

2. In a narrow and intricate harbour like this much depended on the manner in which the large transports were piloted and handled. This service was performed with conspicuous ability by Lieutenant Thomas MacGill, the Harbour Master, ably seconded by Lieutenant William B. Fawckner, of the "Sphinx," who acted by my order as Assistant Harbour-Master; and Lieutenant William J. Scullard, of the "Carysfort," also assisted occasionally when necessary.

The entry and departure of large transports was for a few weeks almost incessant, and included vessels up to 450 feet in length; that these were taken in and out, berthed alongside the piers, or secured elsewhere, by these officers without a single accident to either a ship or pier, is sufficient evidence of the nerve and judgment displayed, and I strongly recommend Lieutenant Thomas MacGill to your Lordship's very favourable consideration.

3. The arrangements made by the Admiralty for the supply of water to the troops were on so liberal a scale that after the arrival of the condensing and tank vessels there was never any possibility of failure. Nevertheless the service required constant and close supervision to ensure efficiency and to maintain the purity of the water, and this was well performed by Lieutenant William M. Maturin and Mr. Francis Ford, Chief Engineer, working under the Principal Transport Officer. The arrangements for the water supply previous to the arrival of the English condensing ships have already been fully reported to your Lordship.

4. The work of the Naval Transport Department was exceptionally heavy, as, in addition to the ordinary requirements of a force of 12,000 men in the field, the nature of the country required a very large number of camels and other transport animals, with their drivers, forage, &c., while the simultaneous construction of the railway added enormously to the tonnage and people to be landed and provided for.

Captain John Fellowes, the Principal Transport Officer, will no doubt report fully on the work of his department, and I will therefore confine myself to stating that the way the work was done reflects the greatest credit on Captain John Fellowes, Principal Transport Officer, whose zeal and untiring energy overcame all difficulties, and that he was ably assisted by Commander William L. Morrison and the other officers of the Naval Transport Staff.

5. The "Cygnet" was moored during the busiest time at the entrance of the harbour to enforce obedience to the port regulations framed for the occasion to prevent confusion or accident, a duty which was performed by Lieutenant Alexander M. Gardiner, commanding that ship, with much judgment.

The "Starling," Lieutenant James B. Young, was employed frequently watching the coast and examining the small harbours, with a view to possible requirements had the military operations extended far to the southward.

The officers and crews of the other ships, viz.:

The "Carysfort," Captain Walter Stewart (succeeded on that officer invaliding by Acting Commander Edward N. Price);

The "Dolphin," Commander Sidney M. Eardley Wilmot;

The "Condor," Commander William C. H. Domville;

The "Coquette," Lieutenant Fritz H. E. Crowe; and

The "Sphinx," bearing my broad pendant, with Lieutenant Archibald T. Carter, Executive Officer,

were largely employed at night clearing transports, and day and night in the various steamboats, &c. All ranks showed a most praiseworthy desire to contribute by their personal exertion to the success of the expedition, and the conduct of the men throughout was excellent.

The "Dolphin," occupying a position up the north arm of the harbour commanding the plain, was able to render very useful service from time to time with her guns, and her electric light was in constant requisition at night.

6. The good work performed by Commander William C. H. Domville, Her Majesty's ship "Condor," and the officers and men who served under his command in the Naval Gardner-gun Battery has already been reported to your Lordship.

7. I cannot close this Despatch without briefly recording the services of the ships that were engaged during many trying months last year in the defence of Suakin, and in which, in addition to those already mentioned, the following were employed:—

The "Briton," Captain Rodney M. Lloyd;

The "Tyne," Commander Basil E. Cochrane;

The "Woodlark," Commander Anthony Kingscote;

The "Myrmidon," Commander Alfred Carpenter; and

The "Albacore," Lieutenant Palmer K. Smythies.

The officers and crews of these ships contributed largely towards the defence, and at night had men constantly away in boats, or manning machine and field guns covering the causeway and weak points on the flanks. The defence of the south side of the town was entrusted for some weeks almost entirely to the "Albacore," and she was frequently attacked by the rebels from quarries near the harbour which offered them excellent shelter.

Lieutenant Francis G. Kirby, of the "Briton," Lieutenant Hugh Talbot, of the "Carysfort," and the late Lieutenant Montagu H. M. Seymour, of the "Dolphin," were successively employed to superintend the working of the land mines which were used for a considerable time with more or less success to protect the flanks.

8. In conclusion, I beg to thank the officers named in this Despatch for their zealous assistance to me under all circumstances, and to acknowledge the cheerful co-operation of all ranks; and I have also to thank Lieutenant-General Sir Gerald Graham for his consideration at all times during the recent operations.

I have, &c.,

R. H. MORE MOLYNEUX,
Commodore.

Admiral the Right Honourable
Lord John Hay, K.C.B.,
Commander-in-Chief.

Foreign Office, May 2, 1885.

THE Queen has been graciously pleased to appoint Sir Robert Hart, K.C.M.G., to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the Emperor of China, and also Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Corea.