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very broken reed in the struggle, being only too ready to ally themselves with the Turk.

The Slavs have made great progress of recent years, and their claims were steadily supported by the Austrians against the Italians. But we think that few impartial observers will dispute the fact that the civilization of Dalmatia is essentially Italian. Sig. Tamaro aptly compares it with Alsace, where the civilization is undoubtedly French, though the inhabitants are German. Elsewhere, too, he likens the use of the Slav tongue to that of the dialects in the various Italian provinces. Every one speaks them in ordinary life, but Italian is the official language and the language of culture.

In spite of its length, Sig. Tamaro's book reads as a continuous narrative. One feels his enthusiasm and indignation glowing through the chapters describing Austrian brutality and the progress of the Irredentist movement. It is worth noting that Italy owes the Società Dante Alighieri, which has done so much to keep alive a love of their language among Italians throughout the world, to Trieste. Sig. Tamaro apologizes for treating the history of Irredentism in Trieste in such detail, and pleads as his excuse the lack of material for other districts. Now that these provinces are liberated we may expect a flood of light to be thrown on their history under Austrian rule. Sig. Tamaro's book is the most detailed and scholarly history of this subject we have yet read.

L. C. M.

ASIA.

A Brief Record of the Advance of the Egyptian Expeditionary Force under the Command of General Sir Edmund H. Allenby, G.C.B., G.C.M.G., compiled from official sources and published by the *Palestine News*, by Lieut.-Colonel H. Pirie Gordon. Cairo: Government Press and Survey of Egypt. 1919.

Under this modest title the *Palestine News* has presented the public with a valuable record of this great campaign. It has been prepared primarily for the benefit of the members of the E.E.F. themselves, that they may have with them an acceptable account of the great advance in which they have played a part. For such a purpose the work is admirable, but it will also be of the utmost use to all those who aspire to deal in any way, historically or geographically, with the events described. The volume naturally falls into three parts. The first contains General Allenby's historic despatches of 16 December 1917, 18 September 1918, and 31 October 1918. The second gives a complete statement of the composition of the E.E.F., with a "Brief record of service" of every unit. To those who were engaged in the actual operations such a record must be greatly valued. There are further sections dealing with the Anti-Aircraft service, the Royal Engineers (Water Supply, Signal Service, Survey Company, Military Railways and Army Postal Service), and other special branches of service, and no member of the Force can possibly complain that his special unit has been neglected.

The third part of the volume gives a more detailed account of the advance from day to day, illustrated by some fifty-six plates, by which the position of the British and Turkish lines—as far as known—can be seen at a glance. Most of the maps are on a scale of $\frac{1}{8}$ th inch to the mile, and give the modern place-names in considerable detail. No more graphic manner of making the campaign clear to the ordinary reader could be devised. When the advance was rapid there is a map showing each day's progress.

The vastness of the organization which led up to the final overwhelming victory is well emphasized by such a record as this. At the time of the Armistice General Allenby had under his command a force of 341,000 British and Indians, 133,000 Egyptians (Labour Corps), and 160,000 animals, of which some 35,000 were baggage camels.

The advance against the Gaza-Beersheba lines in 1917 was fortunately just in time. The Germans and Turks had planned, and were fast concentrating troops for, a great attack against our lines; General Allenby anticipated this by a small margin of time. On two notable occasions he managed to bluff the Turks. In 1917, by leaving the empty standing camps at Deir el Balah, he led the Turks to suspect and prepare for a great third attack on Gaza at the very moment when he was launching his blow at Beersheba, and in 1918 he was able secretly to concentrate on the coastal section, after his two raids on Amman and demonstration on his right flank had led the Turks to expect a great attack up the Jordan Valley or towards the east. "The way in which this preliminary concentration (on the coastal section) was carried out and concealed from the enemy was one of the most remarkable achievements of the whole operations." The annihilation of the Turkish armies which resulted is too well known to need description here.

The volume before us gives many details not generally known. For example, the official despatches do not mention the hazardous dash to Yutta, after the capture of Beersheba, of a small force under Lieut.-Colonel Newcombe, R.E. (the surveyor of the Desert of Sinai before the war), which resulted in the diversion of no less than six Turkish Battalions.

The section on the water supply reads like a romance. The pumping of the water of the sweet water canal under the Suez Canal, its purification at Kantara, and its distribution through miles of pipes along our front in the waterless desert, was a feat unparalleled in warfare. Wells were sunk where water had never been known to exist. At Abu Ghalyan, after two failures, the services of a "water diviner," an Australian engineer, were engaged. "Two wells sunk at places indicated by him reached an abundant supply of water at 13 feet depth." At Beersheba the force temporarily based on the town needed about 400,000 gallons a day. When the output had just equalled the demand, a mounted brigade of 2000 men and horses arrived unexpectedly "with a 48 hours' thirst." Fortunately a new well with a *saggia* had been found that day, but not yet tested. Work was started, and in an hour after the arrival of the new force a yield of 1500 gallons per hour was obtained, so that by midnight all the newcomers were watered.

Map making, assisted by aeroplane photographs, went on systematically as our army advanced. Maps showing the disposition of the enemy forces were printed at night, at one time every night for sixty days, and were distributed to units in the field before the commencement of the following day's operations.

A vast amount of labour was absorbed by the laying of railways. The British line which had been brought from Egypt to Gaza was on the standard gauge, the Turks used a gauge of 3 feet 6 inches, and so, as we advanced, not only had all bridges and culverts to be repaired and reconstructed, but the lines had to be relaid just when they were most urgently needed for traffic. The work of converting the line to Jerusalem itself was finished in two months. The narrow gauge was used daily for sixteen hours, while during the remaining eight hours the work consisted of taking up a length of the narrow-gauge, levelling and removing the ballast, laying the standard gauge, laying the narrow gauge inside the new lines, and finally joining up the narrow gauge to permit traffic to

continue. During the alteration of this section the average daily tonnage taken to Jerusalem by rail exceeded 740 tons.

It would be a useful thing if some intimation were given where this valuable record could be purchased in London.

E. W. G. M.

AFRICA

Farming and Planting in British East Africa.— Compiled and edited by T. J. O'Shea. Nairobi: Newland, Tarlton & Co. 1917. Pp. xvi. and 162. *Illustrations and Sketch-maps.*

This handbook gives precise and often detailed information concerning the various branches of farming, planting, and stock-raising carried on in British East Africa, with a short account of planting in Uganda. It is a collection of articles written by local men who, in the words of the publishers, "have proven their ability to 'make good' in the subject or business of which they have written." Though now two years old, these articles, which tell with faithfulness the difficulties confronting the new-comer, have probably lost little in value, and the handbook should be studied carefully by every intending settler. The editor, Mr. T. J. O'Shea, is an enthusiast in praise of the Highlands district—soil, rainfall, climate, are all pronounced excellent. But it is to be observed that it is implicit that in all the industries and in all regions the manual labour is to be done by natives. There is no hint that even at altitudes of 6000 feet the climate is suited for the white settler who would do a hard day's work in the fields. Yet the task of overseeing is not light, and there is room for many more settlers. British East Africa is still a land of promise, although it has also become a land of performance. One of its great needs is better means of transport; in effect, the building of "feeder" railways for the main line.

F. R. C.

GENERAL

Unconducted Wanderers.— Rosita Forbes. London and New York: John Lane. 1919. Pp. xi., 198. *Portrait and Illustrations.* 12s. 6d. net.

Side shows in the remote Orient offer the traveller an unending theme for discourse, and Mrs. Forbes has not escaped the lure to record some portion of her Eastern experiences in book form. Tired, and it may be bored, by the exigence and monotony of their respective war occupations, this lady, and a companion whom she reveals to the reader only as "Undine," thought fit to embark upon a scamper round the world: ostensibly, to recoup their bodily energies and freshen their jaded souls. But readers of the narrative will scan its pages in vain for any signs of exhaustion or lack of push on the part of either wanderer, until, satiated by the whirl of what reads like a rather girlish frolic, they turned abruptly homeward by the way they had originally set out. Like Columbus and Magalhaens—though the simile extends no whit farther—they chose the western route to gain the Far East. They tarried not long in America, but hastened across from California to Hawaii, and passed from thence to Samoa. Calling for a few hours, as is the steamer's wont, at Neiafu and Nukualofa, they subsequently reached Fiji and journeyed through Nasoqo (misspelt Nausonga) to the hill stations at Nadarivatu and Nubumakita (both also misspelt in the book). Returning to the coast, the travellers next "went south" to Sydney, as a stepping-stone to Papua. Australia is dismissed in half a page, but two chapters are devoted to "New Guinea." Sumatra shares with Java the heading of another chapter, yet the letterpress relating to the former island is limited to twenty lines. Geographers will wonder why the