

ment has laboured indefatigably both in the field and in the hospitals. Some cases have been brought to my notice in which officers have proved unequal to the exceptional strain thrown upon them by the sudden expansion of hospitals, and in the earlier stages of the war the necessity of more ample preparations to meet disease were not quite fully apprehended. These cases have been fully reported on by the Royal Commission, and will no doubt receive the attention of His Majesty's Government. I am not, however, less conscious of the unremitting services of the great majority of the officers of the Royal Army Medical Corps. There are many instances, indeed, recorded of great gallantry having been displayed by the officers in carrying on their work of mercy under heavy fire, and in the face of exceptional difficulties their duty has been ably performed. My thanks are also due to the distinguished consulting surgeons who have come out to this country, and by their advice and experience materially aided the Royal Army Medical Corps. The services rendered by Sir William MacCormac, Mr. G. H. Makins, Mr. F. Treves, the late Sir W. Stokes, Mr. Watson Cheyne, Mr. G. Cheatle, Mr. Kendal Franks, Mr. John Chiene, and Sir Thomas Fitzgerald were of incalculable value. The abnormal demand upon the R.A.M.C. necessitated the employment of a large number of civil surgeons, and to these gentlemen the army owes a debt of gratitude. The heavy strain on the Army Medical Department was further much relieved by the patriotic efforts of the several committees and individuals who raised, equipped, and sent out complete hospitals. None but those on the spot can realise how much the Irish Hospital under Sir W. Thompson, the Yeomanry Hospitals and Bearer Co., under:—

Mr. A. D. Fripp, M.V.O., M.B., M.S.

Mr. A. R. J. Douglas, M.R.C.S.

Mr. A. A. Scott-Skirving, M.R.C.S.

Mr. T. H. Openshaw, F.R.C.S.

The Langman Hospital, under Mr. R. T. A. O'Callaghan, F.R.C.S., I.

The Welsh Hospital, under Professor T. Jones, M.B., F.R.C.S. (dead). Professor A. W. Hughes (dead).

The Princess Christian's Hospital, under Mr. J. P. Bush, M.R.C.S.

The Edinburgh Hospital, under Mr. D. Wallace, M.B.

The Scottish National Hospital, under Mr. H. E. Clarke, M.R.C.S., E.

The Van Alen Hospital, under M. S. Osborn, F.R.C.S.

and the Portland Hospital, under Mr. A. Bowlby, F.R.C.S.—contributed to the comfort and well-being of the sick and wounded.

I might here mention the invaluable assistance rendered to the sick and wounded by those private persons, members of the British Red Cross Society, who, headed by Her Royal Highness Princess Christian, raised, organised, and equipped hospital trains. As a result of their patriotic exertions, two complete trains were constructed, one being built at Birmingham, and the other made up at East London. Eight other hospital trains were organised by the medical authorities in South Africa, and also rendered excellent service. It may give some idea of the work which was accomplished by these trains if I append a statement showing the distance they covered and the number of patients they carried:—

No. 27305.

B

Cape Line Railway.

	Journeys.	Miles.	Patients.
Second Train.	126	67,000	6,663
Third "	64	62,000	6,238
Fourth "	24	Unknown.	2,883
Fifth "	26	28,200	3,113
Sixth "	31	Unknown.	2,694
Seventh "	92	"	6,296

Natal Line Railway.

	Journeys.	Patients.
First Train	145	12,148
Second "	166	12,789
Third "	9	772

Hospital Ships.

The Army in South Africa owes a great deal to the Hospital Ships, and to the staff of medical officers and nurses who attended the sick and wounded, transferred to them from the base hospitals.

The "Spartan," "Trojan," and "The Princess of Wales" were used to convey invalids to Cape Town from other colonial ports. The "Lismore Castle," "Dunera," "Orcana," "Avoca," "Nubia," and "Simla," were originally hired transports, and were fitted out at Durban and employed in establishing a fortnightly system of hospital ships for the conveyance of invalids to England.

The "Princess of Wales" and "The Maine" were fitted out and maintained by the splendid generosity of private individuals, the former by the Central British Red Cross Committee for H.R.H. the Princess of Wales, and the latter by a Committee of American ladies.

My grateful thanks, as well as those of the Army in South Africa, are due to the individuals concerned, as well as to those owners of private yachts who placed them at the disposal of the sick and wounded officers and men.

The following table will be of interest:—

Name of Ship.	Where prepared.	By Whom.	No. of Voyages Home with Invalids up to end of Dec., 1900.	No. of Invalids carried.
"The Spartan"	Southampton	Union S.S. Co.	1	108
"The Trojan"	Southampton	Union S.S. Co.	1	66
"The Princess of Wales"	Newcastle-on-Tyne	Messrs. W. Armstrong Whitworth and Co.	3	523