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HISTORY OF THE  
ELEVENTH LIGHT  
HORSE REGIMENT

Mr R Burgess

1 copy.

11<sup>1</sup>/<sub>2</sub> Light Horse History

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Brigadier-General W. Grant, C.M.G., D.S.O. and Bar, V.D., Commanding Officer 11th Light Horse Regiment 11th February, 1915, to 12th August, 1917, and thereafter Commander of the 4th Light Horse Brigade.

*Photo. by permission Mrs. E. Grant.*

# History of the 11th Light Horse Regiment

FOURTH LIGHT HORSE BRIGADE

Australian Imperial Forces

WAR 1914-1919

By

ERNEST W. HAMMOND

(Signal Sergeant, 11th Light Horse Regiment)



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# Preface

At a meeting of the 11th Light Horse Regiment held in March, 1919, in Zgarta (in Syria), a dual proposal was approved. This resolution included the compilation of a History of the Regiment and an Annual Reunion of the members at which friendships could be renewed and memories revived.

The latter part of the proposal was immediately put into effect and a Reunion has been held every year since 1920. For various reasons the writing of a History of the Regiment was postponed, but at a general meeting held in Brisbane in March, 1939, the members of the Regiment appointed a "ways and means" committee under the chairmanship of Lieut. Peter McCowan, M.C., to enquire into the matter of publishing a History of the Regiment, and that committee, in turn, appointed me Honorary Historian. The result of my commission is the presentation of this book.

The outbreak of war in September, 1939, raised many obstacles to a work of this nature, difficulties that are too numerous and complicated to mention.

The facts related herein are culled from the official Field Diary and other authentic sources of information, but this work could not have been accomplished without the valuable assistance of the people mentioned hereunder, and to whom, collectively and individually, I tender my thanks.

## Members of the History Committee:

Colonel P. J. Bailey, D.S.O., V.D., Order of the Nile; Major E. Costello, D.S.O., Lieut. P. McCowan, M.C., Messrs. G. Benstead, W. Hardgrave, L. Kempster, and H. Nickols.

The Trustees of the Anzac Book Fund, Lieut.-General Sir Harry Chauvel, G.C.M.G., K.C.B.; Brigadier-General L. C. Wilson, C.B., C.M.G., D.S.O., V.D., Croix de Guerre; Colonel J. W. Parsons, D.S.O., V.D.; Major H. Marsland, M.C.; Dr. C. E. W. Bean; Major J. Loynes, D.S.O., V.D.; Major Condor and Mr. A. D. McLachlan (members of the Overseas Unit), Australian Red Cross Society; Mr. S. Addison, Director of the Australian Red Cross Society, Melbourne; Senator the Hon. H. S. Foll, M.H.R.; Mr. W. A. Jolly, C.M.G., M.H.R.; Mrs. E. Grant, Miss E. Loynes, Mrs.



A. Kattar, Messrs. J. L. Treloar, T. H. E. Hayes, and A. W. Bazley (officials of the Australian War Memorial), Messrs. A. J. Bowman and J. H. Easson (officials of Base Records Department, Canberra); the Editors of the Brisbane "Courier-Mail" and the Brisbane "Telegraph," Messrs. L. Marsland, I. Grant, R. B. Cassimir, G. H. Ridgeway, L. E. Crisp, N. D. Allom, T. H. Dennis, A. J. Gordon, and all those members of the Regiment who supplied photographs and information.

The use of extracts from the Official Histories, written by the late Sir Henry Gullett and Dr. C. E. W. Bean, is hereby acknowledged.

My special thanks are due to Colonel P. J. Bailey, D.S.O., and Mr. A. E. Palfery, M.A., for the hours they spent in reading the manuscript "proofs," and to Major G. H. Vernon, M.C., Lieutenant McElligott, A.F.C., and Sergeant Merson for their special contributions.

I record my thanks to the Management and Staff of Messrs. William Brooks & Coy. (Q.) Pty. Ltd. for their helpful service and attention; to Messrs. Hughes & Holmes Ltd., Process Engravers; and to Miss Gaunt, who typed the manuscript.

Finally, to none do I tender more sincere acknowledgments of help than to my wife and my son.

E.W.H.

Hamson Terrace,  
Wavell Heights,  
Brisbane, 6th March, 1942.

# Foreword

By

General Sir HARRY CHAUVEL, G.C.M.G., K.C.B., late  
Commanding The Desert Mounted Corps, E.E.F.

It gives me great pleasure to write a "Foreword" to the History of the 11th Light Horse Regiment in the War of 1914-18.

It is a regiment for which I have the greatest regard and affection. Not only were a number of its officers and men old friends of mine, but it was largely raised in my old District in Queensland and represents to-day my original Queensland Regiment, the Darling Downs Mounted Infantry, which I joined in 1890.

The original Commanding Officer, Lieut.-Colonel (afterwards Brigadier-General) W. Grant, C.M.G., D.S.O., served with me for many years, prior to the War, in the old Queensland Mounted Infantry and was a great personal friend up to the day of his death.

My war-time experience of the Regiment commenced on Gallipoli in August, 1915, when a squadron under my old friend and comrade of the South African War, Major J. A. Loynes, D.S.O., joined my Brigade to be attached to the 2nd Light Horse Regiment. The squadron remained with the Brigade until the evacuation, and took part in all the vicissitudes of trench warfare incidental to that campaign.

I saw little of the Regiment again until a few days after the Battle of Romani, in August, 1916, when it appeared at a very opportune moment on the right flank of the Anzac Mounted Division as part of a Mobile Column under Colonel C. L. Smith, V.C., of the Imperial Camel Corps, to cut off the retreat of the enemy and help to remove, for the time being at any rate, the threat to the Suez Canal.

It was employed then in, more or less, independent operations in the Sinai Desert until the formation of the Imperial (afterwards "Australian") Mounted Division in March, 1917, under Major-General H. W. Hodgson, C.V.O., C.B. The Imperial Mounted Division consisted of two Yeomanry Brigades (the 5th and 6th Mounted Brigades) and two Australian Brigades (the 3rd and 4th Light Horse Brigades). The 4th Brigade (11th,

12th and 4th L.H. Regiments) had been re-formed for this purpose under Brigadier-General J. B. Meredith, D.S.O., who had commanded the 1st Light Horse Brigade at Romani. The 4th L.H. Brigade joined its Division on the 15th April at Deir-el-Belah, just prior to the 2nd Battle of Gaza, in which it distinguished itself (the part played by the 11th Light Horse is well described in this History).

After the 2nd Battle of Gaza the Regiment came actually under my command for the first time and remained therein until April, 1919. It took a prominent part in all the operations of the Desert Mounted Corps from Beersheba to Homs, and particularly distinguished itself at Beersheba, Sheria, Um-es-Shert (in the Jordan Valley) and Semakh. This last brilliant little fight, with the capture of Tiberias which followed, concluded the Battle of Megiddo and left the way open for the advance on and capture of Damascus.

During its period under my command the Regiment responded gallantly to every call, and I am proud of it and of my connection with it.

I congratulate all who were concerned with the compilation of this History, and particularly the Regimental Historian, Sergeant E. W. Hammond, who enlisted originally on the 8th August, 1914, for service in the Islands, and, when that was completed, joined the 11th Light Horse, with which he served throughout the rest of the War.

HARRY CHAUVEL.

27th March, 1942.  
Melbourne,

# Introduction

By

Colonel P. J. BAILEY, D.S.O., V.D.

In 1939 a committee of members of the 11th Light Horse Regiment, under the chairmanship of Lieut. Peter McCowan, M.C., was formed to publish the History of the Regiment. Sergeant E. W. Hammond, an original member of the Regiment, voluntarily undertook the work of Historian. I am proud to say that he has done his work wonderfully well, and the book, when completed, will be a treasured remembrance to all members of the Unit. One thing noticeable is the extreme modesty of the Historian towards the splendid work done by his own arm of the Regiment. I refer to the signallers. We remember with pride the wonderful efficiency of McElligott, Hammond, Hogarth, Thorn, Groundwater, Eardley, Ewen, Falconer and the other boys who, under all conditions and in most trying circumstances maintained at all times our communications.

To all members of the old Regiment I wish to convey my sincere gratitude for their continued loyalty throughout the long and trying period of the Desert Campaign.

To the Historian, Sergeant "Murray" Hammond, I express, on behalf of the Regiment, our thanks for his untiring efforts to bring the book to publication.

To all Officers, N.C.O.'s and men my very best wishes and thanks.

P. J. BAILEY, Colonel.

"Glenferrie,"

Millmerran, 3/4/1942



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# *The History of the Eleventh Light Horse Regiment*

## CHAPTER I.

### FORMATION OF REGIMENT.

On 11th February, 1915, authority was issued by the Commonwealth Defence Department to form a further Brigade of Light Horse, namely, the Fourth Brigade, to consist of the 11th, 12th and 13th Regiments. The 11th Regiment was to be made up as follows:—

Headquarters, "A" Squadron, "B" Squadron, and Machine Gun Section, to consist of Queenslanders, and "C" Squadron of South Australians.

Lieutenant-Colonel William Grant, Commanding Officer of the 3rd Darling Downs Light Horse Regiment, C.M.F., then residing at Bowenville, on the Darling Downs, was appointed to command the new Regiment, with Major S. W. Barlow Second in Command, and Captain P. J. Bailey, Adjutant. Colonel Grant began at once to select his officers, non-commissioned officers, and men from the camp at Enoggera, which, at that time, held more than two thousand volunteers.

The men were subjected to a severe test in riding—military style—under the critical eyes of the new Commanding Officer and his Adjutant, both of whom were shrewd judges of men and horses, and quite a large number of applicants who had hoped to serve in the new Regiment were sent back to camp to join the Infantry. Those who passed the test were drafted to a new camp in Fraser's Paddock, where tents were hastily erected and intensive dismounted training commenced at once.

Thirty acting non-commissioned officers were drafted to a School of Instruction to undergo four weeks' training to fit them for their duties in the new Regiment. Simultaneously with this preparation in Queensland the task of assembling "C" Squadron in South Australia was moving apace, and its full complement was drawn from



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The men were subjected to a severe test in riding—military style—under the critical eyes of the new Commanding Officer and his Adjutant, both of whom were shrewd judges of men and horses, and quite a large number of applicants who had hoped to serve in the new Regiment were sent back to camp to join the Infantry. Those who passed the test were drafted to a new camp in Fraser's Paddock, where tents were hastily erected and intensive dismounted training commenced at once.

Thirty acting non-commissioned officers were drafted to a School of Instruction to undergo four weeks' training to fit them for their duties in the new Regiment. Simultaneously with this preparation in Queensland the task of assembling "C" Squadron in South Australia was moving apace, and its full complement was drawn from



1500 volunteers who were in camp at Ascot Park, and, after training, which was carried out at Morphetville, they entrained at Mitcham for the journey to Brisbane under the command of Major J. W. Parsons, and arrived at Fraser's Paddock on the night of the 2nd May, 1915.

On the 3rd May, horses, equipment, and transport were drawn, and intense mounted training as a complete Regiment was carried out.

The Regimental Colours were "Maroon and Gold," and a ceremonial flag showing the representation of an emu embossed in gold on a field of maroon was made and presented to the Regiment by Miss Best, sister of Lieutenant E. H. Best, an officer of the Regiment.

In response to an appeal by various city organisations, the Military Authorities agreed to hold a grand parade of all units and reinforcements then in camp, and about to leave Queensland for active service abroad. The parade took the form of a grand march through the City of Brisbane, and three thousand troops were engaged. The units assembled at Kelvin Grove on Saturday morning, 31st May, the line of march being as follows: Along Kelvin Grove Road, through Normanby to Countess Street, Roma Street, George Street, Queen Street, Wickham Street, Brunswick Street, past the Museum, and thence along Victoria Park Road and back to Kelvin Grove. In the absence of the Governor of Queensland, the salute was taken at the G.P.O. by Sir Pope Cooper, Chief Justice of Queensland. The 11th Light Horse Regiment moved at the head of the column, led by Lieut.-Colonel Grant, who was preceded by a Colour Sergeant bearing the Regimental Standard. The Regiment was followed by the other units in this order:—

- Reinforcements to 2nd Light Horse Regiment.
- Reinforcements to 5th Light Horse Regiment.
- Reinforcements to Artillery, with guns.
- Headquarters 7th Infantry Brigade.
- 25th Battalion Infantry.
- 26th Battalion Infantry.
- 17th Army Service Corps—Transport Section.
- 4th Light Horse Field Ambulance, and, finally:
- Red Cross Motor Vehicles.

The procession was enlivened by the martial music of sixteen bands, which were stationed at the following-mentioned vantage points along the route.

- Ithaca Band—Normanby Corner.
- Southport Band—Countess Street.
- Ipswich Band—Roma Street.
- Kurilpa Band—Corner George and Ann Streets.
- Salvation Army Band—Corner George and Adelaide Streets.
- Pipers' Band—Corner George and Queen Streets.
- Federal Band—Corner Queen and Albert Streets.
- Ipswich Vice-Regal Band—Corner Queen and Edward Streets.
- Salvation Army Band—Corner Queen and Creek Streets.
- Toowong Band—Custom House.
- 7th Moreton Band—Byrnes' Statue.
- Railway Band—Corner Gotha and Wickham Streets.
- Excelsior Band—Valley Corner.
- Nambour Band—Corner Leichhardt and Brunswick Streets.
- Boonah Band—Corner Brunswick and Water Streets.
- Brisbane Labour Band—Exhibition Corner.

The procession was two miles long, and the distance marched was thirteen miles. There were few residents of Brisbane that day who did not witness the procession, the streets being literally thronged with cheering people. The troopers returned to camp, tired but pleased with the reception accorded them by the people of Brisbane. Meantime, the Orderly Room Staff was engaged in the final arrangements for the embarkation of the Regiment and sailing preparations were almost completed when the plans were altered, and it was decided that Headquarters, "A" Squadron, "C" Squadron and Machine Gun Section would embark on the s.s. "Medic," and that "B" Squadron would follow later on the s.s. "Borda."

On 1st June, heavy baggage for that portion of the Regiment which was to sail at once was despatched to Pinkenba, and at 10 a.m. the main body moved off. This time the line of march was through Kedron, Eagle Junction, Hendra, Ascot, and thence on to the main road to Pinkenba. At noon the Regiment drew into a large paddock by the roadside to rest the horses and have lunch, and some of our men who had fought in the South African War remarked that they had been members of Mounted Contingents that had rested in that paddock on their way to embarkation for South Africa sixteen years before. We could not help but regard this fact as a somewhat intriguing instance of history repeating itself.



Arriving at Pinkenba, the work of loading the baggage and horses began and was continued throughout the night and the following day.

Many people travelled by train and road from the city to Pinkenba to bid last farewells to relatives and friends, and remained near the wharf throughout the day, somewhat to the discomfiture and chagrin of the Sergeant Major, whose "fatigue" parties naturally failed to concentrate on their work with so many counter attractions near by.

Finally, however, the loading of the boat was completed, and at 8.30 on the evening of 2nd June, the "Medic," festooned with coloured streamers, swung into the river, and the voyage to Sydney began.

#### ORIGINAL OFFICERS OF THE REGIMENT. HEADQUARTERS:—

Lt.-Col. W. Grant—Commanding Officer.  
Major S. W. Barlow—Second in Command.  
Capt. P. J. Bailey—Adjutant.  
Capt. A. J. Macdonald—Medical Officer.  
Capt. H. K. Gordon—Chaplain.  
Capt. A. J. McKenzie—Veterinary Officer.  
Lieut. L. S. Alexander—Quartermaster.  
Lieut. L. C. Kessels—Machine Guns.

#### "A" SQUADRON:—

Capt. Geyer to Command.  
Lieut. J. A. Loynes—Second in Command.  
Lieut. A. S. Nobbs.  
2/Lieut. E. Costello.  
2/Lieut. C. P. Stumm.

#### "B" SQUADRON:—

Capt. C. A. Lee to Command.  
Capt. W. O. Hodgkinson—Second in Command.  
2/Lieut. C. A. R. Munro.  
2/Lieut. W. F. J. Koch.

#### "C" SQUADRON:

Major J. W. Parsons to Command.  
Capt. T. A. Siekman—Second in Command.  
Hon. Capt. B. Ragless.  
Lieut. Fotheringham.  
Lieut. J. H. Shearer.  
Lieut. A. C. Morgan.



"Colour" Party, bearing 11th Light Horse Regimental Standard, Brisbane, reproduced from file of "Queenslander" by permission "Courier-Mail," Brisbane.



The following-mentioned were commissioned from the N.C.O.'s School and posted as under:—

2/Lieuts. K. F. McLennan and W. F. Whitfield to "A" Squadron.

2/Lieuts. H. J. Gee and E. H. Best to "B" Squadron.  
2/Lieut. G. H. Bryant to "C" Squadron.

Prior to embarkation the following promotions, alterations and transfers were gazetted:—

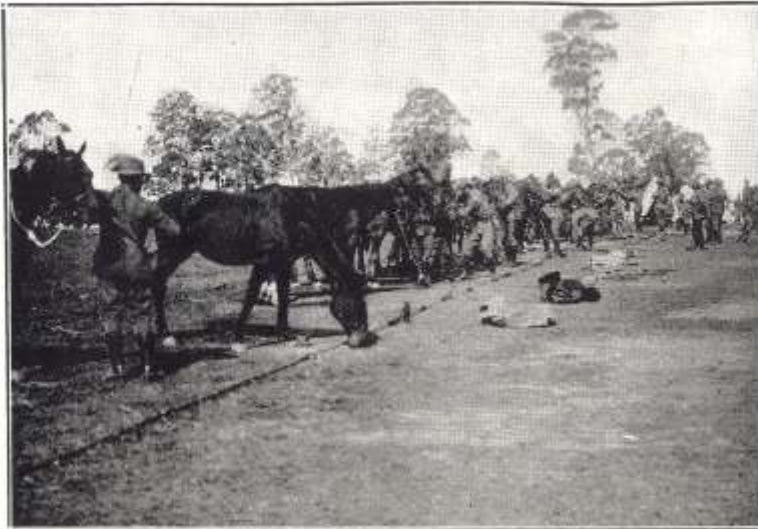
Capt. Geyer transferred to 13th Light Horse, Victoria.

Lieut. J. A. Loynes promoted Captain to Command "A" Squadron.

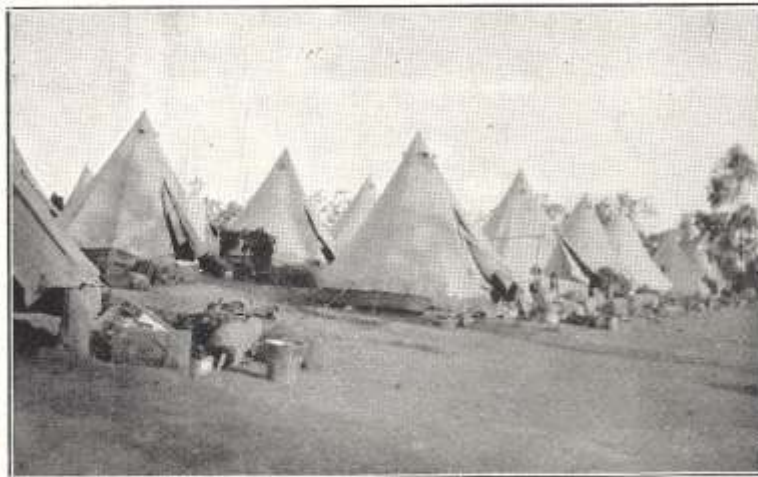
Lieut. Alexander, Second in Command—"A" Squadron.

R.Q.M.S. Levingston, promoted to Hon. Lieut. and Quartermaster.

Lieut. J. S. Nobbs discharged through illness.



Horses of 11th Light Horse Regiment tethered to "ground line" at the camp in Fraser's Paddock, Enoggera.



Section of 11th Light Horse Camp in Fraser's Paddock, Enoggera.



## CHAPTER II.

### TRAINING IN SYDNEY.

The run down the coast from Brisbane to Sydney was calm and uneventful. There was not one single case of sea-sickness, nor indeed was there any reason for one, a fact though that did not prevent all and sundry from boasting to his neighbour—with the nonchalance of a seasoned voyager—of his ability to travel by boat.

Sydney was reached at 8 a.m. on 4th June, where troops and horses were disembarked, and we marched to an encampment in the Sydney show ground at Moore Park. Mounted training was carried out daily in and around the show grounds, and on several occasions we exercised our horses on the sands at Coogee. Liberal leave was granted to the troops and many of the theatres in Sydney issued complimentary tickets to the Queenslanders, a sample of Southern hospitality that was keenly appreciated by us.

On the evening of 14th June the Regiment again embarked on the "Medic" to continue the voyage overseas.

### ADELAIDE.

We had scarcely cleared the "Heads" when we encountered rough weather, and ere long the boastful "seasoned travellers" of a few days before were desperately trying to conceal their wretchedness from each other. As we proceeded the weather grew worse, and presently there was hardly a man on deck who had not succumbed to the "epidemic." At meal time the mess decks resembled those of a deserted ship.

At 12 noon on 16th July, the "Medic" then being two hundred miles south of Adelaide, our Commander received instructions by wireless to proceed to Adelaide, and on arrival at that port we learned that our horses were to be disembarked and that the Regiment would continue its voyage overseas without them. The order, coming as it did without warning, bore an element of surprise, and moreover carried with it no little regret to all of us as we had grown to know and appreciate our respective mounts in the days we had spent together. The members of the South Australian Squadron with us, no doubt received the news with mixed feelings, as the new arrangement provided them

with the opportunity of visiting their homes and their people once more.

We were in port two days, during which time the Queenslanders too were granted leave to visit Adelaide, and many of us regarded it as a golden opportunity to test at first hand the elaborate stories we had heard of the "garden city" from our new-found South Australian coppers. Twenty-five-year-old memories are necessarily dimmed, but as far as we can recall, their boasts were justified. We sailed from Adelaide on the 18th, and did not touch at another Australian port. The receding shores of "Leeuwin" were to be our last sight of Australia for a long time to come.

### THE VOYAGE TO EGYPT.

Our days during the voyage across the Indian Ocean were occupied in musketry drill, signalling and other forms of training most adapted to shipboard life. At night we were entertained by concert parties and boxing tournaments. Some of us may remember that a mild epidemic of measles broke out shortly after leaving Australia. On "crossing the line" we were visited by Neptune and his retinue, and the day was spent in practising the traditional absurdities of the ceremony.

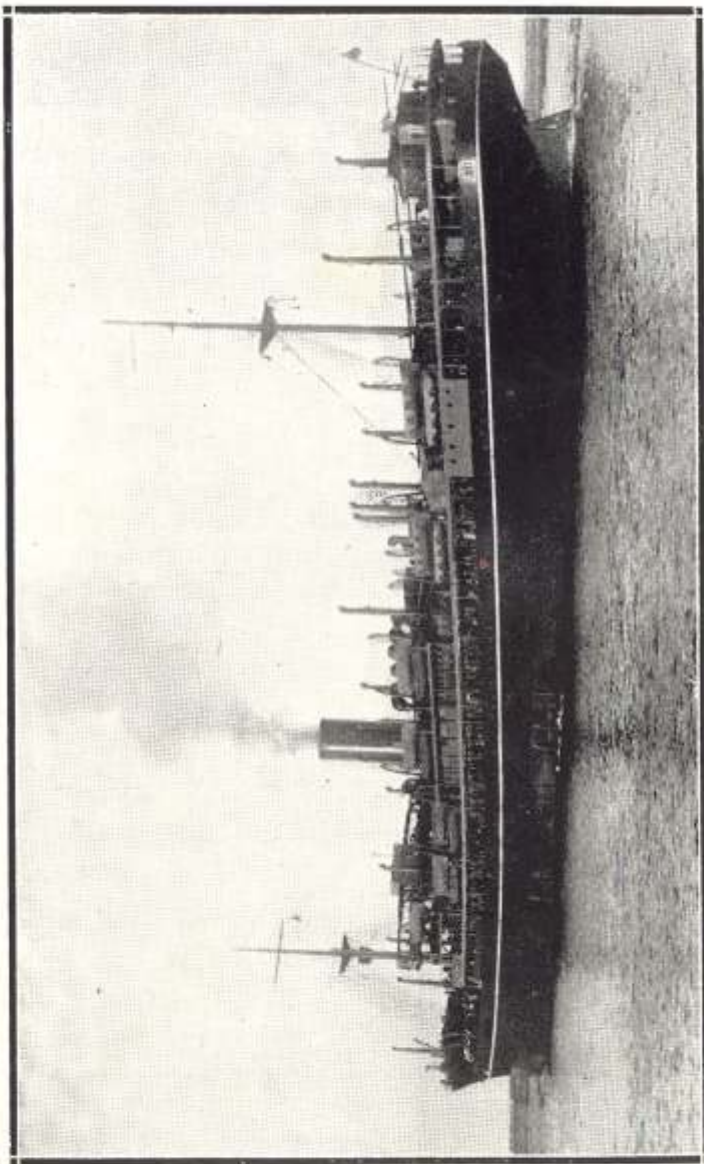
Originally we were ordered to sail direct to Suez, but on the morning of the 10th July, when 60 miles from Aden, we were directed to proceed with all haste to the latter port and be prepared to land all available troops for action, in support of the British garrison which hourly expected an attack from a mixed force of Turks, Bedouins, Arabs and Germans bearing down on Aden from the North.

We landed, and after reporting to the General officer commanding the garrison, were ordered to march to an outpost six miles from Aden. This happened on the 12th July, and for the next six days we were held in reserve against the impending attack. On the morning of the 18th, relieving troops arrived and we embarked and sailed for Suez—arriving there at 7.30 a.m. on the 22nd, and the following day we entrained for Cairo.

### "B" SQUADRON.

"B" Squadron of the Regiment meanwhile had embarked at Brisbane on the 17th June on the transport "Borda," and after an uneventful voyage across, arrived at Suez on the 23rd July, and with the other units of the Regiment entrained for Cairo, and the 11th Light Horse





TROOPSHIP S.S. "BORDA."

### CHAPTER III.

#### GALLIPOLI.

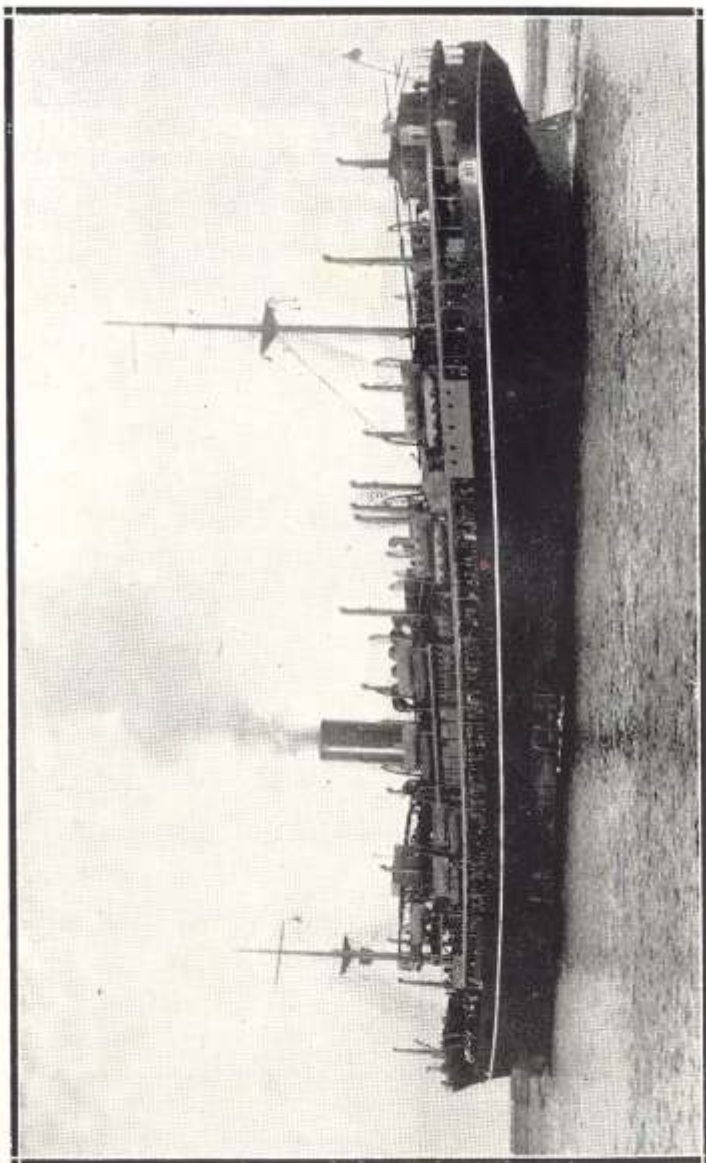
On the morning of the 24th August, the Regiment was ordered to entrain for Alexandria and at sunset that evening H.M.T. "Marquette" steamed out of the harbour bearing the officers, non-commissioned officers and men of the 11th Light Horse on the final stage of their voyage to Gallipoli.

As a precaution against enemy submarines, the transport followed a zig-zag course, which carried us into the western sweep of Aboukir Bay. 'Twas in these waters, we recalled, that Nelson gained his rich victory in the "Battle of the Nile." For us, the school history book suddenly "came to life." Without effort we conjured visions of that glorious August night more than a hundred years before, when the British ships encircled the French leviathans and rammed and smashed them into submission. We pictured, too, the dawning of day with its principal figures. On ~~one~~ hand Nelson, the victor, heroic but chivalrous, and on the other hand Brueys, beaten, sad and disillusioned, with ~~his~~ broken ships lying around him, and so we passed into the night.

At six o'clock on the morning of the 28th, we reached Mudros Harbour and transferred to the S.S. "Clacton" and "Princess Abbas." At nightfall we moved out of the harbour and directed our course to Gallipoli. While still a long way from the shore, the steamships "hove to" and we were transferred to small "lighters," which crept quietly towards the beach. Presently, myriad pin-points of light sprang out of the night to announce our first view of Anzac Cove. It was indeed a night of extreme darkness, and as we neared the shore a lone star shell burst high over the beach, spilling its luminous contents which floated lazily down to the water's edge. A long way off, it seemed, we could hear the staccato notes of machine guns, and the deliberate crack of rifles. Quietly, we disembarked at Williams' Pier, and without delay marched to Rest Gully, where we remained for several hours.

Much to our astonishment, and regret, may it be we then received instructions that the Regiment was divided into three sections and to reinforce other uni the following manner:—





TROOPSHIP S.S. "BORDA."

### CHAPTER III.

#### GALLIPOLI.

On the morning of the 24th August, the Regiment was ordered to entrain for Alexandria and at sunset that evening H.M.T. "Marquette" steamed out of the harbour bearing the officers, non-commissioned officers and men of the 11th Light Horse on the final stage of their voyage to Gallipoli.

As a precaution against enemy submarines, the transport followed a zig-zag course, which carried us into the western sweep of Aboukir Bay. 'Twas in these waters, we recalled, that Nelson gained his rich victory in the "Battle of the Nile." For us, the school history book suddenly "came to life." Without effort we conjured visions of that glorious August night more than a hundred years before, when the British ships encircled the French leviathans and rammed and smashed them into submission. We pictured, too, the dawning of day with its principal figures. On one hand Nelson, the victor, heroic but chivalrous, and on the other hand Brueys, beaten, sad and disillusioned, with his broken ships lying around him, and so we passed into the night.

At six o'clock on the morning of the 28th, we reached Mudros Harbour and transferred to the S.S. "Clacton" and "Princess Abbas." At nightfall we moved out of the harbour and directed our course to Gallipoli. While still a long way from the shore, the steamships "hove to" and we were transferred to small "lighters," which crept quietly towards the beach. Presently, myriad pin-points of light sprang out of the night to announce our first view of Anzac Cove. It was indeed a night of extreme darkness, and as we neared the shore a lone star shell burst high over the beach, spilling its luminous contents which floated lazily down to the water's edge. A long way off, it seemed, we could hear the staccato notes of machine guns, and the deliberate crack of rifles. Quietly, we disembarked at Williams' Pier, and without delay marched to Rest Gully, where we remained for several hours.

Much to our astonishment, and regret, may it be, we then received instructions that the Regiment was to be divided into three sections and to reinforce other units in the following manner:—



"A" Squadron and Machine Gun Section to be attached to the 2nd Light Horse Regiment then stationed at Pope's Hill.

"B" Squadron to be attached to the 5th Light Horse Regiment at Chatham's Post, which incidentally was the extreme right flank of the Australian line.

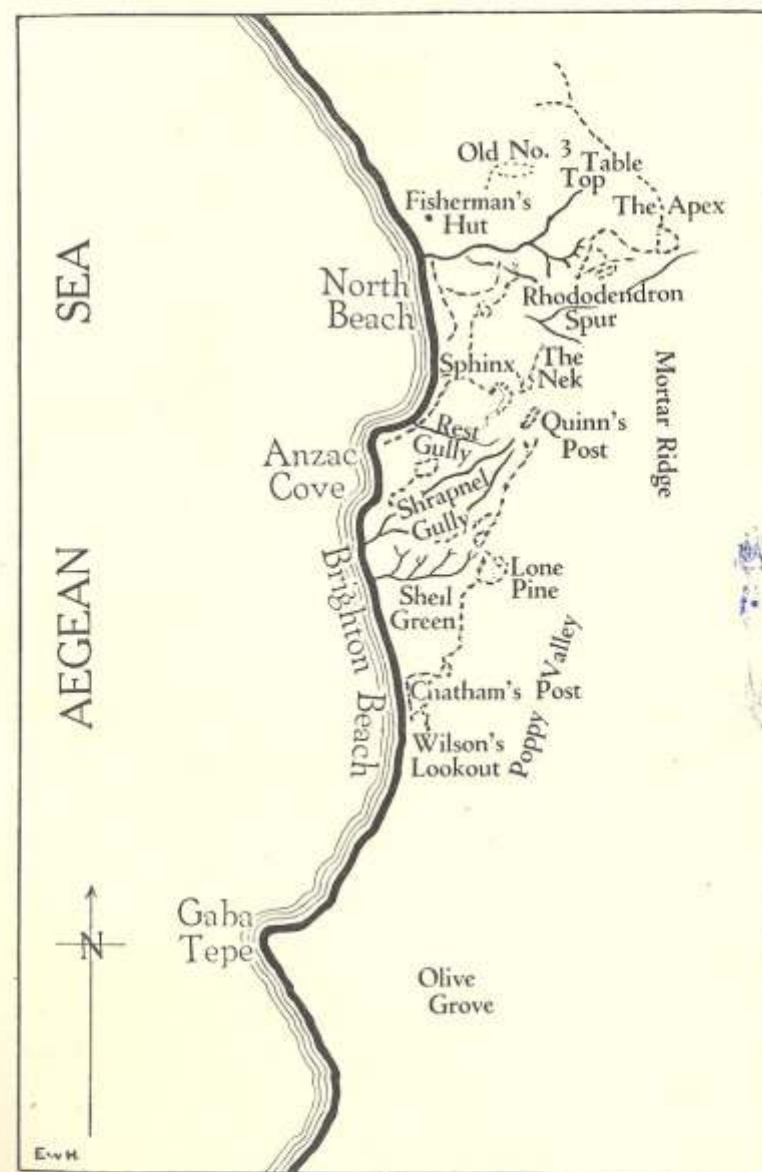
"C" Squadron and Headquarters Staff to be attached to the 9th Light Horse Regiment, holding a position at Rhododendron Spur, south of Hill 60.

It is safe to say that feelings amongst the troops ran high as the three sections of the Regiment made feverish preparations to move to their respective and widely-separated destinations. Emotions were masked beneath lurid flows of obscenity and classic imprecations were levelled at Army Headquarters from whence the separation order issued. Hurried farewells and hasty handshakes passed between men who had hoped, nay believed, they would go into action together.

#### "A" SQUADRON.

"A" Squadron and the Machine Gun Section, under the command of Major Loynes, marched to Pope's Post on the left flank of the Australian line, and were taken on the strength of the 2nd Light Horse Regiment. That night the Squadron went into the front line trenches for a tour of duty. Lieutenant Costello and one troop went into the firing line at Quinn's Post, where the trenches in places were little more than fifteen yards apart, a proximity that denied good relations between our men and the Turks. At frequent intervals throughout the day and night both parties subjected each other to a steady pelting of bombs. The types of bombs used by us were "Cricket Ball," "Mills" and "Jam Tin," with a preponderance of the latter, due no doubt to the fact that they were made locally, simply, quickly and therefore in large quantities. The "Jam Tin" bomb consisted of a short piece of fuse, with detonator attached, stuffed into a jam tin containing dynamite, shrapnel pellets and odd slugs of metal suitable for making a "charge." The "fuse" period was intended to last five or six seconds. This bomb bore none of the hall marks of exquisite manufacture; it was rough and ready, and withal effective.

It was perhaps typical of the casual qualities of the Australians that in a short while our men were leaning carelessly against the sandbags in the trench, lighting bomb fuses from the glowing tips of their cigarettes, as though they had been doing just such a thing all their lives.





The method was both dangerous and unorthodox, but matches were at a premium on Gallipoli, and so they puffed at their "fags" and simultaneously hurled imprecations and bombs towards the Turkish trench.

At sunrise this troop returned to the Squadron and spent the greater part of the day resting.

On 3rd September the Squadron moved to old No. 3 outpost with the 2nd Light Horse Regiment, taking over the trenches in that sector from an Imperial Infantry Company. The trenches here were very shallow, and besides doing front line duty the men of the Squadron provided working parties to deepen the trenches. This post was subjected to a daily barrage of shells from enemy guns at Chunuk Bair, and to afford a measure of safety for the troops it was decided to excavate the trenches to a depth of 20 feet. Planning and superintending the work was placed in the capable hands of Major J. Loynes, the O.C. of "A" Squadron. At times the enemy bombarded No. 3 Post with 11 inch calibre shells, causing terrible destruction to the earth works and trench system.

On one occasion a number of "A" Squadron men were buried under a mass of earth and falling debris when a heavy shell burst in their midst. Trooper A. McCowan was lifted off his feet by the explosion and hurled into a nearby trench. He suffered severe concussion and was temporarily blinded by the explosion. Sergeant Beaton and Trooper Thompson were buried by a shell a few days later, and had a narrow escape from death, both being insensible when their mates finally dug them out with shovels.

Narrow escapes were the order of the day. The shell that buried Troopers McCowan and Jackson completely destroyed the "dug-out" of Sgt. P. McCowan, but fortunately he had taken cover in the main trench a few feet away, just before the shell arrived. Major Loynes had a similar fortuitous escape a few days later. He had just left his "bivvy" to walk down the trench when an outside in shells landed squarely in the centre of his "home," demolishing it entirely. The Squadron remained at this post until the 11th October, and on that day the enemy made a determined attack on the trenches between No. 1 Outpost and Destroyer Hill, and the Squadron was sent into the line to strengthen it. The enemy fought fiercely throughout the day and night, but failing to break through withdrew his forces at daybreak. In a few days the position became normal, and the Squadron returned to No. 3 Outpost.

Under the direction of General Chauvel, Major Loynes and a party of men were sent to report on the alleged existence of an old well in the vicinity of Fisherman's Hut, one of the early landmarks of Gallipoli. The ground to be searched was under enemy observation and fire, and consequently the party chose a dark night for the venture, and sallied forth.

Eventually the well was located, the depth sounded, and samples of the water taken. On returning, one of the party stumbled over a steep bank in the darkness and fell prone across the body of a Turkish soldier who had been killed some days earlier. The Digger was unhurt, but the memory of his fall lingered with him and his mates for many days, and with dire effects that his ostracism from the society of the trenches followed as a natural result, at least until his uniform was replaced by one he "lifted" from a supply store on the beach, under cover of another dark night.

During the days that followed the men of "A" Squadron fought side by side with those of the 2nd Light Horse in the front line trenches, or provided working parties for carrying rations, digging trenches, etc.

On the 10th November the C.O. of the 2nd Light Horse left the Peninsula with a hundred men of his Regiment for the island of Lemnos; ostensibly for a short rest, but actually similar moves were being duplicated in many regiments and companies throughout our lines. It was the first faint breath of the evacuation of Gallipoli, but we failed to recognise it as such, and began digging our winter quarters with renewed vigour. About this time Major Lyons was appointed to the temporary command of the 2nd Light Horse Regiment.

As a result of large numbers of men being confined in deep trenches, there were many more or less serious epidemics of sickness, such as yellow jaundice, mumps, 'flu and acute dysentery, and many men were therefore evacuated from this post.

On 12th November Lieutenant Mackrell arrived with the 3rd reinforcements, and was attached to the Squadron. Captain Alexander was appointed quartermaster of the 2nd Light Horse Regiment, and Squadron Sgt.-Major H. Marsland was promoted to commissioned rank.

Sixty men of the squadron were sent to Williams' Pier at Anzac Beach on the 20th as a permanent working party loading rations and water on Indian mules, for distribution



the move was equivalent "to a hop from the frying pan into the fire," which was true, because beach parties were subjected to a daily barrage of shells from a Turkish battery hidden at the rear of Gaba Tepe.

Towards the end of November a terrific blizzard swept across Gallipoli, adding to the discomfort of all ranks. Many of the Australians saw snow for the first time in their lives, and under conditions which could hardly have been more cheerless.

On 13th December the remnant of the 2nd Light Horse and "A" Squadron of the 11th, their ranks depleted through casualties and sickness, moved into the front line on Destroyer Hill and Camel Hump and manned the fire trenches there whilst the evacuation proceeded. The squadron left the trenches on the night of the 19th/20th December, being amongst the last troops to leave Anzac, arriving at Lemnos Island the following day. They left Lemnos Island in small parties and on various boats, arriving in Egypt by the 31st December, 1915, and were stationed at Aerodrome Camp, Heliopolis, to await the re-formation of the regiment. Whilst here they were joined by reinforcements under Lieutenants Bartley, Hunter and Johnstone.

#### "B" SQUADRON.

"B" Squadron, under the command of Lieut. C. A. Munro, marched out of Rest Gully, through Monash Gully, and across Shrapnel Valley, en route to Chatham's Post to reinforce the 5th Light Horse Regiment.

The column followed a route which was tortuous and slow. When we crossed ridges and hills exposed to the enemy's view, we scrambled into narrow winding saps, but in the gullies and valleys we took to the open ground and hurried across to the friendly cover of neighbouring hills, to enter another trench that carried us over the next skyline. It is meet to say that we learned more about the technique of skirmishing in that brief two hours on the hills of Gallipoli than we did during the whole of our training in the peaceful cow-paddocks of Enoggera.

The squadron had just climbed out of Clarke Valley and entered a spot known as Shell Green, when it encountered heavy enemy artillery fire. There was a rapid sequence of shrapnel bursts overhead, accompanied by a few bursts of high explosive shells, and, considering all things (we were more or less out in the open), it is something of a miracle to relate that there was only one

#### HISTORY OF 11th LIGHT HORSE REGIMENT

casualty. "B" Squadron of the 11th Light Horse Regiment had passed through its baptism of fire, and the grim realities of war were at hand. Ryrie's Post was entered and left behind, and, finally, the squadron arrived at destination—the zig-zag saps of Chatham's Post.

"Chatham's," as it was generally termed, was built around a small hill with a spur running sharply to the beach. Our firing line to the front overlooked Poppy Valley, Holly Ridge and Despair Valley, to the right Balka Trench and Blamey's Meadows, and, beyond, but along the beach, at a distance of 2000 yards, the formidable Turkish stronghold of Gaba Tepe raised its frowning convulsions of grey cliffs to enfilade our right flank rear. Fixed machine guns and Turkish snipers hidden in underground passages on Gaba Tepe made the slopes behind Chatham's Post unfriendly places indeed. If we dared to sun ourselves outside the trenches, as, occasionally, we did, a sudden burst of fire from Gaba Tepe would send us scurrying to our trenches like scared rabbits to the warren.

A barricade of sandbags had been thrown up across the sandy beach to the water's edge to prevent the enemy from sneaking behind our lines at night through the shallow waters of the receding tide, and this redoubt was called "Beach Post."

Chatham's Post and its sweep of trenches to the beach was the extreme right flank of the Australian line, and as such was, of course, the bone of Turkish contention in the most reckless sense of the term. It was, indeed, a hot corner. The 5th Light Horse had suffered heavy casualties during their occupation of this sector of the line, and may it redound to their credit, that they, under the gallant leadership of Colonel L. C. Wilson, were slowly but surely driving the enemy out of his picked positions and extending the Australian line to high ridges that enfiladed the enemy's left flank. Such was the general nature of the position when we arrived to reinforce the 5th Light Horse.

On 1st September, a small party under the leadership of Lieut. W. F. J. Koch was detailed for duty in the trenches at Lone Pine. Much has been written about the terrors and glories of the Lone Pine sector by official historians, war correspondents and common scribes, but our personal emotions lent themselves to no one of our persons in gloomy narrow darkened



enemy who was only fifteen yards away. Fifteen yards—little more than half the measurement of a cricket pitch—we never realised that a cricket pitch was so short.

Hand grenades were used by the opposing sides, both day and night. Our tour of duty lasted 48 hours, and that period was considered long enough for any troops in such a nerve-wracking post. We had several casualties while holding the position, and Lieut. Koch, our leader, was wounded.

Arriving back at Chatham's Post, we were placed in reserve to gain a few hours' rest, prior to going into front line duty again.

On the 24th October, Major C. A. Lee arrived from hospital at Alexandria, and "B" Squadron was reformed, placed under his command and renamed "D" Squadron, 5th Light Horse.

No history of Chatham's Post, Gallipoli, would be complete without special mention of the Turkish Broom Stick Bomb, because this weird weapon was used solely at this sector of the Turkish line. The Broom Stick Bomb was made by filling a disused brass gun cartridge case with dynamite, detonators, slugs of steel, and attaching it to a round stick of hardwood eight feet long and about two inches in diameter. This mighty arrow, as it were, was fired from a specially constructed trench mortar, and ascended to a great height directly over our heads. Once its momentum was spent, its heavy explosive end turned downwards and it fell like a plummet into our trenches. Open trenches afforded no cover whatsoever against such a missile, and as a result we suffered many casualties from its use. An authoritative statement shows that as many as two hundred bombs a day were dropped on the lines at Chatham's Post prior to the evacuation.

#### WILSON'S LOOKOUT.

"B" Squadron of the regiment now became an integral part of the 5th Light Horse, and as such played its part gallantly in the strenuous work and the fierce fighting that took place at Chatham's Post in October, November, and December.

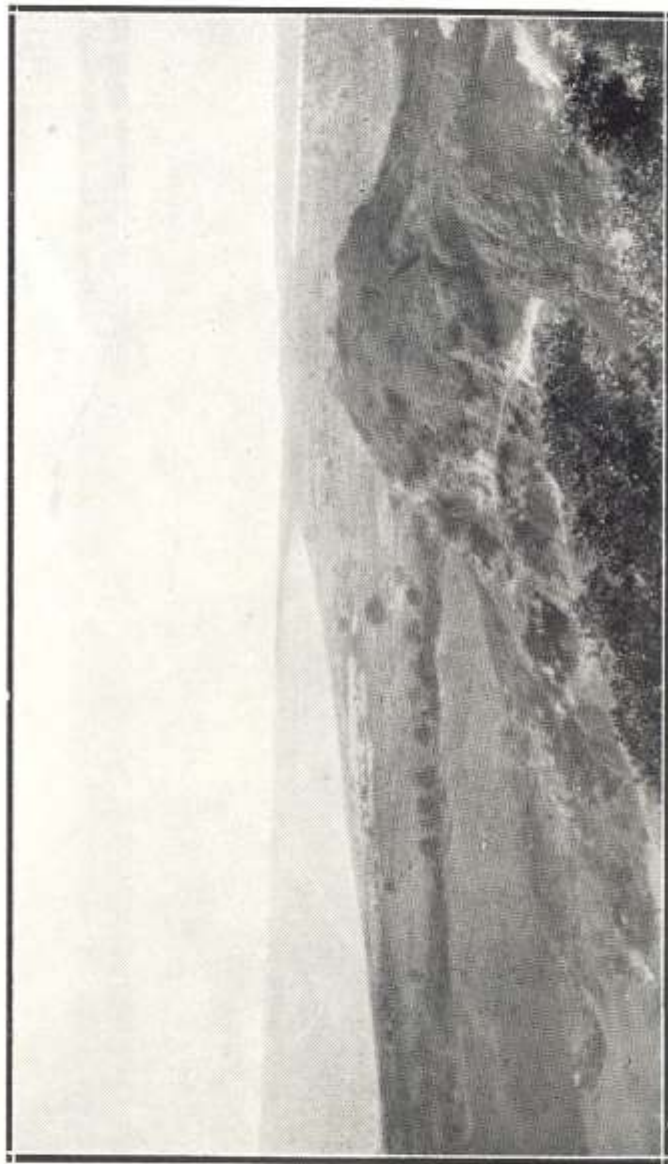
Late in October the enemy was observed building new trenches between Chatham's Post and his own position, the Bird Trenches. We suspected his objective to be the advancement of his line to the high ground 120 yards in front of our post. From this position he could enfilade Ryrie's Post and Tasmania Post, and so we set out to checkmate him.



*Australian War Memorial Photograph. Copyright.*

General View of Rest Gully, Anzac, looking towards the Turkish Trenches.





Number 3 Outpost, where "A" Squadron of the Regiment was posted for some time. The view is taken looking towards Suvla Bay. The Fisherman's Hut mentioned in the narrative is located on the flat country in the centre of the picture.

*Australian War Memorial Photograph. Copyright.*

For some time past we had been driving a tunnel from the forward trenches of Chatham's Post to enable us to open a new firing line on the high ground referred to above, and as this was the enemy's objective also, the movement developed into a strategic race to a common goal.

On the afternoon of the 3rd November, 1915, Brigade Headquarters ordered the regiment to establish a post 50 yards in advance of our tunnel, which was 75 yards long. Consequently, this movement would carry us 120 yards in front of our present trenches, and, if successful, would be an important gain to us and a smashing blow to the Turks.

On the night of the 3rd-4th, the stage was set and two lines of silent men filed into the narrow tunnel. On one side stood the members of the covering party, armed with bombs and rifles with bayonets fixed; against the other wall of the tunnel stood the working party, with pick and shovel.

A signaller, with a Don III. 'phone strapped to his waist, and a wire trailing behind him, squeezed forward between the two lines of waiting men, and swore softly but fluently as his wire became entangled in someone's accoutrements in the darkness.

Silently we waited while men using crowbars pried a hole at the end of the tunnel, straight up to the surface. It was not long before the manhole, as it were, was completed, and a short ladder, which was held in readiness, was thrust up into the hole to enable us to climb through—to what?

It was a tense moment indeed when the first man of the covering party crept through to the surface and whispered hollowly down the shaft the "all clear" signal. When the last member of the covering party disappeared through the skylight, the working party followed and very soon we heard the thud, thud of the picks and soft ring of careful shovels, as our new trenches took shape on the coveted position.

There was no sign nor sound of the enemy. We lay in the darkness, just below the crest of the ridge, and marvelled at his inactivity. When daylight came, with what emotion would he view this sudden eruption of "soldier ants" from the bowels of his cherished hill, but, more important still, what would his reactions be. Ere dawn broke, we had completed a line of shallow trenches supported with a sandbag barricade, sufficiently effective to withstand rifle and gun fire, and during that day the trenches were



deepened, and by the following evening we were prepared to withstand the fiercest onslaught—and it came. On the evening of the 4th-5th, the enemy rushed our position four times, using bombs, machine guns and rifles, but each time he was beaten back, with heavy losses. Some of the Turks reached our parapet, where they were killed with bombs, and next morning we found mutilated portions of their bodies in our trenches. Many others were lying dead or wounded in the barbed wire entanglement which we had erected in front of our trench. A tally showed that we had used eight hundred bombs during the night.

The following night the enemy erected two sandbag barricades opposite our position—one at a distance of twenty-two yards and the other at a distance of seventy yards. On the night of the 7th November, we decided to advance our position a further thirty yards and in a direction that would enable us to enfilade the first new enemy redoubt. The new position was reached, and after a short, sharp fight the enemy was bombed out of his barricade and the whole structure was totally destroyed by our troops, who used slabs of guncotton as bombs. For the next few days the enemy subjected our position to heavy gun fire from batteries less than two hundred yards away, and portions of our parapet were demolished. Rapidly we deepened our trenches and so held the ground we had taken, which was officially named "Wilson's Lookout," in honour of our leader, Colonel L. C. Wilson.

On the 8th November the following order was issued by the Corps Commander:—

"The Army Corps Commander wishes to express his appreciation of the action of the 2nd Light Horse Brigade in successfully advancing their position to Wilson's Lookout, on Harris Ridge, between the 3rd to 8th November, 1915. The operation was skilfully planned and carried out with vigour and determination. General Godley congratulates the 5th Light Horse Regiment, to whom the operation was entrusted and to whose resources and gallantry the excellent result achieved is largely due. The enemy casualties in this engagement had been stated by prisoners to have reached a total of 500 killed and wounded."

Amongst the names of the various officers and N.C.O.'s mentioned in despatches for gallantry appeared that of Lieutenant H. J. Gee, 11th Light Horse Regiment.

### BEACH POST INTERLUDE.

Early one morning a deserter from the Turkish lines at Gaba Tepe was observed crawling along the beach towards our lines. His erstwhile companions on Harris Ridge, opened fire on him, and he finally in a wounded condition took cover in some broken ground about six hundred yards south of our line. We decided to bring him in, but thought it prudent to wait until darkness would cover our movements. All through that long sultry day, enemy bullets kicked up little clouds of dust around the deserter's hiding place. He lay in full view of our troopers, any one of whom could have picked him off with a single shot, but he was more valuable to us alive than dead, and so we waited for the sun to set. At dusk an officer and twenty-five men slipped quietly through our lines and hurried along the beach. An advance guard of four men reached the Turk, and proceeded beyond him to cover the patrol. Suddenly they came face to face with a Turkish patrol, apparently on a similar mission to our own. Our fellows threw themselves to the ground and opened fire. Two of the Turks fell and the remainder, firing wildly, rapidly dispersed. Some retreated along the beach and others disappeared in the scrub at the foot of Harris Ridge.

The deserter was placed on a stretcher and our men returned to the lines without suffering a casualty. The wounded Turk was given medical aid, and later he was sent back to Brigade Headquarters to be interrogated.

### "C" SQUADRON AND HEADQUARTERS.

On the afternoon of 29th August, "C" Squadron marched out from Rest Gully and proceeded to Camel Hump and bivouacked. We were there joined by Headquarters the next day. Until 3rd September we remained in reserve to the Auckland Infantry, who were holding Rhododendron Spur. While in reserve we were engaged in trench digging and constructing roads. On 3rd September we relieved the New Zealanders and took over their position, which consisted of the shallow trenches on Rhododendron Spur. We were reinforced the same day by 175 men of 5th Battalion Suffolks and 125 of the Norfolks.

Our squadron was 135 strong and our frontage 520 yards. Owing to the absence of roads and lack of transport all rations had to be carried from the beach by parties of men. Some of these rations had to be carried  $1\frac{1}{2}$  miles, and up to a height of 600 feet. This work was done during the day, and every available man was on trench digging and



manning the trenches at night. Our position faced Battleship Ridge and Chunuk Bair. A deep gully separated us from the enemy, whose trenches were from 120 to 400 yards distant. Our position consisted of trenches about four feet deep, manned by six posts with three reconnoitring patrols sent forward at dusk to watch the enemy's movements in the gully. R.H.Q. was situated about 400 yards in rear of the trenches.

On taking over the line, we immediately started to consolidate by deepening the position and extending the trenches for better protection against hostile artillery and machine-gun fire.

On 9th September, the 9th Light Horse Regiment arrived at the position, their strength being seven officers and 116 other ranks, and the Suffolks were relieved. We were then renamed "D" Squadron, 9th Light Horse Regiment.

From 4th to 16th, our trenches were shelled at frequent intervals during the day by the enemy from the direction of W. Hills.

On 19th September the enemy made a demonstration attack at 4.30 p.m., but did not leave his trenches, as we replied to their fire, supported by our artillery and the guns of one of our warships.

During the month of September the endurance of the men was heavily taxed by constant work and lack of sleep, in addition to the hardships. Very often we had no more than four hours' sleep in the twenty-four, and this continued for long periods.

From 25th to 30th September the enemy heavily shelled our trenches daily, causing many casualties. On 7th October we connected our trenches with those held by the 25th Battalion on the Apex position. During the digging of this trench we were subjected to heavy artillery and machine-gun fire from Chunuk Bair.

On 9th October, a sap was started from our fire trench to a bluff overlooking Sazli Beit Dere. This was to enable us to get our bomb mortars into position and cover the gully where the enemy was very active at night. For two nights we were allowed to work undisturbed, but afterwards we were subjected to heavy machine-gun fire from Battleship Ridge at frequent intervals. We constantly engaged the enemy snipers and kept their fire down during the day.

At 4 a.m. on the 15th we made a demonstration along the whole of the line, the enemy replying with very heavy

machine-gun fire from Battleship Ridge. From 20th October to 9th November the enemy shelled our first line trenches and bivouacs with guns of heavy calibre, which he had evidently brought up into the position. Owing to the chalky nature of the ground in which our front line trenches were dug, they were knocked about considerably, and had to be continuously rebuilt.

On 10th November, the squadron was relieved by New Zealanders, and we bivouacked on Canterbury slopes as reserves. Whilst there, we held a detached post on Table-top Hill and supported the machine guns on that position. We immediately proceeded to construct underground shelter in preparation for the wet weather.

At 9 p.m. on 27th November snow commenced to fall, and continued throughout the night. This made the tracks impassable for mule transport, and rations and water had again to be man-hauled up the steep slopes.

During the period from 24th November to 10th December, periods of silence were enforced ranging from 12 to 48 hours. No firing was allowed during these periods, even though the enemy approached our trenches. These periods of silence were practised so that the enemy would become accustomed to them, and thus gain no idea of the coming evacuation.

On 2nd December, Captain P. J. Bailey was ordered to proceed to the island of Imbros to represent the New Zealand and Australian Divisions at a conference in connection with the formation of a rest camp at that place. Leaving Gallipoli at 3 p.m., he embarked on a mine sweeper (the only passenger), and proceeding to the island, prepared plans for the camp which were delivered to Headquarters when he returned on 8th December. Owing to the total evacuation being ordered the winter rest camp plan was abandoned.

On 16th December we moved into the line and relieved the 8th Light Horse Regiment, which was holding part of the sector on Rhododendron Spur. On the same night the operation of evacuating Gallipoli was commenced. A party of ten from our squadron left with the first troops. On the nights of the 17th and 18th, similar parties left with other troops for Lemnos.

On the 19th we were given various jobs to do, such as the lighting of fires in various places to deceive the enemy in regard to our diminishing numbers. During the evening we were kept busy setting up rifles in the trenches, to which



contrivances had been attached for the purpose of discharging them at varying intervals after our departure from the trenches.

Major Parsons left on the second night, taking all with him but the following:—Major S. W. Barlow, Capt. P. J. Bailey, Capt. R. B. Ragless, Lt. J. H. Shearer, Capt. W. Evans (M.O.), and a party of 60 other ranks. On the last night, this party, the last of the 9th Regiment, left at 10 p.m. and were carried from Williams' Pier by lighter to the battleship "Mars" at 1 a.m. We arrived at Lemnos at dawn.

From Lemnos we proceeded to Egypt, and concentrated with the 9th Light Horse Regiment at Heliopolis Racecourse Camp, and, on re-origination of that regiment, the majority of us were absorbed. We were re-equipped and put through a course of training.

## CHAPTER IV.

### EVACUATION OF GALLIPOLI.

One of the greatest military and naval achievements of this or any other age was the evacuation of the British troops from the Gallipoli Peninsula.

It was an evacuation that developed into a stealthy, organised, yet perforce immeasurably slow retreat from under the very muzzles of the Turkish guns. It has been said that the audacity of the plan contributed largely to its success. That is true; but it was not that kind of audacity that impels men, in the heat of a moment, to perform great deeds in the face of overwhelming odds. It was a calm, thoughtful, studied audaciousness that contemplated every move and countermove, every action and reaction in a delicate and dangerous enterprise. The plans covered every phase of a successful retreat, and more—they contemplated failure! At the Island of Lemnos nearby, scores of big transports were made ready to transport the wounded which, in the event of failure, was estimated to total at least 15,000. Both military and regular hospitals at Lemnos were cleared of their inmates, and every available building that could be used in an emergency was made ready.

Hitherto the sick and slightly wounded were placed in hospitals on the Peninsula, but now the circumstances were altered and they were evacuated. The troops were divided into groups, and the groups subdivided into small parties, each man knowing the duties he had to perform, and the exact hour of his departure. As near as possible the daily routine was unaltered. Small boats steamed into the cove by day, but at nightfall they slipped away from the friendly gloom of the beach, bearing their quota of departing troops. The best of our horses, mules and donkeys were taken off the Peninsula. The remainder, classed "unfit for further service," were destroyed—poor recompense for faithful service amongst such man-made dangers as they endured—and one of the saddest incidents of the evacuation.

One of the first moves in the great scheme of deceiving the enemy was the "silent stunt." We manned our trenches as usual, but we were under strict orders not to fire a shot, unless we were attacked. There was to be no talking, no haphazard wandering over skylines or high ground. In fact,



our trenches must be kept as silent as the strip of "No Man's Land" between. The silent ruse had its effect on the enemy. He became jumpy and unsettled, and at times blasted our trenches with everything he had. On the third day, the Turk could stand the suspense no longer, so he sent a strong party across to investigate the cause of the silence. They came to within 10 yards of our lines when we opened fire, at which they beat a hasty retreat, leaving 20 of their number dead and more than 50 wounded, and so the first of a series of "silent stunts" came to an end.

We were told that the evacuation would be completed on the night of the 19th-20th of December. On the evening of 18th December (the second last night of the evacuation) the troops remaining numbered 20,700; of these 10,700 were to be taken off that night in three embarkations, as follows:—

First embarkation	..	..	..	4,700
Second embarkation	..	..	..	3,200
Third embarkation	..	..	..	2,800

The remaining 10,000 were distributed over three embarkations for the night of 19th December, as follows:—

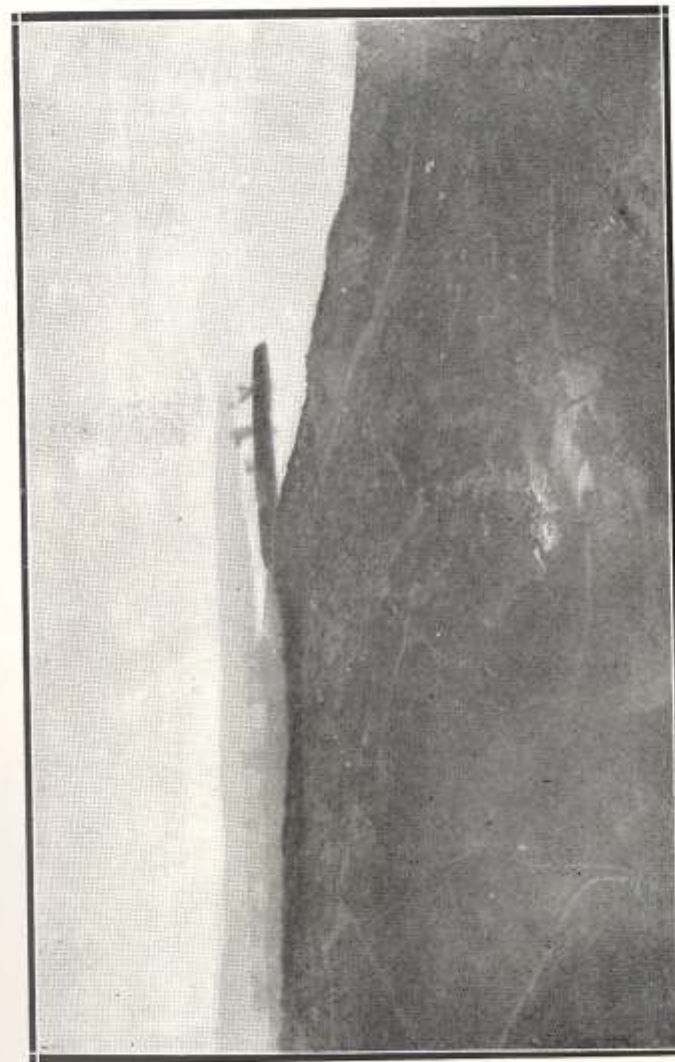
First embarkation	..	..	..	4,000
Second embarkation	..	..	..	4,000
Third and final embarkation	..	..	..	2,000

On the evening of 18th December, 1915, an Army Corps Order reading as follows was issued:—

"The Army Corps Commander wishes all ranks of the Division to be informed of the operations that are about to take place and a message conveyed to them from him to say that he deliberately takes them into his confidence, trusting to their discretion and high soldierly qualities to carry out a task, the success of which will largely depend on their own individual efforts.

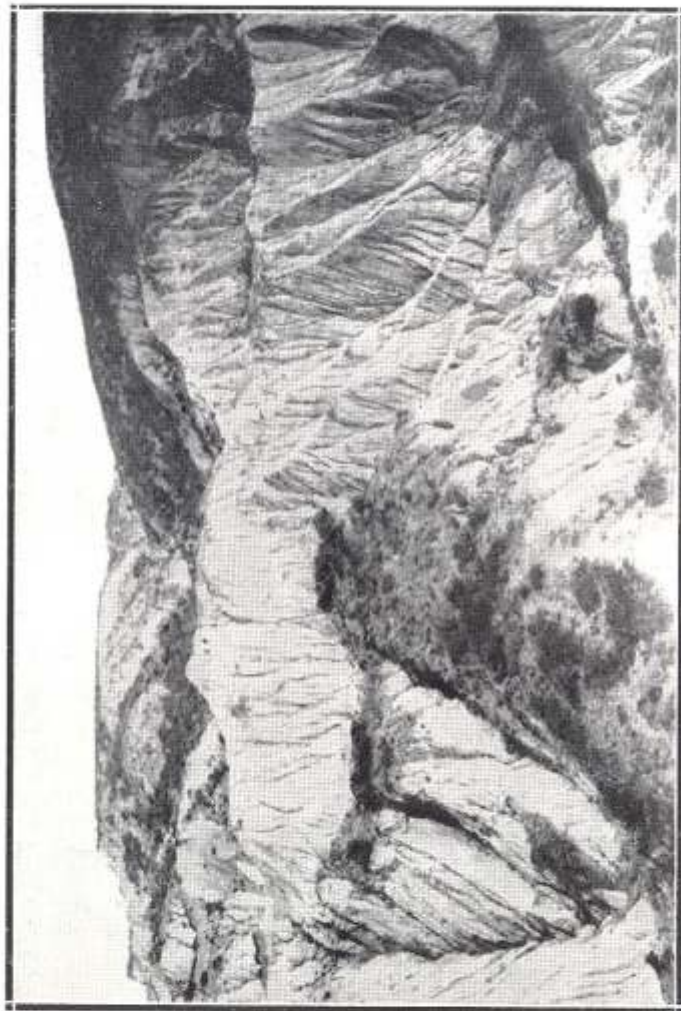
"If every man makes up his mind that he will leave the trenches quietly when his turn comes, and see that everybody else does the same, and that up till that time he will carry on as usual, there will be no difficulty of any kind, and the Army Corps Commander relies on the good sense and proved trustworthiness of every man of the corps to ensure that this is done.

"In case, by any chance, we are attacked on either day, the Army Corps Commander is confident that the men who have to their credit such deeds as

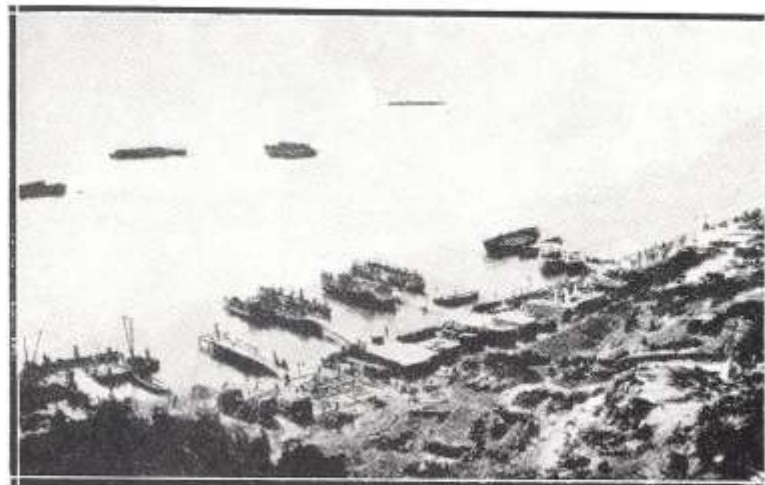


Distant View of The Narrows, looking over Chatham's Post. This position marked the extreme right flank of the Australian line and was occupied by the 11th Squadron of the Regiment. Three shells fired from H.M.S. Bacchante can be seen bursting on Gaba Tepe.

Australian War Memorial Photograph. Copyright.



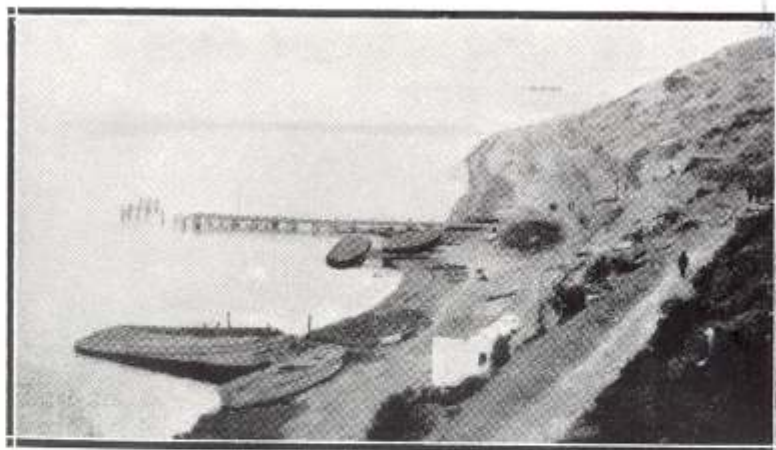
*Australian War Memorial Photograph. Copyright.*  
A View from Number 1 Outpost, looking towards Table Top, Rhododendron Ridge, The Apex, Channuk  
Bair and Sniper's Nest.



*Australian War Memorial Photograph. Copyright.*

#### OCCUPIED.

A View of Anzac Beach during the occupation of the Gallipoli Peninsula by the Australians.



*Australian War Memorial Photograph. Copyright.*

#### DESERTED.

The empty Beach at Anzac on 18th December, the day before the final evacuation.





*Australian War Memorial Photograph. Copyright.*

The side of Table Top, showing Light Horsemen descending on their way down the Saxli Belt Dere from Rhododendron Ridge, a post which was occupied by "C" Squadron of the Regiment.

the original landing at Anzac, the repulse of the big Turkish attack on 18th May, the capture of Lone Pine, the Apex and Hill 60, will hold their ground with the same valour and steadfastness as heretofore, however small in numbers they may be. He wishes all men to understand that it is impossible for the Turks to know or tell what our numbers are, even up to the last portion of 'C' Party on the last night, as long as we stand our ground."

The personnel of the small parties which would hold the key positions on the last night on Gallipoli were selected, and for them life meant one round of lectures and more lectures. Twice a day they reported to Brigade Headquarters for instruction. Under no circumstances—they were told—would any troops be disembarked after they were placed on the boats. In the event of an attack by the enemy, those left in the trenches must attempt to hold their ground unaided. Many of these parties were not more than 20 strong, and this small party would eventually hold a line of trenches ordinarily occupied by 200 troops. An ingenious scheme was devised to maintain a fitful firing from our trenches during the last night and after we had gone. Loaded rifles were set with sandbags at the loopholes. A kerosene tin of water was fastened above each one, and below, depending from their triggers by a wire, was an empty can, placed in such a position that as the water trickled slowly from a hole in the upper can, it fell into the lower one, and when the necessary pressure was obtained the rifle was discharged. Meanwhile the holes in the cans were stopped with wooden plugs, to be released when all was ready. By having graded holes in the cans, numerous rifles could be made to fire at different intervals.

Bombs with long slow fuses were also thrown over our parapets. These would explode long after we had left the trenches.

In the early hours of the morning of 18th December, a fire broke out in the central block of the supply-dump at North Beach, Anzac, and being fed by cases of biscuits, tinned meat, and drums of oil, it soon enveloped the whole stack. As the mighty flames leapt skywards and dense columns of smoke drifted inland, a Turkish gun behind Gaba Tepe opened fire on the beach and there was a tense moment of uncertainty whilst the Australians wondered whether the incident would reveal the true position of affairs to the enemy. The erratic nature of the shelling, however, made it clear that his shelling at that moment



was a mere coincidence. There is no doubt that he saw the fire and probably believed it had been caused by his own shells. The actual cause of the fire was never ascertained, but it is generally believed to have been accidental.

On the morning of the nineteenth the weather looked threatening, and we speculated on the likelihood of experiencing yet another severe Aegean storm. The recent fall of snow had thawed, leaving the ground its natural red-brown colour. From each post to the jetty of embarkation, the best path and one already familiar to us was marked. On this track scraps of cloth and rice and flour had been strewn so that the parties would not lose their way in the darkness. Every definite turn in the pathway was indicated by a biscuit tin placed in a shallow hole, and in which a candle burned. The tin was perforated in the design of a letter of the alphabet. If there were five turns in the road you traversed, the first tin you came to showed the letter V, the next W, and so on until finally the last turn, quite close to the pier and the spot where all the paths converged, bore the letter Z.

The last parties were not encumbered with rifles or equipment; all they carried was a haversack of bombs. Pieces of blanket wrapped around their boots muffled their tread to a spectre-like quietness. Immense stacks of abandoned stores were dumped on the beach and soaked with petrol and kerosene in readiness for the valedictory bonfires. Our gunboats moved slowly about the adjacent waters, in readiness to pour a heavy fire into the Turkish redoubts. Four ponderous monitors stood in the offing, their outlines throwing a grim silhouette against the crimson of an evening sky.

In the early part of that last night, long lines of silent marchers threaded their way to the beach and the waiting boats. As the night wore on the parties arriving at the beach were smaller and the intervals between their arrival grew longer. Finally, the last handful of Anzacs stood upon the beach waiting for the last boat to take them off. Behind them the steep hills of Gallipoli reared in silhouette against a starlit sky. On the slopes and spurs and plateaux where the deserted trenches lay, the "set" rifles cracked like the ghostly sniping of a phantom army. At 4 o'clock a small boat slipped into the pier, and at ten past four crept silently away, bearing the last of the Anzacs.

The seemingly impossible had been accomplished. Anzac was evacuated without casualties.

The German military correspondent of the "Bossische Zeitung" in Turkey wrote:

"As long as wars last, the evacuation of Suvla and Anzac will stand before the eyes of all strategists as a hitherto unattained masterpiece."

The following special order was issued by Lieut.-General Sir Alexander Godley, K.C.M.G., C.B., commanding Australian and New Zealand Army Corps:—

"The Army Corps Commander has received for transmission to all ranks of the Army Corps congratulations from Sir Charles Munro, the Commander-in-Chief, and Sir William Birdwood, commanding the Dardanelles Army, on the successful conduct of the difficult and delicate operation of withdrawing from the Gallipoli Peninsula. In forwarding these messages to the troops, Sir Alexander Godley wishes to express to all officers and N.C.O.'s and men his thanks for the loyal co-operation and his admiration of the steadiness and coolness with which they carried out the orders. Had it not been that everyone played his part thoroughly and efficiently, this most difficult task could not have been carried to such a successful conclusion.

"Australians and New Zealanders have added yet another gallant feat of arms to the already notable record of achievement of which their Dominions are so justly proud."

A summary of casualties in the Regiment during the period 29th August, 1915, to 19th December, 1915, is as follows:—

Killed in action	..	..	..	..	9
Died of wounds	..	..	..	..	7
Died of disease	..	..	..	..	6
Wounded	..	..	..	..	57
					<hr/> 79

The troops were taken back to the training camps of Egypt, and by the end of December the worn and shapeless hats of the Gallipoli diggers were familiar sights again in the streets and bazaars of Cairo.

#### REFLECTIONS.

While the evacuation was in progress there was little or no speculation amongst the Australians as to whether or not the Turks were aware of our plans to retire. Every man taking part in the operation had a definite, and, in fact, individual task to perform and he tackled it with a consciousness that precluded theorising. Afterwards, however, in the camps of Egypt and the highways and byways of Sinai and Palestine there was much idle, and at times animated discussion amongst our men in debate on the



question. Some were convinced that no troops could withdraw from trenches thirty feet from an enemy (such as ours were in some places on Gallipoli) without being discovered, and based their premises accordingly. The opposing faction contended that the characteristics of the Turk and the German were such that they would not permit either to stand by passively while an enemy retired peacefully from the shadow of his fortresses.

The evidence of eyewitnesses stationed on our gunboats lying off Anzac Cove on the morning of 20th December, enemy despatches and the correspondence subsequently seen, reveals that neither the Turks nor their German masters had the slightest knowledge of our plans to evacuate Gallipoli. In the closing days the enemy did notice certain abnormalities, but he failed to interpret them correctly. For example, the concentration of British ships at Imbros, "emitting much smoke," signalled the approach of heavy reinforcements; lights observed near the shore indicated the landing of troops; the explosion of the big mine at The Nek just before daylight on the morning of the 20th was believed to be the signal for a British attack along the whole front, and so, while the remnant of that gallant force padded silently down the hills and gullies to the waiting boats, the Turks crouched in their trenches tensely waiting an event that never happened. When zero time came the Australians were many miles away.

All doubts are dispelled by the German Commander, Liman von Sanders, in his account of the campaign written after the war, when he writes:—"The intention of evacuating the Peninsula was naturally not known to us, and didn't become so even to the very last moment—"

The Australian soldier was always interested to know the Turkish soldier's reactions when he discovered the Anzacs' magical disappearance, and an observer in the ship "Grafton," lying off Anzac Cove, has left an intriguing record of the scene as it appeared from the evening of the 19th to the morning of the 20th. This extract is quoted from the work of the Commonwealth Official Historian.

"5 p.m.—Nothing (i.e., nothing abnormal).

"6.45 p.m.—"Mars" passes, steaming quickly close in towards fire (i.e., the remains of the fire on North Beach).

"8.30 p.m.—"Mars" passed us with 2,000 troops on board. Moon behind clouds. Beachy (the Turkish gun in the Olive Grove) was not shelling—at any rate, till 8 o'clock. The ordinary rattle of rifle fire comes from the direction of The Nek . . . The big whale-like shape of Sari Bair against the faint misty sky. A fire or two burning steadily.

One of our field-guns at Suvla is firing. The rattle from Anzac is like a low crackling fire; that at Suvla like a kettle of water boiling. A bomb has flashed on The Nek—then a dull report.

This ship is at anchor on a perfectly silky sea. A destroyer is moving across the surface of it—very slowly, like a black cat—200 yards to port. I can hear the rustle of her bows moving thro' the silky water. A bomb at Hill 60.

It is about 9 o'clock. An ideal night for the job. No ships (only a few lights) visible at Suvla. One ship about a mile on our port beam. Barely a wrinkle on the water. Soft air from the north. Moon at present quite invisible. The wash of the destroyer has been lapping against our side like the wavelets on the edge of a pond.

"10.0 p.m.—Three ships just gone in. Twelve cutters should be leaving Watson's.

"10.15 p.m.—Five trawlers coming out with cutters in tow.

"2.14 a.m.—Bomb on Apex.

"2.21 a.m.—Something sounding like a mine at Suvla.

"2.25 a.m.—Bomb at Walker's (i.e., Russell's Top). Somebody has brightened up the incinerator on Shell Green.

"2.30 a.m.—A thick mist has gone over the moon.

"2.48 a.m.—"Maxim" on the left in three bursts. Little Table Top light still bright.

"2.55 a.m.—Quite a fair amount of firing, all from the centre. Bomb at The Nek.

"3.35 a.m.—Firing still heavy right to extreme right. "Beachy" burst a shell over Artillery Road.

"3.30 a.m.—Dull sound as of gun being blown up.

"3.45 a.m.—. . . Flashes of rifles on Sniper's Nest.

"3.46 a.m.—Heavy machine gun action.

"4.0 a.m.—Fire at Anzac has almost ceased except a few flashes.

(Author's note.—As the diarist was making this entry the last lighter was leaving the pier with its last load of soldiers. The personnel of the only party now remaining was: Brigadier-General J. Paton, Brigadier-General E. A. Wisdom, Rear-Admiral C. M. Staveley, Captain C. A. Littler (two others unknown).

This party waited on the beach for ten minutes in case any stragglers arrived, but as none came they embarked in Staveley's steam-boat, the last to leave being Paton himself.)

"4.26 a.m.—Firing fairly constant.

"5.0 a.m.—Turks still firing. No one ashore. Machine gun going every now and then.

"5.15.—Turks still sending an occasional sniping shot at our trenches. Little Table Top light still burning.

"5.40.—Turks still sniping at Anzac.

"6.0 a.m.—Turks fire has practically ceased except . . . shots from near Nek (or) No. 1 Post. Pier lights and Table Top light still burning.

"6.45 a.m.—Olive Grove and other batteries opened heavy bombardment on Anzac position—very wild. Shells bursting all over position.



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"6.45 a.m.—Olive Grove and other batteries opened heavy bombardment on Anzac position—very wild. Shells bursting all over position.



"7.5 a.m.—Signal to 'Grafton': 'All ships to prepare to open fire on mule carts and stores (i.e., those abandoned by the A. & N.Z. Army Corps). As all wounded have been evacuated, firing can be made without danger.'

Bombardment (by Turkish guns) still going on; very high.

"At 7.45 a.m.—(Enemy's) shelling stopped and crowds of Turks can be seen running all over our trenches. We are going to fire on stores on beach."

The diary ends.

(Author's Note.—This was the actual moment when the Turks discovered that our trenches were deserted and realised that the Australians had gone.)

And so the story of Anzac draws to a close. There is little to add except that the gunboats completed the job by pouring a terrific fire into the dumps of stores on the beach, and Captain Grace, of the "Grafton," turned his 6-inch guns upon the enemy, bursting salvoes along the trenches near Brown's Dip, a finale that may be aptly termed a "coup de grace."

On Gallipoli the Australian force lost in all 26,094 men, and the New Zealanders 7,571; of the Australians 7,594 were killed, of the New Zealanders 2,431. The total British loss was 119,696, and that of the French 27,004. The losses of the enemy are given by Liman von Sanders as 218,000, the number killed being 66,000.

## CHAPTER V.

### EGYPT AND REORGANISATION.

Immediately after the evacuation of Gallipoli, the squadrons of the 11th Light Horse remained attached to the regiments with which they fought on Gallipoli, and, on returning to Egypt, were located at the following mentioned places:—

"A" Squadron and Machine Gun Section with the 2nd Light Horse Regiment at Aerodrome Camp, Heliopolis; "B" Squadron with the 5th Light Horse at Maadi, and "C" Squadron and Headquarters Staff with the 9th Light Horse at Racecourse Camp, Heliopolis.

These regiments now began the serious work of re-organisation, and, to all intents and purposes, our squadrons were gradually being absorbed by them.

As individual soldiers we had pleasant associations with members of these regiments, and, by reason of our service on Gallipoli together, there were many soldierly bonds between us, but, on the other hand, we of the 11th Light Horse were members of an original regiment, and had a definite identity which we wanted to preserve.

For a period of six weeks, while dismounted training was being carried out, it appeared that a reunion of the old regiment would not be realised, and rank uncertainty reigned amongst us. During this time, it was even rumoured that we were to be attached to the 4th Australian Infantry Division. And then, quite suddenly, on the 12th February, 1916, a day that should be remembered and celebrated by every 11th Light Horseman, the G.O.C. in Egypt signed an order for the reorganisation of the Regiment as a mounted unit under our previous Commander, Lieut.-Colonel W. Grant.

The Squadrons' Headquarters and Machine Gun Section were reassembled at No. 2 Oasis Camp, about two miles from Heliopolis, and approximately 12 miles from Cairo.

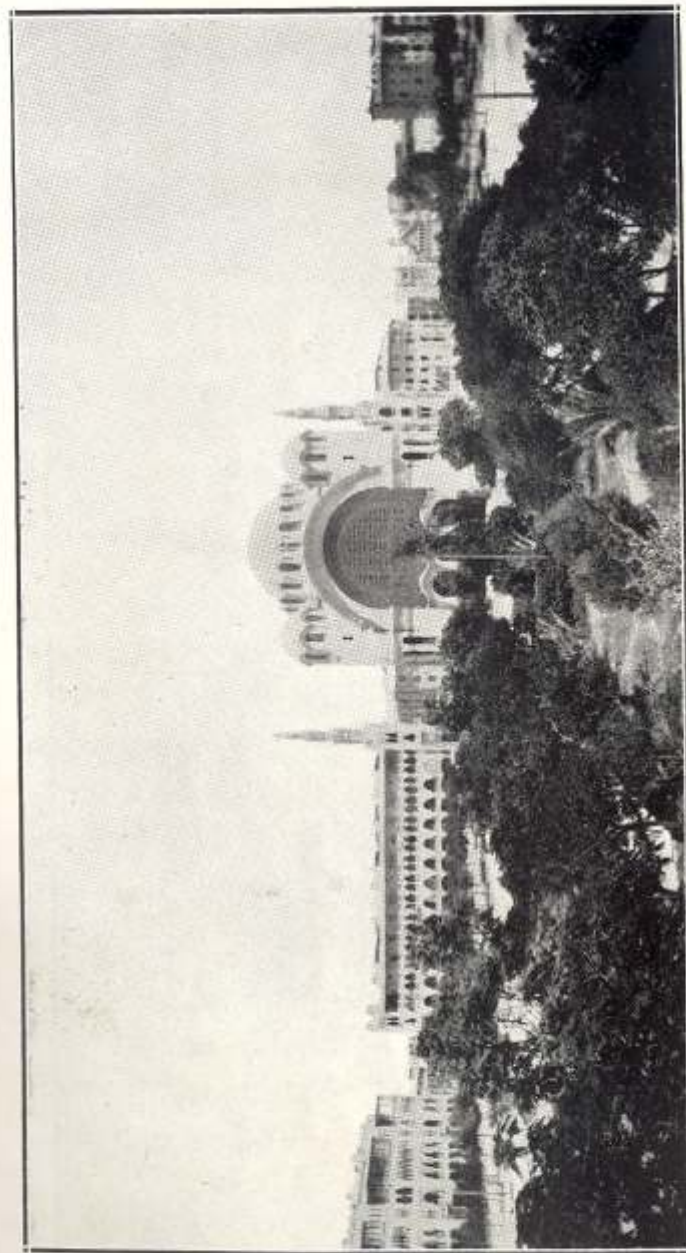
Heliopolis (City of the Sun) was one of the most extensive cities of Egypt during the reign of the Pharaohs



and also an important seat of learning. We are told that Plato and many of his contemporaries became associated with its famous schools and universities. Joseph and Mary of Nazareth are said to have rested here with the infant Jesus. Heliopolis was the scene of many ancient battles for supremacy amongst the warlike tribes of Egypt, and in more recent times (the year 1800), the scene of a great battle between the French and the Turks, in which the latter were defeated. In 1915 we saw Heliopolis as a modern town with expansive streets and magnificent buildings. The Palace Hotel, erected in 1912, was said to be one of the finest in the world, with appointments more elaborate than many of the best hotels in Europe and America. An electric train service connected it with Cairo, and a palatial casino was erected in the hotel grounds. At the outbreak of war, Heliopolis was considered the playground of Egypt, but soon afterwards the military authorities annexed the Palace Hotel for use as an hospital for wounded soldiers, renaming it No. 1 Australian General Hospital. The old Grand Continental building at Gazeirah, near Cairo, was annexed, and used as No. 2 Australian General Hospital.

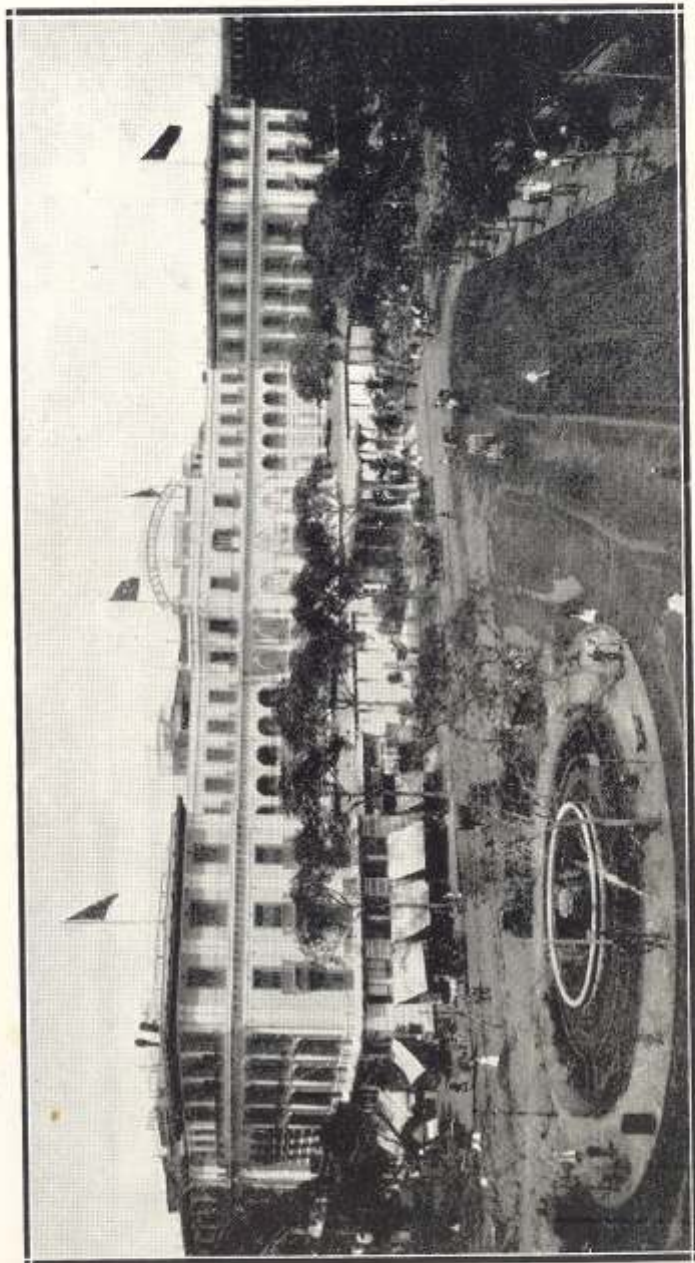
Many of the Australians will remember Heliopolis because of its famous Luna Park, which was certainly the playground of the Diggers camped within donkey-ride of the town. The troops worked hard during the period of reorganisation, but, despite the long hours, or, perhaps, because of them, liberal periods of leave were granted to enable us to visit Cairo and other places of interest along the Nile.

The Egyptian Railway Department catered for three classes of passengers, but the Digger, with his usual indifference to rules and regulations, frequently travelled first class on a third class ticket, or more often than not failed to buy a ticket at all. Such conduct, of course, could not be overlooked, so the military authorities issued an edict to the effect that the rank and file must in future travel third class on the Egyptian Railways, and thereby hangs a tale. A trooper in this Regiment was arrested by the military police and charged with travelling in a second class compartment. In due course he came up for trial and was summarily fined in accordance with Army order so-and-so. That night a wag in the Regiment gave the matter serious thought, with the result that the following verse, in relation to the incident, appeared on the



Palace Hotel, Heliopolis, which housed No. 1 Australian General Hospital.





Grand Continental Building which housed No. 2 Australian General Hospital at Gazalah, near Cairo.

regimental notice board next morning at our camp at Heliopolis:

"There he stood, dejected in his mien,  
On either side his captors' bayonets gleam,  
Disgraced, dishonoured, his death his country's gain,  
He dared to travel second in a dirty 'Gippo' train."

The author of this piece of satire was a fellow in the 11th Regiment by the name of Anonymous.

The original 4th Brigade comprised the 11th, 12th and 13th Regiments, but as the 13th was required for service overseas, the 4th Regiment took its place in the Brigade. The old colours of maroon and gold were discarded and replaced by green and blue.

While awaiting the arrival of horses, dismounted drill and musketry practice were carried out, and on the 2nd March, 30 horses were drawn from the Remount Depot, and, on the 20th March, 74 mules were taken on strength for transport work. On the 5th April, we drew a further 185 horses from the Depot at Maadi, and for the next few days the work of the Regiment was confined to exercising the horses and preparing them for the desert campaign ahead of us. On the morning of the 26th April, the Regiment, less "B" Squadron, left Oasis Camp for the training grounds of Tel-el-Kebir. A large camp of Australian and Imperial Infantry had been established here, and the Regiment supplied mounted patrols for the camp.

The following promotions and transfers were listed at this date:—

Major S. W. Barlow appointed to the command of the 2nd Australian Light Horse Regiment. Major J. W. Parsons promoted to second-in-command of the Regiment. Capt. P. J. Bailey promoted to Major, and to have command of "C" Squadron. Capt. L. S. Alexander appointed Adjutant of the Regiment.

Major Siekman and Capt. Ragless were transferred to the 9th Regiment and Lieut. Mackrell to the 2nd Regiment.

Tel-el-Kebir has a rich historical background. Through the ages great armies have fought across its arid wastes to gain possession of the rich Delta lands of Egypt. Its battlefields were the gateways to Cairo and the Nile.



Over this region, in ages now dim in history, passed the invading hordes bent on plundering the prosperous subjects of the Pharaohs. Here the warlike Romans fought to establish an Empire, and here, too, trod the conquering Turks of the middle ages to impose their stern rule over the "fellahin."

Over this country Napoleon marched his "Army of Egypt," to traverse the eastern shores of the Levant. Nor have victories been won in this region solely by foreign troops. Still visible above the sandy wastes of Tel-el-Kebir are the ramparts captured by the British troops under Sir Garnet Wolseley in 1882.

The ravages of wind and rain had smoothed the original sharp lines of trench and rampart to humps and mere depressions. But time could scarcely dim our vision of the bold lines of British soldiers who dashed across here on that early September morn to drive Arabi Pasha and his army from the trenches. The defeat at Tel-el-Kebir was the end of Pasha, for within a few days, his scattered army was disbanded, and thus was begun that military control of Egypt by the British which has endured to our own day.

So much for the glorious historical background of Tel-el-Kebir. To us it was a hard and exacting camp. Our horses, for the most part, were raw and untrained, and we spent long hours on the hot, dusty plains teaching them the drill of a mounted unit. Besides this, we had long treks, mounted, and at times on foot, to help accustom man and horse to desert conditions. The meagre water supply (purposely meagre) on such occasions was a prediction of the days ahead, when we would be marching or riding or fighting across the waterless wastes of Sinai.

On 17th May, the Regiment, with the exception of "B" Squadron, which was left to take care of the horses, entrained at Tel-el-Kebir en route for Serapeum, on the Suez Canal. Here we detrained, and, crossing the canal, marched along a narrow gauge railway a distance of eight miles to a post known as "Serapeum Railhead." We supported the 13th Infantry Brigade and occupied the lines of defence at night. On 13th June an enemy 'plane bombed our camp, but no casualties occurred.

On 19th June the Regiment took over the complete defence of the railhead, constructing trenches, erecting barbed wire, and otherwise consolidating the position.

Early morning patrols were sent out beyond our lines to test the strength of the enemy and discover his activities.

At the end of June, "B" Squadron moved from Tel-el-Kebir to Moascar with 208 horses and 48 mules, and on 5th July the Regiment was relieved at Serapeum and joined "B" Squadron at Moascar.

The following mentioned N.C.O.'s were commissioned: R.S.M. G. H. Hoffman, Sgt. J. S. Bartlett, Sgt. L. S. Gordon.

Moascar is located on the Cairo—Port Said Railway, and was the largest Australian Light Horse Detail Base west of the canal. It also supported the largest remount depot in Egypt.

On 9th July the Regiment, now fully equipped and mounted, left Moascar for El Ferdan and Ballah, two small military posts on the western side of the Suez Canal.



## CHAPTER VI.

## SINAI.

## Desert Patrols.

After leaving Moascar, our objective was an outpost at Bally Bunion, on the eastern shore of the Canal, where we intended to establish a base for patrol work, and accordingly one officer and 30 other ranks were sent there to erect stables to accommodate our horses, and the Regiment followed on the 20th July.

Sinai is a land of fine, white sand, of easy ascents and soft descents, and for the most part it is waterless. In many places the sand is perhaps finer than any sand you have ever seen, and when the strong winds sweep across the desert's dusty face the contour of a sand dune may be changed overnight. A huge hump on a dune may be flattened in a few hours, and a peak raised on its other extremity where one never existed before.

Beginning in mid-March, a strong hot south-westerly wind sweeps across the Arabian and Egyptian deserts, and lasts for more than two months. The Arabs know it as the Khamsin season, and it is a very difficult period for the nomads of the desert, the caravans passing through, or any traveller who happens to be abroad at such a time. At the height of this desert hurricane, the sun loses its glare, the air is filled with thick clouds of flying sand and dust, which cut the skin, and the light of midday has the semblance of dusk. The whole of the desert becomes an infernal region.

Of course, it is not always so. In normal times, the days are hot and the nights are cold. There are glorious sunsets followed by cool, clear nights, when floods of pale moon and starlight transform the valleys and sand hills into a veritable fairies' land.

The greatest bugbear of the desert, of course, is its meagre water supply. There are small oases of date palms scattered throughout Sinai, many of them containing not more than one or two small shallow wells of sweet water, and in order to supplement this supply, cement cisterns were built in the beds of the principal wadis (water courses) which cross the peninsula. Occasionally there are torrential rains in the high regions of Sinai, and this water

sweeps down the wadis to fill the cisterns and thus provide water for the caravans and travellers in the desert where no oases exist.

The enemy relied upon these oases and cisterns to maintain his troops in their attack upon the Suez Canal, and their possession was equally important to us. At this time our agents reported the presence of about 25,000 Turkish soldiers in Sinai.

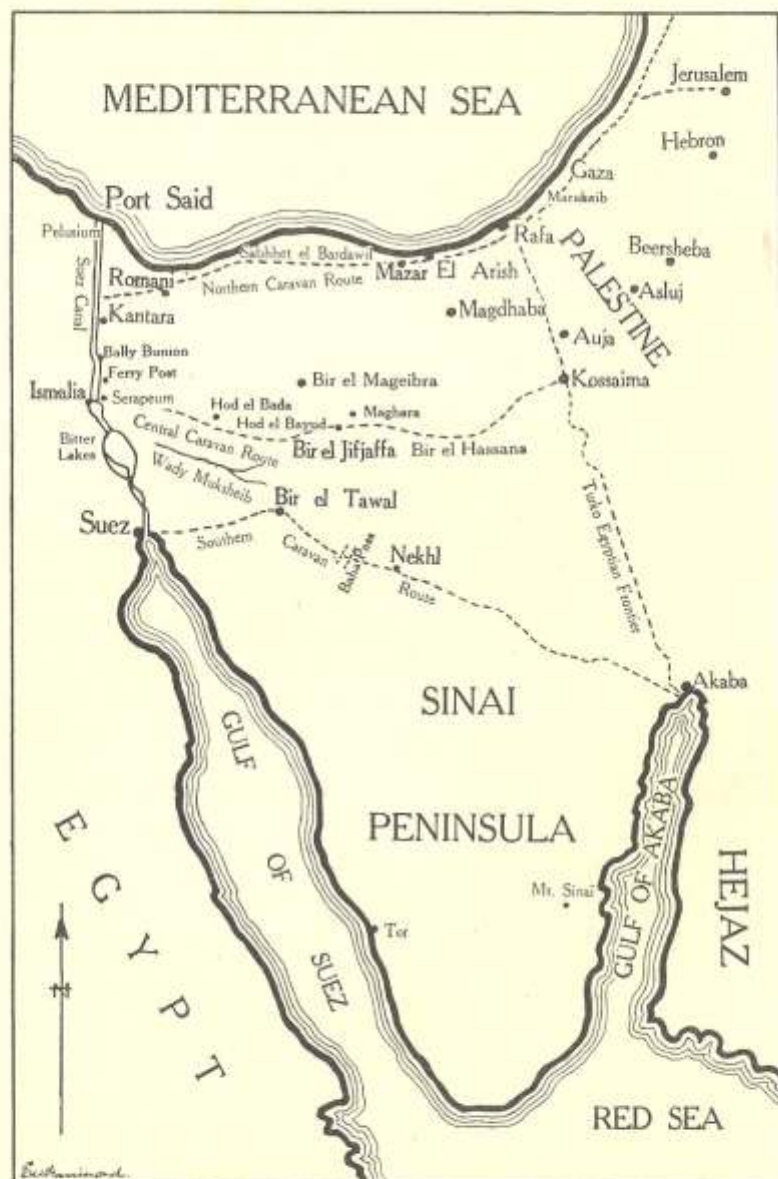
There are three well-defined caravan routes traversing the Desert of Sinai between Egypt and Palestine. The first is the Northern or Coastal Route from Port Said, through El Arish, to Gaza and Jerusalem. The second is the Central Route, from Ismailia, on the Suez Canal, through the Great Wadi um Muksheib, to Bir el Jifjaffa, thence to Bir el Hassana, and so on through Southern Palestine to Beer-sheba. The third is the Southern Route from Suez, passing through Bir el Tawal, thence to Nekhl, the capital of Sinai, and so on to Akaba and the land of the Hejaz, in Arabia. This route is the Moslem road to Mecca, but of all the highways and byways into Egypt, the Central Caravan Route through Sinai is the oldest and has more historical and scriptural associations than any other.

The Queen of Sheba passed along this road with her glittering band, and, in fact, it was she who commanded the building of the great cisterns of rock and masonry along the Wadi um Muksheib, which stand there to-day. 'Twas by this road, too, that the kindly parents of Jesus fled with their Infant to the safety of Egypt.

The central road had both geographical and military advantages over all other roads, and so, early in 1915, Djemal Pasha and his 4th Turkish Army used it in their attack upon the Suez Canal. The populace of Turkey hailed Djemal as the "Saviour of Egypt," and on the eve of his departure from Constantinople Djemal declared that he would not return to Turkey until he had conquered Egypt.

His vanity, together with his eagerness to swoop down upon Egypt, caused him to under-estimate the fighting qualities of the British soldiers. The invaders actually reached the eastern bank of the Suez Canal; in fact, many of the Turkish soldiers were already in pontoons on that precious strip of blue water when the British went into action. Djemal, after suffering casualties of more than 3,000, was defeated and his army retired into the fastness of the Sinai Desert. It is little wonder that a man so supremely vain as Djemal Pasha regarded the defeat of his





soldiers on the banks of the canal as a mere temporary setback, and with characteristic arrogance he deployed his troops throughout the central and northern oases of Sinai in preparation for a second attack upon Egypt.

This turn of events caused the British High Command in Egypt to feel the necessity of having a mobile force in the desert; a force that could be broken into several small units to stab the enemy's oases, to harass his movements and pester his organisation in vastly separated places, and thus the Camel Corps, the Anzac Mounted Division and the Desert Flying Column were born.

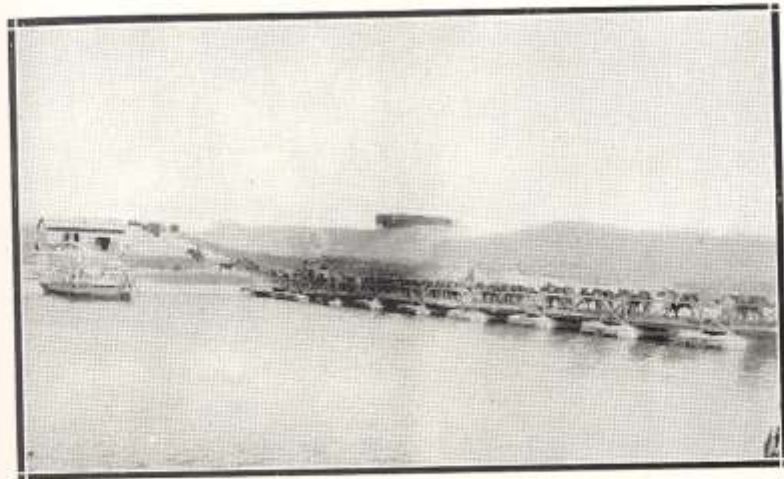
Later the 11th Regiment was to become a part of the Desert Flying Column, but for the time being we operated from Bally Bunion as a distinct unit.

On the 22nd July, the regiment, less "B" Squadron, moved out on patrol to Hod el Aras and Bir el Jefeir. After a brief rest the column moved on to the oases of Khar Wa Khurier and Hod el Simara. The Turks had retired from the oases at Jefeir and Bada, and it was decided to improve the water supply at these places for our own use in anticipation of the campaign ahead of us. Owing to the sandy nature of the country the wells we dug had to be timbered, the timber required being transported from the Suez Canal on camels. Completing this work, the regiment moved from Bally Bunion to El Ferdan railhead, a few miles to the south. At this post we came under orders of the General Officer commanding "C" subsection, No. 2 Section, Canal Defences. On the 30th July, patrols were sent to reconnoitre and dig wells at El Mahadat, and on the following day orders were received to the effect that the regiment would be attached to the Desert Mobile Column (or the Flying Column, as it was called) in the coming operations against the enemy, who was then reported to be advancing against the canal. "B" Squadron, under the command of Major J. Loynes, a seasoned soldier of the South African campaign, was selected to form a flying escort between railhead and El Mahadat, where a base was established. On the 2nd August two troops of "B" Squadron provided "safe conduct" for artillery units which moved forward to Mahadat. On the 4th the remainder of the regiment moved out from Ferdan railhead with the Mobile Column, watered the horses at Mahadat, and moved on to Hod el Bada, 16 miles from railhead, where we bivouacked for the night. At this point the Imperial Camel Corps, another unit of the Mobile Column, moved independently to the south to reconnoitre the oasis of Hod el Bayoud, and the regiment moved on to Mageibra,



a Turkish outpost 14 miles to the north-east. The enemy retired, leaving us to capture his wells, pumping plant, water troughs and wireless station.

Sergeant John Merson, of "A" Squadron, and ten men were sent forward to patrol the area on our front, and with very commendable courage and resourcefulness the sergeant and his men surprised and captured a Turkish camp guard of eight men, together with five hundred soldiers' kits, a quantity of food and various articles of equipment. It is worthy of note that these were the first Turkish soldiers captured by the 11th Light Horse Regiment in the Sinai campaign.



The 11th Regiment crossing the Suez Canal by a Pontoon Bridge.



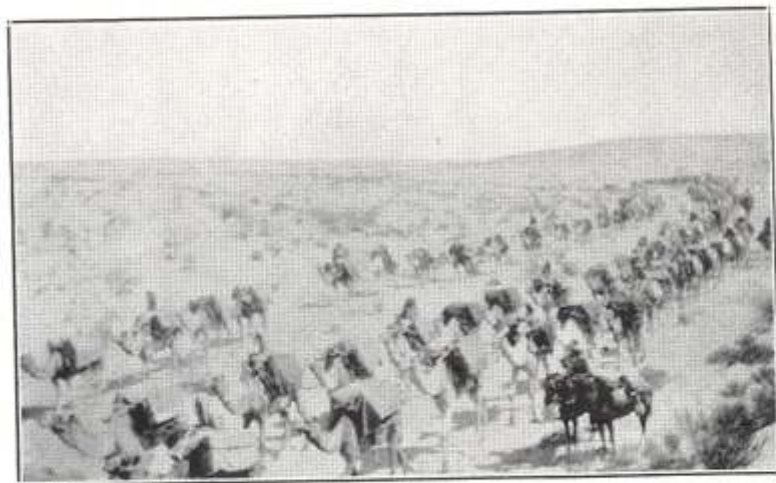
*Photo. lent by Mr. R. L. Marsland.*

The old ramparts of Tel-el-Kebir where the British Troops, under Sir Garnet Wolseley, defeated the Arabs in 1882.





The oasis at Hod el Bayoud, where a troop of the 11th Regiment was attacked by the Turks while watering horses.



Camel Transport bringing up rations and water during the engagement at Aweidia and Bayoud.



Major Geoffrey H. Vernon, M.C., Medical Officer, 11th Light Horse Regiment, February, 1916, to November, 1917.





Turkish prisoners captured at Aweidia being interrogated by Lieut.-Colonel Grant in the Oasis at Hod el Bayoud.



Typical Bedouin family of one of the nomadic tribes of Sinai.

## CHAPTER VII.

### BATTLES OF AWEIDIA AND BAYOUD.

On the morning of the 7th August, the Desert Column was hastily drawn up at Mageibra and ordered to advance and attack the enemy's left flank. The column comprised the 11th Light Horse Regiment, a regiment of City of London Yeomanry, and the 4th, 6th, 9th and 10th companies of the Imperial Camel Corps, all of which were under the command of Colonel C. L. Smith, V.C. At daybreak, we moved quietly out of the camp and advanced to Bir el Aweidia, a distance of four miles, without encountering the enemy. The country here was made up of a series of small sand hills packed closely together with narrow strips of desert gorse bush filling the ravines. It was difficult country for scouting, and we realised this, a mile or so beyond Aweidia, when our advance guard, under Lieutenant F. Farlow, came within a hundred yards of a Turkish outpost before either party was aware of the other's presence. The Turks were too dumbfounded to offer resistance, and endeavoured to escape to their main line of defence, located on a long narrow ridge in the background. Quickly recovering from the first sharp shock of surprise, Lieutenant Farlow ordered his men to charge, and, with splendid dash, they galloped forward, capturing a number of Turks and routing the remainder.

Shortly afterwards, a time probably coincident with the arrival of the Turkish stragglers, who had escaped to their own lines, the enemy opened fire on us with shrapnel and machine guns. We estimated that he had four field batteries, twelve machine guns, and five hundred rifles, whereas we had no artillery and only four machine guns, and four Lewis guns to support our rifles. We had moved very rapidly in our advance, and to such an extent, in fact, that we were out of touch with the Corps Commander's Headquarters at Jaffier. Lieutenant-Colonel Grant was the senior officer in the line, and he assumed command of the column, his plan of attack being as follows:—

The 11th Regiment would make a frontal attack on the Turkish position, whilst the Yeomanry, and the



Imperial Camel Corps would deploy to the north and south respectively, to harass the enemy's flanks.

His position overlooked a narrow plain on which there was little cover for the purpose of an attacking force. The gullies to this plain were well covered by his artillery and machine gun fire, and it was apparent that no good purpose would be served by a direct frontal thrust. We were outnumbered when the battle commenced, and as the day wore on the enemy was heavily reinforced from the north; this information being furnished by one of our 'planes, which dropped messages at intervals throughout the day.

Communications between sections of the Regiment were maintained by flags and heliographs. In open desert country the heliograph can be used over long distances, but here, owing to the mass of small hills, observation was limited, and five or six signalling stations had to be established, where, ordinarily, two would have been sufficient. This meant a shortage of signallers, and two men were placed on stations normally occupied by three.

Stations No. 1 and No. 2, important links in the chain of communications, were controlled by Sergeant J. McElligott and Corporal G. Groundwater respectively, and both remained on duty for long periods without rest. Furthermore, by sheer ability and perseverance, they were successful in transmitting and receiving heliograph messages by moonlight, this being the first occasion when messages were transmitted in that manner with any degree of success. Next day the Corps Commander, Colonel C. L. Smith, V.C., visited both stations and congratulated Sergeant McElligott and Corporal Groundwater for their resourcefulness and devotion to duty; both were mentioned in despatches.

Our frontal attack on the enemy did not develop, and on the morning of the 8th, we withdrew and concentrated our attack on his left flank and rear left flank. We moved swiftly into the new position, and, at 10.30 a.m., the action commenced. By 12.30, the enemy began to give ground, and, shortly afterwards, retired. The Regiment had advanced a mile, fighting in dismounted order from hill to hill. Suddenly, four columns of Turks were seen retiring from high ground, near the oasis of Hod el Beheir. The horses were rushed up, and, mounting, the troopers gave chase, capturing forty prisoners.

At this time the Imperial Camel Corps arrived, taking up a position on the right of the Regiment. The combined force drove the enemy out of an entrenched position, and he retired northwards, linking up with his main force in that area. His strength was estimated at 1,500 rifles, 12 machine guns, and 6 field guns.

At 3 o'clock in the afternoon, our O.C., Lieutenant-Colonel Grant, was directing operations from the brow of a sand dune, when a sniper's bullet passed through his helmet, knocking it from his head. Those who witnessed the occurrence were always eager and proud to relate how Colonel Grant stooped, without undue haste, recovered his helmet, examined the bullet hole, and, replacing his headgear, exclaimed, "My word, that was a close call."

At 5 o'clock, orders were received from Desert Column Headquarters to retire, but owing to a shortage of cacolets to convey our wounded from the scene of action, the withdrawal was not effected until nightfall. "B" Squadron, under Major Lee, covered the retirement, and the Regiment returned to Mageibra.

Our Medical Officer, Captain G. H. Vernon, worked tirelessly throughout the engagement under the most trying conditions, and frequently under fire. He was short of medical supplies, water, and transport for the wounded. On the last night of the engagement, he penetrated far beyond our lines alone, and at great personal risk bandaged a wounded man and brought him back to safety. He was awarded the Military Cross for gallantry in the field.

Captain L. S. Alexander, Adjutant of the Regiment, was severely wounded while directing an attack. Our total casualties during the engagement were one officer wounded, four other ranks killed, and four other ranks wounded.

On the 8th August the Regiment rested at Mageibra, as both men and horses were beginning to feel the strain of fighting under such fierce conditions. During the day the heat was intense; at night it was cold, while food and water were scarce. Our camp was formed in a depression at the foot of Mageibra Hill, and the only shade in the vicinity was a narrow latticed strip cast upon the sand by a few withered date palm fronds that had been transported from an oasis fourteen miles away. The Army



Medical Corps had thoughtfully carried them along to provide a shade for the wounded. On the morning of the 9th, while the horses were being watered, an enemy plane bombed our camp, stampeding the horses, many of which were not recovered until several hours later. That day we left Mageibra to relieve the City of London Yeomanry, who were holding a position to the south at Hill 286, near the oasis of Hod el Bayoud. After watering our horses, we made camp with the Yeomanry, and the 4th and 10th Companies of the Imperial Camel Corps. At daybreak, three patrols under Lieutenants Koch, Gee and Stumm were sent out to reconnoitre the ground to the north-east, north, and east of our position, and shortly afterwards two companies of the Camel Corps were sent to occupy a forward position at Hod el Honoasia, the Regiment being instructed to follow when the horses were watered. In preparation for the advance, the patrols were called in, and it was found that the patrol under Lieutenant Koch had captured a Turkish sniper. The other two patrols had sighted large parties of Turks and many transport camels. There seemed to be considerable movement in and around the Turkish position. Having watered the horses, the Regiment advanced to a large dune at Hilu, and here our advance guard was attacked by the enemy. Several troops were rushed to the front, and these snipers and enemy outposts were quickly driven back. By 9.30 a.m., the Regiment occupied a position opposite the Turkish force, which held an entrenched line on the hills, south-west of Mushalfat. "A" Squadron, commanded by Major P. J. Bailey and "C" Squadron, under Major J. W. Parsons, commenced a direct frontal attack, while "B" Squadron, under Major C. A. Lee, moved to the south-east of the enemy position. The enemy had two nine-pound batteries, eight machine guns and about one thousand rifles.

The Regiment made every endeavour to come to close quarters with him, but his position was unassailable, and by 4 o'clock in the afternoon very little ground had been gained. About this time the Turk commenced a heavy counter attack, the full force being directed against our right flank, and "B" Squadron was in danger of being cut off from the rest of the line. Realising the gravity of the position, Major Bailey, by a skilful move, brought two troops of his squadron into a position which enabled them to concentrate a severe fire on the ad-

vancing Turks, thus relieving the pressure on "B" Squadron, which then withdrew.

The horses of Lieutenant Gee's troop, a troop which was fighting dismounted on the extreme right flank, were stampeded by shell fire just before the order to retire was received, and as a result this troop leader and his men were forced to escape on foot. Theirs was a narrow escape and indeed an unenviable experience. There were brief moments of doubt, when it was thought that the whole troop would either be annihilated or captured.

During the retirement, Trooper W. H. Crawford, a member of Lieut. Gee's troop, made an unsuccessful, but nevertheless praiseworthy attempt to carry a wounded comrade (Trooper McKay) from the field of action under heavy fire, delaying his own escape until the Turks were almost upon him. For this action he was awarded the Military Medal. For bravery and devotion to duty Trooper W. R. Wilson was also awarded the Military Medal.

The enemy did not follow through with his counter attack and the Regiment retired with the remainder of the column and bivouacked on high ground, south of the wells and oasis of Hod el Bayoud. During the night, Turkish reinforcements under Semi Bey marched from Maghara, a Turkish position in the north, and entrenched themselves in the high sand dunes north of the Bayoud wells.

At daybreak next morning, the Regiment prepared to water the horses. The oasis at Bayoud consisted of a small grove of palm trees nestling close under the high, steep face of a large sand dune, about four hundred yards in length and three hundred feet high. The oasis faced the enemy position, and, in order to water the horses, we were compelled to descend the sand dune in single file along a narrow camel path which struck obliquely across its steep face. One troop had reached the wells and was drawing water, when a party of Turks, who had crept unseen to a ridge two hundred yards distant, opened fire on them with machine guns and rifles. The bullets whipped up the sand, and slashed through the palm trees before our fellows were aware of the position. Prisoners, who were captured by us later that day, informed us that the Turks thought we had retired to Mageibra, and they were actually coming in to the wells to water their ani-



mals when they found us already in possession. The surprise, therefore, was mutual and complete, and it demonstrated very clearly the difficulties of the Sinai campaign, where the very nature of the country, with its sand hills packed together, prevented successful scouting and reconnaissance work.

After the first burst of enemy fire, our fellows acted quickly. Some of them raced up the narrow path to safety, whilst the remainder galloped along the foot of the hill northwards. The escape of the troop was aided by the prompt action of Lieutenant-Colonel Grant, who at once assumed command of the whole force. He despatched the Yeomanry and "B" Squadron under Major Bailey with all speed to the left flank; the Imperial Camel Corps raced to the right flank, and the Regiment attacked with machine guns and rifles from the sand dune above the wells. The enemy replied with machine gun and rifle, and with shrapnel from his field guns in the background. In the first few moments of the engagement the Lewis gunners of the Camel Brigade and our machine gunners picked up the enemy range, and we witnessed the utter confusion into which he was thrown. Men and animals fell side by side, and lay still. The remainder of his force retired from their forward position in complete disorder. Dashing in pursuit, we soon covered the ground which he had lately occupied, finding 21 enemy dead, and the bodies of 37 camels and 15 mules. The pursuit was not continued beyond that point, as our horses were worn out through lack of water; and so we retired to our camp at Bayoud. Arriving there, we set about cooking our breakfast, the preparation of which had been so rudely interrupted a few hours earlier. The "fates," however, persisted in being adverse in the matter of our meal, for our bacon had hardly commenced to grow warm in the dioxies when an enemy plane swooped down upon our camp with machine gun and bombs. Hurriedly, the men untied their horses from the ground lines and scattered across the desert in order to confuse the raider and offer a less conspicuous target. The raider inflicted no casualties and when he departed we were ordered to break camp, and retire to Mageibra, and so we ate a meagre breakfast of biscuit and jam in the saddle as we rode along. Our casualties during the engagement were one killed, eight wounded, and one missing.

During the next two days, the Regiment rested at Mageibra, but small patrols were sent out daily to test the enemy's strength, and discover his movements.

These patrols found numerous newly-made graves, where the enemy had buried his dead. On the 13th, 14th and 15th of August enemy planes bombed our camp, but no direct hits were registered. On the 16th we broke camp, returning to our base at El Ferdan to reorganise, and rest both men and animals.

The light casualties suffered by us, in comparison to the heavy enemy losses, is a tribute to the brilliant field work of our commanding officer, Lieutenant-Colonel Grant, and his ability as a leader of mounted troops; qualities that were to bring him fame, later, at the gates of Beersheba and beyond. He was brilliant, without being spectacular; cautious, but unafraid, and his was a steadfastness of purpose that could not be denied. Above all, he possessed an overwhelming regard for the welfare, not only of his men, but also of his horses, a characteristic that endeared him to every bushman in the "outfit."

The Aweidia and Bayoud engagements had occupied 12 days, during which our losses were five killed, 12 wounded, and one missing. The total casualties suffered by the "Flying Column" was two officers and ten other ranks killed, one officer and 37 other ranks wounded, two other ranks missing. Several horses were killed outright, or destroyed later as a result of wounds received in the field of action.



## CHAPTER VIII.

### DESERT CONDITIONS.

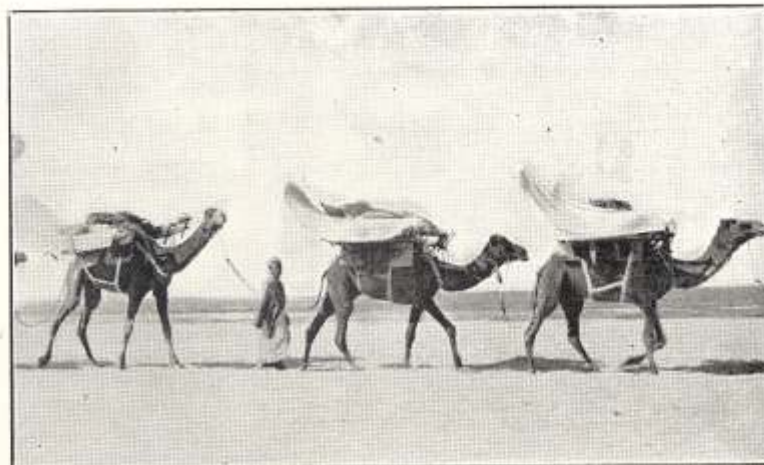
After a brief rest at El Ferdan the regiment moved to various posts in the canal defences in that sector, carrying out day and night patrols inland. We worked from bases at Ferdan, Ferry Post, Hagley Park and Serapeum railhead. By the middle of September we were permanently stationed at Serapeum railhead, and from there we commenced our more serious raids upon the Turkish forces that opposed us.

The main life-giving artery of the sector was the Wadi um Muksheib, with its chain of cisterns and wells, and on both sides of the wadi, for a distance of 10 or 15 miles, there were smaller wadis and palm groves which had to be patrolled continuously to prevent the enemy forming bases which he could use as stepping stones to the Canal.

The campaign in Sinai presented obstacles peculiar to the country and that were not easily surmounted. A survey of the general conditions is necessary if the campaign is to be seen in its true perspective. Our greatest handicap arose from the fact that the desert sands precluded the use of wheeled traffic.

We rode forth without artillery or ammunition limbers; no ration or water or horse feed waggons, and hardest and saddest of all, no vehicles to convey our wounded across that hellish inferno that was Sinai in 1916. In addition to service rifles, we carried machine guns and Lewis guns, but very often they jammed in the course of a critical burst of fire, because of the fine sand that drifted into their locks and springs and automatic "gadgets." Every man carried as much normal and emergency ration and water and horse feed as a stiff and necessary regulation would permit, and beyond that we must depend upon a slow-moving camel train for fresh supplies.

Compressed horse feed was carried in bales, lashed with wire; water came to us, luke-warm, in 10 gallon rectangular tins that the Arabs call "fantases"; the "bully" beef appeared in orthodox tins packed in the original box of Uruguayan pine that had been nailed together in the distant town of Fray Bentos. Our wounded were carried out in cacolets, two of which were strapped to the sides of a



Camel Cacolets used for Transporting the Wounded in Sinai.



Sand sled drawn by horses or mules and used for Transporting the Wounded in Sinai.





Turkish transport-camels and mules killed by the machine guns of the 11th Light Horse Regiment at Hod el Bayoud.



Bedouins captured by 11th Light Horse Patrol in the Wadi um Muksheib.

camel. The cacolet is a hooded canvas stretcher or litter, and when the heavy working camel was in motion the cacolet was the worst possible place for a wounded man. An obscenely picturesque phrase dropped here or there in the lines in reference to the cacolet indicated the average soldier's views of the fearful contrivance which, according to him, was, at best, only a means to an "end." The gyrating, bobbing, swaying motion of the cacolet often caused a settled wound to spurt anew, reducing some poor fellow's even chance of life to nothing. Moreover, the man who was only slightly wounded suffered agonies in the cacolet's topsy-turvy ride home. Later in our campaign the sand sled, drawn by camel, horse, donkey or mule, replaced the cacolet, but this means of medical transport was slow and uncertain.

"Bully" beef, biscuits and jam constituted our staple food, occasionally supplemented by cheese and bacon. Everyone carried and used a quart-pot (a fruit tin with wire handle) for the purpose of making tea. The value of the quart-pot in our war cannot be over-estimated (or forgotten). The community cookhouses of our training camps disappeared; it was every man for himself at "boiling up" time, and boiling the "billy" in Sinai (land of miracles) was a cunning art, made doubly cunning because every Light Horseman soon became a master of the art. To spare the quartermaster and his staff from fractional headaches, we compromised on a basis of food issue that was computed at the rate of two men to a tin of "bully"; four men to a tin of jam; a small pyramid of tea and sugar to four men, and so on. Army biscuits were very plentiful, and perhaps it is only a coincidence that they were very, very unpalatable. However, the authorities did inform us that army biscuits contained certain essences that were "good for us," and we let it go at that.

The water ration allotted to man and horse, according to Army Regulation No. "So and so" (printed in triplicate), was two gallons per man and six gallons per horse per day, and we believed that amount to be ample, but no one ever asked us to prove it. More often than not, we were reduced by circumstances to a quart, and sometimes a pint per man per day, the horses faring a little better. Each man carried 230 rounds of ammunition in bandoliers; one across his shoulders and the other around his horse's neck. Enough grain and chaff was strapped to his saddle to provide three "feeds" for his mount. Under the saddle, and used as saddle cloths, were two blankets, one each for horse and



man when resting, for the "sands of the desert grow cold" every night. Each man carried a small canvas bucket, capable of holding a gallon of water, for the purpose of watering his horse from wells and cisterns. And he also carried a canvas nose bag for feeding his animal. To enable large numbers of horses to be watered quickly, collapsible canvas troughs were used. The method of tethering horses in the desert was simple and efficient, and comprised the "breast line" and the "ground line." The former was merely the stretching of a rope between two or more posts sunk in the earth, and the horses were tethered to it along each side. This method was used at permanent camps. The "ground line" was made by stretching a rope between bags of sand buried in the earth at intervals of 15 to 20 feet. The ropes used were "built up" from the "ground ropes" carried by each trooper, one end of which provided a spliced loop, the other end being adorned with a short wooden peg, known as a toggle. By connecting headropes with loop and toggle, a long line could be readily made. A "ground line" was used on patrol and could be set down and dismantled in a few minutes. In order to tether a single horse, one merely fastened his mount's halter to a bag of sand. A horse cannot exert a strong or sustained pull by the power of his head and neck alone. When the troops dismount for action, one man in every section of four becomes a "horse holder."

Additional supplies of ammunition, food, water and horse feed were carried on camels and donkeys, the drivers being "friendly" Arabs, who generally bolted with our supplies at the first sign of the enemy, or his shells, or his aeroplanes. The small guard of Light Horsemen that accompanied them often lost many precious hours rounding up the animals and drivers and forcing them on. A camel is a stoic; a donkey is stubborn, but a frightened Arab is useless. Sinai, with its area of 36,000 square miles, has a nomadic Bedouin population of 15,000. These swarthy cut-throat sons of Ishmael have lived hundreds of years under conditions without parallel in any other country in the world. They are social outcasts by heredity. Their land has no cities or towns; no permanent waterways; no timber or worthwhile vegetation; no arable land; in fact, no earthly wealth to speak of. The dryness of the atmosphere and the salinity of the sand preclude the possibility of any luxurious growth of vegetation in Sinai, and consequently the Bedouin is not an agriculturist, nor is he interested in any variety of trade or craft. They form themselves into

small tribes, each governed by a Sheik. The tribe has a few donkeys and goats and camels, and invariably some of the camels are lame. The men are short in stature, but are sturdily built. They wear a dirty burnous (gown) of coarse goat or camel hair. The women are of slight build and clothe themselves from head to foot in a loose garment of black cloth, to which is attached the double veil of the Yashmak. Both men and women are nervous and taciturn. Every tribe has its quota of ragged children. The dirty, black tents they live in are indicative of their general habits and principles.

These bands roam incessantly throughout Sinai. They pause a day or two on a meagre patch of coarse herbage until their animals have eaten it bare, and then they move to the next oasis, fully prepared to fight a neighbouring tribe for possession, if necessary. Silently and swiftly, with murder and plunder in their hearts, they swoop down upon the luckless caravan on its trek across the desert. Sinai is no breeding ground for hospitality, and among its people there is none. But there is an old Arab proverb, which most likely owes its origin to the Desert of Sinai. Translated it reads: "In the desert, no man meets a friend."

The Bedouins subsist on the milk of the goats and camels, and on the flesh of both animals. This fare is supplemented by dates, figs or any other food they can steal from the hapless traveller whom, by chance or design, they meet by the wayside. The Bedouin makes a very potent drink from fermented dates, and the date stones are crushed and made into small cakes on which he feeds his camel. Without his camel he is lost. It becomes his only vehicle of transportation and his principal medium of exchange. The price of a bride and the wealth of a Sheik are computed in camels. It is more than the "ship of the desert" to him; it is the thrice blessed gift of Allah. In winter time the camel will travel for 20 days without water, and in summer time he will endure five days. The Bedouins' religion is Mohammedanism; and, in fact, they claim kinship with the great Mohammed himself, for was not he also a direct descendant of the mighty Ishmael. They speak the old Arabic tongue in perhaps its purest form.

These were the people we had to deal with in conjunction with the Turks. That they should join forces with the enemy is not surprising. Both followed the same religious faith, and the nature of the wily Turk appealed strongly to the natural instincts of the Bedouin, when he recited extravagant tales of the rich plunder to be had in the Valley of the Nile.



Some of the Bedouins were armed with Turkish rifles, whilst others carried the obsolete crooked-stock blunderbus of the desert; but we were more concerned with their spying tactics than with their fighting ability. The "venerable" old men of the tribes were mounted on fast racing camels, and knowing every inch of the desert, they were able to supply the Turks with news of our movements. From a soldierly point of view they were not fighters. They would fire on stragglers or solitary members of a far-flung screen, and given a chance they would rob and murder the wounded or strip the uniforms and boots from our dead. In some cases we found they had even opened the graves of British and Turkish soldiers for the same purpose. Previously, we had been told to regard the Bedouin as a friend and a neutral, but we learnt by experience that he was neither, and on the eve of our second campaign in the desert we were instructed to apprehend all members of the Bedouin tribes and bring them in as prisoners of war. We were to fire on them if they provoked an attack, and this principle of retaliation was to be strictly adhered to. Our patrols captured many hundreds of these denizens of the desert without bloodshed, and we witnessed many amusing scenes as the Light Horsemen rode in from the desert, driving before them parties of nondescript Arabs, with their women and children and camels and donkeys and goats. Sometimes the women would tire on the long trek home, but "chivalry" rode stirrup to stirrup with the Light Horsemen and many a "gallant" trooper lifted a shy brown-eyed Bedouin maid to the saddle before him and tried to calm her fears in broken Arabic. The old women were placed on camels. It has been said that the Australian soldier lacked discipline, but search as we might we could find no regulation prohibiting the use of goat flesh as a diet, and consequently few of the Bedouin flocks survived a night in our lines. The strong flavoured meat was a welcome change from the "beef in tins."

The new regulation regarding our relations with the Bedouin gave us wider powers and dove-tailed with our views entirely. If he showed fight, we could "let him have it"; if he didn't, we could capture him anyway, and in this frame of mind, on the morning of the 9th October, we rode forth to attack the Turkish stronghold at Maghara.

## CHAPTER IX.

### DESERT RAIDS.

#### MAGHARA.

In 1916 the Turkish forces held a line which ran sheer across the Desert of Sinai from Nekhl (the capital), in the south-east, to the Romani area in the north-west, where his right flank flirted with the Mediterranean coast. This frontier was not continuous in the sense applied to a battle line of trenches, but was held by the establishment of strong posts at natural vantage points throughout the area. The country surrounding each stronghold was patrolled by enemy forces. In rapid succession the Turks had experienced a near-victory and a smashing defeat in the Oases of Ogratina, Katia and the Romani district. The Anzac Mounted Division and Imperial troops operating there were driving him back along the coast to El Arish, but his left flank still remained hinged to its original position in the south. He seemed reluctant to leave the strongholds he had established there and which were replete with telegraph station, ration and feed depots and stores of military equipment. Since his main attack had developed in the north, there seemed little likelihood of his attempting to break through on the Central Caravan Route, and eventually he would be compelled to withdraw from his south-eastern position and retire to Beersheba. The military strategist will tell you that it is a grave error of judgment to allow an enemy to retire peaceably from a given position if it can be prevented. An easy withdrawal heightens the morale of the retiring troops and engenders a feeling of impunity in them, and therefore it becomes the aim of an opposing force to change a retirement into a retreat. But in the sector mentioned above it was proposed that the Light Horsemen would accomplish even more than this. A force would be organised to carry out lightning raids on the enemy's two main strongholds Maghara and Nekhl, and thus compel a retreat rather than allow a retirement.

Accordingly, on the 9th October, Major-General Dallas was instructed to gather a force and attack Maghara, which lay in a chain of hills 80 miles from the Canal. Between Bayoud—our furthestmost outpost—and Maghara there was a waterless stretch of 40 miles and we would require a con-



siderable camel train to transport the water and rations required for men and horses. It transpired later that actually we did employ the largest camel and ration train used in the desert during the war. The force under General Dallas was made up of the following units. The 11th and 12th Light Horse Regiments, Imperial Camel Corps, City of London Yeomanry, the Hong Kong and Singapore light batteries and the machine-gun sections of the 150th and 160th Infantry Brigades. The strength of the 11th Regiment at this time was 24 officers, 437 other ranks, 474 horses, 10 mules. Leaving the railhead at El Ferdan on the morning of the ninth, the column covered a distance of 14 miles the first day, camping that night at the wells of Hod el Bada. Major C. A. Lee, an officer of this regiment, left us here to assume command of the 4th Camel Battalion.

One troop of "C" Squadron under Lieut. L. A. Gordon was left at Bada to hold lines of communication, and a troop of "A" Squadron under 2nd Lieut. A. R. Brierty was sent to Jeffeir on a similar mission. On the morning of the 10th the column moved to Magelbra, a distance of 15 miles, and on the following day we moved to Hod el Bayoud, where Major-General Dallas and staff joined the column to review his force prior to its advance across that vital stretch of dry waste between Bayoud and Maghara.

Paradoxically, night-marching was to be the order of the day, and so on the 11th, men and horses rested in the shade of the Bayoud palms, while legions of the Arab and Egyptian Labour Corps filled thousands of fantasies with water in preparation for the final dash to Maghara. By 5.30 in the evening, with camels loaded and horses saddled, we moved off in two echelons. The scene, as those long columns of mounted troops and heavily burdened camels moved out from the shadows of Bayoud, beggars description. A red sun dipped below the desert's rim, bathing the valleys in mauve and tipping the lofty sand dunes with crimson and gold. There was a brief period of twilight, but no darkness to follow the day, as a bright full moon rose quickly to disperse the pseudo-darkness, and flood the scene with its soft light.

Over the first few miles we made easy progress, but as the night wore on the column entered country where the sand dunes were high and close together. Frequently we dismounted to lead our horses up the steep sides of the soft sand hills, and our periods of rest came more often. Ordinary marching conditions in the desert call for a rest

of ten minutes in every hour, but the road to Maghara was no ordinary one and ere long we rested our horses every half hour.

In the early hours of the morning we camped in the sand hills at Zagadan, and as there was no oasis here, we drew water from our transport supply. The following night we travelled to Rueiset, and on the night of the 14th we camped close to Rakwa and Barga, sentinel outposts of Maghara. The country we traversed on the night of the fourteenth had undergone a gradual change. The soft white sand of the desert had given way to a coarse stony rubble as we neared the foothills of Maghara. Maghara itself was the dominant height in a large cluster of hills, all of which were barren of vegetation and stony. The Wadi Safat Hamied had its source in the Maghara hills, and its course to the plain ran through a narrow pass between the smaller hills of Rakwa and Barga.

The plan of attack was as follows:—

The force would be divided into two columns. One under Brig.-General S. F. Mott, comprising the 12th Light Horse, City of London Yeomanry, the 160th Machine Guns and the Hong Kong and Singapore Batteries would swing to the left, and after making a detour, try and reach the heights above Maghara. The second column, under the leadership of Colonel Grant, and comprising the 11th Light Horse, the Imperial Camel Corps and Machine Guns of the 150th Infantry, would send detachments to capture the outposts of Rakwa and Barga, and having done that, the main force would dash through the pass along the Wadi Hamied and attack Maghara. The Imperial Camel Corps was to be held in reserve at Barga. Time was the all-important element in this expedition, for unless we vacated the hills by sundown on the 15th we would have insufficient water to carry us back to the pools at Bayoud.

At 10 o'clock on the night of the 14th, the two columns moved off to carry out the plan of attack already mentioned. "A" Squadron acted as advance guard to this regiment, and at 2.30 a.m. we reached Rakwa. While the troops were riding into position to attack, a dense fog rolled down from the hills and it was impossible to proceed until it lifted. The desert was in a strange mood. A few minutes before the sky had been studded with brilliant stars, which disappeared as though by magic, to leave us floundering in the midst of a white fog that enveloped everything like a gigantic and ghostly blanket. At five paces distant the outline of a horse and rider was blurred and uncertain, at ten



paces both were invisible. Previously we had traversed the dry and comparatively flat and sandy wastes of Sinai, where fogs are unknown, but the lofty hills and narrow passes of Maghara were not immune to this very natural phenomenon, and so we dismounted, waiting and fretting at the delay. An hour and a half passed before the fog showed signs of lifting, and when it did we mounted and pressed on, and just as the head of the column reached the Wadi it was fired upon, probably by Bedouins, and their action sufficed to warn the Turks of our approach, for a few minutes later we heard the stutter of a machine-gun higher up the Wadi. At this time the fog again descended upon us with increasing density, and being unable to locate the pass, we were compelled to retire some distance from the hills and await the dawn.

Some time later two troops of "B" Squadron of the Regiment were sent forward to reconnoitre, and they succeeded in capturing a post of seven Turks and four Bedouins. The fog had delayed us to such an extent that the original plan of attack was abandoned in favour of a demonstration against the enemy troops holding the hills overlooking the pass into Maghara. The right column, under the leadership of Colonel Grant, would attack three hills to the right of the pass which, for military convenience, were numbered Hills 1046, 1120 and 1121, whilst the left column, under Brigadier-General Mott, would attack Hill 935 on the left of the pass.

The fog began to lift as the troops moved across the open ground to the foothills, and before long we came under fire from the enemy trenches high up on the slopes above. Lieut. Gee and a troop of men worked their way into the mouth of the pass, but being subjected to machine-gun fire from the cliffs on both sides, they were compelled to retire.

"B" Squadron, led by Major Bailey, swung into the foot of Hill 1121 at the gallop, and dismounting, they worked their way up the slopes, driving the Turks before them. Meanwhile "C" Squadron, led by Major Parsons, with a superb dash across the open ground, reached the shelter of Hill 1046, and dismounting, the men fought their way from cover to cover up its scarred and ragged slopes. The machine-gun sections and the Hong Kong and Singapore Batteries concentrated a heavy fire on enemy sangars on both these hills, enabling the troops to advance rapidly, and ere long the enemy retreated to strongly fortified positions at Maghara.



The Column on its Trek from Bayoud to Maghara.



THE HILLS OF MAGHARA.

(A close scrutiny of the picture will reveal a thin line of dust at the foothills, raised by the horses of the 11th Regiment as they galloped into action.)





*Australian War Memorial Photograph—Copyright.*

Section of the trenches near Serapeum Railhead showing the effect of desert winds.



*Australian War Memorial Photograph—Copyright.*

Wadi um Mukhshelb in flood.



Men of the 11th Regiment pumping water from ancient Roman wells in the Wadi um Mukhshelb.



Testing the cable-laying device invented by the Signal Troop of the 11th Regiment at Serapeum.





The 11th Regiment riding through the Baha Pass on the road to Nekhl.



Nekhl, Capital of Sinai.

"A" Squadron, under Major Loynes, had been left at Rakwa to "clean up" enemy snipers and stragglers, and having done so they rejoined the unit at 9.30 a.m. and were held in reserve.

The column under Brigadier-General Mott advanced some distance up the slopes of Hill 935, but realising that it was impossible to gain his objective in the time allowed, he wired the G.O.C. for instructions and was ordered to retire. The movement, involving both columns, was executed at noon and we returned to Rakwa to camp for the night.

The regiment suffered one fatal casualty, and we buried him there in a lonely grave, deep in the solitude of the Maghara Hills. A solitary grave, yet not so lonely, enriched as it is with the splendid memories we hold of our "cobber," Trooper Jack Leswell.

On the morning of the 16th we left Rakwa and proceeded by easy stages to our base at Ferdan Railhead, arriving there on the evening of the 21st.

It is worthy of note that on the previous day, i.e., the 20th October, 1916, while at the oasis of Hod el Bada, we recorded our votes on the Referendum regarding conscription in Australia.

A history of the Light Horse Campaign in the east would be incomplete without special reference to the splendid endurance of our Australian-bred horses. Many of them had no particular claim to breeding, according to the rules, but to us they were thoroughbreds in every sense of the word.

Their epic dash across the desert to Maghara and back convinced us of their greatness.



## CHAPTER X.

### DESERT PATROLS.

#### SERAPEUM.

On the 22nd October the Regiment moved to Serapeum Railhead to occupy the position there and to carry out patrol duties in the southern section. Two troops of "B" Squadron were sent to Land's End, a post situated close to the Bitter Lakes, through which the Suez Canal passes.

At this time it was reported that heavy rains in the Wadi um Muksheib district had filled the cisterns there, and patrols from our camp were sent to investigate.

During the month of November, several small patrols were sent into the interior, but little water was found in the cisterns. Most of these patrols, however, captured Bedouin families with their goats, sheep and camels. The Bedouins were passed back to the authorities in Cairo. The camels, no doubt, were used in our transport column, and the sheep and goats unofficially helped to solve our ration problems.

Many of the Bedouins captured by us were armed with rifles, swords and daggers, and the fairness of the Australian, as a fighter, is demonstrated by the fact that hundreds of these people were captured by Light Horsemen without bloodshed.

On 9th December, a patrol of two officers and 21 other ranks, under the command of Captain C. A. R. Munro, left camp to make a reconnaissance of Wadi Mukhsheib and its tributaries. The patrol returned to camp on the 12th with much valuable information for the official map-maker, and the usual string of Bedouin prisoners. Similar patrols were carried out during the month of December. Christmas day was spent quietly in the camp at Serapeum, but we enjoyed a good dinner, provided for us by the Regimental Comforts Committee in Queensland, which forwarded £100 for that purpose.

On Boxing Day a sports meeting was held, and all events were keenly contested, as both men and horses were in splendid condition.

On January 4th, 1917, advice was received from headquarters that Lieut. Col. W. Grant had been awarded the Distinguished Service Order for his brilliant leadership and gallantry in the Battles of Aweidia and Bayoud and subsequent engagements. The citation was dated the 1st January, 1917.

All of the important outposts in this sector were connected to Regimental Headquarters at Serapeum by means of insulated ground telephone cables running across the desert, and for some time past a great deal of trouble was caused by Bedouins cutting and removing long lengths of cable. Finally the menace became so persistent that the G.O.C. issued orders to the effect that all telephone cables had to be buried in the sand to prevent enemy prowlers and spies from locating them.

The work was attempted by employing parties of men with shovels, but the excessive fineness of the sand proved to be a drawback and made the task almost impossible. Twenty men working with shovels were unable to complete more than a mile of line per day. True Australian resource and initiative were displayed by Lieutenants Marsland and Beeton and members of the Signal Troop, when they invented and built a sand sledge from rough timber with various devices thereon, and which was capable of burying six miles of cable per day. The sledge was drawn by a mule and the cable was fed from a spool running on a spindle in an overhead frame, and was guided by grooved wheels and "gadgets" until it passed deep into the ground through an iron pipe resembling the spout of a kettle. The operation of digging a trench, "planting" the cable, and filling the trench was carried out in one movement. In appearance, the contraption resembled a Heath Robinson Creation, but it did the job, and did it well, and much credit is due to the officers and men who were responsible for the device.

On 5th January Lieut. W. Koch and party returned from a patrol, reporting that recent rains had filled many of the cisterns in the Wadi Muksheib, and, on the 5th, orders were received from Brigadier-General Ward, G.O.C. "C" subsection, to empty and seal all cisterns in that area with the exception of two which would be retained for our own use while on patrol.

Accordingly, on the 7th January, a working party of four officers and 92 other ranks, under the command of Major J. Loynes, left camp en route to Muksheib for that



purpose. Water pumps, tools and materials were carried on camels, and on the 9th the party arrived at its destination and began work. There were 10 cisterns in all, the largest of them containing 52,000 gallons of water. The work was completed in seven days, during which time 370,000 gallons were pumped out of the cisterns. The water inlets were then sealed with cement and "blinded" over with stones and sand to conceal their existence. A map of the locality was prepared by Lieut. Manning, and, subsequently, it was lodged with the Survey Office in Cairo to enable the Egyptian Government to re-open the cisterns after the war, and to use them for the peaceful purposes of traveller and caravan.

The work entailed was tedious in the extreme, and the men laboured in shifts of four hours on and eight hours off. The monotony of the "job" was relieved by one brief, humorous interlude throughout the term.

A Digger on one of the pumps, who was known throughout the Regiment as a "wag" and practical joker, "accidentally" dropped a pump handle into one of the cisterns which contained nine feet of water.

"Well," said he, turning to his mates, "we'll have a decent spell while the Major fishes that out."

Major Loynes, who superintended the whole of the work, has a highly developed sense of humour also, and when the matter was reported to him, he questioned the Digger very closely regarding the alleged accident, and, reading between the lines, apparently, he ordered the Digger to strip off his clothes and dive for the handle.

"Cripes, Major," protested the Digger, "I'm no good in the water, I can't swim, I'll sink."

"In that case," replied the Major, gravely, "you're the very man for the job. I don't want a swimmer, I want someone who will sink to the bottom. That's where my pump handle is." And despite all protests the Digger was lowered on a rope into the ice-cold water, and, after several fruitless attempts, he succeeded in recovering the pump handle and the work on that cistern was resumed.

The expedition returned to camp on the 20th, and, later, Major Loynes, his officers and men received the congratulations and thanks of the G.O.C. for their splendid achievement.

On the 25th one of our aeroplanes made a forced landing in the desert, 22 miles beyond our furthestmost

outpost. The pilot and observer were uninjured, but reached our post in an exhausted condition. They were sent back to the Canal for medical attention, and a troop under Lieut. Koch, with mechanics from the Royal Air Force, was sent out to locate the 'plane, which was found shortly after daylight on the 27th.

The fuselage, wings, and tail assembly were so badly damaged that it was impossible to effect repairs on the spot, so the engine, weighing 450 lb., was removed and loaded on a camel, and the remainder of the 'plane destroyed by fire. After leaving the spot, the tracks of the pilot and his observer were followed for ten miles, and the 'plane's compass found where they had buried it in the sand to prevent it falling into enemy hands in the event of their capture. The information furnished by the airmen regarding the locality of the compass was vague and uncertain, and Lieut. Koch and his men did excellent scouting and tracking work to discover it, particularly as the tracks were blotted out in many places by the wind and drifting sands.

On 1st February, Captain C. Munro and a party of 36 other ranks were despatched to Moiya Haraba for the purpose of emptying and sealing the cisterns there. The work was carried out satisfactorily, and the party returned to camp on the 5th.

### THE RAID ON NEKHL.

Reports had come to hand that the Turks had established a fortified post at Nekhl, the capital of Sinai, and on the 7th February our Commanding Officer, Lieut.-Col. Grant, D.S.O., was instructed to muster a force to raid the town. The expedition was to be known as the Northern Column, and would comprise the 11th Light Horse Regiment, a wireless section, and a detachment of 60 members of Q. Company of the Imperial Camel Corps. The town of Nekhl is situated in the south-eastern portion of the Sinai Peninsula, in the heart of the Desert of Tih, and more than 100 miles from the Suez Canal. It lies on the caravan route to Mecca, and is used as a resting place by the pilgrims, who traverse the route annually, seeking the supreme blessing bestowed upon them by a visit to the tomb of Mahomet, prophet of Allah.

On the 14th, the Regiment left Serapeum Railhead with detachments, and a convoy of 1,000 camels. The first 30 miles of the route was over heavy sand with



occasional groups of high dunes. Later, as we turned southwards, the country changed into rough, stony plains, broken by steep-sided hills. At Wadi el Baha the column was forced to negotiate the narrow Baha Pass through the mountains, with towering cliffs, rising sheer above the road to a height of 200 feet. The Pass was two miles in length and so narrow that the column was forced to traverse it in single file.

From here the road crossed undulating plains, flanked on each side by mountain ranges. On the evening of the 19th, we camped at a point seven miles north of the town of Nekhl. Next morning we began our advance and had reached a spot about three miles from the town when the advance guard was fired upon by mounted Bedouin scouts. Our party engaged them, but they escaped in the direction of Nekhl and raised the alarm. At six o'clock it was reported that the Turks were evacuating the town and fleeing eastwards. The rear-guard of the garrison established themselves on a hill east of the town and enfiladed the plain with machine gun fire, delaying our advance for a time.

Eventually, "B" Squadron of the Regiment, led by Captain Munro, regardless of the enfilading fire on the flank, galloped across the intervening plain, with fixed bayonets, and captured the town.

The remnants of the garrison force surrendered. The enemy had suffered a number of casualties, and ten prisoners were taken. We secured the following booty: One field gun, with 200 rounds of ammunition; 20 rifles, and 15,000 rounds of ammunition; 25 camels, and many miscellaneous items of military stores and equipment. During this raid communication was maintained with our base at the Suez Canal by means of wireless telegraphy and carrier pigeons, this being the first occasion in our desert campaign when these means were employed. Local communication between squadrons was maintained by heliograph and flags. The column was accompanied by a scouting plane of the Australian Flying Squadron, the pilot being Lieutenant Ross Smith, whose fame as an airman was established later in a flight from England to Australia.

After destroying the military works at Nekhl, the column returned to its base by easy stages, arriving there on the 23rd February.

Extract from the Commonwealth Official History of the war, dealing with the capture of Nekhl.

"Three columns were employed for the conquest of Nekhl. A yeomanry force marched from Suez by the Mitla Pass and the Darb el Haj; Lieutenant-Colonel Grant led the 11th Australian Light Horse Regiment, and one company of the Camel Brigade out from Serapeum by the Wadi um Muksheib, Bir el Giddi, and the Baha Pass; while Bassett, after securing Hassana, was to endeavour to block the escape of the enemy towards the east. The garrison was known to be insignificant, and the use of so much strength by the British was intended to make a clean sweep of the enemy from Sinai, and also to impress the Bedouins. Nekhl, with its few stone houses, a mosque, and a well, situated on the heights of the forbidding desert ranges, was entered on 17th February—three days after Grant's force left the Canal—by a squadron of the 11th Light Horse, riding with fixed bayonets, under Captain C. A. R. Munro. Grant, on his approach, learned from a British airman that the garrison was evacuating, and, accordingly pushed in without waiting for the arrival of the column from Suez. A few Turks and armed Arabs were taken, and the expedition definitely marked the expulsion of the Turks from the Peninsula; but it is chiefly to be remembered because of the fine marching accomplished by the camel-transport which accompanied Grant's column. The camels, led by Egyptians on foot, covered 150 miles in seven consecutive days—a wonderful feat of endurance over a route which ran most of the way along steep and narrow mountain tracks, rocky and difficult."

The next few days were spent in preparing to break camp at Serapeum, and, at dawn on the morning of the 27th, we mounted and rode northwards to Ferry Post.

We were relieved at Serapeum by Imperial troops, some of them being Welshmen, and we shall not forget our departure. The "Tommies" formed up in two long lines, between which we rode, and, as we passed through, numbers of them were singing familiar war songs, and we heard, too, the strains of Auld Lang Syne. Near the end of the lines, a chorus of Welsh voices sang, "We shall know each other better, when the mists have rolled away." And, to us, although not given to sentiment in music, the song seemed most timely and appropriate as we rode into the early morning mists that shrouded the eastern bank of the Suez Canal. At Ferry Post the 4th Light Horse Brigade was being reformed, and was to consist of the 4th, 11th and 12th Light Horse Regiments. On the 28th, our Machine Gun Section, which had served the Regiment so valiantly under the leadership of Lieutenant Kessels, was transferred to the 4th Brigade Machine Gun Squadron.



From the 3rd March to the 20th we carried out mounted training as a Brigade, and on that day the Brigade moved via El Ferdan to Hill 40, four miles east of Kantara, where we bivouacked for the night. We were en route to the Mediterranean battle line at Belah, and, the following night, we camped on the ancient battlefield of Pelusium, scene of at least two fierce battles between the Romans and Egyptians more than 2,000 years before.

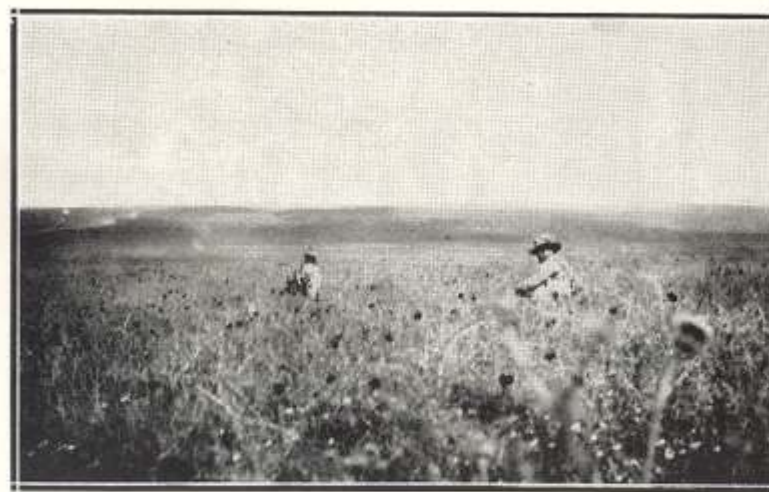
The following day the Brigade pushed on through the heavy sand to Romani, where we camped until the 30th, during which time we carried out Brigade manoeuvres under the supervision of the G.O.C., 4th Brigade. On the 26th the Regiment spent the day on the coast, where both men and horses enjoyed a cool swim in the blue waters of the Mediterranean, near the village of Mohamadiya.

At Romani, the Regiment received its first issue of 12 Hotchkiss rifles, quick-firing guns that were to prove very useful during the remainder of our campaign. We left Romani on the 31st, passing through the villages of Rabah, Khirba, Bir el Abd, Salmana and Tilul. On the 3rd April we crossed the salt pans of Sabkhet Bardawil to Mazar, arriving at El Arish on the 5th. Next morning two enemy planes bombed our lines, but caused no damage. On the 8th we left El Arish to trek slowly across the heavy sand hills to El Burg, thence through Sheik Zowaid, to Rafa. Hereabout is the border line between Sinai and Palestine, and it is marked in places by round cement posts erected on a low ridge that runs back from the sea. At the border, there is a magical change in the nature of the country. The sand disappears, and there are stretches of green grass. There is no room here for figurative language; this is truly the place "where the desert meets the sown." As we ride over the next ridge a glorious sight is unfolded to our view. We see in the distance the rolling plains of southern Palestine, with farms and apricot groves and fields of barley and wheat. A village nestles in the valley below, sleeping peacefully in the drowsy afternoon. A wisp of smoke curls lazily from a farm house, suggesting the quietude and tranquillity of a land where men are at peace, and the air is fresh and cool and pregnant with the scent of wild flowers. Standing there on the threshold of a "promised land" we cast off the weary, dust-laden mantle of our desert wanderings.



*Australian War Memorial Photograph. Copyright.*

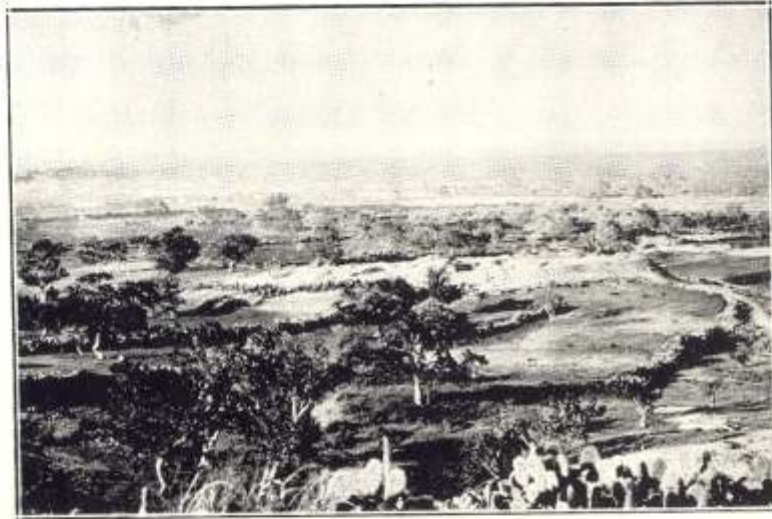
British Tank disabled during the Attack on Gaza, 19th April, 1917.



SECOND ATTACK ON GAZA.

(This picture was taken while the attack was in progress. Shells can be seen bursting on the distant sky-line, and a close scrutiny under a magnifying lens will reveal the figures of men of the 11th Regiment advancing across the barley field in a line level with the heads of the two soldiers in the foreground.)





*Australian War Memorial Photograph. Copyright.*  
Distant View of the City of Gaza.



Watering Horses in the Wadi Guzze, Palestine.

Our horses, too, are infected with the change. They raise tired heads to the sweet smells of a cultivated earth, and straining at their bridles stride eagerly down the sloping hillside. Lush, green grass caresses their fetlocks. The desert of Sinai is far away. That night we camped at the town of Khan Yunis, finding an abundant supply of fresh water in a lagoon near the town. Enemy 'planes passed over our camp frequently, keeping a close watch on our movements. They bombed us several times from great heights, but the missiles fell wide of the mark.

On the 15th we occupied an outpost line in the vicinity of In Seirat, and after being relieved by the 3rd Australian Light Horse Brigade we proceeded to Dier el Belah to draw supplies, and, late that evening, the Regiment moved to Tel el Jemmi, where we camped for the night. The hurried preparations of the last few days were to herald the approach of an attack on Gaza.



## CHAPTER XL

## SECOND GAZA ENGAGEMENT.

The town of Gaza is situated on a mound three miles from the Mediterranean coast line and about 60 miles south-west of Jerusalem. It was one of the five strongholds of the Philistines. History relates that its gates were carried away by Samson the Nazarite, and it was here that he pulled down the temple of Dagon, involving himself and the lords of the Philistines in a common destruction. Gaza was the centre where ancient trade routes met, and from a military point of view was the natural gateway to Palestine by the coastal route. From the third to the first centuries B.C., Egyptian, Jewish and Syrian armies fought for its possession. Christian and Saracen hosts opposed each other across its ramparts, and in the 16th century the Turks drove the Mamalukes from its sheltering walls. As late as 1799, the city surrendered to the armies of Bonaparte, so it will be seen that history was indeed repeating itself when the British troops opposed the Turkish, Austrian and German brigades upon the hills of Gaza. The modern Gaza is built of stone for the most part, but the houses and streets are mean and squalid in appearance and scarcely a remnant of Gaza's former greatness remains. Its immediate surroundings are beautiful, particularly in the spring, when the slopes of the ridges and the banks of the wadis are clothed with a colourful carpet of wild flowers, luxuriant and fragrant. Plains, cultivated with barley and wheat, stretch away to the east and south-east, but are broken in many places by small sharp ridges and wadis. The Turkish line of defence ran from Gaza to Beersheba in the south-east, a distance of 20 miles, and was strongly fortified with machine-gun posts and redoubts on all the natural vantage points throughout its length. The broken country to the north, in the rear of the Turkish line, scored as it was by deep sinuous wadis, and pimpled with small hills, lent itself admirably to the enemy's purpose of supporting his front line troops. It is believed that no position in the east had so many natural defence features as the Gaza-Beersheba line, built upon the threshold of the Philistine plains. The British forces held a line along the southern bank of the Wadi Guzze, a few miles south of Gaza. This deep ravine with its steep banks and sandy bottom, was a very pro-

minent feature of the country and decidedly useful to our mounted troops. We watered our horses at pools beneath the shelter of its banks, and moved along its length to patrol stations without being observed. The wadi found its source in the hills to the south-east and ran an almost semi-circular course around the southern perimeter of the Philistine plains, to empty its waters in the Mediterranean, south-west of Gaza. In April the Wadi Guzze was alive with the movements of British troops preparing for the second attack on the Gaza-Beersheba line. The first attack had taken place three weeks before, and although the British troops had actually taken the town of Gaza on that occasion they were subsequently withdrawn, and re-established themselves in their original position.

The second attack was timed to take place on the morning of the 19th April, and meanwhile on the 17th April the preliminary bombardment began. Heavy guns in positions west of the Guzze opened fire on the Gaza defences, and simultaneously two British monitors and a French cruiser shelled Gaza from the sea. The 52nd, 53rd and 54th Imperial Infantry Divisions began the first phase of the battle by moving rapidly across the Guzze and occupying a line close to Gaza on the Sheik Abbas-Mansura ridges. On the evening of the 18th, the 11th Light Horse Regiment, with other units of the Imperial Mounted Division, assembled at Tel el Jemmi, five miles up the Wadi Guzze, in preparation for the attack next morning. At sunset the regiment moved down to water the horses, and at 8 o'clock we rode up the opposite bank, bearing north on through fields of young barley and wheat, towards the Turkish position. The column moved very quietly, with screens well thrown out to guard against surprises by enemy patrols, and shortly after midnight we arrived at the junction of two wadis at Assiferiyeh, and here we dismounted, our horses being led back to El Mendur, a distance of four miles. Listening posts and sentries were placed beyond our line and the remainder of the troops lay down in the wadi to await the dawn. The night was clear and bitterly cold: a myriad of brilliant stars clustered overhead. To men who enjoyed the friendly sounds of tethered horses, the silence of the wadi without them was unreal. Blankets had been sent back with the horses, and so the Light Horse troopers huddled together in groups as a protection against the cold. Few of us slept that night. Just before dawn the line was astir and we moved along the wadi in a northerly direction, in preparation for the attack. At 6.30 we reached





a point where the wadi turned sharply eastward at a right angle to our line of advance, so we were forced to abandon its shelter. With well spaced files we sprang up the bank of the wadi and strode on through a field of barley bestrewn with the colourful splashes of red poppies and gay little anemones. Presently the Turkish field guns opened fire and the shrapnel shells bursting overhead looked like snow white powder-puffs as they floated slowly on the crisp morning air. Machine guns began their terrifying chatter along the whole front and enemy soldiers of the line commenced rapid fire. Here and there a trooper sank slowly into the barley field as a Turkish bullet found its mark, but without wavering the long thin line of Light Horsemen pressed on.

On our extreme left we could see the dust and smoke of high explosive shells bursting on Gaza, where the Imperial Infantry Divisions were hammering at its gates, and on our immediate left flank we glimpsed the Imperial Camel Corps as they surged into action in front of Tank Ridge. At this moment we were both surprised and heartened to observe a British tank crawling from a wadi on our left, but no sooner did it appear when the Austrian and Turkish batteries swung on to its position, and in a few moments it was totally obscured by bursting shells and clouds of smoke and dust. For a time the tank created havoc in the Turkish redoubts, but the enemy scored several direct hits on it with H.E. shells, and it was put out of action. Immediately this happened, the guns swung back on to the Light Horsemen and we suffered many casualties. For a time we halted, with part of our line in a wadi, the remainder of it taking cover in a shallow depression, and after a brief rest we pressed on, reaching the Kirbet Sihan ridge, where we straddled the Gaza-Beersheba road, and commenced to "dig in." Up to this point each squadron of the regiment had carried out its part superbly. The O.C., Colonel Grant, D.S.O., led his regiment in the attack and remained in the front line throughout. Major J. W. Parsons, second in command, a splendid type of officer, with South African experience, was conspicuous throughout the day in his leadership of the left half of our sector, and displayed the utmost contempt for danger as he moved from point to point along the line. The same may be said of the conduct of Majors Bailey and Loynes, who were leading "C" and "A" Squadrons respectively, and encouraging their men by their own fearless example. Two troops of "B" Squadron had been detached to act as Brigade Reserve, and the re-



maining two troops under Lieutenants Gee and Farlow were operating on the right flank, where they captured an enemy redoubt, taking ten prisoners. Later in the day, in conjunction with a troop of the 8th Light Horse Regiment, these two troops attacked another redoubt and captured fifty Turks.

Meanwhile "A" and "C" Squadrons, as a result of their attempt to "dig in" on the Kirbet Sihan ridge, were subjected to heavy bombardment by field batteries and machine-gun fire from the Turkish redoubts. "C" Squadron being on the left of our sector, connected with the right of the Camel Corps and in the advance, the camel brigade had moved to the left and slightly forward of "C" Squadron's position, which immediately exposed the Camel's right flank to enemy enfilade fire from two machine-gun nests in front of "C" Squadron, afterwards known as the Jack and Jill redoubts. Realising the gravity of the position, Major Bailey rushed two troops of "C" Squadron, under Lieutenants Hoffman and Clifford, across the open ground to fill the gap, and on linking up this particular force, made up of Camelry and Light Horsemen, swung to their right front, and with bayonets flashing in the sun they charged across the open ground straight at the Jack and Jill redoubts. It was a painfully thin line, strengthened only by the desperate but glorious resolution to reach its objective at all costs, and the Turks must have felt the influence of its driving force, for they hastily abandoned both redoubts while the troopers were yet a hundred yards away, and fled in disorder to their main line of defence. The Light Horsemen of "C" Squadron mingled with the Camelry in the deserted trenches and enjoyed good shooting at the retreating Turks, and they also silenced an Austrian gun team which had been rushed up to a new position. This thrust marked the extreme point reached by British troops that day. The official historian relates that General Headquarters was disinclined to believe that any troops had penetrated so far into enemy territory, but towards the end of the year, when that country became our territory, the bones of three Australians were found on that ridge, bearing silent but grim testimony of the valour and dash of a handful of Australians on that eventful afternoon in April. The success of this thrust was purely local, and without immediate support could not be exploited. Shortly afterwards a general order to withdraw was issued and after being rejoined by "C" Squadron, the Regiment fell back to a ridge about 600 yards from its previous position. Just as the order to retire was

given Major Bailey, O.C. "C" Squadron, and Major Loynes, O.C. "A" Squadron, were both severely wounded and carried from the field. It was a grim and ironical trick of fate that two senior officers who had led their men so conspicuously throughout the day without mishap, should be wounded when the battle was over.

The Regiment held its new position despite very heavy shelling by the enemy with H.E. and shrapnel, but at 2.30 p.m. a general order to retire was issued and we fell back to a ridge 700 yards to the rear, and after a brief halt we again retired a further 800 yards, on a long narrow ridge which we had crossed early that morning. While here we witnessed a thrilling air duel between a British and a German pilot directly to our front but over no man's land. The German zoomed high in the air and dived suddenly at the British 'plane, but the pilot slipped his machine aside, and as the Hun went past he swooped after him at a terrific pace. Straight as a plummet, with engines roaring, the British machine roared down upon his adversary, but the terrific strain was too much for his craft, and one of the wings snapped off close to the body of the machine and was whisked into the slip-stream like a pocket handkerchief. Losing balance the 'plane twisted into a spin, and with engines still roaring, dropped like a stone between the opposing lines, sending up a great cloud of smoke and dust.

During the next three days we strengthened our positions, manned the trenches day and night, and carried out searching patrols into no man's land. A troop under Lieut. H. Gee occupied a standing patrol in a forward sector and captured six prisoners in that vicinity.

On the evening of the 22nd April, we were recalled from the line and retired to a camp at Abasan el Kebir. An extract from Colonel Grant's field report of the second Gaza engagement reads as follows:—

"Throughout the engagement, officers and men behaved in a splendid manner. They went forward with great dash and courage under heavy shell fire, both shrapnel and high explosive, and machine-gun fire, and remained cool throughout the action."

Our casualties in this action were as follows:—

Killed—11 other ranks.

Wounded—6 officers, 47 other ranks.

Missing—1 other rank.



Amongst the splendid men who fell that day we read the names of Sgt. F. P. Laxton; Troopers V. G. Bottomley, D. Carrington, E. J. Clements, F. A. Connolly, M. M. Donnelly, P. S. Jackson, J. J. Kenny, M. J. McCarthy, P. M. O'Dowd, C. E. Rathjen.

The missing man was badly wounded and was not seen lying in the dense growth of barley when the retirement began on the 19th. He was afterwards found by the Turks and treated in one of their hospitals.

For meritorious and gallant services rendered in this engagement, Major J. W. Parsons was awarded the Distinguished Service Order. Lieuts. H. Gee, C. Stumm and F. Farlow were awarded the Military Cross; Troopers H. Braham and J. P. McGrath received the Distinguished Conduct Medal, and Sgt. F. Aubrey was awarded the Military Medal.

While the regiment was reorganising at Abasan, it was inspected by General Chauvel. On the 24th April and the following day we moved to Wadi Sheik Nuran and provided working parties for the purpose of filling in old Turkish entrenchments. While stationed at Sheik Nuran, we rode twice a day to water horses in the Wadi Guzze, under the shadow of Tel el Fara. Fara was a huge mound of earth thrown up on the southern bank of the Wadi Guzze and overlooking a permanent pool of water.

On 1st May the regiment moved out to patrol enemy territory in the vicinity of Shanag, and troops under Lieuts. Stumm and Gordon gained touch with enemy patrols, who retired after a brief engagement. Late that afternoon Lieut. W. Moyle, accompanied by Troopers Donovan and Burgess, rode forward to reconnoitre the enemy position and narrowly escaped being captured. They had ridden across a plain and were ascending a small hill to gain a view of the surrounding country when they heard the pounding of hoofs, and on looking down they saw two troops of Turkish cavalry racing around the sides of the hill from opposite directions to cut off their retreat. Putting spurs to their horses, they galloped down the hill and on across the plain, averting capture by a margin of yards. This thrilling incident was witnessed by the whole regiment, which was some distance away, and for a time the onlookers thought Lieut. Moyle and his two comrades would be captured, but when pursuers and pursued came on to the plain country the sturdy Australian horses drew away from the Turkish ponies and the enemy drew rein and retired. The pursuers were armed with swords and lances, but apparently had no



LIEUTENANT-COLONEL JOHN W. PARSONS,  
D.S.O., V.D.

Commanding Officer of the Regiment from August, 1917, to January, 1918, and temporary commander of the 4th A.I.F. Light Horse Brigade.





A Troop of the 11th Regiment drawing water from an old Roman Cistern at El Buggar, south-west of Beersheba.



Australian War Memorial Photograph. Copyright.  
Beersheba.



Turkish Staff Officers and Soldiers watching the progress of the Battle of Sheria, 7th November, 1917.



Scene of the mounted charge at the Turkish trenches made by "C" Troop, "A" Squadron, 11th Light Horse Regiment, 7th November, 1917.





Monument erected over the graves of soldiers of the 11th Light Horse Regiment who fell at Sheria. After the war they were reinterred in the Military Cemetery at Gaza.



General view of the Military Cemetery at Gaza, Palestine, showing the monument erected to the memory of those who made the supreme sacrifice in that area.

firearms, although a number of Turkish infantry men were seen kneeling at the foot of the hill and firing at the Australians as they raced away. Fortunately, none of them was hit, and all are agreed that Lieut. Moyle and his scouts, Donovan and Burgess, owed their freedom to their own individual courage, their good horsemanship and the gameness of their horses. On 3rd May the regiment took over a section of the line at El Sha'nth and patrols were sent out to various points along the Wadi Guzze. On 6th May we moved to El Gamli and thence to Kh el Far, where we camped for the night. On the morning of the 7th we attacked a Turkish outpost at Kh el Kaseif, and after a smart exchange of shots the Turks retired. During the night we withdrew and returned to El Sha'nth. Next morning enemy 'planes flew over our camp, circling round and round the area for several minutes, after which they flew off to their own lines. We assumed they had taken photographs of the locality. Next morning several 'planes returned and bombed the camp.

On the 10th we patrolled the country in the region of Abu el Rigal, Maalaga and Rishid Bek. Enemy cavalry patrols were encountered and we drove them back to their own lines. Roving Bedouins acted as scouts for the Turks and conveyed warnings of our approach by means of smoke signals. On the 12th we were relieved by the Bucks Yeomanry, and we retired to our old camp at Fukari, where we were held in reserve, and on the 15th we retired via Khan Yunis to a seaside rest camp at Tel el Marakeb, where both men and horses enjoyed the surf bathing. While here we received a consignment of comforts from the 11th Light Horse Comforts Fund in Australia, which was very highly appreciated. On the 16th May, Lieut.-Col. Grant, D.S.O., took over temporary command of the 4th Brigade, and Major J. W. Parsons, D.S.O., assumed command of the regiment.



## CHAPTER XII.

## BEERSHEBA PATROLS AND DEMOLITION WORK.

Towards the end of May, plans were perfected for a large scale raid on the Turkish railway line running south from Beersheba to Ashluj and thence to Auja. This line had not been used by the enemy since the British had advanced to the Wadi Guzze, but so long as it remained intact, it constituted a definite menace to our right flank. Furthermore, the enemy was short of steel rails, and it was believed that he would attempt to remove that section of rails for his own use elsewhere. We, therefore, proposed to raid the sector and destroy the line and bridges. The operation was to be carried out by two columns. One column, comprising the Engineering Field Squadrons of the Anzac and Imperial Mounted Divisions accompanied by the 1st Australian Light Horse Brigade, would move from Shellal to Ashluj, whilst the second column, comprising the Camel Brigade with its Field Engineering Troop, and "C" Squadron of the 11th Light Horse Regiment, would march simultaneously from Rafa to Auja.

The absence of water on the route, the uncertainty of the supply at Ashluj and Auja, and the presence of a strong enemy force within striking distance of the area to be raided, caused the venture to be an extremely hazardous one. Every precaution was adopted to insure the secrecy of the raid, and, accordingly, the 6th Light Horse Regiment was thrown around the village of Khalasa to prevent a leakage of information to the enemy lines. The scheme was a masterpiece of careful planning and subterfuge. On the morning of the raid our Infantry Divisions on the left flank demonstrated against Gaza, while the Imperial and Anzac Mounted Divisions made demonstrations at Beersheba and the country between the latter place and Ashluj to camouflage the real purpose of our presence in that area and further south.

The actual work of demolishing the lines and bridges was directed by Brigadier-General R. E. M. Russell, C.V.O., C.B.E., D.S.O., R.E., an officer of the British Regular Army, who was most ably assisted by the Royal

Engineers and a number of picked men of the engineering units with the Australian Mounted Brigades. Several tons of explosives were carried on camels, in kerosene tins, and handy clips for clamping the charges to the steel rails were made from the hoop-iron bands which were originally used to compress bales of fodder.

"C" Squadron of the 11th Light Horse Regiment, under Captain Koch, acted as covering troops for the demolition party working on the Auja sectors. On arrival there, the squadron carried out a smart piece of work by apprehending all Arabs in and around Auja, and holding them in the town until the task of the demolition "gang" was completed. The troop under Lieutenant Clifford patrolling the adjacent country sighted enemy cavalry near Hill 1020 and drove them off. By the afternoon of the 23rd, the whole of the work was completed, and the parties withdrew, "C" Squadron acting as rear guard and engaging the enemy when his screens and patrols pressed forward. That night, a half-troop under Sergeant Wilson was ordered back to Hill 902, to stand guard over one of our 'planes which had been forced down by engine trouble in the late afternoon. Next day, repairs were effected, and the 'plane flew back to its base, south of Khan Yunis.

The raid on Auja and Ashluj was highly successful, and will go down in history as a military masterpiece, both in organisation and execution. The demolition parties, numbering four officers and one hundred men, destroyed every steel rail along 13 miles of track, as well as a quantity of Decauville line. In addition, they wrecked one bridge of 18 arches, one of 12, one of six, one of five, one of three, one of two arches, a viaduct which had been built over the Wadi Theigat el Amirin, and a number of arched culverts. In the villages and sidings, all station buildings, railway points and switches and telegraph lines and poles were destroyed. In short, everything useful to the enemy was either destroyed or carried away.

The G.O.C. was loud in his praises of the work of this small but intrepid party, which had the temerity to dash in under the guns of a numerically superior enemy force and destroy his property so completely, without loss to itself.

During the time that "C" Squadron was engaged in the raid mentioned above, "A" and "B" Squadrons of



the Regiment, under Captains E. Costello and C. Munro respectively, were demonstrating against the enemy at Beersheba and carrying out patrol duty. At the conclusion of the Auja raid, "A" and "B" Squadrons returned to Fukhari, where they were joined by "C" Squadron.

On May 28th, the Regiment moved to Um Urgan, taking over the outpost line in that sector. The following morning, at dawn, a troop of "C" Squadron, under Lieutenant Gordon, captured a Turkish infantry patrol of eight men. During the afternoon of the 29th, enemy planes bombed our lines, but no casualties resulted. Next day, we occupied the day outpost line and had several sharp skirmishes with the enemy, who made repeated attempts to encircle our observation posts covering the Wadi Imleigh sector.

During the afternoon a large body of Turks and Bedouins attempted to harvest the crops growing in fields opposite our sector, but we attacked, driving them back to their lines. On 6th June we welcomed back to our ranks 23 men who had recovered from wounds. On 7th June, a ceremonial parade was held, at which General Chauvel decorated Major J. W. Parsons and Lieutenant F. Farlow with the Distinguished Service Order, and the Military Cross respectively, awards which had been gallantly won by these officers at the Battle of Gaza on 19th April.

On 26th June, a patrol under Lieutenant Gordon, "C" Squadron, rescued three Australian airmen whose planes had been forced down outside our lines.

General Sir Edmund Allenby arrived in Cairo on 27th June to assume command of the British forces in Palestine. During the month of July, the Regiment carried out patrol duty in enemy territory in front of Beersheba. Our patrols ventured deep into his territory to test his strength and discover other vital details about his positions. Sometimes these demonstrations were carried out with little or no resistance by the enemy, while, at other times, he retaliated in no uncertain manner. For example, on July 4th, while we were demonstrating in the vicinity of Umm Farrath, the enemy opened fire with field pieces, and it was estimated that more than 300 shells fell amongst our troops that day. Fortunately, we moved into broken country where cover was good and our casualties were slight. Sergeant Dowie, of "B" Squadron was killed and three other ranks were wounded.

On 7th July, a ceremonial parade was held at our base at Fukhari, and we were inspected by General Allenby, our new Commander-in-Chief.

On 19th July, the Regiment moved with the 4th Brigade to demonstrate in the vicinity of Goz Mabruk and El Buggar. At the last mentioned place we drew water from a series of very ancient cisterns, relics of a bygone age. When darkness set in, we returned to El Gamli and bivouacked for the night. The reconnaissance was repeated next day, and at nightfall we returned to Fukhari. The following day, the Regiment was ordered to the rest camp at Marakeb, where both men and horses enjoyed a few days' rest. The daily life of a Light Horseman in the field is a strenuous one. With a horse whose every need is given priority to all other things, he has little time for leisure. The time that may reasonably be regarded as leisure, in the life of the foot soldier, is occupied by the Light Horseman in grooming, feeding and watering his horse, preparing picket lines and cleaning his gear, and so rest camps, such as the one at Marakeb, played an important part in the drama of war in Palestine. Our horses were assured of a good rest, but this hardly applied to the troopers, for the Australian is inseparable, not only from his love of sport, but also from his individual inclination to participate in it, in one form or another. Consequently, shortly after our arrival at Marakeb, a comprehensive programme of sport was drawn up, into which everyone entered with great zeal and expectations. The days were spent in surf carnivals, foot running, and jumping, tug-o'-wars and other games and competitions of a purely military character. The evenings produced the inevitable boxing tournaments and concert entertainments, and here a word may be said for the excellent entertainment provided by the 4th Brigade Concert Party. Many of its members reached high places in the ranks of professional entertainers, both in Australia and England, after the war. Having rested for 10 days, the Regiment marched to Tel el Fara to resume patrol duty in the territory between the Wadi Guzze and Beersheba.

On 13th August, Lieutenant Colonel W. Grant, D.S.O., was appointed to the temporary command of the 3rd Australian Light Horse Brigade with the rank of Brigadier-General. Major J. W. Parsons, D.S.O., was appointed to command the Regiment and promoted



Lieutenant-Colonel. Major P. J. Bailey returned from hospital and was appointed Second in Command of the Regiment.

#### BATTLE OF BEERSHEBA.

Sir Edmund Allenby, the new Commander-in-Chief, began active control of his forces on the morning of the 30th June by moving Army Headquarters from its palatial surroundings at the Savoy Hotel, in Cairo, to the village of Kalab, a few miles north of Rafa, which was a front-line area. This move had the advantage of bringing him and his staff of assistants within a short motor-drive of his front-line positions, and ere long it was a common sight to see the new G.O.C. and his staff riding or driving through his soldiers' camps along the Wadi Guzze. His plan of attack, based on the comprehensive notes of Sir Philip Chetwode, was soon formulated, and preparations to carry it into effect were begun in earnest from end to end of the British line. It was soon evident to us that the plan of battle was to be different from the previous attacks on the Gaza-Beersheba line inasmuch as the main force of it would be directed against Beersheba. The ultimate success of the venture, as in all such military coups, would depend largely upon the secrecy of our plans, and, with this object in view, elaborate preparations were made to disguise our intentions and deceive the enemy into believing that the fortresses of Gaza were to be our main objective again.

Many of the Australians opposing the Turks in Palestine had taken part in the evacuation of Gallipoli, that splendid hoax of the Turkish army, and were masters in the art of deception as it applied to warfare.

Dummy camps were erected in the territory opposite Gaza, and, at night, fires were kindled and hurricane lamps were left burning in the tents. Small squads of horsemen rode back and forth on the banks of the Guzze, deliberately raising great clouds of dust, the whole scheme indicating a concentration of troops in that area. Nor were these sham preparations confined to the land. Naval boats slipped into the mouth of the Wadi Hesi, a few miles north of Gaza, and took soundings as though a landing from the sea was intended. Simultaneously with these "stunts" a masterpiece of bluff was carried out on the Island of Cyprus to prevent the enemy from sending reinforcements from Syria to the Palestine front. A large camp was marked out on the island; buoys were

set up apparently to direct transports in the harbour, and enquiries were made through local contractors for supplies for a large body of troops, and other arrangements were carried out, all intended to promote gossip amongst the inhabitants of the island, gossip which would reach the enemy agents on the mainland. On the right flank the mounted troops carried out daily patrols reaching far into the enemy territory in front of Beersheba, but these patrols were mere passive demonstrations designed to accustom the Turks to our presence in that vicinity. That these schemes succeeded in deceiving the enemy is evidenced by a Turkish despatch captured in Jerusalem some months later. The despatch was from the Turkish Commander at Gaza to the Turkish High Command in Jerusalem, and an extract reads:—

"An enemy outflanking movement on Beersheba, with about one infantry and one cavalry division is indicated but the main attack, as before, must be expected on the Gaza front."

General Allenby's battle order was issued on October 22nd, the general plan being as follows:—

General Chetwode, with XX Corps, was to attack Beersheba from the south-west, while General Chauvel, with two divisions of Desert Mounted Corps, would assault the town from the east and north-east, the combined attack being scheduled to take place on October 31st. On October 28th, the 11th Light Horse Regiment, 470 strong, moved from Tel el Fara with the 4th Brigade on the first stage of its ride to encircle Beersheba. That night we camped at Esani, and the following day proceeded to Khalasa, a small village which stands on the site of the ancient city of Eleusa. We rested here during the afternoon, and, at nightfall, moved off on the final stage of our movement to take up a position within striking distance of Beersheba. The ride from Khalasa that night will long be remembered by the 11th Regiment. The night was hot and oppressive, and great billows of heavy dust rolled through the ranks of plodding horses and clung to the column in a dense cloud as it moved slowly across the lowlands south of Beersheba.

We filled our water-bottles at Khalasa, but, in view of the conditions ahead of us, known and unknown, we were exhorted to conserve this meagre supply at all costs and by all means in our power. By midnight both men



and horses were showing the need of water, and, with Khalasa far behind us, the nearest wells now lay behind the defences of Beersheba, in the heart of the town.

Soon after midnight, our O.C., Colonel Parsons, D.S.O., drew out from his position at the head of the column, exchanging a word here and there with the tired troopers as they rode along. One section of men of "C" Squadron were discussing the "shortage of water" in terms that left nothing to the imagination, when the Colonel interrupted them.

"You fellows should copy my example," he said. "For the past ten miles, I have carried a small pebble in my mouth, and I haven't felt the need of a drink of water."

For a moment, this well-meant advice from the C.O. was met by a "stony" silence, but, as he rode off into the darkness, a wag in the troop called out in a hoarse and croaky voice, "If the Colonel can travel ten miles without a drink on one small pebble, how far will he go on half a brick?" and Colonel Parsons, not yet out of earshot, joined in the general laughter that followed.

Just before daybreak, the attack developed on our left flank, and the roar of the guns reverberating through the hills and wadis was a heartening sound to our ears. During the day, we relieved the 8th Regiment on an outpost line with the 12th Regiment on our right, and the 7th Mounted Brigade on our left. We came under heavy machine gun fire on the left, and our right flank was subjected to heavy rifle fire, from a Turkish redoubt cunningly placed at the convergence of two low ridges. As the afternoon wore on, the position became serious. The outer defences of Beersheba had not fallen to our attacks and the mounted troops could not endure another night without water. Occasionally, as we worked onto the high ground, we could see the town of Beersheba lying in a saucer-shaped dip at the foot of the Judean hills. A barren, treeless plain sloped easily down to the town four miles away. It was too far off to permit an organised dismounted attack before darkness set in, and with every moment that passed the position became more critical. Earlier in the day, General Chauvel had established his headquarters on a slight rise some distance in our rear, in the vicinity of Khashm Zanna, and here, as the afternoon waned, a tense military drama of tremendous importance was being enacted. General Chauvel had just made up his mind that a galloping charge was his only hope of



Graves of the 11th Light Horse in the Military Cemetery at Gaza.



General view Gaza Cemetery, showing old graves (1914-18), crosses (1939-41), and the Cenotaph.

The photographs appearing on this page were specially taken at Gaza in September, 1941, by Mr. A. D. McLachlan and Major Condor, of the Australian Red Cross Society—Overseas Unit—and forwarded to the author free of charge, a generous service, for which he hereby records his appreciation.





Turks captured by Light Horsemen in the Judean Hills in 1917.



Troopers of the 11th Light Horse Regiment crossing the flooded Wadi Katra in December, 1917.

saving the day. With him were General Hodgson, Brigadier-General Grant, of the 4th Australian Brigade, and Brigadier-General Fitzgerald, of the 5th Imperial Mounted Yeomanry Brigade. Generals Grant and Fitzgerald both pleaded with their leader for the honour of the charge. Those few brief moments, made tense by a desperate situation, must rightly occupy a place amongst the "memorable moments in history."

General Chauvel had always tried to remain impartial in his treatment of the Australian and Imperial horsemen under his charge, and for an instant he remained silent, showing no outward sign of the conflict taking place within him. Turning quietly to General Hodgson, he settled the matter in one swift, crisp sentence, "Put General straight at it," he exclaimed.

General Grant wasted no time in formalities, but running to his horse he mounted and galloped away to assemble his Brigade. The 11th Regiment was spread over a long line of outposts, and considerable time must elapse before they could be assembled, but the 4th and 12th Regiments were already assembled near at hand, and were soon drawn up in battle formation behind the crest of a ridge looking down upon the plain of Beersheba. At 4.30, the first line of Australian horsemen went over the ridge at a trot which soon developed into a hand gallop, as the troopers, with bayonets flashing in their hands, warmed to the occasion and spurred their mounts onward. A second and third line followed at intervals of 300 yards, and, ere long, the great plain echoed to the beat of a thousand horses.

A handful of picked horsemen, acting as ground scouts, raced ahead of the main body, eyes alert for the first signs of barbed wire, but, fortunately, the Turks had thrown up no wire entanglements around the trenches in that area.

The enemy opened fire with shrapnel, which burst in white puffs over the galloping lines. As the horsemen neared the first line of trenches, they came under the fire of machine guns and rifles, but, without checking their speed, they swept across the Turkish defences. Some of the men dismounted and went to work with rifle and bayonet, while others raced on to the town, chasing the Turks into the hills beyond. In one brief, glorious hour, the Turkish left flank was shattered, and Beersheba was ours. The spectacle of Light Horsemen, with bayonets in



their hands, charging infantrymen in strongly entrenched positions, was something quite unique in the history of warfare in any period, and the boldness of the charge and its unparalleled success, fired the imagination of the British peoples. The newspapers in England, Australia and America flashed the news around the world in bold headlines.

For many nights "Grant's Brigade" was the toast of honour in every officers' mess along Allenby's front. Its counterpart in the troopers' lines was an equally spontaneous cheer for "Grant's mob," wherever the 4th Brigade colours were seen.

The Commonwealth official historian relates that an intercepted wireless message sent by the Turkish Commander as he fled in the night from Beersheba, stated in effect that his troops had broken because they were "terrified of the Australian Cavalry."

The historian states further that a German Staff Officer captured in Beersheba said that, when the 4th Brigade was seen to move, its advance had been taken for a mere demonstration. "We did not believe," he said, "that the charge would be pushed home. That seemed an impossible intention. I have heard a great deal of the fighting quality of Australian soldiers. They are not soldiers at all; they are madmen."

And while the rest of the world was agog at this fearless exploit of the casual Australian and his equally imperturbable horse, these fellows were swapping yarns around their camp fires, in the streets and roads of Beersheba, or lounging around the time-honoured wells of the town where Abraham, Isaac and Joseph and the sons of Samuel watered their flocks. Other parties of them were still "mopping" up the town, collecting prisoners and booty and piling the latter into hastily formed dumps.

The 11th Regiment captured four hundred prisoners and a great quantity of booty. Some of the Germans and Turks who were rooted out of dugouts and buildings resisted, and there were a few isolated "scraps," which invariably ended in our favour. We found loaves of coarse Turkish bread, tins of poor quality coffee, and dried apricots and dates and figs. There was an almost unlimited supply of Turkish paper money, which, alas, had no intrinsic value for the British troops; but it was rumoured that a troop of one Regiment found a quantity of Turkish gold. A sergeant of the 11th Regiment dis-

covered a canvas bag filled with Turkish war medals, including many Gallipoli Stars (a medal struck by the Turkish War Ministry to celebrate Gallipoli), which he shared amongst his mates. In another part of the town a liberal stock of cognac and red and white wine was unearthed, but, before an officer who heard of the discovery could place a guard over it, the find had vanished. This officer afterwards said he never saw anything disappear so quickly or so completely. He admitted that he got a bottle of cognac out of it himself, but added, somewhat ruefully, "I had to buy it from a Digger who was in the early rush. It cost me five 'bob'."

There was the usual crop of humorous incidents which invariably followed in the wake of the Australians.

About midnight a Digger staggered into our lines, a bottle of cognac in each hand, a rollicking song on his lips, and with the front of his tunic glittering with a score or more of Turkish war medals pinned closely together. In a loud, thick voice, punctuated with hiccoughs, he insisted that the Sergeant-Major should come out of his bed and salute him, but, to his everlasting disgust, an unsympathetic sergeant of the guard threw him in the guard tent to keep him out of further mischief.

Later still that night, another wag rolled into our lines and wakened his companions for the purpose, as he expressed it, of declaring himself "a Turkish millionaire," and, lest anyone should doubt his assertion, he emptied a feed-bag of Turkish bank notes by the side of the fire, and, throwing himself down on his mountain of money, fell fast asleep.

It was almost daybreak before the last of the independent foragers filtered into our lines. Next morning a small party of Headquarters men, led by Sergeant Flemming, captured two Turkish soldiers who were found hiding in a cave in the bank of a wadi. They were unceremoniously pulled out of their lair, and the Sergeant marched them to Headquarters at the point of his revolver. Soon after breakfast enemy planes bombed our lines, scoring a hit on our Army Medical tent, killing Sergeant Carney, of the A.M.C.

That night the Regiment occupied an outpost line running from the Mosque in Beersheba north-west to Gamli Road, and the patrols were despatched to a distance of four miles along all roads in that sector without sighting the enemy.



On 2nd November the Regiment was relieved from its outpost position and moved to a bivouac area at Karm to reorganise.

Reorganisation after an engagement always meant "kit inspection," which is the official method of discovering losses of gear due to that engagement. Each man spreads his blanket on the ground and piles all the gear he has upon it as neatly as possible. The Commanding Officer, the Adjutant and the Sergeant-Major then walk slowly through the lines, when shortages are listed and requisitions issued to "stores" to replace them.

During his inspection at Karm that morning, Colonel Parsons noticed that every man in one particular Troop of "C" Squadron had conspicuously placed a large round stone on the centre of his blanket. The effect produced by a matter of forty round stones in a long, straight row on the smooth line of blankets, was inescapable and extraordinary, and failing, quite naturally, to grasp the significance of it, the Colonel addressed the nearest trooper.

"What is the purpose of the round stones?" said he, pointing along the line.

"Those stones, sir," replied the trooper, very seriously, "represent the pebble you told us about at Khalasa, and which we now carry in the kits for quenching our thirst," and, for the second time, the Colonel joined in the laughter at his own expense. The boys were satisfied. They had carried their joke to its natural conclusion, and nothing further was heard of the Colonel's thirst-quenching pebble.

## CHAPTER XIII.

### BATTLE OF SHERIA.

After being driven from his position at Beersheba, the enemy fell back into strongly entrenched positions, the principal ones being Tel el Khuweilfe and Tel el Sheria, lying north of Beersheba, the latter place being directly on the Jerusalem-Beersheba railway line.

Sheria was strongly held by a series of well placed machine-gun redoubts supported by infantry trenches. The country around Sheria was broken by small crooked wadis, which afforded fair cover for horses, but the ridges themselves were entirely denuded of trees or vegetation, affording no cover whatsoever for advancing troops.

General Allenby's plan was to follow through quickly with his success at Beersheba, keeping the Turks on the run if possible, and at the same time swinging his left flank in a wide arc to concentrate on the territory behind Gaza at Huj and other important positions on the Gaza-Jerusalem railway line.

Imperial Infantry Brigades had attacked Gaza on the 27th October, and after stiff fighting the town was captured by the British on 6th November, the enemy falling back to reserve positions at Huj and Beit Hanun.

On the morning of the 5th November the 4th Brigade was again on the march, the 11th Regiment taking over an outpost line from the 22nd Imperial Mounted Brigade at Bir el Girheir, north-west of Beersheba. We relieved the East Riding Regiment "B" and "C" Squadrons, holding the line with "A" Squadron in support. Owing to a shortage of water our horses were taken back to Tel el Fara, a distance of 12 miles, returning the following afternoon. On the 6th November we maintained touch with the Royal Irish Rifles on our right flank, and at 4 o'clock in the afternoon we moved forward with them to attack the Kauwaukah Redoubt. At nightfall we were withdrawn from the line and moved to Abu Irgeig to ration the troops and horses.

The morning of the 7th dawned crisp and clear, with no hint of the tragedy which would befall the 11th Regiment that day. Early morning operations, in fact, augured well for the success of the British troops. The 10th Infantry Division assailed the Hareira Redoubt, and despite heavy



opposition captured it, and the 60th Division (Londoners) with characteristic dash and courage stormed the great mound at Sheria and drove the Turks and Germans out of their trenches and redoubts at the point of the bayonet. Driven from this stronghold, the enemy retreated to a line about two miles behind their original position and "dug in" on a long bare ridge that sloped up from the Wadi Sadeh, a branch of the Wadi Sheria. Spurning the cover of the trenches on the great mound at Sheria, which they had just captured, the Londoners dashed in pursuit of the enemy, but as they crossed the first bare ridge the Turks opened fire with shrapnel, machine guns and rifles, causing many casualties. The task was too great for this gallant force, which was weakened by the earlier fighting that day, and subsequently they came to a halt on a ridge opposite the enemy trenches and separated by the Wadi Sadeh. Here they "dug in," and held the line awaiting reinforcements. Meantime the 4th Brigade had ridden hard from Irgeig to Sheria, arriving there at 10 o'clock. From a vantage point on the heights of the mound at Sheria, General Chauvel reviewed the position and decided to employ the 4th Light Horse Brigade and the 5th Mounted Brigade in an attempt to smash the Turkish line. Soon after 10 o'clock General Hodgson, who had command of these two brigades, received from General Chauvel his orders to "clear the enemy from the front of the 60th Division." His objective was a mud hut standing out clearly at Khurbet Buteihah, on a ridge behind the Turkish lines, but to reach it his horsemen must gallop through the ranks of the Londoners and then through the Turks.

In the words of the Commonwealth Official Historian, "this desperate mission was entrusted to Grant's 4th Light Horse Brigade, which was ordered to cross the wadi mounted and strike hard for Khurbet Buteihah. The 11th and 12th Regiments were to form the spearhead of the charge with the 4th Regiment supporting. The left flank was allotted to the 11th Regiment, and it was decided that "A" and "B" Squadrons, under the command of Major P. J. Bailey, should take part in the mounted charge with "C" Squadron of the regiment in reserve. The regiment formed up and we trotted down to the wadi crossing, reserving the strength of our horses for the gallop across the ridges beyond. At this time the horses had been 28 hours without a drink, and as the wadi contained shallow pools of water we drew rein while they drank greedily despite the shrapnel shells bursting low overhead.

The Official Historian's account of the subsequent action is here quoted:—

"It was clear that heavy punishment awaited the regiments as soon as they reached the northern bank, and that pace alone could give the attack any chance of success. The leading squadrons therefore urged their horses on, and trotted and cantered up the steep tracks on the other side. As they emerged, they rode into shafts of machine-gun and rifle fire at effective range. Cameron, on the right, decided at once that there was no chance here of a second 'Beersheba'; he dismounted one of his squadrons and sent back the horses, while the men advanced on foot. Another squadron, galloping forward about 500 yards, also dismounted and went to work with the rifle.

"On the left two squadrons of the 11th, deploying as they cleared the wadi, went forward at the gallop. On this sector the line of the British infantry was close to the wadi. Careless of the heavy fire, and riding hard, they passed many dead Londoners, who had fallen earlier in the morning, and dashed on through the advanced riflemen beyond. The gallant Cockneys, remembering Beersheba, rose and cheered them as they went by, but the opposing fire, wild when first the light horsemen left the wadi, was now steadier and more accurate. The leaders saw, like Cameron, that the low-lying Turks were not to be demoralised by two slender squadrons, and a few hundred yards beyond the infantry the order was given to halt, the horses were rushed back, and the men, lying close to the ground, opened fire with their rifles.

"But one of the troops of Major E. Costello's squadron—"A" Squadron of the 11th Regiment)—missed the signal to dismount and galloped on. With their leader, Lieutenant A. R. Brierty, at their head, this little party of twenty-one light horsemen spurred straight at a group of shallow Turkish entrenchments. The rifle fire was terrific, but the pace saved the Australians, and when they came within a few horse-lengths of the advanced line the Turks raised their hands. Brierty led the troop over the little trench at the gallop; then with enemy riflemen all round them, the men flung themselves from their saddles to rush in with the bayonet. As they halted, the Turks who had surrendered opened fire with their rifles at a few yards' range, and the other troops all round joined in the shooting. In a few seconds every Australian horse had fallen, eleven men had been killed, and the rest of the troop, except one, wounded. The disaster was so complete that relief was purposeless, but Lieutenant J. S. Bartlett, a fellow troop leader of Brierty's, advanced boldly from the left with a Hotchkiss and nine riflemen, got into a good position and shot down a number of Turks who were moving from their trenches towards Brierty's party. Twenty Turks and one German officer were afterwards found dead there in a heap. Of Bartlett's party of ten, four were killed and three wounded. The remaining men of the two squadrons were now precariously placed some hundred yards in front of the infantry, and the Turks concentrated their fire upon them, at the same time creeping forward with the bayonet. The ground gave very little cover, but the light horsemen hung on all day, shooting in that terribly deliberate sure way which always distinguished them in bitter fire-fights.



"During the afternoon a call was made for stretcher-bearers at the 11th Regiment's headquarters just south of the wadi. Chaplain W. J. Dunbar, the regimental 'padre,' an Australian Methodist clergyman who had joined the Light Horse as a trooper and had been promoted in the field, was among those who at once volunteered. Crossing the wadi on his horse, Dunbar rode forward under heavy fire, the one horseman on the landscape, to some little straw stacks, where he engaged in dressing a number of wounded men. While he was there Trooper W. P. Forster, who had been with Brierty and had been only slightly wounded, rose from amidst the mass of dead horses, and avoiding the Turks, ran towards the wadi. Dunbar, despite the protests of a few men at the straw stacks, at once dashed out to meet him. As Forster ran the German machine-guns opened fire. For some time the bullets cut up the dust close behind him; and as he went on unhurt, and the Chaplain ran to join him, every Londoner and Australian lying on the exposed slope and breathlessly watching the two men, prayed for their escape. Forster was hit and fell. But he rose at once, and staggering on met Dunbar; then both men, coming under a stream of bullets, were killed.

"Towards sunset the light horsemen rejoiced to see waves of the reserve brigade of the 60th Division advancing from their left rear. The brigade came on steadily despite heavy Turkish shelling. It was dusk when they reached the Australians, who cheered them as they had themselves been cheered by the Londoners in the morning. But this was no madcap exploit of a few horsemen. The infantry men had strength and depth. 'How far away are the blighters?' asked a sergeant. 'Five hundred yards,' replied an Australian. 'Then in five minutes,' said the Londoner, 'we'll be into them.' Some of the Australians rose to join in the sport, and marched away with the infantry into the growing darkness; a few minutes later those who remained heard a hoarse roar above the rattle of the machine-gun and rifle fire. The Londoners had charged home with the bayonet: the Turkish resistance was finally broken, and the gateway to Palestine was open."

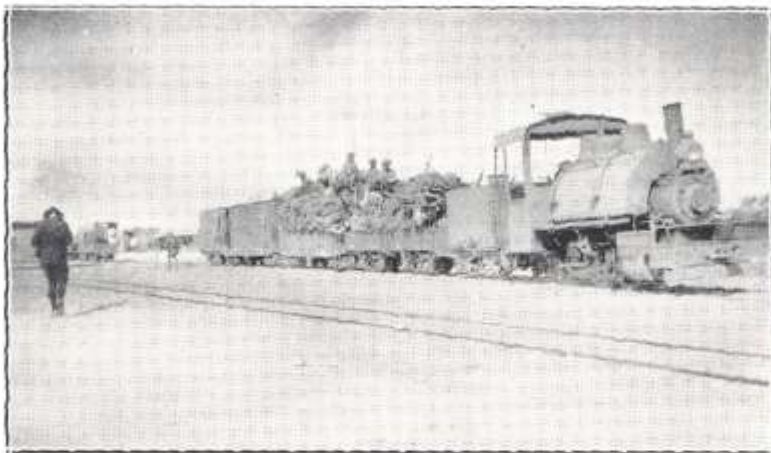
Broadly speaking, that is the story of the swift, tragic and almost total annihilation of "C" Troop "A" Squadron of the 11th Light Horse Regiment. It was a reversal that was transformed into the regiment's most glorious saga of achievement by collective and individual acts of gallantry in the face of the most terrifying odds. Rorke's Drift, Balaclava, and all the other "thin red lines" of British history were enacted again, with terrible directness that day on the slopes of Sheria.

When Lieutenant Brierty and his men galloped over the first enemy trench, the terrified Turks threw down their rifles and raised their hands in token of surrender. Without a pause or a backward glance at the prisoners, Brierty and his men raced on to the second line of trenches 250 yards beyond, and here they ran into the main Turkish force in

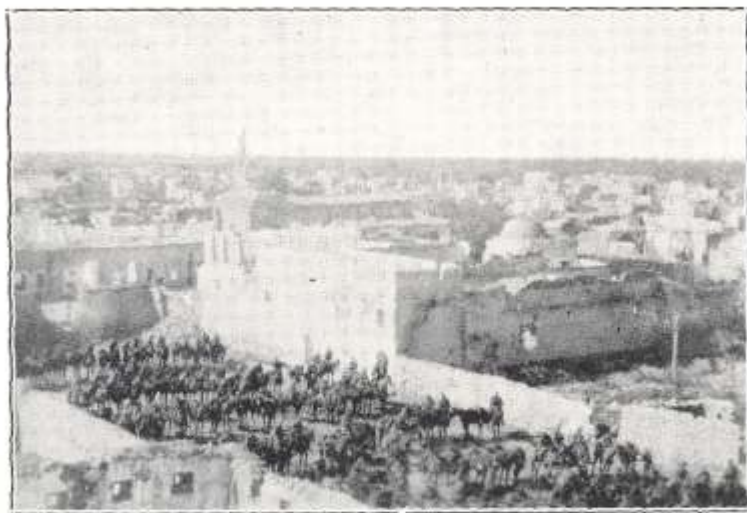


Colonel Percival J. Bailey, D.S.O., V.D., Order of Nile, Commanding Officer 11th Light Horse Regiment, January, 1918, to June, 1918, and from October, 1918, to Demobilization, 1919.





Turkish Train captured at Et Tine Station.



"A" Squadron—11th Light Horse Regiment—drawn up in the City of Gaza.

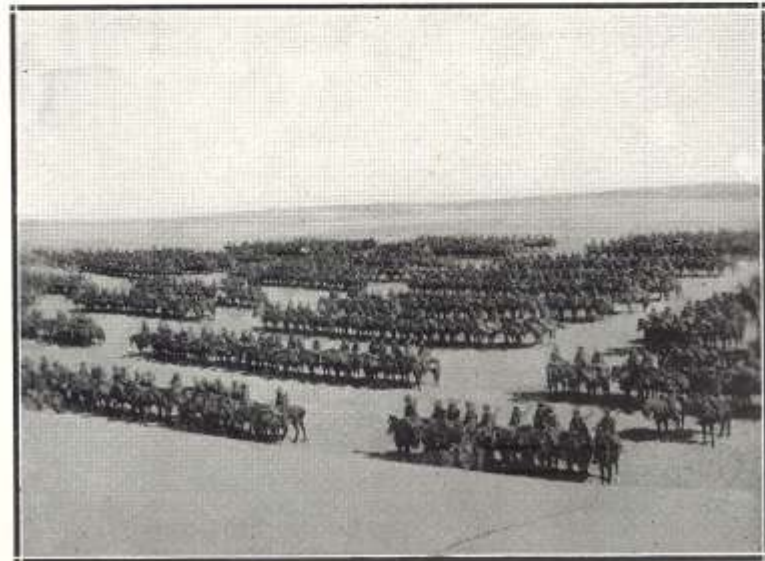


Major Edward Costello, D.S.O., Temporary Commander,  
11th Light Horse Regiment.





General view of the 11th Light Horse camp at Belah, on the Mediterranean coast, south of Gaza.



The 4th Light Horse Brigade drawn up on the plain at Belah, on the occasion of an inspection by H.R.H. the Duke of Connaught.

that sector strongly entrenched in a redoubt. As they faced the muzzles of the machine guns and rifles at close range, every man must have known how slim was his chance of surviving. But there was no panic or disorder amongst them. At a signal from their officer, the troopers reined in their horses, and Sergeants Thistlethwaite and Rankin swung in from their respective positions on each flank of the troop to keep touch with their leader. The troopers flung themselves from their saddles; horse holders grasped the reins of their comrades' mounts as they had been taught to do on the parade grounds of Enoggera and Egypt; rifles, bayonets fixed, flashed in the hands of those now free for dismounted action, and with one accord they prepared to rush the enemy trench and take it at the point of the bayonet.

Before they could step clear of the horses, however, the Turks, who up to this time appeared to be spellbound, opened fire at point blank range, and those of the enemy who had surrendered in the first trench, snatched up their rifles and joined in the fire.

Many of the troopers and every horse went down under that first withering blast. Lieutenant Brierty, Sergeant Thistlethwaite, Corporal O'Neil, Troopers Burness, Hull, Forster, and Thorn were the only ones left standing, and of these Brierty, Thistlethwaite, O'Neil, and Hull were wounded. With a display of courage that beggars description, this gallant remnant of Brierty's force began firing on the enemy and accounted for many Turks as their heads and shoulders appeared above the trench a few yards away. Corporal O'Neil and Trooper Hull were the next to go down, both being killed instantly—and realising how tragically they were outnumbered, Brierty ordered the remainder to take cover behind the carcasses of the horses.

Sergeant Thistlethwaite, already wounded in the thigh, unfortunately dropped behind a horse that was in its death throes, and as it struggled to rise the animal kicked him with its thrashing hoofs until eventually he was forced to seek cover behind a dead horse a few yards away. While doing so he was again wounded, this time in the calf of the leg. Lieutenant Brierty's left arm was almost severed at the shoulder by a burst of machine-gun bullets, but without sign of panic or fuss he was seen to unfasten his buttons and tuck the dangling limb inside his tunic. He was also wounded in the right leg. Each of the men in Brierty's party, crouching in different places behind the dead horses, realised that the situation justified the application of the



military maxim of "every man for himself," and under cover of the heavy fire from the British line and a friendly veil of dust rising from the hoofs of struggling horses, Lieutenant Brierty and Troopers Burness and Thorn made a plucky escape towards our left flank into some broken ground, and eventually they reached their own lines. A few minutes later Trooper Forster rose from cover behind a dead horse and attempted to reach the wadi, but was killed before he had gone many yards. During a lull in the firing a large number of Turks crept from the trench and crouched amongst the dead horses. Three of them roughly stripped Thistlethwaite of his bandolier and belt and one of them commenced unlacing his boots. At this instant Lieutenant J. S. Bartlett, of "A" Squadron, boldly advanced to the left with his troop, and taking up a good position, poured a deadly fire into the Turks amongst the dead horses, and to such good effect that they fled back to their trench, leaving behind twenty dead and a number of wounded.

Sergeant Thistlethwaite, being badly wounded, remained under cover and throughout the rest of the day suffered a most harrowing experience as bullets from both the enemy trenches and the British lines frequently found a billet in the carcase of the horse behind which he lay, and he was hit several times in legs and feet. It was a sweltering afternoon and the wounded Turks lying around called repeatedly to their comrades for water. Late in the afternoon the Turks who were in the forward trench ran back to their main line, and as they went past the sergeant he appealed to a Turkish officer with them to be taken in for treatment, but the Turk did not hesitate upon the order of his going and replied in Arabic that he would send out for him later.

Shortly before dusk two Turkish soldiers crept to the dead horses and Sergeant Thistlethwaite watched them as they rifled the pockets of his dead comrades and searched the saddle bags on the dead horses. They seemed mostly concerned in the discovery of food and took biscuits and other rations. For a time they lay beside Sergeant Thistlethwaite while they searched his pockets. He tried to converse with them in both English and Arabic, but made no headway as they apparently understood nothing but Turkish.

Weakened from loss of blood and the terrible ordeal through which he had passed, Thistlethwaite swooned, and when he regained consciousness darkness had set in and his Turkish visitors had departed. It is a tribute to his

courage and tenacity of purpose that he then decided to attempt an escape, and in spite of the terrible wound in his thigh and his minor leg injuries, he crawled slowly and painfully away from the shelter of the dead horses. Using a rifle as a support, he was able to stand erect and hobble a few steps at a time. His wounds bled anew, and frequently he fell from weakness, but each time he managed to rise and struggle onwards. At long last he heard the blessed sound of English voices and an alert sentry challenged him from out of the darkness in an unmistakable Cockney voice. By good fortune he had stumbled upon a party of Londoners who at that moment were preparing for their charge to the Turkish position, and they called for stretcher-bearers, who carried him back to the 60th Division dressing station in the wadi some distance away. We lost a number of stalwart comrades that day whose names are here recorded:—

Captain Chaplain Dunbar.

Sergeant Rankin.

Corporal O'Neil.

Troopers Bennett, G. Coleman, W. Coleman, Flynn, Forster, Hope, Hull, Linedale, Little, Robinson, Ross, Thompson.

Troopers Burness and Thorn, whose courage, initiative and good fortune enabled them to escape with only minor injuries, were back in their saddles next day carrying on with their "job."

For the part he played in the events of the day Lieutenant Brierty was awarded the Military Cross.

Many stirring events at Sheria were made mute by the tragic loss of "C" Troop. Captain Dunbar's heroic attempt to reach Trooper Forster under fire was praiseworthy indeed. When his two squadrons were so critically placed early in the day, Major P. J. Bailey rushed forward with a machine gun and crew of the London Brigade. The officer of the gun and two of the crew were killed, but Major Bailey and the remaining gunner continued firing on the Turks and succeeded in silencing a machine gun that was very active in the enemy redoubt.

Major Bailey was decorated with the Distinguished Service Order for his conduct in the field that day, and in reference thereto the official despatch reads: "The recommendation regarding Major Bailey is for conspicuous gallantry and devotion to duty under most critical and dangerous conditions at Sheria on the 7th November in that he per-



sistently held on to a position with one troop notwithstanding that one other troop had become casualties. He remained in this position and held on for more than six hours, although heavily pressed and outnumbered by the enemy on both flanks."

For gallantry in the field, Lieut. C. J. Clifford was awarded the Military Cross and L/Corporal J. E. Hamilton received the Distinguished Conduct Medal. The work of the following mentioned officers and men received special mention in the field despatches:—

Majors L. S. Alexander and C. A. R. Munro.  
Lieutenants J. S. Bartlett and J. K. Johnstone.  
Troopers C. O. Brown and F. S. J. Leahy.

Our medical officer, Captain G. H. Vernon, M.C., was wounded in the knee early in the day but would not retire until late that night, when he had personally attended to all of our wounded. He had been with us continuously since we crossed the Canal nearly two years before, and we regretted to see him go. No tribute that I might pay could properly express his sterling worth. In medical succour he was supreme. In action he was courageous and resourceful. At all times his kindness knew no bounds. Many of the sick and wounded who passed through his skilful hands in the field, arrived at hospitals "down the line" to find a pound note pinned inside a tunic pocket or a few coins in a pocket where none had been a while before. It was his way of helping the "other fellow" as effectively and anonymously as possible, and it is meet that his virtues should "find him out" in this book. To the boys of the 11th Regiment, Dr. Vernon was the embodiment of a certain Samaritan now famous in history. He moved amongst us as a modern Haroun-el-Raschid out of Bagdad.

\* \* \* \*

After having his wounds dressed, Sergeant Thistlethwaite was placed on a camel cacolet at the Field Dressing Station for despatch to the Field Hospital, but after travelling some distance, and owing to the excessive bleeding of his wounds, caused by the rough motion of the camel, the medical orderly decided to remove him from the cacolet and place him in the first sand cart available, and meanwhile he was made comfortable by the roadside. Sand carts were constructed to carry two men and were more comfortable to ride in than a cacolet. At last, following what seemed an interminable wait, a sand cart came lumbering slowly out of the darkness, and by the greatest good fortune it carried only one wounded man. But by a most uncanny coinci-

dence the lone occupant was Lieutenant Brierty, and so in the land of miracles these two men, who were lost to each other, met.

It is a pleasure to relate that Lieut. Brierty and Sergeant Thistlethwaite both recovered. The former suffered the loss of an arm, and the latter came out of the war with a "patched up" leg that is not so good—but still in use.

Our casualties in this action were 15 killed and 14 wounded.

Late that night, after the Turkish position was taken, we withdrew from the line and retired to a bivouac area to rest the horses and reorganise.



## CHAPTER XIV.

## FIGHTING ON THE MARITIME PLAIN.

On the morning of the 8th November the regiment moved along the Wadi Sadeh to the village of Huj, where we bivouacked for the night. Owing to the scarcity of water, "C" Squadron, under the command of Major Munro, was sent out as a covering party to the 4th Field Troop Royal Engineers to search the Jemameh area for water.

Next day the regiment took over the front line area from the 3rd Light Horse Brigade and established advanced observation posts in the vicinity of the village of Nejed, where they were heavily shelled. During the afternoon "C" Squadron moved forward on the flank and occupied the village of Simsim. At dusk we were relieved from the position and marched with the 4th Brigade to Tel el Nejile. Our horses had been without water for sixty hours, and had to be watered slowly and with great care to prevent the animals being seized with the gripe.

Late that night we were again in the saddle, riding north over broken ground, until we reached the village of Arak el Menshiye. This forced night march was carried out in order to connect with the 12th Regiment, which was then closing in on the town of Faluje. The union of the two regiments was effected and outposts were stationed along the front line. At dawn Lieutenant Clifford was sent out with one troop to gain touch with the Australian Division on our right, and near Menshiye he contacted a large enemy force retreating in a northerly direction. He engaged the enemy, and his party was heavily shelled by two Austrian field batteries.

The enemy troops numbering several hundreds were able to post a strong rear-guard and thus escape. Meanwhile, the regiment moved into Faluje to water the horses, and here they were joined by "C" Squadron of the Regiment.

The Arab village of Faluje was a mere, haphazard collection of mud huts, similar to scores of other villages scattered over the Maritime Plain of Palestine, excepting perhaps that its streets were a little more crooked, a little more squalid, and its atmosphere a little more fetid than the rest. The inhabitants, comprising old men and women

and children, gathered round and watched us furtively as we drew water from an old cistern in the market place. A host of pariah dogs snapped and snarled at us, at our horses, and at each other.

The old women sold us black unleavened bread, for which we paid in Turkish paper money—of no commercial value—and having eaten the bread we were quite sure the old women had robbed us, in any case.

When the last horse was watered we mounted and rode northwards in the direction of Jeleyde. At a point east of the village of Hatte, which lay on our line of march, we were heavily shelled by the enemy, and as shrapnel and high explosive shells burst near the column we were ordered to break into a smart trot, but to hold close formation. The first burst of fire accounted for two casualties, but as the column swept across the plain the enemy gunners lost the range and their shells screamed over our heads to burst harmlessly a hundred yards beyond.

We were held in support of the 4th and 12th Regiments during the attack on Summeil, and during the night we supplied patrols to keep in touch with British troops on both flanks of the brigade. On the morning of the 11th, the enemy concentrated his attack on a section of the line held by the 3rd Brigade, and the 4th Brigade was thrown in to reinforce the line.

The 11th Regiment, with one section of machine guns, and the H.A.C. Battery, advanced one mile east of Jeleyde and took up a position which was subsequently held as a night outpost line. Early on the morning of the 12th, "C" Squadron, under Major C. Munro, took up a position between the villages of Kustine and Termus, with "B" Squadron supporting. As the morning advanced "C" Squadron pushed forward to high ground near Shamaliye to test the enemy position there. Hardly had they reached the new position when the Turks attacked in great force from strategical positions in the village of Mesmiyeh and the high ground north and east of the village. The men of "C" Squadron had a clear view of the railway station at Et Time, and they could see troop trains arriving with companies of Turkish infantry reinforcements, until it was estimated that the enemy had more than a thousand troops engaged on our right flank.

In addition, a squadron of Turkish and Austrian cavalry attempted to cut off our retreat from the left. Eventually the squadron withdrew to a position south of Termus and the enemy occupied the village of Kustineh.



At 2 o'clock in the afternoon the enemy was observed moving in force on the village of Balin and a strong counter attack was threatened. "C" Squadron rejoined the Regiment, and selecting a good position on high ground north-east of Jeleyde, we prepared to dig in and resist the Turkish counter attack. Our horses were sent to the rear into comparatively good cover in a network of small wadis. At 3 o'clock our forward patrols reported that a strong force of the enemy was bearing down upon the centre of our position. The patrols were called in and the regiment, being reinforced by two sections of machine guns and a squadron of the 12th Light Horse, was ordered to hold the line at all costs, and, if necessary, as the battle progressed, we would be reinforced by infantry on our left flank. In the event of the right flank being forced back, the whole line would pivot on the Regiment's position on the Berkusie Ridge.

At 5 o'clock this movement was carried out in the face of a determined attack by the enemy, whose strength was estimated to be four thousand (4,000) infantry, several machine guns and field batteries, one of which was of 5.9 calibre.

The enemy attempted to work round our left flank, which was held by three troops only, and as the infantry had not yet connected with our line there it became very thin and drawn as it extended to prevent the outflanking movement. The 233rd Infantry Brigade some distance away on our left was asked to extend their right flank to fill the gap, and eventually this was accomplished. Meanwhile, sensing the weakness in our line, the enemy pressed forward to within a few yards of our troops, and for a time the position was indeed critical. "A" Battery of the H.A.C. was delayed in getting into position owing to the horses being worn out, but eventually they arrived and gave us valuable support. The fighting swayed back and forth for a few moments, and in the height of the action Lieutenant Robertson, M.C., of the 4th Machine Gun Squadron, came in with his guns, rendering valuable aid when it was sorely needed. At 8 o'clock the enemy began to fall back and the firing line became the outpost line for the night. Our casualties in this action were 11 wounded.

On the morning of the 13th, patrols were sent out and reported that the enemy had retired to Tel el Turmus and were holding the high ground running from Turmus to a point close to the railway station. Orders were received from the 4th Brigade to push forward one squadron of the Regiment for the purpose of protecting the right flank of the



*Australian War Memorial Photograph. Copyright.*

**JERICHO, BENEATH A MANTLE OF DUST.**

This view was taken from the bed of the Wadi Kelt, a small stream that meanders past the town. The vegetation and the palm trees are all that remain to remind the visitor of the ancient gardens of the Roman occupation.



*Australian War Memorial Photograph. Copyright.*

**THE SOUTHERN END OF "IG-GOR-EE" FLAT.**

Looking from East to West across the Jordan Valley towards Nablus. The line of dark trees in the distance mark the course of the River Jordan. It was from this spot—the wire defences of Ghoraniye—that the 4th Brigade began its wild ride up the Valley on May 1st, 1918.





Official entry of Jerusalem by Sir Edmund Allenby on December 11th, 1917



The Garden of Gethsemane, Jerusalem.

infantry who were advancing on their first objective, the Mesmiyeh-Katara position with Junction Station as a second objective. "C" Squadron of the Regiment was selected for the work and was sent forward to reconnoitre, and ordered to seize any tactical positions on the infantry's right flank. The attack was commenced by the infantry forming the apex of a wedge which was being driven steadily but surely into the enemy's line. A detachment of the enemy was entrenched on high ground north-west of the station, and for a time this redoubt checked the advance. It was not until our artillery concentrated their fire on this ridge that the enemy decided to abandon it, and the smoke and dust had scarcely lifted when two troops of "C" Squadron swept into the position and opened fire on the retreating Turks. The line was then reinforced by "A" and "B" Squadrons of the Regiment, and a further enemy position was captured. From this position we afforded the infantry good covering fire, assisting them to advance a distance of a mile and occupy Mesmiyeh with few casualties. The line was then consolidated for the night. We watered the horses at Turmus and early next morning moved forward and occupied Et Tine railway station.

Before retiring the enemy had fired the station buildings and a number of motor lorries and aeroplanes, and smoke was still rising from the blackened ruins when we rode in. Watering our horses here proved to be a slow and difficult task as we were obliged to draw water from a well 250 feet deep by using buckets attached to telephone cables.

On the 15th, 16th and 17th the Regiment did duty as support to the 4th Brigade, and on the morning of the 18th we concentrated at Kezaze in preparation for an attack on the Latron-Amwas sector. Both these towns are rich in historical associations. Amwas is identified with the Biblical Emmaus and Latron figured prominently in the battles of the Crusaders.

Owing to a delay in receiving the detailed despatch regarding the attacks, the brigade did not reach its position until 3.30 in the afternoon. We had just emerged from the hills of Abu Shushe, and indeed the advanced troops were already under shell fire from the enemy position when we were recalled by an order from Australian Mounted Division, indicating that it was decided to send the infantry in to assail the position next day. Our demonstration, still-born though it was, however, bore fruit, for the enemy evacuated his position during the night and at dawn the infantry scrambled into a deserted line.



## CHAPTER XV.

## BREAKING THROUGH THE JUDEAN HILLS.

In the early morning of 27th November the Regiment was again on the march, riding via Sukerier, Zernikah and Berfilya to Tahta, arriving there on the night of the 28th. Here, owing to the nature of the country, we went into the line dismounted, our horses being sent back to Deiran under the command of Lieutenant Gee, Major P. J. Bailey being in charge of the Brigade horses.

We were immediately rushed into the line to fill a gap between the 3rd Brigade and the Imperial Infantry near Wadi Zait and Melab, at the foot of the Judean Hills, which rose before us in rocky terraced slopes. This was a new and unpleasant experience for mounted troops who had spent the past two years in the saddle, and who, naturally enough, were by no means seasoned marchers, as were the infantrymen with whom they fought. But, in the language of the East—"Kismet"—our horses had gone, so we shouldered our baggage, and in a cold, drizzling rain scrambled up the slippery hill-side in the direction of our front line. The darkness was intense. The rain became heavier, and soaked our clothes and baggage until their weight was increased with every step we took. All around us we could hear rifle-fire and the incessant chatter of machine guns. On a ridge above us we could see pin-point flashes of light disclosing the enemy's position in that sector. Once, utterly tired and footsore, we threw ourselves down to rest (unwittingly on an exposed spur), but a burst of Turkish bullets whined and sang as they ricocheted off the rocks around us, and we slithered to the "blind" side of the hill in quick time. It is surprising to note the amount of latent energy there is in a tired soldier when he believes that rapid movement becomes a necessary and urgent adjunct to his safety.

For hours, it seemed, we toiled a zig-zag course up those steep hills, and at long last we arrived at the shelter of a ragged line of sangars which was our post for the night. After a brief rest our listening patrols were posted and the defence line manned. The remainder of the

troops threw themselves down to try and rest. Turkish snipers on the hills above kept up an incessant fire on our position. The night was wet and cold, and it was neither judicious nor practicable to light a fire, so we spent a miserable, cheerless night.

Next morning we were anxious to take in our surroundings, but in this were more or less disappointed, as heavy clouds of mist obscured the hills above us and served only to increase our vigilance. The enemy, however, made no move to attack and the day passed quietly. At nightfall a ghostly and ominous silence seemed to envelop the ragged hills around us, and shortly after midnight a force of 500 Turks charged a position on our left held by 100 men of the 8th Light Horse Regiment. Though outnumbered 5 to 1 the Victorians stood grimly to their post, holding the enemy at bay until men of the Gloucester Regiment and the Scottish Fusiliers arrived. Going in with bayonet and bomb the combined force, though still outnumbered, routed the Turks, who tried vainly to escape towards the flanks of the attacking force. This movement was checkmated by the 9th Regiment on the left, and by this Regiment on the right. At dawn the Turkish survivors, numbering 6 officers and 212 other ranks, threw down their arms and surrendered. More than 100 of the enemy were killed and 60 were wounded.

For the next few days we occupied various positions in the line, and on the 5th December we pushed forward, establishing a post at Kh-Kurelsimeh. These hills are rich in historical associations. One night we patrolled the slopes of Nebi Samwil, the Mizpah of the old Testament, and where, upon its heights, allegedly, the bones of the Prophet Samuel are laid, and next morning we clambered along a rocky valley, the head of which marked the limit of the advance of King Richard and his Third Crusaders in the year 1192. We sniped Turks and Germans in the villages of Foka and Tahta, the modern equivalents of the Biblical twin Beth-Horons, fortified towns in the days of Joshua, Saul and Solomon and employed by each in turn to defend the fertile plain of Sharon. It was through the pass of Beth-Horons that the Egyptians fought when they invaded Judah during the reign of Rehoboam, and exposed portions of an ancient roadway indicated that the Romans had not neglected this important highway between Jerusalem and the coast. Many of the patrols we sent out took refuge from the cold rains in grottoes in the hill-sides, caves that were steeped in the ancient history of Judah. On one occasion a



number of men of "C" Squadron of this Regiment prepared to make camp one night in a large cave and were settling down to a warm dry rest when someone thoughtlessly built a fire in the depths of the cavern, and as the smoke had no outlet the cave quickly became untenable and the troopers erupted into the fresh air—and the rain.

#### FALL OF JERUSALEM.

On the morning of the 9th we were stirred by a faint rumour concerning the Holy City, and as the day wore on rumour became established fact, and the gladsome news spread like wild-fire, leaping from hill to hill across the terraced slopes, "Jerusalem has fallen." And so, after a lapse of 674 years (the occasion of the 6th Crusade), the Holy City again passed into the hands of a Christian power.

Of the actual surrender of the city there is little to say, except that the event was marked by a simplicity that was characteristically and phlegmatically British throughout. At dawn on the 9th, Izzet Bey, Turkish Governor of Jerusalem, handed to the mayor a letter of formal surrender, and then hurriedly left by the Jericho Road. At sunrise the mayor, accompanied by a handful of Turkish police, bearing white banners, left the city and approached the British lines at Lifta. Here they were met by two sergeants of the London Brigade, who escorted the mayoral party to British officers of the Royal Field Artillery, and Izzet Bey's letter was passed on to General Shea, Commander of the 60th Division.

General Shea, under instructions from the G.O.C., and accompanied by a guard of honour drawn from the ranks of the gallant Londoners, then entered the city and accepted formal surrender from the mayor. Such was the formal entry of Jerusalem by the victorious British. The official entry of General Allenby, G.O.C., took place two days later, and this also was marked by a simple ceremony. Without any show of pomp or splendour, he entered the city on foot, through the narrow Jaffa Gate, escorted by soldiers in their battle-dress, all of them representatives of the gallant regiments and battalions that had helped to conquer the city. For the next few days this regiment was engaged in reconnaissance work, and on 24th December we bivouacked in the vicinity of the village of Shilta, 12 miles north-west of the Holy City. It rained heavily throughout the night and dawn broke slowly and uncertainly through a veil of mist that enveloped the hills. Our rations were supplemented that day with parcels of delicacies received from our Regimental Comfort Fund in Australia, and we appreciated the

goodwill of our relatives and friends at home. We enjoyed tinned fruit and milk and cake and biscuits and sweets, and thus did we pass our first Christmas day in the land of the "First Christmas."

On 29th December the Regiment was withdrawn from the line and ordered to march to Belah, south of Gaza, to rest and reorganise. Once clear of the hills we found our horses again, but the ride back across the lowlands was not as pleasant as we had anticipated. We were compelled to make wide detours to avoid the boggy ground, and while crossing the Wadi Katra the horses were often up to their girths in water. The railway bridge over the Wadi Guzze was swept away, and on the flats near Esdud there were great lakes of water two or three feet deep and hundreds of yards in expanse. On 11th January we arrived at Belah and there pitched our standing camp on the site previously occupied by the Regiment. Lieutenant-Colonel Parsons, D.S.O., was granted leave to Australia, and Major P. J. Bailey, D.S.O., assumed command of the Regiment. Working parties from the Regiment commenced salvaging operations in the trenches in and around Gaza, and a quantity of valuable material was collected and stored for future use. On the 14th the whole of the Mounted Division was inspected by H.R.H. the Duke of Connaught in a grand parade which formed up on the plain south-east of our camp.

Small parties were granted leave to visit Port Said and Cairo, and whenever possible N.C.O.'s and men were sent to undergo short courses of training in specialised work. The horses, which had rested while we were dismounted in the hills, and having enjoyed good grazing since, were in fine fettle and regimental and brigade schemes of training were vigorously carried out. The work covered shock action, and the use of the bayonet while mounted. But it was not all work, several days being set aside for sports programmes and horse racing. An old race programme before the writer, recalls the nature and the association of the occasion. In the Gallipoli Handicap there were entries such as "Beachy Bill," "Anzac," "Whiz-bang," "Abdul," "Shrapnel," and so on, and, ironically enough, this race was won by "Abdul," with "Beachy Bill" second and "Whiz-bang" third.

Our nights were enlivened with concert parties and boxing tournaments, and this regiment was singularly blessed with a strong team of boxers in all the weight divisions. Amongst those who come readily to mind on account of their fistic ability are Lieutenants Bartlett, Bart-



lam and Wilson, all having fought in memorable scraps before their commissioned days, McKee, Henebery, Anthony, W. Thorn, Dunn, Nieuman, Crane, C. Carr, C. Brady, E. Davies, Porter, V. Donnelly, J. Falconer, J. Brown, W. O'Connor, L. Kempster, F. Kempster, E. Bondfield, C. Bondfield, and J. McBride. The names are set down haphazardly and not in order of merit. Carr was perhaps one of the cleverest lightweights in uniform, he having defeated Hulton Sams (the famous fighting parson) in 1912. Brady was a clever, two-handed fighter with a knowledge of ringcraft that belied his years. Donnelly fought and defeated a fireman on the troopship "Medic," who travelled the high seas with an unbroken record of wins until that memorable night when he met Donnelly of the 11th. Crane was a product of the old school—in style. He stood toe to toe with his opponent and moved backwards for no man. His ability to absorb punishment, and thrive on it, broke many of his opponents' hearts. The Kempster brothers were in the same weight division, and when opponents were scarce they fought each other—just for the fun of it. Ted Anthony, then a mere boy of 18 years, and attached to this Regiment from the 12th Light Horse, met some of the craftiest ringmen in the army, and all are agreed that he was a natural fighter, with all the attributes of a champion, had he elected to follow the "game." The others, too, were good, game fighters, who gave a splendid account of themselves when called upon. On one occasion this Regiment sent six fighters in search of titles in a Divisional Tournament and each of them was successful. These men fought in the army for sheer love of the sport, and when the "big scrap" ended they hung up their gloves for good. The 11th Regiment carried off many trophies in other branches of sport also.

Whether it was a scrap in the hills with Abdul or a friendly tournament behind the lines, members of this Regiment entered into the spirit of the "game" in deadly earnest, and with a purpose of will that made them men to be reckoned with, both at work and at play.

On 12th March Lieut. H. L. Marsland was promoted and transferred to Brigade staff. Word was received that Captain Marsland had been awarded the Military Cross for gallantry in the recent operations.

When the Light Horse Regiments entered Palestine it was the practice to engage and attach to each regiment an interpreter for the purpose of interrogating Arab and Turkish prisoners of war, and also to enable the officials



Major C. P. Stumm, M.C. (Twice Mentioned in Despatches.)



Major C. A. R. Munro. (Mentioned in Despatches.)





*Australian War Memorial Photograph. Copyright.*  
Solomon's Pools near Bethlehem.



Major W. F. Moyle.



Major W. F. J. Koeh.  
(Mentioned in Despatches.)

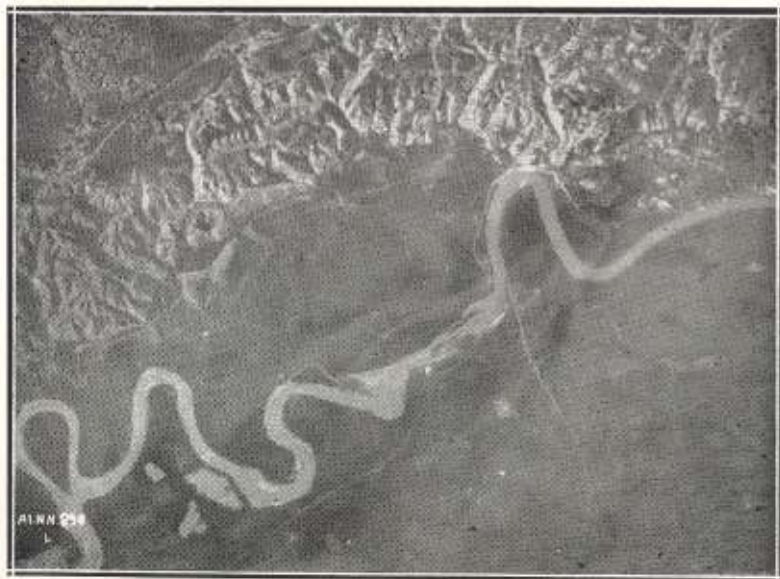


Major L. S. Alexander.  
(Twice Mentioned in Despatches.)





*Australian War Memorial Photograph. Copyright.*  
Jerusalem seen from the Mount of Olives. Showing the Mosque of Omar and a section of the old City wall.



The Jordan River and the Mountains of Moab.  
The photo was taken at a height of 7,000 feet by Lieutenant J. McElligott, Australian Flying Corp.

to hold speech, as it were, with the inhabitants of the country through which we passed. Many of these interpreters spoke and understood several languages, the most common being Arabic, Turkish, French, German, and, of course, English. Their knowledge of conversational English was fair, and, no doubt, sufficient for our purpose, but it was a fact that few of them could write English with any degree of accuracy. The "master of languages" attached to this Regiment when we were at Belah was an Egyptian who at the end of six months' service applied for and was granted one week's leave to visit his home in Cairo. A week passed and he did not return, but a few days later we received the following letter which more or less explained his absence. The letter was addressed to the manager of the 11th Light Horse Regiment and proceeded as follows:—

Your Excellency,

I am working for you with six months at which you have given me one weeks of holydays to visit Cairo, for this you are blessed.

When I was arrived, my dear, I have found my wife he has gone with some other. My home is uprooted. My goodness I am annoyed.

Pleased to give of me one other weeks holydays to reach them when it was possible.

With blessing of you, my dear.

Signed \_\_\_\_\_  
"INTERPRETER."

I wish I could post-script this entry of domestic tragedy with a "happy ending," but I cannot. One day a very dispirited interpreter came back to us, his sullen mien indicating that he had failed to overtake his erring wife and the "other party."

On 1st April the Regiment broke camp at Belah and rode northwards through Gaza, Medjel, Sukerier and Deiran to Salmeh, which was reached on the 5th. Training was continued here until the 19th, when the Regiment again moved off, this time taking the road to Jerusalem. While passing through a large orange grove north of Deiran the temptation offered by the large yellow fruit was too much for men who had thirsted for such things for more than two years, and in no time the ranks were broken and the troopers were filling nose-bags and haversacks to their heart's content.



After a time the column began to ride clear of the orchard and the O.C. despatched a young officer to round up the stragglers. He did so to such good purpose that only one trooper remained, and as the officer came up with him an infuriated orchardist rushed at the soldier and took hold of his shirt with both hands.

"Come on," commanded the officer briskly, "mount and rejoin the column."

The trooper was certainly in a predicament. On the one hand he was held fast by the angry orchardist; on the other his officer commanded him to rejoin his unit. His brief summary of the position and his lightning-like solution of it were typically and essentially Australian. He turned to his officer: "What'll I do with this bloke," he said tersely, referring to the orchardist, "crack him?" "Yes," replied the officer just as laconically, "crack him."

Calmly and quietly the trooper disengaged himself from the hands of his captor, pushed him off the correct distance, and with one swift blow "carried out orders." The orchardist collapsed like a bag of his own oranges. An incident that goes to prove that at times the inhabitants of some of these villages were very trying.

In fairness to all concerned, it must be said that later the orchardist received balm for his deflated trees and his inflated jaw, in the shape of a substantial donation from our regimental funds. The Australian soldier relished his jokes for the sake of their perpetration, and the admixture of fun, risk and devilment therein, rather than for any quality of discomfiture or loss occasioned the "victim." In our early days in Egypt we had frequently seen a group of our fellows take a huge basket of cooked eggs from an Arab dealer for no better purpose than to shy them at each other; but when the fun subsided the ring leaders would dip deep down in their pockets and pay the dealer twice the market value of his merchandise. With a puzzled expression on his face the Arab would scoop up his empty basket and vanish from the scene, thoroughly perplexed at the strange conduct of these Diggers from across the sea whose ways to him were so inscrutable.

On the morning of the 23rd we rode up a winding, terraced road, and there spread out before us was the city of Jerusalem. There were few of us indeed who did not at that moment conjure up all of his preconceived notions of the Holy City, to match them with reality as it lay there sparkling in the morning sun. I think our first impression

was one of intense surprise at its modern features. But then, for the most part, we were gazing on newly-built suburbs, which hid from our view the old, old city and its ancient walls. In the distance we marked its situation, though, by the immense dome of the famous Mosque of Omar, which stands within the walls of old Jerusalem.

Suburban residents, happily free from the Turkish yoke, came out of their houses to wave a cheery welcome to us as we rode by. Skirting the heart of the city we rode by the Garden of Gethsemane, past the Mount of Olives, and were soon on the Jerusalem-Jericho road in our trek to the Valley of the Jordan. In the afternoon we bivouacked at Talat ed Dumm. There is not a Light Horseman who passed that way but will forever remember Talat ed Dumm. It must surely be one of the most desolate places on earth. For miles around there was no shade tree or blade of grass to enliven the parched earth, and indeed if rain had ever fallen there before, in the history of man, there was no visible sign of it. In order to water our horses we were compelled to lead them down into a precipitous gorge to the Wadi Farah, a distance of two miles. By the time we regained our lines both man and horse were exhausted.

Talat ed Dumm is the traditional site of that event in history dealing with a certain man who fell among thieves, and was befriended by a good Samaritan, and if Nature's stage was ever set for an event it was there that day at Talat ed Dumm. Even as we saw it the place was enshrouded with an atmosphere that was at once evil, sinister and foreboding.

Early next morning we broke camp, and later riding down the mountain road we caught our first glimpse of the Dead Sea, lying like a sheet of molten lead, with the mountains of Moab rising in the background, rugged, dark and forbidding. The floor of the valley is 1300 feet below sea level, and Jerusalem is 2,000 feet above, so in our trek from the Holy City to the Jordan we had descended more than 3,000 feet.

Having reached the floor of the valley, the column turned left and we passed close by the ruins of old Jericho, and late that afternoon we took over a position on the banks of the Wadi Anja, a tributary of the River Jordan.



## CHAPTER XVI.

## JORDAN VALLEY ENGAGEMENTS

Late in March, 1918, a British force comprising the Anzac Mounted Division, the 1st, 2nd and 4th Battalions of the Camel Brigade, the 60th Division of Infantry, the New Zealanders, and other details, crossed the River Jordan and raided the Turkish strongholds in the towns of Es Salt and Amman, nestling in the mountains of Gilead and Moab. The weather at that time was extremely bad, and besides the expedition was fraught with many unforeseen difficulties regarding the transportation of guns and supplies, to say nothing of the fact that our troops were outnumbered to an alarming degree, and in this respect the Turks on the western side of the Jordan, at Nablus, played an important part. The fighting at Es Salt and Amman was scarcely under way before strong detachments of enemy reinforcements were rushed over from the Nablus area, crossing the Jordan at the Jisr ed Damieh bridge, and, following a well defined track across the hills, poured into Es Salt, where our troops suffered many casualties and hardships in the subsequent withdrawal.

On 20th April the Commander-in-Chief's plans for a second raid into Gilead became known. General Allenby's scheme was an ambitious one, directed at gaining control of a large area east of the Jordan, which would mean the isolation and capture of approximately 7,000 Turks said to be in that sector. This history is not concerned with the story of the operation as a whole, but must confine itself to that phase of the battle in which the 11th Regiment played an important and active part.

The 3rd Light Horse Brigade, under the command of General L. C. Wilson, was to move along the Damieh-Es Salt track and ride with all speed on the town of Es Salt and effect its capture. It was estimated that there was a force of 5,000 Turks in the Nablus sector, west of the Jordan, and to prevent reinforcements being sent across to Es Salt, as was done in the last raid, it was decided to seize the Damieh Crossing, deny its use to the enemy, and plant a force astride the road to Es Salt. This task was allotted to General Grant's 4th Light Horse Brigade, which was ordered to gallop up the valley on the eastern side of the

river at dawn on the morning of the 30th and to take up the position outlined above.

On the evening of April 27th, the 11th Regiment, with other units of the 4th Brigade, moved to a bivouac area near Jericho, and preparations were made for the coming offensive. On the 28th steel helmets were issued to all ranks, this being the first occasion on which they were used by this Regiment. That night voluntary Church parades were held for all denominations, and these undisguised "eve of battle" services lent solemnity to the occasion. The 29th passed quietly, the men and horses resting as much as possible, and at 7.30 p.m. the Regiment mounted, and moving quietly down to the Jordan, crossed the pontoon bridge at Ghoraniye. After assembling on the eastern bank of the river, we passed through the wire defences and bivouacked on the outpost line. Here we rested for two hours, and with a fine disregard for the future, immediate or otherwise, the troopers flung themselves down at their horses' feet and were soon fast asleep.

## IG-GOR-EE FLAT.

There is an expression in the Arabic language which sounds as near as possible to the arrangement of English syllables shown in the first word of this sub-title. Its English equivalent is "go quickly" or colloquially "hurry up." The Australian soldier ranks high as a nomenclator and the scene of the action in which we are now to take part was for ever afterwards unofficially known as "Ig-gor-ee Flat." Whether or not the scene of the battle was aptly named shall be left to the judgment of the reader.

At 3 a.m. the camp was astir, and mounting we rode forward. From here to our objective—the Damieh Crossing—is 15 miles, and that distance must be covered as silently and as quickly as possible. The plain, which is five miles wide at its southern boundary, is narrowed down to three miles opposite the Damieh bridge by the encroachment of the mountains in the east and a series of low mud hills on the river bank. As we advanced we encountered patches of scrub and clumps of low bushes, but after travelling a distance of three miles the trees and shrubs disappeared and we rode on to open clay flats and low ridges broken up by numerous small wadis. The pace was quickened from a walk to a trot, and as day broke over the valley we were revealed to the Turkish gunners on "Red Hill," a prominence on the river on our left, which dominated that section of the plain. The whole brigade now moved at a steady hand gallop in open formation, and very soon shrapnel



shells began to burst over the lines of galloping horsemen. One of the first shells fired wounded General Grant's horse, but he quickly changed to another mount. As we came through the bottle-neck formation opposite "Red Hill," and thus drew closer to the enemy, his machine guns and rifles came into action, but the pace saved us from serious casualties. After passing "Red Hill" the screen of the 11th captured a Turkish officer and two other ranks who were apparently the rearguard of a party which had been patrolling the plain and were unable to escape. A mile further on we encountered a detachment of Turkish Cavalry, which fled in disorder towards the hills. At this time the Regiment drew rein, falling back into supports, whilst the 4th Regiment acted as advance guard. Nursing our horses over the rough and broken ground now encountered, we moved at an easier gait and finally arrived at our objective at 7.30 a.m. That race along the valley of the Jordan in the early hours of 30th April was perhaps this Regiment's most striking example of "running the gauntlet," and in reference to the gallop the official historian says: "The safety of galloping horses in open formation under shell-fire was never more strikingly demonstrated. In the long gallop only six men were killed and seventeen wounded."

After halting for a few minutes on the Damieh-Es Salt road, during which time the telephone lines were destroyed, the Regiment pushed on a further two miles to the Wadi Nahr Zerka, where the horses were watered. We came upon a large Bedouin encampment in the bed of the wadi and found that the male members of the tribe were armed with rifles of English and German pattern, and that they carried a plentiful supply of ammunition. We had heard stories of the ghoulish tendencies of the wandering tribes of Bedouins and Arabs east of the Jordan, and could well believe that many of these murderous looking individuals were qualified for the role.

When we arrived numbers of them were standing in the water holes, filling their goatskin water bags and polluting the small stream unnecessarily. Our men ordered them out of the stream, and as they came to the banks booted them unceremoniously until they slunk off to their camp. Despite this treatment, or perhaps because of it, they showed no signs of hostility towards us, which was fortunate—for them.

During the race up the valley, a mule loaded with signalling gear was wounded by shrapnel, and realising that the valuable equipment must not be abandoned, Sergeant

Kempster and Signallers D. Ryan and T. Darcy, acting with great presence of mind, galloped after and captured a spare pack animal that had broken away from one of the brigade sections and was running free on the plain. The packs were changed under intense gunfire, and at the gallop the party overhauled and rejoined its unit. It was a commendable job carried out smartly without the loss of a single article of the equipment.

Incidentally, the blue mule, which had been with the Regiment more than two years and had become a familiar and likeable animal, wandered slowly back to the base camp at Jericho, where a kindly bullet, fired by a veterinary officer, ended its suffering.

At 8.30, the watering of the horses having been completed, "B" Squadron of the Regiment, under Major Costello, was sent to reconnoitre towards the river with instructions to engage the enemy holding the bridge head at Damieh if that were found expedient. A strong force was holding the bridge and the slender line of the squadron was unable to approach nearer than a distance of 2,000 yards. There was much enemy activity at the crossing, and on the slopes beyond the river where detachments of cavalry and infantry could be seen hurrying down to the bridge. Quite suddenly a mixed force of cavalry and infantry, numbering 500, crossed the river and moving northwards through the broken country vigorously attacked the right flank of Major Costello's force. Two troops from "A" Squadron were rushed in to strengthen the line, but the attack on the flank threatened to develop into an enveloping movement and Major Costello decided to withdraw his force eastward while still keeping the enemy engaged. The movement was carried out successfully, our force gaining touch with the left flank of the 4th Regiment, and the combined force checked the enemy advance.

At 1 o'clock the remainder of the Regiment was ordered to return and take up a position on the Damieh-Es Salt road, and while doing so were shelled by the enemy continuously for a distance of two miles. The Brigade now formed a "half-moon" position, with both flanks resting in the foothills and its segment bisecting the Es Salt road on some rising ground. Orders were issued that the men should entrench themselves and build sangars. "B" Squadron was relieved during the afternoon, and rejoining the Regiment remained in reserve. The night outpost line was occupied by "C" Squadron under Major Munro, and

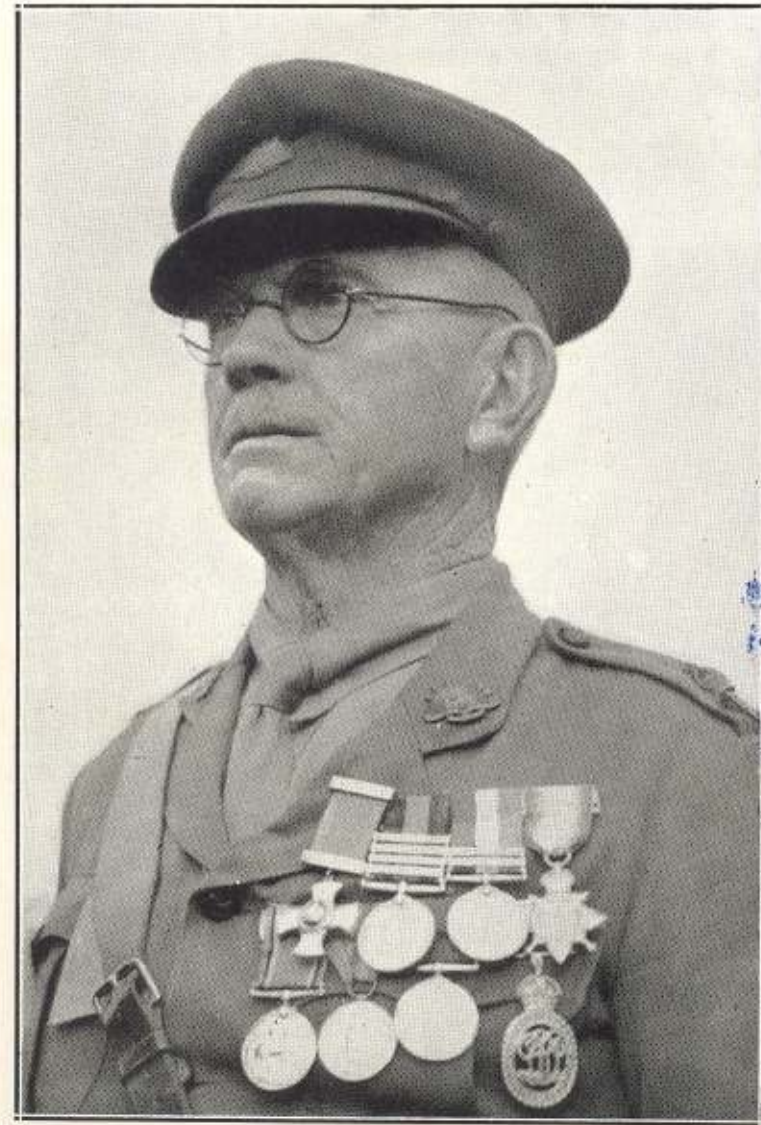


patrols were pushed forward towards the river. "A" Squadron, under Major Loynes, occupied the main defence line.

Meanwhile General Willson's 3rd Brigade had climbed the goat tracks, leading their horses, bound for Es Salt, and every man of the 4th Brigade was conscious of the importance of preventing enemy reinforcements from crossing the hills in their wake.

Late in the afternoon Colonel Bailey, commanding officer of the Regiment, rode through his line inspecting the various posts, and in summing up he informed brigade that the Regiment's position was anything but satisfactory. Early next morning he reported the massing of Germans and Turks at the bridge head and other signs of an impending attack. At that time the brigadier and the commanding officers of other units engaged could not see eye to eye with our commander, but subsequent events rapidly proved his judgment to be correct.

The night of the 30th passed quietly, but at 6 a.m. on the morning of the 1st of May a force of 1,500 Turks attacked a squadron of the 1st Light Horse Regiment near Red Hill, and "B" Squadron of this Regiment under Major Costello was sent to reinforce them. At 7 o'clock our outposts and patrols had fallen back on the main body, reporting decisive movements of enemy troops and that the enemy appeared to be massing at the bridge head preparatory to an attack. At 8 o'clock his artillery went into action and effectively shelled our guns and pack animals. Simultaneously his infantry attacked our line in extended formation in successive waves, and deploying to his right threatened to envelop our left flank. The total enemy force engaged was estimated at 5,000, whilst the 4th Brigade had not more than 800 rifles available for the firing line. The situation was extremely tense and uncomfortable. Every available man was rushed into the firing line. Details from regimental headquarters were formed into a troop to strengthen the left flank. Horseholders took over eight horses each, the practice under ordinary conditions being one man to four horses. Two armoured cars attached to the brigade came into action and one was immediately destroyed by a direct hit from a shell. The other poured a steady stream of fire into the advancing Turks and accounted for many casualties. Our troops at Red Hill were overwhelmed and swept from their position. A message was received from the 12th Regiment that they intended to withdraw from their position to high ground further east, a very



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Major James Loynes, D.S.O., V.D., Second in Command,  
11th Light Horse Regiment.





A section of the horse lines of the 11th Regiment at Jericho, taken shortly after the bombing raid by enemy planes on May 7th, 1918.



*Australian War Memorial Photograph. Copyright.*

Dummy Horses erected in the Jordan Valley.

necessary move, and that a dismounted rearguard action was being fought. As soon as the 12th completed the movement, the 11th began to retire to conform to the new line. A desperate rearguard action was fought in which the enemy paid dearly for every yard of ground he gained. Whilst the action was at its height, Major Costello, who had led "B" Squadron to the relief of Red Hill, noticed the manner in which the attack was developing, and moving his squadron northwards he engaged the right rear flank of the enemy. This movement was carried out smartly and fearlessly, and though tempered with risk was regarded as a masterpiece of strategy and fulfilled the purpose of its intention—that of easing the pressure on the Regiment's front to enable the main body to withdraw more readily and with less risk of casualties. Eventually the complete withdrawal was accomplished, but not without much hard riding over country that would test the nerve and ability of any horseman.

Major Costello was specially mentioned in despatches for his brilliant field work that day and for the fearless manner in which he led his squadron. He was recommended for the Military Cross. During the engagements Signal Corporal Bligh carried despatches to "B" Squadron under heavy fire across open ground, and although wounded he completed his task, showing great courage and endurance. For this action he was awarded the Distinguished Conduct Medal. Trooper Kirwan was mentioned in despatches for good work and devotion to duty during the engagement, he having carried despatches under fire. Various positions were occupied by the Regiment along the foothills to check the onward rush of the enemy, and on one occasion Major Loynes collected a few men from Regimental Headquarters, who, armed with rifles and one Hotchkiss gun, delayed the enemy advance in that sector for about fifteen minutes. Eventually the Regiment took up a line on a ridge studded with rocky outcrops on the southern bank of the Wadi Abyad, and situated about one mile north of the Umm es Shert-Es Salt road, and here at 12 noon we commenced to establish a definite line of resistance by building sangars and otherwise consolidating the position.

The Es Shert road was now the only one available to the 3rd Brigade in its return to the valley from the Es Salt raid, and there was therefore a deep significance in the Divisional Commander's order that we must hold our present line at all costs. During the afternoon our position was heavily shelled and the Turkish machine guns played a



"devil's tattoo" on the rocky defences along the whole of our line. Directly to our front, between the opposing lines, and 300 yards away, there was an isolated flat-topped hill known as "Table Top," which rose abruptly from the northern bank of the wadi. Its sides were steep but not precipitous, and its isolation prevented it from becoming an integral part of either of the opposing lines. We could not afford to place a strong force on "Table Top" to be directly and openly exposed to the enemy guns, and on the other hand the use of a valuable spring of water at its southern base would be denied to us should the enemy occupy it. A small force well placed on its summit we reasoned might readily deter the boldest enemy from attempting to storm its heights, and accordingly it was occupied by two troops, one from the 4th Regiment under Lieutenant W. J. Birkett-Vipont and a troop of twenty men of "C" Squadron of this Regiment under Lieutenant L. A. Gordon. The enemy was active throughout the day, and at 4 p.m. a force of about 300 strong, assisted by machine guns on either flank, made a vigorous attack at Table Top. Shortly after the attack commenced a troop from "A" Squadron, under Lieutenant P. McCowan, was sent in to reinforce the position. They had scarcely reached the top when the enemy, creeping up the opposite slopes, rushed the summit, determined to sweep all before him by sheer weight of numbers. As he came into the open our men poured a steady stream of fire into his ranks, and before he could re-form the Light Horsemen leapt from cover and routed him with the bayonet. In a few moments the Turks reorganised and returned to the attack with renewed vigour and fresh reinforcements, but once more he was driven off by a magnificent bayonet charge that almost carried the victors down the north-western slope. The enemy left behind more than 100 dead and wounded, grim evidence of the fierce fighting that took place. Both of our officers were wounded but remained on duty. In a short time the enemy came back to the attack for the third time, and being armed with a plentiful supply of hand grenades he succeeded in bombing our men from their position, and our force retired, taking their wounded with them. An extract from Col. Bailey's field report, commenting on the fighting at Table Top, reads:—

"Lieutenant Gordon did magnificent work, showing coolness and determination throughout. Lieutenant McCowan fought brilliantly in a hand-to-hand fight with the enemy. His work was splendid. Though heavily outnumbered every N.C.O. and man played his part courageously."

The Commonwealth Official Historian refers to the incident in the following terms:—

"On the afternoon of the 2nd the enemy heavily assaulted the position (Table Top) under effective covering fire. Twice the stormers reached within bombing distance of the Australians; each time the Light Horsemen advanced and met them with the bayonet in the open, and they were driven off leaving about 100 dead and wounded on the slope. But the third rush was irresistible; the Light Horsemen were forced from their posts and retreated slowly, bearing their wounded. The Australian machine guns then came into play and cut down the Turks in large numbers. One party of 40 was completely wiped out. This little enemy success denied a valuable spring of water to Grant's men, and afterwards the supply ran short and the troops suffered acutely in the intense heat."

Lieutenants Gordon and McCowan were awarded the Military Cross for their gallant conduct and the fearless manner in which they led their men throughout the engagement. During the attack Sergeant George W. Smith was sent in with a troop to reinforce the defenders of Table Top; and he led his troop with dash and determination in a bayonet charge against the enemy. He was awarded the Military Medal for this action. Lance-Corporal C. W. S. Cooper, armed with a Hotchkiss gun, was very prominent in the fighting and accounted for a great number of the enemy. Although hard pressed by the Turks at close range he held his ground until his last round was spent. For his coolness, initiative and daring he was awarded the Distinguished Conduct Medal.

Reporting on the engagement afterwards, Lieutenant McCowan and Lieutenant Gordon both referred in glowing terms to the magnificent courage displayed by every man under their command who clambered up the slopes of "Table Top" on that sweltering afternoon.

Flushed with the ultimate success of their raid on "Table Top," the Turks swarmed over the plateau in full possession, but their triumph was short lived. As soon as our men had rejoined the main body, we opened fire with machine guns and rifles, transforming the plateau into a veritable hell, and presently the enemy deserted the crest and took cover behind boulders on the sloping sides. Throughout the following day our position was heavily shelled, and it was found impossible to water the horses until after darkness had set in. Late that night our horses were withdrawn and hidden in wadis out of range of the Turkish guns.

At 3 o'clock on the morning of the 3rd there was a general "stand to" throughout our line, as we fully expected



an attack, but it did not develop beyond a small and somewhat abortive skirmish on our left, which was quickly quelled by the 12th Light Horse Regiment and a section of machine guns from this Regiment.

At 6 o'clock the leading troops of the 3rd Brigade, which had been operating at Es Salt, came into view over the crest of the hill at our right flank rear and began their slow and tedious descent to the valley below. We enjoyed some measure of satisfaction in the knowledge that the purpose of our wild ride across "Ig-gor-ee Flat" had been fulfilled. We had kept faith with our cobbers of the 3rd Brigade by giving them safe conduct down the Umm es Shert road, the only one now open to troops retiring from the Es Salt area.

At 8 a.m. great activity was reported in the enemy lines in the vicinity of Table Top, Red Hill and Damieh bridge head, and large parties of troops began massing in the wadis east and north-east of Table Top. An hour later the enemy opened fire with shrapnel and high explosive shells, the marksmanship being excellent. One shell landed in the centre of our forward dressing station, wounding nine other ranks, including the whole of the medical personnel excepting Capt. Murray, medical officer, and one medical orderly. Inspired by the splendid example of their leader, Captain C. W. Murray, medical officer, the men of the A.A.M.C. worked tirelessly throughout the engagement, and it was regrettable that they should meet with disaster in the eleventh hour, or what might be aptly termed "the moment of victory."

The shelling continued without abatement for some time, and when it did finally slacken the enemy machine guns and rifles came into action. At 10 o'clock we heard heavy fighting on the right and were informed by the 4th Regiment that the enemy was attacking their advanced squadron, which was being recalled from its isolated position. "C" Squadron of the 11th Regiment, under the command of Major Munro, was in touch with the 4th Squadron mentioned above, and therefore had to retire also. In doing so they came under the fire of machine guns on the eastern slope of Table Top and Major Munro and Lieutenant Hiron were both severely wounded.

Lieutenant Gordon then took charge of "C" Squadron and the movement was completed. Before Major Munro was wounded he appealed for artillery fire to silence a particular machine gun on Table Top which was harassing his retirement. The message was flashed from the squadron to

Regimental Headquarters, and from there to brigade, and in less than three minutes our artillery went into action, its shells screeching low over our heads as they peppered the slopes of Table Top. Those of us who had read the message as it passed through marked the position of the bursting shells with interest, and ere long the offending machine gun became ominously quiet. A forward observation post reported a direct hit.

After a time the attack slackened somewhat, although reports continued to arrive stating that the Turks were massing north-east of Table Top. As stated previously, our venture up the valley had fulfilled its purpose and nothing now remained but that we should withdraw as quickly and as secretly as possible. Meanwhile, Lieutenants Farlow and Bartlam had brought the horses to a wadi close to the firing line and the withdrawal began. Major Loynes, Captain Gee and Lieutenant Barton remained with a small party to cover the retirement. Before leaving the line each man was issued with bombs in case the enemy decided on a last minute rush, for he, too, must surely guess at our retirement. Happily enough the bombs were not required—that night—and the retirement was executed without a casualty, the Regiment arriving at its bivouac area near Jericho at 3.30 a.m.

For conspicuous service during the engagement the undermentioned officers and N.C.O.'s received a special mention in the Commander-in-Chief's despatch:

Captain C. P. Stumm, M.C.  
Lieutenant C. J. Clifford, M.C.  
Lieutenant A. Y. Bartlam.  
Corporal C. W. W. Grieve.  
Corporal F. W. Robinson.

In commenting upon the critical stage of the battle on the 1st of May, the Official Historian says: "It was a grim race between Turks marching on the level plain and the men leading (and alternately riding) their horses on the heights. Twice Bailey (Colonel Bailey, officer commanding 11th Regiment) was forced from his ground, but each time, with the assistance of the horses he succeeded in breaking clear of the confident enemy thousands, and in taking up a fresh position. In these movements he was supported by part of the 12th Regiment in the lower hills. As he was driven to a position in the foothills almost due east of Red Hill, with his left extending towards the river, the men retiring along the side of the range began to emerge to his assistance. A strong firing line, rapidly built up, checked the advance and saved the day—"



We were not always fortunate enough to hear an expression of the enemy's point of view of a particular "scrap," and were therefore keenly interested in the remarks of a Turkish officer captured at Nazareth some time later. Referring to this engagement in the Jordan Valley he said: "You know we were sure that we would capture or destroy your whole force in the Jordan Valley in May. We had seen the Australian horses many times; we knew they were big, and our German officers told us they were clumsy and could not travel in rough country, but," he added ruefully, "you Australians rode your 'big' horses where Turkish soldiers could not walk."

The Turkish officer's eulogy applied to both horse and rider, but the Light Horseman will tell you that his success at all times depended largely upon the faithful mount that never once failed to respond gallantly despite the terrors and rigours of a hard campaign.

The following is an extract of a letter of appreciation received from the General Officer commanding the Australian Mounted Division on the recent fighting—

"On conclusion of recent operations, I wish to place on record the fine performance of the 4th Brigade from start to finish. The rapid advance in the first instance was of paramount importance and was carried out with exceptional dash and spirit, thereby enabling the objective to be reached without much trouble. The skill and energy shown by leaders in holding a long line with comparatively few troops, the keenness and determination of all ranks to seize every opportunity to make captures and inflict loss to the enemy, kept them at a respectful distance, and no doubt helped in a very difficult operation of withdrawal to be carried through so successfully.

"I thank all ranks for their good work, and fully realise the fatigue and discomfort that the men were put to by moving over long distances on foot, lack of sleep and food, and how cheerfully they all responded.

"(Signed) H. W. HODGSON,  
"Major General,  
"Commanding Australian Mounted Division."

The succeeding day was spent in reorganising the unit, and at 10 p.m., following a report that the enemy had broken through our line west of the Jordan, we saddled our horses in readiness for a ride to the scene of the trouble. After "standing to" for some time we were advised that the enemy had been driven off and we were ordered to return to the bivouac area.

At 5 o'clock on the morning of the 7th, a squadron of enemy aeroplanes, numbering ten, flew over the camp and bombed the Regiment and the whole of the mounted troops in that area. Eventually they were driven off by machine

gun and rifle fire, but not before eleven of our men were wounded by bombs and a number of horses were killed or wounded.

The following casualties in personnel and animals were suffered by this Regiment during the operations extending from 29th April, 1918, to 8th May, 1918:—

Killed	..	..	..	13
Wounded	..	..	..	68
Wounded and missing	..	..	..	5
				86

Horses killed .. 32 — 43 wounded.

The names of those who made the supreme sacrifice are mentioned hereunder:—

L/Cpl. J. W. Baxter.	Trooper L. J. P. Golik.
L/Cpl. A. J. Lake.	Trooper S. McG. Johnston.
L/Cpl. C. A. Mausolf.	Trooper F. W. Paterson.
Trooper W. H. Bain.	Trooper C. Powell.
Trooper R. Black.	Trooper J. Walters.
Trooper W. J. Burton.	Trooper T. S. Wright.
Trooper H. H. Farlow.	



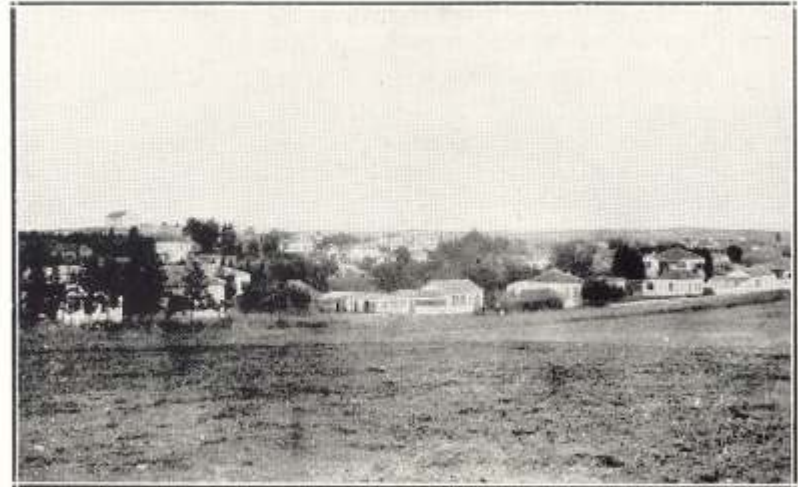
## CHAPTER XVII

### JORDAN VALLEY (Continued).

The Valley of the Jordan forms one of the most remarkable depressions on the face of the earth, being wholly below the level of the sea. The lake of Tiberias, at its northern end, is 300 feet below sea level, and the Dead Sea, at its southern extremity, is 1,300 feet below sea level. The distance between these two points in a direct line is 70 miles, but the River Jordan follows a course 200 miles long in its crooked windings before it enters the Dead Sea. The floor of the valley varies in width from 4 to 15 miles, and on the east and the west the mountain ranges of Moab and Judea, respectively, rise to a height of 4,000 feet, the former terminating in the purple-tinted peak of Mount Nebo, where, according to tradition, Moses stood when shown the "Promised Land." The Jordan River discharges more than six million gallons of water per day into the Dead Sea, which has no physical outlet, the level being maintained by evaporation alone. The saline content of the Dead Sea is approximately 24 per cent., and fish swept into it by waters of the Jordan are unable to exist and very soon their bodies become mummified by the chemical action of the waters.

The course of the river is marked by a thin line of willow trees, and in places throughout the valley the lesser waterways support straggling patches of willow and tamarisk, but for the most part the plains on either side of the river are parched, barren and uninviting. The summer temperature rises as high as 127 degrees (F.), and rarely falls below 100 degrees (F.).

The Arabs who make their homes in the valley evacuate to the higher regions of Judea in the summer months, believing the place to be uninhabitable at that time, and so, like the Courts of Jamshyd, the valley is left to the ravages of beast and reptile. Packs of starving jackals trot back and forth snarling and fighting amongst themselves for want of a more lucrative occupation, and the nights are made hideous by the terrifying laughter of the fierce hyena. The stony hillsides, the dry wadis, and the swamps along the waterways are infested with snakes, scorpions and a loathesome variety of hairy black spider the size of a man's hand. The Diggers instinct for gambling thrive amidst these

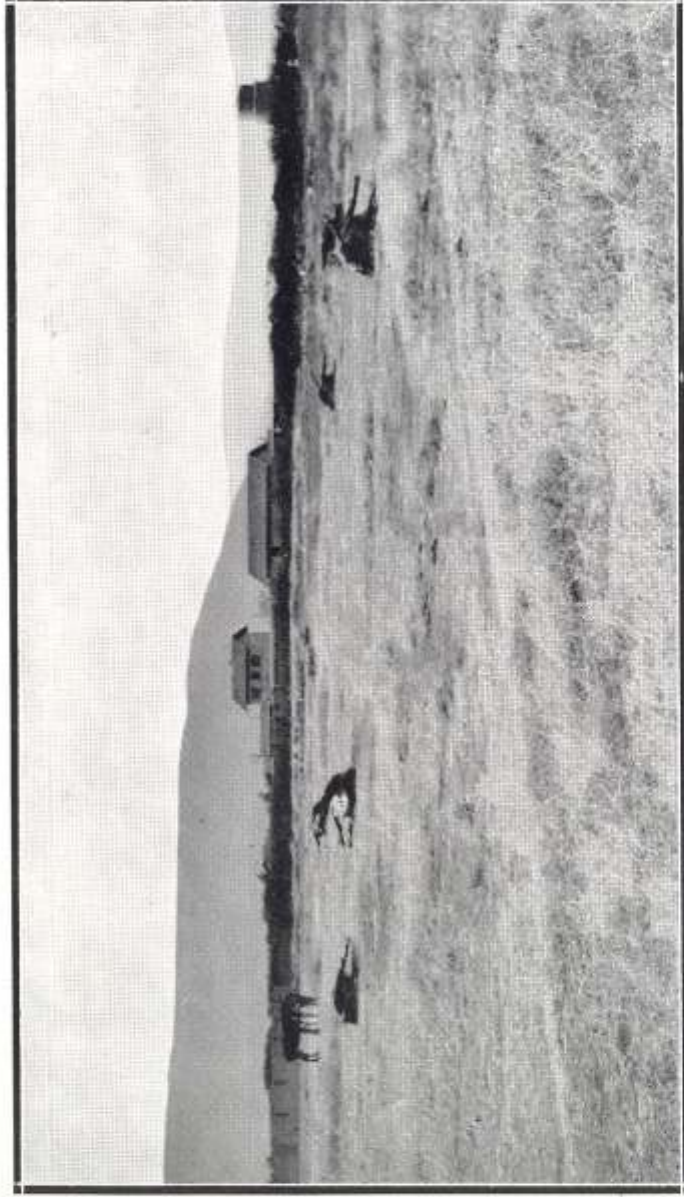


The town of Ramleh, in Palestine, near which the 11th Regiment was camped after retiring from the Jordan Valley.



Portion of the 4,000 German and Turkish prisoners captured at Afuleh.





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Scene of the mounted charge of "A" and "B" Squadrons of the 11th Light Horse Regiment at Semakh, showing dead horses in the foreground and the station buildings in the distance.



*Aust. War Memorial Official Photograph—Copyright.*

The Railway Station at Semakh. Scene of desperate hand to hand fighting by the 11th Light Horse Regiment on the morning of 25th September, 1918. The men in the picture are 11th Light Horsemen.





Enemy field-gun (77 m.m. "whiz bang") captured by the 11th Light Horse Regiment at Semakh. (This gun may now be seen at Shorncliffe, Sandgate, Queensland.)



German Machine-gun and Crew, put out of action by the 11th Regiment at Semakh.

hazards, and many a piastre was won and lost on the fierce conflicts staged by the soldiers between scorpions and spiders that fought to the death in a tin hat or a regimental washing dish. These "trial bouts" were noisy affairs, being staged to the accompaniment of excited-barracking by groups of soldiers, who, having placed their bets where fancy dictated, clustered around the "arena" to urge their champion to greater effort.

We were told that the super-venomous reptile known as the "asp" infested that wilderness, and that the scientific squad at military headquarters in Jerusalem required specimens for research purposes. "Any man who brought one in alive," the order concluded, "would be suitably rewarded," and next day every Digger who was not actually in the firing line could be seen tramping to and fro across the hillsides with a forked stick in his hands.

I have often wondered what the Arabs thought of the landscape, when they returned after the summer of 1918, to find all those overturned stones as though nature, in a whimsical mood, had conducted a giant flip-flap throughout the valley. Literally, no stone was left unturned in the treasure hunt for asps, and besides many other varieties of snakes and even lizards were brought in for classification and award. It was not long before a frantic note came down from the "Scientific Squad" cancelling the order for "live snakes," and some of our boys who visited the laboratory at Jerusalem about that time with their own particular discoveries were asked by an Australian assistant whether they thought he was "runnin' a flamin' sideshow."

Our sergeant-major threatened to "crime" the next "bloke" who brought in a live snake, but we think his ultimatum was prejudiced by the action of a signaller from Crow's Nest, Queensland, who, having captured an 8 foot black snake on the bank of the Auja River, left it tied to a stick in the sergeant-major's bivvy while he went in search of the adjutant to claim his reward.

"How was I to know," he said, in explanation afterwards, "that the S.M. would get back to his tent before I did?"

The dust and heat in the valley were terrific, and with inadequate rations and myriads of flies and mosquitoes to harass us, the health of the troops became seriously jeopardised. The slightest scratch was converted by conditions into an angry, vicious sore overnight, and almost every trooper was a daily visitor to the A.M.C. tent with major or minor ailments. Boils were prevalent and by rea-



son of their anatomical situation reduced a fair percentage of the horsemen to the ground-level of the "foot-sloggers."

Occasionally we swam in the sluggish brown waters of the Jordan or rode down to the "sea" for a brief respite from the heat and dust. Old Arabs who haunt the shores of the Dead Sea will tell you with a great show of superstition and awe, that no bird will fly across its waters lest it be struck dead by some malign and sinister influence that pollutes the air above and around it, a deadly legacy, they presume, arising from the ashes of Sodom and Gomorrah. The explanation, however, is both simple and complete. There is no fish life in the waters of the Dead Sea, and consequently no bird life above it; but when we proffered this theory to an ancient Arab he merely shook his old head and made gestures of pity in favour of our ignorance.

The Mount of Temptation, with its frowning convulsions, rose at the back of and almost overshadowed our camp, and near the top, cut into the cliff face, we could see a Greek monastery.

In places the building overran the cliff wall, depending for support on stout beams and props, and from the valley below it resembled nothing so much as a pigeon house.

Jericho is a small straggling village of mud huts, set in a shimmering world of unreality, and there is no trace of the famous balsam gardens of Cleopatra's day. There were signs of old Roman roads winding out of the valley, but where in Palestine are such roads not to be found?

On 11th May the Regiment relieved the I.C.C. in a section of the defence line Musallabeh-Abu Tellal, and we immediately entrenched and began consolidating the position. The Turks shelled the position freely, but made no decisive attack upon it. Every afternoon we were shelled by a long range gun known to the troops as "Jericho Jane." The gun was well placed in the hills at Shunet Nimrin, about ten miles east of the river. A batch of reinforcements which joined the Regiment here comprised about 30 Australian aborigines who, as it was proved later, made good soldiers and did not hesitate to mix it with Abdul whenever an opportunity offered. Being gifted with good sight and hearing, legacies of their Australian environment, they were extremely efficient on outpost duty, although there was probably some justification for the troop-sergeant who said "the cows can hear too well for my liking." It appears he had taken four of the black boys out on a "listening post"

one night and they heard so many suspicious sounds, inaudible to anyone else, that the sergeant was compelled to "stand to" all night.

We conducted vigorous patrols in this area until relieved on 8th June, when we marched, via Jerusalem, to a camp at Solomon's Pools, near the town of Bethlehem, arriving there on 13th June. On the 15th, Lieut.-Colonel J. W. Parsons, D.S.O., reported from Australia and resumed command of the Regiment.

### BETHLEHEM.

The camp site was well chosen amidst green swards and smiling fields, presenting a restful and intriguing contrast to the dusty, wrinkled face of the Jordan Valley. The ancient brown road to Hebron wound up a pleasant hill close to our horse lines, and late in the evening Arabs, in picturesque garb, passed by with their herds of black goats, bound for the market places of Bethlehem and Jerusalem, just as their ancestors did in the days of Abraham. A field of green barley, leaning to the road, recalled the immortal romance of Boaz and Ruth.

Organised parties visited the holy places in Jerusalem and Bethlehem, and the ancient walls of David's city echoed and re-echoed to the tread of riding boots and the age-old flagstones flung back the musical tinkle of spurs as Light Horsemen followed their guides from one holy place to another. They walked the road to Calvary and stood in the Church of the Holy Sepulchre, listening in silent reverence to the simple story of "the Man who came out of Nazareth": with equal reverence they would pile their spurs and leggings and boots at the entrance to the Dome of the Rock, and follow the Moslem guardian noiselessly on stockinged feet into that grand monument of Islam piety, the Mosque of Omar, there to gather round a slab of black rock that once formed part of the threshing floor of Araunah the Jebusite. Is it any wonder that it was found so easy, amidst these surroundings, to conjure visions of Solomon the Great, and of Hiram, King of Tyre.

Of all the places in Jerusalem, from a spiritual point of view, there is none quite like the Garden of Gethsemane. To walk in the cool, soft shadows cast down by the old, old olive trees, and to hear the wind whispering in the stately cypress along the terraces is an experience never to be forgotten. Over everything in the garden there is a calm and restful sensation of infinite peace, and the little borders of rosemary, emblem of fidelity, seem to coerce one to the



knowledge, that here at least, in this hillside garden there is sublime and absolute evidence of the earthly presence of Him who walked that way.

In Gethsemane the poet's words are clothed with a new and more beautiful significance:

"One is nearer God's Home in a garden,  
Than anywhere else on earth."

The Australian Light Horseman was a true "soldier of fortune," riding the highways and byeways of three of the oldest countries in the world, disposing of their ancient riddles with a jest and a laugh, but in Jerusalem he clothed himself in a mantle of serious reverence for the holy places, and it was officially stated that there were fewer cases of military misconduct in Jerusalem than in any other city visited by the Light Horse. Moreover, the magnitude of the voluntary Church parades from our camp to the Church of the Nativity at Bethlehem and the Holy Sepulchre in Jerusalem must have gladdened the heart of our padre who had at last come into his own.

We spent three weeks in the camp at Bethlehem and on the morning of 28th June were ordered to return to the Jordan Valley, where we occupied the defence line at Wadi Nueiamah, north of Jericho. Towards the end of June the enemy had been persistently shelling our defences west of the Jordan, and early in July the activity in the enemy lines seemed to presage a general attack, which did not develop, however, until the morning of 14th July.

Owing to the broken nature of the ground our front line was made up of a number of strong detached posts, supported by smaller outposts adjacent to them. One Light Horse commander was asked by Headquarters whether he thought the front line would withstand a determined attack, and the official historian relates that he replied: "No, they are bound to come through." "What of the posts?" he was asked. "The posts," he answered, "will stand unless they are withdrawn for tactical reasons or completely destroyed. Since we landed on the Peninsula (Gallipoli) I have not known a single instance of Light Horse troops, whether under officers or non-commissioned officers, having given up a position they were ordered to hold," and despite the terrifying and sickening conditions in the Valley, that was the spirit that endured throughout the Light Horse lines. Later in the day, as wave upon wave of German and Turkish infantry were thrown against the line, some of the posts were captured by the enemy, but not until every Australian in them was either killed or wounded. As the enemy

streamed down the wadis between the Australian posts he was assailed by a withering fire from all angles, and by 9 a.m. on the 15th the attacking force was completely demoralised. One hundred and five enemy dead, and 45 wounded were found inside our lines. The prisoners numbered 425, of whom 358 were Germans. This attack was the last offensive attempted against the British forces in Palestine, and by his success in this engagement the Light Horseman demonstrated his superiority, not only over the Turk, but over the German storm trooper as well.

During the engagement the Regiment was bombed by seven enemy aeroplanes, three men being killed and four wounded. Those who made the supreme sacrifice were:—

Trooper A. M. Downie.

Driver W. Emmert.

Trooper A. J. Smith.

Animal casualties were six horses killed and eight wounded.

History relates that Mark Antony transported snow from the heights of Mount Hermon to freeze the drinks he served to Cleopatra in Jericho, but it was left to an enterprising supply officer to bring BEER to the thirsty Diggers in the Jordan Valley in the summer of 1918. The official Field Diary records the event thus:

Place: Jericho, Jordan Valley.

Date: 3rd August, 1918.

Hour: 1800 (6 p.m.).

Summary of Event: 12 cases of beer received for 11th Regiment.

Remarks: Nil.

Apparently this super-extraordinary event left our diarist speechless.

At 7 a.m. the following day the Regiment moved to Saba Ridge in support of the 1st Brigade, and lay in the sweltering heat, temperature 120 degrees, throughout the day. Owing to the heavy shelling we were unable to water the horses at the Auja until after nightfall.

The following day we occupied the defence line on the Auja and remained there until 10th August, when the Regiment was relieved by the Allwar (Indian) Infantry and we were ordered to proceed to Ludd for the purpose of reorganisation. On 13th August the Regiment left the Jordan Valley for the last time, and traversing the old Roman road to Talat ed Dumm, turned north-west, passing through the towns of Enab and Latron, arriving at Ludd on 15th August.



## CHAPTER XVIII.

## SHARON AND SAMARIA.

Before leaving the Jordan Valley, we learned that it had been decided to issue swords to the 4th Brigade and to give us special training as a Cavalry Brigade, and naturally we were keen to enter upon the new training. Our camp was situated in a shady olive grove equidistant from the towns of Ludd and Ramleh, and under ordinary conditions would have been an ideal "rest camp." But there was no rest here; we had a limited time to learn the effective use of the new weapon, and soon after we arrived "gallows" were erected, with bags of straw dangling from cross arms at which squads of Light Horsemen charged with drawn swords. When the horses grew tired we dismounted and held sham hand to hand conflicts, and the olive groves rang with the clash of steel. No foils were used, which probably accounted for the alacrity with which the Light Horseman became proficient in the use of the sword. There were a few minor accidents, but generally the training was carried out without any serious mishap.

As soon as General Allenby resolved to strike at the Turkish line at Sharon, he began systematically to deceive the enemy into believing that another British attack was to be made east of the Jordan. One device employed was the establishment of a dummy headquarters in an hotel at Jerusalem, where pseudo-staff officers, resplendent in smart uniforms, replete with red tabs, busied themselves with bundles of faked despatches. Sentry boxes were erected around the building ostensibly to keep out intruders, and the whole place buzzed with the military preparation that precedes a new campaign. Fifteen thousand "dummy" horses, constructed of canvas and sticks, were erected in the Jordan Valley, in "hidden" places, so that prying German and Turkish eyes from the air would believe that the Light Horsemen were still at their post, and moreover were being steadily reinforced. Sand sleds were drawn back and forth across the valley, creating clouds of dust and the illusion of troop movement, besides hiding from the enemy the true state of affairs, thus fulfilling a dual purpose. East of the Jordan, far beyond Amman, Colonel Lawrence ("Lawrence of Arabia") carried the deception further by

buying large stocks of grain, and a "chosen few" amongst the Arabs were told in hushed voices that it was required for the British mounted troops who would soon be there. Enemy Arab agents were allowed to "escape" through our lines to bear false tidings to their Turkish masters. The success of these schemes was evidenced by a captured German Intelligence map, dated 17th September (two days before the attack), which indicated that the Australian Mounted Division and the 4th Cavalry Division were still in the Jordan Valley, with a number of infantry units. Actually two complete mounted divisions had moved across to our left flank, and yet the nearest the enemy came to guessing the truth was shown in the captured report of a German airman, dated 15th September, which read: "Some re-grouping of cavalry units is apparently in progress on the enemy's left flank, otherwise nothing unusual to report."

An immense army of horsemen had slipped out of the valley overnight, leaving behind a skeleton force supported by skeleton horses of sticks and bags, dummies that were lifeless yet not useless, and the German airman found "nothing unusual to report!"

All ranks contributed to the success of this magnificent hocus-pocus, but the greatest share of the praise must be given to the airmen of both the Imperial and the Australian flying units. In this regard I can not do better than quote the words of the Official Historian: "So active and superior were the British and Australian pilots and observers, that while in one week in June 100 enemy machines appeared over the British lines, the weekly average in August was only eighteen."

The attack on the enemy's lines west of the Jordan was set down for 19th September, and there was a heavy concentration of troops at Ludd, Jaffa and other bases on the Maritime Plain, although troop and transport movements were carried out after dark. During the day, however, the army rested in the thick orange and olive groves, and the road traffic became normal.

The British forces west of the Jordan were opposed by the 7th and 8th Turkish armies with headquarters at Nablus and Tul Keram respectively, and these forces held a deep strong line stretching from the coast near Tul Keram to the Jordan at Jisr ed Damieh. The British plan of attack, briefly stated, was as follows:—The infantry would be employed to smash a gap in the enemy line, enabling the mounted troops to pass through and cut the enemy's lines



of communication in the rear, and thus isolate and capture or destroy him. The first phase of the movement would therefore depend solely upon the quality and persistence of the infantry, and the second phase would rest entirely in the hands of the hard riding mounted men.

In a summary of the condition of the troops at this time, the Official Historian says:

"Of the British force the only troops not in true battle condition were the Australians and New Zealanders. Physically the two divisions, with the exception of Onslow's new brigade, were but gaunt ghosts of the splendid bodies which had moved across the Jordan in the spring. The men were, in Light Horse language, 'as poor as crows,' and their horses, if still strong, had picked up much dust in the Jordan Valley and were in low condition. The long, spare type of young manhood which characterises the Australian countryside was to be seen in every saddle. The summer in the valley had not only greatly reduced the men in weight, but had made of them in reality a sick and exhausted force. Heat and dust, bad food, and enforced sleeplessness would alone have destroyed men of a less virile and cheerful race; but besides enduring these conditions, they were seriously afflicted with more or less active disease. The great majority had suffered from successive attacks of malaria and lesser recurrent fevers, and all from severe stomach troubles."

The G.O.C. must therefore have had great faith in the stamina of the men and the mettle of the horses, for he called upon these mounted men a few days later to smash the Turkish lines from Samaria to the far-flung plains of Damascus. That they succeeded in thrashing the Turk into submission is now a matter of history.

Shortly before the attack our Second in Command, Major P. J. Bailey, D.S.O., was commissioned by the G.O.C. to make a low aerial reconnaissance flight over the Turkish lines from the coast to Nablus, for the purpose of selecting suitable routes for the mounted troops to pass through, and our initial movements were based on the findings set out in Major Bailey's reports.

On the evening of 18th September, all was in readiness for the attack. The four divisions of infantry were resting in wadis near the Turkish position, awaiting the zero hour, and behind them were the horsemen, ready to spring into their saddles and ride when the great moment arrived. The Australian airmen, led by Ross Smith (later Sir Ross Smith), piloting a Handley-Page machine, flew over at 1 o'clock in the morning of the 19th and bombed the railway at El Afule, the German aerodrome at Jenin, and the Turkish Army Headquarters at Nablus and Tul Keram. At 4.30 a.m. 300 British guns opened fire and for 15 minutes

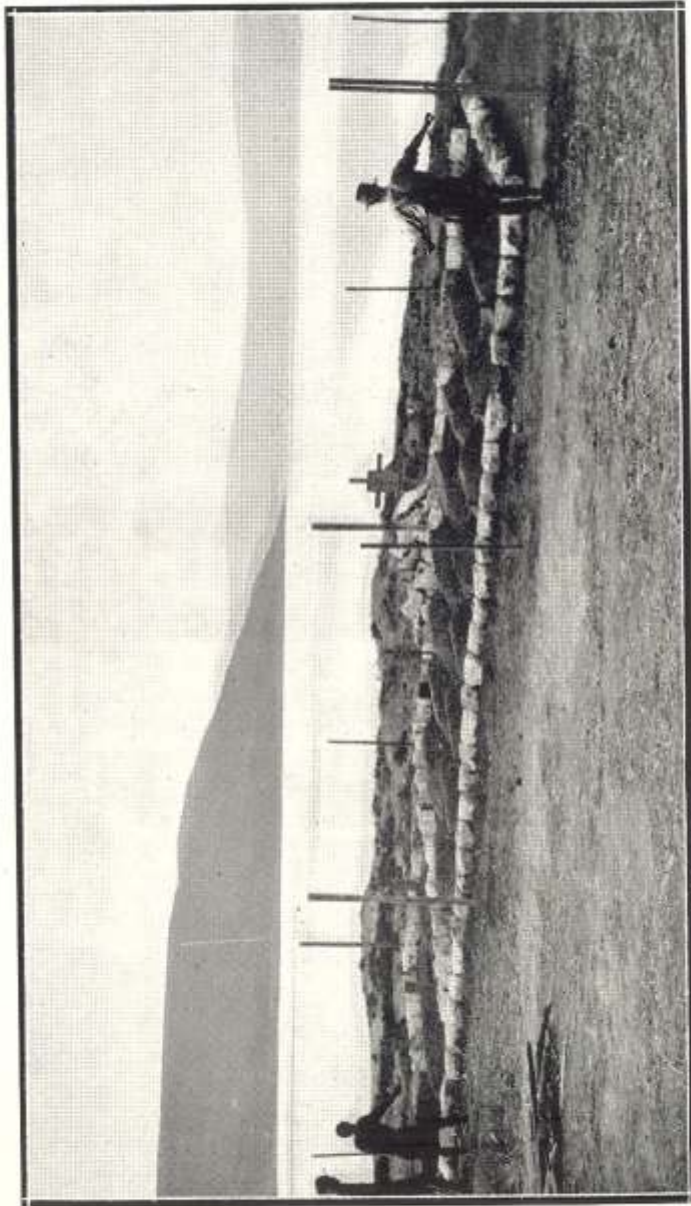


The 11th Light Horse Regiment assembling on the morning of 25th September, after the surrender of Semakh.



The Jetty at Semakh.





Graves of 11th Light Horsemen who fell at Semakh,  
Sea of Galilee.

they pounded the Turkish line on the Sharon sector. Suddenly the guns fell silent, and as suddenly the infantry swarmed out of the gullies and with fixed bayonets charged the first line of defence, and after fierce hand to hand fighting the Turks broke and fled in an attempt to reach their reserve line, 3000 yards to the rear. But the victorious infantrymen were not to be stopped and the second line fell to their assault. By 7 a.m. the gap in the Turkish line was wide and definite, and at a given signal 12,000 horsemen streamed through, to be cheered by the infantrymen as they galloped on to the heart of the Turkish communications beyond. Thus was the second phase of the battle ushered in to the thunder of galloping hoofs, the cheers of the infantry, and the shouts of flying horsemen.

The 11th Regiment moved from Sarona, near Jaffa, on the morning of the 19th, according to schedule, and racing by the "Twin Trenches" proceeded along the eastern track to Birket Ramadan. The roads were bad and whole troops of men were employed to man-handle the transport waggons through the heavy sand and the rough country. Five miles beyond Ramadan we were compelled to abandon all heavy articles of ordnance and push on without them. We reached Wadi Nahr Iskanderum at midnight. The Regiment now swung north-east and occupied an outpost line on the Nablus-Jenin road. Next day we withdrew and proceeded via Jenin to Afule, where we spent the night riding guard on 4,000 Turkish and German prisoners. Next day we moved to Beisan, and after an hour's rest remounted and rode to Jisr Mejamie, where we bivouacked. Ten miles away, nestling on the southern shore of Galilee, lay the village of Semakh, a position strongly held by the enemy, and before the camp had settled down to rest, orders were received to the effect that the Regiment must be in position to attack that stronghold at dawn. For a time there was an air of suppressed excitement in the camp, but the tired troopers and their horses soon settled down to rest. At 2 a.m. the camp was astir, and by 2.30 we mounted, and leaving Jisr Mejamie, rode towards Galilee.

#### THE CHARGE AT SEMAKH.

A regiment of the Central Indian Horse occupied the bridge-head at Jisr Mejamie, and an officer of that regiment was commissioned to guide us in to Semakh.

The fishing village of Semakh had no pretensions to greatness other than the fact that the Damascus-Haifa railway passed through the town, thus lending it, for the



time being, a degree of military importance. The original order to General Grant was subsequently altered, he being given the choice of two alternatives. Either attack the position at once or await reinforcements due to arrive the following day. A consultation with his Regimental leaders disclosed that the C.O. of the 11th Regiment and the Second in Command were both eager to attack under cover of darkness, and this course was decided upon; the Brigade moved off, with the 11th in advance, riding in line of troop columns.

A low moon shed its pale light over the countryside, but in the valley where we rode it was dark in the shadow of the hills. After travelling for a time a halt was called, and there was some discussion between our guide and the senior officers of the Regiment. The former stated we were more than two miles from the village, but a difference of opinion arose between him and Major Bailey, our second in command, who contended we were much nearer our objective than that. Being an Australian bushman, Major Bailey displayed good judgment of distance, and besides he had carefully studied the physical features of the country from his field map of the area. As against this the guide had traversed the country previously on patrol duty and his opinion was therefore accepted. We mounted to move off and had scarcely settled in the saddles when the stillness of the night was shattered by a terrific burst of machine-gun and rifle fire. Major Bailey's opinions were vindicated; we were actually on the outskirts of Semakh, and that first burst was straight ahead full in our faces. Fortunately, the enemy gunners mistook the range; the bullets whistled low over our heads like the rustle of an immense flight of swallows, and in the distance we saw tiny pin-points of light dancing along the muzzles of the guns like the flicker of lightning.

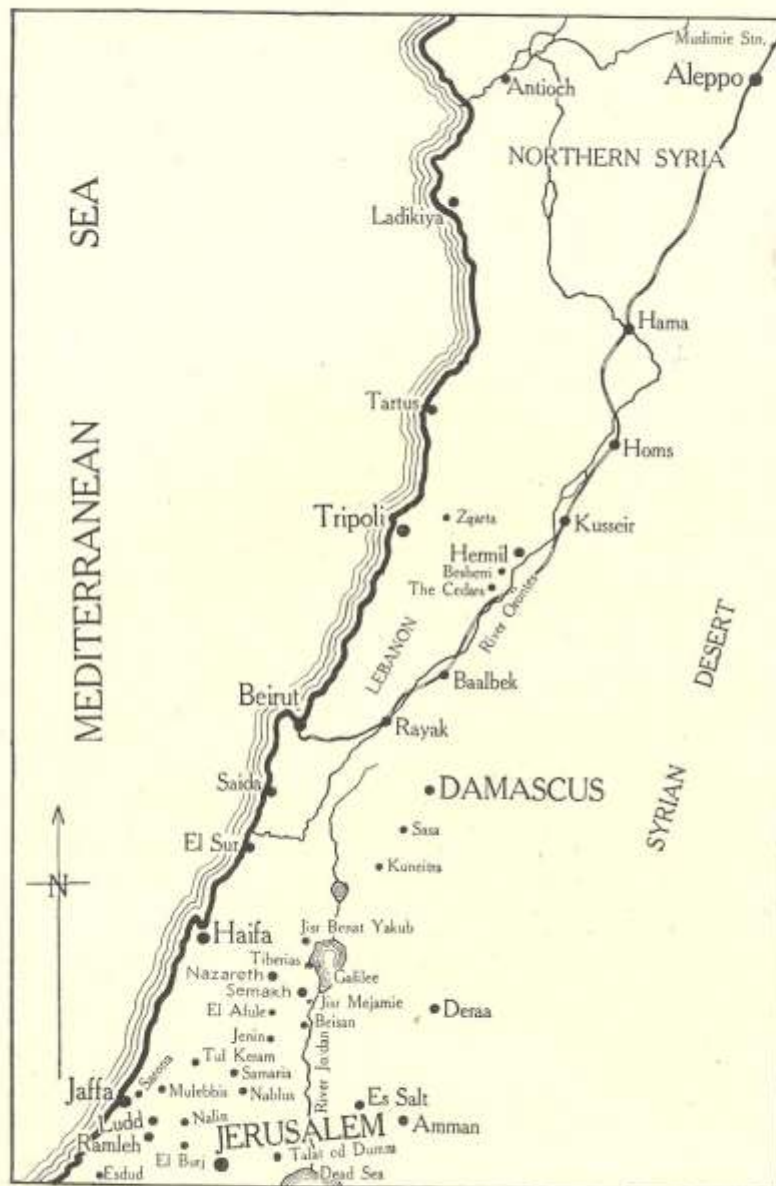
In recalling those few tense seconds, when the guns opened fire, and while the echo of the volley had not yet faded from the hills, one sound must stand out clearly to all who heard it. It was the booming voice of Major Costello, commanding his squadron to form line and charge the Turkish guns. There was excitement, of course, but no panic. In response to the major's command, four troops of "B" Squadron swung into line; the thin blades of the swords sang as they leapt from the scabbards; the horses jumped to the touch of the spurs, and in less than one minute "B" Squadron was racing straight at the enemy guns with Major Costello at their head. They had scarcely moved off when Lieutenant Farlow, a very gallant and courageous

officer, was killed. Meanwhile, Major Loynes had formed "A" Squadron into line, and they too moved out at the gallop close on the heels of "B" Squadron. More than two hundred horses thundered across that moonlit plain, the drumming of their hoofs recalling the glory of Beersheba and Sharia and "Iggoree" Flat. Grant's "mob" were charging the guns again, and nothing else mattered.

The thunder of galloping hoofs, the tinkle of bits and stirrups and spurs, and the music of clashing swords, these are the things that represent the true rhythm and poetry of war.

As the squadrons advanced, the rest of the brigade was rapidly organised to support them. "C" Squadron of this Regiment, under Lieut.-Colonel Parsons, galloped to a position on the railway east of the town to prevent stragglers escaping in that direction. One squadron of the 12th Regiment charged in on the west of the town to cut off escape in that quarter, and the 4th Brigade Machine Gun Squadron, led by Major H. W. Harper, took up a position under heavy fire on the railway line to cover the charge, and rendered valuable service at a time when it was needed most. As the squadrons approached the town the enemy fire became effective and many a horse and rider went down. Troopers unhurt bounded to their feet and followed their mates on foot, but others more hapless, lay where they had fallen, and their horses, with reins dragging and stirrups widely flung, sped on. Five hundred yards from their objective the squadrons parted. "A" Squadron under Major Loynes swung half left, making straight for the native village, and "B" Squadron under Major Costello wheeled half right to encircle the station buildings and that section of the village. In places the ground was honeycombed with cavalry pits dug in the midst of thickets of tall thistles, and a number of horses went down, injuring nine men. One hundred and fifty yards from the station the men of "A" Squadron dismounted and charged with the bayonet, fighting desperately until they reached a drain about 30 yards from the station house. A train stood at the siding and many Germans and Turks took cover in the carriages and trucks, firing on our men from the windows. The main force was barricaded in the two-storied railway station, and armed as they were with machine-guns, automatic rifles and hand grenades they poured a terrific fire down upon the position occupied by "A" Squadron. Meanwhile Major Costello dismounted his force, and leading them in a magnificent bayonet charge, they fought desperately through the





darkened streets until they finally joined forces with "A" Squadron. At one stage Major Costello's troops were menaced by an enemy 12 pounder gun firing at point blank range, and while attempting to silence this gun Captain Gee was killed.

The position near the railway station became critical, and dashing from cover Captain Whitfield led his men in a charge to clear the railway carriages. Suddenly a white flag was thrust from a carriage window, and as Captain Whitfield stepped forward to accept the surrender he was shot at point blank range, being killed instantly. Roused at this act of treachery, his men sprang into the carriage and the death of this very gallant officer was swiftly avenged in true Australian fashion. Grimly his men surged through the corridor with dripping swords and bayonets. No quarter was given and no German or Turk was carried from that carriage alive. During the engagement some of the enemy attempted to escape from the train and take cover in the station building, but Major Loynes led his squadron in a bayonet charge upon the station, and battering in the doors his men cleared the building from basement to roof, killing or capturing the whole force. The intensity of the fighting may be judged from the fact that within a radius of 30 yards near the station house 20 of the enemy were killed with the bayonet. The brunt of the fighting fell upon "A" and "B" Squadrons, and the honours of the day rested largely with those troops, but the remainder of the Regiment was by no means idle. Lieutenant G. R. Wilson led a troop of "C" Squadron in a soul-stirring charge on an enemy redoubt west of the village, capturing 47 Germans and Turks and one machine-gun. The battle raged for one hour and five minutes before the town surrendered. The affair at Semakh is an imperishable day in the history of the 11th Regiment. It must have been difficult indeed for senior officers to record individual acts of bravery amidst so much collective gallantry. The officers and men engaged fought with skill and courage, blended with a determination that carried them to victory against appalling odds. The enemy outnumbered us by more than three to one; he held strong positions in trenches, redoubts and stone buildings, and besides he knew and guarded every approach to the town.

Early in the engagement Major Bailey's horse was shot under him; a second mount he was riding met with a similar fate shortly afterwards, and though badly shaken



by the falls, the Major went into action dismounted and was prominent in the subsequent fighting in and around the village.

Major Loynes and Major Costello were both awarded the Distinguished Service Order in recognition of their gallant conduct throughout the engagement.

Lieutenant Charles J. Clifford was awarded a bar to his Military Cross for conspicuous gallantry. While leading a party of men in a charge on an enemy field gun and machine-guns, his sword was knocked from his hand by a chance bullet, and drawing his revolver with his left hand, the right being injured, this gallant officer fearlessly attacked four German gunners, killing one and capturing the remainder. He then attacked four Turks, bluffing them into submission with his empty revolver.

Captain James K. Johnstone was awarded the Military Cross for bravery displayed by him in leading men in the mounted charge and for persistent good work in organising the attack in the town, and later leading a bayonet charge with severe loss to the enemy.

Captain Colin P. Stumm, M.C., was mentioned in despatches for courage displayed while leading his troop in the mounted charge and for his coolness and determination throughout the subsequent fighting in the village. Captain Stumm had been mentioned in despatches on a previous occasion for his excellent work as a troop leader.

Sergeant Walter H. Quinn was awarded the Distinguished Conduct Medal for bravery. His troop officer being killed, he took command of the troop, and with great daring brought his mounted men in to the shelter of a building close to the enemy. He then advanced on foot with a small party, capturing a number of the enemy, and later rescued a wounded officer who was being attacked by four of the enemy.

Sergeant Roper King was awarded the Military Medal for outstanding courage and good work in leading a troop whose officer became a casualty. He kept the troop in action and well organised throughout the engagement. He exhibited great tact, courage and judgment throughout.

Sergeant Arthur Wilson was awarded the Military Medal for his display of coolness and courage during the attack. When his troop leader became a casualty he took command of the troop and led them fearlessly in the engagement.

Sergeant E. Thorpe, A.A.M.C., was awarded the Military Medal for gallant services in the field while attending the wounded.

Corporal Carl Cory was awarded the Military Medal. He exhibited great dash and bravery in the charge to the railway station, and then took control of two sections of men and inflicted severe casualties on the enemy as they attempted to escape from the building.

Corporal Finn Baker was awarded the Military Medal. After taking part in the charge, this N.C.O. acted as galloper to Major Costello and moved around under heavy fire with great dash and courage, and an absolute disregard for his own safety.

Corporal Les. Smoothy was awarded the Military Medal. Noticing a party of the enemy attempting to escape in a motor boat this N.C.O. dashed forward under heavy fire and attacked the boat with a Hotchkiss rifle and eventually destroyed it. He then attacked an enemy machine-gun, putting it out of action.

Trooper Felix Kempster was awarded the Military Medal. During the charge his horse was shot under him, and while still in a dazed condition due to the fall, he was attacked by a German officer armed with a revolver, who called upon him to surrender. Refusing to accept defeat, Trooper Kempster fought with and subsequently killed his opponent. Later he rejoined his comrades, who were then fighting in the village.

Signaller Cliff Bonfield was awarded the Military Medal. Seeing a motor boat leaving the jetty at Semakh, he sprang aboard but unfortunately lost his rifle as he landed on the deck. With a great display of courage he then attacked the enginedriver with his fists, but four of the enemy came up from below decks, and being unarmed Signaller Bonfield was compelled to escape by diving overboard and swimming ashore.

Trooper James Coyne was awarded the Military Medal. He displayed great dash and courage in attacking the enemy with the bayonet in the upper story of the station building.

Our casualties in this action were:—

		Killed.	Wounded.
Officers	..	3	4
Other ranks	..	12	24
		—	—
		15	28
		—	—
Animals	..	61	39



The names of those who made the supreme sacrifice are :—

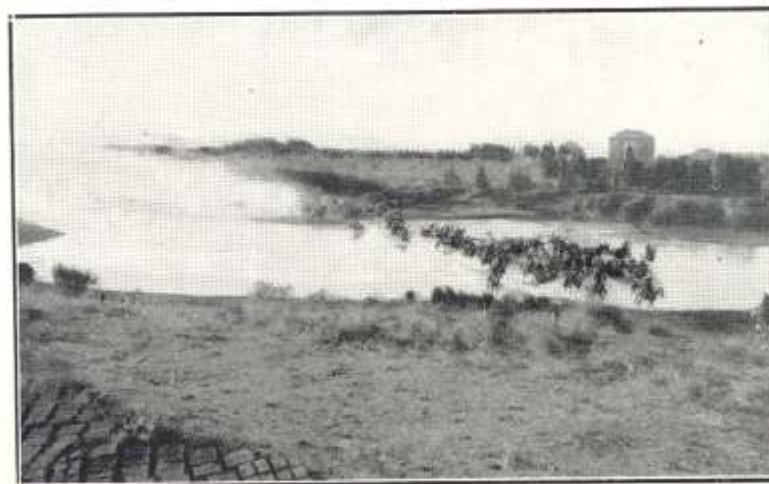
Captain H. J. Gee, M.C.  
 Captain W. S. Whitfield.  
 Lieutenant F. G. Farlow, M.C.  
 Signaller Corporal K. S. W. Thorn.  
 L/Corporal W. E. L. Hughes.  
 Trooper W. Bloomfield.  
 „ D. J. D. Dodds.  
 „ A. Donaldson.  
 „ W. Donaldson.  
 „ E. C. Fraser.  
 „ W. J. Lewis.  
 „ J. McCarthy.  
 „ E. McKay.  
 „ J. M. Ryane.  
 „ H. H. Taylor.

The material captured included :—

Rolling Stock: 2 railway engines, 8 carriages, 12 goods waggon.

One aeroplane, 1 light field gun (77 m.), 7 machine-guns, 3 automatic rifles, 3 feed blocks (rifle), 10 spare barrels, 1 mounting, 1 range finder, 140 rifles, 53 cases ammunition, 1 motor lorry, 1 disinfectant, 1 wireless set, 1 trailer and electric light plant, 10 field cookers and a large quantity of miscellaneous stores.

After the town surrendered considerable time was spent in collecting and dressing the wounded, and then we turned to the sad duty of burying our fallen comrades. We made their graves side by side, on a green slope running down to the sea, where the restless waves of Galilee lapped the shore. It was late evening ere the last sod was laid, and filing back to our lines in the dusk we passed by a Turkish hospital tent over which the red crescent of the Ottoman Empire still fluttered in the breeze as though waving a visible benediction over the scene.



The 11th Regiment fording the Jordan at the village of Dagania, north-west of Semakh.



The 11th Regiment resting by Galilee on its trek from Semakh to Tiberias.





The main street in Tiberias.

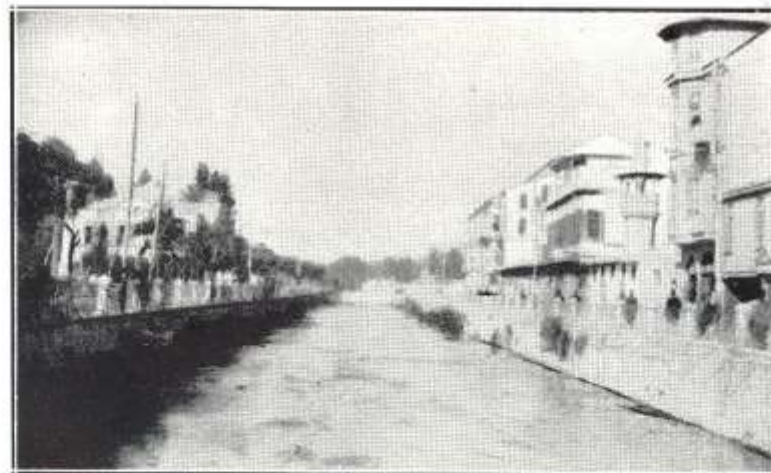


*From a German Photograph.*

German Military Headquarters in a garden at Damascus.



The Jisr Benat Yakub bridge over the Jordan, destroyed by the Turks in their flight from Tiberias to Damascus.



City of Damascus and the "Street called Straight."





*Australian War Memorial Official Photograph—Copyright.*

The town of Homs, north of Damascus.



ALEPPO.

It was here that Lieutenant McElligott and Sergeant Merson were held as prisoners of war. See stories contained herein.

## CHAPTER XIX.

### MISCELLANY.

#### TIBERIAS TO HOMS.

At 4 o'clock on the morning of 26th September the Regiment was called to "stand to arms" as the enemy began sniping from the high ground east of Semakh, but an attack did not develop. At 6 o'clock a party was despatched by train to repair the damaged railway line between Jisr Mejamie and Biesan to enable the wounded to be taken to the casualty clearing station at Afuleh.

The following day the Regiment crossed the Jordan north-west of Semakh, near the village of Daginia, and marched by the Sea of Galilee to Tiberias, arriving there at 8.30 a.m., and while here we received orders to ride to Damascus, the order of march being as follows:—

3rd Brigade in advance, followed by the 5th, with the 4th in support. One span of the Jisr Benat Yakub (Daughters of Jacob) bridge over the Jordan river had been destroyed by the Turks, who were then holding the eastern bank. The 3rd and 5th Brigade, assisted by the 4th and 12th Regiments of the 4th Brigade, attacked and the enemy were driven off. The bridge was then repaired and the troops passed over. While watering the horses next morning at Deir Es Saras, we were bombed and machine-gunned by hostile planes, and one man and a number of horses were wounded. Later that day we marched to Kuneitra, where we bivouacked for the night. From 1st October to the 10th the Regiment was engaged in patrol duty on that section of the lines of communication, and many excursions were made into villages hidden in that mountainous region. We were the first British troops to penetrate that territory, and in some cases the natives fled from their villages lest our intentions should be hostile, but when they discovered we were merely searching for Turkish stragglers they assisted us as much as possible. It was reported that Circassian Cavalry (many of them bandits in peace time Jordanian) were active north-east of our line, but when we attempted to engage them they scattered and fled into the mountains.



On 11th October Lieut.-Colonel Parsons, D.S.O., was evacuated to hospital and Major P. J. Bailey, D.S.O., assumed command of the Regiment. At this time a severe epidemic of pneumonic influenza was raging in the Regiment, with the result that five officers and 83 other ranks were evacuated to hospital seriously ill.

#### DAMASCUS.

It was decided, on medical advice, to allow the Regiment to remain at Kuneitra until 25th October, and on that day we marched out, arriving at Damascus on the 26th. On the 28th our commander, Major P. J. Bailey, D.S.O., was evacuated to hospital and Major G. Rankin, D.S.O., of the 4th Regiment, assumed temporary command of the Regiment. That day we moved from Damascus bound for Aleppo, 200 miles to the north, and by the 1st November we had covered half the distance and bivouacked on the outskirts of the town of Homs. Late that evening we watered our horses in the River Orontes. At 11.30 p.m. we received news of the Armistice with Turkey.

#### ZGARTA, near TRIPOLI.

We remained at Homs until 5th November, when we were ordered to retire to Tripoli, which was reached on 8th November. Preparations were made at once to establish a winter camp and a good site was selected on high ground about 10 miles inland from Tripoli, near the picturesque village of Zgarta. Since the "affair at Semakh" the following mentioned N.C.O's. and men died, either as a result of sickness or the effect of wounds received in battle:—

Sergeant	E. Frost.
"	R. A. McDonald.
Trooper	H. Braham, D.C.M.
"	F. C. Buckholtz.
"	S. M. Connor.
"	A. Gilligan.
"	F. Golden.
"	R. G. Hallam.
"	J. Lemon.
"	R. Lindsay.
"	A. L. Paterson.
"	H. T. Wake.

News of the Armistice with Germany was received at the camp on 11th November. Major Rankin left for Egypt and Major Dunlop assumed command of the Regiment. Parties were granted leave to visit Tripoli, Baalbek and Beshherri. The last mentioned place is beautifully situated

on the snow-clad mountains of Lebanon, overlooking the Kadisha Valley, and nearby are the famous old cedars of Lebanon.

It seemed difficult to realise that the war had ended, but extracts from the Field Diary covering the months December to January, and quoted hereunder, tell their own story of the altered conditions.

"New uniforms issued to troops going on leave."

"Free beer issued to the Regiment"—a significant date this one—25th December.

"Civilian tailor employed within the Regiment."

"Sports meeting held on the beach at Tripoli."

"Vegetables, fruit and firewood purchased with Regimental funds."

"The 'Whiz Bang' Concert Party performed in the Brigade Concert Tent last night—good show."

"Team of men from the 11th Regiment competed in 5-mile cross country foot race."

"A team made up of troopers in the Regiment challenged a team of officers and non-commissioned officers to a game of Rugby." It is difficult to say whether the diarist's closing remark on the game carries a note of malevolence or triumph. He writes: "The troopers won easily."

"A party of officers and men were entertained to-day by the residents of Zgarta—" and so the diary continues happily, with its terse record of the Regiment at play.

Colonel P. J. Bailey, D.S.O., returned from hospital and assumed command of the Regiment, and Major Dunlop, D.S.O., returned to the 4th Regiment.

Major E. Costello, D.S.O., was appointed second-in-command, and shortly afterwards Colonel Bailey was appointed temporary commander of the Brigade; Major Costello then assumed command of the Regiment.

About this time a small organised band of native thieves stole a number of horses from our lines under cover of a severe storm which raged throughout the night. Next morning a troop accompanied by Corporal Allen and Driver Smith, two expert bush trackers, took up the chase and eventually the horses were found hidden in a deep gorge far into the mountains of Lebanon. The thieves were captured and brought to trial and eventually punished. Tracking horses over rough country, after a heavy storm had apparently obliterated all ground signs of their movements, was a splendid accomplishment and Corporal Allen and Driver Smith were both highly commended for their work. Our interpreter reported that the thieves, believing they were safe from pursuit, were mystified when the Australians suddenly appeared and captured them, and were anxious to know how their "secret lair" had been discovered. When



informed that the Australians had followed the tracks of the horses their leader replied: "There were no horse marks for the eye to see," and not being convinced he consigned the affair to the realms of the supernatural.

Our horses became so much a part of us throughout the campaign that most of us cherished the belief that they would go back with us to Australia and civilian blessedness after the war. However, it was not to be, and soon after we arrived at Tripoli an order was received to the effect that only a small percentage of the best horses would be retained for service in Imperial units and the remainder would be destroyed. When this instruction became known a distinct sadness descended upon the camp, everyone being deeply affected. A few days later, in an atmosphere both gloomy and pensive, the veterinary staff arrived to "classify," and shortly afterwards the order to "destroy" was carried out. The recording of any further details in relation to this sad event is purposely avoided.

On 12th March the following appreciation, signed by Brigadier-General Grant, C.M.G., D.S.O., was received at Regimental Headquarters:—

"On the conclusion of hostilities I desire to express my thanks to all ranks for the magnificent work they have done and the gallant manner in which they have borne themselves during the recent operations from Ludd to Homs. You have carried the approbation of your Commander-in-Chief. On his recent visit he thanked you and expressed his gratitude for all you had done. He said you should be proud of the fact that you have taken part in the greatest Cavalry ride known to the history of warfare.

"The capture of Semakh by the 11th Regiment, "C" Squadron of the 12th Regiment, and the Machine Gun Squadron, was carried out in a dashing manner, and one worthy of the finest traditions of this Brigade. Here we used the sword for the first time, and the magnificent charge of "A" and "B" Squadrons of the 11th Regiment in the face of 10 machine guns and a field piece justified its use, and the charge will long be remembered. This was the stiffest fight of any mounted troops in the whole campaign. Our casualties are regretted, but the strategical importance of Semakh and the loss to the enemy of 25 officers and 341 other ranks captured, and 100 killed, besides the acquisition of a large amount of material, compensated for our losses.

"Captures made by the Brigade from 19th September to 1st November are as follows:—

Personnel.	Officers.	Other Ranks.
German .. ..	19	627
Turkish .. ..	299	12,001
Total .. ..	318	12,946

"Material:—44 field guns, 96 machine guns and automatic rifles, 12 trench mortars, 1 aeroplane, several trains, motor cars, waggons, and a large quantity of miscellaneous military equipment and stores."

Before leaving Zgarta, a meeting of officers and men of the Regiment discussed the following items of general interest:—

- (1) Compilation and publication of the history of the unit.
- (2) Plans for an annual reunion of members after the war.

#### BACK TO EGYPT.

Arrangements were being made to despatch 10 per cent. of the troops to England on furlough, and meantime a transport was being made ready at Port Said to take the remainder of the Regiment home. Accordingly we struck camp at Zgarta on 14th March, and accompanied by hundreds of civilians from that district, marched by road to Tripoli. A number of transports were "standing off" from the shore and after a short delay we were taken by lighter and boarded the S.S. "Ellinga," which sailed for Port Said the following day. We expected to go directly aboard a transport for Australia, but instead were ordered to entrain for Moascar, the Light Horse base camp on the Port Said-Cairo railway; war or no war, there were still many regulations to be respected and it appears we were bound to pass through the "detail" camp at Moascar to "sign off" before leaving Egypt—the official act of "punching the clock," as it were, now that the day's work was over.

Many of the men had despatched cables to relatives announcing the date of their departure for Australia, and everyone was in high spirits, when suddenly our dreams of home were shattered by the announcement that the Egyptians had rebelled against British rule, and in a few hours the insurrection had spread like wildfire across the length and breadth of Egypt. We were commissioned at once, with other units, to gather equipment and horses and stamp out the blaze. Throughout the country the insurgents were tearing up railway lines and destroying civil means of communication. British residents were attacked openly in the streets, and their houses were raided by mobs of fanatical Moslems. Gangs of Egyptian students marched through the streets of Cairo carrying banners inscribed with battle cries such as "Egypt for the Egyptians" and "Down with the British." Acts of violence were flagrantly committed throughout the land. Small parties of British soldiers and nurses on leave in isolated towns were attacked by vicious mobs, and many of them were beaten to death. To make matters worse, the civil servants declared a general strike, and most of the services became stagnant.



The outbreak spread rapidly throughout the lower provinces of Egypt to the Delta lands in the north, and for a time the position looked ugly indeed. The Light Horse units were rushed to Moascar, re-equipped, remounted and despatched to various towns in the affected areas.

The Regiment left Moascar on 18th March for patrol duties extending to Tel el Kebir, and escorts were provided for barges moving on the canals.

A soldier of the 3rd Gurka Regiment was murdered by natives while on patrol, and the miscreants were tracked by Corporal Allen and Driver Smith to a village near Abu Hammad on the Cairo-Port Said railway. The Omda (head man of the village) renounced all responsibility in the matter, and, in fact, became defiant and even truculent towards our men. This action, at such a time, was, to say the least of it, foolhardy, and retribution descended swiftly upon him and his people. The soldiers surrounded the village and organised parties escorted the women and children to safety. The troops then entered the village, and after thrashing every man in it with their fists the soldiers burnt the houses to the ground. It is a pleasure to relate that after the "clean up" the guilty natives (three in number) confessed the crime and were later courtmartialled and sentenced to death.

This "rash act," as it was officially described, at least gained the desired result and no more trouble was experienced from the rebels in that area; some time afterwards a belated order arrived from General Headquarters, stating that native villages were not to be burnt without reference to Brigade Headquarters. Although the rebellion went off to a "flying start," the sight of detachments of Australian soldiers galloping through towns and villages soon caused the rebels to lose their nerve and in a short while most of the ringleaders were captured and thrown into prison.

On 1st April the Regiment marched from Abu Hammad via Zagazig to Mansura, a large town in the Delta of the Nile. The Regiment occupied a vacant block of land situated between the railway station and a point where the Mansura Irrigation Canal joins the Nile, with Regimental Headquarters established in the Agricultural Bank building. The Regiment provided patrols, train escorts, guards and construction gangs which were despatched to Damietta, Faraskur, El Bosrat, Dakernes, Mit Tarif and many other places in that area. The signal troop assumed control of

the telegraphic instruments in the railway station at Mansura, the native operators working under their supervision.

Colonel P. J. Bailey, D.S.O., was appointed military governor of Mansura and commander of the Mansura sub-sector. Advice was received that the following mentioned N.C.O's. had received awards for gallantry in the field, persistent good work and devotion to duty during the recent operations in Syria:—

Sergeant L. U. C. Kempster, Meritorious Service Medal.

Corporal McMurdie, Military Medal.

The Regiment soon had the area under control and in a month's time the flame of rebellion flickered and went out. We then turned our attention to definite forms of recreation and sports and race meetings were frequently held, to which the civil population were invited. An improvised totalisator was established and race days at Mansura, with the gaily dressed crowds of both sexes, carried an atmosphere that was truly Australian.

The Regiment sent representatives to the "all military" sports meeting at Cairo, and two members at least gave an excellent account of themselves. Trooper Roberts won the event "putting the shot," with Trooper McKee second, and McKee, a magnificent type of Australian athlete, secured coveted first places in the following events:—

440 yards race,

220 yards race,

150 yards hurdles.

There were other successes by 11th Light Horsemen at this meeting, but unfortunately the details are not now available.

A concert party, comprising members of the Regiment, performed to a packed house in the Carion Theatre, Mansura, under the very able supervision of Capt. Searle, Sergeant Kempster, Corporal Davies, Sergeant Falconer, Signaller Ryan and others, and was so well received that the British residents clamoured for a repeat performance a few evenings later.

The officers and men of the Regiment will not forget the gracious hospitality extended to them by Miss Friend, Mr. Harvey and many other English and European residents of Mansura.

On 28th June the G.O.C. issued his farewell order to the Australian troops, to which he attached a special personal tribute to their services throughout the campaign. These documents read as follows:—



## OFFICIAL ORDER OF THE DAY.

"Now that the Australian Mounted Division and Anzac Mounted Division are leaving my command, I wish to express to all ranks my admiration of and gratitude for the work they have done.

"The units composing these divisions, landing in Egypt after gallant service in Gallipoli, have been constantly engaged with the enemy since the formation of the Egyptian Expeditionary Force, and have taken a leading part in all the victories won.

"In the advance through the Sinai Desert; the capture of Beersheba; the pursuit of the enemy which ended in the taking of Jerusalem; the operations in the Jordan Valley, in the mountains to the east of Jordan; and in the final defeat and pursuit of the Turkish Army in September and October, 1918, Australian and N.Z. troops have been always in the forefront. They have borne with cheerful endurance the thirst and glare of the desert, the heat and dust of the Jordan Valley, and the fatigue of long and exhausting marches. They have responded to every call, and have fully earned the welcome which will reward them on their long-deferred return to their homes.

"I send my congratulations, my thanks, and my best wishes.

"EDMUND H. H. ALLENBY,

"General.

"General Headquarters,

"Egyptian Expeditionary Force,

"28th June, 1919."

## SPECIAL LETTER OF APPRECIATION.

"I knew the New South Wales Lancers and the Australian Horse well in the Boer War, and I was glad to meet some of my old friends of those days when the Light Horse came under my command just two years ago.

"When I took over command of the Egyptian Expeditionary Force in July, 1917, the Light Horse were already veterans, tried and proved in many a fight. Since then, they have shared in the campaigns which achieved the destruction of the Turkish army and the conquest of Palestine and Syria, and throughout they have been in the thick of the fighting. I have found them eager in advance and staunch in defence. At Beersheba, a mounted charge by a Light Horse regiment, armed only with rifles, swept across the Turkish trenches and decided the day. Later, some of the regiments were armed with swords, which they used with great effect in the pursuit of last autumn.

"On foot, too, they have equally distinguished themselves as stubborn fighters. They have shown in dismounted action the dash and enterprise of the best type of light infantry.

"The Australian Light Horseman combines with a splendid physique a restless activity of mind. This mental quality renders him somewhat impatient of rigid and formal discipline, but it confers upon him the gift of adaptability, and this is the secret of much of his success, mounted or on foot. In this dual role, on every variety of ground—mountain, plain, desert, swamp, or jungle—the Australian Light Horseman has proved himself equal to the best.



The snow-clad hills of Lebanon, near the town of Besherrî.



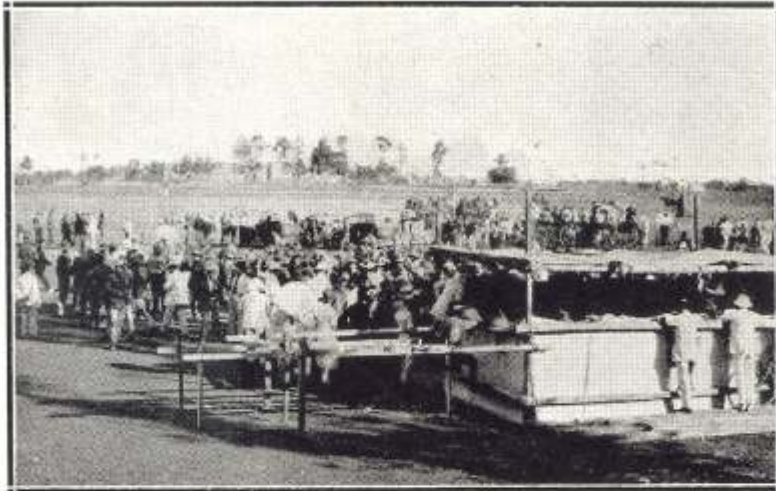
Photo. lent by Mes. Katter, Brisbane, and one time resident of Besherrî.

The Holy cedars of Lebanon.

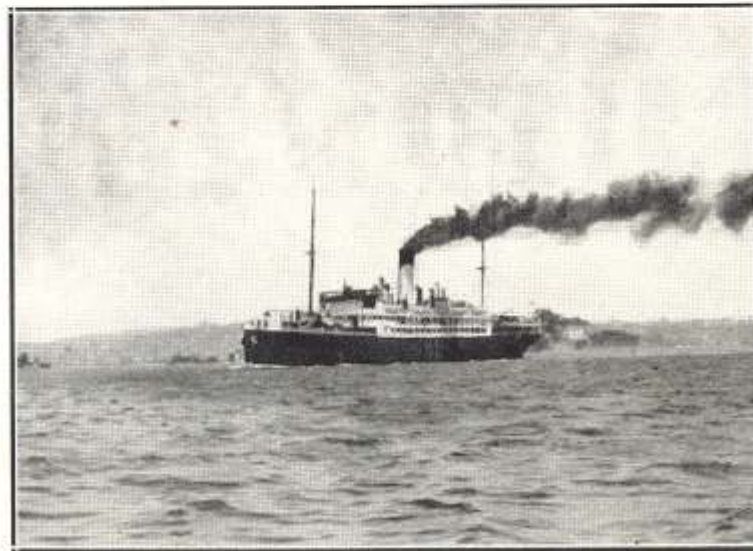


"He has earned the gratitude of the Empire and the admiration of the world."

"EDMUND H. H. ALLENBY,  
"General."



Race day with the 11th Light Horse Regiment at Mansura, Nile Delta.



S.S. MORVADA.

The troopship on which the 11th Light Horse Regiment returned to Australia.

On 30th June the Regiment returned to Moascar by train, the horses having been despatched to the remount depot by road, and for the next few days we were busily engaged in final preparations for the voyage home. During this period, one of the famous "hard cases" of the Regiment who spent most of his time in the wet canteen, was brought before the Camp Commandant, almost daily, to be disciplined for his lapses of drunkenness. We had always admired his "ability to pitch a tale," an accomplishment that had gotten him out of many official scrapes in the past, but by all accounts he was "for it" on this occasion, it being rumoured that he had exhausted official clemency by his repeated falls from grace. He duly appeared to be dealt with, and in view of the fact that the Commandant had never seen this trooper in a sober condition, it was perhaps natural that he should become exasperated with him and finally enquire the nature of his pre-war occupation.

"You appear to be in a perpetual state of drunkenness," said the Commandant, addressing the culprit; and after a significant pause, "by the way, what was your occupation before the war?"

Quick as a flash our cobber rose magnificently to the occasion. "Me, sir," said he, clicking his boot-heels in the approved manner, "I was shooting parrots, sir, for Arnott's biscuit tins." The Commandant turned away to hide his mirth and promptly dismissed the case.

After that we had to admit that, in addition to his other accomplishments our cobber was an opportunist who would rise to greatness, because you see the Camp Commandant was Colonel Arnott, whose name and biscuits were so well known.

#### BATTLE HONOURS.

Following is a list of the battle honours of this Regiment in the war of 1914-1918:—

#### GALLIPOLI.

SUVLA.	JERUSALEM.
SARI BAIR.	JORDAN (ES SALT).
RUMANI.	MEGIDDO.
GAZA-BEERSHEBA.	SHARON.
EL MUGAR.	DAMASCUS.
NEBI SAMWIL.	PALESTINE.



On 18th July the Regiment entrained at Moascar for the journey to Kantara, where we embarked on the Transport S.S. "Morvada."

#### HOMEWARD BOUND.

In the early morning of 20th July the "Morvada" slipped her moorings at Kantara and steamed slowly through the Suez Canal, bound for Australia. Military restrictions were almost entirely removed on the voyage home and the long days were spent in the enjoyment of the tournaments and games that are so inseparable from ship-board life. Shore leave was granted to everyone at Colombo and Fremantle. The South Australians of "C" Squadron of the Regiment disembarked at Adelaide, and all ranks were keenly affected by the parting. Friendships between men of the two States had been forged "over there" under conditions that caused them to endure to the present day.

The Queenslanders finally disembarked at Sydney and entrained for Queensland the same day, arriving at Brisbane at 7 p.m. on Saturday evening, 30th August, 1919, the period of service abroad being 4½ years.

The last official announcement concerning the 11th Light Horse Regiment appeared in the Brisbane "Courier" of 1st September, 1919, and is quoted hereunder:—

#### "WELCOME HOME. "MORVADA' TROOPS.

"Fourteen officers and 319 other ranks, who travelled by the 'Morvada' from Egypt to Sydney, arrived at Central Station at 7 o'clock on Saturday night and were welcomed at the Kangaroo Point Military Hospital by the State Commandant, Brigadier-General Irving, the Home Secretary (Mr. J. Huxham), and the Mayor of Brisbane (Alderman Buchanan). The party were in the charge of Colonel P. J. Bailey, D.S.O., commanding officer of the 11th Light Horse Regiment. The train was met at Ipswich by Major Jackson, and the returned men were given a hearty welcome in the streets of Brisbane as they were conveyed to Kangaroo Point by the Returned Soldiers' Transport Corps."

Light Horsemen are essentially bushmen. They came to enlist from Northern cattle camps and mining camps and the lonely stations of the west. No doubt some of them would "cling to the hem of the city's gown," but in a few days the great majority would be drifting back to the bush where they belonged, so a few days after our return we held a grand farewell banquet in Brisbane, at which the Queensland members of the Regiment were present. And now, wherever they are, whether in city, town or bush, it is believed they will forever have proud and happy memories of the days they spent together in the 11th Light Horse Regiment, a unit second to none in the war of 1914-1918.

#### REGIMENTAL REUNION.

The seeds of a reunion were well sown that day in February, 1919, in the camp at Tripoli, with the result that one night in every year since has been set aside for a reunion of "old coppers" of the 11th Regiment, in Adelaide, Brisbane, Ingham, Townsville, Charters Towers and Cairns.

The attendance at the Brisbane reunion is governed largely by the restless movements of the average ex-Light Horseman. For example, one night seventy members of the old unit were present at roll call; another night there were only three, but great or small as the attendance may be, the reunion is a definite feature of the old Regiment, and will endure as long as the members exist.

#### 11th LIGHT HORSE MEMORIAL.

In August, 1935, at the instigation of the 11th Light Horse Association, a memorial tablet, in honour of the fallen, was erected in the crypt beneath the Queensland War Memorial in Anzac Square, Brisbane. The stone was unveiled by the late Brigadier-General William Grant, C.M.G., D.S.O., V.D., and dedicated by the late Reverend Canon D. J. Garland, V.D., O.B.E. A troop of the 11th Light Horse Militia unit from the Darling Downs, under the command of Major E. Costello, D.S.O., provided a guard of honour for the occasion.

#### THE WAR TO-DAY.

On the outbreak of the present war a number of the "old hands" joined up again and are on active service overseas, whilst many more are serving in units within the Commonwealth. In a few cases the sons of members of the Regiment have gone abroad to follow the tracks their fathers blazed in Egypt, Palestine and Syria, and we know the traditions of the past and the hopes of the future are in safe-keeping.





## APPENDIX "A"

**"Fall in the Sick"**

Medical work in the 11th Light Horse Regiment, A.I.F.

By

Major Geoffrey H. Vernon, M.C.  
(M.B., Ch.M., F.R.G.S.I.A.)

The following article has been especially written for this book by Major G. H. Vernon, M.C., Australian Army Medical Corps—one time Medical Officer of the 11th Light Horse Regiment and now Medical Officer, Misima Island, Mandated Territories of New Guinea.

—E.W.H.

**"SICK PARADE."**

The maimed, the halt, the blind, fall in; the daft and the merely stupid; the man with a grievance, the man without, who is himself a grievance to the rest of the regiment; the hangovers and most of the leave draft that spent yesterday evening in Cairo.

An epilogue of life in its various forms, yet each of the patient Diggers who waits for a Number Nine or dope or a clean bandage is a link in a very staunch unit which might truly be described as "Brothers in Arms."

It was Murray Hammond who instructed me to write up the 11th Light Horse medically, Murray Hammond who used to disappear into the blue on glowing Sinai mornings, with a smile and a pipe and his cobblers, McElligott, Hogarth and Groundwater. At the edge of the camp he would send a signal back to me which meant, "Come out for a ride if you can wangle it," and ere long I'd be loping across the desert with these four "Musketeers" of the 11th Light Horse Regiment Signal Troop. When they had flashed their ack acks and "all clears" half-way across Sinai by heliograph, we would boil our pint-pots under the shade of a thorn bush and discuss extravagantly the things we hoped to do after the war, but that was twenty-five years ago.

When I asked Murray, "In this article you've asked for, what am I to say?" he answered, "Say what you like."

So I'm saying what I like.

We had enough of the serious side of regimental doctoring, the sores, the aches, and the wounds, not to want to drag it all up again twenty-five years later, so it is a humorous side to the work of the A.A.M.C., which fortunately found expression now and again, that will be stressed.

One of the jokes that the combatant side of the army plays on the No. 9 brigade, was the place assigned to it at those serious moments when "Jacko" appeared over the skyline. Then it was the front comes last and the last comes front.

It was all right sitting in the shade of a sandhill waiting for casualties to trickle back, but when the "army," fighting up in the front line "retreated according to plan," they put us at the tail nearest the Turks. There wasn't a scrap in those early days in Sinai in which the regiment was engaged when the A.M.C. mule didn't play a prominent part in these withdrawals.

Officially, the A.M.C. was at the rear of the column; actually it was the mule, and many a time that faithful animal kept Jacko back.

How many times he saved the Regiment will never be known.

He was never popular with our lads till, later on, he bit a "brass hat" at Bir el Gehenna. Fortunately, the mule recovered, but it spoilt his chances of a D.S.O.

The mule was no respecter of persons.

Generally we had a fairly adequate supply of stretchers and sand carts to evacuate the wounded, but often we did not use them. Our lads evacuated themselves. When we got an order to "Get to hell out of this, M.O.," we ran for the sand carts, but the boys always beat us. They'd be on their nags and over the skyline while we were picking up their dressings. It was no use hobbling horses; it was the patients that needed it.

But sometimes the A.M.C. got its own back.

It was a pleasure to sit on the spare water bottle and watch "Bluey" trying to pinch it for afternoon tea, or to let the only bottle of brandy in the Regiment peep coyly out of its pouch as the Second-in-Command rode by. We were no more permitted to drink any than he, but he didn't know that. We had it and he hadn't, and that gave point.

Greatest hour of triumph was at a water festival on the Canal, when the particular young trooper who thought he could chyak the A.M.C. shouted out, "Oh, give him a number nine."

In a split second he was in the Canal, feathers and all, a convenient hole in the wharf letting him through at the psychological moment. Then we fished him out and brought him back to life with artificial respiration, and he chyaked us no more.



Once one of our lads refused to be inoculated; everybody spoke to him about it from the Sergeant Cook to the Brigadier. It was no good, he just wouldn't; so they court-martialled him and eventually he wriggled out through a gap in King's Regs. He got so well "oiled" by sympathisers at the canteen that he got the impression he was a credit to the Regiment.

When I got back from leave two days after the verdict was announced, I was told about it.

Next morning the hero turned up on sick parade wearing a sheepish grin and a "come hither" look on his face. He got what we wanted without being asked this time. "Sharp's the word" describes it. A needle descended suddenly on his stern and peace descended on Sinai.

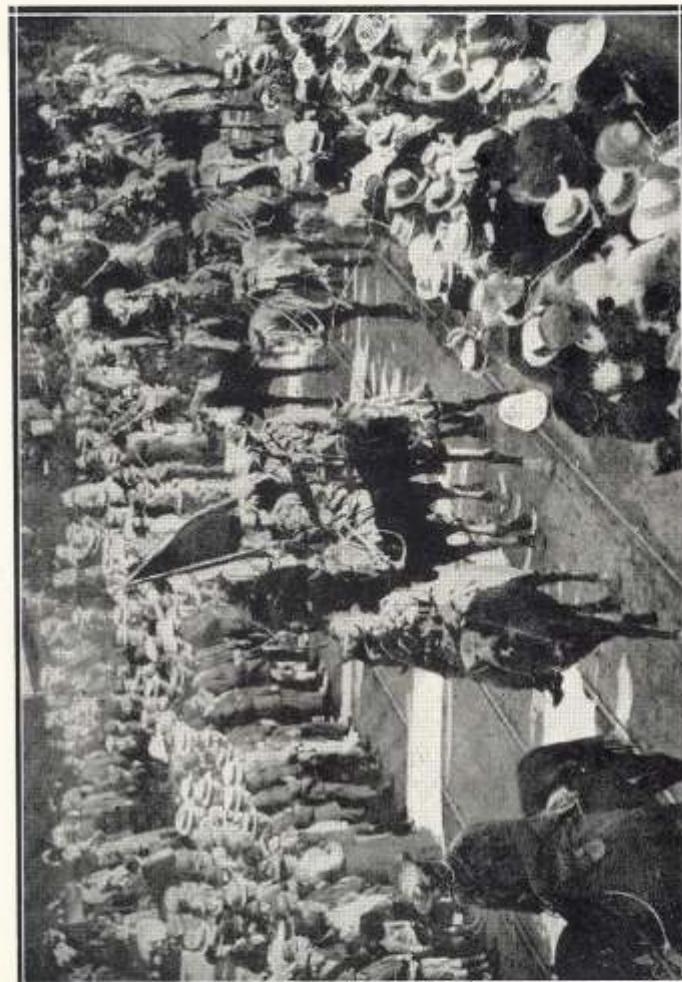
Do you remember those sores that were first Oriental, then Ornamental, and finally Regimental? As Orientals and Ornamentals we reckoned they were our job, but when they became Regimental we handed them over to the orderly room and the adjutant dealt with them. He froze them up—noon temperature in the desert 120 degrees Fahrenheit—and then they became Sentimental.

After they went we got a lot of fleabite cases round Gaza. Somebody used to be sent down a corn pit on each Bedouin estate and come up black with fleas. The rest of the Regiment retreated and sent for the A.M.C. They showed great confidence in us on such occasions, but so did the fleas as we scraped them off the victim and gave them sanctuary ourselves.

For the Nekhl stunt we had a very complete transport train—camels, cacolets, Gyppo drivers, lice and garlic. The Regiment halted at nightfall near Themada, and at 2 a.m. Major Single (later Lieutenant-Colonel) of the 12th Light Horse, with loaded dope bags and the flower of the A.M.C. in attendance, rode away to assist in the assault on the desert capital.

Our fellows did a smart job there. They encircled and galloped the town in quick time and the garrison capitulated. Not one gallant hero got as much as a scratch, except from some Bedouin lasses left behind, and to borrow a colourful expression from our transport sergeant, "the whole b—y outfit" trekked back to the Canal unused. It was just as well; the trip back across Central Sinai's wadis and ranges wouldn't have been a joyride even for our hardy Diggers.

And OUR crowd was tough!

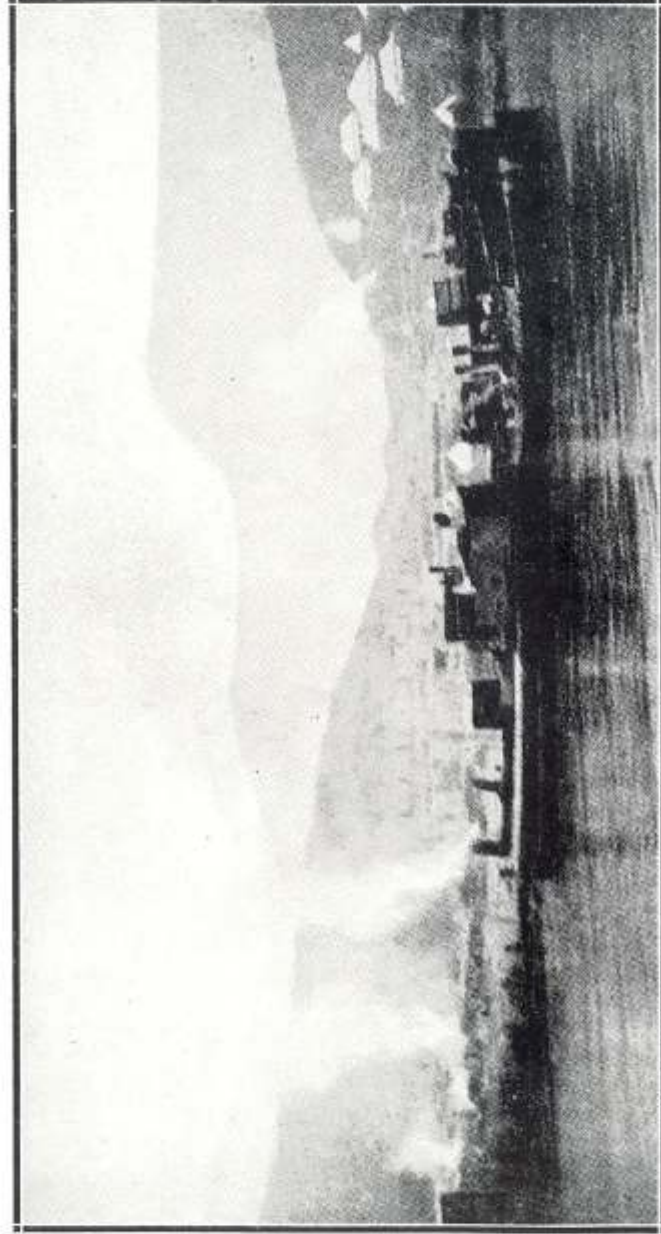


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11th Light Horse Regiment passing down Queen Street, Brisbane, in the Grand Parade, 31st May, 1915.





*Australian War Memorial Photo.—Copyright.*  
View of Sniper's Nest, Battleship Hill and Baby 700, showing the nature of the country over which both "A" and "C" Squadrons fought on Gallipoli.



*Australian War Memorial Photo.—Copyright.*  
EVACUATION OF ANZAC  
The smouldering remains of a great fire which broke out in the supply dump at North Beach, Anzac, about 2 a.m. on 15th December, the day before the final evacuation. The fire was at first suspected by some to have been started by treachery, but was proved later to be accidental.





11th Light Horse Patrol crossing a Sand Dune in Sinai.



Typical Oasis, Desert of Sinai.

Wasn't it one of the 11th Orderly Room Sergeants who was bitten in the leg by a Turkish prisoner and the poor chap died? The Turk, I mean.

I think I saw the survivor of this accident years later at one of the Regimental Reunions, when something else was biting him. I can't remember his name, but I'll wager he's on the list of heroes in some Western Queensland hamlet.

And that officer of ours who cracked a Gyppo over the jaw and smashed one of his knuckles. Well, he was tough, too. He wangled three weeks' board out of Shepherds on the ground that he was a wounded British officer, all in a spirit of devilment, of course.

A.M.C. details were the necessary nuisances of the 11th. Some of them we'll never forget. Poor old Kearney, who passed out at Beersheba; our Padre, who collected four Jacko prisoners in a cave the morning after the charge (we always counted him in the A.M.C.), and who met his death a few days later trying to bring in a lad who was wounded. And Jack Leswell, who found a lonely grave in the heart of Sinai.

And what of those splendid fellows, who fell in the dismounted charge across the barley fields near Gaza on 19th April and were buried there beneath a canopy of wild flowers. Nor shall we forget Lieutenant Brierty and Sergeant Thistlethwaite and their handful of mates, who, by sheer daring smashed the Turkish line at Sharia in a mounted charge that beggars description—most of them shadows now, but enshrined for ever in the glorious traditions of the Regiment.

And Thorpey, M.M.? His finest exploit in Sinai will bear retelling.

We were camped for a day on our return from one of those Cook's tours after Jacko in the early days, and there was a Hod about three miles away where we knew the dates were ripe. So we set out with a bag about 2 p.m. Thorpey's boots began to hurt him; he buried them two feet under the sand of the vast empty desert, marked the spot, and went on barefoot.

Coming home, we found part of the Gyppo army had camped on the site since we'd been there, and the buried boots were now lying under the Bimbashi's tent. The Bimbashi wasn't at home, fortunately, so we took our bearings, pulled aside his carpet, and dug. Presently a Gyppo orderly in a nightshirt came in and nearly collapsed when



he saw what we were doing to the boss's tent. We told him to hang on a bit and he'd see something. He did, Thorpey's boots, and he went away kicking himself. Gyppos hate missing anything, don't they?

But this discursive tale of mine of regimental doctoring brings us only to the edge of the Jordan Valley, when I got Dutch promotion and passed on to another job.

Captain Murray must carry the record on. He was with the Regiment in its goriest days and he gored along with them very well. I hope Captain Murray will take up the more serious side of regimental medical organisation. He was with the Regiment during its most serious days, so he is best qualified to write of them.

"SICK PARADE" "DISMISS."

[Unfortunately, owing to pressure of work, Captain Murray was not available to supply the article referred to by Major Vernon.—E.W.H.]

## APPENDIX "B"

### "The Flight that Failed"

By

JOSEPH McELLIGOTT.

(Lieutenant, Australian Flying Corps.)

Lieutenant McElligott was an original member of the 11th Light Horse Regiment. He served as a sergeant in Gallipoli, Egypt, Syria and Palestine prior to his promotion and transfer to the Australian Flying Corps. In May, 1918, a plane in which he acted as observer was shot down and he was captured by the Turks. He tells herein the story of his adventure.—E.W.H.

It was early on a cloudy, dull morning, 1st May, 1918, when a reconnaissance flight of two "Bristol Fighters" set out from Ludd Aerodrome, Palestine, on the final "recco" prior to General Allenby's assault on the Turkish left flank east of the Jordan, an attack due to develop that day.

Lieutenants Haig and Challoner were pilot and observer respectively of the fighter plane, with Captain Rutherford and myself as pilot and observer of the escort plane.

It was an important job, and the final act was to have been the dropping of despatches to "Lawrence of Arabia," who was with the Emir Feisal and his Arab irregulars advancing from Maan in the south. The "recco" was a dud, and the social call on Lawrence did not eventuate, for the four of us were captured.

We had just crossed the Jordan River, flying due east, when we saw a lone Rumpler (German 2-seater reconnaissance plane) below us and crossing our line of flight. The temptation was too great for the pilots, and both planes dived to attack. Spotting us, the Rumpler turned and fled, and we had a merry few minutes shooting pieces off his wings as we forced him down, until Rutherford's plane got a burst of bullets through the tank from an enemy machine gun on the ground, and in a few seconds benzine flooded the cockpit. Rutherford set the bus down to a flat landing on a rough patch of ground, and after stripping the Lewis gun and three drums of "ammo" from the plane, we set her on fire and hurried from the scene.

We had crashed somewhere between Es Salt and Amman, and though familiar with the terrain from aloft, we felt lost when we set foot on it. Knowing the Light Horse intended to attack that territory during the day, we



began walking due west, hoping to meet them before the Turks discovered us. We had not gone far when a Turkish corporal appeared, rifle in hand, about 80 yards away. I pointed the Lewis at him and shouted "stanna" (stop in Arabic) in my most peremptory tone, but he turned and fled. A short burst over his head appeared to hurry rather than retard him, so I threw a burst round his boots, but this only made him zig-zag in great crazy strides, and before I could wing him he disappeared into a wadi. We laughed at the figure he cut, as he ran, but it was his turn to laugh later on.

When we limped out of the fight, Haig fastened on to the Rumpier's tail and drove him down to a crash landing. He then returned and, spotting us, circled low over our heads. Rutherford and I waved a greeting and pranced around to indicate we were uninjured. Haig beckoned us to a sloping hill nearby and landed. We hurried to the 'plane, and I can still see his impatient face as he leaned out of the cockpit and yelled: "Throw that — gun away and hurry." As we arrived, he shouted "Hop on," and I said "Where?"

"On the — wings," replied Fred, so we clambered on, one boot through the port and both hands clutching the interplane struts, and Fred set off down that rocky, bumpy hillside. With its double load the Bristol required a long take-off, and just as the wheels were lifting from the ground she veered away, hit a heap of rocks and turned over. None of us was injured, and setting fire to the 'plane, we set out towards the Jordan, 20 miles away. We hadn't gone far when we came upon an Arab shepherd tending his flock. He was an old man and very polite, and to all the questions we fired at him, from our phrase cards, he answered with a charming smile and a gentle "Aywah" (yes).

"Jerusalem, where?" and aywah and a smile was the reply. "Turks?" brought a different answer, for the polite old graybeard smiled and said "Turks mafeesh" (Finish, meaning gone from here).

Shortly afterwards a party of seventeen armed Circasians and Arabs arose from concealment and charged upon us with rifles at the ready. As they came up we held our hands aloft and they relieved us of our automatics and took from me the "Very" pistol which I had dropped into my overcoat pocket after burning our 'plane.

They did not attempt to rob us of our few possessions, but squatted on the ground, smoked innumerable cigarettes and held a pow-wow. Finally, the party moved off, with us in their midst, in the direction of Es Salt. Half an hour

later we were hailed by a grey-clad figure from a distant ridge, but our party paid him no attention.

His next gesture was a rifle shot which cracked ominously overhead, and this brought forth a long distance harangue and the party halted. A premonition of evil assailed me, and I told my mates I thought it was the flying corporal. It was, and the lean, spare figure hurried towards us, talking to our captors in a loud, excited voice. No doubt he was telling them of the two airmen who had turned a Lewis gun on him a short while before. He was in a white heat of passion as he screamed and barked at the leaders of our party, and frequently made the vicious gesture of drawing his finger across his throat, indicating that he desired revenge and our finish. Some of our captors seemed inclined to give way to the corporal, whilst others preferred the £5 reward per head which the Turks paid for captured airmen, and so the argument raged back and forth.

Our carcasses or £20 was the odds, and to dispel any illusions they might hold of booty from our remains, we emptied our pockets and passed over to the Arabs the few shillings they disclosed. Someone suggested we hand over our flying coats, and soon we stood in dirty oil-stained uniforms and were worth, on the hoof, not more than 10/- apiece.

After what seemed a long time the "Noes" had it, and we set off again, but this was the final straw which broke the corporal's self-restraint entirely. With a fierce cry he whipped out his bayonet, fixed it, and charged at Haig, who slipped behind one of the Arabs. The rest of us did likewise, and presently the Turk slipped a cartridge into his rifle, and our escort, now thoroughly alarmed, overpowered and disarmed him. Once more we moved on, with the corporal trudging sulkily along in the rear.

At Es Salt we were handed over to a religionist of some order, judging by his dress and benignity, and leading us into his dwelling, he gave us cigarettes and a ceremonious though friendly pat on the back.

As we smoked and talked scores of curious eyes, young and old, gazed at us through chinks in the slab building, and suddenly the door burst open and two men led a shy, unwilling maiden, with the tint of ripe peaches in her cheeks, into the room and stood expectantly by. She looked bashfully at us, hung her head, wriggled her toes, locked and unlocked her fingers, and finally in a small, sweet voice said: "Who are you please?" She was perhaps 15 years old and very pretty in a sun-ripened manner—at all events



far too handsome to be an interpreter, and we told her so. Eventually she fled from the room, blushing and smiling, and would not return though we heard many voices haranguing her without.

Our host now brought us omelettes and cocoa, and soon after a German machine gun sergeant arrived, took charge, gave our host a clean receipt, and set out with us for Amman.

Back the way we had come we trudged wearily along, accompanied part way by the whole town, including our friend the corporal, with his rifle restored. A few miles out the sightseers dwindled away, and the corporal began to tell the sergeant of our misdemeanours.

I discovered that the sergeant spoke French, and then haltingly and with some difficulty I told him the whole story, assuring him that I tried to capture the corporal and made no serious attempt to kill him. The sergeant spoke a few sharp words in Turkish to the corporal, and thereafter he became just one of the party.

At last we reached Amman and were formally handed over to two young Turkish staff officers in a room hung with maps, G.S.O.1 and G.S.O.2 of a Turkish Division. They were pleasant affable young men in Turkish, French, German, Austrian, and doubtless several other languages, but they knew very little English. Each time a telephone rang or a despatch rider arrived, they looked at the maps and told us the news of the battle which was raging in the Jordan Valley between the Light Horse and the Turks. At one stage G.S.O.2 told me the Turks had surrounded 30,000 of our Cavalry and they would be killed or captured.

I wasn't aware of it at the time, but I learned later, that at that very moment my erstwhile cobbers of the 11th Regiment were fighting in the Jordan Valley with "their backs to the wall," and outnumbered fivefold by the enemy. How, by sheer courage and doggedness, they turned defeat into victory belongs to another place in this book.

We had been told that we would leave Amman at 7 p.m. that night, but our departure was postponed to 10 o'clock the following day and we were then herded into the waiting room at the railway station.

This was disquieting news, for we knew that Amman railway station was to be bombed early next morning by a flight from No. 1 A.F.C., our own squadron, and we felt a strong disinclination to be in the station when the bombers arrived. We spent most of the night kicking at the doors

and complaining about our quarters in the hope that the Turks would move us to another building in the town, but they remained adamant.

We spent a very anxious hour or two after daybreak, listening for the approach of our 'planes, but fortunately the raid did not eventuate that day.

At 10 a.m. we entrained for the first lap of our long ride to Constantinople, and some hours later we were entertained at tea by the German Flying Corps in Jenin, and they told us the observer of the 'plane we had shot down was in a hospital nearby with a bad wound in one of his legs. Early next morning we passed by Nazareth and Galilee, and at 1 a.m. several days later arrived in Damascus. We had very little to eat on the way, and were ravenously hungry when an old Turkish major in a nightgown opened the great doors of the Baranki Barracks, and through a sleepy interpreter named "George" we asked for a meal.

The major looked us up and down, spoke into the transmitter, said "wait until to-morrow," and went back to bed, and so we retired hungry, travel stained and tired. In the weary months of captivity that followed, we were to become very familiar with the exasperating Turkish phrase "wait until to-morrow."

---

How Lieutenant McElligott and his companions attempted to escape from the Baranki Barracks in Damascus, and failed, how they became "guests" of the Ottoman Empire in Afion Kara Hissar, Broussa, Yozgad, and Kastamonu prison camps of Anatolia and Turkey, and how they met and talked and plotted with such famous men as White, Hill, Jones, Yeates-Brown and Bott is another story.

In his book "Eastern Nights and Flights," Captain Alan Bott refers to McElligott as a "very plucky and resourceful fellow," a tribute that is endorsed by all who knew McElligott in the 11th Light Horse Regiment.—E.W.H.



## APPENDIX "C"

**"Behind the Turkish Lines"**

By

JOHN MERSON

(Troop-Sergeant, 11th Light Horse Regiment, A.I.F.)

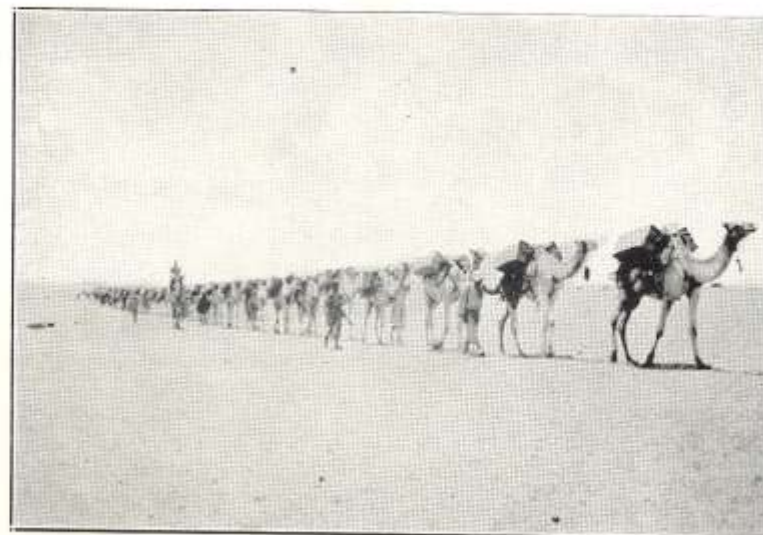
An intimate story dealing with his capture by the Turks in the Jordan Valley on 1st May, 1918. By a strange coincidence, Mr. Merson was confined to his bed, suffering from the effects of the old wounds received in the Jordan Valley engagement, the day my letter arrived asking him to set down his experiences for inclusion in this book.

—E.W.H.

I had often speculated, as soldiers do, upon the conditions that existed behind the enemy lines, and on 1st May, 1918, my theorising came to an end, and I gathered first hand impressions of the Turk by becoming, in military parlance, a P.O.W. (prisoner of war).

On the night of 30th April, I was in charge of a party guarding the horses of the Regiment, in a wadi behind the firing line, and shortly before daybreak I was sent with a troop on outpost duty beyond the Damieh-Es Salt road. As the light increased we saw that the enemy was preparing for an attack. At 7 o'clock alternate lines of Turkish and German infantry advanced in waves. We held our fire until the first wave came within effective range, and then smashed great gaps in their ranks with our first volley. For a moment they wavered, but the successive lines pressed on in short rushes, and by sheer weight of numbers our position was endangered. At this moment Signal Corporal Bligh appeared with a message from our Commanding Officer, Colonel Bailey, ordering us to withdraw. In order to reach our horses in a wadi to the rear, we had to run across a flat, exposed to heavy rifle and machine-gun fire. Half way across I fell, shot through both legs, and noticed that some of my mates had gone down nearby.

A few minutes later the Turks swarmed around us, and began stripping uniforms, leggings and boots from the dead and wounded. As they approached me "Big" Brennan of my troop, though unarmed, stood over me with clenched fists, and emphasising his attitude with a burst of Digger "language," capable of scorching everything within range, threatened to knock the block off any "so and so" Turk who dared to strip me. The Turks may not have understood Brennan's language, but there was no mistaking his

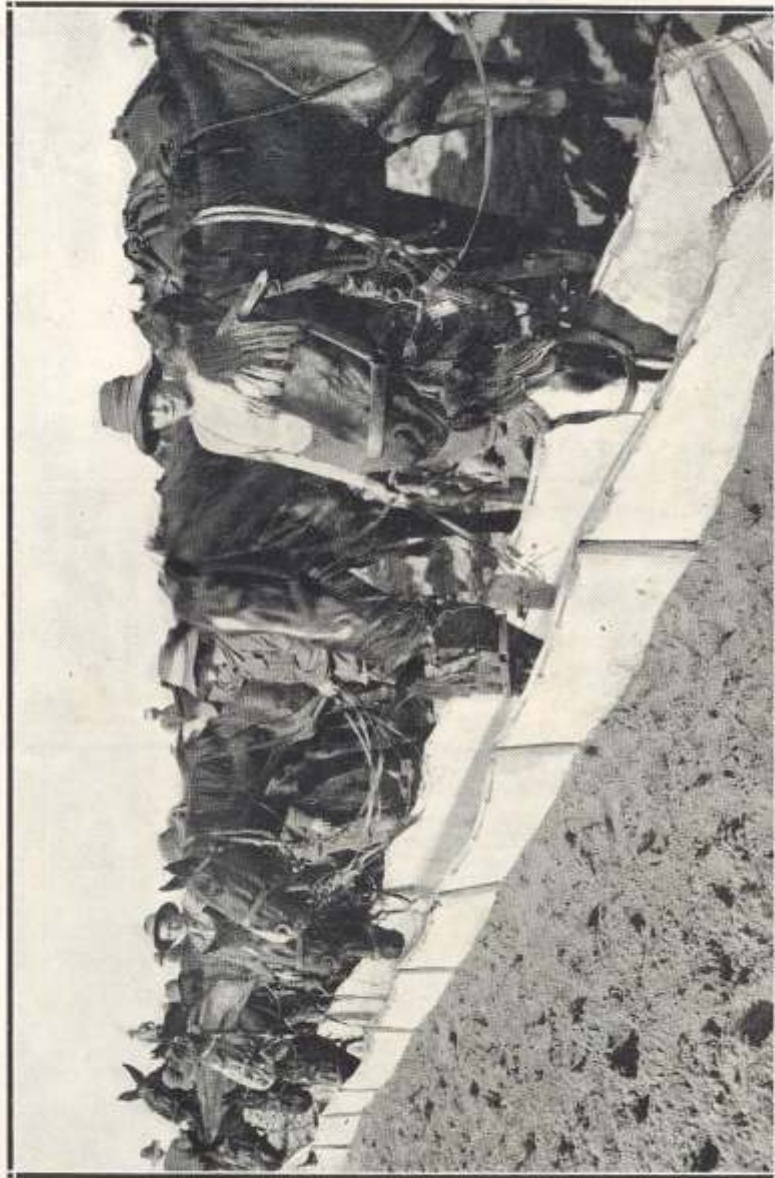


Camels loaded with Water Fantases.



Bedouins captured near Rakwa during the Maghara Raid.





Australian War Museum Photo.—Copyright.  
Watering Horses in the Desert by means of Canvas Water Trough.

attitude, and so a party of them stood off a distance of 10 feet with fixed bayonets and rifles at the ready.

I was filled with pride and admiration at Brennan's blind, unreasoning devotion and courage, but feared the Turks would shoot him down. I begged him to desist, but he was in no mood to listen to my entreaties to surrender, until I reminded him that his action would surely bring disaster to his captured mates. For a moment he hesitated, then his clenched hands and great frame relaxed, and resigning himself to the inevitable, but with great self-control, he turned his back on the enemy and kneeling beside me began to dress my wounds. I didn't think of it at the time, but afterwards in retrospect I realised that the scene, enacted as it was without rehearsal, may well have inspired an artist to create a glorious tableau in paint or stone. Picture the scene as it was: a soldier prone upon the ground, wounded and helpless, and standing over him with feet well braced, his "cobber," hatless, lean, bronzed and erect; head held high; jutting chin, clenched fists doubled to meet all perils, and around these two a circle of swarthy captors, naked bayonets glistening in the sun, and over all a pall of battle-smoke.

When Brennan surrendered, the Turks closed in and placed me on a stretcher, but when two orderlies lifted me the canvas, which was rotten, ripped down the centre, and I fell through to the ground. Another was brought and I was carried from the scene of the fight. We hadn't gone far before the party was stopped by a group of mounted German and Turkish officers, and one, of distinguished bearing, mounted on a beautiful black horse, and resplendent in a well-fitting green uniform, with polished jack boots, glittering spurs and yellow gauntlets, spoke to me in English. He asked me questions of military importance, to which I either did not reply at all or briefly said "I do not know." At first he was angry, but quickly gained control of himself and smilingly asked: "Did you volunteer to fight?" I told him I did, and at this he turned to another officer and spoke rapidly in German.

Seeing that my wounds were bleeding freely (the blood was trickling out of my boots) he turned to me again and said: "I see you have been grievously wounded, but it is the fortune of war; you will be taken care of," and waving his gloved hand, he said: "Adieu," and rode away.

Later I heard that my interrogator was the German Commander-in-Chief, Field Marshal Liman von Sanders, who, only three months before, had taken over supreme command of the Turkish forces in Palestine.



Near the bridge-head I was placed in a Turkish cart drawn by oxen, and with wounded Turks, Germans and Australians, suffered the agonies of a slow, rough ride to the village of El Fule, where my wounds were dressed and I in common with wounded Turks drank luke warm soup from a dirty pan. Apparently spoons were unknown, and it seemed I had much to learn from the custom of dining from a community bowl, for I noticed that the Turks plunged their hands into the vessel in search of morsels of meat and fat, before it was passed on to the next in line. The spectacle sickened me.

After a short rest we were again loaded into the cart and it swayed and bumped and creaked up the steep road to Nablus, where we arrived at midnight. More than two years before I, with others, had been responsible for the capture of a number of Turks in Sinai, and as the old cart moved slowly up the hills I had time to reflect upon the strange whims of a fate that had so completely reversed the process, turned the tables, as it were, by delivering me into the hands of the Turks. I suppose it was a kind of poetic justice. We passed through narrow streets, and finally the cart groaned to a lazy halt in a courtyard adjoining the hospital, where Turkish orderlies, lifting us out, placed us side by side on the ground. Most of us were clad only in singlet and underpants, our uniforms having been taken by Turks before we left the valley, and we were beginning to feel the cold in the high, rare atmosphere of Nablus. We expected to be taken indoors at once, and were surprised therefore when the orderlies handed each of us over, in turn, to two huge Turkish women to be washed.

The ceremony will be remembered for its lack of decorum. The women were stout, coarse, and flat-footed, and wore a sleeveless sack-like garment reaching to their knees, revealing bare hairy legs and enormous dirty feet. I was placed beside a big stone trough that smelt of camels and goats, my garments were drawn off, and one of the women poured a bucket of cold water over me, the other scrubbed me with a bar of old, hard soap, and this process was followed by another bucket of cold water. Without being dried I was then dressed in a long garment resembling a motorist's coat and carried to a bed in the hospital. But what a den of horrors it was! The bed, the walls and the floors were alive with bugs; they marched around the place in hungry battalions and our wounds were almost forgotten in the light of the new tortures we suffered.

The odd spot of humour popped up, as it often did in unexpected places, when the Digger in the bed next to mine

confided that he had always looked forward to meeting Turkish women, whom he imagined were small and dark and romantic and shy, with great brown eyes peering through veils of white silk. He said he had read somewhere that they dressed in strange garments rich with exotic perfumes that proclaimed the glamour and mystery and romance of the East. "And then," said he in a loud voice, "I'm captured, and what happens? I'm stiff enough to be pumice-stoned in the nude by a couple of Turkish charwomen. If that's what they call a 'Turkish bath' I'll stick to the old shower," and the laughter that rang through the ward proved that none of us had yet lost his sense of humour.

The doctors and nurses at Nablus were lazy, careless and unfriendly, so I was glad when they moved me to a military hospital in Damascus, where I was placed in the care of Armenian doctors and nurses who spoke English and treated us with the greatest consideration.

One day the Spanish Consul, emissary of a neutral power, visited us and distributed gifts of cigarettes, sweets and clothing on behalf of the British Red Cross Society, and in a speech both florid and long he said he had been asked to testify that the prisoners received them; true to his trust, he and his retinue remained with us until the last packet had been distributed.

After four weeks in Damascus I was moved to Aleppo, where the treatment was good but the food bad. Breakfast consisted of a small bowl of red wheat, boiled in olive oil, and at noon we were served with stew made of boiled heads and the viscera of goats and sheep. I don't know what became of the fleshy parts of the animals. The stew wasn't very palatable, but we ate it, and the Diggers rose to the occasion by conducting daily sweepstakes in which the prize was a cigarette or a few matches, and the winner was he who found the most eyes or teeth in his pint-pot of stew. At tea time, without variation, we received a piece of bread made from red wheat, and there was no gamble in that.

I was surprised to learn that wholesale floggings were carried out in the Turkish army, although the punishment was conducted in a more or less informal manner. The culprit's head was tucked under the arm of a sergeant, who then grasped the "victim" by the skin of his waist, compelling him to "bend down." An officer then thrashed him on the buttocks with a stout stick the length and thickness of a broom handle, the limit of punishment being twelve strokes.



I have no doubt that every British prisoner of war dreamed of the day when he would attempt an escape. My ward in the hospital at Aleppo was a hotbed of planning and intrigue, a veritable "escape club," but one morning, in the very midst of our elaborate schemes and speculations, General Allenby's victorious 8th Army arrived and we were "FREE."

I was sent to Tripoli, Beirut, Alexandria, and eventually reached Cairo, "happy hunting ground" of the Australian Digger. A few days in hospital there, under expert medical care, put me on the road to recovery and now, twenty-four years later, time, the great balm of all mankind has mellowed, if not entirely effaced, the grim and appalling memories of the days I spent as a prisoner of war "behind the Turkish lines."

## APPENDIX "D"

### Scale of Turkish Rewards from a Captured Document

Turkish documents captured by the Australians in September, 1918, disclosed the following scale of rewards offered by the enemy. The order was issued under the seal of the 158th Turkish Regiment and was dated 15/12/17.

For every Arab or Indian prisoner	.. 40 Piastres (8/-)
British Private .. .. .	£1 (Turkish coin)
Colonial or Indian Officer .. .. .	£2 ( " " )
British Officer .. .. .	£5 ( " " )
Documents containing strength or movement orders .. .. .	£1 ( " " )
Official orders of units .. .. .	20 Piastres (4/-)
Letter or map .. .. .	5 Piastres (1/-)
Rewards for bringing down a British aeroplane were:—	
To an airman .. .. .	£40 (Turkish)
To a Company of Infantry .. .. .	£30 (Turkish)
To an anti-aircraft gun crew (including 15 Turkish pounds to the gunner)	£30 (Turkish)



## APPENDIX "E"

## Roll of Honour

Officers, Non-Commissioned Officers and men of the 11th Australian Light Horse Regiment, Australian Imperial Forces, who made the supreme sacrifice during the war of 1914-1918.



"So they gave up their bodies to the Commonwealth, and received, each for his own memory, praise that will never die, and with it the greatest of all sepulchres—not that in which their mortal bones are laid, but a home in the minds of men, where their glory remains fresh to stir to speech and action as the occasion comes by. For the whole earth is the sepulchre of famous men; and their story is not graven only on stone over their native earth, but lives on far away, without visible symbol, woven into the substance of other men's lives."—Pericles.

Tpr. W. H. BAIN  
Tpr. B. G. BARRETT  
L./Cpl. J. W. BAXTER  
Tpr. T. A. BENNETT  
Tpr. W. BLOOMFIELD

Tpr. R. BLACK  
Tpr. V. G. BOTTOMLY  
Tpr. J. BOYDLE  
Tpr. H. BRAHAM, D.C.M.  
Tpr. F. C. BUCKHOLTZ

Tpr. W. J. BURTON  
Tpr. F. B. CAMPBELL  
Tpr. D. CARRINGTON  
Tpr. E. L. CLEMENTS  
Tpr. G. COLEMAN  
Tpr. W. J. COLEMAN  
Tpr. F. A. CONNOLLY  
Tpr. S. M. CONNOR  
Tpr. F. COOPER  
Tpr. P. T. DAVIS  
Tpr. D. J. G. DODDS  
Tpr. A. DONALDSON  
Tpr. W. DONALDSON  
Driver M. M. DONNELLY  
Sgt. H. DOWIE  
Tpr. A. M. DOWNIE  
Tpr. T. DUNN  
Tpr. W. EMMERT  
Lieut. F. G. FARLOW, M.C.  
Tpr. H. H. FARLOW  
Tpr. C. J. A. FLYNN  
Tpr. W. B. FORSTER  
Tpr. E. C. FRASER  
Sgt. E. FROST  
Capt. H. J. GEE, M.C.  
Tpr. T. GERRARD  
Tpr. H. GIBBON  
Tpr. A. GILLIGAN  
Tpr. T. L. GLADSBY  
Tpr. F. GOLDEN  
Tpr. L. J. P. GOLIK  
Tpr. E. C. T. GROVE  
Tpr. R. G. HALLAM  
Tpr. H. J. HILDER  
Tpr. A. F. HOGARTH  
Tpr. A. E. HOPE  
L./Cpl. W. E. L. HUGHES  
Tpr. J. J. HULL  
Tpr. P. S. JACKSON  
Tpr. J. JOHNSTON  
Tpr. S. McG. JOHNSTON  
Tpr. J. J. KENNY  
Lieut. L. P. KREIG  
L./Cpl. A. J. LAKE  
Sgt. F. P. LAXTON  
Sgt. L. K. LEE

Tpr. J. LEMON  
Tpr. J. LESWELL  
Capt. A. LEVINGSTON  
Tpr. W. J. LEWIS  
Cpl. R. LINDSAY  
Tpr. W. J. LINEDALE  
Tpr. H. LITTLE  
Tpr. E. C. LOUGHRAN  
Tpr. J. MALLET  
L./Cpl. C. A. MAUSOLF  
Tpr. E. W. MILLARD  
Tpr. J. MCCARTHY  
Tpr. M. H. MCCARTHY  
Sgt. R. A. McDONALD  
Tpr. E. MCKAY  
Tpr. L. F. MCKAY  
Tpr. B. S. MCKENZIE  
Tpr. F. N. NAUGHTON  
Tpr. P. M. O'DOWD  
L./Cpl. T. J. O'NEILL  
Tpr. A. L. PATERSON  
Tpr. F. W. PATERSON  
Tpr. C. POWELL  
Tpr. T. A. RANKIN  
Tpr. G. E. RATHJEN  
Cpl. J. T. REYNOLDS  
Sgt. F. J. A. RICHARDS  
Tpr. S. O. ROBINSON  
Tpr. S. ROSS  
Tpr. F. V. RUTHENBERG  
Tpr. J. M. RYANE  
Tpr. A. J. SMITH  
Tpr. J. SOLOMON  
Tpr. H. R. R. STEVENS  
Tpr. L. STINSON  
Tpr. H. H. TAYLOR  
Tpr. R. TAYLOR  
Tpr. W. F. TEMPLE  
Tpr. J. R. G. TERRY  
Cpl. J. A. THOMSON  
Cpl. K. S. W. THORN  
Tpr. J. WAKE  
Tpr. J. WALTERS  
Capt. W. F. WHITFIELD  
Tpr. T. S. WRIGHT



## APPENDIX "F"

## Honours And Decorations

Decorations and honours awarded to members of the 11th Light Horse Regiment, 4th Brigade A.I.F., 1914-1919.

**Companion St. Michael and St. George (C.M.G.).**  
Brigadier-General W. Grant, D.S.O. and Bar, V.D.

**Distinguished Service Order (D.S.O.).**  
Brigadier-General Grant, C.M.G., V.D.  
Colonel J. W. Parsons, V.D.  
Colonel P. J. Bailey, V.D., Order of the Nile.  
Major E. Costello.  
Major E. Loynes, V.D.

**Distinguished Service Order and Bar.**  
Brigadier-General W. Grant, C.M.G., D.S.O., V.D.

**Military Cross (M.C.).**  
Major G. H. Vernon.  
Major C. P. Stumm.  
Captain H. J. Gee.  
Captain A. W. Manning.  
Captain C. J. Clifford (and Bar).  
Captain H. L. Marsland.  
Captain J. K. Johnstone.  
Lieutenant A. R. Brierty.  
Lieutenant F. G. Farlow.  
Lieutenant P. McCowan.

**M.C. and Bar.**  
Captain C. J. Clifford, M.C.

**Award of Distinction.**  
Brevet rank of Major in C.M.F. conferred upon Captain P. J. Bailey in the field 17/7/17.

**Distinguished Conduct Medal (D.C.M.).**  
Sergeant W. H. Quinn.  
Sergeant T. L. Carr.  
Corporal R. H. L. Bligh.  
L. Corporal C. W. S. Cooper.  
L. Corporal J. H. Hamilton.  
Trooper H. Braham.  
Trooper J. P. McGrath.



Stable buildings and camp of the 11th Light Horse Regiment at Serapeum Railhead, Sinai.



Viaduct on the Turkish Railway at Auja destroyed by the Light Horse.





*Australian War Memorial Photograph—Copyright.*

The great mound at Tel el Para overlooking the Wadi Guzze.  
(The mound is said to have been built by Saladin in the twelfth century to defend the waters of the Wadi Guzze from the attacks of Richard and his Crusaders.)



Djemal Pascha and Staff. He was Commander of the Fourth Turkish Army in Syria.  
(The original of this picture was taken from a German prisoner of war in Palestine.)



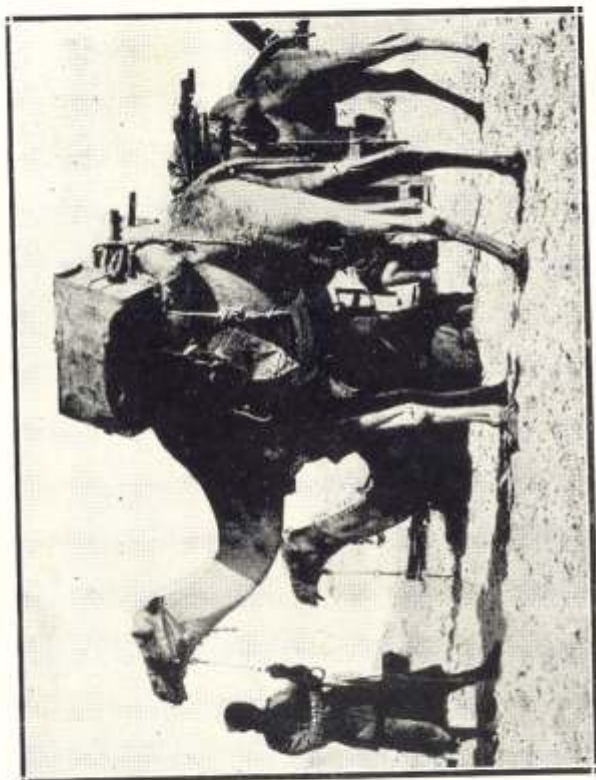
"WHIP HORSES."

Men of the 11th Regiment drawing water in the village of Huj.



Enemy Aeroplane burnt by the Turks at Et Tine Station, before retirement.





*Australian War Museum Official Photo—Copyright,  
Camel loaded with Water Fantases.*

**Military Medal. (M.M.).**

Sergeant (now Lieutenant) W. A. Smith.  
Sergeant F. Aubrey.  
Sergeant R. King.  
Sergeant E. Thorpe.  
Sergeant A. Wilson.  
Corporal F. H. Baker.  
Corporal C. B. Cory.  
Corporal H. N. Harris.  
Corporal J. McMurdy.  
Corporal A. S. Pointon.  
Trooper C. D. Bondfield.  
Trooper J. J. Coyne.  
Trooper W. H. Crawford.  
Trooper F. C. L. Kempster.  
Trooper W. R. Wilson.

**Meritorious Service Medal (M.S.M.).**

Sergeant L. U. C. Kempster.

**FOREIGN DECORATIONS**

**Order of the Nile (Egyptian).**

Colonel P. J. Bailey, D.S.O., V.D.

**Croix de Guerre (French).**

Captain L. A. Gordon.

**Mentioned in Despatches (M.I.D.).**

Brigadier-General W. Grant, C.M.G., D.S.O. and Bar, V.D.  
Colonel J. W. Parsons, D.S.O.  
Colonel P. J. Bailey, D.S.O., V.D., Order of the Nile.  
Major J. Loynes, D.S.O., V.D.  
Major E. Costello, D.S.O.  
Major C. P. Stumm, M.C. (twice mentioned).  
Major G. H. Vernon, M.C.  
Major L. S. Alexander (twice mentioned).  
Major C. A. R. Munro.  
Major W. F. J. Koch.  
Captain H. L. Marsland, M.C.  
Captain H. J. Gee, M.C. (twice mentioned).  
Captain L. A. Gordon (Croix de Guerre).  
Lieutenant F. G. Farlow, M.C.  
Lieutenant J. McElligott, A.A.F.  
Lieutenant A. Y. Bartlam.



Lieutenant K. Barton.  
Sergeant F. Aubrey.  
S/Smith J. D. Hirschfield.  
Sergeant G. W. Smith.  
Corporal G. Groundwater.  
Corporal F. W. Robinson.  
Corporal L. Smoothy.  
Corporal F. S. J. Leahy.  
L/Corporal S. J. Kirwin.  
Trooper H. Braham, D.C.M.  
Trooper W. H. Crawford, M.M.  
Trooper D. J. D. Dodds.  
Trooper J. A. Baker.

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**HONOURS AWARDED SINCE THE GREAT WAR.****Volunteer Officer Decoration (V.D.).**

Brigadier-General W. Grant, C.M.G., D.S.O. and Bar.  
Colonel J. W. Parsons, D.S.O.  
Colonel P. J. Bailey, D.S.O., Order of the Nile.  
Major J. Loynes, D.S.O.

# NOMINAL ROLL

of

Members of the 11th Light Horse  
Regiment

AUSTRALIAN IMPERIAL FORCE

WAR 1914-1919



## List of Members of the Regiment

91	Sgt.	ABELL, W.	1234	Pte.	BAIRD, C.
	Lieut.	ADAMS, A. R.	2312	Pte.	BAKER, A. J.
1416	Pte.	ADAMS, G. E.	10	Cpl.	BAKER, F. H.
232	Cpl.	ADAMS, J.	2016	Sgt.	BAKER, J. A.
1078	Pte.	ADOISON, G. R.	887	Pte.	BAKER, S. L. McL.
2332	Pte.	ADIE, H. C.	105	Pte.	BAKER, W. T.
1928	Cpl.	AFFLECK, O. C.	1262	Cpl.	BALNAVES, J. M.
2006	Dvr.	AIKEN, R. T.	1263	Pte.	BALNAVES, R. E.
1158	Gnr.	AINSWORTH, W. G.	5837	Sgt.	BANKS, J. E.
1080	Pte.	AITKEN, N.	104	Pte.	BANKS, W. B.
2002	Pte.	ALBIETZ, A.	1264	Pte.	BARBER, C.
1797	Pte.	ADERTON, C.	485	Pte.	BARBER, T. J.
1944	Cpl.	ALEXANDER, A. E.	36904	Pte.	BARKER, R. W.
993	Pte.	ALEXANDER, D.	1232	Pte.	BARNES, R. D.
914	Pte.	ALEXANDER, E.	873	Pte.	BARNES, W.
	Major	ALEXANDER, L. S.	2361	Pte.	BARNES, W. Y.
	Lieut.	ALLAN, V.	379	Pte.	BARNETT, H. W.
2456	Pte.	ALLEN, J.	85	Cpl.	BARNETT, R. D.
2301	Pte.	ALLEN, J. I.	61309	Pte.	BARRACLOUGH, A. E.
	Lieut.	ALLEN, J. V.	916	Pte.	BARRETT, B. G.
242	Dvr.	ALLEN, M. J.	2180	L/Cpl.	BARRETT, W. H.
50246	Pte.	ALLEN, W.	1100	Pte.	BARRON, H. J.
50270	Pte.	ALLEY, C.		Lieut.	BARRON, P. B.
2293	Tpr.	AMOY, T.	1236	Pte.	BARRY, J.
886	Pte.	ANDREWS, F. C.		Lieut.	BARTLAM, A. Y.
45	Pte.	ANGUS, J.	1082	Pte.	BARTLEM, H. J.
2306	Pte.	ANSTEY, H.		Lieut.	BARTLETT, E. W.
536	Pte.	ANTHONES, K. G.		Lieut.	BARTLETT, J. S.
2302	Pte.	APPLETON, A.	2393	Pte.	BARTLEY, C.
92	Pte.	ARCHER, V. G.		Lieut.	BARTLEY, E. H.
241	Pte.	ARCHIBALD, T.		Lieut.	BARTON, K.
64307	Pte.	ARMITT, M. J.	3470	Pte.	BARTON, R. F.
3466	Pte.	ARMSTRONG, A. W.		Lieut.	BARTON, S. W.
1015	Pte.	ARMSTRONG, D. ST. G.	917	Pte.	BARTON, V. T.
992	Pte.	ARMSTRONG, G. H.	109	Pte.	BATCHELOR, W.
1079	Pte.	ARMSTRONG, R. G.	4436	Pte.	BATE, F. H.
473	Cpl.	ARNOLD, G.	18379	Pte.	BATES, J.
472	Pte.	ARNOTT, D. W.	1084	L/Cpl.	BAXTER, J. W.
93	Pte.	ARSCOTT, L. G.	483	Sgt.	BAYES, R. F.
1384	Pte.	ARTHUR, L. T.	103	Pte.	BAYNE, J.
402	Pte.	ASHTON, P.		Lieut.	BEATON, B.
	Major	ASPINALL, A. M.	1266	Pte.	BEATLY, J. T.
966	Pte.	ATKINS, T. C.	56901	Pte.	BEAUMONT, A.
1261	Pte.	ATKINSON, A. G.	751	S/S.M.	BEDSER, W. H.
994A	Pte.	ATKINSON, G. W.	1824	Pte.	BEETHAM, B.
471	Sgt.	AUBREY, F.	1825	Pte.	BEETHAM, E. C.
1157	Pte.	AYRE, G. V.	234	Sgt.	BEIRNE, E. J.
1417	Pte.	BADENOCH, A.	2333	Pte.	BELL, J. F.
64308	Pte.	BAGULEY, W. L.	64320	Pte.	BELL, J. R.
1126	Pte.	BAILEY, J.	1314	Pte.	BELL, J. G.
	Lt.-Col.	BAILEY, P. J.	2305	Pte.	BELL, W. H.
1106	Pte.	BAIN, W. H.	1608	Pte.	BELLOTTI, A. H.
484	Pte.	BAINES, H. J.	1418	Pte.	BELLSHAW, R. W.
18860	Pte.	BAINES, T. A.	32664	Pte.	BENJAMIN, P. M.

1267	Dvr.	BENNETT, A. W.	107	Pte.	BRADY, E. C.
1268	Pte.	BENNETT, E. P.	50271	Pte.	BRADY, P.
1735	Pte.	BENNETT, T. A.	2017	Pte.	BRADY, V. N.
1269	Pte.	BENNETTS, P.	1009A	Pte.	BRAHAM, C. E.
2035	Cpl.	BENSON, H.	1166	Pte.	BRAHAM, H.
1309	Pte.	BENSTED, A. G.	1237	Pte.	BRAITHWAITE, T. F.
480	Pte.	BERRYMAN, J.	1272	Pte.	BRANSON, P. W.
481	Pte.	BERRYMAN, W. T.	982	Pte.	BRAY, G. W.
752	Pte.	BERWICK, L.	1235	Pte.	BRAYSHER, L. A.
	Lieut.	BEST, E. H.	64311	Pte.	BRAZEL, W.
753	Pte.	BICKFORD, A. F.	1929	Pte.	BREDHAUER, H. R.
64327	Pte.	BIGNELL, K. R.	94	Pte.	BRENNAN, M.
	Lieut.	BILLINGTON, W. H.	1419	Pte.	BREWSTER, J. H.
1609	Tpr.	BISHOP, L. V.		Lieut.	BRIERTY, A. R.
2390	Sgt.	BLACK, A.		Capt.	BRINKWORTH, T. A.
1270	Pte.	BLACK, C. E.	1945	Tpr.	BRIX, W. H.
995A	Pte.	BLACK, M. W.	64313	Pte.	BRODIE, L.
2362	Pte.	BLACK, R.	248	S/S.M.	BRODIE, R. W.
1823	Cpl.	BLAKEWAY, T.	1151	Pte.	BROOKS, R. E.
97	Cpl.	BLIGH, R. H.	2363	Pte.	BROSAN, E. B.
96	Pte.	BLOOMFIELD, W.	476	Pte.	BROUGHTON, G. H.
102	Pte.	BLOXHAM, R. G.	1543	Pte.	BROWN, A. V.
2385	Pte.	BLYTHE, J.	477	Pte.	BROWN, A. W.
1009	Pte.	BLYTHMAN, A. J.	3360	Pte.	BROWN, C.
112	Pte.	BOASE, J. H.	996A	Pte.	BROWN, C. LeB.
1918	Pte.	BODYCOTT, T. J.	2004	Pte.	BROWN, C. O.
1165	Pte.	BOLAND, R.	249	Pte.	BROWN, G.
3202	Pte.	BOLITHO, R.	1163	Pte.	BROWN, H. J.
95	Pte.	BONDFIELD, E. C.	12	Sgt.	BROWN, J.
1772A	Pte.	BONDFIELD, C. D.	5031	Pte.	BROWN, J.
1392	Pte.	BONSE, W. R.	478	Sgt.	BROWN, J. O.
2005	Pte.	BOOKER, J.	1162	Pte.	BROWN, J. W.
475	Cpl.	BOOTES, F. G.	479	Pte.	BROWN, W. A.
919	Pte.	BOOTH, P.	2422	Pte.	BROWN, W. S.
1610	Pte.	BOOTHBY, V. C.	1164	Pte.	BROWN, W. F.
1611	Pte.	BOOTHBY, W. T.	13	Dvr.	BRUCE, E. L.
997A	Pte.	BOSANQUET, J. H.	1104	Pte.	BRYAN, W.
482	Sgt.	BOTT, F.	3505	Dvr.	BRYANT, C. W.
754	Pte.	BOTT, P. V.		Lieut.	BRYANT, G. H.
1312	Pte.	BOTTOMLEY, V. G.	463	Sgt.	BRYANT, W.
1315	Pte.	BOTTOMLEY, W. A.	250	Pte.	BUCKBY, J. A.
101	Pte.	BOULTON, R. A.	1881	Pte.	BUCKHOLTZ, F. C.
98	L/Cpl.	BOURKE, E.	837	Dvr.	BUDD, R. E.
110	L/Cpl.	BOURKE, E. J.	1541	Pte.	BUNSTON, A. V.
1313	Pte.	BOURKE, J. H.	245	Pte.	BURCHILL, S. J.
1542	Pte.	BOURKE, P. J.	1420	Pte.	BURFORD, H. M.
246	Pte.	FOURNE, J.	2315	Pte.	BURGESS, A. W.
967	Pte.	BOURNE, S.	1421	Pte.	BURGESS, B. St. C.
1271	Pte.	BOWER, H. J.	1161	Pte.	BURGESS, R. A.
11	Cpl.	BOWMAN, H. MacA.	1160	Pte.	BURGESS, T. S.
2040	Pte.	BOWMAN, T.	1612	Pte.	BURGESS, V. C.
46	Pte.	BOXDEAN, E.	858	Pte.	BURKE, D.
99	Pte.	BOYDLE, J.	64318	Pte.	BURKE, G. M.
1316	Pte.	BOYLAND, R.	1946	Pte.	BURLEY, J. F.
1761	Pte.	BOYLE, D. W.	14	Pte.	BURNES, A. C.
755	Pte.	BRACKEN, K. R.	2423	Pte.	BURNETT, F. A.
1083	Pte.	BRADSHAW, S.	998A	Sgt.	BURNETT, N. G.



1234	L/Cpl.	BURNSIDE, J.	1243	S/S.M.	CHIPPENDALE, W. H.
111	L/Cpl.	BURROW, W. A.	1308	Pte.	CHISHOLM, J.
1613	Pte.	BURSLEM, K. F.	1276	Pte.	CLARK, G. H.
100	Pte.	BURSLEM, R. H.	64329	Pte.	CLARK, J. E.
2364	Pte.	BURTON, W. J.	251	Pte.	CLARKE, J.
56903	Pte.	BUSHFIELD, H. F.	1423	Pte.	CLARKE, J. B.
756	Pte.	BUTCHER, A. C.	491	Pte.	CLARKE, J. G.
47	Pte.	BUTTER, F. R.	252	Pte.	CLAYSON, A. V.
106	Pte.	BUTLER, W. H.	999	Pte.	CLEMENTS, E. J.
1762	Pte.	BYE, W. E.		Capt.	CLIFFORD, C. F.
1700	Pte.	BYERS, S. A.	1283	Pte.	CLOHESY, M.
1233	Pte.	BYGOTT, R.	1424	Pte.	CLOTHIER, V. R.
15	Cpl.	BYRNE, J. D.	486	Pte.	COATS, A. L.
1274	Pte.	BYRNE, J. J.	758	Pte.	COCKS, L. R.
915	Pte.	BYRON, J.	3158	Pte.	CODY, W. F.
9	Sgt.5.	CAIRNS, J. A.	1278	Pte.	COE, P. J.
114	Pte.	CAIRNS, W. R.	1000A	Pte.	COFFEY, J. J.
3472	Pte.	CALLAGHAN, M. K.	921	Pte.	COGHLAN, J.
2029	Pte.	CALLANAN, C.	1242	Tpr.	COLEMAN, G.
4462	Pte.	CAMERON, A. D.	1240	Pte.	COLEMAN, J.
115	Sgt.	CAMERON, R.	1241	Pte.	COLEMAN, R.
1140	Pte.	CAMERON, W. H.	1930	Pte.	COLEMAN, W. J.
113	Pte.	CAMPBELL, F. B.	2041	Pte.	COLLIE, W. T.
757	Cpl.	CAMPBELL, J. A.	488	Pte.	COLLINGWOOD, F. G.
382	Pte.	CAMPBELL, T.	2424	Pte.	COLLINS, E.
1638	Pte.	CAMPBELL, W.	2459	Pte.	COLLINS, F.
1315A	Tpr.	CANE, F.	1615	Pte.	COLLINS, J. T.
3480	Pte.	CANT, H. C.	403	Pte.	COLLINS, P.
52637	Pte.	CARBERRY, P. S.	120	Dvr.	COLLINS, W. T.
123	Pte.	CARLILE, R. P.	2159	Pte.	COLVILLE, J.
	Lieut.	CARLISLE, T. R.	2309	Pte.	COMPTON, F. D.
2032	Pte.	CARLTON, A.	1085	Pte.	CONNOLLY, F. A.
585	Cpl.	CARNEY, F. M.	1170	Pte.	CONNOR, E. A.
3557	Pte.	CARNEY, D.	2306	Pte.	CONNOR, S. M.
889	Pte.	CARNEY, J. J.	2169	Pte.	CONNOR, W. J.
16	Tpr.	CARR, A. P.	836	Pte.	CONNORS, J. W.
17	Tpr.	CARR, C. R.	253	Pte.	CONSIDINE, J. H.
18	Dvr.	CARR, E. N.	1279	Pte.	COOK, F. C.
492	S/Sgt.	CARR, T. L.	1280	Pte.	COOK, G. H.
1086	Cpl.	CARRILINE, A.	56907	Pte.	COOLWELL, F.
121	Pte.	CARRINGTON, D.	254	Pte.	COOMS, W.
1702	Dvr.	CARRINGTON, G.	255	Pte.	COOPER, C. W. S.
49	Pte.	CARSON, F.	1425	Pte.	COOPER, F.
3474	Pte.	CARTER, A.	922	Pte.	COOPER, R.
1275	Pte.	CARTER, H. J.	2458	Pte.	COOPER, S.
19225	Pte.	CASSIDY, G. F.	2308	Pte.	CORBETT, E. J.
3043	Pte.	CASSIN, D.	48	Pte.	CORCORAN, L.
2365	Pte.	CATON, J.	20	Cpl.	CORY, C. B.
1882	Pte.	CAVANAGH, J.	19	Pte.	CORY, T. B.
2166	Pte.	CAVANAGH, J. J.	1281	Pte.	COSGROVE, S. L.
1224A	Pte.	CAVANAUGH, M.		Major	COSTELLO, E.
1826	Cpl.	CAVILL, A. S.	2425	Pte.	COSTELLO, J.
890	Pte.	CHANDLER, E. J.	920	Pte.	COSTON, F. E.
1238	Pte.	CHAPMAN, C. F.	56905	Pte.	COTTAM, J. A.
1318	Pte.	CHARLES, A.	994	Pte.	COTTER, T.
2304	Pte.	CHARLTON, A.	56909	Spr.	COTTRELL-
117	Tpr.	CHILCOTT, H.			DORNU, A. E.

6286	Dvr.	COUTTER, W. D.	1704	Pte.	DAVIES, J. S.
2367	Pte.	COUPER, F. A. B.	760	S/5mith	DAVIS, P. T.
1282	Pte.	COUSIN, H.	1947A	Pte.	DAVIS, W.
2366	Tpr.	COWLEY, C.	1001A	Pte.	DAWSON, P.
1544	Pte.	COX, F. R.	1705	Pte.	DAY, C.
1227	Pte.	COX, J. R.	1948	Pte.	DAY, C. R.
923	Pte.	COYNE, J. J.	64334	Pte.	DAY, R. N.
1027	Pte.	CRAIG, F. W. F.	2104	Pte.	DEAN, C. L.
1545	Pte.	CRANE, S. E.	2010	Pte.	DEAN, J. W.
1317	Pte.	CRAWFORD, E.	1618	Pte.	DE GRUCHY, F. H.
3173	Tpr.	CRAWFORD, R. W.	761	Pte.	DEMPSEY, J. J.
1307	Tpr.	CRAWFORD, W. H.	1910	Pte.	DEMPSEY, W. J.
1546	Pte.	CRAWLEY, V. L.	1949	Pte.	DENNIS, E. F.
2008	Pte.	CRERAR, R. McF.	1229	Pte.	DENTON, E. T.
116	Pte.	CRIDLAND, M. C.	496	Pte.	DE VALLANCE, J.
57245	Pte.	CRILLY, T. J.	498	Sgt.	DE VERNEIS, A. A.
1426	Pte.	CROFT, A. E.	1428	Pte.	DEVITH, F.
1427	Pte.	CROSS, G. B.	1429	Pte.	DEWITT, M.
119	Cpl.	CROUCH, T. S.	3760	Pte.	DEWING, E. R.
1616	Pte.	CRUCKSHANK, L. F.	1088	Pte.	DICKSON, E.
	Lieut.	CRUCKSHANK, W.	1289	Sgt.	DICKSON, H. J.
1915	Tpr.	CRUSE, W. H.	1087	Cpl.	DICKSON, R. G.
1239	Pte.	CUMIN, H. N.	2311	Pte.	DICKSON, T.
462	Pte.	CUMMINGS, E.	64335	Pte.	DICKSON, W. C.
2463	Pte.	CUNDY, J.	135	Tpr.	DIMANT, D. D.
381	Pte.	CUNNEEN, M. P.	1828	Pte.	DIXON, F. J.
257	Pte.	CUREL, J.	124	Pte.	DODD, A.
57246	Pte.	CURRAN, A. T.	126	Pte.	DODD, C.
56908	Pte.	CURRIE, J.	1320	Pte.	DODD, F. W.
759	Pte.	CURRY, A. W.	926	Pte.	DODD, W. G.
122	Pte.	CURTIS, H. C.	1175	Pte.	DODDS, D. J. G.
1931	Pte.	CUTHBERT, A.	125	Pte.	DODDS, W.
258	Pte.	CUTLER, P. J. B.	261	Pte.	DOHERTY, W.
1617	Pte.	CUZINS, J. R.	924	Pte.	DOLAN, T. M.
1316A	Tpr.	DABELSTEIN, H. F.	835	Pte.	DONALDSON, A.
64333	Tpr.	DAHL, P. V.	1548	Pte.	DONALDSON, W.
947	Pte.	DAKEN, M.	129	Tpr.	DONKIN, H.
57259	Pte.	DALE, A.	51	Dvr.	DONNELLY, M. M.
57247	Pte.	DALTON, H. T.	22	Tpr.	DONNELLY, V.
389	Pte.	DALY, W. F.	1172	Pte.	DONORAN, A. W.
1131	Pte.	DANIELS, R.	1171	Pte.	DONORAN, W. H.
1827	Pte.	DANIELSON, A. V.	262	Sgt.	DOUGHERTY, C. R. G.
1002A	Pte.	DANN, J. T.	2042	Pte.	DOUGLAS, J. W.
1090	Pte.	DANN, P. H.	968	Pte.	DOWD, A. P.
1883	Pte.	D'ARCY, T. J.	132	Pte.	DOWEY, T.
1707	Pte.	DARCY, T. P.	263	Sgt.	DOWIE, H.
1549	Pte.	DANE, G.	846	Pte.	DOWNIE, A. M.
1246	Pte.	DARLY, C. S.	1321	Pte.	DOWSE, H. A. F.
1322	Pte.	DARR, A.	2426	Pte.	DOYLE, H.
1323	Pte.	DARR, A.	1172	Pte.	DOYLE, W. H.
1550	Pte.	DARWIN, C. A.	265	Pte.	DRAKE, F. J.
1284	Pte.	DAVEY, E. T.	64336	Pte.	DRANEY, W. R.
1	R/S.M.	DAVEY, H. S.	264	Pte.	DREYER, W. C.
1547	Pte.	DAVIDSON, I. V.	133	Pte.	DUFF, C.
497	S.M.	DAVIDSON, L.	134	Pte.	DUFFY, C.
128	Cpl.	DAVIES, E. G.	136	Tpr.	DUFFY, D. H.
			404	Tpr.	DUFFY, J.



Chaplain	DUNBAR, W. J.	2308A	Pte.	FARLOW, H. H.	
1319	Pte.	DUNEAN, J.	2309	Pte.	FARLOW, M. G.
1089	Pte.	DUNLOP, J.	5493	Cpl.	FARRALL, H. B.
267	Pte.	DUNLOP, W.	64328	Pte.	FAULKNER, W. M.
1703	Pte.	DUNN, J. D.	586	Pte.	FENTON, W.
130	L/Cpl.	DUNN, S.	271	Pte.	FERGUS, J. J.
925	Pte.	DUNN, T.	1245	Pte.	FERGUSON, A.
266	S/Smith	DUNN, W. A.	1885	Pte.	FERGUSON, J. H.
495	L/Cpl.	DUNSTONE, H. T.	1182	Pte.	FERGUSON, W.
21	Pte.	DURAND, L. N.		Capt.	FINIGAN, R. O'D.
1551	Pte.	DU RIETZ, B.		Chaplain	FINNIGAN, N.
1318A	Tpr.	DWYER, E.	272	Pte.	FINDLAY, N. L. G.
1178	Pte.	DWYER, P. B.	504	S/Smith	FINLAY, R.
1174	Pte.	DWYER, P. J.	2013	Pte.	FINNEY, A. B.
137	R.Q.M.S.	DYKE, F.	971	Pte.	FINNISS, C. N.
1177	Pte.	DYNES, A.	2428	Pte.	FISHER, F.
23	Pte.	EARDLEY, E. G. C.	1092	Pte.	FISHER, J.
1003A	Pte.	EASTGATE, J. V.	1328	Pte.	FITZGERALD, A. K.
1324	Pte.	EASTWELL, J.	995	Pte.	FITZGERALD, O. N.
1884	Cpl.	EATHER, McA.	412	Pte.	FITZGIBBON, E.
50251	Pte.	EDEN, C. R.	2427	Pte.	FITZROY, J.
2012	Pte.	EDMISTONE, G.	1619	Pte.	FLEGGER, H. P.
1183	Pte.	EDMONDSON, A.	506	Pte.	FLEMING, A.
57249	Tpr.	EDWARD, A. G.	6	A/Sgt.	FLEMING, J.
24	Pte.	EDWARDS, E.	2327	Pte.	FLEMING, J.
499	Pte.	EDWARD, J.	144	Pte.	FLOOD, T. W.
1285	Pte.	EDWARDS, T. S.	142	Tpr.	FLYNN, C. J. A.
1295A	Pte.	EDWARDS, W. R.	1091	Pte.	FLYNN, D. J.
140	Pte.	EADY, J. H. W.	64347	Tpr.	FLYNN, W. P.
503	Pte.	EGAN, F. P.	1180	Pte.	FOLEY, P. J.
138	Pte.	ELLA, J. M.	2467	Tpr.	FOO, W. D.
969	Pte.	ELLENDDON, S. H.	1800	Pte.	FORD, T. W. C.
139	Pte.	ELLIOTT, G. E. W.	52631	Pte.	FORREST, P. McL.
64340	Tpr.	ELLIOTT, M. G.	1181	Pte.	FORSTER, W. B.
500	Pte.	ELLIS, F. B.	1951	Pte.	FORSYTH, A. E.
50	Pte.	ELMER, J.	1430	Pte.	FORTH, H. A.
502	Pte.	EMERSON, T.	1886	Pte.	FOSTER, G. H.
1325	Pte.	EMMERT, W.	1829	Sgt.	FOWLES, W. N.
762	Dvr.	ENGLISH, E.	928	Pte.	FOX, D.
763	Pte.	ENGLISH, L.	383	Pte.	FOX, H. J.
1708	Tpr.	EVANS, A.	970	Pte.	FRANKLIN, B.
501	Pte.	EVANS, A. F.	1320	Tpr.	FRASER, E. C.
1327	Tpr.	EVANS, C.	143	Pte.	FRASER, W. A.
268	Pte.	EVANS, G.	145	Sgt.	FREESTUN, J. P.
225	Sgt.	EVANS, J. C.	1933	Pte.	FRENCH, G. A.
269	Pte.	EVANS, J. T.	1932	Pte.	FREWER, H.
1821	Pte.	EVANS, R. A.	147	S/Sgt.	FROST, E.
1950	Dvr.	EVETTS, A. F. C.		Capt.	FROST, R. A.
1326	Cpl.	EWEN, A. M.	505	Pte.	FRY, W. J.
1310	Pte.	EWING, J. C.	146	Sgt.	FULLER, A. H.
1553	Pte.	EYRE, E.	1431	Pte.	FULLER, G. H.
270	Sgt.	FALCONER, J.	2037	Pte.	FULLER, J. H.
1179	Pte.	FALLON, G.	141	Pte.	FULLERTON, L. G. A.
405	Pte.	FALLON, S.	765	Pte.	FULLOON, P. C.
15121	Pte.	FARAM, T. S.	929	Pte.	FURNESS, A.
2452	Pte.	FARLEY, R. J.	927	Pte.	FURNISS, W.
Lieut.	FARLOW, F. G.	507	Pte.	GAEN, F.	

1477	Pte.	GALE, E. A.	1710	Pte.	GRANT, H.
2462	Pte.	GALLAWAY, R. F. G.	456	S.Q.M.S.	GRANT, J. H.
845	Pte.	GALVIN, T.	1249	Pte.	GRANT, J. E.
152	Pte.	GAMBETTA, W. F.		Brig-Gen.	GRANT, W.
3045	Pte.	GAMBLE, J.	1005A	Pte.	GRANT, W. J.
274	Pte.	GANT, O.	1247	Pte.	GRASS, A. J.
1765	Pte.	GANTZ, W.	587	Pte.	GRATTON, W. E.
1830	Pte.	GARDNER, W. A. H.	1831	Pte.	GRAY, R. C.
82	Cpl.	GARRETT, J. F. S.	766	Pte.	GRAYSON, D. McL.
949	Pte.	GASKILL, H. J.	891	Pte.	GREEN, E. A.
1184	Pte.	GAY, H. G.	510	Pte.	GREEN, J.
2429	Pte.	GEARY, J.	150	L/Cpl.	GREEN, J. T.
	Capt.	GEE, H. J.	3482	Pte.	GREENE, W. M.
1230B	Pte.	GEORGE, A. T.	511	Pte.	GREENHORN, H.
275	S/Smith	GEORGE, J.	1433	Cpl.	GREGORY, H. C.
1287	Pte.	GEORGE, J. G.	3173	Pte.	GREGORY, R. C.
50253	Pte.	GERAGHTY, R. H.	1577	Cpl.	GRIEVE, C. W.
1248	Pte.	GERMAIN, C.	1127	Pte.	GRIFFIN, R. C. J.
276	Pte.	GERRARD, T.		Lieut.	GRIFFITHS, R. S.
2312	Pte.	GESCH, E. R.	25	Cpl.	GROUNDWATER, G.
850	Tpr.	GIBBON, H.	1291A	Tpr.	GROVE, E. C. T.
277	Pte.	GIBBONS, H. W.	1434	Pte.	GUERIN, W. D.
1288	Pte.	GIBSON, S. J.	1333	Pte.	GUILFOYLE, J.
238	L/Sgt.	GIELIS, H. F.	862	Pte.	GUNSTON, J.
1432	Pte.	GIGNEY, A. E.	1329	Pte.	GURASOFF, G.
2310	Pte.	GILBERT, J. H.	1832	L/Cpl.	GUY, O.
452	R.S.M.	GILBERT, T.	1185	Pte.	GWYTHIER, A. L.
1331	Pte.	GILCHRIST, R.	1340	Pte.	HADGRAFT, E. M. R.
604	Pte.	GILES, B. R.	1834	Pte.	HALL, C. F.
2632	Pte.	GILL, A. J.	1339	Pte.	HALL, D. G.
278	Cpl.	GILL, E.	282	Pte.	HALL, J. E.
	Lieut.	GILL, W. E.	1020	Pte.	HALL, S. S.
390	Pte.	GILLHAM, B. C.	1186	Pte.	HALL, W. J.
1709	Pte.	GILLIGAN, A.	155	Pte.	HALLAM, R. G.
930	Pte.	GILMAN, E. R.	1343	Pte.	HALLINAN, W. P.
148	L/Cpl.	GLADSBY, T. L.	1712	Pte.	HAMBRECHT, H. T.
1934	Tpr.	GOLDBOLD, G.	1557	Pte.	HAMER, A.
2313	Pte.	GOLDEN, F.	973	Pte.	HAMILTON, F. E.
1081	Pte.	GOLIK, L. J. P.	1435	Pte.	HAMILTON, G. A.
52	Pte.	GOOD, C. F.	1937	Pte.	HAMILTON, J.
1952	Pte.	GOOD, L. J.	767	Sgt.	HAMILTON, J. E.
1129	Pte.	GOODFELLOW, C. L.	156	Pte.	HAMILTON, J. H. S.
1887	Pte.	GOODFELLOW, J. F.	24	Sgt.	HAMMOND, E. W.
	Lieut.	GOODWIN, C. H. A.	513	Tpr.	HANCOCK, A.
508	Pte.	GORDON, A.	602	Pte.	HANCOCK, J.
	Capt.	GORDON, L. A.	26	Pte.	HANCOCK, J. J.
1004A	Pte.	GORDON, M. P.	2454	Pte.	HANNA, W. W.
153	Pte.	GORMAN, W.	847	Pte.	HANNAN, T. G.
996	Pte.	GORRIE, F.	157	Dvr.	HANNEBURY, M. P.
1555	Pte.	GORRIE, J.	515	Pte.	HANNEL, C. A.
1554	Pte.	GOWLAND, G.	1888	Pte.	HANSEN, E.
1332	Pte.	GRACEY, R. J.	283	Pte.	HANSEN, T. E.
2821	Pte.	GRAHAM, D. H.	1935	Pte.	HAPGOOD, H. G.
56910	Pte.	GRAHAM, J. R.	1622	Pte.	HARDING, H. C.
281	Sgt.	GRAHAM, V. W.	1193	Pte.	HARDGRAVE, W. G.
149	Pte.	GRAHAM, W.	1191	Pte.	HARDY, G. E.
1556	Pte.	GRANT, D.	284	Pte.	HARDY, R. J. B.



## HISTORY OF 11th LIGHT HORSE REGIMENT

27	Pte.	HARKISS, W. C.	3120	Pte.	HIRSCHFELD, P. C.
1583	Pte.	HARLEY, W. H.		Lieut.	HIRON, F.
2368	Pte.	HARRIMAN, C.	931	Pte.	HOBSON, C. F.
1251	Pte.	HARRIS, A. M.	459	Sgt.	HOCKING, B. L.
1857	Pte.	HARRIS, C.	519	Pte.	HOCKING, J. R.
892	Sgt.	HARRIS, H. R.	520A	Pte.	HODGES, C. F.
517	T/Sgt.	HARRIS, T.	1008	Pte.	HODGES, G. D.
2315	Pte.	HARRIS, V. E. G.		Major	HODGKINSON, W. O.
871	Pte.	HARRIS, W.	1336	Pte.	HOEY, C. A.
993	Pte.	HARRISON, H.		Capt.	HOFFMAN, G. H.
1936	Pte.	HARRISON, S. Y.	52644	Pte.	HOFFMANN, V. A.
1767	Pte.	HART, A. S.	1437	Pte.	HOFFMANN, W. G.
520	L/Cpl.	HARTWIG, H. V.	290	Pte.	HOGARTH, A. F.
601	Pte.	HARTWIG, W. E.	28	Pte.	HOGARTH, A. J.
523	Pte.	HARVEY, J.	1559	Pte.	HOLLOWAY, J. A.
1335	Pte.	HASTINGS, J. C.	1250	Pte.	HOLME, W. H.
861	Pte.	HATFIELD, L.	289	Pte.	HOLMES, W. H. F.
512	Dvr.	HAWKER, R. V.	1190	Pte.	HOOPER, C. M.
1298A	Pte.	HAWKES, V. G.	2314	Pte.	HOOPER, N.
80	Pte.	HAWKINS, G. C.	1940	Pte.	HOPE, A. E.
1009	Cpl.	HAWTIN, C. F.	607	Pte.	HOPKINS, S.
1558	Pte.	HAWTIN, C. H.	530A	Pte.	HOWARD, A.
1768	Pte.	HAYES, L. J.	1097	Pte.	HOWARD, G.
1770	L/Cpl.	HAYES, M. M.	1941A	Pte.	HOWARD, R. S.
1462	Pte.	HAYES, T. S.	857	Pte.	HOWARDE, J. F.
2015	Pte.	HAYLES, F. O.	516	Pte.	HOWE, V.
162	Pte.	HAYNES, D. F.	2073	Pte.	HOWELL, A.
1623	Pte.	HAYWARD, R.	154	Pte.	HOWELL, G. M.
1338	Pte.	HAYWARD, W. A.	1297	Pte.	HOWES, J. F.
285	Pte.	HEALY, J.	158	Dvr.	HOWLETT, T.
286	Pte.	HEALY, T. E.	1337	Pte.	HOWLEY, J. R.
1252	L/Cpl.	HEAP, W. H.	1711	Pte.	HOWSE, P. W.
1290	Pte.	HEATH, B.	1188	Pte.	HUGHES, B. F.
1975	Pte.	HEHIR, R.	1341	Pte.	HUGHES, D. J.
833	Pte.	HEILBROUN, H. L.	1093	Pte.	HUGHES, H. J.
1128	Pte.	HEINZ, E. J.	1833	Pte.	HUGHES, R.
1624	Dvr.	HEMMLING, W.	159	L/Cpl.	HUGHES, W. E. L.
78	Sgt.	HENDERSON, A. S.	86	Pte.	HULL, B. A. F.
1938	Pte.	HENDERSON, H.	161	Pte.	HULL, J. J.
522	Pte.	HENEBERY, F. M.	1187	Pte.	HUMPHRIES, W. F.
514	Pte.	HEPBURN, A.	1597	Pte.	HUNTER, R. W.
1939	Pte.	HERMANN, A. O.		Lieut.	HUNTER, W. S.
230	Sgt.	HERTH, H. R.	1073	Pte.	HUNTING, S. E.
2319	Pte.	HESSEY, C.	768	Pte.	HURLEY, H.
518	Sgt.	HEWITT, W. O.	291	L/Cpl.	HUTTON, F. H.
53	Pte.	HEYILMAN, B.	1576	Pte.	HUTTON, W.
1713	Pte.	HICKEY, P.	17980	Tpr.	HUTTON, W. H.
160	Pte.	HICKS, F. A. A.	2343	Pte.	HYNES, J. F.
288	Pte.	HICKS, W. J.	1953	Pte.	HYNES, T. S.
1007	Pte.	HICKSON, L. S.	56914	Pte.	INGLIS, E. R.
1436	Pte.	HIGGINS, E. G. S.	2192A	Pte.	IRBY, A. A.
64359	Pte.	HIGGINS, J. D.	52648	Pte.	IRELAND, R. T.
1771	Pte.	HIGGINS, L. D.	64361	Sgt.	IRELAND, W. G.
1006A	Pte.	HIGGS, H.	293	Sgt.	IRWIN, R.
1291	Pte.	HILDER, H. J.	831	Cpl.	IVORY, W. F. M.
384	Pte.	HILL, S. G.	1344	Pte.	JACKSON, A.
998	Pte.	HIRSCHFELD, J. D.	164	Pte.	JACKSON, P. S.

## HISTORY OF 11th LIGHT HORSE REGIMENT

2409	Pte.	JACKSON, W. H.	1942A	Pte.	KEENAN, W.
1346	Pte.	JACOBS, G. W.	1443	Pte.	KELLY, E. A.
2349	Pte.	JACOBS, L. J.	771	Sgt.	KELLY, F. E.
2386	Pte.	JAMES, B.	1614	Pte.	KELLY, J.
	Lieut.	JAMES, S. G.	1011	Pte.	KELLY, J. H.
5206	Tpr.	JAMES, W. H.	1026	Pte.	KEMP, J. J.
1299A	Pte.	JAMESON, F. H.	1311A	Pte.	KEMPSTER, F. O.
1014	Pte.	JANEWAY, G. A.	1312A	Sgt.	KEMPSTER, L. U.
1439	Pte.	JANEWAY, N. A.	531	Pte.	KENDELL, A. E.
1438	L/Cpl.	JANEWAY, W. G.	532	Pte.	KENDELL, H. W.
224	R.Q.M.S.	JARDINE, B. B.	168	Pte.	KENDRICK, J. G.
294	Pte.	JARMAN, H.	1893	Pte.	KENNY, J. J.
525	Pte.	JARRETT, E. J.	529	Dvr.	KEOGH, W. T.
769	Pte.	JARRETT, H. N.	298	Sgt.	KERR, L. A.
1440	Pte.	JASPER, L. R.	1956A	Pte.	KERRIGAN, W. E.
2580	L/Cpl.	JENNINGS, G.		Major	KESSELS, L. C.
2231	Pte.	JENNINGS, J.	1773	Pte.	KEYSER, J. E.
64365	Pte.	JENSEN, A.	1626	Pte.	KIDNEY, E. T.
524	Pte.	JERDAN, G. L.	534	Pte.	KIERNAN, J.
1835	Pte.	JIBSON, F.	1099	Pte.	KIFT, W. H.
1955	Tpr.	JOHNS, E. T.	1714	Pte.	KILPATRICK, V.
295	Pte.	JOHNSON, C. F.	1349	Pte.	KIMPTON, T. H.
1345	Pte.	JOHNSON, H. B.	530	Cpl.	KING, C. L.
770	Pte.	JOHNSON, J. J.	12324	Pte.	KING, E. C.
991	Pte.	JOHNSON, T. N.	1074	Pte.	KING, H.
1441	Pte.	JOHNSTON, A. J.	1012	Pte.	KING, H. G.
1010	Pte.	JOHNSTON, A. C.	1013	Pte.	KING, J. E. B.
163	Pte.	JOHNSTON, G. R. S.	299	Pte.	KING, J.
296	Pte.	JOHNSTON, H. F.	300	Sgt.	KING, R.
2430	Pte.	JOHNSTON, J.	605	S/Smith	KING, W. K.
1561	Pte.	JOHNSTON, R. D.	3111	Pte.	KING, W. T.
1571	Cpl.	JOHNSTON, S. H.	2036	Pte.	KINGSLEY, J. R. P.
1560	Pte.	JOHNSTON, S. McG.	1892	Pte.	KIRK, E. D.
	Capt.	JOHNSTONE, J. K.	2199	Pte.	KIRKMAN, J.
1192	Pte.	JONES, E. M.	57271	Pte.	KIRKPATRICK, T. A.
1442	Tpr.	JONES, E. T.	1444	Pte.	KIRWAN, S. J.
950	Pte.	JONES, H. J.	535	Dvr.	KITHER, H. C.
2316	Pte.	JONES, H. O.	1445	Pte.	KNOWLING, C.
1111	Pte.	JONES, K. D.		Major	KOCH, W. F. J.
893	Pte.	JONES, L. P. M.	167	Pte.	KOLOQUE, F. A.
1889	Pte.	JONES, R. N.	301	Pte.	KRAUSE, P.
2786	Pte.	JONES, T. G.		Lieut.	KREIG, L. P.
392	Pte.	JONES, T. M.	1446	Pte.	KRONCKE, C.
297	Pte.	JONES, W. A.	302	Pte.	KRUGER, C. E.
1890	Pte.	JONES, W. R.	2317	Pte.	KUNKEL, K. N.
527	Cpl.	JORGENSEN, E. J.	172	Pte.	LACY, P. J.
165	S/Smith	JOYCE, H. N.	176	Pte.	LAING, A. T.
1348	Pte.	KAALUND, C. R.	537	L/Cpl.	LAKE, A. J.
2320	Pte.	KAIN, W. C.	772	Pte.	LAMB, A.
1772	Pte.	KALLQUIST, V.	64368	Pte.	LAMB, J. H.
1562	Pte.	KARL, C. L.	50257	Pte.	LAMBERT, G. S.
528	Pte.	KEANE, J.	2370	Pte.	LAMBERT, J. F.
2431	Pte.	KEARUS, J.	539	Sgt.	LAMPE, L. L.
1194	Pte.	KEARY, F. R.	303	Pte.	LANGSTON, F. G.
1914	Pte.	KEAY, W. J.	2318	Pte.	LARKIN, N. G.
2383	Pte.	KEEGAN, J. J.	304	Pte.	LARSEN, S. C.
166	Pte.	KEEGAN, W.	773	Sgt.	LASLETT, G. S.



1563	Pte.	LATHAM, C. O.	941	Pte.	LUCUS, C. E.
2432	Pte.	LAURIE, J. McK.	30	Pte.	LUXON, H.
1894	Pte.	LAW, H. A.	64406	Pte.	LYNAM, T. A.
1705	Pte.	LAWLOR, J. J.	2434	Pte.	LYNCH, L.
375	Pte.	LAWRENCE, H. H.		Lieut.	LYNE, J. N.
2371	Pte.	LAWSON, G. H.	64415	Tpr.	MADDEN, C. C.
305	Sgt.	LAXTON, F. P.	1199	Pte.	MADDEN, J. P.
1381	Pte.	LEACH, W.	1196	Pte.	MAGUIRE, W. McE.
1132	Cpl.	LEAHY, F. S. J.	936	Pte.	MAHONEY, J. A.
1447	Pte.	LEAR, L. W.	2020	Pte.	MALE, C.
	Lieut.	LEASK, J. U.	1254	Pte.	MALLET, J.
52649	Pte.	LEATHER, J. E.	894	Pte.	MALONE, J. C.
868	Cpl.	LEDLIE, J. M.	1198	Pte.	MANDALE, C. A.
1607	Cpl.	LEE, C. A.	1959	Pte.	MANDALE, W. J.
1715	Pte.	LEE, C.	2373	Pte.	MANN, W. G.
	Major	LEE, C. A.		Capt.	MANNING, A. W.
1897	Pte.	LEE, E. M.	2307	Pte.	MANNING, C. S.
777A	Cpl.	LEE, H. T.	1296	Pte.	MANNING, W. E.
171	Sgt.	LEE, L. K.	1960	Pte.	MANTHEY, P. J.
1957	Pte.	LEE, W. E.	1096	Pte.	MANUELL, F. J.
948	Pte.	LEGGATT, P. C.	543	Sgt.	MARCH, G. F.
174	Pte.	LEGGE, C. W.	2376	Pte.	MARGRIE, G. J.
89	Cpl.	LEGGE, D. L.	974	Pte.	MARKS, L. J.
306	Cpl.	LEGG, T.	386	Pte.	MARLAY, B. I. E.
319A	L/Cpl.	LEHURANN, C. O.	1736	Pte.	MARLEY, W. A.
1295	Pte.	LEHURANN, G. H.	869	Pte.	MARNANE, M. W.
	Lieut.	LE LACHEUR, H.	1000	Pte.	MARR, C. T.
307	Pte.	LEMAS, J. C.	1946A	Pte.	MARSH, K.
536	Pte.	LEMON, J.	600	Cpl.	MARSH, W. G.
864	Pte.	LENIHAN, M.	75	S.Q.M.S.	MARSHALL, D.
308	Pte.	LESWELL, J.		Major	MARSLAND, H. L.
	Capt.	LEVINGSTON, A.	1628	Pte.	MARTIN, F. D.
50276	Spr.	LEWIS, J. H.	896	Pte.	MATHESON, A. J.
2372	Pte.	LEWIS, P. T.	2384	Pte.	MATTHEW, H. P.
56918	Pte.	LEWIS, W. J.	550	Pte.	MATTHEW, J. V.
2319	Pte.	LEWIS, W. L.	464	Cpl.	MATTHEWS, C. A.
1471	Pte.	LEWIS, W. R.	895	Pte.	MATTHEWS, E. E.
547	Cpl.	LINDSAY, J. P.		Lieut.	MATTHEWS, E. A.
2478	Pte.	LINDSAY, R.	1774	Pte.	MATHEWS, J.
175	Pte.	LINEDALE, W. J.	1837	Pte.	MAUDSLEY, A. W.
309	Pte.	LINGARD, H. A.	1297	Pte.	MAUGHAN, M. V.
2433	Pte.	LINGWOODOCK, J.	558	L/Cpl.	MAUSOLF, C. A.
1836	Pte.	LINNAN, J. J. F.	56930	Pte.	MAXWELL, S. G.
393	Pte.	LIPSCOMB, J. S.	1195	Sgt.	MAY, M.
1350	Pte.	LITTLE, C. W. H.	2951	Pte.	MAYBURY, A. F.
173	Pte.	LITTLE, H.	109	Pte.	MAYCOCK, J. M.
1944A	Cpl.	LITTLE, J. R.	1353	Pte.	MAYNARD, H. C.
1253	Pte.	LLOYD, T.	5182	Pte.	MAYO, F. A.
532A	L/Cpl.	LOCKE, H. J.	56920	Pte.	MEAD, E.
1142	Pte.	LODGE, E.	180	Pte.	MEADOWS, F.
1926	2/Cpl.	LONG, L. C.	1002	Pte.	MEANEY, P. J.
843	Pte.	LONG, W.	1596	Pte.	MEDHURST, A. G.
1014	Pte.	LOUGHRAN, E. C.	1838	Pte.	MELEY, J. T.
933	Pte.	LOWE, C. A.	1839	Pte.	MELLEFONT, A. V.
310A	Pte.	LOWE, H. D. G.	1842	Pte.	MELLOR, J. N.
1943	Pte.	LOWTHER, C.	554	Pte.	MENGERSON, C. H.
	Major	LOYNES, J.	181	Pte.	MERRIFIELD, F. J.

2375	Pte.	MERRITT, G. W.	1963	Pte.	MURPHY, T.
867	Sgt.	MERRITT, H. W.	1631	Pte.	MURPHY, W. F.
187	Sgt.	MERSON, J.	1197	Pte.	MURRAY, C. H.
2389	Pte.	MESSAM, M.		Capt.	MURRAY, C. W.
775	Pte.	MIDDLETON, J.	1898	Pte.	MURRAY, E. E.
179	Sgt.	MIDDLETON, M.	935	Pte.	MURRAY, F. J.
55	Pte.	MIERS, E. J.	2436	Pte.	MURRAY, H.
583	Pte.	MILLAR, A. R.	54	Pte.	MURRAY, J.
556	Pte.	MILLARD, E. W.	544	Pte.	MUST, D. R.
1776	Pte.	MILLER, W. C.	2438	Pte.	McBRIDE, J.
1298	Pte.	MILLS, L. C.	1156	Pte.	McBURNIE, W.
1303	Pte.	MISSINGHAM, D. M.	1253	Pte.	McCAIG, F. J.
1351	Pte.	MITCHELL, J. H.	1202	Pte.	McCALLUM, J. H.
477A	Pte.	MITCHELL, J. W.	1895	Pte.	McCANN, H.
1300	Cpl.	MITCHELL, W. J. S.	1301	Pte.	McCANN, J.
2316	Pte.	MOFFITT, G. T.	1958	Pte.	MacCARTNEY, H. L.
2019	Pte.	MOIR, D. McN.	1255	Pte.	McCARTHY, D.
553	Pte.	MOISSEY, G. F.	911	Pte.	McCARTHY, J.
2437	Pte.	MOLLOY, D.	1896	Pte.	McCARTHY, M. H.
956	Pte.	MOONEY, J.	1881	Pte.	McCANLEY, J.
371	Pte.	MOORE, E. J.	10551	L/Cpl.	McCLELAND, K. C.
1134	Pte.	MOORE, F. C.	188	Pte.	McCLELLAND, J. L.
1001A	Pte.	MOORE, H. J.	1564	L/Cpl.	McCOLL, D. M.
	Lieut.	MOORE, R. K.	5099	Pte.	McCOLL, H.
1719	Pte.	MOORE, S.	555	Pte.	McCONNACHY, C. P.
2392	Pte.	MOORE, J. T.	1303	Pte.	McCORMACK, J. J.
	Lieut.	MORGAN, A. C.	1135	Pte.	McCORMACK, J. P.
1016	Pte.	MORGAN, H. L.	190	Pte.	McCOWAN, A. O.
1095	Pte.	MORONEY, J.		Lieut.	McCOWAN, P.
183	Pte.	MORRIS, A. L.	1354	Pte.	McCULLOCH, E. A.
2435	Pte.	MORRIS, F.	1734	Pte.	McCULLOUGH, A. N.
50258	Pte.	MORRIS, W. P.	2283	L/Sgt.	McDONALD, A. F.
1251	Pte.	MORRISON, D. A.	2021A	Pte.	McDONALD, A. P.
184	Pte.	MORRISON, R.	2049	Pte.	McDONALD, A. W.
1203	Pte.	MORTIMER, D.	1302	Cpl.	McDONALD, D. R.
1301A	L/Cpl.	MORTON, N. E.		Lieut.	McDONALD, G. L. M.
	Major	MOYLE, W. F.	1948A	Pte.	McDONALD, G. M.
557	Pte.	MOYLE, W. T.	1133	Pte.	McDONALD, H.
1961	Pte.	MOYNIHAN, T.	3067	Pte.	McDONALD, H. A.
951	Pte.	MUDGE, K. A.		Capt.	McDONALD, J.
1945	Pte.	MUIR, A. D.	1636	Pte.	McDONALD, K. C.
56	Dvr.	MUIR, M. B.		Lieut.	McDONALD, M. S.
1565	Pte.	MULLENS, H.	4441	Pte.	McDONALD, N.
1841	Pte.	MULLENS, J.	540	Sgt.	McDONALD, R. A.
2453	Pte.	MULROONEY, M.	1304	Pte.	McDONALD, R. I.
1325	Pte.	MUMFORD, P.	312	Pte.	McDONNELL, J. J.
124A	Cpl.	MUNRO, A.		Lieut.	McELLIGOTT, J.
	Major	MUNRO, C. A. R.	1352	Pte.	MacFARLANE, R. K.
319	Pte.	MUNRO, E. C.	177	Pte.	MacFARLANE, S. A.
1252	Pte.	MURDOCH, D.	1099	Pte.	MACFIE, A. McC.
5109	Pte.	MURPHY, D.	1947A	Pte.	McGEORGE, R. R.
776	Pte.	MURPHY, D. S.	2193	Pte.	McGIBBON, A.
185	Pte.	MURPHY, J.	1448	Pte.	MacGILLIVRAY, D. N.
178	Pte.	MURPHY, P.	547	Pte.	MacGOWAN, J. J. S.
2374	Pte.	MURPHY, P. P.	777	Pte.	McGRATH, J. P.
	Capt.	MURPHY, P. J. B.	778	Pte.	McGRATH, W. F.
	Capt.	MURPHY, R. J.	779	Pte.	MacGREGOR, A. S.



313	W.O.	McGREGOR, G.	1204	Cpl.	NICHOLSON, W. H.
189	Pte.	McGREGOR, G.	2377	Pte.	NICKOLS, H. MacD.
2950	Pte.	McGREGOR, P. G.	64417	Tpr.	NIELSEN, J. W.
607	Pte.	McGREGOR, W.	559	Pte.	NIEMANN, L. H.
551	Pte.	McGREGOR-DEY, R.		Lieut.	NOBBS, A. S.
394	Pte.	McGUIRE, G. F.		Lieut.	NOLAN, M. J.
546	Pte.	McGUIRE, W. H.	320	Pte.	NOLAN, W.
88	R.Q.M.S.	McHUGH, E. V.	1777	Pte.	NOLAN, W.
314	Pte.	McINTOSH, A.	59	Pte.	NOTT, F. G. N.
1911	Pte.	MACKINTOSH, A. E.	1843	Pte.	NUSS, M.
863	Pte.	MacINTOSH, H.		Lieut.	NUTTING, G. W.
1071	Sgt.	McINTYRE, D.		Lieut.	O'BRIEN, M.
57	L/Cpl.	McKAY, C. J.	1967	Pte.	O'BRIEN, P. J.
1256	Pte.	McKAY, E.	323	Pte.	O'BRIEN, W. J.
1200	Pte.	McKAY, E.	563	Pte.	O'CALLAGHAN, T. H.
58	Pte.	McKAY, J. T.	1357	Gnr.	O'CONNOR, D.
315	Pte.	McKAY, L. F.	387	Dvr.	O'CONNOR, W.
1627	Pte.	McKAY, T. H.	1231A	Pte.	O'DONOGHUE, J.
406	Tpr.	McKEE, P. A.	324	Pte.	O'DOWD, P. M.
782	Pte.	McKENNY, C. C. N.	325	Pte.	O'FLANAGAN, D. G.
	Capt.	McKENZIE, A. J.	2317	Tpr.	OGG, C. E.
1305	Pte.	McKENZIE, B. S.	57257	Pte.	OGG, S. R.
223	Cpl.	McKENZIE, H.	1209	Pte.	O'HEARNE, L.
	Lieut.	MACKRELL, G. S.	2321	Pte.	OHL, W. H.
1566	Cpl.	MACKRELL, L. J.	1779	Pte.	OLDHAM, C. S. J.
897	Cpl.	McLAREN, A. D.	1517	Pte.	O'LEARY, C. D.
316	Pte.	McLAREN, F. C.	1018	Pte.	O'LEARY, T.
780	Pte.	McLAREN, T. McL.	2440	Pte.	OLIFFE, J.
376	Pte.	McLAY, J. C.	1568	Pte.	OLSEN, R. C.
842	Pte.	McLEAN, A.	562	Dvr.	OLSON, J.
934	Pte.	McLEAN, J.	196	Pte.	O'NEILL, P.
1032	Tpr.	McLEAN, N. A.	197	Pte.	O'NEILL, T. J.
1911	Pte.	McLEAN, P. H.	1208	L/Cpl.	O'NEILL, T. J.
	Lieut.	McLENNAN, K. F.	198	Pte.	O'REGAN, P.
1098	Pte.	McLEOD, D. A.	1136	Pte.	OSBORNE, A. C.
1153	Pte.	McLEOD, R. A.	975A	Gnr.	OSBORN, C. R.
317	Cpl.	McMAHON, S. M.	1356	Tpr.	OSBORN, H. H.
1201	Pte.	McMEEKIN, C. S.	1003	Cpl.	OSBORNE, J.
466	Sgt.	McMILLAN, H. C.	1780	Tpr.	OSBORNE, J. L. A.
2326	Pte.	McMULLEN, J. W. L. D.	1567	S.S.M.	O'SING, H.
2335	Pte.	McMULLEN, K. N.	1210	Pte.	OTTERSPOOR, A.
1716	Pte.	McMURDY, J.	1257	Pte.	OVERS, R. J.
318	Cpl.	McNAMEE, W.	327	Pte.	PAGE, D.
781	Pte.	McPHEE, N.	1720	Pte.	PAGE, E. J.
545	Pte.	McQUEEN, T. H.	1949A	Pte.	PAINE, L. C.
1306	Pte.	McRAE, G. F.	328	Pte.	PALMER, R. N.
561	Pte.	NANCARROW, A. A.	1214	Pte.	PALMER, V. P.
1017	Pte.	NAPPER, W. R.	1019	Pte.	PARK, C. B.
195	Pte.	NASH, P. J.	1968	Pte.	PARK, J. S.
1205	Pte.	NAUGHTON, F. N.	1213	Pte.	PARKER, H. L.
1207	Cpl.	NEALE, P. S.	329	Pte.	PARKER, J. J.
1206	Pte.	NEILSON, C.	839	Pte.	PARKER, M. J.
2022	Pte.	NESBITT, T. J.	330	Pte.	PARKER, R. A.
194	Pte.	NEWMAN, A.	1969	Pte.	PARKER, S. J.
1964	Pte.	NEWMAN, F.	2443	Pte.	PARKES, C.
1965	Pte.	NEWMAN, S. R.	567	S.Q.M.S.	PARNHAM, B. J.
2439	Pte.	NICHOLLD, W.	566	Pte.	PARRI, F. B.

2023	Tpr.	PARRY, E.	455	Sgt.	POWELL, A. R.
3	F.Q.M.S.	PARSONAGE, T.	1212	Pte.	POWELL, C. F.
1845	Pte.	PARSONS, F. W.	1211	Pte.	POWELL, C.
	Lt.-Col.	PARSONS, J. W.	2378	Pte.	POWELL, J. F.
1900	Pte.	PARTRIDGE, J. C.	337	Sgt.	POWELL, T.
60	Dvr.	PASCOE, J.	1519	Pte.	POWER, W.
236	Cpl.	PASCOE, J. H.	1359	Pte.	PRENDERGAST, D. P.
3410	S/Sgt.	PASCOE, R. G.	785	Pte.	PRENTICE, J. R.
1899	Cpl.	PASK, S. J.	202	Pte.	PRESTIDGE, H. A.
841	Pte.	PATERSON, A. L.	568	Pte.	PRINCE, A. W.
1569	Pte.	PATERSON, F. W.	1970	Pte.	PRICE, J. F.
1031	Cpl.	PATERSON, J. P.	390	Pte.	PRIEST, H. J.
783	Pte.	PATTERSON, A.	2228B	Pte.	PRITCHARD, T.
564	Pte.	PATTERSON, F. A.	1781	Pte.	PROCOPIIS, A. W.
5661	Pte.	PATTERSON, H.	1450	Pte.	PRZIBELLA, M. E.
7773	Pte.	PEARCE, E. C.	3770	Pte.	PULFORD, W. J.
201	Pte.	PEARSE, E. J.	1844	Pte.	PURVIS, W. T.
1358	Pte.	PEARSON, J. J.	33	Pte.	QUAILL, J.
570	Pte.	PEARSON, L. L.	1846	Pte.	QUELCH, W. J.
786A	Pte.	PENDOCK, C.	338	Sgt.	QUINN, W. H.
1137	Sgt.	PENNA, W. H.	468	Cpl.	RACKHAM, J. R.
200	Pte.	PENNY, G. A.	57260	Pte.	RACKLEY, J. H.
569	Pte.	PENROSE, T. F.	1847	Pte.	RADFORD, G.
32	Sgt.	PEPPERCORN, R. T.	514	Pte.	RADFORD, J. F.
1845	Pte.	PERRY, C. M.	853	Pte.	RAE, G. A.
331	Pte.	PERRY, M.		Capt.	RAGLESS, B. B.
856	Sgt.	PERRY, M. J.	1076	Pte.	RAMSDEN, T.
1733	Pte.	PESTORIUS, W. A.	940	Dvr.	RAMSEY, J. M.
2323	Pte.	PETERSEN, A.	1152	Pte.	RANKIN, T. A.
938	Pte.	PETERSEN, J. C.	577	Pte.	RANKINE, L. B.
1722	Pte.	PEYTON, E. W.	340	Pte.	RANN, A. C.
2438	Cpl.	PHILLIPS, B.	1102	Pte.	RATHJEN, G. E.
976	Pte.	PHILLIPS, K. E.	575	Pte.	RAVEN, G. W.
2439	Pte.	PHILLIPS, R.	2232A	Pte.	REARDON, J.
332	Cpl.	PHILP, E. G.	1904	Pte.	REDGWELL, G. R.
565	Pte.	PHILPOT, J. H.	1902	Pte.	REES, D. E.
2322	Pte.	PHIMISTER, J. H.	1020	Pte.	REEVES, H. F.
2322	Pte.	PIERPOINT, H. W.	2230	Pte.	REGAN, D. T.
1141	Pte.	PIGOU, R. G.	208	Pte.	REGAN, W. T. H.
1737	Pte.	PING, J. E. W.	34	Dvr.	REGAZZOLI, S.
2226	L/Cpl.	PITCEATHLY, R.	341	Pte.	REID, R. J.
333	Pte.	PLEDGER, R. P.	1362	Pte.	REIMER, E. C.
334	Pte.	PLOWMAN, D.	56922	Tpr.	RENAUD, U. N.
866	Sgt.	POINTON, A. S.	1786	Pte.	RENDELL, F. R.
1950A	Pte.	POINTON, C.	1319A	Pte.	RETEIF, J. J.
865	Sgt.	POINTON, P. C.	572	Cpl.	REYNOLDS, J. T.
2441	Pte.	POLLARD, J.	342	Cpl.	REYNOLDS, W.
3514	Pte.	PONT, H. J.	34	Pte.	RHOADES, J. F.
335	Pte.	PONTON, C. J.	28A	Pte.	RICHARD, J. B.
784	Sgt.	POOL, W. S.	574	Pte.	RICHARDS, C. A.
57258	Pte.	POPE, J. S.	8	Sgt.	RICHARDS, F. J. A.
62	Dvr.	PORTER, F. J.	1951A	Pte.	RICHARDS, N.
336	Pte.	POSELTHWAITE, J. J.	343	Pte.	RICHARDSON, A. F.
1570	Pte.	POTTER, C. V.	344	S/Smith	RICHMOND, A. L.
1721	Pte.	POULSEN, A.	1021	Pte.	RICHTER, E. T.
1006	Pte.	POULTON, H. F.	787	Pte.	RIDDEL, A.
61	Pte.	POWELL, A. J.	1364	Pte.	RIGBY, C. E.



939	Pte.	RILEY, D. A.	240	Cpl.	SAIT, C. F.
1725	Pte.	RILEY, J.	2334	Pte.	SALMON, W. J.
1451	Pte.	RIMES, G. C.	2461	Sgt.	SANDEMAN, W. McW.
571	Pte.	RIPLEY, J. J.	64380	Pte.	SAUNDERS, A. V.
345	Pte.	ROACH, T. J.	2324	Pte.	SAUNDERS, W.
1010A	Pte.	ROBERTS, B.	1941	Pte.	SAWYER, F. H.
1848	Pte.	ROBERTS, E. J.	35	Pte.	SCANLAN, L. W. C.
849	Pte.	ROBERTS, L. D.	351	Pte.	SCHMID, J. F.
2400	Pte.	ROBERTS, P.	210	Pte.	SCHMIDT, R.
952	Pte.	ROBERTS, P. McD.	1953A	Tpr.	SCHULTZ, B. C.
56924	Pte.	ROBERTS, P.	56932	Pte.	SCHUMACHER, J. H.
1572	Pte.	ROBERTS, W. J.	2235	Pte.	SCHWENKE, C. G.
573	S/Smith	ROBERTSON, A.	2381	Pte.	SCOTT, C.
1101	Pte.	ROBERTSON, A. J.	1023A	Pte.	SCOTT, G. B.
90	Cpl.	ROBINSON, A. D.	1705	Pte.	SCOTT, J. W.
2325	Pte.	ROBINSON, E. G.	211	Sgt.	SCURR, G. A.
2043	Pte.	ROBINSON, E. W.		Capt.	SEARLE, L. W.
1215	Pte.	ROBINSON, F. W.	791	Pte.	SEARLES, W. O.
1784	Pte.	ROBINSON, L. M.	11243	Tpr.	SEATON, R.
1634	Pte.	ROBINSON, N. M.	580	Pte.	SEMMENS, A. A.
207	Sgt.	ROBINSON, R.	1727	Pte.	SEWELL, D.
2024	Pte.	ROBINSON, R. V.	1851	Pte.	SEYMOUR, W.
1216	Pte.	ROBINSON, S. O.	1917	Pte.	SHANKS, R. J.
3015	Tpr.	ROCHE, J.	1452	Pte.	SHARLEY, F. E.
64378	Pte.	ROFF, H. E.	1635	Cpl.	SHEA, S.
1783	Pte.	ROFFE, A. J.		Capt.	SHEARER, J. H.
206	Dvr.	ROGERS, A. V. H.	4445	Pte.	SHEPHERD, R.
1022	Pte.	ROGERS, A.	2388	Pte.	SHEPHERD, L.
56925	Pte.	ROGERS, C. A.		Lieut.	SHERIDAN, H.
1520	Cpl.	ROGERS, C. F.	1906	Pte.	SHERRIN, W. H.
203	Sgt.	ROSE, J. F.	578	Pte.	SHORT, H. O. W.
2787	Pte.	ROSS, S.	978	Pte.	SHURDINGTON, W. R.
205	Cpl.	ROSS, W. W.		F.	
372	Pte.	ROSSER, W. H.	1218	Pte.	SIMCOCKS, H. B.
1916	Pte.	ROULSTON, G. E.	87	Sgt.	SIMMONDS, G. F.
	Lieut.		2301	Pte.	SIMMONDS, J. K.
576	Pte.	ROUSE, C. M.	1850	Pte.	SIMMONDS, R. B.
346	Pte.	ROW, T. A.	2446	Pte.	SIMPSON, E. H.
347	Sgt.	ROWE, P. V.	1573	Pte.	SIMPSON, J. M.
1782	Pte.	ROWE, T. W.	401	Pte.	SIMPSON, W. C.
460	Sgt.	ROWELL, C.	1787	Pte.	SINCLAIR, J.
1258	Pte.	ROWELL, L. H.	797	Pte.	SKENE, J. P.
1903	Pte.	ROY, F. R.	2025	Pte.	SKUSE, A. H.
239	Cpl.	ROYLANCE, R. A.	832	Pte.	SKUSE, G. S.
872	Pte.	RUDD, W. H.	2325	Pte.	SLATER, C. A. H.
3502	Tpr.	RUTHENBERG, F. V.	943	Pte.	SLATTERY, P. J.
19276	Pte.	RUTTLEY, J. G.	1522	Cpl.	SLATTERY, M. H.
5861	Pte.	RYAN, D. J.	1788	Pte.	SLAWSON, W. B.
204	Pte.	RYAN, J.	3857	L/Cpl.	SLOCOMB, F. T.
350	Pte.	RYAN, J. D.			SMALLACOMBE, A. V.
788	Pte.	RYAN, J. F.	582	Pte.	
1361	Pte.	RYAN, J. S.	953	Pte.	SMITH, A.
1230	Pte.	RYAN, J. W.	1521	Pte.	SMITH, A.
1724	Pte.	RYAN, L. W.	584	Pte.	SMITH, A. J.
1723	Pte.	RYAN, R. T.	583	Pte.	SMITH, A. J.
114A	Pte.	RYAN, W. G.	1369	Pte.	SMITH, C. A.
581	Pte.	RYANE, J. M.	1024	Pte.	SMITH, C. W.
		SABINE, R. T.	2445	Pte.	SMITH, E.

50268	Pte.	SMITH, E. G.	Major	STUMM, C. P.	
1382	Sgt.	SMITH, E. J.	1372	Pte.	STUNDEN, A. E.
56926	Pte.	SMITH, G. E.	1958A	Pte.	SUGDEN, A.
1455	Sgt.	SMITH, G. W.	1792	Pte.	SULEY, C. A.
859	Pte.	SMITH, H. W.	1456	Pte.	SULLIVAN, J. L.
900	Pte.	SMITH, J.	1907	Pte.	SULLIVAN, R. E. S.
792	Cpl.	SMITH, J.	57266	Pte.	SUTHERLAND, A. F.
793	Pte.	SMITH, M.	796	Pte.	SVENSON, G.
586	Pte.	SMITH, M. J.	1103	Pte.	SWAN, A. M.
585	Pte.	SMITH, R. M.	43	Sgt.	SWAN, E.
1729	Pte.	SMITH, S. S.	1220	Pte.	SWEETMAN, L.
1107	Pte.	SMITH, T.	1370	Pte.	SWINBURNE, C. J. F.
	Lieut.	SMITH, W. A.	1005	Pte.	SYMONS, F. B.
870	Cpl.	SMOOTHY, L. W.	587	Pte.	TANNER, S. A.
3534	Tpr.	SMYTH, G. B.	357	Pte.	TARDENT, J. L.
1371	Pte.	SMYTHE, G. O.	1223	Pte.	TATNELL, P. S.
1363	Pte.	SOLOMON, H.	1954	Pte.	TAYLOR, G. H.
2391	Pte.	SOLOMON, J.	2382	Pte.	TAYLOR, H. H.
2380	Pte.	SOMERVILLE, J.	1575	Pte.	TAYLOR, J.
1971	Pte.	SOMERVILLE, J. G.	358	Pte.	TAYLOR, R.
57252	Pte.	SOMERVILLE, T. W.	1731	Pte.	TAYLOR, W.
2379	Pte.	SORRINSON, M. A.	1025	Pte.	TEASDALE, R. C.
1453	Pte.	SOUTHAM, O.	37	Pte.	TEMPLE, W. F.
1219	Pte.	SPARROW, C. C.	1732	Pte.	TERRY, J. R. G.
794	Pte.	SPENCE, C. F.	214	Sgt.	THISTLEWAITE, G.
1367	Pte.	SPHILL, A.	588	Pte.	THOMAS, P. E.
	Lieut.	SPOWERS, E. H.	1457	Pte.	THOMAS, T. I.
1463	Pte.	SPRITCH, P. A.	84	Cpl.	THOMPSON, F.
1789	Pte.	SPROTT, D. C.	377	Pte.	THOMPSON, J. C.
64	Dvr.	STACK, J.	798	Pte.	THOMPSON, R.
50280	Pte.	STANLEY, A.	799	Pte.	THOMPSON, T.
354	Pte.	STEELE, J.	64394	Pte.	THOMSON, C. S.
1368	Pte.	STEEL, R. W.	359	Cpl.	THOMSON, J. A.
74	Sgt.	STEELE, T. N. W. B.	212	Pte.	THOMSON, T. McD.
1155	Pte.	STEIN, J. A.	213	Pte.	THOMSON, W. G.
407	Pte.	STEEP, S. W.	1957A	Pte.	THORN, H. W.
3802	Pte.	STENNING, H. W.	1853	Pte.	THORNE, F. J.
1366	Pte.	STERRY, T. H.	38	Cpl.	THORN, K. S. W.
1072	Cpl.	STEVENS, F. H.	2246	Pte.	THORNE, N. E.
840	Pte.	STEVENS, H. R.	3865	Pte.	THORPE, E.
1952	Pte.	STEVENS, J. F.	2355	Sgt.	THORPE, J.
3518	Pte.	STEVENS, R.	1224	Pte.	TIERNEY, A. E.
942	Pte.	STEVENSON, W. E.	800	Pte.	TIGHE, W. J.
1259	Pte.	STEWART, C.	216	Dvr.	TITCHENER, J.
17906	Pte.	STEWART, H. G.	1467	Pte.	TOAKLEY, H.
898	Cpl.	STIMSON, R. D.	1138	Pte.	TOBIN, F. B.
795	Pte.	STIRLING, D.	2026A	Pte.	TODD, W.
1004A	Pte.	STIRLING, J. A.	217	Pte.	TOFIELD, W.
1791	Pte.	STIRLING, W.	1076	Pte.	TOMKINS, H. G.
1221	Pte.	ST. LEDGER, C.	1852	Cpl.	TONES, A. H.
1222	Pte.	ST. LEDGER, E. P.	1458	Pte.	TONKIN, A. E. A.
352	Tpr.	STONE, S.	65	Pte.	TOOKER, H. S.
1726	Pte.	STOPP, J. A.	360	Pte.	TOURLE, J. M.
63	Sgt.	STRIKE, E. H.	2332	Pte.	TOWNSEND, N. S.
353	Cpl.	STRIKE, W. P.	5766	Dvr.	TRANter, J. C.
56928	Pte.	STUBBERSFIELD, E.	1632	Pte.	TURNBALL, G. W.
1730	Pte.	STUBBS, F. G.	215	Pte.	TWEMLOW, R. L.



## HISTORY OF 11th LIGHT HORSE REGIMENT

1373	Pte.	UNDERWOOD, H. W.	365	Pte.	WHARRAM, J. H.
64397	Pte.	UPTON, H. N.	397	Pte.	WHITE, F. R.
66	Dvr.	URMSON, A. J. H. G.	2447	Pte.	WHITE, J.
218	Pte.	USHER, G. P.	221	Pte.	WHITE, L. C.
2329	Pte.	VAINS, C. O.	396	Pte.	WHITE, W. A.
590	Pte.	VALENTINE, T. P.	598	Pte.	WHITE, W. H.
5145	Sgt.	VANCE, E. L.		Capt.	WHITFIELD, W. F.
1230A	Pte.	VANZA, C.	1459	Pte.	WHITTING, R. G.
	Major	VERNON, G. H.	1908	Pte.	WHITWELL, C. H.
52658	Pte.	VON SENDEN, B.	1077	Pte.	WIGZELL, E. T.
979	Pte.	WADE, E. A.	1374	Pte.	WILES, S. J.
39	Dvr.	WAGEN-KNECHT, B.	67	Pte.	WILEY, C. C.
1226	Pte.	WAKE, H. T.	2331	Pte.	WILLIAMS, C. E.
1927A	Pte.	WALKER, A. L.	1464	Pte.	WILLIAMS, H. T.
1260	Pte.	WALKER, A. P.	64403	Pte.	WILLIAMS, J. F.
11260	Pte.	WALKER, E. D.	1973	Pte.	WILLIAMS, W.
1227	Pte.	WALKER, J. R.	1972	Pte.	WILLIAMSON, A. E.
2330	Pte.	WALLACE, C. McK.	945	Pte.	WILLIAMSON, R.
1377	Pte.	WALLACE, L. W.	592	Pte.	WILMHURST, V. S.
2322	Pte.	WALSH, E. J.	64402	Pte.	WILSHER, W. G.
4447	Pte.	WALSH, H.	368	Sgt.	WILSON, A.
593	Pte.	WALTERS, J.	83	Cpl.	WILSON, F.
361	Pte.	WALTERS, S. E.	1011A	Pte.	WILSON, G. H.
1598	Pte.	WARD, H.		Lieut.	WILSON, G. R.
1794	Pte.	WARD, H. L.	597	Pte.	WILSON, H.
750	Pte.	WARD, S. R.	366	Pte.	WILSON, J. E.
1378	Pte.	WARD, T. H.	1460	Pte.	WILSON, J.
1798	Pte.	WARD, V. T.	2028	Pte.	WILSON, J.
237	Cpl.	WARNEMINDIE, C. J.	944	Pte.	WILSON, J.
2027	Pte.	WARREN, G. H.	367	Pte.	WILSON, W. R.
378	Pte.	WARWICK, T. H.	595	R.S.M.	WILSON, W.
2425	Pte.	WATERS, J. E.	79	S.Q.M.S.	WILSON, W. C.
981	Pte.	WATERS, L. O.	1854	Sgt.	WINKLER, J. J.
1154	Pte.	WATKINS, H. G.	1856A	Pte.	WINTEN, R. J. R.
1955A	S/Sgt.	WATSON, J. L.	3499	Pte.	WINTERS, J.
1074	Pte.	WATSON, J. W.	899	Pte.	WISE, H. J.
362	Pte.	WATSON, W. W.	1796	Pte.	WITHERS, A. W.
363	Pte.	WATT, J. B.	2448	Pte.	WOGAS, L. T.
1384	Pte.	WATTS, W.	388	Sgt.	WOODBINE, N.
854	Pte.	WEBB, W. P.	369	Pte.	WOODS, J. J.
1956A	Pte.	WEBBER, A. E.	852	Pte.	WOODS, T. J.
364	Pte.	WEGERT, F. C.	1105	Pte.	WOODS, W. H.
	Chaplain	WEIR, D. W.	1376A	Pte.	WOOLLEY, T.
1795	Pte.	WELLER, F. H.	1375	Pte.	WRIGHT, A. L.
231	Sgt.	WELLS, E.	2039	Pte.	WRIGHT, T. S.
848	Pte.	WELLS, S. J.	1974	Pte.	YOUNG, C.
2379	Pte.	WELLS, W.	1799	Pte.	YOUNG, R. H.
68	Pte.	WESTCOTT, H.	370	Pte.	YOUNGMAN, J. D.
1637	Pte.	WESTON, N.	599	Pte.	ZACHARIAH, C. A.
1942	Pte.	WETHERED, C. A.	1797	Pte.	ZEGENHAGEN, H. G.