

moved out to counter-attack. Taking advantage of the ground, the cavalry arrived within charging distance before they were observed. In the charge that ensued some 90 Turks were speared; and 91, including six officers, in addition to four machine guns, were captured. It was only by reaching ground impassable for cavalry that the remainder of the Turks effected their escape. The Jodhpur Lancers played a distinguished part in this charge.

The enemy's attack on both banks of the Jordan thus failed ignominiously. His losses, especially those of the German troops, were heavy, and it is probable that the German units which took part will need a long rest before being ready for active operations again. Our casualties were comparatively light.

18. Since April no events of any importance have taken place in the Hedjaz. The Turks have been unable to restore through railway communication between Maan and the north. South of Maan a detachment of the Imperial Camel Corps attacked and captured the station at Kalaat El Mudawara, destroying the water tower and pumps. Thirty-five Turks were killed, six officers and 146 other ranks, two guns and three machine guns were captured.

As a result of this operation, no water supply now exists on the railway for a distance of 150 kilometres south of Maan. Medina has thus been definitely cut off from the north.

19. The operations, which took place during the first half of the period covered by this despatch, rendered secure the fruits of the fighting, which, commencing with the capture of Beersheba, culminated in the occupation of Jerusalem.

On December 12th the enemy still remained within 4 miles of Jerusalem. He is now 22 miles from the Holy City. To the east he has been driven across the Jordan, and his communications to the Hedjaz raided. His losses between December 12th, 1917, and May 31st, 1918, were considerable, the number of prisoners amounting to 331 officers and 6,088 other ranks. His one attempt on a large scale to assume the offensive and retake Jerusalem failed, and was turned into a defeat, accompanied by a considerable loss of territory.

In driving back the enemy my troops suffered considerable hardships. The rugged country in which the majority of the fighting took place not only favoured the defence, but demanded great physical exertion on the part of the attackers. In the early months of the year their task was often rendered more difficult by the cold and heavy rains which added greatly to their discomfort. They responded to every call made on them, and proved their superiority over the enemy on every occasion. The second half of the period under review has been spent in reorganisation and in training. Although operations have been limited to

raids, 69 officers and 1,614 other ranks have been taken from the enemy since June 1st.

20. Throughout the whole period, the work of the Royal Air Force has been of great value. Fifty-three hostile aeroplanes have been destroyed, in addition to 23 which have been driven down out of control. The enemy's troops, camps and railways have been bombed with good results, while very important photographic work has been carried out. Co-operation with the other arms has been excellent.

21. During the early months of the year, whilst the rainy season was still in progress, and before railhead had reached the troops, the supply situation presented great difficulties. The wadis came down in spate, overflowing their banks and flooding the surrounding country. Not only was railway construction hindered, but the country became almost impassable for motor, and extremely difficult for horse transport. Nevertheless, all difficulties were overcome.

22. I am indebted to His Excellency General Sir Francis Wingate, G.C.B., G.C.V.O., K.C.M.G., D.S.O., High Commissioner for Egypt, for the cordial assistance he has given me at all times.

Egypt has provided transport personnel, drivers for the Camel Transport Corps, and men for the Egyptian Labour Corps in large numbers, in addition to several units of the Egyptian Army. These have all done work which, though unostentatious, has been of great value. During the operations in the hills of Judæa, and of Moab, the troops often depended for their supplies on the Camel Transport Corps. The drivers displayed steadiness under fire and devotion to duty in the face of cold and rain, which they had never experienced previously. The Egyptian Labour Corps shared these hardships. The construction and maintenance of roads was a task of considerable importance and difficulty during the rainy season, and threw a great strain on the Egyptian Labour Corps. Its successful accomplishment reflects credit on the Corps. The Egyptian authorities have complied at once with all requests that I have made, and my thanks are due to them for their loyal support.

23. The Army Postal Service has carried out its work efficiently. During the early months of the year, when my troops were far in advance of railhead, the delivery and collection of mails was a matter of considerable difficulty, which was invariably overcome.

24. Throughout the period I have received every help from Rear-Admiral T. Jackson, C.B., M.V.O.

I have the honour to be,
Your Lordship's most obedient Servant,

E. H. H. ALLENBY,
General,
Commanding-in-Chief,
Egyptian Expeditionary Force.

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