice Pollock, promoted. Dated 24th June 1868.

Commission signed by the Lord Lieutenant of the County of Dorset.

12th Dorset Rifle Volunteer Corps.

Harry Farr Yeatman, gent. to be Captain, vice Guest, resigned. Dated 19th June 1868.

Commission signed by the Lord Lieutenant of the County of Southampton.

2d Hants Artillery Volunteer Corps.

George Alexander Gale to be Second Lieutenant. Dated 22d June 1868.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

3d Regiment of the Duke of Lancaster's Own Militia.

Lieutenant Charles Birch to be Captain, vice Frederick Townley Parker, resigned. Dated 8th June 1868.

4th Lancashire Artillery Volunteer Corps.

Joseph Corbett Lowe, the younger, gent. to be First Lieutenant. Dated 6th June 1868.
Arthur Wilson Bibby, gent. to be Second Lieutenant. Dated 6th June 1868.

26th Lancashire Artillery Volunteer Corps.

The Reverend Benjamin Strettell Clarke, D.D., to be Honorary Chaplain. Dated 3d June 1868.

1st Lancashire Rifle Volunteer Corps.

Arthur Bayley Worthington, gent. to be Lieutenant. Dated 9th June 1868.

2d Lancashire Rifle Volunteer Corps.

William Nutter, Esq. to be Captain, vice Sparrow, resigned. Dated 29th May 1868.

11th Lancashire Rifle Volunteer Corps.

Lieutenant Richard Duckett to be Captain, vice Eastham, deceased. Dated 28th May 1868.

21st Lancashire Rifle Volunteer Corps.

Thomas Hilton, gent. to be Lieutenant. Dated 2d June 1868.

29th Lancashire Rifle Volunteer Corps.

John Talbot Fair, gent. to be Ensign. Dated 2d June 1868.

40th Lancashire Rifle Volunteer Corps.

Thomas Hodgson, gent. to be Ensign. Dated 14th May 1868.

48th Lancashire Rifle Volunteer Corps.

Ensign John Twist Birchall to be Lieutenant, vice Preston, resigned. Dated 6th June 1868.
Charles Webster, gent. to be Ensign, vice Birchall, promoted. Dated 6th June 1868.

90th Lancashire Rifle Volunteer Corps.

John May Jameson, Esq. to be Captain. Dated 3d June 1868.
James Muirhead, gent. to be Lieutenant. Dated 3d June 1868.

MEMORANDUM.

Adjutant Henry Flynn, of the 3d Administrative Brigade of Lancashire Artillery Volunteers, to serve with the rank of Captain. Dated 3d June 1868.

Commission signed by the Lord Lieutenant of the County of Worcester.

14th Worcestershire Rifle Volunteer Corps.

Albert Wood to be Ensign, vice Couchner, resigned.

Commission signed by the Lord Lieutenant of the Tower Hamlets.

1st Tower Hamlets Rifle Volunteer Corps.

Edward John Jenkins to be Lieutenant, vice Owen, resigned. Dated 17th June 1868.

Commissions signed by the Lord Lieutenant of the West Riding of the County of York, and of the City and County of the City of York.

5th Regiment of West York Militia.

Lieutenant Francis John Outhwaite to be Captain, vice Driffeld, resigned. Dated 16th May 1868.

Lieutenant Henry Dury to be Captain, vice Allen, promoted. Dated 16th May 1868.

John Newton, gent. to be Lieutenant, vice Outhwaite, promoted. Dated 16th May 1868.

William Newton, gent. to be Lieutenant, vice Dury, promoted. Dated 4th June 1868.

6th West Riding of Yorkshire Artillery Volunteer Corps.

Second Lieutenant James Dymond to be Captain. Dated 25th April 1868.

Frederick George Hodgson to be First Lieutenant. Dated 25th April 1868.

John Arthur Deane to be Second Lieutenant. Dated 25th April 1868.

6th West Riding of Yorkshire Rifle Volunteer Corps.

Captain James William Carlile to be Major. Dated 5th June 1868.

34th West Riding of Yorkshire Rifle Volunteer Corps.

Ensign Richard Beaumont Taylor to be Lieutenant, vice Hirst, resigned. Dated 5th June 1868.

Emmanuel Haknel to be Lieutenant, vice Hilton, resigned. Dated 5th June 1868.

40th West Riding of Yorkshire Rifle Volunteer Corps.

Ensign Samuel Johnson to be Lieutenant, vice Earnshaw, promoted. Dated 4th June 1868.

Commission signed by the Lord Lieutenant of the County of Northampton.

Northamptonshire and Rutland Militia.

Lieutenant Sackville George Stopford to be Captain, vice Thomas Henry Pares, resigned. Dated 22d June 1868.

Commission signed by the Lord Lieutenant of the County of Salop.

North Salopian Yeomanry Cavalry.

John Henniker Lovett, late Captain, 2d Life Guards, to be Lieutenant, vice Venables, deceased. Dated 22d June 1868.

MEMORANDUM.

Her Majesty has been pleased to approve of Captain Digby Wright, of the Northumberland Artillery Militia, who absented himself without leave from the present training, being struck off the strength of the Regiment.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED.

John Gurney Mason, late of 12, Albert Terrace, Rosher-ville, Northfleet, Kent, of no occupation.

BANKRUPTCIES AWARDED.

James William Smith, of 16, Abbey Gardens, St John's Wood, prior thereto of 2, Claremont Square, Islington, both in Middlesex, horse dealer, and now a prisoner for debt in the Debtors' Prison for London and Middlesex, Whitecross Street, London, (in formâ pauperis).

John Henry Banks, of 38 and 39, Rupert Street, Saint James's, engraver and printer, previously of 12, Barford Street, Liverpool Road, Islington, both in Middlesex, now a prisoner for debt in Her Majesty's County Gaol for Surrey, Horsemonger Lane, (in formâ pauperis).

Herman Justus Fedeler, late of 7, Catherine Court, Seething Lane, London, trading as H. J. Fedeler & Company, general merchant, but now of 5, Fairfoot Road, Bow, Middlesex, out of business.

William Reed, of 7, Upper Charlton Street, Fitzroy Square, also lately renting a shop at Marylebone Passage, Wells Street, Oxford Street, both in Middlesex, journeyman house smith, late stove and range manufacturer.

Alexander Cohen and Adolphe Albu, both of 130, London Wall, London, general warehousemen, trading under the style or firm of A. Cohen & Company, the said Adolphe Albu having a residence at 6, Brunswick Park, Stoke Newington, Middlesex.

Stephen Robert Bridges, of 23, Cotton Street, Mile End, pavior, having a yard at Little North Street, White-chapel, both in Middlesex.

Benjamin Darvill, of Little Kimble, Buckingham, dealer in earthenware, previously of the same place, fruiterer, farmer, and dealer in earthenware.

Francis James Acres, late of 24, Baker Street, but now of 165, Oxford Street, and Gray's Yard, James Street, all in Middlesex, upholsterer.

Charles Hardmeat, late of 3, Adelaide Place, London Bridge, London, commission agent, and now a prisoner for debt in the Debtors' Prison for London and Middlesex.

David Davies, late of Tufnell Park Road, and residing at Field Cottage, Hornsey Road, both in Middlesex, builder, and now a prisoner for debt in the Debtors' Prison for London and Middlesex.

Thomas Smart, late of Leytonstone, Essex, previously of Fenning's Wharf, London Bridge, Surrey, wine merchant, now a prisoner for debt in the Debtors' Prison for London and Middlesex.

Louisa Graneston White, (sued as Louisa C. White,) late of 7 and 8, Ironmonger Lane, London, licensed victualler, now a prisoner for debt in the Debtors' Prison for London and Middlesex.

Edward Willis Duncan, of 172, Great Portland Street, late of 20, Bentinck Street, Cavendish Square, both in Middlesex, now a prisoner for debt in the Debtors' Prison for London and Middlesex, clerk in the Bank of England, (in formâ pauperis).

Jonathan Watson, of 10, Bladgrove Road, Portobello Road, Notting Hill, prior thereto of Staveley Cottage, Avenue Road, Acton, and 12, Cathnor Road, Hammer-smith, and 13, St James' Terrace, Clarendon Road, Notting Hill, all in Middlesex, builder, and now a prisoner for debt in the Debtors' Prison for London and Middlesex, (in formâ pauperis).

George Hartnell Bartlett, of 53A, Aldersgate Street, London, and 28, Lorn Road, Brixton, Surrey, litho-grapher.

Robert McHaffie, of 5, Mile End Road, and 3, Lee Terrace, Old Ford, Bow, both in Middlesex, oil and lamp dealer, trading as R. McHaffie, Junior.

Edmund Hodgson Yates, formerly of 5, Aubrey Road, Notting Hill, then of 9, Addison Terrace, Kensington, and 72, Oxford Terrace, Hyde Park, and 308, Regent Street, all in Middlesex, now of Teddington, Surrey, clerk in the General Post-office, London, and literary author.

Charles Wright, of 37, Silver Street, Golden Square, Middlesex, eating-house keeper.

John Coomber, late of 49, Great Suffolk Street, South-wark, Surrey, chemist.

Thomas George, of 7, 14, and 16, Compton Mews, Compton Street, Brunswick Square, Middlesex, smith and wheelwright.

- Herbert Lewis, (sued as Henry Lewis,) late of 76, Studley Road, Stockwell, Surrey, diamond merchant.
- Charles Clarke, of 9, Alfred Place, North Kilburn Middlesex, plastering builder, now a prisoner for debt in the Debtors' Prison for London and Middlesex, Whitecross Street, London, (in formâ pauperis).
- John Williams, the Younger, late of 1, Rockhall Terrace, Cricklewood, of no occupation, previously of 11, Claverton Street, Pimlico, both in Middlesex, commercial clerk, now a prisoner for debt in the Debtors' Prison for London and Middlesex, Whitecross Street, London, (in formâ pauperis).
- Abraham Cohen, of 17, Baker's Row, Whitechapel Road, formerly of 46, High Street, Whitechapel, then of 7, Weaver Street, Bethnal Green, then of New Montague Street, Spitalfields, all in Middlesex, boot, shoe, and slipper manufacturer.
- Richard Sawle, of 6, Warwick Street, Regent Street, Middlesex, tailor and habit maker.
- Charles Henry Bowhay, of 39, Regent Street, Chelsea, Middlesex, previously of 3, Markham Terrace, Chelsea aforesaid, coach smith.
- Edward Gibbon Swann, of 8, Millman's Row, Chelsea, Middlesex, and 59, Friday Street, London, and of Saint Josse ten Noode, Belgium, late of 4, Nassau Street, Middlesex, and of Keymer, Sussex, and of Chiswick, Middlesex, and of 31, Threadneedle Street, and 59, Cannon Street, London, also of Bruges, Belgium, and Boulevard Longchamps, Marseilles, and Hotel du Louvre, Paris, and formerly of 5, Friar Street, London, and of 17, Upper Westbourne Terrace, Middlesex, and of Frankbarrow House, Keymer, Sussex, heretofore a director of Public Companies, banker, and contractor, now of no occupation.
- William Hurford Todd, late of Aston Upthorpe, Berks, then of Upwell, near Wisbeach, Cambridge, afterwards of High Wycombe, Bucks, surgeon's assistant, and now of 3, Jamaica Terrace, West India Dock Road, Limehouse, Middlesex, surgeon and chemist.
- Edward Martin, of Hanley, Stafford, formerly earthenware manufacturer, now out of business.
- John Thomas, of Newport, Monmouth, baker and confectioner.
- Thomas Oates, formerly of 190, Grove Street, Liverpool, Lancaster, then of Briton Ferry, Glamorgan, then of Twickenham, Middlesex, then of Blackheath, Kent, then of Huddersfield, York, and the Cathedral Hotel, London, and of Twickenham, Middlesex, then of South Hill Road, and Faulkner Street, both in Liverpool, Lancaster, and now of the Cathedral Hotel aforesaid, joint lessee with one Thomas Carter of the coal and minerals under Hendregarrog Farm, Glyncofrwg, Glamorgan.
- Sir Sandford Graham, Bart., of Cloghan Lodge, Donegal, and of Croft-y-Bwla, Monmouth.
- Edwin Teague, of Padstow, Cornwall, hotel keeper.
- James Hinchliffe, of Holmfirth, York, coal merchant.
- James Sowerby Marcroft, of Sprotborough, York, butcher and farmer.
- Jean Bouvier, late of 31, Chapel Street, Salford, having an Office at Barton's Buildings, Manchester, Lancaster, commission agent, and late a prisoner for debt in Her Majesty's Prison at Lancaster.
- William Coupe, of 383, Rochdale Road, grocer and provision dealer, previously of 11, Thornton Street, Colyhurst Street, both in Manchester, green grocer, grocer, provision dealer, and railway warehouseman or porter.
- William Charles Dickinson and Edward Wilson Myers, both of Barrow-in-Furness, Lancaster, ironmongers, nail makers, dealers in chimney pieces, oils, and colour, carrying on business under the style or firm of Dickinson & Myers.
- Walter Cripps, formerly of 26, Cooper Street, and afterwards and lately of 31, Chorlton Street, carrying on business under the style or firm of W. Cripps & Co., as commission agents and importers of foreign merchandise, and now of 48, Grafton Street, all in Manchester, out of business.
- Henry Charles Yates, at 5, Stanley Terrace, Brooklands, Chester, out of business, previously of Paysander, Banda Oriental, South America, sheep farmer.
- William Edge, of 25, Higher Cambridge Street, Chorlton-upon-Medlock, clerk and beer retailer, and lately a beer retailer at 39, Bedford Street, Hulme, all in Manchester.
- Robert Carr Bateson, of Rising Bridge Mill, Baxenden, near Accrington, Lancaster, cotton spinner.
- James Gauntlett, of 15, Unicorn Street, Portsea, Hants, baker, grocer, and general dealer.
- John Lockett, of 129, Walsall Street, Wolverhampton, Stafford, baker and confectioner.
- William Goodwin, late of 67, Suffolk Street, but now at 1 Court, Dymoke Street, both in Birmingham, Warwick, wood turner.
- William Williams, of the White Horse Inn, Trallwa, Pontypridd, Eglwysilan, Glamorgan, licensed victualler and smith.
- John Henry Shaw, of South Garden Street, compositor, lately carrying on business at 38, Bolton Street, both in Bury, Lancaster, news agent and tobacconist, and formerly of the Borreso'-th'-Barm Inn, Pilkington, Lancaster, innkeeper.
- William Tucker Punchard, of Dartmouth, Devon, formerly a blacksmith, but now an innkeeper.
- John Westwood, of Union Street, Tipton, Stafford, carrying on business as a chartermaster at the Moat Colliery and Tipton Green Colliery with Isaac Roberts, of Tipton aforesaid, under the style or firm of Westwood & Roberts.
- William Ness, of Giles' Gate, Durham, manufacturing chemist.
- George Collins, formerly of 18, Watts Place, previously of 17, Hughes Terrace, both in Chatham, Kent, market gardener, and late a prisoner for debt in the Debtors' Prison for London and Middlesex.
- James William Wightman, of Shorncliffe Camp, Kent, ensign in the Military Train.
- William Goodwin, of Chesterfield, Derby, land agent.
- Thomas Edwards, of Camborne, Cornwall, miner.
- Thomas Crowsley, of Wilshamstead, Bedford, cattle dealer and butcher.
- David Alexander Inglis, at 165, Great Homer Street, brewer's agent, previously of 1, Dabwer Street, Everton, both in Liverpool, Lancaster, licensed victualler.
- Charles Wilson, at 187, Park Road, and at the same time carrying on business at 2, Seddon Street, both in Liverpool, Lancaster, as a licensed victualler, under the name of his wife, Mary Bower, previously of 4 House, 2, Court, St James' Street, Liverpool aforesaid, lodging-house keeper.
- John Dewhurst, at Broad Street, Pendleton, formerly at 50, Mellor Terrace, Lower Broughton, and carrying on business at Victoria Fish Market, Manchester, all in Lancaster, fish and game dealer, but now out of business.
- William Beard, formerly of Pitt Street, beerseller and carter, and now of 4, Bond Street, both in Burslem, Stafford, out of business.
- Henry Petty, of 5, Portswood Terrace, Bevois Hill, Southampton, carpenter.
- Richard Brown, formerly of East Catherine Street, beer retailer, afterwards of East Keppell Street, publican, and now at East Catherine Street aforesaid, all in South Shields, Durham, out of business.
- William Hall, of Horncastle, Lincoln, formerly a baker, now a pig jobber.
- Richard Drake, in Blazeby's Court, Bethel Street, out of business and employment, previously of Lady's Lane, St Peter's, Mancroft, commission agent, afterwards of the Bull Inn, St Stephen, licensed victualler and livery stable keeper, afterwards of Bethel Street all in Norwich, out of business and unemployed.
- Eli Wright, formerly of 493, Rochdale Road, provision dealer, afterwards of Houghton Street, and Monsall Street, all in Manchester, out of business and employment, and now of Slate Lane, Audenshaw, Ashton-under-Lyne, all in Lancaster, journeyman dyer.
- Owen Lewis, of Brynconwy, Dyserth, Flint, limeburner.
- George Joseph Dodge, of East Road, and having also a shop in Market Passage, both in Cambridge, ironmonger, gasfitter, whitesmith, and bellhanger.
- Edwin Sharp, of Child Okeford, Dorset, carpenter and innkeeper.
- Robert Lawrence, late of 106, Saint James Street, and now of the York Hotel, both in Brighton, Sussex, cook.
- Samuel Burton Palmer, of 13, Cranbourn Street, Brighton, Sussex, ironmonger, stationer, and glass dealer.
- John Harvey, late of 3, Meeting-house Lane, eatinghouse keeper, but now of 80, Gloucester Road, both in Brighton, Sussex, beershop keeper.
- William Winterflood, of 4, New York Street, painter and sign writer, in partnership with one Harry Chambers, as sign writers, painters, and grainers, under the style or firm of Winterflood & Chambers, at Crunden's Buildings, Upper Russell Street, both in Brighton, Sussex.
- Charles Norris, of the Hall, Ingatstone, Essex.
- William Matthews, of 78, Little Millicent Street, Cardiff, previously of 101, Wellington Street, Canton, near Cardiff, and of Workmans' Hall, Mountain Ash, all in Glamorgan, temperance hotelkeeper and masou.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the several kinds of Corn and Meal, Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 27th June 1868.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	452,491	33,572	74,484	560,547	453	3,430	3,883
Barley	63,034	2,633	...	65,667	697	...	697
Oats	239,855	1,4741	...	254,596	138	...	138
Rye .....	...	436	...	436	...	...	...
Pease	9,047	8,422	...	17,469	124	...	124
Beans	39,689	3,392	...	43,081	...	...	...
Indian Corn	109,283	18,026	55,564	182,873	...	...	...
Buckwheat	2,787	...	...	2,787	...	...	...
Beer or Bigg .....	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)...	916,186	81,222	130,048	1,127,456	1,412	3,430	4,842
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour	47,775	6,771	...	54,546	727	...	727
Barley Meal .....	...	...	...	...	...	...	...
Oat Meal .....	...	1,956	...	1,956	99	...	99
Rye Meal .....	...	...	...	...	...	...	...
Pea Meal .....	...	...	...	...	...	...	...
Bean Meal .....	...	...	...	...	...	...	...
Indian Corn Meal ...	2	...	...	2	...	...	...
Buckwheat Meal ...	...	...	...	...	...	...	...
Total of Meal...	47,777	8,727	...	56,504	826	...	826
Total of Corn and Meal (exclusive of Malt)	963,963	89,949	130,048	1,183,960	2,238	3,430	5,668
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Malt (entered by the Quarter) .....	...	...	...	...	957	...	957

EDW. BERNARD, Inspector-General.

Office of the Inspector-General of Imports and Exports,
Custom-house, London, June 29, 1868.

A STATEMENT, showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 27th June 1868.

				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	24,064	7	67	5
Barley	...	...	...	283	0	9	1
Oats	...	...	...	1,189	4	30	0

Statistical and Corn Department, Board of Trade,
June 29, 1868.

A. W. FONBLANQUE,
Comptroller of Corn Returns.

A COMPARATIVE STATEMENT for the corresponding Week, in each of the Years from 1864 to 1867, of the Quantities of BRITISH CORN Sold in the Towns from which Returns are received, under the Act of the 27th and 28th Victoria, cap. 87, and of the Average Prices as ascertained under the Act 5th and 6th Victoria, cap. 14, so far as relates to 1864.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1864	73,494	2	1,478	4	3,238	6	40	0	28	0	20	8
1865	52,540	6	514	5	2,382	1	41	6	27	6	23	2
1866	48,260	2	729	7	1,676	2	51	0	34	0	26	0
1867	31,317	1	538	5	1,308	2	64	10	35	3	28	0

A. W. FONBLANQUE,
Comptroller of Corn Returns.

Statistical and Corn Department, Board of Trade,
June 29, 1868.

THE AVERAGE PRICE OF CORN, per Quarter, (IMPERIAL MEASURE), in England and Wales, for the Quarter ending Midsummer 1868.

WHEAT.		BARLEY.		OATS.	
s.	d.	s.	d.	s.	d.
71	10	42	8	28	11

A. W. FONBLANQUE,
Comptroller of Corn Returns.

Statistical and Corn Department, Board of Trade,
June 29, 1868.

ST MICHAEL'S GLEBE, DUMFRIES.

INTIMATION is Hereby Given that the Reverend ALEXANDER BRYSON, Minister of the Parish of St Michael's, Dumfries, in the Presbytery of Dumfries, has, under and by virtue of 'The Glebe Lands (Scotland) Act, 1866,' presented a Petition to the Court of Teinds for authority to FEU the GLEBE of ST MICHAEL'S, or any part or portion thereof; and that in the said Petition an Interlocutor has been pronounced in the following terms:—*Edinburgh, 1st July 1868.*—The Lords having considered the Petition for the Minister, and the preliminary Intimations and Certificates thereof required by the Statute, 29 & 30 Victoria, cap. 71, appoint farther Intimation to be made, in terms of the prayer of said Petition; grant Warrant for service as far as necessary, and ordain any parties Respondents to lodge Answers to said Petition, if so advised, within ten days after date of service.'

(Signed) JOHN INGLIS, I.P.D.'

JOHN GALLETTY, S.S.C.,
Petitioner's Agent.

22, Albany Street,
Edinburgh, July 2, 1868.

To the Creditors and other Persons interested in the Succession of the Deceased GAVINE MACPHERSON, House Agent, St Patrick Square, Edinburgh, and of the Firm of A. MACPHERSON & SON, Plasterers, St Patrick Square, Edinburgh, of which Firm the deceased was the sole Individual Partner.

A PETITION has been presented to the Court of Session (First Division, Mr Drysdale, Clerk,) by Mrs Agnes Mary Macfarlane or Macpherson, widow of the said deceased Gavine Macpherson,—the Petitioner having an interest in the succession of the said deceased Gavine Macpherson, the said deceased having left no settlement appointing Trustees or other parties to manage

his estate,—praying, under the Act 19 and 20 Vict., cap. 79, section 164, for the appointment of a Judicial Factor upon the estate of the said deceased Gavine Macpherson, and also on the estate of the said Firm of A. Macpherson & Son, of which Firm the said deceased was the sole Individual Partner; and which Petition will be again moved in Court on or after the 18th day of July 1868.—Of all which Notice is hereby given.

JOHN ROBERTSON, S.S.C.,
63, Hanover Street, Edinburgh.

July 2, 1868.

To the Creditors and other Parties interested in the Succession of the Deceased Mrs ELIZABETH BELFRAGE or ANDERSON, Relict of the deceased JAMES ANDERSON, who resided in Laurieston of Glasgow.

ANDREW PATON, Commission Merchant, Dundas Street, Glasgow, having been appointed by the Court of Session Judicial Factor on the estate of the said deceased Mrs Elizabeth Belfrage or Anderson, under the Act 19 & 20 Vict., cap. 79, sec. 164, requires all the lawful Creditors of the said Mrs Elizabeth Belfrage or Anderson, and other Persons interested in her estate, to lodge with the Judicial Factor, Andrew Paton, within four months of the date of this Notice, a statement of their claims as Creditors of the deceased, or as otherwise interested in her estate, with such vouchers or other written evidence as they may have to found upon in support of their claims, in order to the same being considered and reported upon by the Judicial Factor.

ANDREW PATON, Commission Merchant,
22, Dundas Street, Glasgow.

Glasgow, July 1, 1868.

NOTICE.

THE Trustees of the Late MR ALEXANDER NESMITH or NASMYTH, Coalmaster, Donibristle Colliery, who resided at Bucklyvie, in the Parish of Aberdour, and County of Fife, and who died there on the 7th of November 1857, being about to make a final division of the residue of his Trust-Estate among the beneficiaries entitled thereto under his Trust-Settlement, hereby require, if there are any Parties who have Claims against the deceased, his Trustees, or Trust-Estate, who have hitherto omitted to lodge the same, that they will do so with the undersigned, within one month from this date; certifying that the Trustees will thereafter proceed to divide and apportion the Trust-Estate as aforesaid, having regard only to such claims or demands of which they shall have had notice.

JAS. A. NASMYTH, for Self and Co-Trustees.
Bucklyvie, by Crossgates, Fife,
June 30, 1868.

TO THE CREDITORS OF

Mr WILLIAM ADAM, Advocate in Aberdeen.

IT is requested that any Claims not already lodged, may be lodged with Messrs Edmonds & Macqueen, Advocates, 22, Adelphi, Aberdeen, the Agents for the Trustee, within three weeks from this date, otherwise they will not participate in the dividend which will be paid on 1st September next.

EDMONDS & MACQUEEN, Agents for Trustee.

June 29, 1868.

JAMES TAIT MACFARLANE, Draper, Linlithgow, having on 23d June 1868 executed a Trust-Disposition and Conveyance of his Estate in my favour for behoof of all his Creditors,—all Parties having Claims against him are hereby required to lodge the same, duly verified, with me, within one month from this date; with certification to those who fail to do so that they may be excluded from participating in the funds to be thereafter divided.

ALEX. MOORE.

28, Saint Vincent Place.

In the Sequestration of **ALEXANDER WILLIAM CRICHTON**, sometime Writer in Glasgow, thereafter an inmate of, and residing in the Crichton Royal Institution, Dumfries, now deceased.

JOHN CHRISTIE FOULDS, Accountant in Glasgow, Trustee on the sequestrated estates of the said Alexander William Crichton, hereby calls a general meeting of the Creditors of the said Alexander William Crichton, to be held within the Office of the said John Christie Foulds, No. 79, St Vincent Street, Glasgow, upon Saturday the 11th day of July 1868, at 11 o'clock forenoon, for the purpose of considering, and if deemed advisable, confirming an agreement entered into between him as Trustee on the said sequestrated estate, with consent of the Commissioners, and certain Creditors and other parties interested in the estate, dated 13th May 1868, and subsequent dates, whereby it is agreed (1.) That, for the considerations therein mentioned, the said Creditors are to withdraw their rankings on the estate, and to discharge their claims against the Trustee and the sequestrated estate, under the reservation mentioned in the said agreement. (2.) That the whole law accounts referred to in said agreement shall be paid out of the estate as taxed; and (3.) That all depending suits or processes, of whatever kind, between or among the parties to the said agreement shall be abandoned,—each party paying his own expenses,—all as more fully detailed in said agreement; and also to fix the Fees to be paid by the Trustee to the Arbitrator named by him, and to the Overseer in the Submission between him and Charles Reddie, Writer in Glasgow.

JOHN C. FOULDS, Trustee.

Glasgow, July 2, 1868.

TO THE CREDITORS OF

JOHN MACKAY, sometime Contractor, and sometime residing at Dickson Street, Wilton, thereafter at Earlstoun, and now residing at Leith.

THE said John Mackay has presented a Petition to the Sheriff of Haddington and Berwick praying to be discharged of all debts and obligations contracted by him or for which he was liable at the date of his sequestration on 3d April 1866: On which Petition the Sheriff-Substitute has pronounced the following Deliverance.—*Dunse, 30th June 1868.*—The Sheriff-Substitute having considered the foregoing Petition, appoints the same to be intimated in the Edinburgh Gazette, and by circular to each of the Creditors, in terms of the 'Statutes.'

(Signed) 'G. PEAT.'

ALEXANDER JEFFREY, Procurator.

SEQUESTRATION of GEORGE PATERSON & SON, Builders and Asphalters in Edinburgh, as a Company, and of James Paterson, Builder and Asphalter there, as Partner of that Company, and as an Individual.

THE Commissioners have postponed a dividend till the recurrence of next statutory period, and dispensed with circulars to the Creditors.

ALEX. MORRISON, Trustee.

Edinburgh, July 1, 1868.

WILLIAM CAMERON, Accountant in Glasgow, Trustee on the sequestrated estate of **CHRISTOPHER TAYLOR**, Soda Water Maker and Bottler in Glasgow, hereby intimates that the Commissioners have postponed a dividend until the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.

Glasgow, July 2, 1868.

WM. CAMERON, Trustee.

THE Estates of J. & A. SUTHERLAND, Drapers in Tain, and John Sutherland, Draper in Tain, one of the Partners of said Firm, as an Individual, were sequestrated on the 30th day of June 1868, by the Sheriff of Ross and Cromarty Shires.

The first deliverance is dated 30th June 1868.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Monday the 13th day of July 1868, within the Saint Duthus Hotel, Tain.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 30th day of October 1868.

A Warrant of Protection has been granted to the Bankrupt John Sutherland.

All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

THOMAS MUNRO, Solicitor, Tain, Agent.

NOTICE is Hereby Given that the Lord Ordinary officiating on the Bills has of this date, on considering a Petition by J. & J. Robertson, Merchants, Edinburgh, for Sequestration of the Estates of **DONALD CATTANACH**, Junior, Merchant, Newtonmore, granted warrant for citing him to appear in Court on the seventh day next after citation if within Scotland, and the twenty-first day next after citation if furth of Scotland, to shew cause why sequestration of his estates should not be awarded.

JOHN WALLS,

33, Heriot Row, Edinburgh, Agent.
Edinburgh, July 2, 1868.

SEQUESTRATION of JAMES M'CAIG, Brewer in Thornhill, as an Individual, and as a Partner of the late Firm of **JOHN M'CAIG, Sons, & Co.**, sometime Brewers in Neath, Glamorganshire.

JAMES HAIRSTENS M'GOWAN, Solicitor in Dumfries, has been elected Trustee on the estate; and William M'Caig, Builder in Thornhill, William Gun, Solicitor, Dumfries, and Alexander Maxwell, Ironfounder, Maxwelltown, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Dumfries, on Wednesday the 8th day of July next, at 11 o'clock forenoon. The Creditors will meet in the King's Arms Hotel, Dumfries, upon Monday the 20th day of July next, at two o'clock afternoon. Claims for the first dividend must be lodged with the Trustee on or before the 5th day of October next.

JAMES H. M'GOWAN, Trustee.

Dumfries, June 30, 1868.

SEQUESTRATION of JOHN M'CAIG, Brewer in Thornhill, as an Individual, and as a Partner of the late Firm of **JOHN M'CAIG, Sons, & Co.**, sometime Brewers in Neath, Glamorganshire.

JAMES HAIRSTENS M'GOWAN, Solicitor in Dumfries, has been elected Trustee on the estate; and John Symons, Solicitor, Dumfries, William Gun, Solicitor, Dumfries, and John Blacklock, Timber Merchant, Dumfries, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Dumfries, on Wednesday the 8th day of July next, at 11 o'clock forenoon. The Creditors will meet in the King's Arms Hotel, Dumfries, upon Monday the 20th day of July next, at two o'clock afternoon. Claims for the first dividend must be lodged with the Trustee on or before the 5th day of October next.

JAMES H. M'GOWAN, Trustee.

Dumfries, June 30, 1868.

SEQUESTRATION of WILLIAM M'CAIG, Brewer in Kilmarnock, as an Individual, and as a Partner of the late Firm of **JOHN M'CAIG, Sons, & Co.**, sometime Brewers in Neath, Glamorganshire.

JAMES HAIRSTENS M'GOWAN, Solicitor in Dumfries, has been elected Trustee on the estate; and William M'Caig, Builder, Thornhill, William Gun, Solicitor, Dumfries, and Alexander Maxwell, Ironfounder, Maxwelltown, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Dumfries, on Wednesday the 8th day of July next, at 11 o'clock forenoon. The Creditors will meet in the King's Arms Hotel, Dumfries, upon Monday the 20th day of July next, at two o'clock afternoon. Claims for the first dividend must be lodged with the Trustee on or before the 5th day of October next.

JAMES H. M'GOWAN, Trustee.

Dumfries, June 30, 1868.

SEQUESTRATION of DAVID RODGERS, Commission Merchant in Glasgow.

JOHN M'QUEEN BARR, Accountant in Glasgow, has been elected Trustee on the estate; and George Young, No. 26, Robertson Street, Glasgow, James Carstairs, Accountant, Glasgow, and William Drummond Hunter, Accountant there, have been elected Commissioners. The examination of the Bankrupt will take place within the Sheriff-Court-house, Wilson Street, Glasgow, on Friday the 10th day of July 1868, at 12 o'clock noon. The Creditors will meet within the Office of Barr & Carstairs, Accountants, No. 33, Renfield Street, Glasgow, on Monday the 20th day of July current, at 12 o'clock noon.

Glasgow, July 2, 1868.

J. M'QUEEN BARR, Trustee.

SEQUESTRATION of JOHN WILLIAMSON, Draper in Kilmarnock.

JAMES THOMSON, Accountant in Glasgow, has been elected Trustee on the estate; and Ninian Bannatyne Stewart, John Craig, and John G. Couper, all Warehousemen in Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Kilmarnock, on Thursday the 9th day of July current, at 11 o'clock forenoon. The Creditors will meet in the Trustee's Chambers, No. 70, George Square, Glasgow, on Friday the 17th day of July current, at 12 o'clock noon; and to entitle Creditors to the first dividend their oaths and claims will require to be lodged in the hands of the Trustee on or before the 16th day of October next.

JAMES THOMSON, Trustee.

Glasgow, July 1, 1868.

SEQUESTRATION of WILLIAM ROSS M'DOWALL, Printer and Stationer in Stranraer.

JAMES M'LEAN, Bootmaker, Stranraer, has been elected Trustee on the estate; and John Cameron, Stationer in Glasgow, has been elected Commissioner. The examination of the Bankrupt will take place within the Court-house at Wigtown, on Friday the 10th day of July current, at 11 o'clock forenoon. The Creditors will meet in the Office of Mr William Shaw, Writer, Stranraer, on Monday the 20th day of July current, at 12 o'clock noon. At the meeting of Creditors for election of Trustee the Bankrupt made an offer of composition of Three Shillings per pound, payable in two equal instalments at three and six months respectively from the date of his discharge, and security; which offer the Creditors unanimously resolved should be entertained for consideration, and will be decided upon at the meeting of Creditors to be held as above mentioned.

JAMES M'LEAN, Trustee.

Stranraer, July 1, 1868.

SEQUESTRATION of JOHN HUTCHEON, Cabinet-maker and Upholsterer in Aberdeen.

GEORGE MARQUIS, Accountant in Aberdeen, has been elected Trustee on the estate; and John Keith, Secretary to the Aberdeen Town and County Banking Company, Aberdeen, David Fairweather, Mahogany Merchant there, and Harvey Hall, Advocate there, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Aberdeen, on Tuesday the 14th day of July current, at two o'clock afternoon. The Creditors will meet in the Lemon Tree Hotel, Aberdeen, on Thursday the 23d day of July current, at one o'clock afternoon.

GEO. MARQUIS, Trustee.

Aberdeen, July 2, 1868.

SEQUESTRATION of ROBERT MITCHELL BROWN, Grocer, Pleasance, Edinburgh.

JOHN MACNOCHIE, Accountant, Leith, has been elected Trustee on the estate; and Claudius Lassen, Merchant, Leith, one of the Partners of the Firm of Lassen & Meiners, Merchants, Leith, and Thomas Graham, Merchant, Leith, have been elected Commissioners. The examination of the Bankrupt will take place within the Bankruptcy Court-room, Sheriff-Court-house, Edinburgh, on Friday the 10th day of July current, at two o'clock afternoon. The Creditors will meet within the Writing-chambers of Mr A. D. Murphy, S.S.C., 31, Bernard Street, Leith, on Monday the 20th day of July current, at two o'clock afternoon.

JOHN MACNOCHIE, Trustee.

13, Bernard Street,
Leith, July 2, 1868.**SEQUESTRATION of ANDREW M'CLYMONT, Boot and Shoe Manufacturer in Coatbridge.**

HENRY M'LACHLAN, Accountant in Coatbridge, has been elected Trustee on the estate; and Duckett, one of the Partners of the Firm of Messieurs Bayne & Duckett, Boot and Shoe Manufacturers in Glasgow, has been elected Commissioner. The examination of the Bankrupt will take place within the Sheriff's Chambers, Court-house Buildings, Airdrie, on Friday the 10th day of July current, at one o'clock afternoon. The Creditors will meet in the Writing-chambers of the Trustee, Bank Buildings, Coatbridge, on Monday the 20th day of July current, at one o'clock afternoon. An offer of composition on the Bankrupt's whole debts, of Two Shillings and Sixpence per pound, payable by two equal instalments at two and four months respectively from the date of his discharge, having been made by the Bankrupt at the meeting for the election of a Trustee, with security, and entertained by the Creditors present at said meeting, the same will be decided on at the meeting to be held at the above time and place.

HENRY M'LACHLAN, Trustee.

Coatbridge, July 2, 1868.

SEQUESTRATION of JAMES BROWN, Grocer, Roseburn Place, Edinburgh.

JAMES DRUMMOND, Accountant in Edinburgh, has been elected Trustee on the estate; and John Smith, Coal Merchant, Lothian Road, Edinburgh, John Scott, Baker, West Maitland Street, Edinburgh, and William Dickson, Merchant, Argyle Square, Edinburgh, have been elected Commissioners. The examination of the Bankrupt will take place within the Bankruptcy Court-room, Sheriff-Court-house, Edinburgh, on Monday the 13th day of July current, at two o'clock afternoon. The Creditors will meet in Lyon & Turnbull's Rooms, No. 51, George Street, Edinburgh, on Wednesday the 22d day of July current, at two o'clock afternoon.

Edinburgh, July 3, 1868.

JAS. DRUMMOND.

NOTICE.

In the Sequestration of the Estates of **WATT & KAY**, Merchants and Manufacturers in Dundee, as a Company, and of Matthew Watt, Merchant and Manufacturer in Dundee, and William Kay, Merchant and Manufacturer in Dundee, the Individual Partners of that Company, as such Partners, and as Individuals.

WILLIAM STIVEN, Accountant in Dundee, Trustee on the said sequestrated estates, hereby calls a meeting of the Creditors to be held within the Royal Hotel in Dundee, on Monday the 13th day of July 1868, at 12 o'clock noon, for the purpose of instructing the Trustee as to the adoption or non-adoption by him of the feu of the heritable property at Loches acquired by the Bankrupts from Lady Scott and Husband.

WM. STIVEN, Trustee.

Dundee, July 1, 1868.

SEQUESTRATION of THOMAS CANT, sometime residing in Newhaven, in the County of Mid-Lothian, as an Individual, and as a Partner of the Company or Firm of **CANT & GRAHAM**, Railway Contractors at Crook of Devon, in the County of Kinross, and at Blair-Athole, in the County of Perth.

I hereby call a meeting of the Creditors to be held within my Chambers, No. 9, North St David Street, Edinburgh, on Monday the 13th July 1868, at two o'clock P.M., to get their instructions on the affairs of the estate, and specially as to the Action of Multiplying in Court.

JAS. H. BALGARNIE, Trustee.

WILLIAM STIVEN, Accountant in Dundee, Trustee on the sequestrated estate of **JOHN M'GUIGAN & COMPANY**, Clothiers, Drapers, and Outfitters, Castle Street, Dundee, and John M'Guigan, Clothier, Draper, and Outfitter, Castle Street, Dundee, the only known Individual Partner of that Company, as such, and as an Individual, hereby calls a meeting of the Creditors to be held within his Office, No. 3, Bank Street, Dundee, on Monday the 27th day of July current, at 12 o'clock noon, to receive a report from the Trustee as to the assets realised, and to consider as to an application to be made for the Trustee's discharge.

WM. STIVEN, Trustee.

3, Bank Street,
Dundee, July 3, 1868.

I JOHN ROGER, Merchant in Aberdeen, Trustee on the sequestrated estate of JAMES FRASER, Merchant, Inchley Torphins, in the County of Aberdeen, hereby call a meeting of the Creditors to be held within the Chambers, No. 7, Union Terrace, Aberdeen, on Monday the 27th day of July current, at one o'clock afternoon, to consider as to an application to be made for my discharge, and decide thereon, in terms of the Statute.

JOHN ROGER, Trustee.

Aberdeen, July 2, 1868.

I ANDREW JONES, Grocer and Spirit Dealer, Dundee, Trustee on the sequestrated estate of CHARLES DUNCAN, Grocer and Spirit Dealer, Dundee, hereby call a general meeting of the Creditors to be held in the Office of P. Reid, Solicitor, 31, Reform Street, Dundee, on Monday the 13th day of July 1868, at one o'clock afternoon, to consider an offer of composition then to be made by the Bankrupt, and to resolve whether said offer shall be entertained.

AND. JONES, Trustee.

Dundee, July 3, 1868.

WILLIAM STIVEN, Accountant in Dundee, Trustee on the sequestrated estate of JAMES WALKER, Corn Merchant and Commission Agent in Dundee, hereby calls a meeting of the Creditors to be held within his Office, No. 3, Bank Street, Dundee, on Saturday the 25th day of July current, at 11 o'clock forenoon, to consider as to an application to be made for the Trustee's discharge.

WM. STIVEN, Trustee.

SEQUESTRATION of CHARLES WALKER, sometime Writer in Kirriemuir, now deceased.

WILLIAM MYLES, Accountant in Dundee, Trustee on the said sequestrated estate, hereby intimates that Duncan M'Lachlan, Writer in Dundee, and James Mackie Black, Writer in Kirriemuir, as Mandatory for John Irvine, residing in Kirriemuir, have been elected Commissioners on the said sequestrated estate, in the room and place of James Forrest, Junior, Bank Agent in Kirriemuir, and David Stewart, Manufacturer in Kirriemuir, who have declined to act.

WM. MYLES, Trustee.

Dundee, July 1, 1868.

In the Sequestration of FREDERICK RENNY, Merchant and Manufacturer in Dundee, and ALEXANDER ALLAN FERNIE CROSS, otherwise ALEXANDER CROSS, Manufacturer and Commission Agent in Dundee, as carrying on business in Dundee under the Firm and Designation of The COCOA MATTING COMPANY, Dundee, and of the said Frederick Renny, as an Individual.

I WILLIAM STIVEN, Accountant in Dundee, Trustee on the above-mentioned estates, hereby intimate that a second and final dividend will be paid to the Creditors ranked on the said Company's estate, and an equalizing and final dividend on the Individual estate of the said Frederick Renny, at the Trustee's Office, No. 3, Bank Street, Dundee, on the 20th day of August next.

WM. STIVEN, Trustee.

3, Bank Street,

Dundee, July 2, 1868.

JAMES FRASER, Metal Merchant, Edinburgh, Trustee on the sequestrated estates of MESSRS CHARLES LINDSAY & COMPANY, late Plumbers, Brassfounders, and Gasfitters, Greenside Street, Edinburgh, and Charles Lindsay, Plumber, Brassfounder, and Gasfitter there, the sole Partner of said Firm, as such Partner, and as an Individual, hereby intimates that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at his Counting-house, No. 8, Picardy Place, Edinburgh, on 19th August next.

JAS. FRASER, Trustee.

Edinburgh, July 3, 1868.

SEQUESTRATION of D. & P. MACKINLAY, General Drapers, Outfitters, and Stay Manufacturers, 3, Hanover Street, Edinburgh.

CREDITORS on the above sequestrated estate will receive payment of a dividend on the 18th day of August next, in my Chambers, as below.

JAMES KNOX, Trustee.

Chambers, 47, Hanover Street,
Edinburgh, July 1, 1868.

SEQUESTRATION of WILLIAM RODGER & COMPANY, Coal Merchants, Helen Place, Leith, as a Company, and the said William Rodger, as the only known Partner thereof, as such, and as an Individual.

THE Commissioners have audited my accounts, postponed the declaration of a dividend till the recurrence of the next statutory period, and dispensed with sending circulars to the Creditors.

GEORGE T. BATHGATE, Trustee.

Edinburgh, July 3, 1868.

SEQUESTRATION of ROBERT BAIRD, Family Grocer, New City Road, Glasgow.

JOHAN HUSTON, Accountant, Glasgow, Trustee on the estate, hereby intimates that his accounts, brought down to the 18th May 1868, have been audited by the Commissioners, who have postponed declaring a dividend till next statutory period, and dispensed with sending circulars to the Creditors.

JOHN HUSTON.

Glasgow, July 2, 1868.

ALEXANDER MACKENZIE FERRIE, Paint Grinder and Oil Refiner, Paterson Street, Kingston, Glasgow, and now residing in the Queen's Park, Holyrood House, Edinburgh, has applied to the Sheriff of Edinburgh for Cessio Bonorum; and his Creditors are hereby required to attend within the Sheriff-Court-house here, on Monday 3d August next, at one o'clock afternoon.

A. MACKENZIE FERRIE.

Edinburgh, July 3, 1868.

NOTICE.

INTIMATION is Hereby Given that PETER LOW, Blacksmith, Dundee, and presently Prisoner in the Prison there, has presented a Petition to the Sheriff of Forfarshire praying for liberation, and interim protection against the execution of diligence, and decrees of Cessio Bonorum; and all his Creditors are required to appear in Court within the Sheriff-Court-house, Dundee, on Tuesday the 4th day of August next, at 11 o'clock forenoon, at which time and place the Petitioner has been ordained to appear personally before the Sheriff or Sheriff-Substitute for public examination.

DAD. DUNCAN, Jr., Solicitor, Dundee,
Petitioner's Procurator.

Dundee, July 2, 1868.

JAMES YUILL, Baker, 57, Saltmarket, Glasgow, and presently a Prisoner in the Prison of Glasgow, has presented a Petition to the Sheriff of the County of Lanark for liberation, interim protection, and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Clerk's Chambers, County Buildings, Wilson Street, Glasgow, on the 4th day of August 1868, at 12 o'clock noon, when he will appear for examination.

MARTIN MACKAY, Writer, 73, West Nile Street,
Agent for Petitioner.

Glasgow, July 2, 1868.

NOTICE.

THE Copartnership hitherto carrying on business in Glasgow as Galvanizers under the Firms or Designations of SMITH & M'LEAN, and THE CLYDE GALVANIZING COMPANY, of which the Subscribers are the sole Partners, has been DISSOLVED of this date by mutual consent.

The Subscriber George Jardine is authorised to receive all debts due to, and will pay all debts due by the said Concern.

CHARLES M'LEAN.

GEO. JARDINE.

ALEXANDER WATT, Witness.

JOHN HUNTER, Witness.

June 30, 1868.

WITH reference to the above, the Subscriber begs to intimate that he will carry on the said business in all its branches for his own behoof, and under the Firm of SMITH & M'LEAN.

GEO. JARDINE.

June 30, 1868.

NOTICE.

THE Firm of SHAW & GARDNER, Boot and Shoe Makers in Airdrie and Coatbridge, of which Firm the Subscribers, James Shaw and Alexander Gardner, are the sole Partners, was this day DISSOLVED of mutual consent.

Mr Gardner will receive payment of all accounts due to the late Firm, and will pay all debts due by them.

Coatbridge, July 2, 1868.

SHAW & GARDNER.

JAMES SHAW.

ALEXR. GARDNER.

JOHN M. ALSTON, Writer, Coatbridge, Witness.

WM. DOUGLAS, Law-Clerk, Coatbridge, Witness.

WITH reference to the above, Mr Gardner will continue to conduct, on his own account, the business at Airdrie, as formerly.

Mr Shaw will conduct, on his own account, the Coatbridge business.

DISSOLUTION OF COPARTNERY.

WE, Robert Howie Smith and Alexander Grant, carrying on business under the Designation of SMITH & GRANT, as Printers and Publishers in Ayr, have as at this date DISSOLVED Partnership of mutual consent.

Ayr, July 1, 1868.

SMITH & GRANT.

ROB. HOWIE SMITH.

ALEX. GRANT.

WILL. KILPATRICK, Solicitor in Ayr, Witness.

GEO. WATSON, Clerk, Ayr, Witness.

Paisley, June 24, 1868.

THE Copartnership of M'KELVIE, HARLEY, & COMPANY, Dyers and Scourers in Paisley, has of this date been DISSOLVED by mutual consent of the Subscribers, the sole Partners thereof.

The Subscriber John M'Kelvie, who continues the business for his own behoof, is authorized to uplift the Company's accounts, and will discharge its obligations.

JOHN M'KELVIE.

W. G. HARLEY.

JOHN M'GOWN, Accountant, Paisley, Witness.

GEO. HART, Writer, Paisley, Witness.

Glasgow, June 30, 1868.

THE Copartnership which carried on business as Coal Masters at Plean, in Stirlingshire, and in Glasgow, under the Firm of MOYES, SMITH, & COMPANY, of which the Subscribers were the sole Partners, was DISSOLVED on the 31st day of March last by mutual consent.

ROBERT MOYES.

ALEXANDER MACKINTOSH.

JAMES MUIR, Witness,

ANDREW MOYES, Witness,

To the Subscriptions of Robert Moyes and Alexander Mackintosh.

JAMES SMITH.

PETER MURRAY.

JOHN MOYES, Witness,

JOHN CAIRNS, Witness,

To the Subscriptions of James Smith and Peter Murray.

THE business carried on by the Subscribers, William Barton and Charles Henry Wells, the sole Partners thereof, under the Firm of BARTON, WELLS, & CO., Ship Chandlers, Sail Makers, and Ship Provision Store Dealers, 144, Broomielaw, Glasgow, has been DISSOLVED of this date by mutual consent.

Robert Galt & Son, Accountants, 20, Buchanan Street, Glasgow, are authorised to receive payment of the debts due to the Concern and to pay the debts due thereby.

WILLIAM BARTON.

CHAS. H. WELLS.

WILLIAM CROMBIE, Clerk, Glasgow, Witness.

JOHN SYME, Clerk, Glasgow, Witness.

Glasgow, June 30, 1868.

Leith, July 3, 1868.

THE Copartnership of FULTON, WEIR, & COMPANY, Produce Brokers and Merchants in Leith, of which the Subscribers were the sole Partners, was DISSOLVED by the expiry of the Contract,—30th June 1868 years.

FRANCIS FULTON.

DAVID WEIR.

NICOL BAILLIE, Witness.

THOMAS ALEXANDER, Witness.

N.B.—The Fees of all Notices must be paid in advance, and all Letters post-paid.

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