

the native rank and file performed their duties, which comprised the strengthening of Abercorn and Fife by means of blockhouses and entrenchments, the protection of the telegraph lines and constant patrols in very inclement weather. The morale and health of the force remained excellent, and man for man they showed themselves greatly superior to the German native troops. It is difficult to single out individuals, but I would specially mention Lieutenant-Colonel H. M. Stennett, D.S.O., who was in command from August, 1914, to February, 1915, Captain J. J. McCarthy, and Lieutenant A. C. Cussans.

14. I also desire to bring to notice the services of Major A. Boyd-Cunninghame, Northern Rhodesia Rifles, and Surgeon-Captains Kinghorn, White, and Chisholm.

15. The maintenance of supplies and transport for the troops on the border has been throughout a most difficult and onerous task. From 1st April to 31st December, 1915, 20,000 carriers were employed in carrying over 1,000,000 lbs. of supplies from distant bases, and an additional 50,000 in bringing grain from adjacent districts. But for the indefatigable efforts of the District Officials a breakdown would have been inevitable. The military authorities are especially indebted in this connection to Mr. C. P. Chesnaye, Magistrate and Commissioner of the Tanganyika District. The following officers also rendered valuable assistance:—Messrs. H. G. Power, C. P. Oldfield, G. P. Lyons, A. E. Copeman, and A. Croad. Mr. R. Goode, Secretary to the Administration, and Mr. N. Nightingale, Controller of Stores, are equally deserving of mention for their work in forwarding supplies from Livingstone. In supplying carriers, the native tribes of Northern Rhodesia have loyally played their part.

PART III.—THE TANGANYIKA NAVAL EXPEDITION.

In April, 1915, a scheme was approved by the Admiralty for depriving the Germans of the command which they had hitherto held, by means of three small armed vessels, on Lake Tanganyika. The plan was to send out from England to Cape Town, and thence by rail, road and river to the Lake, two motor-boats of a speed and armament which would outclass those of the German vessels. The two boats, with a small Expeditionary Force under the command of Commander G. Spicer Simson, R.N., arrived at Cape Town towards the end of June. By December 23rd the "Mimi" and the "Toutou," as the boats were named, had been successfully launched on the Lake, and three days later the first action was fought.

2. Notwithstanding the precautions that were taken to keep the expedition a secret, it is difficult to believe that the enemy received no warning of its despatch. They probably heard of it, but refused to take it seriously. And certainly it must have seemed to them, at first sight, a harebrained enterprise. After being landed at Cape Town the boats had to be taken 2,300 miles by train, via Bulawayo and Livingstone, to rail-head North of Elizabethville in the Belgian Congo. Next followed 150 miles of haulage, by atrocious roads, over country varying in altitude from 2,000 to 6,000 feet. Then another journey on trucks over a short section of railway. Then the boats were floated 400 miles down the Lualaba River under their own power for part of the journey, and

for the rest on lighters. Shoals and rocks abounded, and barrels had to be lashed under the boats to reduce their draught. The final stage of the journey was by rail again to the small Belgian harbour of Lukuga, about half-way up the western shore of the Lake.

3. Commander Spicer Simson's reports of his journey to Lake Tanganyika constitute a fine record of courage and perseverance. The following is an extract from the report in which he describes the cross-country portion of the journey:—

"I desire to call to your attention the excellent work done by the officers and men of the Expedition who were on the road with me. They have cheerfully worked under the most trying conditions of heat always, rain occasionally, and thick dust on most occasions. The first and last of these conditions were particularly hard to bear on account of the shortness of water which was experienced. Washing, and even drinking water, was voluntarily given up for use in the boilers of the traction engines in order that the progress of the Expedition should not be delayed. Only those who have had to work without shade in the thick dust raised by the engines under a tropical sun, with the added discomforts of nothing to drink and nothing to wash in, can realise what determination is necessary to maintain the necessary energy to overcome the great difficulties which were encountered on the road. It was, in the opinion of all competent judges who knew the road, sheer madness to attempt to take traction engines alone over it, and more so to try and tow the boats by this means, or any other. I wish to bring to your notice the excellent work done by Sub-Lieutenant A. Dudley, R.N.V.R., who was in charge of the transport. It is mainly due to his exertions that the transport of the boats over the road was safely accomplished."

4. The first encounter with the enemy took place on December 26th. At 9 a.m. the German gunboat "Kingani," a vessel of 30 or 40 tons armed with one gun, was sighted about seven miles distant from Lukuga steaming south, and the "Mimi" and the "Toutou" immediately set out to attack her. The enemy having no gun aft, the "Mimi" attacked her from astern, and, having got the range, opened with high explosive shell from her 3-pounder Hotchkiss. The first shell struck the "Kingani's" gun-shield, killing the two men at the gun and the Captain. After a few more shots the remainder of the crew surrendered, and the "Kingani" was taken into harbour in a sinking condition. She was soon repaired. A 12-pounder gun was mounted on her, and, as H.M.S. "Fifi," she proved a valuable addition to the British flotilla.

5. This left the enemy with two ships, the "Graf von Gotzen," a vessel of 400-500 tons carrying one 4-inch and two smaller guns, and the "Hedwig von Wissman," a gunboat of about the same size as the captured one. On February 9th, 1916, the "Hedwig von Wissman" was attacked by the "Fifi" and "Mimi," and sunk after a chase and running fight which lasted for three hours. The result was largely due to the skilful manœuvring of the two British vessels. The "Mimi" kept astern of the enemy and out of range of his after gun, causing him to tack from side to side in order to bring his foremost gun to bear, and thus delaying him until the "Fifi" could