

Lines of Communication and of Lieutenant-Commander G. H. Dennistoun, D.S.O., R.N., in command on Lake Nyasa, are dealt with by General Northey. I would add to these the following:—

Temporary Lieutenant-Colonel Herbert Hyde Young Hearsey, Principal Medical Officer, Nyasaland Government, as Director of Military Medical Services, has rendered important assistance in maintaining the medical services and supplies at the front, and in establishing and controlling hospitals and convalescent camps at the base, discharging at the same time the duties of his civil office.

Temporary Captain Ernest Costley-White, Assistant Transport Officer Base and Lines of Communication, has given invaluable service in organising the carrier transport on the lines of communication, and in maintaining the supply of carriers for General Northey's forces at the front.

Temporary Captain Vincent John Keyte, Assistant Supply Officer Base and Lines of Communication, has been responsible for procuring all food supplies for the native troops and carriers, and has discharged his duties with marked assiduity and success.

Temporary Captain Thomas William Armitage, Chief Mechanical Transport Officer, has displayed considerable organising capacity, and it is due to his ability and energy that the increasing mechanical transport service has been maintained and efficiently controlled.

Temporary Captain William Henry Evans, Staff Officer Base and Lines of Communication, has shown conspicuous energy and ability in the discharge of the onerous and responsible duties of that office.

Temporary Lieutenant John Conrad Abraham, Station Staff Officer Fort Johnston, has worked indefatigably, and has been most successful in the handling and embarkation of troops and stores at the Lake terminus.

6. When forwarding in my despatch of the 1st November, 1915, Lieutenant-Colonel Hawthorn's report on the military operations up to that time I drew attention generally to the valuable assistance in many directions afforded by the various civil departments. Their services have continued in increasing magnitude, and in particular the district residents have been unremitting in their efforts to recruit native labour for the carrier service and otherwise on which the success of General Northey's operations has so largely depended. In his despatch he gives some indication of the numbers involved. To the recognition due to residents must be added that of the valuable support they have received from Native Chiefs and Headmen.

7. My despatch would be incomplete without notice of the ever ready and valuable services rendered by His Majesty's Consul-General at Lourenco Marques and the Consuls at Chinde and Beira. I must also add a few words on the satisfactory manner in which the great strain on the railway and telegraph services has been met by the staffs of the Shire Highlands and Central Africa Railways and the African Transcontinental Telegraph Company.

I have, etc.,

G. SMITH,
Governor.

From Brigadier-General E. Northey, C.B., A.D.C., Commanding Nyasaland-Rhodesia Force,

To His Excellency the Governor and Commander-in-Chief, Zomba, Nyasaland.

Ubena, German East Africa,

10th March, 1917.

Your Excellency,—

I have the honour to forward herewith a list of Officers, N.C.O.'s and Men of the Force under my command whom I recommend for mention in despatches for their splendid work during the past year.

A brief summary of the operations which have been carried out is as follows:—

From January to May, 1916, the time was spent in reorganising the forces on the border, converting the garrisons between lakes Nyasa and Tanganyika into mobile columns, and arranging for supply and transport.

The results since obtained reflect the greatest credit on the Administrative Services; I think the difficulties to be overcome can hardly be realised by any but those who have experienced them.

Arrangements were made by which we were able in a few months to deploy, feed, and munition columns operating a hundred miles north of Bismarckburg, at and east of Iringa, and fifty miles east of both Lupembe and Songea.

The distances by road from Bismarckburg to New Langenburg, thence to Iringa, and from Iringa to Songea, are each about 200 miles. None of the roads are more than improved native paths, and the country is all hilly or mountainous, much of it being dense bush and very unhealthy.

It must also be remembered that, up to our own frontier, all supplies had to be brought either through Rhodesia, some 600 miles from the nearest railway, by native porters, or from Chinde up the Zambesi, through Nyasaland and up the Lake, a distance of 700 miles, with constant transfers from sea-going ship to stern-wheeler, railway, motor, carriers, and lake steamer.

In addition to the troops with the columns many thousands of carriers had to be fed; and it must be borne in mind that each carrier eats the equivalent in weight of his own load in three weeks.

This colossal task was considerably helped later by the arrival of light motor lorries, by the untiring efforts of the mechanical transport units, and the splendid work of the South African Engineers, under Major Colin Clark, in cutting and maintaining roads through most difficult hilly country. In six months 450 miles of motor road were made, and from Mwaya to the Poroto Hills, just north of New Langenburg, the road level varied from 1,500 to 8,000 feet above sea level.

On May 25th we attacked the enemy all along the frontier, and by the end of July had cleared him out of the whole of the New Langenburg and Bismarckburg districts, occupying about 20,000 square miles of very rich and fertile country and capturing many prisoners and much war material.

During August and September we made a complete wheel to the eastward, pivoting on the north end of Lake Nyasa, and driving our enemy, who had now been reinforced from the north, eastwards from the districts of Iringa,