

have resulted in scattering the few troops available in little packets all over the country. I came to the decision, therefore, that the collection of armament would best be carried out through the Ottoman Ministry of War, whose interest it was to collect as much as possible, rather than to have it dispersed or destroyed. If my orders allowed the Ottoman Government the possibility of retaining their armament, subject to the decision of the Peace Conference, greater Turkish assistance in the disarmament might be hoped for; and any trouble or delay might be expected to arise rather from the physical difficulty of transport than from deliberate obstruction or evasion. In order to simplify this part of the problem it was decided to demand only breech-blocks of guns and bolts of rifles. Machine guns were to be brought complete to Constantinople, and there the locks and side plates were to be taken over. Suitable stores were provided (e.g., in Gallipoli), where this material could be under Turkish care, for the purpose of technical preservation, but guarded by Allied military guards.

The events at Smyrna, and the development of the Nationalist movement in Anatolia, brought the progress of this surrender to an abrupt conclusion about the end of May, up to which time large quantities of armament had been surrendered. The successful results of this disarmament of the Turkish Army were evident during the Greek advance in June and July, 1920.

The neglect of the 15th Ottoman Corps to carry out the engagements of the Ottoman Government with regard to the surrender of armament must be regarded as one of the principal cases of breach of the terms of the Armistice.

### (3) Allied Police Control in Constantinople.

On 11th January, 1919, I received orders to assume executive control of the Constantinople police. This was carried out under my orders by Lieut.-General Sir H. F. M. Wilson, K.C.B., K.C.M.G., Commanding the Allied Corps, who established an inter-Allied Commission of Control (British, French and Italian) under the presidency of Brigadier-General F. G. Fuller, C.B., C.M.G., General Staff, Allied Corps. In February, 1920, Colonel Ballard, C.B., C.M.G., relieved General Fuller of his duties on the Commission, the combined police and general staff work having grown too onerous for one officer.

The system adopted for the control of the Constantinople police consisted of the establishment of small mixed Allied police posts throughout the city, chiefly at places where the contending elements of the population (Christian and Turk) were most likely to meet.

These were grouped in three police districts, each under the direction of one of the Allies, as follows.—

1. Pera and Galata, under the British.
2. Stamboul, under the French.
3. Scutari, under the Italian.

The control was later extended to the port, and posts provided with motor-boats were established at Galata and Stamboul.

The object aimed at by the Police Commission was to raise the status and moral of the Turkish police, to improve their methods, and while establishing an effective control, to avoid undue interference.

So long as the situation created by the Armistice made it impossible for Allied Consular courts to exercise their functions, officers of the Allied police had to discharge the duties of police court magistrates in addition to their proper duties.

With military force behind it, the Allied police control has maintained tranquillity in the town under circumstances of almost unparalleled complexity, and the Turks acknowledge their debt to it; as freely as do those of other nationalities. Results have proved the success of the system, and serious crime, which was most prevalent in Constantinople, is now less so than in other large cities. Lieut.-Colonel E. C. Maxwell, O.B.E., M.C., Cheshire Regiment, has shown special ability in command of the British sector.

At the same time as the Allies assumed charge of the Constantinople police, the sanitary control of the town was also taken over, and an inter-Allied Sanitary Commission was appointed to supervise the sanitation of the town. Military and civil representatives of the Allies and of the Ottoman Government sit on the Commission, which was first under the presidency of Colonel W. H. Nickerson, V.C., C.B., C.M.G., and later under that of Major-General Sir M. P. C. Holt, K.C.B., K.C.M.G., D.S.O., K.H.S., Director of Medical Services. The health of the population and the absence of epidemic disease are the best testimony to the work of this Commission.

### (4) The Control of the Ottoman Railways.

The satisfactory working of the railways was necessary, not only for the maintenance of the economic life of the country, but also for military reasons. Railways were essential to provide the necessary facilities for the Turkish Army to complete its demobilisation and disarmament, and on these railways depended the food supply of Constantinople.

Under Clause 15 of the Armistice the railways of the Ottoman Empire were placed under Allied control. Early in January, 1919, it was decided that the executive control of those in Asia Minor should be chiefly in British hands, whilst those in Turkey in Europe should be under French control. A Commission composed of the French and British directors of railways and their assistants was formed to co-ordinate and regulate the method of control, so that similar policies as regards tariffs, wages, etc., should be applied in both zones of influence.

The railways involved were as follows:—

- (a) Chemins de fer Orientaux.
- (b) Chemins de fer Ottoman d'Anatolie.
- (c) Smyrna, Cassaba et Prolongement.
- (d) Ottoman Aidin Railway (Smyrna).
- (e) Moudania-Broussa Railway.

All the above, with the exception of the first, are in Asia Minor. The first two were enemy owned, and, as regards the superior employees, were staffed largely by enemy subjects (German, Austrian, etc.). The remaining three were Allied-owned railways, their directorates having been turned out by the Turks during the war.

On 13th January my Director of Railways, Brigadier-General G. B. Rhodes, C.B.E., D.S.O., took over control of the Anatolian Railway (Haidar Pasha to Konia, a distance of 300 miles, with a branch to Angora) and of the Ottoman Aidin Railway.