

to duty were uniform and unbroken. Amongst such a highly trained body of officers it is difficult to select and discriminate. I confine myself, therefore, to placing on record the fine services rendered by—

Colonel (temporary Major-General) Arthur Lynden Lynden-Bell, C.B., C.M.G., Chief of General Staff, G.H.Q.;

Colonel (temporary Major-General) Walter Campbell, C.B., D.S.O., Deputy Quartermaster-General, G.H.Q., M.E.F.;

Lieutenant-Colonel (temporary Brigadier-General) W. Gillman, C.M.G., D.S.O., Brigadier-General, General Staff;

Brevet Major (temporary Lieutenant-Colonel) G. P. Dawnay, D.S.O., M.V.O., General Staff;

and whilst bringing to notice the names of these officers to whom I am so much indebted, I trust I may be permitted to represent the loyal, cordial, and unswerving assistance rendered by General J. M. J. A. Brulard, Commanding the French Troops in the Peninsula.

Before concluding this inadequate account of the events which happened during my tenure of command of the Forces in the Eastern Mediterranean, I desire to give a brief explanation of the work which was carried out on the Line of Communications, and to place on record my appreciation of the admirable work rendered by the officers responsible for this important service.

On the Dardanelles Peninsula it may be said that the whole of the machinery by which the text-books contemplate the maintenance and supply of an army was non-existent. The zone commanded by the enemy's guns extended not only to the landing places on the Peninsula, but even over the sea in the vicinity.

The beaches were the advanced depôts and refilling points at which the services of supply had to be carried out under artillery fire. The landing of stores as well as of troops was only possible under cover of darkness.

The sea, the ships, lighters and tugs took, in fact, the place of railways and roads, with their railway trains, mechanical transport, etc., but with this difference, that the use of the latter is subject only to the intervention of the enemy, while that of the former was dependent on the weather.

Between the beaches and the Base at Alexandria, 800 miles to the south, the Line of Communications had but two harbours, Kephalos Bay on the island of Imbros, 15 miles roughly from the beaches, and Mudros Bay, at a distance of 60 miles. In neither were there any piers, breakwaters, wharves or store houses of any description before the advent of the troops. On the shores of these two bays there were no roads of any military value, or buildings fit for military usage. The water supply at these islands was, until developed, totally inadequate for our needs.

The Peninsula landing places were open beaches. Kephalos Bay is without protection from the north, and swept by a high sea in northerly gales. In Mudros Harbour, transshipments and disembarkations were often seriously impeded with a wind from the north or south. These difficulties were accentuated by the advent of submarines in the Aegean Sea, on account of which the Vice-Admiral deemed it necessary to prohibit any transport or store

ship exceeding 1,500 tons proceeding north of Mudros, and although this rule was relaxed in the case of supply ships proceeding within the netted area of Suvla, it necessitated the transshipment of practically all reinforcements, stores and supplies—other than those for Suvla—into small ships in Mudros Harbour.

At Suvla and Anzac, disembarkation could only be effected by lighters and tugs, thus for all personnel and material there was at least one transshipment, and for the greater portion of both two transshipments.

Yet notwithstanding the difficulties which have been set forth above, the Army was well maintained in equipment and ammunition. It was well fed, it received its full supply of winter clothing at the beginning of December. The evacuation of the sick and wounded was carried out with the minimum of inconvenience, and the provision of hospital accommodation for them on the Dardanelles Line of Communication and elsewhere in the Mediterranean met all requirements.

The above is a very brief exposition of the extreme difficulties with which the officers responsible were confronted in dealing with a problem of peculiar complexity. They were fortunate in being associated in their onerous and anxious task with a most competent and highly trained Naval Staff. The members of the two Staffs worked throughout in perfect harmony and cordiality, and it was owing to their joint efforts that the requirements of the troops were so well responded to.

In accordance with the instructions received from your Lordship by telegram on 10/1/16, I had the honour of telegraphing the names of the undermentioned Officers who rendered most valuable and distinguished service in connection with the evacuation of Gallipoli, to be specially submitted for His Majesty's gracious consideration for promotion and reward, viz. :—

Colonel (temporary Major-General) Arthur Lynden Lynden-Bell, C.B., C.M.G., Chief of General Staff, G.H.Q., M.E.F.

Colonel (temporary Major-General) Walter Campbell, C.B., D.S.O., Deputy Quartermaster-General, G.H.Q., M.E.F.

Lieutenant-General Sir William Riddell Birdwood, K.C.S.I., K.C.M.G., C.B., C.I.E., D.S.O., Commander, Dardanelles Army.

Major - General (temporary Lieutenant-General) Edward Altham Altham, C.B., C.M.G., Inspector-General of Communications, M.E.F.

Major - General (temporary Lieutenant-General) Hon. Sir Julian Hedworth George Byng, K.C.M.G., C.B., M.V.O., Commander, 9th Army Corps.

Major - General (temporary Lieutenant-General) Sir Alexander John Godley, K.C.M.G., C.B., Commander, A. and N.Z. Army Corps.

Major - General (temporary Lieutenant-General) Sir Francis John Davies, K.C.B., Commander, 8th Army Corps.

Brevet Colonel (temporary Brigadier-General) George Fletcher MacMunn, D.S.O., R.A., D.A. and Q.M.G., Dardanelles Army.

Lieutenant - Colonel (temporary Brigadier-General) Hamilton Lyster Reed, V.C.,