

Lord Allenby Romantic Hero

Defeated as Commander on the West Front, He Achieved One of the Greatest Victories of the World War on the Ancient Battlefield of Palestine.

Lord Allenby, leader of the "Last Crusade," captor of Jerusalem from the Turks, comes to the U.S. as the guest of the American Legion at its convention at San Antonio. No more romantic figure has crossed the Atlantic in recent times. For Allenby's career is one of vivid contrasts. As a young cavalry officer he won distinction in the Boer War; as a divisional commander in France he suffered military reverses and humiliation; as a commander in Palestine he refought the battles of the Bible and drove the Turk from the Holy Land, and, after the war, he showed his talents as a diplomat and administrator.

General Allenby went to France in August, 1914, in command of the British cavalry division, with the reputation of being able to handle cavalry with any other man in the British Army. One of his exploits in the Boer War was still a tradition of those days. As a hard-riding young Major, Allenby had swum his squadron of troopers across the Modder River in the night to catch a well entrenched Boer column in the rear and cut it to pieces. Killing or capturing the Boers to the last man, Allenby provided what was called one of the turning points of the hostilities.

In France, Allenby soon proved a shining figure in covering the British retreat from Mons. According to German reports, Allenby and his cavalry were one of the principal factors in saving the British Army.

But then the deadlock settled down on the Western front. French warfare superseded war of manoeuvre. Tactics and strategy had to be learned anew. The role of cavalry and cavalry leaders was particularly obsolete. After a salve, it was hard to do with a trench spade and periscope-spyglasses. Allenby's horses were made infantry reserves and stationed in the thin line holding the channel ports, and Allenby's temporary eclipse set in.

Nevertheless, at some time Allenby still moved. His prestige was widespread; he distinguished himself by bold valor and resource in the Ypres salient; he received command of the Third Army. At this period showed Allenby at his worst, according to his biographer. A army commander he chafed at restraint from General Hindmarsh. He was described as extremely ill-tempered, his staff, and as fully up to his energetic nickname, "The Bull." He wished to make a surprise attack through a series of semi-circular canals which he imagined would take him out behind the enemy lines; but the high command had no faith in his methods, the record, how, and declined to give him trial.

Allenby was in command at the Battle of Arras, a costly defeat. His attempt to use cavalry proved a farce. Moncey le-Preux stood on a hill topped by a large house, the Marie. That house was bristling with German machine guns which commanded the only road leading up to it. Up that narrow street Allenby's cavalry charged, troop after troop, only to be mown down. Within the narrow embankments the troopers and their horses were piled ten high. As in the ill-fated charge of the Light Brigade in the Crimean War, some one had blundered. The same heavy toll of life was taken in other sectors, Allenby was blamed.

Allenby, however, apparently still believed in the great cavalry leader whose star seemed to be on the wane. Lloyd George, the keen Welshman correctly appraised Allenby's failure as one of adjustment rather than of the man himself. Lloyd George dismissed that the cavalry specialist had not re-oriented himself fully to the new conditions of the battlefield in France. But he did not account this as meaning Allenby would not be useful elsewhere. Operations in Palestine had come to a standstill. The Turks had stopped Murray at Gaza. Civil warfare was the order of the day there, and the Allies needed Allenby's type in that theatre of operations. The following June the British Army orders revealed that General Edmund Henry Hyman Allenby was being transferred to command the Egyptian Expeditionary Force. Setting aside his teeth, Allenby entered upon the most appealing period of his career, his comeback.

Allenby found an early liaison with the famous Lawrence. For lack of money and supplies Lawrence was having difficulty in holding together the Arabs under Peleci, whom he had persuaded to take the field against the Turks. It was a picturesque meeting. The new Commander-in-Chief at first did not know how to take this former Oxfordian now gotten up as an Arab. It ended up with Allenby giving Lawrence what he asked

for—a few thousand pounds in gold, to pay wage-arrears of the Arabs and the support of the Red Sea Fleet.

Allenby's immediate objective in campaign was Jerusalem, seat of the Christian faith. To get into Palestine Allenby could take two routes; except that now they were held by Germans, who outnumbered him. One route was along the coast, the other route inland. Gaza was the key to the coast route. Situated on a hill, it was deemed impregnable to a frontal attack. It was at Gaza that Samson had died. Near it was the hill where Samson had carried the city gates (Judges xvi).

At Gaza, too, Falkenhayn, the German commander, now had his headquarters,



PALM BEACH PAYS AN IMPRESSIVE TRIBUTE TO VICTIMS OF THE HURRICANE

The crowd at Woodlawn Cemetery, West Palm Beach, on the day proclaimed for memorial services to the dead of the Florida storm.

dians in varicolored turbans and sashes.

Meanwhile General Allenby stood in a historic perspective. Napoleon had told his troops the Pyramids had looked down upon them. The ages looked down upon Allenby. Between those Judean hills and the sea, in the flat, white plain from Ascalon to Caesarea and Mount Carmel, lay one of the oldest battlefields in the world. From Ramesses to the Little Corsican, from Samacheth to the Lion Hearted, for thousands of years warriors had fought over this ground. Allenby himself was re-fighting battles of the Bible, duplicating them geographically and in tactically. And General Liman von Sanders in the Yilderim General Headquarters was waiting for him at a city of Galilee called Nazareth.

The Final Victory

The battle upon which Allenby's greatest fame rests opened in September, 1918, and effected the annihilation and capture of three Turkish armies. Victory resulted from the flawless execution of a beautifully concerted movement which again took the enemy by surprise. Allenby chose the coastal plain for his attack rather than the passes through the hills north of Jerusalem; the former offered topographical advantages to his cavalry. He concentrated his forces under cover of a series of feints delivered to the east to decoy the enemy into looking for the "push" at some point beyond the Jordan. Hoodwinked, von Sanders massed a full one-third of his Fourth Army on the east side of the Jordan, and Lawrence and his Arabs proceeded to eliminate them by harassing them into a state of complete demoralization.

The Seventh and Eighth Turkish Armies broke under the pressure. Allenby had brought his bear. In thirty-six hours it was not a retreat but a rout. The Turks were streaming back through the hills of Samaria. Allenby's cavalry which held all the exits, the line of flight was a course over which that had marched across Palestine.

The retreating Turks divided. One column made for a rugged pass fifteen miles distant. If they reached it, they were safe. But if they reached Jerusalem through it, they could probably delay the latter's capture indefinitely. Against all the rules and without support, Allenby took a chance and rushed his cavalry across the "Plain" of Sharon ahead of the Turks and cut off the pass. Enver Pasha and von Falkenhayn turned and took to flight in the other direction. Djemal Pasha, coming up from Damascus with reinforcements to take command, was held up by Lawrence, the train-wrecker. Jerusalem was surrendered on Dec. 9, 1917. Two days later Allenby, preceded by the customary aids, entered the Holy City on foot through the old Jaffa Gate. A thick oak, bristled studded door, long disused, thrown open for him, has never since been closed—a fit symbol of the new tolerance and freedom which Allenby has brought to the Holy Land as a whole.

Brilliant, as was Allenby's attainment of his objective, it was but the preliminary for his greatest success in Allenby's type in that theatre of operations. The following June the British Army orders revealed that General Edmund Henry Hyman Allenby was being transferred to command the Egyptian Expeditionary Force. Setting aside his teeth, Allenby entered upon the most appealing period of his career, his comeback.

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ranks were European officers, and confiscated the last Turkish field piece in Palestine. Allenby had vindicated himself and justified Lloyd George. A. H. Roberts in "The New York Times."

Poor Australia's "Blight" of Strikes

A new state of chaos in the majority of Australian ports, brought about by another dock strike, called widespread attention to the frequent outbreak of labor troubles in Australia, which are said to present a serious political problem for the Commonwealth Government. In the second week of the latest strike, it is reported, grave losses had been suffered both by shipowners and exporters, because it came at a time of seasonal activity in the shipment of wool, butter and many goods of a perishable nature. Declaring himself in a sharp anticolonial tone in the London Daily Mail, and Australasia, G. C. Dixon, marks pessimistically that if twenty-five Australians were stranded on a desert island, he believes that within a week twenty-four of them would be engaged in a cricket match, and the twenty-fifth would be busy persuading the umpires to go on strike. This information goes on to say:

"Strikes in my native land have become a business, a sport, and a blight. The great struggle now in progress in the shipping industry has not an element of novelty. It is one of an interminable series that have cost the workers \$35,000,000 in six years; it is merely a new phase of an endless war waged by labor on capital."

"In no other country in the world is labor so highly organized, both as regards individual unions and the linking up of one trade-union with another. Twenty or thirty years ago the unions functioned mainly in the towns. I remember when an agitator who ventured near a sheep station was liable to be chased by dogs."

"Today there is not a shearing shed, from the mountains of Tasmania to the Gulf of Carpentaria, which does not take its orders from the delegates of the Australian Workers' Union. A whole continent lies helpless—or at least supine—in the trade-union web. Ships sail, trains run, factories hum, sheep are shorn, theatres entertain, lamps shine, ovens cook, taps run only at the whim of labor."

"Without organized labor's permission you may do no manner of work. Joining a union is about as expensive and prolonged a business as joining the Carlton Club; and unless you are a unionist your chances of obtaining work are precisely nil. The employer who gave you a job would have a word, if any, who would be declared black."

"Declaring things black is quite a

pastime in Australia. Often and solid coal is declared black; and for the same reason seamen recently refused to eat breakfast consisting of porridge, steak, chops and hot rolls. For the cooks were volunteers, and so the chops, too, were black."

In reply to a presumptive question as to why the Australian workers can afford to be so independent, and why they don't starve, Mr. Dixon argues that, first of all, Australia is a land of riches and sunshine. Food is cheap and easy to come by, he tells us, and there is no great hardship to lack a bed in a lotus land where the air is generally soft and warm and the buffalo grass lies thick beneath the gums and palms." Secondly, he points out, each federates to sign on with the navy or a crew of a foreign ship they establish a basis of operations. The ship clears port with a valuable cargo and heads off for the sea. Then one night the ship's leaders come aboard and with the help of their confederates in the crew overpower the foreign officers. Resistance is met with death. Once the sailors are out of the way the looting begins.

Sometimes the ship is beached, so

that the looting can be carried on more easily, and the money, merchandise, pyramids and arms carried inland or transferred to the pirates' boats.

"In 1919 the miners of Broken Hill

went on strike, and for two years the

world was treated to the astonishing spectacle of a whole town which idled yet did not starve. The shops thronged, people flocked to the cinemas; the hotels remained open; sports went on.

Bank deposits fell 15 per cent.

The explanation was that from one end of Australia to the other, workers

were contributing to the miners' support; a mine town was an unaffected

place.

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"In 1922 the miners of Broken Hill

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"In 1923 the miners of Broken Hill

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"In 1924 the miners of Broken Hill

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"In 1925 the miners of Broken Hill

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"In 1926 the miners of Broken Hill

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