



مكتبة قطر الوطنية Qatar National Library

من المصادر الإلكترونية في مكتبة قطر الرقمية ٢٠٢٢/٠١/٢٧ تم إنشاء هذا الملف بصيغة PDF بتاريخ
النسخة الإلكترونية من هذا السجل متاحة للاطلاع على الإنترنت عبر الرابط التالي:

http://www.qdl.qa/العربية/archive/81055/vdc_100000001452.0x0002a9

تحتوي النسخة الإلكترونية على معلومات إضافية ونصوص وصور بدقة عالية تسمح بإمكانية تكبيرها ومطالعتها بسهولة.

مراسلات وأوراق عن بلاد فارس

المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند

Mss Eur F111/58

يوليو ١٨٧٦-يوليو ١٨٩٢ (ميلادي)

الإنجليزية في اللاتينية

ملف واحد (٦٤ ورقة)

المؤسسة المالكة

المرجع

التاريخ/ التواريخ

لغة الكتابة

الحجم والشكل

حق النشر

رخصة المشاع الإبداعي لأغراض غير تجارية



حول هذا السجل

يتألف هذا الملف من ملاحظات وتقارير ومذكرات ومراسلات تلقاها أو أعدها جورج ناثانيال كرزون
بخصوص بلاد فارس. يتعلق الملف بصورة عامة بالمسارات المحتملة لخط تلغراف برى مقترح بين الهند
وأوروبا.

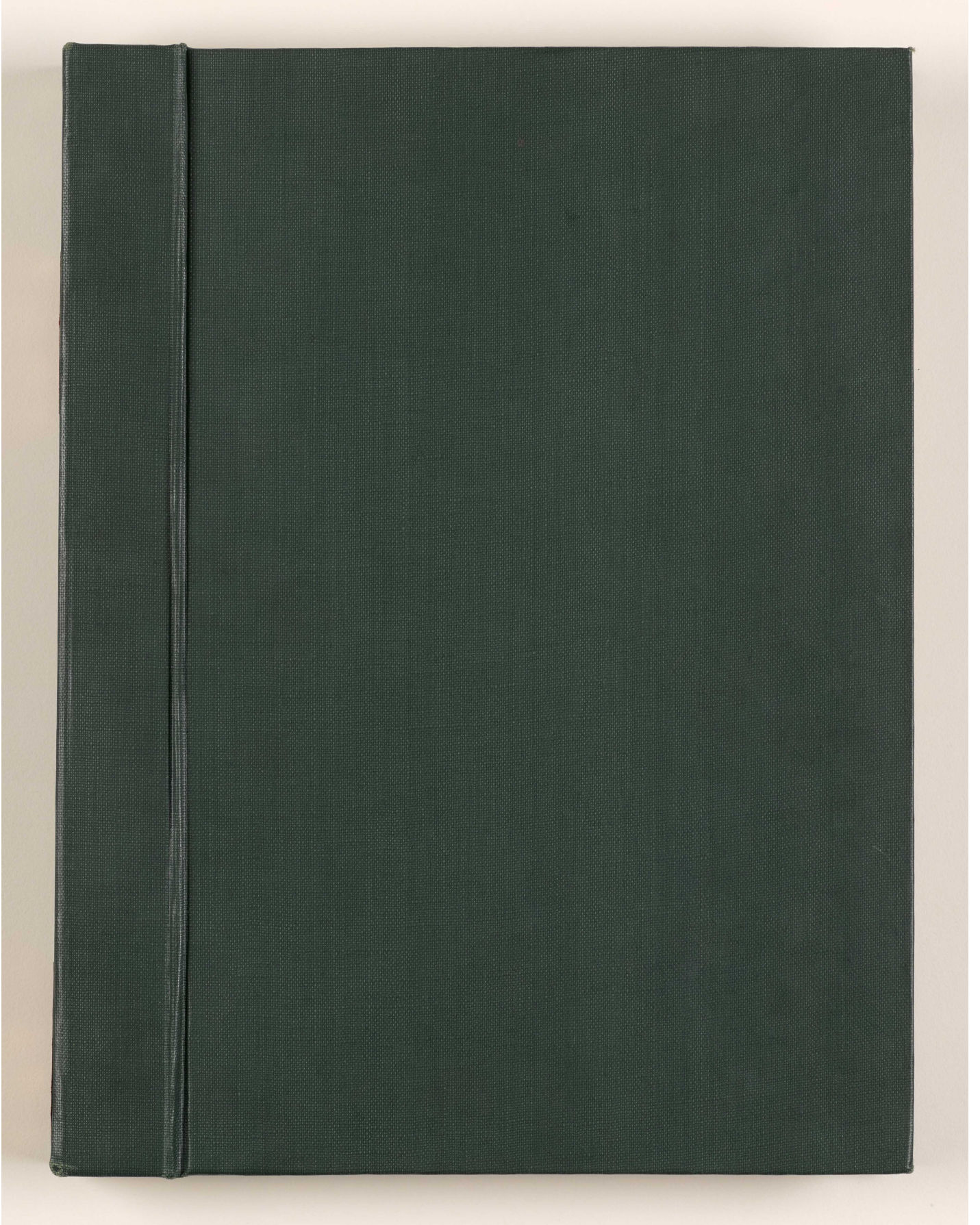
كما يتناول مصالح روسيا في بلاد فارس، في بعض الملاحظات المكتوبة بخط اليد (الكاتب غير معروف)
تحت عنوان "التصدي للتقدم الروسي نحو بلاد فارس وهراة".

من بين المتراسلين البارزين آرثر جيمس بلفور (لورد بلفور)، رئيس الوزراء روبرت آرثر تالبوت
جاسكوين سيسيل (لورد ساليسبري)، تشارلز إدوارد بيتمان، المشرف الأول في هيئة التلغراف
الحكومية، قسم بومباي.

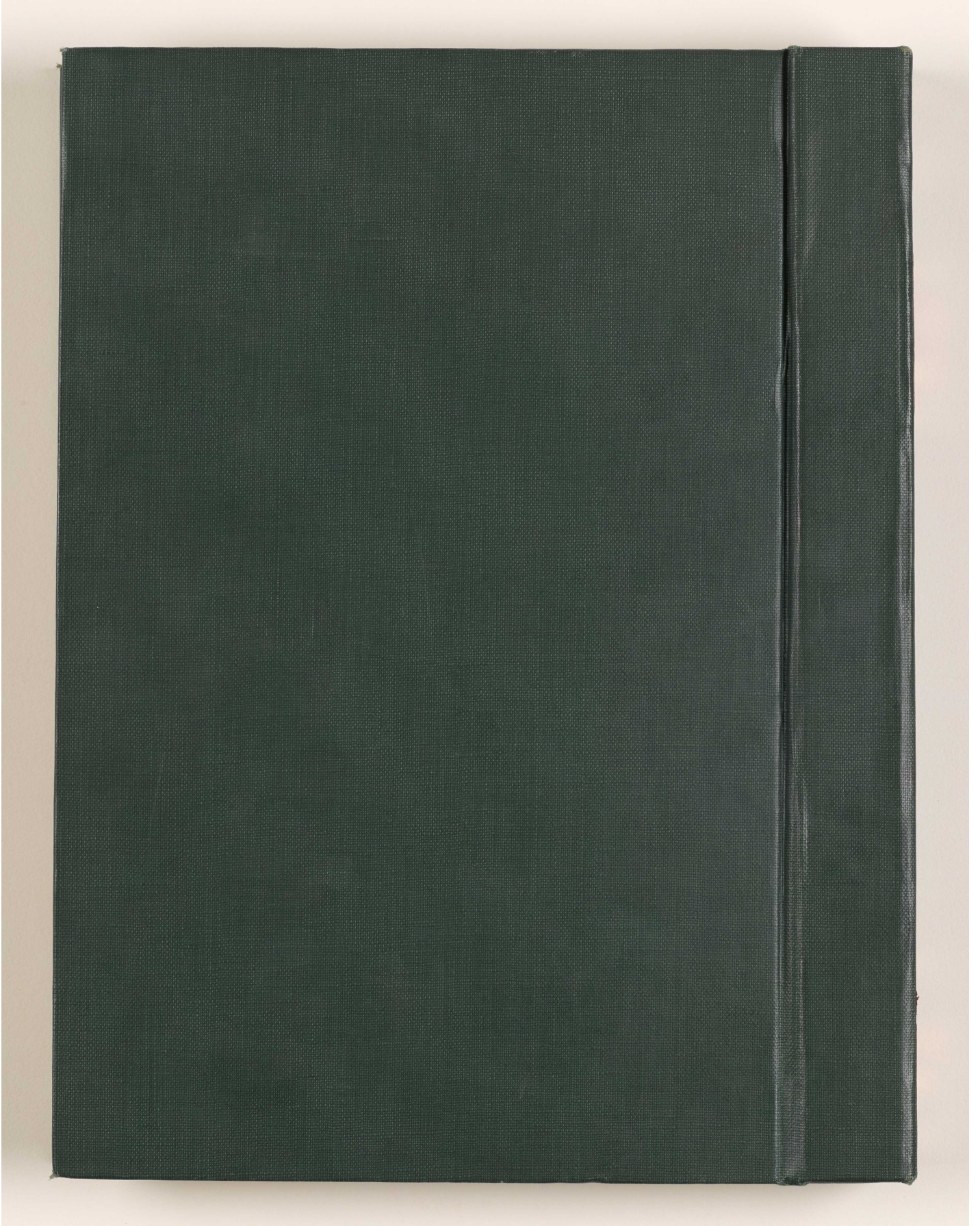
بالإضافة إلى المراسلات والمذكرات والتقارير، يحتوي الملف على سبعة من الصور السلبية (النيجاتيف) (صص. ٣٠-٣٦)، لصور ربما يكون كرزون قد التقطها خلال رحلاته في بلاد فارس. ثلاثة من الصور السلبية فارغة؛ والأربعة الباقية تُظهر صوراً لأشخاص، وإحداها يُظهر منظرًا طبيعيًا، لكنها جميعًا غير واضحة.

على الرغم من أن نطاق التاريخ يغطي الفترة من ١٨٧٦-١٨٩٢، إلا أن غالبية المواد يعود تاريخها للفترة من ١٨٩٠-١٨٩١.

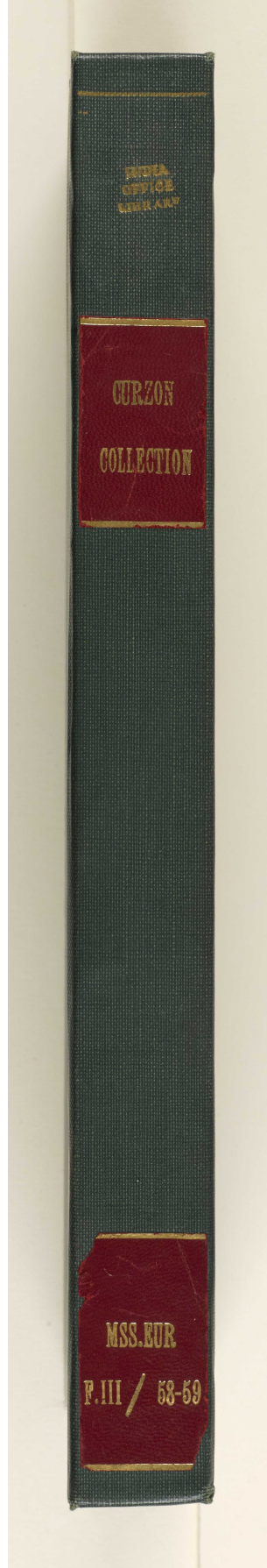
مراسلات وأوراق عن بلاد فارس [أمامي] (١٠٧/١)



مراسلات وأوراق عن بلاد فارس [خلفي] (١٠٧/٢)



مراسلات وأوراق عن بلاد فارس [صلب] (١٠٧/٣)



مراسلات وأوراق عن بلاد فارس [حافة] (١٠٧/٤)



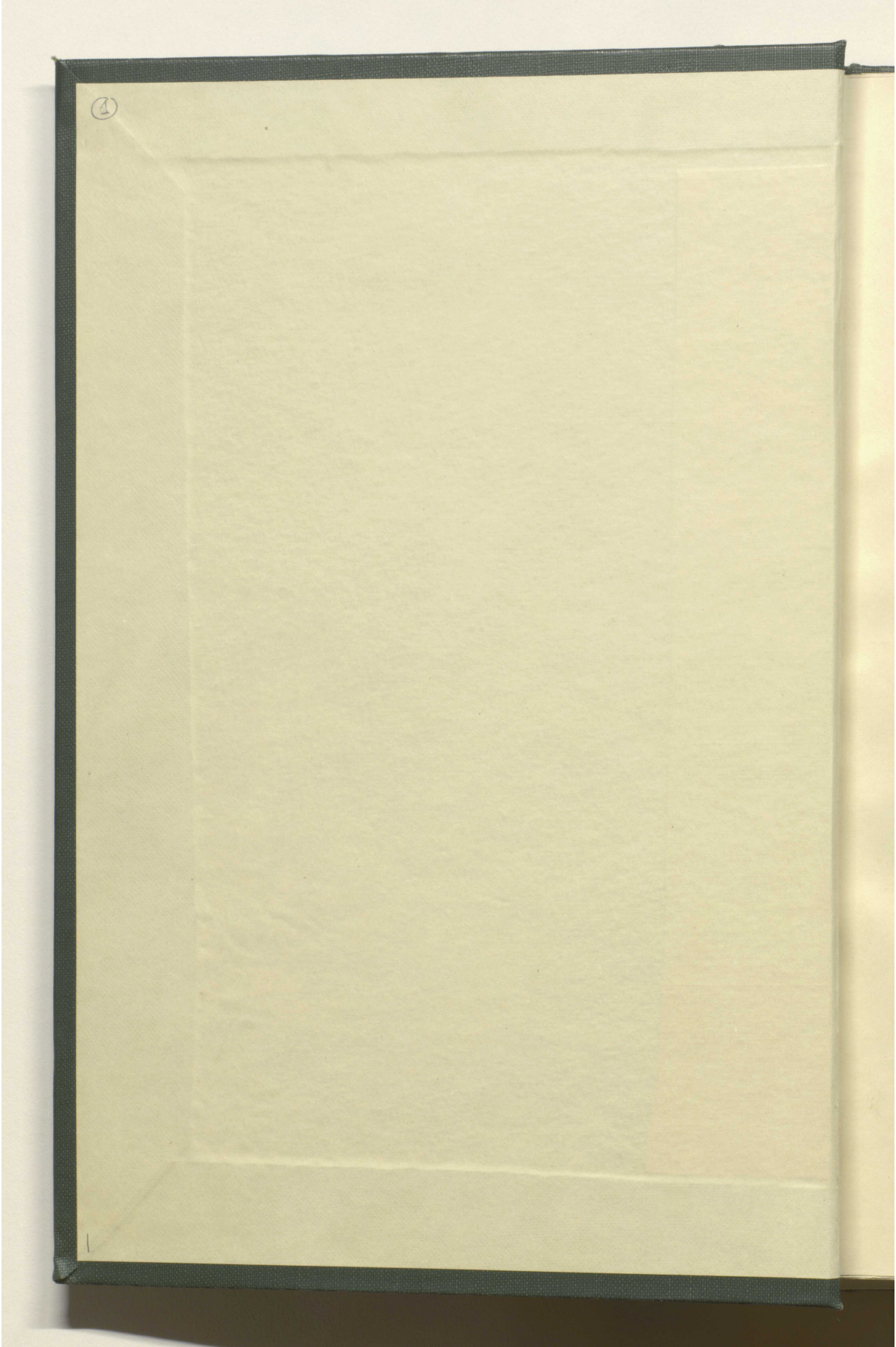
مراسلات وأوراق عن بلاد فارس [رأس] (١٠٧/٥)



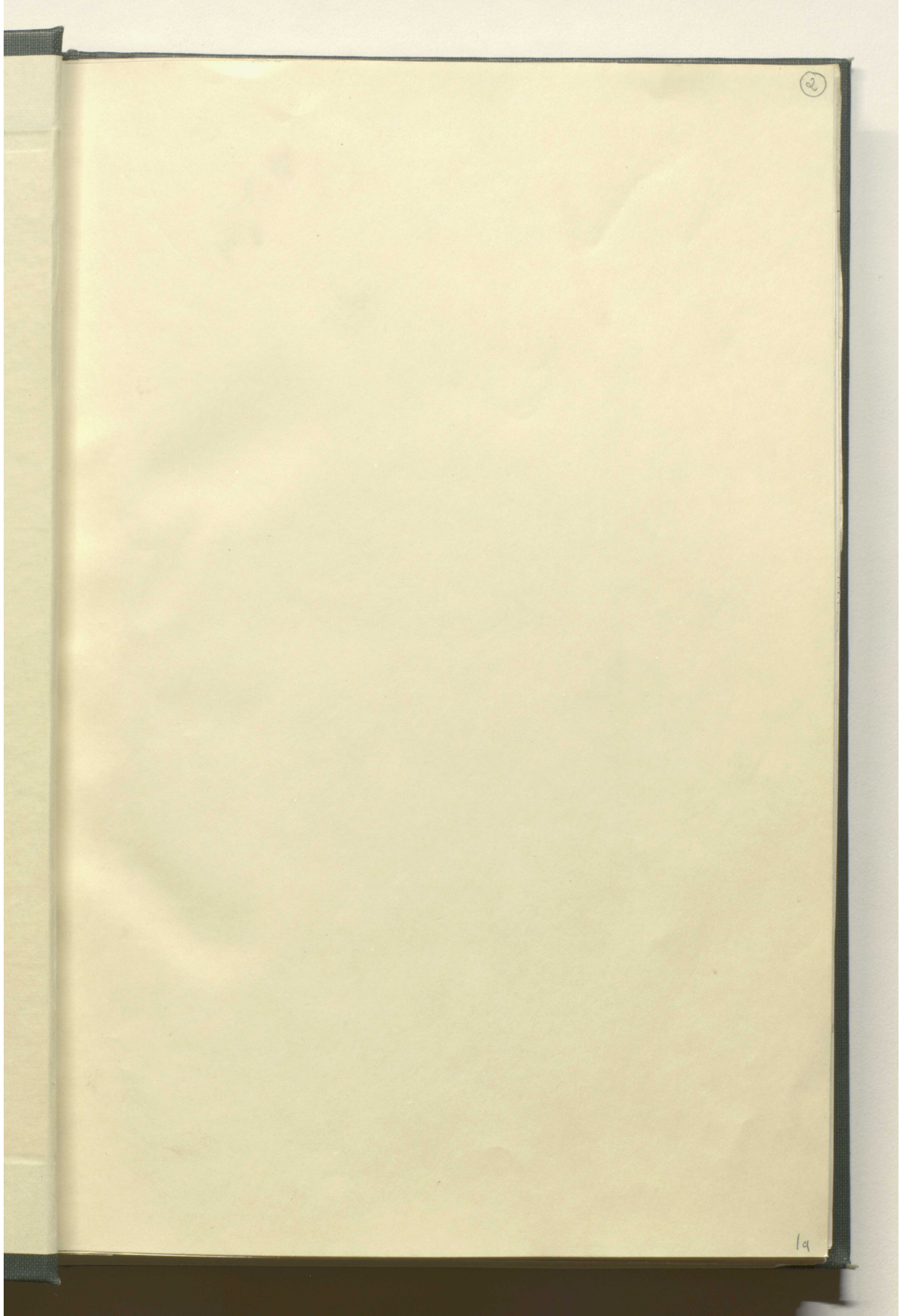
مراسلات وأوراق عن بلاد فارس [ذيل] (١٠٧/٦)



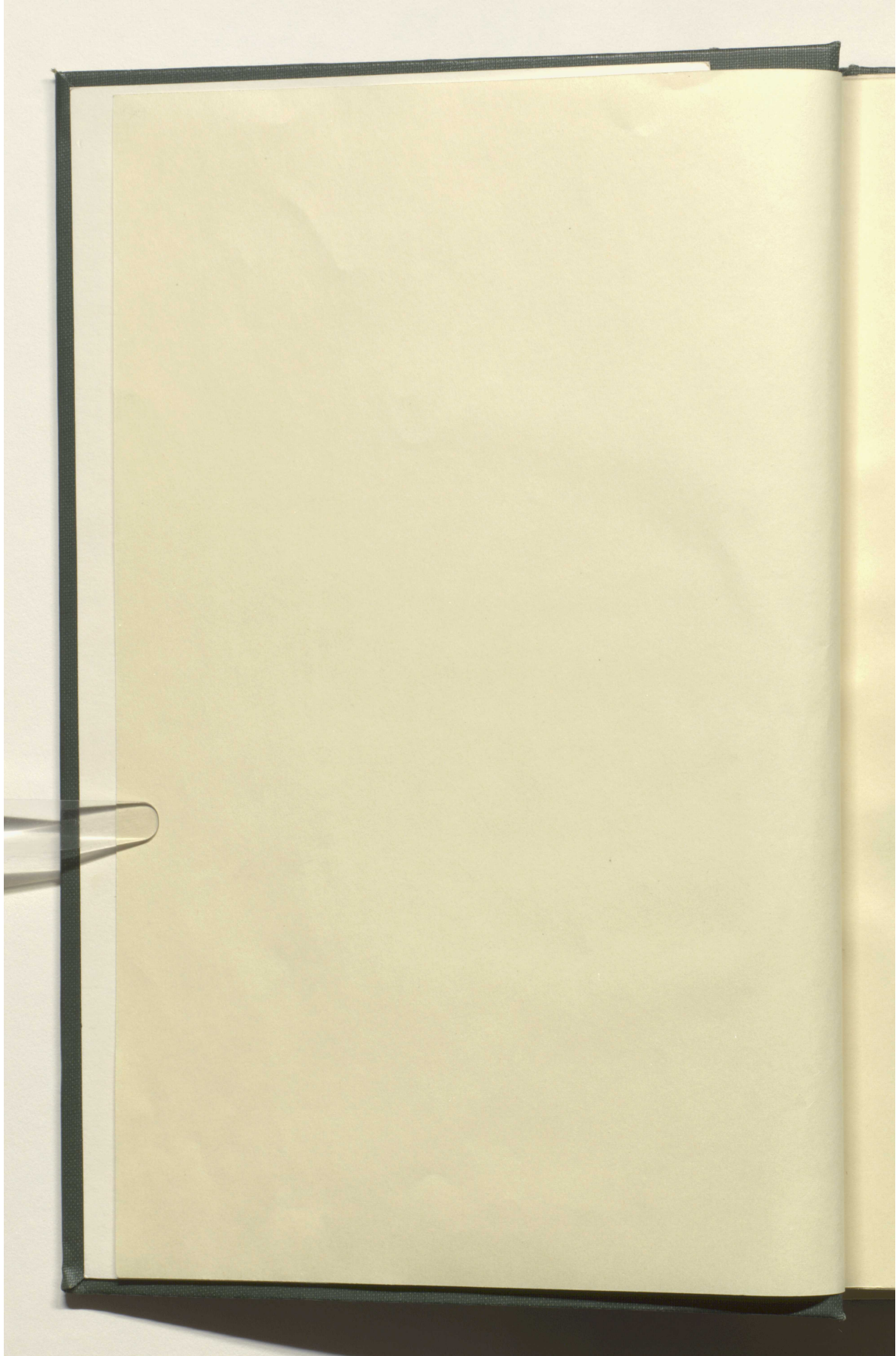
مراسلات وأوراق عن بلاد فارس [أمامي-داخلي] (١٠٧/٧)



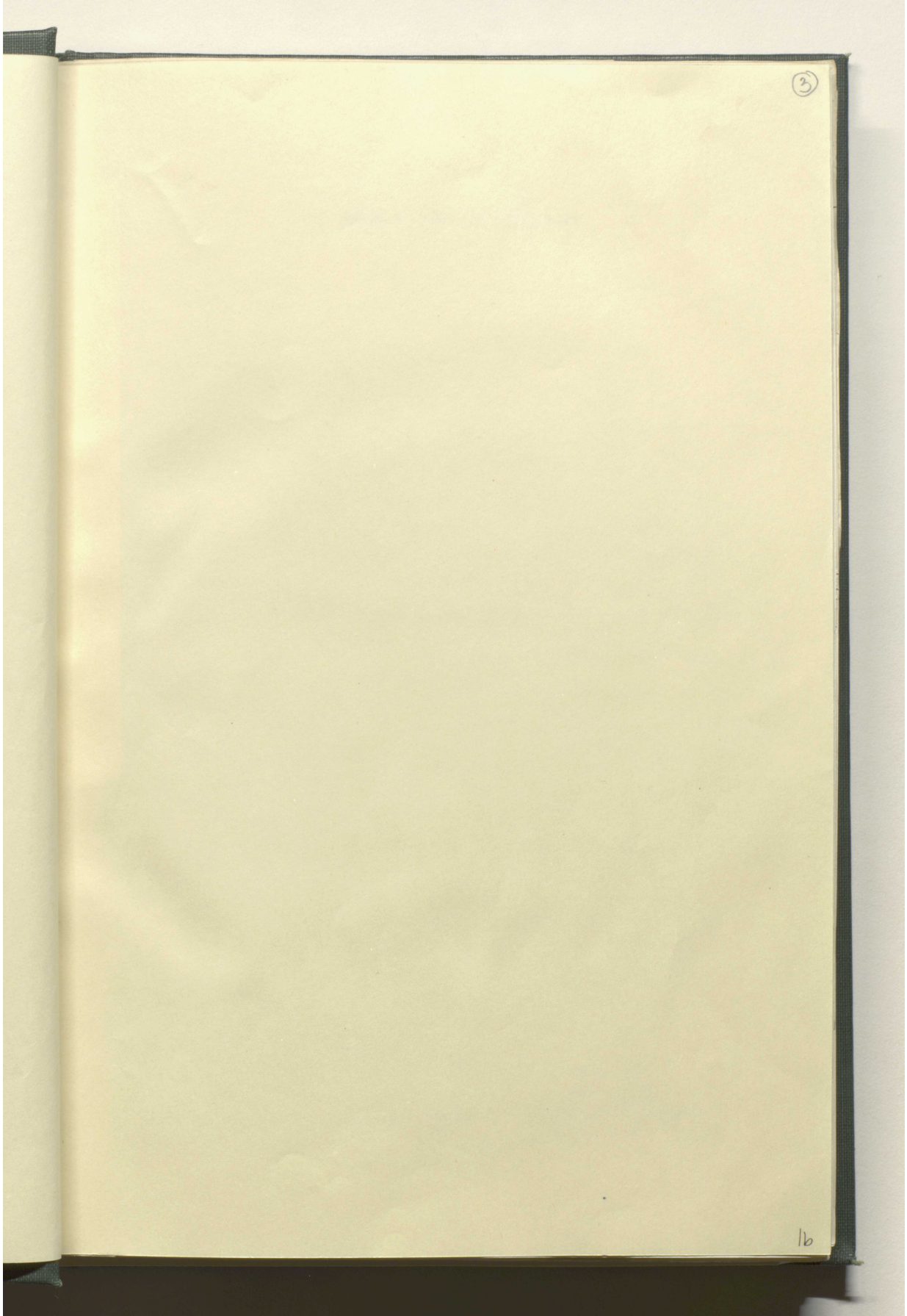
مراسلات وأوراق عن بلاد فارس [٢و] (١٠٧/٨)



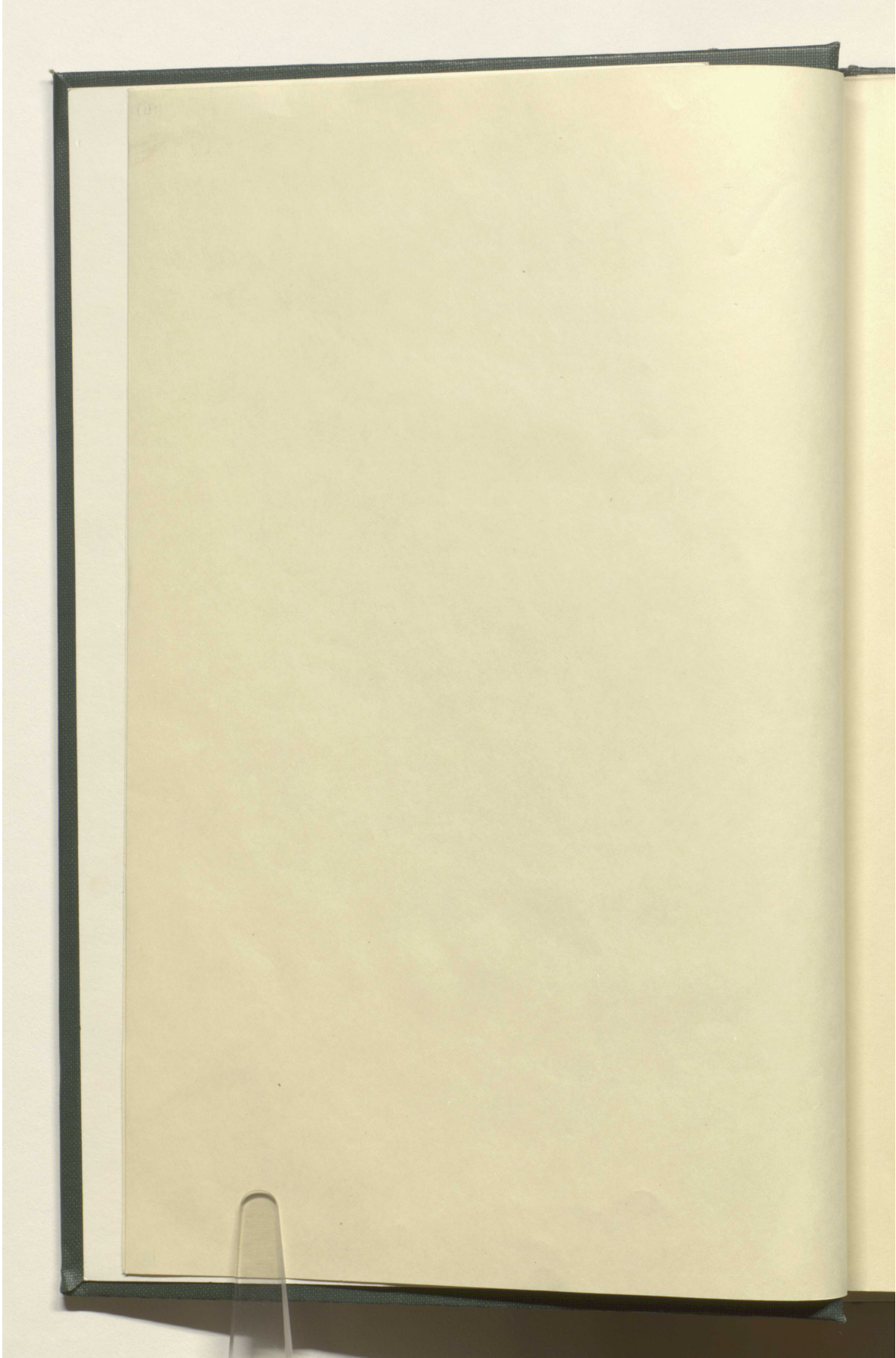
مراسلات وأوراق عن بلاد فارس [ظ٢] (١٠٧/٩)



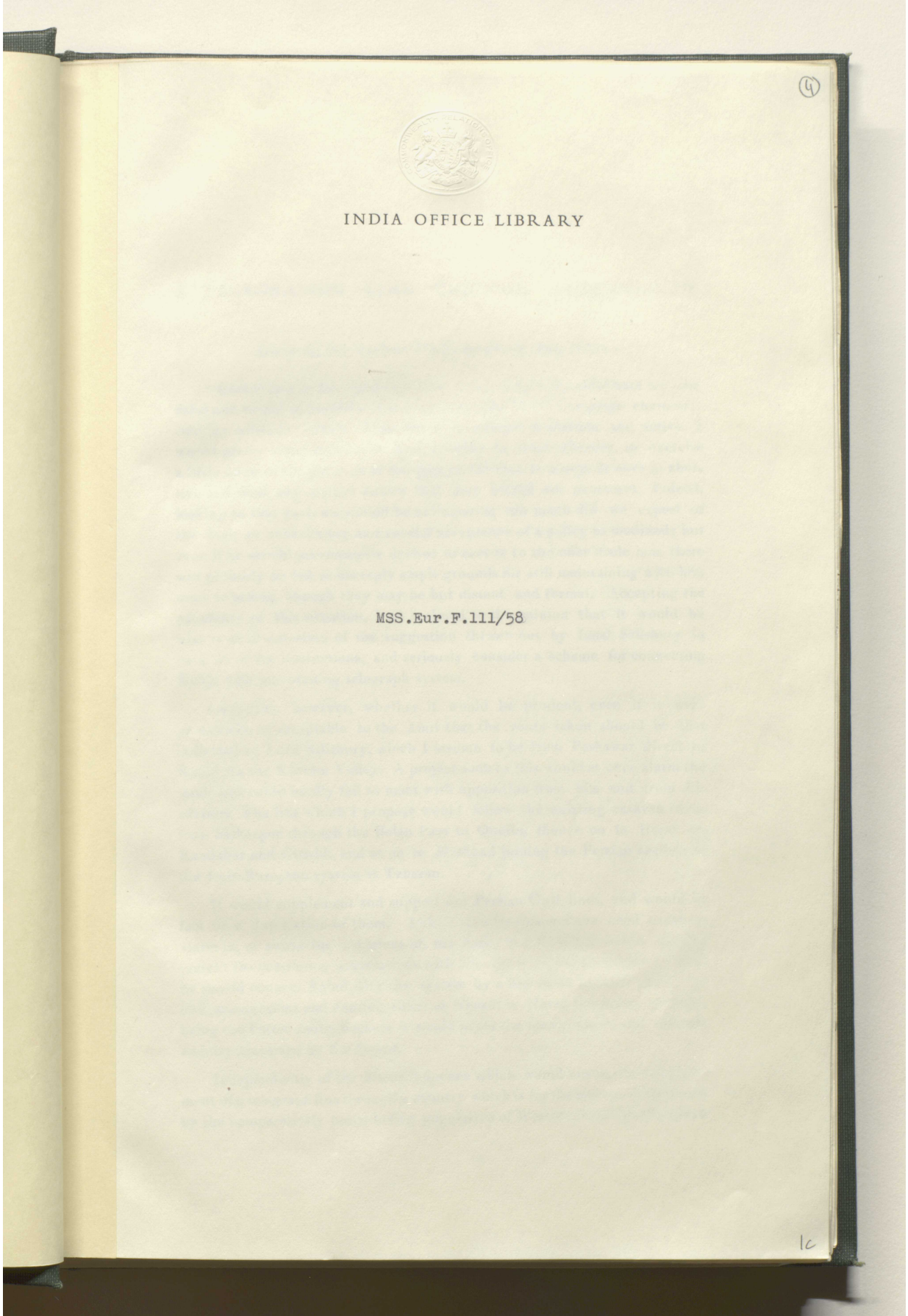
مراسلات وأوراق عن بلاد فارس [٣و] (١٠٧/١٠)



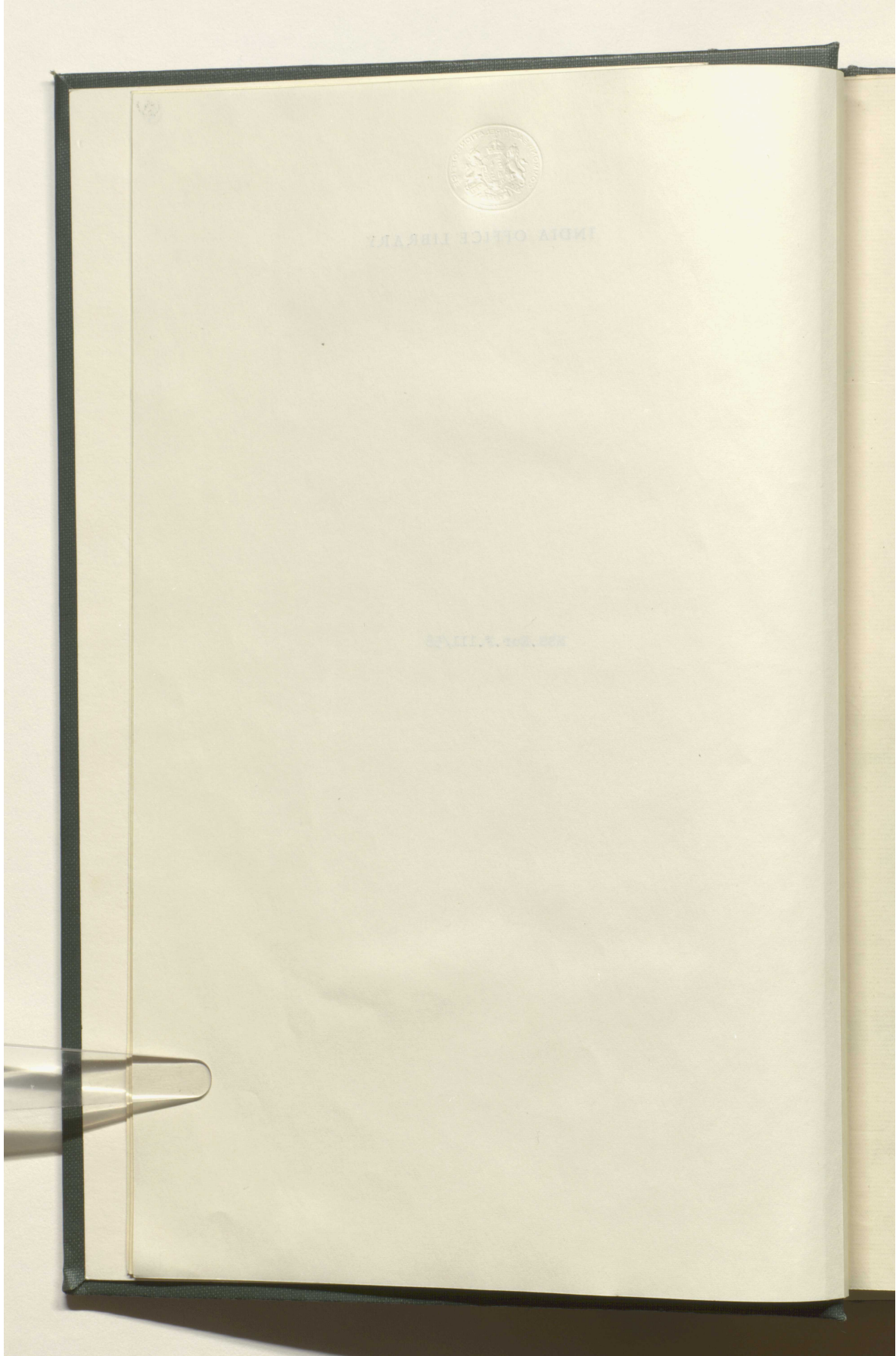
مراسلات وأوراق عن بلاد فارس [ظ٣] (١٠٧/١١)



مراسلات وأوراق عن بلاد فارس [و٤] (١٠٧/١٢)



مراسلات وأوراق عن بلاد فارس [٤ظ] (١٠٧/١٣)



MSS Eur. F. 111/58 (5)

٤٤١٠٦

A TELEGRAPHIC LINE THROUGH AFGHANISTAN.

Minute by Sir Andrew Clarke written in July 1876:—

“Concurring in the measures now being adopted to substitute for the fitful and torpid correlations that have since the Kabul Campaign characterised our attitude towards Afghanistan an alliance consistent and active, I would prefer, even should the Amir's reply be unsatisfactory, to exercise a little more of the patience of the past rather than to accept at once as abortive and final any partial failure that may attend our overtures. Indeed, looking to that past, we should be anticipating too much did we expect of the Amir an unhesitating and cordial acceptance of a policy so modified; but even if he should peremptorily decline to accede to the offer made him, there will probably be left in his reply ample grounds for still maintaining with him some relations, though they may be but distant and formal. Accepting the possibility of this situation, I am inclined to the opinion that it would be wise to avail ourselves of the suggestion thrown out by Lord Salisbury in para. 40 of his instructions, and seriously consider a scheme for connecting Kabul with our existing telegraph system.

I question, however, whether it would be prudent, even if it were practicable or acceptable to the Amir that the route taken should be that indicated by Lord Salisbury, which I assume to be from Peshawar direct to Kabul *via* the Kurram Valley. A project such as this would at once alarm the Amir and could hardly fail to meet with opposition from him and from his advisers. The line which I propose would follow the existing caravan route from Shikarpur through the Bolan Pass to Quetta, thence on to Herat *via* Kandahar and Girishk, and so on to Mashhad joining the Persian section of the Indo-European system at Teheran.

It would supplement and support our Persian Gulf lines, and would in fact be a duplication of them. And as such its *raison d'etre* need cause no alarm to, or awake the suspicions of, the Amir, and in fact it would afford a pretext for continuing negotiations with him, for it might be suggested that he should connect Kabul with the system by a line to be worked under his own management and control, either at Ghazni or Herat, the latter, perhaps, being the better route, because it would avoid the heavy snows and difficult country traversed by the former.

Independently of the direct influence which would ensue, the establishment of a telegraph line through a country which is for the most part inhabited by the comparatively peace-loving population of Western Afghanistan, which

مراسلات وأوراق عن بلاد فارس [٥ظ] [١٠٧/١٥]

would be strengthened against the more warlike mountain class in the north-east, the political and strategic value of such means of communication is at once apparent.

For the construction and maintenance of this line from Mashhad, indeed from Herat to Teheran and from Shikarpur to Quetta, no difficulty, political or other, need be anticipated, for the former section is within Persian territory, and would consequently be merely an extension of our existing system, whilst the latter section falls within the jurisdiction of the Khan of Khelat, who doubtless would be shrewd enough to see in it an additional means for the consolidation of his own authority over his turbulent sirdars. The central links of the line, passing as they do through Afghanistan, should be prominently placed before the Amir as being specially needed in the interests of trade and commerce; and it may be confidently hoped that his support would be enlisted. Should it turn out otherwise, his refusal will emphatically prove that no circumstances can arise under which we may rely upon him. The length of the line might be some 1,500 miles; its first outlay would thus probably not exceed . . . , and its working and maintenance would certainly be at any rate far less than would be the annual charges of the often suggested British military outposts, whilst the actual value of these latter would eventually be insignificant compared with the results which must follow on the establishment of this telegraphic communication.

Mashhad
Telegraph
to
Luded
Persian

Mss Eur F111
58

6

A TELEGRAPHIC LINE THROUGH AFGHANISTAN.

Minute by Sir Andrew Clarke written in July 1876:—

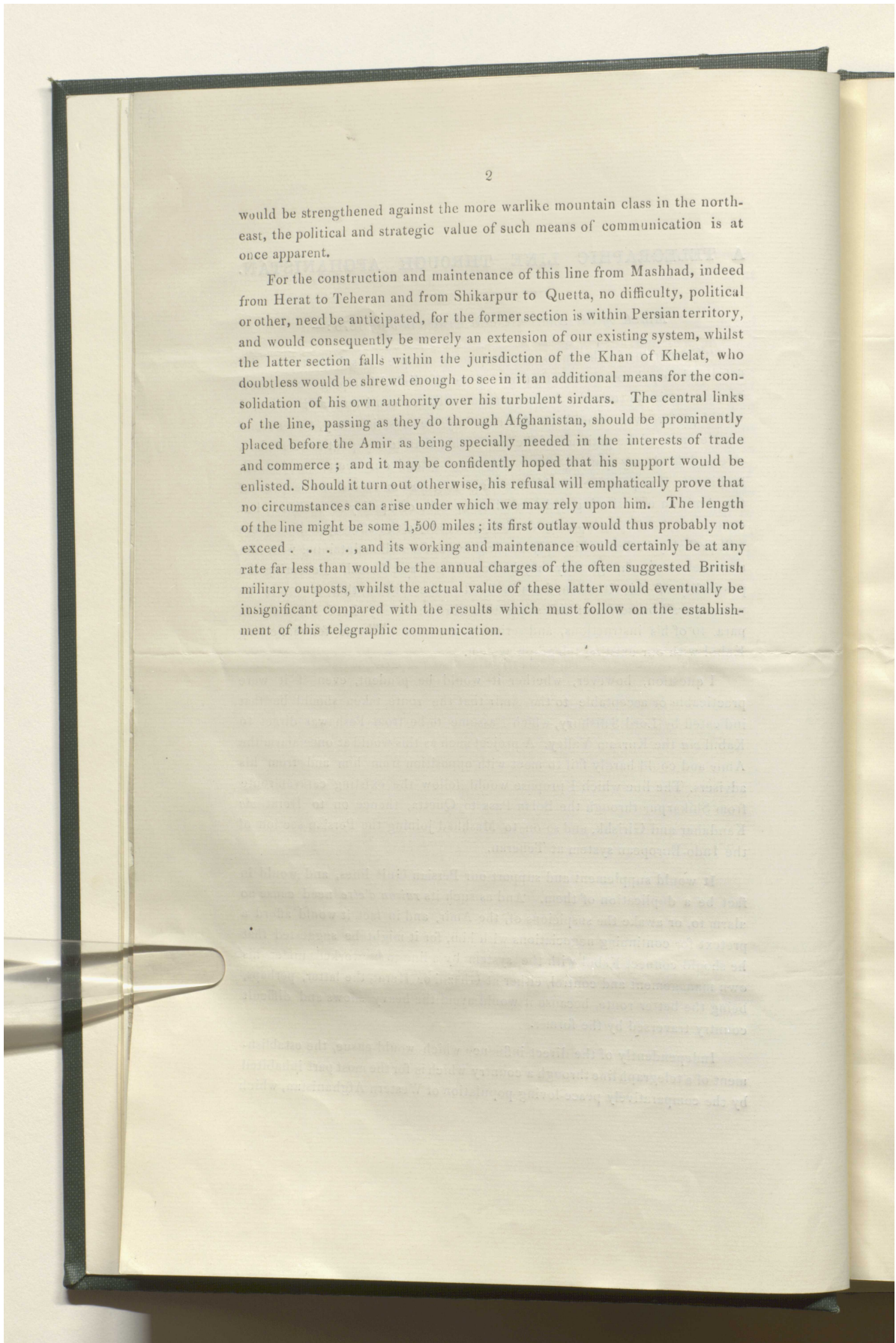
“Concurring in the measures now being adopted to substitute for the fitful and torpid correlations that have since the Kabul Campaign characterised our attitude towards Afghanistan an alliance consistent and active, I would prefer, even should the Amir's reply be unsatisfactory, to exercise a little more of the patience of the past rather than to accept at once as abortive and final any partial failure that may attend our overtures. Indeed, looking to that past, we should be anticipating too much did we expect of the Amir an unhesitating and cordial acceptance of a policy so modified; but even if he should peremptorily decline to accede to the offer made him, there will probably be left in his reply ample grounds for still maintaining with him some relations, though they may be but distant and formal. Accepting the possibility of this situation, I am inclined to the opinion that it would be wise to avail ourselves of the suggestion thrown out by Lord Salisbury in para. 40 of his instructions, and seriously consider a scheme for connecting Kabul with our existing telegraph system.

I question, however, whether it would be prudent, even if it were practicable or acceptable to the Amir that the route taken should be that indicated by Lord Salisbury, which I assume to be from Peshawar direct to Kabul *via* the Kurram Valley. A project such as this would at once alarm the Amir and could hardly fail to meet with opposition from him and from his advisers. The line which I propose would follow the existing caravan route from Shikarpur through the Bolan Pass to Quetta, thence on to Herat *via* Kandahar and Girishk, and so on to Mashhad joining the Persian section of the Indo-European system at Teheran.

It would supplement and support our Persian Gulf lines, and would in fact be a duplication of them. And as such its *raison d'etre* need cause no alarm to, or awake the suspicions of, the Amir, and in fact it would afford a pretext for continuing negotiations with him, for it might be suggested that he should connect Kabul with the system by a line to be worked under his own management and control, either at Ghazni or Herat, the latter, perhaps, being the better route, because it would avoid the heavy snows and difficult country traversed by the former.

Independently of the direct influence which would ensue, the establishment of a telegraph line through a country which is for the most part inhabited by the comparatively peace-loving population of Western Afghanistan, which

مراسلات وأوراق عن بلاد فارس [ظ٦] (١٠٧/١٧)



would be strengthened against the more warlike mountain class in the north-east, the political and strategic value of such means of communication is at once apparent.

For the construction and maintenance of this line from Mashhad, indeed from Herat to Teheran and from Shikarpur to Quetta, no difficulty, political or other, need be anticipated, for the former section is within Persian territory, and would consequently be merely an extension of our existing system, whilst the latter section falls within the jurisdiction of the Khan of Kelat, who doubtless would be shrewd enough to see in it an additional means for the consolidation of his own authority over his turbulent sirdars. The central links of the line, passing as they do through Afghanistan, should be prominently placed before the Amir as being specially needed in the interests of trade and commerce; and it may be confidently hoped that his support would be enlisted. Should it turn out otherwise, his refusal will emphatically prove that no circumstances can arise under which we may rely upon him. The length of the line might be some 1,500 miles; its first outlay would thus probably not exceed, and its working and maintenance would certainly be at any rate far less than would be the annual charges of the often suggested British military outposts, whilst the actual value of these latter would eventually be insignificant compared with the results which must follow on the establishment of this telegraphic communication.

A TELEGRAPHIC LINE THROUGH AFGHANISTAN.

Minute by Sir Andrew Clarke written in July 1876 :—

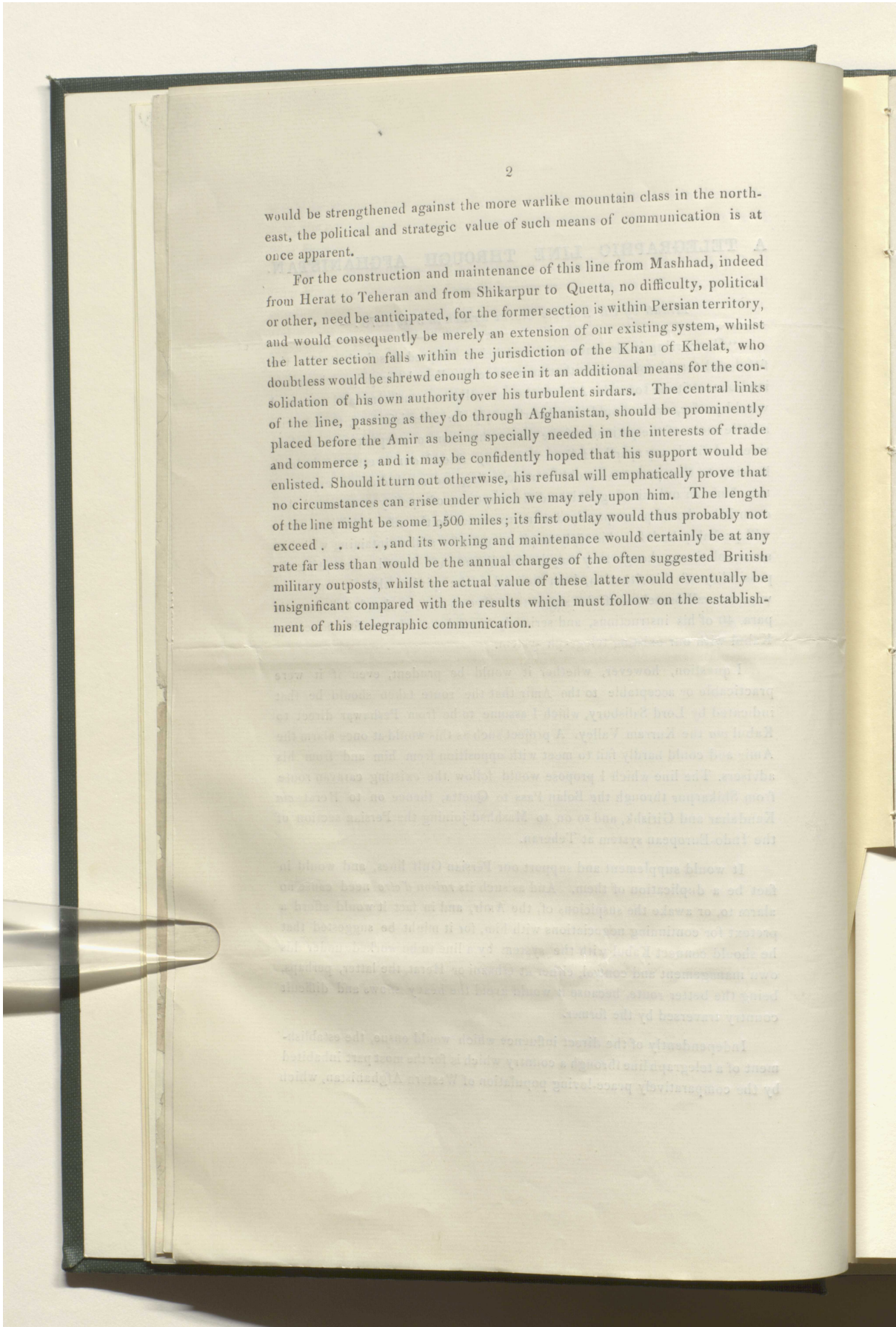
“Concurring in the measures now being adopted to substitute for the fitful and torpid correlations that have since the Kabul Campaign characterised our attitude towards Afghanistan an alliance consistent and active, I would prefer, even should the Amir's reply be unsatisfactory, to exercise a little more of the patience of the past rather than to accept at once as abortive and final any partial failure that may attend our overtures. Indeed, looking to that past, we should be anticipating too much did we expect of the Amir an unhesitating and cordial acceptance of a policy so modified; but even if he should peremptorily decline to accede to the offer made him, there will probably be left in his reply ample grounds for still maintaining with him some relations, though they may be but distant and formal. Accepting the possibility of this situation, I am inclined to the opinion that it would be wise to avail ourselves of the suggestion thrown out by Lord Salisbury in para. 40 of his instructions, and seriously consider a scheme for connecting Kabul with our existing telegraph system.

I question, however, whether it would be prudent, even if it were practicable or acceptable to the Amir that the route taken should be that indicated by Lord Salisbury, which I assume to be from Peshawar direct to Kabul *via* the Kurram Valley. A project such as this would at once alarm the Amir and could hardly fail to meet with opposition from him and from his advisers. The line which I propose would follow the existing caravan route from Shikarpur through the Bolan Pass to Quetta, thence on to Herat *via* Kandahar and Girishk, and so on to Mashhad joining the Persian section of the Indo-European system at Teheran.

It would supplement and support our Persian Gulf lines, and would in fact be a duplication of them. And as such its *raison d'etre* need cause no alarm to, or awake the suspicions of, the Amir, and in fact it would afford a pretext for continuing negotiations with him, for it might be suggested that he should connect Kabul with the system by a line to be worked under his own management and control, either at Ghazni or Herat, the latter, perhaps, being the better route, because it would avoid the heavy snows and difficult country traversed by the former.

Independently of the direct influence which would ensue, the establishment of a telegraph line through a country which is for the most part inhabited by the comparatively peace-loving population of Western Afghanistan, which

مراسلات وأوراق عن بلاد فارس [٧ظ] (١٠٧/١٩)



2

would be strengthened against the more warlike mountain class in the north-east, the political and strategic value of such means of communication is at once apparent.

For the construction and maintenance of this line from Mashhad, indeed from Herat to Teheran and from Shikarpur to Quetta, no difficulty, political or other, need be anticipated, for the former section is within Persian territory, and would consequently be merely an extension of our existing system, whilst the latter section falls within the jurisdiction of the Khan of Khelat, who doubtless would be shrewd enough to see in it an additional means for the consolidation of his own authority over his turbulent sirdars. The central links of the line, passing as they do through Afghanistan, should be prominently placed before the Amir as being specially needed in the interests of trade and commerce; and it may be confidently hoped that his support would be enlisted. Should it turn out otherwise, his refusal will emphatically prove that no circumstances can arise under which we may rely upon him. The length of the line might be some 1,500 miles; its first outlay would thus probably not exceed, and its working and maintenance would certainly be at any rate far less than would be the annual charges of the often suggested British military outposts, whilst the actual value of these latter would eventually be insignificant compared with the results which must follow on the establishment of this telegraphic communication.

25 Aug. 1885

*Proposal for an Overland Line of Telegraph from
India to Europe through Central Asia.*

*Extract from the Proceedings of the Society of Telegraph
Engineers and of Electricians at a Meeting held on May
26th, 1881, at the Institution of Civil Engineers,
25, Great George Street, Westminster.*

Professor G. C. Foster, F. R. S., President, in the Chair.

*Remarks by Mr. C. E. Pitman, C. I. E., Superintendent in
charge of the Telegraph Operations in Beluchistan and
Southern Afghanistan in 1876-1879.*

"It is a matter of deep regret to me that, owing to the evacuation of Kandahar, the line thither should recently have been pulled down. It now only reaches to Chaman, 77 miles east of Kandahar, and about 63 miles west of Quetta.

"I regret its demolition all the more, because I think it will again be required, and that we shall have to go back to Kandahar before very long. (*Loud applause*). Having gone back there, it will be necessary to establish a political agent at Herat, but this will not be done unless we have a telegraph there, and there is no reason whatever why a telegraph line should not be laid between Kandahar and Herat.

"Having got a line to Herat, you are only 220 miles from Meshed, to which point the Persian Government have a telegraph at this moment.

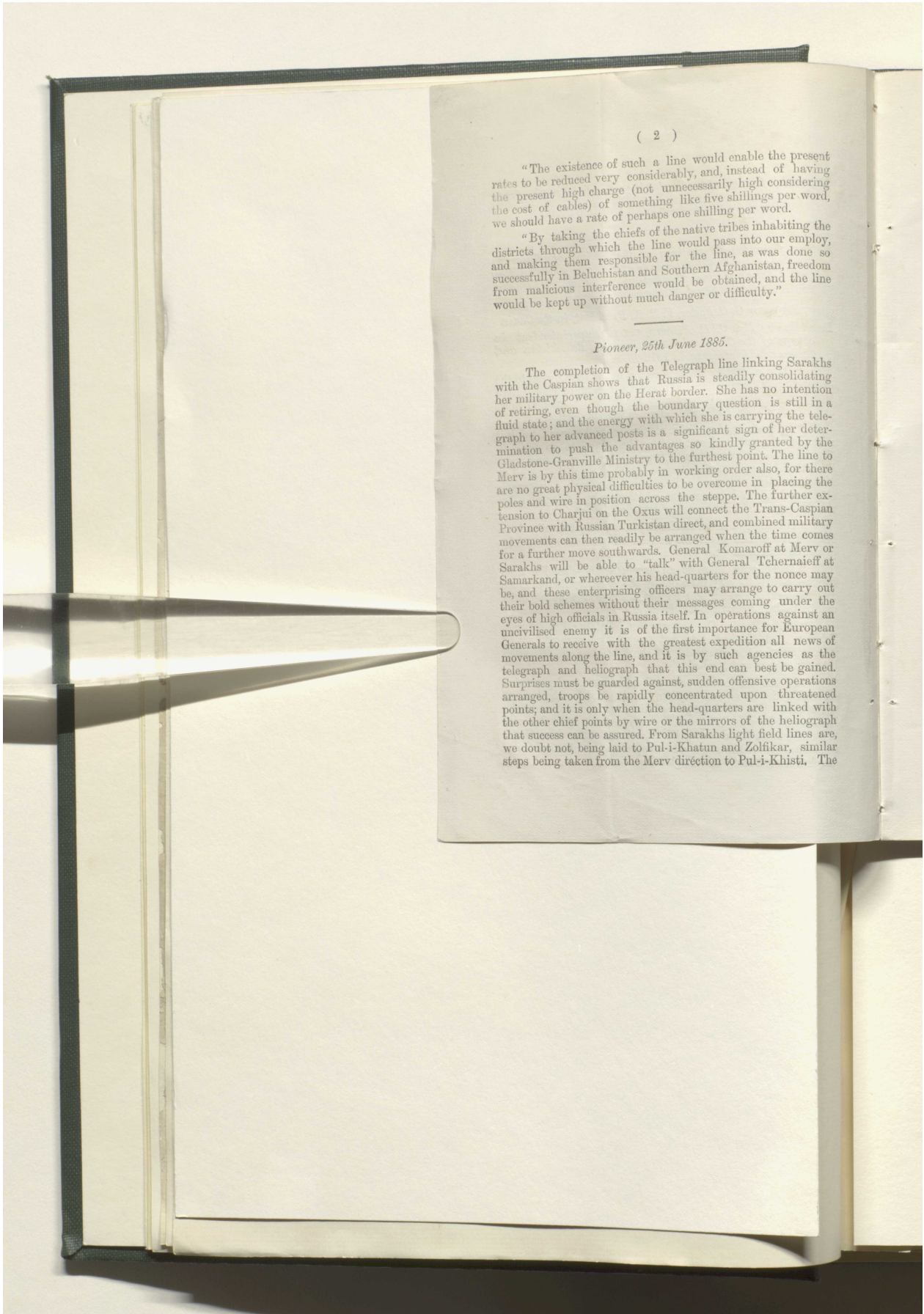
"To Teheran there is an excellent first-class line from Europe, and with very little outlay the existing line between Teheran and Meshed might be put into good working order and be maintained without difficulty.

"If the Persian Government can maintain a line between Teheran and Meshed, I do not see why a line should not be maintained for the comparatively short distance of 220 miles between Herat and Meshed.

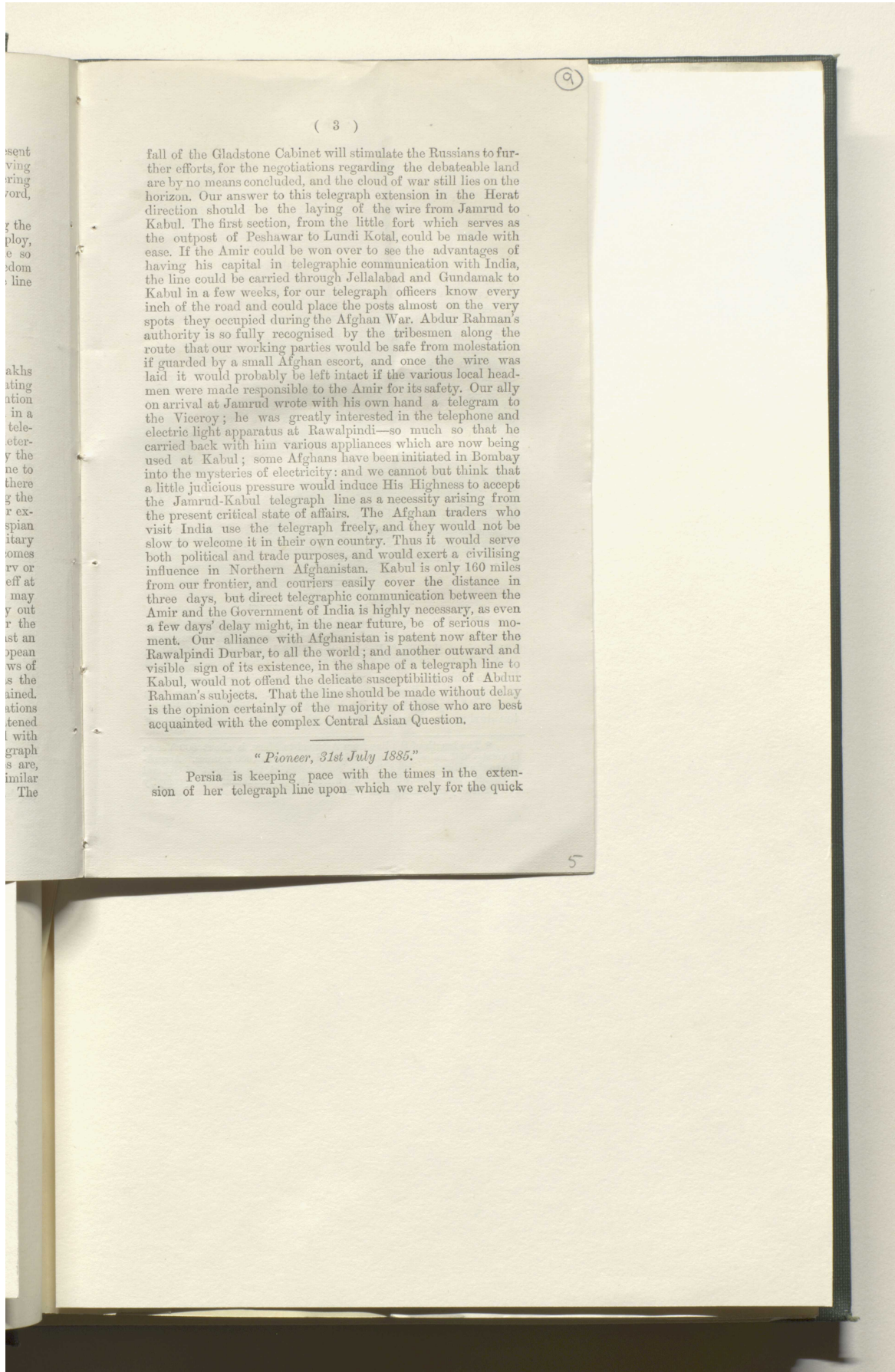
"If the Turkomans can be held in check and prevented damaging the line on one section, can they not be checked on the other? The total length of line required to connect the Indian and Persian Telegraph systems is about 600 miles, *viz*: 375 miles from Kandahar to Herat, and 220 miles from Herat to Meshed; and this link would complete a land line of Telegraph between India and England.

4

مراسلات وأوراق عن بلاد فارس [٨ظ] (١٠٧/٢١)



مراسلات وأوراق عن بلاد فارس [٩و] [١٠٧/٢٢]



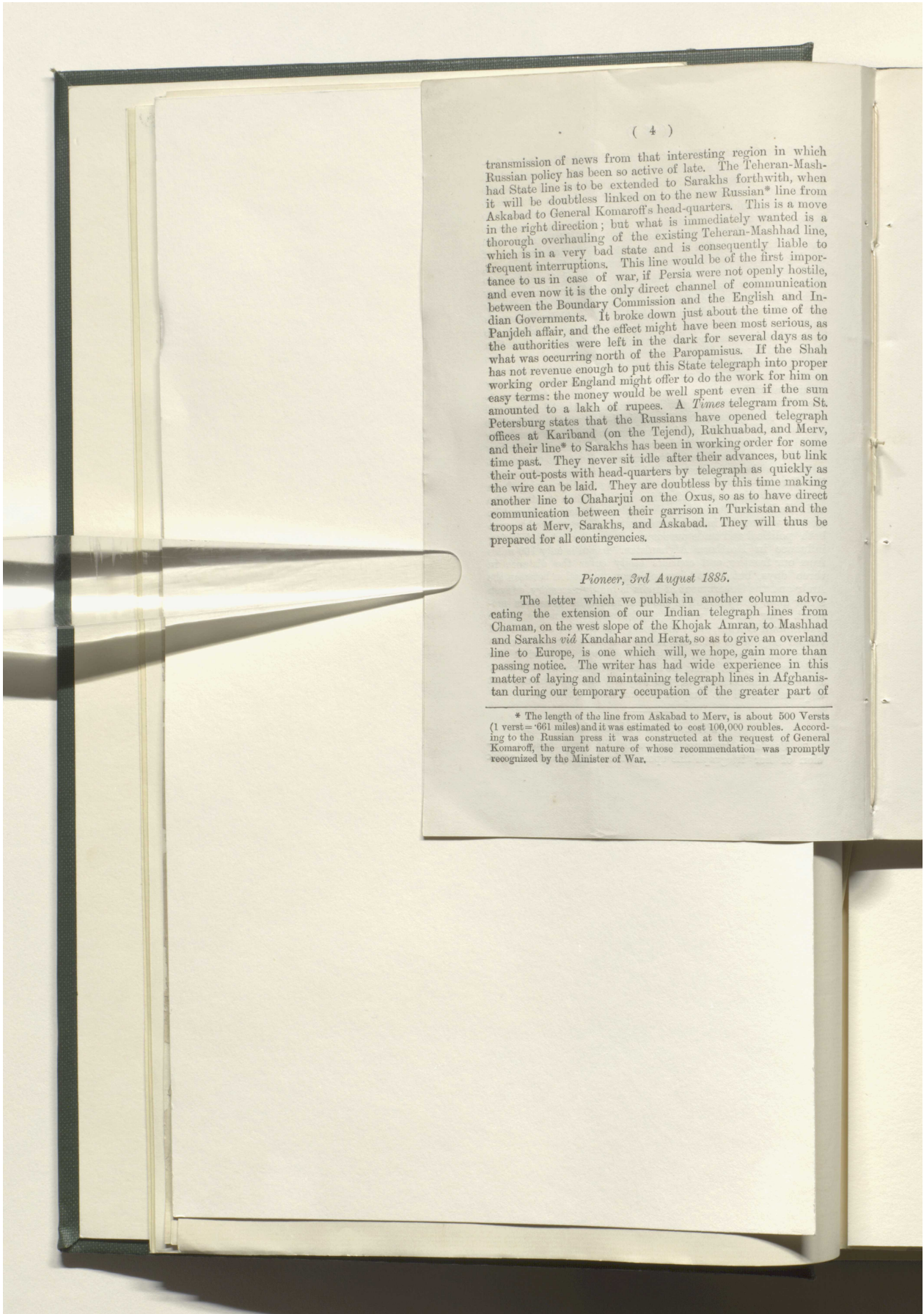
(3)

fall of the Gladstone Cabinet will stimulate the Russians to further efforts, for the negotiations regarding the debateable land are by no means concluded, and the cloud of war still lies on the horizon. Our answer to this telegraph extension in the Herat direction should be the laying of the wire from Jamrud to Kabul. The first section, from the little fort which serves as the outpost of Peshawar to Lundi Kotal, could be made with ease. If the Amir could be won over to see the advantages of having his capital in telegraphic communication with India, the line could be carried through Jellalabad and Gundamak to Kabul in a few weeks, for our telegraph officers know every inch of the road and could place the posts almost on the very spots they occupied during the Afghan War. Abdur Rahman's authority is so fully recognised by the tribesmen along the route that our working parties would be safe from molestation if guarded by a small Afghan escort, and once the wire was laid it would probably be left intact if the various local headmen were made responsible to the Amir for its safety. Our ally on arrival at Jamrud wrote with his own hand a telegram to the Viceroy; he was greatly interested in the telephone and electric light apparatus at Rawalpindi—so much so that he carried back with him various appliances which are now being used at Kabul; some Afghans have been initiated in Bombay into the mysteries of electricity: and we cannot but think that a little judicious pressure would induce His Highness to accept the Jamrud-Kabul telegraph line as a necessity arising from the present critical state of affairs. The Afghan traders who visit India use the telegraph freely, and they would not be slow to welcome it in their own country. Thus it would serve both political and trade purposes, and would exert a civilising influence in Northern Afghanistan. Kabul is only 160 miles from our frontier, and couriers easily cover the distance in three days, but direct telegraphic communication between the Amir and the Government of India is highly necessary, as even a few days' delay might, in the near future, be of serious moment. Our alliance with Afghanistan is patent now after the Rawalpindi Durbar, to all the world; and another outward and visible sign of its existence, in the shape of a telegraph line to Kabul, would not offend the delicate susceptibilities of Abdur Rahman's subjects. That the line should be made without delay is the opinion certainly of the majority of those who are best acquainted with the complex Central Asian Question.

"Pioneer, 31st July 1885."

Persia is keeping pace with the times in the extension of her telegraph line upon which we rely for the quick

مراسلات وأوراق عن بلاد فارس [٩ ظ] (١٠٧/٢٣)



(4)

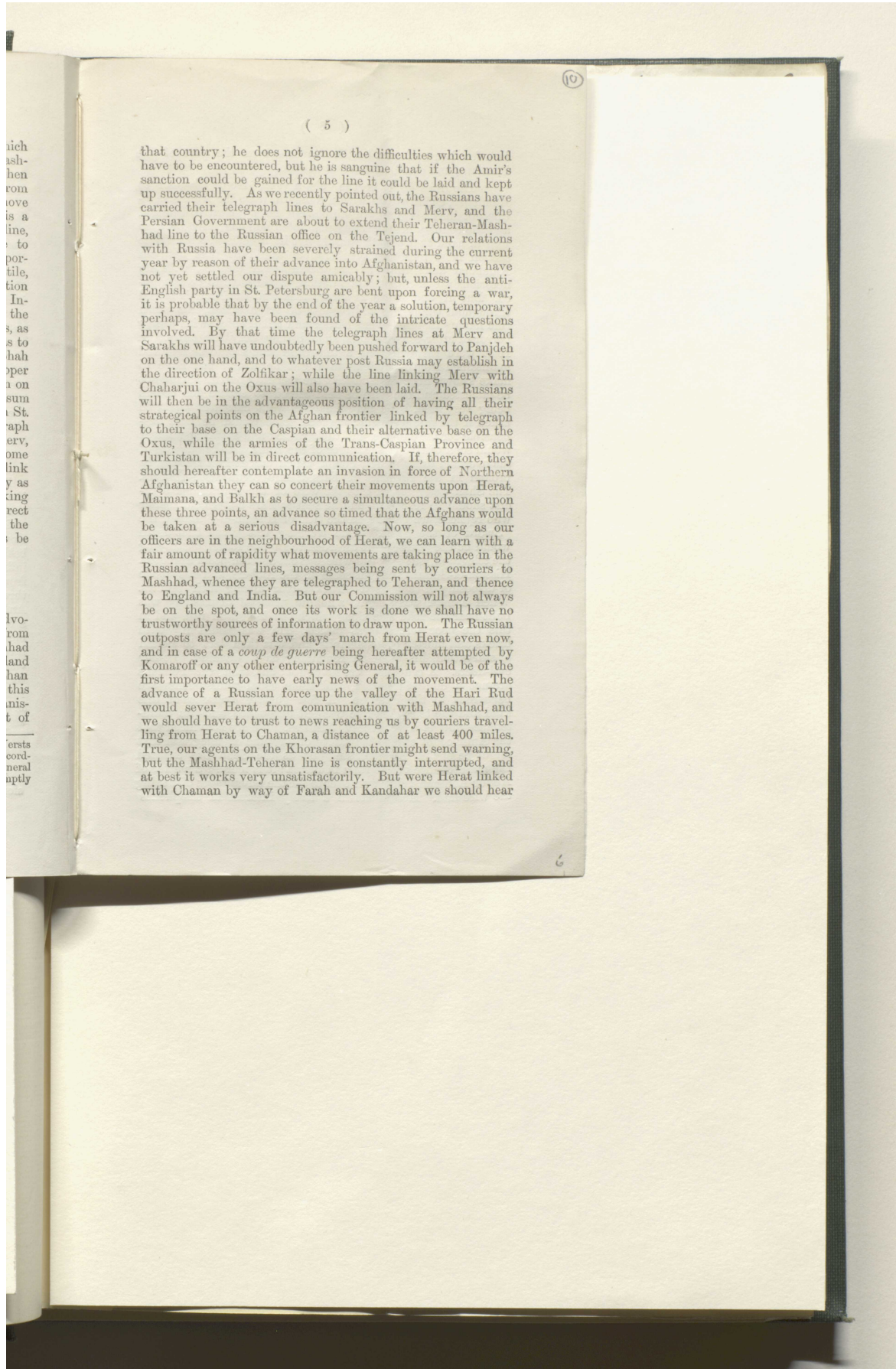
transmission of news from that interesting region in which Russian policy has been so active of late. The Teheran-Mashhad State line is to be extended to Sarakhs forthwith, when it will be doubtless linked on to the new Russian* line from Askabad to General Komaroff's head-quarters. This is a move in the right direction; but what is immediately wanted is a thorough overhauling of the existing Teheran-Mashhad line, which is in a very bad state and is consequently liable to frequent interruptions. This line would be of the first importance to us in case of war, if Persia were not openly hostile, and even now it is the only direct channel of communication between the Boundary Commission and the English and Indian Governments. It broke down just about the time of the Panjdeh affair, and the effect might have been most serious, as the authorities were left in the dark for several days as to what was occurring north of the Paropamisus. If the Shah has not revenue enough to put this State telegraph into proper working order England might offer to do the work for him on easy terms: the money would be well spent even if the sum amounted to a lakh of rupees. A *Times* telegram from St. Petersburg states that the Russians have opened telegraph offices at Kariband (on the Tejend), Rukhuabad, and Merv, and their line* to Sarakhs has been in working order for some time past. They never sit idle after their advances, but link their out-posts with head-quarters by telegraph as quickly as the wire can be laid. They are doubtless by this time making another line to Chaharjui on the Oxus, so as to have direct communication between their garrison in Turkistan and the troops at Merv, Sarakhs, and Askabad. They will thus be prepared for all contingencies.

Pioneer, 3rd August 1885.

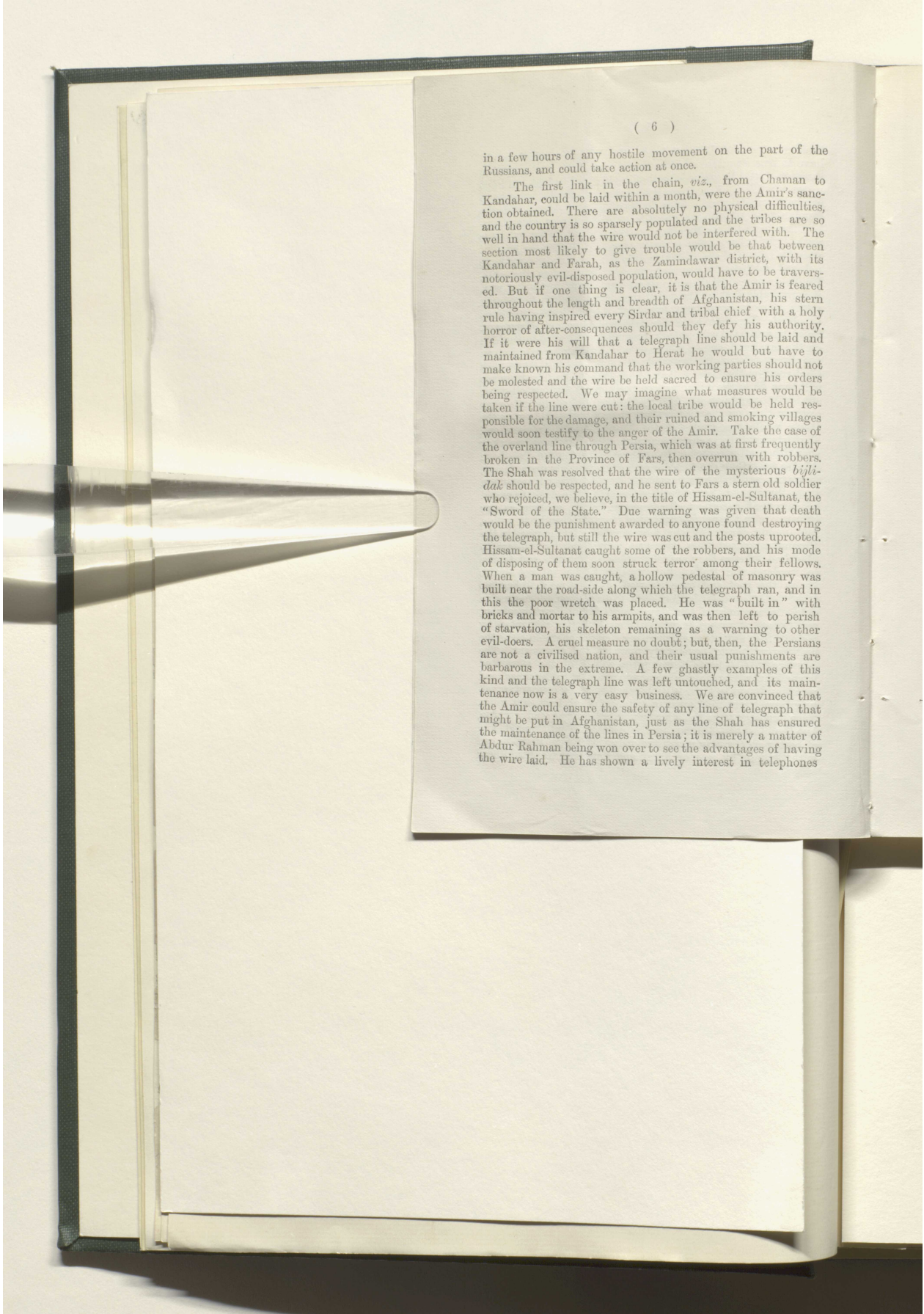
The letter which we publish in another column advocating the extension of our Indian telegraph lines from Chaman, on the west slope of the Khojak Amran, to Mashhad and Sarakhs *via* Kandahar and Herat, so as to give an overland line to Europe, is one which will, we hope, gain more than passing notice. The writer has had wide experience in this matter of laying and maintaining telegraph lines in Afghanistan during our temporary occupation of the greater part of

* The length of the line from Askabad to Merv, is about 500 Versts (1 verst = 661 miles) and it was estimated to cost 100,000 roubles. According to the Russian press it was constructed at the request of General Komaroff, the urgent nature of whose recommendation was promptly recognized by the Minister of War.

مراسلات وأوراق عن بلاد فارس [١٠] [١٠٧/٢٤]



مراسلات وأوراق عن بلاد فارس [١٠ ظ] (١٠٧/٢٥)



the
to
me-
ies,
so
The
een
its
rs-
red
ern
oly
ity,
and
to
not
ers
be
es-
of
ly
rs.
W-
ier
he
ith
ng
ed.
de
vs.
ras
in
ith
sh
er
ns
re
his
in-
nat
nat
ed
of
ing
es

(7)

and the electric light, and as he becomes more familiar with the appliances of civilisation he may accept the inevitable with a good grace and let our telegraph officers set to work. We have already strongly advocated a line to Kabul, but our ally objects to his capital being linked with Jamrud, as he is of a sensitive disposition. But he surely cannot raise senseless objections say to an experimental line from Chaman to Kandahar. If this were laid the extension northwards to Herat would follow in natural course, and then the Russians would not have every advantage on their side, excellent as are the strategical positions which they have occupied north of Herat. The commercial advantages which would follow upon the laying of this line are fully detailed by our correspondent CHE SARA SARA, whose letter we have already referred to, and we refer our readers to them. General Annenkoff's plan for a railway from Quetta to Askabad has no present chance of being accepted—it would cost many millions, and the international questions are very formidable; but this overland telegraph line is a smaller affair, and it might well be pressed upon Abdur Rahman's attention. It is merely a question of time when such a line shall be laid. It would be better perhaps to begin it before the map of Central Asia is re-made; we may need it sadly when the signal is given for the war that will decide the fate of Afghanistan.

Pioneer, 5th August 1885.

AN OVERLAND TELEGRAPH LINE TO EUROPE.

TO THE EDITOR.

SIR,—In a recent issue you drew attention to the necessity for extending the telegraph system to Kabul, and stated that a line thither could be constructed in a few weeks, but you say nothing regarding its maintenance. During the late Afghan War the line of telegraph up the Khyber Pass was, if I remember right, cut some 150* times, and from 50 to 60 miles of wire carried away; and even at the present time, with the tribes of the Pass more or less favourably disposed towards us, it is only reasonable to expect that considerable

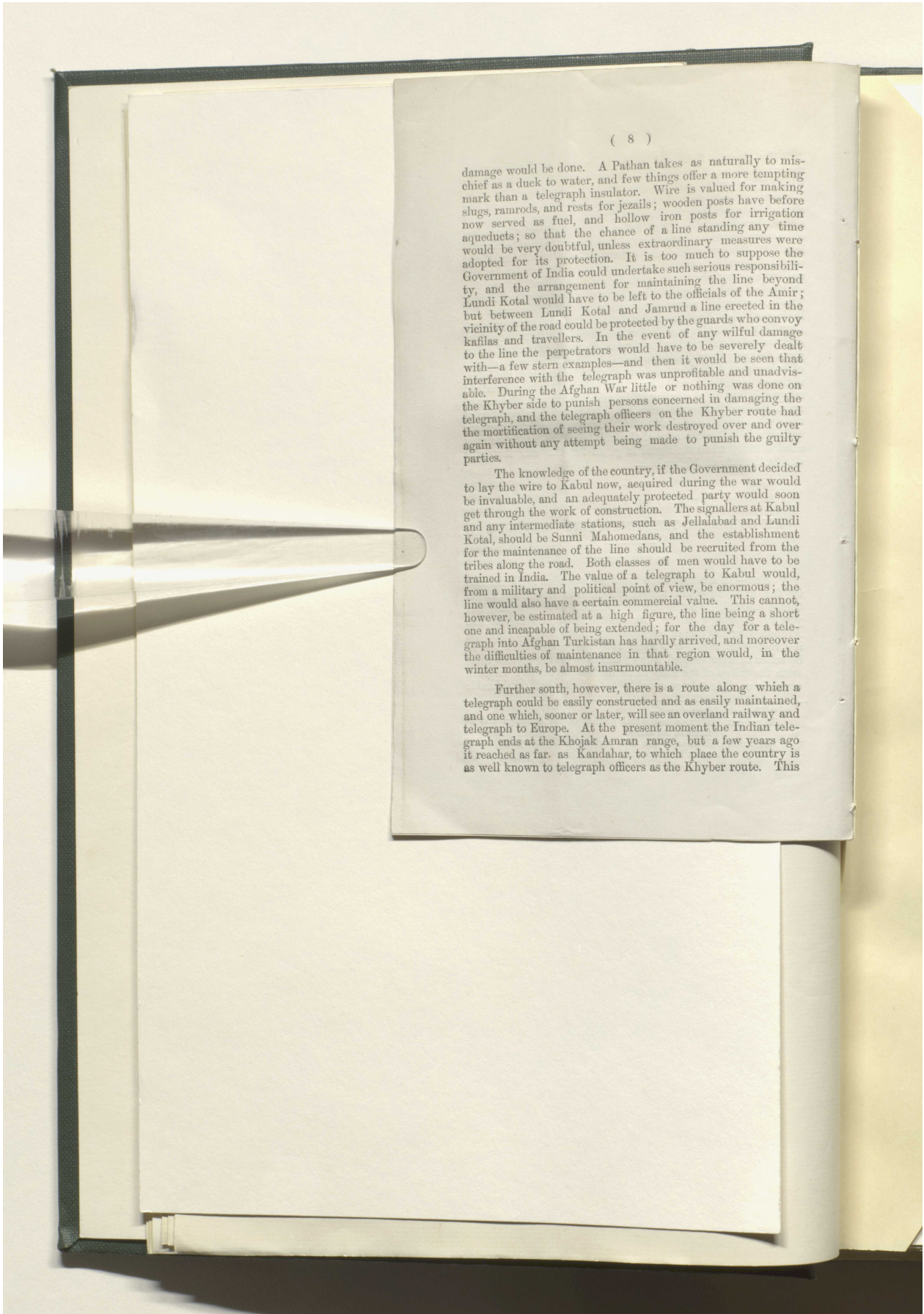
* The actual figures are :—

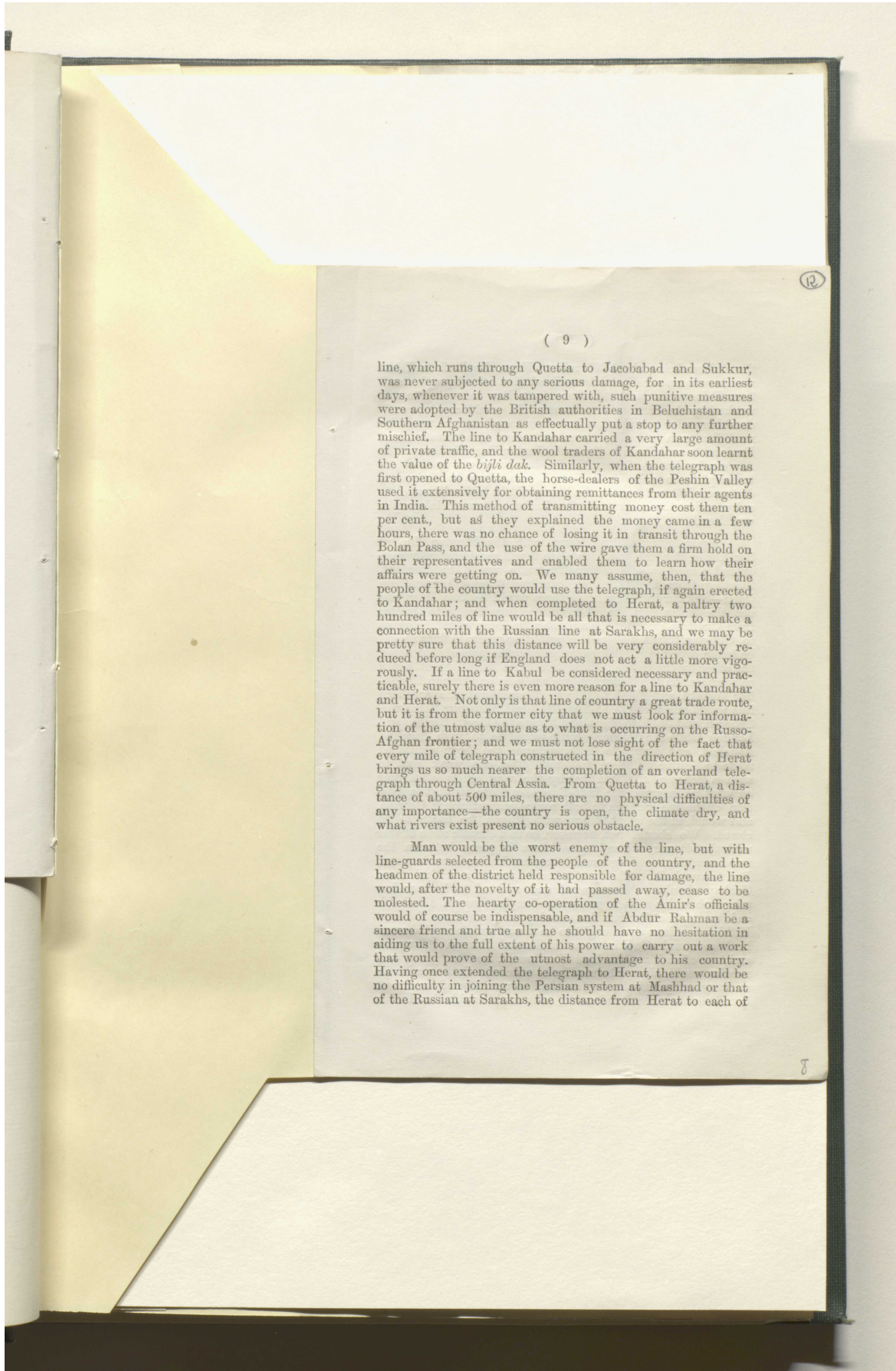
Wire cut. 98 times in the first portion of the campaign and 50 times in the second.

Wire stolen. 60 miles in the first portion of the campaign and 57 miles in the second.

C. E. P.

مراسلات وأوراق عن بلاد فارس [١١ ظ] (١٠٧/٢٧)





(9)

line, which runs through Quetta to Jacobabad and Sukkur, was never subjected to any serious damage, for in its earliest days, whenever it was tampered with, such punitive measures were adopted by the British authorities in Beluchistan and Southern Afghanistan as effectually put a stop to any further mischief. The line to Kandahar carried a very large amount of private traffic, and the wool traders of Kandahar soon learnt the value of the *bijli dak*. Similarly, when the telegraph was first opened to Quetta, the horse-dealers of the Peshin Valley used it extensively for obtaining remittances from their agents in India. This method of transmitting money cost them ten per cent, but as they explained the money came in a few hours, there was no chance of losing it in transit through the Bolan Pass, and the use of the wire gave them a firm hold on their representatives and enabled them to learn how their affairs were getting on. We many assume, then, that the people of the country would use the telegraph, if again erected to Kandahar; and when completed to Herat, a paltry two hundred miles of line would be all that is necessary to make a connection with the Russian line at Sarakhs, and we may be pretty sure that this distance will be very considerably reduced before long if England does not act a little more vigorously. If a line to Kabul be considered necessary and practicable, surely there is even more reason for a line to Kandahar and Herat. Not only is that line of country a great trade route, but it is from the former city that we must look for information of the utmost value as to what is occurring on the Russo-Afghan frontier; and we must not lose sight of the fact that every mile of telegraph constructed in the direction of Herat brings us so much nearer the completion of an overland telegraph through Central Assia. From Quetta to Herat, a distance of about 500 miles, there are no physical difficulties of any importance—the country is open, the climate dry, and what rivers exist present no serious obstacle.

Man would be the worst enemy of the line, but with line-guards selected from the people of the country, and the headmen of the district held responsible for damage, the line would, after the novelty of it had passed away, cease to be molested. The hearty co-operation of the Amir's officials would of course be indispensable, and if Abdur Rahman be a sincere friend and true ally he should have no hesitation in aiding us to the full extent of his power to carry out a work that would prove of the utmost advantage to his country. Having once extended the telegraph to Herat, there would be no difficulty in joining the Persian system at Mashhad or that of the Russian at Sarakhs, the distance from Herat to each of

(10)

these places being about 200 miles. From England to Teheran there is an excellent international line of telegraph, and from Teheran to Mashhad there is a line belonging to and worked by the Persian Government. It would require considerable repairs to make it a first-class line; but there would be no difficulty in effecting them, and were this country and England to contribute to the cost of extending this line to the Afghan frontier at Kuhsan the Persians could not well object to complete so valuable a link. From Herat to Kuhsan, a distance of 60 or 70 miles, the line could be laid without difficulty, and at the latter point the Indian system of telegraphs would end.

Again, by connecting Herat with the Russian line at Sarakhs or Panjdeh, to which place it will most assuredly soon extend, a most valuable alternative route would be obtained. Starting from the Indus an overland telegraph would run thus:—Sukkur to Sibi, whence there would be two lines one *via* the Bolan Pass, the other up the Hurnai route to Quetta; from Quetta a single line, about 40 miles long, would bring us to Gulistan Karez. From this point two separate lines should be taken over the Khojak range, one by the pass of that name, the other by the Gwaja; these two lines would meet again somewhere on the Kadanai plain and pass on through Kandahar, Giriskh, and Farah to Herat. From Herat the southern line would run through Kuhsan, Mashhad, Nishapur, Sabzawar, Teheran, and Julfa to Tiflis, and thence to Odessa, Berlin, and London, while the northerly route would be through Sarakhs, Askabad, and Baku to Tiflis, whence the above-mentioned route to Europe would be followed. The one weak spot in such a scheme, and one that by the way exists even now on what is known as the Indo-European route, is that a portion of the line common to both routes passes through Georgia, and would, in the event of war with Russia, be liable to be closed. We should not, however, be in a chronic state of war with that Power, and so long as there is peace between the two countries so long would communication be maintained. But to avoid all possibility of a breakdown at a critical time, Turkey should be encouraged and assisted to improve her telegraph which runs from Constantinople through Diarbekir and meets the Persian line running westward from Teheran. If this were done there ought to be almost uninterrupted overland communication between India and Europe. The wear and tear of such an overland line would not be great, and repairs could always be readily be effected. Setting aside its military and political value, such a line would be of the utmost benefit to the commercial world, as it would enable the Indian

(11)

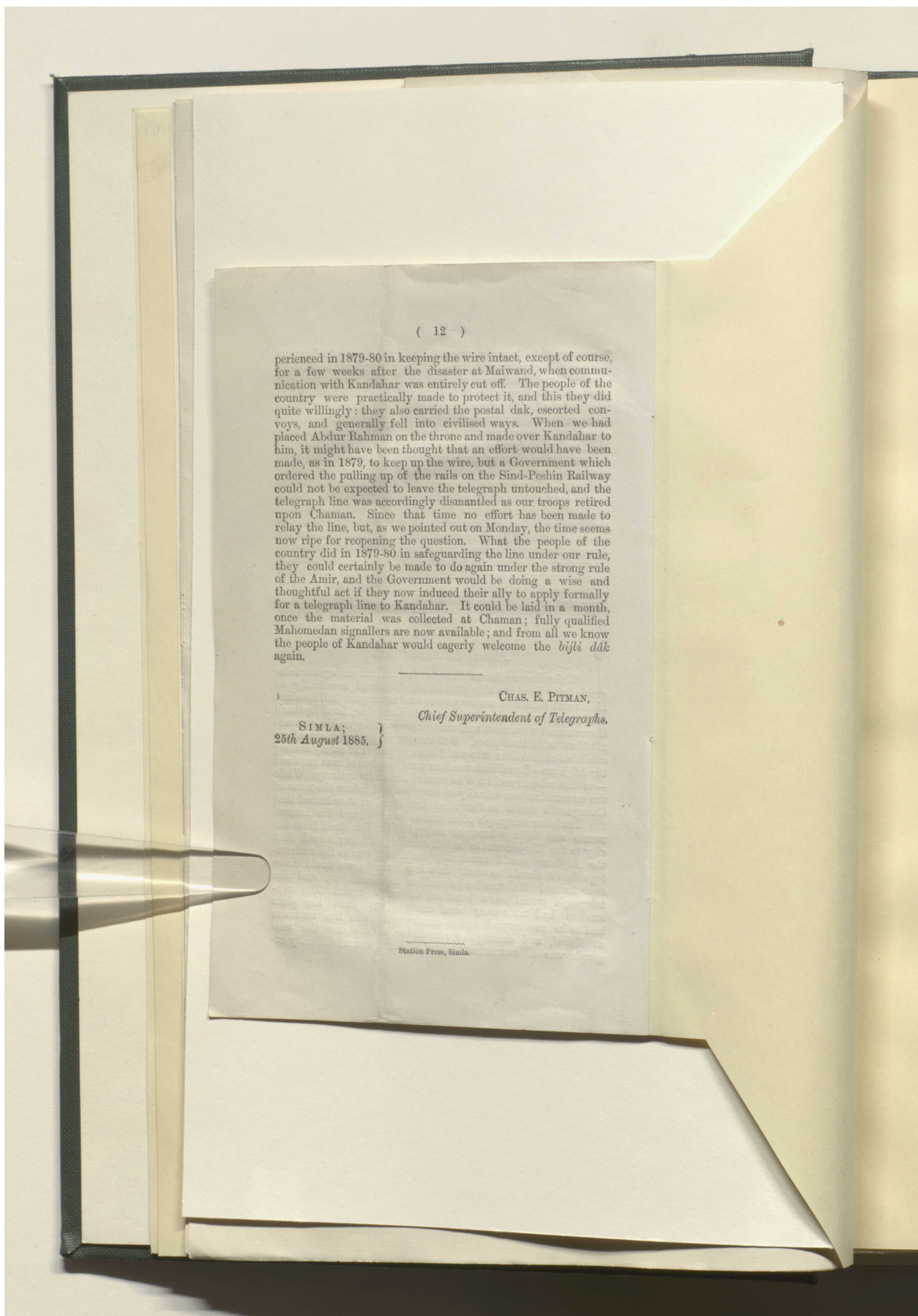
Government to lower very considerably the cost of telegrams between this country and Europe. The present rate is Rs. 2-12 per word, and if this were reduced to twelve annas, the line now advocated and the Indo-European line would obtain the whole of the traffic between India and Europe, as the Cable Companies could not work at so low a rate. Their original outlay on cables was enormous, the cost of maintenance is very high, and when breaks occur communication is sometimes not restored for weeks; whereas on a land line the expenses of all kinds are comparatively small, and interruptions are rarely prolonged. There would be no greater difficulty in the present day in constructing and maintaining a telegraph from Quetta to Mashhad than there was in constructing and maintaining the Bushire-Teheran line when it was first put up. As was to be expected, the line was often wilfully damaged, but by degrees the people became accustomed to it, and moreover learnt that it could not be injured with impunity; and there is no reason why the people of Southern Afghanistan should not in the same way be made to respect a telegraph line through their territory.

CHE SARA SARA.

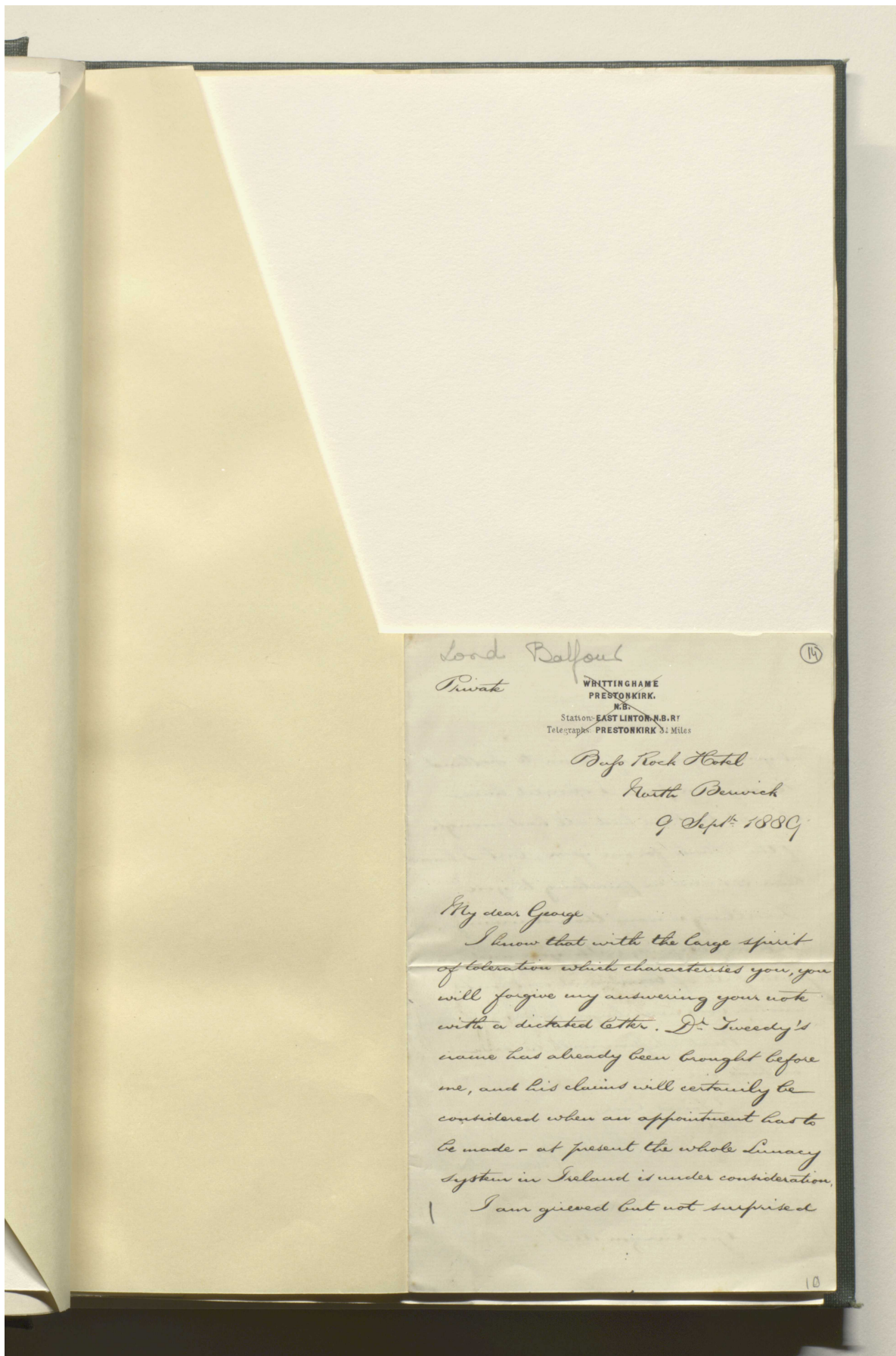
Pioneer, 6th August 1885.

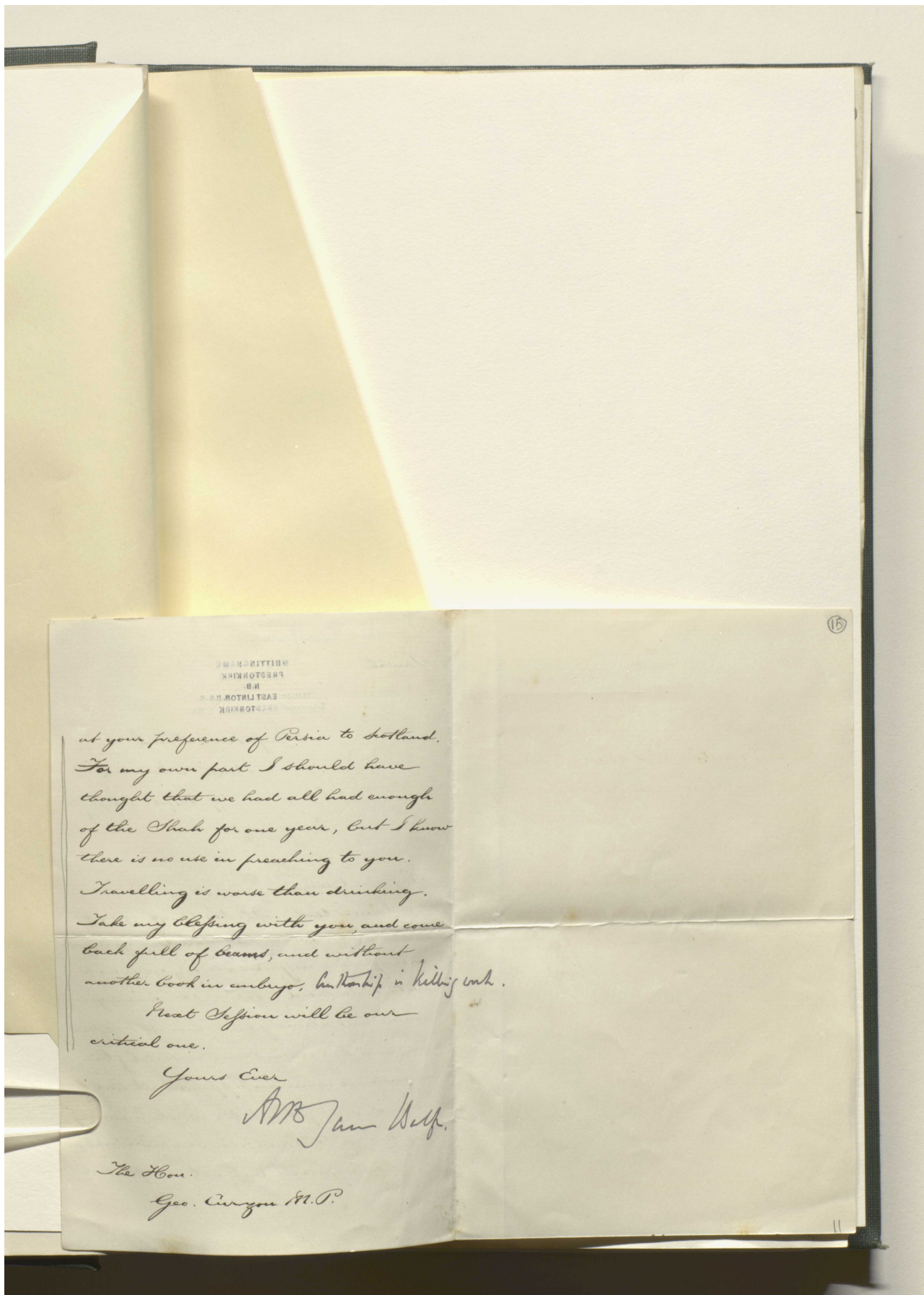
Referring again to the question of extending our telegraph lines from the Khojak to Kandahar, and eventually to Herat and Mashhad, we may state that in August 1879, when our troops were about to evacuate Kandahar, Lord Lytton's Government were most anxious to keep up telegraphic communication with that place. But there were no native signallers available at that time who could have remained in safety among the Afghans—Sunni Mahomedans were the class of men required—so the scheme could not be carried out in its entirety. While the evacuation was actually in progress, and before the news of Cavagnari's death had startled India, orders were issued that the Kandahar telegraph office was to be closed and the instruments and fittings brought away, but the line itself from the city to the Khojak was to be left standing, it being hoped that the Afghans would eventually see that it was to their advantage that it should be used. In a few months we could have sent trained Mahomedan signallers to Kandahar, and the telegraph would have been set to work again. The evacuation had no sooner been carried out than the place had to be re-occupied again, consequent upon the massacre at Kabul, and during the remainder of the war the telegraph was of course maintained. There was no difficulty ex-

مراسلات وأوراق عن بلاد فارس [١٣ ظ] (١٠٧/٣٠)



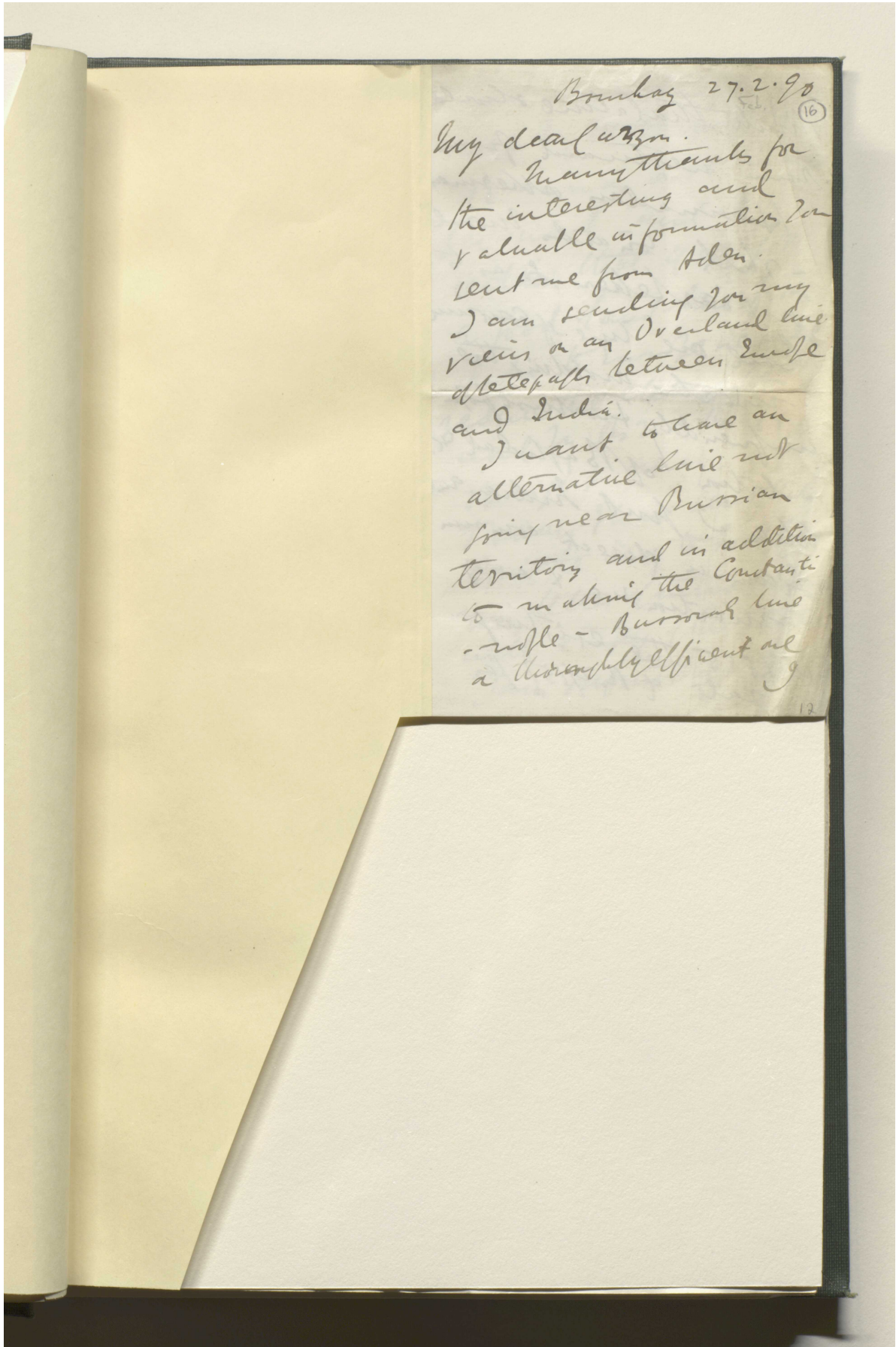
مراسلات وأوراق عن بلاد فارس [١٤/١] (١٠٧/٣١)

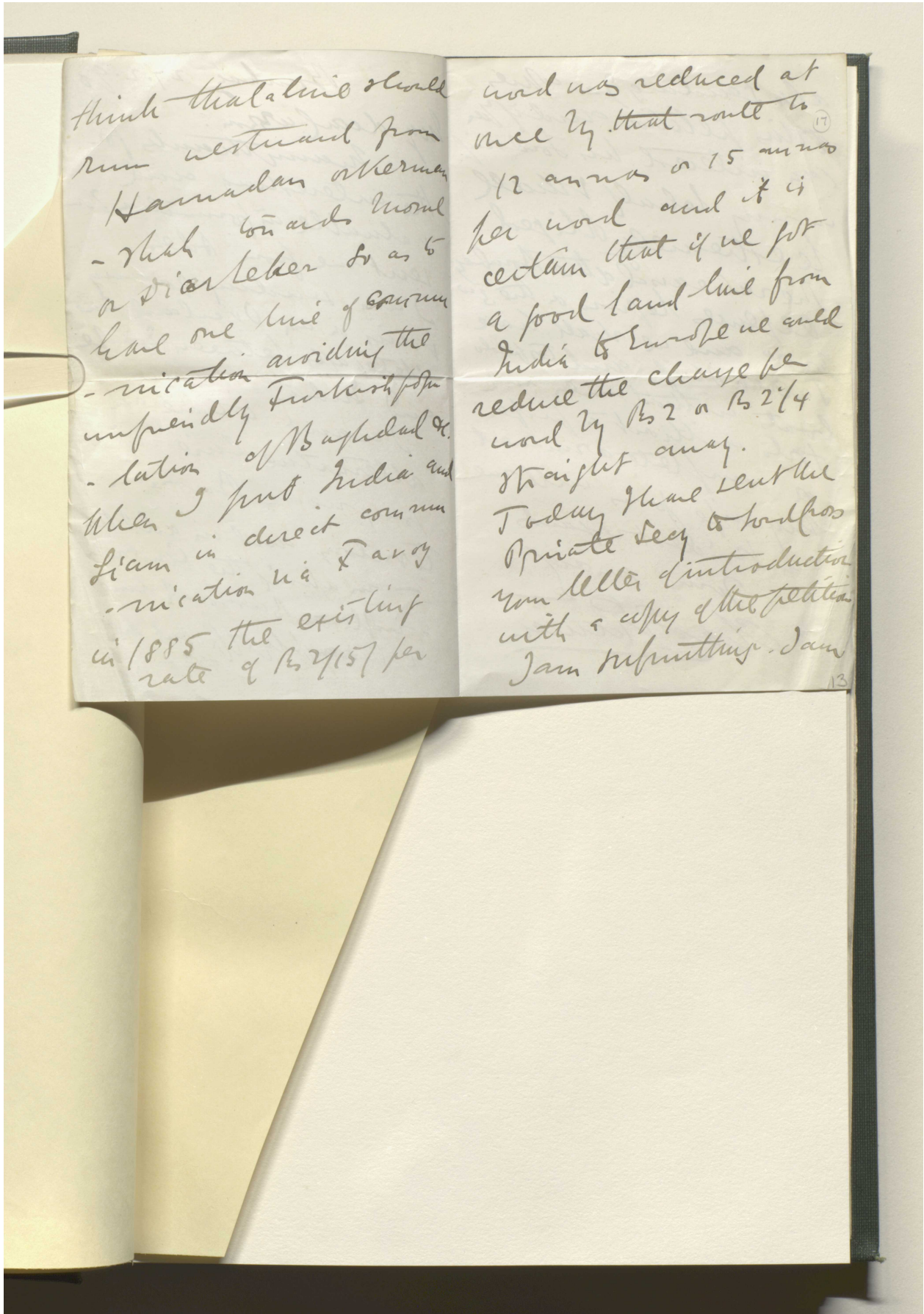


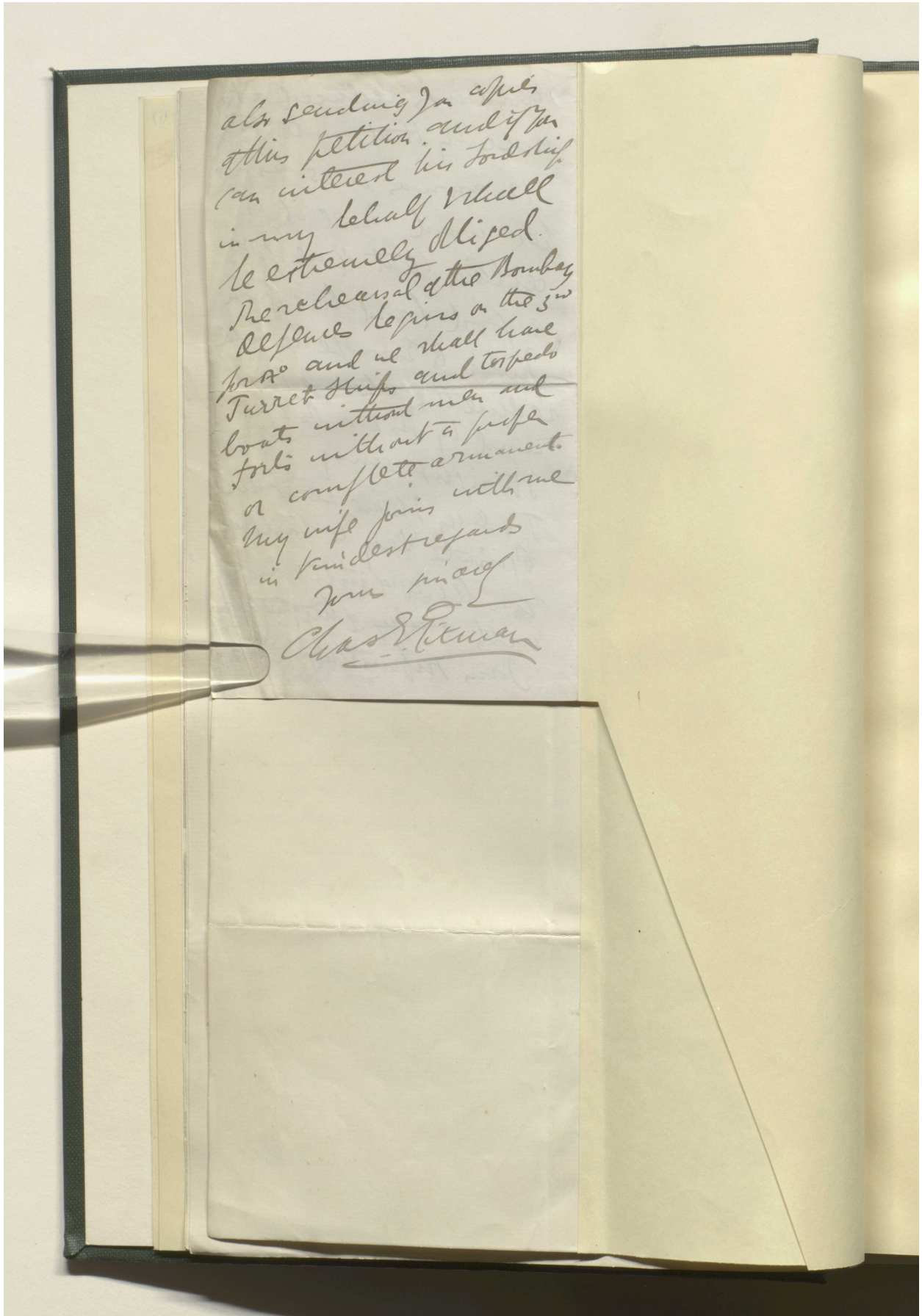


مراسلات وأوراق عن بلاد فارس [١٥ ظ] (١٠٧/٣٣)

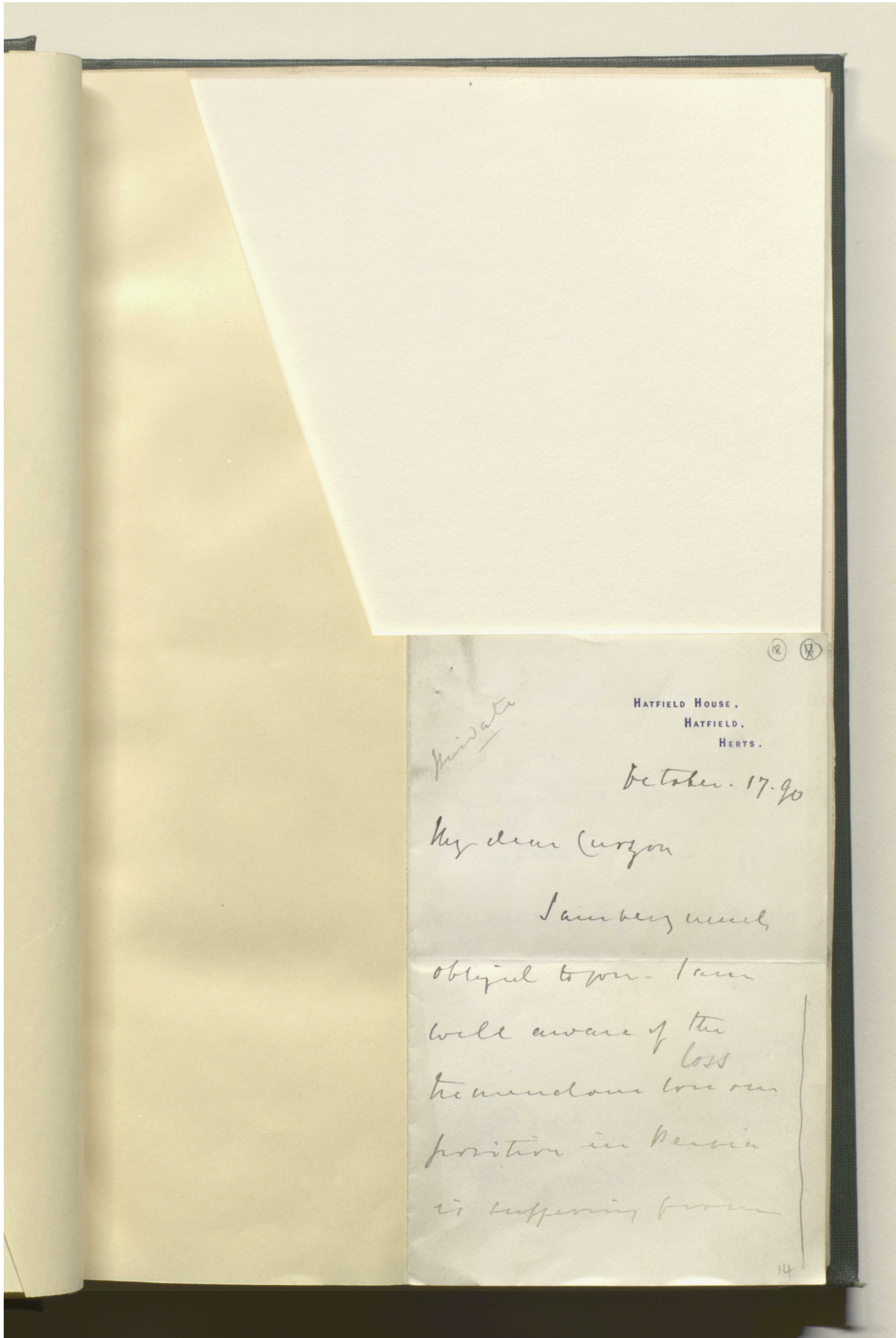


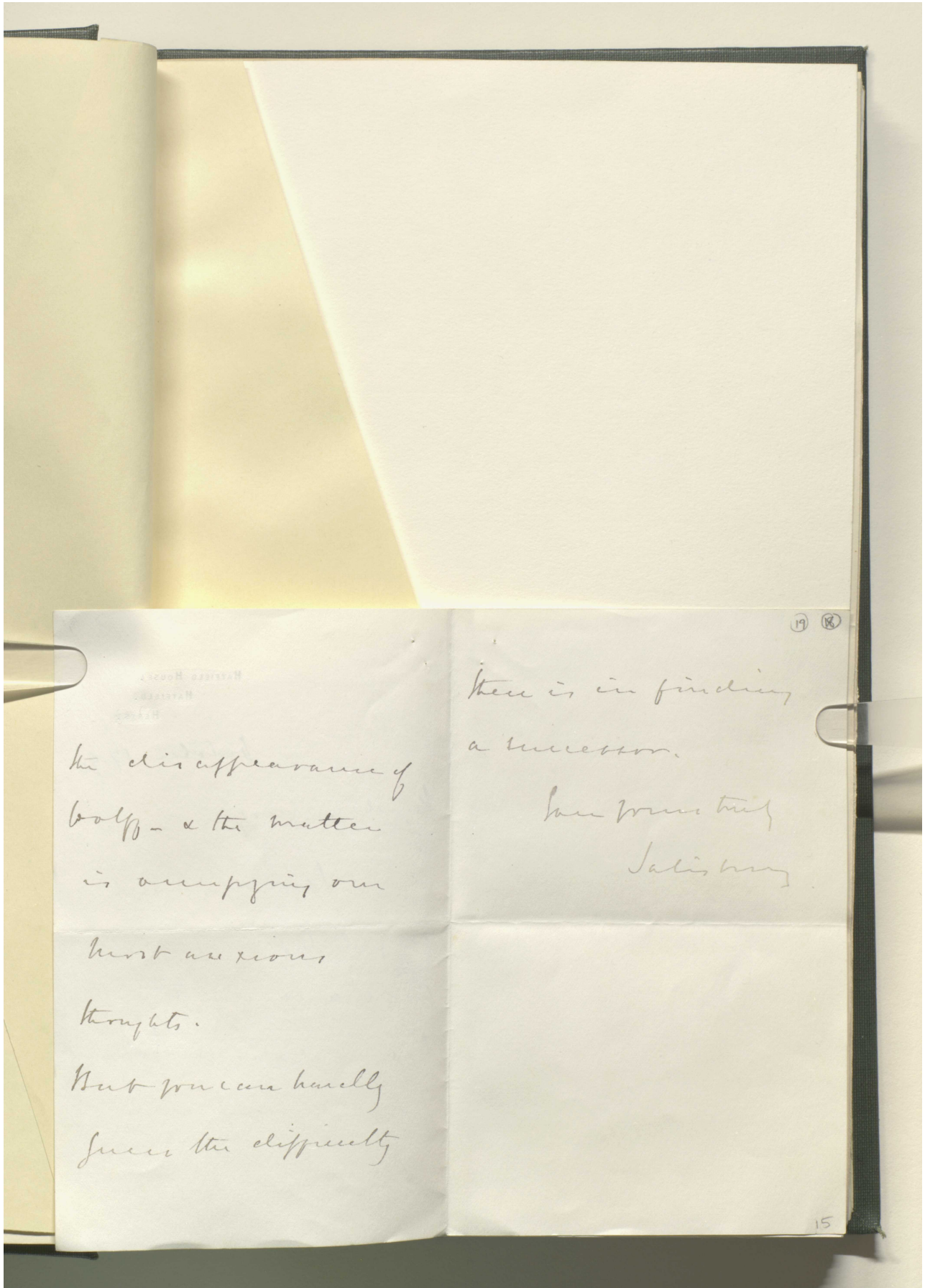






مراسلات وأوراق عن بلاد فارس [١٨ و] (١٠٧/٣٧)





مراسلات وأوراق عن بلاد فارس [١٩ ظ] (١٠٧/٣٩)



مراسلات وأوراق عن بلاد فارس [٢٠] (١٠٧/٤٠)

BOMBAY, 2nd January, 1890.

MY DEAR MR. HENNIKER-HEATON,

The little pamphlet I gave you the other day *re* an overland line of telegraph between India and Europe will acquaint you with the views I held and made public more than four years ago.

Not only do I adhere to the opinions I then expressed, but I am more than ever convinced—

- (I) of the necessity for such a line;
- (II.) the possibility of constructing it at a remunerative rate; and
- (III.) the possibility of maintaining it without serious difficulty and for a reasonable amount.

As regards (I), the lines of telegraphic communication between Europe and India; at the present time there are the cables of the Eastern Telegraph Company to Alexandria, an overland line thence to Suez, whence a couple of cables run to Aden and Bombay.

Another route from the East of Europe passes through the Caucasus, *via* Tiflis to Tabriz and Teheran; thence southward through Ispahan and Shiraz to Bushire, where the Indian Government cable to Kurrachee is joined.

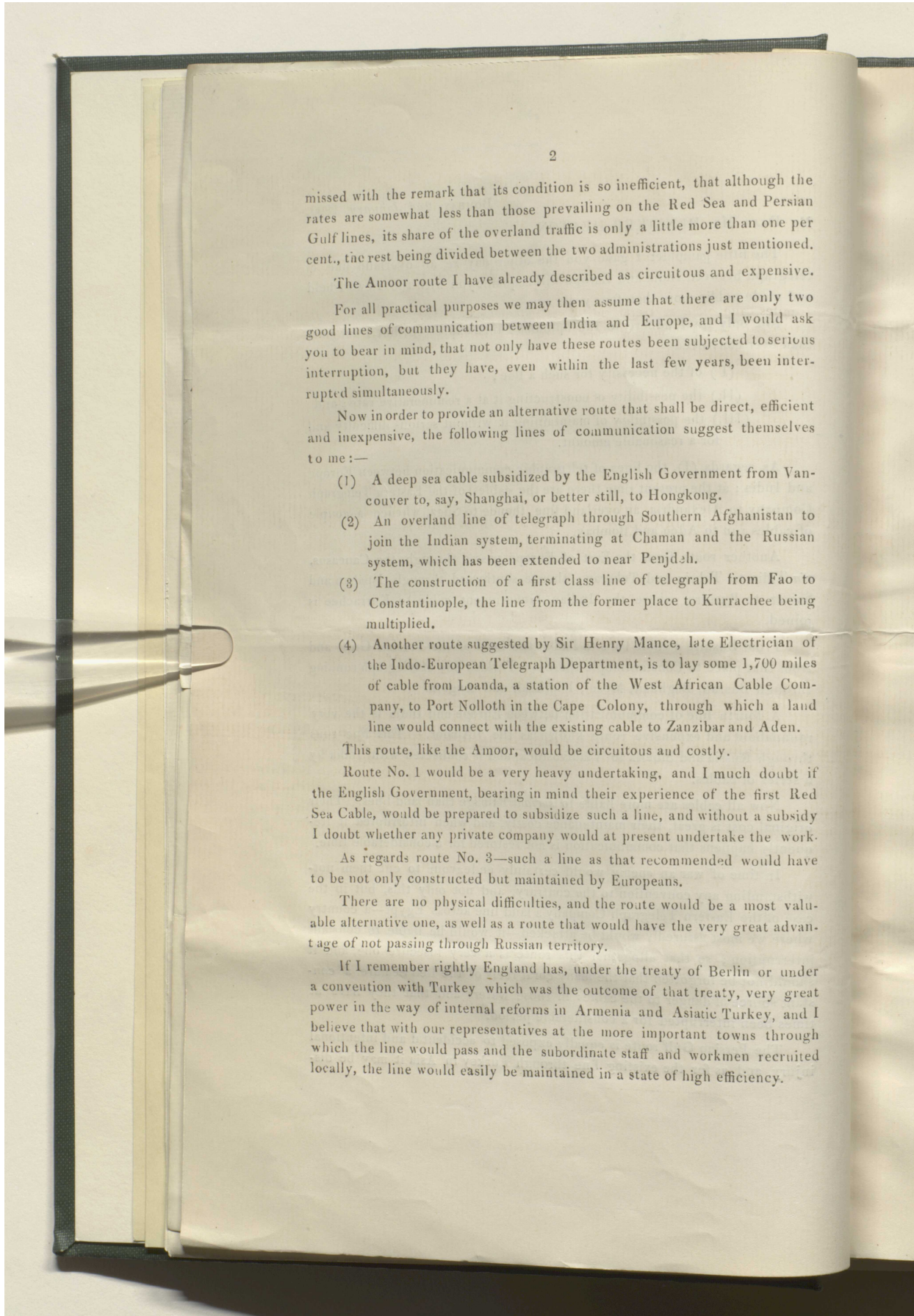
From Bushire a cable runs to Fao at the head of the Persian Gulf, and from that place to Constantinople there is a Turkish line of telegraph running through Busrah, Baghdad, Mosul, Diarbekir and Angora.

A fourth line of communication between Europe and India is the very roundabout and expensive route known as the "Amoor." This line runs through Russia and Siberia to Vladivostock, and is connected with India by a series of cables.

Now all cables are more liable to *serious* damage than land lines. Their original cost is great, their maintenance costly, and when interrupted it frequently happens that communication is not restored for a considerable time.

In time of war an enemy would certainly endeavour to cut them notwithstanding any convention to the contrary, and not only this, but in the case of the Eastern Telegraph Company's land line across Egypt—a country where we most assuredly would be attacked—it would be liable to constant interruption; so that altogether this route is a very insecure one, and it should not be forgotten that the many coral reefs of the Red Sea are a constant source of danger to the cables in those waters and that they have at times been interrupted for a considerable period.

The Persian Gulf route is equally exposed to accidental and intentional injury, and as for the existing line through Turkey in Asia it may be dis-



2

missed with the remark that its condition is so inefficient, that although the rates are somewhat less than those prevailing on the Red Sea and Persian Gulf lines, its share of the overland traffic is only a little more than one per cent., the rest being divided between the two administrations just mentioned.

The Amoor route I have already described as circuitous and expensive.

For all practical purposes we may then assume that there are only two good lines of communication between India and Europe, and I would ask you to bear in mind, that not only have these routes been subjected to serious interruption, but they have, even within the last few years, been interrupted simultaneously.

Now in order to provide an alternative route that shall be direct, efficient and inexpensive, the following lines of communication suggest themselves to me:—

- (1) A deep sea cable subsidized by the English Government from Vancouver to, say, Shanghai, or better still, to Hongkong.
- (2) An overland line of telegraph through Southern Afghanistan to join the Indian system, terminating at Chaman and the Russian system, which has been extended to near Penjdeh.
- (3) The construction of a first class line of telegraph from Fao to Constantinople, the line from the former place to Kurrachee being multiplied.
- (4) Another route suggested by Sir Henry Mance, late Electrician of the Indo-European Telegraph Department, is to lay some 1,700 miles of cable from Loanda, a station of the West African Cable Company, to Port Nolloth in the Cape Colony, through which a land line would connect with the existing cable to Zanzibar and Aden.

This route, like the Amoor, would be circuitous and costly.

Route No. 1 would be a very heavy undertaking, and I much doubt if the English Government, bearing in mind their experience of the first Red Sea Cable, would be prepared to subsidize such a line, and without a subsidy I doubt whether any private company would at present undertake the work.

As regards route No. 3—such a line as that recommended would have to be not only constructed but maintained by Europeans.

There are no physical difficulties, and the route would be a most valuable alternative one, as well as a route that would have the very great advantage of not passing through Russian territory.

If I remember rightly England has, under the treaty of Berlin or under a convention with Turkey which was the outcome of that treaty, very great power in the way of internal reforms in Armenia and Asiatic Turkey, and I believe that with our representatives at the more important towns through which the line would pass and the subordinate staff and workmen recruited locally, the line would easily be maintained in a state of high efficiency.

No. 2 is the route of all others that I favour from a commercial point of view, and I believe that the Russian and Indian Railway and Telegraph systems are as surely fated to meet and amalgamate as two drops of quick-silver in the same saucer.

From Chaman at the foot of the Khojak-Amran Range to Kandahar is a distance of some 70 miles; from Khandahar to Herat is a distance of 375 miles, and once at Herat the Russian telegraph lines would be no great distance away. I may mention here that I would make Herat a junction office, whence one line would strike off to the north and join the Russian system, following their Trans-Caspian Railway to its terminus near Krasno-rodsk, thence by cable to Baku or Petrovsk (the former south and the latter north of the Caucasus Range) and thence, *via* Tiflis to Odessa, Warsaw, Berlin and London. This would be the line from Baku, while that from Petrovsk would take a more northerly route, passing probably through Astrakhan, Rostoff, Charkoff and Kieff to Berlin and thence to London.

The other line from Herat I would take to the Perso-Afghan Frontier at Kuhsan and thence to Meshed, whence there is a line, which I believe was specially repaired at the time of the Afghan Boundary Commission, to Teheran, at which place the existing trunk-line between Europe and India would be joined.

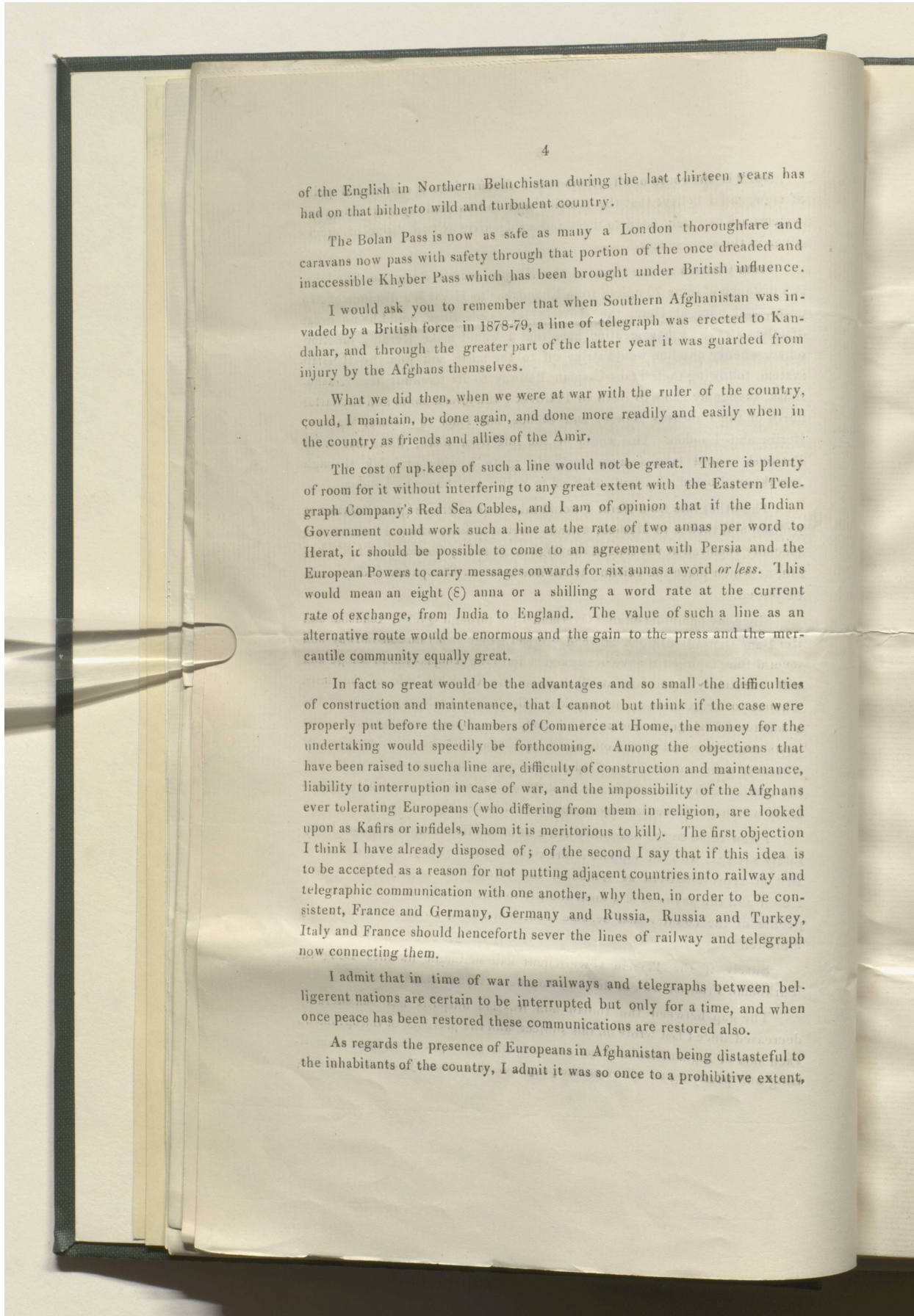
Since my pamphlet on an "Overland Line through Quetta, Kandahar and Herat" was written in August 1885, a broad gauge (5'6") line of railway and several telegraph wires have been carried up to the Khojak-Amran Range and will eventually terminate at Chaman on the Kandahar side of the hills. Thence to Herat there are no physical difficulties to a telegraph engineer and a substantial telegraph line could be easily and rapidly constructed. Iron posts could be railed on the one side to Quetta and on the other to Merv, or whatever point on the Trans-Caspian Railway is the most convenient, and the cost of such a line would not be abnormally high—local transport, almost all of which would be done by camels, would be the highest item.

I now come to the possibility and cost of maintenance, and I think I may safely say that with the support of the ruler of the country, the presence of British representatives at Kandahar and Herat, the employment of local labour and the payment of a small subsidy to local chiefs, the line, after the people of the country had become accustomed to it, would not be seriously molested.

Surely if the Persian Government can maintain its lines along the Turkoman Frontier we can do so in Southern Afghanistan.

The gap between the Indian and Russian outposts has considerably decreased since I last wrote on this subject, and the presence of Europeans on each side of Afghanistan may not unreasonably be expected to have a civilising and pacifying effect on the people of that country, as the presence

مراسلات وأوراق عن بلاد فارس [٢١ ظ] (١٠٧/٤٣)



4

of the English in Northern Beluchistan during the last thirteen years has had on that hitherto wild and turbulent country.

The Bolan Pass is now as safe as many a London thoroughfare and caravans now pass with safety through that portion of the once dreaded and inaccessible Khyber Pass which has been brought under British influence.

I would ask you to remember that when Southern Afghanistan was invaded by a British force in 1878-79, a line of telegraph was erected to Kandahar, and through the greater part of the latter year it was guarded from injury by the Afghans themselves.

What we did then, when we were at war with the ruler of the country, could, I maintain, be done again, and done more readily and easily when the country as friends and allies of the Amir.

The cost of up-keep of such a line would not be great. There is plenty of room for it without interfering to any great extent with the Eastern Telegraph Company's Red Sea Cables, and I am of opinion that if the Indian Government could work such a line at the rate of two annas per word to Herat, it should be possible to come to an agreement with Persia and the European Powers to carry messages onwards for six annas a word *or less*. This would mean an eight (8) anna or a shilling a word rate at the current rate of exchange, from India to England. The value of such a line as an alternative route would be enormous and the gain to the press and the mercantile community equally great.

In fact so great would be the advantages and so small the difficulties of construction and maintenance, that I cannot but think if the case were properly put before the Chambers of Commerce at Home, the money for the undertaking would speedily be forthcoming. Among the objections that have been raised to such a line are, difficulty of construction and maintenance, liability to interruption in case of war, and the impossibility of the Afghans ever tolerating Europeans (who differing from them in religion, are looked upon as Kafirs or infidels, whom it is meritorious to kill). The first objection I think I have already disposed of; of the second I say that if this idea is to be accepted as a reason for not putting adjacent countries into railway and telegraphic communication with one another, why then, in order to be consistent, France and Germany, Germany and Russia, Russia and Turkey, Italy and France should henceforth sever the lines of railway and telegraph now connecting them.

I admit that in time of war the railways and telegraphs between belligerent nations are certain to be interrupted but only for a time, and when once peace has been restored these communications are restored also.

As regards the presence of Europeans in Afghanistan being distasteful to the inhabitants of the country, I admit it was so once to a prohibitive extent,

مراسلات وأوراق عن بلاد فارس [٢٢ و] (١٠٧/٤٤)

5

but I would ask you to look at the way the Afghan Boundary Commission was received and treated only a few years ago, and that Europeans, *e. g.*, Captain Griesbach and Mr. Pyne have since been employed in the service of the Amir at Kabul itself—the former as geologist, and the latter as practical engineer.

I do not believe that English officers employed in Southern Afghanistan, with the sanction and support of the Amir and his lieutenants, would be subjected to greater danger or fanaticism than officers employed in the Punjab Frontier when we first occupied that portion of the country. To such a scheme as I am advocating there would naturally be determined opposition by the Cable Companies, but I maintain there is room for all, and not only this, but that the heavily pressed Indian Government should avail itself of every opportunity of increasing its revenue, and this, an overland line of telegraph should do.

Cheapen rates judiciously, whether postal, railway, or telegraph, and you get an increased traffic and an increased revenue. I have not been able in the very short space of time at my disposal to go into details of cost of construction and maintenance, nor have I been able to lay my hands on calculations made some years ago, but my experience of telegraph work in Eastern countries, and my personal knowledge of Beluchistan and Afghanistan, convince me of the possibility of carrying out successfully such an undertaking.

I am writing to-night hurriedly and without maps or data to which I can refer, and I must therefore ask you to forgive the incompleteness of the memorandum you asked for.

I send an extra copy of my pamphlet and would refer you to Lieutenant-General Sir Andrew Clarke, R.E., who, in a letter dated the 26th December 1885, said “ You will see from the enclosed that I agree with you and that I advocated the line as far back as 1876. (Sir Andrew Clarke was at that time Public Works Minister in India.) It was rejected on the score of cost, and that diplomacy which would restore to us the affection and alliance of Sher Ali would cost nothing. We know what it did cost and where was the alliance and affection.”

In conclusion, let me wish you every success in your endeavour to reduce postal and telegraph rates.

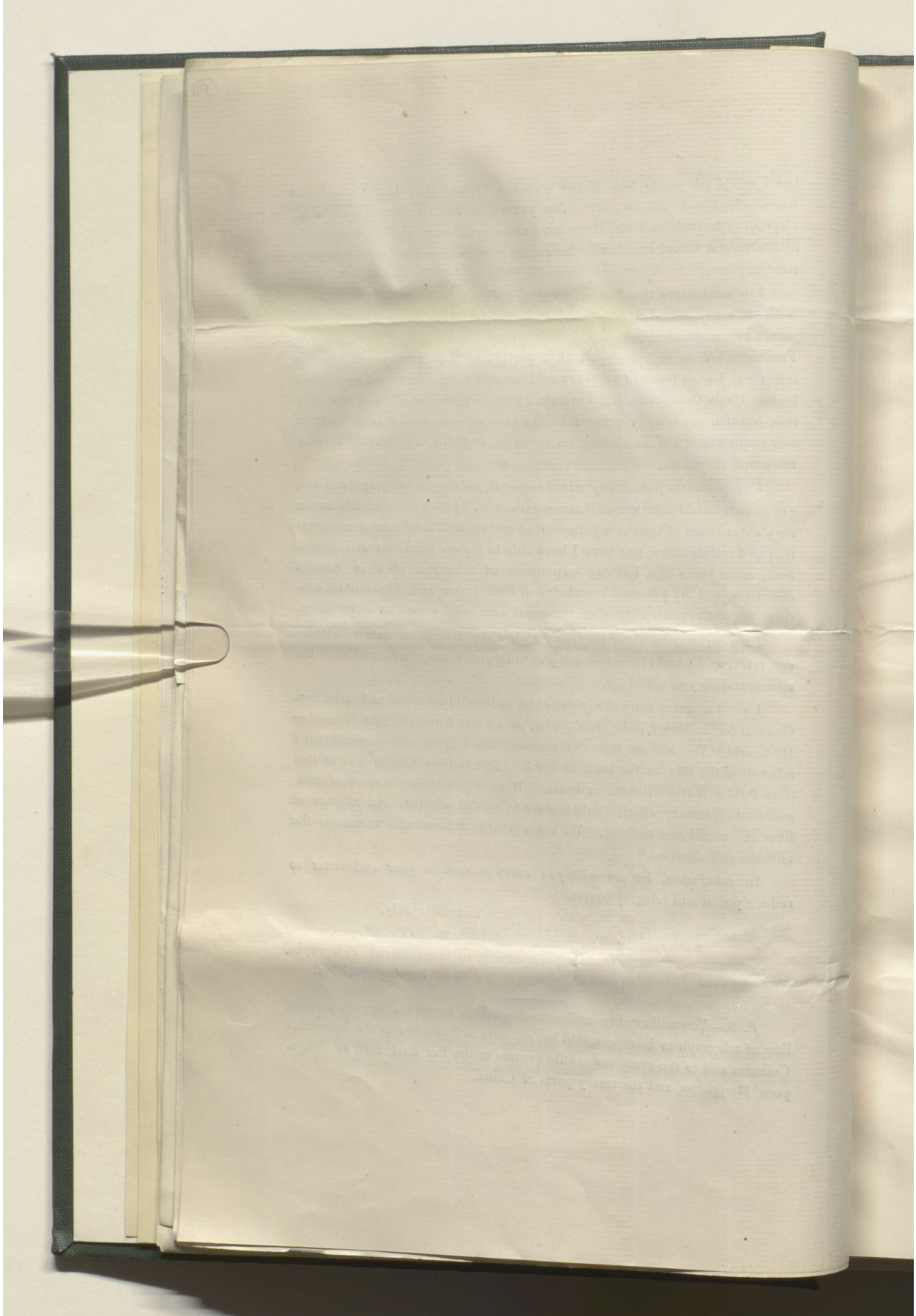
Yours sincerely,

CHAS. E. PITMAN,

Superintendent of Government Telegraphs,
Bombay Division.

P. S.—You will readily understand what an enormous benefit a cheap line of telegraph to Europe would be, not only to India but to the Australian Colonies and to the great mercantile centres in the Far East, such as Singapore, Hongkong, and the treaty ports of China.

مراسلات وأوراق عن بلاد فارس [٢٢ ظ] (١٠٧/٤٥)



مراسلات وأوراق عن بلاد فارس [٢٣ و] (١٠٧/٤٦)

23 27

BOMBAY, 2nd January, 1890.

MY DEAR MR. HENNIKER-HEATON,

The little pamphlet I gave you the other day *re* an overland line of telegraph between India and Europe will acquaint you with the views I held and made public more than four years ago.

Not only do I adhere to the opinions I then expressed, but I am more than ever convinced—

- (I) of the necessity for such a line ;
- (II.) the possibility of constructing it at a remunerative rate ; and
- (III.) the possibility of maintaining it without serious difficulty and for a reasonable amount.

As regards (I), the lines of telegraphic communication between Europe and India ; at the present time there are the cables of the Eastern Telegraph Company to Alexandria, an overland line thence to Suez, whence a couple of cables run to Aden and Bombay.

Another route from the East of Europe passes through the Caucasus, *via* Tiflis to Tabriz and Teheran ; thence southward through Ispahan and Shiraz to Bushire, where the Indian Government cable to Kurrachee is joined.

From Bushire a cable runs to Fao at the head of the Persian Gulf, and from that place to Constantinople there is a Turkish line of telegraph running through Busrah, Baghdad, Mosul, Diarbekir and Angora.

A fourth line of communication between Europe and India is the very roundabout and expensive route known as the "Amoor." This line runs through Russia and Siberia to Vladivostock, and is connected with India by a series of cables.

Now all cables are more liable to *serious* damage than land lines. Their original cost is great, their maintenance costly, and when interrupted it frequently happens that communication is not restored for a considerable time.

In time of war an enemy would certainly endeavour to cut them notwithstanding any convention to the contrary, and not only this, but in the case of the Eastern Telegraph Company's land line across Egypt—a country where we most assuredly would be attacked—it would be liable to constant interruption ; so that altogether this route is a very insecure one, and it should not be forgotten that the many coral reefs of the Red Sea are a constant source of danger to the cables in those waters and that they have at times been interrupted for a considerable period.

The Persian Gulf route is equally exposed to accidental and intentional injury, and as for the existing line through Turkey in Asia it may be dis-

missed with the remark that its condition is so inefficient, that although the rates are somewhat less than those prevailing on the Red Sea and Persian Gulf lines, its share of the overland traffic is only a little more than one per cent., the rest being divided between the two administrations just mentioned.

The Amoor route I have already described as circuitous and expensive.

For all practical purposes we may then assume that there are only two good lines of communication between India and Europe, and I would ask you to bear in mind, that not only have these routes been subjected to serious interruption, but they have, even within the last few years, been interrupted simultaneously.

Now in order to provide an alternative route that shall be direct, efficient and inexpensive, the following lines of communication suggest themselves to me:—

- (1) A deep sea cable subsidized by the English Government from Vancouver to, say, Shanghai, or better still, to Hongkong.
- (2) An overland line of telegraph through Southern Afghanistan to join the Indian system, terminating at Chaman and the Russian system, which has been extended to near Penjdsh.
- (3) The construction of a first class line of telegraph from Fao to Constantinople, the line from the former place to Kurrachee being multiplied.
- (4) Another route suggested by Sir Henry Mance, late Electrician of the Indo-European Telegraph Department, is to lay some 1,700 miles of cable from Loanda, a station of the West African Cable Company, to Port Nolloth in the Cape Colony, through which a land line would connect with the existing cable to Zanzibar and Aden.

This route, like the Amoor, would be circuitous and costly.

Route No. 1 would be a very heavy undertaking, and I much doubt if the English Government, bearing in mind their experience of the first Red Sea Cable, would be prepared to subsidize such a line, and without a subsidy I doubt whether any private company would at present undertake the work.

As regards route No. 3—such a line as that recommended would have to be not only constructed but maintained by Europeans.

There are no physical difficulties, and the route would be a most valuable alternative one, as well as a route that would have the very great advantage of not passing through Russian territory.

If I remember rightly England has, under the treaty of Berlin or under a convention with Turkey which was the outcome of that treaty, very great power in the way of internal reforms in Armenia and Asiatic Turkey, and I believe that with our representatives at the more important towns through which the line would pass and the subordinate staff and workmen recruited locally, the line would easily be maintained in a state of high efficiency.

مراسلات وأوراق عن بلاد فارس [٢٤ و] (١٠٧/٤٨)

3

No. 2 is the route of all others that I favour from a commercial point of view, and I believe that the Russian and Indian Railway and Telegraph systems are as surely fated to meet and amalgamate as two drops of quicksilver in the same saucer.

From Chaman at the foot of the Khojak-Amran Range to Kandahar is a distance of some 70 miles; from Khandahar to Herat is a distance of 375 miles, and once at Herat the Russian telegraph lines would be no great distance away. I may mention here that I would make Herat a junction office, whence one line would strike off to the north and join the Russian system, following their Trans-Caspian Railway to its terminus near Krasno-rodsk, thence by cable to Baku or Petrovsk (the former south and the latter north of the Caucasus Range) and thence, *via* Tiflis to Odessa, Warsaw, Berlin and London. This would be the line from Baku, while that from Petrovsk would take a more northerly route, passing probably through Astrakhan, Rostoff, Charkoff and Kieff to Berlin and thence to London.

The other line from Herat I would take to the Perso-Afghan Frontier at Kuhsan and thence to Meshed, whence there is a line, which I believe was specially repaired at the time of the Afghan Boundary Commission, to Teheran, at which place the existing trunk-line between Europe and India would be joined.

Since my pamphlet on an "Overland Line through Quetta, Kandahar and Herat" was written in August 1885, a broad gauge (5'6") line of railway and several telegraph wires have been carried up to the Khojak-Amran Range and will eventually terminate at Chaman on the Kandahar side of the hills. Thence to Herat there are no physical difficulties to a telegraph engineer and a substantial telegraph line could be easily and rapidly constructed. Iron posts could be railed on the one side to Quetta and on the other to Merv, or whatever point on the Trans-Caspian Railway is the most convenient, and the cost of such a line would not be abnormally high—local transport, almost all of which would be done by camels, would be the highest item.

I now come to the possibility and cost of maintenance, and I think I may safely say that with the support of the ruler of the country, the presence of British representatives at Kandahar and Herat, the employment of local labour and the payment of a small subsidy to local chiefs, the line, after the people of the country had become accustomed to it, would not be seriously molested.

Surely if the Persian Government can maintain its lines along the Turkoman Frontier we can do so in Southern Afghanistan.

The gap between the Indian and Russian outposts has considerably decreased since I last wrote on this subject, and the presence of Europeans on each side of Afghanistan may not unreasonably be expected to have as civilising and pacifying an effect on the people of that country, as the presence

مراسلات وأوراق عن بلاد فارس [٢٤ ظ] (١٠٧/٤٩)

4

of the English in Northern Beluchistan during the last thirteen years has had on that hitherto wild and turbulent country.

The Bolan Pass is now as safe as many a London thoroughfare and caravans now pass with safety through that portion of the once dreaded and inaccessible Khyber Pass which has been brought under British influence.

I would ask you to remember that when Southern Afghanistan was invaded by a British force in 1878-79, a line of telegraph was erected to Kandahar, and through the greater part of the latter year it was guarded from injury by the Afghans themselves.

What we did then, when we were at war with the ruler of the country, could, I maintain, be done again, and done more readily and easily when in the country as friends and allies of the Amir.

The cost of up-keep of such a line would not be great. There is plenty of room for it without interfering to any great extent with the Eastern Telegraph Company's Red Sea Cables, and I am of opinion that if the Indian Government could work such a line at the rate of two annas per word to Herat, it should be possible to come to an agreement with Persia and the European Powers to carry messages onwards for six annas a word *or less*. This would mean an eight (8) anna or a shilling a word rate at the current rate of exchange, from India to England. The value of such a line as an alternative route would be enormous and the gain to the press and the mercantile community equally great.

In fact so great would be the advantages and so small the difficulties of construction and maintenance, that I cannot but think if the case were properly put before the Chambers of Commerce at Home, the money for the undertaking would speedily be forthcoming. Among the objections that have been raised to such a line are, difficulty of construction and maintenance, liability to interruption in case of war, and the impossibility of the Afghans ever tolerating Europeans (who differing from them in religion, are looked upon as Kafirs or infidels, whom it is meritorious to kill). The first objection I think I have already disposed of; of the second I say that if this idea is to be accepted as a reason for not putting adjacent countries into railway and telegraphic communication with one another, why then, in order to be consistent, France and Germany, Germany and Russia, Russia and Turkey, Italy and France should henceforth sever the lines of railway and telegraph now connecting them.

I admit that in time of war the railways and telegraphs between belligerent nations are certain to be interrupted but only for a time, and when once peace has been restored these communications are restored also.

As regards the presence of Europeans in Afghanistan being distasteful to the inhabitants of the country, I admit it was so once to a prohibitive extent,

مراسلات وأوراق عن بلاد فارس [٢٥ و] (١٠٧/٥٠)

5

but I would ask you to look at the way the Afghan Boundary Commission was received and treated only a few years ago, and that Europeans, *e. g.*, Captain Griesbach and Mr. Pyne have since been employed in the service of the Amir at Kabul itself--the former as geologist, and the latter as practical engineer.

I do not believe that English officers employed in Southern Afghanistan, with the sanction and support of the Amir and his lieutenants, would be subjected to greater danger or fanaticism than officers employed in the Punjab Frontier when we first occupied that portion of the country. To such a scheme as I am advocating there would naturally be determined opposition by the Cable Companies, but I maintain there is room for all, and not only this, but that the heavily pressed Indian Government should avail itself of every opportunity of increasing its revenue, and this, an overland line of telegraph should do.

Cheapen rates judiciously, whether postal, railway, or telegraph, and you get an increased traffic and an increased revenue. I have not been able in the very short space of time at my disposal to go into details of cost of construction and maintenance, nor have I been able to lay my hands on calculations made some years ago, but my experience of telegraph work in Eastern countries, and my personal knowledge of Beluchistan and Afghanistan, convince me of the possibility of carrying out successfully such an undertaking.

I am writing to-night hurriedly and without maps or data to which I can refer, and I must therefore ask you to forgive the incompleteness of the memorandum you asked for.

I send an extra copy of my pamphlet and would refer you to Lieutenant-General Sir Andrew Clarke, R.E., who, in a letter dated the 26th December 1885, said "You will see from the enclosed that I agree with you and that I advocated the line as far back as 1876. (Sir Andrew Clarke was at that time Public Works Minister in India.) It was rejected on the score of cost, and that diplomacy which would restore to us the affection and alliance of Sher Ali would cost nothing. We know what it did cost and where was the alliance and affection."

In conclusion, let me wish you every success in your endeavour to reduce postal and telegraph rates.

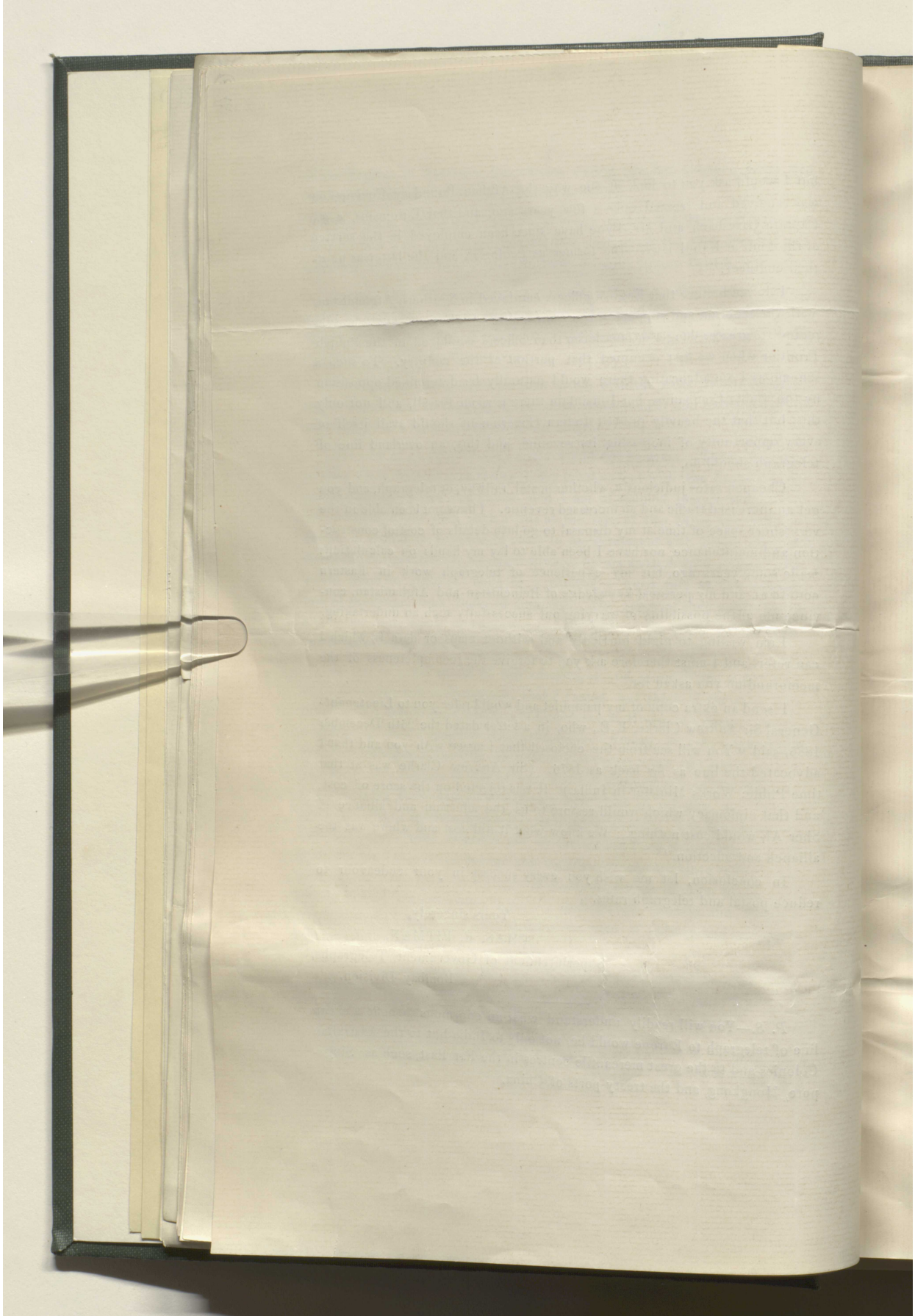
Yours sincerely,

CHAS. E. PITMAN,

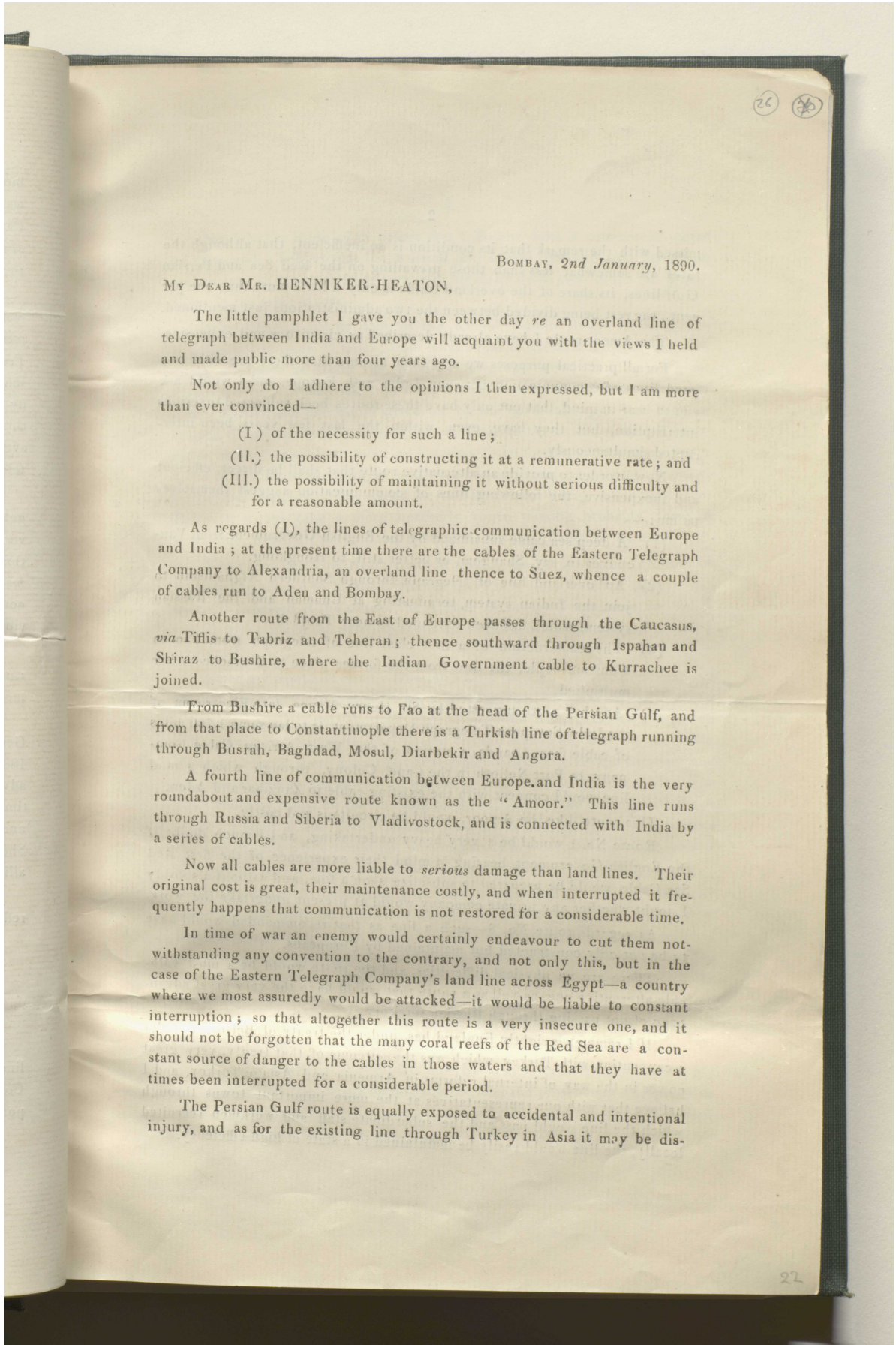
Superintendent of Government Telegraphs,
Bombay Division.

P. S.—You will readily understand what an enormous benefit a cheap line of telegraph to Europe would be, not only to India but to the Australian Colonies and to the great mercantile centres in the Far East, such as Singapore, Hongkong, and the treaty ports of China.

مراسلات وأوراق عن بلاد فارس [٢٥ظ] (١٠٧/٥١)



مراسلات وأوراق عن بلاد فارس [٢٦ و] (١٠٧/٥٢)



BOMBAY, 2nd January, 1890.

MY DEAR MR. HENNIKER-HEATON,

The little pamphlet I gave you the other day *re* an overland line of telegraph between India and Europe will acquaint you with the views I held and made public more than four years ago.

Not only do I adhere to the opinions I then expressed, but I am more than ever convinced—

- (I) of the necessity for such a line ;
- (II.) the possibility of constructing it at a remunerative rate ; and
- (III.) the possibility of maintaining it without serious difficulty and for a reasonable amount.

As regards (I), the lines of telegraphic communication between Europe and India ; at the present time there are the cables of the Eastern Telegraph Company to Alexandria, an overland line thence to Suez, whence a couple of cables run to Aden and Bombay.

Another route from the East of Europe passes through the Caucasus, *via* Tiflis to Tabriz and Teheran ; thence southward through Ispahan and Shiraz to Bushire, where the Indian Government cable to Kurrachee is joined.

From Bushire a cable runs to Fao at the head of the Persian Gulf, and from that place to Constantinople there is a Turkish line of telegraph running through Busrah, Baghdad, Mosul, Diarbekir and Angora.

A fourth line of communication between Europe and India is the very roundabout and expensive route known as the "Amoor." This line runs through Russia and Siberia to Vladivostock, and is connected with India by a series of cables.

Now all cables are more liable to *serious* damage than land lines. Their original cost is great, their maintenance costly, and when interrupted it frequently happens that communication is not restored for a considerable time.

In time of war an enemy would certainly endeavour to cut them notwithstanding any convention to the contrary, and not only this, but in the case of the Eastern Telegraph Company's land line across Egypt—a country where we most assuredly would be attacked—it would be liable to constant interruption ; so that altogether this route is a very insecure one, and it should not be forgotten that the many coral reefs of the Red Sea are a constant source of danger to the cables in those waters and that they have at times been interrupted for a considerable period.

The Persian Gulf route is equally exposed to accidental and intentional injury, and as for the existing line through Turkey in Asia it may be dis-

missed with the remark that its condition is so inefficient, that although the rates are somewhat less than those prevailing on the Red Sea and Persian Gulf lines, its share of the overland traffic is only a little more than one per cent., the rest being divided between the two administrations just mentioned.

The Amoor route I have already described as circuitous and expensive.

For all practical purposes we may then assume that there are only two good lines of communication between India and Europe, and I would ask you to bear in mind, that not only have these routes been subjected to serious interruption, but they have, even within the last few years, been interrupted simultaneously.

Now in order to provide an alternative route that shall be direct, efficient and inexpensive, the following lines of communication suggest themselves to me:—

- (1) A deep sea cable subsidized by the English Government from Vancouver to, say, Shanghai, or better still, to Hongkong.
- (2) An overland line of telegraph through Southern Afghanistan to join the Indian system, terminating at Chaman and the Russian system, which has been extended to near Penjdeh.
- (3) The construction of a first class line of telegraph from Fao to Constantinople, the line from the former place to Kurrachee being multiplied.
- (4) Another route suggested by Sir Henry Mance, late Electrician of the Indo-European Telegraph Department, is to lay some 1,700 miles of cable from Loanda, a station of the West African Cable Company, to Port Nolloth in the Cape Colony, through which a land line would connect with the existing cable to Zanzibar and Aden.

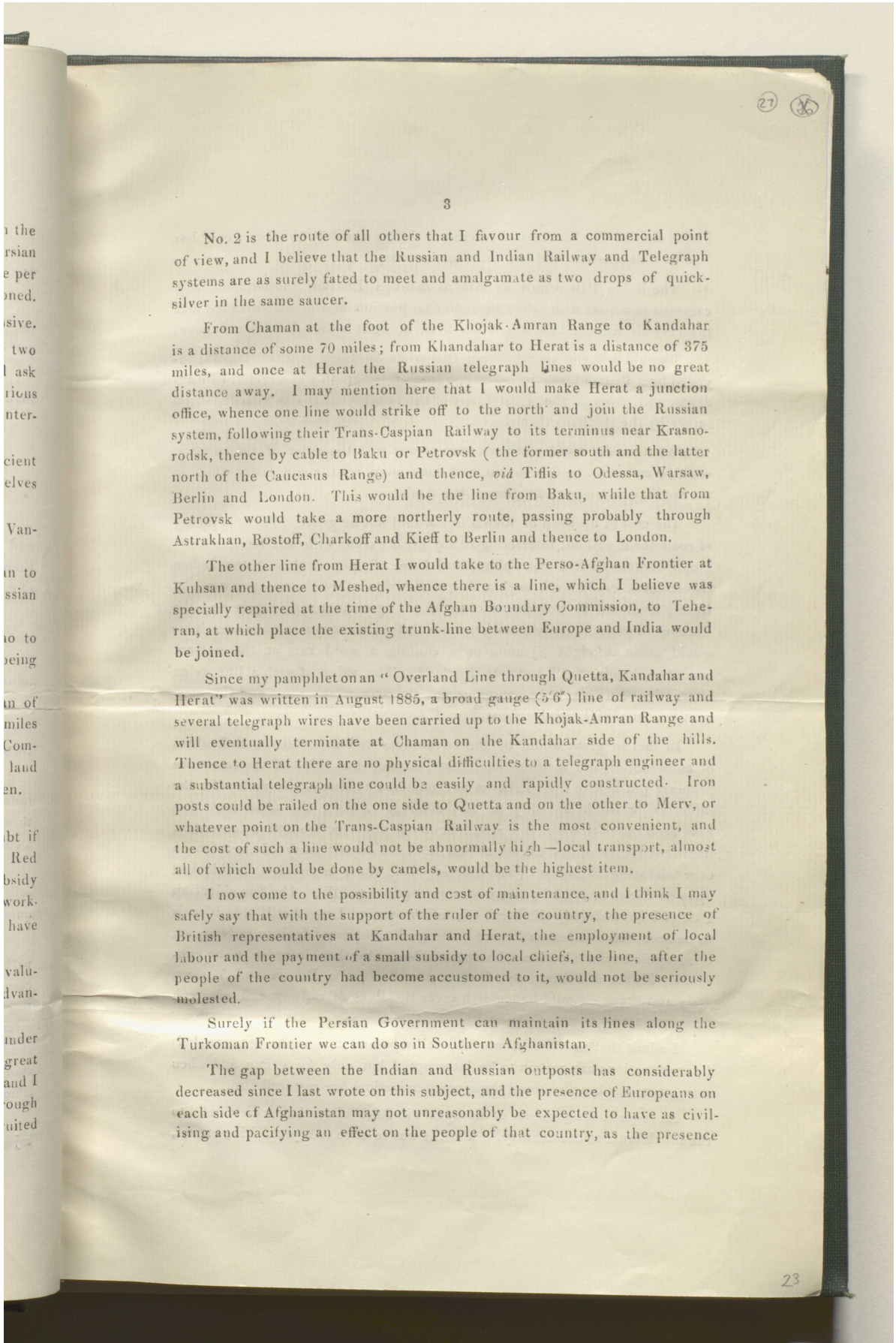
This route, like the Amoor, would be circuitous and costly.

Route No. 1 would be a very heavy undertaking, and I much doubt if the English Government, bearing in mind their experience of the first Red Sea Cable, would be prepared to subsidize such a line, and without a subsidy I doubt whether any private company would at present undertake the work.

As regards route No. 3—such a line as that recommended would have to be not only constructed but maintained by Europeans.

There are no physical difficulties, and the route would be a most valuable alternative one, as well as a route that would have the very great advantage of not passing through Russian territory.

If I remember rightly England has, under the treaty of Berlin or under a convention with Turkey which was the outcome of that treaty, very great power in the way of internal reforms in Armenia and Asiatic Turkey, and I believe that with our representatives at the more important towns through which the line would pass and the subordinate staff and workmen recruited locally, the line would easily be maintained in a state of high efficiency.



No. 2 is the route of all others that I favour from a commercial point of view, and I believe that the Russian and Indian Railway and Telegraph systems are as surely fated to meet and amalgamate as two drops of quick-silver in the same saucer.

From Chaman at the foot of the Khojak-Amran Range to Kandahar is a distance of some 70 miles; from Khandahar to Herat is a distance of 375 miles, and once at Herat the Russian telegraph lines would be no great distance away. I may mention here that I would make Herat a junction office, whence one line would strike off to the north and join the Russian system, following their Trans-Caspian Railway to its terminus near Krasno-rodsk, thence by cable to Baku or Petrovsk (the former south and the latter north of the Caucasus Range) and thence, *via* Tiflis to Odessa, Warsaw, Berlin and London. This would be the line from Baku, while that from Petrovsk would take a more northerly route, passing probably through Astrakhan, Rostoff, Charkoff and Kieff to Berlin and thence to London.

The other line from Herat I would take to the Perso-Afghan Frontier at Kuhsan and thence to Meshed, whence there is a line, which I believe was specially repaired at the time of the Afghan Boundary Commission, to Teheran, at which place the existing trunk-line between Europe and India would be joined.

Since my pamphlet on an "Overland Line through Quetta, Kandahar and Herat" was written in August 1885, a broad gauge (5'6") line of railway and several telegraph wires have been carried up to the Khojak-Amran Range and will eventually terminate at Chaman on the Kandahar side of the hills. Thence to Herat there are no physical difficulties to a telegraph engineer and a substantial telegraph line could be easily and rapidly constructed. Iron posts could be railed on the one side to Quetta and on the other to Merv, or whatever point on the Trans-Caspian Railway is the most convenient, and the cost of such a line would not be abnormally high—local transport, almost all of which would be done by camels, would be the highest item.

I now come to the possibility and cost of maintenance, and I think I may safely say that with the support of the ruler of the country, the presence of British representatives at Kandahar and Herat, the employment of local labour and the payment of a small subsidy to local chiefs, the line, after the people of the country had become accustomed to it, would not be seriously molested.

Surely if the Persian Government can maintain its lines along the Turkoman Frontier we can do so in Southern Afghanistan.

The gap between the Indian and Russian outposts has considerably decreased since I last wrote on this subject, and the presence of Europeans on each side of Afghanistan may not unreasonably be expected to have a civilising and pacifying effect on the people of that country, as the presence

مراسلات وأوراق عن بلاد فارس [٢٧ظ] (١٠٧/٥٥)

4

of the English in Northern Beluchistan during the last thirteen years has had on that hitherto wild and turbulent country.

The Bolan Pass is now as safe as many a London thoroughfare and caravans now pass with safety through that portion of the once dreaded and inaccessible Khyber Pass which has been brought under British influence.

I would ask you to remember that when Southern Afghanistan was invaded by a British force in 1878-79, a line of telegraph was erected to Kandahar, and through the greater part of the latter year it was guarded from injury by the Afghans themselves.

What we did then, when we were at war with the ruler of the country, could, I maintain, be done again, and done more readily and easily when in the country as friends and allies of the Amir.

The cost of up-keep of such a line would not be great. There is plenty of room for it without interfering to any great extent with the Eastern Telegraph Company's Red Sea Cables, and I am of opinion that if the Indian Government could work such a line at the rate of two annas per word to Herat, it should be possible to come to an agreement with Persia and the European Powers to carry messages onwards for six annas a word *or less*. This would mean an eight (8) anna or a shilling a word rate at the current rate of exchange, from India to England. The value of such a line as an alternative route would be enormous and the gain to the press and the mercantile community equally great.

In fact so great would be the advantages and so small the difficulties of construction and maintenance, that I cannot but think if the case were properly put before the Chambers of Commerce at Home, the money for the undertaking would speedily be forthcoming. Among the objections that have been raised to such a line are, difficulty of construction and maintenance, liability to interruption in case of war, and the impossibility of the Afghans ever tolerating Europeans (who differing from them in religion, are looked upon as Kafirs or infidels, whom it is meritorious to kill). The first objection I think I have already disposed of; of the second I say that if this idea is to be accepted as a reason for not putting adjacent countries into railway and telegraphic communication with one another, why then, in order to be consistent, France and Germany, Germany and Russia, Russia and Turkey, Italy and France should henceforth sever the lines of railway and telegraph now connecting them.

I admit that in time of war the railways and telegraphs between belligerent nations are certain to be interrupted but only for a time, and when once peace has been restored these communications are restored also.

As regards the presence of Europeans in Afghanistan being distasteful to the inhabitants of the country, I admit it was so once to a prohibitive extent,

but I would ask you to look at the way the Afghan Boundary Commission was received and treated only a few years ago, and that Europeans, *e. g.*, Captain Griesbach and Mr. Pyne have since been employed in the service of the Amir at Kabul itself—the former as geologist, and the latter as practical engineer.

I do not believe that English officers employed in Southern Afghanistan, with the sanction and support of the Amir and his lieutenants, would be subjected to greater danger or fanaticism than officers employed in the Punjab Frontier when we first occupied that portion of the country. To such a scheme as I am advocating there would naturally be determined opposition by the Cable Companies, but I maintain there is room for all, and not only this, but that the heavily pressed Indian Government should avail itself of every opportunity of increasing its revenue, and this, an overland line of telegraph should do.

Cheapen rates judiciously, whether postal, railway, or telegraph, and you get an increased traffic and an increased revenue. I have not been able in the very short space of time at my disposal to go into details of cost of construction and maintenance, nor have I been able to lay my hands on calculations made some years ago, but my experience of telegraph work in Eastern countries, and my personal knowledge of Beluchistan and Afghanistan, convince me of the possibility of carrying out successfully such an undertaking.

I am writing to-night hurriedly and without maps or data to which I can refer, and I must therefore ask you to forgive the incompleteness of the memorandum you asked for.

I send an extra copy of my pamphlet and would refer you to Lieutenant-General Sir Andrew Clarke, R.E., who, in a letter dated the 26th December 1885, said "You will see from the enclosed that I agree with you and that I advocated the line as far back as 1876. (Sir Andrew Clarke was at that time Public Works Minister in India.) It was rejected on the score of cost, and that diplomacy which would restore to us the affection and alliance of Sher Ali would cost nothing. We know what it did cost and where was the alliance and affection."

In conclusion, let me wish you every success in your endeavour to reduce postal and telegraph rates.

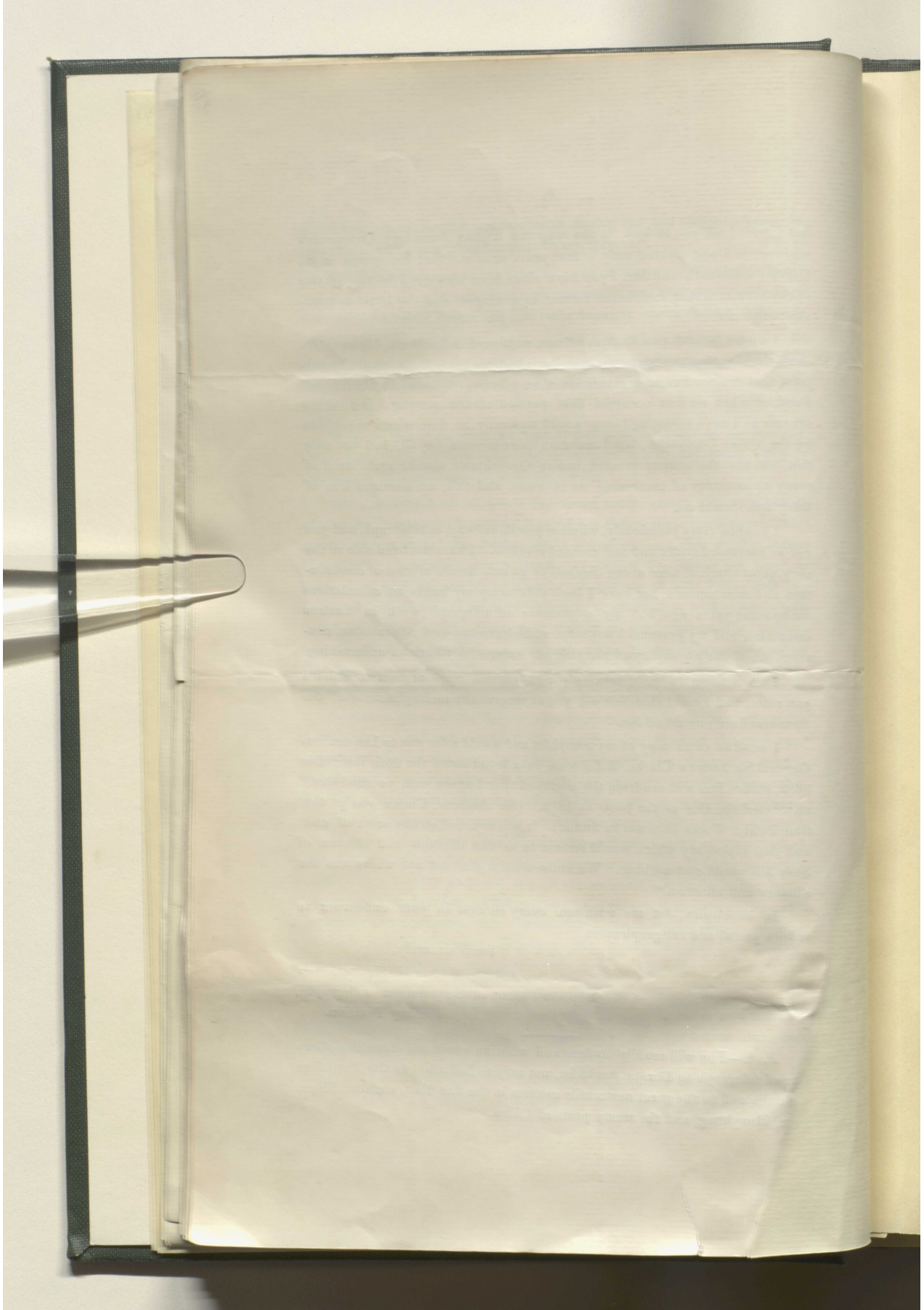
Yours sincerely,

CHAS. E. PITMAN,

Superintendent of Government Telegraphs,
Bombay Division.

P. S.—You will readily understand what an enormous benefit a cheap line of telegraph to Europe would be, not only to India but to the Australian Colonies and to the great mercantile centres in the Far East, such as Singapore, Hongkong, and the treaty ports of China.

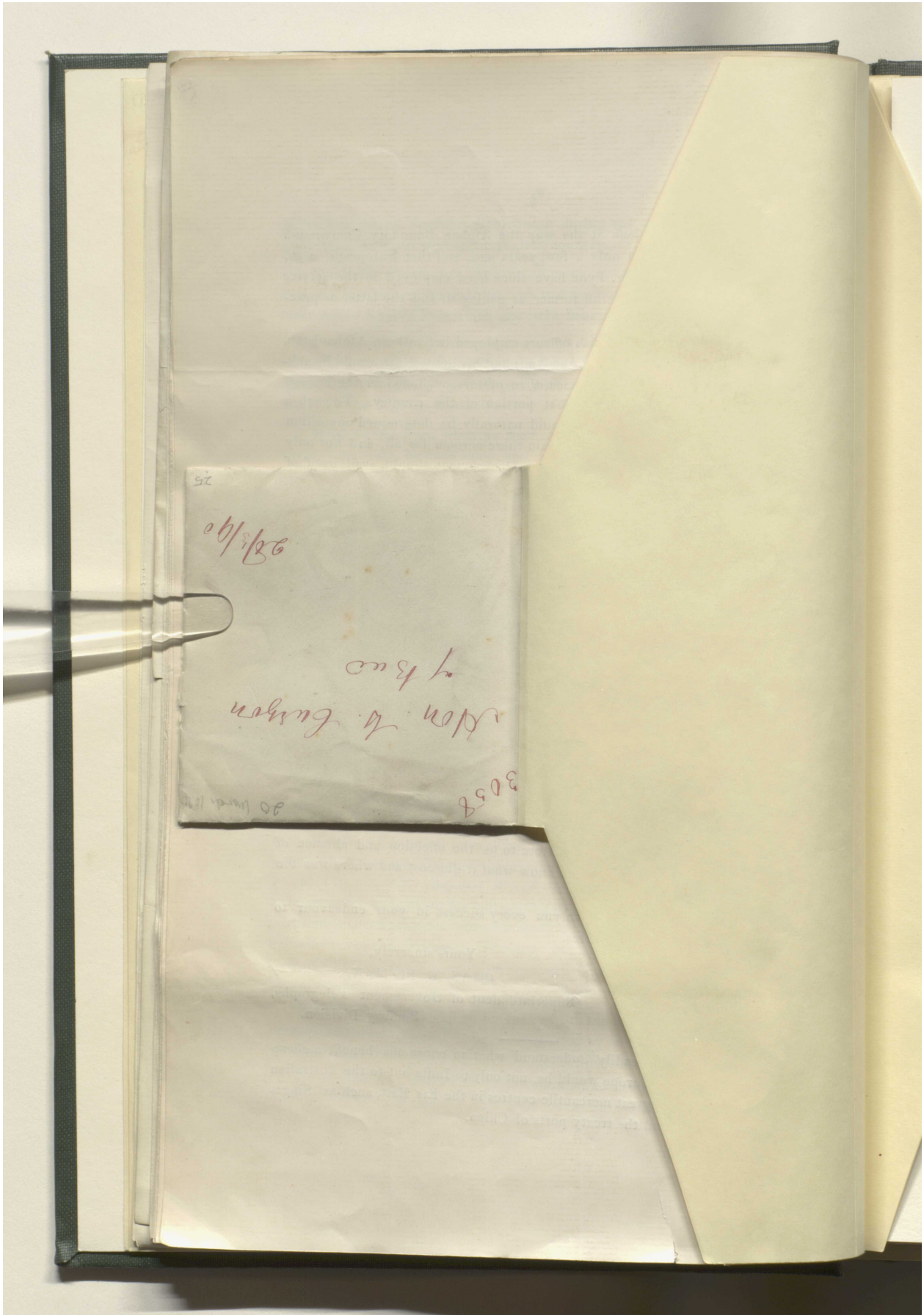
مراسلات وأوراق عن بلاد فارس [٢٨ ظ] (١٠٧/٥٧)



مراسلات وأوراق عن بلاد فارس [٢٩و] (١٠٧/٥٨)



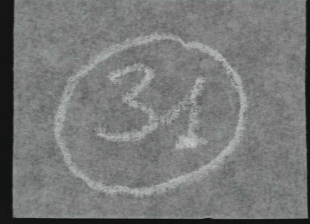
مراسلات وأوراق عن بلاد فارس [٢٩ظ] (١٠٧/٥٩)



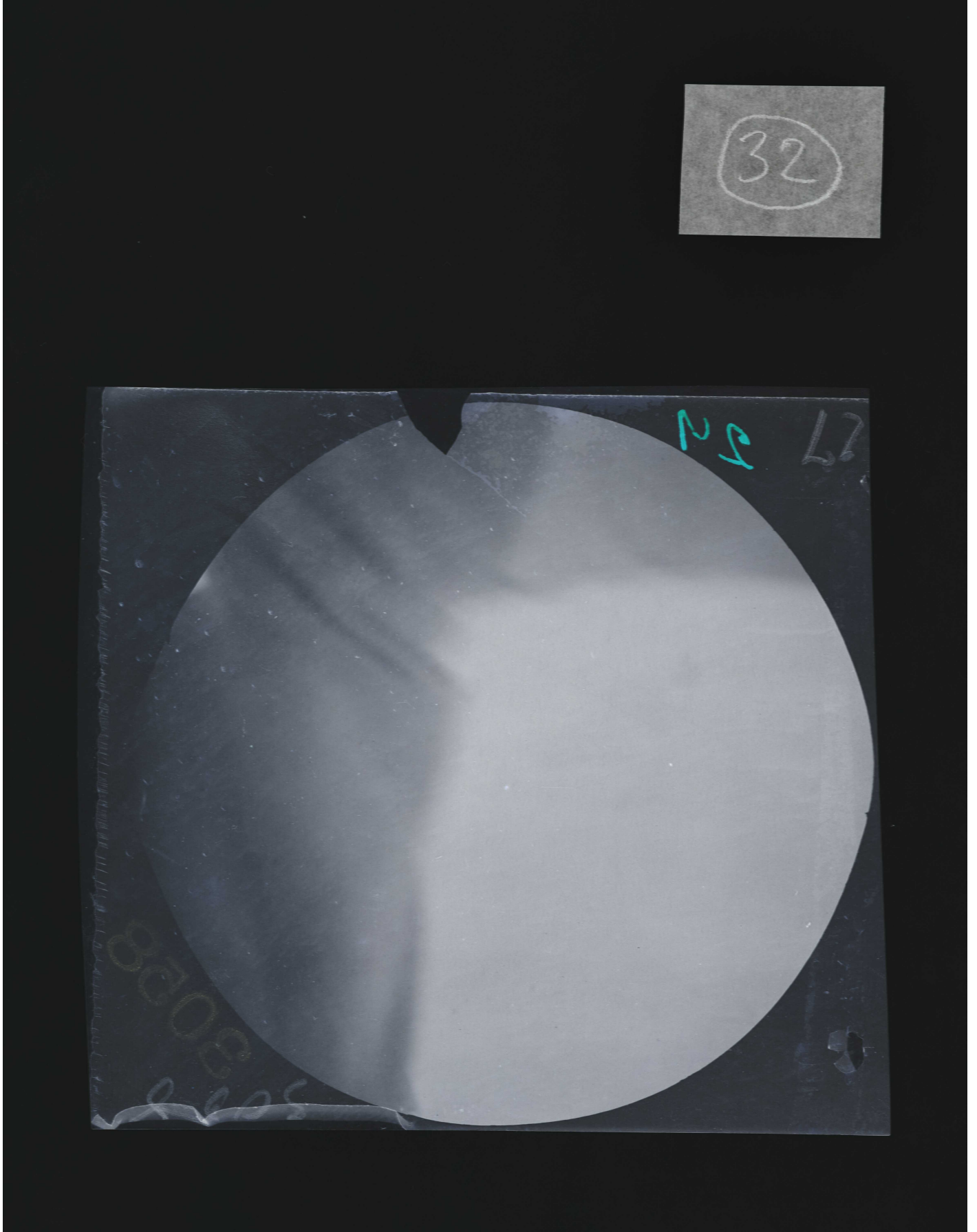
مراسلات وأوراق عن بلاد فارس [٣٠] [١٠٧/٦٠]



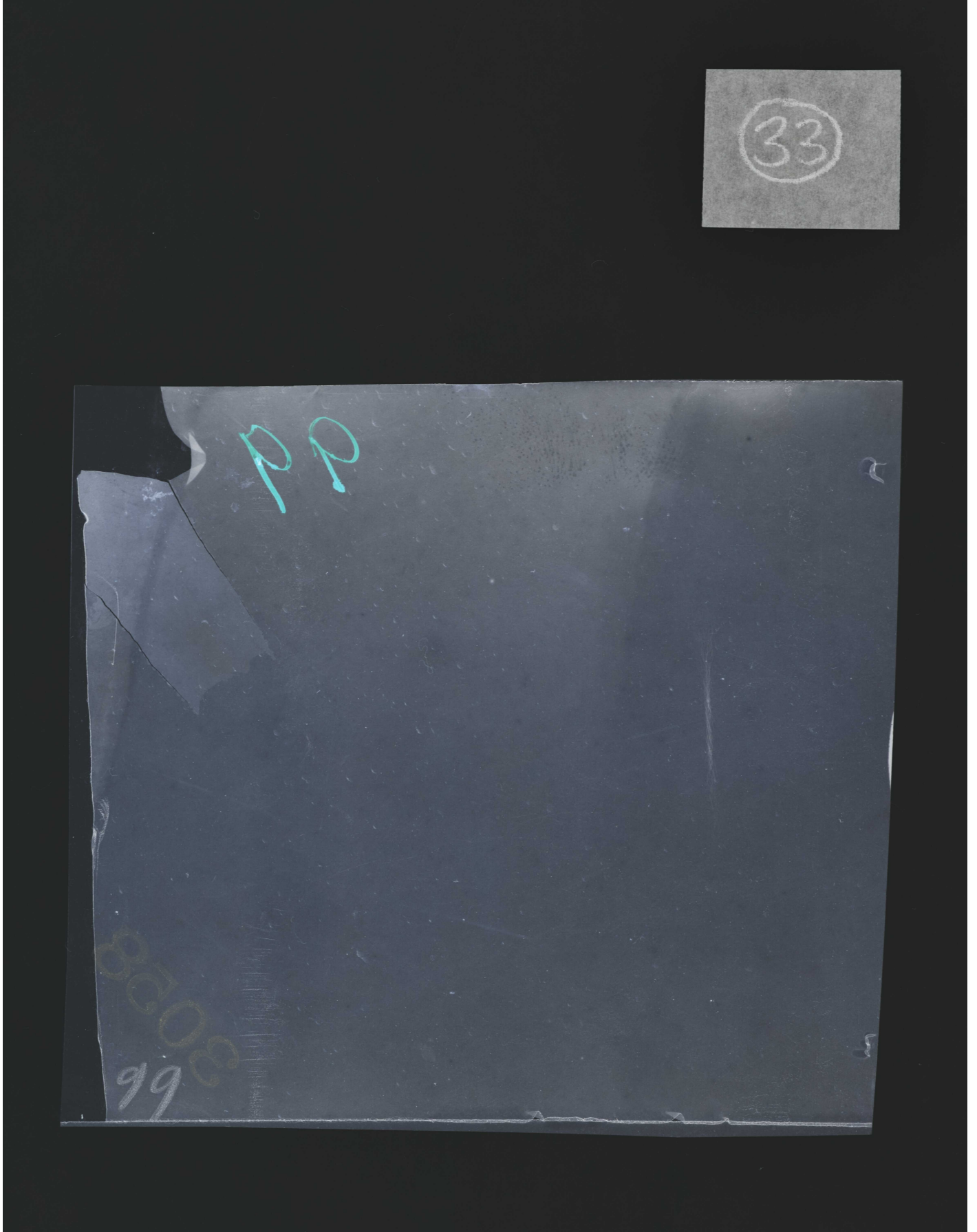
مراسلات وأوراق عن بلاد فارس [٣١ و] (١٠٧/٦١)



مراسلات وأوراق عن بلاد فارس [٣٢ و] (١٠٧/٦٢)



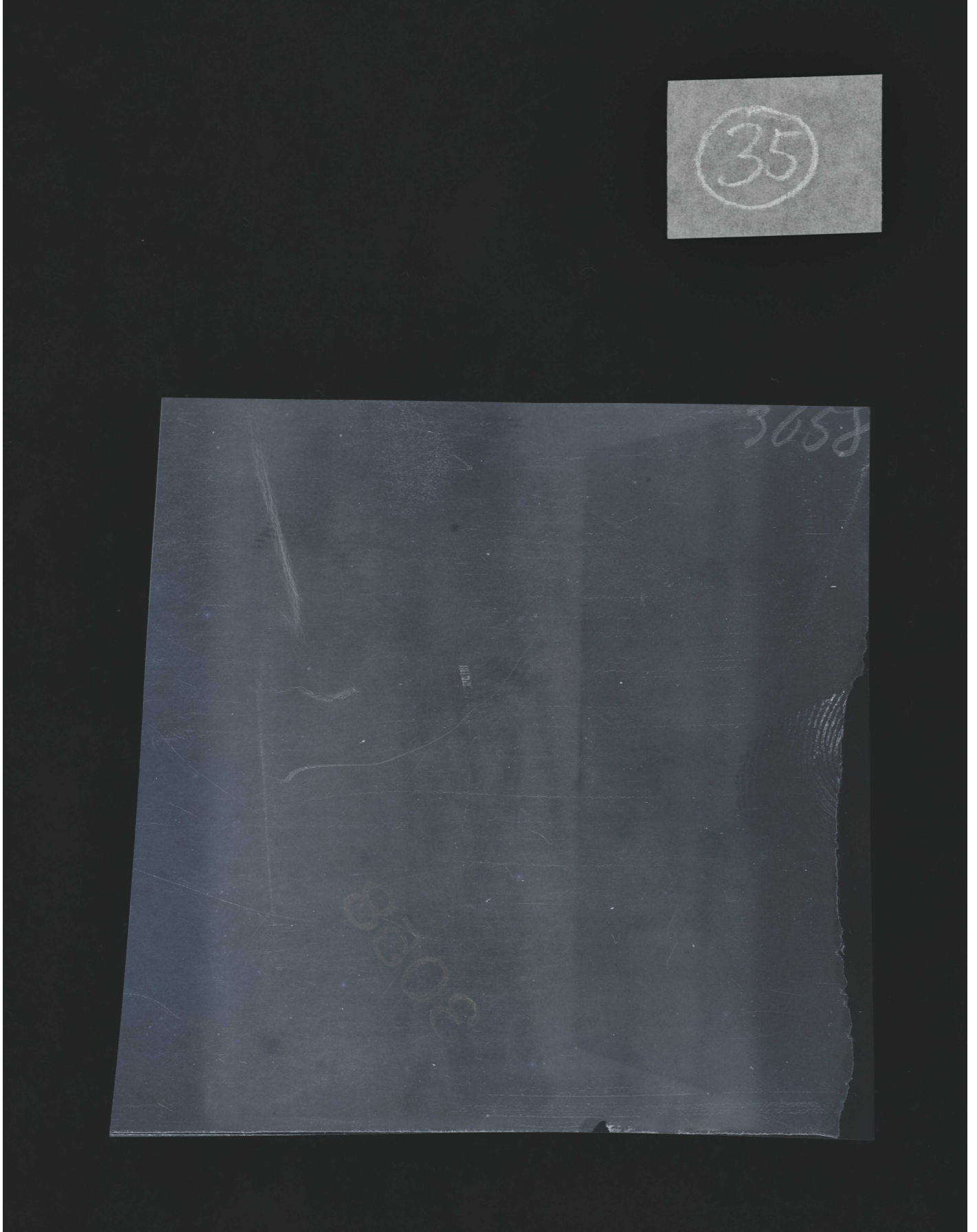
مراسلات وأوراق عن بلاد فارس [٣٣و] (١٠٧/٦٣)



مراسلات وأوراق عن بلاد فارس [٣٤ و] (١٠٧/٦٤)

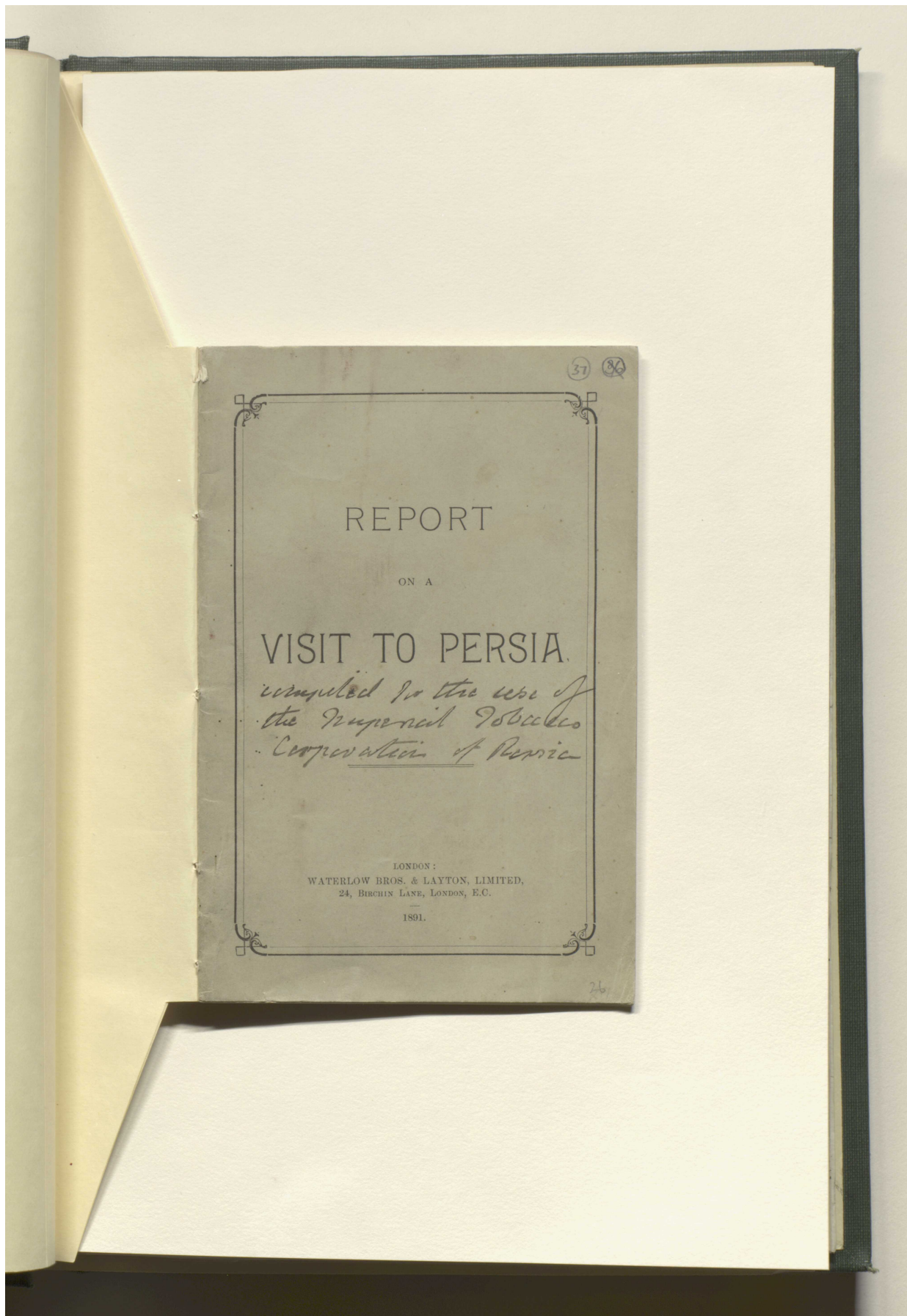


مراسلات وأوراق عن بلاد فارس [٣٥ و] (١٠٧/٦٥)



مراسلات وأوراق عن بلاد فارس [٣٦ و] (١٠٧/٦٦)







REPORT
ON A
VISIT TO PERSIA.

1. The regions defined politically under the comprehensive designation of "The Persian Empire" may be separated geographically and ethnographically into three great Divisions, which differ entirely from one another as to their physical attributes and the character and origin of the populations found residing in them.

(1) The Northern portion, bordering upon the Russian frontier, and including the following Provinces:—

Azarbaijan. Mazandaran.
Gilan. Khorassan.

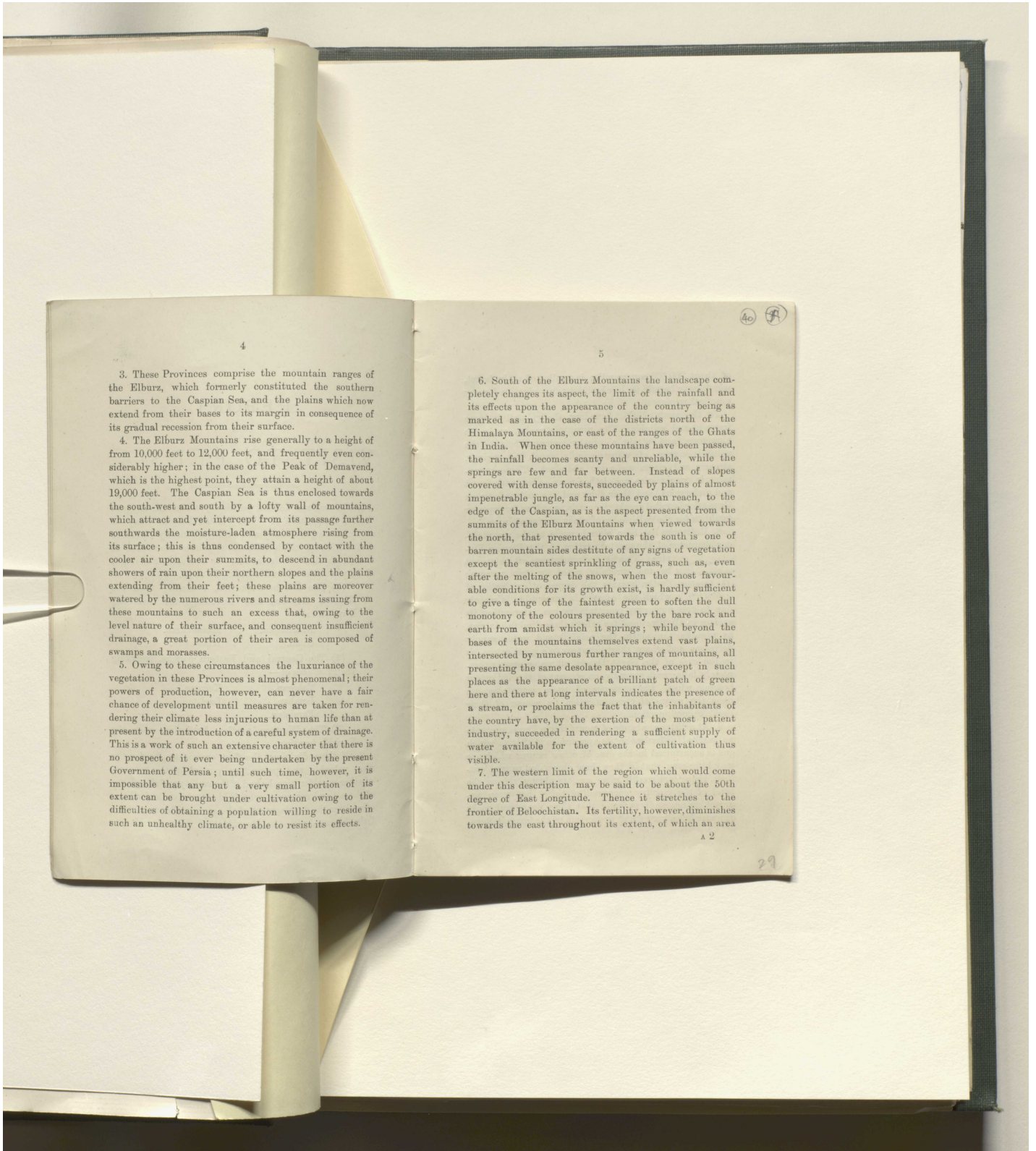
(2) The Central and Eastern portion, including the Provinces of—

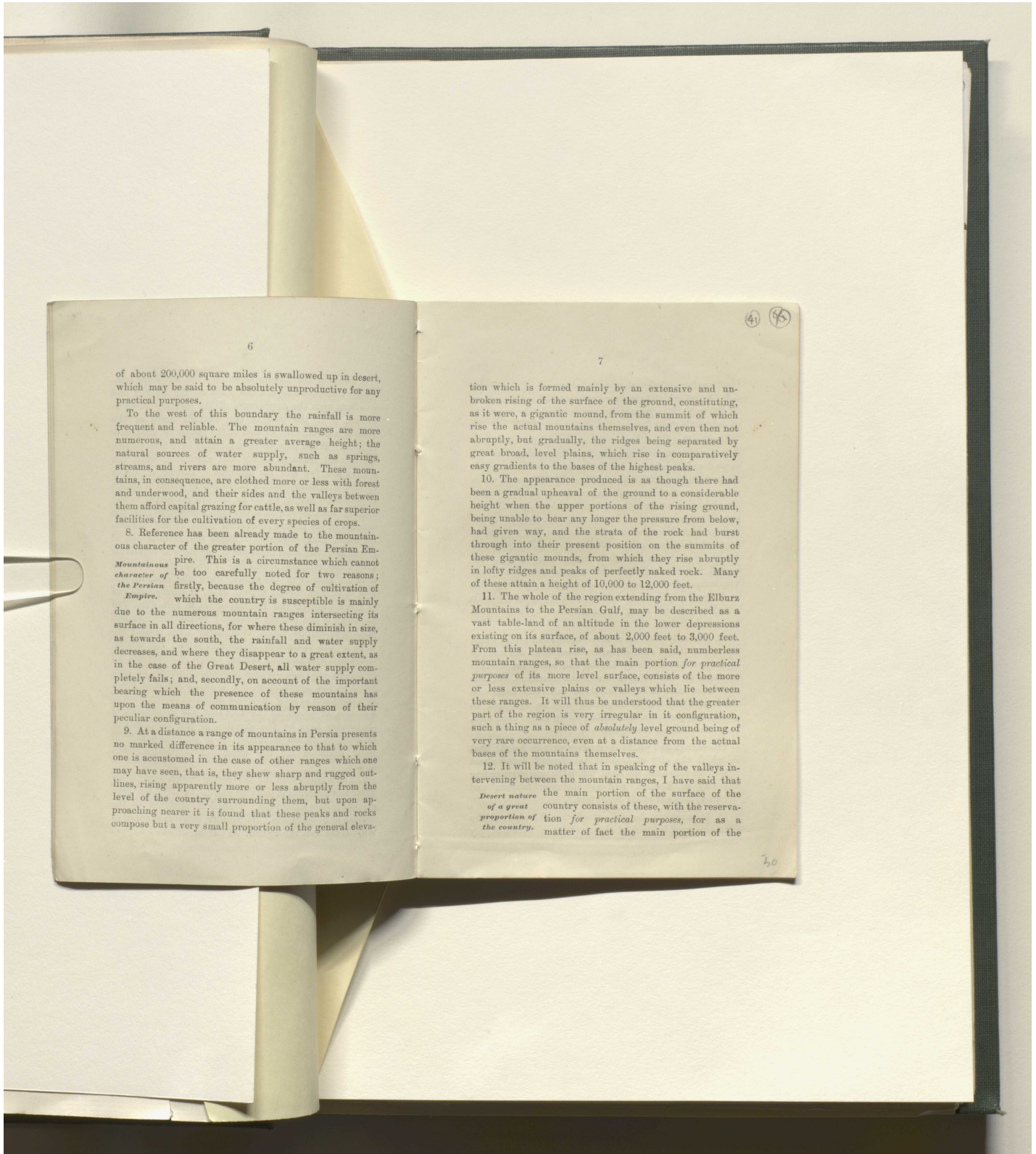
Teheran. Kerman.
Ispahan. Laristan.
Farsistan.

(3) The Western portion, bordering upon the Turkish frontier.

2. Of these divisions the first constitutes by far the most valuable and productive portion of the country, whether consideration be had of the variety and abundance of the natural resources contained therein, or the facilities offered for the development of the same. This is particularly the case with the Provinces of Gilan and Mazandaran.

مراسلات وأوراق عن بلاد فارس [٤٠ و] (١٠٧/٧٧)





6
of about 200,000 square miles is swallowed up in desert, which may be said to be absolutely unproductive for any practical purposes.

To the west of this boundary the rainfall is more frequent and reliable. The mountain ranges are more numerous, and attain a greater average height; the natural sources of water supply, such as springs, streams, and rivers are more abundant. These mountains, in consequence, are clothed more or less with forest and underwood, and their sides and the valleys between them afford capital grazing for cattle, as well as far superior facilities for the cultivation of every species of crops.

8. Reference has been already made to the mountainous character of the greater portion of the Persian Empire. This is a circumstance which cannot be too carefully noted for two reasons; firstly, because the degree of cultivation of the country is susceptible is mainly due to the numerous mountain ranges intersecting its surface in all directions, for where these diminish in size, as towards the south, the rainfall and water supply decreases, and where they disappear to a great extent, as in the case of the Great Desert, all water supply completely fails; and, secondly, on account of the important bearing which the presence of these mountains has upon the means of communication by reason of their peculiar configuration.

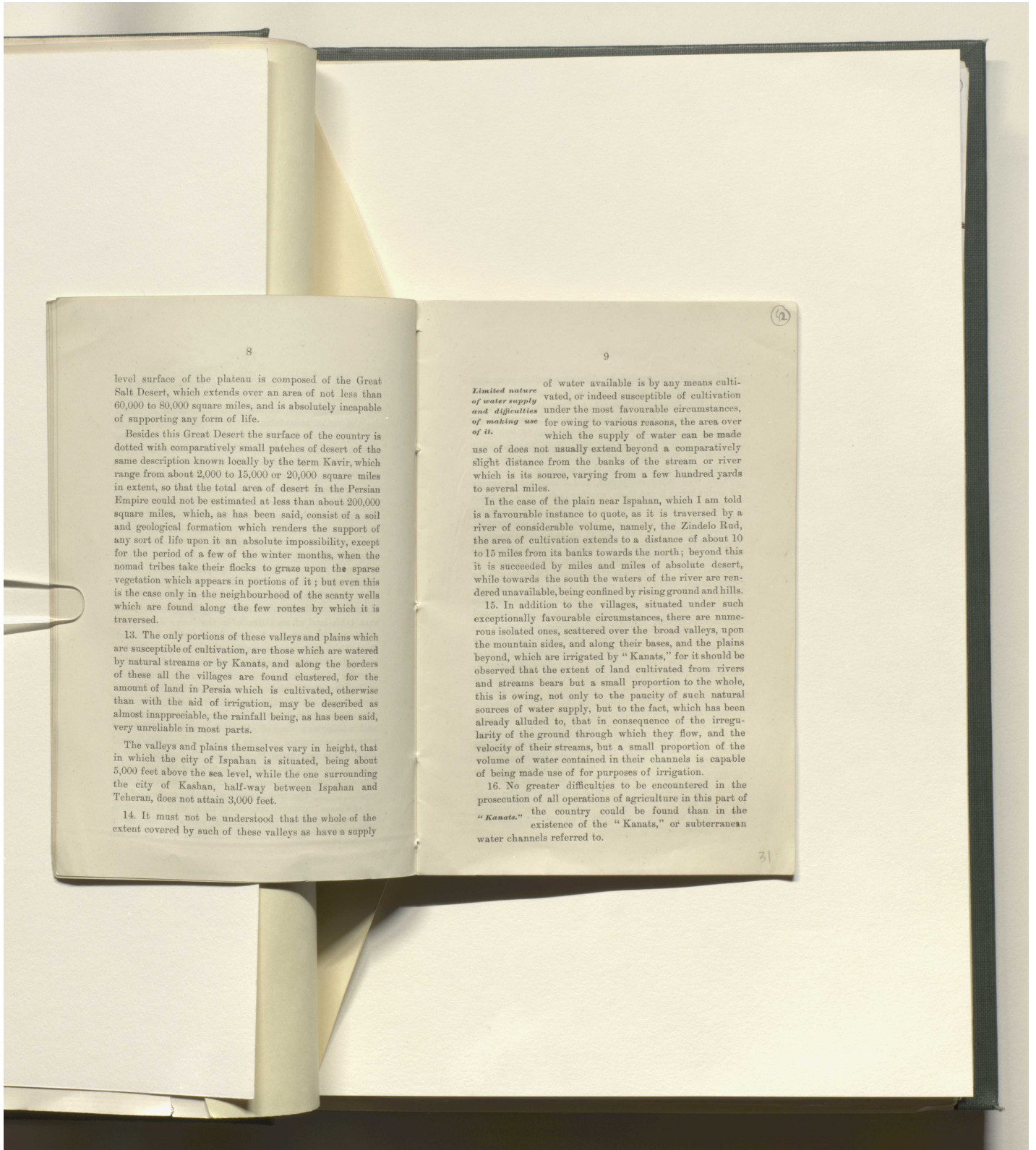
9. At a distance a range of mountains in Persia presents no marked difference in its appearance to that to which one is accustomed in the case of other ranges which one may have seen, that is, they shew sharp and rugged outlines, rising apparently more or less abruptly from the level of the country surrounding them, but upon approaching nearer it is found that these peaks and rocks compose but a very small proportion of the general eleva-

7
tion which is formed mainly by an extensive and unbroken rising of the surface of the ground, constituting, as it were, a gigantic mound, from the summit of which rise the actual mountains themselves, and even then not abruptly, but gradually, the ridges being separated by great broad, level plains, which rise in comparatively easy gradients to the bases of the highest peaks.

10. The appearance produced is as though there had been a gradual upheaval of the ground to a considerable height when the upper portions of the rising ground, being unable to bear any longer the pressure from below, had given way, and the strata of the rock had burst through into their present position on the summits of these gigantic mounds, from which they rise abruptly in lofty ridges and peaks of perfectly naked rock. Many of these attain a height of 10,000 to 12,000 feet.

11. The whole of the region extending from the Elburz Mountains to the Persian Gulf, may be described as a vast table-land of an altitude in the lower depressions existing on its surface, of about 2,000 feet to 3,000 feet. From this plateau rise, as has been said, numberless mountain ranges, so that the main portion for practical purposes of its more level surface, consists of the more or less extensive plains or valleys which lie between these ranges. It will thus be understood that the greater part of the region is very irregular in its configuration, such a thing as a piece of absolutely level ground being of very rare occurrence, even at a distance from the actual bases of the mountains themselves.

12. It will be noted that in speaking of the valleys intervening between the mountain ranges, I have said that the main portion of the surface of the country consists of these, with the reservation for practical purposes, for as a matter of fact the main portion of the



8

level surface of the plateau is composed of the Great Salt Desert, which extends over an area of not less than 60,000 to 80,000 square miles, and is absolutely incapable of supporting any form of life.

Besides this Great Desert the surface of the country is dotted with comparatively small patches of desert of the same description known locally by the term Kavir, which range from about 2,000 to 15,000 or 20,000 square miles in extent, so that the total area of desert in the Persian Empire could not be estimated at less than about 200,000 square miles, which, as has been said, consist of a soil and geological formation which renders the support of any sort of life upon it an absolute impossibility, except for the period of a few of the winter months, when the nomad tribes take their flocks to graze upon the sparse vegetation which appears in portions of it; but even this is the case only in the neighbourhood of the scanty wells which are found along the few routes by which it is traversed.

13. The only portions of these valleys and plains which are susceptible of cultivation, are those which are watered by natural streams or by Kanats, and along the borders of these all the villages are found clustered, for the amount of land in Persia which is cultivated, otherwise than with the aid of irrigation, may be described as almost inappreciable, the rainfall being, as has been said, very unreliable in most parts.

The valleys and plains themselves vary in height, that in which the city of Ispahan is situated, being about 5,000 feet above the sea level, while the one surrounding the city of Kashan, half-way between Ispahan and Teheran, does not attain 3,000 feet.

14. It must not be understood that the whole of the extent covered by such of these valleys as have a supply

9

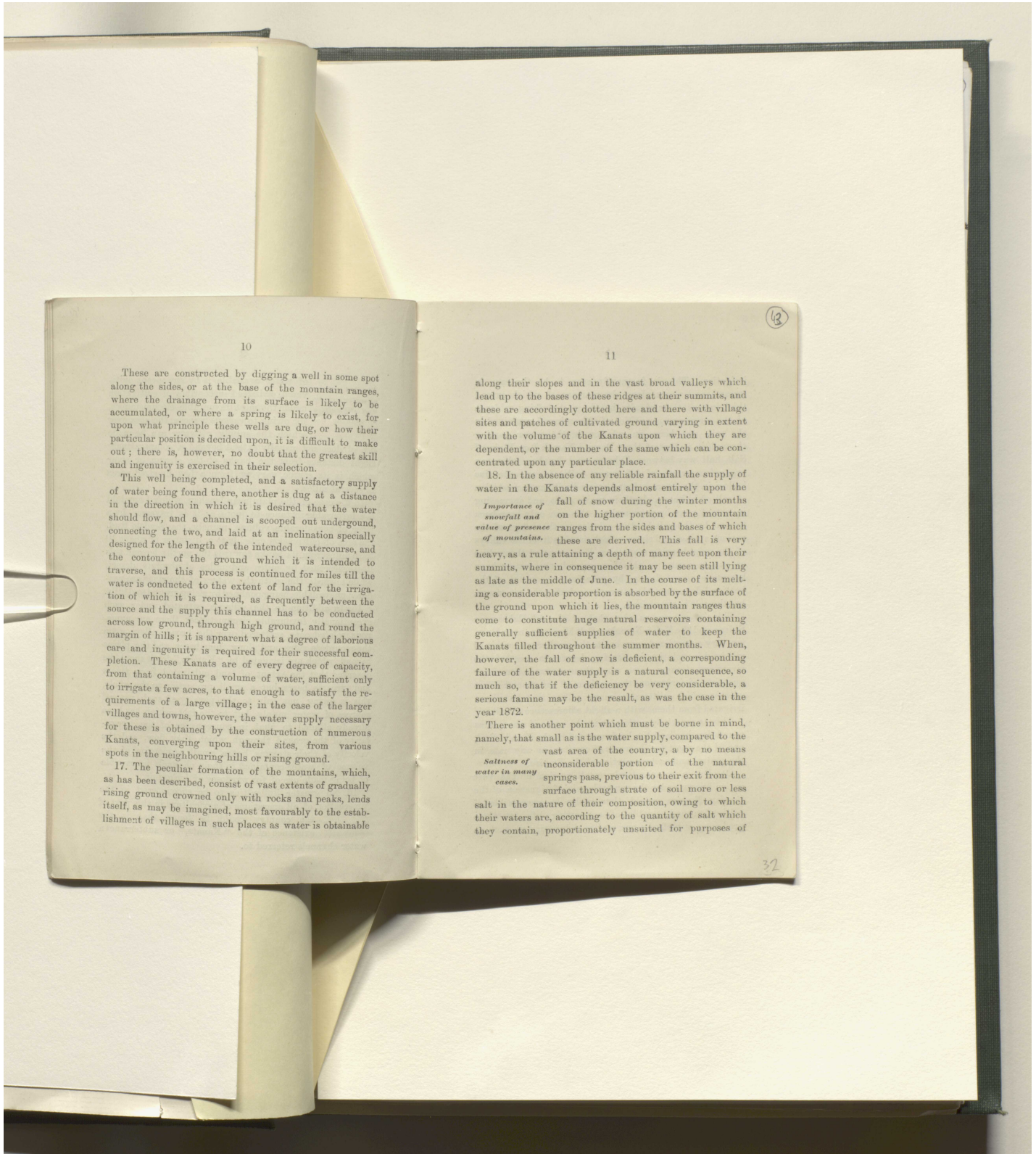
Limited nature of water supply and difficulties of making use of it. of water available is by any means cultivated, or indeed susceptible of cultivation under the most favourable circumstances, for owing to various reasons, the area over which the supply of water can be made use of does not usually extend beyond a comparatively slight distance from the banks of the stream or river which is its source, varying from a few hundred yards to several miles.

In the case of the plain near Ispahan, which I am told is a favourable instance to quote, as it is traversed by a river of considerable volume, namely, the Zindelo Rud, the area of cultivation extends to a distance of about 10 to 15 miles from its banks towards the north; beyond this it is succeeded by miles and miles of absolute desert, while towards the south the waters of the river are rendered unavailable, being confined by rising ground and hills.

15. In addition to the villages, situated under such exceptionally favourable circumstances, there are numerous isolated ones, scattered over the broad valleys, upon the mountain sides, and along their bases, and the plains beyond, which are irrigated by "Kanats," for it should be observed that the extent of land cultivated from rivers and streams bears but a small proportion to the whole, this is owing, not only to the paucity of such natural sources of water supply, but to the fact, which has been already alluded to, that in consequence of the irregularity of the ground through which they flow, and the velocity of their streams, but a small proportion of the volume of water contained in their channels is capable of being made use of for purposes of irrigation.

16. No greater difficulties to be encountered in the prosecution of all operations of agriculture in this part of "Kanats," the country could be found than in the existence of the "Kanats," or subterranean water channels referred to.

31



10

These are constructed by digging a well in some spot along the sides, or at the base of the mountain ranges, where the drainage from its surface is likely to be accumulated, or where a spring is likely to exist, for upon what principle these wells are dug, or how their particular position is decided upon, it is difficult to make out; there is, however, no doubt that the greatest skill and ingenuity is exercised in their selection.

This well being completed, and a satisfactory supply of water being found there, another is dug at a distance in the direction in which it is desired that the water should flow, and a channel is scooped out underground, connecting the two, and laid at an inclination specially designed for the length of the intended watercourse, and the contour of the ground which it is intended to traverse, and this process is continued for miles till the water is conducted to the extent of land for the irrigation of which it is required, as frequently between the source and the supply this channel has to be conducted across low ground, through high ground, and round the margin of hills; it is apparent what a degree of laborious care and ingenuity is required for their successful completion. These Kanats are of every degree of capacity, from that containing a volume of water, sufficient only to irrigate a few acres, to that enough to satisfy the requirements of a large village; in the case of the larger villages and towns, however, the water supply necessary for these is obtained by the construction of numerous Kanats, converging upon their sites, from various spots in the neighbouring hills or rising ground.

17. The peculiar formation of the mountains, which, as has been described, consist of vast extents of gradually rising ground crowned only with rocks and peaks, lends itself, as may be imagined, most favourably to the establishment of villages in such places as water is obtainable

11

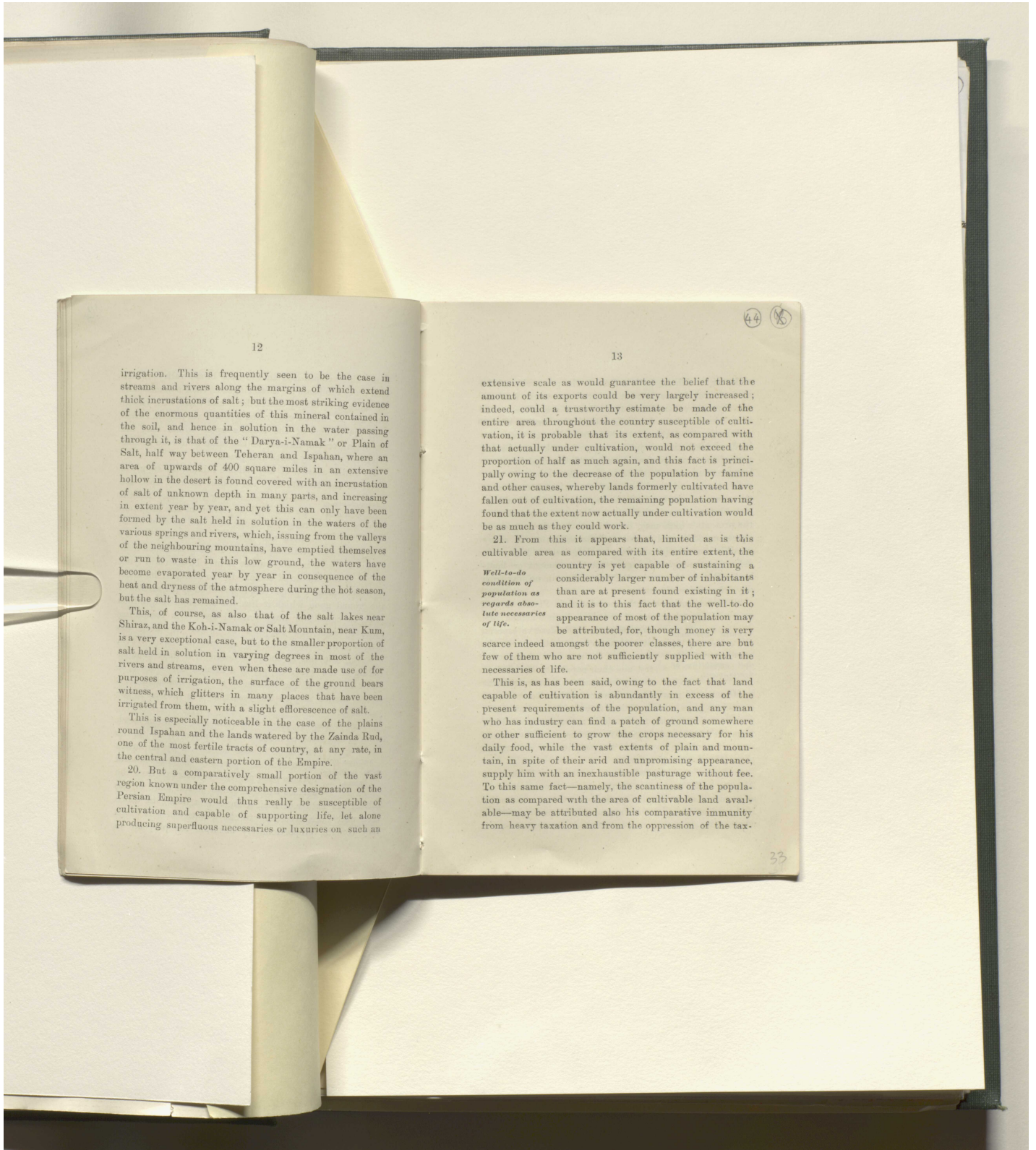
along their slopes and in the vast broad valleys which lead up to the bases of these ridges at their summits, and these are accordingly dotted here and there with village sites and patches of cultivated ground varying in extent with the volume of the Kanats upon which they are dependent, or the number of the same which can be concentrated upon any particular place.

18. In the absence of any reliable rainfall the supply of water in the Kanats depends almost entirely upon the fall of snow during the winter months on the higher portion of the mountain ranges from the sides and bases of which these are derived. This fall is very heavy, as a rule attaining a depth of many feet upon their summits, where in consequence it may be seen still lying as late as the middle of June. In the course of its melting a considerable proportion is absorbed by the surface of the ground upon which it lies, the mountain ranges thus come to constitute huge natural reservoirs containing generally sufficient supplies of water to keep the Kanats filled throughout the summer months. When, however, the fall of snow is deficient, a corresponding failure of the water supply is a natural consequence, so much so, that if the deficiency be very considerable, a serious famine may be the result, as was the case in the year 1872.

There is another point which must be borne in mind, namely, that small as is the water supply, compared to the vast area of the country, a by no means inconsiderable portion of the natural springs pass, previous to their exit from the surface through strata of soil more or less salt in the nature of their composition, owing to which their waters are, according to the quantity of salt which they contain, proportionately unsuited for purposes of

43

32



12

irrigation. This is frequently seen to be the case in streams and rivers along the margins of which extend thick incrustations of salt; but the most striking evidence of the enormous quantities of this mineral contained in the soil, and hence in solution in the water passing through it, is that of the "Darya-i-Namak" or Plain of Salt, half way between Teheran and Ispahan, where an area of upwards of 400 square miles in an extensive hollow in the desert is found covered with an incrustation of salt of unknown depth in many parts, and increasing in extent year by year, and yet this can only have been formed by the salt held in solution in the waters of the various springs and rivers, which, issuing from the valleys of the neighbouring mountains, have emptied themselves or run to waste in this low ground, the waters have become evaporated year by year in consequence of the heat and dryness of the atmosphere during the hot season, but the salt has remained.

This, of course, as also that of the salt lakes near Shiraz, and the Koh-i-Namak or Salt Mountain, near Kum, is a very exceptional case, but to the smaller proportion of salt held in solution in varying degrees in most of the rivers and streams, even when these are made use of for purposes of irrigation, the surface of the ground bears witness, which glitters in many places that have been irrigated from them, with a slight efflorescence of salt.

This is especially noticeable in the case of the plains round Ispahan and the lands watered by the Zainda Rud, one of the most fertile tracts of country, at any rate, in the central and eastern portion of the Empire.

20. But a comparatively small portion of the vast region known under the comprehensive designation of the Persian Empire would thus really be susceptible of cultivation and capable of supporting life, let alone producing superfluous necessaries or luxuries on such an

13

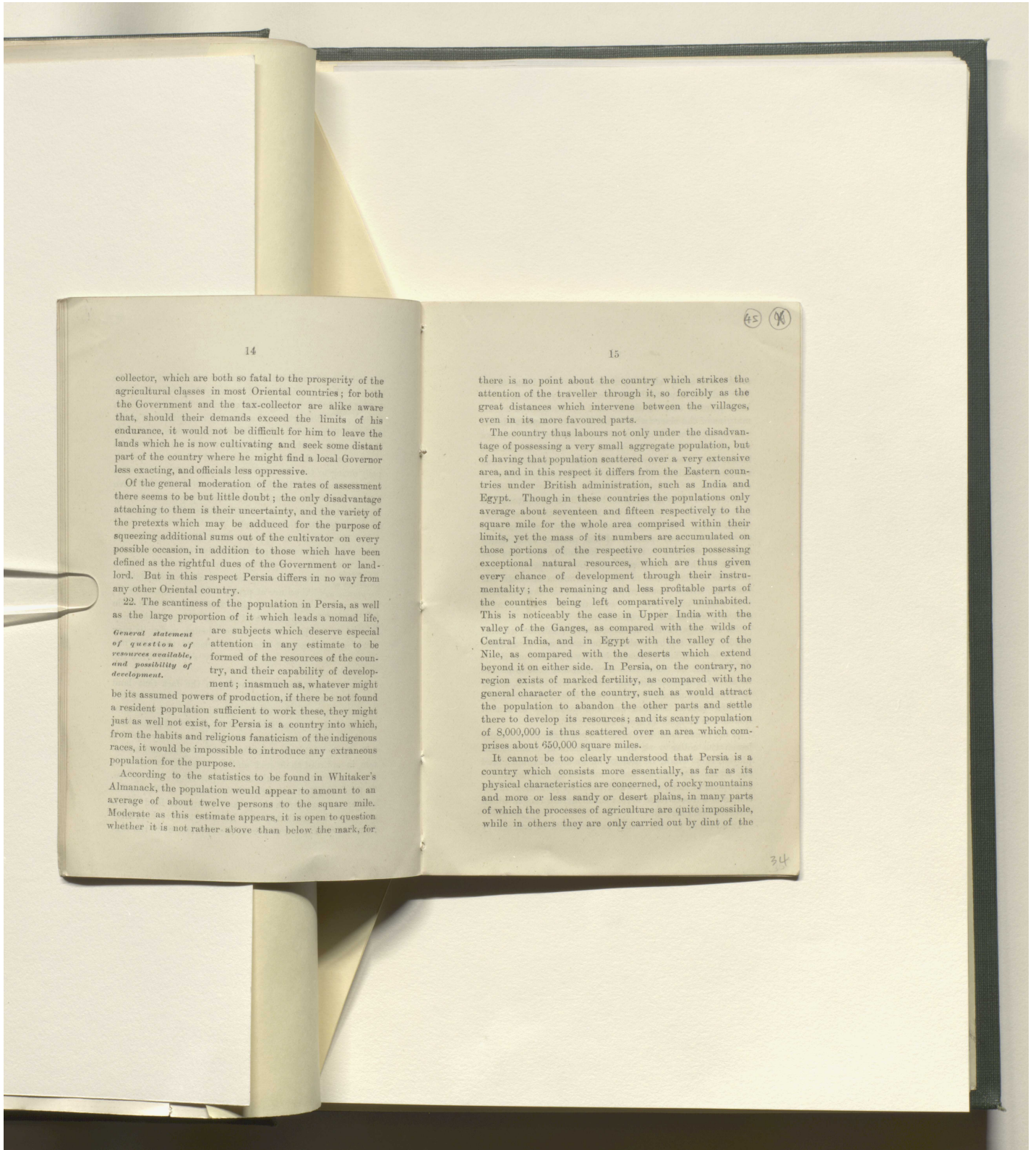
extensive scale as would guarantee the belief that the amount of its exports could be very largely increased; indeed, could a trustworthy estimate be made of the entire area throughout the country susceptible of cultivation, it is probable that its extent, as compared with that actually under cultivation, would not exceed the proportion of half as much again, and this fact is principally owing to the decrease of the population by famine and other causes, whereby lands formerly cultivated have fallen out of cultivation, the remaining population having found that the extent now actually under cultivation would be as much as they could work.

21. From this it appears that, limited as is this cultivable area as compared with its entire extent, the country is yet capable of sustaining a considerably larger number of inhabitants than are at present found existing in it; and it is to this fact that the well-to-do appearance of most of the population may be attributed, for, though money is very scarce indeed amongst the poorer classes, there are but few of them who are not sufficiently supplied with the necessaries of life.

This is, as has been said, owing to the fact that land capable of cultivation is abundantly in excess of the present requirements of the population, and any man who has industry can find a patch of ground somewhere or other sufficient to grow the crops necessary for his daily food, while the vast extents of plain and mountain, in spite of their arid and unpromising appearance, supply him with an inexhaustible pasturage without fee. To this same fact—namely, the scantiness of the population as compared with the area of cultivable land available—may be attributed also his comparative immunity from heavy taxation and from the oppression of the tax-

44

33



14

collector, which are both so fatal to the prosperity of the agricultural classes in most Oriental countries; for both the Government and the tax-collector are alike aware that, should their demands exceed the limits of his endurance, it would not be difficult for him to leave the lands which he is now cultivating and seek some distant part of the country where he might find a local Governor less exacting, and officials less oppressive.

Of the general moderation of the rates of assessment there seems to be but little doubt; the only disadvantage attaching to them is their uncertainty, and the variety of the pretexts which may be adduced for the purpose of squeezing additional sums out of the cultivator on every possible occasion, in addition to those which have been defined as the rightful dues of the Government or landlord. But in this respect Persia differs in no way from any other Oriental country.

22. The scantiness of the population in Persia, as well as the large proportion of it which leads a nomad life, are subjects which deserve especial attention in any estimate to be formed of the resources of the country, and their capability of development; inasmuch as, whatever might be its assumed powers of production, if there be not found a resident population sufficient to work these, they might just as well not exist, for Persia is a country into which, from the habits and religions fanaticism of the indigenous races, it would be impossible to introduce any extraneous population for the purpose.

According to the statistics to be found in Whitaker's Almanack, the population would appear to amount to an average of about twelve persons to the square mile. Moderate as this estimate appears, it is open to question whether it is not rather above than below the mark, for

15

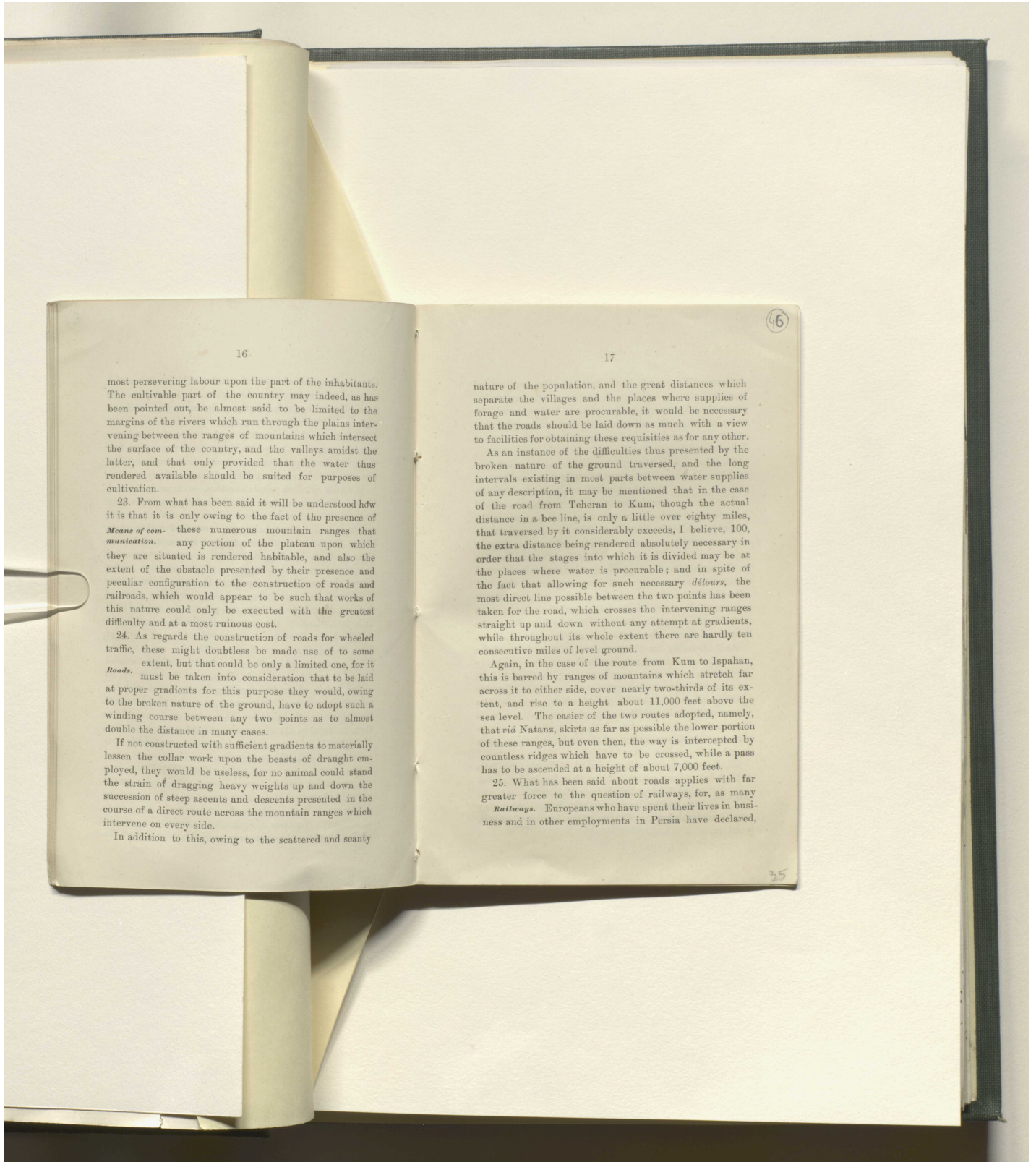
there is no point about the country which strikes the attention of the traveller through it, so forcibly as the great distances which intervene between the villages, even in its more favoured parts.

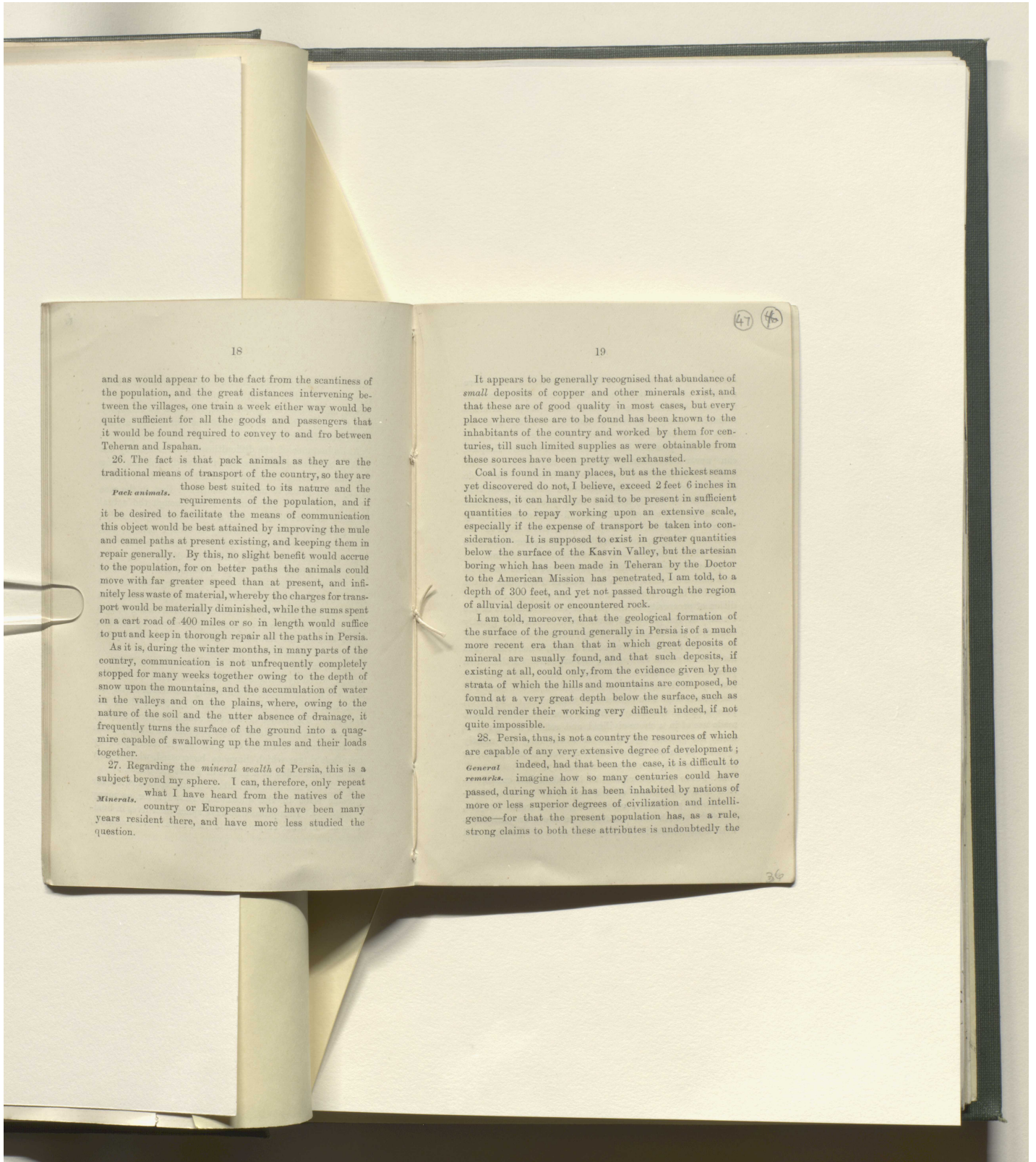
The country thus labours not only under the disadvantage of possessing a very small aggregate population, but of having that population scattered over a very extensive area, and in this respect it differs from the Eastern countries under British administration, such as India and Egypt. Though in these countries the populations only average about seventeen and fifteen respectively to the square mile for the whole area comprised within their limits, yet the mass of its numbers are accumulated on those portions of the respective countries possessing exceptional natural resources, which are thus given every chance of development through their instrumentality; the remaining and less profitable parts of the countries being left comparatively uninhabited. This is noticeably the case in Upper India with the valley of the Ganges, as compared with the wilds of Central India, and in Egypt with the valley of the Nile, as compared with the deserts which extend beyond it on either side. In Persia, on the contrary, no region exists of marked fertility, as compared with the general character of the country, such as would attract the population to abandon the other parts and settle there to develop its resources; and its scanty population of 8,000,000 is thus scattered over an area which comprises about 650,000 square miles.

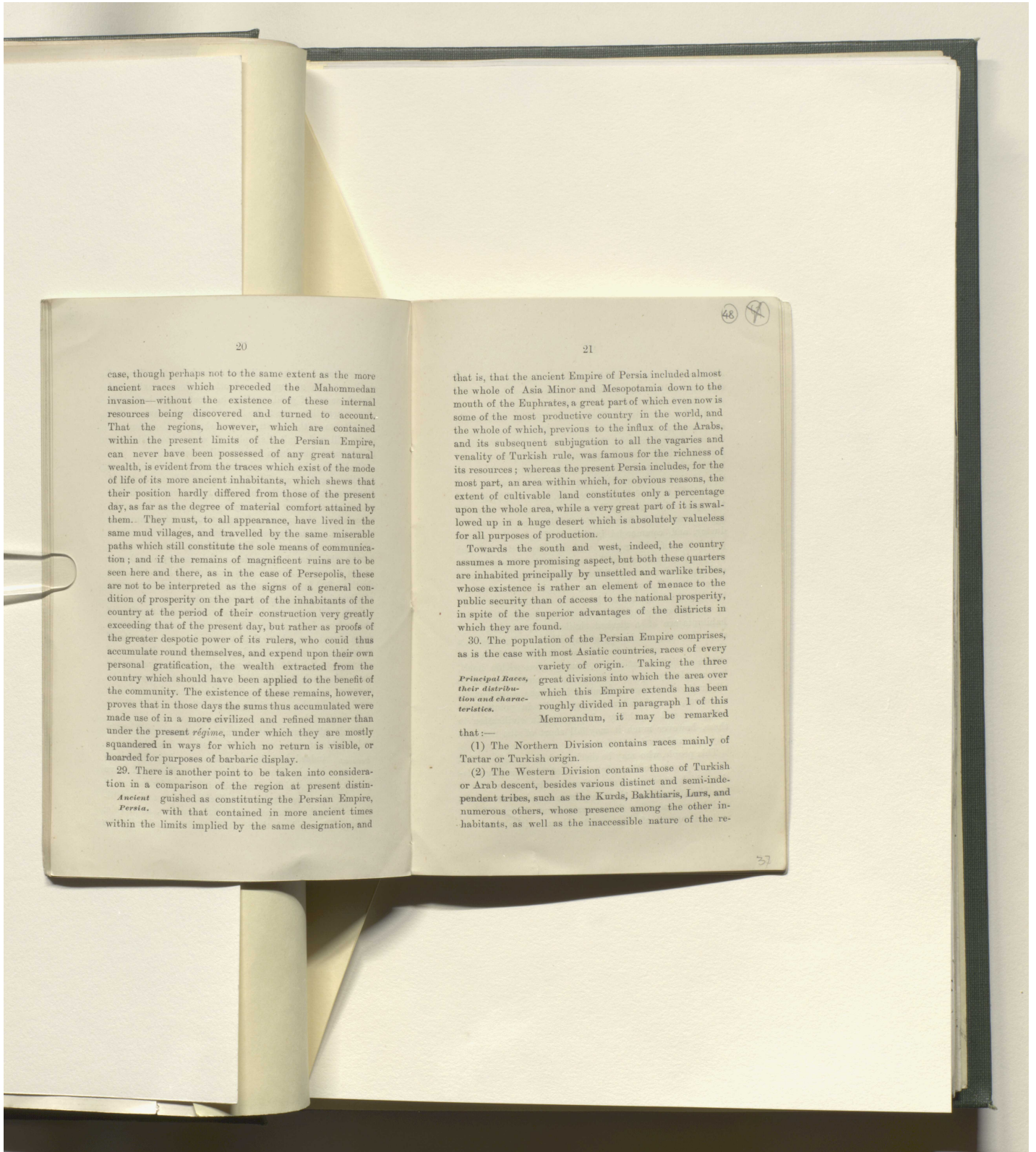
It cannot be too clearly understood that Persia is a country which consists more essentially, as far as its physical characteristics are concerned, of rocky mountains and more or less sandy or desert plains, in many parts of which the processes of agriculture are quite impossible, while in others they are only carried out by dint of the

45 (X)

34







20

case, though perhaps not to the same extent as the more ancient races which preceded the Mahomedan invasion—without the existence of these internal resources being discovered and turned to account. That the regions, however, which are contained within the present limits of the Persian Empire, can never have been possessed of any great natural wealth, is evident from the traces which exist of the mode of life of its more ancient inhabitants, which shews that their position hardly differed from those of the present day, as far as the degree of material comfort attained by them. They must, to all appearance, have lived in the same mud villages, and travelled by the same miserable paths which still constitute the sole means of communication; and if the remains of magnificent ruins are to be seen here and there, as in the case of Persepolis, these are not to be interpreted as the signs of a general condition of prosperity on the part of the inhabitants of the country at the period of their construction very greatly exceeding that of the present day, but rather as proofs of the greater despotic power of its rulers, who could thus accumulate round themselves, and expend upon their own personal gratification, the wealth extracted from the country which should have been applied to the benefit of the community. The existence of these remains, however, proves that in those days the sums thus accumulated were made use of in a more civilized and refined manner than under the present régime, under which they are mostly squandered in ways for which no return is visible, or hoarded for purposes of barbaric display.

29. There is another point to be taken into consideration in a comparison of the region at present distinguished as constituting the Persian Empire, with that contained in more ancient times within the limits implied by the same designation, and

21

that is, that the ancient Empire of Persia included almost the whole of Asia Minor and Mesopotamia down to the mouth of the Euphrates, a great part of which even now is some of the most productive country in the world, and the whole of which, previous to the influx of the Arabs, and its subsequent subjugation to all the vagaries and venality of Turkish rule, was famous for the richness of its resources; whereas the present Persia includes, for the most part, an area within which, for obvious reasons, the extent of cultivable land constitutes only a percentage upon the whole area, while a very great part of it is swallowed up in a huge desert which is absolutely valueless for all purposes of production.

Towards the south and west, indeed, the country assumes a more promising aspect, but both these quarters are inhabited principally by unsettled and warlike tribes, whose existence is rather an element of menace to the public security than of access to the national prosperity, in spite of the superior advantages of the districts in which they are found.

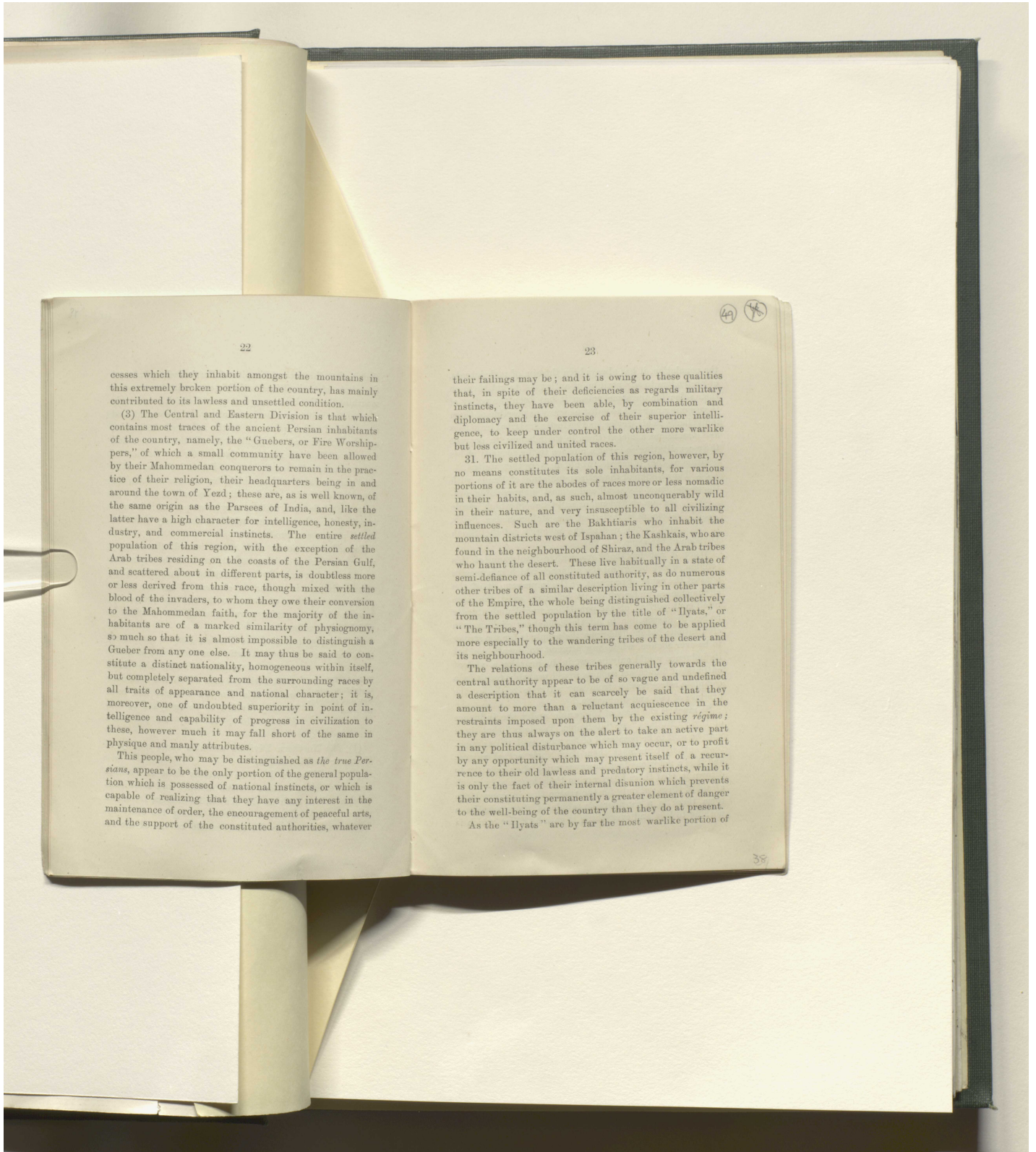
30. The population of the Persian Empire comprises, as is the case with most Asiatic countries, races of every variety of origin. Taking the three great divisions into which the area over which this Empire extends has been roughly divided in paragraph 1 of this Memorandum, it may be remarked

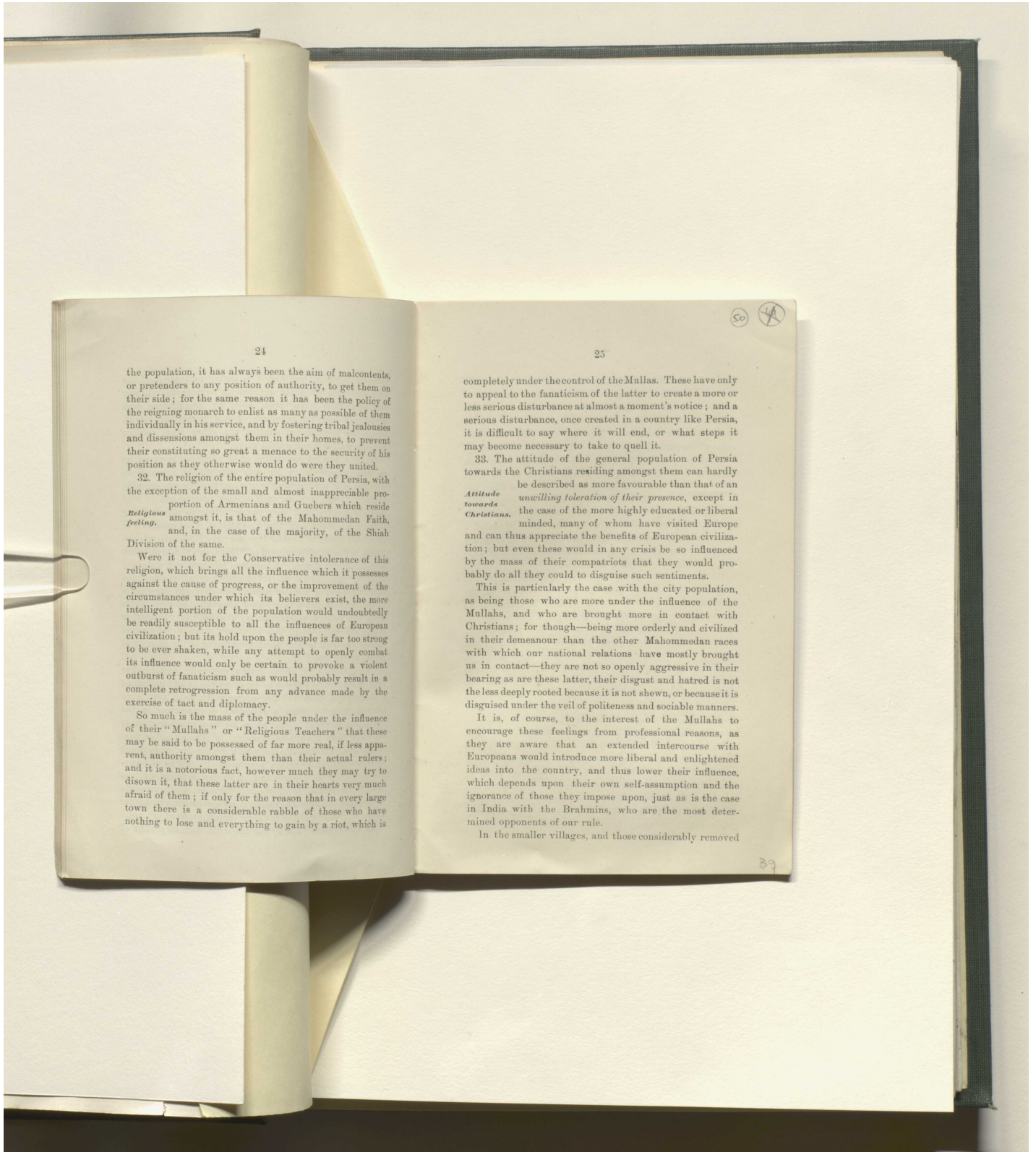
that:—

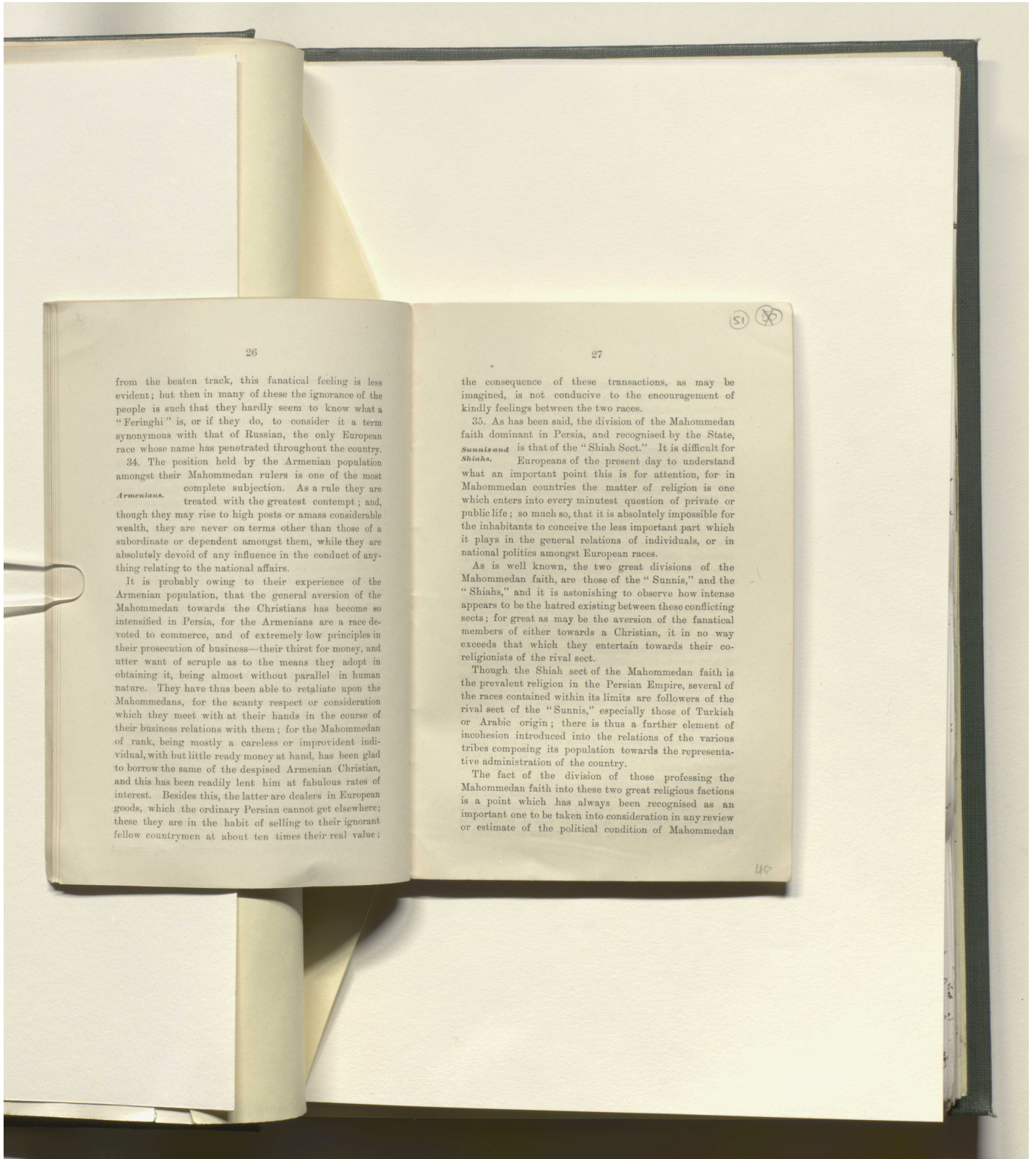
(1) The Northern Division contains races mainly of Tartar or Turkish origin.

(2) The Western Division contains those of Turkish or Arab descent, besides various distinct and semi-independent tribes, such as the Kurds, Bakhtiaris, Lurs, and numerous others, whose presence among the other inhabitants, as well as the inaccessible nature of the re-

37







26

from the beaten track, this fanatical feeling is less evident; but then in many of these the ignorance of the people is such that they hardly seem to know what a "Feringhi" is, or if they do, to consider it a term synonymous with that of Russian, the only European race whose name has penetrated throughout the country.

34. The position held by the Armenian population amongst their Mahommedan rulers is one of the most complete subjection. As a rule they are treated with the greatest contempt; and, though they may rise to high posts or amass considerable wealth, they are never on terms other than those of a subordinate or dependent amongst them, while they are absolutely devoid of any influence in the conduct of anything relating to the national affairs.

It is probably owing to their experience of the Armenian population, that the general aversion of the Mahommedan towards the Christians has become so intensified in Persia, for the Armenians are a race devoted to commerce, and of extremely low principles in their prosecution of business—their thirst for money, and utter want of scruple as to the means they adopt in obtaining it, being almost without parallel in human nature. They have thus been able to retaliate upon the Mahommedans, for the scanty respect or consideration which they meet with at their hands in the course of their business relations with them; for the Mahommedan of rank, being mostly a careless or improvident individual, with but little ready money at hand, has been glad to borrow the same of the despised Armenian Christian, and this has been readily lent him at fabulous rates of interest. Besides this, the latter are dealers in European goods, which the ordinary Persian cannot get elsewhere; these they are in the habit of selling to their ignorant fellow countrymen at about ten times their real value;

27

the consequence of these transactions, as may be imagined, is not conducive to the encouragement of kindly feelings between the two races.

35. As has been said, the division of the Mahommedan faith dominant in Persia, and recognised by the State, *Sunnis and Shiaks* is that of the "Shiah Sect." It is difficult for Europeans of the present day to understand what an important point this is for attention, for in Mahommedan countries the matter of religion is one which enters into every minutest question of private or public life; so much so, that it is absolutely impossible for the inhabitants to conceive the less important part which it plays in the general relations of individuals, or in national politics amongst European races.

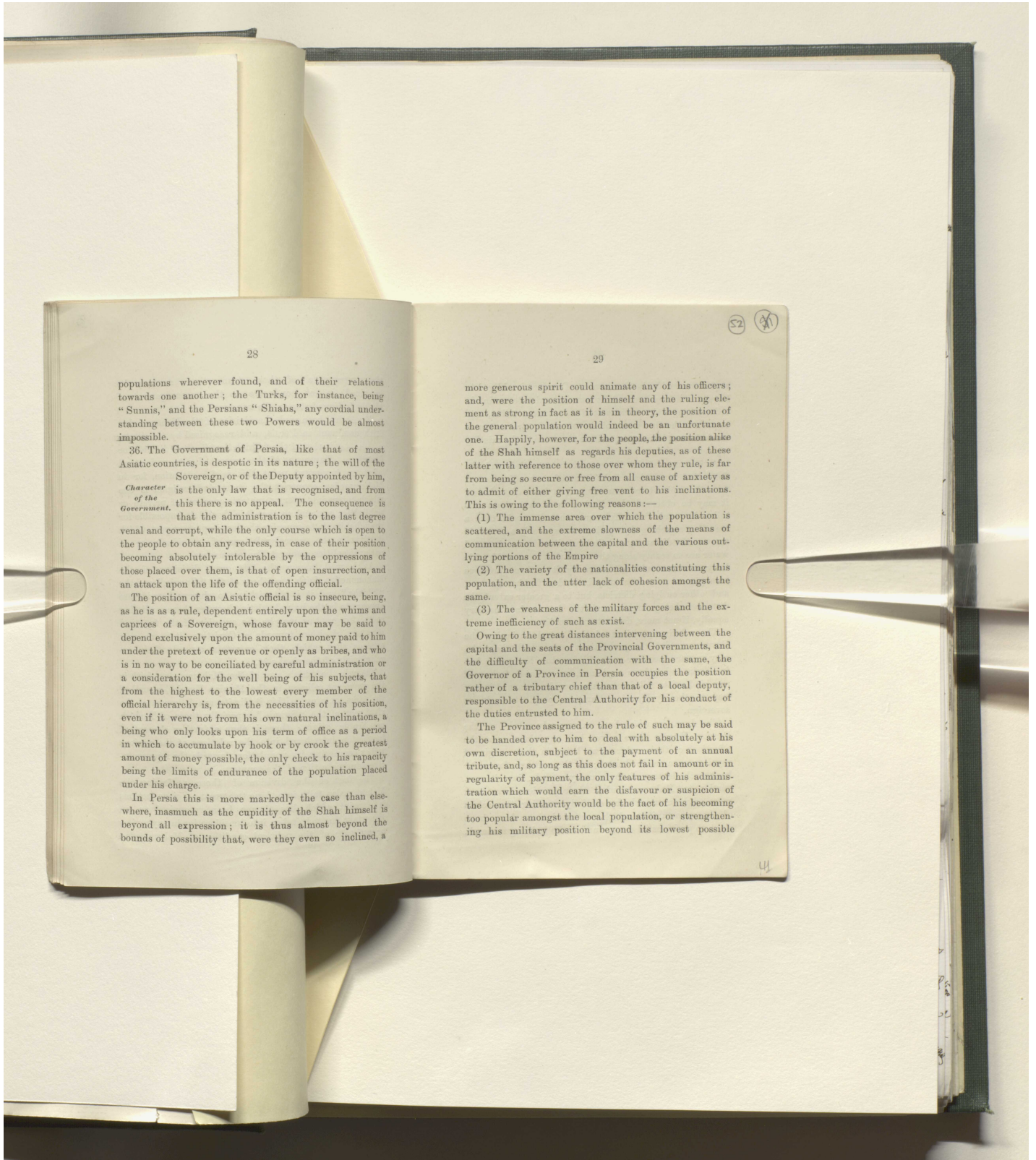
As is well known, the two great divisions of the Mahommedan faith, are those of the "Sunnis," and the "Shiaks," and it is astonishing to observe how intense appears to be the hatred existing between these conflicting sects; for great as may be the aversion of the fanatical members of either towards a Christian, it in no way exceeds that which they entertain towards their co-religionists of the rival sect.

Though the Shiah sect of the Mahommedan faith is the prevalent religion in the Persian Empire, several of the races contained within its limits are followers of the rival sect of the "Sunnis," especially those of Turkish or Arabic origin; there is thus a further element of incohesion introduced into the relations of the various tribes composing its population towards the representative administration of the country.

The fact of the division of those professing the Mahommedan faith into these two great religious factions is a point which has always been recognised as an important one to be taken into consideration in any review or estimate of the political condition of Mahommedan

51 80

119



28

populations wherever found, and of their relations towards one another; the Turks, for instance, being "Sunnis," and the Persians "Shiahs," any cordial understanding between these two Powers would be almost impossible.

36. The Government of Persia, like that of most Asiatic countries, is despotic in its nature; the will of the Sovereign, or of the Deputy appointed by him, is the only law that is recognised, and from this there is no appeal. The consequence is that the administration is to the last degree venal and corrupt, while the only course which is open to the people to obtain any redress, in case of their position becoming absolutely intolerable by the oppressions of those placed over them, is that of open insurrection, and an attack upon the life of the offending official.

The position of an Asiatic official is so insecure, being, as he is as a rule, dependent entirely upon the whims and caprices of a Sovereign, whose favour may be said to depend exclusively upon the amount of money paid to him under the pretext of revenue or openly as bribes, and who is in no way to be conciliated by careful administration or a consideration for the well being of his subjects, that from the highest to the lowest every member of the official hierarchy is, from the necessities of his position, even if it were not from his own natural inclinations, a being who only looks upon his term of office as a period in which to accumulate by hook or by crook the greatest amount of money possible, the only check to his rapacity being the limits of endurance of the population placed under his charge.

In Persia this is more markedly the case than elsewhere, inasmuch as the cupidity of the Shah himself is beyond all expression; it is thus almost beyond the bounds of possibility that, were they even so inclined, a

29

more generous spirit could animate any of his officers; and, were the position of himself and the ruling element as strong in fact as it is in theory, the position of the general population would indeed be an unfortunate one. Happily, however, for the people, the position alike of the Shah himself as regards his deputies, as of these latter with reference to those over whom they rule, is far from being so secure or free from all cause of anxiety as to admit of either giving free vent to his inclinations. This is owing to the following reasons:—

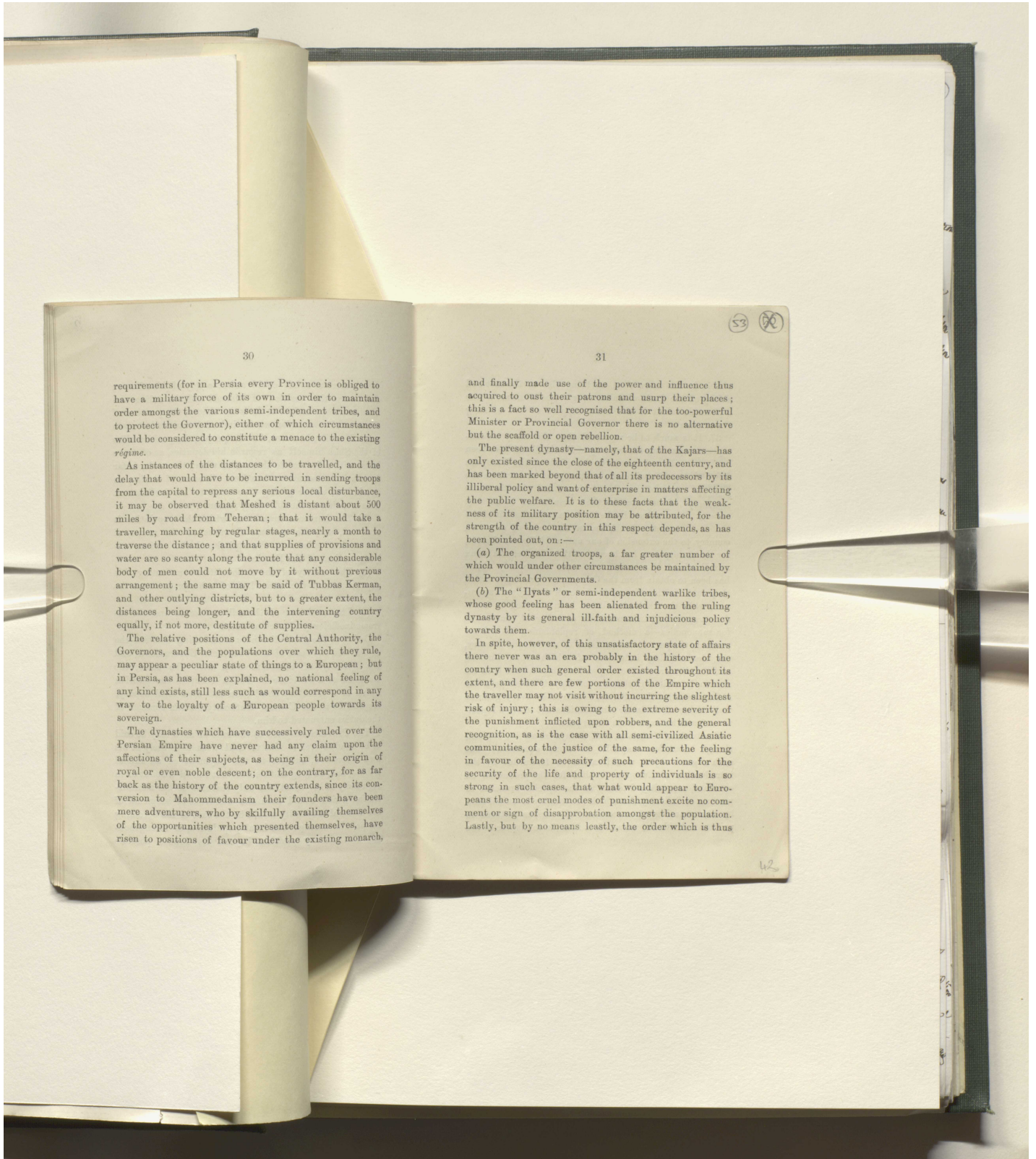
(1) The immense area over which the population is scattered, and the extreme slowness of the means of communication between the capital and the various outlying portions of the Empire

(2) The variety of the nationalities constituting this population, and the utter lack of cohesion amongst the same.

(3) The weakness of the military forces and the extreme inefficiency of such as exist.

Owing to the great distances intervening between the capital and the seats of the Provincial Governments, and the difficulty of communication with the same, the Governor of a Province in Persia occupies the position rather of a tributary chief than that of a local deputy, responsible to the Central Authority for his conduct of the duties entrusted to him.

The Province assigned to the rule of such may be said to be handed over to him to deal with absolutely at his own discretion, subject to the payment of an annual tribute, and, so long as this does not fail in amount or in regularity of payment, the only features of his administration which would earn the disfavour or suspicion of the Central Authority would be the fact of his becoming too popular amongst the local population, or strengthening his military position beyond its lowest possible



30
requirements (for in Persia every Province is obliged to have a military force of its own in order to maintain order amongst the various semi-independent tribes, and to protect the Governor), either of which circumstances would be considered to constitute a menace to the existing régime.

As instances of the distances to be travelled, and the delay that would have to be incurred in sending troops from the capital to repress any serious local disturbance, it may be observed that Meshed is distant about 500 miles by road from Teheran; that it would take a traveller, marching by regular stages, nearly a month to traverse the distance; and that supplies of provisions and water are so scanty along the route that any considerable body of men could not move by it without previous arrangement; the same may be said of Tubbas Kerman, and other outlying districts, but to a greater extent, the distances being longer, and the intervening country equally, if not more, destitute of supplies.

The relative positions of the Central Authority, the Governors, and the populations over which they rule, may appear a peculiar state of things to a European; but in Persia, as has been explained, no national feeling of any kind exists, still less such as would correspond in any way to the loyalty of a European people towards its sovereign.

The dynasties which have successively ruled over the Persian Empire have never had any claim upon the affections of their subjects, as being in their origin of royal or even noble descent; on the contrary, for as far back as the history of the country extends, since its conversion to Mahomedanism their founders have been mere adventurers, who by skilfully availing themselves of the opportunities which presented themselves, have risen to positions of favour under the existing monarch,

31
and finally made use of the power and influence thus acquired to oust their patrons and usurp their places; this is a fact so well recognised that for the too-powerful Minister or Provincial Governor there is no alternative but the scaffold or open rebellion.

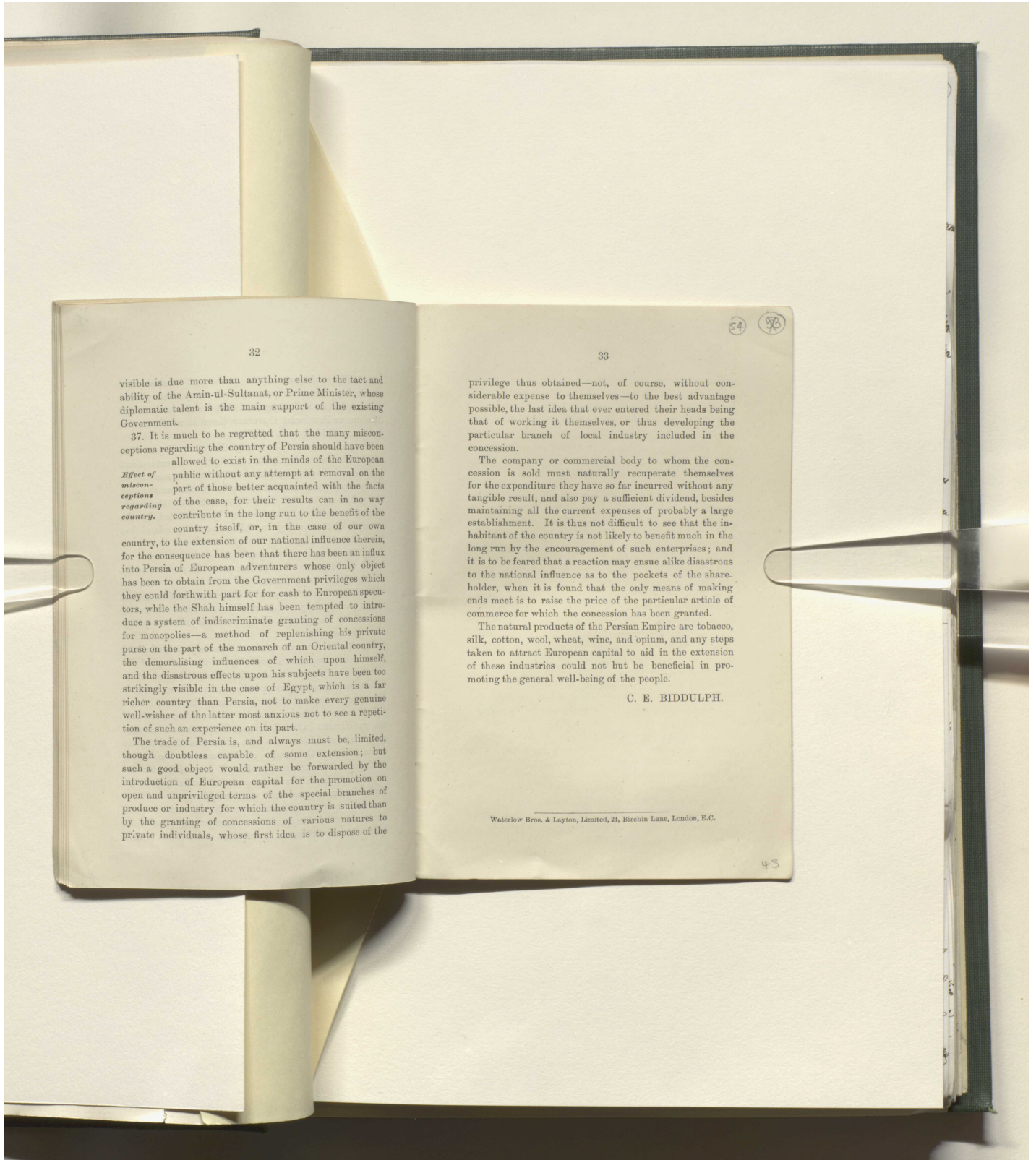
The present dynasty—namely, that of the Kajars—has only existed since the close of the eighteenth century, and has been marked beyond that of all its predecessors by its illiberal policy and want of enterprise in matters affecting the public welfare. It is to these facts that the weakness of its military position may be attributed, for the strength of the country in this respect depends, as has been pointed out, on:—

(a) The organized troops, a far greater number of which would under other circumstances be maintained by the Provincial Governments.

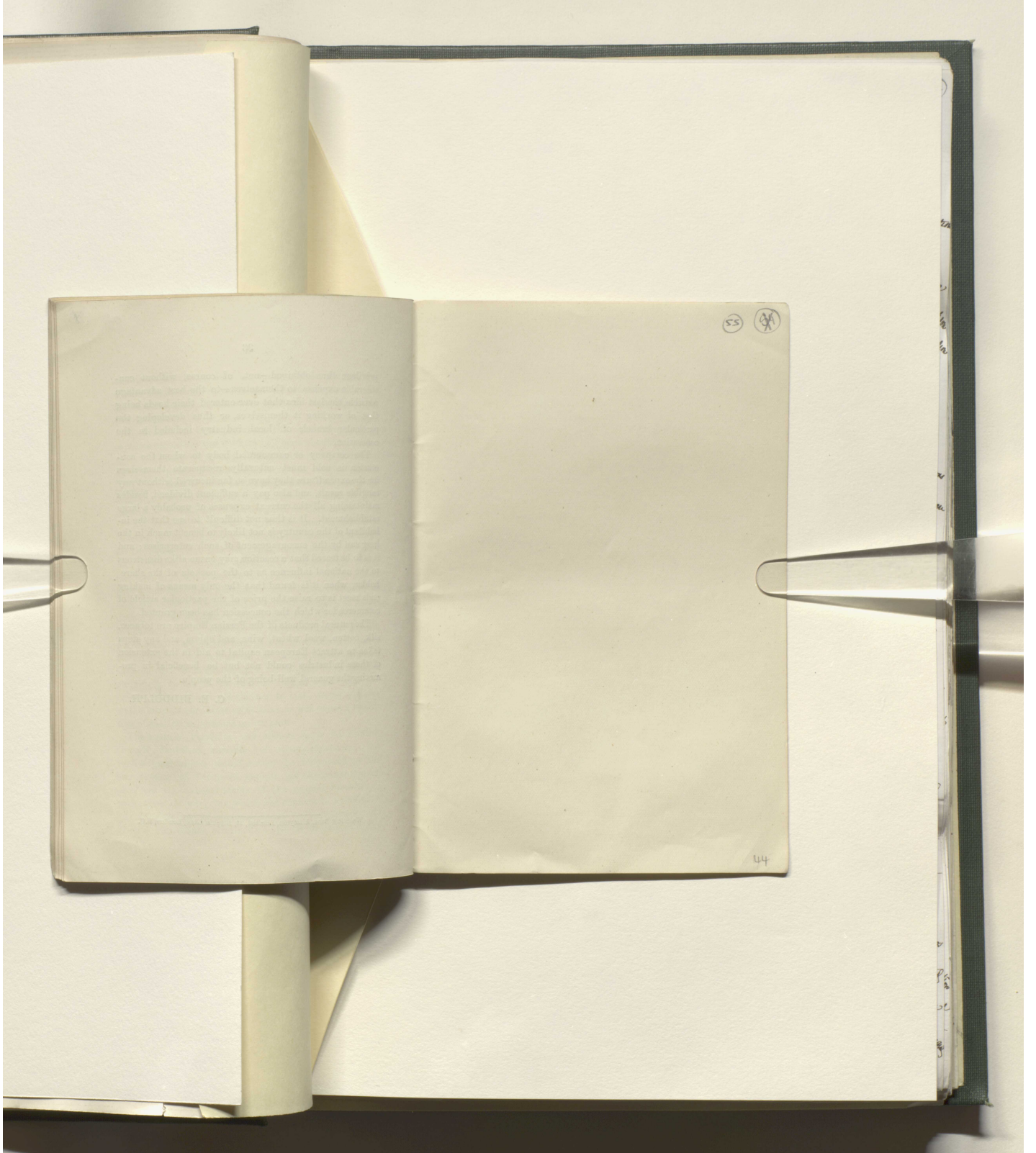
(b) The "Ilyats" or semi-independent warlike tribes, whose good feeling has been alienated from the ruling dynasty by its general ill-faith and injudicious policy towards them.

In spite, however, of this unsatisfactory state of affairs there never was an era probably in the history of the country when such general order existed throughout its extent, and there are few portions of the Empire which the traveller may not visit without incurring the slightest risk of injury; this is owing to the extreme severity of the punishment inflicted upon robbers, and the general recognition, as is the case with all semi-civilized Asiatic communities, of the justice of the same, for the feeling in favour of the necessity of such precautions for the security of the life and property of individuals is so strong in such cases, that what would appear to Europeans the most cruel modes of punishment excite no comment or sign of disapprobation amongst the population. Lastly, but by no means least, the order which is thus

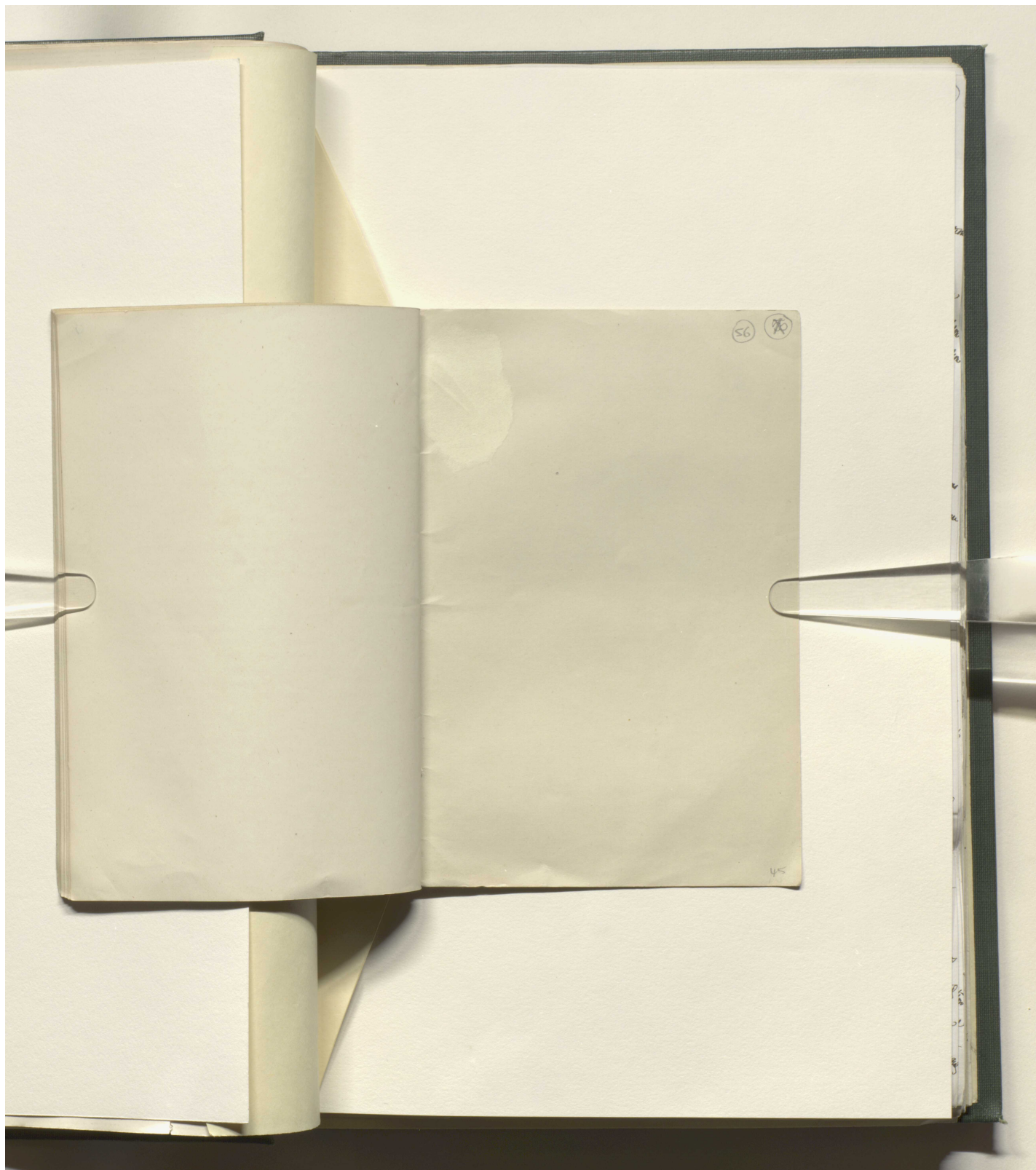
مراسلات وأوراق عن بلاد فارس [٤٥٠] (١٠٧/٩١)



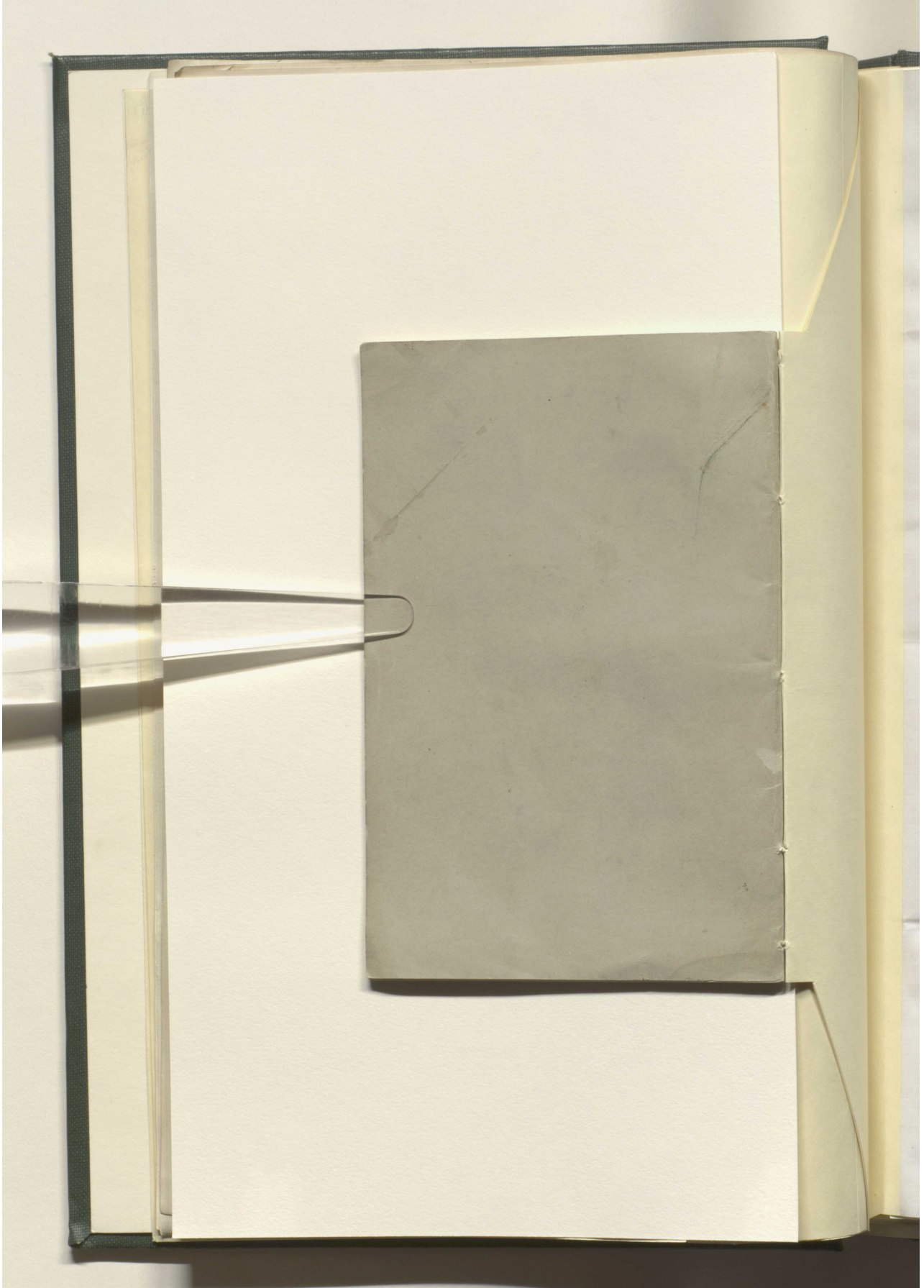
مراسلات وأوراق عن بلاد فارس [٥٥و] (١٠٧/٩٢)



مراسلات وأوراق عن بلاد فارس [٥٦و] (١٠٧/٩٣)



مراسلات وأوراق عن بلاد فارس [٥٦ ظ] (١٠٧/٩٤)



Oct. 1891

(57)

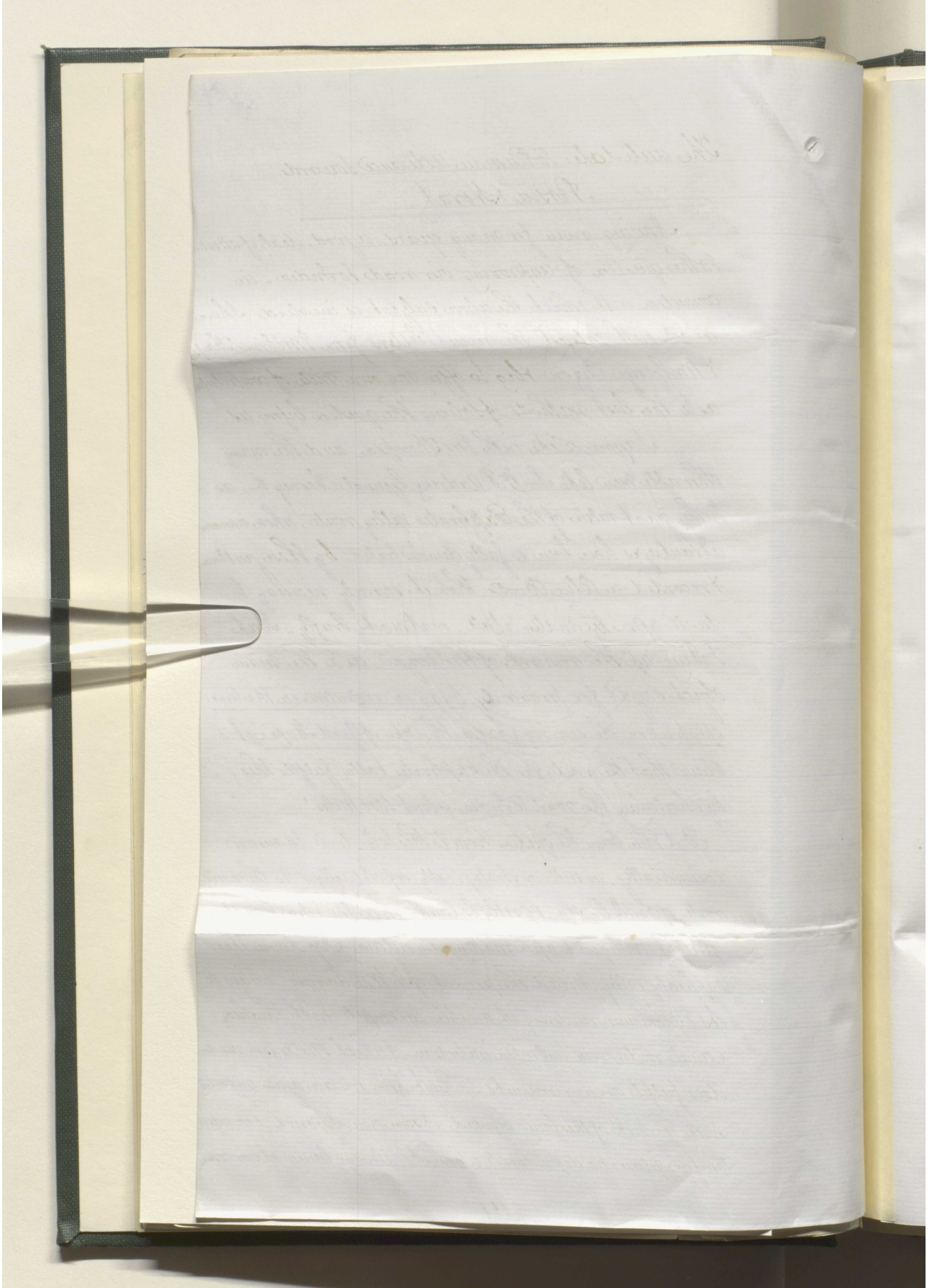
The route to Russia advanced towards
Persia & Korat.

Having given for many years, a good deal of attention to the question of improving our road to India - in connection with which the above subject is involved. I have read with interest the recent letters from Mr. Frank Thompson & Mr. George Arzon who offer my own little contribution as to the best methods of solving the question before us.

I agree alike with Mr. Thompson, and the many other able men like Sir W. P. Anderson, General Chesney &c., as to the great value of the Euphrates valley route, whose numerous advantages have been so fully demonstrated by these gentlemen & recorded in Blue Books. That it scarcely necessary to dwell upon the matter at all, or at most, briefly. But taking up the remark of Mr. Arzon, as to the main object sought for primarily, being a reduction in the time spent upon the sea voyage via the Cape of Good Hope, it is plain that the route for the Euphrates valley fulfils this, by shortening the road to India about 1000 miles!

But then comes the question how is this to be done, so as to be commercially, as well as strategically, or politically - as the mixed route of partly by sea, & partly by land, with the extra handling of freight consequent upon making an ordinary Ry down the Euphrates valley, killed the project of Sir W. P. Anderson, owing to its expense rendering it unable to compete with the Suez Canal route, - an unbroken waterway - which Mr. Arzon considers does fulfil our requirements. But here we are again confronted with the risk of this being blocked at some critical period, & we can therefore place no dependence upon its always being at our command.

مراسلات وأوراق عن بلاد فارس [٥٧ظ] (١٠٧/٩٦)



58 (7)

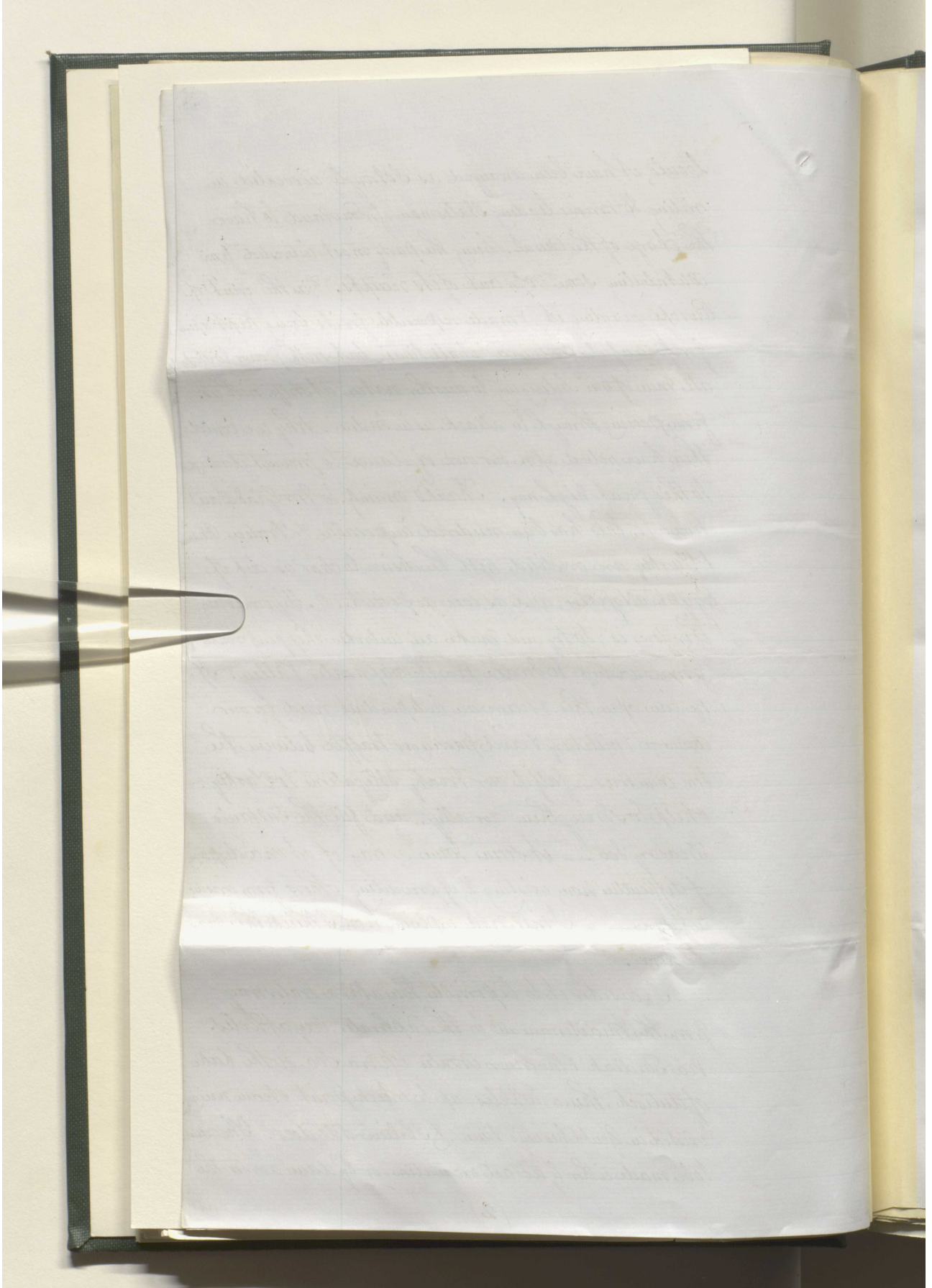
Could it have been arranged as I strongly advocated in writing to various leading Statesmen, for England to have the charge of the Canal, (being the party most interested from contributing some 80% out of its receipts.) & as the agent of Europe guarding it, & made responsible for its being kept open for peaceful commerce at all times - but with power to stop all men of war, belonging to another nation at strife with us, from passing through to attack us in India - Why we could then have relied upon our own vigilance to prevent damage to this great high-way. Thanks mainly to Mr Gladstone however, this has been rendered impossible. & France, Russia & Turkey are credited with the desire to clear us out of Egypt altogether, and as soon as possible. My own view therefore is, to try and make an unbroken shipping route from England to India via the Euphrates Valley. If we can open this, & secure an independent road for our commerce & military & civil passenger traffic between the two countries - fulfil our treaty obligations to Turkey, & help to strengthen our ally, and fill the Sultan's Treasury too - it seems to me a way of at once dispelling of difficulties now existing & of preventing others from arising in future. I will now explain how I think this may be done.

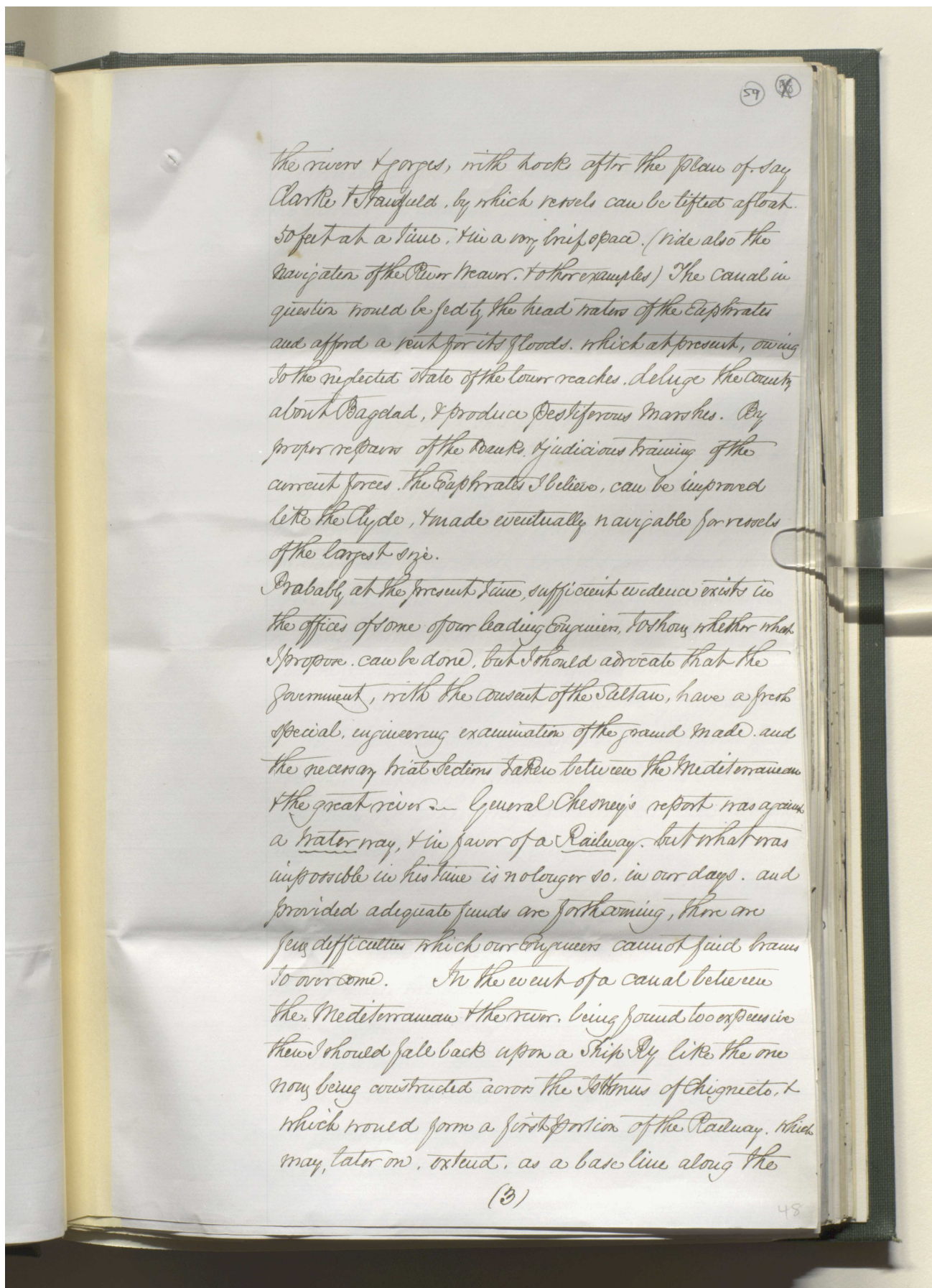
I consider it to be possible to make a waterway from the Mediterranean to the Euphrates, by a Canal, via Saediah & the ruins of Antioch & Kara Soo, to the lake of Antioch, thence to Pelis, up to which point a canal navigable existed in Genl Chesney's time, & I believe still does. The canal to be made either by actual excavation, or by dams across the

(2)

47

مراسلات وأوراق عن بلاد فارس [٥٨ ظ] (١٠٧/٩٨)





59 (3)

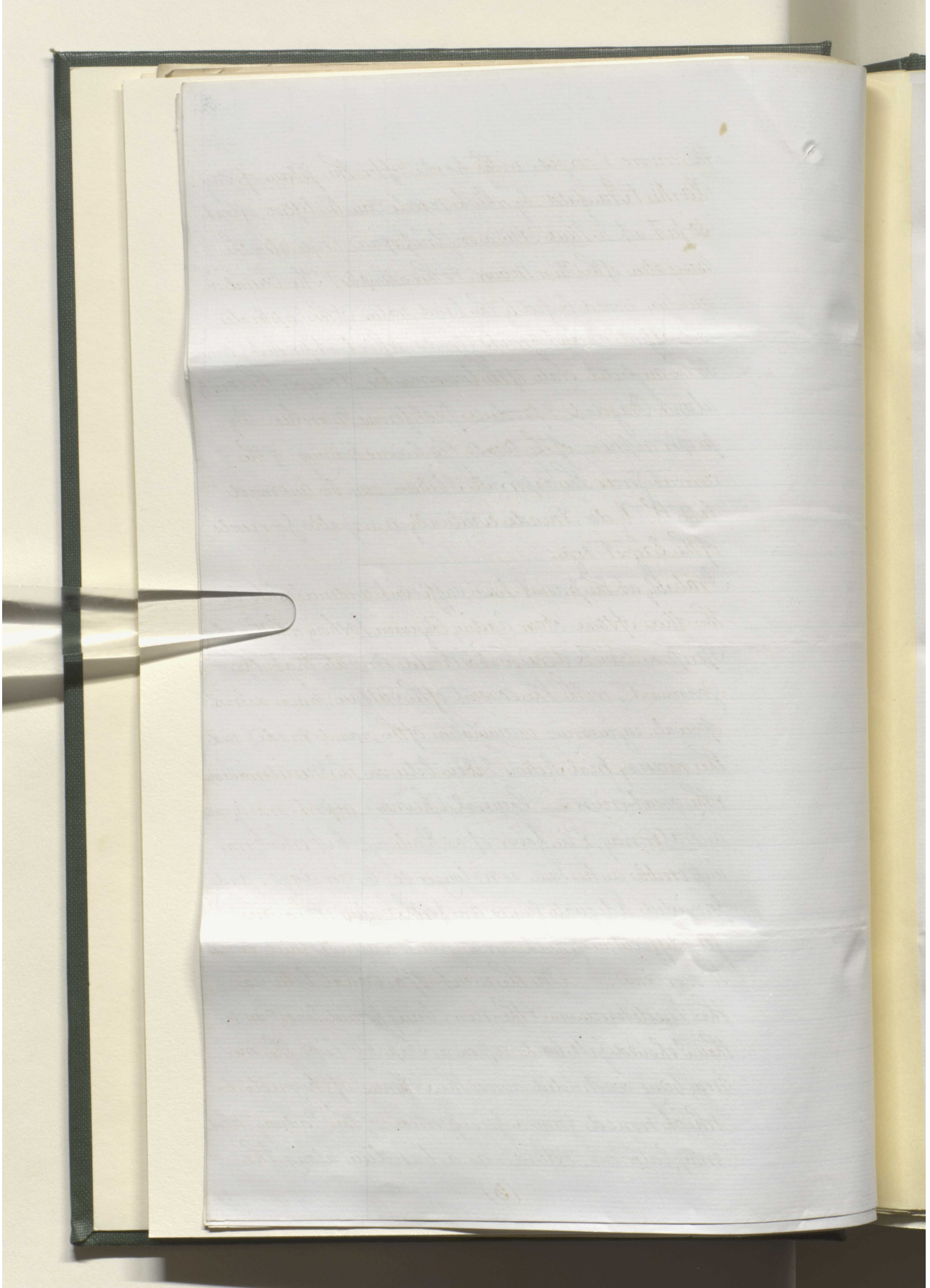
the rivers & gorges, with locks after the plan of say
Clarke & Haugfeldt, by which vessels can be lifted afloat
50 feet at a time, & in a very brief space. (See also the
navigation of the River Meuse, & other examples) The canal in
question would be fed by the head waters of the Euphrates
and afford a vent for its floods, which at present, owing
to the neglected state of the lower reaches, deluge the country
about Bagdad, & produce pestiferous marshes. By
proper repairs of the banks, judicious training of the
current forces, the Euphrates I believe, can be improved
like the Clyde, & made eventually navigable for vessels
of the largest size.

Probably at the present time, sufficient evidence exists in
the offices of some of our leading engineers, to show whether what
I propose, can be done, but I should advocate that the
Government, with the consent of the Sultan, have a fresh
special, engineering examination of the ground made, and
the necessary trial sections laid out between the Mediterranean
& the great river - General Chesney's report was against
a water way, & in favor of a Railway, but what was
impossible in his time is no longer so, in our days, and
provided adequate funds are forthcoming, there are
few difficulties which our engineers cannot find means
to overcome. In the event of a canal between
the Mediterranean & the river, being found too expensive
they should fall back upon a Ship Ry like the one
now being constructed across the Isthmus of Chignecto, &
which would form a first portion of the Railway, which
may, later on, extend, as a base line along the

(3)

48

مراسلات وأوراق عن بلاد فارس [٥٩ ظ] (١٠٧/١٠٠)

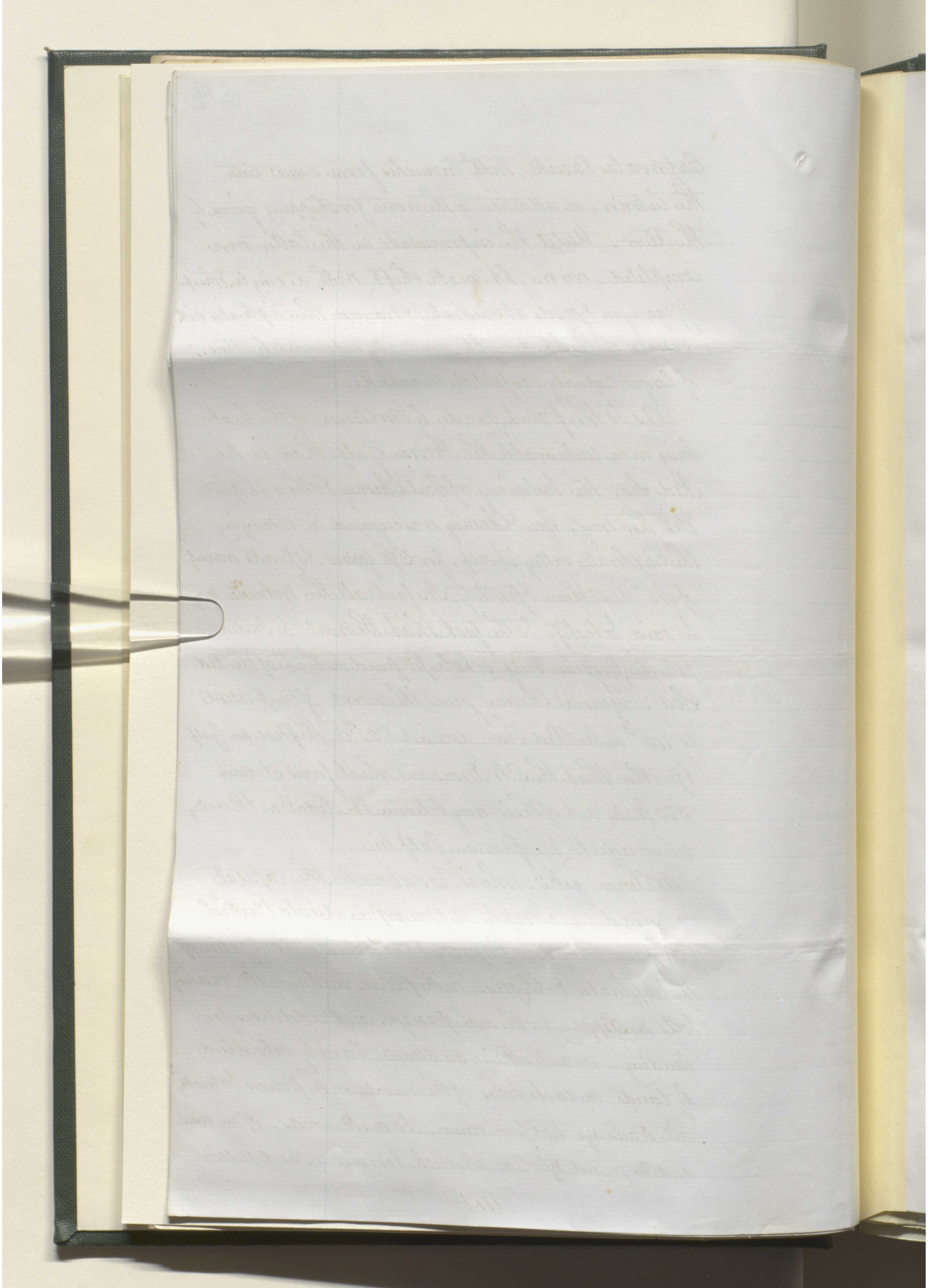


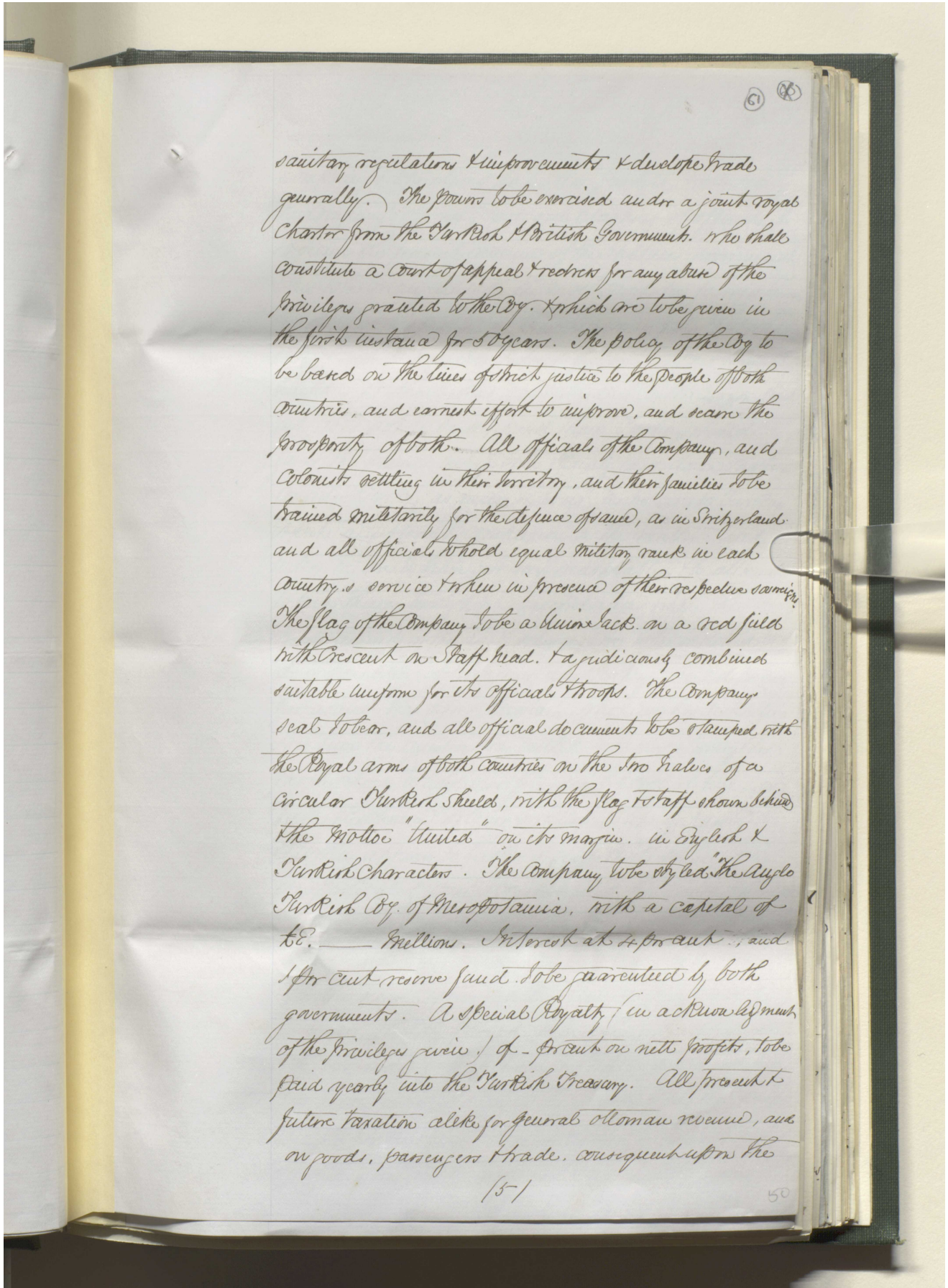
Euphrates Bank, with branches from same into the interior, in addition to the route for shipping given by the River. Until the improvements in the latter were completed. no might make shift with a single transfer of European goods at Suedah, & traverse the Euphrates with vessels of light draught, gradually superseded by others of larger capacity, as facilities increased.

As to the ^{via} point made by Mr Conger of the heat being more unbearable the Persian Gulf than in the Red Sea. the testimony of Genl Chesney & others is quite the other way. Genl Chesney was engaged in surveying the Euphrates valley itself for 5 1/2 years. & speaks warmly of its healthiness & fertility. In fact all the witnesses may be said to testify to the fact that the route to India via the Persian Gulf is to be preferred to that of the Red Sea. General Chesney gives the record of temperature as 110° in the Red Sea, against 82° in the Persian Gulf. & further that the S.W. monsoon which forces Steamers 500 miles out of their way between the Red Sea & Bombay never affects the Persian Gulf line.

Mr Conger asks, who is to subsidize the capital required? I reply a powerful Anglo Turkish Company, formed to improve & control the navigation of the Euphrates & Tigris. with powers to charge all necessary tolls on shipping for through passage, and additions for landing - or embarking on same. largely subsidised by lands on each side of the rivers, with powers to make all Railways to & from same - to make roads - open mines and to guard & police all such territories, and enforce

مراسلات وأوراق عن بلاد فارس [٦٠ ظ] (١٠٧/١٠٢)



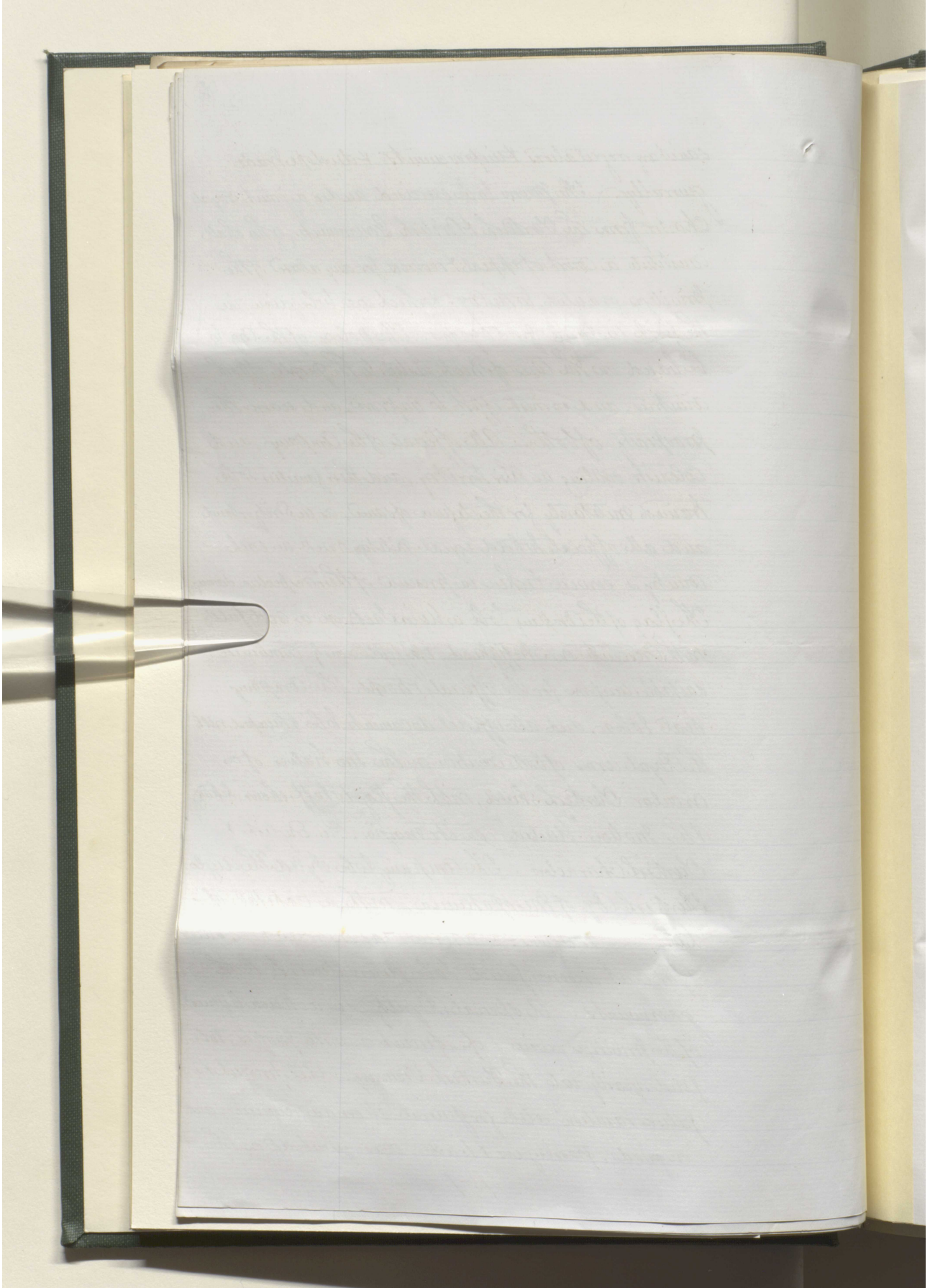


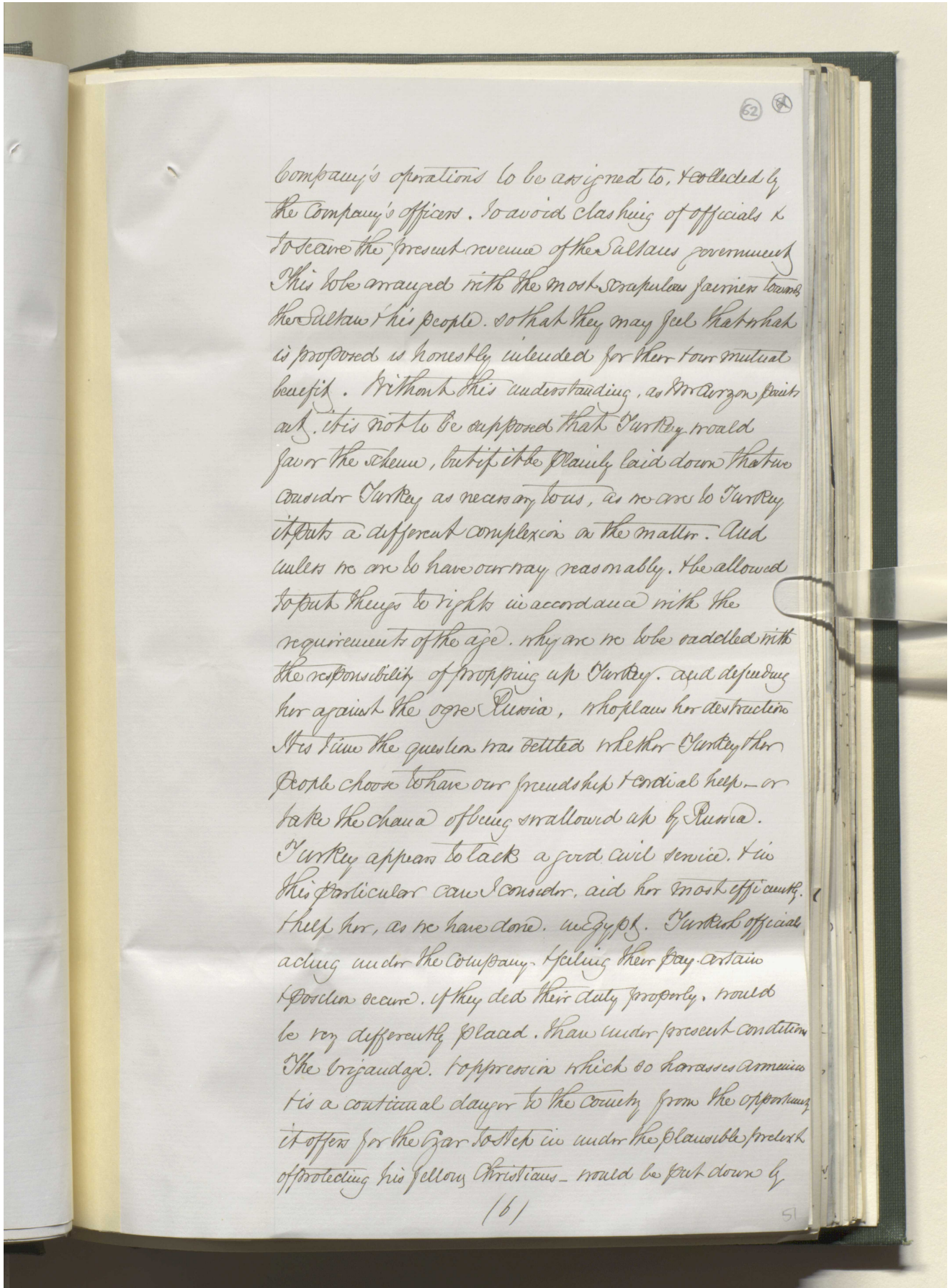
sanitary regulations & improvements & develop trade
generally. The powers to be exercised under a joint royal
Charter from the Turkish & British Governments. who shall
constitute a Court of appeal & redress for any abuse of the
privileges granted to the Coy. & which are to be review in
the first instance for 5 years. The policy of the Coy to
be based on the lines of strict justice to the people of both
countries, and earnest effort to improve, and secure the
prosperity of both. All officials of the Company, and
Colonists settling in their territory, and their families to be
trained militarily for the defence of same, as in Switzerland
and all officials to hold equal military rank in each
country, & service to be in presence of their respective sovereigns.
The flag of the Company to be a blue & red on a red field
with crescent on staff head. & a judiciously combined
suitable uniform for its officials & troops. The Company
seal to bear, and all official documents to be stamped with
the Royal arms of both countries on the two halves of a
circular Turkish shield, with the flag & staff shown behind
the motto "United" on its margin. in English &
Turkish characters. The Company to be styled "The Anglo
Turkish Coy. of Mesopotamia, with a capital of
£E. — millions. Interest at 4 per cent, and
1/2 per cent reserve fund. to be guaranteed by both
governments. A special Royalty (in acknowledgment
of the privileges given) of — per cent on net profits, to be
paid yearly into the Turkish Treasury. All present &
future taxation alike for general Ottoman revenue, and
on goods, passengers & trade. consequent upon the

(5-)

50

مراسلات وأوراق عن بلاد فارس [٦١ ظ] (١٠٧/١٠٤)

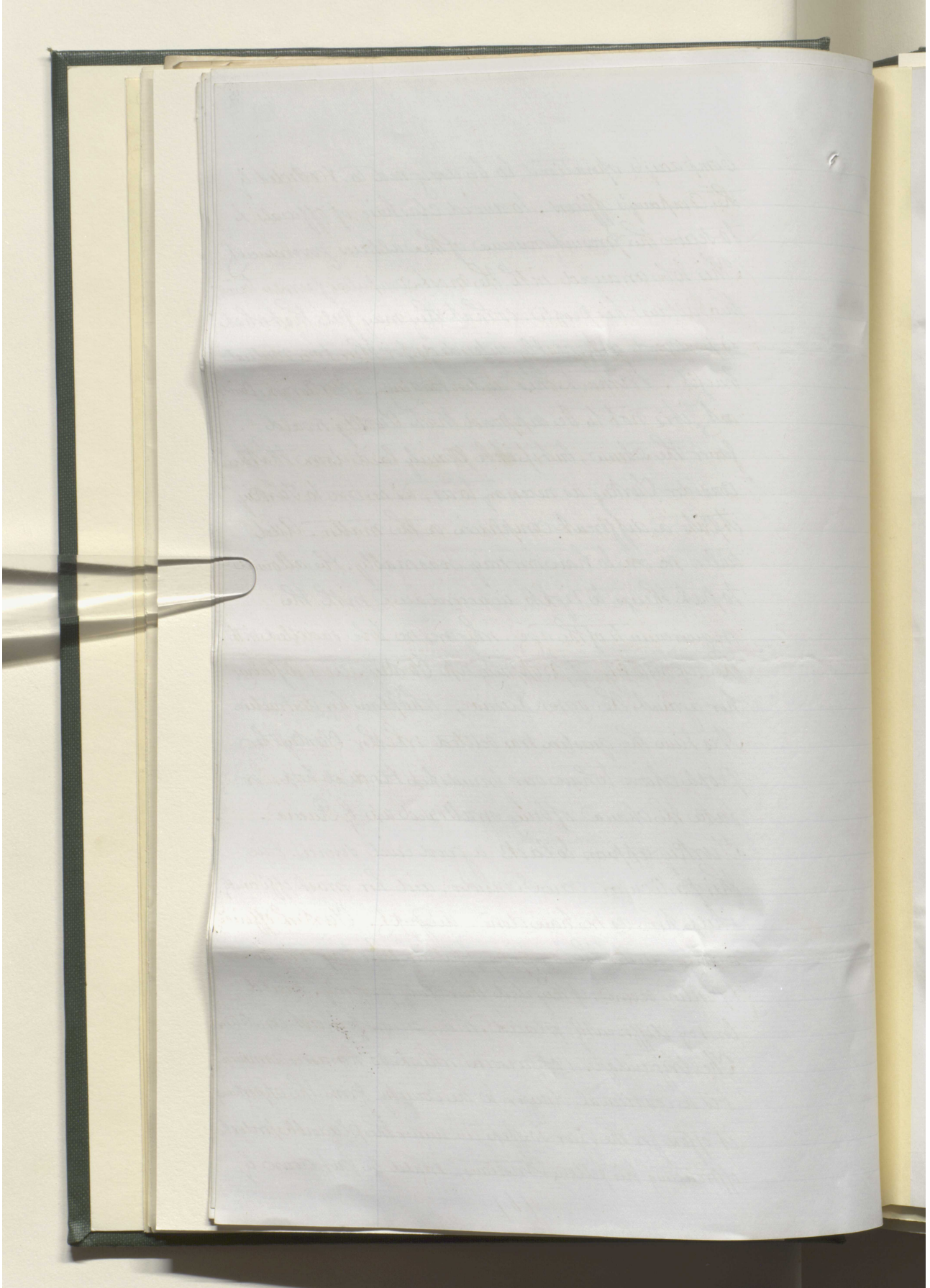


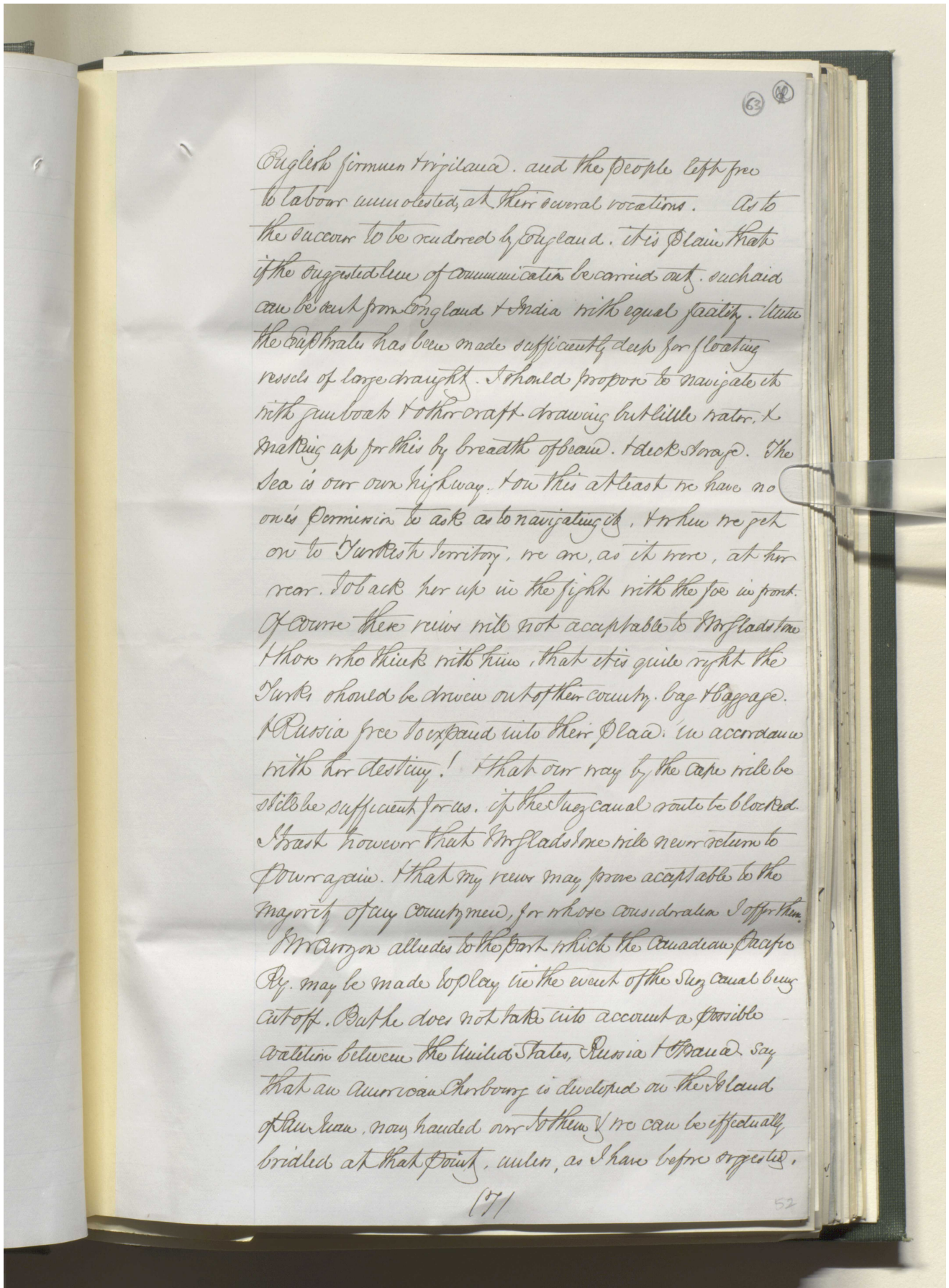


Company's operations to be assigned to, & collected by
 the Company's officers. To avoid clashing of officials &
 to secure the present revenue of the Sultan's government
 this to be arranged with the most scrupulous fairness towards
 the Sultan & his people. so that they may feel that what
 is proposed is honestly intended for their & our mutual
 benefit. Without this understanding, as Mr. Arzon points
 out, it is not to be supposed that Turkey would
 favor the scheme, but if it be plainly laid down that we
 consider Turkey as necessary to us, as we are to Turkey,
 it puts a different complexion on the matter. And
 unless we are to have our way reasonably, we allowed
 to put things to rights in accordance with the
 requirements of the age. why are we to be saddled with
 the responsibility of supporting up Turkey, and defending
 her against the ogre Russia, who plans her destruction
 It is true the question was settled whether Turkey or
 people choose to have our friendship & cordial help - or
 take the chance of being swallowed up by Russia.
 Turkey appears to lack a good civil service. It is
 this particular case I consider, and her most efficient
 help her, as we have done, we ought. Turkish officials
 acting under the Company, getting their pay certain
 to be secured, if they did their duty properly, would
 be very differently placed. than under present conditions
 The brigandage, & oppression which so harasses Armenia
 is a continual danger to the country from the opportunity
 it offers for the czar to step in under the plausible pretext
 of protecting his fellow Christians - would be put down by

(6)

مراسلات وأوراق عن بلاد فارس [٦٢ ظ] (١٠٧/١٠٦)



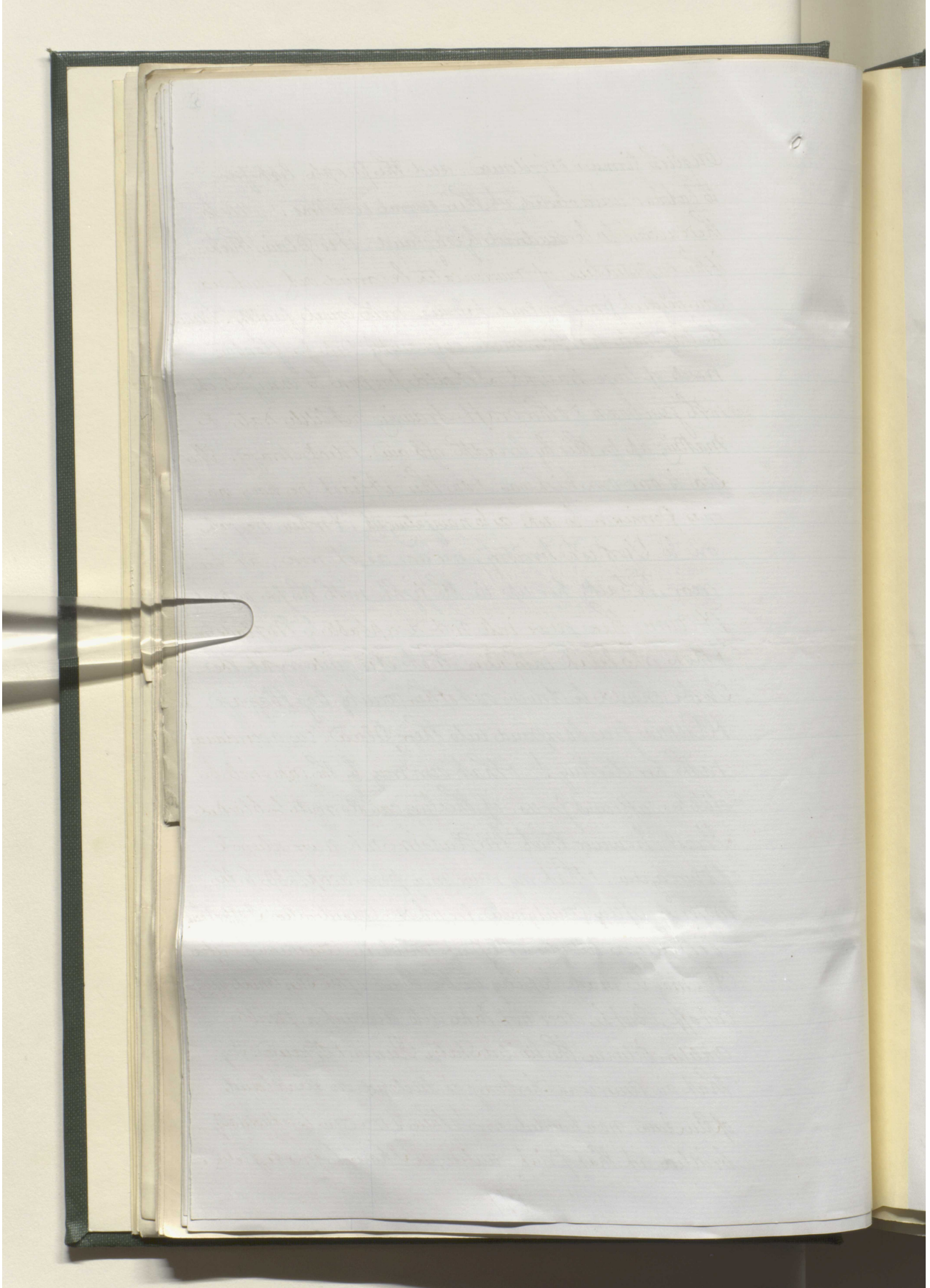


English formun + jilana. and the people left free
to labour unobscured, at their several vocations. As to
the success to be secured by England. it is plain that
if the suggested line of communication be carried out. such aid
can be sent from England + India with equal facility. That
the Gulf route has been made sufficiently deep for floating
vessels of large draught. I should propose to navigate it
with gunboats + other craft drawing but little water. +
making up for this by breadth of beam. + deck space. The
sea is our own highway. For this at least we have no
one's permission to ask as to navigating it. + when we get
on to Persia's territory, we are, as it were, at her
rear. To attack her up in the fight with the foe in front.
Of course there will not be acceptable to Persia + to
those who think with her, that it is quite right the
Turks should be driven out of their country. bag + baggage.
+ Russia free to expand into their plain. in accordance
with her destiny! That our way by the Cape will be
still be sufficient for us. if the Suez canal route be blocked.
I trust however that Persia will never return to
power again. That my views may prove acceptable to the
majority of my countrymen, for whose consideration I offer them.
Mr. Mayon alludes to the point which the Canadian Pacific
Ry. may be made to play in the event of the Suez canal being
cut off. But he does not take into account a possible
condition between the United States, Russia + Persia. Say
that an American Harbour is developed on the Island
of Persian, may handed over to them + we can be effectually
bridled at that point, unless, as I have before suggested,

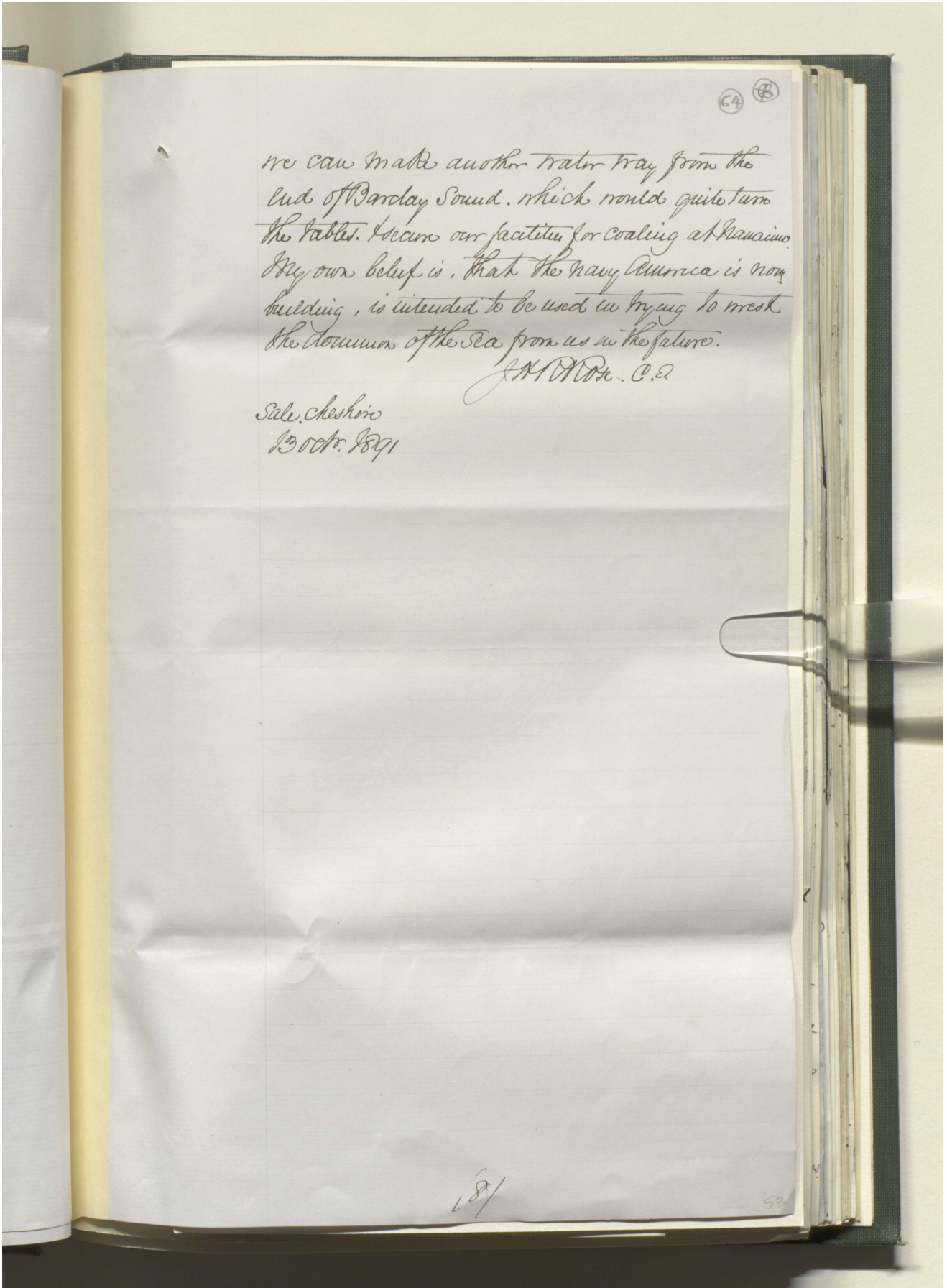
(17)

62

مراسلات وأوراق عن بلاد فارس [٦٣ ظ] (١٠٧/١٠٨)



مراسلات وأوراق عن بلاد فارس [٦٤ و] (١٠٧/١٠٩)



we can make another water way from the
end of Barclay Sound. which would quite turn
the tables. I learn our facilities for coaling at Vancouver.
My own belief is, that the Navy America is now
building, is intended to be used in trying to break
the Dominion of the Sea from us in the future.

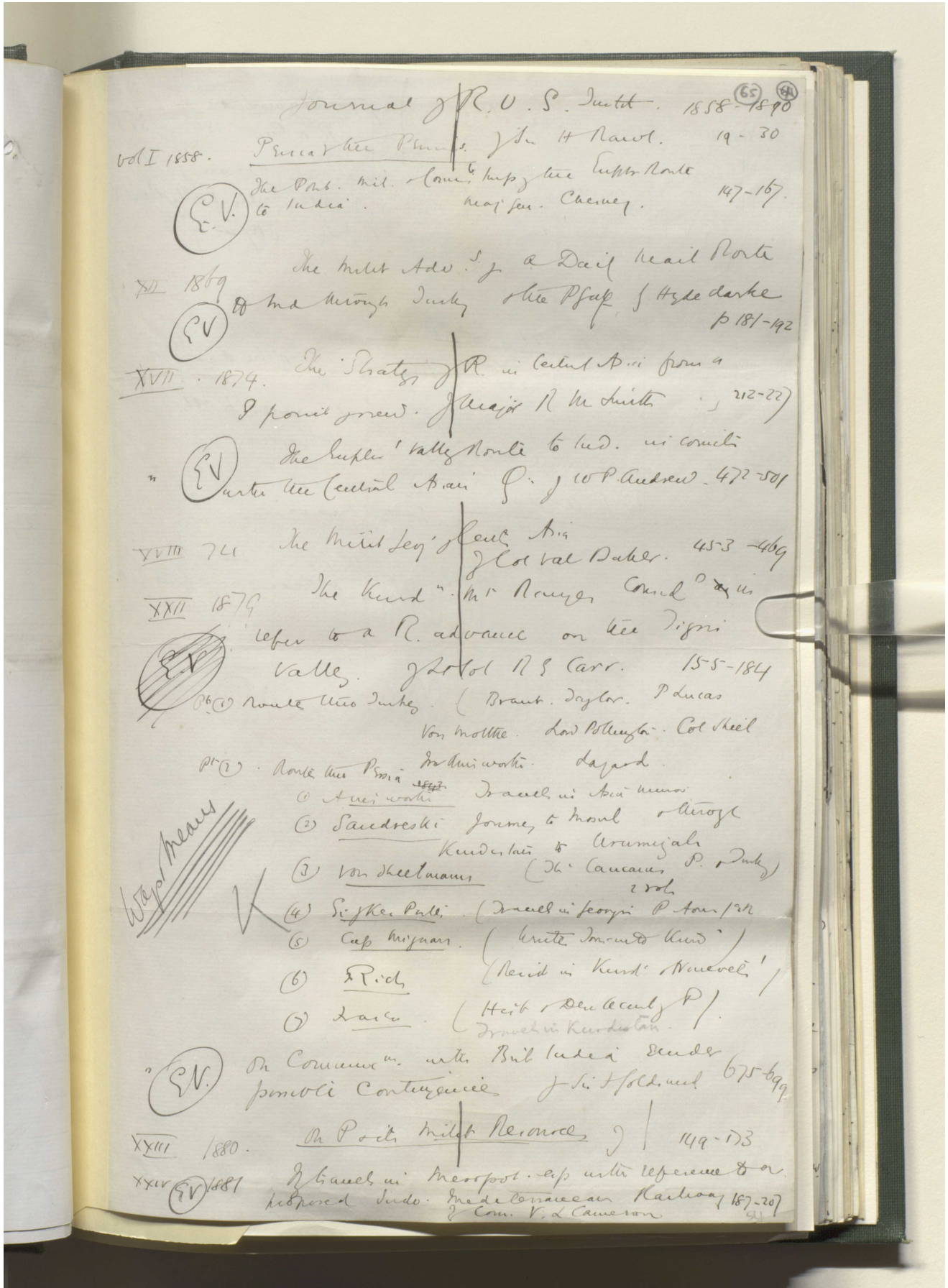
J.M. Drake. C.E.

Sale, Chesiro
13 Oct. 1891

مراسلات وأوراق عن بلاد فارس [٦٤ ظ] (١٠٧/١١٠)



مراسلات وأوراق عن بلاد فارس [١٥ و٦] [١٠٧/١١١]



Journal of R. U. S. Inst. 1858-1890 (65) (4)

Vol I 1858. Precarities of the 14 Navol. 19-30
 The Pers. mil. Com. to help the Supra Route
 to India. Major Genl. Chesney. 147-167.

XVI 1869 The milit Adv. of a Direct Rail Route
 from India through Turkey the Pfaff of Hyde Park
 p 181-192

XVII 1874. The Strategy of R. in Central Asia from a
 point of view. Major R. M. Smith 212-227
 The English Valley Route to Ind. in concli
 with the Central Asia of W. P. Anderson 472-501

XVIII 74 The milit leg. of the Asia
 of Col Val Daker. 453-469

XIX 1879 The Kurd. M. Rouyer Comd. of the
 refer to a R. advance on the Tigris
 Valley. of Col R. S. Carr. 155-184
 Route into Turkey. (Brant. Taylor. P. Lucas
 Von Moltke. Lord Pitt Rivers. Col Kiel

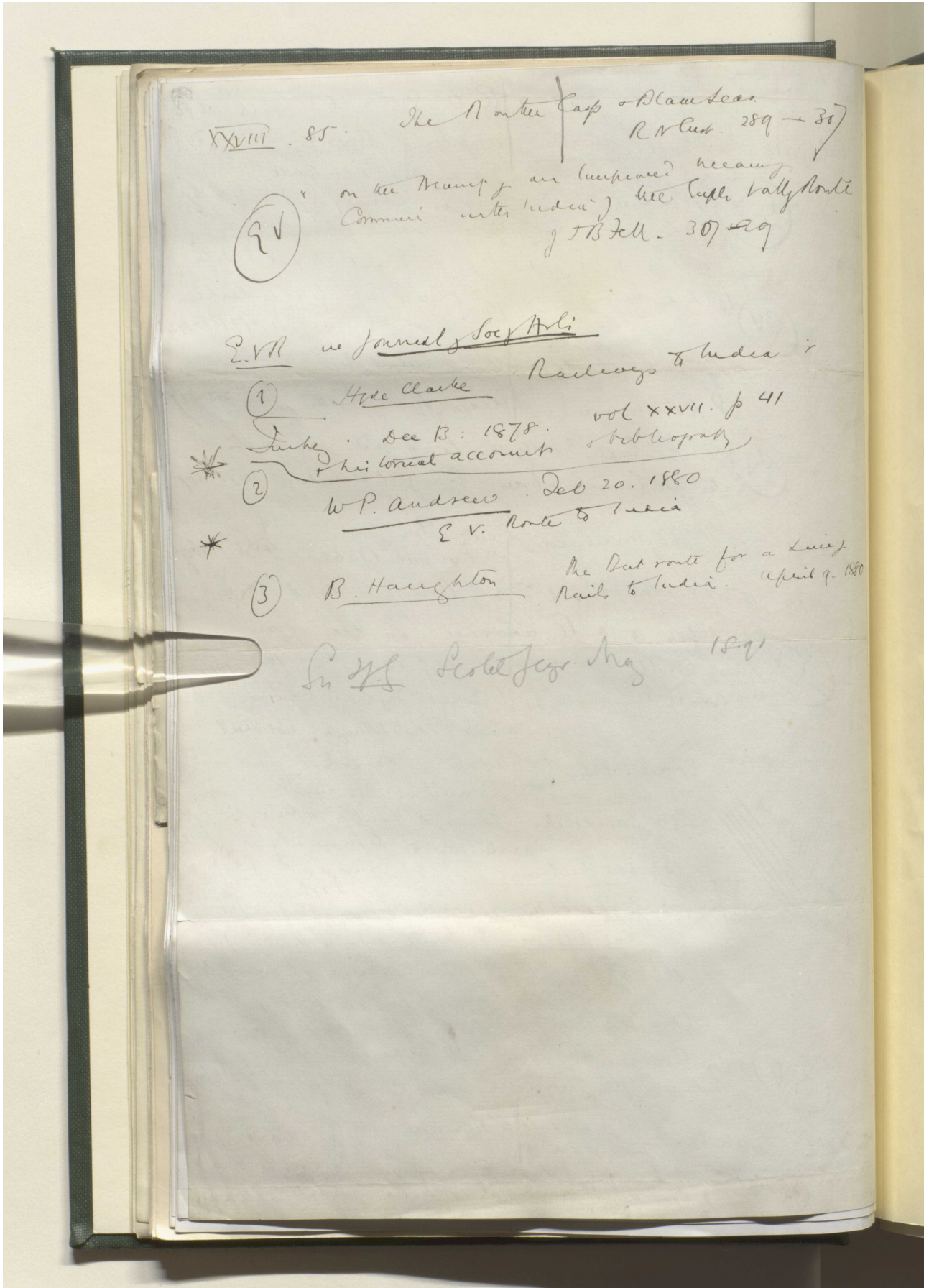
- XX (2) Route into Persia
 1) Auerworte Travels in Asia Minor
 2) Saunderski Journey to Mosul through
 Kurdistan to Arumijah
 3) Von Scheele's (The Caucasus P. Turkey)
 2 vol
 4) Sieber's Path (Travels in Georgia P. Asia) 1828
 5) Cap. Myrman. (White Mountain Kurd)
 6) R. P. de (Recid in Kurd. Novels)
 7) Lacer. (Heart of Decadent P)
 Travels in Kurdistan

XXI (5V) On Commerce with Persia under
 present Contingencies of Sir H. P. Hall. 675-699

XXIII 1880. On Ports with Persia of 149-173

XXIV (5V) 1881 The Canal in Mesopot. as with reference to a
 proposed Indo. Med. Corridor Railway 187-207
 of Com. V. L. Cameron

Wagon routes



XXVIII . 85 . The Northern Cap & Blau Seas. R. N. L. 289 - 307

(91) on the map of an (unmarked) nearby Comm. into India) see Table Valley Route of J.B. Fell. 307-29

Σ.VII in Journal of Soc. Arts

(1) Hyde Clarke Railways to India

* Tracy . See B: 1878. vol XXVII. p 41
Philos. account bibliography

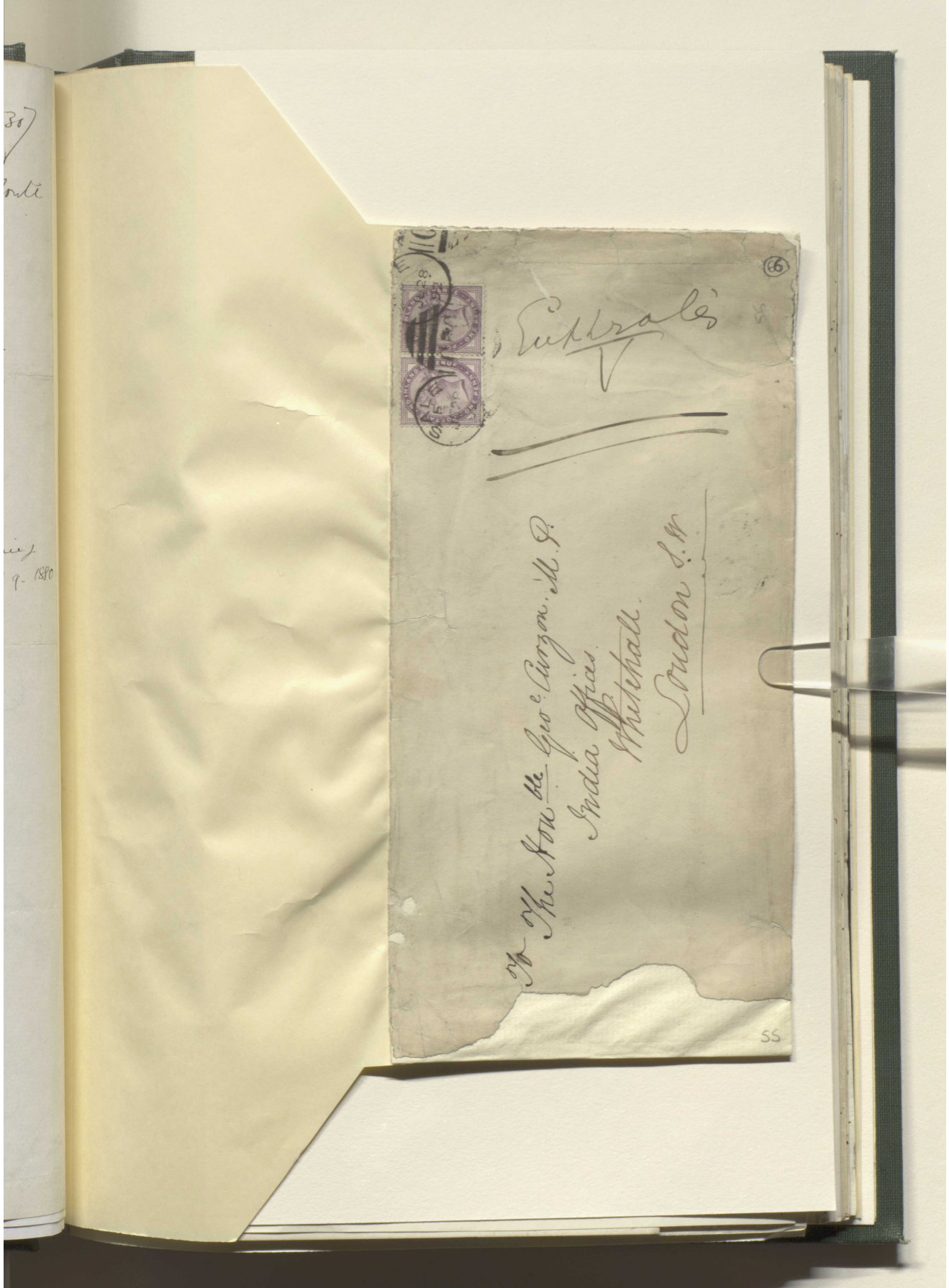
(2) W.P. Andrew . Feb 20. 1880
Σ V. Note to India

*

(3) B. Haughton The Best route for a direct Rail to India. April 9. 1880

See J. Scott Jour. Ind. 1871

مراسلات وأوراق عن بلاد فارس [١٠٧/١١٣]



مراسلات وأوراق عن بلاد فارس [٦٦ظ] (١٠٧/١١٤)

