

The control of the Anatolian line was a responsibility of considerable magnitude, and involved property valued at ten million pounds sterling. The Baghdad Railway, which joins the Anatolian Railway at Konia, was under the control of the Egyptian Expeditionary Force.

The French assumed control of the other three lines, with Lieut.-Colonel F. Delaunay as their director of railways.

British detachments were placed at selected points on the Anatolian Railway, coal was obtained from the Royal Navy, the train service was rapidly developed and the efficiency of the railway was improved considerably.

The accounts for the year 1919 showed a large book balance, and even better results were expected for 1920. These hopes were not realised, however, for Nationalist activities brought about an almost total cessation of traffic.

The reorganisation of the Ottoman Aidin Railway was making satisfactory progress until May, 1919, when the Greek occupation of Smyrna produced a state of war, which put a stop to all developments on that part of the railway which remained in Turkish hands, *i.e.*, east of Aidin.

The satisfactory results obtained from the railways under British control up to the time when their functions were curtailed by Nationalist activities do great credit to Brigadier-General Rhodes' zeal and organising ability. The working of the Railway Commission has been facilitated by the cordial co-operation of the French member, Lieut.-Colonel Delaunay.

#### (5) *Distribution and Alterations in the Force.*

During the year 1919 the personnel of the Force gradually underwent a double change. "New Army" units gradually disappeared and were eventually replaced by those of the Regular Army, and at the same time the percentage of Indian Army units in the force was largely increased, until each infantry brigade consisted of one British and three Indian battalions.

In January, 1919, the 22nd Division was disbanded, and in the following April the 26th Division, now reduced to the strength of one mixed brigade, was transferred to Egypt. The 27th and 28th Divisions were re-formed and their units replaced. In August, 1919, the 27th Division (except for the 80th Infantry Brigade) was disbanded on the withdrawal from the Caucasus.

In July, 1919, General Franchet D'Esperey decided to occupy eastern Thrace with an inter-Allied force. The British Army was represented by a detachment of the 31st Punjab, which was stationed at Gumuldjina.

In April, 1919, in order to give confidence to the Christian population on the southern shores of the Black Sea, I occupied Samsun and Merzivan. This occupation ceased in October, owing to the rapid demobilisation of the army.

During February, 1919, the strength of the Allied troops in Constantinople was increased by the arrival of an Italian battalion, to which was shortly added an infantry battalion of the Hellenic Army.

On the reopening of the railways in Anatolia I found it advisable to place detachments of

British troops at the main stations to afford protection to the railway staff, who were mostly Christians, and were nervous as to the future. The results were excellent. British troops occupied Angora, Konia, Afium Kara Hissar, Eskishehr, Ismid, Brusa and Mudania.

During the spring of 1919 the Supreme Council decided to send an Italian battalion to Konia, which eventually took over the guarding of the railway up to Afium Kara Hissar. Owing to lack of troops the detachments at Brusa, Mudania and Angora had to be withdrawn. The last-mentioned town subsequently became the centre of the Nationalist movement.

In March, 1920, owing to the increasingly hostile attitude of the Nationalist movement and the impending military occupation of Constantinople, I decided to close the Anatolian railway from Ismid onwards and to withdraw all Allied troops. This movement was delayed by the objection to the withdrawal from Konia raised by the Italian High Commissioner, who, however, agreed, when it was seen that all British troops were withdrawing. This delay, however, was responsible for the opposition encountered by the British battalion withdrawing from Eskishehr, on which occasion the railway was cut in its rear and reinforcements had to be despatched to extricate it. I deal with this incident in detail later on.

#### (6) *Greek Occupation of the Aidin Vilayet (Smyrna).*

The decision of the Supreme War Council regarding the occupation of Smyrna by the forces of the Hellenic Army was communicated, not to me, but to the High Commissioner and the Naval Commander-in-Chief, who took the necessary action. It was only at a later date that certain responsibilities as regards the lines of demarcation between the Hellenic and Ottoman forces were allotted to me.

The actual landing at Smyrna took place on the morning of 15th May, 1919, and towards the end of the month the Greek Commander issued orders for the occupation of Aidin and the districts of Manissa and Casaba. Up to that time British control posts had been established in the vilayet for the purpose of watching the disarmament and demobilisation of the Turkish army and providing military intelligence. As their presence within the area of operations of an Allied army was now no longer advisable, I withdrew all these officers early in June.

A month later I was informed that the Supreme Council had ordered me to assume the general command of all Allied troops in Asia Minor, and to demarcate, in conjunction with the Greek authorities, a suitable line between the opposing forces, which should be respected by the Hellenic and Ottoman Governments until the final decisions of the Peace Conference were made known. The selection of this line engaged my immediate attention.

On the occasion of the original landing certain limits had been set to the Greek advance, but, as often happens, tactical considerations had necessitated a change in the situation which could not have been previously foreseen, and I was therefore faced with the necessity of having to make the best I could of a *fait accompli*, keeping in view the two essentials of immediately easing the tense situation which