

Lamb, whose services were indeed valuable, for his charge was something enormous, consisting of upwards of 30,000 animals, with only ten veterinary surgeons to assist him, who had frequently to perform extraordinary and unusual duties, having constantly to compound their own medicines, administer them, and attend individually to the washing and dressing of the animals in the sick lines, for want of subordinates to assist them.

54. The Director would beg especially to bring to the notice of his Excellency the services of the Veterinary Surgeons Lamb and Anderson.

55. This latter officer had also great professional skill and experience; and the skill with which he speedily established a most useful sick depôt at the Pioneer Wells, as also one at Koomaylee, each containing over 1,000 animals, deserves the highest praise.

56. As a general rule, the European and Military Native Inspectors answered my expectations; but, of course, among such a large number, amounting to—Europeans 160, Natives 440—it was to be expected that a certain proportion would fail; but it was found that when really good men came from regiments, it was entirely owing to the selections made by the commanding officers; for when care was taken to select good and efficient men for this special service, they invariably turned out well, and showed wonderful examples of endurance and persevering energy when in charge of convoys; for this class of men in the train were frequently twenty-four hours without food, and a murmur of complaint I never heard.

57. Cavalry men, of course, are best suited for this work, and the train is much indebted to the officers commanding the 3rd Dragoon Guards, 11th Hussars, and Royal Artillery, in Bombay, for the careful selection of men they made for the Transport Train.

58. The pleasing task now remains of bringing to the special notice of His Excellency the names of such officers more especially deserving of his kind consideration, and whose efforts came under the personal observation of the Director, who from first to last never failed,—

Major Nuttall, 2nd in command,
 Captain C. M. Griffith, Bombay Staff Corps,
 Captain W. L. Twentyman, 18th Hussars,
 Captain E. Boyle, 96th Foot,
 Captain L. A. M. Graeme, 102nd Foot,
 Captain H. Waring, 2nd Foot,
 Captain C. McInroy, Madras Staff Corps,

who commanded the first divisions that were raised; and it is difficult to find language to express the extent and value of the assistance they afforded.

59. They were materially assisted by their subalterns,—

Lieutenant F. G. Mortimer, Royal Horse Artillery,
 Lieutenant J. B. Hennell, Bombay Staff Corps,
 Lieutenant T. T. Hodges, 76th Foot,
 Lieutenant W. S. Daniels, 105th Foot,
 Lieutenant H. W. Faulkner, 95th Foot,
 Lieutenant A. D. Strettell, 109th Foot,
 Lieutenant F. J. Caldecott, Royal Horse Artillery,
 Lieutenant D. du McGunton, 96th Foot,
 Lieutenant W. G. Gerard, Royal Artillery.
 Cornet C. A. De N. Lucas, 2nd Dragoons.

60. To these are added the names of officers who, although not among the first to join, yet by the ability, energy, and zeal they brought to

bear on their work, at once placed themselves on the same footing,—

Captain T. Kelly,
 Lieutenant C. S. Sturt, Bombay Infantry,
 Lieutenant A. E. Pearse, 76th Foot,
 Lieutenant S. M. Onslow, Madras Cavalry,
 Lieutenant H. de P. Rennick, 21st Foot.

61. The Sub-Director has brought to the notice of his Excellency such officers as served immediately under him in the Highland Brigade; and as this officer was selected for this important post by His Excellency, and those whom he recommends as well as himself having worked under the immediate and constant supervision of His Excellency, it would be out of place for the Director to add anything in this report.

62. The Director would beg to bring forward the names of his personal Staff,—

Lieutenant Clark, Paymaster,
 Lieutenant Carr, Quartermaster.

63. Lieutenant J. D. Clark, Madras Cavalry, although Paymaster to the Corps,—an office of great responsibility, considering the enormous number of men in the Train,—has, in addition to this duty, frequently in times of great pressure, been both disembarking and embarking Officer, Staff Officer, &c., &c.—in fact, has made himself generally useful. Lieutenant Clark, with the small establishment allowed him for the Pay Department, has had very many difficulties to contend with, but has nevertheless managed to keep a regular and concise account of all his disbursements, which often amount to very large sums.

64. The stores required for the Transport Train have been considerable, and the creditable and efficient manner in which Lieutenant N. E. Carr, 10th Foot, has performed these duties under the most trying circumstances, has called forth unqualified approbation.

65. As His Excellency is aware, the difficulties of the Transport Train have been from the first to last of no ordinary kind, and but for the peculiarly fortunate selection of officers from the several Presidencies and armies, the torrent could never have been stemmed. The high, gentlemanly tone of the officers, their strong esprit de corps, the cheerful alacrity with which every order was obeyed, has been the brightest feature in the existence of the Train.

66. They were placed in isolated command, and away from the personal control of the Director, who, however, commenced by placing both entire confidence and the credit and honour of the Train in their hands, and most nobly has it been repaid.

67. With reference to the annexed report on the working of the Highland Brigade by Captain Hand, Sub-Director, the Director quite concurs with him as regards the equipments; but with respect to drill and discipline, he would go still further, especially in the former; the men should be well armed, and well drilled in the same, as they would in that case be able to protect their own convoys, and not draw on the strength of the army.

68. The Jemadars and non-commissioned officers should be all well mounted and armed, and the Director would introduce as nearly as possible the drill and discipline of an irregular corps.

69. Any one who has had any experience with the Abyssinian Force must see the necessity of keeping up the nucleus of a Transport Train; and where wheeled carriage forms a part of the same, nothing could be a better guide in its whole formation than that of the Train des Equipages of the French army, of which the Director