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SOME AMBULANCE OPERATIONS DURING
THE CARLIST, TURCO-SERVIAN, AND
TURCO-RUSSIAN WARS.

A PAPER

READ BEFORE

The Knights of St. John of Jerusalem in England,

AT THEIR

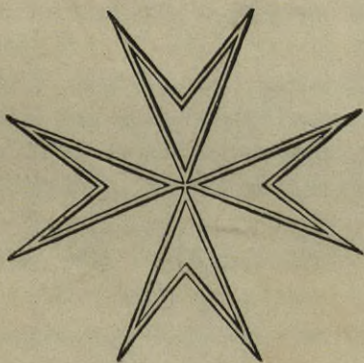
GENERAL ASSEMBLY,

ON

JUNE 24TH, 1879.

By V. B. BARRINGTON-KENNETT, ESQ., M.A., LL.M.,

An Honorary Associate of the Order.



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SOME AMBULANCE OPERATIONS DURING THE CARLIST, TURCO-SERVIAN, AND TURCO-RUSSIAN WARS.

THE nature of the relief undertaken by a Neutral Society for aid to the sick and wounded, should depend upon the conditions of the war, and the relations in which the belligerents stand to each other. During the Carlist War, 1873-76, the Spanish Government never officially recognised their opponents as belligerents, which intensified the feeling of animosity between the two sides. In consequence it became most important to endeavour to lessen this feeling by securing the protection and comfort of the wounded of either side who had fallen into the hands of the enemy and by arranging for their transport back to their own lines. In my position as a neutral, I could carry out work of this nature with advantage. In the Turco-Servian War, the Servian Government arrangements for the transport of its wounded being most defective, I was engaged in supplying this deficiency by carrying out an improved system of transport by road, and also by an ambulance barge on the Danube.

In the Turco-Russian War, where there was great want of help of every description, I was commissioned to organise and direct a complete system of hospitals and field-ambulances, and also two railway transport services with soup-kitchens at intervals along the line.

In the following paper I shall endeavour to give a brief account of some of the principal operations in these different departments of ambulance work, in the hope that they may be interesting to the members of this Order.

Carlist War, 1873-76.

In May, 1874, this Civil War was at its height. The siege of Bilbao had just been raised, and the Carlists, in full retreat, had been forced to abandon their large hospital established at Santurce,

near Bilbao, containing 300 wounded. The position of these was most critical, for they were looked upon as rebels. Partisan feeling ran high, and they were in constant fear of insult or violence.

Marshal Concha was then commanding the Government Forces, and to him I applied for permission to send these wounded men back to their own lines. I pointed out that such an act would not be forgotten by the Carlists, and would insure the humane treatment and safe return of any of his own wounded falling into the hands of the enemy. Concha, a brave soldier and humane man, at last assented to my proposition, though many of the Government authorities protested against what they considered to be an over-generous act of clemency towards rebels.

The evacuation of these disabled Carlists was carried out in the following manner:—A large English steamer, the “Sommo-rostro,” constructed for conveying iron ore, had been generously placed at the disposal of the Society for the relief of Spanish wounded, which I represented. Hay was spread in her two capacious holds to a depth of over two feet, while a dispensary and other offices were established in some spare cabins. The ship anchored about one mile off Santurce, being as near as the rocks would permit. The embarkation was effected during the afternoon and night of May 12th by means of “lanchas,” long rowing-boats, which conveyed the patients alongside the “Sommo-rostro.” Those most seriously wounded were transferred from their beds to stretchers, and on these they were placed in the “lanchas.” On arriving alongside of the ship they were hauled up in their stretchers by a crane, and let down into the holds, where they were laid on the hay. As a security against being put into quarantine on our arrival at a French port, the Alcalde of Santurce visited the ship and gave us a “bill of health.”

We weighed anchor at 2 P.M. on May 13th, and arrived in the port of Socoa, off St. Jean-de-Luz, at 10 A.M. the following day. The French medical officers inspected the ship immediately on our arrival. In spite of all the precautions taken, they detected four or five suspicious cases, and put us in temporary quarantine ; which, if enforced though only for a few days, would infallibly have resulted in an outbreak of fever, or something worse, on board, owing to the unavoidable want of sufficient ventilation in the holds, crowded as they were with wounded men.

We applied to the “Préfet,” and finally obtained permission

to land the sick and wounded on condition of our immediately conveying them across the French frontier into Spain. This was effected by means of about 40 carriages and omnibuses, provided at only two hours' notice from Bayonne; the wounded were landed in boats, placed in the carriages, and conveyed over the frontier to the Carlist Hospital at Lesaca.

When off St. Sebastian we were hailed by a Spanish Government cruiser, but were allowed to proceed on our voyage under protection of the Red Cross flag which was hoisted with the Union Jack. This was, I believe, the first instance of a ship sailing on the high seas under the Red Cross flag. Before returning the ship to its owners, we had her thoroughly fumigated and disinfected. I was accompanied during the voyage by Sir Allen Young; and Mr. Furley, a well-known member of this Order, met us on our arrival at the French port. These gentlemen rendered valuable assistance.

This act of chivalry on the part of Concha was not long in bearing its fruit. The following October the Carlists had established a strict cordon round Pampeluna, in which was shut up a large number of troops and inhabitants. The scarcity of food, severely felt by the inhabitants, greatly aggravated the sufferings of the sick and wounded soldiers in the hospitals. An appeal to the good feeling of the Carlist Authorities, who remembered the Santurce affair, resulted in their allowing me to take to the hospitals of the besieged town some provisions for the patients.

Leaving the French frontier on October 24, I reached Villaba, about a mile and a half from Pampeluna, the same night. Half a battalion of Navarrese, forming the advanced Carlist post before Pampeluna, were in occupation of the village. Early the following morning I entered the town and handed over the stores to Don Nicasio Landa, of the Red Cross Society. He received them most gratefully and distributed them in the hospitals as presents from the enemy. Leaving Pampeluna on October 27, I repassed into the blockading lines and reached safely Puente-la-Reina, the head-quarters of the Carlist General Mendirry.

The original feelings of animosity between the soldiers of the two sides were sensibly diminished by these and similar acts, and without any definite treaty being made, it became an understood thing that the disabled prisoners of the enemy were to be treated in exactly the same way as friends, and moreover, when conva-

lescent, were to be sent back to their own side. Acting in this spirit, I took on Nov. 23 a batch of wounded Government prisoners from the Carlist Hospital at Yrache to the Government lines at Logroño, passing the enemy's outposts without difficulty, although there had been some skirmishing in the morning. I passed the lines several times subsequently on similar missions, and though occasionally I had some trouble with the irregular bands at the outposts, I was never obstructed by the authorities of either side.

The accession of King Alphonso and his subsequent advance into the Carlist country stirred up anew the fierce passions of the Navarrese mountaineers. In February, 1875, King Alphonso and General Primo de Riviera at the head of one army crossed the road between Puente-la-Reina and Estella while General Moriones with another army raised the siege of Pampeluna and advanced on Puente-la-Reina, where I found myself with a hospital full of Carlist sick and wounded.

Fearing a night attack on the town, we removed all the serious cases, some 50 in number, to Artazu, a little village on the other side of the river about a mile off. It was extremely difficult to cross the bridge as it was crowded with a confused mass of Carlist Artillery, Cavalry and Infantry in full retreat, mixed up with peasants flying from their homes with all they could carry.

The following day the Carlists made a desperate attack on the head of Primo de Riviera's column at Lacar, only a few miles in our rear. A terrible battle ensued, in which the Government troops were completely defeated. Some idea may be formed of the ferocity of the struggle when I state that our ambulance found over 950 Government soldiers dead in the village, nearly all from bayonet wounds.

In the meantime Moriones' column occupied Puente without resistance, and crossing the river advanced on us at Artazu. Some Horse Artillery took up a position about 1,500 yards off and proceeded to bombard us. I at once hoisted Red Cross flags over the cottages in which we had placed the sick and wounded, but this had not at first the desired effect of stopping the firing. The battery subsequently retired, but only to return the following day and repeat the operation. We found ourselves blocked up in a *cul-de-sac*. The only road leading out of the village was that to Puente, along which the enemy was approaching, and in our rear were nothing but the roughest mountain paths, difficult even for

mules, and perfectly impassable for our ambulance waggons. It seemed certain that we must be taken prisoners, as we could not abandon the sick and wounded. Under the circumstances, as representative of a neutral society, I volunteered to take charge of the ambulance, and was allowed to choose a doctor and an assistant, together with some "infirmiers" to stay with me. The rest of the Ambulance Staff, by making a long *détour* in the mountains, retired safely to Estella, where their services were urgently needed.

That night an attack on the village, under cover of the intense darkness, was hourly expected. Three times before midnight the Government troops were in movement, and as many times Don Filipi Barrena and I advanced with a Red Cross flag in order to be the first to meet the enemy and try to secure the protection of the patients under our charge. After the massacre at Lacar during the afternoon, but little quarter would have been given in the event of a bayonet fight in the village, especially at night. Affairs took so serious a turn that we determined to take away the sick and wounded to a safer place before day-break. Only three horses and a mule had been left for us; the tired-out soldiers had more work than they could do, and no help could be expected from the panic-stricken peasants, most of whom were beating a hasty retreat across the mountains with all their household goods. Many of the patients were suffering severely from small-pox, but by making those walk or ride who could possibly do so, and carrying the rest by relays on stretchers, we removed them all by daybreak to Guirguillano, a little mountain village about a mile and a half off. Here they were out of immediate danger, though dreadfully fatigued and shaken. During the next few days we borrowed mules and ponies at this village, and returning to Artazu succeeded in removing the hospital stores which we had left behind in our hasty retreat. I was assisted by several young Spanish girls from Guirguillano, who volunteered for this somewhat dangerous work, as most of the men from the village had joined the Carlist forces. Artazu, in the meantime, was being subjected to occasional bombardment. One shell only fell into the ambulance, but fortunately did no harm.

The ambulance carriages still remained blocked at Artazu. The only way to extricate them was to obtain leave to pass them through the Government lines at Puente, and then follow the high-road to Estella. After some correspondence, we obtained the

necessary permission from General Quesada, and accordingly on February 21st we rode from Artazu into the Government lines at Puente, with a white flag and about 30 peasants drawing the three carriages. We then proceeded to Mañeru, repassing into the Carlist lines half a mile from Puente, and the following night reached Estella. The outposts every now and then exchanged shots across certain parts of the high-road. At places, we passed within 300 yards of the enemy's camp fires, but the night being dark and rainy we did not attract any attention.

During the latter part of February we took over to the Government lines at Oteiza a convoy of about 30 wounded, who had fallen into the Carlist hands at Lacar. Nearly all of them had been supplied by us at Estella with new hospital suits, their own uniforms having been destroyed or lost. As we approached the Government lines we waved a white flag and advanced to within a hundred yards of the nearest trench. An armed guard was sent to meet us, after which the General with his staff came out and received us very well, thanking us for our kind treatment of his wounded. After handing them over to him we returned to Estella.

From time to time I used to visit the Government prisoners confined by the Carlists at Estella, and supply them with shoes, shirts, and blankets, of which necessities they were often in great want. I also distributed tobacco among them, and sent some wine to the officers. The Carlist Authorities, some of whom took a real interest in the comfort of their prisoners, afterwards relieved me of this work.

While endeavouring to act in a perfectly neutral spirit, I thought it my duty to urge the great advantage of a formal treaty to secure the ordinary rights of war to the wounded and prisoners of each side. These endeavours, perhaps not perfectly understood, did not meet with a favourable reception in some quarters, where it was considered that such an arrangement would be a direct benefit to the Carlist cause. The famous "Eliot Convention," however, which gave so much satisfaction in England during the Seven Years' War, served as a good precedent. In February, 1875, a treaty was at last signed between General Jovellar, the Minister of War at Madrid, and the Carlist Commissioner, which, without formally recognising the Carlists as belligerents, provided that the war should be carried on according to the custom of civilised nations, and that the wounded and prisoners should be respected accordingly.

A similar treaty was soon afterwards signed in Catalonia between Generals Martinez Campos and Saballs, which went so far as to secure free passes for wounded soldiers of either camp to visit and return from the mineral springs situated in districts occupied by the enemy.

In the autumn of 1875 I was engaged for a short time on the Catalanian and Aragon frontier during the irregular warfare which took place on the retreat of the Carlist forces following the fall of Seo de Urgel. But little quarter was given or expected by these undisciplined bands of Catalans. On one occasion I arrived at Venasque (Aragon) too late to stop a cold-blooded massacre of Carlist "partidarios," who had been taken by some Government irregulars, but I was successful shortly after in catching up these same irregulars in the Vallée d'Arran, with some more Carlist prisoners, who would no doubt have shared the same fate. However, I insisted upon their being treated as prisoners of war, and sent as such to General Delatre, who commanded a Government column in the neighbourhood.

The nature of the war on the Catalanian frontier can be understood from the fact that on one occasion there were three bands roving about under three distinct flags,—the Government, the Carlist, and the red flag of the Intransigentes. The result was that the Government "partidarios" caught the Intransigentes at Lez, just after the latter had robbed the Portillon gambling casino, and after giving them a good dinner shot all of them but one in cold blood. Not far off was the Carlist band ready to fight either Government or the Reds.

During the last two battles of the war, namely those of Peña Plata and Echalar, fought on the French frontier in February, 1876, the neutral position held by our Society was of great service. I had undertaken the charge of a hospital and field-ambulance at Lesaca, in the Carlist lines, a few miles from the point at which the Carlists had determined, with terrible odds against them, to make a last stand. We were engaged with our ambulance section both days, and on the second were exposed to a very heavy fire, owing to the rapid advance of the Government troops. The Town Hall, the School, the Tower (for small-pox), and the chaplain's house, which four buildings formed our hospital, were full to overcrowding; besides, there were numbers of wounded in the neighbouring cottages under our care. After having

been driven from the heights of Echalar, the Carlist troops were thrown back on Lesaca, where we were subjected to a short bombardment from the Alphonsist mountain artillery cresting the hills on the further side of the Bidaçoa. The Carlists then evacuated Lesaca, when we found ourselves between the lines with our 300 wounded, including General Larumbre, the commander of the Carlist forces engaged in the two battles. As we had no adequate provision for so many wounded, and scarcely any one dared venture out of the village for fear of being caught and treated as a spy by either Alphonsists or Carlists, we decided to treat with the Government General, Martinez Campos, with the view of securing protection. I approached the Alphonsist lines near Vera under cover of a white flag, taking with me four of the Government wounded who had fallen into our hands, and whom I handed over to the medical authorities on my arrival at Vera. I had no trouble in passing the lines, being well received by the Brigadier Navascues, in command at Vera. Not so, however, at Irun, farther on, where I was arrested by the civil police, and had great difficulty in bringing the fact to the knowledge of the Commandant. He immediately put me at liberty, and censured the police for their officious interference.

The result of my mission was that I obtained from General Martinez Campos the following authority, which was all that was required:—

“Army of the Right,

“Second Brigade, First Corps, First Division.

“By order of His Excellency the General Commanding in Chief of the Army of the Right, free passage is granted between the (French) frontier and the Ambulance of Lesaca for all sanitary *matériel* which shall be transported in charge of the *personnel* of the above-mentioned institution, such *matériel* being destined for the relief of wounded. Rations are also granted for the wounded.

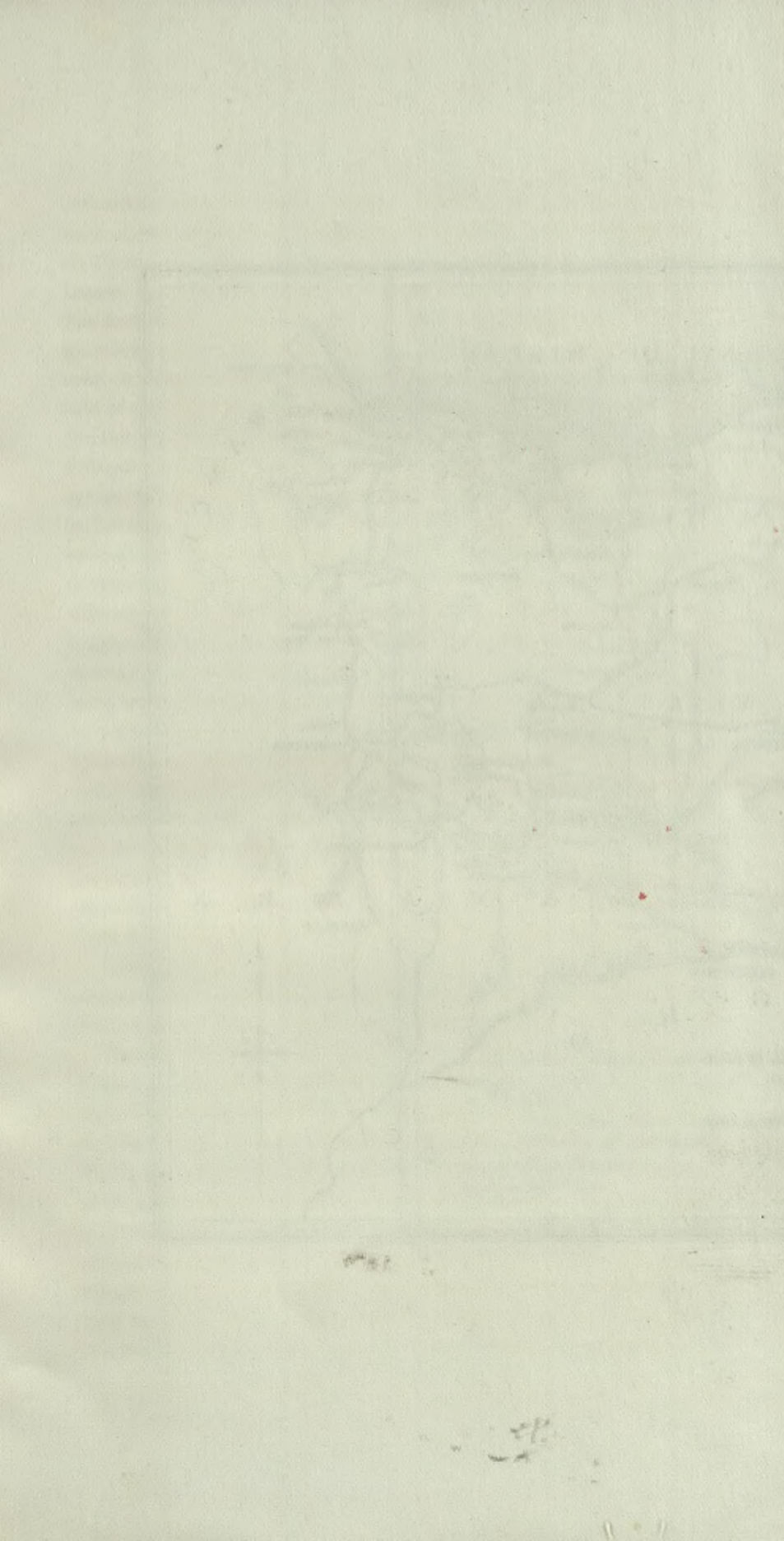
“The Brigadier in Chief,

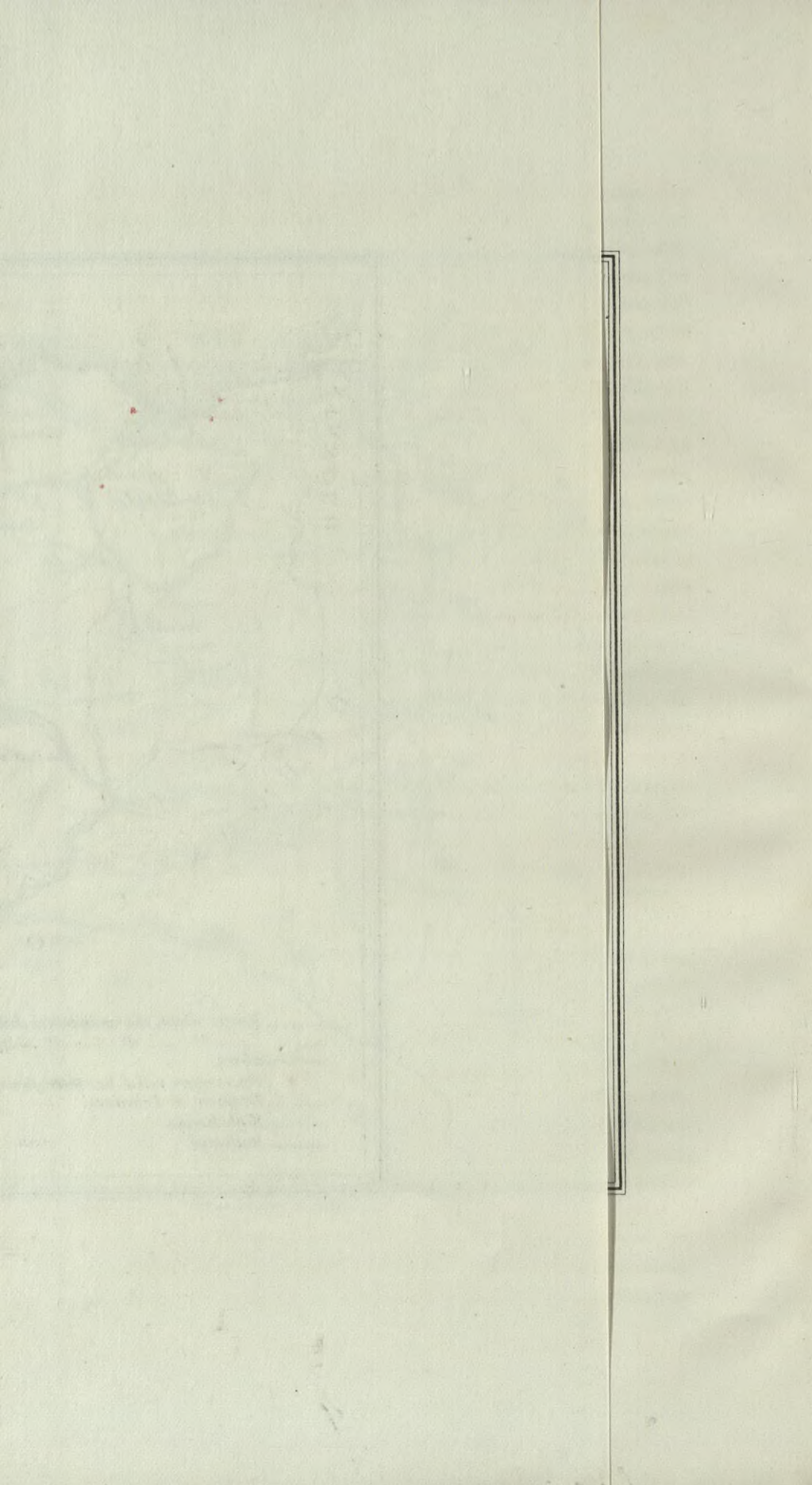
“Vera, Feb. 28, 1876.

“JOSE M. ALVAREZ VILLAMIL.”

In spite of this recognition of the neutrality of our ambulance, some of the local Government Authorities wished to seize our hospital stores as *matériel* of war, which necessitated my going to Madrid and procuring a Royal order to secure us in our possession. This was at once granted.

Lesaca was, as I have mentioned, overcrowded with wounded; and small-pox of a virulent type had broken out in the village. In consequence I made arrangements with the French Government





authorities at Bayonne for the evacuation of 80 of the worst cases of wounded who could stand the fatigue of a journey, to the civil and military hospitals of that town. They were sent from Lesaca by our ambulance mules and country carts to the Bidaçoa. The bridge had been destroyed, and as the ford across the river was too rocky and deep to allow a cart to pass, we took the wounded over in boats, and also in "cacolets" on mules. On the farther side of the river we placed them in omnibuses and conveyed them through Vera as far as Enderlaza, where another bridge over the Bidaçoa had been blown up. The omnibuses were here ferried across in large flat-bottomed boats. We followed a good road to Beobia, where we crossed the Bidaçoa for the third time, and entered French territory. Another half-hour's drive brought us to Hendaye railway station, where refreshments were provided, and whence the wounded were sent by train to Bayonne. I had some luggage-waggons fitted up with thick layers of hay to make the railway journey as comfortable as possible. At Bayonne omnibuses were sent down to meet the wounded, and they were at once conveyed to two of the best hospitals in the South of France. The Inspector of the French Military Hospital of Bayonne gave us every assistance, and was unremitting in his labours to promote the comfort of the wounded placed under his charge.

So great was the panic and excitement at the termination of the war that it would hardly have been possible to carry out these operations without the intervention of a Society acting in a neutral capacity, and trusted by both sides.

For purposes of reference permission has been given to reproduce and annex the ambulance map prepared by me for the Society to which I belonged during the war.

During this war we made frequent use of "cacolets" of the French Government pattern, and found them most efficient. By their means we used to carry two, and sometimes three, wounded on every mule. Where the roads are *rocky*, as is often the case in the Navarrese mountains, this means of transport is infinitely superior to an ox-wagon for certain classes of wounds. When once on a good high-road the waggons are preferable, especially if properly arranged with a thick bed of fresh hay or straw covering a layer of twigs. It is a necessary condition of "cacolet" transport to have very strong animals. The Spanish mules were exactly fitted for the work and could carry three wounded, but in Turkey, where we

had to trust to the small horses of the country, we found them not strong enough to carry even two men, if heavy.

Servian War, 1876-77.

I shall confine myself to describing the system of transporting wounded in barges on the Danube, carried out for the National Aid Society, which had added to its ambulance staff the surgeons originally sent out to the seat of war under the auspices of this Order. Large numbers of sick and wounded were being continually sent from the front near Deligrad and Alexinatz, *viâ* Semendriâ, to Belgrade. The road as far as Semendriâ was fair, but between that town and Belgrade, a long two days' journey with ox-waggons, it was very hilly and in extremely bad condition, which greatly increased the difficulty of transport and the sufferings of the wounded. As there was water communication by the Danube between these two towns I determined, with Baron Mundy's assistance, to utilise it for the transport of wounded, and thus substitute a few hours' journey in a comfortable bed for two or more days' jolting over a bad road.

Having obtained from the Government the loan of a Danube barge of similar construction to our Thames barges, but of greater dimensions, I had a wooden barrack constructed on its deck, large enough to contain 34 beds. Of these, two-thirds were roughly made of wooden planks, and were arranged round the sides of the barrack, while the remainder consisted of stretchers slung like cots from the rafters supporting the roof. As the slings could fit any sized stretchers, we sometimes slung the very severe cases in the same stretchers in which they had been brought down from the front by the ambulance waggons, and removed them from the barge on arriving at their destination without transferring them from the stretchers. We thus avoided twice shifting the patients; in one of the holds below 30 more beds were constructed, and benches arranged for those not seriously wounded, while the other hold was set apart for hospital *matériel*.

At one end of the barrack a dispensary was fitted up, and at the stern of the barge, and adjoining the barrack, a small kitchen was erected, in which 80 rations could be cooked. Two closed stoves on the deck-level were found sufficient to keep up the proper temperature in the coldest weather. The ventilation was effected by ventilators running along each side of the barrack, which were

regulated according to the direction and strength of the wind. The whole looked very much like a Noah's Ark as popularly represented.

The barge was moored off a quay, along which the waggons, carrying the wounded, were driven. The patients were at once put to bed on board, when the surgeon attached to the barge, assisted by surgeons and Sisters of Charity from the town hospitals, attended to the wounds, generally in a very bad state after several days' travelling in ox-waggons. The best food was provided for the patients, and kept in readiness in the kitchen. They often had not eaten a good meal from the time of their being wounded until they arrived on board our barge, a period of several days, so defective were the arrangements made for their accommodation on the road. When full, the barge was towed to its destination, Belgrade or elsewhere, by the first passing steamer.

A hospital marquee was pitched at Semendriâ on the quay, and fitted up with mattresses, &c. This was intended to afford temporary shelter to the little parties of wounded who arrived at Semendriâ on their way to Belgrade, and were waiting for the barge or other means of transport.

In November, 1876, owing to the general retreat of the Servian Army, which had been driven back from its positions at Alexinatze and Djunis, the sick and wounded were crowded in Semendriâ. Not long before, I had met the Secretary-General of this Order and Lady Lechmere returning to Semendriâ from the front with some wounded officers in their carriage. Here there was a serious check in the transport arrangements, for the road to Belgrade was blocked with snow, and the weather was too cold to permit of conveying the disabled on the open decks of steamers. Every hospital was full, and hundreds of sick and wounded were lying on the bare floors in inns and other houses. Many of them could never have reached the hospitals prepared for them at Belgrade had it not been for this National Society barge and another smaller one constructed by the Government, which were the only means of transport left.

Turco-Russian War, 1877-78.

I propose to give a very brief sketch of the organisation of the Stafford House Committee sections in this war with a view of

showing the utility of hospitals and ambulances being worked on a very elastic principle, insuring great rapidity of action and the extension of relief over as large an area as possible.

A wide field was open to every description of ambulance work. The Turkish Government had concentrated its whole energy in resisting the Russian invasion, while it left its medical administration far too weak to cope with the huge amount of work thrown upon every department of it. The deplorable results which ensued will be best illustrated by a few instances which came under my personal observation and that of other members of our staff.

Surgeon Attwood thus describes the condition of the wounded whom we found crowded in Adrianople after the defeat of Raouf Pasha in October, 1877:—

“The condition of the patients was most pitiable. Most of them were lying on the bare ground, the remainder on bare matting. The stench was sickening; the wounds of many had not been dressed since their infliction, in some cases for as long as nine days. The arrangements for feeding them were extremely inadequate, the supply of food being insufficient and irregular.”

Surgeon Stoker, in his report on Kezanlik after the fighting in the Shipka Pass, says that he had to get off and lead his horse, the streets were so strewn with wounded, dead, and dying, to whom it seemed not the slightest attention was being paid. He saw the head of the medical staff, who told him that they had but four doctors and surgeons to attend 6,000 wounded. Surgeon Eccles reports as follows on the state of the sick and wounded stragglers who found their way in large numbers to Salonica after the general retreat of the Turks from Plevna and Sofia:—

“The suffering at the time was increased tenfold in comparison with what we had seen during the war. Then the sick and wounded came under treatment at a comparatively early date, but now typhus, dysentery, gangrene and erysipelas swelled the formidable array of difficulties with which we had to contend.”

The same surgeon, writing about Gallipoli, reported that of 800 sick not more than 100 were provided with the barest necessities. The arrangements for the transport of wounded were very defective, both as regards their removal from the field and their conveyance along the railway lines.

Under these circumstances our great object was to place rapidly our sections where any sudden influx of wounded was overpowering the medical staff at the disposal of the authorities;

and by soup kitchens, systems of improvised transport, and other means, to fill up the gaps left by the Government in its medical administration. I cannot insist too strongly on the great importance of rapidity of action in ambulance work. A day's, or even a few hours' delay may sacrifice hundreds of lives.

I also wish to call attention to the great advantage of a principle of co-operation in the work of voluntary societies, exactly opposed to that of exclusiveness or jealousy. The Stafford House Transport Services, carried on in connection with the railway companies, afforded good examples of the beneficial results of such co-operation. Again, in most of our hospitals, by falling in with the general arrangements of the Government, great economy was effected. Under these circumstances the Government would gladly, when possible, provide soldiers, "infirmiers," rations, part of the heavier material, and often the hospital-building itself. Another important point is to make use of the resources of the country. There are many things which can be bought at the seat of war at below their market value, owing to people being anxious to realise. This particularly applies to the beds and other interior fittings of a hospital. Money should not be spent in establishing *model* transports or hospitals, in the strict sense of that word. The first object should be to place as many patients as possible under the care of good surgeons, under favourable sanitary conditions. Unnecessary luxuries should as a rule be avoided. They often do harm by exciting the jealousy of those who are not equally favoured, and absorb funds which might be better spent in extending the sphere of operations.

I think that great freedom of action should be allowed to the chief surgeon of every section when he has once been appointed to his district or division. He should have control over the movements of his section, and over the expenditure of all money and distribution of all stores passing through his hands. He should, at the same time, be strictly responsible to the Commissioner or other person representing the Society at the seat of war, to whom he should report from time to time. He should not be trammelled by very strict regulations, except on certain important points, such as his course of action if in danger of being taken prisoner, or if there has been a great change in the conditions of the war affecting his district, &c.

Ambulance Sections generally consisted of three surgeons with

any assistants whom the chief of the section thought necessary. They were provided with horses, one or more tents, and generally a small transport of country waggons, to convey the stores and medicines, and transport the disabled to the rear. These sections advanced and retreated with the armies or divisions to which they were attached.

Hospital Sections consisted of about four surgeons, with a dispenser and staff of assistants. The building was generally lent free of rent, and the beds and other fittings roughly made by local workmen. The blankets and medicines were mostly sent from England. Great attention was always paid to the ventilation and sanitary condition of the wards. In two of our hospitals, Sisters, sent by the Queen of Saxony, acted as nurses, and fulfilled their duties admirably. The surgeons of our hospitals always remained at their posts in charge of their patients, if the town was occupied by the enemy, unless they could evacuate their wounded in time. Thus the staffs of our hospitals at Sofia, Philippopolis, and Erzeroum, fell into the hands of the Russians, while those at Adrianople and Rustchuk were able to remove their patients and *matériel*, and retire before the arrival of the enemy.

At the Stamboul hospitals clinical classes of Turkish medical students attended our surgeons during their visits to the patients, in order to study the English system of surgery.

Dispensaries were established at various times during the war, when there was any sudden increase of fever or other diseases. They consisted of small improvised hospitals for a few of the most urgent cases, while large numbers of out-patients were seen every day by the surgeons in charge, and the necessary medicines administered with the help of dispensers and other assistants. The numbers daily attending our dispensaries varied from 60, as at Tchifout Burgas in the Tchataldja lines of defence, to 500, as in the Boulair lines. This system saved many soldiers from going into large overcrowded hospitals, where they ran the chance of catching illnesses worse than their original ones.

The *Railway Transport Services* were organised as follows :—On the Roumelian line a railway van was fitted up by the surgeon-in-charge as a dispensary, while the railway company furnished five other vans with beds for the worst cases, the remainder being conveyed in ordinary luggage vans. These five carriages were attached to the trains full of wounded. Our transport surgeon attended to the

ERY MONTH

Name of person

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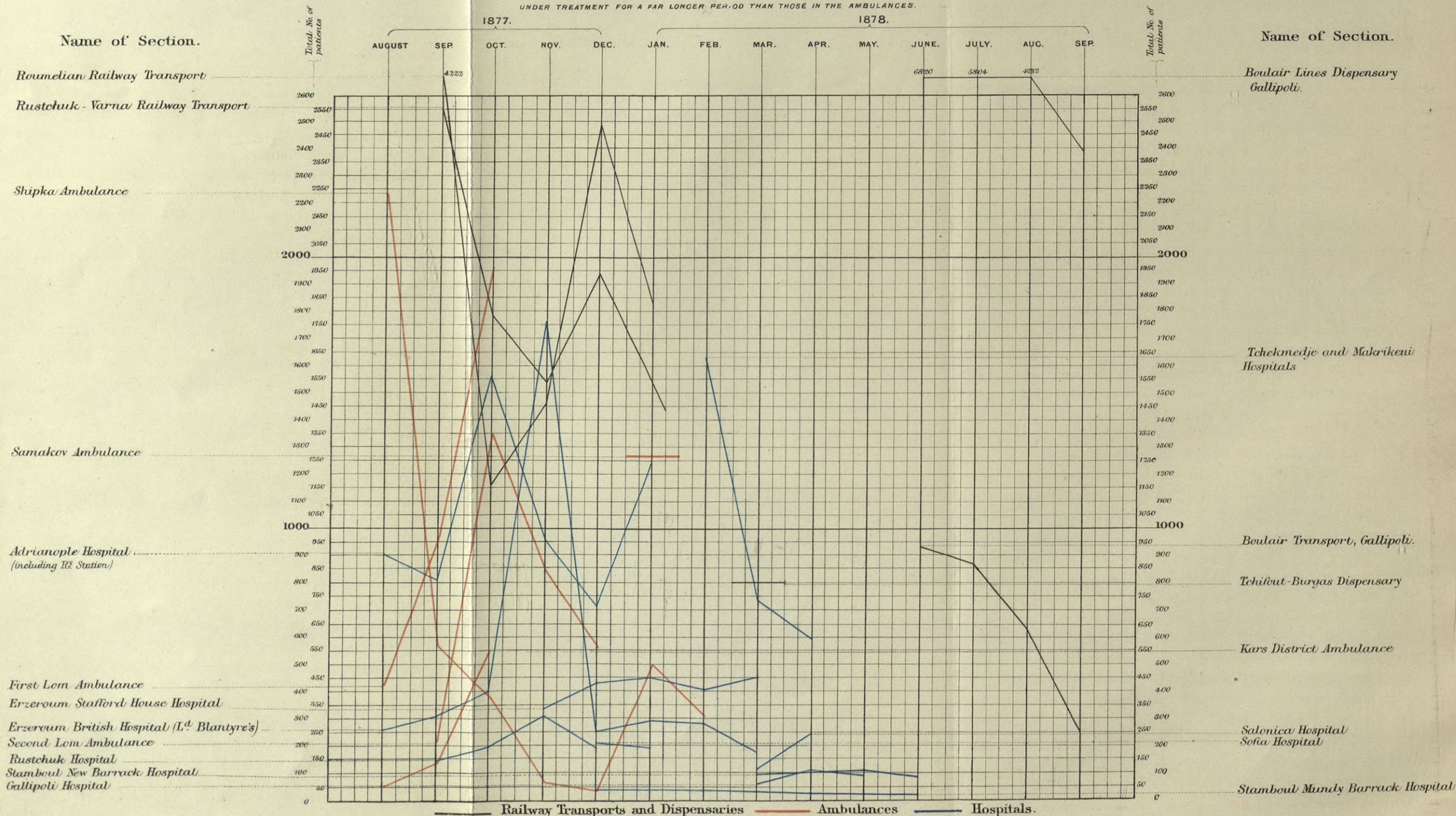
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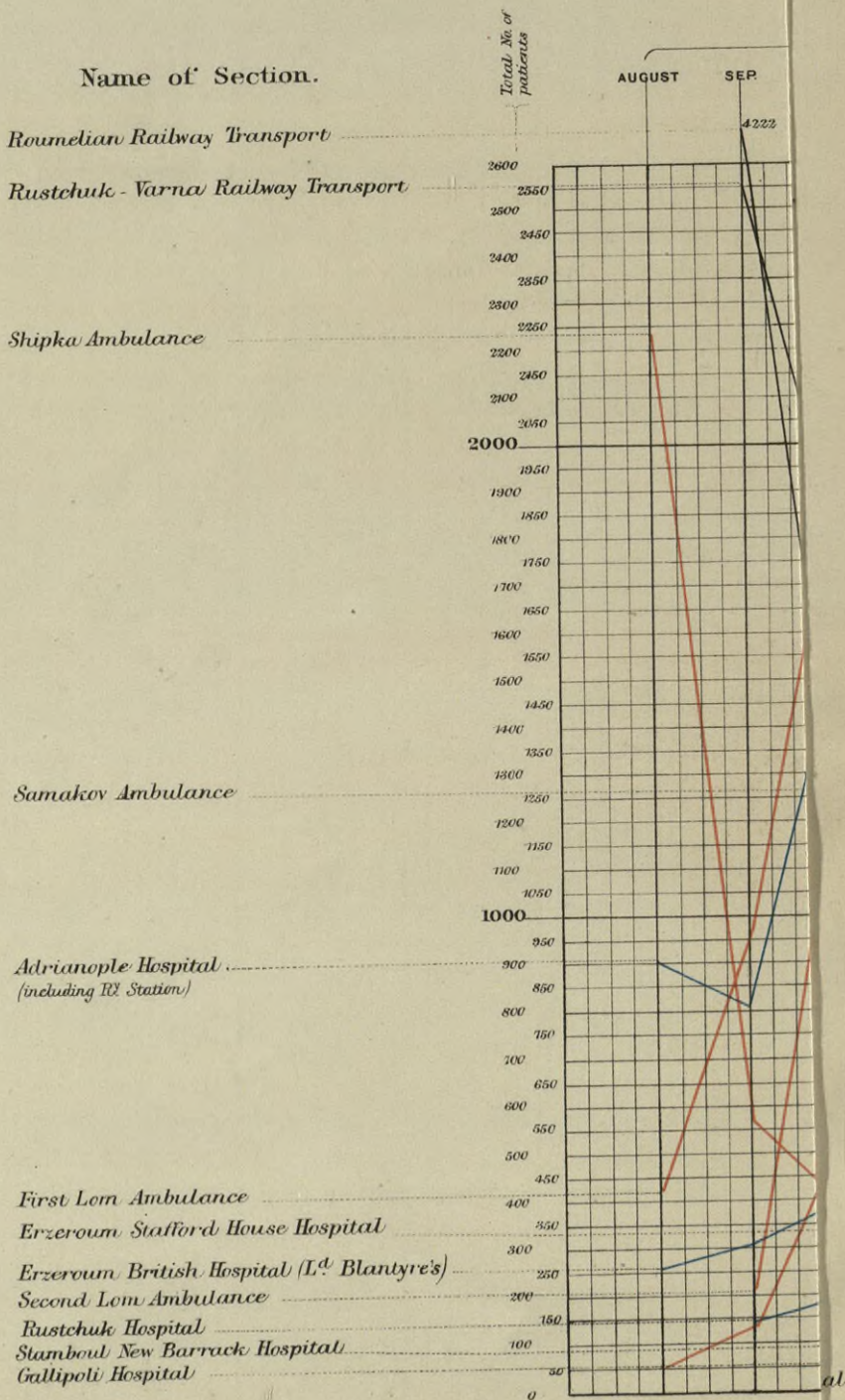
SHOWING TOTAL NUMBERS TREATED BY EVERY SECTION DURING EVERY MONTH
FROM AUGUST 1877, TO SEPTEMBER, 1878.

Note. IN COMPARING THE TOTAL NUMBERS OF PATIENTS TREATED IN THE HOSPITALS WITH THOSE
IN THE AMBULANCES IT MUST BE REMEMBERED THAT PATIENTS IN HOSPITAL REMAINED
UNDER TREATMENT FOR A FAR LONGER PERIOD THAN THOSE IN THE AMBULANCES.



The horizontal lines represent the total numbers treated per month, the dark vertical lines the different months. Etc. Following the Red Line corresponding to the Shipka Ambulance it will be seen that the numbers treated were 2240 in August, 560 in September, 375 in October, 10 in November, and so on.

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The horizontal lines represent the total to the Shipka Ambulance it will be s

gravest cases *en route*, and the surgeons from our hospitals at Philippopolis, Adrianople, and Stamboul, met the trains at their respective stations whenever their services were required. Where practicable, layers of hay or mattresses were placed on the bottom of the luggage vans in which the wounded were transported. The Rustchuk-Varna Service was conducted in a similar manner. By these means the long trains of empty waggons, returning twice or three times a week from the front, were turned into roughly improvised ambulance trains.

The *Soup-kitchens* were established at convenient intervals along the line, and were under the general management of the Stafford House Surgeon in charge of the transport section of the line. Soup was made in large cauldrons, sometimes at neighbouring houses or in small wooden sheds erected outside the stations. The soup was made with mutton and rice, and any other vegetables at hand. The number of rations issued at our soup-kitchens were as follows :—

At the soup-kitchens established at Bazardjik, Tirnova, Tcholorou, and Stamboul Terminus (Roumelian Railway Transport)	39,904
At the soup-kitchens established at Sheitandjik and Tchervenavoda (Rustchuk-Varna Railway Transport)	8,659
At the Boulair Lines	58,377
Total rations issued	106,940

A ration consisted of a bowl of broth with meat and rice, half a pound of bread, and, where practicable, a cup of coffee or milk; sometimes also a packet of tobacco and cigarette papers.

Want of space will not permit me to enter into further details of the Stafford House organisation; but in order to show the large amount of ground which can be covered by sections worked on the general principles here advocated, I have, by permission, annexed a chart, showing the monthly returns of sick and wounded treated in our hospitals, ambulances and dispensaries, and attended to during transport. Many patients passed through two or more of our sections, which made the number of cases treated exceed the actual number of different men.

It is estimated that, in all, over 70,000 cases were relieved, the numbers of sick and wounded being about equal. Roughly speaking, one sixth of this entire number were treated in our twelve hospitals, another sixth by six field-ambulances, one third by three dispensaries, and the remaining third attended to during transport.

In carrying out these operations I had the great assistance at the seat of war, of Mr. E. R. Pratt and Mr. W. L. Stoney, as Assistant Commissioners, and a carefully selected staff of 31 surgeons and 9 assistant surgeons, with a proportionate number of hospital dispensers, transport agents, "infirmiers," and other assistants. At the same time we received every possible support from a powerful Executive Committee in England. In addition, the ranks of our staff were often materially increased by volunteers for transport and other purposes, and during the last three months of our work, some of the officers of the British fleet at Gallipoli, including two surgeons, assisted our staff, whereby they were enabled to extend greatly their operations.

I must apologise for the manifest incompleteness of this paper, and for further details in connection with my subject, I beg to refer to the special reports of the various societies with which I have been connected.

THE END.

