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'Lord Curzon's Notes on Persia: About 1889-1890'

Holding Institution	British Library: India Office Records and Private Papers
Reference	Mss Eur F112/613
Date(s)	1889-1894 (CE, Gregorian)
Written in	English in Latin
Extent and Format	1 file (742 folios)
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About this record

This file is separated into three folders. It primarily consists of George Curzon's handwritten research notes prepared before writing his book, *Persia and the Persian Question* . The file also contains a variety of printed material that accompanies the handwritten notes. This includes printed research papers by various academics, newspaper clippings, personal letters from other researchers and diplomats, as well as maps and trade reports on various parts of Persia, mainly the southern ports.

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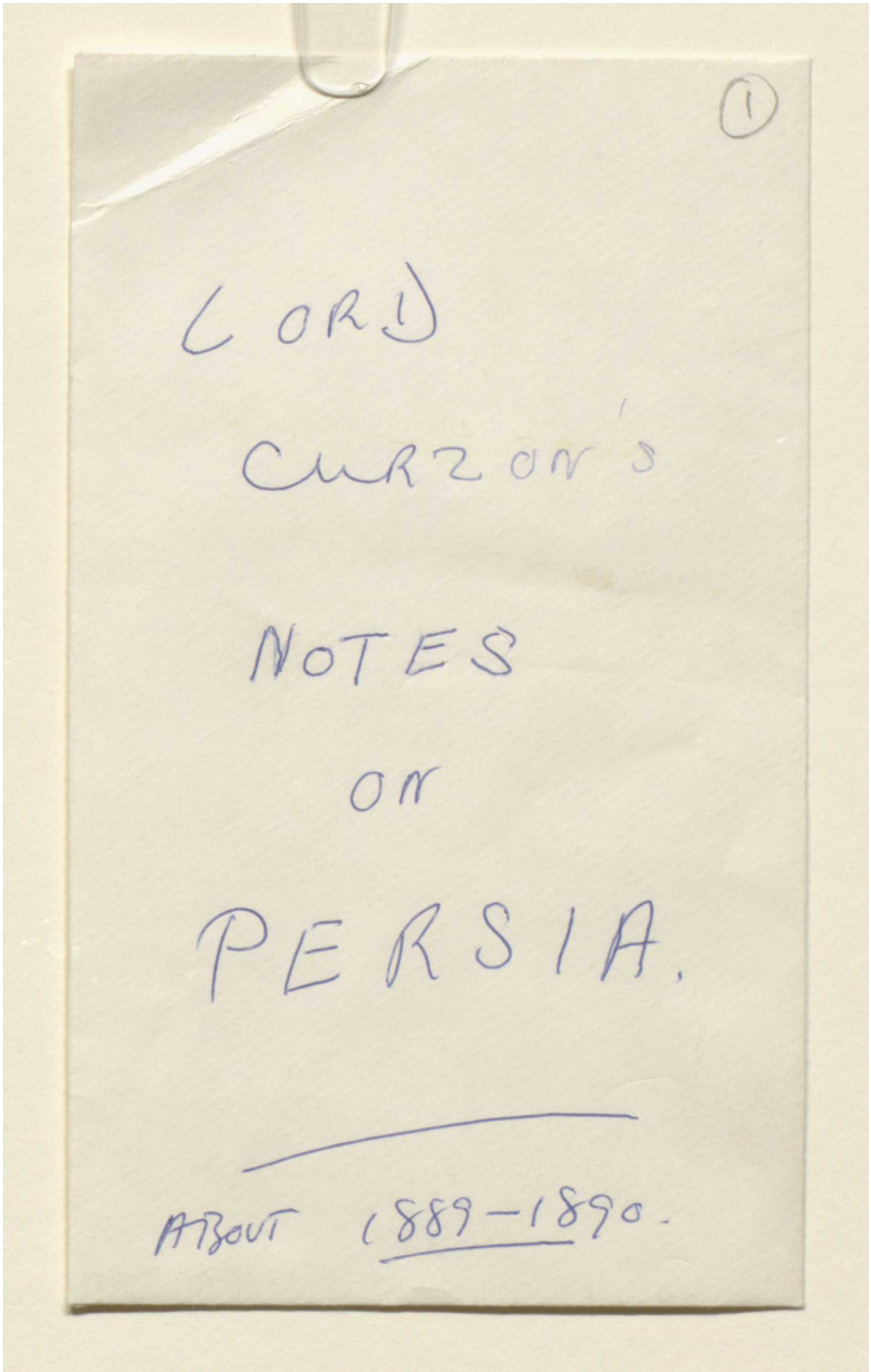

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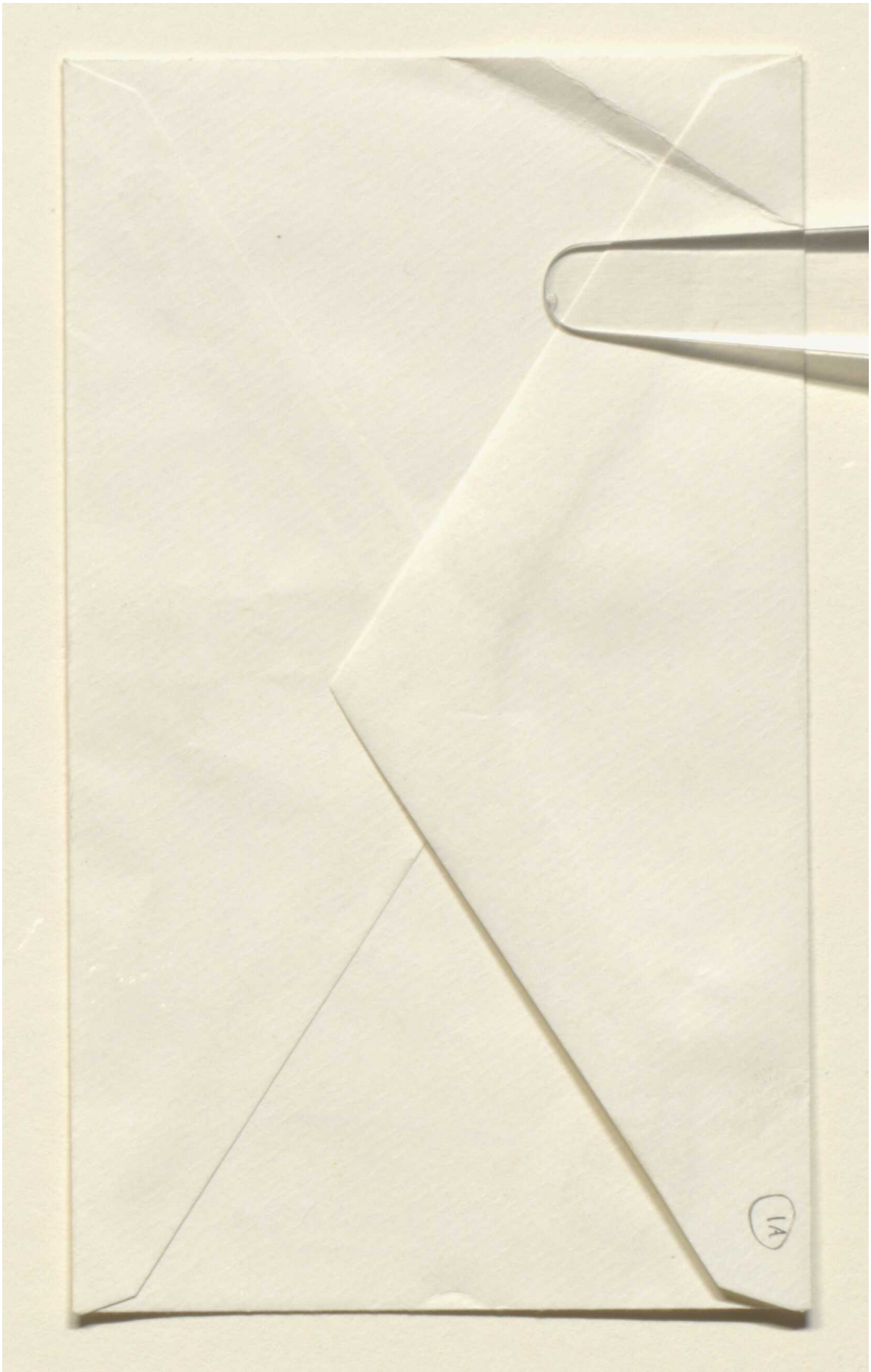

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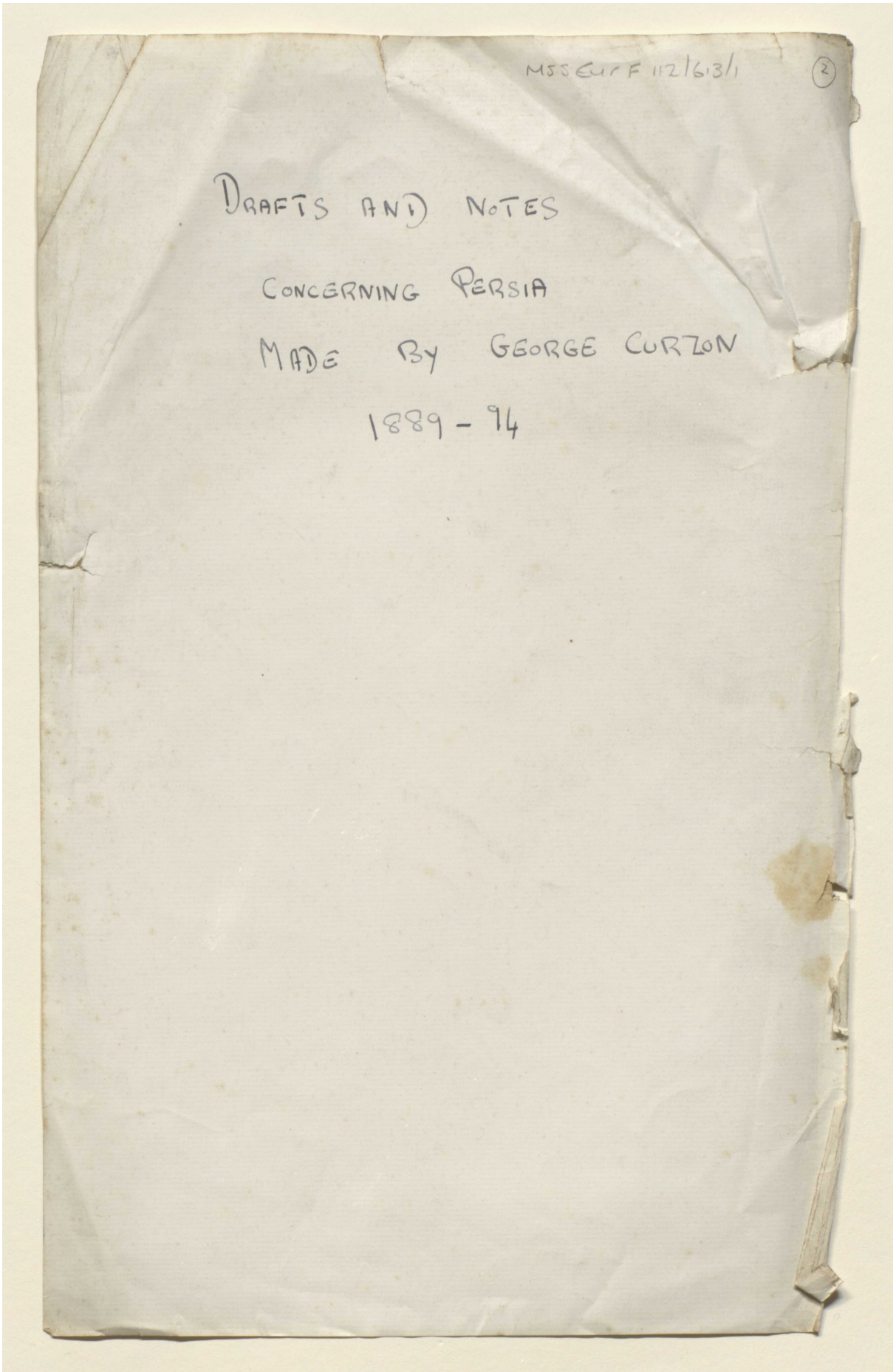

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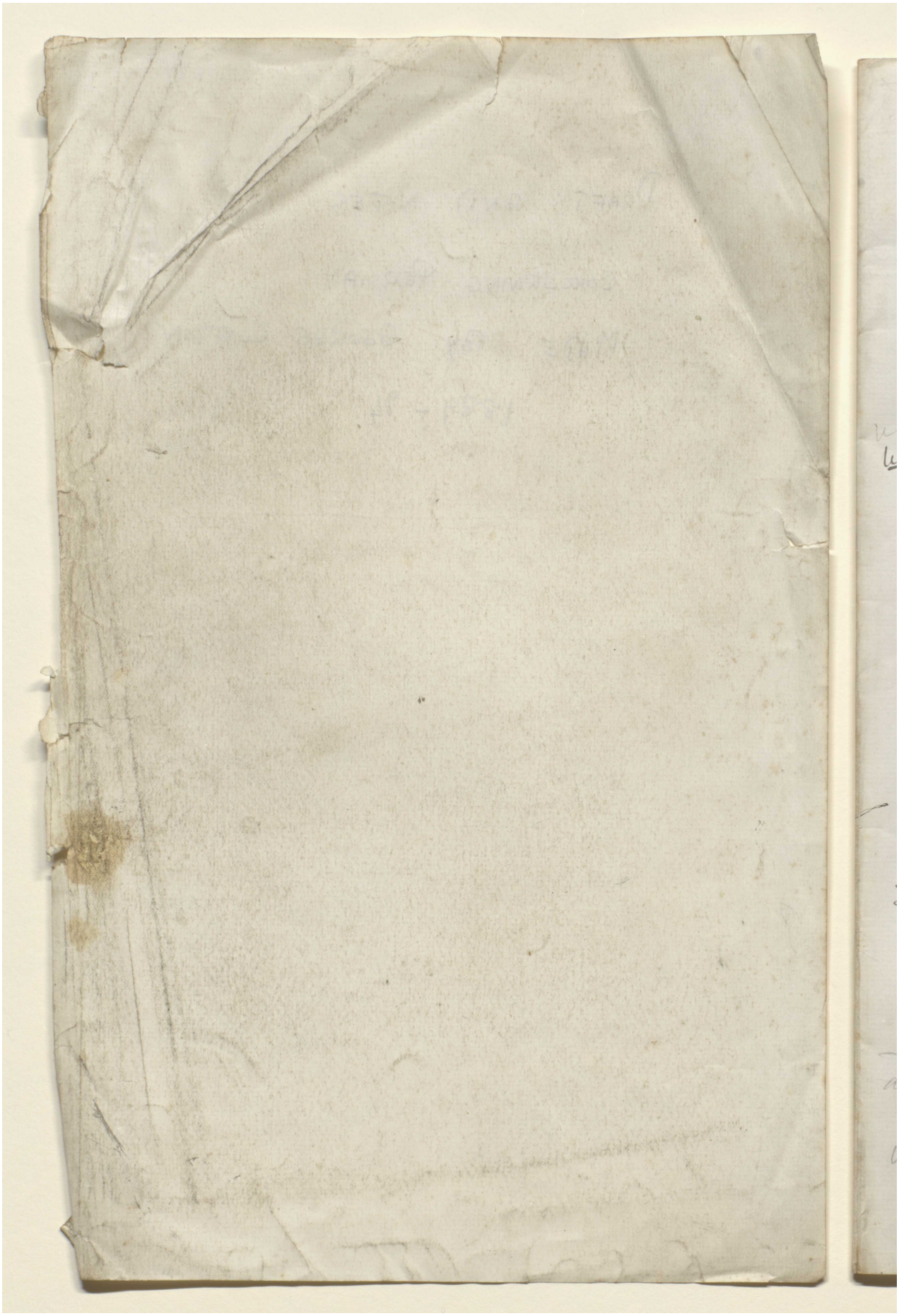

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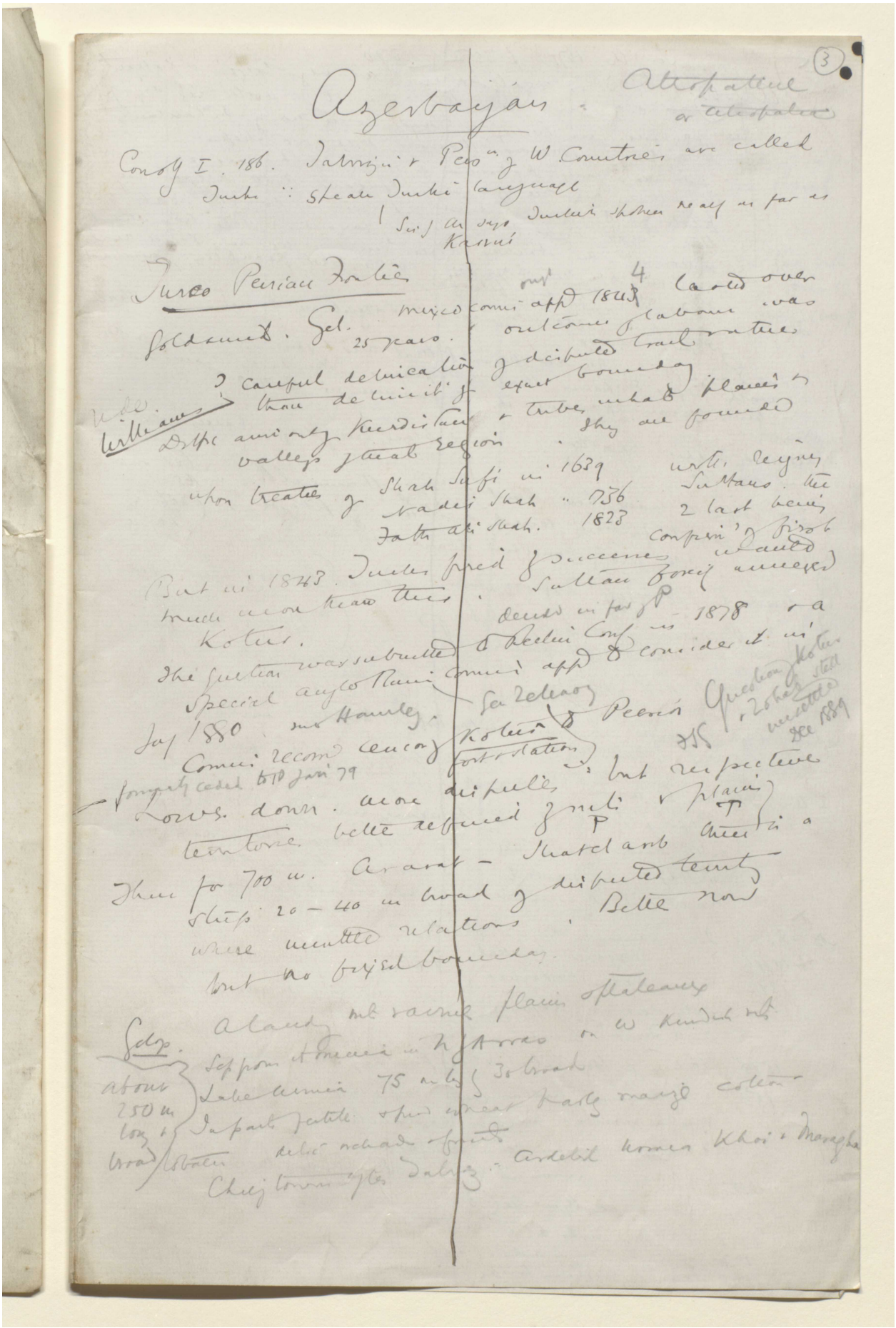

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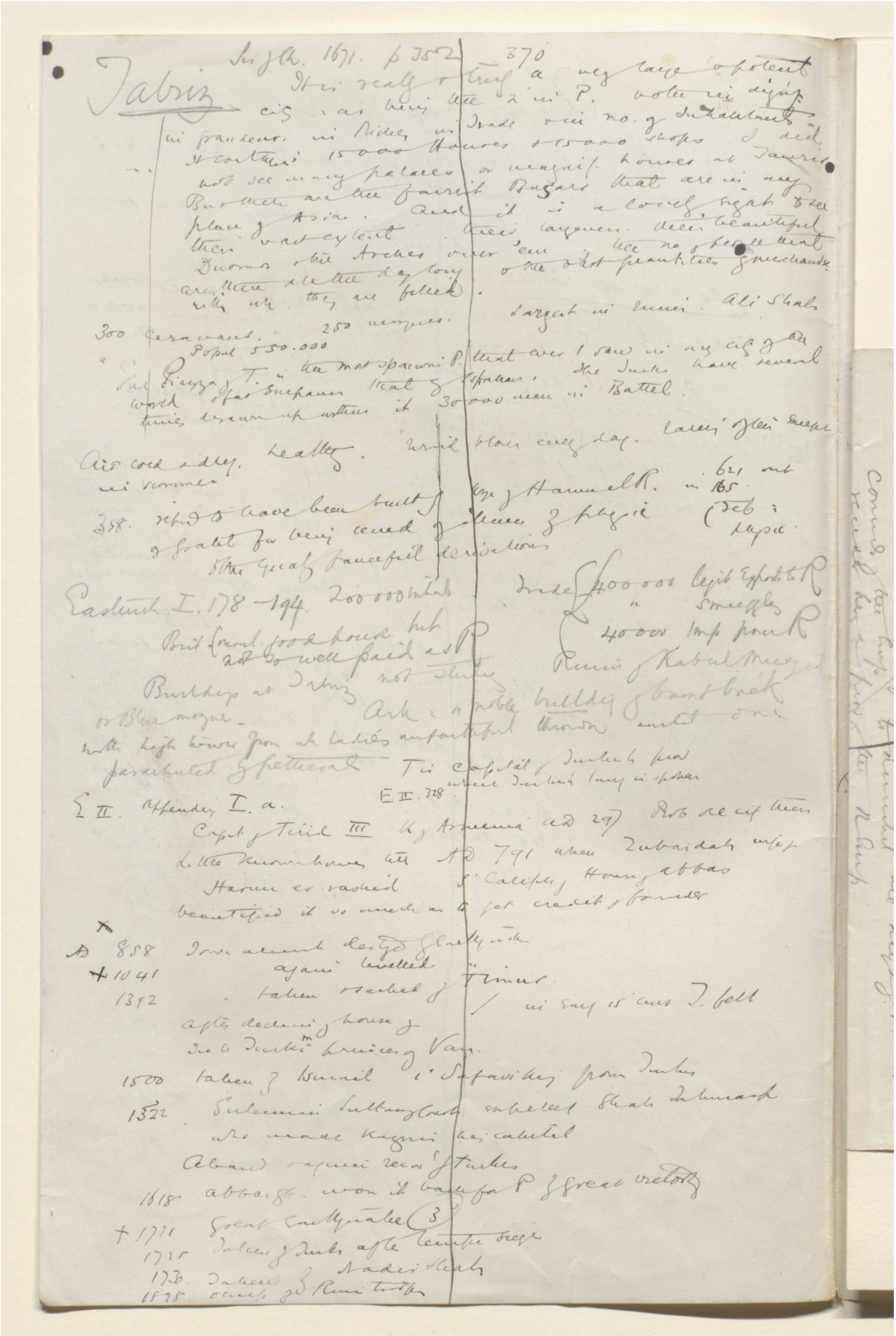

Tabriz

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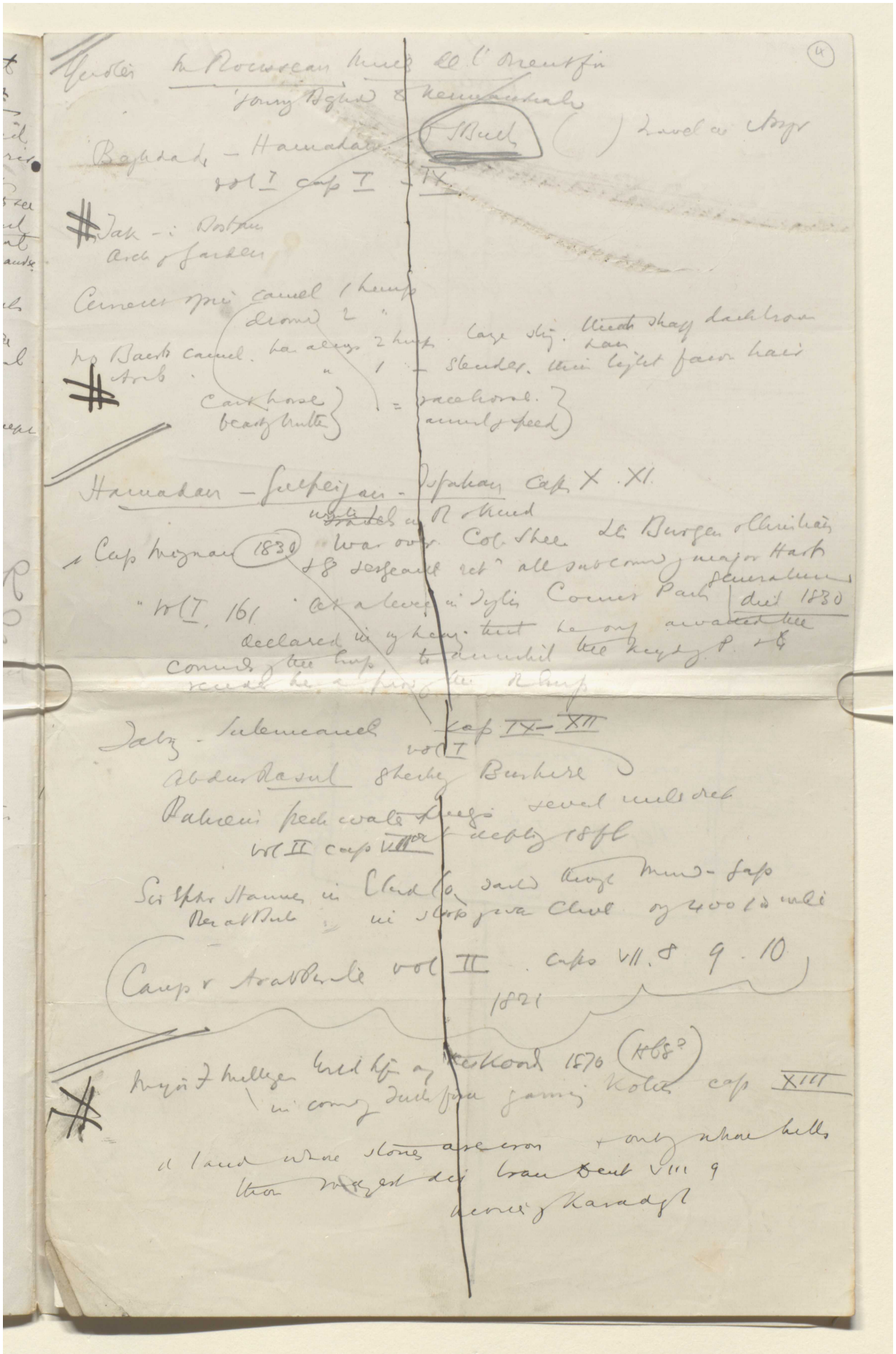

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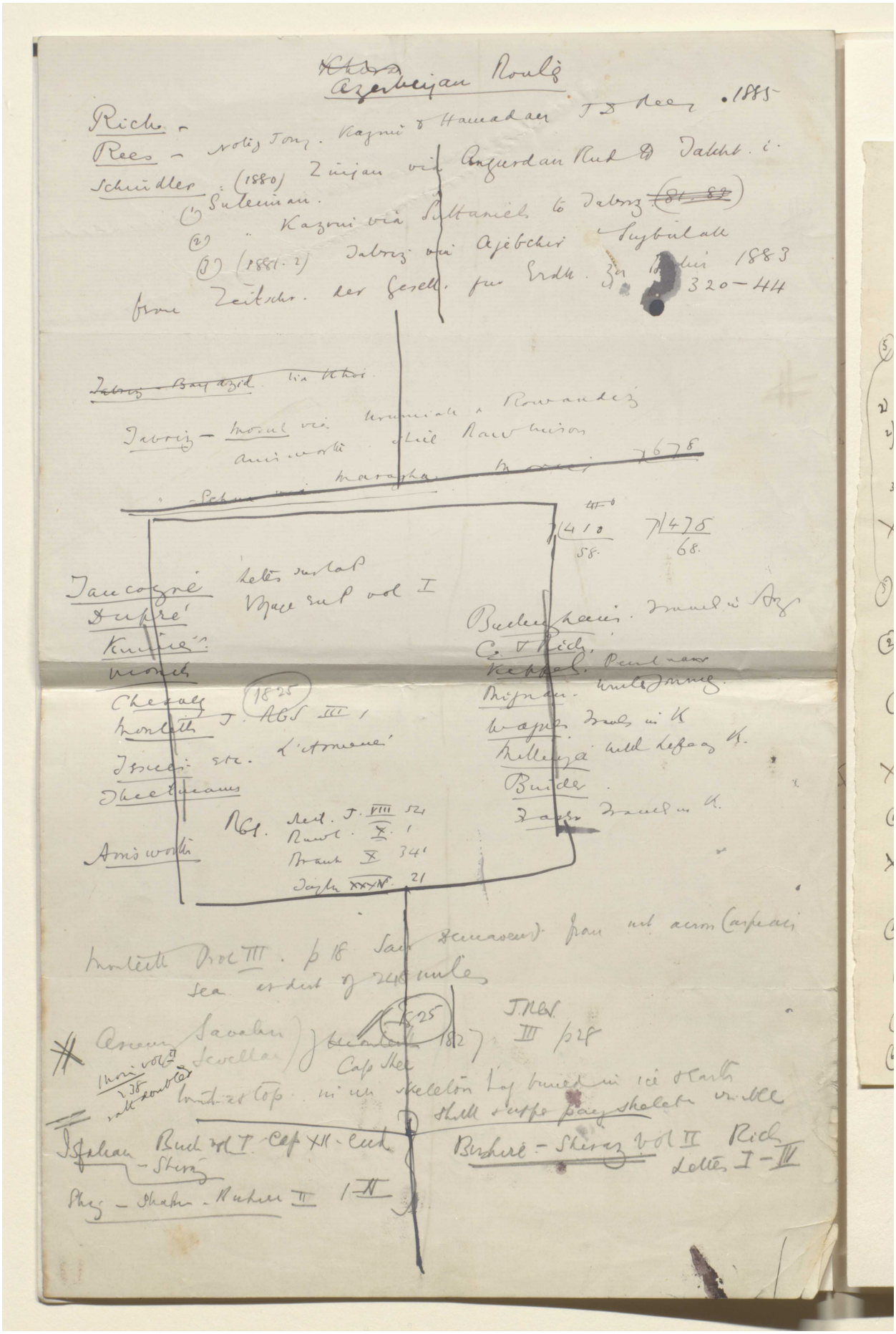

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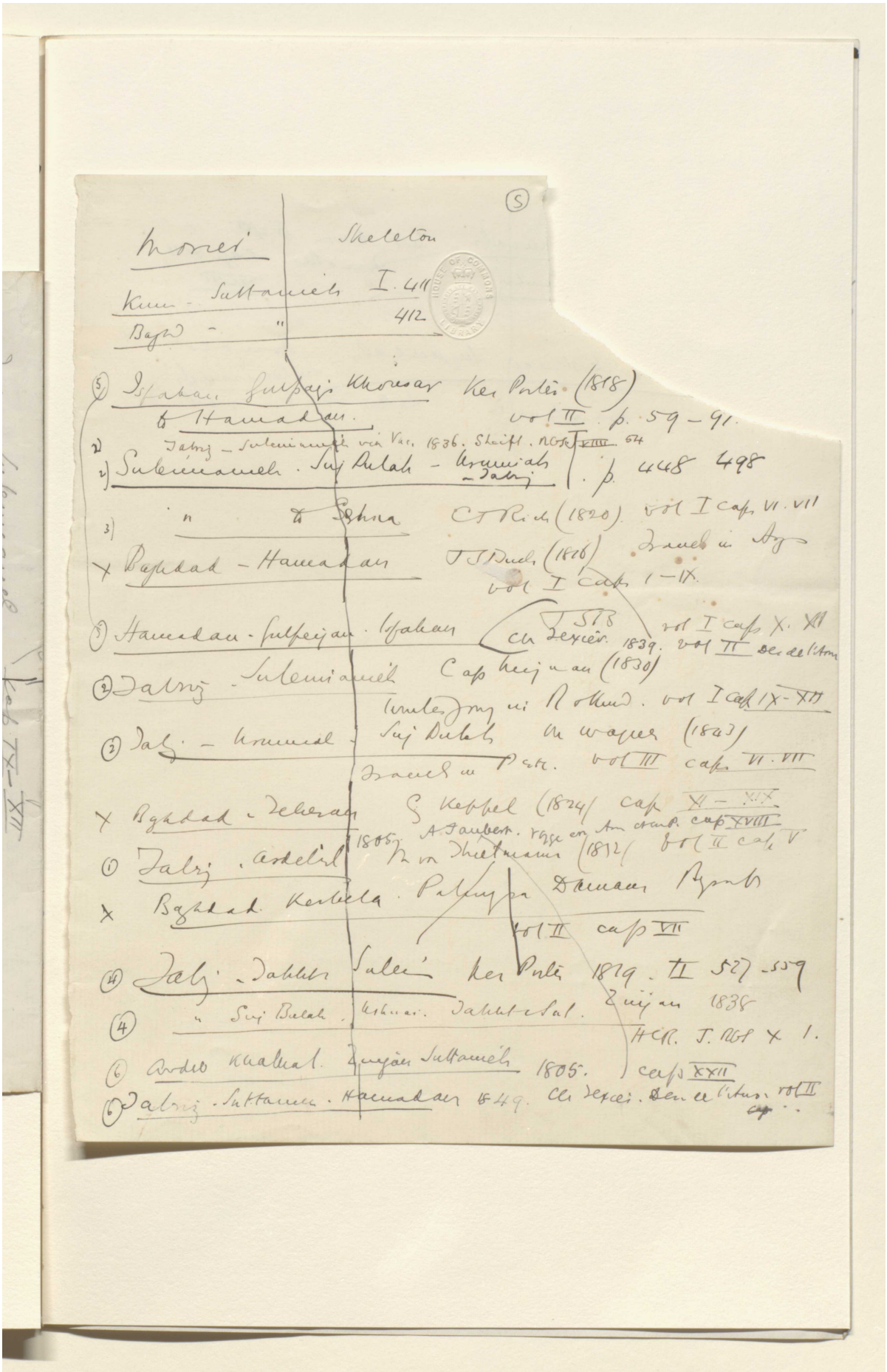

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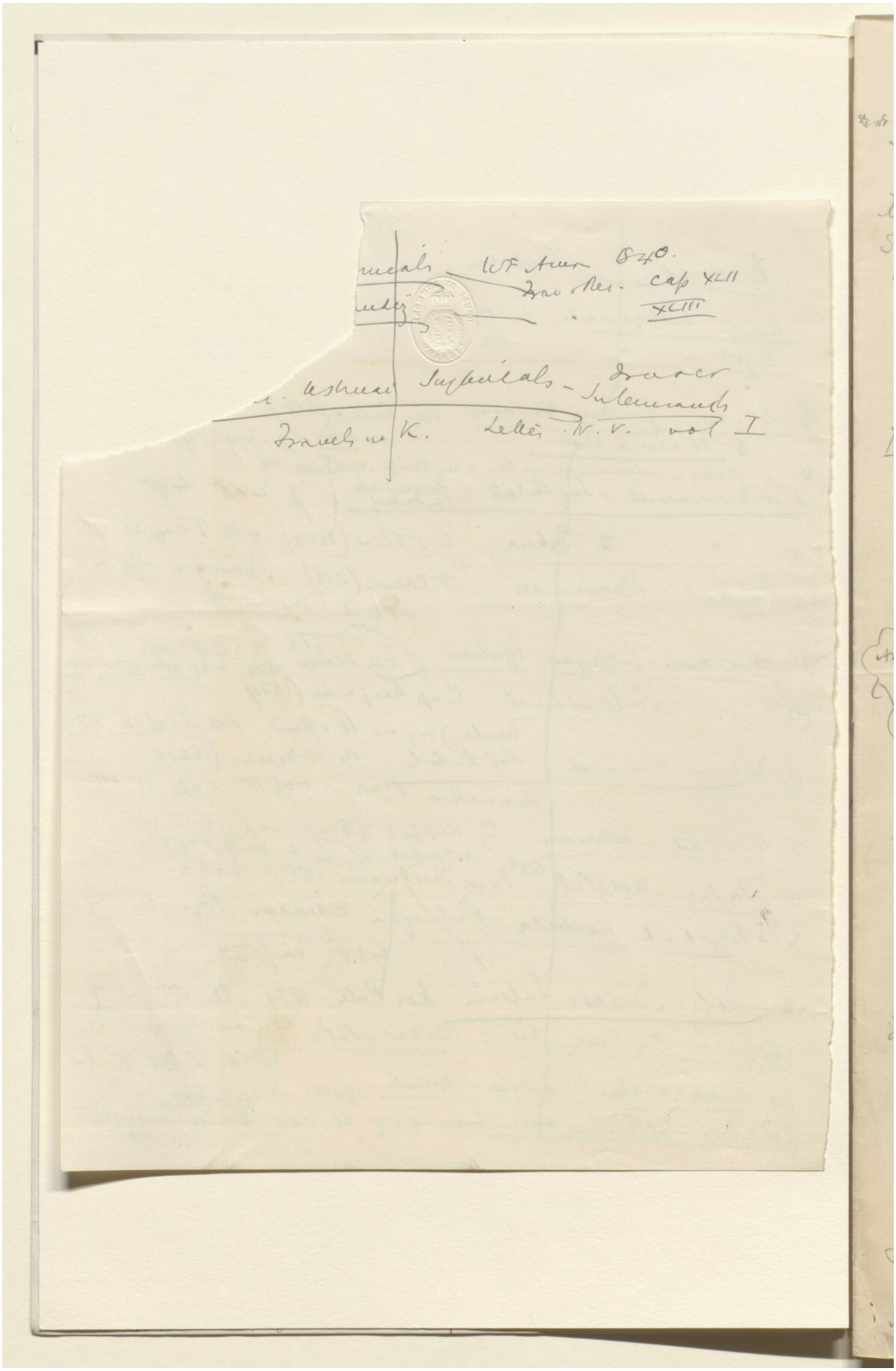

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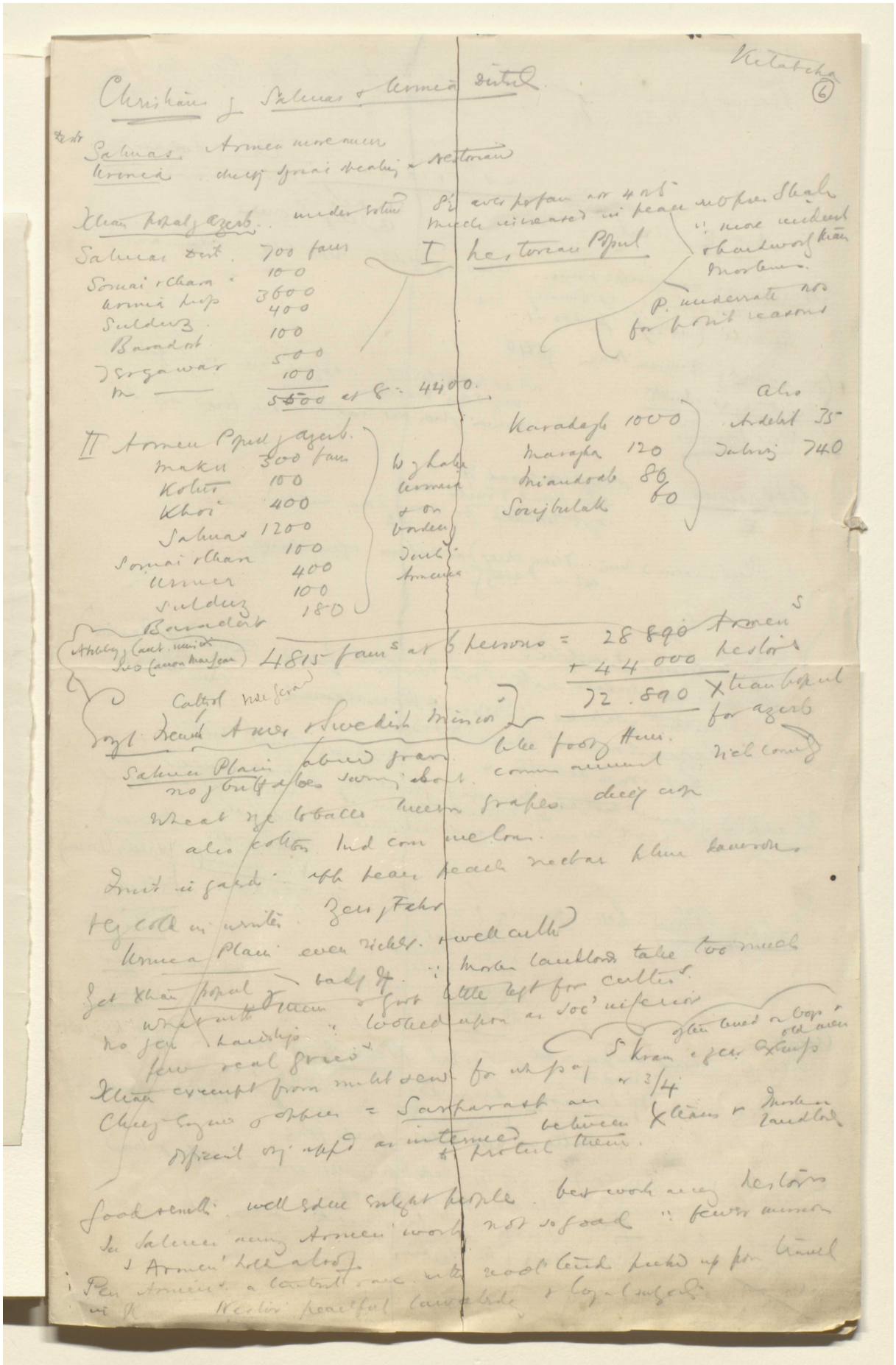

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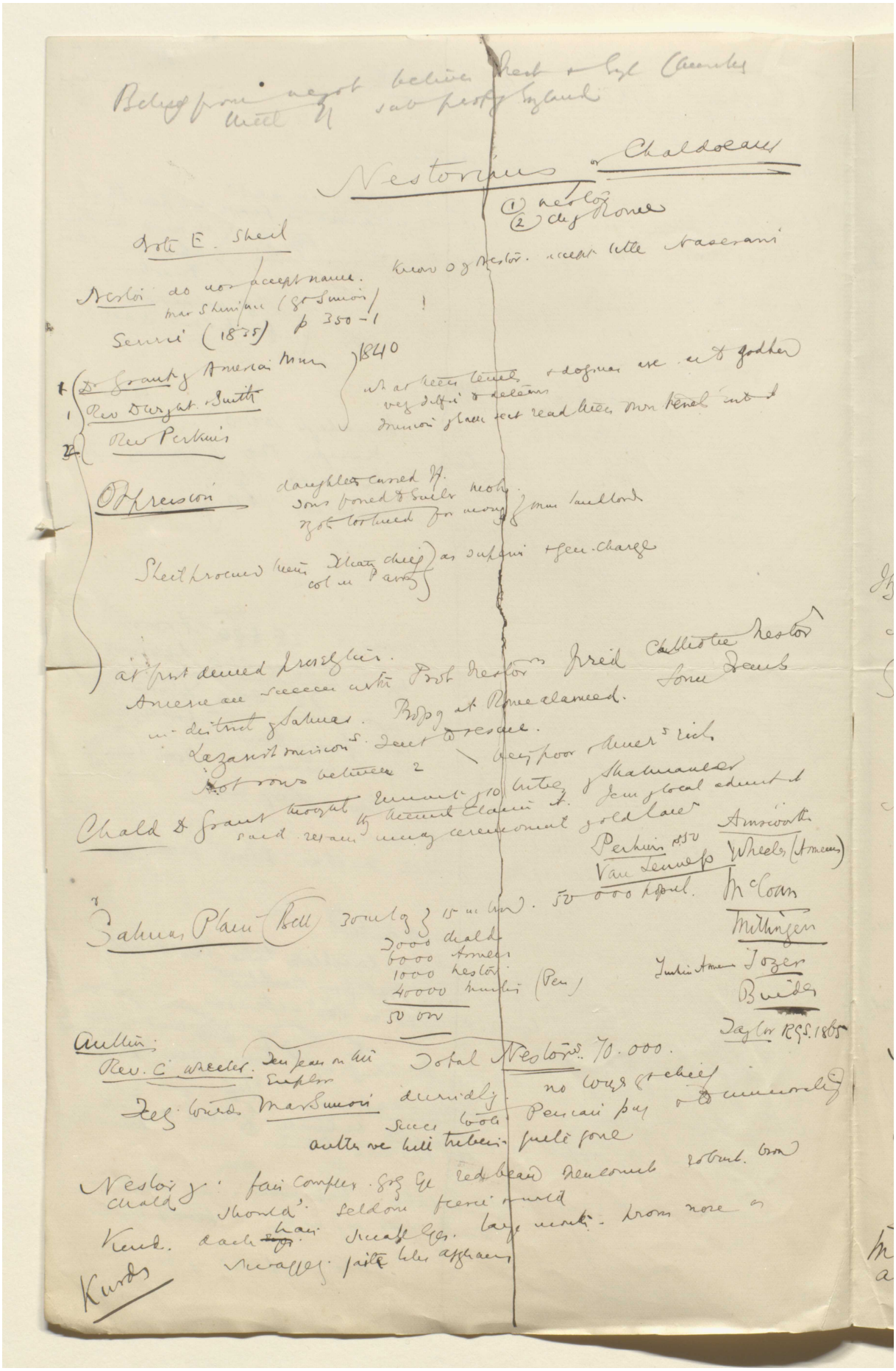

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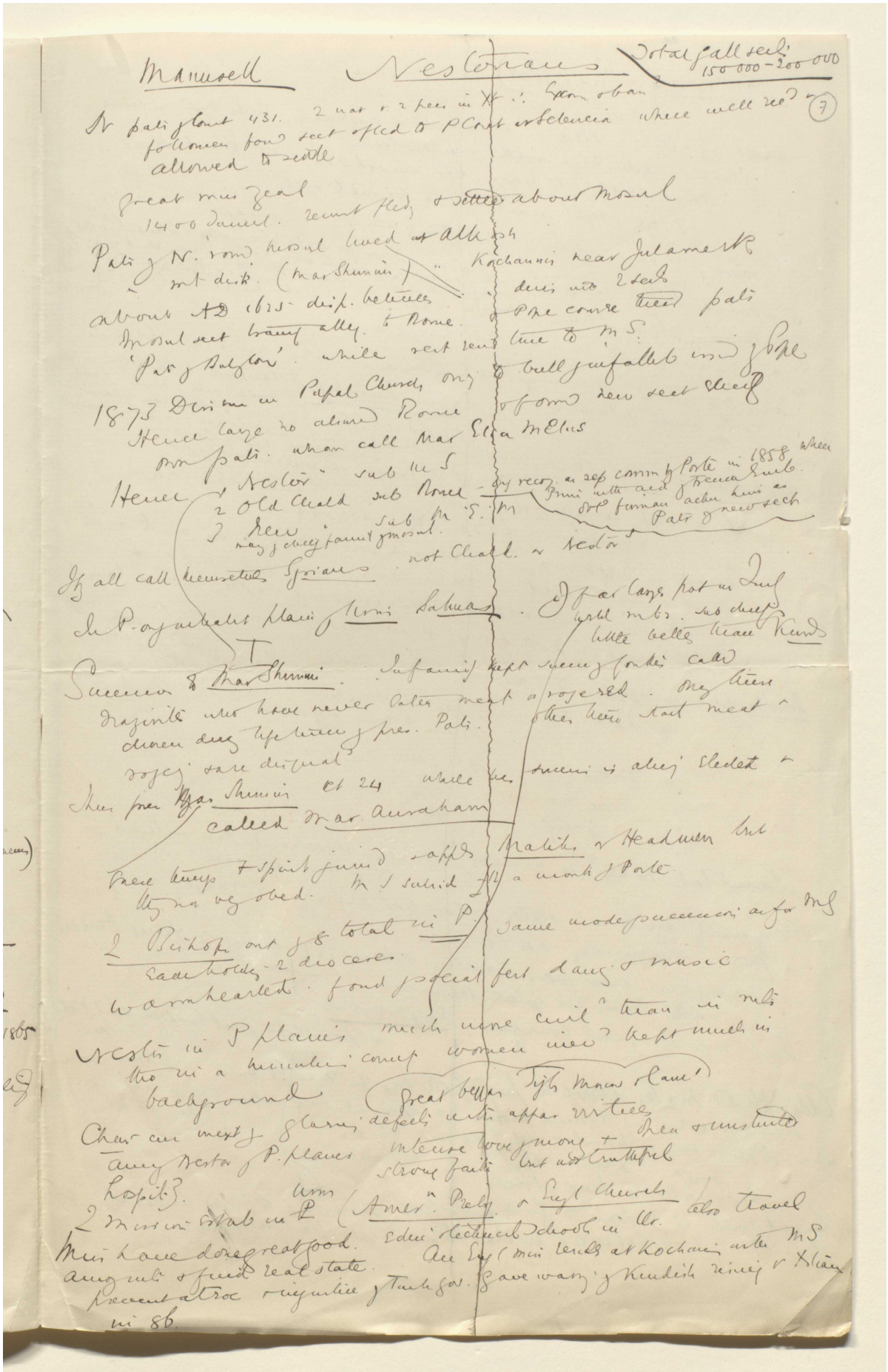

Marsell Nestorians Total of all sects 150 000 – 200 000

N Pali of Mount 431. 2 nat + 2 pers in X : From Oban (7)
followers four sect offered to P Cast in Selencia where will rec? w
allowed to settle

great mus zeal
1400 Jamil. recent fled & settled about Mosul

Pali of N. rom. resid lived at Alkosh
not dist. (mar Shimun)
Kochannis near Julamerk
about 42 1625 dist. believes
Mosul sect transf. ally to Rome.
'Pat of Babylon' while sect rem
1873 Division in Papal Church org
Head large no about Rome
own Pali. whom call Mar Elia
Head 1 Nestor sub to S
2 old Chald sub Rome
1 New sub Pr. E. Mr
nag & chief Jamil gmosul.
not Chald. v Nestor
Jz all call themselves Syrians
In P. organ heads Mar Louis Salmas
Succession of Mar Shimun.
Infancy kept among Yezidis calls
Yezidis who have never eaten meat rejected. Only then
dinner day Patriarchy pres. Pali.
reject date disput
Then pres Mar Shimun Ot 24 while
called Mar Avraham
succ is alway elected
Prac keeps Spirit joined rapids
Mgr no rej obed.
Pratiks v Headmen but
a monk of Pole
2 Bishops out of 8 total in P.
same mode succession as for Mg
Each holds 2 dioceses
warmhearted. fond of special fest days & music
Nestn in P plains much more civil than in Mes
the in a humiliated comp women nice & kept much in
background
Great beggar Tyth Mass Chant
Chaos can next of Chaos defects with appr virtues
Amy Nestn of P. plains intense love prom + Pres & unstinted
strong faith but not truthful
Hospitz.
2 Missions Stab in P (Amer. Presb & Engl Church also travel
Edin Rectangl School in Ur.
Mis have done great good.
Am Eng (mis lands at Kochanis inter Mss
among most respected real estate.
Present atroc iniquities of Turk Gov. Save warn & Kurdish virtues v Xtians
in 86

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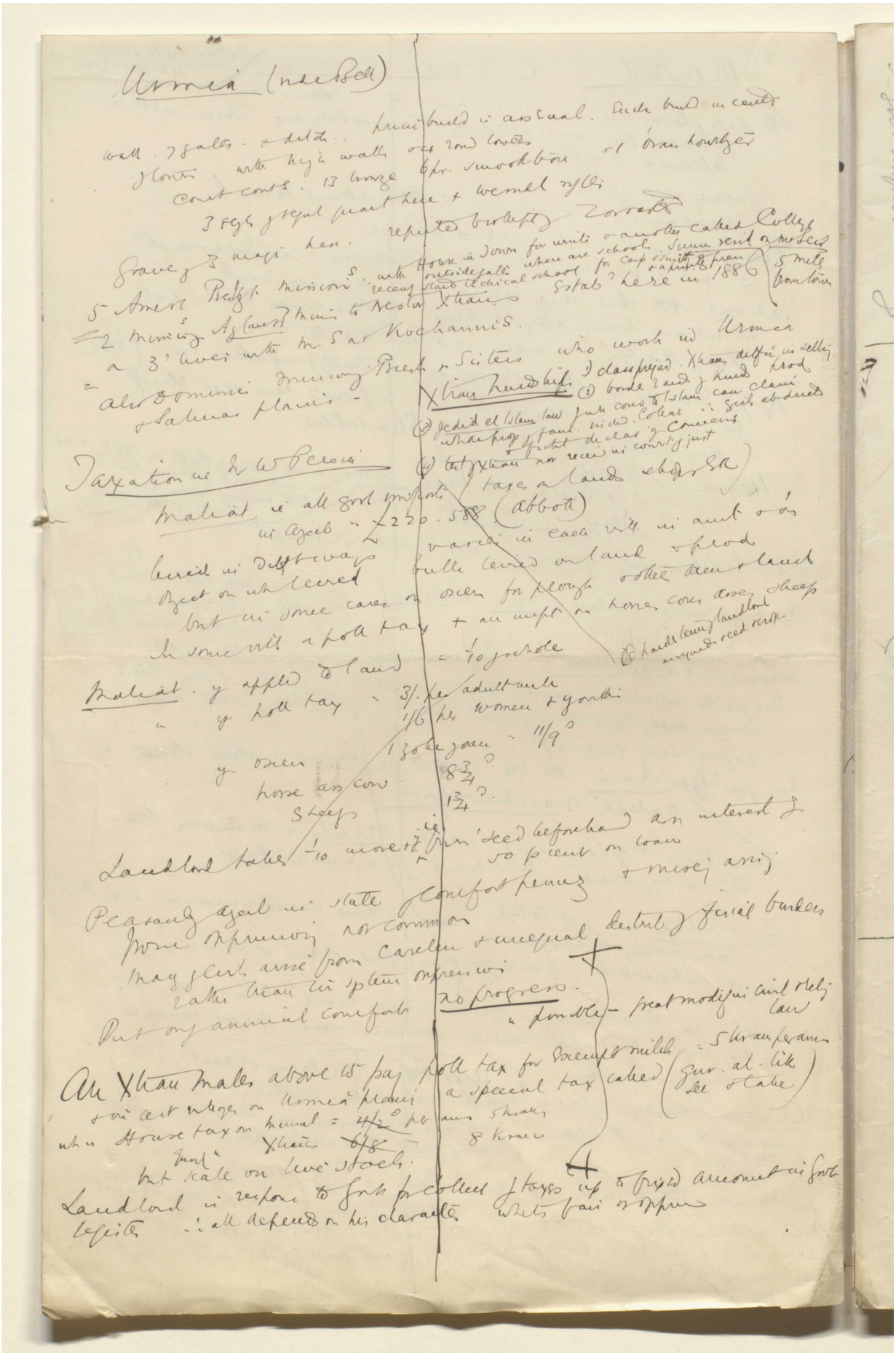

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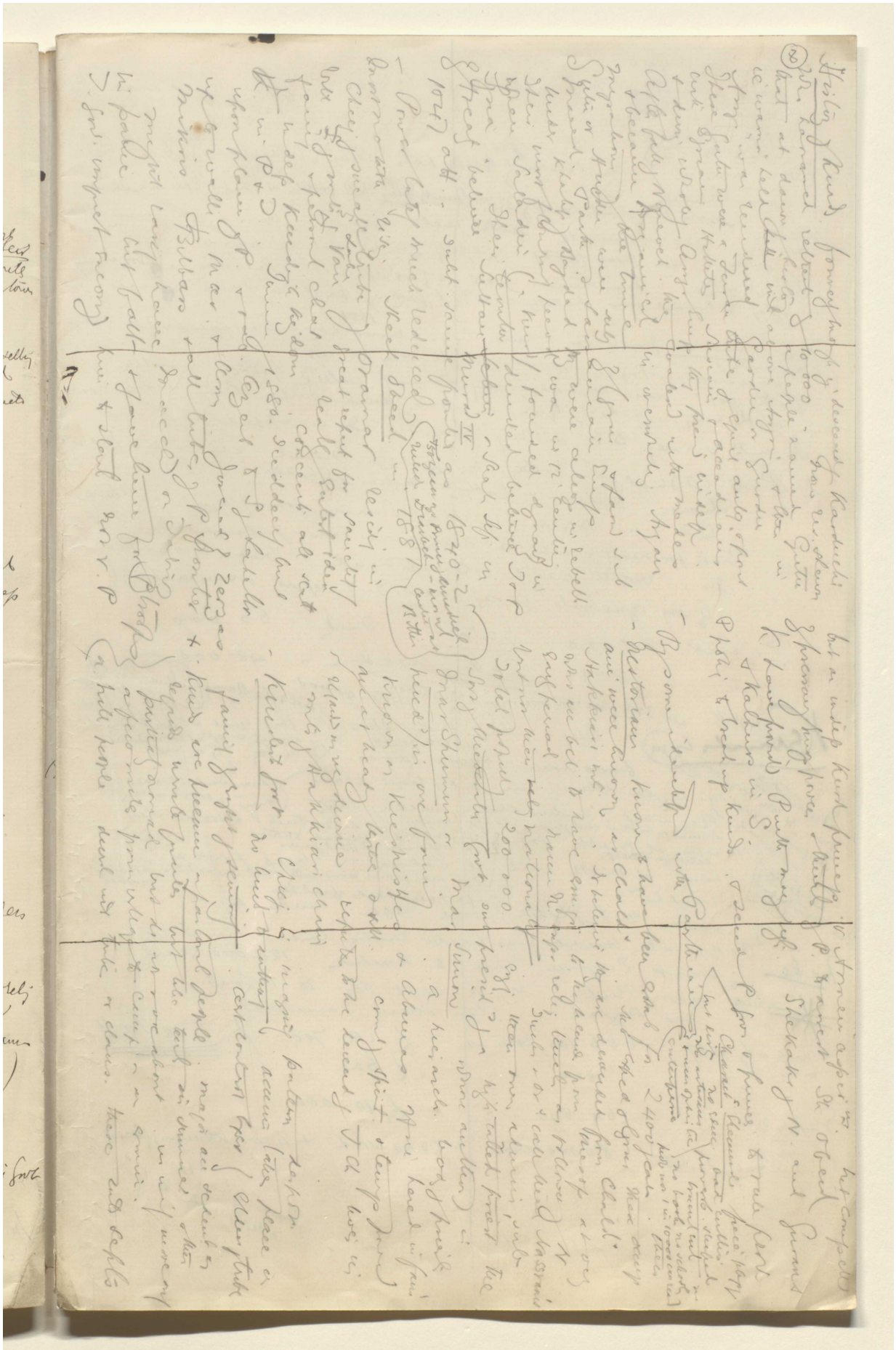

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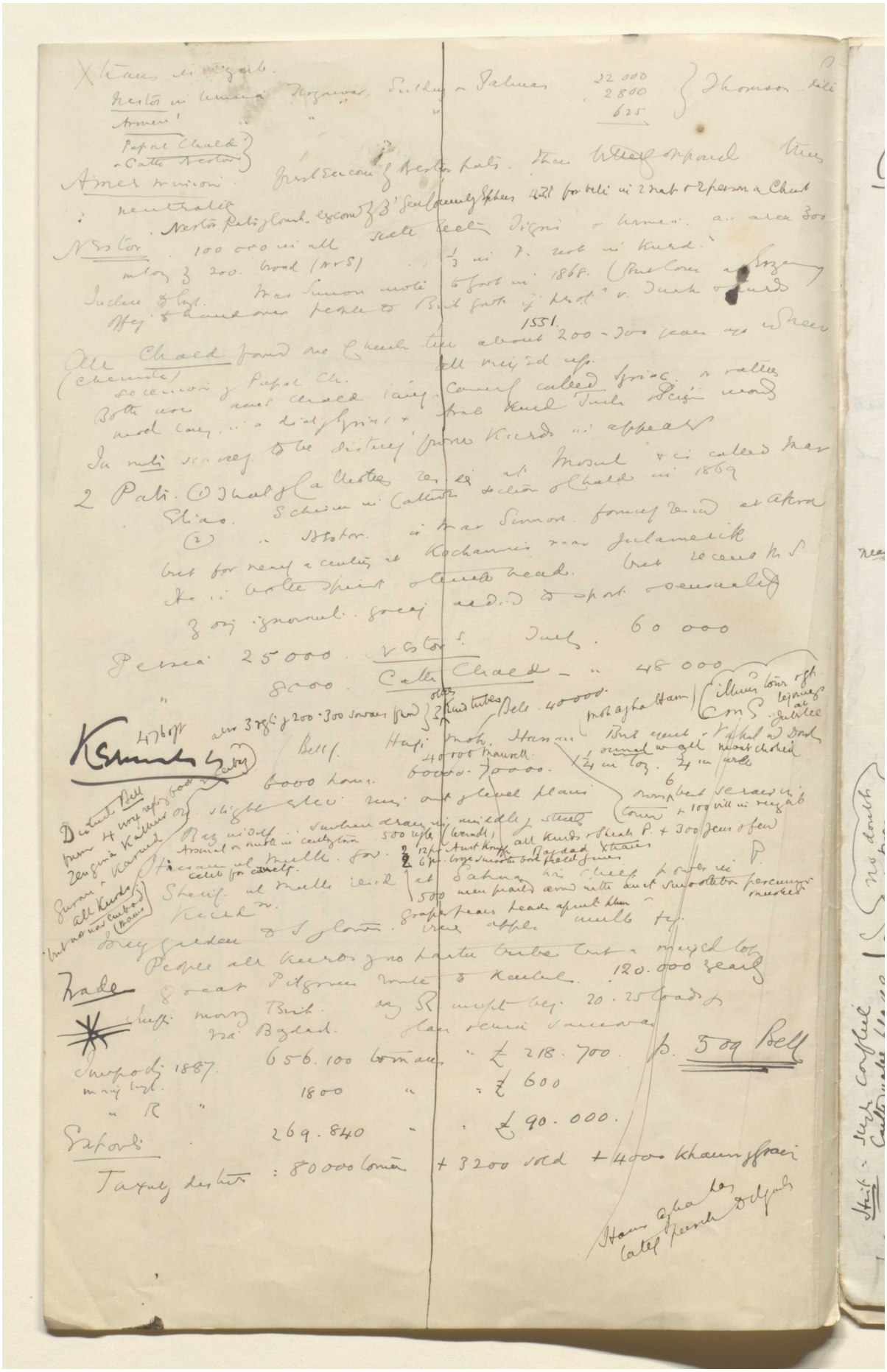

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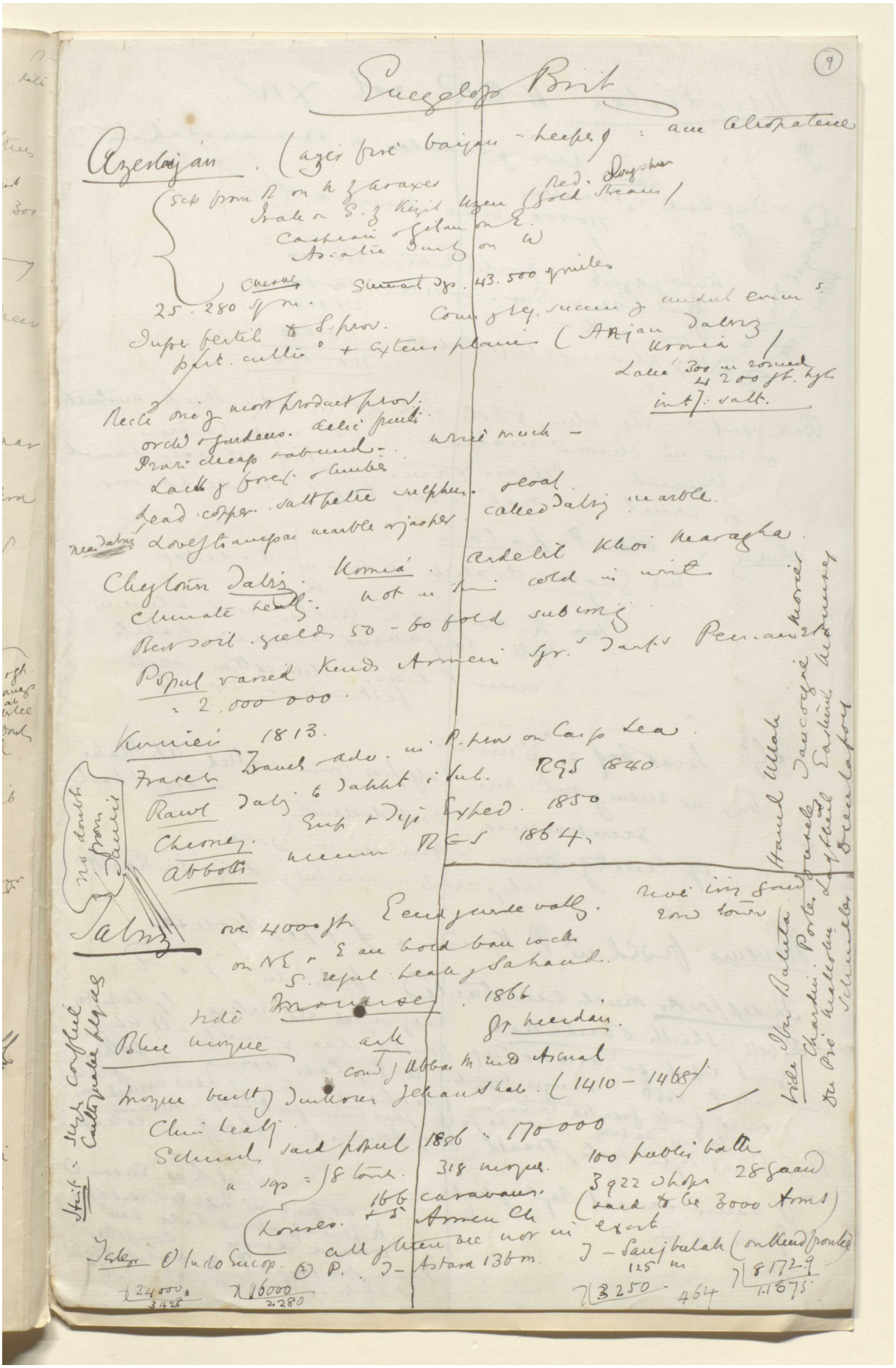

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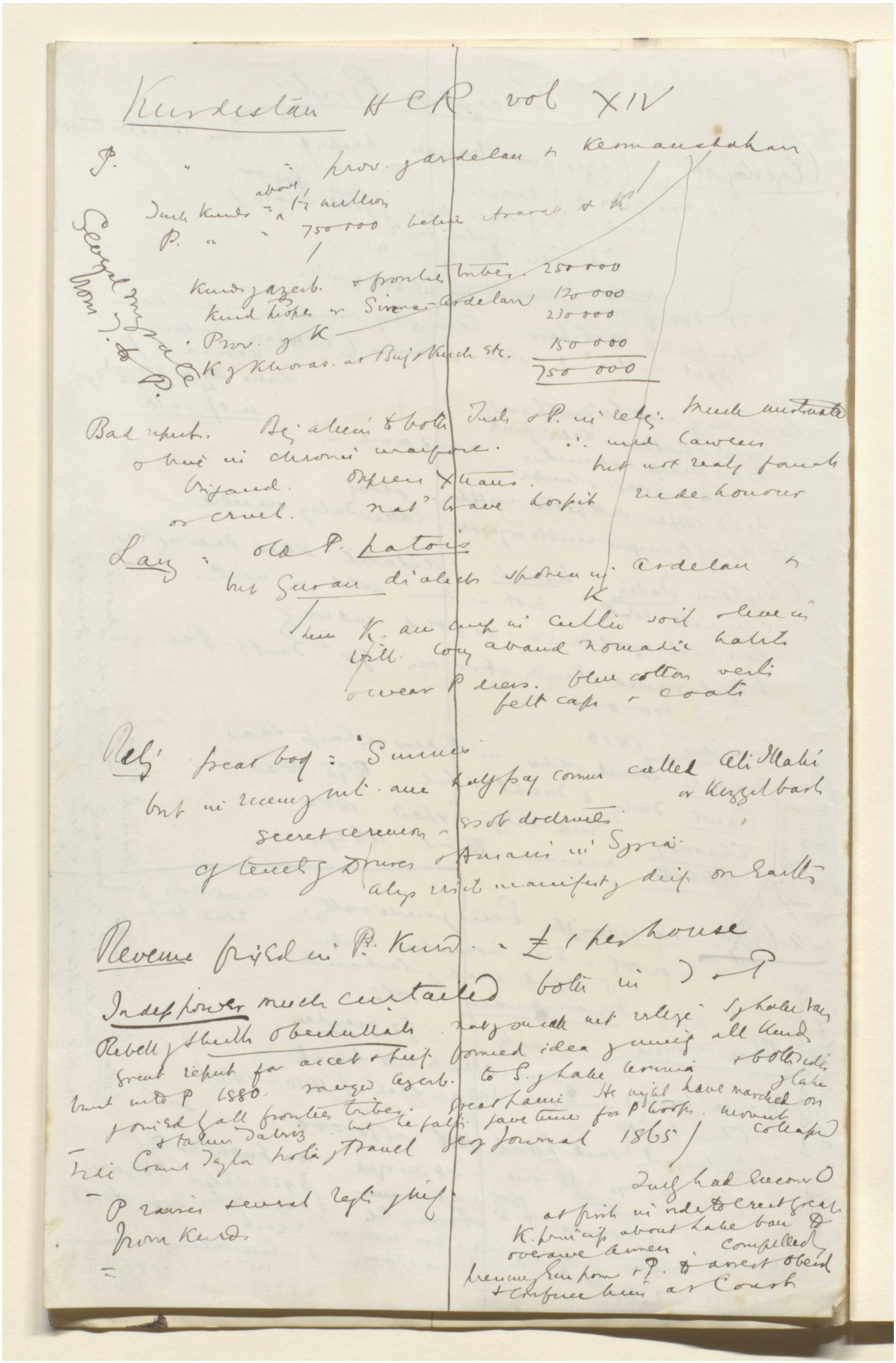

Kurdistan HCR vol XIV

P. " = prov. of Ardelan & Kermanshahan

Turk Kurds = about 1½ million
P. " = 750 000 below Ararat & K

Kurds of Azerb. & frontier tribes 250 000
Kurd tribes or Sinna-Ardelan 120 000
Prov. of K 230 000
K of Khoras. at Bij & Kuch etc. 150 000
750 000

Bad reputs. Bej alien to both Turks & P. in relig. much mistrusted
& live in chronic warfare. ∴ mid lawless
brigand. Oxpress Xtians. but not really famous
or cruel. nat' brave hospit. rude honour

Lang: old P. patois
but Guran dialects spoken in Ardelan & K
then K. are imp in cultiv soil & live in
vill. long aband nomadic habits
& wear P dress. blue cotton vests
felt caps & coats

Relig. great body: Sunnis
but in recent mt. are half pay comm called Ali Illahi
or Kizzilbash
secret ceremon. & sob doctrines
of tenets of Druses & Amaris in Syria
alys risk manifest of deif on Earth

Revenue fixed in P. Kurd. = £1 per house

Indep power much curtailed both in T & P
Rebell of Sheikh Obeidullah. not so much not relig. S of Lake Van
great reput for accet & pref. formed idea of unity all Kurds
burst into P 1880. ravaged Azerb. to S. of Lake Urmia & both sides of Lake
joined by all frontier tribes. Great panic. He might have marched on
& taken Tabriz but he falls gave time for P troops. movement collapsed
Tide Count Taylor notes of travel Geog Journal 1865

P raises several regts of Kurds from Kurds

Turk had encour O
at first in order to erect great
K. princip about Lake Van to
overawe Armen. compelled
pressure from P. to arrest Obeid
& confine him at Const

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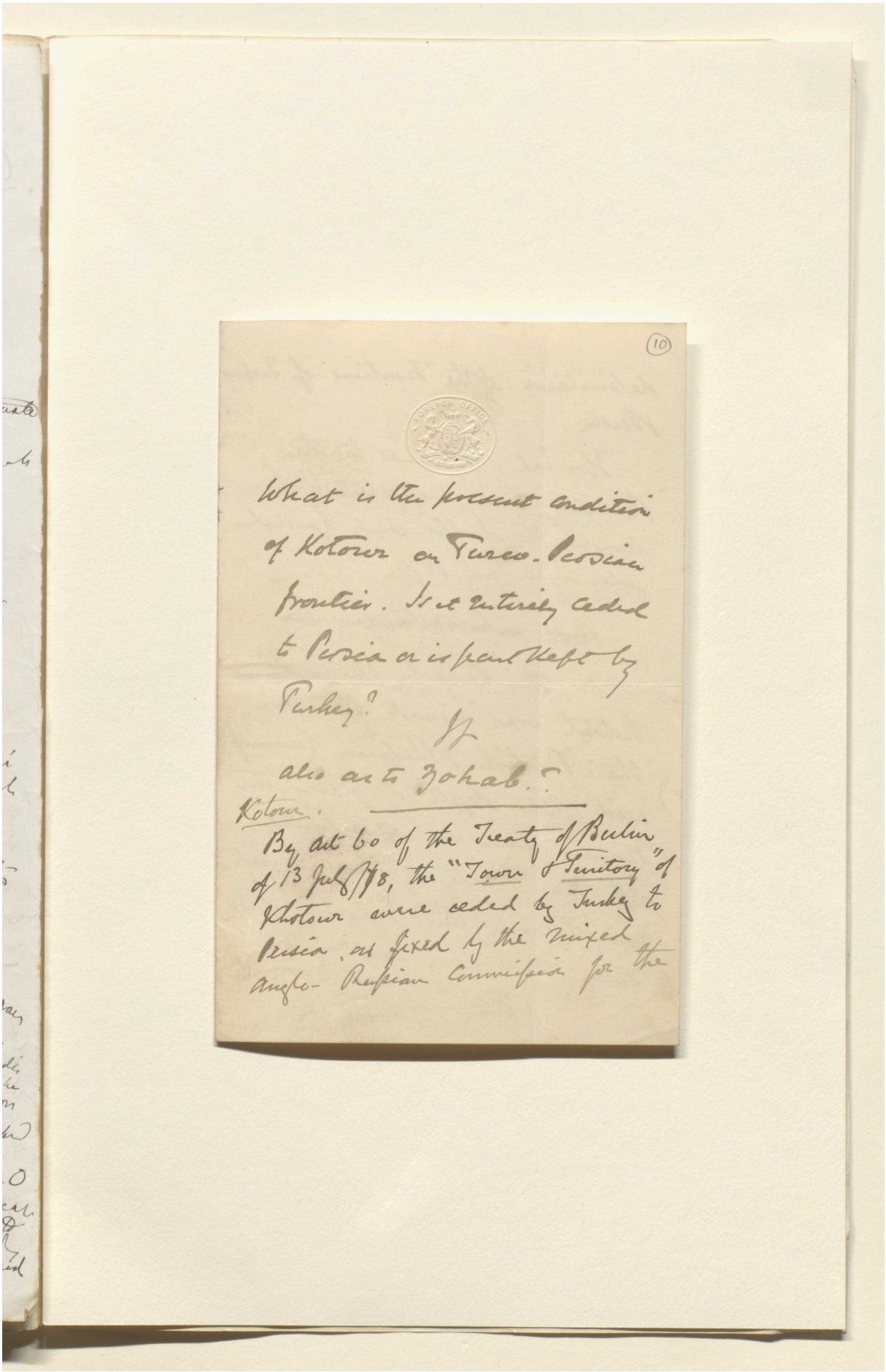

(10)

What is the present condition of Kotour on Turco-Persian frontier. Is it entirely ceded to Persia or is part kept by Turkey?

Is also as to Zohab?

Kotour.

By art 60 of the Treaty of Berlin of 13 July 78, the "Town & Territory" of Khotour were ceded by Turkey to Persia, as fixed by the mixed anglo-Russian Commission for the

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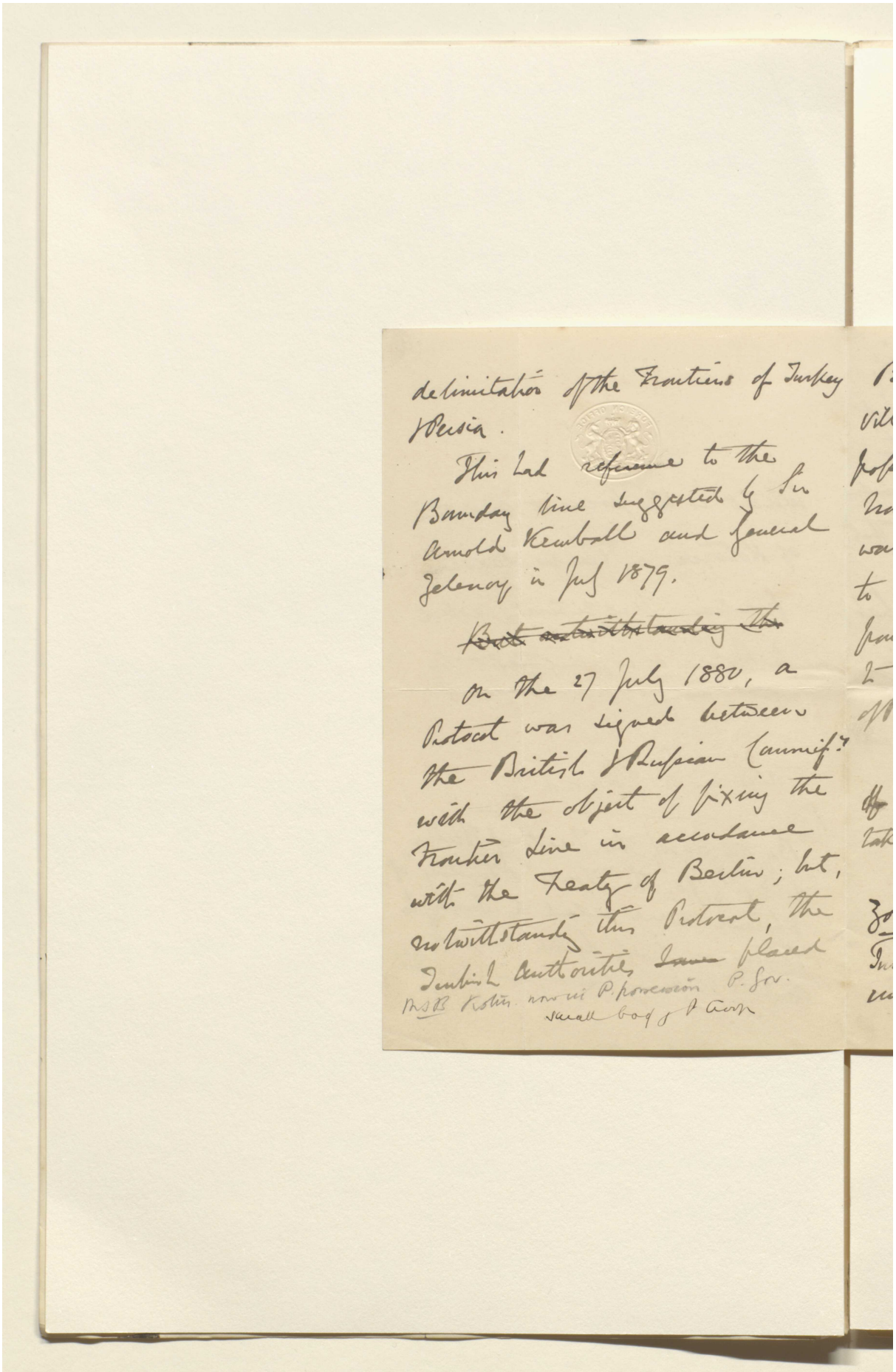

delimitation of the Frontiers of Turkey & Persia.

This had reference to the Boundary line suggested by Sir Arnold Kemball and General Zelenoy in July 1879.

~~But notwithstanding the~~

On the 27 July 1880, a Protocol was signed between the British & Russian Commiss.ns with the object of fixing the Frontier Line in accordance with the Treaty of Berlin; but, notwithstanding this Protocol, the Turkish Authorities ~~have~~ placed

MSB Kotin. now in P. possession P. Gov.
small bag of P. Corp

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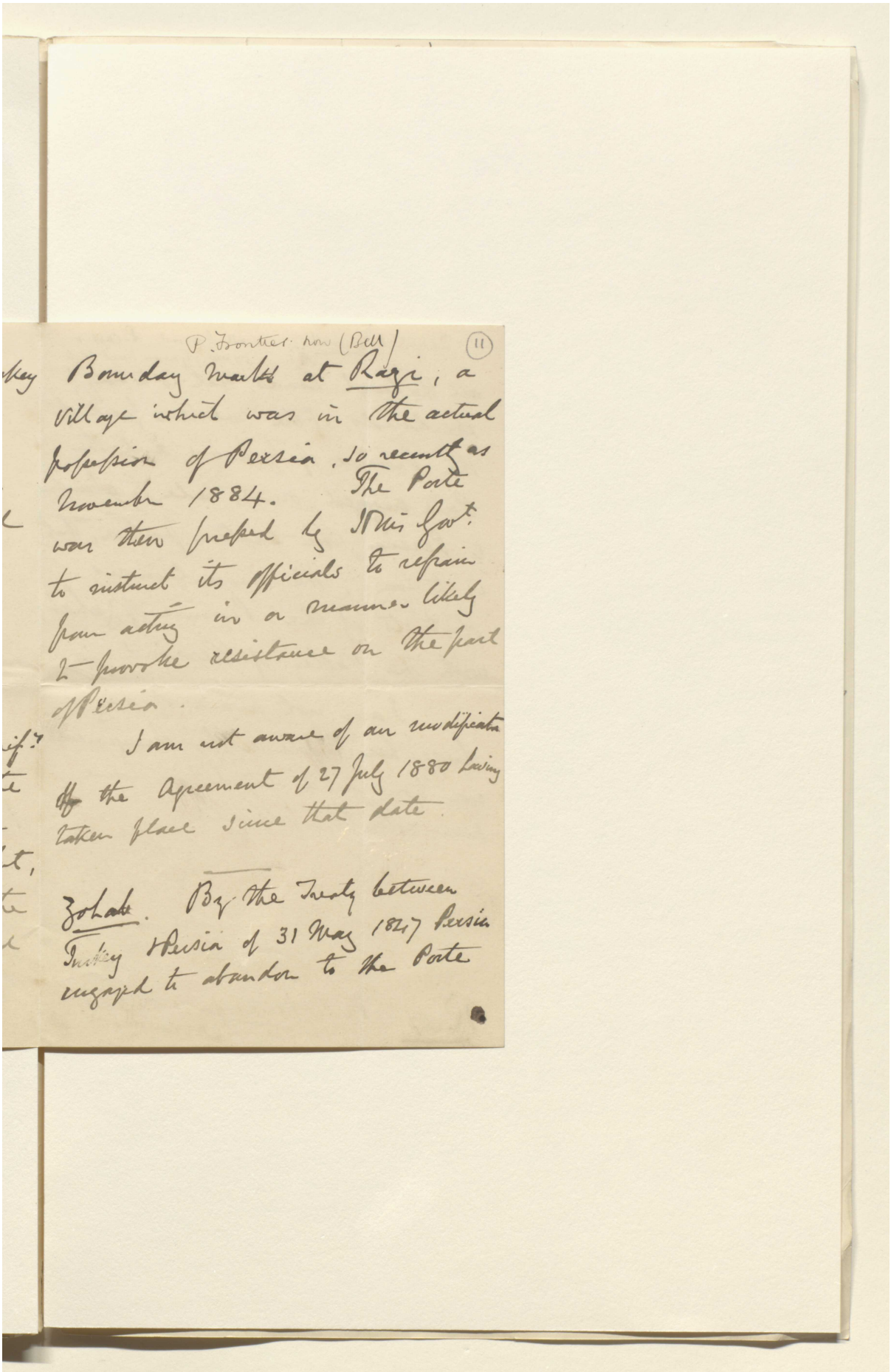

P. Frontier now (Bell) (11)

Boundary marks at Razi, a village which was in the actual possession of Persia, so recently as November 1884. The Porte was then pressed by Mr Govt. to instruct its officials to refrain from acting in a manner likely to provoke resistance on the part of Persia.

I am not aware of an modification of the Agreement of 27 July 1880 having taken place since that date.

Zohab. By the Treaty between Turkey & Persia of 31 May 1847 Persia engaged to abandon to the Porte

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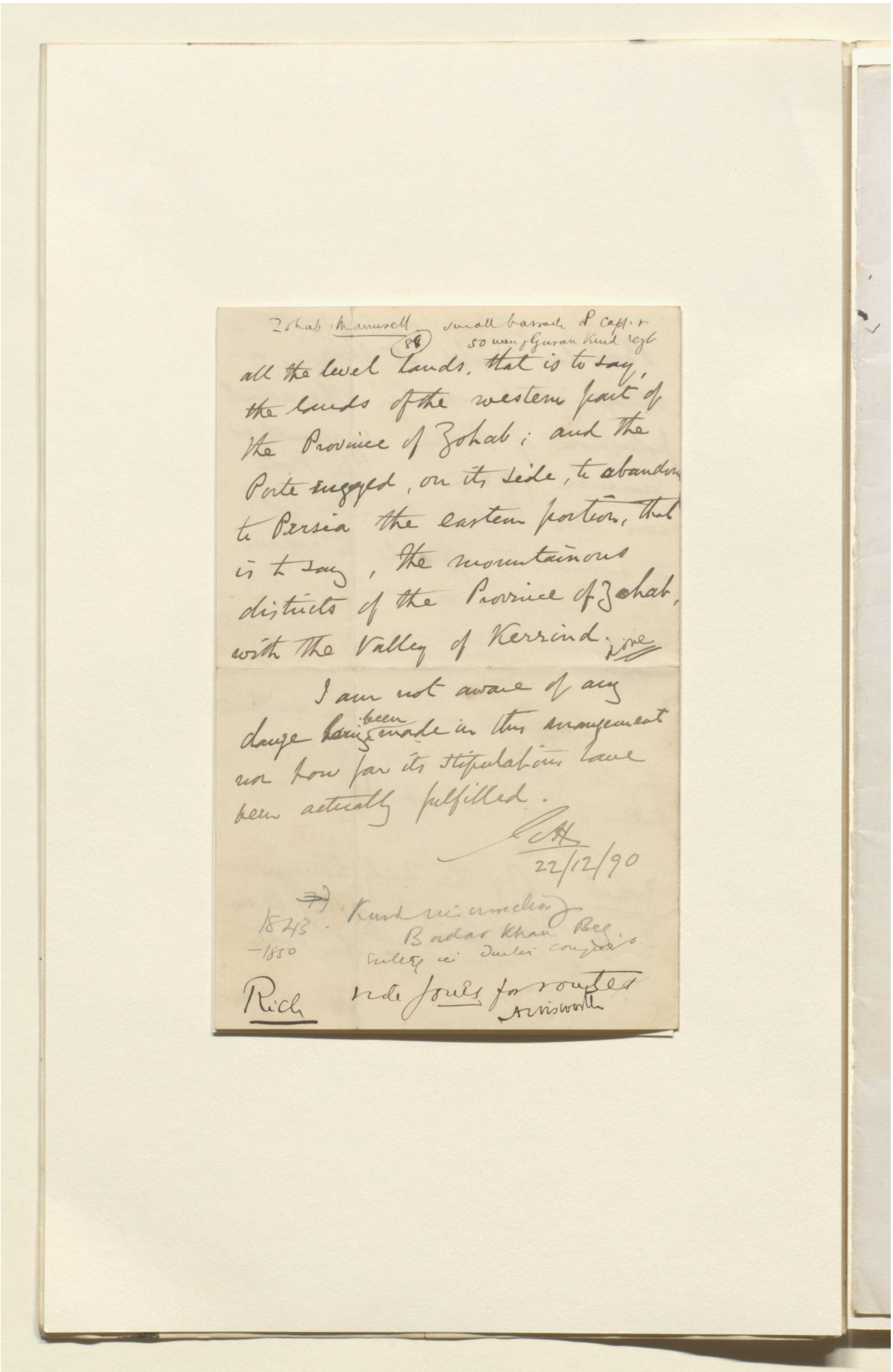

Zohab Manusell small barrack of Capt. & 50 men of Gurun Kurd regt

(88)

all the level lands, that is to say, the lands of the western part of the Province of Zohab; and the Porte engaged, on its side, to abandon to Persia the eastern portion, that is to say, the mountainous districts of the Province of Zohab, with the Valley of Kerrind. Love

I am not aware of any change being been made in this arrangement nor how far its stipulations have been actually fulfilled.

[illegible]
22/12/90

1843 - 1850 Kurd insurrection Badar Khan Beg
Entry in Duties conquered

Rich vide Jones for routes
Arrowsmith

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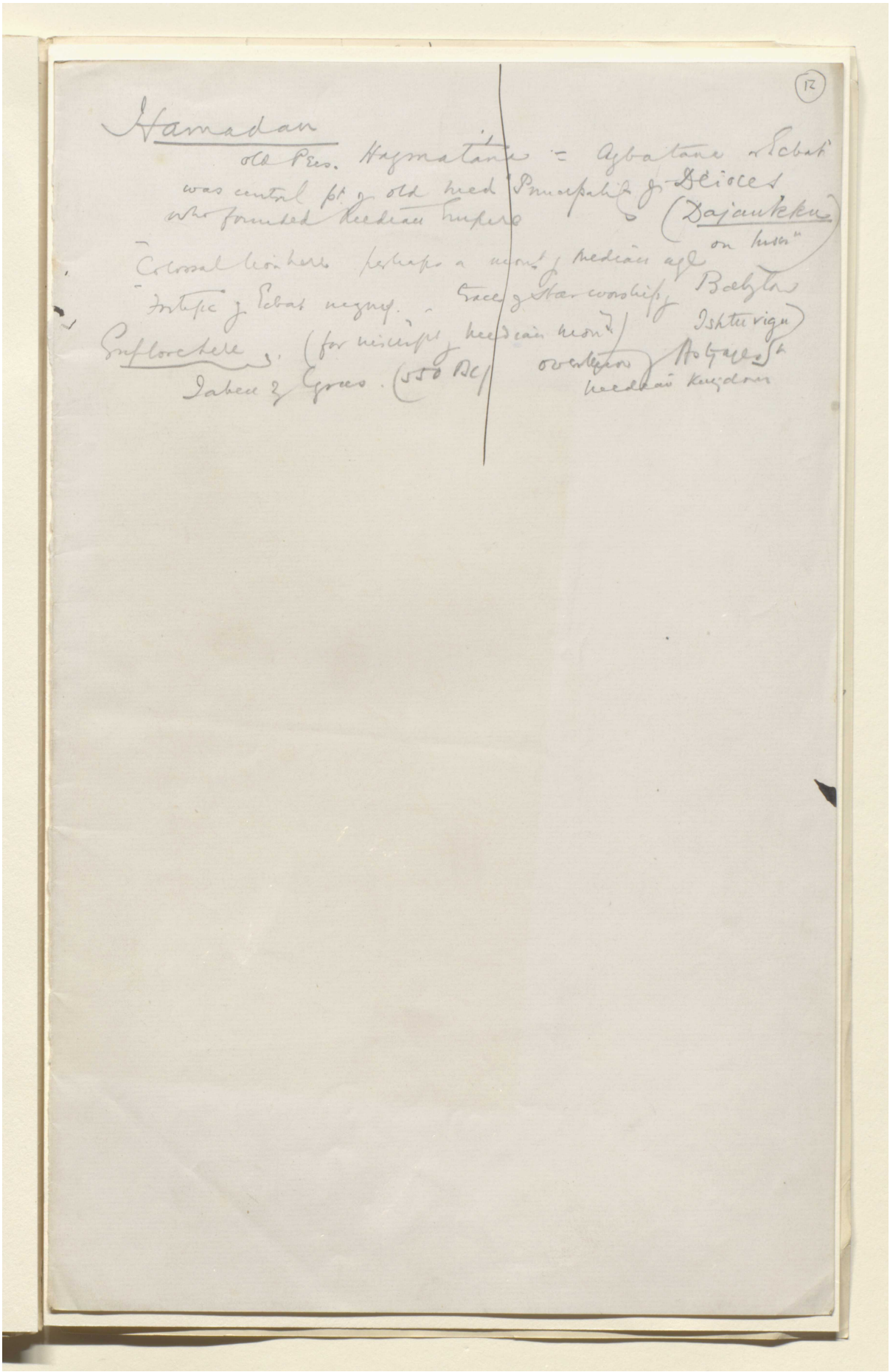

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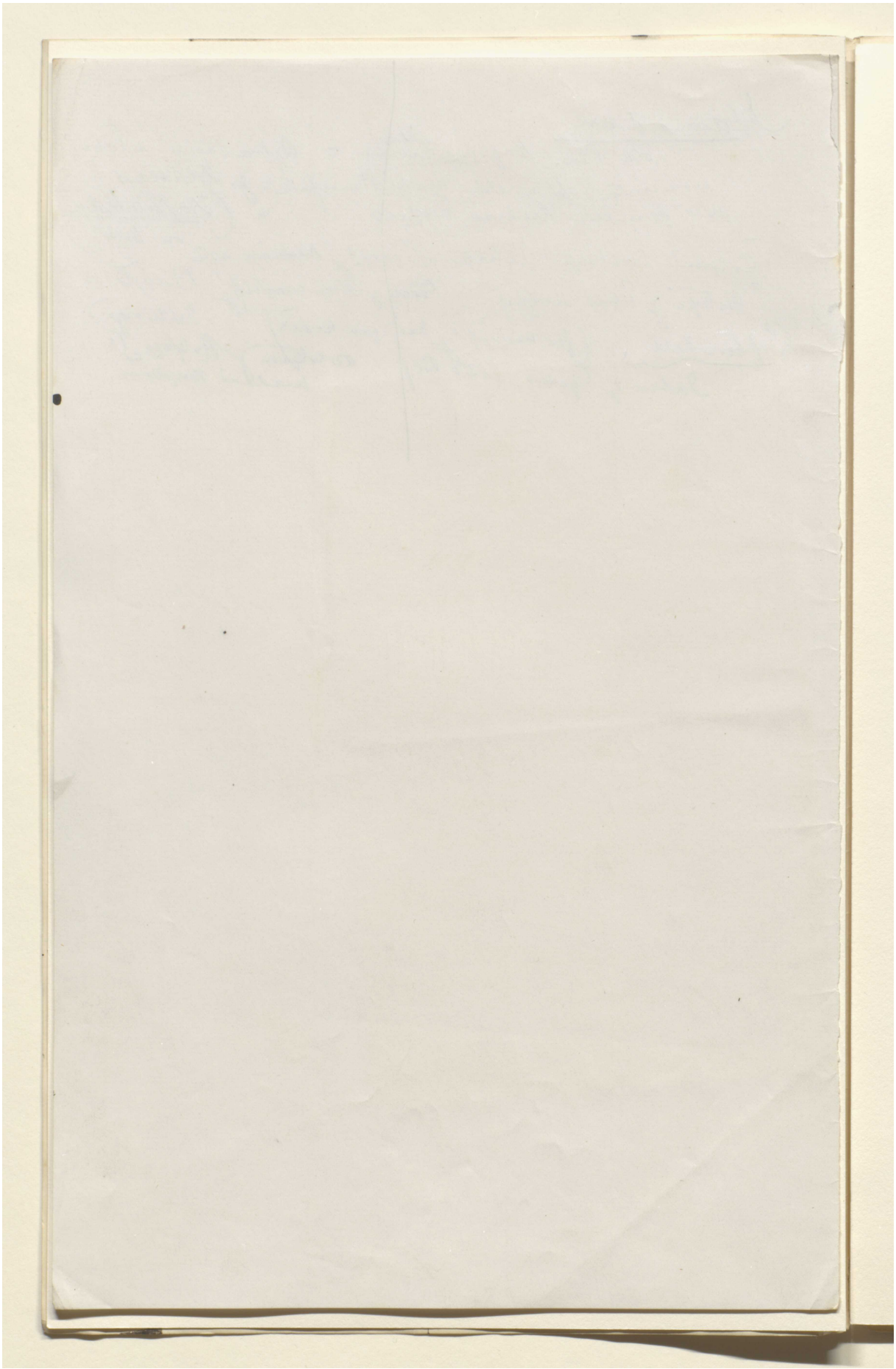

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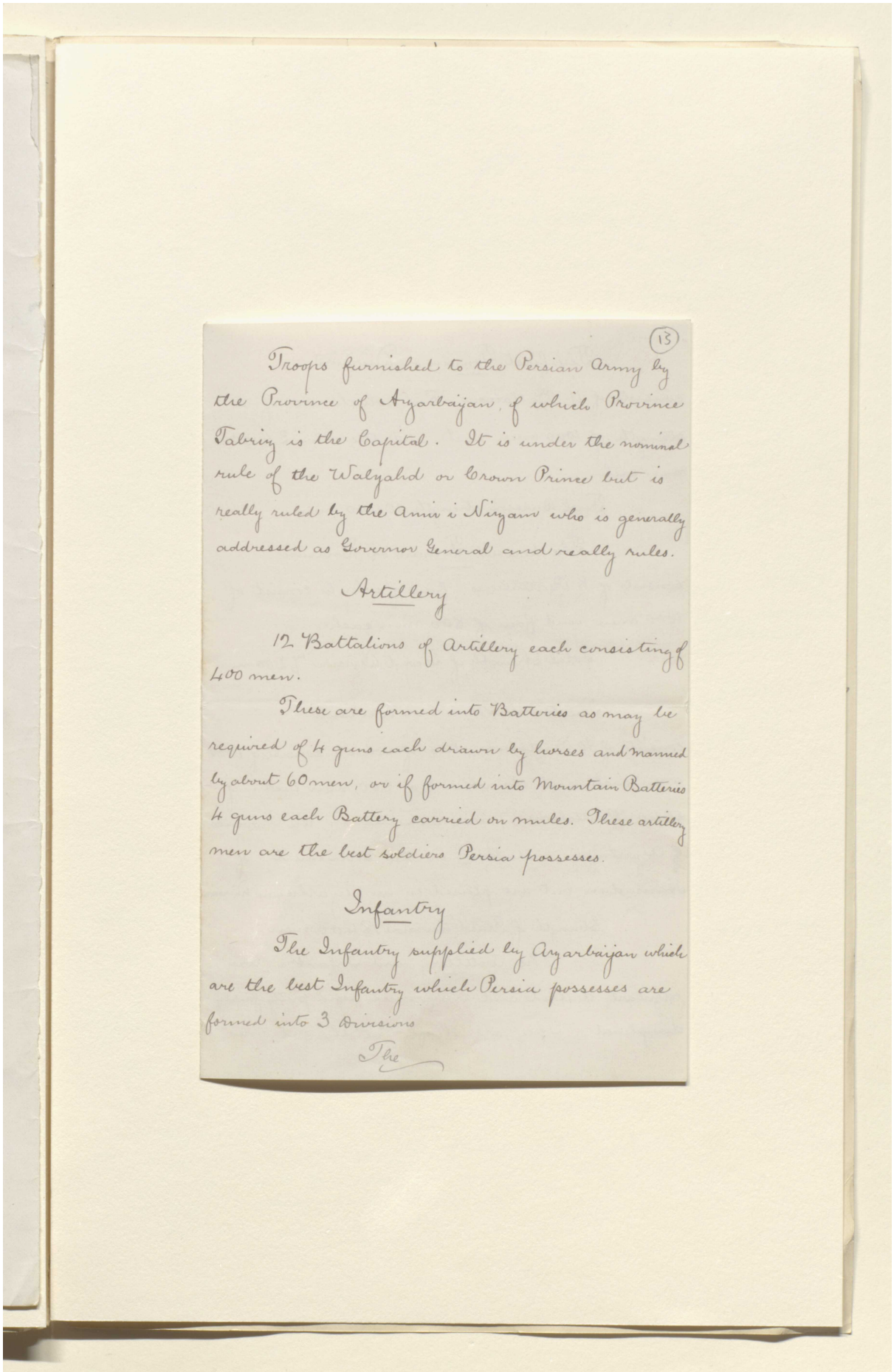

(13)

Troops furnished to the Persian Army by the Province of Aryarbaijan, of which Province Tabriz is the Capital. It is under the nominal rule of the Waliyahd or Crown Prince but is really ruled by the Amir i Nizam who is generally addressed as Governor General and really rules.

Artillery

12 Battalions of Artillery each consisting of 400 men.

These are formed into Batteries as may be required of 4 guns each drawn by horses and manned by about 60 men, or if formed into Mountain Batteries 4 guns each Battery carried on mules. These artillery men are the best soldiers Persia possesses.

Infantry

The Infantry supplied by Aryarbaijan which are the best Infantry which Persia possesses are formed into 3 Divisions

The

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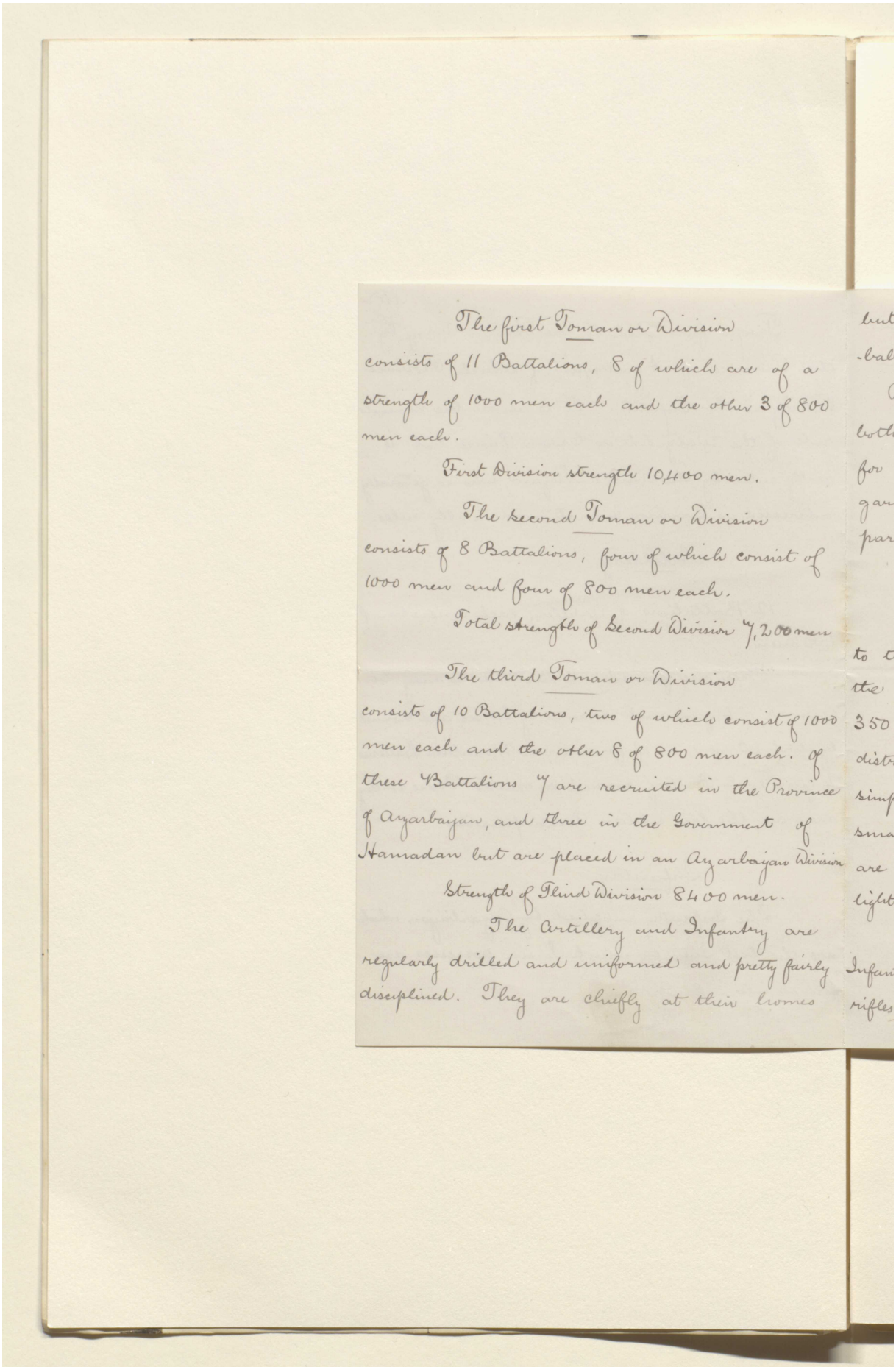

The first Tomun or Division consists of 11 Battalions, 8 of which are of a strength of 1000 men each and the other 3 of 800 men each.

First Division strength 10,400 men.

The second Tomun or Division consists of 8 Battalions, four of which consist of 1000 men and four of 800 men each.

Total strength of Second Division 7,200 men

The third Tomun or Division consists of 10 Battalions, two of which consist of 1000 men each and the other 8 of 800 men each. Of these Battalions 7 are recruited in the Province of Azarbaijan, and three in the Government of Hamadan but are placed in an Azarbaijan Division

Strength of Third Division 8400 men.

The Artillery and Infantry are regularly drilled and uniformed and pretty fairly disciplined. They are chiefly at their homes

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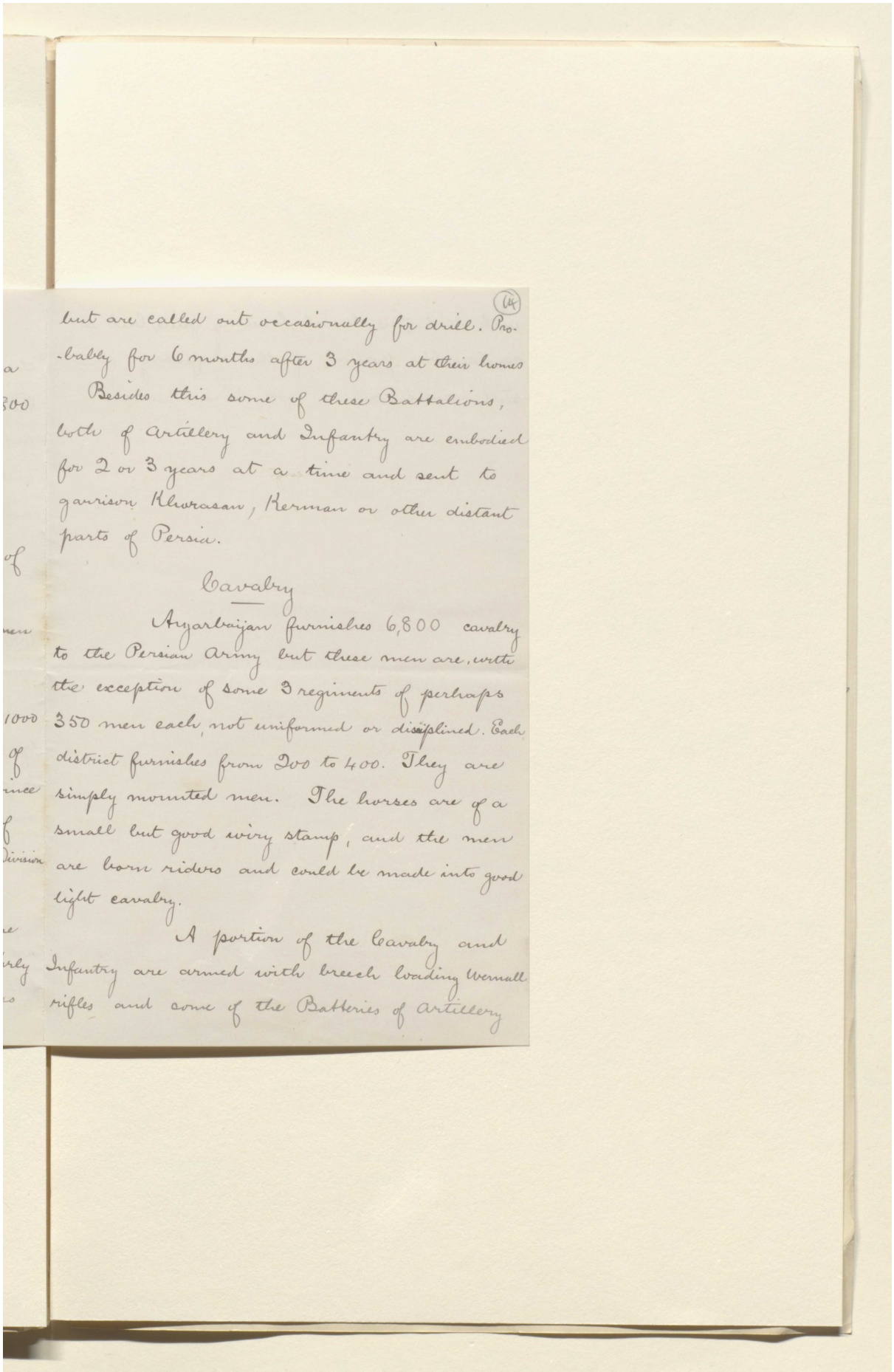

but are called out occasionally for drill. Probably for 6 months after 3 years at their homes

Besides this some of these Battalions, both of Artillery and Infantry are embodied for 2 or 3 years at a time and sent to garrison Khorasan, Kerman or other distant parts of Persia.

Cavalry

Aryarbaijan furnishes 6,800 cavalry to the Persian Army but these men are, with the exception of some 3 regiments of perhaps 350 men each, not uniformed or disciplined. Each district furnishes from 300 to 400. They are simply mounted men. The horses are of a small but good wiry stamp, and the men are born riders and could be made into good light cavalry.

A portion of the Cavalry and Infantry are armed with breech loading Wernall rifles and some of the Batteries of Artillery

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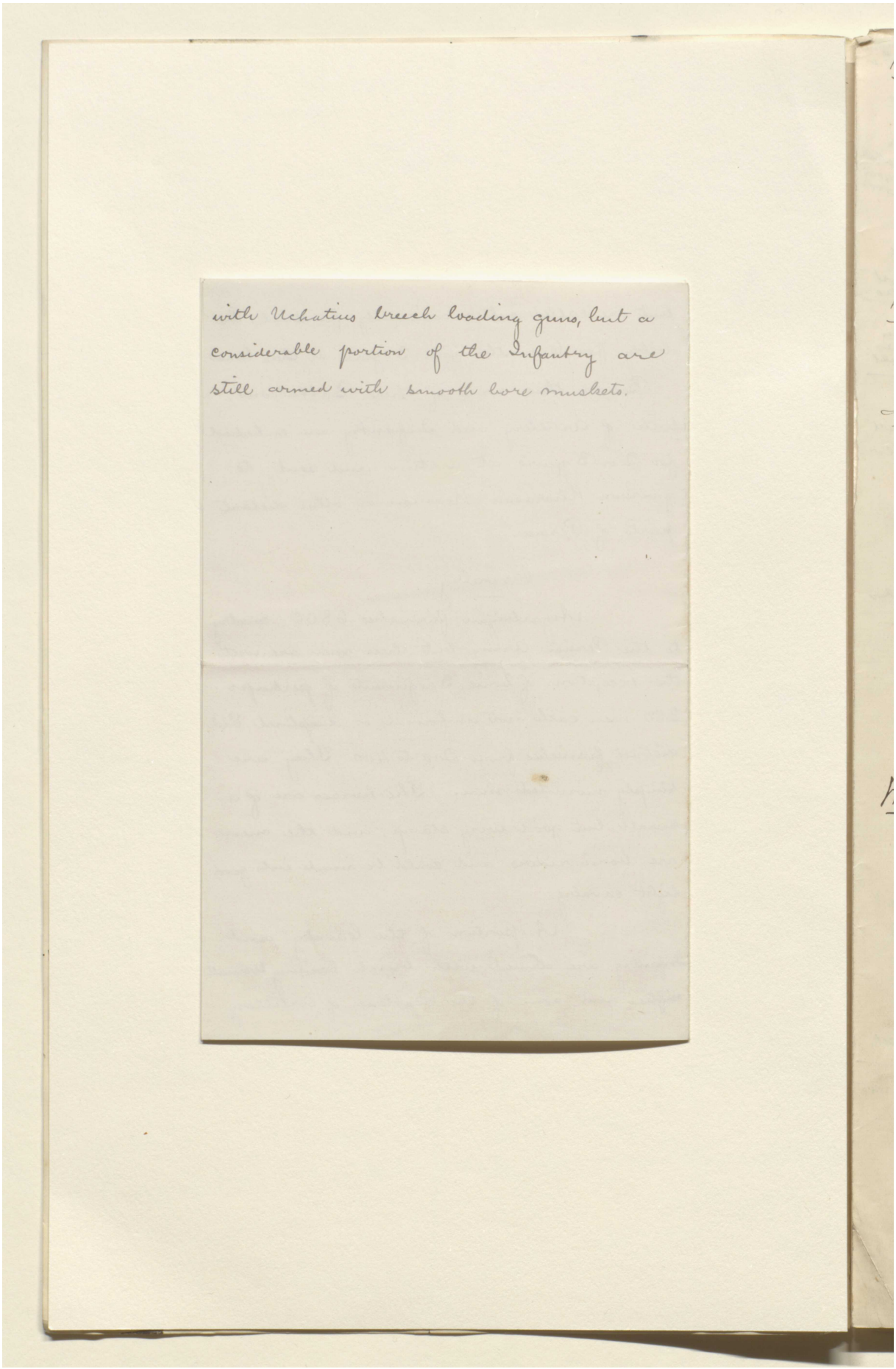

with Uchatius breech loading guns, but a considerable portion of the Infantry are still armed with smooth bore muskets.

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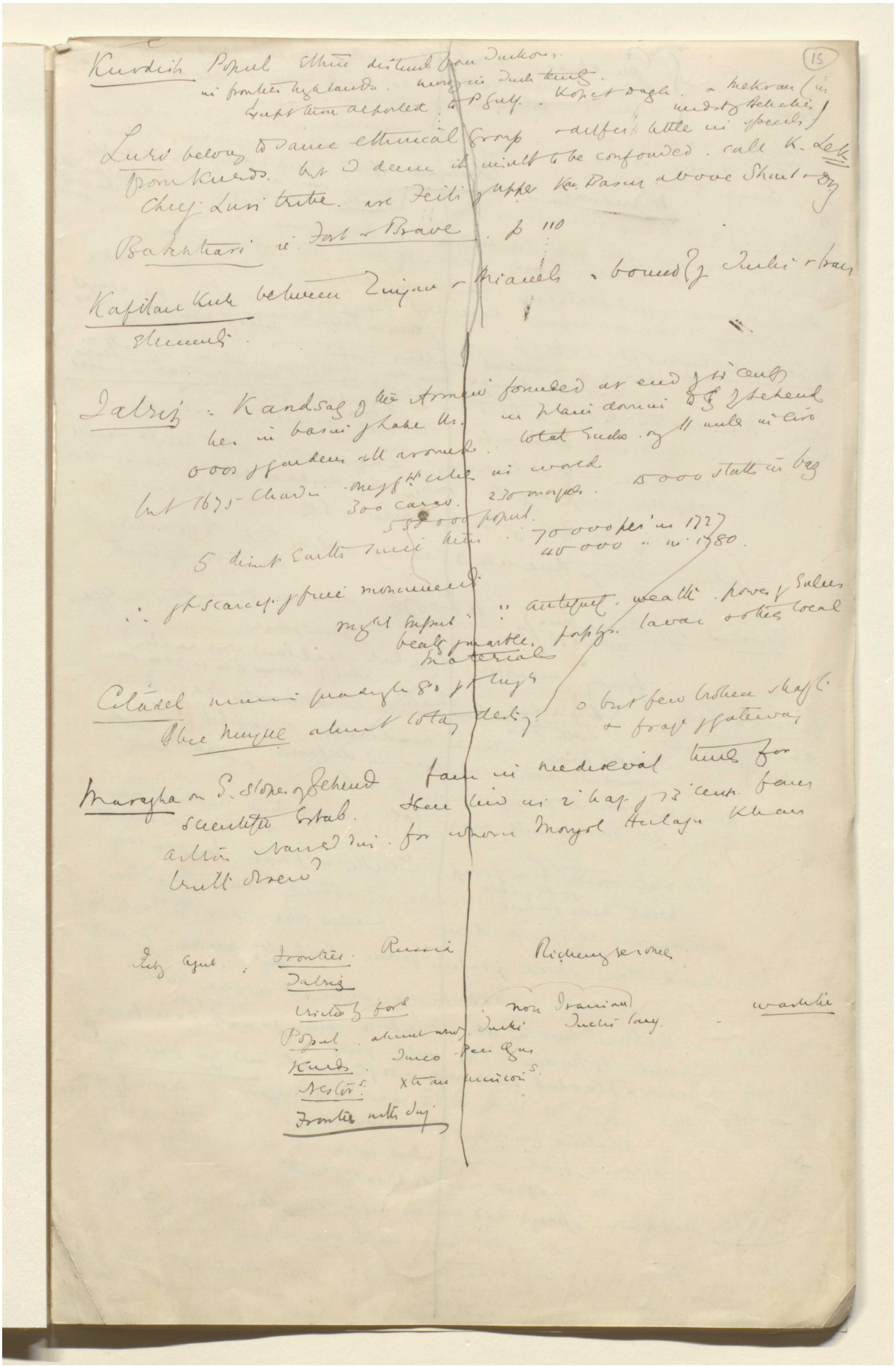

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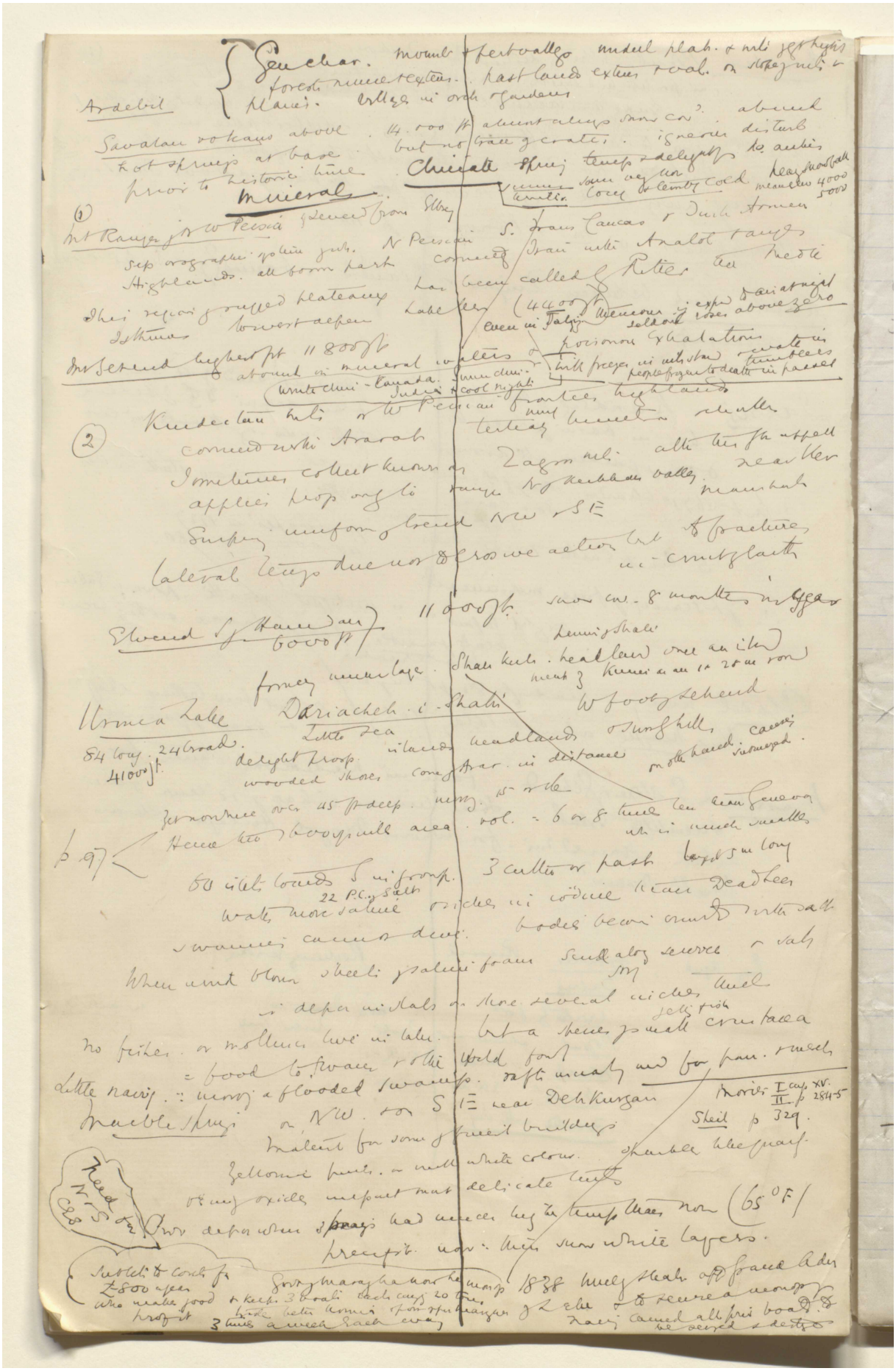

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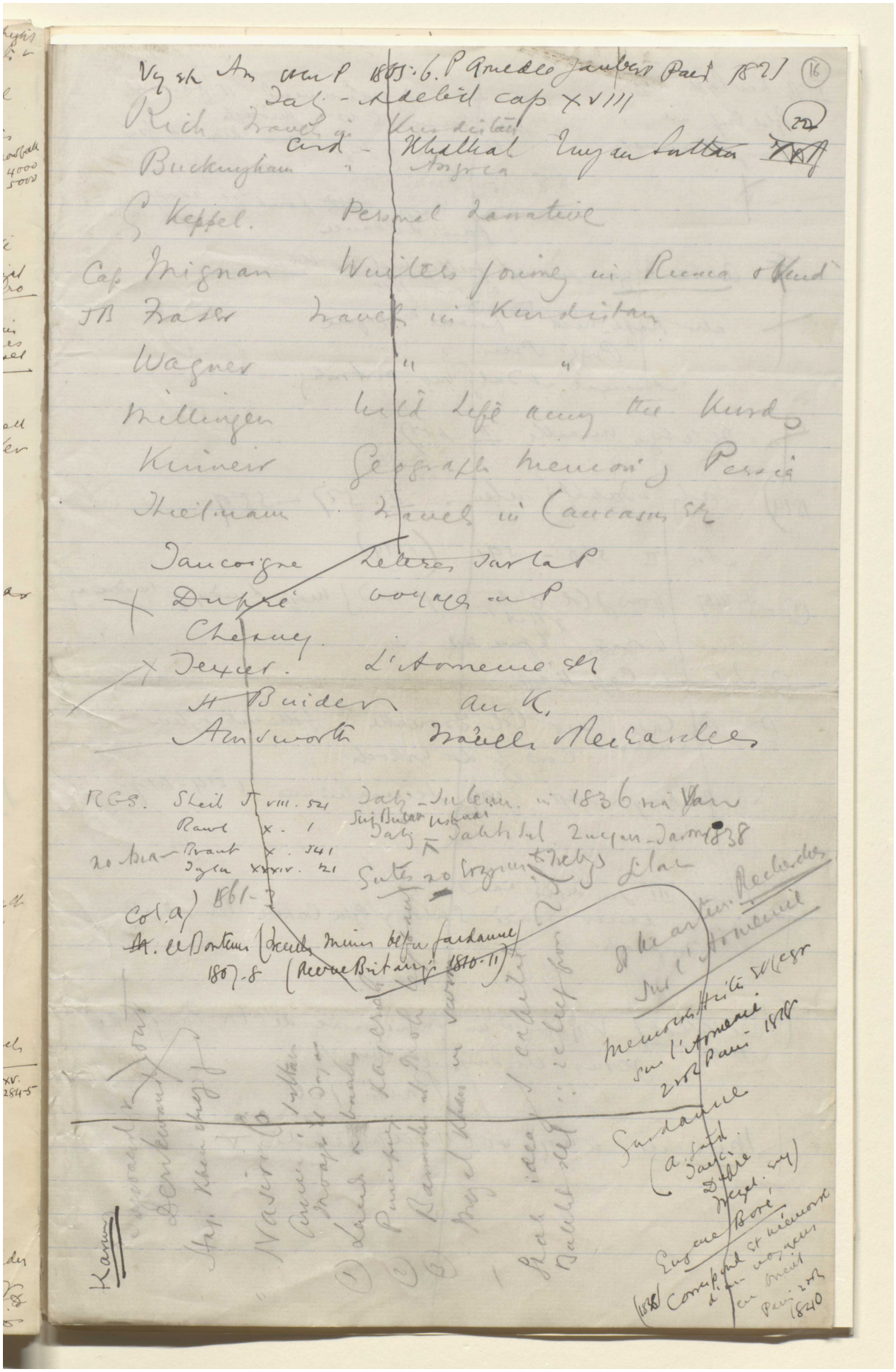

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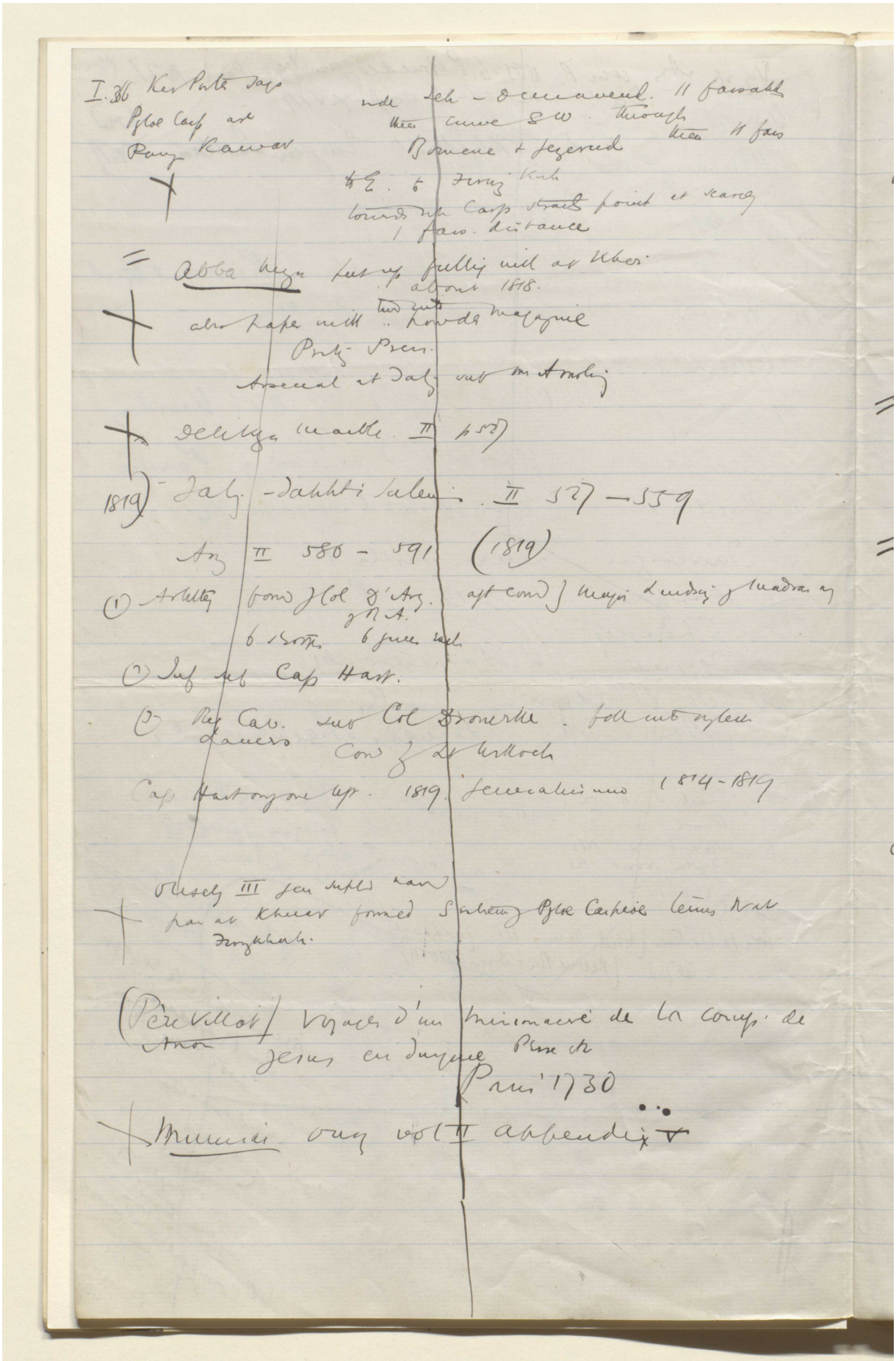

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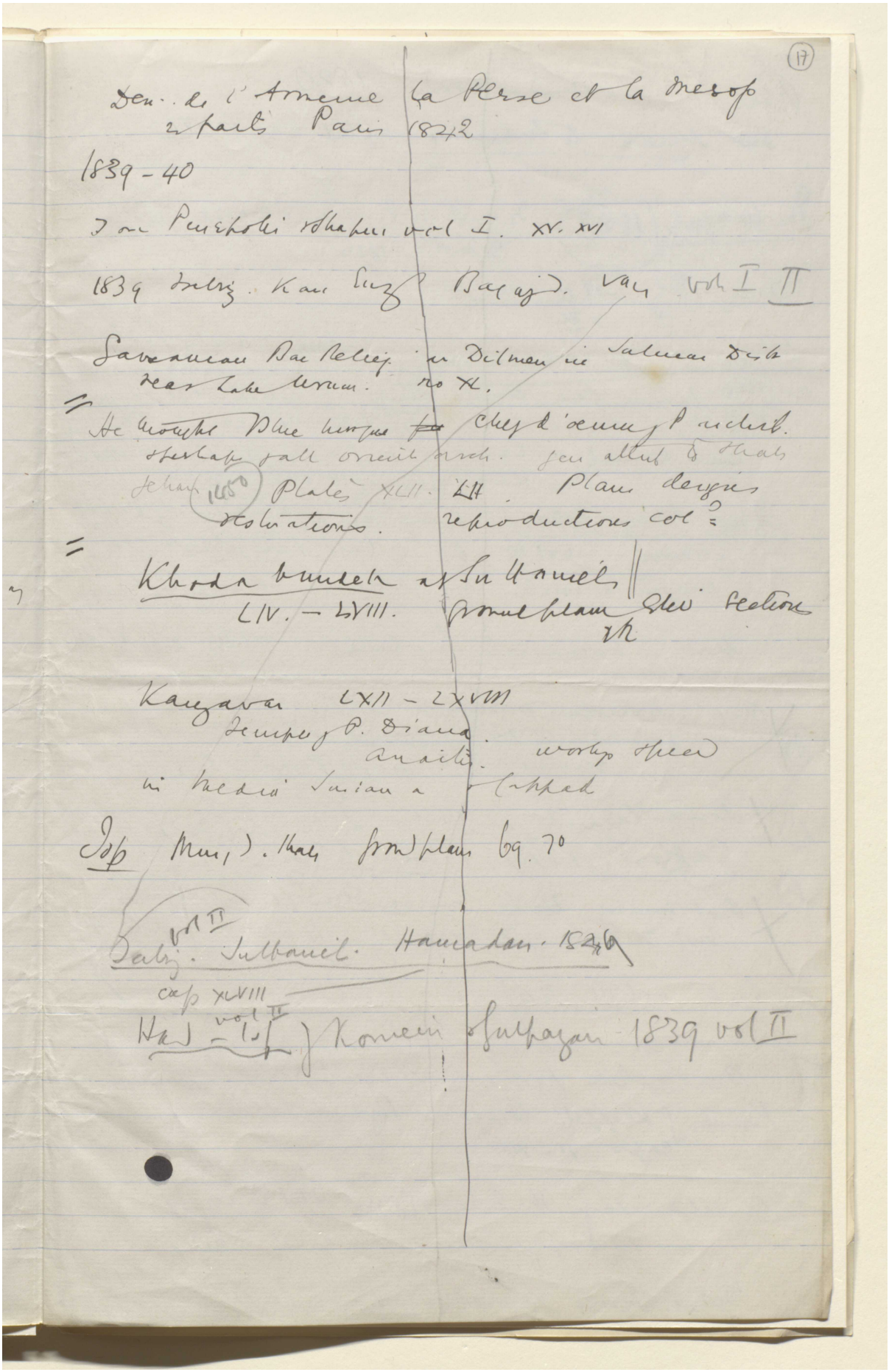

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Khoda bundeh at Sultaniel
LIV. – LVIII. ground plans elev sections
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Kanzavar LXII – LXVIII
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Isp Mus. D. Khan ground plans 69. 70

Ibid. vol II Sultaniel. Hamadan. 1849
cap XLVIII

Hand – vol II Isp of Komein & Sulpazan 1839 vol II

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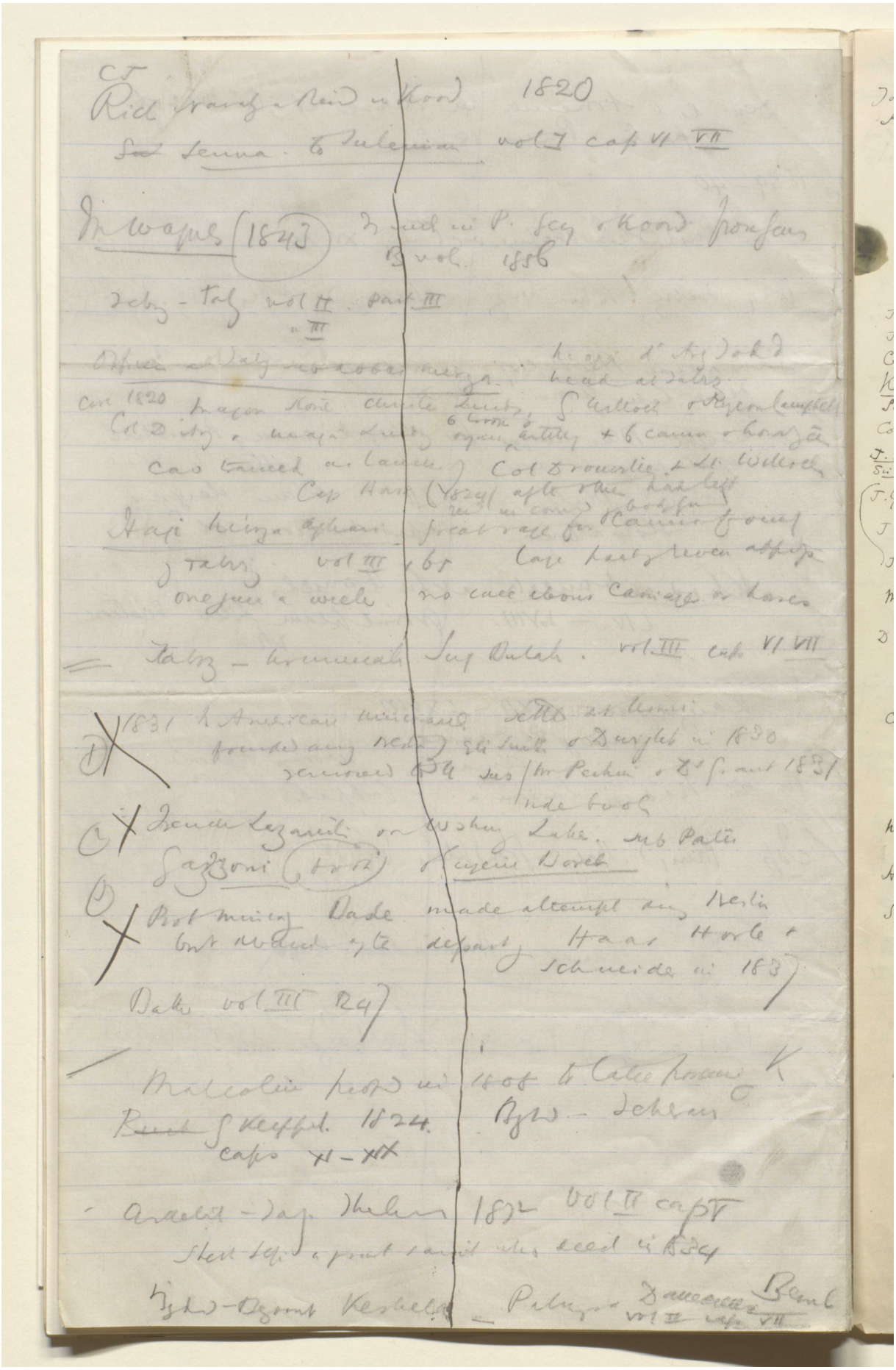

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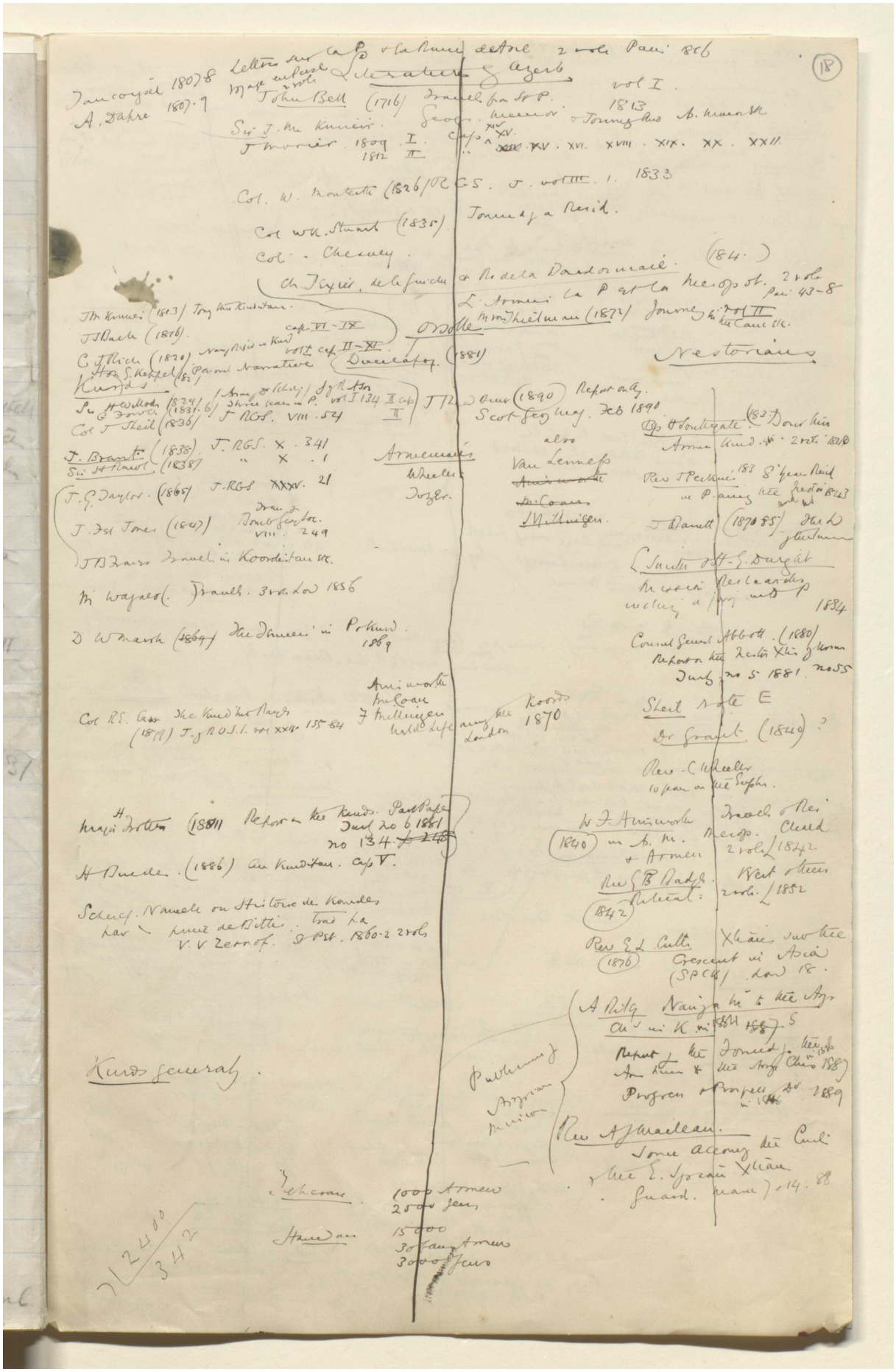

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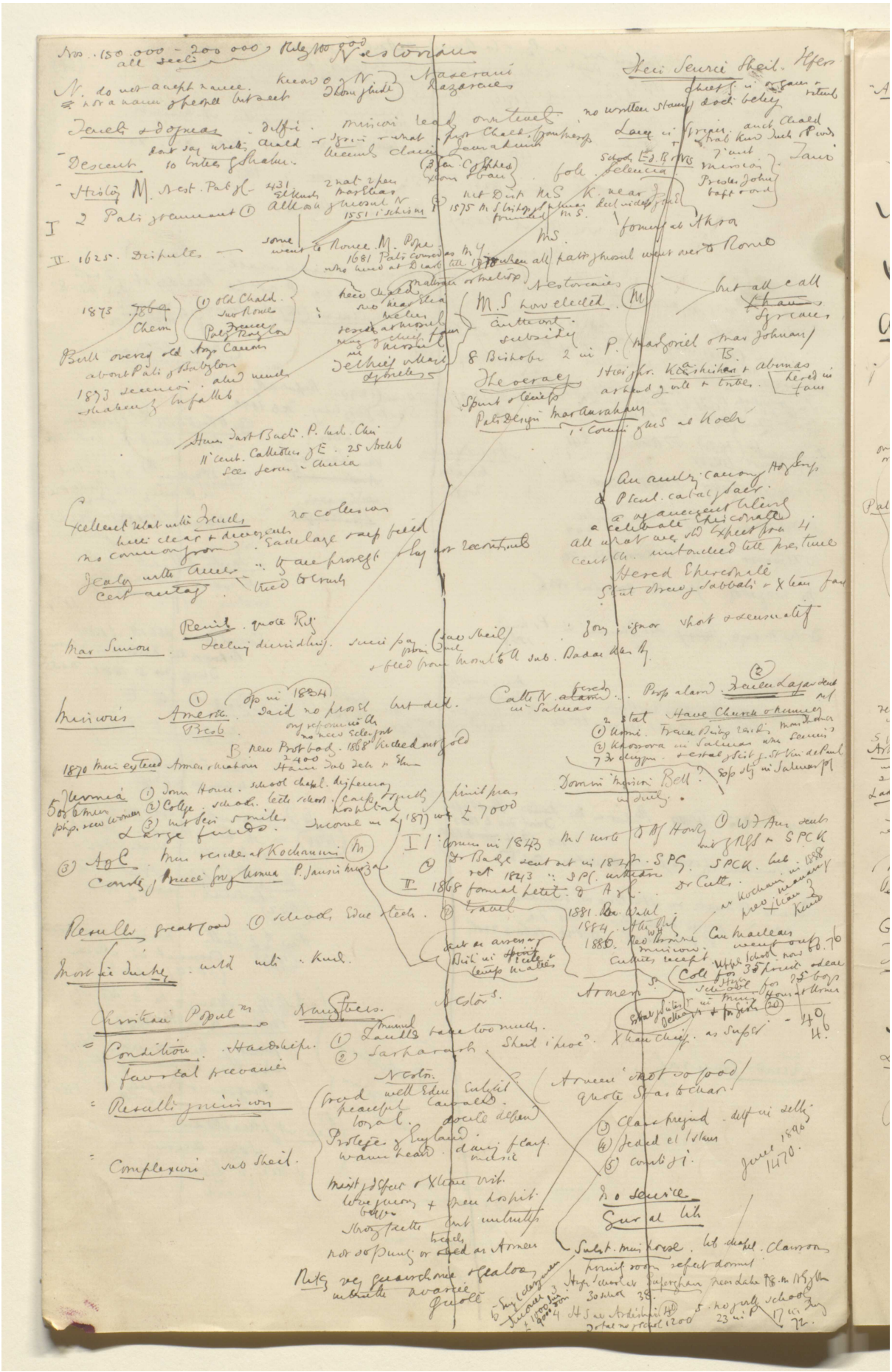

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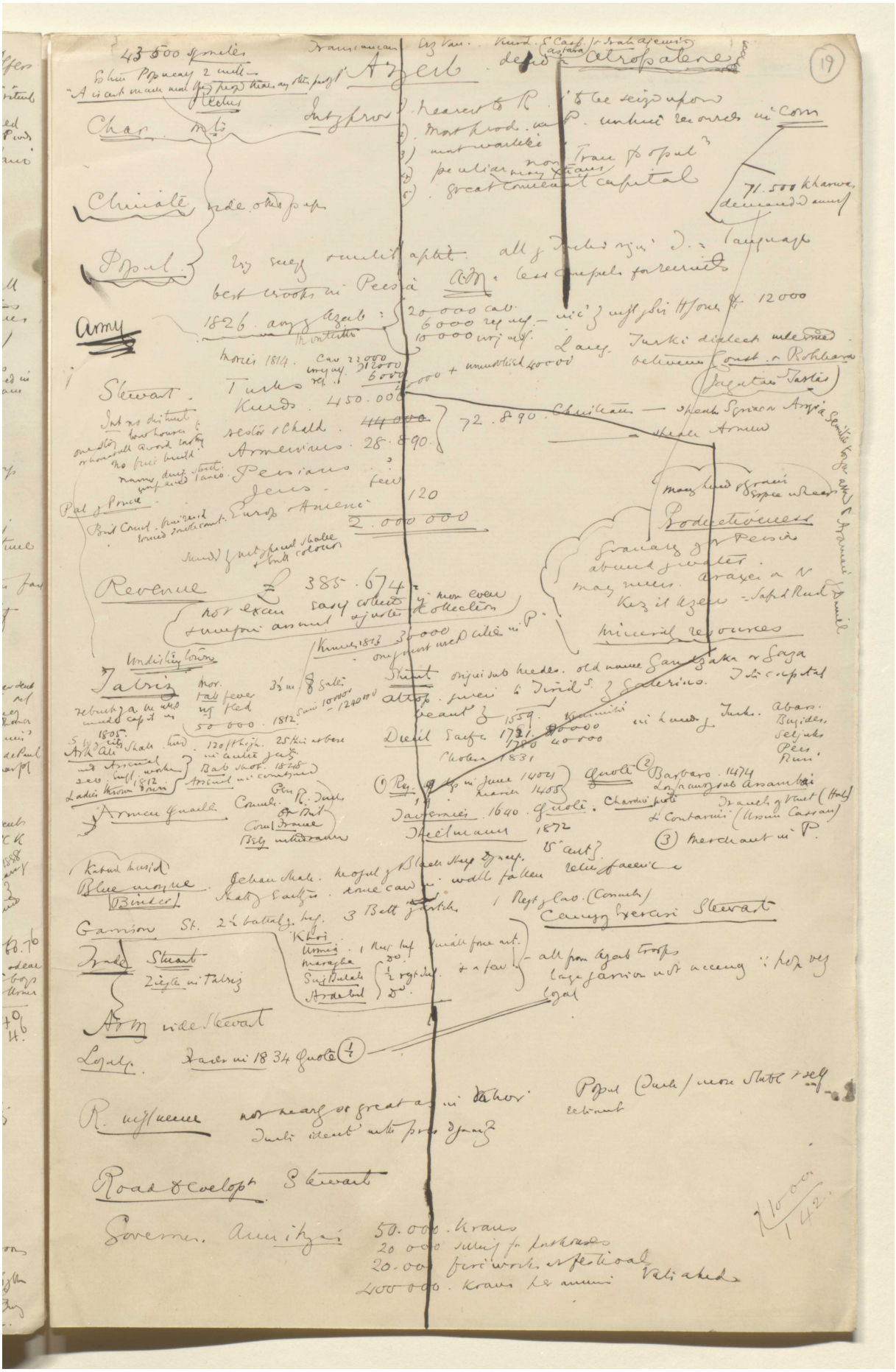

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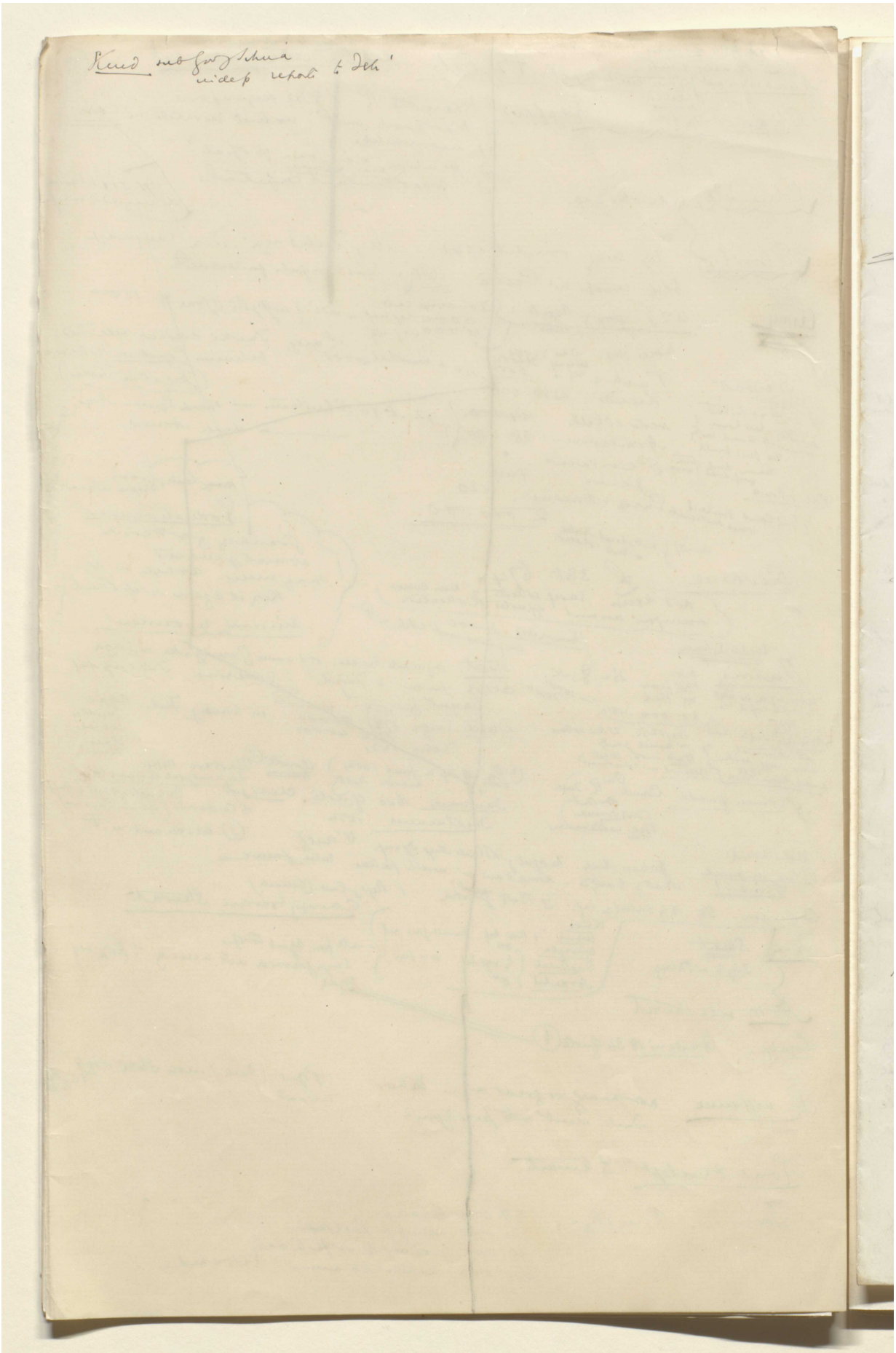

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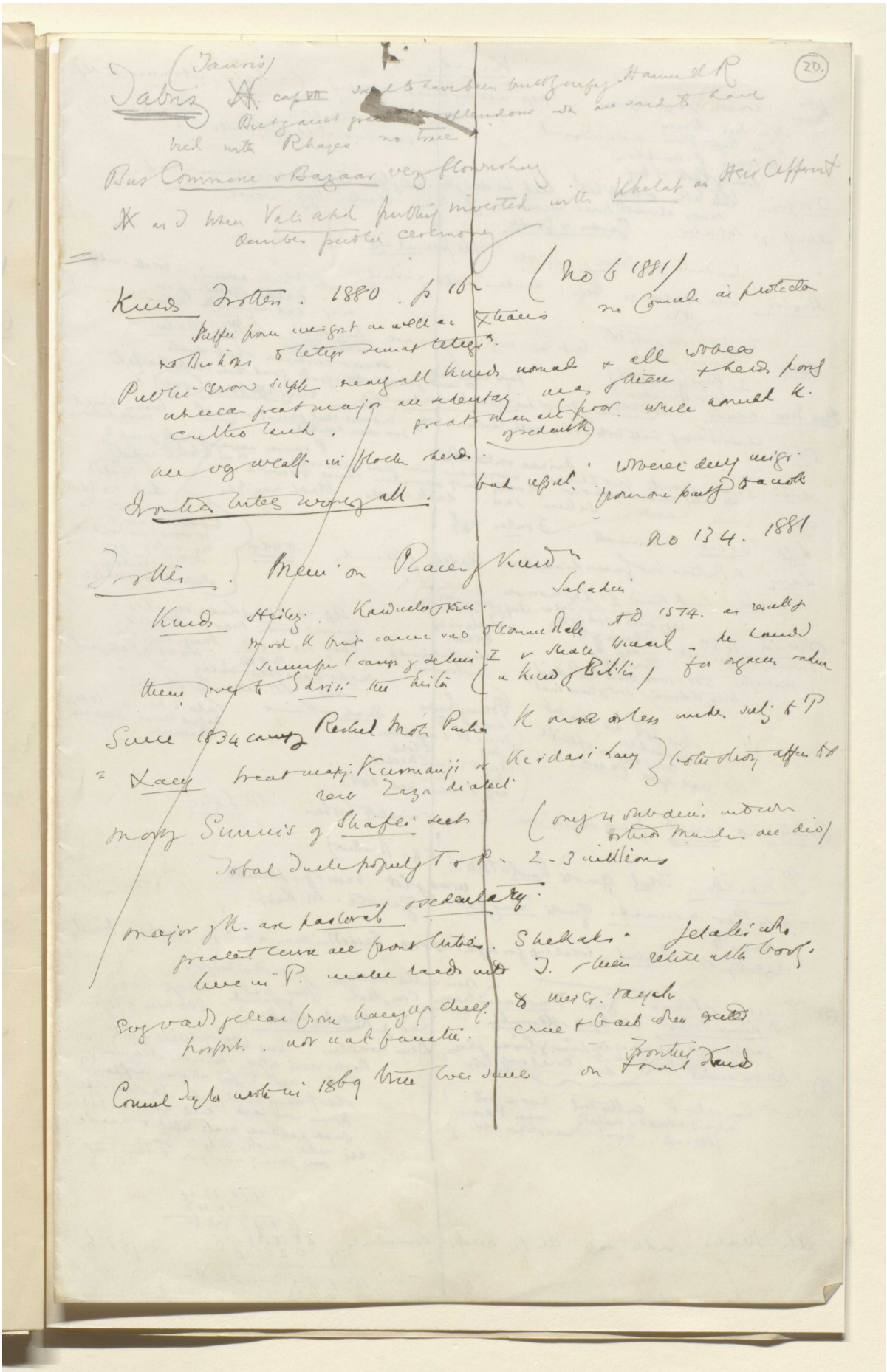

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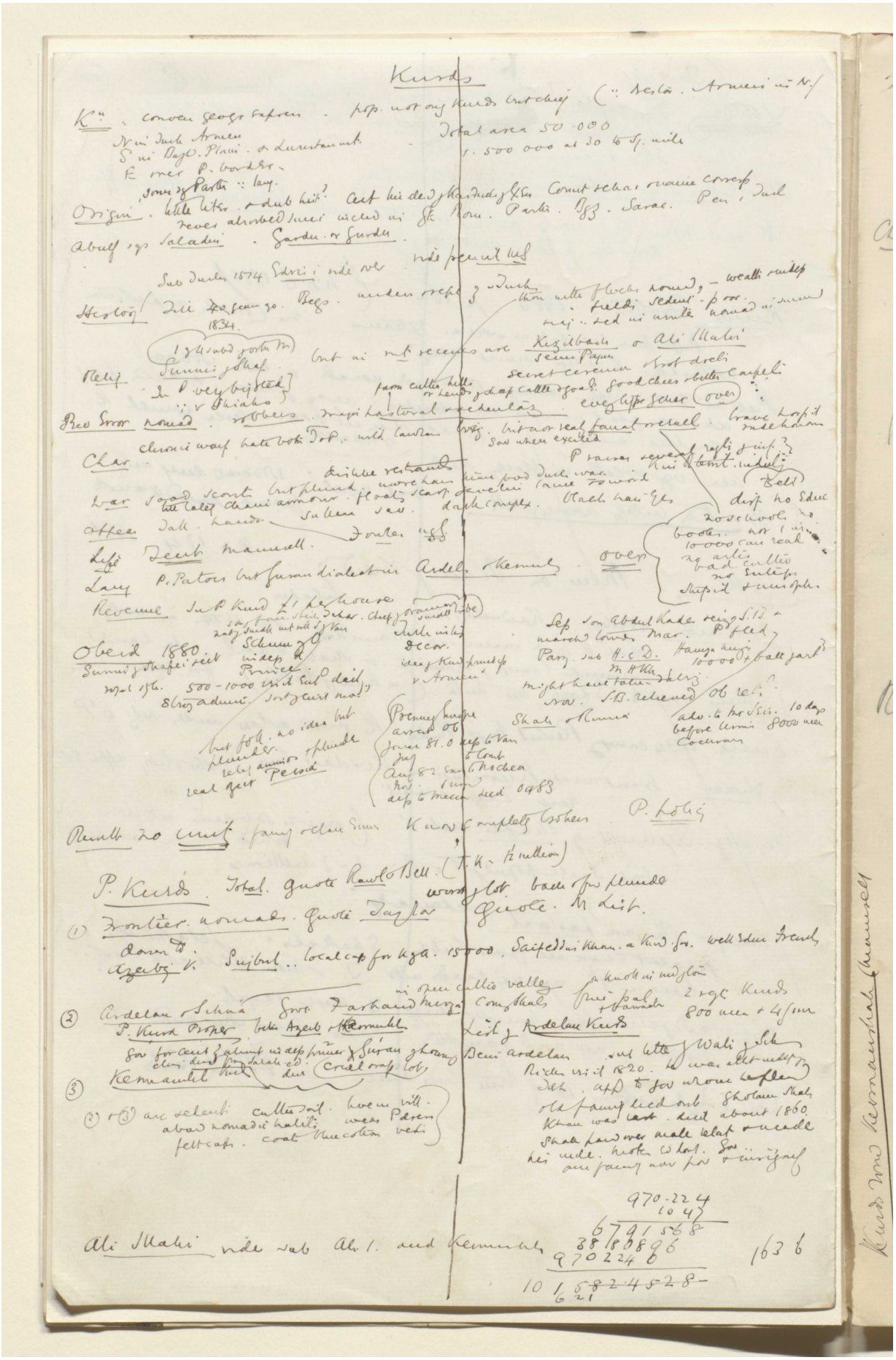

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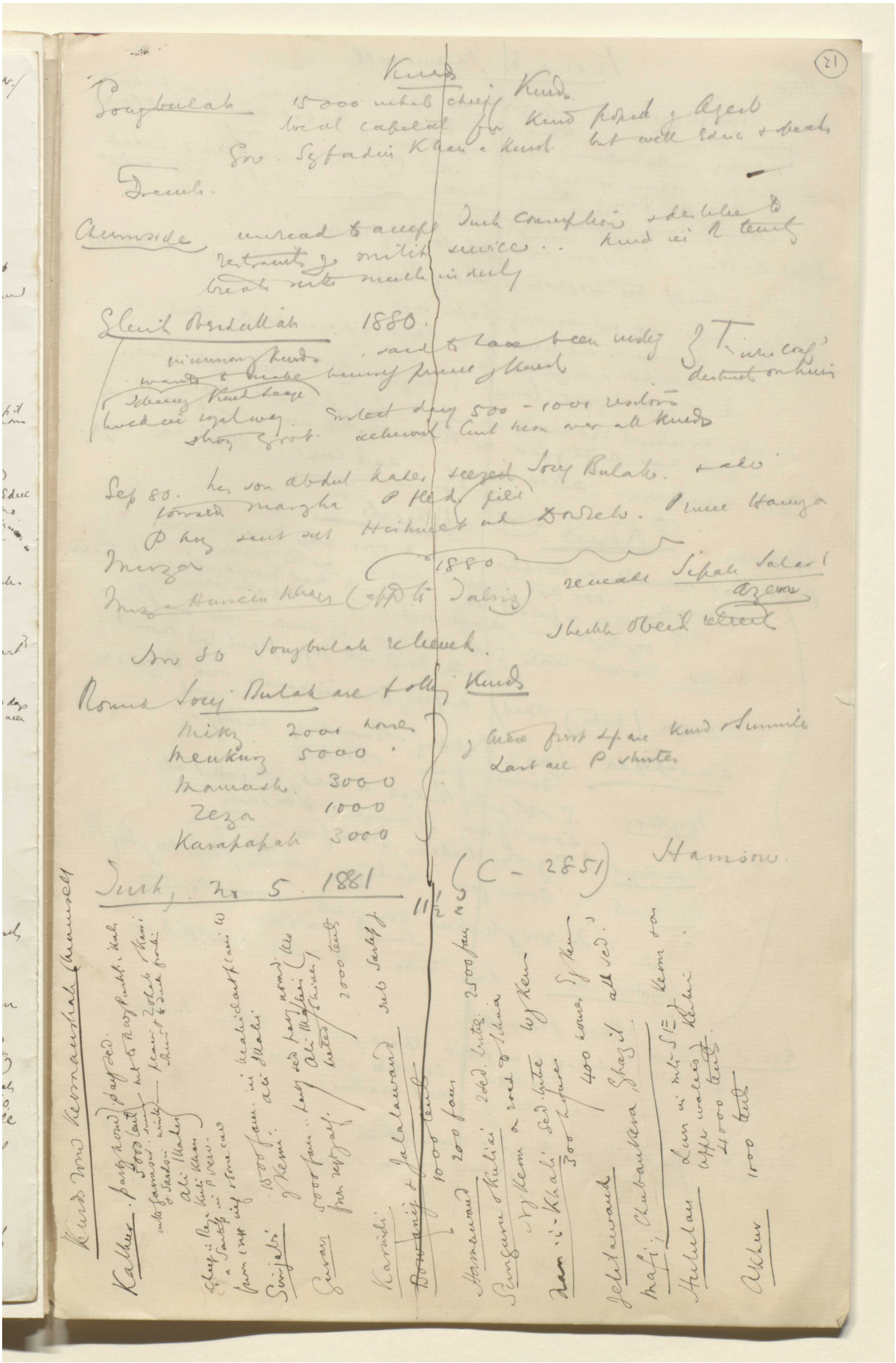

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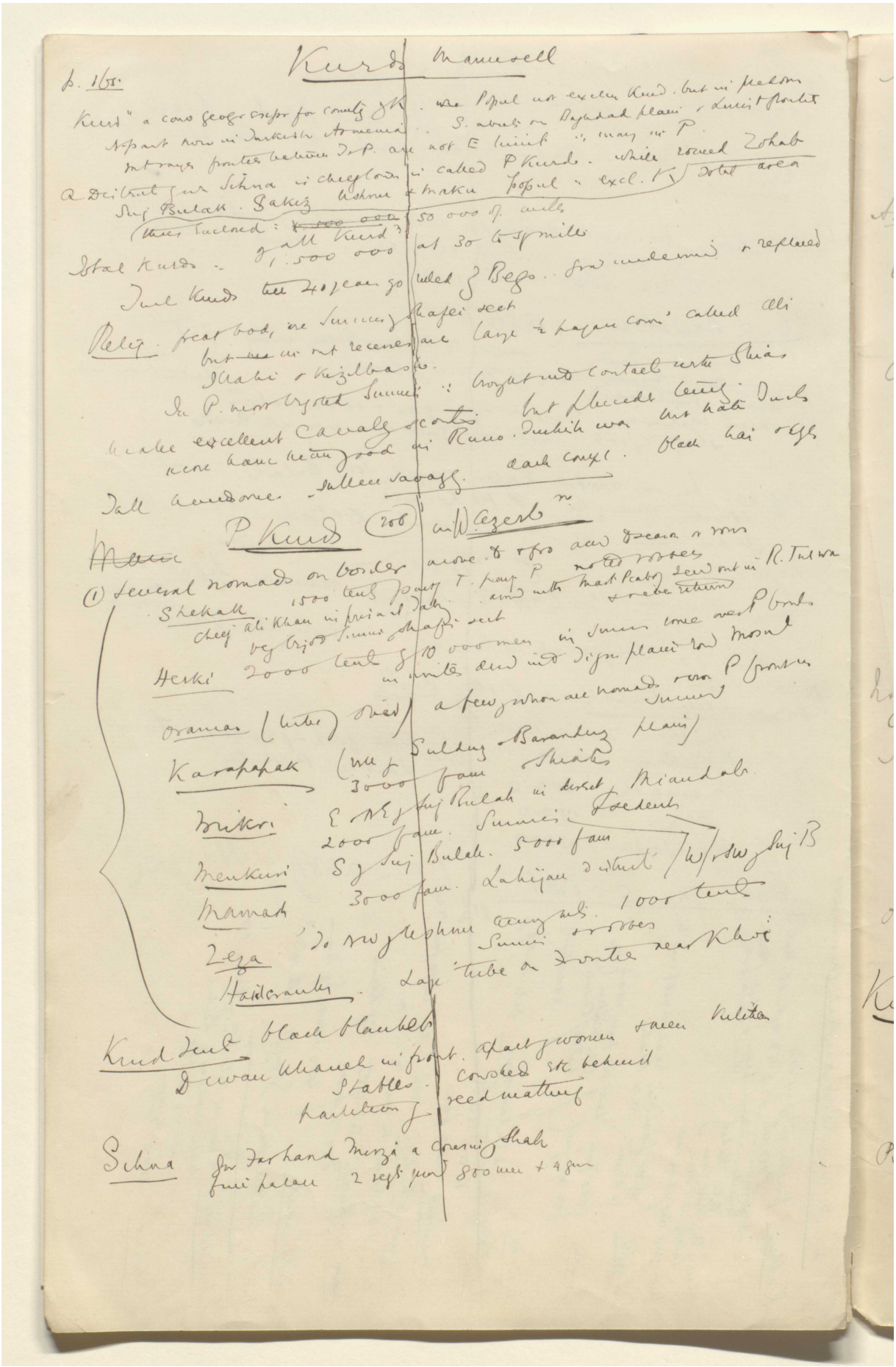

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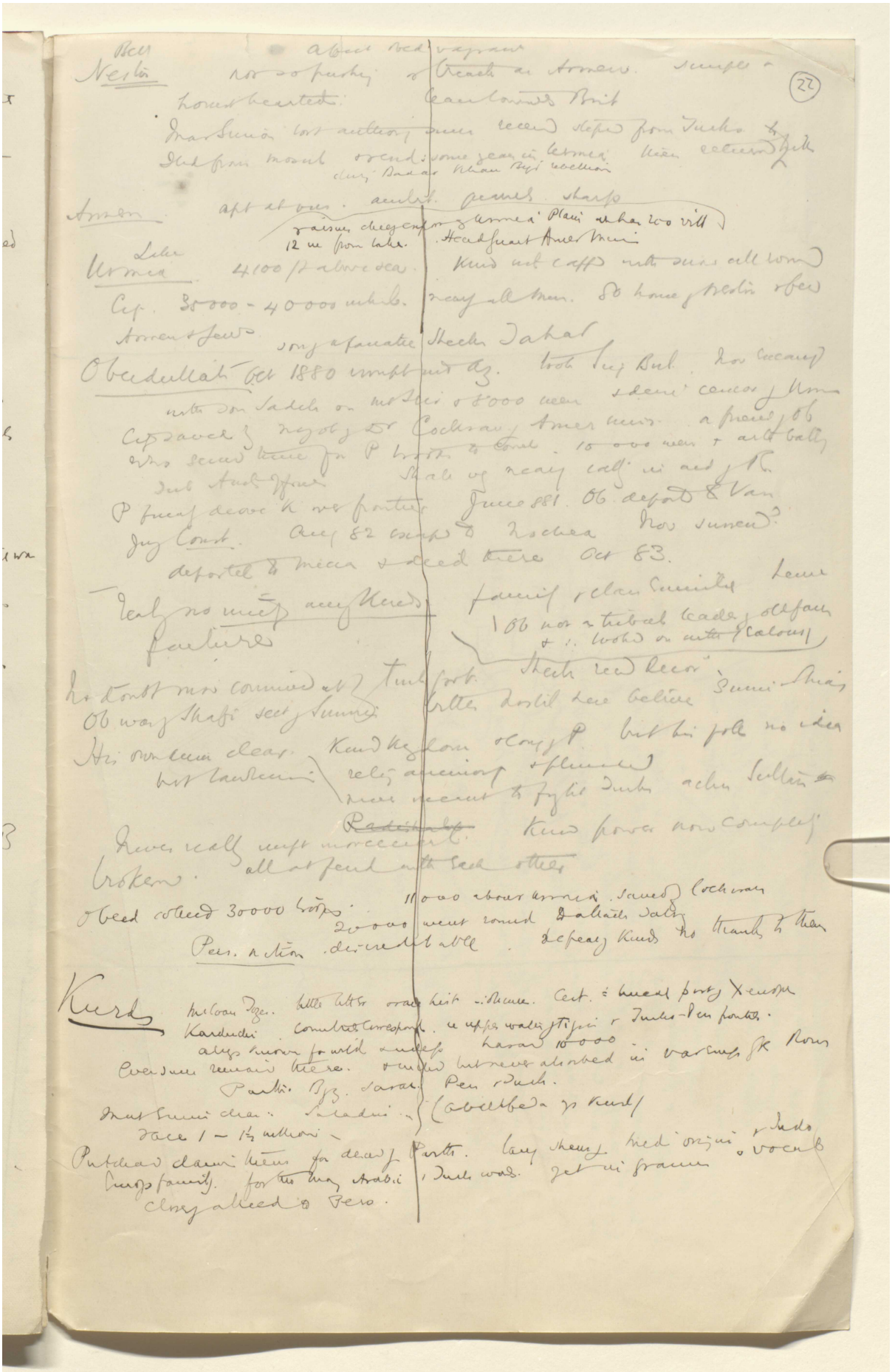

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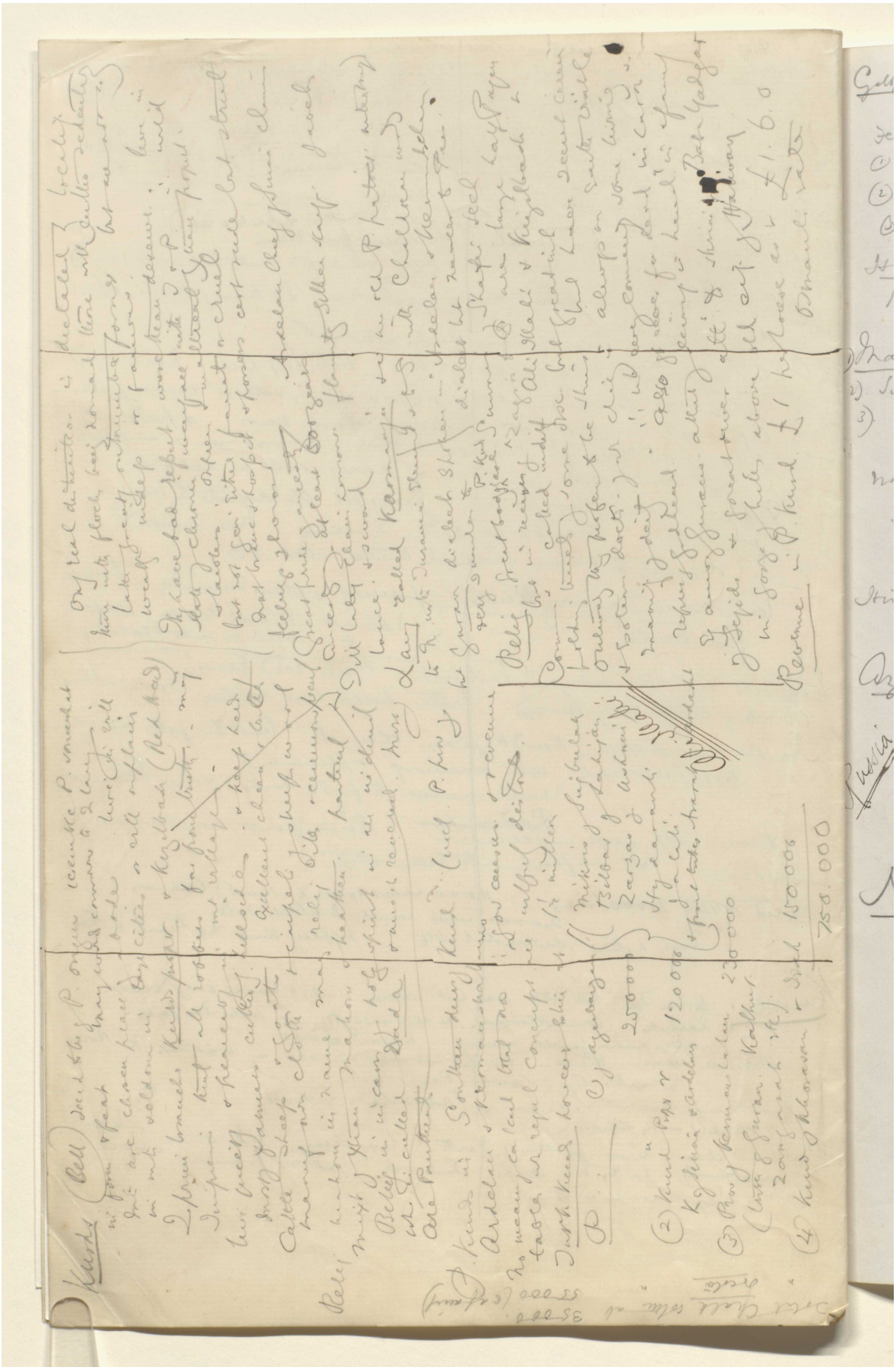

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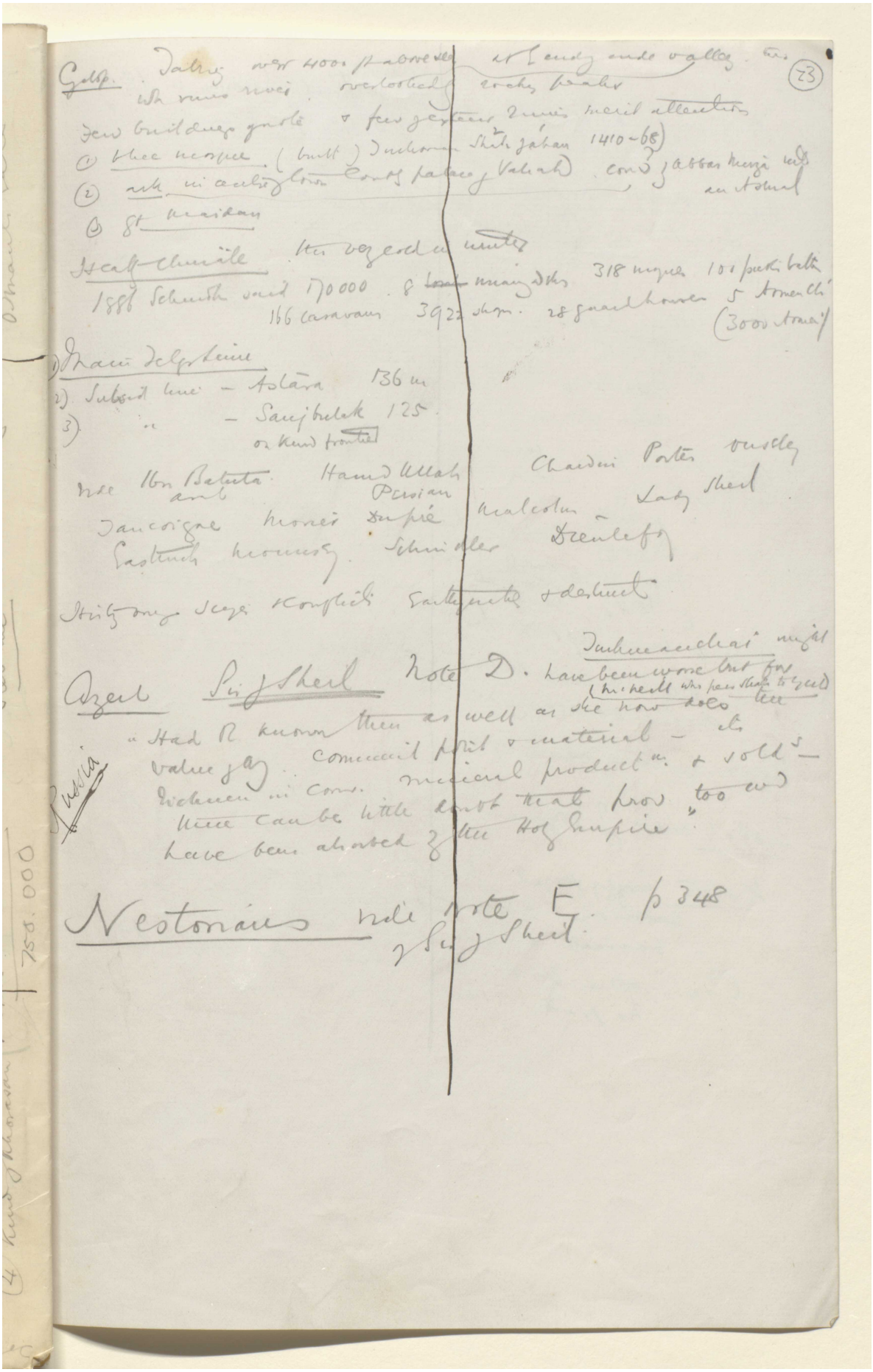

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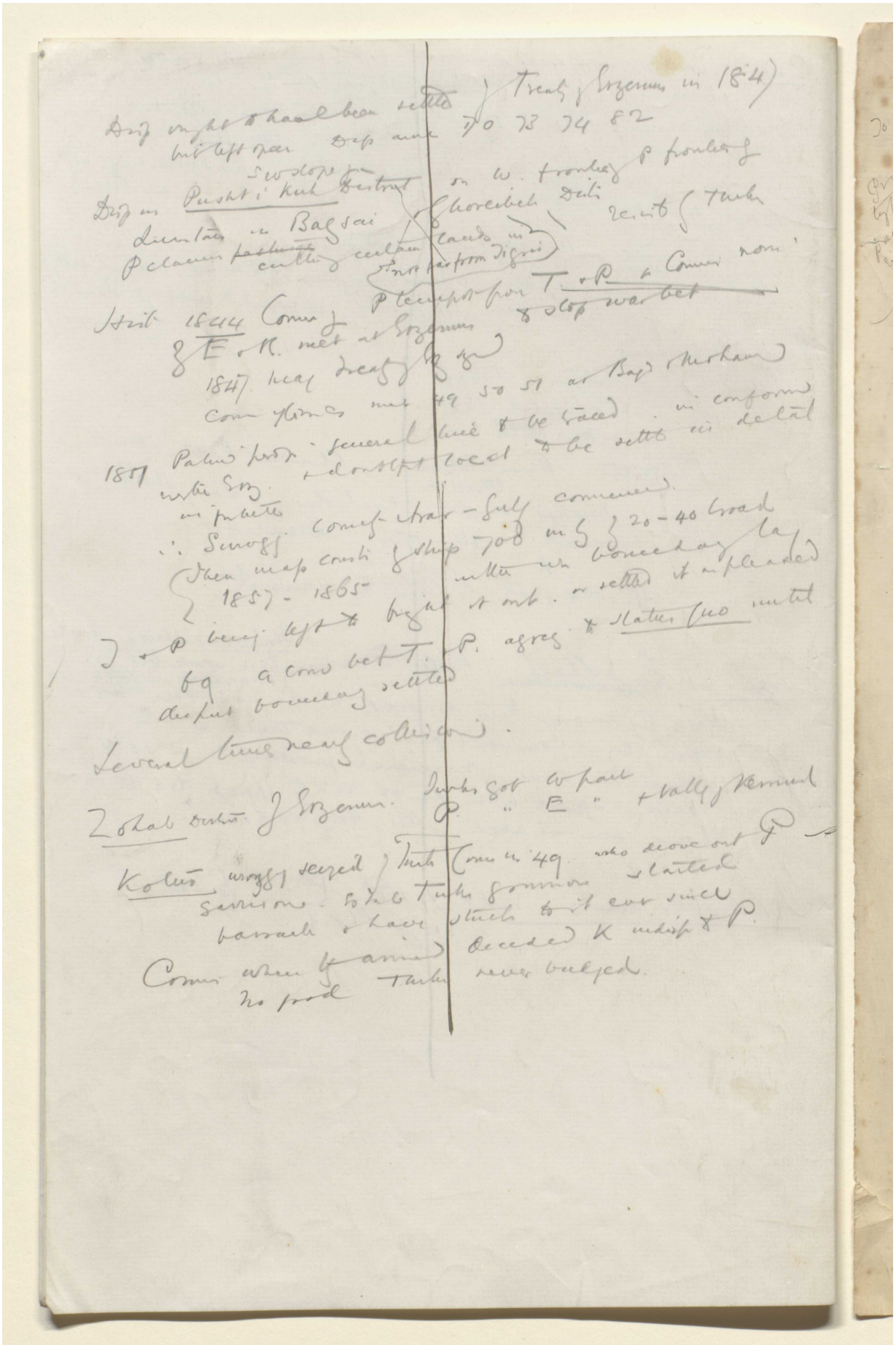

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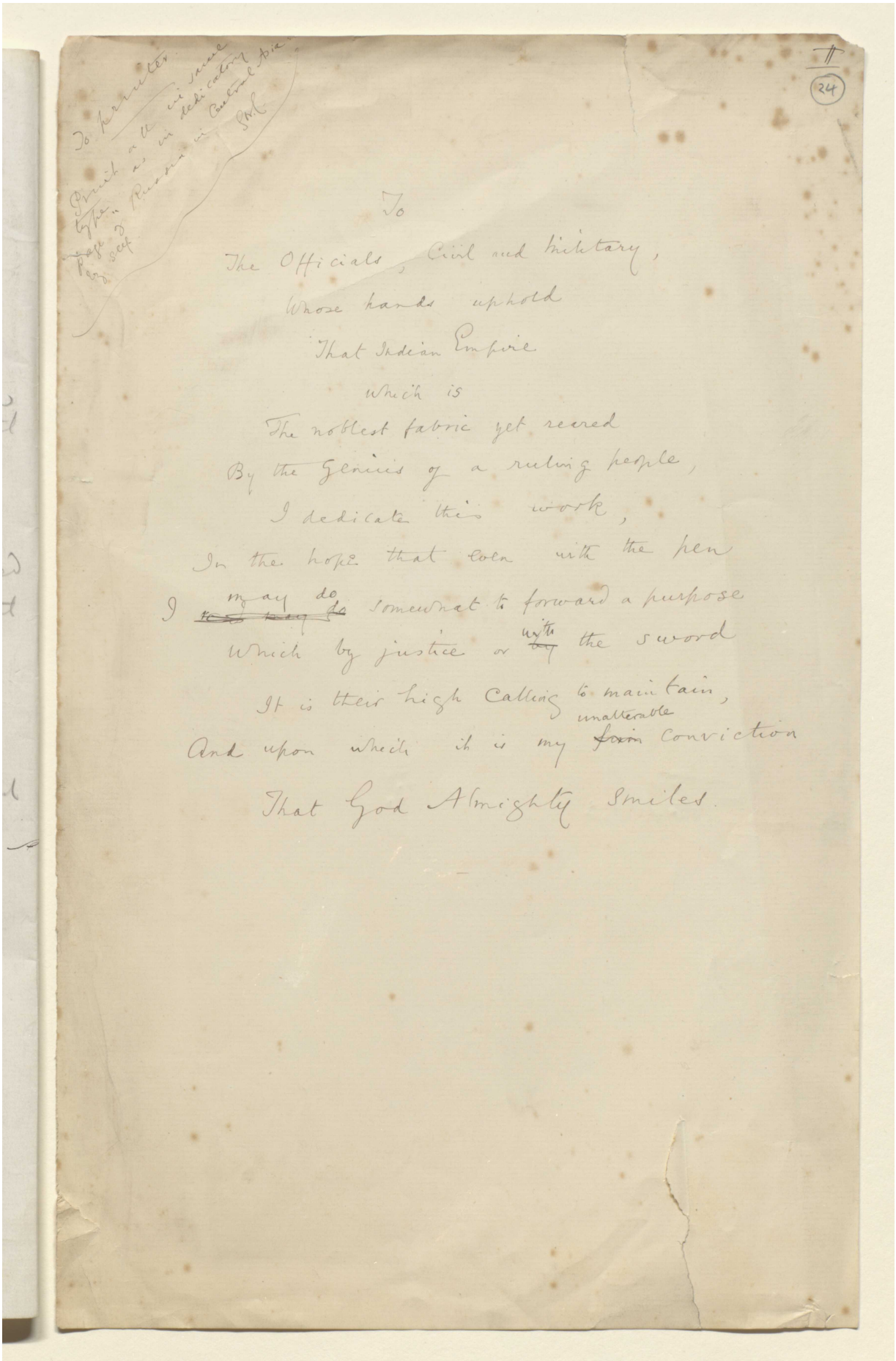

To

The Officials, Civil and Military,

Whose hands uphold

That Indian Empire

Which is

The noblest fabric yet reared

By the Genius of a ruling people,

I dedicate this work,

In the hope that even with the pen

I may do somewhat to forward a purpose

Which by justice or ~~with~~ with the sword

It is their high calling to maintain,

And upon which it is my ~~firm~~ conviction

That God Almighty Smiles.

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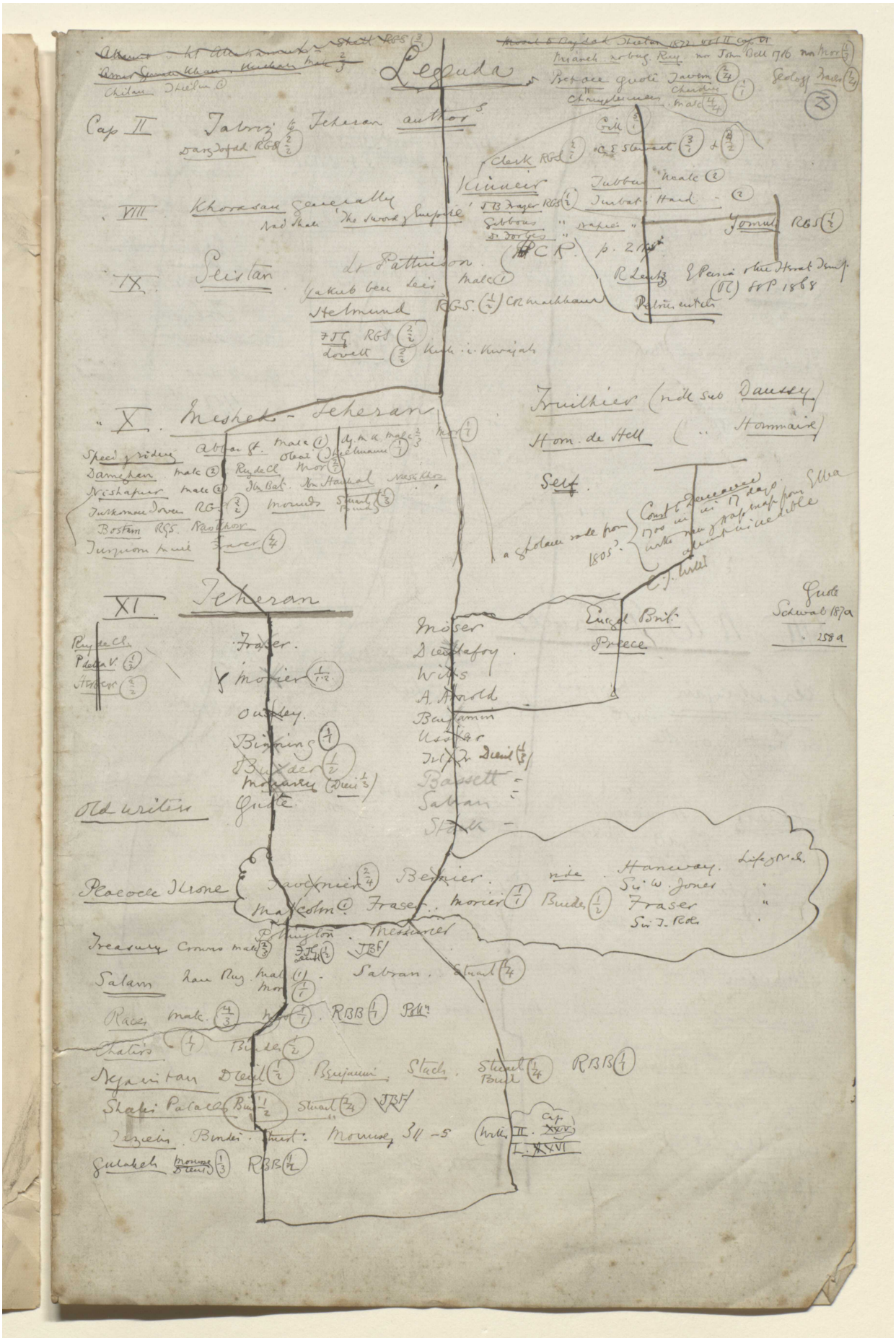

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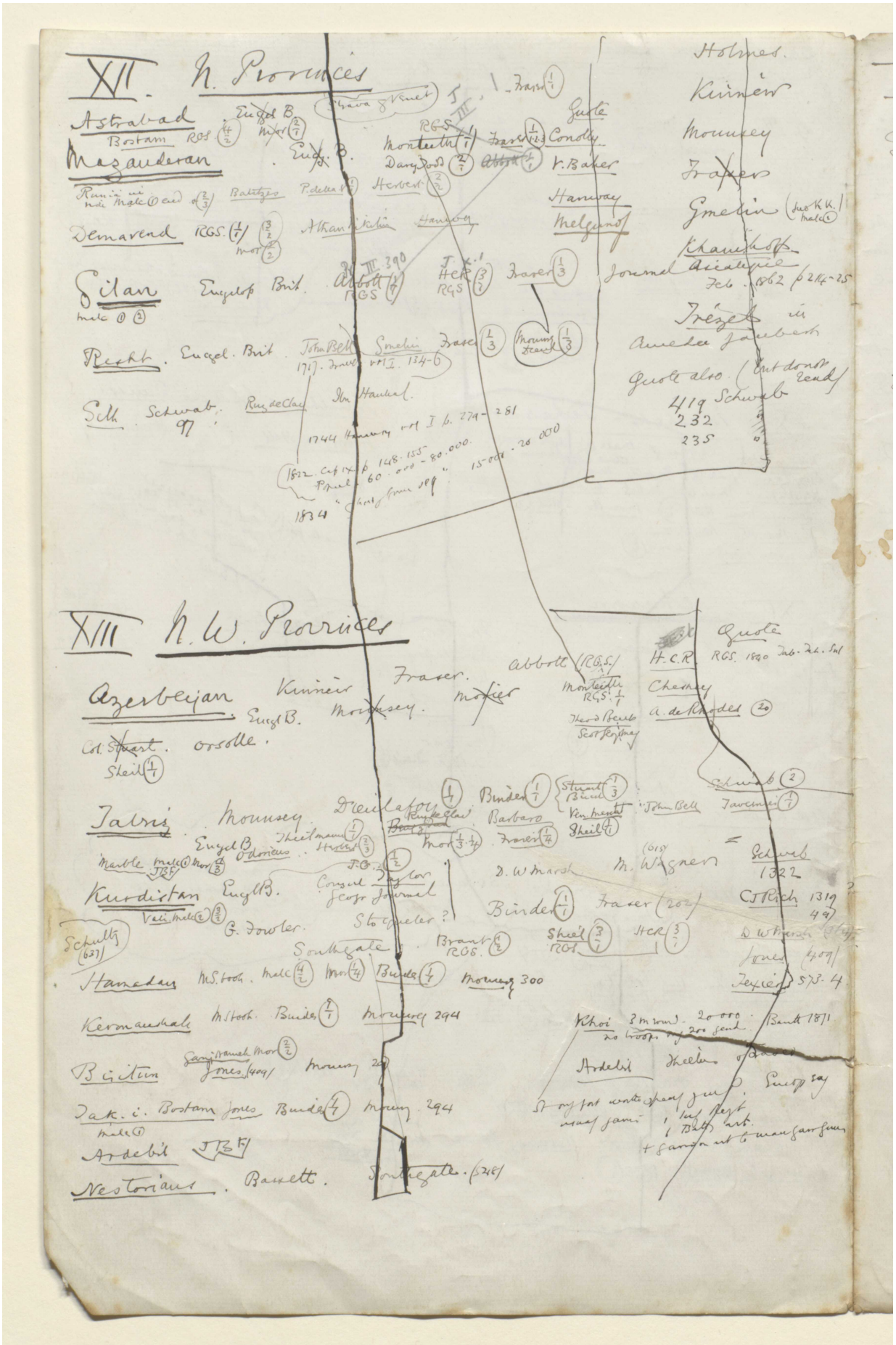

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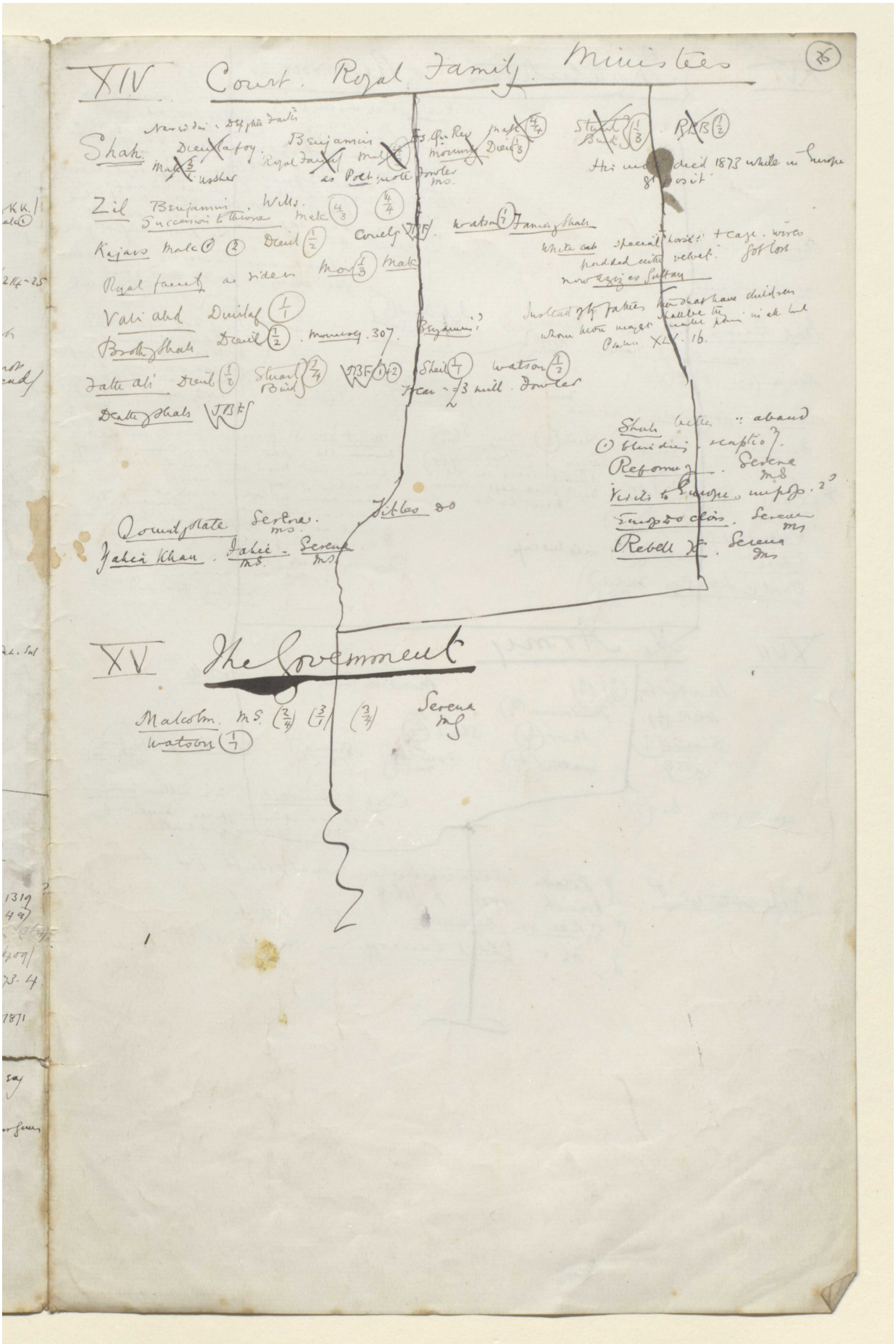

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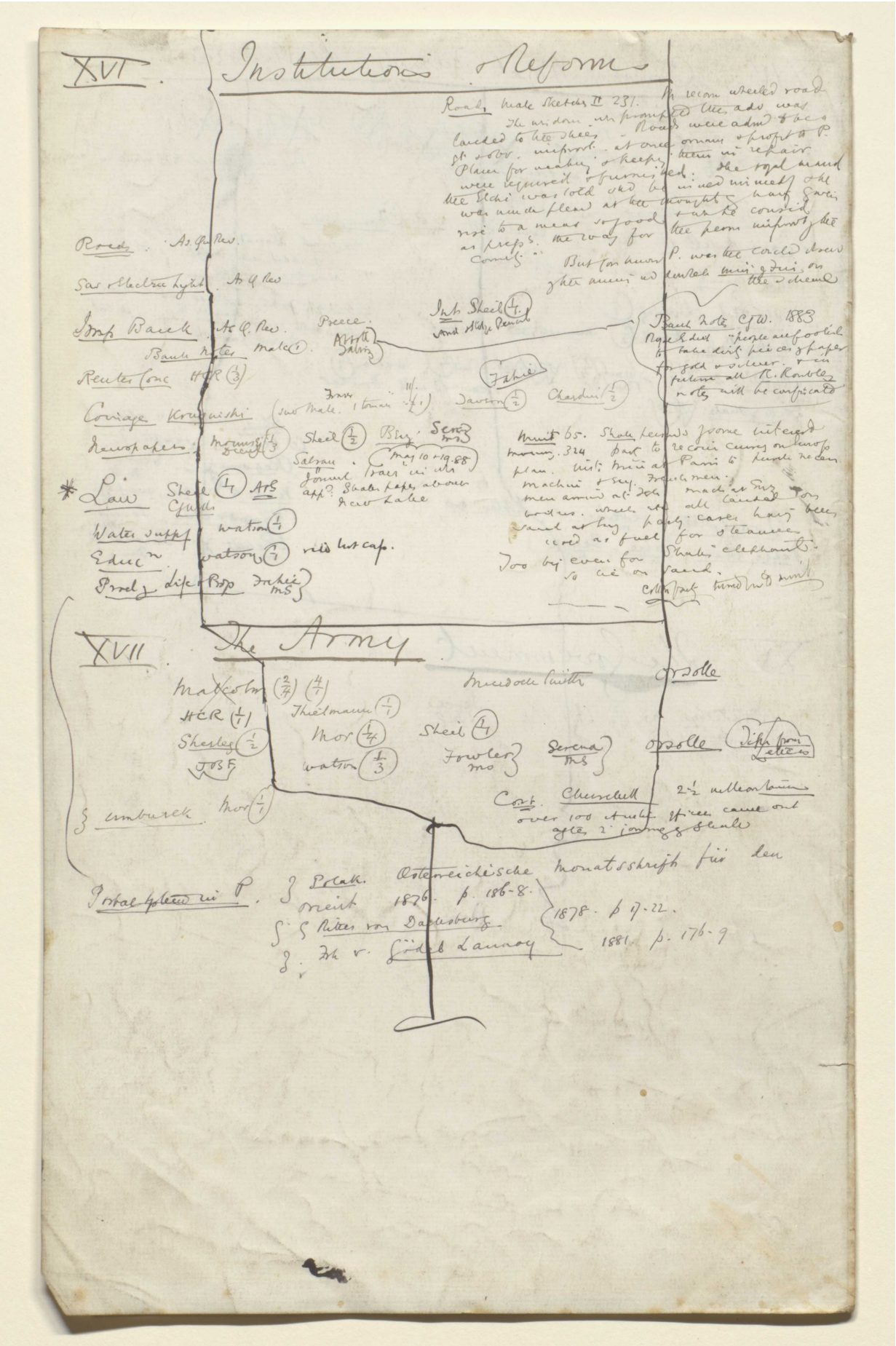

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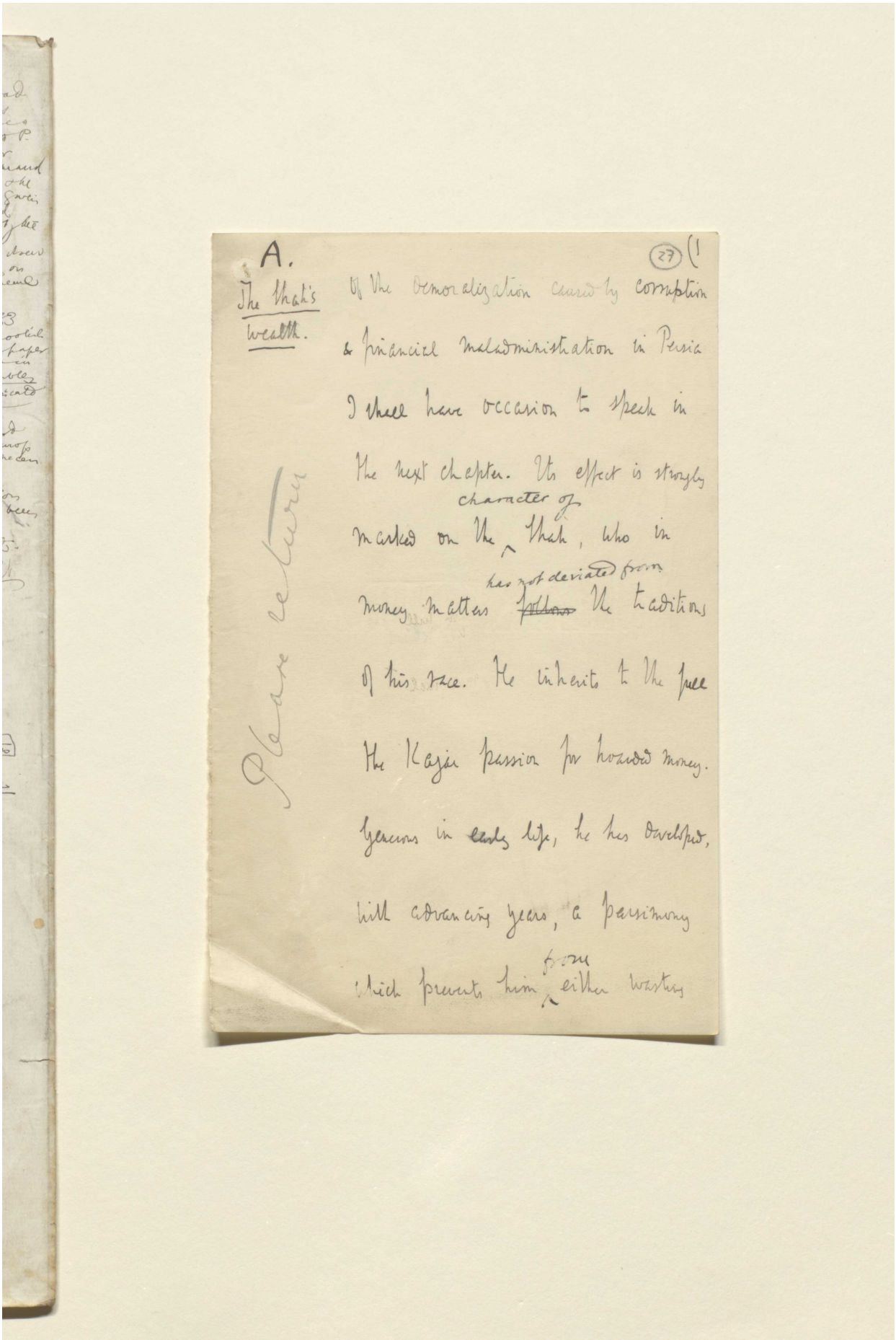

A. (27) (1

The Shah's wealth.

Of the demoralization caused by corruption & financial maladministration in Persia I shall have occasion to speak in the next chapter. Its effect is strongly marked on the character of the Shah, who in money matters has not deviated from the traditions of his race. He inherits to the full the Kajar passion for hoarded money. Generous in early life, he has developed, with advancing years, a parsimony which prevents him from either wasting

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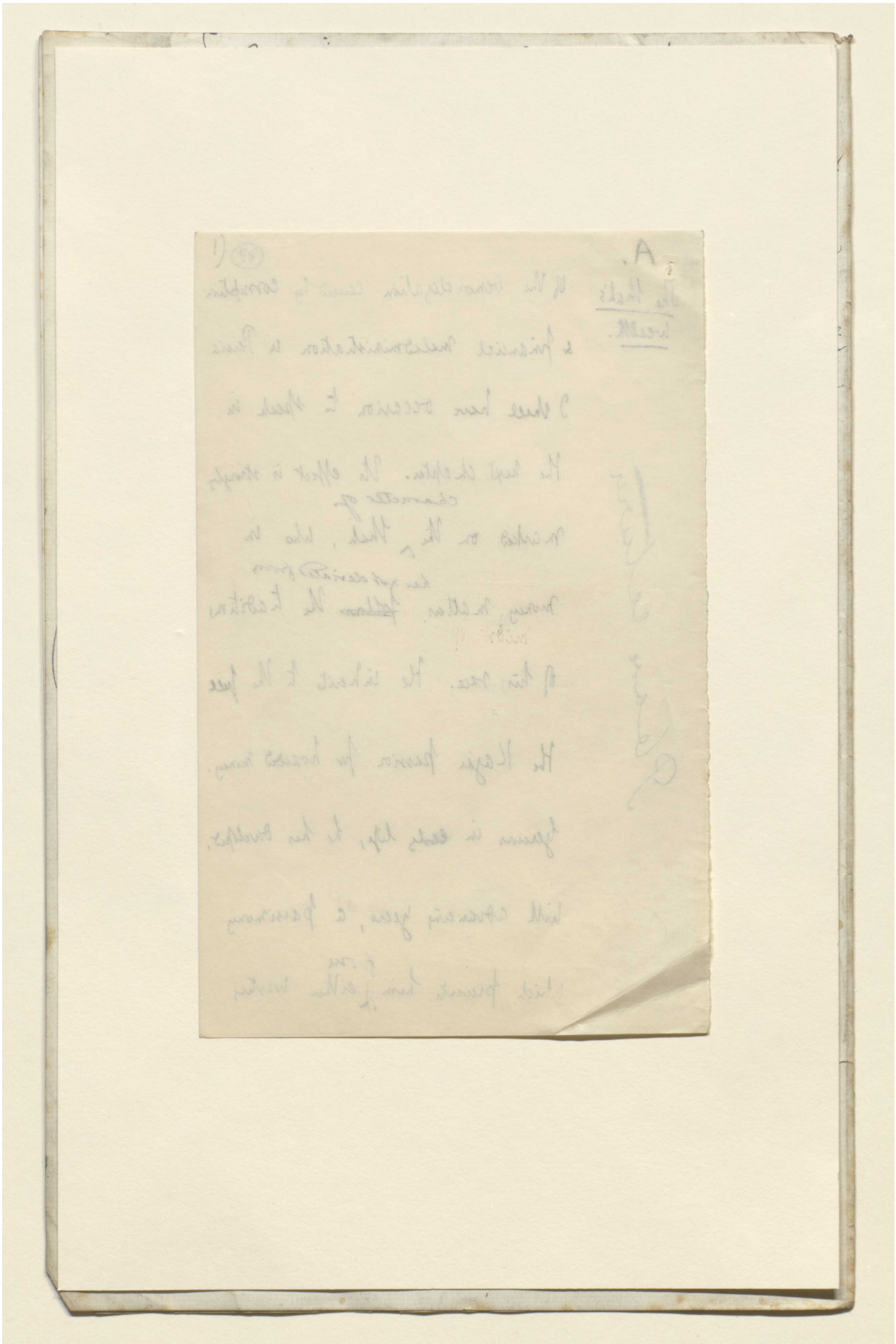

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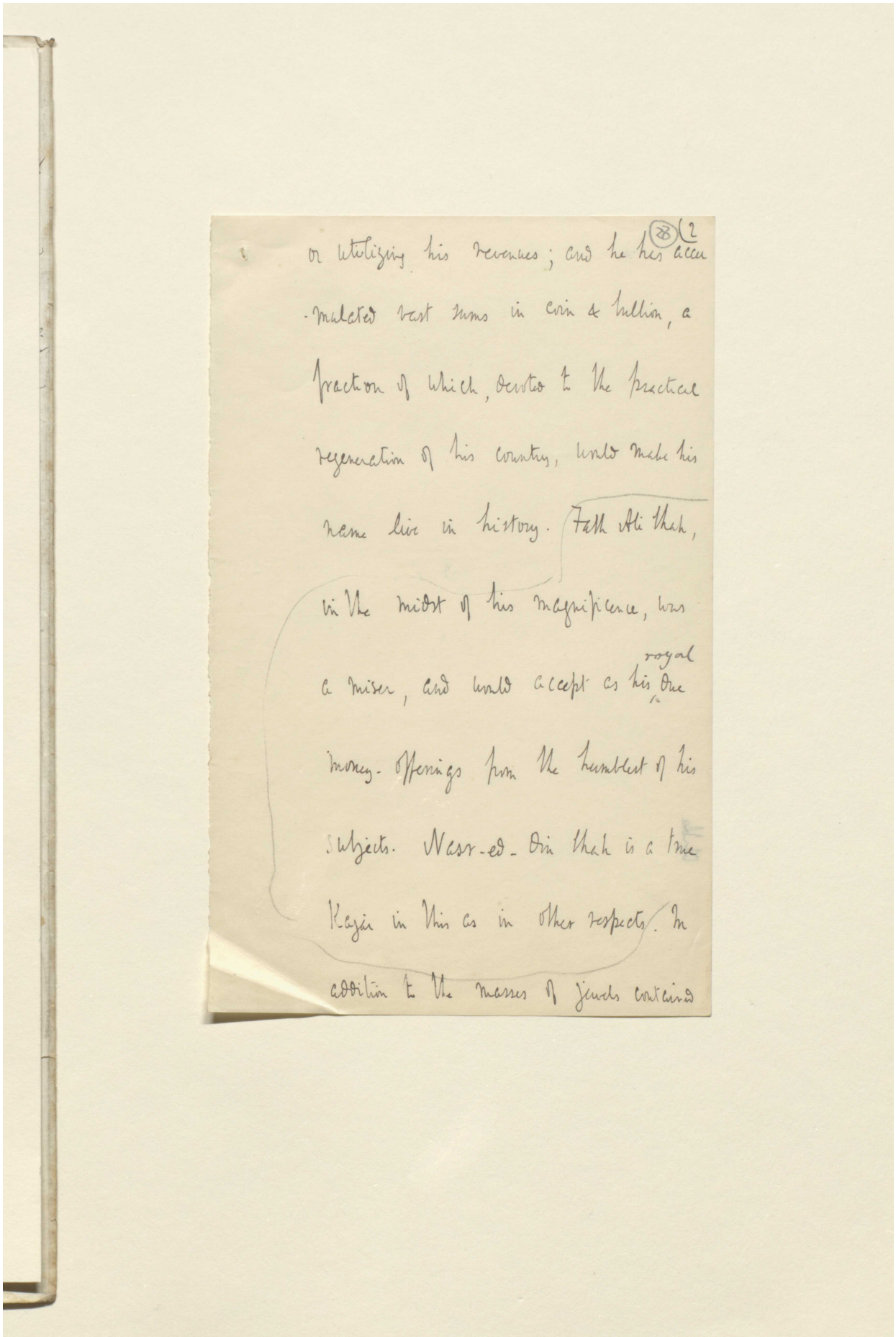

or utilizing his revenues; and he has accu-
-mulated vast sums in coin & bullion, a
fraction of which, devoted to the practical
regeneration of his country, would make his
name live in history. Fath Ali Shah,
in the midst of his magnificence, was
a miser, and would accept as his royal
money. Offerings from the humblest of his
subjects. Nasr-ed-Din Shah is a true
Kajar in this as in other respects. In
addition to the masses of jewels contained

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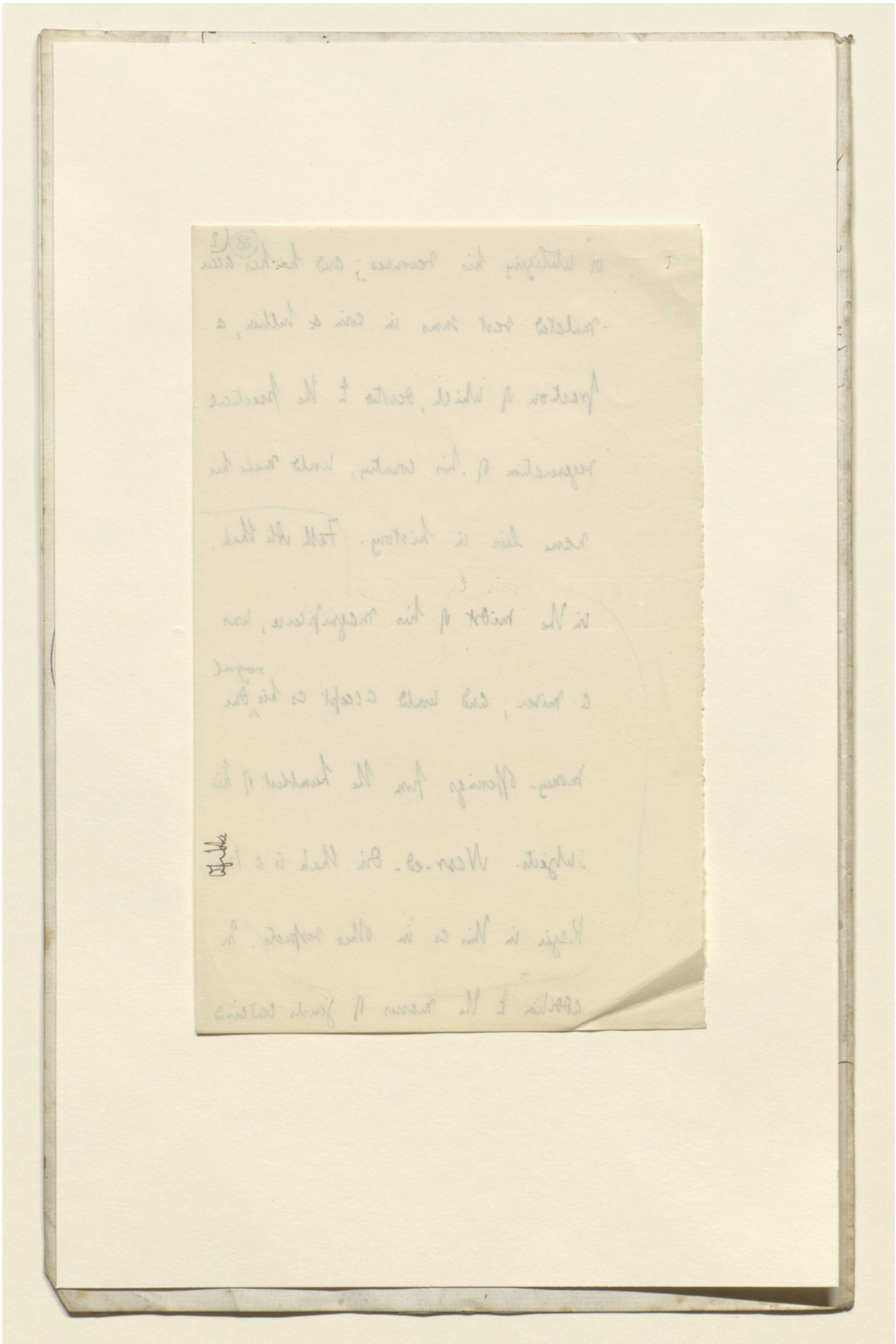

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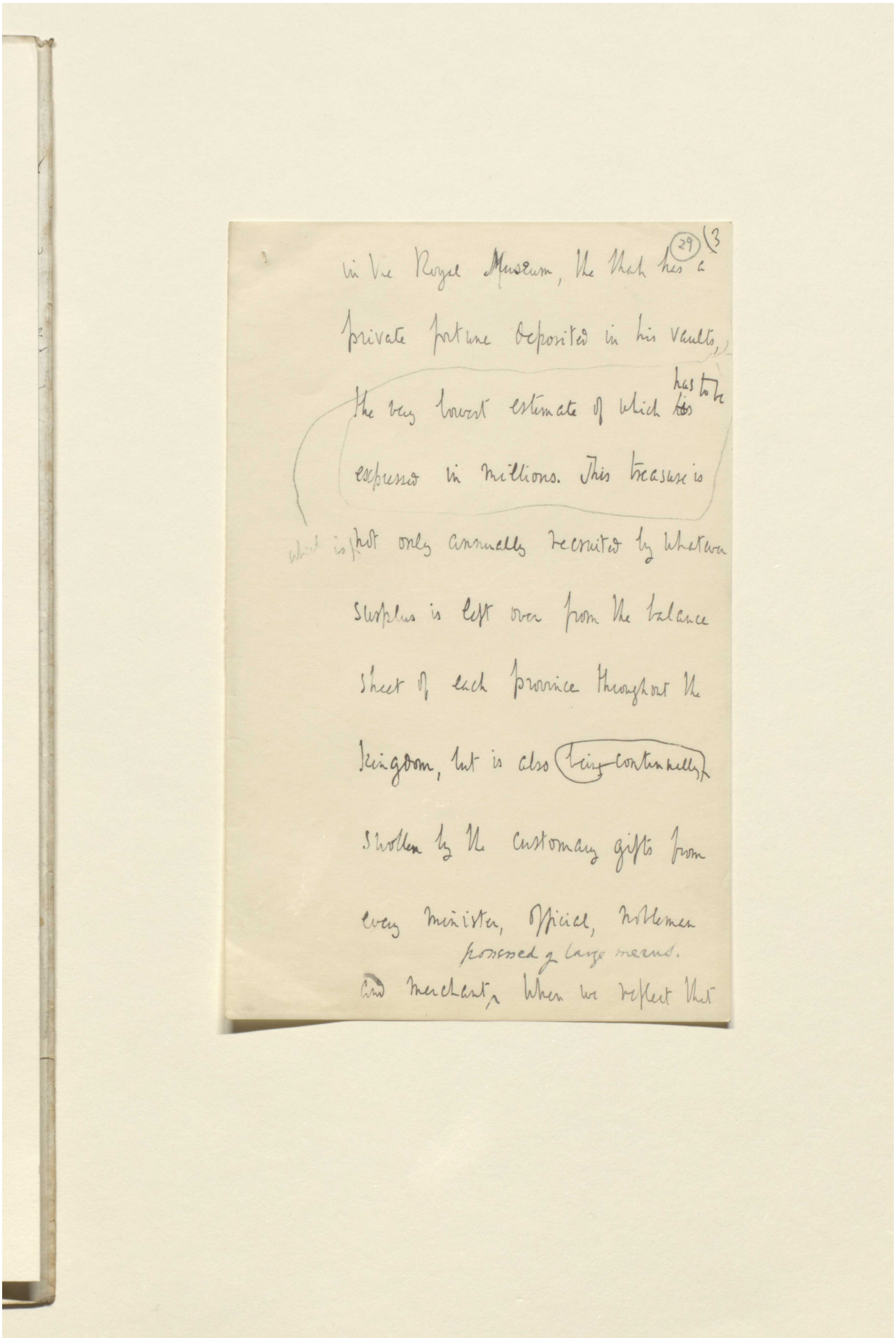

in the Royal Museum, the Shah has a (29) (3)
private fortune deposited in his vaults,
the very lowest estimate of which has to be
expressed in millions. This treasure is
which is not only annually recruited by whatever
surplus is left over from the balance
sheet of each province throughout the
Kingdom, but is also being continually
swollen by the customary gifts from
every minister, official, nobleman
possessed of large means.
and merchant, when we reflect that

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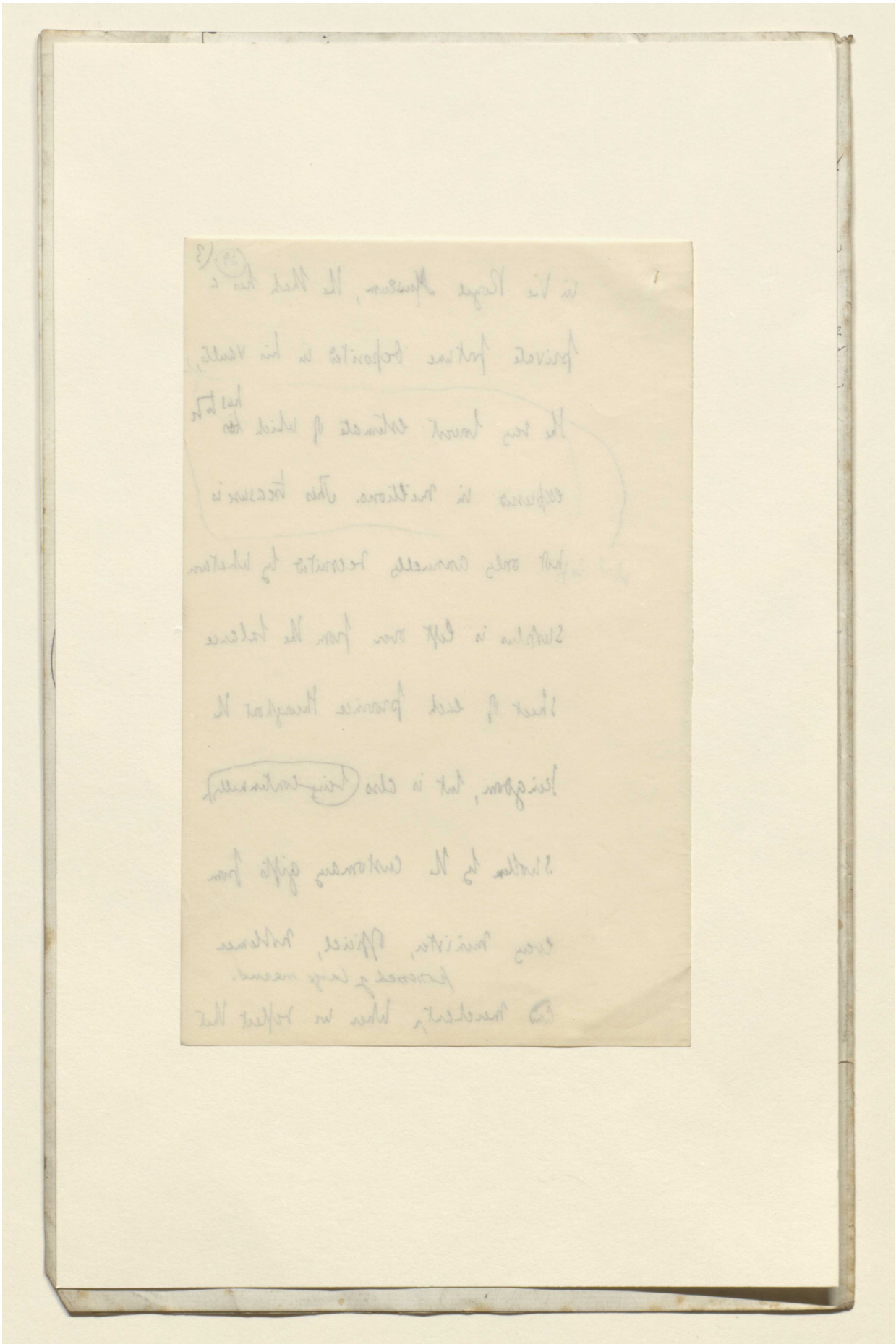

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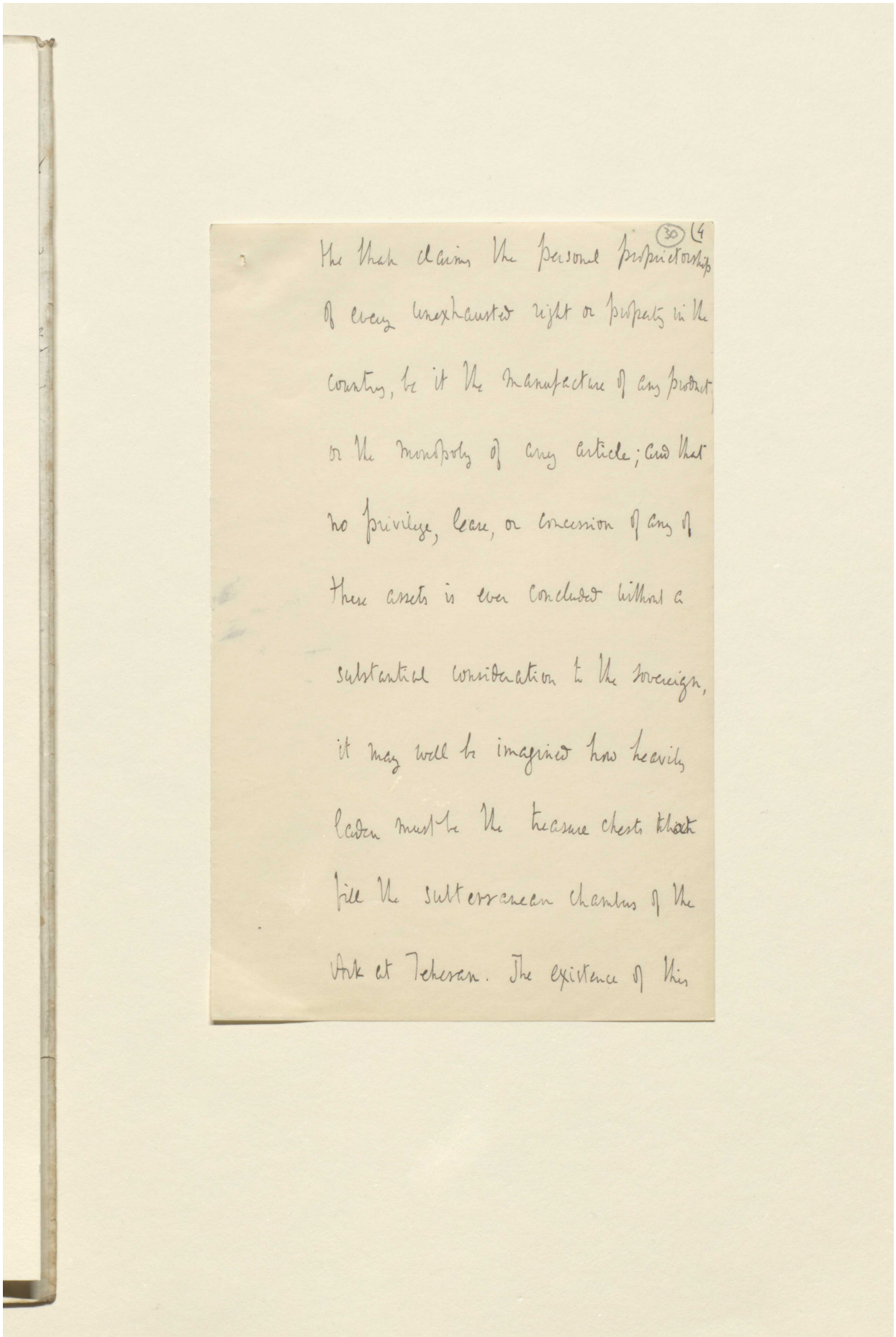

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The Shah claims the personal proprietorship of every unexhausted right or property in the country, be it the manufacture of any product or the monopoly of any article; and that no privilege, lease, or concession of any of these assets is ever concluded without a substantial consideration to the Sovereign, it may well be imagined how heavily laden must be the treasure chests that fill the subterranean chambers of the Ark at Teheran. The existence of this

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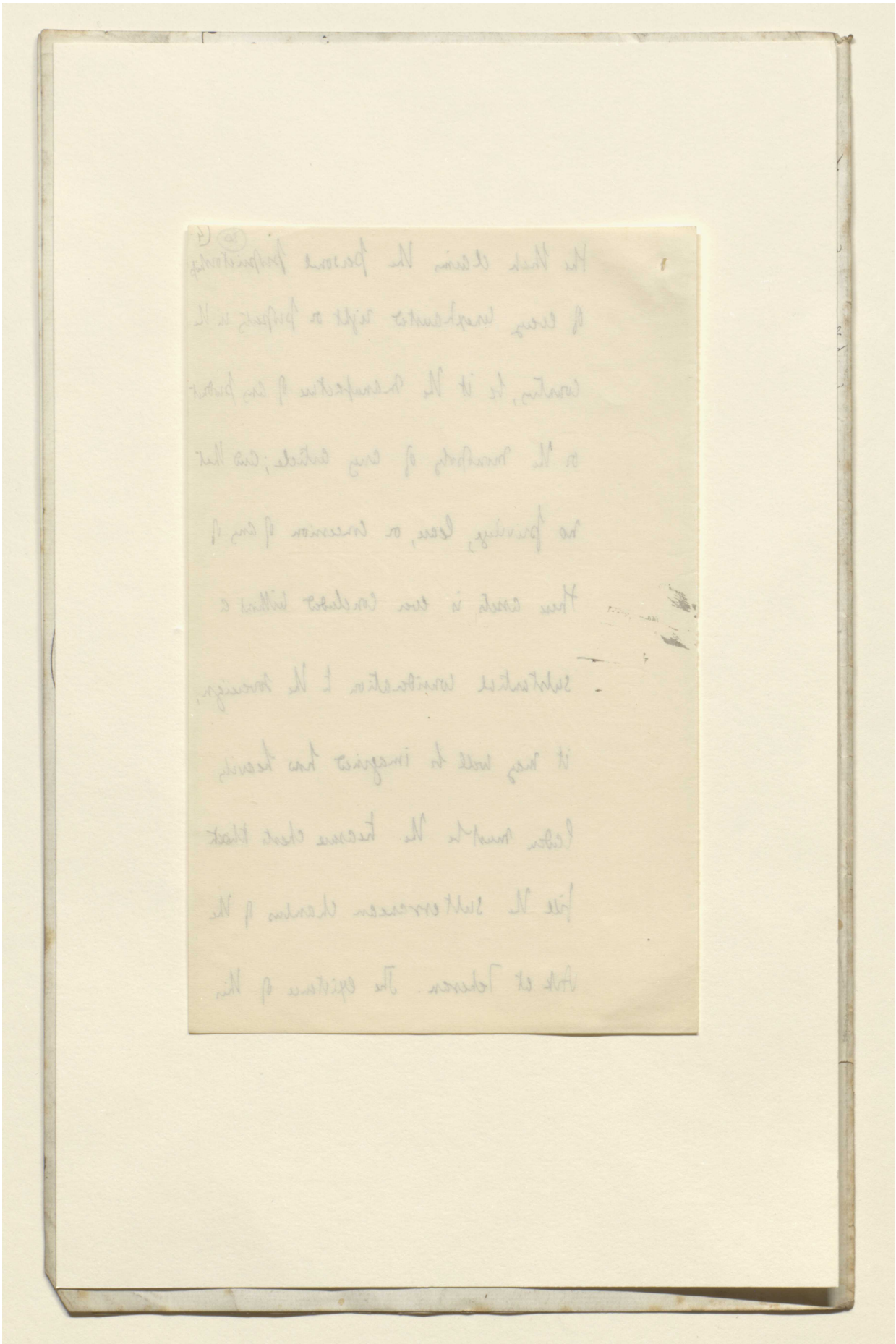

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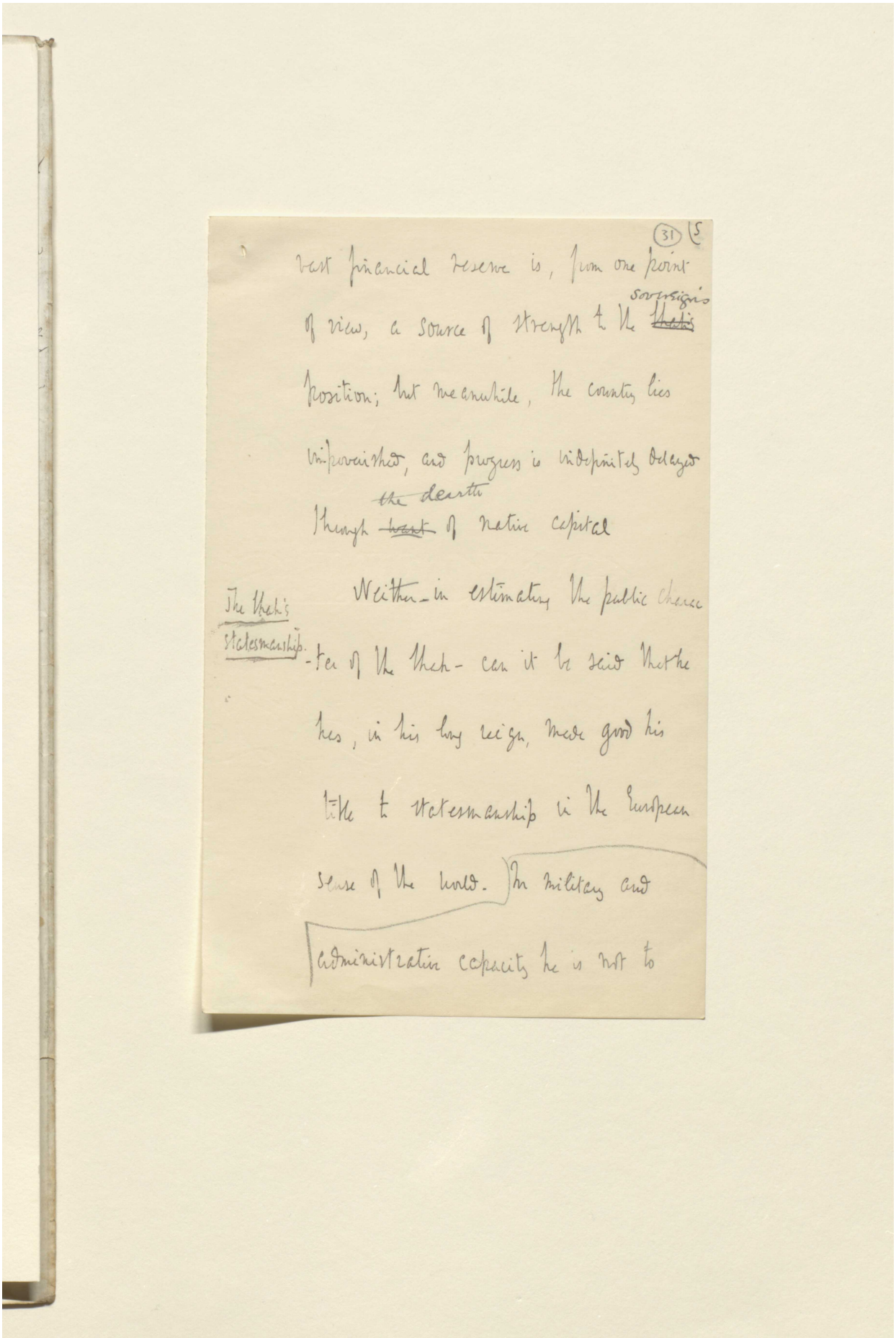
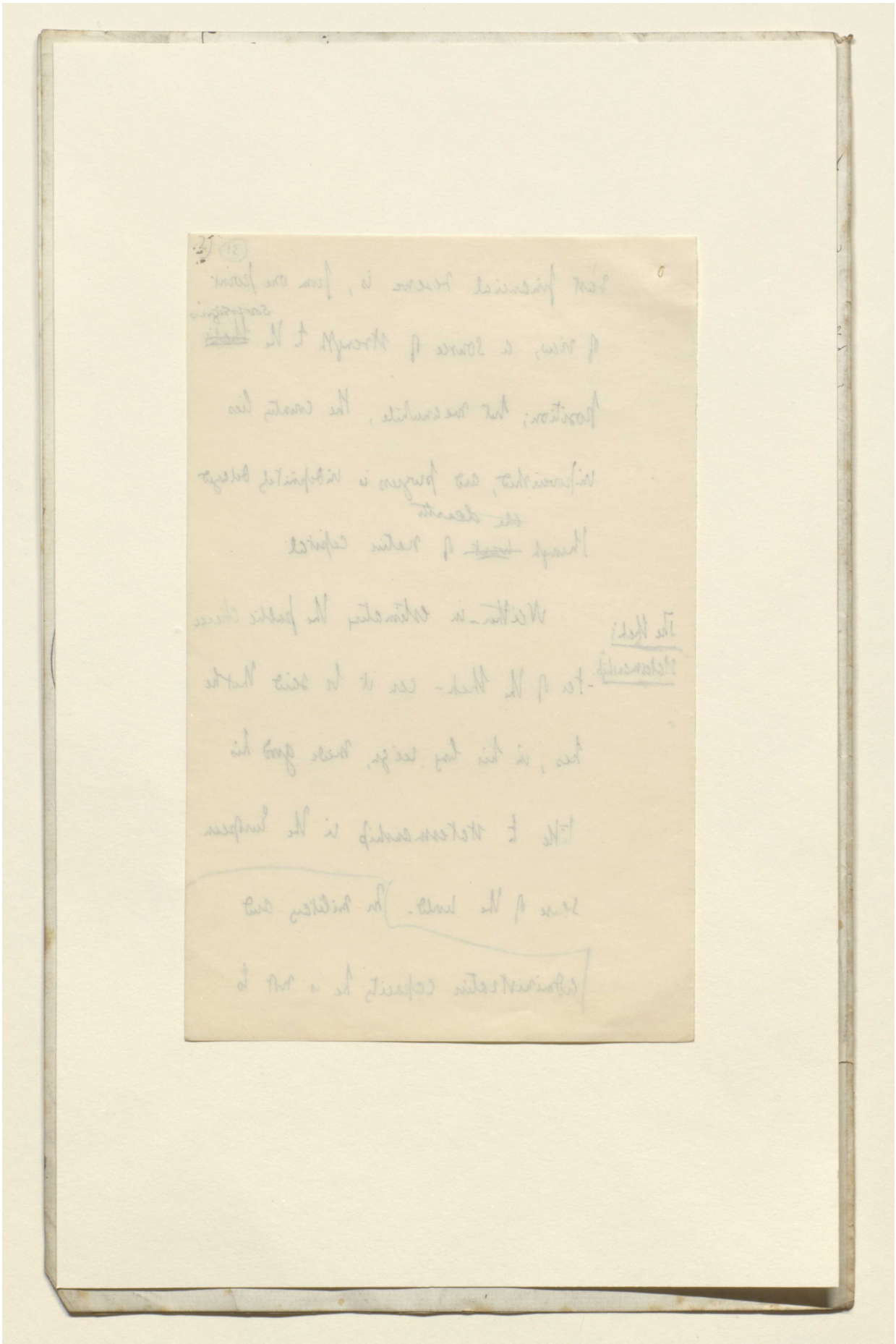


(31) 5

vast financial reserve is, from one point
of view, a source of strength to the ~~Shah's~~ sovereign's
position; but meanwhile, the country lies
impoverished, and progress is indefinitely delayed
through ~~the~~ dearth of native capital

The Shah's statesmanship. Neither in estimating the public character of the Shah can it be said that he has, in his long reign, made good his title to statesmanship in the European sense of the word. In military and administration capacity he is not to



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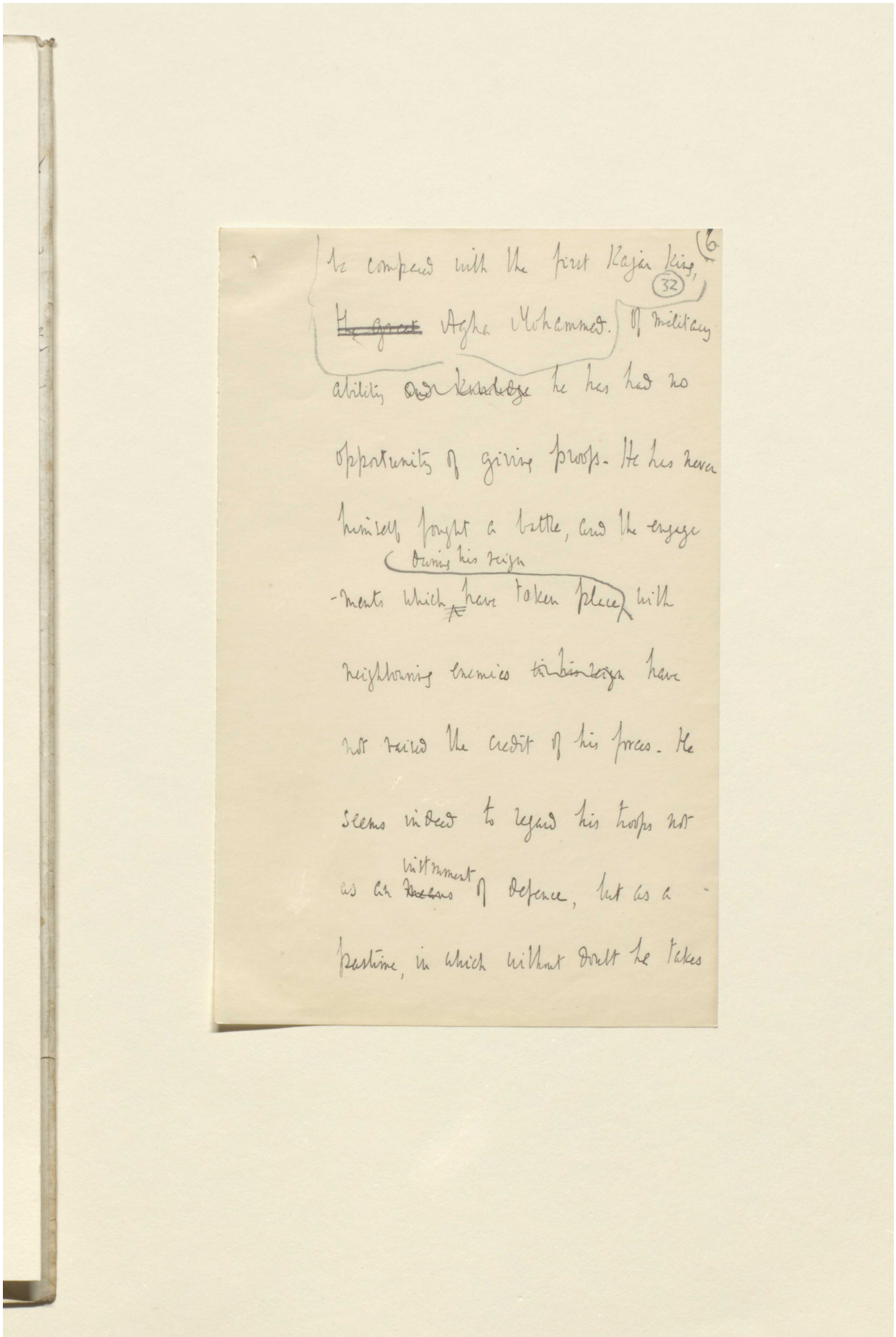

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(6)

be compared with the first Kajar king, (32)
~~the great~~ Agha Mohammed. Of military
ability ~~and knowledge~~ he has had no
opportunity of giving proofs. He has never
himself fought a battle, and the engage-
-ments which ~~h~~ have taken place during his reign with
neighbouring enemies ~~in his reign~~ have
not raised the credit of his forces. He
seems indeed to regard his troops not
as an ~~means~~ instrument of defence, but as a
pastime, in which without doubt he takes

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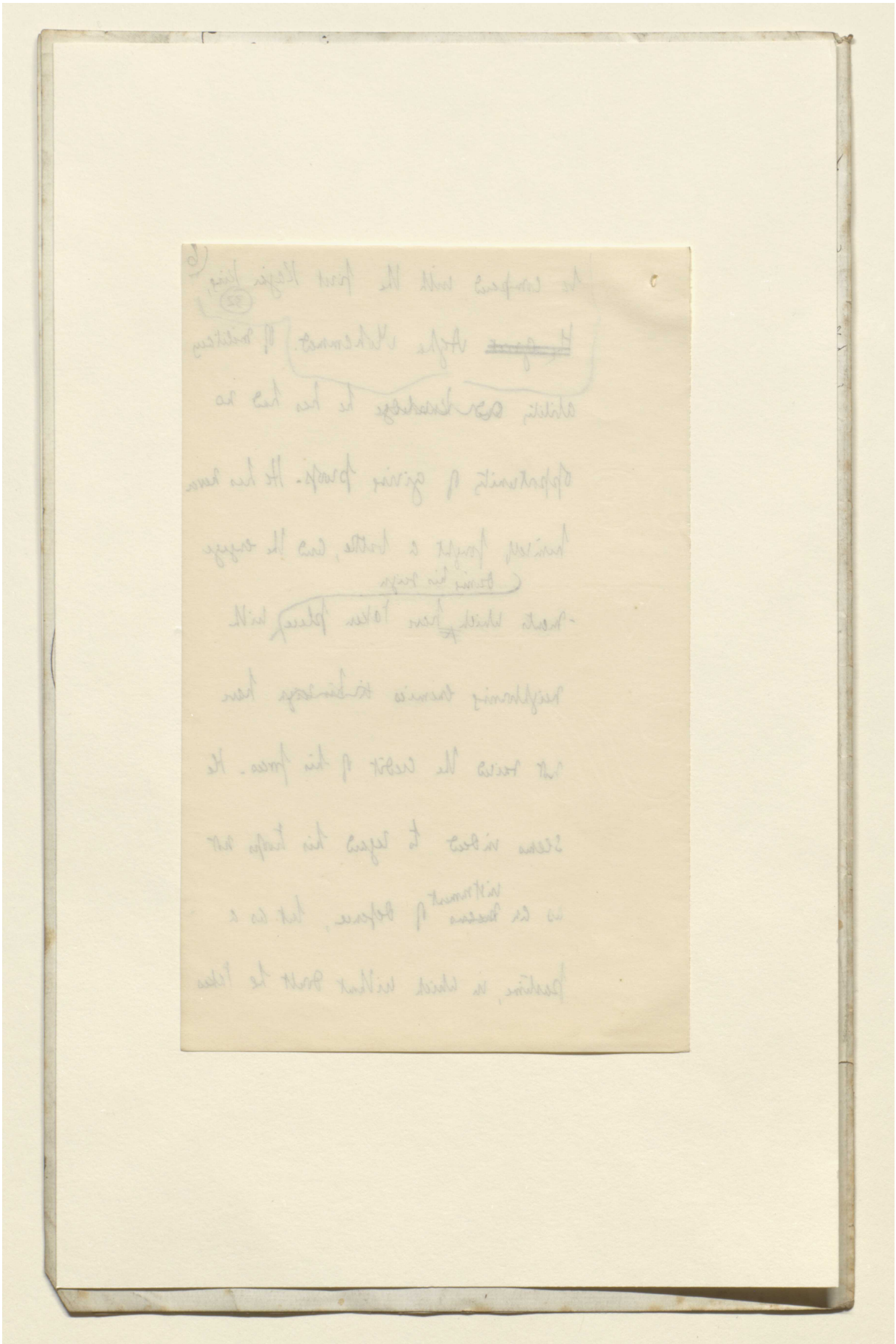

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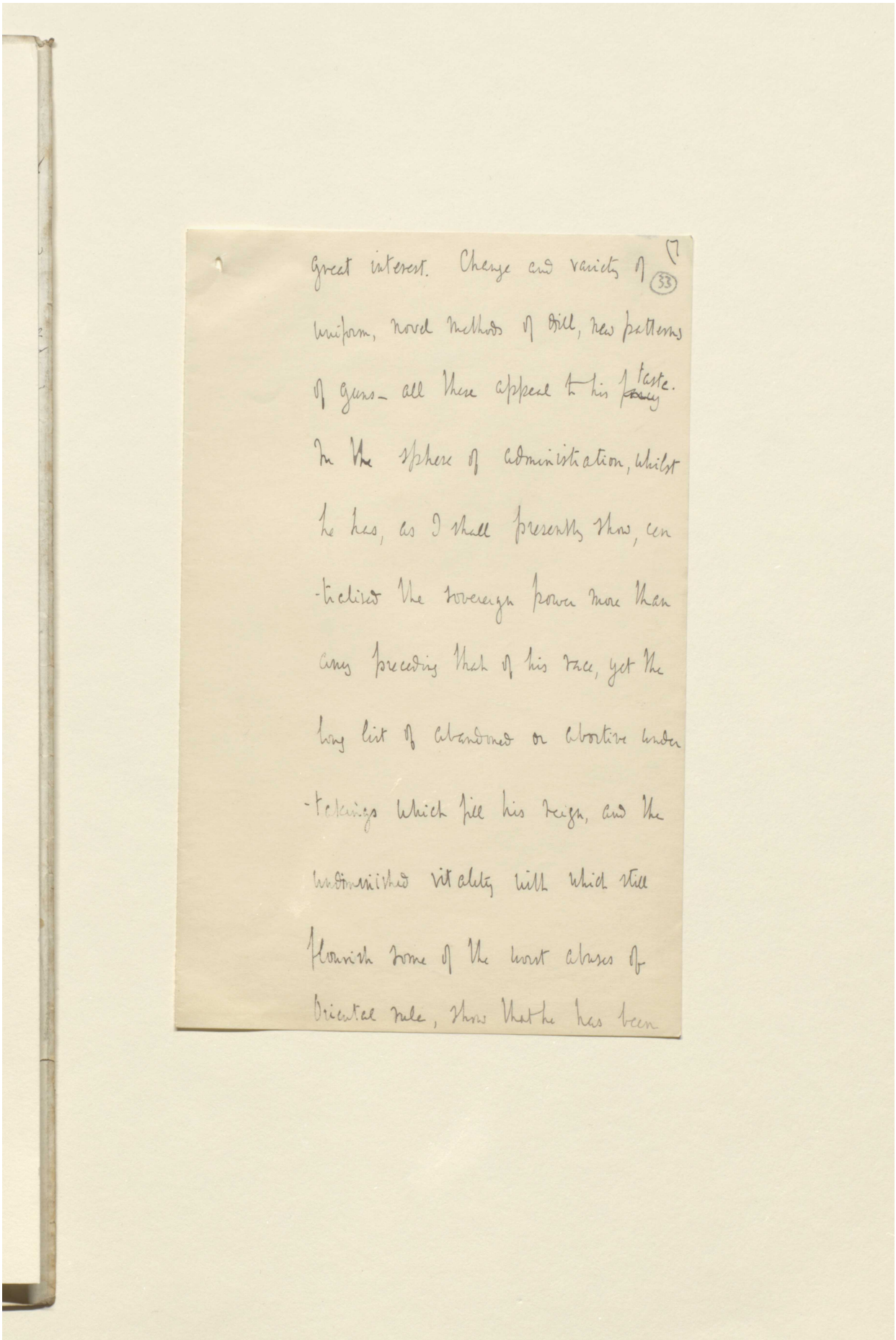

great interest. Change and variety of (7) (33)
uniform, novel methods of drill, new patterns
of guns – all these appeal to his ~~fancy~~ taste.
In the sphere of administration, whilst
he has, as I shall presently show, con-
-tributed the sovereign power more than
any preceding Shah of his race, yet the
long list of abandoned or abortive under-
-takings which fill his reign, and the
undiminished activity with which still
flourish some of the worst abuses of
Oriental rule, show that he has been

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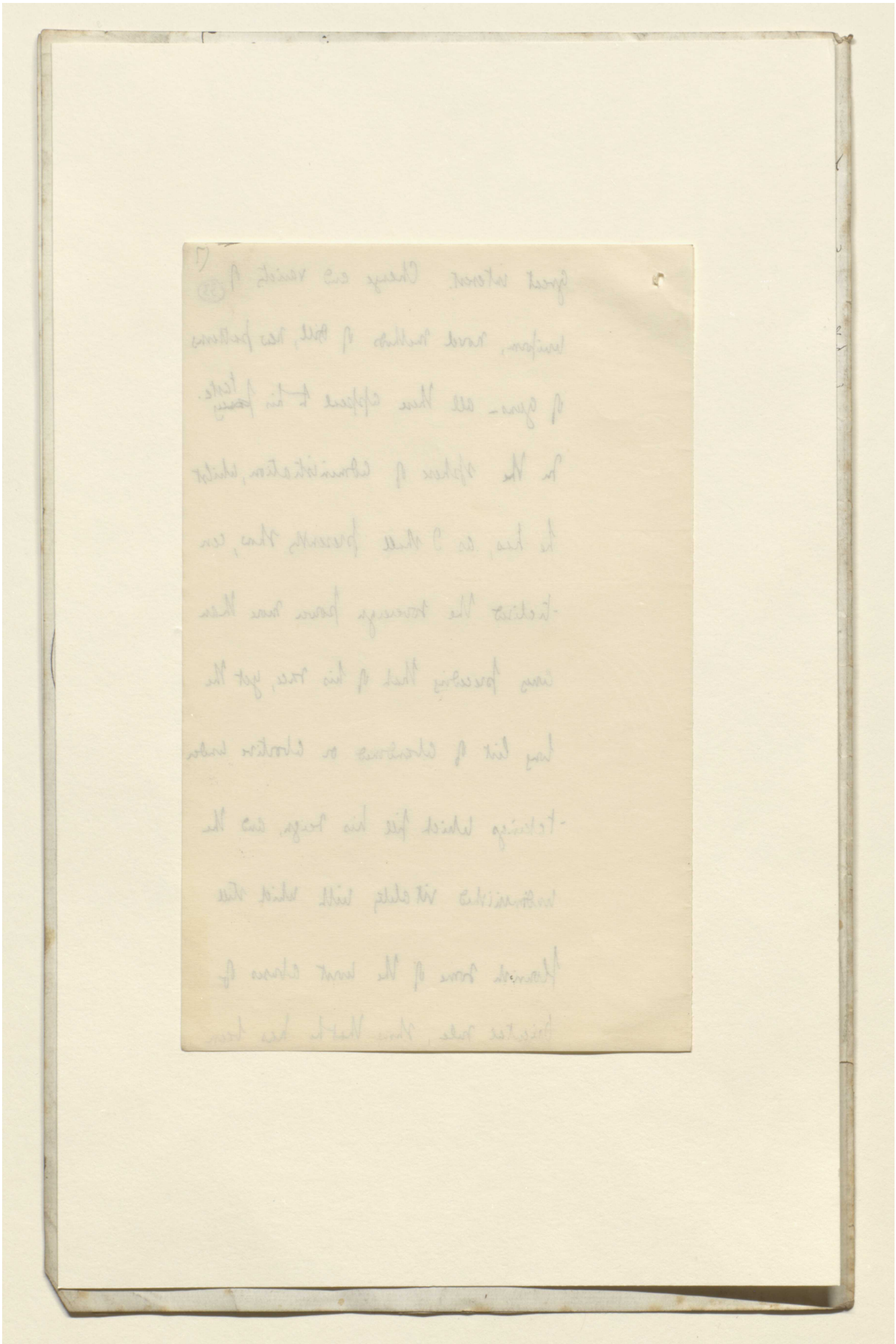

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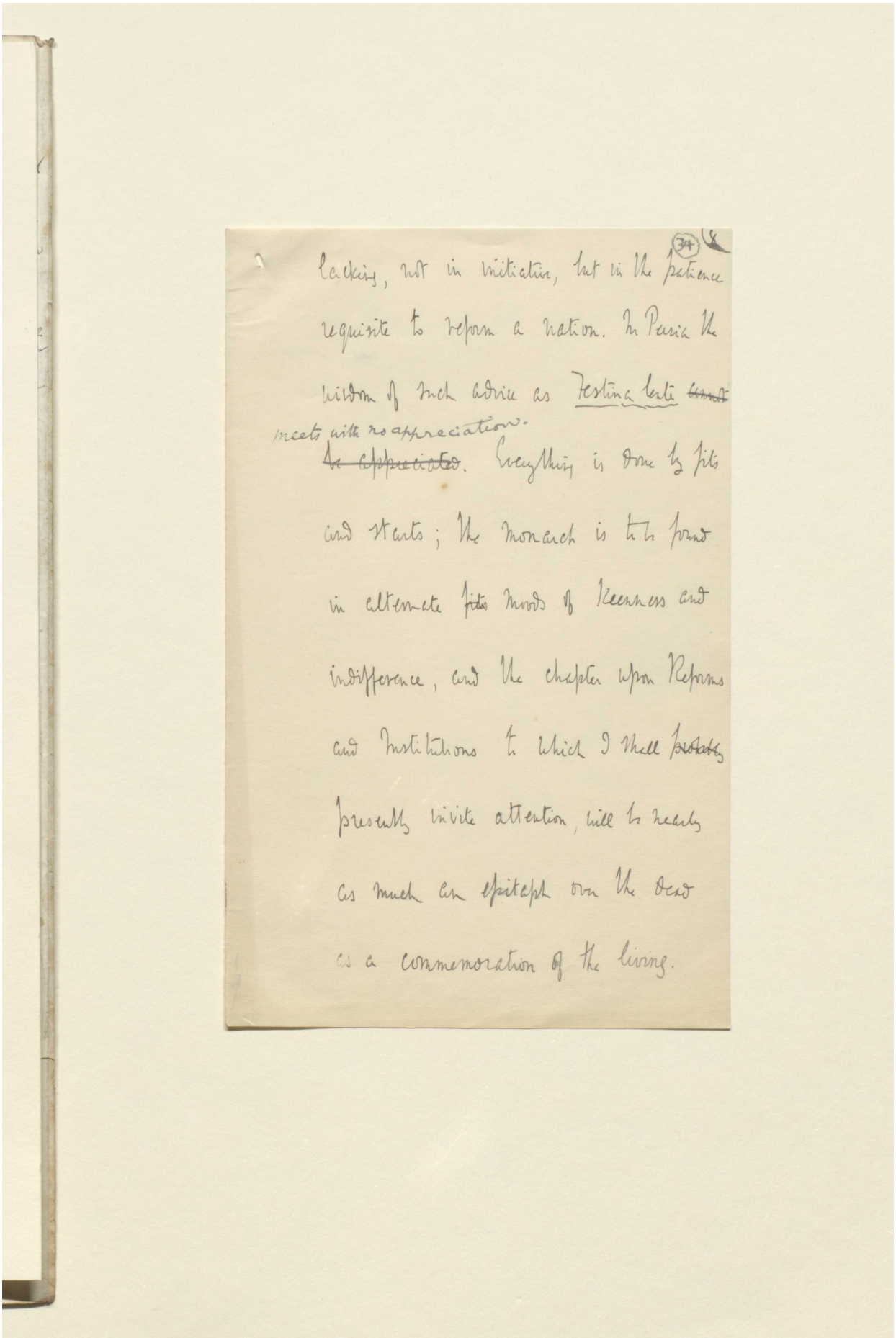

lacking, not in initiative, but in the patience requisite to reform a nation. In Persia the wisdom of such advice as festina lente ~~would~~ meets with no appreciation. ~~Is appreciated~~. Everything is done by fits and starts; the monarch is to be found in alternate fits moods of keenness and indifference, and the chapter upon Reforms and Institutions to which I shall probably presently invite attention, will be nearly as much an epitaph over the dead as a commemoration of the living.

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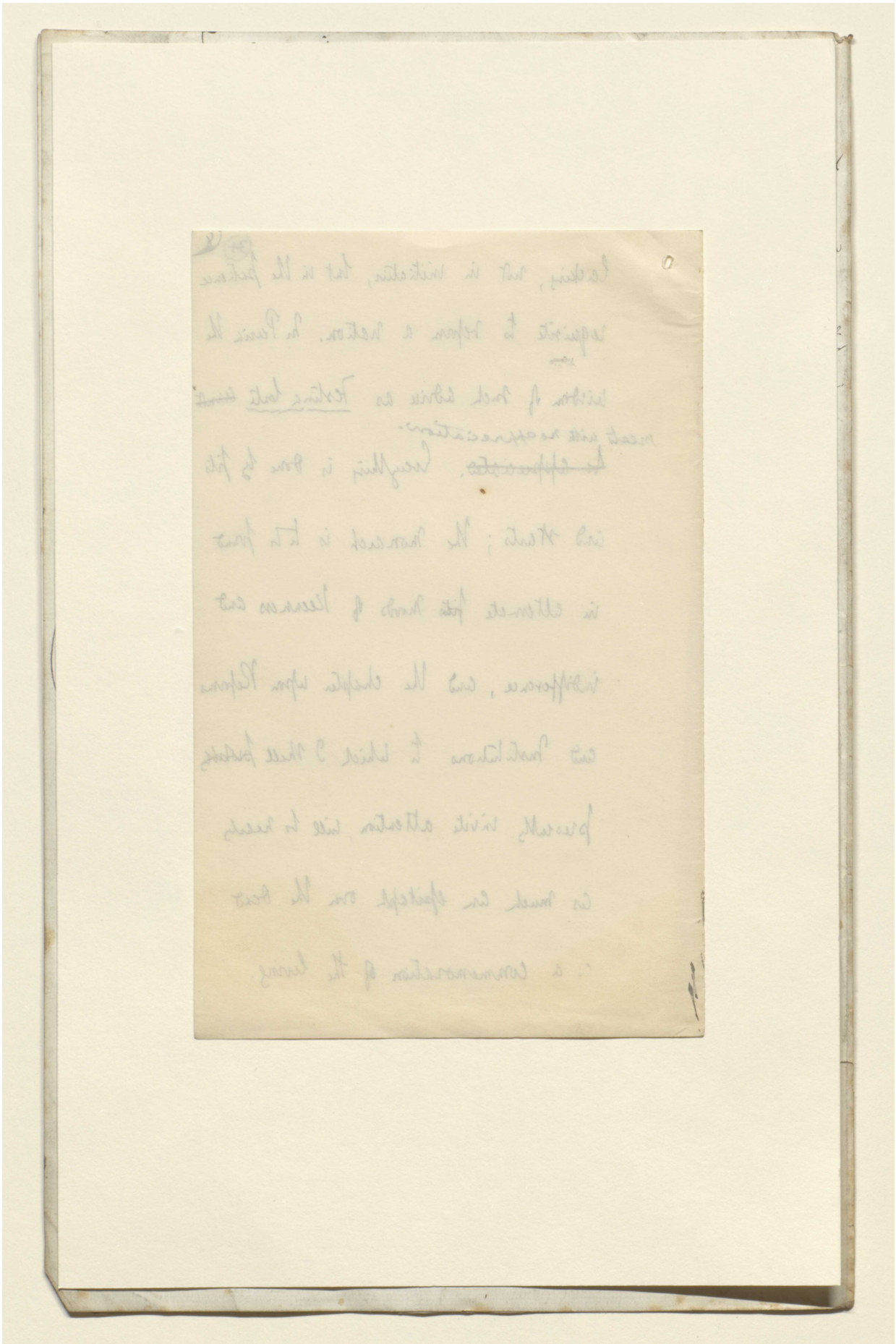

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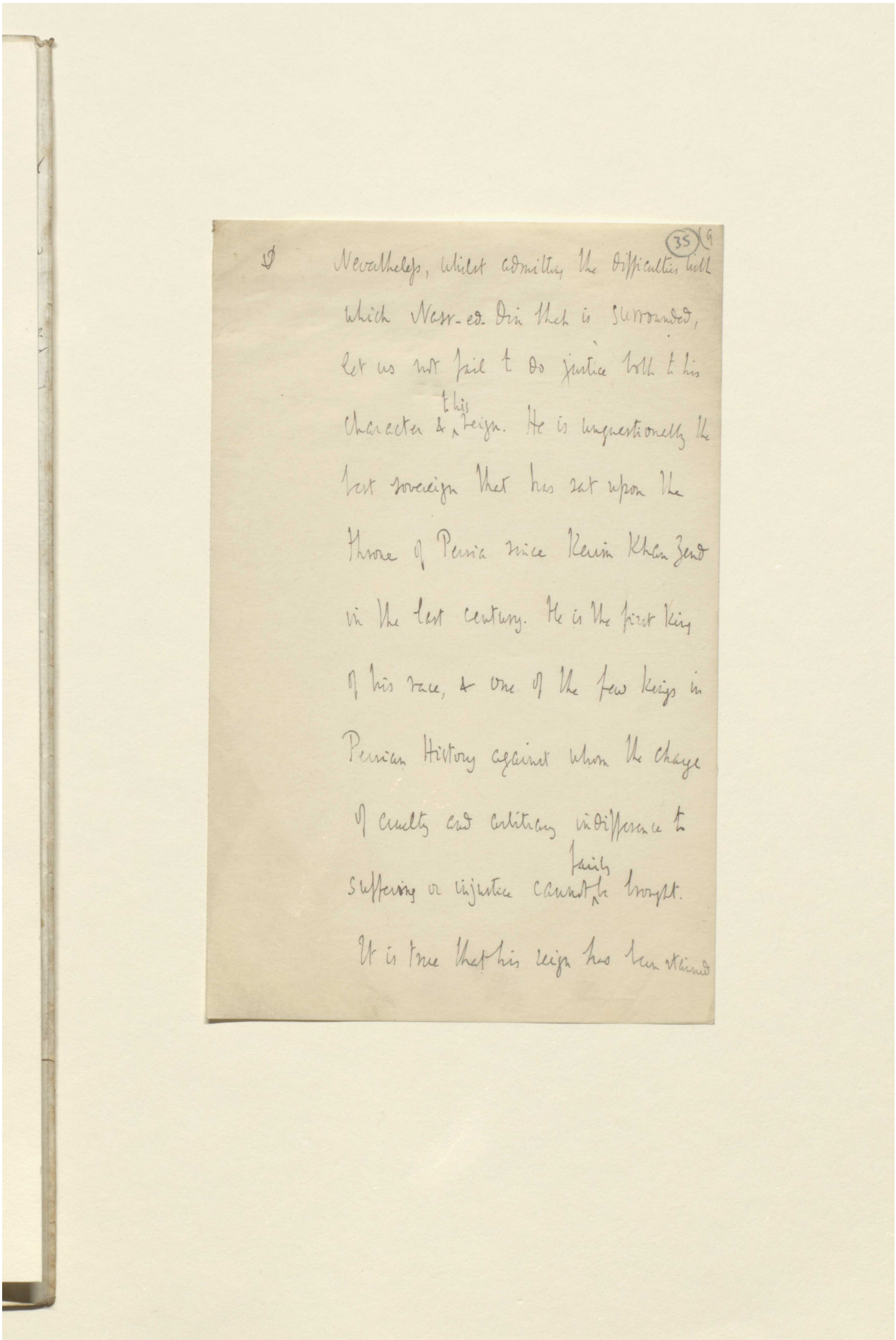

D

Nevertheless, whilst admitting the difficulties with which Nasr-ed-Din Shah is surrounded, let us not fail to do justice both to his character & reign. He is unquestionably the best sovereign that has sat upon the Throne of Persia since Kerim Khan Zend in the last century. He is the first King of his race, & one of the few Kings in Persian History against whom the charge of cruelty and arbitrary indifference to suffering or injustice cannot be fairly brought.

It is true that his reign has been stained

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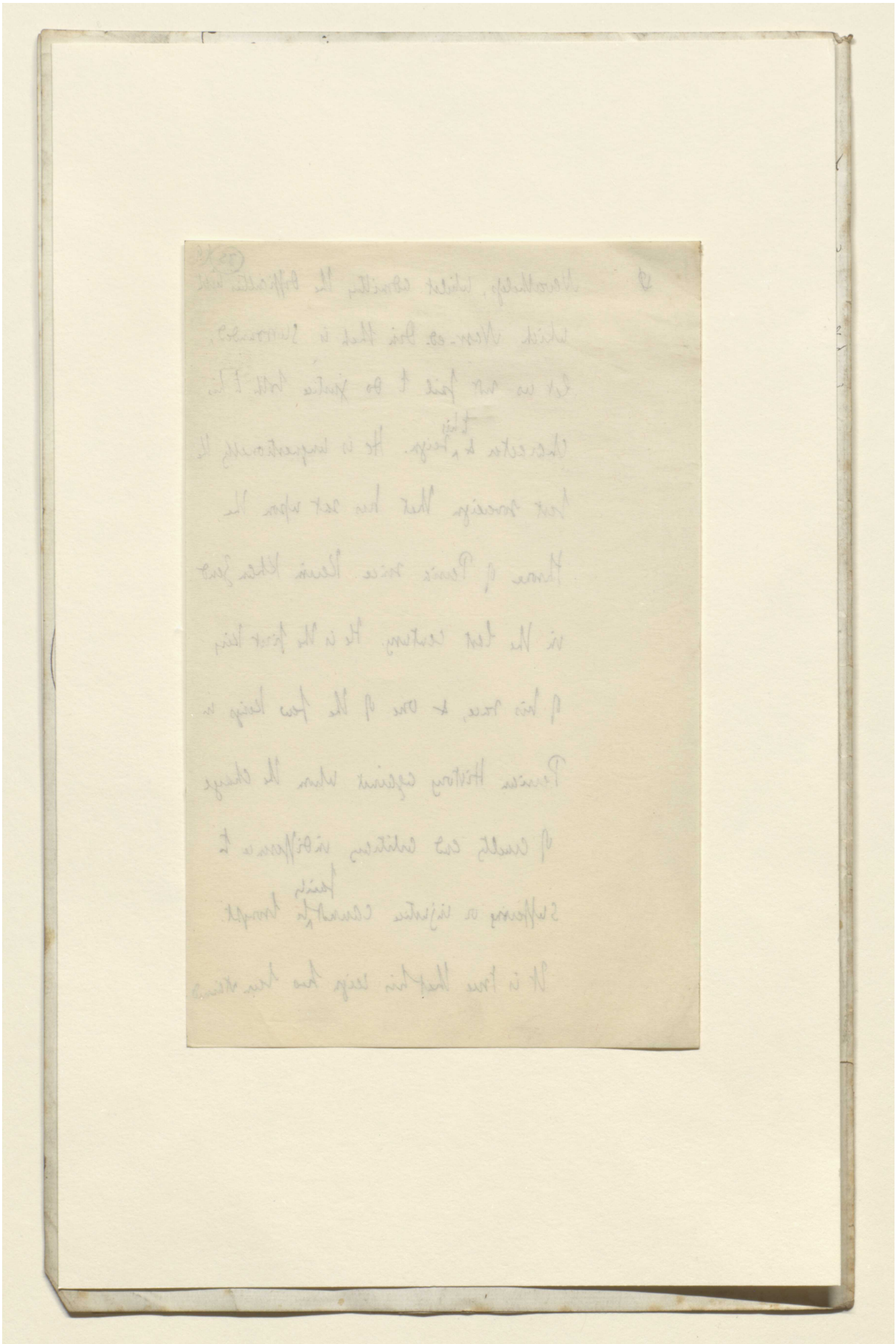

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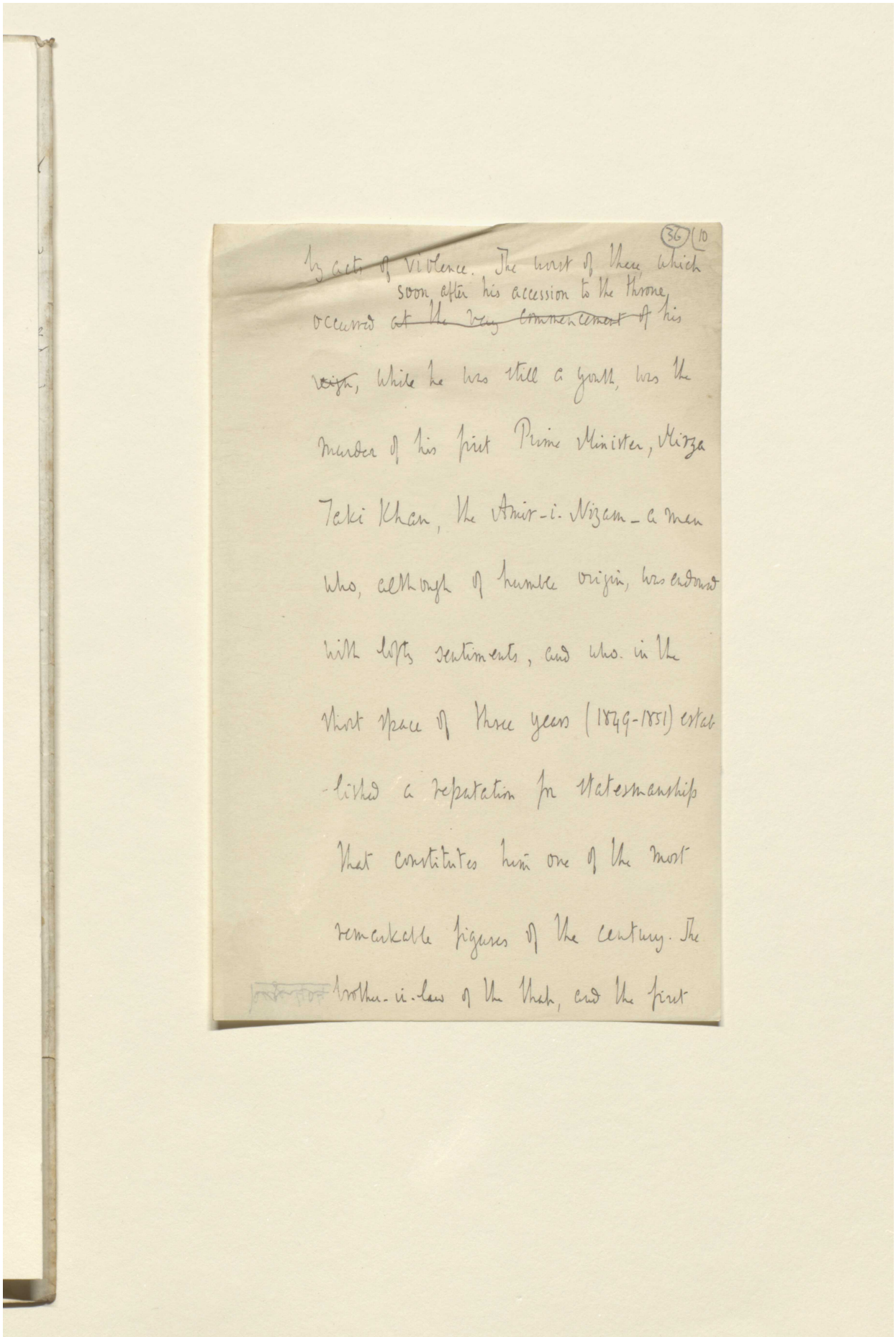

by acts of violence. The worst of these which occurred ~~at the very commencement of~~ soon after his accession to the throne, his ~~reign~~, while he was still a youth, was the murder of his first Prime Minister, Mirza Taki Khan, the Amir-i-Nizam – a man who, although of humble origin, was endowed with lofty sentiments, and who in the short space of three years (1849-1851) established a reputation for statesmanship that constitutes him one of the most remarkable figures of the century. The brother-in-law of the Shah, and the first

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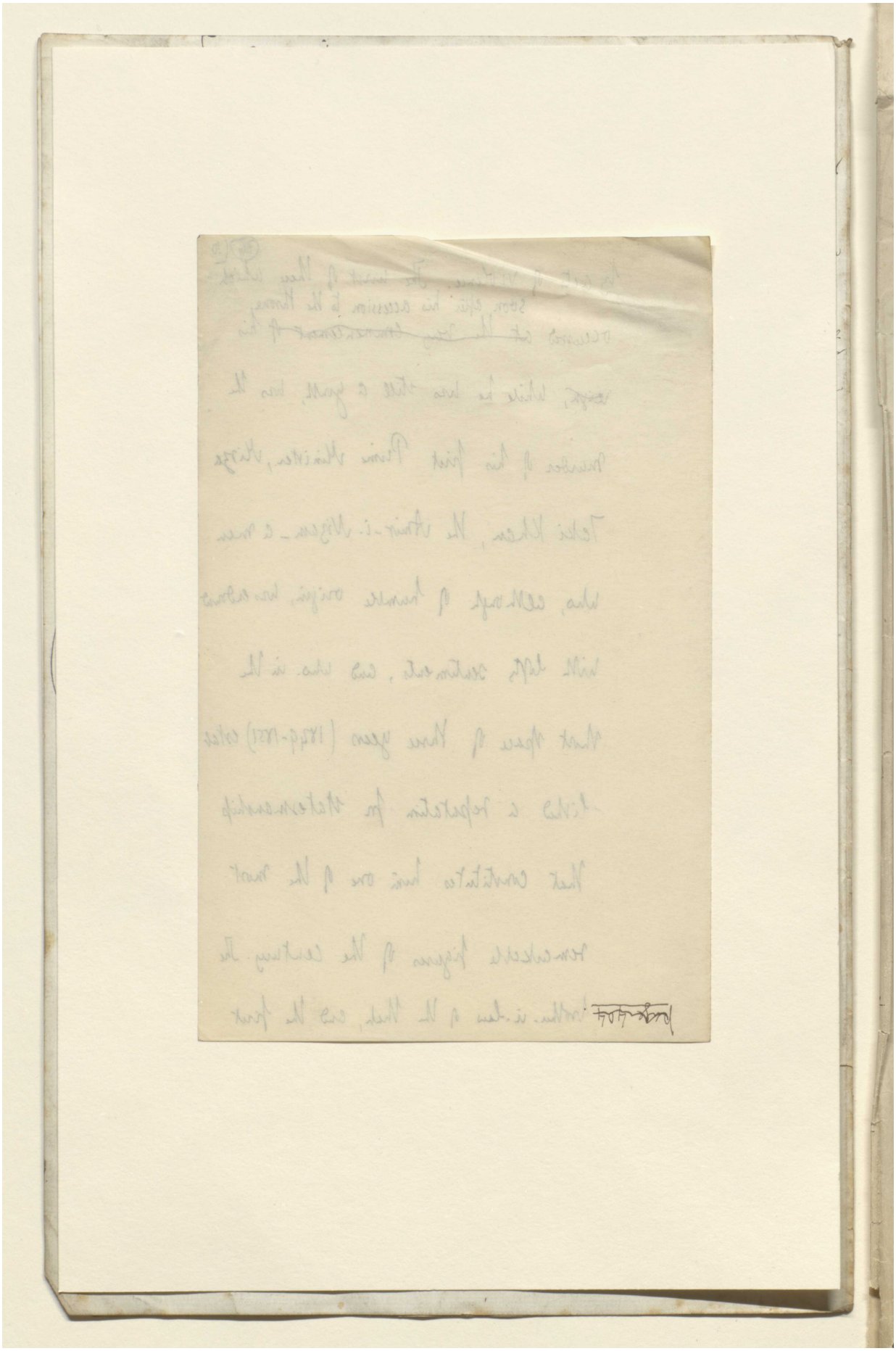

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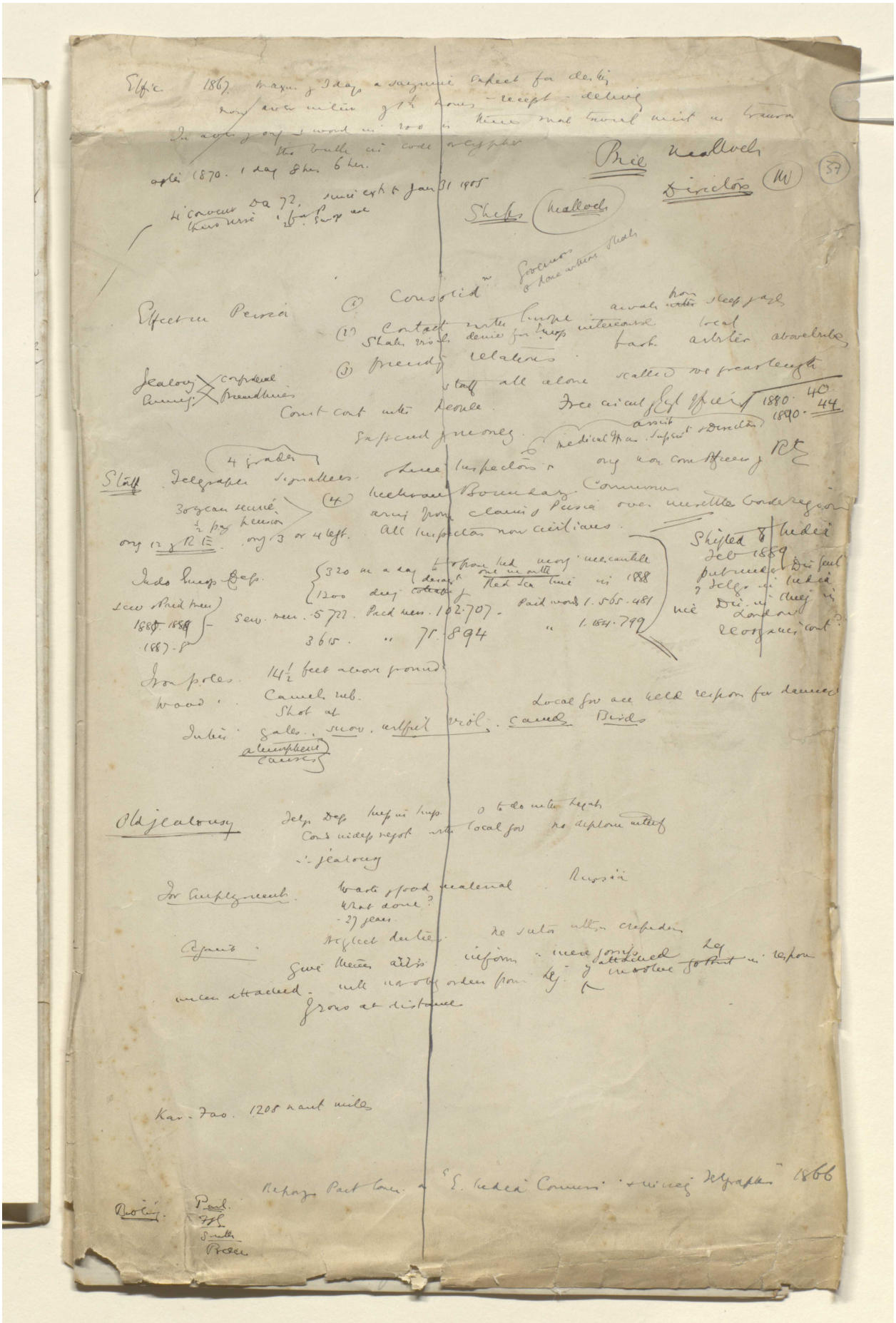

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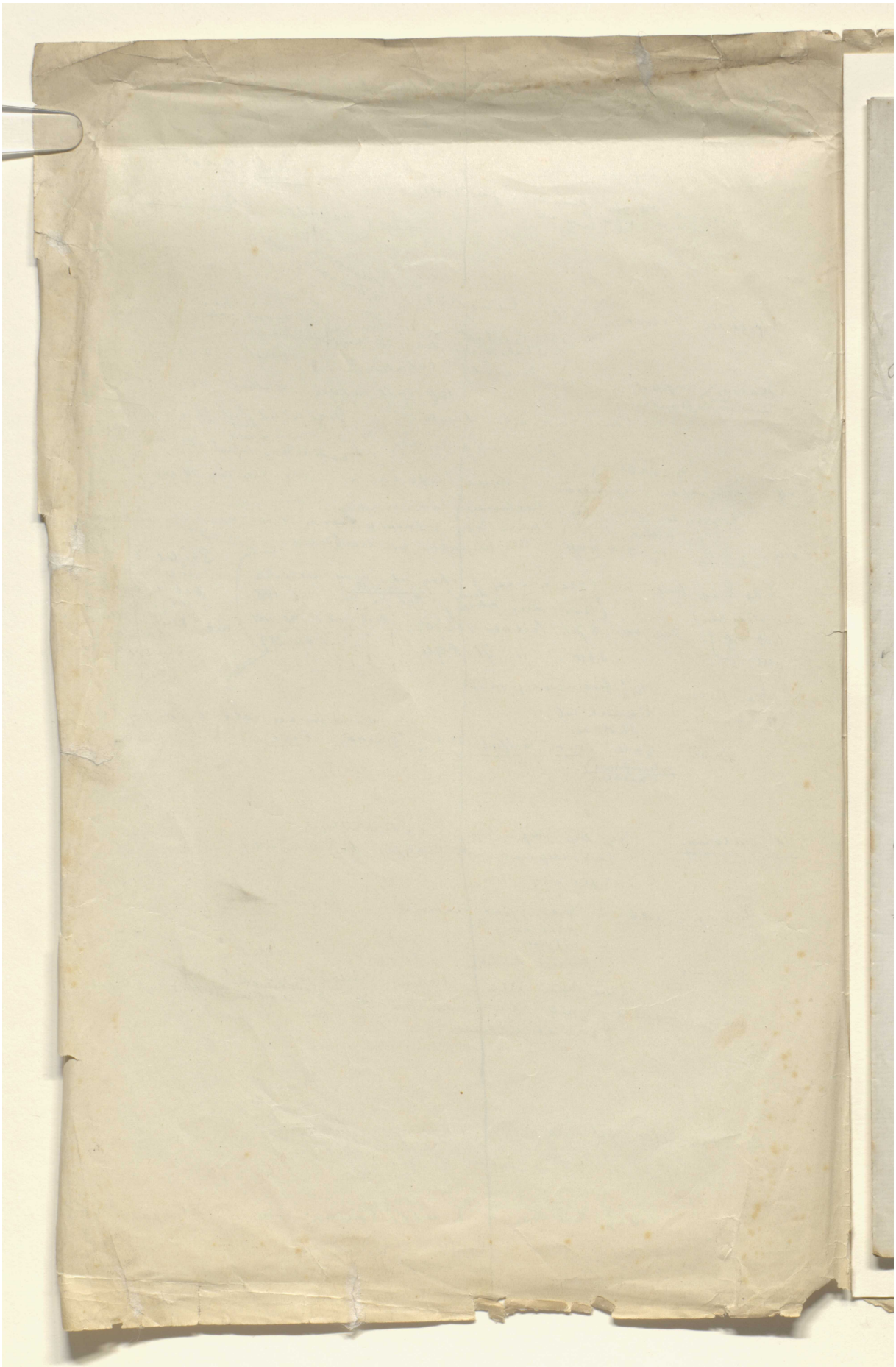

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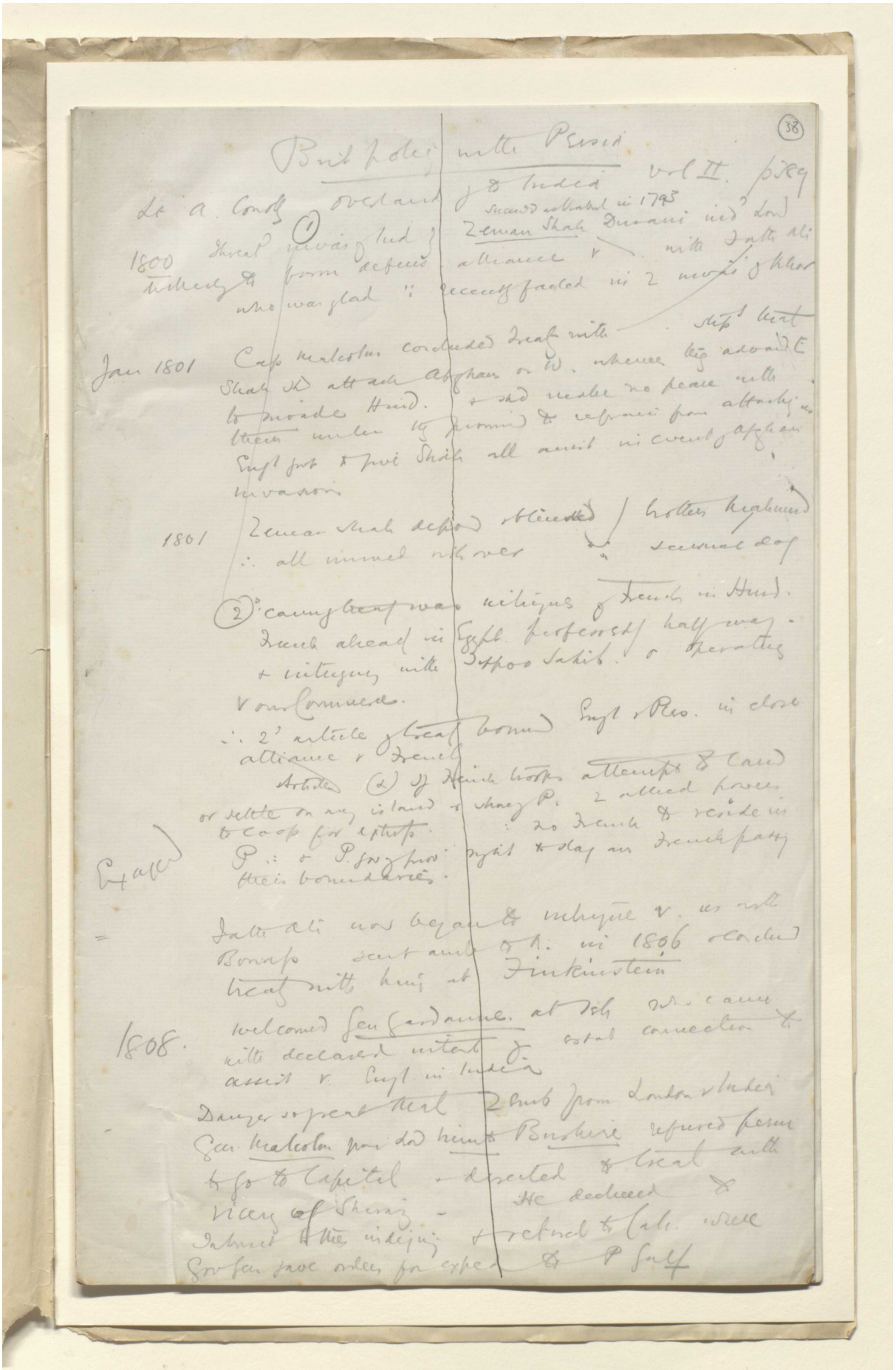

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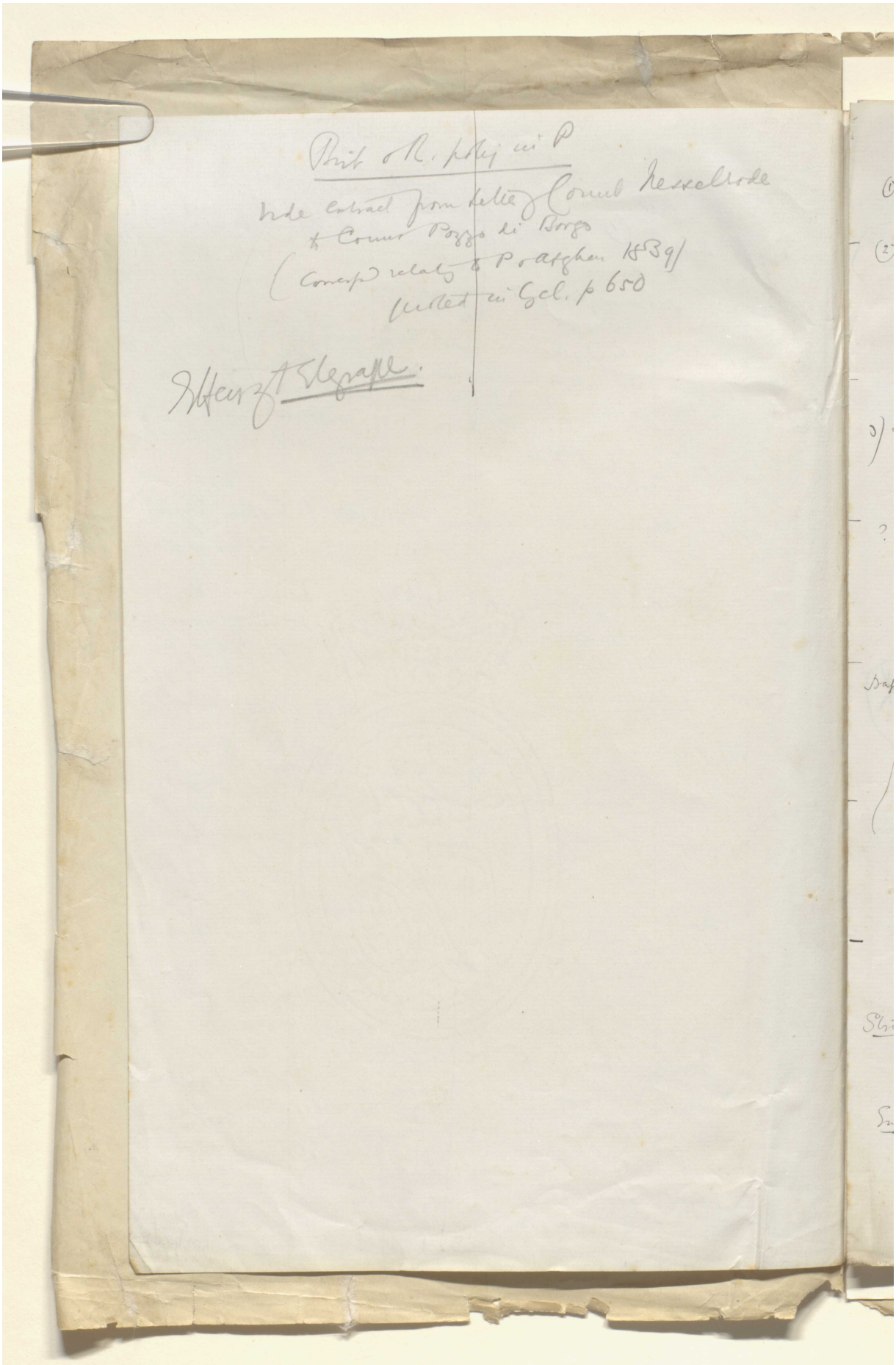

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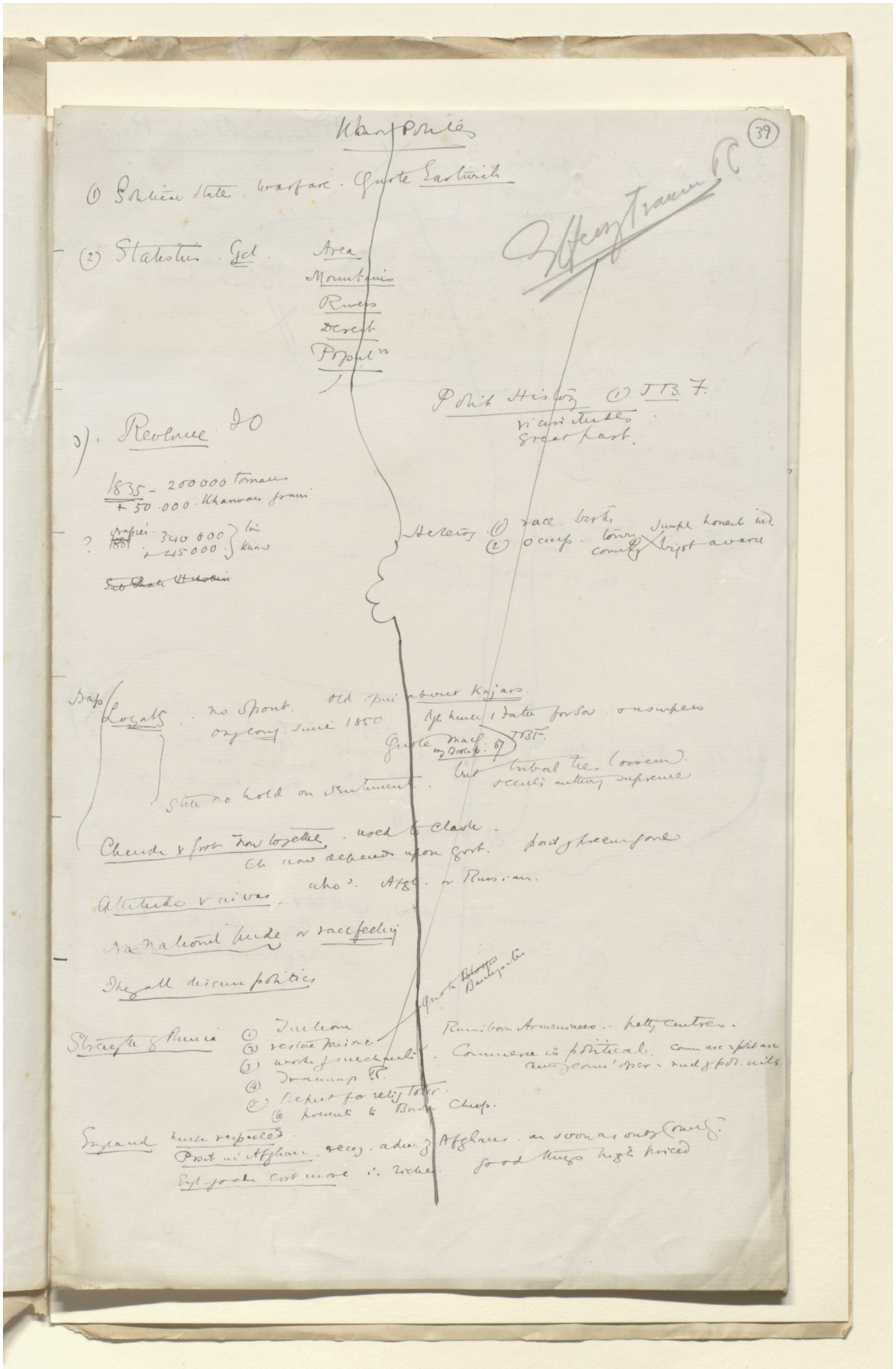

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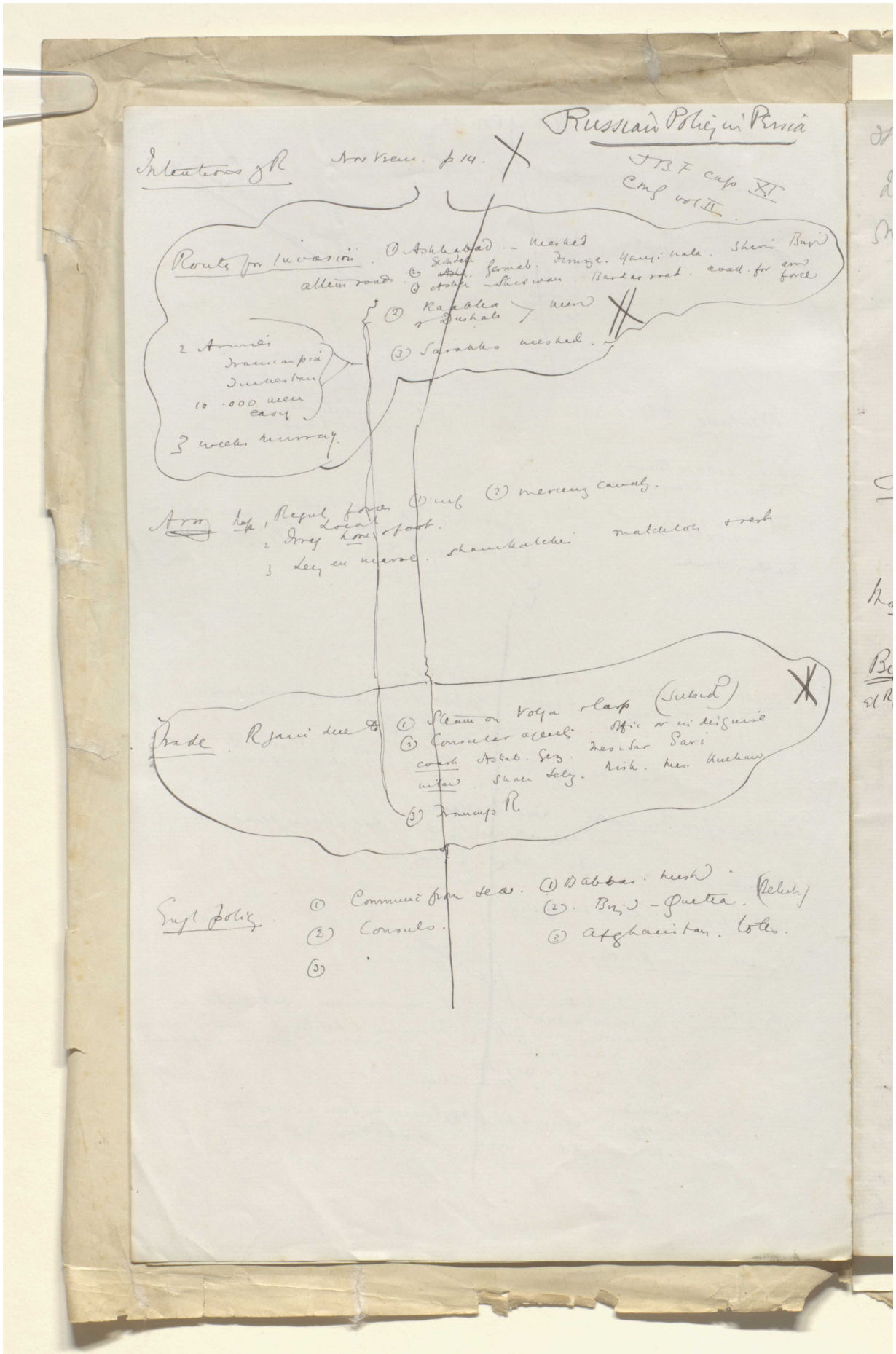

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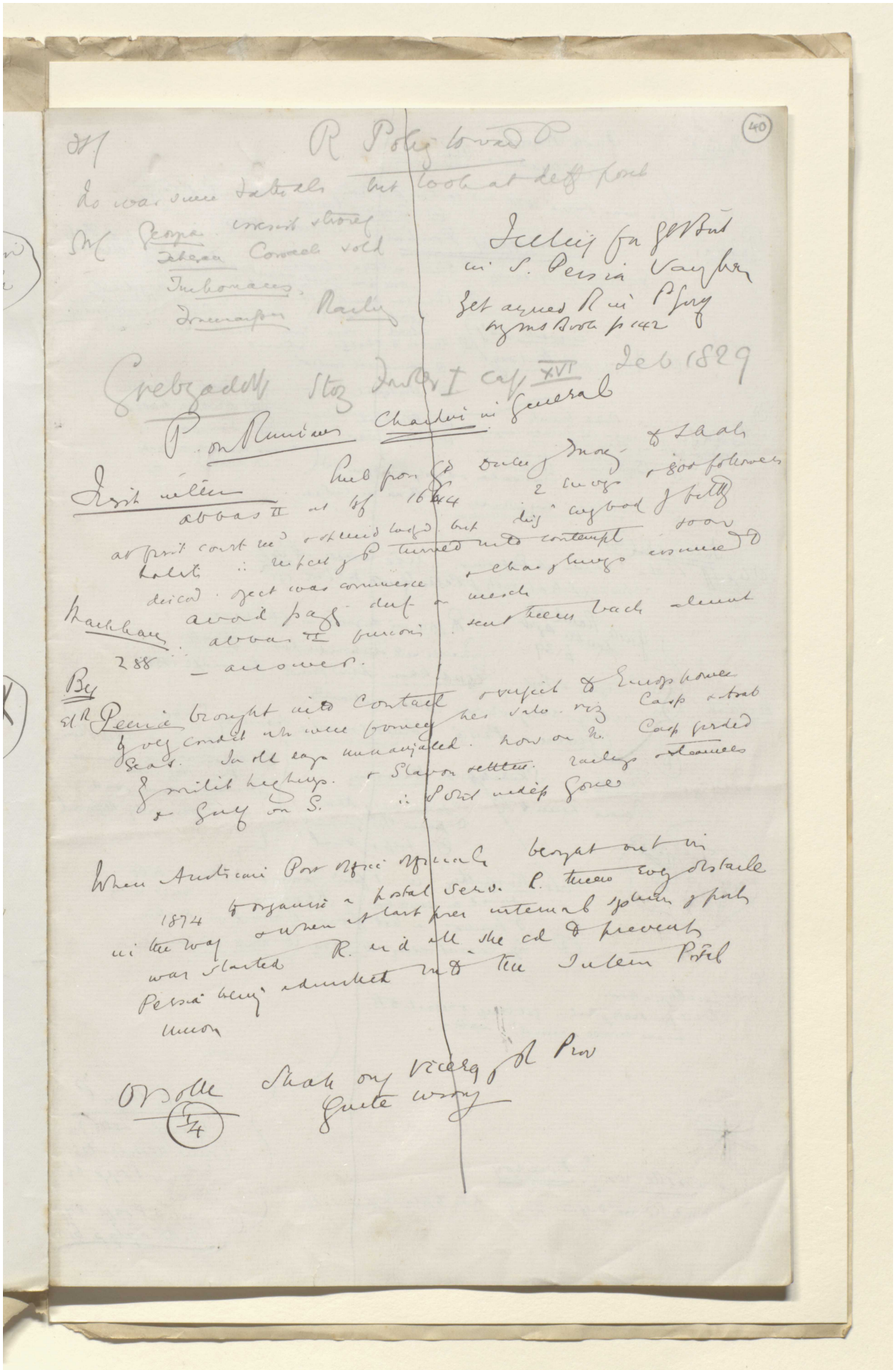

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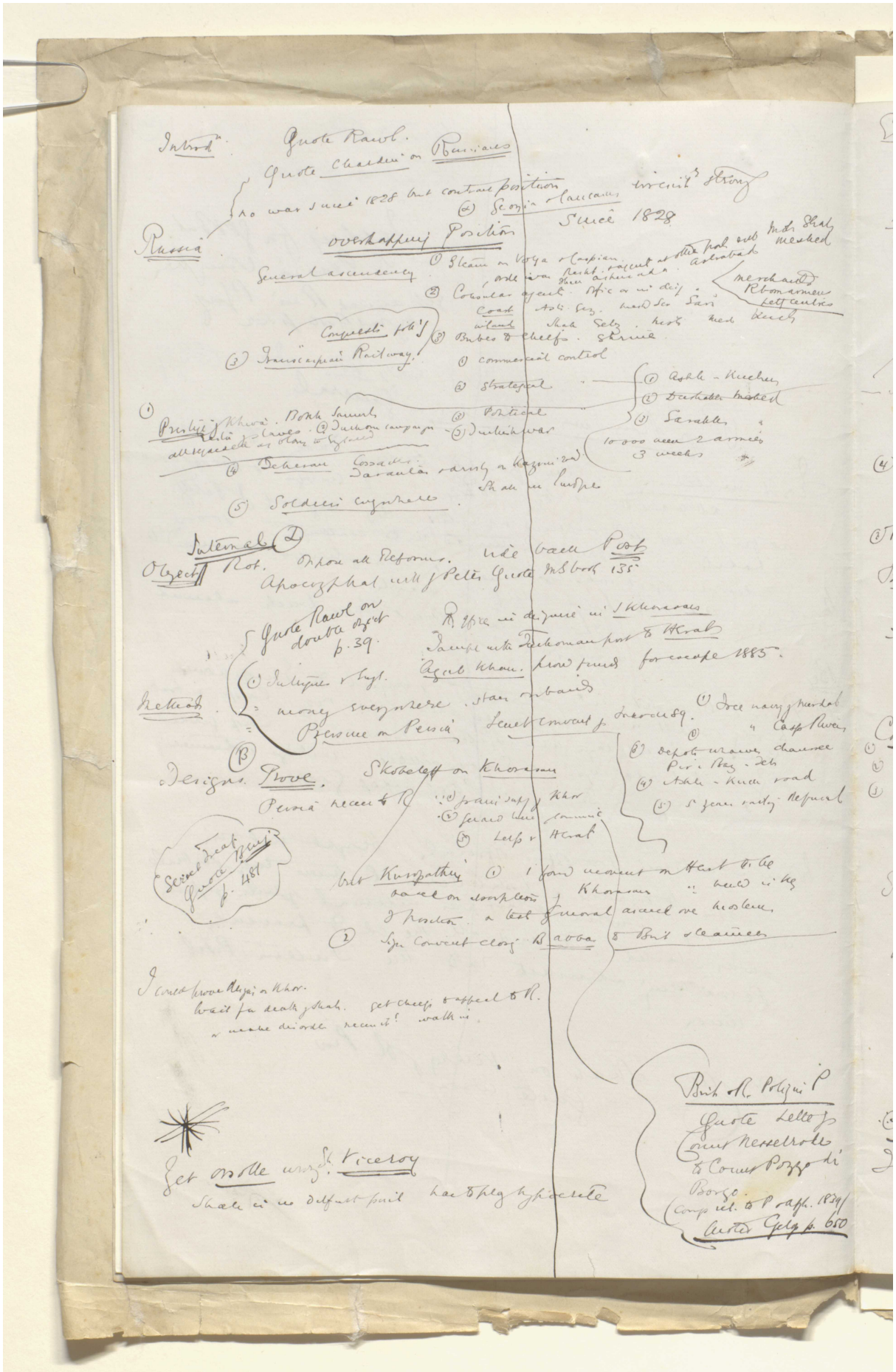

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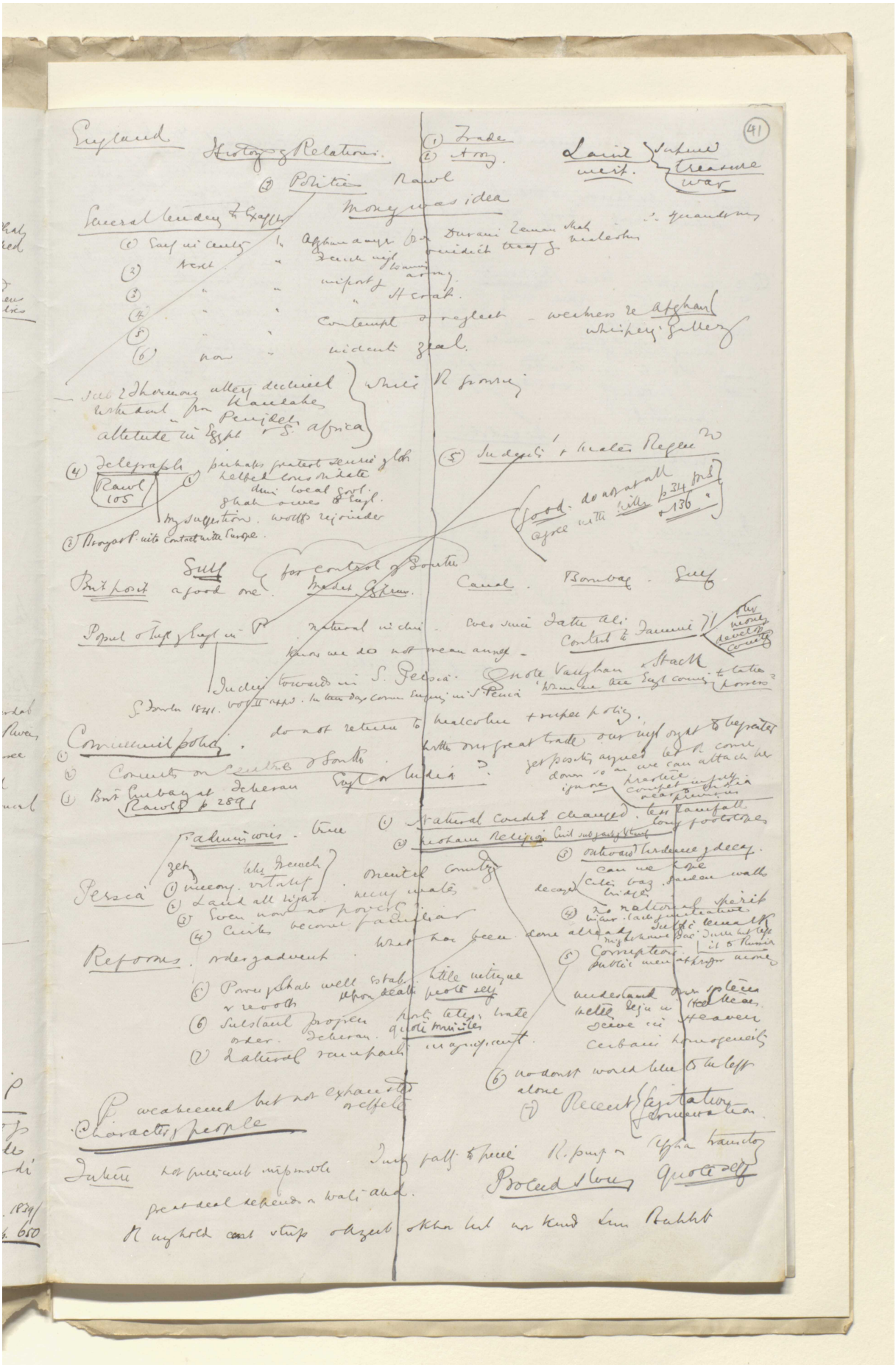

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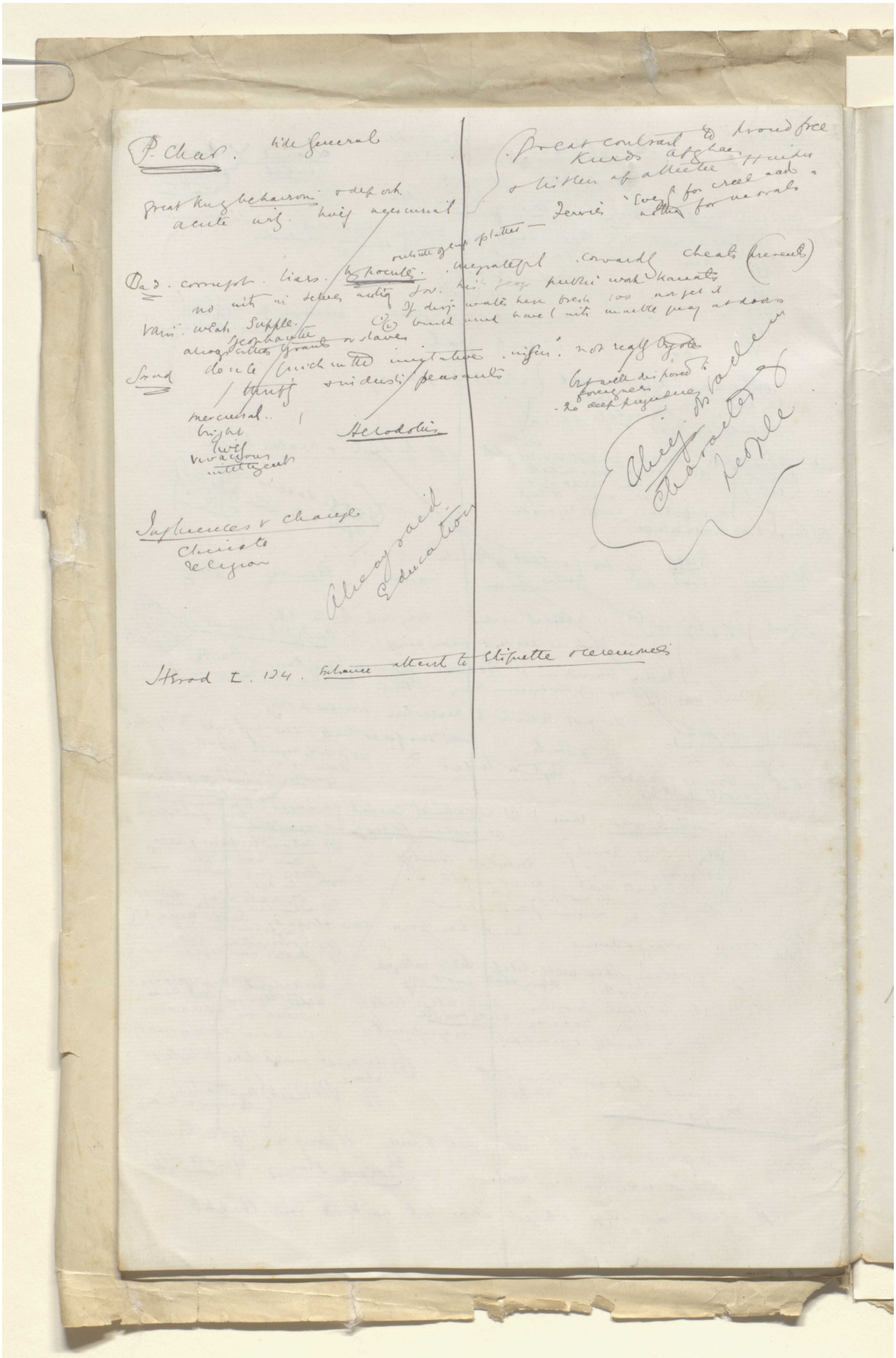

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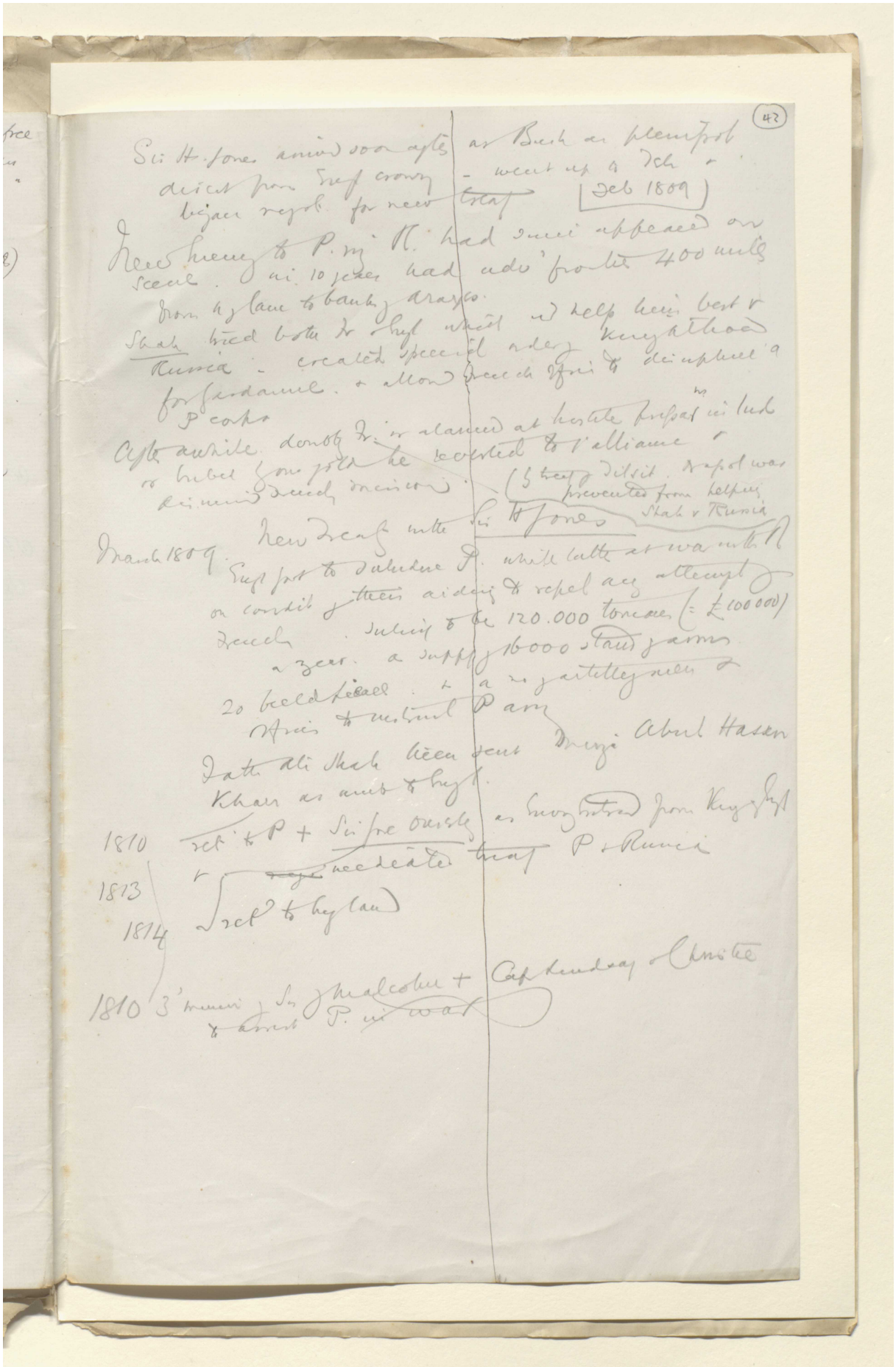

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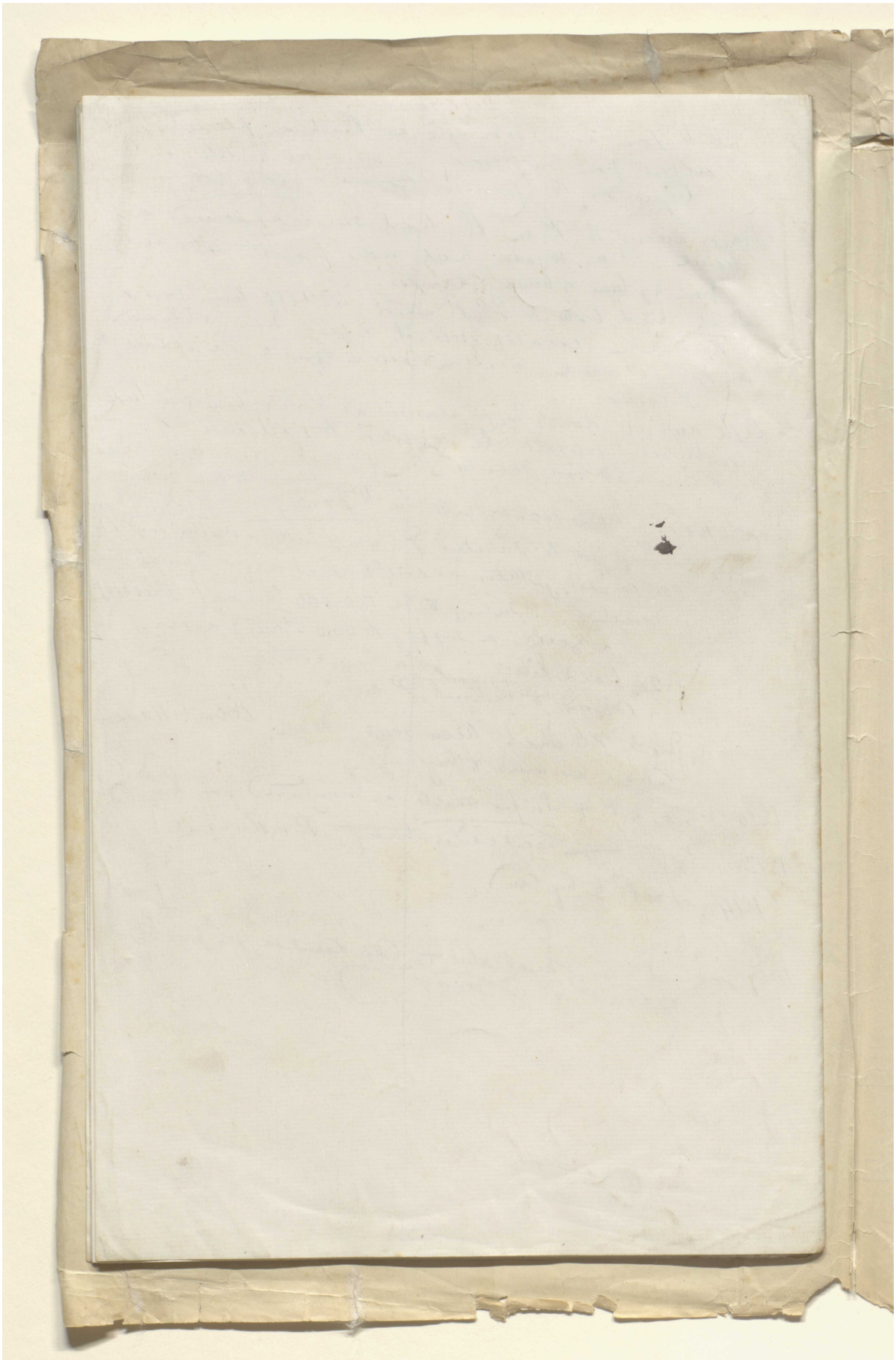

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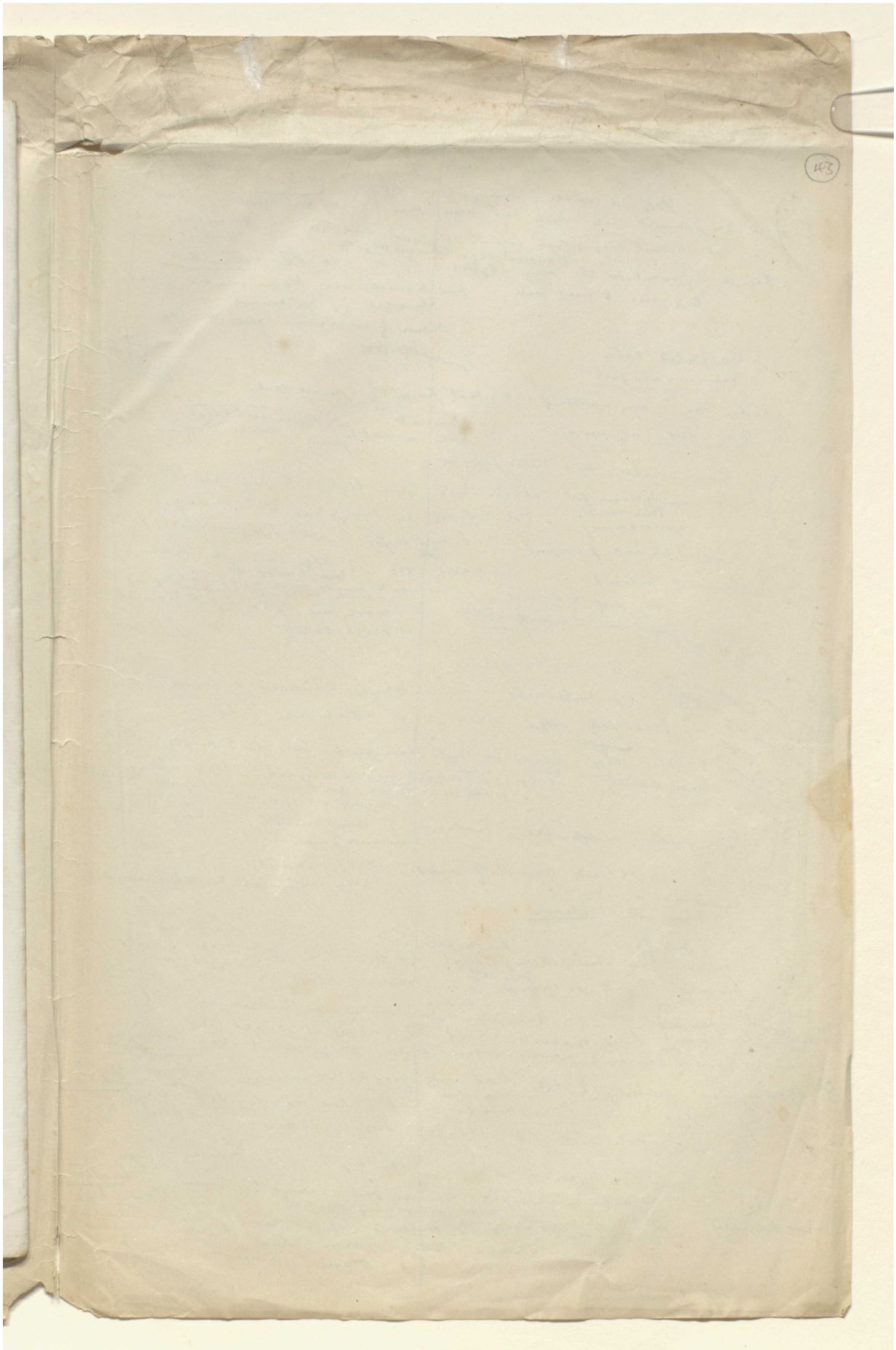

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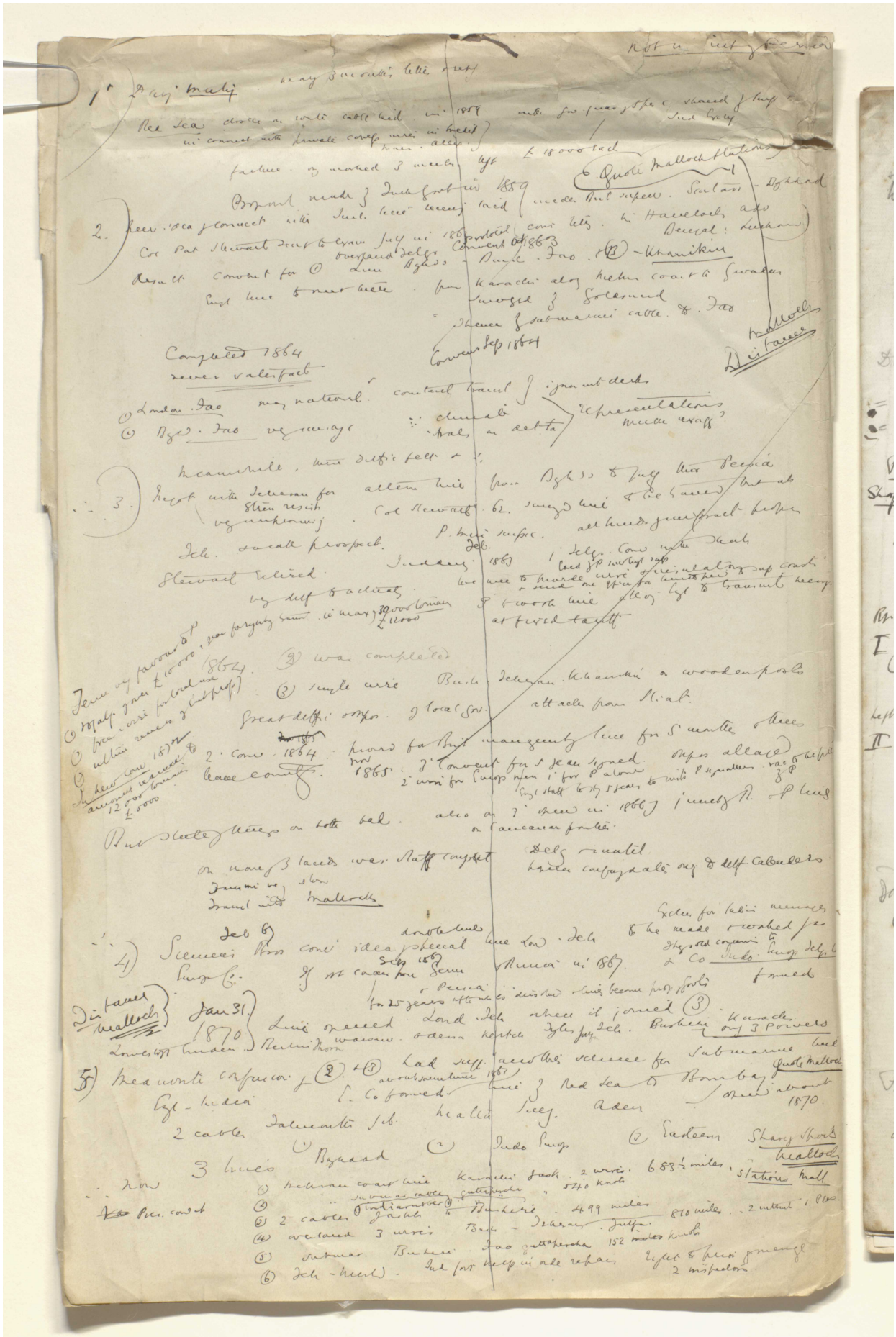

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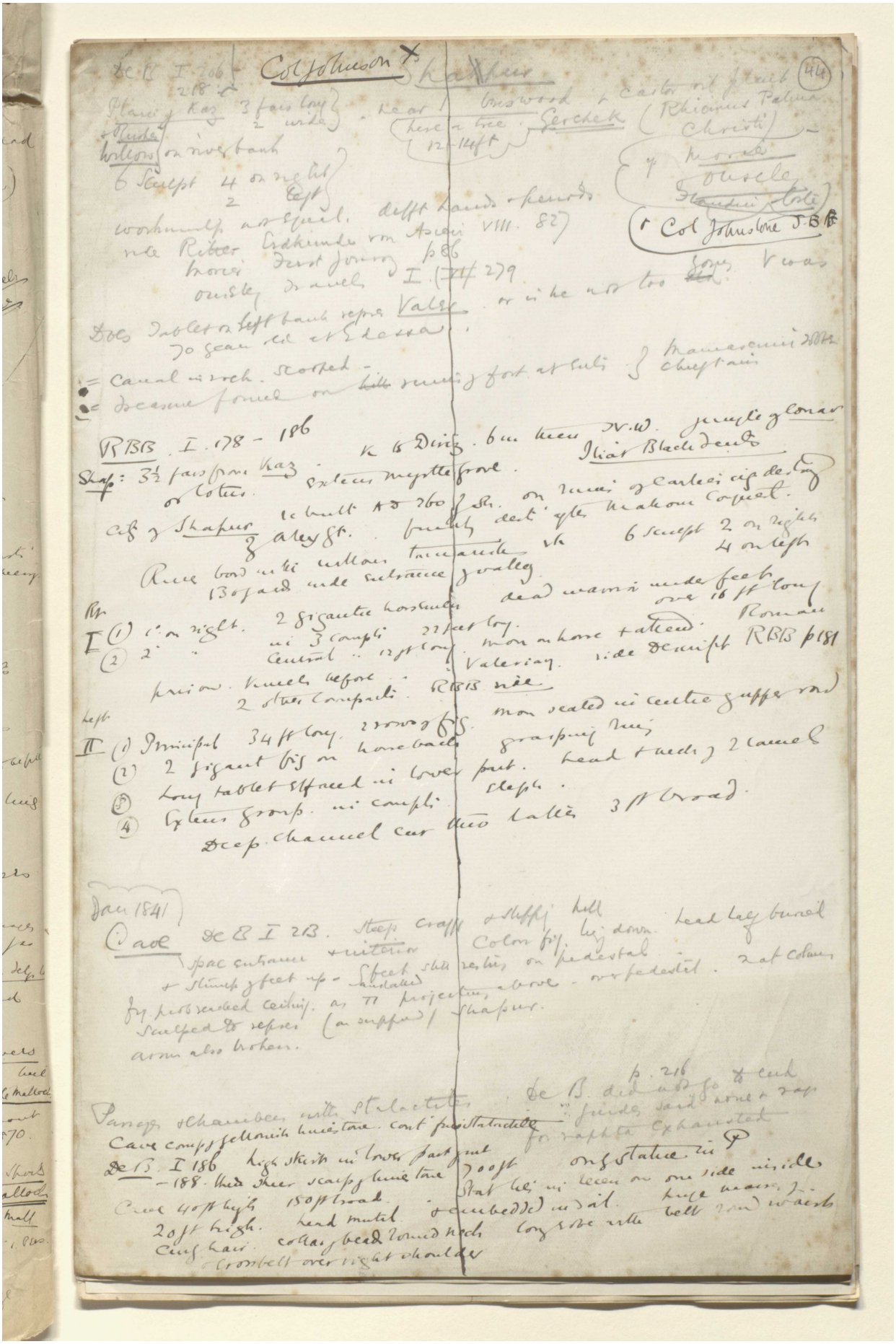

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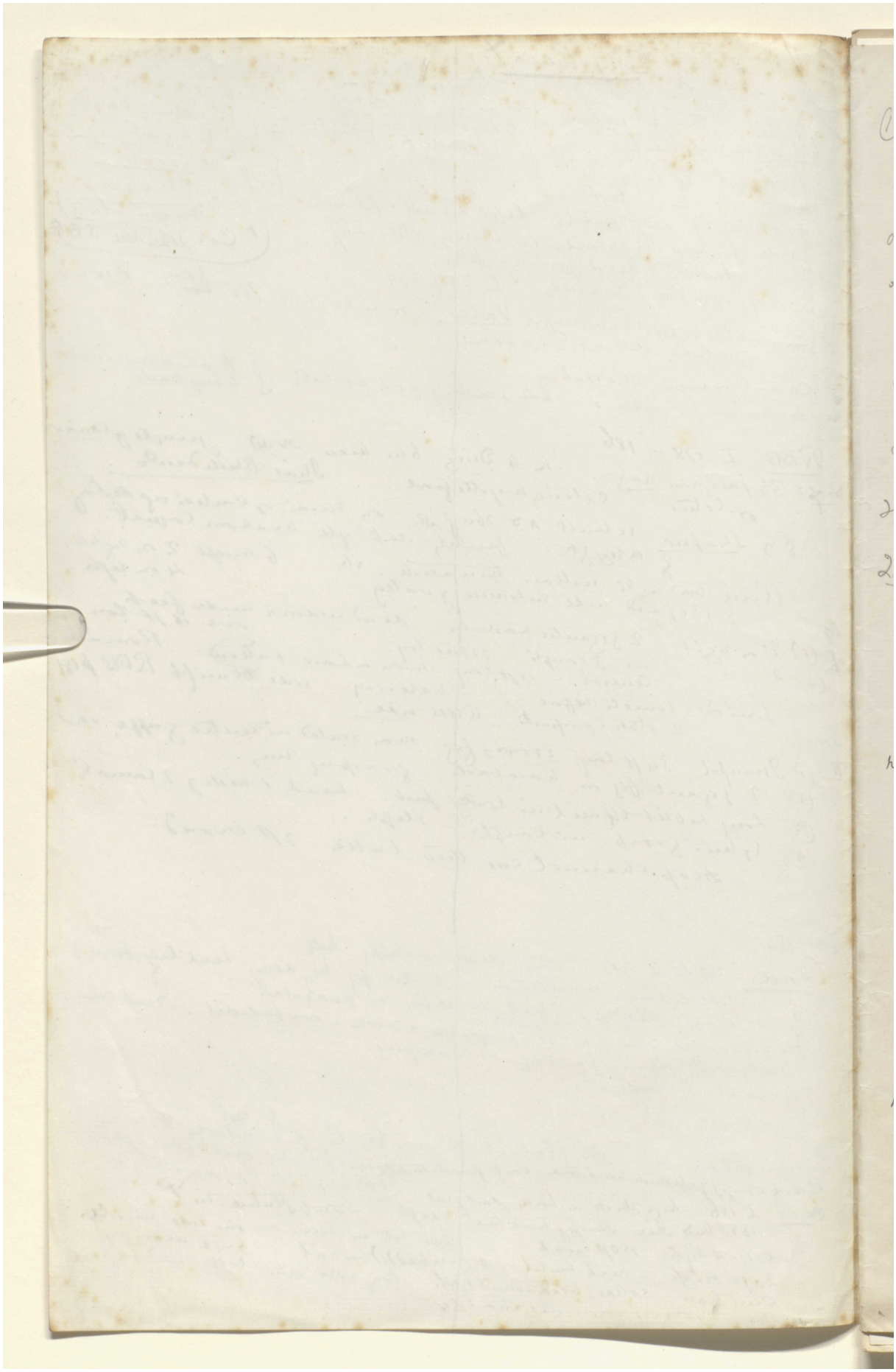

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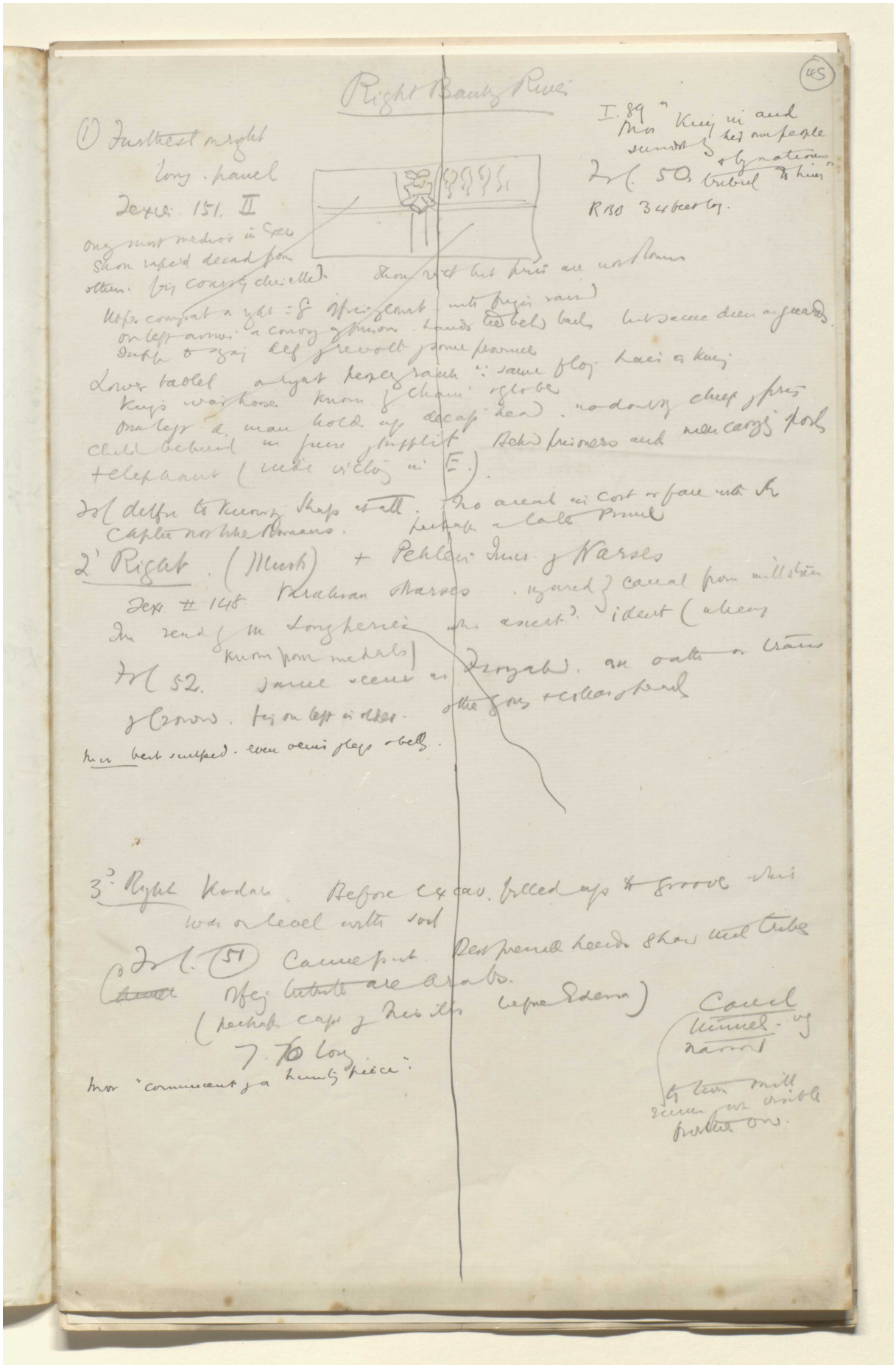

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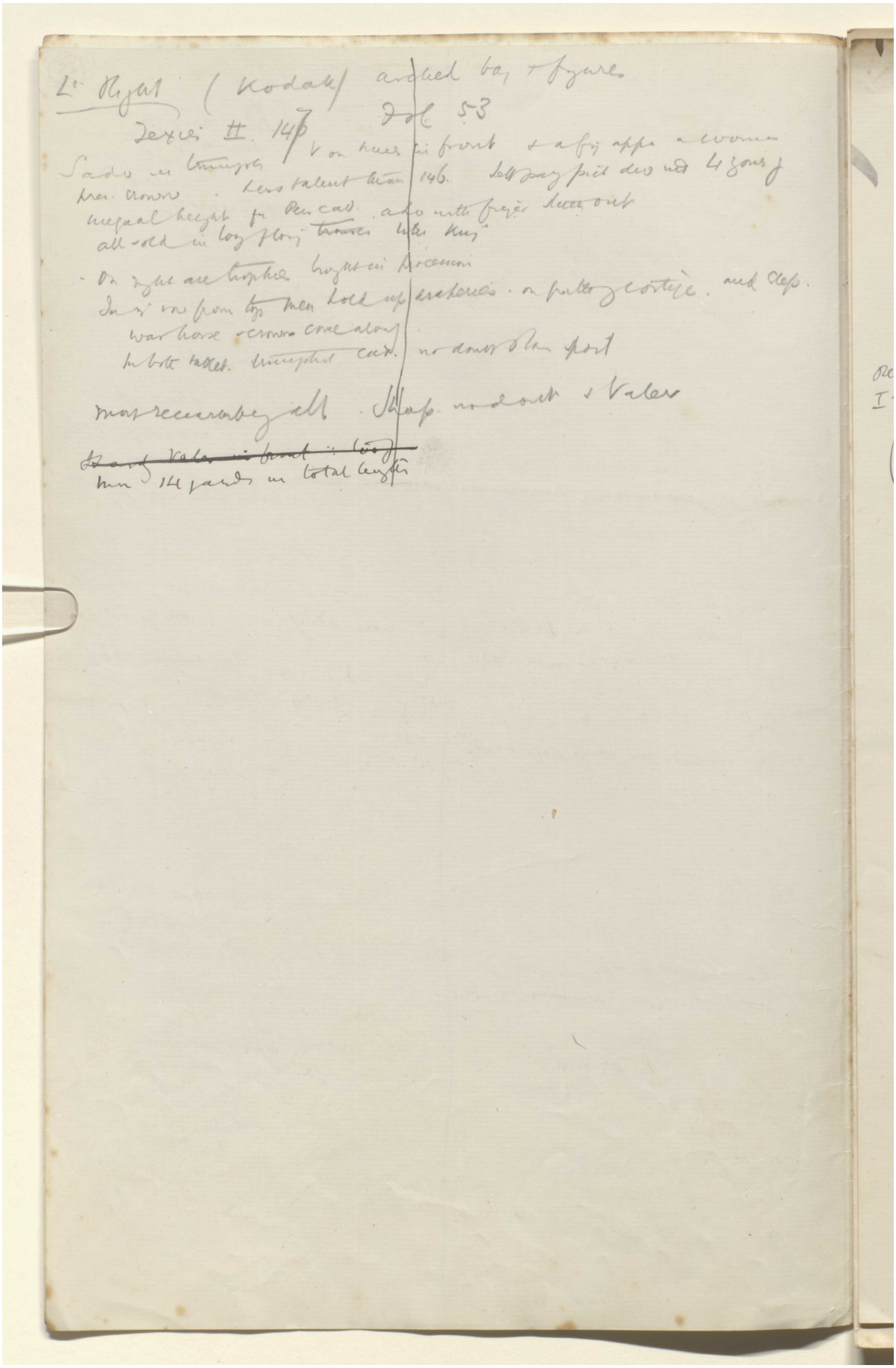

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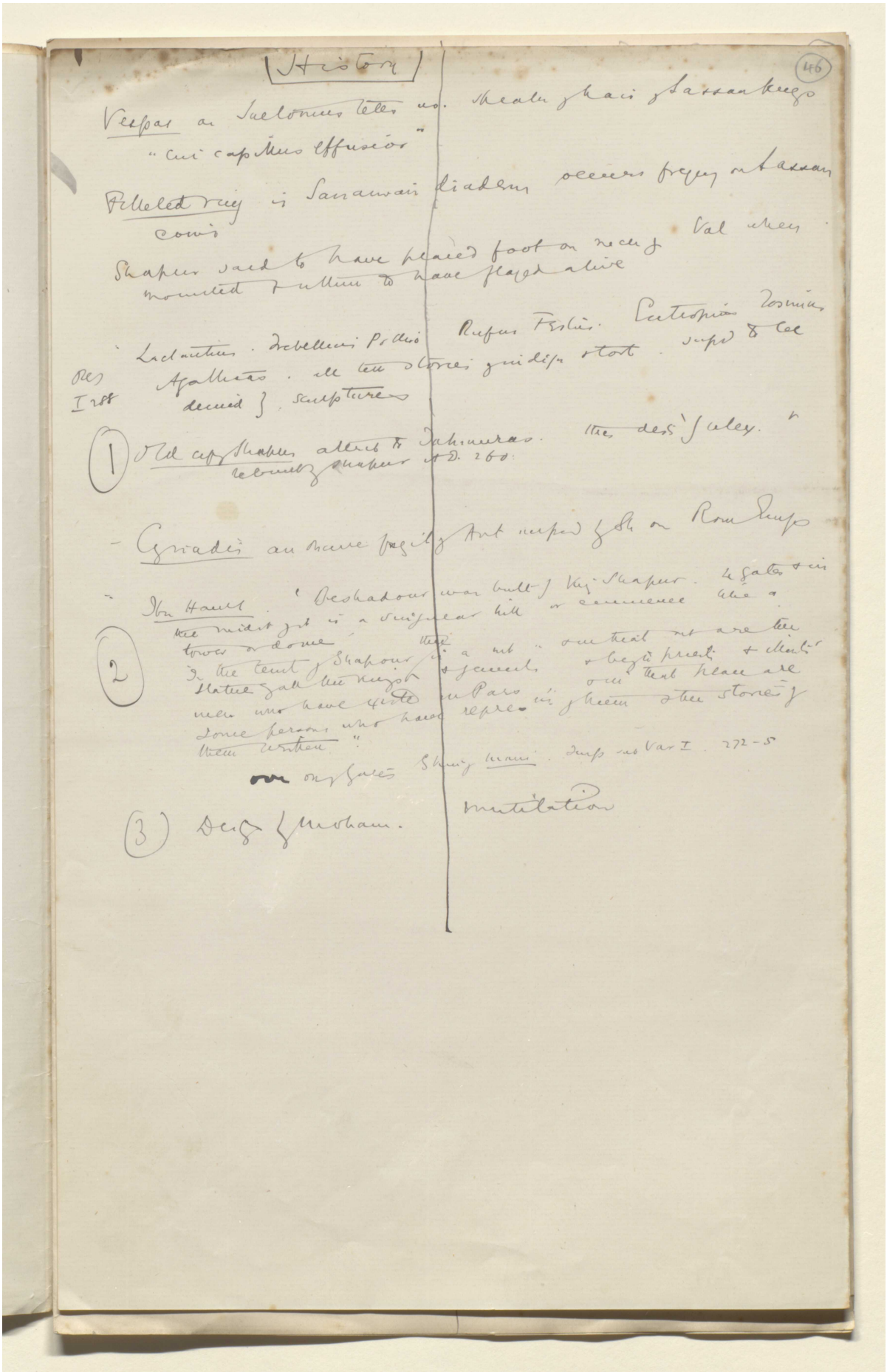

History

46

Vespas on Suetonius tetes us. Sheath of hair of Sassan kings
"cui capillus effusior"

Filleted ring in Sassanian diadem occurs freqy on Sassan coins

Shapur said to have placed foot on neck of Val when mounted & ultim to have flayed alive

Lactantius. Trebellius Pollio Rufus Festus. Eutropius Zosimus Agathias. all ten stories of indign & tort. supd to be denied by sculptures

Res I 288

(1) Old cap of Shapur attrib to Jahimuras. the desc of Celex. & rebuilt by Shapur A.D. 260.

- Cyriades an obscure fragility Ant impd by Sh on Rom Imps

- Ibn Haukl. 'Beshadour was built by King Shapur. 4 gates & in the midst of it is a singular hill or eminence like a tower or dome.

(2) In the tent of Shapour this is a mt. on that mt are the statues of all the kings & generals & high priests & ministers men who have existed in Pars. on that place are some persons who have represent them & the stories of them written."

on one of gates Shing mani. Imps sub Var I. 272-5

(3) Design of Moham. mutilation

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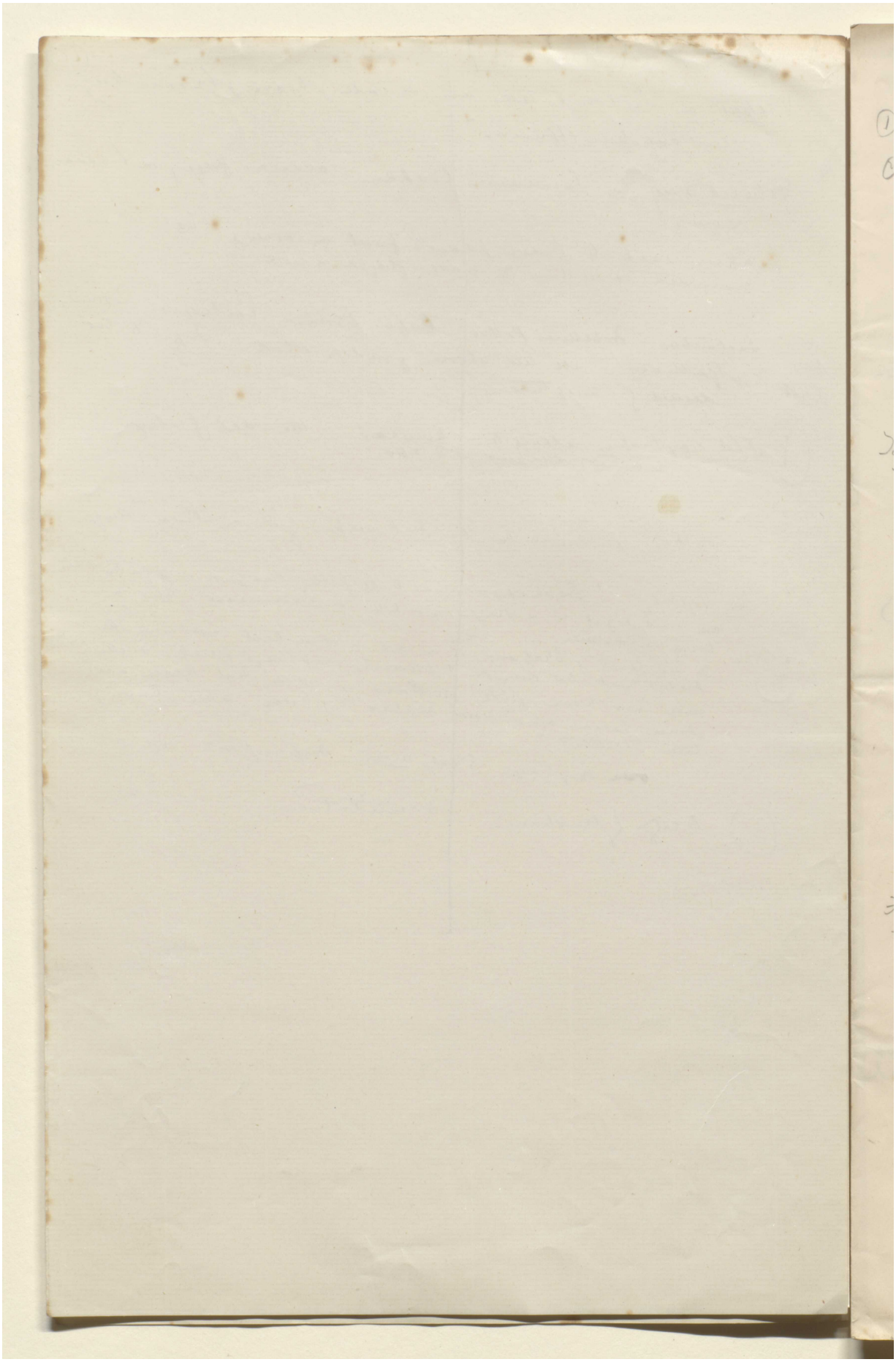

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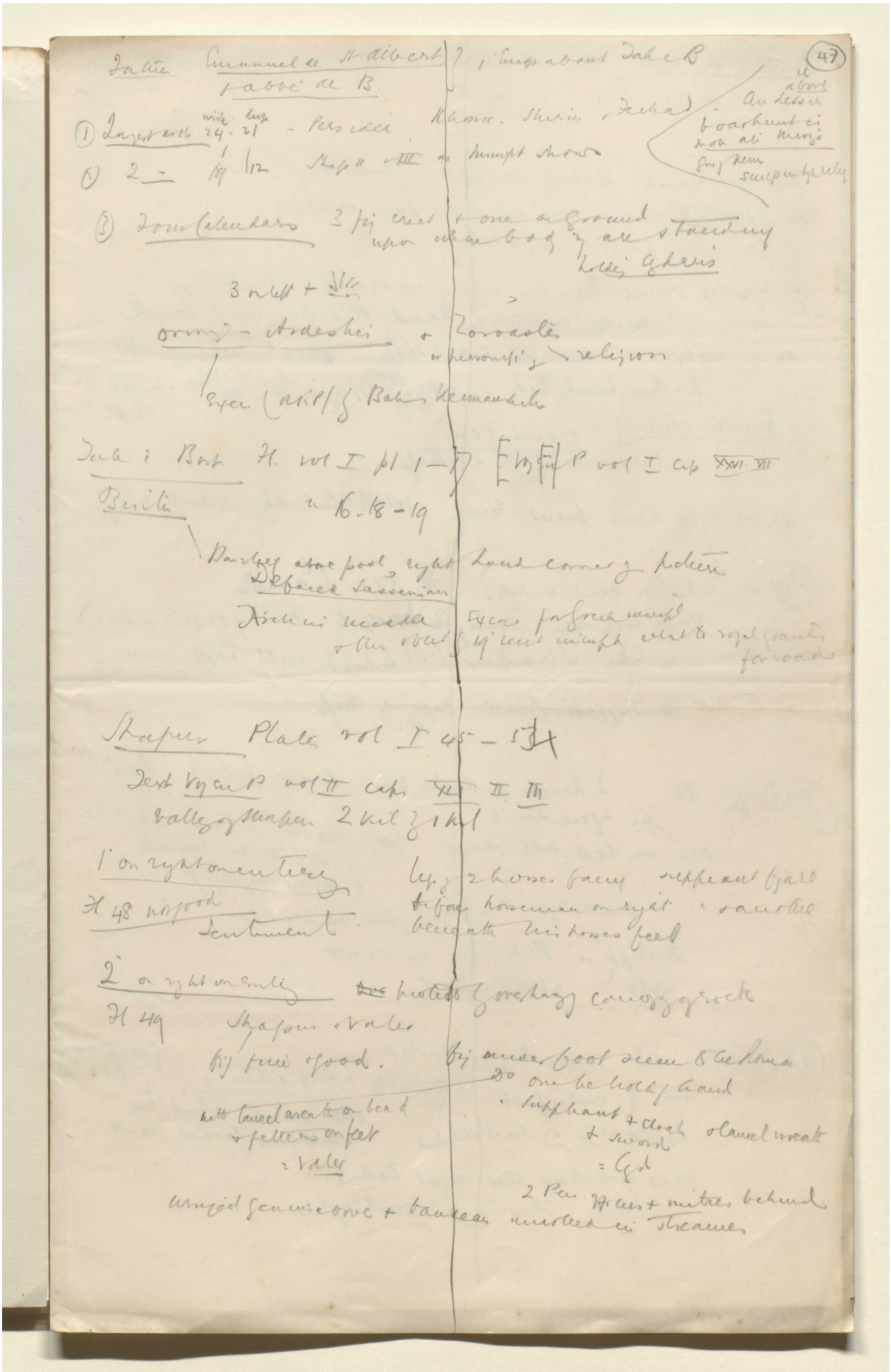

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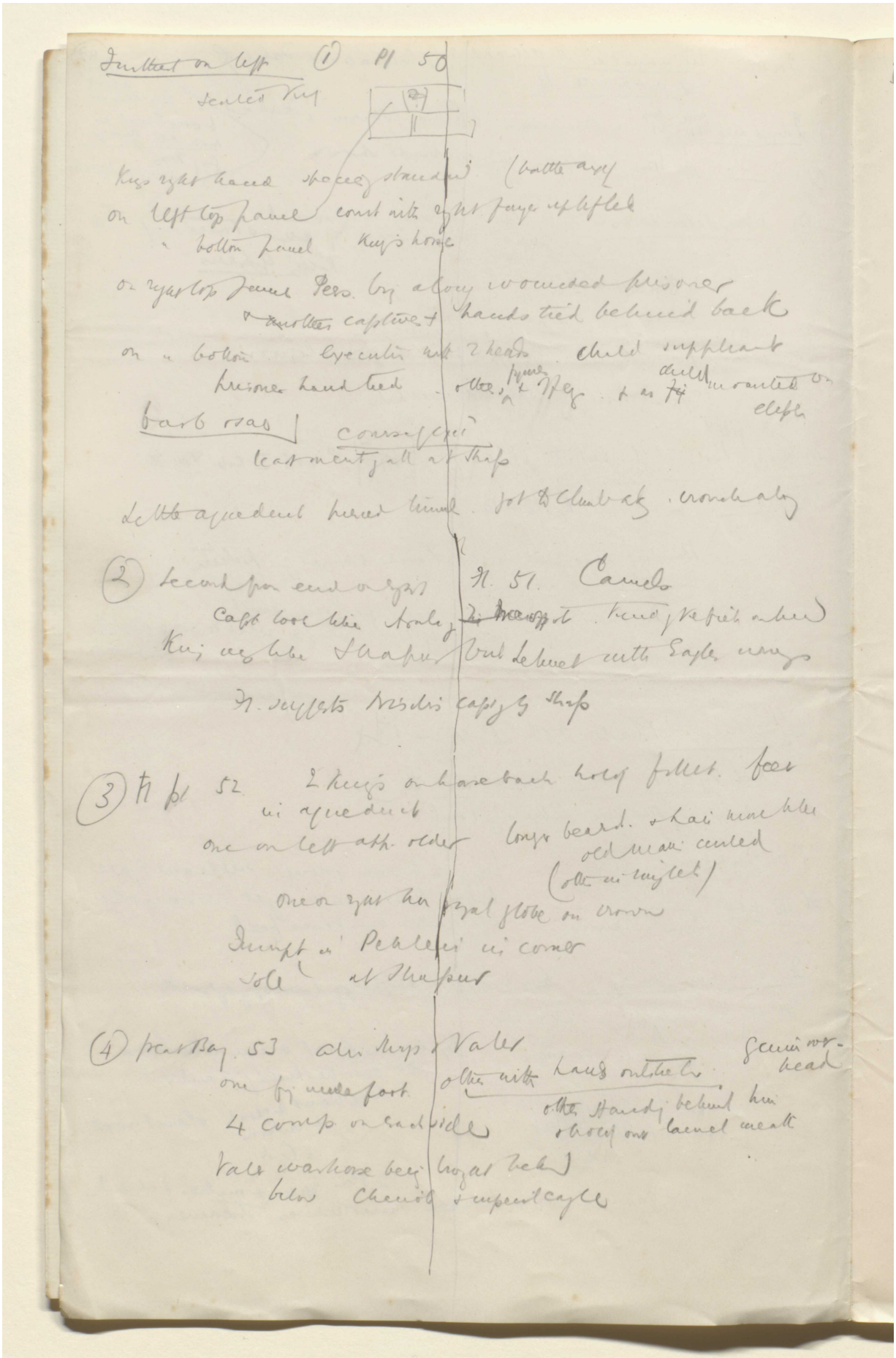

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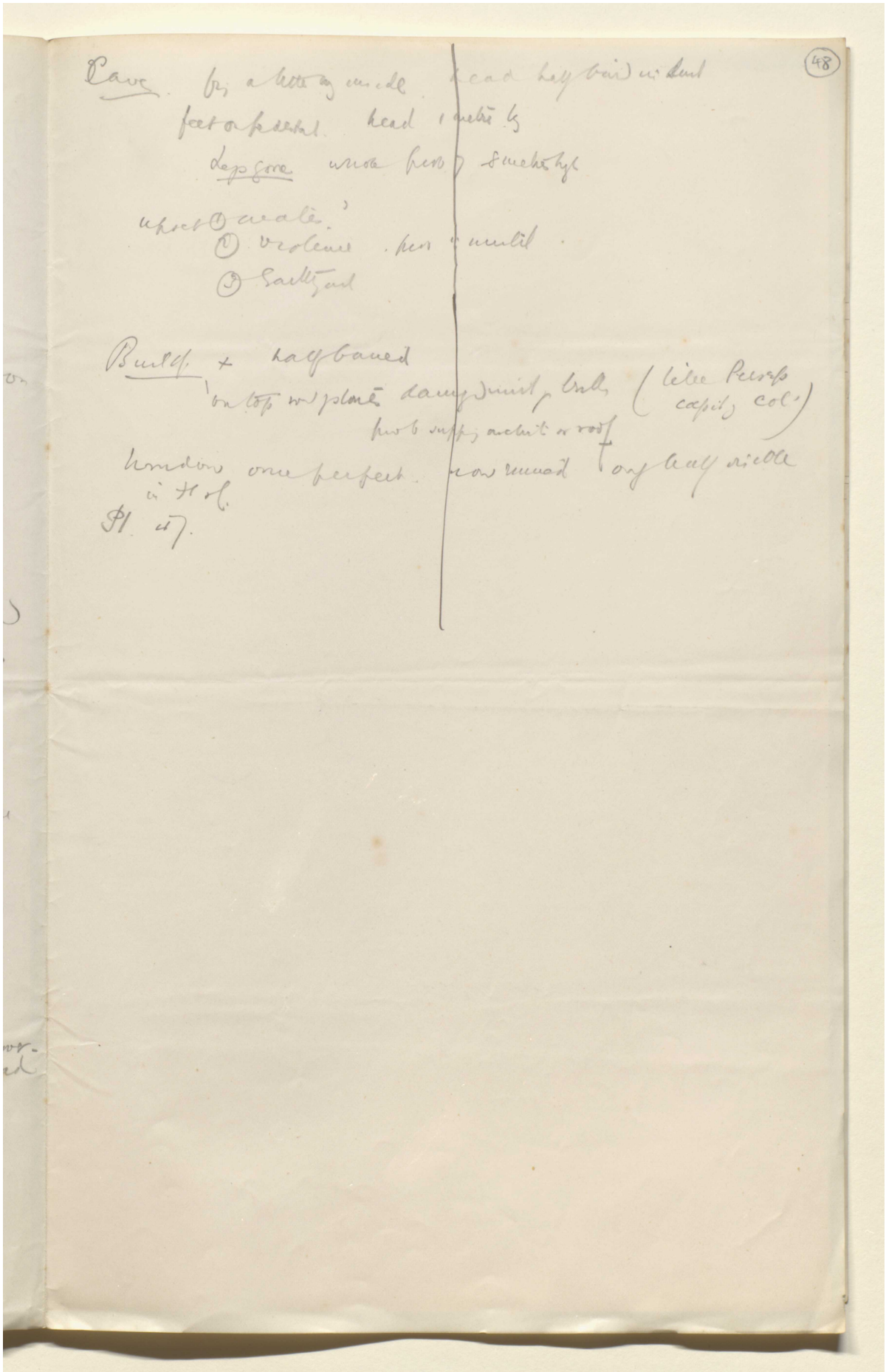

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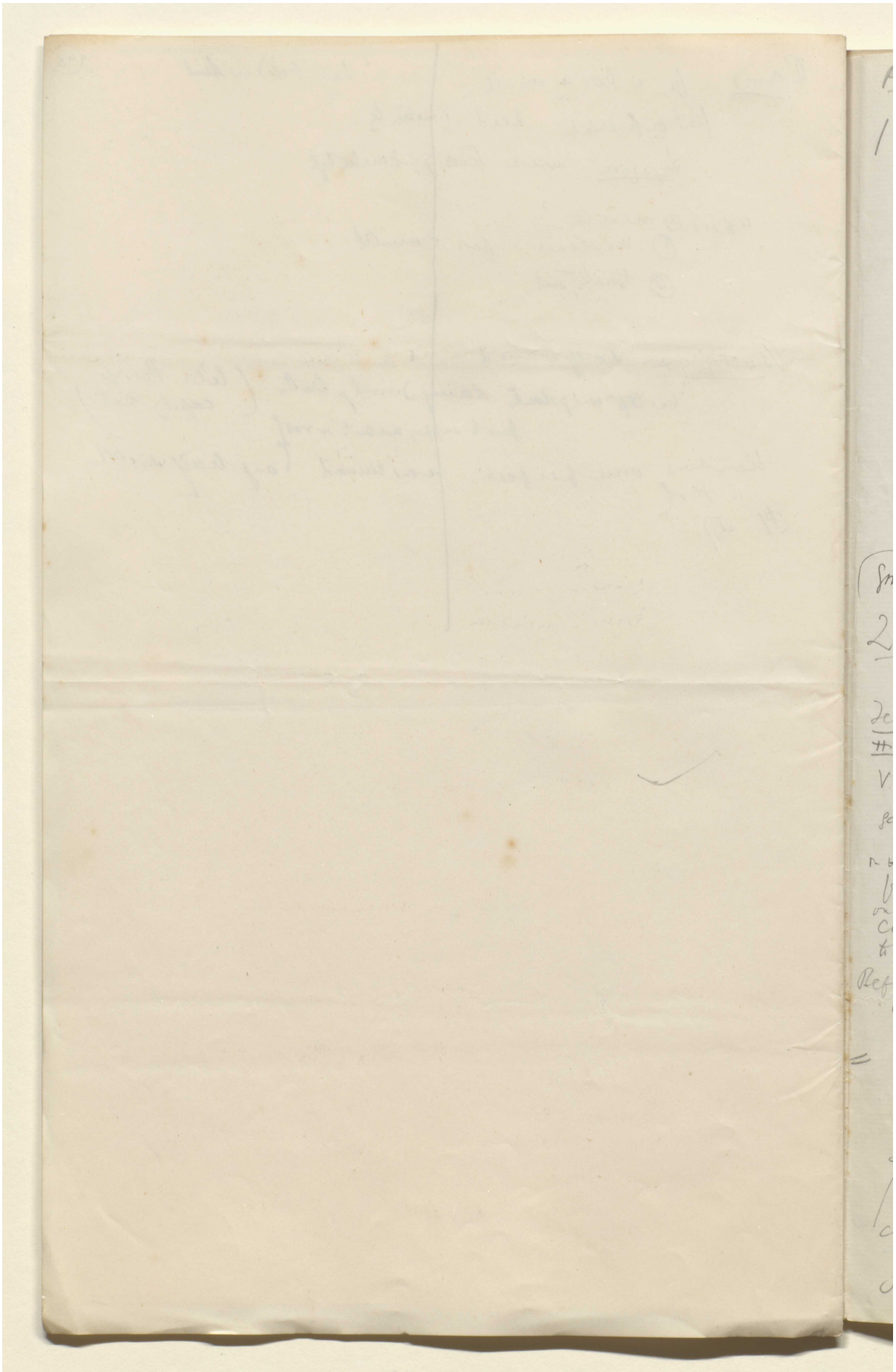

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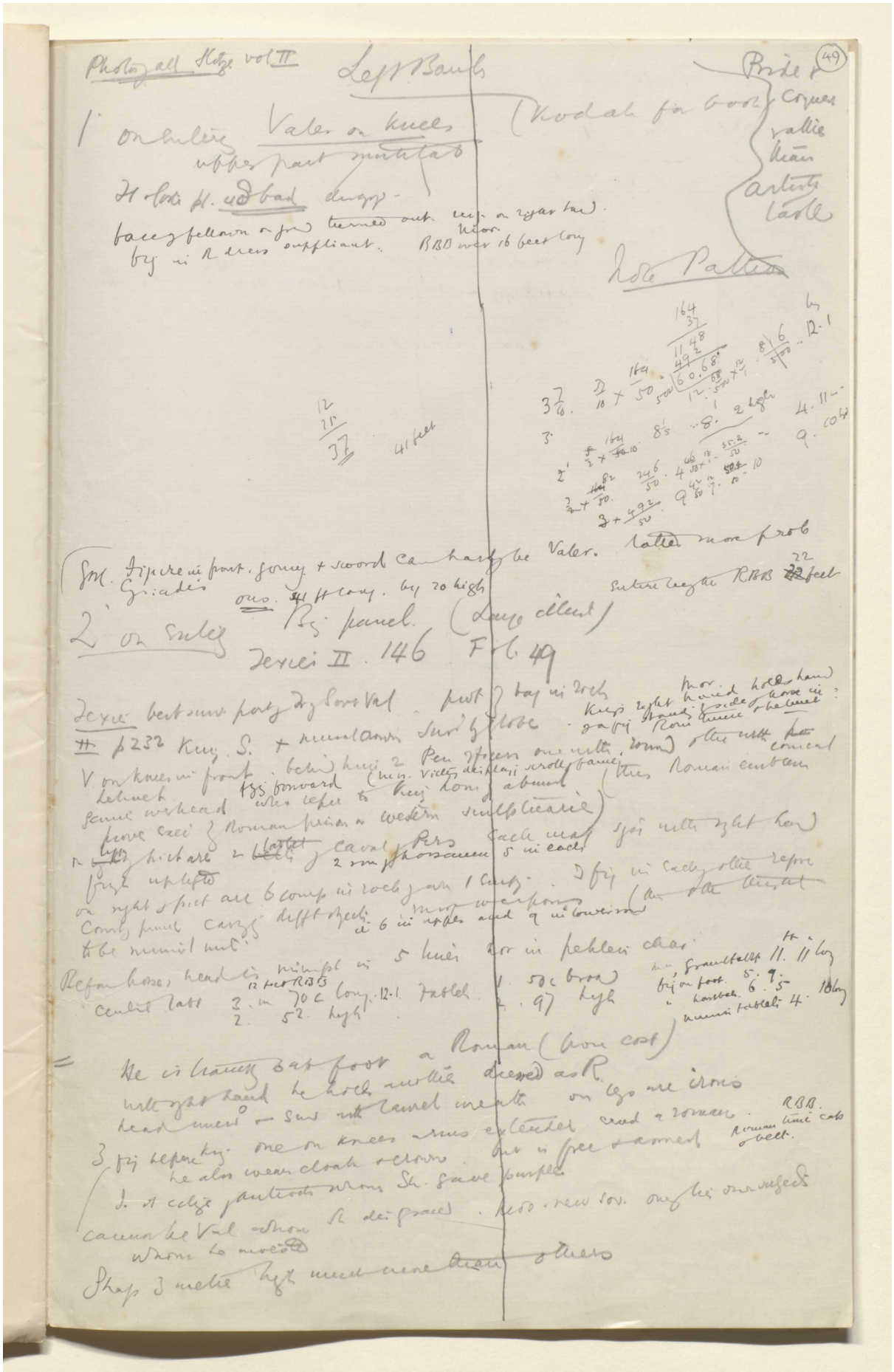

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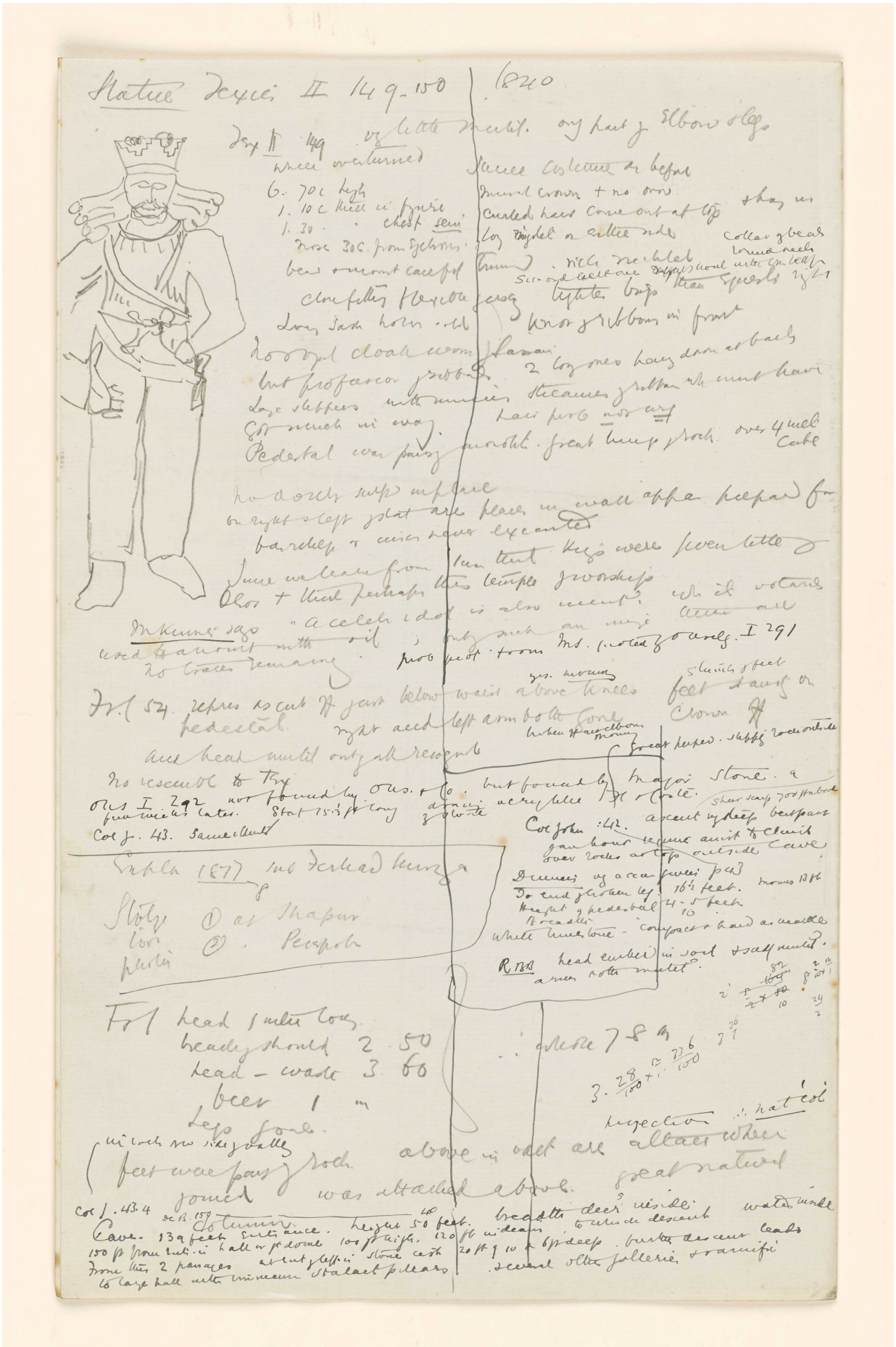

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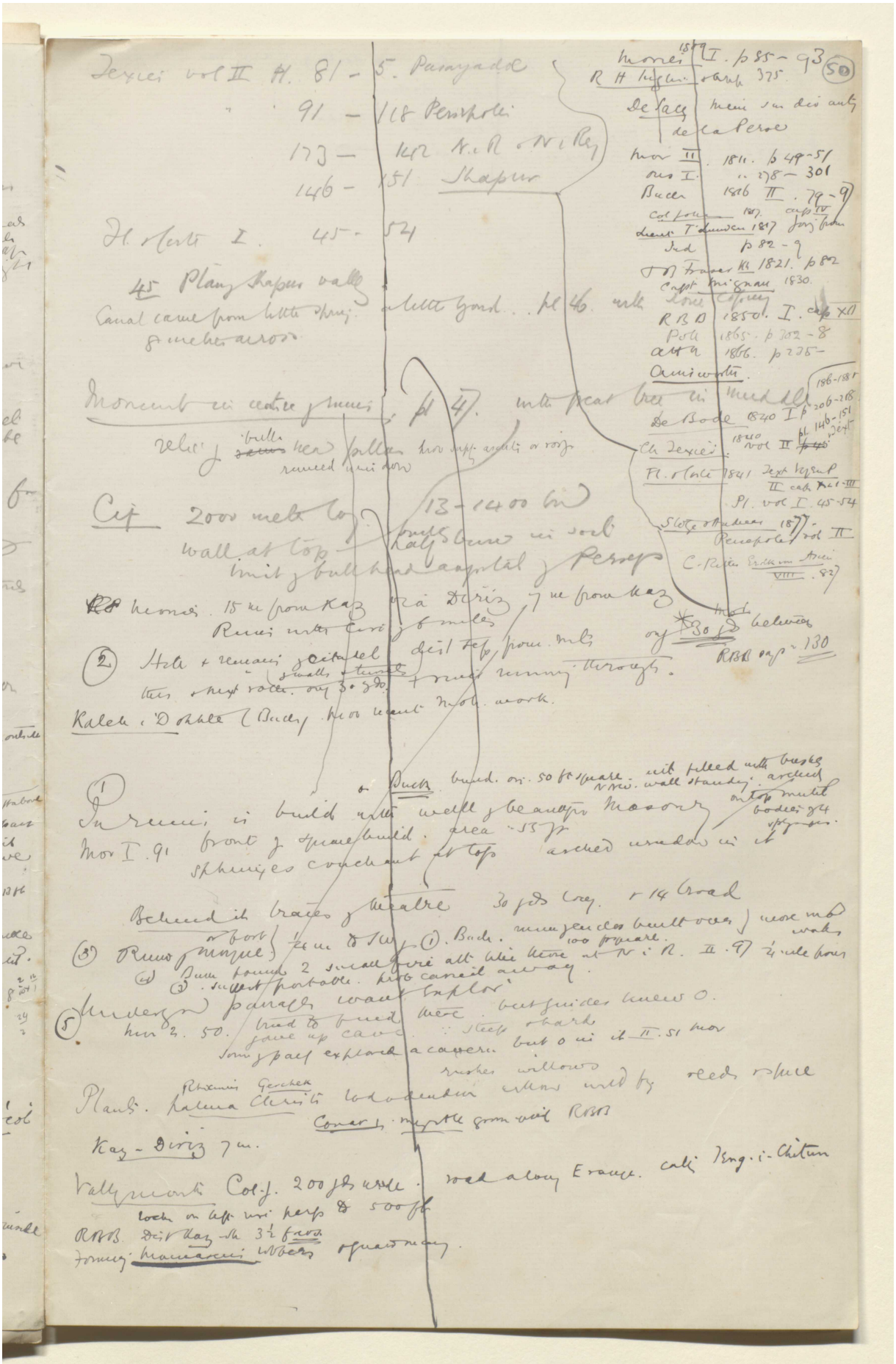

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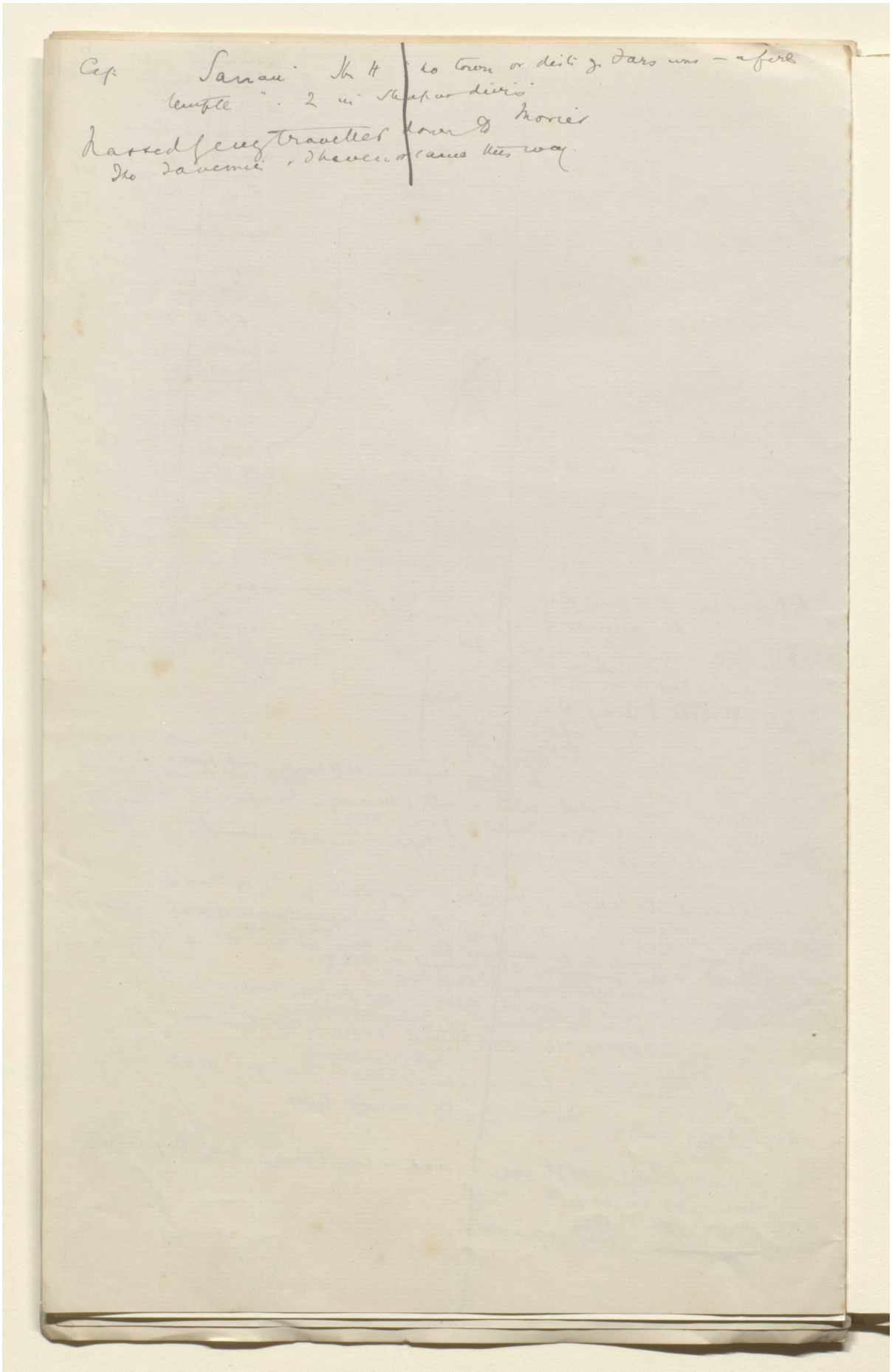

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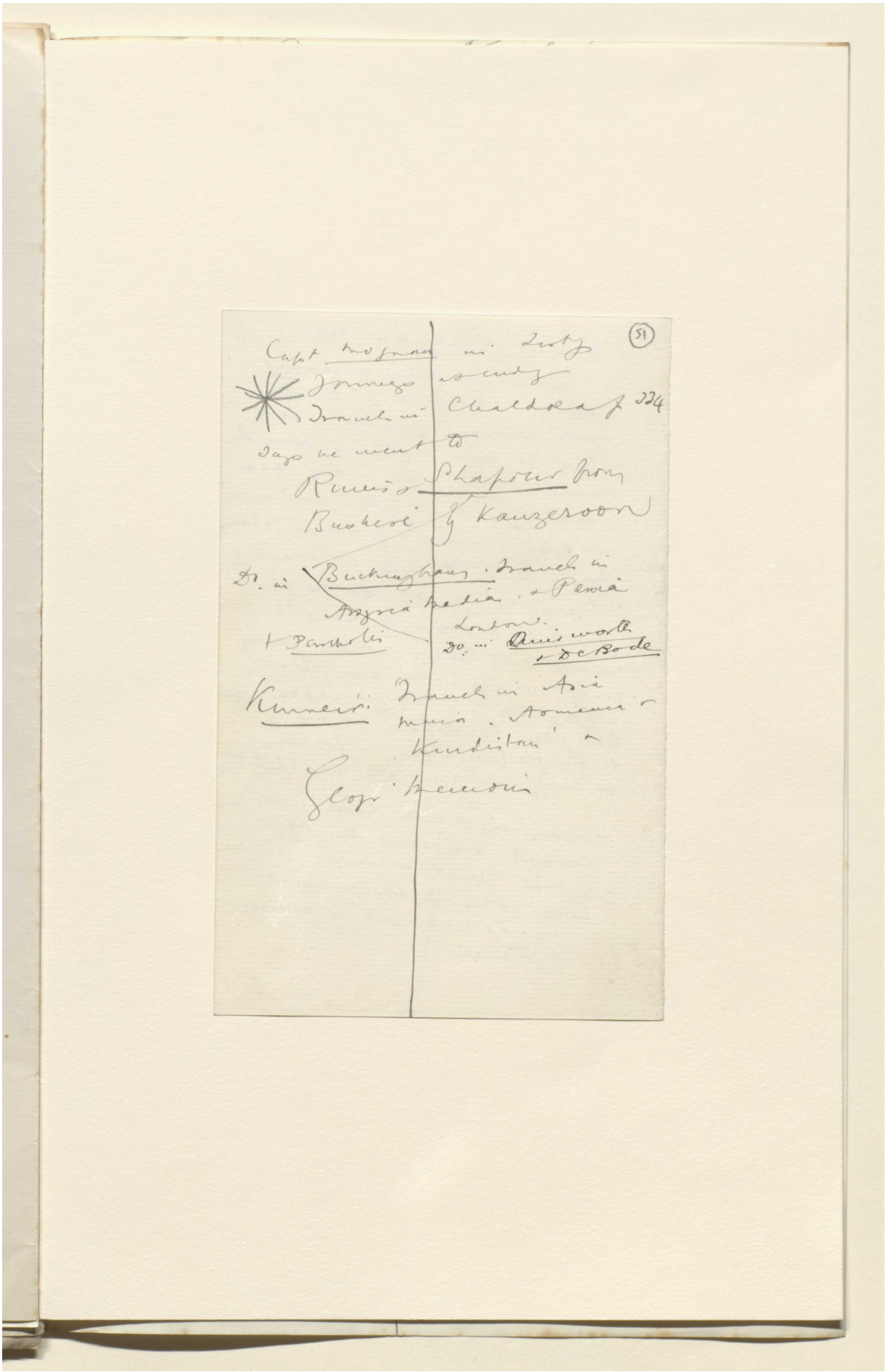

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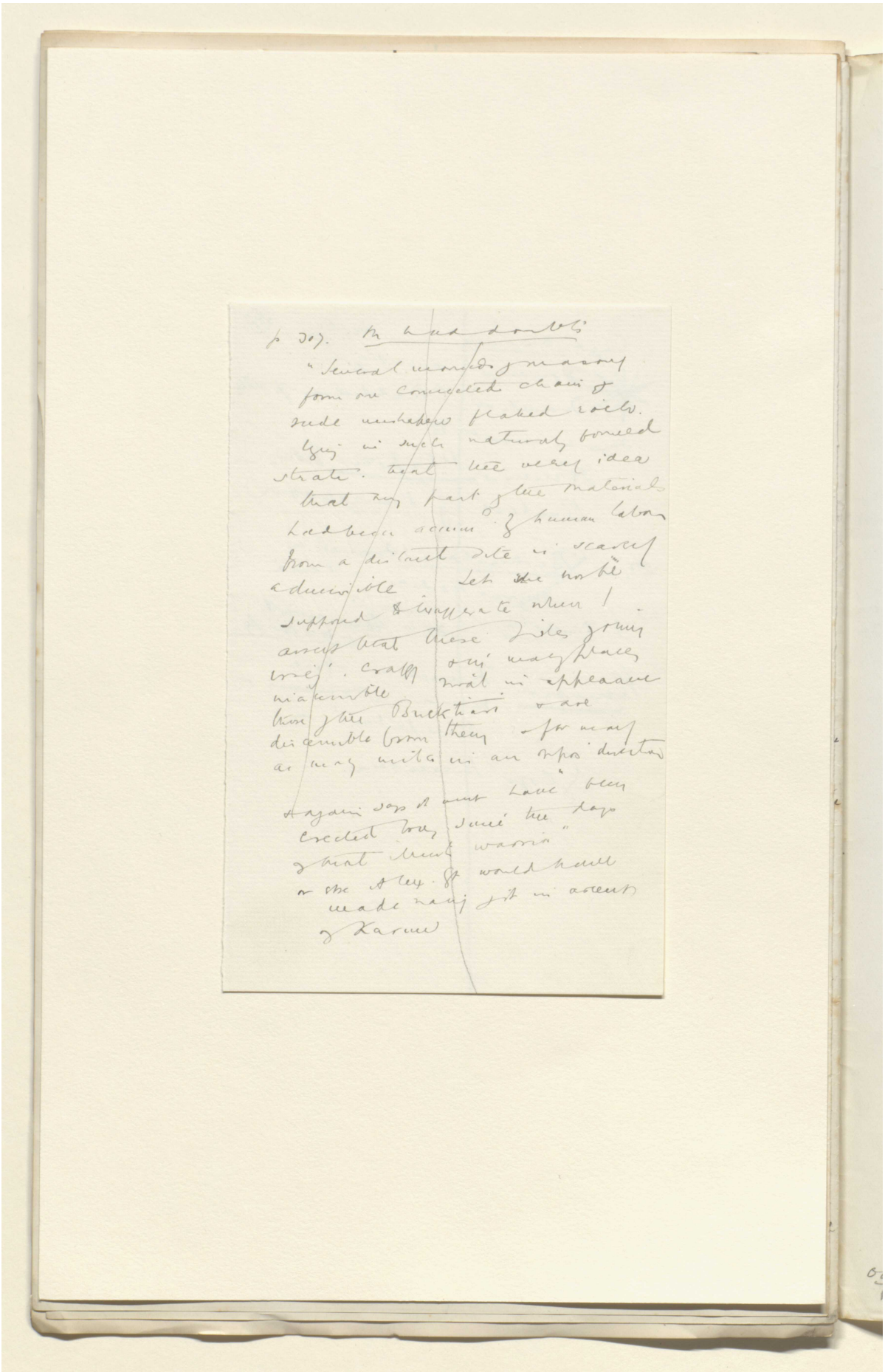

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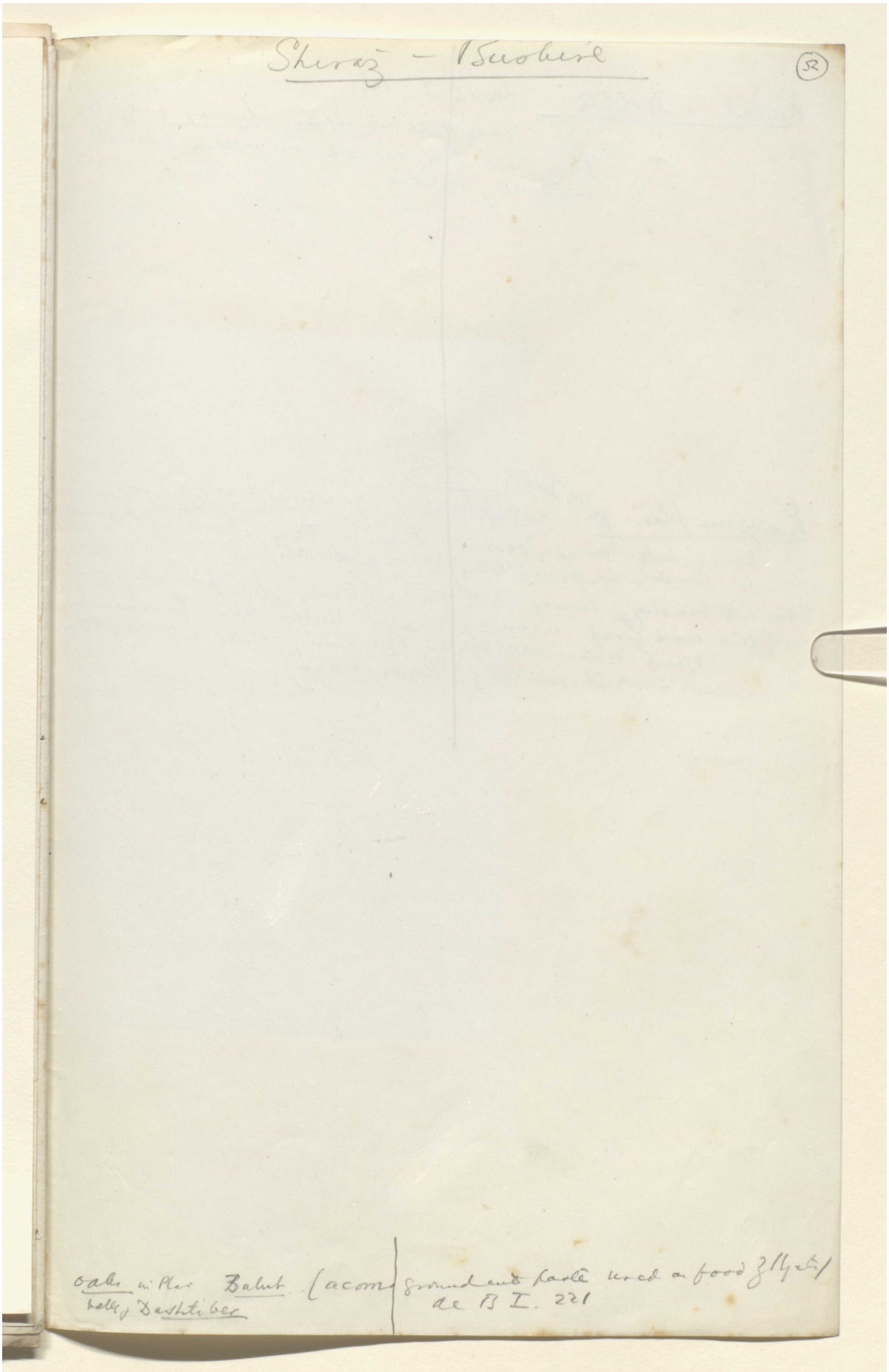

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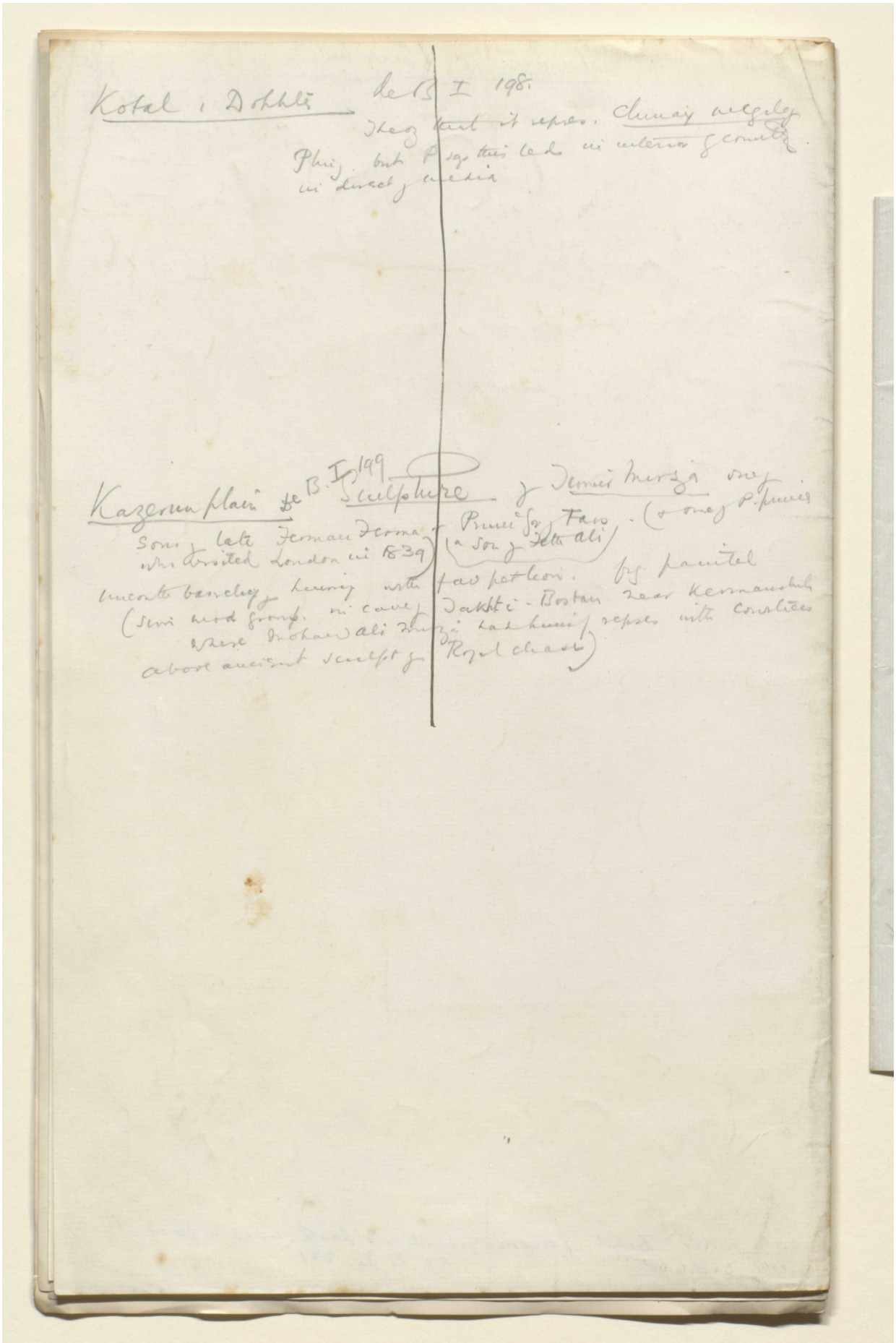

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Kotal i Dokhtar — de B I 198.
Theory that it repres. Chinay negotiating Phing but P says this leads in interior of country in direct of media

Kazerun plain — de B. I 199 — Sculpture of Fermer Mirza one of sons of late Ferman Ferma & Prince Gov of Fars (& one of P. princes who visited London in 1839) (a son of Fetha Ali) unconstitutionally hunting with fav pet lion. fig painted (sim mod group. in cave of Takhti-Bostan near Kermanshah where Mohamed Ali Mirza had hunting repses with courtiers above ancient sculpt of Royal chase)

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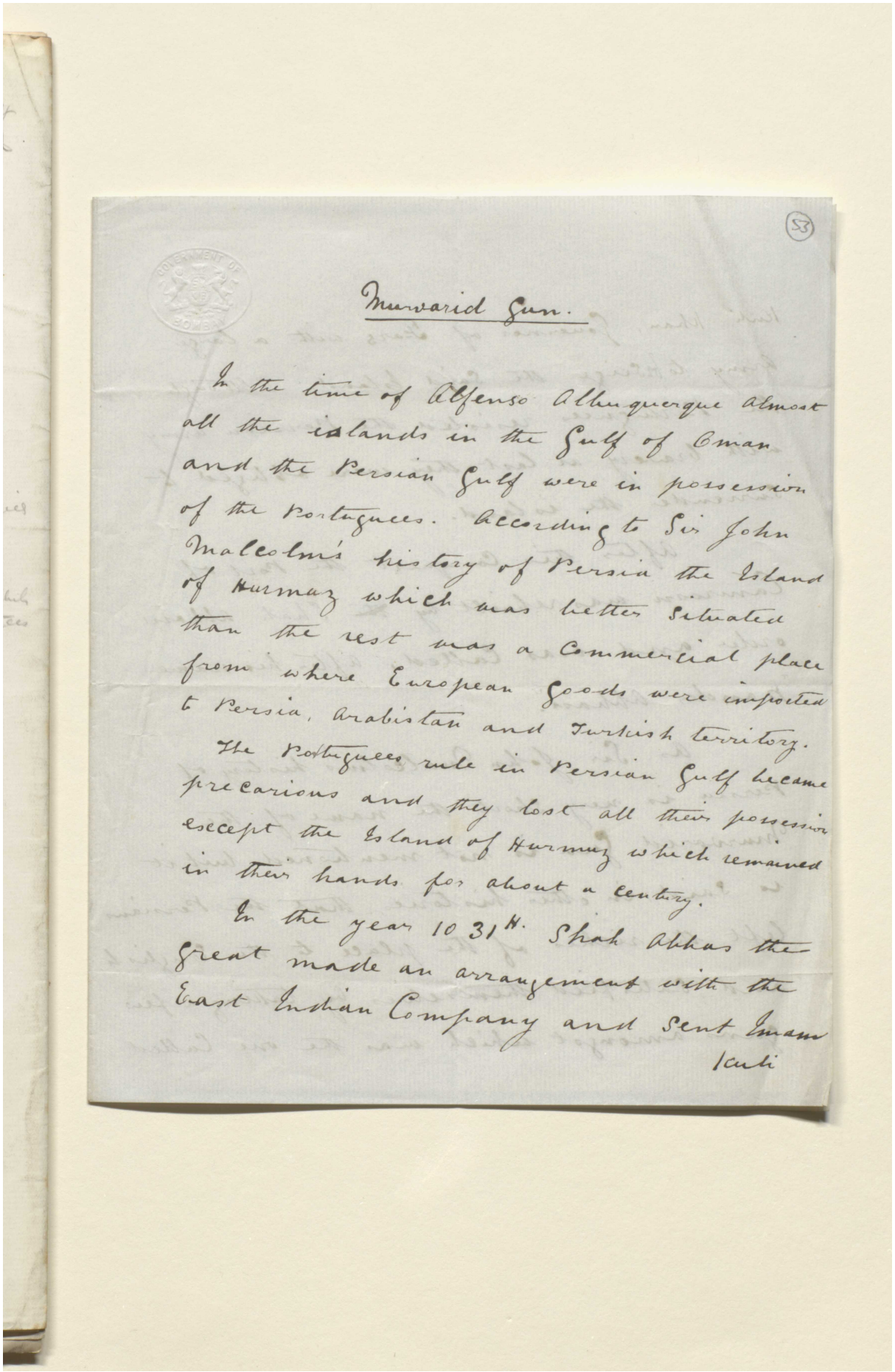

53

Muvarid Sun.

In the time of Alfonso Albuquerque almost all the islands in the Gulf of Oman and the Persian Gulf were in possession of the Portuguese. According to Sir John Malcolm's history of Persia the Island of Hurmuz which was better situated than the rest was a commercial place from where European goods were imported to Persia, Arabistan and Turkish territory.

The Portuguese rule in Persian Gulf became precarious and they lost all their possession except the Island of Hurmuz which remained in their hands for about a century.

In the year 1031 H. Shah Abbas the Great made an arrangement with the East Indian Company and sent Imam Kuli

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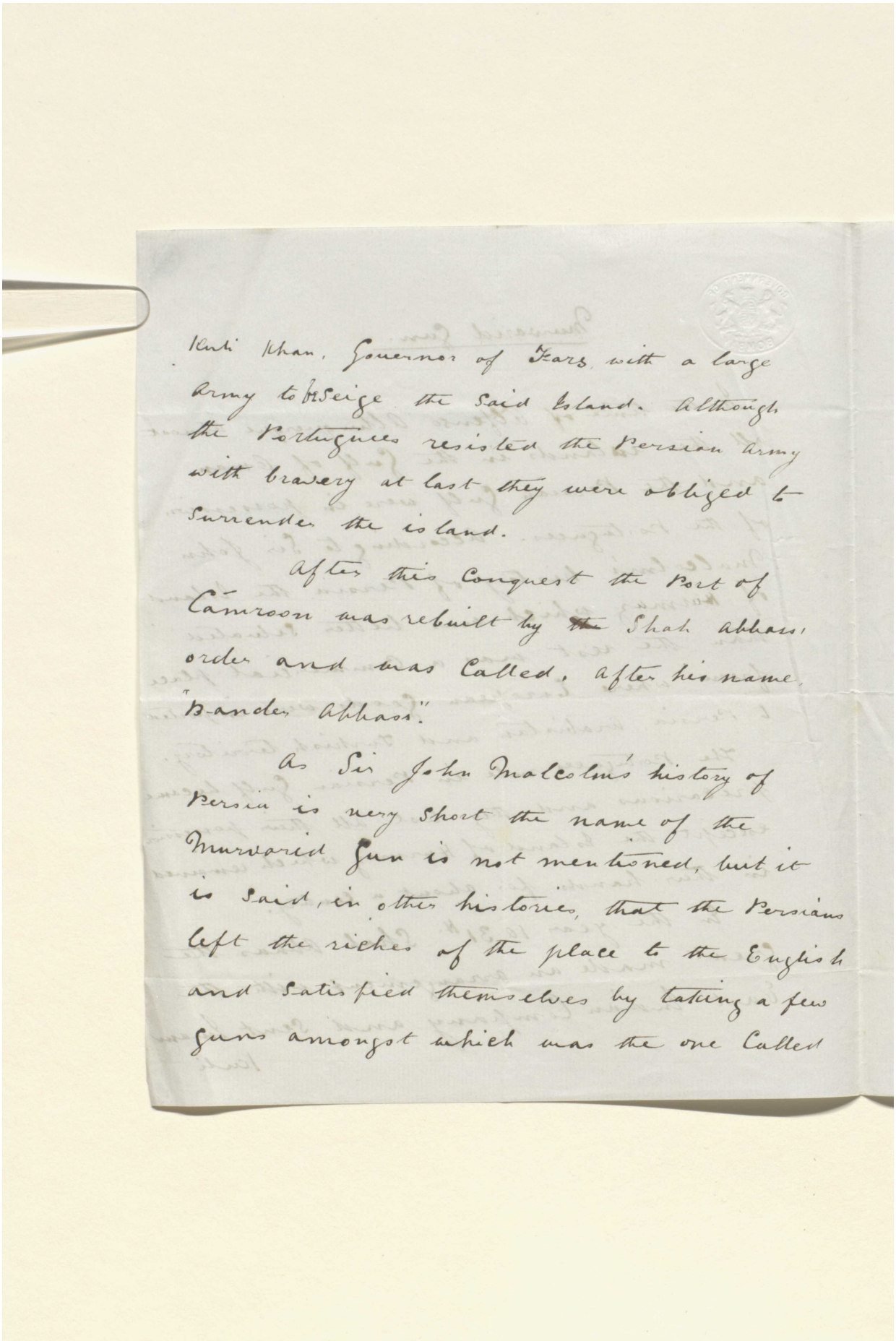

Khan, Governor of Fars with a large army to besiege the said Island. Although the Portuguese resisted the Persian army with bravery at last they were obliged to surrender the island.

After this Conquest the Port of Camroon was rebuilt by the Shah Abbas' order and was called, after his name, "Bander Abbass".

As Sir John Malcolm's history of Persia is very short the name of the Murvarid Gun is not mentioned, but it is said, in other histories, that the Persians left the riches of the place to the English and satisfied themselves by taking a few guns amongst which was the one called

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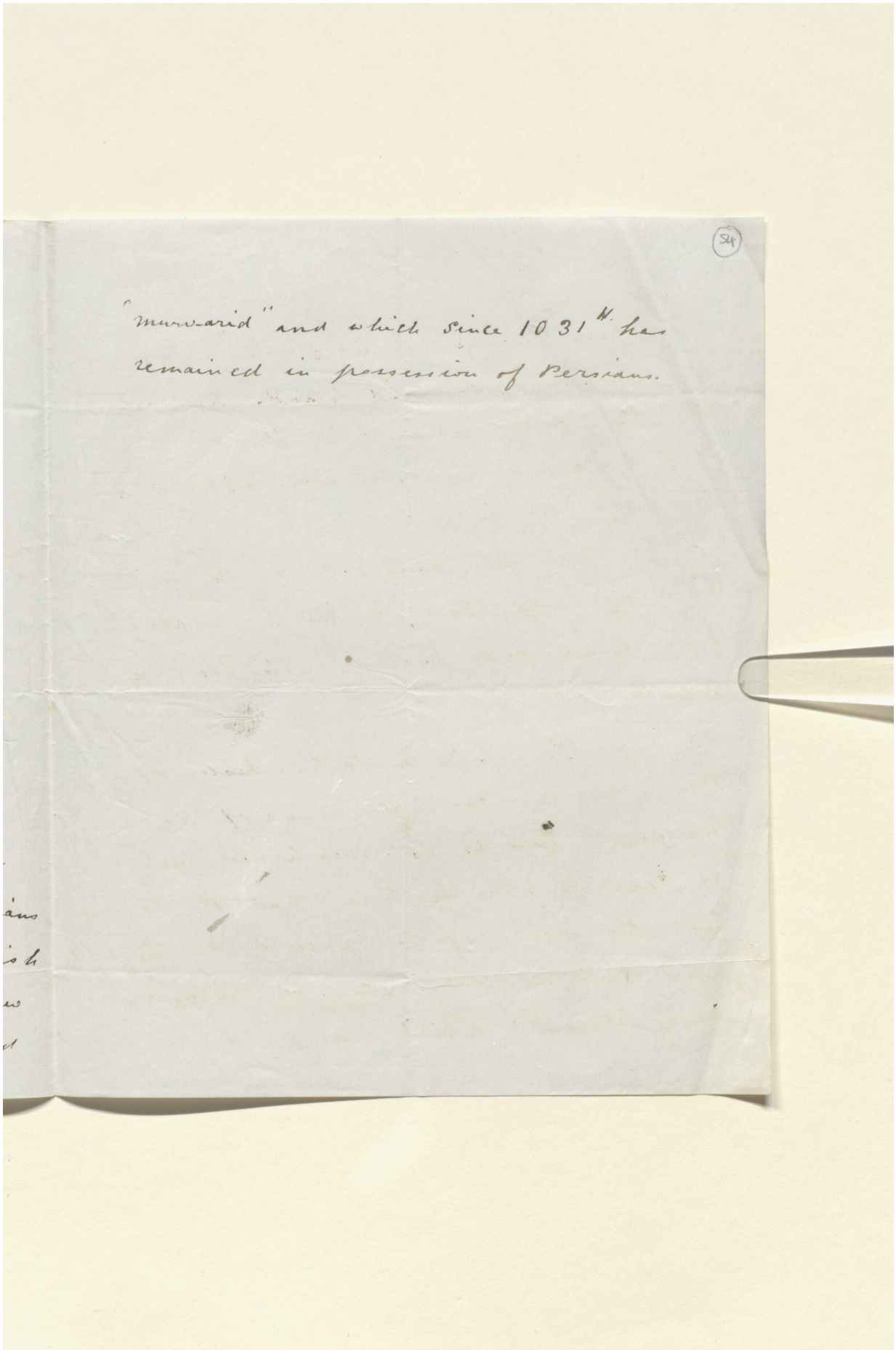

"Muwarid" and which since 1031 H. has remained in possession of Persians.

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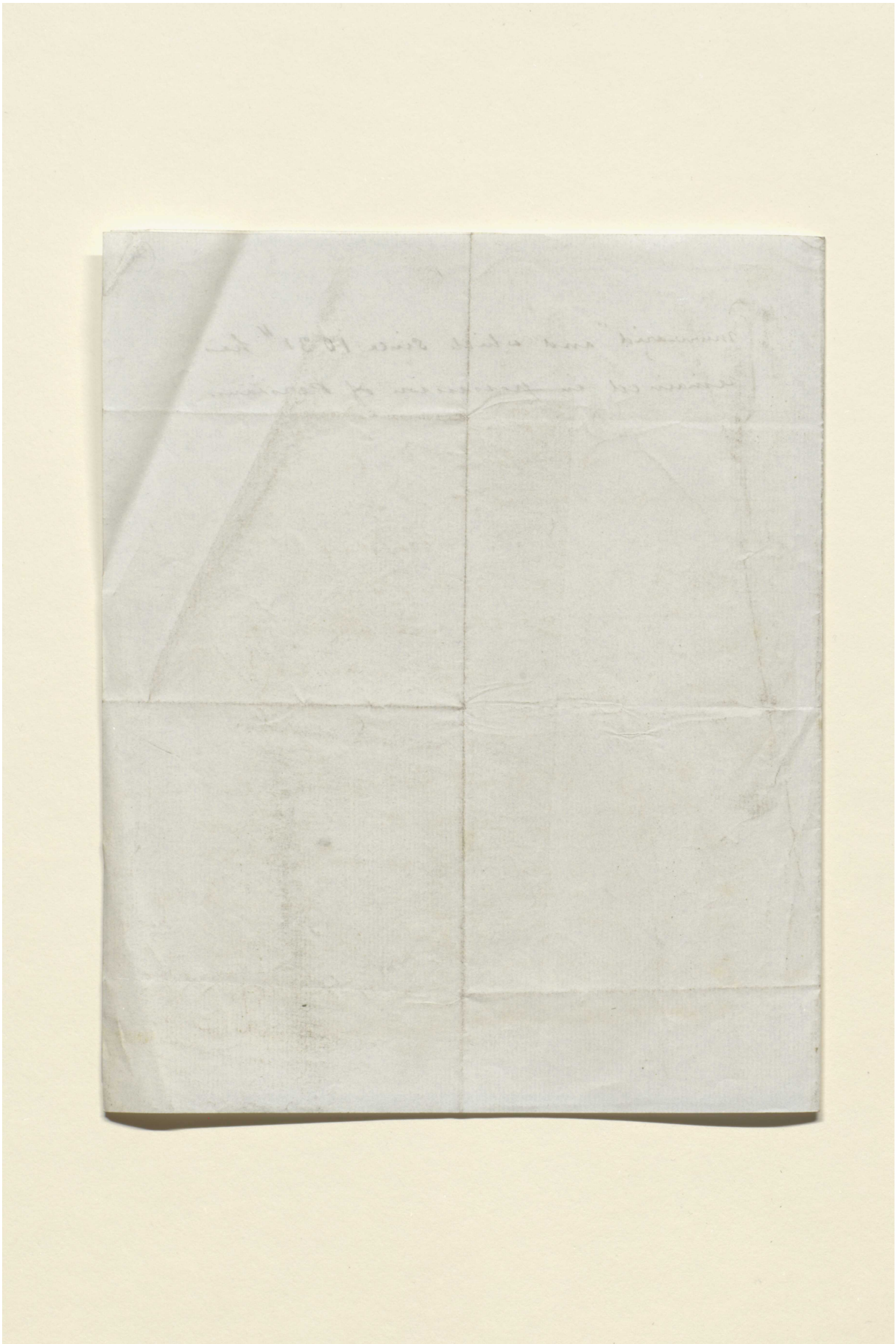

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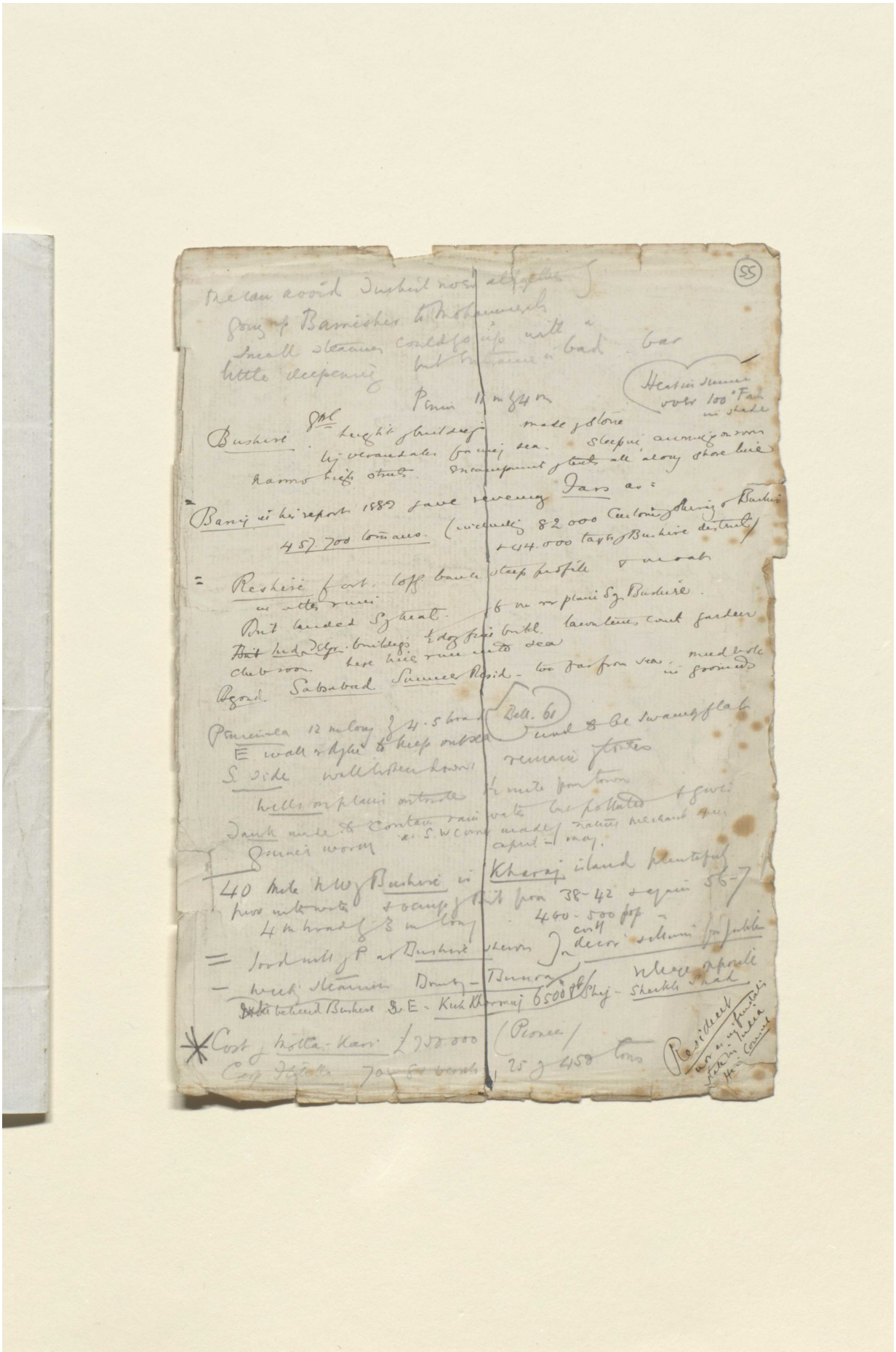

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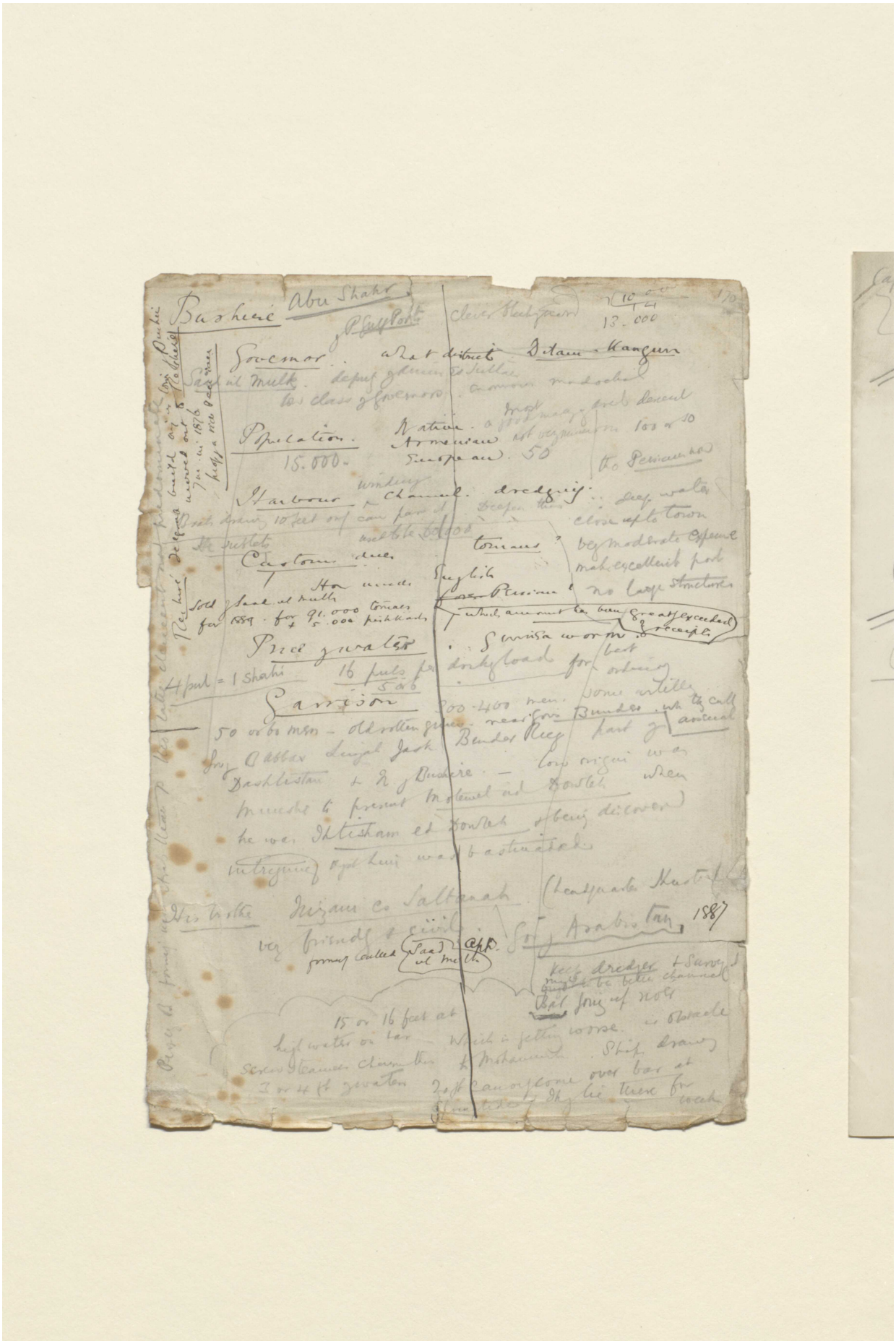

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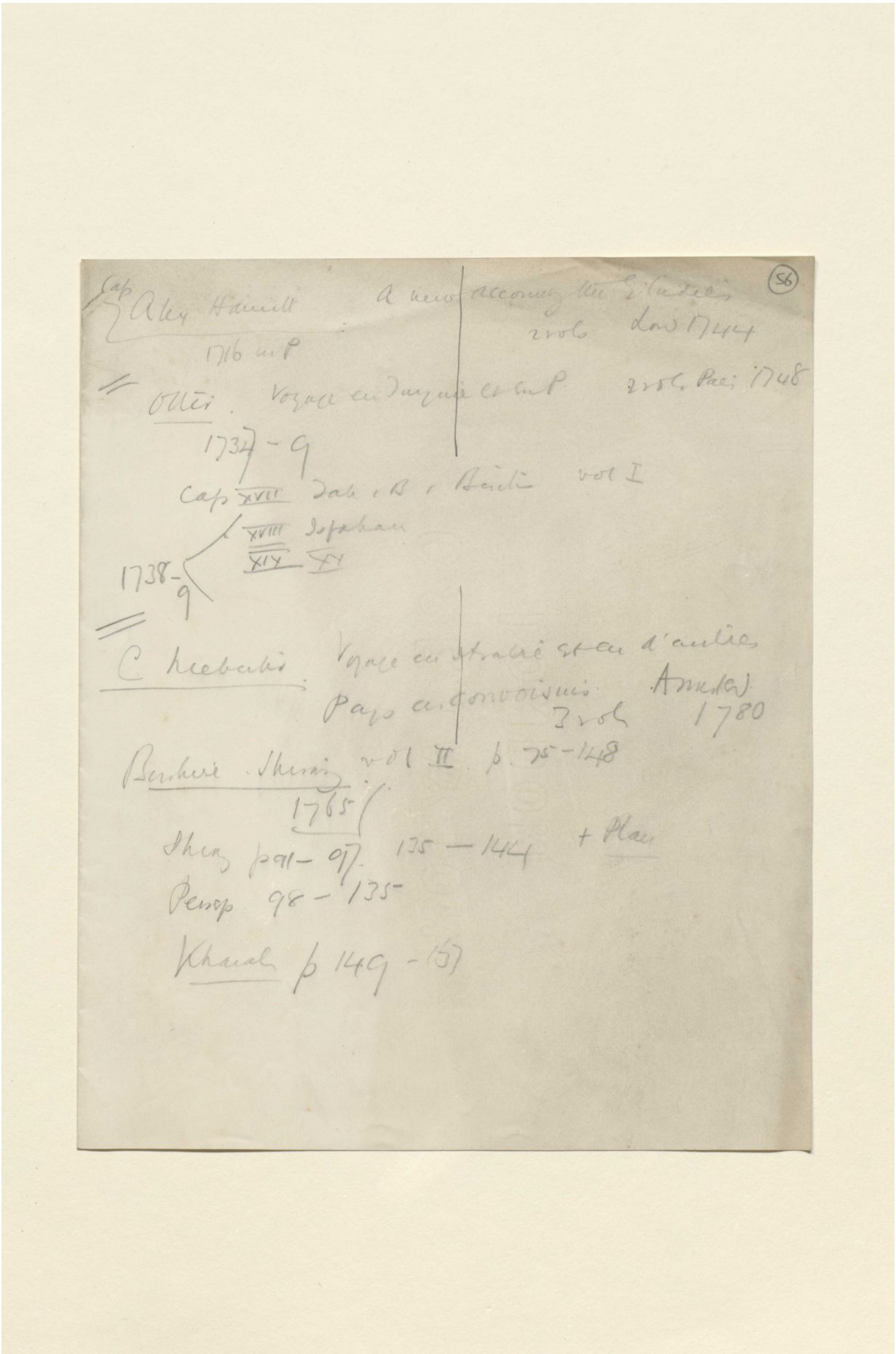

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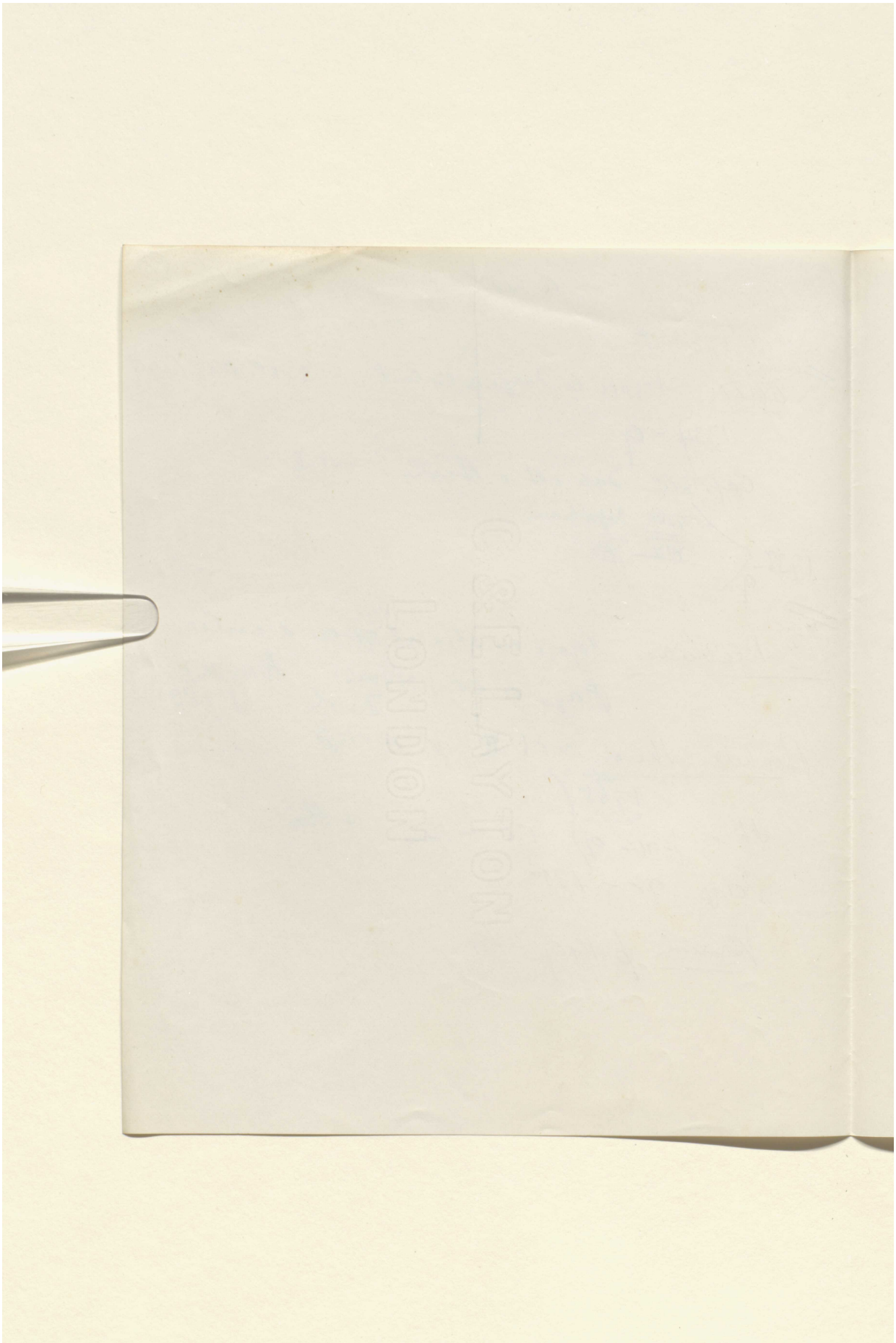

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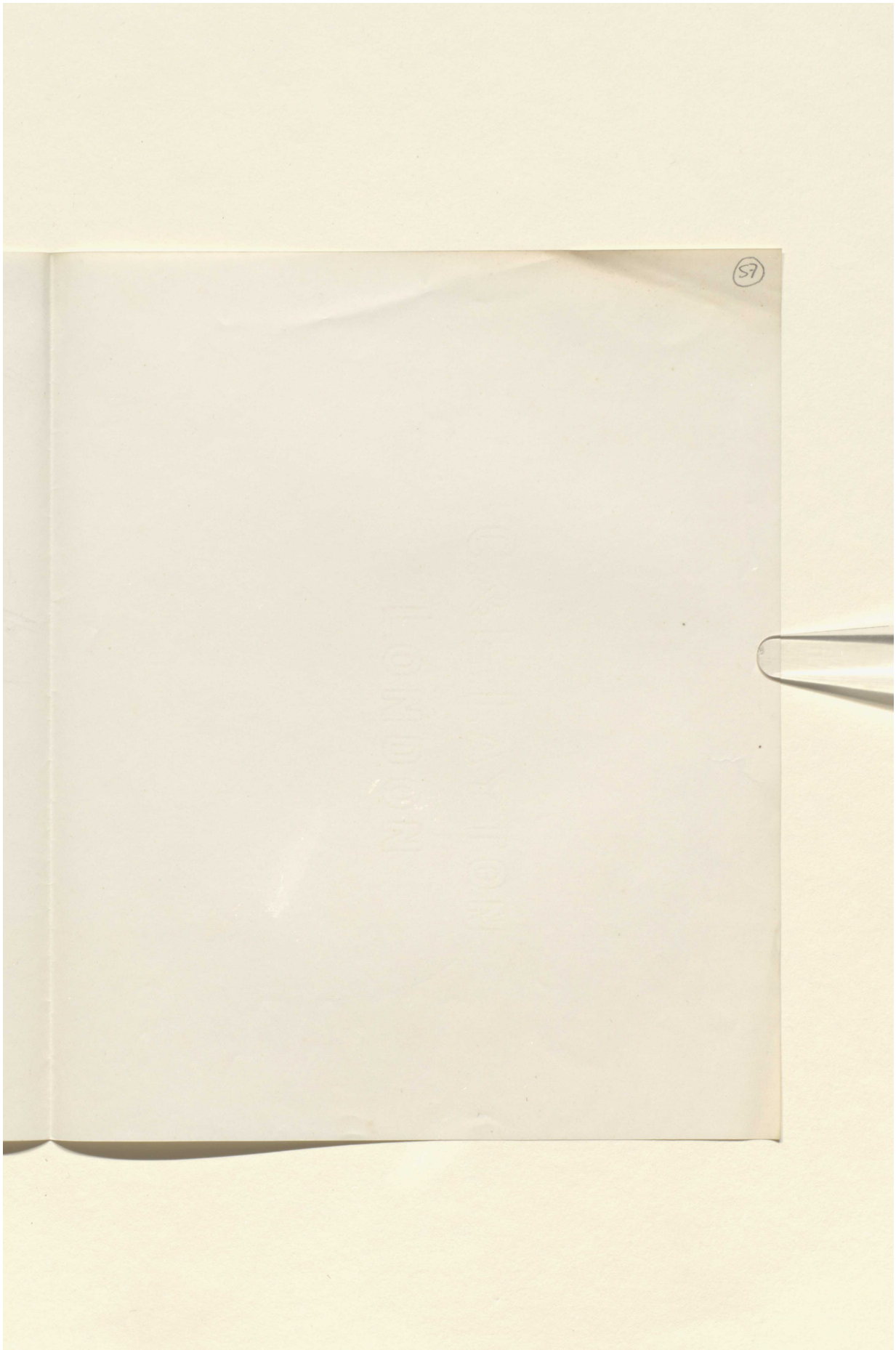

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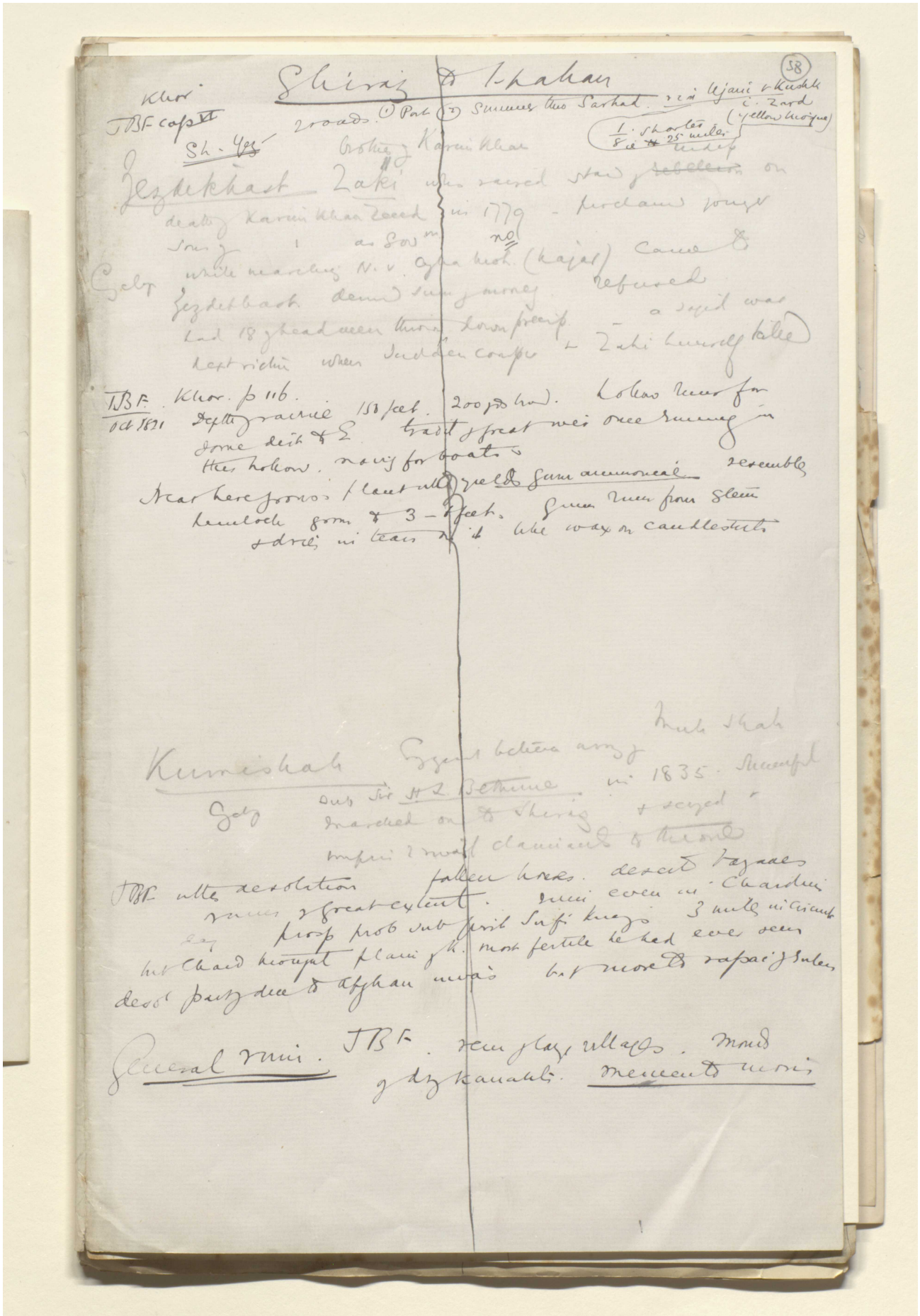

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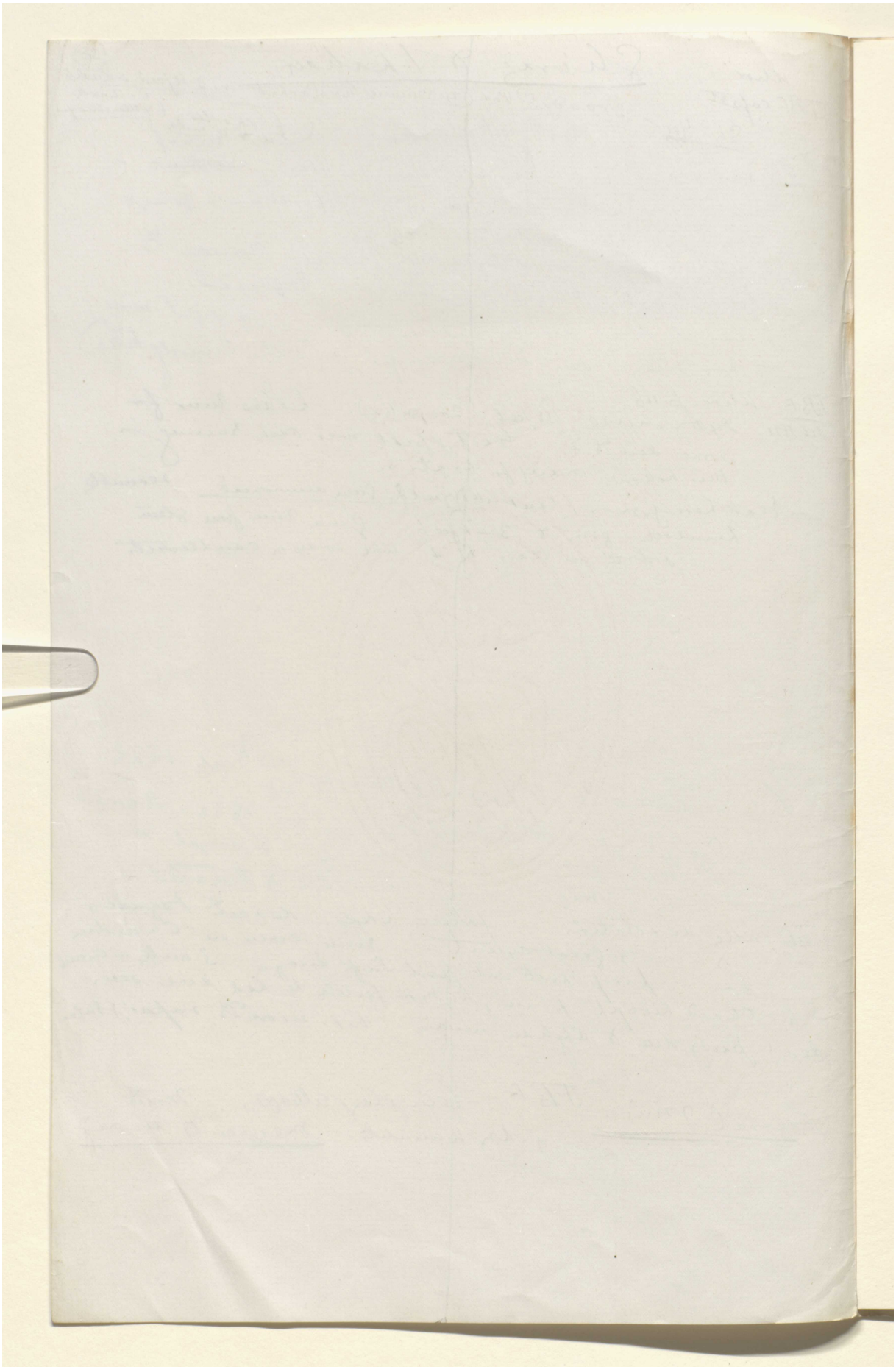

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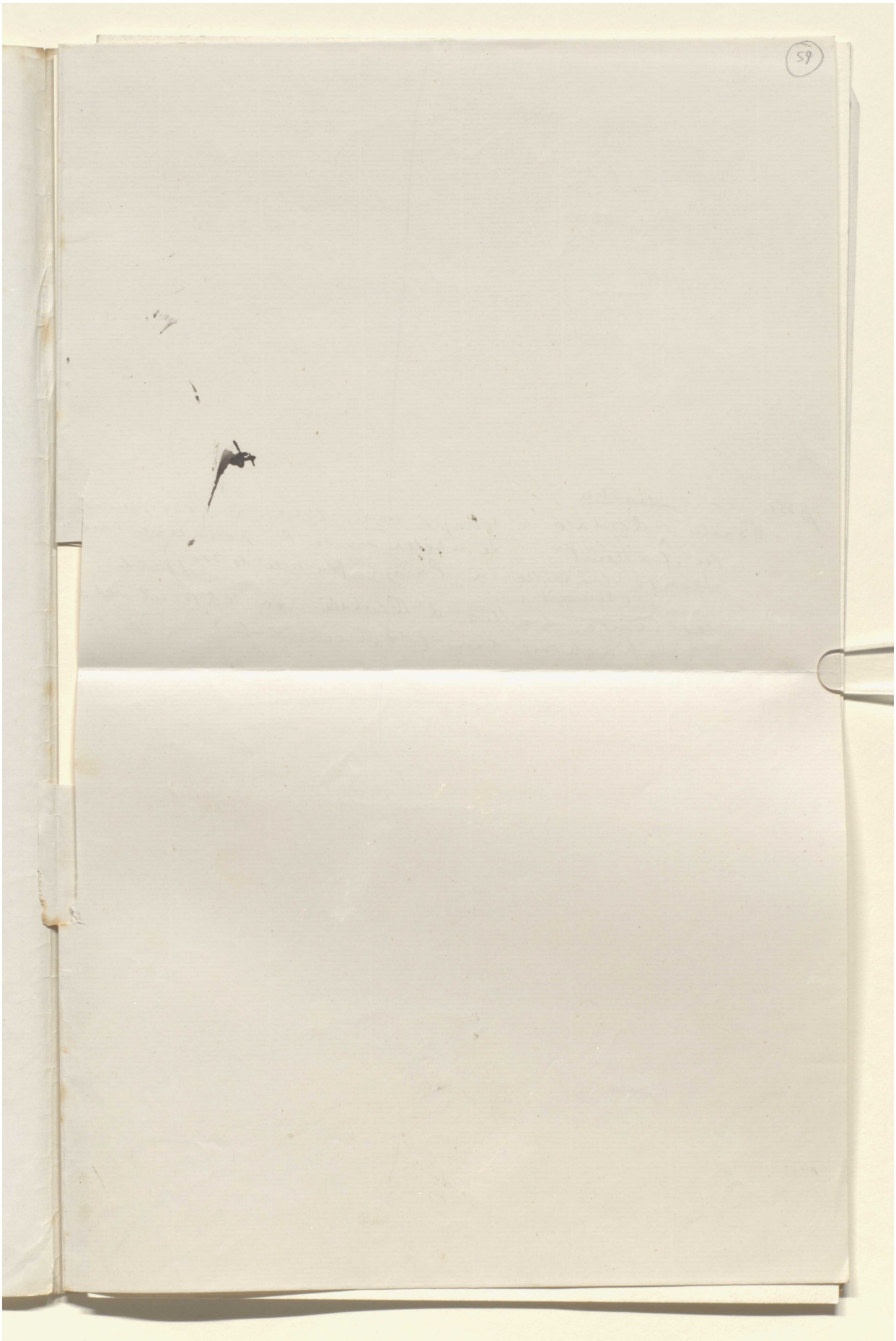

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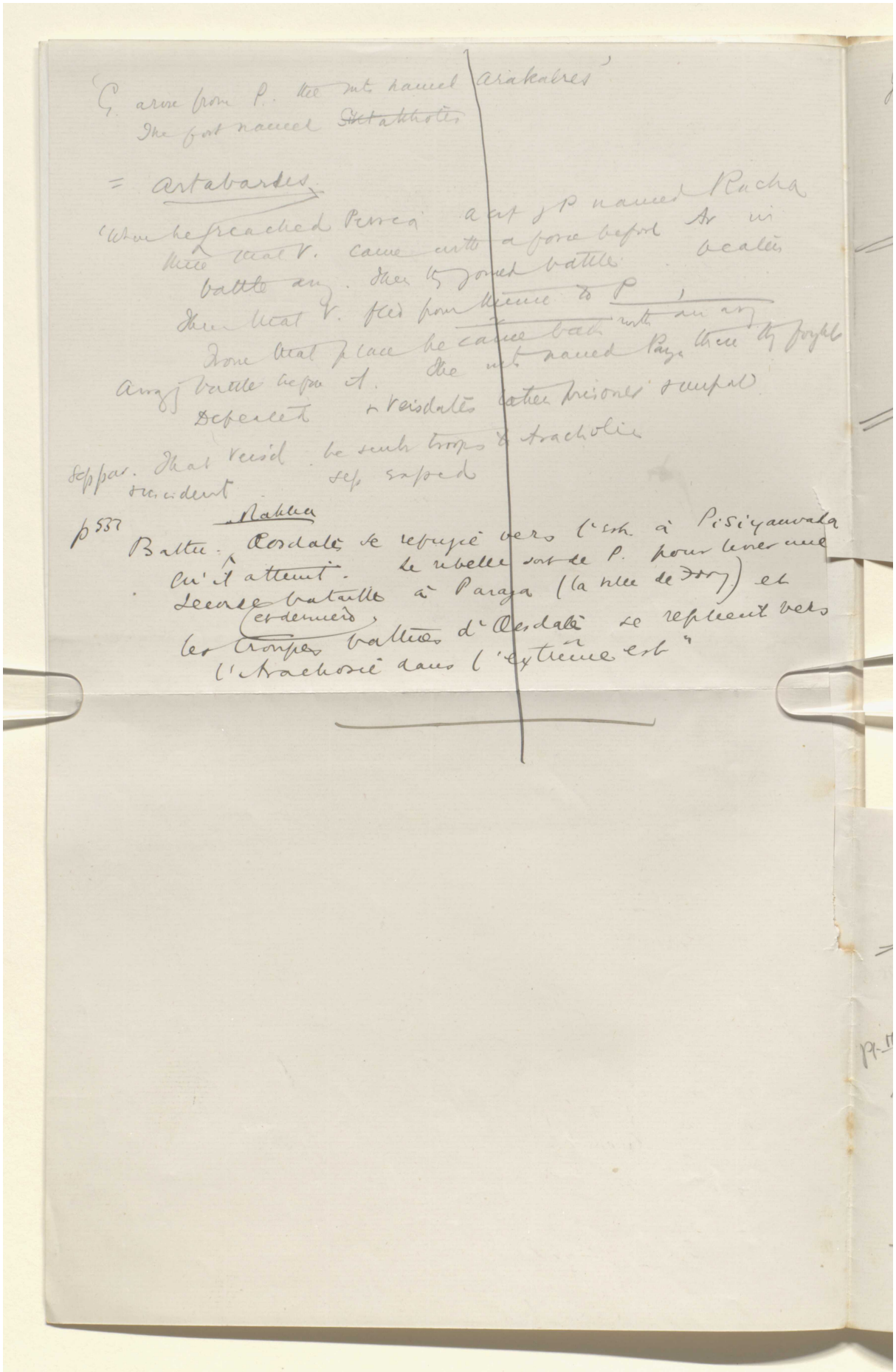

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'G. arose from P. the mts named Arakadres'
The fort named ~~Sitakhotes~~

= Artabardes.

'When he reached Persia a art of P named Racha
there that V. came with a force before Ar in
battle any. Then they joined battle beaten
Then that V. fled from thence to P,
From that place he came back with an army
Away battle before it. The mts named Paraga there they fought
Defeated & Veisdates taken prisoner & impal

Seppar. That Veisd. he sent troops to Arachotia
suicident sep exped

p 537 Rakha
Battu. Oesdates se refugie vers l'est à Pisiyauvada
qu'il atteint. Le rebelle sort de P. pour livrer une
seconde bataille à Paraga (la ville de Fory) et
(et dernière)
les troupes battues d'Oesdates se replient vers
l'Arachosie dans l'extrême est"

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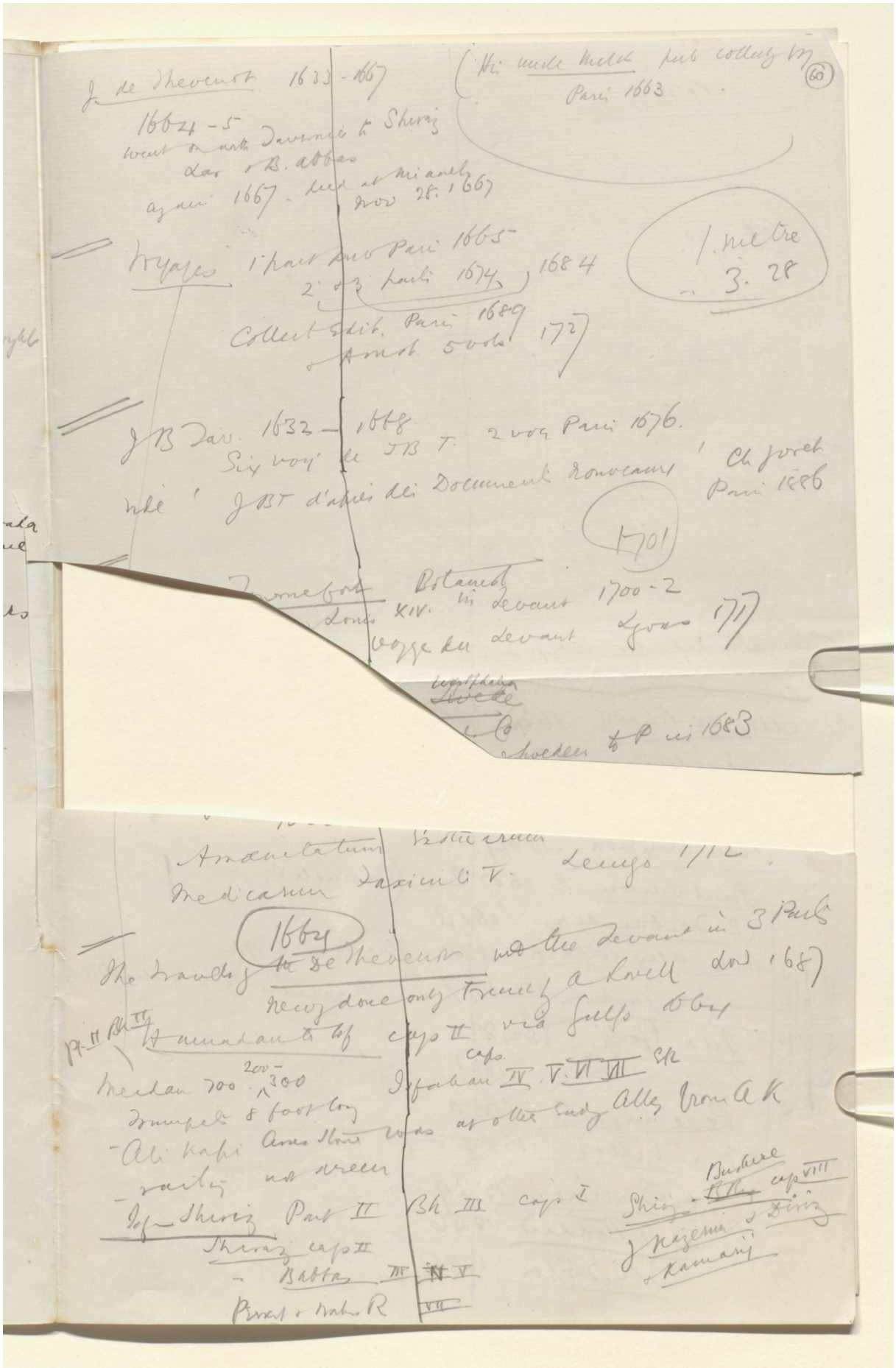

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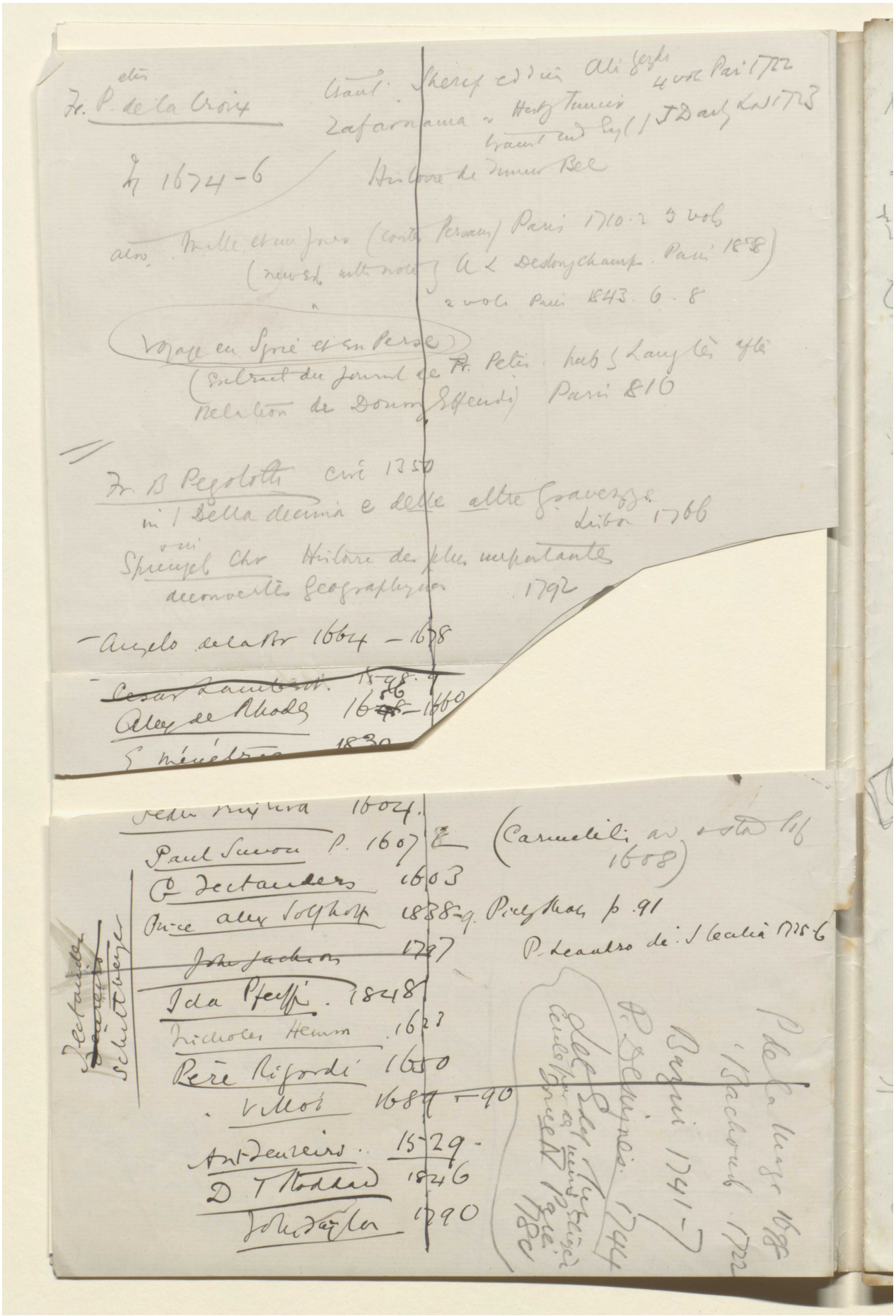

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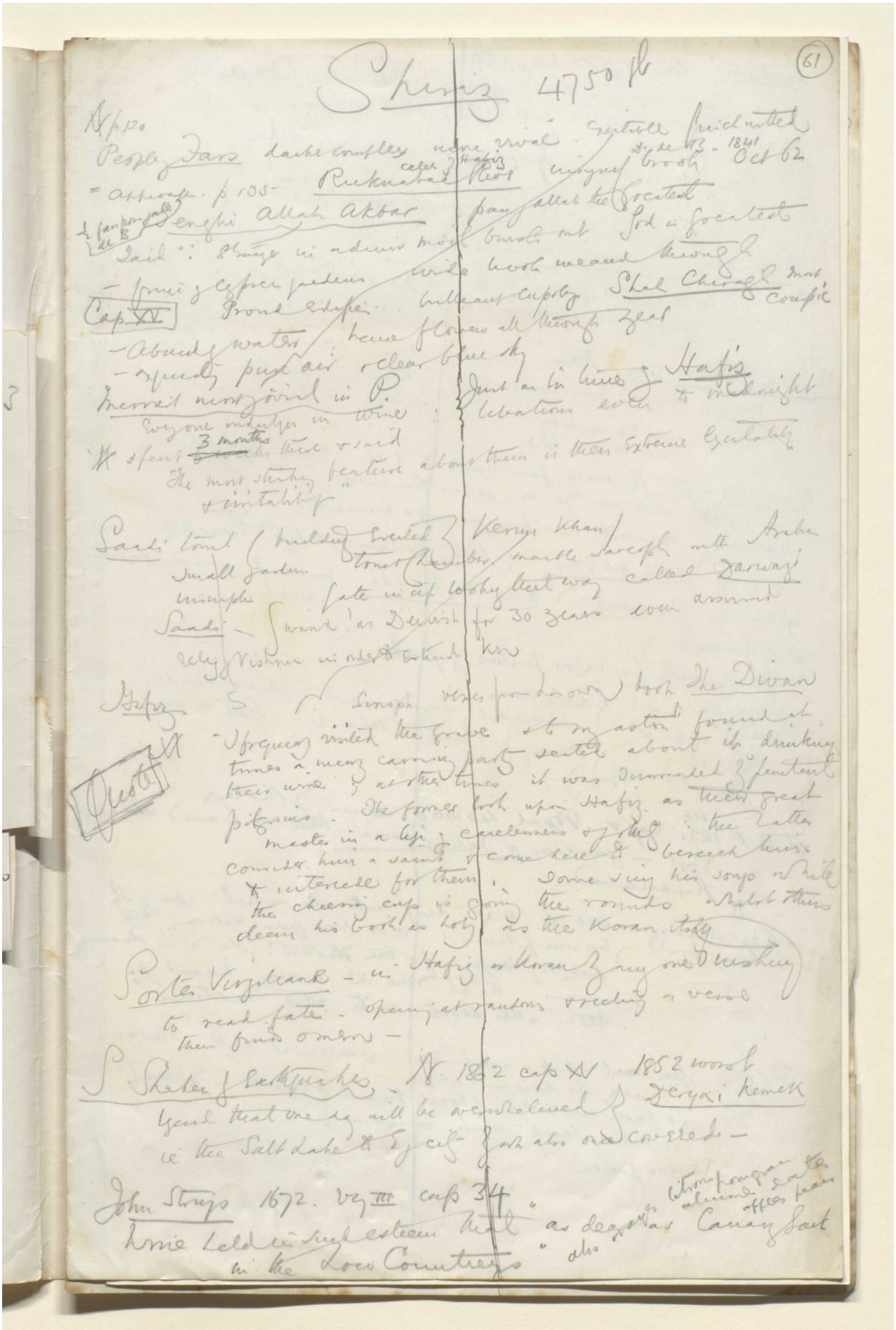

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(61)

Shiraz 4750 ft

N p 120
People of Fars dark complex none rival excitable fresh witted
= approach p 135 Rukuabad Rivr celebr of Hafiz insignif brook D. de B. - 1841 Oct 62
½ fan pour jalle de B Tenghi Allah Akbar pan Allah the Greatest
Said: Stranger in admir moil bursts out God is Greatest
- fruit of cypress gardens wide book meaned through
Cap XV Proud edifice brilliant cupolas Shah Cheragh most conspic
- abundant water hence flowers all through year
- exquisitely pure air & clear blue sky
Merriest most jovial in P. Just as in time of Hafiz
Everyone indulges in wine libations even to midnight
N spent 3 months there & said
The most striking feature about them is their extreme excitability & irritability

Saadi tomb (building erected Kerim Khan)
small garden tomb chamber marble sarcoph with Arabic
inscription gate in cup looking that way called Darwazi
Saadi - Jwand! as Dervish for 30 years even assumed
relig of Vishnu in order to extend Kn

Hafiz Sinoph verses from his own book The Divan
Quote N "I frequently visited the grave & to my astonishment found at times a merry carrying party seated about it drinking their wine; at other times it was surrounded by penitent pilgrims. The former look upon Hafiz as their great master in a life of carelessness & jollity: the latter consider him a saint & come here to beseech him & intercede for them. Some sing his songs while the cheering cup is going the rounds whilst others deem his book as holy as the Koran itself

Sortes Virgilianae - in Hafiz or Koran by any one wishing to read fate - opening at random & reading a verse then finds omen -

S Shaken of Earthquakes N 1862 cap XV 1852 worst
Legend that one day will be overwhelmed by Deryai Nemek
ie the Salt Lake to E of city & wh also once covered -

John Struys 1672. Vol III cap 34
Wine held in such esteem that "as dear as Canary Sack in the Low Countreys" also citrons pomegranates almonds dates offices pears

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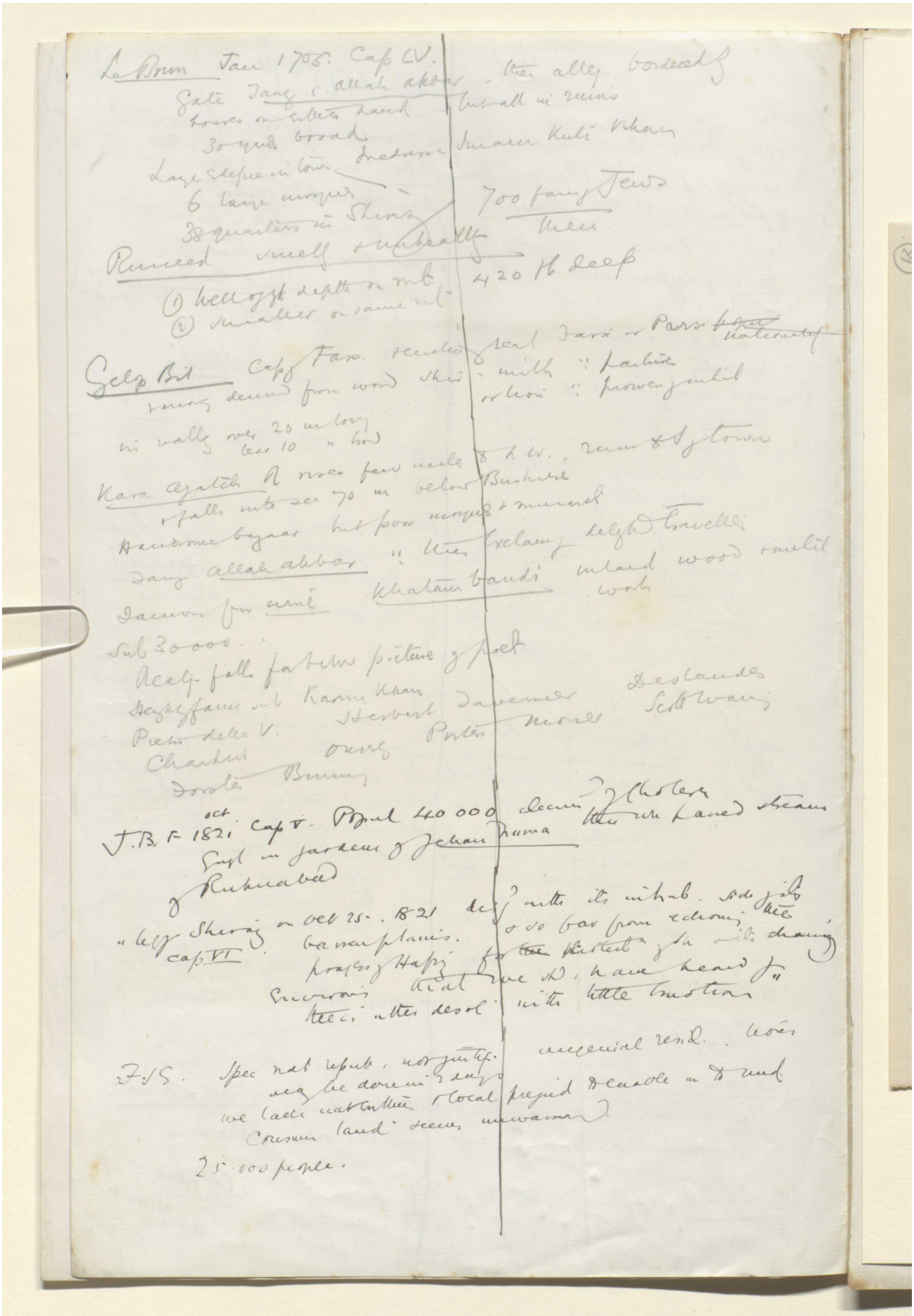

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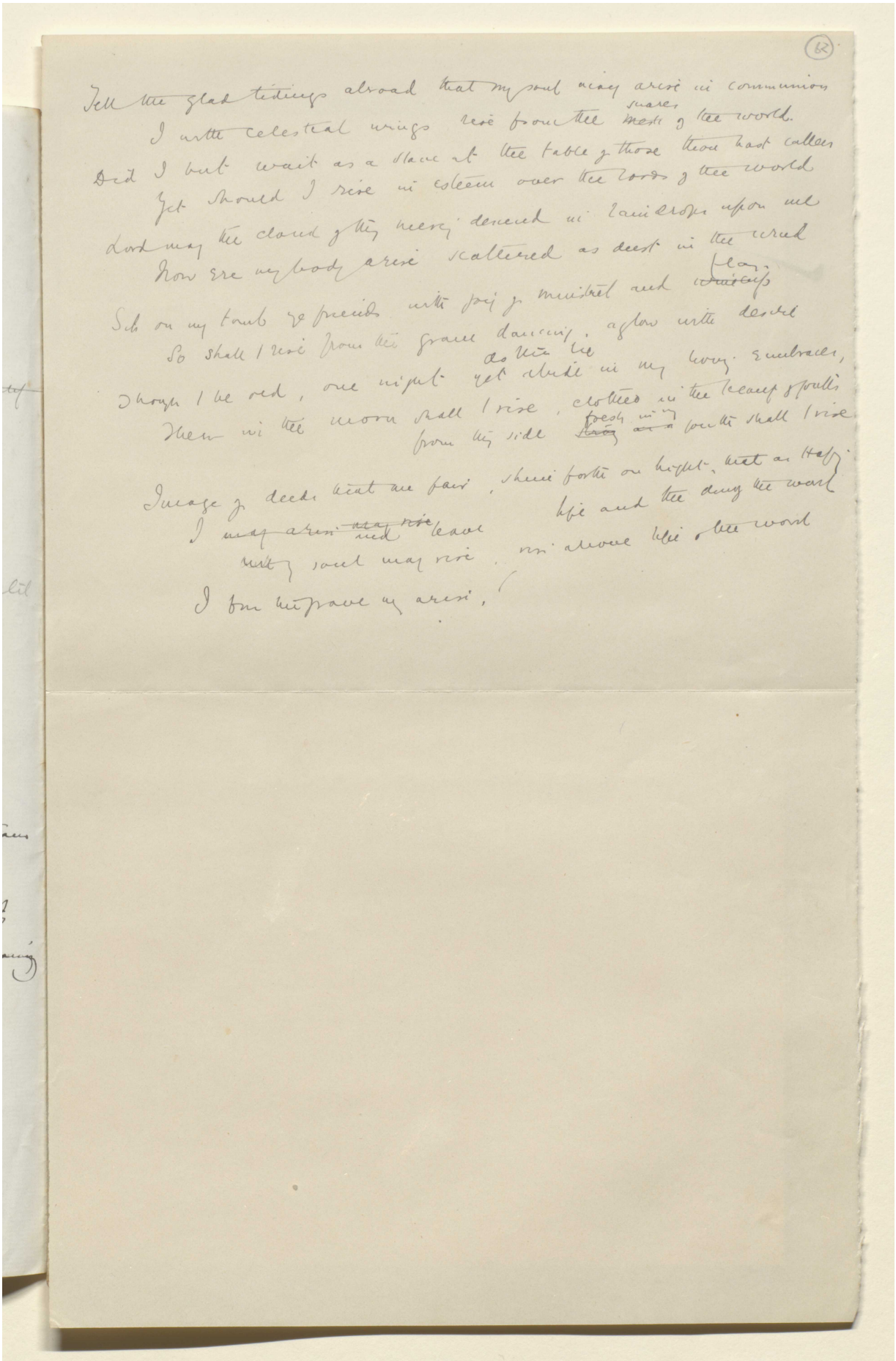

Tell the glad tidings abroad that my soul may arise in communion
I with celestial wings rise from the ~~mesh~~ snares of the world.
Did I but wait as a slave at the table of those thou hast called
Yet should I rise in esteem over the lords of the world
Lord may the cloud of thy mercy descend in raindrops upon me
Now ere my body arise scattered as dust in the wind
Sit on my tomb ye friends with joy of minstrel and ~~[illegible]~~ flag.
So shall I rise from the grave dancing, aglow with desire
Though I be old, one night yet abide as thou lie in my loving embraces,
Then in the morn shall I rise, clothed in the beauty of youth
from thy side ~~[illegible]~~ fresh in my youth shall I rise
Image of deeds that are fair, shine forth on high, that as Hafiz
I ~~may arise~~ ~~may rise~~ and leave life and the dung the world
~~[illegible]~~ my soul may rise, rise above life of the world
I from the grave my arise,

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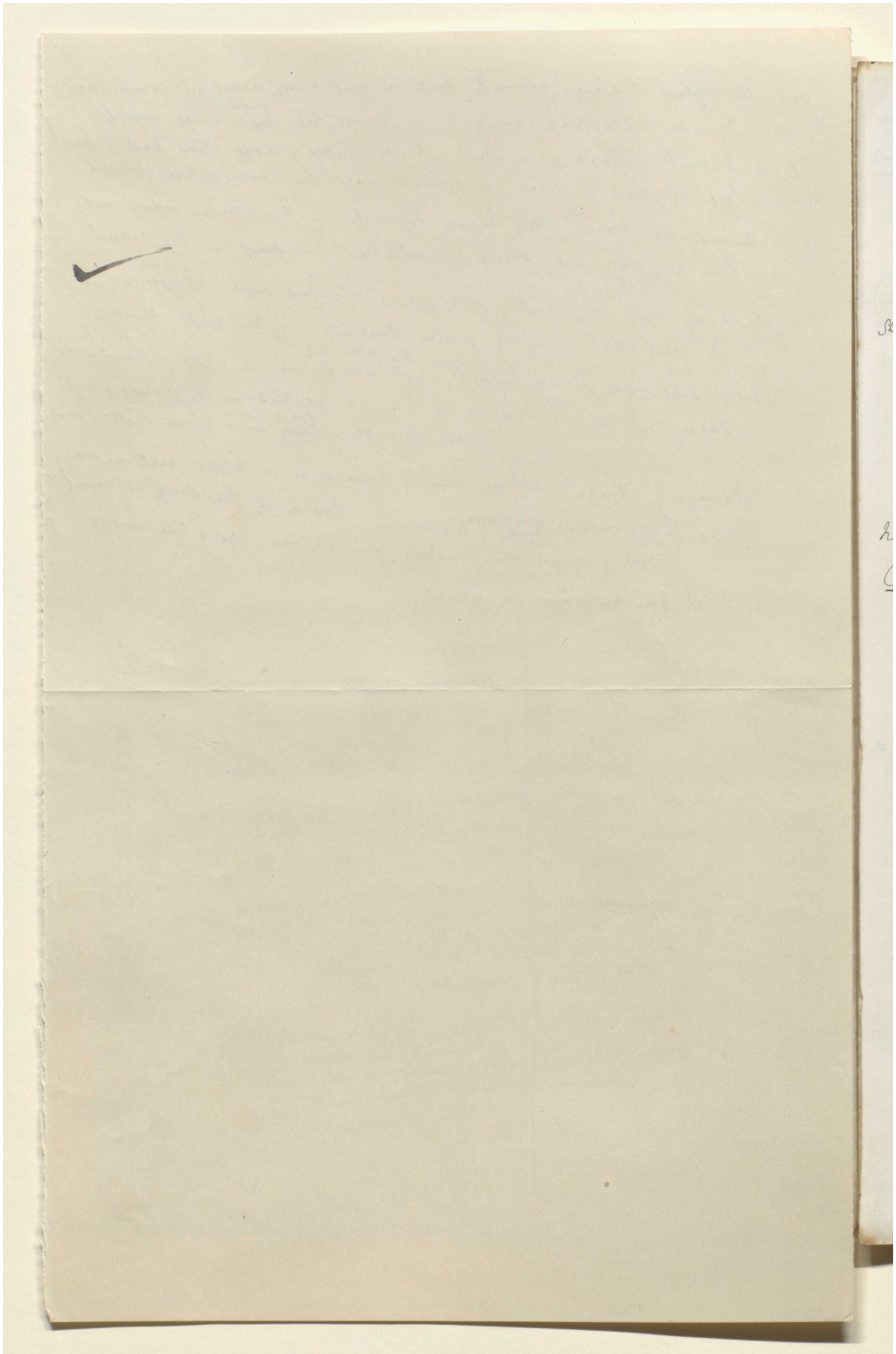

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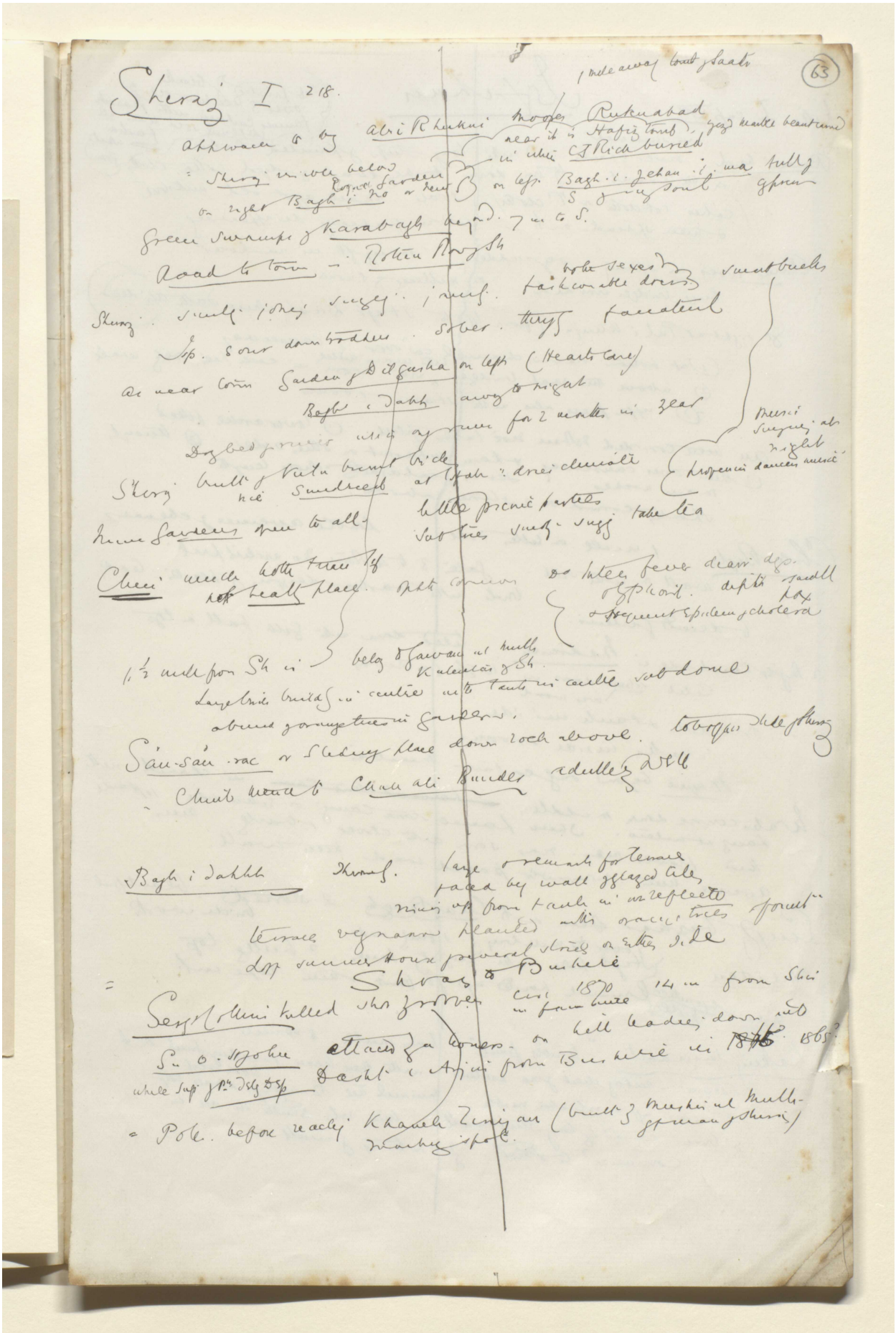

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Shiraz I 218.

1 mile away tomb of Saadi

approach to by Abi Rhukni moores Rukuabad near it is Hafiz tomb, yazd marble beautiful in which C J Rich buried

= Shiraz visible below Royal garden on left Bagh i Jehan i ma tully of S of my soul

on right Bagh i No or new

Green swamps of Karabagh beyond 7 m to S.

Road to town - Rotten Row of Sh

Shiraz. smiling joyous singing. jaunty. fashionable dress both sexes. smart bucks

Isp. sour downtrodden. sober. thrifty fanatical

As near town Garden of Dilgusha on left (Hearts Ease)

Bagh i Dahh away to right

Dog bed of river with any rum for 2 months in year

Shiraz built of Kulu burnt brick nice Sundreeb at Ispah: drier climate

music singing at night

propensi dancers music

Mine Gardens open to all - little picnic parties sub tries smoking - singing take tea

Chini much hotter than Isf not healthy place. opposite common

do Intern fever diarr dys. of Ispahan. depth small pox & frequent epidem of cholera

1½ mile from Sh is belong to Gawan ul Mulk Kalantar of Sh.

Large brick building in centre with tank in centre sub dome

abund of orange trees in garden.

Sán-sán-rac or Sliding place down rock above. toboggan slide of Shiraz

Chini mean to Chah ali Bunder adulterating well

Bagh i Dahhh Shiraz. large & remarks for terrace faced by wall of glazed tiles rising up from tank in wh reflected terrace very narrow planted with orange trees of fruit

dep summer house of several stories on either side

= Shiraz to Bushire

Sergt Collins killed shot by robbers circ 1870 in fam mine 14 m from Shiraz

Sir O. Sjohn attacked by Kowers on hill leading down into Dasht i Arjun from Bushire in 1865

while sup of Pts Delg Dep

= Pole. before reaching Khaneh Zinjan (built by Mushir ul Mulk of Shiraz) marking spot.

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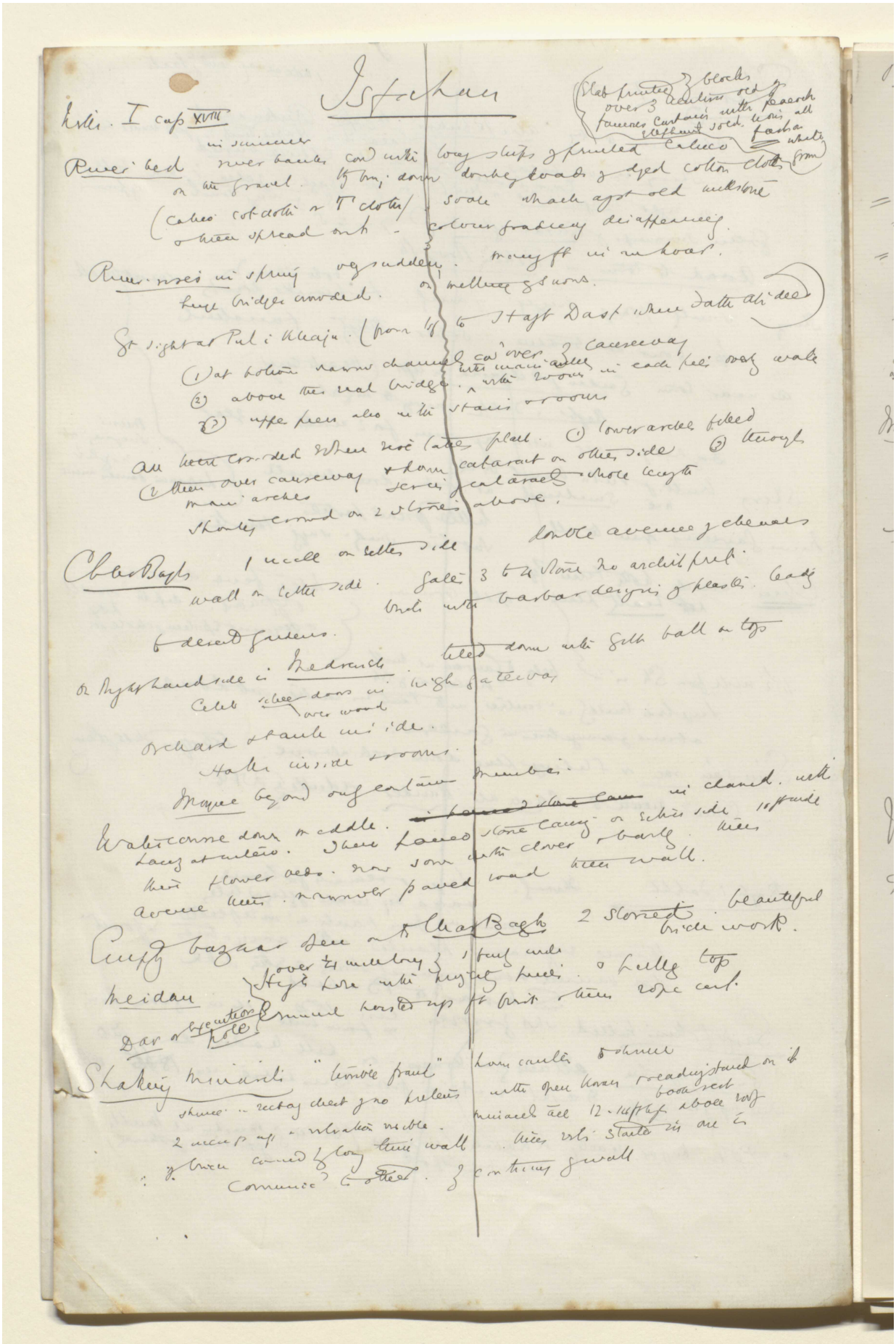

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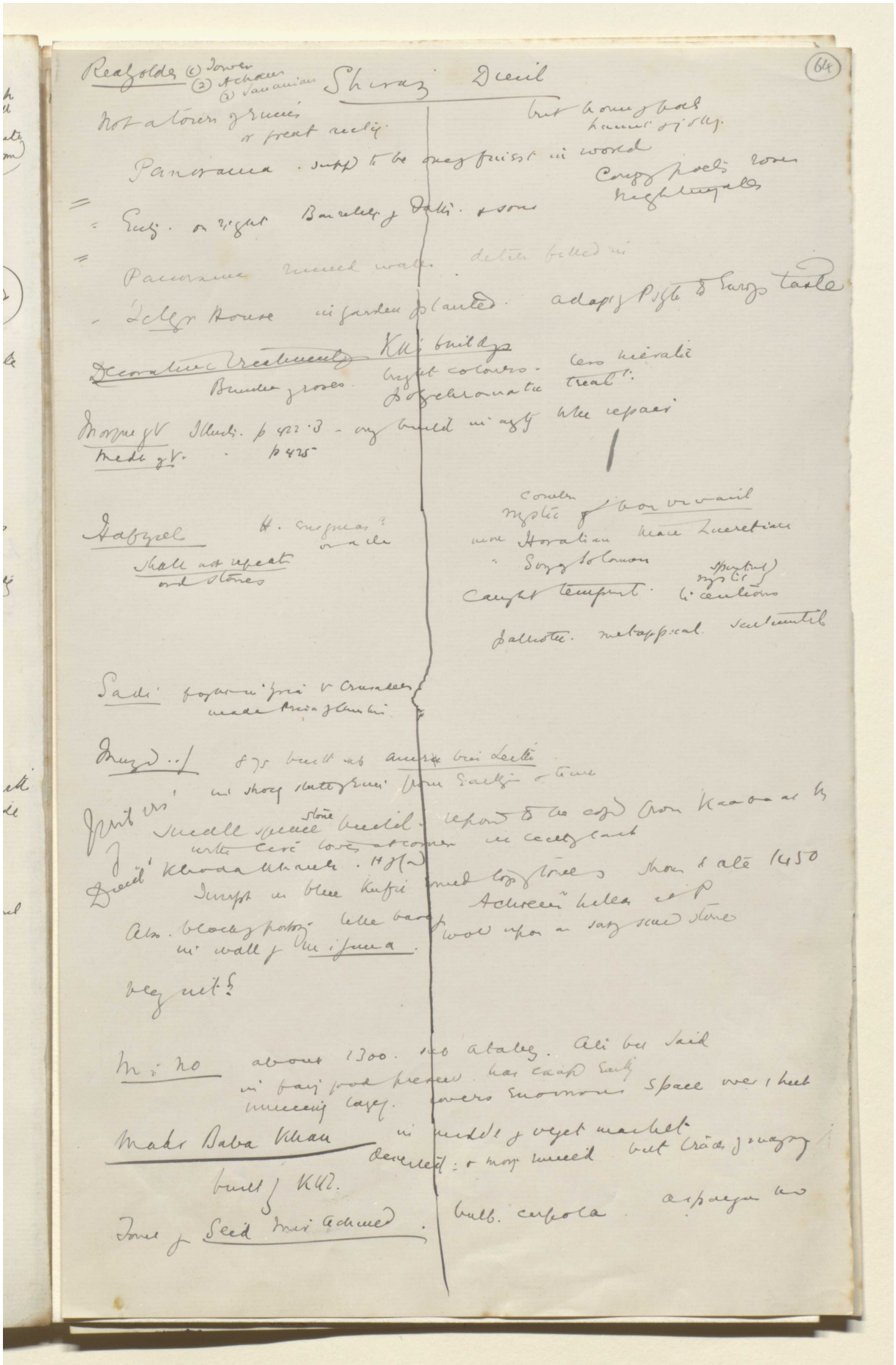

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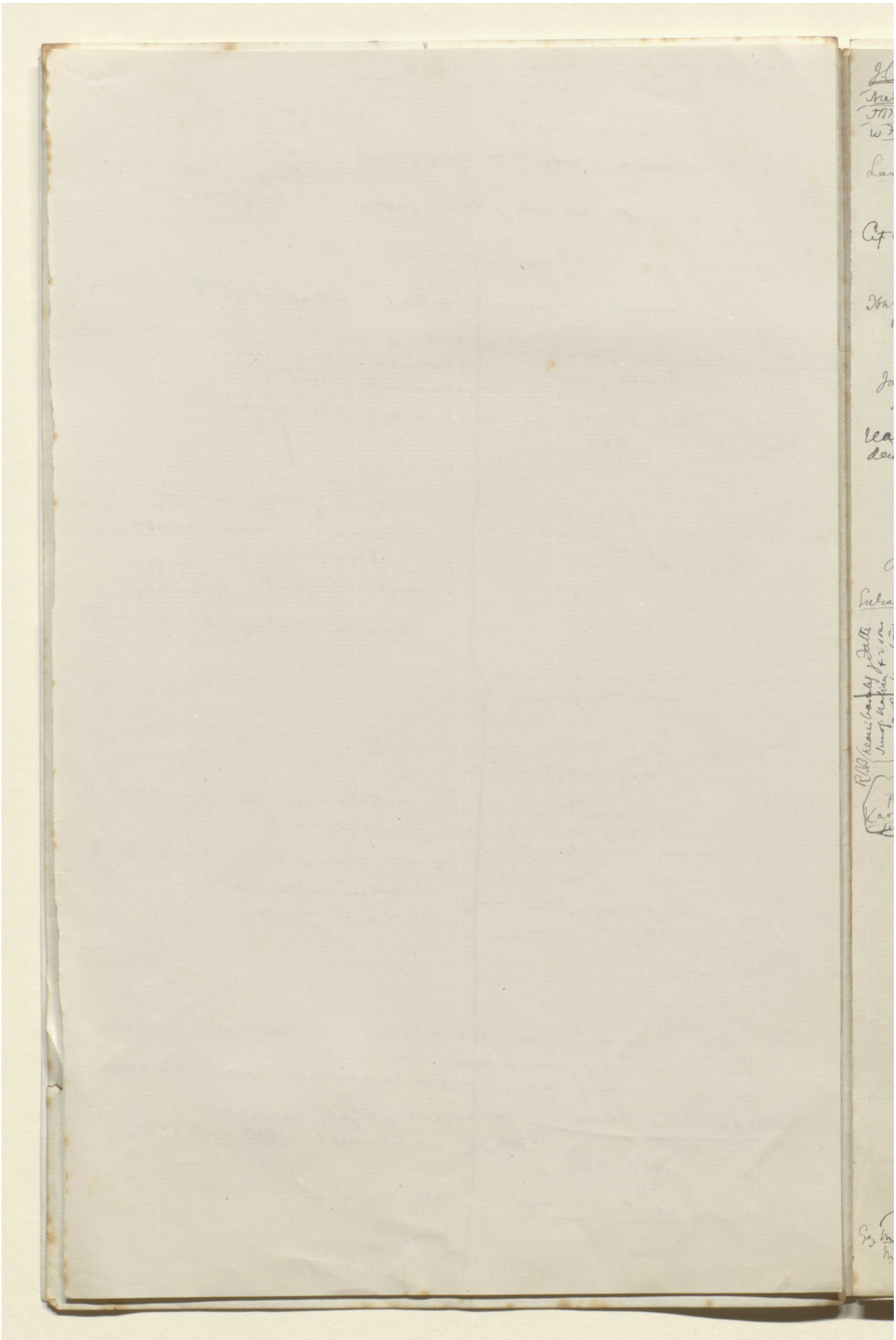

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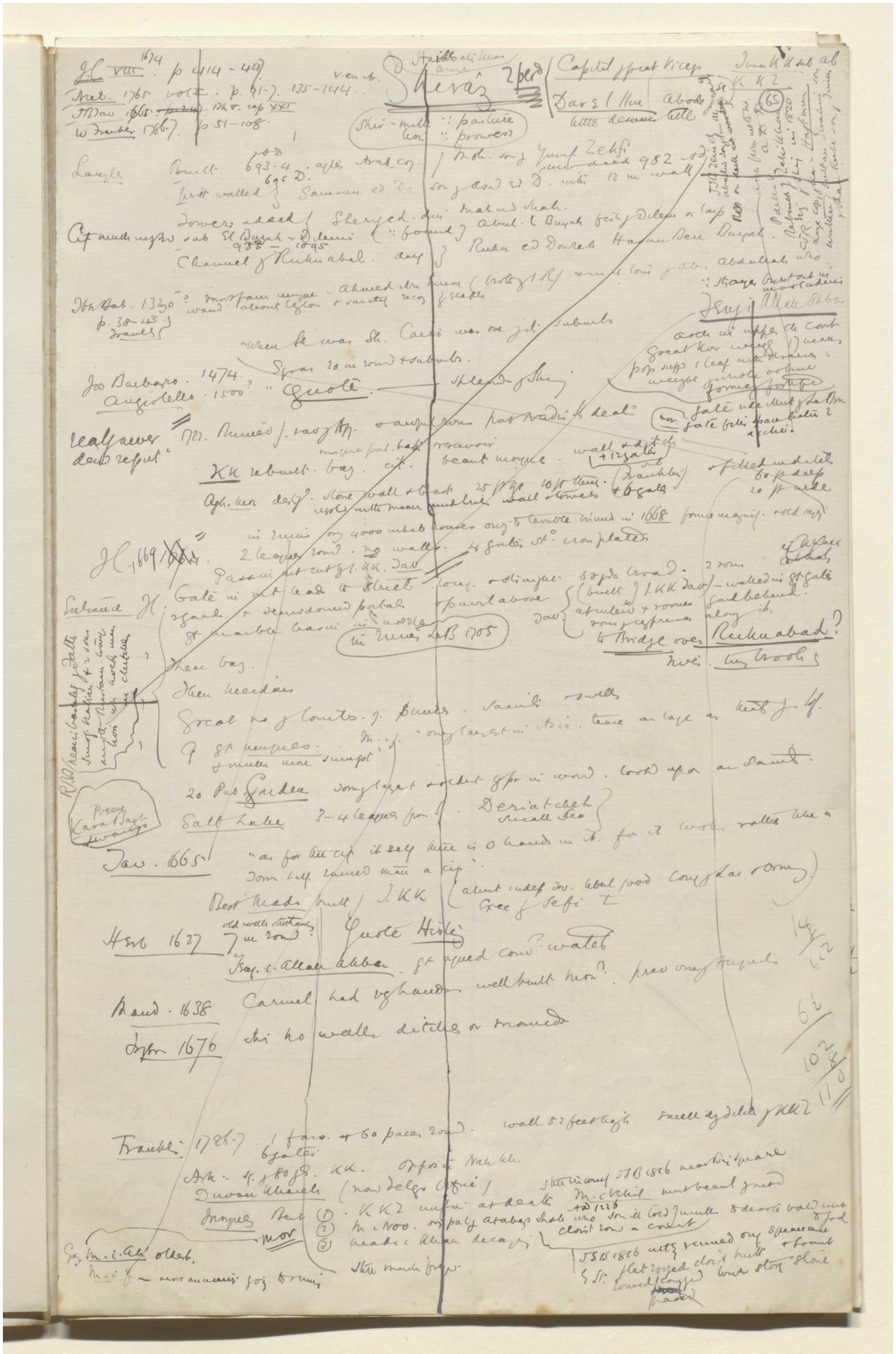

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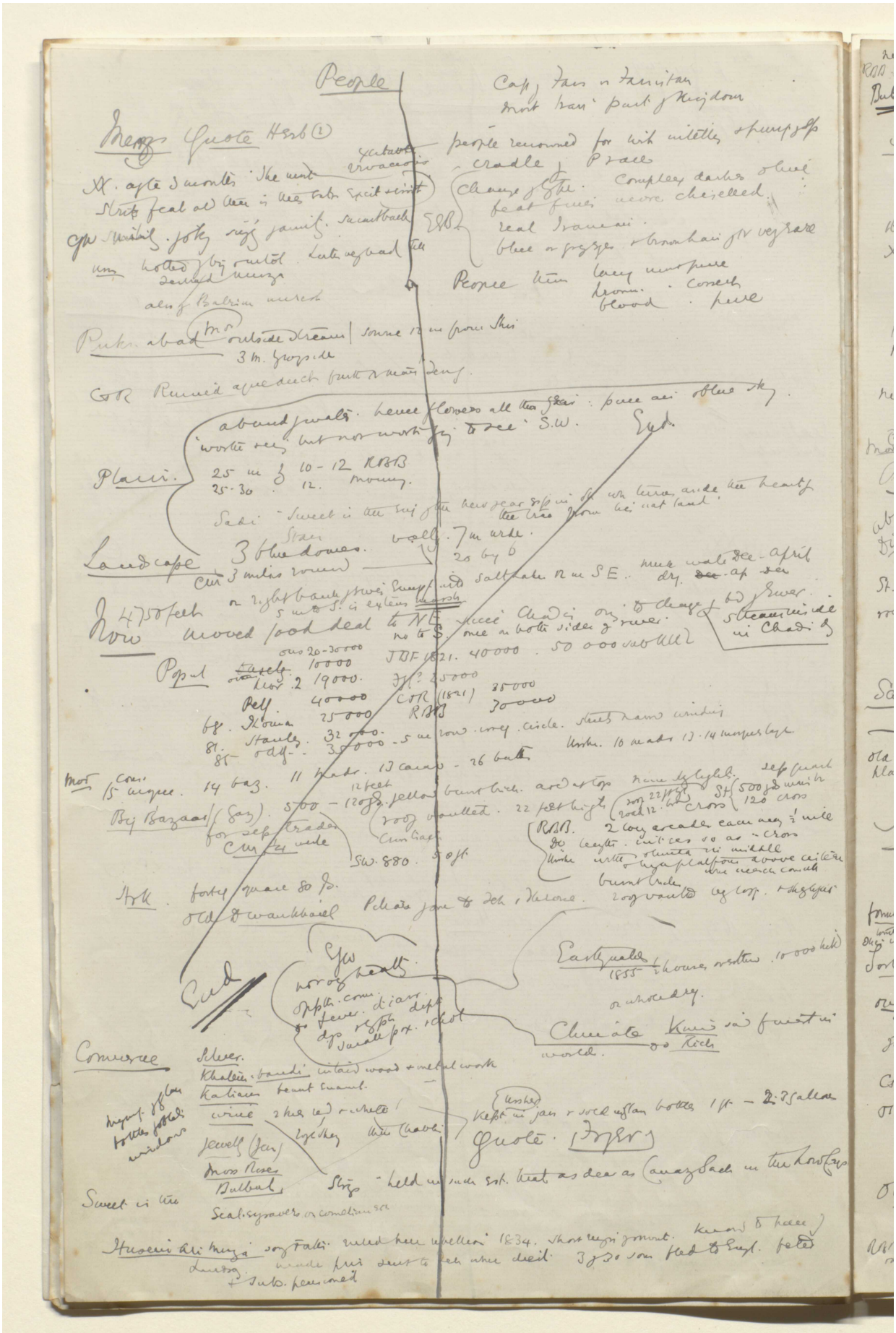

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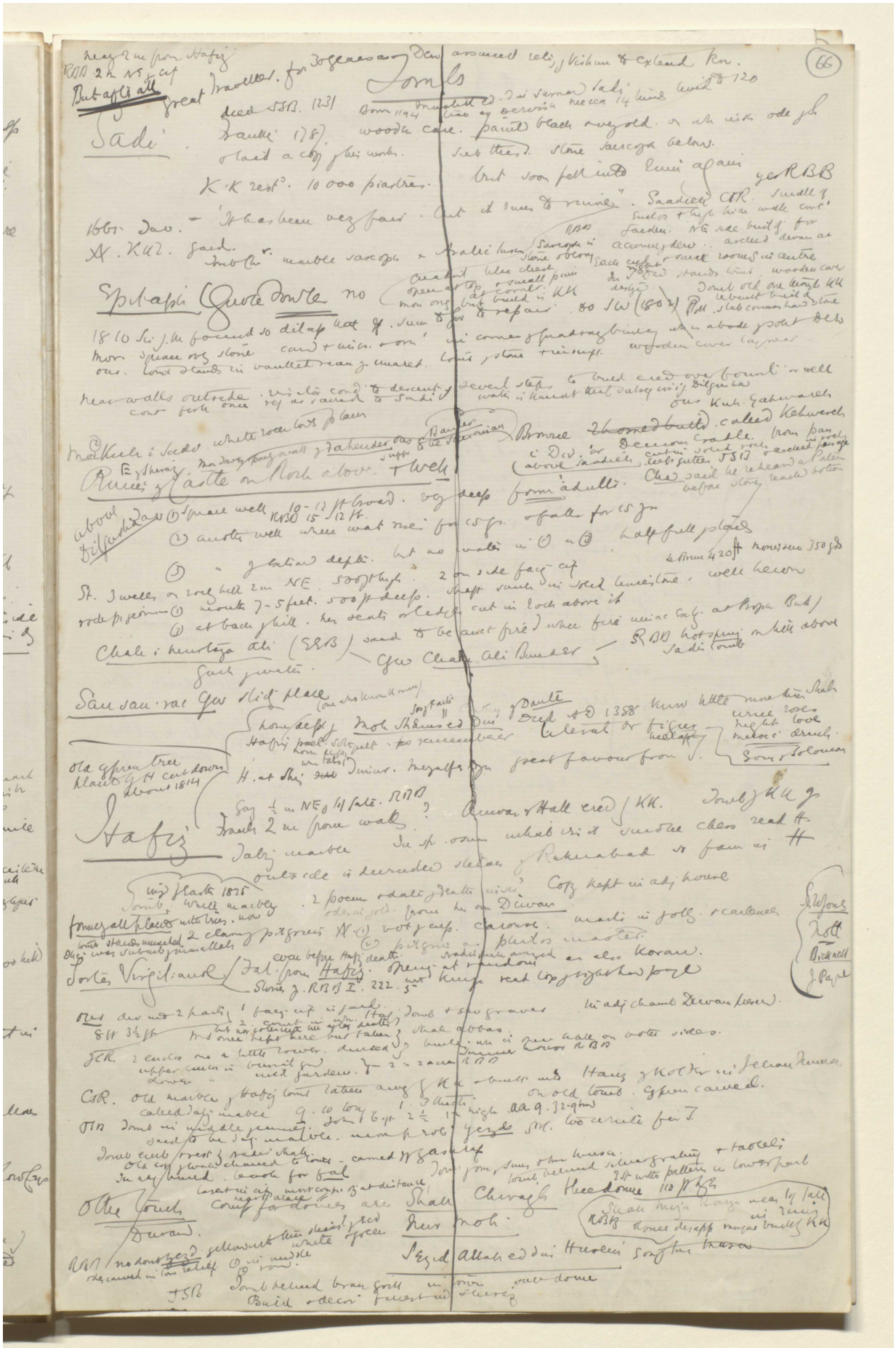

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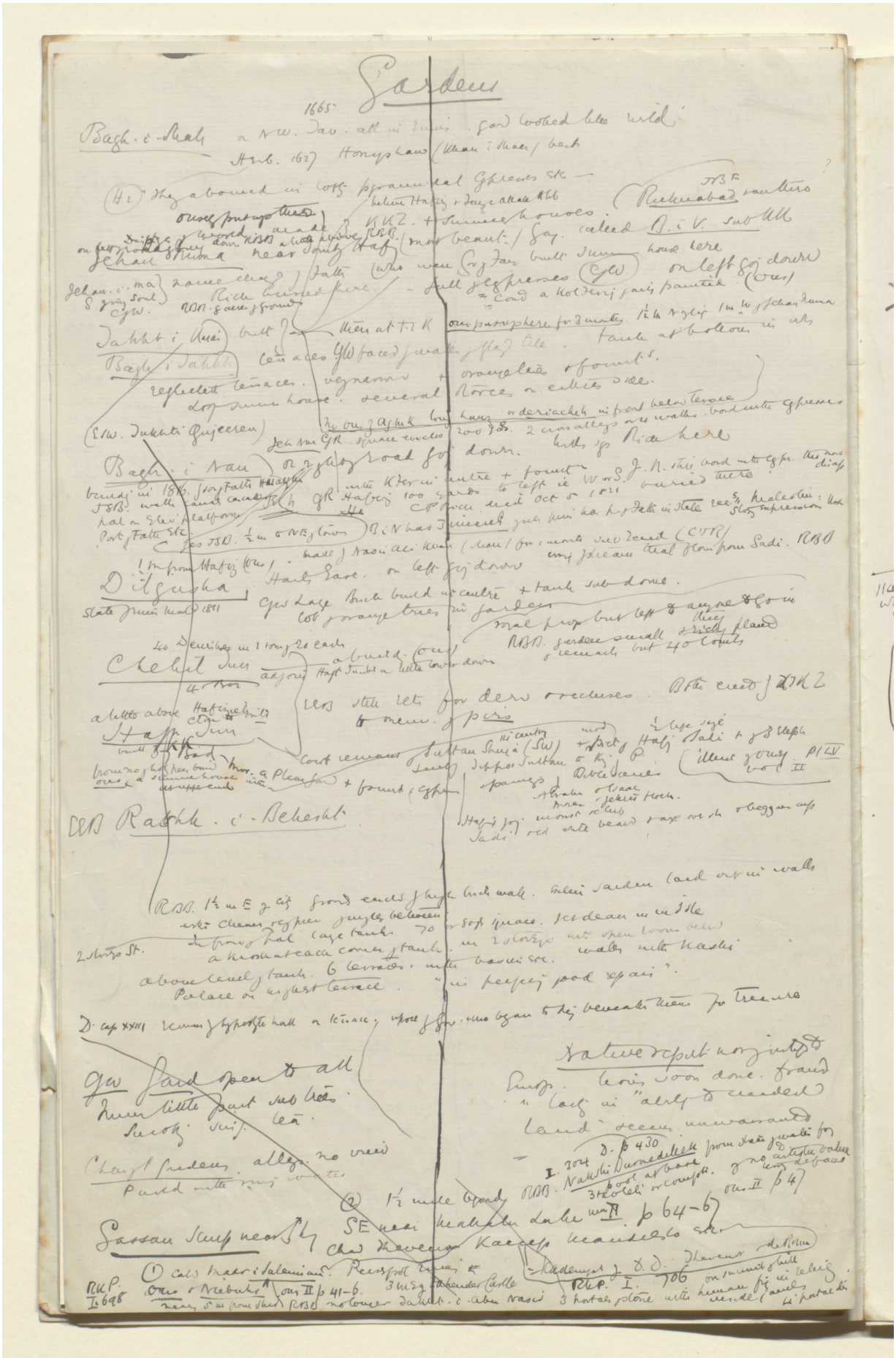

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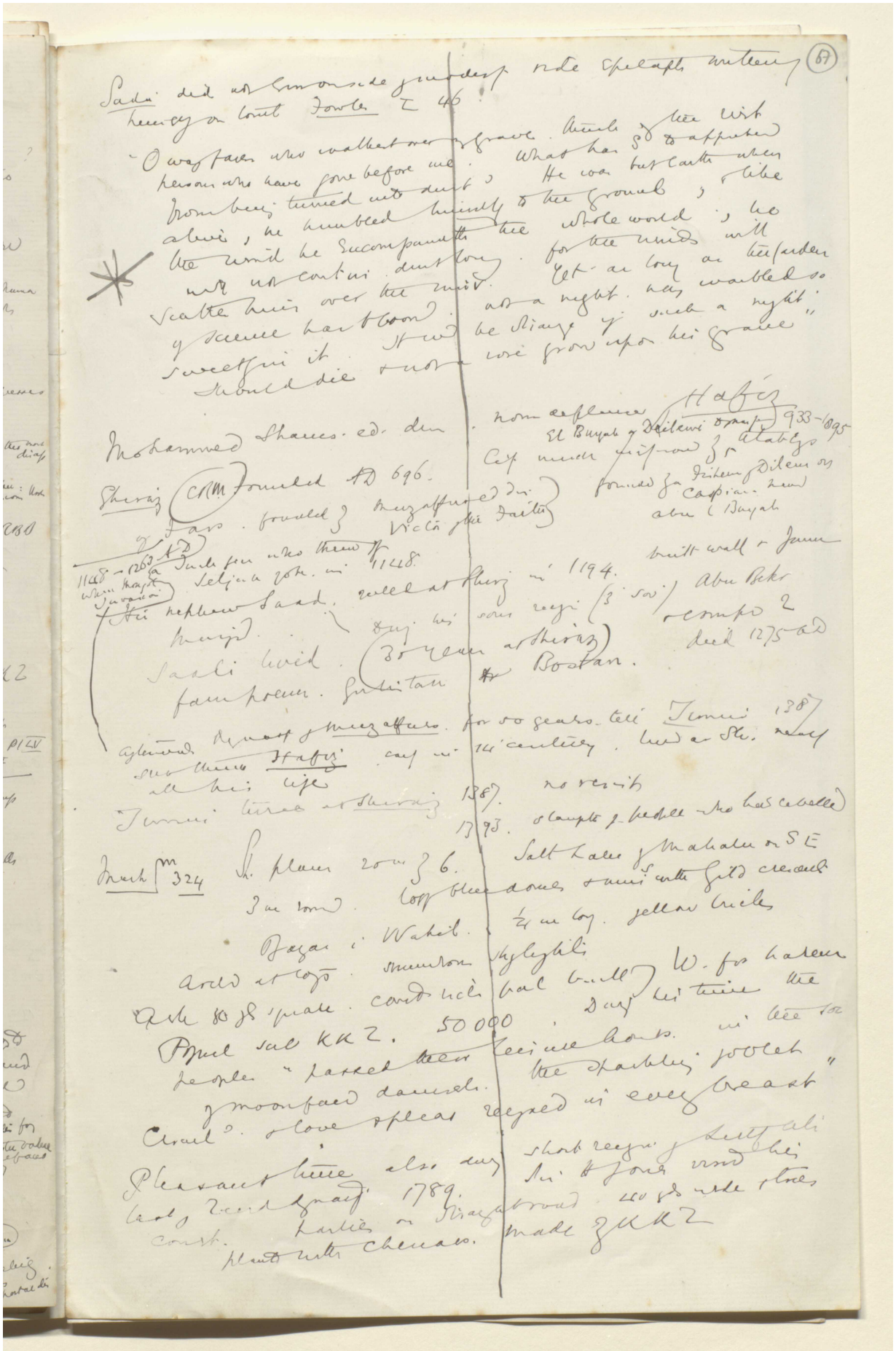

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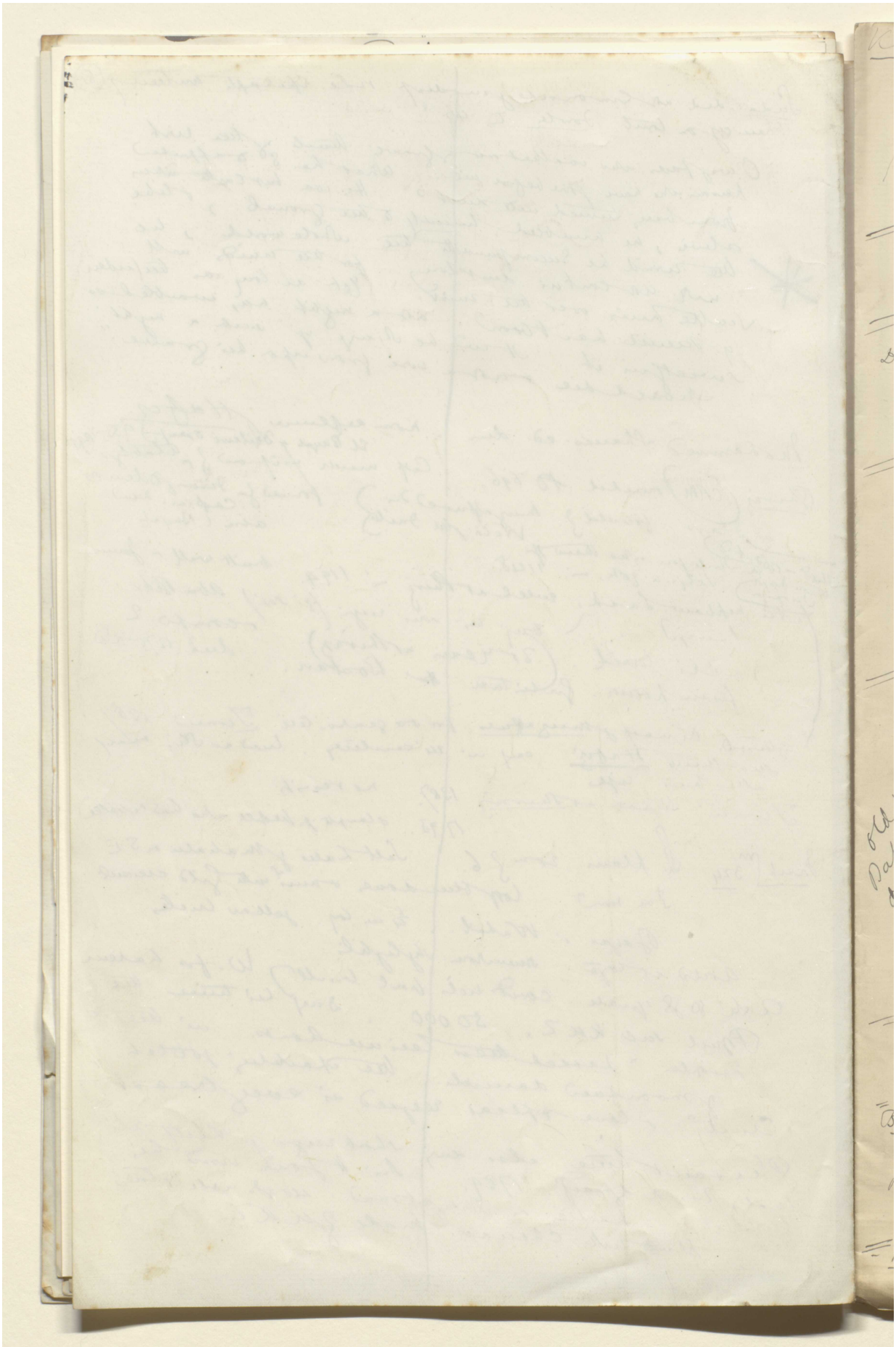

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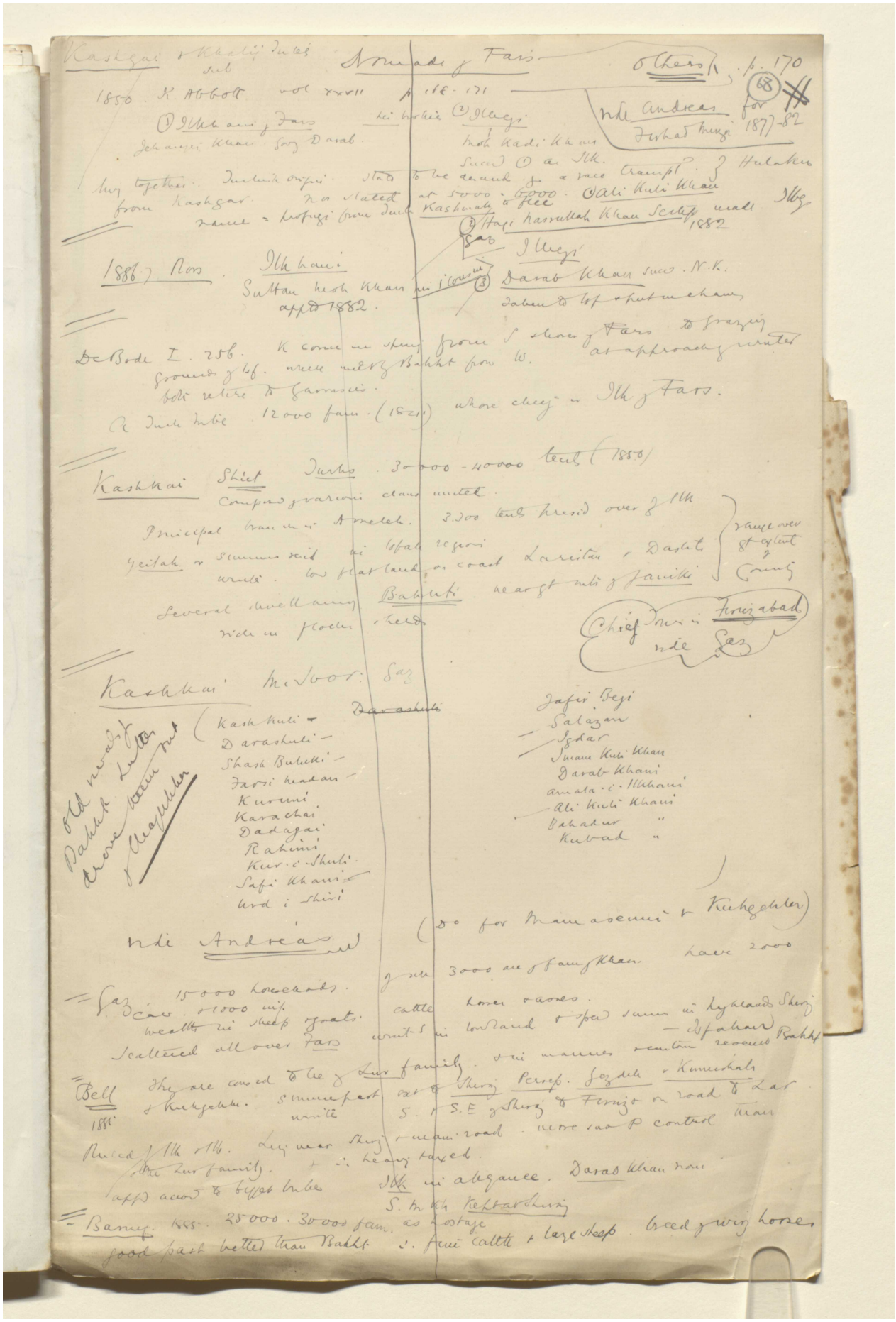

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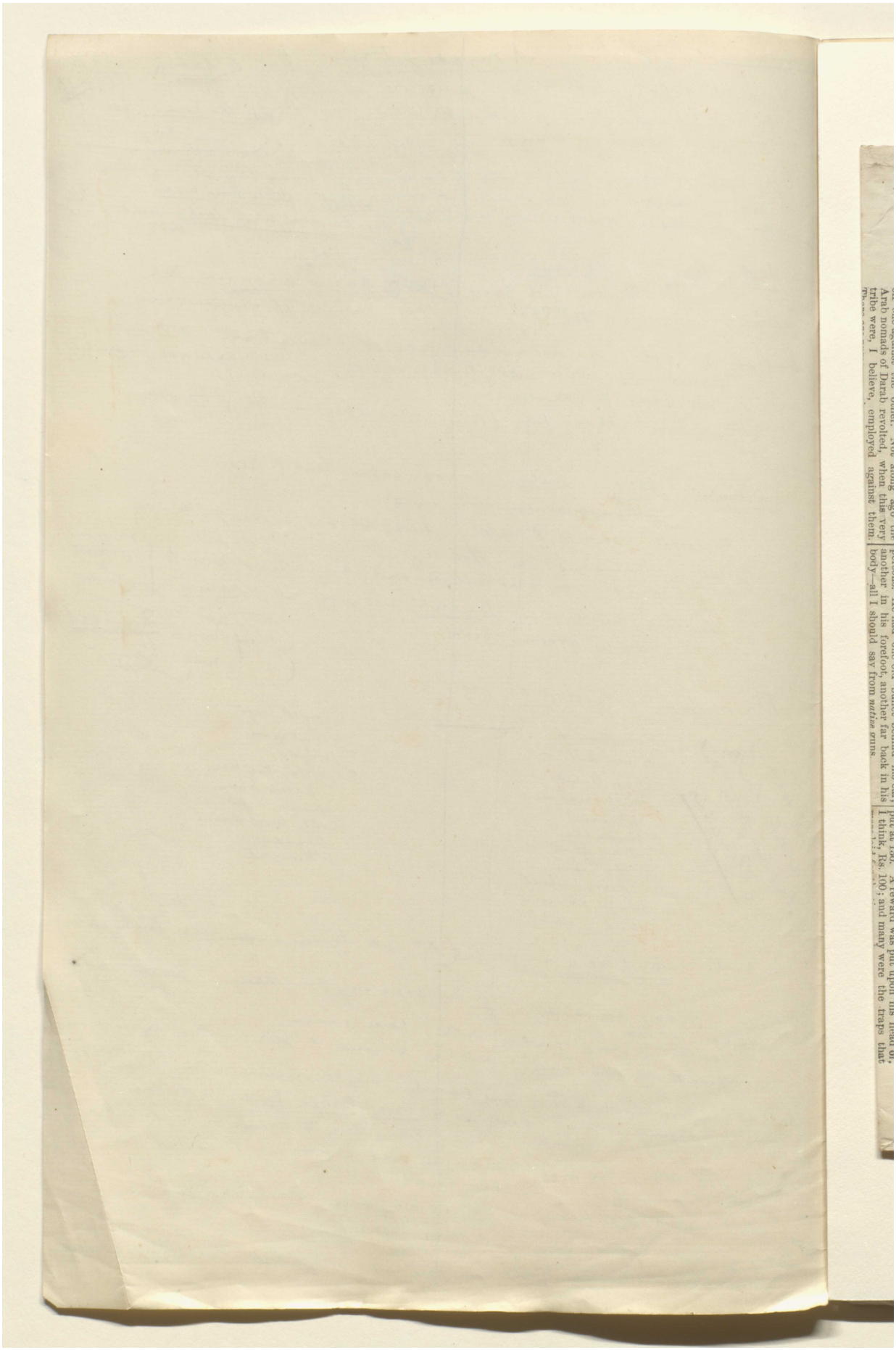

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along at full gallop on barebacked horses, without any bits, dashing over stoney ground amongst rocks and bushes in the most reckless manner. When in mid-career the blind man was seen to reel and fall off his horse on to his head with a dull thud that made one feel sick. The spectators shouted "he is dead, he is dead" and laughed. Then the Haji, my servant, turning round said: "Sir, you see these brutes, these dogs, they don't care one penny for human life. The Khan has killed this poor blind man for your entertainment, and he would kill either you or me if he thought there was anything to be gained by it." I felt rather unpleasant and walked towards the dead man, trying to look as if I was quite used to this sort of thing and thought that nothing unusual had happened. There he lay sure enough, with his head bent under him, his face cut and bleeding, his eyes closed and his tongue all bloody hanging out. While the people gathered round laughing in the most light-hearted manner, I felt for the unfortunate wretch thus done to death. I took hold of his hand: "Is he dead, is he dead" the people mockingly inquired. . . . . "*No, he isn't*" I replied, for I felt his pulse beating. The crowd then kicked him, pulled his tongue and stuffed gravel into his mouth, while he lay there to all appearance in a dying condition. This heartless conduct to a poor wounded man irritated me beyond measure, and I was just about to give vent to my indignation when the Khan walked up and shouted in the man's ear: "Get up and you shall have some *backsheesh*." To my astonishment the man then rose and walked off quite happy, without any injury beyond a slight shaking. The whole affair was a plant, and the people were delighted at my being so completely taken in. Another entertainment was also provided, which is, however, unfit for narration here.

The camp consists of about seventy tents, and is the head-quarters of a nomad tribe who muster several thousand fighting men. Their weapons are primitive—being muzzle-loading guns, old tower muskets and matchlocks—they are, however, good horsemen, and from being constantly engaged in raids, robberies and descents on their neighbours, have a knowledge of warfare. The Teheran Government knows the jealousies and disputes which exist between these tribes, and plays them off one against the other. Not along ago the Arab nomads of Darab revolted, when this very tribe were, I believe, employed against them. There are numerous other camps belonging to the same tribe in this vicinity. These nomads possess immense herds of sheep and goats. During the cold weather they camp on the plains in the vicinity of wells and springs. When the grass in the neighbourhood becomes exhausted, they strike their camps and move to another spot. In the heat of the summer they reside in the hills. They think nothing of moving one hundred to two hundred miles from summer to winter quarters. They always march at night. Each tribe has certain recognised grazing grounds, and it is regarding these that most of their disputes arise. Their women go about unveiled and are allowed more freedom than those who dwell in cities: in this respect, however, the customs of the tribes vary. Some will receive a traveller in a friendly manner, while others will murder him on the first opportunity that may present itself. Many of them are robbers, and subsist by robbing or levying black mail on the caravans passing in their vicinity which they send parties to intercept. As to their religious tendencies, they openly scoff at their own, and ridicule those who are precise in their observances. With regard to their morals the less said the better.

Nearly half the population of Persia are nomads. Their herds supply most of their wants, from the goats' hair their black tents are woven, and their ropes are twisted. Their overcoats and caps are made from the wool of their sheep, while their saddles and shoes are made from their skins.

In the evening I offered the Khan a present of a hunting knife which he, however, declined to accept, saying that hospitality needed and expected no return.

Next morning I arose early, intending to take leave of the Khan before starting, but I found he was not in camp, a rather unusual incident when a guest was leaving, and which I thought odd at the time. I then rode on as fast as possible as to overtake my baggage which, at the Khan's advice, I had sent on at midnight, he alleging as a reason for this that the road was a long and very bad one. After a ride of several hours in company with the Haj who was mounted on a swift donkey, I overtook the baggage—When the musketman-in-charge informed me that my cook, who was a dervish I had picked up some weeks previous, had deserted, taking with him a gun and some blankets. I inquired which animal he was riding on—for in Persia all servants ride—and was shown the animal. I examined the boxes as well as I could, while fastened up in their goat's hair *saleetahs*, but saw nothing suspicious so I rode on. A few minutes after a shout attracted my attention, and turning round I saw the Haji throw his cap on the ground, pour dust on his head and commence rending his garments. I rode back, and saw the boxes lying on the ground, their locks forced open while most of my medicines and nearly all my money were gone.

GORRIE.

MAN-EATING TIGERS.

Mr. A. Dobbs writes to us:—

"In compliance with your request I jot down the following about three man-eaters shot in this district, and for each of which I obtained an extra reward:—

"*No.* 1.—This was a large male, somewhat over his prime in life and measuring 9½ feet (as he lay). He evidently came across from the Balaghat district: his first victim was a lad of about 14 who was sleeping on the ground beside his father in an inner verandah, and in the outer verandah were tethered a pony and some cattle. The tiger walked between them without touching them, seized the lad and sprang over the garden hedge adjoining (at night). After this he carried off several people at night out of the middle of the village. On one occasion he seized and killed an old man, but on the child awaking (or something) he left the former and carried off the latter. The District Superintendent of Police and I thereupon tied up *garas* which were duly taken, and he from that date gave up his murderous propensity. He was shot in a beat (about 2½ months after)—thanks to the aid of a good elephant—or he might not have stirred from among the bushes without mauling one or more persons. He had one old bullet behind his ear, another in his forefoot, another far back in his body—all I should say from *native* guns.

"*No.* 2.—A fine tigress measuring just 9 feet. She took to carrying persons off the road and also seized on one or two *gowlis*. She lived on the borders of the Seoni and Jubbulpore district, so that the exact number of persons killed was not known, but probably about ten or over. I shot her in a beat also. There was only one mark of a bullet near her fore-joint, but I could not find the bullet: so this case is doubtful.

"*No.* 3.—A fine male, shot this hot weather from a *mut* underground, alongside of a forest road. A *gara* was tethered, and as the tiger went for it he got his quietus. This took place in the morning about 8 o'clock. This tiger commenced killing about November 1887, and from the narrow escapes of several persons I concluded his foreleg was quite disabled. One man actually had marks of claws on his neck and head, but was none the worse for it. I saw this Gond a few weeks after the above. About February 1888 I commenced to feed the tiger with *garas*, and from that time up to October 1888 he did not kill a single person, which proves he only took to killing human beings owing to starvation, and as soon as he got other food and got strong he gave it up. But in October or November 1888 he took to his malpractice again and kept it up once a week or fortnight till he was shot. He had a large bullet wound, high in his upper fore-joint, the wound being, I should say, about 1½ years old, and there can be little doubt that he would never have become a man-eater but for his wound (from some native gun)."

"Rohilla" writing on the same subject says:—

"I can contribute two to your roll of man-eating tigers: one in 1868 and the other in 1873. Neither was old, mangy or in any way disabled. The former was a young full-grown tigress with a litter of cubs when shot. She had a record of twenty-six human beings. Her depredations were confined to a single road or nearly so, and that a mere track on the edge of the forest leading north from the town of Barhapura in the Bijnor district. The terror of her had nearly depopulated the country along the road, and had turned the dusty *lik* into a lane "with verdure clad." Her last victim was brought into my camp at Barhapura still alive, with his left arm almost torn from the body and his lung and heart almost laid bare. The tigress died before he did, and I informed him of her death in hospital that day an hour before he succumbed. A French gentleman from Paris and his valet Jules were with me. They occupied one howdah, clad and accoutred with the most ponderous paraphernalia of *la chasse*, for the first time *au tigre*. The master had tasselled bags and belts all over him, and Jules the inevitable curly horn. We soon found the tigress in a bit of all but impenetrable ber (*Zizyphus jujuba*) and karaunda (*Carissa carandas*) jungle, and after some beating about brought her to bay, as luck would have it, under a mass of bushes in such a position that I could not see her, while she was fully exposed to the Gaul. A good shot from his single-barrelled rifle, of some enormous bore, went down her open throat and killed her on the spot. Jules and his master stood up on the seats of the howdah at the imminent risk of precipitation overboard and embraced one another effusively, winding up the demonstration with a *tantara* a-piece on the curly horn. The season was that of the Holi, and in the afternoon the ladies of Barhapura invaded the camp with a vocal chorus fit to rouse the dead. I persuaded the gallant Frenchmen (I should perhaps have spelt it *galant*) that the ceremony was one which all successful tiger-slayers had to go through, and he pluckily stood decoration with very odorous flowers and filthy red water, and distributed *largesse*.

"The second man-eater was a much better known scourge, and for three years or more had infested a large tract of country in South-Eastern Garhwal to the east of the river Ramganga. Two or three much-travelled pathways cross this tract from the mountain villages to the *mandi*, or markets, at the foot of the hills, notably Dhara, Rehar and Afzalgarh; and along one or other of these tracks this brute used to prowl and lie in wait at their edge with numberless fatal results. I do not think that the full tale of this tiger's victims was ever known. I have heard it put at 130. A reward was put upon his head of, I think, Rs. 100; and many were the traps that were laid for the tiger and many the men that hunted him. For the story of his death I must refer your readers to the *Field* of the 13th and 20th of November 1875. Everyone at the time admitted that I had had the good fortune to rid the hills of this terror, the grass-grown paths became used again, the villagers came and went in safety, and for a number of months there were no victims. All at once some men began to be killed along the same beat, and it was supposed that they were due to the same tiger and that I had not killed him. I was, therefore, done out of the reward. It soon turned out, however, that this new scourge was a tigress, whereas the old one was well-known to have been a tiger. He had been seen several times, and notably by a forest chuprassi who had had the luck to escape from his attack. The tigress was, I believe, killed before she did much damage. Here very probably was an instance of a tigress who had learned the evil habit of killing human beings from her mate. I am quite prepared to believe in such teaching.

"Neither of my two man-eaters were other than in the prime of life, health and strength. No experienced native tiger-hunter believes in the theory that it is only old, worn-out, mangy or injured beasts that take to killing men because they can no longer kill deer or cattle. A tiger which has been wounded by man and escapes to recover more or less completely is doubtless in some cases more savage with men in future, and more likely to attack them unprovoked than an unwounded tiger, but not by any means invariably so. I am inclined to think that, as a rule, such tigers are made more wary of man, and less likely to attack him by their previous experiences. They are beyond doubt always more difficult to circumvent and kill than any others."

LOOKING BACK.

Somebody once observed, writes a correspondent, that one-half of the world are always looking back with regret, while the other half are looking forward with hope. The as-

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ing the Simla team on having won the blue ribbon of the meeting, I am sure I am only expressing the feeling of all the competitors, including the winning team, when I say that, under equal conditions, the Sergeants' team of the Royal Scots Fusiliers would probably have won. They unfortunately were drawn to shoot at the longest distance at a late hour in the day when the wind is apt to make shooting very difficult. In the Army *versus* Volunteers the former won by 25 points.

"I must not omit to mention the 'Diana Plate.' Ladies competed for this. Possibles were made by two, *viz.*, Mrs. Nicholson and Miss Roberts, the latter of whom had the good fortune to win on the tie. Throughout the shooting for this prize has been extremely good, and so much keenness has been shown by the fair competitors that I am inclined to think they must have received private information from the Adjutant-General of their having been selected to join the 1st Army Corps.

"Ladies and Gentlemen, I have trespassed too long on your kindness, but before I conclude I desire to offer my own thanks as well as the thanks of all interested in this meeting to the Camp Commandant, Captain Sir Robert Colleton, Royal Welsh Fusiliers, and his Staff Officer, Lieutenant Glossop, Suffolk Regiment; also to Captain Hayden, the indefatigable Secretary, who has proved himself as capable in the office as he is brilliant on the range. I beg that the markers, range and duty officers, non-commissioned officers and men will accept our best thanks. They have all worked hard and done their best to ensure the success of the meeting." (Loud applause.)

Lady Roberts then proceeded to distribute the prizes. These included silver cups, medals, money prizes, &c. The cup presented by the Royal Scots Fusiliers for the Championship was a particularly handsome one.

TRAVELS IN PERSIA.

AMONG THE ILIYATS.

After a long march over the usual desolate country to be met with in the Province of Fars, I turn to my left, and entering a gorge in the hills which I have been skirting for the last three or four hours, I see shining through the darkness now coming on the lights and camp fires of the encampment at Gulookuh.

As I approach there is a furious barking from the huge watch-dogs these people always keep. Being warned of my advent beforehand, they have fastened them up, so that there is no damage done. On reaching the camp I am surrounded by a crowd of men, one of whom holds my horse while I dismount, and others run to tell the Khan of my arrival. Meanwhile I am shown into the nearest tent, where I sit down and warm my hands by the camp fire, for it is bitterly cold and snow lies thick on the summits of the surrounding hills. In a few minutes the Khan appears, and after shaking hands, leads me off to a tent which has been emptied of its proper occupants. Entering we seat ourselves on a carpet at the further end, while my servants and baggage occupy the other. There is a fire burning in the centre of the tent, on the beaten earth floor, the smoke from which escapes through the meshes of the black goats hair from which it is woven.

The sides of the shelter are constructed of lar ge blocks of unsquared stoned which are loosely piled on the top of one another, and reach to a height of about four feet from the ground. Beyond this the awning projects for a few feet when it is fastened to goat's hair ropes which are firmly pegged into the ground beyond. Through the roof the moon is seen shining, while on all four sides just over the top of the wall, two or three score of women's faces are dimly seen, who now look at a European for the first time in their lives. A servant brings in four candle-lamps of Russian manufacture, and sets them on the ground—two in front of me, and two before the Khan. These lamps or rather candlesticks are made of brass, and contain a spring in the stem to push up the candle as it burns down: a small glass globe encircles the wick. These lamps are used universally throughout Persia, and Russia must do a considerable trade in them, as well as in the *istikans*—glass tea cups—tea trays, *samovars*, &c., which are found in almost every house. After the usual compliments the Khan inquries of me regarding my journey, and asks if I am not a merchant, and in what trade I am engaged. I tell him that I am an Englishman, and travelling solely for pleasure. "Yes," he replies, "I have heard that Englishmen are great travellers and go everywhere." His next question was: "Which is the greatest nation—England or Russia?" I replied, as might be expected, "that England was the greatest and most powerful nation in the world." "But how can that be," he said, "only the other day I met two Russian Armenians who told me that England had taken some country which was a Mahomedan one, that Russia was very angry at this, and ordered your country to leave it, you then asked Russia to give you time to do so and she gave you five years." That is quite untrue I said: next time you meet your friend ask him about the Crimean War and who beat there, ask him what country it was that was so afraid to meet our ships of war, that she sank all her own vessels at the harbour's mouth, and took all her sailors on shore. You think the Russians are the friends of the Mussulman, do you, how about the last Turkish war?" "No," I said "the English are your friends. If it was not for us the Russians would have had your country long ago, and Constantinople, too." After much conversation of a similar nature the Khan seemed to become convinced of the truth of my arguments, and said: "Yes, what you have said is quite true, my countrymen, that is those degenerate ones who dwell in houses, are afraid of the Russians, but we are not. Now, tell me what a man-of-war is, for I have never seen one." Turning to the Haji I told him to describe one. He commenced as follows:—"What, you don't know what a man-of-war is? O God you should see one, its, a big ship made of iron, every bit of him, you may laugh, but I swear by the beard of the Prophet that it is true. Right down near the bottom of him there's a big fire, and more than a hundred men working day and night to keep it burning. This fire makes him go. He travels seven marches in one day, and goes on day and night, and never gets tired. Inside the ship there is an army with big canons, and such canons as nobody ever saw before in his life. I see a man one day go up the inside of one to fetch something as was forgotten. Then there's the captain he's the *faujdar* on board. You never see such a man anywhere, everybody who meets him salaams to him. He walks up and down, dressed in a blue coat, covered with gold and buttons, with a *durbeen* under his arm. When he looks through it he can see a tree twenty miles off. Sometimes if the Sultan of Arabia has a disturbance in his country, he asks the Englishman—for he is his friend—to send him a ship. Then the ship goes off, and stops when he is about one hour's ride from the town, then the captain give orders to fire the guns, and in about ten minutes you see the town lying all flat—flat as this floor. The enemy he fire but his guns never reach the ship. But listen, and you will see what wisdom God has put into the minds of the Englishmen. Sometime he fights with another 'Feringhi,' who has a ship, too, but not nearly so good, then you think he fight him with guns, no, he is not such a fool, he just make pretence of this, and quietly sends along under the water a long box made of *hullabi* and filled with *barud*, that box travel along straight of himself as fast as a horse can gallop, and when he get under the other 'Feringi's' ship he burst. Knock a big hole in him, and down he go to the bottom of the sea. You say that I am a liar, but I have seen it with these my eyes dozens of times. When the first lieutenant—who is—you should know, 'grand vizier' to the captain—wants to catch some fish, he just sends off one of these boxes into a shoal of them and when it burst you see hundreds of dead fish floating on the top of the water."

A man now enters bearing a large brass tray covered with a number of small glass cups in glass saucers, he is followed by another one carrying a brass *samovar* or urn. These are depoing a brass *samovar* or urn. These are deposited at the further end of the room and tea is prepared. As soon as it is ready a servant produces a large cone of sugar, and knocking off fragments of it with a small hammer, places them in the cups which they nearly fill, he then pours out the hot tea, and hands it round on another tray with a few nuts and raisins. The Khan drinks off his tea at once as is customary amongst Persians no matter how hot it may be.

Just as I have finished the last of the three cups prescribed by custom, the Khan's brother, the Khan of Tulhalal enters, is introduced and slipping off his shoes, seats himself on my right on the opposite side of the room to his brother. The further end of the tent, which is a long one with four standing poles, is crowded with servants and followers of every description, who chat and jest with their masters in the most familiar manner. The majority of them are clressed in long dark blue coats, similar in shape to those worn by Indian servants, beneath them they wear loose pyjamas of the same colour which just reach the ankle, on their feet are shoes made of white cotton with turned-up toes, the soles of which are made of minute fragments of clothes, which being strung together, and soaked in some sort of glue form a hard and flexible substance which affords a secure foothold on the most slippery of hill sides. All wear small round oval-topped caps made of wool, in various shades of white, brown and yellow. The head servants are similarly dressed, except that over all they wear what looks like an attempt to reproduce a European frock-coat. This coat is, however, collarless, and instead of having tails and buttons behind, it has a skirt, which is pleated all the way round. These coats are of light blue and green. The two Khans are dressed exactly the same as the lower servants, except that the materials they wear are much finer, and their under-shirts are of a spotless white.

The Khan asks me if I can give him any wine to drink; now I had drunk none for more than two months, and had only a solitary bottle of brandy which I kept by me for medicine. However, as he had treated me well, I produced this. The Khan then sent for a tumbler, and filling this half full of raw brandy, drank it off at a gulp. It was stronger than he expected, for he never said a word but sat gasping for breath for about half a minute to the delight of his followers. As soon as he recoverd he said that this was really good stuff, but that the dogs of traders who came that way, sold him a very inferior quality. The remainder he doled out to his brother, and in smaller quantities to his attendants, who bringing in more native wine, the whole lot of them began to get drunk.

The Khan's musician, a good-looking boy of about seventeen, was now called on for a song, which he sang well and in a clear voice. It was some amorous ditty, and as the last words died away the audience raised shouts of applause. The way for dinner having been thus prepared by a preliminary drink as is customary, piles of well-cooked food were brought in on large trays and set before us. As soon as we had finished, the remainder was handed over to the servants, who ate it there in the same tent. More wine was brought in and the whole party soon became perfectly drunk.

After several hours more of uproarious mirth, the party dispersed and left me to rest, which I was only too glad to do after my long day's ride. The next morning choosing a sequestered spot, not far from my tent, I had a good wash. The people soon discovered me thus employed, and in a few miuutes there was a crowd of more than a hundred people gathered round, viewing me with mingled curiosity and amusement. I was now getting used to this sort of thing, so I continued my ablutions without appearing to notice them The Haji, however, looked on their behaviour as an insult to his master, and after vainly attempting to drive them away, exclaimed: "O Mussulmen, is this the way the Koran tells you to behave to a stranger, would you like to be treated thus yourselves, have you no shame—after all there is nothing to see, my master is only a man like yourselves." At last the Khan arrived on the scene, and with a few words cleared away the whole lot of them.

I next showed him my and my servant's revolvers: these were greatly admired. The Khan shot with them, holding the weapon in both hands, as is the Persian custom when firing their long-barreled pistols. He was anxious to buy one, and offered me a fine Turkoman horse in exchange but I declined. He now pressed me to stay with him till the next morning, this I was unwilling to do, but learning that my muleteer was not to be found I was obliged to consent.

In the afternoon an entertainment was provided amongst other items of which was a race between a blind man and a sound-sighted one. Both tore

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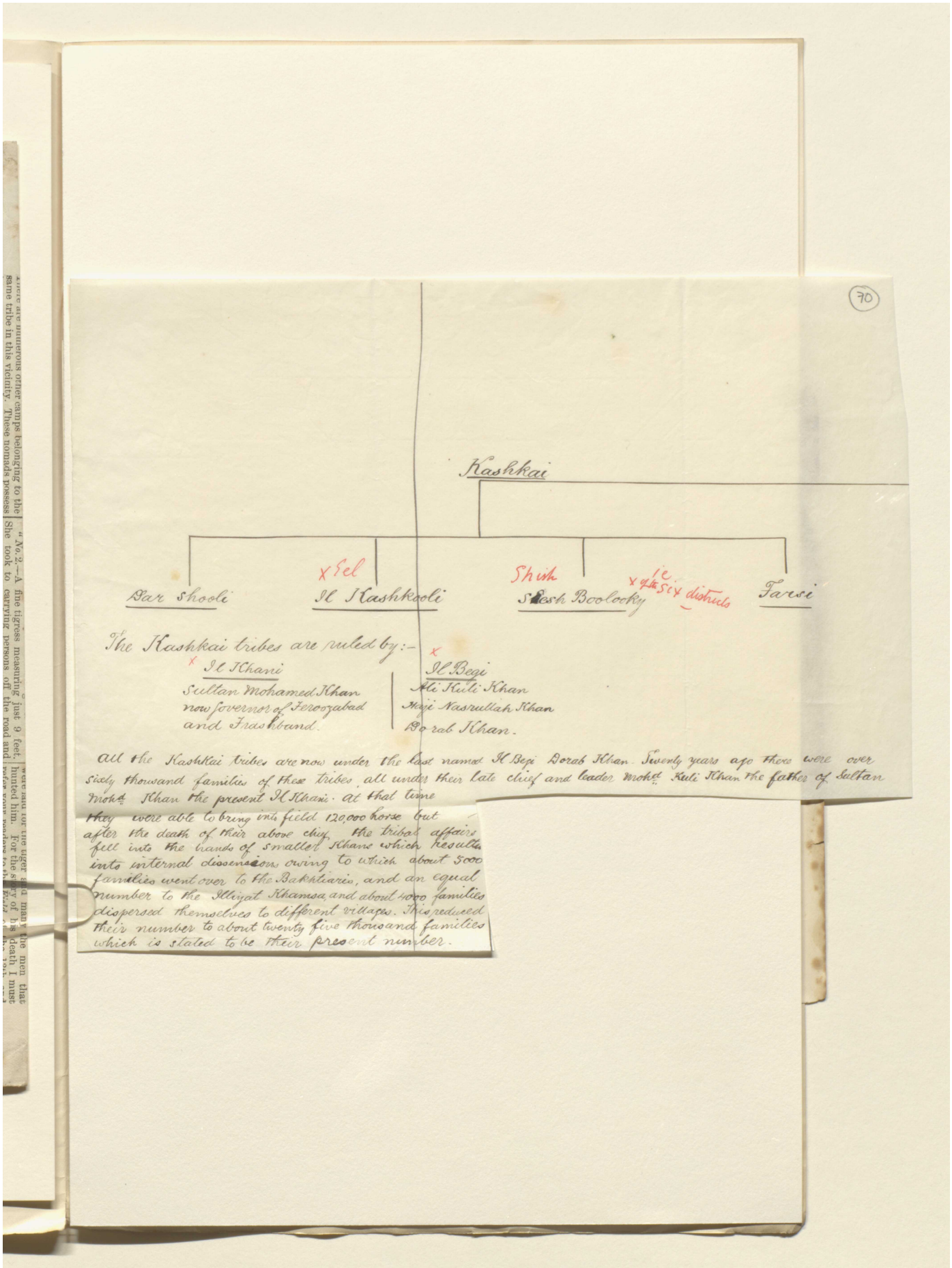

70

Kashkai

Dar shooli | x Eel Il Kashkooli | Shish Sesh Boolooky x ie of the six districts | Farsi

The Kashkai tribes are ruled by:-

x Il Khani
Sultan Mohamed Khan
now governor of Feroozabad
and Frashband.

x Il Begi
Ali Kuli Khan
Haji Nasrullah Khan
Dorab Khan.

All the Kashkai tribes are now under the last named Il Begi Dorab Khan. Twenty years ago there were over sixty thousand families of these tribes, all under their late chief and leader Mohd. Kuli Khan the father of Sultan Mohd. Khan the present Il Khani. At that time they were able to bring into field 120,000 horse but after the death of their above chief the tribal affairs fell into the hands of smaller Khans which resulted into internal dissensions owing to which about 5000 families went over to the Bakhtiaris, and an equal number to the Illiyat Khamsa, and about 4000 families dispersed themselves to different villages. This reduced their number to about twenty five thousand families which is stated to be their present number.

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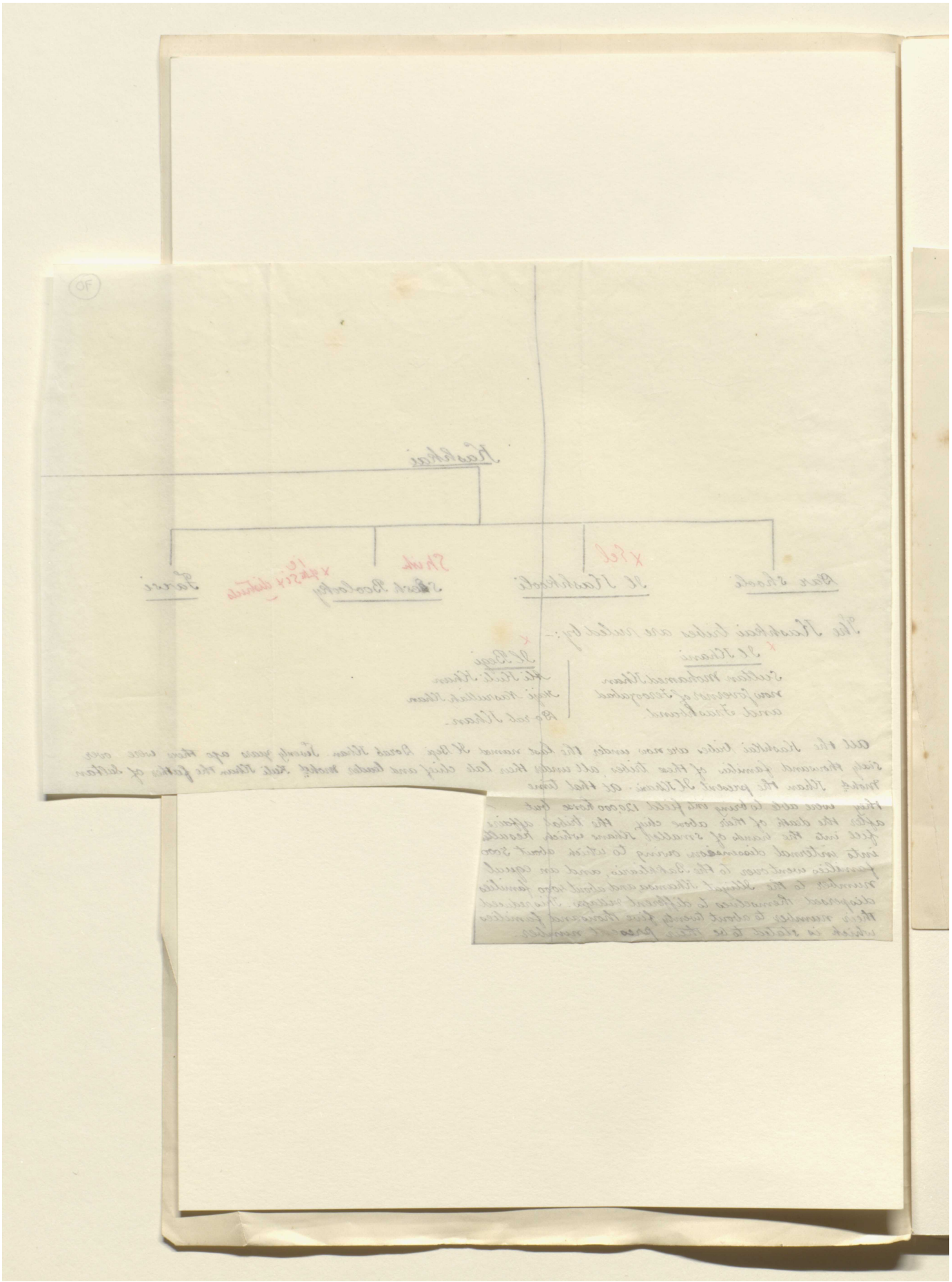

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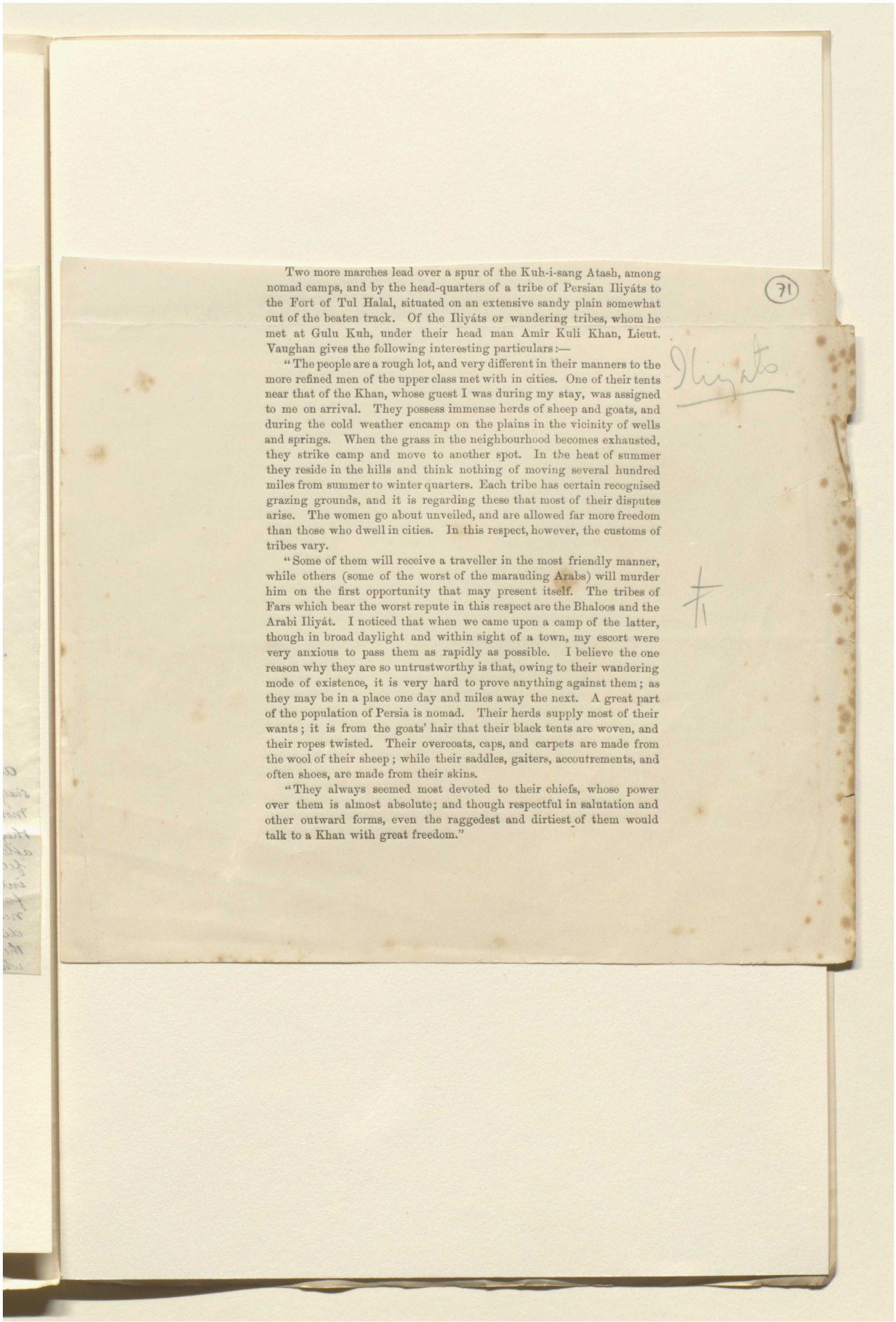

Two more marches lead over a spur of the Kuh-i-sang Atash, among nomad camps, and by the head-quarters of a tribe of Persian Iliyáts to the Fort of Tul Halal, situated on an extensive sandy plain somewhat out of the beaten track. Of the Iliyáts or wandering tribes, whom he met at Gulu Kuh, under their head man Amir Kuli Khan, Lieut. Vaughan gives the following interesting particulars:—

"The people are a rough lot, and very different in their manners to the more refined men of the upper class met with in cities. One of their tents near that of the Khan, whose guest I was during my stay, was assigned to me on arrival. They possess immense herds of sheep and goats, and during the cold weather encamp on the plains in the vicinity of wells and springs. When the grass in the neighbourhood becomes exhausted, they strike camp and move to another spot. In the heat of summer they reside in the hills and think nothing of moving several hundred miles from summer to winter quarters. Each tribe has certain recognised grazing grounds, and it is regarding these that most of their disputes arise. The women go about unveiled, and are allowed far more freedom than those who dwell in cities. In this respect, however, the customs of tribes vary.

"Some of them will receive a traveller in the most friendly manner, while others (some of the worst of the marauding Arabs) will murder him on the first opportunity that may present itself. The tribes of Fars which bear the worst repute in this respect are the Bhaloos and the Arabi Iliyát. I noticed that when we came upon a camp of the latter, though in broad daylight and within sight of a town, my escort were very anxious to pass them as rapidly as possible. I believe the one reason why they are so untrustworthy is that, owing to their wandering mode of existence, it is very hard to prove anything against them; as they may be in a place one day and miles away the next. A great part of the population of Persia is nomad. Their herds supply most of their wants; it is from the goats' hair that their black tents are woven, and their ropes twisted. Their overcoats, caps, and carpets are made from the wool of their sheep; while their saddles, gaiters, accoutrements, and often shoes, are made from their skins.

"They always seemed most devoted to their chiefs, whose power over them is almost absolute; and though respectful in salutation and other outward forms, even the raggedest and dirtiest of them would talk to a Khan with great freedom."

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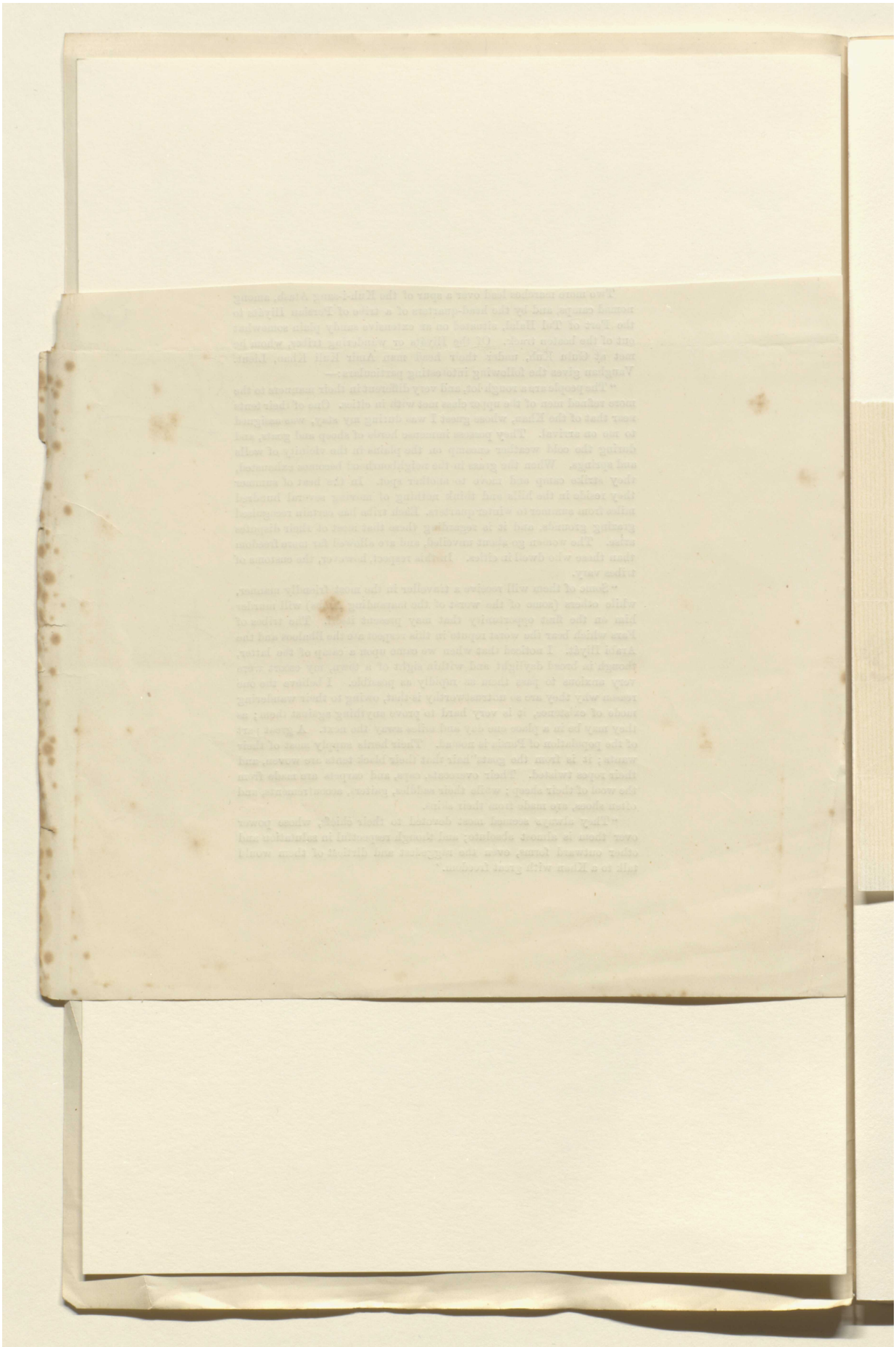

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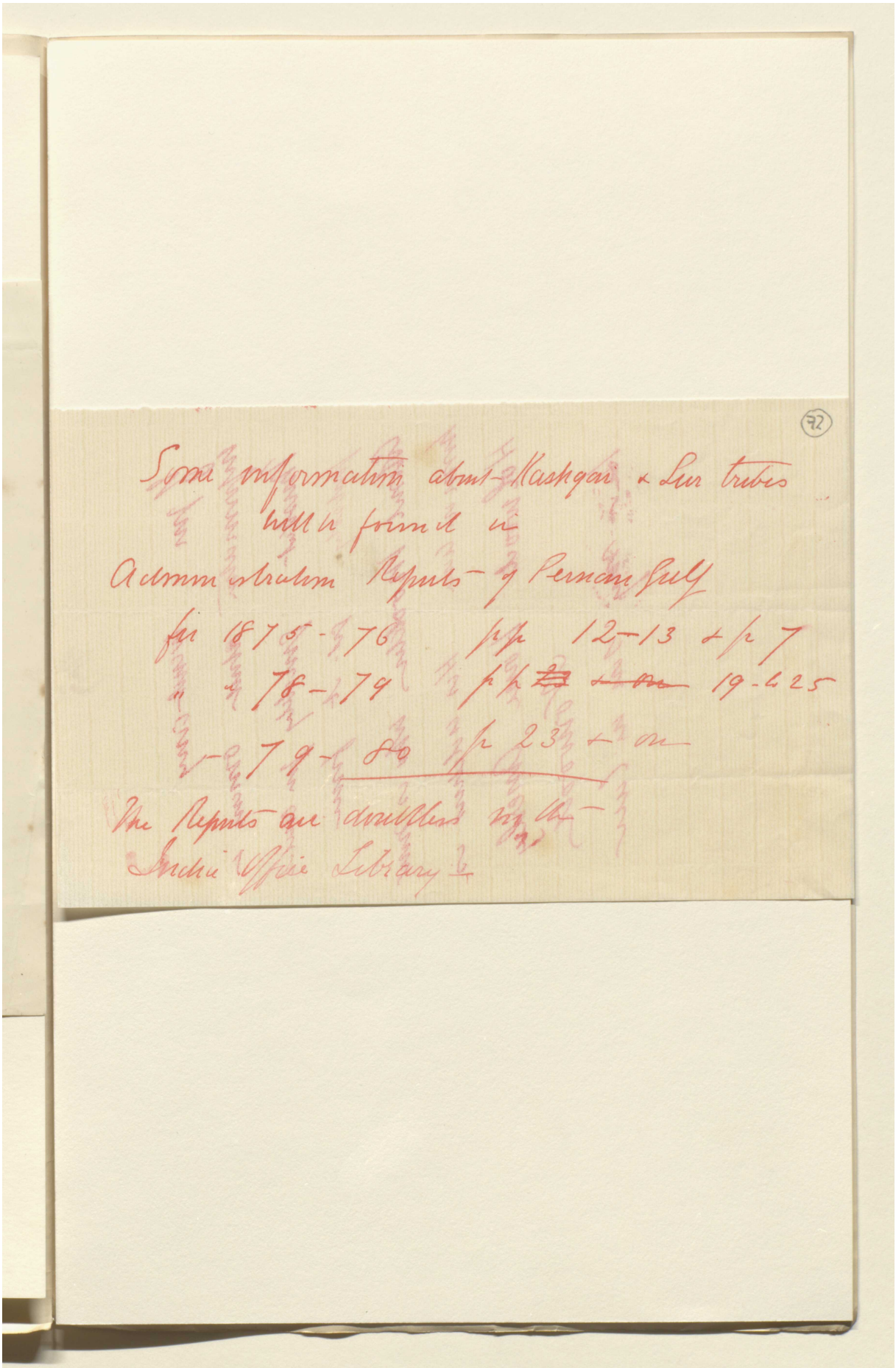

(72)

Some information about Kashgar & Lur tribes will be found in
Administration Reports of Persian Gulf
for 1875-76 pp 12-13 & p 7
" 76-79 pp ~~2~~ ~~&~~ 19-625
" 79-80 p 23 & on

The Reports are available in the India Office Library &

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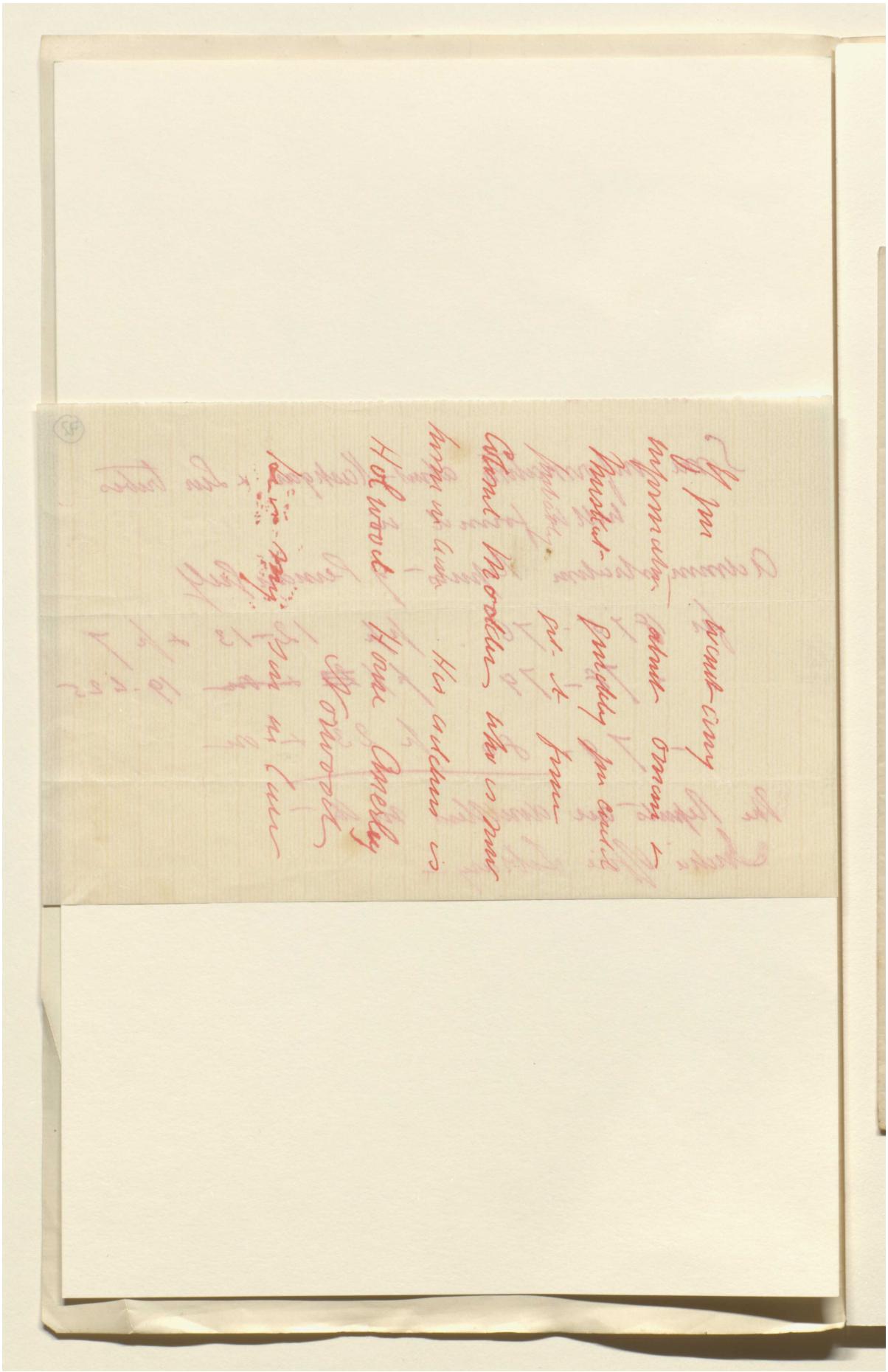

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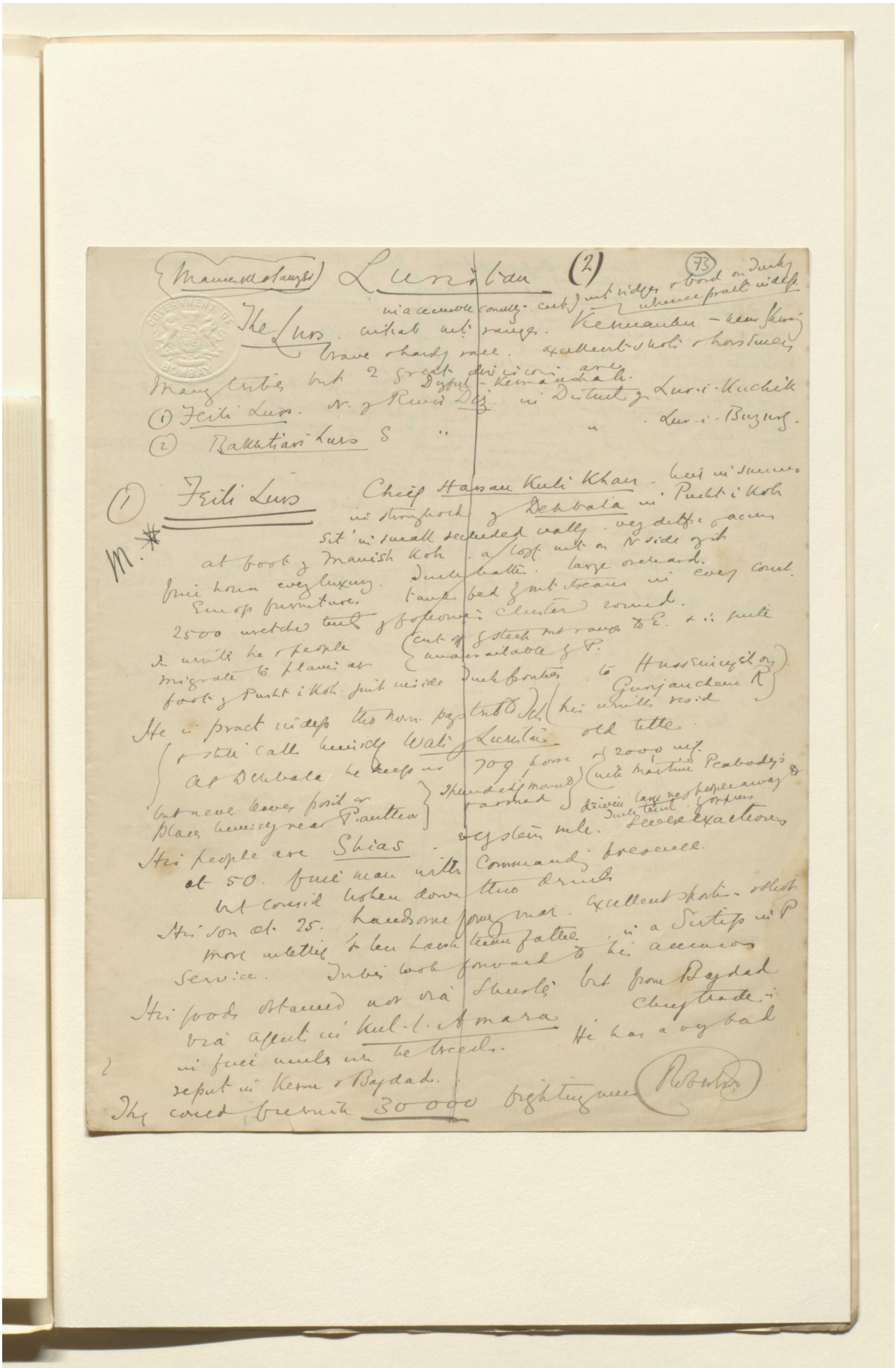

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(Mamasseni & Lauzer) Luristan (2) (73)

The Luros. in a accessible country. cut out ridges & bord on Turkey whence practic indep. with at mt ranges. Kermanshah – near Shiraz brave & hardy race. excellent shots & horsemen

Many tribes but 2 great divisions are Dizful – Kermanshah.

(1) Feili Luros. N. of River Diz. in District of Luri-i-Kuchik

(2) Bakhtiari Luros S " " Luri-i-Buzurg.

(1) Feili Luros Chief Hassan Kuli Khan – lies in summer in stronghold of Dehbala in Pusht i Koh sit in small secluded valley. very diffic of access at foot of Manish Koh. a loft mt on N side of it fine house every luxury. Turk bath. large orchard. Europ furniture. tanks fed by mt streams in every court. 2500 wretched tents of following cluster round.

In winter he & people migrate to plains at foot of Pusht i Koh. just inside Turk frontier. (cut off by steep mt ranges to E. & is quite unavailable by P.) to Hussein Ghyl on Gurjan chem R. (his winter resid)

He is pract indep the norm. pay trib to Ish & still calls himself Wali of Luristan old title.

At Dehbala he keeps no 709 horse & 2000 mf. (with Martini Peabody's) but never leaves posit or places himself near Panthea } spendedly mounted & armed } driven large ne & people away to Turk tent. & oppress severe exactions

His people are Shias. very stern mle. at 50. fine man with commanding presence. but consid broken down thro drink

His son at 25. handsome young man. excellent sporting & shot more intellig & less harsh than father. is a Sirtip in P service. Tribes look forward to his accession

His goods obtained not via Shuster but from Baydad via agents in Kul-i-Amara. Chief trade is in fine mules wh he breeds. He has a very bad reput in Kerm & Baydad.

They could furnish 30000 fighting men (Robertson)

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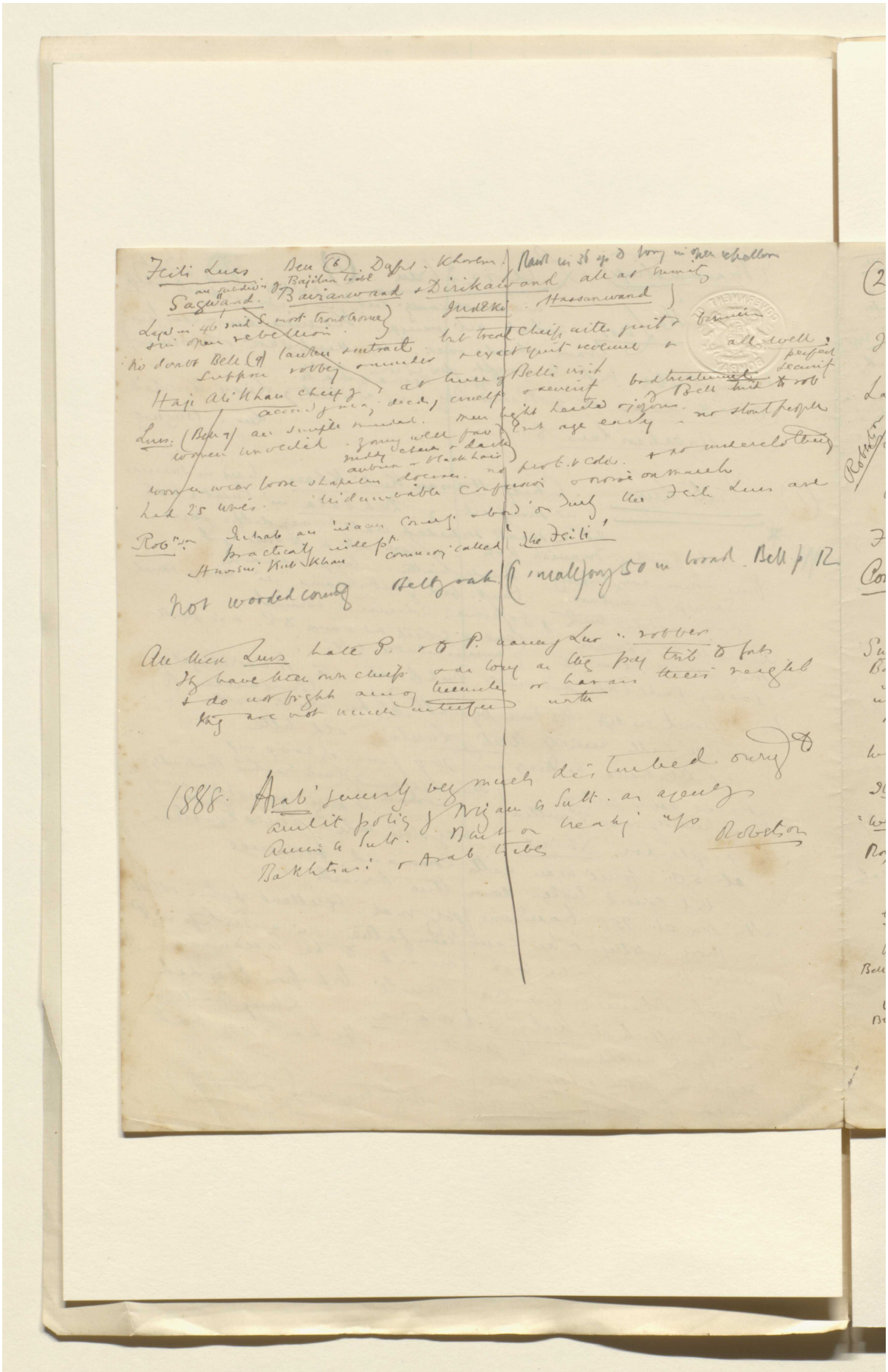

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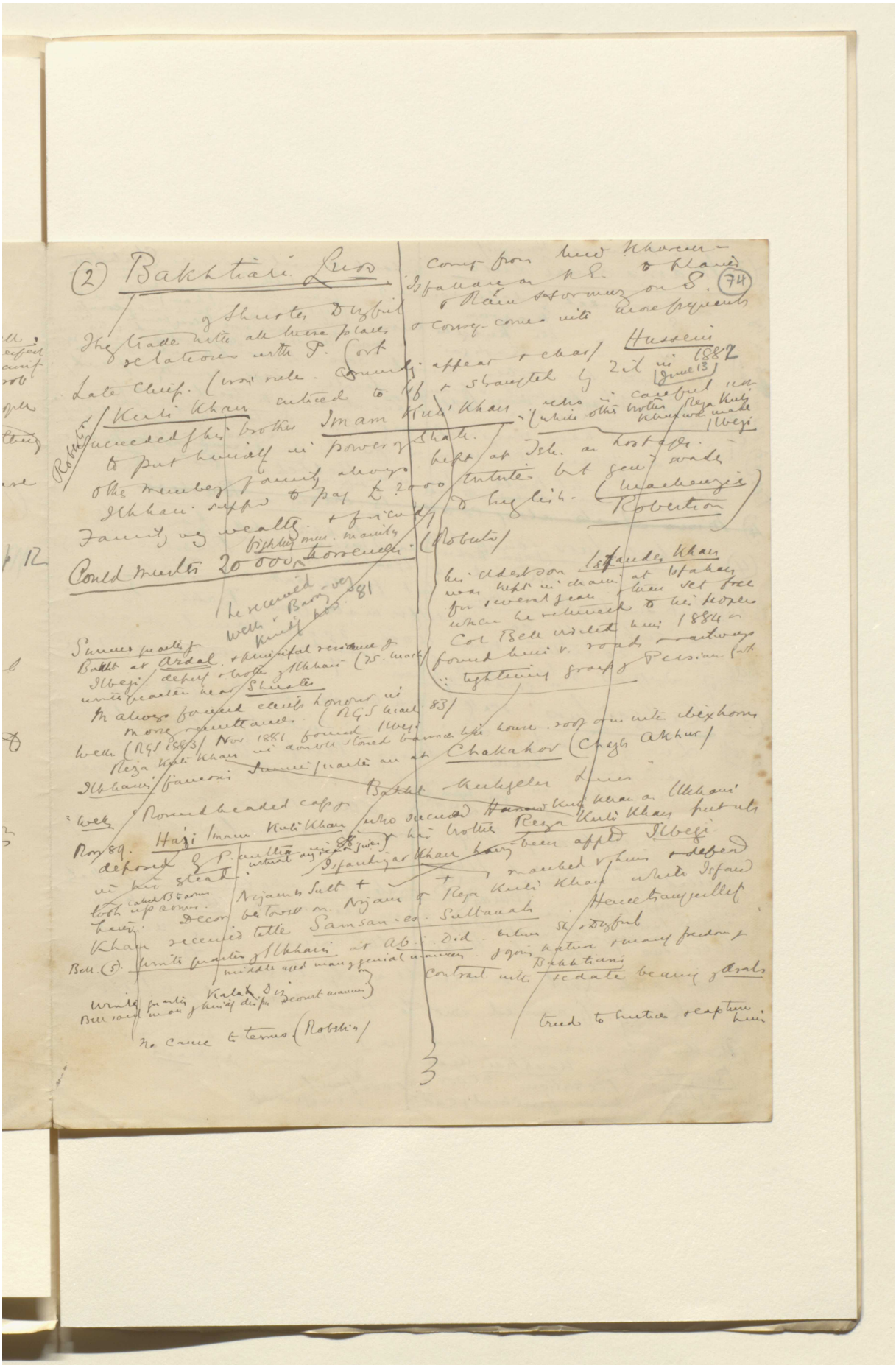

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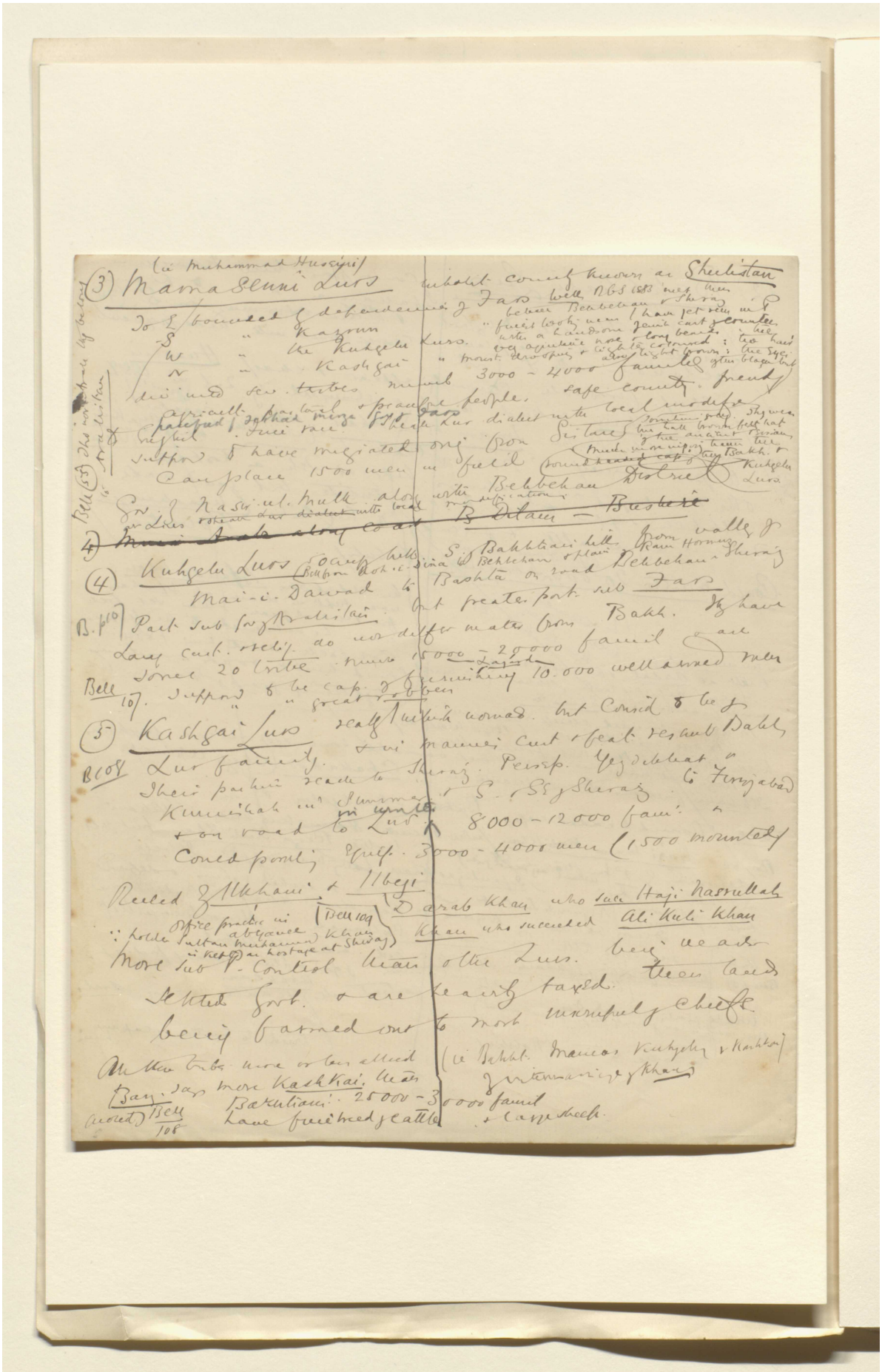

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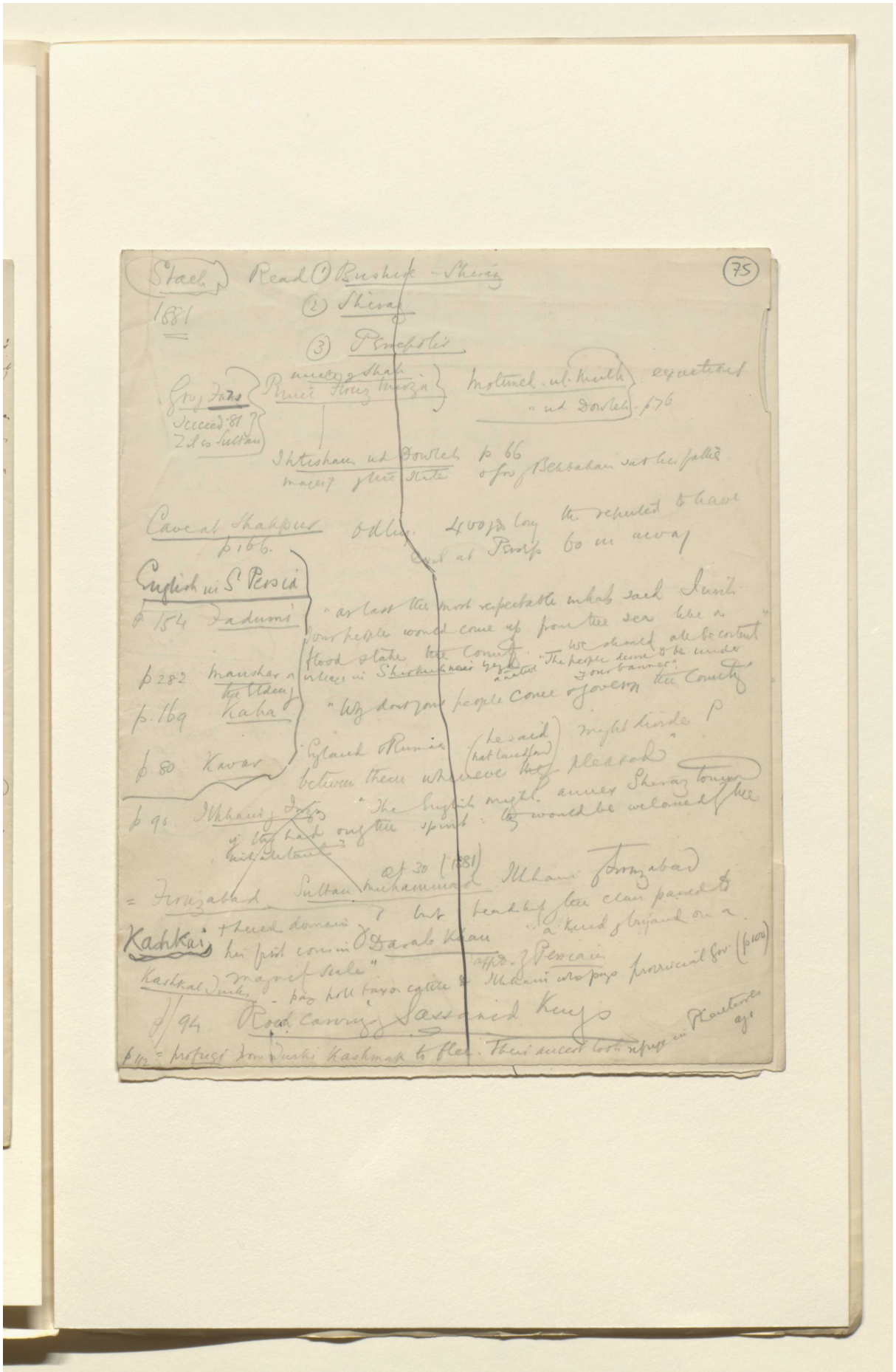

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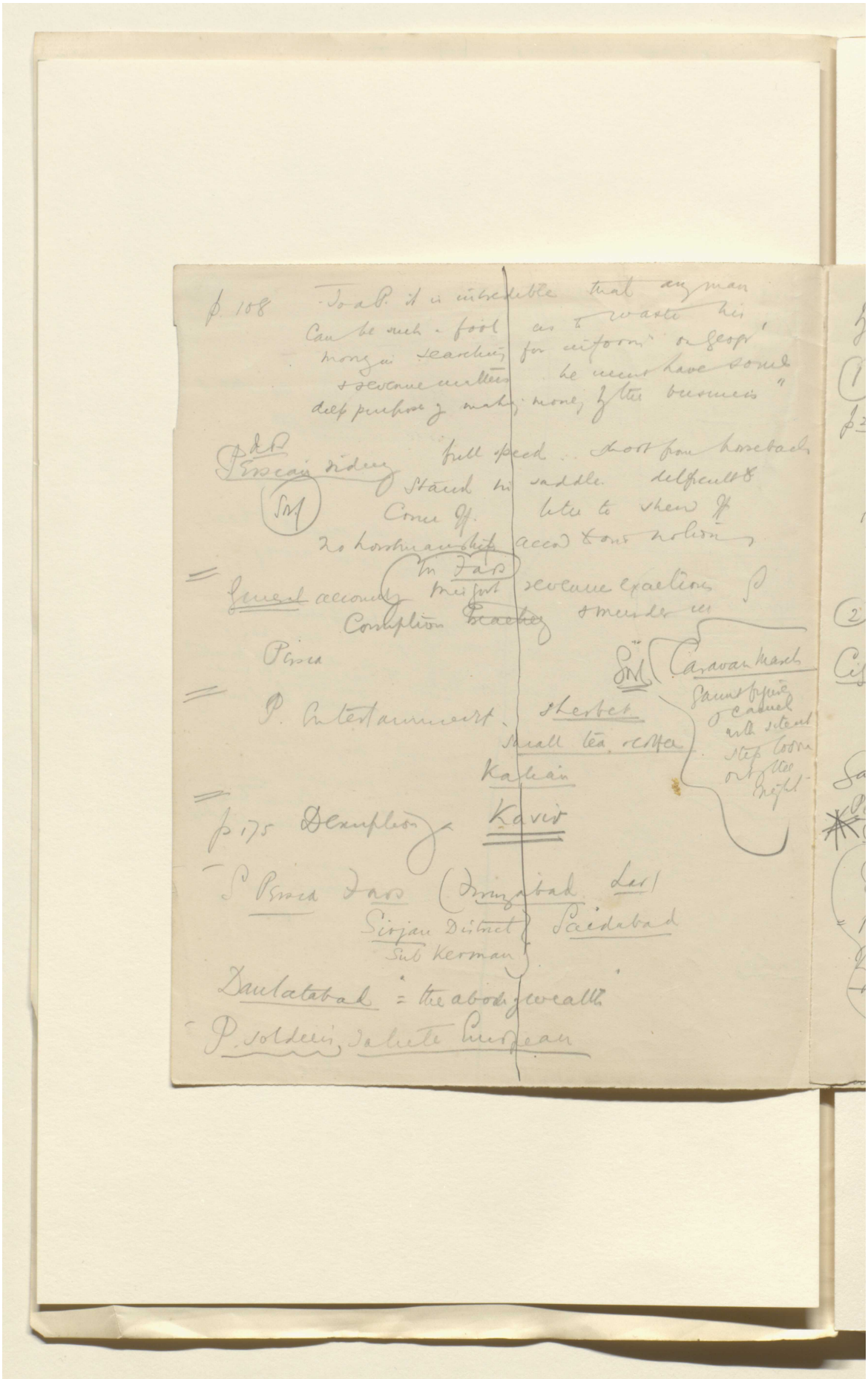

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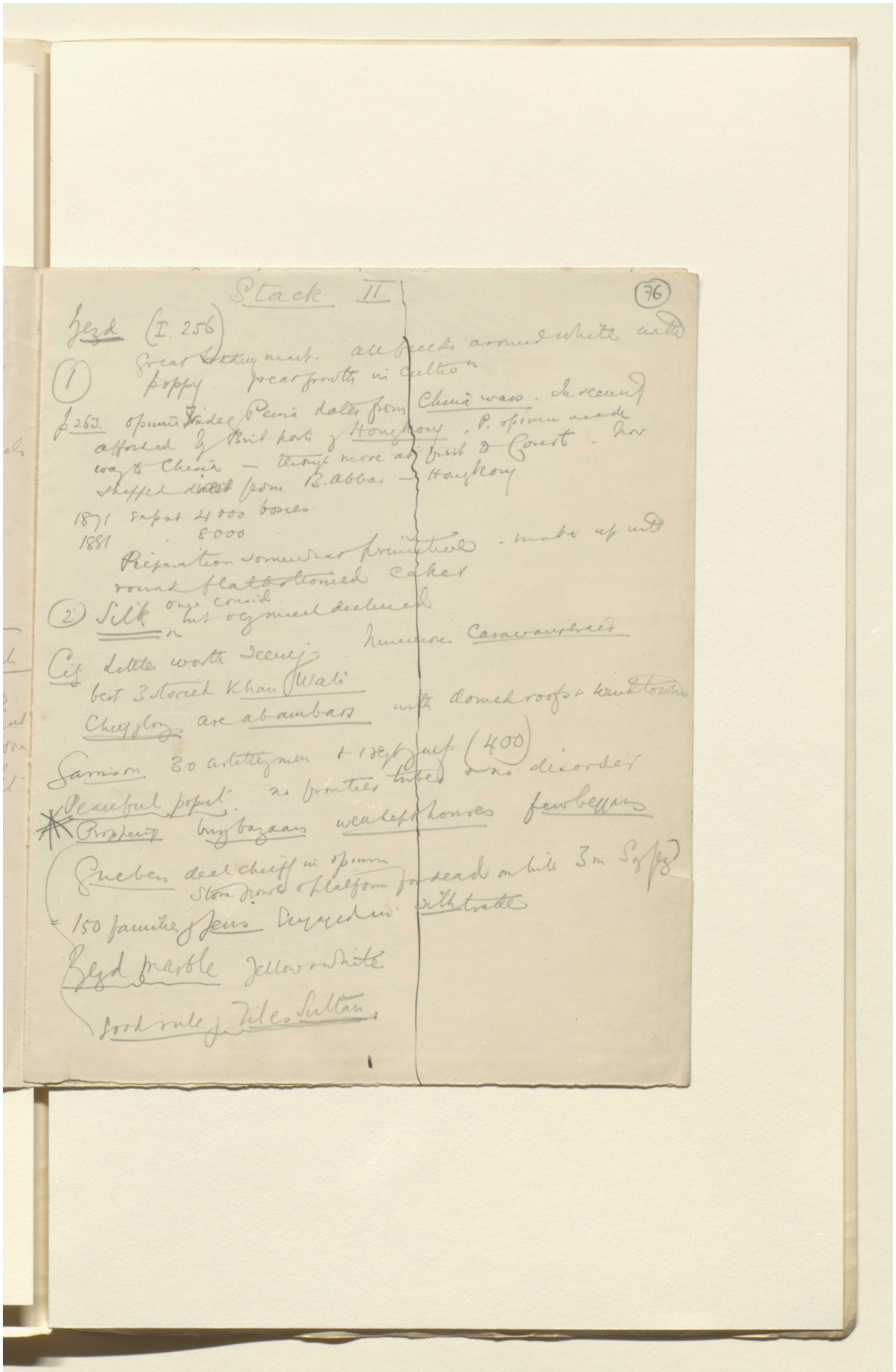

Stack II

(76)

Yezd (I. 256)

(1) Great trading mart. all fields around white with poppy. great growth in cultivation

p 263. opium trade of Persia dates from China wars. In second afforded by Brit. ports of Hongkong. P. opium made way to China — though more at first to Coast. Now shipped direct from B. Abbas — Hongkong

1871 export 4000 boxes
1881 " 8000

Preparation somewhat primitive. made up into round flat stoned cakes

(2) Silk once consid. but very much declined

Cif little worth seeing. Numerous Caravanserais

best 3 storied Khan Wali

Chief gloss are ab ambars with domed roofs & windtowers

Garrison 30 artillerymen & 1 regt. inf. (400)

Peaceful popul. no frontier tribes & no disorder

Prosperity busy bazaars well kept houses few beggars

Guebers deal chiefly in opium
Stone towers & platform for dead on hill 3 m. S of Yezd

150 families of Jews engaged in silk trade

Yezd marble yellow & white

Good rule of Tiles Sultan

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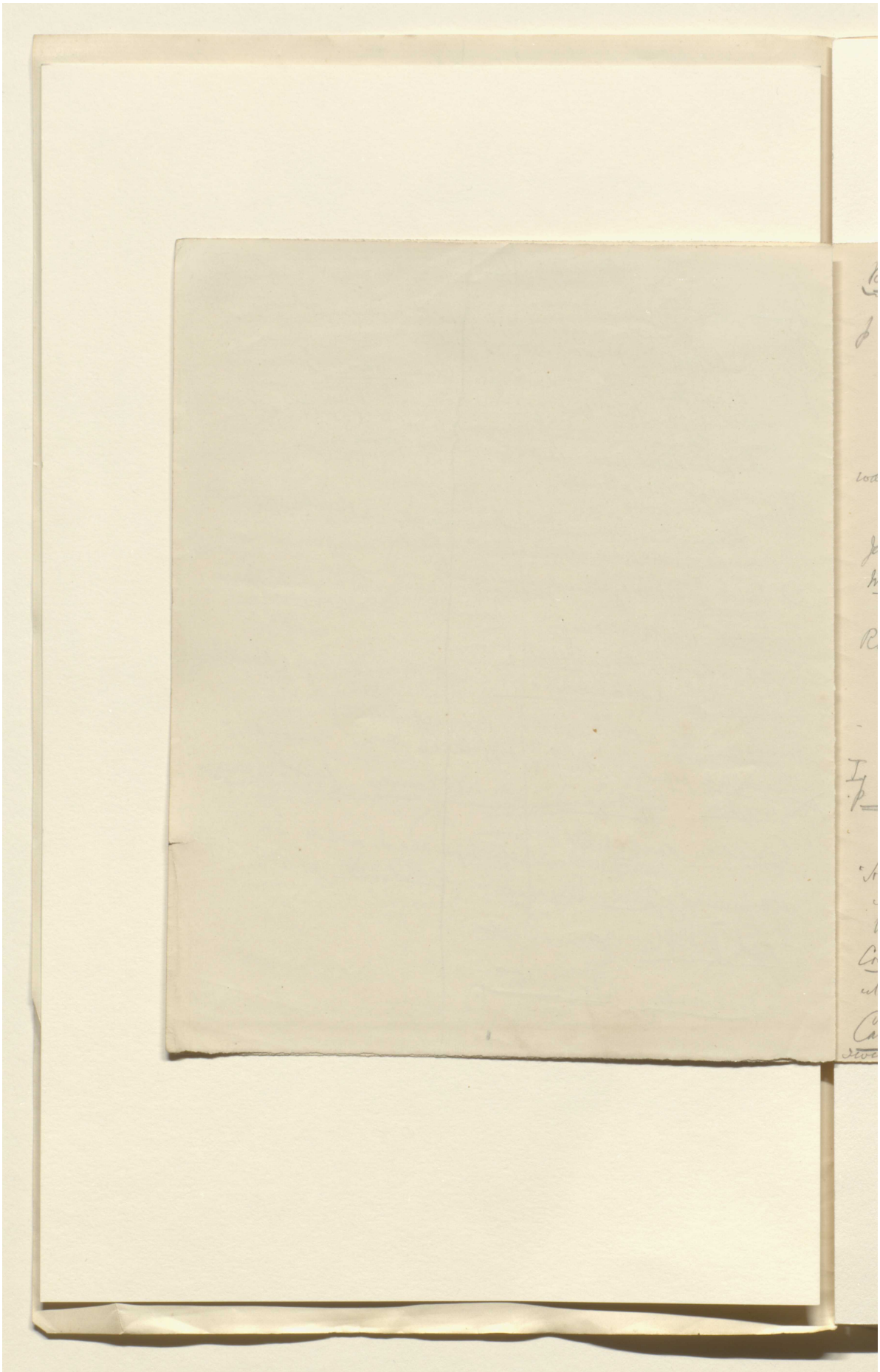

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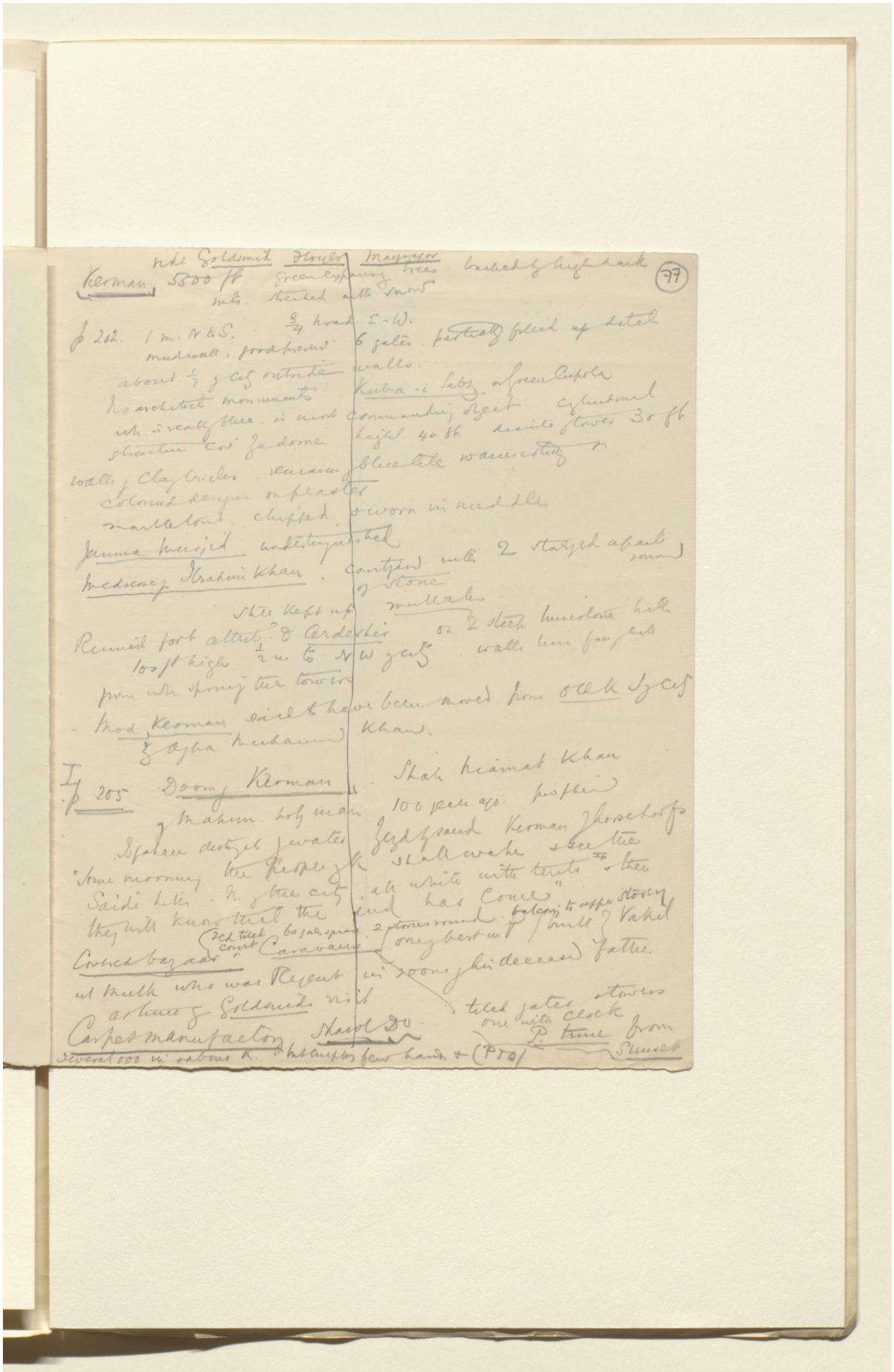

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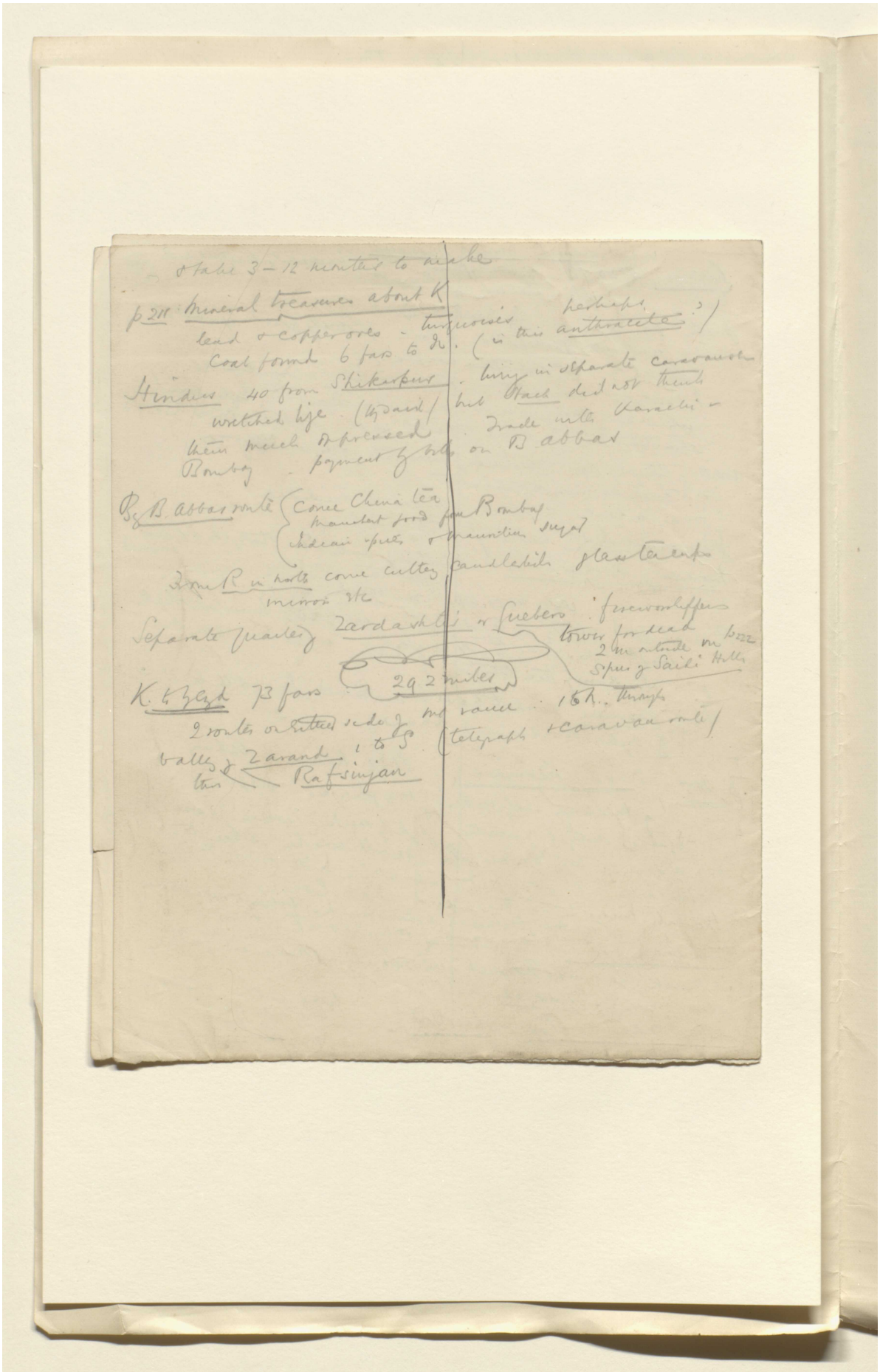

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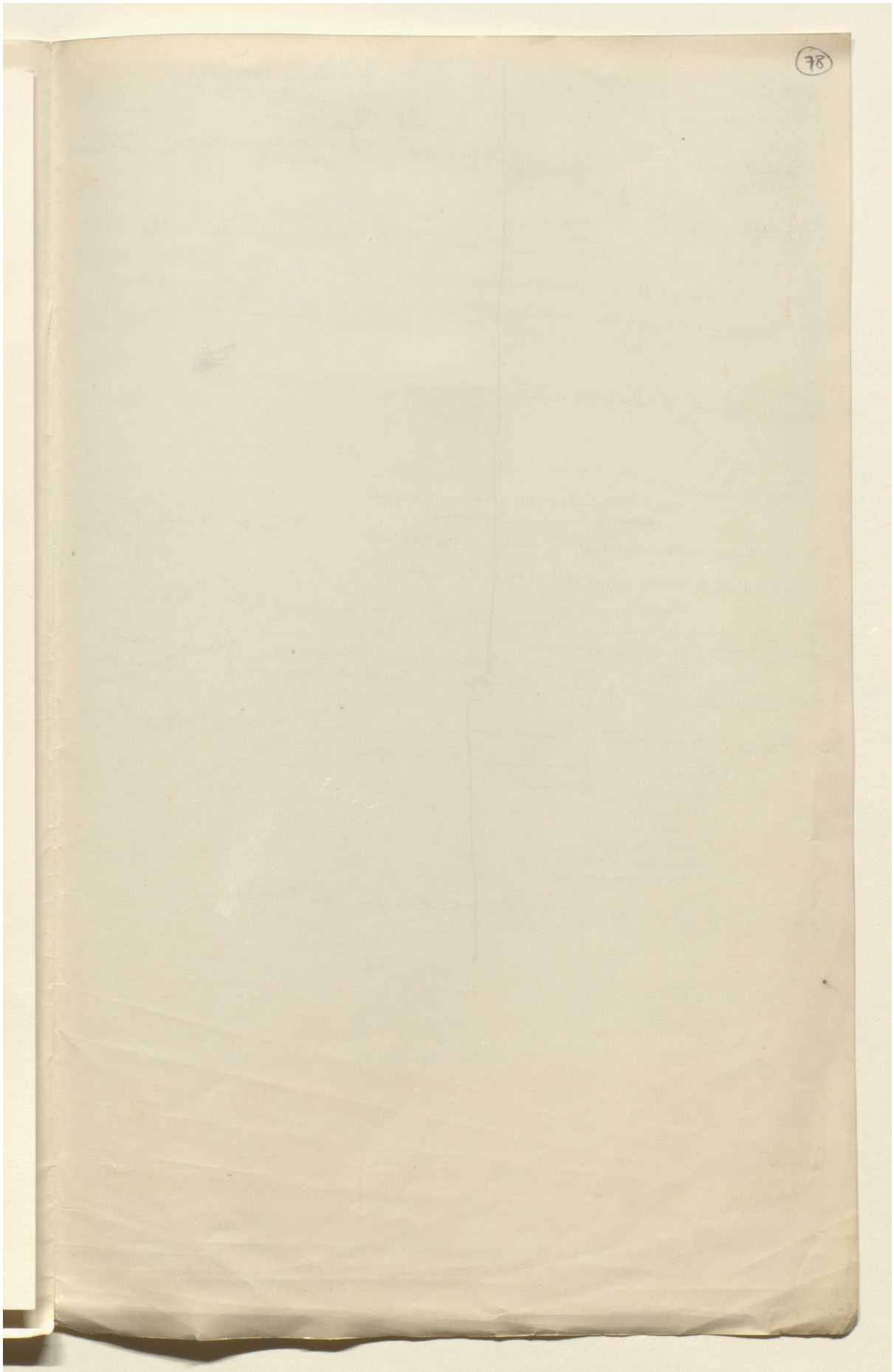

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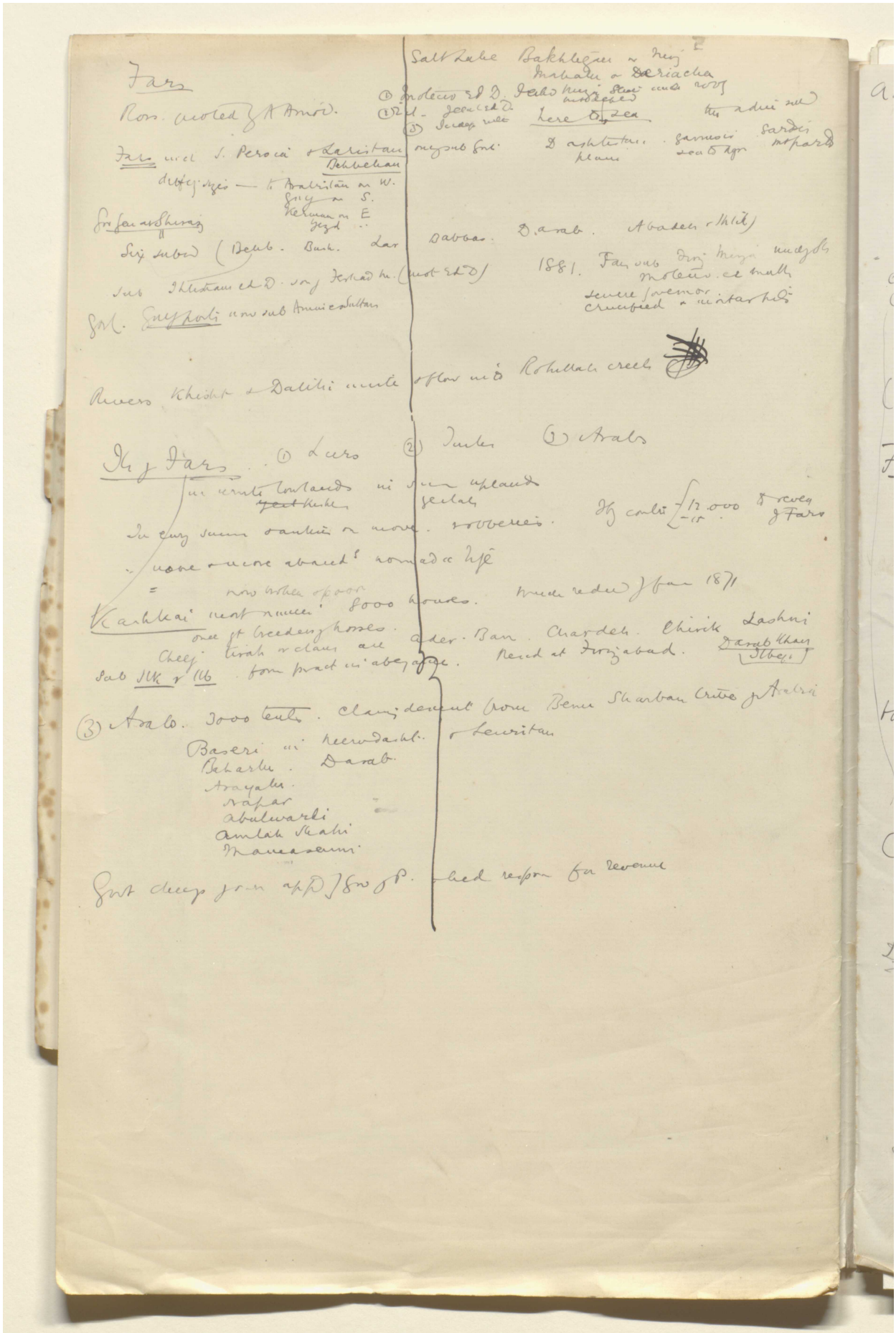

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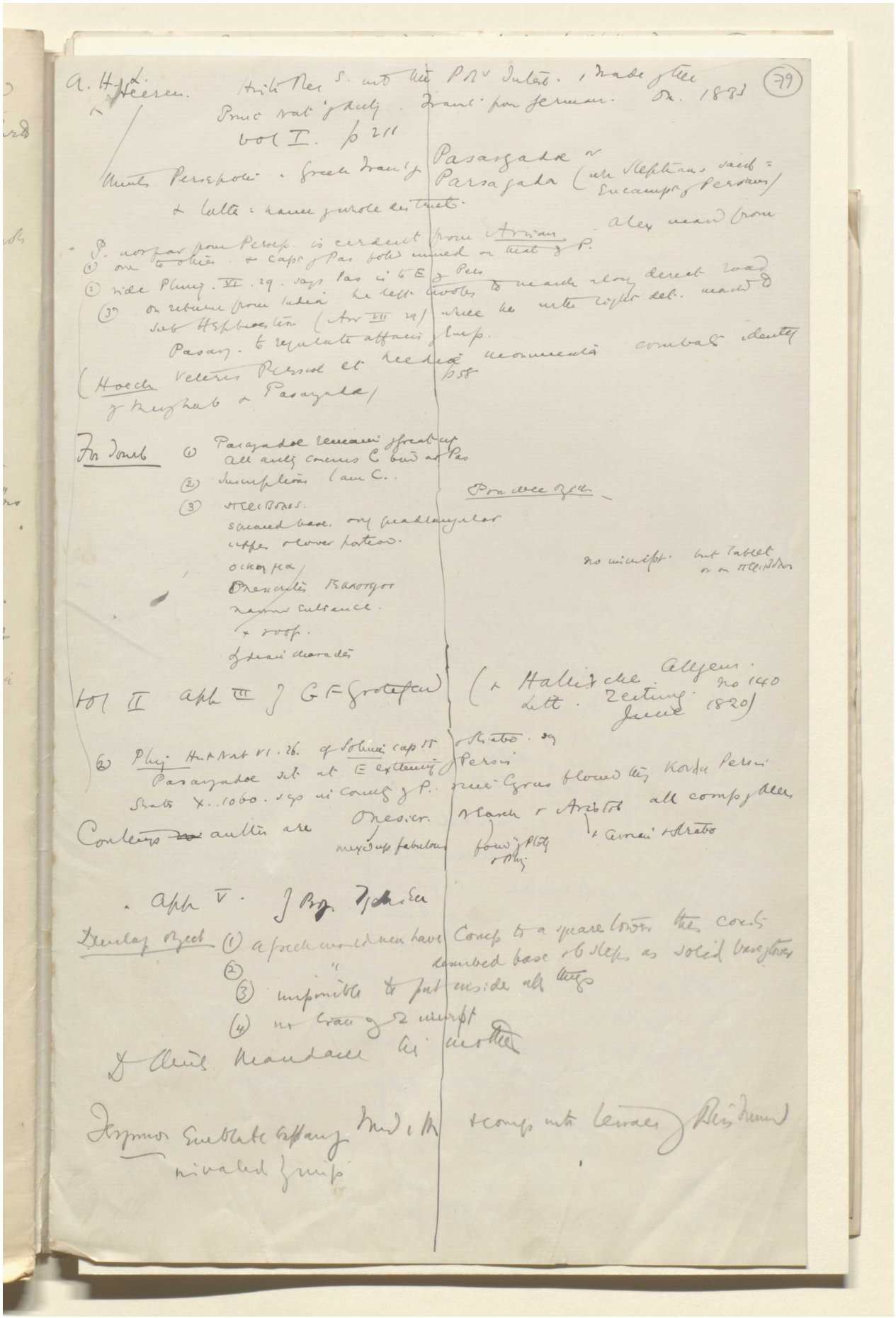

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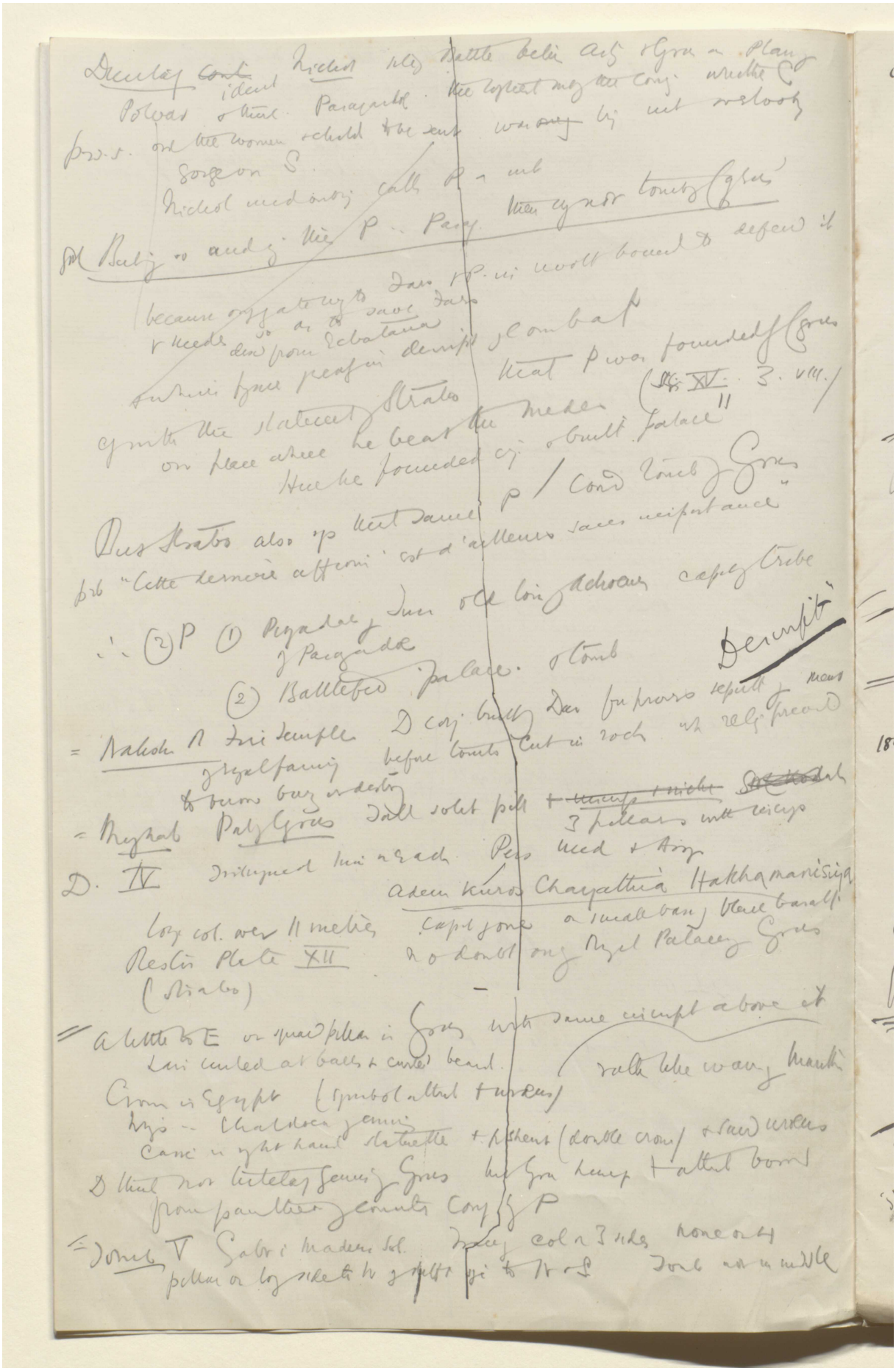

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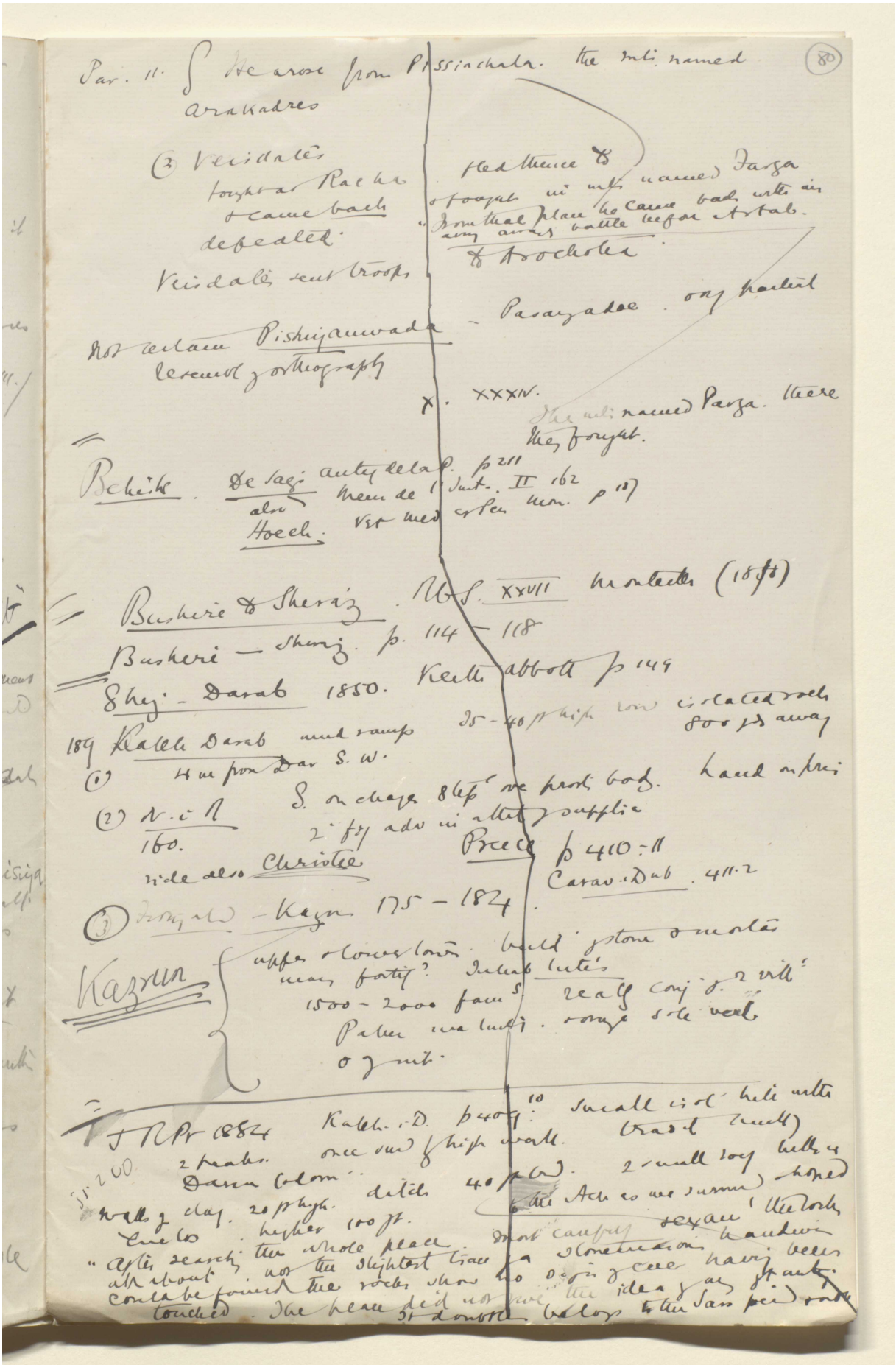

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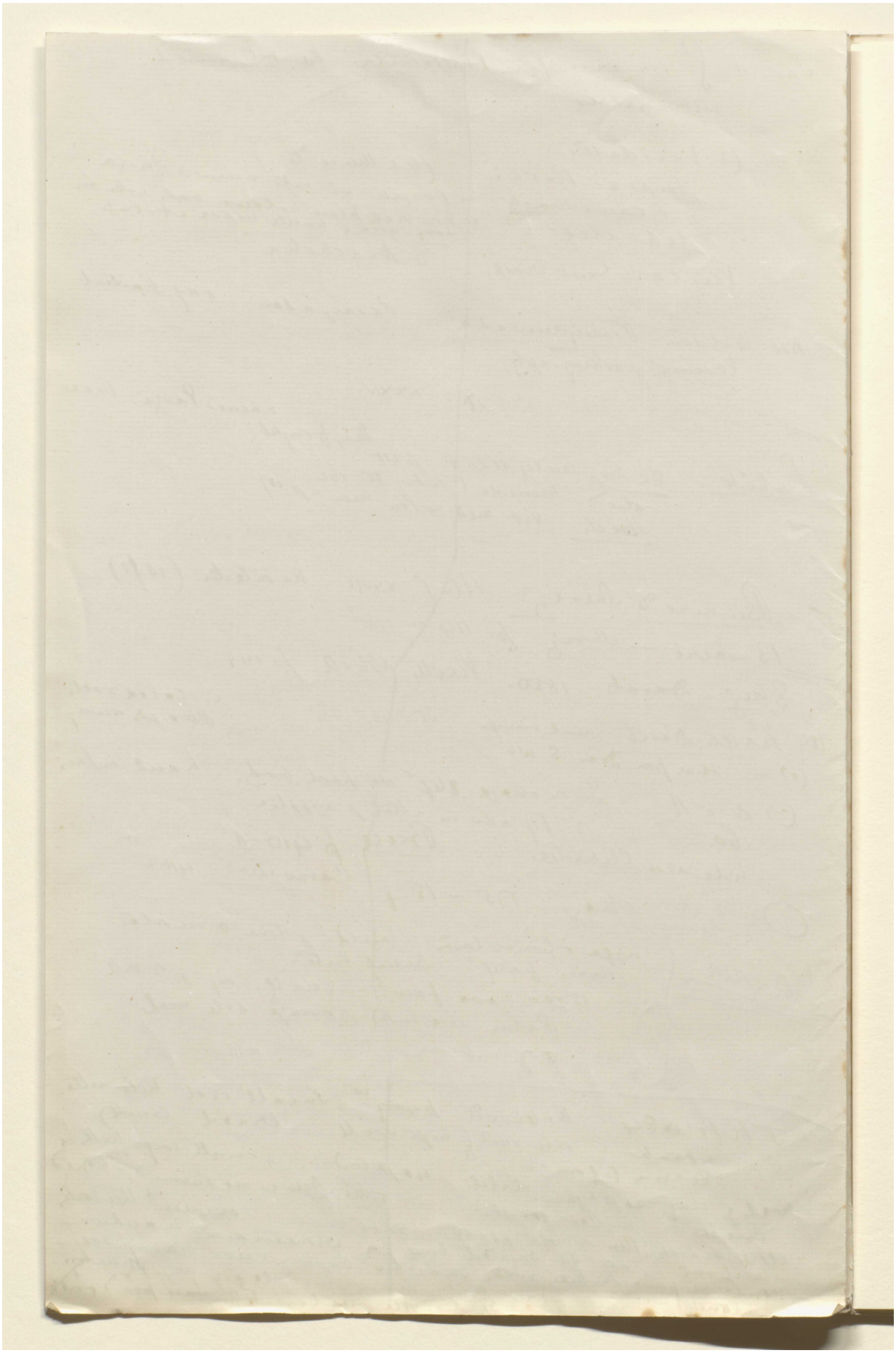

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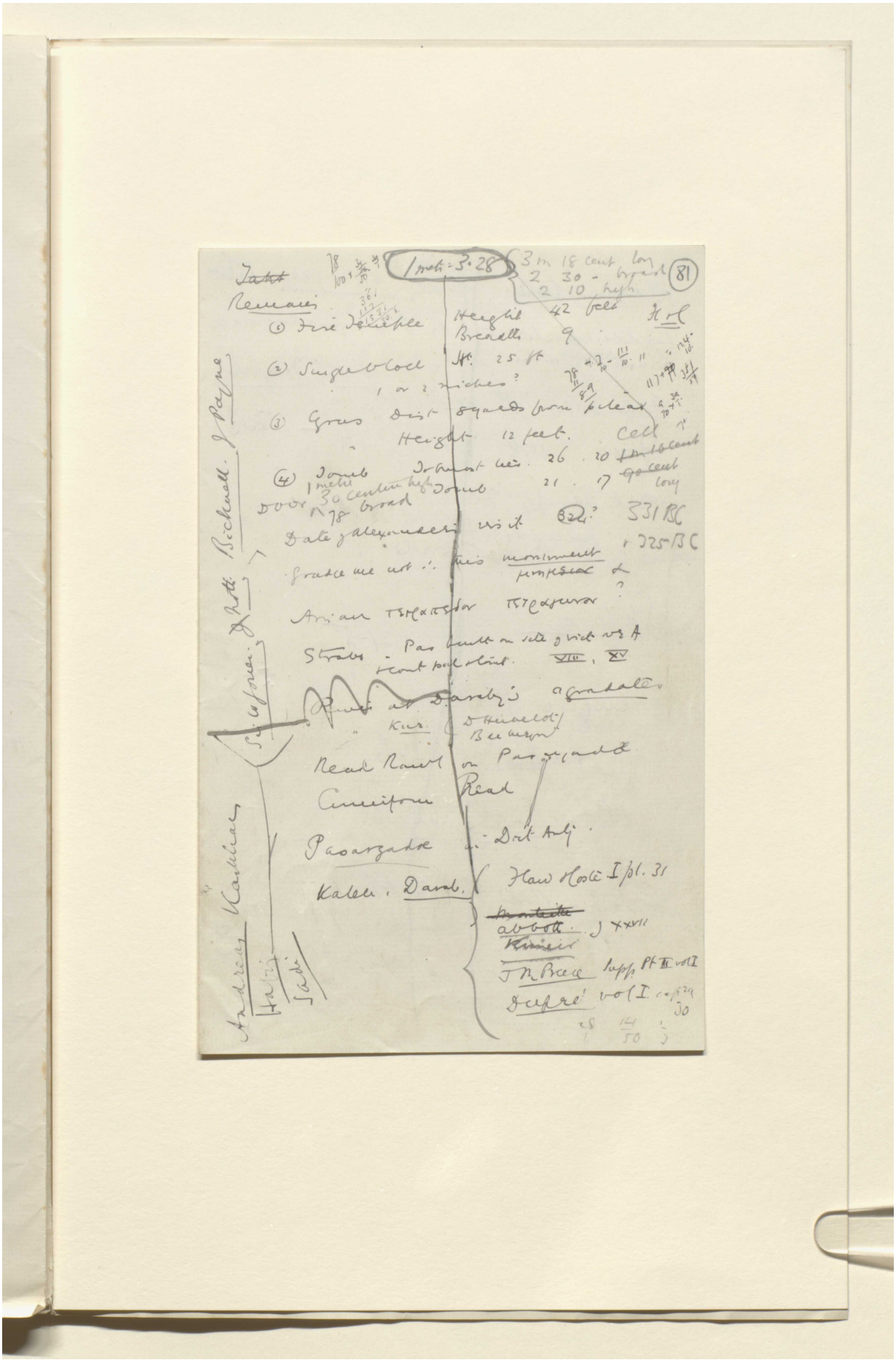

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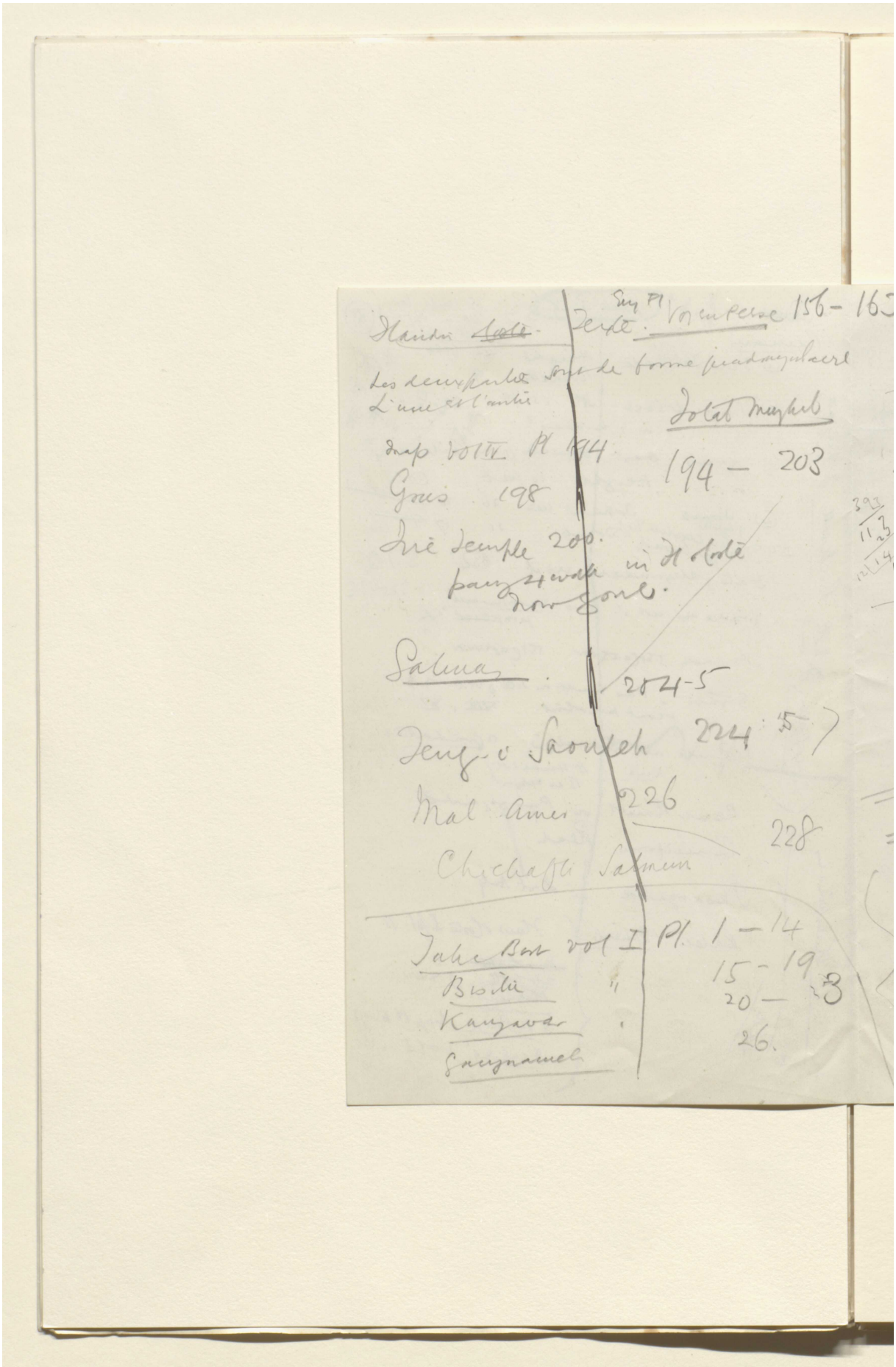

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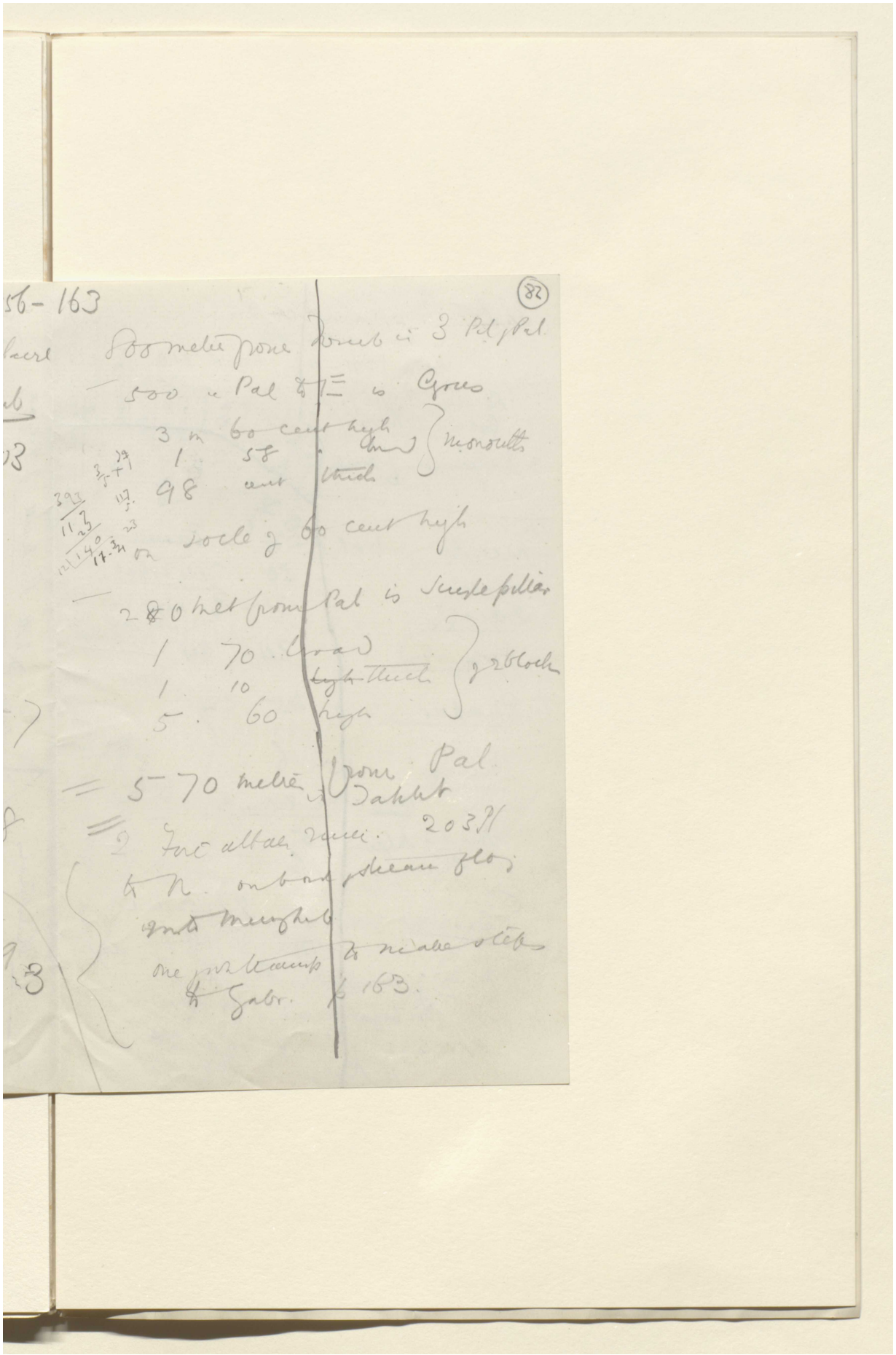

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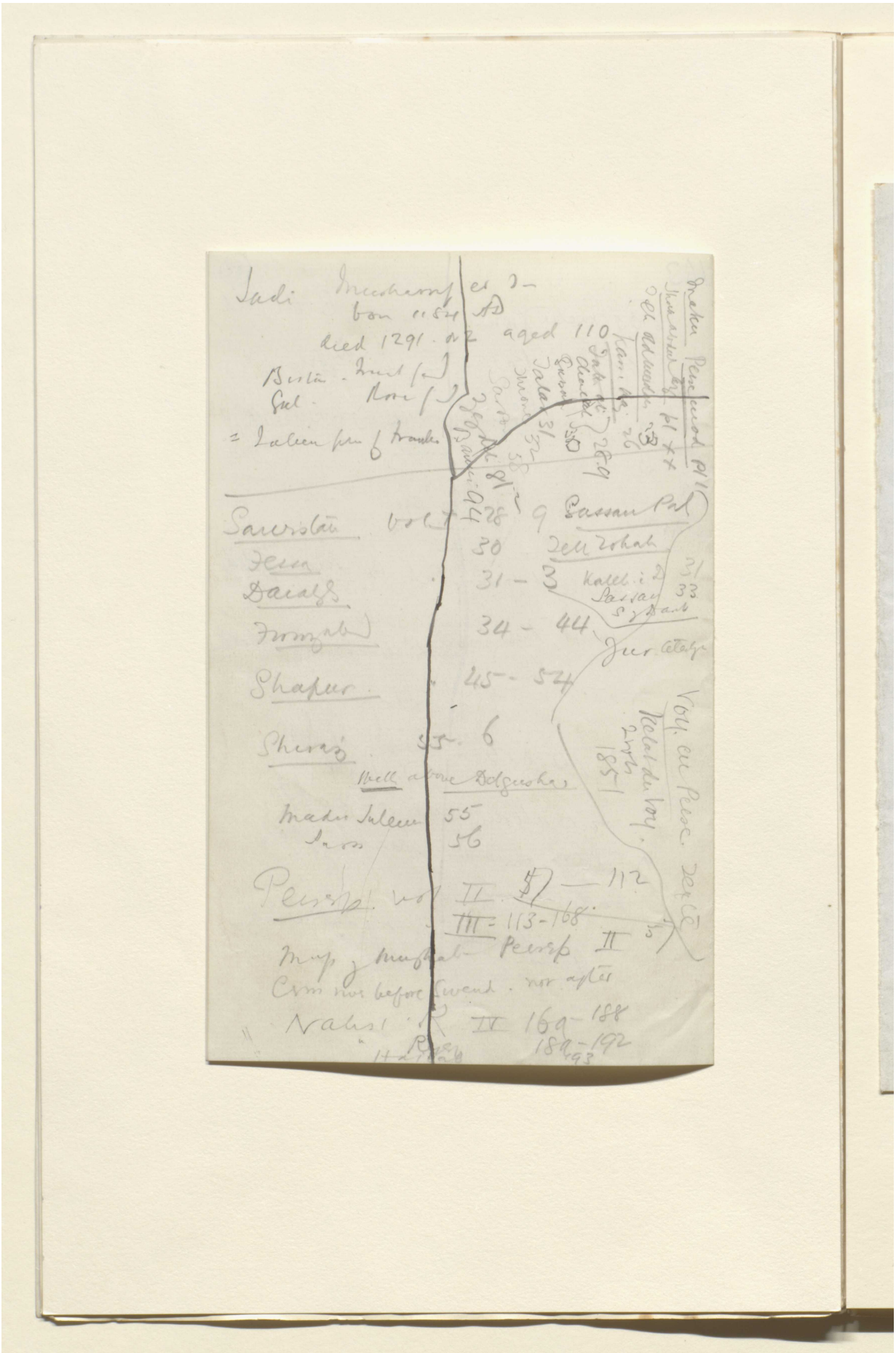

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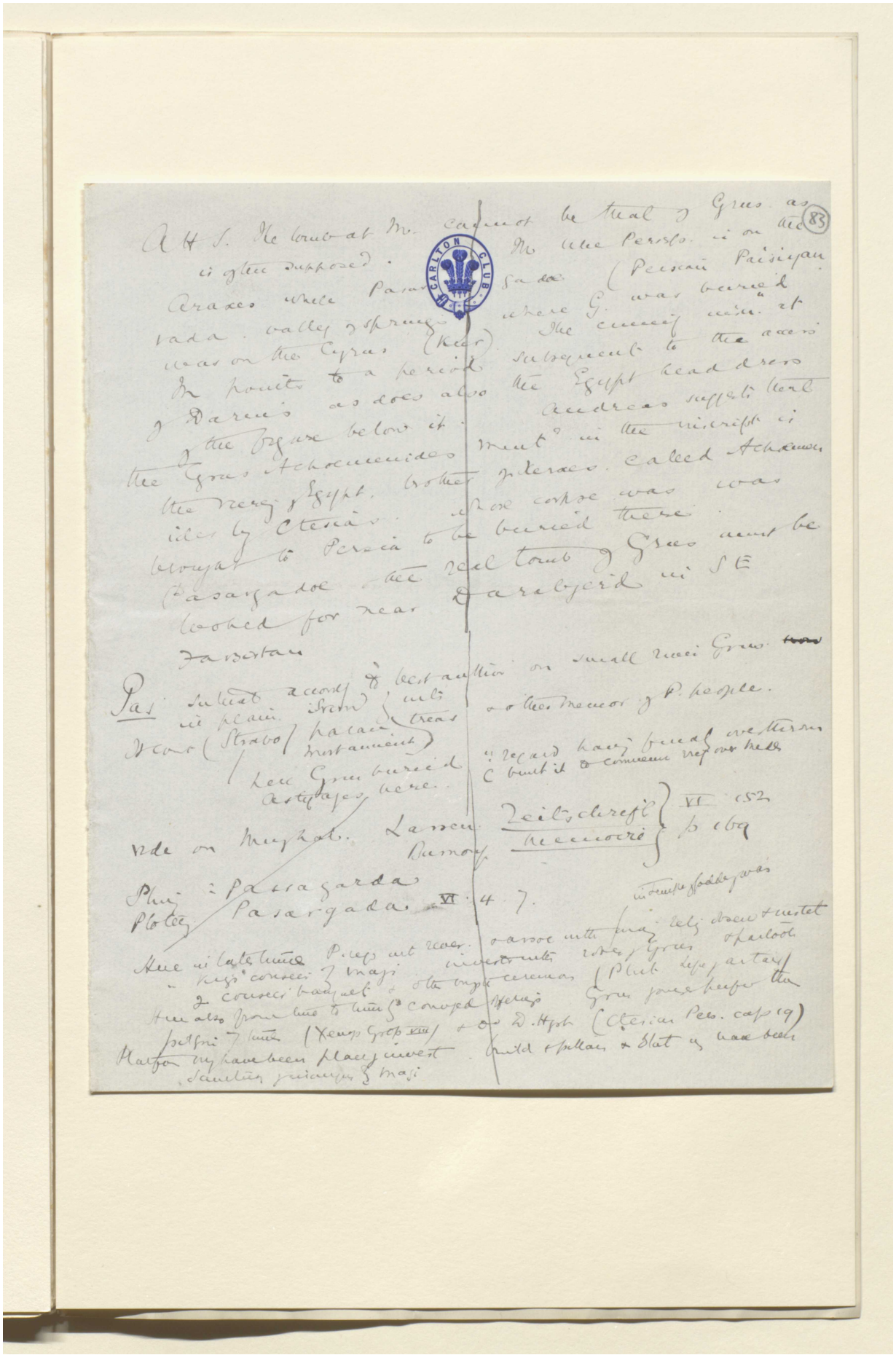

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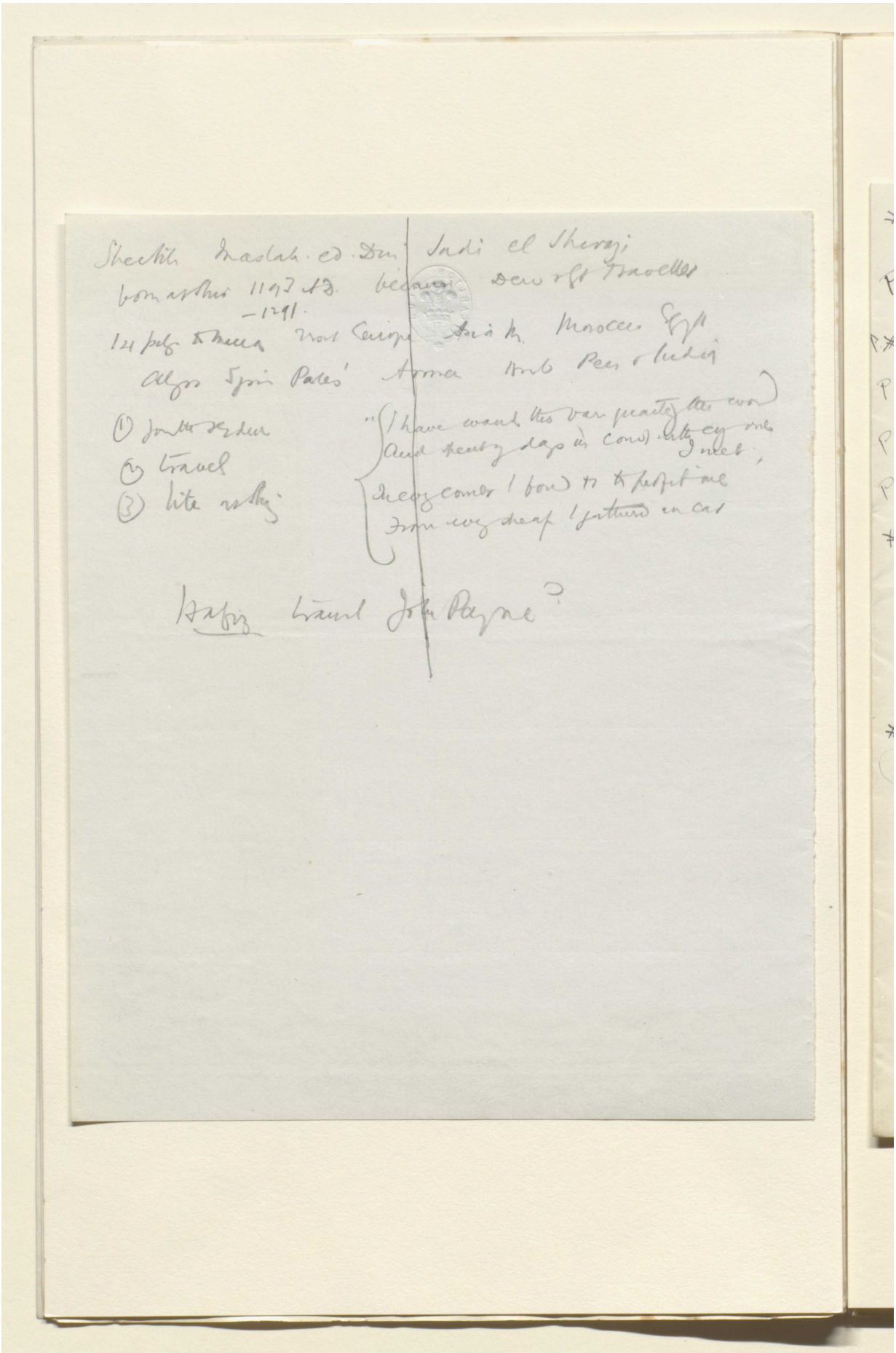

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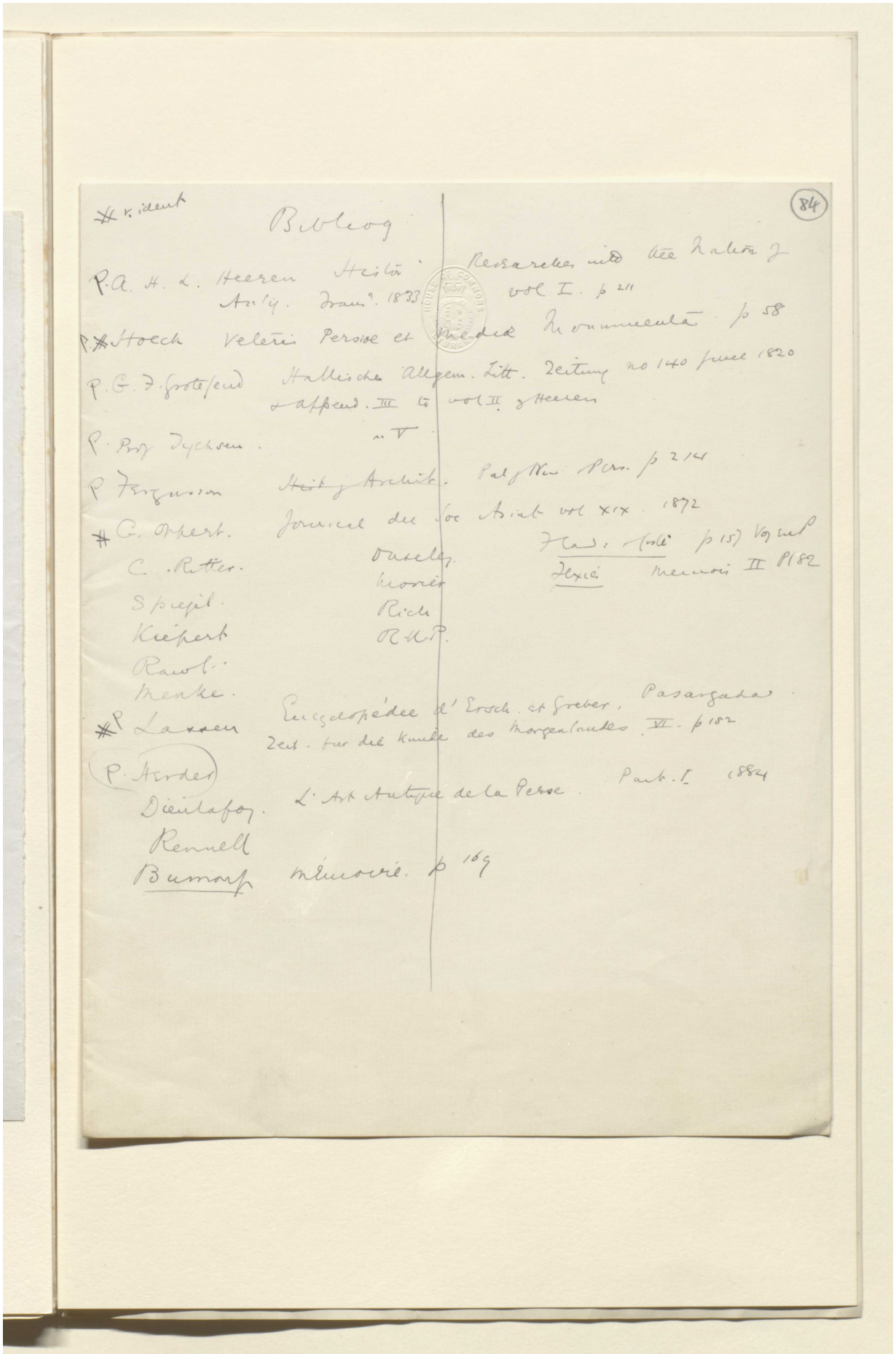

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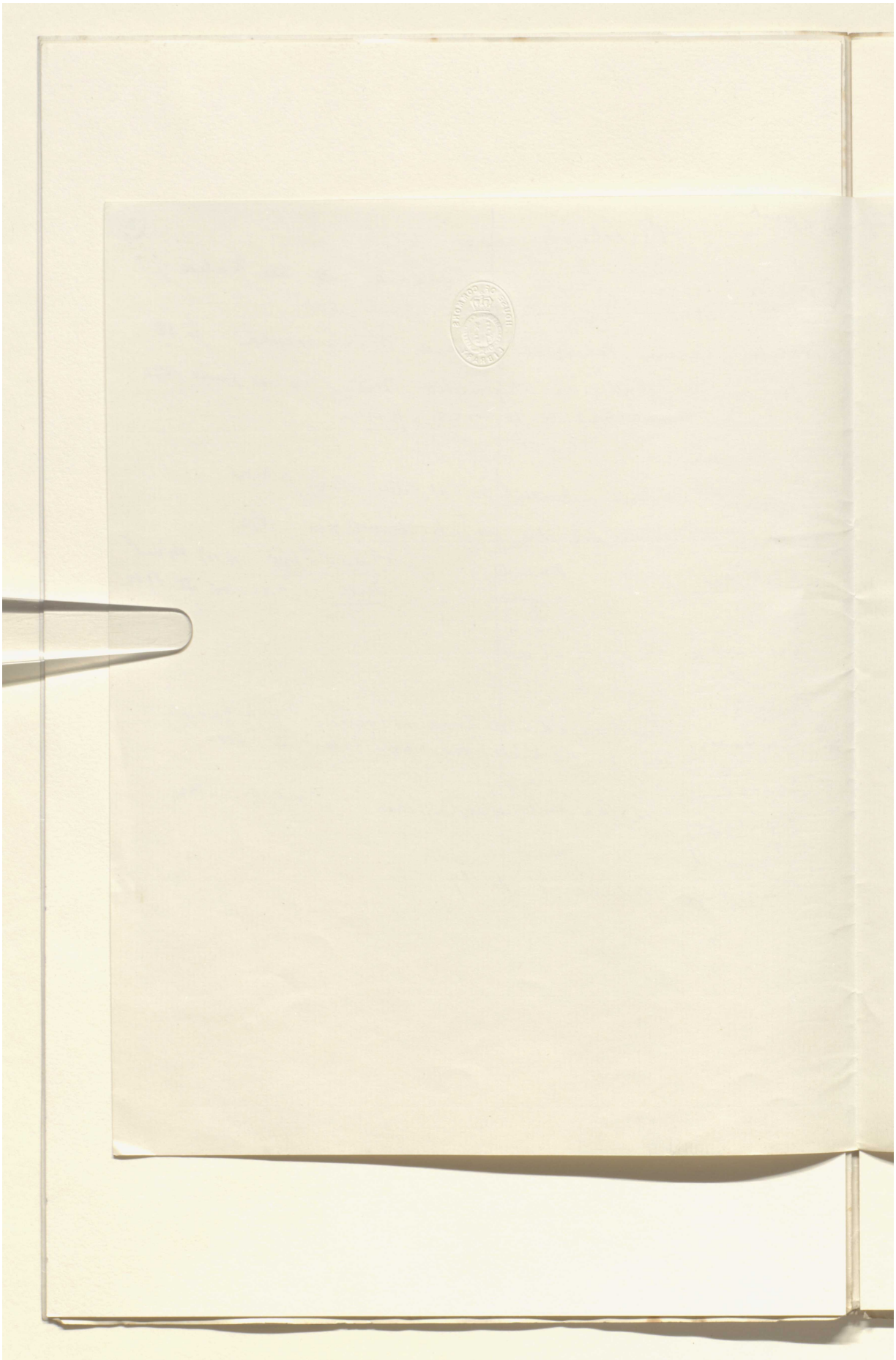

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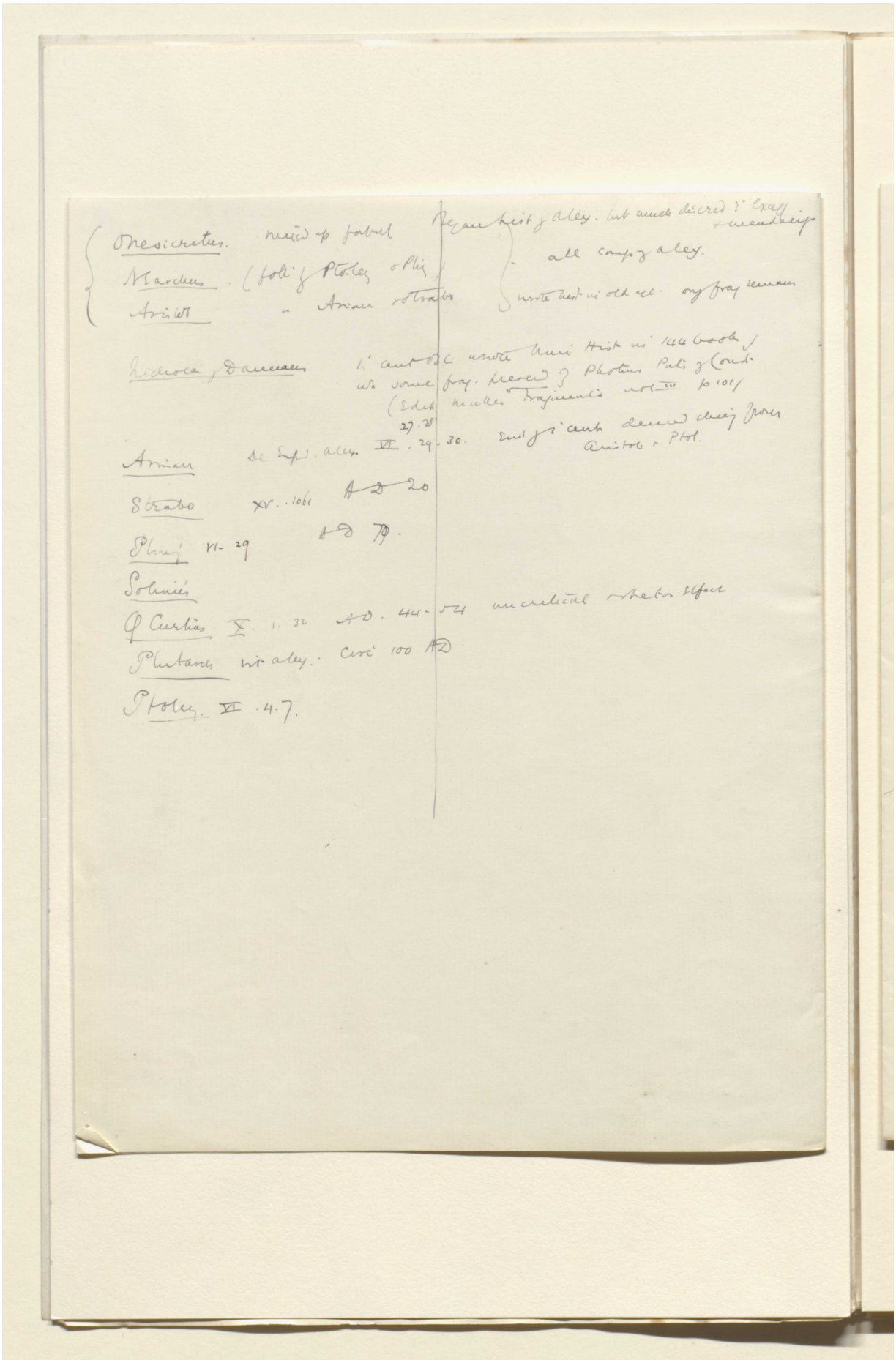

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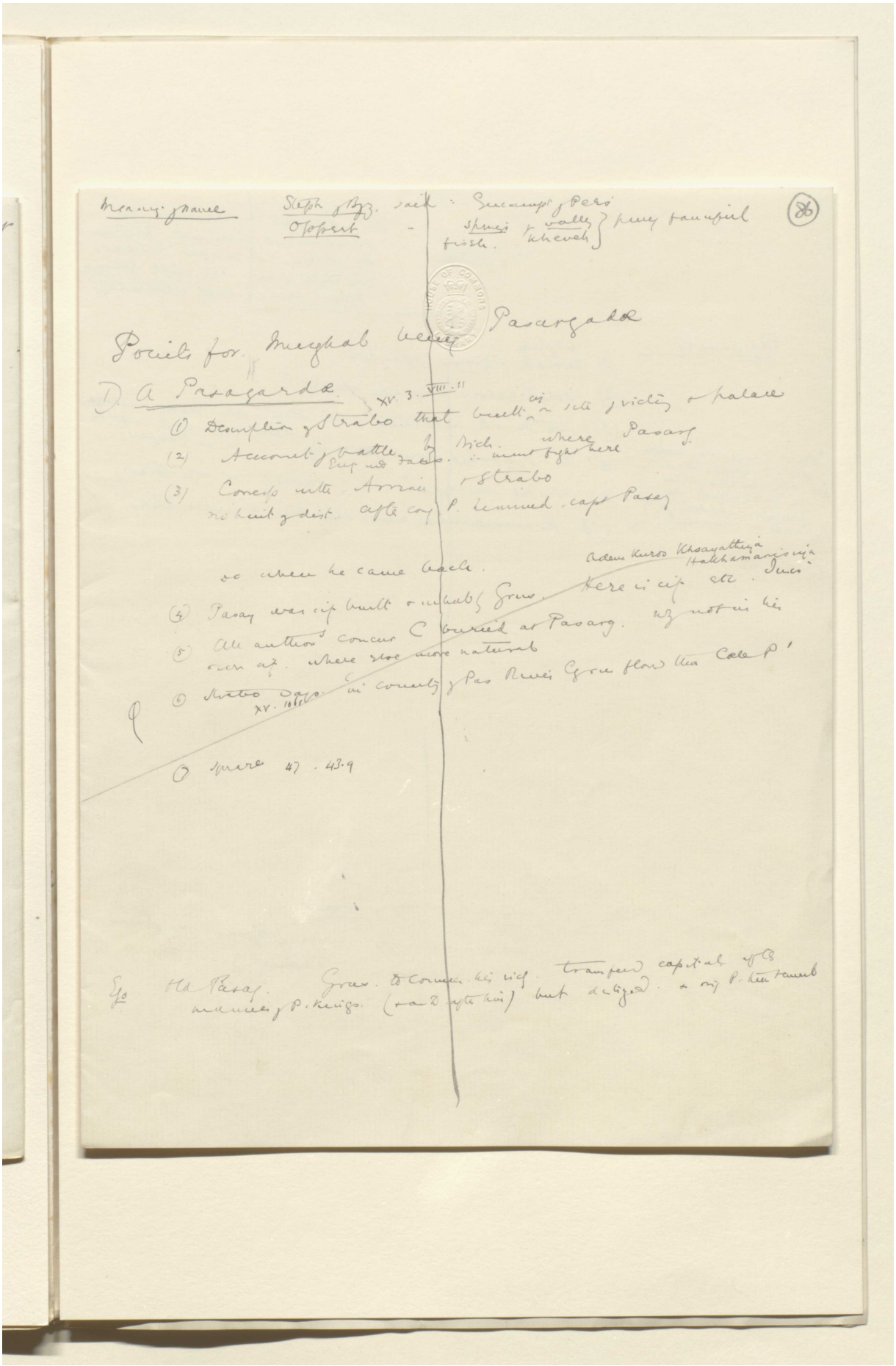

Meaning of name — Steph of Byz. said: Encampt of Pers
Oppert — springs of valley } pony fanciful
fish. kheveh

(86)

Points for Mughab being Pasargadae

I) A Pasagardae. XV. 3. VIII. 11

(1) Description of Strabo that built in site of victory & palace
(2) Account of battle by Rich. where Pasarg.
Eng. and Fars. ∴ must fight here
(3) Corresp. with Arrian & Strabo
no hint of dist. after conq. P. hemmed. capt Pasarg

so when he came back.

Adem Kuros Khsayathiya Hakhamanisiya
(4) Pasarg was cif built & inhab. by Grus. Here is cif etc. Inscr.
(5) All authors concur C buried at Pasarg. why not in his own cif. where else more natural
(6) Strabo says in country of Pas River Grus flow thro Cole P'
XV. 1061

(7) Square 47. 43.9

Ego Old Pasarg. Grus. to commen. his rich. transferred capital after manner of P. kings. (& as D. after him) but destroyed. & orig P. tem tomb

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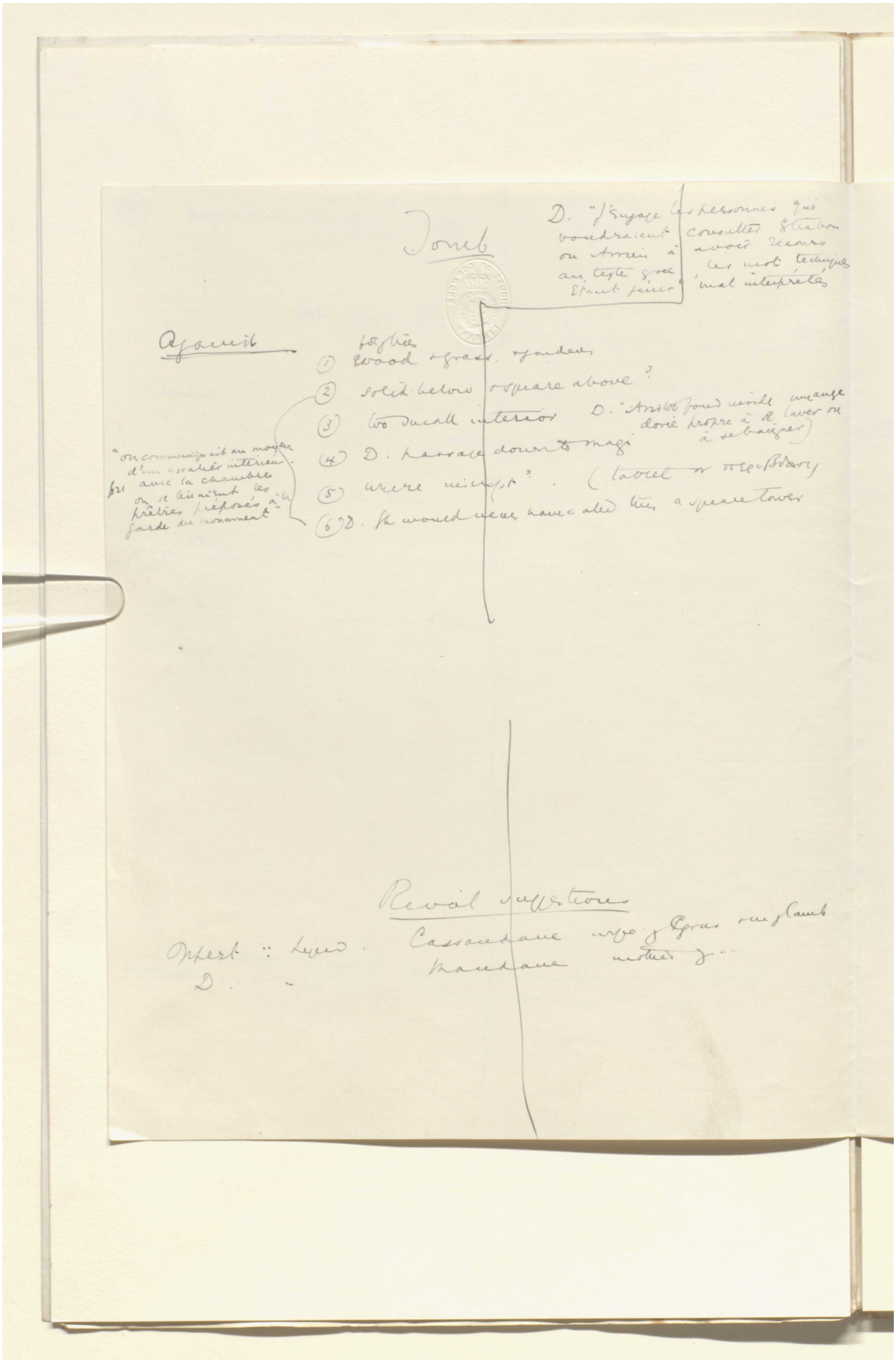

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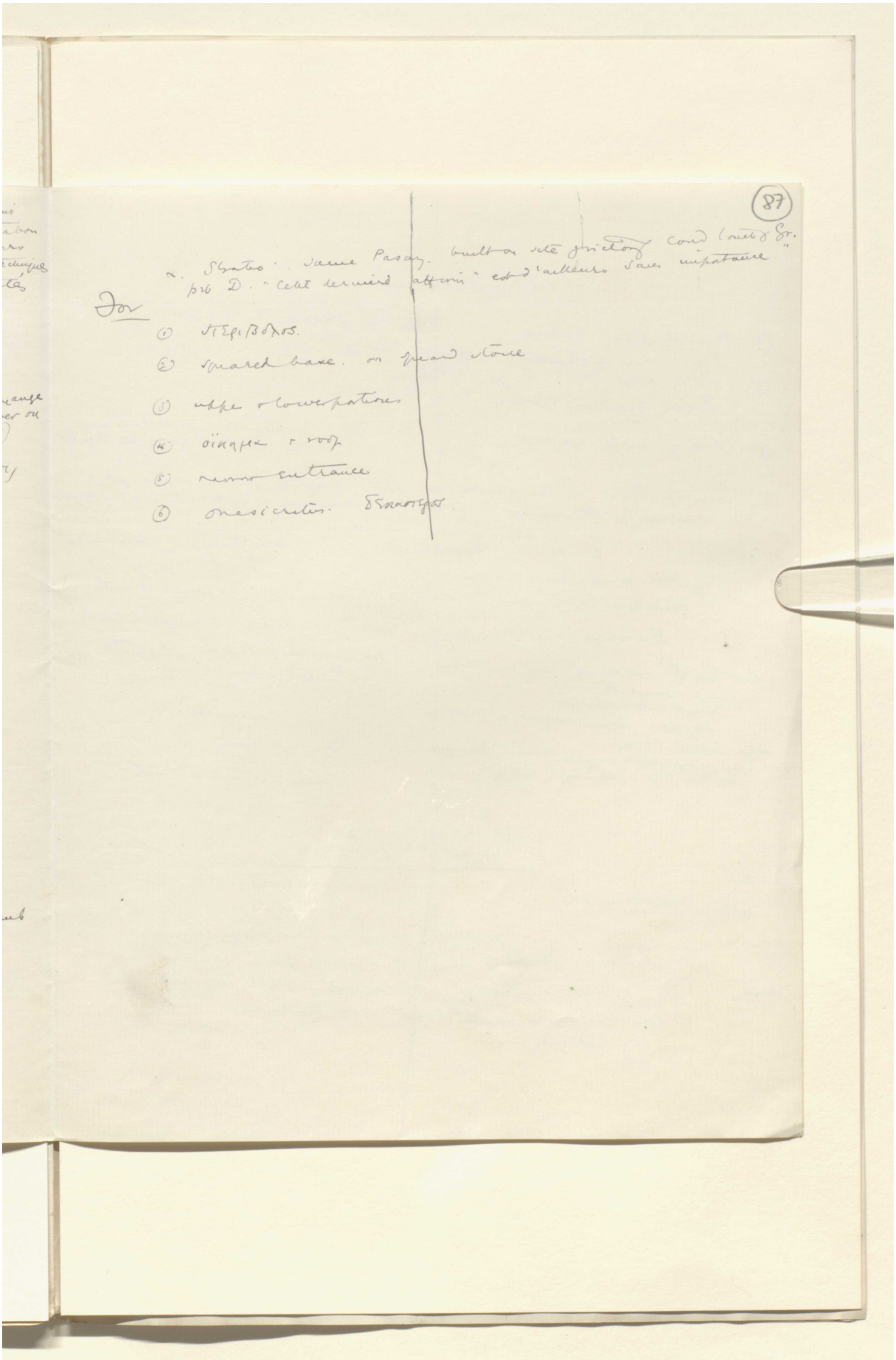

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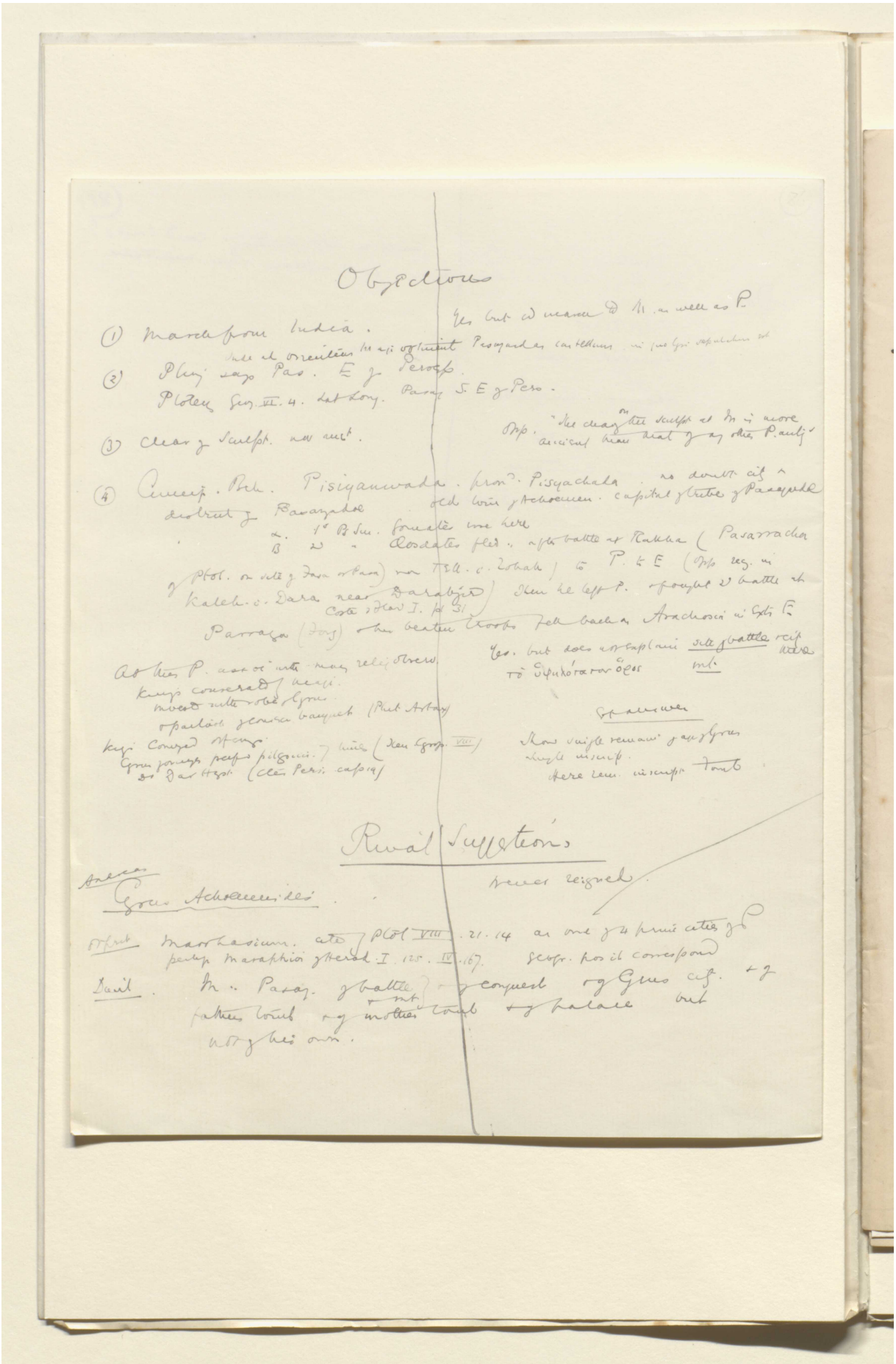

Objections

(1) March from India. Yes but cd march to M. as well as P.

(2) Pliny says Pas. E of Persep. Unde ad orientem Mag. optinent Pasagardas cantellum in quo Cyri sepulchrum est
Ptolemy Geog. VI. 4. Lat Long. Pasag. S. E of Pers.

(3) Clear of Sculpt. not ant. Opp. "The clearing on the sculpt. at M. is more ancient than that of any other P. antiq."

(4) Cuneif. Bch. Pisiyanwada. pron. Pisyachada. no doubt cit. distrct of Pasargadae. old town of Achaemen. capital of tribe of Pasargadae
α. 1st B. Sm. Gomates rose here
β. 2d " Closdates fled. after battle at Rakha (Pasarracha of Ptol. on site of Fasa or Pasa) now Tell. c. Zohak) to P. to E (Opp. reg. in Kaleh. c. Dara near Darabjir) then he left P. & fought 2d battle at Parraga (Fong) & his beaten troops fell back on Arachosia in Extr. E.
Coste & Flav. I. pl. 31

At this P. assoc. with many relig. observ. Yes. but does not explain site of battle & cit. there
Kings consecrated of Magi. τὸ ὑψηλότατον ὄρος mt.
invest with robe of Cyrus.
& partook of conscr. banquet (Plut. Artax)
Kings conserved of Cyrus. Cyrus journeys perfect pilgrim. of times (Xen. Cyrop. VIII)
Dr Dar Hyst. (Cler. Pers. cap. 19)

Ex answer
Show single remains of age of Cyrus
single inscrip.
Here rem. inscript. tomb

Rival Suggestions

Anecdotes
Cyrus Achaemenides. never reigned.

Orfert. Marrhasium. cite of Ptol. VIII. 21. 14 as one of 4 princ. cities of P.
perhaps Maraphioi of Herod. I. 125. IV. 167. Geogr. pos. it correspond

Dunt. M. Pasag. of battle & mt. & of conquest & of Cyrus cit. & of father's tomb & of mother's tomb & of palace but not of his own.

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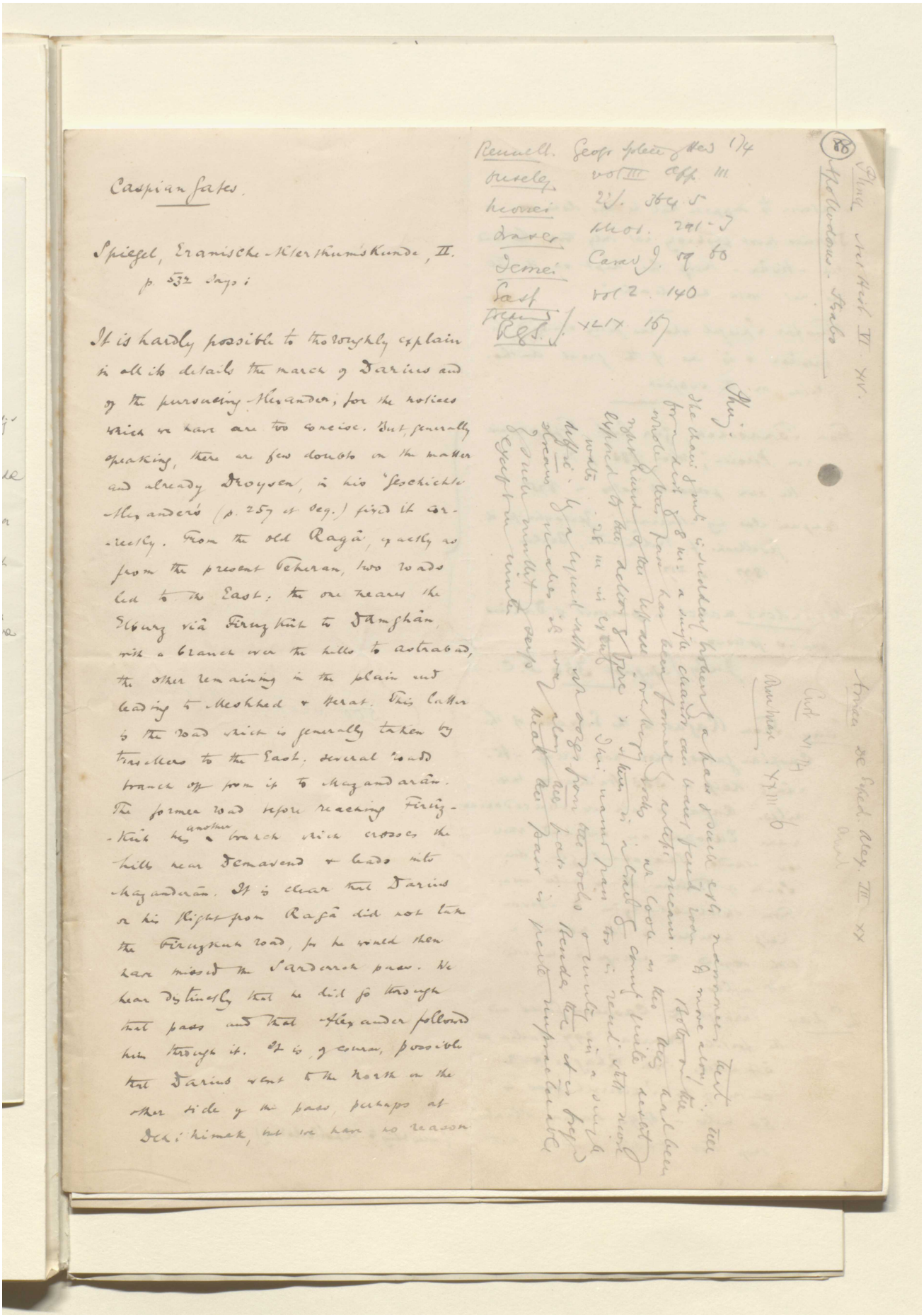

Caspian Gates.

Spiegel, Eranische-Alterthumskunde, II.
p. 532 sqq. i

It is hardly possible to thoroughly explain in all its details the march of Darius and of the pursuing Alexander, for the notices which we have are too concise. But, generally speaking, there are few doubts in the matter and already Droysen, in his "Geschichte Alexanders" (p. 257 et seq.) fixed it correctly. From the old Raga, exactly as from the present Teheran, two roads led to the East; the one nearer the Elburz via Firuzkuh to Damghan, with a branch over the hills to Astrabad, the other remaining in the plain and leading to Meshhed & Herat. This latter is the road which is generally taken by travellers to the East, several roads branch off from it to Shahrud & Bostam. The former road before reaching Firuzkuh has another branch which crosses the hills near Demavend & leads into Shahrud. It is clear that Darius & his flight from Raga did not take the Firuzkuh road, for he would then have missed the Sardarab pass. We hear distinctly that he did go through that pass and that Alexander followed him through it. It is, of course, possible that Darius went to the North of the other side of the pass, perhaps at Deh-i-Nimek, but he has no reason

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whatever to suppose that he has done so. Darius most probably not only took the road via Aivân i Keif, but kept on it till he met with his death."

Thus far Spiegel, who has fully studied the question & is one of the great authorities on the subject.

From Tomaschek, "Zur hist. Topographie von Persien", Wien 1883, p. 79.
" My own personal notes in 1875
Compare also my itinerary, 'Zeitschrift d. Gesellsch. f. Erdkunde, Berlin, 1877, p. 217

Alexander's march in pursuit of Darius was as follows:

July / August 330 B.C.

1st day. From Ragae to the Entrance of the Caspian gates, where now village Aivân i Keif. – 383 Stadia = 44 miles. Ragae, or with its Macedonian name, Europos, was situated where now stands Shahabdulazîm due South of Teheran, 5–6 miles away. From Shahabdulazîm to Aivan i Keif or rather to the mound a little beyond the village is exactly 44 miles.

2nd day. Through the Caspian Gates, and the fertile Choara, 297 stadia = 34 miles. From Rhagae to the centre of the Sarderreh pass is 56 miles or 490 Stadia. Strabo says 500 Stadia & adds that

500 stadia Apollodorus

(according to Apollodorus)

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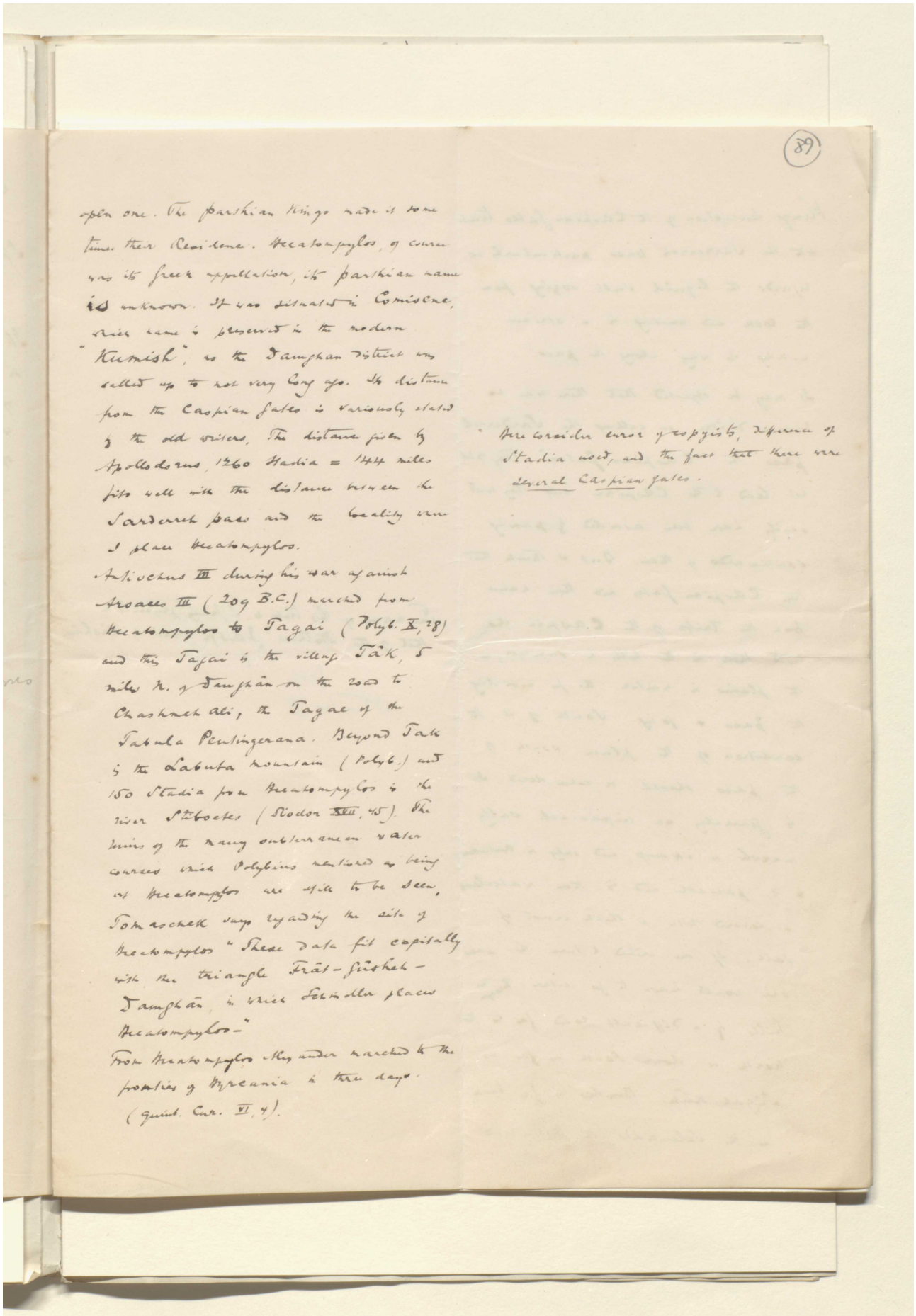

open one. The Parthian Kings made it some time their Residence. Hecatompylos, of course was its Greek appellation, its Parthian name is unknown. It was situated in Comisene, which name is preserved in the modern "Kumish", as the Damghan district was called up to not very long ago. Its distance from the Caspian Gates is variously stated by the old writers. The distance given by Apollodorus, 1260 Stadia = 144 miles fits well with the distance between the Sarderreh pass and the locality where I place Hecatompylos.

Antiochus III during his war against Arsaces III (209 B.C.) marched from Hecatompylos to Tagai (Polyb. X, 28) and this Tagai is the village Tâk, 5 miles N. of Damghân on the road to Chashmeh Ali, the Tagae of the Tabula Peutingerana. Beyond Tak is the Labuta mountain (Polyb.) and 150 Stadia from Hecatompylos is the river Stiboetes (Diodor XVII, 45). The ruins of the many subterranean water courses which Polybius mentioned as being at Hecatompylos are still to be seen. Tomaschek says regarding the site of Hecatompylos "These data fit capitally with the triangle Frât-Gûsheh-Damghân, in which Schindler places Hecatompylos."

From Hecatompylos Alexander marched to the frontier of Hyrcania in three days. (Quint. Cur. VI, 4).

Here consider error of copyists, difference of Stadia used, and the fact that there were several Caspian gates.

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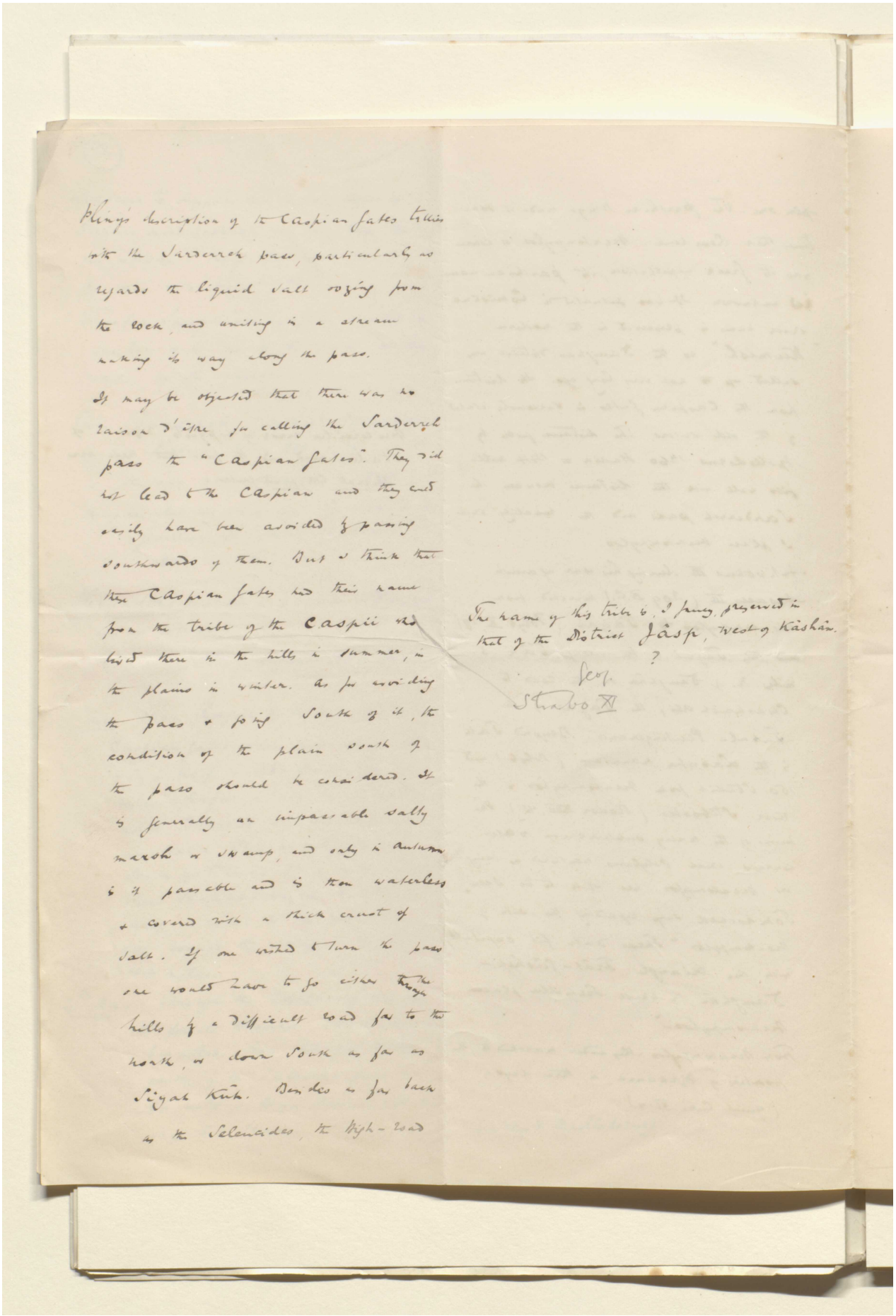

Pliny's description of the Caspian gates tallies with the Sardeerah pass, particularly as regards the liquid salt oozing from the rock, and uniting in a stream making its way along the pass.

It may be objected that there was no raison d'être for calling the Sardeerah pass the "Caspian gates". They did not lead to the Caspian and they could easily have been avoided by passing southwards of them. But I think that the Caspian gates had their name from the tribe of the Caspii who lived there in the hills in summer, on the plains in winter. As for avoiding the pass & going South of it, the condition of the plain south of the pass should be considered. It is generally an impassable salty marsh or swamp, and only in autumn is it passable and is then waterless & covered with a thick crust of salt. If one wished to turn the pass one would have to go either through hills by a difficult road far to the north, or down South as far as Siyah Kuh. Besides we are back on the Seleucides, the high-road

The name of this tribe is, I fancy, preserved in that of the District Jâsp, West of Kâshân.
?
Leg.
Strabo XI

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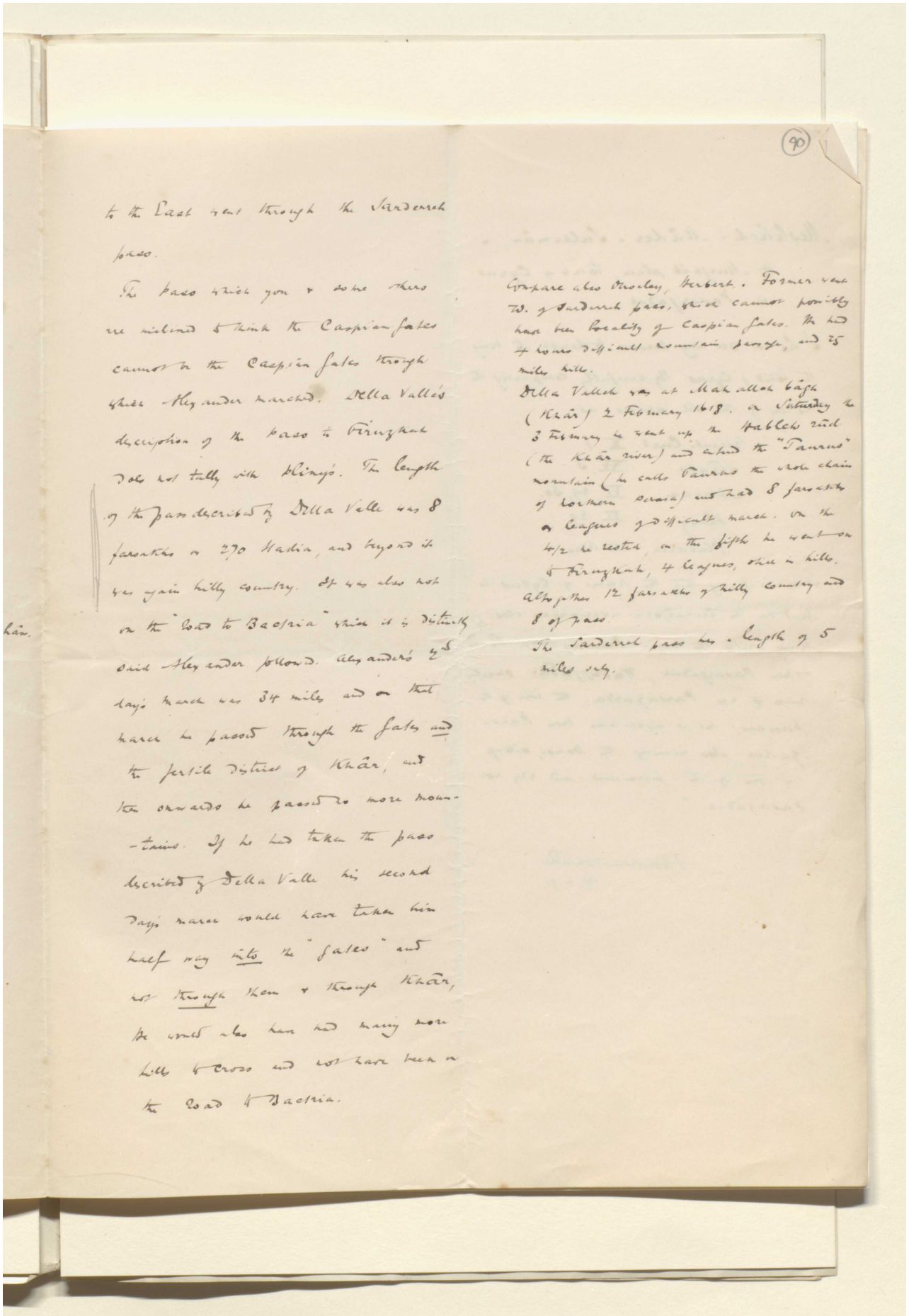

(90)

to the East was through the Sardeneh pass.

The pass which you & some others are inclined to think the Caspian Gates cannot be the Caspian Gates through which Alexander marched. Della Valle's description of the pass to Firuzkuh does not tally with Olivier's. The length of the pass described by Della Valle was 8 farsakhs or 270 Stadia, and beyond it was again hilly country. It was also not on the "road to Bactria" which it is distinctly said Alexander followed. Alexander's 2nd day's march was 34 miles and on that march he passed through the Gates and the fertile districts of Khâr, and thence onwards he passed no more mountains. If he had taken the pass described by Della Valle his second day's march would have taken him half way into the "Gates" and not through them & through Khâr, he would also have had many more hills & cross and not have been on the road to Bactria.

Compare also Buckley, Herbert. Former was to the Sardeneh pass, which cannot possibly have been locality of Caspian Gates. He had 4 hours difficult mountain passage, and 25 miles hills.

Della Valle was at Shahabad bâgh (Khâr) 2 February 1618. On Saturday the 3 February he went up the Gabbers road (the Khâr river) and called the "Taurus" mountain (he calls Taurus the snow chain of Northern Persia) and had 8 farsakhs a leagues of difficult march. On the 4/2 he rested, on the fifth he went on to Firuzkuh, 4 leagues, three in hills. Altogether 12 farsakhs of hilly country and 8 of pass.

The Sardeneh pass has a length of 5 miles only.

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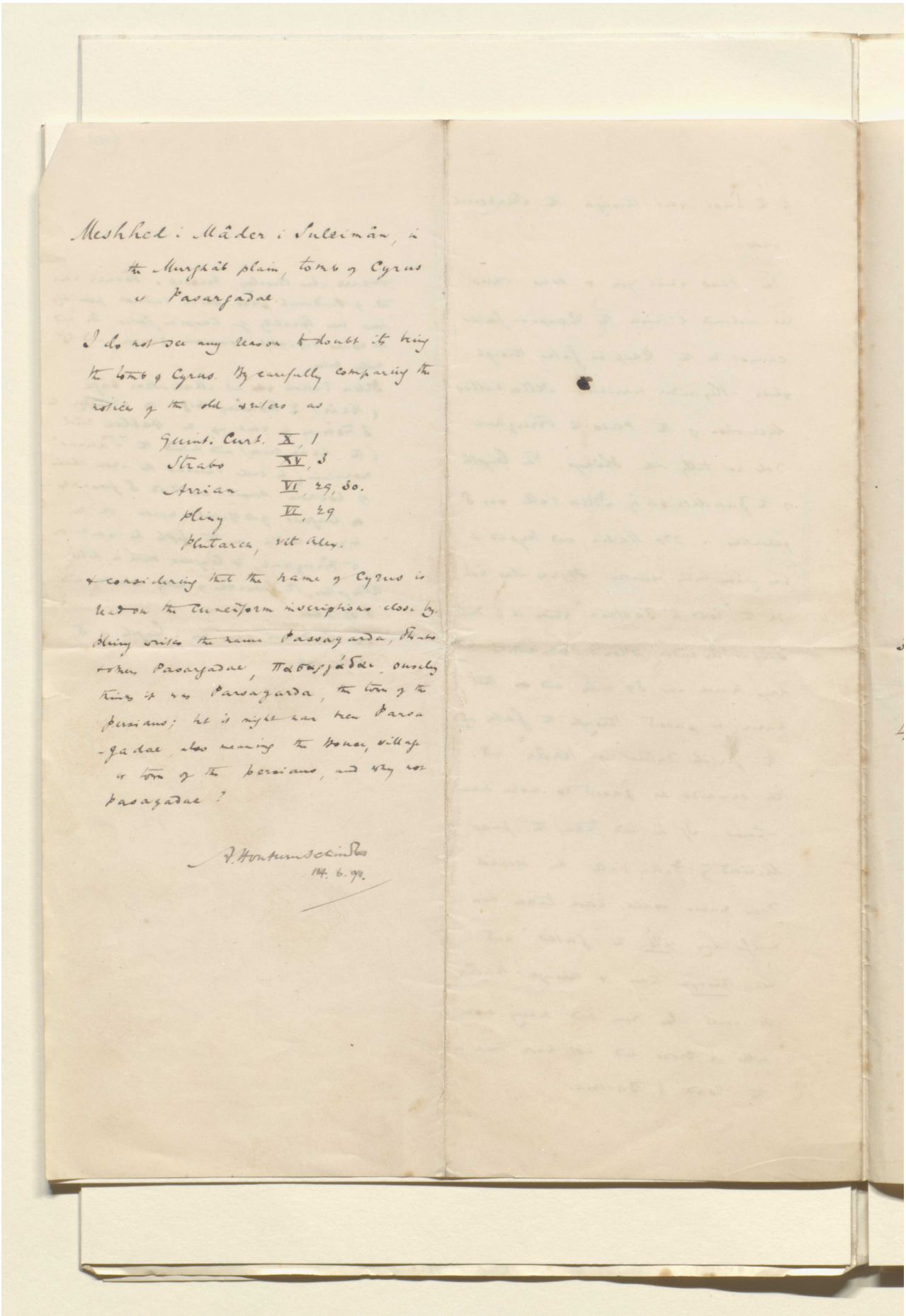

Meshhed i Mâder i Suleimân, in the Murghâb plain, tomb of Cyrus at Pasargadae.

I do not see any reason to doubt its being the tomb of Cyrus. By carefully comparing the notices of the old writers, as

Quint. Curt. X, 1
Strabo XV, 3
Arrian VI, 29, 30.
Pliny VI, 29
Plutarch, vit Alex.

& considering that the name of Cyrus is read on the cuneiform inscriptions close by. Pliny writes the name Passagarda, Strabo & others Pasargadae, Πασαργάδαι, ouseley thinks it was Parsagarda, the town of the Persians; but it might have been Parsa-gadae, also meaning the House, village or town of the Persians, and why not Pasagadae?

A. Houtum Schindler
14. 6. 90.

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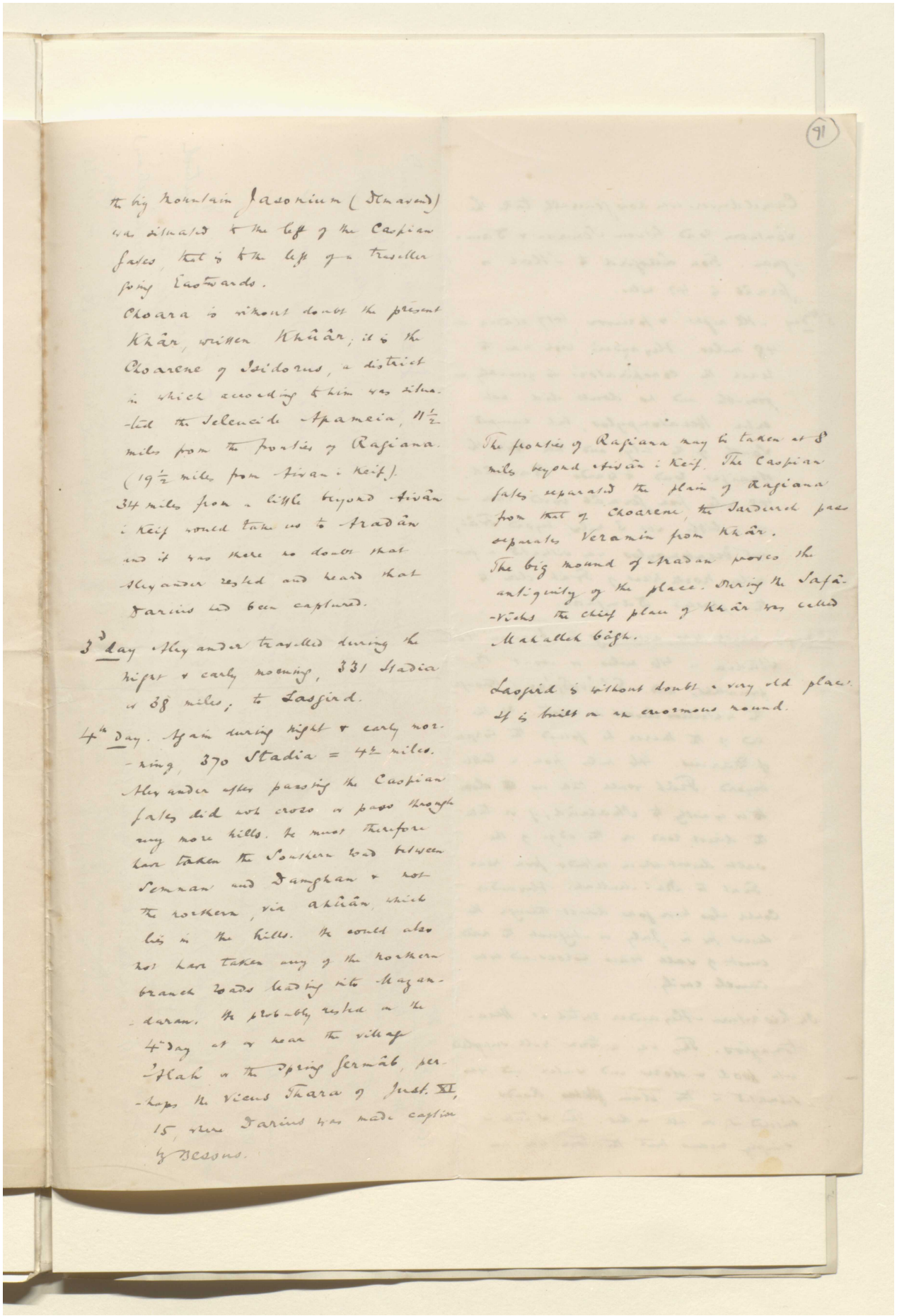

the big mountain Jasonium (Dlmavend) was situated to the left of the Caspian gates, that is to the left of a traveller going Eastwards.

Choara is without doubt the present Khâr, written Khûâr; it is the Choarene of Isidorus, a district in which according to him was situated the Seleucide Apameia, 11½ miles from the frontier of Ragiana. (19½ miles from Aivan i Keif).

34 miles from a little beyond Aivân i Keif would take us to Aradân and it was there no doubt that Alexander rested and heard that Darius had been captured.

3d day Alexander travelled during the night & early morning, 331 Stadia or 38 miles; to Lasgird.

4th day. Again during night & early morning, 370 Stadia = 4½ miles. Alexander after passing the Caspian gates did not cross or pass through any more hills. He must therefore have taken the Southern road between Semnan and Damghan & not the northern, via Ahûân, which lies in the hills. He could also not have taken any of the northern branch roads leading into Mazandaran. He probably rested on the 4th day at or near the village 'Alah or the spring Germâb, perhaps the Vicus Thara of Just. XI, 15, where Darius was made captive by Bessus.

The frontier of Ragiana may be taken at 8 miles beyond Aivân i Keif. The Caspian gates separated the plain of Ragiana from that of Choarene, the Sardurch pass separates Veramin from Khâr.

The big mound of Aradan proves the antiquity of the place. During the Safâvichs the chief place of Khâr was called Mahalleh bâgh.

Lasgird is without doubt a very old place. It is built on an enormous mound.

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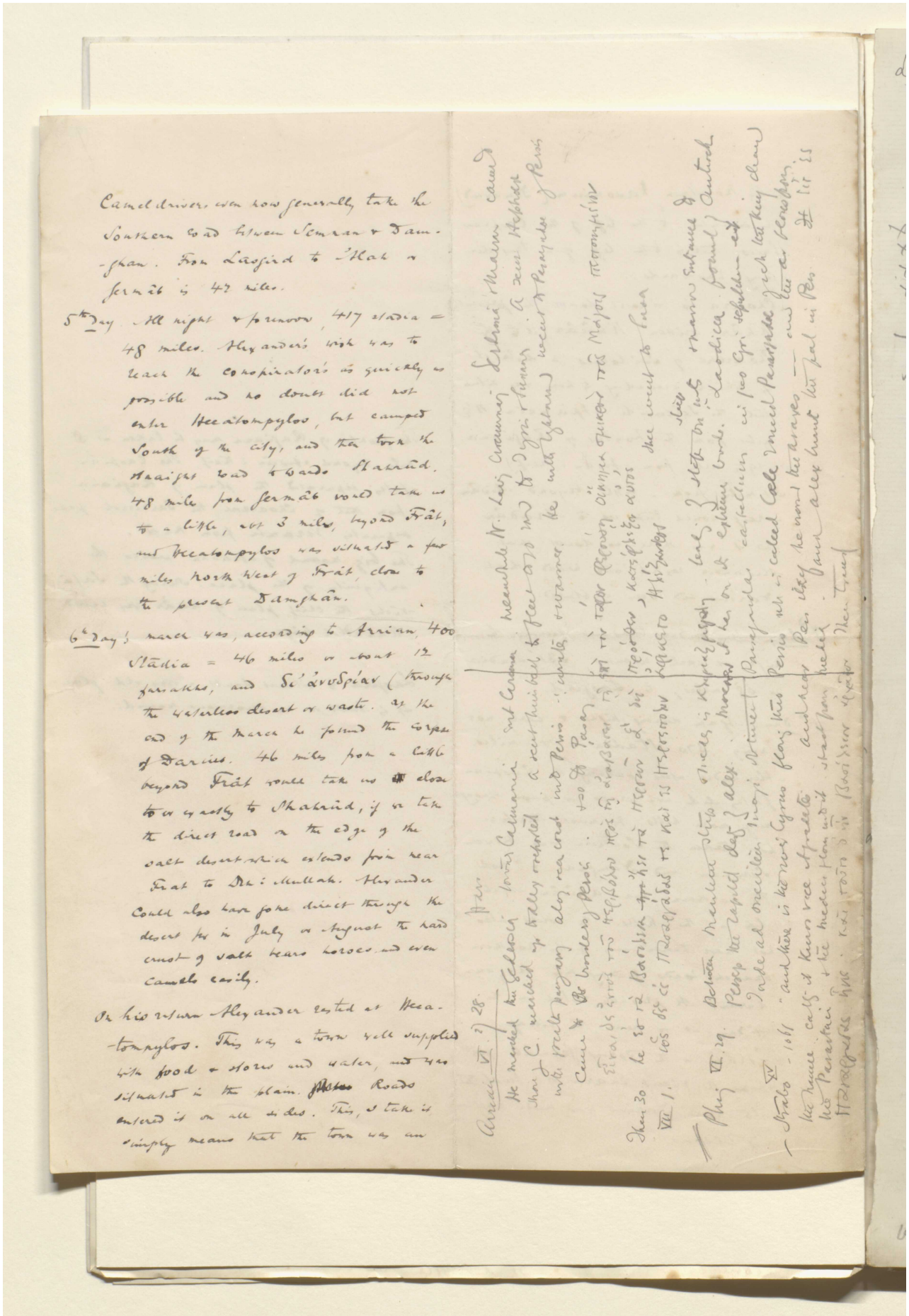

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Camel drivers even now generally take the Southern road between Semnan & Damghan. From Lasgird to 'Alah or Germâb is 42 miles.

5th Day. All night & forenoon, 417 stadia = 48 miles. Alexander's wish was to reach the conspirator's as quickly as possible and no doubt did not enter Hecatompylos, but camped South of the city, and then took the straight road towards Shahrûd. 48 miles from Germâb would take us to a little, abt 3 miles, beyond Frât, and Hecatompylos was situated a few miles North West of Frât, close to the present Damghân.

6th Day's march was, according to Arrian, 400 Stadia = 46 miles or about 12 farsakhs, and δι' ἀνυδρίαν (through the waterless desert or waste. At the end of the March he found the corpse of Darius. 46 miles from a little beyond Frât would take us close to or exactly to Shahrûd, if we take the direct road on the edge of the salt desert which extends from near Frât to Dih-i-Mullah. Alexander could also have gone direct through the desert for in July or August the hard crust of salt bears horses and even camels easily.

On his return Alexander rested at Hecatompylos. This was a town well supplied with food & stores and water, and was situated in the plain. Roads entered it on all sides. This, I take it simply means that the town was an

Arrian VI. 27 28. Hav

He marched the Gedrosia towards Carmania and Carmania. Meanwhile N. having crossing Eshrona & Marrun came shore of C. marched up to Alex & reported. A sent him back to fleet at 70 and to Dyrri & Sunnar. A sent Hephaest into south Parayaka along sea coast into Persis: unite & warmer. He with Lyttonian went to Parayakae of Persis came to the borders of Persis. 400 to Pasar

Ἐπεὶ δὲ ἐντὸς τοῦ Περσίδου πρὸς τῇ ἀνάβασιν τῇ ἐπὶ τὸν Ἀρίαν Φερόνδην, Οἴκημα σμικρὸν τοῖς Μάγοις πεποιημένον ἐπεὶ δὲ ἐν τῇ Βασίλειαν ἦσι τὰ Περσῶν, ἐπὶ δὲ πρόσθεν, κατεφλέξεν αὐτός

Then 30 he ἐν τὰ Βασίλεια ἦσι τὰ Περσῶν, ἐπὶ δὲ πρόσθεν, κατεφλέξεν αὐτός

VII 1. ἐπὶ δὲ ἐς Παραράδας τε καὶ ἐς Περσεπόλιν ἀφίκετο Ἡλίζανδρος

Then went to Persa

Phil VI. 29. Between Mauliae stop & Persis is Κληρικηρίζειν. Leaving stop on its Sparrow entrance & Persep the capital day of Alex. Moreover it has on it extreme work. Laodicea found of Antioch. Inde ad orientem magis obtinet Parayaka castellum in pro Cyri sepulchrum est.

Strabo XV - 1061 "and there is the river Cyrus flowing thro Persis which is called Cole round Parayakae of which the Persian calls it Kuros vice Agraeta and near Pers. they he round the Araxes — and the Persian the Parayakae & the medes flow into it. Start from Medea. And Alex hunt the pal in Pers. Ἐπὶ δὲ ἐς Παραράδας ἦκε. καὶ τοῦτο δ' ἦν Βασίλειον ἐχῶν. Then turned

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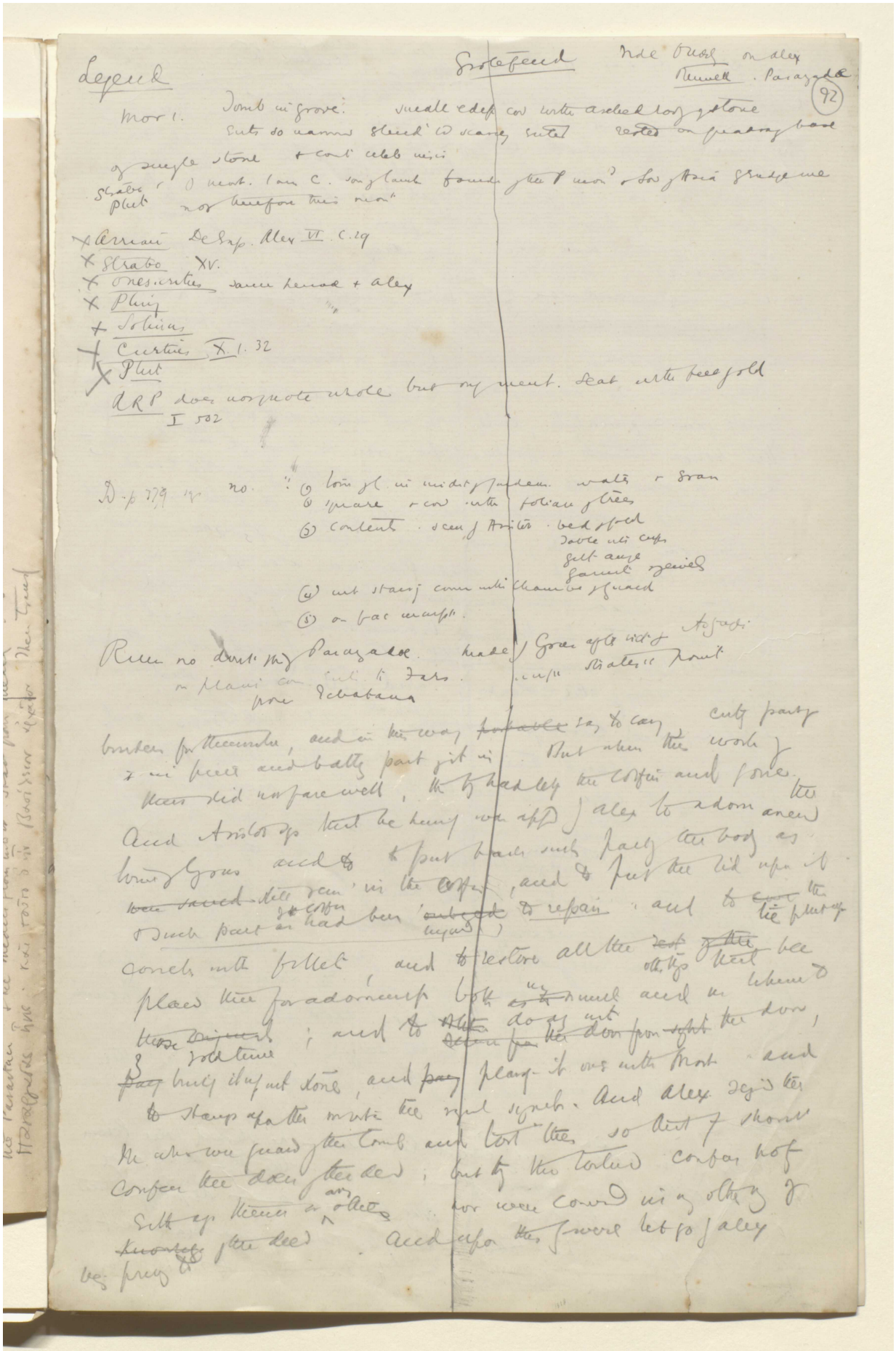

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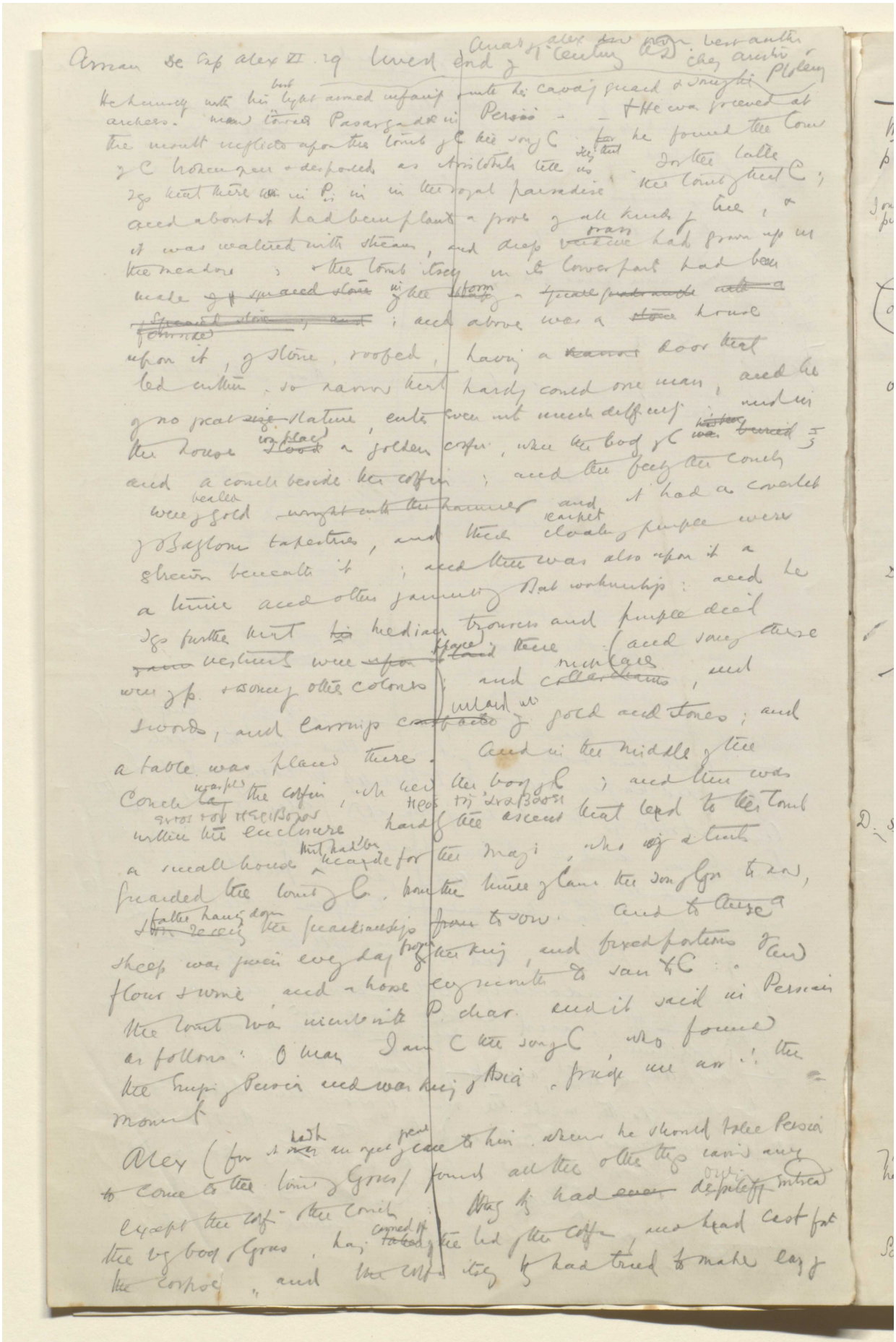

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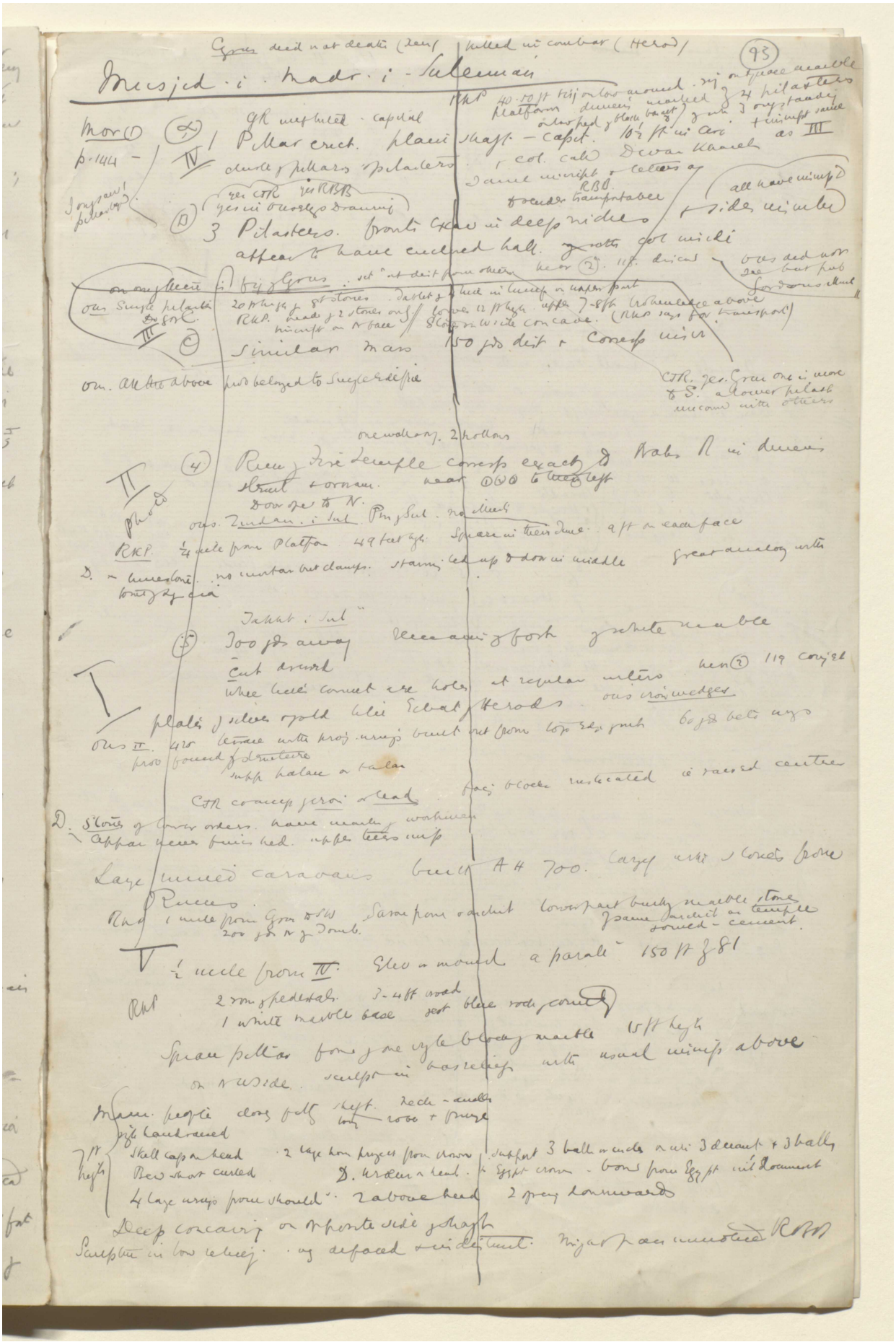

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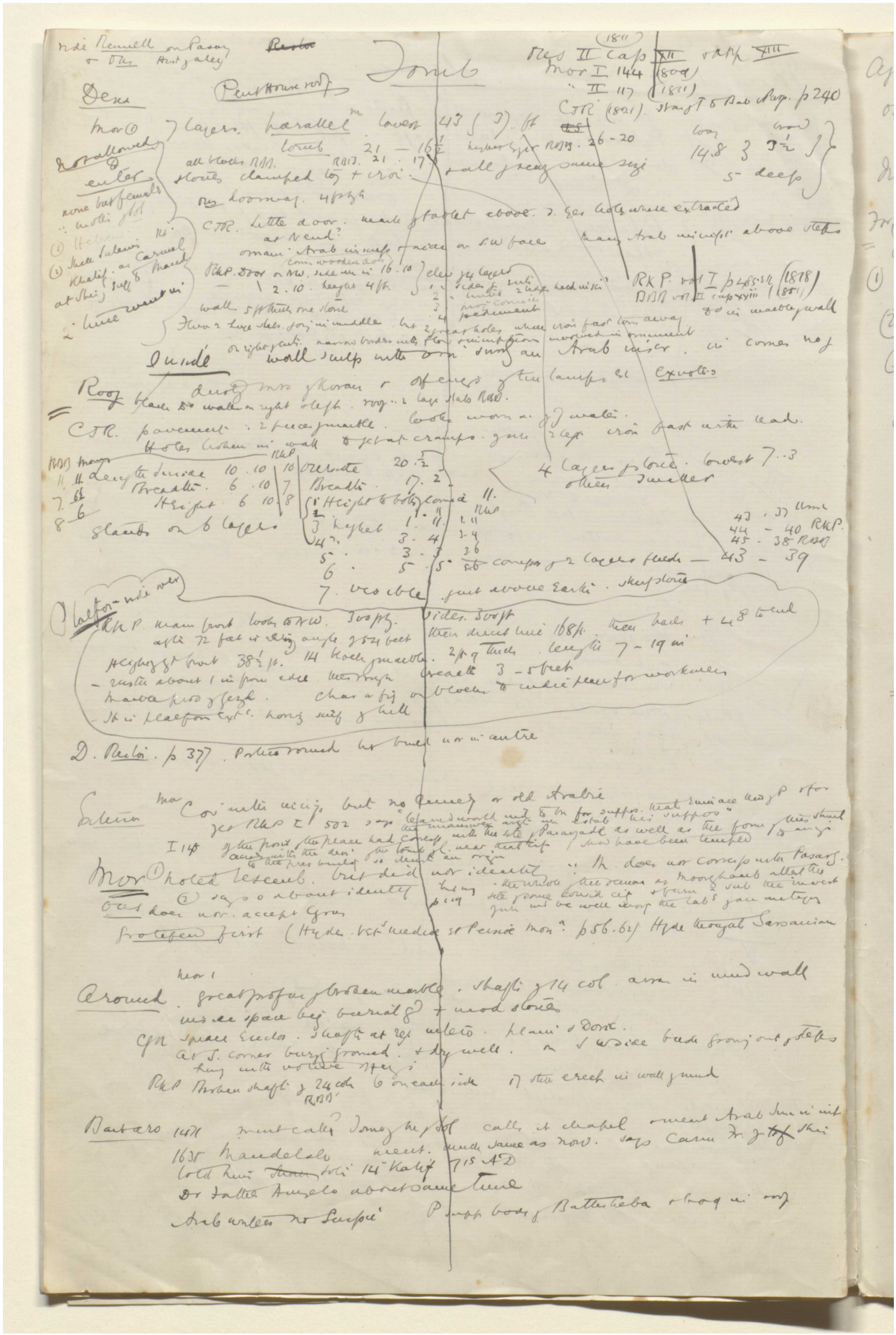

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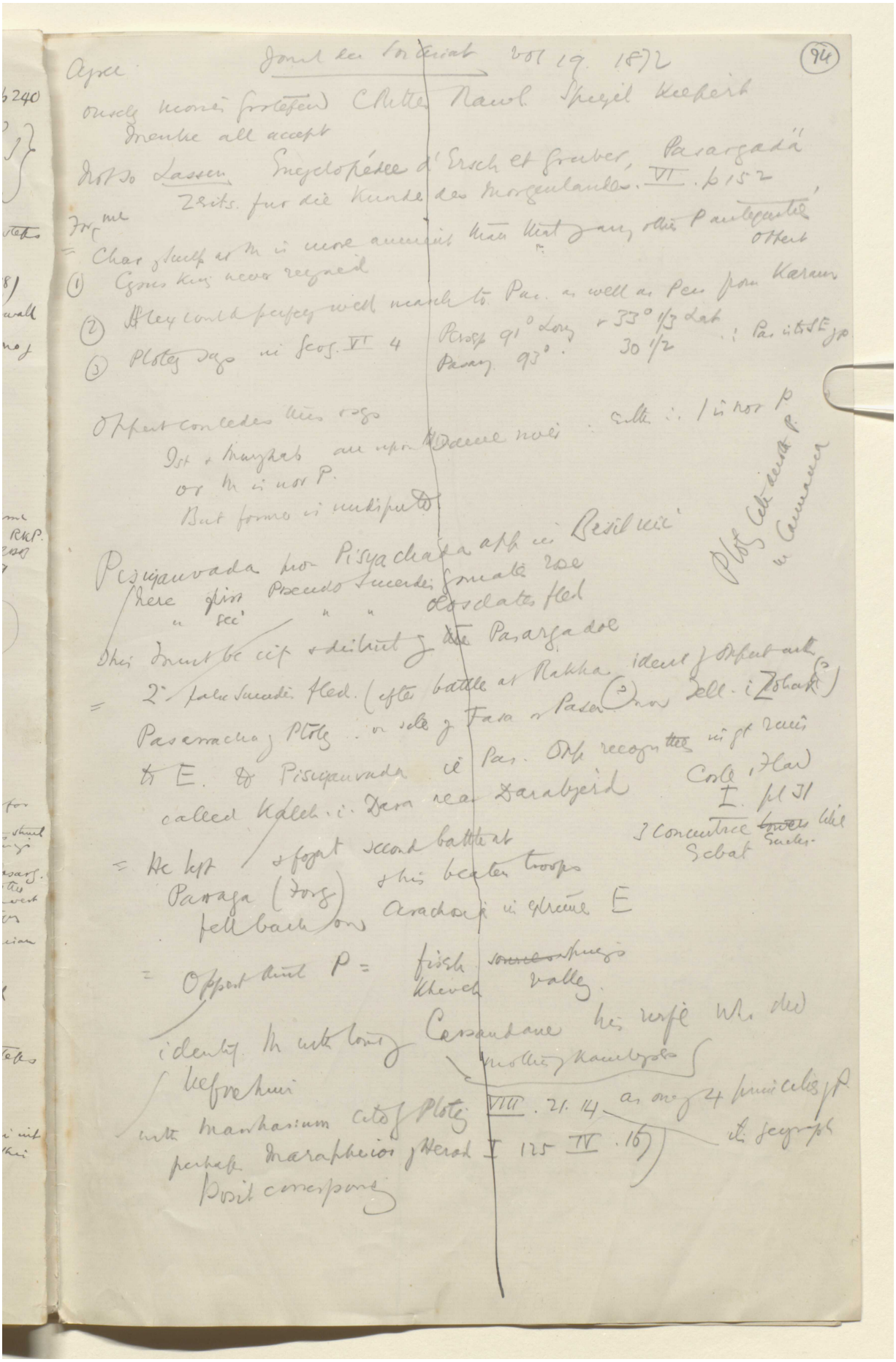

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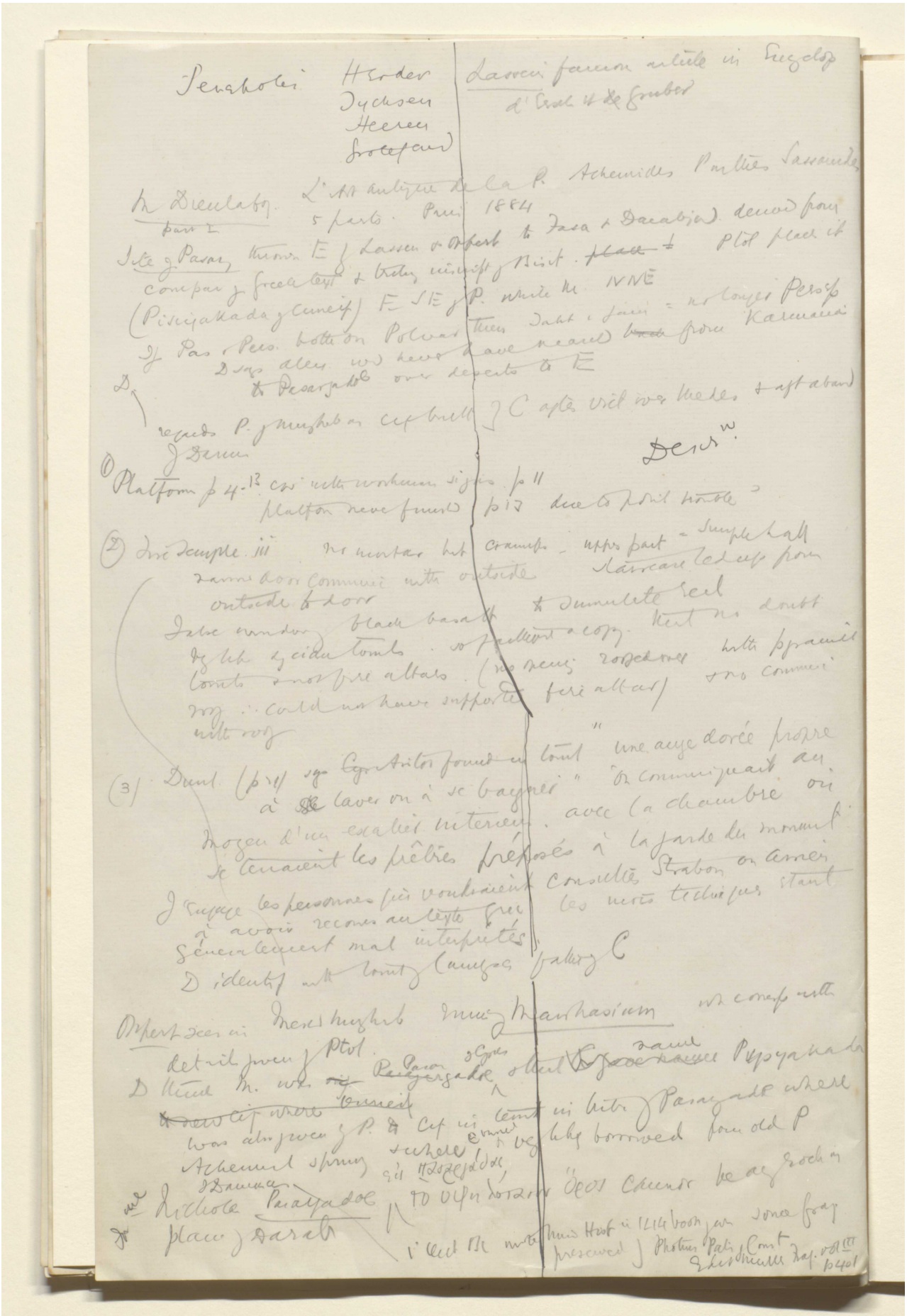

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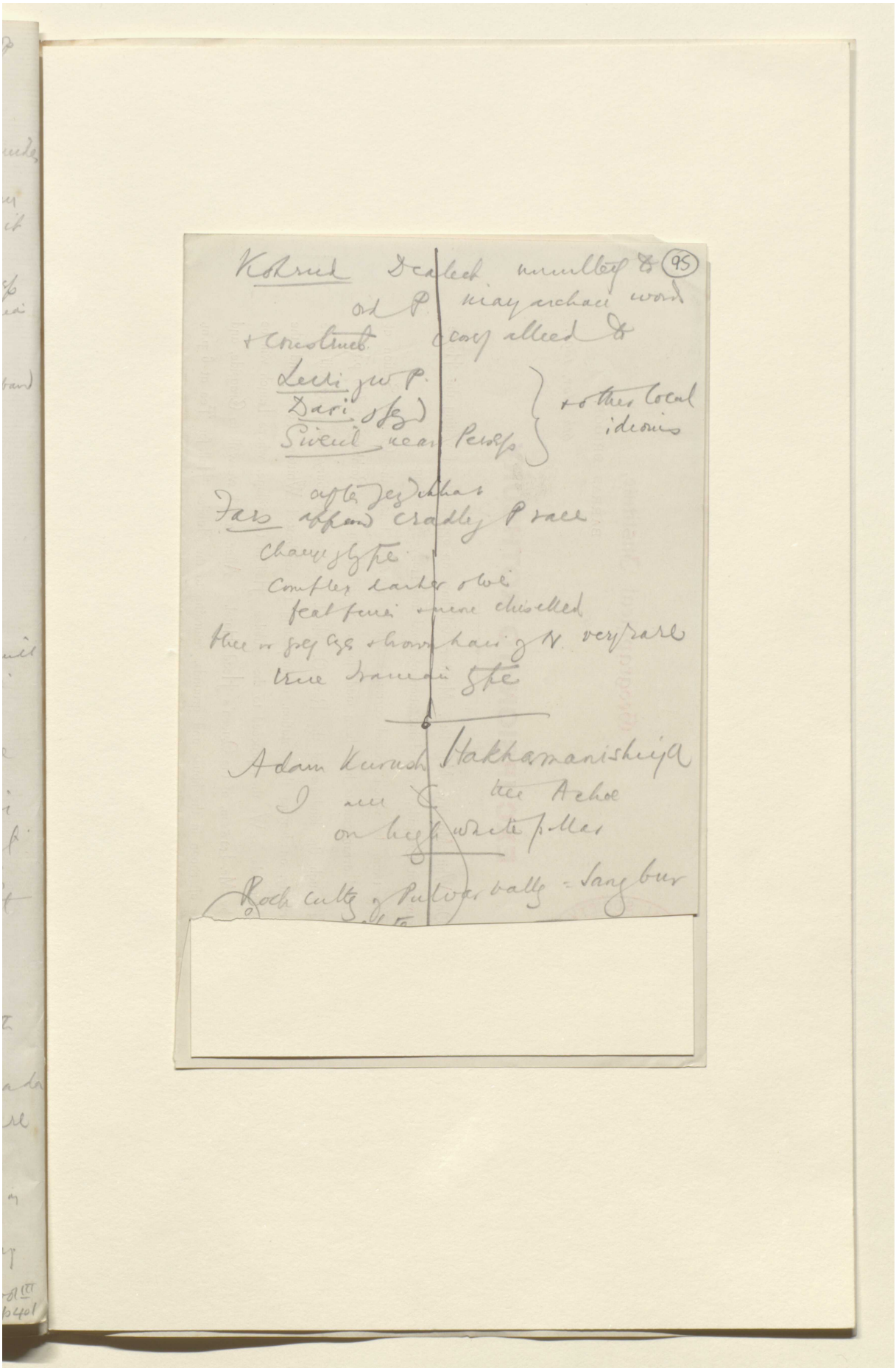

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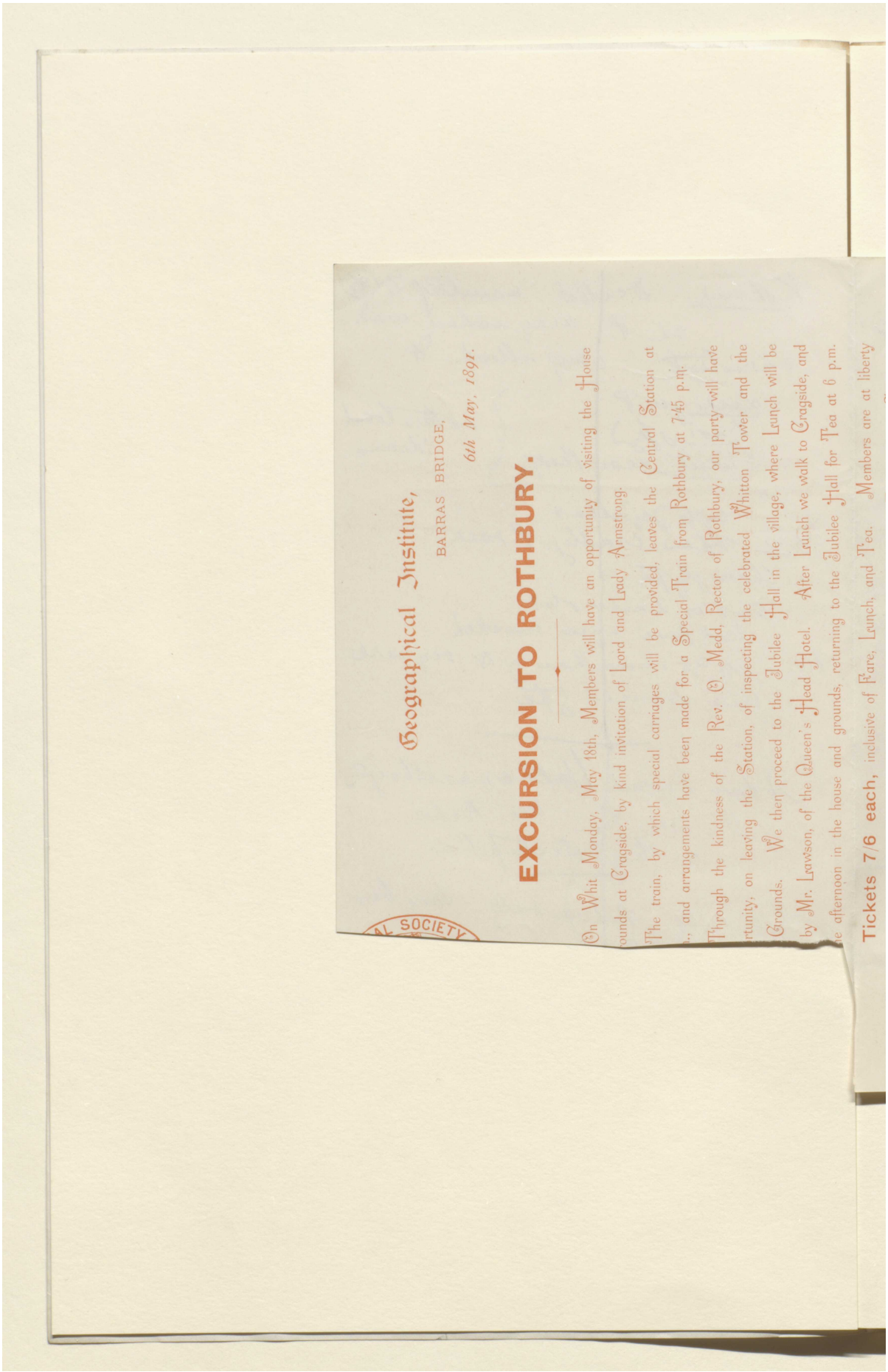

Geographical Institute,

BARRAS BRIDGE,

6th May, 1891.

EXCURSION TO ROTHBURY.

On Whit Monday, May 18th, Members will have an opportunity of visiting the House ounds at Cragside, by kind invitation of Lord and Lady Armstrong.

The train, by which special carriages will be provided, leaves the Central Station at .., and arrangements have been made for a Special Train from Rothbury at 7.45 p.m.

Through the kindness of the Rev. C. Medd, Rector of Rothbury, our party will have ntunity, on leaving the Station, of inspecting the celebrated Whitton Tower and the Grounds. We then proceed to the Jubilee Hall in the village, where Lunch will be by Mr. Lawson, of the Queen's Head Hotel. After Lunch we walk to Cragside, and e afternoon in the house and grounds, returning to the Jubilee Hall for Tea at 6 p.m.

Tickets 7/6 each, inclusive of Fare, Lunch, and Tea. Members are at liberty

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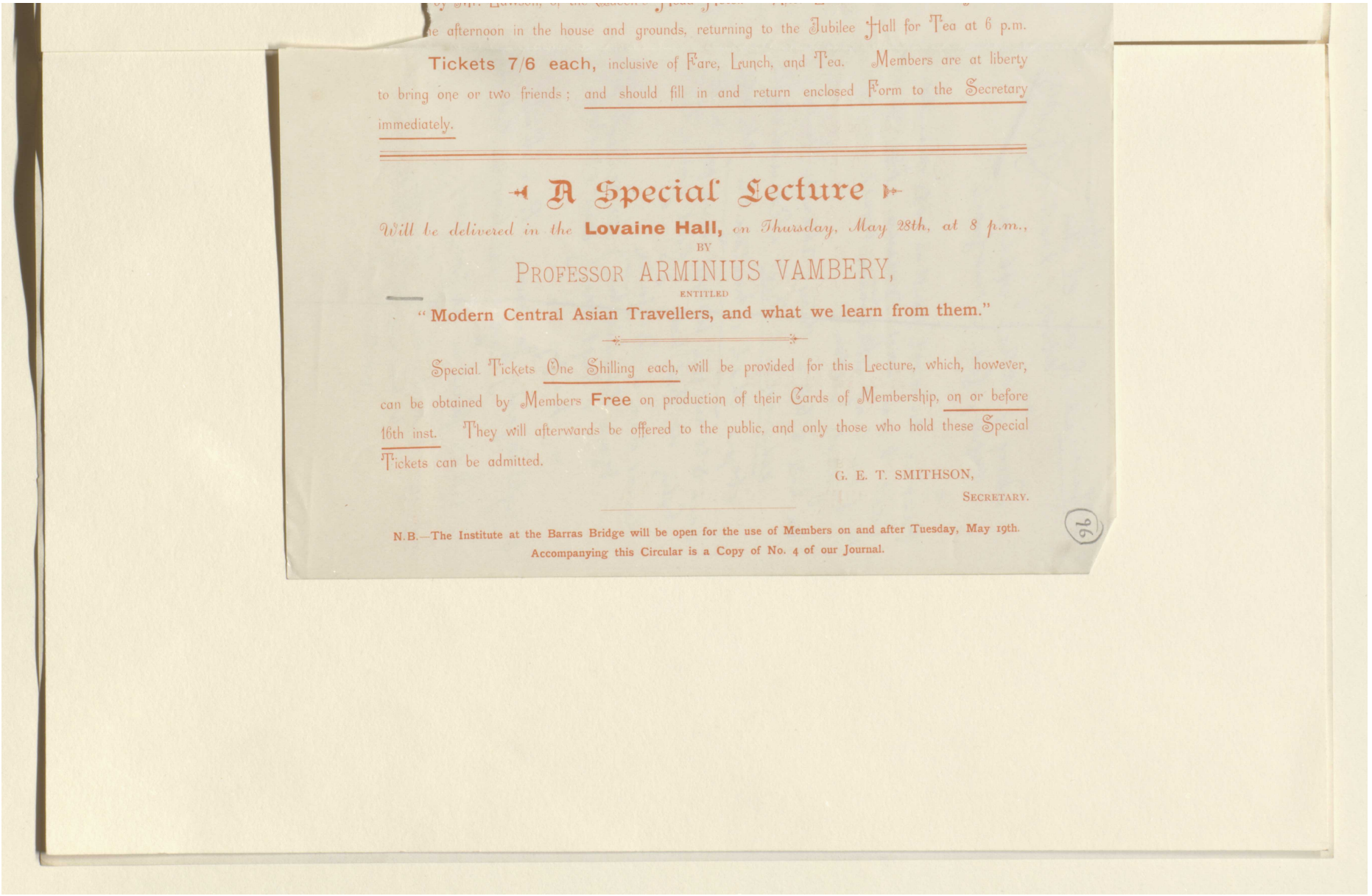

the afternoon in the house and grounds, returning to the Jubilee Hall for Tea at 6 p.m.

Tickets 7/6 each, inclusive of Fare, Lunch, and Tea. Members are at liberty to bring one or two friends; and should fill in and return enclosed Form to the Secretary immediately.

A Special Lecture

Will be delivered in the **Lovaine Hall,** *on Thursday, May 28th, at 8 p.m.,*

BY

PROFESSOR ARMINIUS VAMBERY,

ENTITLED

"Modern Central Asian Travellers, and what we learn from them."

Special Tickets One Shilling each, will be provided for this Lecture, which, however, can be obtained by Members **Free** on production of their Cards of Membership, on or before 16th inst. They will afterwards be offered to the public, and only those who hold these Special Tickets can be admitted.

G. E. T. SMITHSON,
SECRETARY.

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N.B.—The Institute at the Barras Bridge will be open for the use of Members on and after Tuesday, May 19th.
Accompanying this Circular is a Copy of No. 4 of our Journal.

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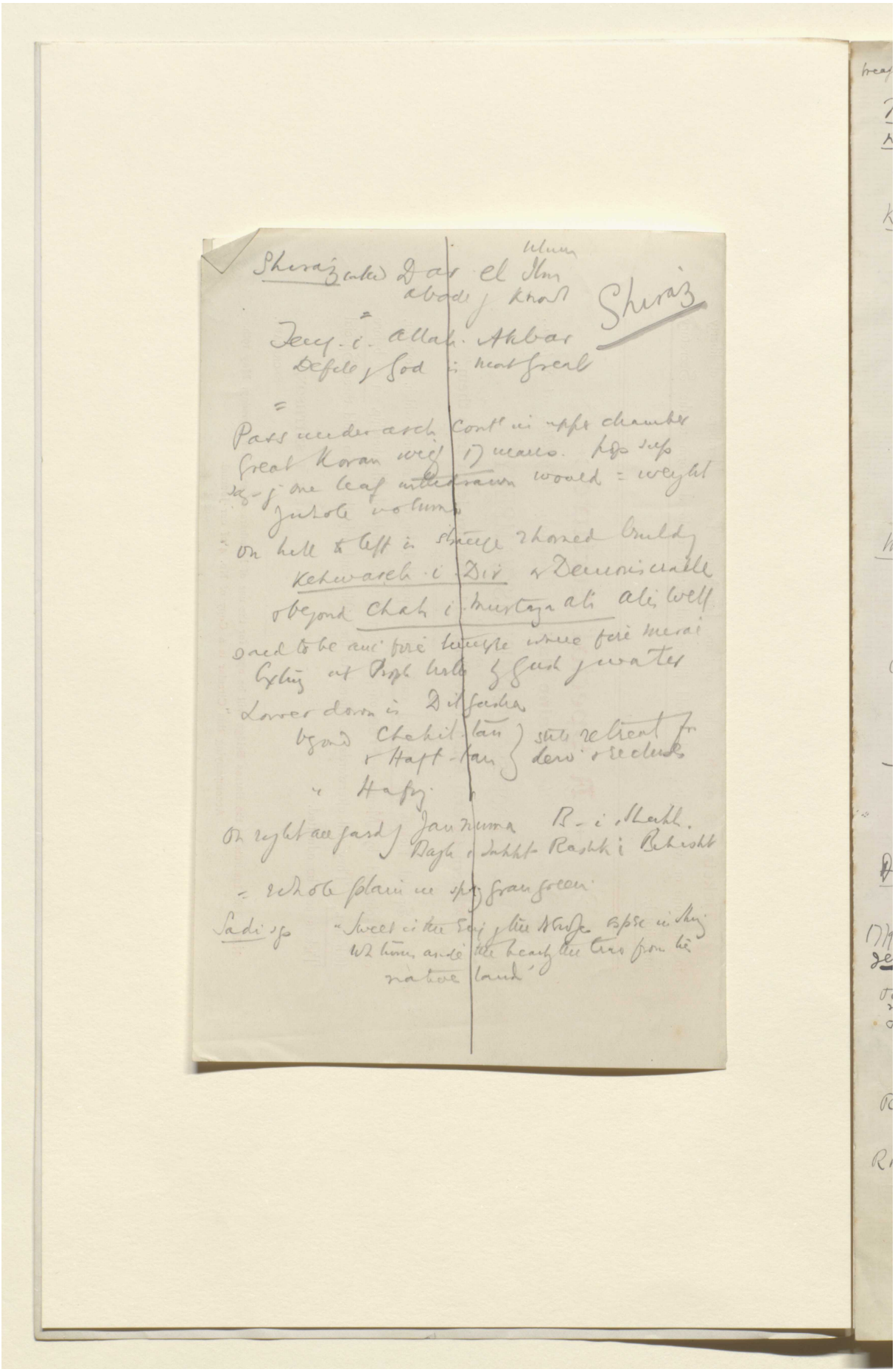

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Shiraz called Dar el Ilm (Ulum)
abode of knowl

Shiraz

Teng-i-Allah-Akbar
Defile of God is most great

Pass under arch cont'd in upper chamber
Great Koran weighs 17 mans. Pop sup
say of one leaf withdrawn would = weight
of whole volume

On hill to left is strange rhomed building
Kehwareh-i-Dir or Demoniscable
beyond Chah-i-Murtaza-ali Ali's well
said to be anc fire temple where fire mirac
Exting at Prophet's hole by Gush of water

Lower down is Dil Gusha
beyond Chehil-tan } state retreat for
& Haft-tan } dervi & recluses
" Hafiz

On right all gard of Jan Numa B-i-Shahh.
Bagh-i-Jahhh Rashk-i-Behisht

= whole plain in spring grain green

Sadi says "Sweet is the Eng of the Nowjes espec in Shiraz
Wh turns aside the hearty the trav from his
native land"

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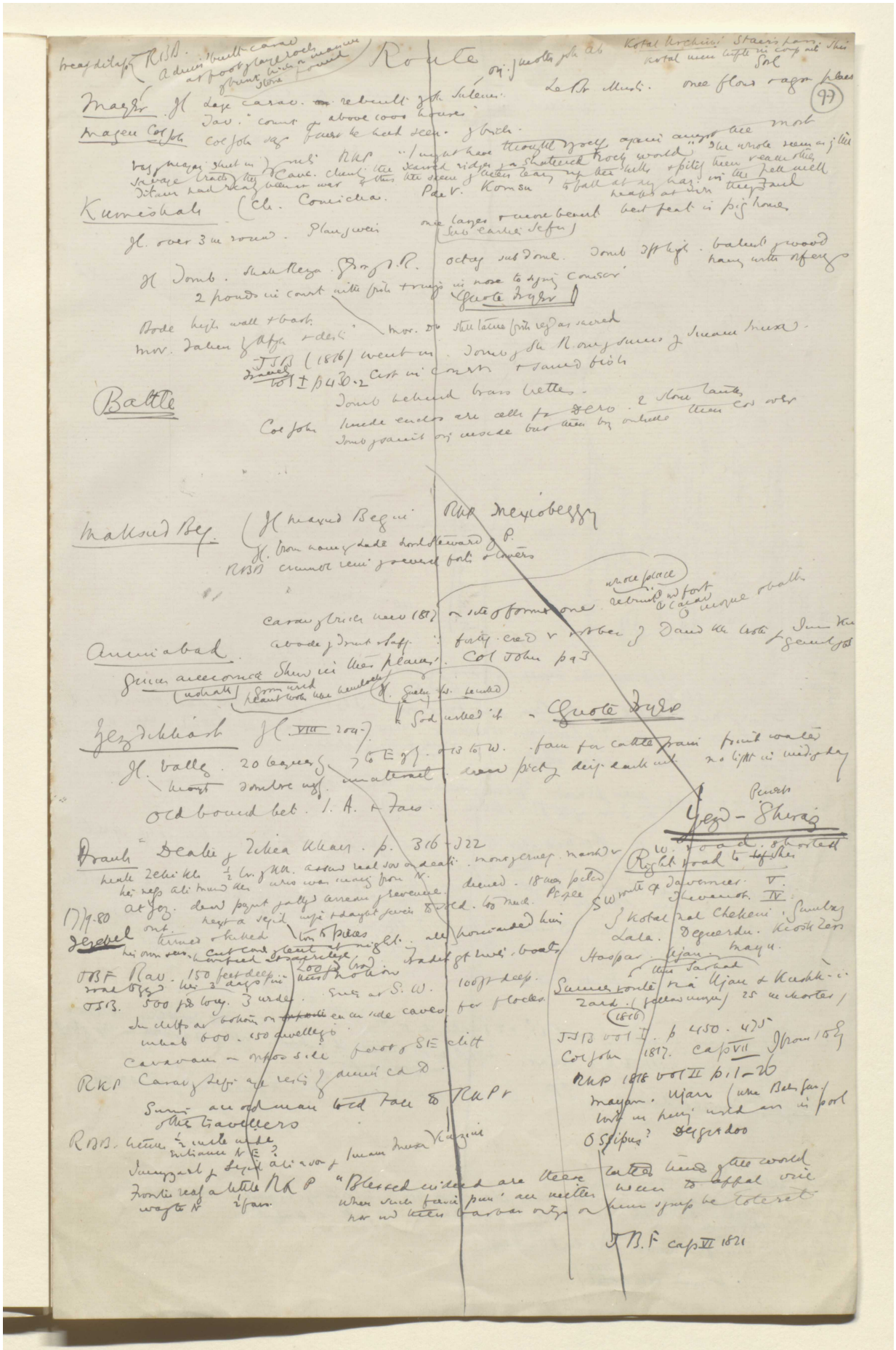
Route
Battle
Kumeishah
Maagir
Malmud Beg
Ameriabad
Yezdikhast
Deraki
Jegdel
Sheraz
Persepolis
Pasargadae
Kotal Kochini
Kotal Khisht
Kotal Allah Akbar
Kotal Pir Zan
Kotal Dokhtar
Kotal Khan
Kotal Allahu Akbar
Kotal Pir Sabz
Kotal Tang-i-Bulaghi
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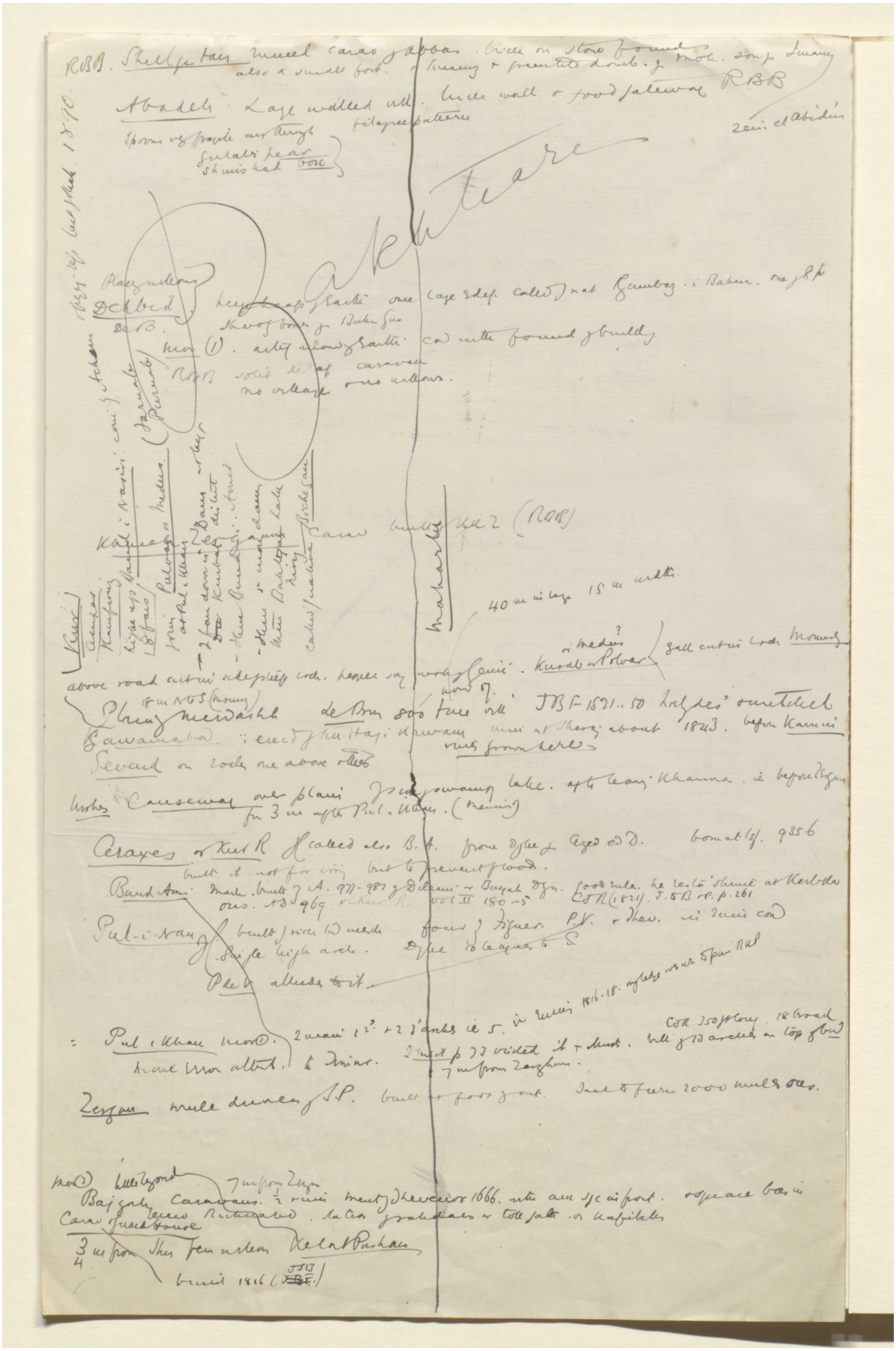

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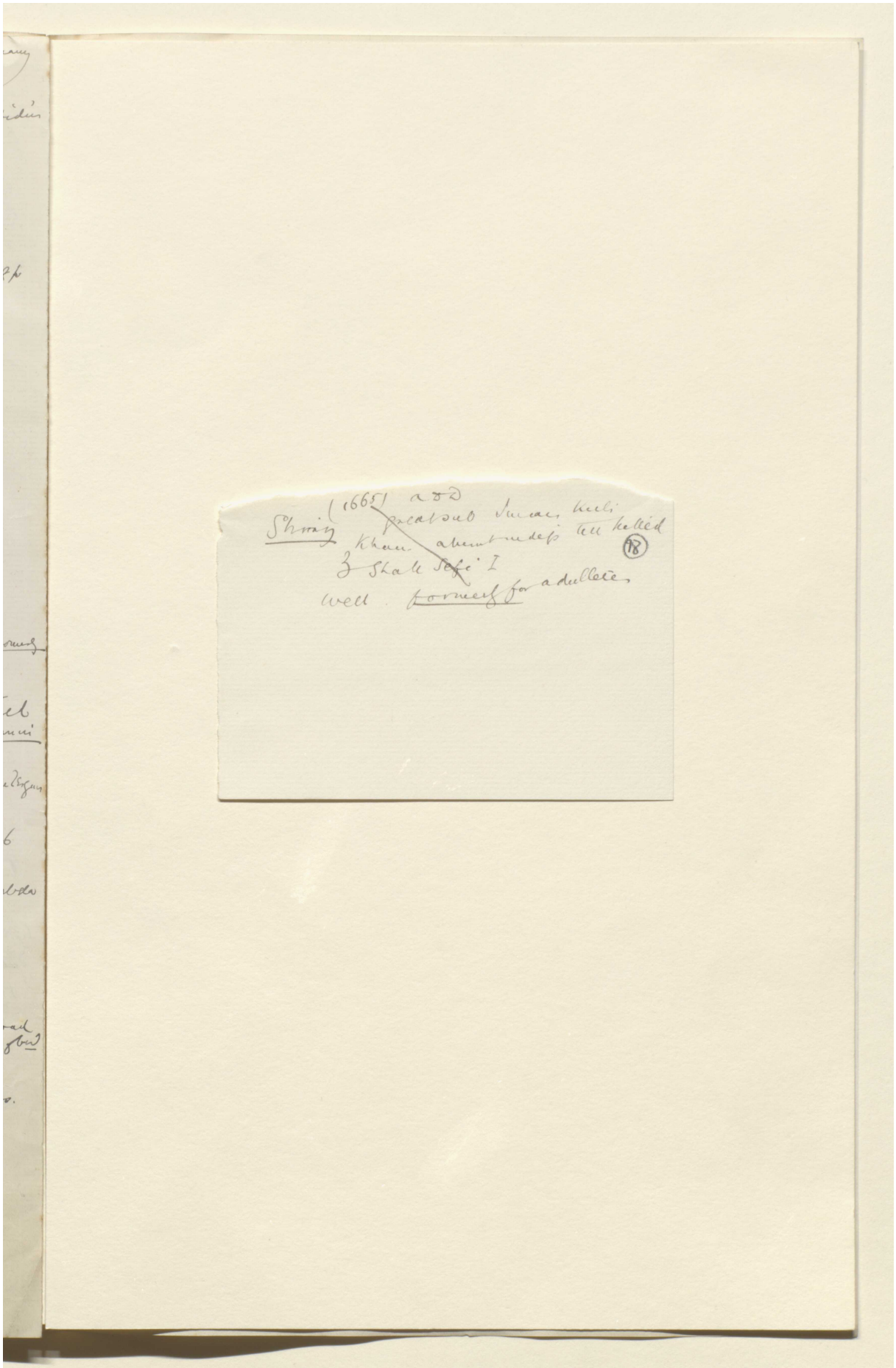

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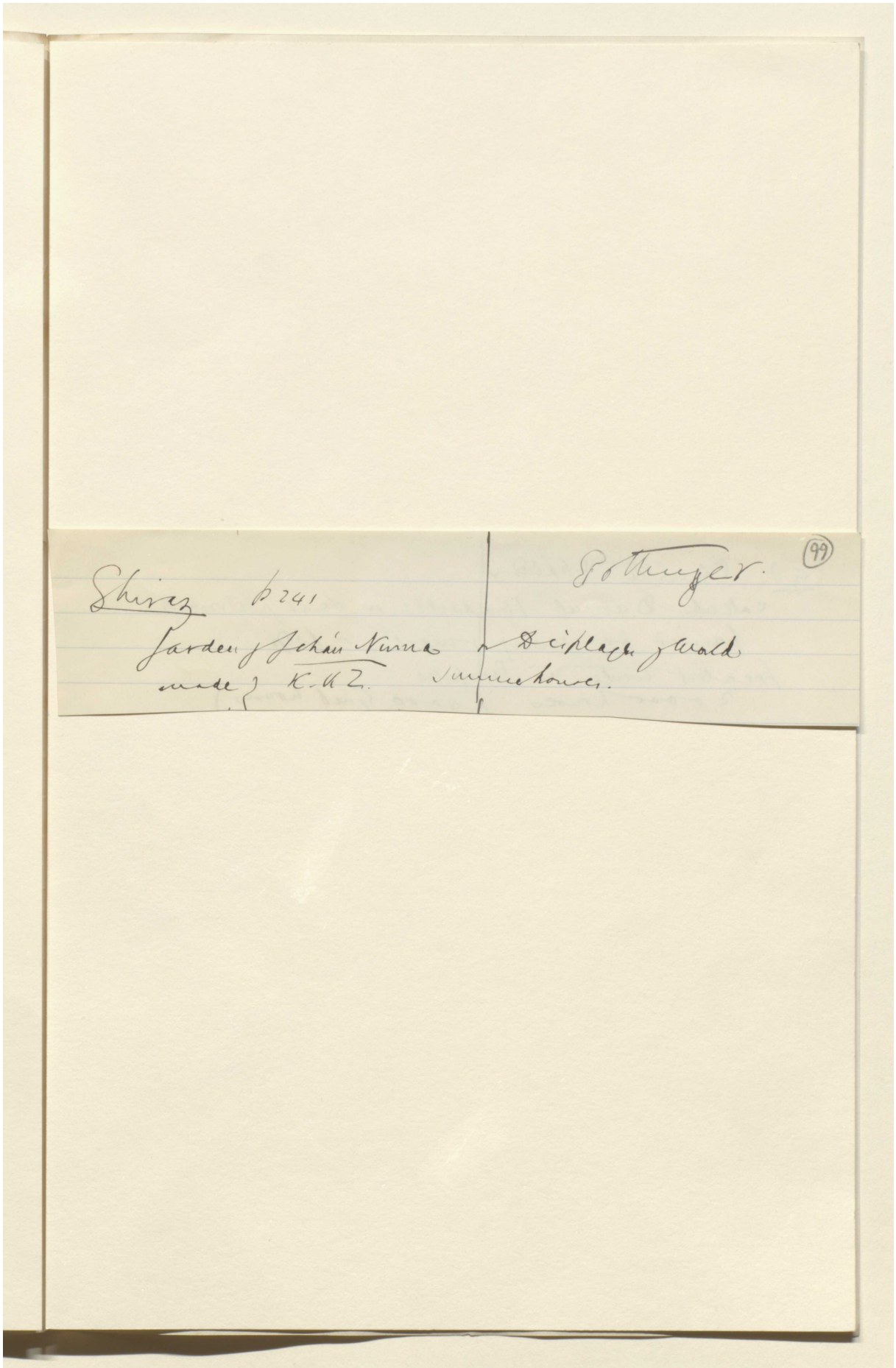

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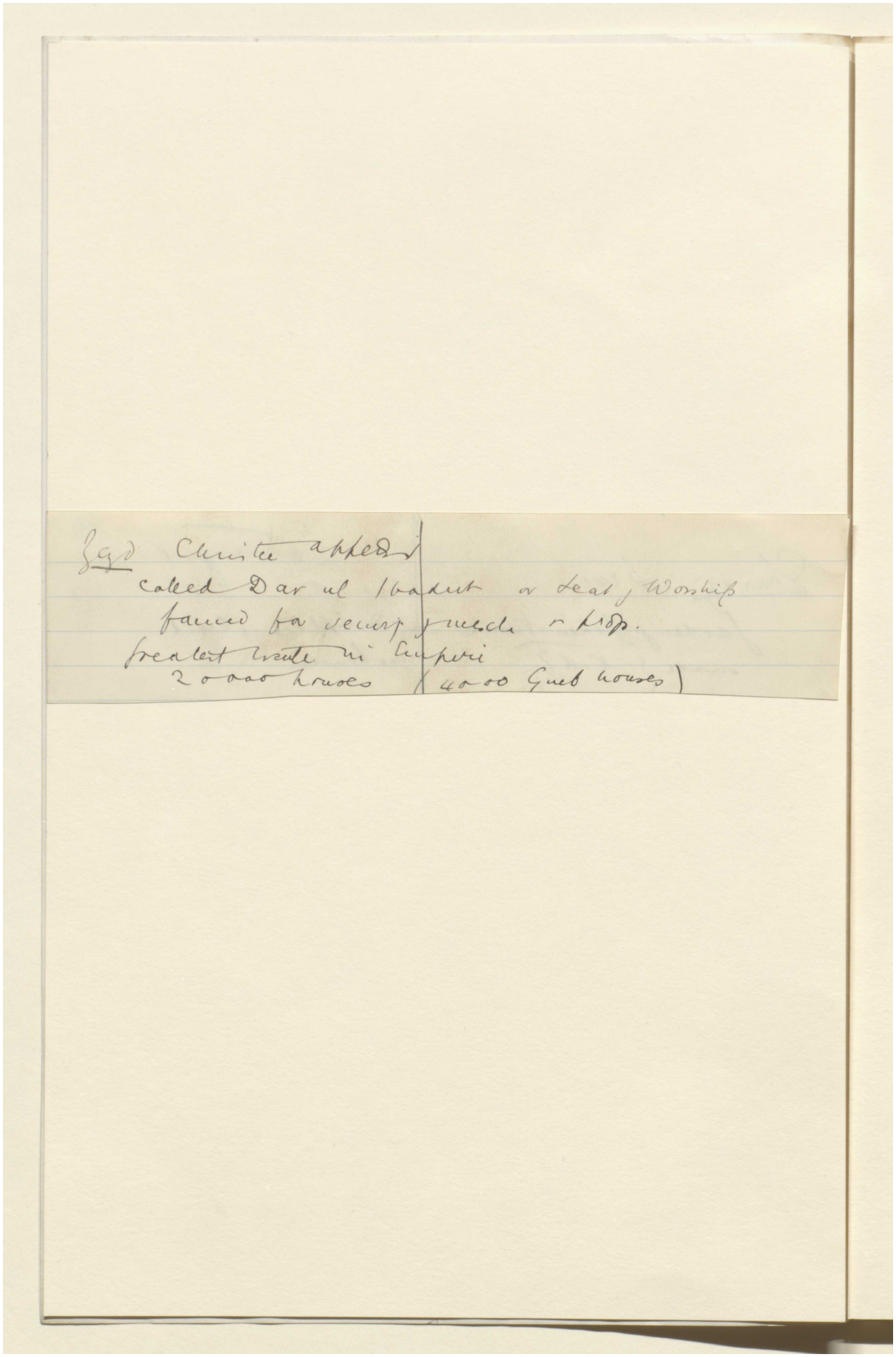

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Zayd Christie appeals
called Dar ul Ibadut or Seat of Worship
famed for security of mesch & prop.
greatest trade in Empire
20000 houses (4000 Guebh houses)

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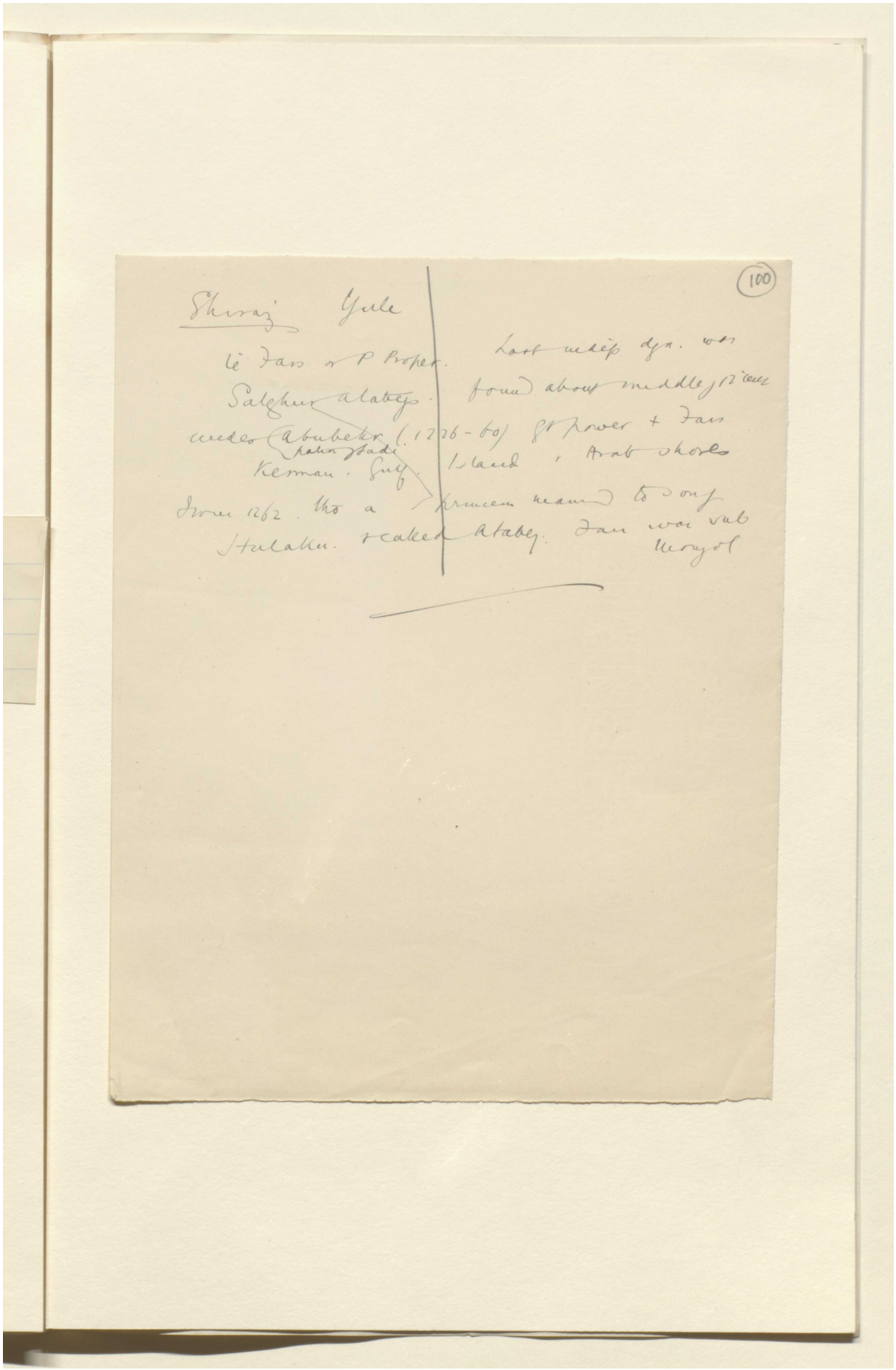

Shiraz Yule

ie Fars or P Proper. Last indep dyn. was
Salghur Atabeys. found about middle 12 cent
under Abubekr (1226-60) Gt power + Fars
Kerman. Gulf. Island, Arab shores
from 1262. tho a princess married to son of
Hulaku. + called Atabey. Fars was sub
Mongol

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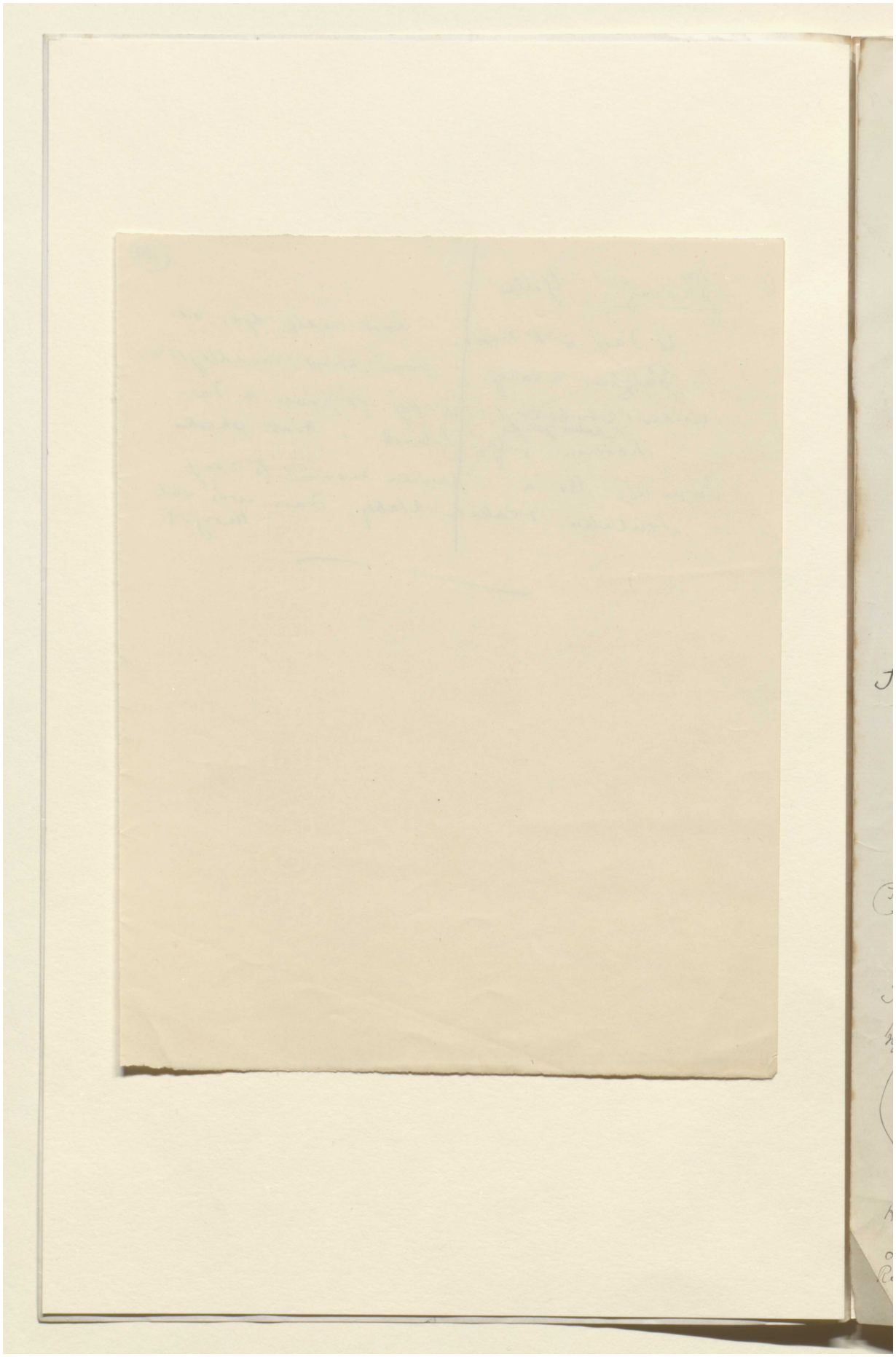

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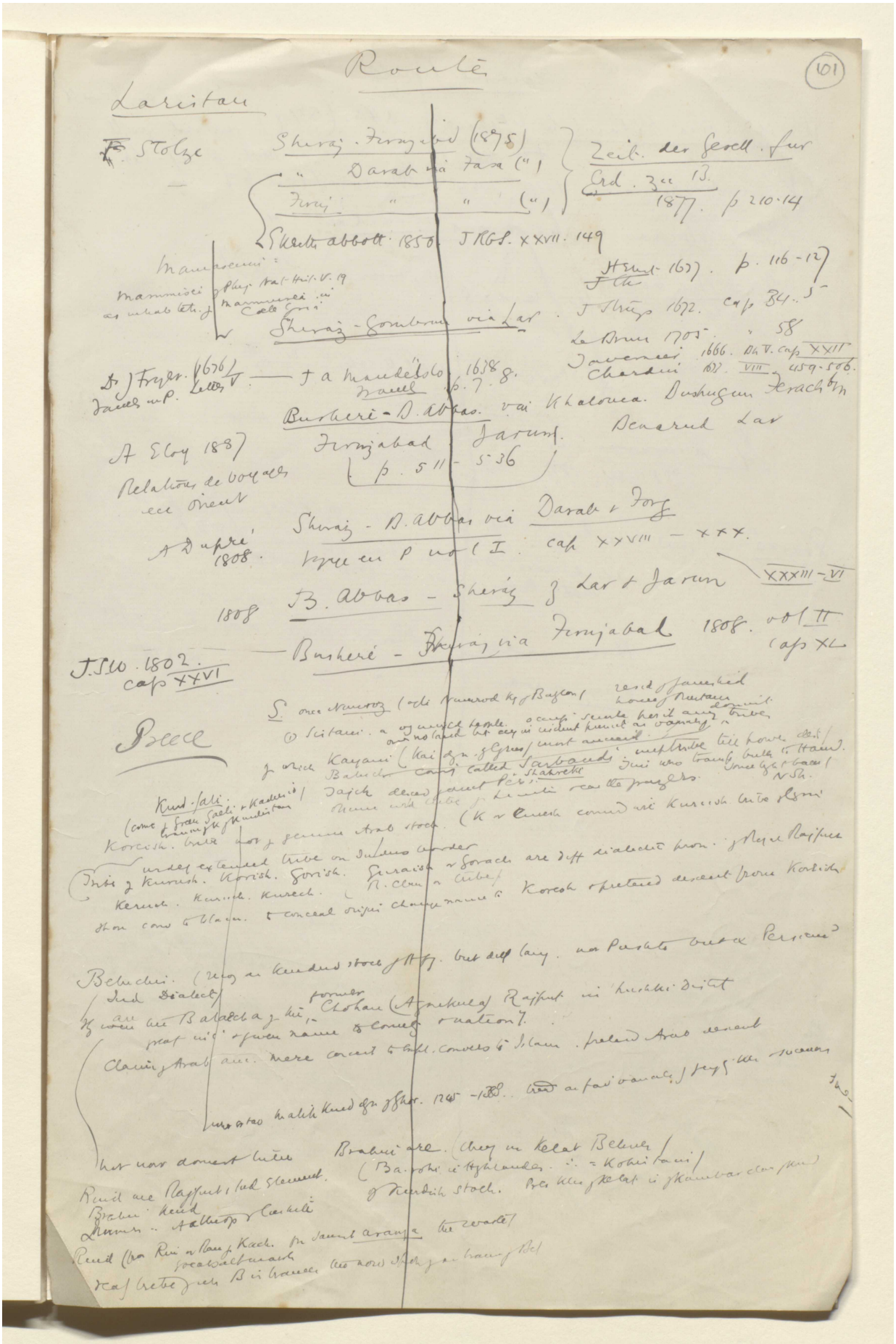

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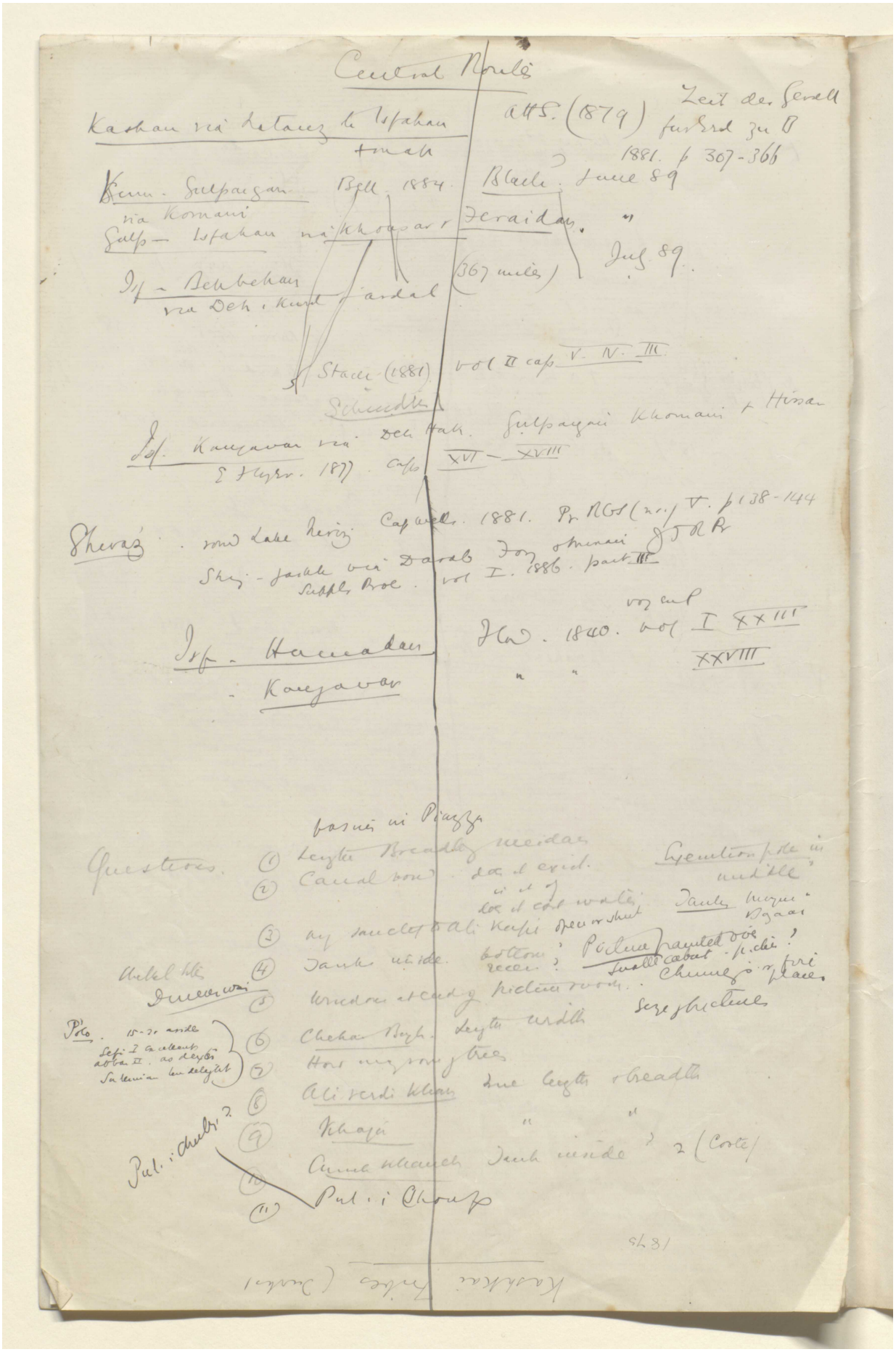

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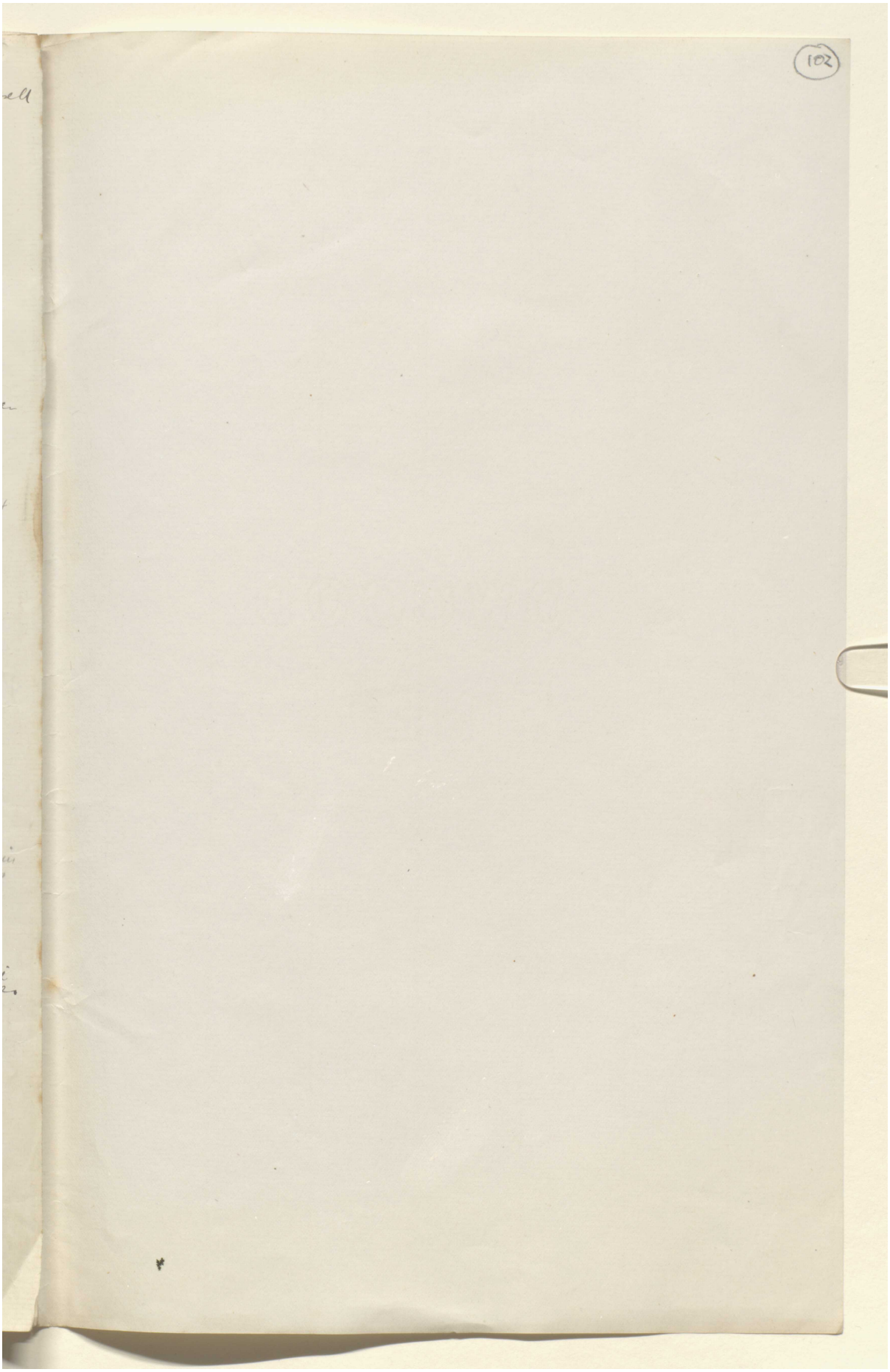

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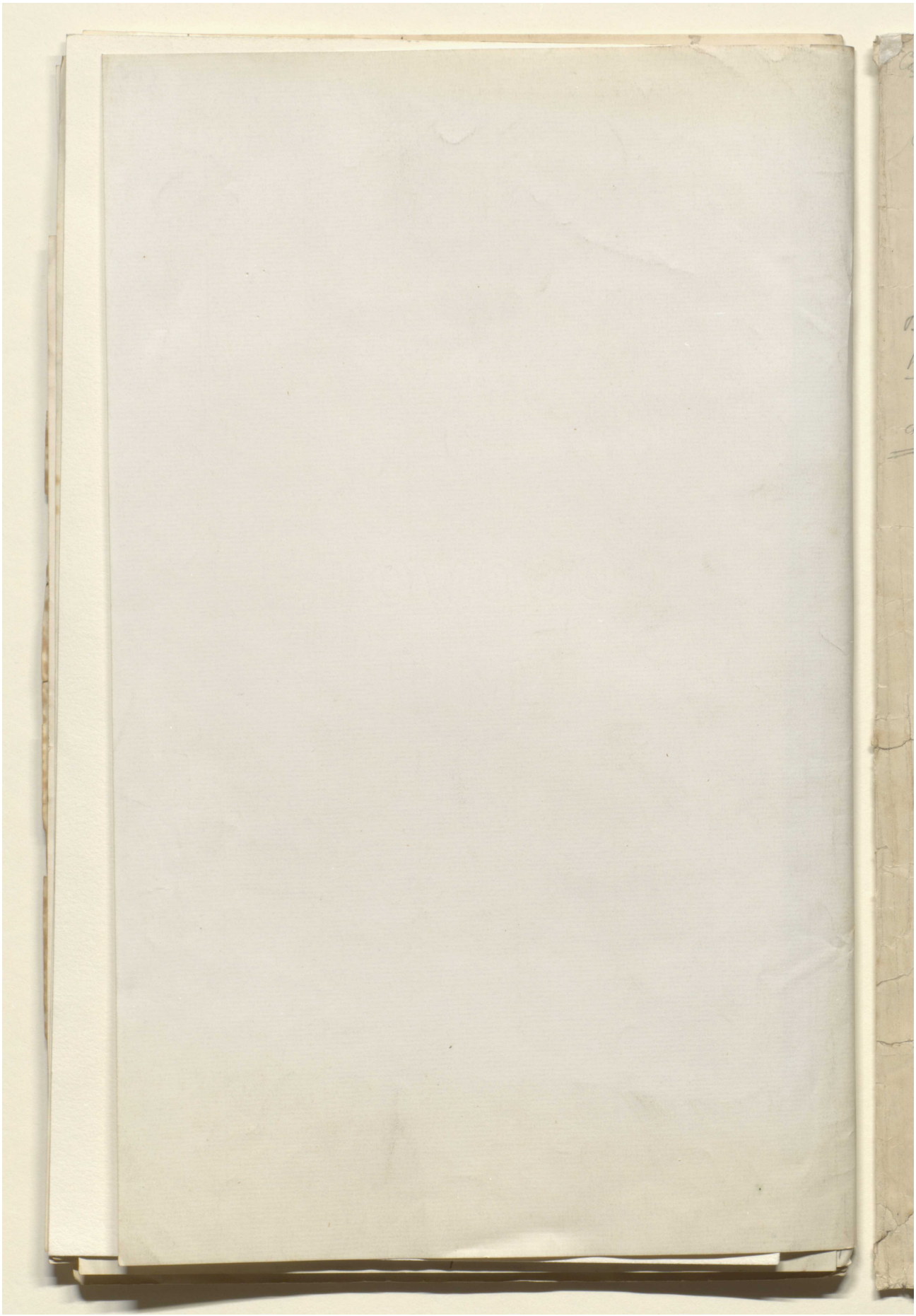

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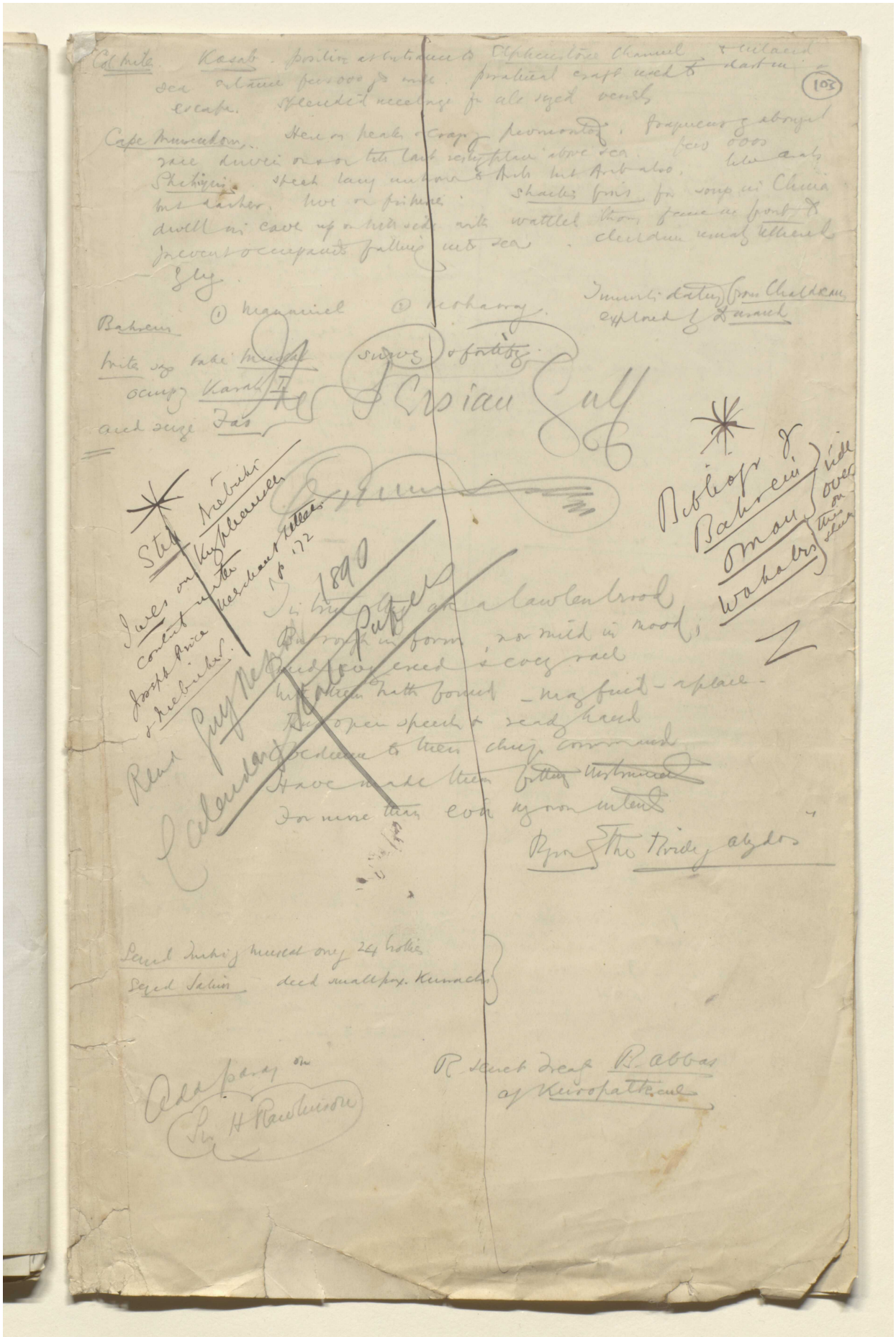

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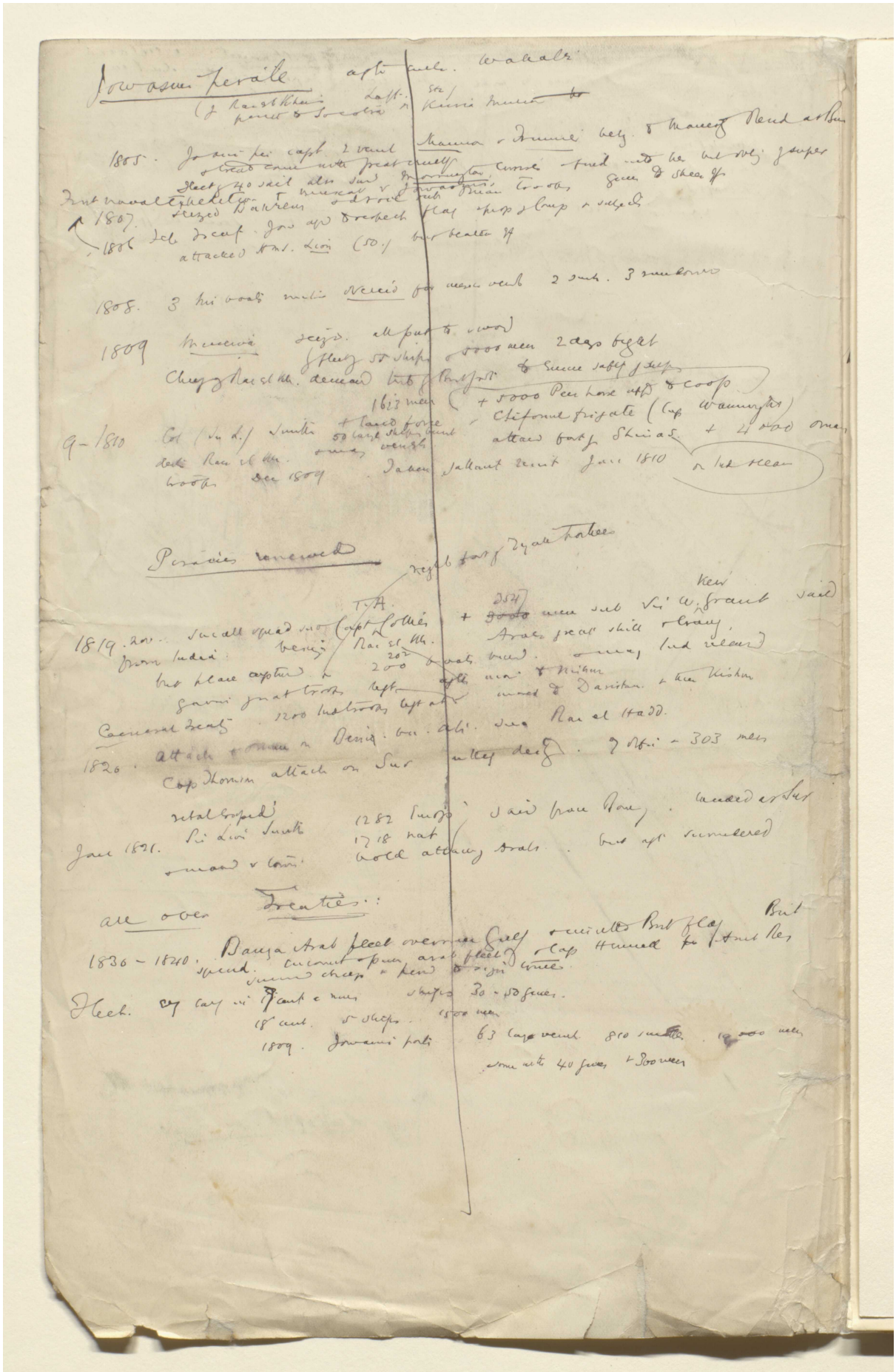

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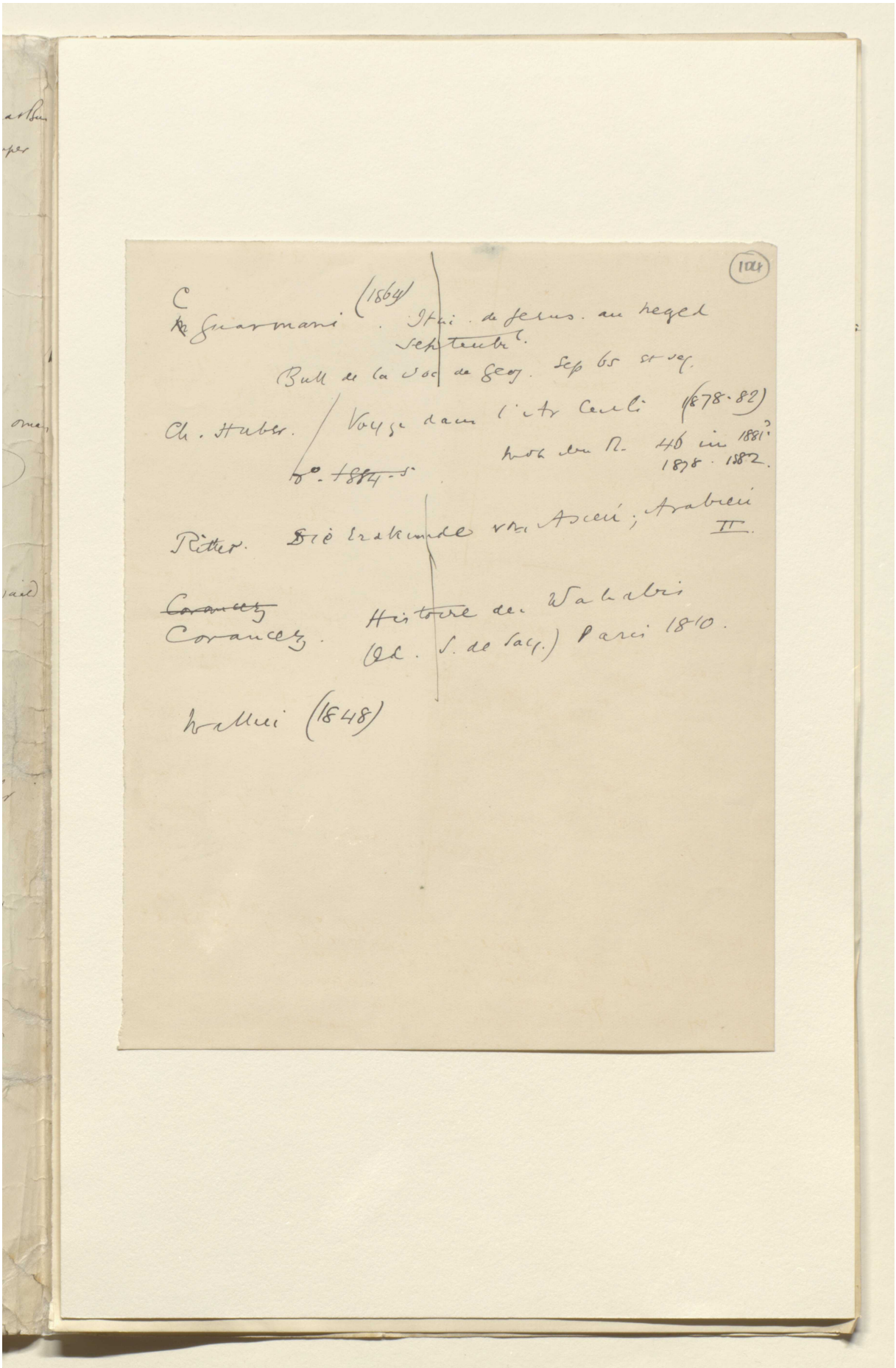

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Bull de la Soc de Geog. Sep 65 et seq.

Ch. Huber. / Voyage dans l'Ar Centr (1878-82)
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1878 - 1882.
~~8°. 1884-5~~

Ritter. Die Erdkunde von Asien; Arabien II.

~~Corancez~~
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Wallin (1848)

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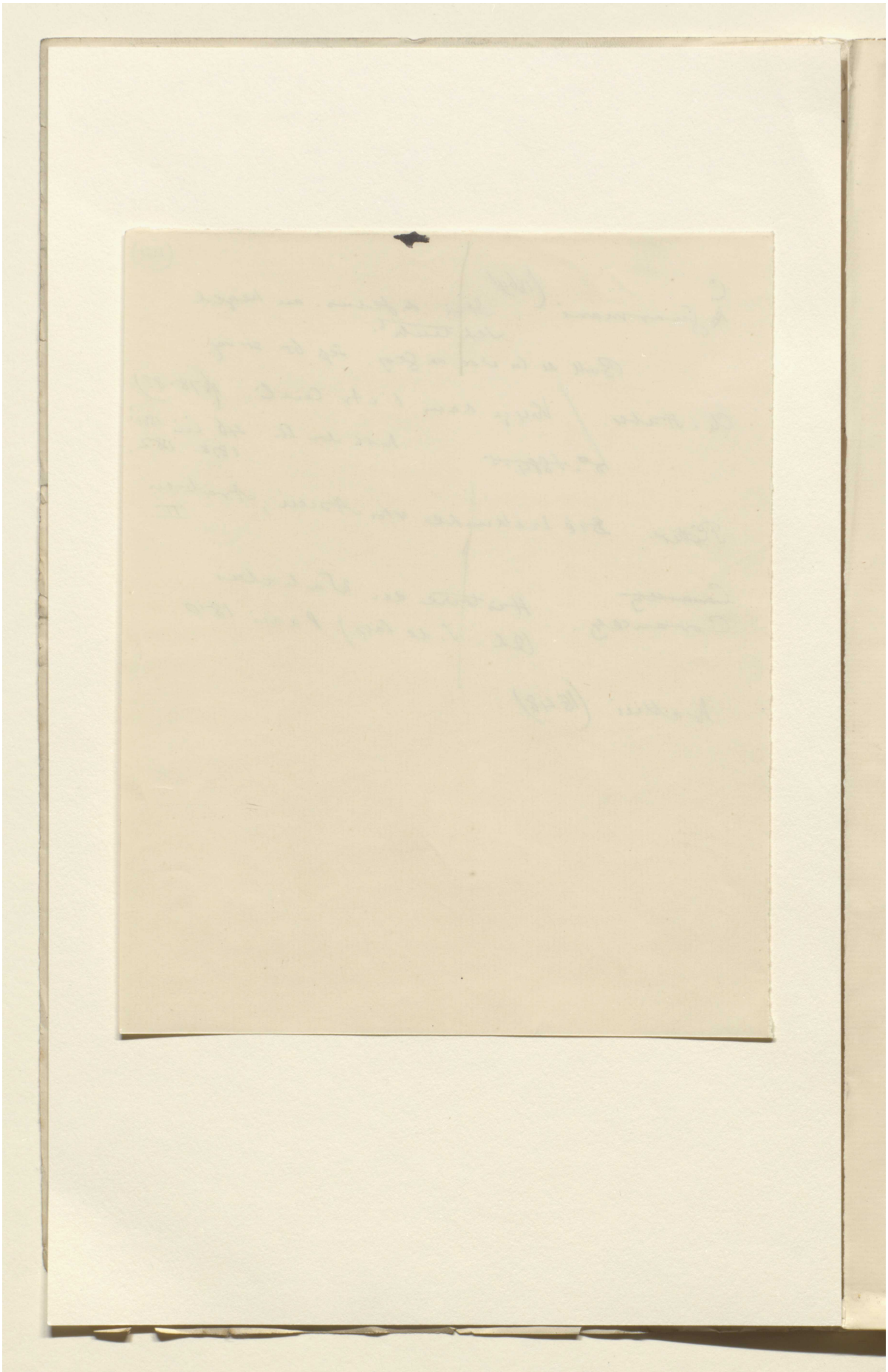

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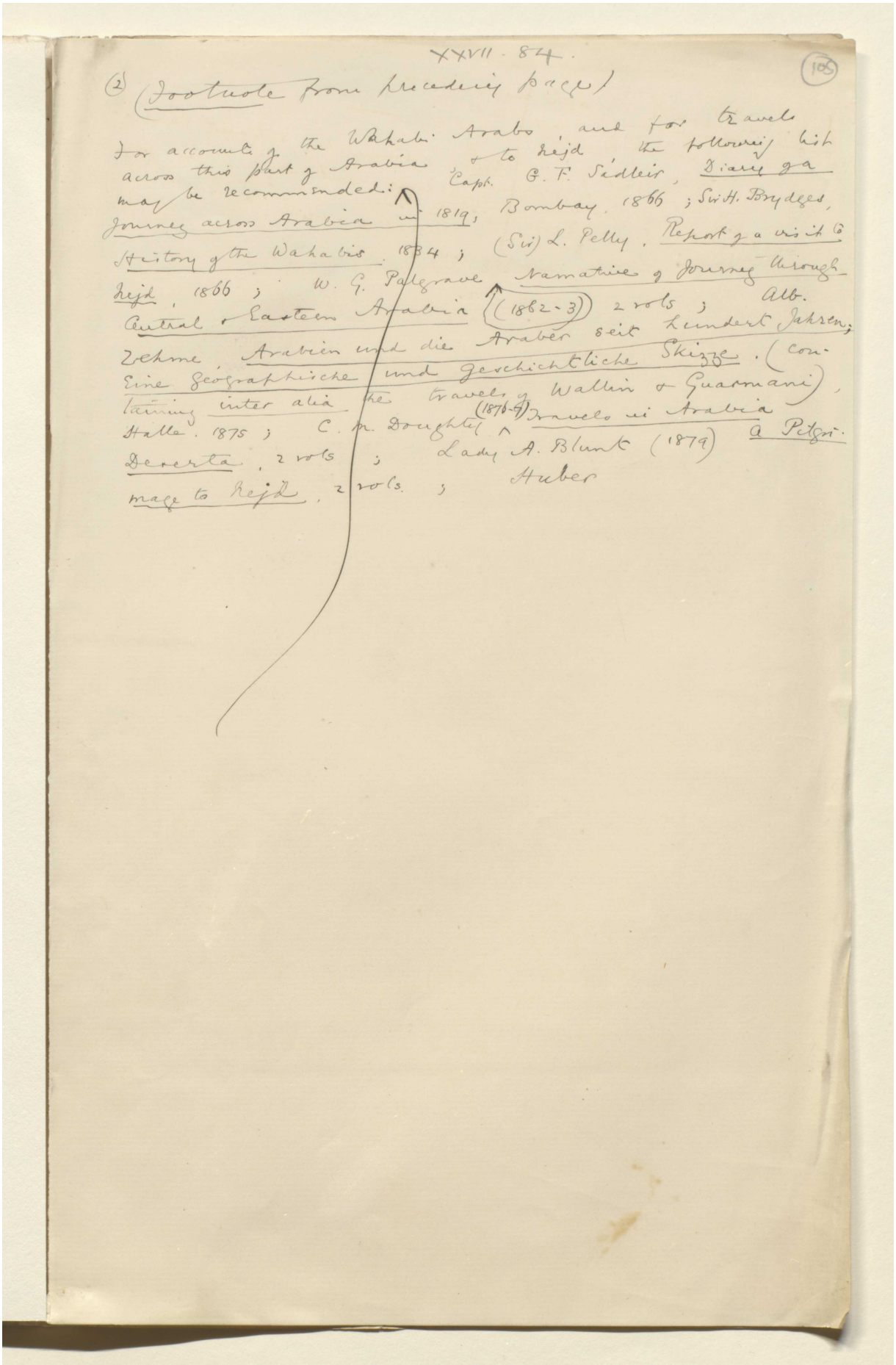

XXVII - 84.

(105)

(2) (Footnote from preceding page)

For accounts of the Wahabi Arabs and for travels across this part of Arabia & to Rejd the following list may be recommended:

Capt. G. F. Sadleir, Diary of a Journey across Arabia in 1819; Bombay. 1866; Sir H. Brydges, History of the Wahabis. 1834; (Sir) L. Pelly, Report of a visit to Rejd, 1866; W. G. Palgrave Narrative of Journey through Central & Eastern Arabia (1862-3) 2 vols; Alb. Zehme, Arabien und die Araber seit hundert Jahren; Eine Geographische und Geschichtliche Skizze. (containing inter alia the travels of Wallin & Guarmani), Halle. 1875; C. M. Doughty (1876-8) Travels in Arabia Deserta, 2 vols; Lady A. Blunt (1879) a Pilgrimage to Rejd, 2 vols; Huber

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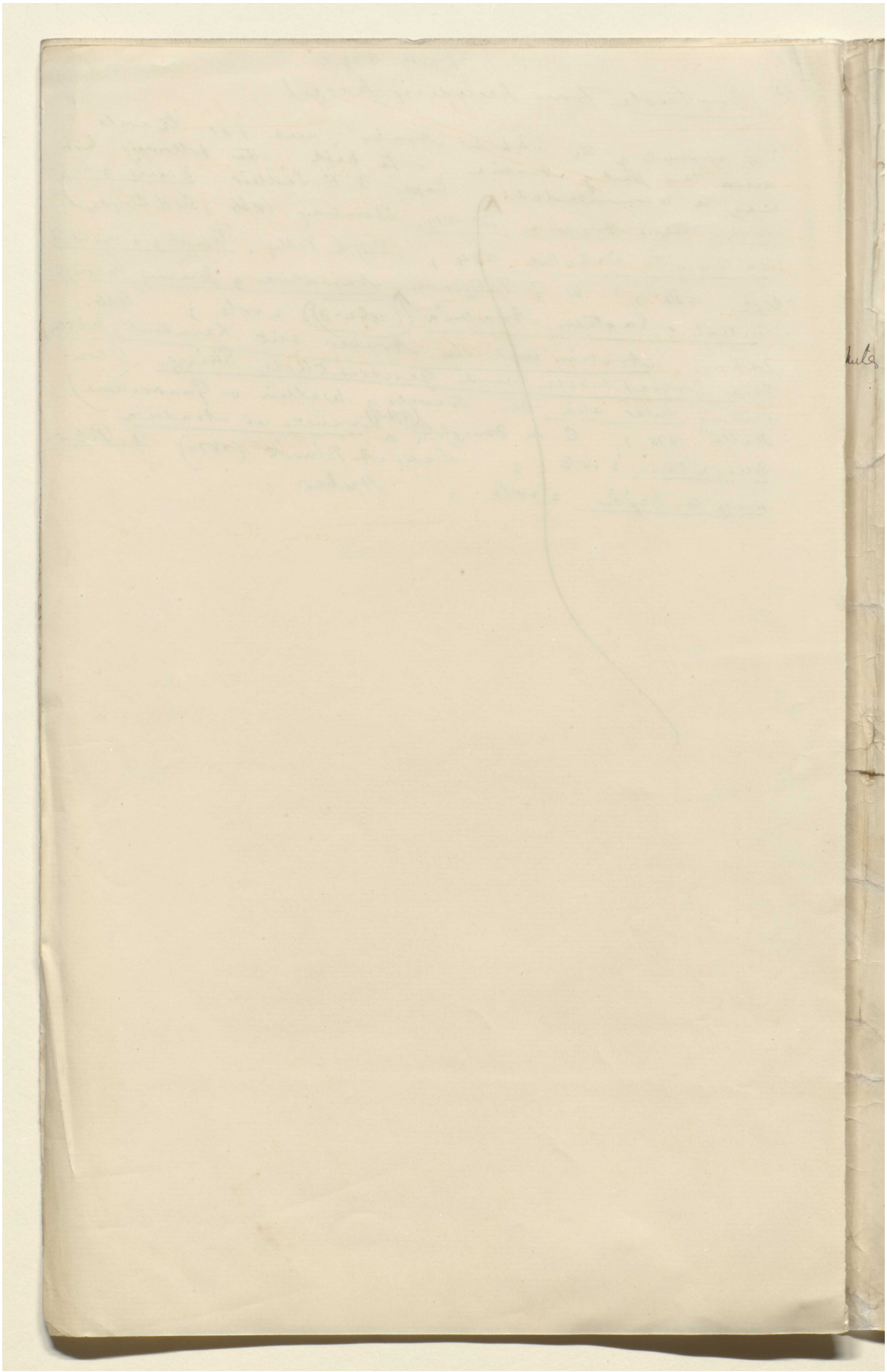

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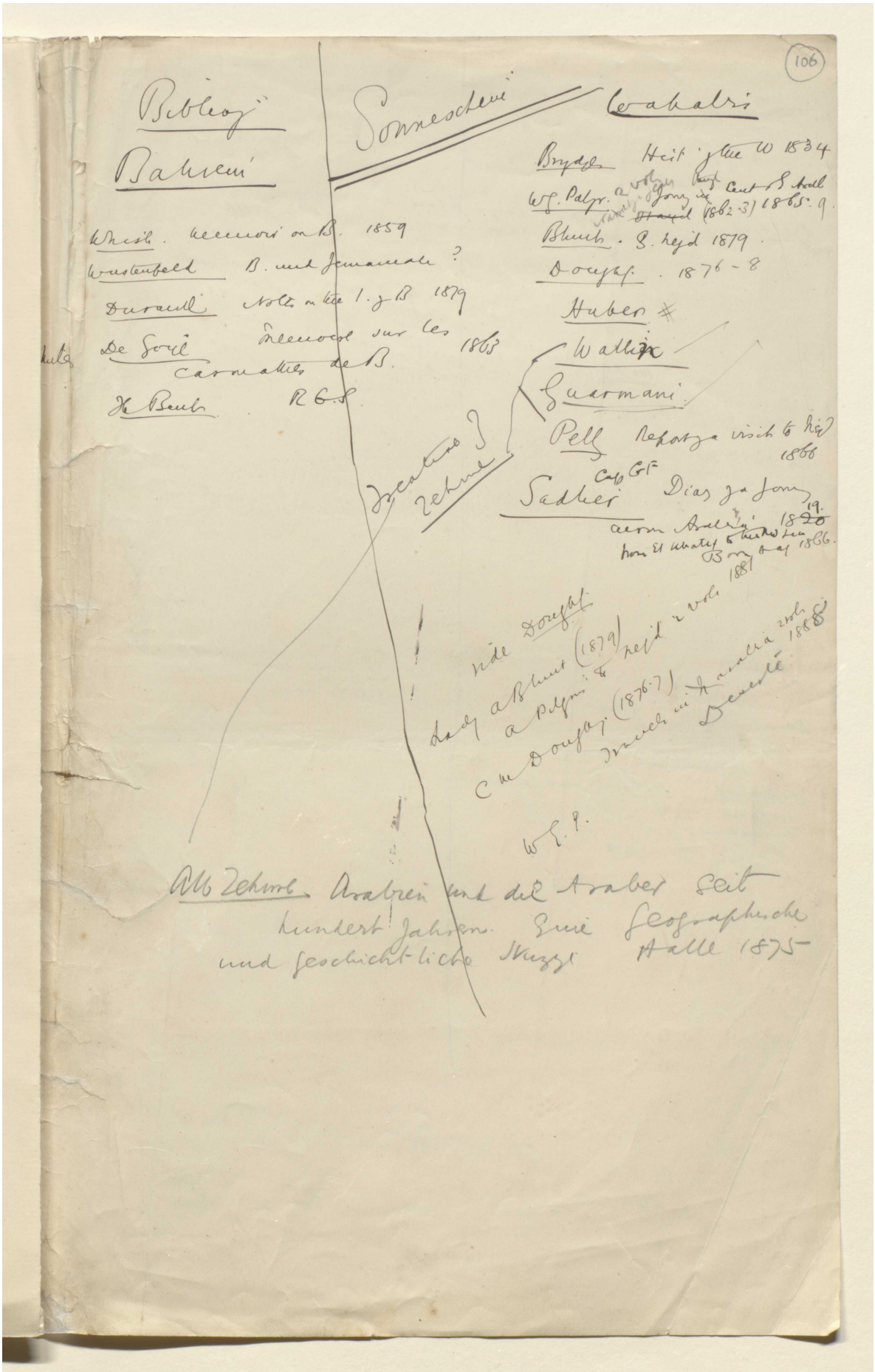

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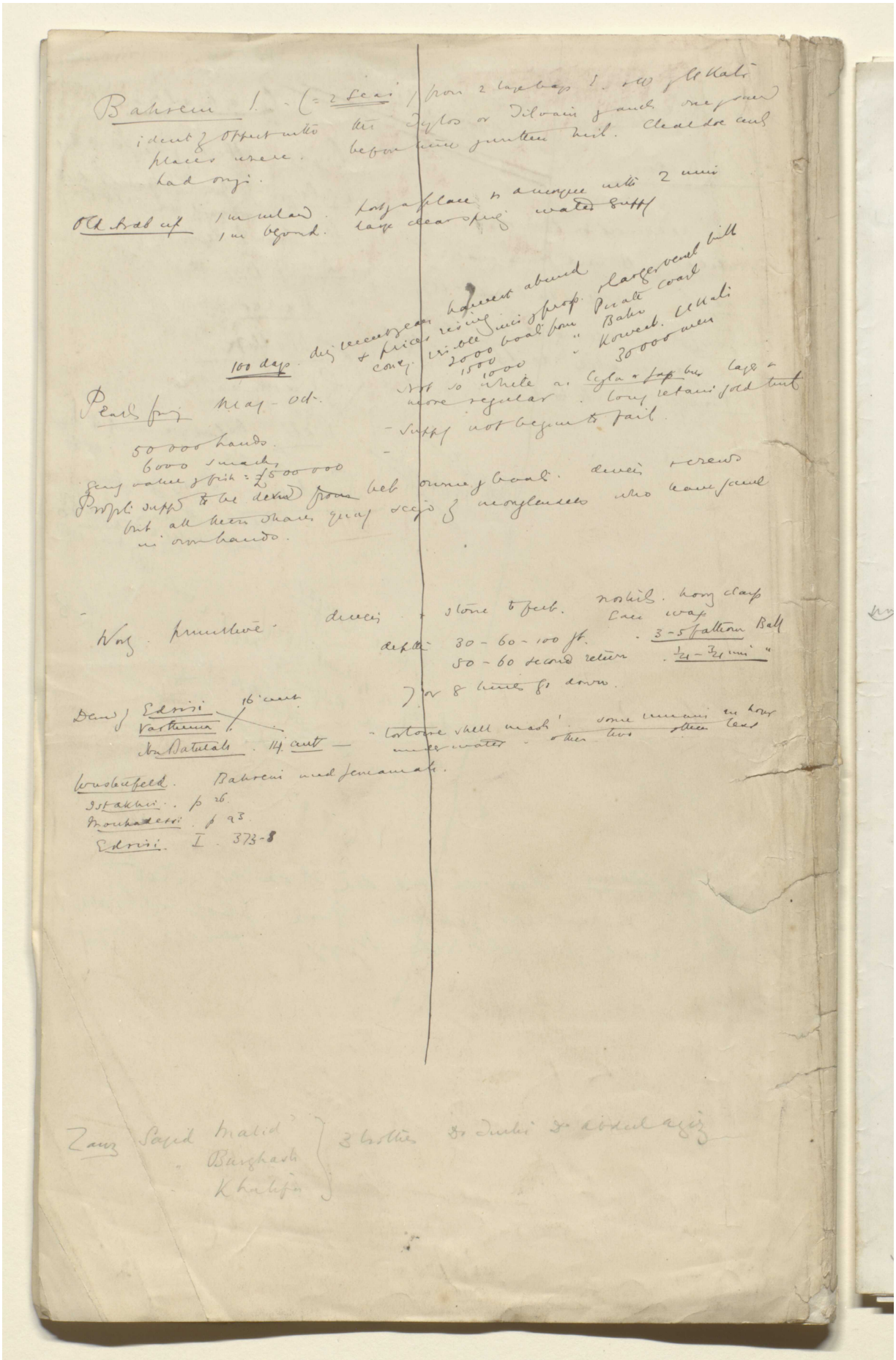

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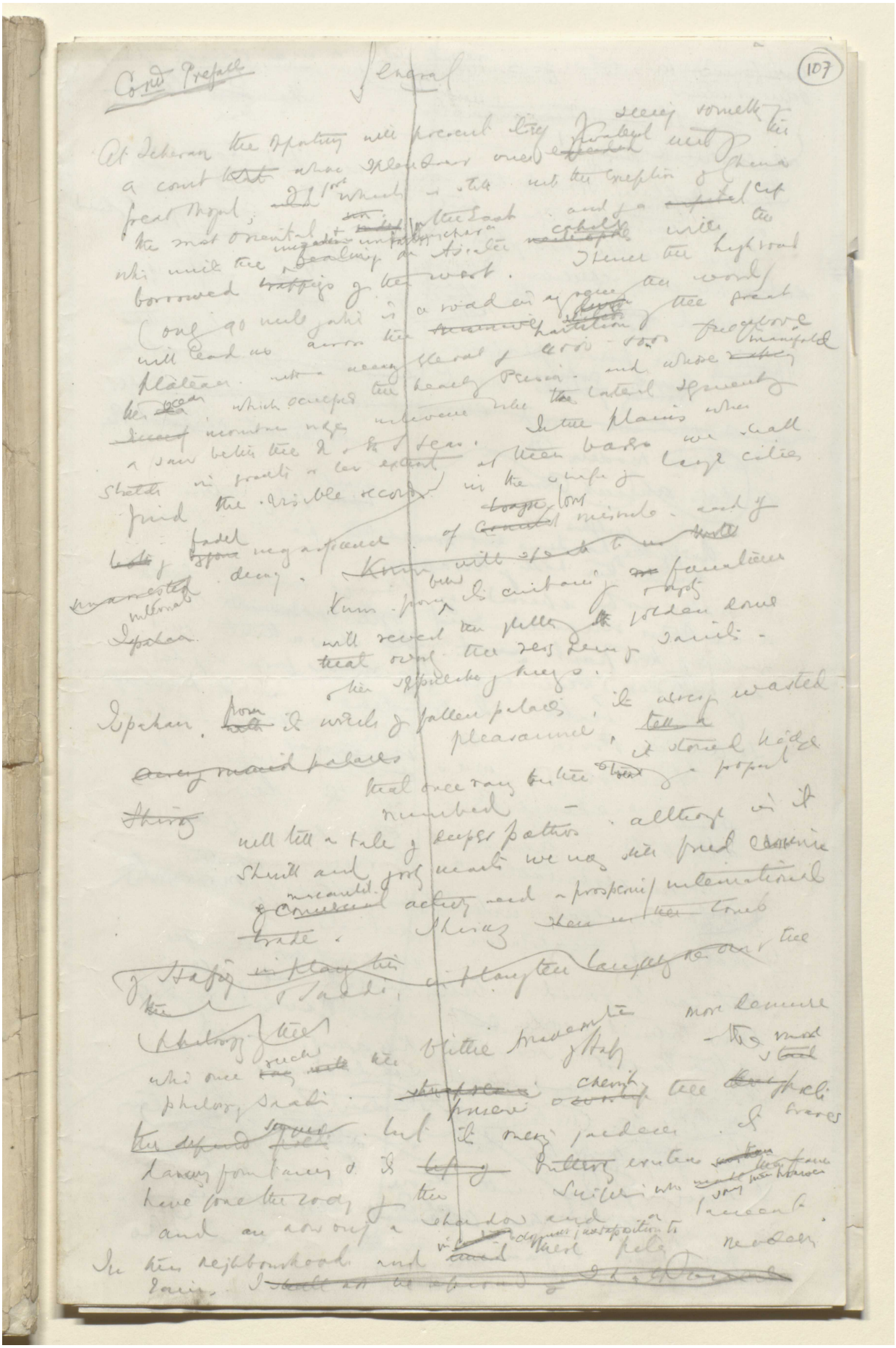

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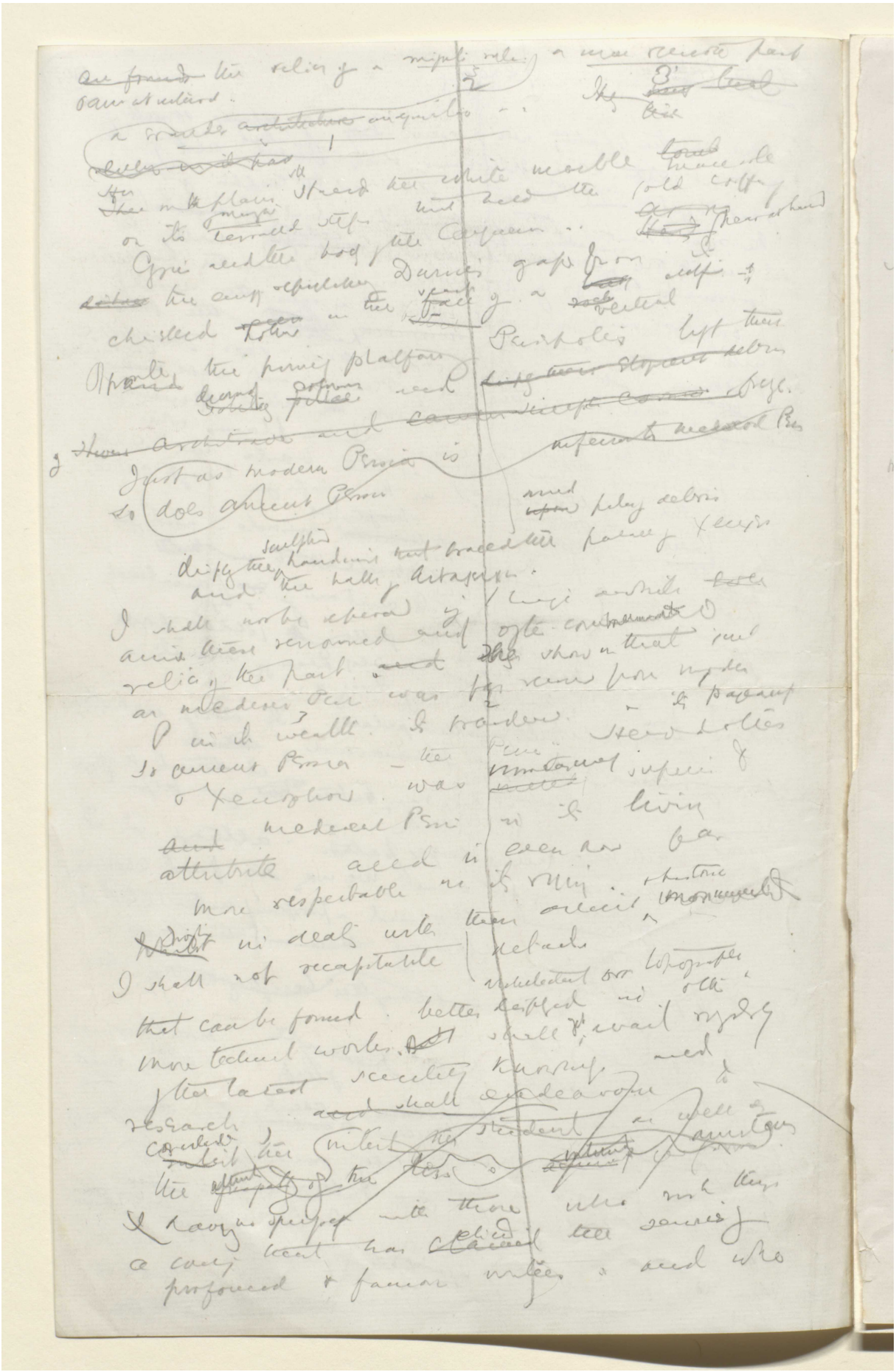

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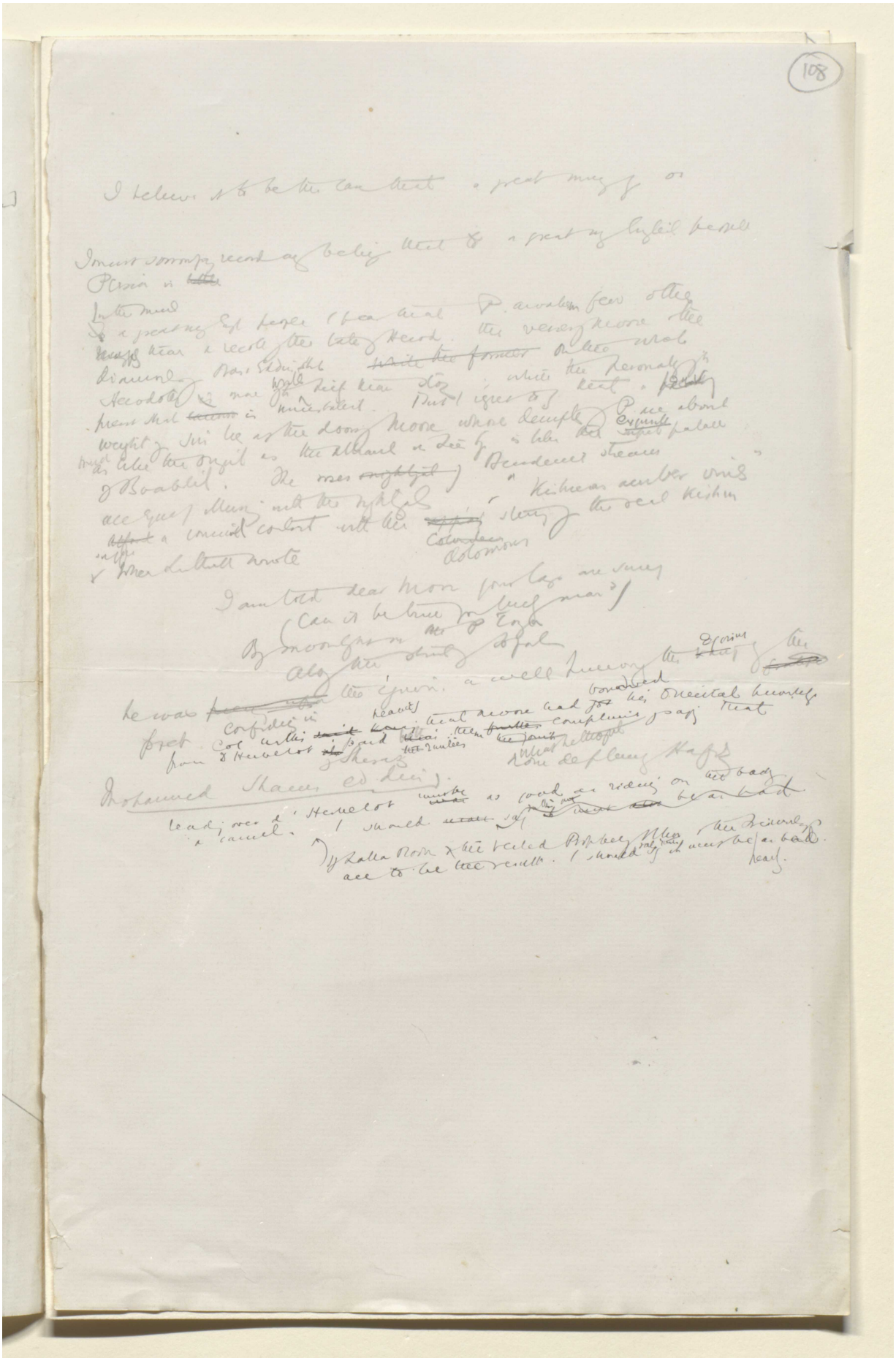

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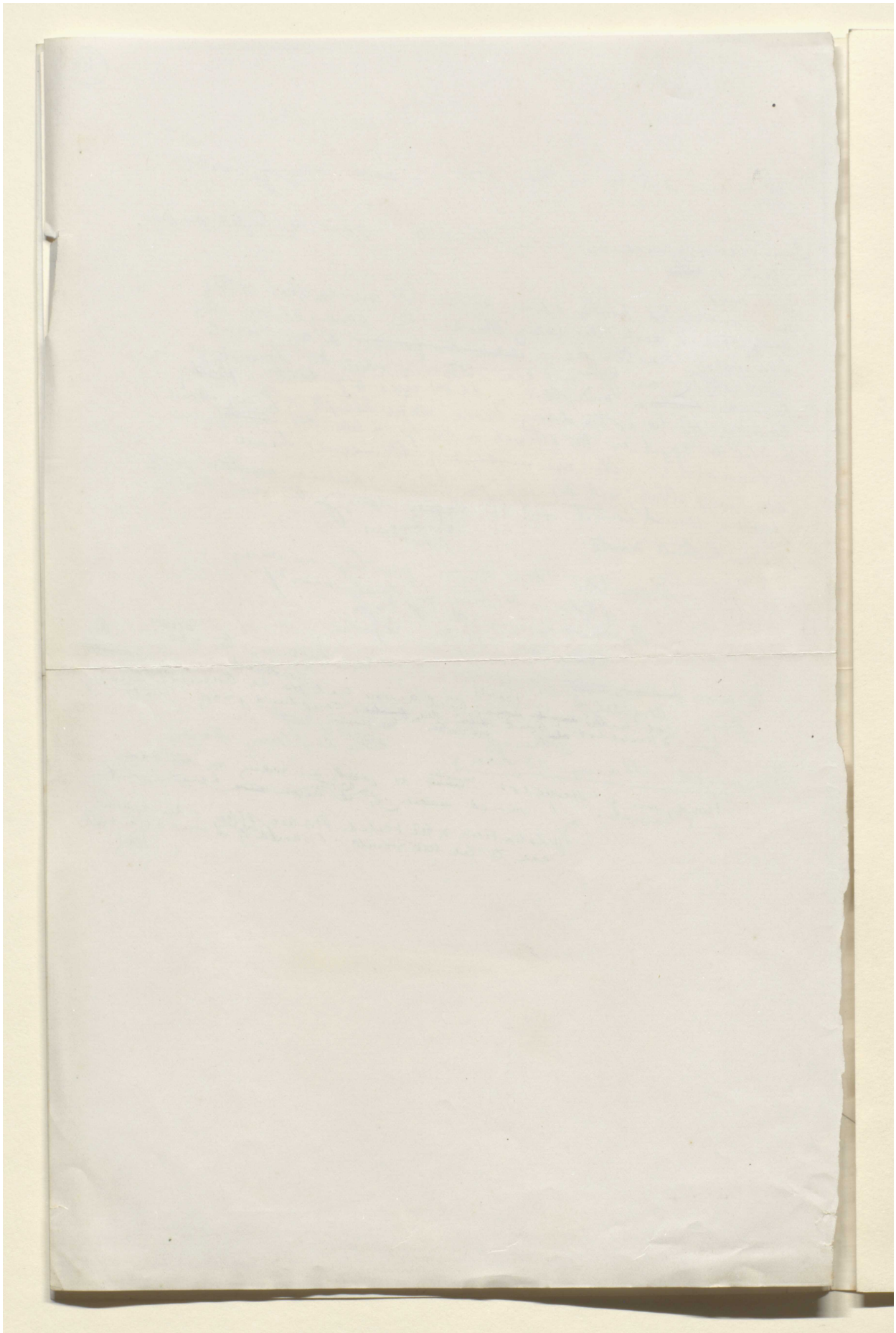

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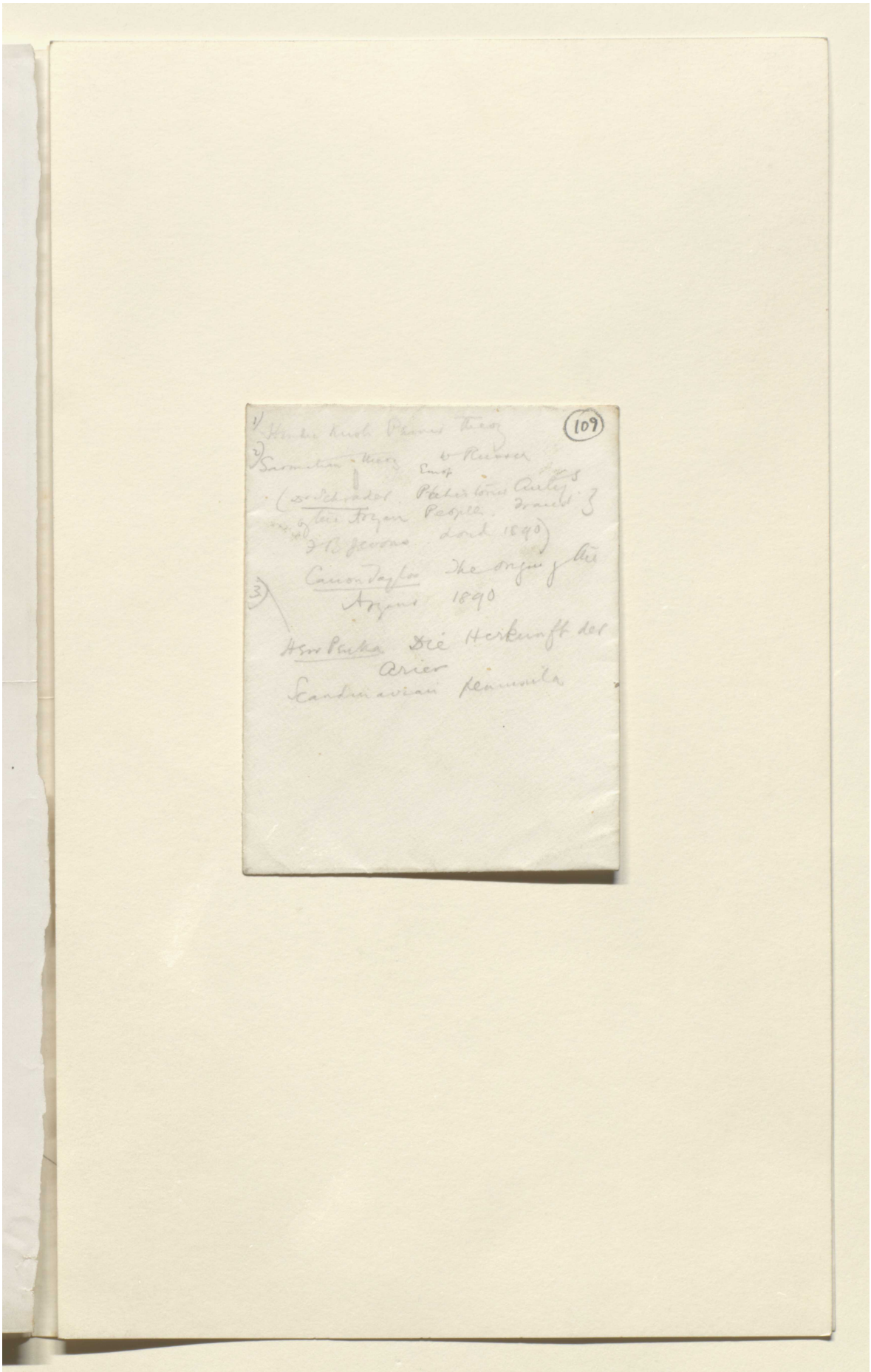

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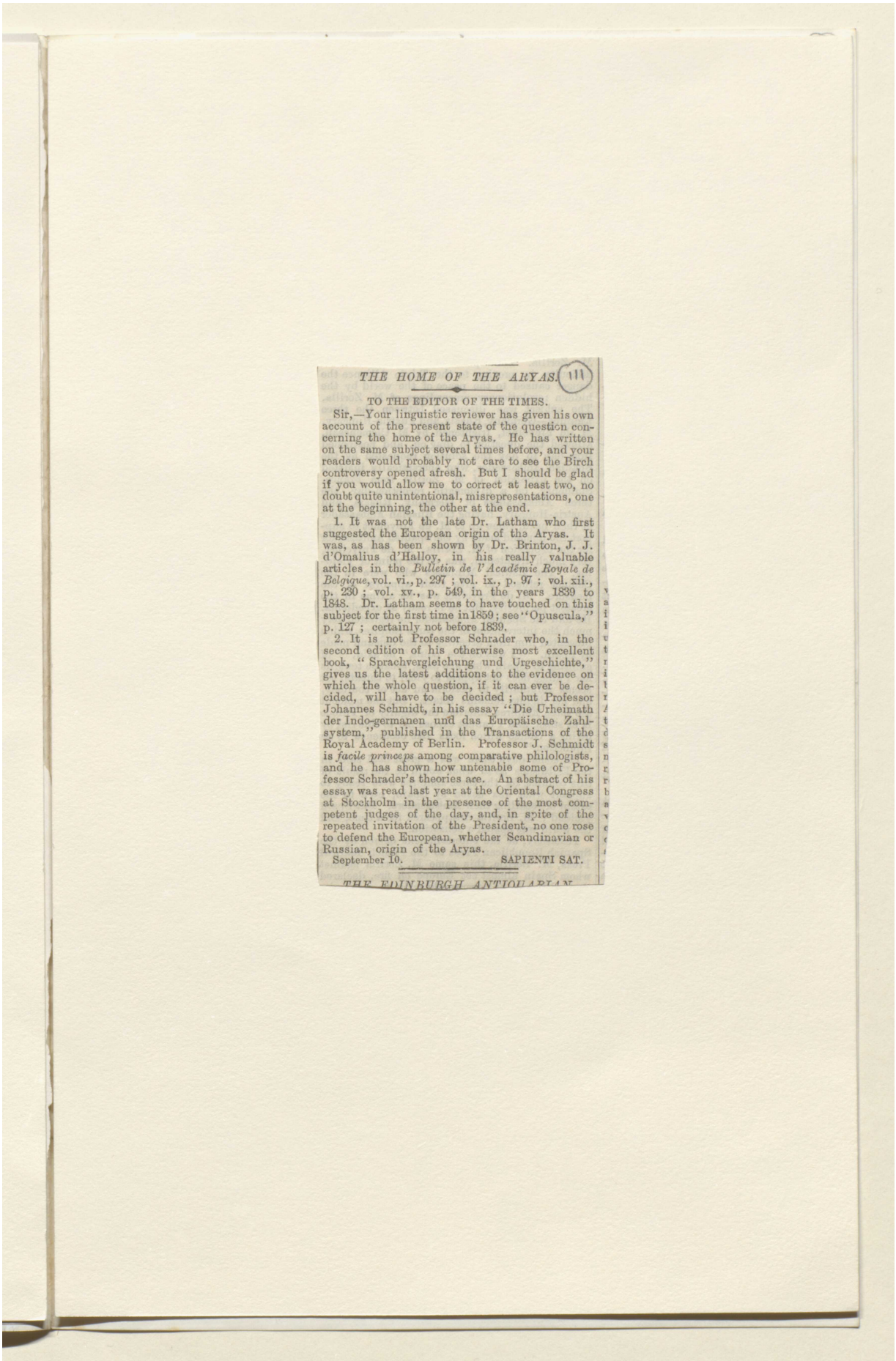

THE HOME OF THE ARYAS. 111

TO THE EDITOR OF THE TIMES.

Sir,—Your linguistic reviewer has given his own account of the present state of the question concerning the home of the Aryas. He has written on the same subject several times before, and your readers would probably not care to see the Birch controversy opened afresh. But I should be glad if you would allow me to correct at least two, no doubt quite unintentional, misrepresentations, one at the beginning, the other at the end.

1. It was not the late Dr. Latham who first suggested the European origin of the Aryas. It was, as has been shown by Dr. Brinton, J. J. d'Omalius d'Halloy, in his really valuable articles in the *Bulletin de l'Académie Royale de Belgique*, vol. vi., p. 297 ; vol. ix., p. 97 ; vol. xii., p. 230 ; vol. xv., p. 549, in the years 1839 to 1848. Dr. Latham seems to have touched on this subject for the first time in 1859 ; see "Opuscula," p. 127 ; certainly not before 1839.

2. It is not Professor Schrader who, in the second edition of his otherwise most excellent book, "Sprachvergleichung und Urgeschichte," gives us the latest additions to the evidence on which the whole question, if it can ever be decided, will have to be decided ; but Professor Johannes Schmidt, in his essay "Die Urheimath der Indo-germanen und das Europäische Zahlsystem," published in the Transactions of the Royal Academy of Berlin. Professor J. Schmidt is *facile princeps* among comparative philologists, and he has shown how untenable some of Professor Schrader's theories are. An abstract of his essay was read last year at the Oriental Congress at Stockholm in the presence of the most competent judges of the day, and, in spite of the repeated invitation of the President, no one rose to defend the European, whether Scandinavian or Russian, origin of the Aryas.

September 10. SAPIENTI SAT.

THE EDINBURGH ANTIQUARIAN

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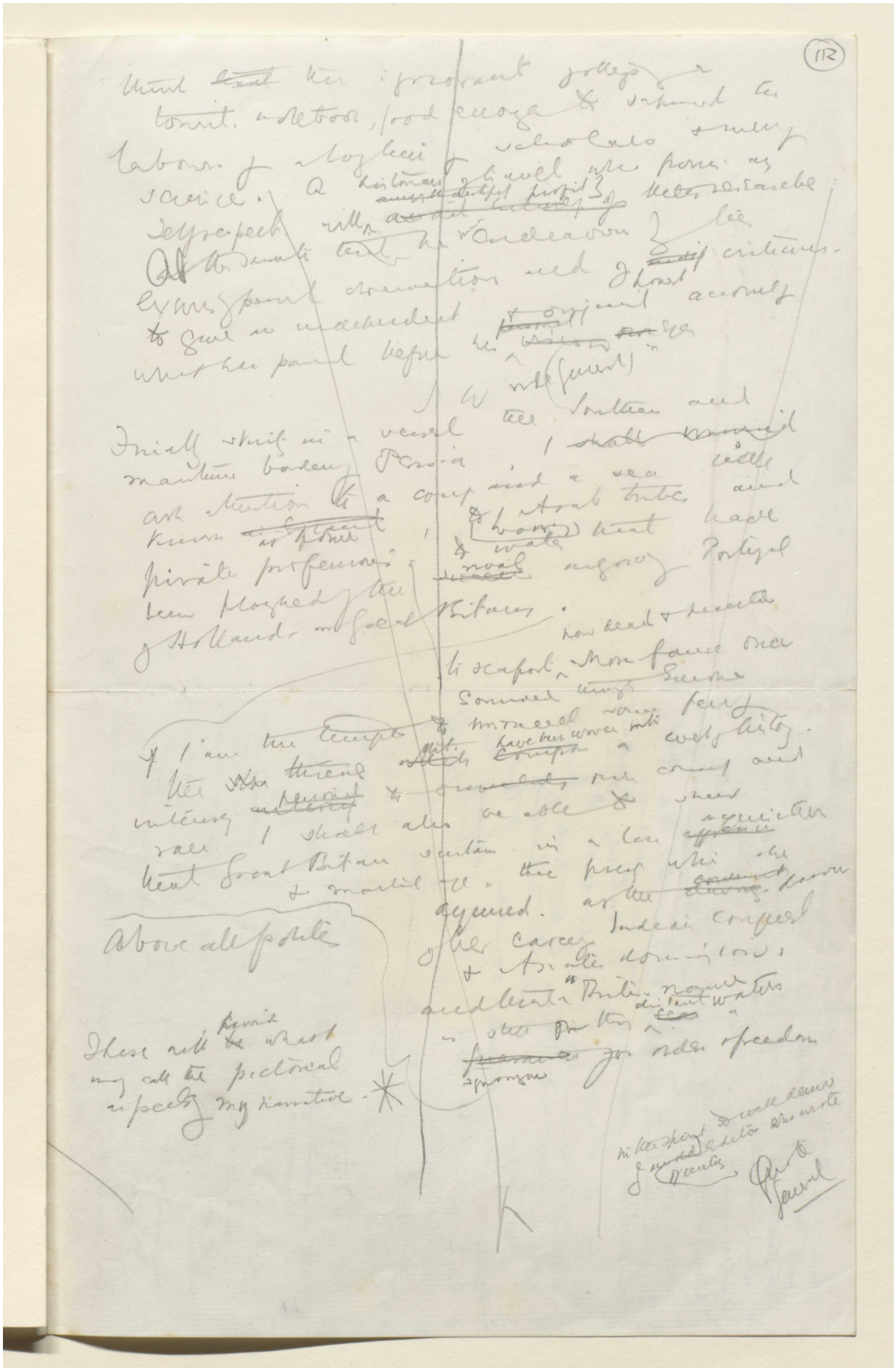

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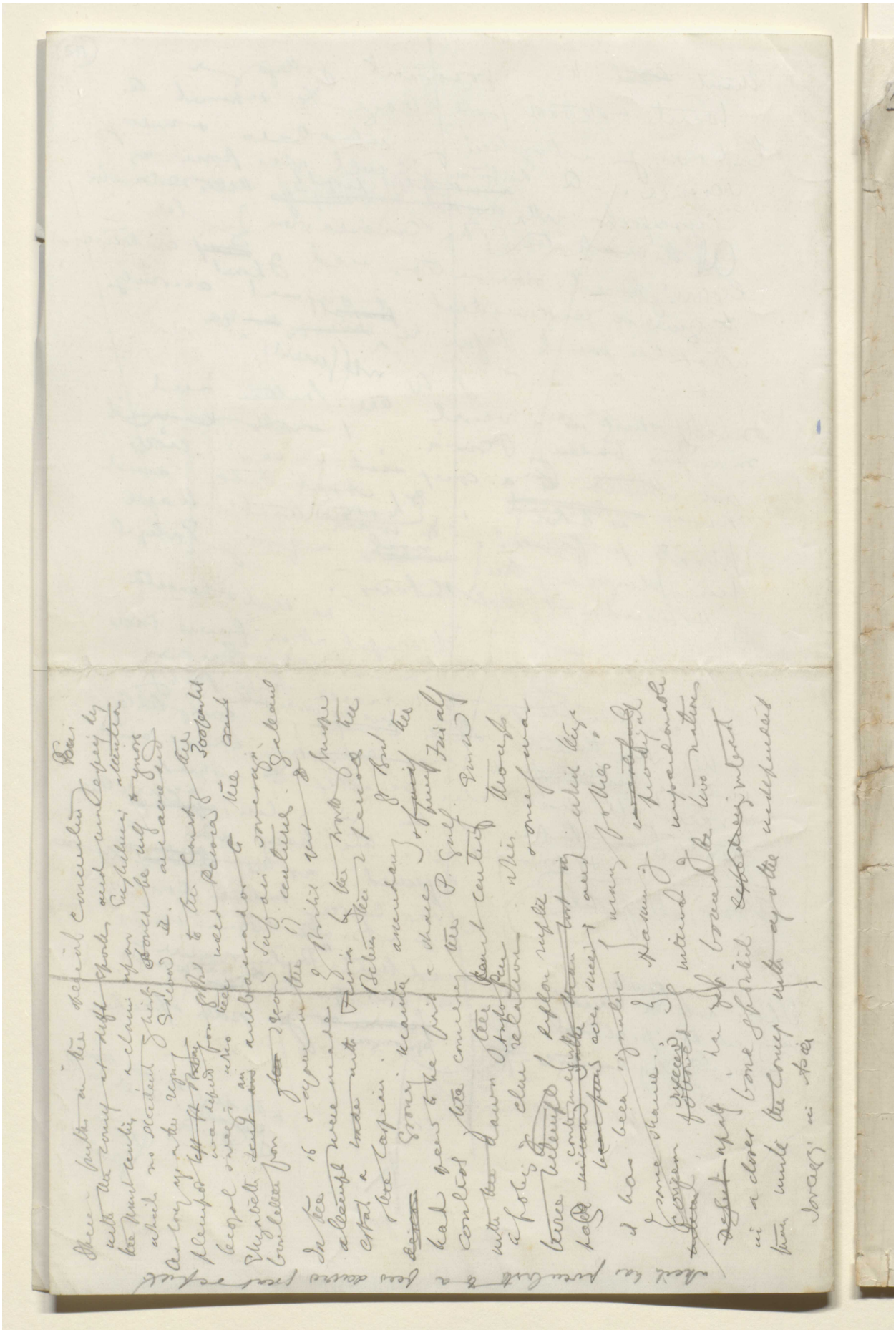

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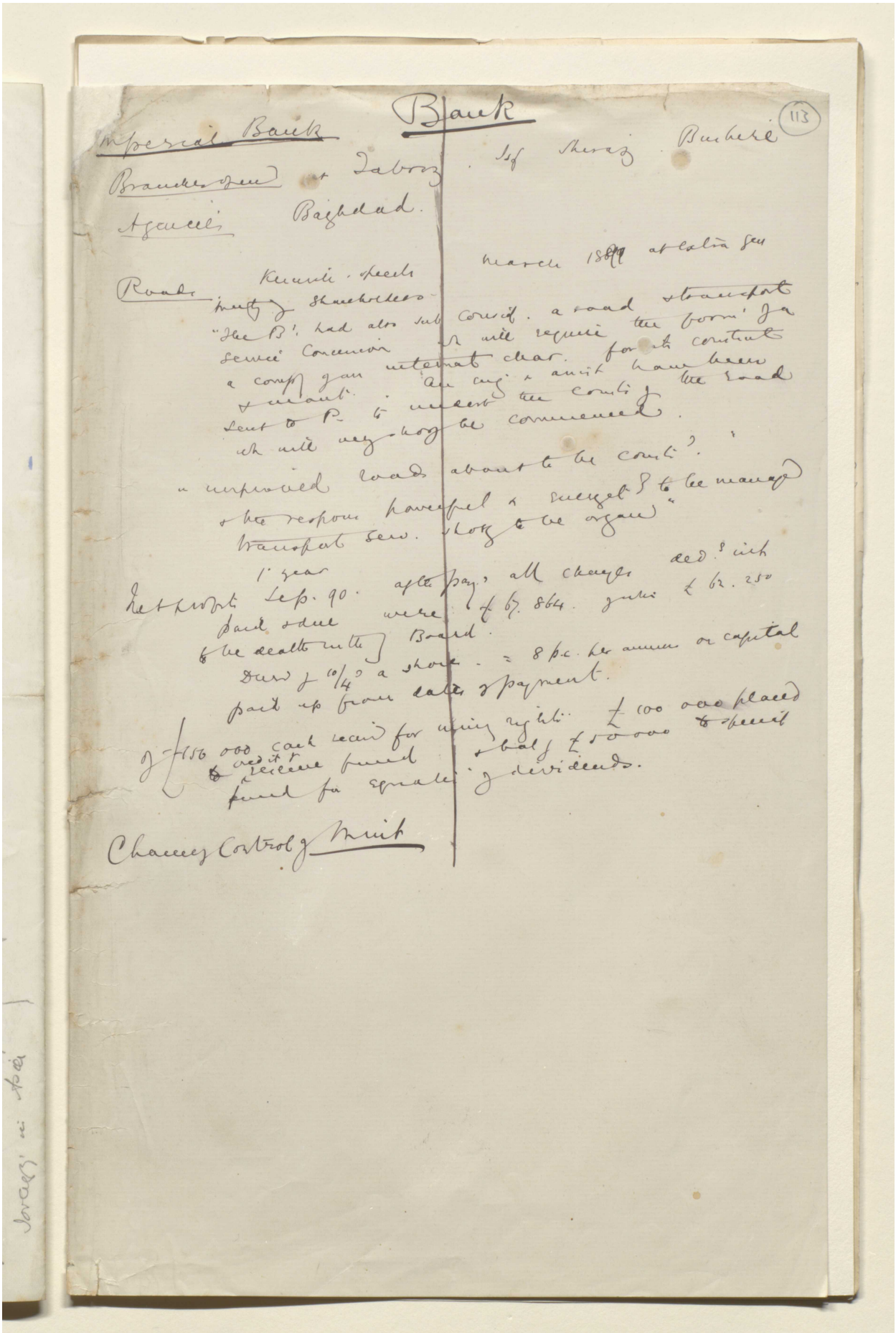

Bank

Imperial Bank

Branches open at Tabriz. Isf Shiraz. Bushire

Agencies Baghdad.

Roads Kermin. speech March 1889 at extra gen
meeting of shareholders.
"The B. had also sub consid. a road & transport
service Concession. It will require the form of a
a comp of an internat char. for its constrn
& mant. An eng & amist have been
sent to P. to undert the constn of the road
wh will very shortly be commenced.
" improved roads about to be constd."
& the respons powerful & energetic to be managed
transport serv. shortly to be organ"

1st year
Net profits Sep. 90. after pay. all charges ded. int
paid & due were £67.864. of which £62.250
to be dealt with by Board.
Dividend of 10/4 a share = 8 p.c. per annum on capital
paid up from dates of payment.

of £156 000 cash received for mining rights. £100 000 placed
to credit of reserve fund & bal of £50 000 to special
fund for equalis of dividends.

Chancery Control of Mint

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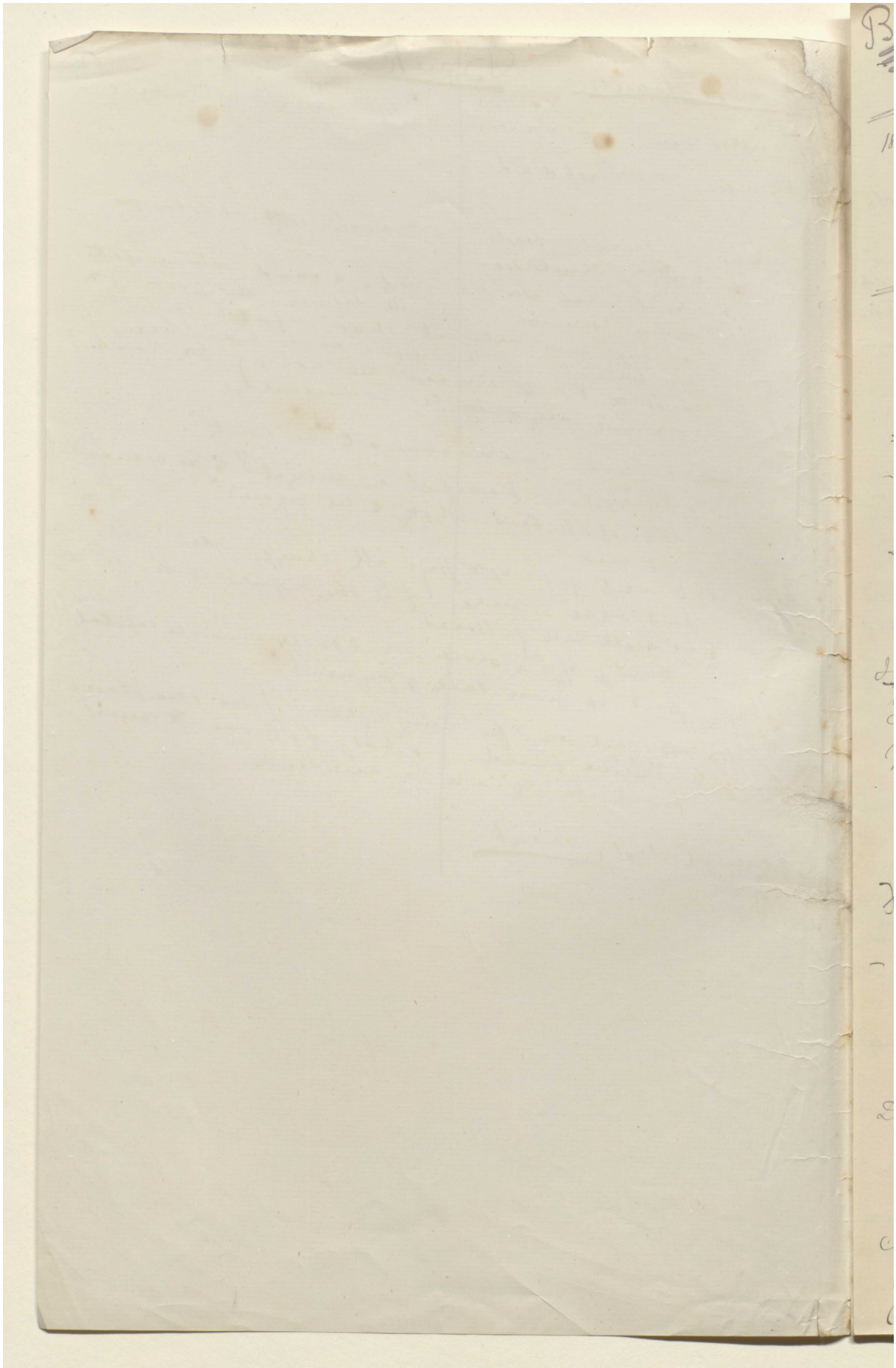

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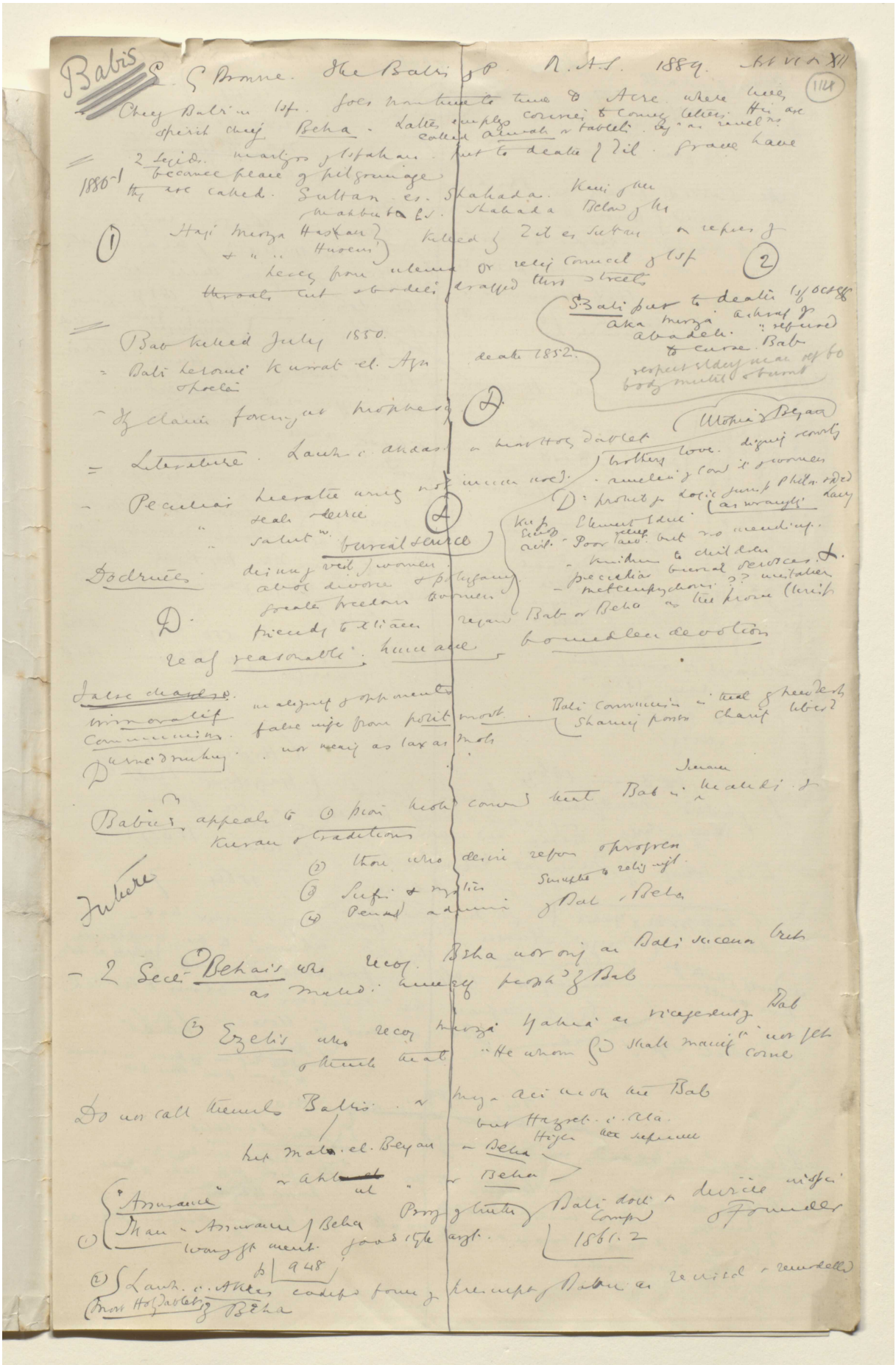

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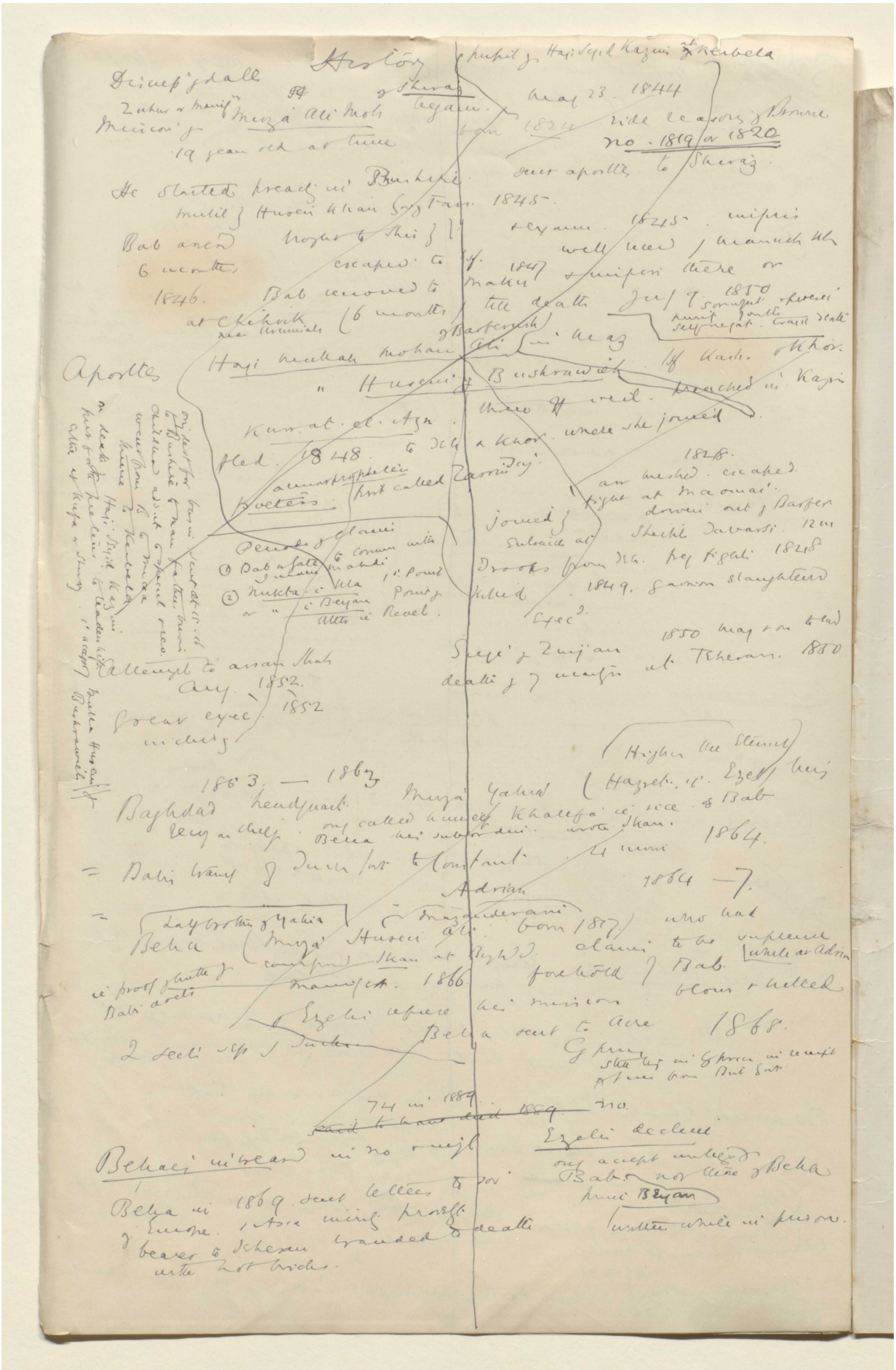

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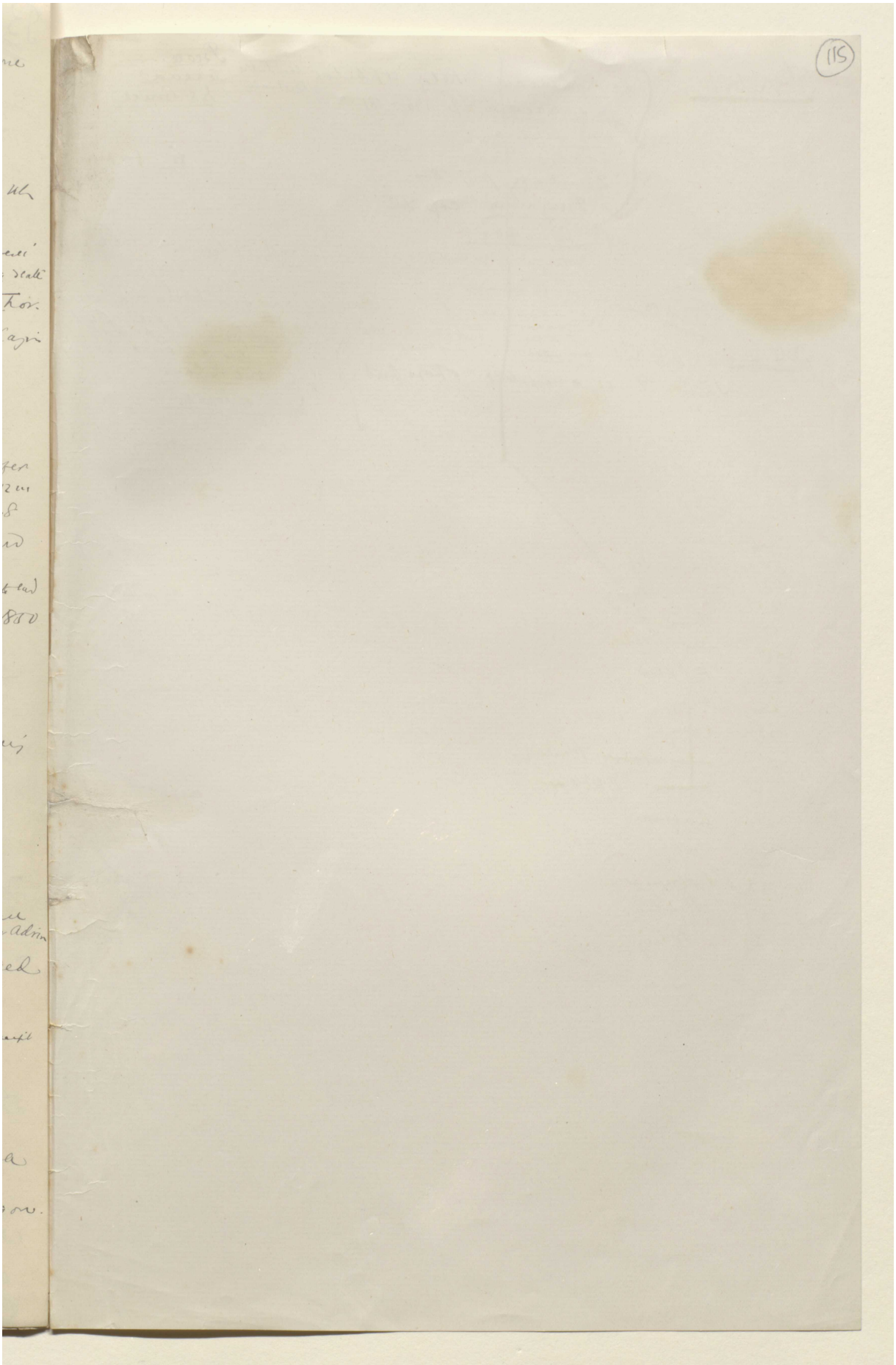

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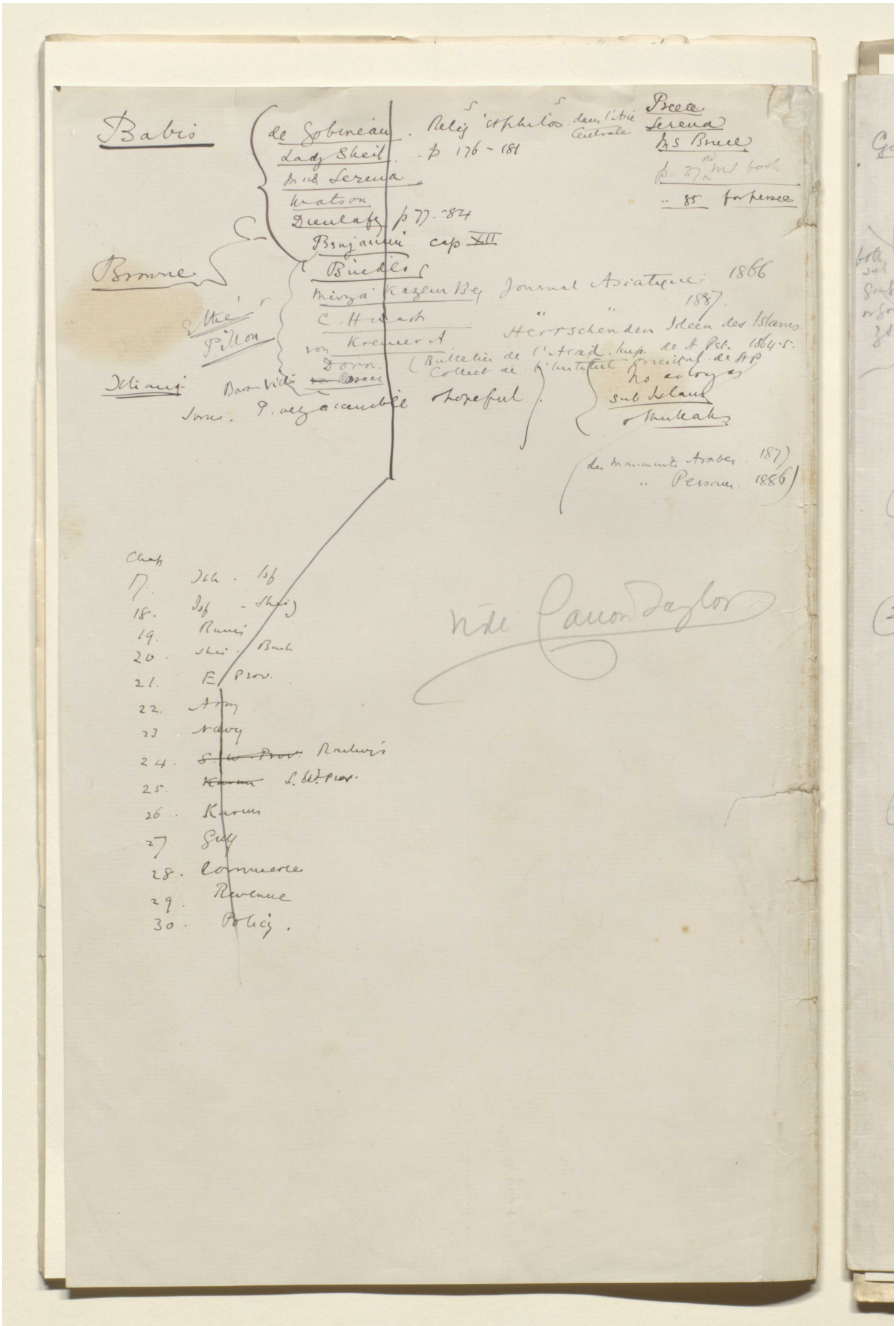

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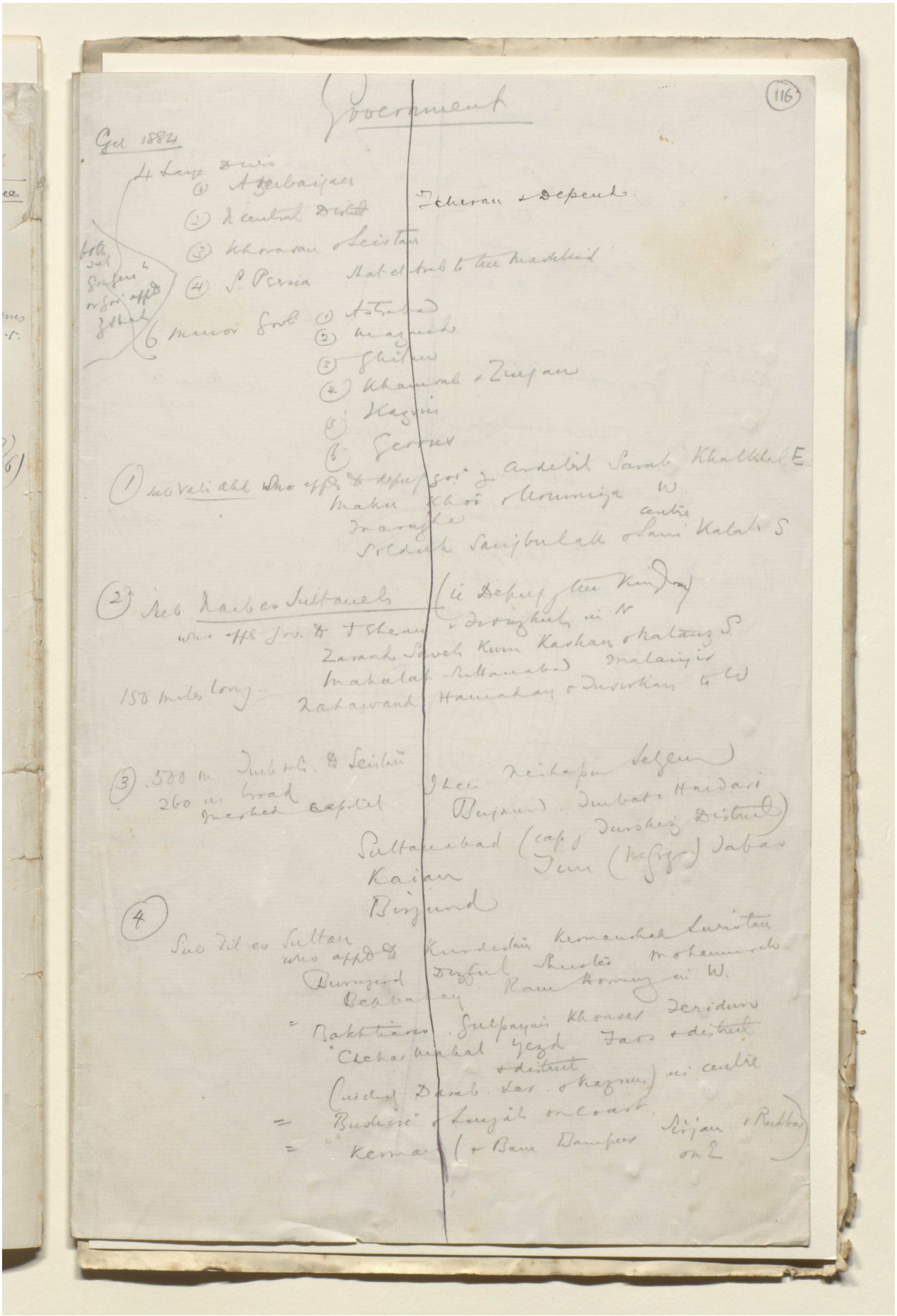

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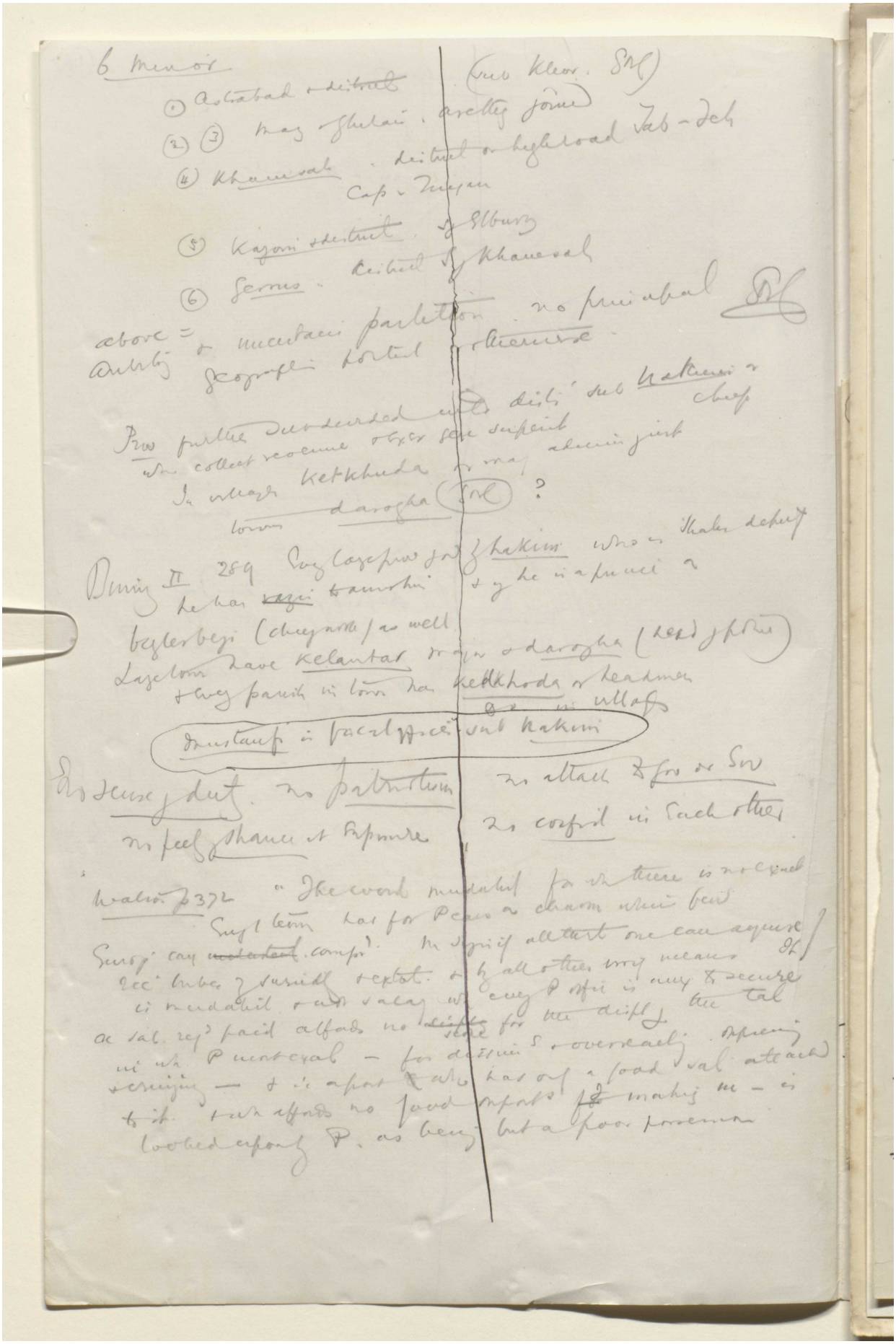

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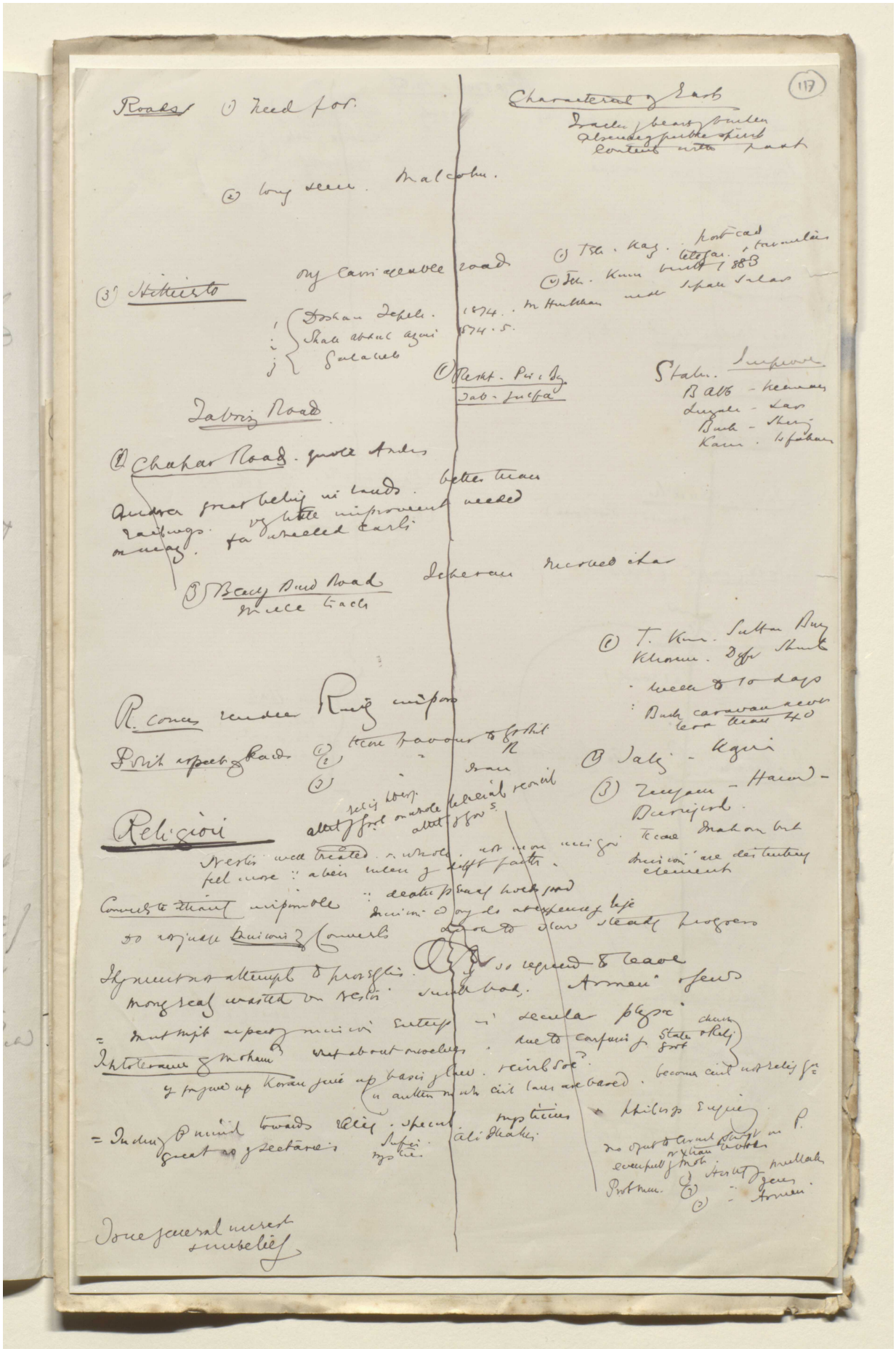

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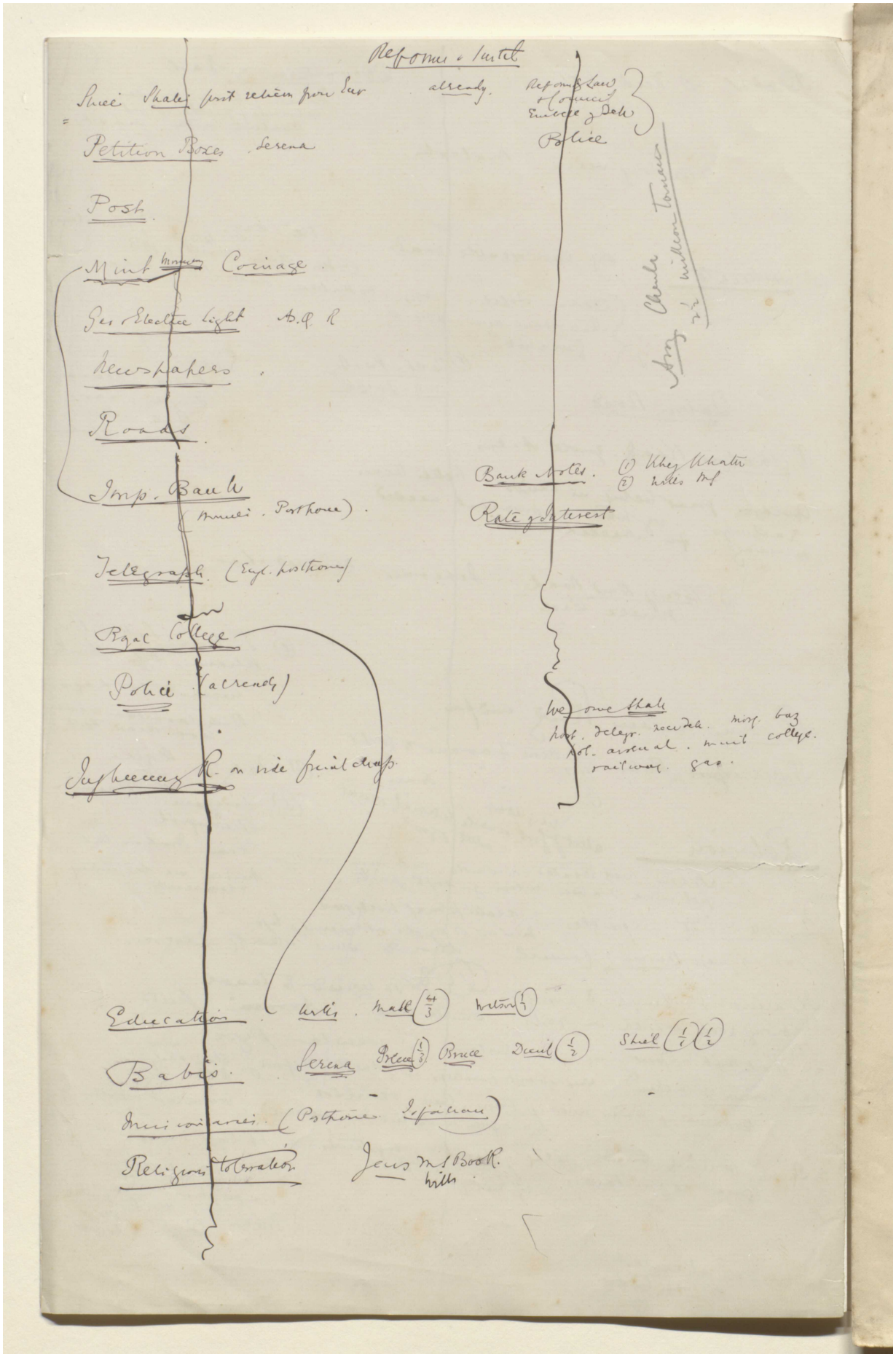

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Churchill on Persian Ministers

(118)

No. 208, dated India Office, London, the 11th October 1889.

From—E. Neel, Esq., Assistant Secretary, Political and Secret Department, India Office,

To—The Secretary to the Government of India, Foreign Department.

I forward herewith, for the information of His Excellency the Viceroy, copies of the marginally noted confidential print.

Asia, Section 1152.

ASIA—CONFIDENTIAL—[No. 1152.]

[Sunday and Monday, September 15th and 16th—Section 1.]

No. 1.

Memorandum by Mr. S. Churchill respecting the Principal Personages in Persia.

(1) Mirza Ali Asghar Khan (son of the late Amin-us-Sultan), styled Amin-us-Sultan, holds the rank of Grand Vazir.

In A.H. 1288 (A.D. 1871) was appointed Chamberlain; in 1289 Sahib Jam (Director of the Royal Transport Trains), during the first journey to Europe, was the late Amin-us-Sultan's Deputy in Tehran; in 1297 (1879) was appointed Paymaster-General to the Forces; 1298, received the title of Excellency and office of Chief of the Royal Foot Guards; 1299, received the title of Amin-ul-Mulk; in 1300 (1882), when the Shah proceeded to Khorassan for the second time, was appointed Director of the Royal Camp. On this journey his father died, and he then received his father's title of Amin-us-Sultan, together with the several offices which his father had held at the time of his death, such as the Ministries of the Court, Treasury, Customs, &c.; received the royal portrait in diamonds; government of the ports in the Persian Gulf, &c.

The Amin-us-Sultan's family was of very humble origin. His grandfather was an Armenian slave, called Zal, who was in the service of Sulaiman Khan, styled Itizad-ud-Dowlah, Governor of Azerbaijan. This slave was handed over to Kasim Khan by the latter's father as a present. Kasim Khan was father of the present Shah's mother. Zal died about the beginning of Muhammad Shah's reign, leaving several sons, amongst others one named Iskender and another called Ibrahim. Iskender, who was the elder, became a Ferrash in the Queen-Mother's establishment, and the younger Ibrahim, after having been apprenticed to a cobbler, became Khanehchagird (Page) in the Anderun.

When the present Shah, who was then the Veliahd (Heir-Apparent), was appointed Governor-General of Azerbaijan, Iskender was employed as an Abdar (Sherbet and Refreshment Bearer), and Ibrahim was taken by his elder brother as an assistant to Tabriz. At this stage of his existence Ibrahim was a very filthy boy, with exceedingly little promise of the brilliant future before him.

When Nasir-ud-Din Shah ascended the throne Iskender Beg procured the appointment of Bashmakchi (Keeper of the shoes left at the gate of the Palace) for his younger brother. Whilst on his return from the pilgrimage to Mecca Iskender Beg died, leaving a son called Yusuf, who succeeded his father in the post of Sakka Bashi (Chief Water-carrier), whilst the actual duties of ever being at the Shah's elbow with drinking water on His Majesty's numerous excursions and shooting trips were handed over to Ibrahim, who, though entirely illiterate, was of a quick and clear understanding.

One day when the Shah was out shooting, and had to get off his horse, the path being so steep and dangerous, in order to make his way on foot to the bottom of the mountain side, Aga Ibrahim, who was near at hand with the refreshments, jumped off his mule and rushed to the Shah's assistance, safely guiding His Majesty down the hill. Once safe at the foot of the mountains, the Shah appointed Aga Ibrahim Abdar Bashi, together with the surveillance of the Arab tribes in the neighbourhood of Tehran, a post worth 2,000*l.* or 3,000*l.* per annum. This was Aga Ibrahim's first important step.

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From it he soon rose, and two years before the Shah's first journey to Kerbela he was intrusted with the Shah's privy purse, and a year later received the high title of Amin-us-Sultan (the trusted of the Shah), a title created specially for him. Later on he received the appointment of Minister of the Treasury, Minister of the Court, Minister of Customs, Administrator of Royal Transports, Administrator of the Mint, Governor of the Persian Ports in the South, &c.

Although ill and overworked he faithfully accompanied the Shah on the second journey to Khorassan, but before many days he died whilst on the road.

The late Amin-us-Sultan left six sons and several daughters. The eldest son, who is styled the Amin Huzret, having led a wild, loose life, was expelled from the Court, and until lately was living in retirement as Governor of Khamseh, but his conduct was such even there that he had to be deprived of that post.

The second son is Mirza Ali Asghar Khan, who during his father's lifetime greatly assisted the late Amin-us-Sultan in the execution and administration of his numerous duties and offices, and who has now surpassed the late Amin-us-Sultan in rank and consideration.

After the removal of the late Mushir-ud-Dowlah, Mirza Husain Khan, who had held the offices of Sadi Azem (Prime Minister), Minister for Foreign Affairs, and Commander-in-Chief, and after the removal of the latter's successor, Mirza Said Khan, who had been His Majesty's Minister for Foreign Affairs, and who had advised the Shah to conclude the Secret Treaty of 1881 with Russia, His Majesty determined to exercise a greater personal control over Persia's foreign relations, and therefore, when Her Majesty's Government made representations to the Shah, through Sir Arthur Nicolson, regarding the appointment of Yahya Khan, Mushir-ud-Dowlah, to the Foreign Office, the Shah informed Her Majesty's Legation that he had appointed the Amin-us-Sultan to be the secret medium for any important communication or transaction between the two Governments. Previous to this the Amin-us-Sultan was hardly known to any Legation. Seeing the intimacy growing up between Her Majesty's Legation and the Amin-us-Sultan—an intimacy which culminated in the fall of Yahya Khan—the Russians turned their attention to the rising man, and gradually also made him the medium of their communications, a course which his ambitious nature rather led him to encourage than otherwise. The successful termination of several important questions increased his consideration with the Shah very materially, and he was soon rewarded with the title of "Grand Ministre de l'Intérieur."

At one time he wavered considerably as regards his attachment to the Legation, the period in question being when His Royal Highness the Zil-us-Sultan, owing a good deal to the Amin's advice, was deprived of the immense power he had wielded over Central and Southern Persia.

The Amin-us-Sultan now holds a most exalted position, with very great powers; but unfortunately he does not seem to have made any staunch allies, or to have gained any great supporters thereby.

In the South of Persia, by the advice of his agents, he entered into an ambitious intrigue with a view to induce the people of Bahrein to accept the Persian sovereignty. His agents also attempted to carry on an intrigue with the independent Chiefs of the Arab coast at El Katr, but owing to the vigilance exercised by the agents of Her Majesty's Government, both these and other ambitious projects proved abortive. As regards the South there is no doubt that either with his approval or knowledge an attempt is being made to disintegrate the power of the local Chiefs whose sway extends along the Persian Gulf Littoral of the Province of Fars.

In the North, although the Kuchan-Meshed road had been promised to the Russians, it seems probable that he gave secret orders that it should not be constructed. He is himself the concessionaire of a cart-road—in existence—between Tehran and Koom.

The Amin-us-Sultan is very ambitious, very vain, and excessively susceptible. It cannot be said that he always tells the truth, or that he is

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Caspian Sea or of the Persian Gulf. The situation of the modern capital, Teheran, at a distance of about 200 miles by road from the Caspian, renders this the more frequented line of approach; just as in the seventeenth century, when the Sufari dynasty held their gorgeous court at Isfahan, the ports of the Persian Gulf were the more natural point of debarkation. Even in the early part of the present century, while the Caucasus was still unsubdued and a terror to travellers, the southern route was preferred by European, and especially by English, voyagers, the more so as Anglo-Persian relations were then in the hands of the East India Company, and were dictated and controlled from Calcutta or Bombay. It was at Bushire that the missions of Sir John Malcolm, Sir Harford Jones, and Sir Gore Ouseley first set foot upon the territory of the king of kings.

Premising, therefore, that these are the simplest and most obvious lines of access, I will commence upon the north with the Enzelli-Teheran route, and will next describe the remaining northern approaches, after which the eastern, southern, and western entrances will succeed each other in natural order.

Scheme of chapter

The Persian port, or rather landing-place (for, as will be seen, Persia enjoys no such luxury as a port), on the Caspian is at Enzelli, a village upon a low spit of land enclosing upon the sea side a broad but shallow lagoon, known as the *Murdab*, or Dead Water, on the inner or southern shore of which, at a slight distance from the sea, is situated the considerable town of Resht. It is in this sense that travellers commonly speak of landing in Persia at Resht.

I. Enzelli-Teheran route

Enzelli is served by the steamers of the Russian Caucasus and Mercury Company, running from Baku, which place there are several methods of reaching from Europe. (1) Train may be taken to Constantinople, boat (Messageries, Austrian Lloyd, or Russian) from thence to Batoum—3 or 4 days—and train *viâ* Tiflis to Baku—32 hours; (2) train may be taken *viâ* Berlin and Cracow to Odessa, and Russian steamer thence to Batoum—3 days; (3) Tiflis may be reached overland from St. Petersburg and Moscow by rail to Vladikarkas, and by carriage over the famous Dariel Road—136 miles—into Georgia; (4) there is still another method of reaching Baku, viz. by rail across Russia to Tsaritsin, on the Volga, thence by river-boat to Astrakhan, and

Means of reaching Enzelli

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418

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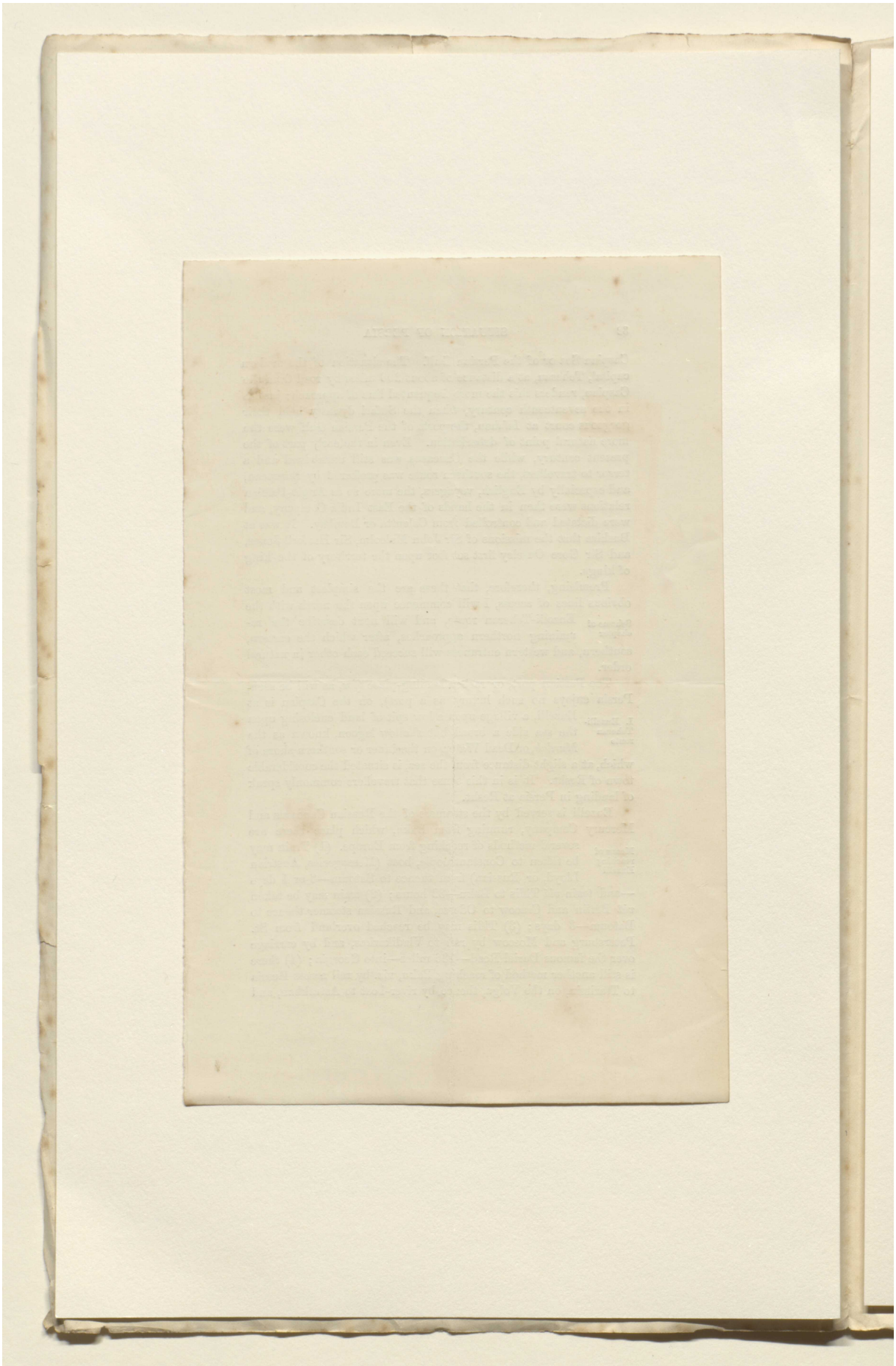

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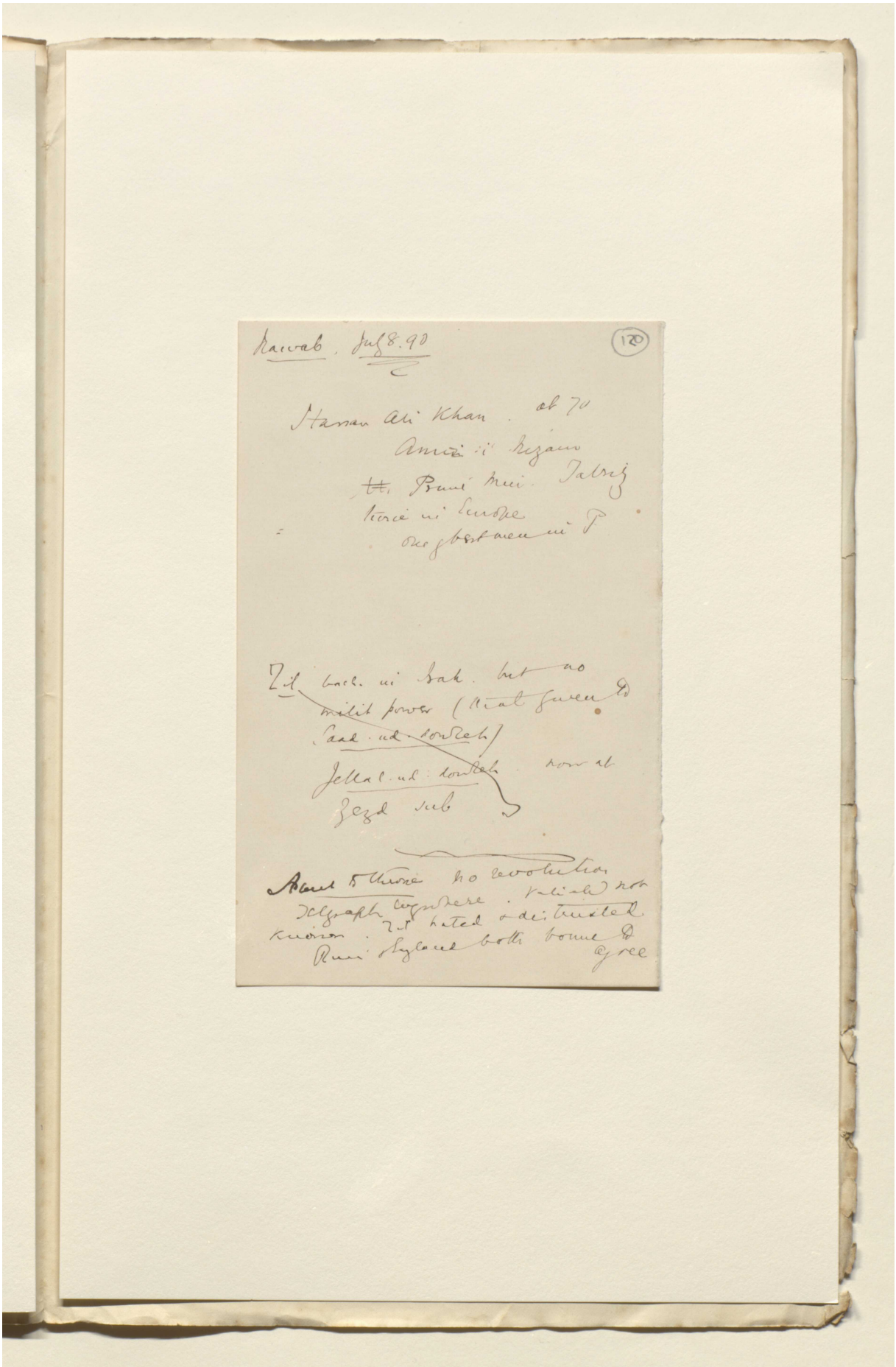

Nawab. July 8. 90

(120)

Hassan Ali Khan. ab 70
Amin ii Nizam
Prime Min. Tabriz
Turcic in Europe
one gbest men in P

Zil bach. in Isah. but no
milit power (that given to
Saad. ud. dowleh)
Jellal. ud. dowleh. now at
Zezd sub

About to throne no revolution
Telegraph everywhere. Valiah not
known. Zil hated & distrusted
Russ & England both bound to
agree

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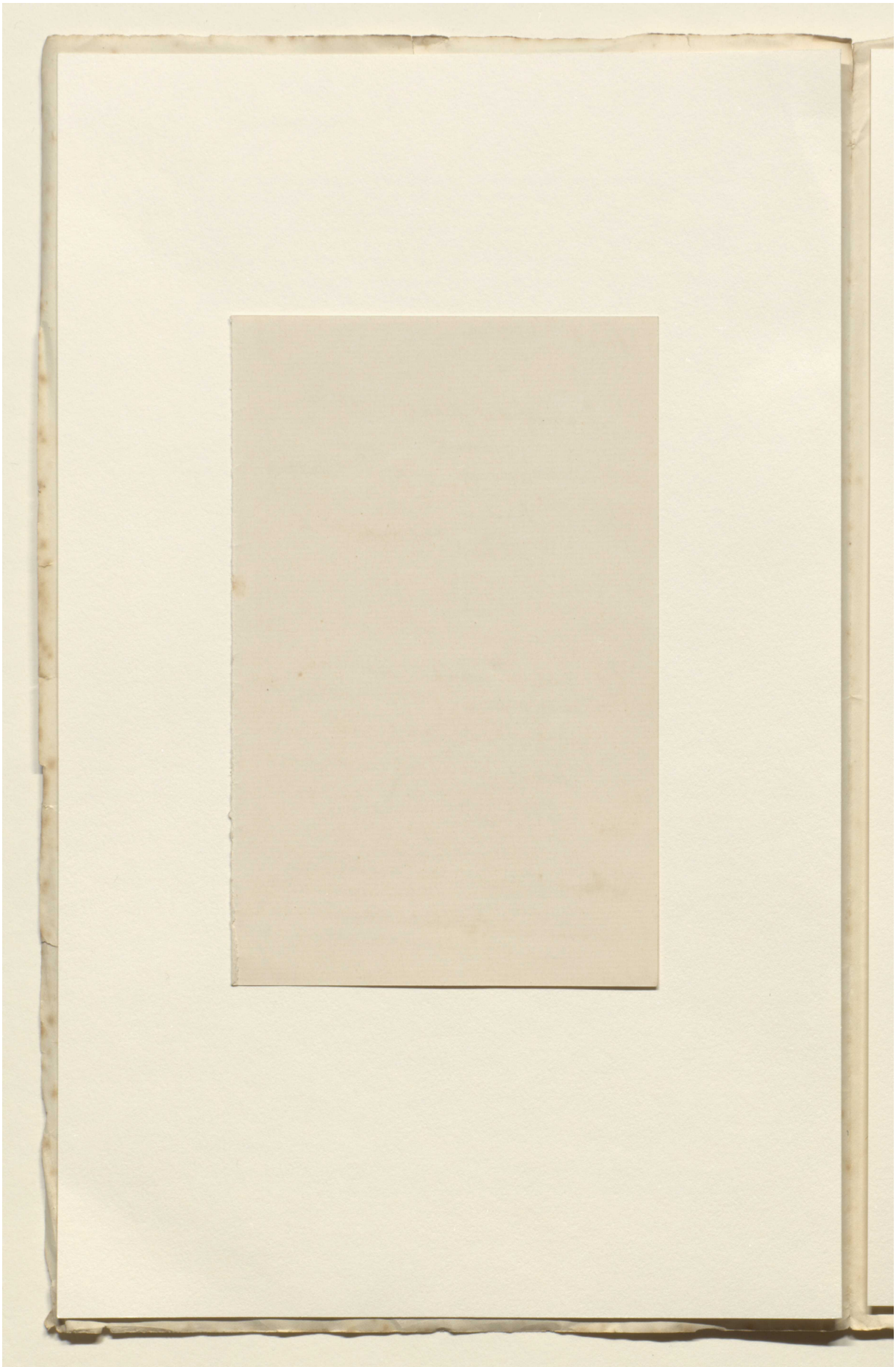

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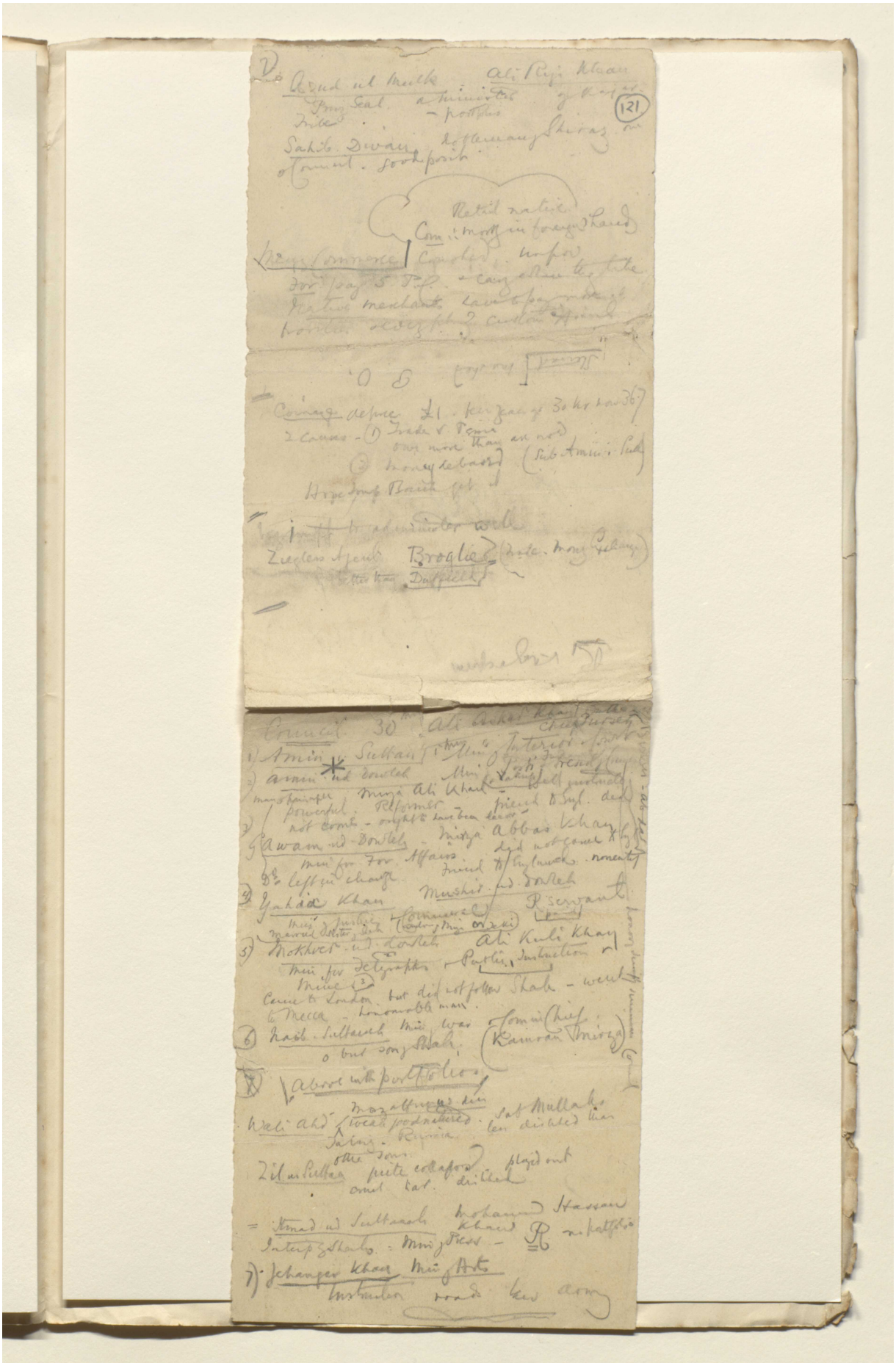

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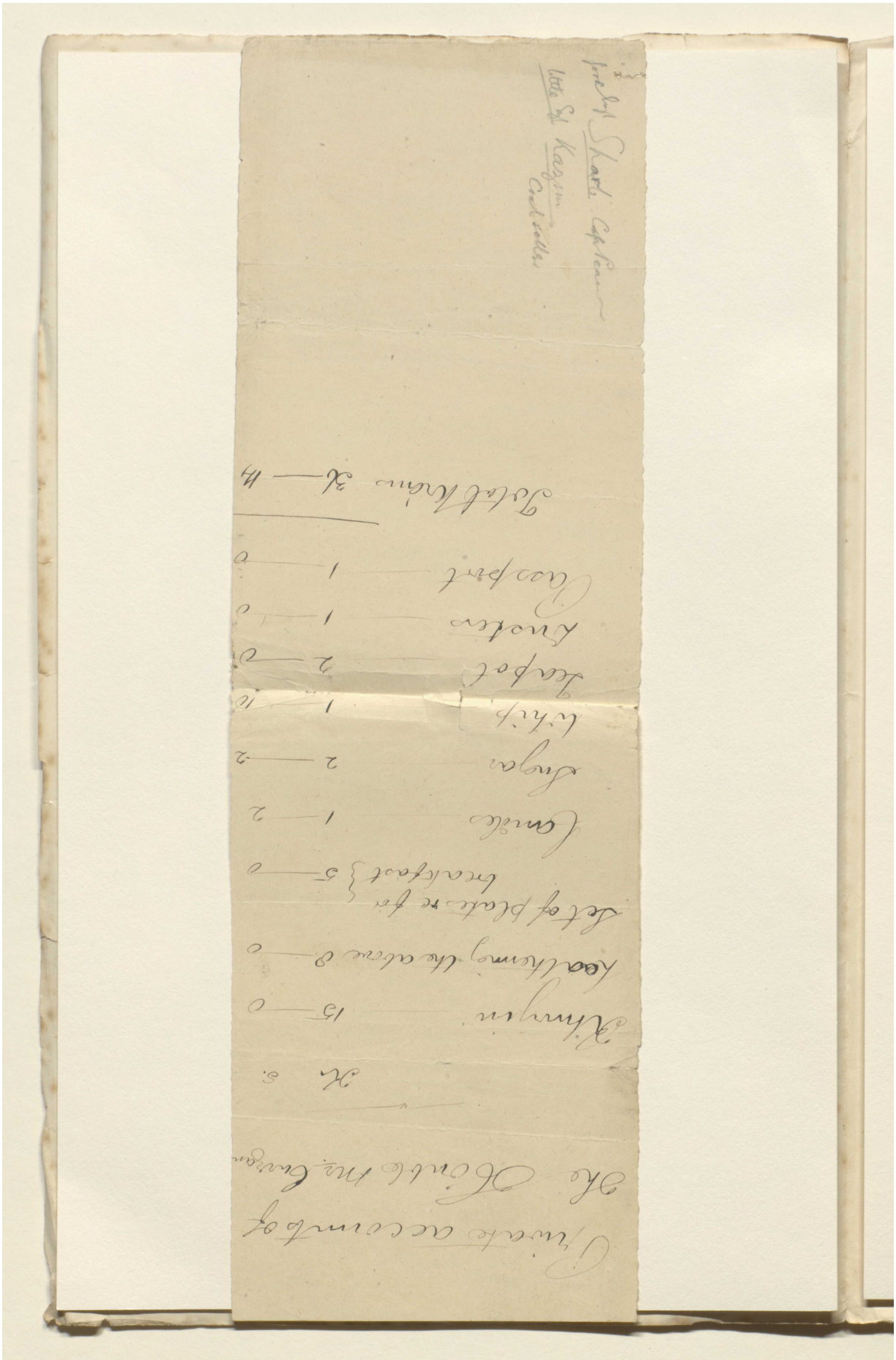

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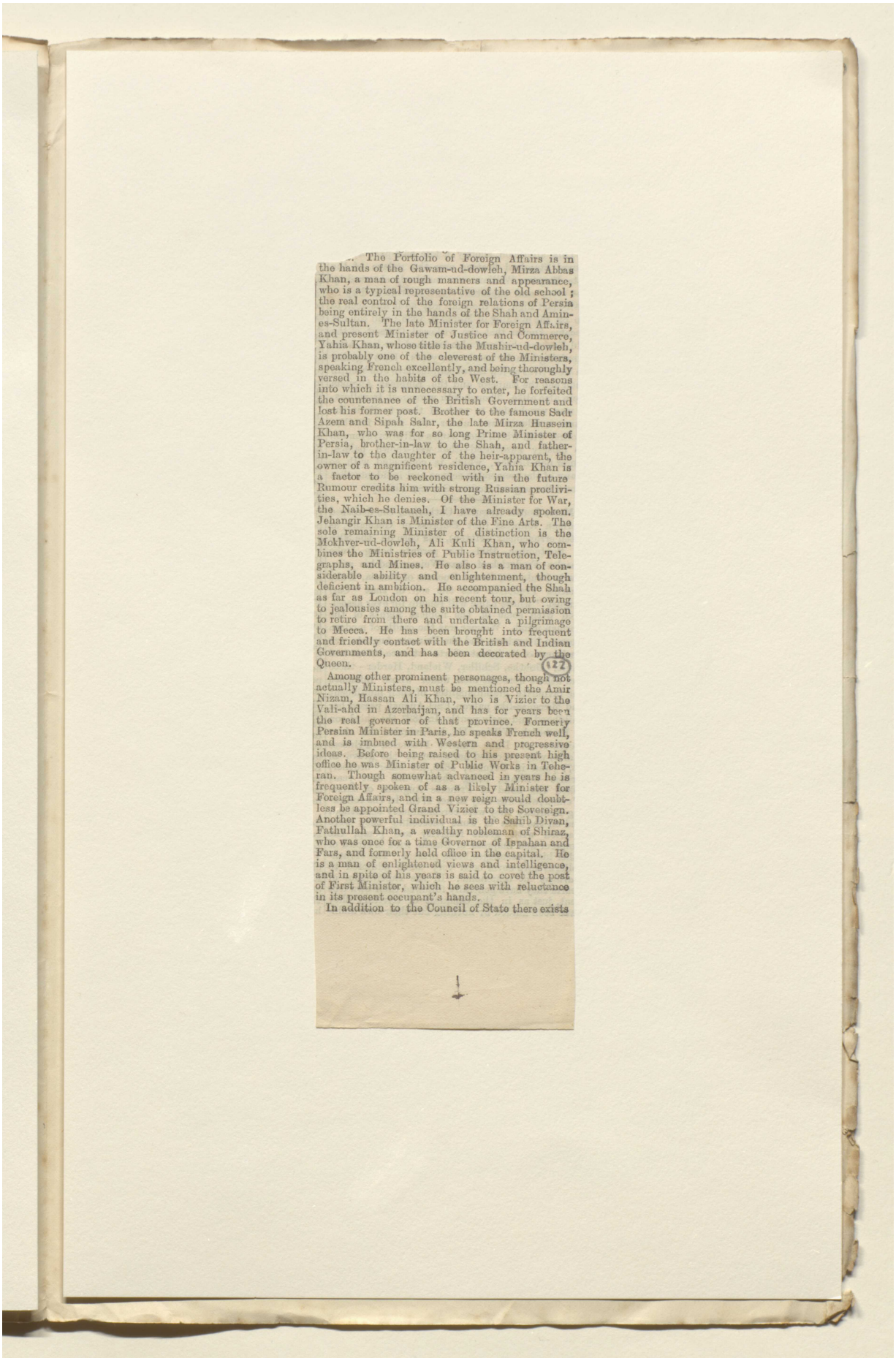

The Portfolio of Foreign Affairs is in the hands of the Gawam-ud-dowleh, Mirza Abbas Khan, a man of rough manners and appearance, who is a typical representative of the old school; the real control of the foreign relations of Persia being entirely in the hands of the Shah and Amin-es-Sultan. The late Minister for Foreign Affairs, and present Minister of Justice and Commerce, Yahia Khan, whose title is the Mushir-ud-dowleh, is probably one of the cleverest of the Ministers, speaking French excellently, and being thoroughly versed in the habits of the West. For reasons into which it is unnecessary to enter, he forfeited the countenance of the British Government and lost his former post. Brother to the famous Sadr Azem and Sipah Salar, the late Mirza Hussein Khan, who was for so long Prime Minister of Persia, brother-in-law to the Shah, and father-in-law to the daughter of the heir-apparent, the owner of a magnificent residence, Yahia Khan is a factor to be reckoned with in the future Rumour credits him with strong Russian proclivities, which he denies. Of the Minister for War, the Naib-es-Sultaneh, I have already spoken. Jehangir Khan is Minister of the Fine Arts. The sole remaining Minister of distinction is the Mokhver-ud-dowleh, Ali Kuli Khan, who combines the Ministries of Public Instruction, Telegraphs, and Mines. He also is a man of considerable ability and enlightenment, though deficient in ambition. He accompanied the Shah as far as London on his recent tour, but owing to jealousies among the suite obtained permission to retire from there and undertake a pilgrimage to Mecca. He has been brought into frequent and friendly contact with the British and Indian Governments, and has been decorated by the Queen. (122)

Among other prominent personages, though not actually Ministers, must be mentioned the Amir Nizam, Hassan Ali Khan, who is Vizier to the Vali-ahd in Azerbaijan, and has for years been the real governor of that province. Formerly Persian Minister in Paris, he speaks French well, and is imbued with Western and progressive ideas. Before being raised to his present high office he was Minister of Public Works in Teheran. Though somewhat advanced in years he is frequently spoken of as a likely Minister for Foreign Affairs, and in a new reign would doubtless be appointed Grand Vizier to the Sovereign. Another powerful individual is the Sahib Divan, Fathullah Khan, a wealthy nobleman of Shiraz, who was once for a time Governor of Ispahan and Fars, and formerly held office in the capital. He is a man of enlightened views and intelligence, and in spite of his years is said to covet the post of First Minister, which he sees with reluctance in its present occupant's hands.

In addition to the Council of State there exists

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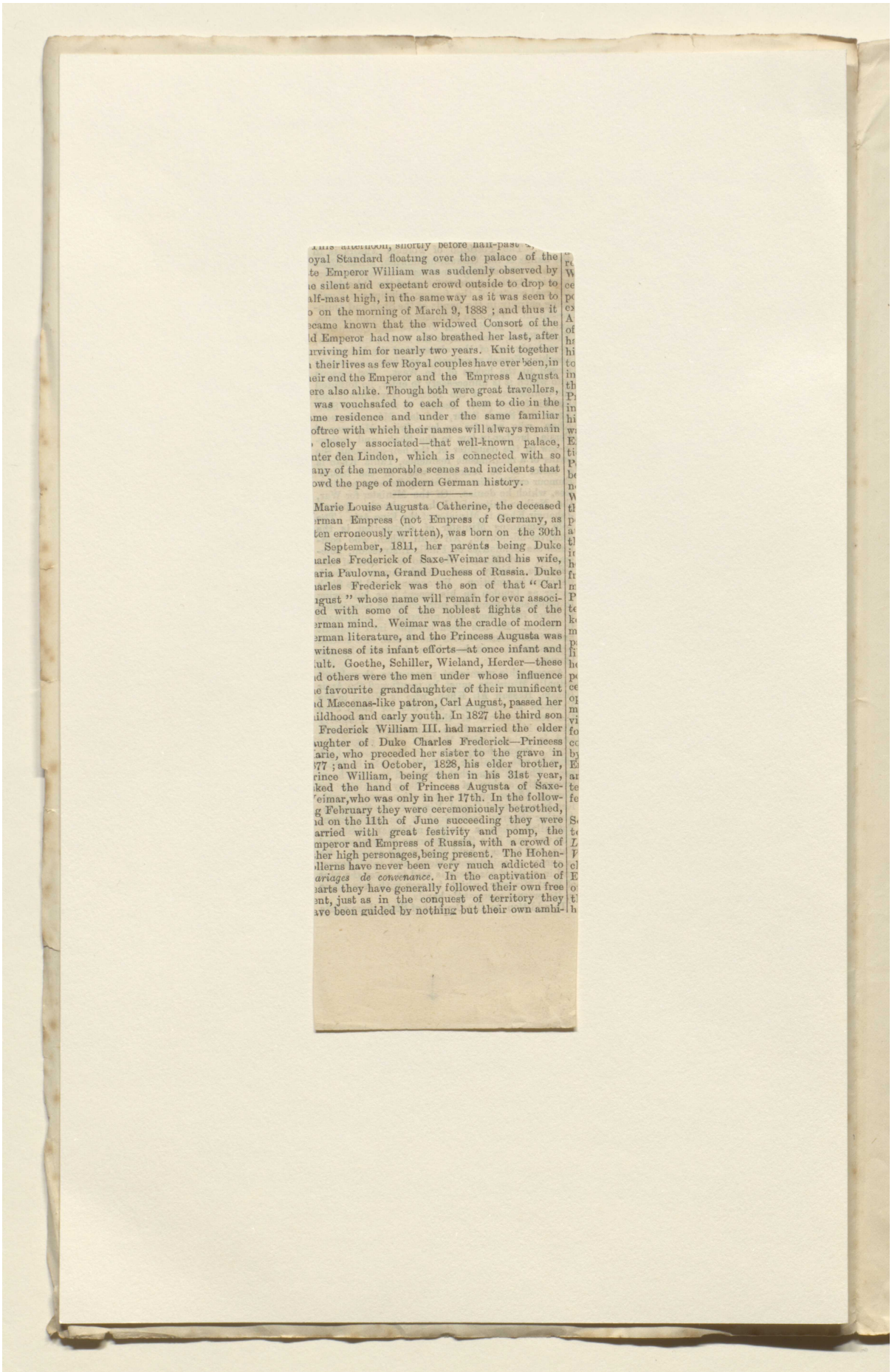

This afternoon, shortly before half-past
oyal Standard floating over the palace of the
te Emperor William was suddenly observed by
e silent and expectant crowd outside to drop to
alf-mast high, in the same way as it was seen to
on the morning of March 9, 1888 ; and thus it
ecame known that the widowed Consort of the
d Emperor had now also breathed her last, after
rviving him for nearly two years. Knit together
their lives as few Royal couples have ever been, in
eir end the Emperor and the Empress Augusta
ere also alike. Though both were great travellers,
was vouchsafed to each of them to die in the
me residence and under the same familiar
oftree with which their names will always remain
closely associated—that well-known palace,
nter den Linden, which is connected with so
any of the memorable scenes and incidents that
owd the page of modern German history.

Marie Louise Augusta Catherine, the deceased
rman Empress (not Empress of Germany, as
ten erroneously written), was born on the 30th
September, 1811, her parents being Duke
arles Frederick of Saxe-Weimar and his wife,
aria Paulovna, Grand Duchess of Russia. Duke
arles Frederick was the son of that "Carl
gust" whose name will remain for ever associ-
ed with some of the noblest flights of the
rman mind. Weimar was the cradle of modern
rman literature, and the Princess Augusta was
witness of its infant efforts—at once infant and
ult. Goethe, Schiller, Wieland, Herder—these
d others were the men under whose influence
e favourite granddaughter of their munificent
d Mæcenas-like patron, Carl August, passed her
ildhood and early youth. In 1827 the third son
Frederick William III. had married the elder
ughter of Duke Charles Frederick—Princess
arie, who preceded her sister to the grave in
77 ; and in October, 1828, his elder brother,
rince William, being then in his 31st year,
ked the hand of Princess Augusta of Saxe-
eimar, who was only in her 17th. In the follow-
g February they were ceremoniously betrothed,
d on the 11th of June succeeding they were
arried with great festivity and pomp, the
mperor and Empress of Russia, with a crowd of
her high personages, being present. The Hohen-
llerns have never been very much addicted to
ariages de convenance. In the captivation of
arts they have generally followed their own free
nt, just as in the conquest of territory they
ave been guided by nothing but their own ambi-

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absolutely sincere. He is very energetic, and has great confidence in his own cleverness and ability.

About the spring of last year he received the Russian Order of St. Anne of the First Class in brilliants. He has received the Red Eagle of Germany and several other high Orders.

(2) Mirza Ali Khan, styled Amin-ud-Dowleh, is the son of the late Mirza Muhammad Khan, styled Majd-ul-Mulk, who was married to a sister of the Mirza Aga Khan Nuri, who was Prime Minister of Persia in the beginning of the present Shah's reign. The late Majd-ul-Mulk's father, Fath Ali Beg Lavasani, had a numerous following, and was deprived of his sight by Fath Ali Shah for making an attempt at independence. The Amin-ud-Dowleh's father was employed in the Foreign Office, was Vazir to the late Shah's mother, and finally became Minister of Vezaif and Angafs (Pensions and Church Properties).

The Amin-ud-Dowleh, as Mirza Ali Khan, became a great favourite with the Shah, becoming His Majesty's Private Secretary. In 1290 (1873) he received the title of Amin-ul-Mulk and Minister of the Imperial Secretariat. He was sent on a special mission to King Humbert of Italy in order to offer the Shah's condolences on the death of Victor Emanuel, and to congratulate His Majesty on his accession. In 1299 he received the higher title of Amin-ud-Dowleh. Before the Amin-us-Sultan supplanted him he enjoyed supreme power. He accompanied the Shah on the first and second journeys to Europe, has considerable civilization, and speaks French tolerably. He is President of the Council of Ministers, a member of the Council of Five, Minister of Pensions and Church Property, and Minister of the Post.

The Amin-ud-Dowleh is a formidable rival to the Amin-us-Sultan, and has a crowd of warm adherents. His partizans complain of his want of energy, but every one acknowledges his ability. He has been decorated by most European Governments. He is full of liberal ideas and schemes for progress, and is trustworthy.

(3) Ali Kuli Khan, styled Mukhber-ud-Dowleh, son of the late Reza Kuli Khan, Laleh Bashi (Chief Tutor), styled Amir-ush-Shuara (the Amir of the Poets). His father was tutor to the favourite son of the late Shah, and subsequently tutor to the present Veliahd, later on being intrusted with the Directorship of the Royal College at Tehran.

During his father's lifetime Ali Kuli Khan did not rise to any very prominent position. Actively associated with the introduction of telegraphy into Persia, he succeeded the late Etizad-us-Sultaneh in the office of Minister of Telegraphs and Administrator-General of the Persian system. Shortly after this promotion he was also appointed Minister of Public Instruction and Minister of Mines. From long intercourse with the officials of the Indian Government Telegraphs in Persia, and with the representatives of the Indo-European Telegraph Company, he has become impregnated with English sympathies; and for much assistance to the Indian Government Telegraphs, and the friendly disposition he has invariably so far entertained towards them, he was made some years since a Companion of the Indian Empire.

The Mukhber-ud-Dowleh's sons were educated in Germany, and some years ago, when the Shah wished to purchase some ships for the Gulf, they induced their father to go to Germany for his purchases, instead of carrying out his intention of intrusting the commission to English ship-builders. One of the sons, who has the title of Sani-ud-Dowleh, is married to the daughter of the present heir-apparent. The Mukhber-ud-Dowleh accompanied the Shah on the first journey to Europe, and understands a little French. He has the Shah's portrait in diamonds, is an Excellency, Minister of the Council, and member of the Council of Five. He is a man of great enlightenment, but of a quiet, retiring, indolent disposition, with hardly any ambition for any further advancement which might cost him some expenditure of energy or trouble. He was until lately Minister of Commerce also, but this Ministry was taken away from him and bestowed on Yahya Khan.

Since the official list of the Shah's suite was issued to the foreign representatives interested, the Mukhber-ud-Dowleh has much pressed for, and suc-

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ceeded in obtaining the sanction to his being accompanied by a member of his staff, a certain M. Charles Bazirgnian, who is Controller-General of the Telegraphs, and a Constantinople Armenian. The Amin-us-Sultan telegraphed to the Persian Minister at St. Petersburgh that M. C. Bazirgnian's name should be borne on the official list. M. Bazirgnian, having the cordon of a General of the third class, will probably assume that appellation in Europe. It is said that M. Bazirgnian is a great *bavard* as regards the contents of telegrams addressed to the public which pass through his hands, and that he is a great partizan of the Russian Legation.

(4) Muhammad Ali Khan, styled Amin-us-Sultaneh. His father was Deputy Governor of Arabistan. The Amin-us-Sultaneh entered the Royal Household as a page, and has now risen to the rank of "Garde-Robes," Keeper of Military Stores and Controller of Government Accounts. He is married to a sister of the Amin-us-Sultan. Was in attendance on the Shah during the first and second journeys to Europe; has the Shah's portrait in diamonds, and is an Excellency.

(5) Mehdi Kuli Khan Kajar, styled Majd-ud-Dowleh, and also Khaun Salar (Chief of the Board), is a son of the late Isa Khan Kajar, styled Etimad-ud-Dowleh, maternal uncle of the Shah. The Majd-ud-Dowleh holds the lucrative appointment of High Steward, to which he was appointed on being relieved of the office of Grand Master of the Horse. He is married to one of the Shah's daughters, the Fakhr-ud-Dowleh, who is a great favourite with His Majesty. Was in attendance on the two previous journeys to Europe; has the Shah's portrait in diamonds. He is somewhat Russian in his views.

(6) Muhammed Hassan Khan, styled Etimad-us-Sultaneh, son of the late Haji Ali Khan, Etimad-us-Sultaneh and Ferrash Bashi. When his father was Governor of Arabistan he held the post of Deputy Governor and Commandant of the Troops. Became Aide-de-camp to the Shah shortly afterwards. In 1280 (1863) was appointed Second Secretary to the Persian Legation in Paris. Four years later returned to Persia and was appointed to be a Chamberlain in the Royal Household and Interpreter to the Shah. In 1288 was appointed Director of Official Gazettes and Printing Establishments, and received the title of Sani-ud-Dowleh. Was appointed Deputy Minister of Justice, Administrator of Royal Palaces, Gardens, and Aqueducts, &c. In 1298 received the title of Excellency, and was made a Minister of the Council. A.H. 1303, received the portrait in diamonds, and subsequently the title of Etimad-us-Sultaneh. Accompanied the Shah on both journeys to Europe. Has received decorations from Russia, France, Germany, Turkey, Austria, Italy, Belgium, Holland, Venezuela, Tunis, and Japan, and is an honorary member of several Scientific Societies in Europe; wishes for the character of a man of letters, and does possess considerable information; speaks French very well. Accompanies the Shah in the capacity of Grand Master of the Ceremonies, not wishing to appear as His Majesty's Interpreter. Is a partizan of the Amin-ud-Dowleh. Is much mistrusted; has opportunities of exercising influence, as he reads the French papers daily to the Shah, and is always near His Majesty, whom he always accompanies on his shooting excursions.

(7) Gholam Husain Khan, styled Amin Khelvet, is a second son of Mirza Hashim Khan, who was a brother of Farrukh Khan, and who received the title of Amin-ud-Dowleh after his brother's decease. The Amin Khelvet is Tufangdar Bashi (Chief of the Gunbearers to the Shah), and was formerly Chief of the Household, a post he has lost since the increase in the influence of the Amin-us-Sultan, who has secured the post for one of his own relatives. Is an Excellency, and has the portrait in diamonds. Accompanies the Shah in the capacity of Private Secretary.

(8) Gholam Husain Khan, styled Sedik-us-Sultaneh, is a son of the late Aga Khan, Amin-us-Seheh, who was a Chamberlain to the late Shah. His mother was the present Shah's nurse. Until lately, when he received his present title and the portrait in diamonds, he was known simply as the Zindar Bashi (Keeper of the Royal Saddles). Having been brought up with the Shah he is very frank with His Majesty, and speaks very plainly to the Shah, whose confidence he enjoys. The Sedik-us-Sultaneh is very inaccessible, and keeps aloof from foreigners. He has refused all kinds of promotions and honours.

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Accompanied the Shah on the first and second journeys to Europe. He is accompanying the Shah in the capacity of Chief Chamberlain.

(9) Dr. Tholozan, Chief Physician to the Shah, is an Excellency, and has the portrait in diamonds. Accompanied the Shah on the first and second journeys. Is much liked by the Persians, with whom he has great influence. He is generally liked by all Europeans, and is often of great use. He was born in Mauritius, but served as a Surgeon in the French army, and naturally has French predilections, though they are neither active nor obtrusive.

(10) Jehangir Khan, an Armenian, styled Vazir Senaye (Minister of Fine Arts), is a brother of Neriman Khan, Persian Minister at Vienna. Is an Excellency and Minister of the Council. Was lately Director-General of the Arsenal. Speaks French. Has visited Europe. Is an Amir-Toman (Field-Marshal), in which capacity he attends the Shah on the present journey.

(11) Abul Kasim Khan, Karaguzlu, styled Nasir-ul-Mulk, is a son of Ahmed Khan, who was a son of the late Mahmud Khan Ferman Ferma, Nasir-ul-Mulk. Was taken to Europe in 1878 by his grandfather, who had been Persian Minister in London formerly, and left in England as an Attaché to the Persian Legation. Whilst in England, Abul Kasim Khan entered Balliol College, Oxford, where he graduated a Bachelor of Arts. Was subsequently attached to an Extraordinary Special Mission to the King of Holland, and also to the Emperor of Germany. In 1302 was appointed Mushir Huzur and deputy to his grandfather, who was then transferred from the post of Minister of Foreign Affairs to the Governor-Generalship of Khorassan. Abul Kasim Khan was also Chief of the Khorassan troops. On the death of his grandfather he received the title of Nasir-ul-Mulk, was made a Minister of the Council and an Excellency, and was granted the Government of Hamadan, his native town, and the Chieftainship of the Karaguzlu tribe and the regiment levied from it. Speaks English and French well, and is supposed to have English sympathies. Is very wealthy, having money in England and India, but is very miserly. Gave Her Majesty's Legation some trouble whilst he was in Khorassan. Accompanies the Shah as Special Aide-de-camp.

(12) Mirza Abdullah Khan is a native of Yush, in Mazenderan, and a Chamberlain. Owes his position to the fact that two of his sisters were married to the Shah. One of the sisters was divorced. Has the rank of a General in the suite of the Shah.

(13) Mirza Muhammad Khan is a Chamberlain in the Royal Household. Is the father of the Aziz-us-Sultan, and brother of the one of the Shah's wives to whom His Majesty intrusts his confidential papers and jewels. The lady is styled Amineh-Agdas, and her father was a shepherd. She was a slave in the Anderun, and owes her position to her having been the devoted attendant of a favourite cat for which the Shah had an extraordinary attachment.

(14) Abul Hassan Khan, Andelani. His father, Reza Kuli Khan, was the last of the hereditary Valis of Persian Kurdistan, the family having retained the government in their hands in a semi-independent state for several centuries. His mother was a daughter of the celebrated Abbas Mirza, who was Regent to Fath Ali Shah. Abul Hassan Khan is married to the daughter of the Shah's brother, the Izz-ud-Dowleh. Is a Chamberlain and a General. Speaks French.

(15) Ahmed Khan, General and Chamberlain, is a grandson of Khan Baba Khan, Sardar. His mother was an aunt of the Shah. Speaks French.

(16) Mirza Nizam-ud-din-Ghaffari, styled Muhandis-ul-Mamalek, better known as Mirza Nizam, was educated in France and speaks French well. General Aide-de-camp, specially attached to the Grand Vazir. Is a cousin of the Amin Khelvet. Talks a good deal, but is useful as an interpreter and intermediary. He was employed by Baron Reuter in negotiating his Bank Concession.

(17) Gholam Ali Khan, Kajar, styled Amin Humayun. Cousin of the Amin-us-Sultaneh, and married to the latter's sister. Is a Chamberlain in the Household.

(18) Muhammad Bager Khan, styled Adib-ul-Mulk. Is reader to the Shah and a Chamberlain. Nephew of the Etimad-us-Sultaneh.

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(19) Mehdi Khan
(20) Akber Khan, and
(22) Husain Khan,
} are all three brothers, and uterine brothers of the Majd-ud-Dowleh. Chamberlains of the House-hold.

(21) Shapur Khan, Kajar, son of Aga Masrur, and grandson of the Timur Mirza, who was for some considerable time a refugee in England and Bagdad under the protection of Her Majesty's Government.

(23) Murteza Khan, popularly known as Aga Dai; a relative of the Amin-us-Sultan and a Chamberlain.

(24) Mir Muhammad Khan, Chamberlain. His sister is Mirza Muhammad Khan's wife and the mother of the Aziz-us-Sultan.

(25) Gholam Ali Khan, Chief of the Pages, styled Aziz-us-Sultan. Son of Mirza Muhammad Khan and nephew of the Amineh Agdas. The Shah has an excessive fondness for this boy, for whom he entertains a large establishment. He is an Amir-Toman, and has the portrait in diamonds. This favouritism provokes much jealousy.

(26) Mirza Abdul Vehab Khan, styled Fakhr-ul-Attiba, is Persian Physician to the Household.

(27) Mouriem Hybennet Khan, Dentist to His Majesty the Shah. Has also the rank of a Colonel.

Besides the above there are thirteen other persons whose names are not given, and who may be considered as of no importance.

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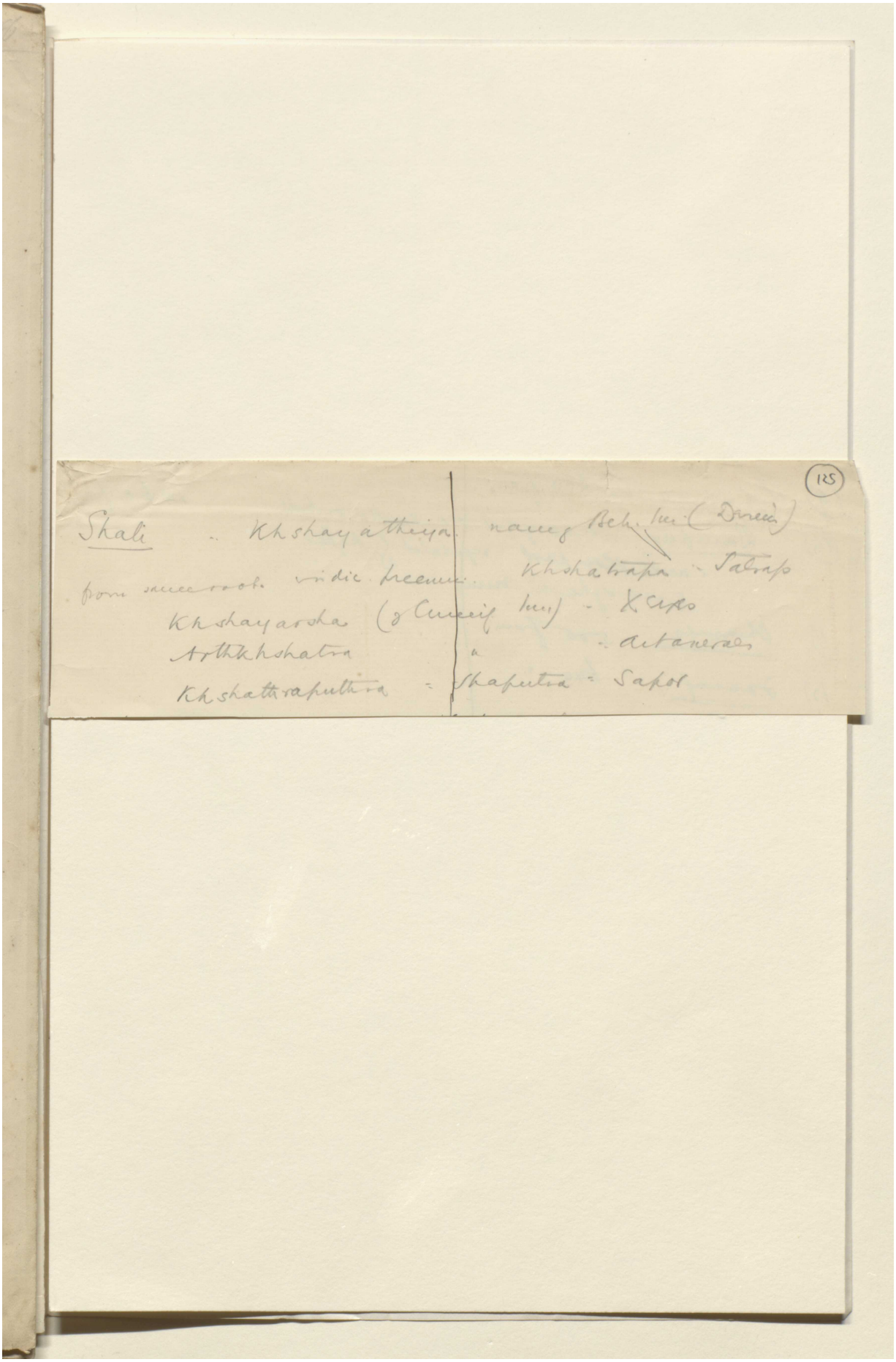

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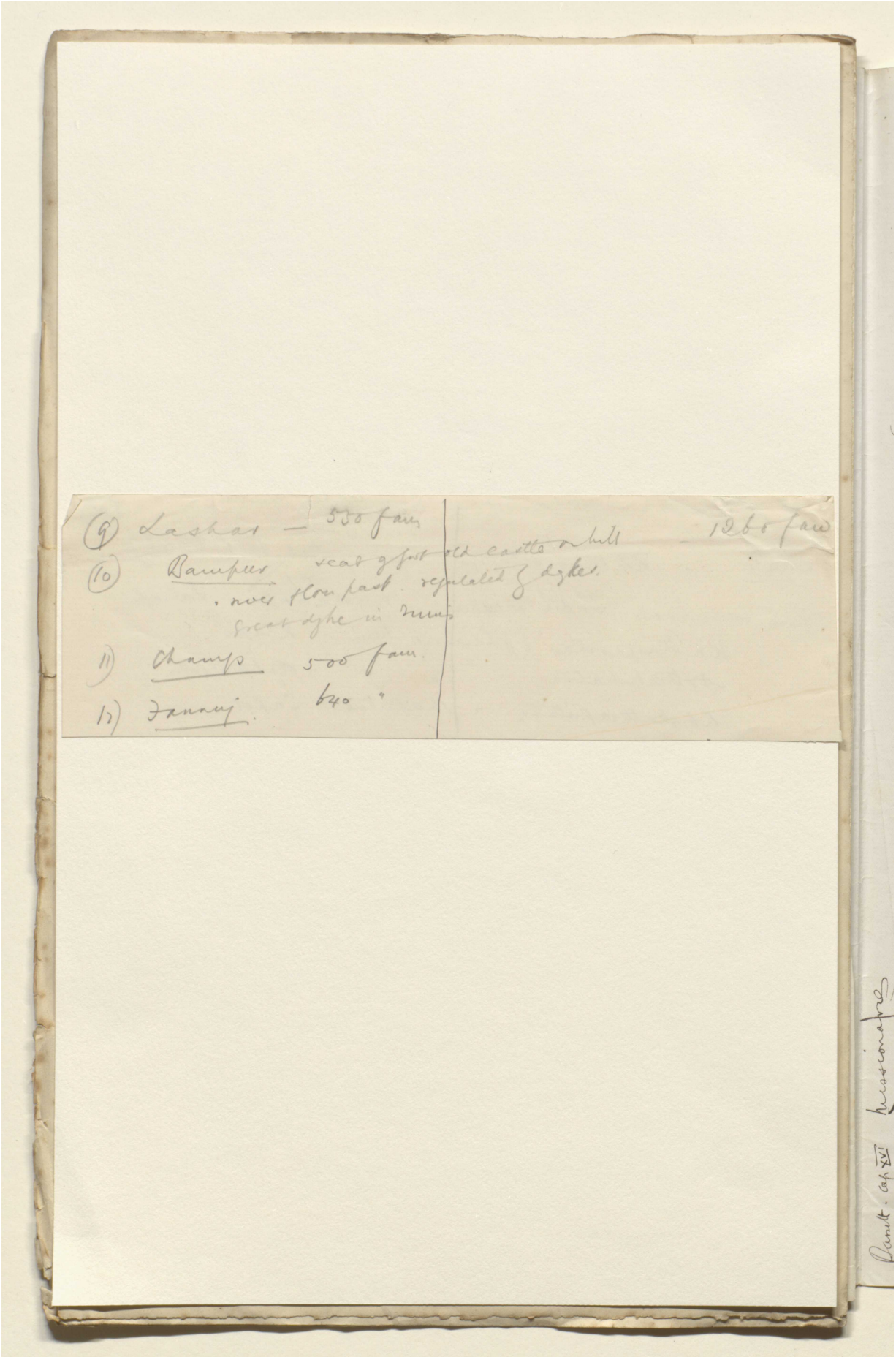

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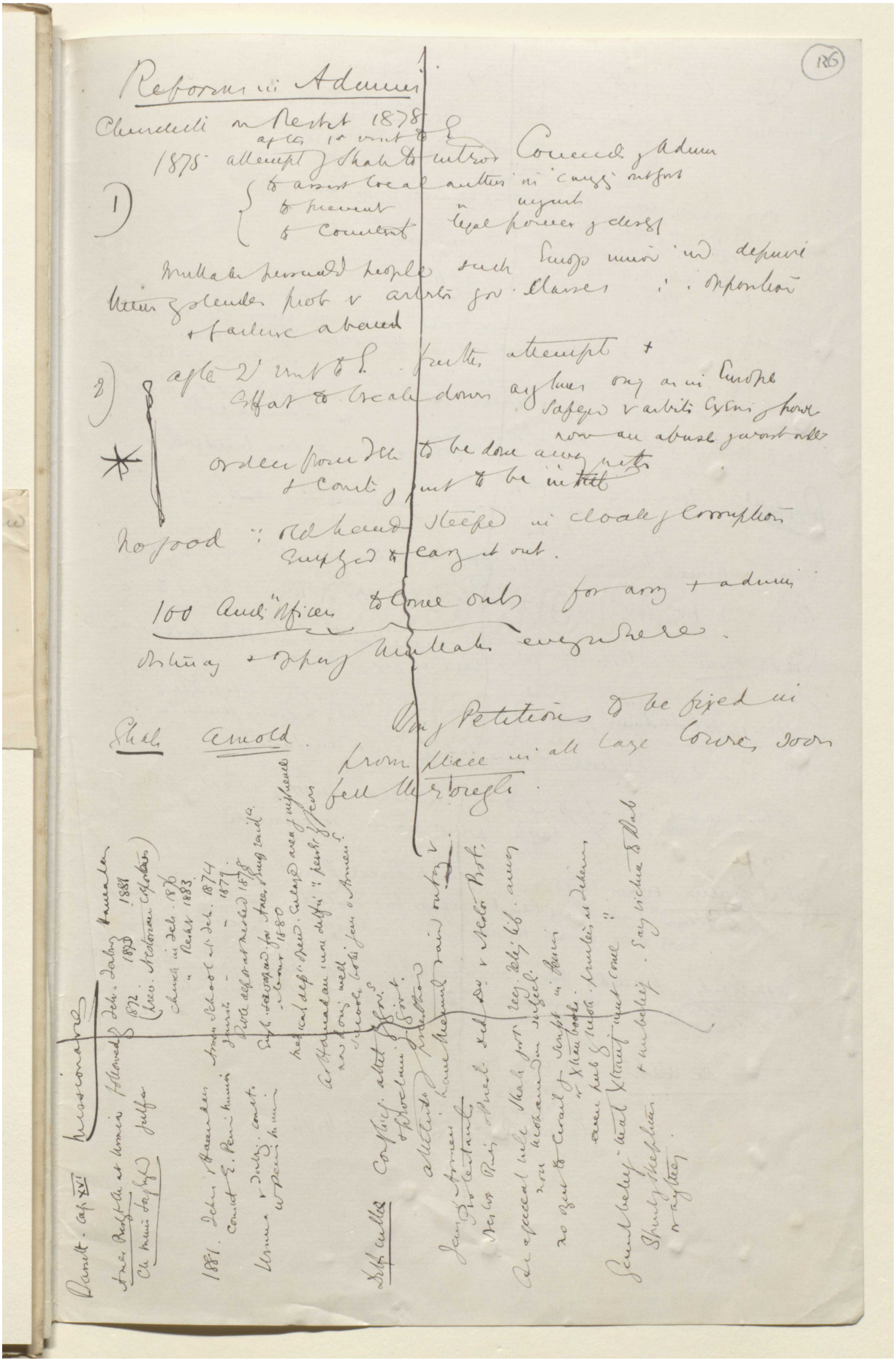

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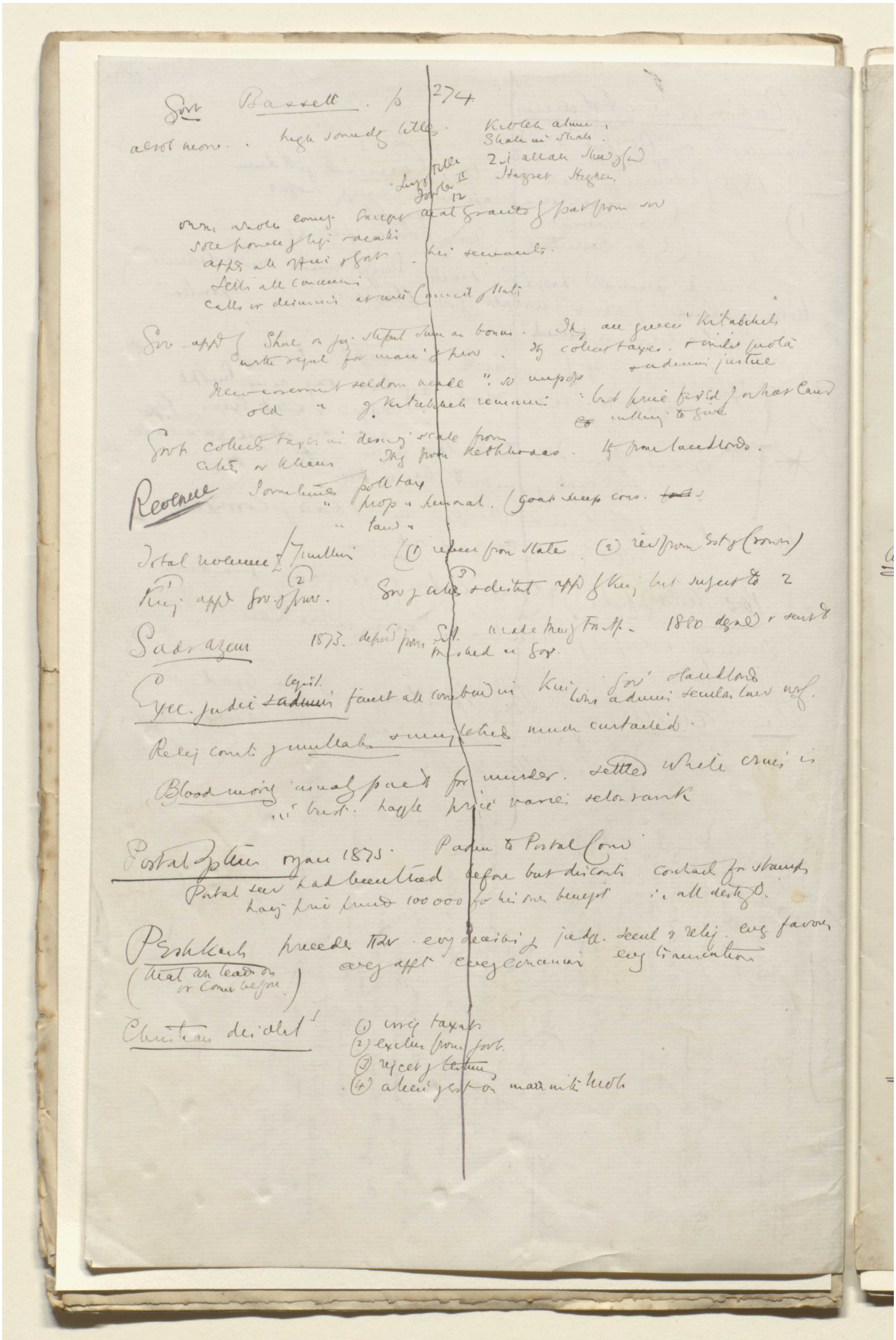

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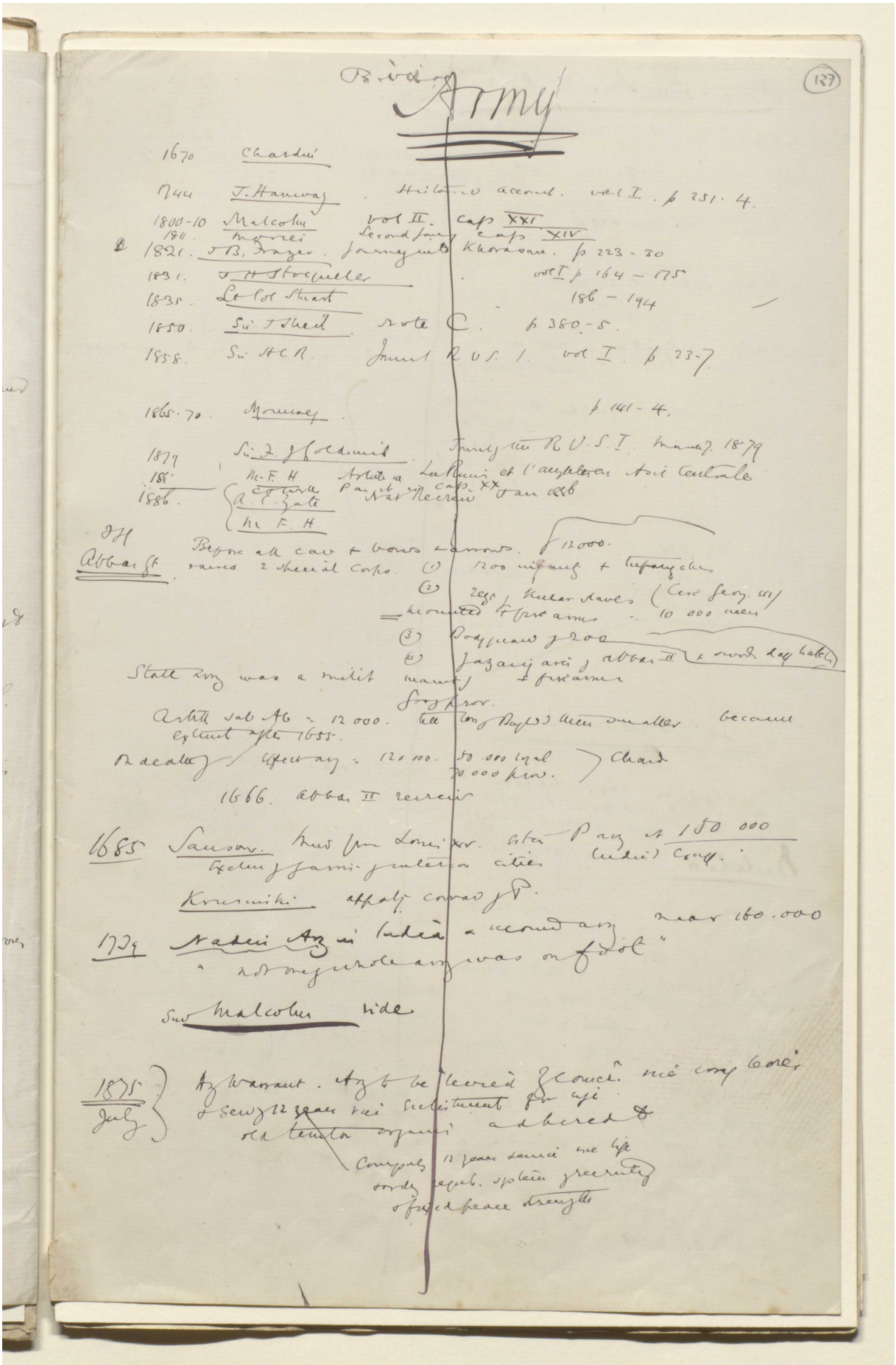

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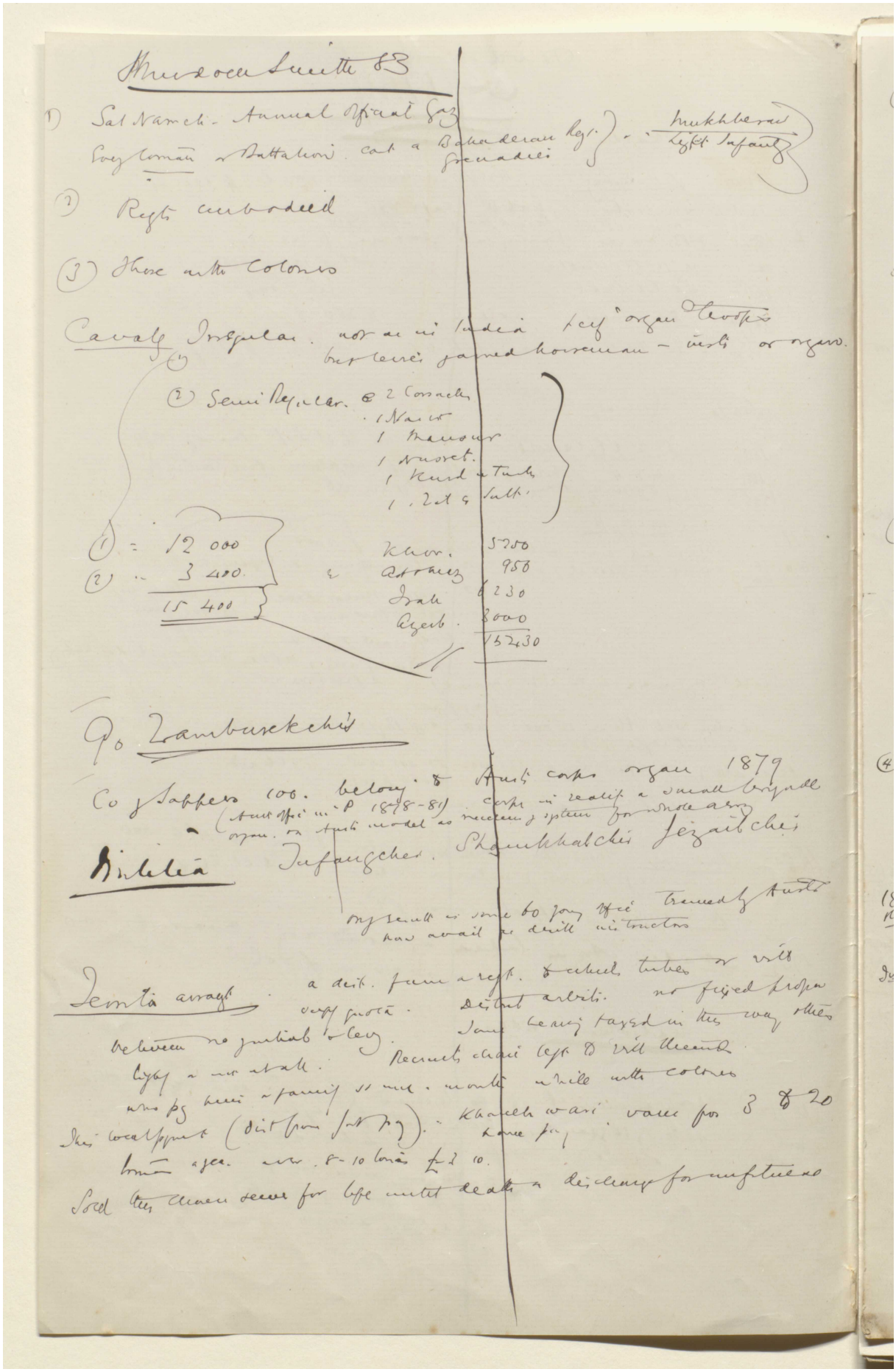

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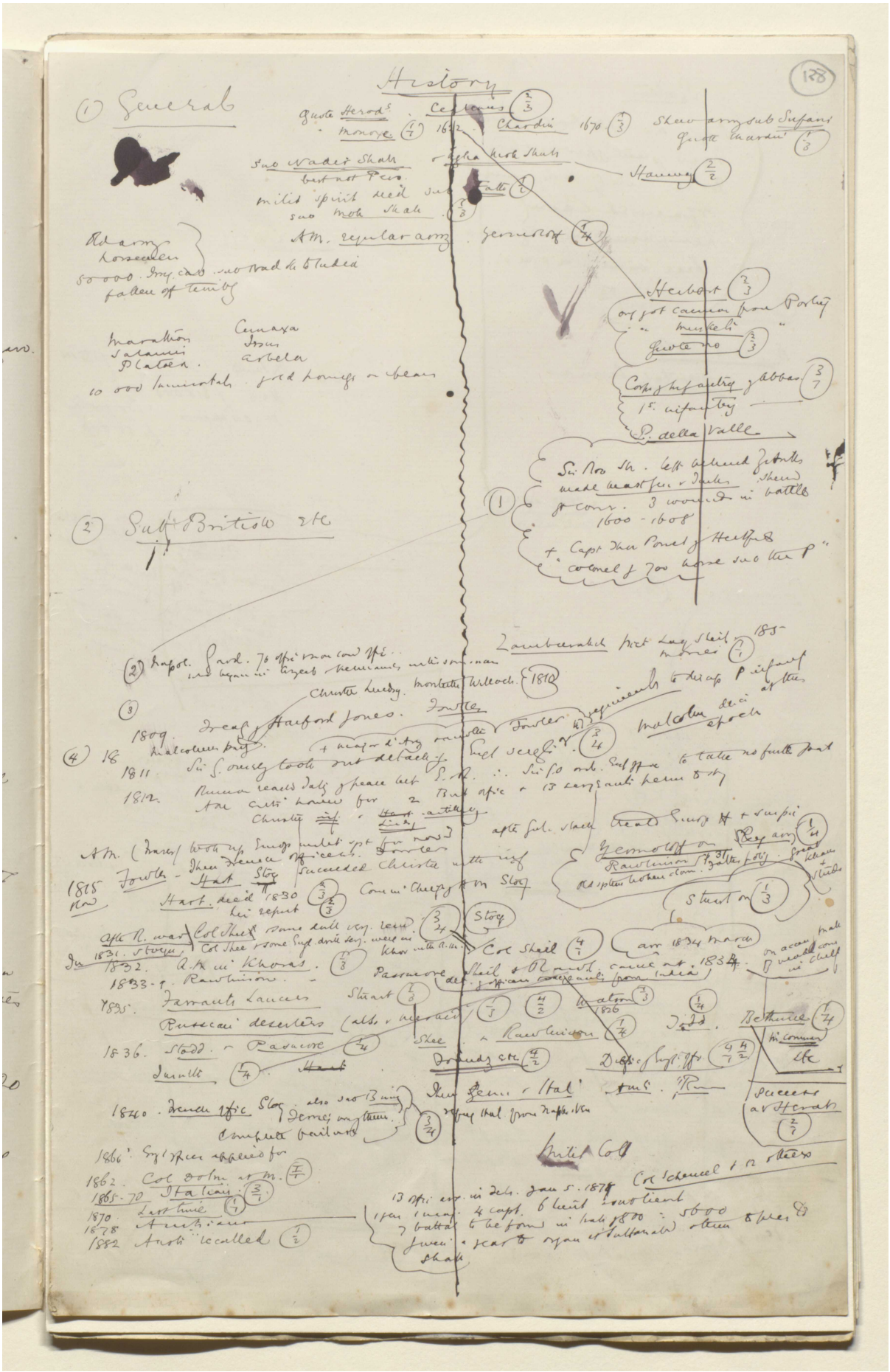

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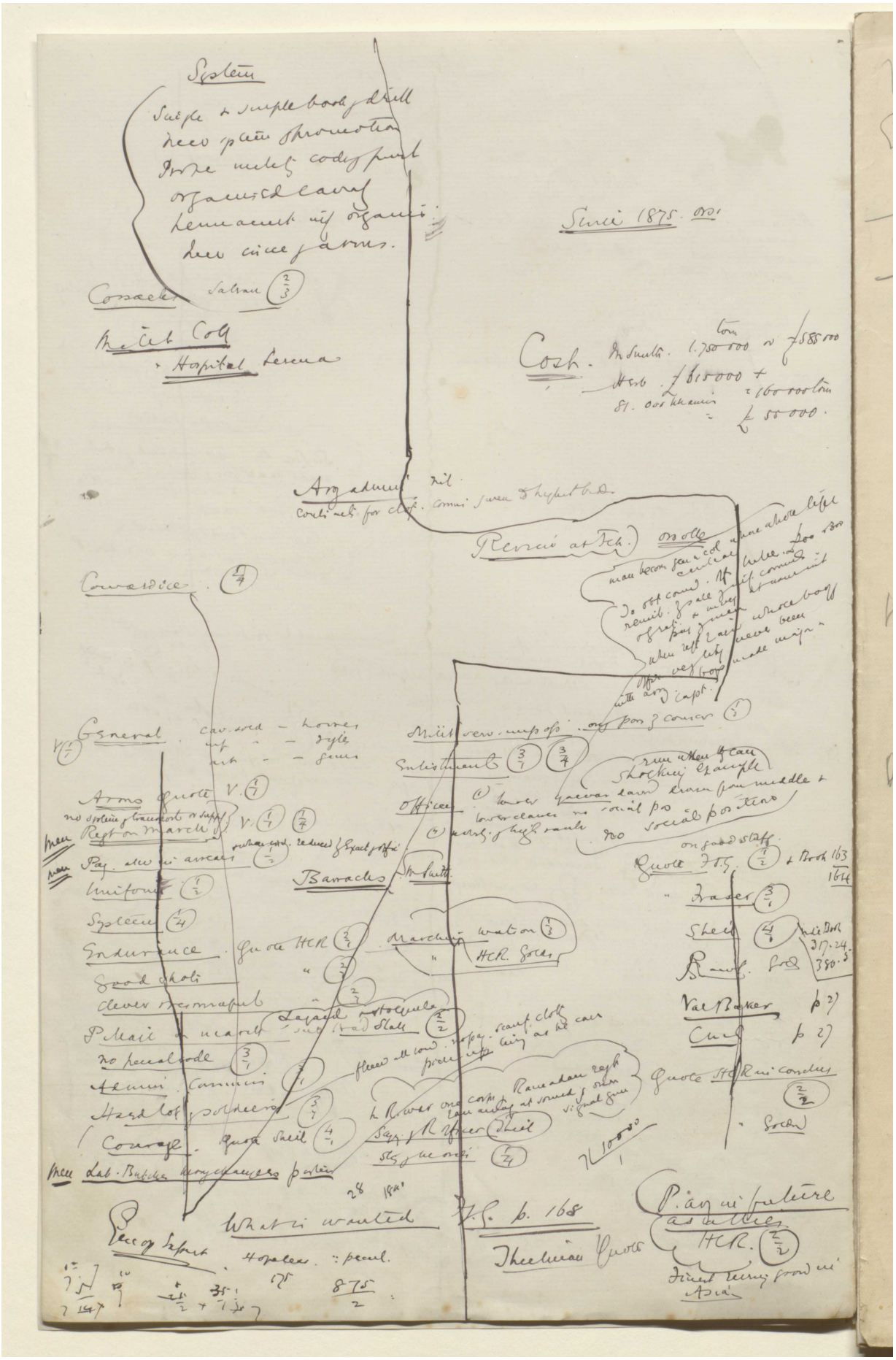

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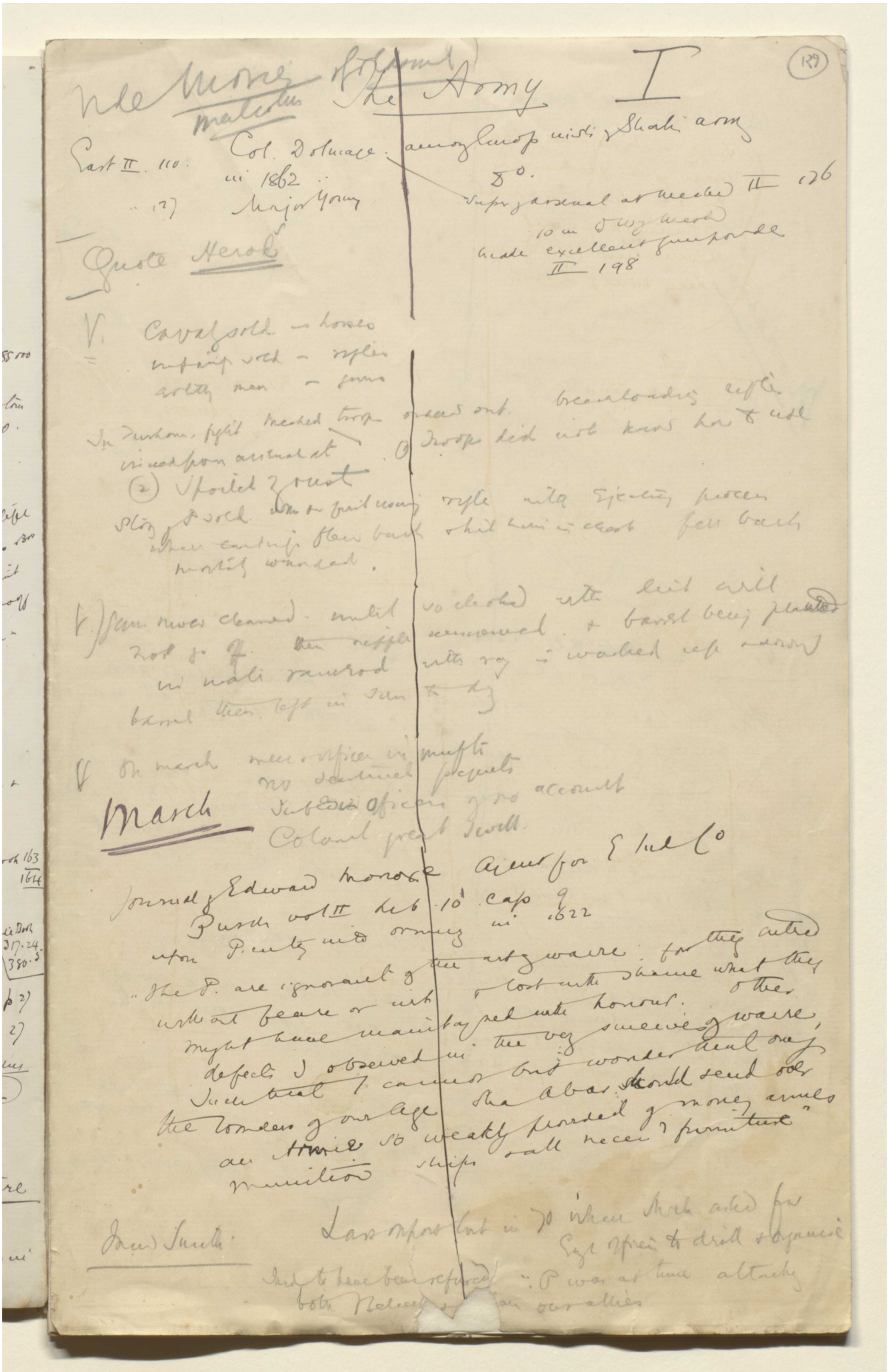

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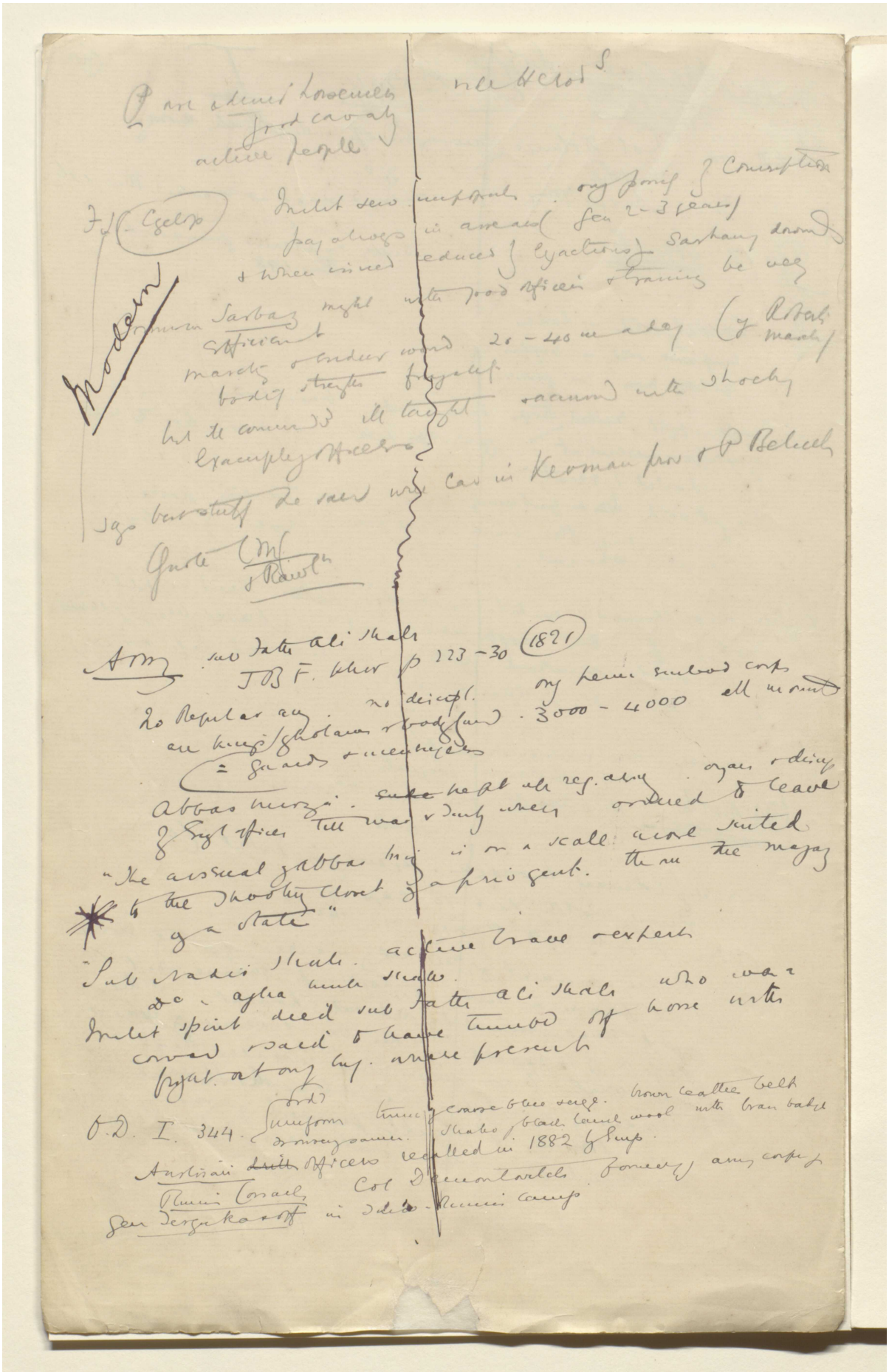

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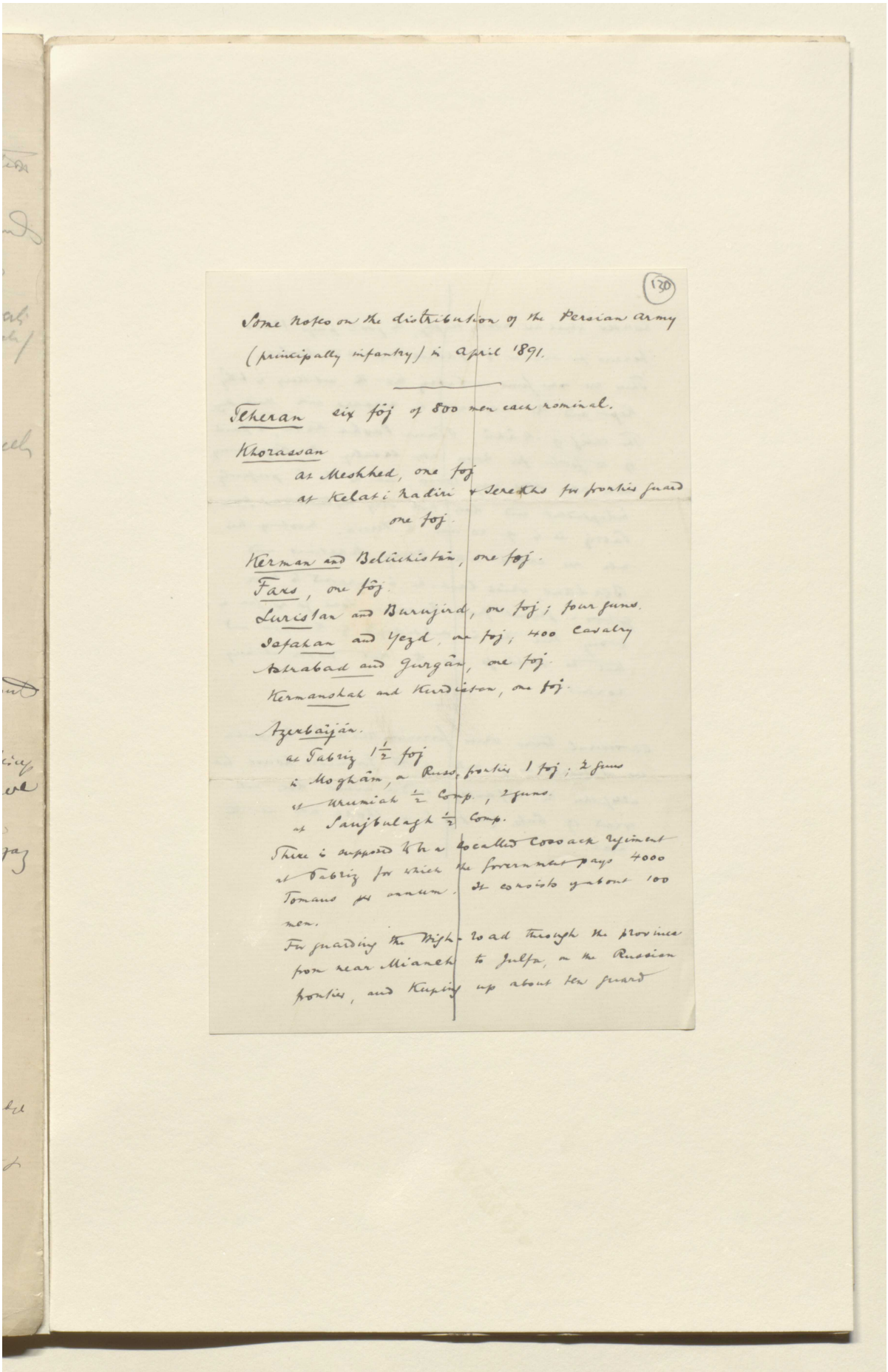

(130)

Some notes on the distribution of the Persian army (principally infantry) in April 1891.

Teheran six fôj of 800 men each nominal.

Khorassan
at Meshhed, one foj
at Kelat i Nadiri & Serekhs for frontier guard one foj.

Kerman and Belûchistân, one foj.
Fars, one fôj.
Luristan and Burujird, one foj; four guns.
Isfahan and Yezd, one foj; 400 Cavalry
Astrabad and Gurgân, one foj.
Kermanshah and Kurdistan, one foj.

Azerbaijân.
at Tabriz 1½ foj
in Moghâm, on Russ. frontier 1 foj; 2 guns
at Urumiah ½ Comp., 2 guns.
at Saujbulagh ½ Comp.
There is supposed to be a so-called Cossack regiment at Tabriz for which the Government pays 4000 Tomans per annum. It consists of about 100 men.
For guarding the High-road through the province from near Mianeh to Julfa, on the Russian frontier, and keeping up about ten guard

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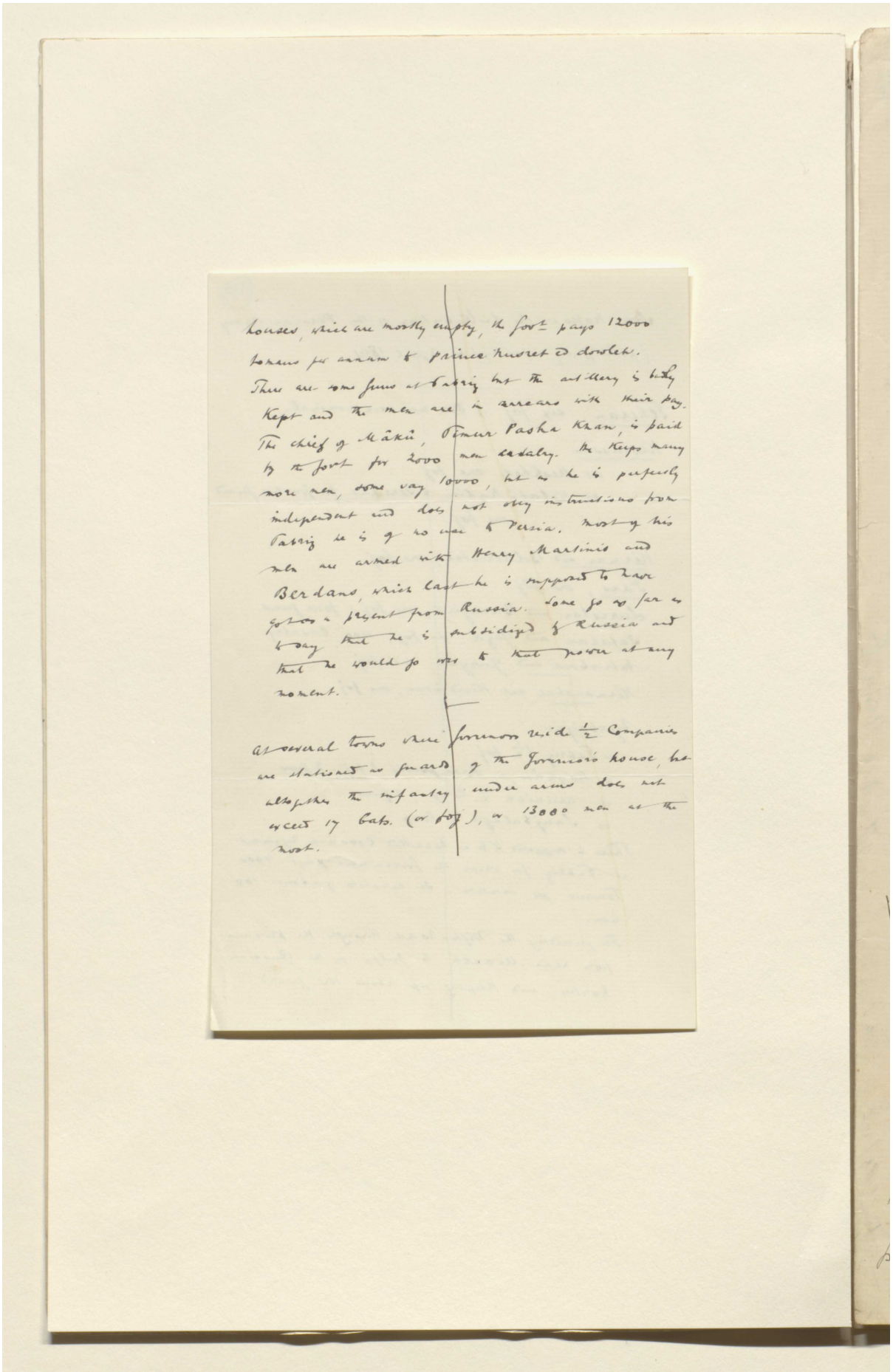

houses, which are mostly empty, the Govt pays 12000 tomans per annum to prince Nusret ed dowleh.
There are some guns at Tabriz but the artillery is badly kept and the men are in arrears with their pay.
The chief of Mâkû, Timur Pasha Khan, is paid by the Govt for 2000 men cavalry. He keeps many more men, some say 10000, but as he is perfectly independent and does not obey instructions from Tabriz he is of no use to Persia. Most of his men are armed with Henry Martinis and Berdans, which last he is supposed to have got as a present from Russia. Some go as far as to say that he is subsidized by Russia and that he would go over to that power at any moment.

At several towns where Governors reside ½ Companies are stationed as guards of the Governor's house, but altogether the infantry under arms does not exceed 17 bats. (or foj), or 13000 men at the most.

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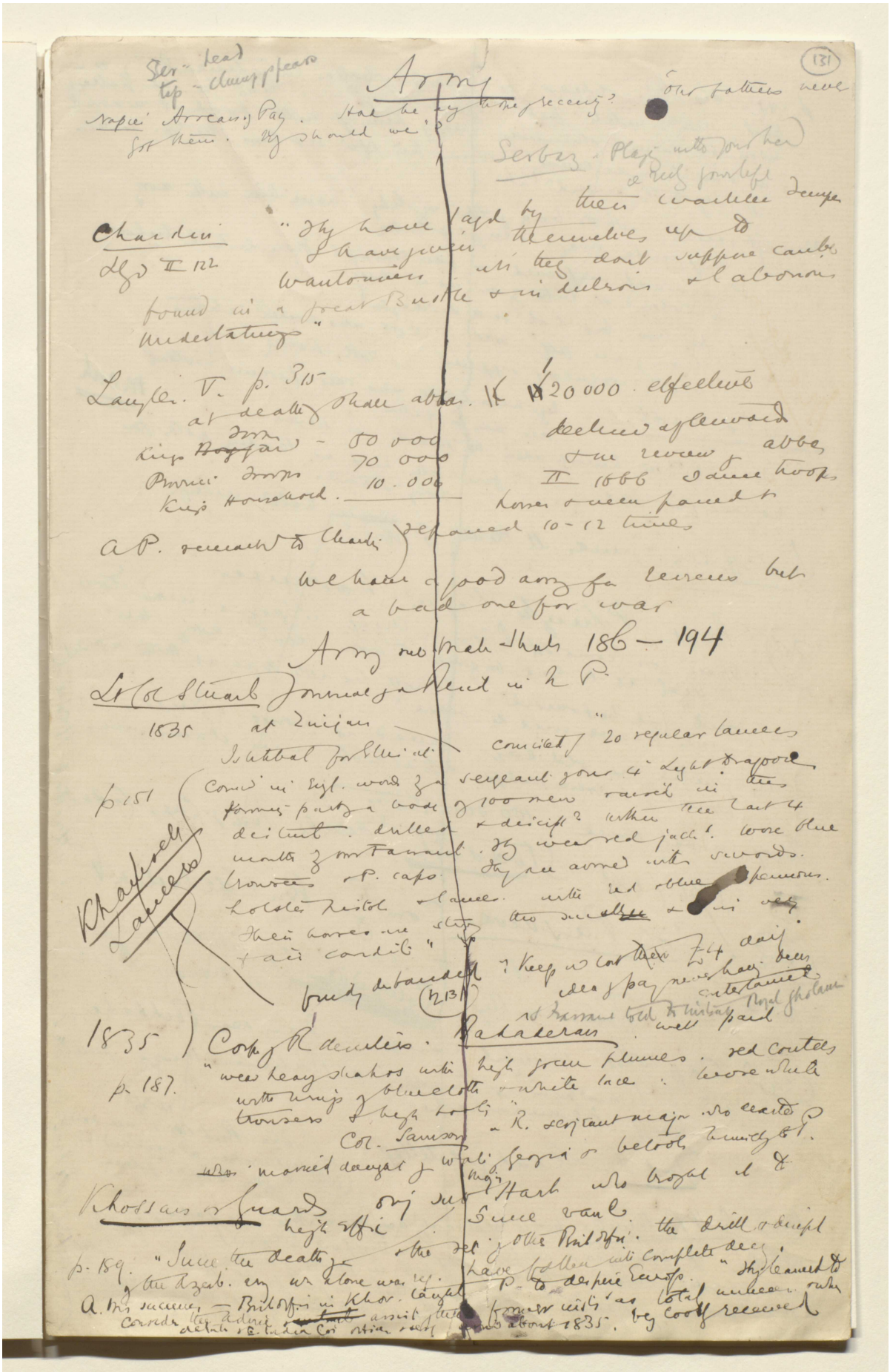

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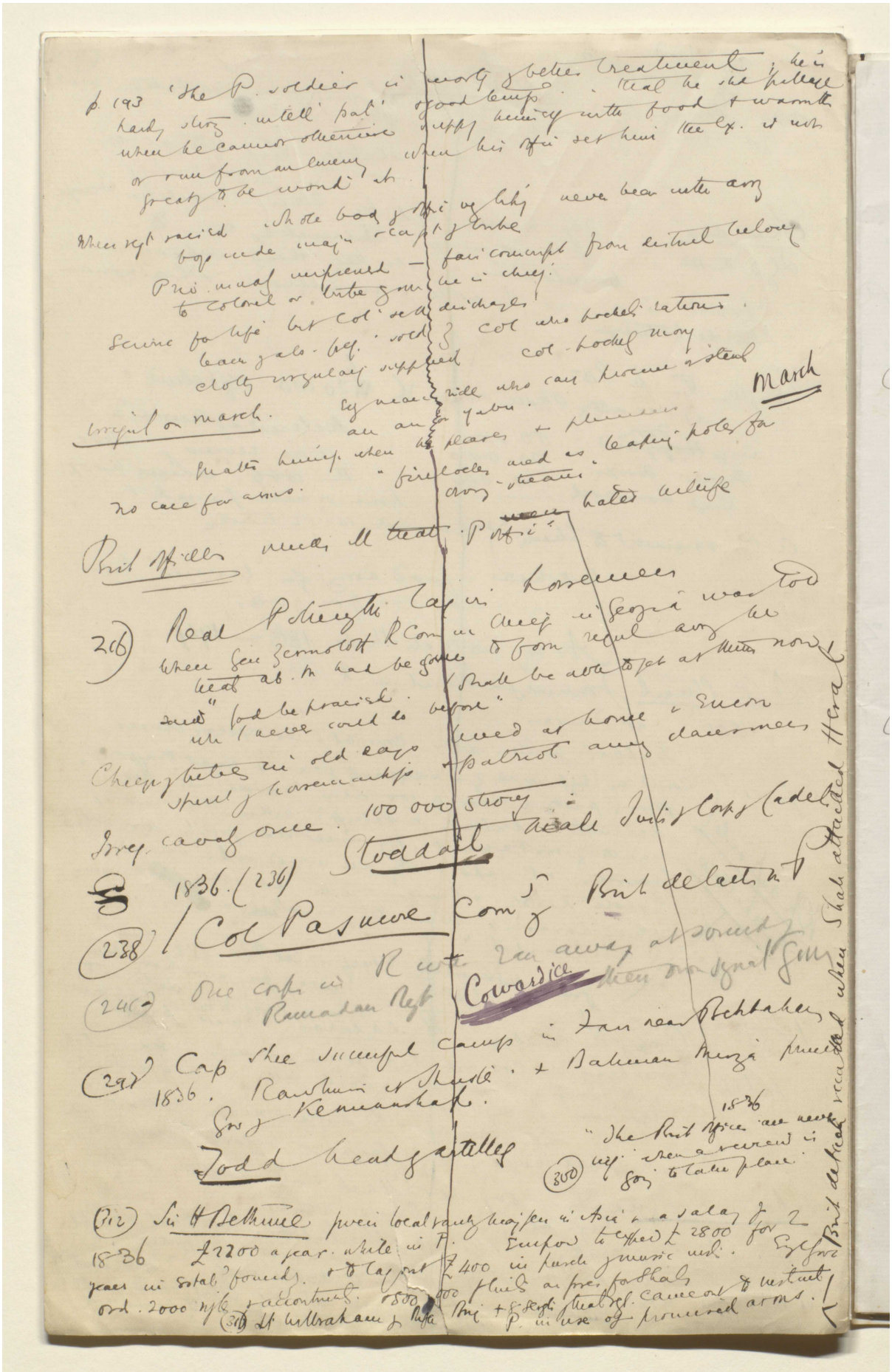

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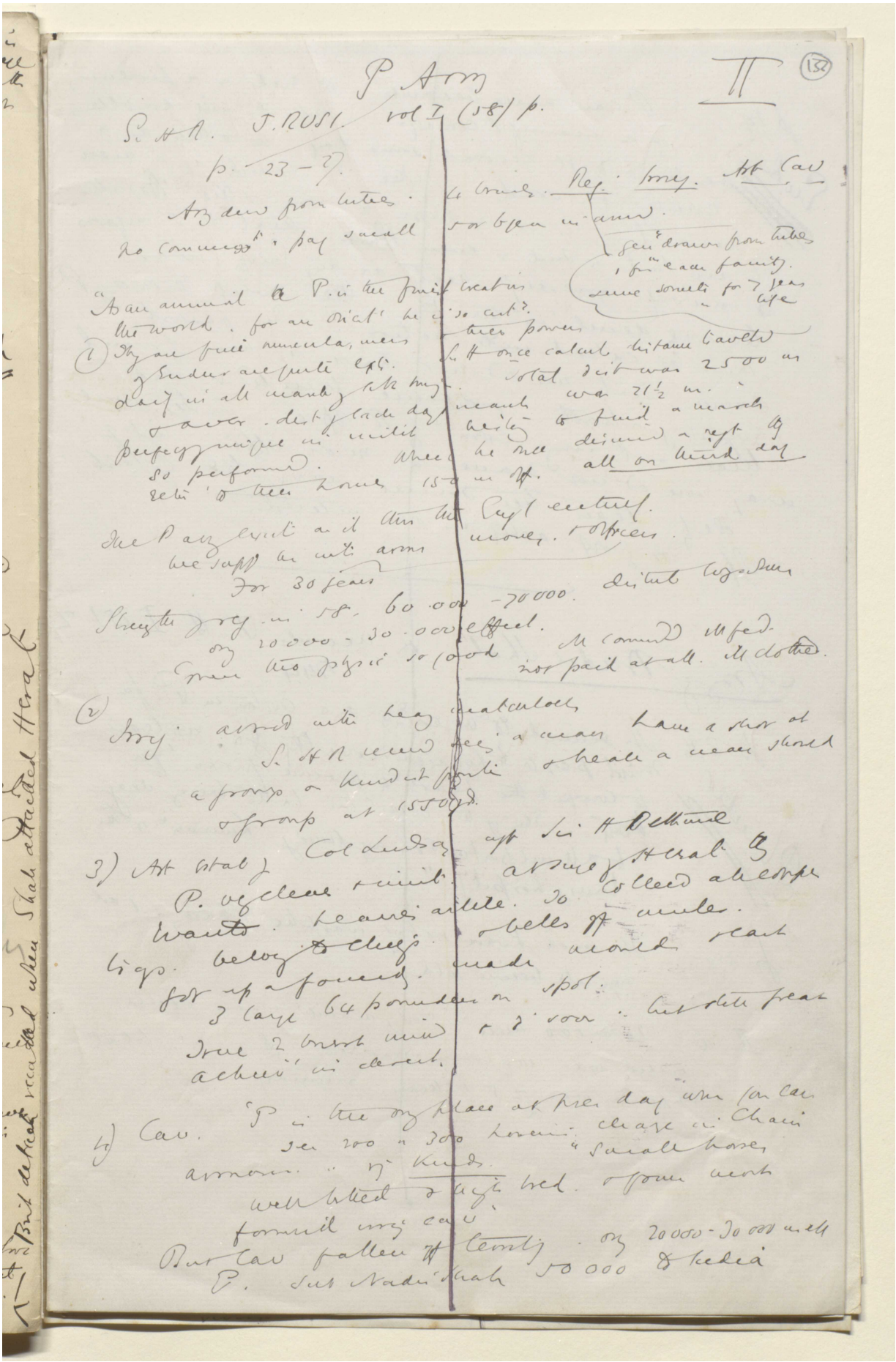

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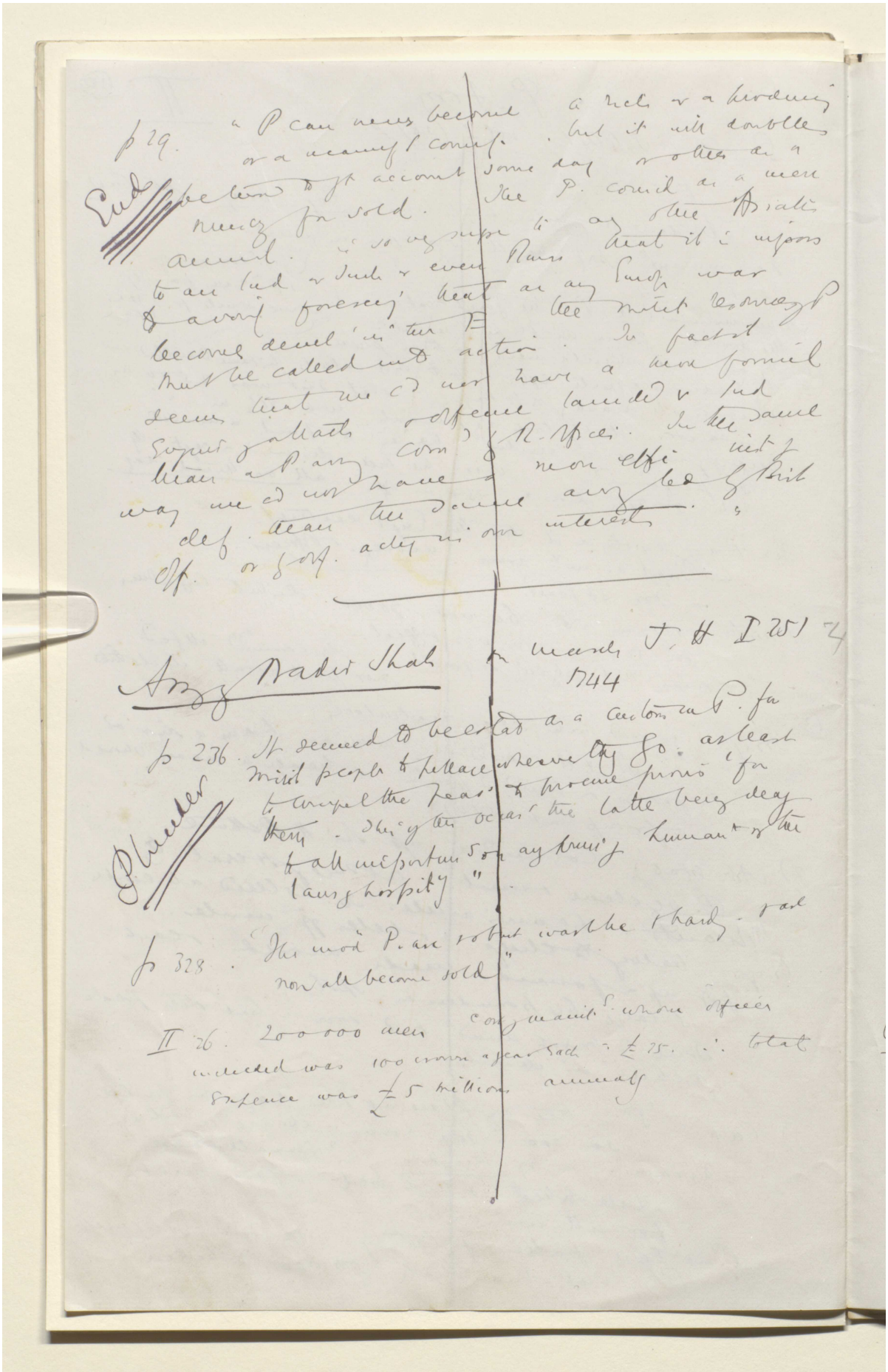

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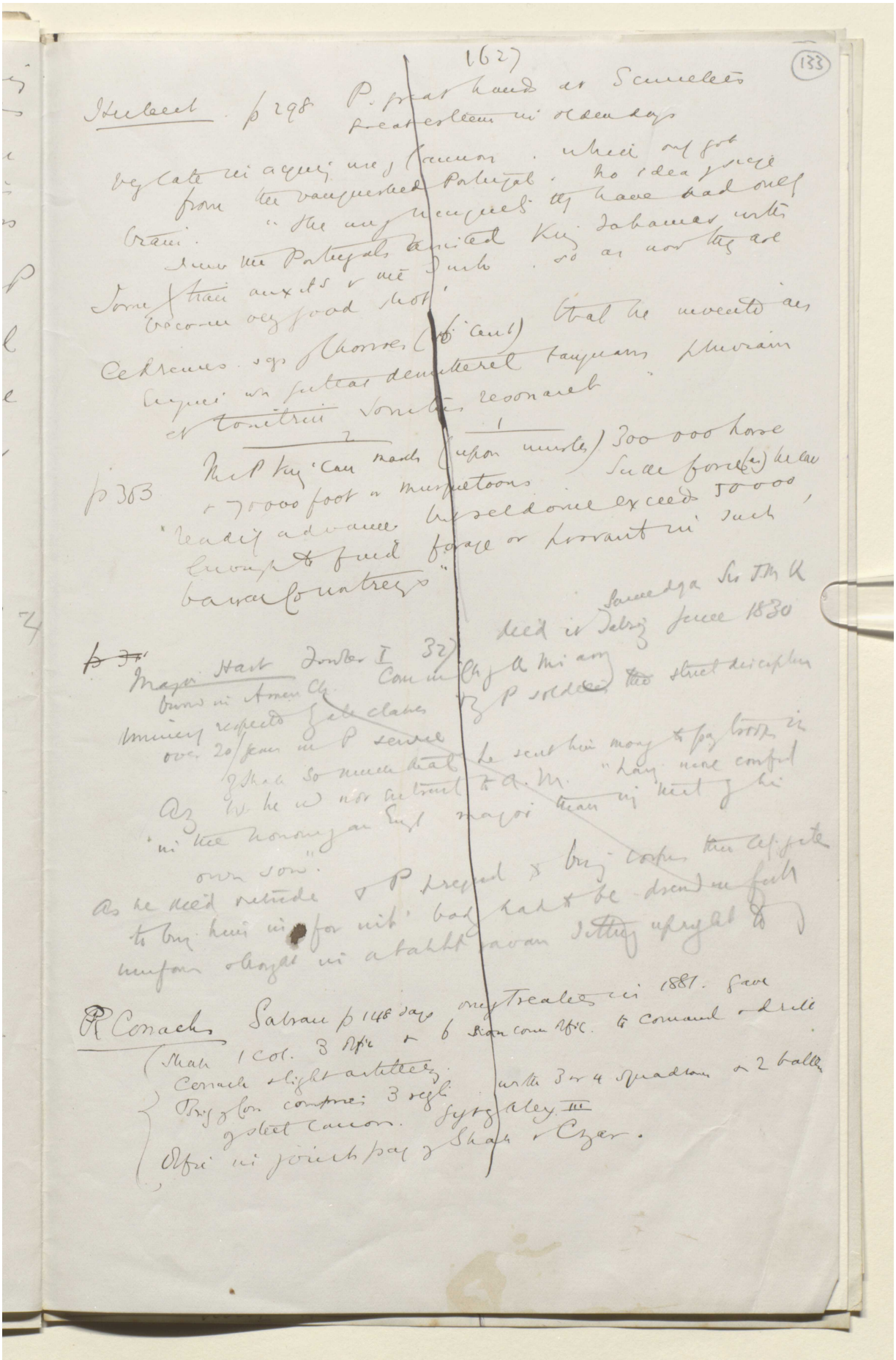

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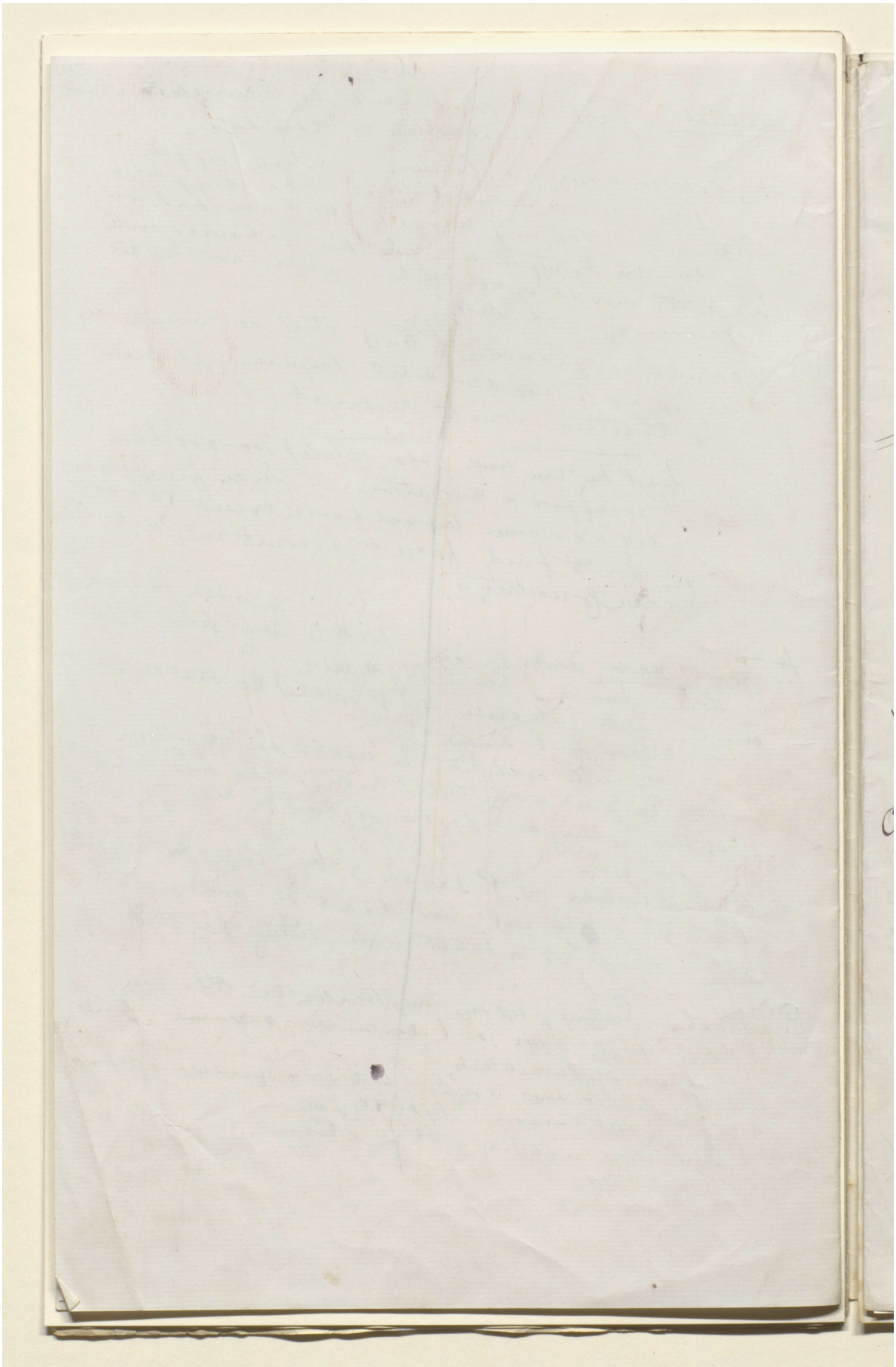

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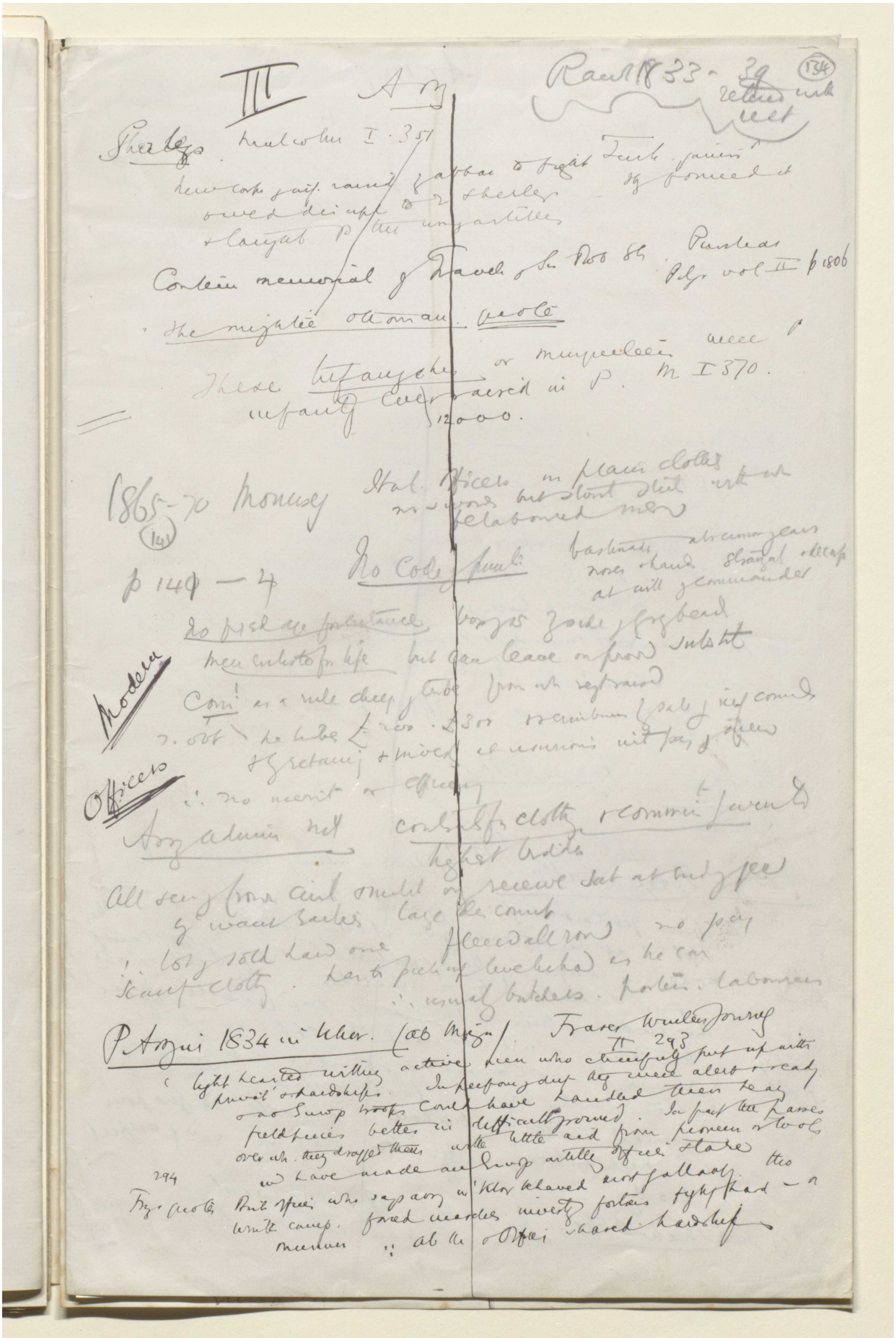

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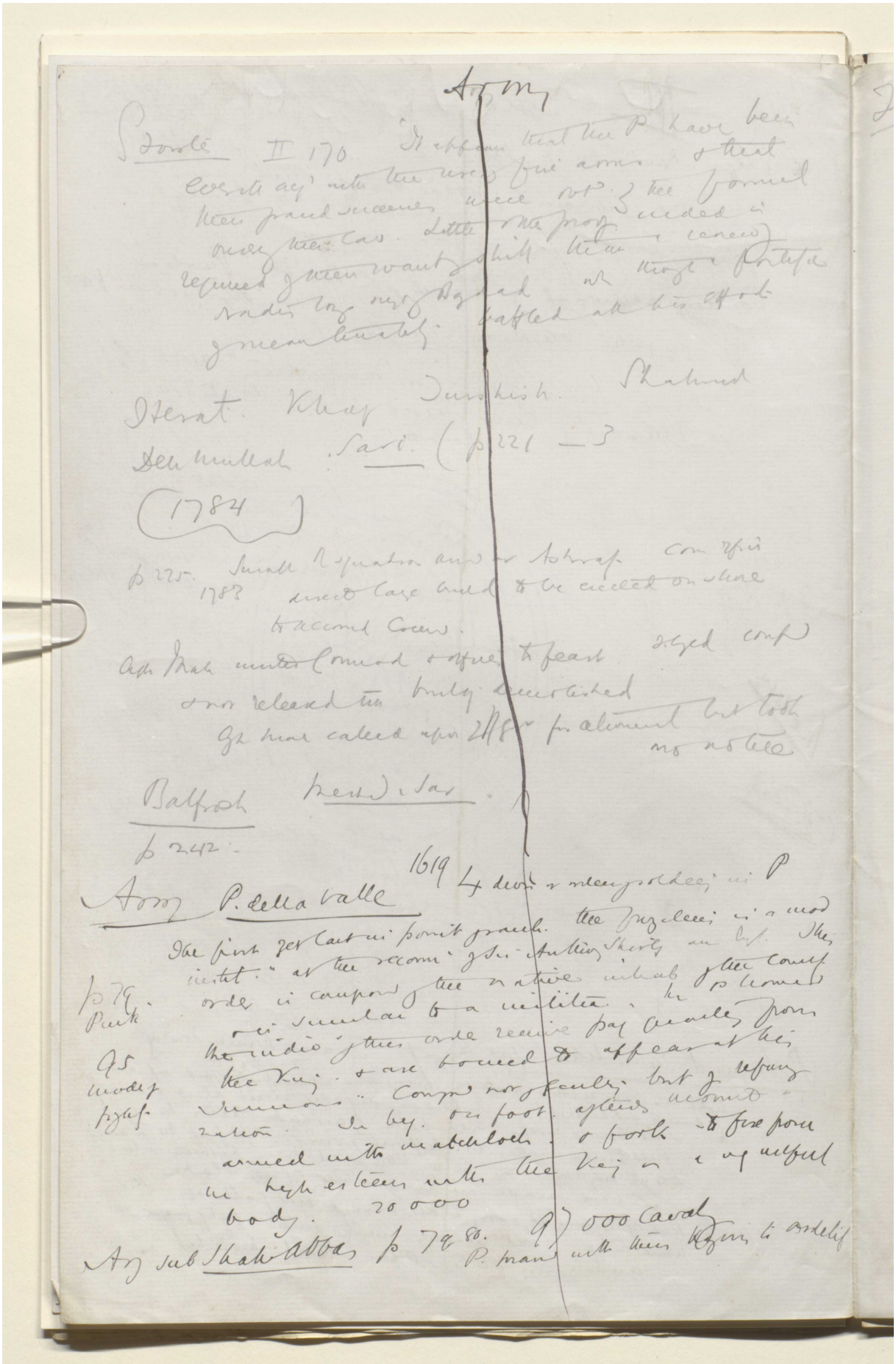

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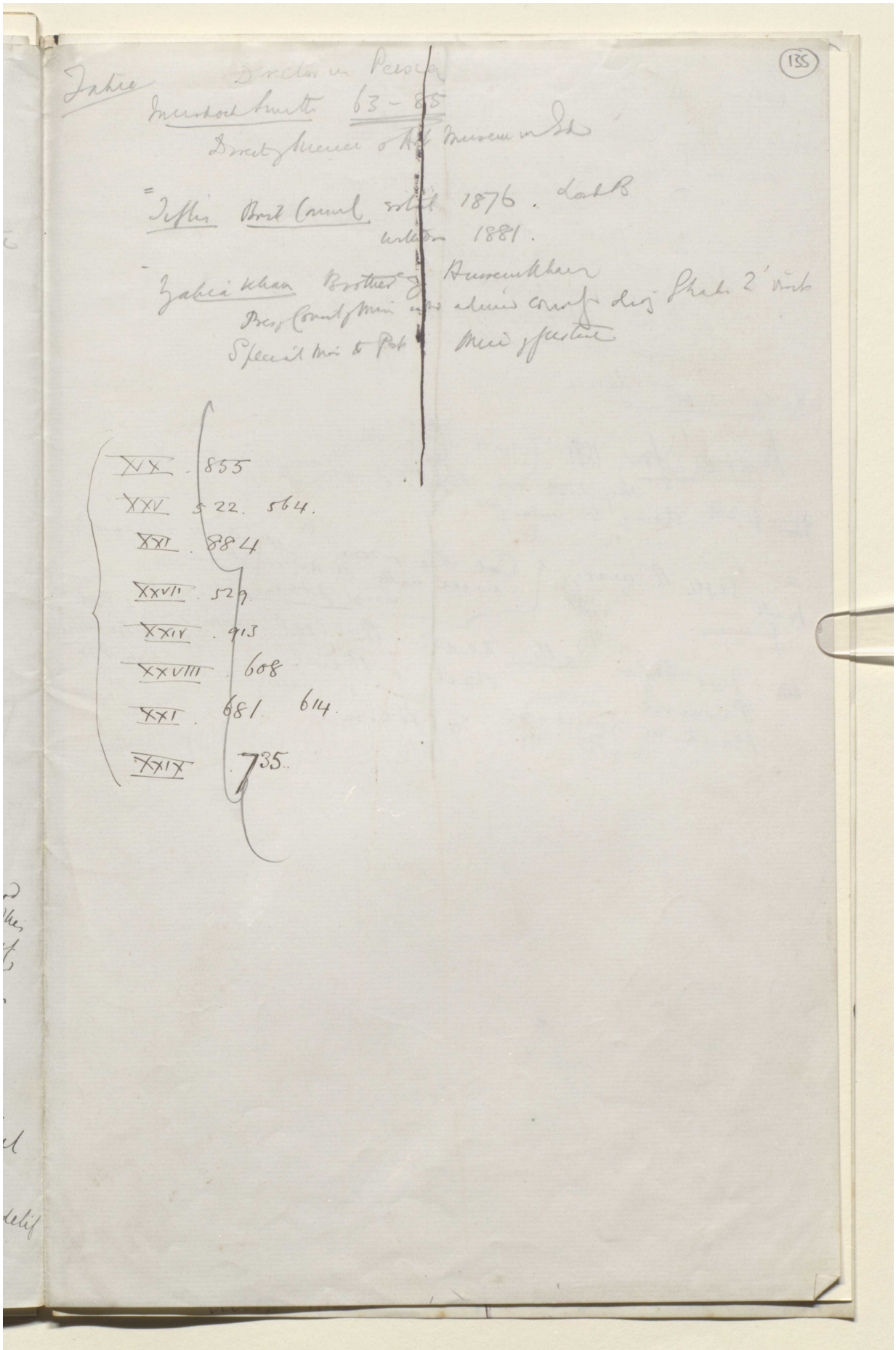

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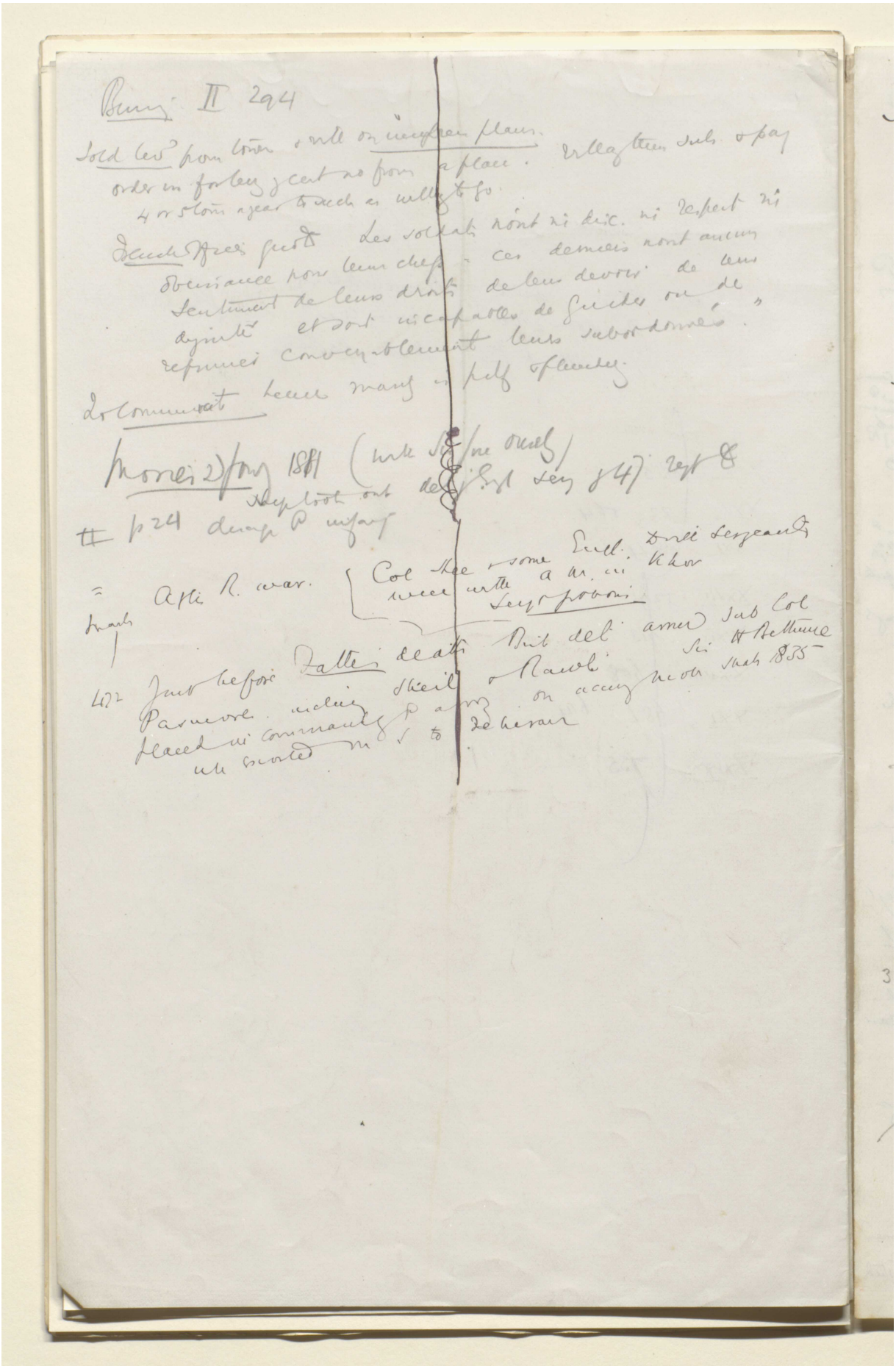

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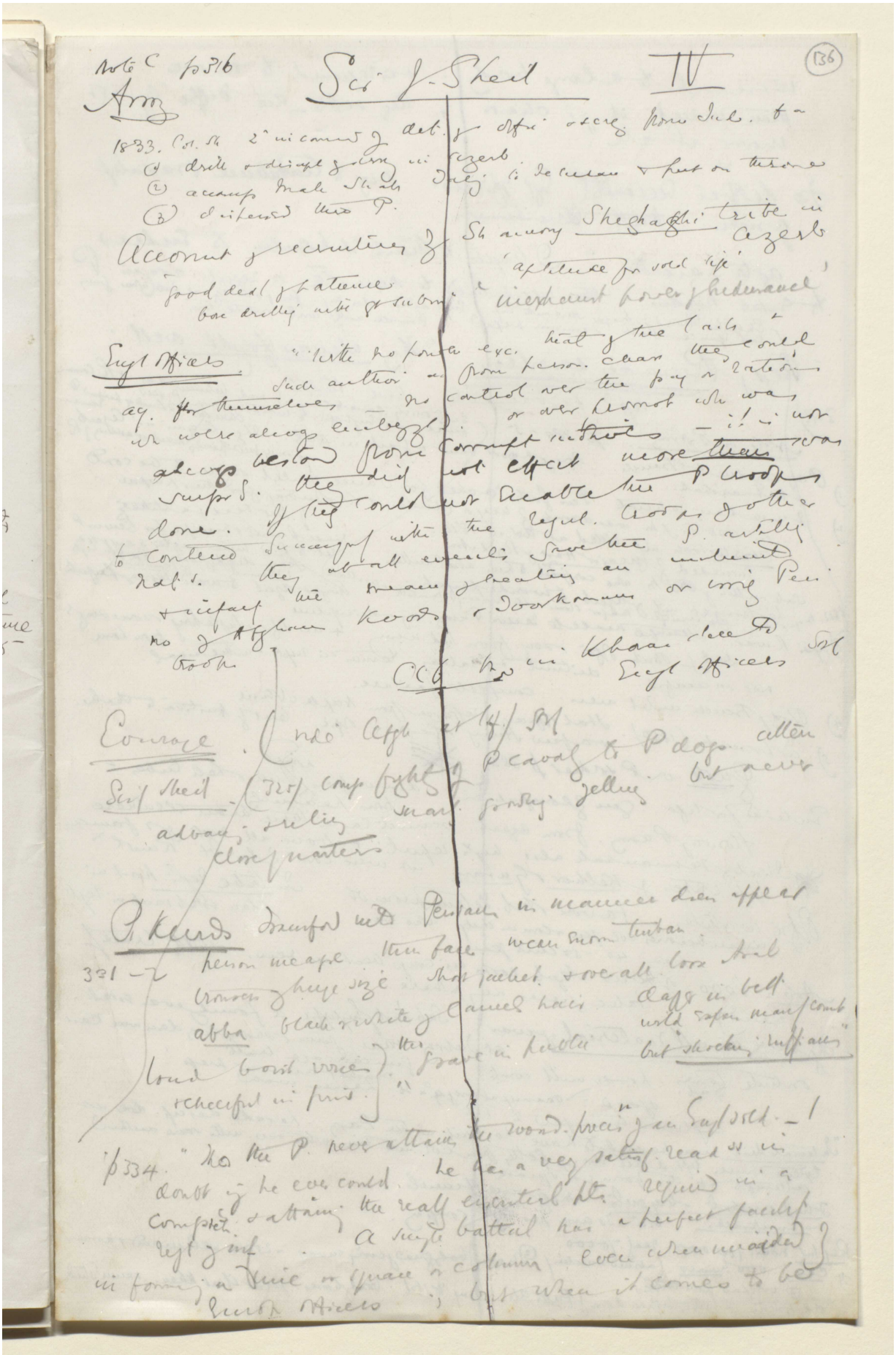

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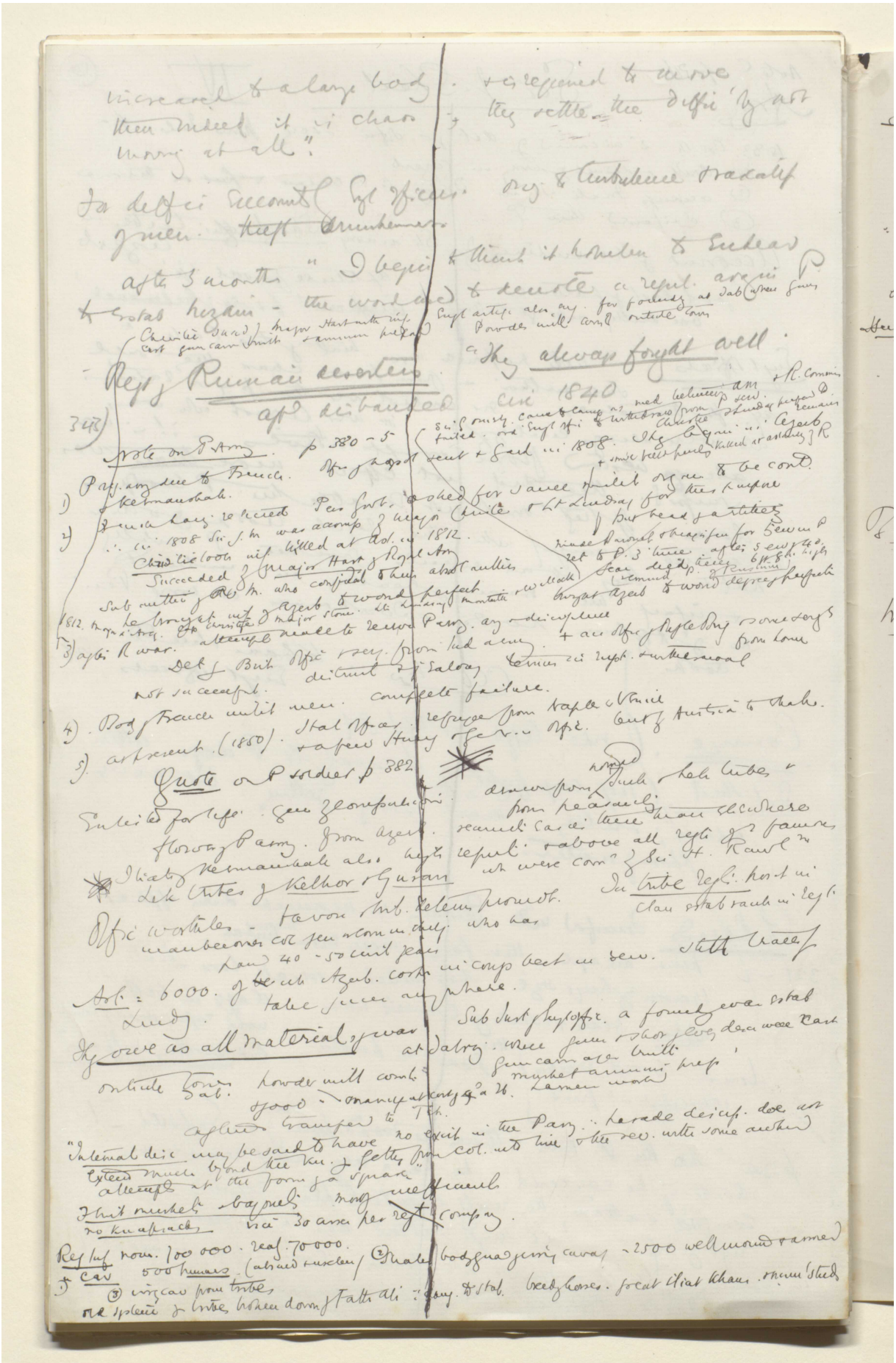

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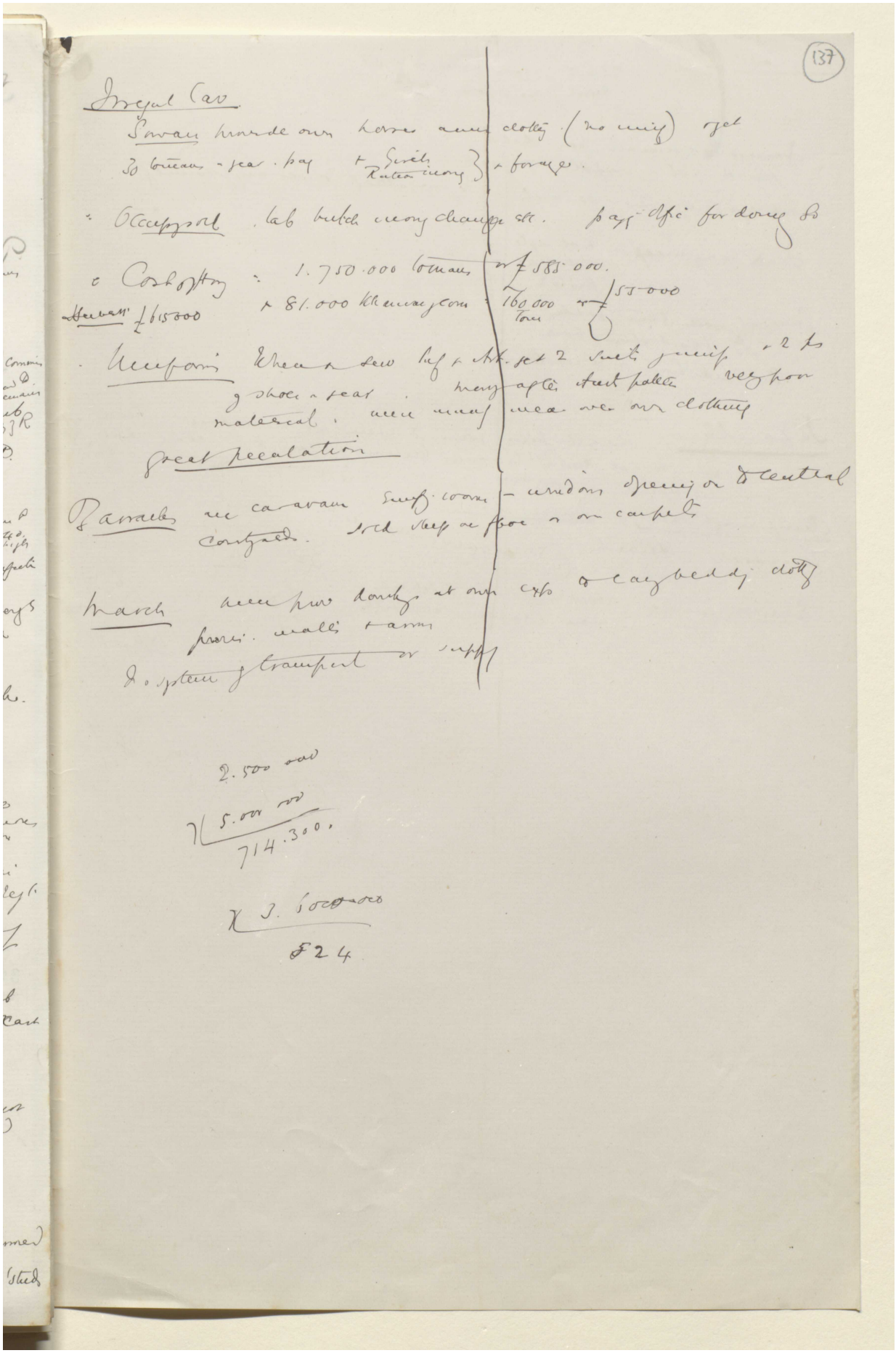

(137)

Irregular Cav.

Sowars provide own horses arms clothing (no uniq) & get 30 tomans a year pay + Girls Ration money } + forage.

Occupy sold. lab butch money changes etc. pay offic for doing so

Cost of Hong: 1.750.000 tomans or £585.000.
+ 81.000 Khanwar gom = 160.000 tom or £55.000
Herbert £615000

Uniform: Wheat & sew buf & Ark. get 2 suits g unif + 2 ps g shoes a year. many agtes Arab pattern very poor material. men many wear over own clothing

Great peculation

Barracks are caravans simply rooms - windows opening on to central courtyards. sold sleep on floor & own carpets

March men prov doubtings at own exp to carry bedding clothing provis. mallis & arms

No system of transport or supply

2.500 000
7 | 5.000 000
714.300.

X 3.600.000
£24

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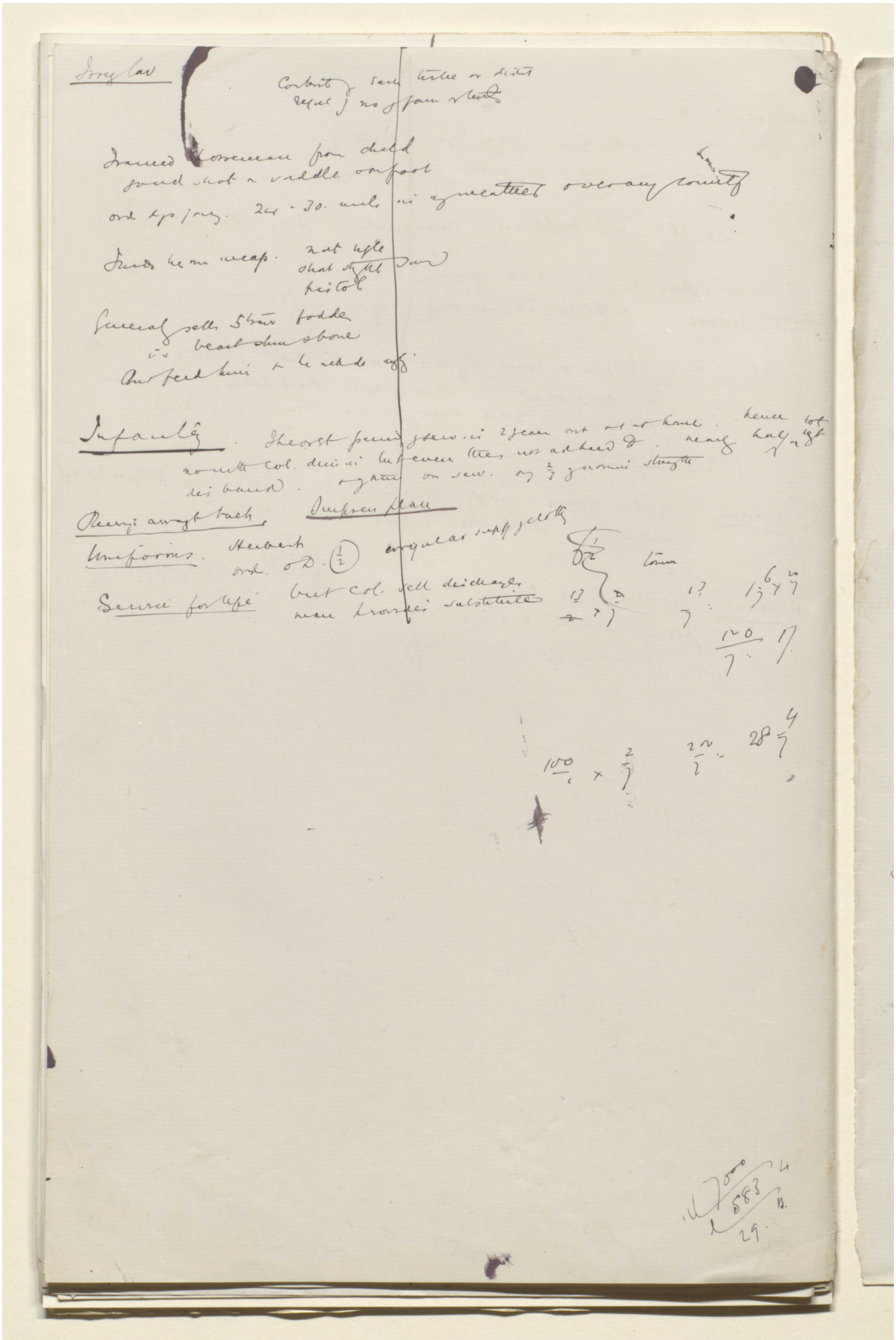

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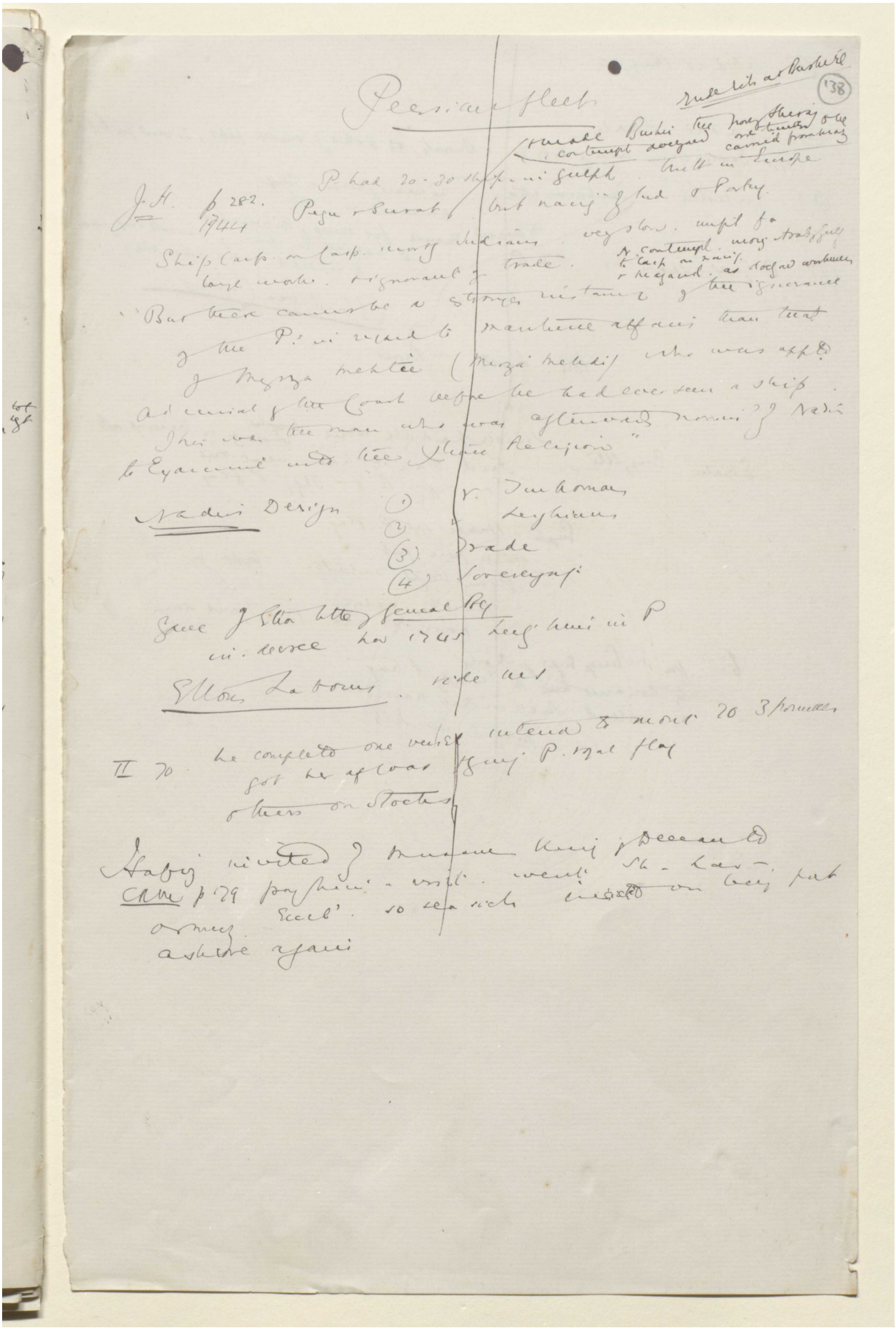

Persian fleet

Rude lits at Bushire

made Bushir the port of Shiraz & contempt designed one twenty & be carried from Kraz

P had 20-30 ships in Gulph built in Europe

J.H. p 282. 1744 Pegu & Surat but nacy of Ind & Portug.

Ship Carp. on Carp. mostly Indians very slow. unfit for large work. & ignorant of trade. N. contempt. mostly Arab & Gulf to Carp on nacy. & Mazand. as dogged workmen

"But there cannot be a stronger instance of the ignorance of the P.s in regard to maritime affairs than that of Mirza Mehtee (Mirza Mehdi) who was appd. Admiral of the Coast before he had ever seen a ship. This was the man who was afterwards nominated of Nadir to Examine into the Christian Religion"

Nadir's Design (1) v. Turkomans
(2) v. Leghians
(3) Trade
(4) Sovereignty

Gave of Ettor letter of General Bey in decree Nov 1745 Leg. him in P

Ettor's Labours. ride ms

II 70. he completed one vessel intend to mount 20 3 pounders got her afloat flying P. royal flag others on stocks

Hafiz invited of Muzaffar King of Deccan to CRM p 79 pay him a visit. went Sh. Lar. or my Excel. so sea sick insisted on being put ashore again

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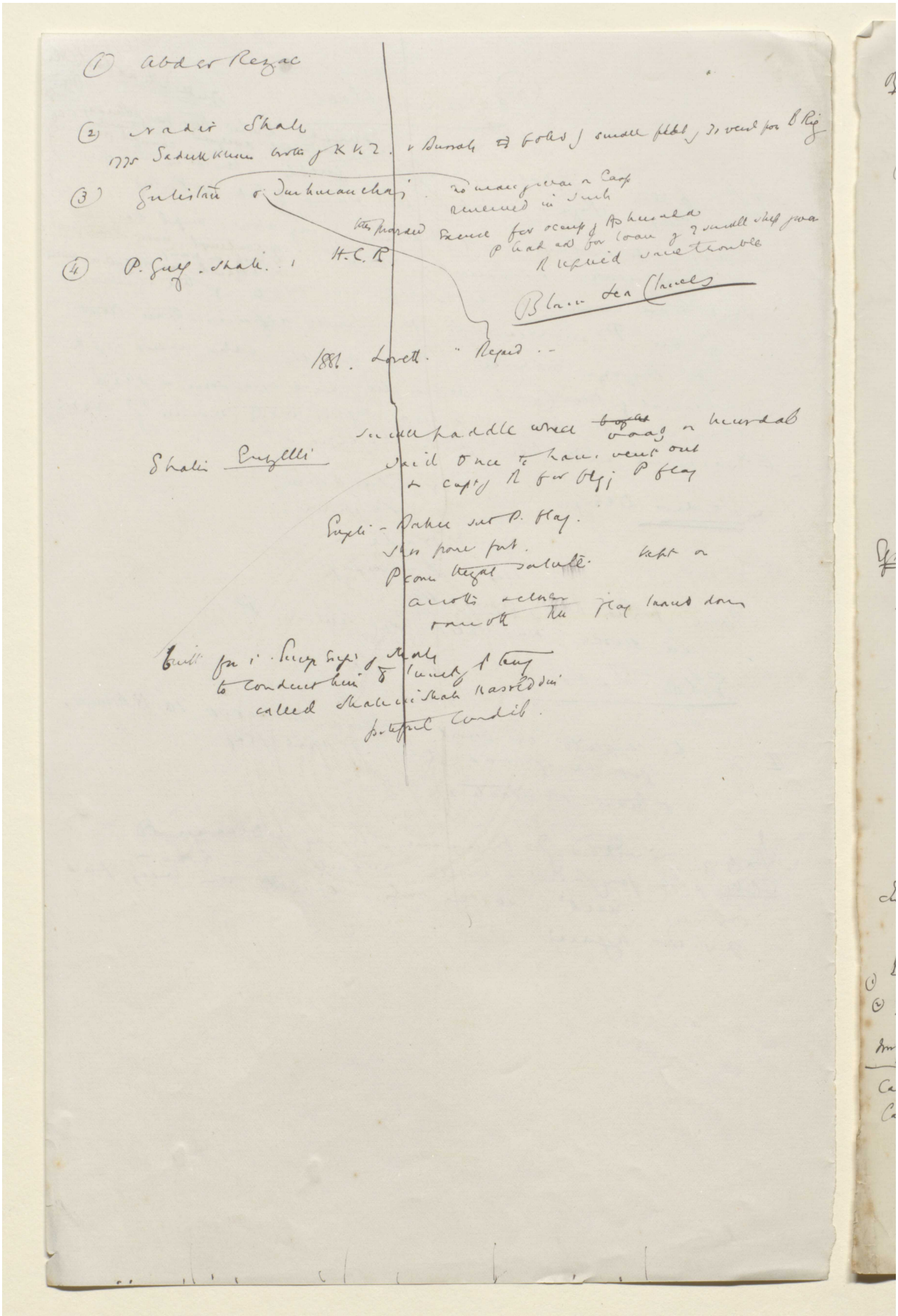

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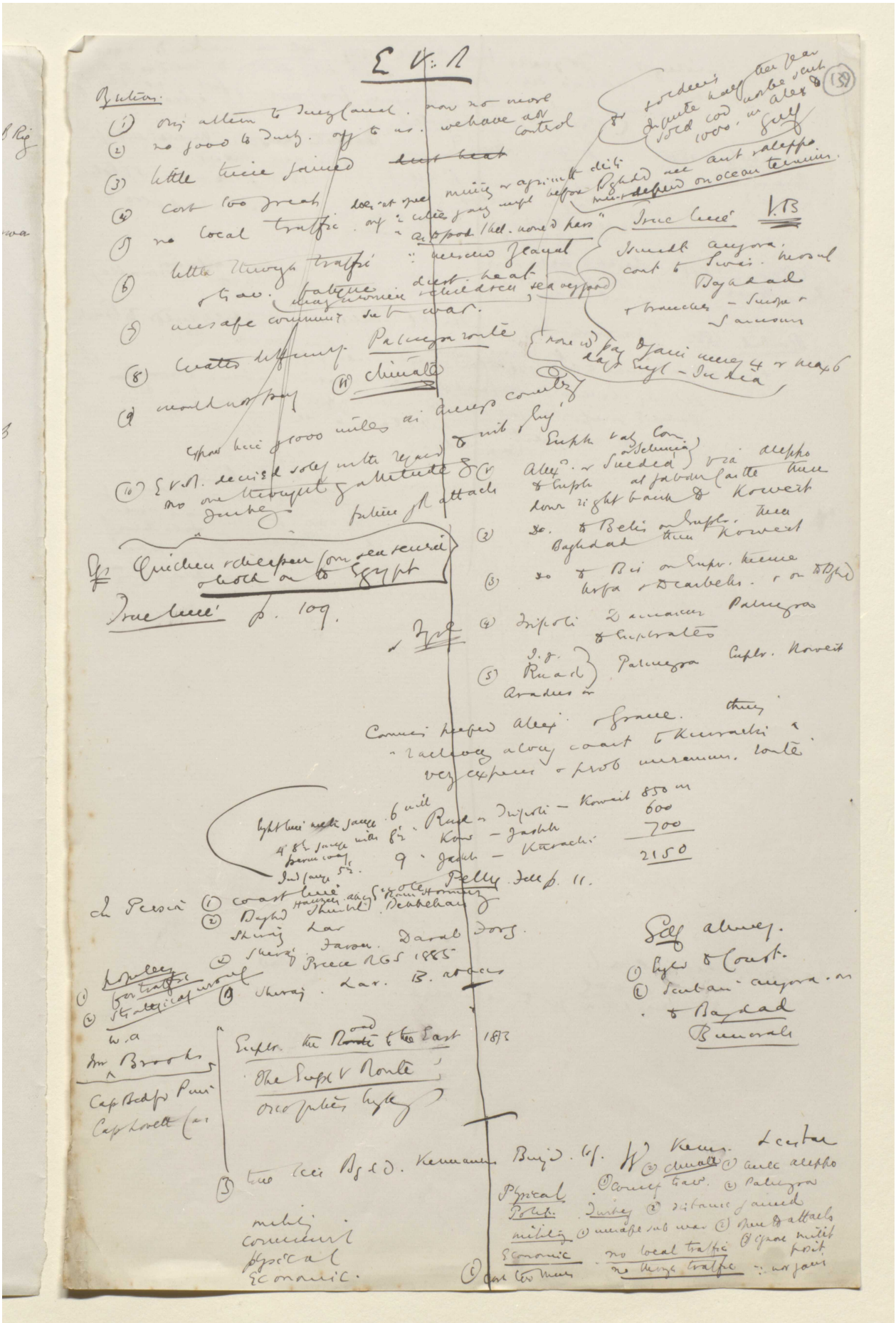

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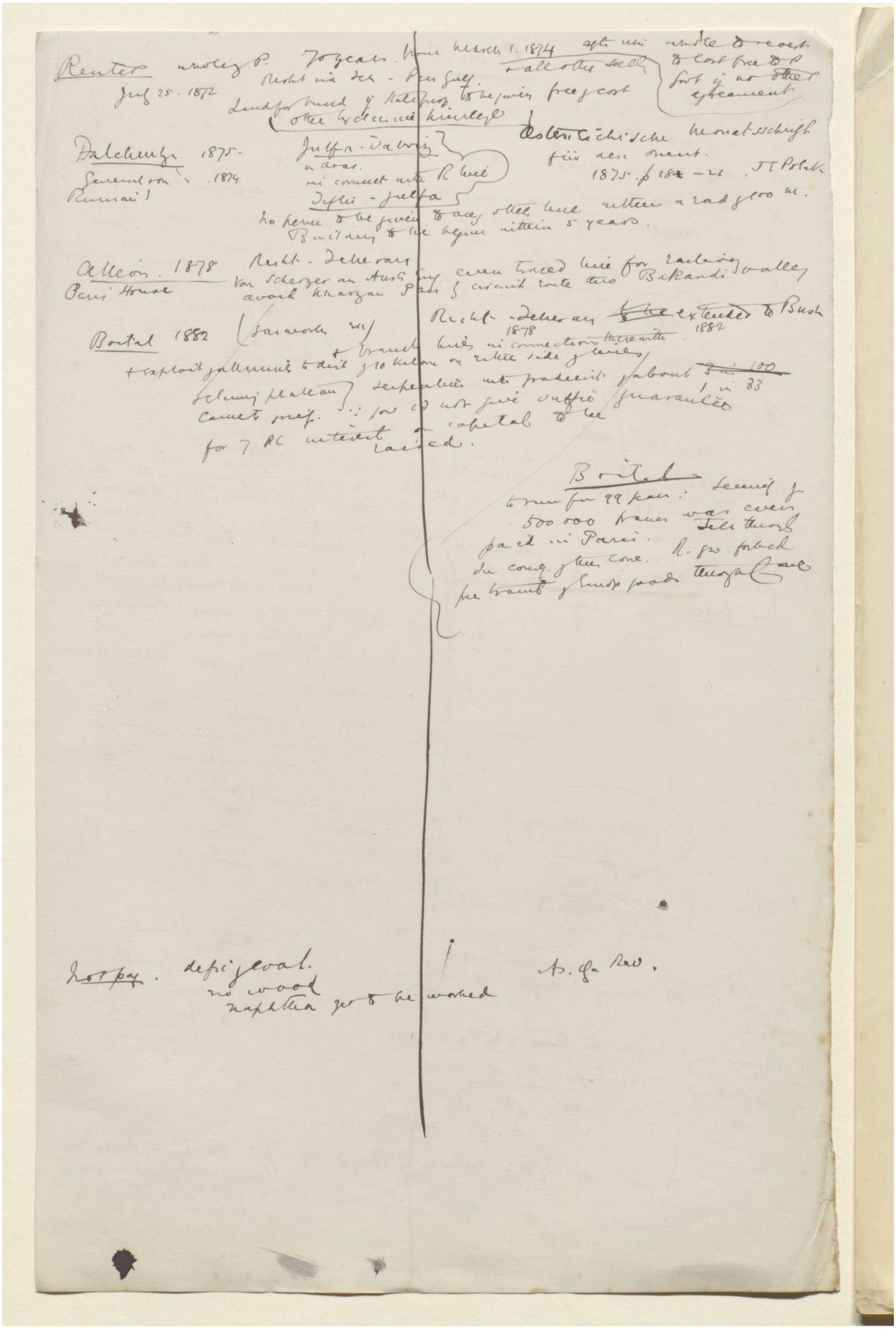

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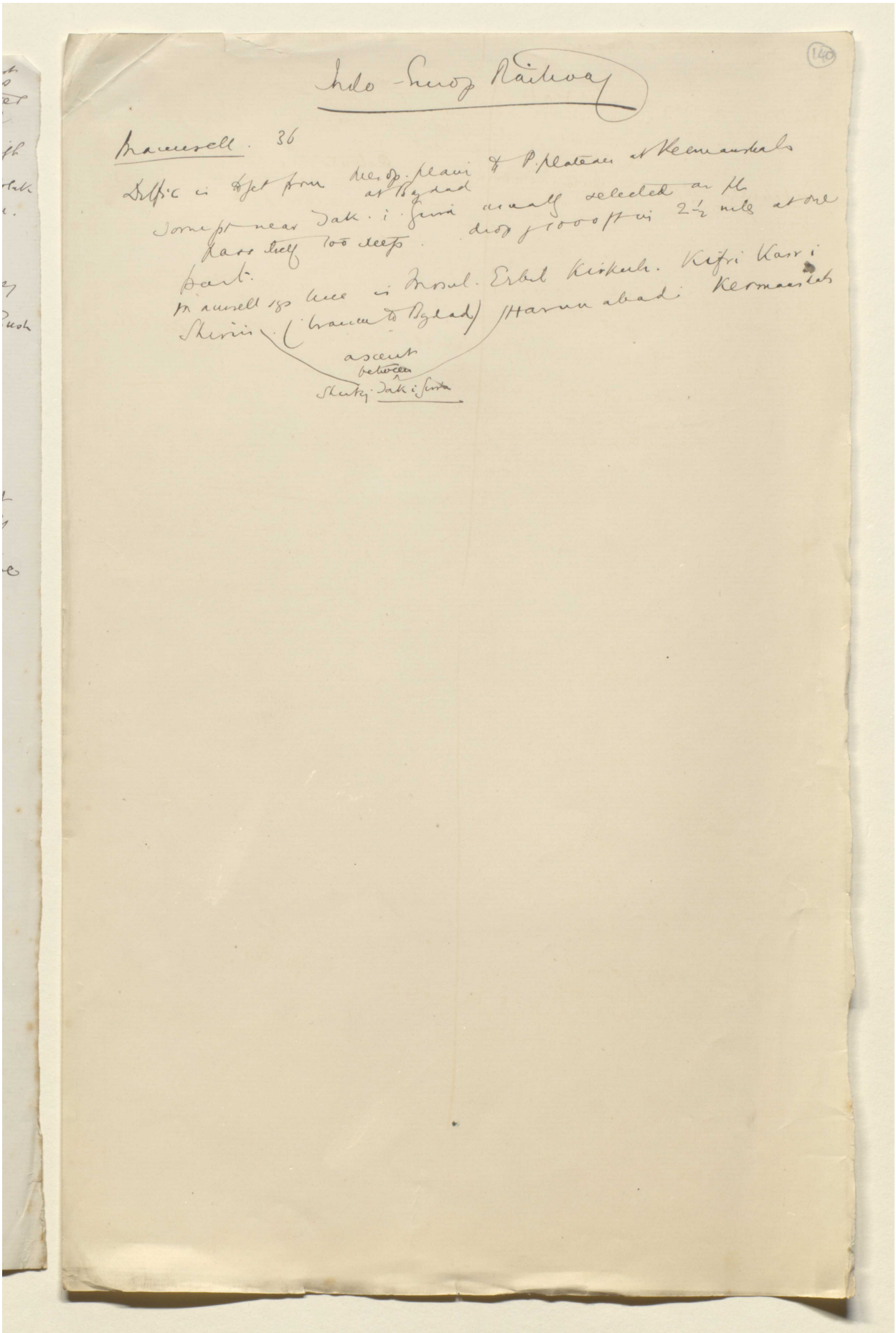

Indo-Europ Railway

Maunsell. 36

Diffic is to get from Mes. op. plain & P. plateau at Kermanshah at Bagdad

Torne pt near Tak. i Gura usually selected as the pass itself too deep. drop of 1000 ft in 2½ miles at one part.

Maunsell sgs line is Mosul. Erbil Kirkuk. Kifri Kasr i Shirin. (branch to Bagdad) Harun abad. Kermanshah

ascent between Shirin. Tak i Gura

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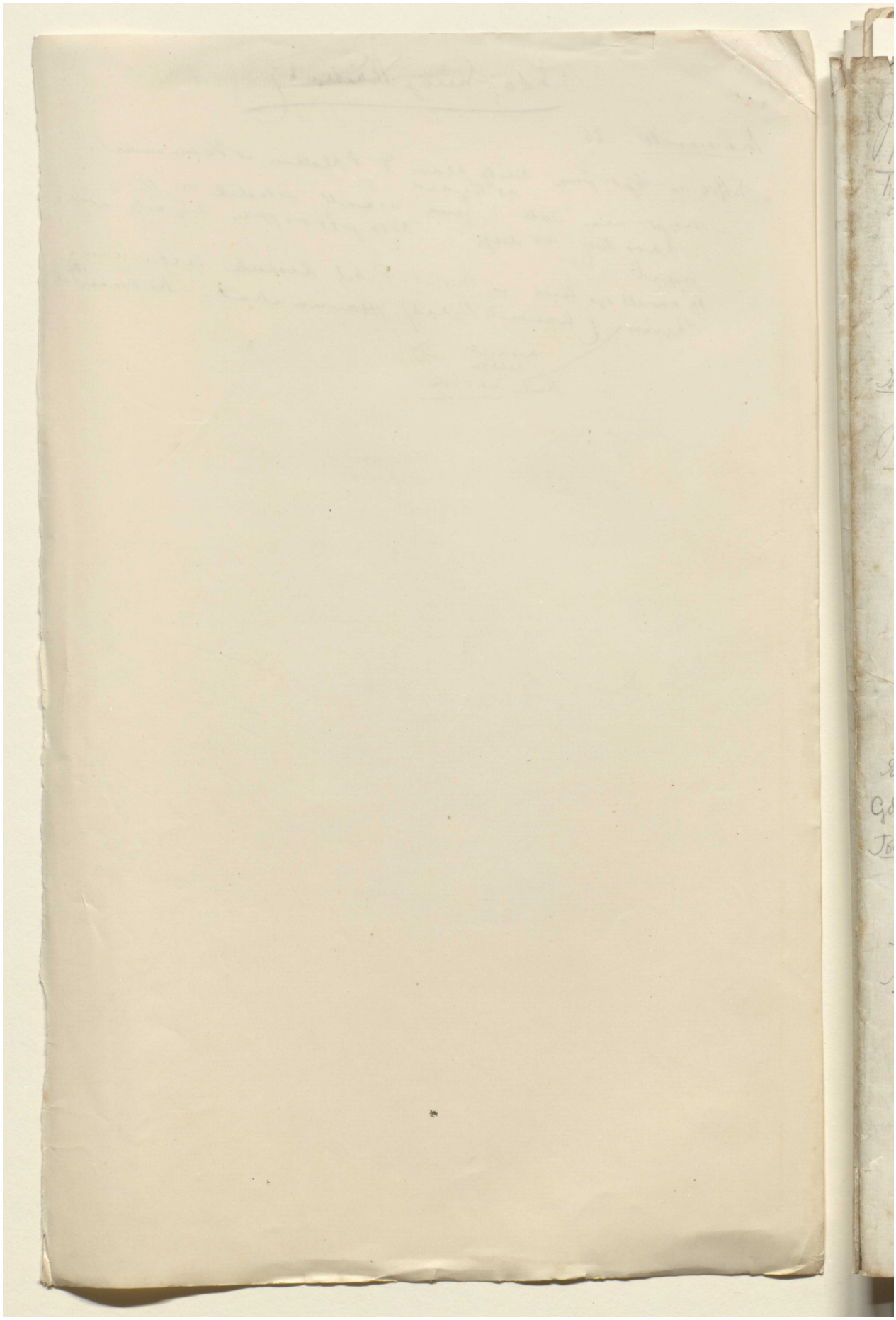

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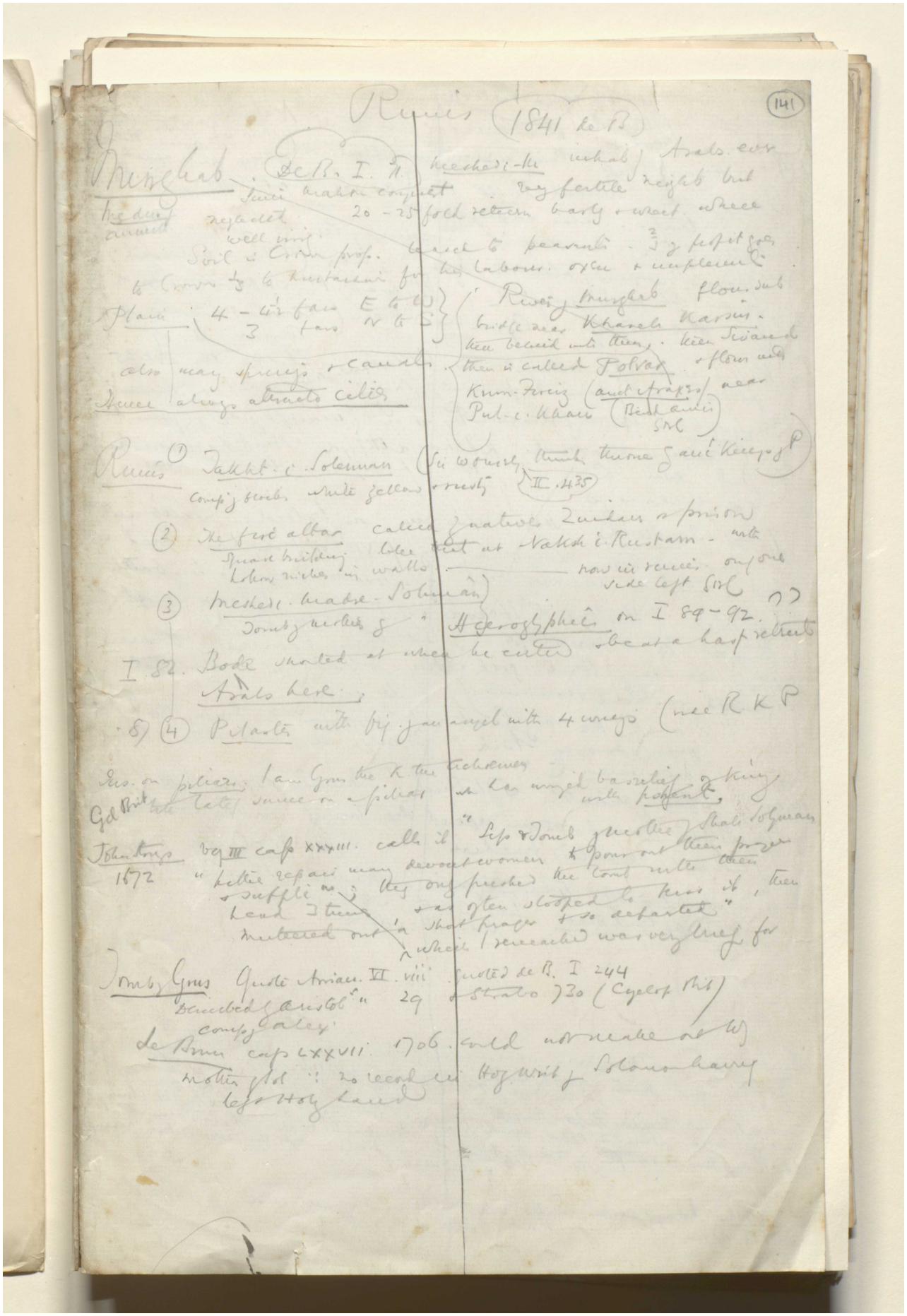

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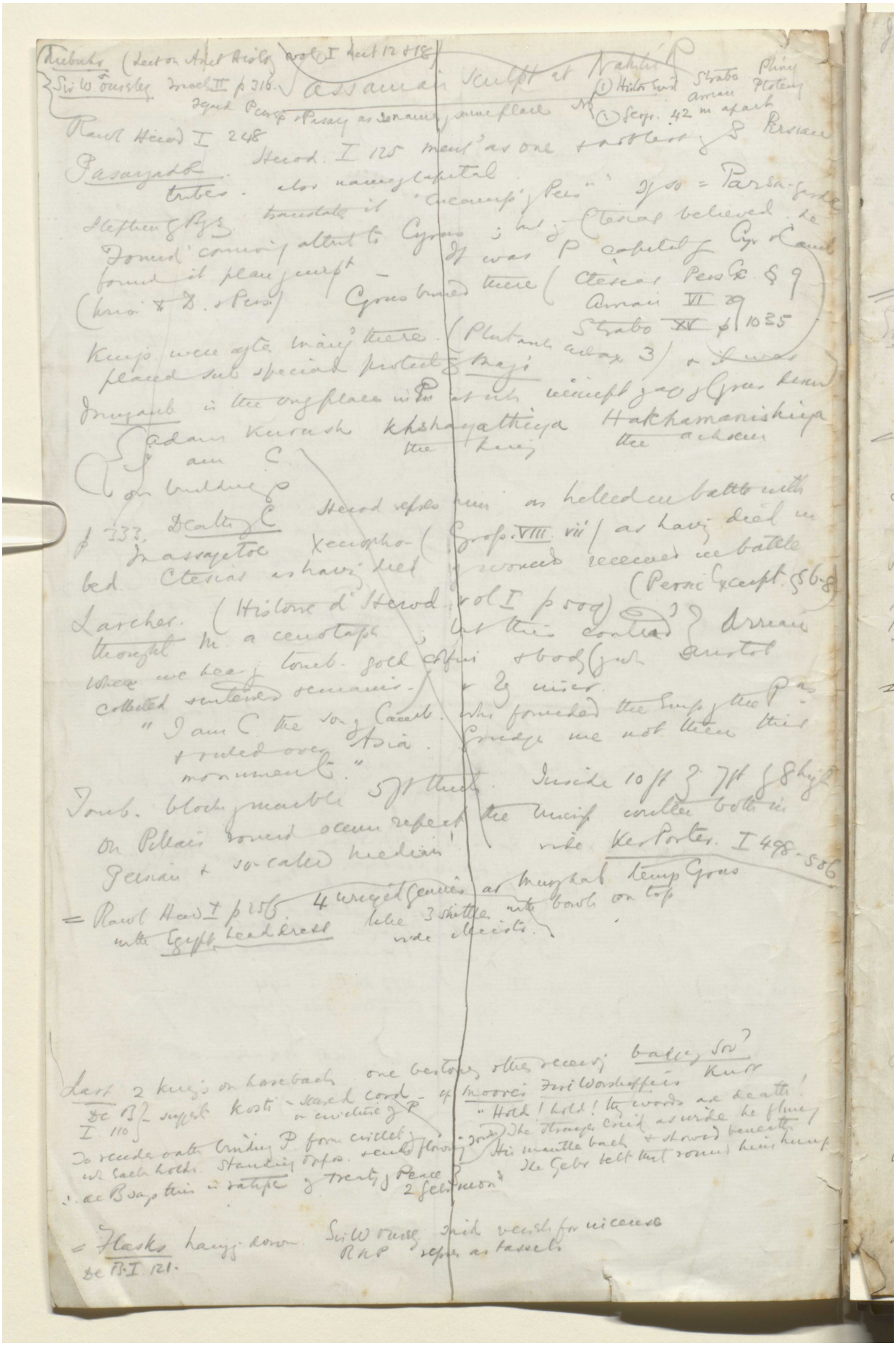

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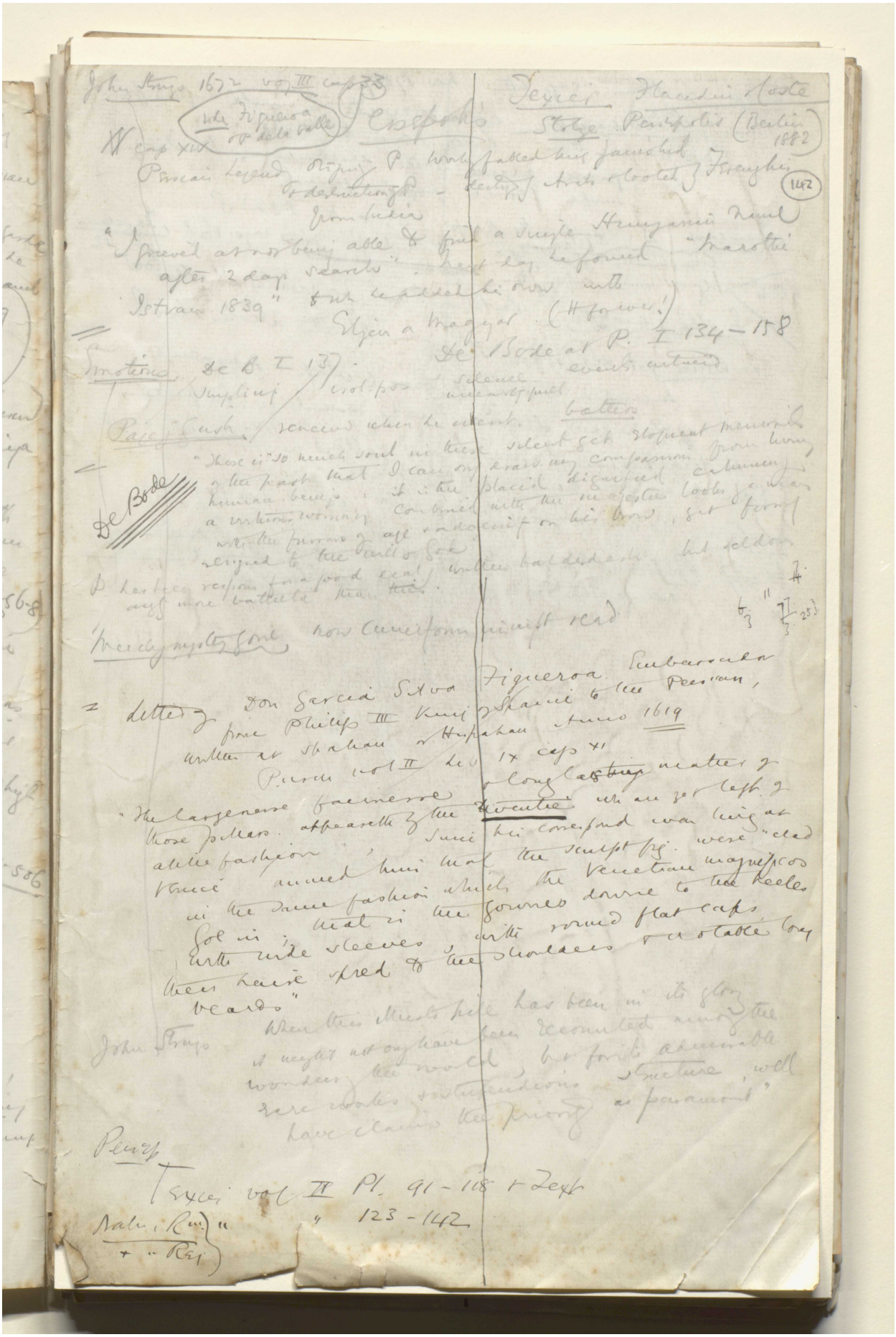

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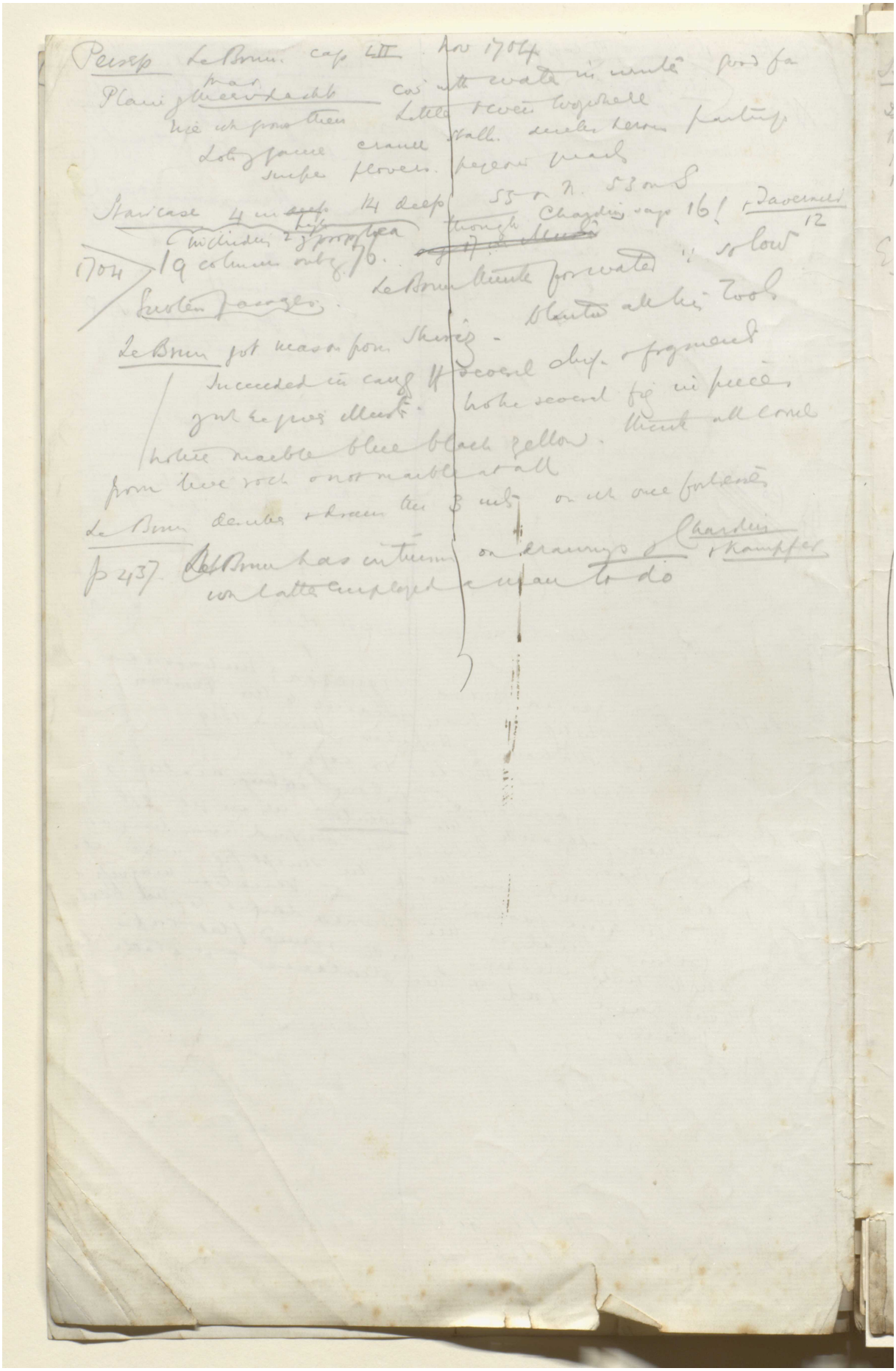

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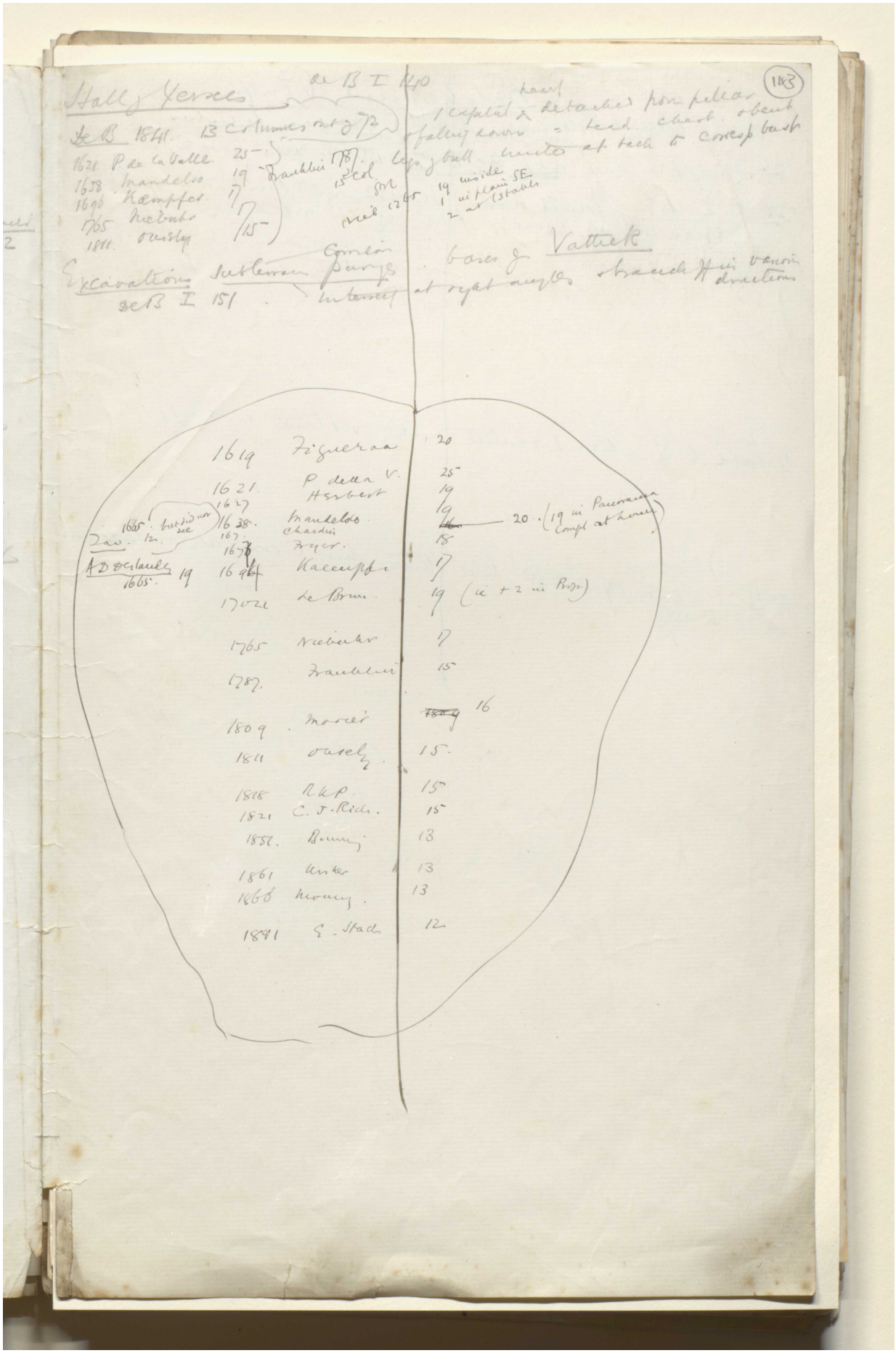

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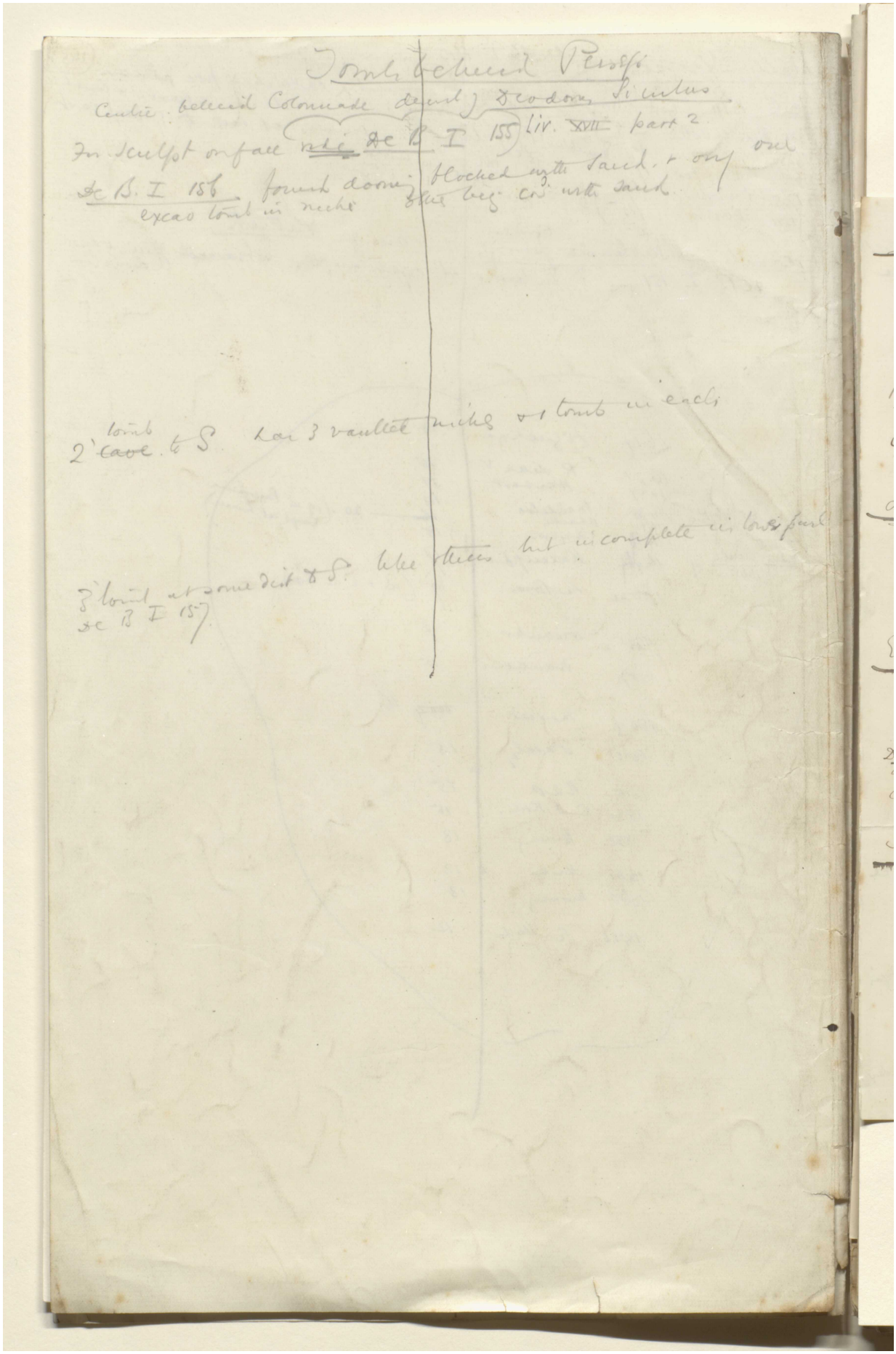

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Tombs behind Persep

Centre behind Colonnade dest by Diodorus Siculus

In sculpt on face ~~vide~~ de B I 155 Liv. XVII part 2

de B. I 156 found dooming blocked with sand, & only one excav tomb in niche other beg cov with sand

2' ~~cave~~ tomb to S has 3 vaulted niches & 1 tomb in each

3' tomb at some dist to S. like others but incomplete in lower part de B I 157

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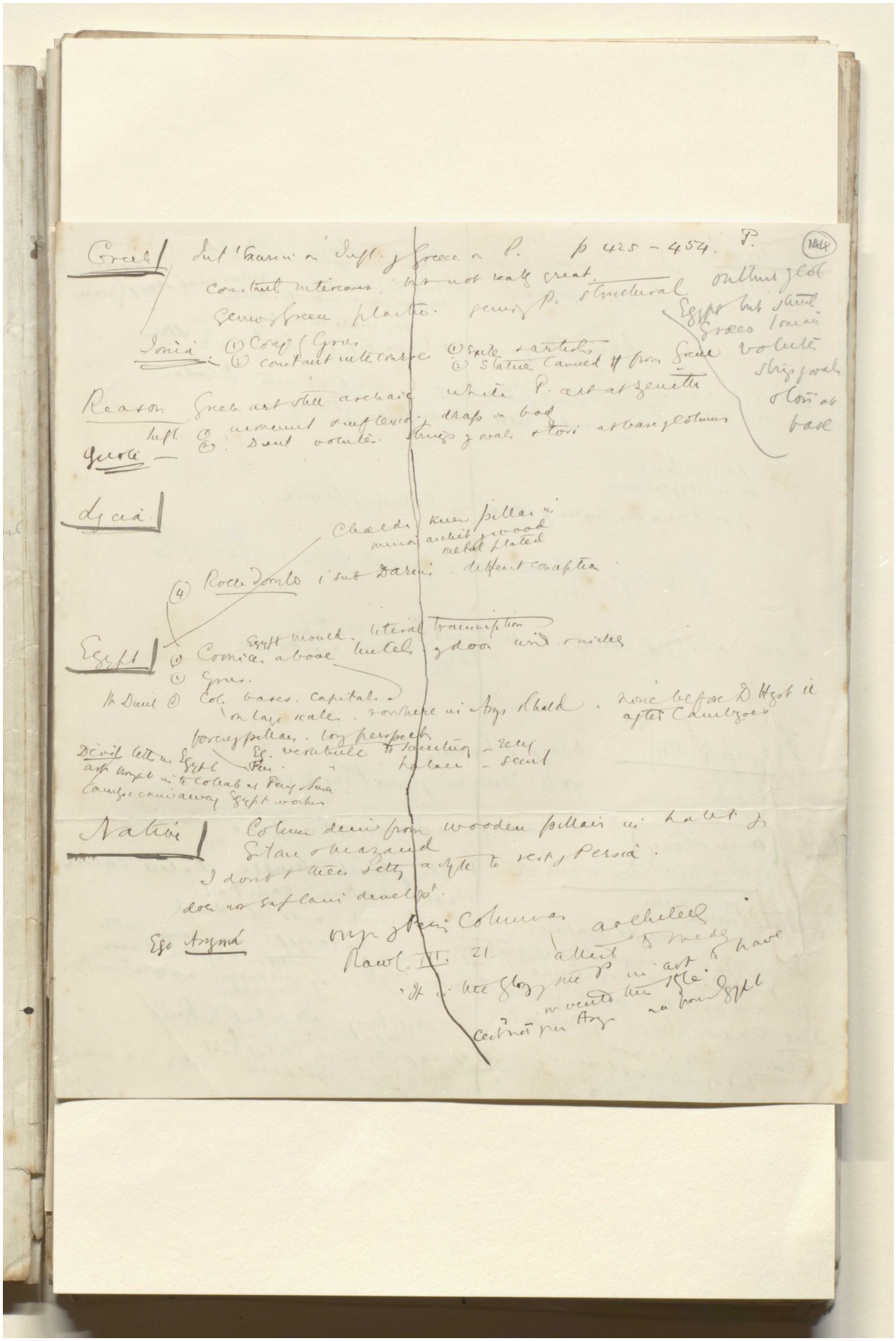

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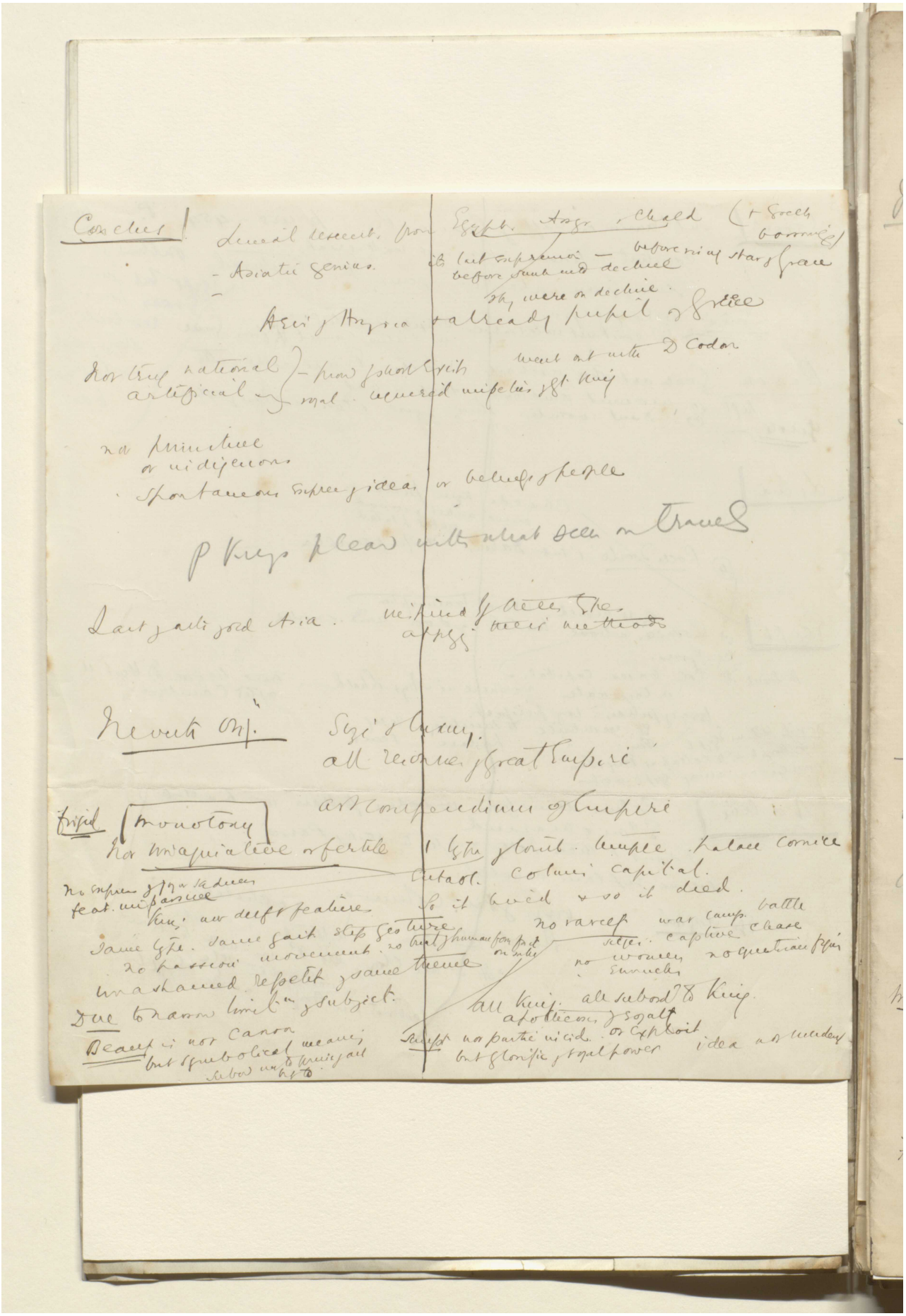

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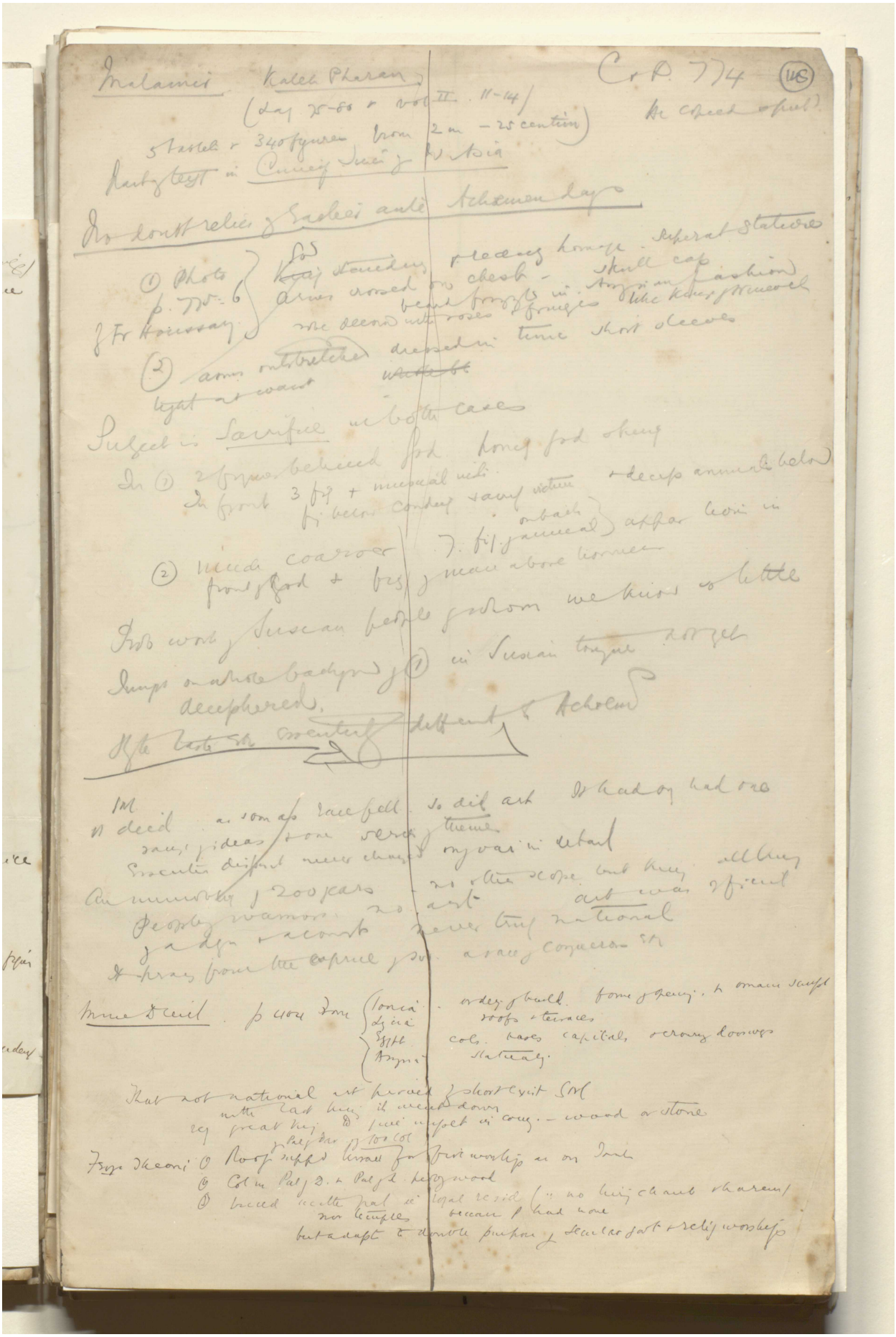

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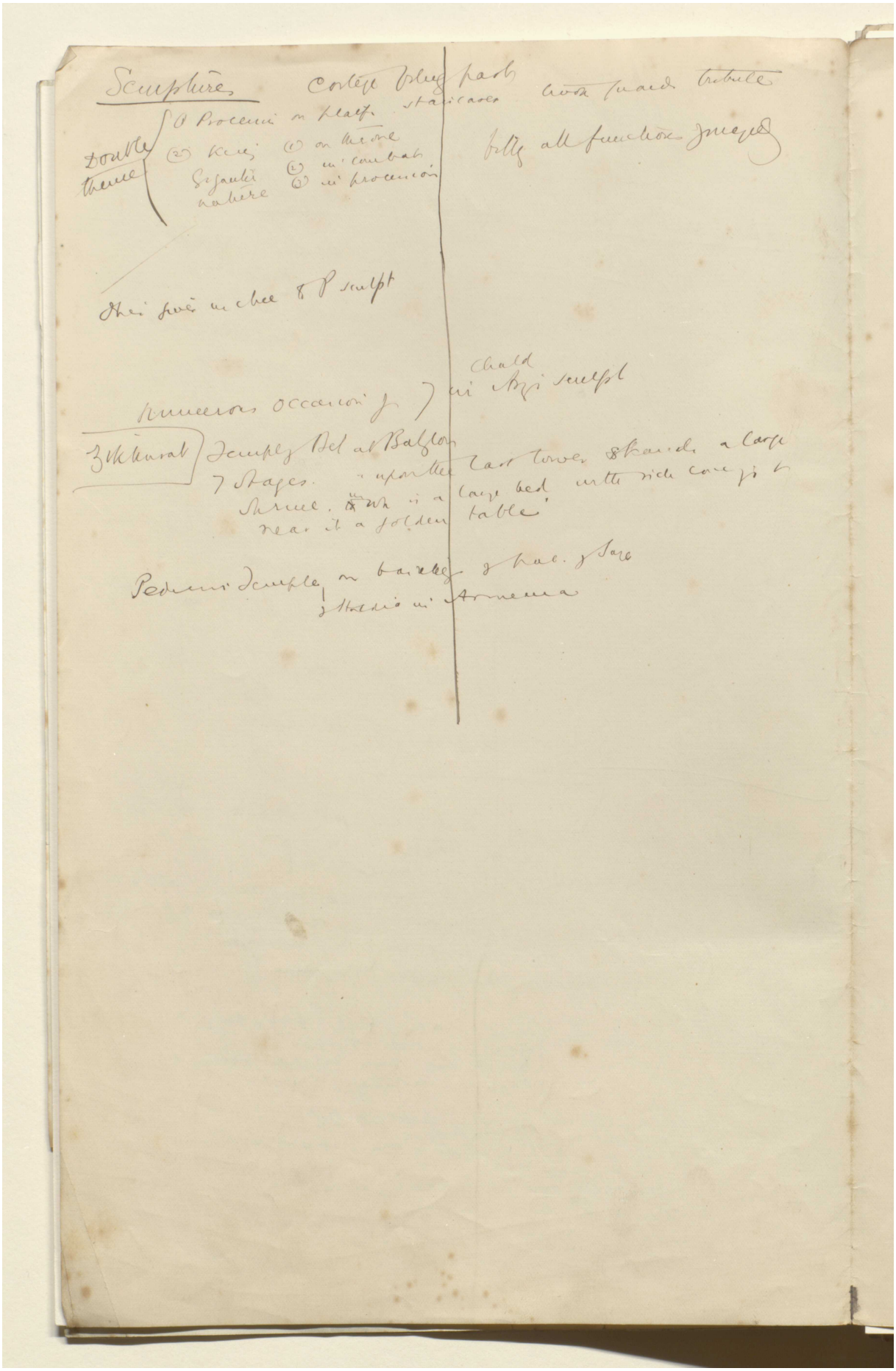

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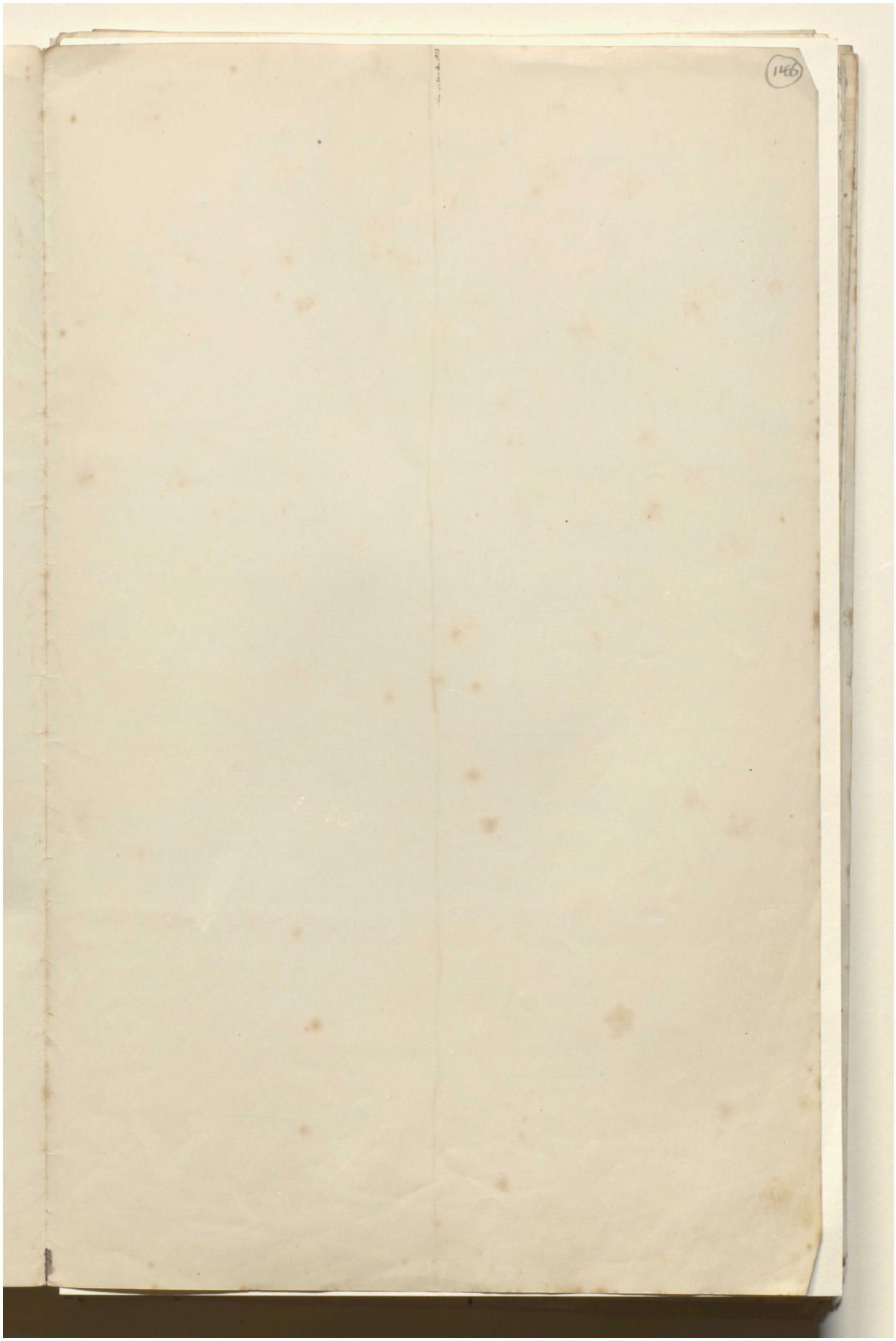

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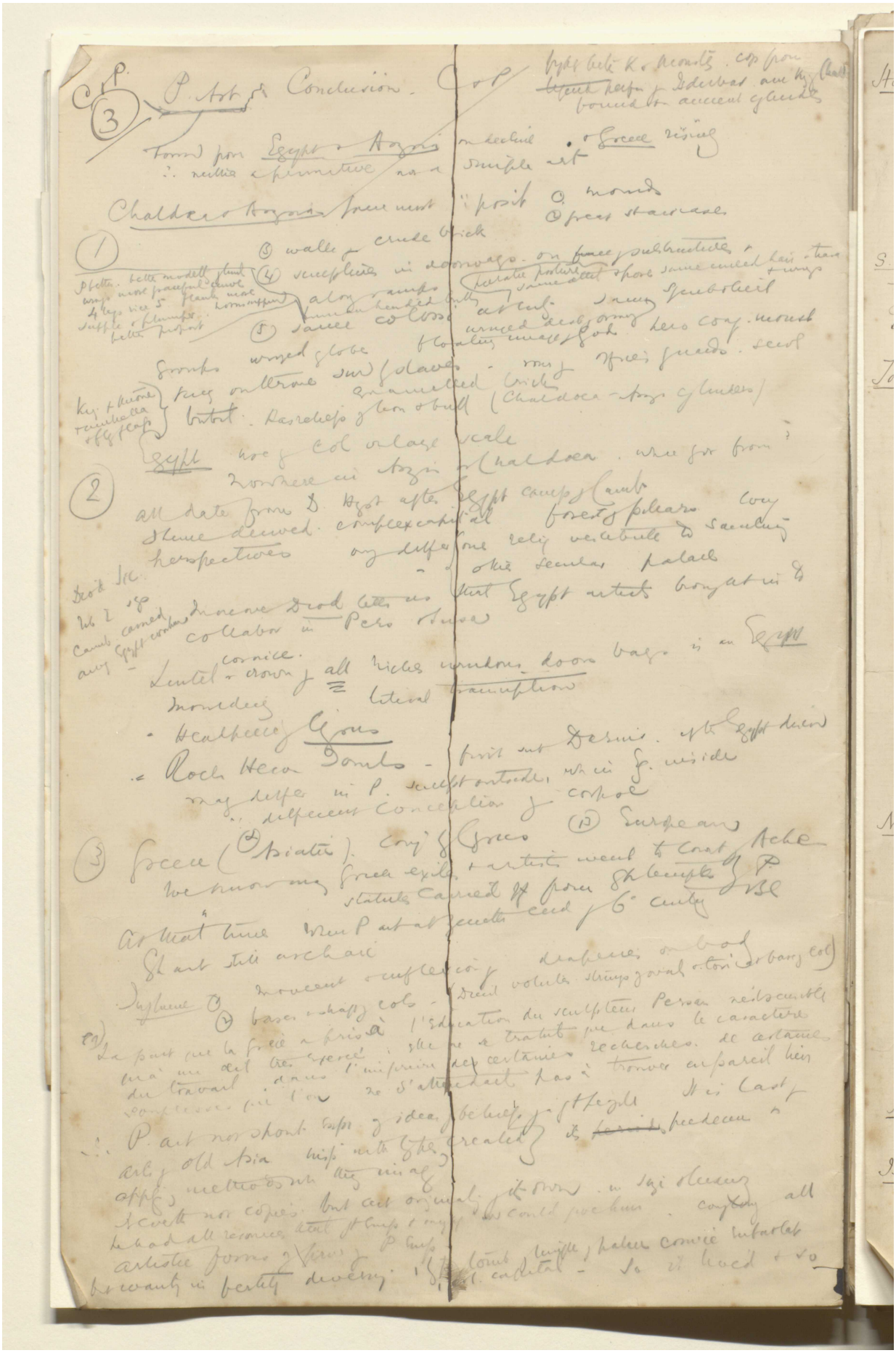

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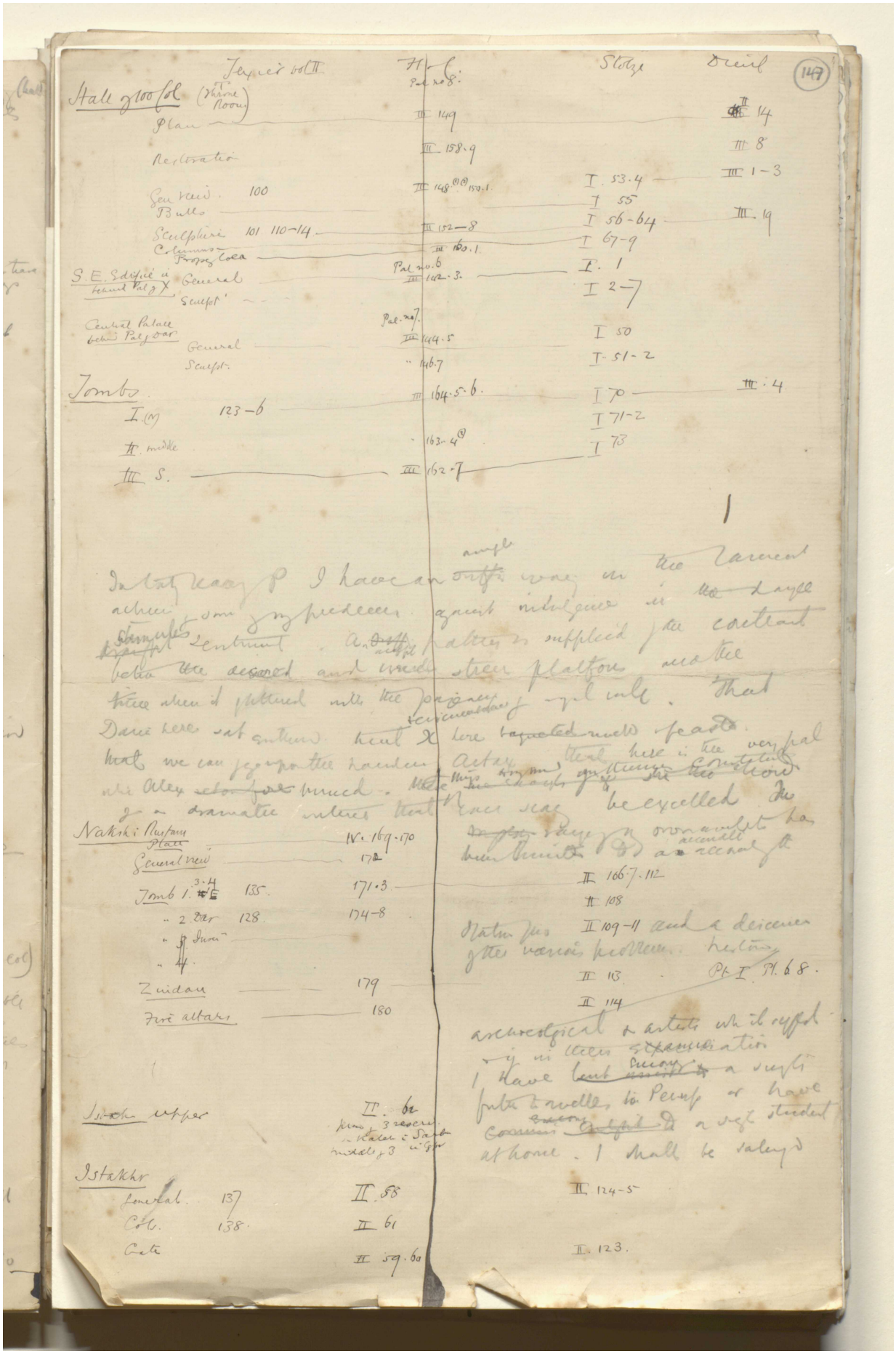

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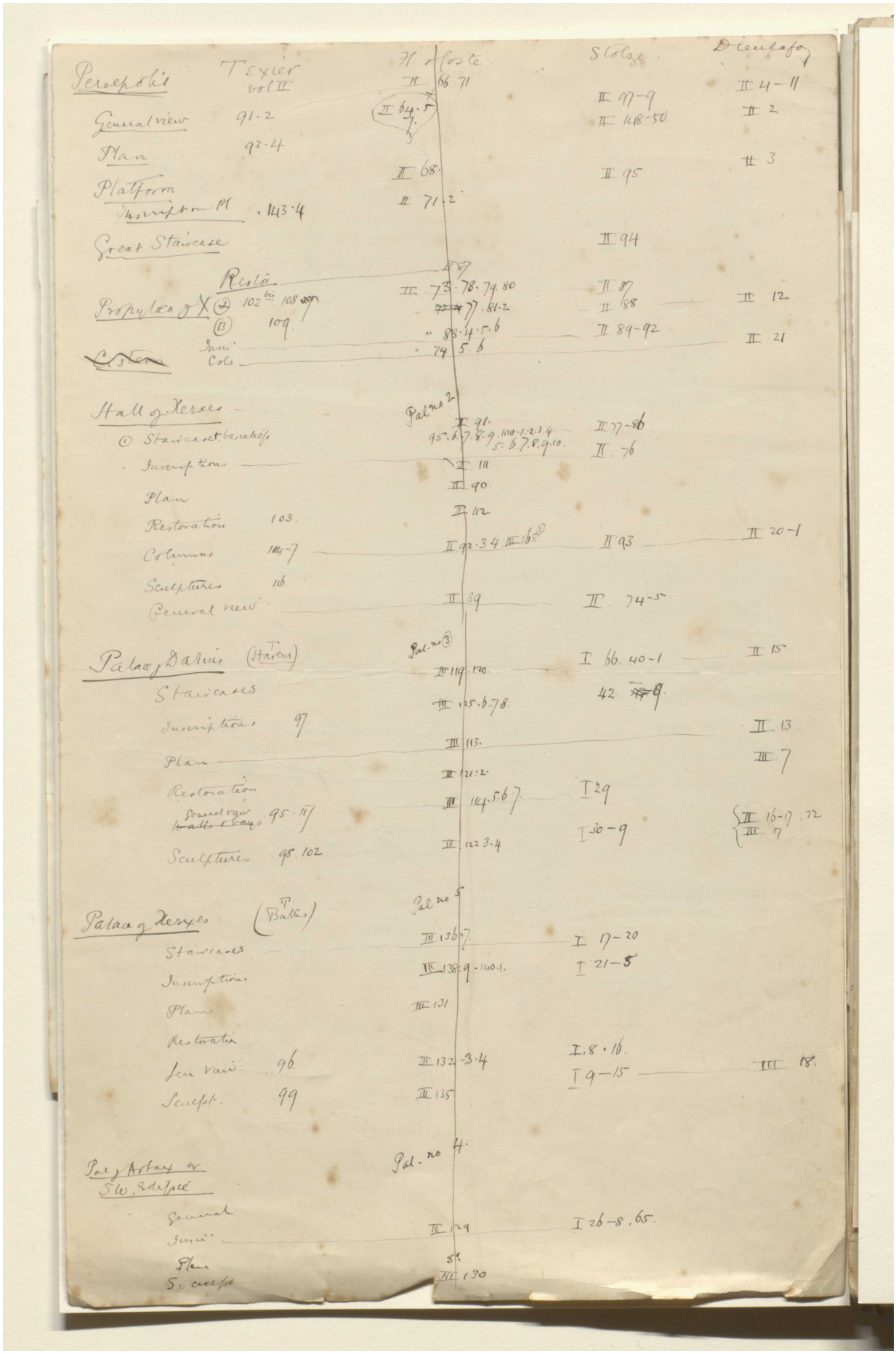

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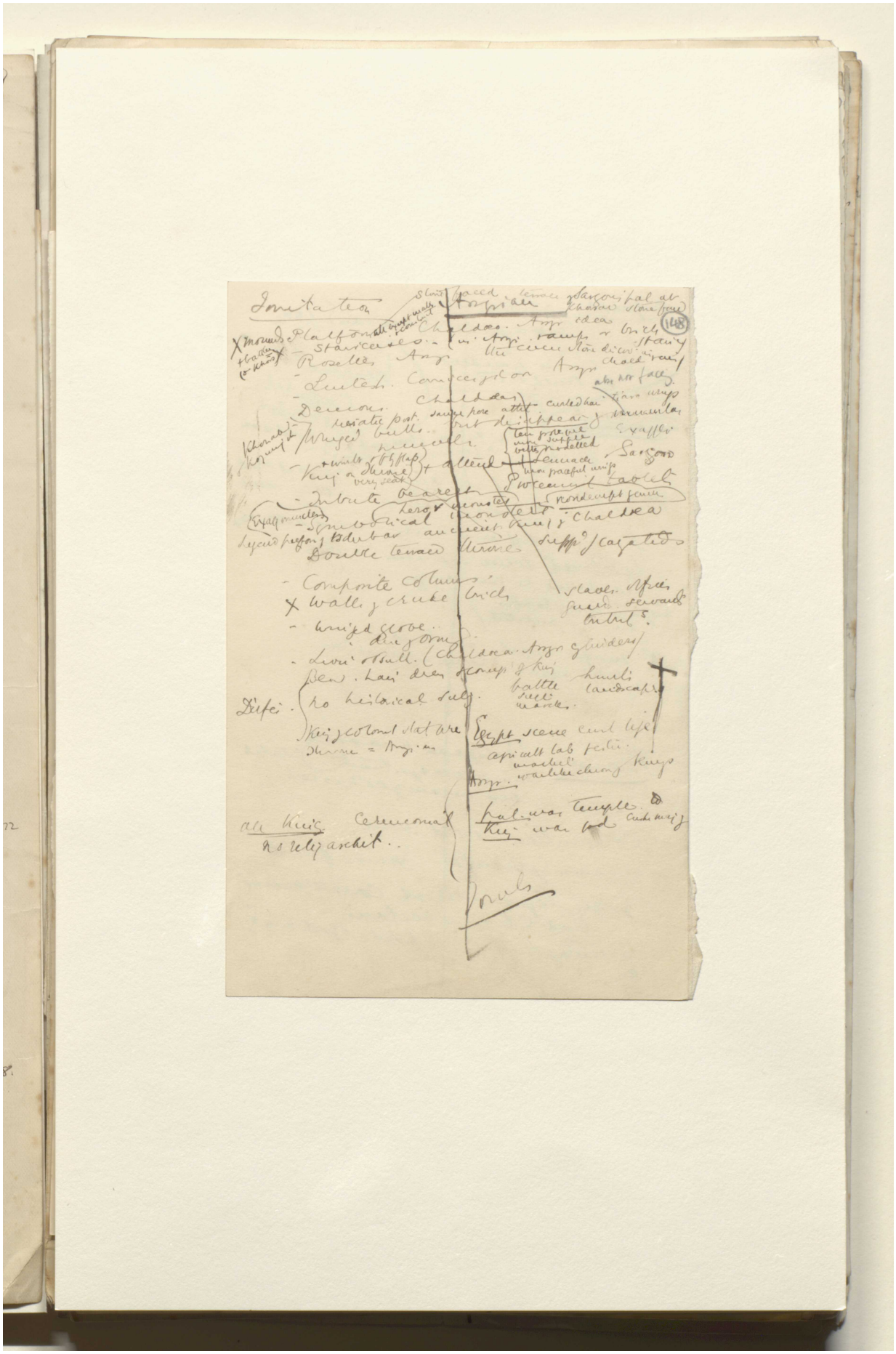

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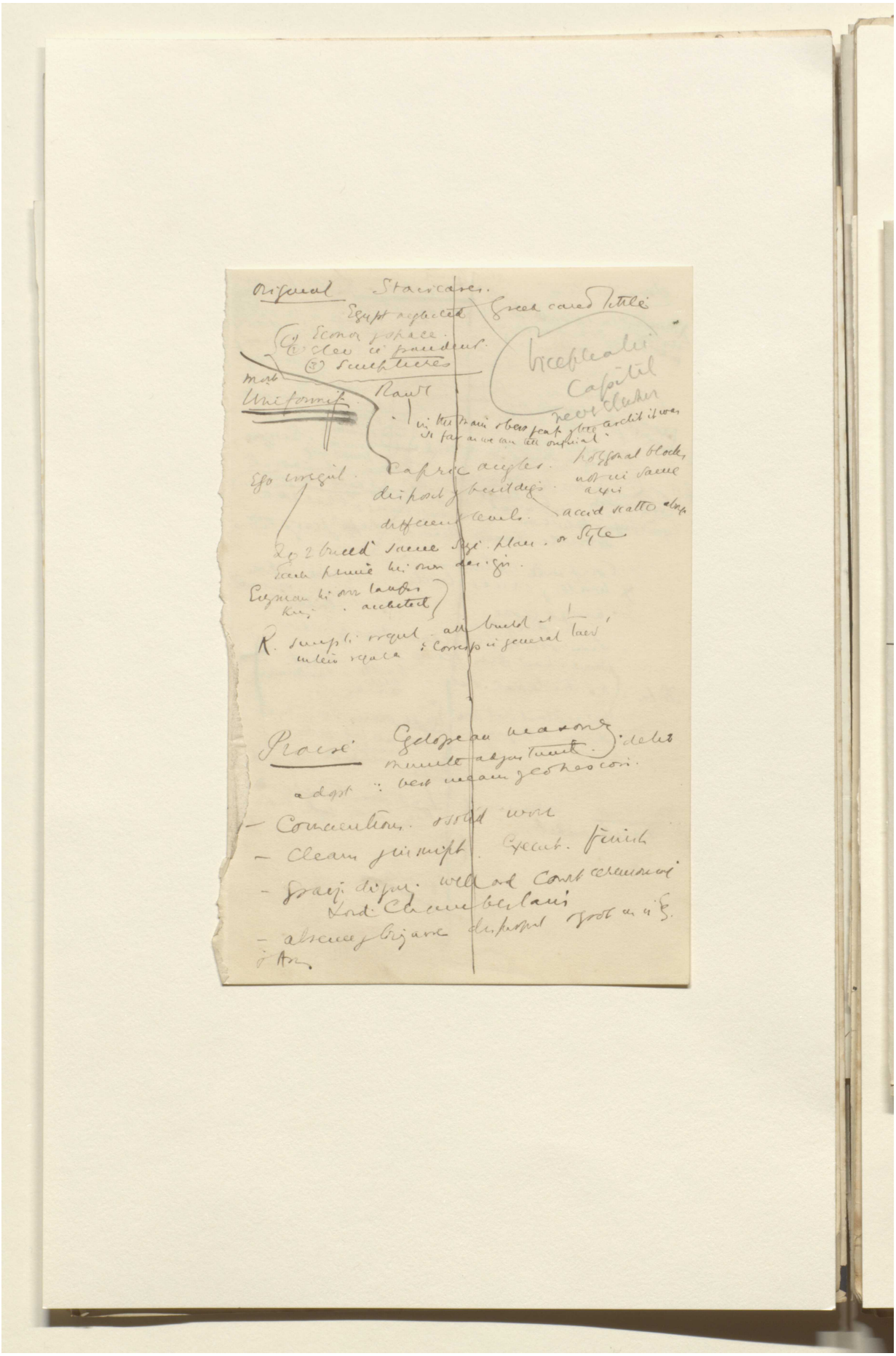

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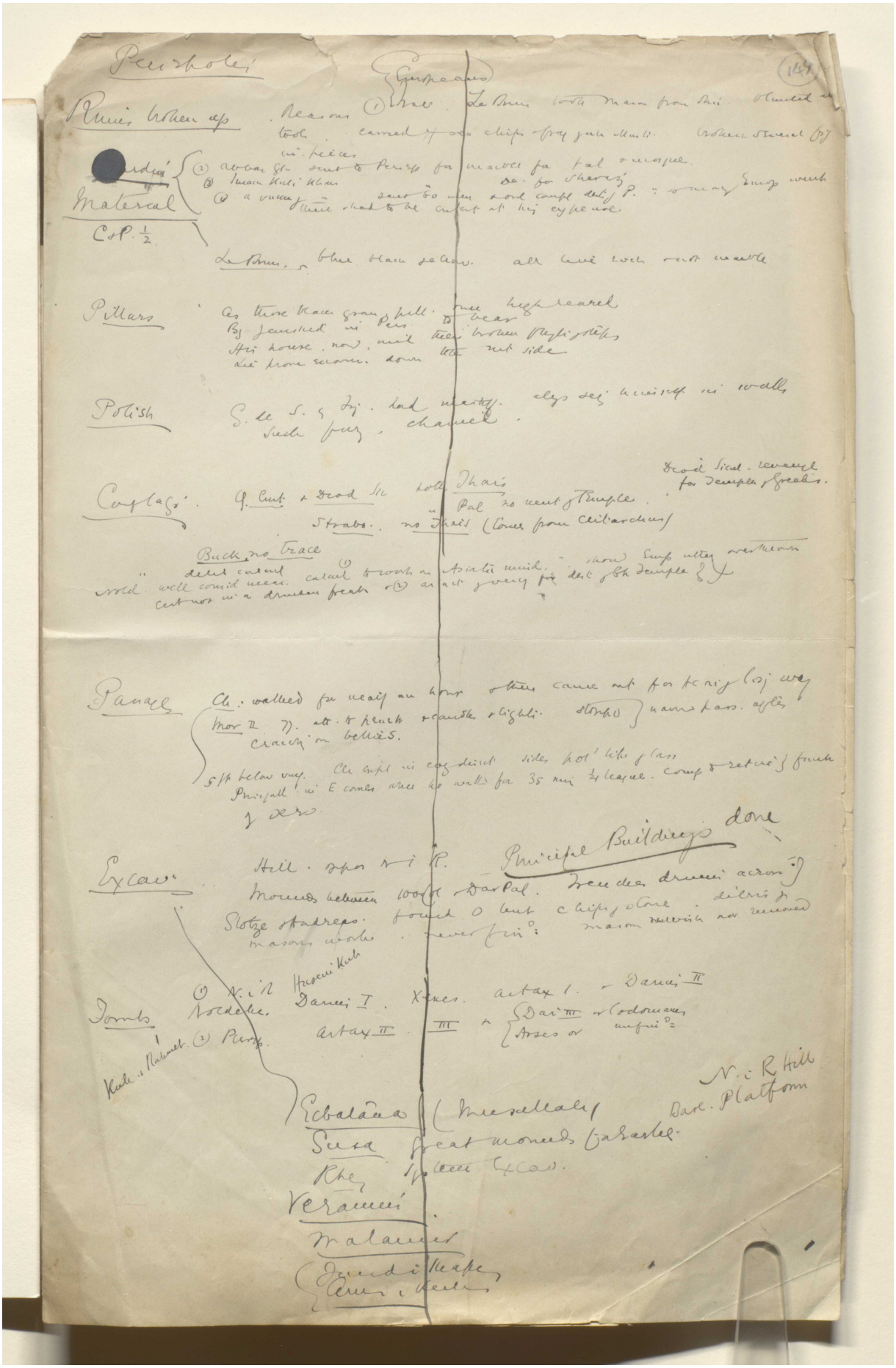

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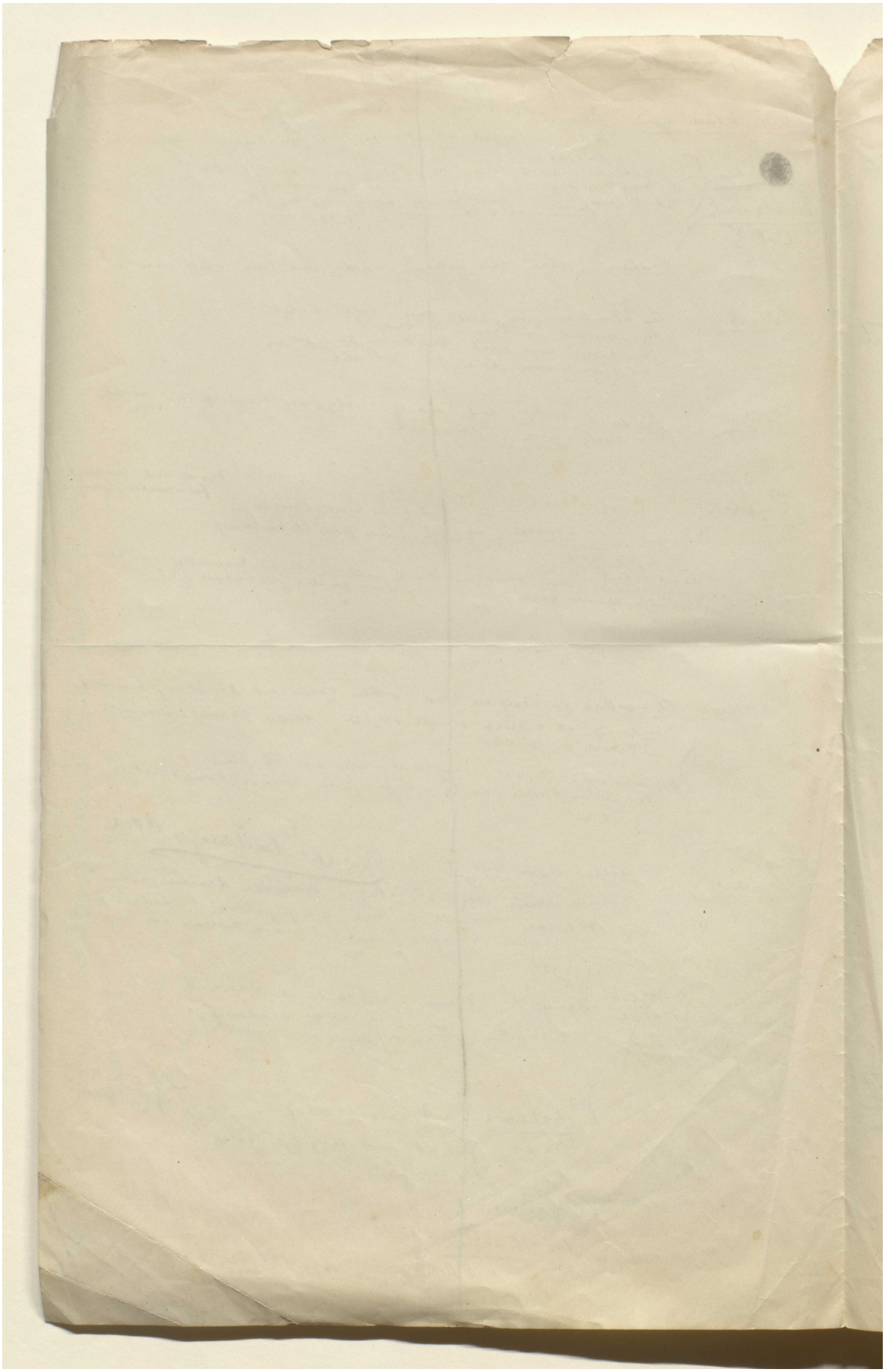

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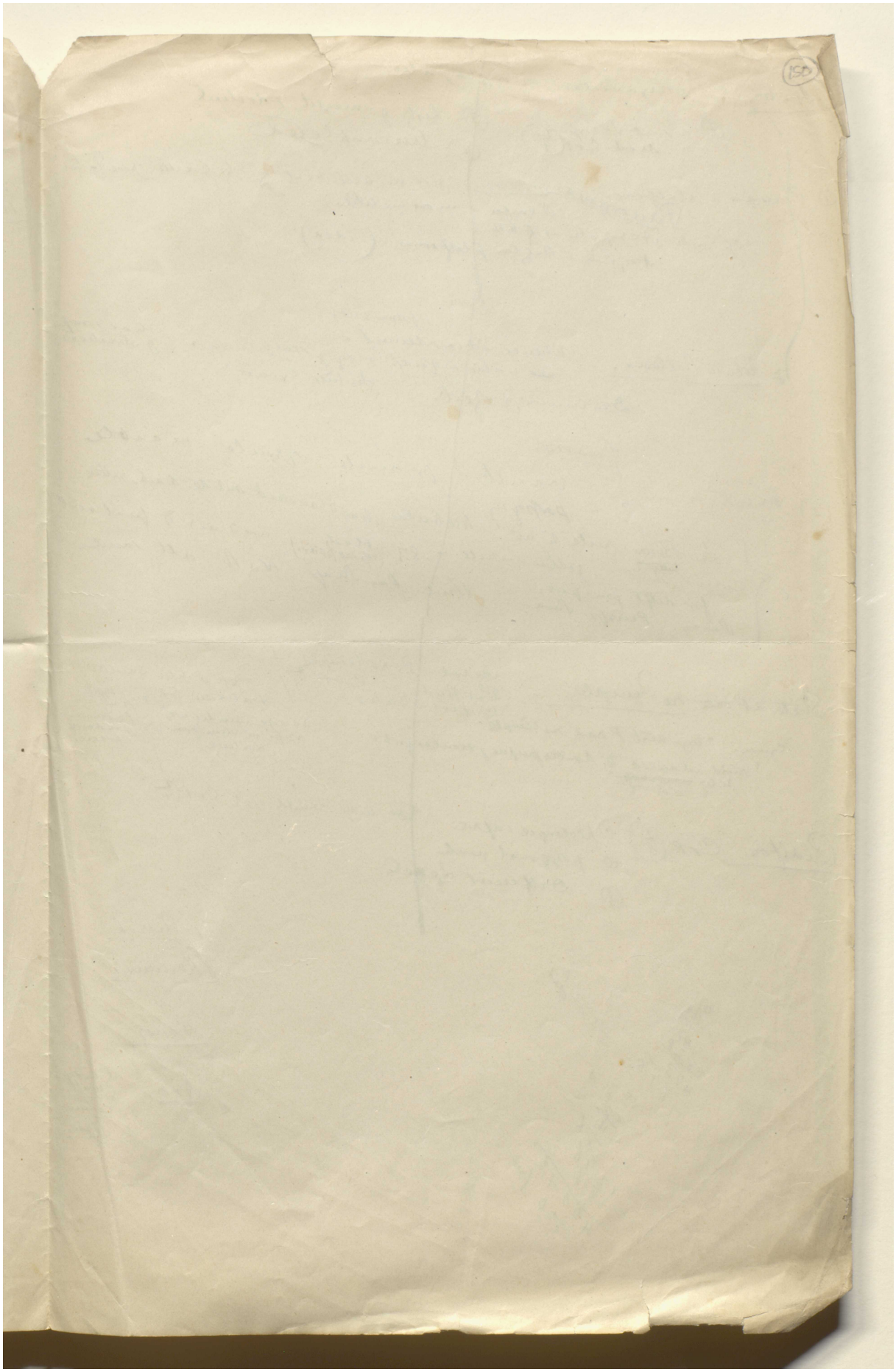

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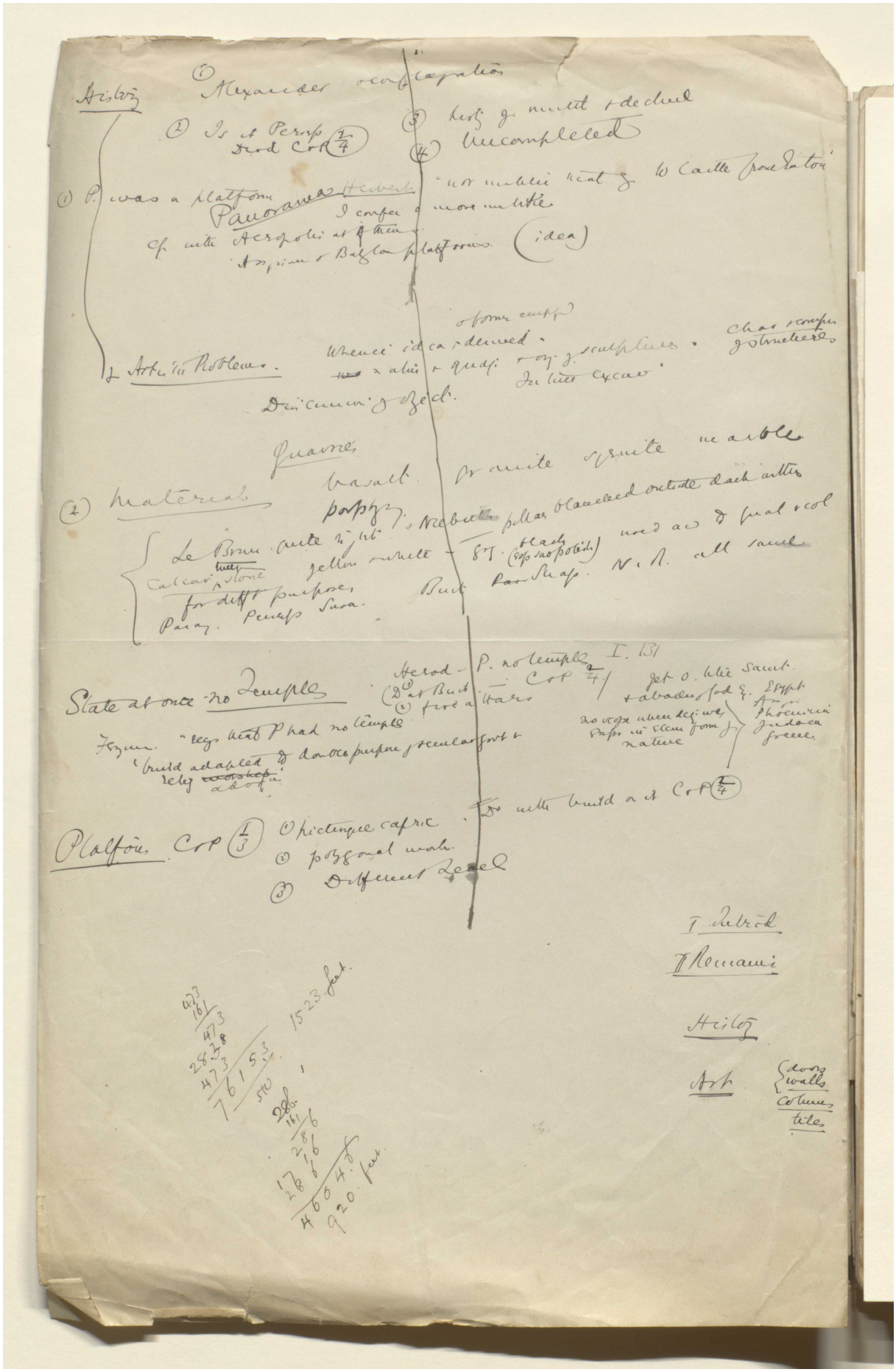

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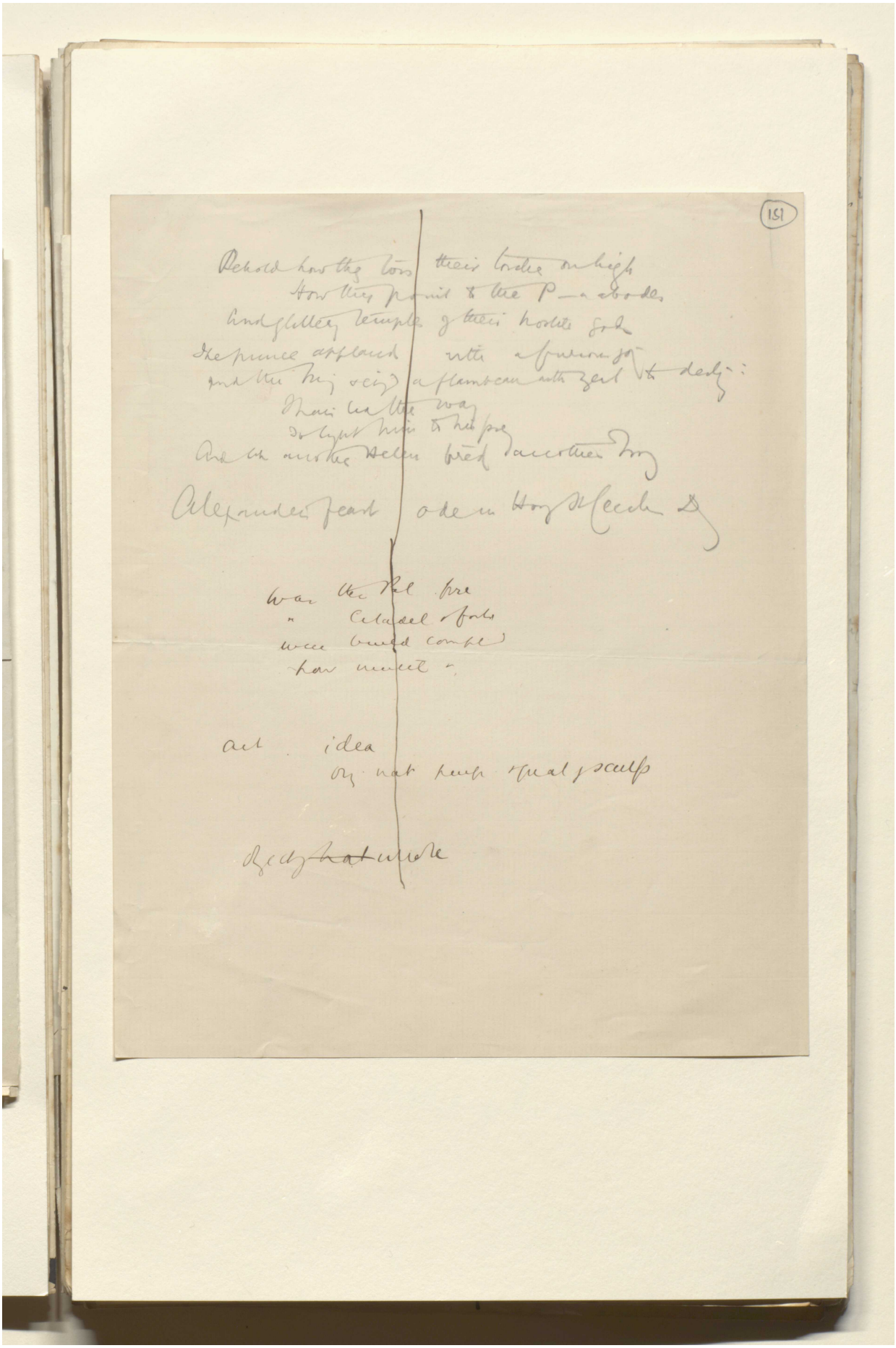

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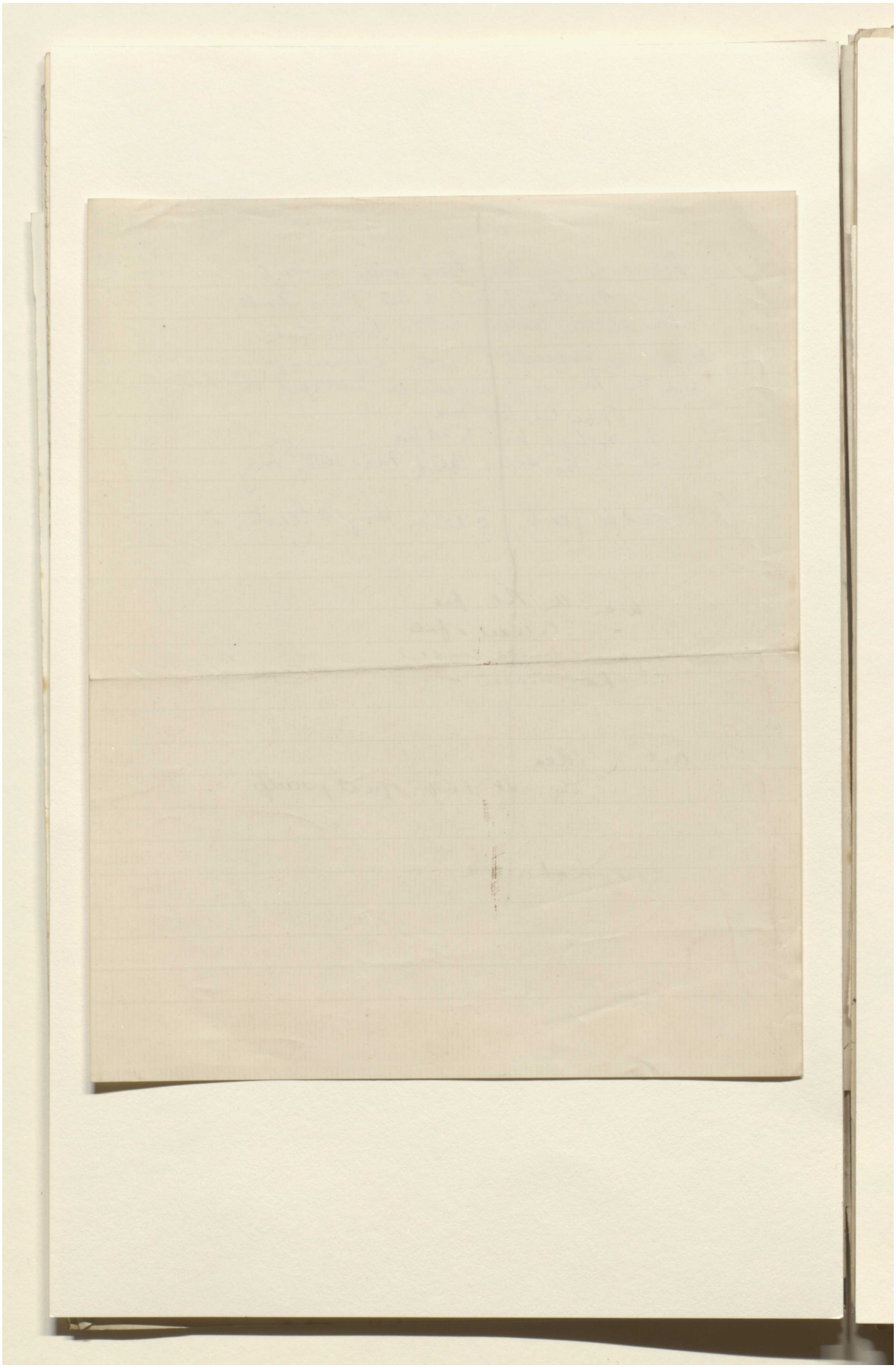

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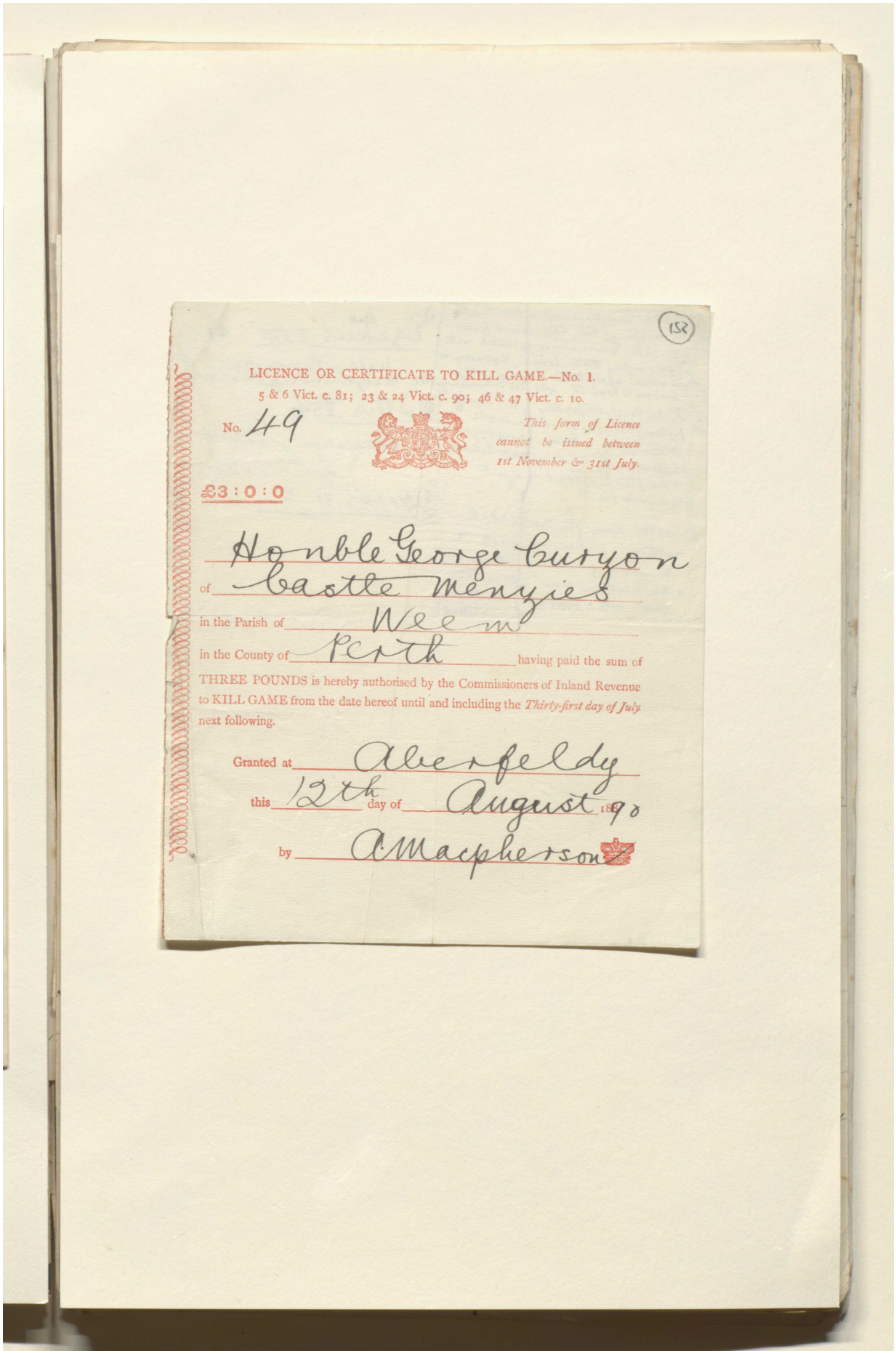

(152)

LICENCE OR CERTIFICATE TO KILL GAME.—No. 1.

5 & 6 Vict. c. 81; 23 & 24 Vict. c. 90; 46 & 47 Vict. c. 10.

No. 49

This form of Licence cannot be issued between 1st November & 31st July.

£3 : 0 : 0

Honble George Curzon

of Castle Menzies

in the Parish of Weem

in the County of Perth having paid the sum of THREE POUNDS is hereby authorised by the Commissioners of Inland Revenue to KILL GAME from the date hereof until and including the *Thirty-first day of July* next following.

Granted at Aberfeldy

this 12th day of August 1890

by A Macpherson

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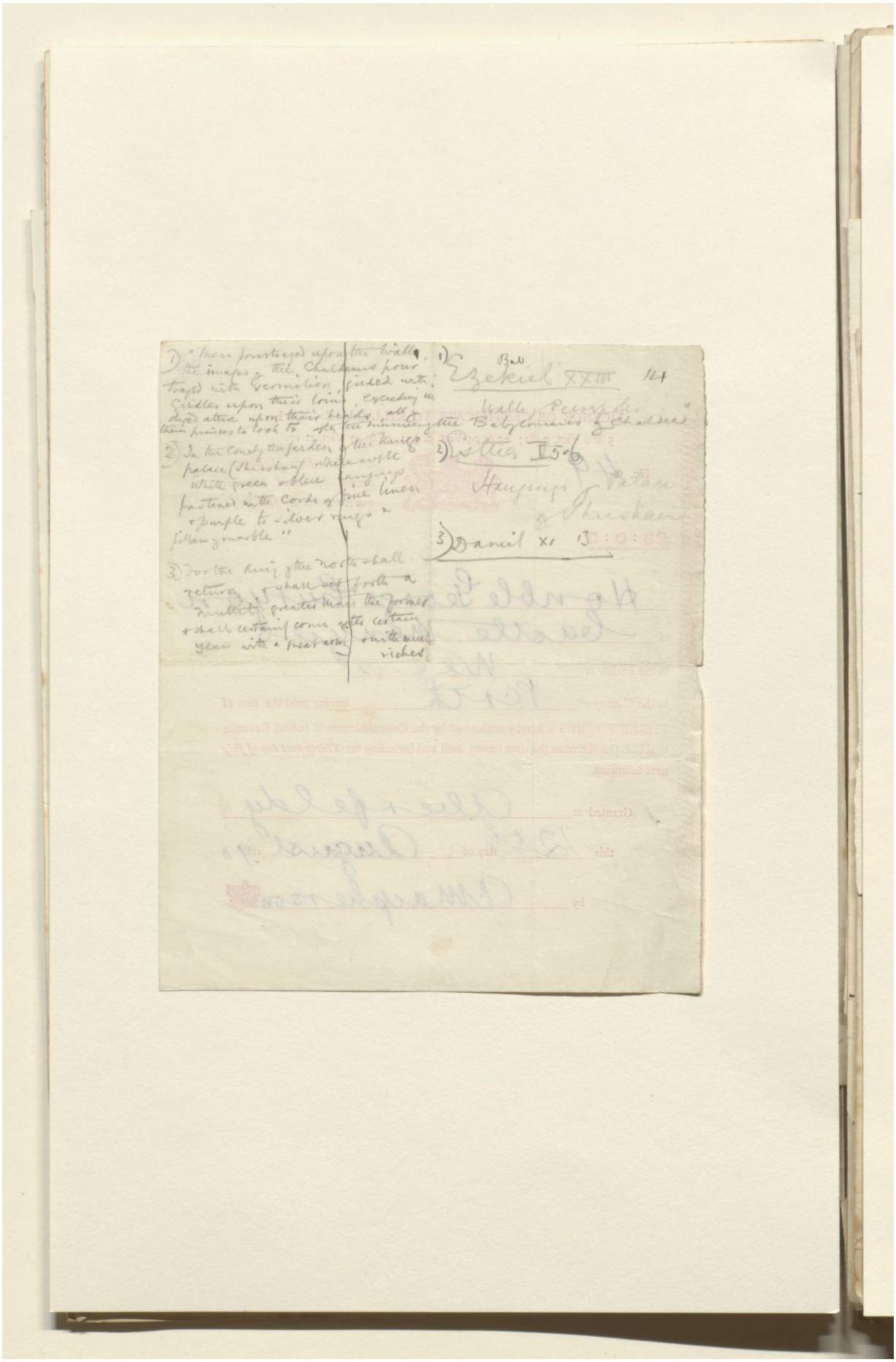

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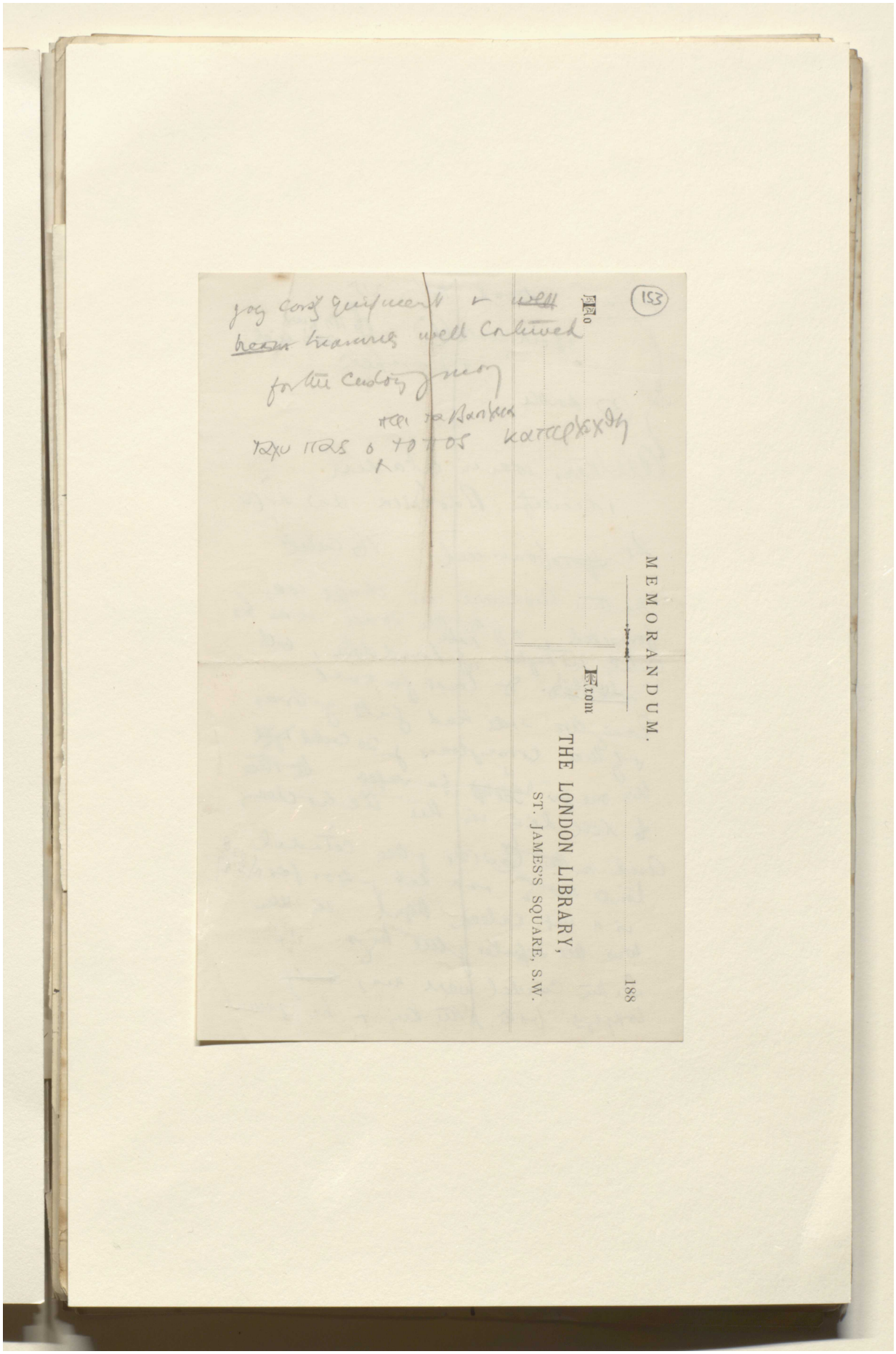

(153)

MEMORANDUM.

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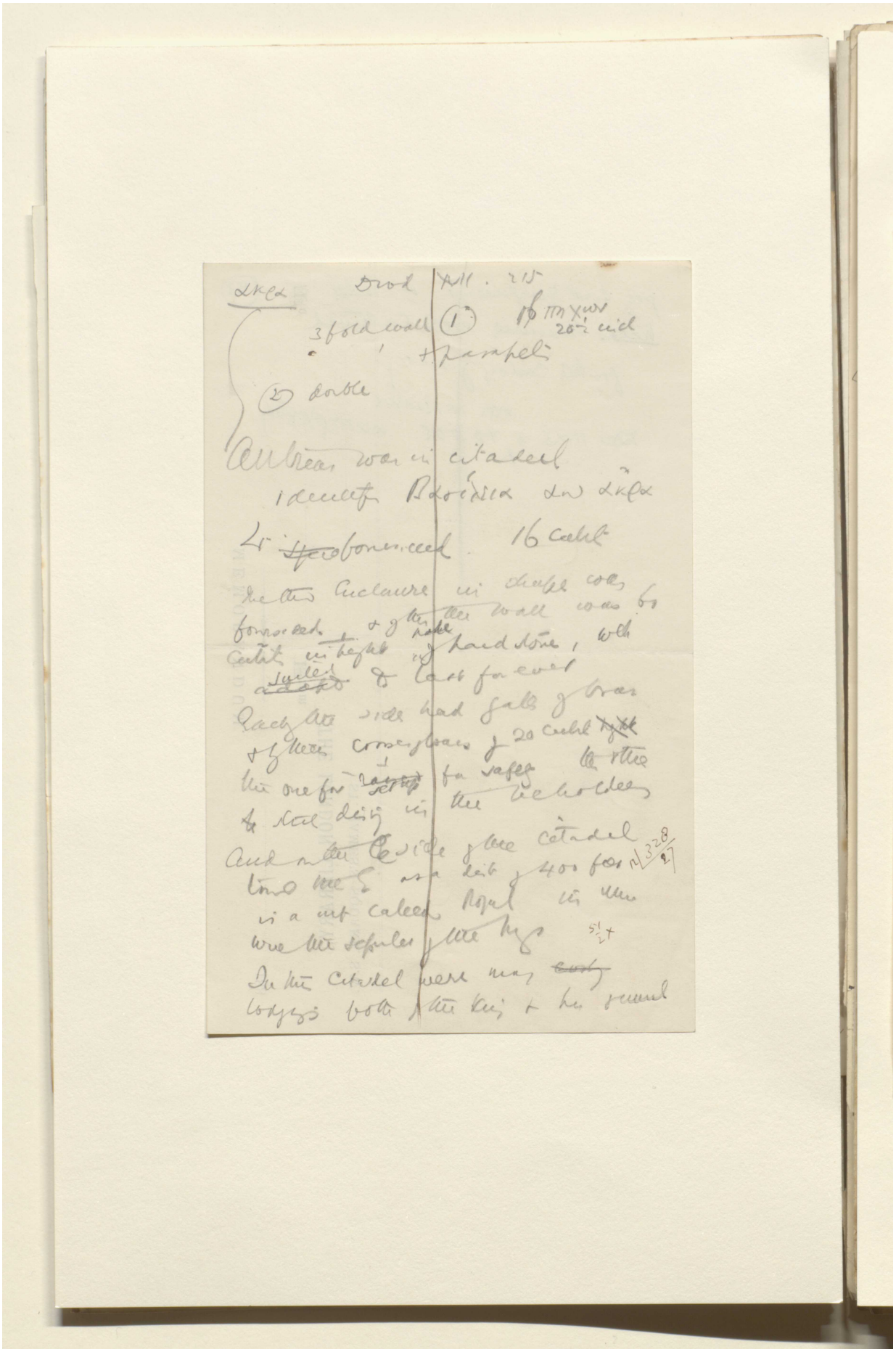

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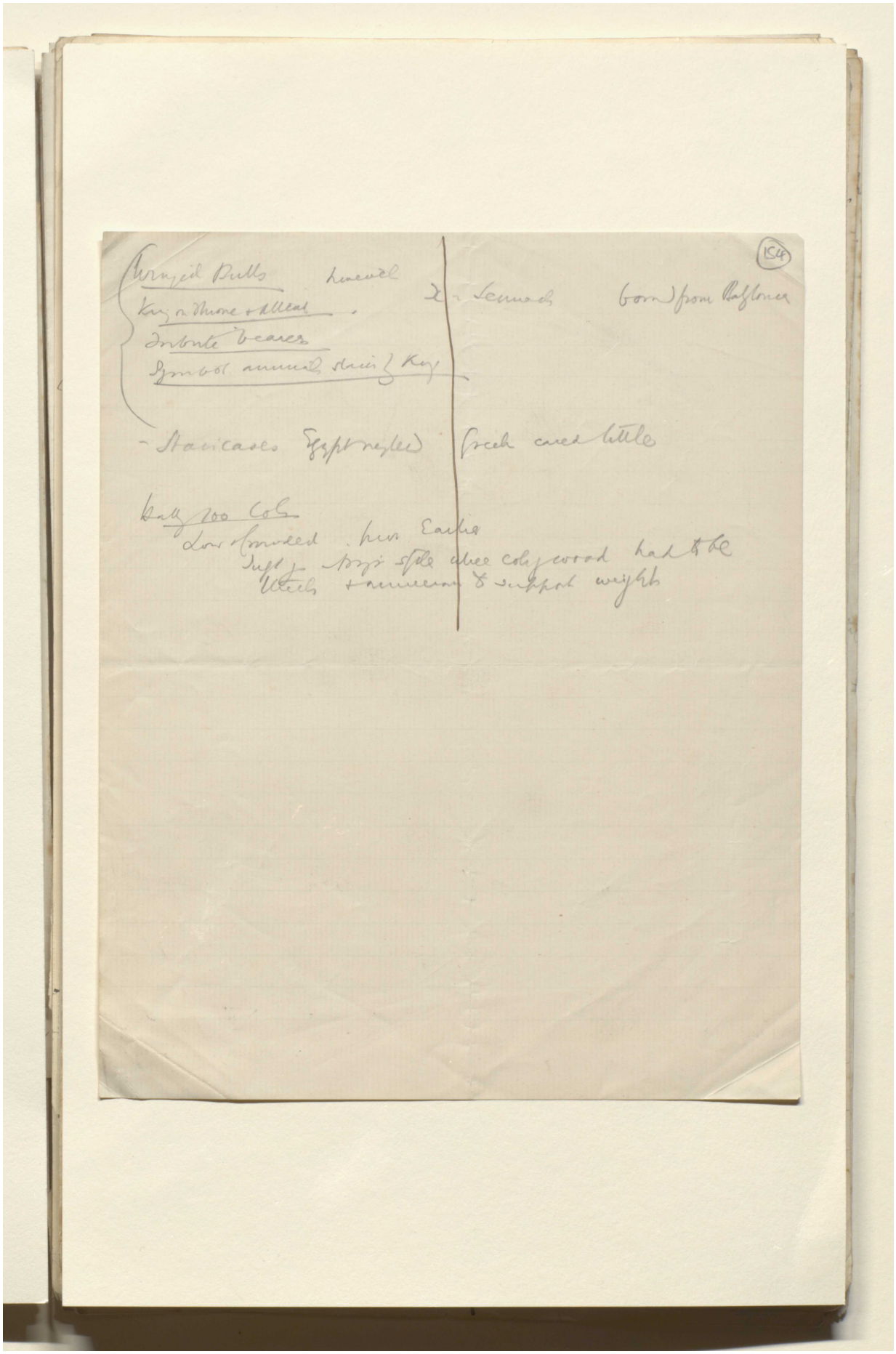

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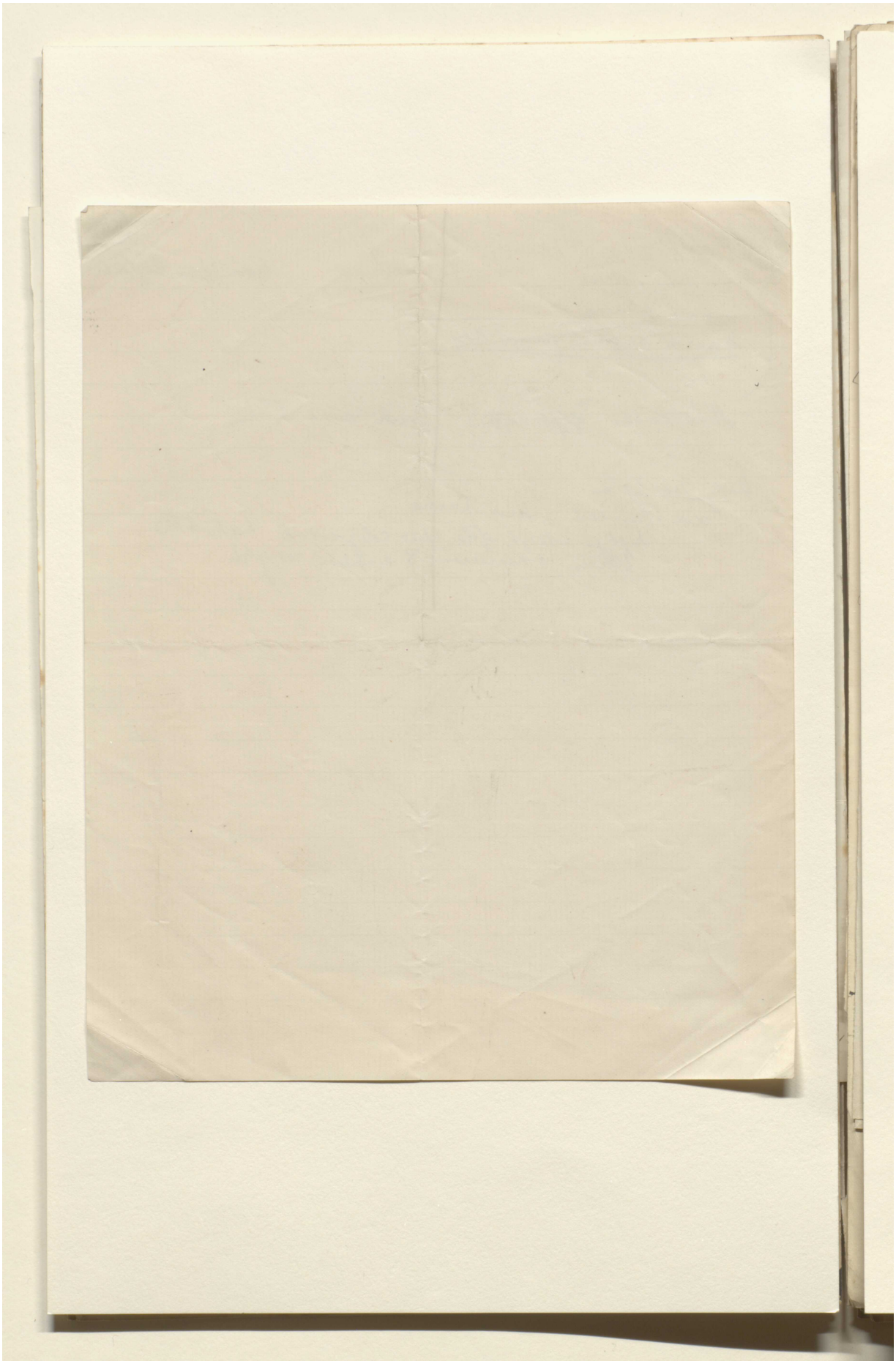

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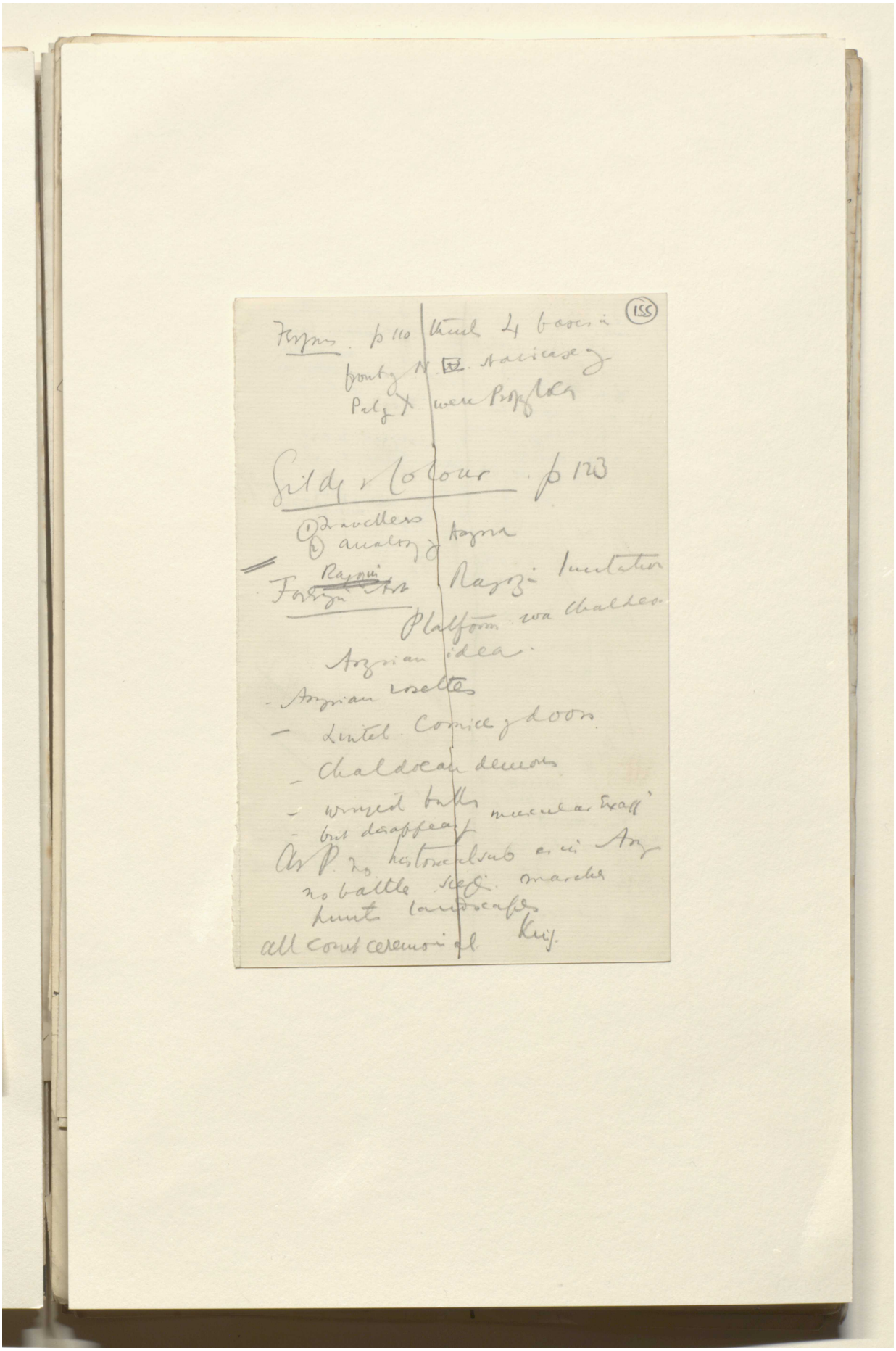

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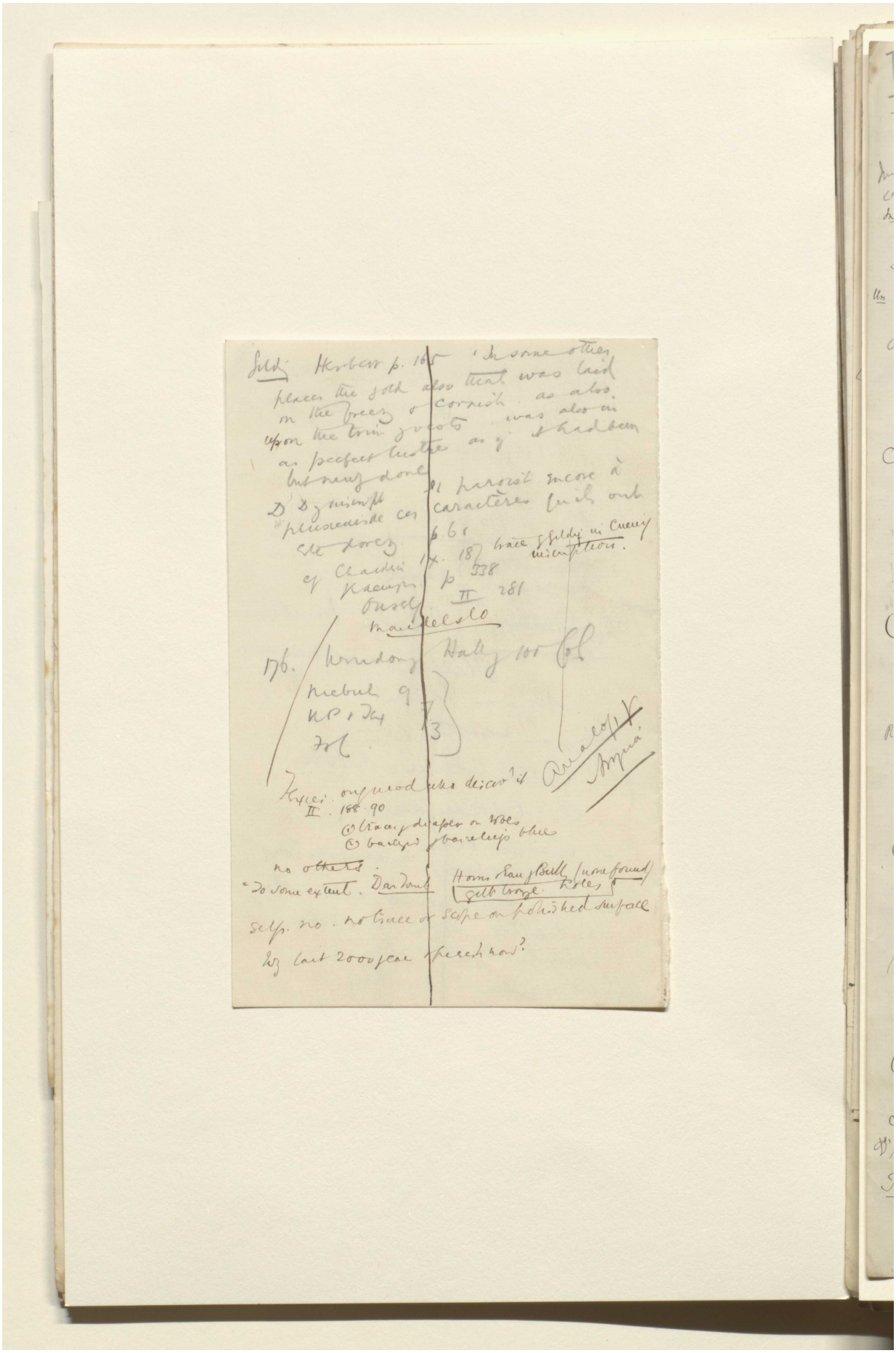

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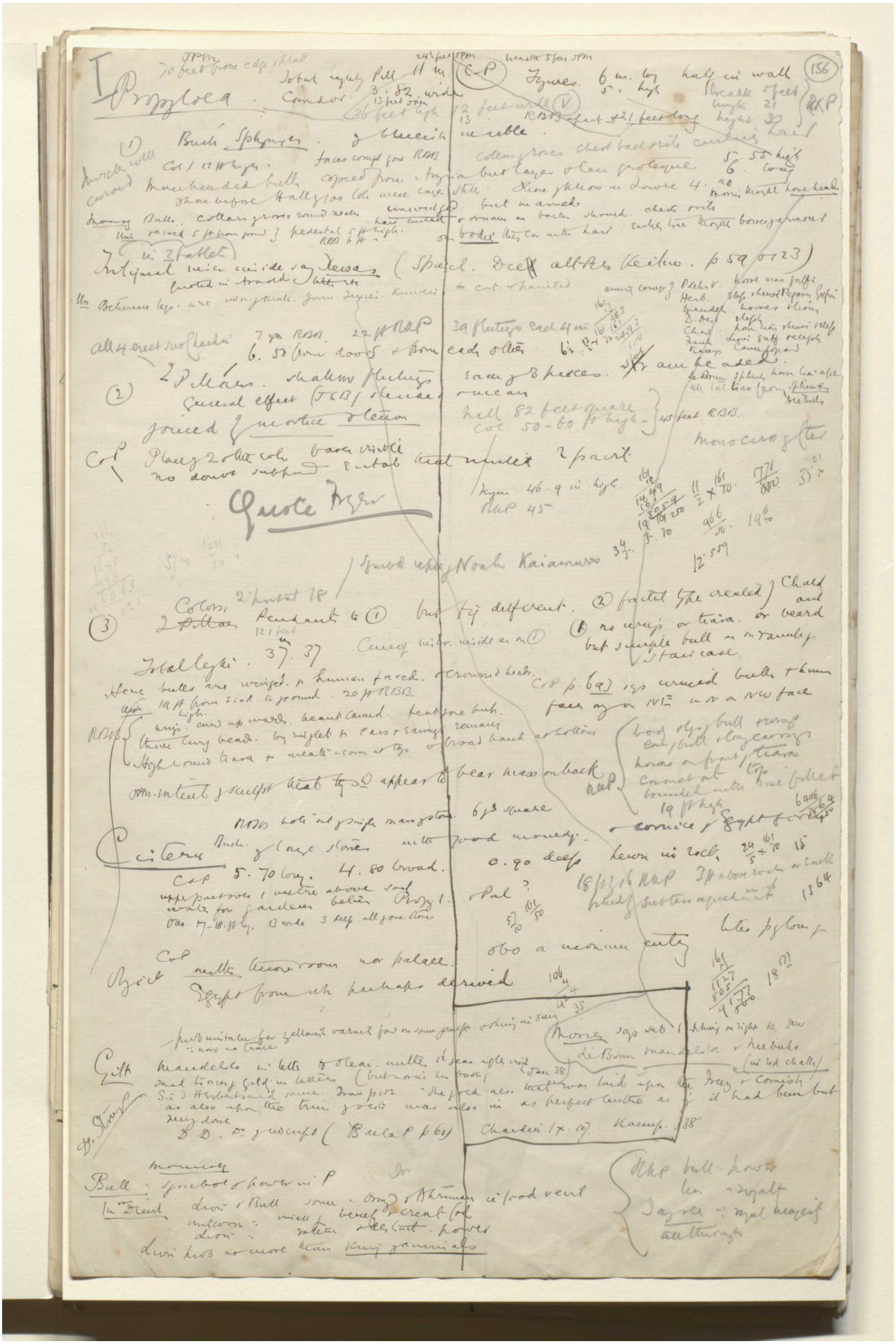

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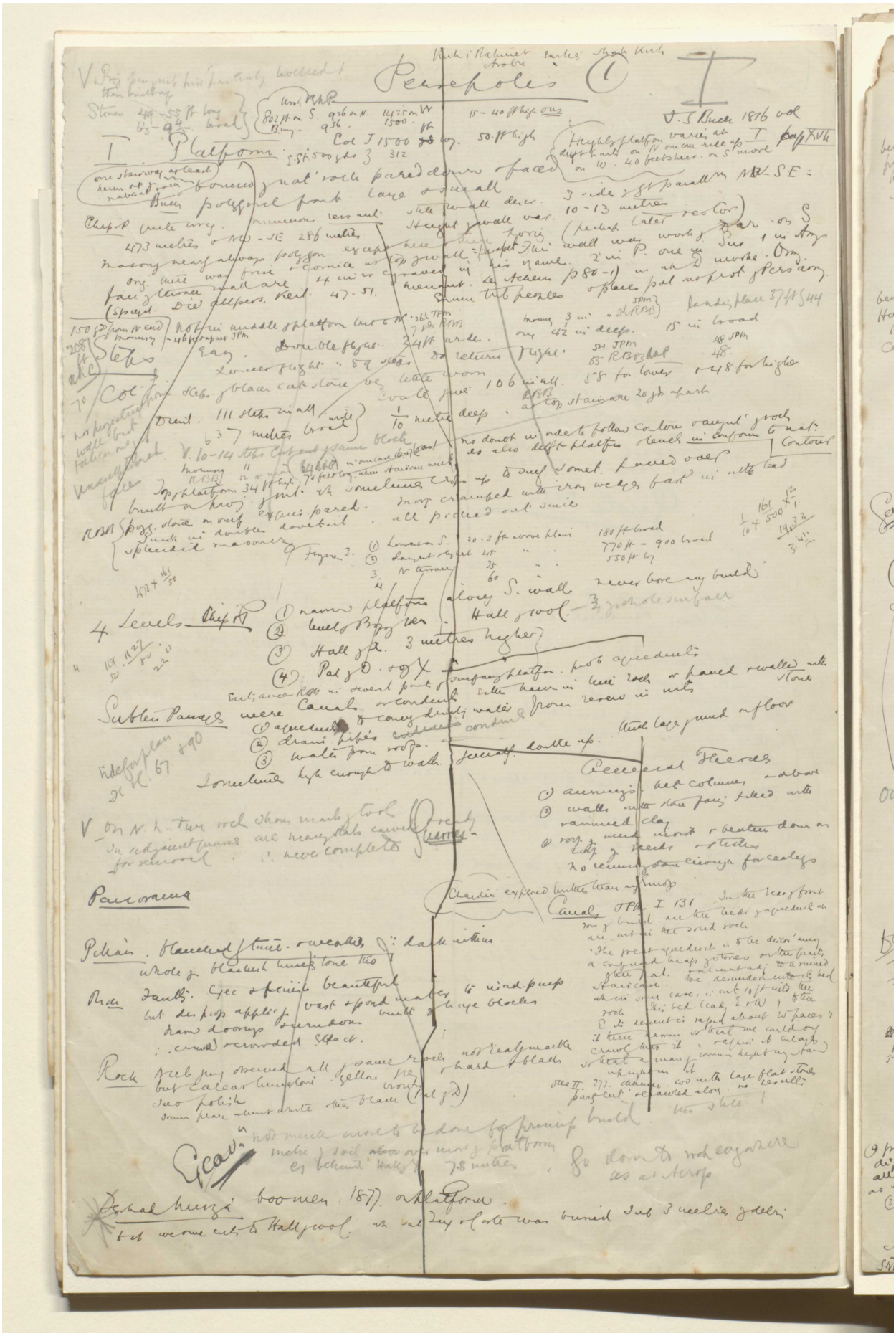

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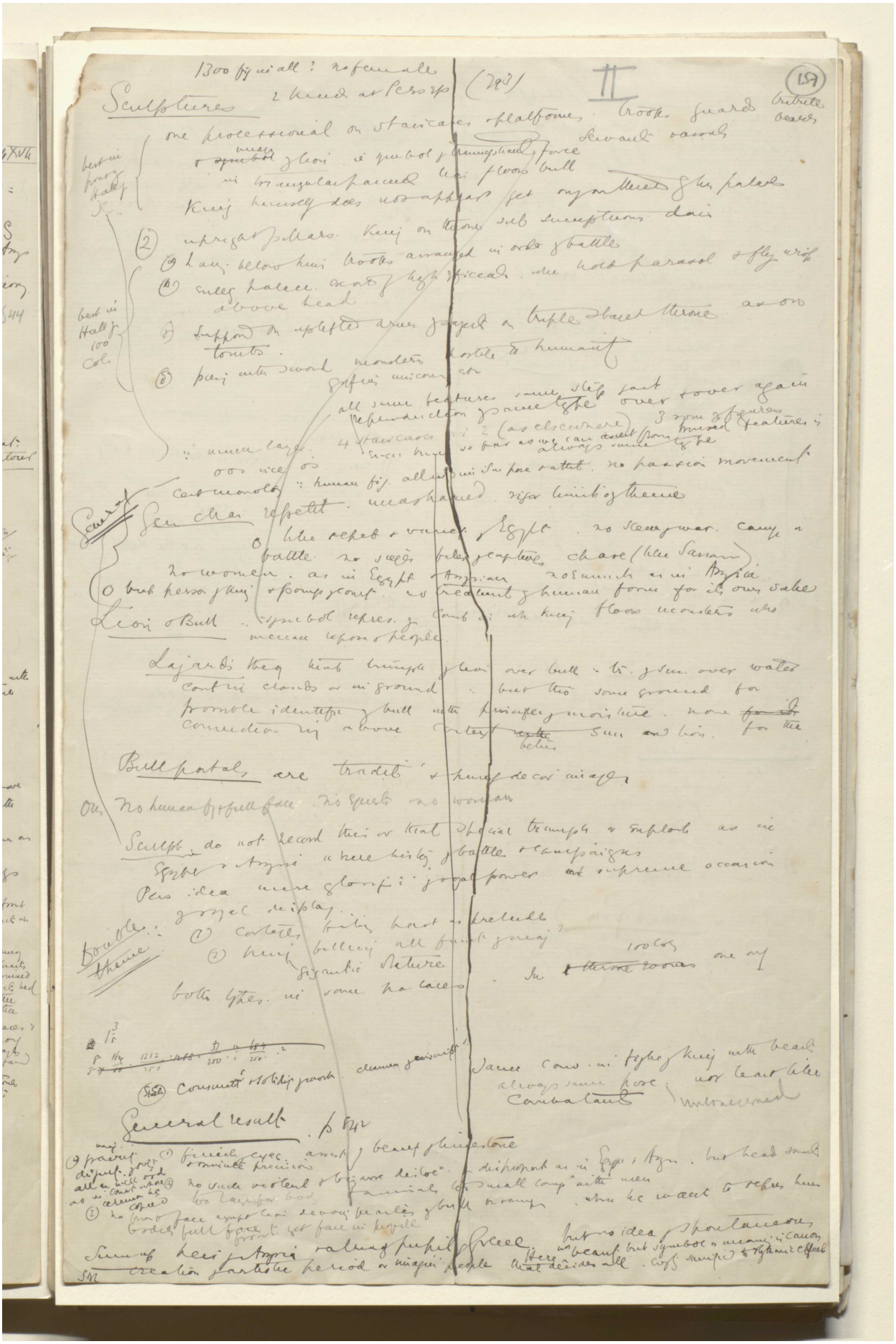

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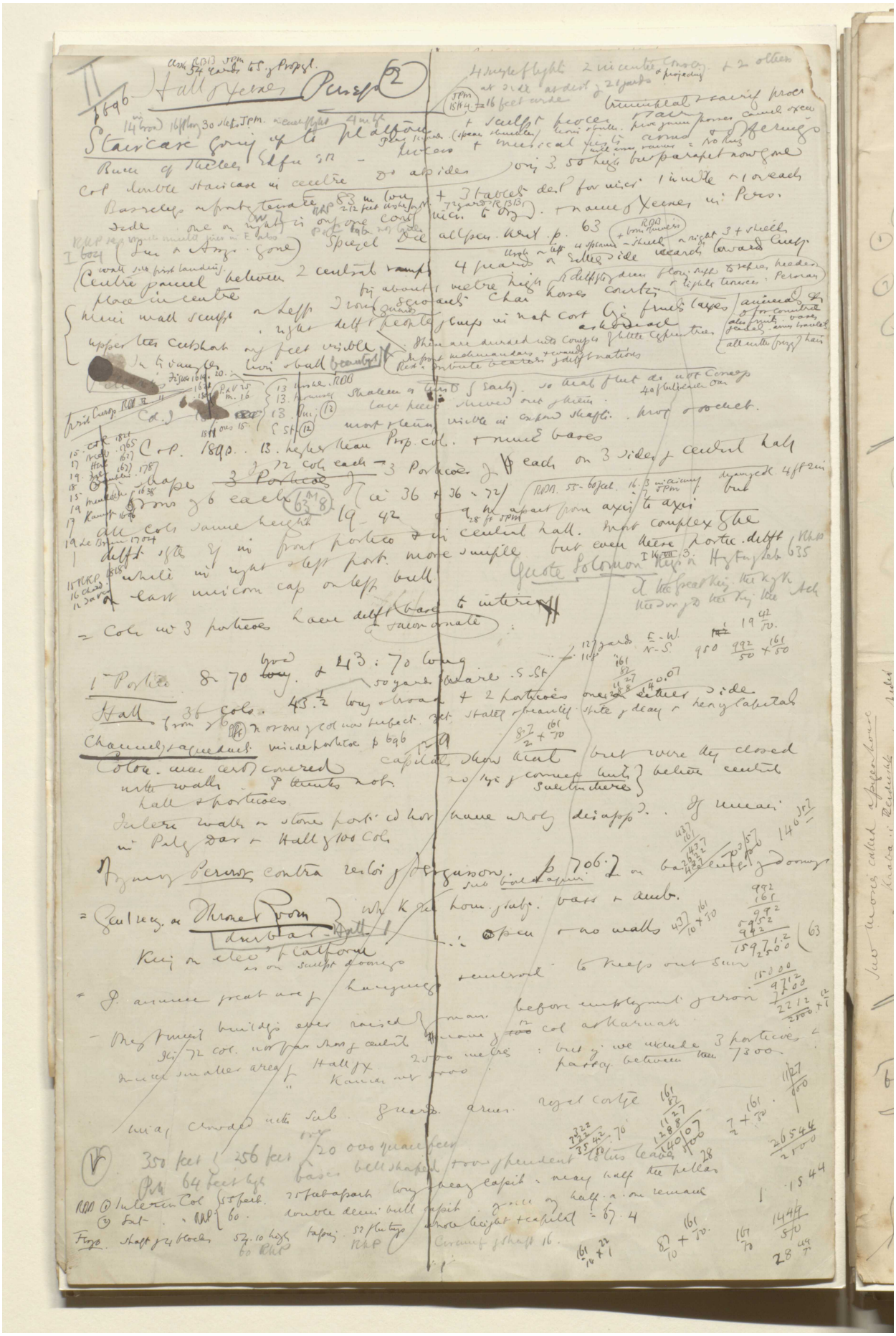

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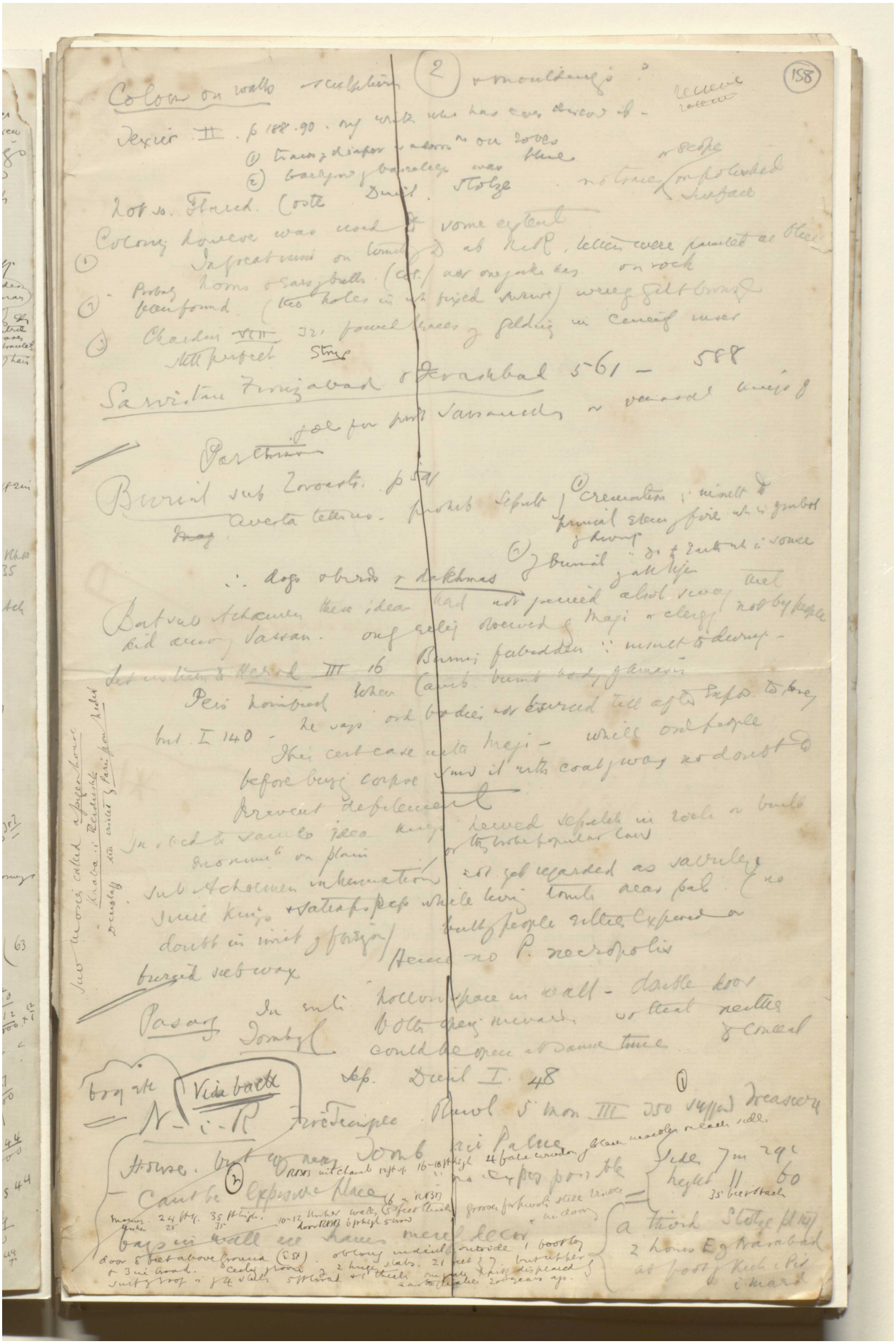

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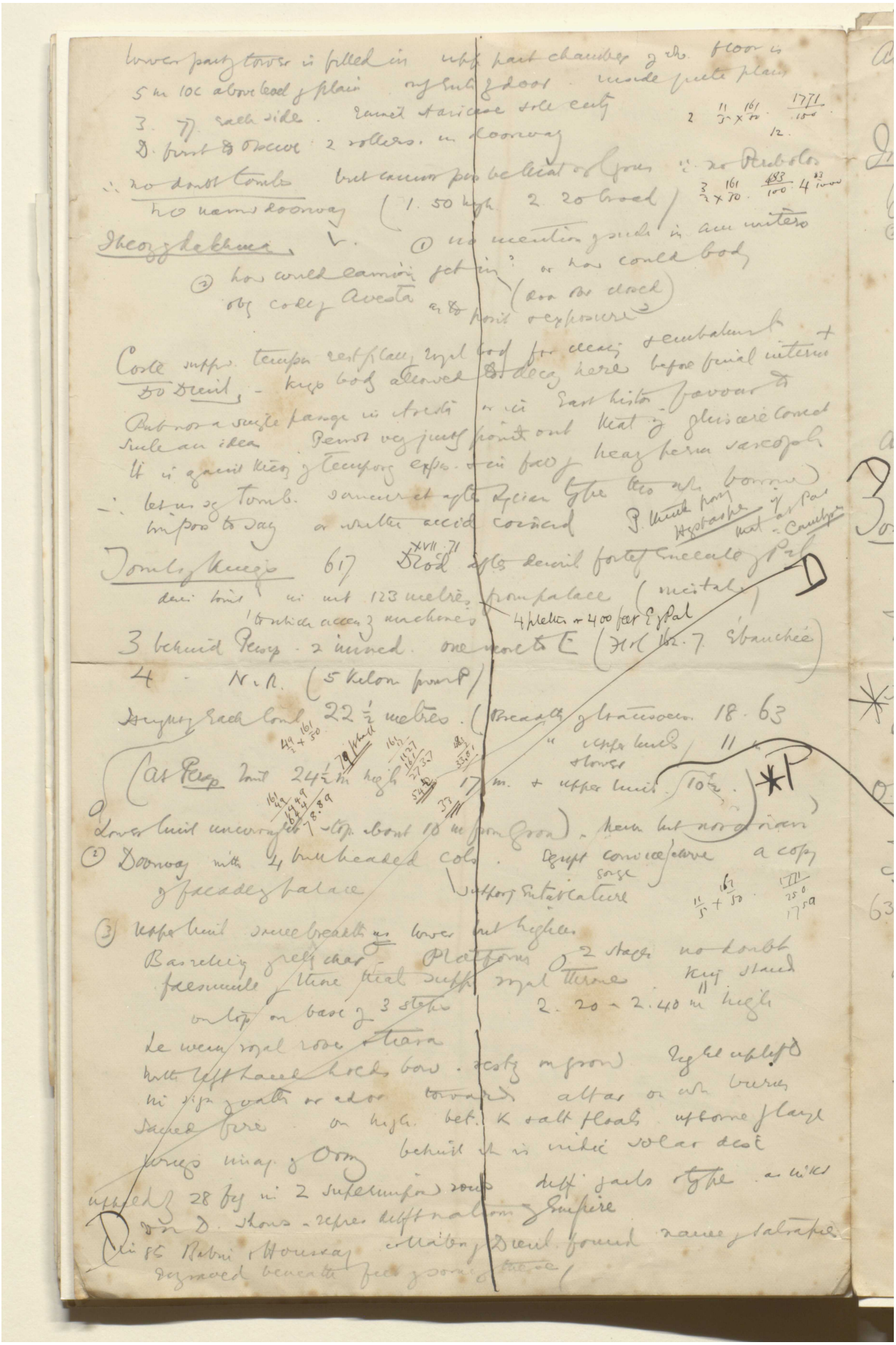

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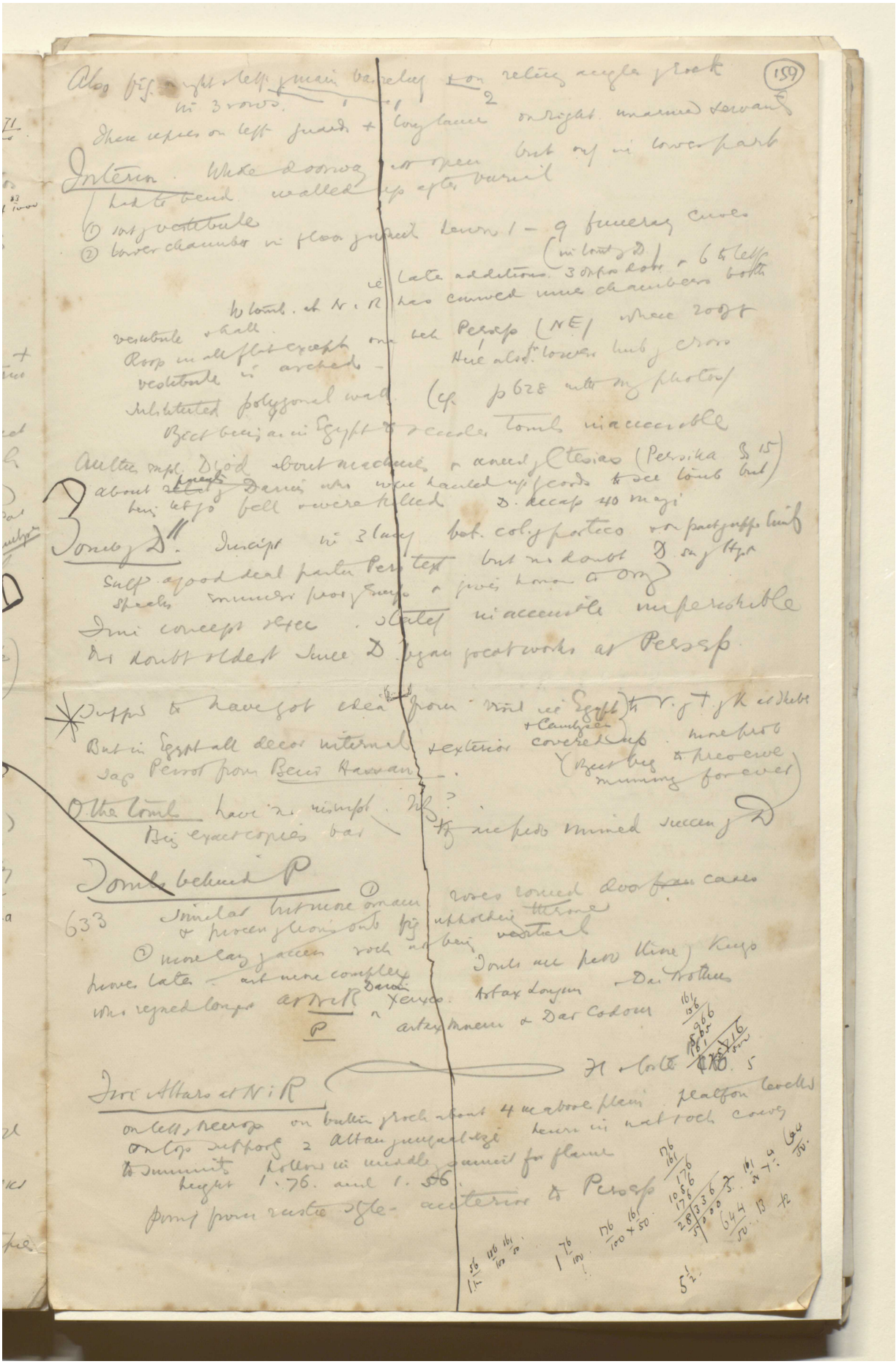

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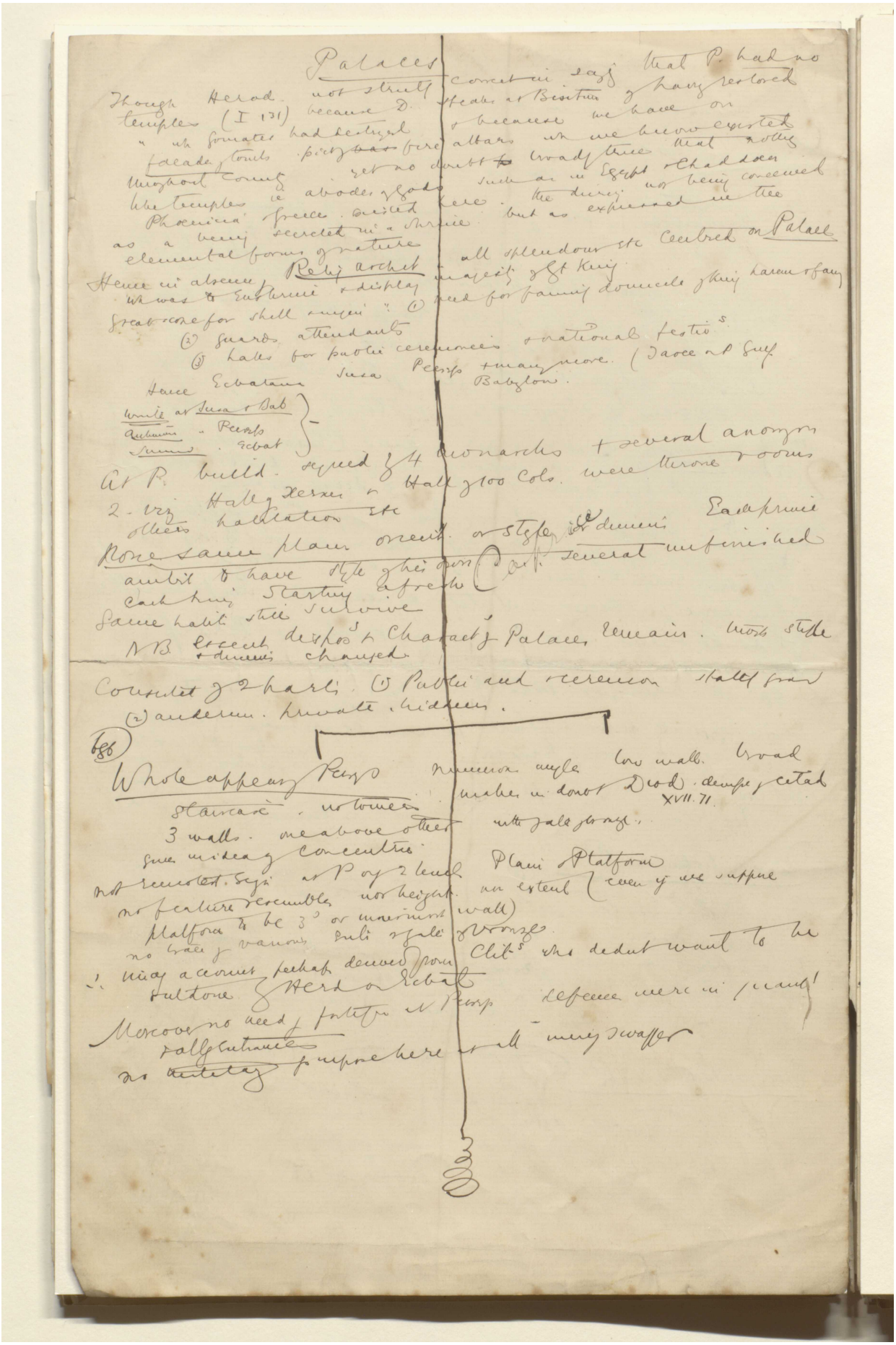

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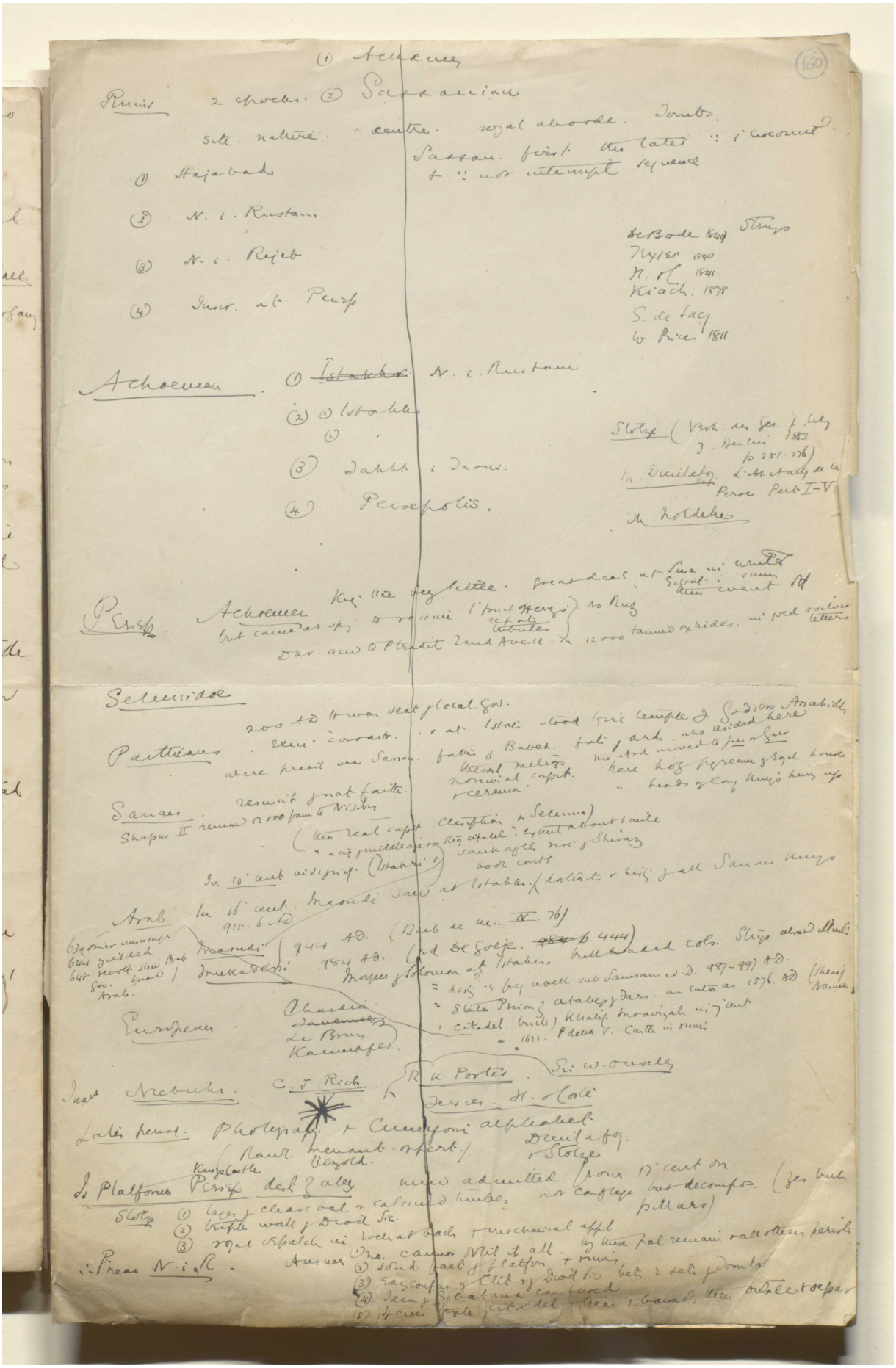

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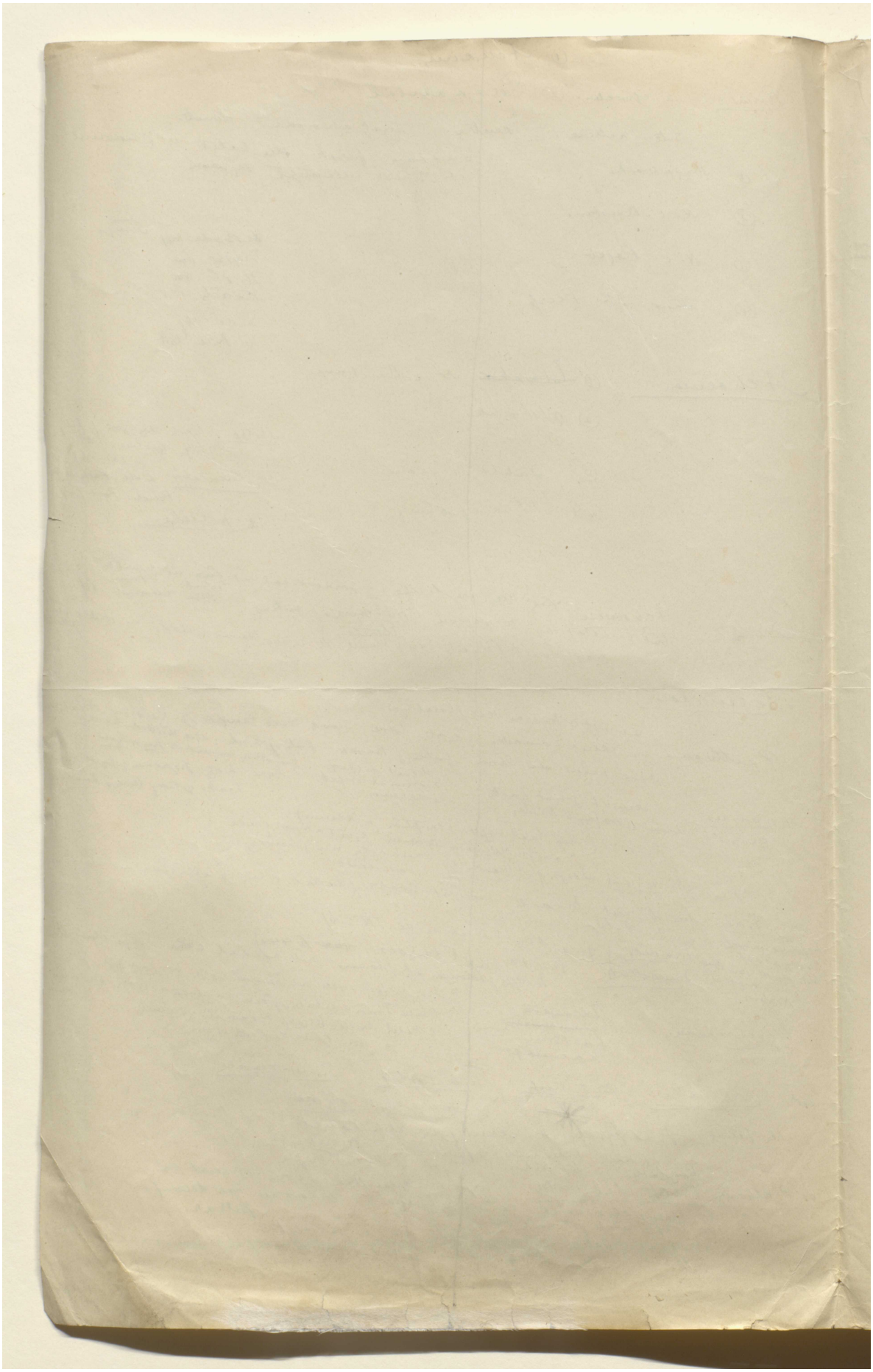

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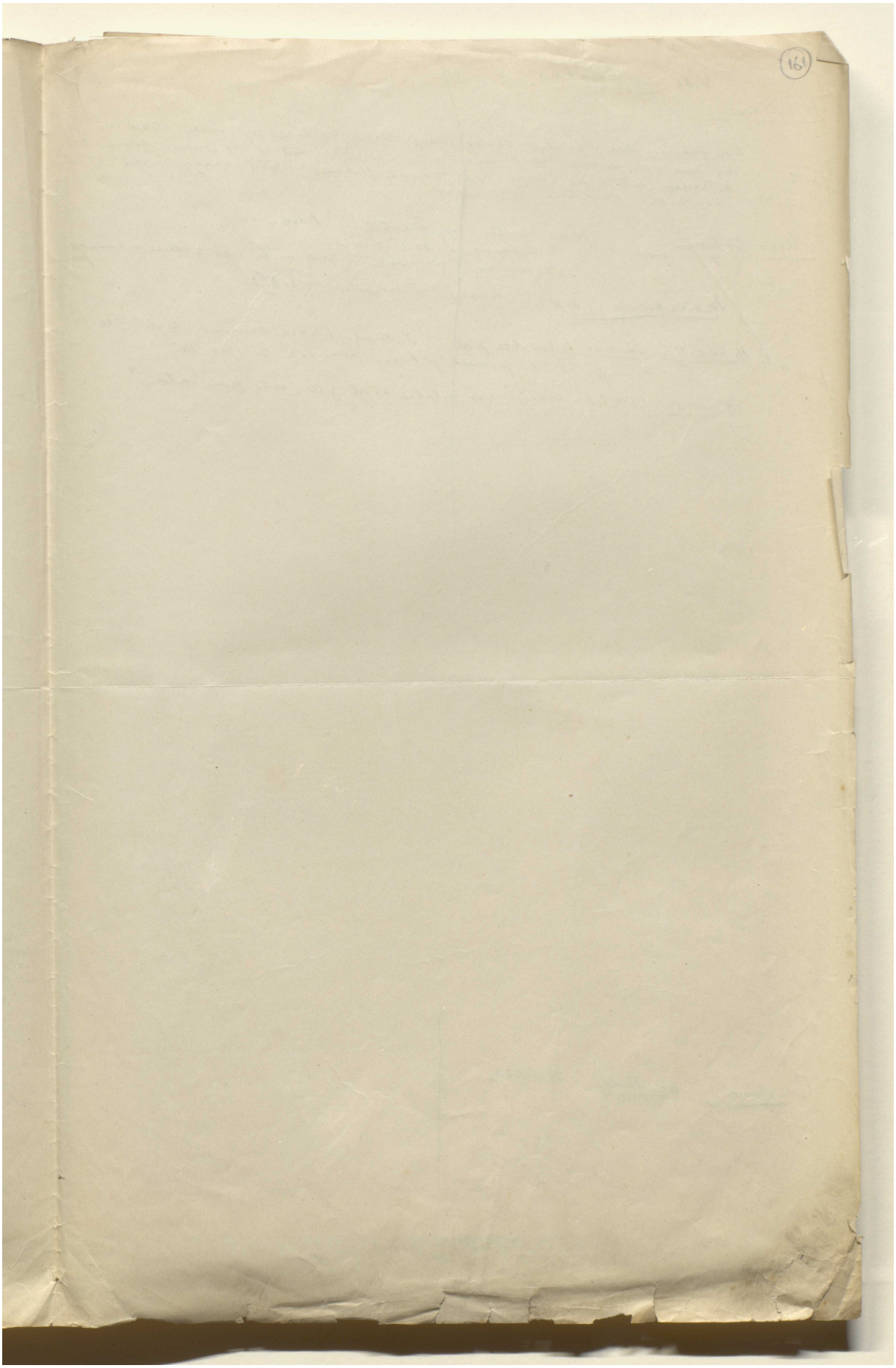

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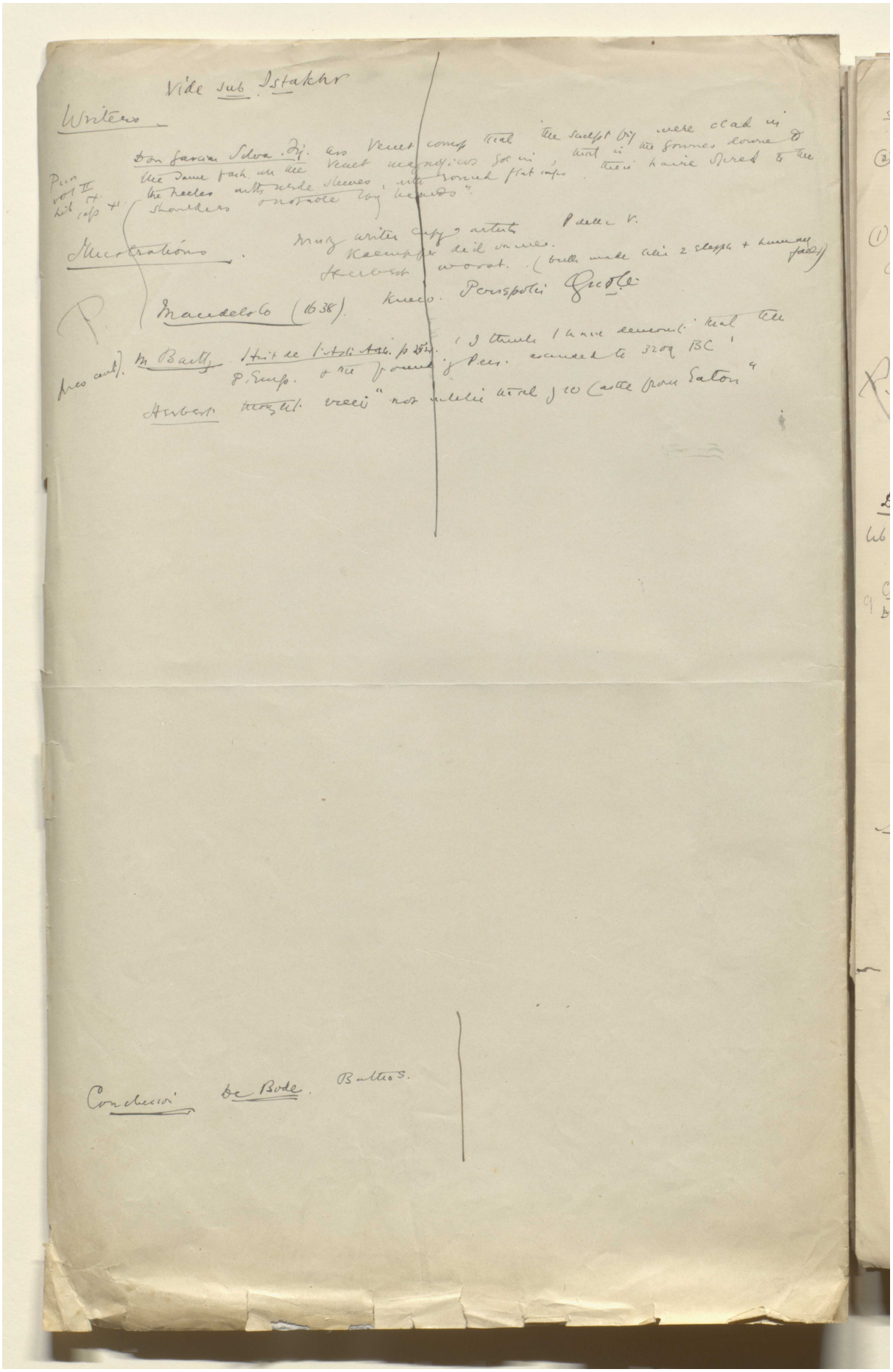

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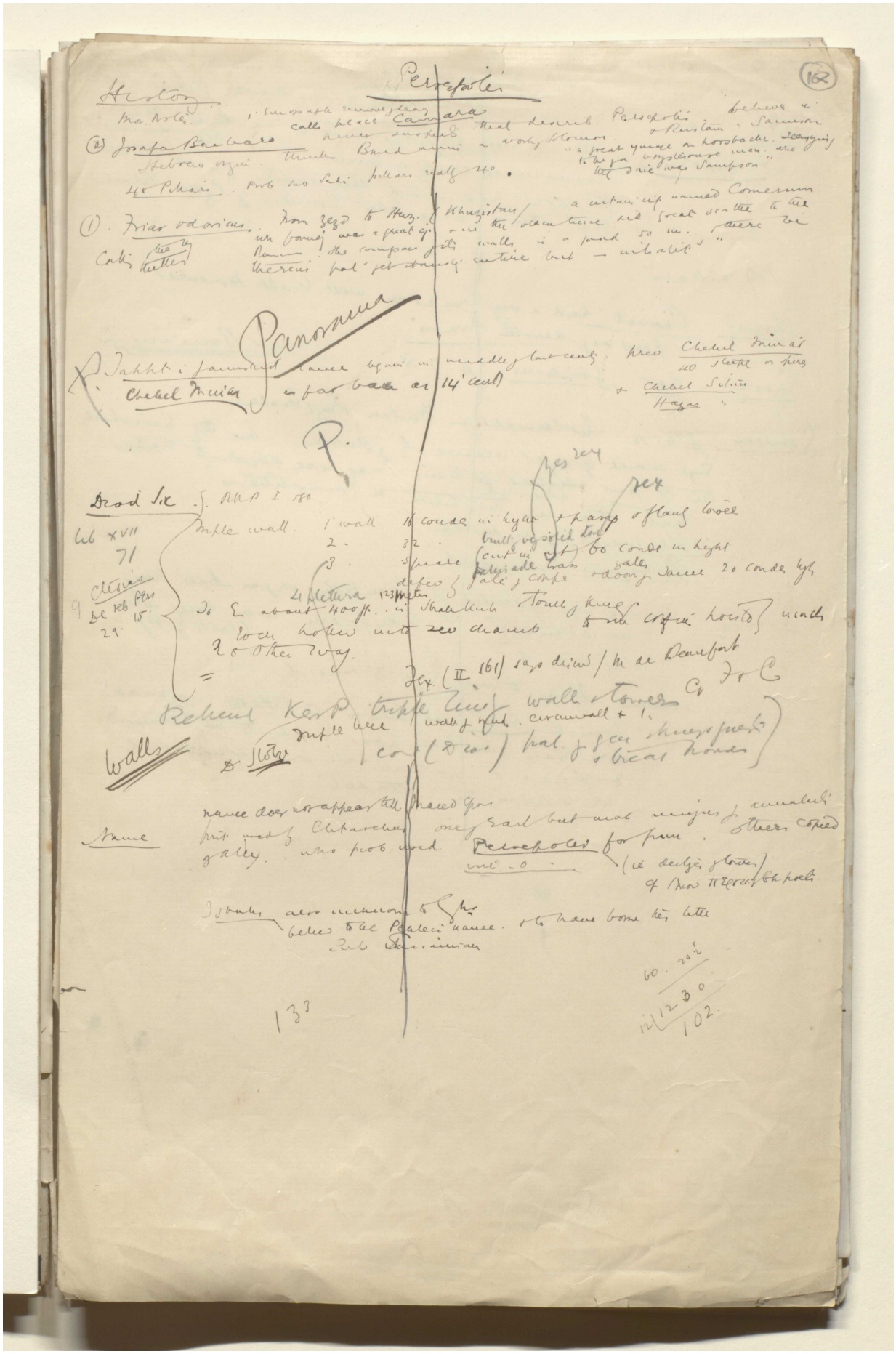

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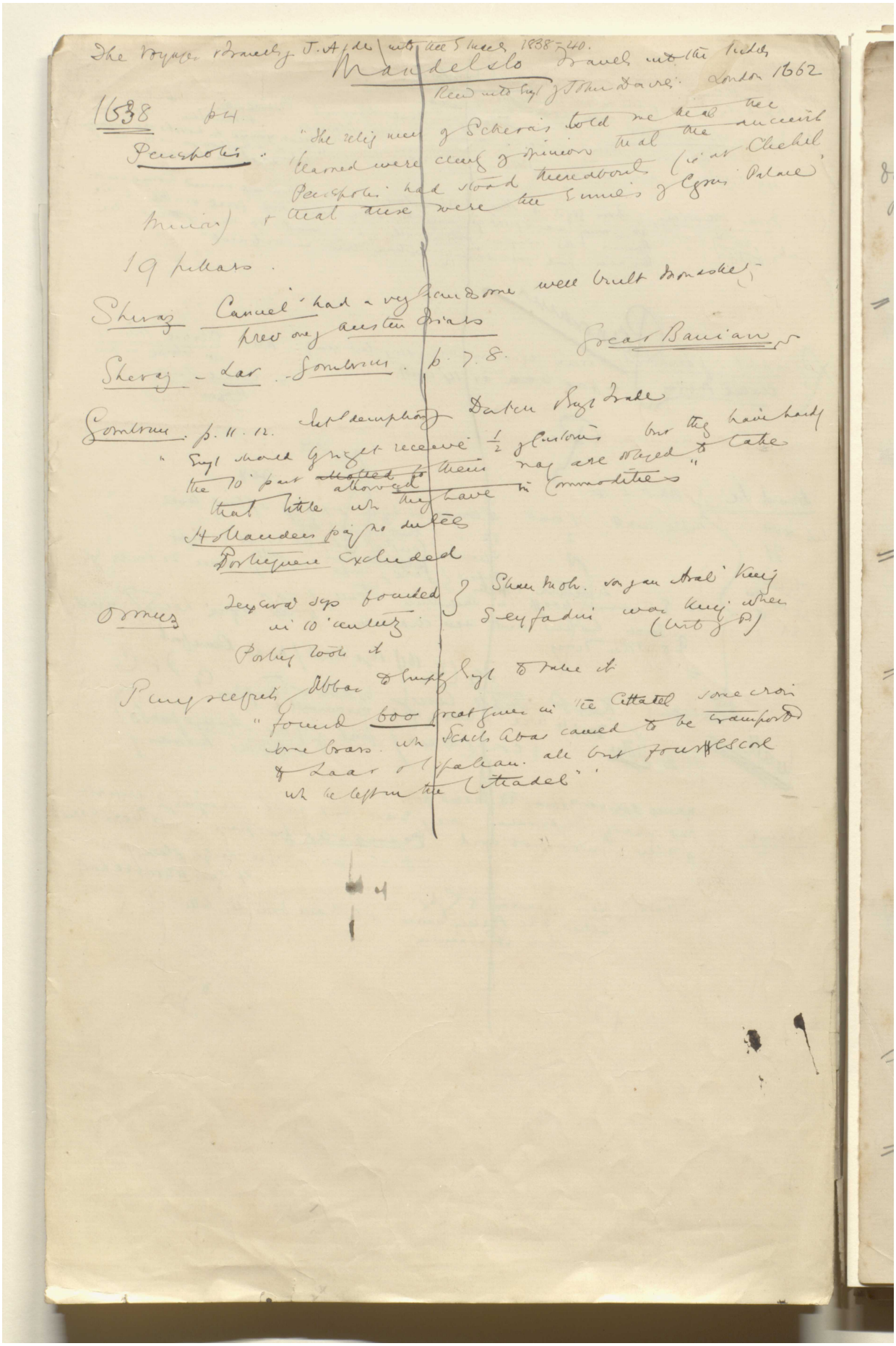

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The Voyages & Travels of J. A. Ide into the Indies 1838-40.

Mandelslo Travels into the Indies
Rec'd into Engl. of John Davies. London 1662

1638 p. 4

Persepolis. "The religious of Scheras told me that the learned were clearly of opinion that the ancient Persepolis had stood thereabouts (i.e. at Chehel Minar) & that these were the Ruins of Cyrus Palace"

19 pillars.

Sheraz Cancel' had a very handsome well built monastery
prev. ong. Austen Friars

Great Banian

Sheraz - Lar - Gombrun. p. 7. 8.

Gombrun. p. 11. 12. Int. Idemphony Dutch Engl. Trade
"Engl. should by right receive ½ of Customs but they have hardly the 10' part ~~allotted to~~ allowed them may are obliged to take that little wh. they have in Commodities"
Hollanders pay no duties
Portuguese excluded

Ormuz Texcira says founded in 10' century } Shah Moh. son gan Arab' king Seyfadin was king when (Cut of P.)
Portug took it

Pung receipts Abbas to Empty Engl. to take it
"found 600 great guns in the Cittadel some iron some brass. wh. Scach Abas caused to be transported to Laar of Ispahan. all but four score wh. he left in the Cittadel"

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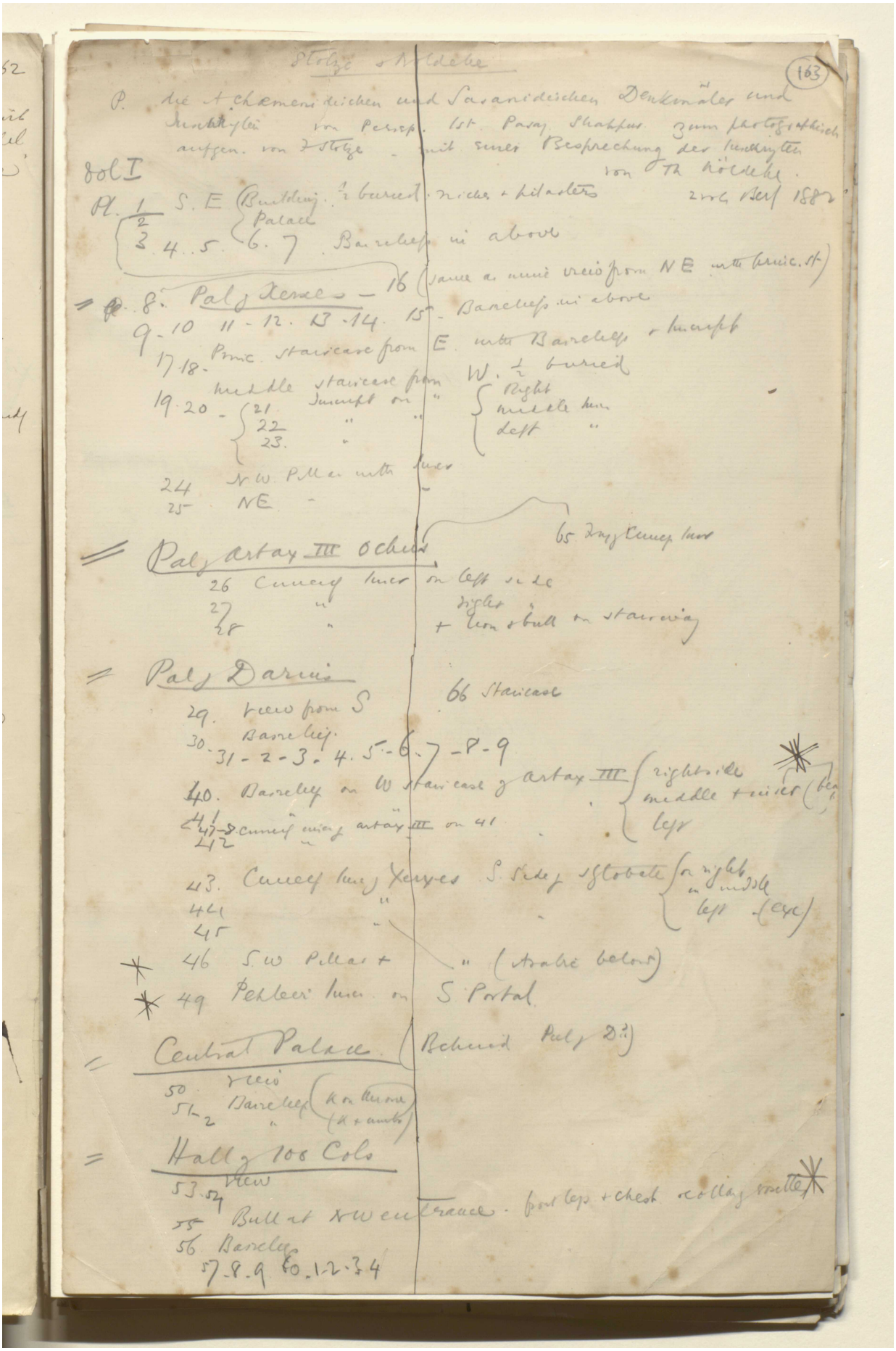

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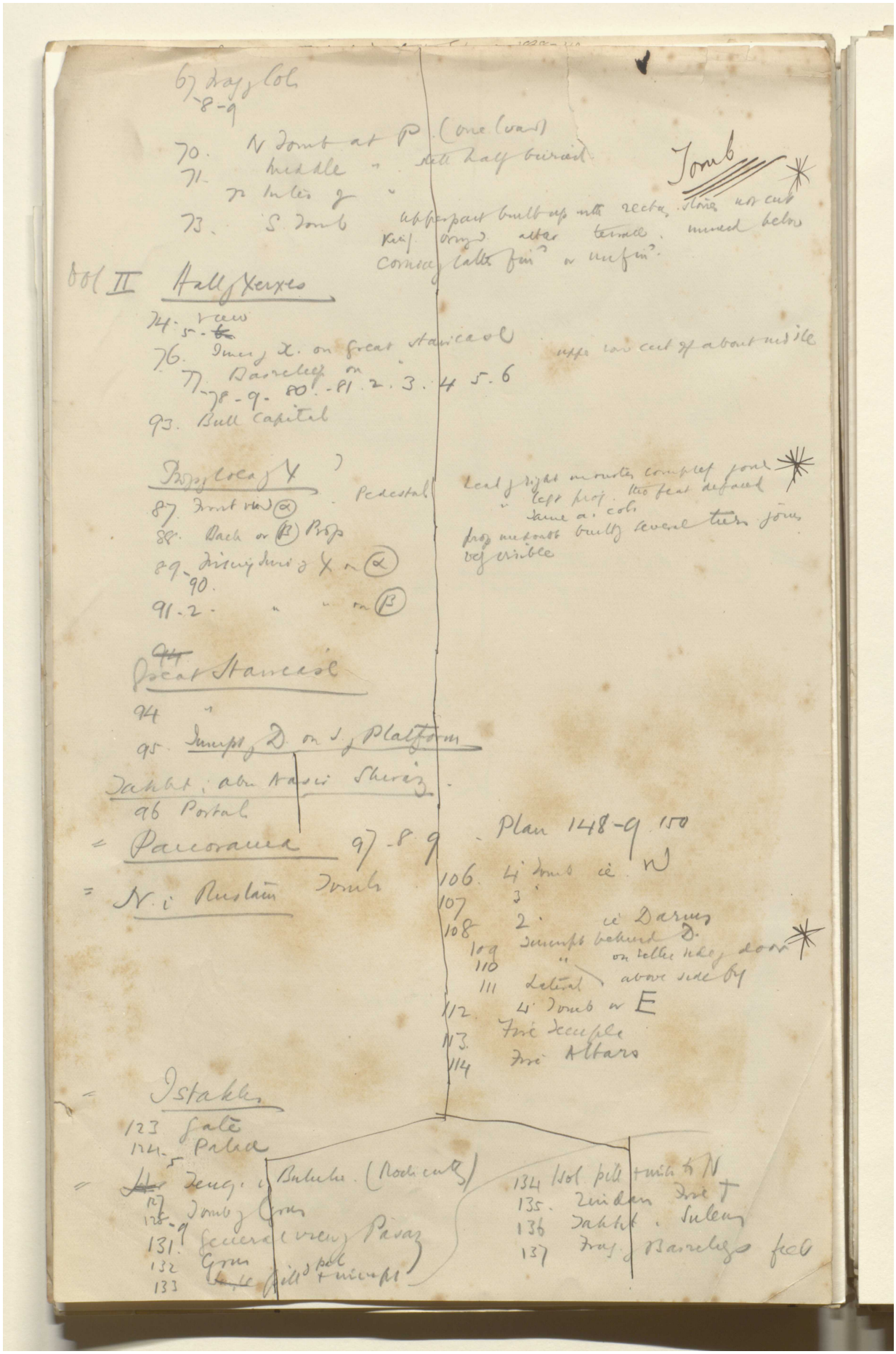

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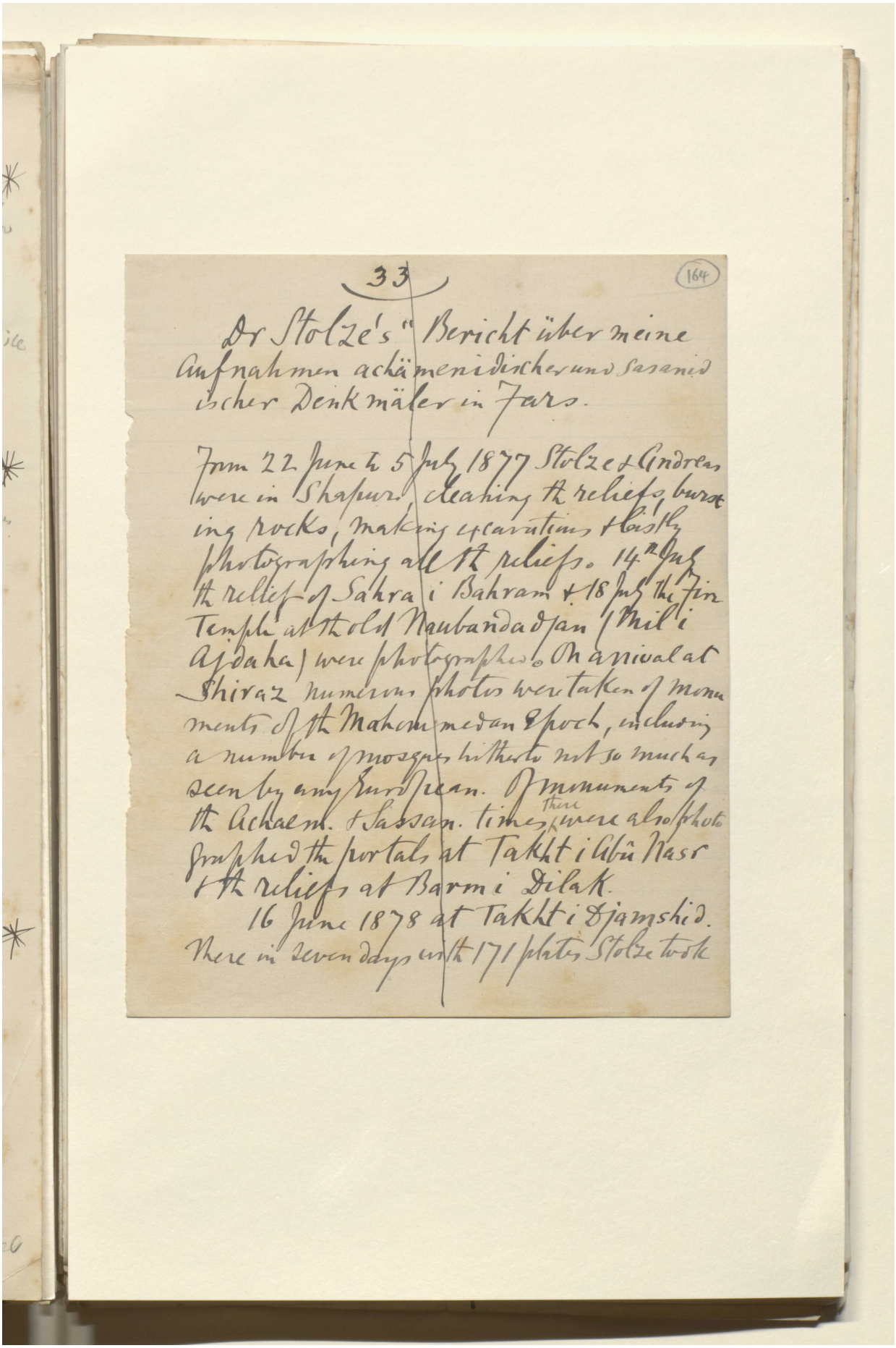

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(164)

Dr Stolze's "Bericht über meine Aufnahmen achämenidischer und sasanidischer Denkmäler in Fars.

From 22 June to 5 July 1877 Stolze & Andreas were in Shapur. clearing the reliefs, bursting rocks, making excavations & lastly photographing all the reliefs. 14th July the relief of Sahra i Bahram & 18th July the Fire Temple at the old Naubandagan (Mil i Ajdaha) were photographed. On arrival at Shiraz numerous photos were taken of monuments of the Mahomedan Epoch, including a number of mosques hitherto not so much as seen by any European. Of monuments of the Achaem. & Sassan. times, three were also photographed the portals at Takht i Abu Nasr & the reliefs at Barm i Dilak.

16 June 1878 at Takht i Djamshid. There in seven days with 171 photos Stolze took

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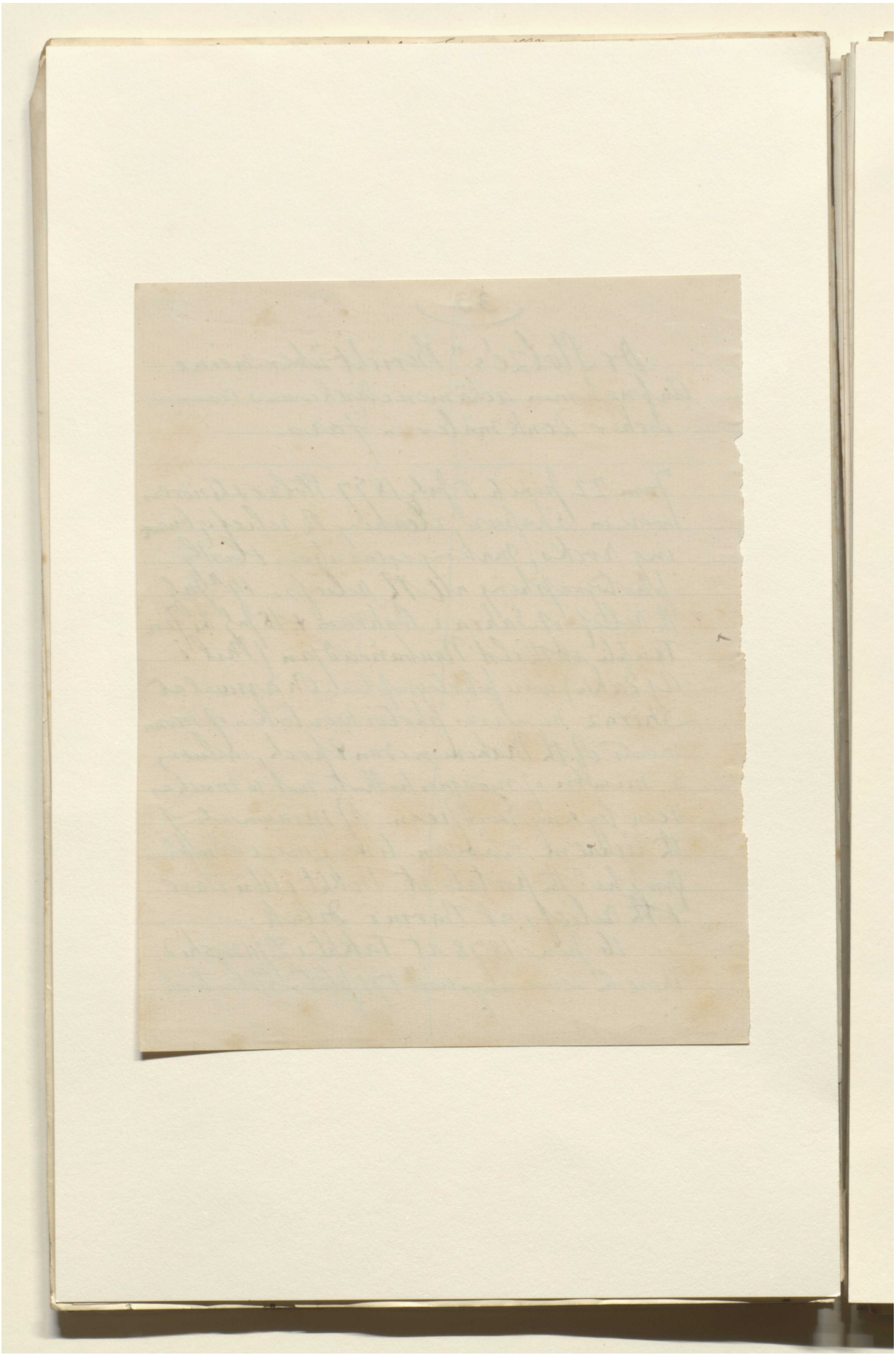

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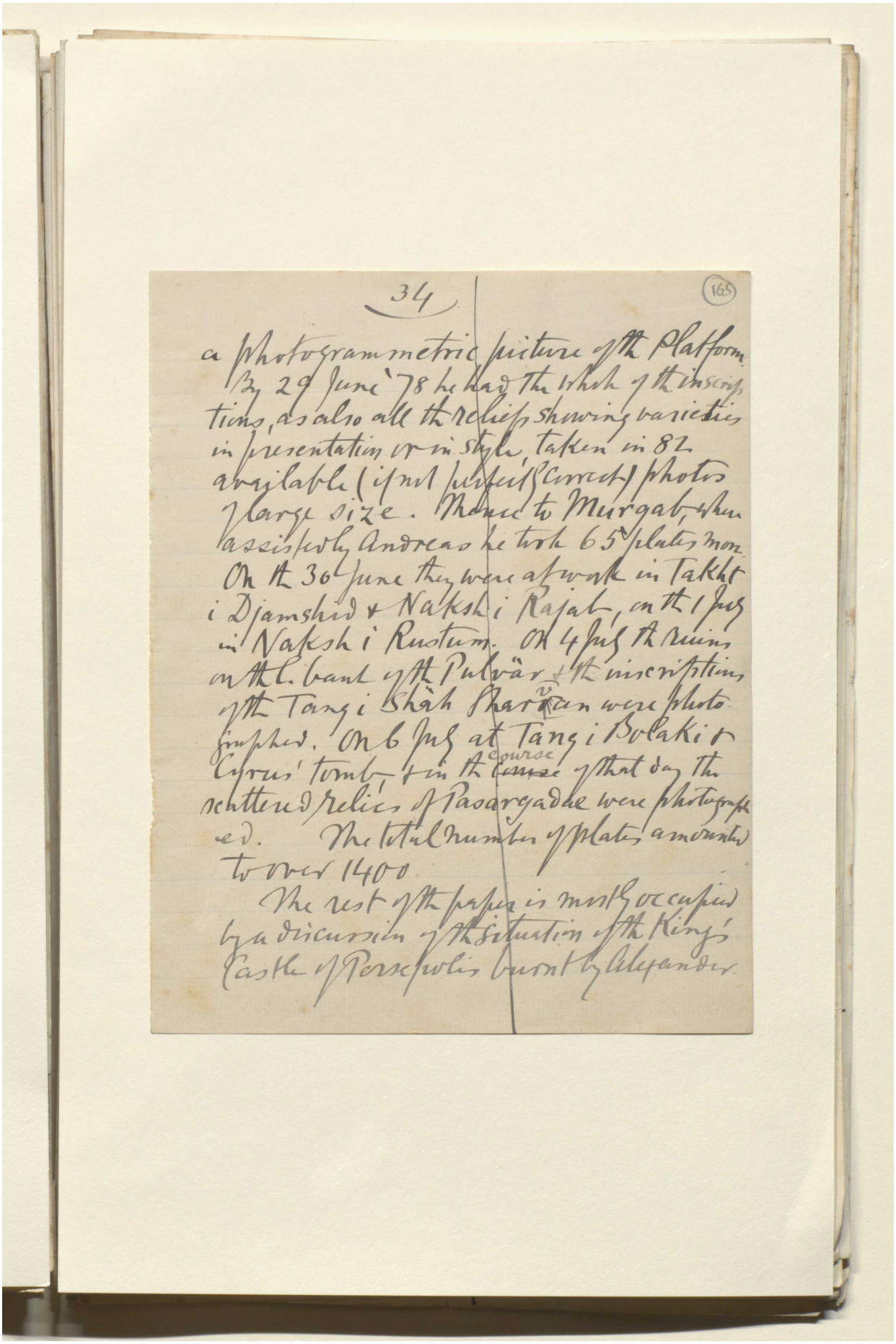

34 (165)

a photogrammetric picture of the Platform. By 29 June '78 he had the whole of the inscriptions, as also all the reliefs showing varieties in presentation or in style, taken in 82 available (if not perfect & correct) photos large size. Moved to Murgab, when assisted by Andreas he took 65 plates more. On the 30th June they were at work in Takht i Djamshid & Naksh i Rajab, on the 1st July in Naksh i Rustum. On 4 July the ruins on the L. bank of the Pulvar & the inscriptions of the Tang i Shâh Shapûr were photographed. On 6 July at Tang i Bolaki & Cyrus' tomb & in the course of that day the scattered relics of Pasargadae were photographed. The total number of plates amounted to over 1400.

The rest of the paper is mostly occupied by a discussion of the situation of the King's Castle of Persepolis burnt by Alexander.

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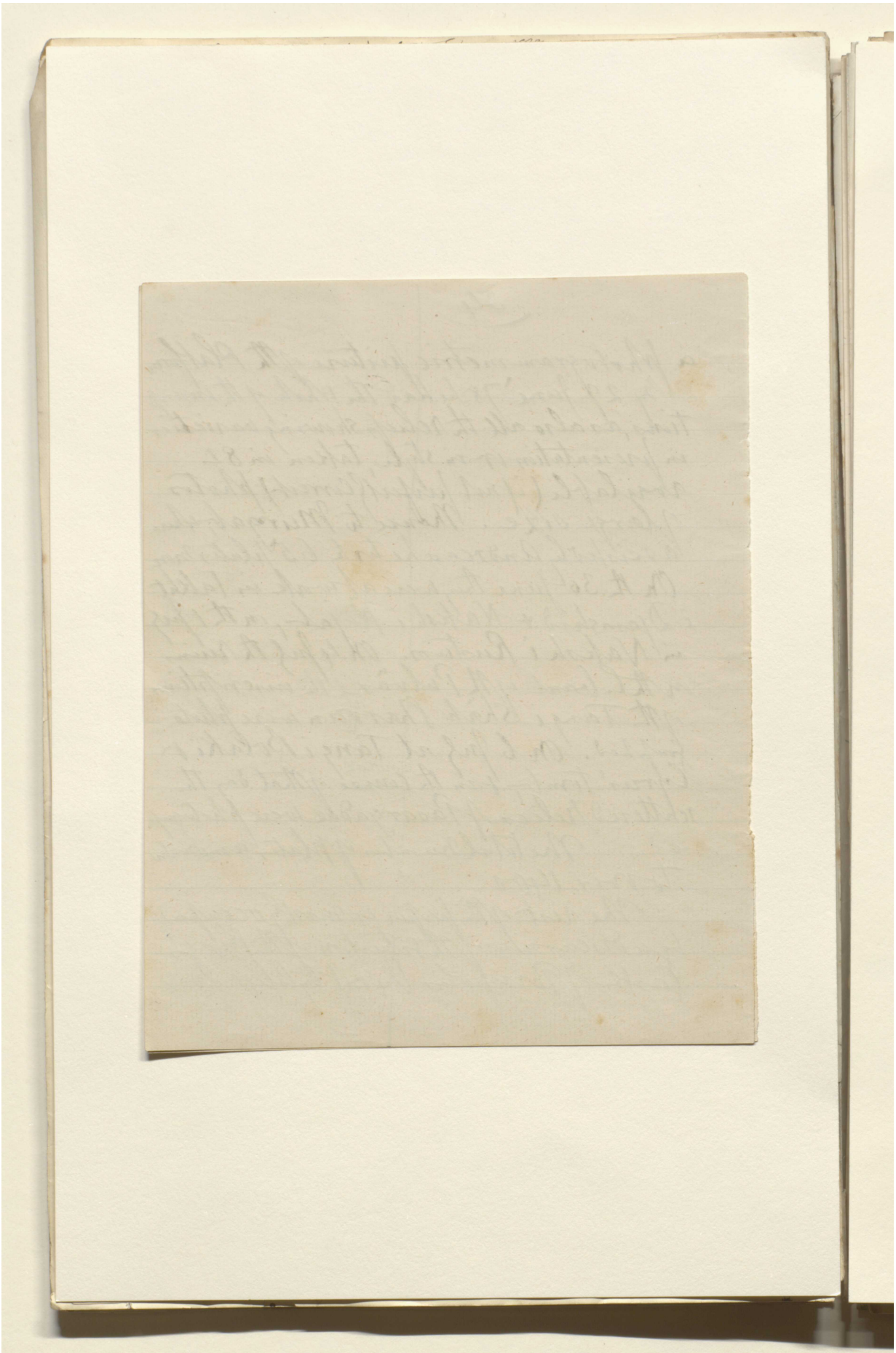

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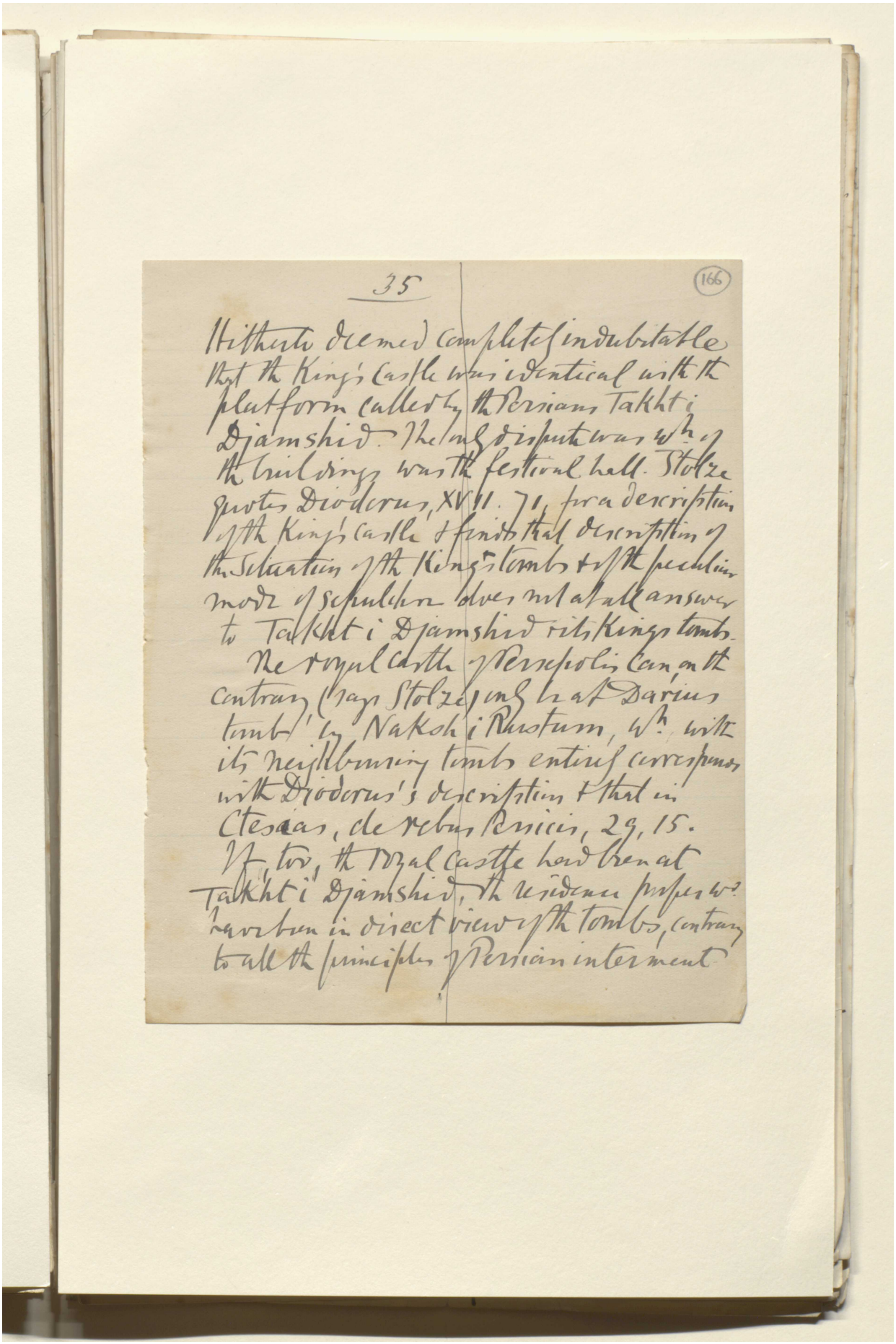

Hitherto deemed completely indubitable that the King's Castle was identical with the platform called by the Persians Takht i Djamshid. The only dispute was wh. of the buildings was the festival hall. Stolze quotes Diodorus, XVII. 71, for a description of the King's castle & finds that description of the situation of the King's tombs & of the peculiar mode of sepulchre does not at all answer to Takht i Djamshid & its Kings tombs.

The royal castle of Persepolis can, on the contrary (says Stolze) only be at Darius tomb by Naksh i Rustum, wh. with its neighbouring tombs entirely corresponds with Diodorus's description & that in Ctesias, de rebus Persicis, 29, 15.

If, too, the royal castle had been at Takht i Djamshid, the residence proper wd. have been in direct view of the tombs, contrary to all the principles of Persian interment.

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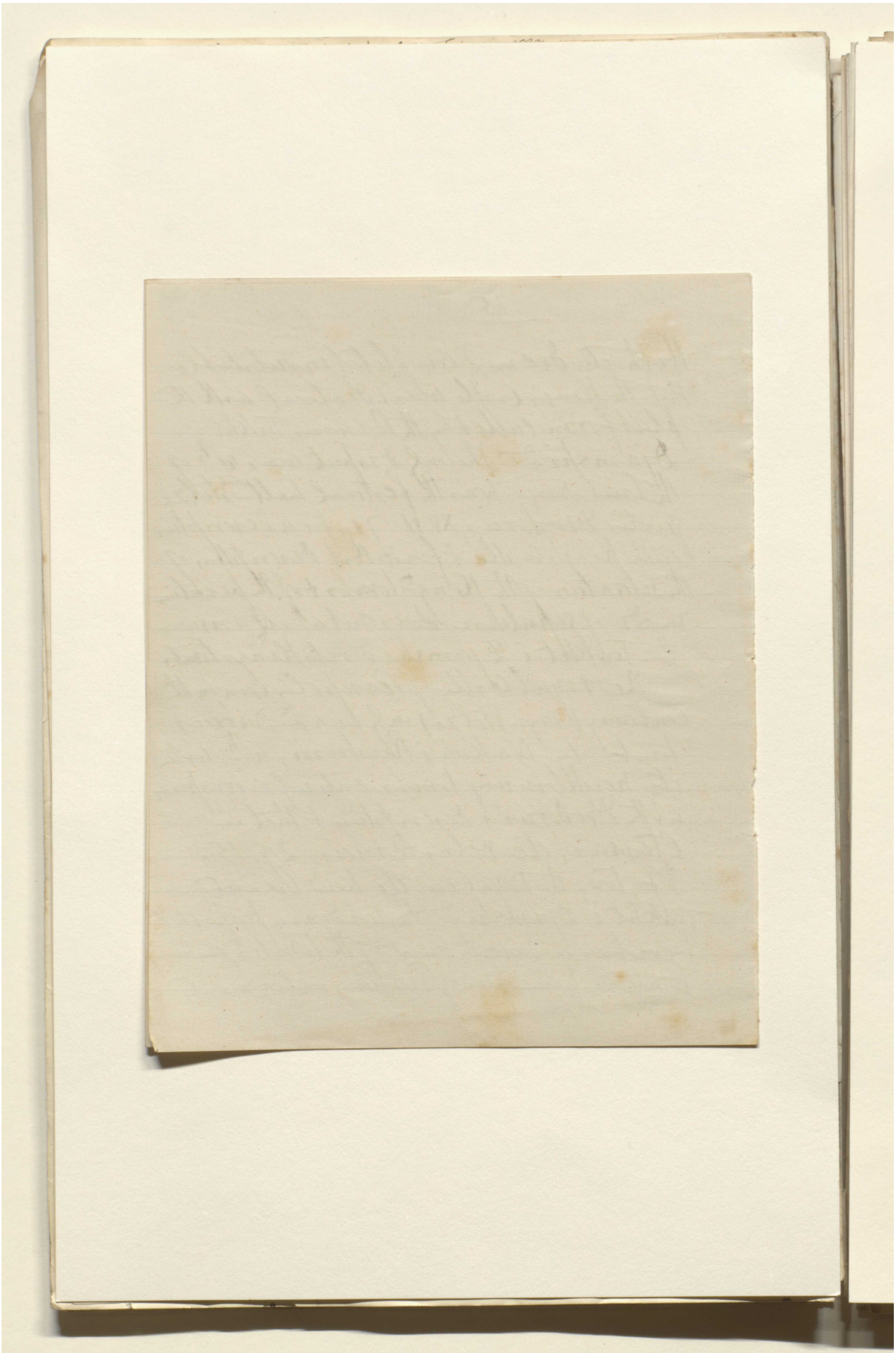

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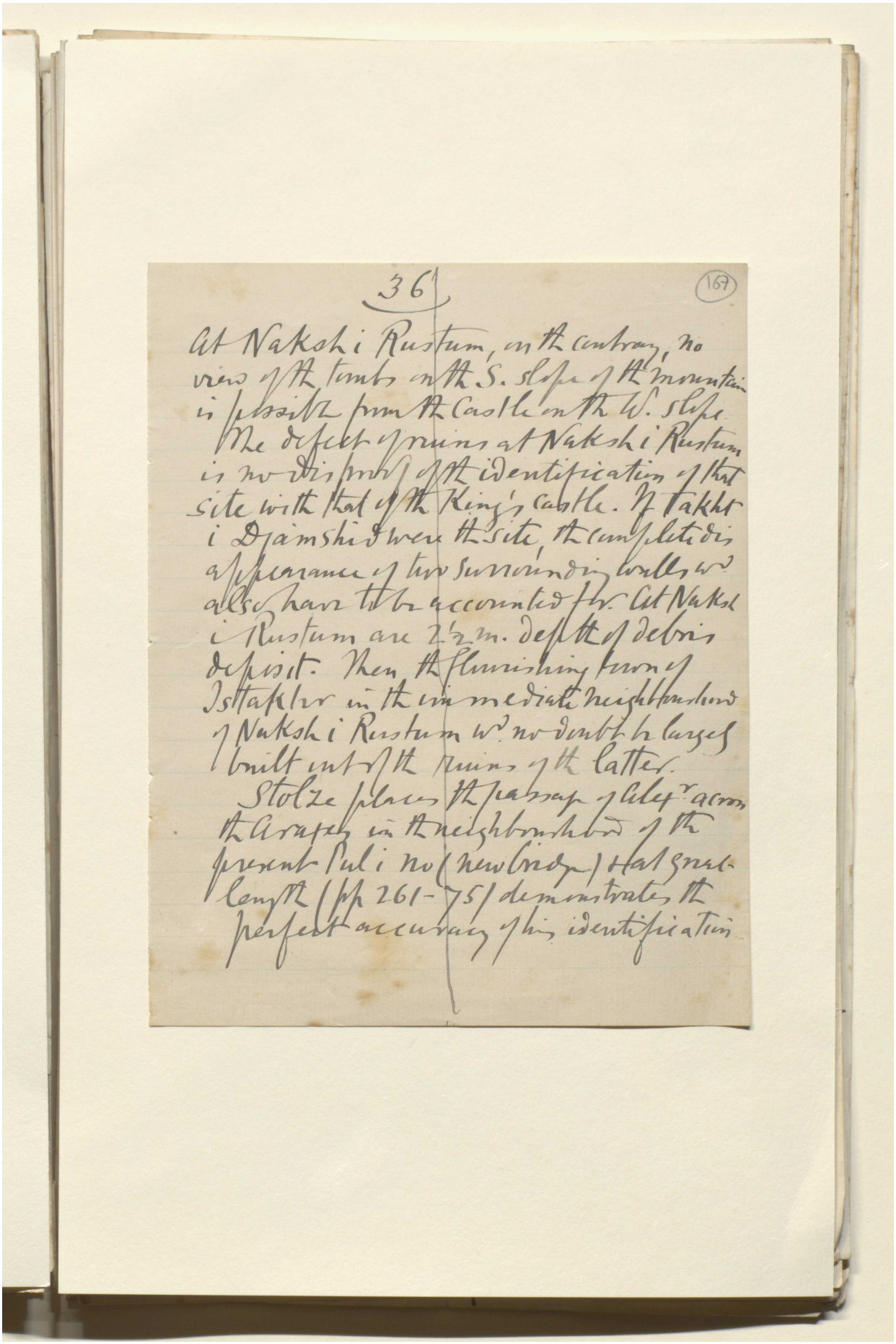

At Naksh i Rustum, on the contrary, no view of the tombs on the S. slope of the mountain is possible from the Castle on the W. slope.

The defect of ruins at Naksh i Rustum is no disproof of the identification of that site with that of the King's castle. If Takht i Djamshid were the site, the complete disappearance of two surrounding walls wd also have to be accounted for. At Naksh i Rustum are 2½ m. depth of debris deposit. Then the flourishing town of Istakhr in the immediate neighbourhood of Naksh i Rustum wd no doubt be largely built out of the ruins of the latter.

Stolze places the passage of Alexr across the Araxes in the neighbourhood of the present Pul i no (new bridge) & at great length (pp 261-75) demonstrates the perfect accuracy of his identification

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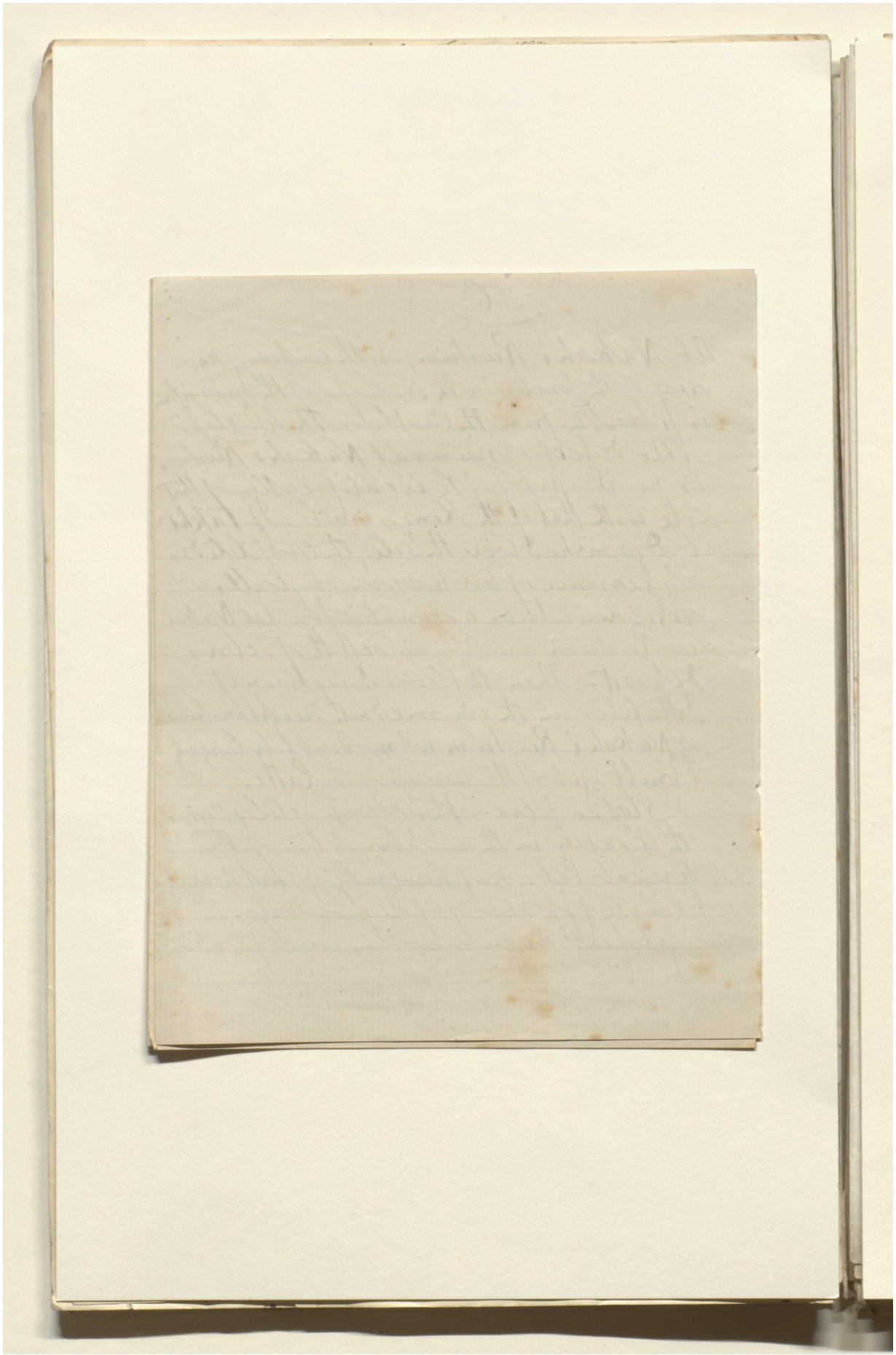

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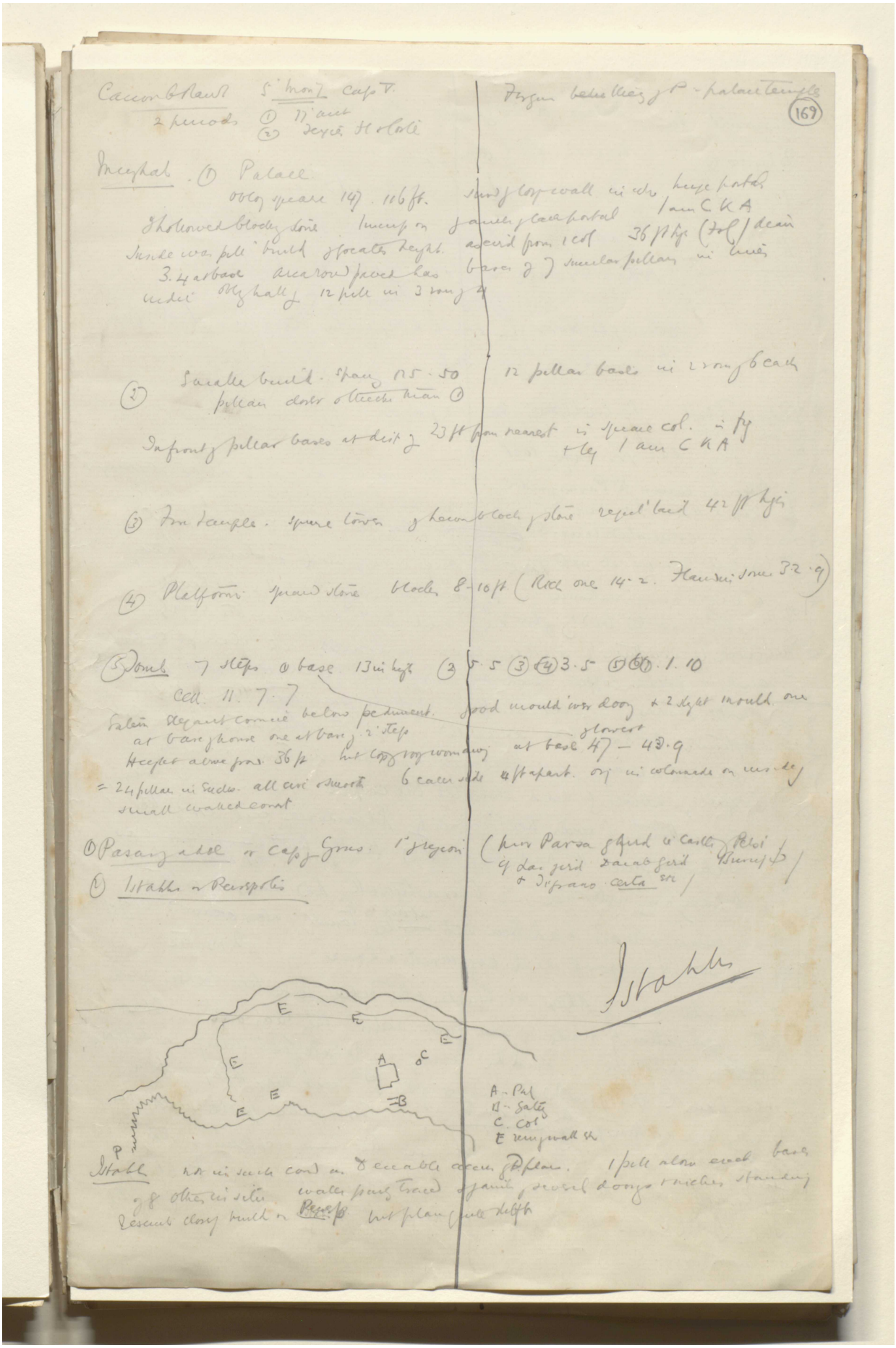

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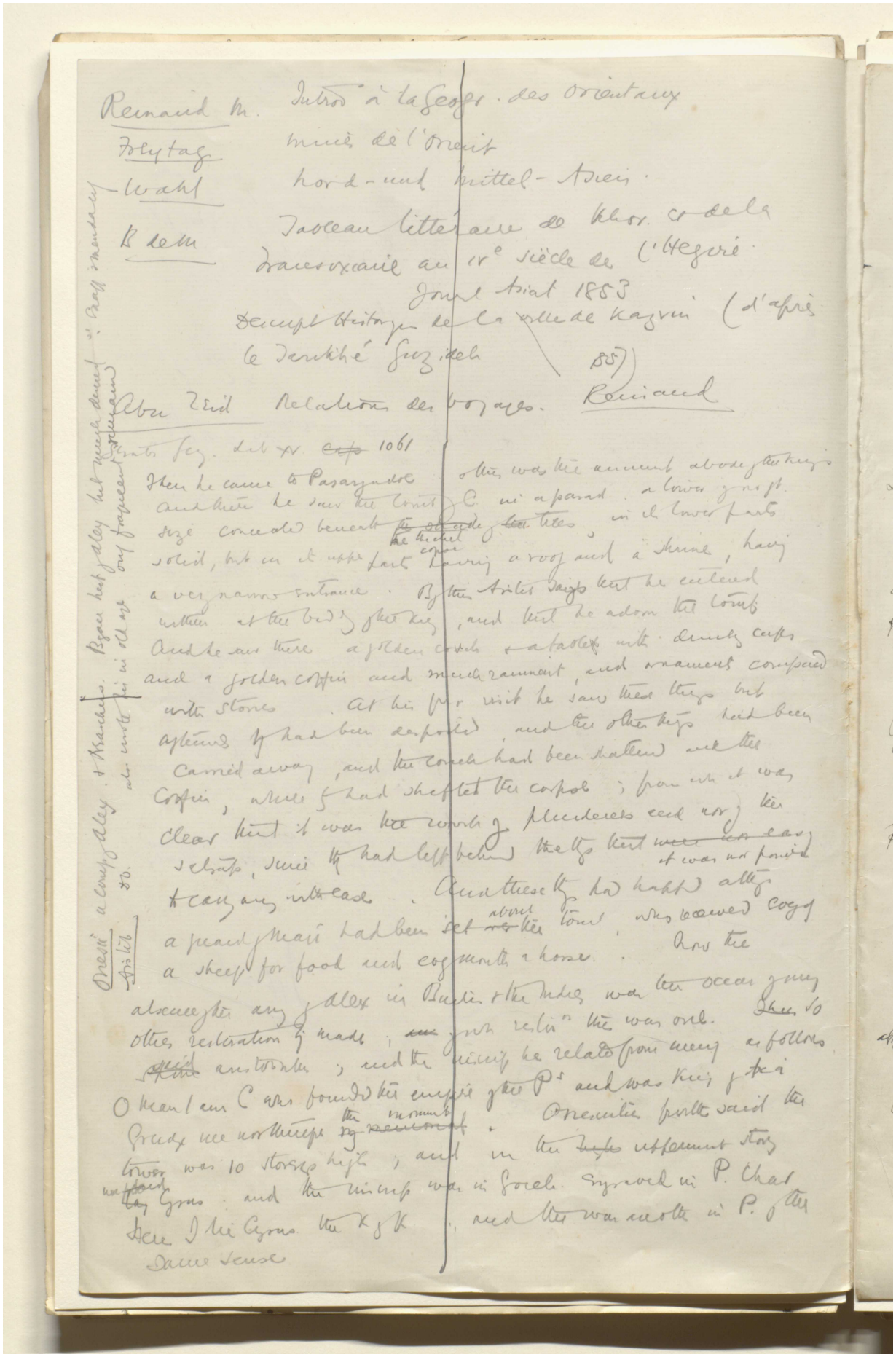

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Wahl Nord- und Mittel-Asien.
B de M. Tableau littéraire de Khor. et de la Transoxiane au IVe siècle de l'Hégire
Journal Asiat 1853
Descript Historique de la ville de Kazvin (d'après le Tarikhé Guzideh 1857)
Abu Zeid Relations des voyages. Reinaud

Strabo Geog. Lib XV. ~~Cap~~ 1061

Then he came to Pasargadae & there was the ancient abode of the kings and there he saw the tomb of C. in a parad. a lower of no gt. size concealed beneath ~~the shade of the~~ the thickest copse trees, in its lower parts solid, but in its upper parts having a roof and a shrine, having a very narrow entrance. By this Aristot says that he entered within at the bidding of the king, and that he adorn the tomb. And he saw there a golden couch & a table with drinking cups and a golden coffin and much raiment, and ornaments compared with stones. At his first visit he saw these things but afterwards they had been despoiled, and the other things had been carried away, and the couch had been shattered and the coffin, while they had shifted the corpse; from wh it was clear that it was the work of plunderers and not of the satraps, since they had left behind the things that ~~were not easy~~ it was not possible to carry away with ease. And these things had happened although a guard of Mari had been set ~~over~~ about the tomb, who received eog of a sheep for food and eog month a horse. Now the absence of the any of Alex in Bactria & the Indies was the occasion of any other restoration of made; ~~and~~ of wh restor the was one. ~~Then~~ So ~~said~~ ~~[illegible]~~ aristobulus; and the inscrip he relates from memory as follows O man I am C who founded the empire of the Ps and was king of Asia Greedy me not therefore ~~my~~ the ~~[illegible]~~ monument. Onesicritus forth said the tower was 10 storeys high; and in the ~~[illegible]~~ uppermost story ~~[illegible]~~ was laid Cyrus: and the inscrip was in Goreh. Engraved in P. Char Here I lie Cyrus the K of K; and there was another in P. of the same sense

Onesi a comp of Alex & Arachos. Began best of Alex but much denied & Raff & mendacity
Aristob. &c. also wrote his in old age only frequent remains

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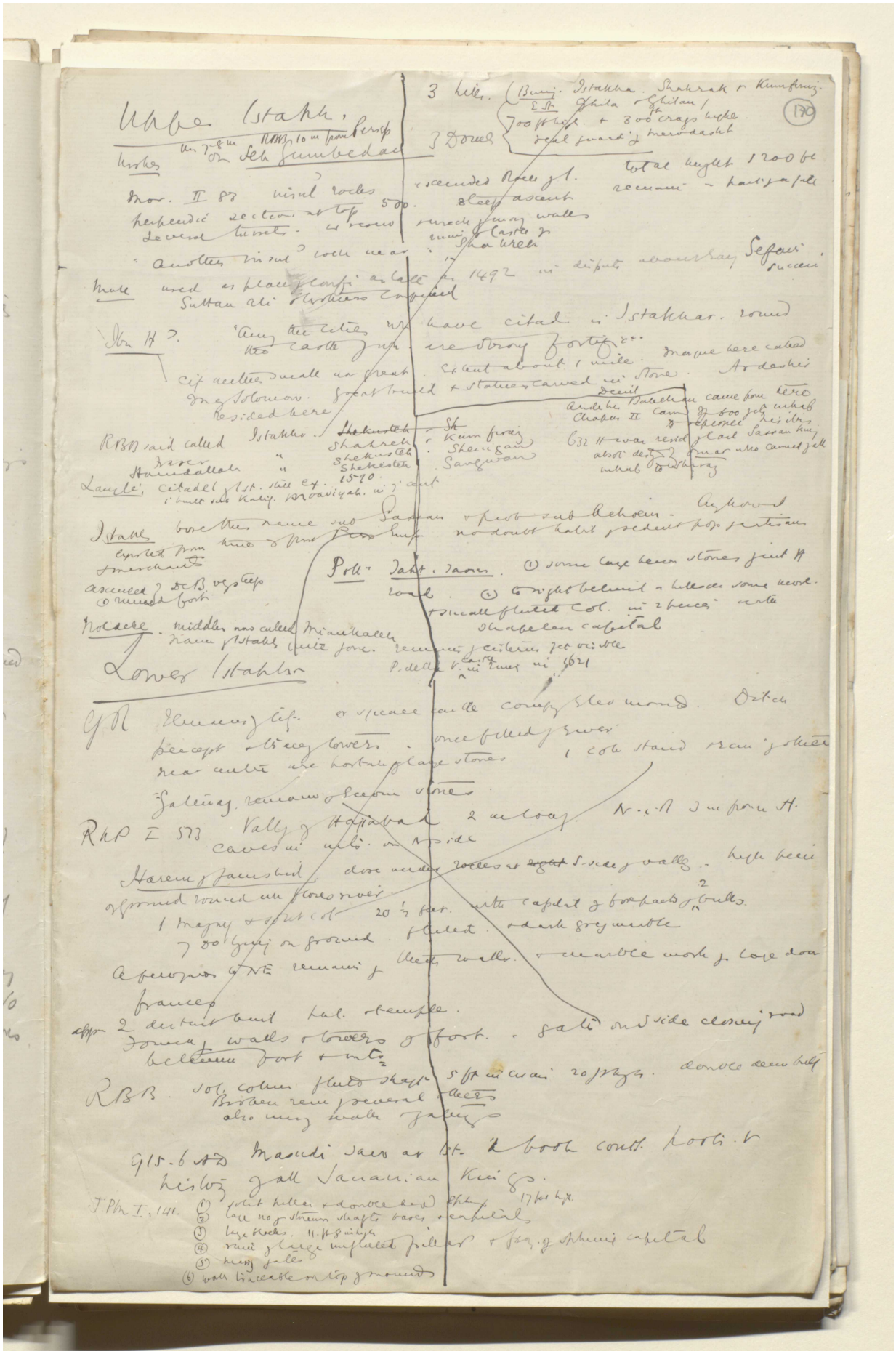

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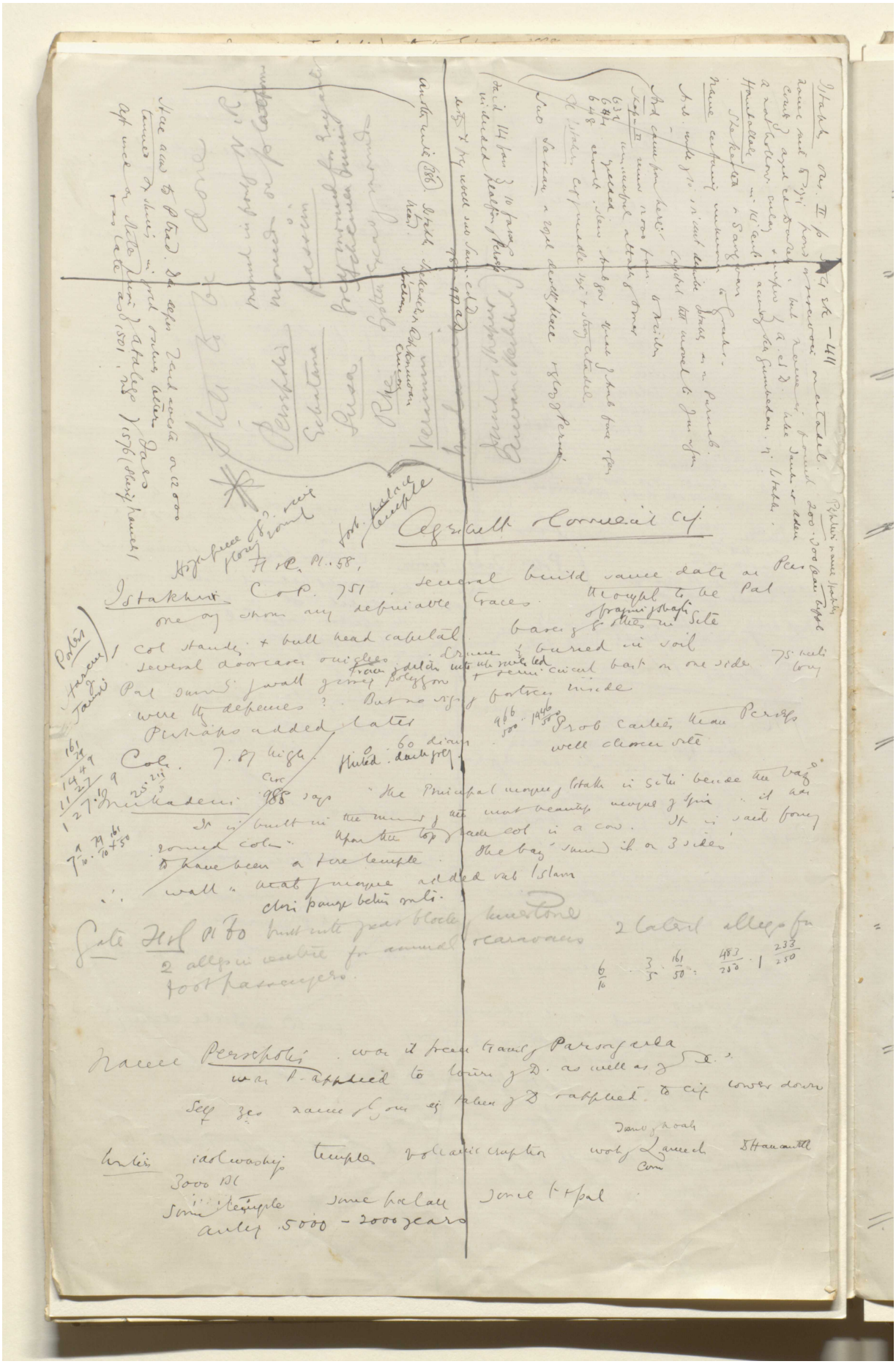

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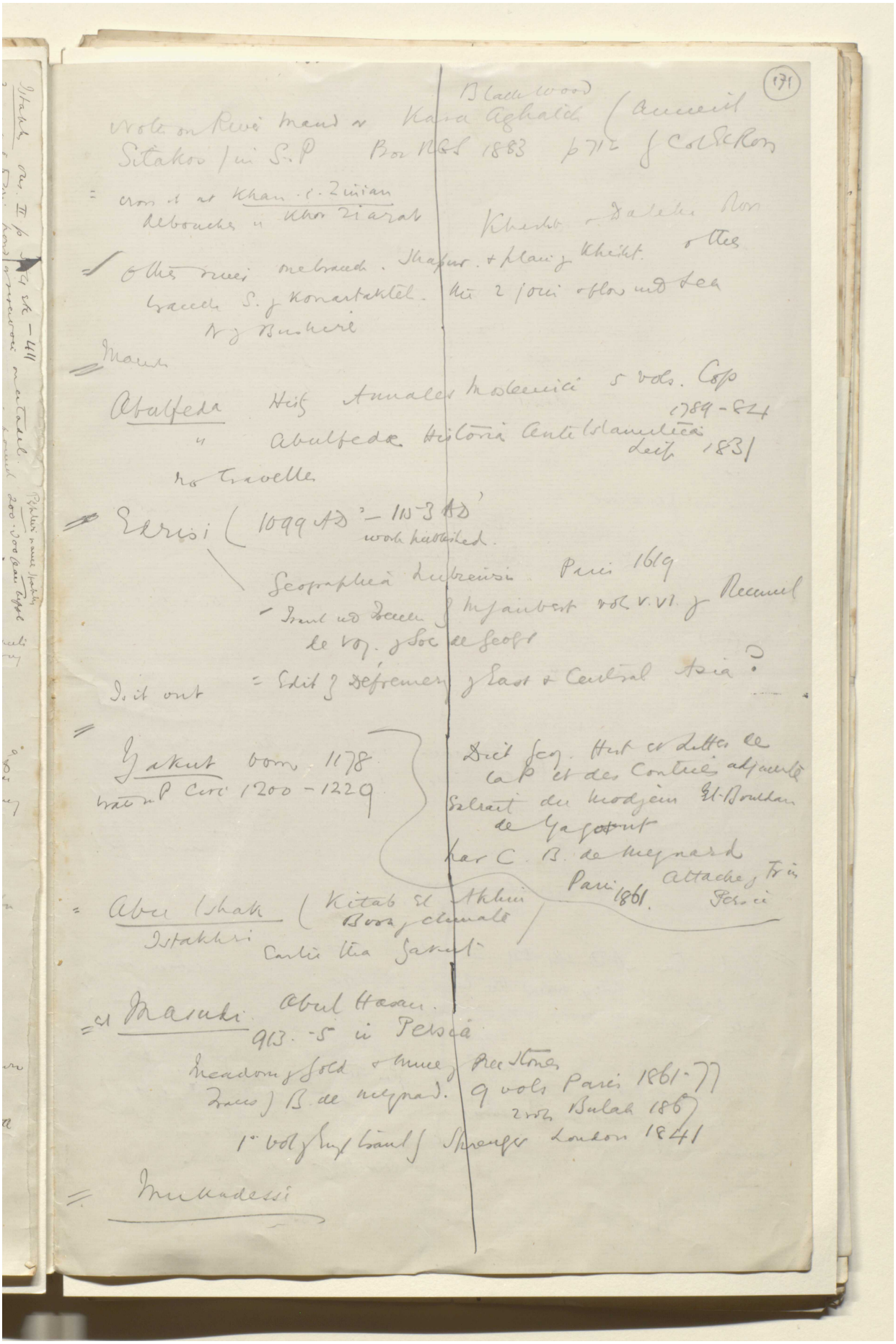

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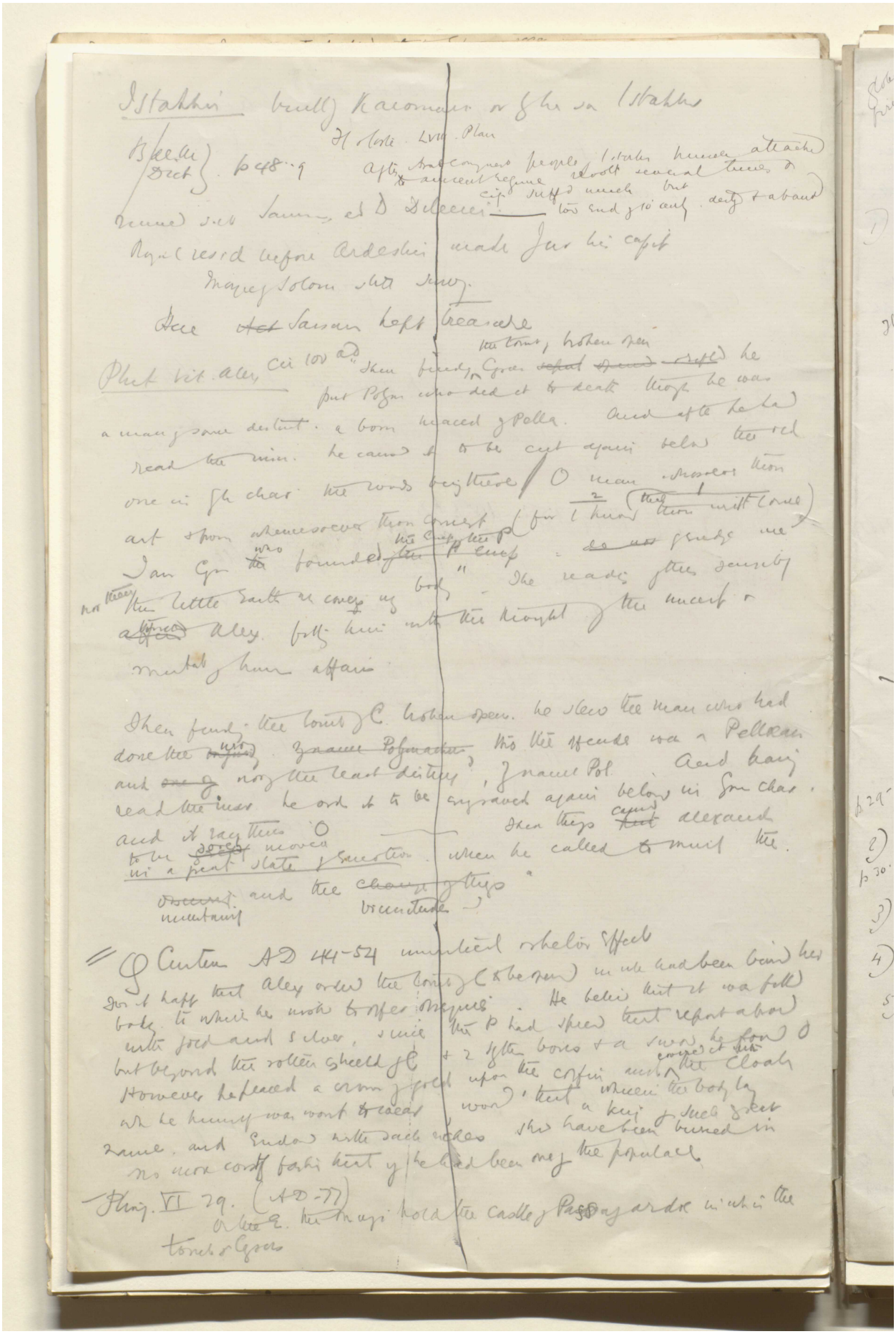

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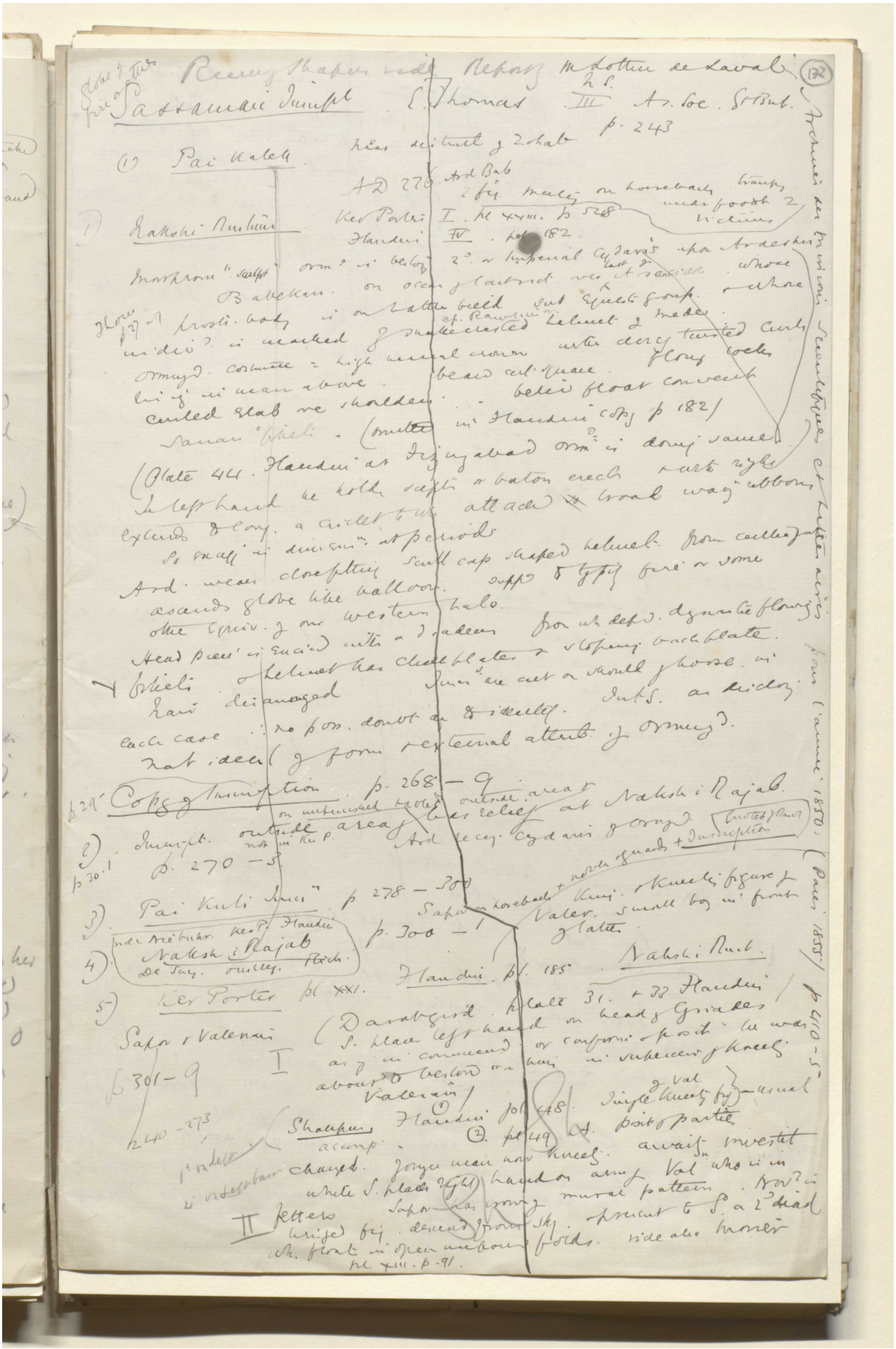

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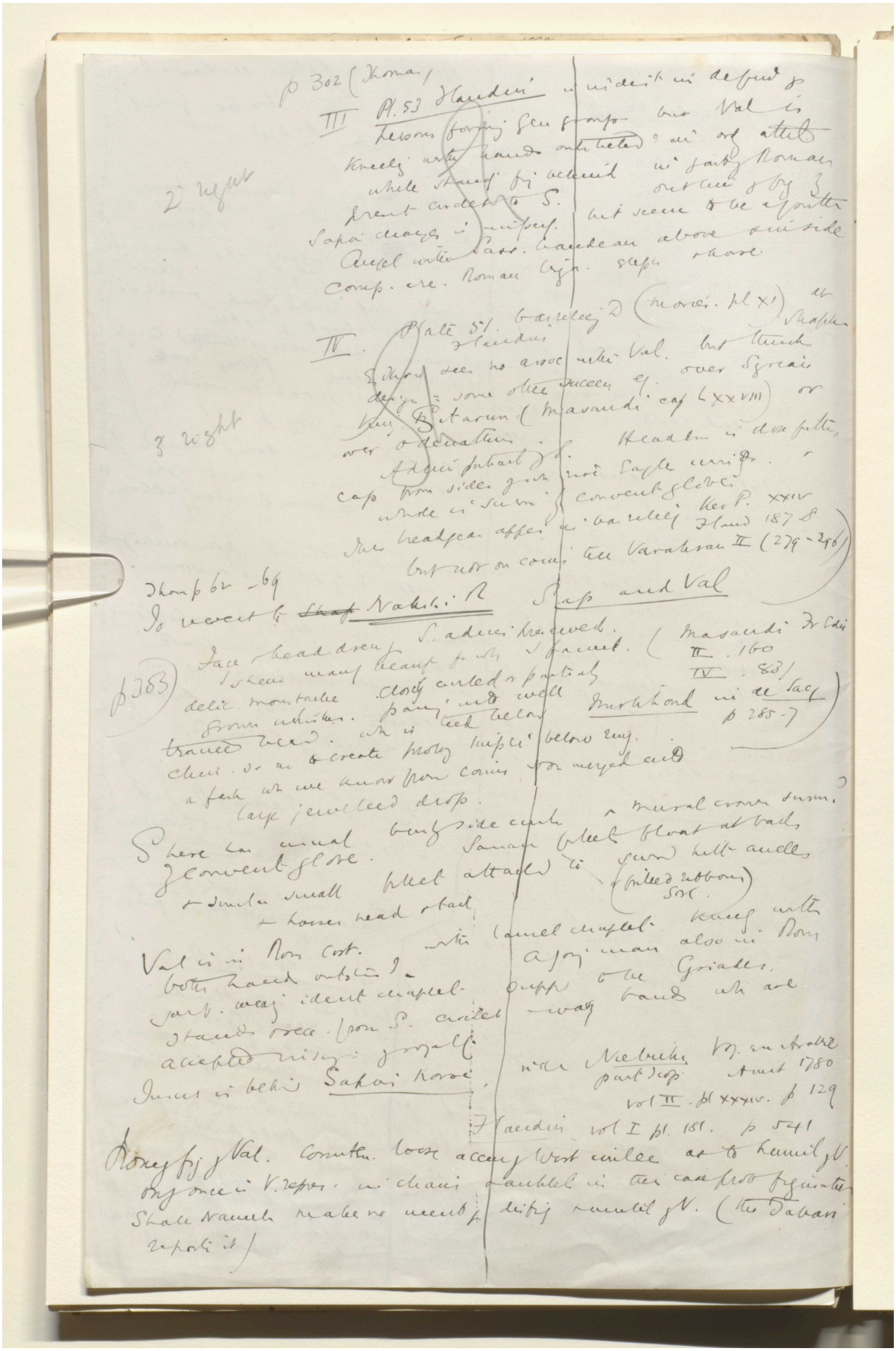

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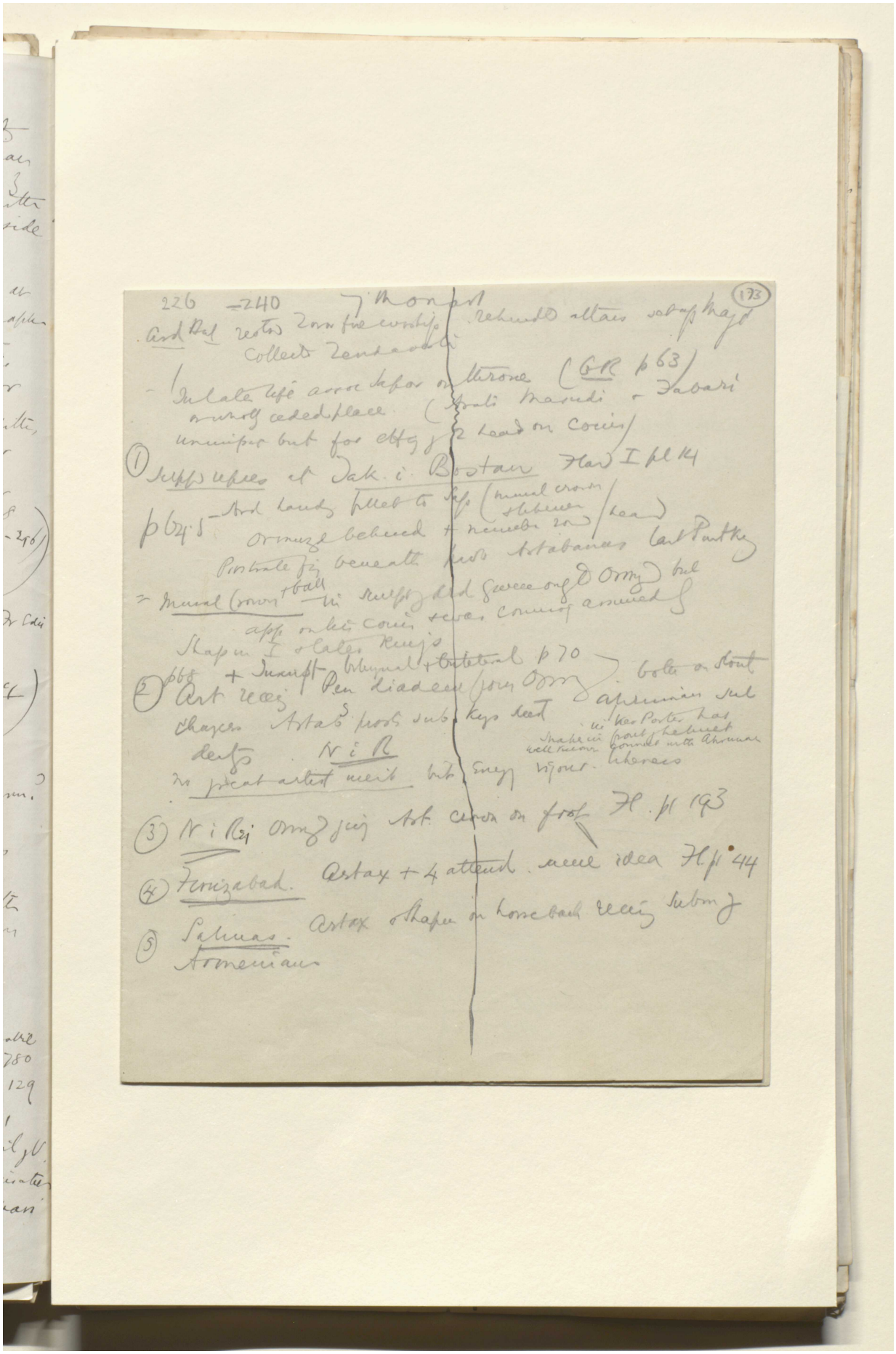

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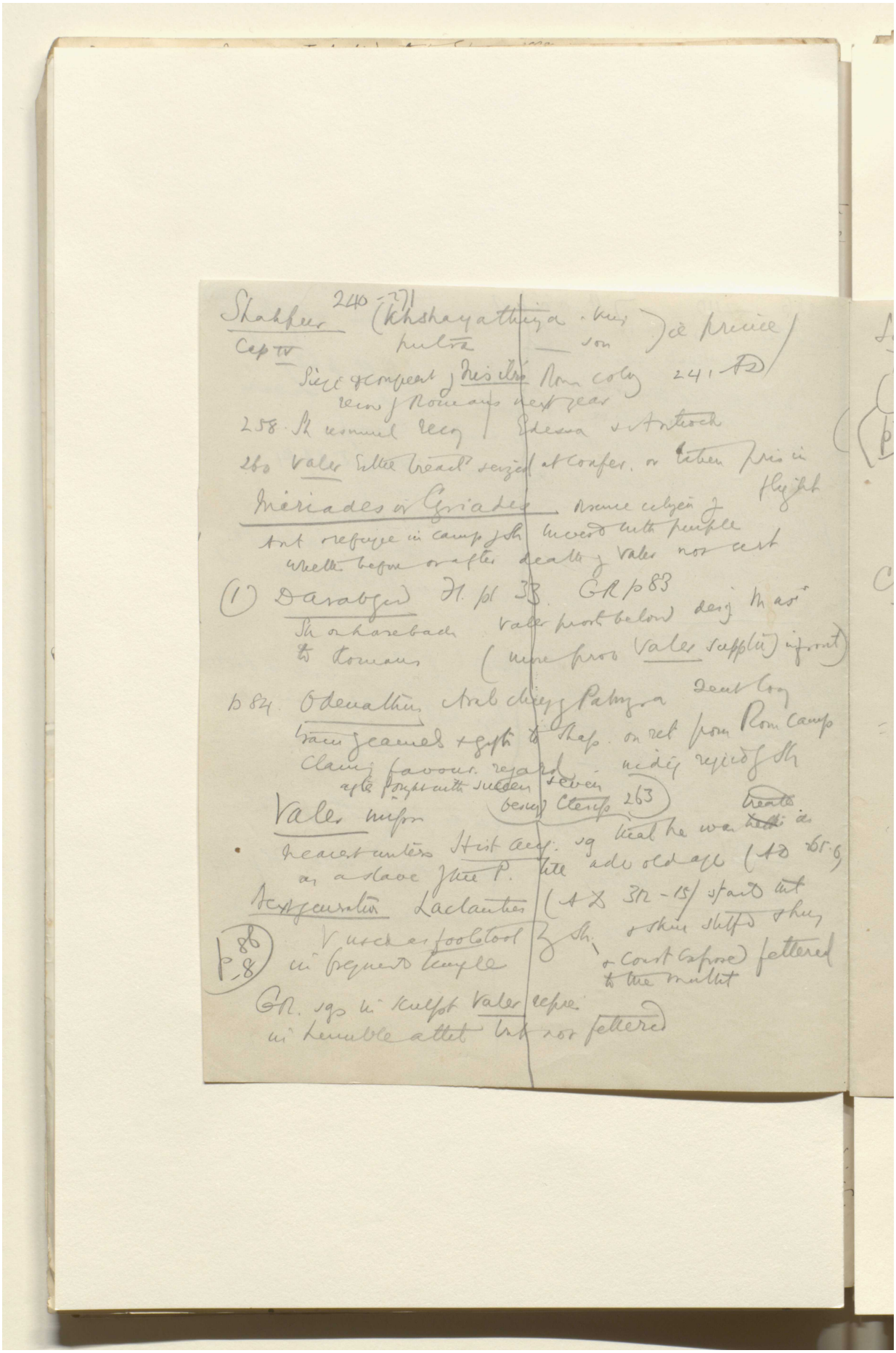

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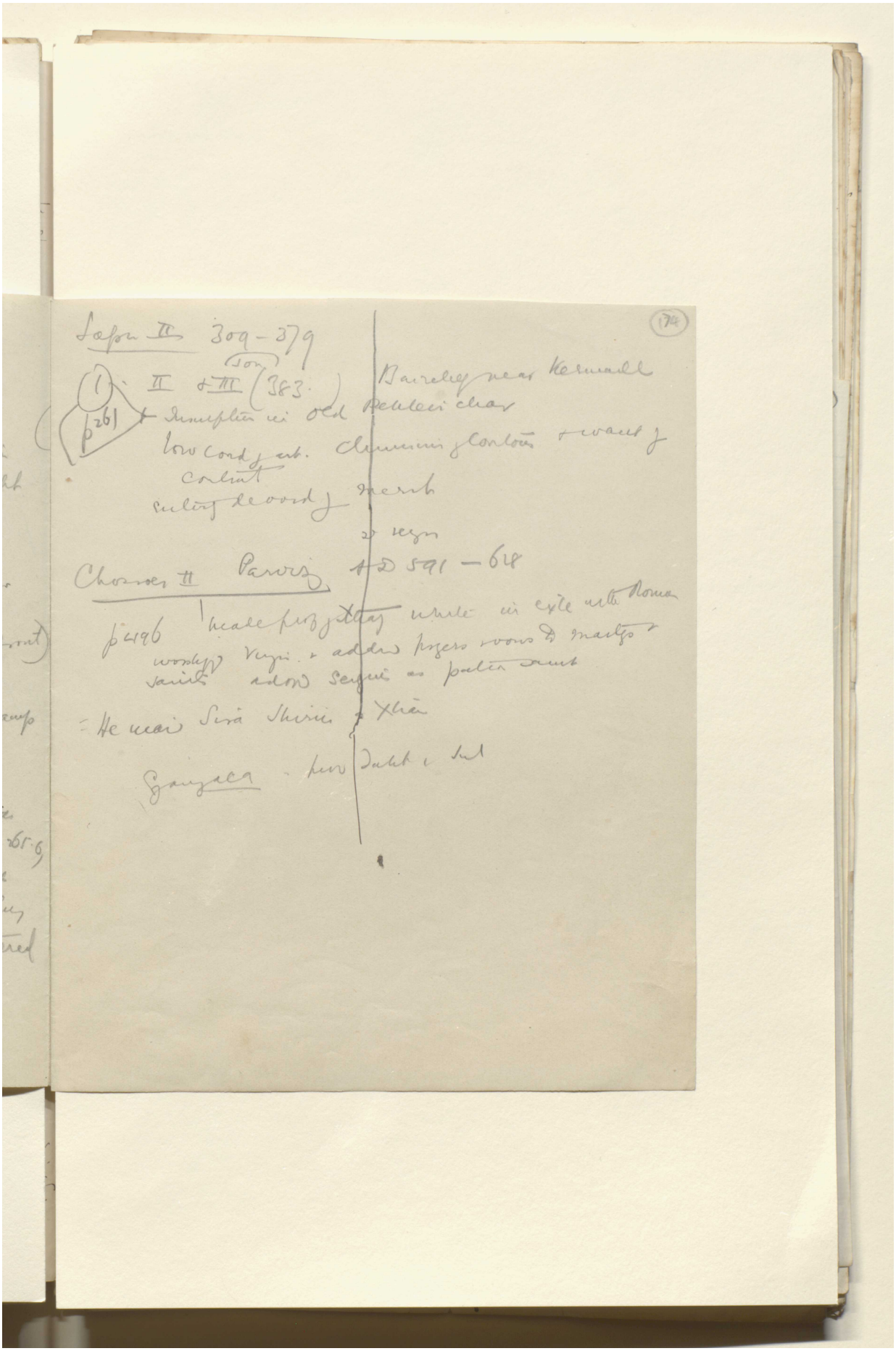

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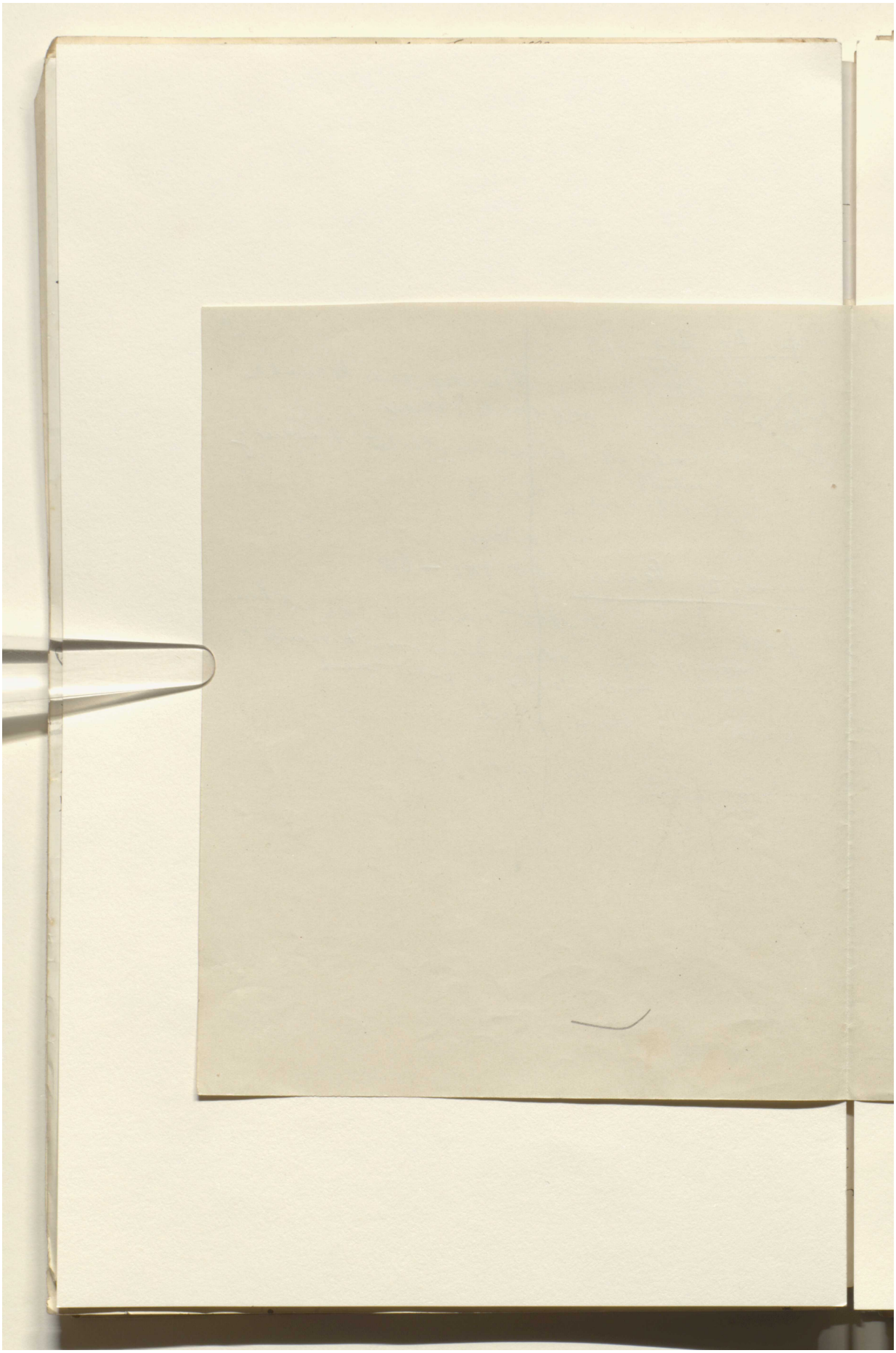

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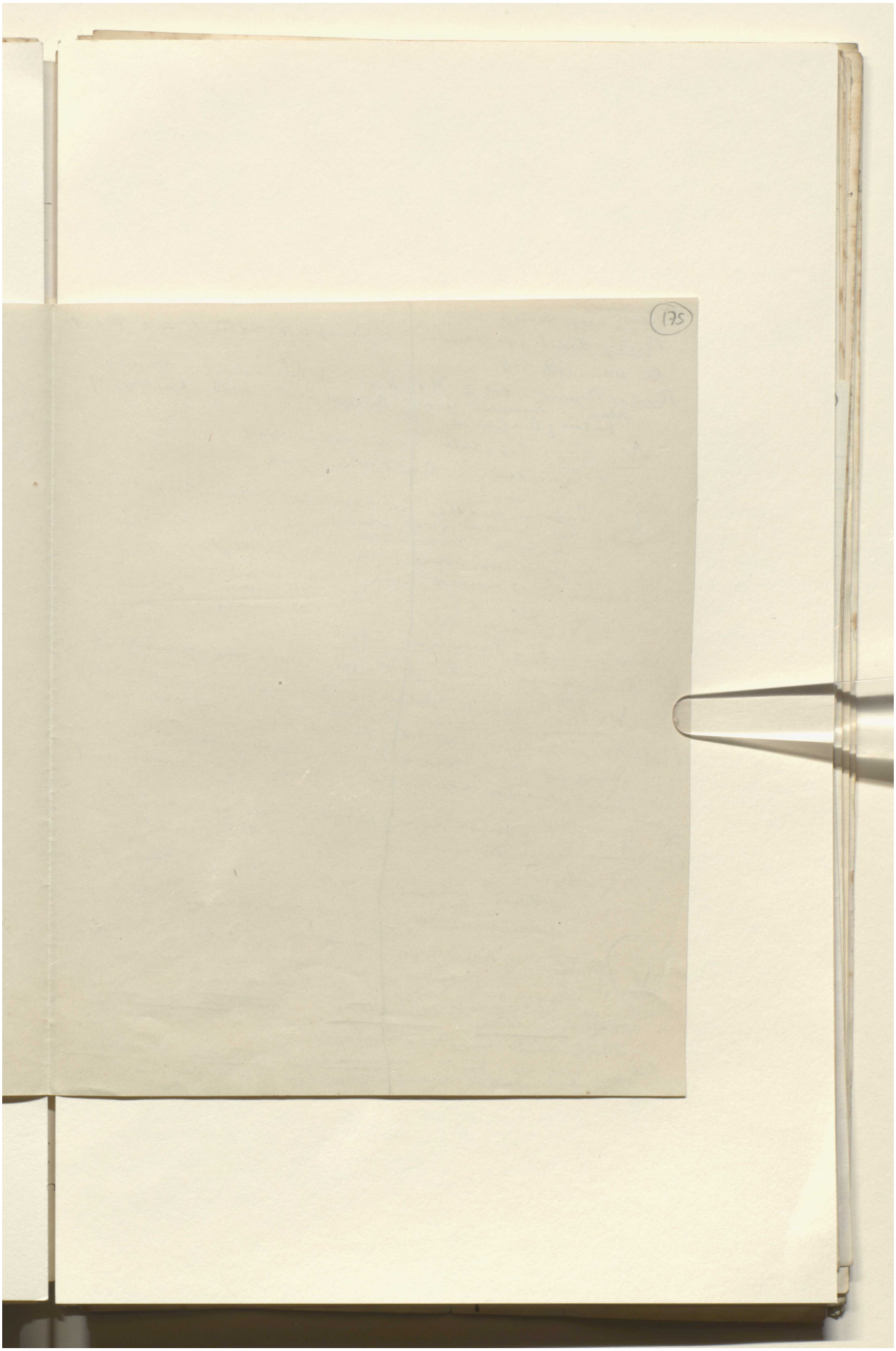

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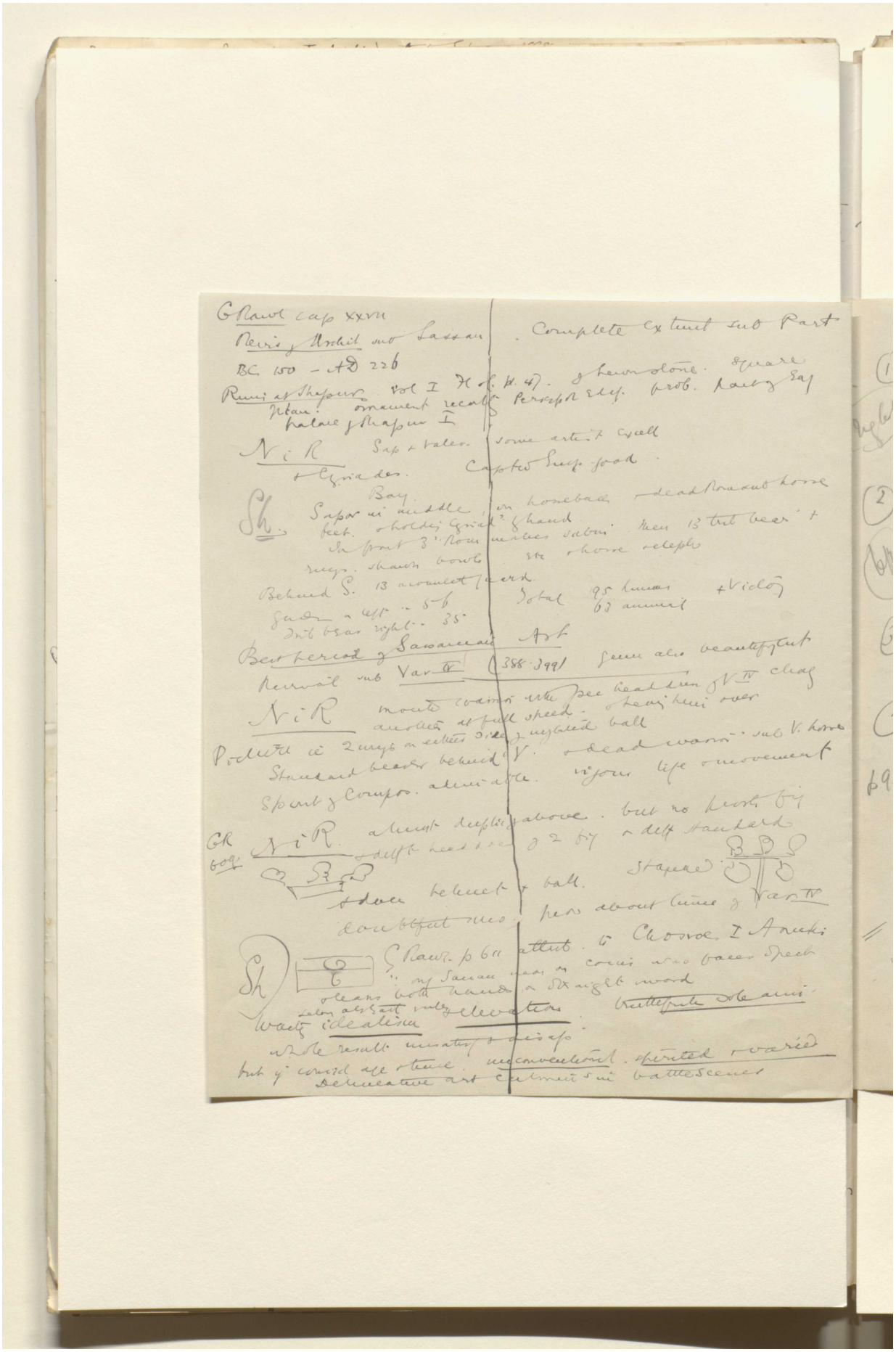

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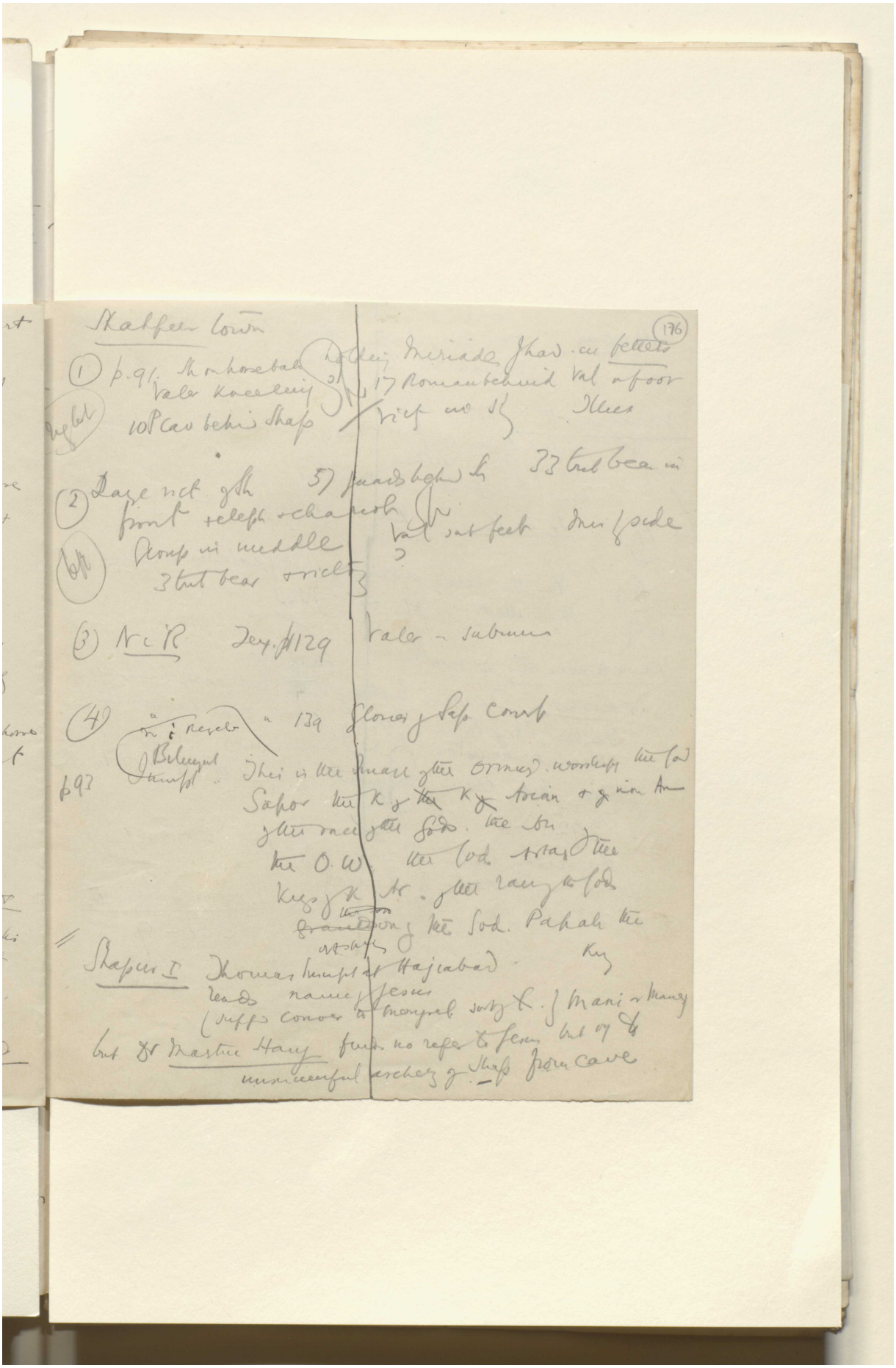

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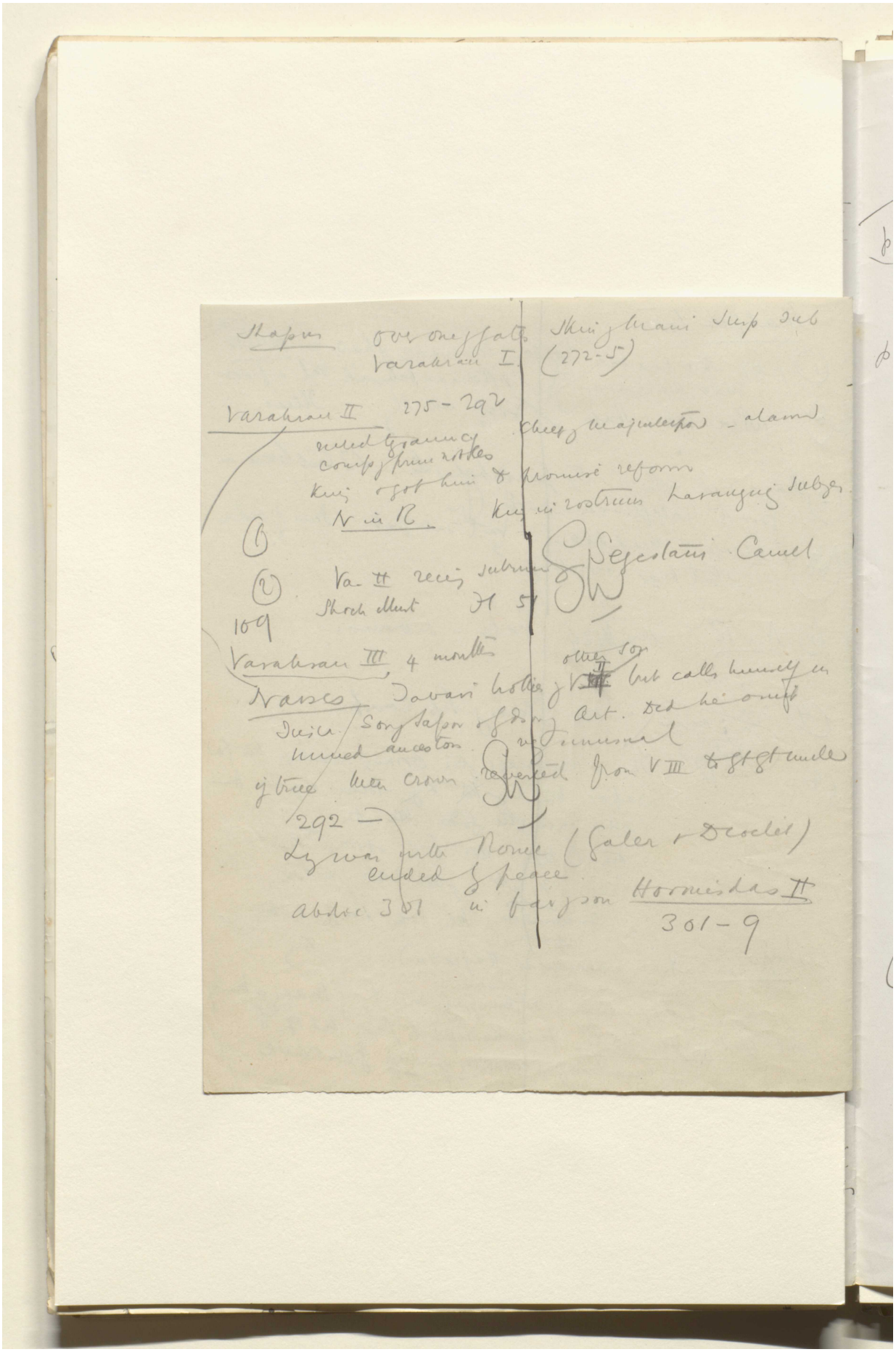

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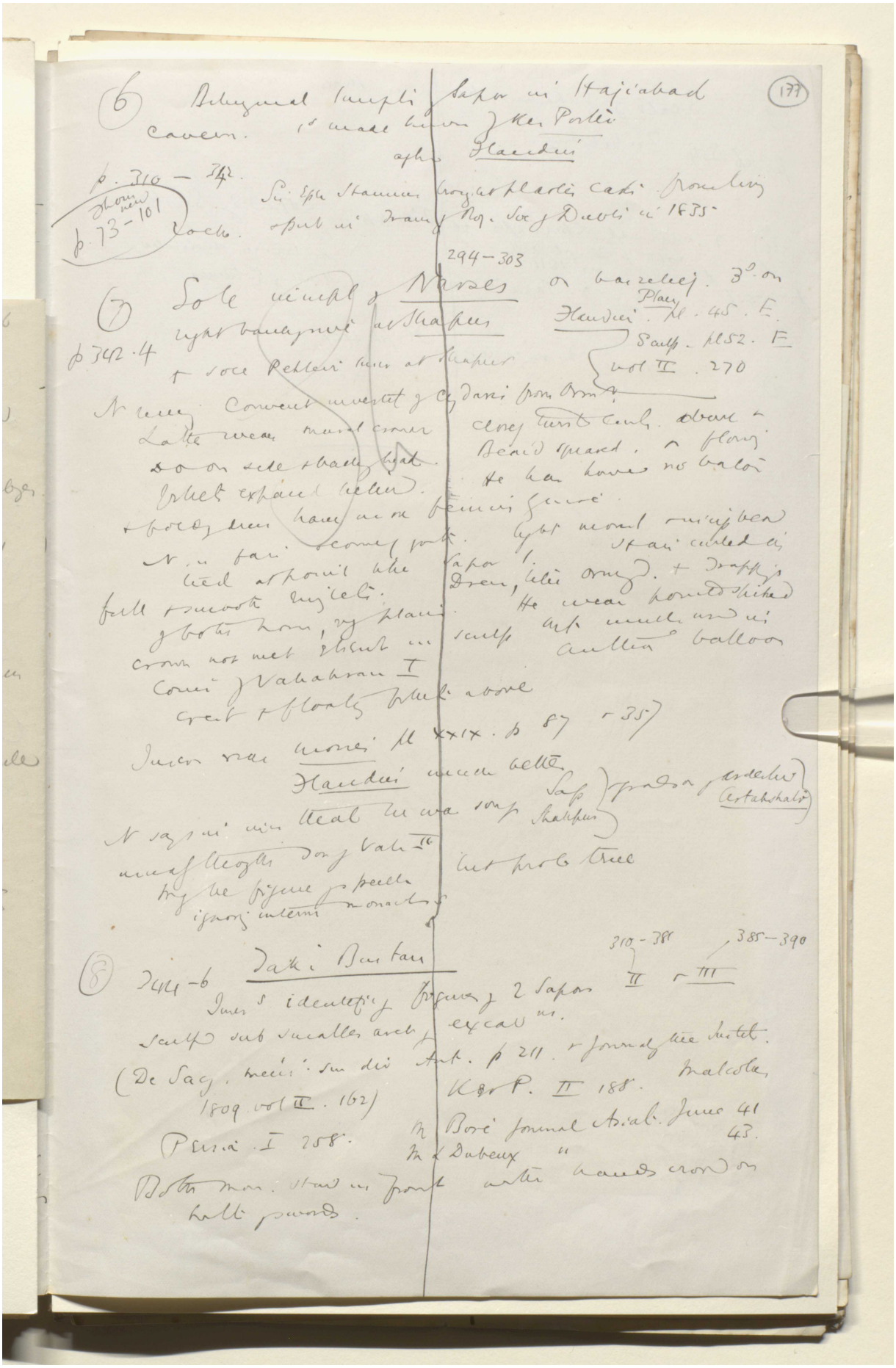

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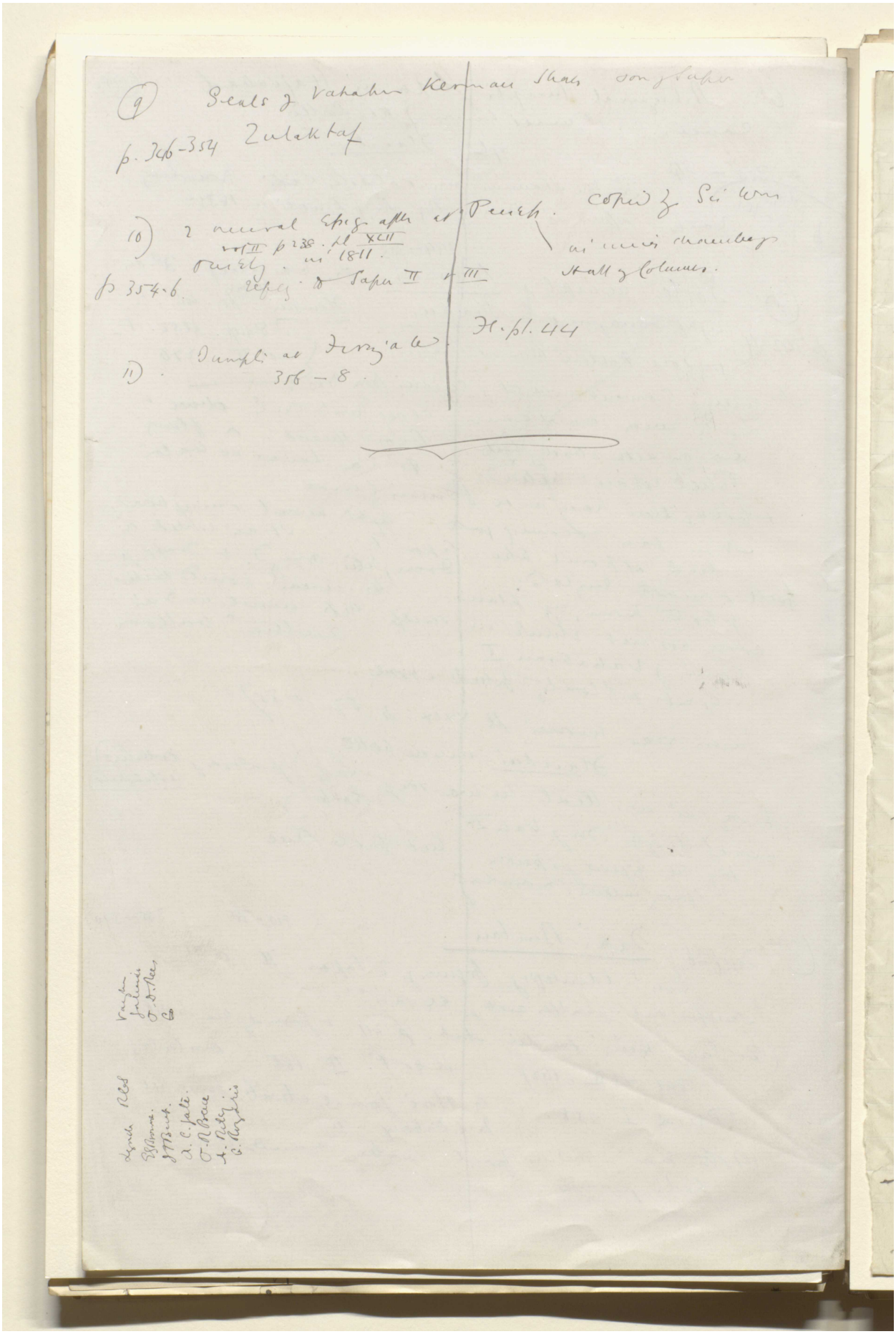

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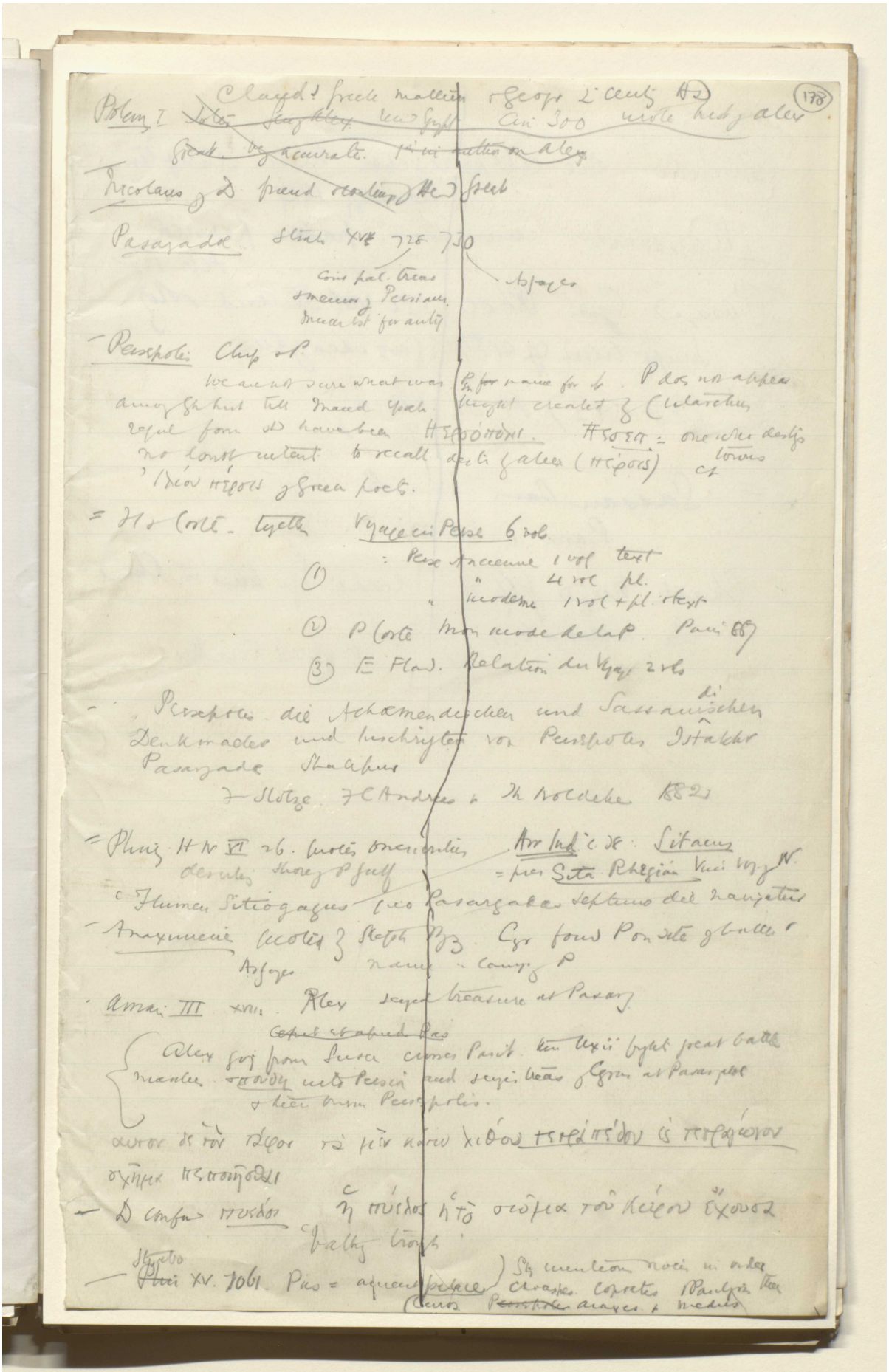

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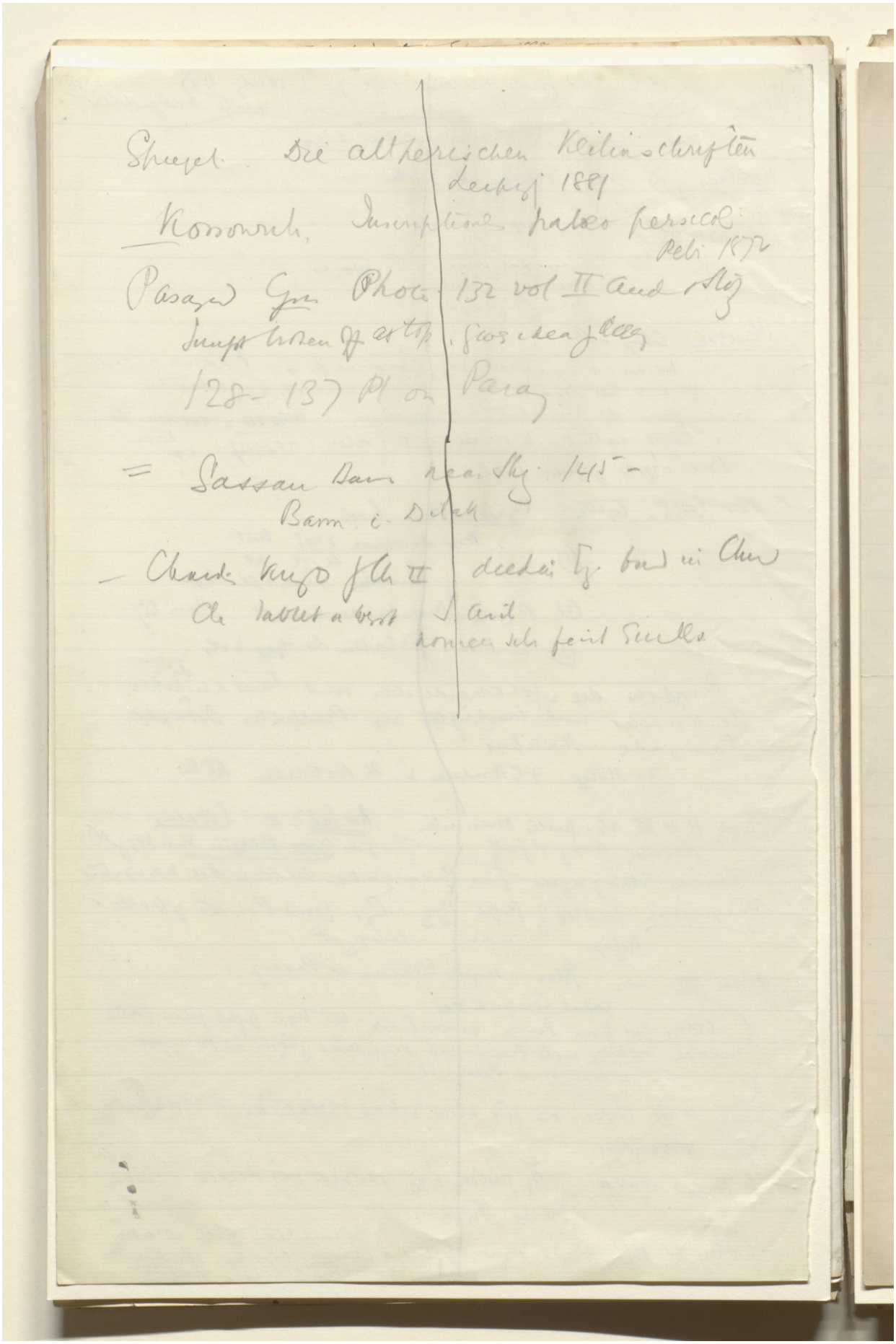

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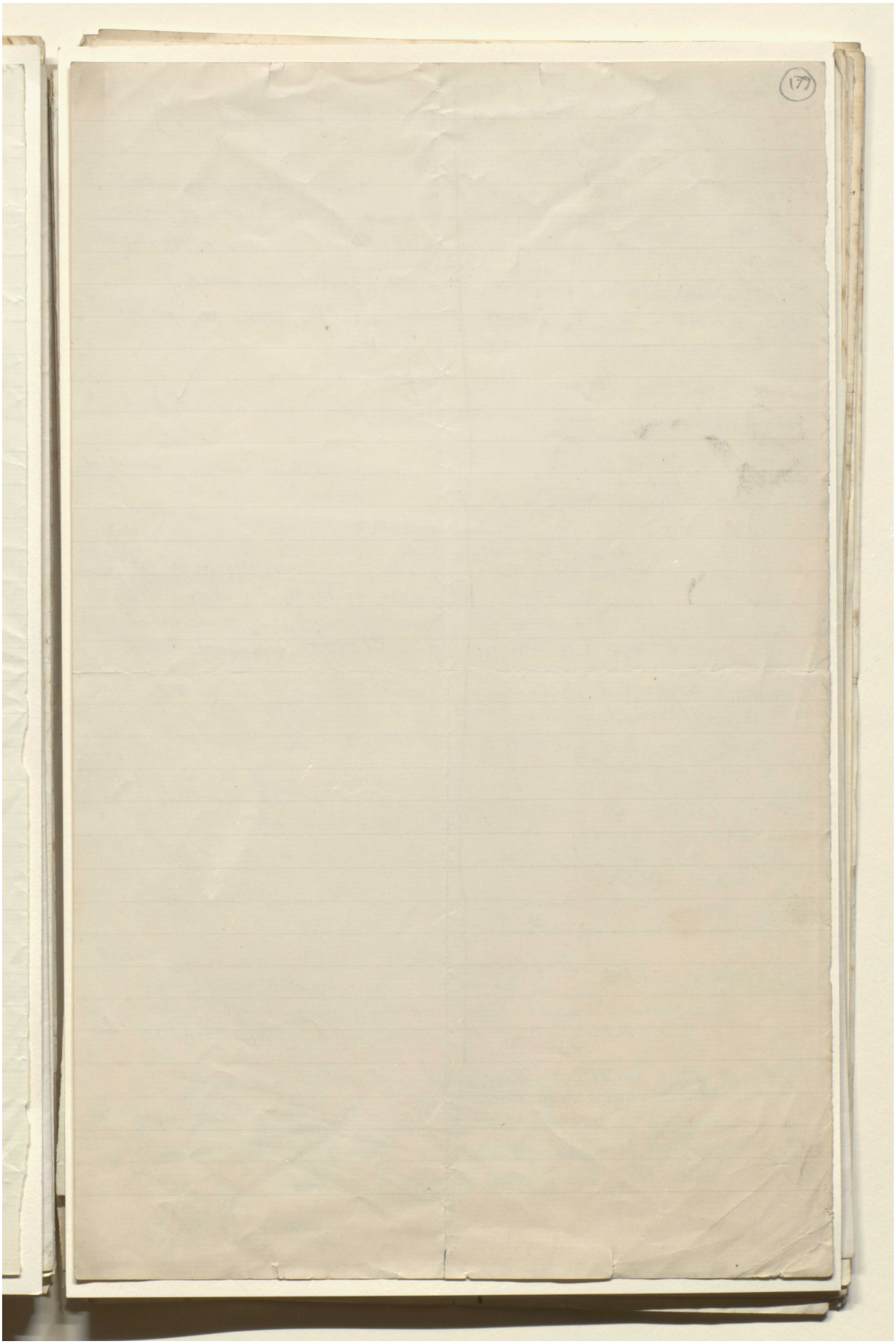

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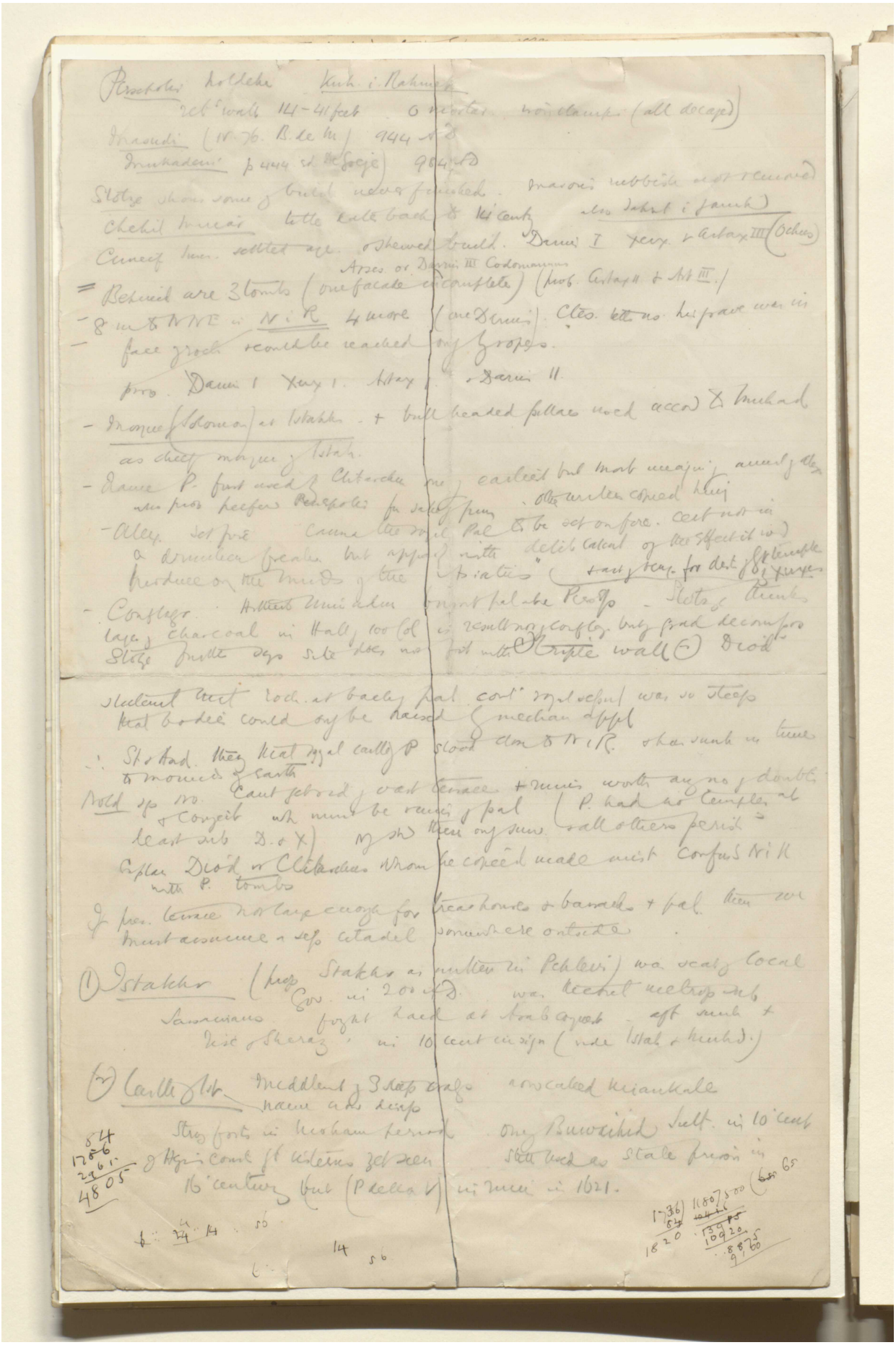

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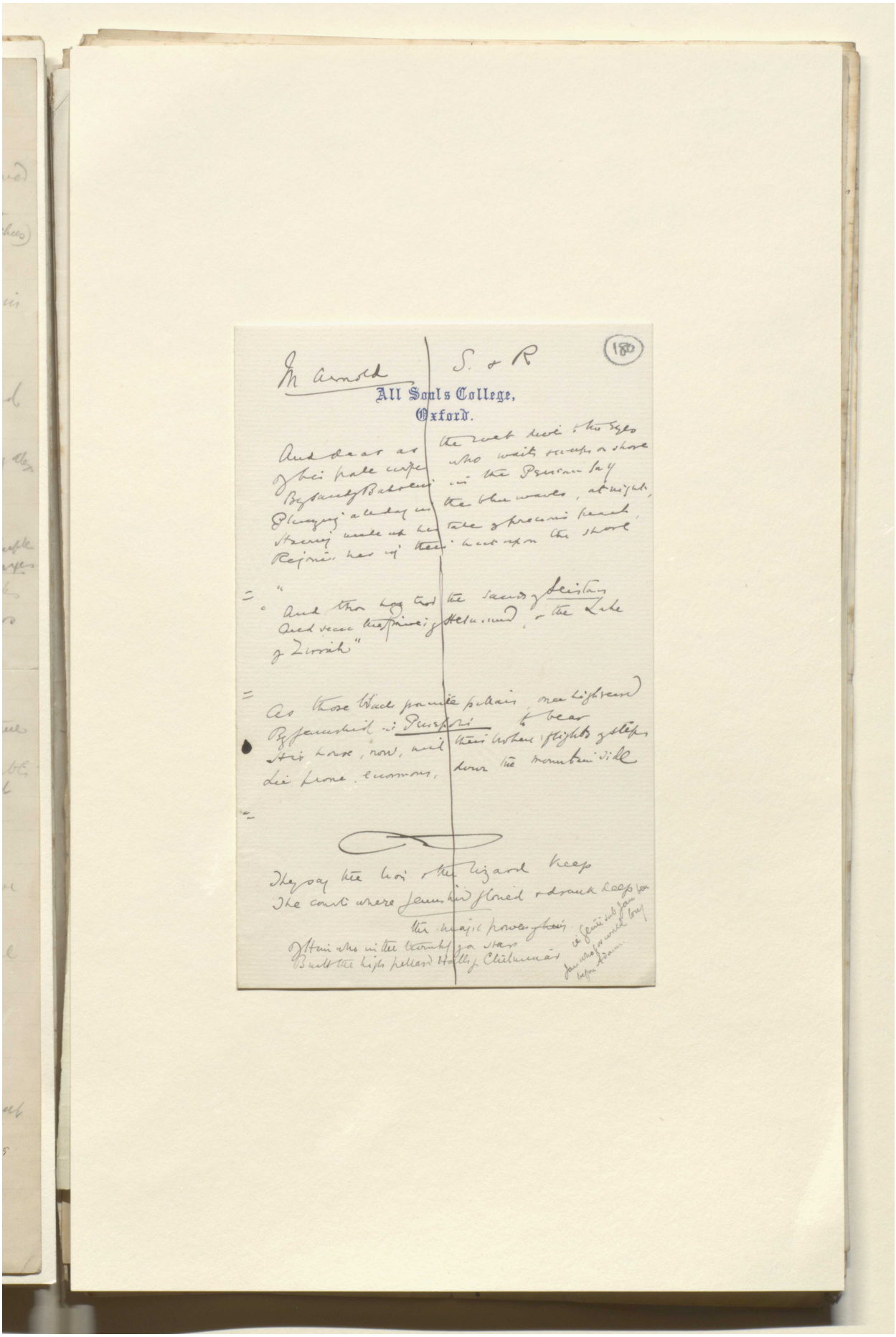

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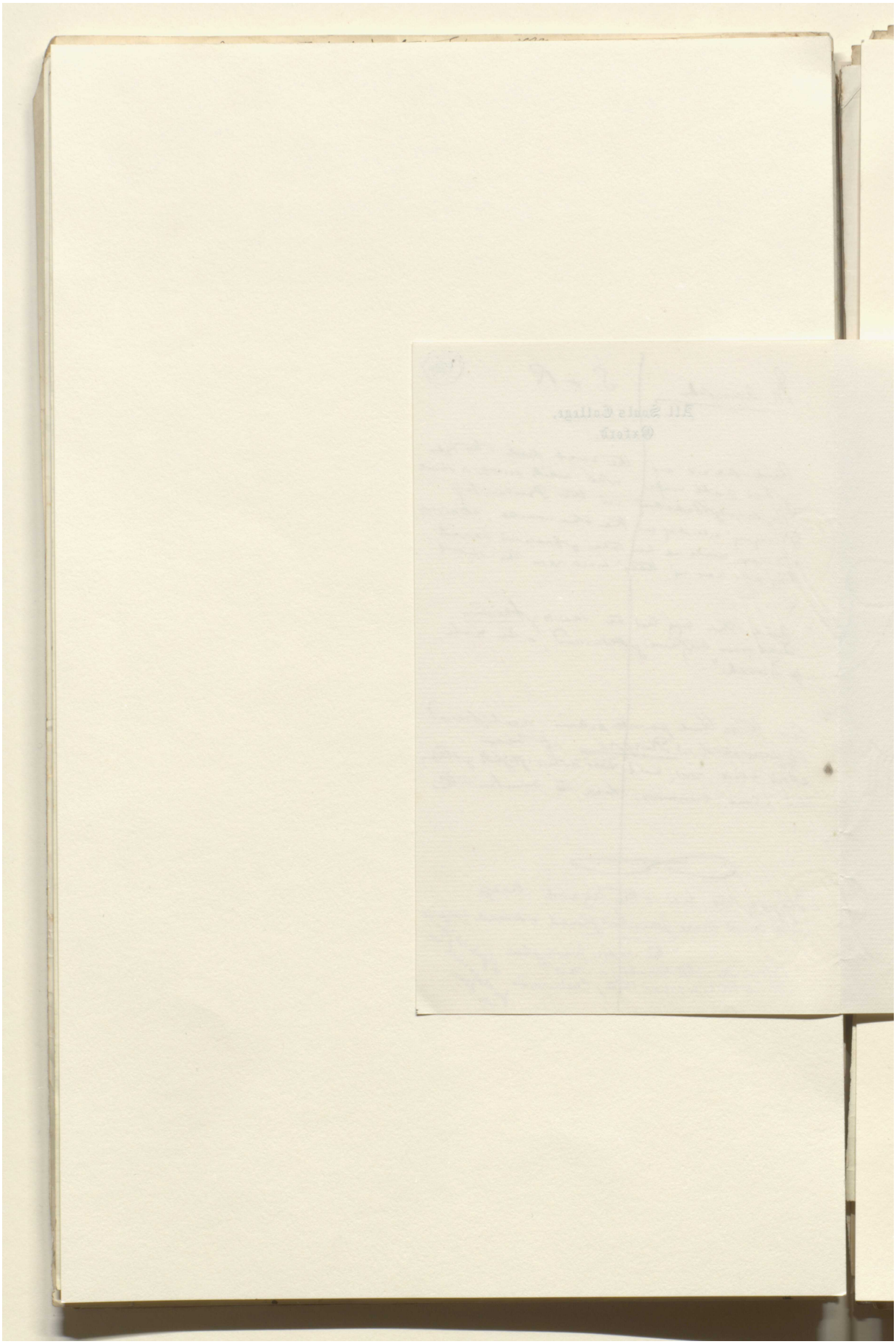

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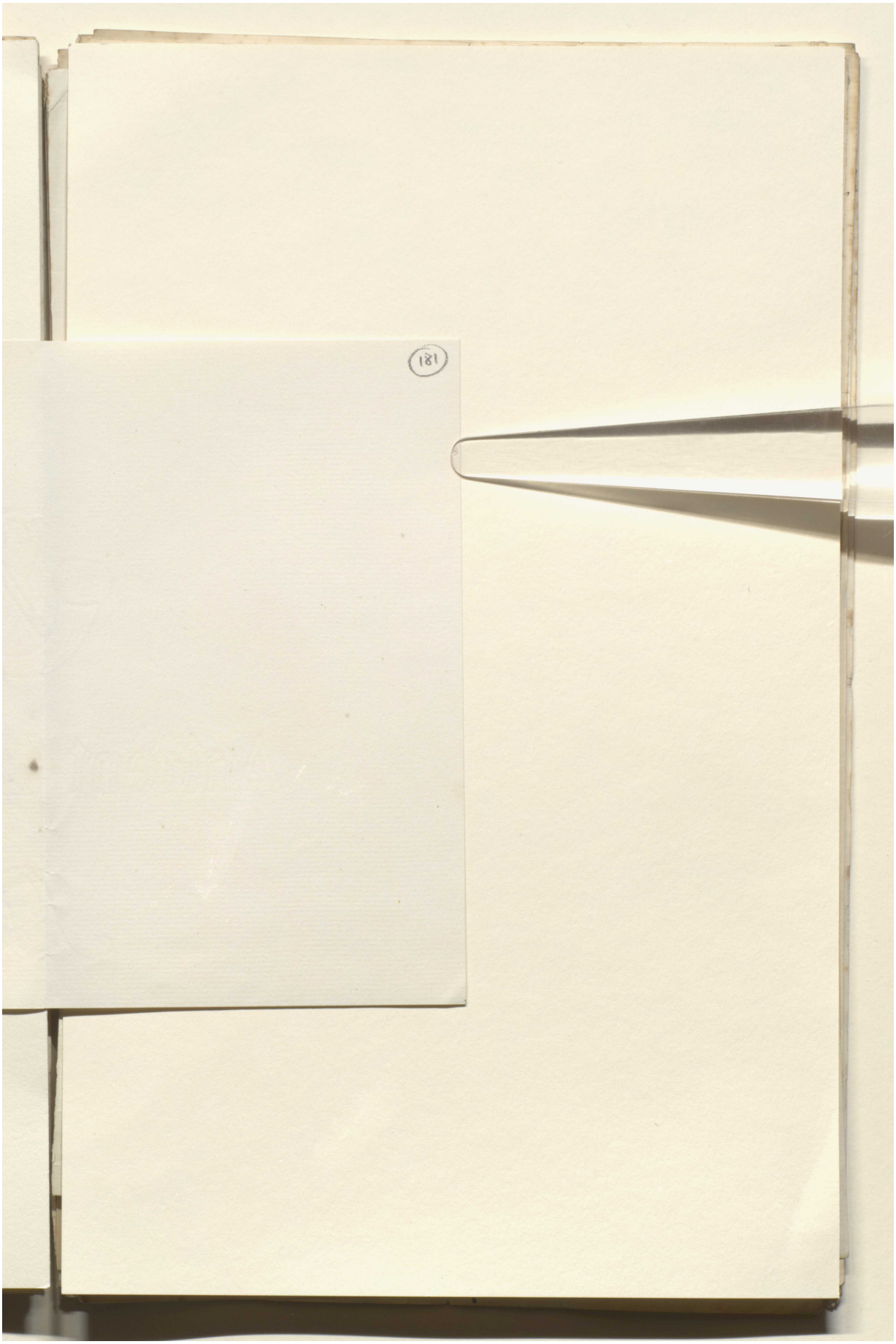

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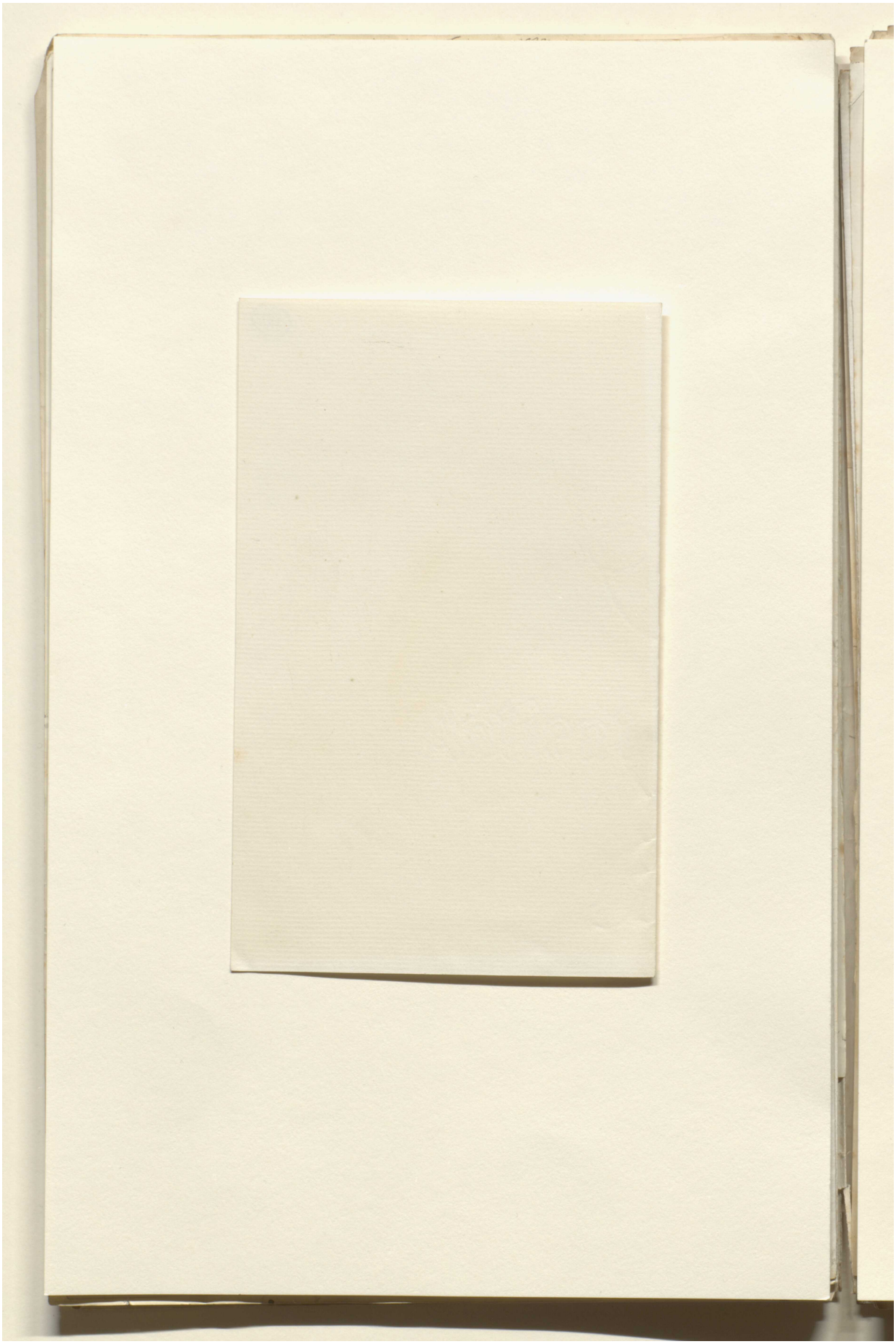

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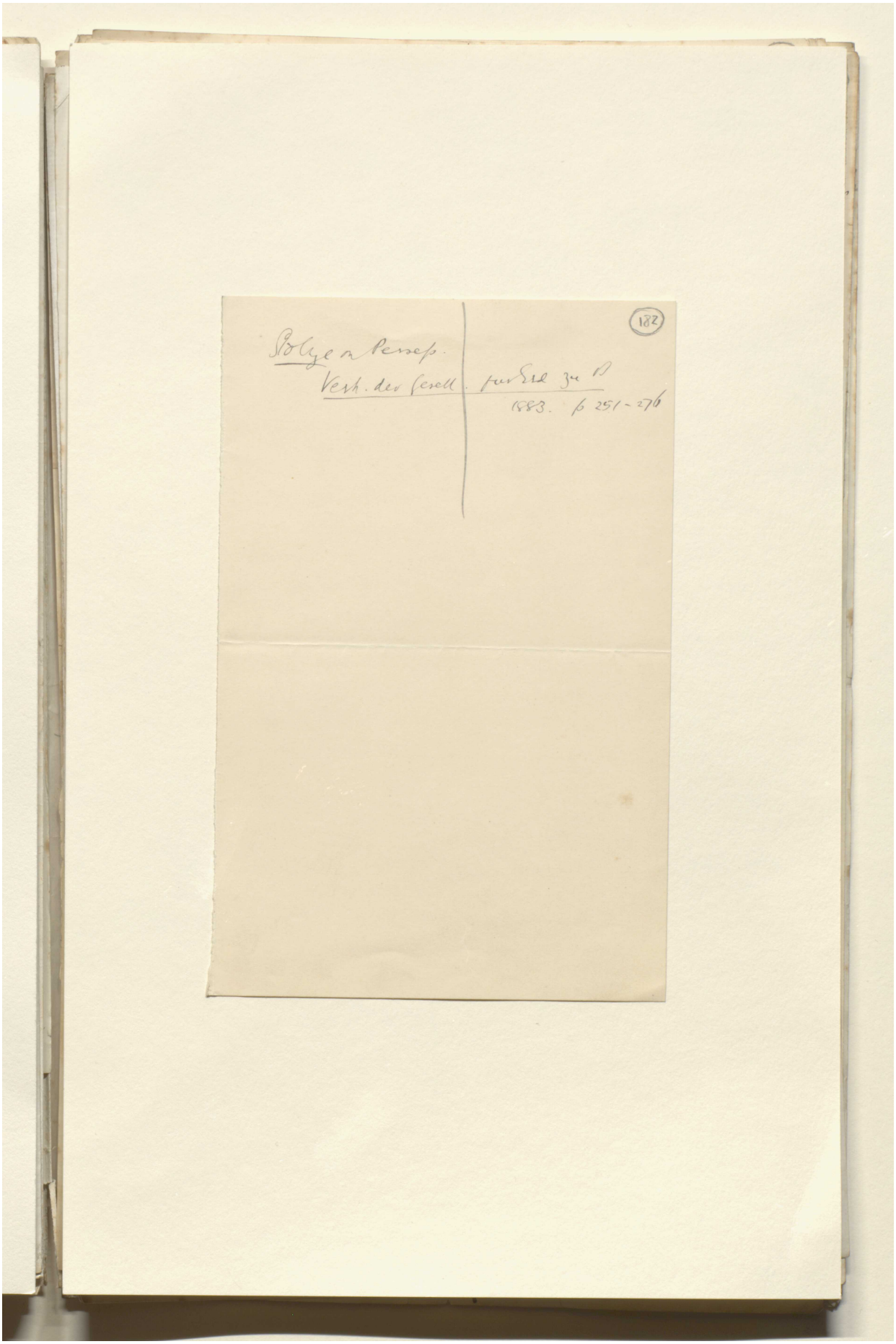

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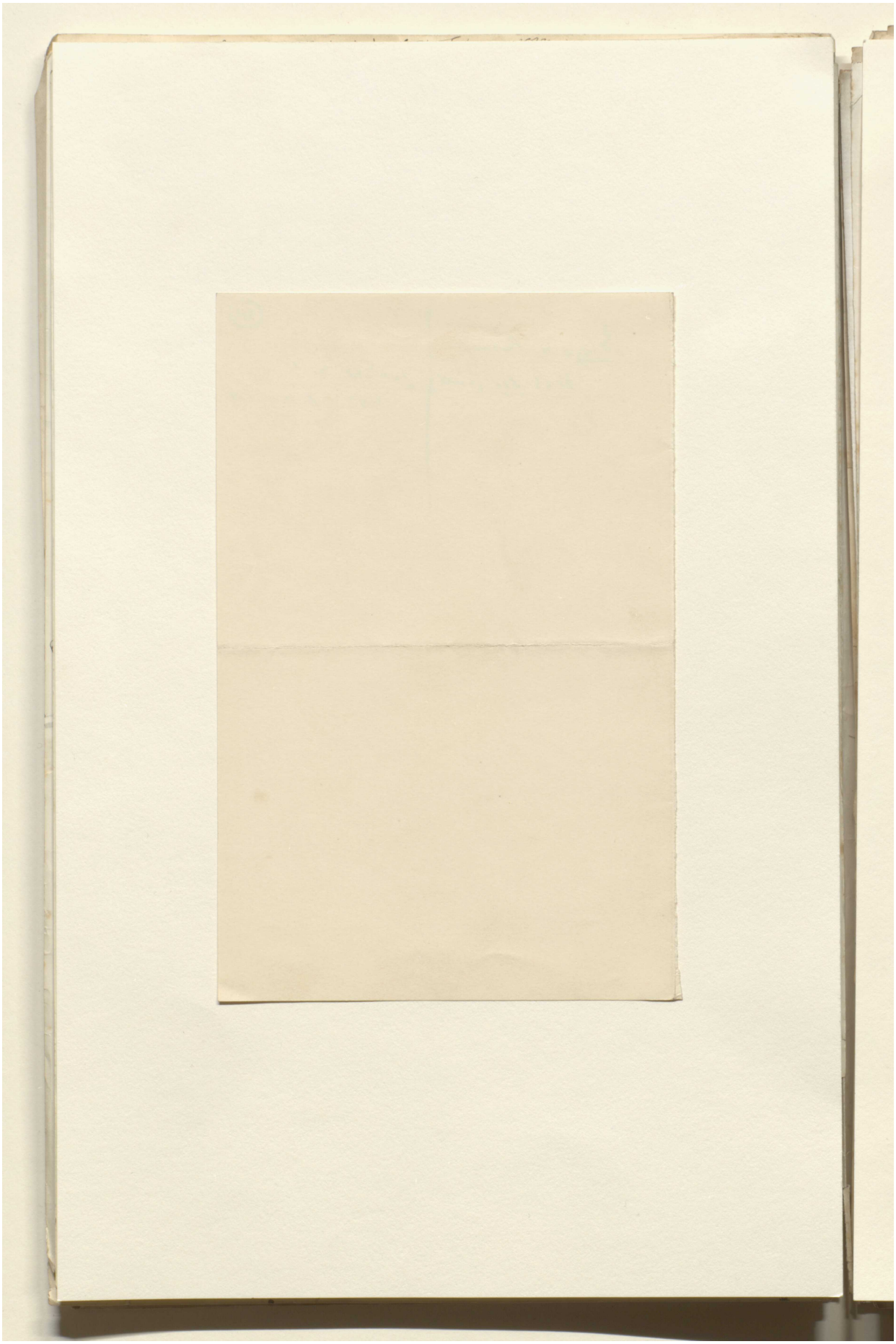

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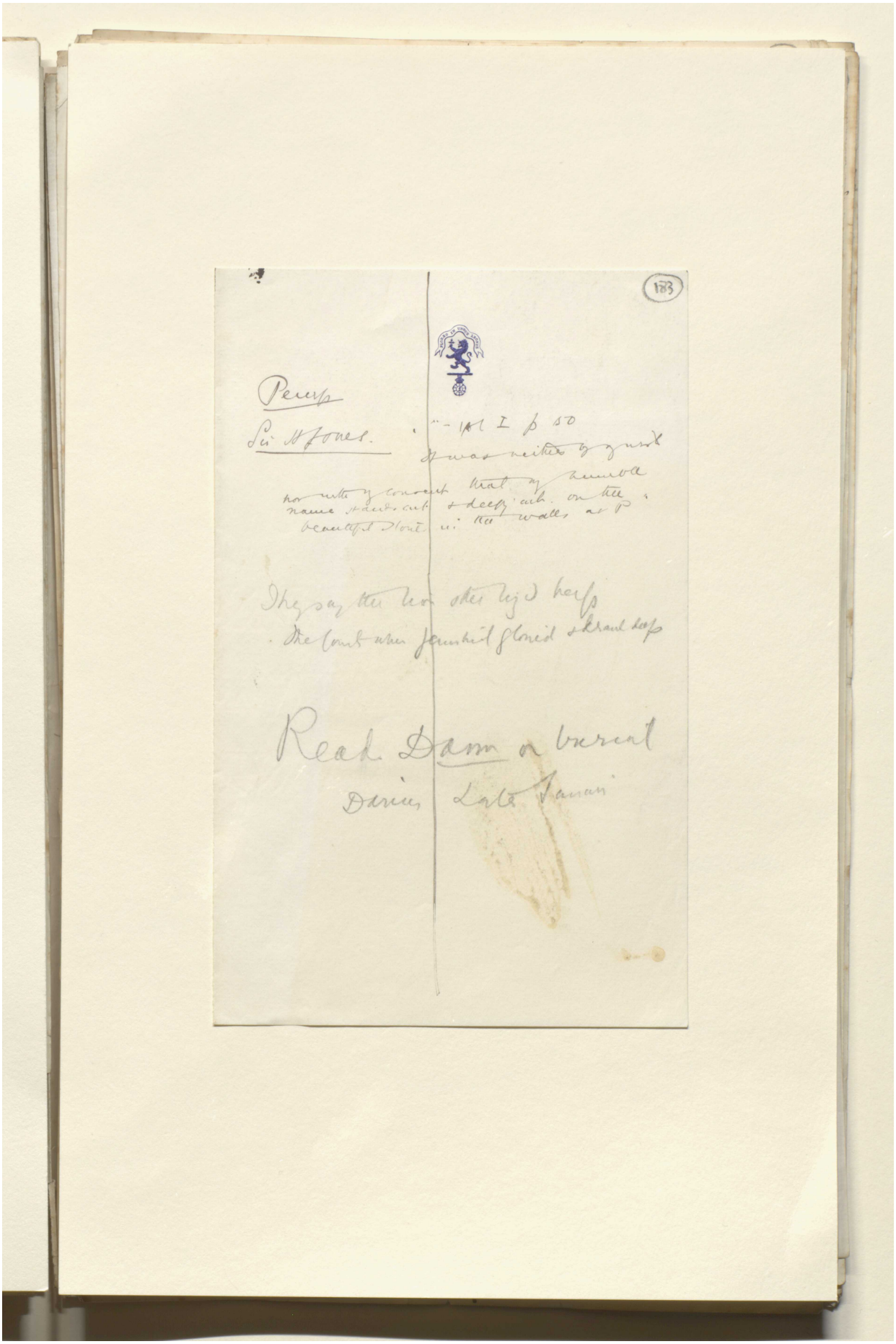

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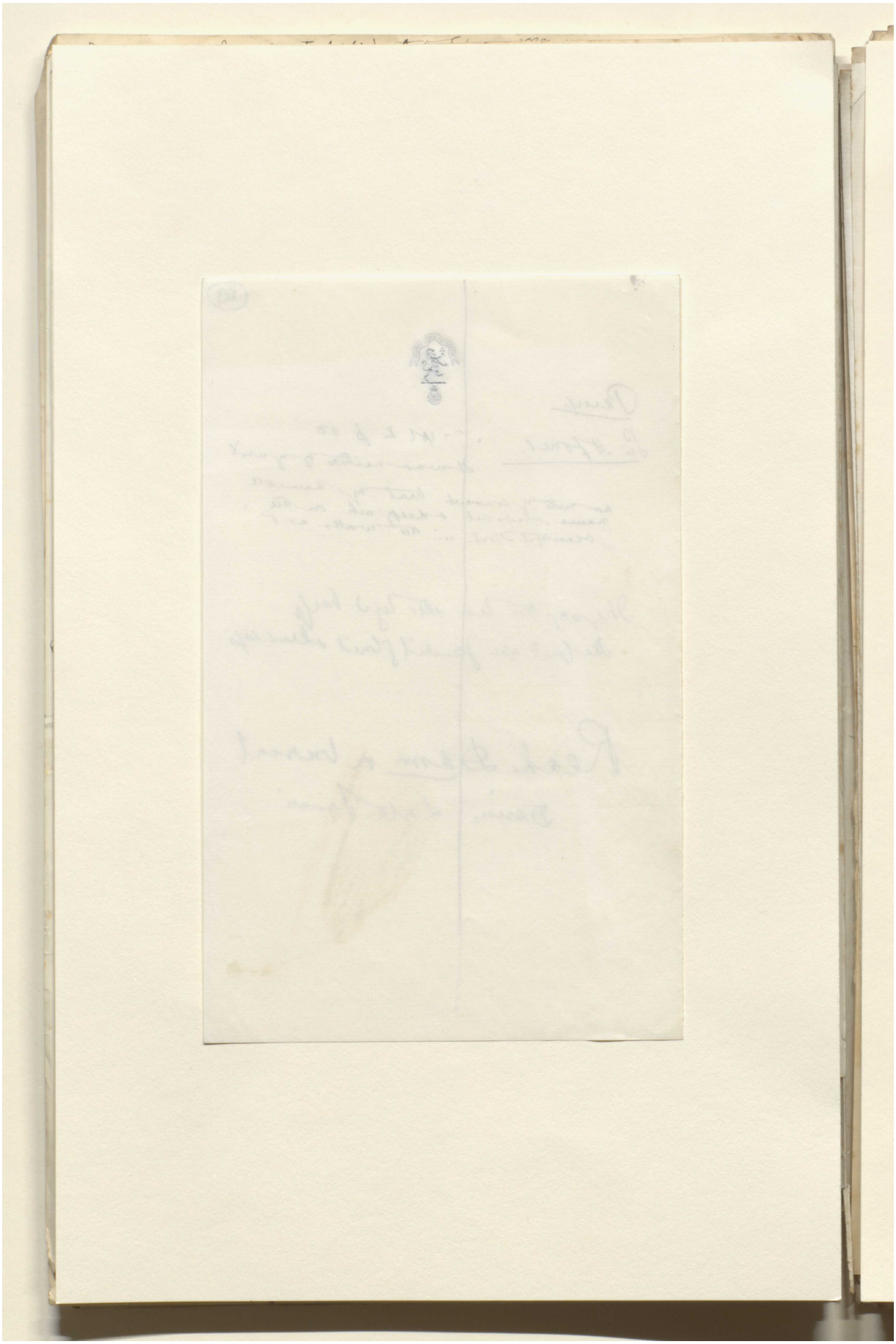

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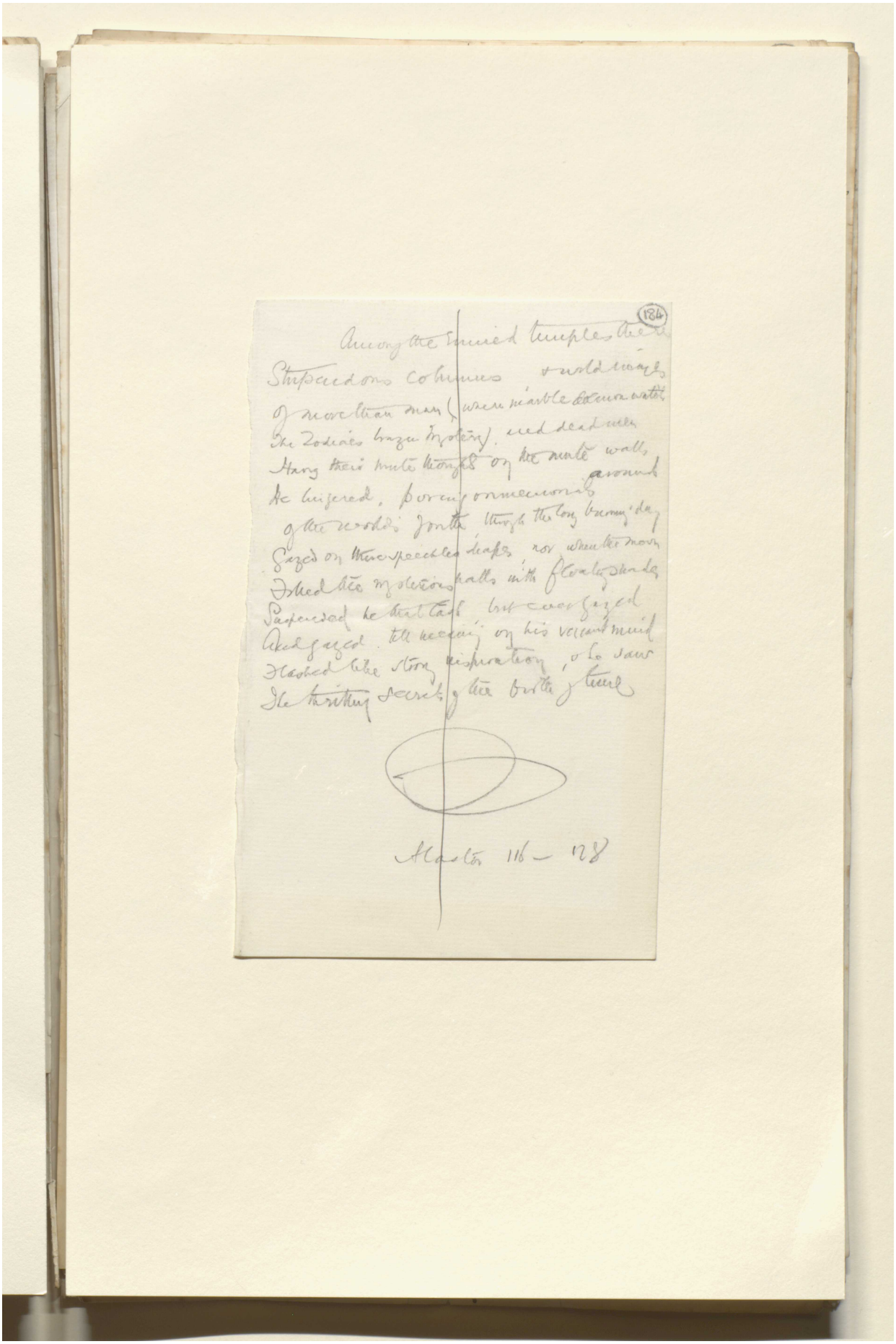

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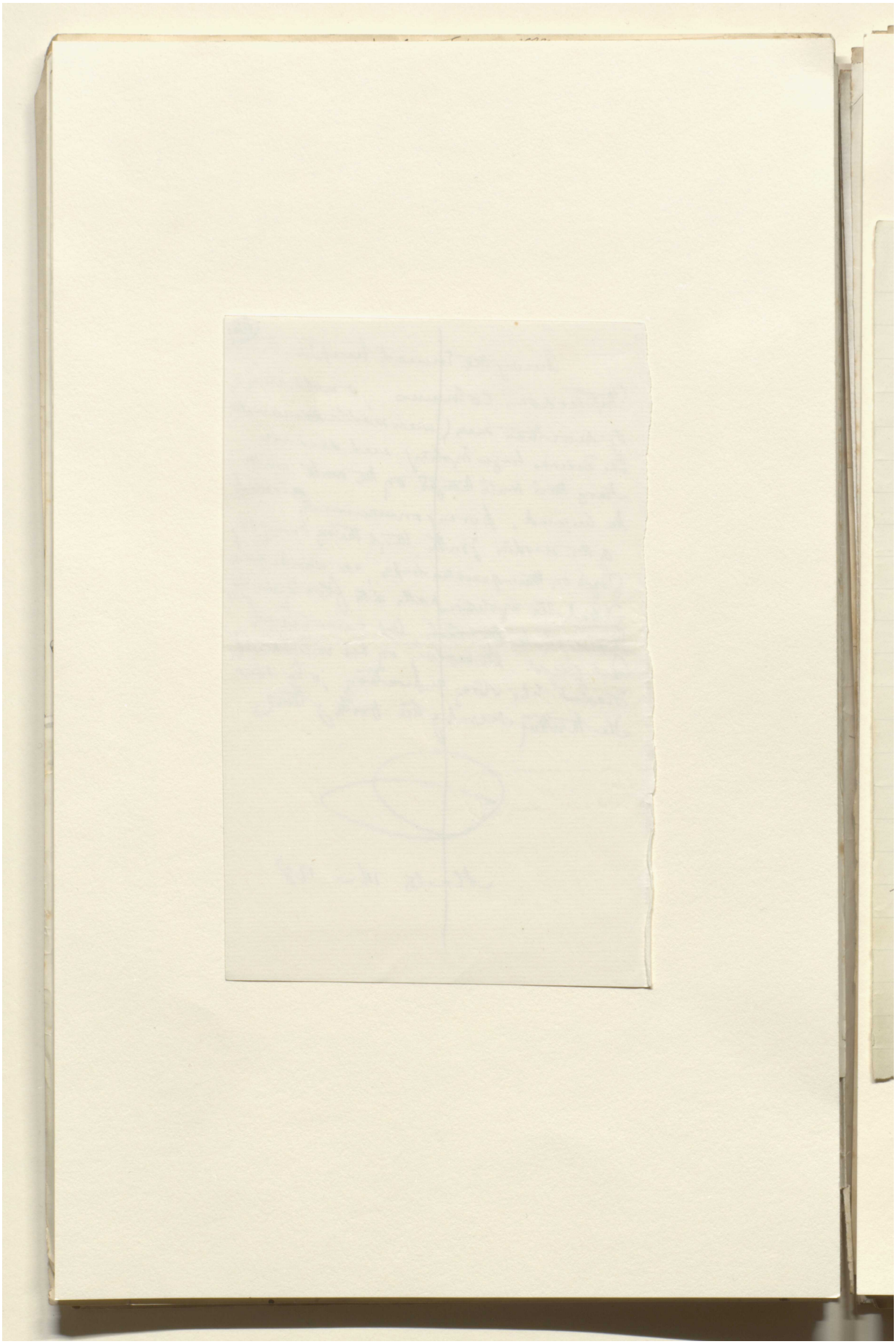

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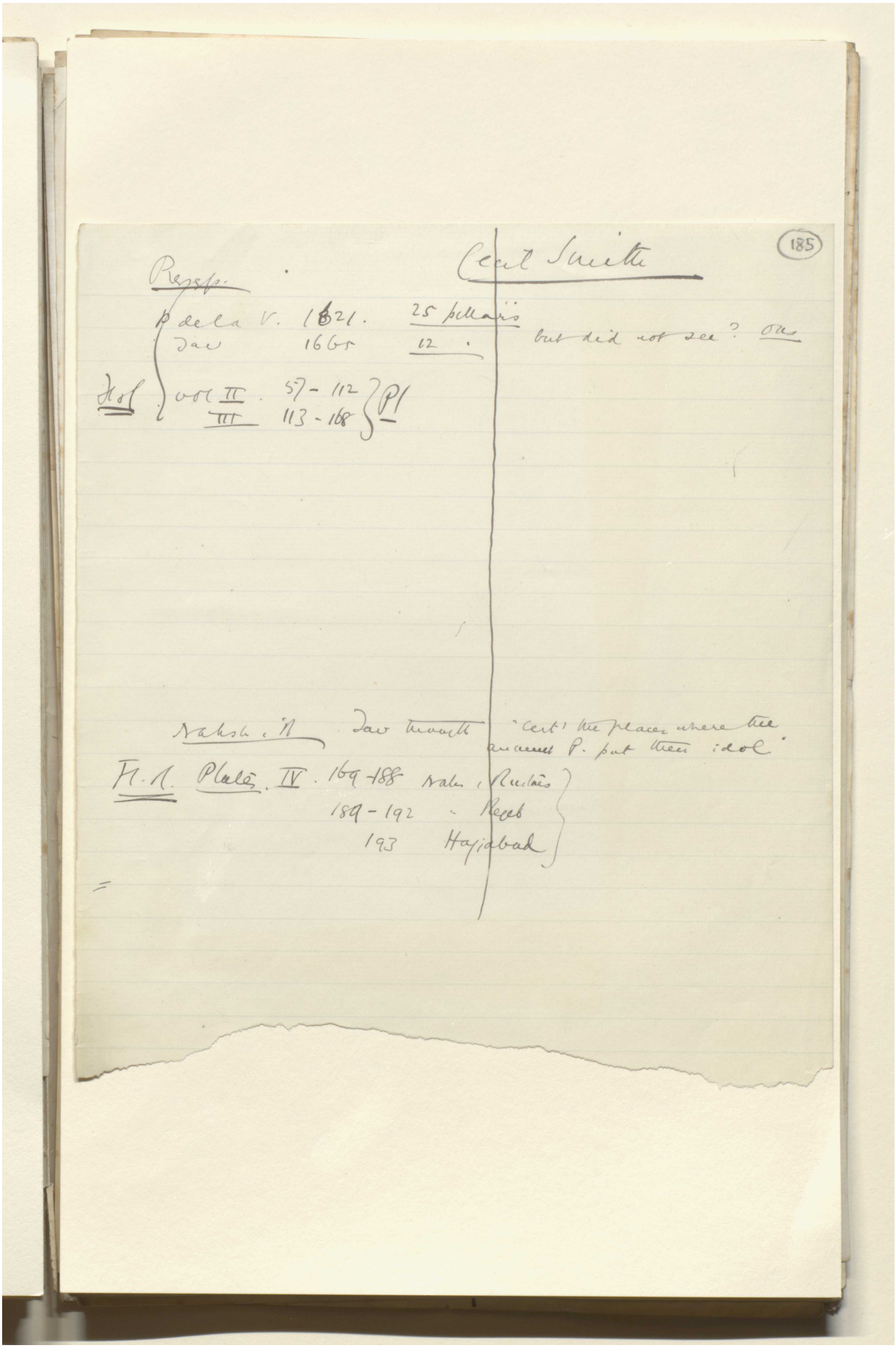

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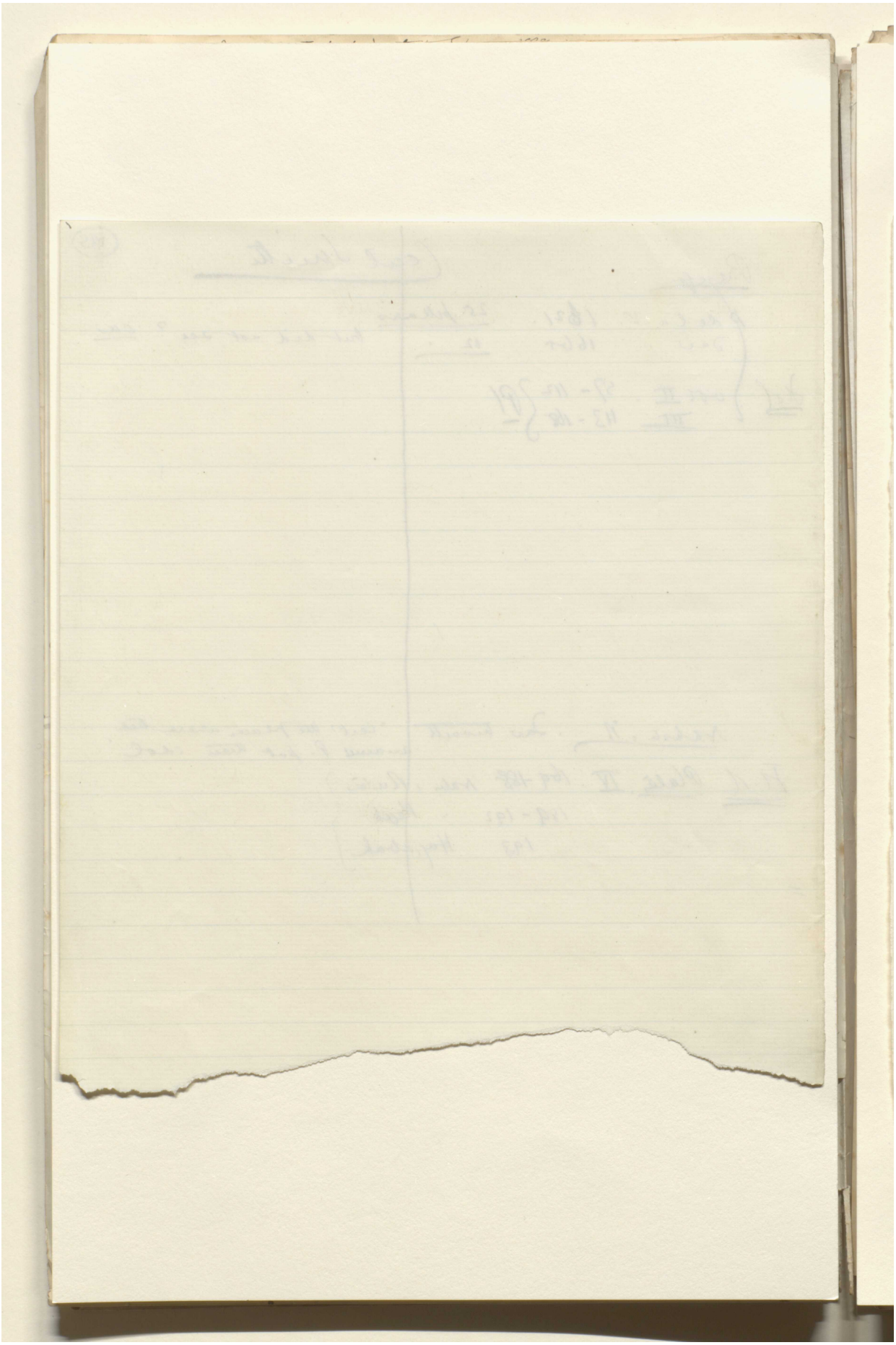

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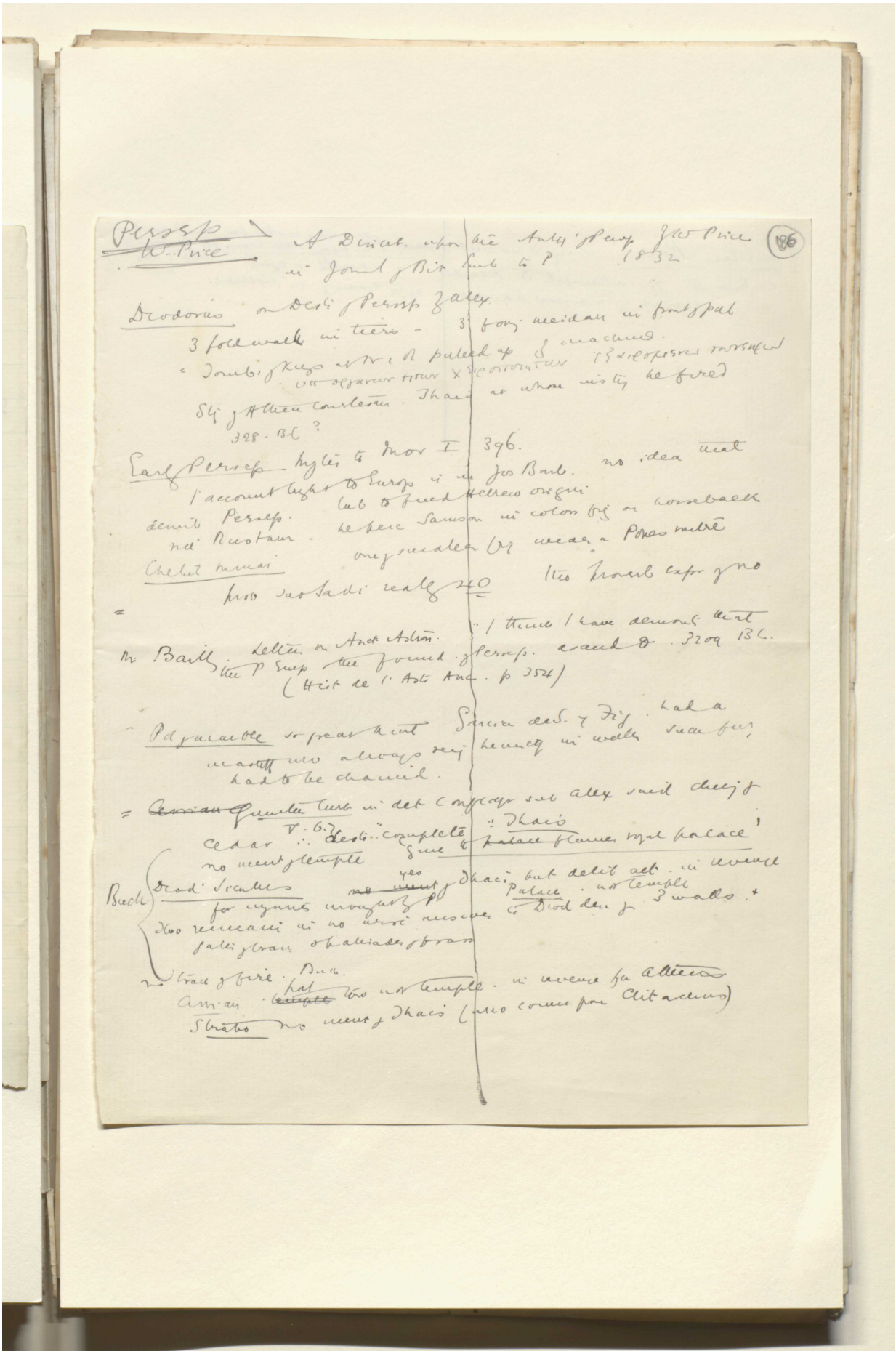

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Persep. W. Price — A Dissert. upon the Antiq. of Persep. by W. Price in Journal of Bib. Lib. to P. 1832 (186)

Diodorus on Destr. of Persep. by Alex.
3 fold wall in tiers — 3 fong. meidan in front of pal.
= Tomb of Kings at N. 1 of pulled up by machines.
ὑπ' ὀργάνων πίτων καὶ ἐπιστοιήτων ἐξαιρομένων τοὐνεκεῖν
Stg. of Athen. courtesan. Thais at whose instg. he fired
328. B.C. ?

Early Persep. Myths to Mor. I. 396.
I account light to Europ. is in Jos. Barb. no idea that
demib. Persep. lub to find Hebrew origin
nd Rustam. he perc. Samson in colors fig. on horseback
Chehil Minar one of smaller fig. wear a Pokes mitre
prob. suo Sadi really 40 the proverb expr. of no

= Mr. Bailly. Letter on Anct. Astron. ∴ I think I have demonst. that the P. Emp. the found. of Persep. ascend to 3209 B.C.
(Hist. de l'Astr. Anc. p. 354)

Pol. of marble so great that Garcia de S. y Fig. had a
mastiff who always seized himself in walls such fig.
had to be chained.

= ~~Cassian~~ Quintus Curt. in det. Conflagr. sub Alex. said chiefly of
cedar ∴ V. 6.7 destr. complete ∴ Thais
no ment. of temple give to ~~palace~~ flames royal palace'

Buch. Diod. Sicilus ~~no ment.~~ yes of Thais but delib. act. in revenge
for injuries inflicted by P. Palace. not temple
Two remains in no wise answer to Diod. dem. of 3 walls. +
gates of brass & palisades of brass

no trace of fire. Buch.
Arrian ~~temple~~ hat too not temple. in revenge for Athens
Strabo no ment. of Thais (who comes from Clitarchus)

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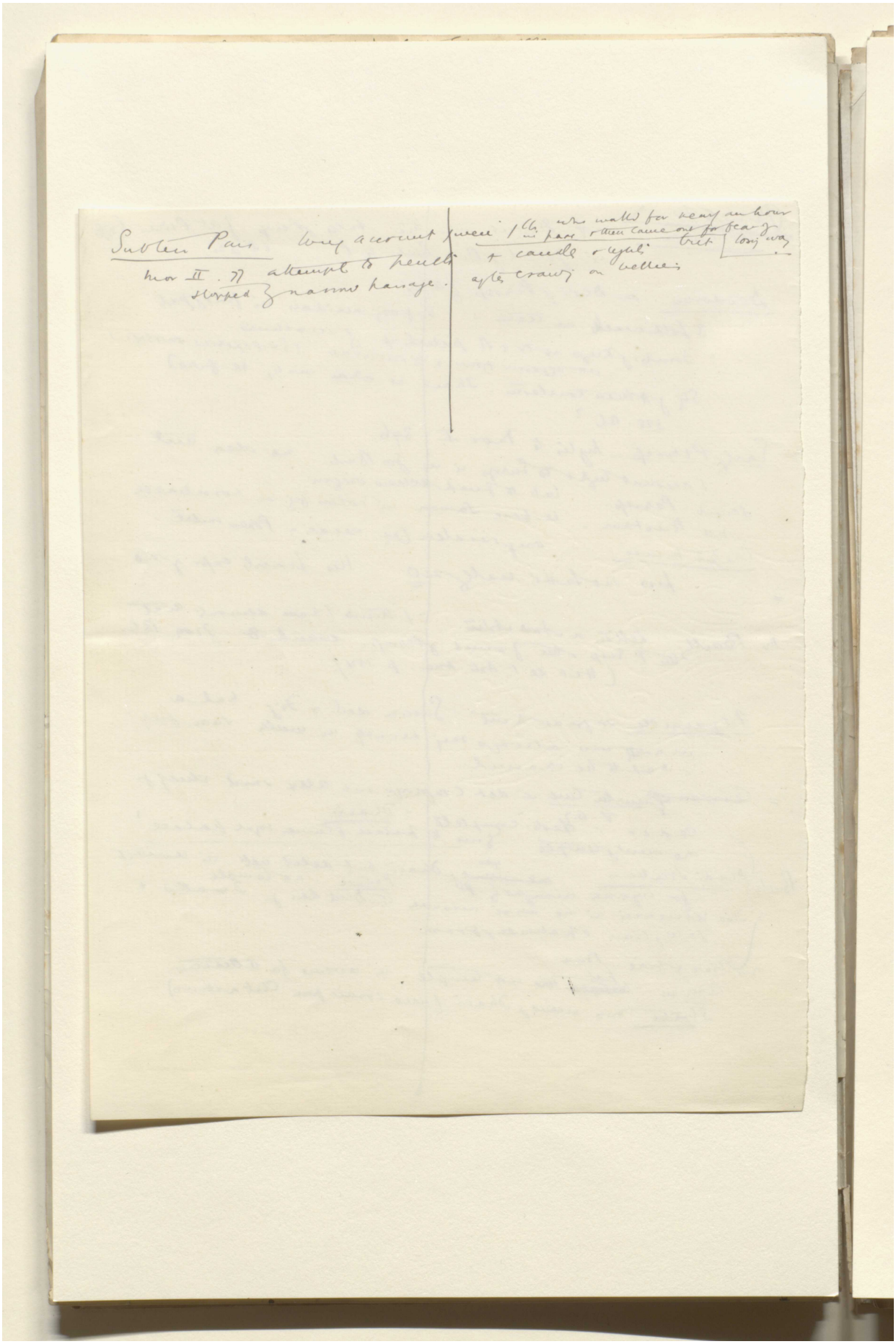

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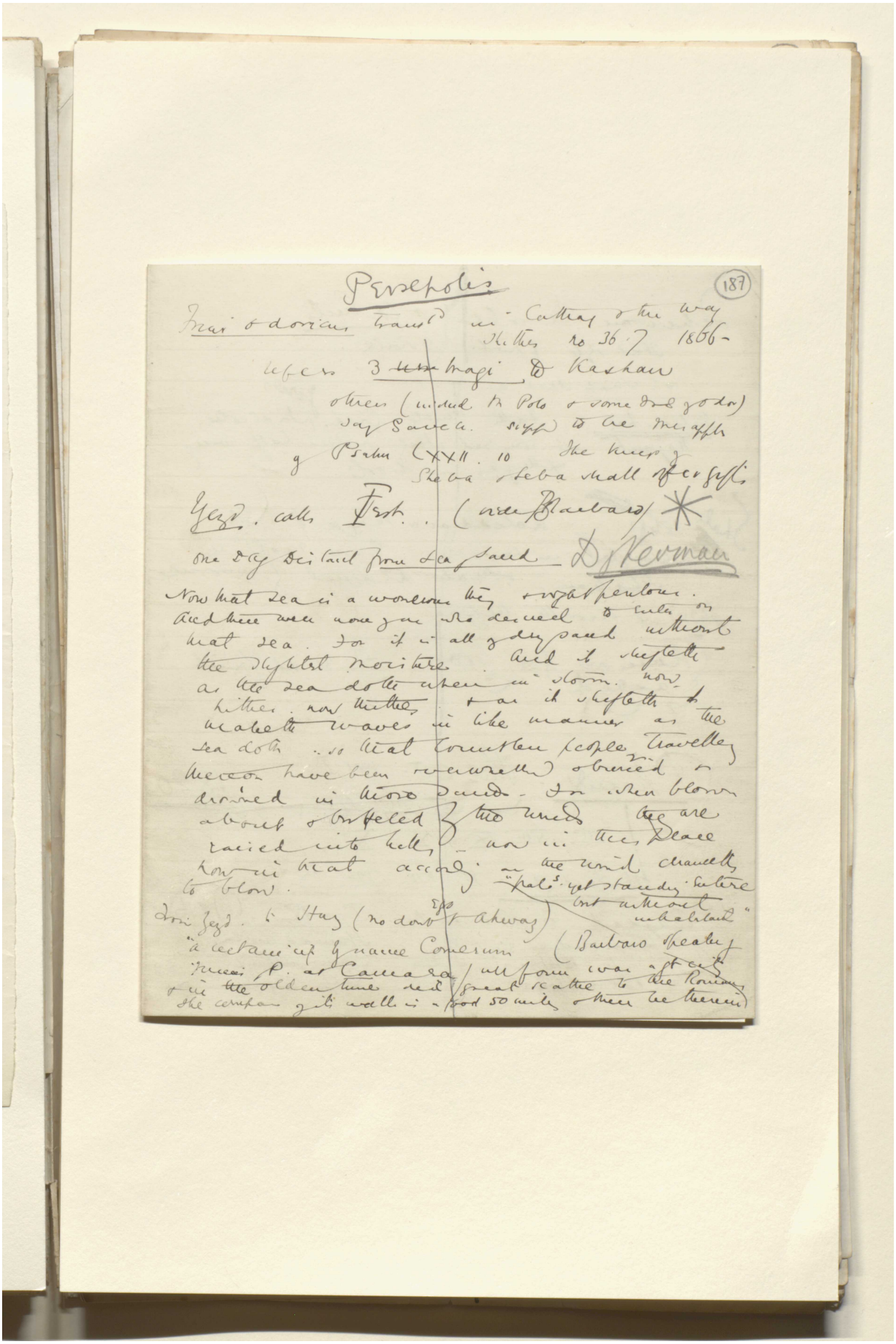

Persepolis

(187)

Friar & dorians transl^d in Cathay & the way Thither no 36.7 1866 -

refers 3 ~~[illegible]~~ Magi to Kashan

others (indeed Mr Polo & some Ind & Odor) say Saveh. supp^d to be Misapplr of Psalm LXXII. 10 The kings of Sheba & Seba shall offer gifts

Yezd. calls Fest. (vide Barbaro) *

One day distant from sea of sand — D. Kerman

Now that sea is a wonderous thing & right perilous. And there were none of us who desired to enter on that sea. For it is all of dry sand without the slightest moisture. And it shifteth as the sea doth when in storm. now hither. now thither & as it shifteth & maketh waves in like manner as the sea doth. so that countless people travelling thereon have been overwhelmed & buried & drowned in those sands. For when blown about & buffeted by the winds they are raised into hills. now in this place now in that according as the wind chanceth to blow.

"pals. yet standing entire but without inhabitants"

From Yezd. to Hurz (no doubt Ahwaz) Ego

"a certain city by name Comerum (Barbaro speaking Mussi P. at Camara) all form was a gt city & in the olden time did great scathe to the Romans the compass of its walls is a good 50 miles & there be therein

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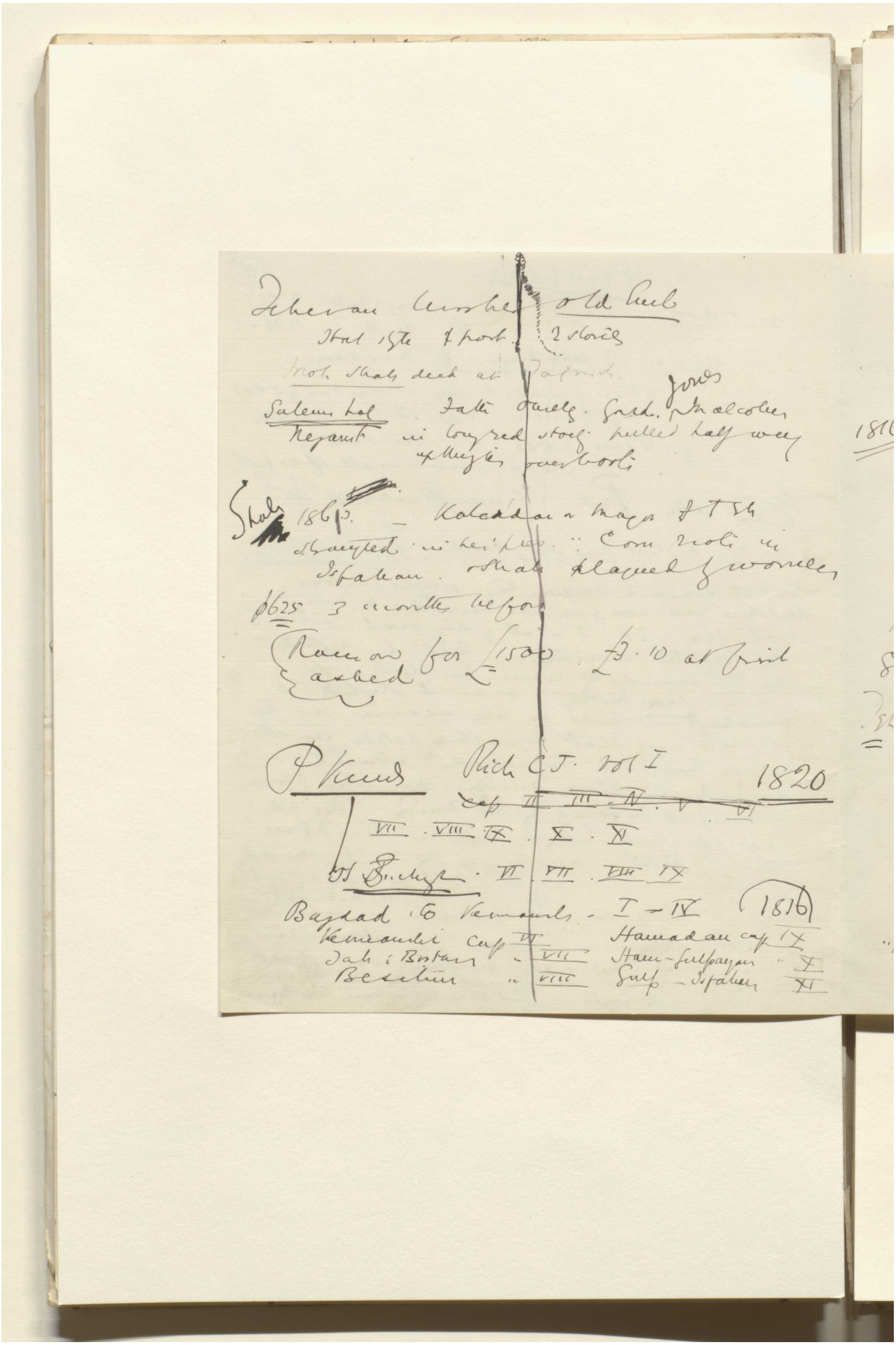

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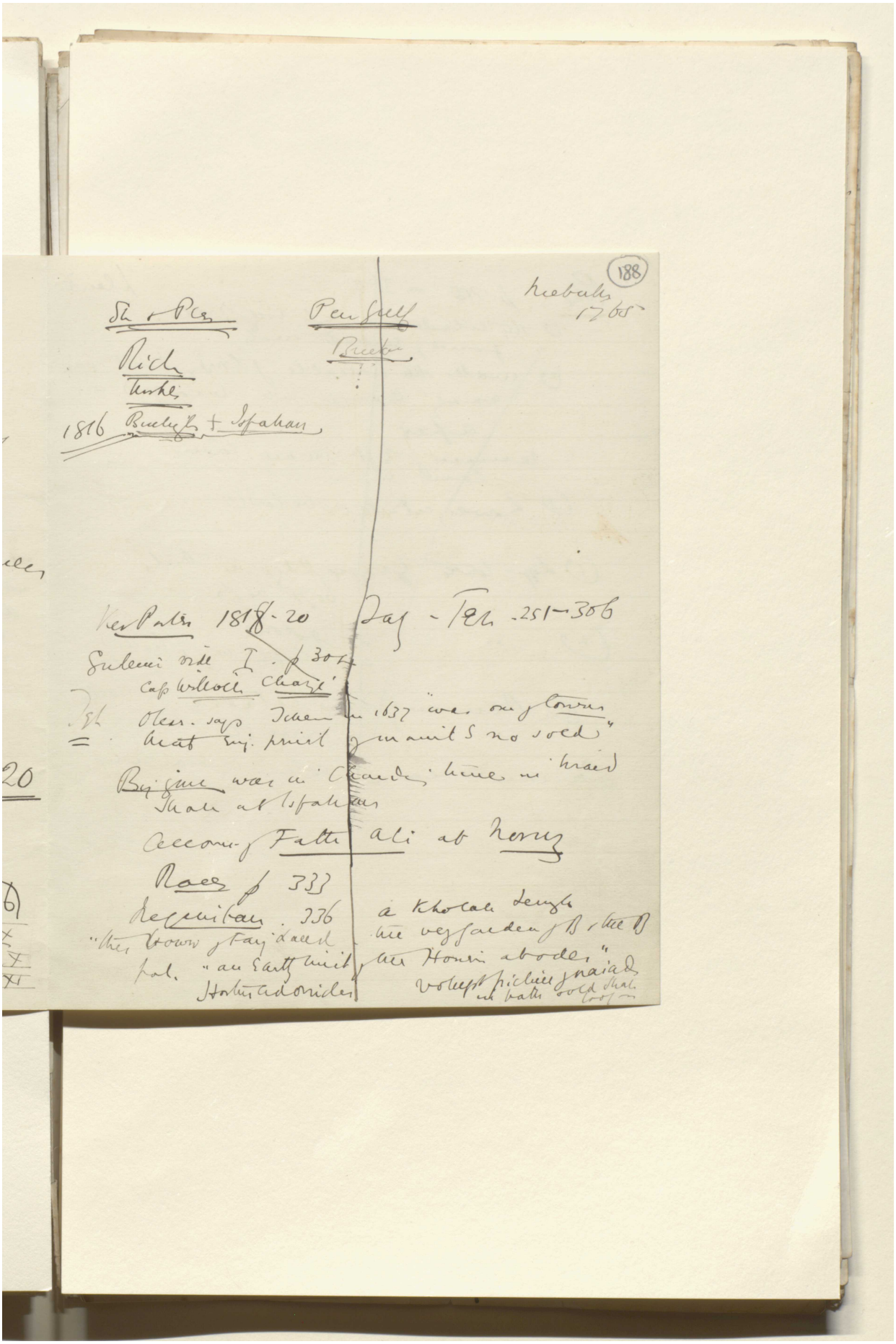

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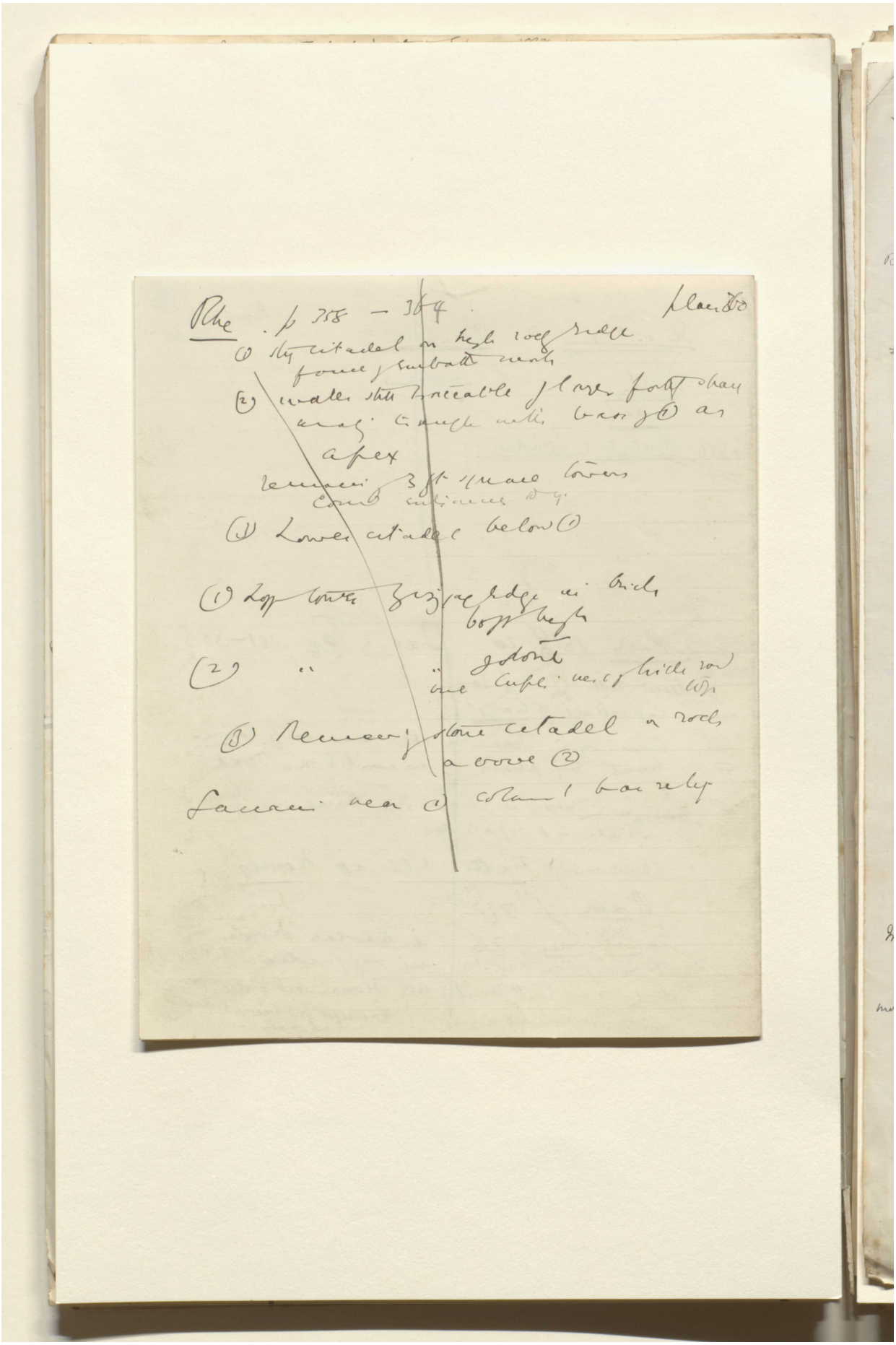

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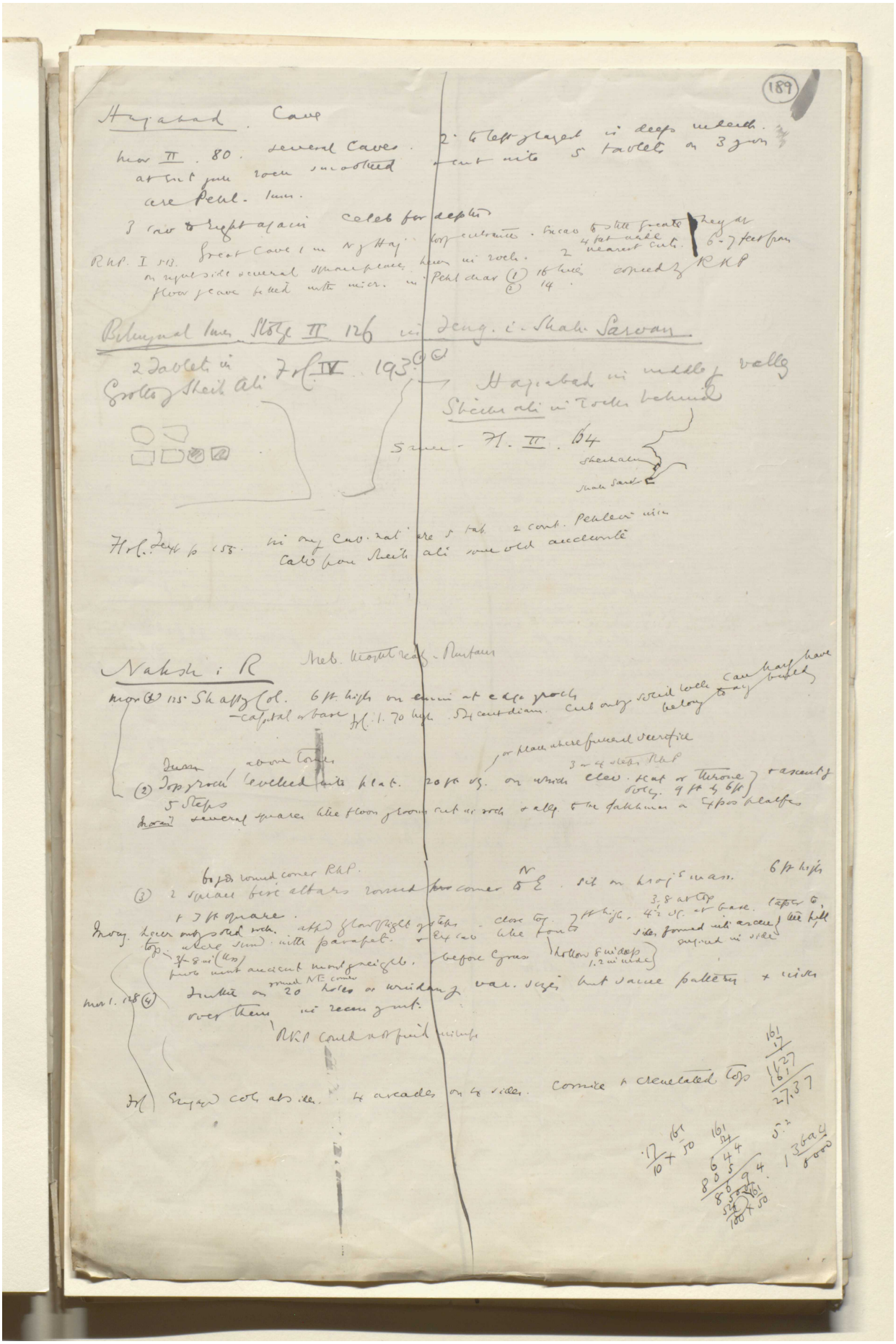

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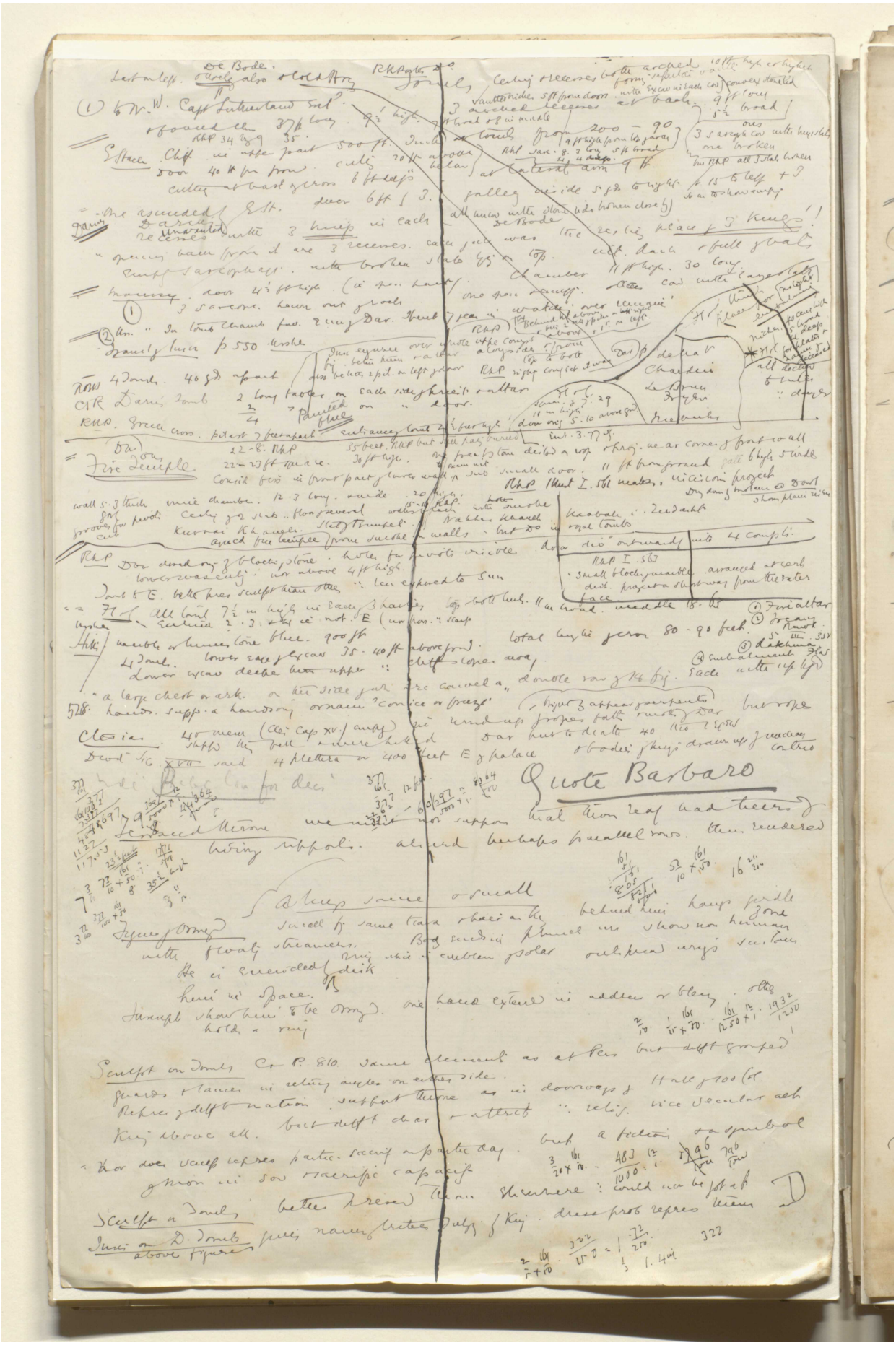

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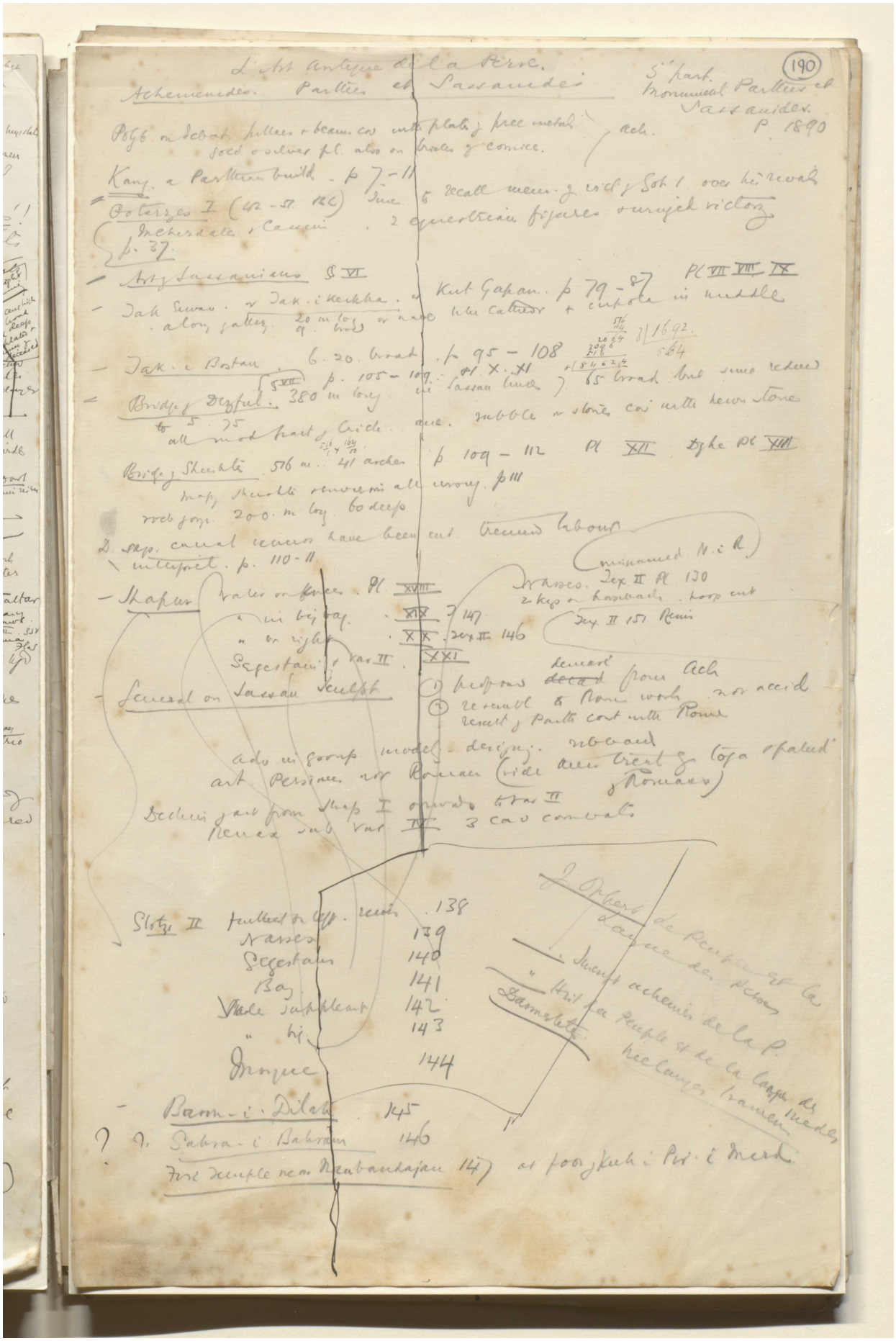

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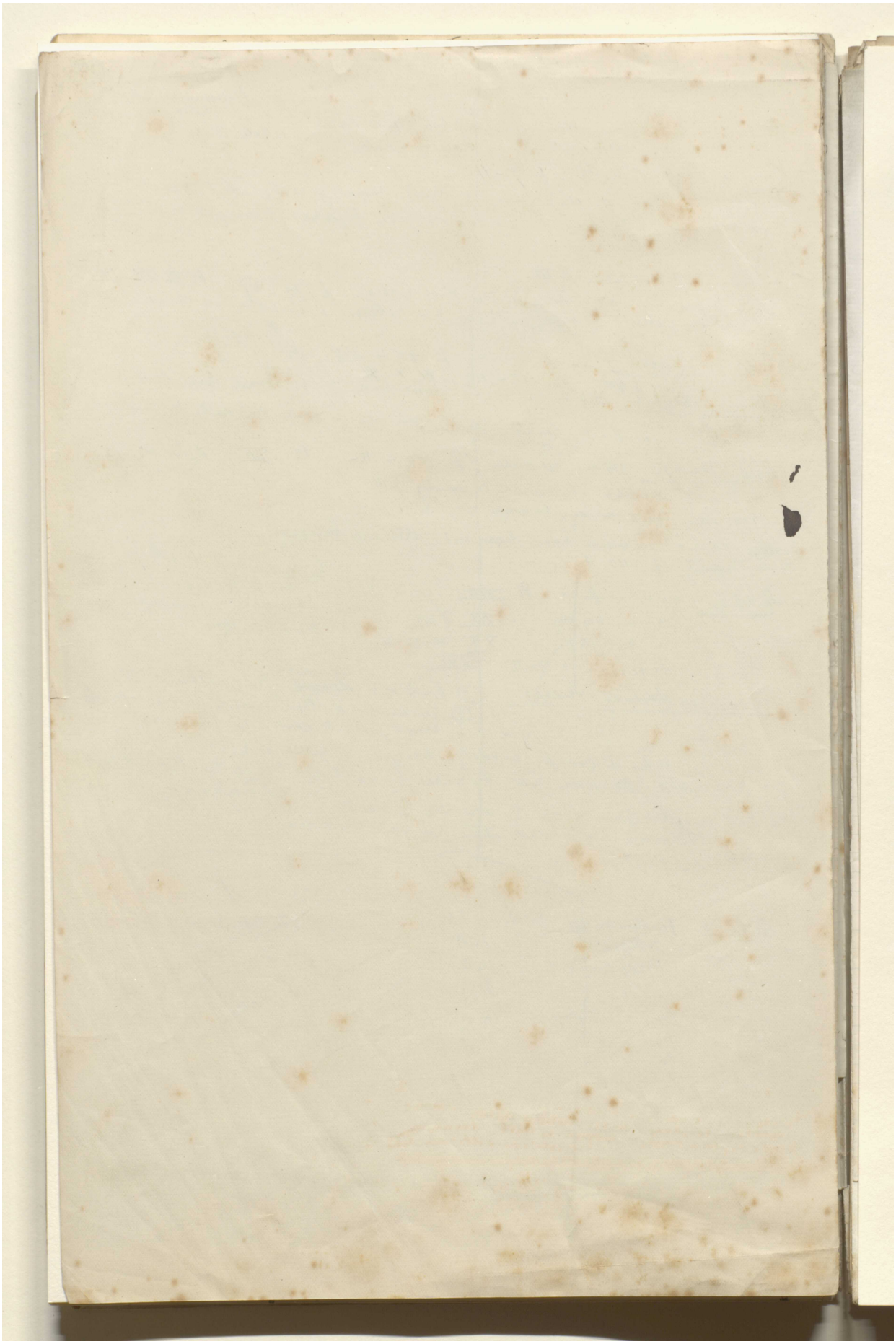

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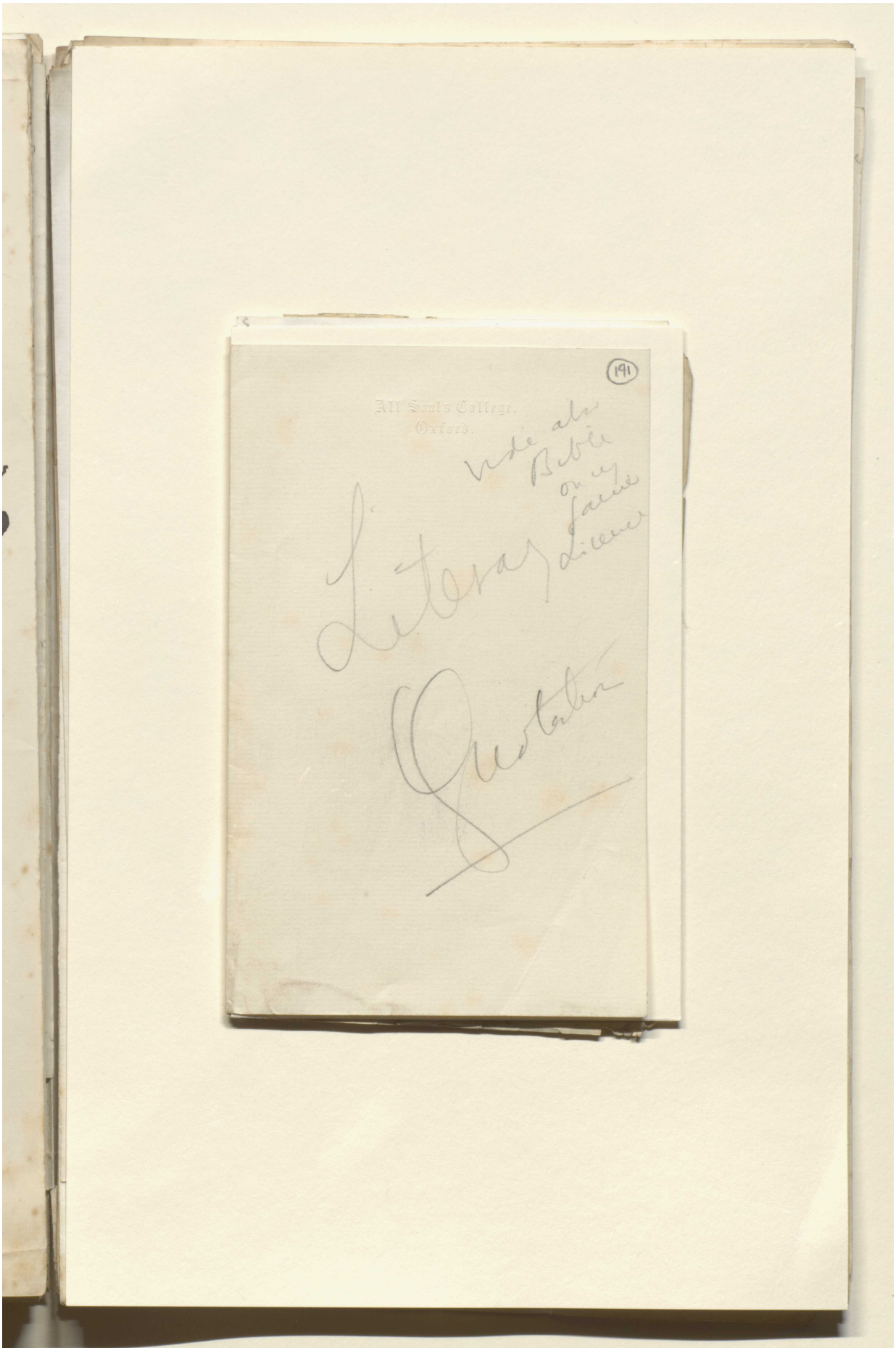

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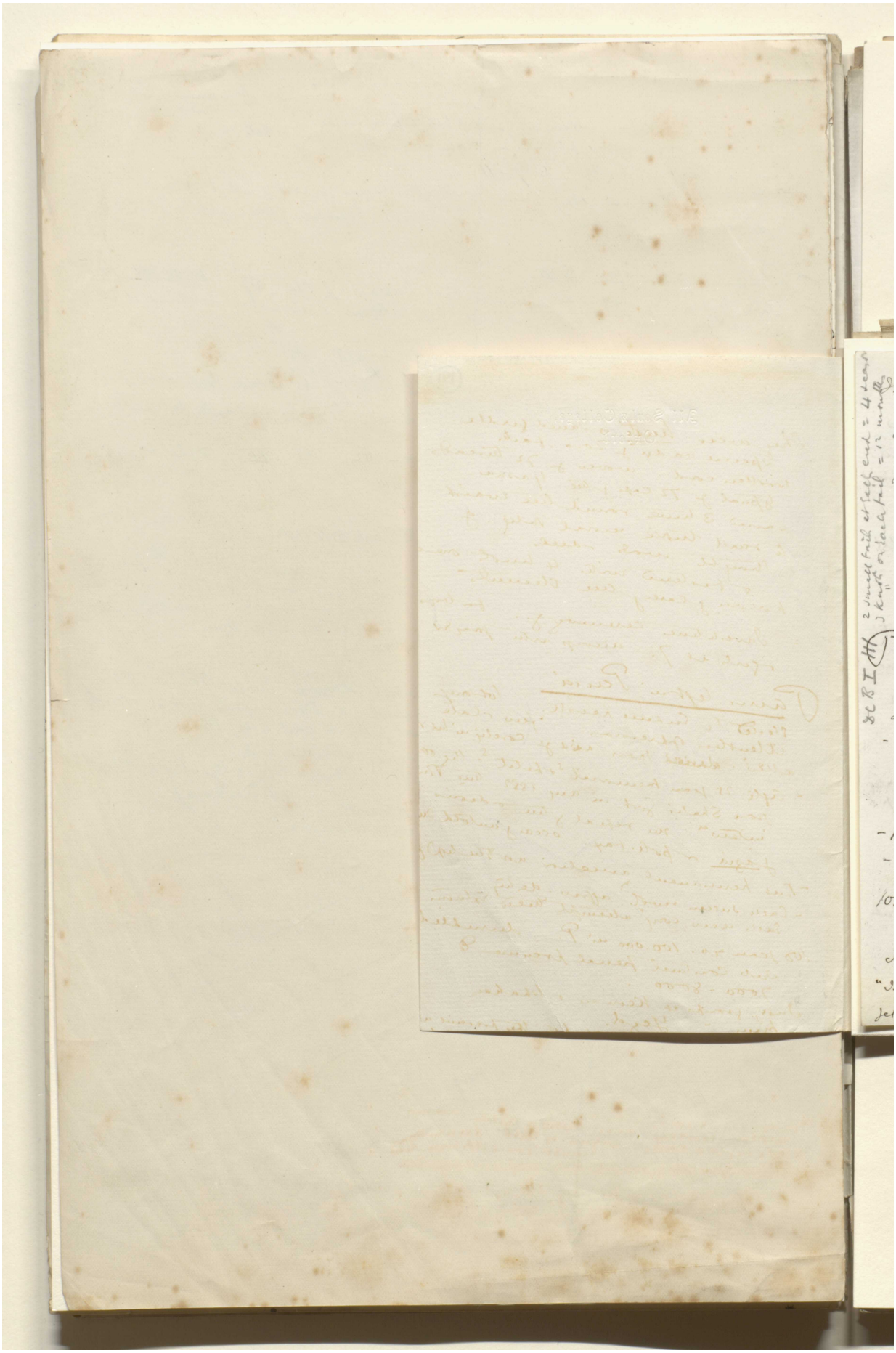

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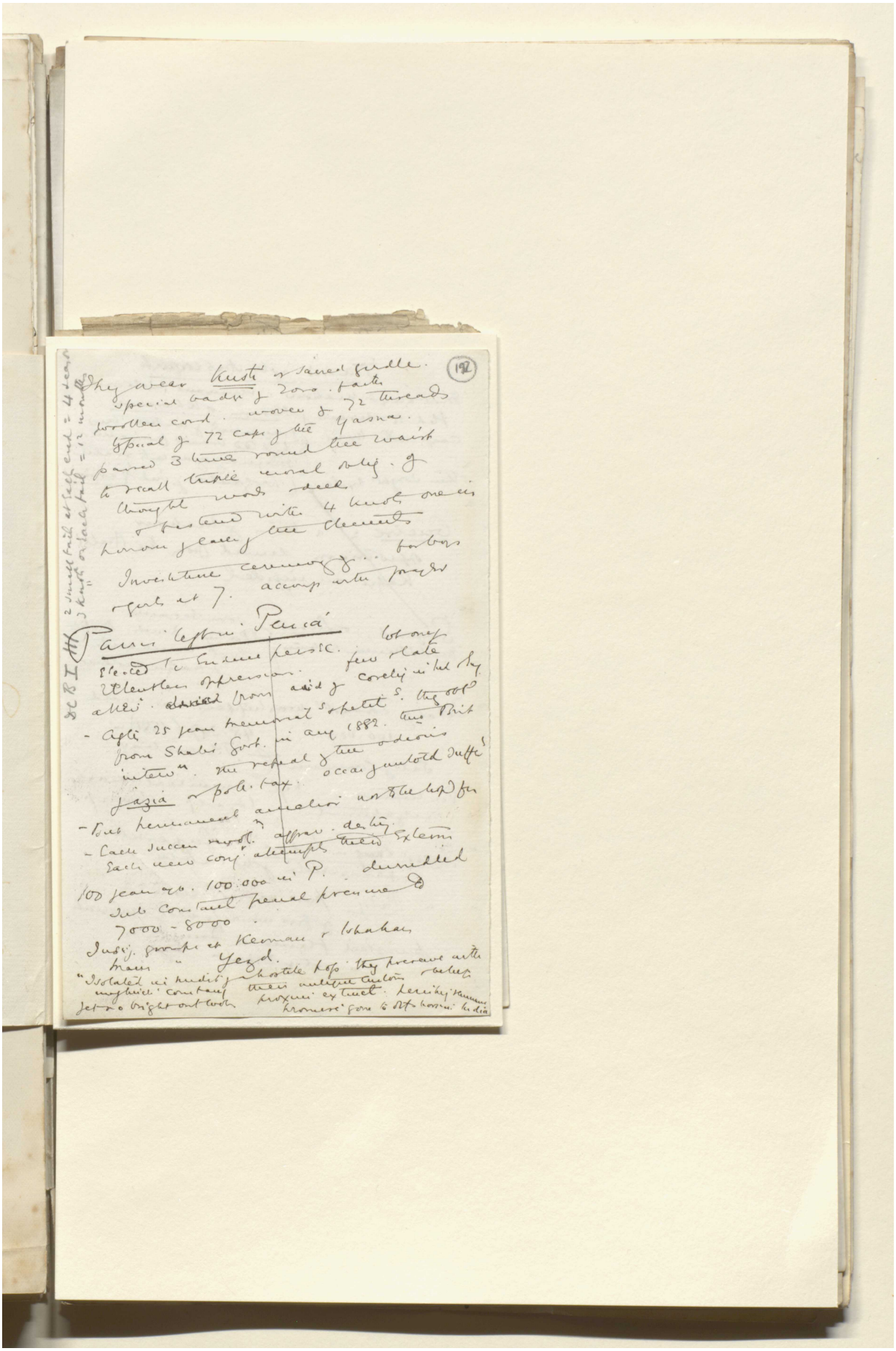

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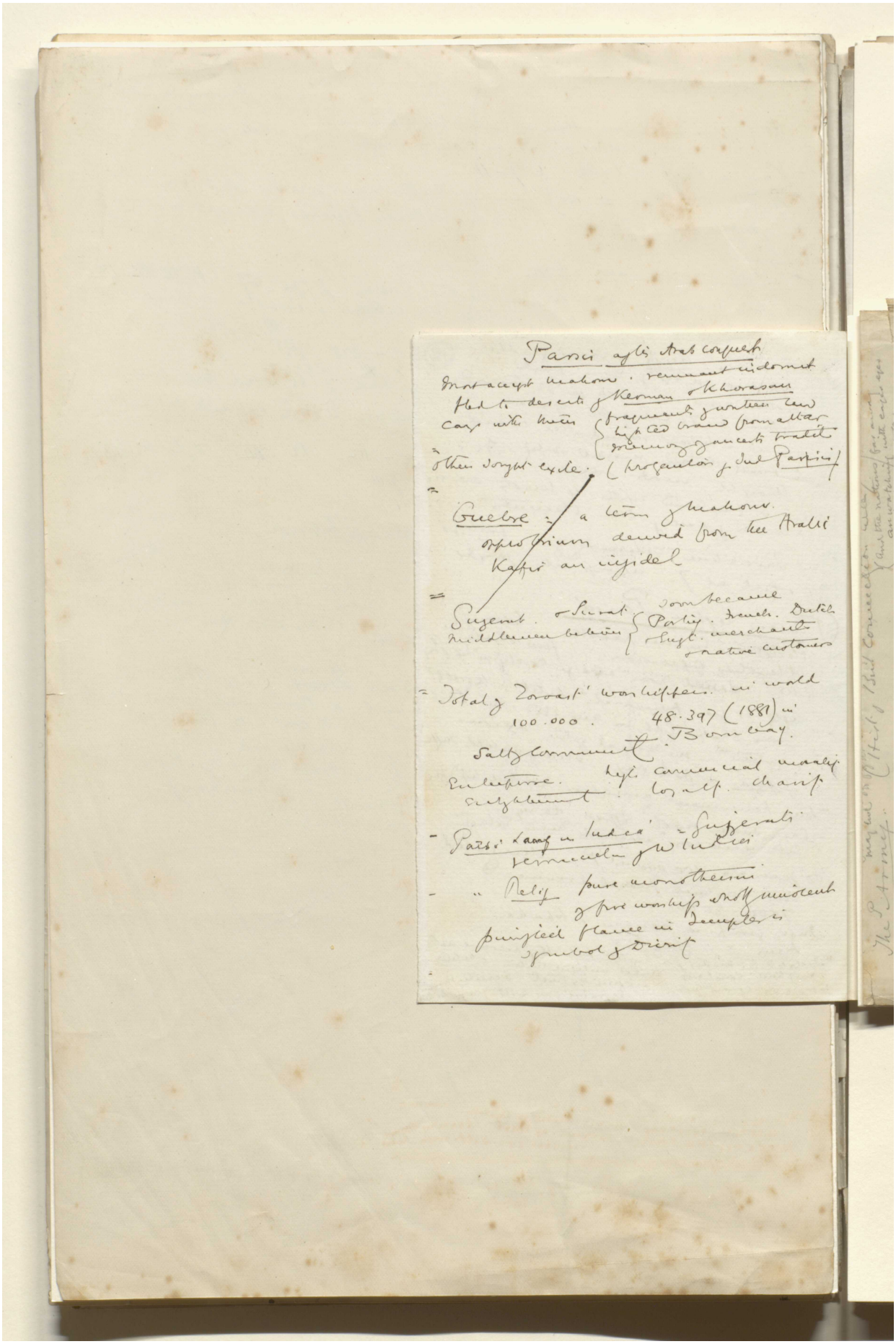

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Parsis after Arab conquest

Most accept Mahom. remnant indomit
fled to deserts of Kerman & Khorasan
Carry with them { fragments of written law
lighted brand from altar
memory of ancient traditions

= others sought exile. (progenitors of Ind Parsis)

=

Guebre = a term of Mahom.
opprobrium derived from the Arabic
Kafir an infidel

=

Gujerat & Surat. soon became
middlemen between { Portug. French. Dutch
& Engl. merchants
& native customers

= Total of Zoroast' worshippers in world
100.000. 48.397 (1881) in
Salt of Community. Bombay.
Enterprise. high commercial morality
enlightenment. loyalty. charity

- Parsis Lang in India = Gujerati
vernacular of W India

- " Relig pure monotheism
of fire worship wholly innocent
pinnacled flame in Temple is
symbol of Divinity

=

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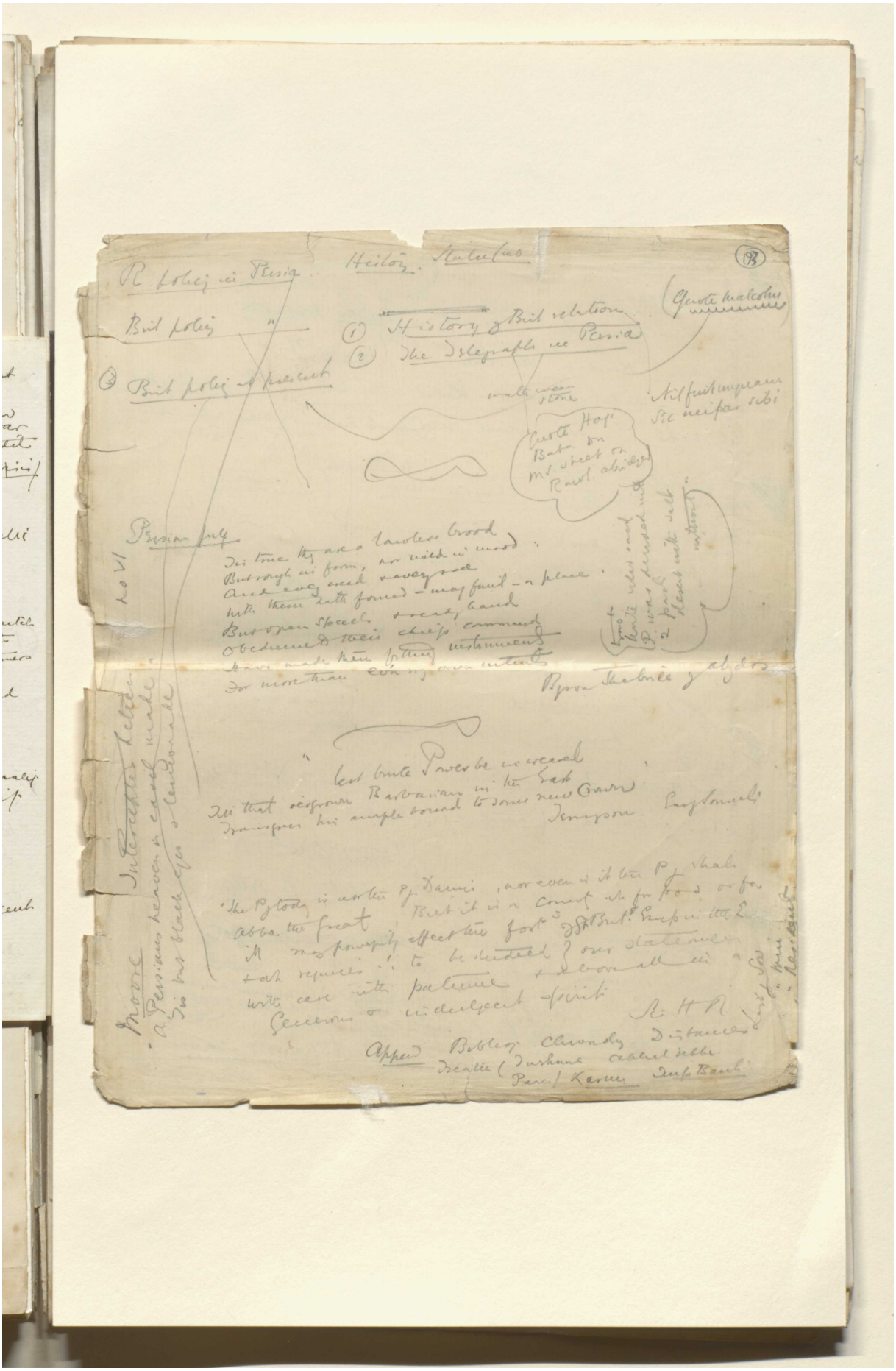

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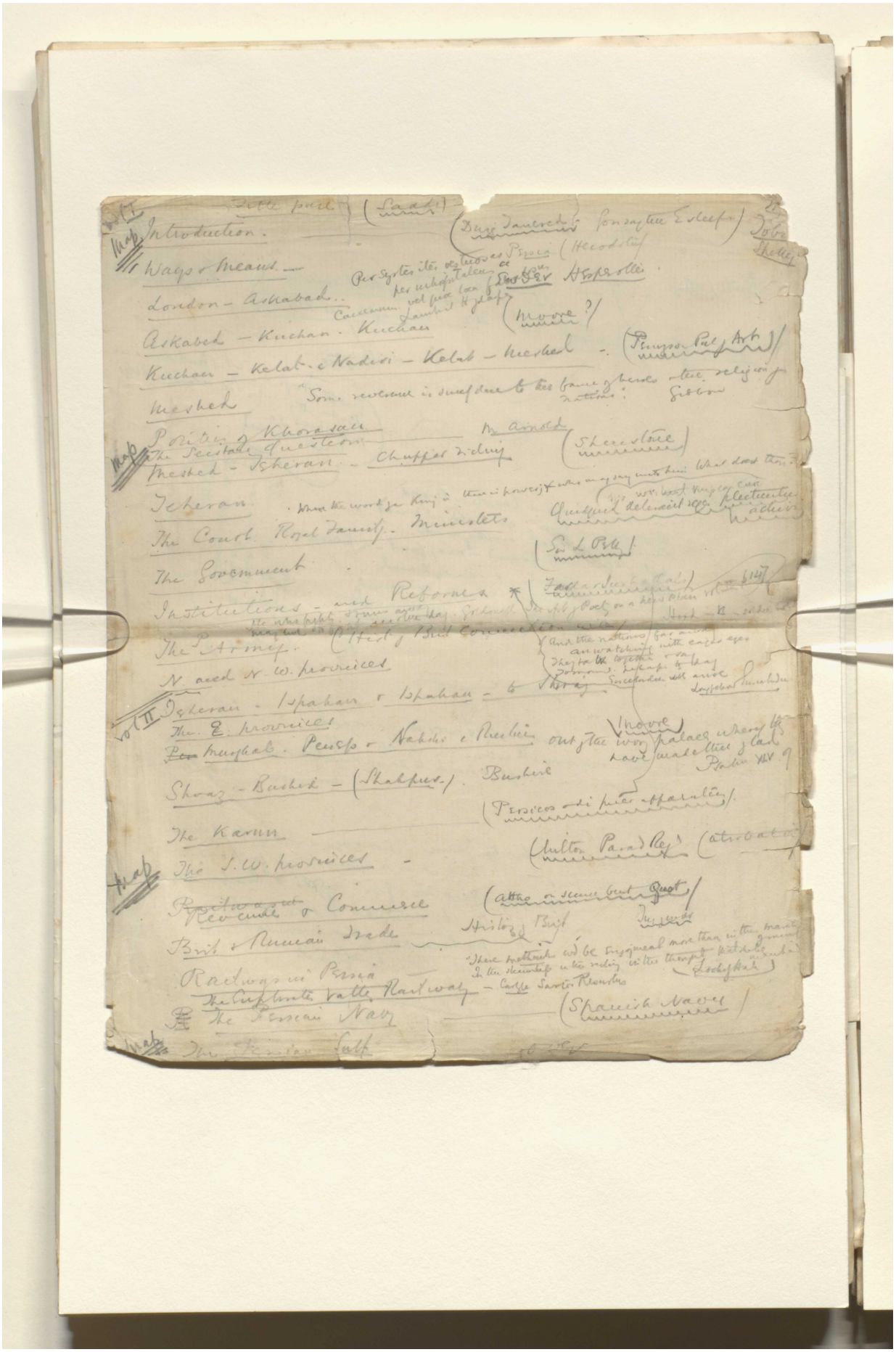

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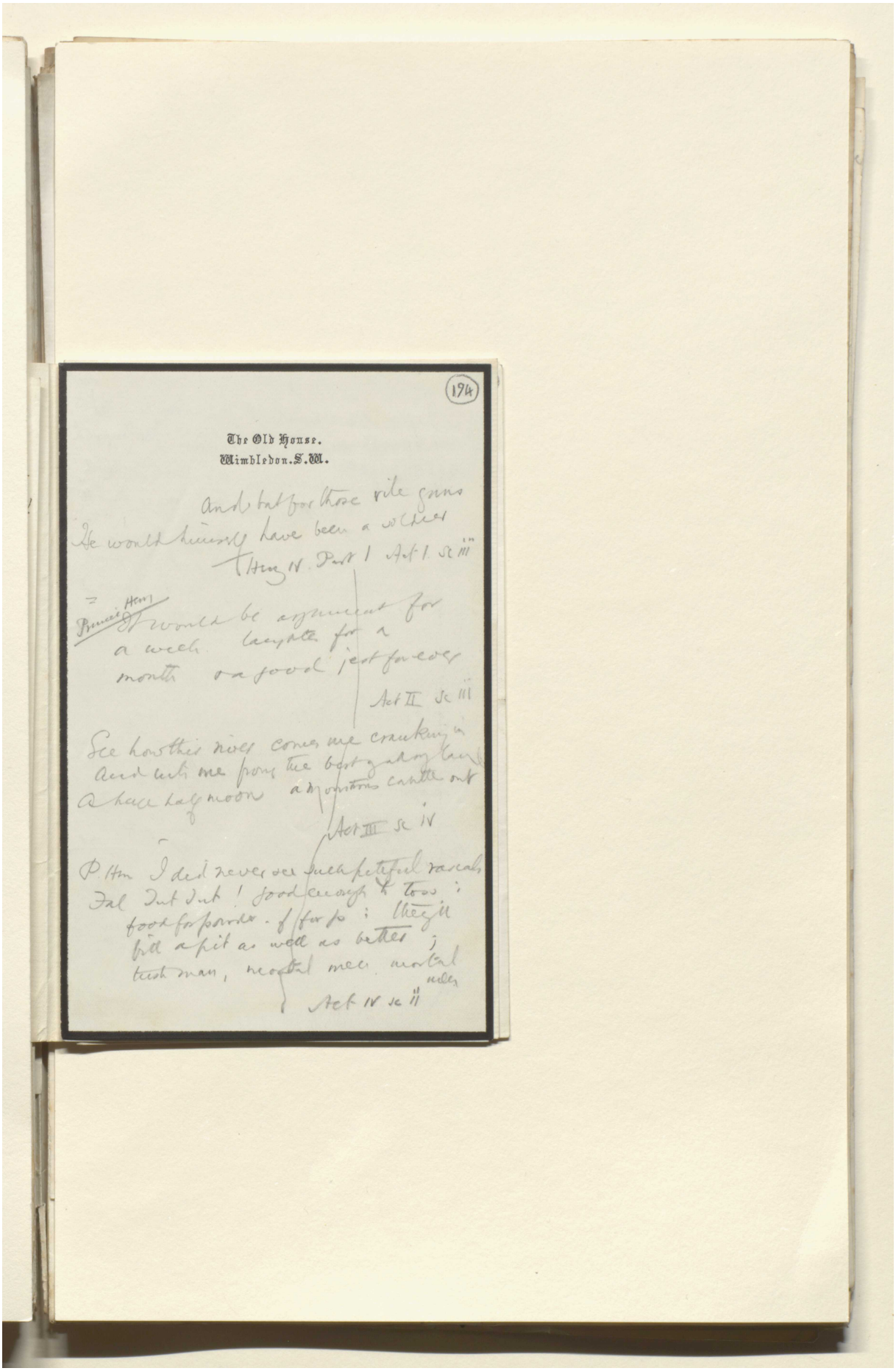

The Old House.
Wimbledon. S.W.

And but for those vile guns
He would himself have been a soldier
Hen IV. Part I Act I. Sc iii

Prince Hen
It would be argument for
a week laughter for a
month & a good jest forever
Act II Sc iii

See how this river comes me cranking in
And cuts me from the best gradoy land
A huge half moon a monstrous cantle out
Act III Sc iv

P. Hen I did never see such pitiful rascals
Fal Tut Tut! good enough to toss;
food for powder. f for p: they'll
fill a pit as well as better;
tush man, mortal men mortal men
Act IV Sc ii

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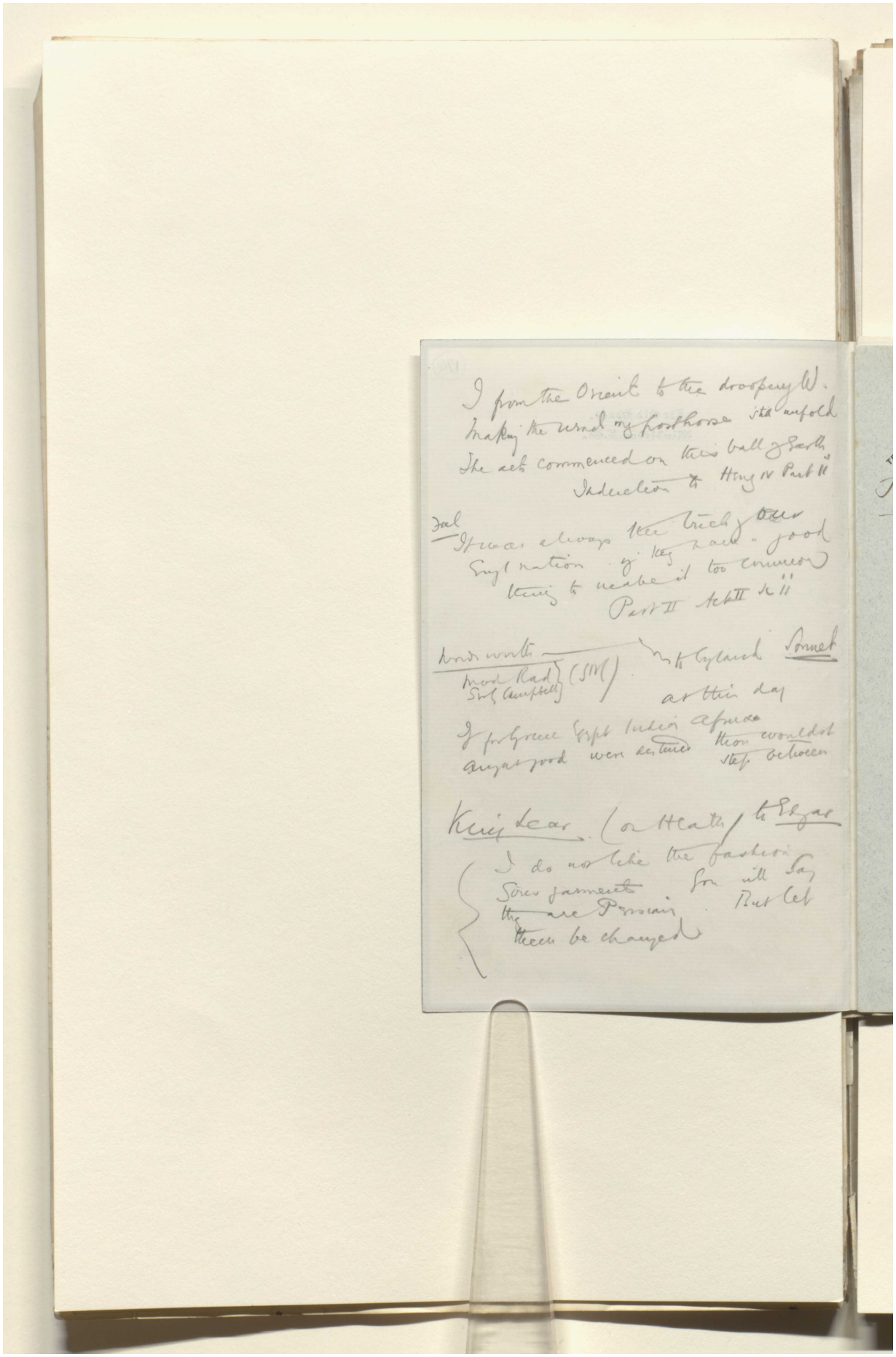

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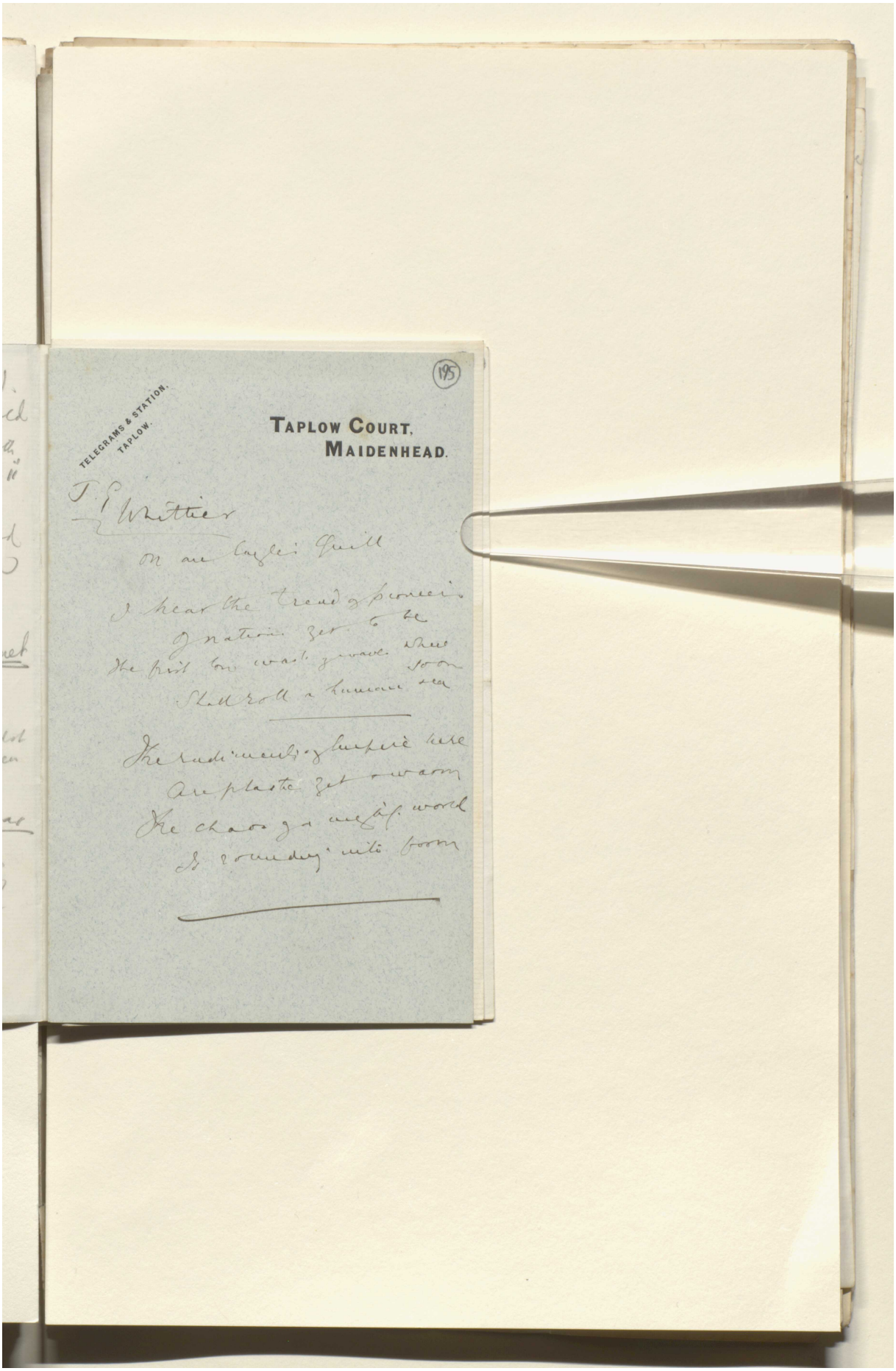

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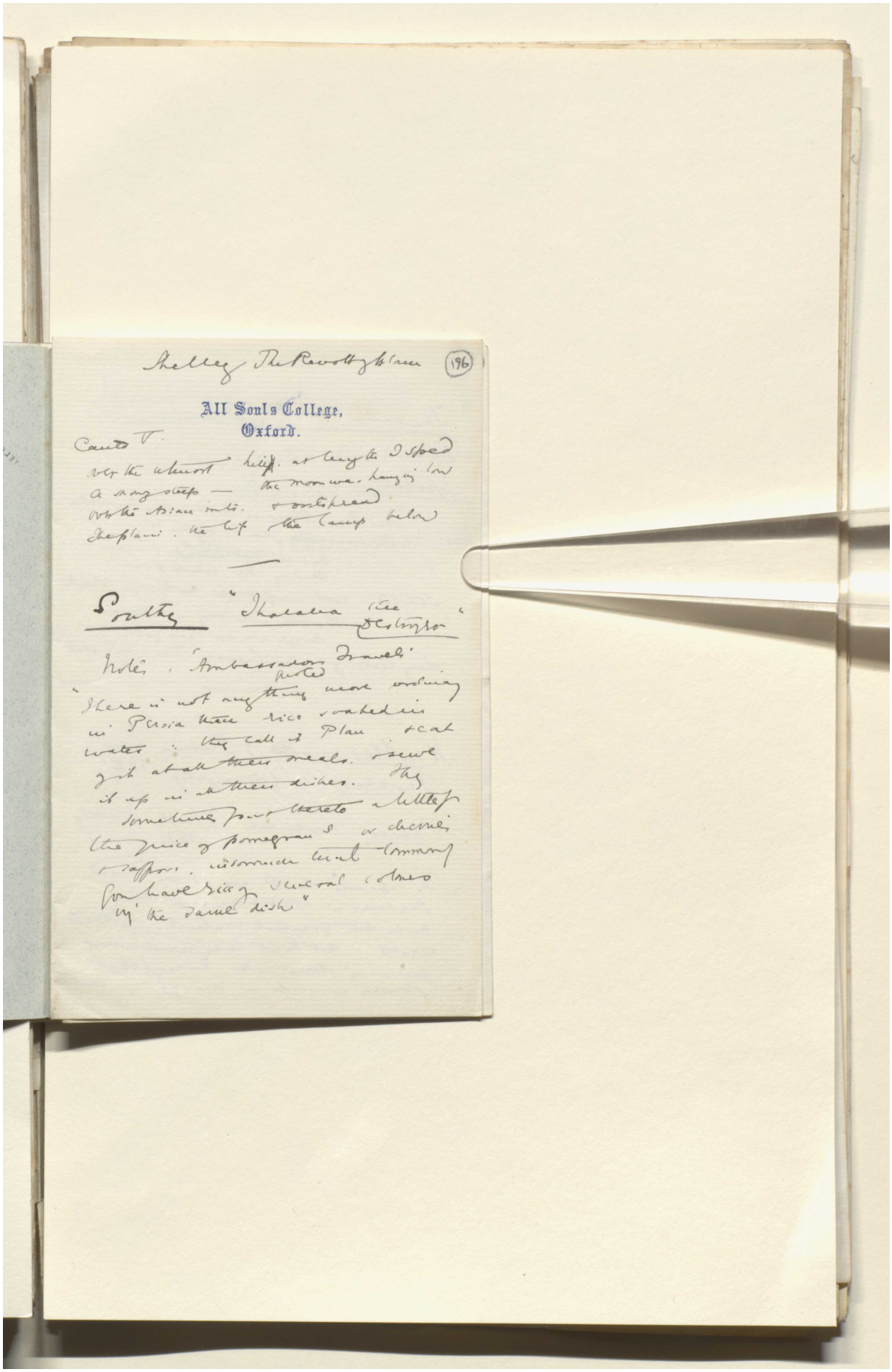

Shelley The Revolt of Islam (196)

All Souls College,
Oxford.

Canto V.

over the utmost hill. at length I sped
a strong steep — the moon was hanging low
over the Asian mts. & outspread
the plain. the lip & the lamp below

—

Southey "Thalaba the Destroyer"

Notes. 'Ambassador's Travels'

"There is not anything more ordinary
in Persia than rice soaked in
water: they call it Plau & eat
of it at all their meals. & serve
it up in all their dishes. They
sometimes put thereto a little of
the juice of pomegranates or cherries
& saffron. insomuch that commonly
you have rice of several colours
in the same dish"

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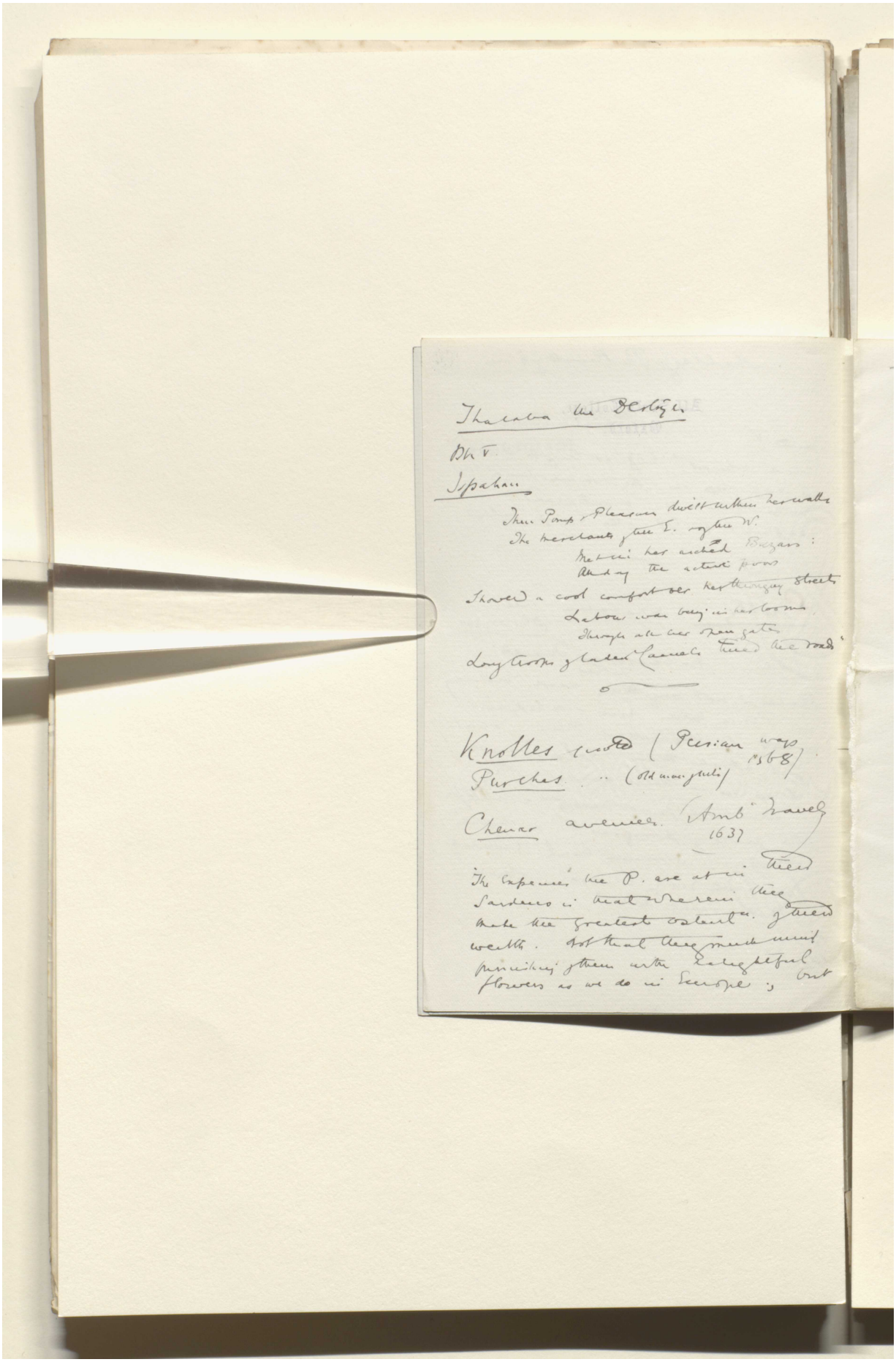

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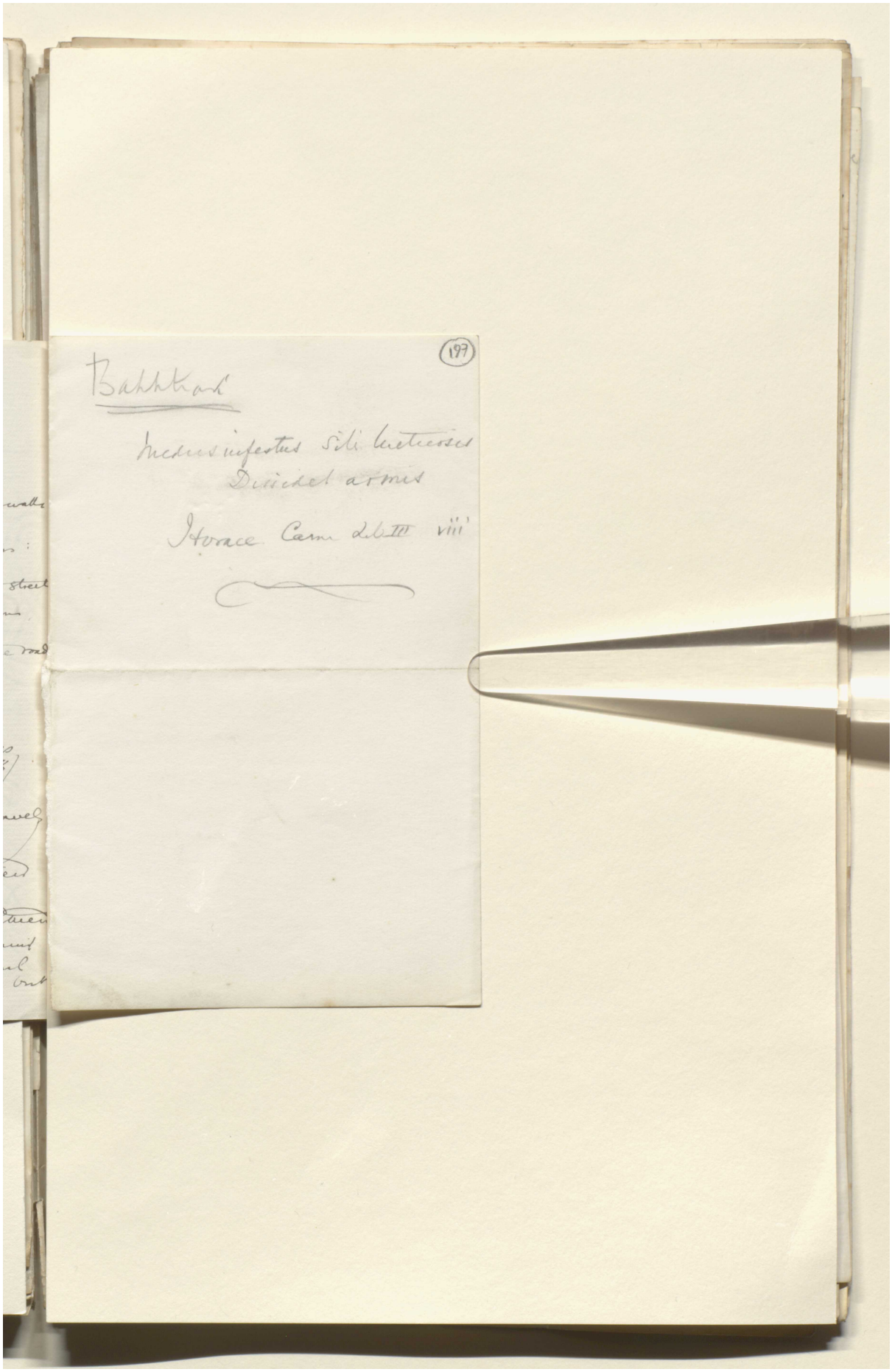

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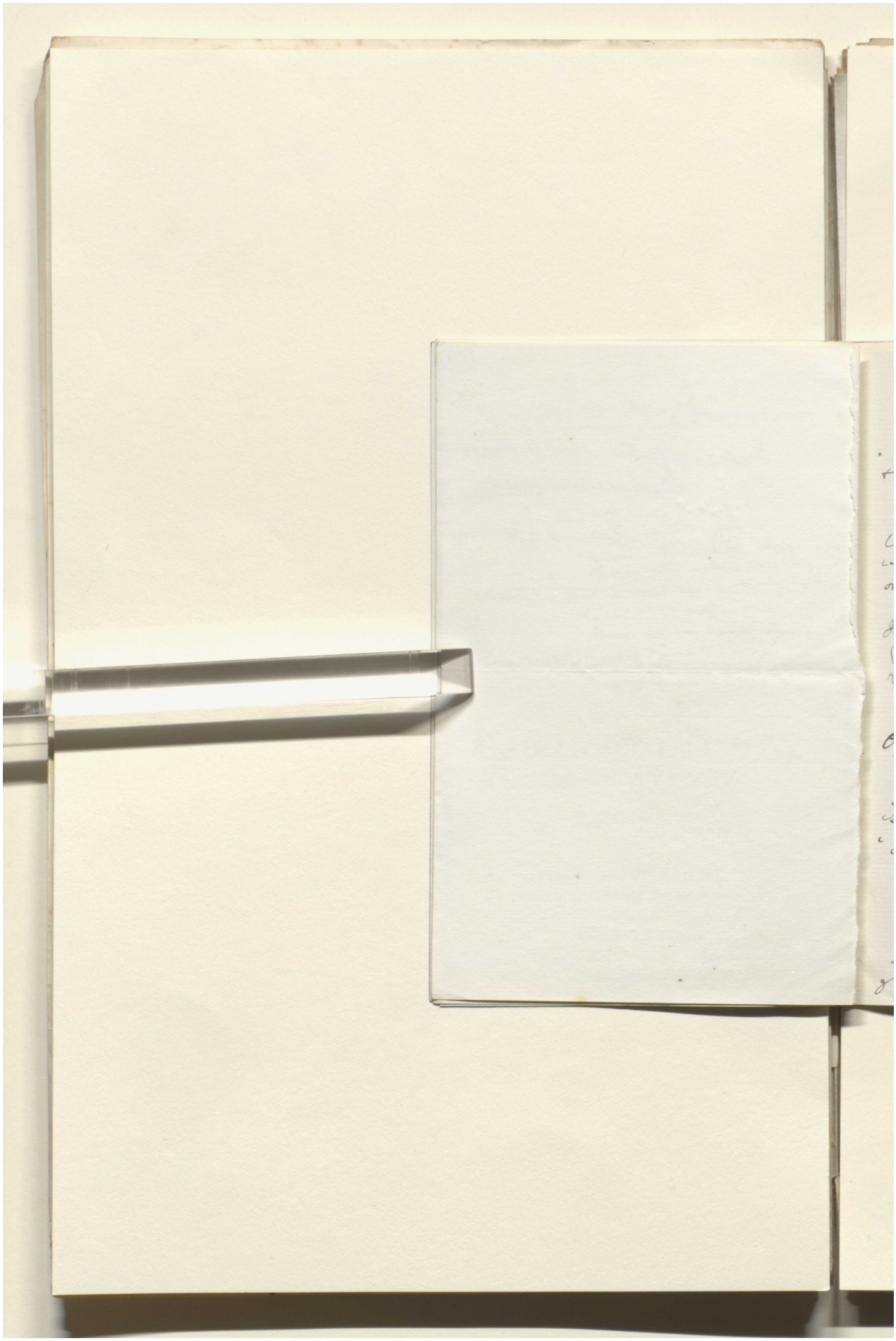

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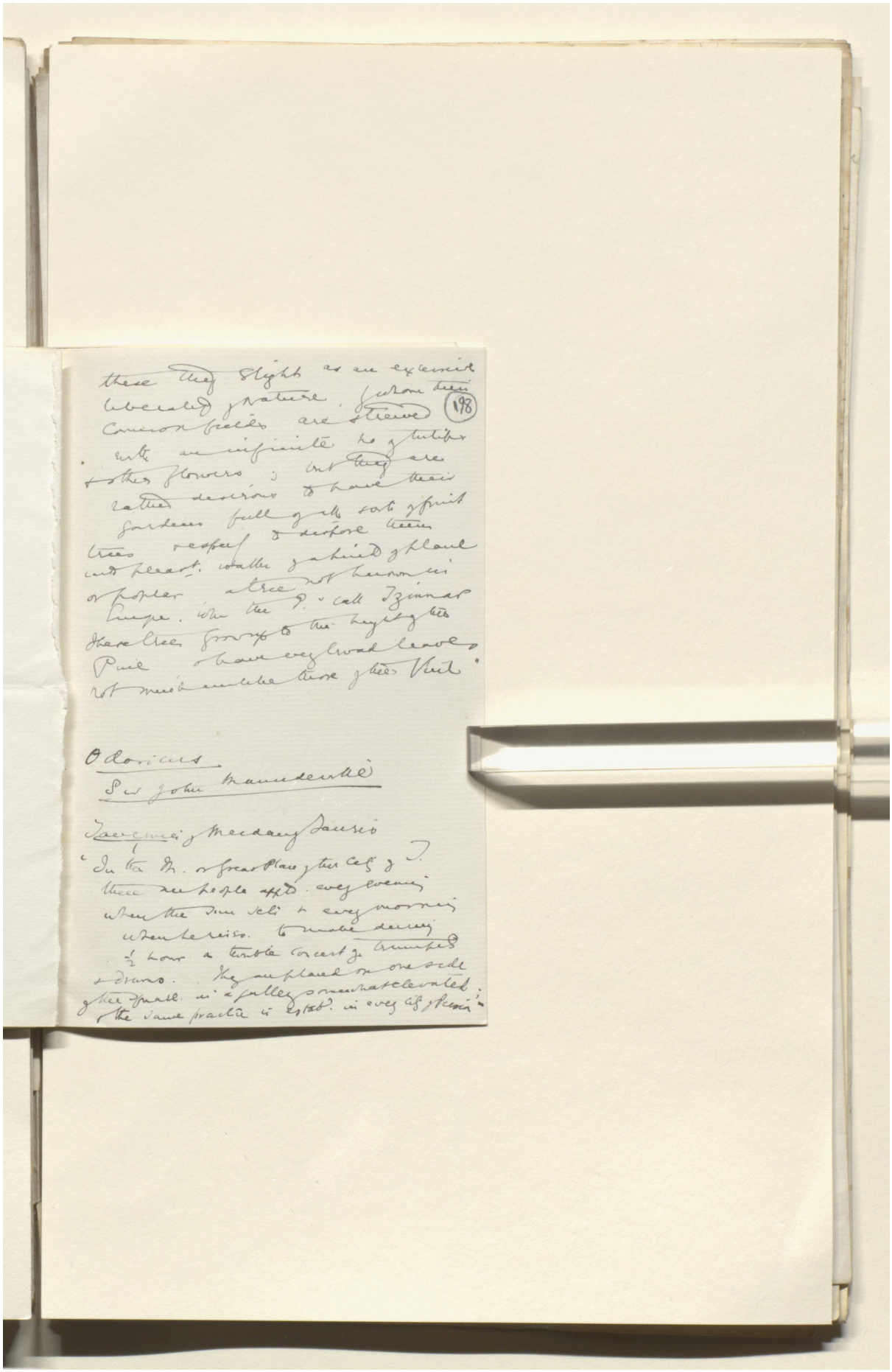

these they slight as an excessive
liberality of nature, of whom their
common fields are strewed
with an infinite no of tulips
& other flowers; but they are
rather desirous to have their
gardens full of all sorts of fruit
trees & especially to dispose them
into pleasant walks of a kind of plane
or poplar a tree not known in
Europe. whe the P. call Tzinnar
these trees grow up to the height of the
Pine & have very broad leaves
not much unlike those of the Vine."

Odoricus
Sir John Mandeville

Tavernier of Meidan of Tauris
"In the M. or Great Place of the City of T.
there are people appd. every evening
when the sun sets & every morning
when he rises. to make during
½ hour a terrible concert of trumpets
& drums. They are placed on one side
of the square in a gallery somewhat elevated;
& the same practice is estab. in every City of Persia."

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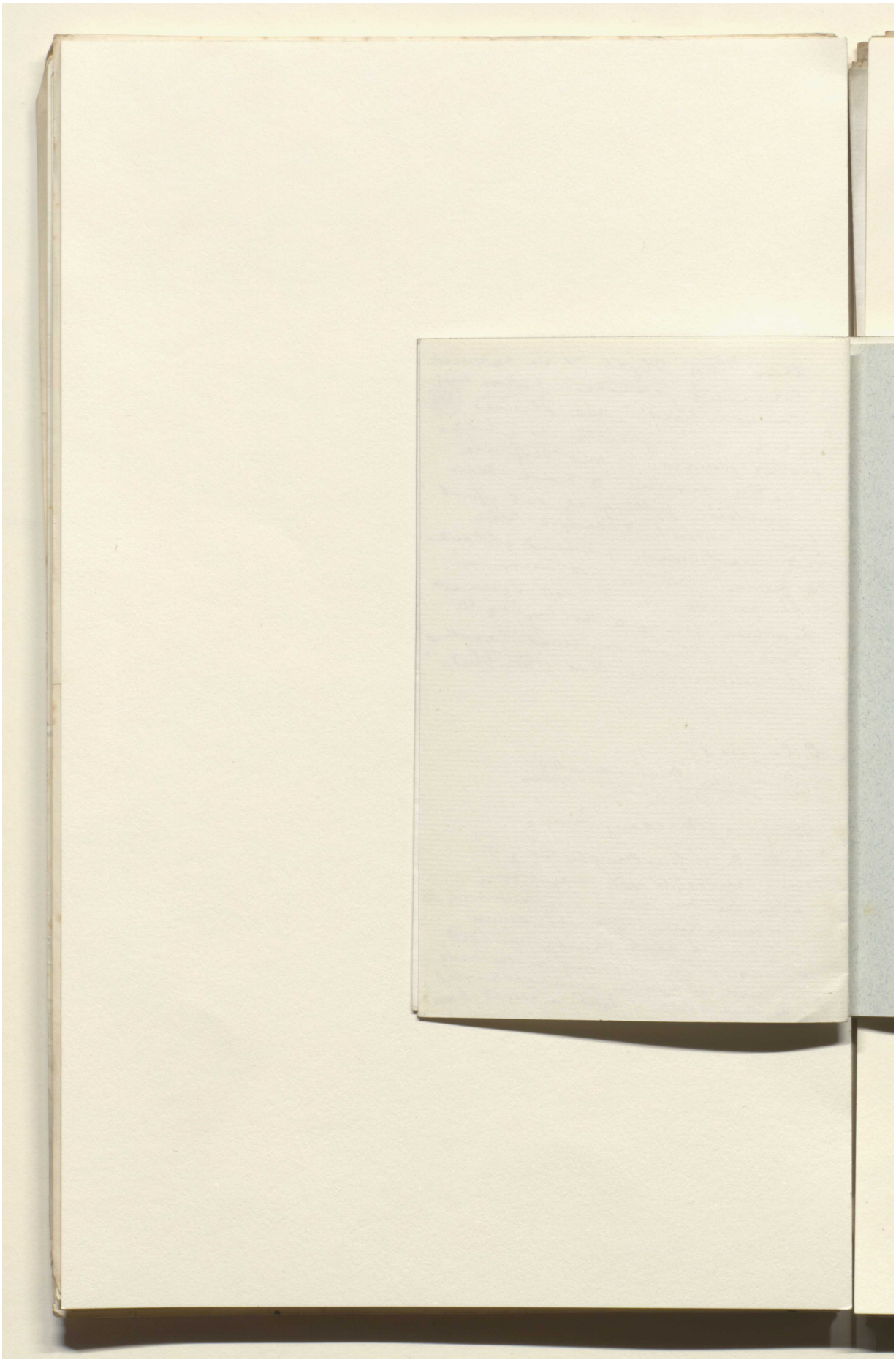

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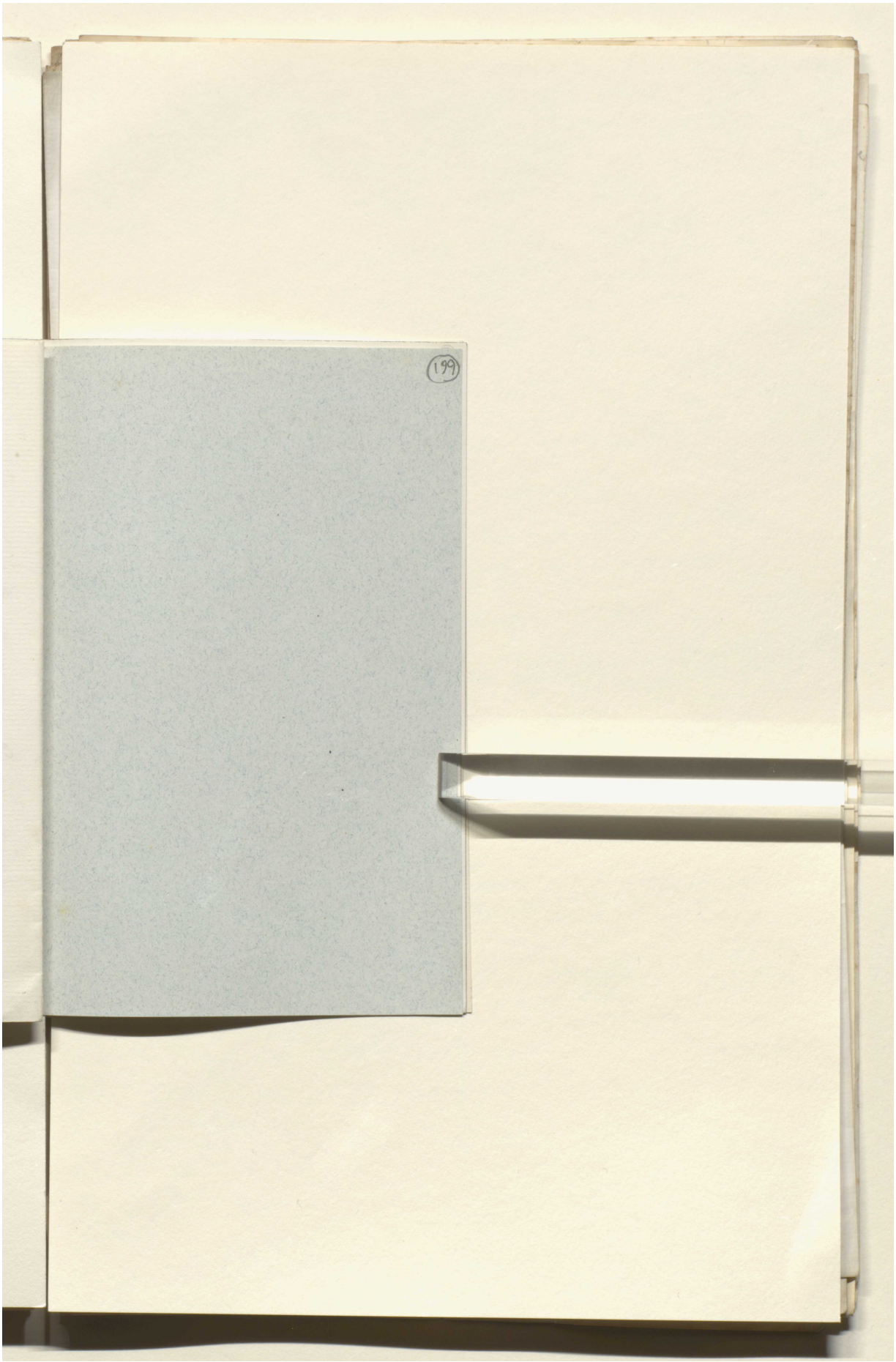

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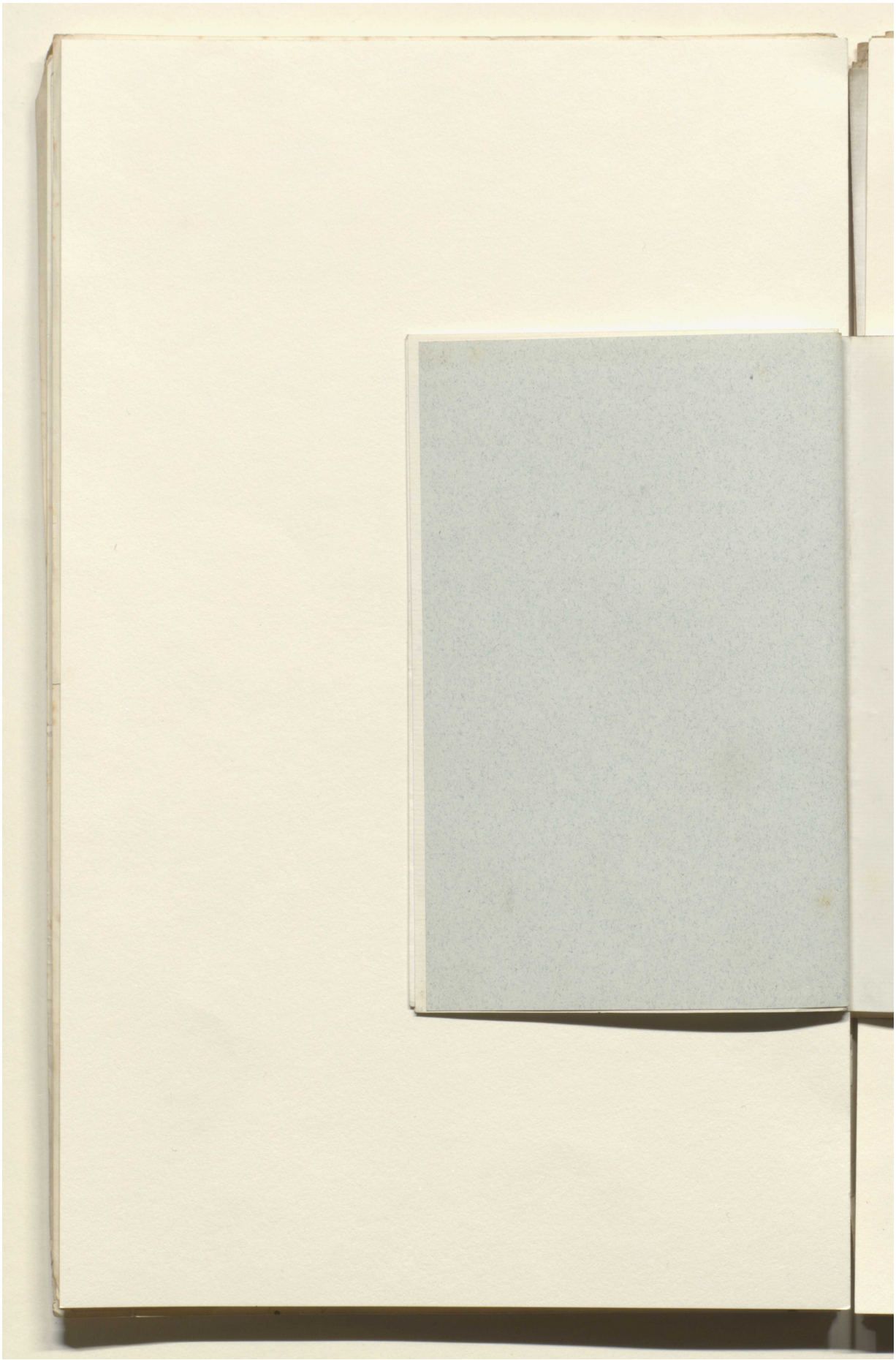

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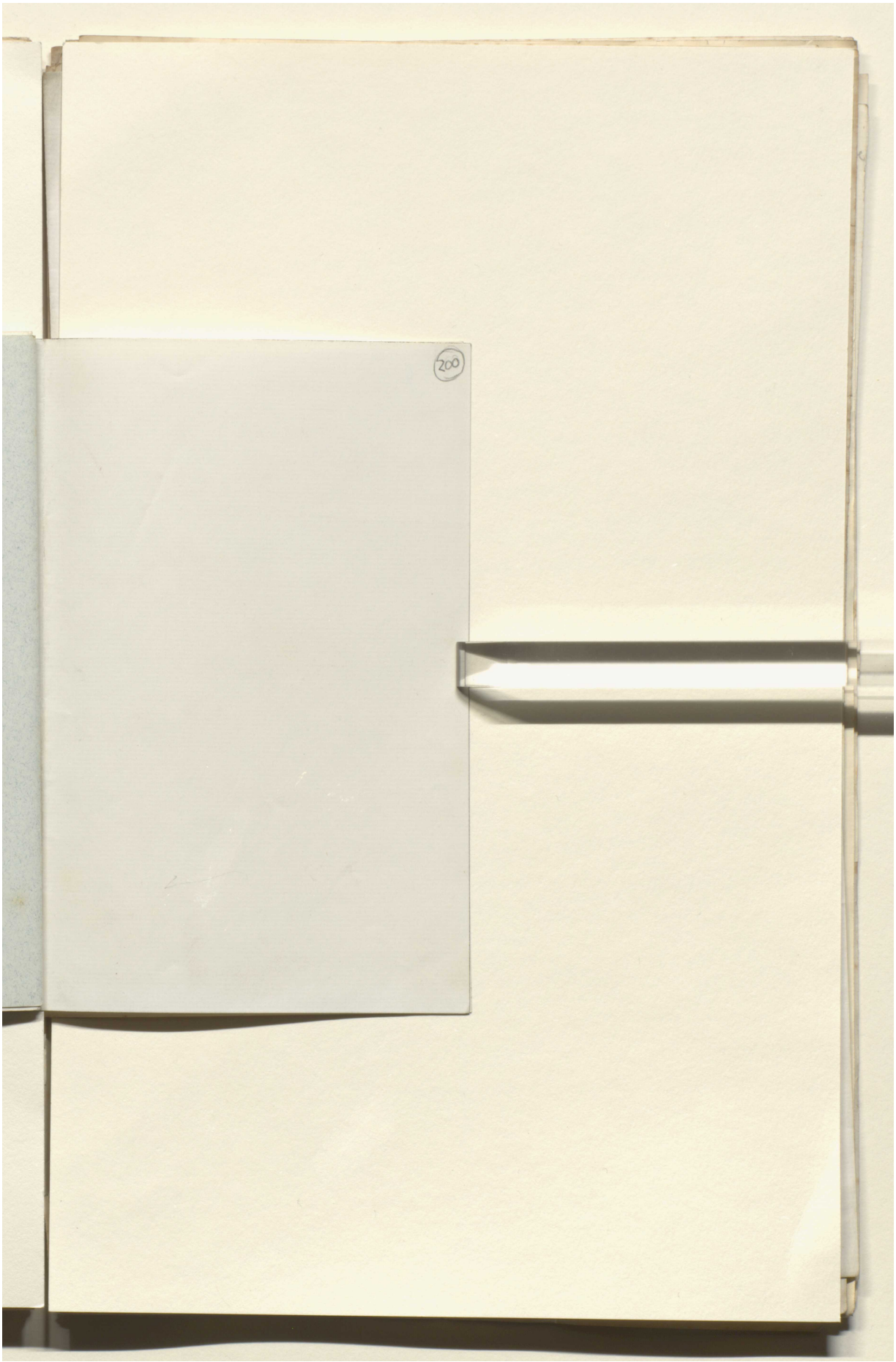

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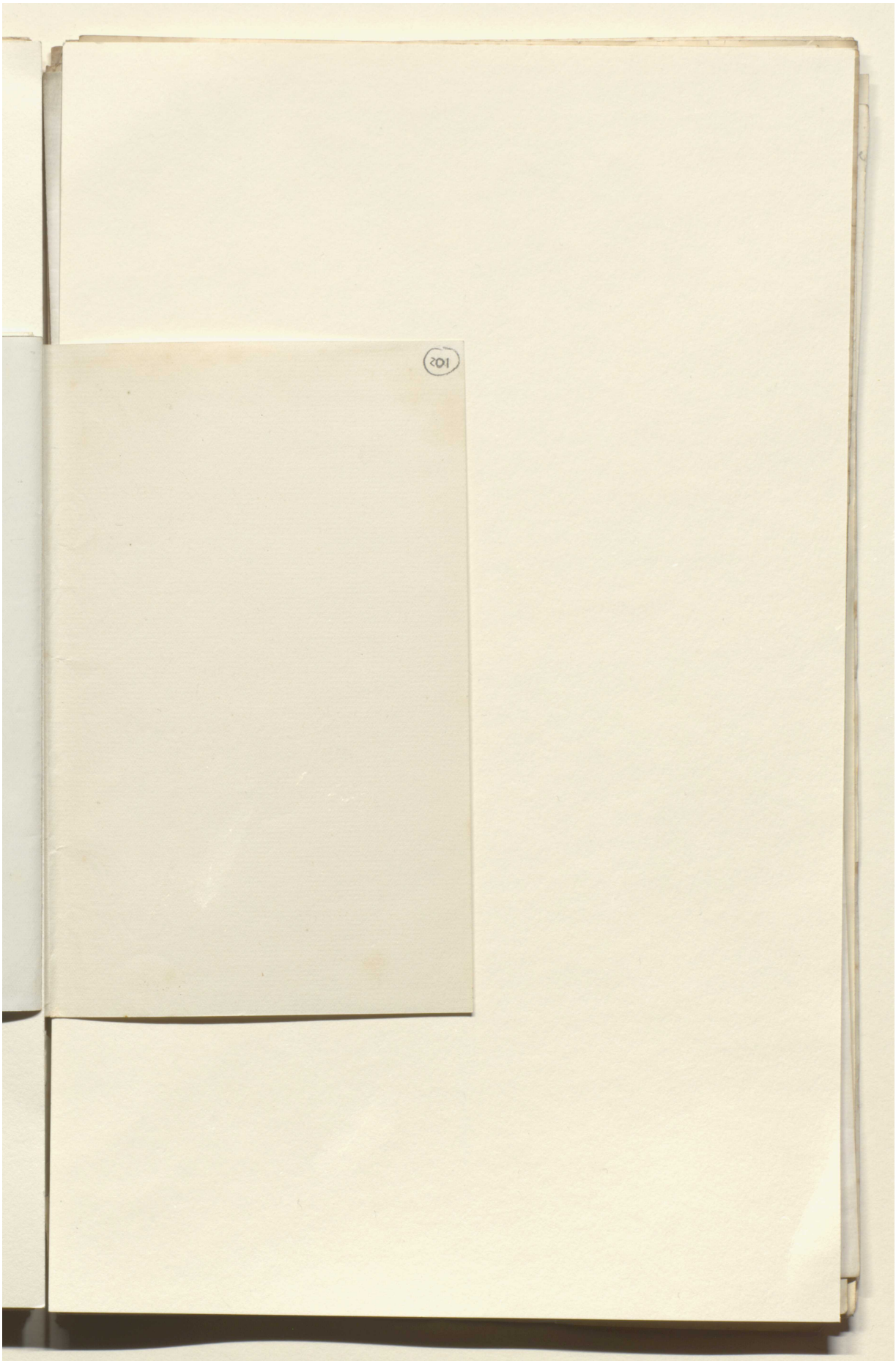

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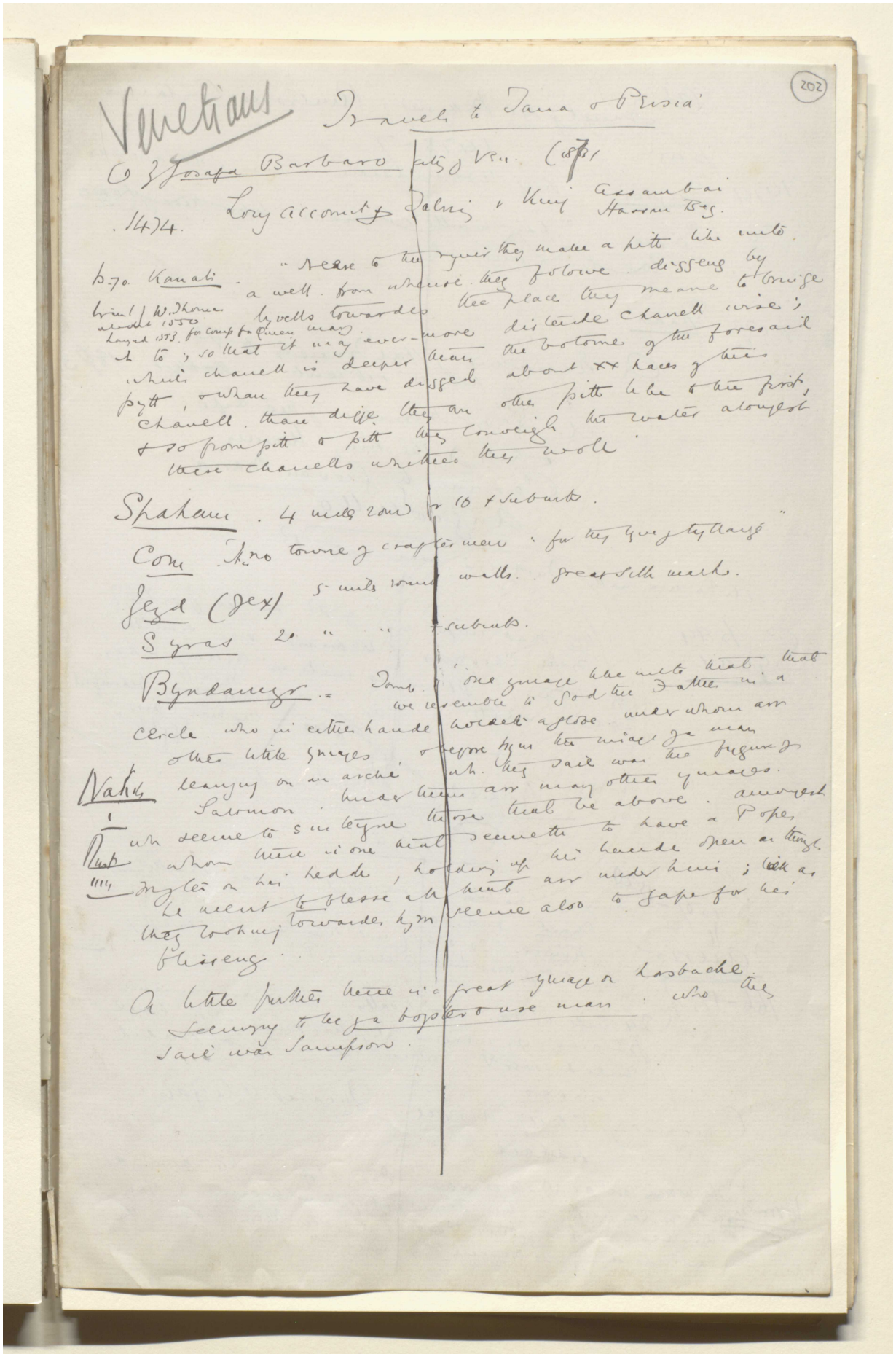

(202)

Venetians

Travels to Tana & Persia

(1) Josafa Barbaro city of Ven. (1873)

1474. Long account of Talring & King Assambai Hassan Beg.

p. 70. Kanati. "Neere to the river they make a pitt like unto a well from whence they folowe diggeng by lyvells towardes the place they meane to bringe it to; so that it may ever-more distende chanell wise; which chanell is deeper than the botome of the foresaid pytt, & when they have digged about xx paces of this chanell, than digge they an other pitt like to the first, & so from pitt to pitt they conveigh the water alongest these chanells whither they woll."

Brent of W. Thomas about 1550 Layard 1553. for comp for Queen Mary.

Spahan. 4 miles round or 10 & suburbs.

Com. "No towne of craftesmen: for they live of tyllage"

Jezd (Jex) 5 miles round walls. great silk mark.

Syras 20 " " & suburbs.

Byndamyr. = Tomb. "one ymage like unto that that we resemble to God the Father in a cercle who in either hande holdeth a globe under whom arr other little ymages & before him the image of a man leaning on an arche wh. they sail was the figure of Salomon. under them arr many other ymages. wh seeme to sustayne those that be above. amongest whom there is one that seemeth to have a Pope, mytes on his hedde, holding up his hande open as though he meant to blesse all that arr under him; lick as they looking towardes him seeme also to gape for his blisseng.

Nakis

Rust

A little further there is a great ymage on horsbacke seeming to be of a boyster & use man: who they sail was Sampson.

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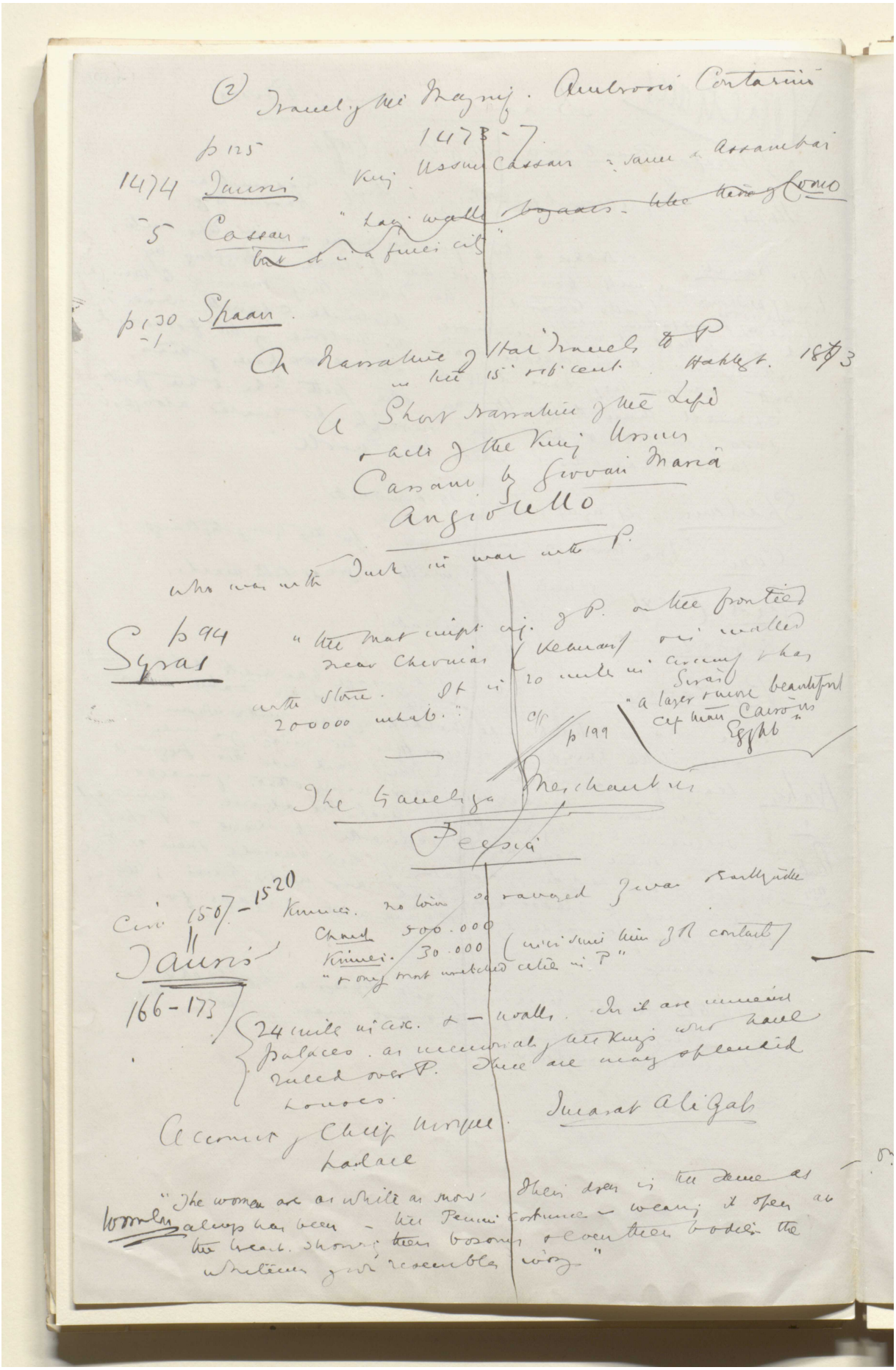

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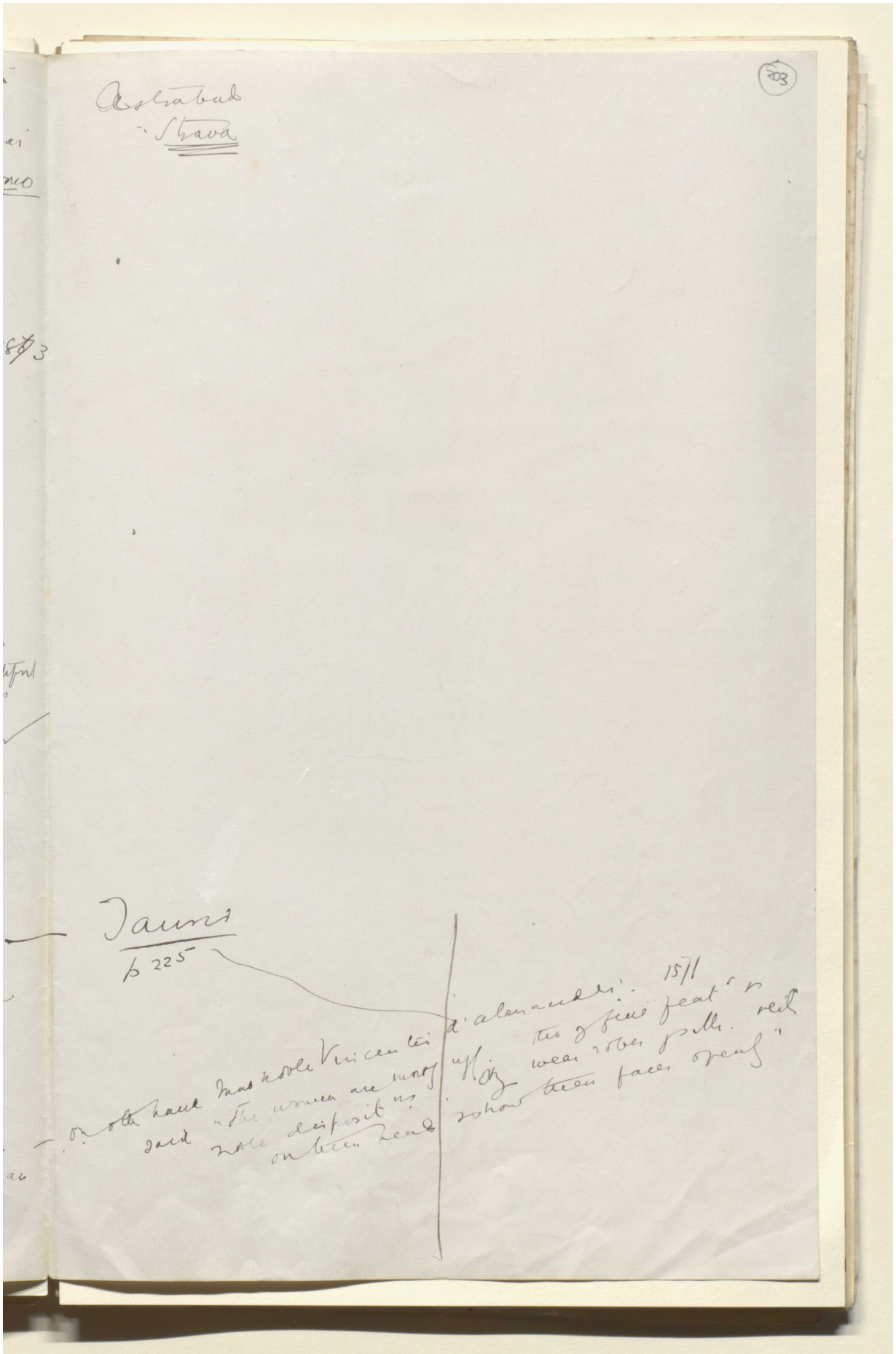

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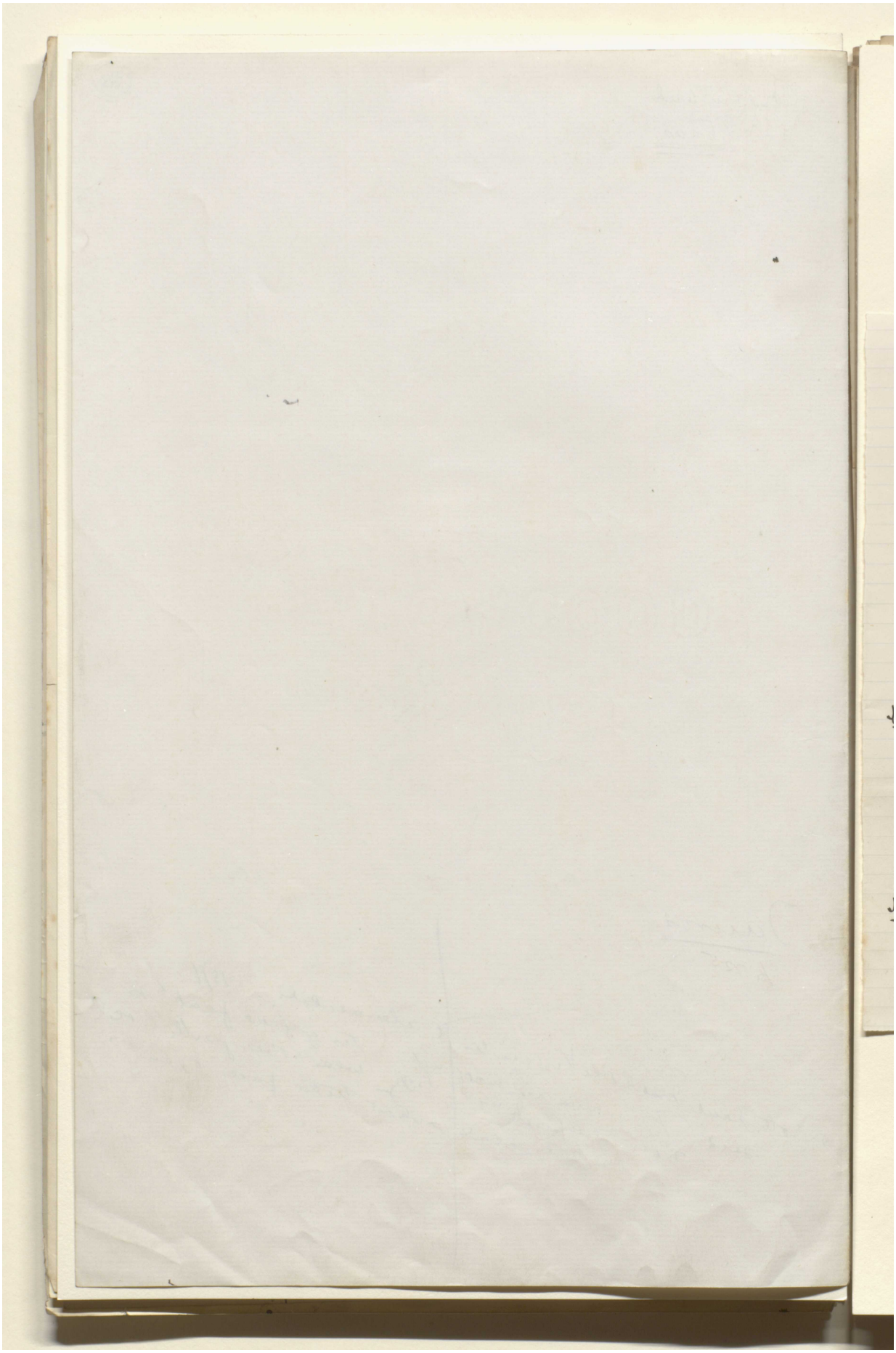

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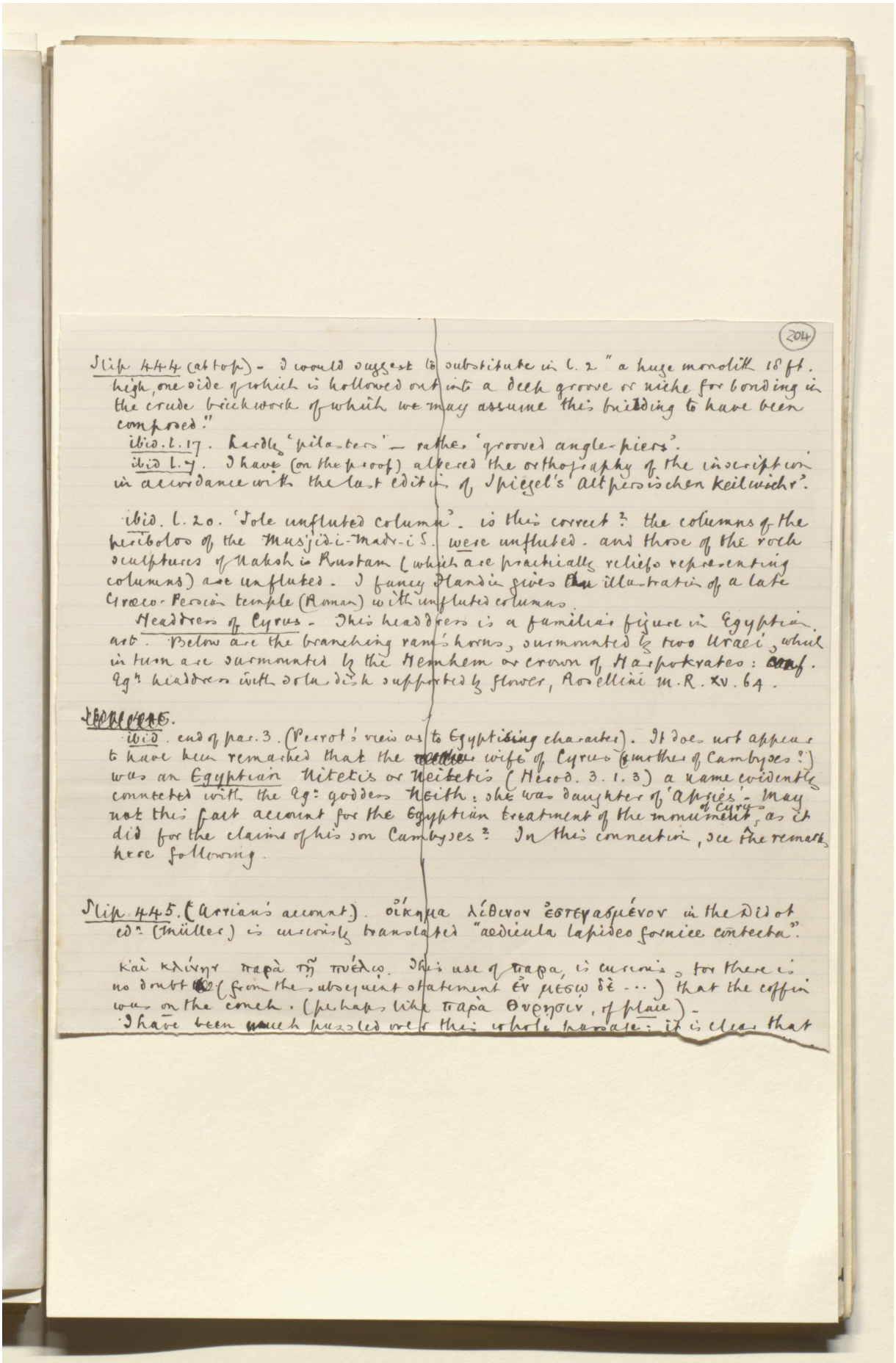

Slip 444 (at top) - I would suggest to substitute in l. 2 "a huge monolith 18 ft. high, one side of which is hollowed out into a deep groove or niche for bonding in the crude brickwork of which we may assume this building to have been composed."

ibid. l. 17. hardly 'pilasters' - rather 'grooved angle-piers'.

ibid l. 7. I have (on the proof) altered the orthography of the inscription in accordance with the last edition of Spiegel's Altpersischen Keilwichr'.

ibid. l. 20. 'Sole unfluted column'. is this correct? the columns of the peribolos of the Musjid-i-Madr-i S. were unfluted. and those of the rock sculptures of Naksh is Rustam (which are practically reliefs representing columns) are unfluted. I fancy Flandin gives the illustration of a late Graeco-Persian temple (Roman) with unfluted columns.

Headdress of Cyrus - This headdress is a familiar figure in Egyptian art. Below are the branching ram's horns, surmounted by two Uraei, which in turn are surmounted by the Hemhem or crown of Harpokrates: conf. Egn headdress with solar disk supported by flower, Rosellini M.R. XV. 64.

~~[illegible]~~.

ibid. end of par. 3. (Perrot's view as to Egyptising character). It does not appear to have been remarked that the ~~[illegible]~~ wife of Cyrus (mother of Cambyses?) was an Egyptian Nitetis or Neitetis (Herod. 3. 1. 3) a name evidently connected with the Egn goddess Neith: she was daughter of 'Apries'. May not this fact account for the Egyptian treatment of the monument of Cyrus, as it did for the claims of his son Cambyses? In this connection, see the remarks here following.

Slip 445. (Arrian's account). οἴκημα λίθινον ἐστεγασμένον in the Didot edn (Müller) is curiously translated "aedicula lapideo fornice contecta".

καὶ κλίνην παρὰ τῇ πυέλῳ. This use of παρα, is curious, for there is no doubt (from the subsequent statement ἐν μέσῳ δὲ ...) that the coffin was on the couch. (perhaps like παρὰ θυρῇσιν, of place).

I have been much puzzled over this whole passage: it is clear that

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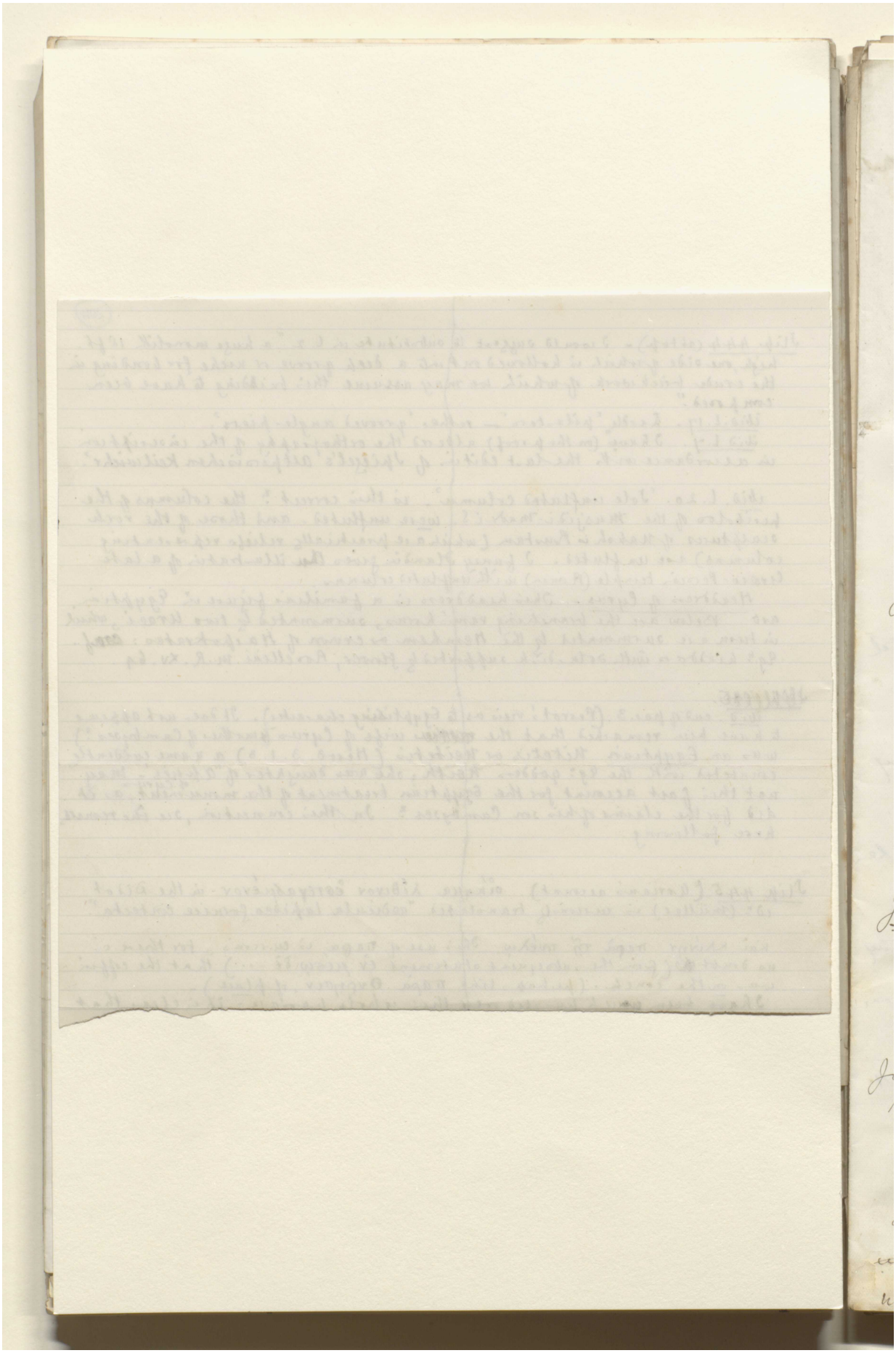

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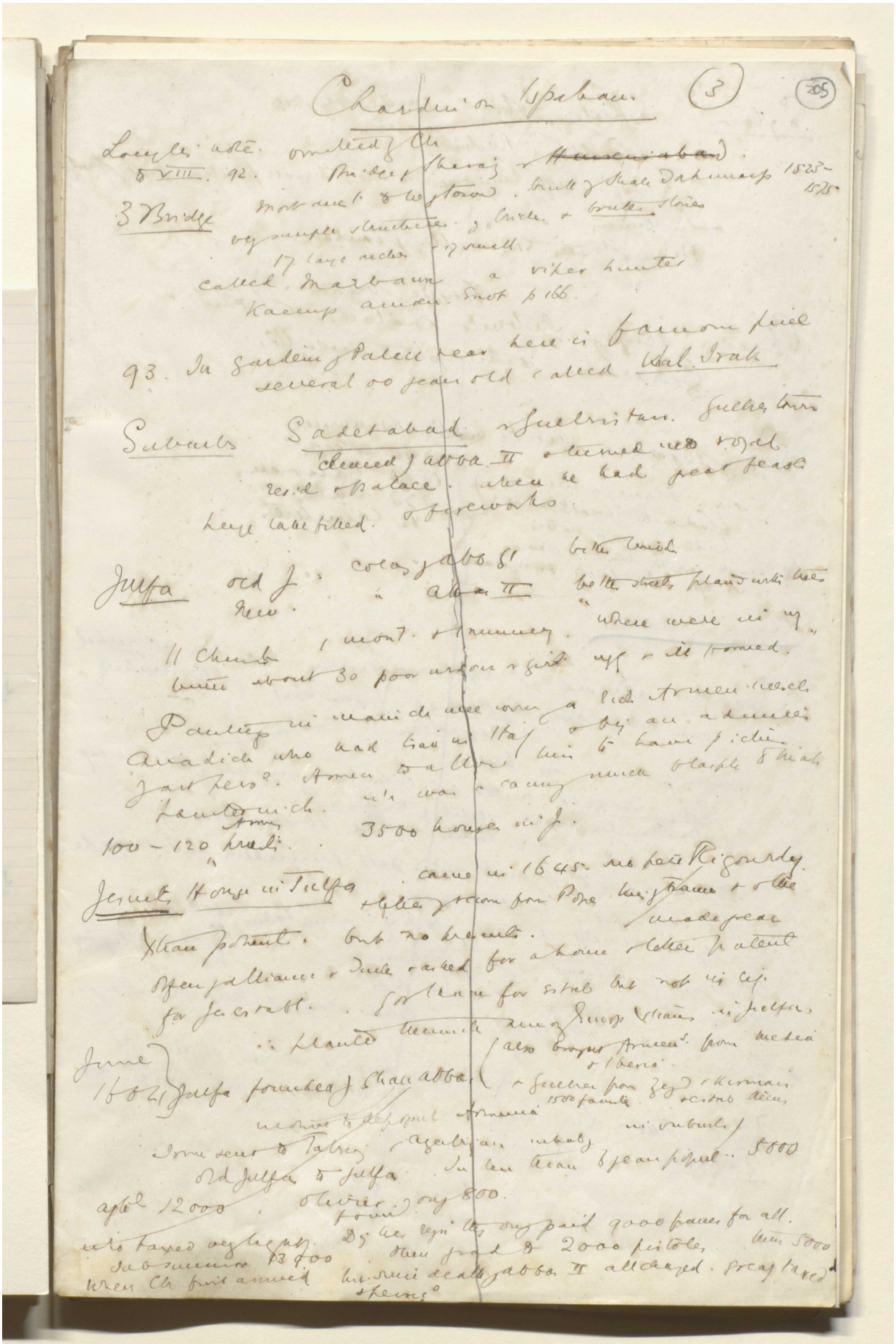

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Chardin on Ispahan (3) (205)

Longlis note. omitted by Ch
to VIII. 92. Bridge of Sheraz & ~~Hussenabad~~.
3 Bridge most ancient to be of town. built by Shah Dahmasp 1523-1575
very simple structure of brick & brutes stones
17 large arches & 17 small
called Marbaun a viper hunter
Kaemp amoen. Snot p 166.

93. In garden of Palace near here is famous pine
several 00 years old called Khal Irak

Suburbs Sadetabad & Gulristan. Gulries town
chiefly of Abba II & turned into royal
resid & palace. when he had great feasts
large lake filled. & fireworks.

Julfa old J. colony of Abb 8 better lined.
New. " Abbas II better streets planted with trees
11 Church 1 mont. & 1 nunnery. where were in my
butter about 30 poor widows & girls ugly & ill formed.
Painting in mainch were worn a rich Armen merch
Anadich who had trav in Haj & by an admirer
of art pers. Armen to allow him to have picture
painted in ch. it was a canny much blasphe to Mah
100 - 120 Armen priests. 3500 houses in J.

Jesuits House in Julfa came in 1645. no pere Rigourdy
& letter of recom from Pope king of France & other
Xtian potent. but no presents. made great
offer of alliance & Duke & asked for a house & letter patent
for Jes establ. got leave for estab but not in cij.
∴ planted themselves among Europ Xtians in Julfa.
June 1604 Julfa founded by Shah Abbas (also brought Armens from Media & Iberia
& Gulries from Zeyd & Kirman 1500 families & estab them
in suburbs)
Irrm sent to Tabriz & Azerbaijan inhaby
old Julfa to Julfa. In ten than 6 years popul. 5000
agt 12000. Olivier found only 800.
who taxed very highly. Dig he reign they only paid 9000 francs for all.
Sub summer 13700 then grad to 2000 pistoles. then 5000
When Ch first arrived his sure death of Abbas II all changed. great taxed
& persecd

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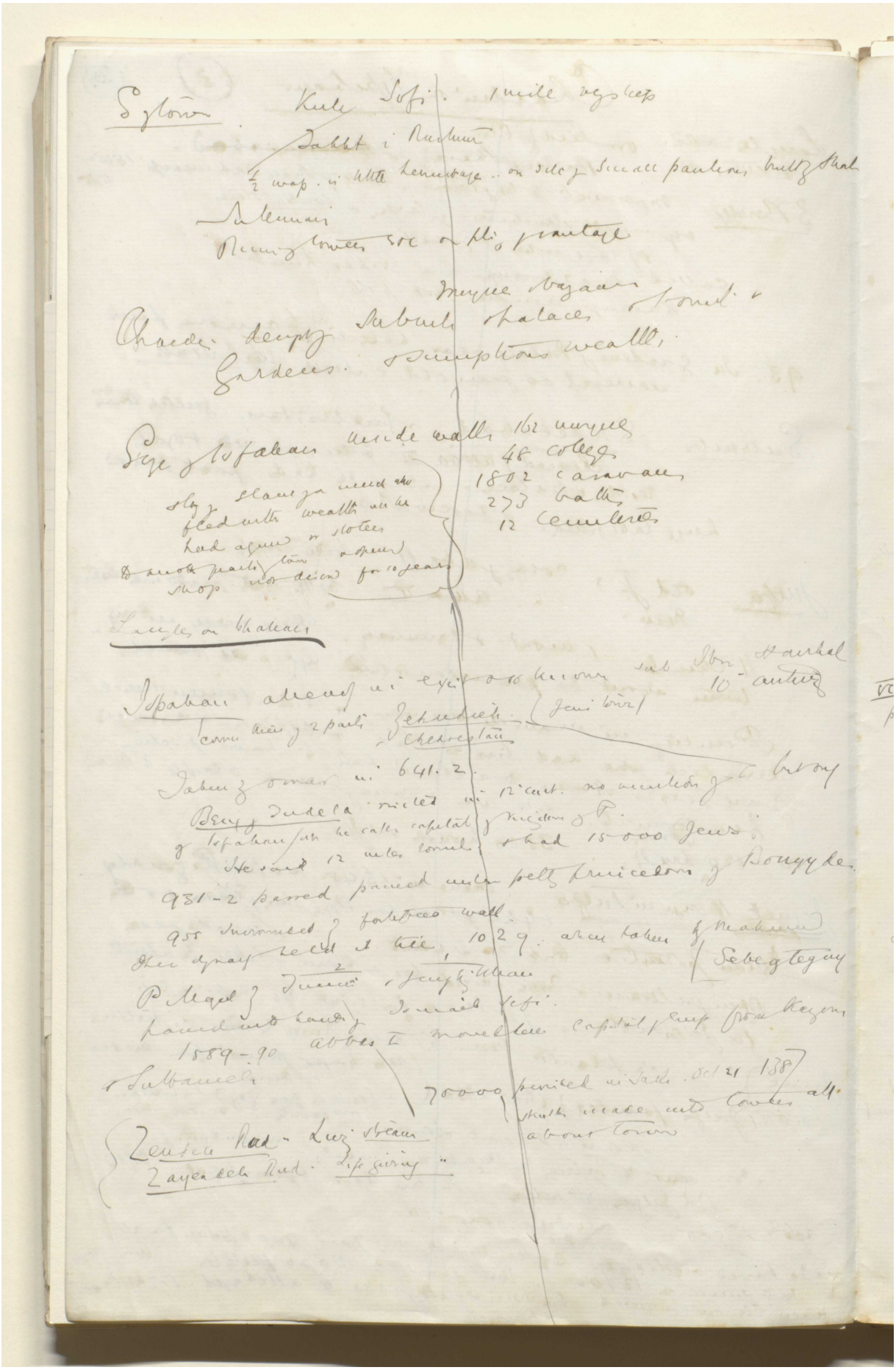

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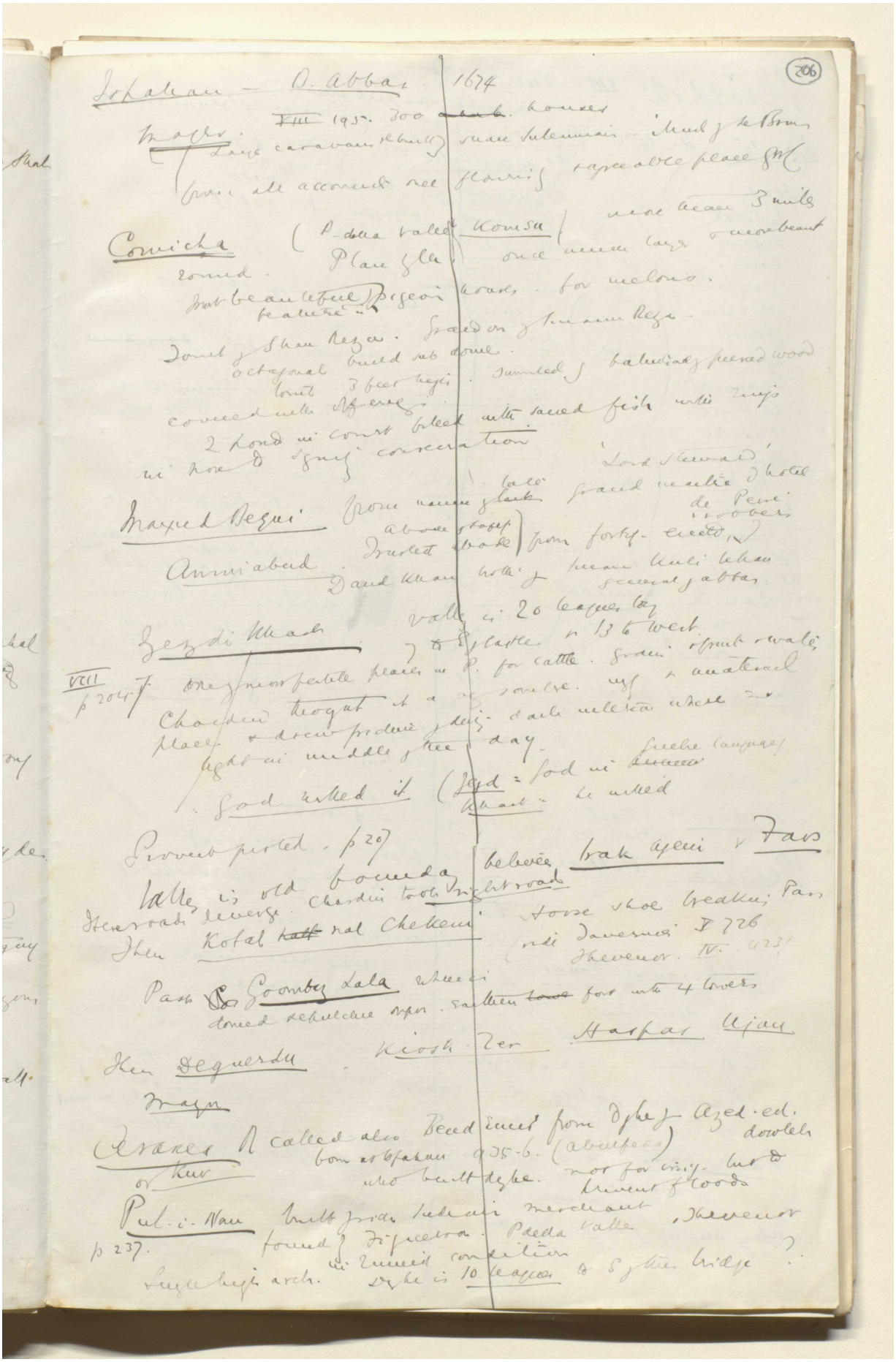

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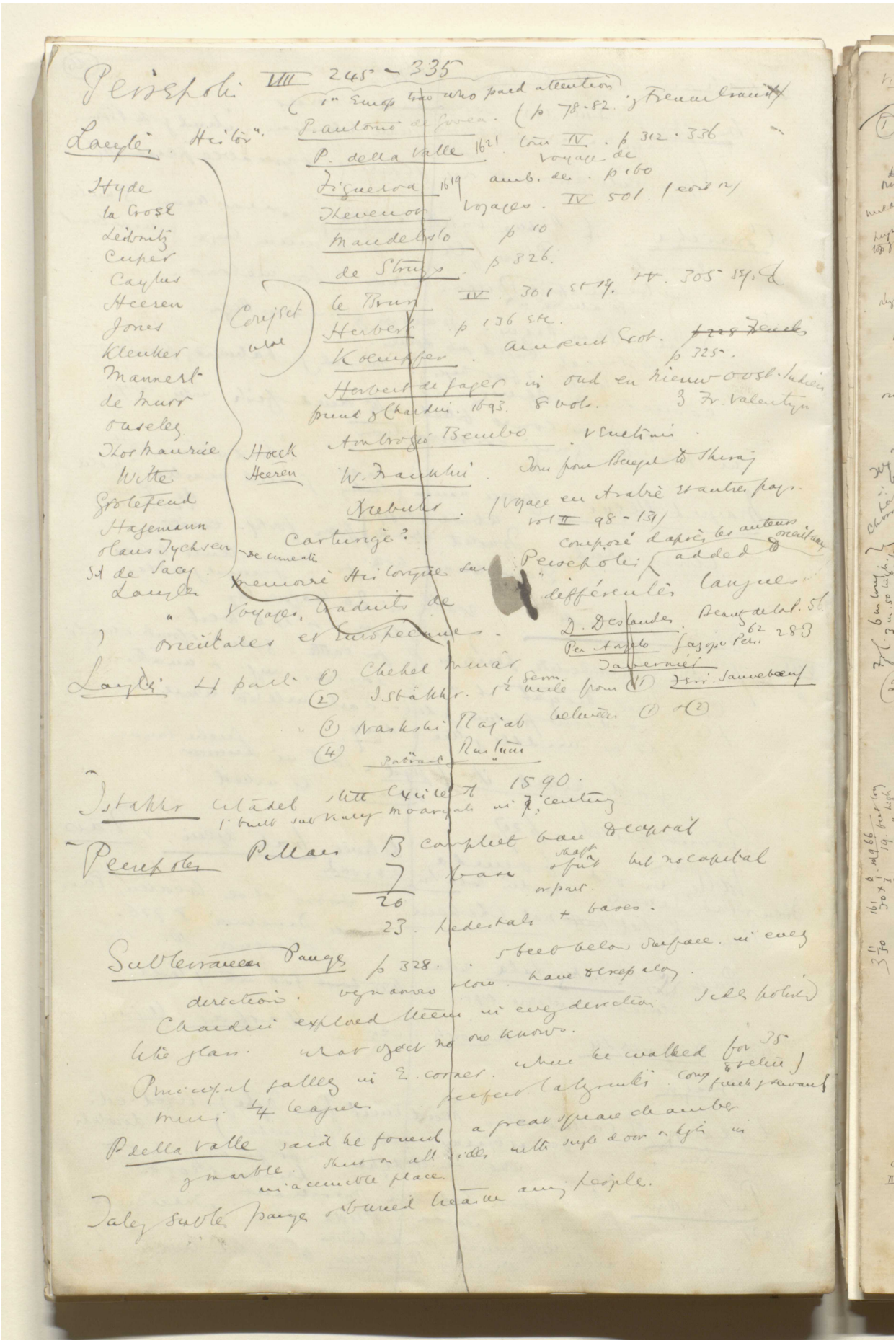

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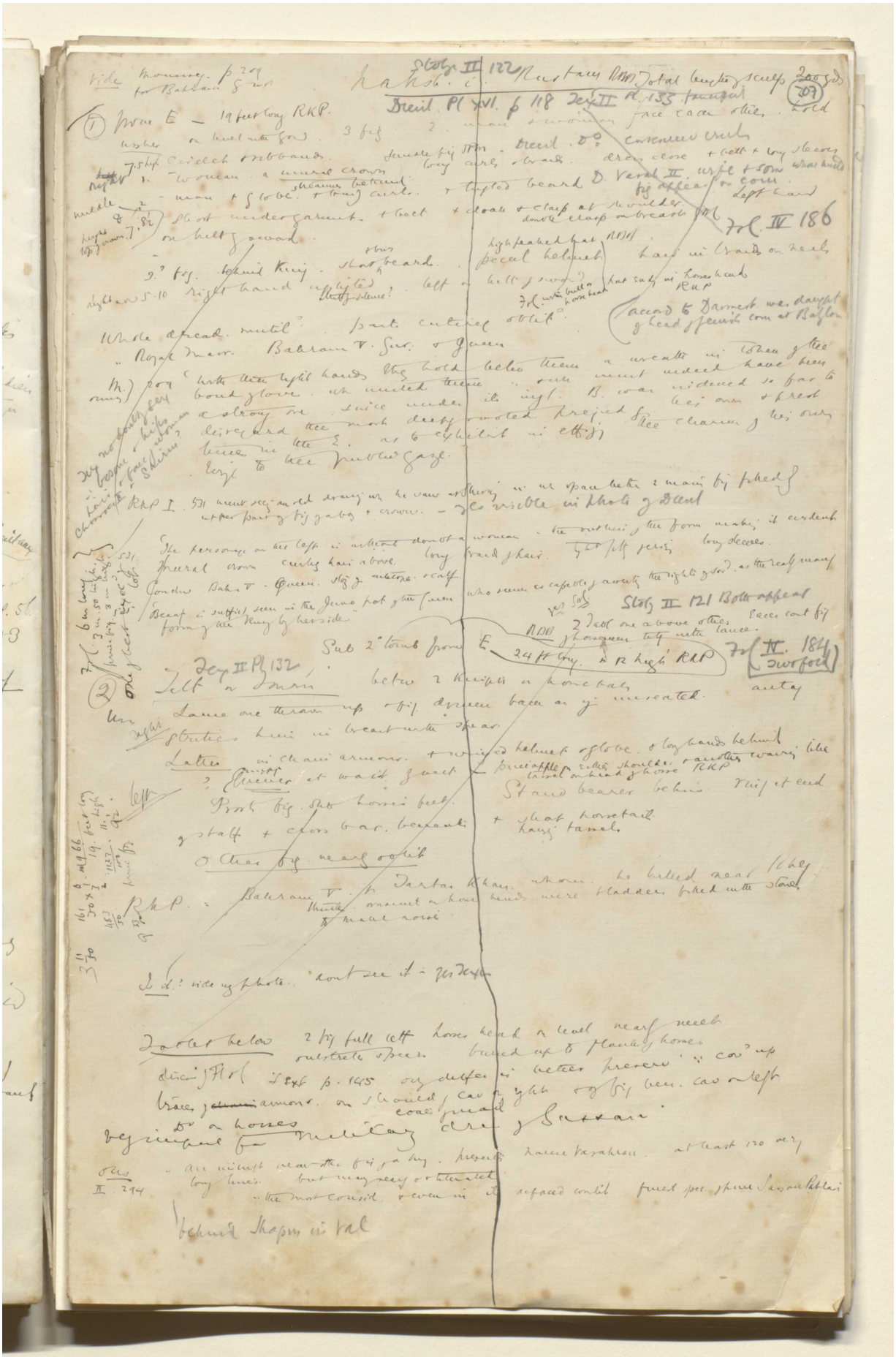

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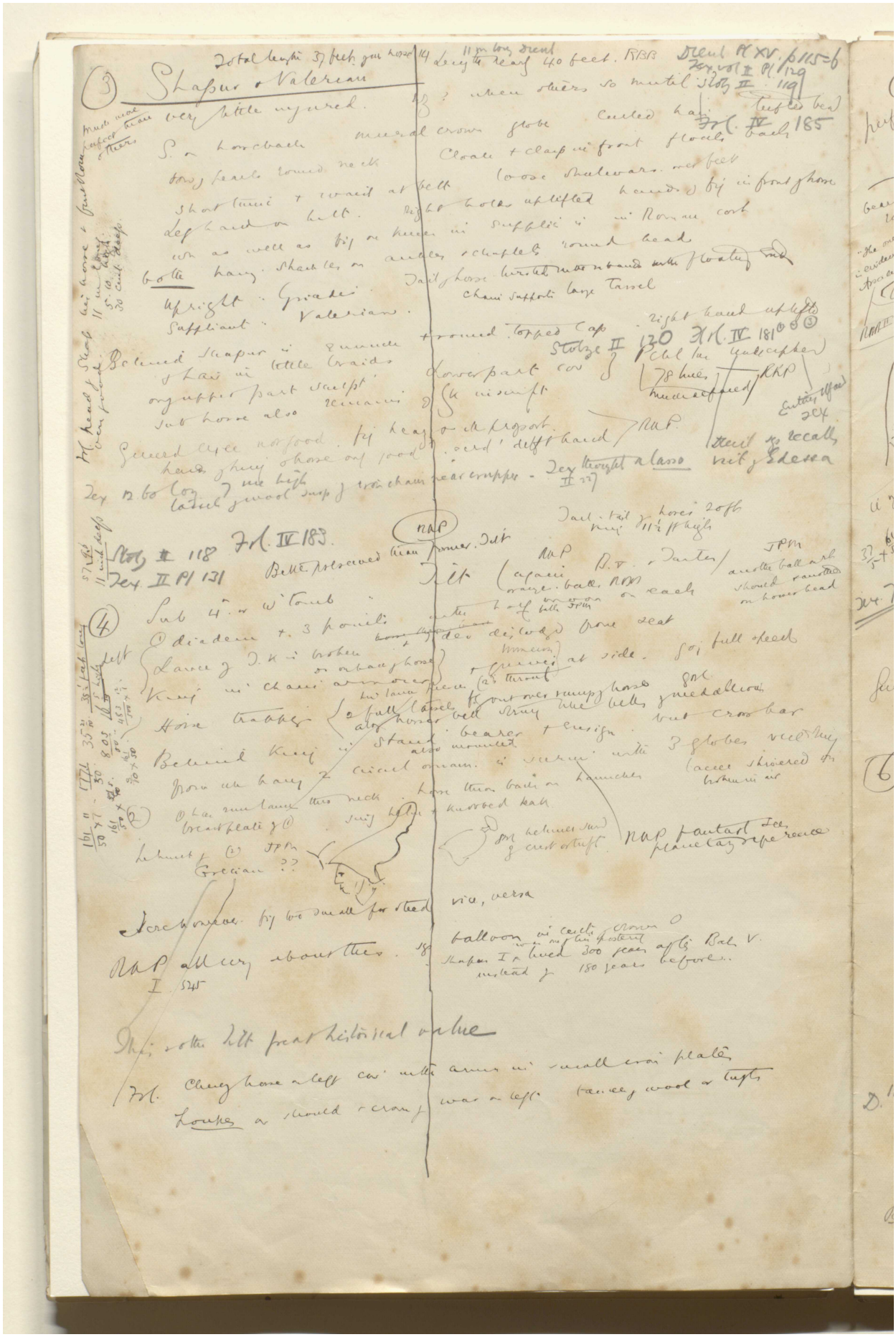

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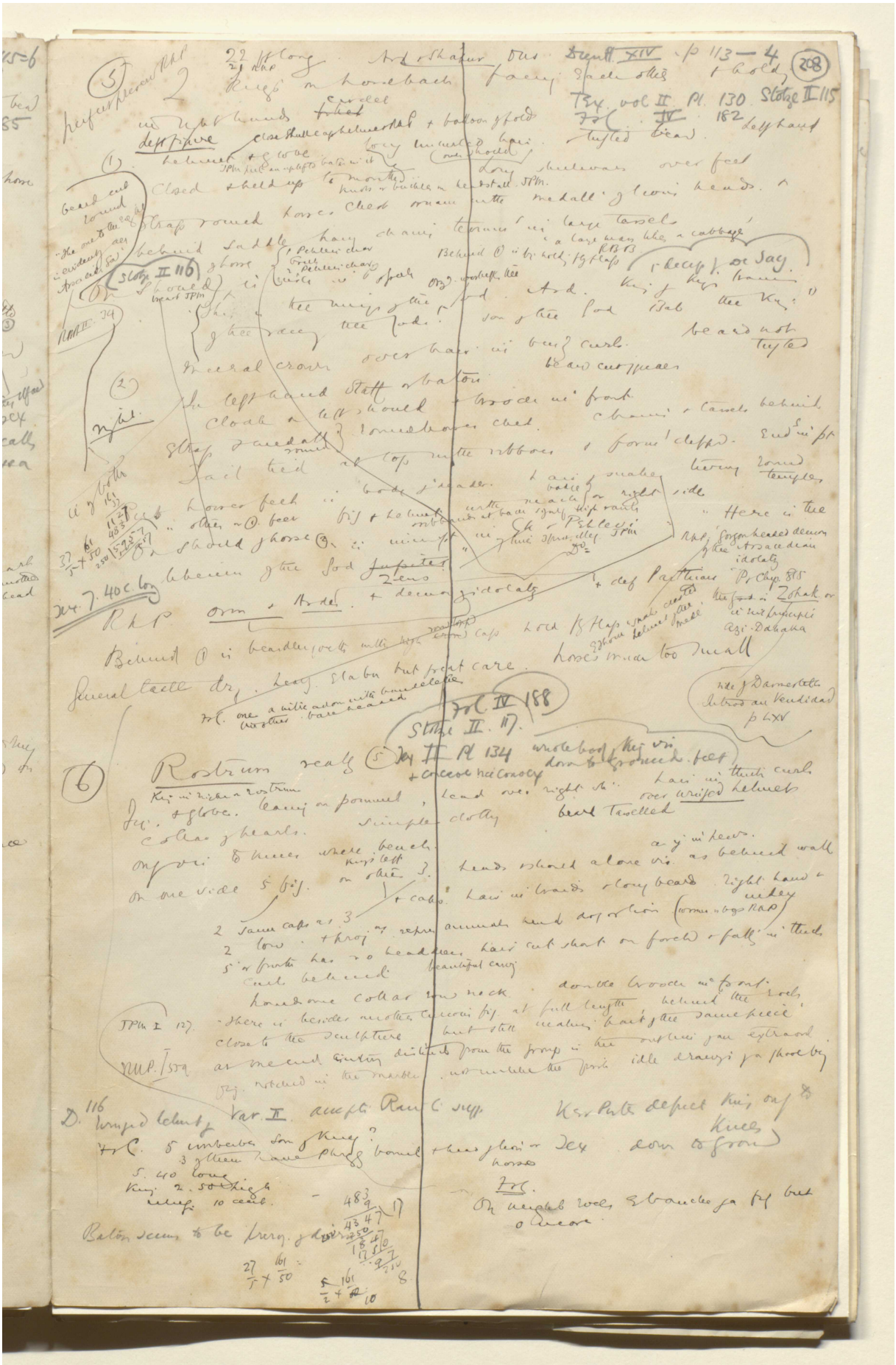

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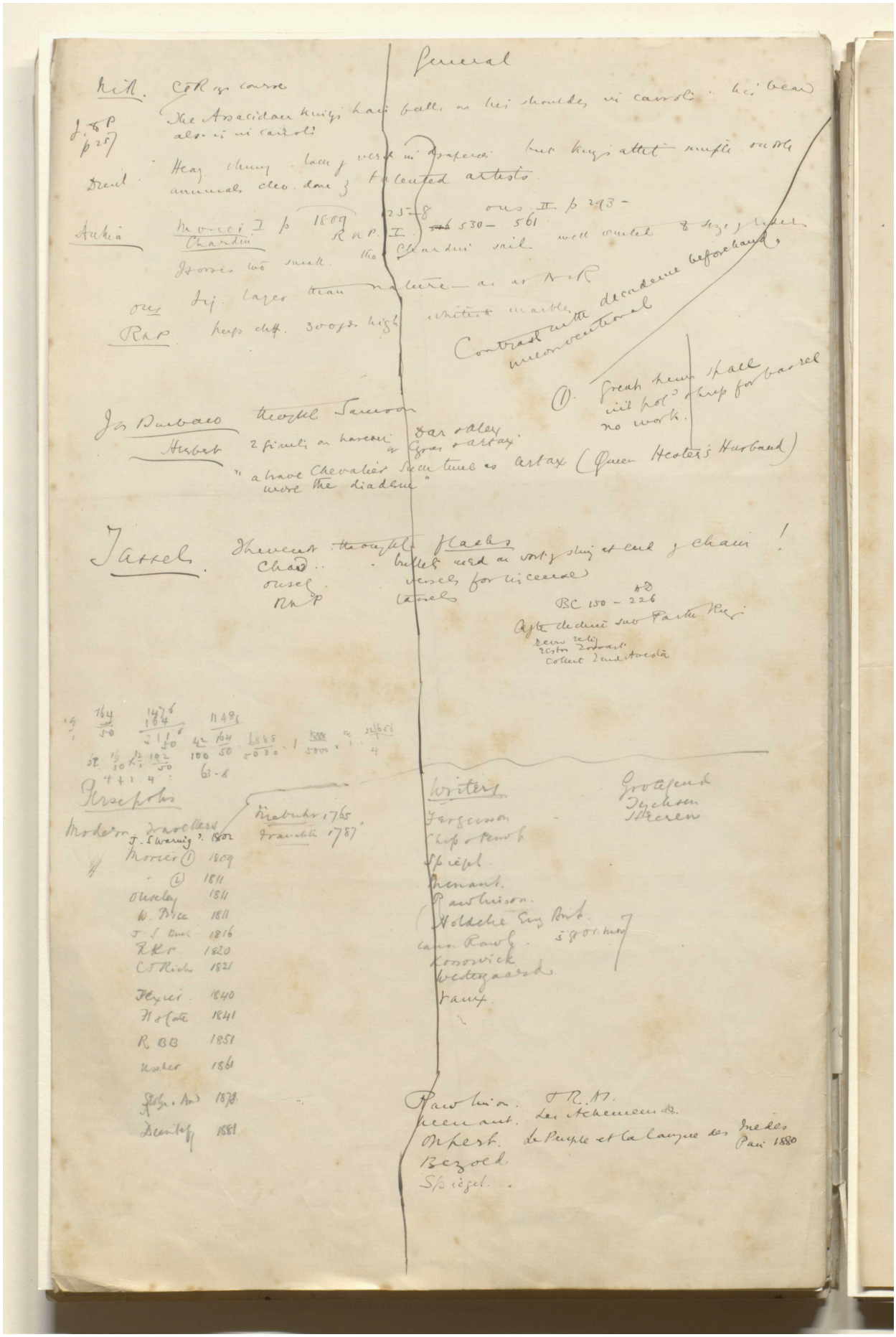

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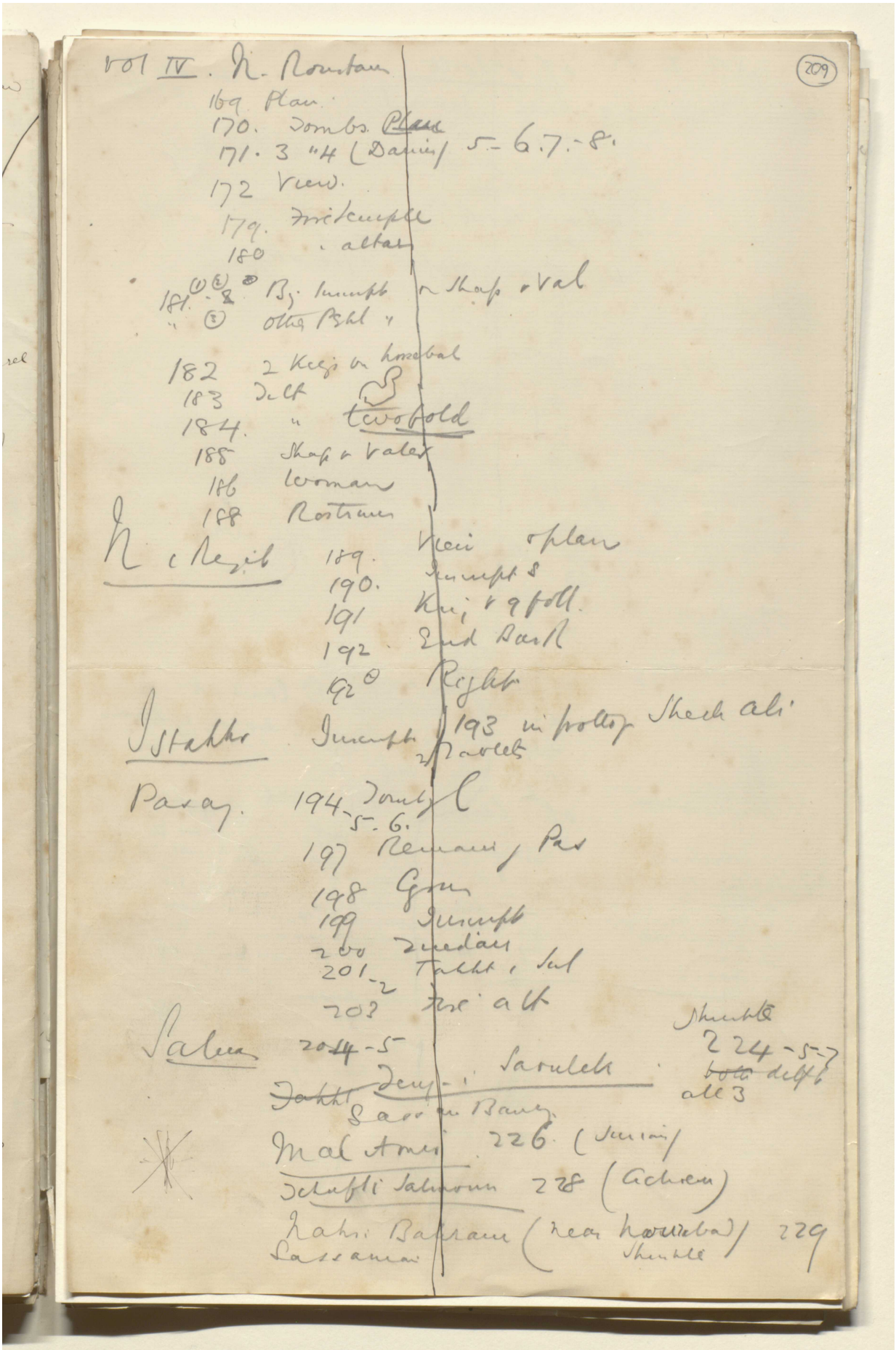

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Vol IV. N. Rostam

169 Plan.
170. Tombs. Plan
171. 3 "4 (Darius) 5-6.7.-8.
172 View.
179. Fire temple
180 " altar
181. (1) (2) (3) By Inscript on Shaft & Val
" (3) other Pshl "
182 2 Keys on horseback
183 Tilt
184. " twofold
185 Shaft & Valet
186 Woman
188 Rostrum

N. Rejib
189. View & plan
190. Inscript S
191 King & 9 foll.
192 End Bank
192 Right

Istakhr Inscript 193 in frottage Sheik ali
2 Tablets

Pasag. 194-5-6. Tomb
197 Remains Pas
198 Gun
199 Inscript
200 Zendan
201-2 Takht & Sul
203 Fire alt

Salman 204-5
Shunkle 224-5-7 ~~both~~ delft all 3
~~Takht~~ Jeng-i Sarulek
Sassan Bang
Mal Amir 226 (Susian)
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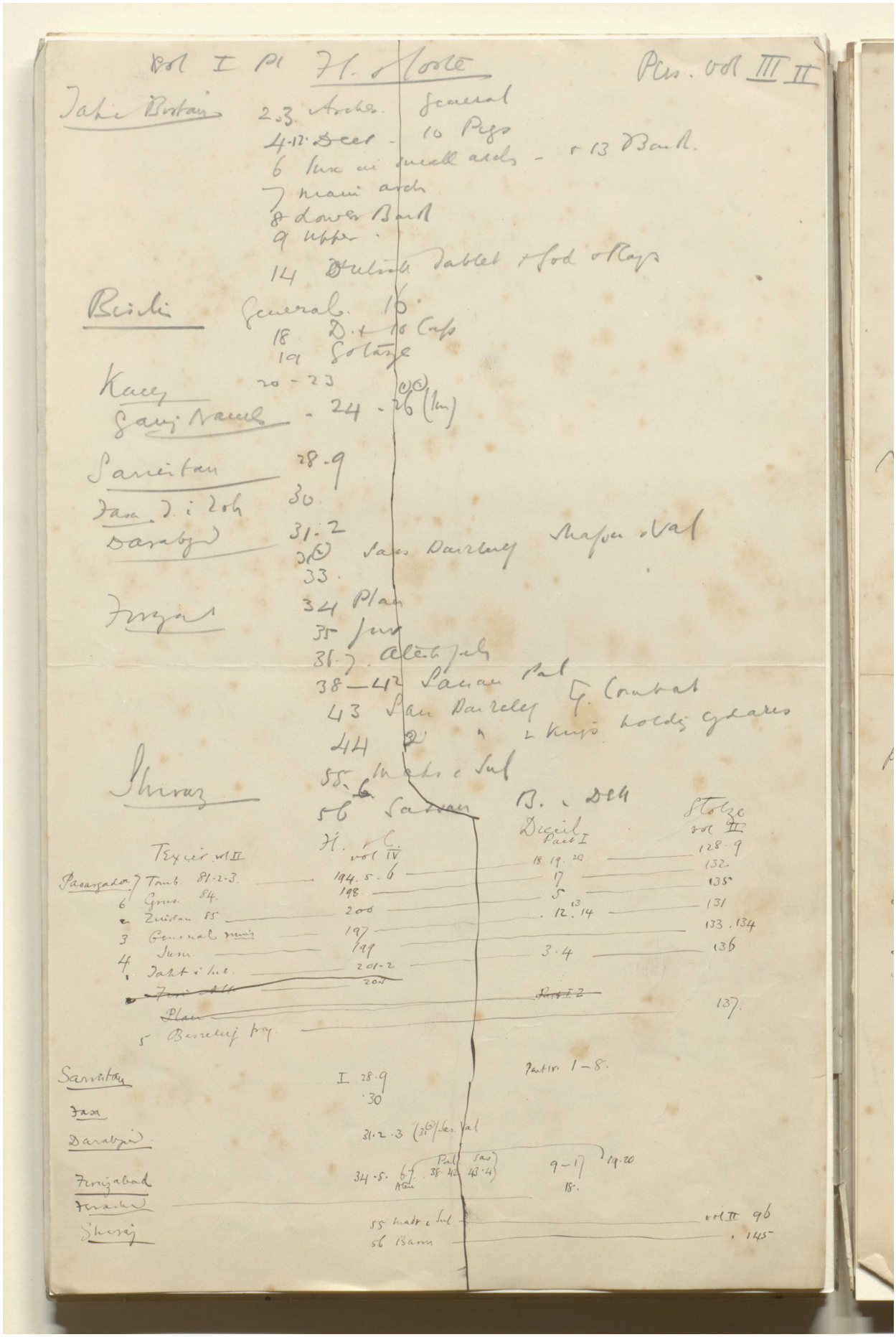

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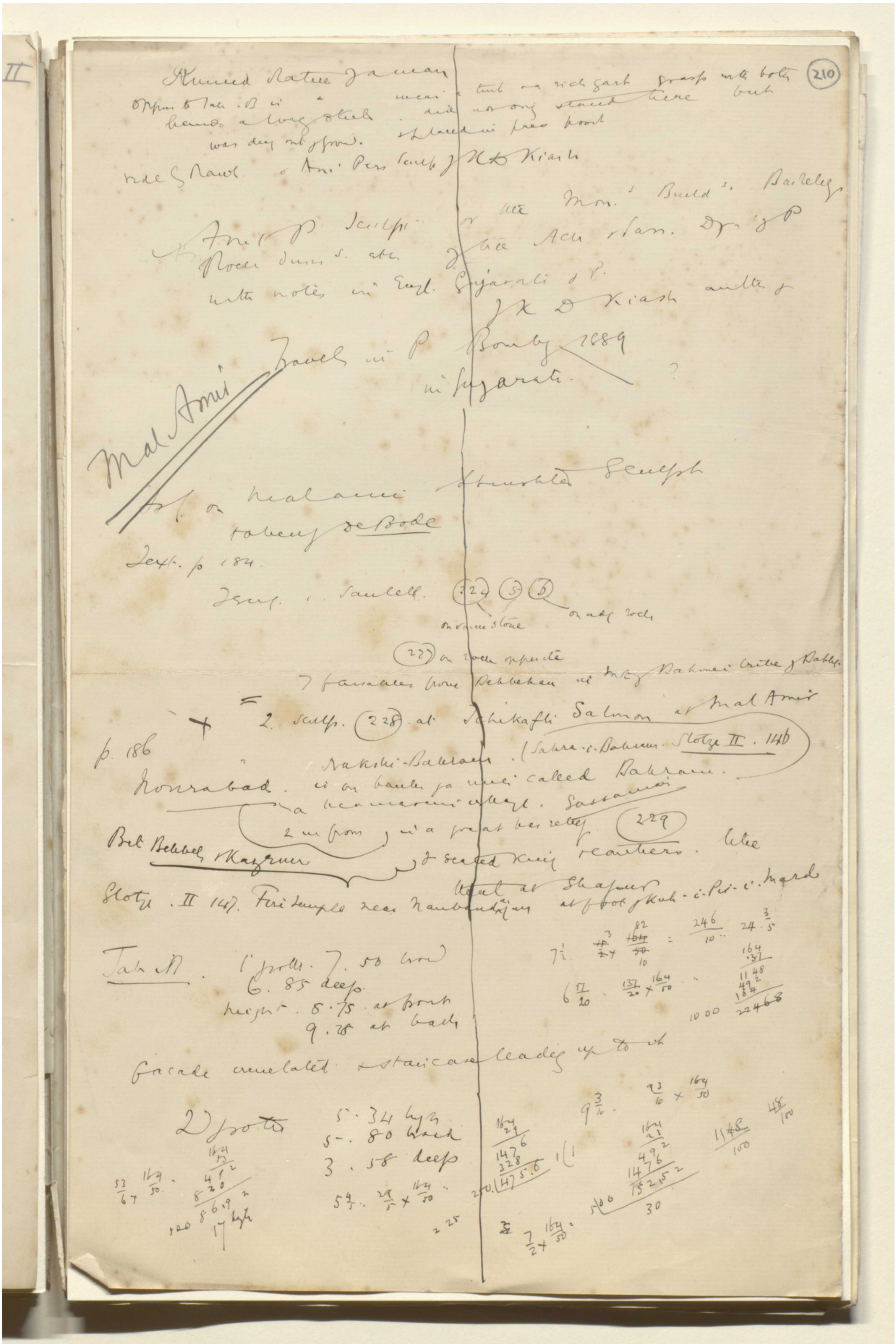

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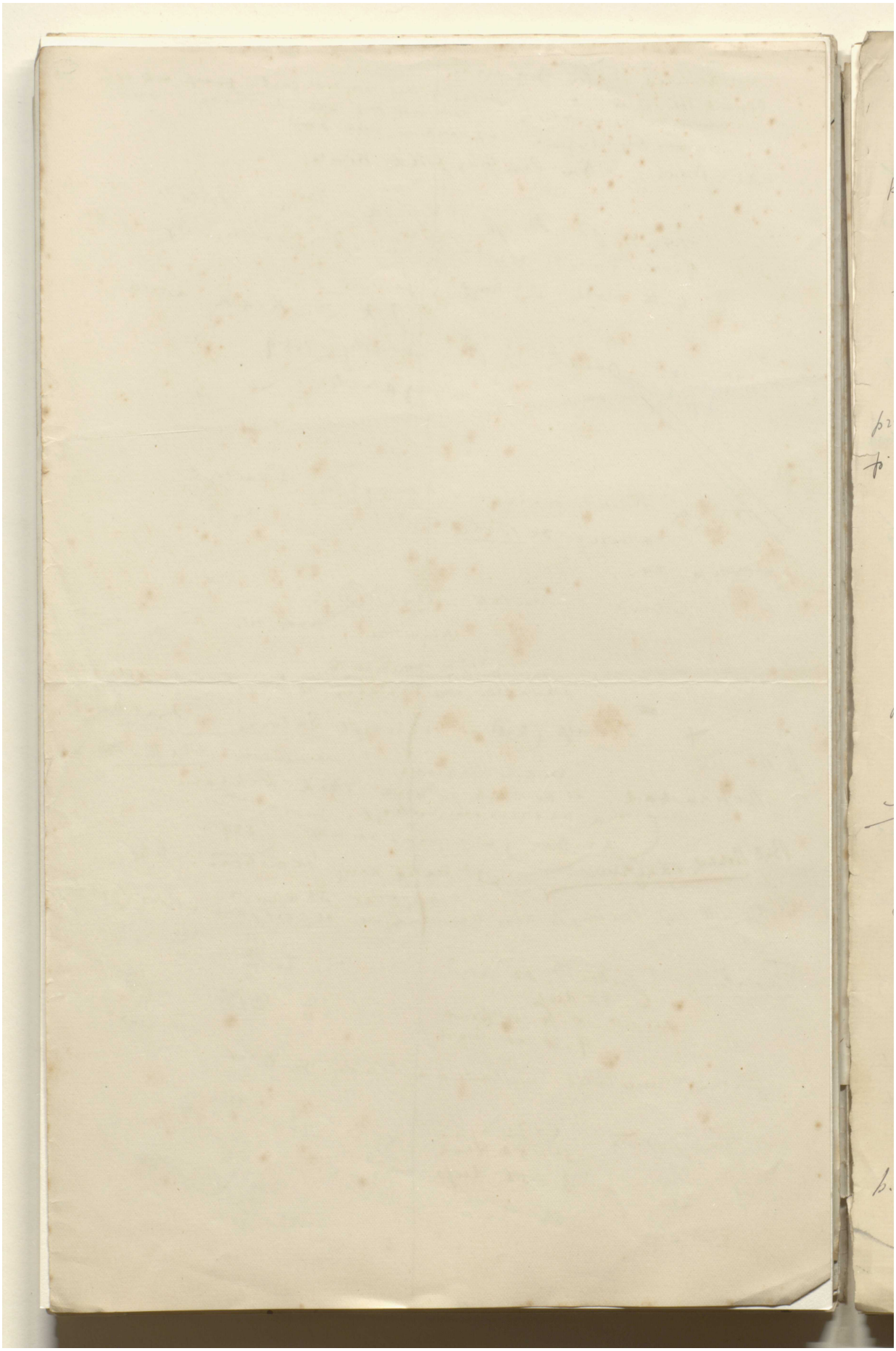

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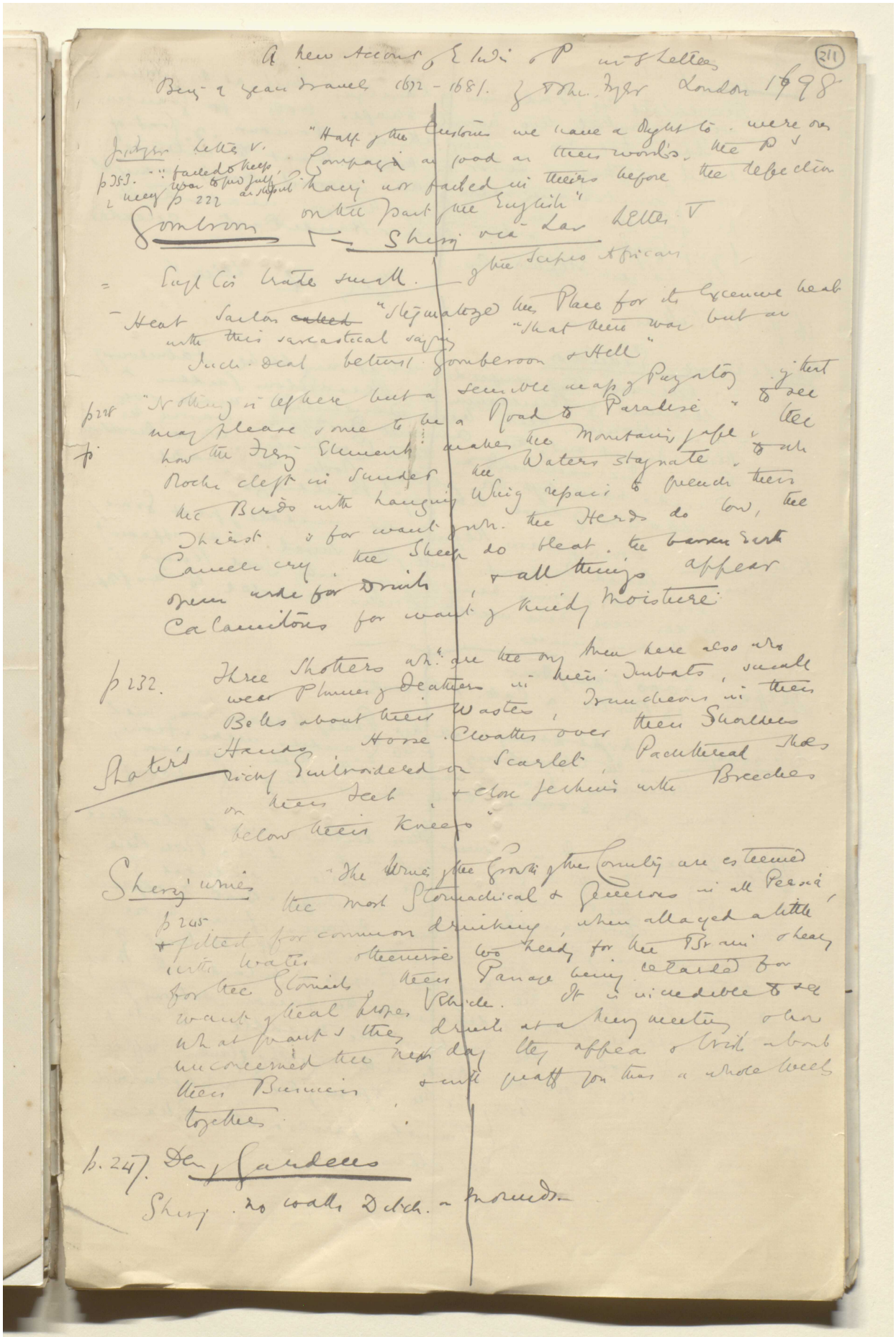

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(211)

A new Account of E. India & P. in 8 Letters
Being a year travels 1672 - 1681. by John Fryer London 1698

Fryer Letter V. "Half of the Customs we have a Right to were our Company as good as their words, the P's hairy not failed in theirs before the defection on the part of the English"

p 353. "failed to keep, & very war to pay full as stipul p 222

Gombroon — Sherry via Lar Letter V

= Engl Cis trade small. of the Scipio African

— Heat Sailors ~~called~~ "Stigmatize the Place for its Excessive heat with this sarcastical saying "That there was but an Inch-deal betwixt Gomberoon & Hell"

p 228 "Nothing is left here but a sensible map of Purgatory if that may please some to be a Road to Paradise & to see how the Fiery Element makes the Mountains gape & the Rocks cleft in sunder, the Waters stagnate, to wh the Birds with Languing Wing repair to quench their Thirst & for want of wh. the Herds do low, the Camels cry, the Sheep do bleat, the barren Earth opens wide for Drink & all things appear Calamitous for want of kindly Moisture.

p 232. Three Shotters wh. are the only Men here also who wear Plumes of Feathers in their Turbats, small Bells about their Wastes, Truncheons in their Hands, Horse Cloaths over their Shoulders

Shaters

richly Embroidered on Scarlet, Pack thread Shoes on their Feet & close Jerkins with Breeches below their Knees"

Sherry wines "The Wines of the Growth of the Country are esteemed the most Stomachical & Generous in all Persia, & fitted for common drinking, when allayed a little with Water otherwise too heady for the Brain & heavy for the Stomach, their Passage being retarded for want of that proper Vehicle. It is incredible to see what quarts they drink at a Merry meeting & how unconcerned the next day they appear & trick about their Business & will quaff you thus a whole week together.

p 245

p. 247. Dry Gardens

Sherry. no walls Ditch. — mounds.

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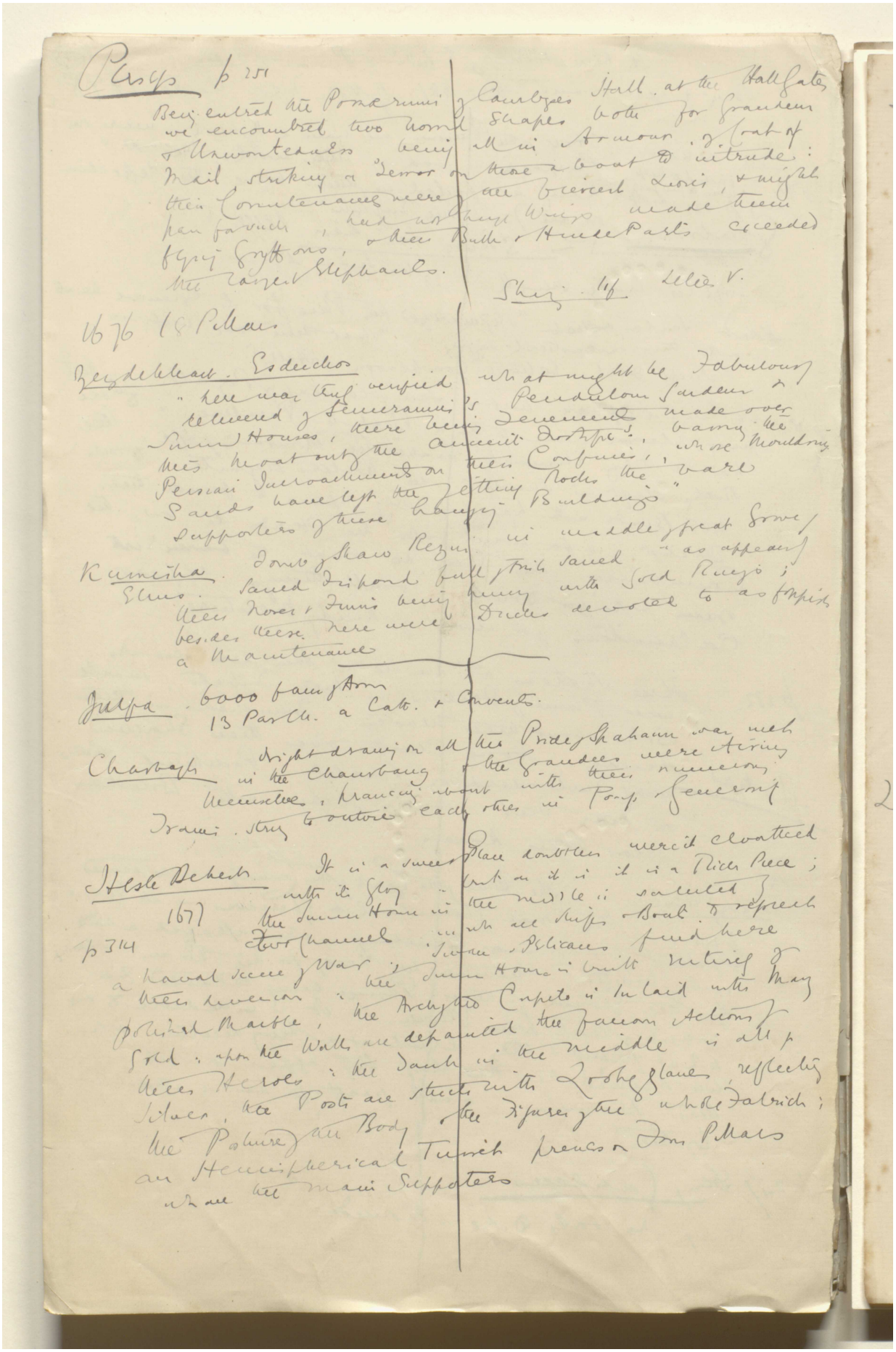

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Persep p 251

Being entred the Pomaerium of Cambyses Hall at the Hall Gates we encountred two horrid Shapes both for Grandeur & Unwontedness being all in Armour of Coat of Mail striking a Terror on those about to intrude: their Countenances were of the fiercest Lions, & might pass for such, had not huge Wings made them flying Gryffons, & their Bulk & Hinde Parts exceeded the largest Elephants.

Shiraz. 1/4 Letter V.

1676 18 Pillars

Zeydebhart. Esdechos

"here was truly verified what might be Fabulous of relieved of Semiramis's Pendulous Gardens & Summer Houses, there being Tenements made over this Moat only the ancient Dostipes, having the Persian Incroachments on their Confines, whose Mouldring Sands have left the jetting Rocks the "bare Supporters of these hanging Buildings"

Kumisha. Tomb of Shaw Rezin in middle of great Grove of Elms. Sand Tripond full of trish sand "as appears" their Noses & Fins being hung with Gold Rings; besides these here were Ducks devoted to as foppish a Maintenance

Julfa. 6000 fam of Arm
13 Par Ch. a Cath. & Convents.

Charbagh Bright drawing on all the Pride of Shahaun was met in the Chaurbang & the Grandees were Airing themselves, prancing about with their numerous Trains, strong to outvie each other in Pomp & Generosity

Heste Behesh It is a sweet Place doubtless were it cloathed with its Glory but as it is it is a Rich Piece; the Summer House in the middle is saluted by two Channels with all Ships & Boat to represent a naval scene of War; Swan & Pelicans find here their diversion; the Summer House is built entirely of polished Marble, the Archytho Cupito is Inlaid with Many Gold; upon the Walls are depainted the famous Actions of their Heroes; the Tank in the middle is all of Silver, the Posts are stuck with Looking glasses, reflecting the Posture of the Body & the Figures of the whole Fabrick; an Hemispherical Turret presses on Four Pillars who are the main Supporters

1677

p 314

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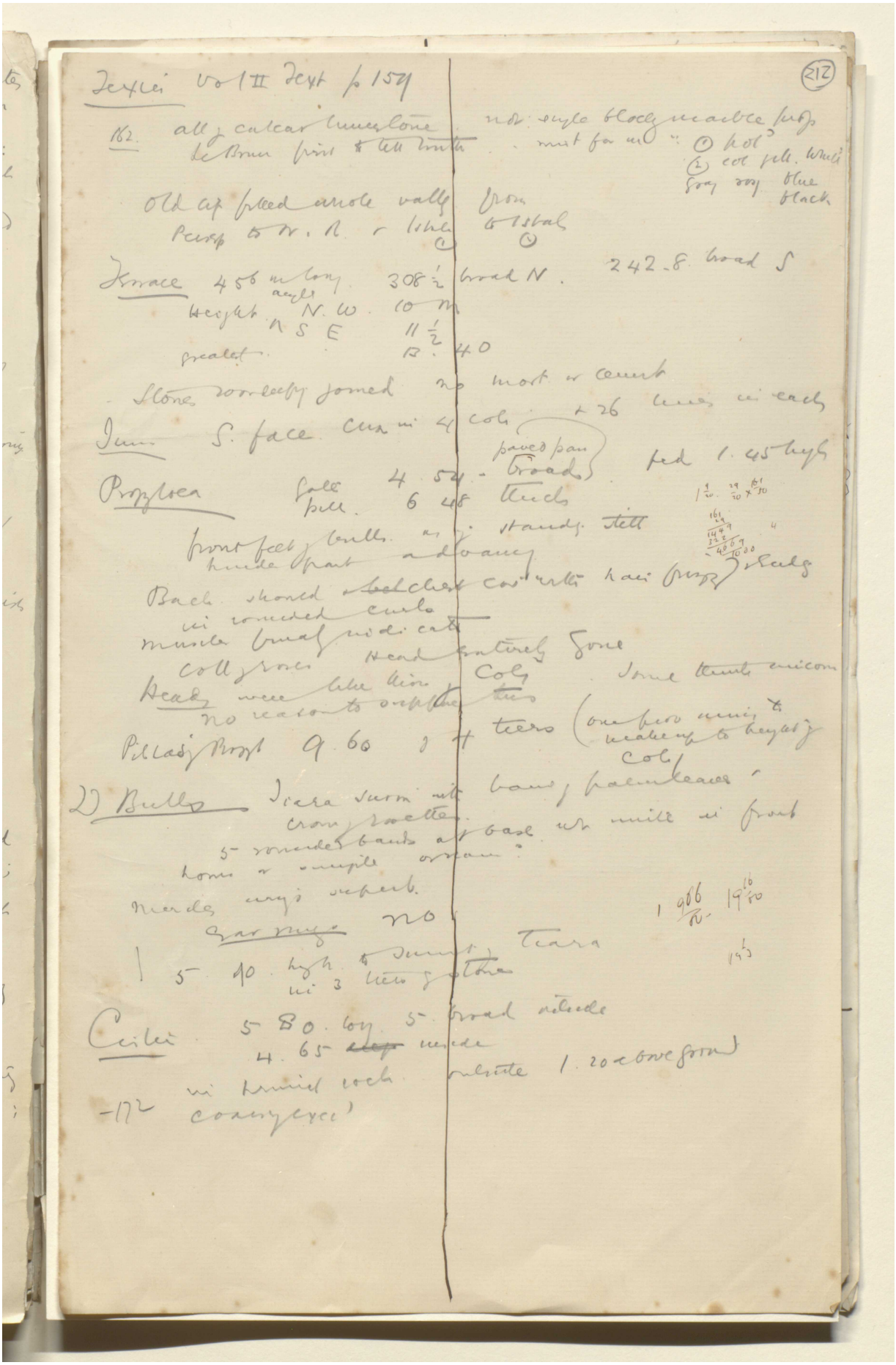

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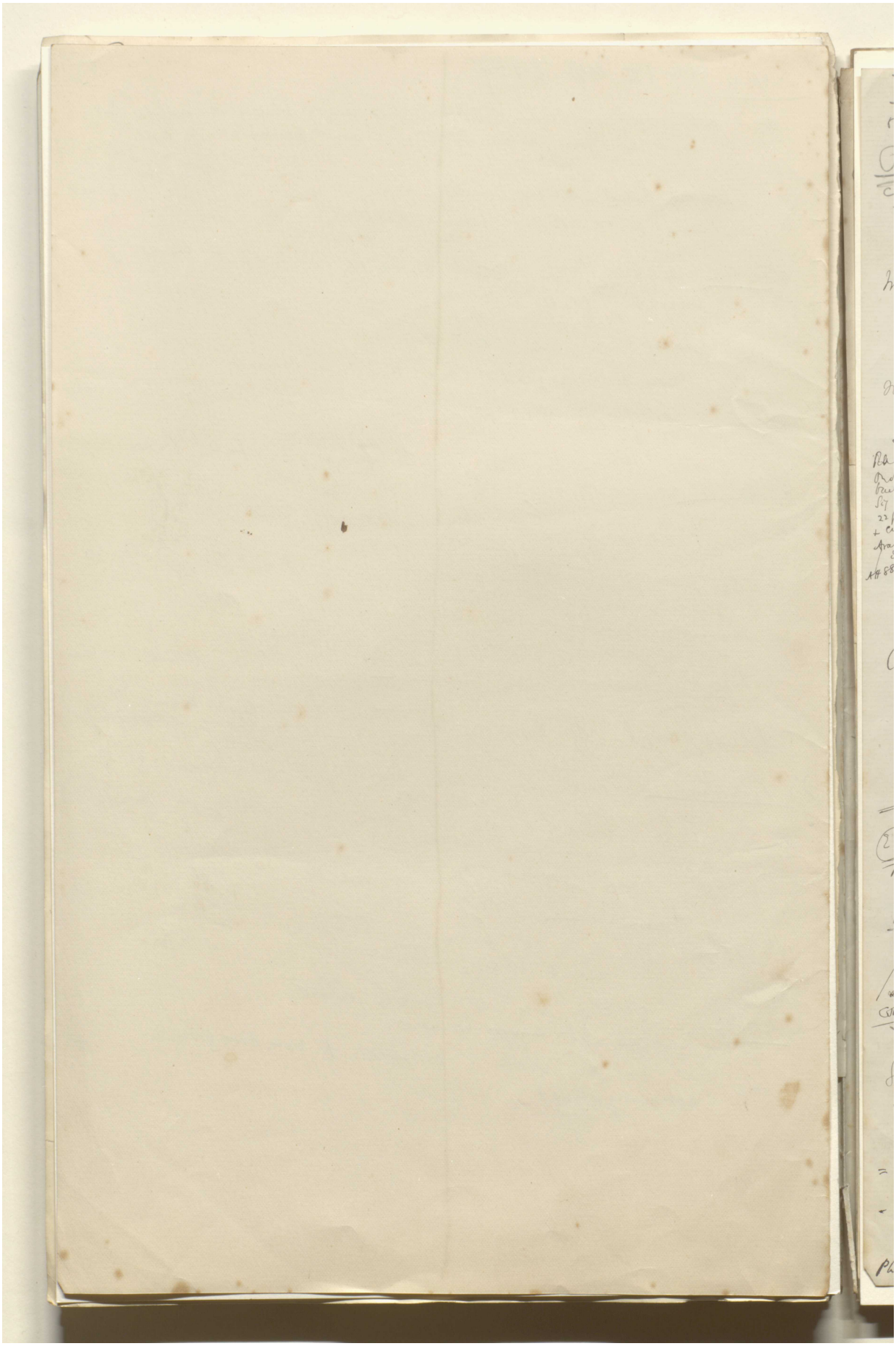

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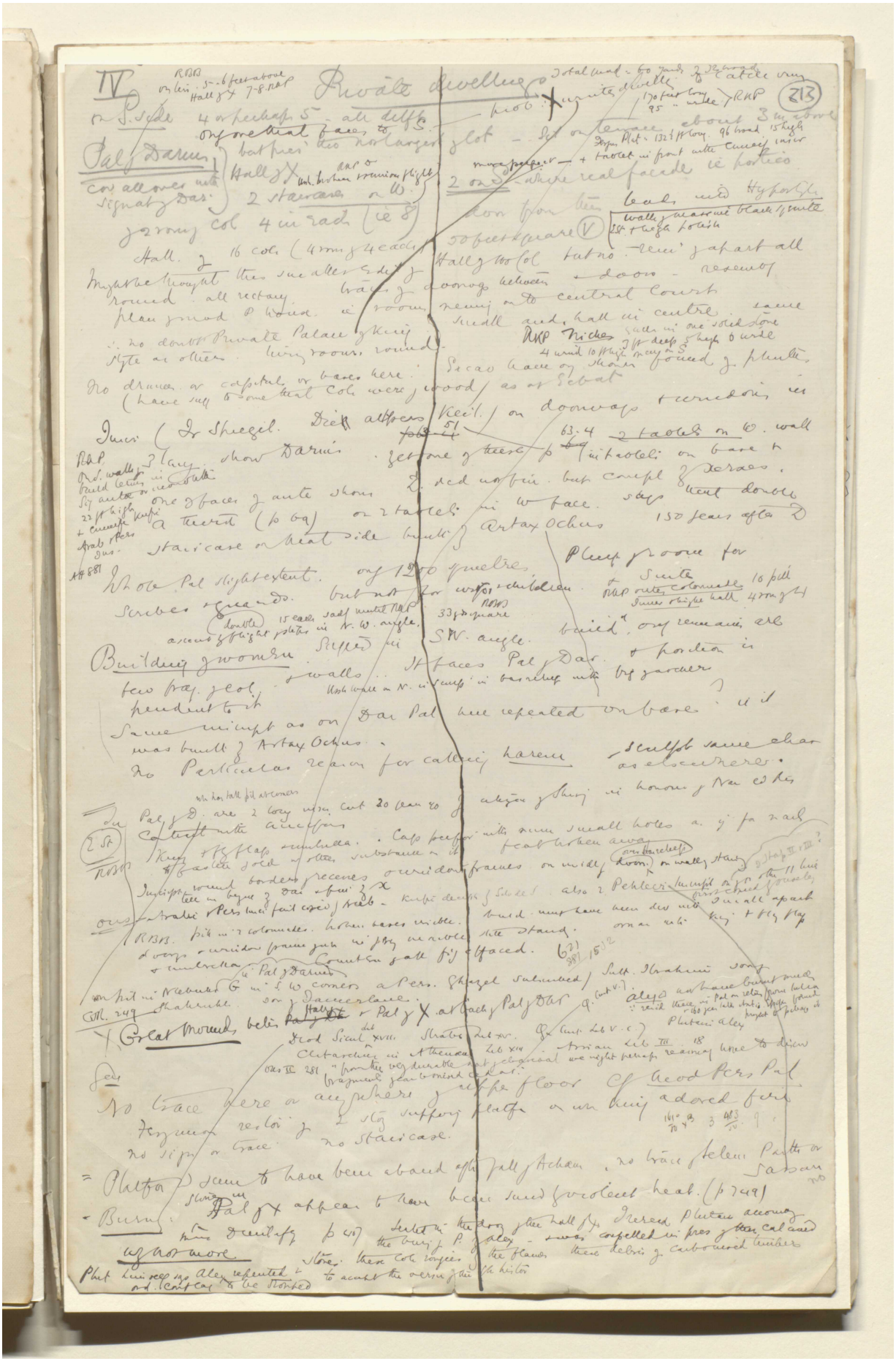

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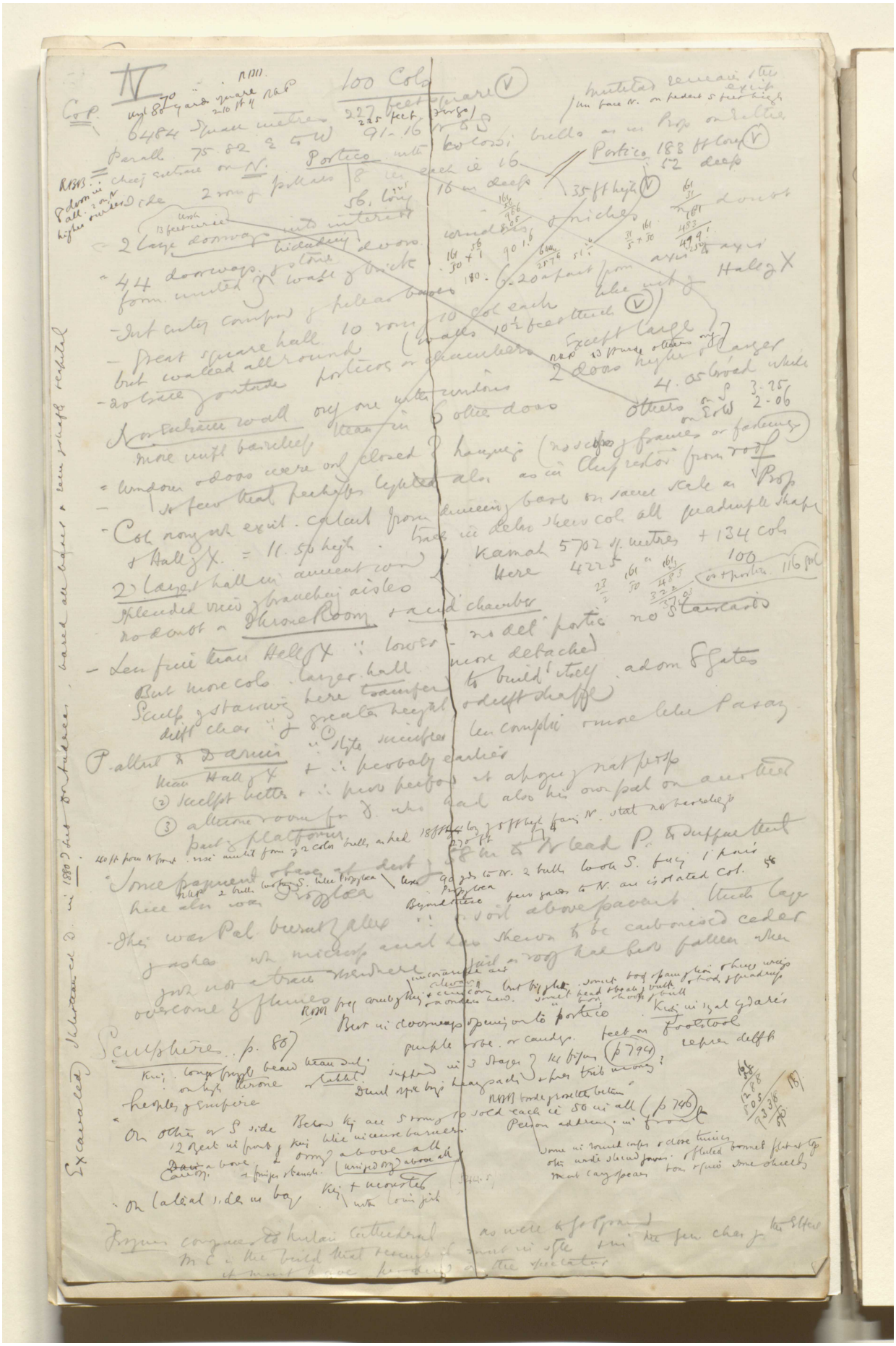

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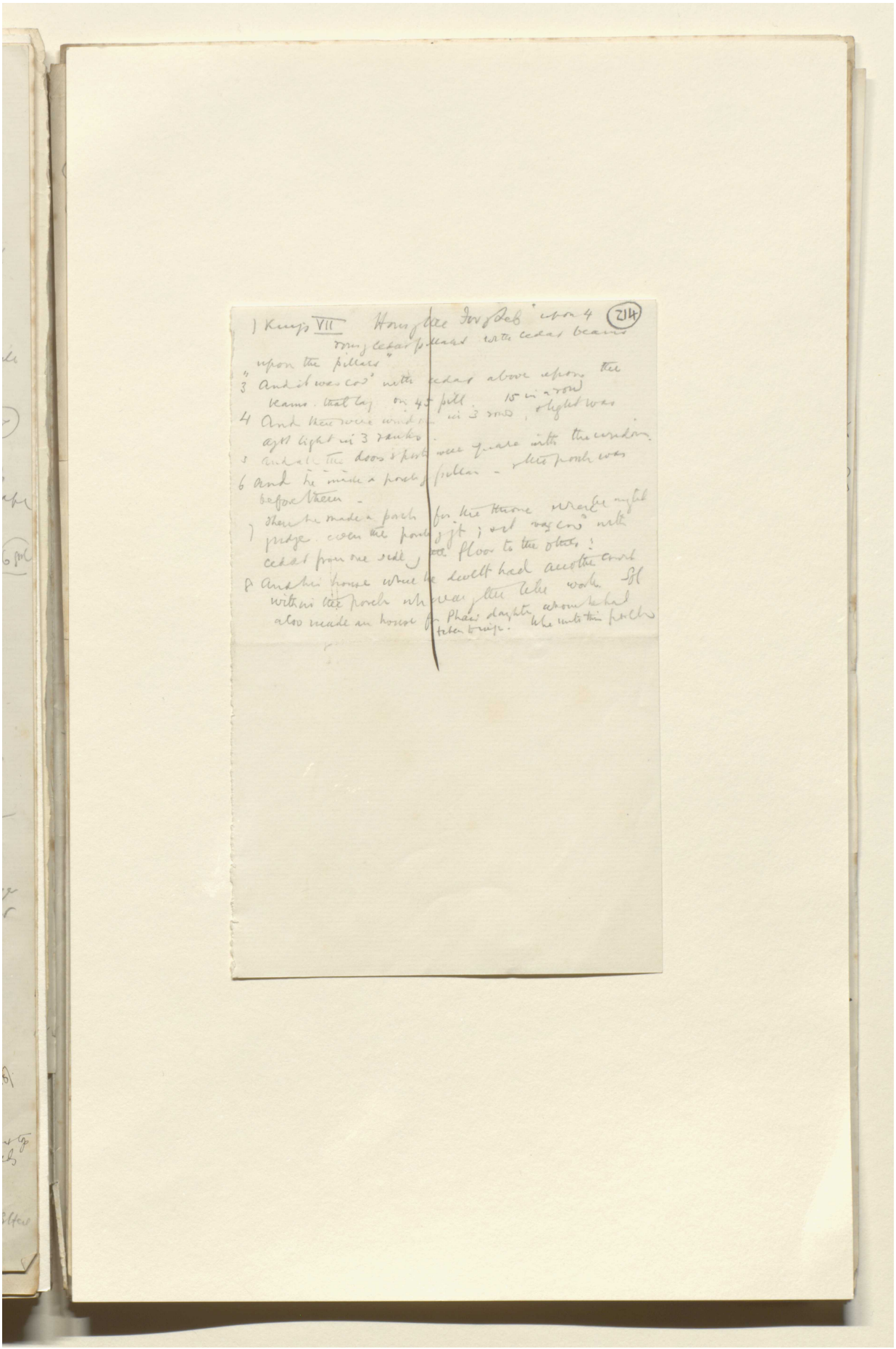

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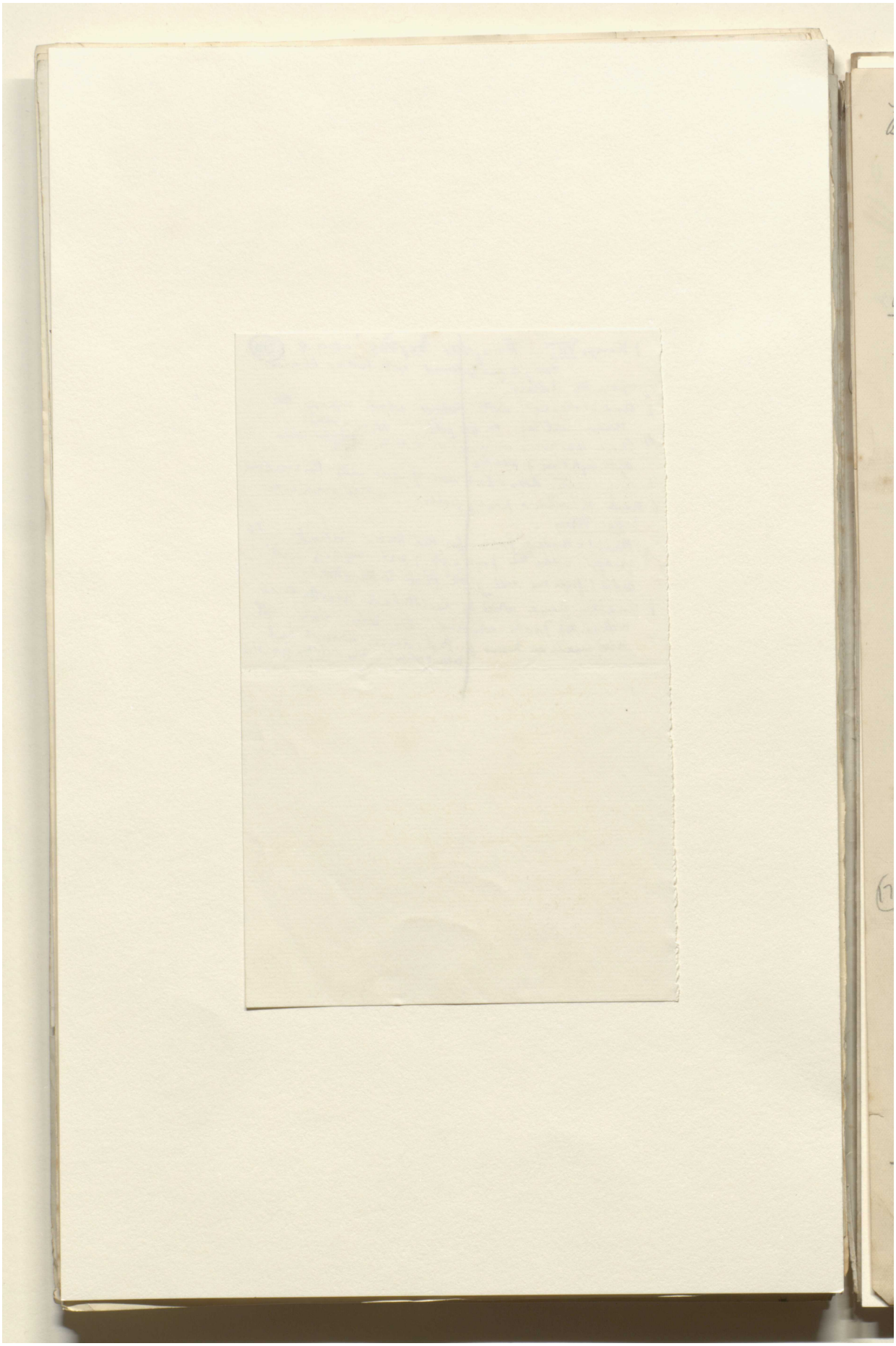

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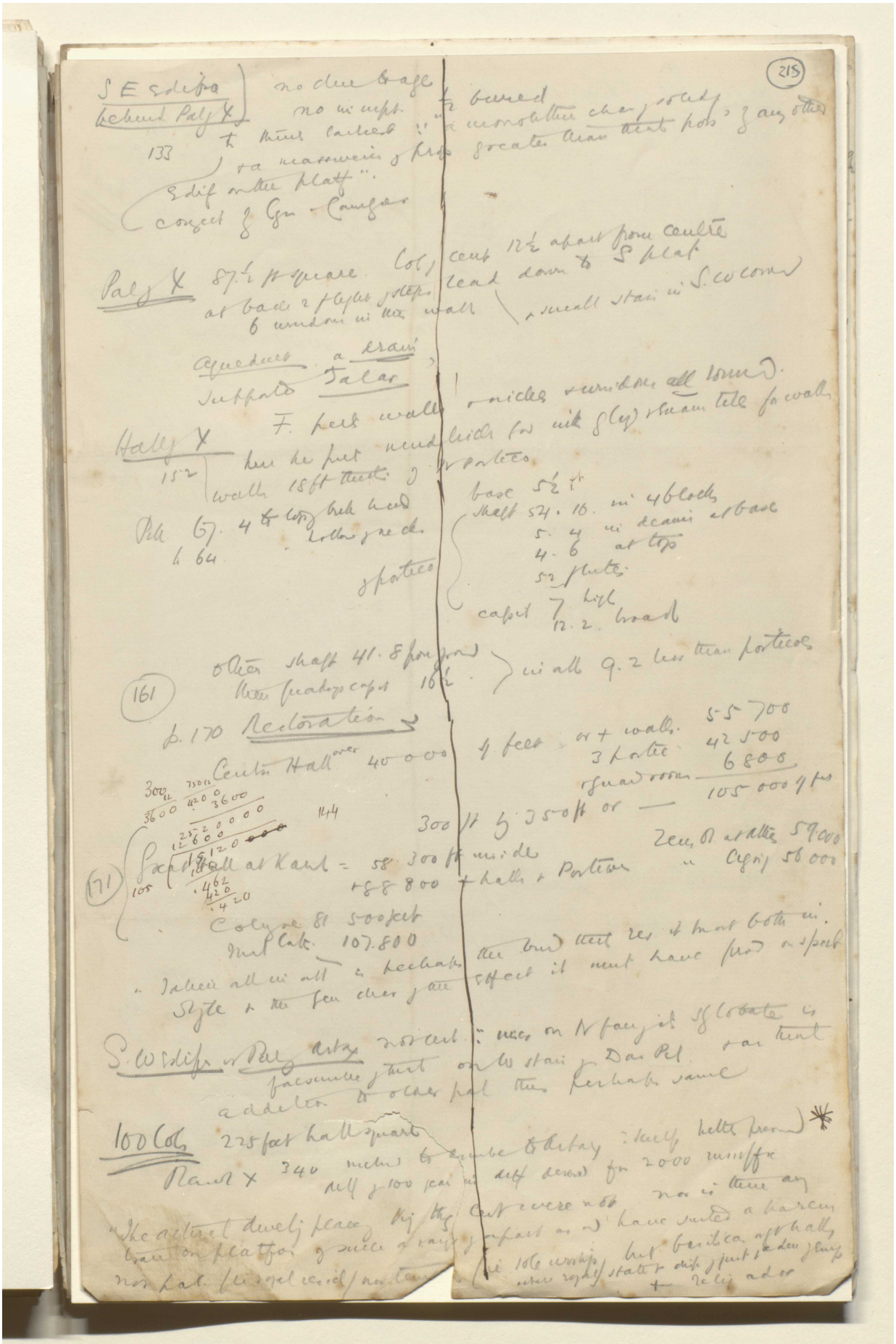

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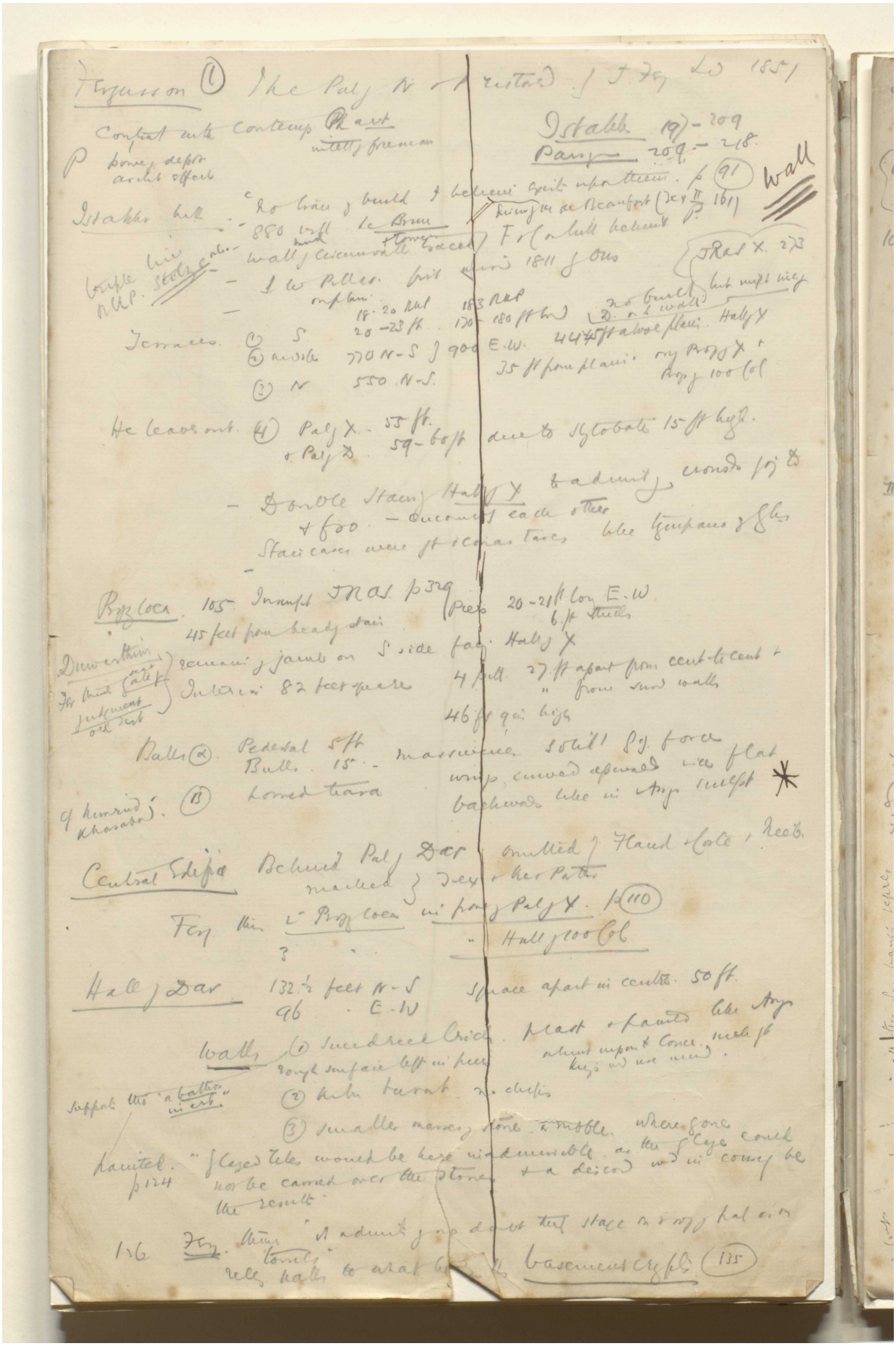

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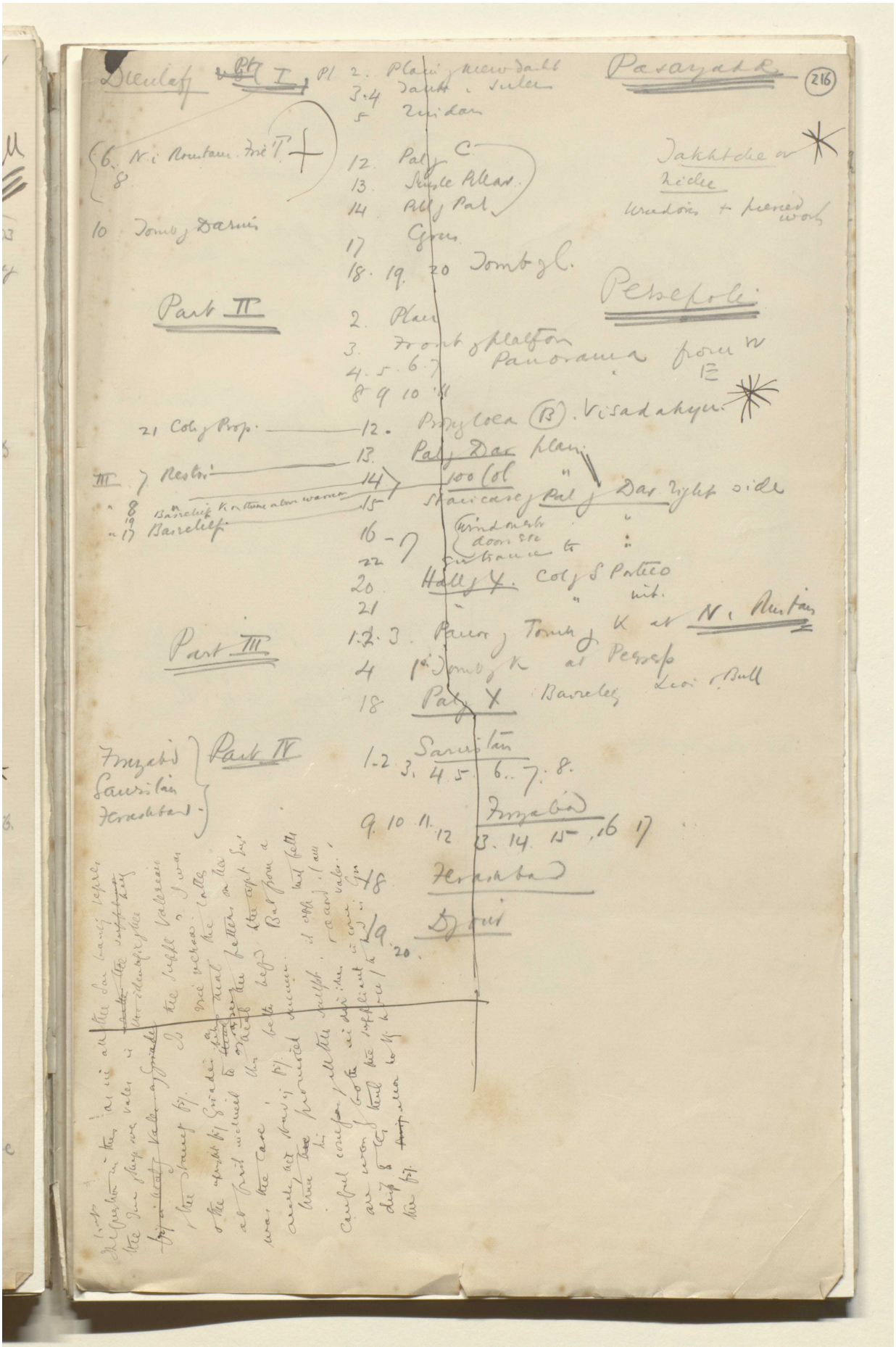

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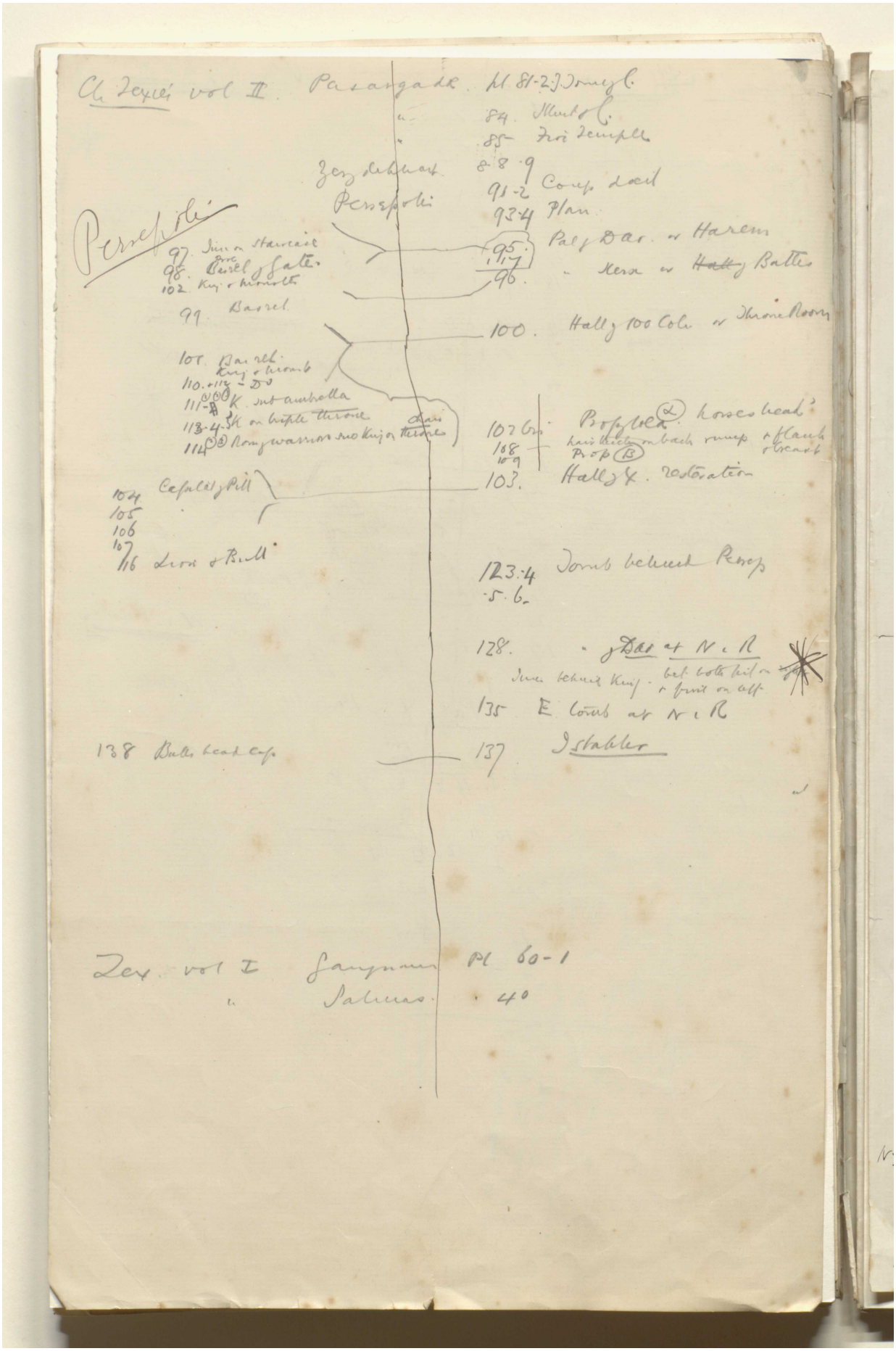

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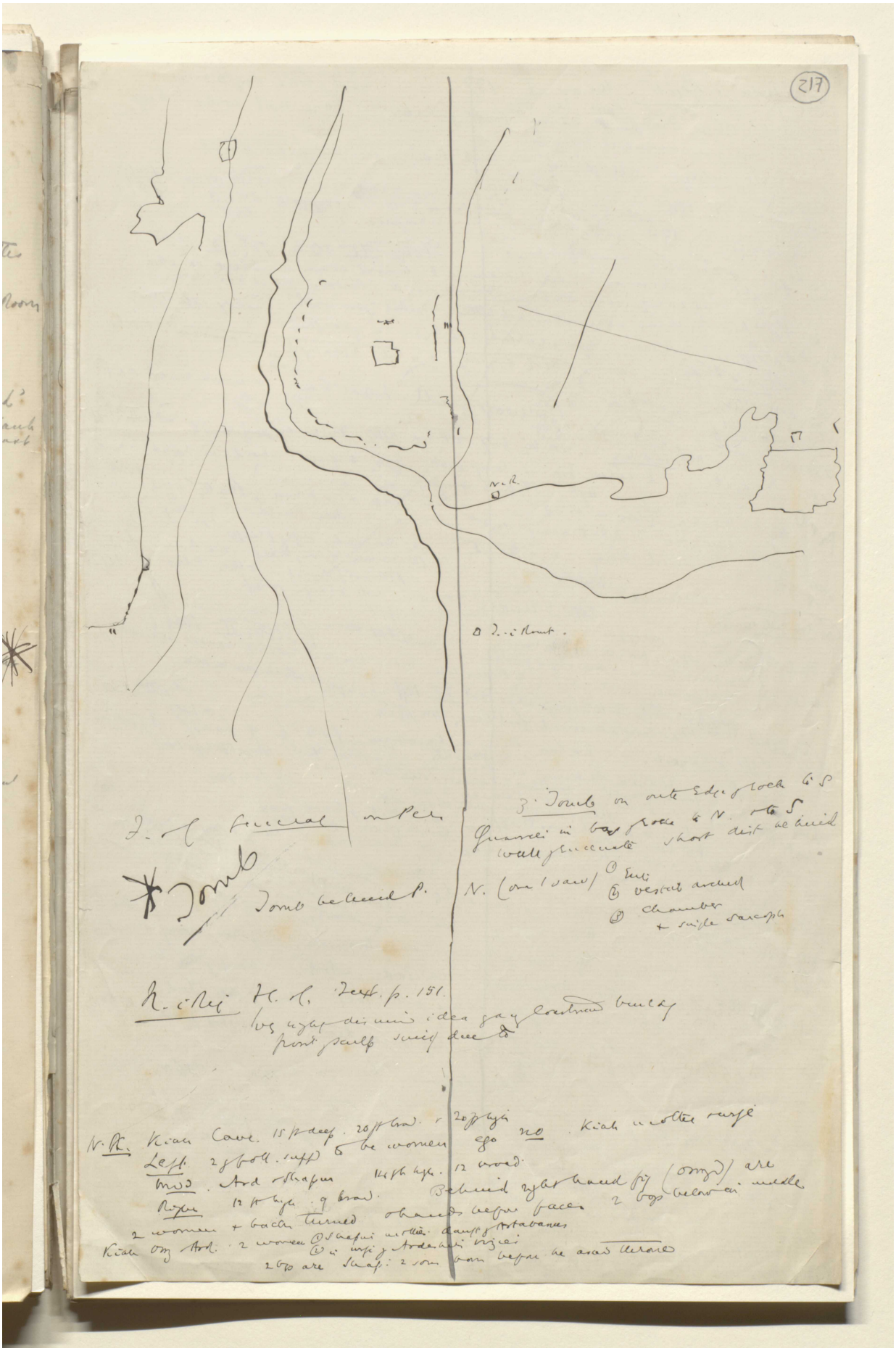

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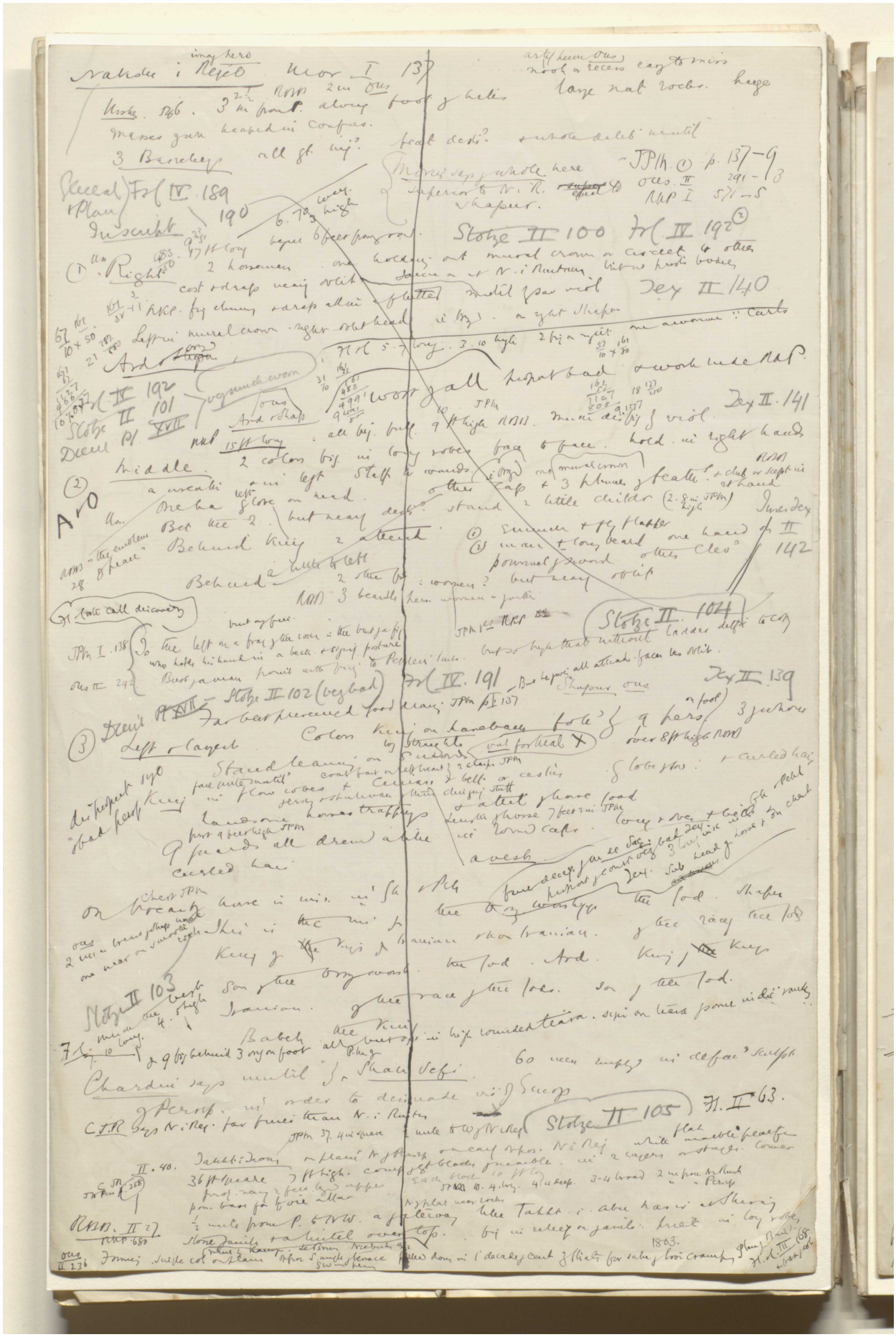

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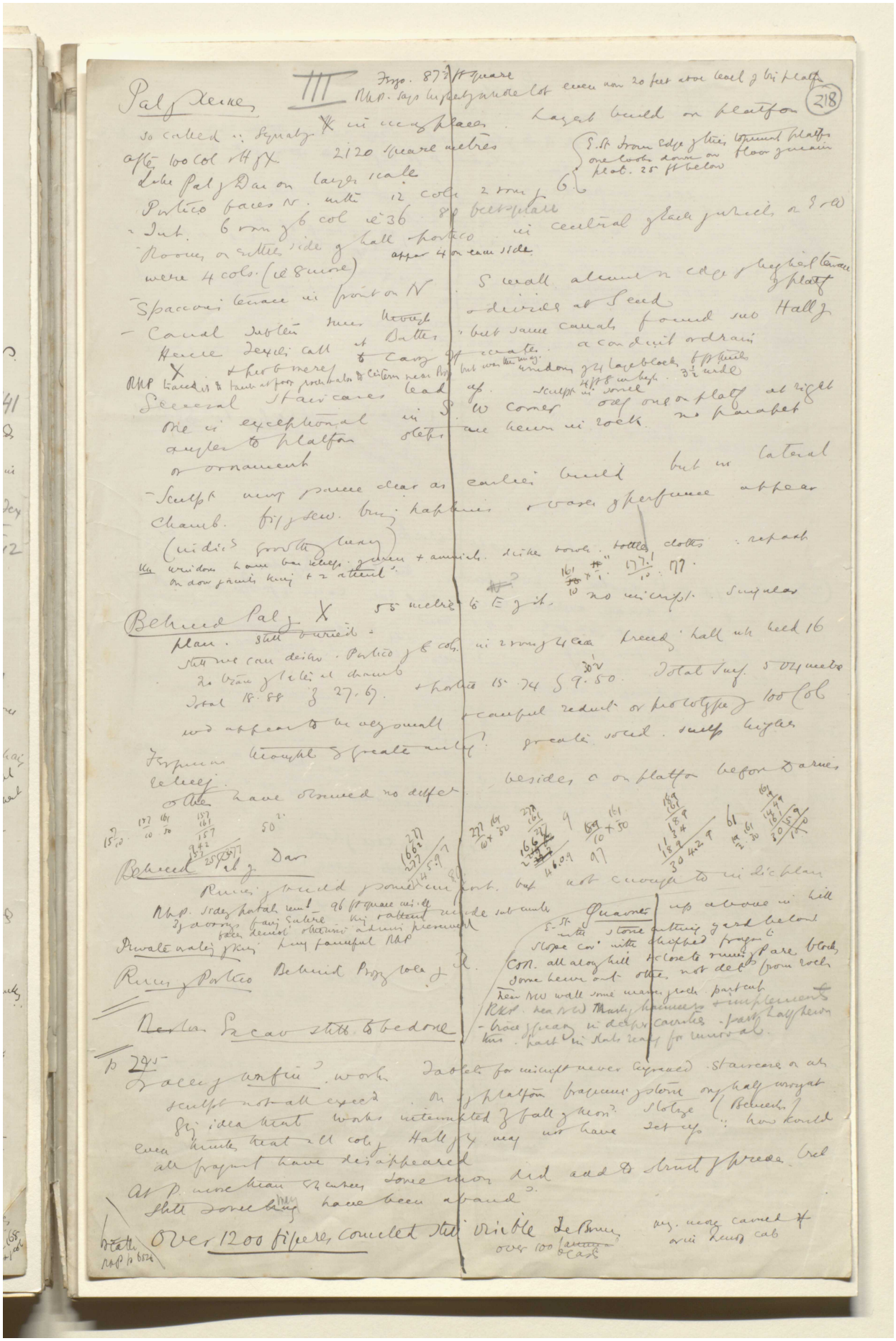

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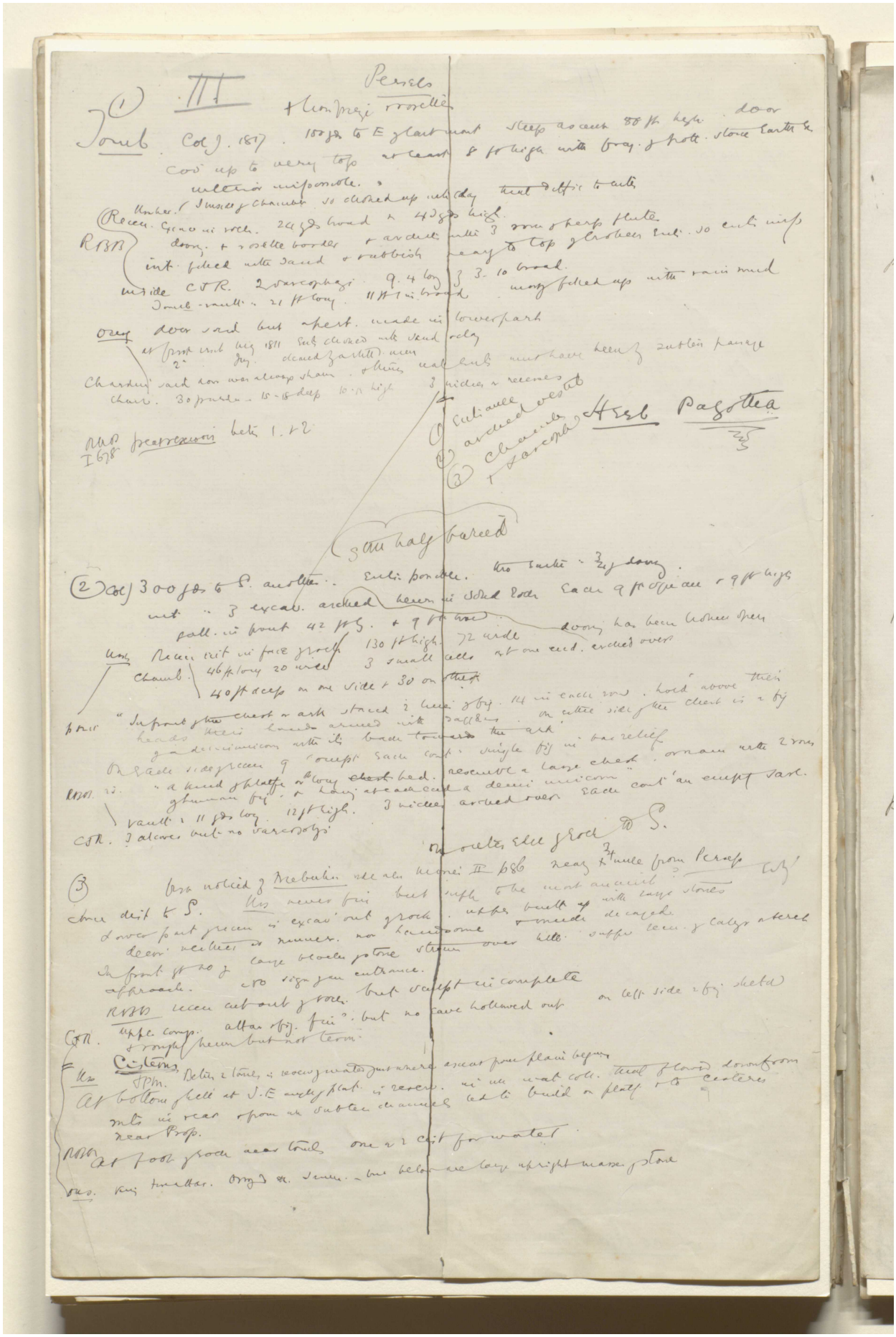

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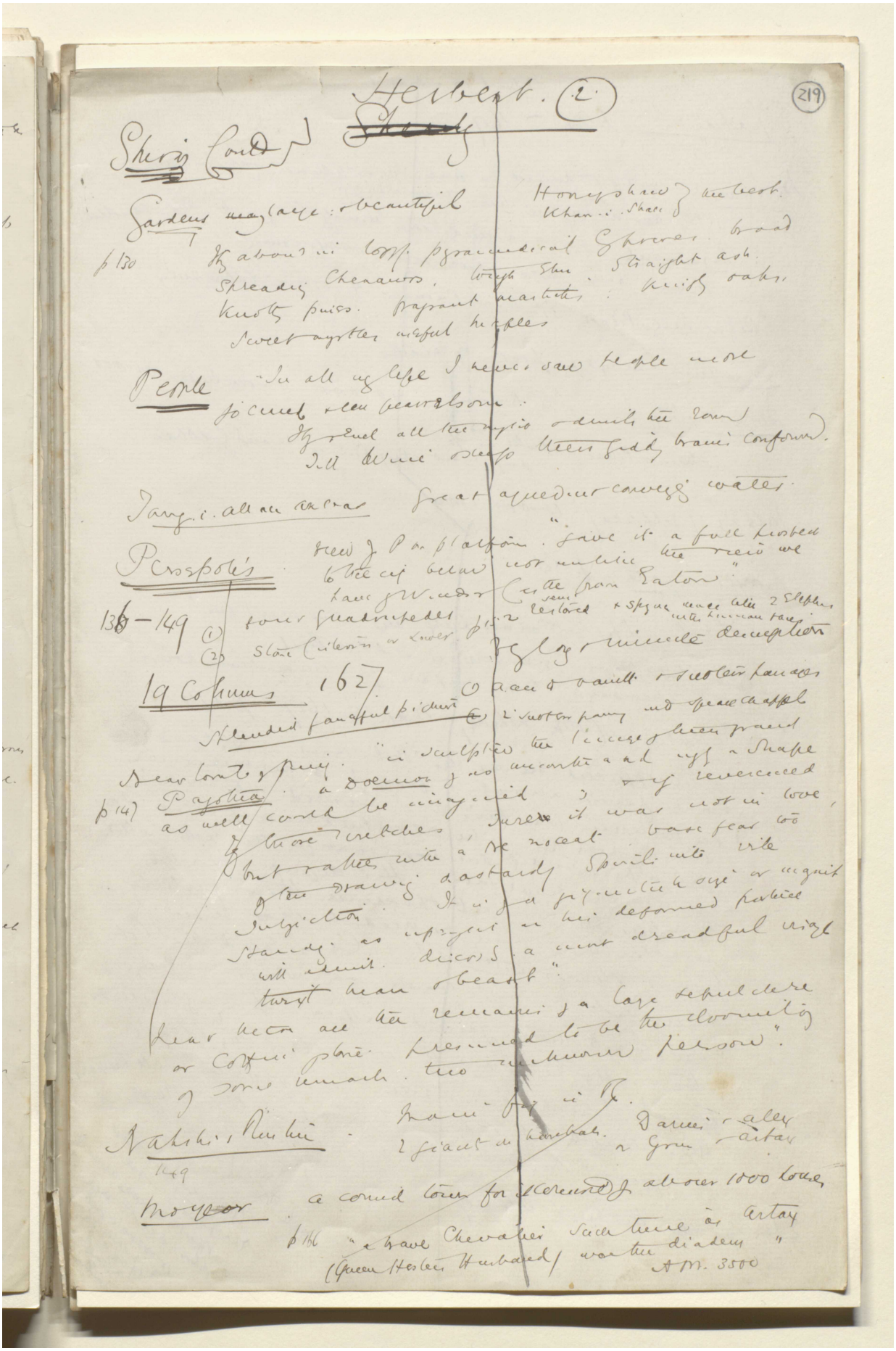

Herbert. (2)

(219)

Sherif Coast

Gardens magnificent: beautiful

Honeysuckle } the beech.
Khan-i-Shaar }

p 130 Ilex abounds in copse. pyramidical Cypress. broad
Spreading Chenars. Weeping Elm. Straight ash.
Knotty pines. Fragrant mastic: knotty oaks.
Sweet myrtles useful hedges

People "In all my life I never saw people more
jocund & less bearable:
If I read all the epics & omit her name
I'll deem myself unfaithful & grave conformed.

Jang-i-all an radras Great aqueduct conveys water.

Persepolis Read I Pan platform. "Give it a full trial
Blue eyes below not unlike the rest we
Law of Winds (cite from Plato "
138-149 (1) four quadrupeds lion semi restored + Sphynx women also 2 Sleeping
(2) Stone Cisterns or Tombs. fine with human face
Ugly & minute decoration

19 Columns 162' Olive & vault & modern houses
Splendid fanciful pediments (2) 2 water pans and peacock pool

Dear lovely spring. "in sculpture the figures have grown proud
p 147 Persepolis a daemon & no monster and ugly & shapeless
as well could be imagined & very reverenced
Those rebels Surely it was not in love,
But rather into a Pit to conceal base fear too
Their staring dastardly Spirit into
Subjection. It is a pyramidical ugly & unjust
Hand, as upright as his deformed fabric
will admit. Dicos. a most dreadful virgin
turgid beau ideast"

Near here all the remains & a cave sepulchre
or coffin place presumed to be the doomed
& some remark. two unknown persons".

Nakshi Rustam Rustam Fig ii N.
2 giant Karibat. Darius Valley
& Gru Artaxerxes
149

Mosque a round tower for decoration & about 1000 bones

p 116 "a brave Chevalier sculptured in Artaxerxes
(Queen Hester Husband) wore the diadem"
A.M. 3500

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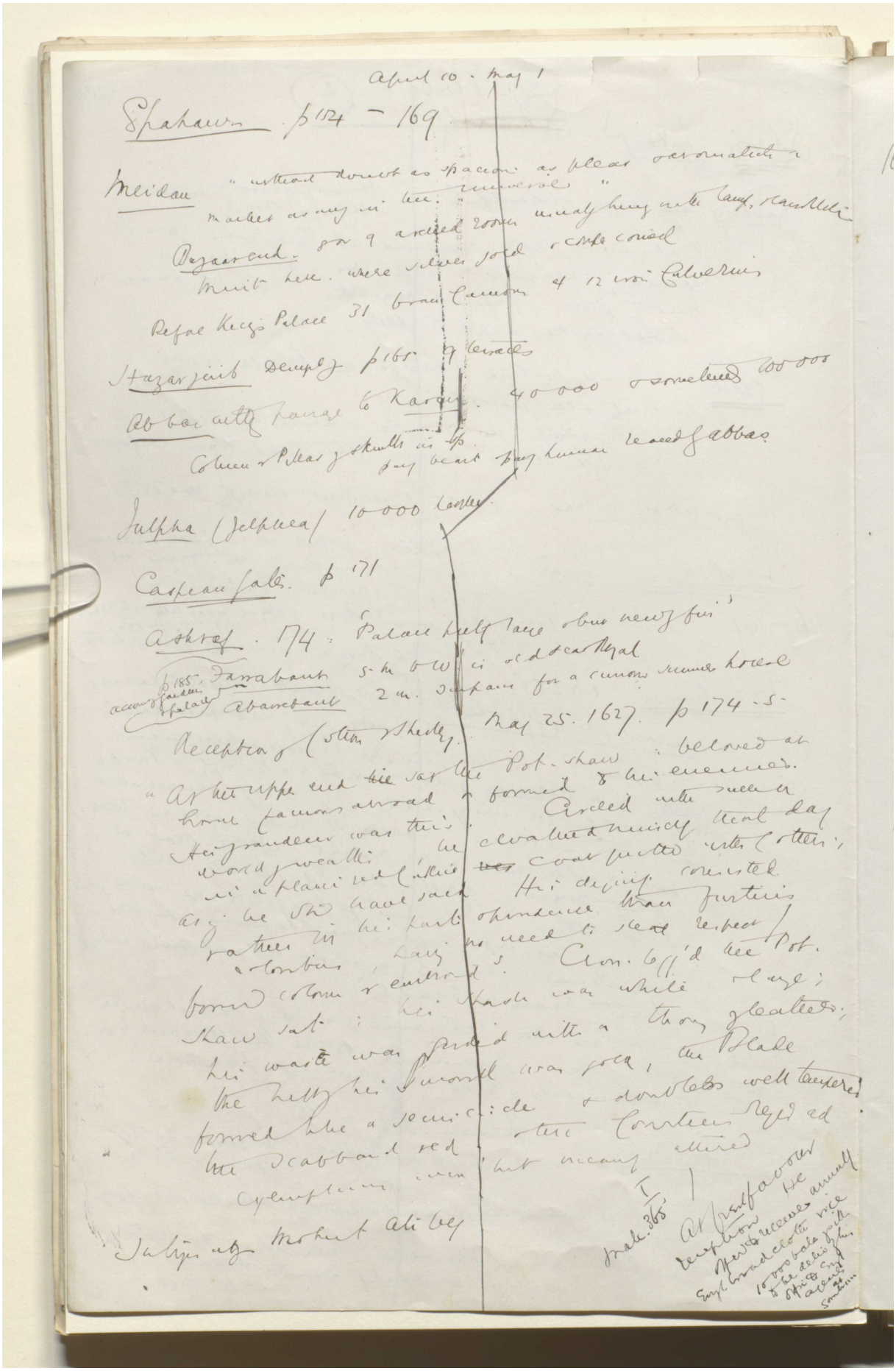

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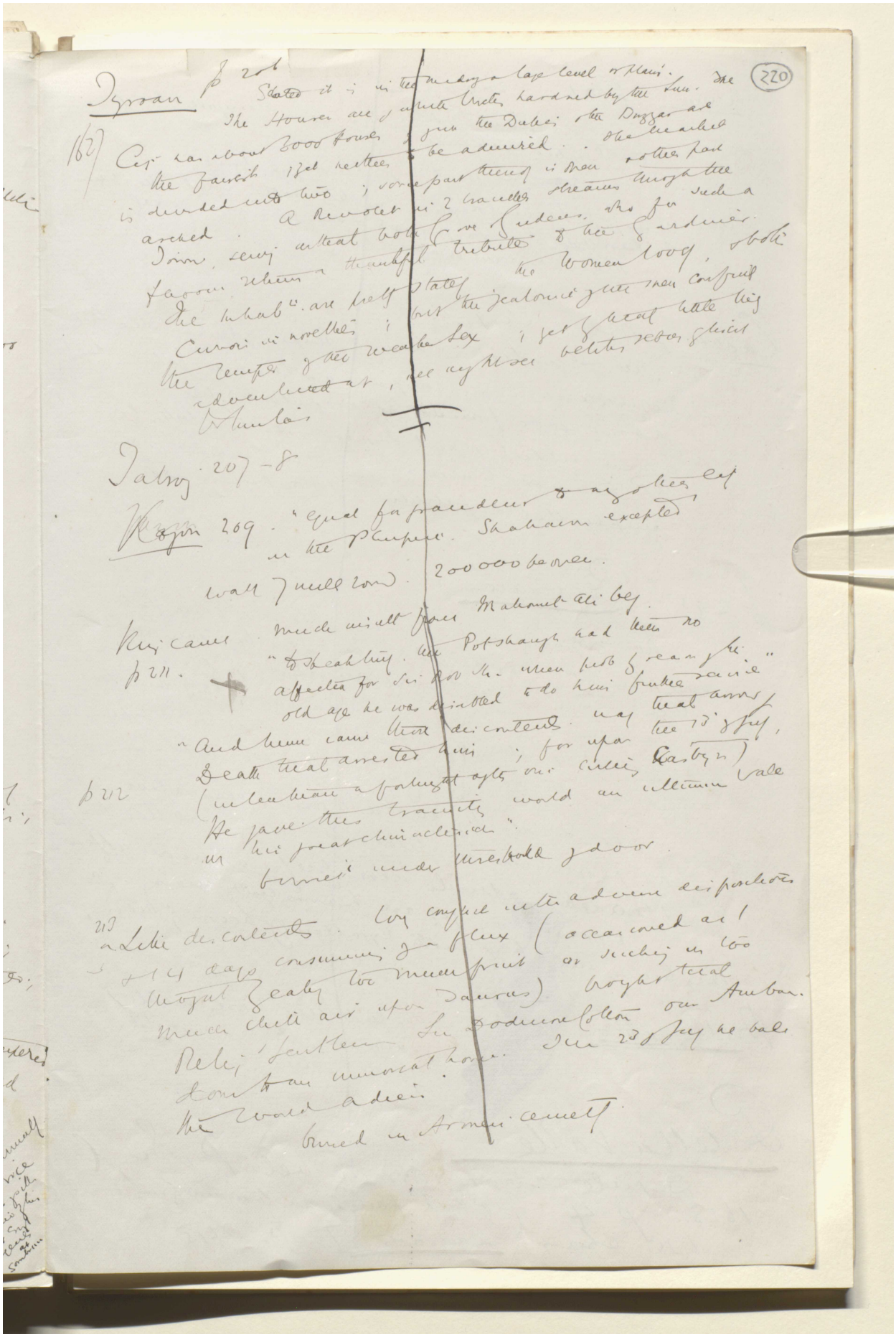

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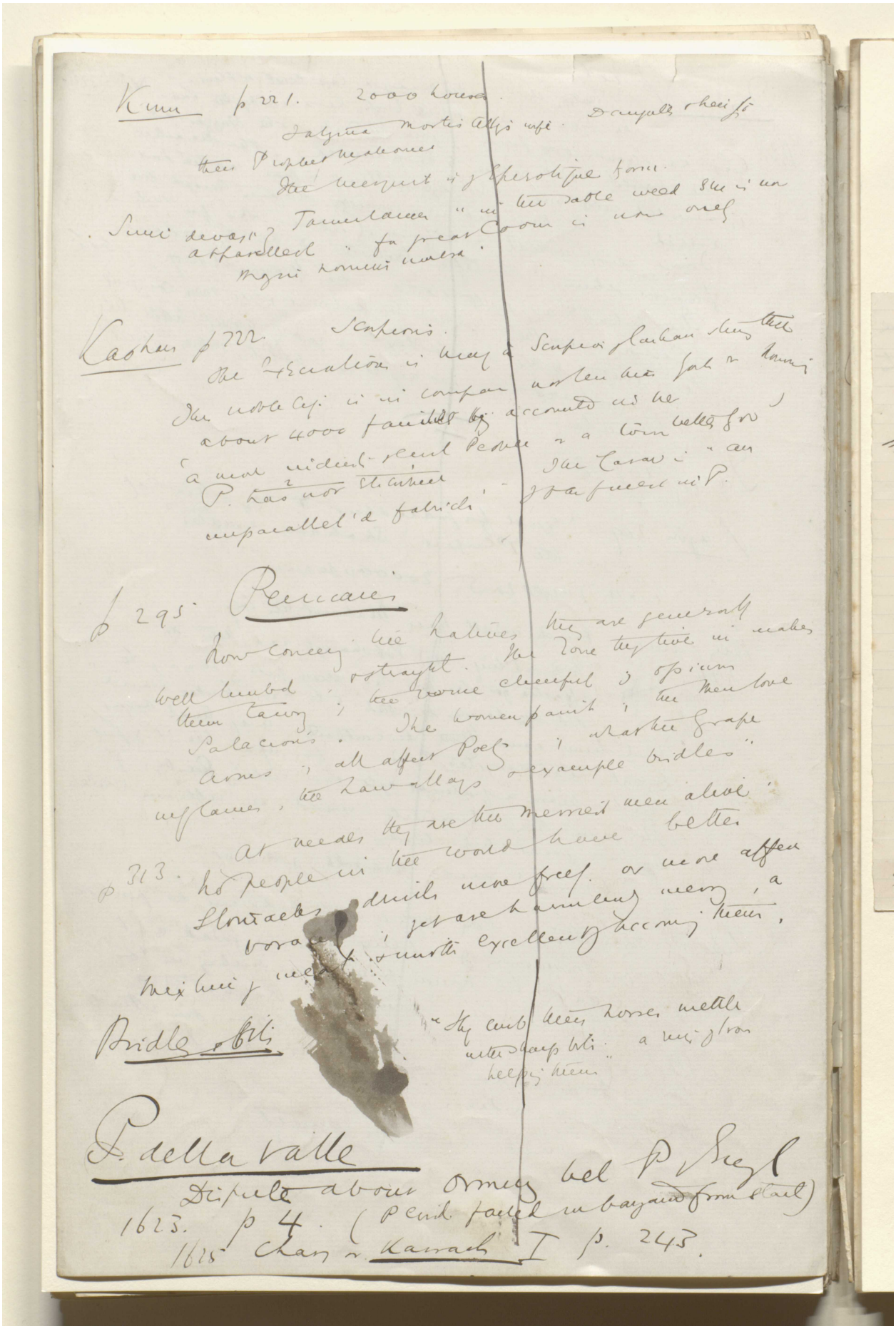

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Kum p 221. 2000 houses.
Fatima Mortis Alys wife. Daughter & heir of
their Prophet & Mahomet
The mosquit is of Eperotique form.
Tamerlane "in the sable weed she is now
Semi devast? apparelled" for great Coom is now only
Magni nominis umbra.

Kashan p 222. Scorpions.
The Excavation is being a Scorpion of Kashan stung the
The noble Cap. is in compass not less than Gal. or Romans
about 4000 families by accounted in her
"a most indust. & civil People or a town better for
P. has not stitched" The Caravan is "an
unparallel'd fabrick" of far finest in P.

p 295. Persians
Now concerning the Natives they are generally
well limbed & straight. The Zone they live in makes
them tawny; the wine cheerful & opium
Palaceous. The women paint; the men love
arms; all affect Poets; what the grape
inflames, the Law allays & example bridles"
At meals they are the merriest men alive.
p 313. No people in the world have better
stomachs, drink more freely or more affect
voraces; yet are harmlessly merry, a
mixture of meat & mirth excellently becoming them,

Bridle & bits "Thy curb thees horses mettle
with sharp bits: a ring of iron
keeping them"

P. della Valle
Dispute about Ormuz bet P. Sieyl
1623. p 4. (P. evid. failed in bargaining from start)
1625 Chars or Karrach I p. 243.

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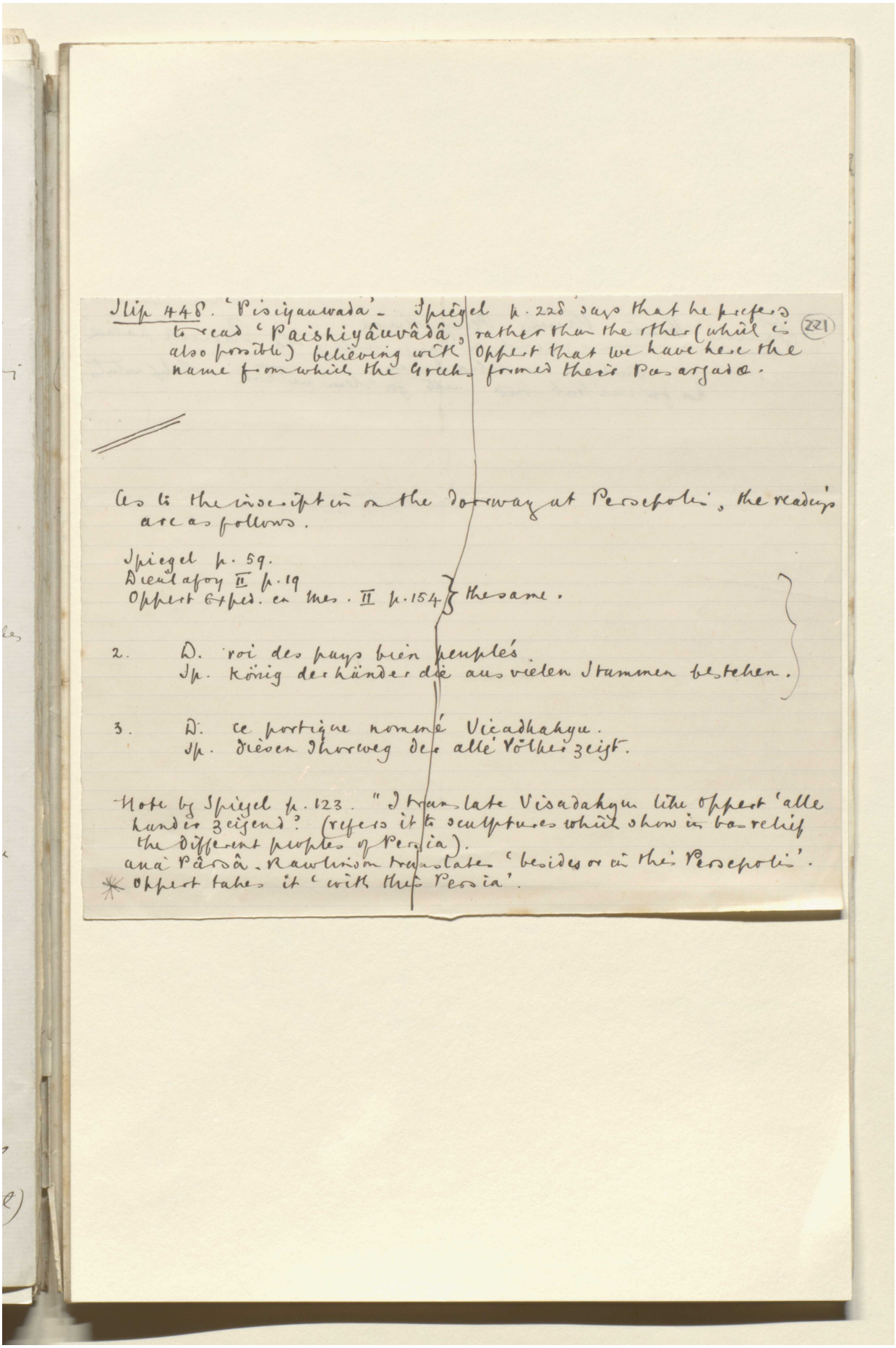

Ilip 448. 'Pisiyauwada'- Spiegel p. 228 says that he prefers to read 'Paishiyâuvâdâ' rather than the other (which is also possible) believing with Oppert that we have here the name from which the Greek formed their Pasargadæ. (221)

As to the inscription on the doorway at Persepolis, the readings are as follows.

Spiegel p. 59.
Dieulafoy II p. 19
Oppert Etud. en Mes. II p. 154 } the same.

2. D. roi des pays bien peuplés.
Sp. König der Länder die aus vielen Stämmen bestehen.

3. D. ce portique nommé Vicadhakyu.
Sp. diesen Thorweg den alle Völker zeigt.

Note by Spiegel p. 123. "I translate Visadahyu like Oppert 'alle Länder zeigend' (refers it to sculptures which show in bas-relief the different peoples of Persia).
and Pârsâ. Rawlinson translates 'besides or in the Persepolis'.
* Oppert takes it 'with the Persia'.

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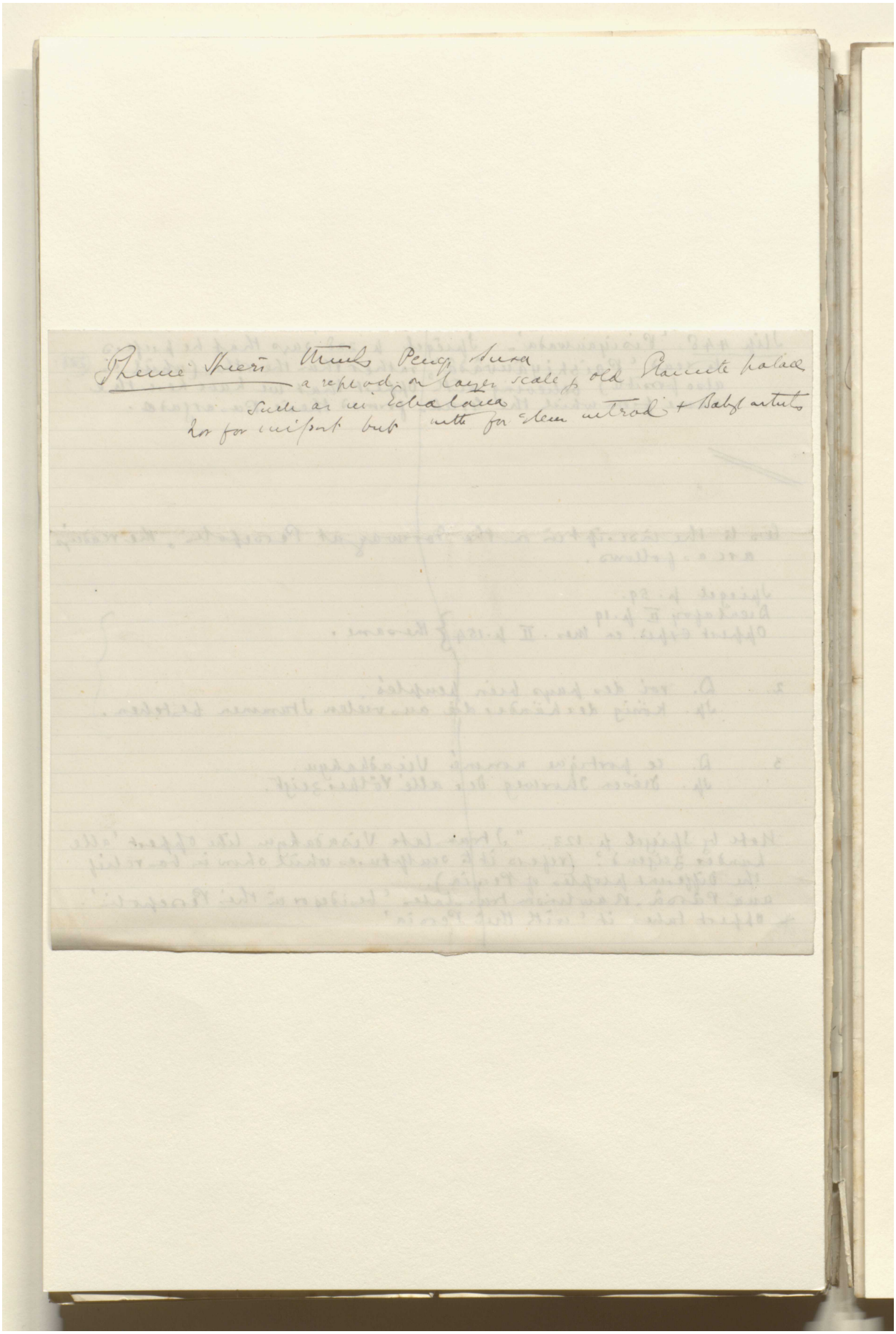

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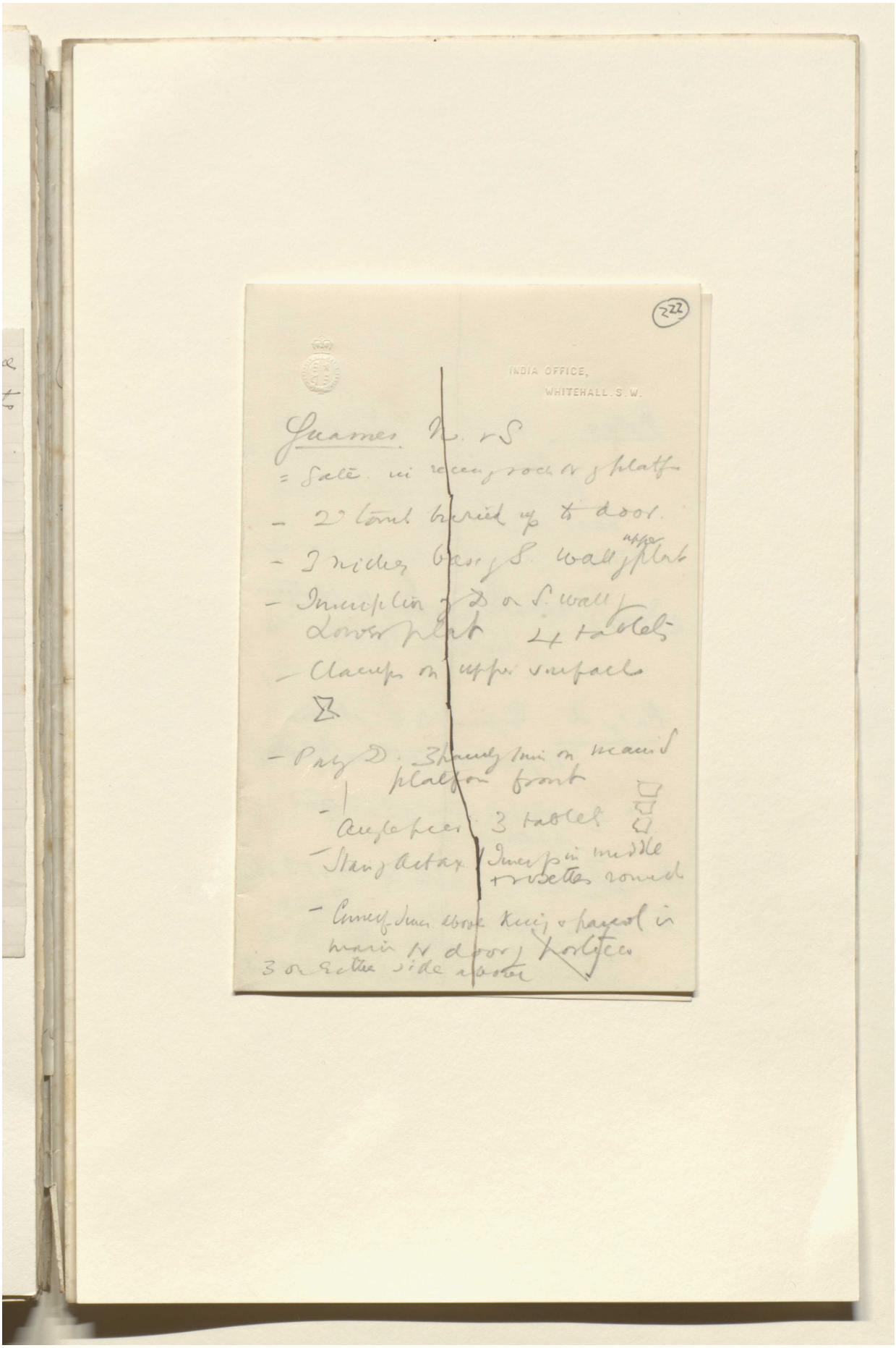

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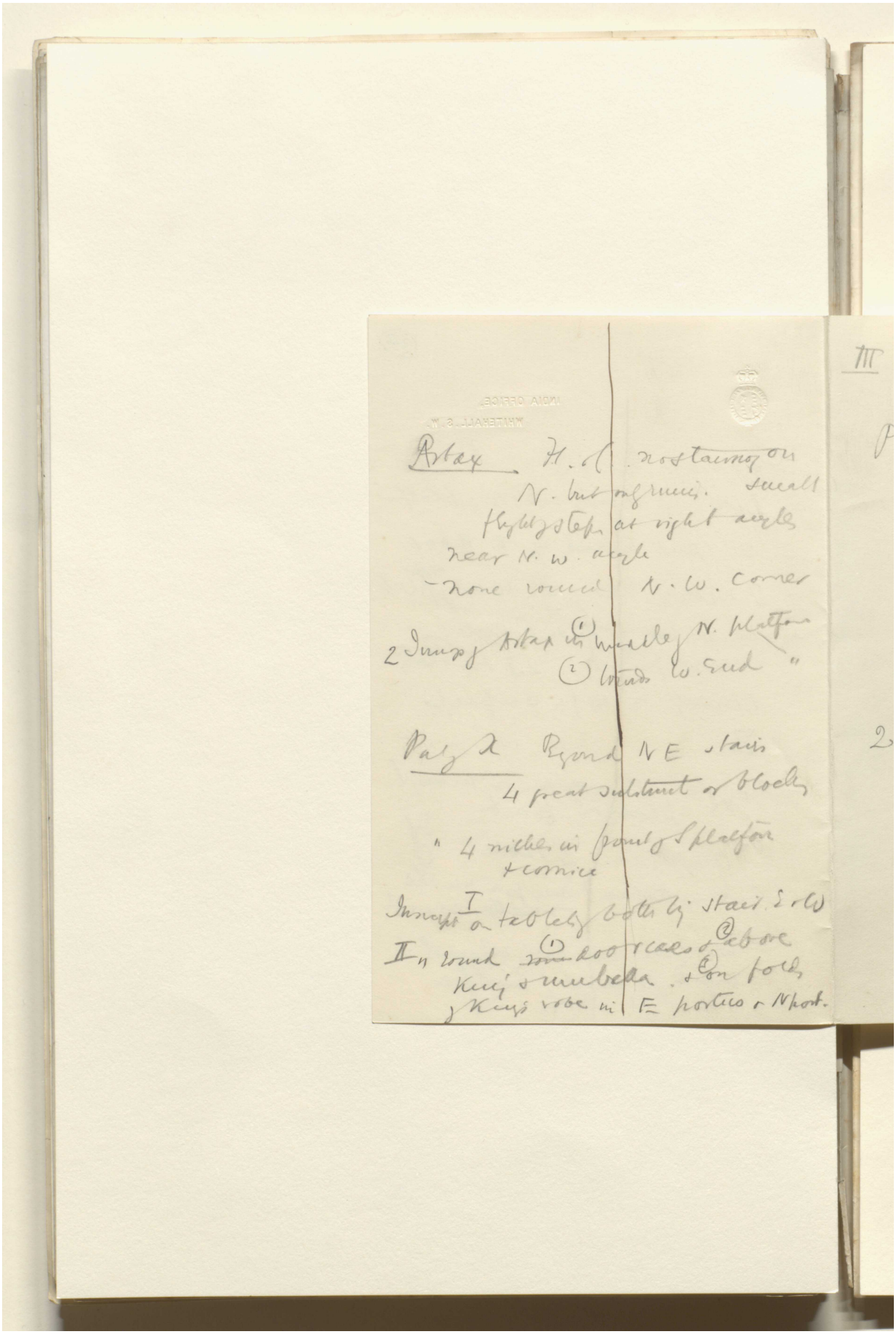

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Artax H. of C. no staircase on N. but only ruins. small flight of steps at right angles near N. W. angle
– none round N. W. corner

2 Jumps of Artax in (1) middle of N. platform
(2) towards W. end "

Palace Beyond NE stairs
4 great substructures or blocks
" 4 niches in front of S platform + cornice

Inscript I on tablets both by stair E & W
II " round (1) door cases & (2) above king's umbella. & (3) on folds of king's robe in E portico & N port.

III

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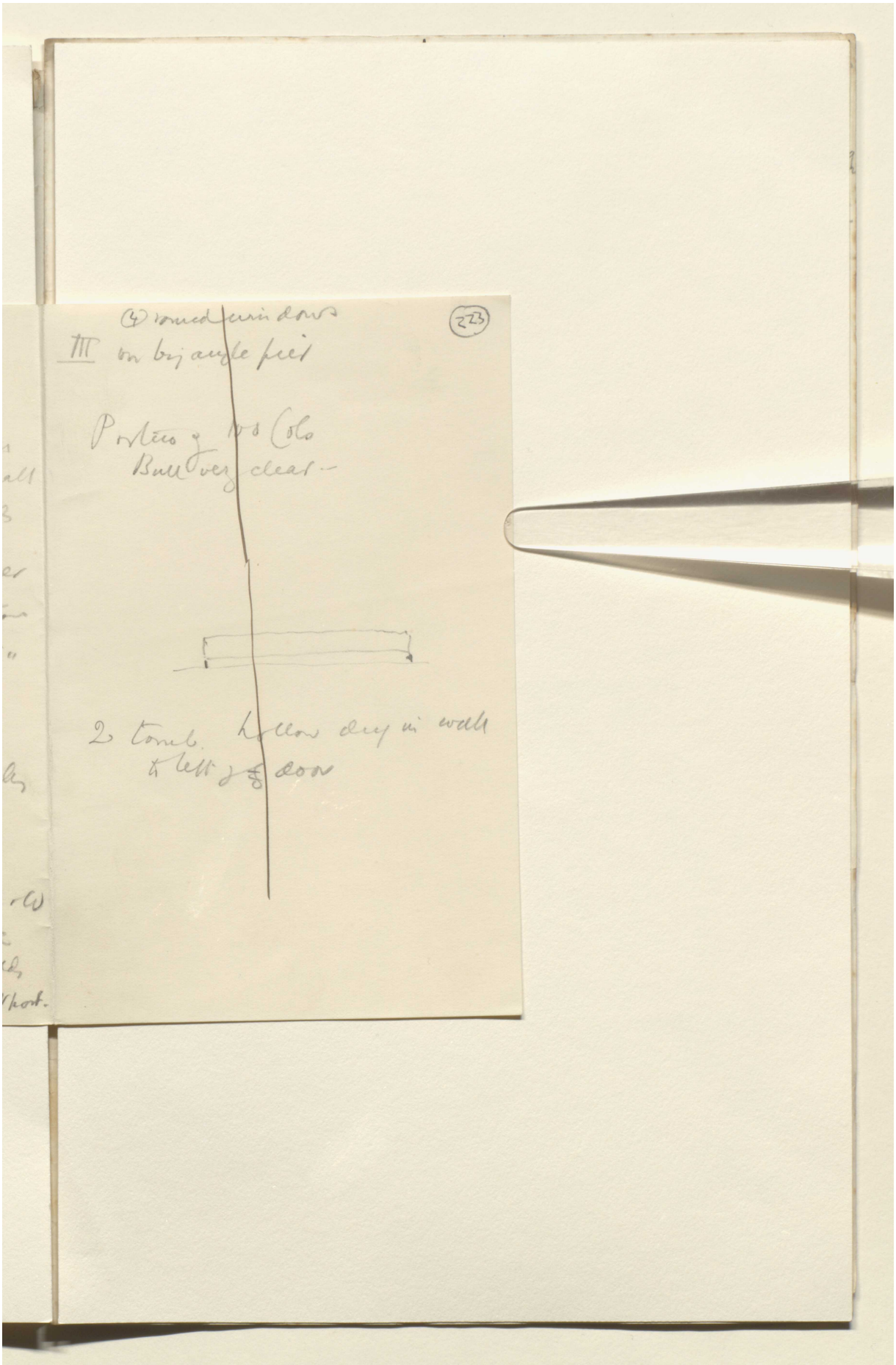

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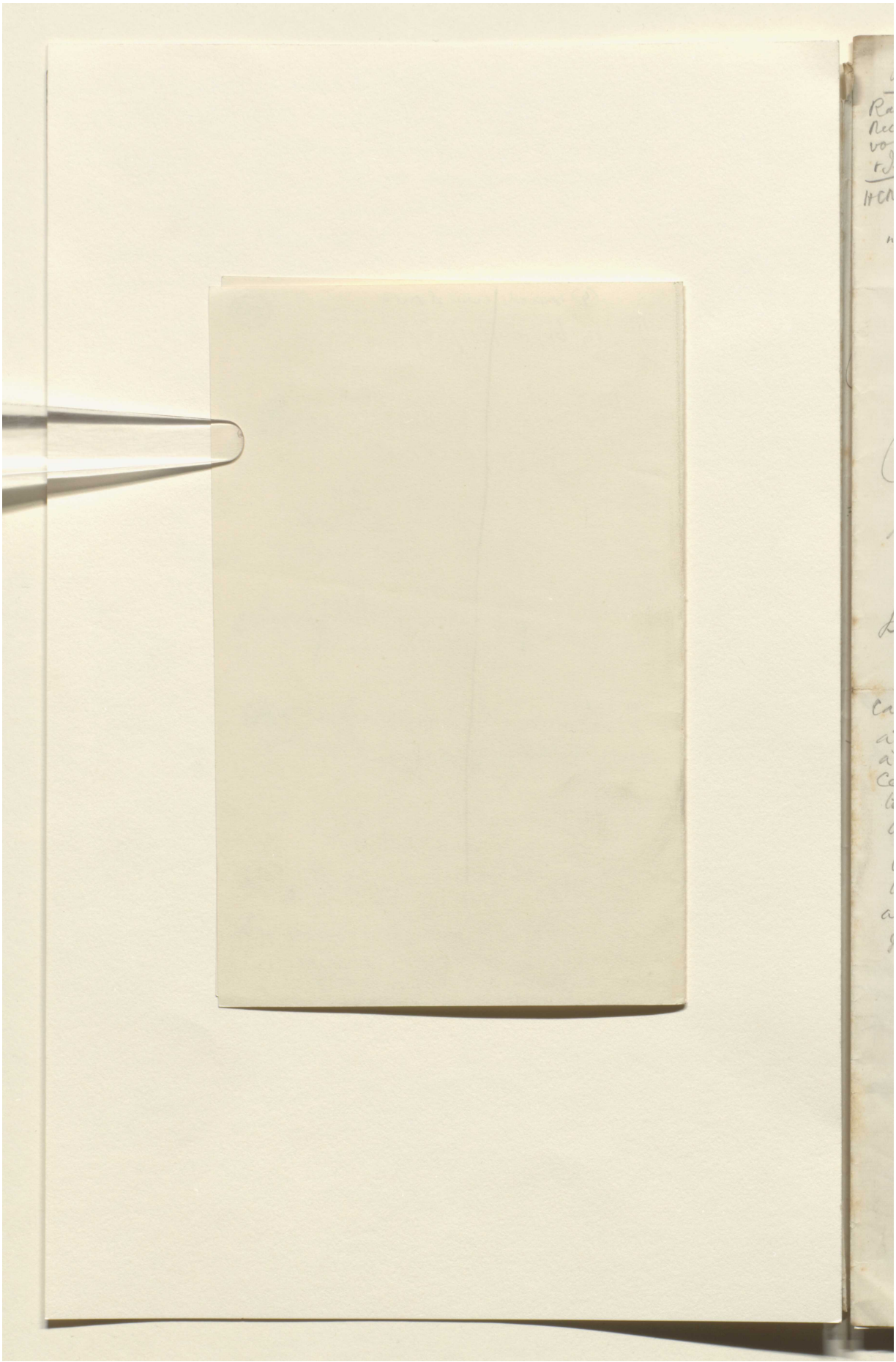

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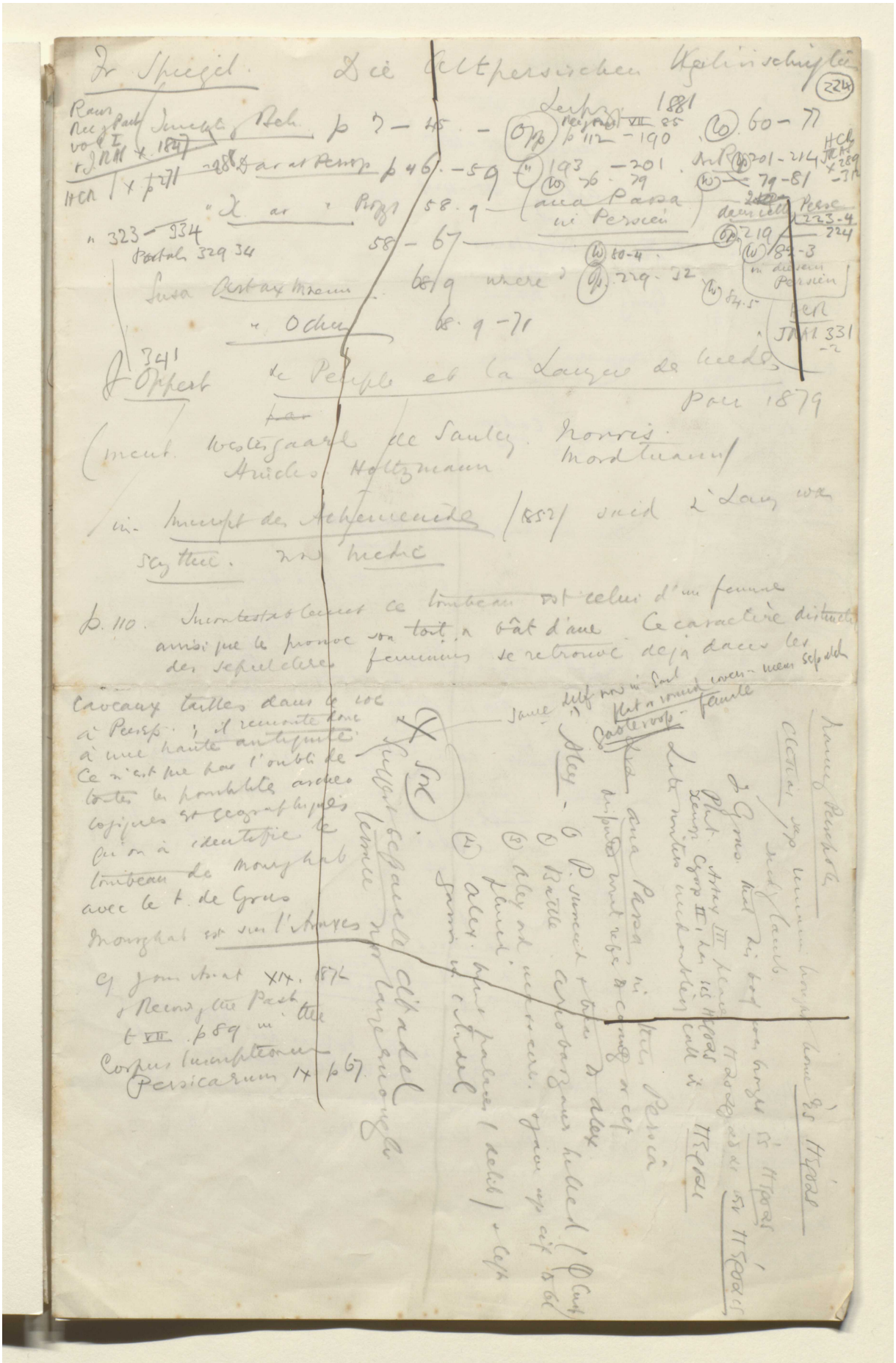

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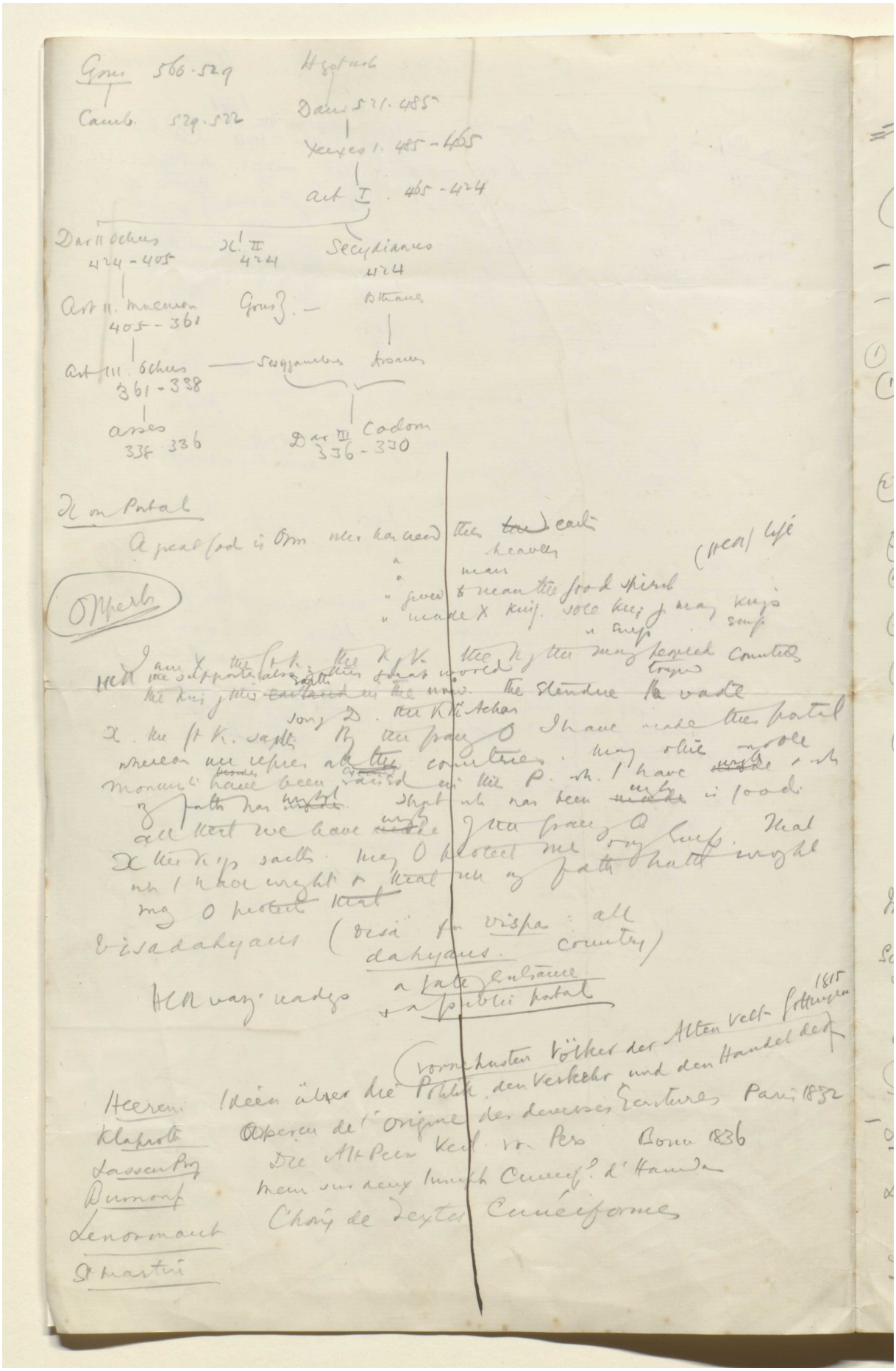

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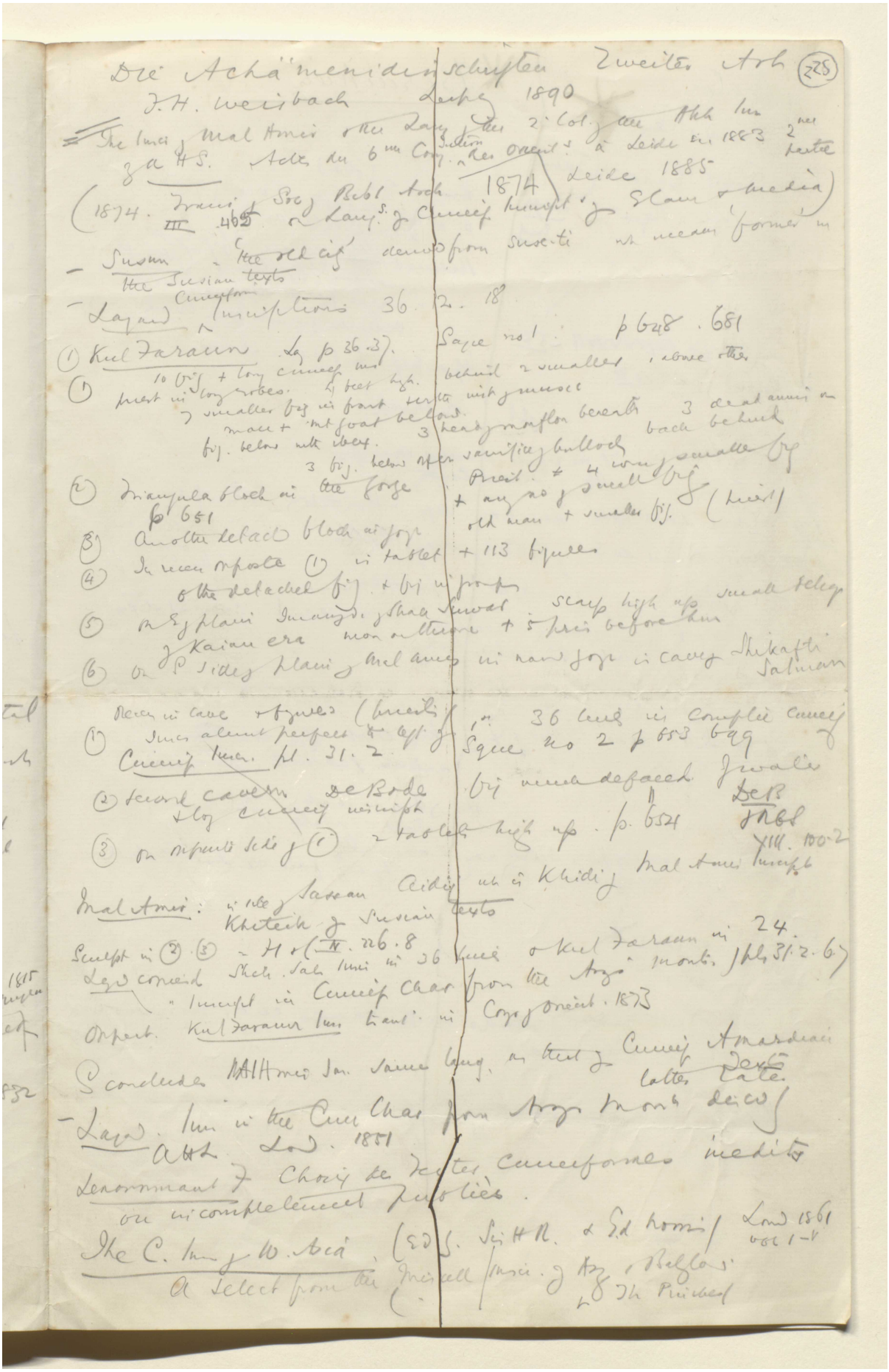

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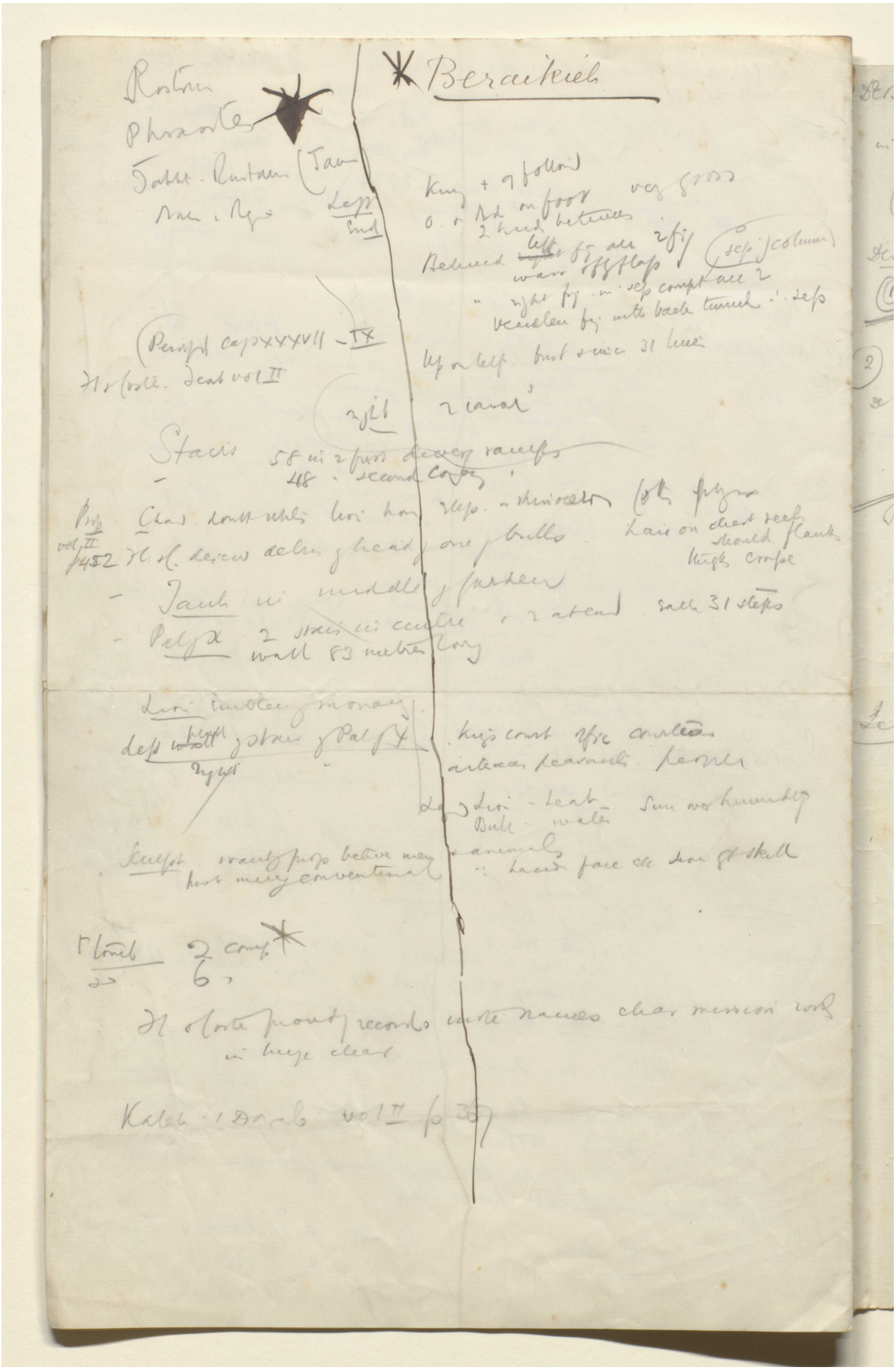

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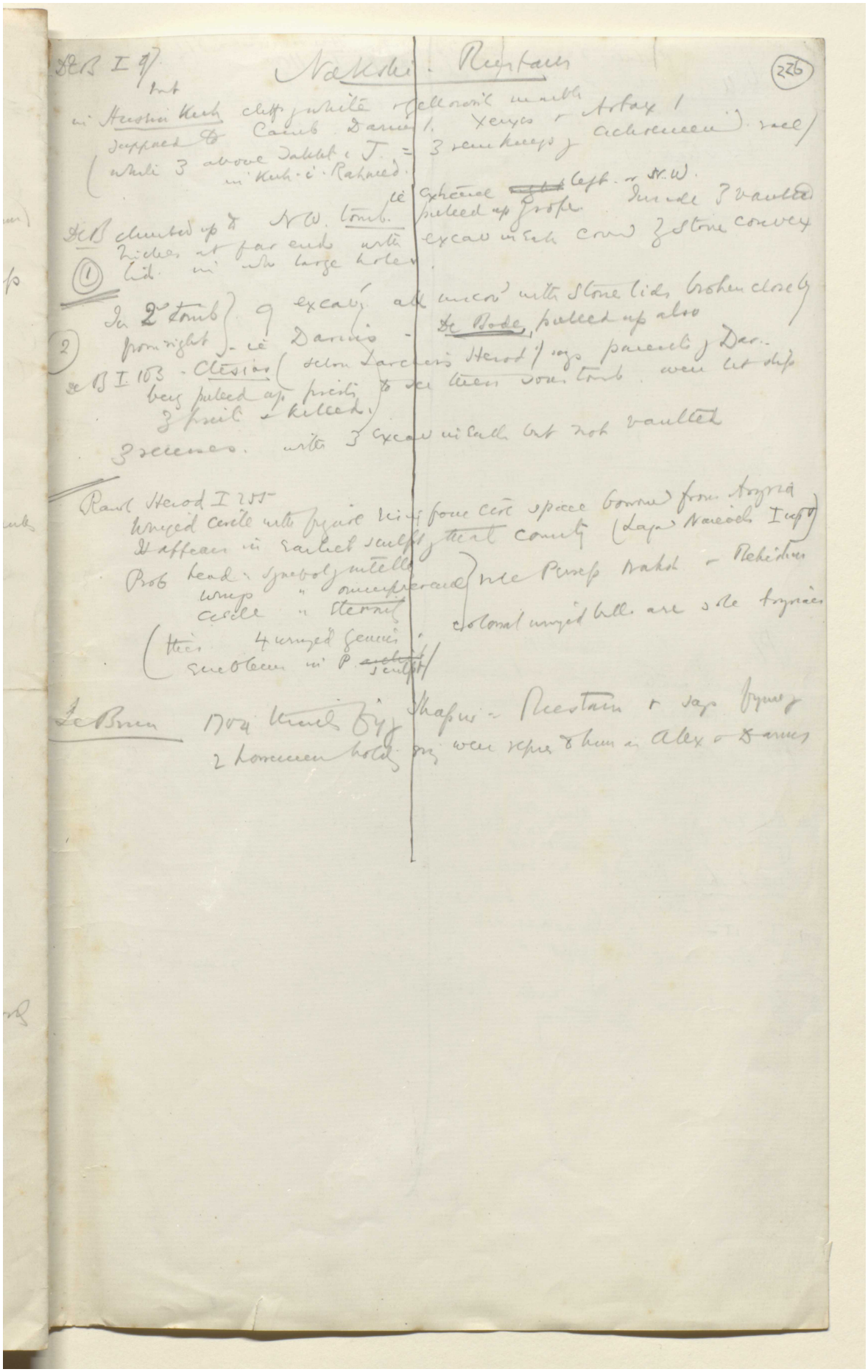

Naksh-i-Rustam

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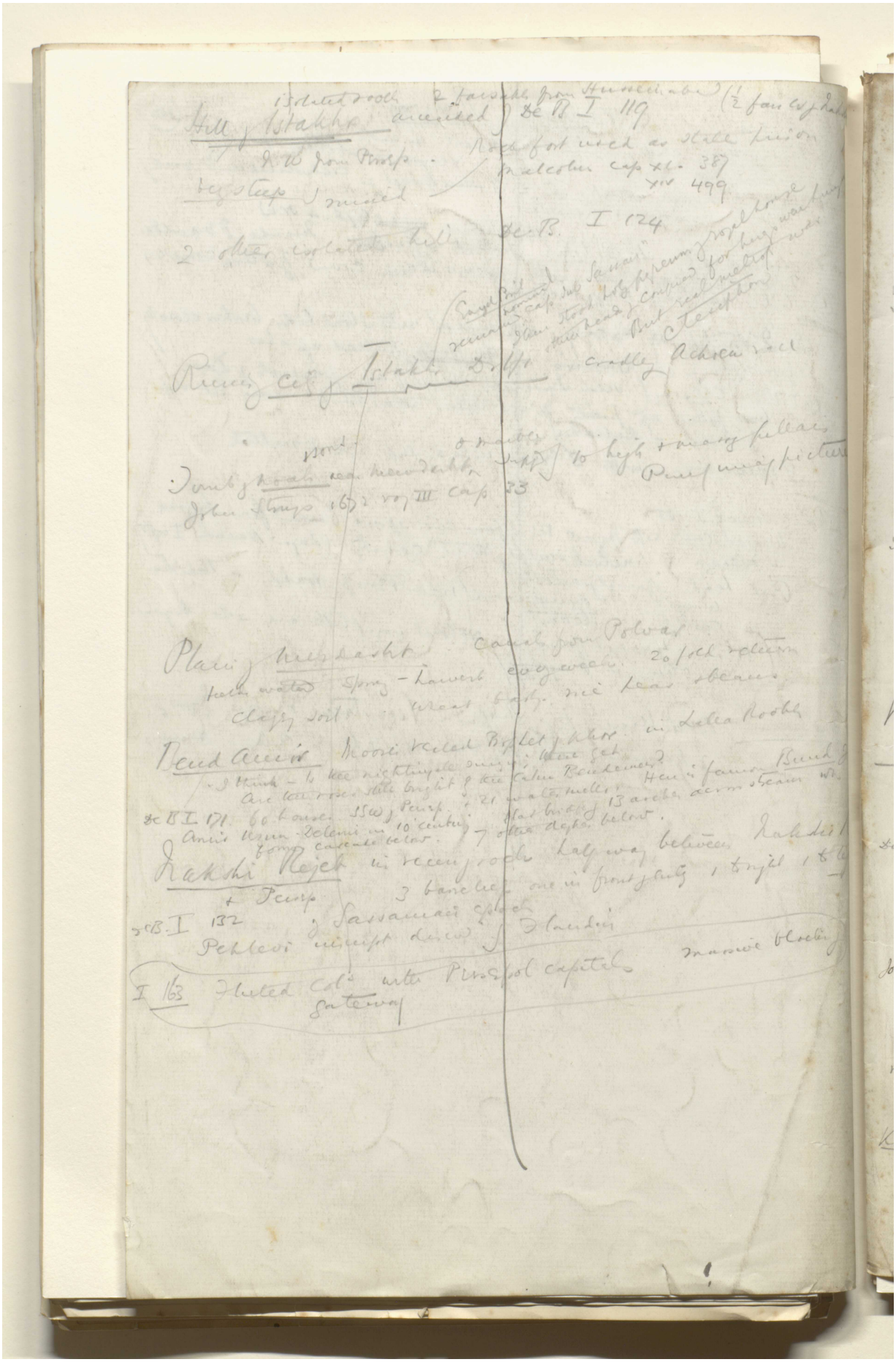

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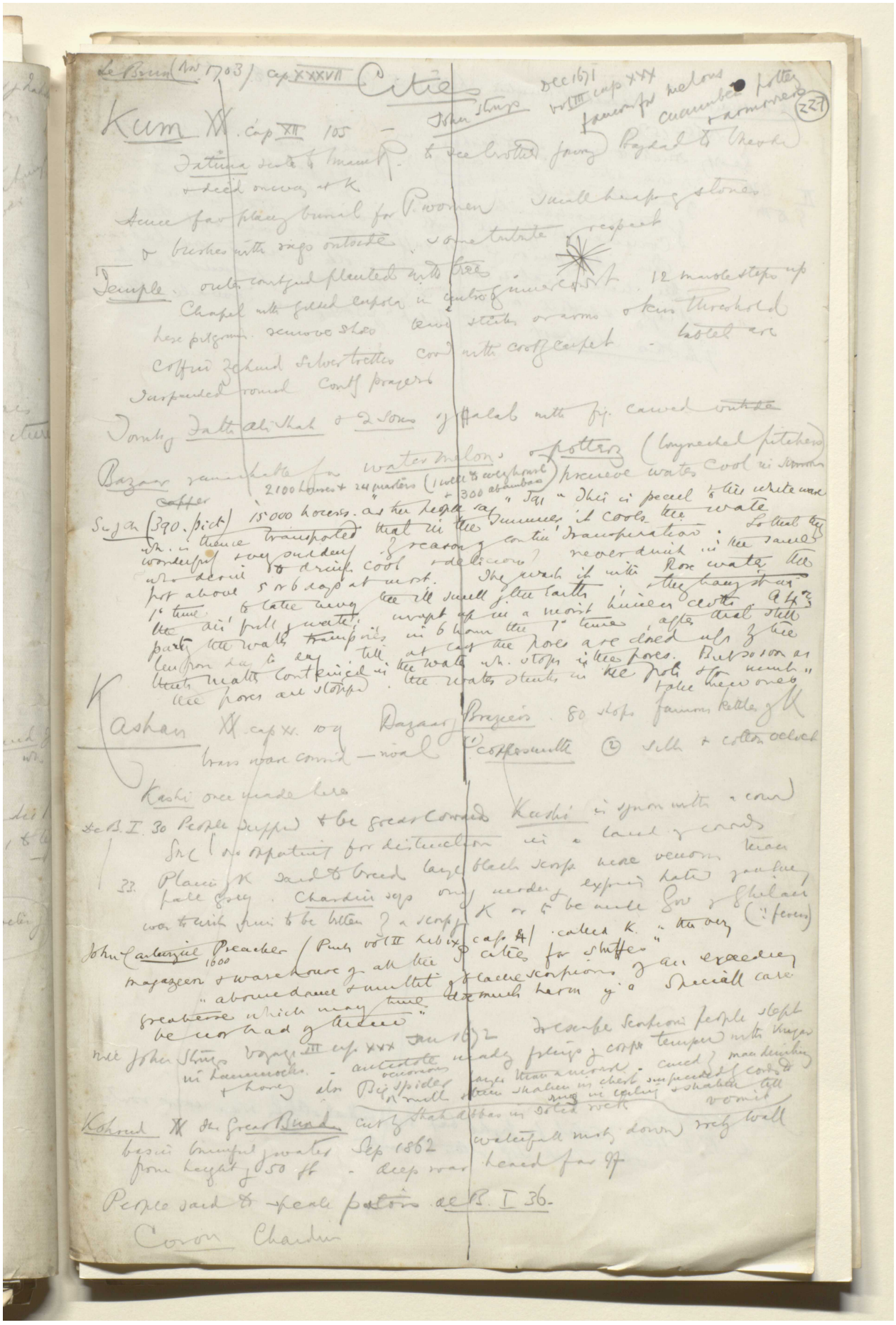

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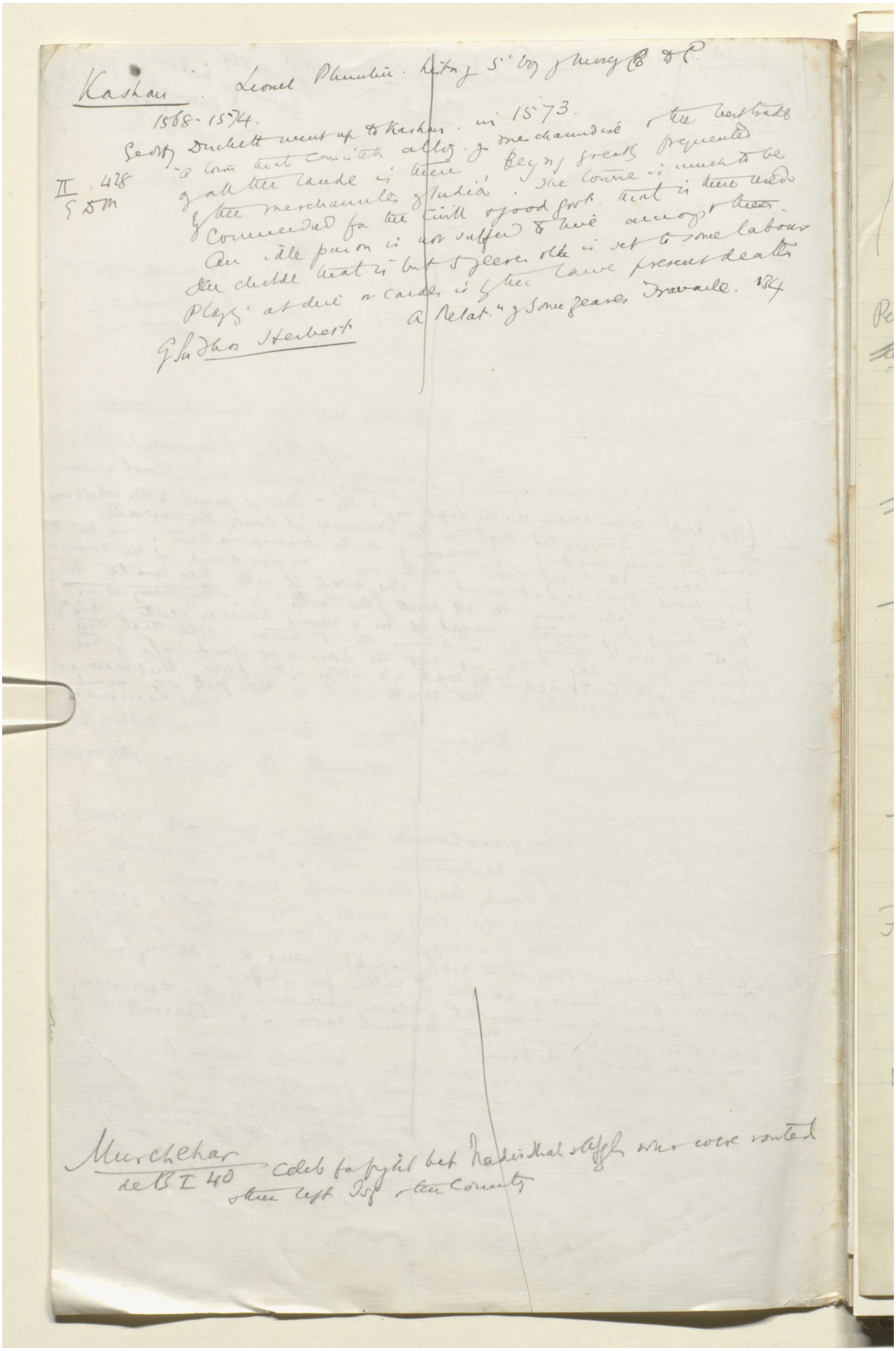

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Kashan. Lionel Plumlin. Hist. of 5th Voy. of Mercy P. & E.

1568-1574.

Geoffy Duckett went up to Kashan in 1573.

"a town that consisteth alloy of merchandise & the best trade of all the lands is there. Beyng greatly frequented by the merchants of India. The towne is much to be commended for the civill & good govt. that is there used. An idle person is not suffered to live amongst them. The childe that is but 5 yeares old is set to some labour. Playing at dice or cards is by the lawe present death."

II. 428
G D M

A Relat.n of some yeares Travaile. 134

G Sir Thos Herbert

Murchehar
de B I 40

Celeb for fight bet Nadir Shah & Afghs who were routed & then left Isf & the country

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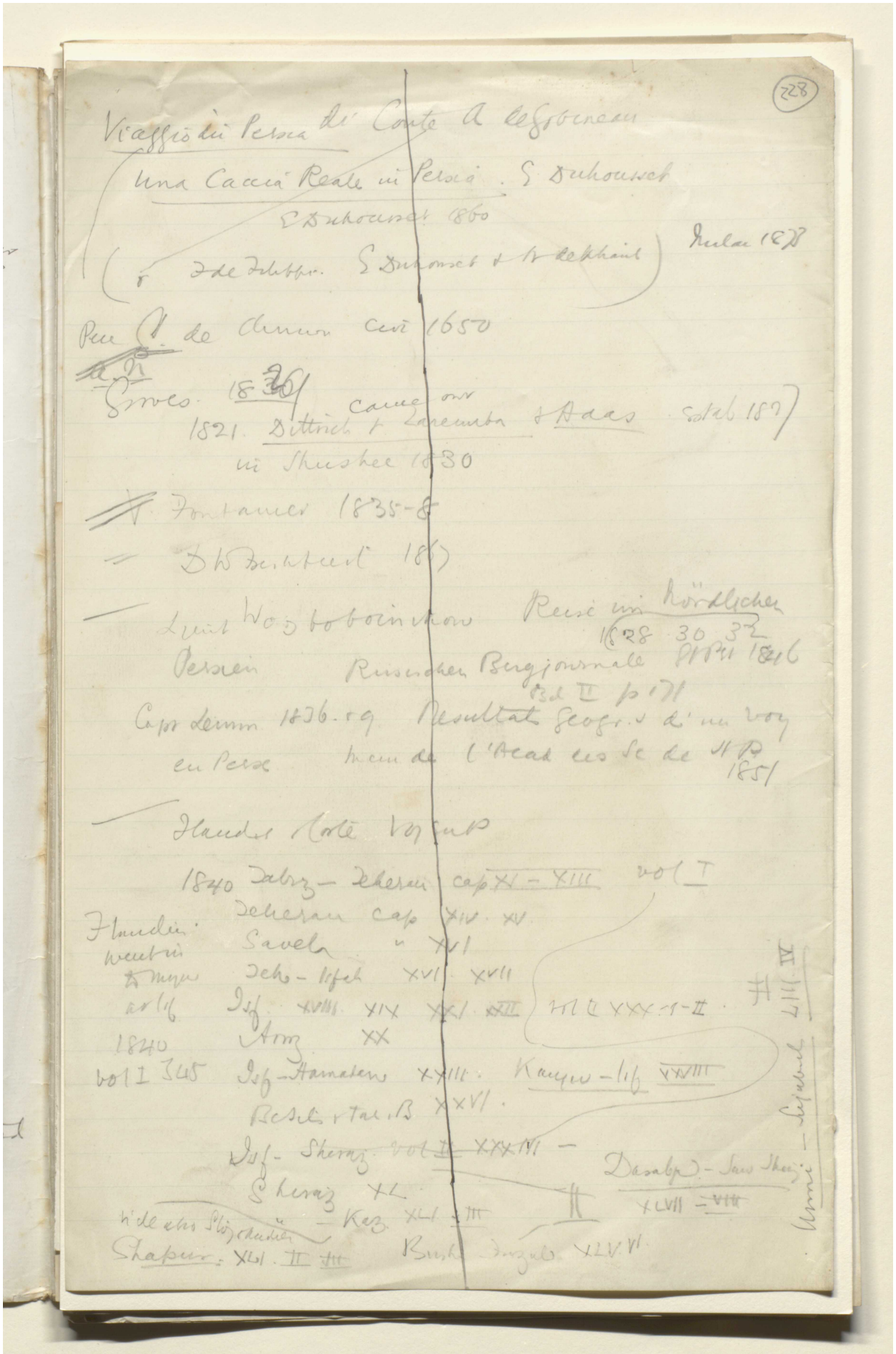

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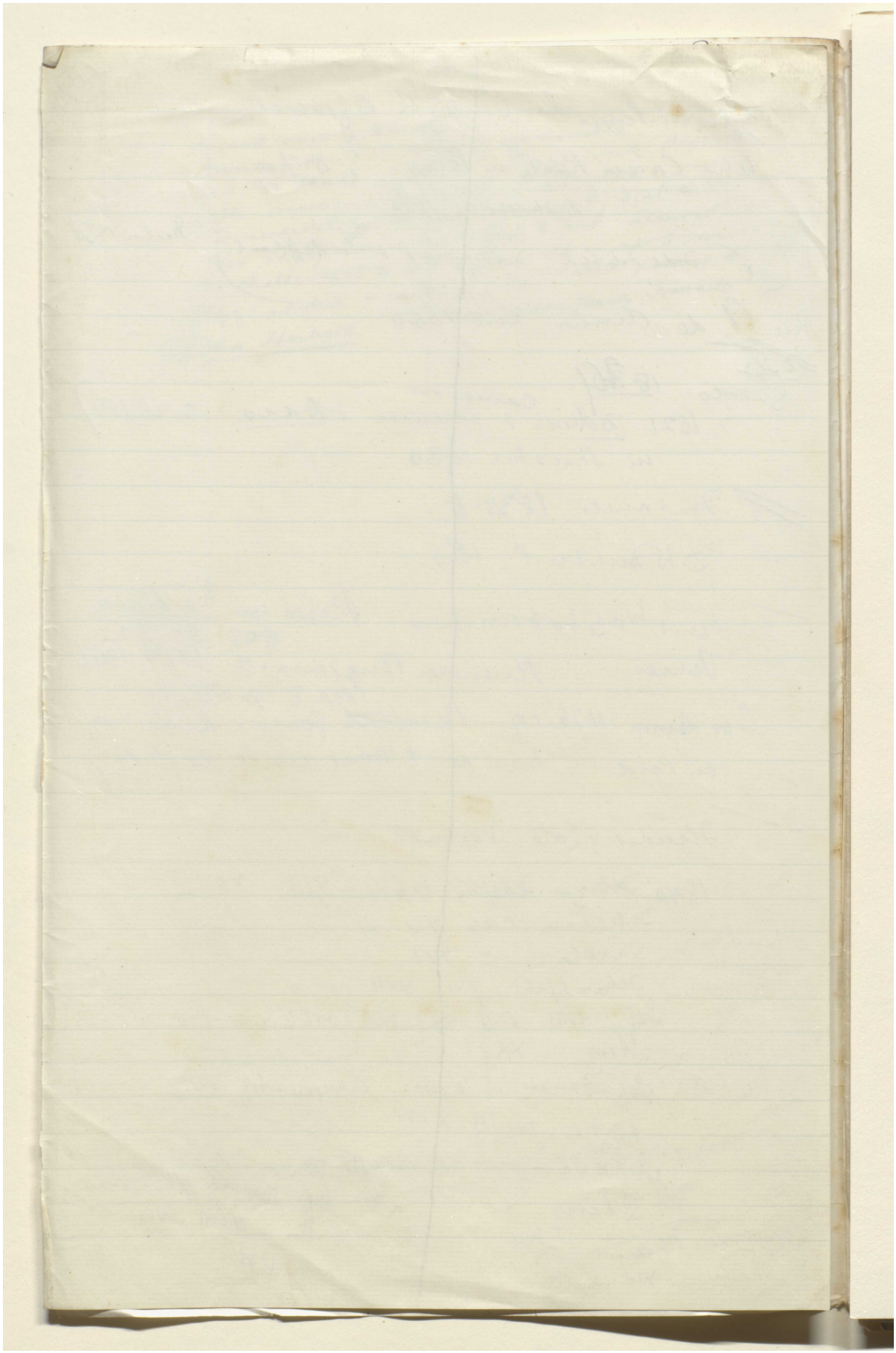

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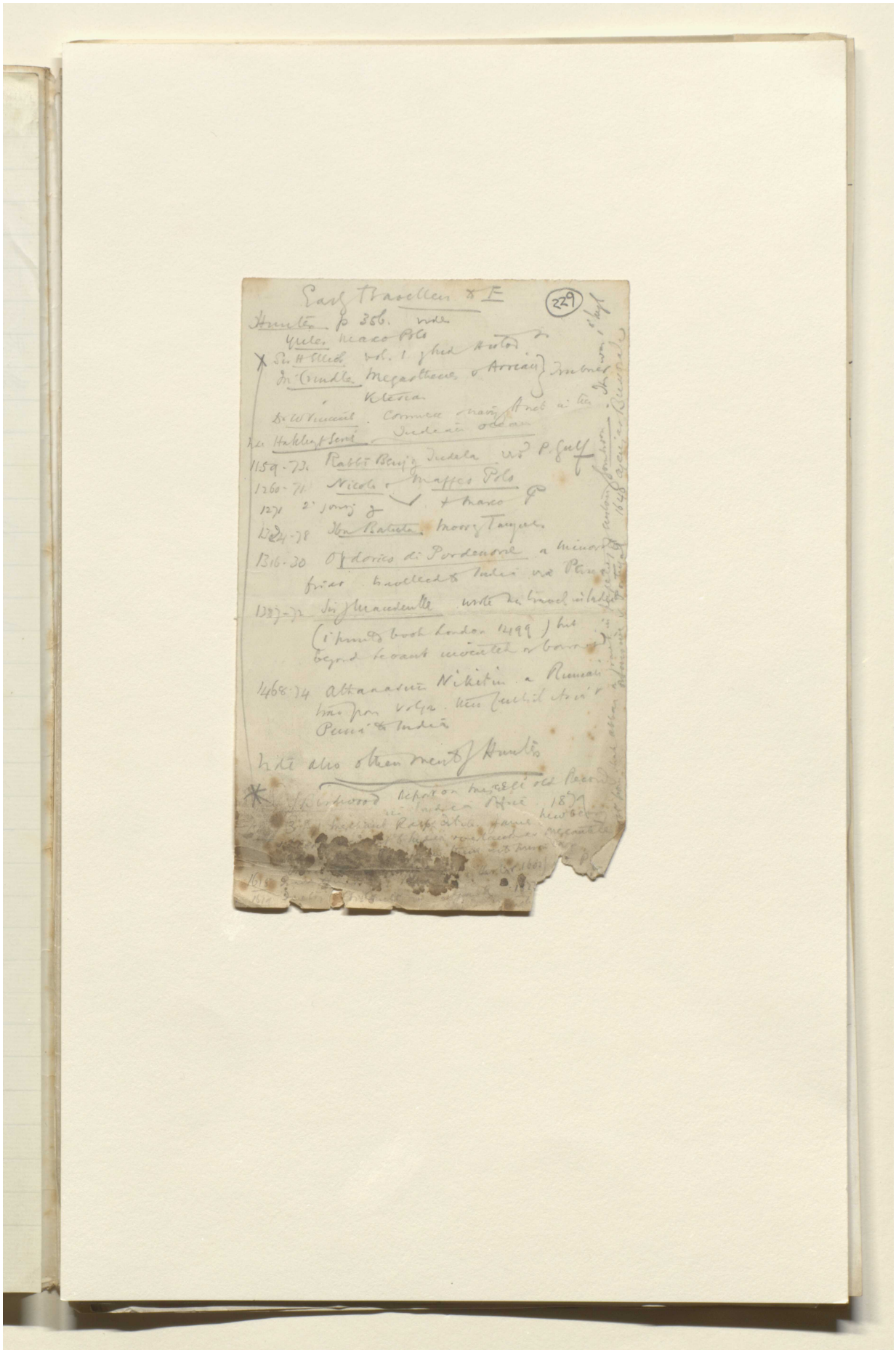

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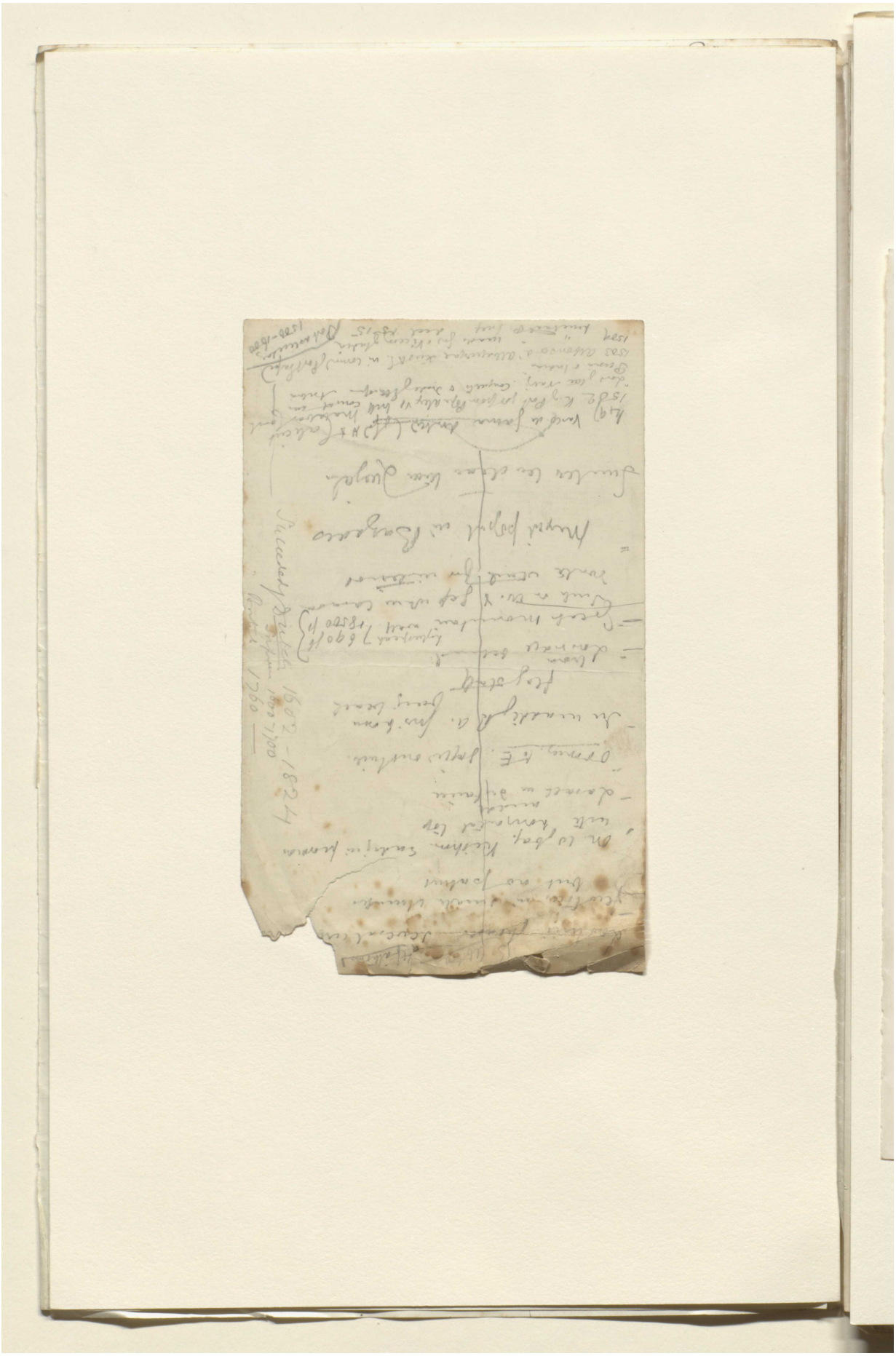

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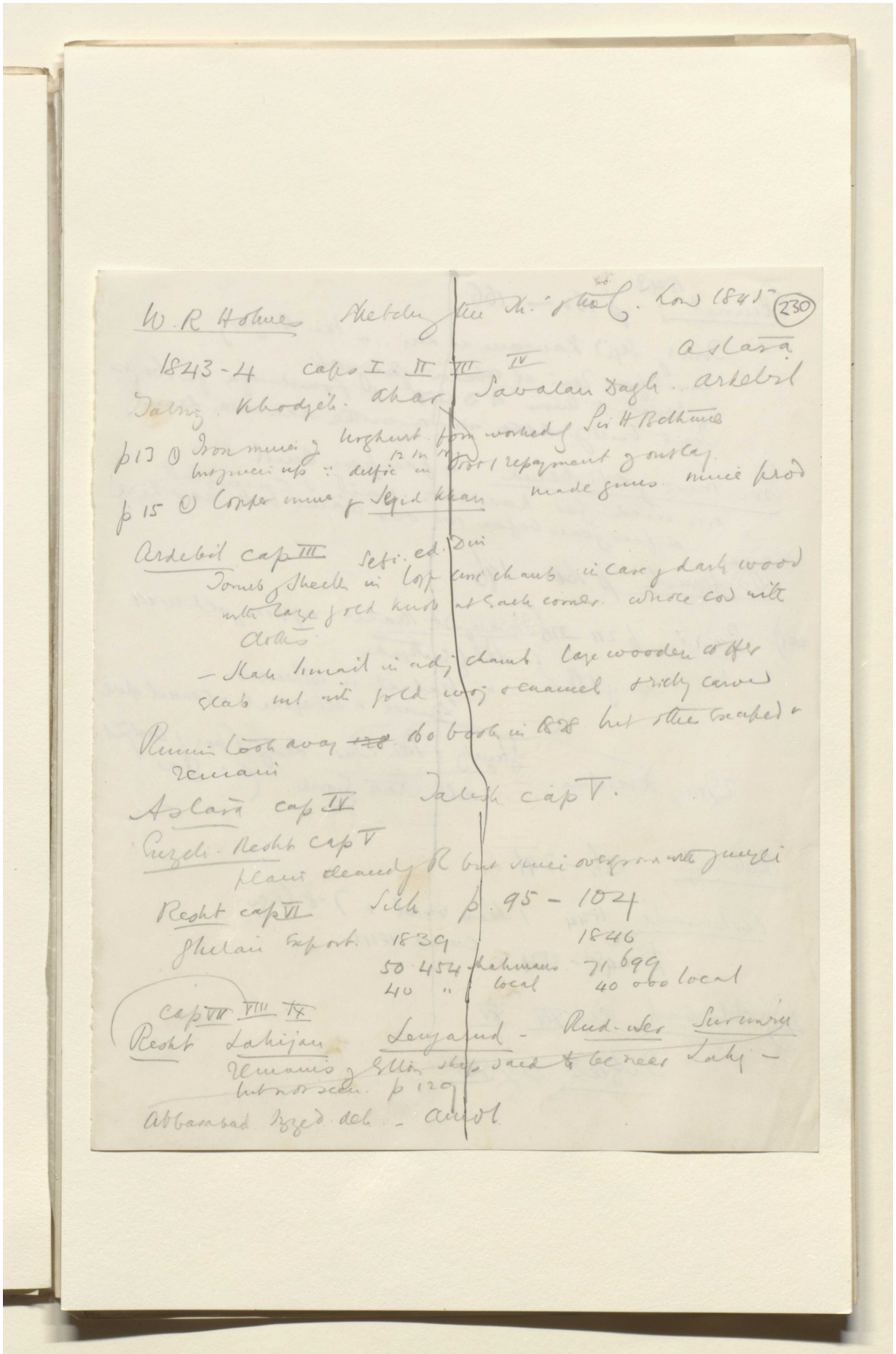

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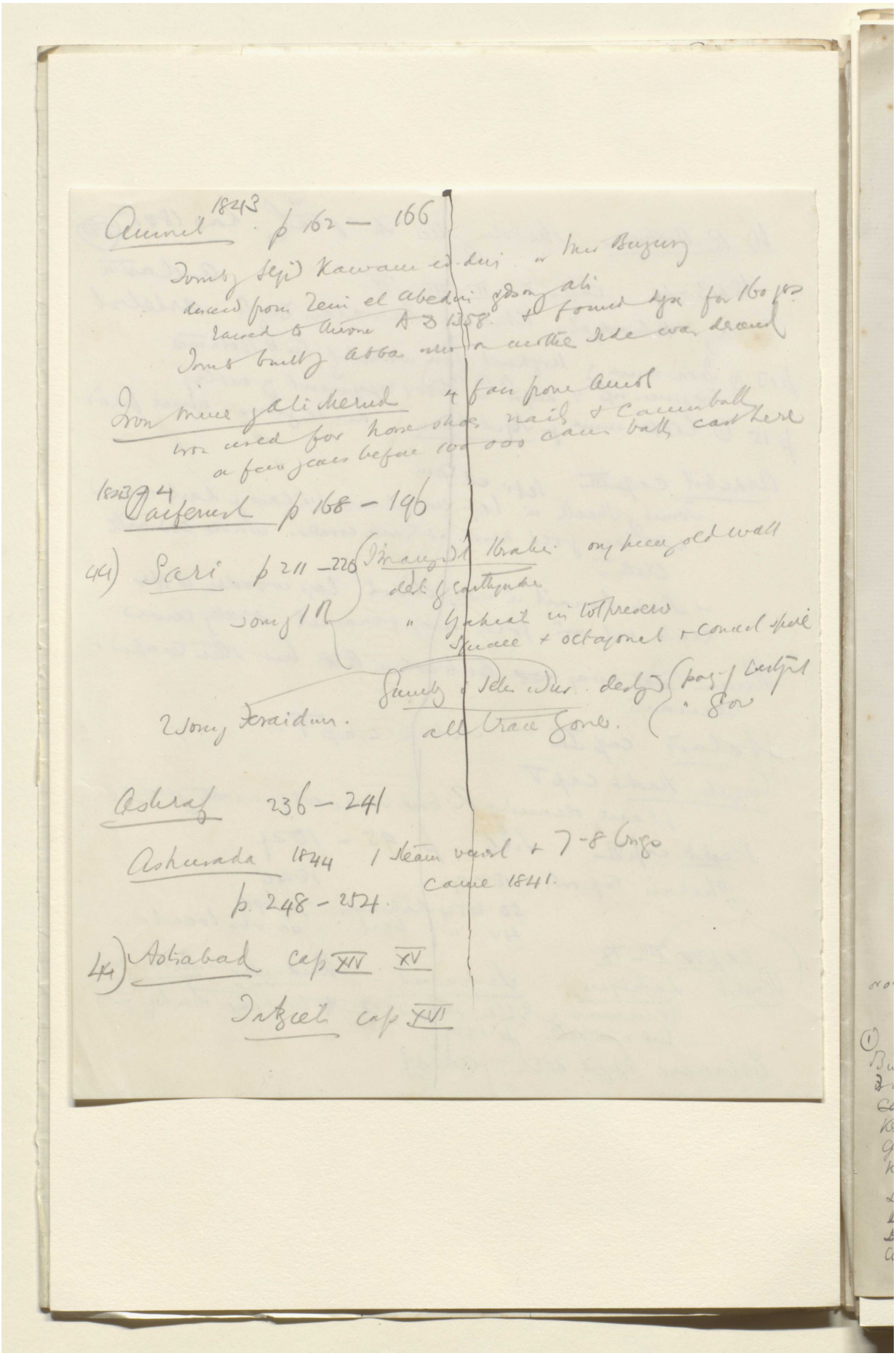

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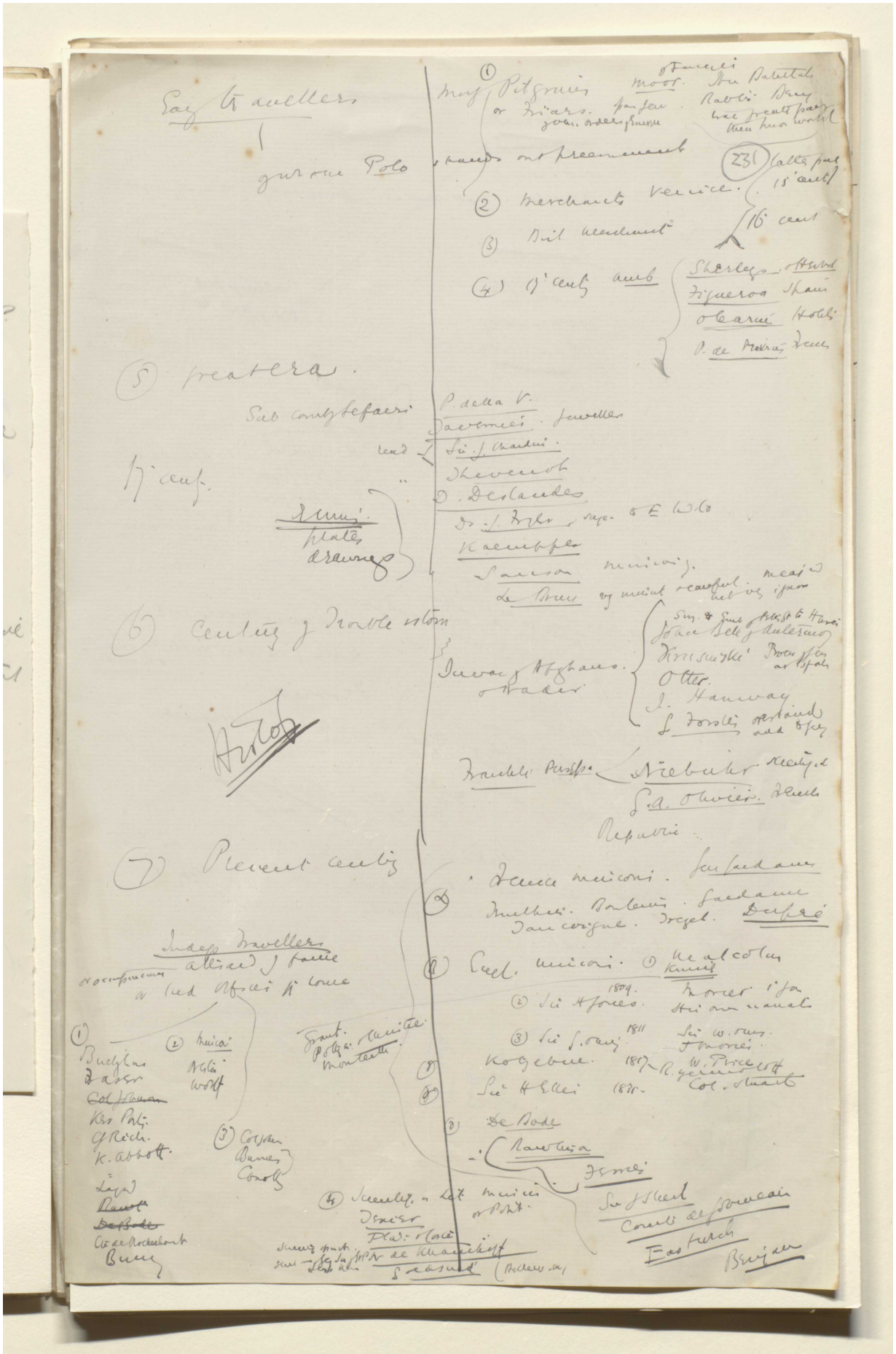

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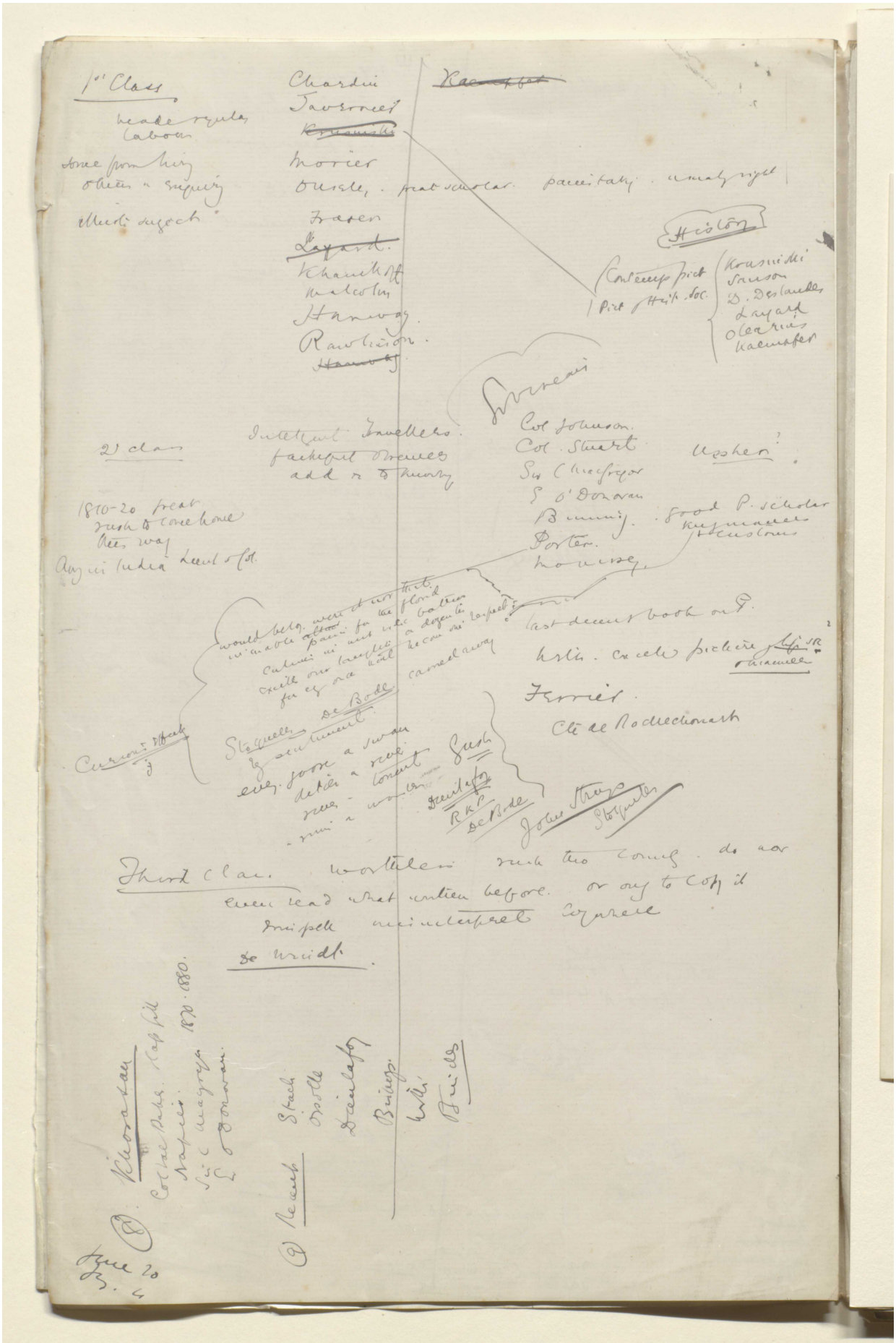

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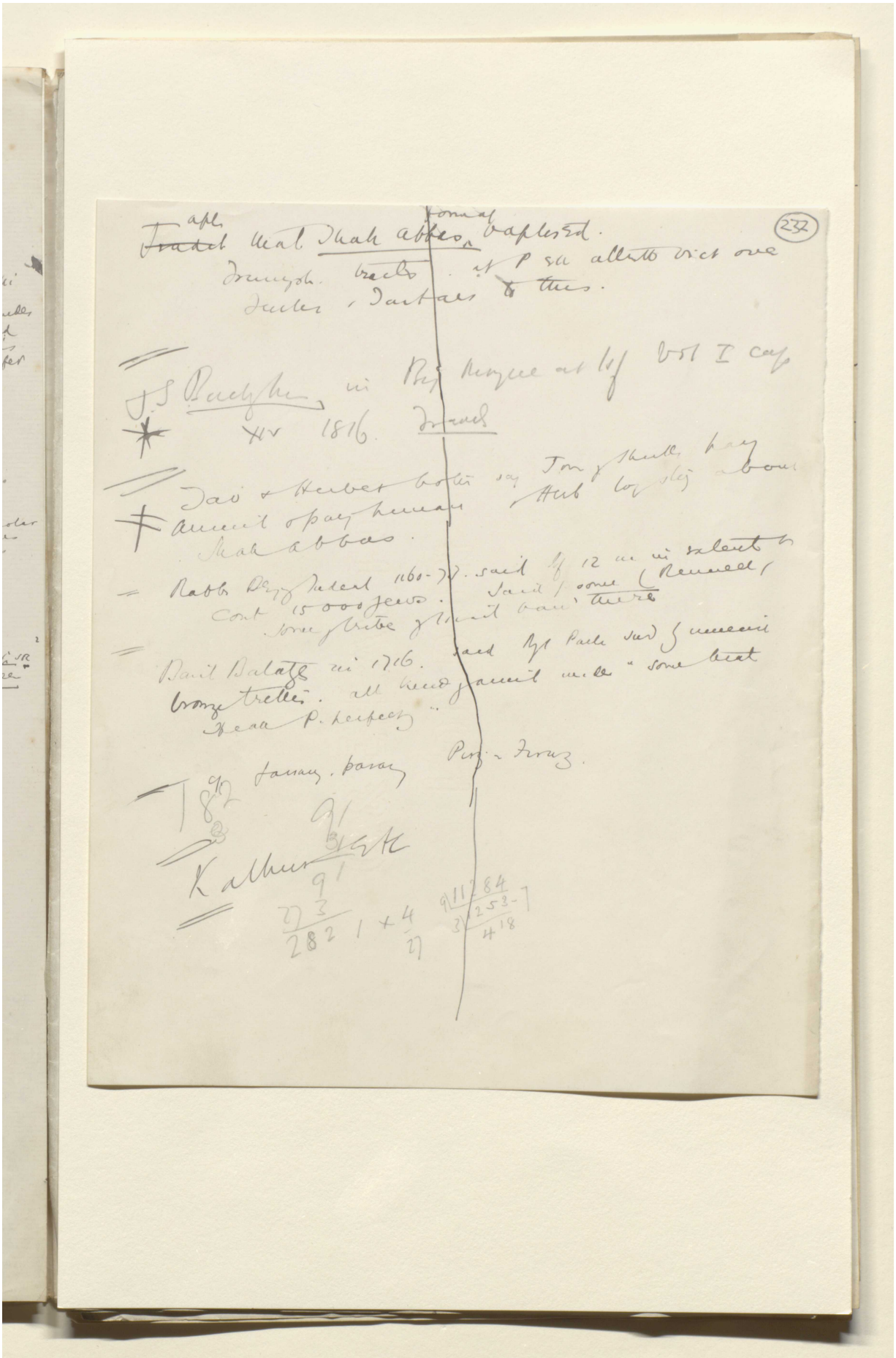

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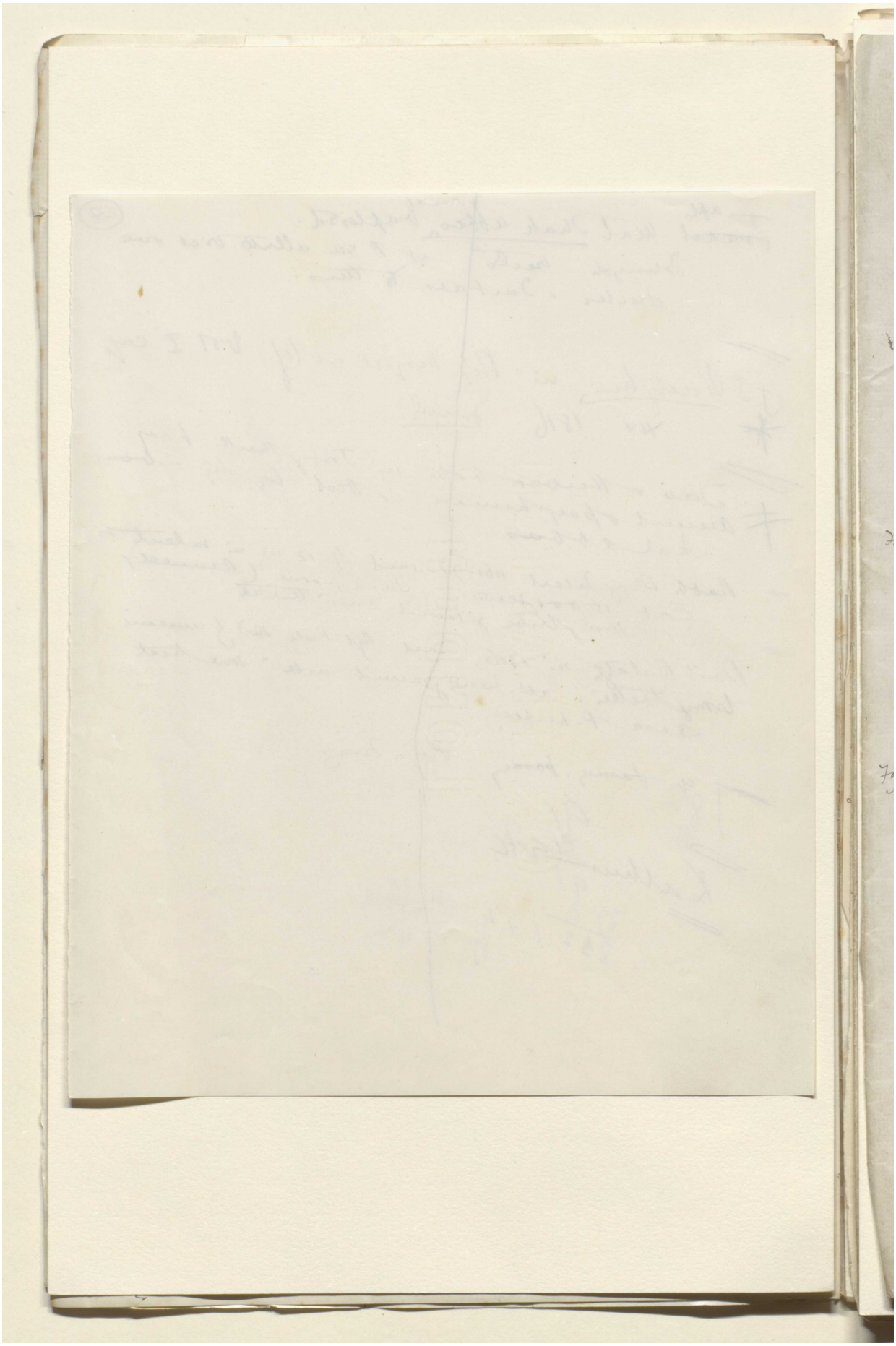

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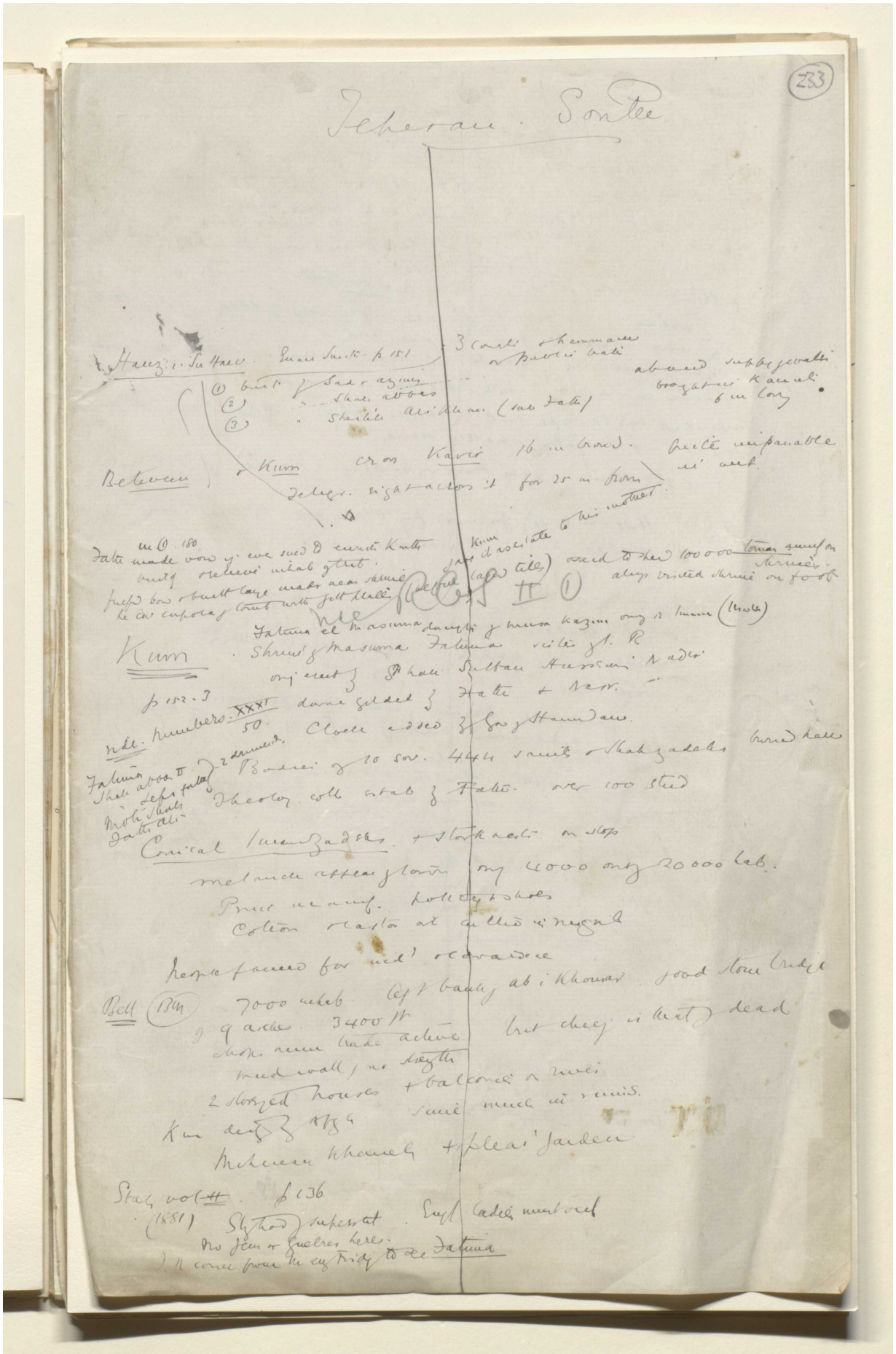

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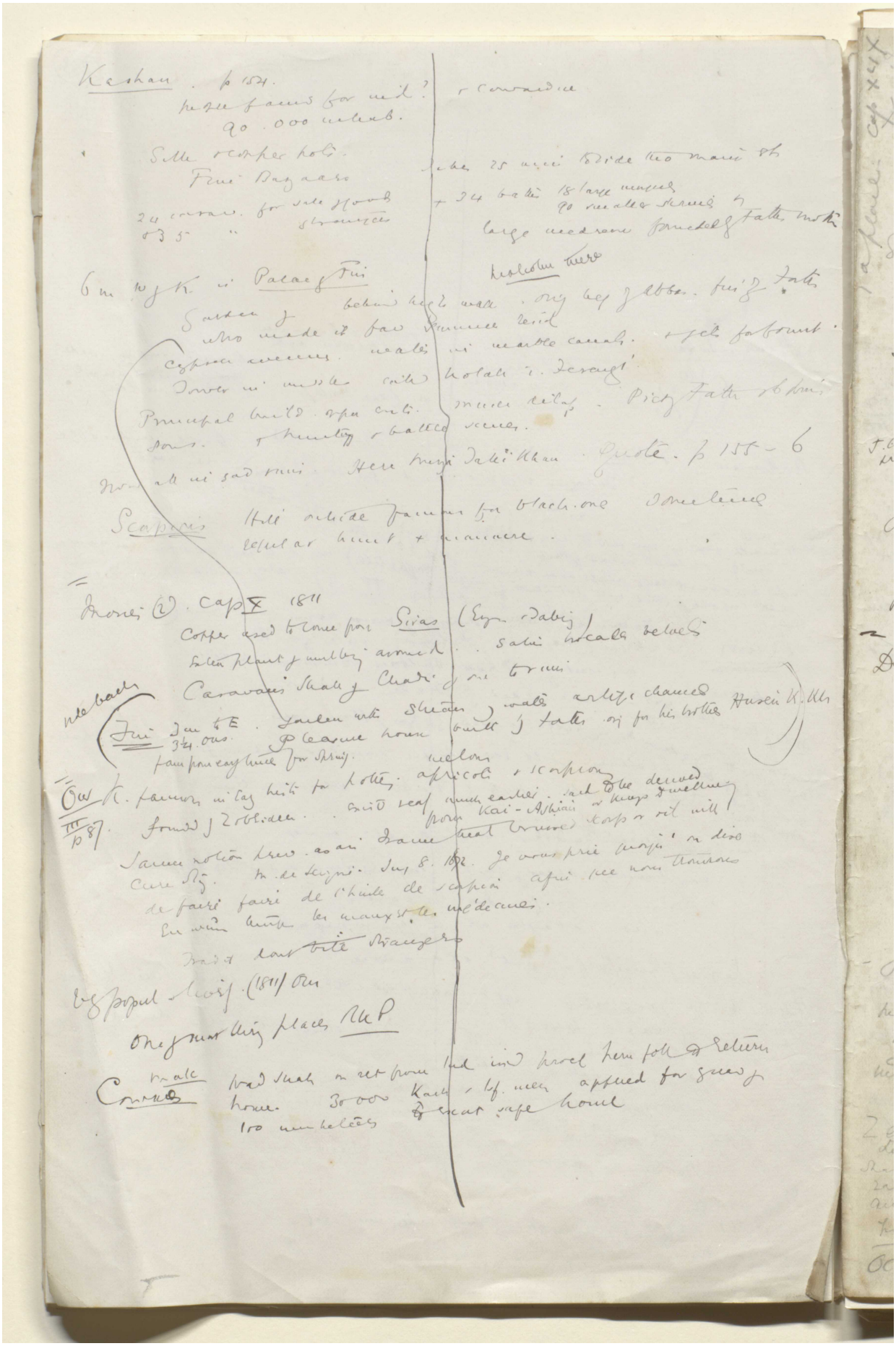

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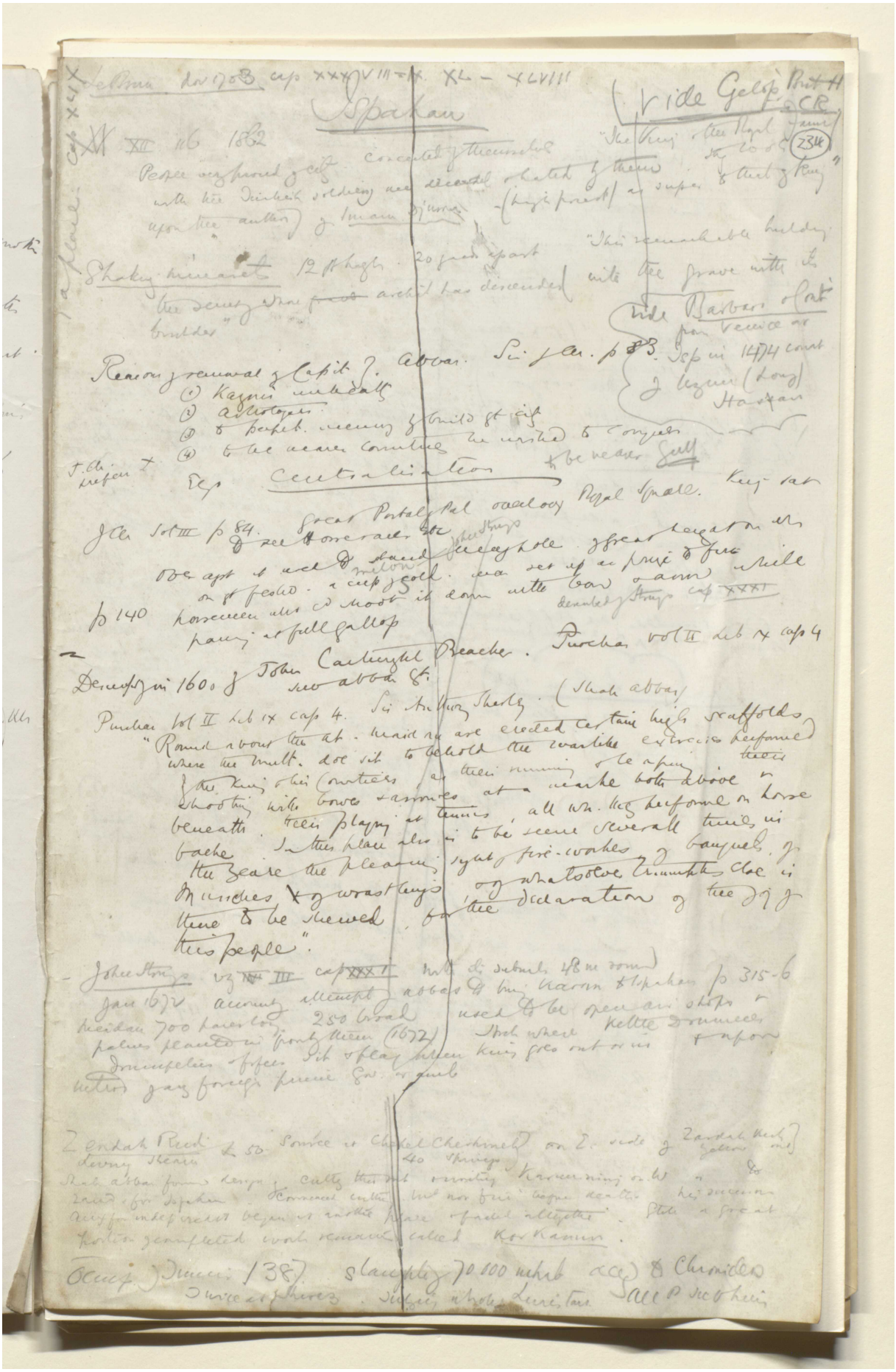

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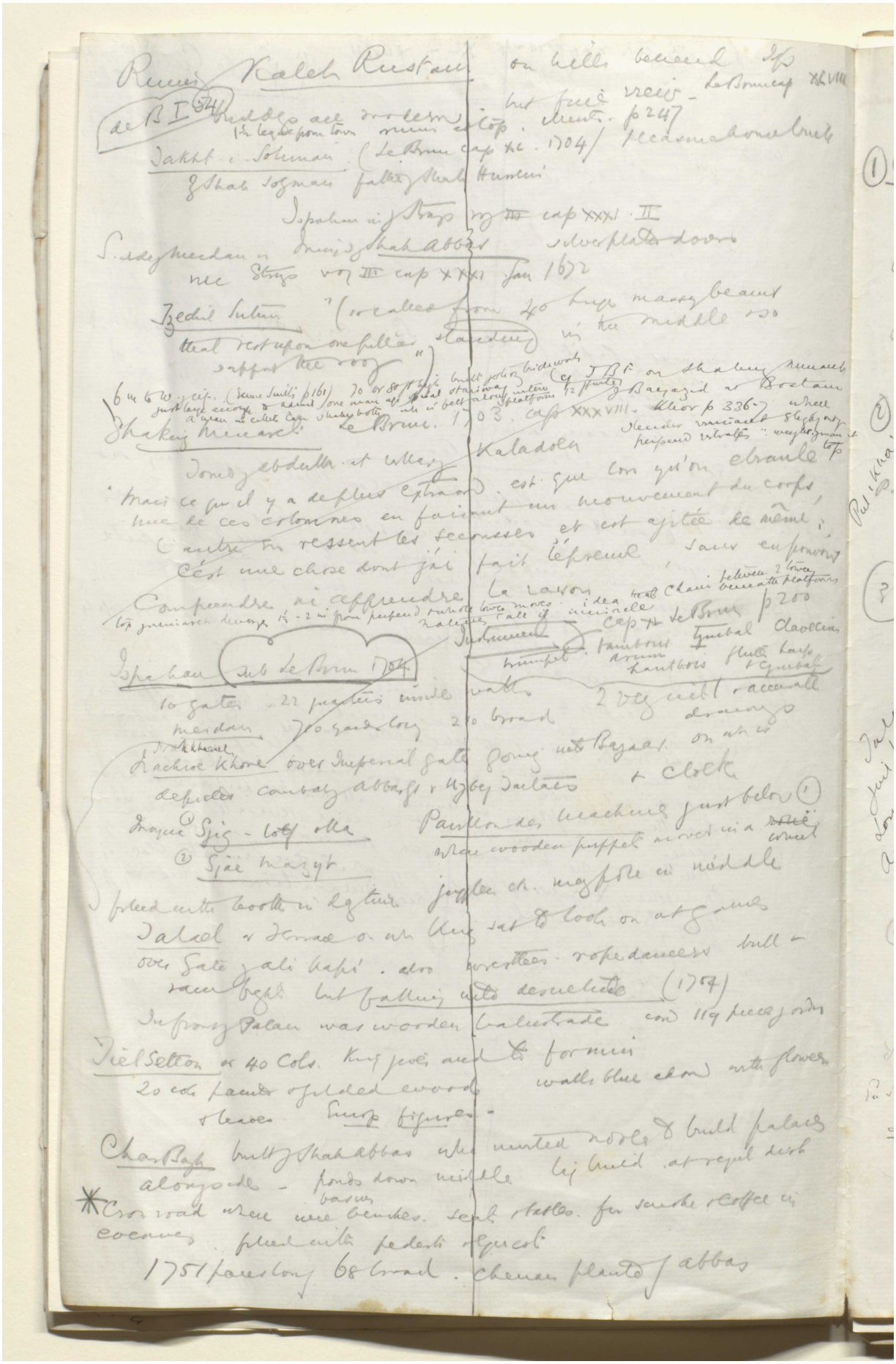

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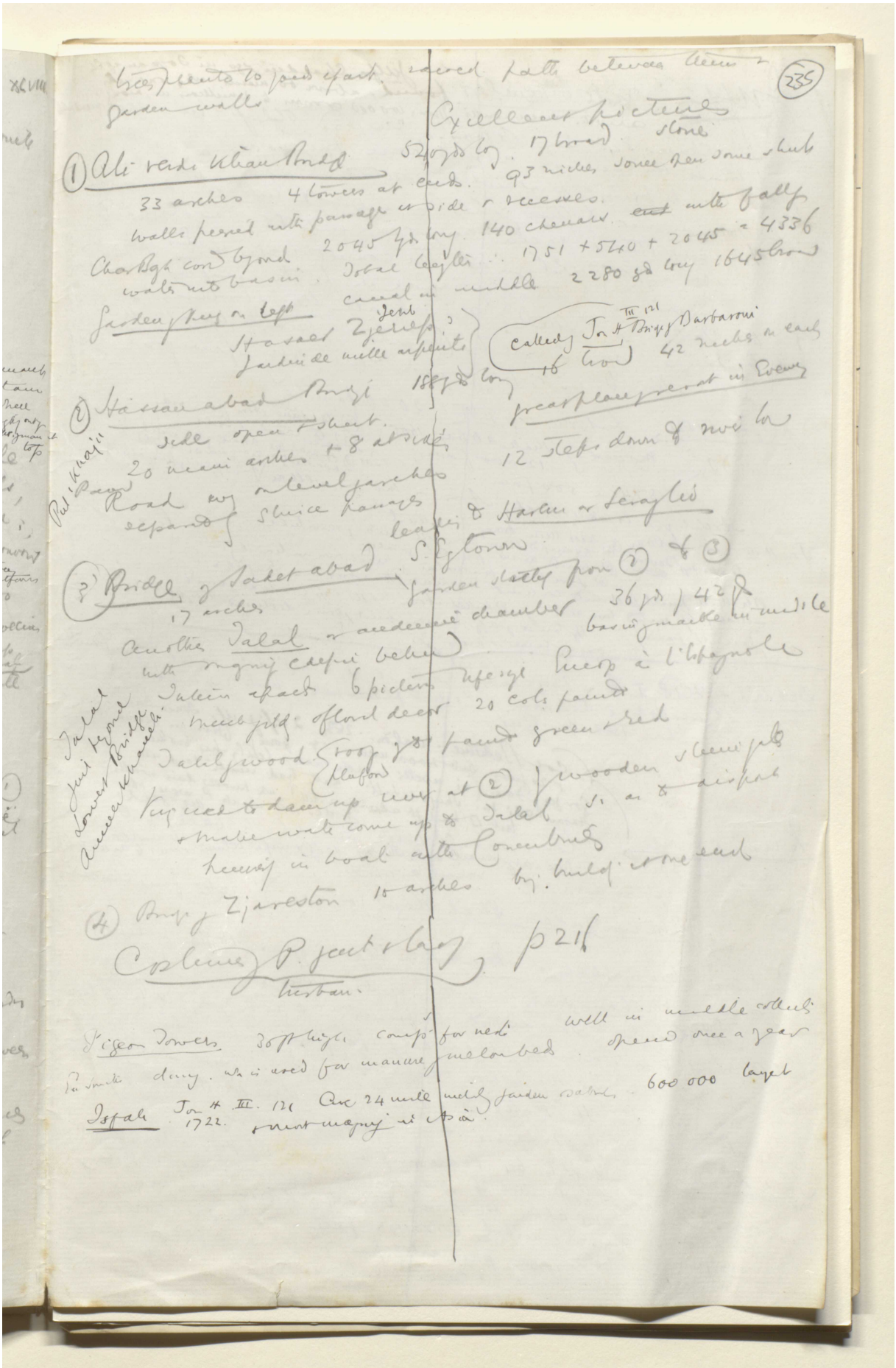

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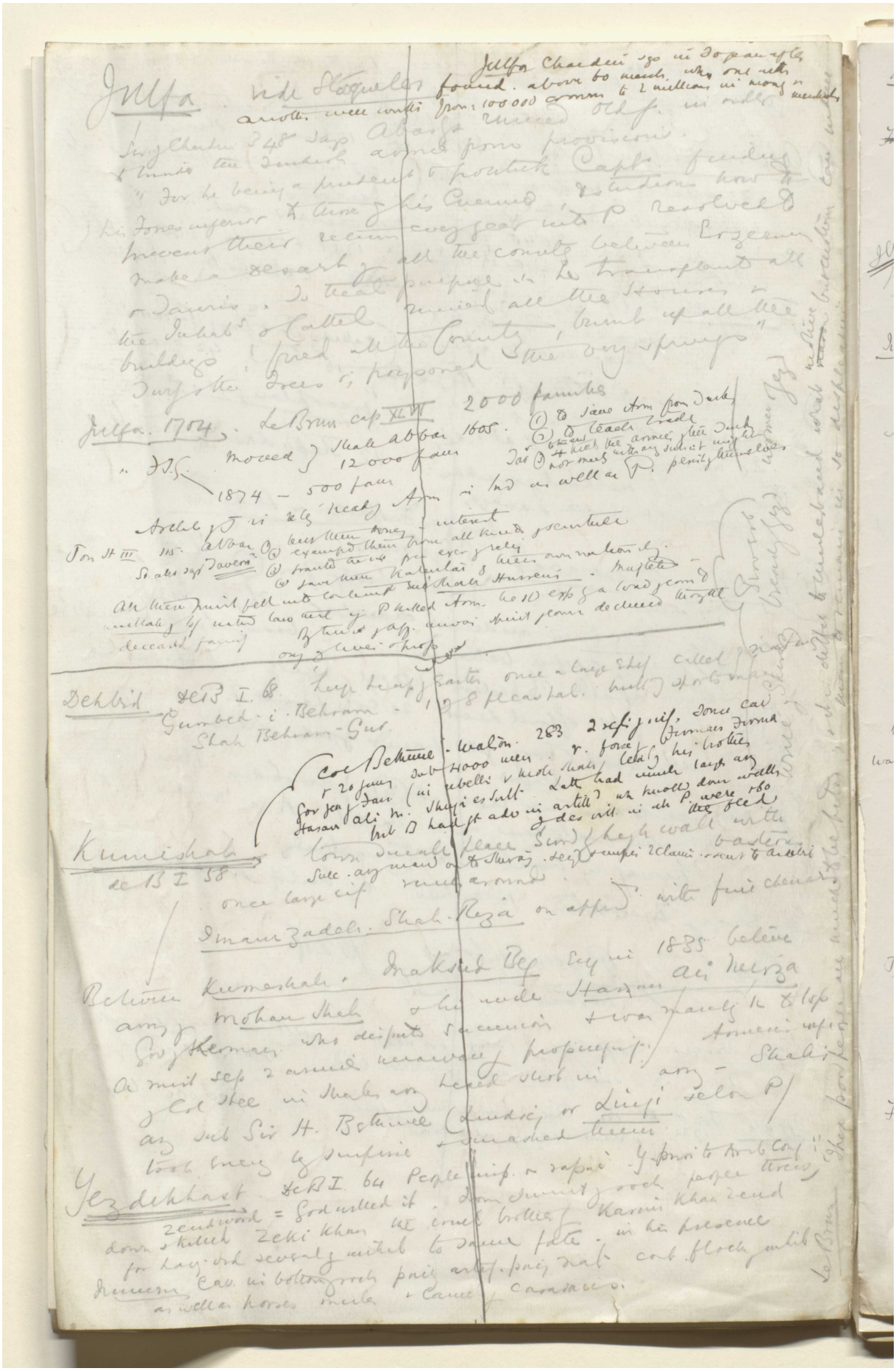

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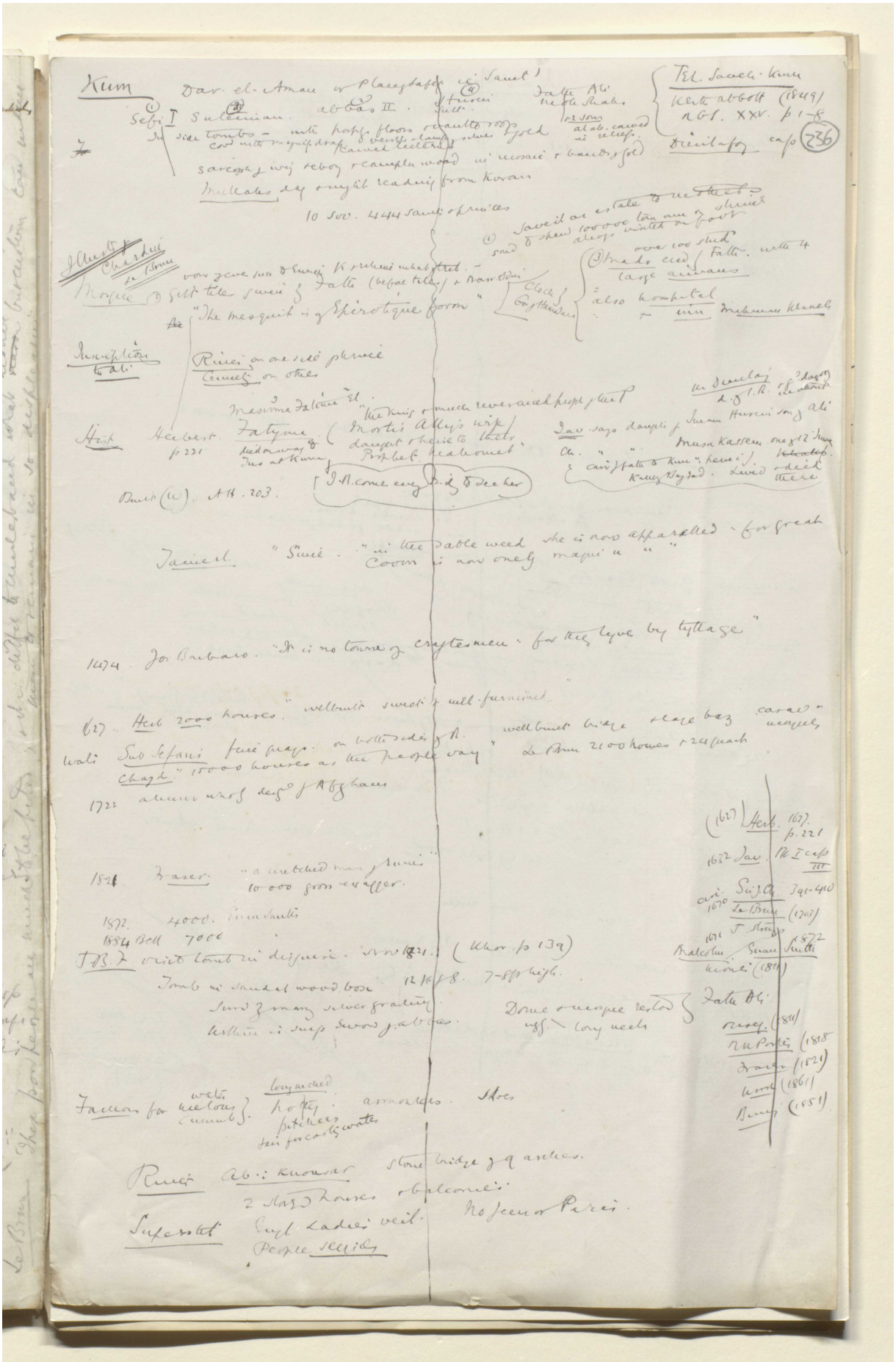

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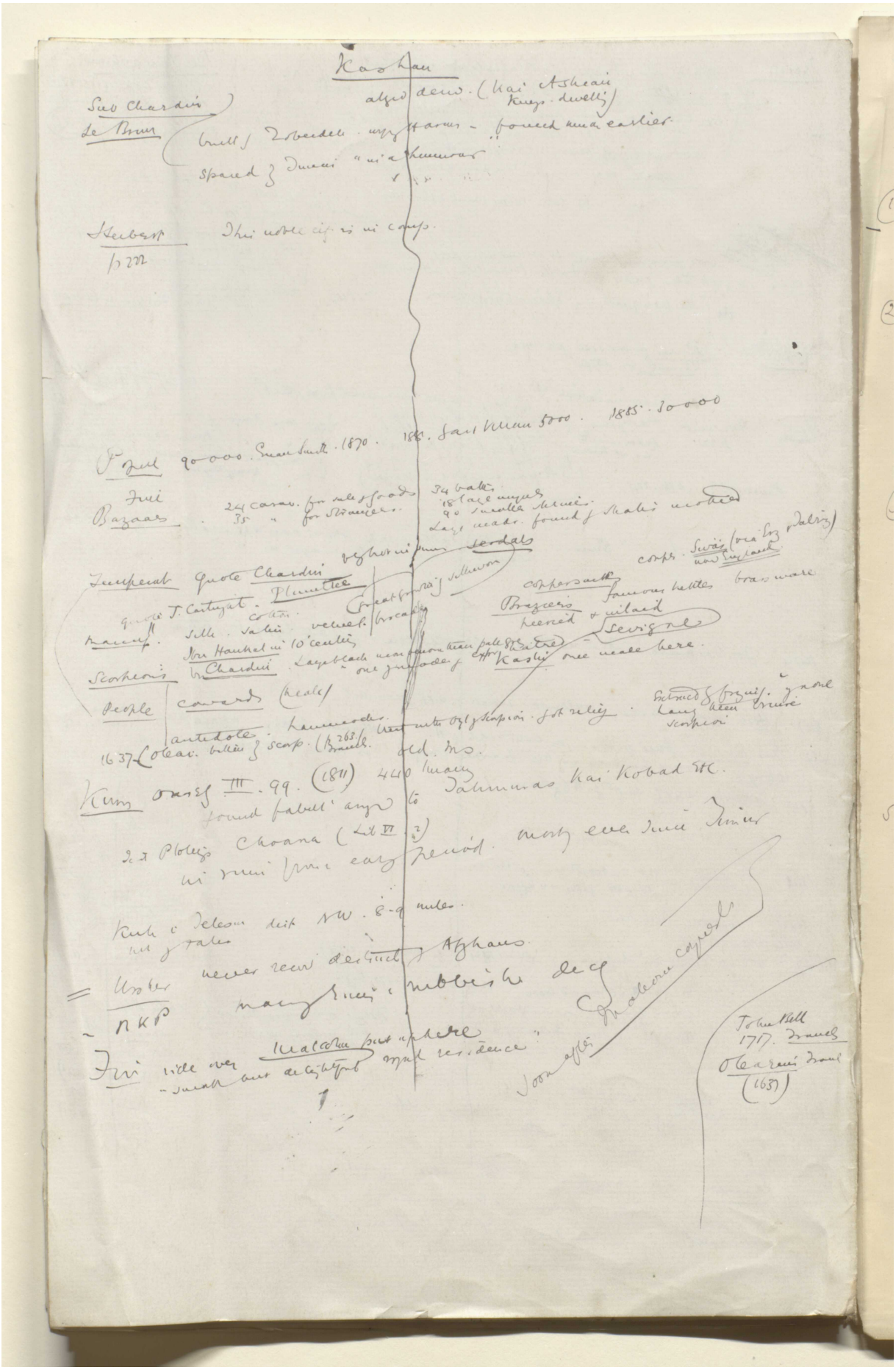

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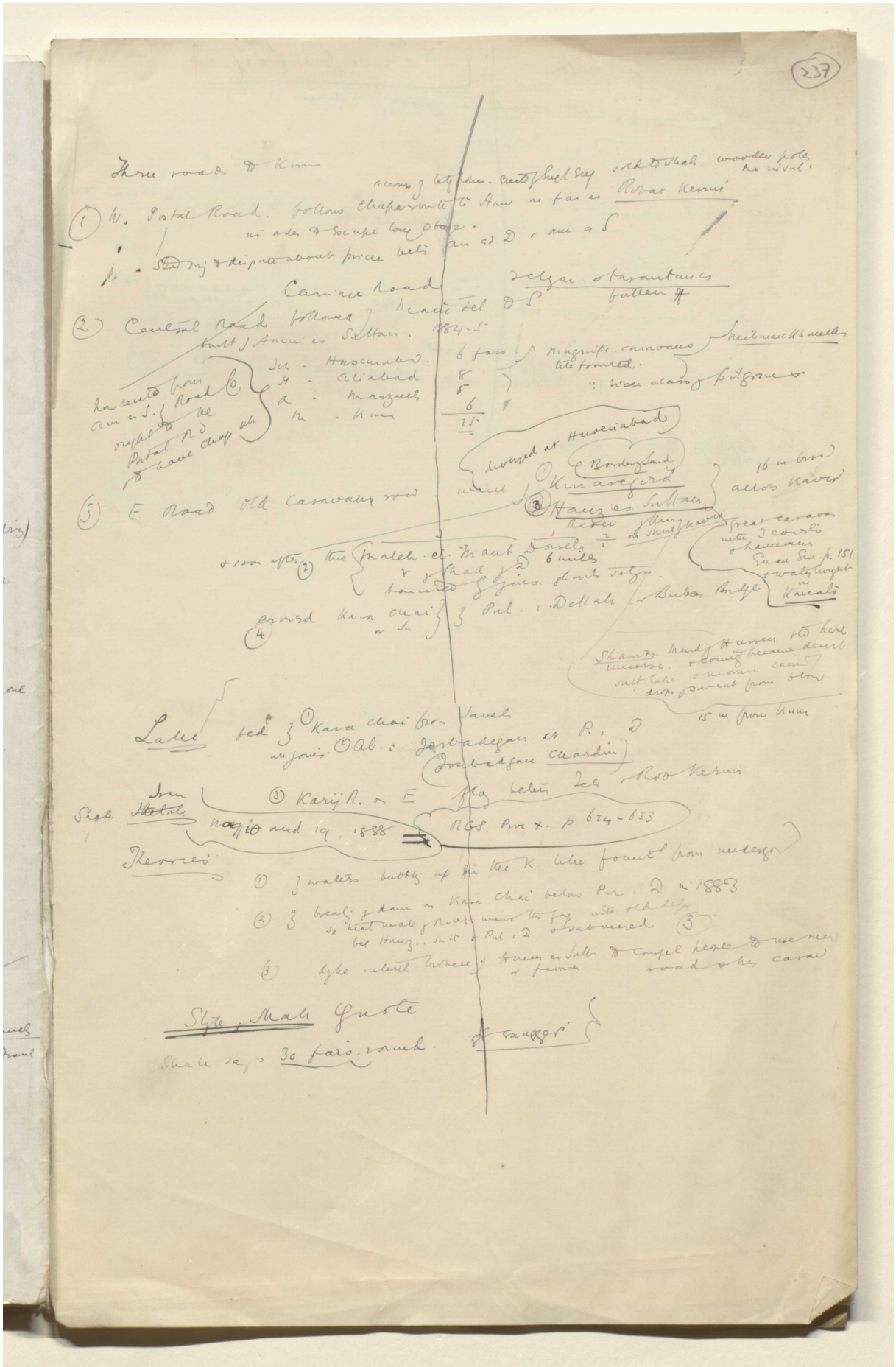
237
Three roads to Kum
Caravan Road
Postal Road
Telegraph Road
Kum
Kashan
Kara chai
Pul i Dellak
Sultan Hasan
Kharaqan
Qazvin
Tehran
Shah Abdul Azim
Rey
Karaj
Hauz i Sultan
Kuh i Sefid
Deh Namak
Salt Lake
Kara chai bridge
Pul i Dabbagan
Dabbagan
Kara chai bridge
Kara chai bridge
Kara chai bridge

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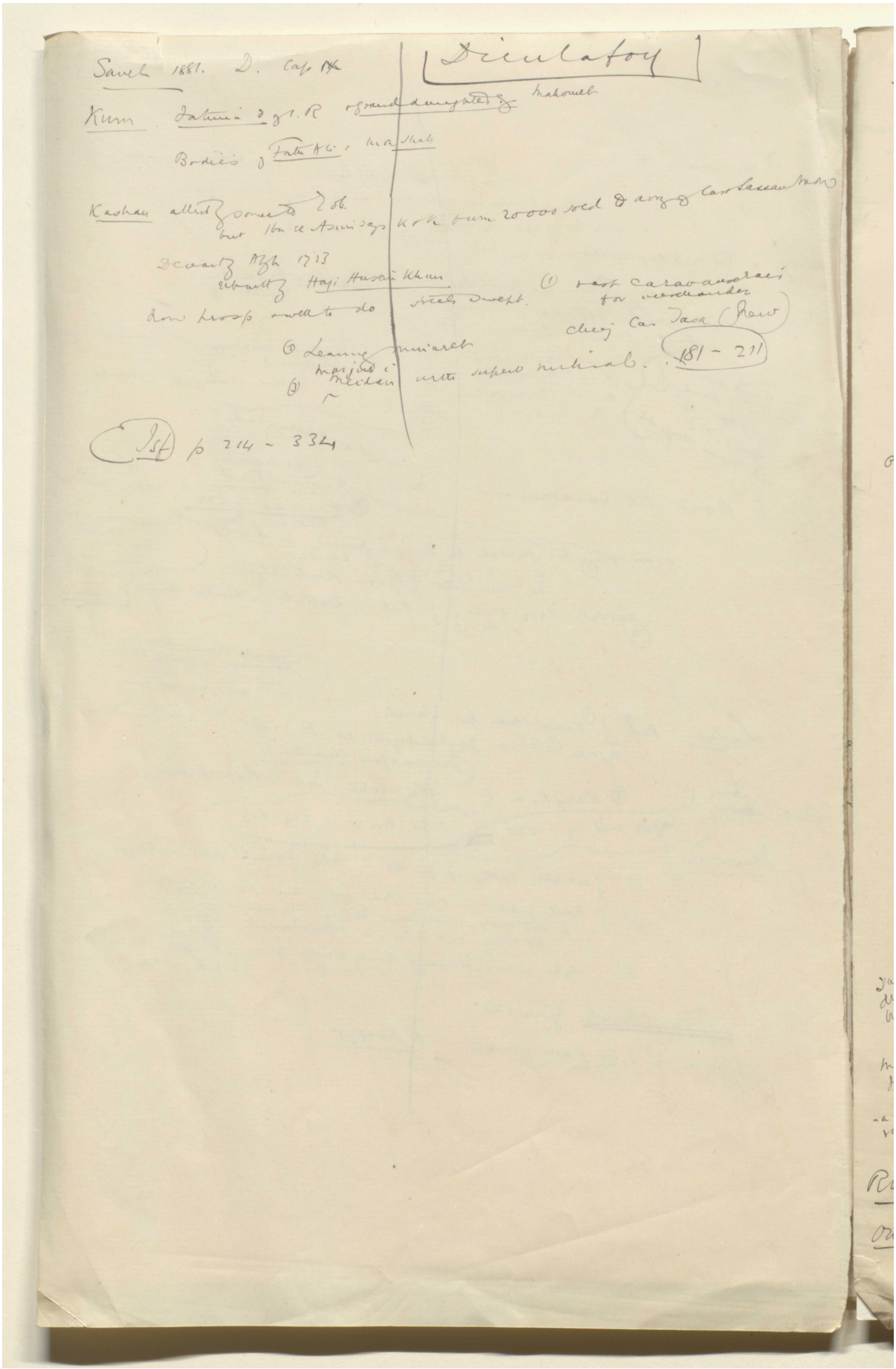

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Saveh 1881. D. Cap IX

Dieulafoy

Kum Fatima d. of I. R. & grand daughter of Mahomet

Bodies of Fath Ali & Mohd Shah

Kashan attributed some to Zob.
but Ibn el Asim says K & K burn 20000 sold & avg of last Sassan Mon

Decorated Abgh 1723
rebuilt by Haji Husain Khan
Now prosp & well to do streets swept.

(1) vast caravanserais for merchandise
chief Cas Tasa (New)

(2) Leaning minaret
(3) Marjud i Meidan with superb mihrab. 181 - 211

Isf p 214 - 334

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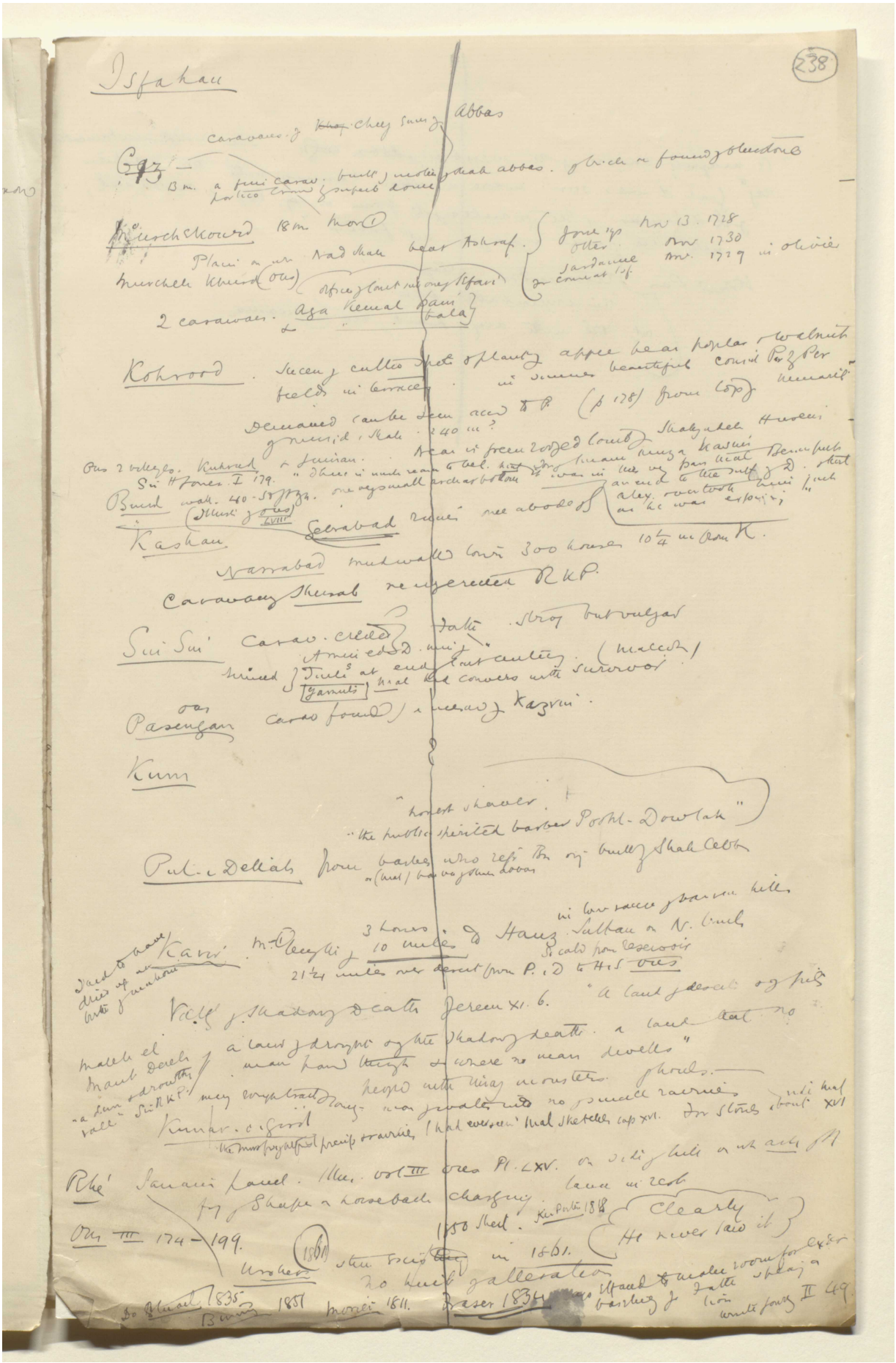

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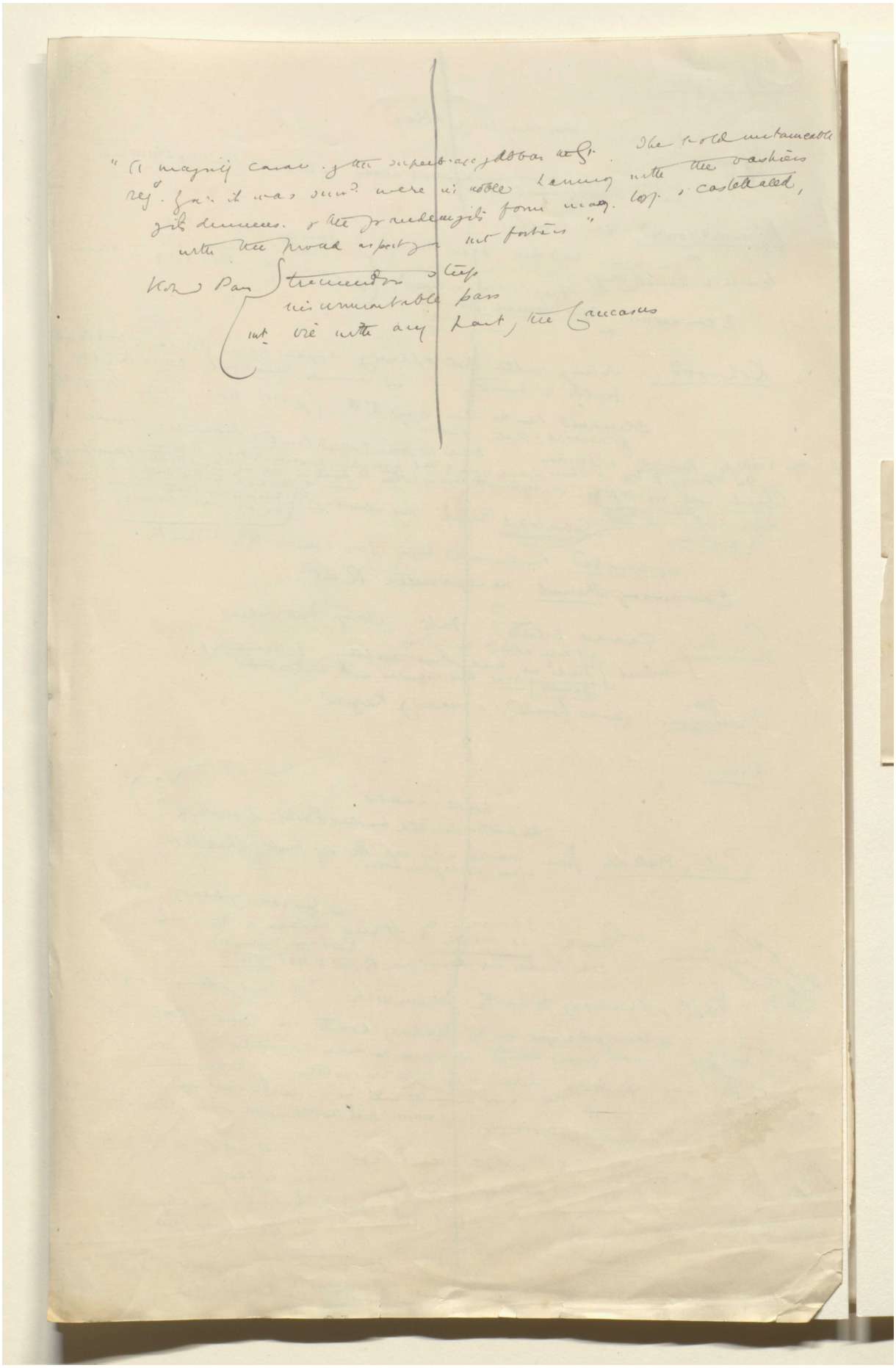

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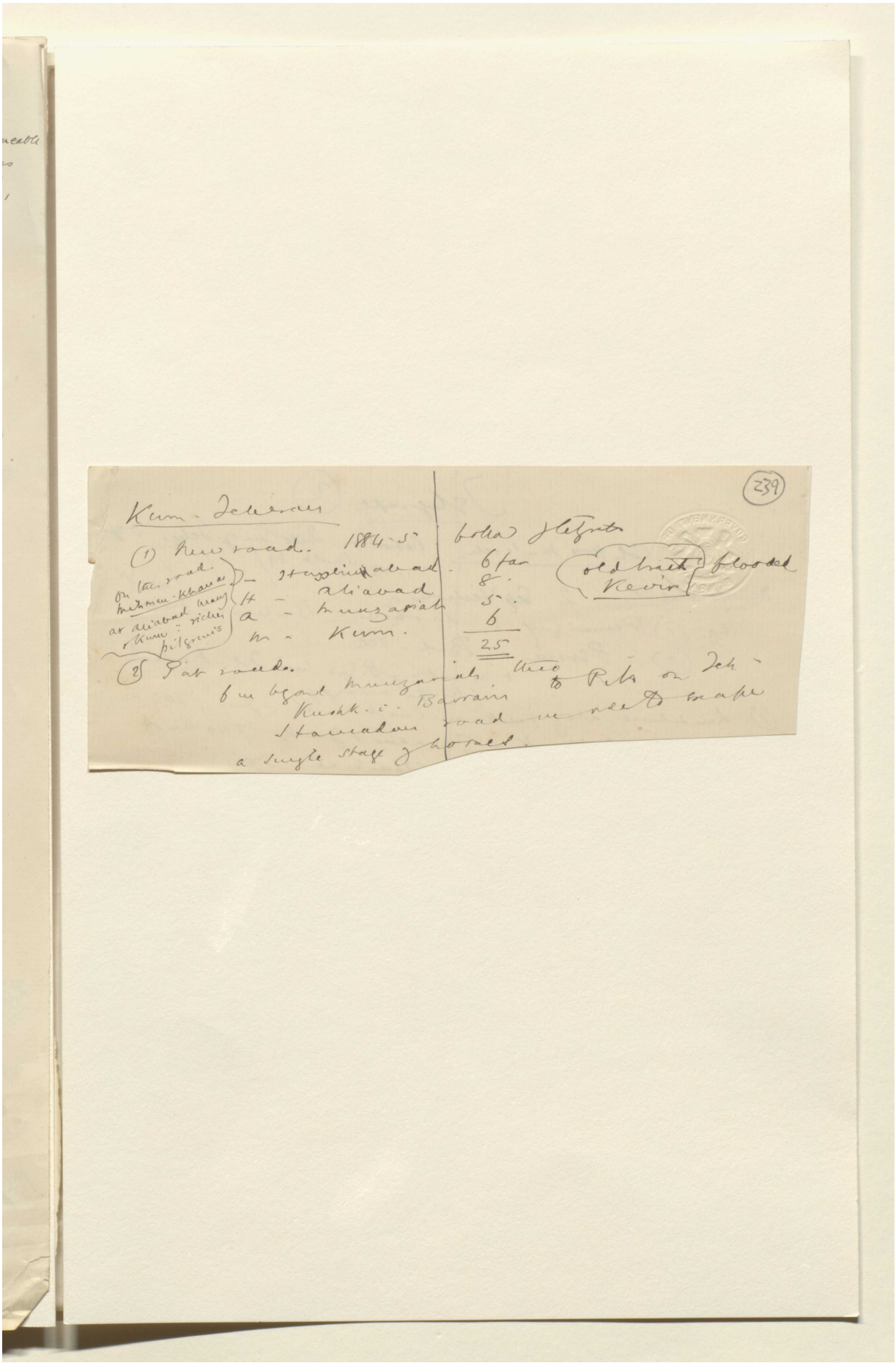

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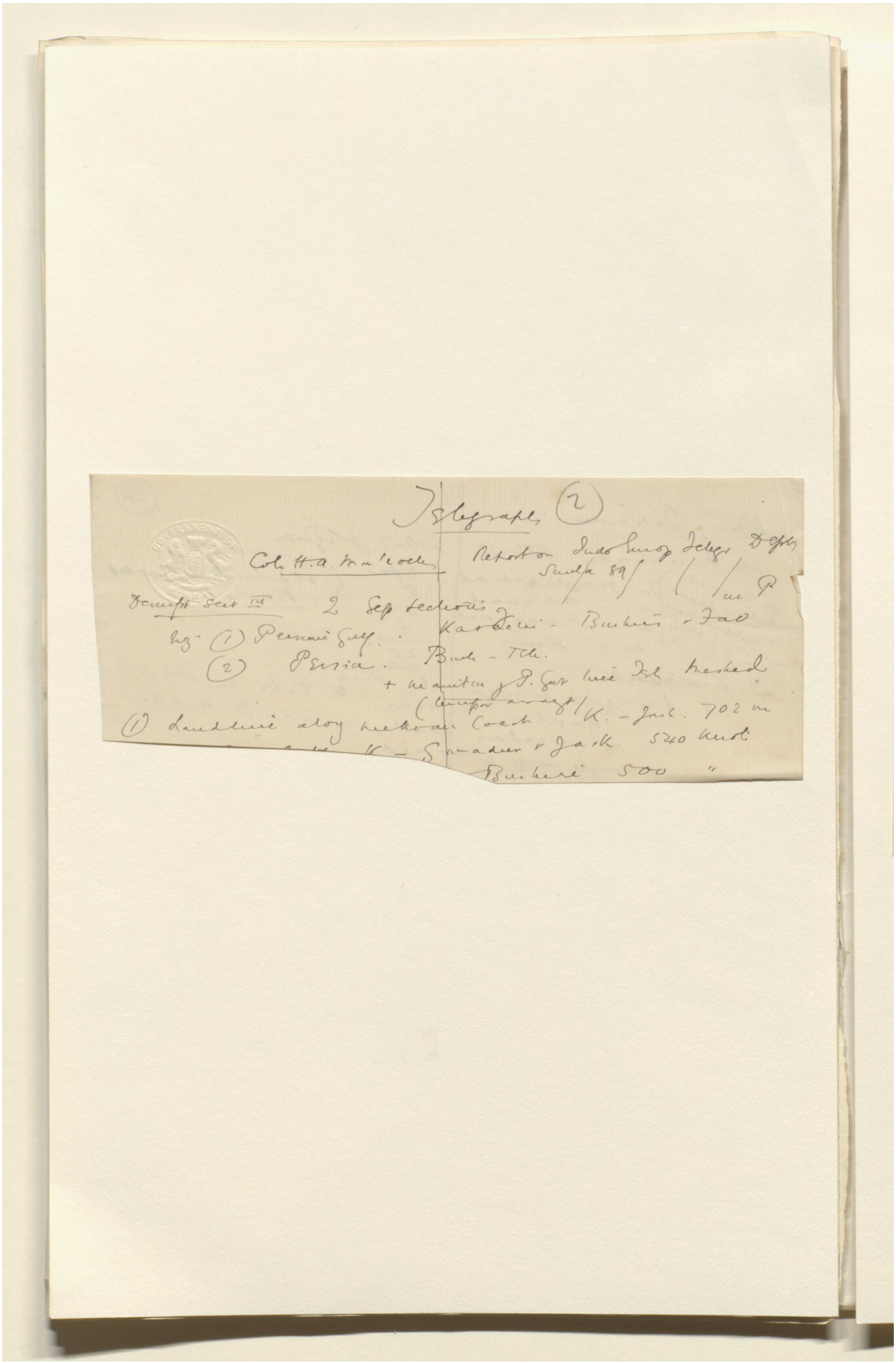

Telegraphs (2)

Col. H. A. McLeod | Report on Indo Europ Telegr Dept Simla 89 / / / m P

Demisst Sect III 2 Sep sections of Karachi - Bushire & Fao

Eng. (1) Persian Gulf. (2) Persia. Bush - Teh.

+ maintain of P. Gov. lines Teh. Meshed (temporary arrangt)

(1) Landline along Mekran Coast K. - Jask. 702 m

K - Gwadur & Jask. 540 Kurdi

Bushire 500 "

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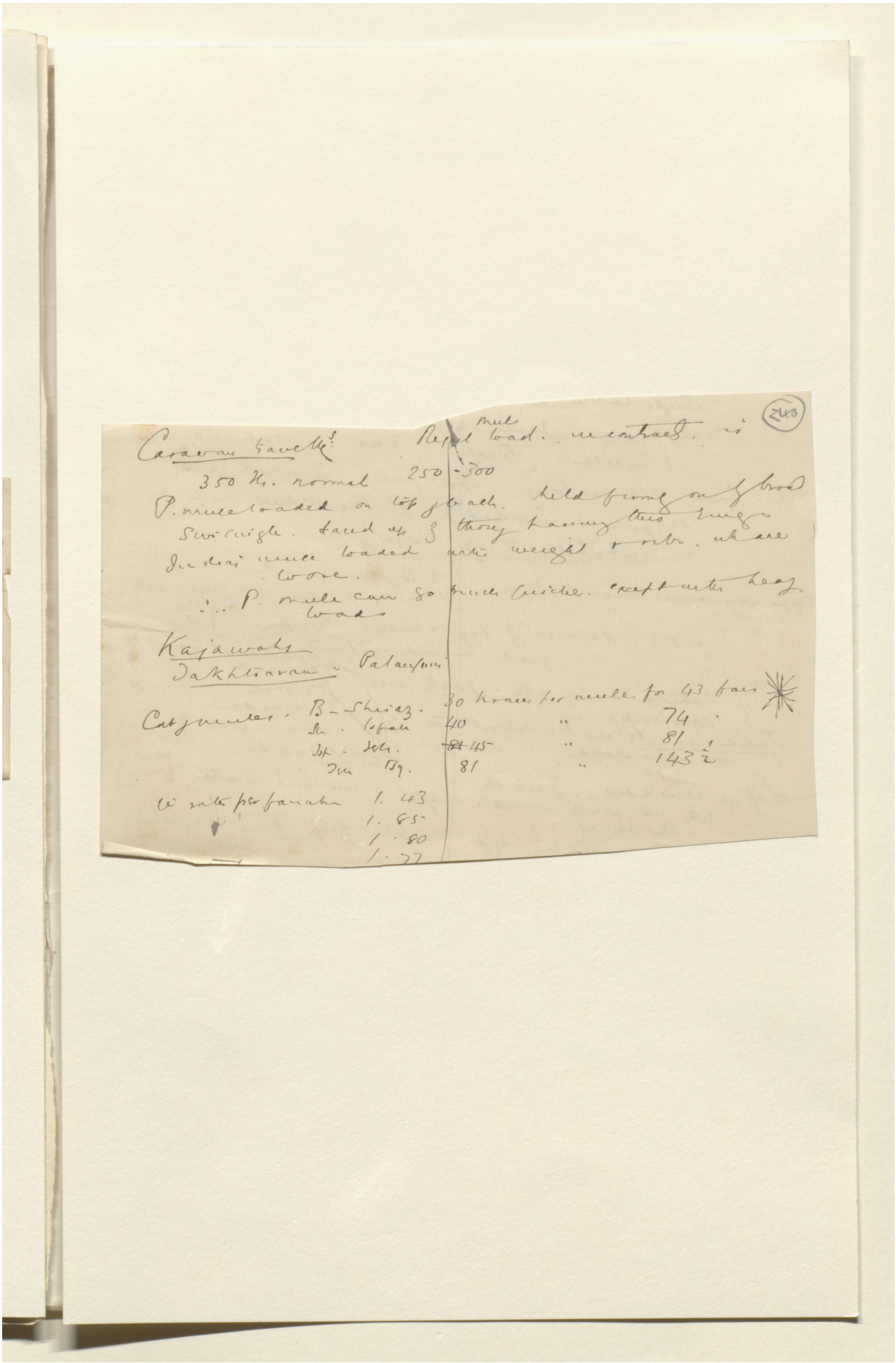

240

Caravan travelling: Regul mule load. in contract. is

350 lb. normal 250-300

P. mule loaded on top of back. held firmly on by broad Sur-cingle. faced up of thong passing thro' rings

Indian mule loaded with weight & ribs. wh are loose.

∴ P. mule can go much quicker. except with heavy loads

Kajawahs

Takhtiaran: Palanquin

Cat of mules.	B-Shiraz.	30	krans per mule for	43 fars
	Sh. Isfah	40	"	74
	Isf. Teh.	~~81~~ 45	"	81
	Teh Bg.	81	"	143½

in rate per farsah 1. 43
1. 85
1. 80
1. 77

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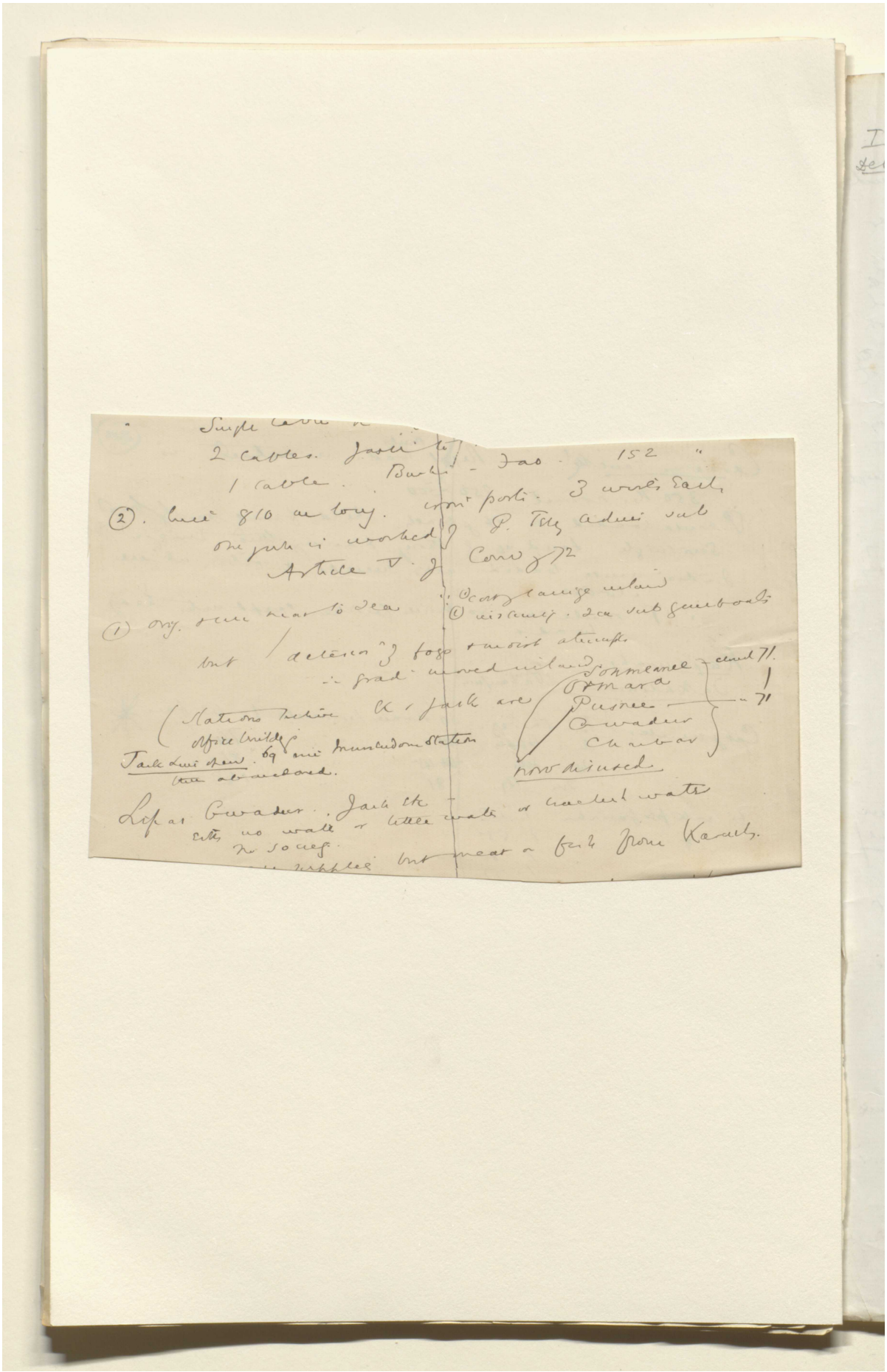

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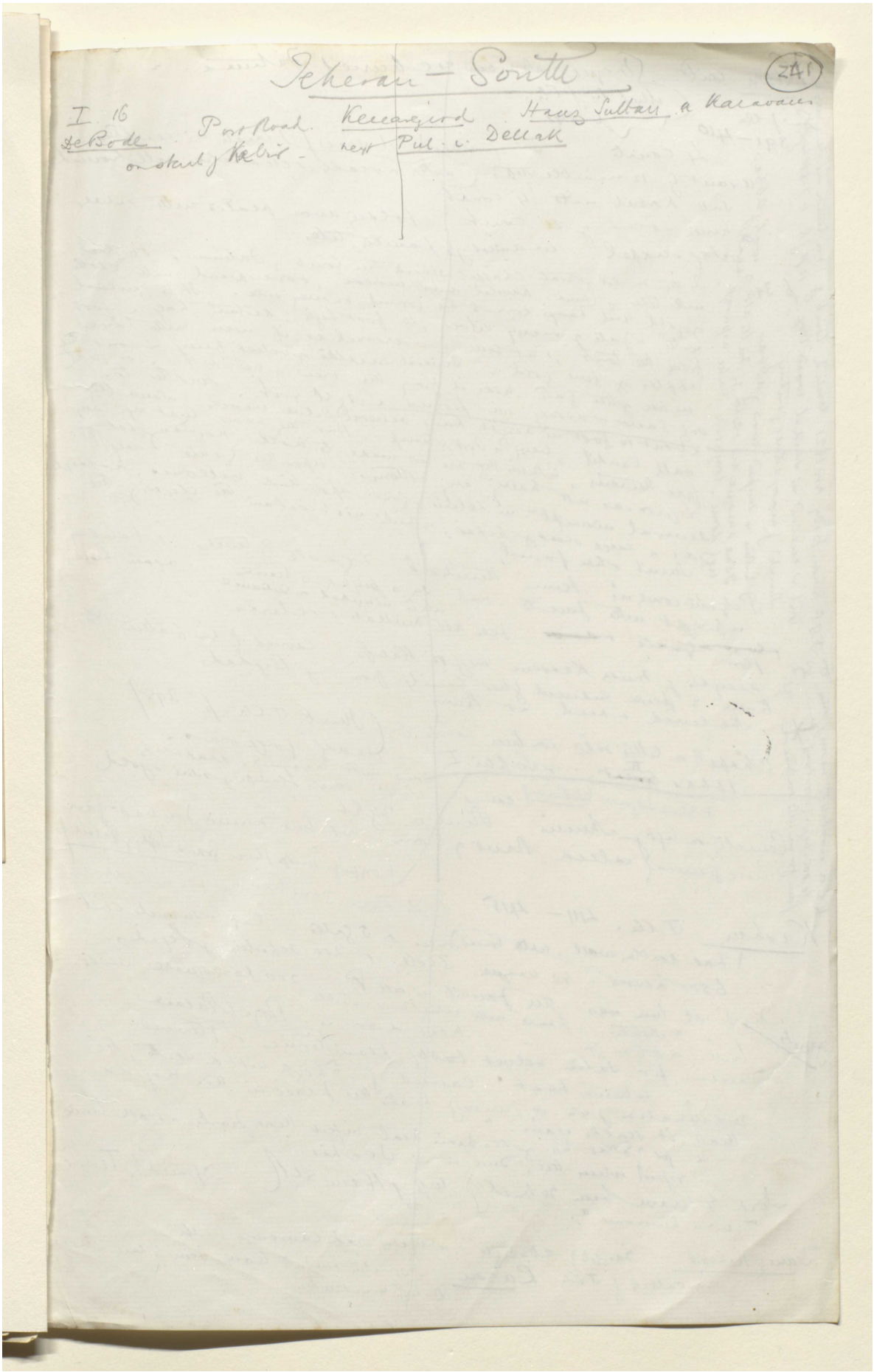

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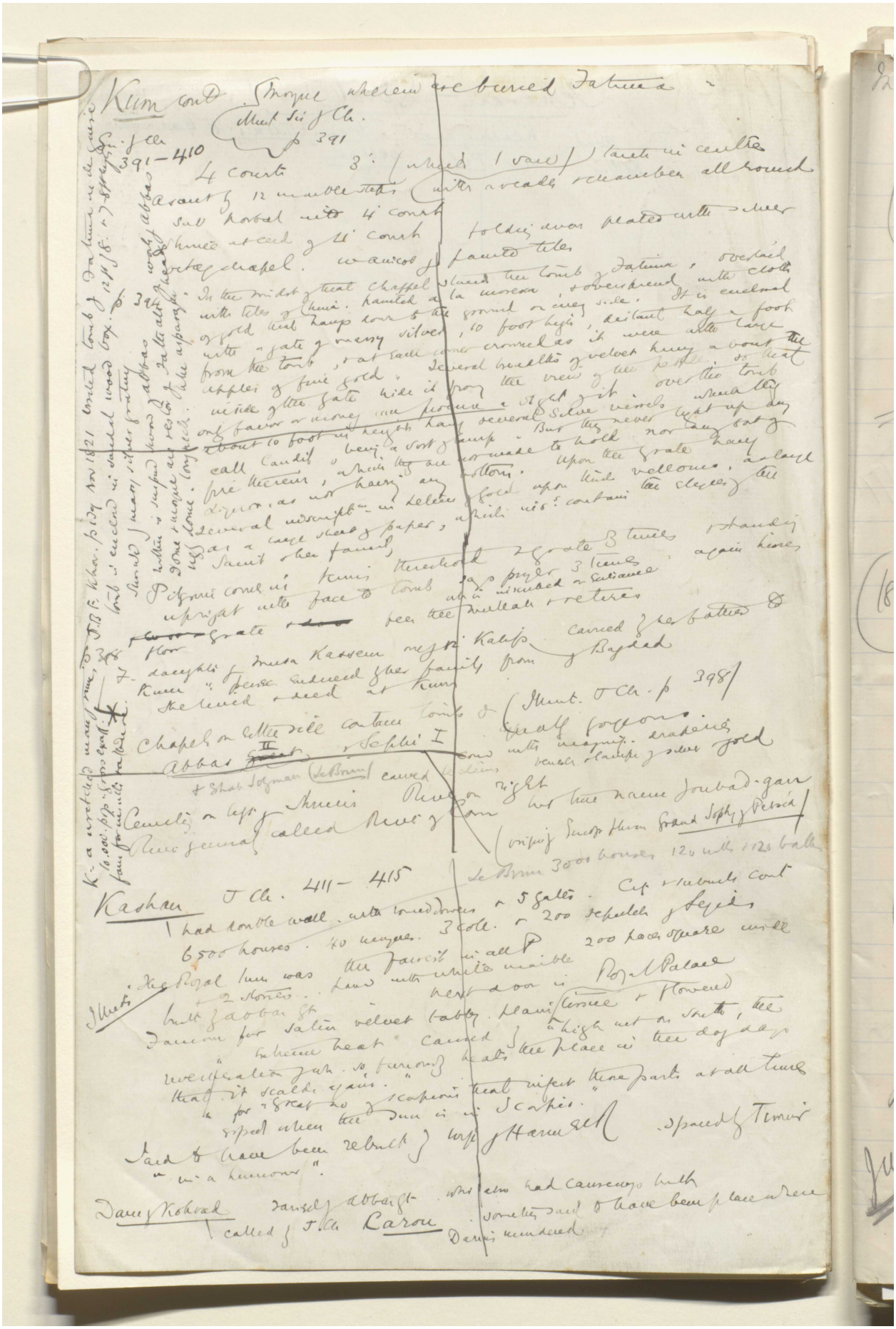

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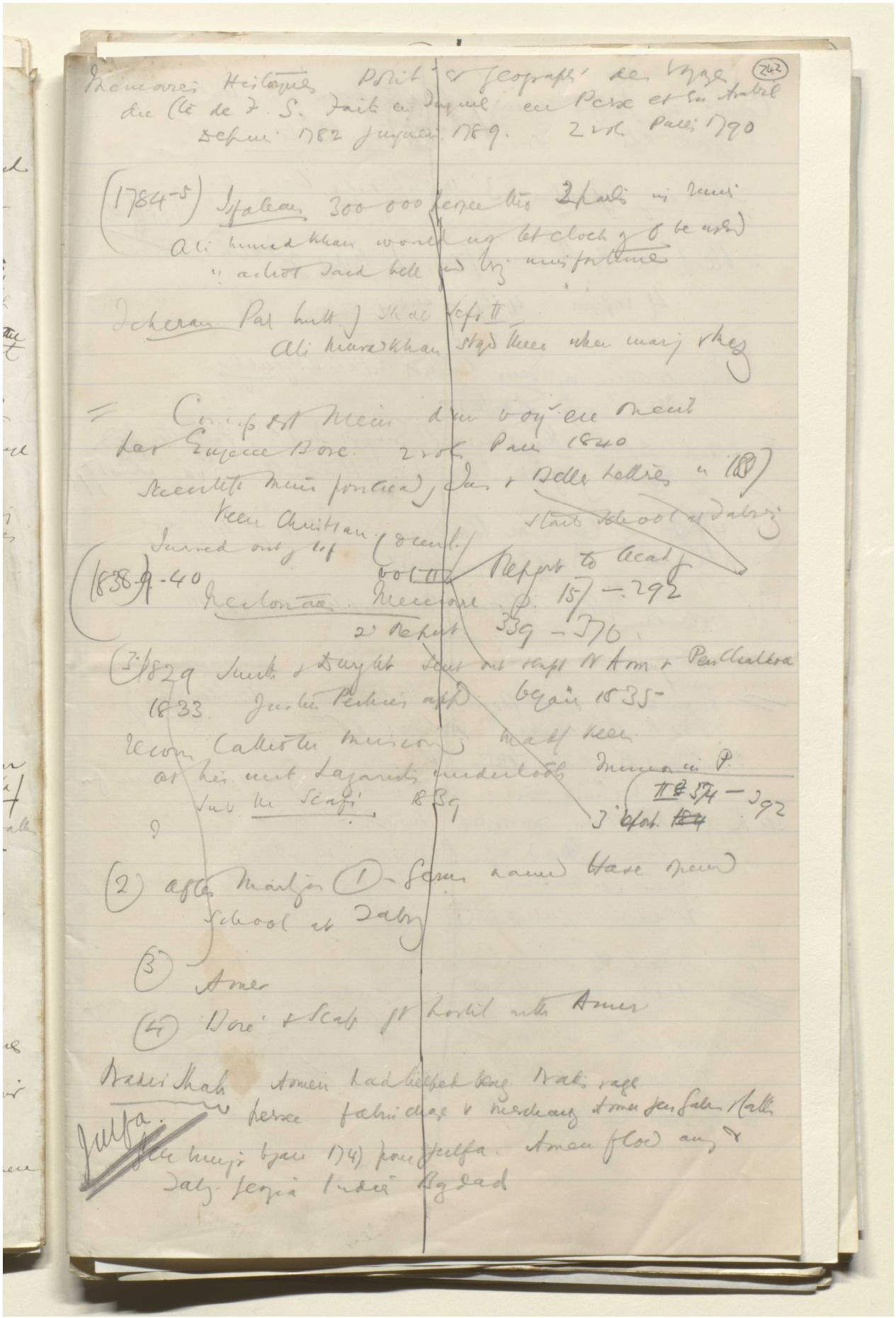

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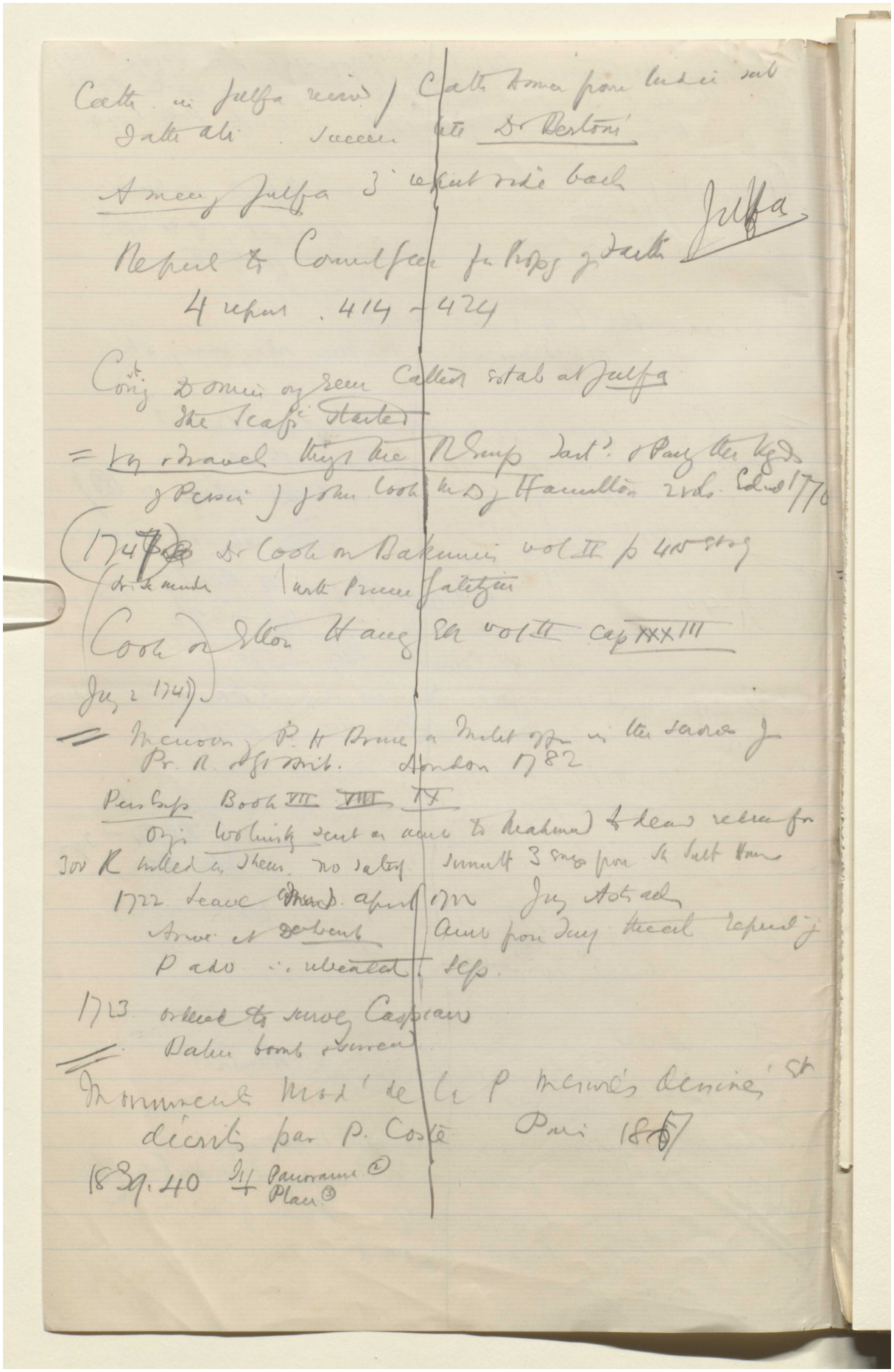

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Cath. in Julfa recived / Cath. Armen from India sub
Jath ali. Succeeded Dr Bertoni

Armen of Julfa 3 report side back

Julfa

Report to Council Gen for Propg of Faith
4 report. 414 - 424

Cong. Domin. of Gen. Cathol. estab at Julfa
The Scaffi started

= Vy & travels thrgs the R Emp Tart. & Party the Kgds
of Persia / John Cook M.D. of Hamilton 2 vols. Edinb 1770

(1747) Dr Cook on Bakunin vol II p 415 etc
(Dr. Schmidt) with Prince Galitzin

Cook on Elton Hanway Ed vol II cap XXXIII
Jny 2 1747)

= Memoirs of P. H. Bruce a Milit. offr in the service of
Pr. R. of Gt Brit. London 1782

Pers Exp Book VII VIII IX
Orig. Wolinsky sent on amb to Mahmud to demand release for
300 R killed in Shem. no satisf. Summit 3 engs from Sh Sult Hum
1722 leave Mad. April 1722 Jny Astrach
Arrive at Derbent Amb from Jny threat repeat of
P adv ∴ relieved sep.

1723 ordered to survey Caspian
Baku bomb & surrend

Monuments Mod. de la P. Mesure's dessinés et
décrits par P. Coste Paris 1867

1839.40 If Panorama ②
Plan ③

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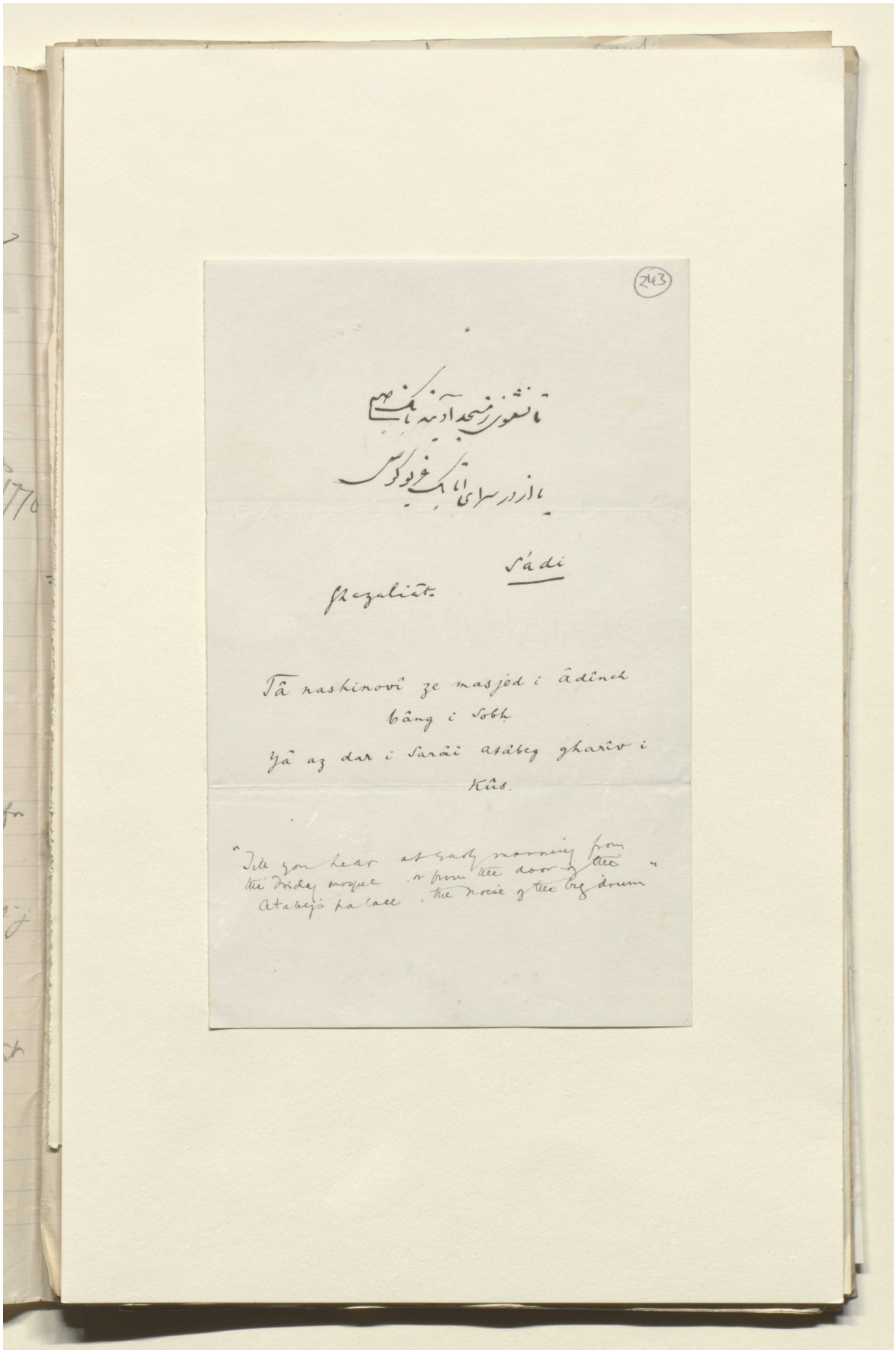

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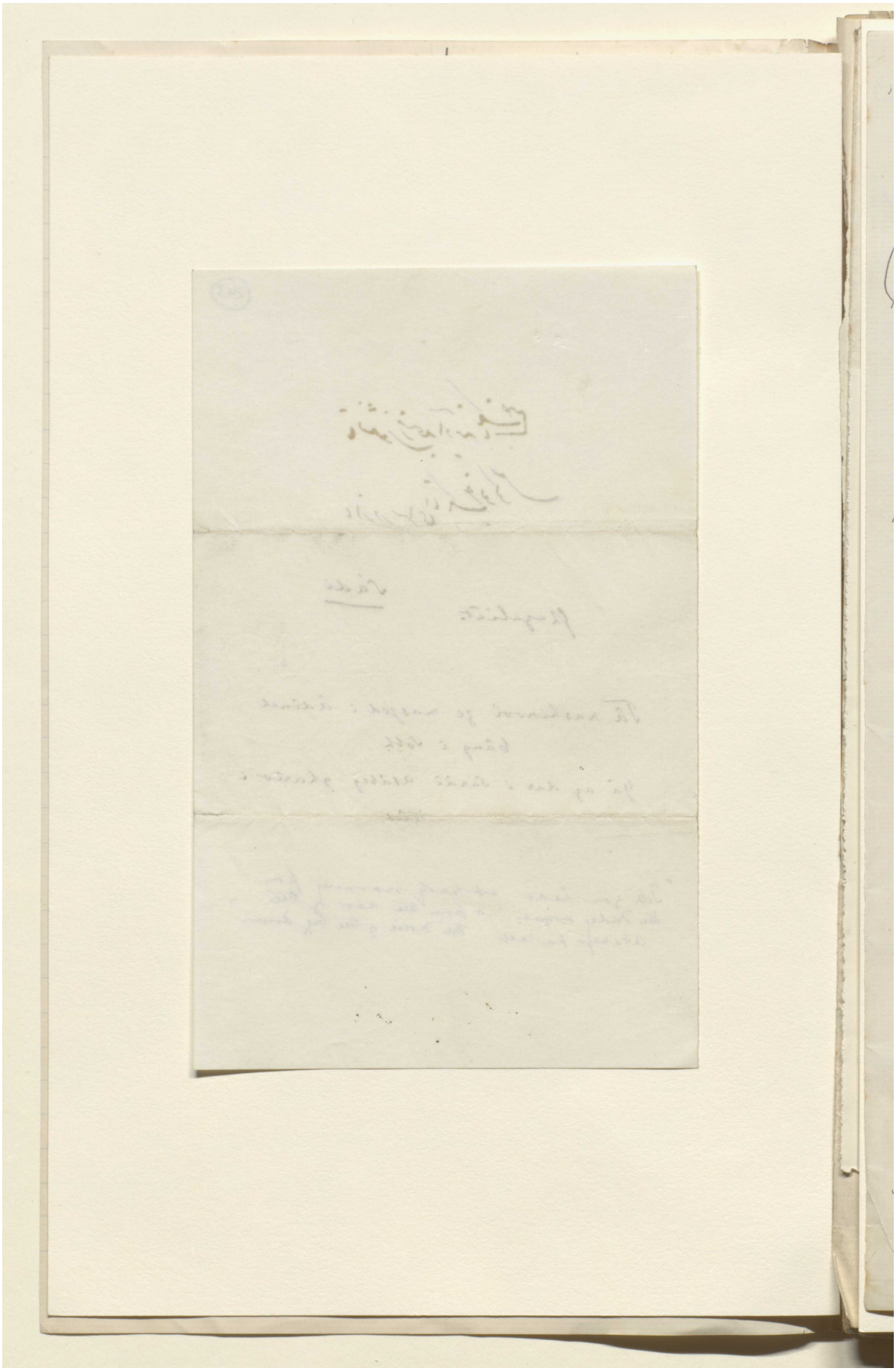

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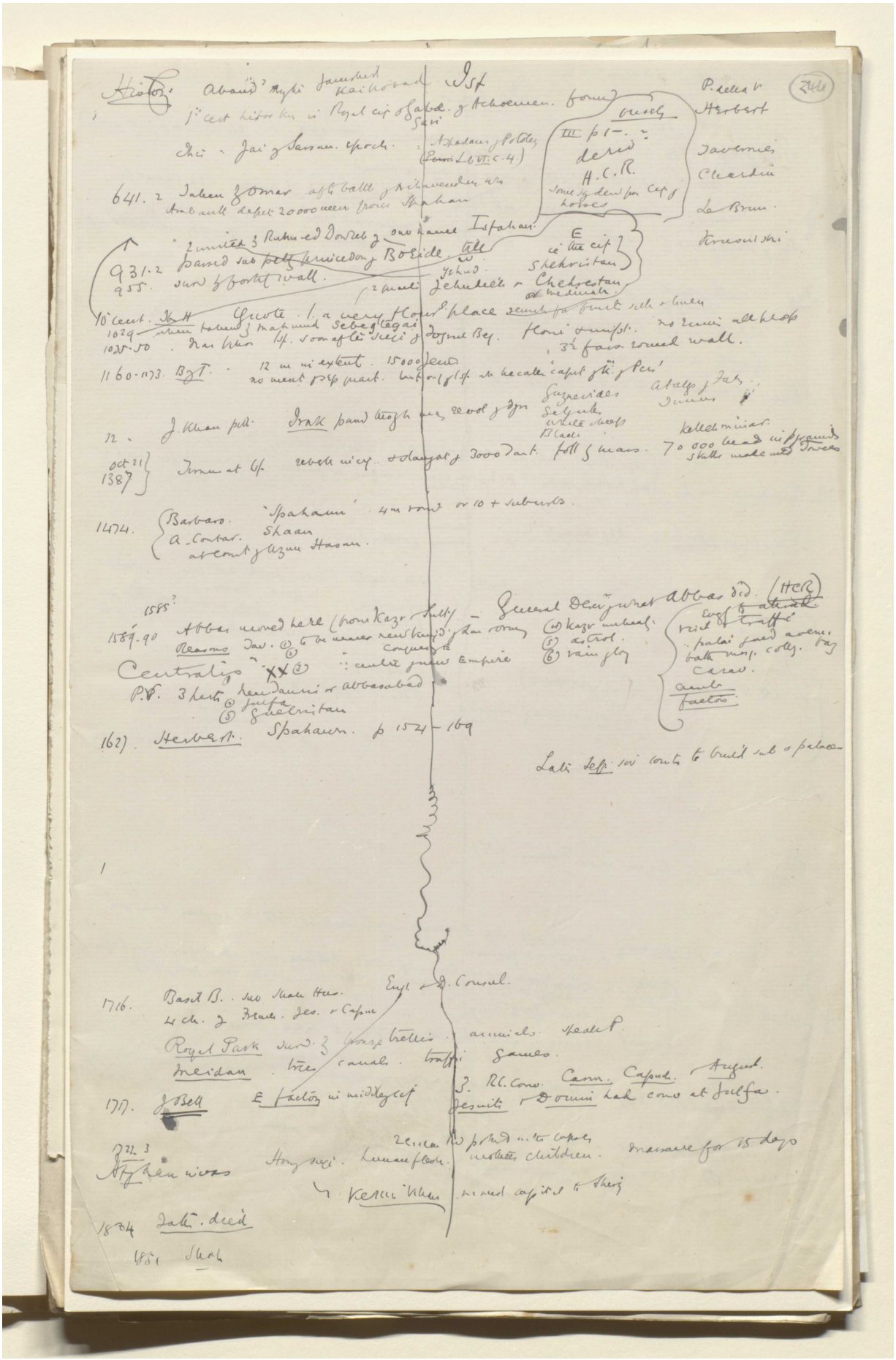

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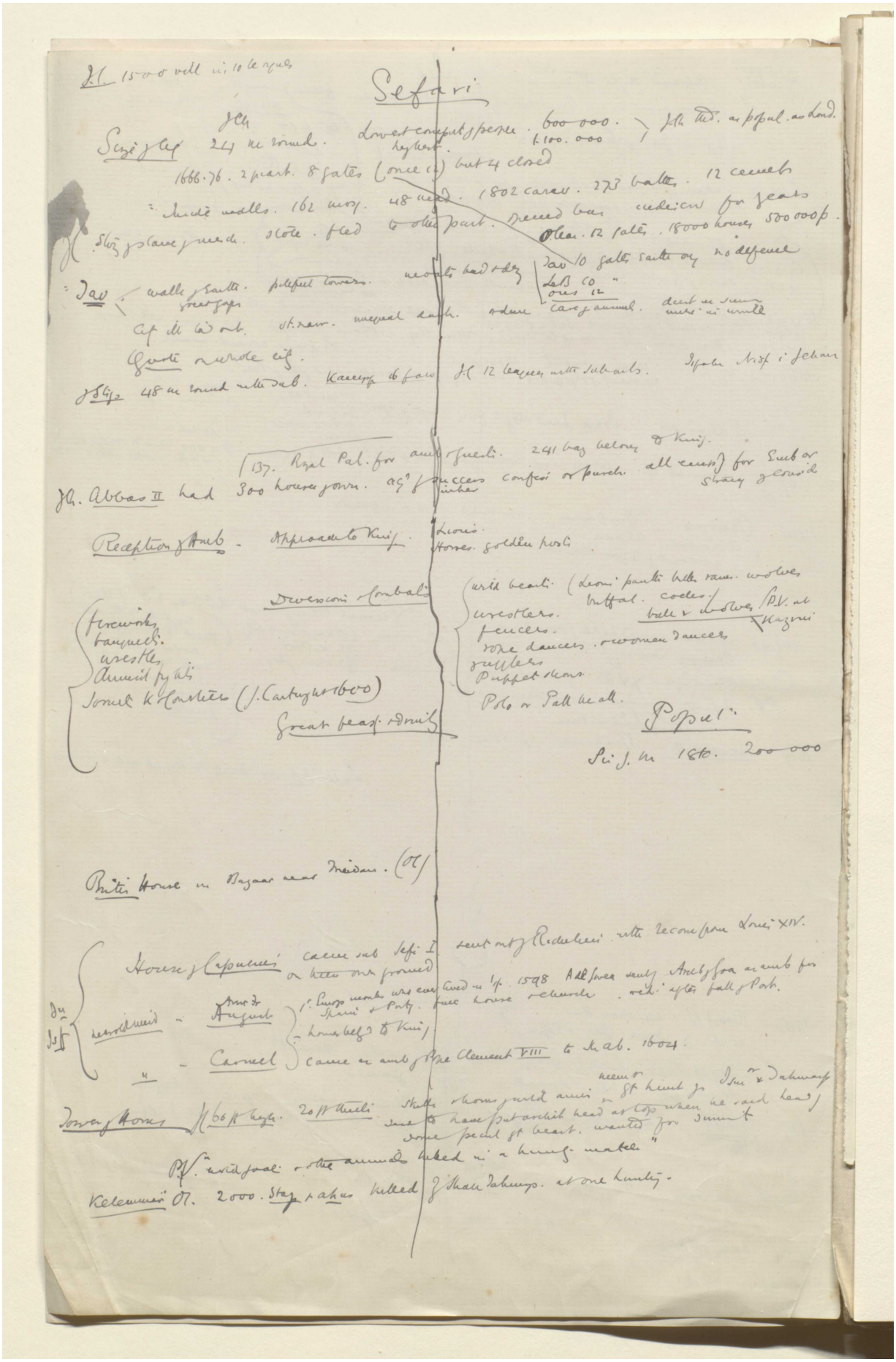

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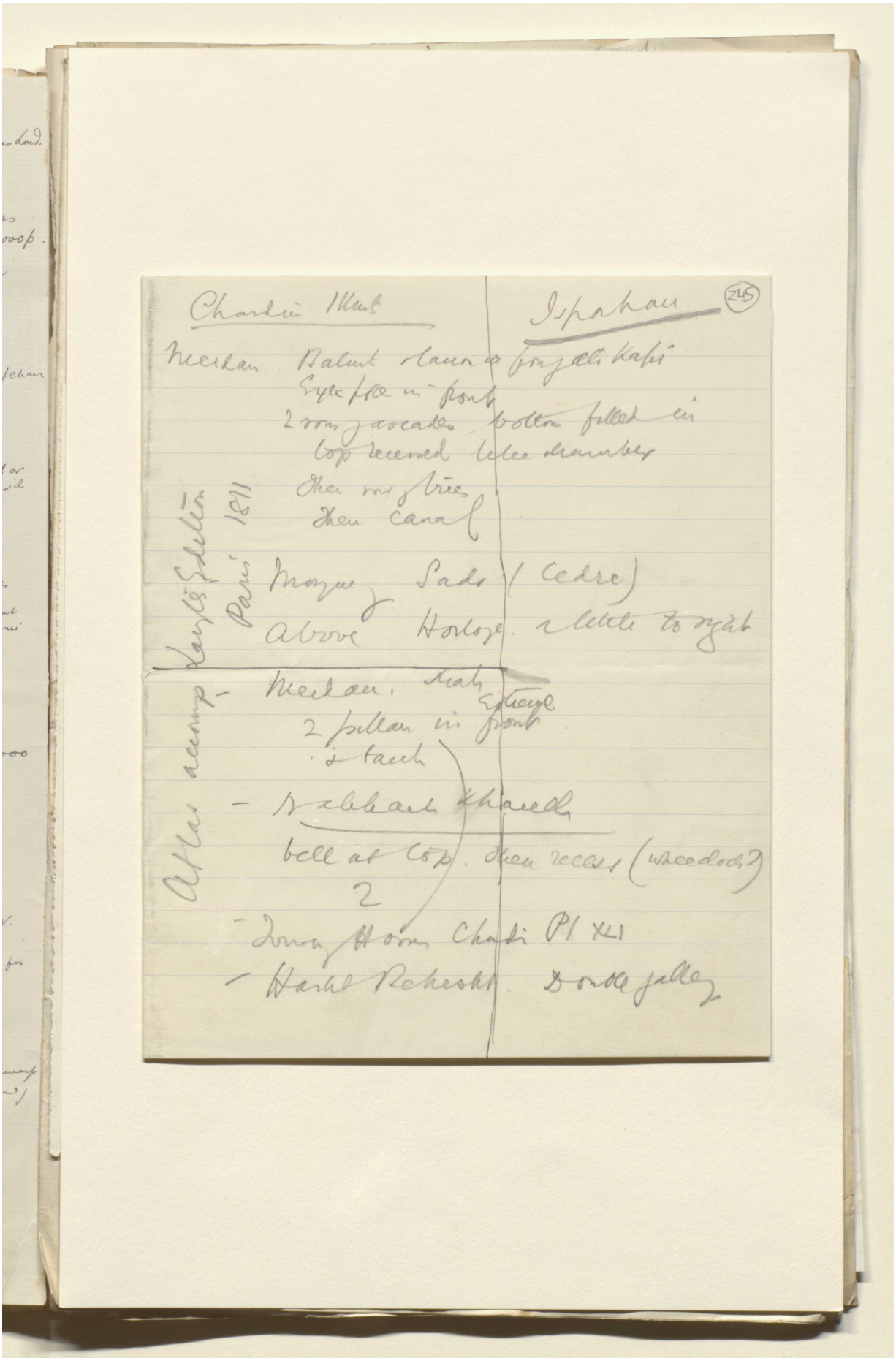

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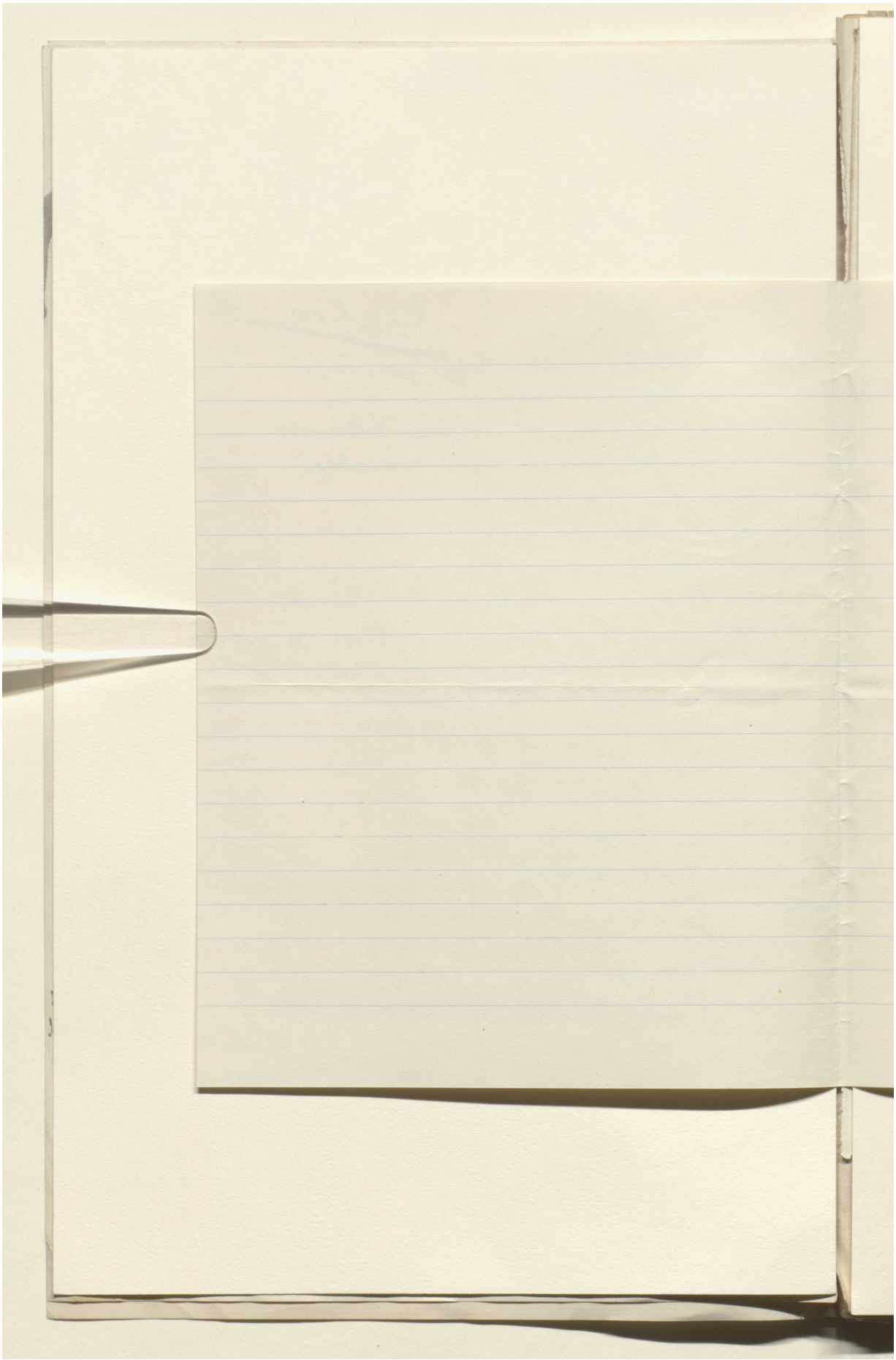

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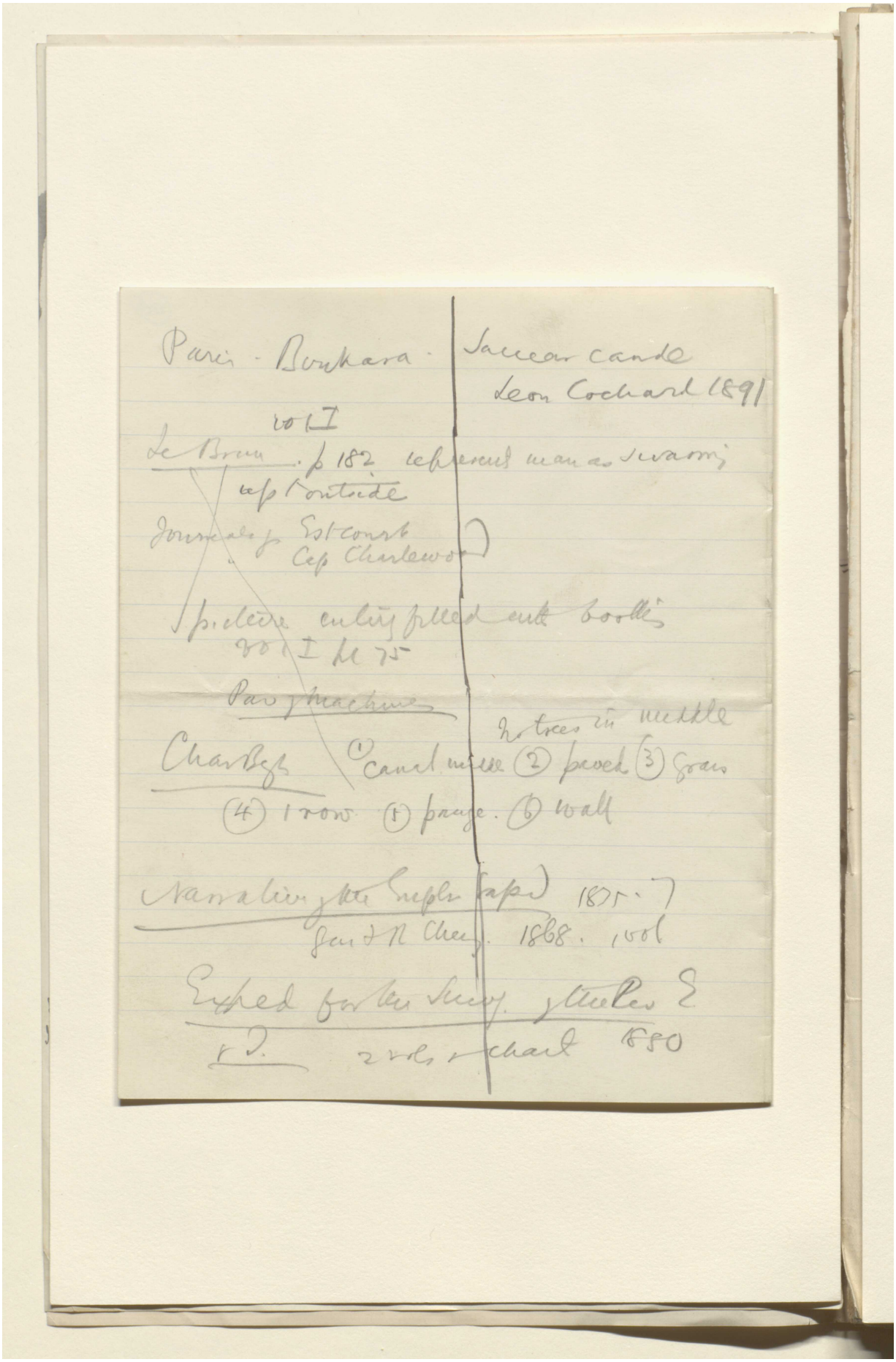

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Paris - Bouhara - Saucear cande
Leon Cochard 1891

vol I

Le Brun. p 182 represents man as swarming up to outside

Journals of Est Court
Cap Charlewood

picture entirely filled with bottles
vol I pl 75

Pav of machines

Char Bgh (1) canal middle (2) paved (3) grass
(4) 1 row (5) pauge. (6) wall
no trees in middle

Narrative of the Empire Japan 1875-7
Gen & R Chang. 1868. 1 vol

Expd for the Survey of the Pers E
& T. 2 vols & chart 1880

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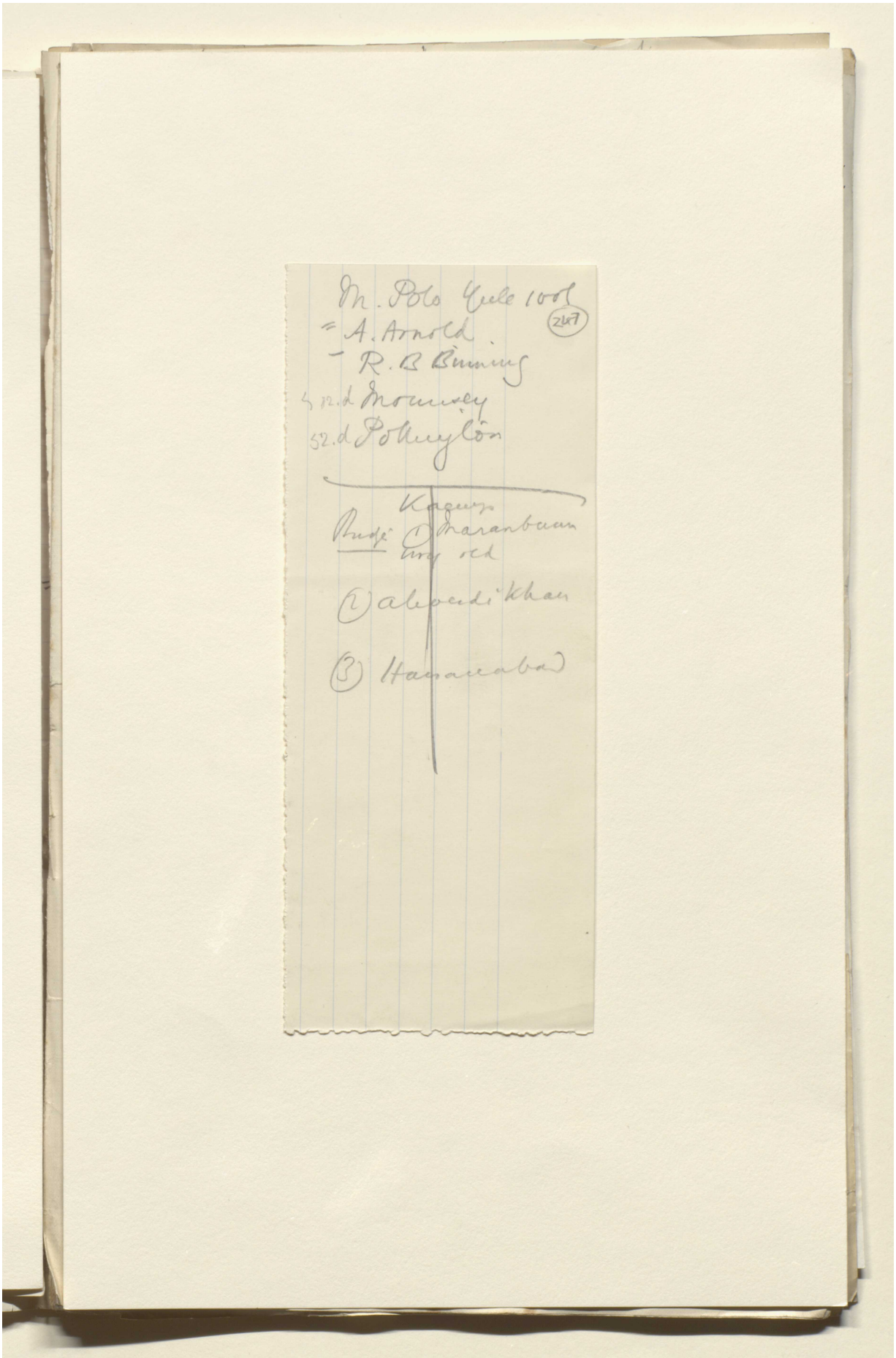

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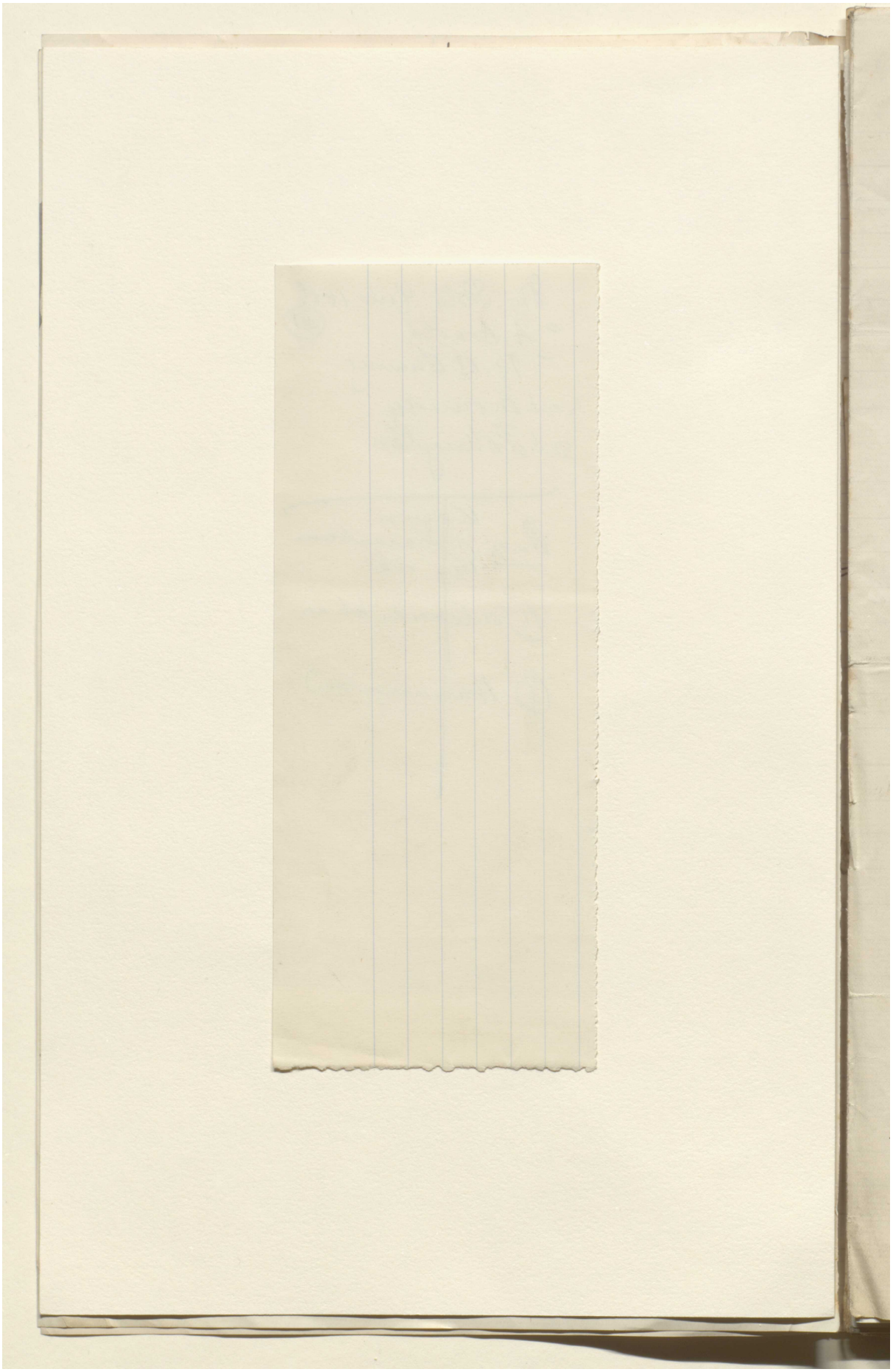

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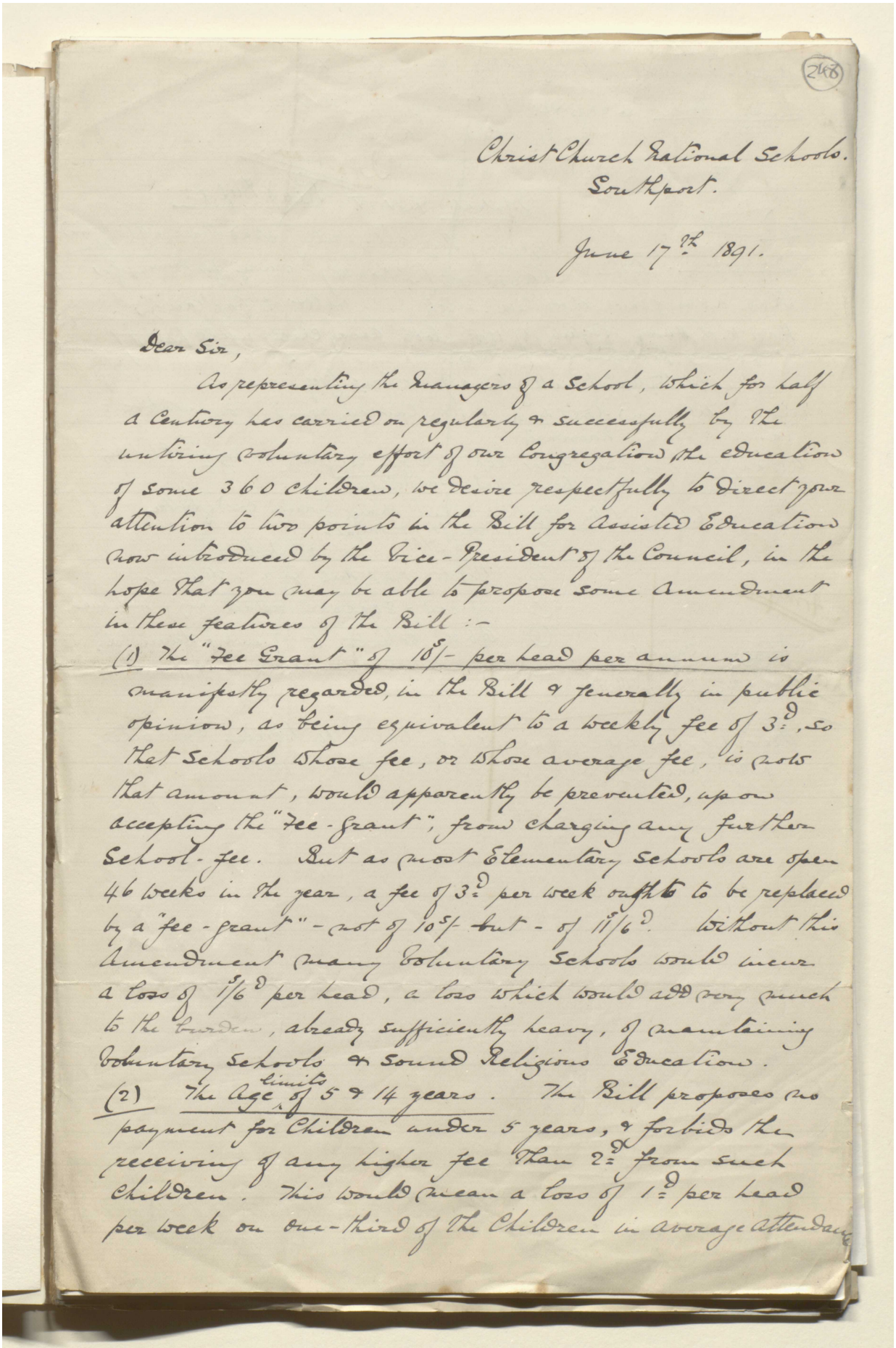

248

Christ Church National Schools.
Southport.

June 17th 1891.

Dear Sir,

As representing the Managers of a School, which for half a Century has carried on regularly & successfully by the untiring voluntary effort of our Congregation the education of some 360 Children, we desire respectfully to direct your attention to two points in the Bill for Assisted Education now introduced by the Vice-President of the Council, in the hope that you may be able to propose some Amendment in these features of the Bill :-

(1) The "Fee Grant" of 10/- per head per annum is manifestly regarded, in the Bill & generally in public opinion, as being equivalent to a weekly fee of 3d., so that Schools whose fee, or whose average fee, is not that amount, would apparently be prevented, upon accepting the "Fee-Grant", from charging any further School-fee. But as most Elementary Schools are open 46 weeks in the year, a fee of 3d. per week ought to be replaced by a "fee-grant" - not of 10/- but - of 11/6d. Without this Amendment many Voluntary Schools would incur a loss of 1/6d per head, a loss which would add very much to the burden, already sufficiently heavy, of maintaining Voluntary Schools & Sound Religious Education.

(2) The Age limits of 5 & 14 years. The Bill proposes no payment for Children under 5 years, & forbids the receiving of any higher fee than 2d from such Children. This would mean a loss of 1d per head per week on one-third of the Children in average attendance

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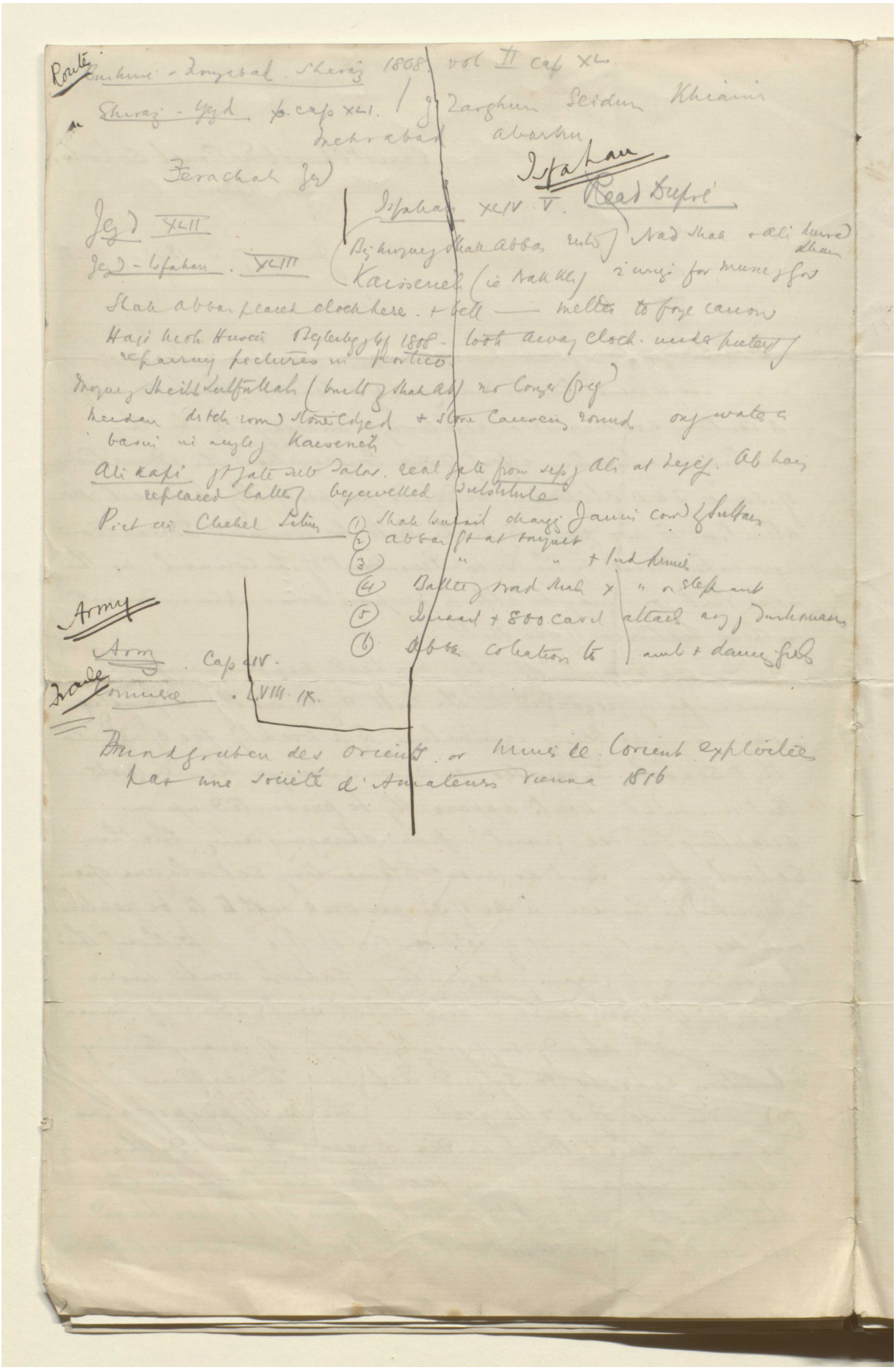

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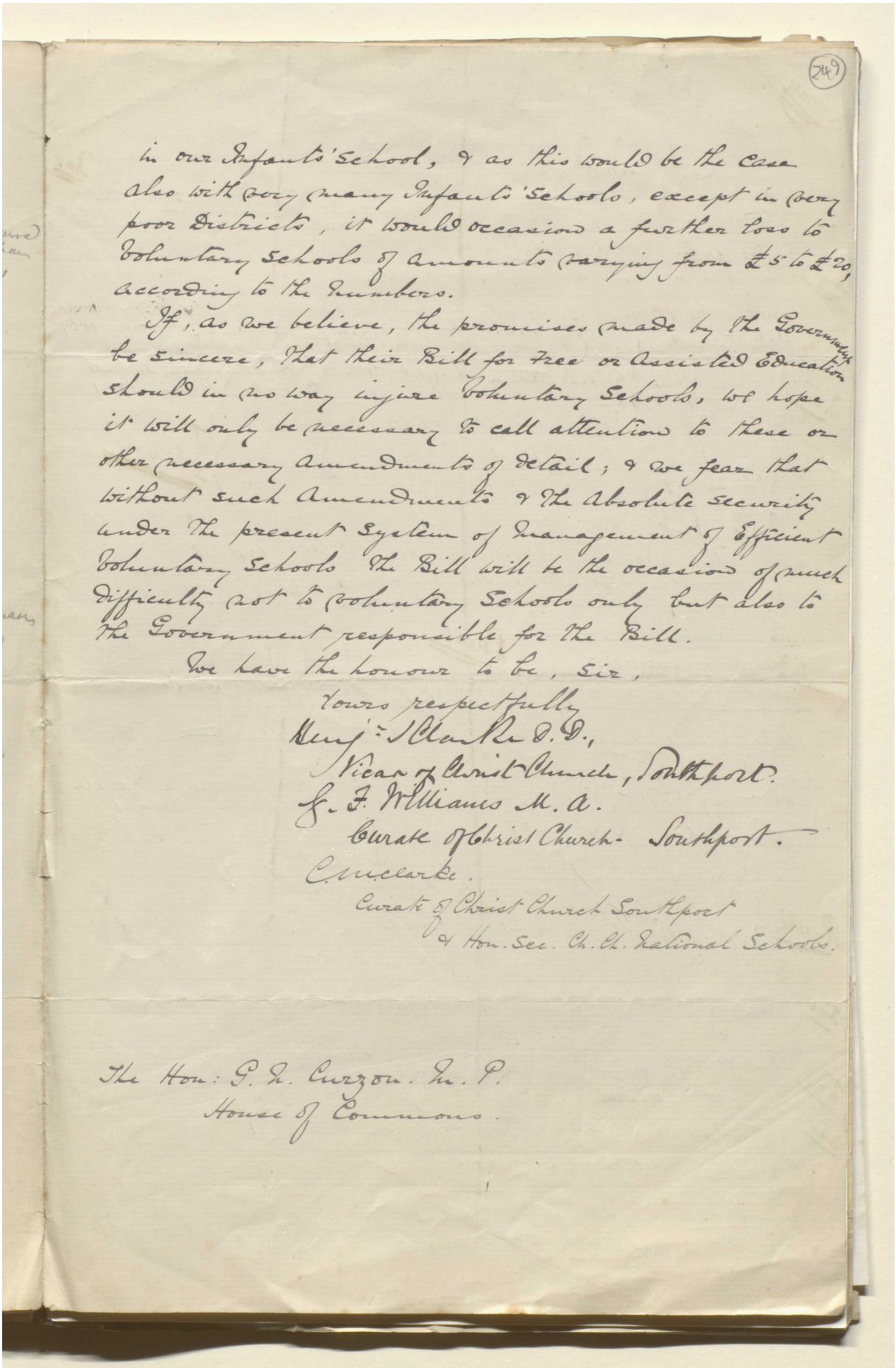

in our Infants' School, & as this would be the case also with very many Infants' Schools, except in very poor Districts, it would occasion a further loss to Voluntary Schools of amounts varying from £5 to £20, according to the numbers.

If, as we believe, the promises made by the Government be sincere, that their Bill for Free or Assisted Education should in no way injure Voluntary Schools, we hope it will only be necessary to call attention to these or other necessary amendments of detail; & we fear that without such Amendments & the Absolute security under the present System of Management of Efficient Voluntary Schools the Bill will be the occasion of much difficulty not to Voluntary Schools only but also to the Government responsible for the Bill.

We have the honour to be, Sir,

Yours respectfully

Henry S Clarke D.D.,
Vicar of Christ Church, Southport.

G. F. Williams M.A.
Curate of Christ Church - Southport.

C. M. Clarke.
Curate of Christ Church Southport
& Hon. Sec. Ch. Ch. National Schools.

The Hon: G. N. Curzon. M. P.
House of Commons.

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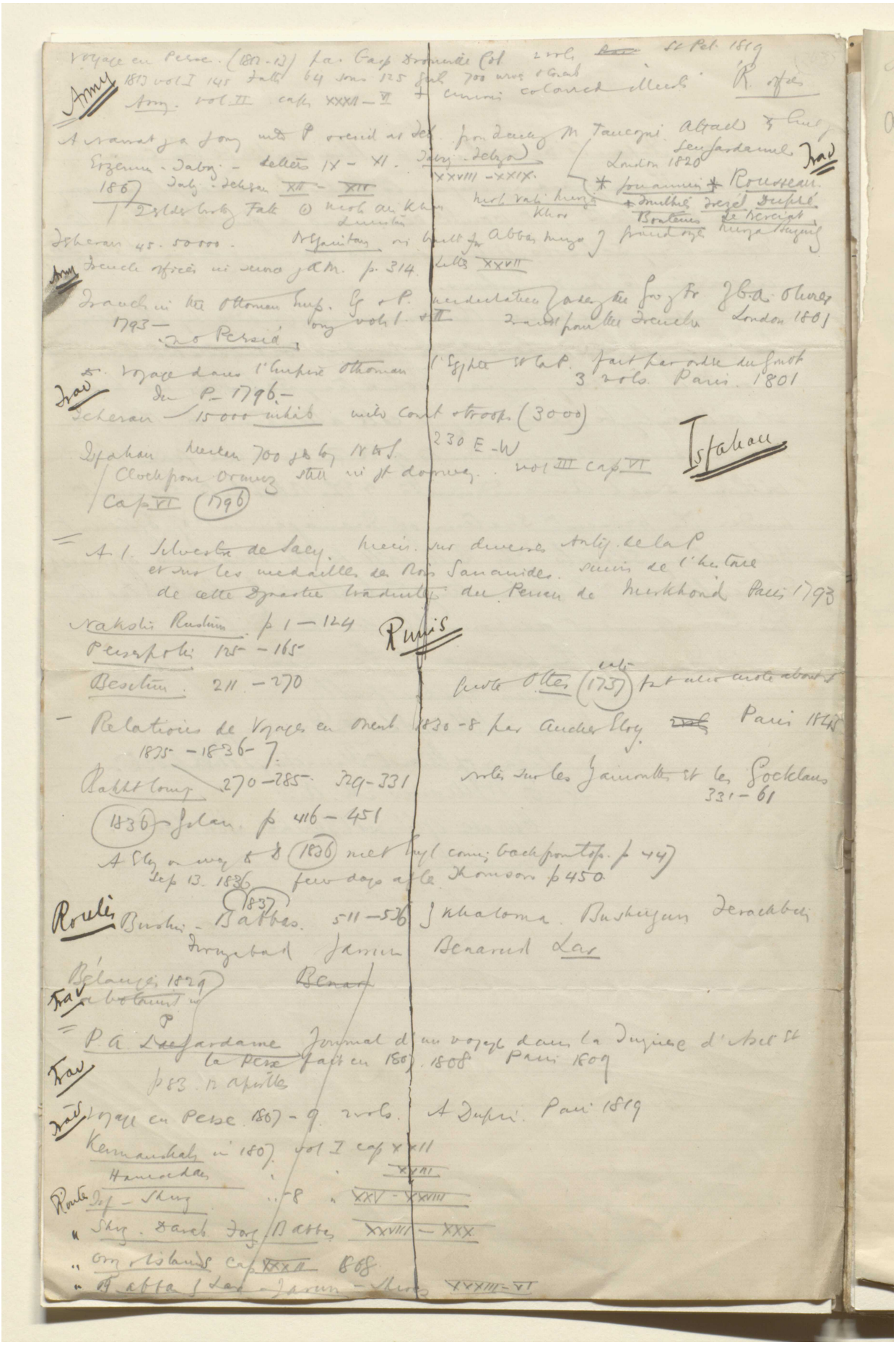

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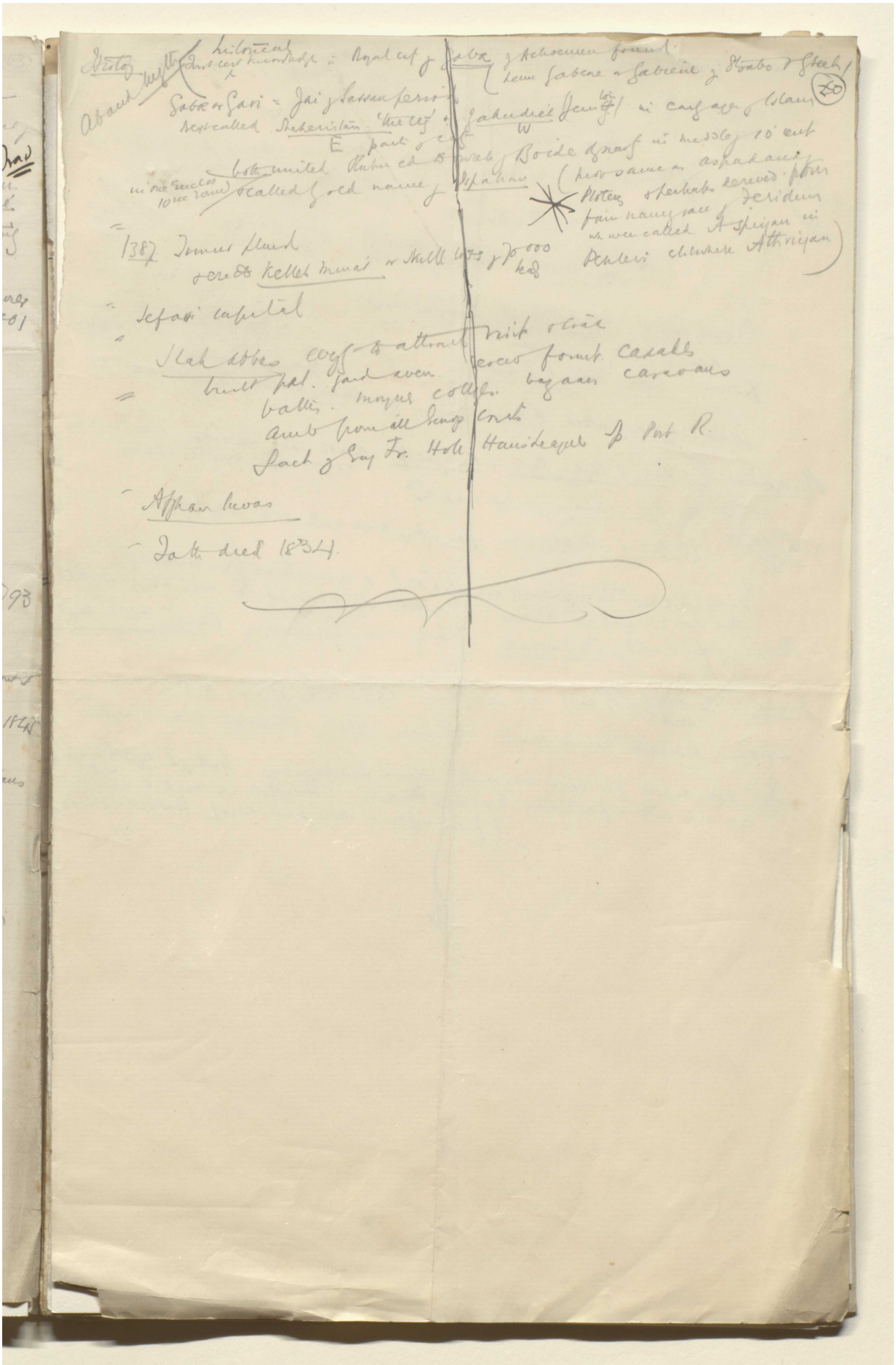

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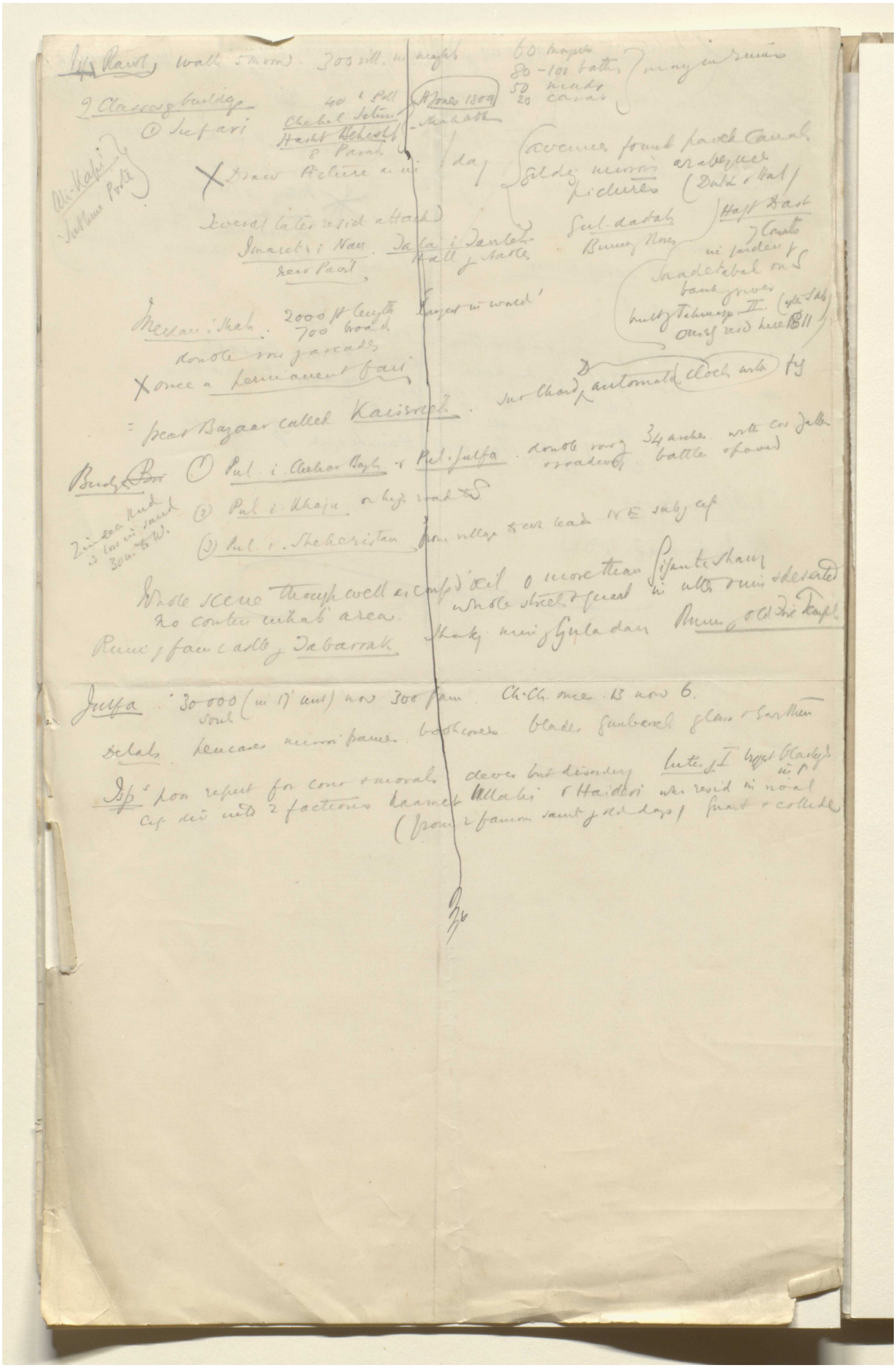

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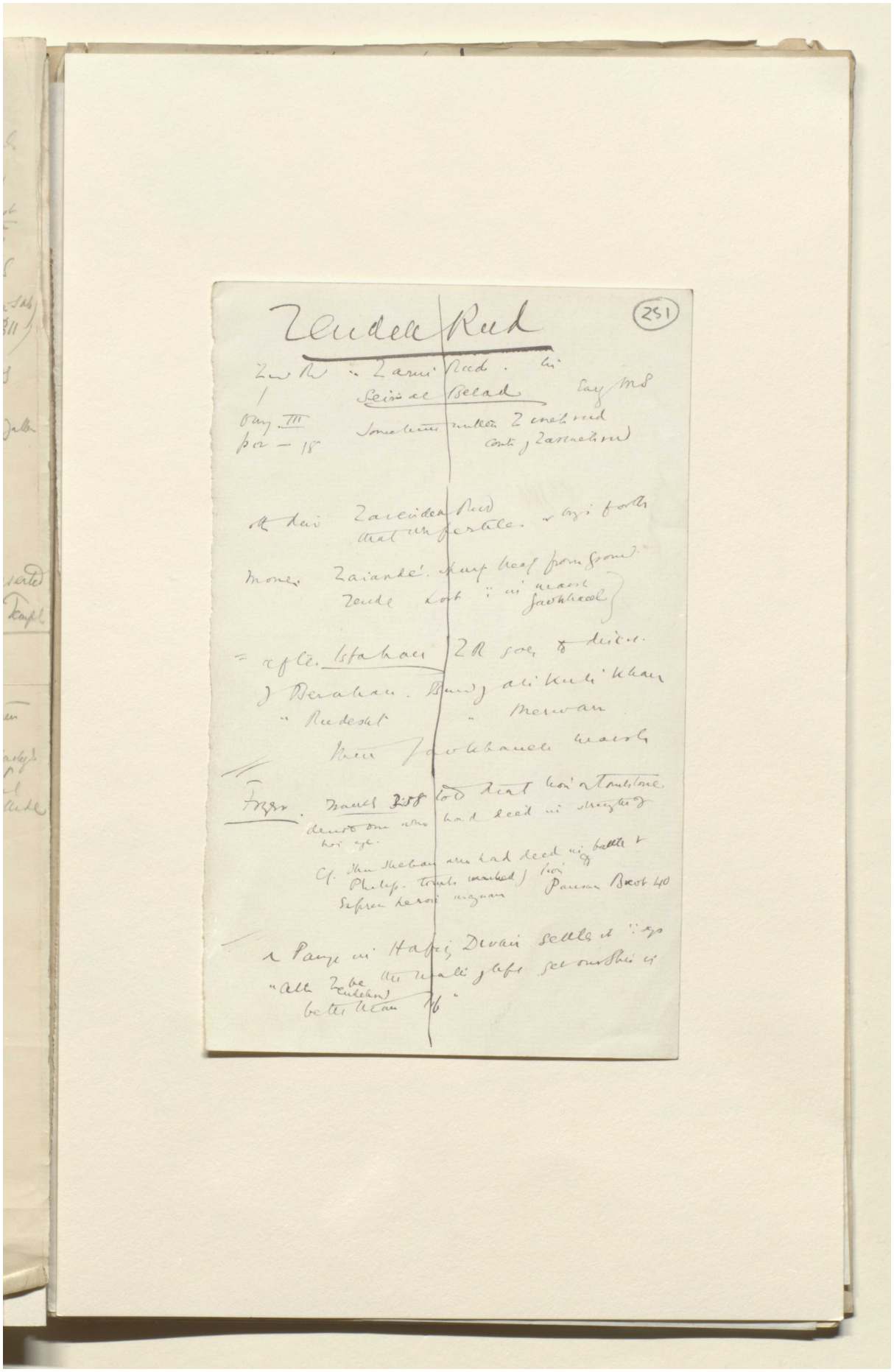

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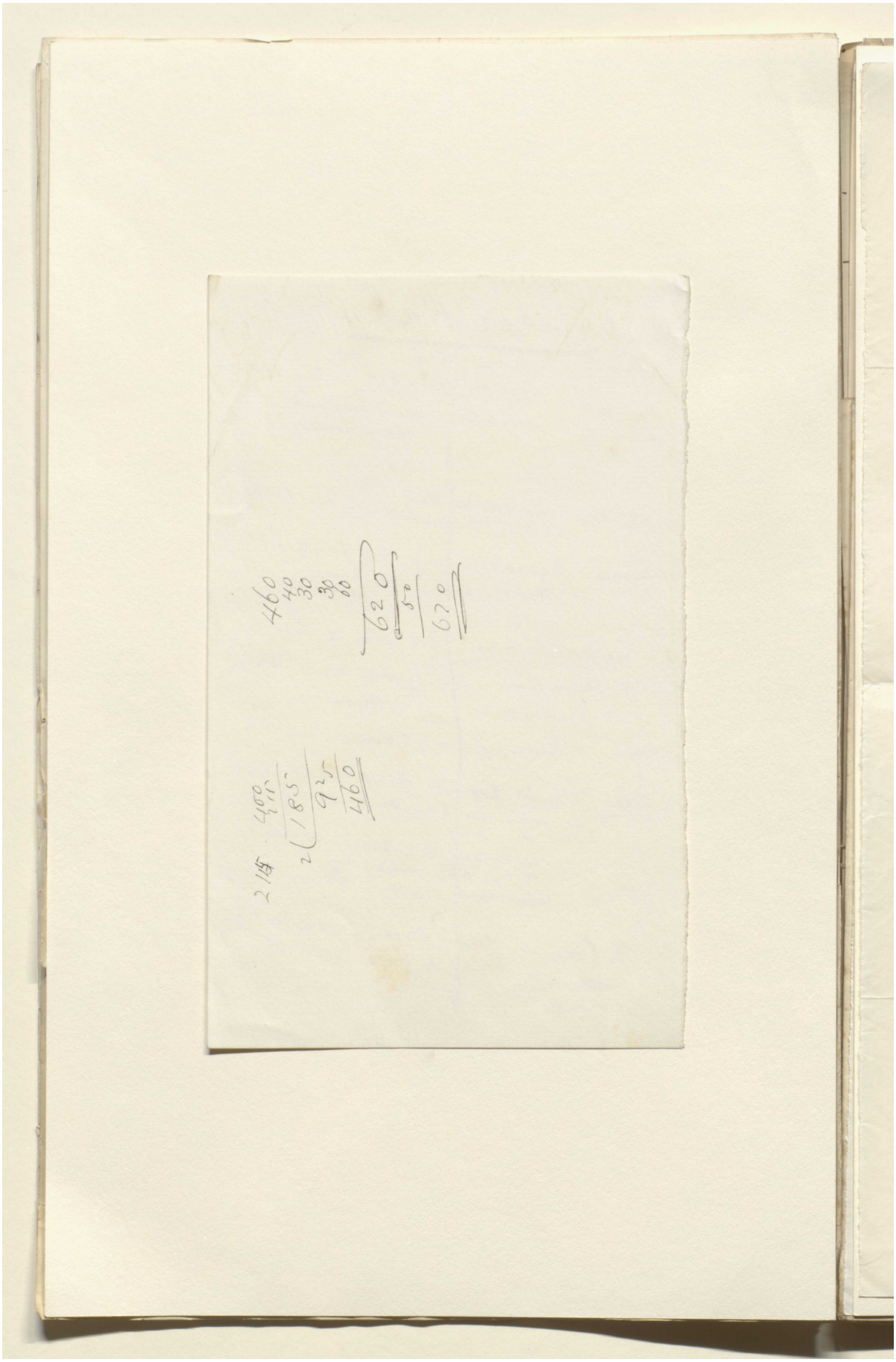

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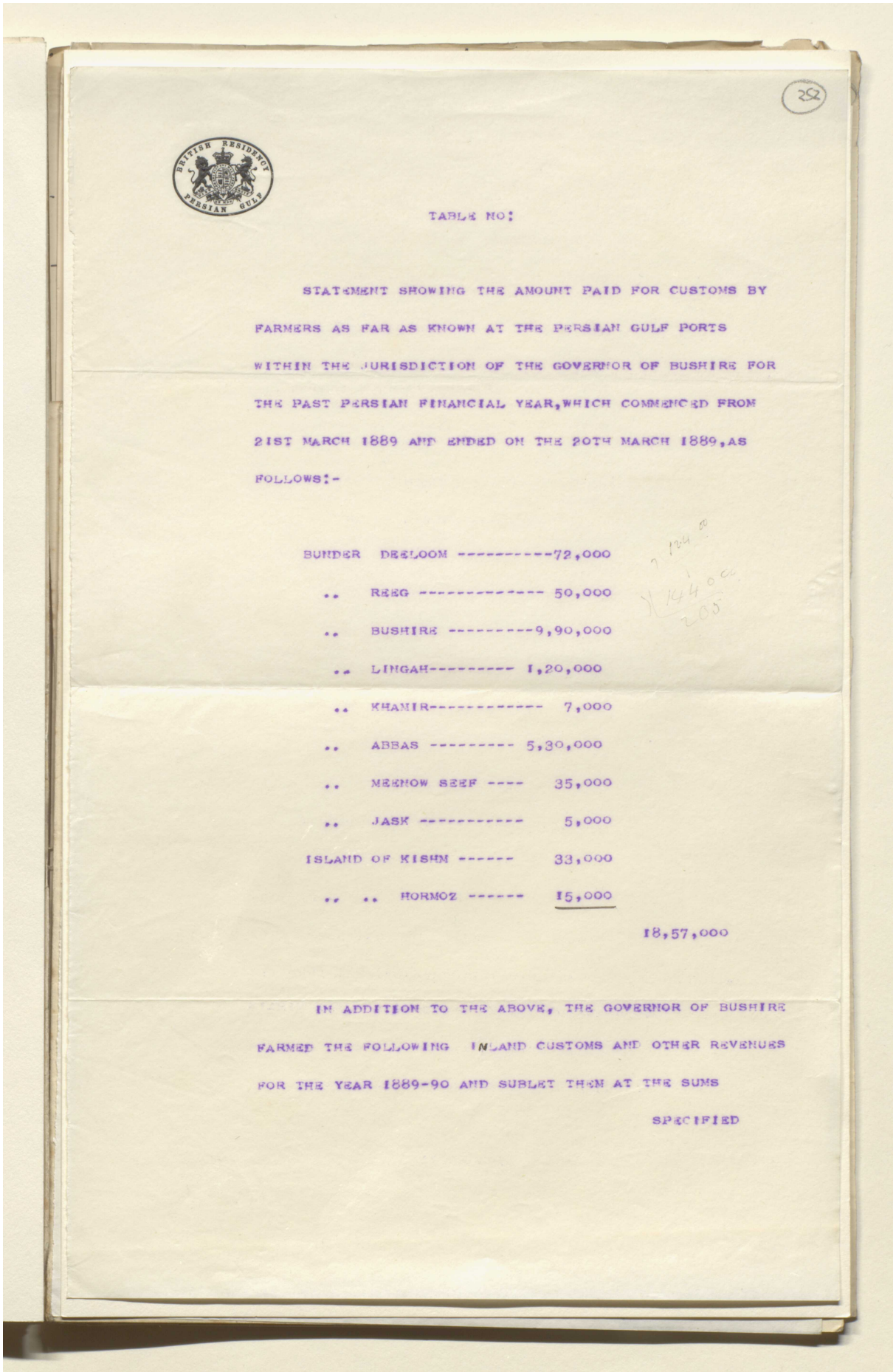

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TABLE NO:

STATEMENT SHOWING THE AMOUNT PAID FOR CUSTOMS BY FARMERS AS FAR AS KNOWN AT THE PERSIAN GULF PORTS WITHIN THE JURISDICTION OF THE GOVERNOR OF BUSHIRE FOR THE PAST PERSIAN FINANCIAL YEAR, WHICH COMMENCED FROM 21ST MARCH 1889 AND ENDED ON THE 20TH MARCH 1889, AS FOLLOWS:-

BUNDER DEELOOM ----------	72,000
.. REEG ----------	50,000
.. BUSHIRE ----------	9,90,000
.. LINGAH----------	1,20,000
.. KHAMIR----------	7,000
.. ABBAS ----------	5,30,000
.. MEENOW SEEF ----	35,000
.. JASK ----------	5,000
ISLAND OF KISHM ------	33,000
.. .. HORMOZ ------	15,000
	18,57,000

IN ADDITION TO THE ABOVE, THE GOVERNOR OF BUSHIRE FARMED THE FOLLOWING INLAND CUSTOMS AND OTHER REVENUES FOR THE YEAR 1889-90 AND SUBLET THEM AT THE SUMS SPECIFIED

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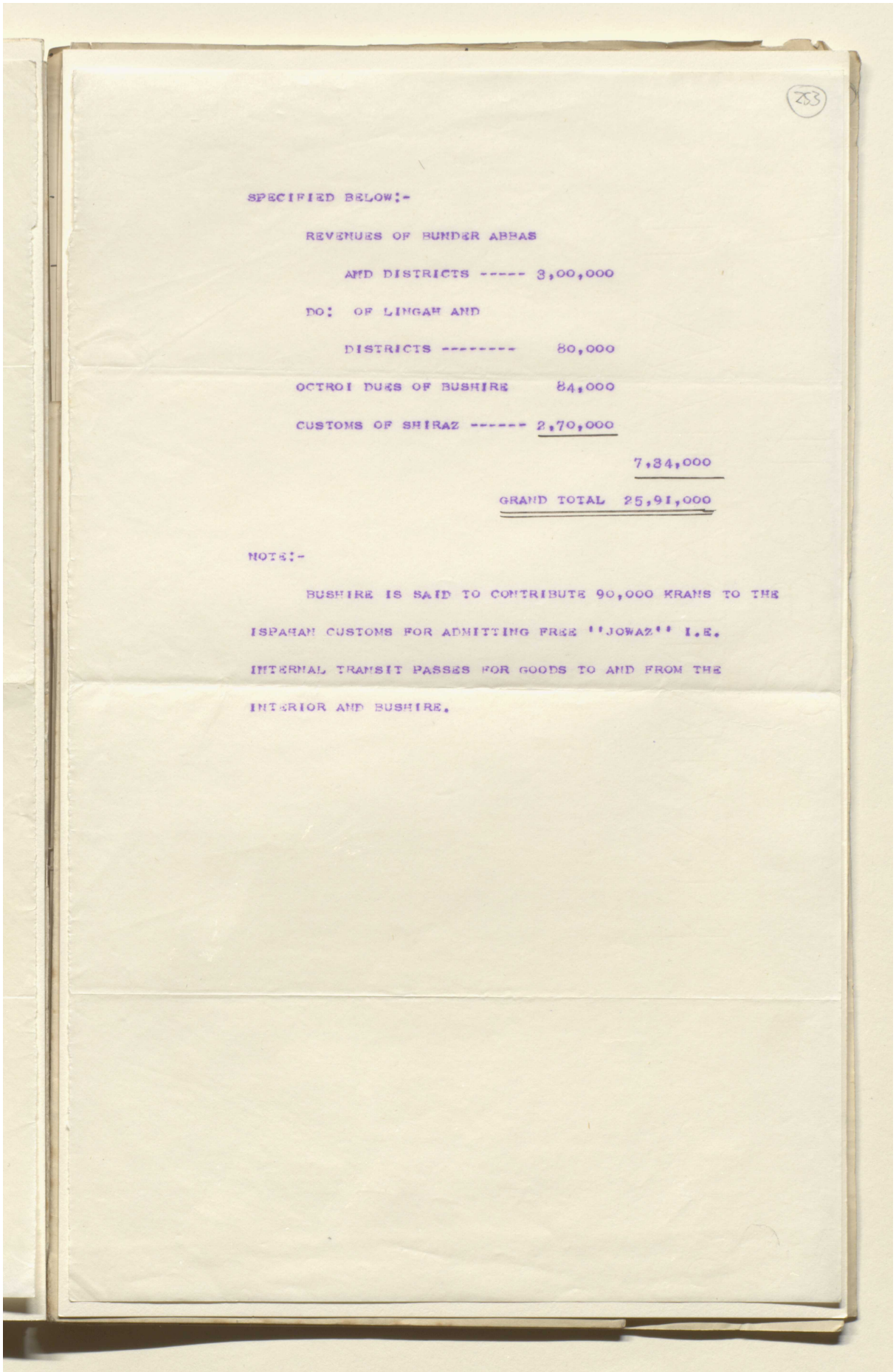

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SPECIFIED BELOW:-

REVENUES OF BUNDER ABBAS AND DISTRICTS -----	3,00,000
DO: OF LINGAH AND DISTRICTS --------	80,000
OCTROI DUES OF BUSHIRE	84,000
CUSTOMS OF SHIRAZ ------	2,70,000
	7,84,000
GRAND TOTAL	25,91,000

NOTE:-

BUSHIRE IS SAID TO CONTRIBUTE 90,000 KRANS TO THE ISPAHAN CUSTOMS FOR ADMITTING FREE "JOWAZ" I.E. INTERNAL TRANSIT PASSES FOR GOODS TO AND FROM THE INTERIOR AND BUSHIRE.

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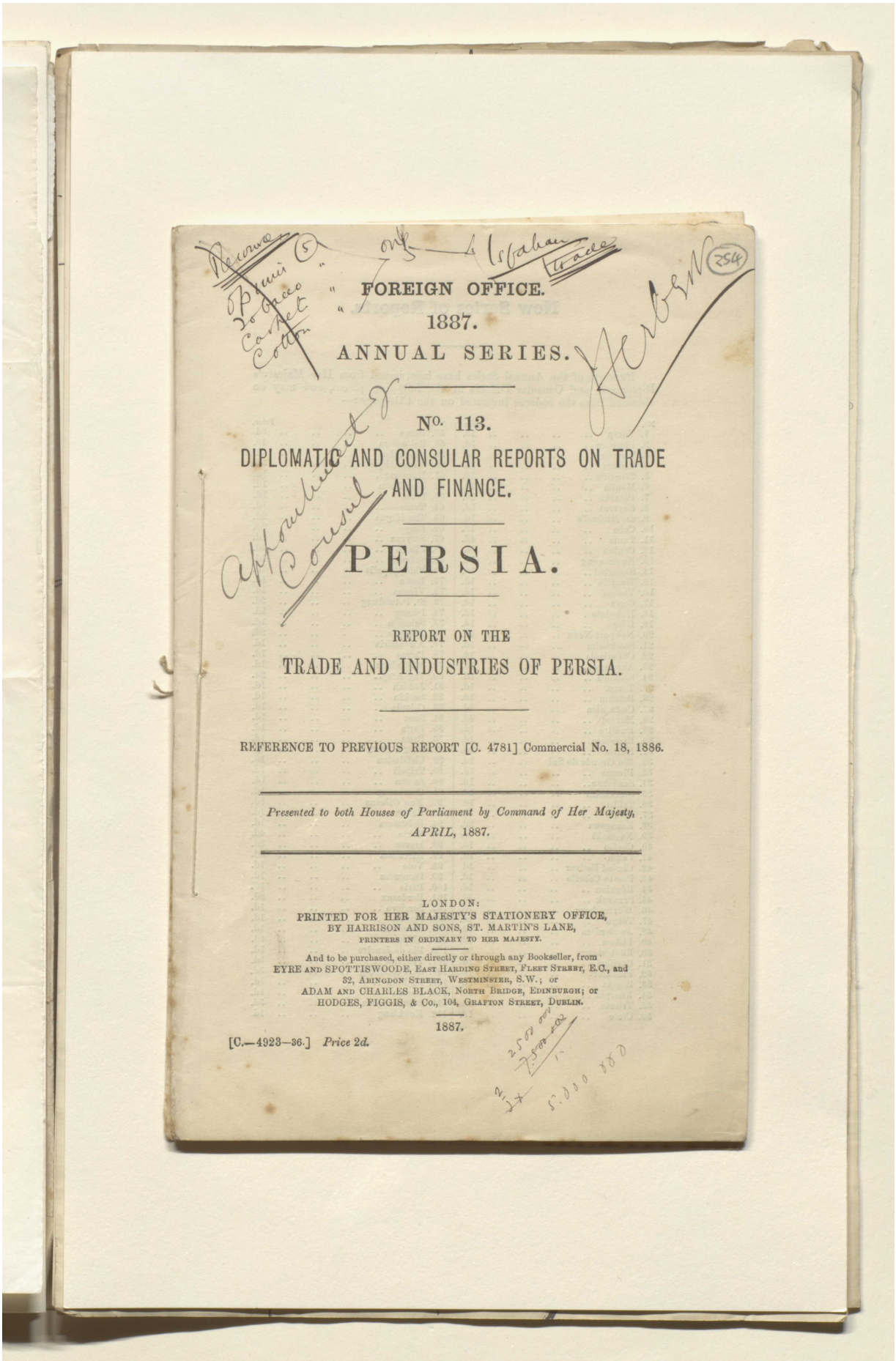

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1887.

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REPORT ON THE TRADE AND INDUSTRIES OF PERSIA.

REFERENCE TO PREVIOUS REPORT [C. 4781] Commercial No. 18, 1886.

Presented to both Houses of Parliament by Command of Her Majesty, APRIL, 1887.

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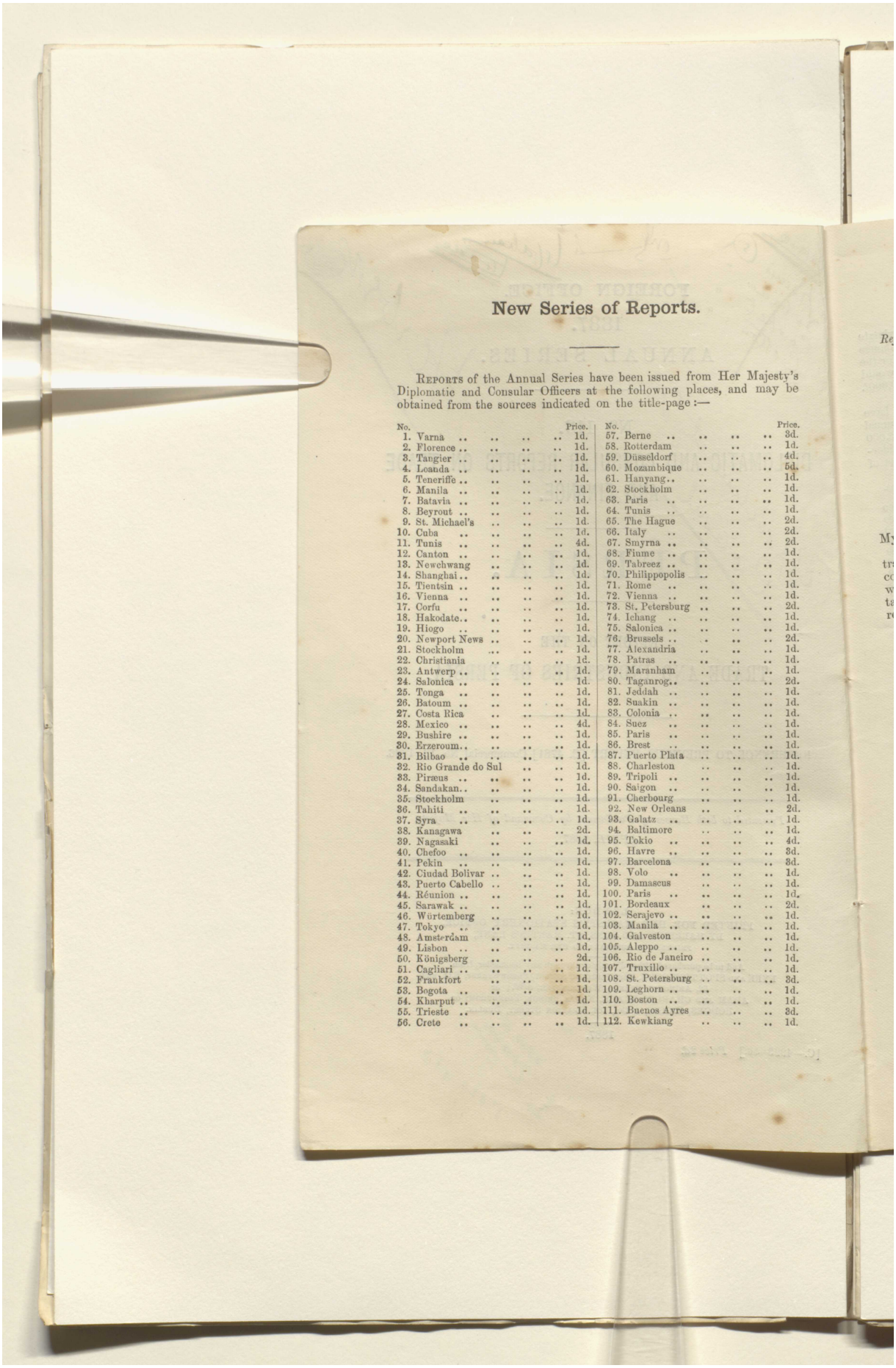

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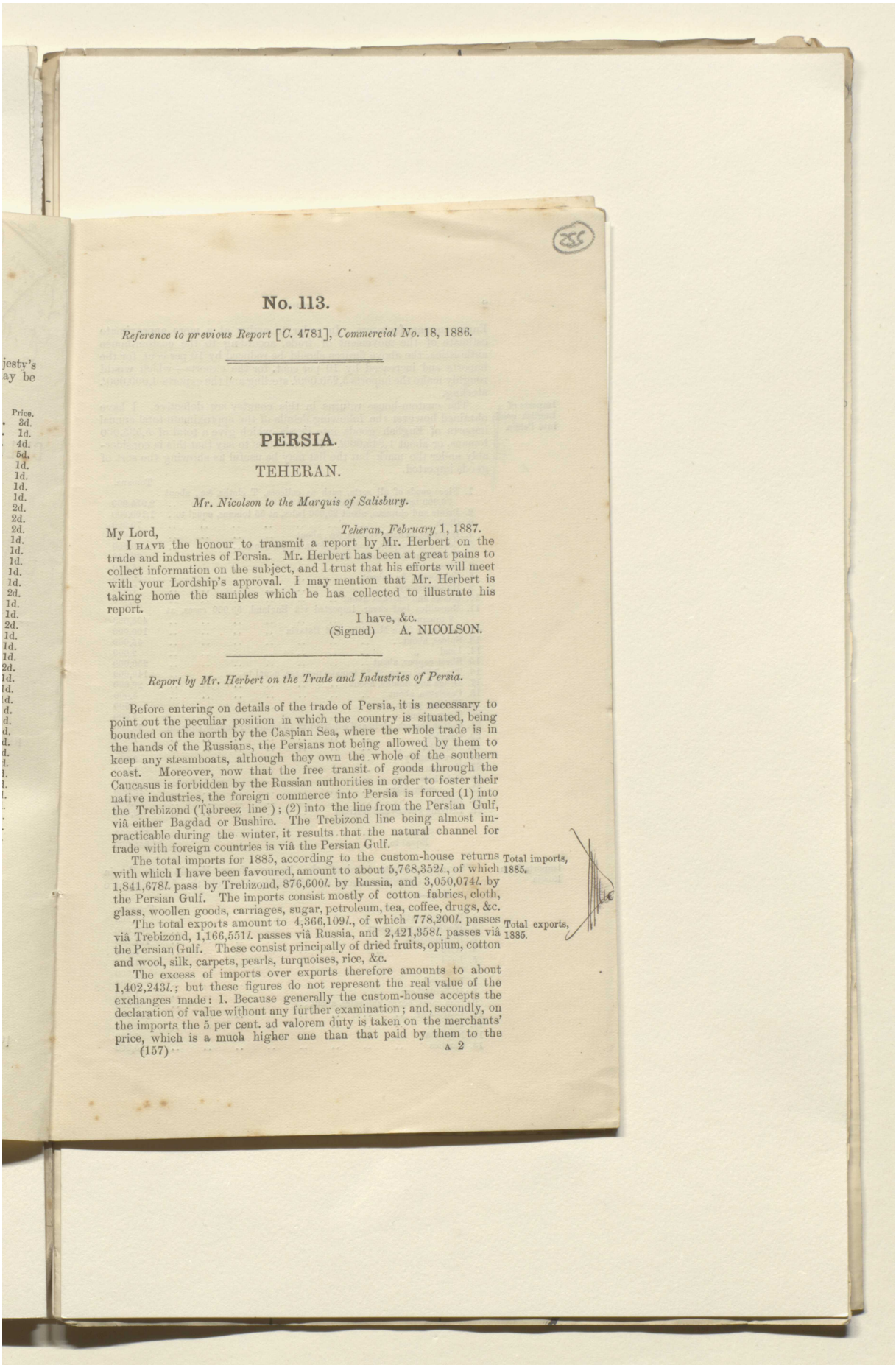

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No. 113.

Reference to previous Report [*C.* 4781], *Commercial No.* 18, 1886.

PERSIA.

TEHERAN.

Mr. Nicolson to the Marquis of Salisbury.

My Lord, *Teheran, February* 1, 1887.

I HAVE the honour to transmit a report by Mr. Herbert on the trade and industries of Persia. Mr. Herbert has been at great pains to collect information on the subject, and I trust that his efforts will meet with your Lordship's approval. I may mention that Mr. Herbert is taking home the samples which he has collected to illustrate his report.

I have, &c.
(Signed) A. NICOLSON.

Report by Mr. Herbert on the Trade and Industries of Persia.

Before entering on details of the trade of Persia, it is necessary to point out the peculiar position in which the country is situated, being bounded on the north by the Caspian Sea, where the whole trade is in the hands of the Russians, the Persians not being allowed by them to keep any steamboats, although they own the whole of the southern coast. Moreover, now that the free transit of goods through the Caucasus is forbidden by the Russian authorities in order to foster their native industries, the foreign commerce into Persia is forced (1) into the Trebizond (Tabreez line); (2) into the line from the Persian Gulf, viâ either Bagdad or Bushire. The Trebizond line being almost impracticable during the winter, it results that the natural channel for trade with foreign countries is viâ the Persian Gulf.

Total imports, 1885.

The total imports for 1885, according to the custom-house returns with which I have been favoured, amount to about 5,768,352*l.*, of which 1,841,678*l.* pass by Trebizond, 876,600*l.* by Russia, and 3,050,074*l.* by the Persian Gulf. The imports consist mostly of cotton fabrics, cloth, glass, woollen goods, carriages, sugar, petroleum, tea, coffee, drugs, &c.

Total exports, 1885.

The total exports amount to 4,366,109*l.*, of which 778,200*l.* passes viâ Trebizond, 1,166,551*l.* passes viâ Russia, and 2,421,358*l.* passes viâ the Persian Gulf. These consist principally of dried fruits, opium, cotton and wool, silk, carpets, pearls, turquoises, rice, &c.

The excess of imports over exports therefore amounts to about 1,402,243*l.*; but these figures do not represent the real value of the exchanges made: 1. Because generally the custom-house accepts the declaration of value without any further examination; and, secondly, on the imports the 5 per cent. ad valorem duty is taken on the merchants' price, which is a much higher one than that paid by them to the

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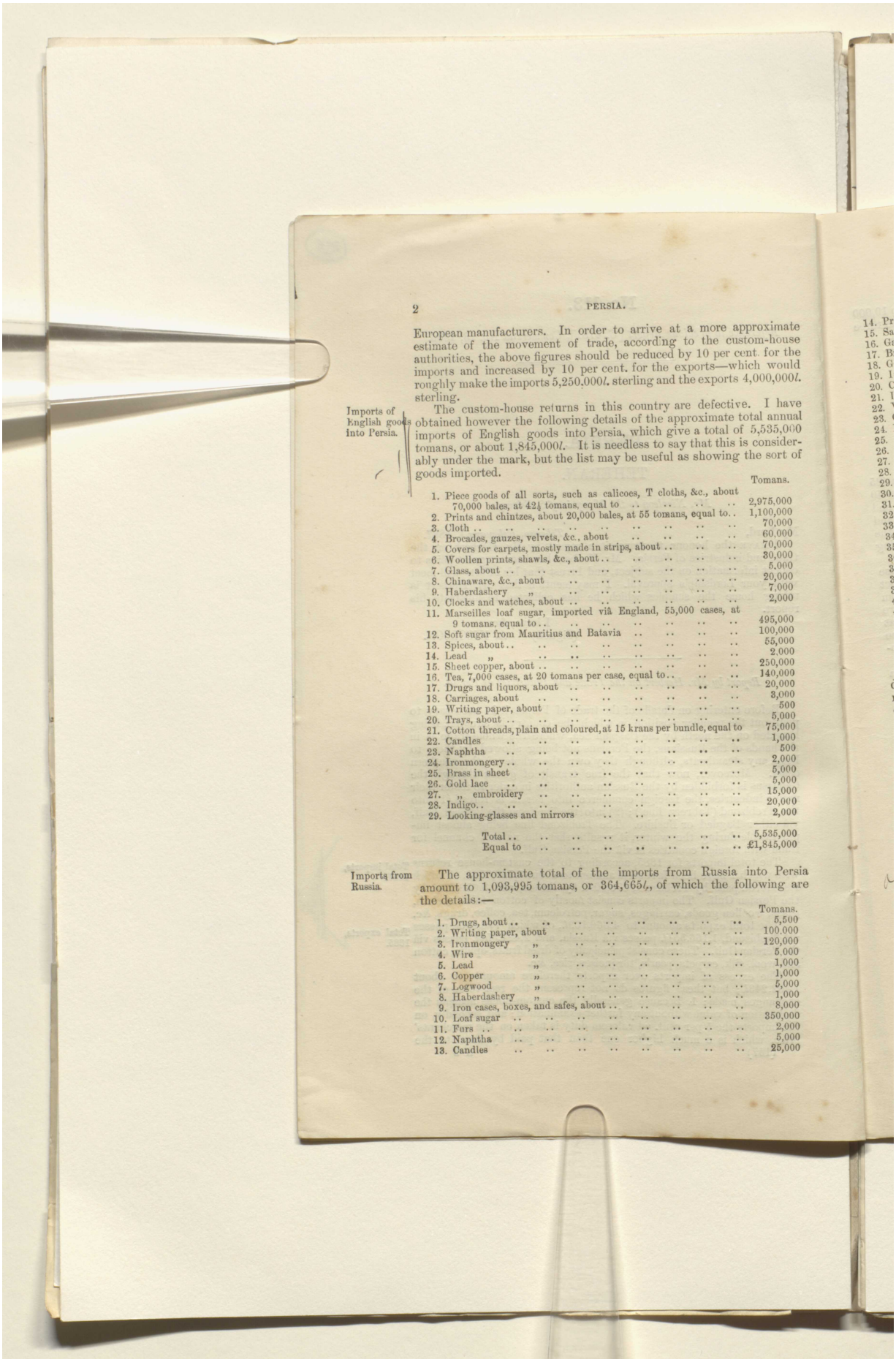

European manufacturers. In order to arrive at a more approximate estimate of the movement of trade, according to the custom-house authorities, the above figures should be reduced by 10 per cent. for the imports and increased by 10 per cent. for the exports—which would roughly make the imports 5,250,000*l.* sterling and the exports 4,000,000*l.* sterling.

Imports of English goods into Persia.

The custom-house returns in this country are defective. I have obtained however the following details of the approximate total annual imports of English goods into Persia, which give a total of 5,535,000 tomans, or about 1,845,000*l.* It is needless to say that this is considerably under the mark, but the list may be useful as showing the sort of goods imported.

	Tomans.
1. Piece goods of all sorts, such as calicoes, T cloths, &c., about 70,000 bales, at 42½ tomans, equal to	2,975,000
2. Prints and chintzes, about 20,000 bales, at 55 tomans, equal to	1,100,000
3. Cloth	70,000
4. Brocades, gauzes, velvets, &c., about	60,000
5. Covers for carpets, mostly made in strips, about	70,000
6. Woollen prints, shawls, &c., about	30,000
7. Glass, about	5,000
8. Chinaware, &c., about	20,000
9. Haberdashery „	7,000
10. Clocks and watches, about	2,000
11. Marseilles loaf sugar, imported viâ England, 55,000 cases, at 9 tomans, equal to	495,000
12. Soft sugar from Mauritius and Batavia	100,000
13. Spices, about	55,000
14. Lead „	2,000
15. Sheet copper, about	250,000
16. Tea, 7,000 cases, at 20 tomans per case, equal to	140,000
17. Drugs and liquors, about	20,000
18. Carriages, about	3,000
19. Writing paper, about	500
20. Trays, about	5,000
21. Cotton threads, plain and coloured, at 15 krans per bundle, equal to	75,000
22. Candles	1,000
23. Naphtha	500
24. Ironmongery	2,000
25. Brass in sheet	5,000
26. Gold lace	5,000
27. „ embroidery	15,000
28. Indigo	20,000
29. Looking-glasses and mirrors	2,000
Total	5,535,000
Equal to	£1,845,000

Imports from Russia.

The approximate total of the imports from Russia into Persia amount to 1,093,995 tomans, or 364,665*l.*, of which the following are the details:—

	Tomans.
1. Drugs, about	5,500
2. Writing paper, about	100,000
3. Ironmongery „	120,000
4. Wire „	5,000
5. Lead „	1,000
6. Copper „	1,000
7. Logwood „	5,000
8. Haberdashery „	1,000
9. Iron cases, boxes, and safes, about	8,000
10. Loaf sugar	350,000
11. Furs	2,000
12. Naphtha	5,000
13. Candles	25,000

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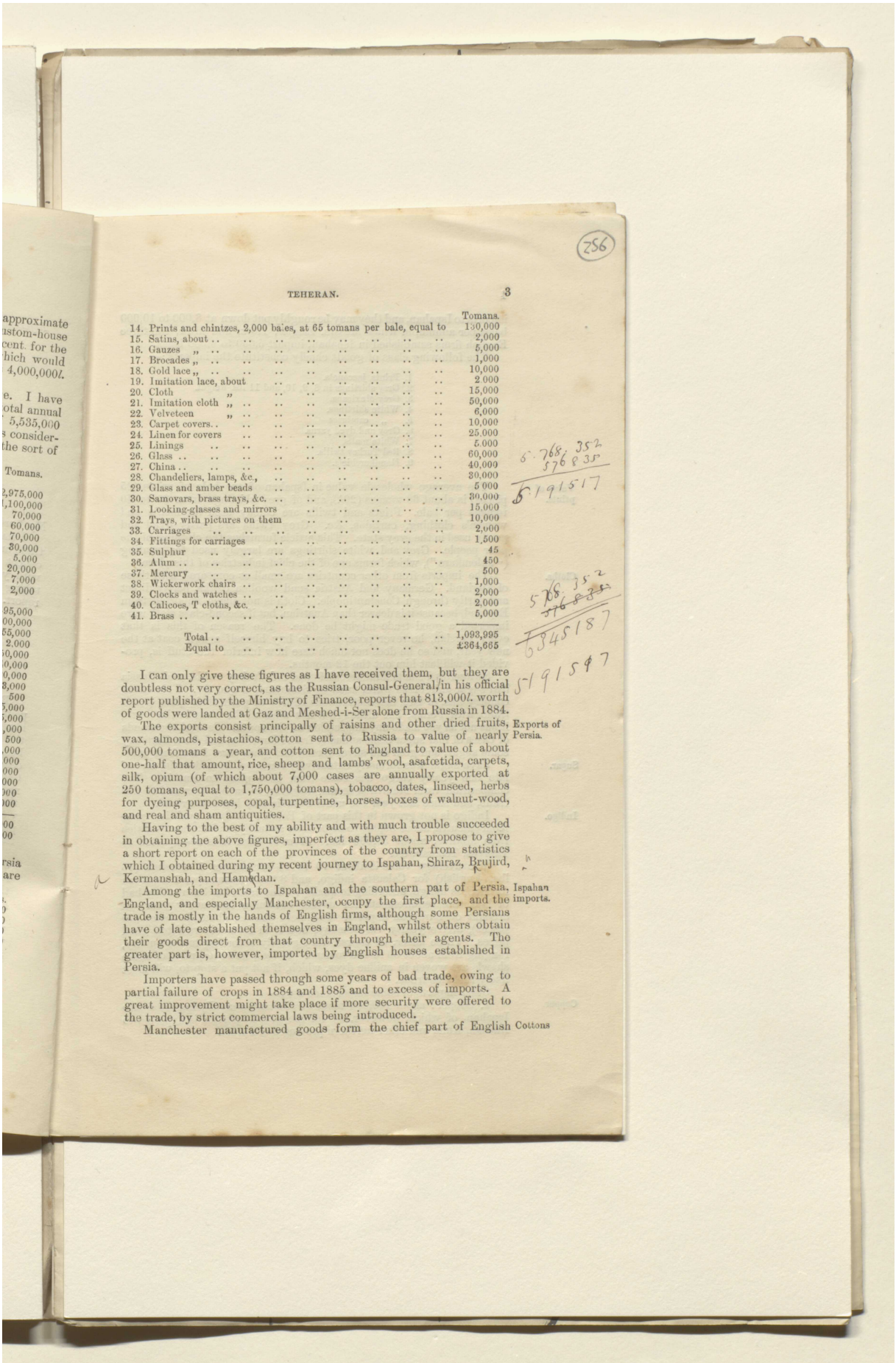

	Tomans.
14. Prints and chintzes, 2,000 bales, at 65 tomans per bale, equal to	130,000
15. Satins, about	2,000
16. Gauzes „	5,000
17. Brocades „	1,000
18. Gold lace „	10,000
19. Imitation lace, about	2,000
20. Cloth „	15,000
21. Imitation cloth „	50,000
22. Velveteen „	6,000
23. Carpet covers	10,000
24. Linen for covers	25,000
25. Linings	5,000
26. Glass	60,000
27. China	40,000
28. Chandeliers, lamps, &c.,	30,000
29. Glass and amber beads	5,000
30. Samovars, brass trays, &c.	30,000
31. Looking-glasses and mirrors	15,000
32. Trays, with pictures on them	10,000
33. Carriages	2,000
34. Fittings for carriages	1,500
35. Sulphur	45
36. Alum	450
37. Mercury	500
38. Wickerwork chairs	1,000
39. Clocks and watches	2,000
40. Calicoes, T cloths, &c.	2,000
41. Brass	5,000
Total	1,093,995
Equal to	£364,665

I can only give these figures as I have received them, but they are doubtless not very correct, as the Russian Consul-General, in his official report published by the Ministry of Finance, reports that 813,000*l.* worth of goods were landed at Gaz and Meshed-i-Ser alone from Russia in 1884.

The exports consist principally of raisins and other dried fruits, wax, almonds, pistachios, cotton sent to Russia to value of nearly 500,000 tomans a year, and cotton sent to England to value of about one-half that amount, rice, sheep and lambs' wool, asafœtida, carpets, silk, opium (of which about 7,000 cases are annually exported at 250 tomans, equal to 1,750,000 tomans), tobacco, dates, linseed, herbs for dyeing purposes, copal, turpentine, horses, boxes of walnut-wood, and real and sham antiquities. Exports of Persia.

Having to the best of my ability and with much trouble succeeded in obtaining the above figures, imperfect as they are, I propose to give a short report on each of the provinces of the country from statistics which I obtained during my recent journey to Ispahan, Shiraz, Brujird, Kermanshah, and Hamedan.

Among the imports to Ispahan and the southern part of Persia, England, and especially Manchester, occupy the first place, and the trade is mostly in the hands of English firms, although some Persians have of late established themselves in England, whilst others obtain their goods direct from that country through their agents. The greater part is, however, imported by English houses established in Persia. Ispahan imports.

Importers have passed through some years of bad trade, owing to partial failure of crops in 1884 and 1885 and to excess of imports. A great improvement might take place if more security were offered to the trade, by strict commercial laws being introduced.

Manchester manufactured goods form the chief part of English Cottons

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imports to Ispahan, and they may be roughly put down at 8,000 to 10,000 bales per annum, in which Messrs. Ziegler, Hotz, and Muir, the three English firms established in Ispahan, import 5,000 to 6,000 bales.

The following class of goods chiefly constitute the imports :—

1. Prints, jacconets.
2. Grey shirtings in 8, 9, 10, and 11 lbs. weight.
3. Grey Mexicans.
4. White shirtings.
5. „ cambrics.
6. Grey and dyed yarns.
7. White malls.
8. Red Turkey twills.
9. Handkerchiefs.

Value of prints.

The average wholesale value in Ispahan of one bale of prints (25 pieces) is about 60 tomans (20*l.*), and of grey shirtings from 30 to 40 tomans per bale. Prints and twills are chiefly used for men's and women's clothing, curtains, &c. Grey twills are partly dyed and partly used in the grey state. This article furnishes the clothing of the poor people. Grey and white shirtings are largely used for printing ("kalemkars"), which forms one of the chief industries of this place.

Cloths.

The imports from other countries are small as compared with those of England. Germany and Austria send woollen cloths, partly direct and partly through Constantinople. Cloth is not much imported from England, because it is dearer than Austrian, but if second-class cloth were imported a good trade might be done. The reason of this is that every Persian, however poor, tries to buy himself a new coat at the new year, and so he does not much care how inferior the stuff is, provided it will last him out the 12 months.

Switzerland sends handkerchiefs and red Turkey twills, and Russia loaf sugar and brass ware, such as Samovars, trays, &c. This latter country has, of late, made strenuous efforts to push their piece goods trade with Persia, but although it has affected the trade in the north, it has not as yet made any impression on the south. Several thousands of cases of loaf sugar come annually from Marseilles, and from Germany some sugar, and gold and silver thread and glass ware from Austria.

Sugar.

Java sugar was formerly extensively imported from Batavia, and of late one yearly cargo has come from that place to Bushire. The competition from Mauritius seems, however, to have put an end to this trade, and since last year the usual Batavia ship has not arrived.

Indigo.

Indigo is not grown in this part of Persia: the best qualities come from Calcutta, about 30,000 to 50,000 lbs. annually, and inferior qualities from Madras, about 50,000 lbs. From Ispahan it is re-exported to Tabreez, Teheran, &c.

The average value is about 10 to 14 tomans per 1 manshah (13 lbs. English) for Calcutta indigo, and 8 to 11 tomans per 1 manshah for Madras indigo, according to quality. The trade has been rather bad of late, the requirements for drying becoming less every year on account of European imports. Cashmere shawls, about 50 bales (20 pieces), arrive yearly viâ Bombay, and if in fast colours fetch good prices. These latter, of course, vary greatly according to the quality, ranging from about 30 to 100 tomans. Of late, however, most of these shawls are woven in aniline dyes, which, if not put a stop to, will most likely ruin this trade.

Other imports of some importance are :—

Copper.

1. Copper: about 100,000 mans of shah are annually imported into Ispahan, of which, however, by far the greater portion is exported to Kashan, Kum, and other northern provinces of Persia.

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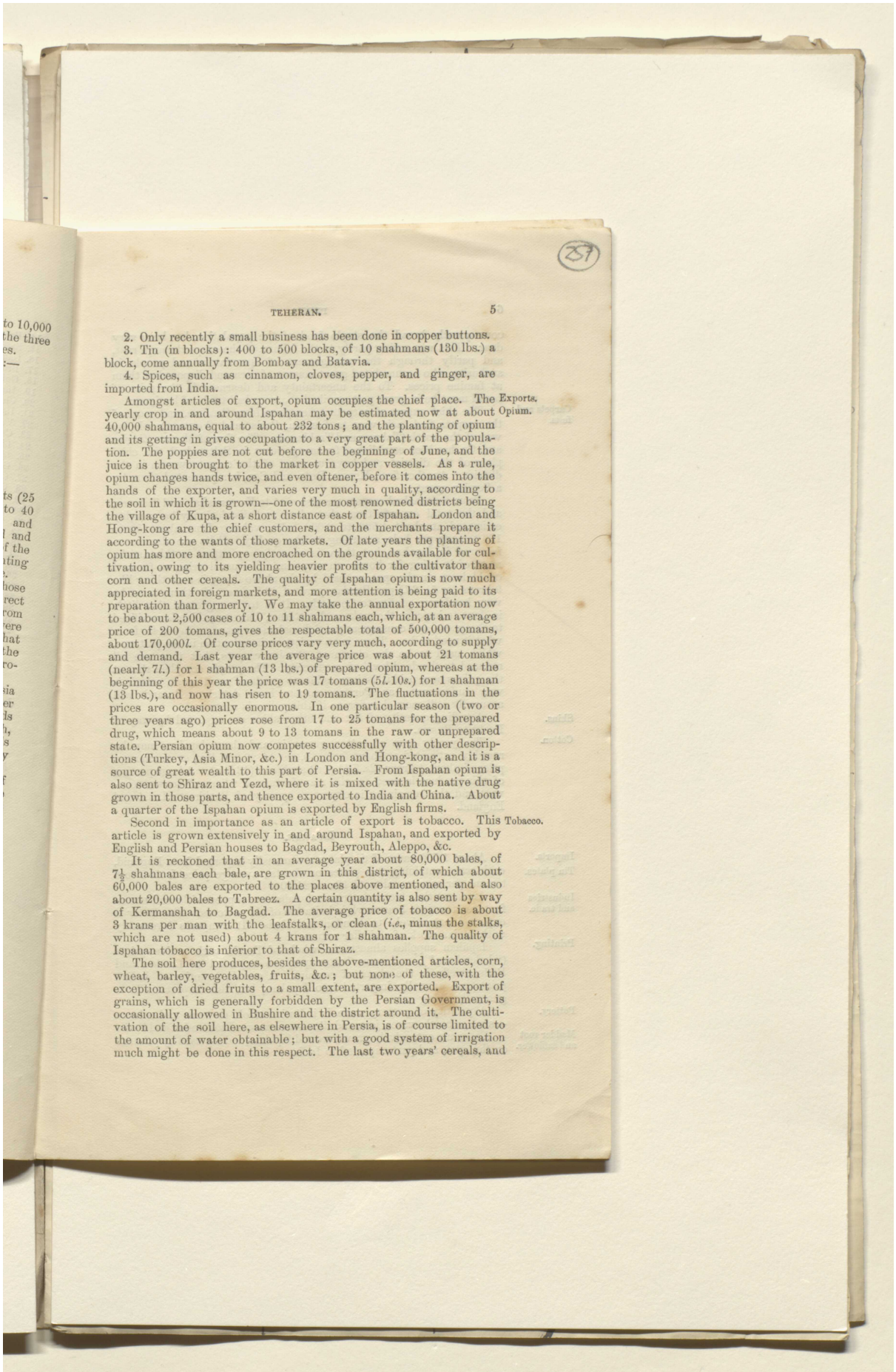

2. Only recently a small business has been done in copper buttons.

3. Tin (in blocks): 400 to 500 blocks, of 10 shahmans (130 lbs.) a block, come annually from Bombay and Batavia.

4. Spices, such as cinnamon, cloves, pepper, and ginger, are imported from India.

Amongst articles of export, opium occupies the chief place. The yearly crop in and around Ispahan may be estimated now at about 40,000 shahmans, equal to about 232 tons; and the planting of opium and its getting in gives occupation to a very great part of the population. The poppies are not cut before the beginning of June, and the juice is then brought to the market in copper vessels. As a rule, opium changes hands twice, and even oftener, before it comes into the hands of the exporter, and varies very much in quality, according to the soil in which it is grown—one of the most renowned districts being the village of Kupa, at a short distance east of Ispahan. London and Hong-kong are the chief customers, and the merchants prepare it according to the wants of those markets. Of late years the planting of opium has more and more encroached on the grounds available for cultivation, owing to its yielding heavier profits to the cultivator than corn and other cereals. The quality of Ispahan opium is now much appreciated in foreign markets, and more attention is being paid to its preparation than formerly. We may take the annual exportation now to be about 2,500 cases of 10 to 11 shahmans each, which, at an average price of 200 tomans, gives the respectable total of 500,000 tomans, about 170,000*l*. Of course prices vary very much, according to supply and demand. Last year the average price was about 21 tomans (nearly 7*l*.) for 1 shahman (13 lbs.) of prepared opium, whereas at the beginning of this year the price was 17 tomans (5*l*. 10*s*.) for 1 shahman (13 lbs.), and now has risen to 19 tomans. The fluctuations in the prices are occasionally enormous. In one particular season (two or three years ago) prices rose from 17 to 25 tomans for the prepared drug, which means about 9 to 13 tomans in the raw or unprepared state. Persian opium now competes successfully with other descriptions (Turkey, Asia Minor, &c.) in London and Hong-kong, and it is a source of great wealth to this part of Persia. From Ispahan opium is also sent to Shiraz and Yezd, where it is mixed with the native drug grown in those parts, and thence exported to India and China. About a quarter of the Ispahan opium is exported by English firms. Exports. Opium.

Second in importance as an article of export is tobacco. This article is grown extensively in and around Ispahan, and exported by English and Persian houses to Bagdad, Beyrouth, Aleppo, &c. Tobacco.

It is reckoned that in an average year about 80,000 bales, of $7\frac{1}{2}$ shahmans each bale, are grown in this district, of which about 60,000 bales are exported to the places above mentioned, and also about 20,000 bales to Tabreez. A certain quantity is also sent by way of Kermanshah to Bagdad. The average price of tobacco is about 3 krans per man with the leafstalks, or clean (*i.e.*, minus the stalks, which are not used) about 4 krans for 1 shahman. The quality of Ispahan tobacco is inferior to that of Shiraz.

The soil here produces, besides the above-mentioned articles, corn, wheat, barley, vegetables, fruits, &c.; but none of these, with the exception of dried fruits to a small extent, are exported. Export of grains, which is generally forbidden by the Persian Government, is occasionally allowed in Bushire and the district around it. The cultivation of the soil here, as elsewhere in Persia, is of course limited to the amount of water obtainable; but with a good system of irrigation much might be done in this respect. The last two years' cereals, and

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consequently bread the staple food of the population, has been very dear. This was owing partly to the failure of the crops through rust, and partly through the management of speculators and people in authority, who accumulated great masses of corn and disposed of them at famine prices. To the uncertainty and dearness in the price of bread must be in great part ascribed the very bad trade of last year.

Carpets and felts.

The chief export of carpets takes place from Farahan, and most of the carpets find their way to London, Paris, and Constantinople, by way of the north (Tabreez and Trebizond). The firm of Messrs. Ziegler and Co. has been established for many years in Sultanabad, the chief place of the district, and buys up most of the carpets woven in the district. Another firm, Messrs. Hotz and Son, is represented there by a Persian agent.

From Sultanabad carpets are also sent to Kermanshah and Tabreez, and the total exports from that place and district may be roughly estimated at about 1,500 to 2,000 bales, valuing from about 50 to 100 tomans per bale, according to the quality. Felts are also manufactured in Ispahan, but there is scarcely any export in this article, most of it being for home consumption. The usual price, as far as I could learn on the spot, as paid by the above firms, is something like 9 krans (or 5*s.* 6*d.*) per Persian yard of 42 inches. So there must be very handsome profits to be made. It is to be regretted that little is done to improve the make and patterns; but everything is sacrificed to cheapness, and consequently a Sultanabad carpet of to-day is far from what it used to be. There is no variety or imagination in the patterns, which used to be the charm of Persian carpets, but they are all reduced to the dead level of mediocrity. The people complain that at the prices now paid it is impossible to produce good work, which is very unfortunate, as Persian carpets have deteriorated, and will assuredly still more deteriorate if this policy is continued.

Skins.

A trifling quantity of fox and other skins are exported by way of Resht to Russia.

Cotton.

The yearly crop of cotton grown in and about Ispahan may be roughly estimated at about from 10,000 to 20,000 lbs., at an average price of about 4 krans (2*s.* 7*d.*) per 1 shahman (13 lbs.). A large portion of this produce is used for the manufacture of "kertaz" (coarse canvas), and the remainder is exported by way of Bushire to India and England.

Ispahan.

Imports. Tin plates.

About 1,500 cases of tin plates are annually imported from England, each case containing 225 plates or sheets; average price from 5 to 8 tomans per case, equal to 1*l.* 12*s.* to 2*l.* 10*s.*

Industries and trade.

Amongst the chief industries in Ispahan are coppersmiths and manufacture of artistic brasswork in imitation of old patterns. This latter is exported extensively to London and Paris. It compares favourably with Indian work of a similar nature.

Printing.

Ispahan supplies almost the whole of Persia with native prints ("kalemkars"), and some better qualities exported to London and Paris, chiefly in the shape of curtains. A certain quantity of Indian prints are annually imported into Ispahan, but this import trade is generally dying out.

Pottery.

A quantity of pottery ware, in imitation of old patterns and colours —such as bowls, vases, jars, and tiles—are exported to London and Paris.

Madder root and safflower.

These are extensively grown around Ispahan, and are used by printers on the spot, and part exported to India.

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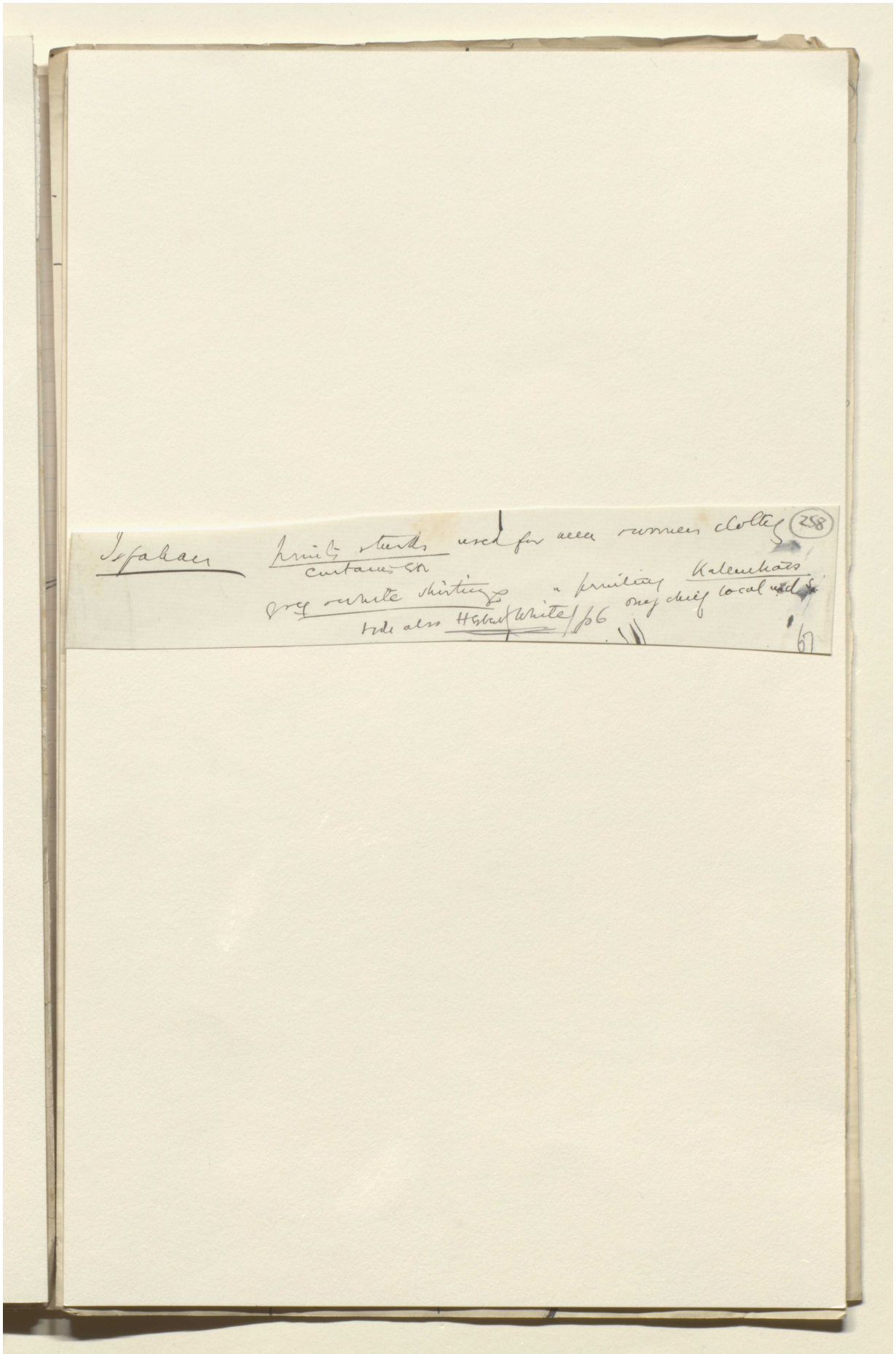

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The imports into the country are mostly from England, the only Russian imports being some 20 to 25 loads, consisting of glass and china ware, samovars, &c. All goods are imported by way of Bagdad, and all in the following list come from England, except sugar, of which half is from Marseilles. Imports.

		Tomans.
1.	Calicoes, 3,500 loads, at 80 tomans, equal to	28,000
2.	T cloths, afterwards dyed blue in the country, 3,500 loads, at 80 tomans a load, equal to	28,000
3.	Chintzes, 1,000 loads, at 70 tomans, equal to	70,000
4.	Cloth, 50 loads, at 350 tomans, equal to	17,500
5.	Cotton stuff, called in the country "khagani," used for women's clothes and men's waistcoats, 50 loads, at 200 tomans, equal to	10,000
6.	"Yazmeh," a black, shiny material used for trousers, 50 loads, at 180 tomans	9,000
7.	Sugar, sugar-candy, &c., 18,500 loads, at 17½ tomans	323,750
8.	Molasses, 5,500 loads, at 15 tomans	82,500
9.	Cinnamons, ammonia, and coffee, 300 loads, at 40 tomans ..	12,000
10.	Brass and sheet iron, 150 loads, at 40 tomans	6,000
11.	Haberdashery, 150 loads, at 60 tomans	9,000
12.	China, 100 loads, at 10 tomans	1,000
13.	Glass, 150 „ 15 „	2,250
14.	Indigo, 150 „ 200 „	30,000
15.	Iron, 400 „ 20 „	8,000
16.	Drugs, 2 „ 50 „	100
17.	Spirits, 50 „ 30 „	1,500
18.	Tea, 150 „ 100 „	15,000
19.	Candles, 50 „ 40 „	2,000
20.	Writing paper, 10 loads, at 50 tomans	500
	Total	656,100
	Equal to	£218,700

The imports viâ Bagdad from Russia are set down as follows:—

		Tomans.
1.	Furs	900
2.	Glass, &c.	500
3.	Writing paper	400
	Total	1,800
	Equal to	£600

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Exports viâ Bagdad.

		Tomans.
1.	Rogan (Ghee), 500 loads, at 17½ tomans	8,750
2.	Rice, &c., 500 loads, at 4 tomans	2,000
3.	Copal, 1,200 loads, at 25 tomans	30,000
4.	Opium made about Kermanshah, 70 loads, at 140 cases, at 200 tomans per load	14,000
5.	Potatoes, 50 loads, at 2 tomans	100
6.	Carpets, 600 loads, at 50 tomans	30,000
7.	Socks, 10 loads, at 50 tomans	500
8.	Wrappers of wool and cotton	150
9.	Honey and treacle	200
10.	Dried fruits	103,500
11.	Tallow	200
12.	Leather	200
13.	Cattle and horses	40,000
14.	Cotton, 300 loads, at 13 tomans	3,900
15.	Prayer carpets	2,000
16.	Saddles, &c.	2,500
17.	,, fittings	1,750
18.	Drugs	4,000
19.	Alum	200
20.	Sundries	25,800
21.	Tabacco	90
	Total	269,340
	Equal to	£89,780

Corn. There is much less corn grown in the neighbourhood of Kermanshah than there was formerly, and not more than one-third of the land formerly cultivated is now under the plough. The harvest in 1885 was not good, and wheat rose from 17 krans per charvar to 25 krans. Last year, 1886, however, it was better, but wheat still stood at 20 krans. There has been no export of corn to Bagdad. The wheat grown immediately round about Kermanshah may be estimated at from 150,000 to 180,000 charvars (50,000 to 80,000 tons).

Population. The population is decreasing, but at present, in Kermanshah itself, there are said to be 6,000 houses, or 40,000 inhabitants, and in the district under the governor there is another 300,000 souls, making a total of 340,000 souls.

Taxation and revenue. The taxation paid to Government is 80,000 tomans a year, with 3,200 soldiers and 4,000 charvars of grain, but of course the Governor raises a revenue far exceeding the above, the balance of which he keeps. There are about 120,000 to 130,000 pilgrims passing to and fro en route for Kerbelai. They come from all parts of the world, and on my way I met some who came from the other side of Cabul, and who had been three months on their road from their homes to Kermanshah. About 3,000 a year also came from Baku viâ Resht and Hamedan.

In former days a considerable quantity of tobocco (about 12,000 loads a year) was sent to Bagdad, but since the introduction of the Régie the export has fallen to 3,000 loads.

Astrabad.

Imports from Russia. In an article in the "Morning Post" of March 8, 1886, entitled "Expulsion of England from the Persian Markets," the report of the Russian Consul at Astrabad for 1884, officially published at St. Petersburg, is quoted. He says that 813,000*l.* worth of goods were landed at Gez and Meshed-i-Ser from Russia in that year, as follows:—

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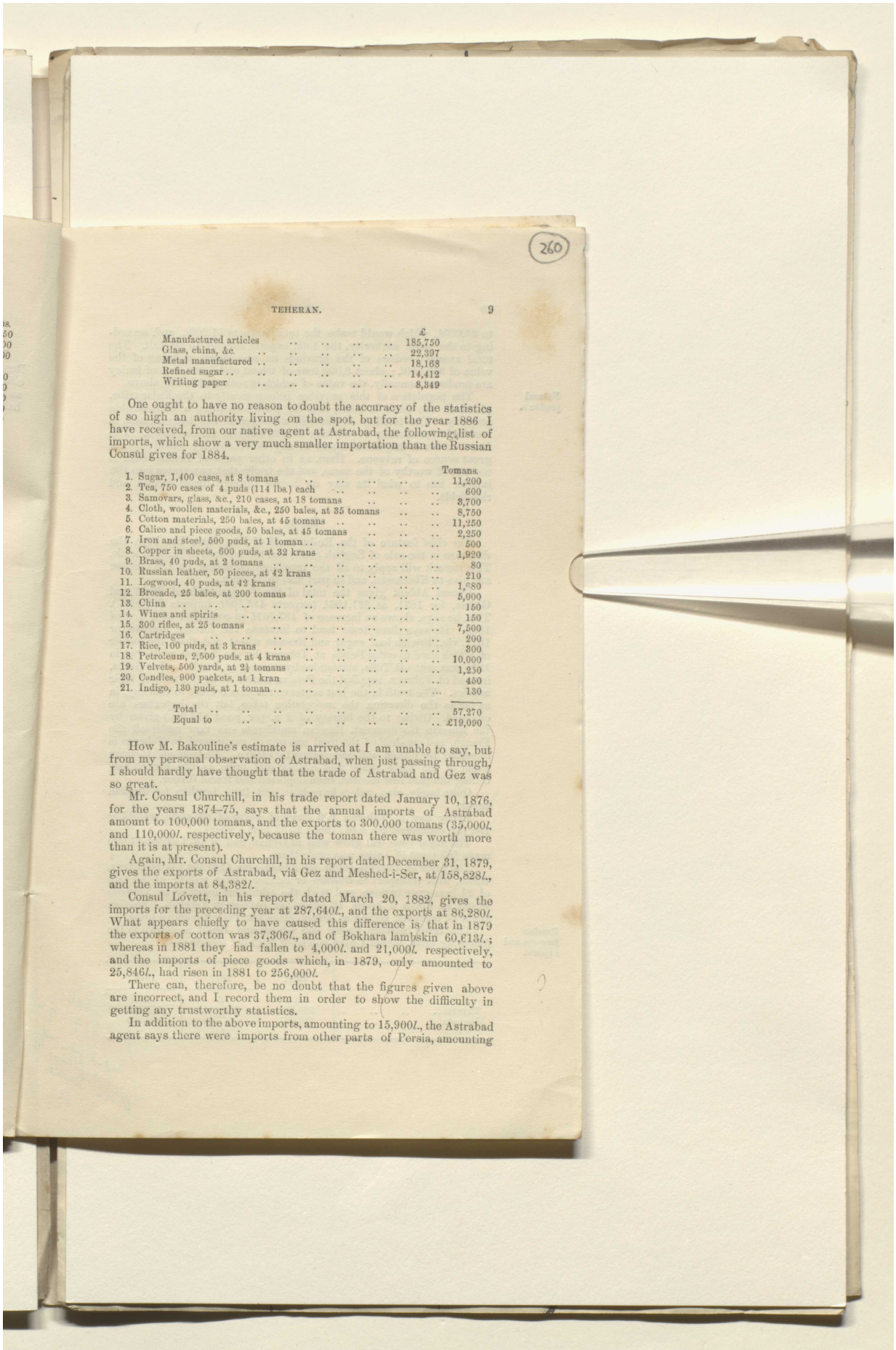

	£
Manufactured articles	185,750
Glass, china, &c.	22,397
Metal manufactured	18,168
Refined sugar	14,412
Writing paper	8,349

One ought to have no reason to doubt the accuracy of the statistics of so high an authority living on the spot, but for the year 1886 I have received, from our native agent at Astrabad, the following list of imports, which show a very much smaller importation than the Russian Consul gives for 1884.

	Tomans.
1. Sugar, 1,400 cases, at 8 tomans	11,200
2. Tea, 750 cases of 4 puds (114 lbs.) each	600
3. Samovars, glass, &c., 210 cases, at 18 tomans	3,700
4. Cloth, woollen materials, &c., 250 bales, at 35 tomans	8,750
5. Cotton materials, 250 bales, at 45 tomans	11,250
6. Calico and piece goods, 50 bales, at 45 tomans	2,250
7. Iron and steel, 500 puds, at 1 toman	500
8. Copper in sheets, 600 puds, at 32 krans	1,920
9. Brass, 40 puds, at 2 tomans	80
10. Russian leather, 50 pieces, at 42 krans	210
11. Logwood, 40 puds, at 42 krans	1,680
12. Brocade, 25 bales, at 200 tomans	5,000
13. China	150
14. Wines and spirits	150
15. 300 rifles, at 25 tomans	7,500
16. Cartridges	200
17. Rice, 100 puds, at 3 krans	300
18. Petroleum, 2,500 puds, at 4 krans	10,000
19. Velvets, 500 yards, at 2½ tomans	1,250
20. Candles, 900 packets, at 1 kran	450
21. Indigo, 130 puds, at 1 toman	130
Total	57,270
Equal to	£19,090

How M. Bakouline's estimate is arrived at I am unable to say, but from my personal observation of Astrabad, when just passing through, I should hardly have thought that the trade of Astrabad and Gez was so great.

Mr. Consul Churchill, in his trade report dated January 10, 1876, for the years 1874–75, says that the annual imports of Astrabad amount to 100,000 tomans, and the exports to 300,000 tomans (35,000*l.* and 110,000*l.* respectively, because the toman there was worth more than it is at present).

Again, Mr. Consul Churchill, in his report dated December 31, 1879, gives the exports of Astrabad, viâ Gez and Meshed-i-Ser, at 158,828*l.*, and the imports at 84,382*l.*

Consul Lovett, in his report dated March 20, 1882, gives the imports for the preceding year at 287,640*l.*, and the exports at 86,280*l.* What appears chiefly to have caused this difference is that in 1879 the exports of cotton was 37,306*l.*, and of Bokhara lambskin 60,613*l.*; whereas in 1881 they had fallen to 4,000*l.* and 21,000*l.* respectively, and the imports of piece goods which, in 1879, only amounted to 25,846*l.*, had risen in 1881 to 256,000*l.*

There can, therefore, be no doubt that the figures given above are incorrect, and I record them in order to show the difficulty in getting any trustworthy statistics.

In addition to the above imports, amounting to 15,900*l.*, the Astrabad agent says there were imports from other parts of Persia, amounting

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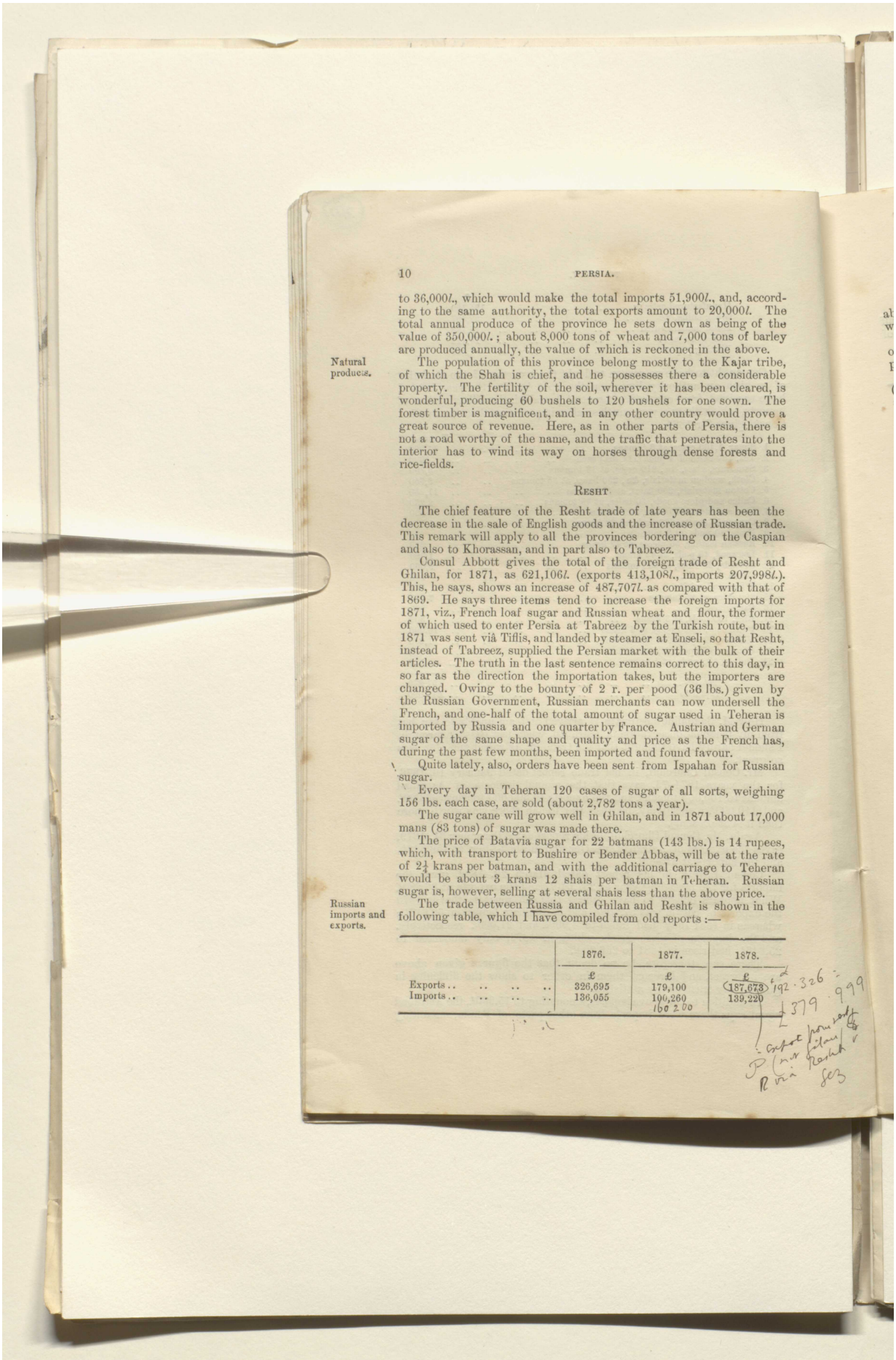

to 36,000*l.*, which would make the total imports 51,900*l.*, and, according to the same authority, the total exports amount to 20,000*l.* The total annual produce of the province he sets down as being of the value of 350,000*l.*; about 8,000 tons of wheat and 7,000 tons of barley are produced annually, the value of which is reckoned in the above.

Natural produce.

The population of this province belong mostly to the Kajar tribe, of which the Shah is chief, and he possesses there a considerable property. The fertility of the soil, wherever it has been cleared, is wonderful, producing 60 bushels to 120 bushels for one sown. The forest timber is magnificent, and in any other country would prove a great source of revenue. Here, as in other parts of Persia, there is not a road worthy of the name, and the traffic that penetrates into the interior has to wind its way on horses through dense forests and rice-fields.

Resht

The chief feature of the Resht trade of late years has been the decrease in the sale of English goods and the increase of Russian trade. This remark will apply to all the provinces bordering on the Caspian and also to Khorassan, and in part also to Tabreez.

Consul Abbott gives the total of the foreign trade of Resht and Ghilan, for 1871, as 621,106*l.* (exports 413,108*l.*, imports 207,998*l.*). This, he says, shows an increase of 487,707*l.* as compared with that of 1869. He says three items tend to increase the foreign imports for 1871, viz., French loaf sugar and Russian wheat and flour, the former of which used to enter Persia at Tabreez by the Turkish route, but in 1871 was sent viâ Tiflis, and landed by steamer at Enseli, so that Resht, instead of Tabreez, supplied the Persian market with the bulk of their articles. The truth in the last sentence remains correct to this day, in so far as the direction the importation takes, but the importers are changed. Owing to the bounty of 2 r. per pood (36 lbs.) given by the Russian Government, Russian merchants can now undersell the French, and one-half of the total amount of sugar used in Teheran is imported by Russia and one quarter by France. Austrian and German sugar of the same shape and quality and price as the French has, during the past few months, been imported and found favour.

Quite lately, also, orders have been sent from Ispahan for Russian sugar.

Every day in Teheran 120 cases of sugar of all sorts, weighing 156 lbs. each case, are sold (about 2,782 tons a year).

The sugar cane will grow well in Ghilan, and in 1871 about 17,000 mans (83 tons) of sugar was made there.

The price of Batavia sugar for 22 batmans (143 lbs.) is 14 rupees, which, with transport to Bushire or Bender Abbas, will be at the rate of $2\frac{1}{4}$ krans per batman, and with the additional carriage to Teheran would be about 3 krans 12 shais per batman in Teheran. Russian sugar is, however, selling at several shais less than the above price.

Russian imports and exports.

The trade between Russia and Ghilan and Resht is shown in the following table, which I have compiled from old reports :—

	1876.	1877.	1878.
	£	£	£
Exports	326,695	179,100	187,673
Imports	136,055	190,260	139,220

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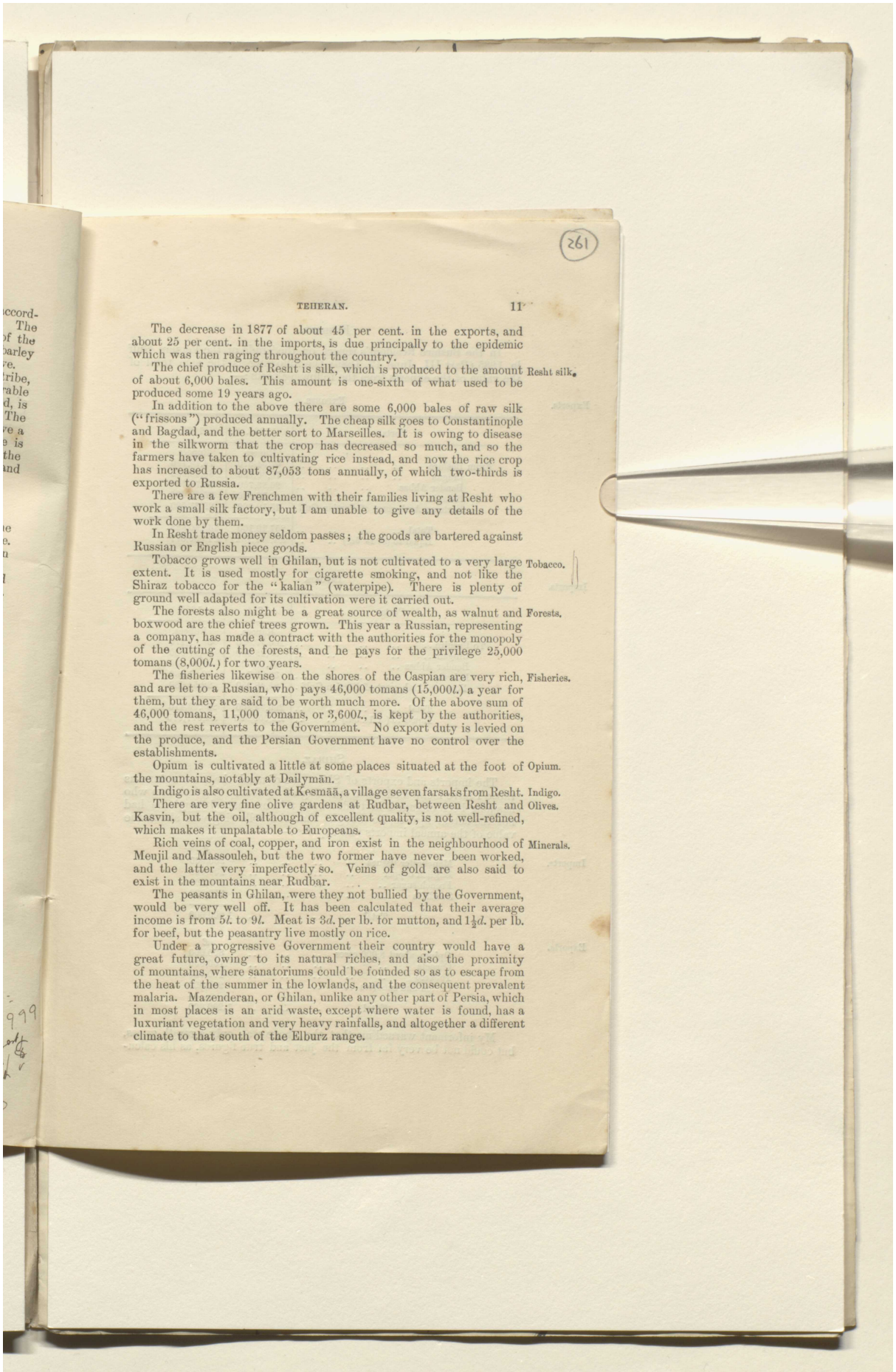

The decrease in 1877 of about 45 per cent. in the exports, and about 25 per cent. in the imports, is due principally to the epidemic which was then raging throughout the country.

Resht silk. The chief produce of Resht is silk, which is produced to the amount of about 6,000 bales. This amount is one-sixth of what used to be produced some 19 years ago.

In addition to the above there are some 6,000 bales of raw silk ("frissons") produced annually. The cheap silk goes to Constantinople and Bagdad, and the better sort to Marseilles. It is owing to disease in the silkworm that the crop has decreased so much, and so the farmers have taken to cultivating rice instead, and now the rice crop has increased to about 87,053 tons annually, of which two-thirds is exported to Russia.

There are a few Frenchmen with their families living at Resht who work a small silk factory, but I am unable to give any details of the work done by them.

In Resht trade money seldom passes; the goods are bartered against Russian or English piece goods.

Tobacco. Tobacco grows well in Ghilan, but is not cultivated to a very large extent. It is used mostly for cigarette smoking, and not like the Shiraz tobacco for the "kalian" (waterpipe). There is plenty of ground well adapted for its cultivation were it carried out.

Forests. The forests also might be a great source of wealth, as walnut and boxwood are the chief trees grown. This year a Russian, representing a company, has made a contract with the authorities for the monopoly of the cutting of the forests, and he pays for the privilege 25,000 tomans (8,000*l.*) for two years.

Fisheries. The fisheries likewise on the shores of the Caspian are very rich, and are let to a Russian, who pays 46,000 tomans (15,000*l.*) a year for them, but they are said to be worth much more. Of the above sum of 46,000 tomans, 11,000 tomans, or 3,600*l.*, is kept by the authorities, and the rest reverts to the Government. No export duty is levied on the produce, and the Persian Government have no control over the establishments.

Opium. Opium is cultivated a little at some places situated at the foot of the mountains, notably at Dailymān.

Indigo. Indigo is also cultivated at Kesmāā, a village seven farsaks from Resht.

Olives. There are very fine olive gardens at Rudbar, between Resht and Kasvin, but the oil, although of excellent quality, is not well-refined, which makes it unpalatable to Europeans.

Minerals. Rich veins of coal, copper, and iron exist in the neighbourhood of Meujil and Massouleh, but the two former have never been worked, and the latter very imperfectly so. Veins of gold are also said to exist in the mountains near Rudbar.

The peasants in Ghilan, were they not bullied by the Government, would be very well off. It has been calculated that their average income is from 5*l.* to 9*l.* Meat is 3*d.* per lb. for mutton, and 1½*d.* per lb. for beef, but the peasantry live mostly on rice.

Under a progressive Government their country would have a great future, owing to its natural riches, and also the proximity of mountains, where sanatoriums could be founded so as to escape from the heat of the summer in the lowlands, and the consequent prevalent malaria. Mazenderan, or Ghilan, unlike any other part of Persia, which in most places is an arid waste, except where water is found, has a luxuriant vegetation and very heavy rainfalls, and altogether a different climate to that south of the Elburz range.

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BUSHIRE.

In the Bushire Resident's report on the Trade of the Persian Gulf in 1885 (Part III., June 17, 1886), the following is the sum total of the value of the exports from the following ports :—

Exports.

EXPORTS.

Ports.	1884.	1885.
	Rupees.	Rupees.
From Bushire	67,34,570	74,45,170
Lingah	76,30,750	86,48,950
Bender Abbas	26,53,750	38,76,400
Bahrein	41,72,030	35,98,605
Ports on Arab coast of Persian Gulf	45,19,000	29,81,500
Total	257,10,100	265,50,625
Equal to (at 1s 5d.)	£1,821,132	£1,880,677

Imports.

IMPORTS.

Ports.	1884.	1885.
	Rupees.	Rupees.
To Bushire	100,97,950	99,62,170
Lingah	88,25,980	93,87,900
Bender Abbas	37,78,600	38,96,700
Bahrein	39,63,740	38,21,960
Ports on Arab coast of Persian Gulf ..	23,68,030	22,54,680
Total	290,34,300	293,23,410
Equal to (at 1s. 5d.)	£2,055,596	£2,077,075

SHIRAZ.

The imports and exports of Shiraz are of much the same nature as those I have mentioned when speaking of Ispahan. A gentleman who has long been engaged in trade there told me that, although he had not the actual figures, he thought that the following was about the value of the annual imports and exports :—

Imports.

	£
Manchester tissues	500,000
English copper	100,000
French sugar	250,000
Sundries	350,000
Total	1,200,000

Exports.

	£
Opium, about 8,000 cases	800,000
Carpets	100,000
Tobacco	100,000
Cotton and sundries	200,000
Total	1,200,000

My informant warned me that the above was only a rough guess, but could not be very far from the just and true figures, as his calcu-

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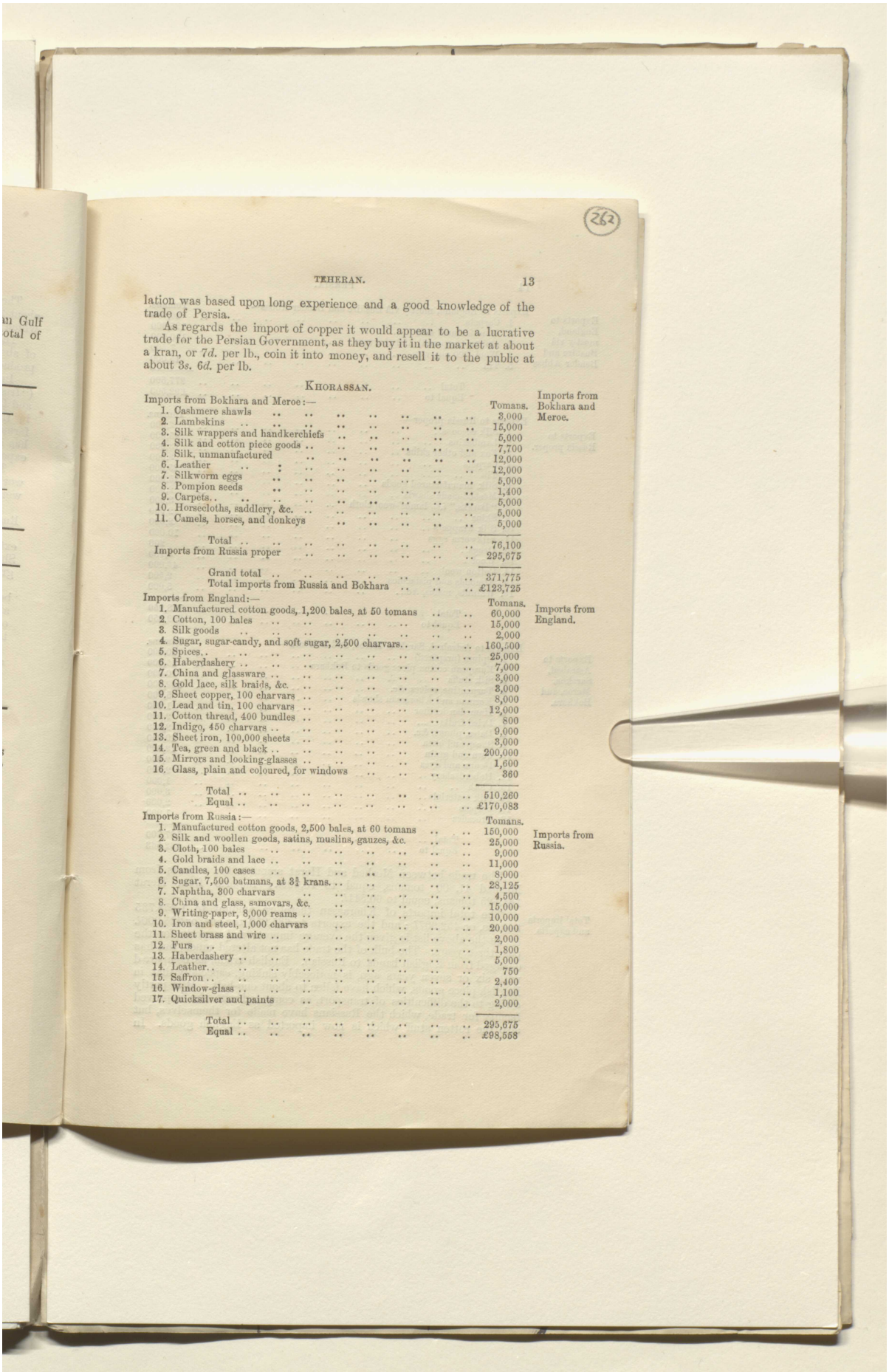

lation was based upon long experience and a good knowledge of the trade of Persia.

As regards the import of copper it would appear to be a lucrative trade for the Persian Government, as they buy it in the market at about a kran, or 7*d.* per lb., coin it into money, and resell it to the public at about 3*s.* 6*d.* per lb.

KHORASSAN.

Imports from Bokhara and Meroe:—

	Tomans.	
1. Cashmere shawls	3,000	Imports from Bokhara and Meroe.
2. Lambskins	15,000	
3. Silk wrappers and handkerchiefs	5,000	
4. Silk and cotton piece goods	7,700	
5. Silk, unmanufactured	12,000	
6. Leather	12,000	
7. Silkworm eggs	5,000	
8. Pompion seeds	1,400	
9. Carpets	5,000	
10. Horsecloths, saddlery, &c.	5,000	
11. Camels, horses, and donkeys	5,000	
Total	76,100	
Imports from Russia proper	295,675	
Grand total	371,775	
Total imports from Russia and Bokhara	£123,725	

Imports from England:—

	Tomans.	
1. Manufactured cotton goods, 1,200 bales, at 50 tomans	60,000	Imports from England.
2. Cotton, 100 bales	15,000	
3. Silk goods	2,000	
4. Sugar, sugar-candy, and soft sugar, 2,500 charvars	160,500	
5. Spices	25,000	
6. Haberdashery	7,000	
7. China and glassware	3,000	
8. Gold lace, silk braids, &c.	3,000	
9. Sheet copper, 100 charvars	8,000	
10. Lead and tin, 100 charvars	12,000	
11. Cotton thread, 400 bundles	800	
12. Indigo, 450 charvars	9,000	
13. Sheet iron, 100,000 sheets	3,000	
14. Tea, green and black	200,000	
15. Mirrors and looking-glasses	1,600	
16. Glass, plain and coloured, for windows	360	
Total	510,260	
Equal	£170,083	

Imports from Russia:—

	Tomans.	
1. Manufactured cotton goods, 2,500 bales, at 60 tomans	150,000	Imports from Russia.
2. Silk and woollen goods, satins, muslins, gauzes, &c.	25,000	
3. Cloth, 100 bales	9,000	
4. Gold braids and lace	11,000	
5. Candles, 100 cases	8,000	
6. Sugar, 7,500 batmans, at 3¾ krans.	28,125	
7. Naphtha, 300 charvars	4,500	
8. China and glass, samovars, &c.	15,000	
9. Writing-paper, 8,000 reams	10,000	
10. Iron and steel, 1,000 charvars	20,000	
11. Sheet brass and wire	2,000	
12. Furs	1,800	
13. Haberdashery	5,000	
14. Leather	750	
15. Saffron	2,400	
16. Window-glass	1,100	
17. Quicksilver and paints	2,000	
Total	295,675	
Equal	£98,558	

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Exports to England, mostly viâ Bushire and Bender Abbas

Exports to England, mostly viâ Bushire and Bender Abbas—	Tomans.
1. Carpets	30,000
2. Manufactured silk	125,000
3. Opium (prepared), 100 charvars	100,000
4. Wool, 300 charvars	7,500
5. Tin	15,000
Total	277,500
Equal to	£92,500

Exports to Russia proper.

Exports to Russia proper—	Tomans.
1. Silk cocoons	2,500
2. Lambskins	45,000
3. Fox and other skins	13,000
4. Carpets	3,000
5. Tin	25,000
6. Silk, manufactured goods	15,000
7. Meshed-made shawls	2,000
8. "Baraks," *i.e.*, lambs'-wool cloth	3,000
9. Skins	2,000
10. Silk wrappers	2,000
11. Silkworm eggs	10,000
12. Drugs	200
13. Wool	3,750
14. Cotton wool	45,000
15. Almonds and pistachios	2,500
16. Walnuts, rasins, &c.	5,000
Total	178,950
Equal to	£59,650

Exports to Astrabad, Sarakhs, Meroe, and Bokhara.

Exports to Astrabad, Sarakhs, Meroe, and Bokhara—	Tomans.
1. Opium (prepared)	10,000
2. European cotton piece goods to Bokhara	15,000
3. Silk stuffs	10,000
4. Turpentine, spices, &c.	109,000
5. Kerman and Khorassan shawls	5,000
6. Hamedan leather	1,200
7. Dried fruits	2,000
8. Dates, plums, &c.	2,000
9. Sheep and oxen	10,000
10. Corn and grain	12,000
11. Henna and dyes	2,000
12. Haberdashery	2,500
13. Cloth	1,000
14. Silk materials	3,000
15. Carpets	2,000
16. Brocades	1,000
Total	187,700
Equal to	£62,563

The trade between Meshed and Herat amounts to: exports from Meshed 41,800 tomans, equal to 13,000*l.*; imports from Herat 181,625 tomans, equal to 60,541*l.*

Total imports and exports.

The total imports of Khorassan therefore amount to 1,358,735 tomans, or 452,907*l.*; and the exports to 685,950 tomans, or 228,000*l.*

In the above list is given the average imports and exports for the past three years. The bulk of the trade has not altered much, but has changed from English hands to Russian. English trade, as compared with six or seven years ago, is noticeably sinking, especially that in English piece goods, which have fallen to about one-half. It is partly owing to the difficulties of transport, as compared with the improved facility for trade, which the Russians have made for themselves, but also the rotten stuff which is now imported as English goods. In

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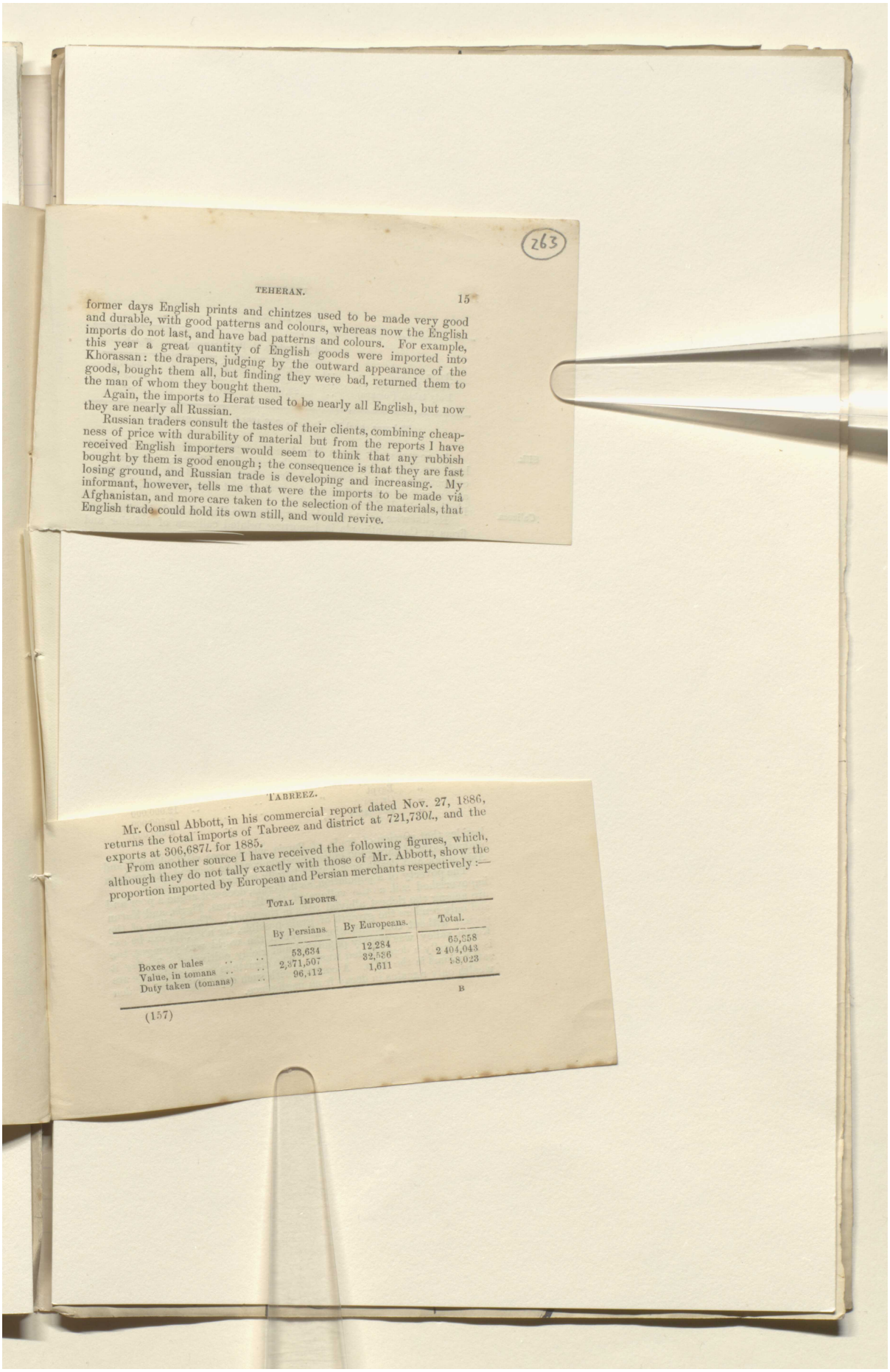

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TEHERAN. 15

former days English prints and chintzes used to be made very good and durable, with good patterns and colours, whereas now the English imports do not last, and have bad patterns and colours. For example, this year a great quantity of English goods were imported into Khorassan: the drapers, judging by the outward appearance of the goods, bought them all, but finding they were bad, returned them to the man of whom they bought them.

Again, the imports to Herat used to be nearly all English, but now they are nearly all Russian.

Russian traders consult the tastes of their clients, combining cheapness of price with durability of material but from the reports I have received English importers would seem to think that any rubbish bought by them is good enough; the consequence is that they are fast losing ground, and Russian trade is developing and increasing. My informant, however, tells me that were the imports to be made viâ Afghanistan, and more care taken to the selection of the materials, that English trade could hold its own still, and would revive.

TABREEZ.

Mr. Consul Abbott, in his commercial report dated Nov. 27, 1886, returns the total imports of Tabreez and district at 721,730*l.*, and the exports at 306,687*l.* for 1885.

From another source I have received the following figures, which, although they do not tally exactly with those of Mr. Abbott, show the proportion imported by European and Persian merchants respectively:—

TOTAL IMPORTS.

	By Persians.	By Europeans.	Total.
Boxes or bales	53,634	12,284	65,958
Value, in tomans	2,371,507	32,536	2,404,043
Duty taken (tomans) ..	96,412	1,611	98,023

(157) B

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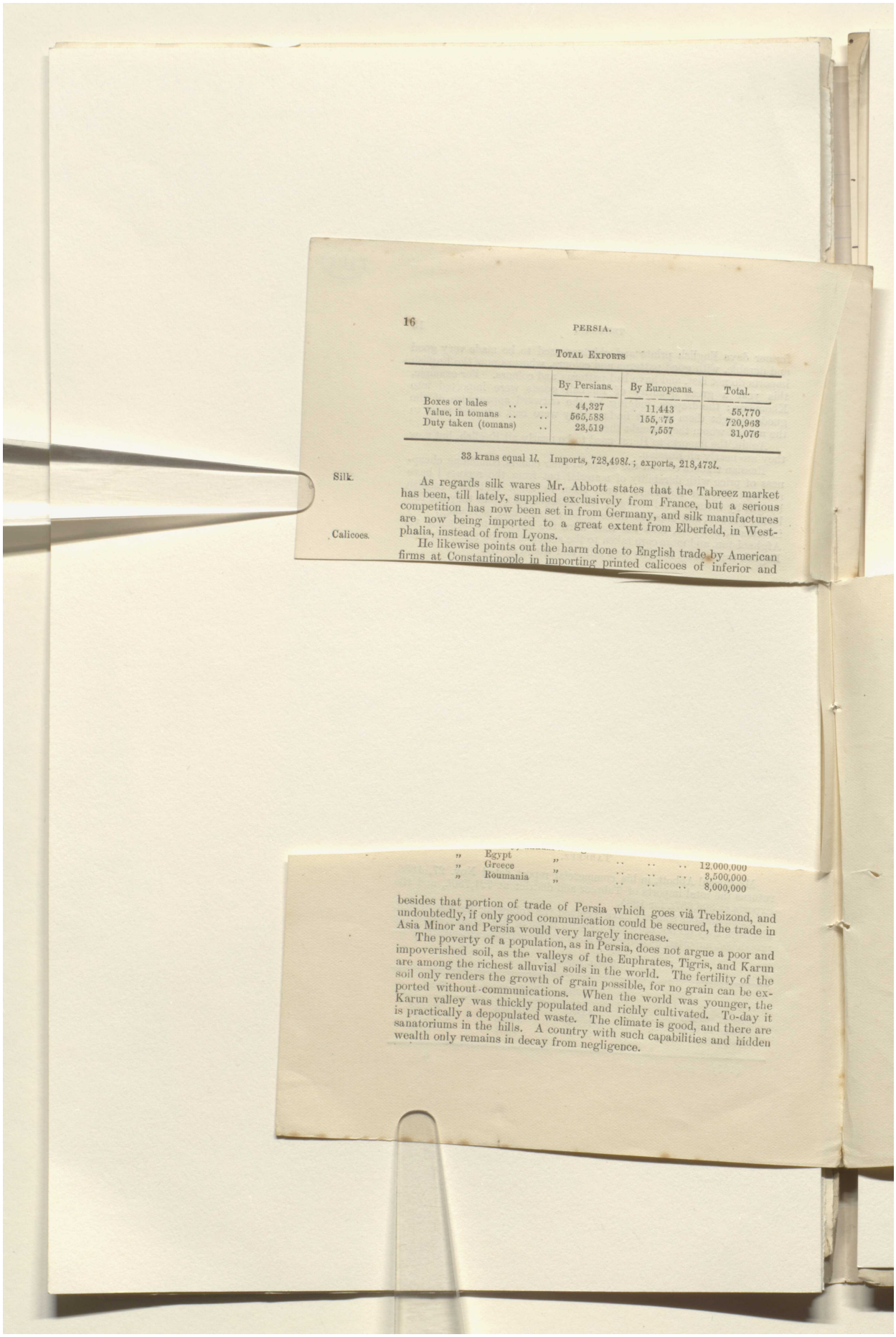

16 PERSIA.

TOTAL EXPORTS

	By Persians.	By Europeans.	Total.
Boxes or bales	44,327	11,443	55,770
Value, in tomans	565,588	155,375	720,963
Duty taken (tomans) ..	23,519	7,557	31,076

33 krans equal 1*l*. Imports, 728,498*l*.; exports, 218,473*l*.

Silk. As regards silk wares Mr. Abbott states that the Tabreez market has been, till lately, supplied exclusively from France, but a serious competition has now been set in from Germany, and silk manufactures are now being imported to a great extent from Elberfeld, in Westphalia, instead of from Lyons.

Calicoes. He likewise points out the harm done to English trade by American firms at Constantinople in importing printed calicoes of inferior and

„	Egypt	„	12,000,000
„	Greece	„	3,500,000
„	Roumania	„	8,000,000

besides that portion of trade of Persia which goes viâ Trebizond, and undoubtedly, if only good communication could be secured, the trade in Asia Minor and Persia would very largely increase.

The poverty of a population, as in Persia, does not argue a poor and impoverished soil, as the valleys of the Euphrates, Tigris, and Karun are among the richest alluvial soils in the world. The fertility of the soil only renders the growth of grain possible, for no grain can be exported without communications. When the world was younger, the Karun valley was thickly populated and richly cultivated. To-day it is practically a depopulated waste. The climate is good, and there are sanatoriums in the hills. A country with such capabilities and hidden wealth only remains in decay from negligence.

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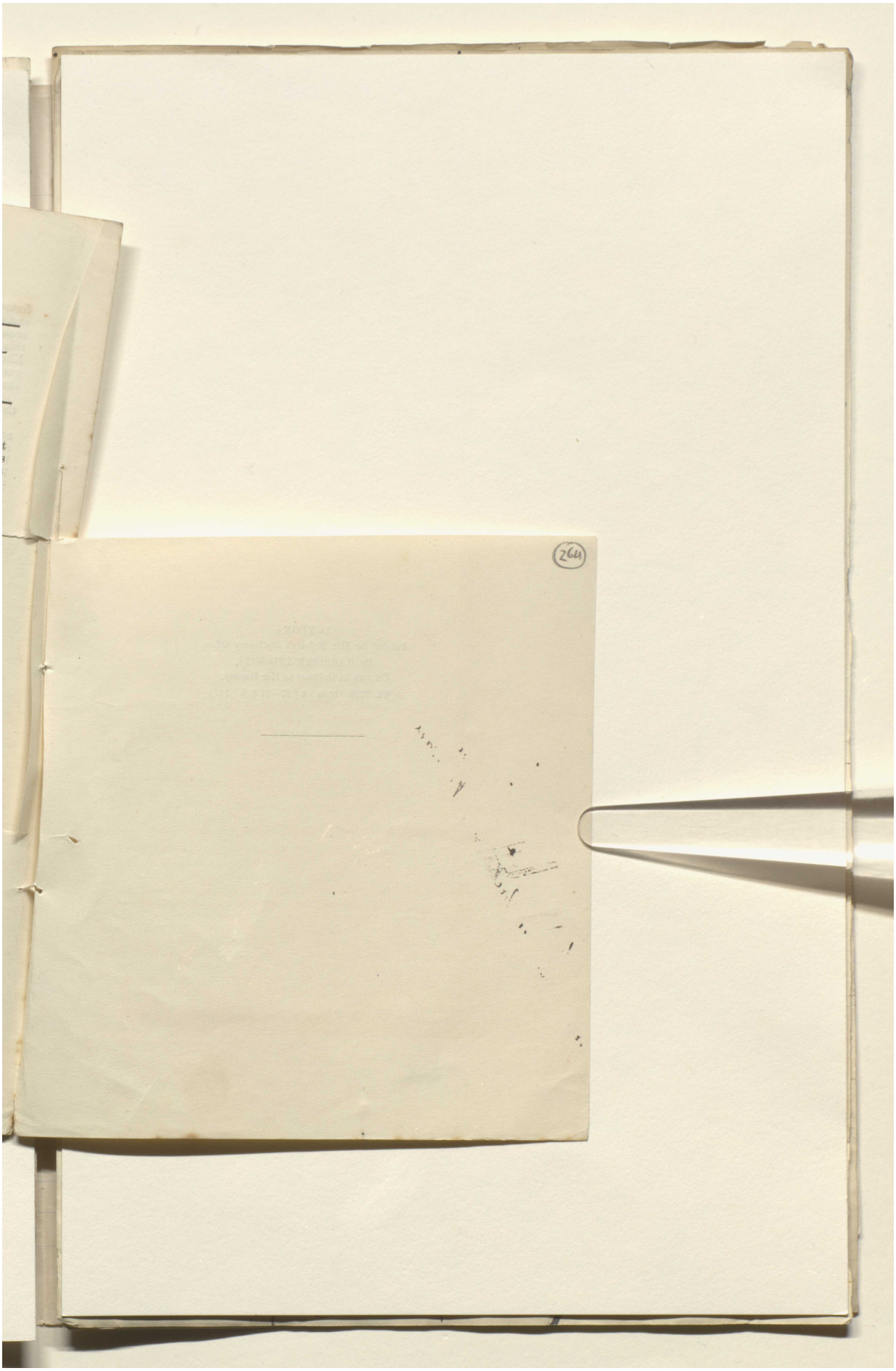

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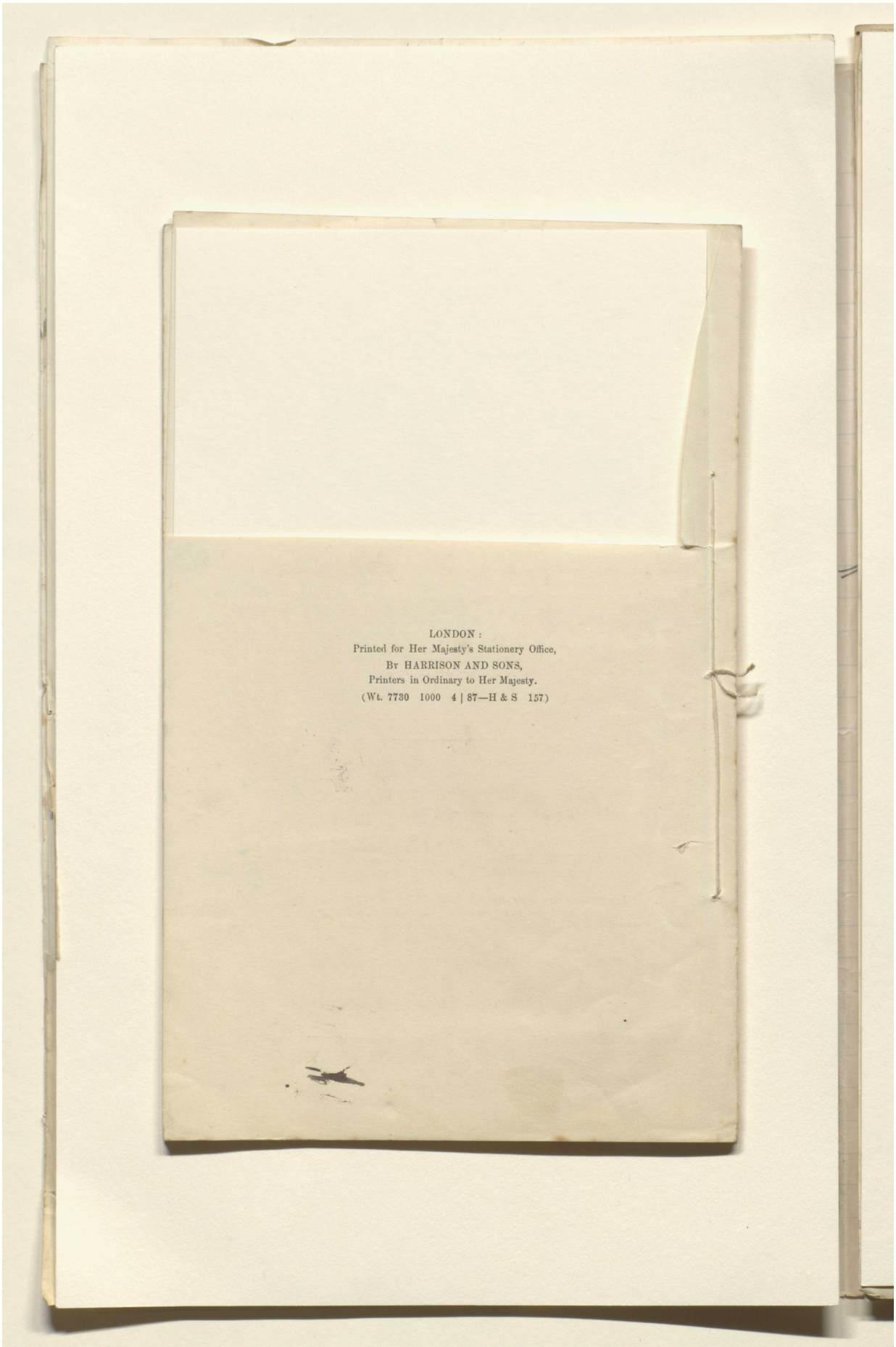

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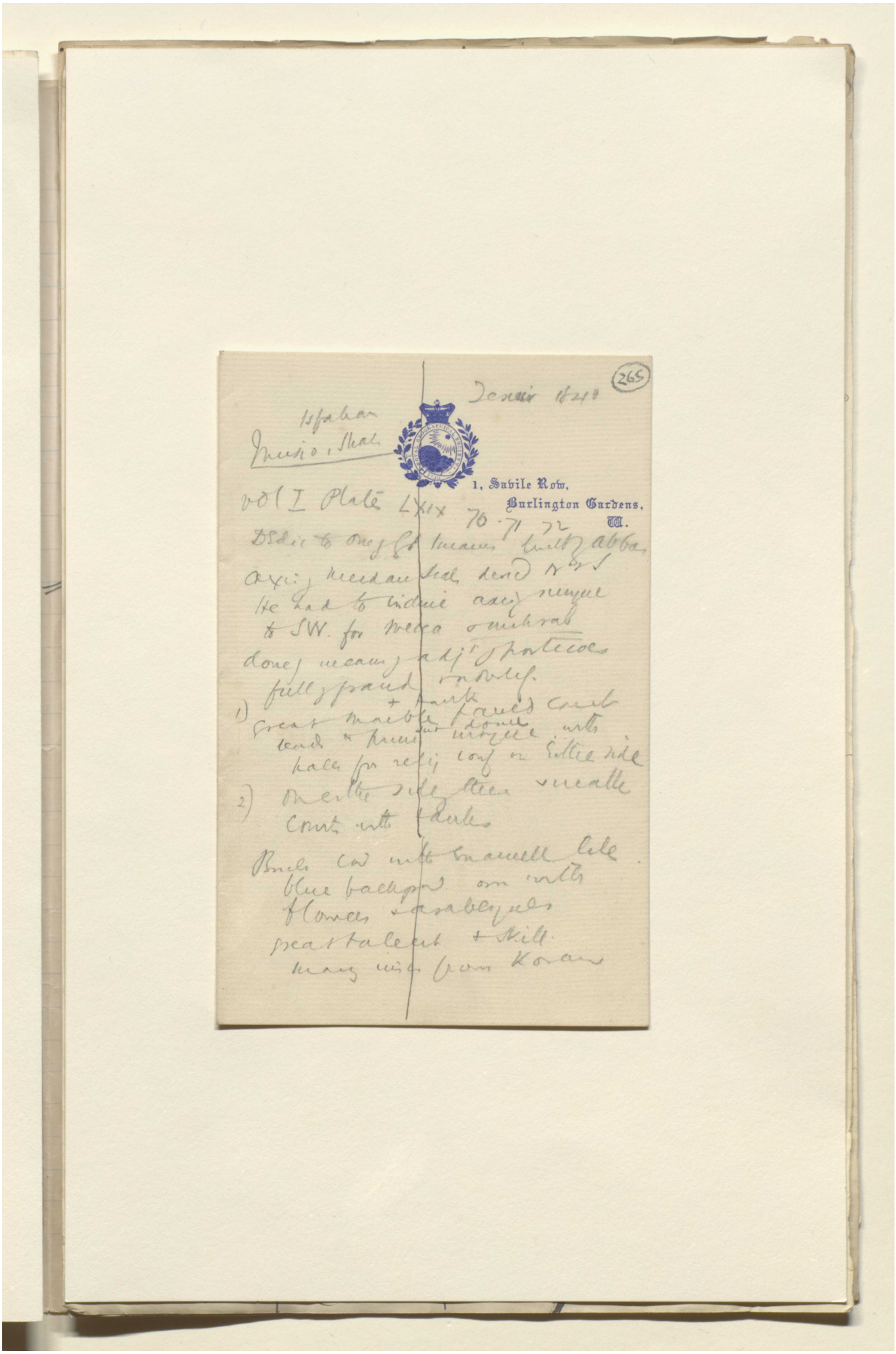

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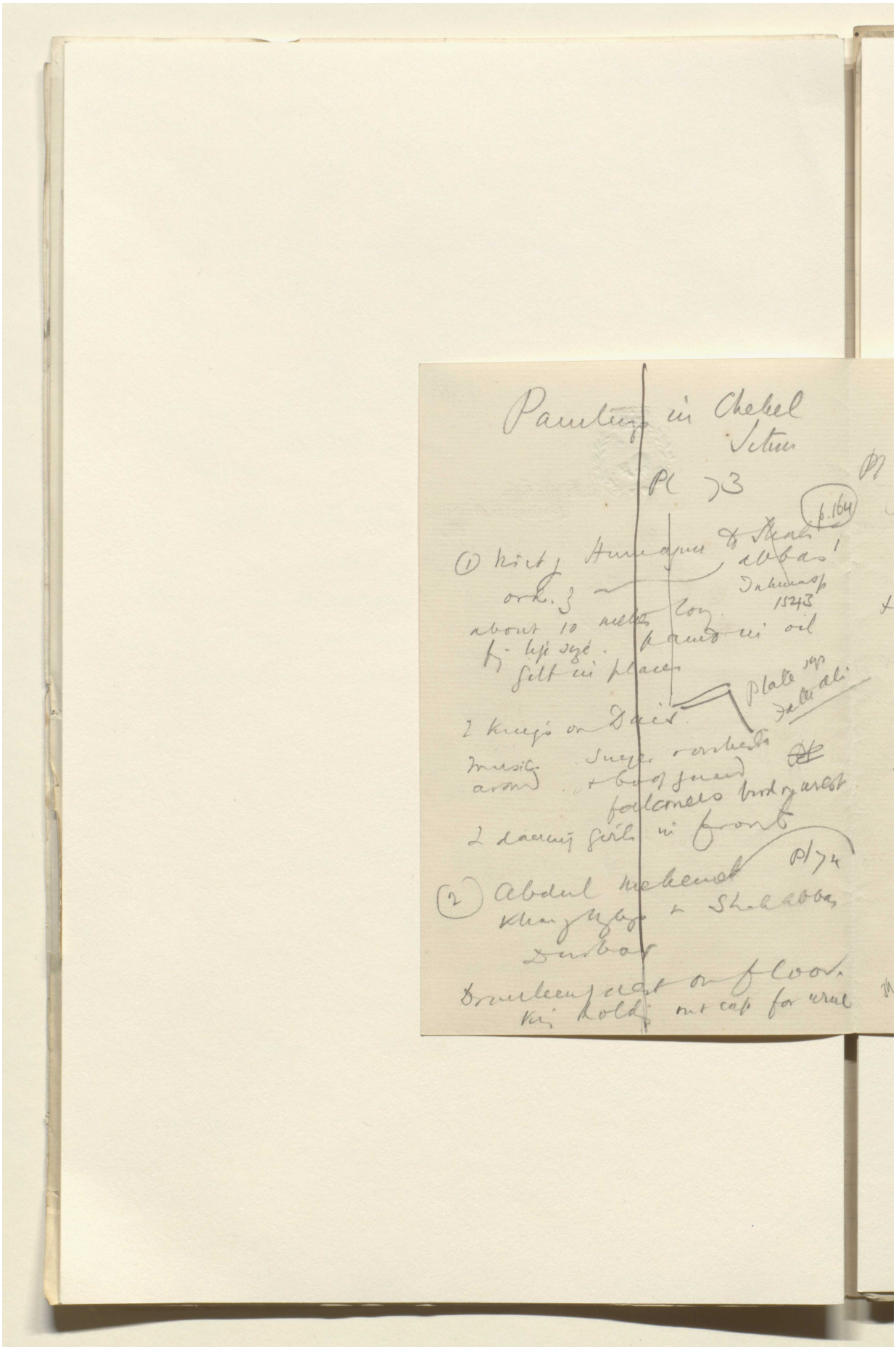

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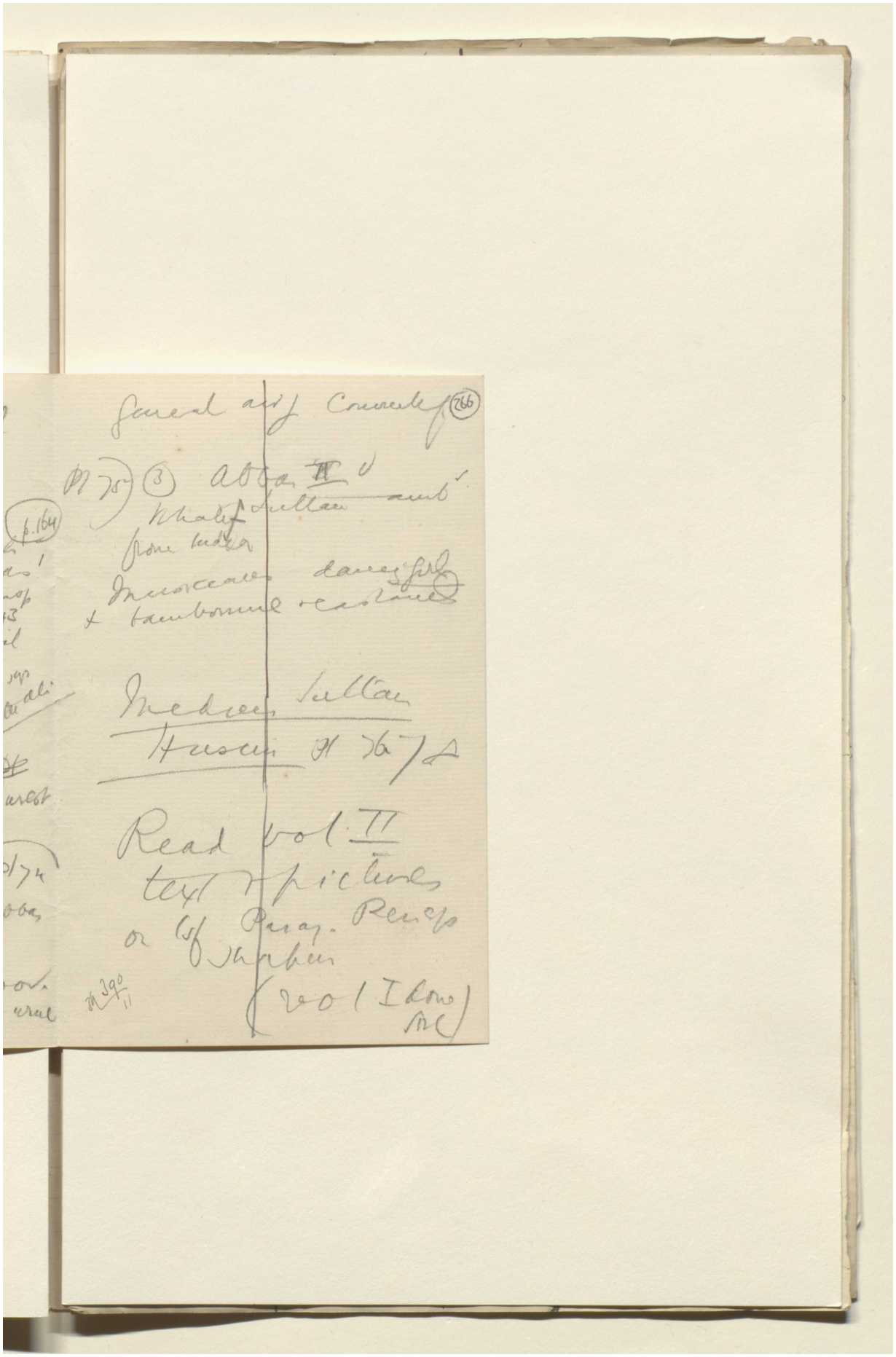

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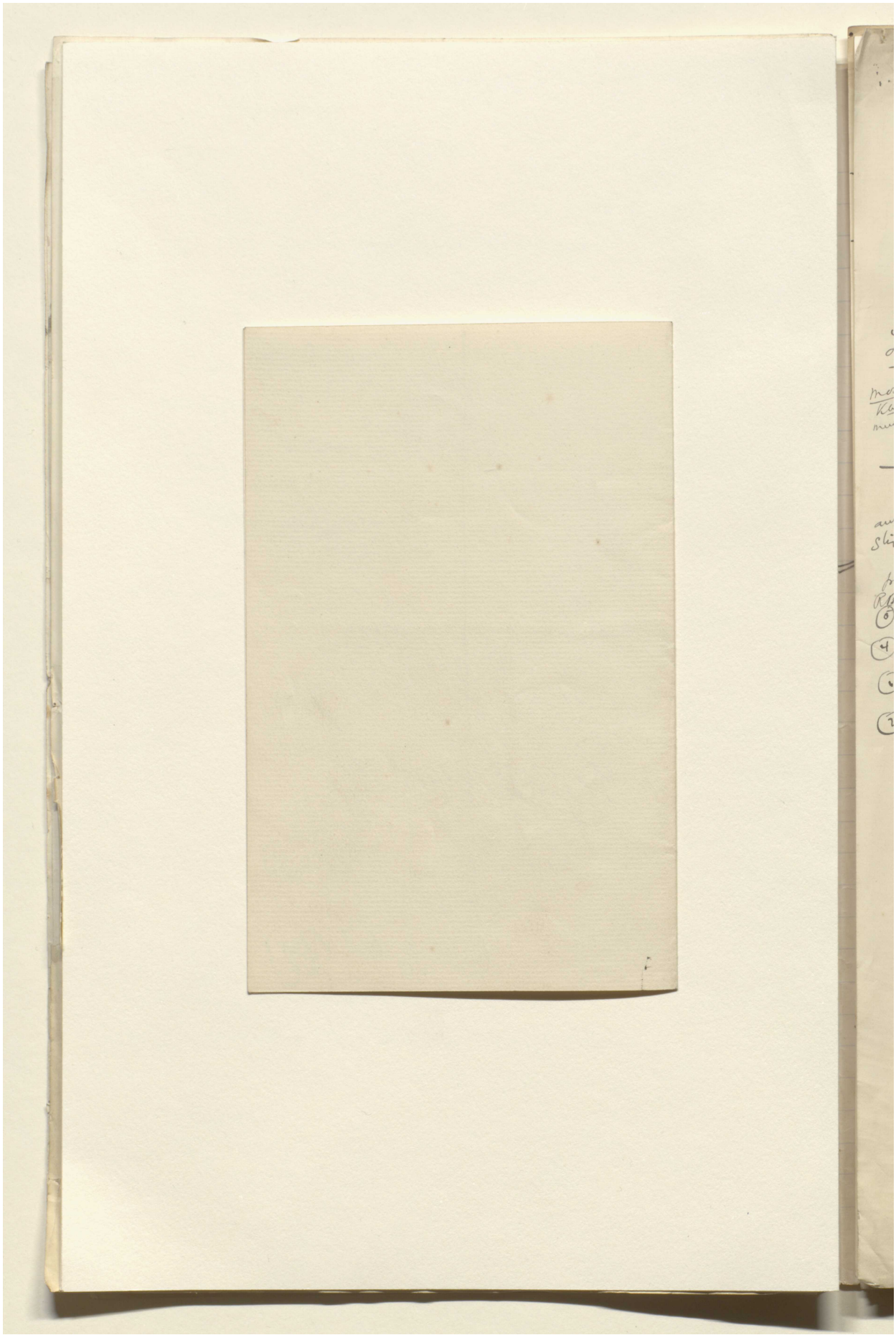

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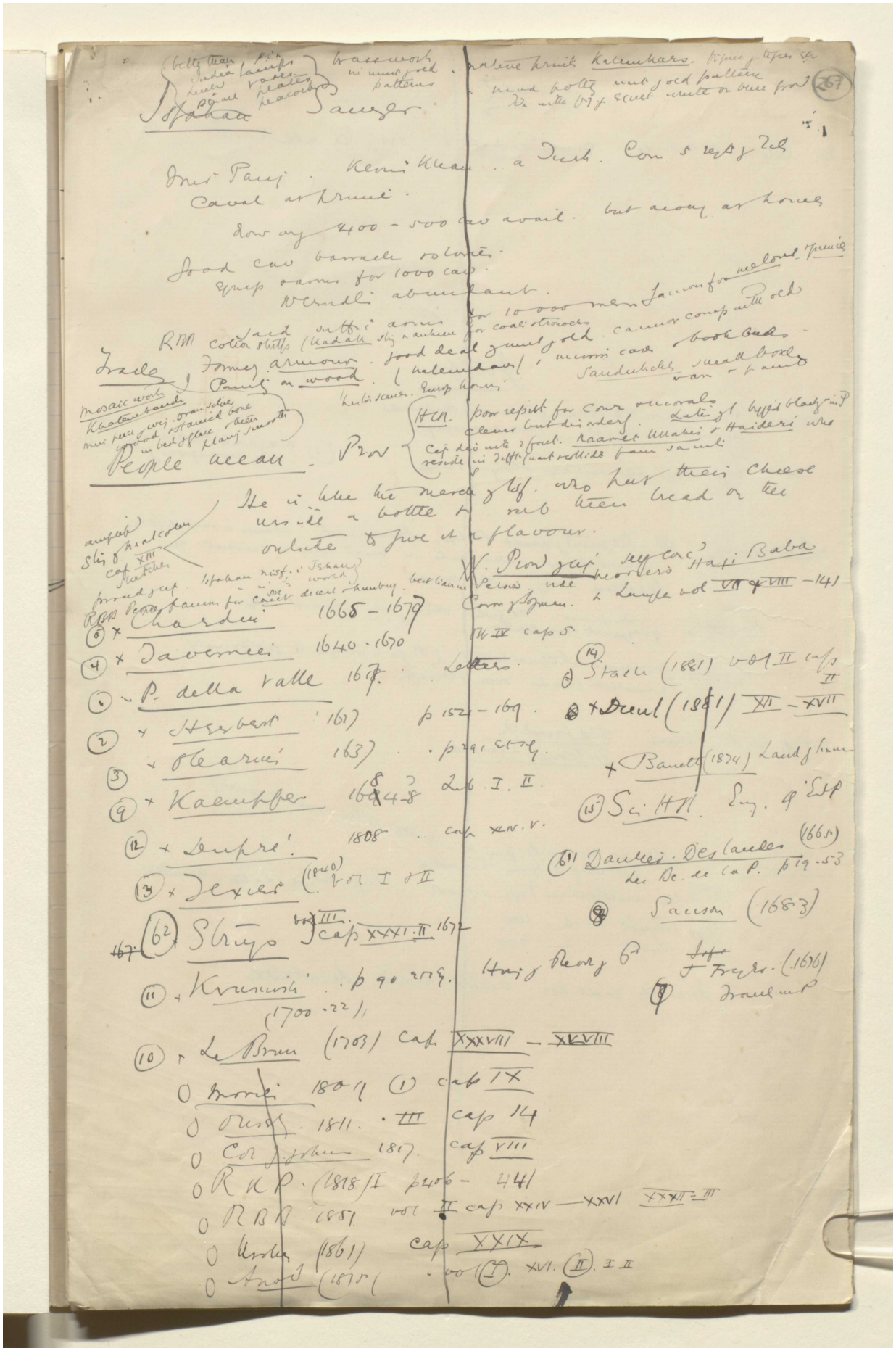

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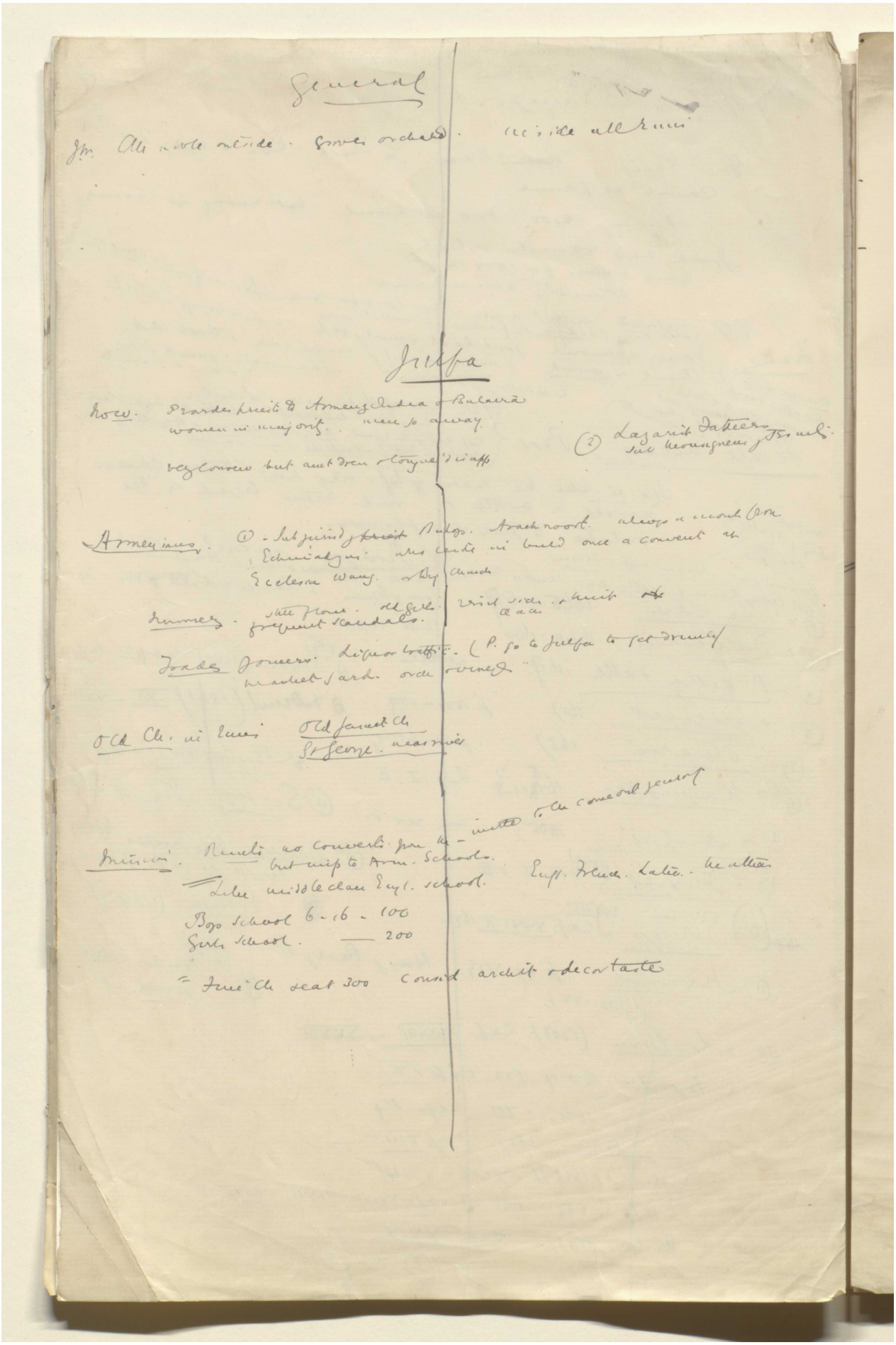

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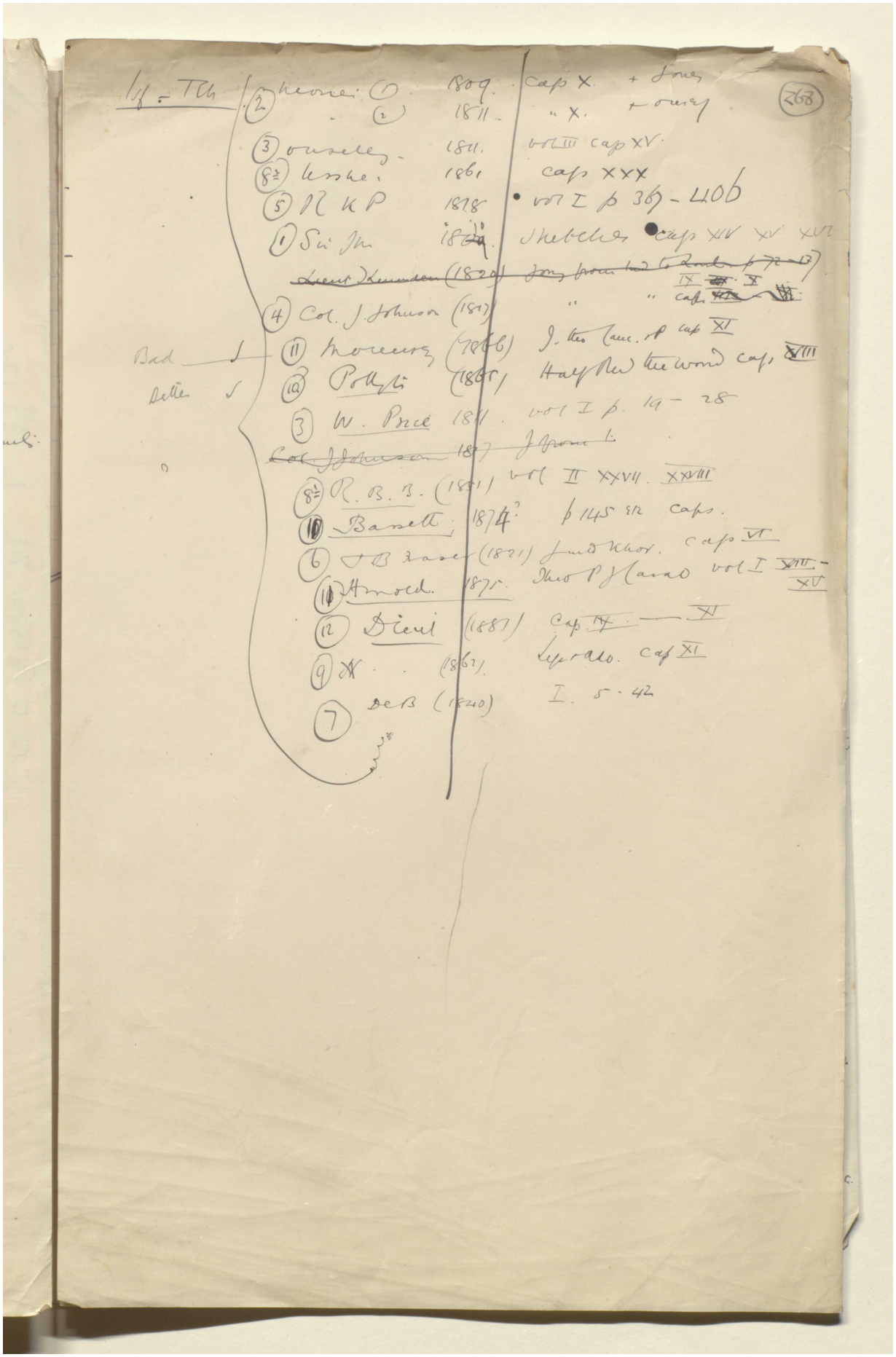

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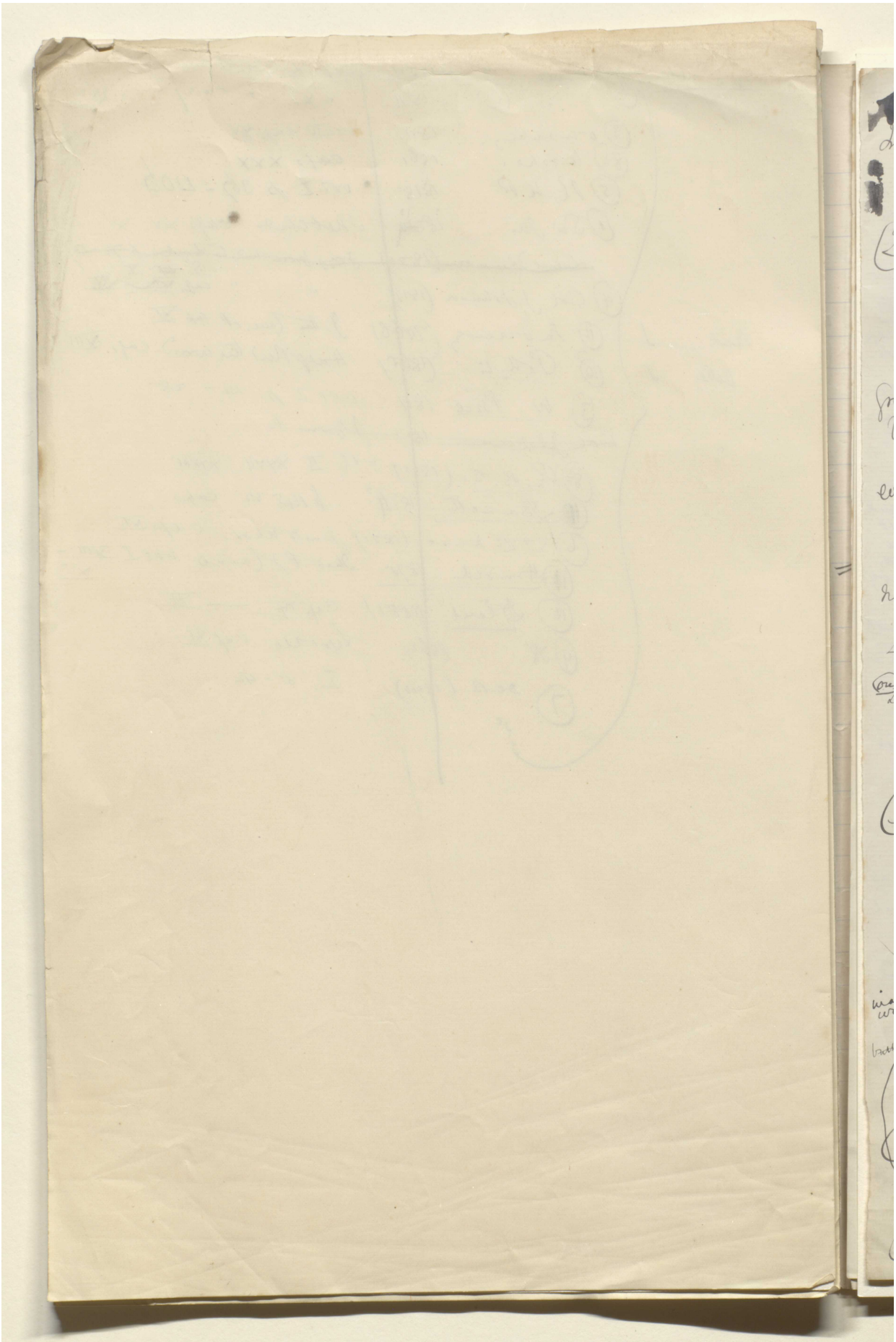

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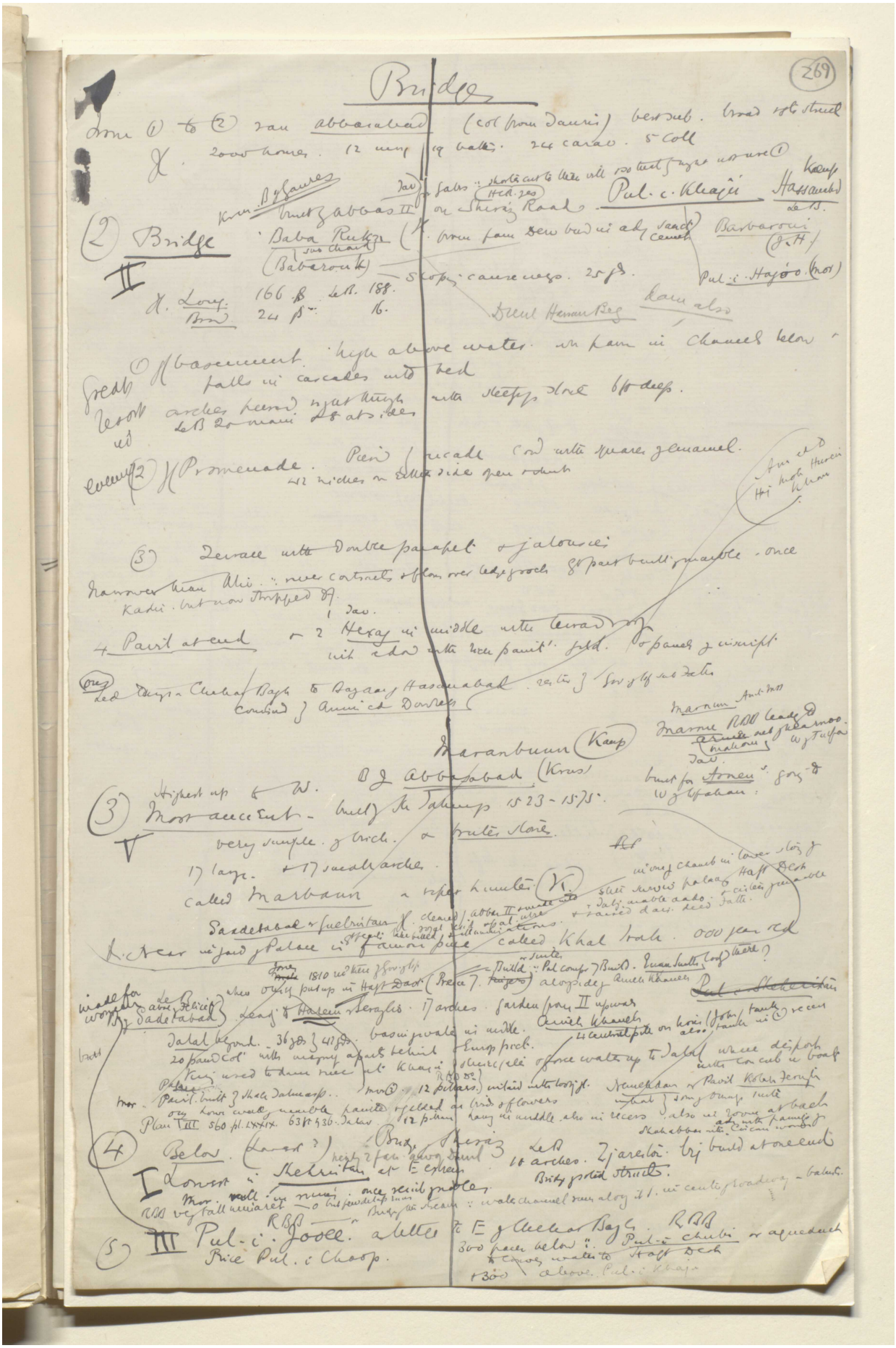

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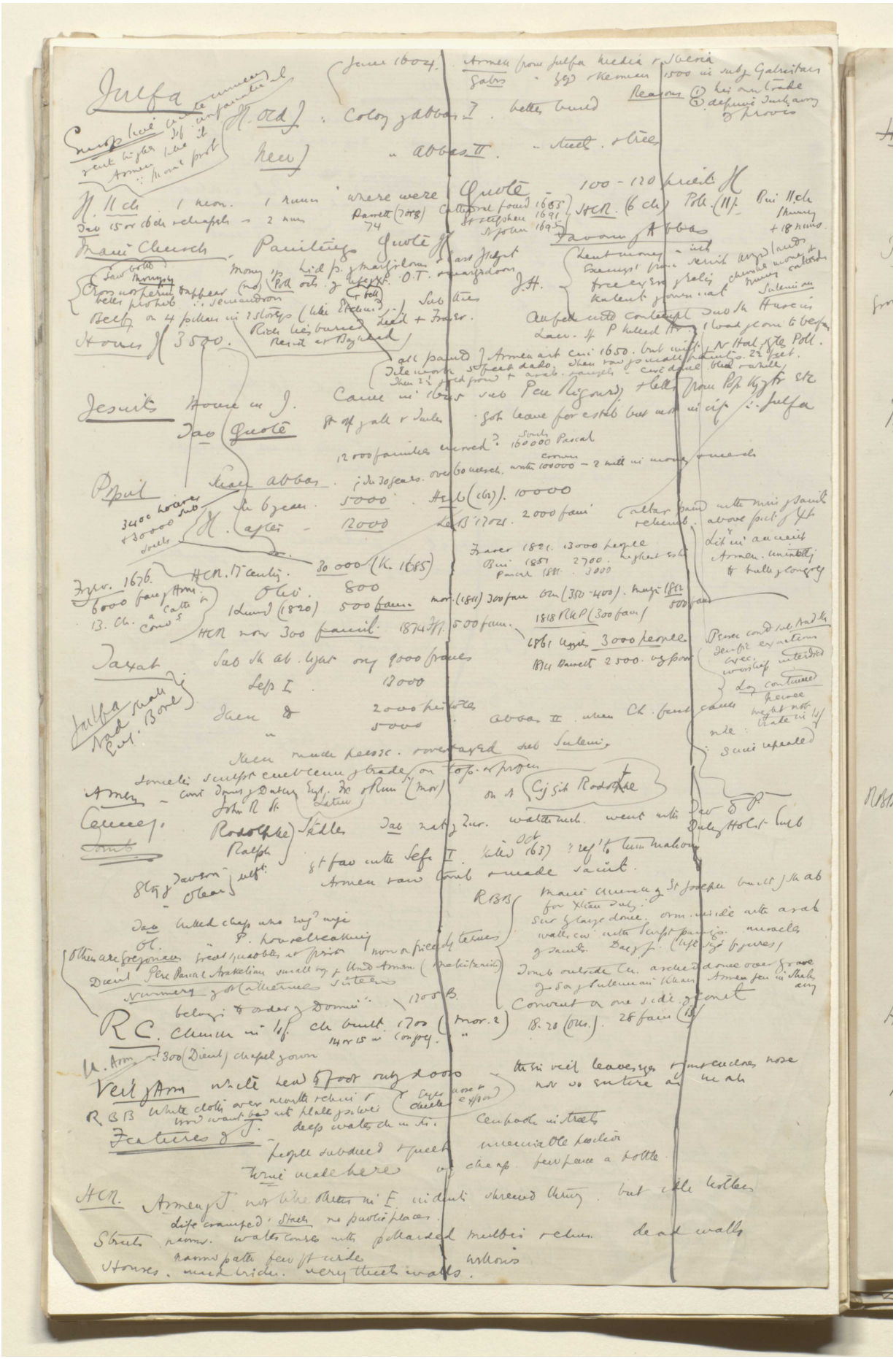

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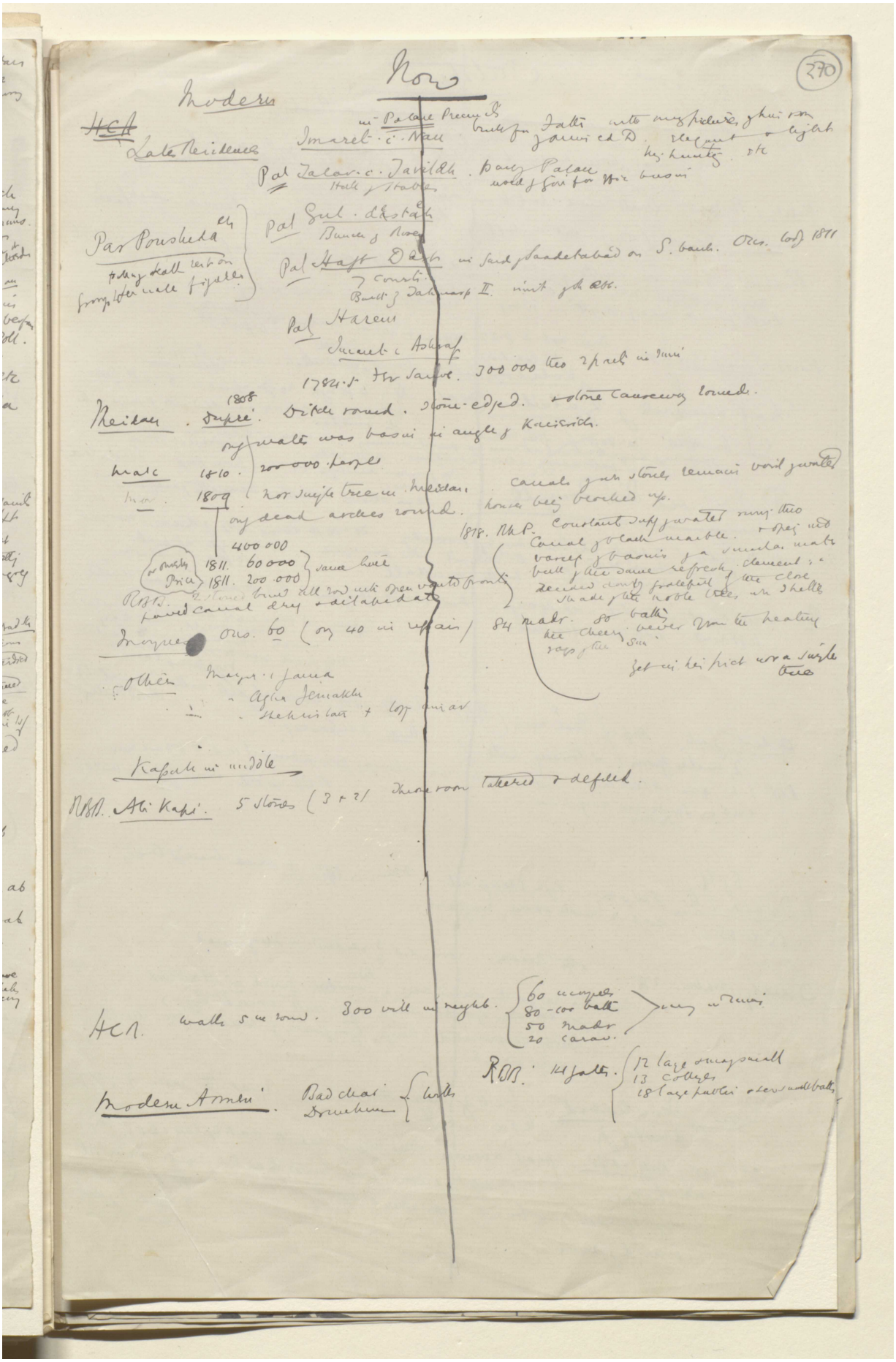

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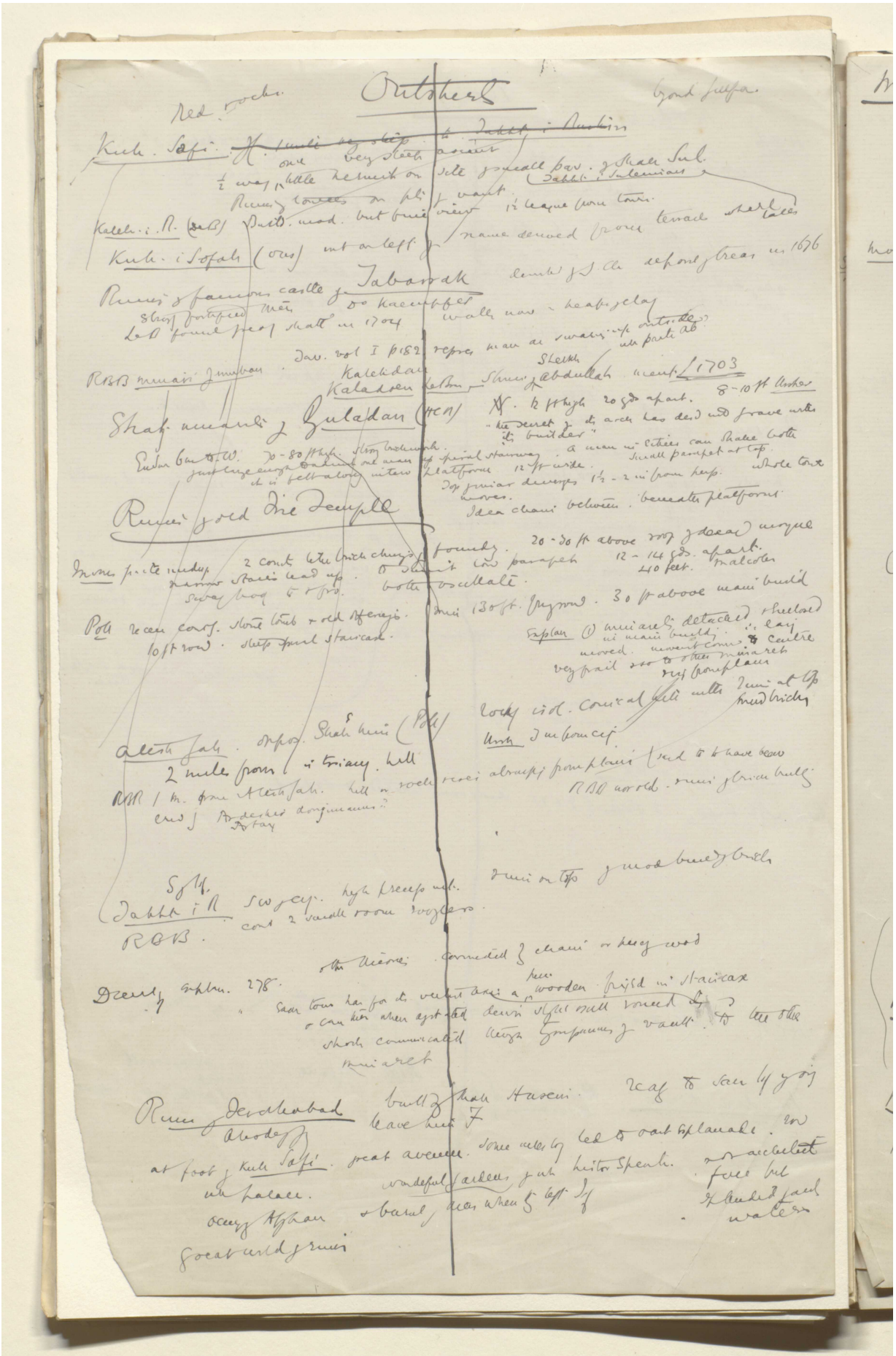

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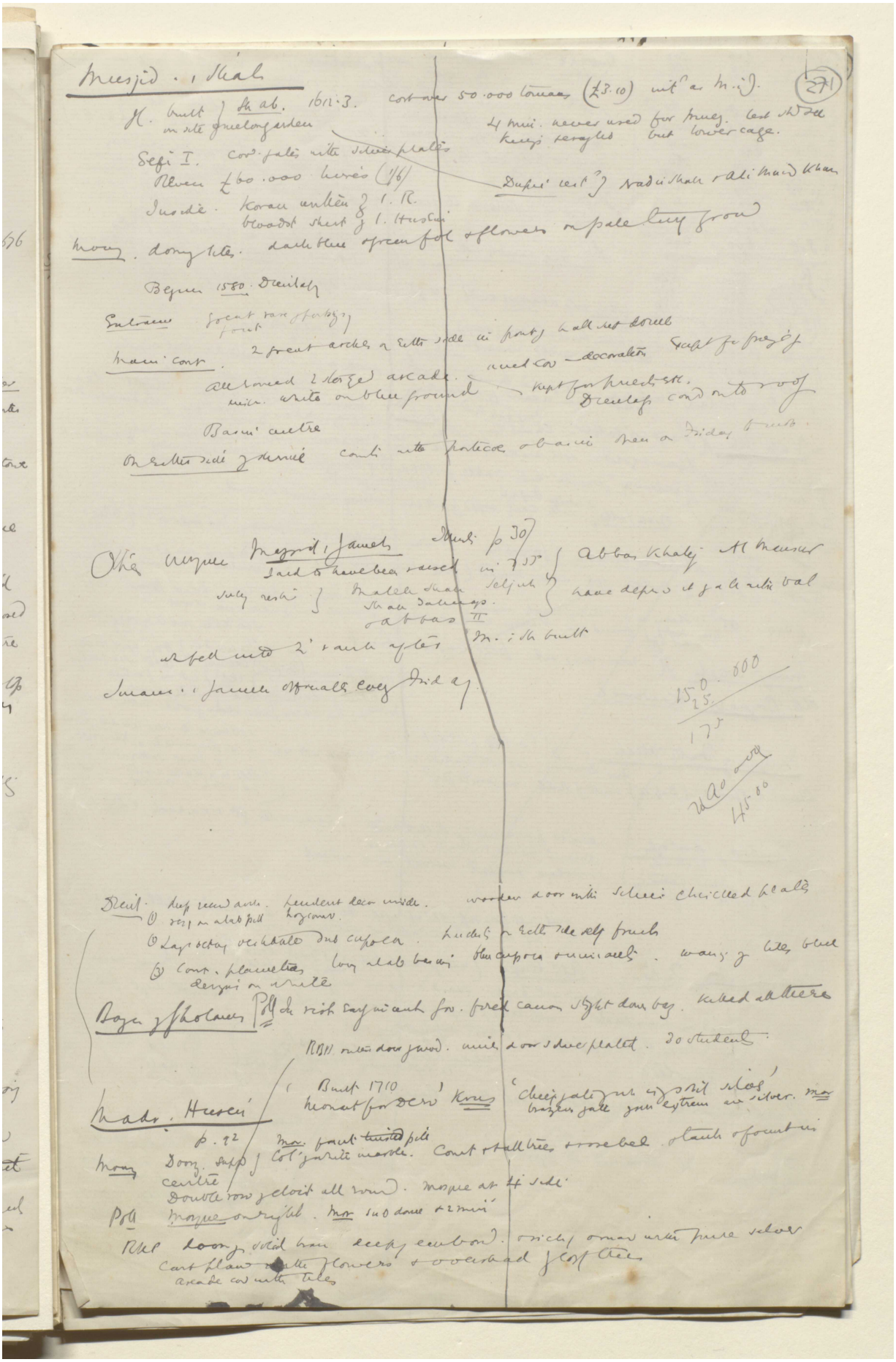

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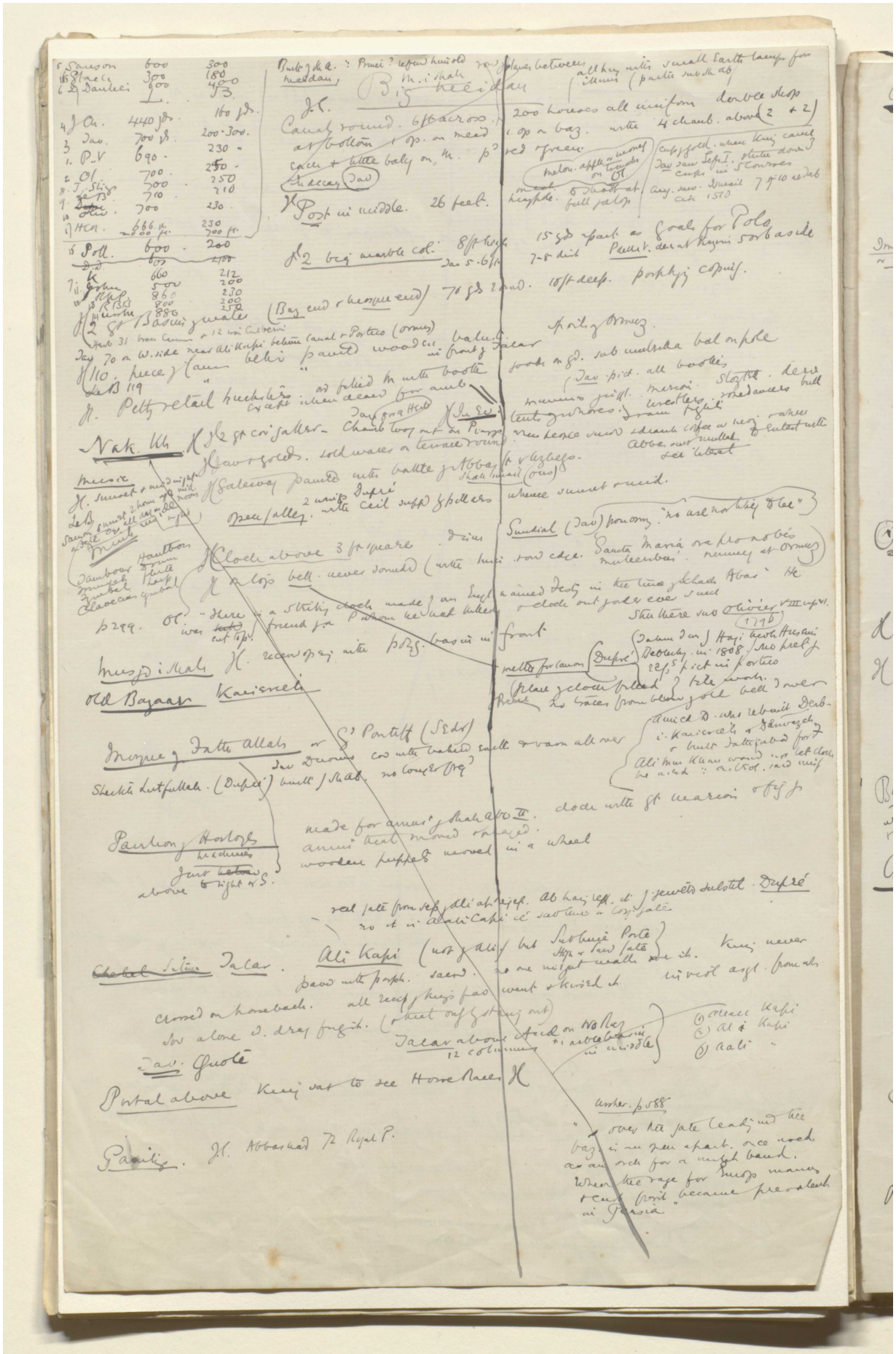

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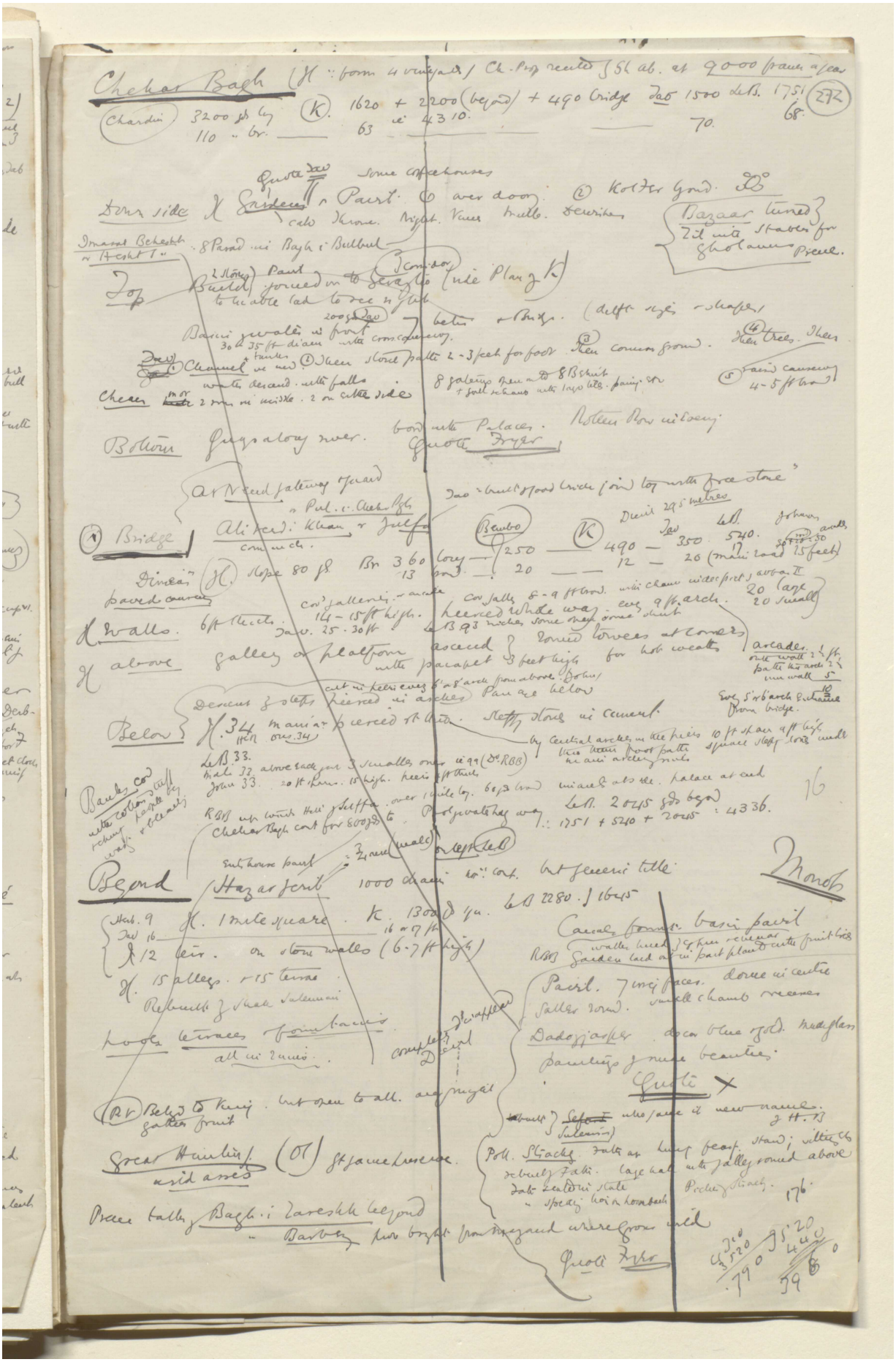

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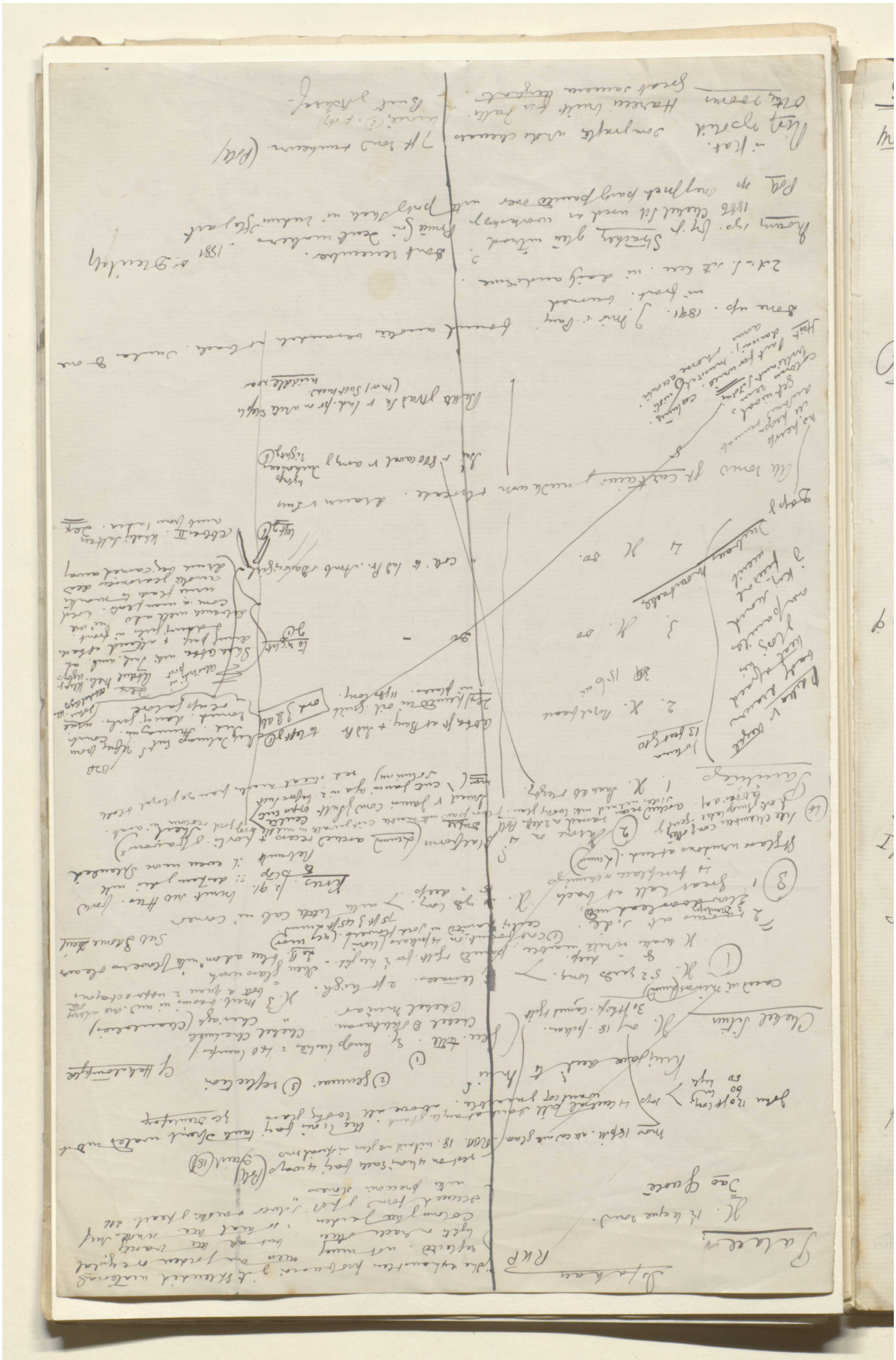

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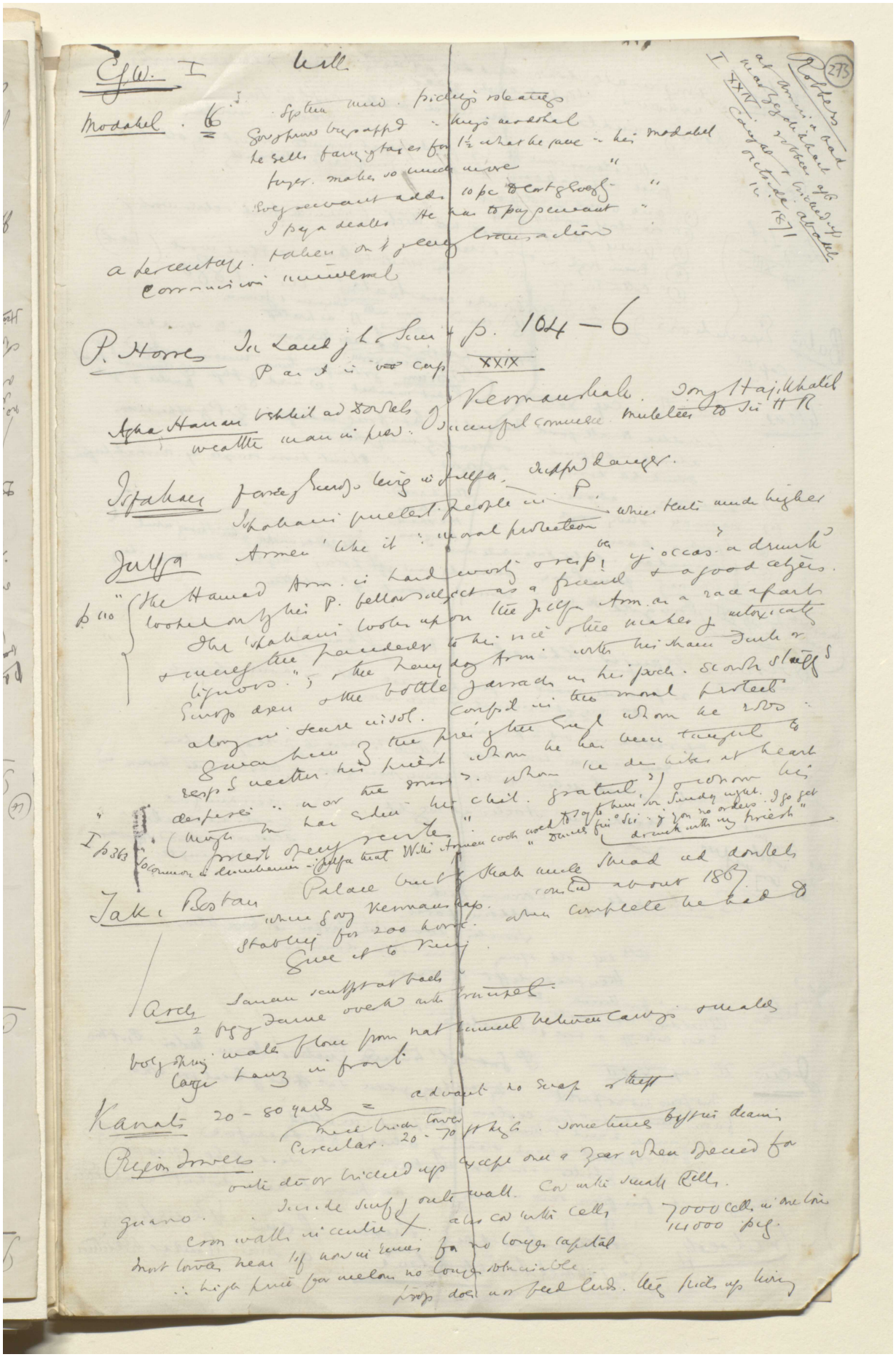

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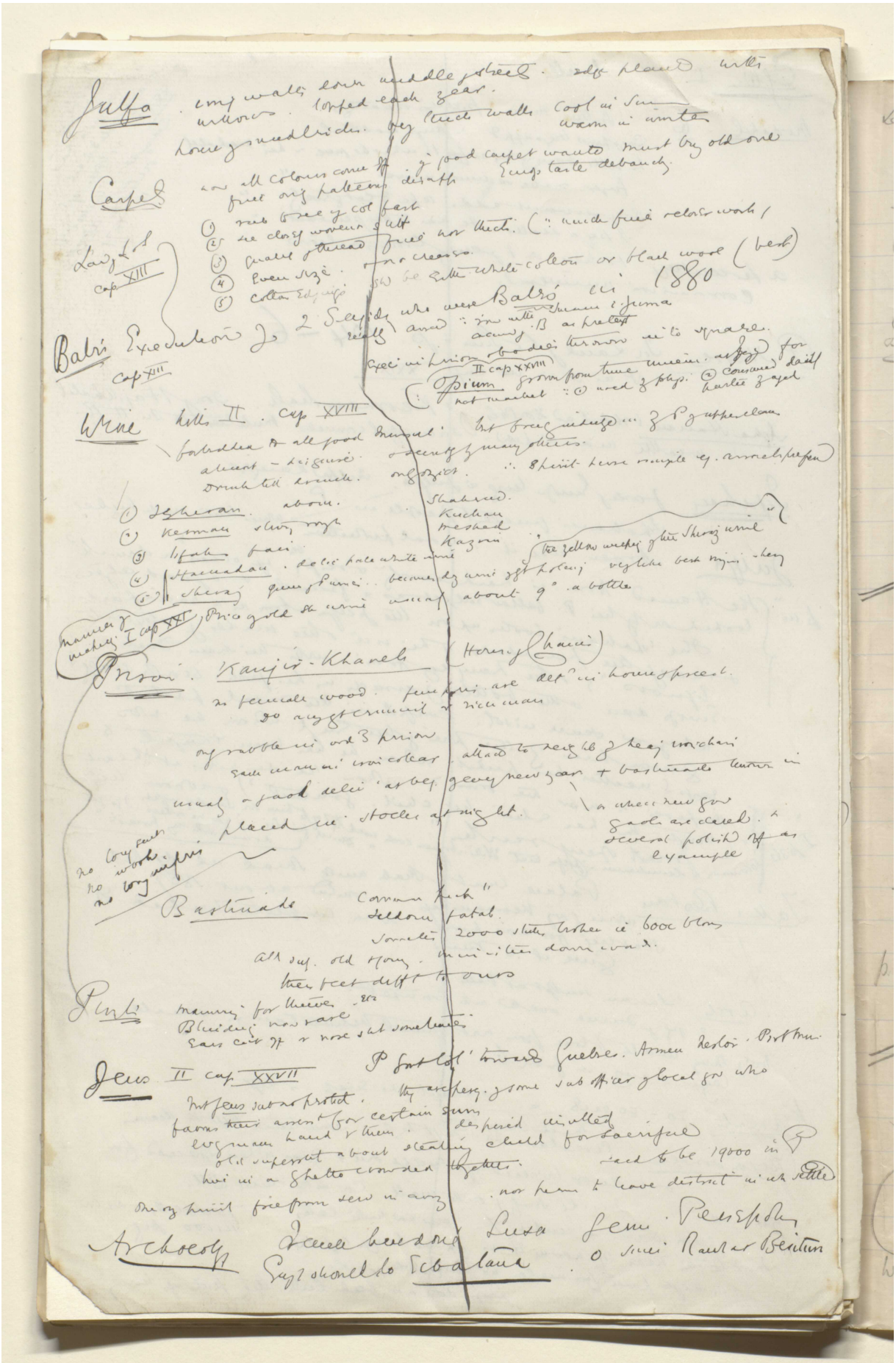

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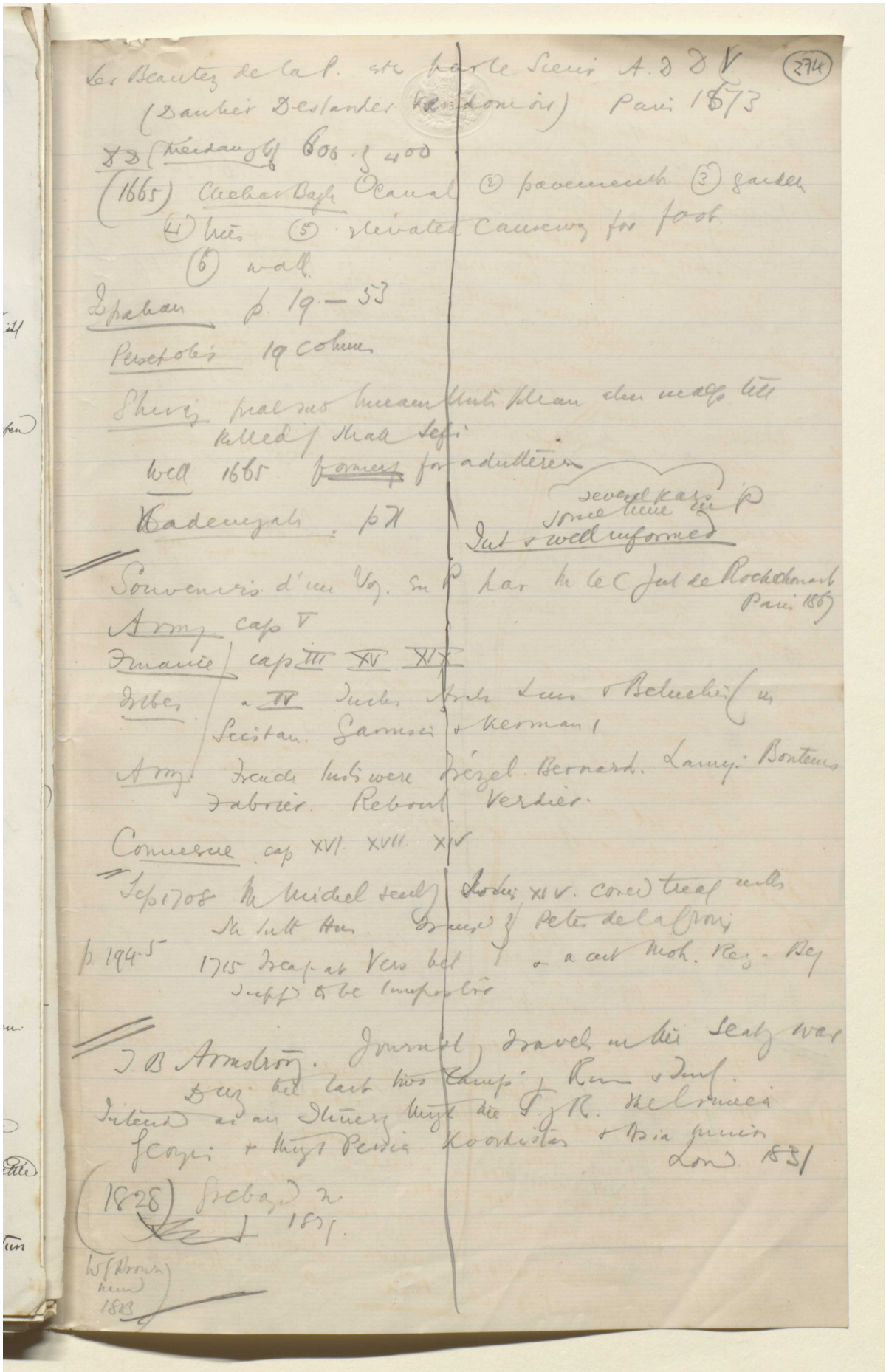

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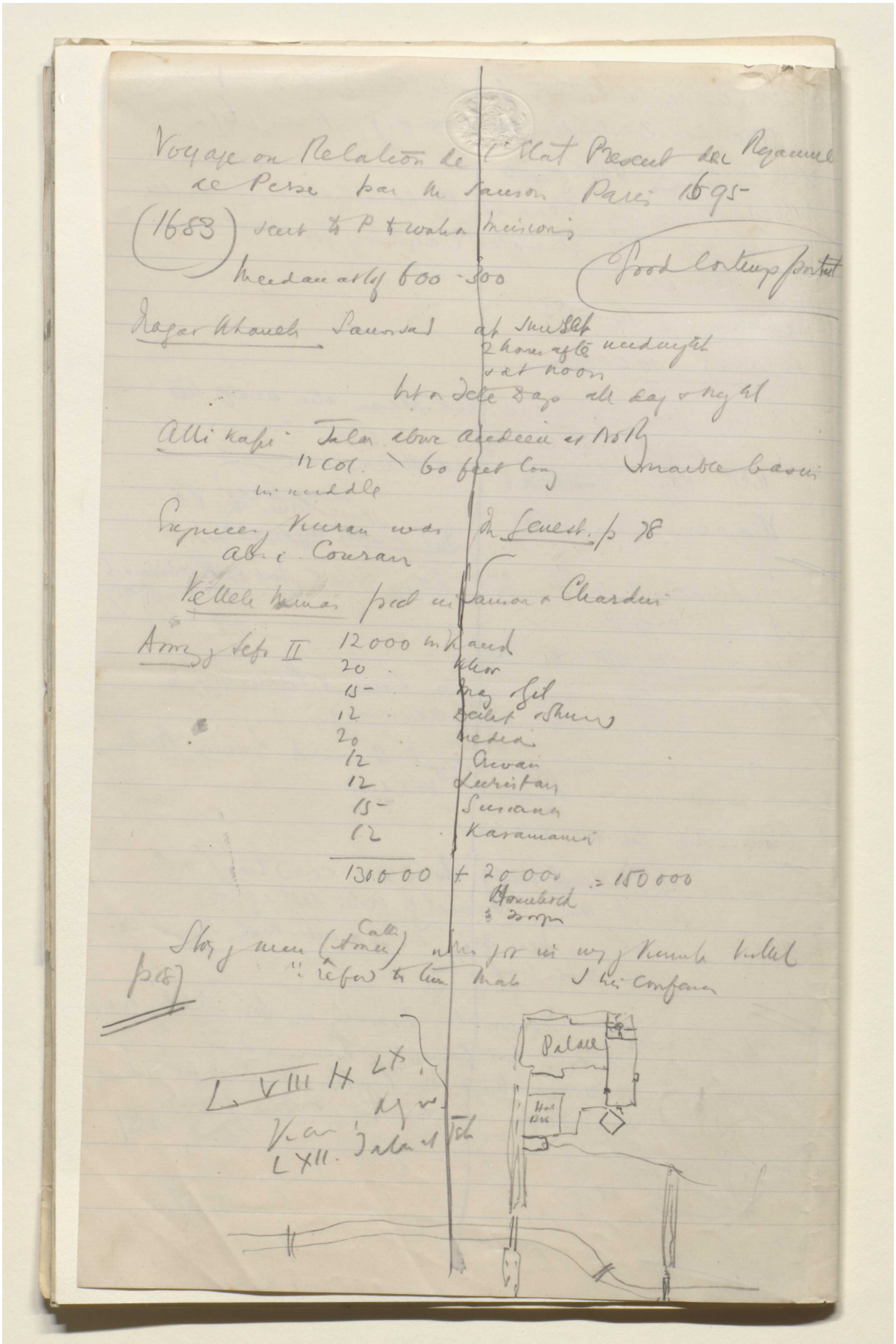

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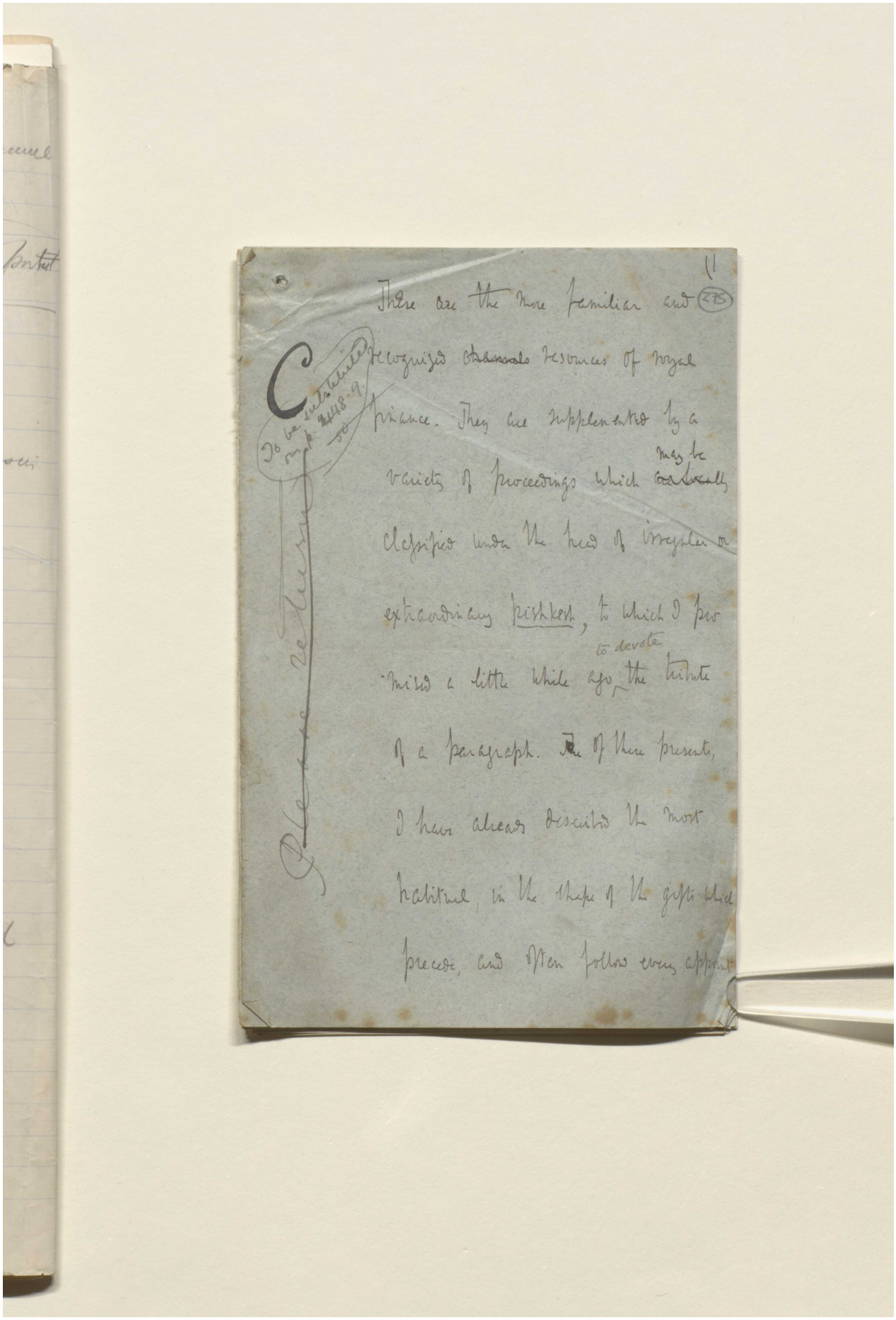

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These are the more familiar and recognized ~~channels~~ resources of royal finance. They are supplemented by a variety of proceedings which ~~are locally~~ may be classified under the head of irregular or extraordinary pishkesh, to which I promised a little while ago to devote the tribute of a paragraph. ~~The~~ Of these presents, I have already described the most habitual, in the shape of the gifts which precede, and often follow every appoint

C

To be substituted on p. 2448-9. 50

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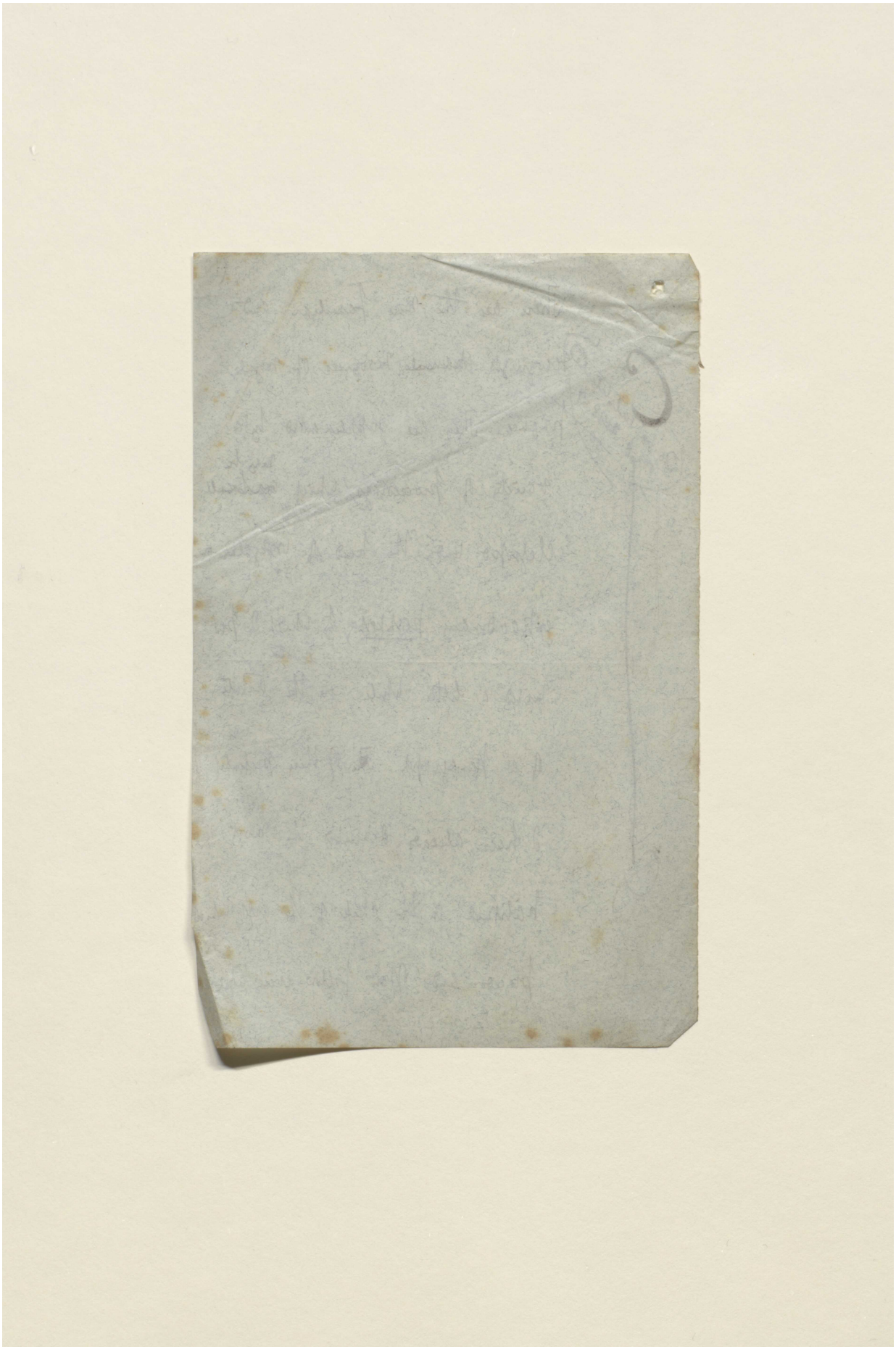

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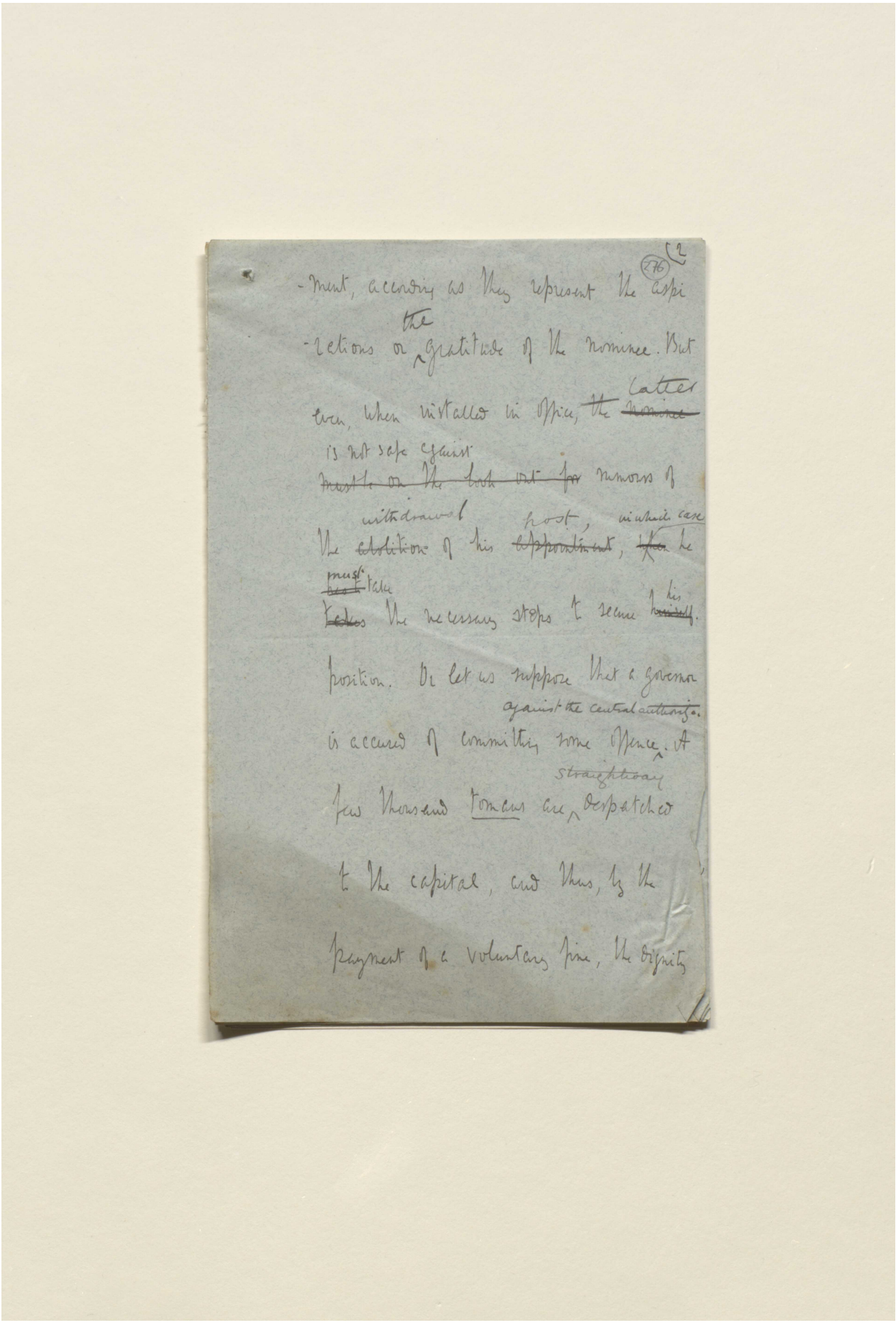

-ment, according as they represent the aspi-
-rations or gratitude of the nominee. But
even, when installed in office, the latter
is not safe against
~~must be on the look out for~~ rumours of
withdrawal ~~of~~ frost, in which case
the abolition of his ~~disappointment~~, ~~he~~ he
~~must~~ take
~~takes~~ the necessary steps to secure his ~~himself~~.
position. Or let us suppose that a governor
against the central authority
is accused of committing some offence. A
straightway
few thousand ~~tomans~~ are despatched
to the capital, and thus, by the
payment of a voluntary fine, the dignity

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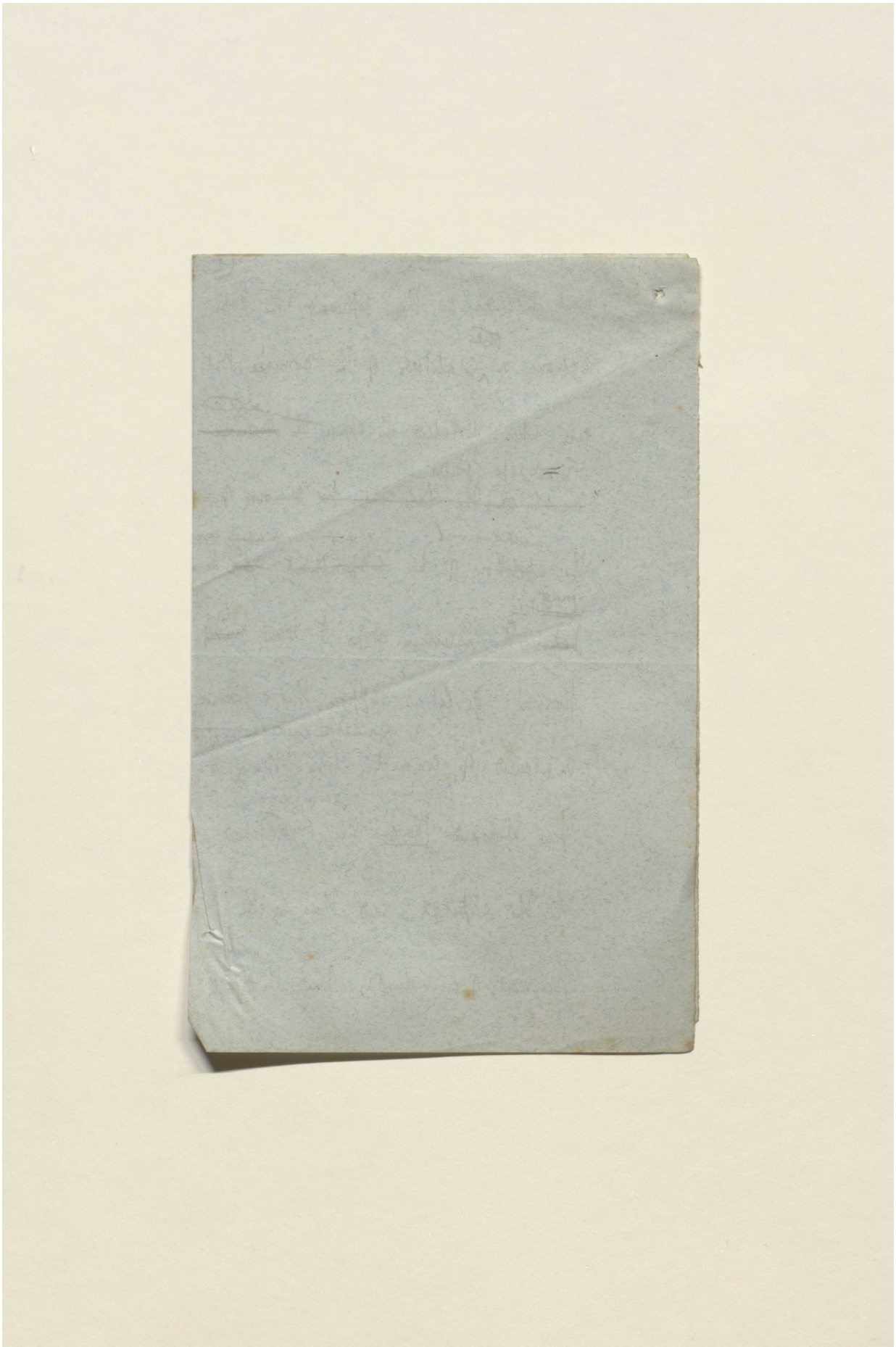

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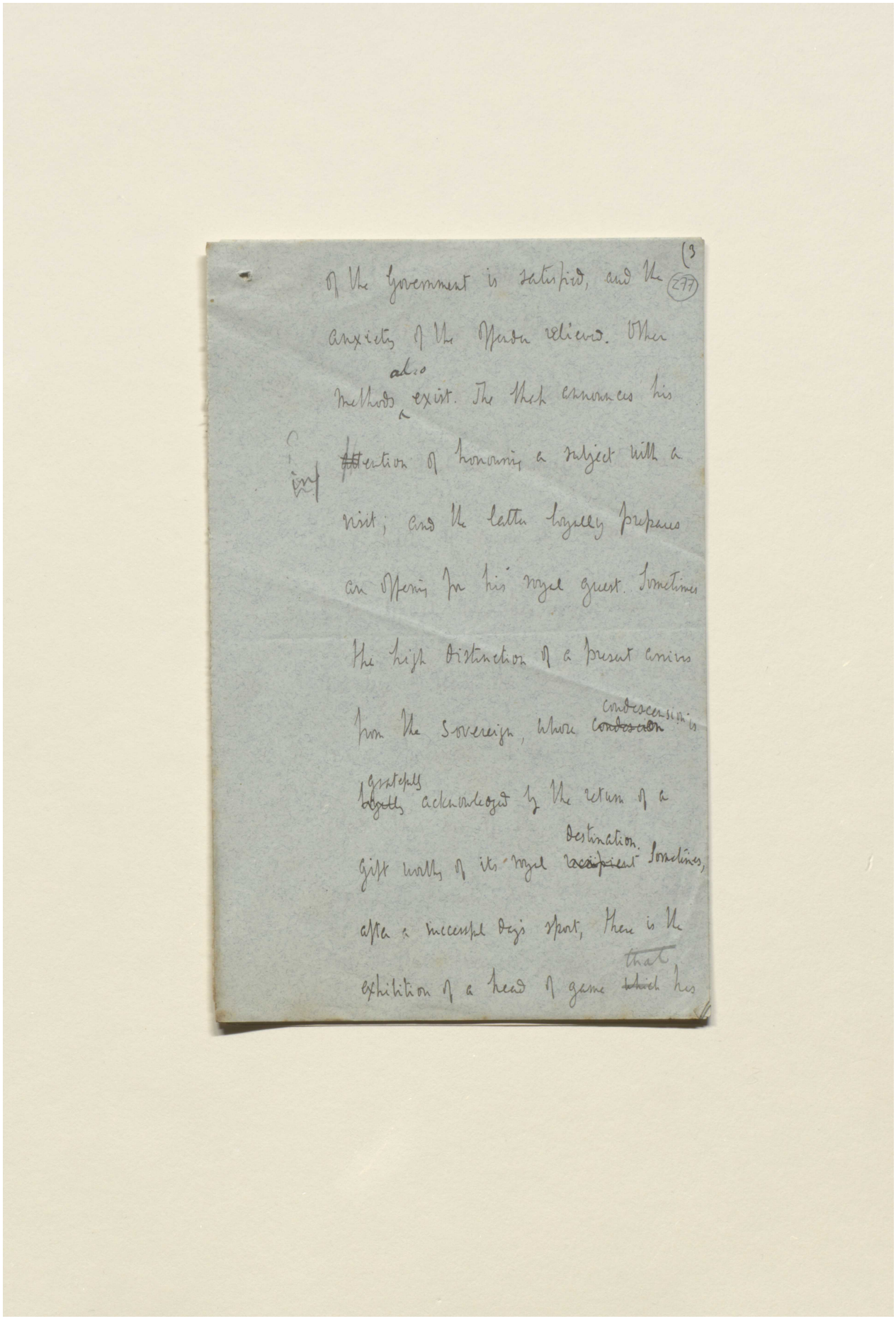

(3)
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If the Government is satisfied, and the anxiety of the Person relieved. Other methods also exist. The Shah announces his intention of honouring a subject with a visit; and the latter loyally prepares an Offering for his royal guest. Sometimes the high distinction of a present arrives from the Sovereign, whose condescension is gratefully acknowledged by the return of a gift worthy of its royal destination. Sometimes, after a successful day's sport, there is the exhibition of a head of game that has

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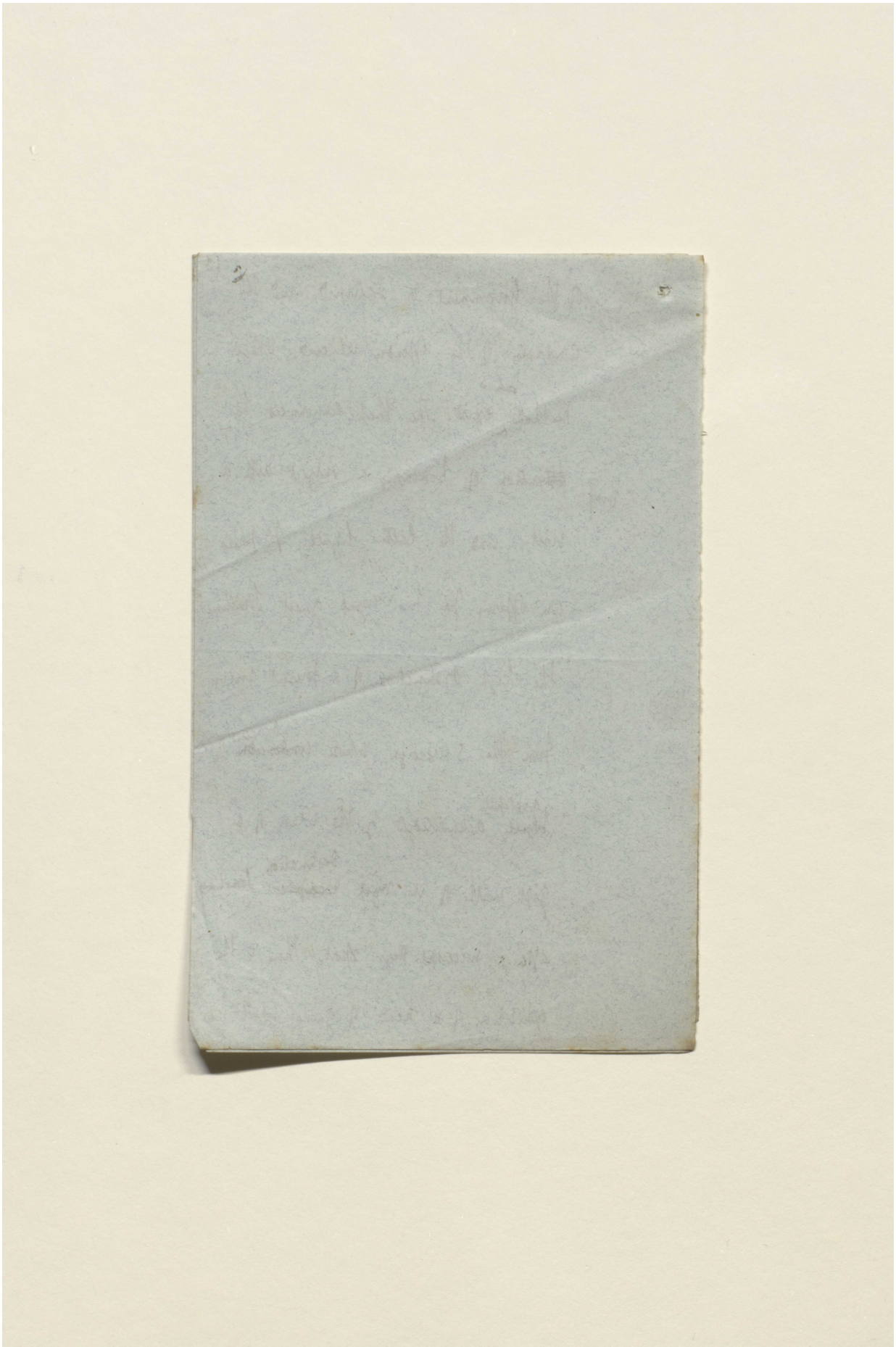

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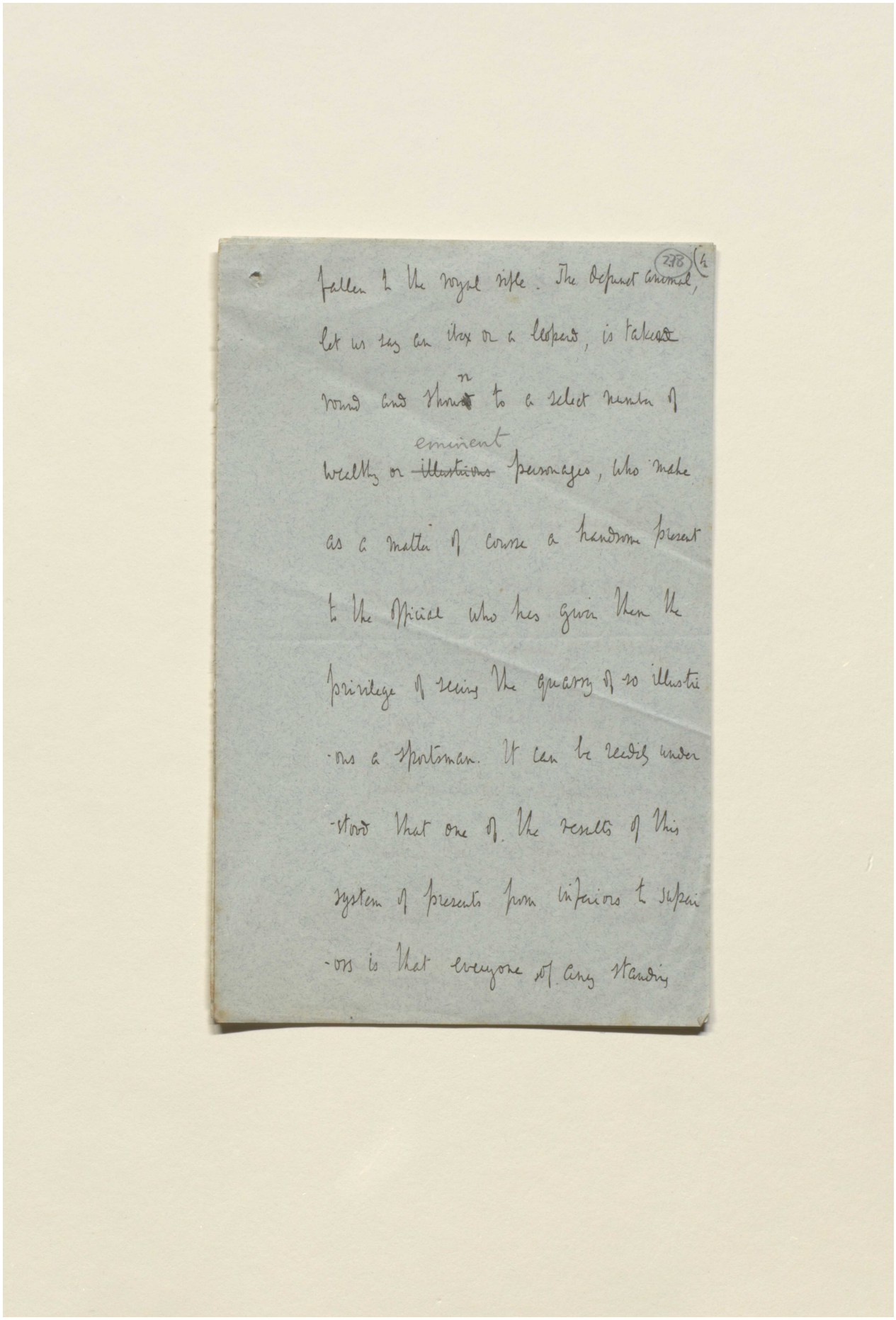

fallen to the royal rifle. The defunct animal,
let us say an ibex or a leopard, is taken
round and thrust to a select number of
wealthy or ~~illustrious~~ eminent personages, who make
as a matter of course a handsome present
to the Official who has given them the
privilege of seeing the quarry of so illustri
-ous a sportsman. It can be readily under
-stood that one of the results of this
system of presents from inferiors to superi
-ors is that everyone of any standing

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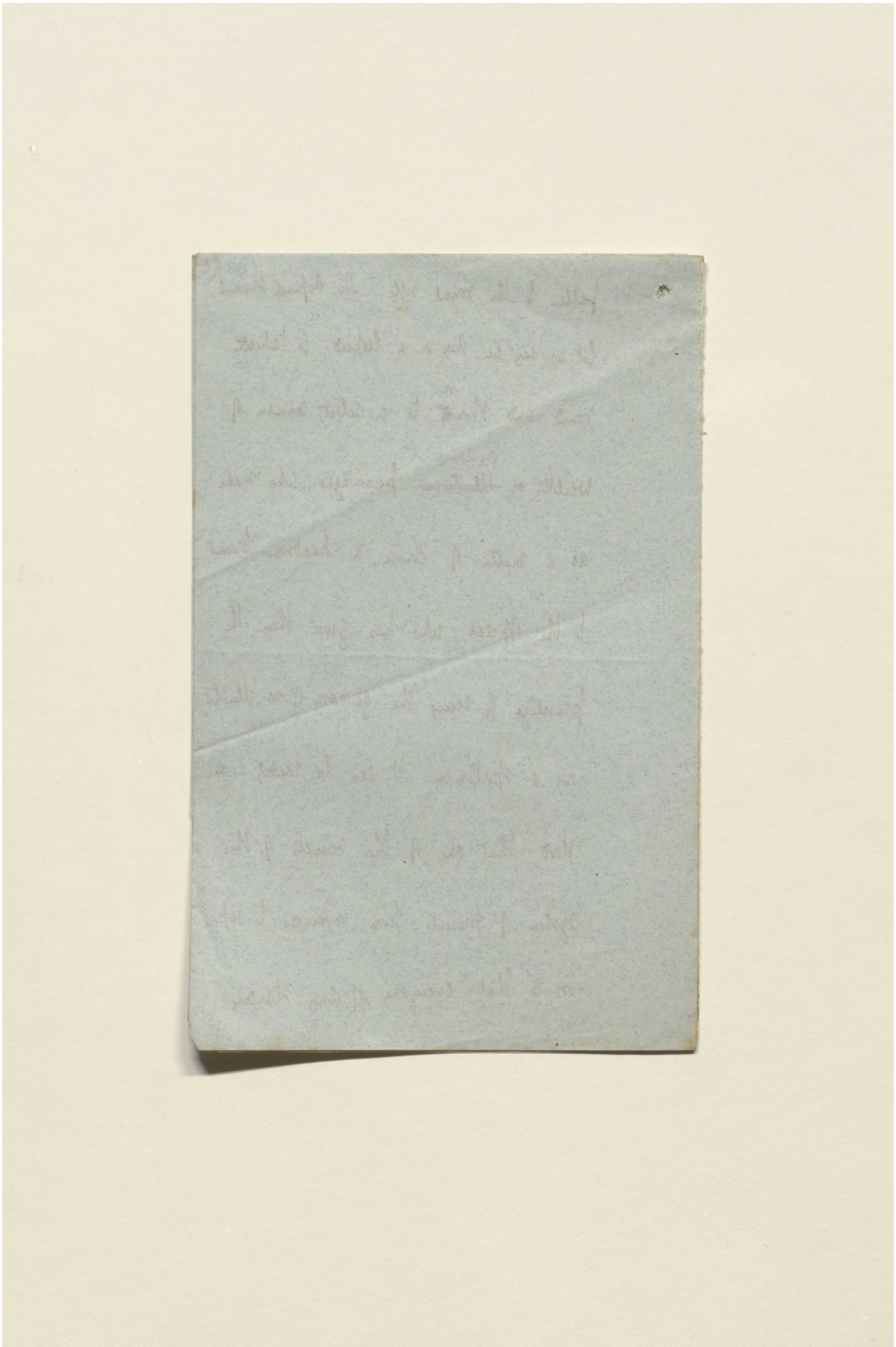

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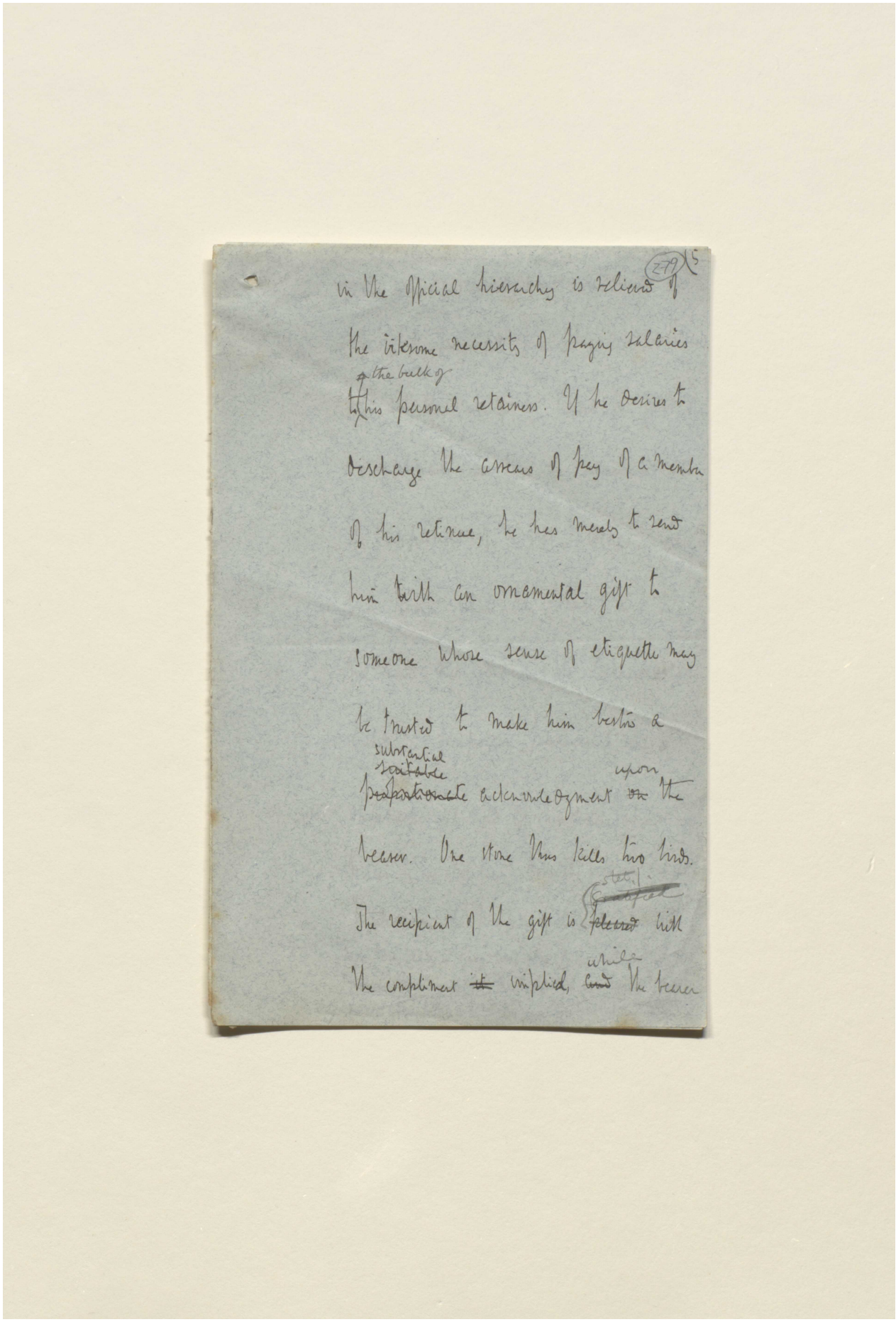
'Lord Curzon's Notes on Persia: About 1889-1890' [279r] (577/1486)

279 5



in the official hierarchy is relieved of
the irksome necessity of paying salaries
~~to~~ the bulk of his personal retainers. If he desires to
discharge the arrears of pay of a member
of his retinue, he has merely to send
him with an ornamental gift to
someone whose sense of etiquette may
be trusted to make him bestow a
~~proportionate~~ substantial ~~suitable~~ acknowledgment ~~on~~ upon the
bearer. One stone thus kills two birds.
The recipient of the gift is ~~pleased~~ ~~Gratified~~ stet. with
the compliment ~~it~~ implied, ~~and~~ while the bearer

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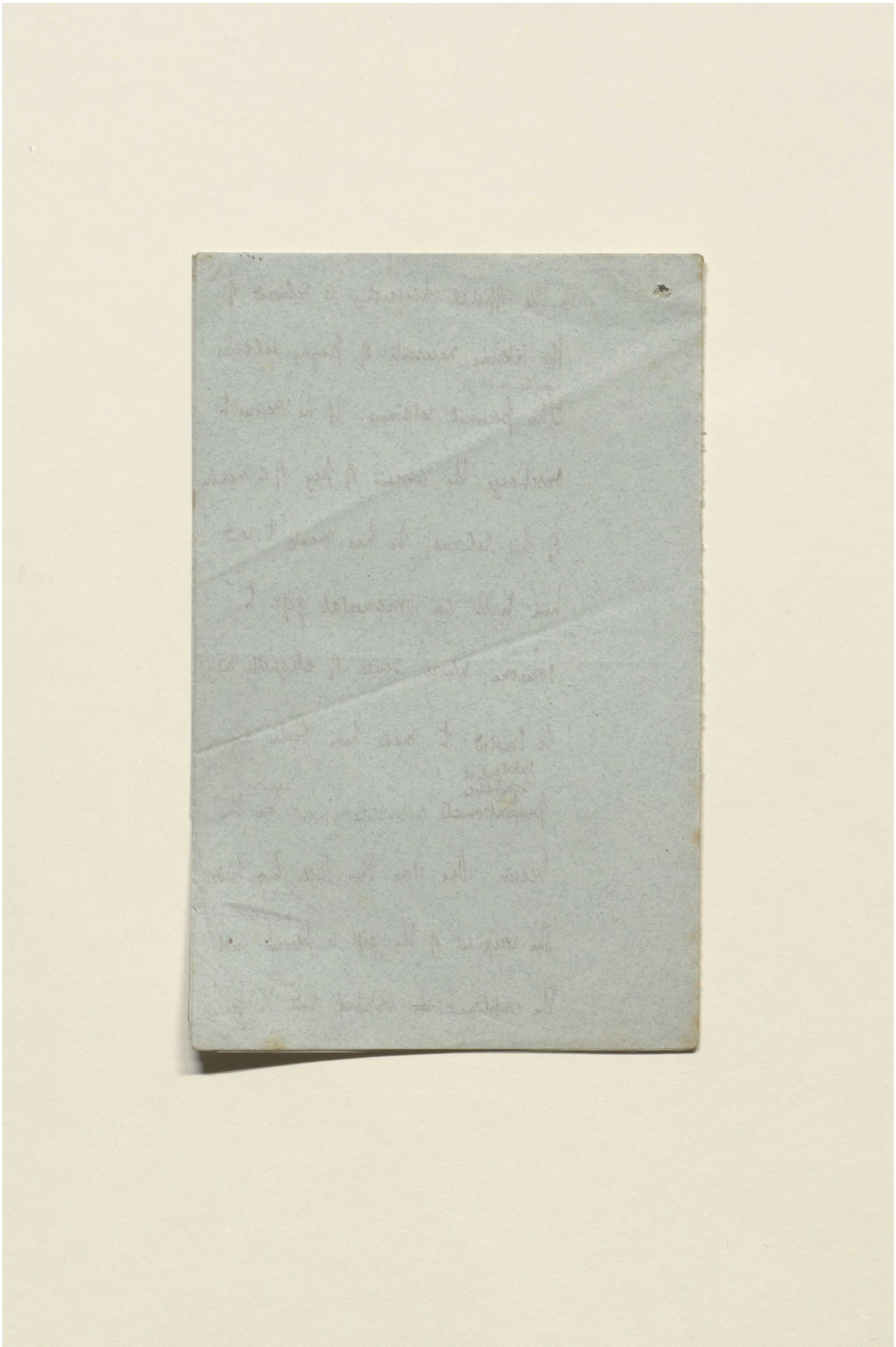

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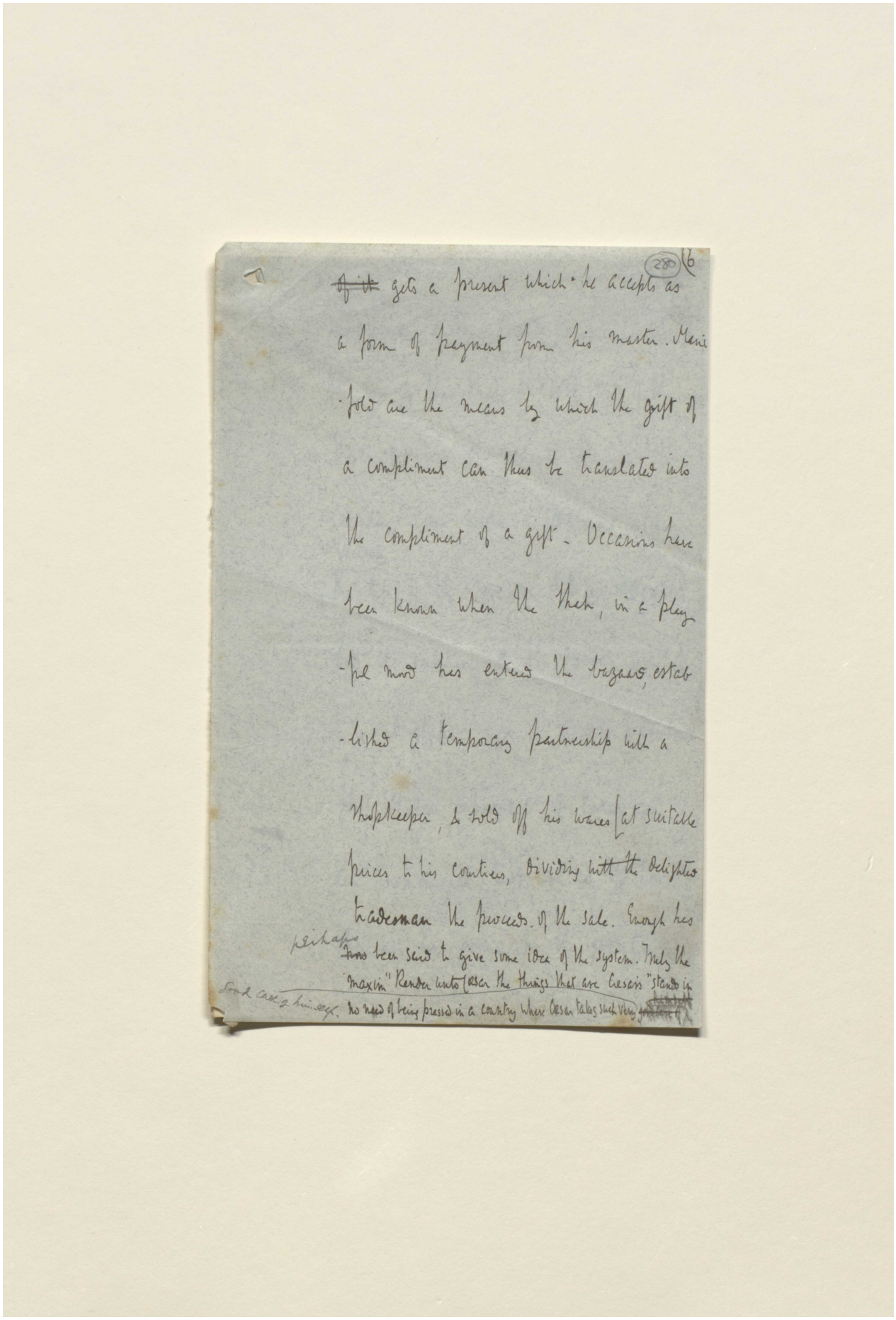
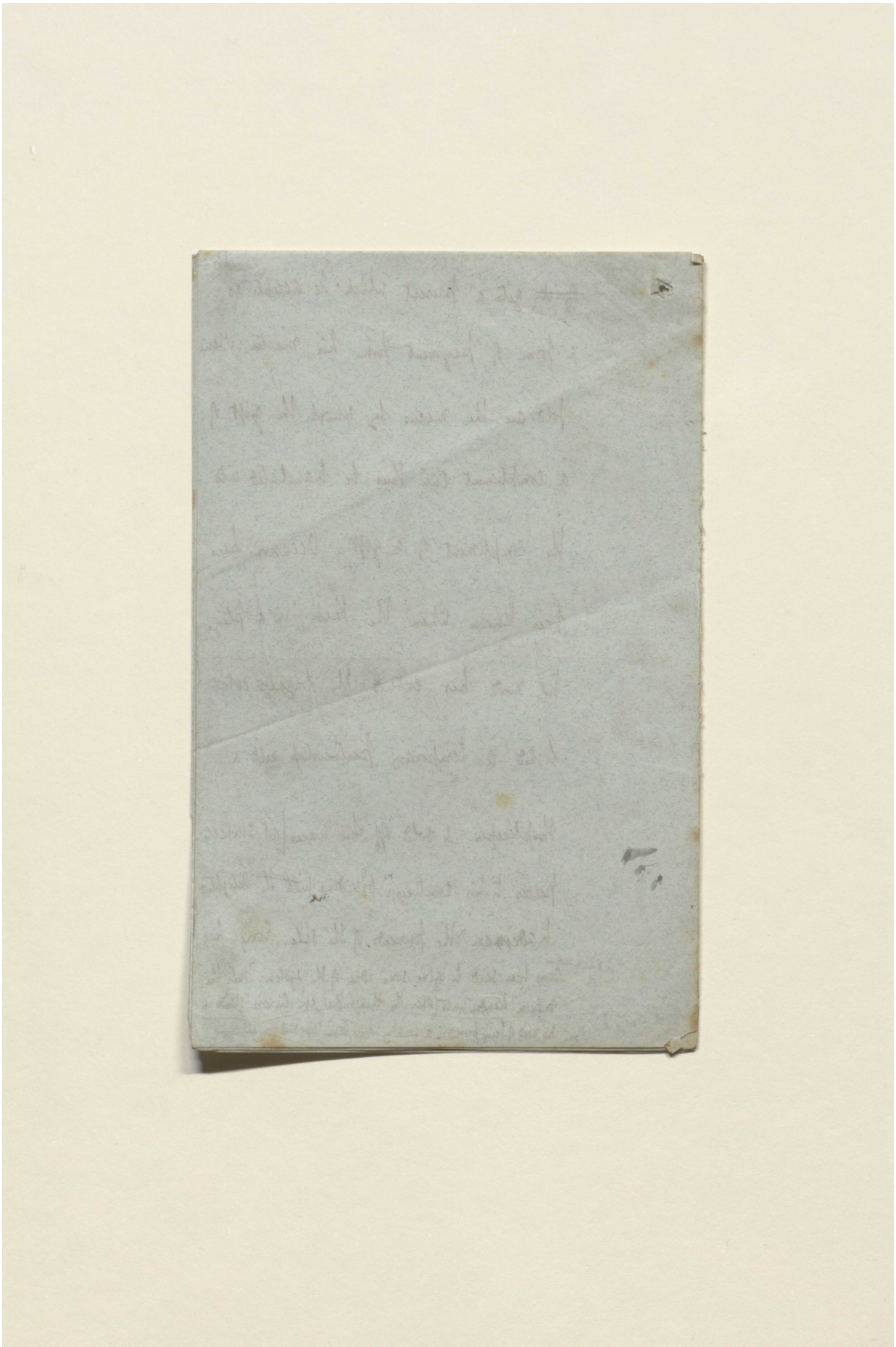


~~of it~~ gets a present which he accepts as
a form of payment from his master. Manu-
-facts are the means by which the gift of
a compliment can thus be translated into
the compliment of a gift. Occasions have
been known when the Shah, in a play-
-ful mood has entered the bazaars, estab-
-lished a temporary partnership with a
shopkeeper, & sold off his wares at suitable
prices to his courtiers, dividing with the delighted
tradesman the proceeds of the sale. Enough has
perhaps been said to give some idea of the system. Truly the
maxim "Render unto Caesar the things that are Caesar's" stands in
need of being pressed in a country where Caesar takes such very good care of himself.



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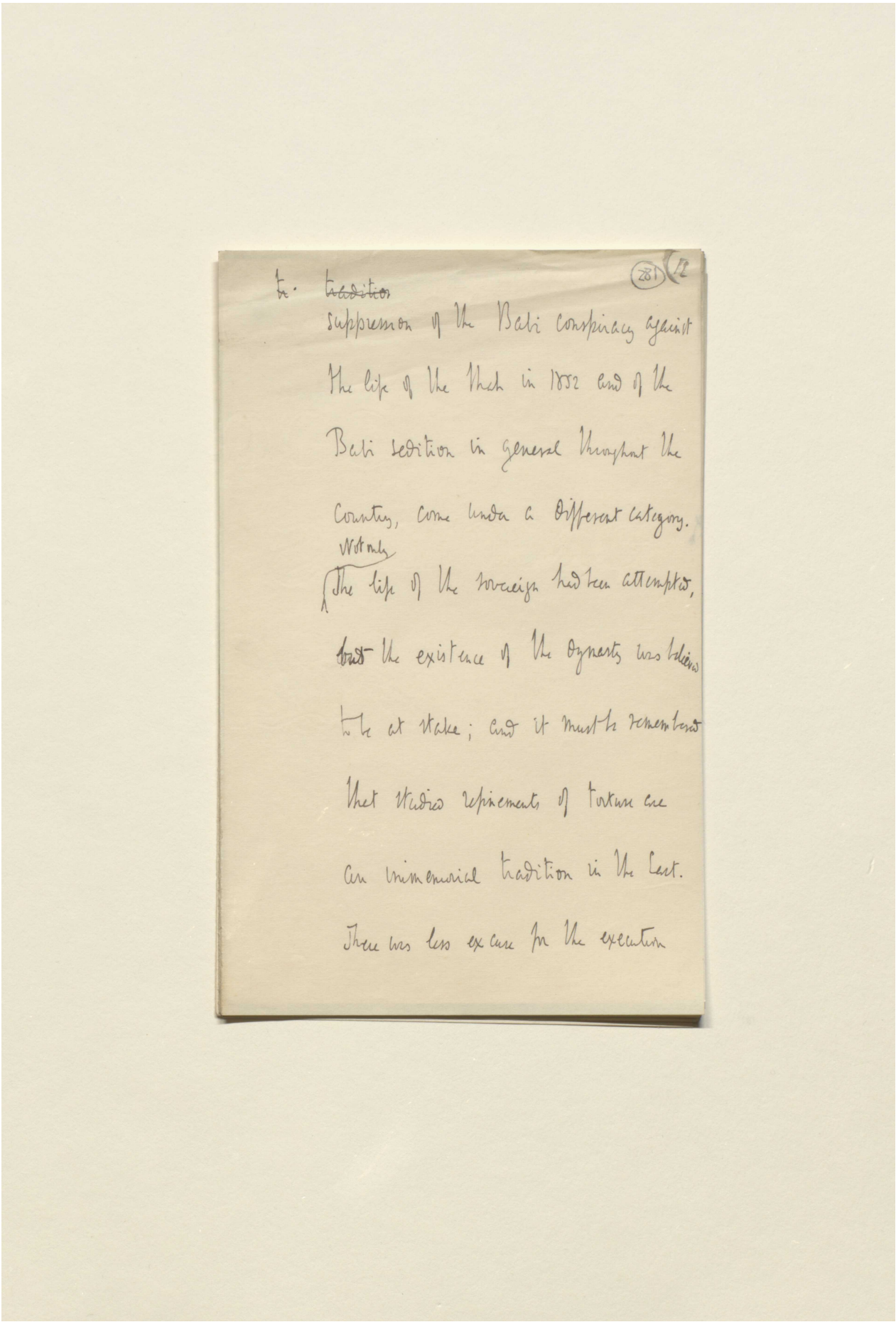

to. ~~tradition~~
suppression of the Babi conspiracy against
the life of the Shah in 1852 and of the
Babi sedition in general throughout the
Country, come under a different category.
Not only
The life of the Sovereign had been attempted,
but the existence of the Dynasty was believed
to be at stake; and it must be remembered
that studied refinements of torture are
an immemorial tradition in the East.
There was less excuse for the execution

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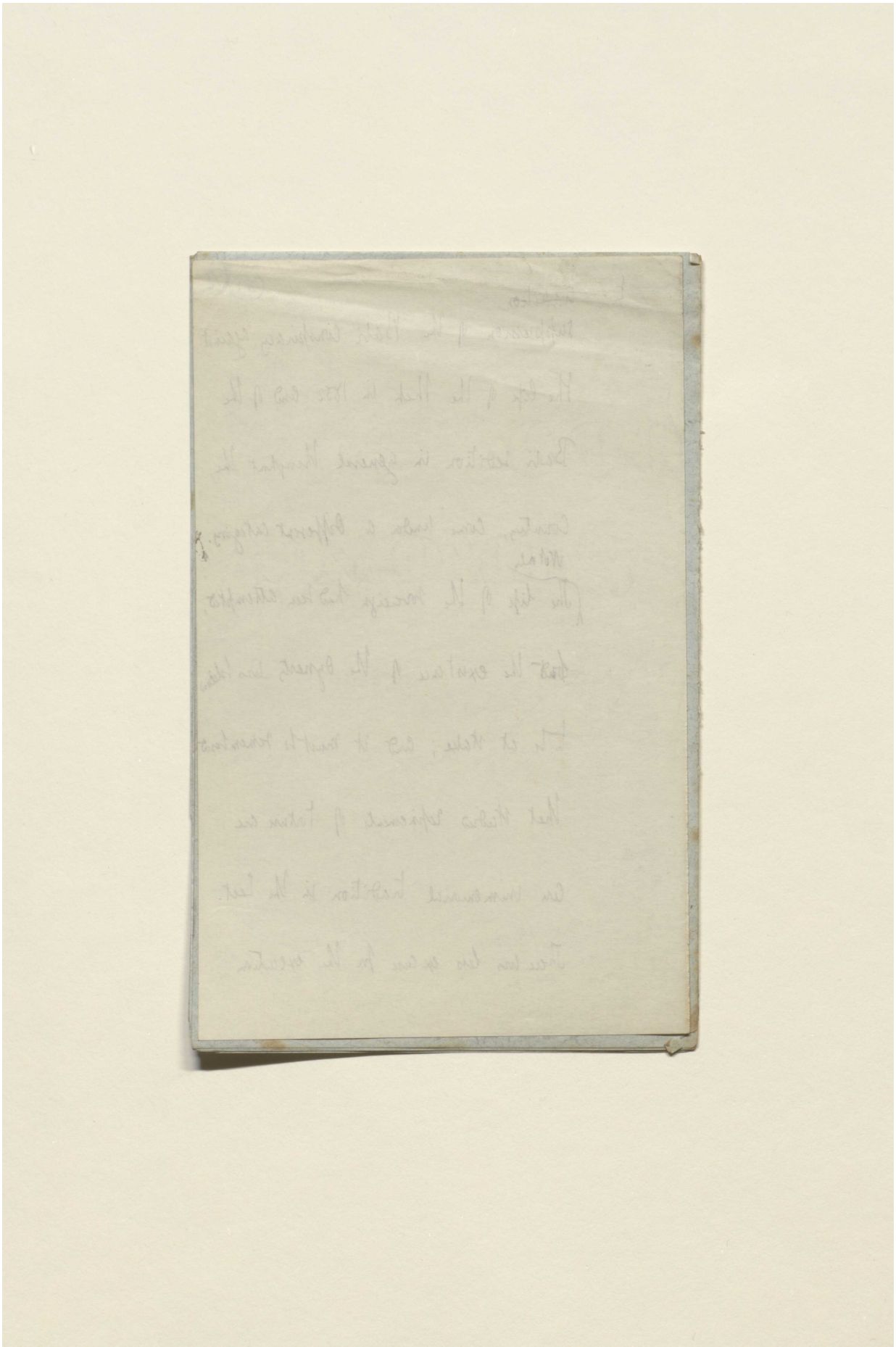

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'Lord Curzon's Notes on Persia: About 1889-1890' [282r] (583/1486)

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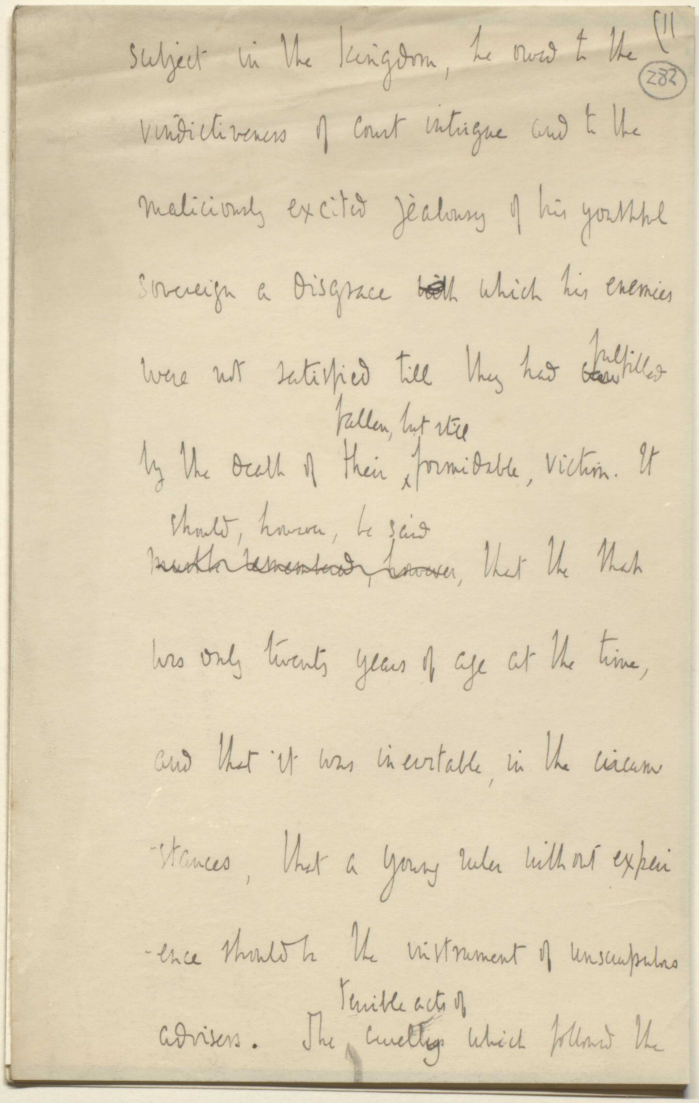

subject in the kingdom, he owed to the vindictiveness of court intrigue and to the maliciously excited jealousy of his youthful sovereign a disgrace ~~with~~ which his enemies were not satisfied till they had ~~been~~ fulfilled by the death of their fallen, but still formidable, victim. It should, however, be said ~~must be remembered, however~~, that the Shah was only twenty years of age at the time, and that it was inevitable, in the circumstances, that a young ruler without experience should be the instrument of unscrupulous advisers. The terrible acts of cruelty which followed the

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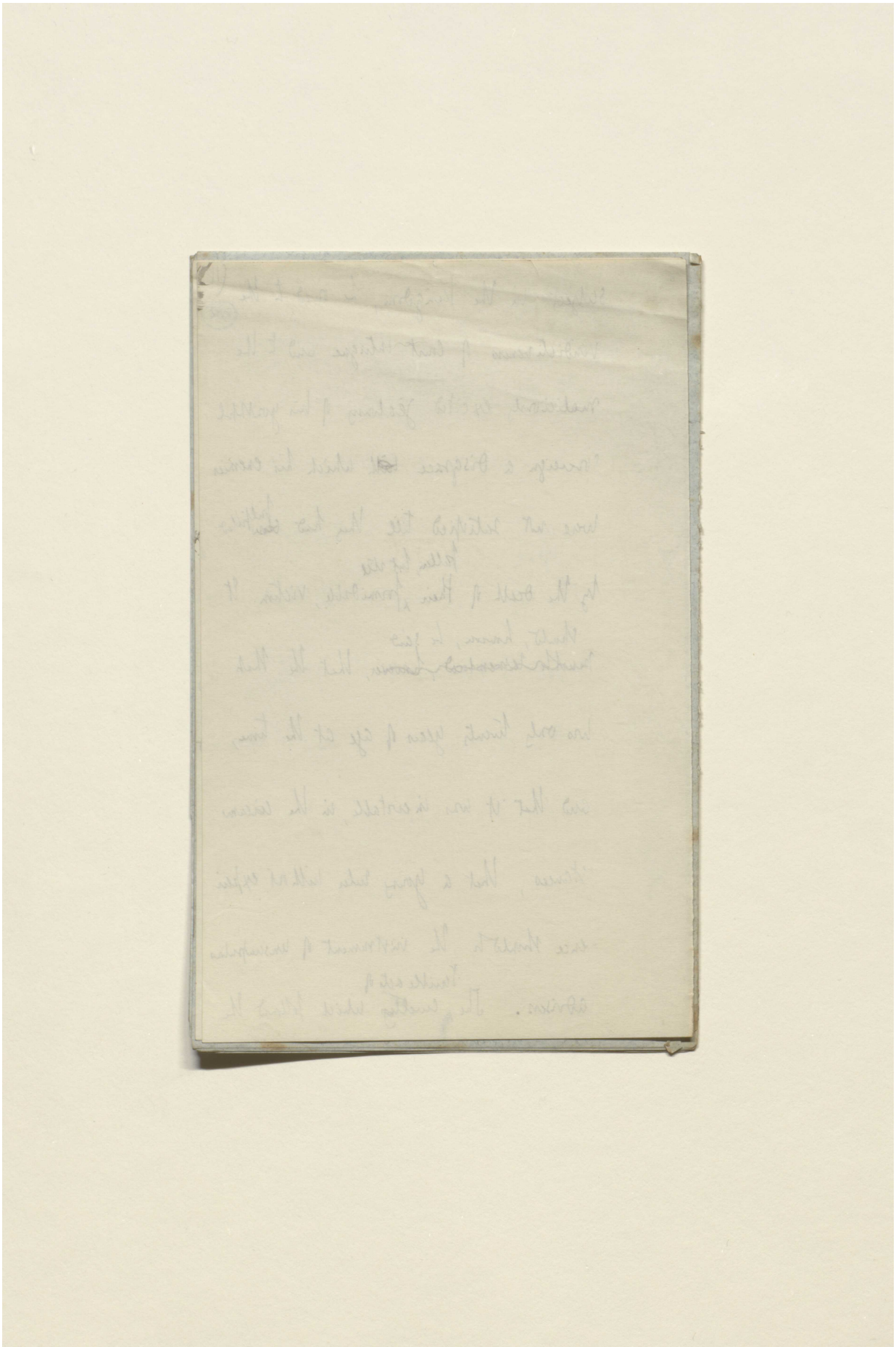

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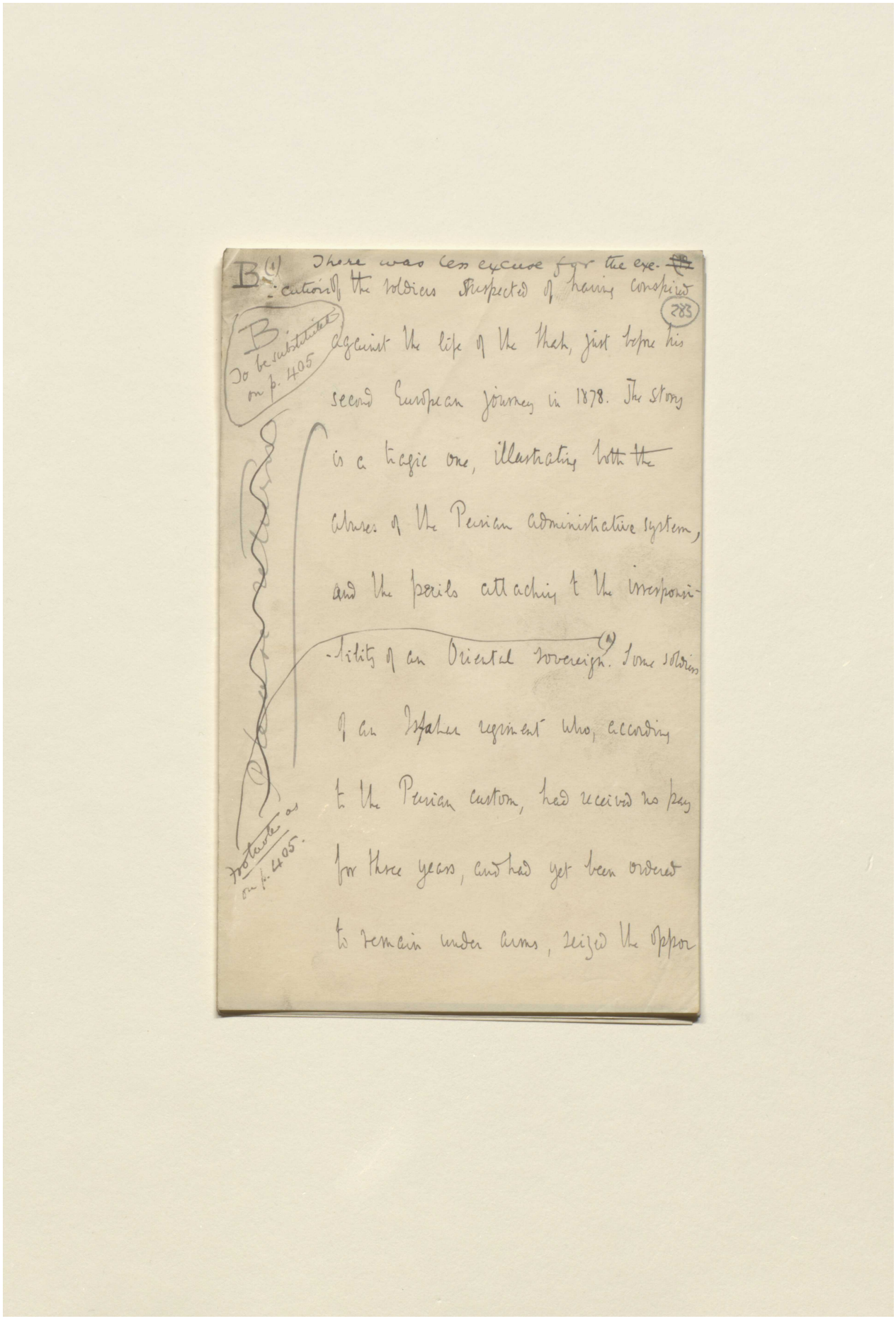

B (1) There was less excuse for the execution of the soldiers suspected of having conspired against the life of the Shah, just before his second European journey in 1878. The story is a tragic one, illustrating both the abuses of the Persian administrative system, and the perils attaching to the irresponsibility of an Oriental sovereign. (1) Some soldiers of an Isfahan regiment who, according to the Persian custom, had received no pay for three years, and had yet been ordered to remain under arms, seized the oppor

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B. To be substituted on p. 405

Please return

Protocols as on p. 405.

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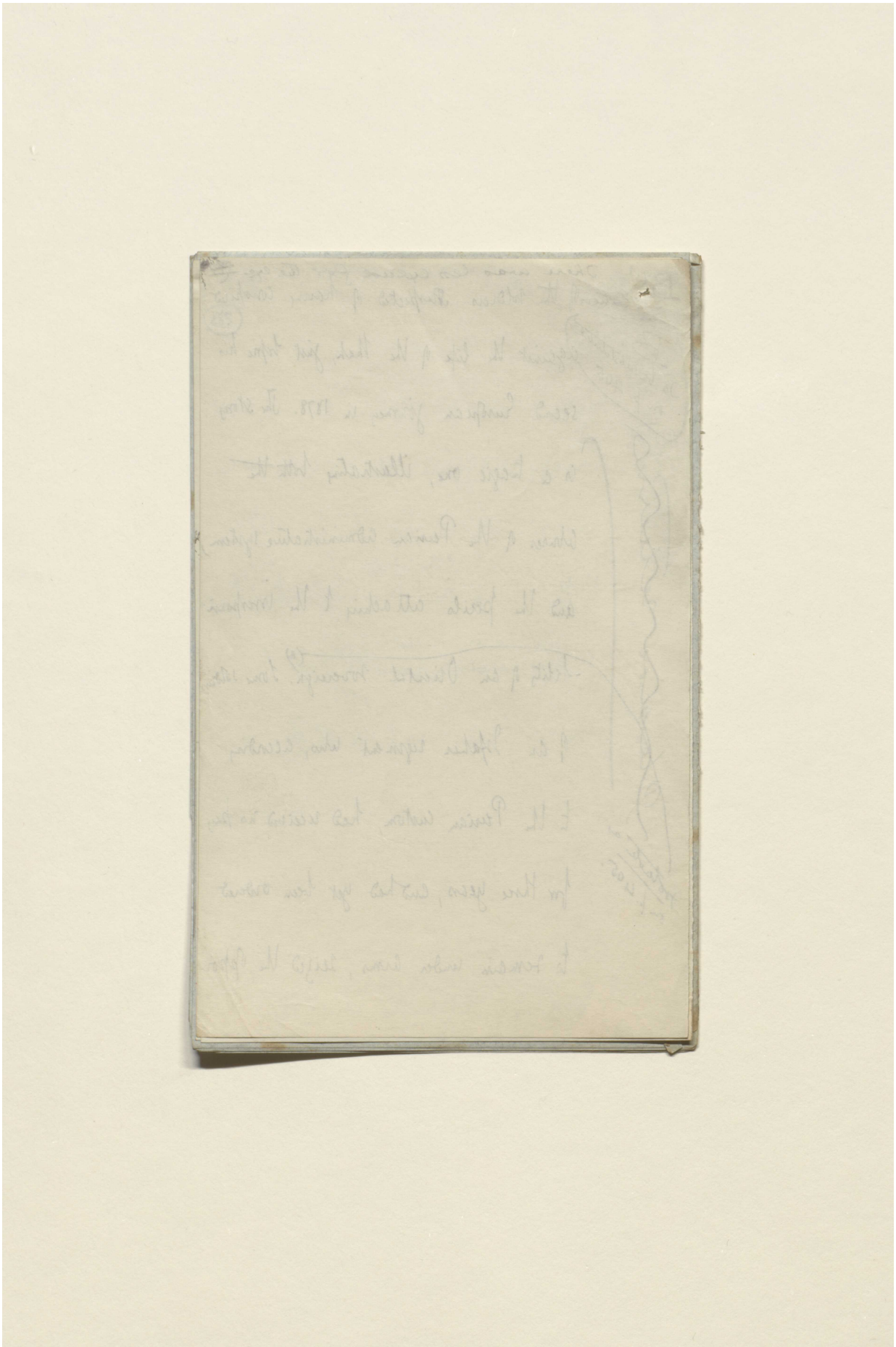

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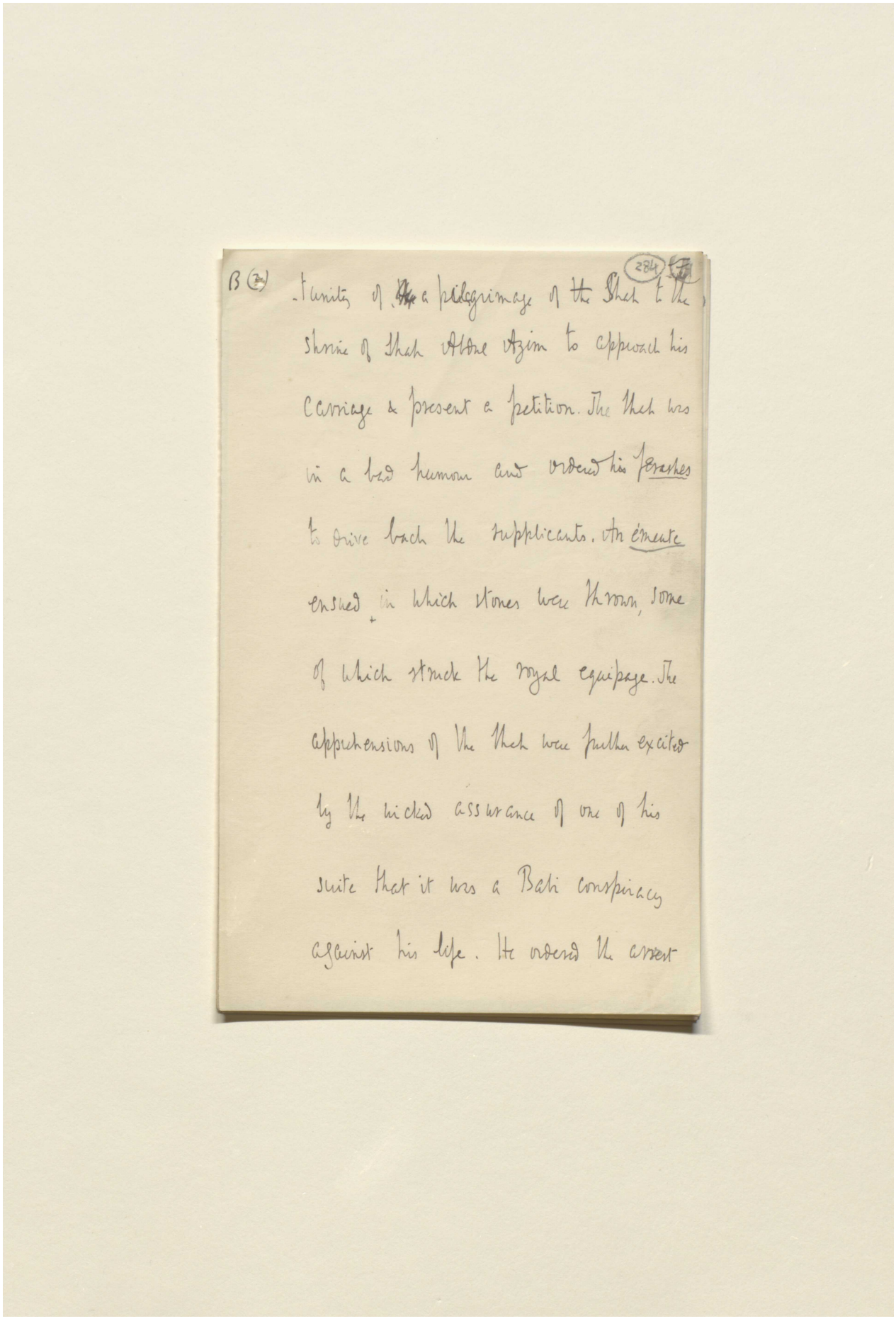

B (2a) (284)

-tunity of a pilgrimage of the Shah to the shrine of Shah Abdul Azim to approach his carriage & present a petition. The Shah was in a bad humour and ordered his *Ferashes* to drive back the supplicants. An *émeute* ensued in which stones were thrown, some of which struck the royal equipage. The apprehensions of the Shah were further excited by the wicked assurance of one of his suite that it was a Babi conspiracy against his life. He ordered the arrest

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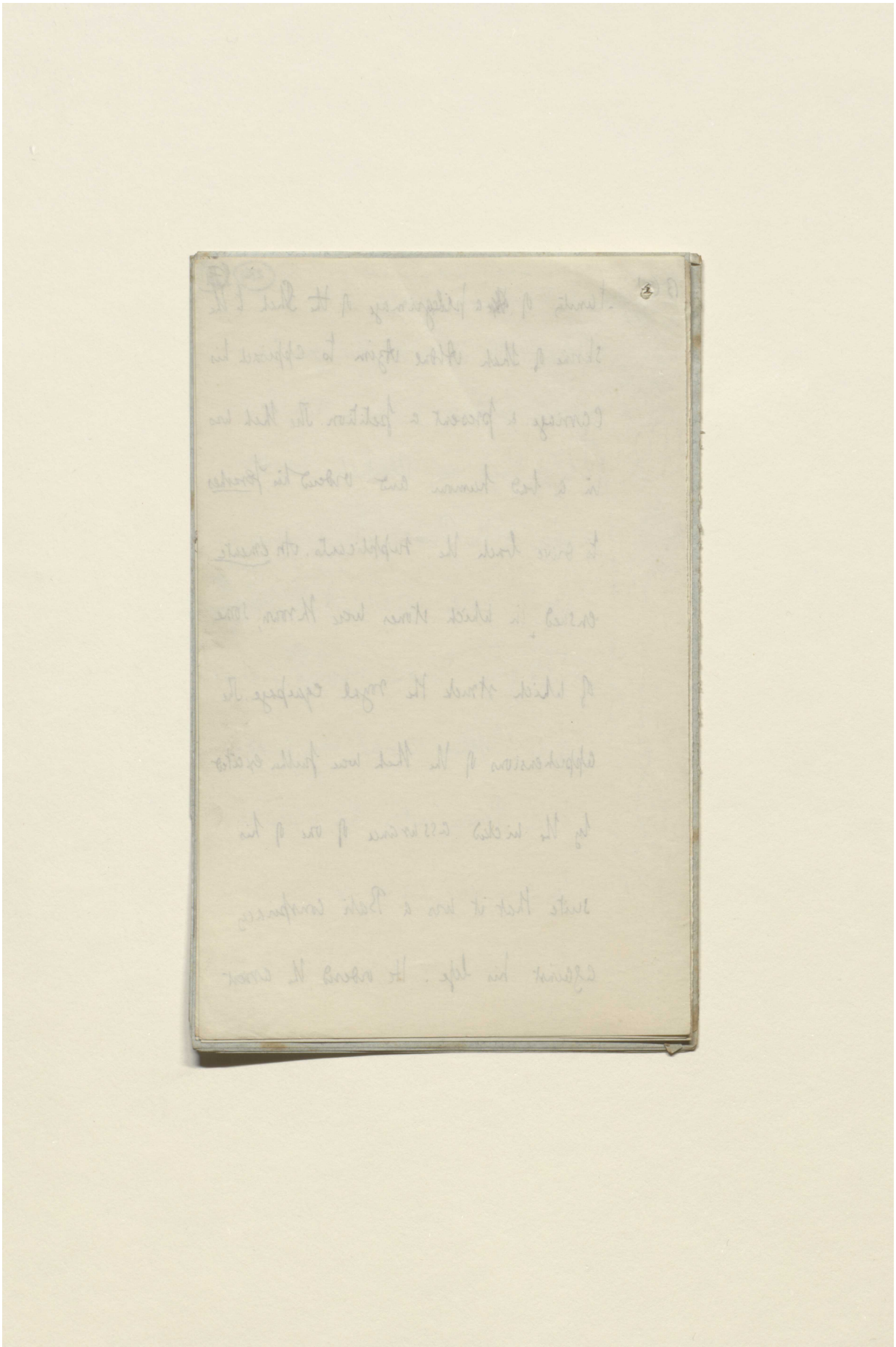

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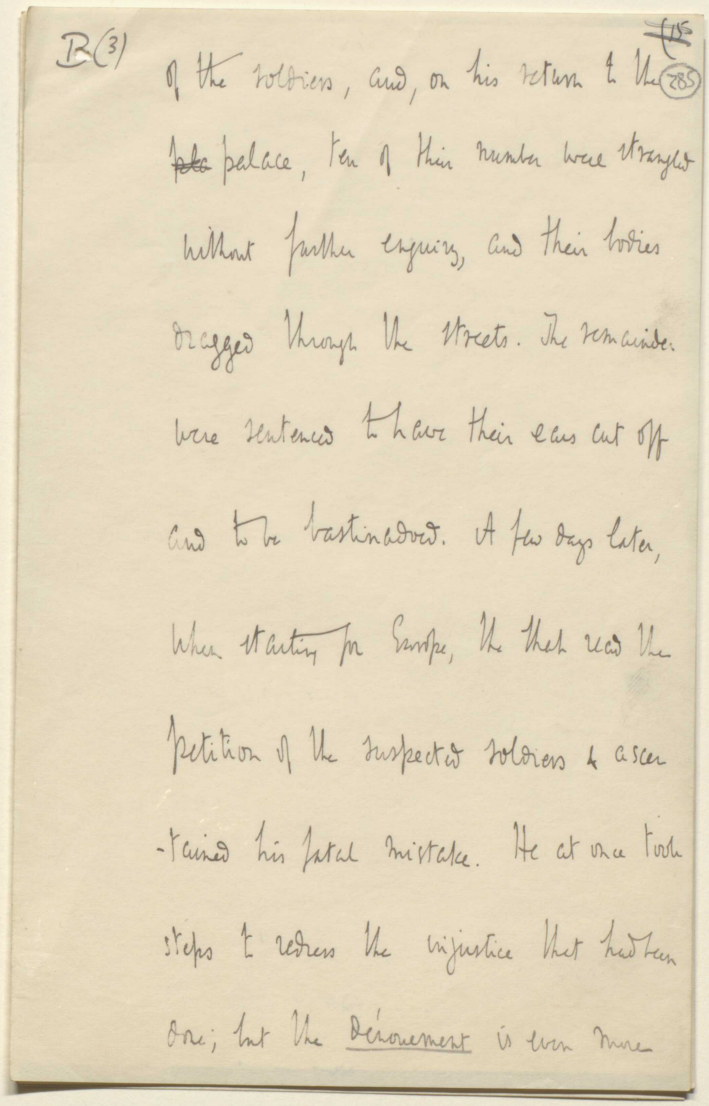

B(3)

of the soldiers, and, on his return to the (285)
~~the~~ palace, ten of their number were strangled
without further enquiry, and their bodies
dragged through the streets. The remainder
were sentenced to have their ears cut off
and to be bastinadoed. A few days later,
when starting for Europe, the Shah read the
petition of the suspected soldiers & ascer-
-tained his fatal mistake. He at once took
steps to redress the injustice that had been
done; but the Dénouement is even more

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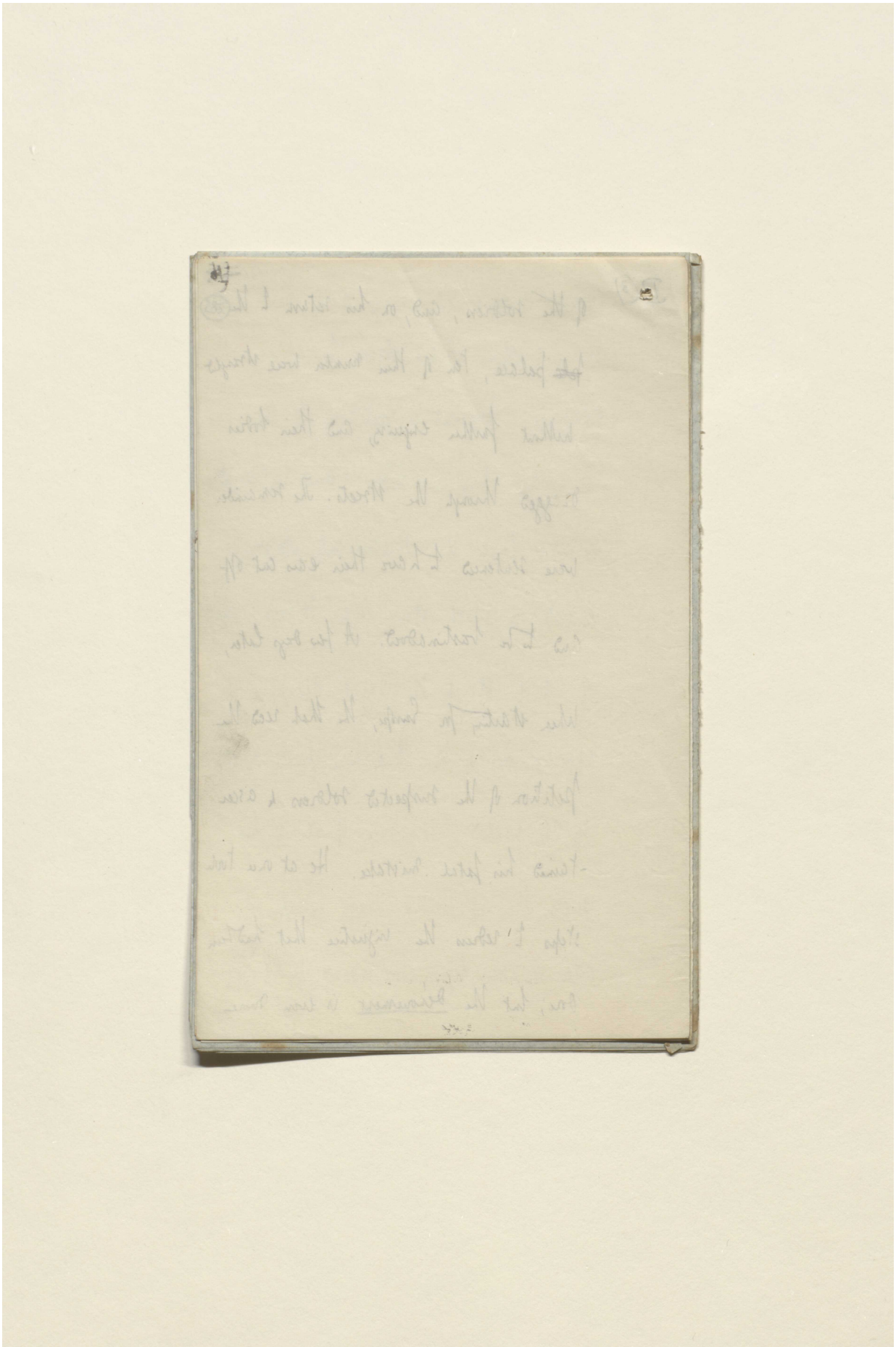

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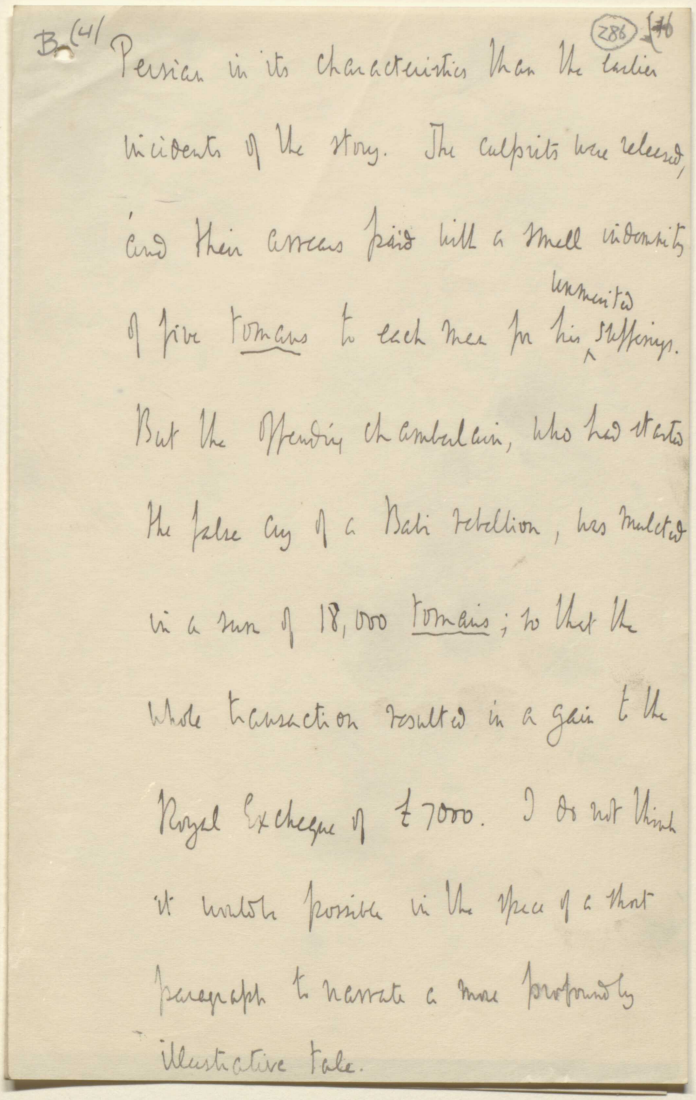

B. (4/ Persian in its characteristics than the earlier incidents of the story. The culprits were released, and their arrears paid with a small indemnity of five Tomans to each man for his sufferings. But the Offending chamberlain, who had started the false cry of a Babi rebellion, was mulcted in a sum of 18,000 Tomans; so that the whole transaction resulted in a gain to the Royal Exchequer of £7000. I do not think it would be possible in the space of a short paragraph to narrate a more profoundly illustrative tale.

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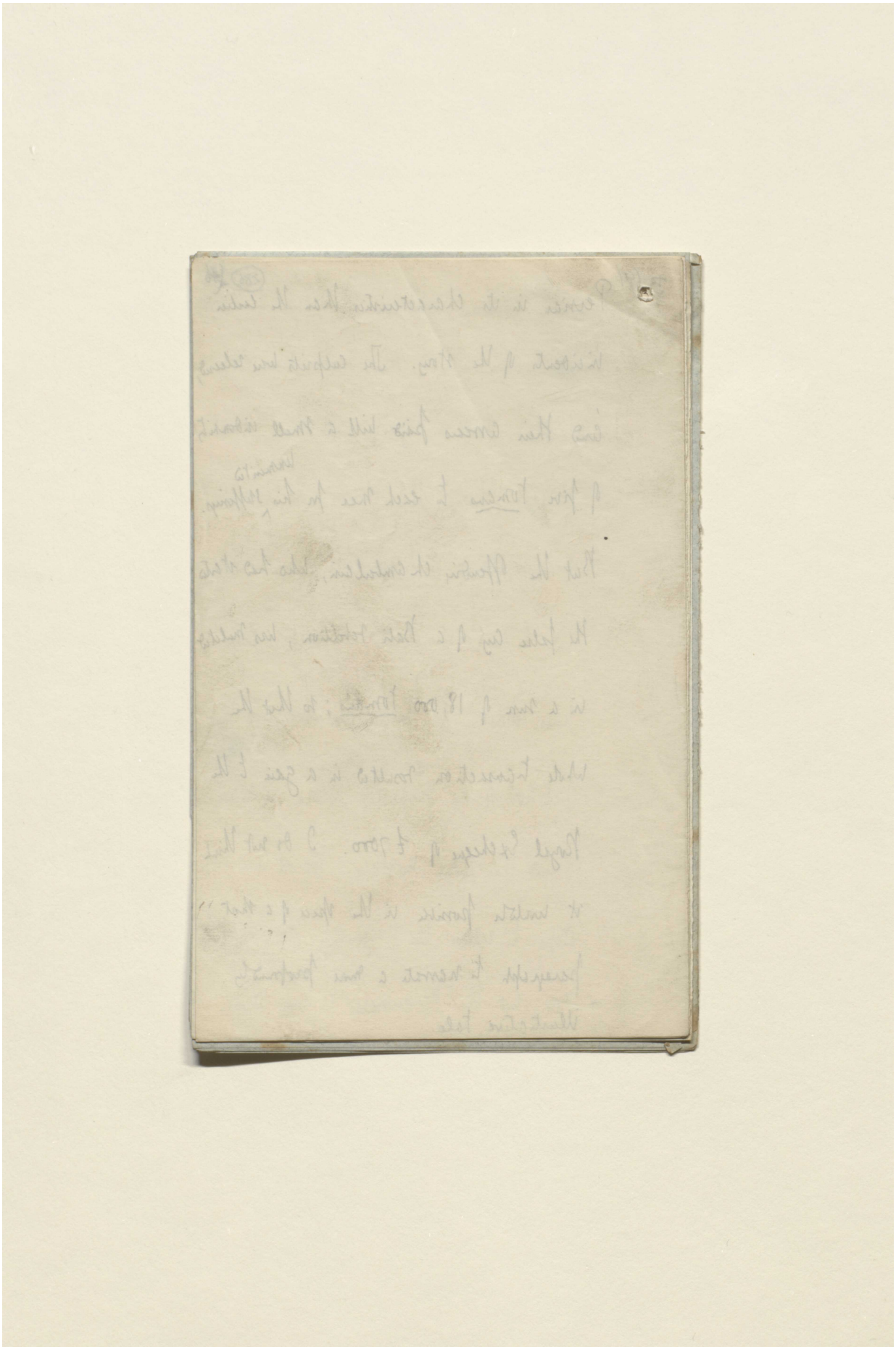

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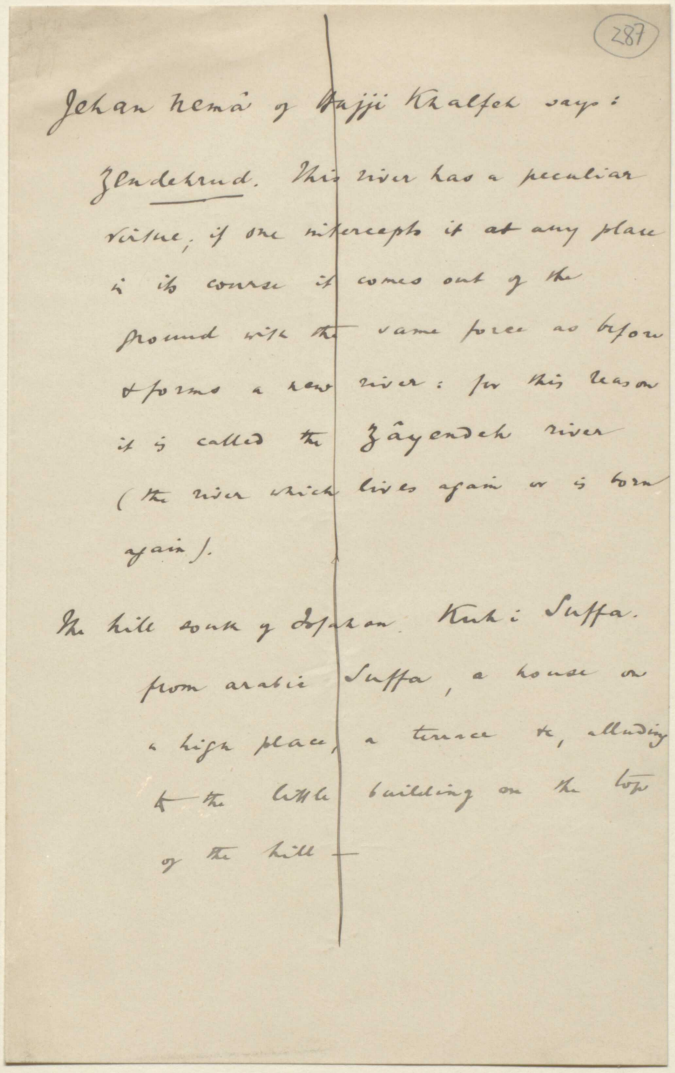

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Jehan nemá of Hajji Khalfeh says:

Zenderud. This river has a peculiar virtue, if one intercepts it at any place in its course it comes out of the ground with the same force as before & forms a new river: for this reason it is called the Zâyendeh river (the river which lives again or is born again).

The hill south of Isfahan Kuh i SufFa.

from arabic Suffa, a house or a high place, a terrace &c, alluding to the little building on the top of the hill —

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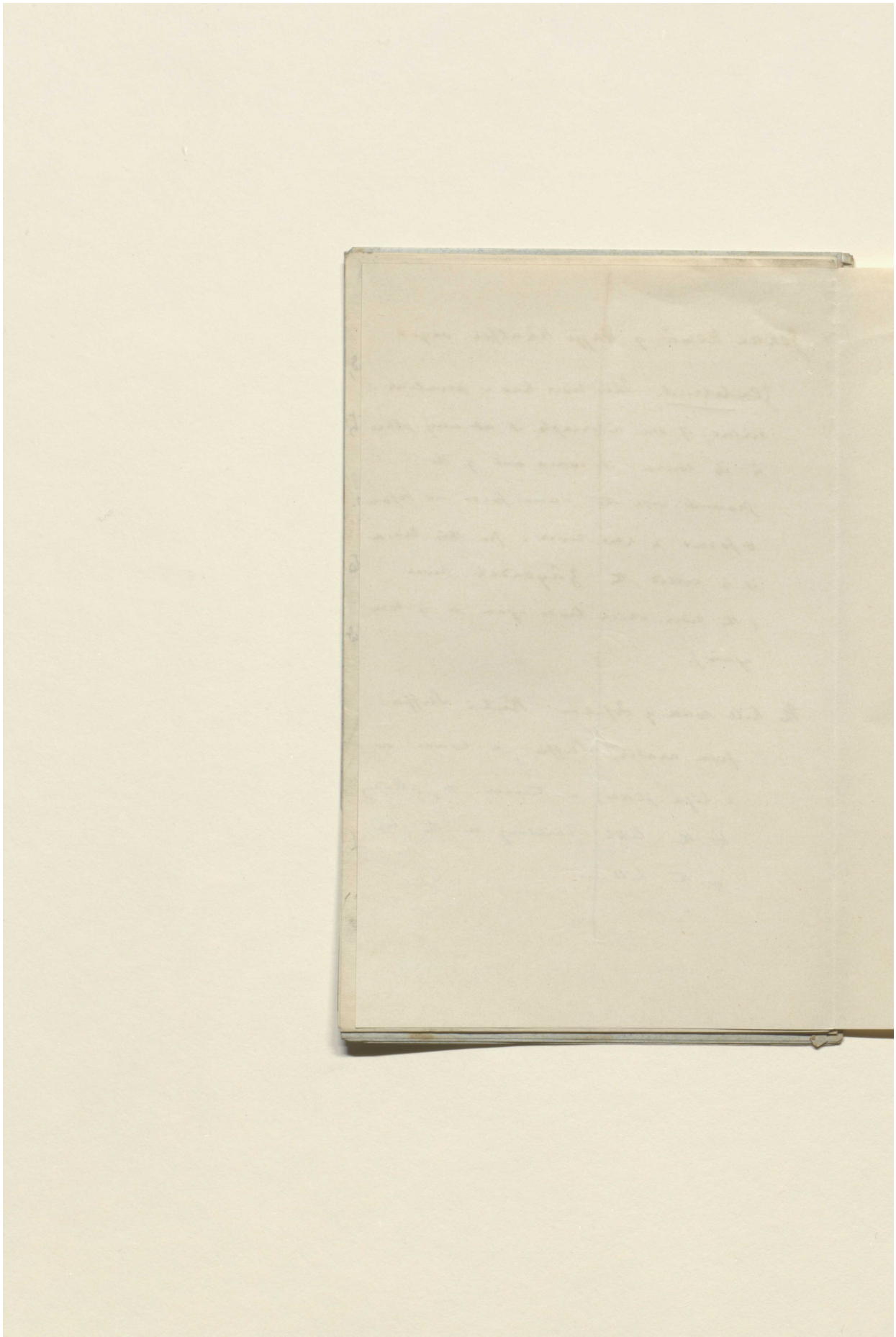

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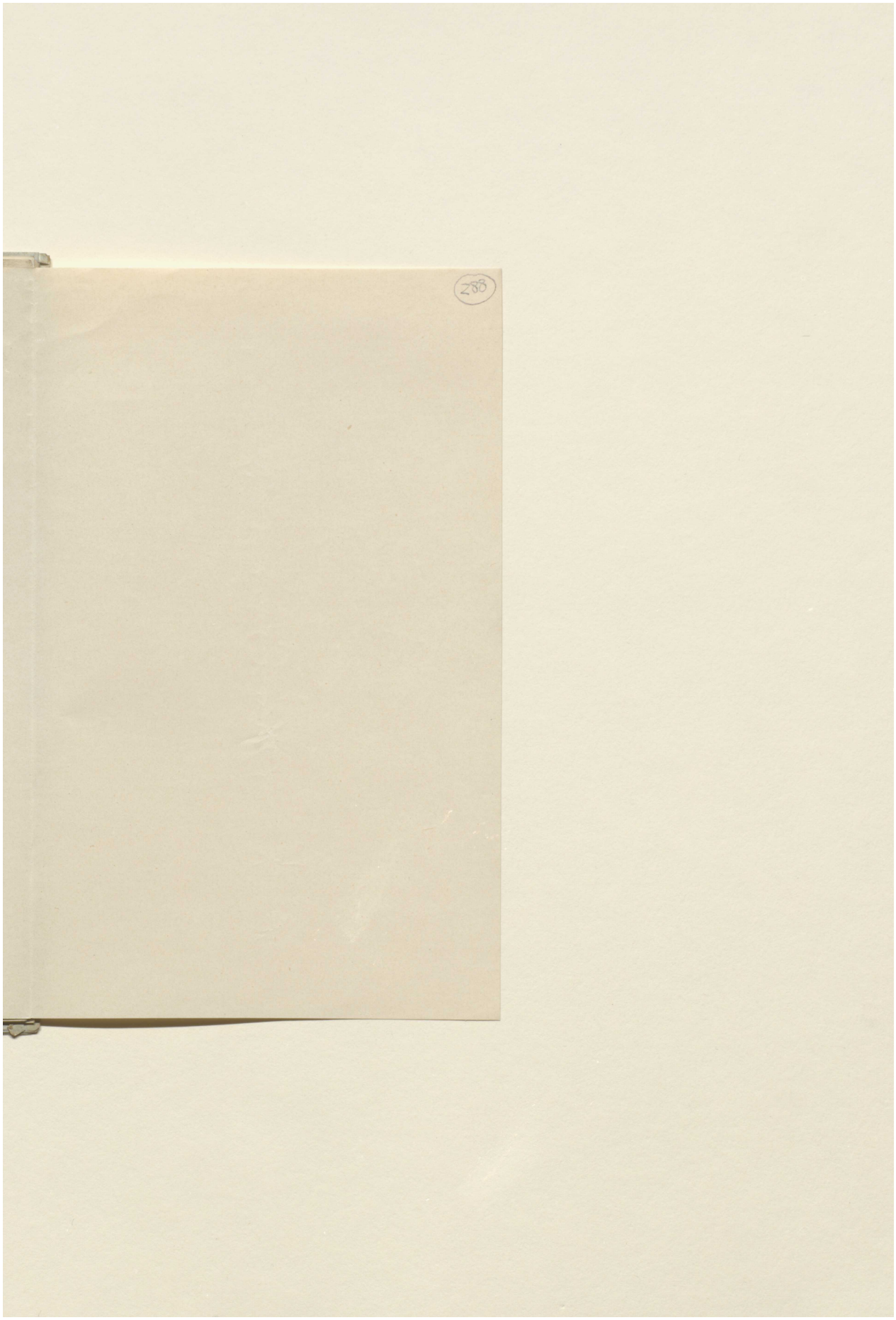

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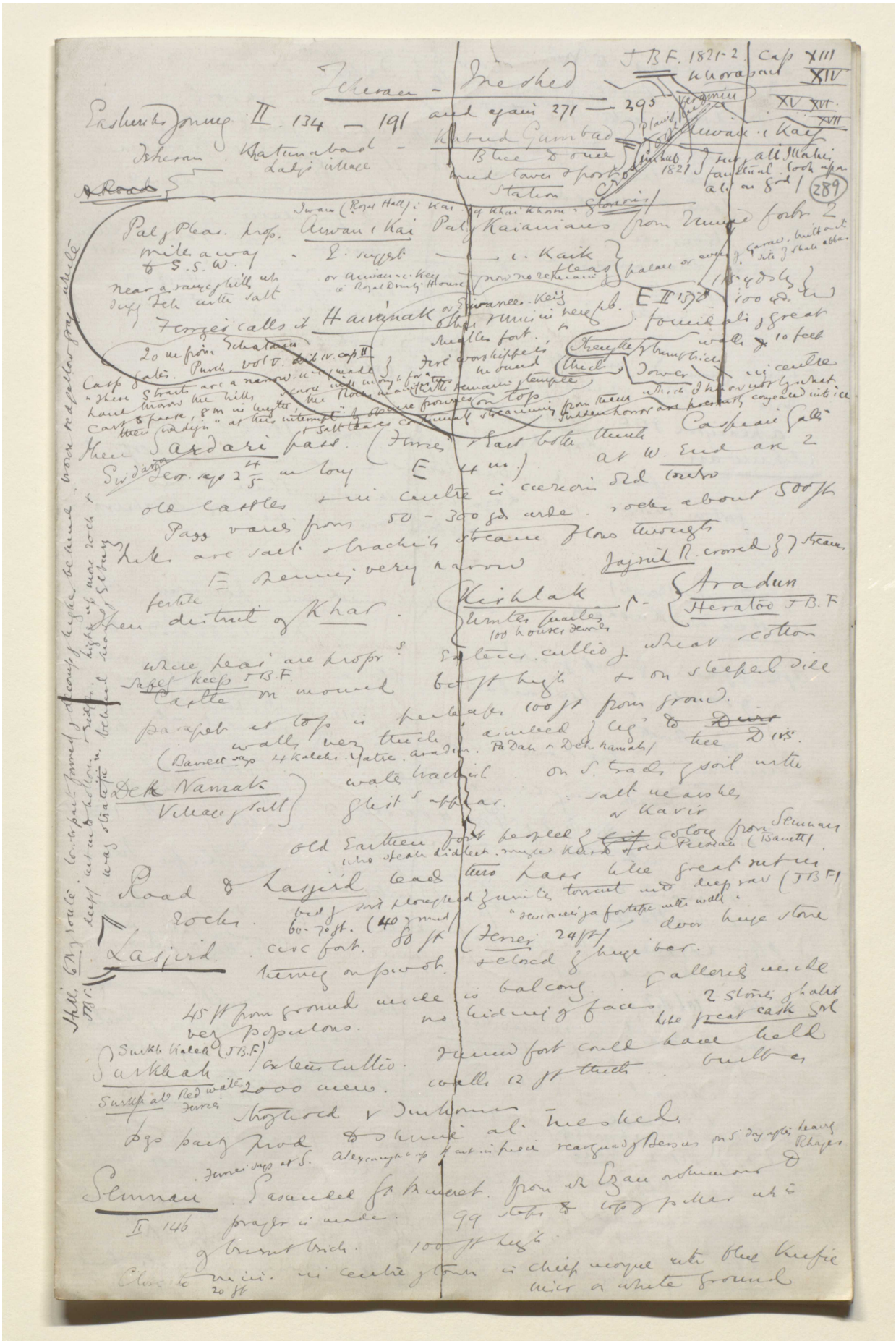

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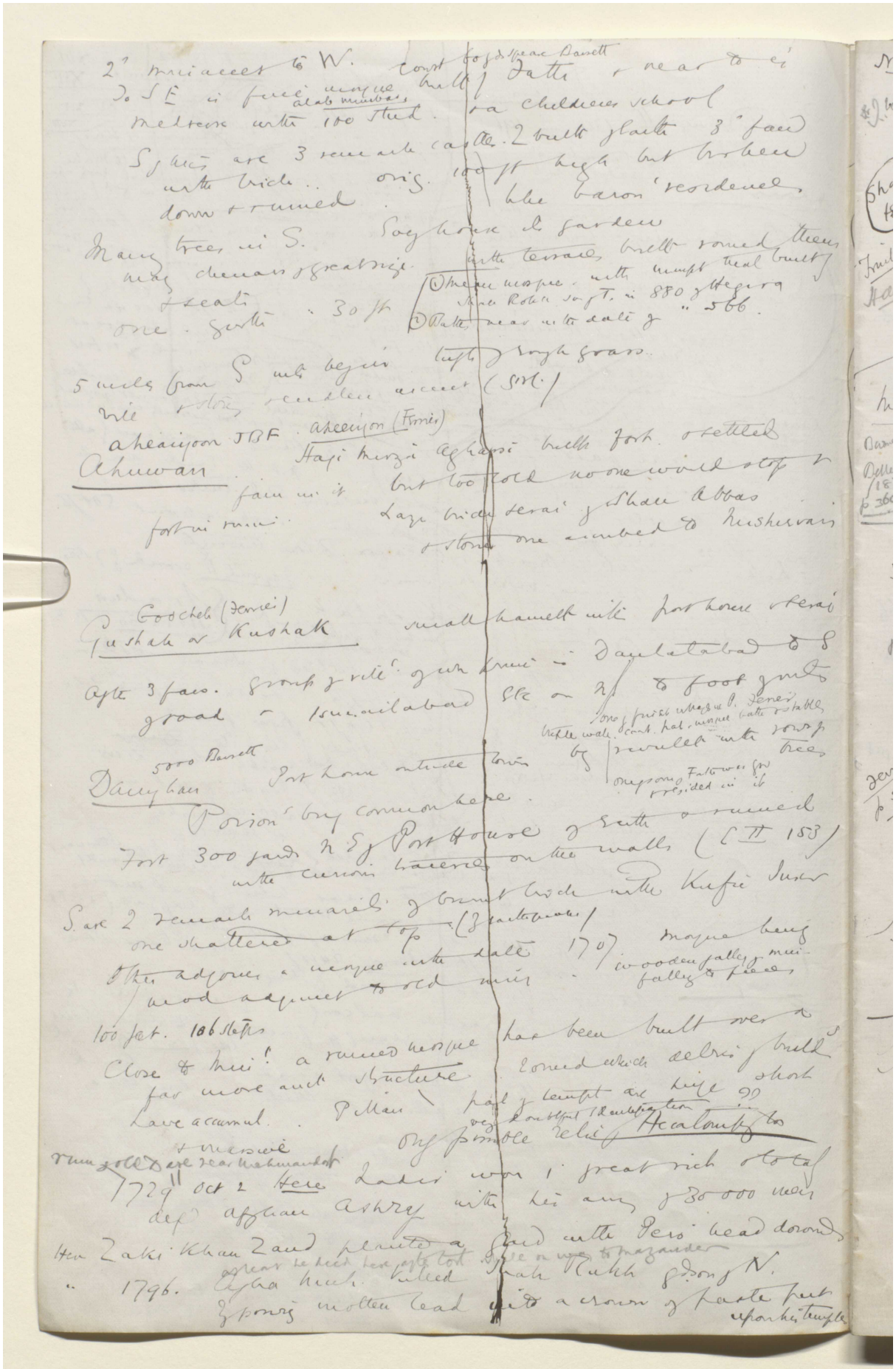

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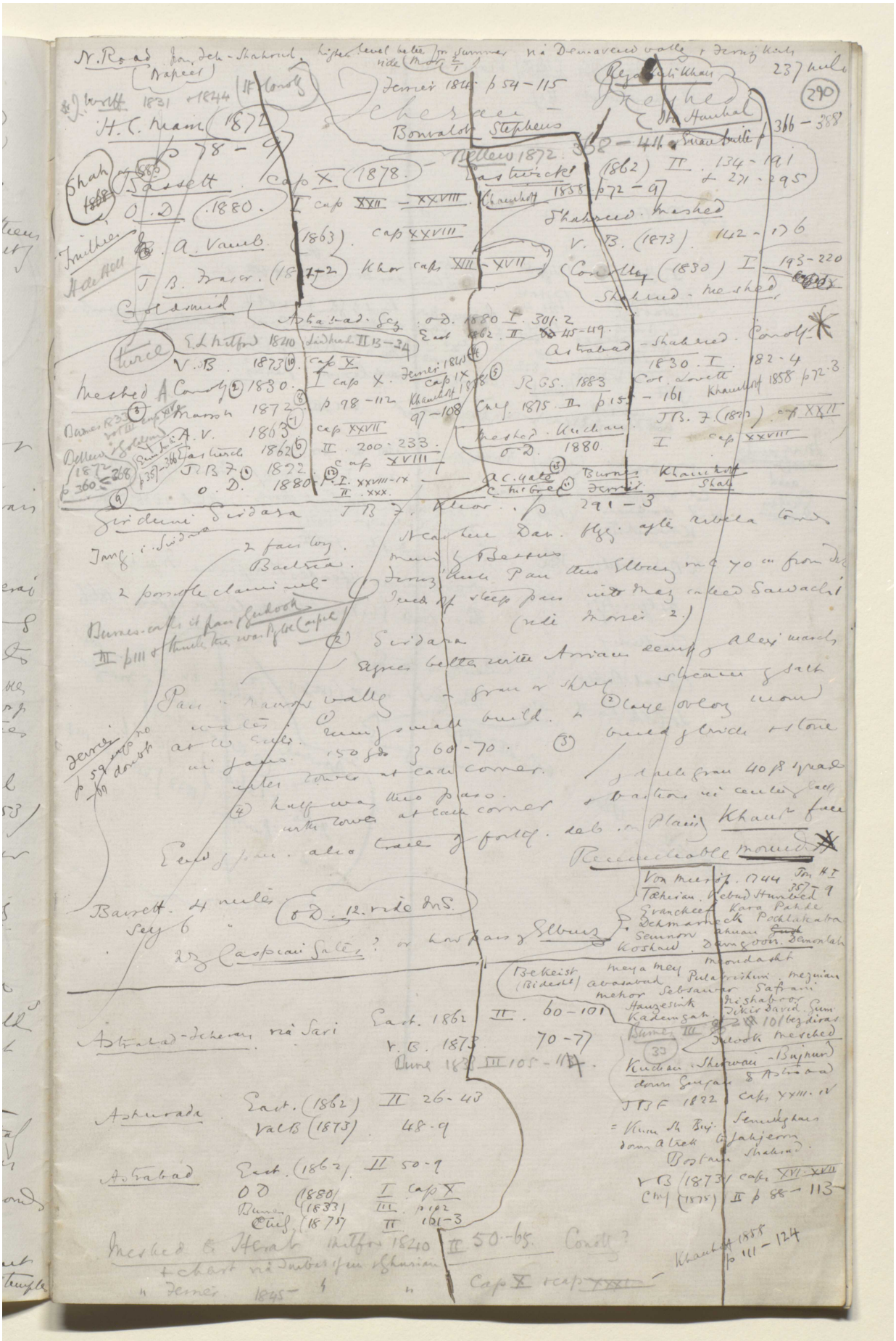

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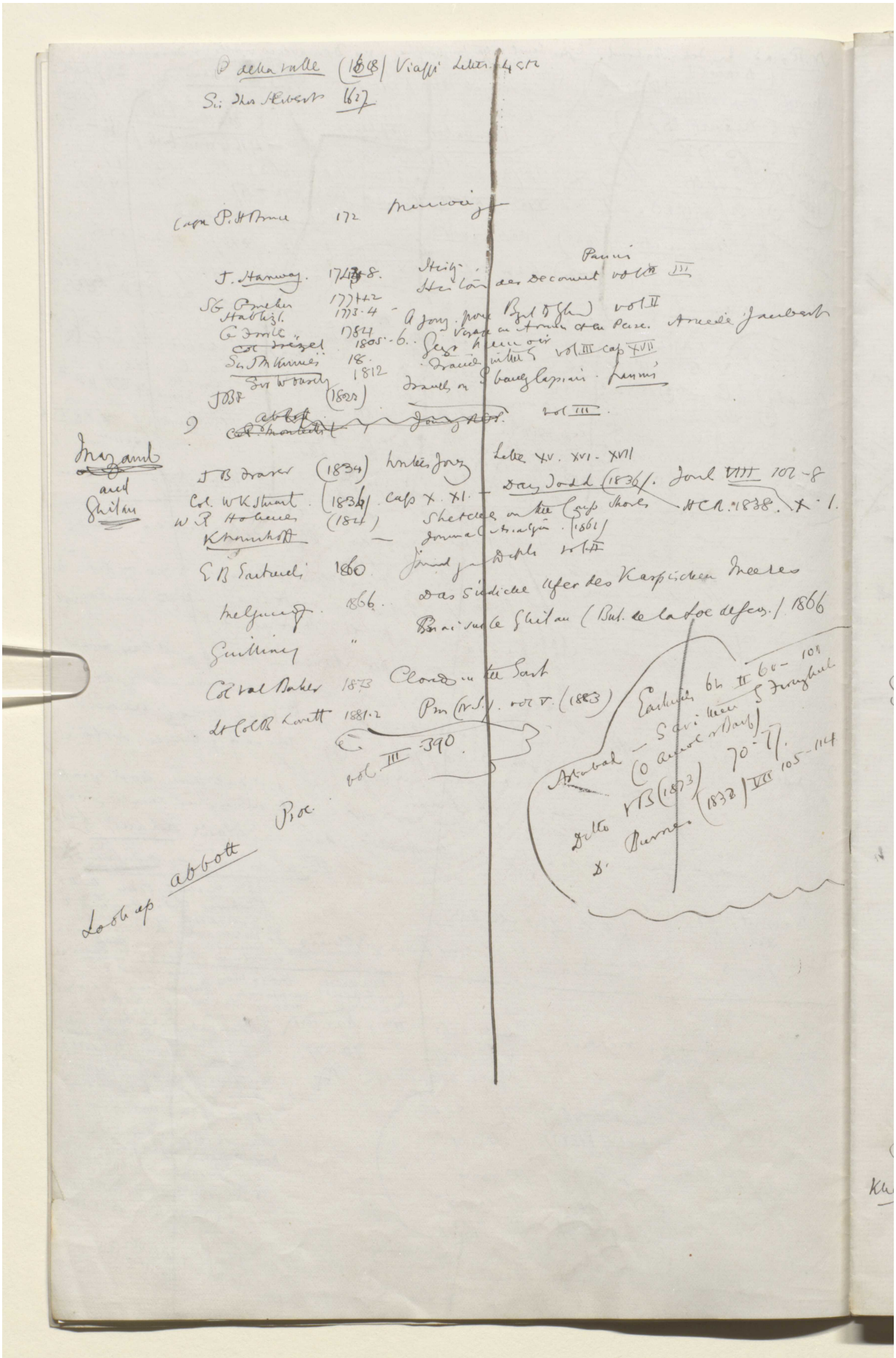

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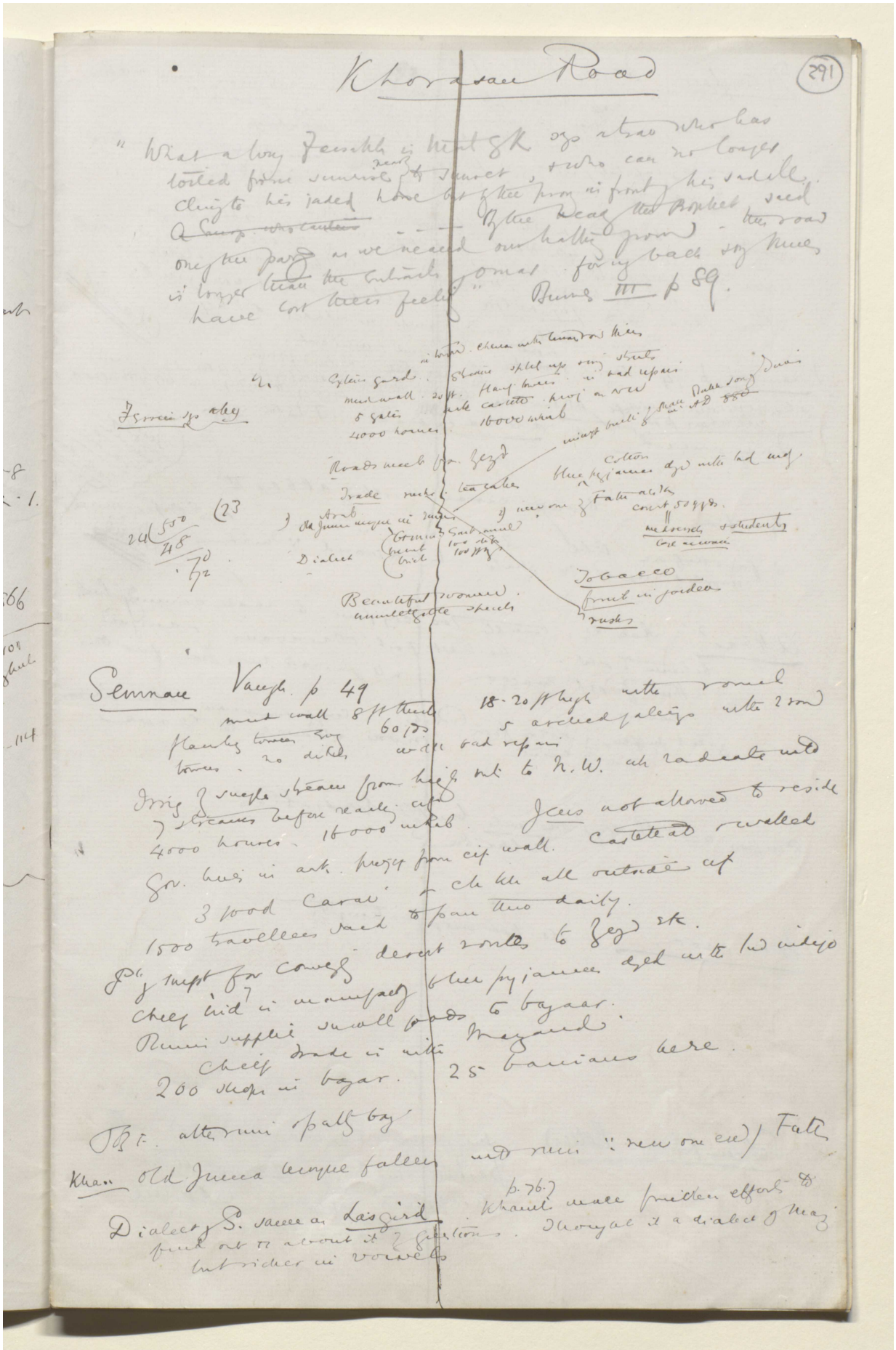

Khorasan Road (291)

"What a long Fersakh is this! Oh straw which has
rested from sunrise to sunset, and can no longer
clings to his jaded horse at three parasangs from its front his saddle.
One the Dead the Broken seed
one the pace as we neared our halting ground - the road
is longer than the Infinite - Oh mad for my back my knees
have lost their feeling" Burnes III p 89.

Kerman to Yezd

Sistan gard. Shemiran splendid new Shah's
mud wall. 20 ft. Many towers in bad repair
5 gates Pukka caravan. Fine new 1800 khan
4000 houses 16000 inhab

Roads much for Yezd

Trade much tea cakes

Arab Jamee mosque in ruins

Dialect

Beautiful women. Sanitation
annulet-like shells

Cotton
Blue Pyjamas dyed with bad mud

Fatalists
Court 50 gds.
Mullahs, students
bad servants

Tobacco
fruit in gardens
rushes

Semnan Vaugh. p 49

mud wall 8 ft thick 60 ft 18-20 ft high with round
towers. no ditch 5 arched gates with 2 sm
towers. no ditch with bad repair

Irrig 2 main streams from high mt to N.W. ch radiate into
7 streams before reach city
4000 houses. 16000 inhab. Jews not allowed to reside
Gr. huts in ark. Poor from city wall. Castellated ruined
3 wood Caravanserai - ch the all outside city
1500 travellers said to pass thro daily.
Pop. kept for convoys desert routes to Yezd etc.
Cheap bid in manufacy blue pyjamas dyed in the indigo
Runs supplies small goods to bazaar.
Chief trade in nuts Mazand.
200 shops in bazar. 25 banians here.

Ch. alternate path by
Khan Old Jumma mosque fallen into ruin "new one end) Fath

Dialect S. Sarra as Lasgird
find out to account it 2 peculiarities.
but richer in vowels

p. 76?
Khanikoff make smitten efforts to
Shungal it a dialect of Mazandaran

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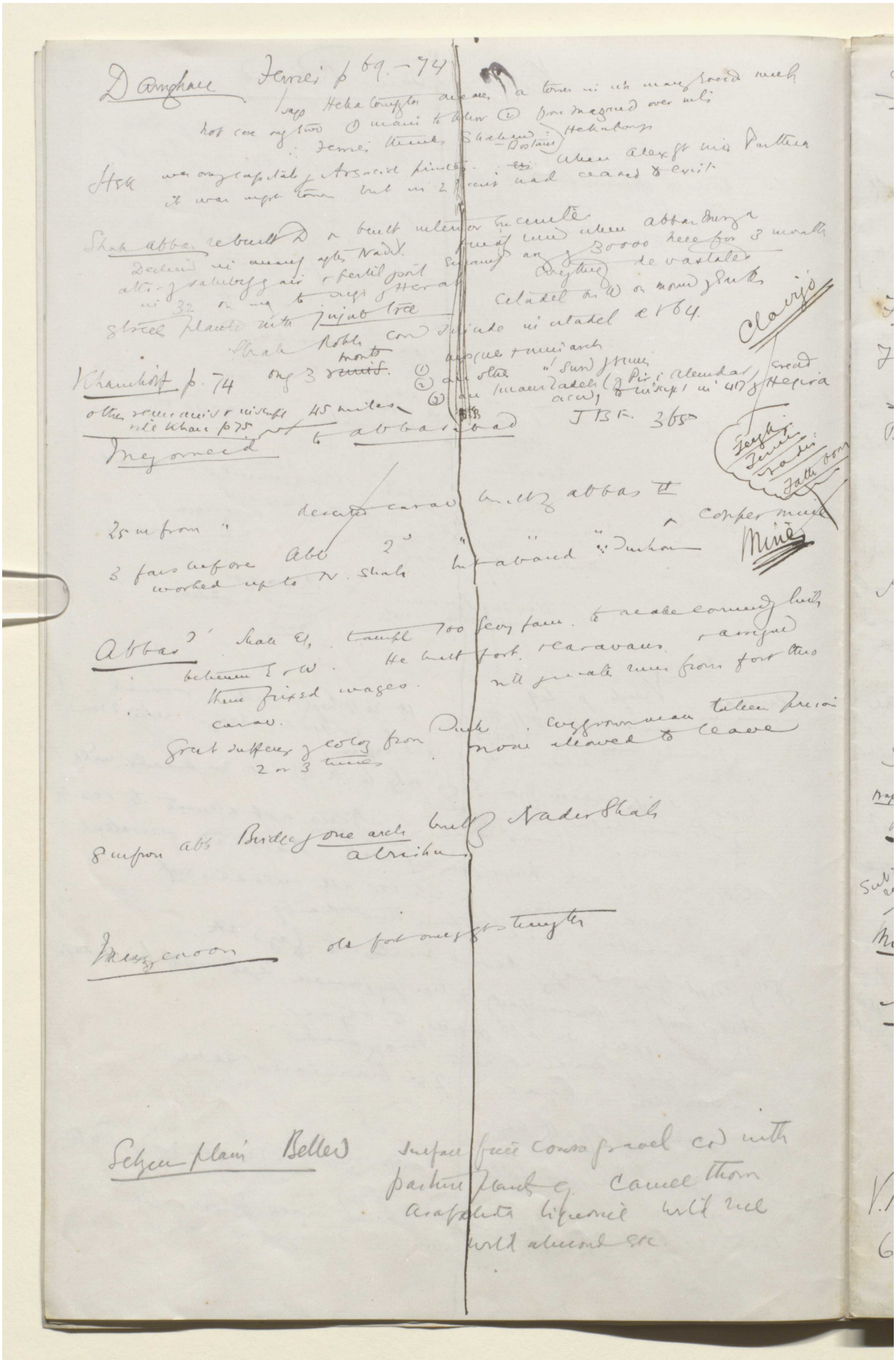

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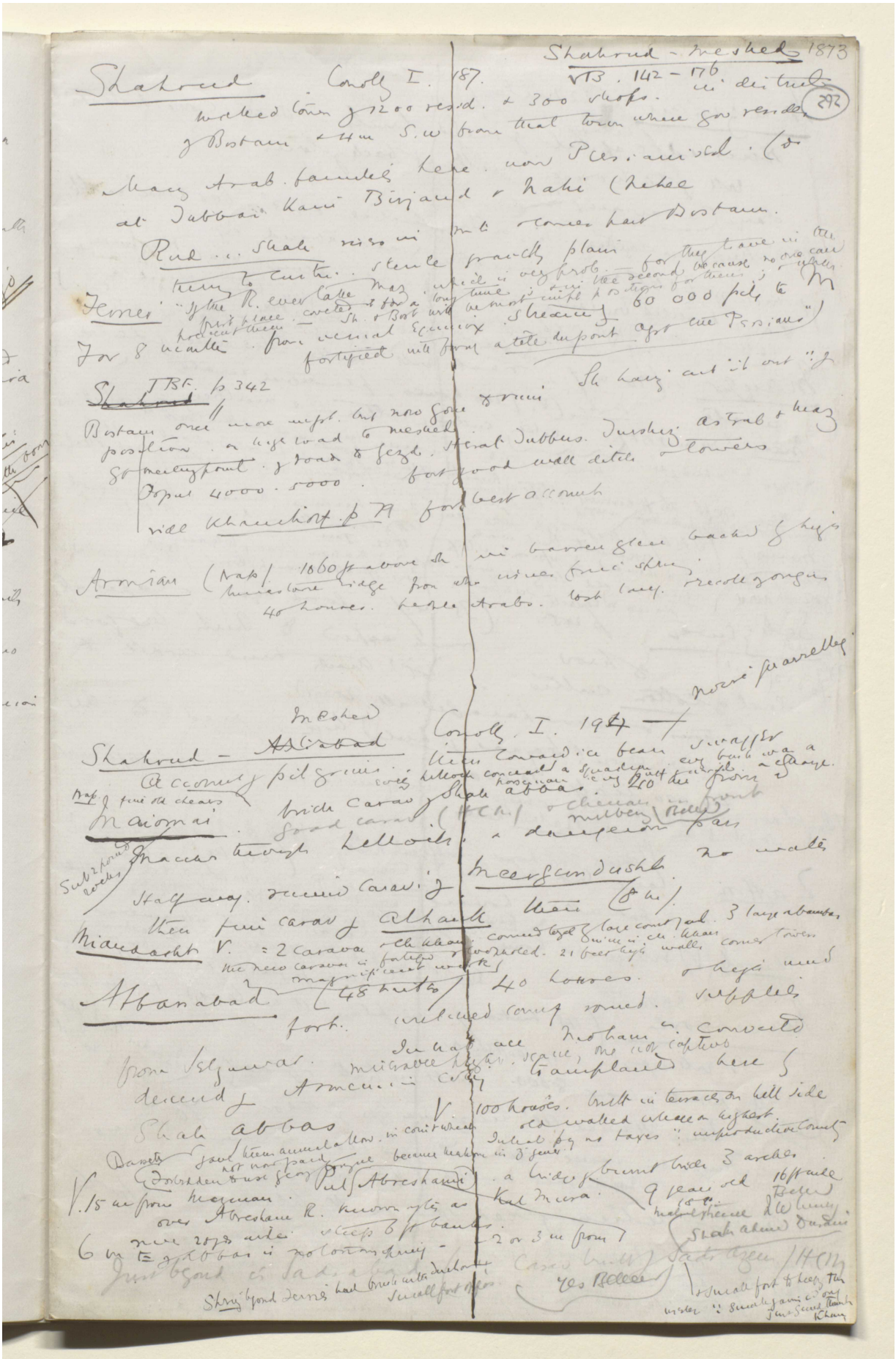

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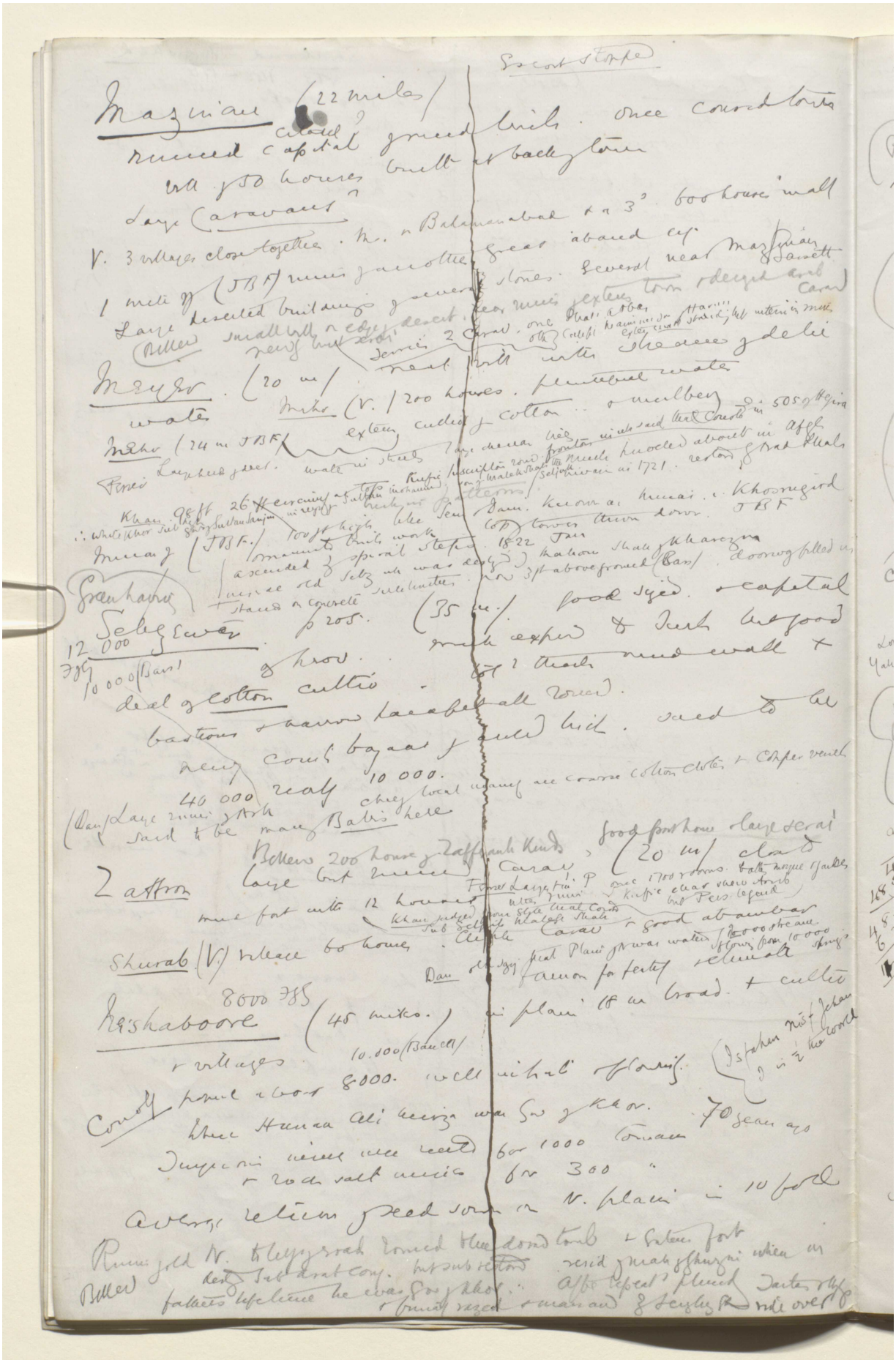

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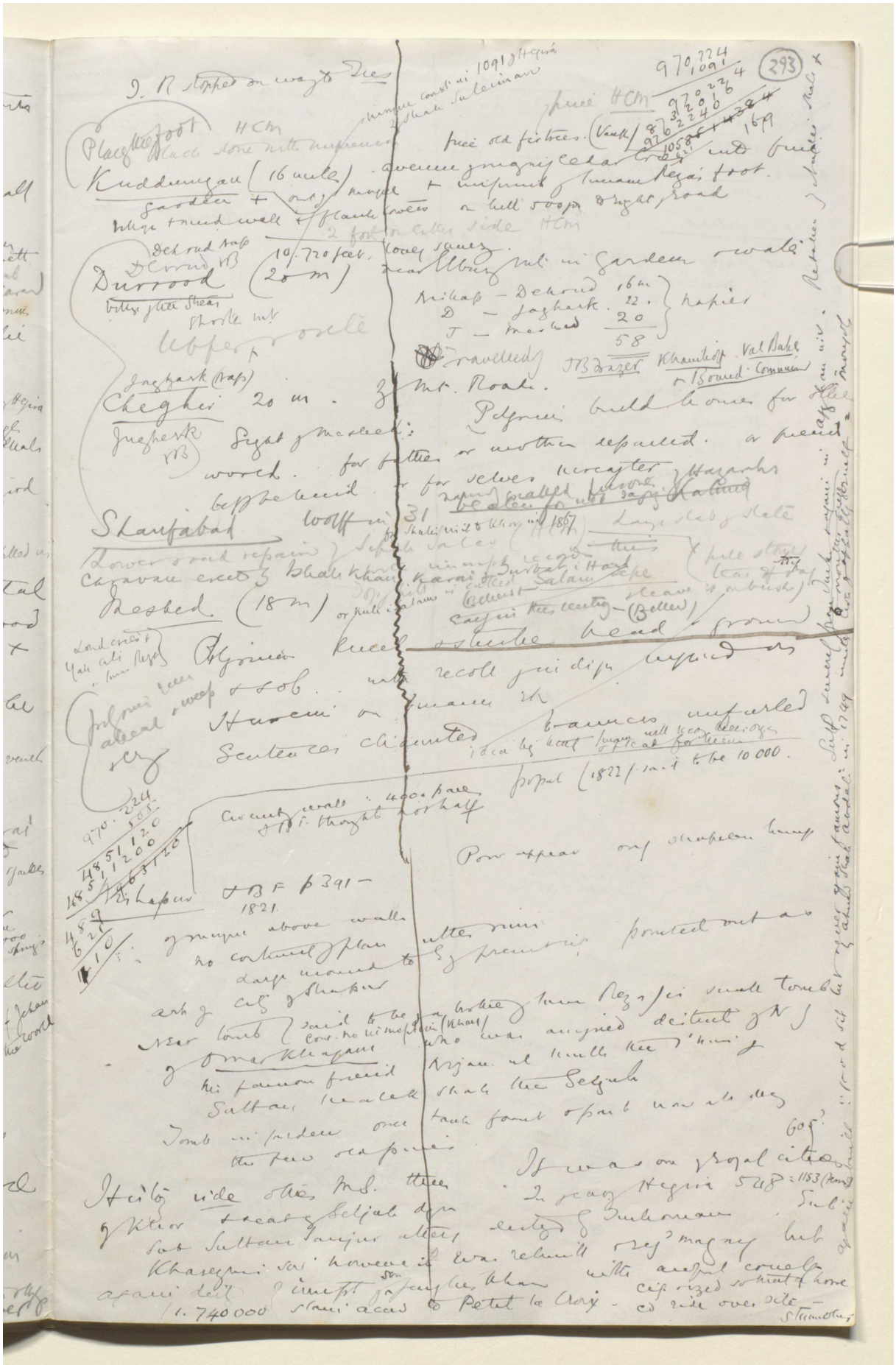

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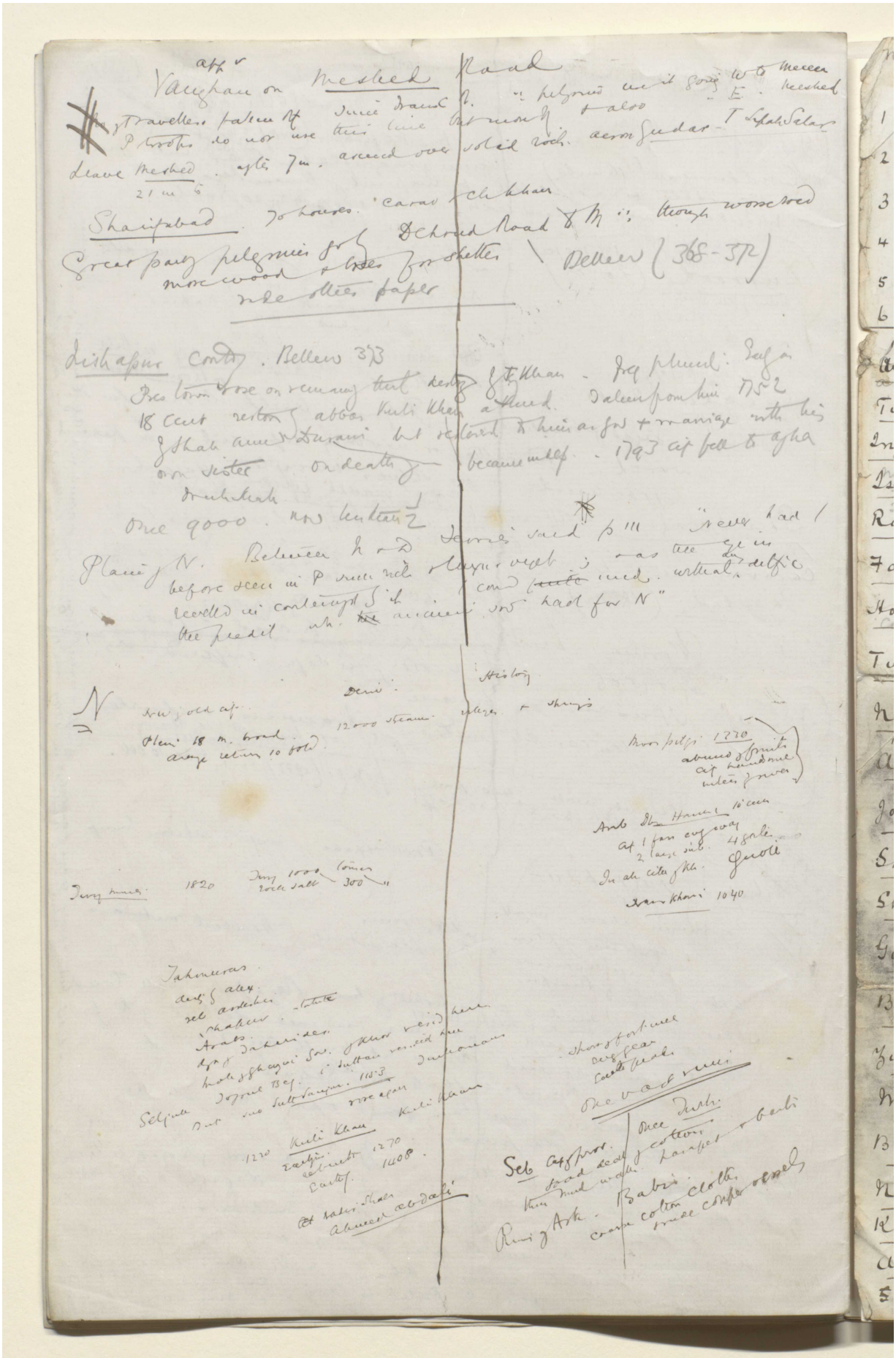

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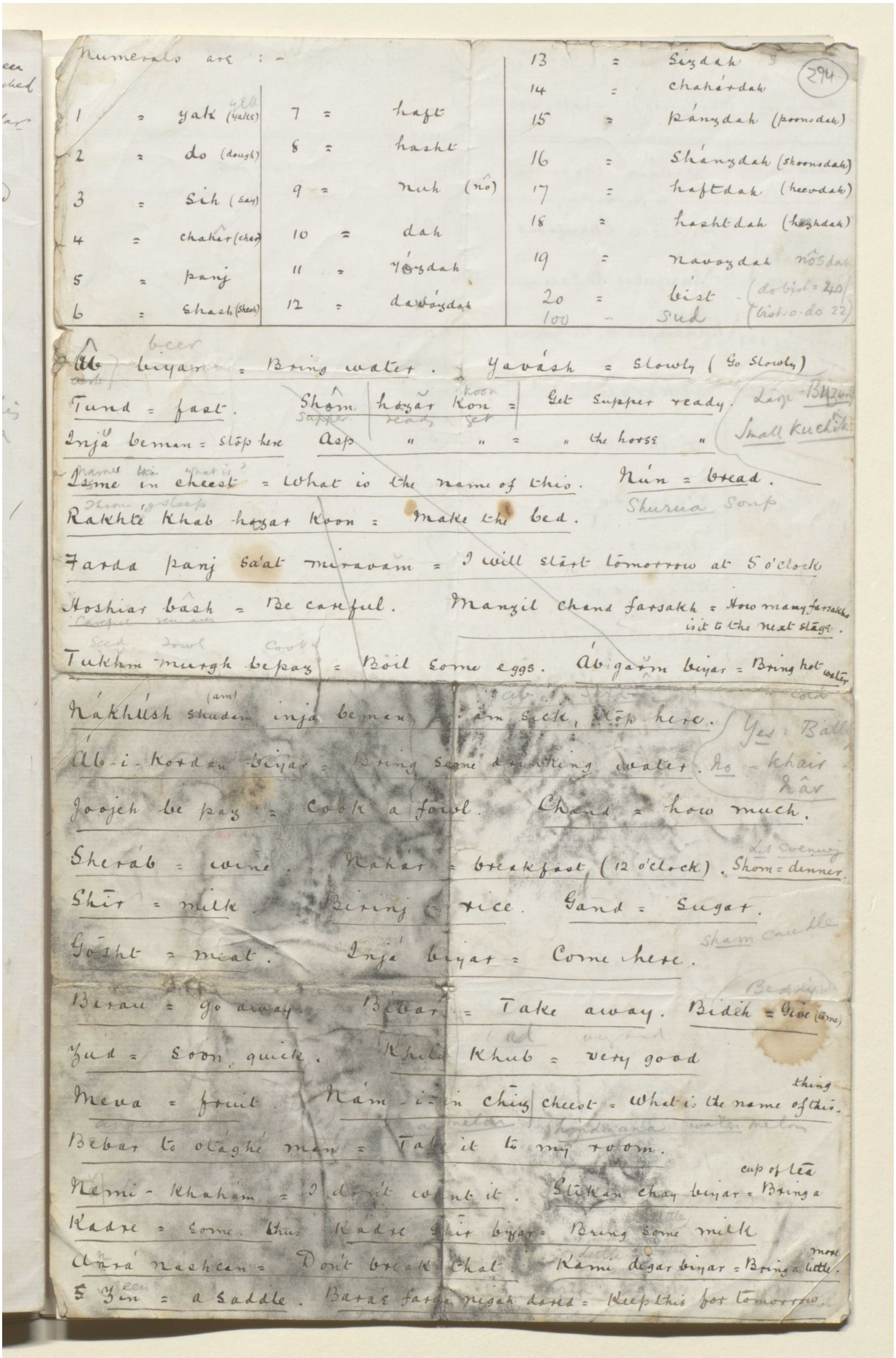

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Numerals are :-

1	= yak (yake)	7	= haft	13	= Sizdah
2	= do (dough)	8	= hasht	14	= chahárdah
3	= Sih (say)	9	= nuh (nô)	15	= pánzdah (poonsdah)
4	= chahâr (char)	10	= dah	16	= Shánzdah (shoonsdah)
5	= panj	11	= yázdah	17	= haftdah (heevdah)
6	= Shash (sheoh)	12	= davázdah	18	= hashtdah (hezhdah)
				19	= navazdah nôsdah
				20	= bist (do bist = 40)
				100	= Sud (bist-o-do 22)

Âb biyar = Bring water. Yavásh = Slowly (Go Slowly)

Tund = fast. Shôm hazar Kon = Get supper ready.

Injá beman = Stop here. Asp " " = " the horse "

Isme in cheest = What is the name of this. Nún = bread.

Rakhte Khab hazar Koon = Make the bed.

Farda panj sa'at miravam = I will start tomorrow at 5 o'clock

Hoshiar bâsh = Be careful. Manzil chand farsakh = How many farsakhs is it to the next stage.

Tukhm murgh bepaz = Boil some eggs. Ábgarm biyar = Bring hot water

Nákhúsh shudam inja beman = I am sick, stop here.

Áb-i-Kordan biyar = Bring some drinking water.

Joojeh be paz = Cook a fowl. Chand = how much.

Sheráb = wine. Nahár = breakfast (12 o'clock). Shom = dinner.

Shīr = milk. Biring = rice. Gand = Sugar.

Gosht = meat. Injá biyar = Come here.

Birau = go away. Bibar = Take away. Bideh = Give (come)

Zud = soon, quick. Khili Khub = very good

Meva = fruit. Nám-i-in chiz cheest = What is the name of this thing.

Bebar to otághé man = Take it to my room.

Nemi-Khaham = I don't want it. Stikan chay biyar = Bring a cup of tea

Kadre = some. thus Kadre Shir biyar = Bring some milk

Anrá nashcan = Don't break that. Kami degar biyar = Bring a little more.

Zin = a saddle. Baráe farda nigah dared = Keep this for tomorrow.

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Route from Mashad to Tehran showing post horse stations.

Stages by Post.	Ordinary Stages (Caravan)	Miles	Farasakhs	Remarks.
Sharifabad 1st day	Mashad to Sharifabad	22	6	
	Sharifabad to Kadamgah	29	7	
Nishapur 2nd day	Kadamgah to Nishapur	17	6	
	Shorab	25	7	
	Zafarani	18	5	
3rd day =	Sabzawar	24	7	
	Mehr	32	7	
4th day =	Mazinan	20	6	
	Abbassabad	23	7	
	Miandasht	23	6	
5th day =	Maomai	24	7	
	Armian	17	4	41 miles
6th day =	Shahrud	27	7	
	Deh Mulla	16	4	
	Damghan	26	6	
7th day =	Ghushah	23	7	
	Ahuan	24	7	
	Samnan	24	7	
8th day =	Lasgird	22	6	
	Deh Nemak	25	8	
	Kishlak	24	7	
9th day =	Aiwan-i-Kaif	21	6	
	Kabud Gumbad	26	7	
10th day =	Tehran	25	7	

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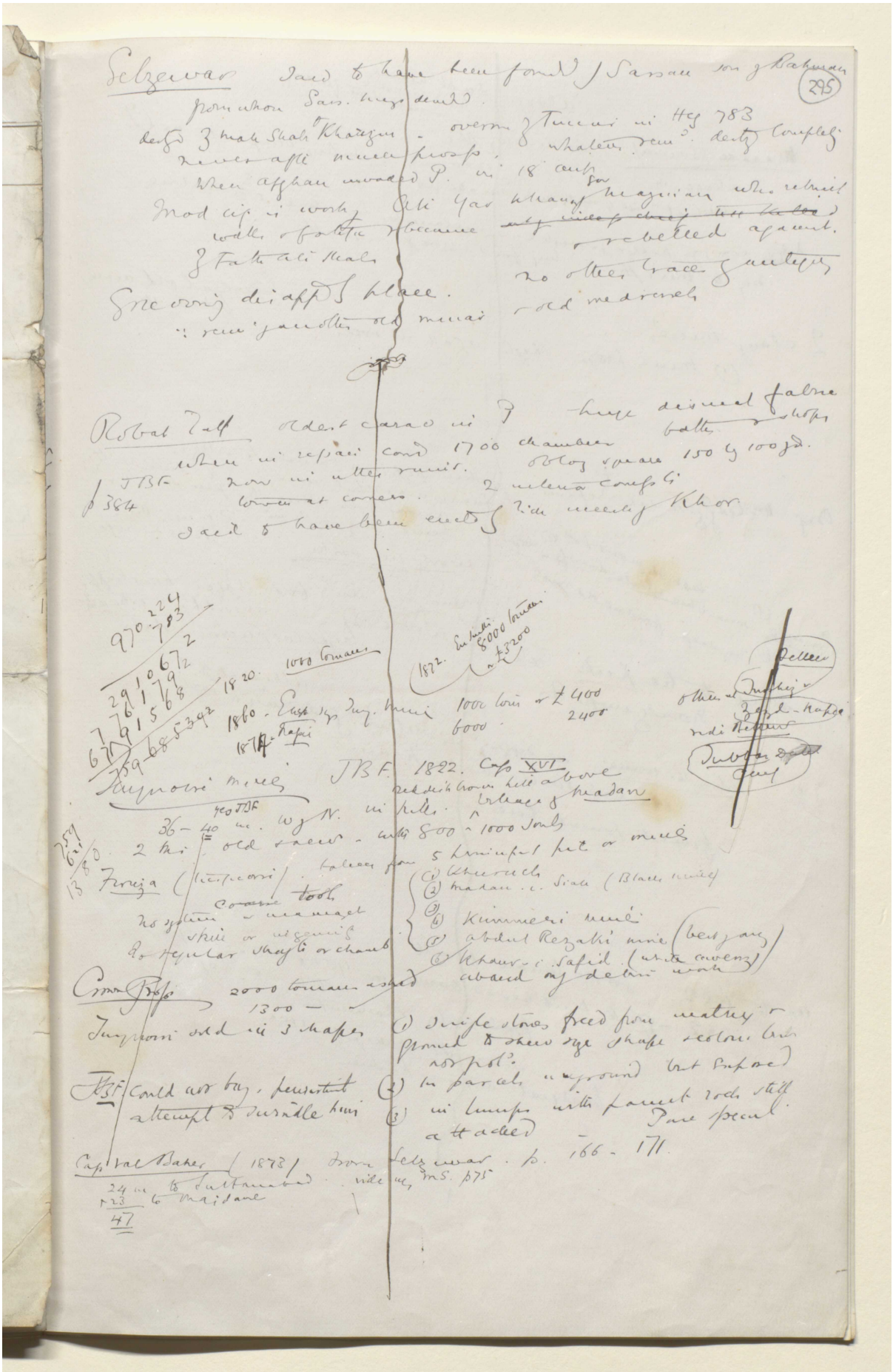

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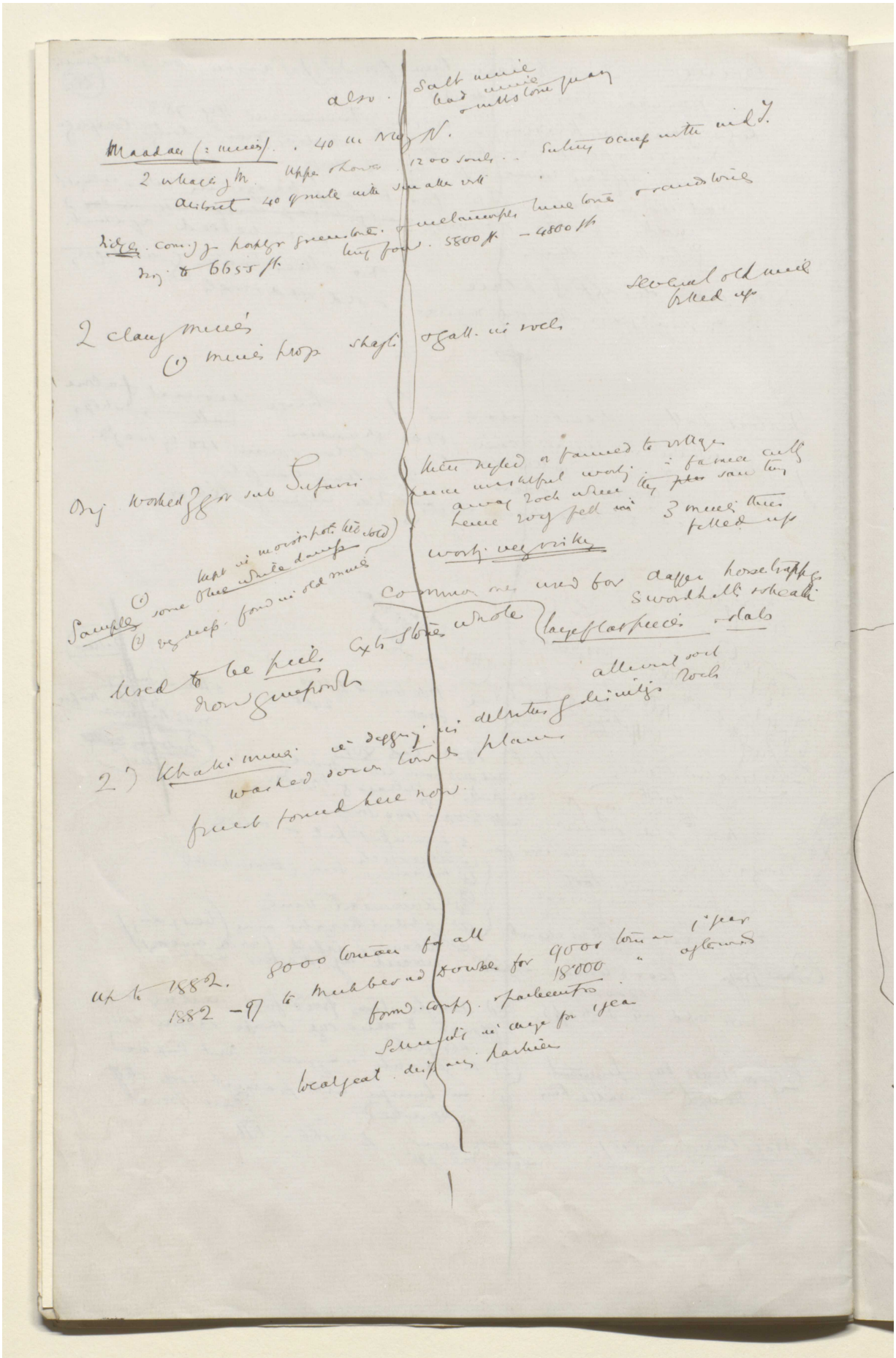

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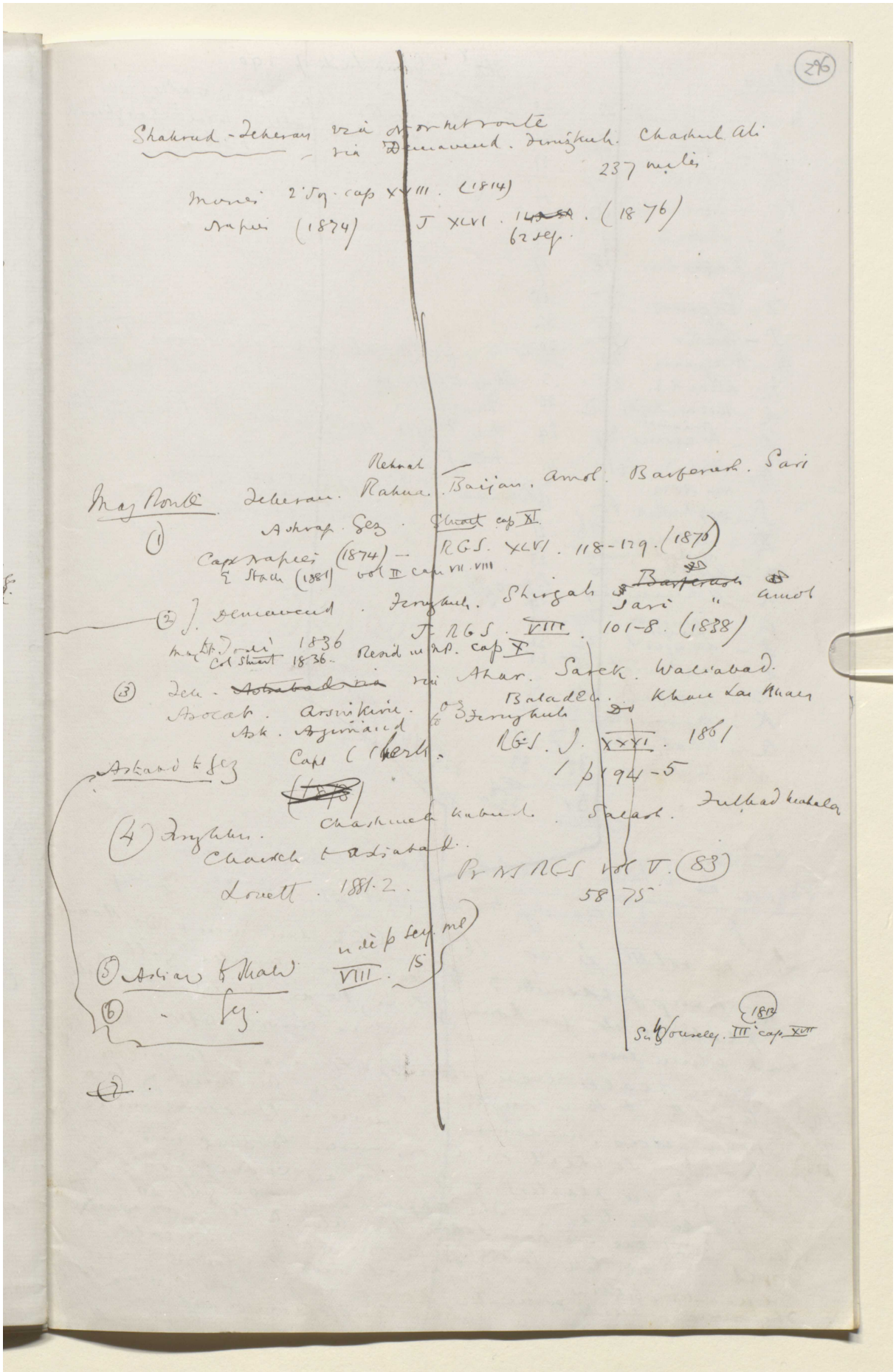

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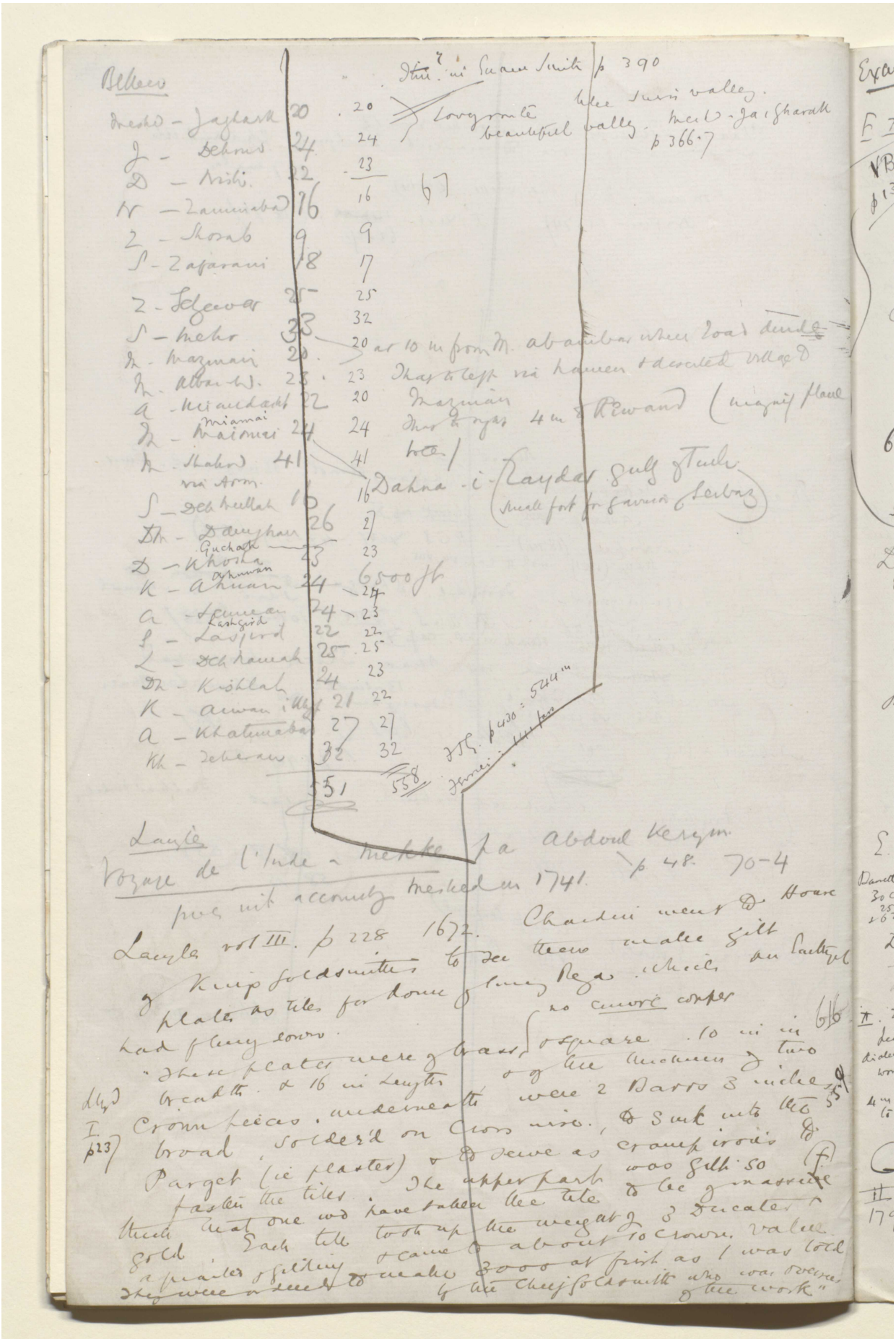

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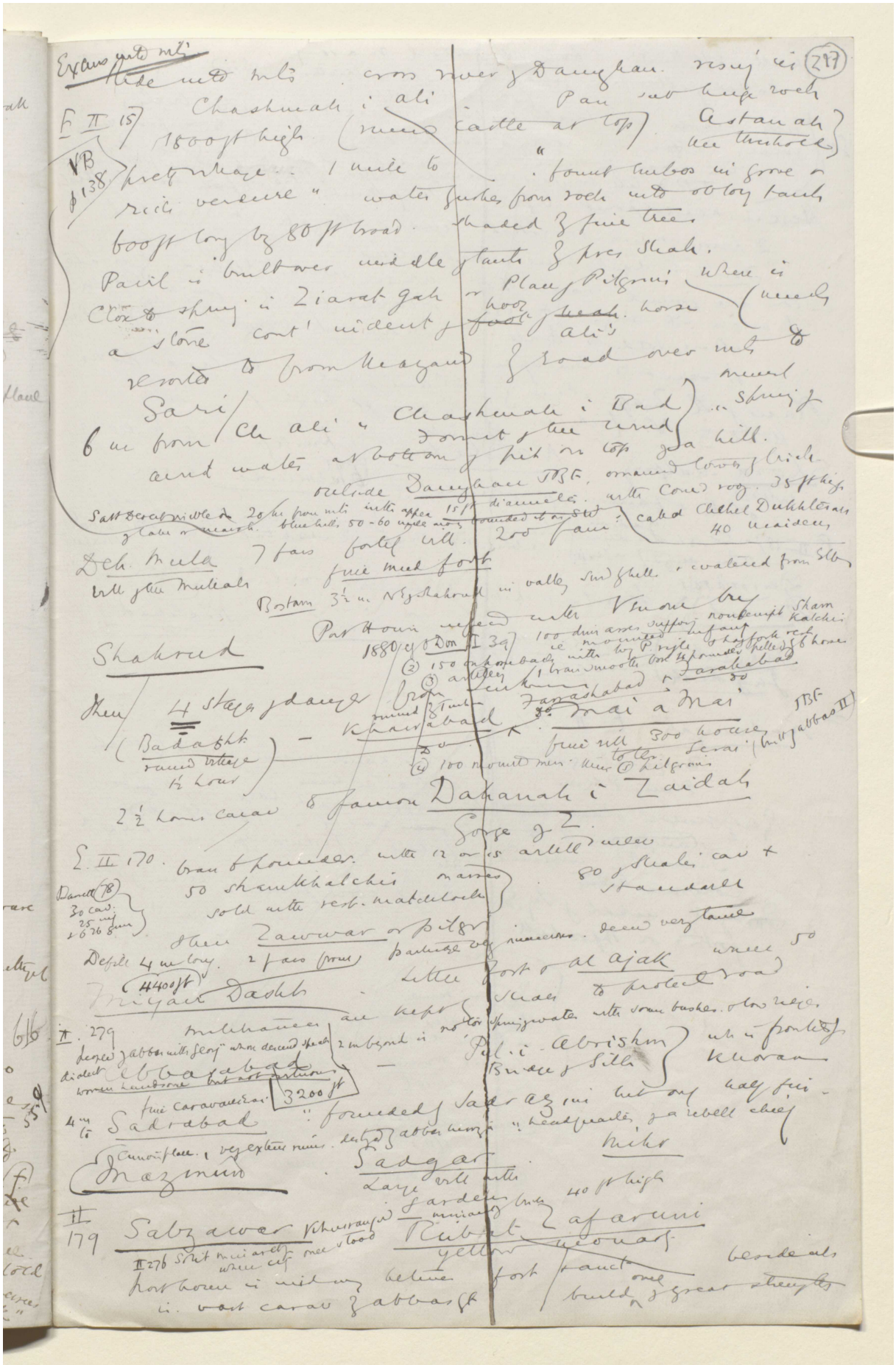

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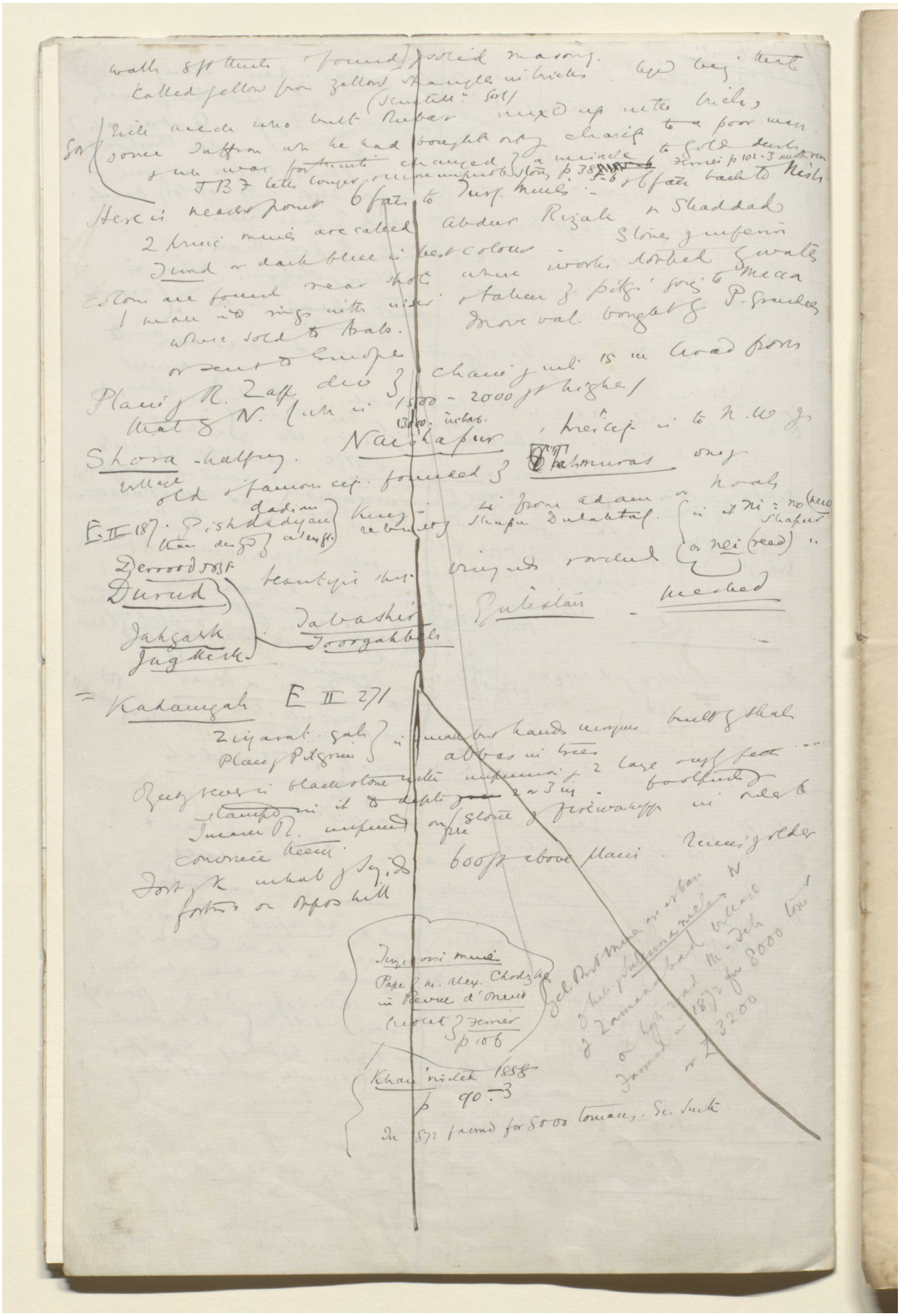

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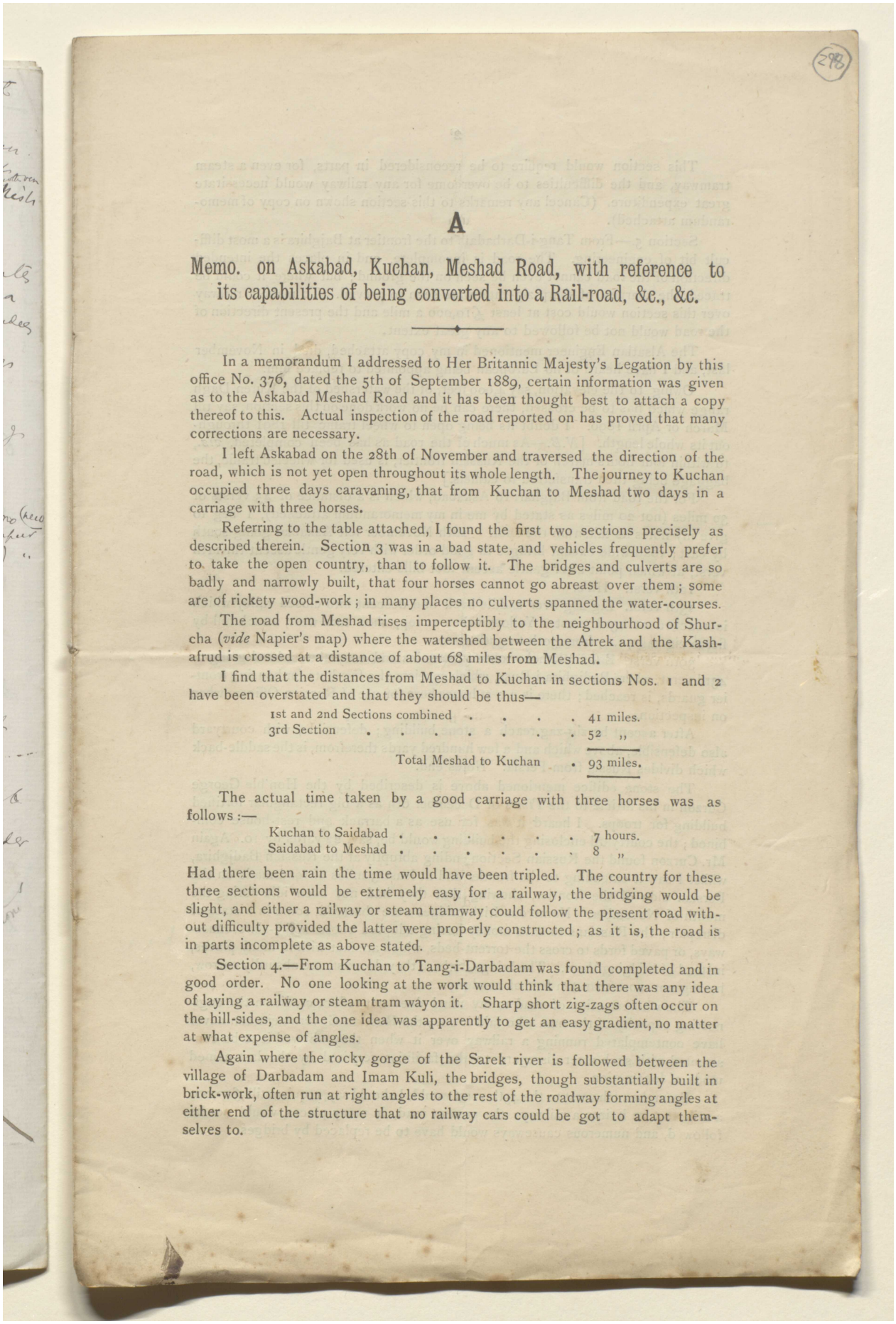

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A

Memo. on Askabad, Kuchan, Meshad Road, with reference to its capabilities of being converted into a Rail-road, &c., &c.

In a memorandum I addressed to Her Britannic Majesty's Legation by this office No. 376, dated the 5th of September 1889, certain information was given as to the Askabad Meshad Road and it has been thought best to attach a copy thereof to this. Actual inspection of the road reported on has proved that many corrections are necessary.

I left Askabad on the 28th of November and traversed the direction of the road, which is not yet open throughout its whole length. The journey to Kuchan occupied three days caravaning, that from Kuchan to Meshad two days in a carriage with three horses.

Referring to the table attached, I found the first two sections precisely as described therein. Section 3 was in a bad state, and vehicles frequently prefer to take the open country, than to follow it. The bridges and culverts are so badly and narrowly built, that four horses cannot go abreast over them; some are of rickety wood-work; in many places no culverts spanned the water-courses.

The road from Meshad rises imperceptibly to the neighbourhood of Shurcha (*vide* Napier's map) where the watershed between the Atrek and the Kashafrud is crossed at a distance of about 68 miles from Meshad.

I find that the distances from Meshad to Kuchan in sections Nos. 1 and 2 have been overstated and that they should be thus—

1st and 2nd Sections combined	41 miles.
3rd Section	52 ,,
Total Meshad to Kuchan .	93 miles.

The actual time taken by a good carriage with three horses was as follows:—

Kuchan to Saidabad	7 hours.
Saidabad to Meshad	8 ,,

Had there been rain the time would have been tripled. The country for these three sections would be extremely easy for a railway, the bridging would be slight, and either a railway or steam tramway could follow the present road without difficulty provided the latter were properly constructed; as it is, the road is in parts incomplete as above stated.

Section 4.—From Kuchan to Tang-i-Darbadam was found completed and in good order. No one looking at the work would think that there was any idea of laying a railway or steam tram wayon it. Sharp short zig-zags often occur on the hill-sides, and the one idea was apparently to get an easy gradient, no matter at what expense of angles.

Again where the rocky gorge of the Sarek river is followed between the village of Darbadam and Imam Kuli, the bridges, though substantially built in brick-work, often run at right angles to the rest of the roadway forming angles at either end of the structure that no railway cars could be got to adapt themselves to.

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This section would require to be reconsidered in parts, for even a steam tramway, and the difficulties to be overcome for any railway would necessitate great expenditure. (Cancel any remarks to this section shown on copy of memorandum attached).

Section 5.—From Tang-i-Darbadam to the frontier at Bajghira is a most difficult bit of engineering. The road is incomplete, and in places the intended direction of the road cannot even be seen on the ground; but where it could be traced, the sharpest of sharp zig-zags were seen to prevail. To make a railway over this section would cost at least £10,000 a mile and the present direction of the road would not be followed to any great extent.

The Alsatian Engineer mentioned in my copy attached, died in November last, and I have heard of no European being appointed to replace him.

Owing to the elevation, say 4,000 feet, of the watershed of the Kuren Dagh range which has to be crossed, there can be no work done on this section, say till March or April 1890. I doubt its being open to wheel traffic till 1891 throughout its whole length. [*N.B.*—As much of the road as has been completed, *viz.*, to within four hours march of the Russian frontier, is used for wheeled traffic, the baggage being then transferred to camels.]

For the road from Bajghari to Askabad, which is a distance of 45 versts or 30 miles (not 20 miles as stated by me in my memorandum attached), I beg to give my notes as taken on the spot. 28th November left Askabad going south by east; road wide except bridges in good order with very gentle ascent till 11th verst, at which point after gentle ascent foot hills entered.

12th verst. Hills.

15th verst. Zig-zag over saddle-back and descent into closed valley which is reached at 23rd verst. Yellow valley to top, then turn west, attack hill by fierce zig-zags, *i.e.*, from 30th to 37th verst.

39th verst. Enter plain between mountains and easy almost level going to 43rd verst, where Badjghira-i-Russ, which consists of a few huts for housing frontier guards, is reached; there is a rest house here for use of Russian Officers when on inspection.

After ascent by zig-zag reach a stone building; defensible, with courtyard also defensible, above which and a few hundred yards therefrom, is the saddle-back which divides Russia from Persia. Notes end.

The stone edifice mentioned above is described by the Hon'ble George Curzon in his article to the *Times* of December 6th as a big rectangular fortified building for troops. I heard it was for use as a barrack and rest-house combined; the courtyard enclosing the building would be, say, 22 yards by 10. Again Mr. Curzon found the Russian Section ending abruptly at the Russian Badjghira, whilst I saw it extending to the frontier and at least 3 miles of road made on the Persian side of the frontier, shewing that they had not been idle during the month of November. Numerous Irish bridges were observed, some in a state of disrepair; the Russians to save money having adopted these make-shift causeways, or paved fords to cross the torrent-beds, which are met with in many places, instead of bridging them. The bridges, where they do exist, are absurdly narrow, having not more than ten feet of roadway.

The whole section of road to my mind does not reflect credit on the engineering capacity of the man who laid it out; the Russian Government can never have contemplated running a railway over it when they allowed it to be constructed with such utter disregard to the facilities required by the last-named mode of locomotion.

From the 11th verst to the 45th verst would, I should say, require still £10,000 a mile to turn it into a railway: the present road, in many places, would not be followed, and numerous causeways would have to be replaced by bridges.

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I decidedly differ from the opinion expressed by the Hon'ble George Curzon in his article to the *Times* of December 6th. "The Russians have in view later on to construct a line of rails along this road for the entire distance from Askabad to Meshad, upon which should run a steam tramway or a small railway." Had he seen the road I do not think he would have hazarded such a statement, that he did not see it is proved by his saying in the same article: "At the frontier, not having started from Askabad till sun down and having no one to guide me, I lost my way."

I repeat that no Engineer could have laid out the Askabad Badjghira Section, as it is, if he had had the slightest idea it might be required to carry a railway, and the same remark holds good for many of the 48 miles between the frontier and Kuchan. At present wagons come from Guek Tepe by the pass of Garmal which is situated to the north of a line drawn from Kuchan to Bujnurd, then *viâ* Kuchan to Meshad.

That a steam tramway might be run from Meshad to Kuchan on the existing road, there is no doubt; but then I contend bulk would have to be broken up and wagons used on to Askabad unless an enormous expense is incurred in improving the remainder of the road—and why should Russia go to such expense when by striking a branch line from Dushak on the Trans-Caspian Railway a five-feet gauge line can be taken to Sarakhs, a distance of some 55 miles at £4,000 per mile (all in the direction of Herat) and thence a similar line be made over ground described by Thomson and Macgregor as easy throughout, *viâ* Pul-i-Khatun or the Akdarband pass to Meshad.

The Akdarband route Sir Charles Macgregor makes to be 96½ miles.

The Pul-i-Khatun Sir R. Taylor Thomson makes 107 miles to Meshad.

HENRY S. WELLS, *Major, R.E.*

Table

Showing progress being made on road between Meshed and Askabad.

From	To	No. of miles.	Remarks.
1st Meshad	Nanbahar	34	Road completed; bridges and culverts all finished.
2nd Nanbahar	Chinaran	10	Roadway completed; but bridges and culverts not yet built.
3rd Chinaran	Kuchan	66	Received damage from floods not long since; but the necessary repairs are going on.
4th Kuchan	Tang-i-Darbadam	32	Completed, including the greater part of the rock cutting and building of retaining walls.
5th Tang-i-Darbadam	The frontier of Bajghira	16	

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B

Memo. of the Road from Askabad to Meshad.

November 28th, 1889.

Bajghira-i-Irani, 31½ miles; total distance 31½ miles.

From Askabad the road tends in a south south-easterly direction to the frontier.

The first 7⅓ miles gently ascend to the foot hills of the Kuren Dag range; at 8 miles the hills are entered, and a valley followed till, at the 10th mile, a zig-zag commences, and a Kotul of considerable elevation having been passed, a descent is made into a narrow valley, the level of which is reached at 15⅓ miles. The direction of the valley is followed.

The torrent-bed which flows down it is spanned by bridges with absurdly narrow roadway at the lower extremity of the valley; and Irish bridges do duty higher up the water-course, which is repeatedly crossed and recrossed by the road to the 20th mile; where the valley which has narrowed to a gorge is left and the hill-side which bounds it on the right or east side is ascended by zig-zags to 24⅔ mile, when an undulating road leads into an upland plateau which is gained about the 26th mile, and extends for a distance of 2⅔ miles where, on entering the hills, the collection of huts known as Bajghira-i-Russ is passed. Here there is a small guard of Turcoman Horse and a Rest-Room for Inspecting Officers. The road again rises from this place to the 30th mile, where the Kotul or saddle-back which forms the frontier of Persia is reached.

About a quarter of a mile on the Russian side of the frontier, and below it, so that it in no way commands the Persian Glacis, there is a stone building being built with a defensible courtyard apparently to be used as a post and rest-house and may be, it will be occupied by the Turcoman Horsemen already mentioned. I should put the dimensions of the courtyard at 22 yards by 11. There is a descent by ziz-zags on the Persian side of the Kotul, and then a slope down to Bajghira-i-Irani, which is about 1½ miles from the frontier. There are two small villages of mud huts, and no decent accommodation for man or beast therein; water good. The night was spent in a mud hut. The total of 31½ miles from Askabad took 11 hours forced march by mules lightly laden. Except one well no water or cultivation was seen for the whole distance to Bajghira-i-Russ, though Juniper trees were visible on the summits of the mountains.

November 29th, 1889.

2. Durbadam, 14 miles; total distance 45½ miles.

From Bajghira the road follows a valley in a south-east by south direction, by a gentle descent to a water-course where there is a building, which it apparently bears the name of the purpose for which it was built, *viz.*, Mehmankhaneh. A new and substantial caravanserai is being built here. Down stream on the left a village is seen named Shan Khan; time from Bajghira, 40 minutes; 2¼ miles.

A short distance from Mehmankhaneh turning south-west the road enters the hills, and the made-road ceases, though signs of earth-work showing where the road is eventually to mount by zig-zags are visible. The track followed was a steep ascent for 2½ miles, then over a Kotul and along the side of the mountain

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for ⅔ of a mile or so when a very steep descent leads into a rocky valley which is ascended in a south-west by south direction for ⅔ of a mile, when turning to the left, and crossing a saddle-back the road will run south, descending for 1½ miles. From the Kotul to this point, 3½ miles, only earth-work had been done, the heavy rock-work had not been commenced, or many necessary bridges touched.

Turning south-west by west the road ascends a valley, a confluent of the one previously descended, at the head of which a steep pass has to be crossed. There was no sign how the engineer proposed to negotiate this, the highest point between Askabad and Kuchan, and which I should say has an elevation of 4,000 or 4,500 feet above the sea.

The cold here on the 29th of November was intense, and snow was lying on all the surrounding mountains.

Although this is the highest ridge passed it is not the watershed for the rivers flowing north to the Turkoman desert, and those flowing into Persia.

On the far side the zig-zags were seen partially excavated (only the commencement of the earth-work the rock untouched) by which the road is to descend into the valley of the Tang-i-Shahruh or Durbadam; a very difficult bit of engineering this will prove, as the mountain-sides are very steep and rocky. It was impossible to follow the direction of the proposed road, and the caravan track had to be kept by which it took 30 minutes for an animal to scramble down into the valley which was reached at a point a mile above the Tang or defile.

This is a remarkable split in the rock through which a good road has been made to wind—the made-road has again been reached. The walls of the defile are almost, if not quite, perpendicular, and it would take some time for troops to crown the heights on either side if they were held by determined men. The defile, I should say, is 200 yards in length, and on emerging from it a rock-bound valley is followed which opens out at Durbadam.

At Durbadam there is considerable cultivated ground, and a largish village with walled enclosures and trees. The ground is apparently good, and is irrigated mostly by the waters of the Sharek, which small river coming from the south and south-east debouches from a rocky valley into the Durbadam opening, and disappears again into another rocky valley to the east. The extremely precipitious nature of the mountains in this locality is very remarkable, and would afford good positions for defence.

The road for a mile beyond Tang-i-Shahruh or Durbadam is open to wheeled traffic to Meshad, and wagons are employed to carry merchandise to and fro as far as Durbadam, whence camels are employed over the remainder of the road to Askabad.

November 30th, 1889.

3. Imam Kuli, 6 miles; total distance 5½ miles.

From Durbadam the west side of the valley is followed, till the gorge, by which the Sharek river enters it, is reached; the stream is crossed by a masonry bridge, and is insignificant in size and depth. The valley is followed through its narrow limit for, say, 3½ or 4 miles. The stream is more than once crossed by brick-bridges newly constructed, often almost at right angles to the general alignment of the road, a proof that the Engineer had no thought of his road being wanted for a tramway, much less a railway.

At 4 miles the valley opens out into meadow lands, and at about 5½ miles a tributary named Meha falls in on the left bank, and the village of Kalch-i-Soke Bulak is seen on rising ground on the left of the road,

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At 6 miles the village of Imam Kuli is reached. Both it and the Kalch are very poor, and do not possess a blacksmith; however cattle, fowls, and fodder are to be obtained.

November 31st, 1889.

4. Kouchan, 23½ miles; total distance 75 miles.

The valley of the Sharek is followed for 2 miles, in fact almost to the source of the stream, *i.e.*, south-east, when turning south south-west a spur of the rounded mountains which exist in that direction is mounted by zig-zags, and when the top is reached and a slight descent is followed to the foot of a steep hill, the latter surmounted also by zig-zags, the summit being reached in 1 hour and 10 minutes; march from Imam Kuli, say, 4 miles.

Here is the rounded top of a high range of hills which keep a pretty level altitude, apparently forming the watershed between the rivers flowing into Trans-Caspian and those that flow into Persia, and is probably the second highest point on the whole road. On passing it on the west is seen an extensive plateau almost entirely under cultivation, rainfall being the only water supply; and beyond, a range of hills which divides it therefrom, is seen the Kouchan valley stretching east and west, and bounded on the south by rugged mountains of 4,500 or 5,000 feet elevation. The cart road makes a detour to the west to avoid the deep depression which forms the drainage of the plateau and in which are esconced some villages depending for their water supply on *kanats* driven at the bottom of the valleys or depressions.

The old caravan track was followed, and the first depression crossed after 3½ hours' march from the highest point, and the village of Kaletch-i-Shah Mohammad is seen on the left.

The main depression was reached 2 miles further on, and a stream was seen flowing down it to the east, following the main depression almost to its head, the rounded watershed between it and the ravine which flows south-east into the Kouchan valley, was crossed.

It is down the sides of this last-named ravine which is rocky in character that the new road is carried; often having to be excavated in rock and supported by retaining walls. The gradient is kept easy at the expense of here and there short zig-zags such as no railway could negotiate. The road crosses from the right to the left bank of the ravine at 6½ miles from the "highest point," and a good spring of warm water was reached at 7½ miles. The mouth of the defile where it opens out into the Kouchan valley was reached at 9½ miles from the "highest point" and then the caravan route was again followed as being shorter than the cart road, which was seen however following the slopes of the uplands on the left. These uplands extend from the mouth of the defile to within 2 miles of Kouchan, and are almost all cultivated for grain, and depending on rainfall, and unirrigated. The distance from the mouth of the defile to Kouchan must be 8 miles.

Kouchan and the Khan thereof have been well described by the Hon'ble George Curzon in his letter to the *Times* of December 6th. The Khan was very hospitable to the writer of this.

A halt was made at Kouchan for 3 days on account of ill health, which also prevented the Telegraph Office of the Persian Administration which is established being visited.

KOUCHAN TO MESHAD.

5. The country traversed is well described in "Routes in Persia."

The journey was made on the 4th and 5th December in a good Russian

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carriage on C springs with 3 horses, in 15 hours actual travelling. A halt was made at Saidabad, a village situated about 58 miles from Kouchan, on the night of the 4th, and the same 3 horses continuing the journey. The time would have been trebled had there been rain.

The road rises almost imperceptibly to the neighbourhood of Shurcha (*vide* Napier's map), where the watershed between the Atrek and the Koshafrud is crossed at about 15 miles from Kouchan; thence the descent is imperceptible to Meshad.

This portion of the road may be divided up into 2 sections as follows:—

(*a*) Kouchan to Chinaran, 52 miles; total distance 127 miles.

The roadway was found in very bad order, and vehicles frequently prefer to take to the open country than to follow it. The bridges and culverts are so badly and narrowly built that 4 horses cannot go abreast over them. Some are of rickety wood-work. In many places no bridges or culverts spanned the water courses.

(*b*) Chinaran to Meshad, 41 miles; total distance 168 miles.

For the first 10 miles roadway completed, but bridges and culverts not yet built; beyond this the roadway is complete and in very good order; bridges and culverts all finished.

From Kouchan to Meshad there would not be the slightest difficulty in laying a railway or steam tramway, provided the culverts and bridges were all in good order, and the roadway properly raised above the level of surrounding country throughout its length.

TELEGRAPHS.

6. The Kouchan-Meshad line is no better and no worse than the ordinary Persian lines, supported on thin poplar poles, it may practically be said to be uninsulated as though there is the semblance of insulation where the wire is passed over badly glazed nobs of earthenware, it is just as frequently jammed between the nobs and the pole, or nailed to the pole itself.

Wire stays are used at all angles.

The wire is No. 8 B. W. G.: as many as 20 joints were counted in a length of 160 yards; these joints are generally made by fingers only and are utterly innocent of all solder.

This section of line suffers very much from wilful damage; long lengths of wire are repeatedly stolen.

HENRY S. WELLS, *Major, R.E.*

The 28th January 1890.

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C

Memo. on Road Meshad to Teheran.

The road now followed by the greater number of caravans, and by the Post Horses, and Telegraph line from Meshad to Nishapur, curious to relate, does not appear in "Routes in Persia;" it is however shewn on St. John's and Napier's maps.

The first stage is—

Sherifabad, 24 miles; total distance 24 miles.

Leaving Meshad the road goes south across the plain midst cultivated ground, watered by kanats, for 8 miles, then on crossing a stream, on the banks of which is a caravanserai named Turukh, the spurs of mountains which bound the Meshad plain on the south south-west are entered. The south-east spurs of these mountains, which are rounded in shape, are crossed, and a valley with a walled village entered; the valley is crossed, and again the mountains traversed, the road in some places being very steep, till the narrow valley of Sherifabad is reached. There is a narrow strip of cultivation here running north and south; small patches of cultivation are seen, and water at every 2 miles or so throughout the stage.

The second stage is—

Kadamgah, 32 miles; total distance 56 miles.

Emerging by an easy ascent from the Sherifabad valley, the road skirts the range of mountains before mentioned, along its southern slopes. On the left is a barren and desert valley bounded on the south by the Kuh-i-Sarkh. The country reminds one of that which lies between the Rud-Khaneh-i-Shur and Pik on the Teheran-Kom road.

A caravanserai is passed at 12 miles from Sherifabad, named Yakhri-Darood, and villages are seen on the left; a stream is crossed at 16 miles flowing south. At 20 miles the road slopes gently down to the eastern extremity of the Nishapur plain, and at 24 miles becomes flat. Villages are here seen perched on the offshoots of the mountain ranges on the north, and also are passed in the plain. Kadamgah has a Post house, and caravanserai, and a shrine of some note which formerly had a fine avenue of Pine trees leading up to it. The place is inhabited by Seyuds, who are, as usual, a rascally lot. There is rich cultivation at Sultanabad; the village is on a hillock to the north of and commanding the shrine; water is nowhere scarce on the stage.

The third stage is—

Nishapur, 20 miles, total distance 76 miles.

For 6 miles the road is gravelly and stony, the remainder is through cultivated ground; water plentiful; a few trees here and there, plenty of villages, and the whole country has a look of prosperity, and of being populated tolerably thickly; it is reported that this district once had 12,000 villages. The town itself now possesses about 10,000 inhabitants, who are fairly well-to-do, and tolerably well-affected towards Europeans. Water good; meat, bread and forage good and plentiful. Trade very slight chiefly dependent on agriculture. Rice, opium, and tobacco abundantly grown. There is a Post House and Telegraph Office here. The celebrated Turquoise mines are 28 miles to the north-west.

For the road from Nishapur to Sabzawar, *vide* route No. 262 of "Routes in Persia," paragraphs 4, 5, 6, and 7, add that there is a Post House at Shorab, and a Post House and Telegraph Office at Sabzawar.

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Sabzawar has about 18,000 inhabitants fairly well-to-do, tolerably well-affected to Europeans. Water good; meat, bread, and forage good and plentiful.

Trade.—A great amount of cotton and wool brought here and exported to Russia *viâ* Astrabad: the exporters are Russian Armenians, who import Russian loaf sugar *viâ* Astrabad, and also Marseilles loaf sugar *viâ* Bunder Abbass.

For the stage from Sabzawar to Mehr *vide* paragraph 8 of the route above mentioned. The postal road keeps to the left or south of that described therein from Meel-i-Khusrugird, and no villages are passed by it; the only buildings passed are a hut at 8 miles, and a caravanserai at 16 miles, otherwise the description of the road is the same. There is a Post House at Mehr.

Add to paragraph 9, Mazmam, that there is a Post House and Telegraph Office here.

In paragraph 10 note that Pul-i-Abrashun is now in good repair.

Add to paragraph 11, Mianddsht, that there is a Post House there, and also a Telegraph Office.

Add to paragraph 12, Miamai, that there is a Post House there. That there is still the walled enclosure at Zaidar, but no garrison. That all Turkoman towers along the Meshad road are falling into ruin, being no longer required. That the term "Karir" as used for all plains which are desert and have agilicious or saline incrustations corresponding to the "Put" in Scind; that therefore the plain to the north of Zaidar with its pasturage has been wrongly described as "Karir." The fact of its having Turkoman towers for the protection of agriculturist's towers shews that it is sometimes used either for cultivation or pasturage, or both.

Note that the postal road no longer goes direct front Miamai to Shahrud, a distance of 41 miles, though the telegraph line follows that described in paragraph 13. The post road keeps to the left or south-west by west to Armian, which is situated amongst the foot hills of the range of mountains (not hills) which extend from Zaidar to that place; in fact the road and country are well shewn on Napier's map so that to describe the Postal road.

Armian, 16 miles; total distance 16 miles.

The road skirts the undulating lower slope of the foot hills of the mountains on the left or south and passes a village Jodana at about 6 miles, and a water-course at about 8½ miles; then turning to the left ascends a steep valley to Armian, which is built on the left bank of a stream flowing north. There are orchards and trees here and some cultivation and a Post House. Armian must be 800 or 1,000 feet above Miamai. The road is very stony for the first 6 miles.

Shahrud, 28 miles; total distance 44 miles.

The road leaving Armian goes north-west by north and for 8 or 9 miles rises over hills to descend again for 8 miles into the Shahrud plain, which is then crossed; water courses and cultivation in this as well as villages are on the plain. The main road and telegraph lines are hit off at 2½ miles from Shahrud.

There is a Post House at Shahrud and a telegraph station with instruments and batteries for translation work; a line goes thence to Askabad, and so through the Yomut Turkoman country to Trans-Caspian, and is much used by the Russian Legation in Teheran for communicating with Askabad, &c. Trade in Shahrud is reported to be diminishing and being transferred to Sabzawar, whence touch can be made *viâ* Kouchan with the Trans-Caspian Railway at Askabad.

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To paragraph 14, add there is a Post House here. Shahrud has about 4,500 inhabitants fairly well-to-do; well affected towards Europeans. Water good; meat, bread, and forage good and plentiful.

Trade.—The most of the cotton and wool of Khorassan bought here and exported to Russia *viâ* Astrabad, also dried fruit and skins. The exporters are chiefly Russians who import Russian loaf sugar, &c. There are poisonous insects found here and in the villages and towns for a distance of 20 farsakhs round about which annoy travellers, and their bite is even dangerous to health.

To paragraph 15, Damghan, add a Post House as well as a Telegraph station here.

To paragraph 18 add a Post House is here and a telegraph line branches off to the Shah's Palace at Fâruzkuh.

To paragraph 20, add Post House.

To paragraph 21, add Post House.

St. John's and Napier's maps are both wrong in shewing the Firuzkuh river as flowing past Airain-i-Kaif. It emerges from the hills near Aradan, where the irrigation channels it forms are shewn on the maps.

To paragraph 22, add Post House and Telegraph station. The stream which flows through the midst of Airain-i-Kaif in winter should be shewn as flowing through the Sardara defile, and emerging into the Kisklek plain in a south-east direction, not flowing on in a south-west direction as it is marked in St. John's and Napier's maps. On passing through the defile on December 28th, the river was found almost unfordable, though no rain had fallen for 24 hours; the road would have been impassable had the attempt been made a few hours earlier, *vide* paragraph 2 of route No. 391.

Paragraph 23, add Khatunabad is not the locality of the Post House, which is on the right bank of the Jajerud river at Kabud-Gumbuz, that is, 4 miles east of Khatunabad, and 2 miles north of the caravan road.

Paragraph 24, add the caravan road from Meshad no longer goes *viâ* Shah-Abdul-Azim and Rhey, that route only being followed by wheeled traffic, and pilgrims, the latter being obliged to visit the shrine on going and returning from Meshad. I consider the distance from Khatunabad to Teheran *viâ* Shah-Abdul-Azim has been under-estimated, and should be put at 24 instead of 18 miles. The present post road, which is also followed by caravans with merchandise, keeps straight on from Khaturabad to the Pass, which divides the Kuh-i-Beb-Shair Banoo from the main range.

The road is good and rises at no very steep ascent to the Pass on the Teheran side on which the village of Zergerabad is passed on the right, and further on the Parsee "tower of silence" is seen on the left. A gentle descent leads into the Teheran plain which is crossed for about 3 miles to the Dulab Gate of the city. Distance by this route estimated at 20 miles.

The postal road therefore is about 15 miles longer than that described in route No. 262 and will have a total length of 562 miles.

HENRY S. WELLS, *Major*, *R.E.*

The 29th January 1890.

G. I. C. P. O.—No. 18 D. G. T. D.—1-4-90.—40.—D'S.

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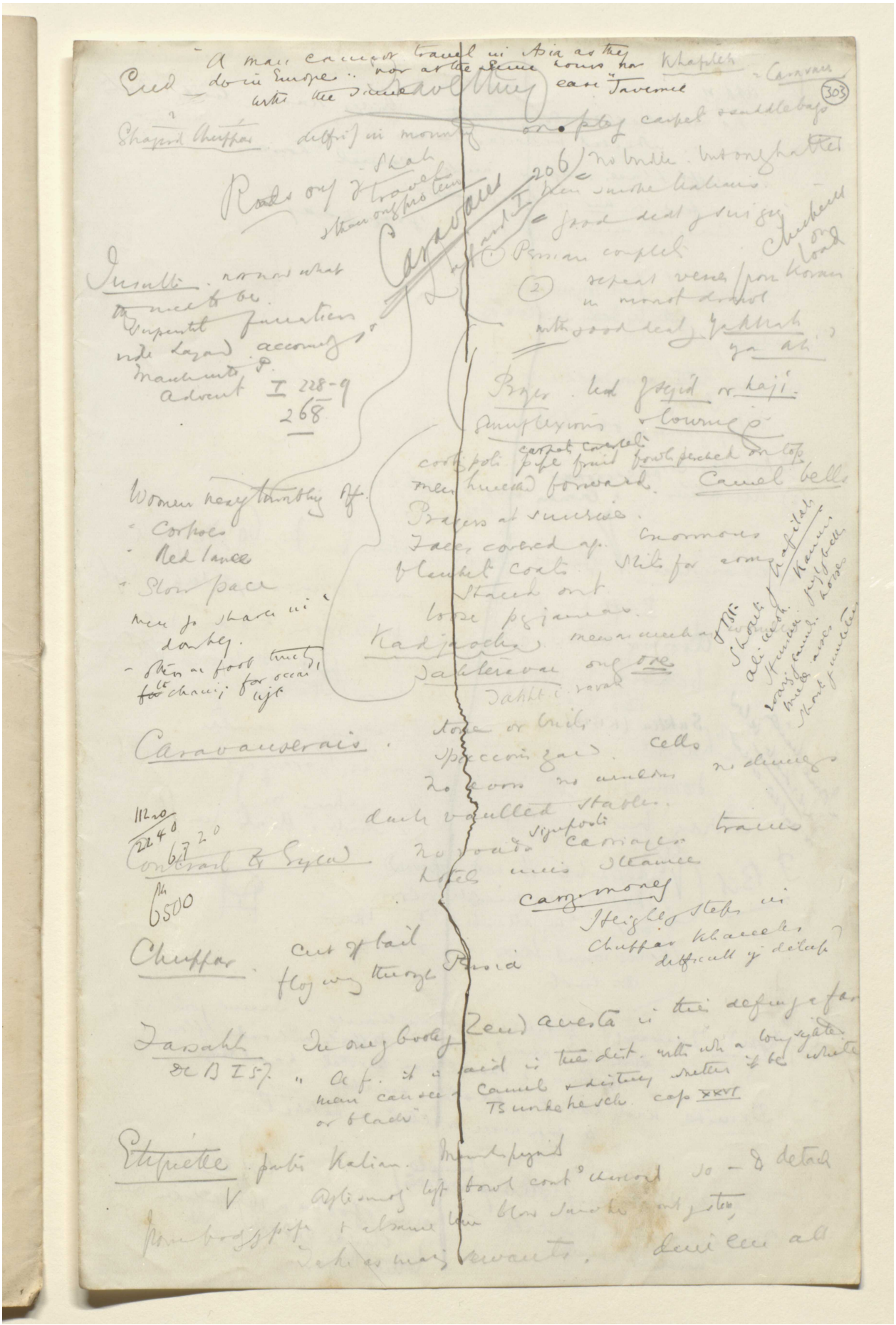

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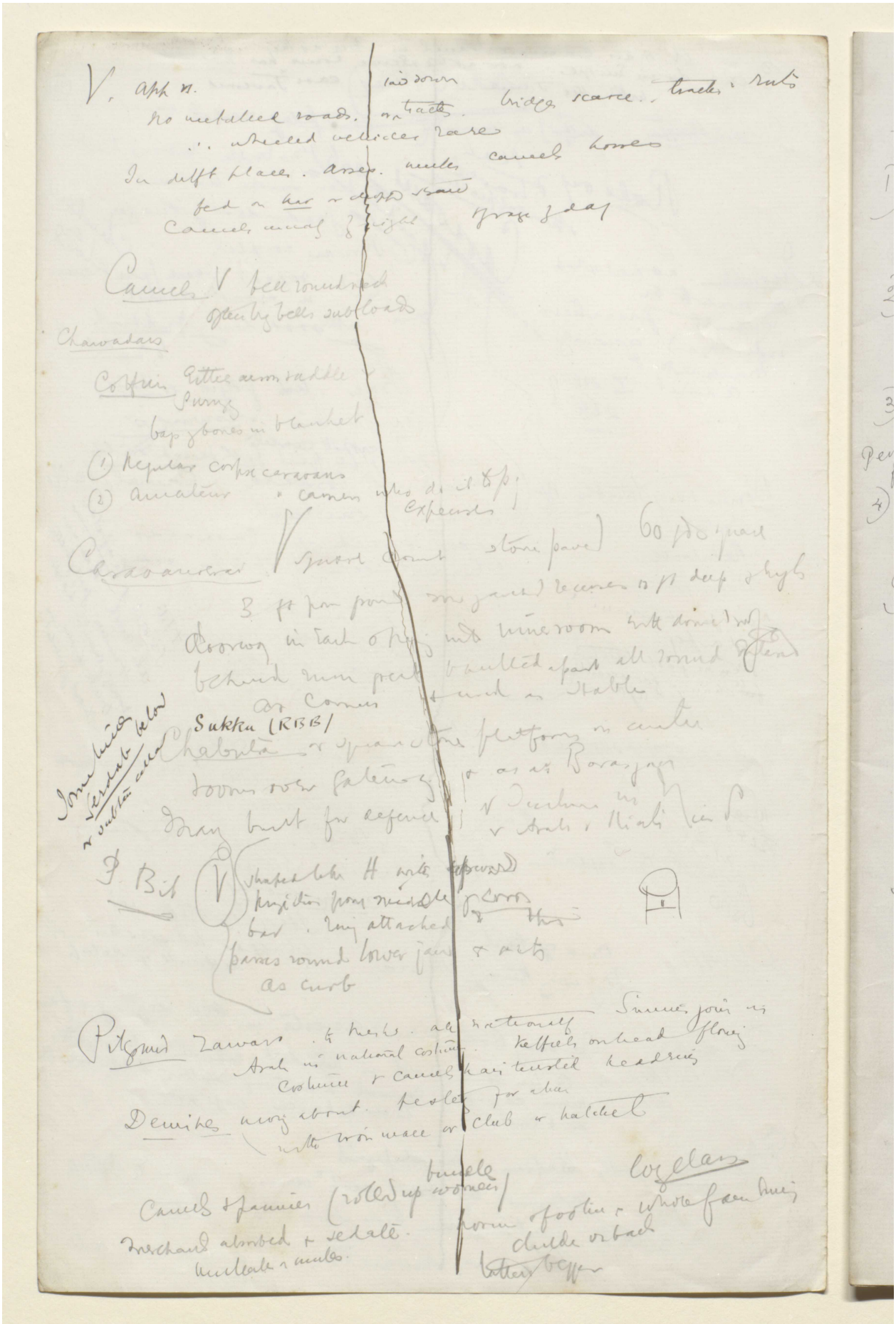

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(304)

Seistan

E. borders. Persia & Afghan. ill defined.

1) Zulfikar — Seistan 280 - 300 m
Hashtadan. on par. Ghur. Kuhsan.

2) Seistan. Eg distrct Nehbandan Siah Kuh Bandan — Siah Malik Kuh 120 m

3) Seistan - Jalk. 150 - 200 m
(RGS. IX. p. 400

Perso Baluch frontier

4) Jalk to sea Gwatur. 130 m Travellers Dr Forbes. 42 E. Conolly R. Leech.

depend on. water. Rawl — Ferrier 1845 Khanikoff. 1859 Comm. 1872. Afgh Bound. 1885 Rawl F.J.G.

S. Name. deriv. (1) N Hamun. (2) Centi (3) Zurich Quote R (p 278) Inhabitants.

History. Alex. march

Present Politics. Govt. Regt. Merk. (7) Capital. Sekuha. MS Nasirabad Nasratabad } milit.

S. Bound Comm. History. MS FJG
Goldsmid 1872 -

Results. S. Proper Defin. Quote F.J.G. p 71
Outer S " "

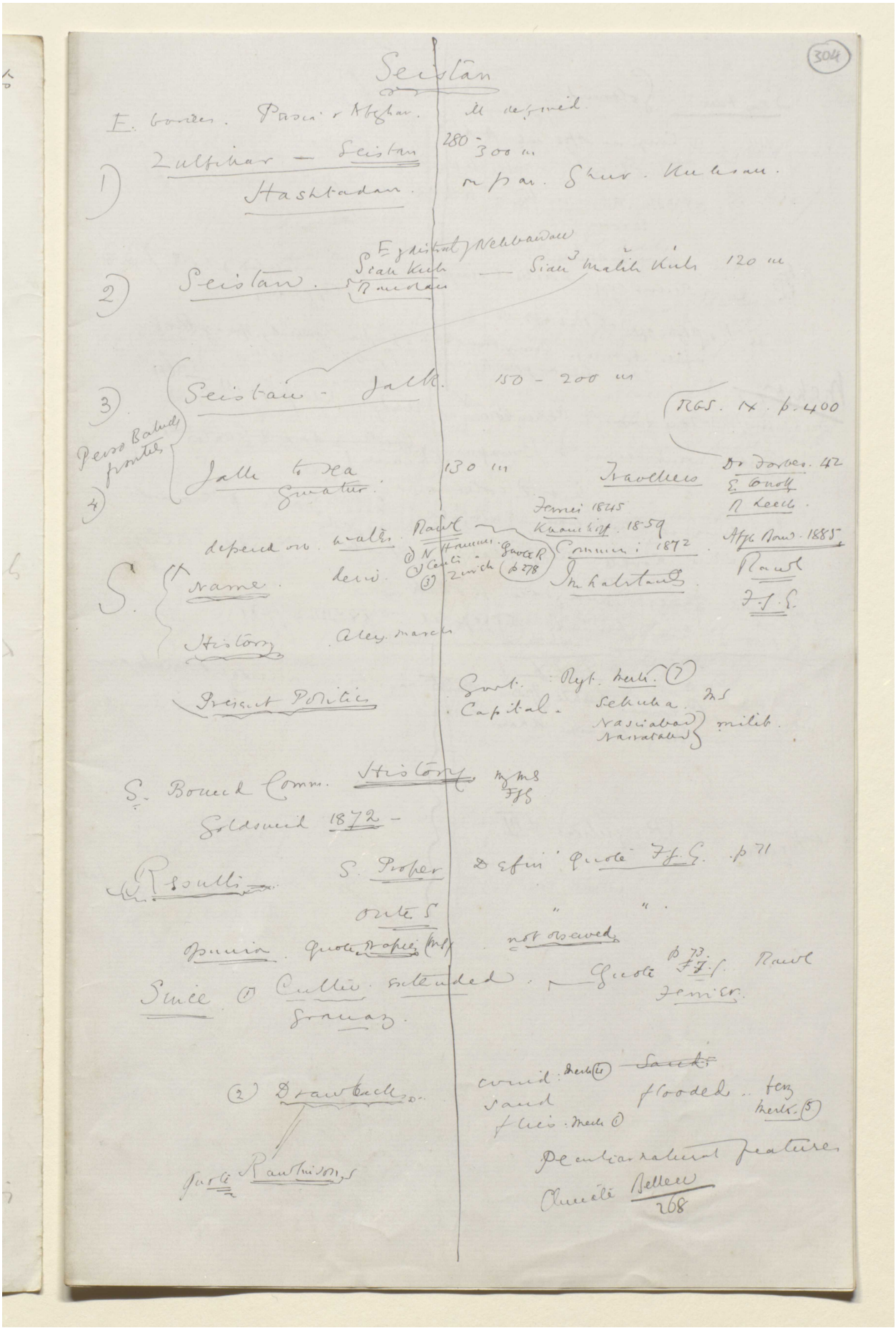
Opinion. Quote Napier (MS) not observed

Since (1) Cultiv. extended. — Quote p 73 F.J.G. Rawl Ferrier.
Granary.

(2) Drawbacks. wind: Merk (4) ~~Sand~~ sand flooded. ferz Merk. (5) flies: Merk (1)

Quote Rawlinson

Peculiar natural features
Climate Bellew 268



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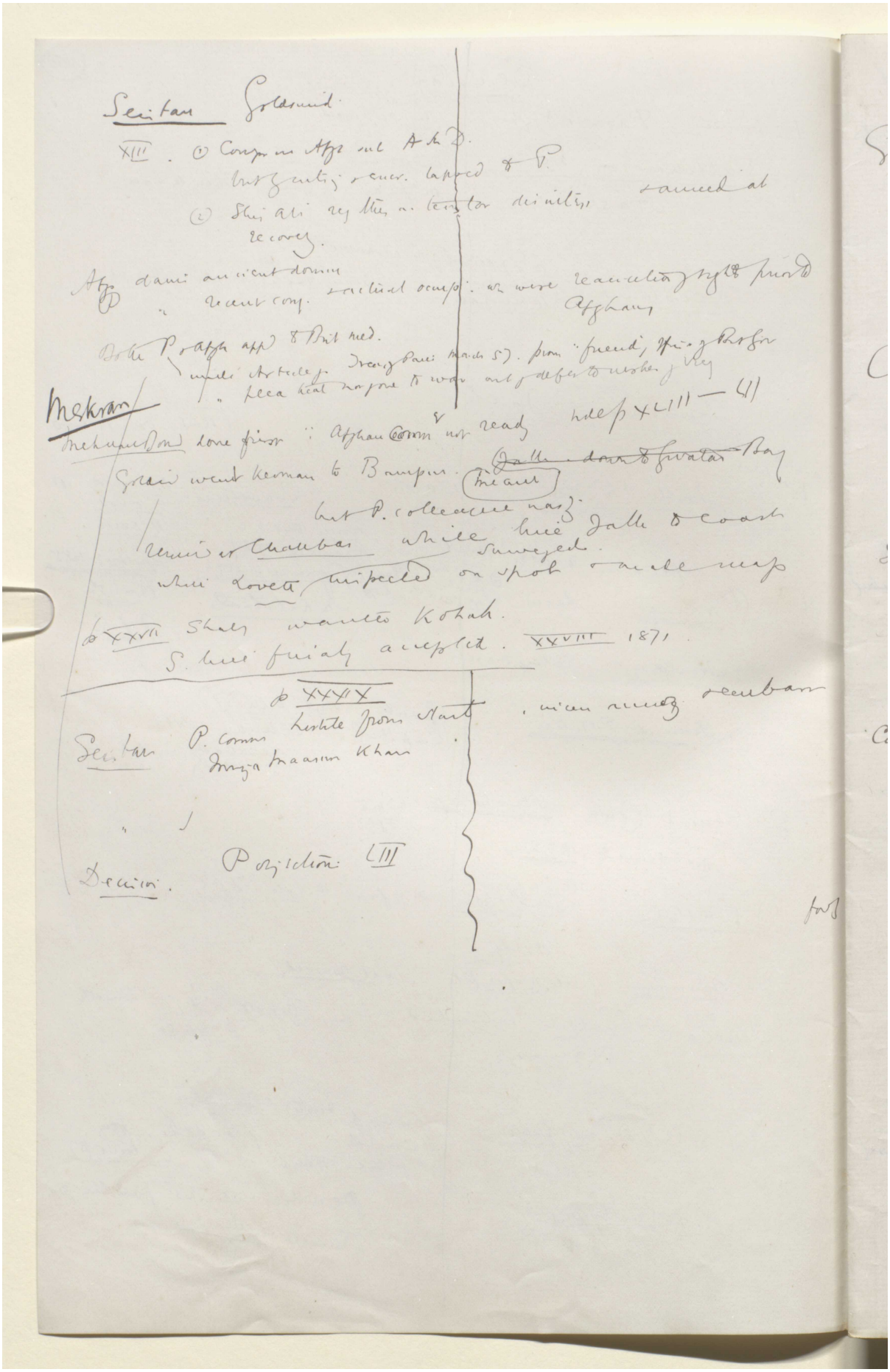

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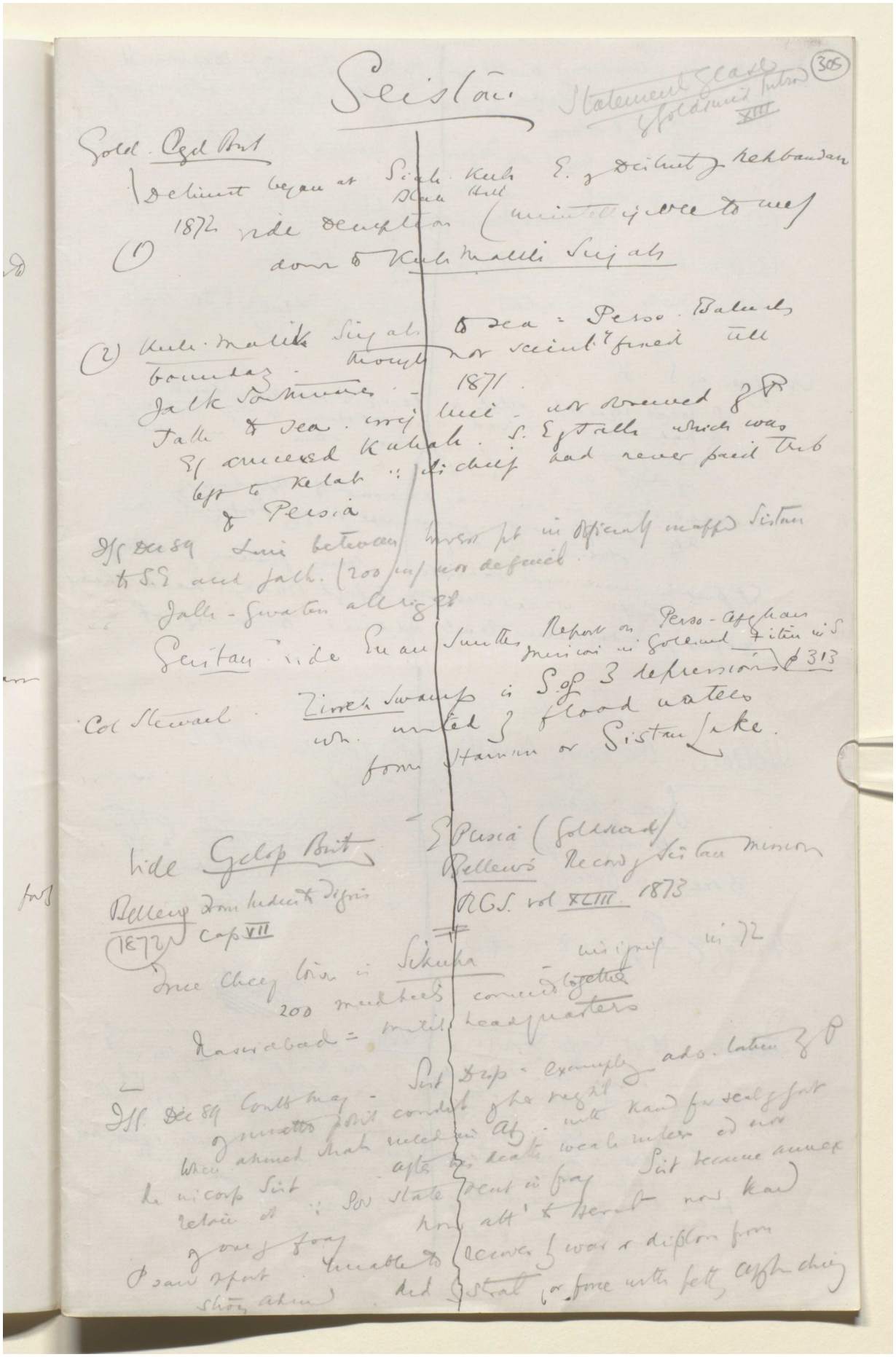

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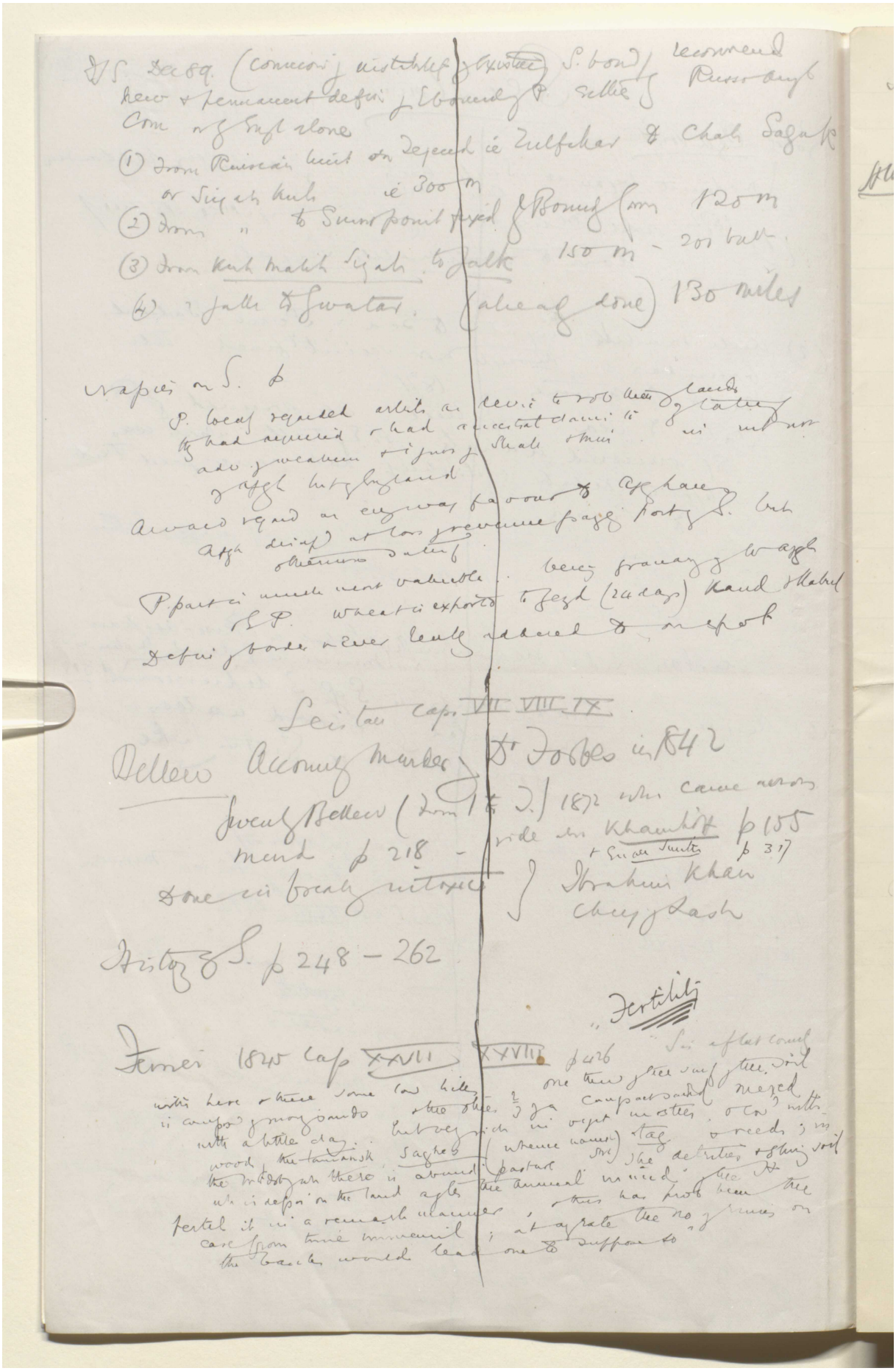

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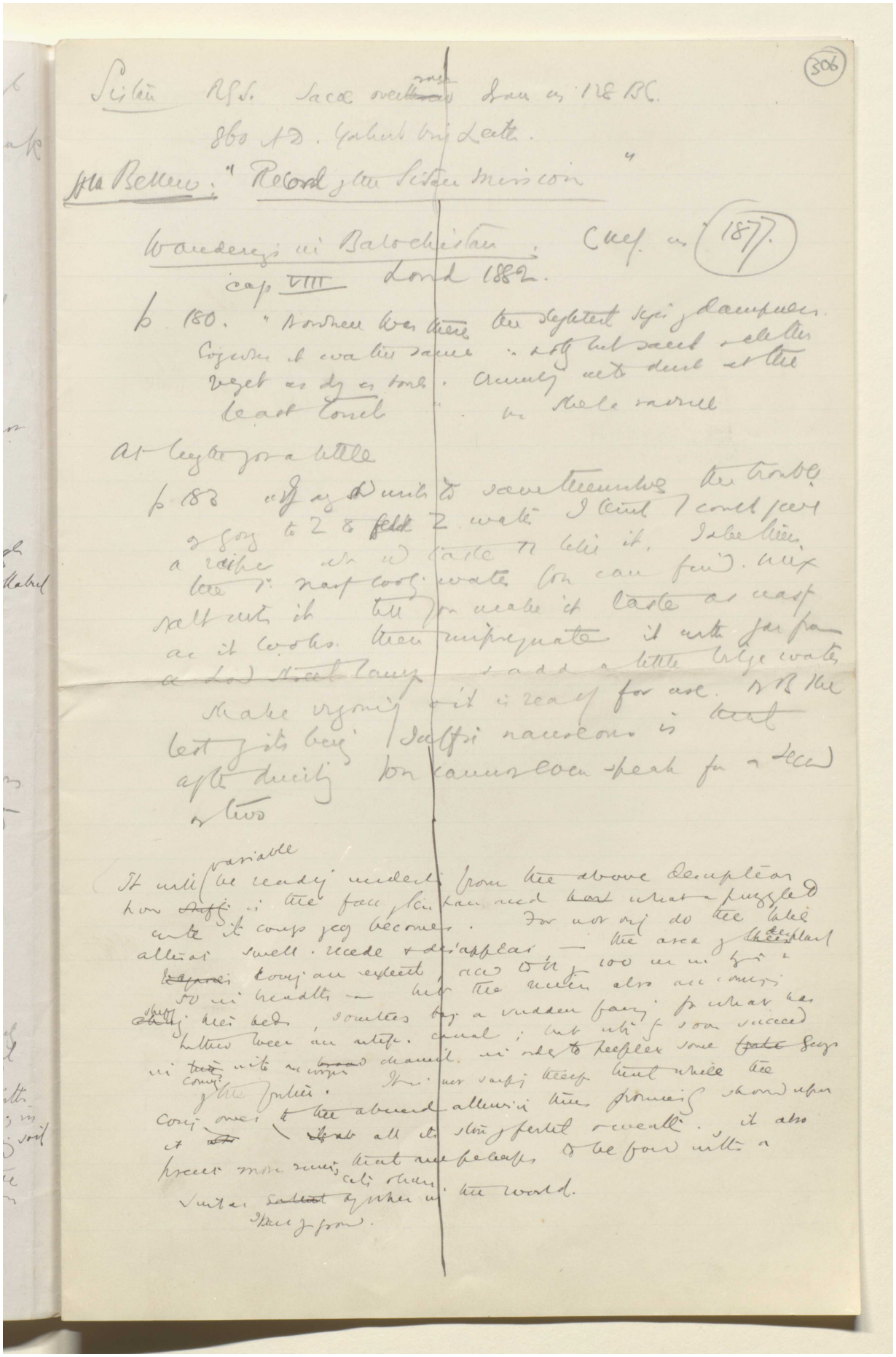

(306)

Sistan R.G.S. Saca overrun Iran in 128 B.C.
860 A.D. Yakub bin Leith.

Mr Bellew: "Record of the Sistan Mission"

Wanderings in Baluchistan: Chef in (1877)
cap VIII Lond 1882.

p 180. "Nowhere was there the slightest sign of dampness. Everywhere it was the same: nothing but sand & clothes reject as dry as bones. Crumbling into dust at the least touch" — in Shela ravine

At length for a little

p 183 "If any Sd wants to save themselves the trouble of going to Z & feed Z water I think I could give a recipe which would taste to like it. I take them the 1st nasty cooling water you can find. Mix salt with it till you make it taste as nasty as it looks. Then impregnate it with gas from a Lond street lamp & add a little bilge water. Shake vigorously & it is ready for use. N.B. The test of its being Suffi nauseous is that after drinking you cannot even speak for a second or two

It will be readily understood from the above description how ~~Suffi~~ variable is the face of Sistan and how what a puzzled write it comes very becomes. For not only do the lakes alternate swell, recede & disappear — the area of ~~these~~ displacement ~~[illegible]~~ covering an extent, acc to it of 100 m in length & 50 in breadth — but the rivers also are coming ~~[illegible]~~ shifting their beds, sometimes by a sudden fancy for what has hitherto been an artificial canal; but with of soon succeed in ~~[illegible]~~ with a ~~broad~~ channel in order to perplex some ~~[illegible]~~ Geogr coming of the future. It is not surprising therefore that while the coming ones to the absurd allusion in this promising shown upon it ~~[illegible]~~ ~~[illegible]~~ all its story of fertility & wealth, it also present more ruins that are perhaps to be found within a cities of Sistan ~~[illegible]~~ by when in the world.
Space of ground.

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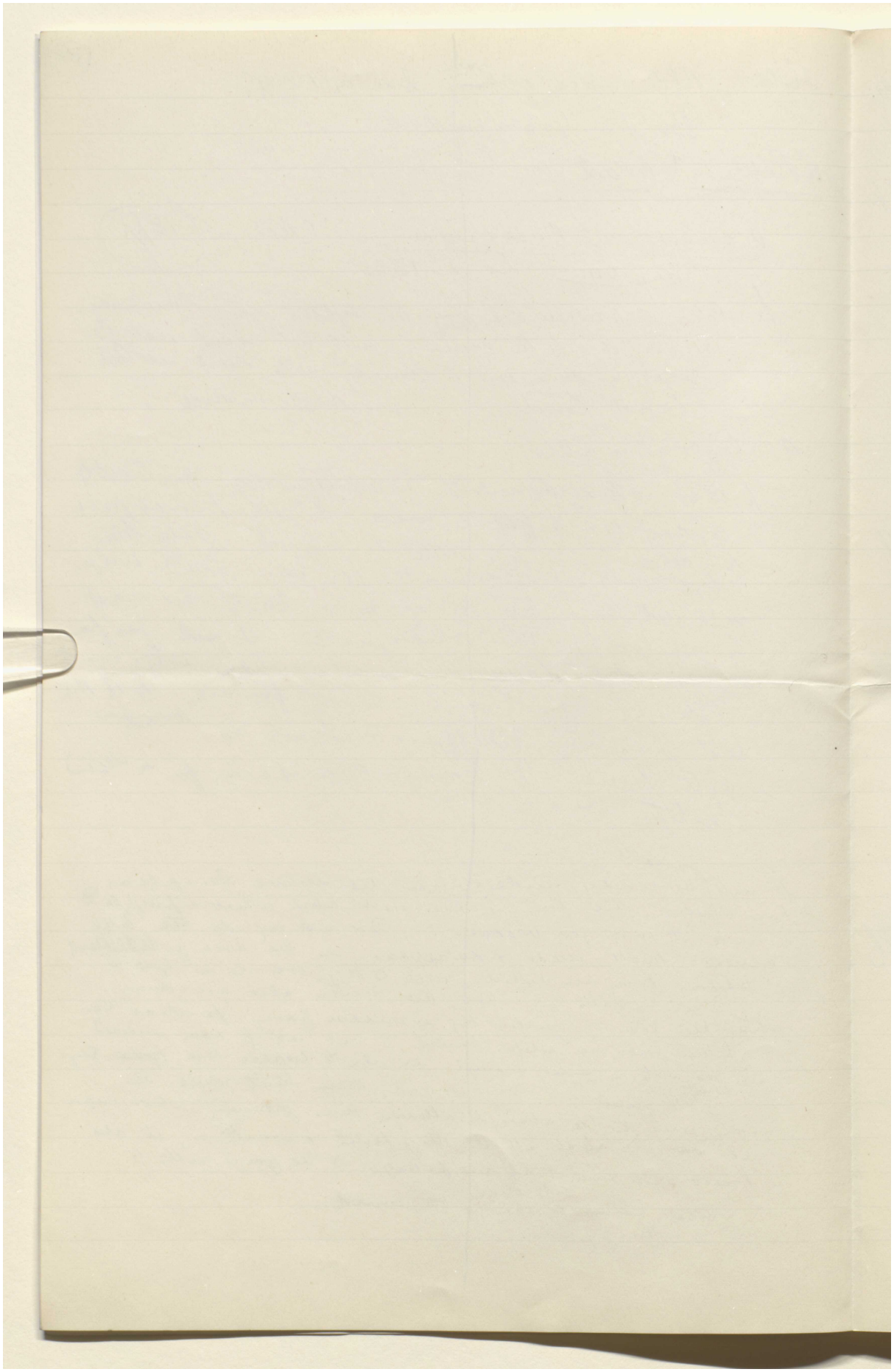

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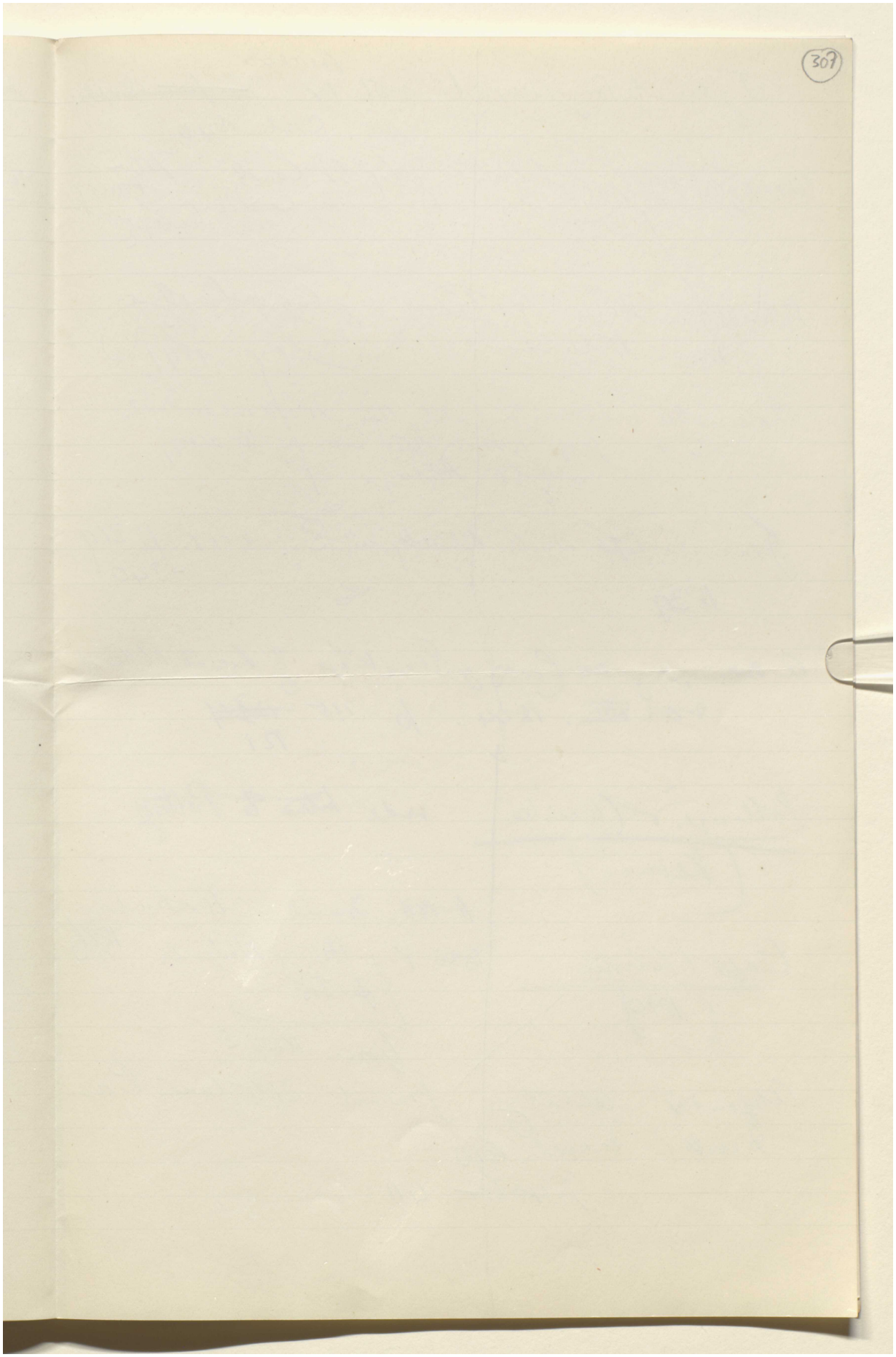

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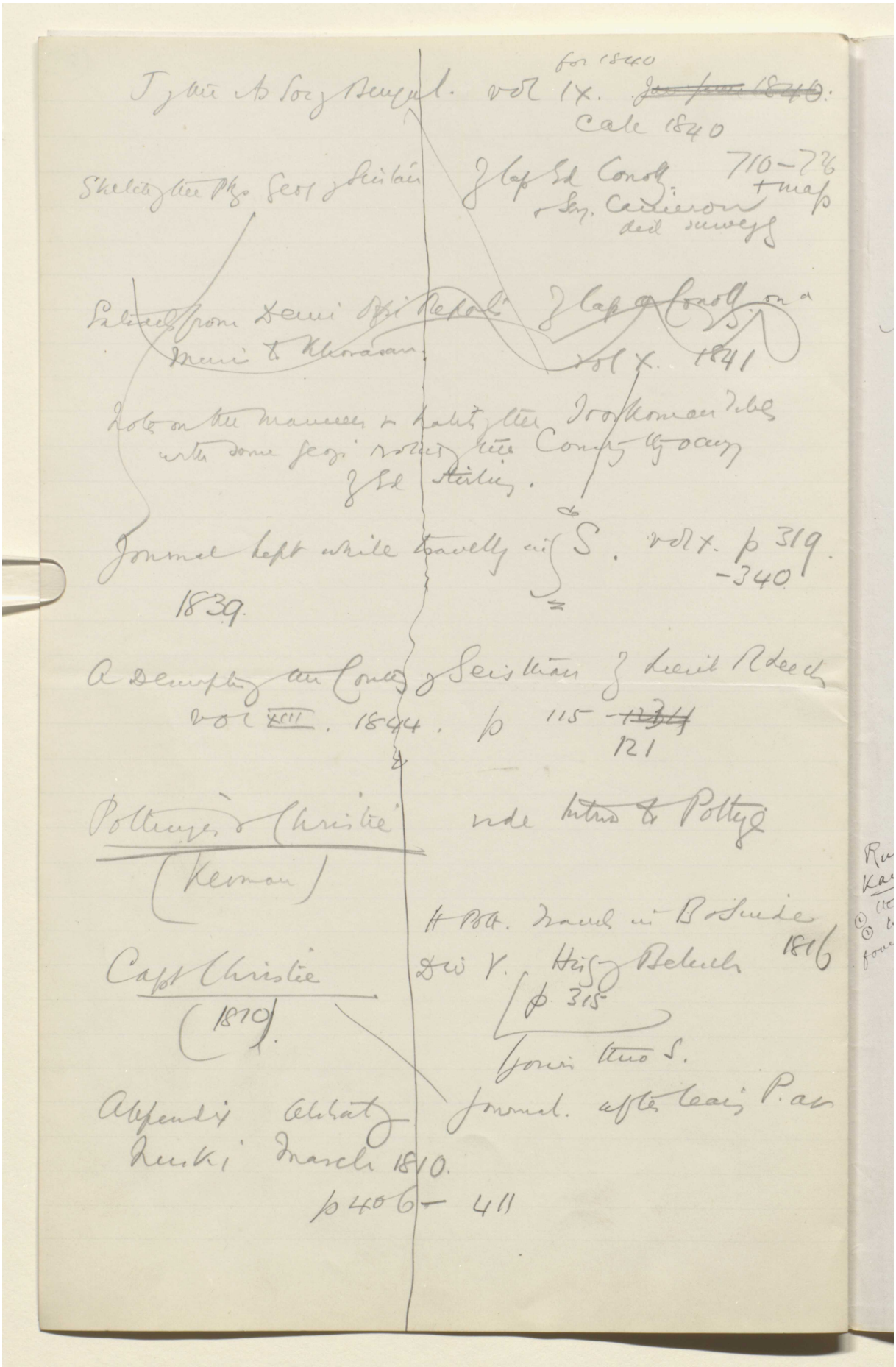

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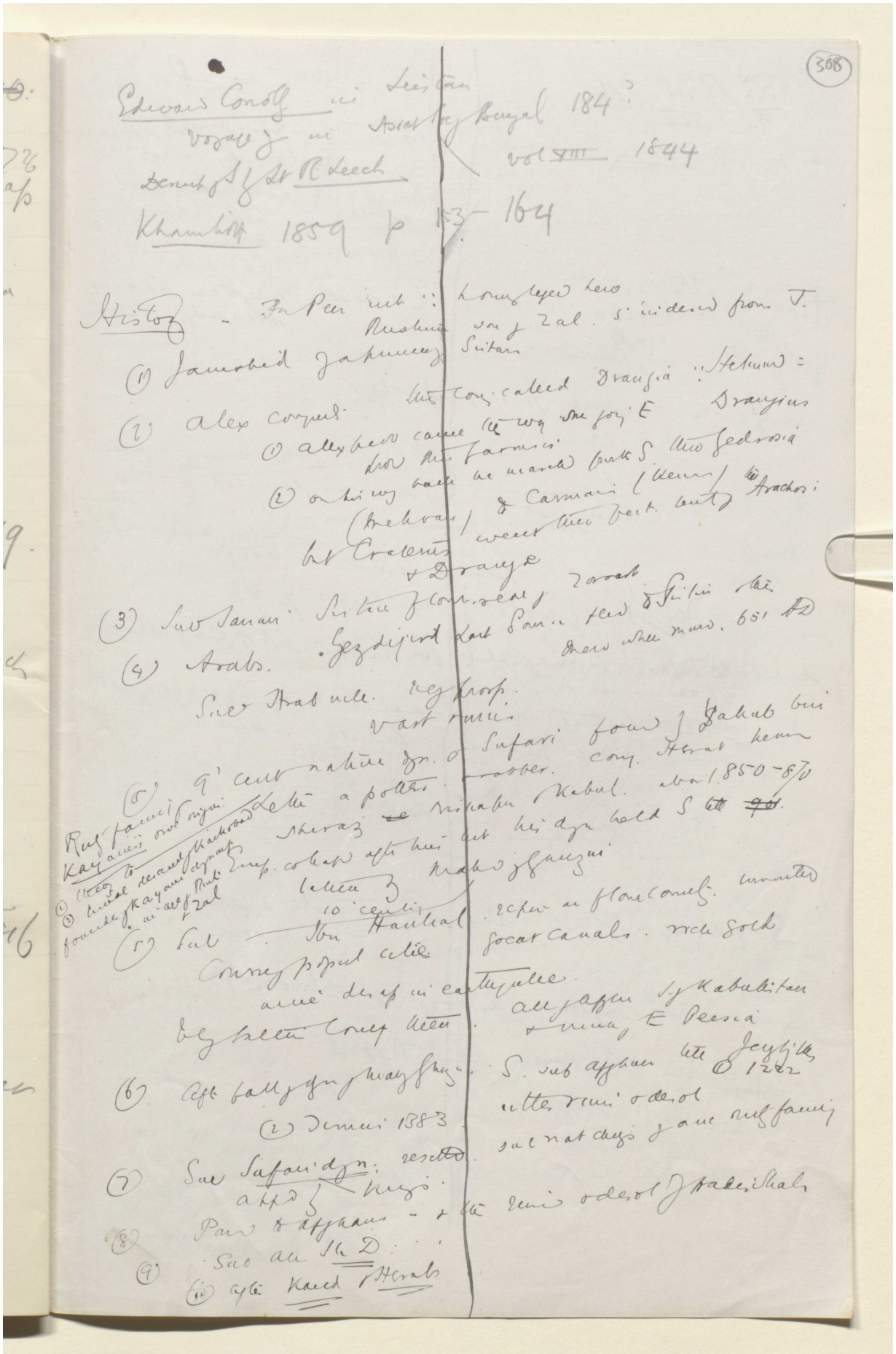

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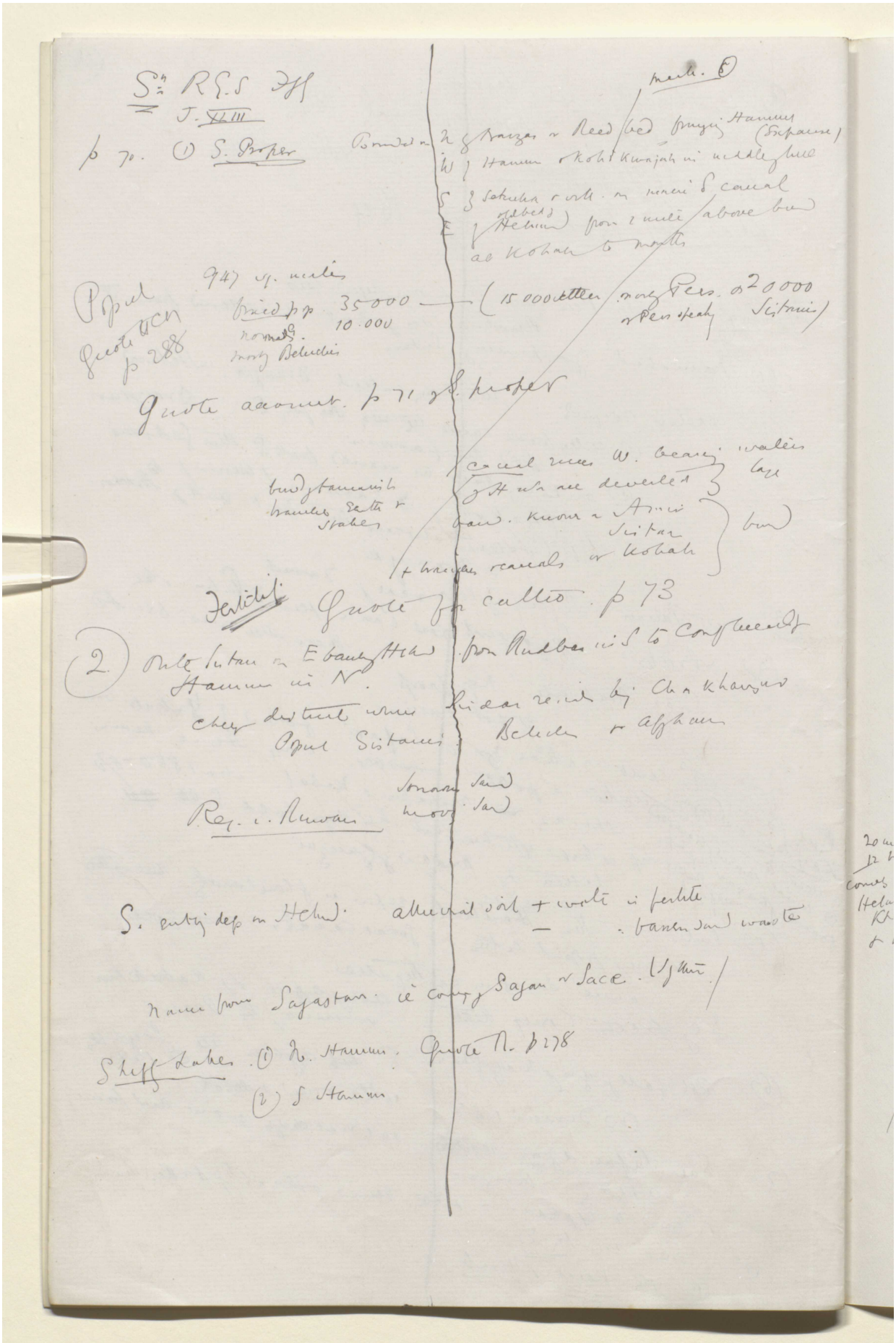

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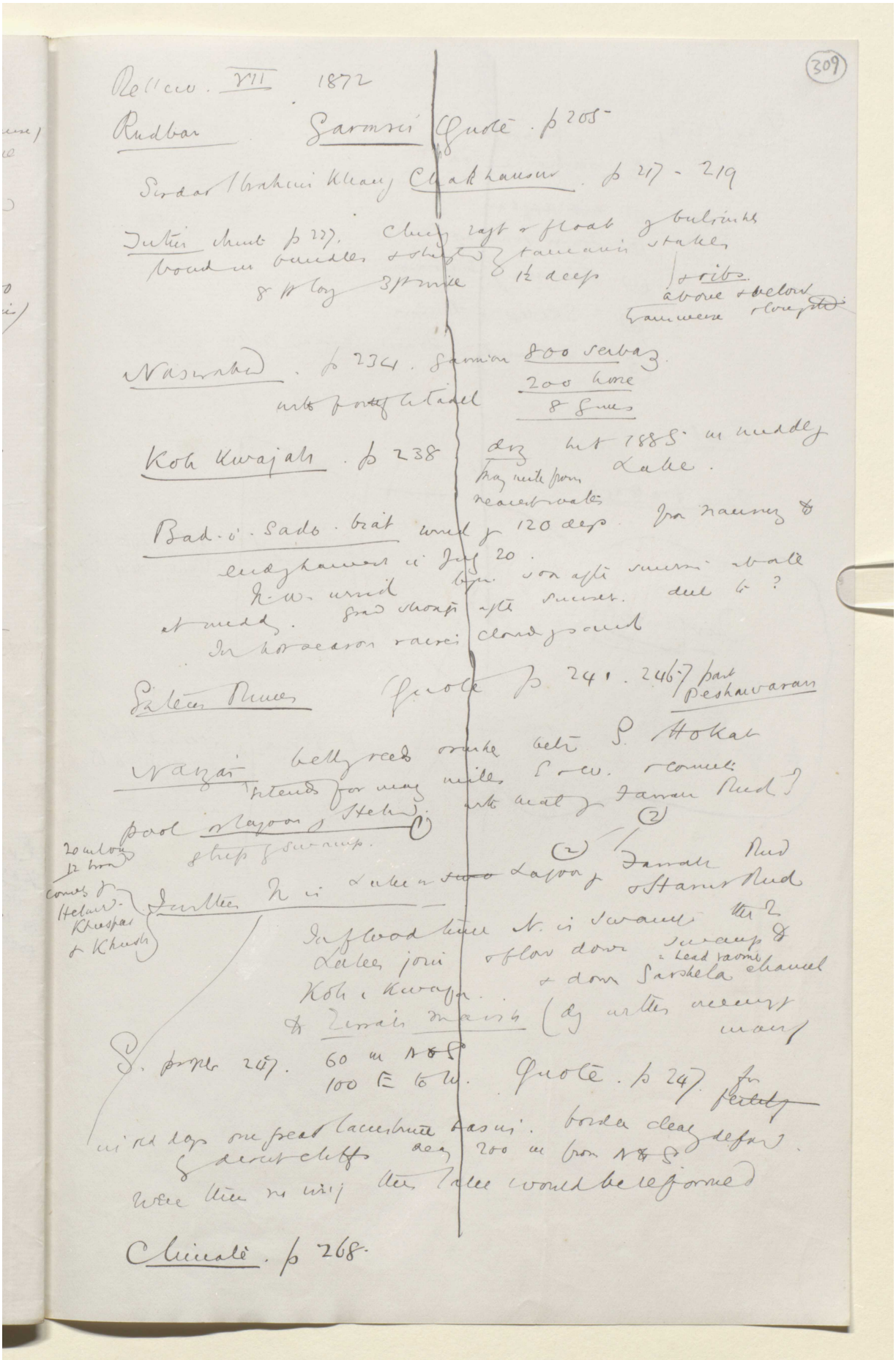

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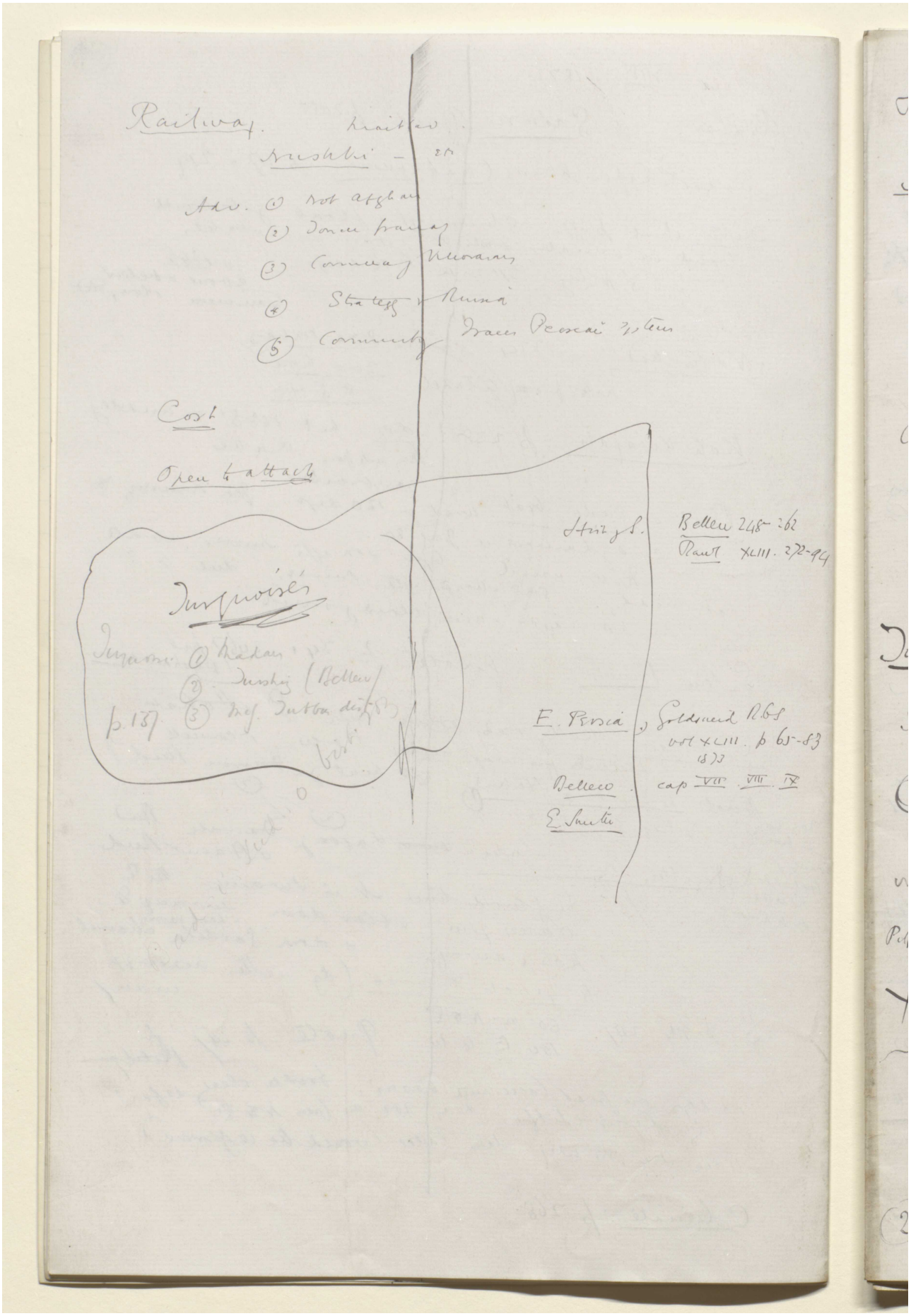

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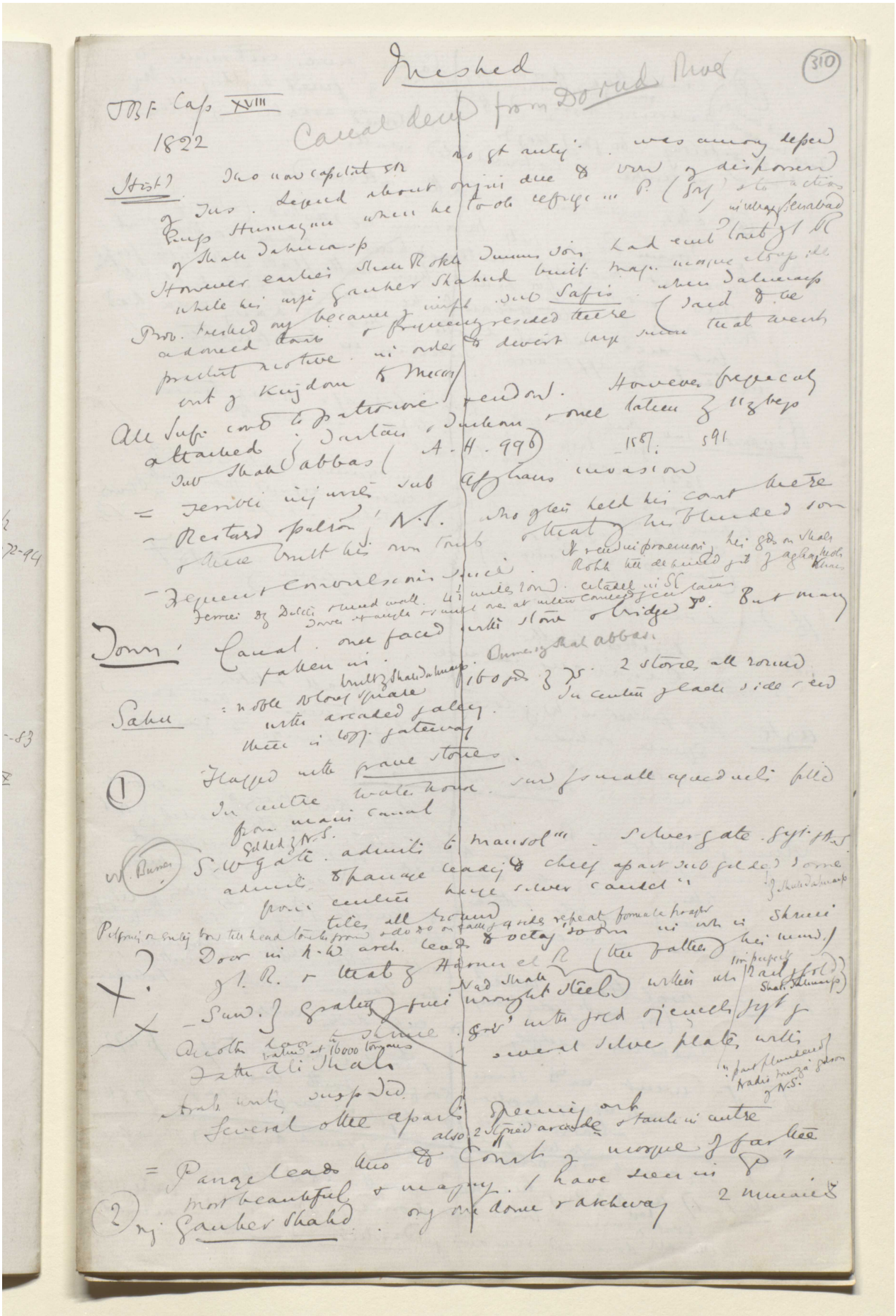

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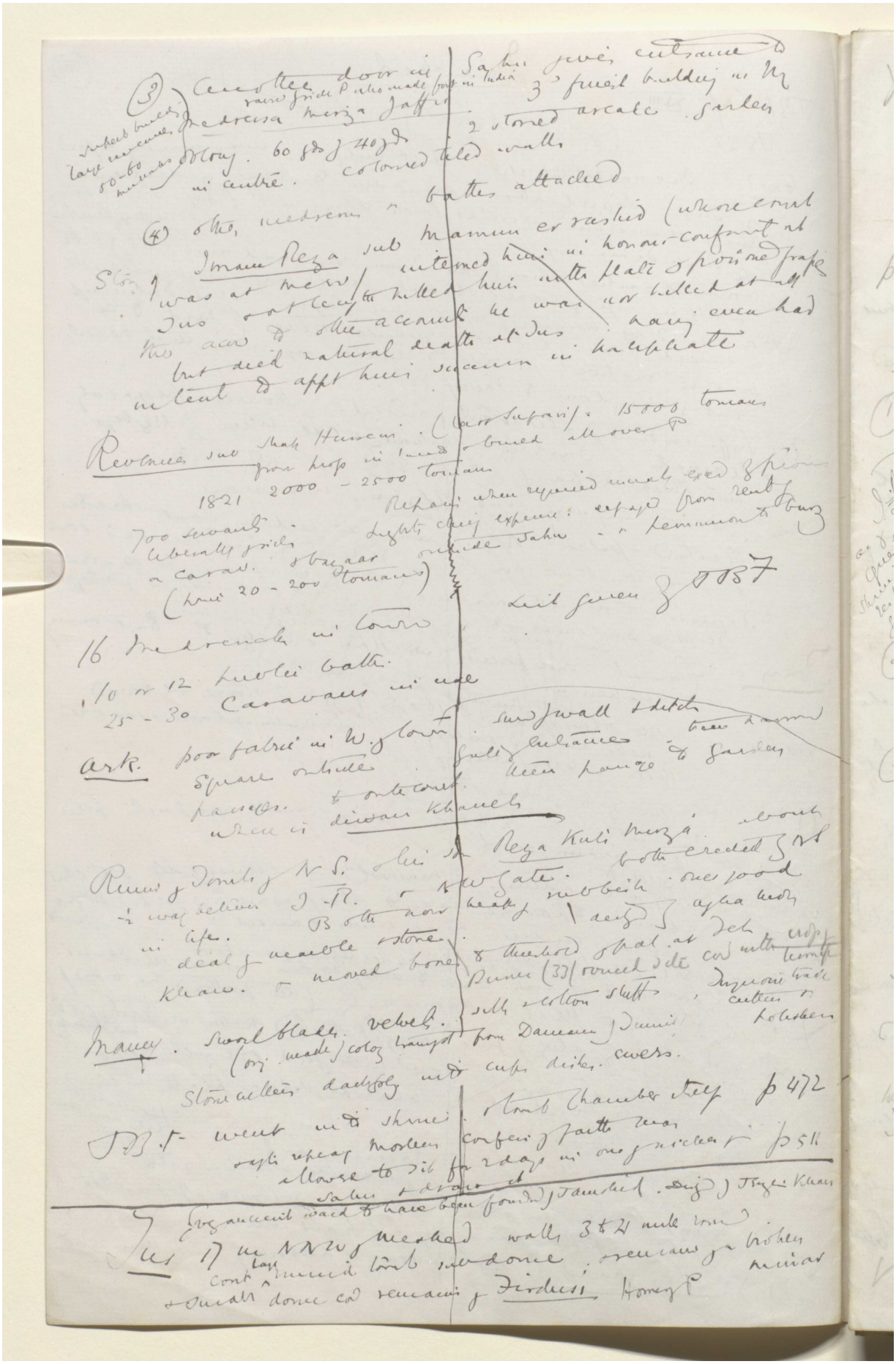

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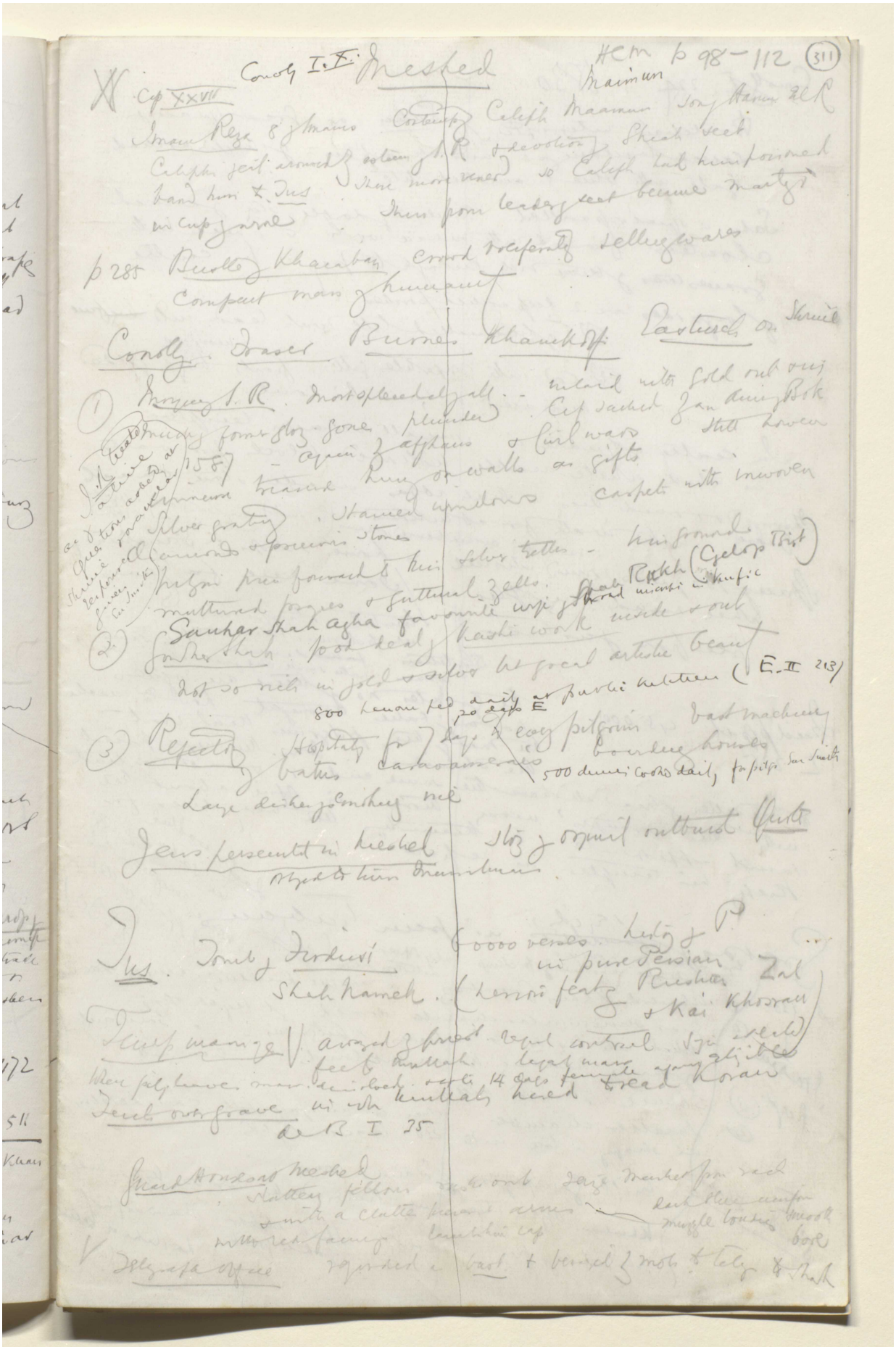

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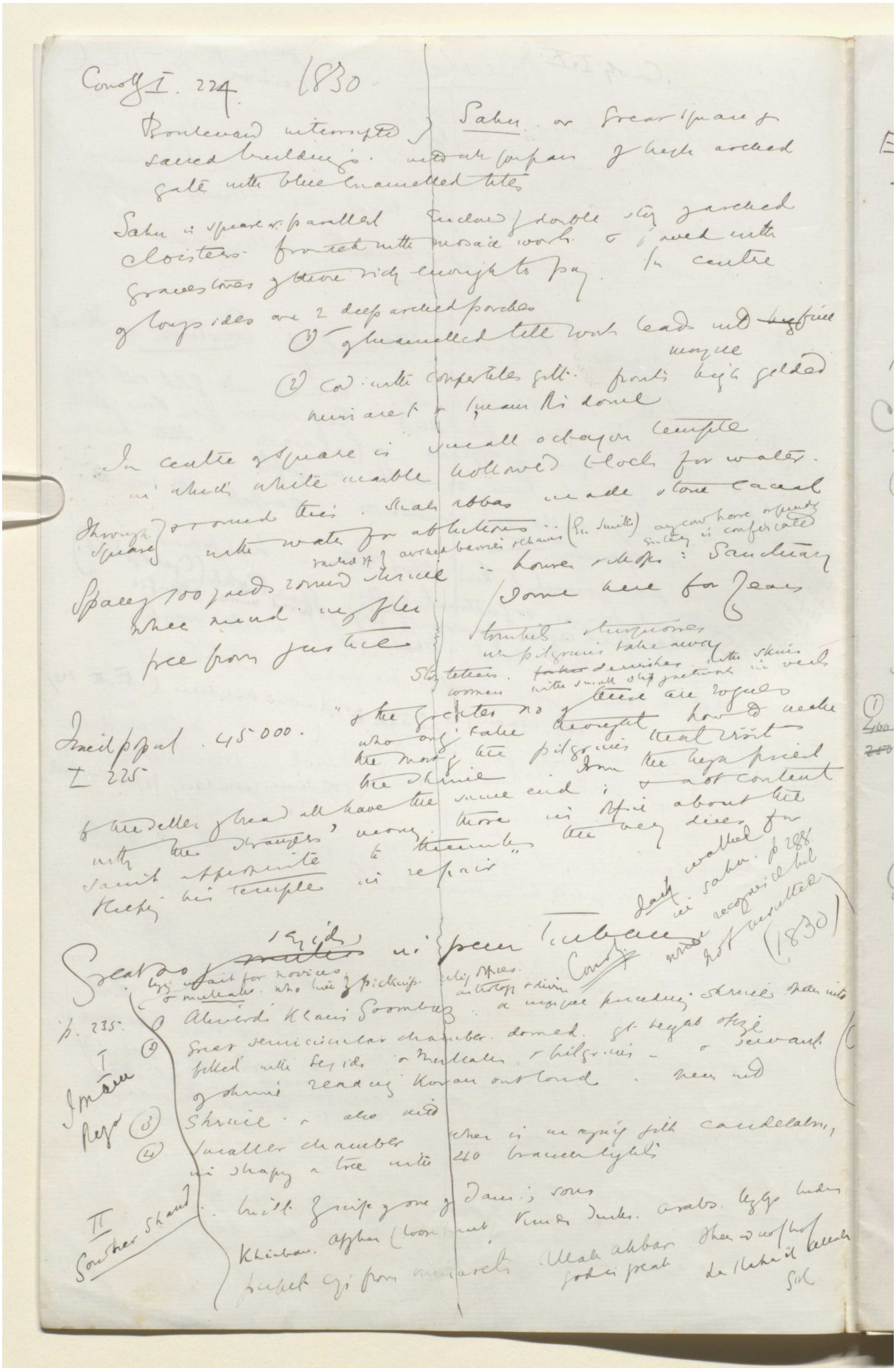

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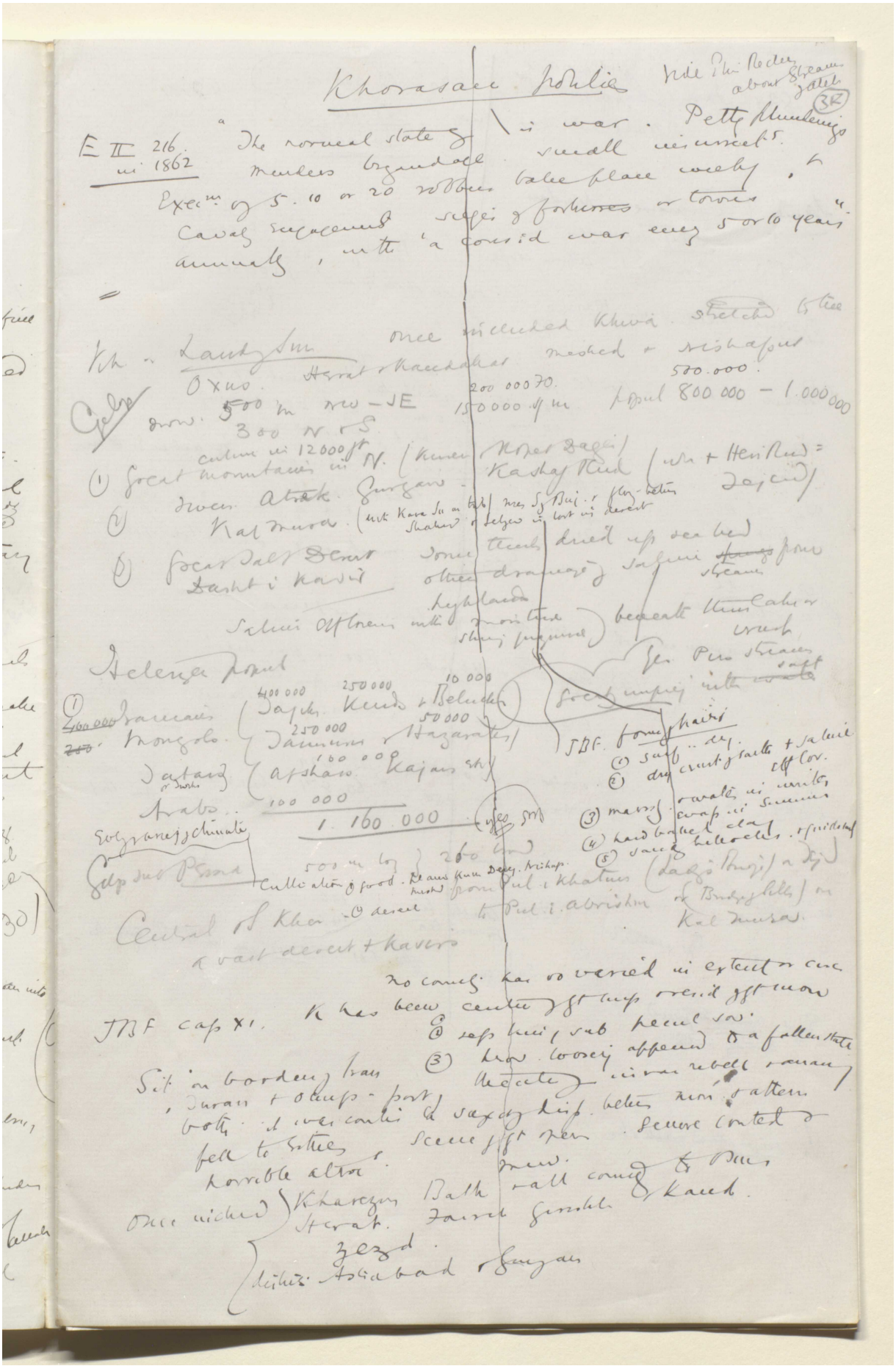

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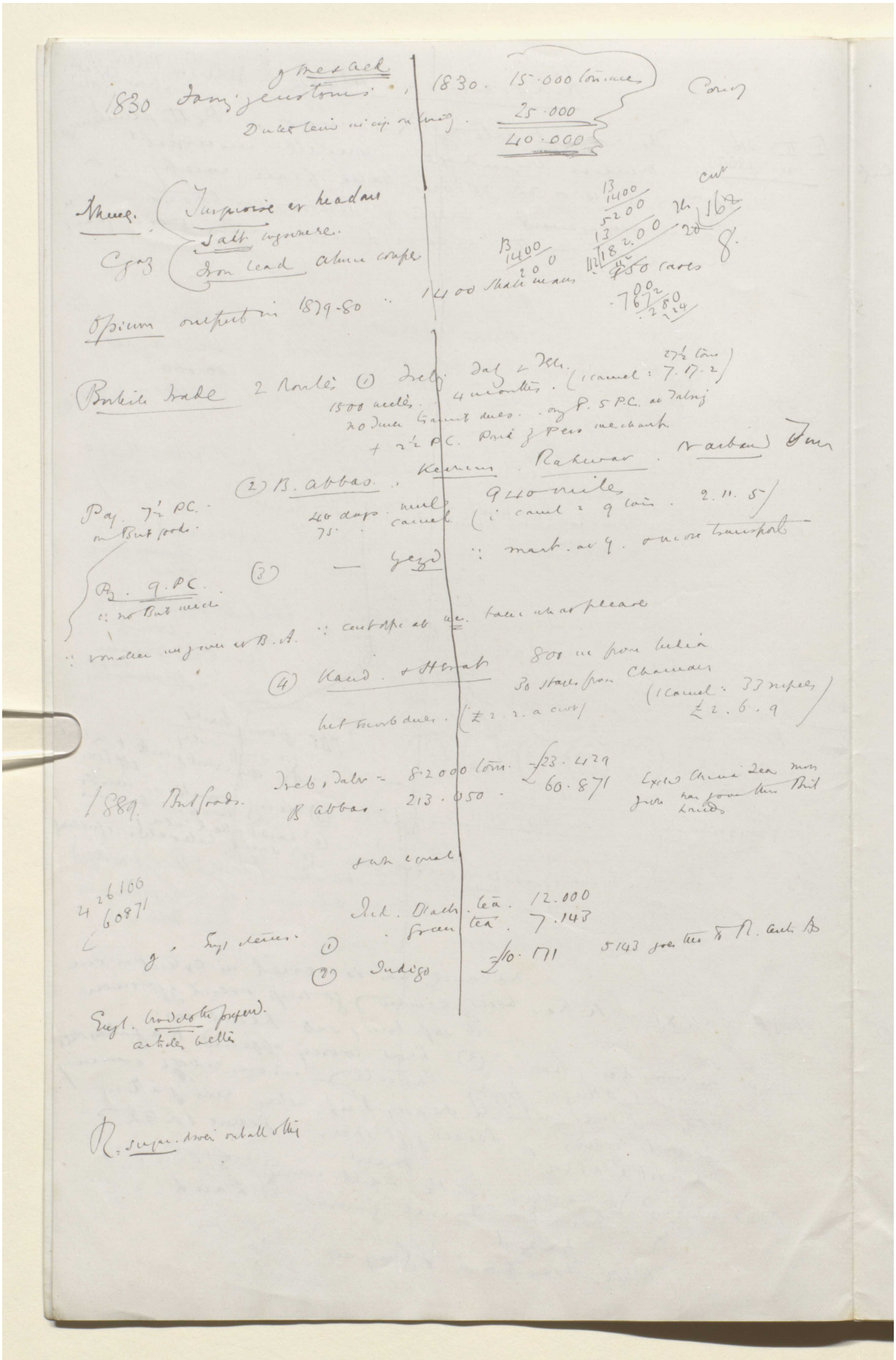

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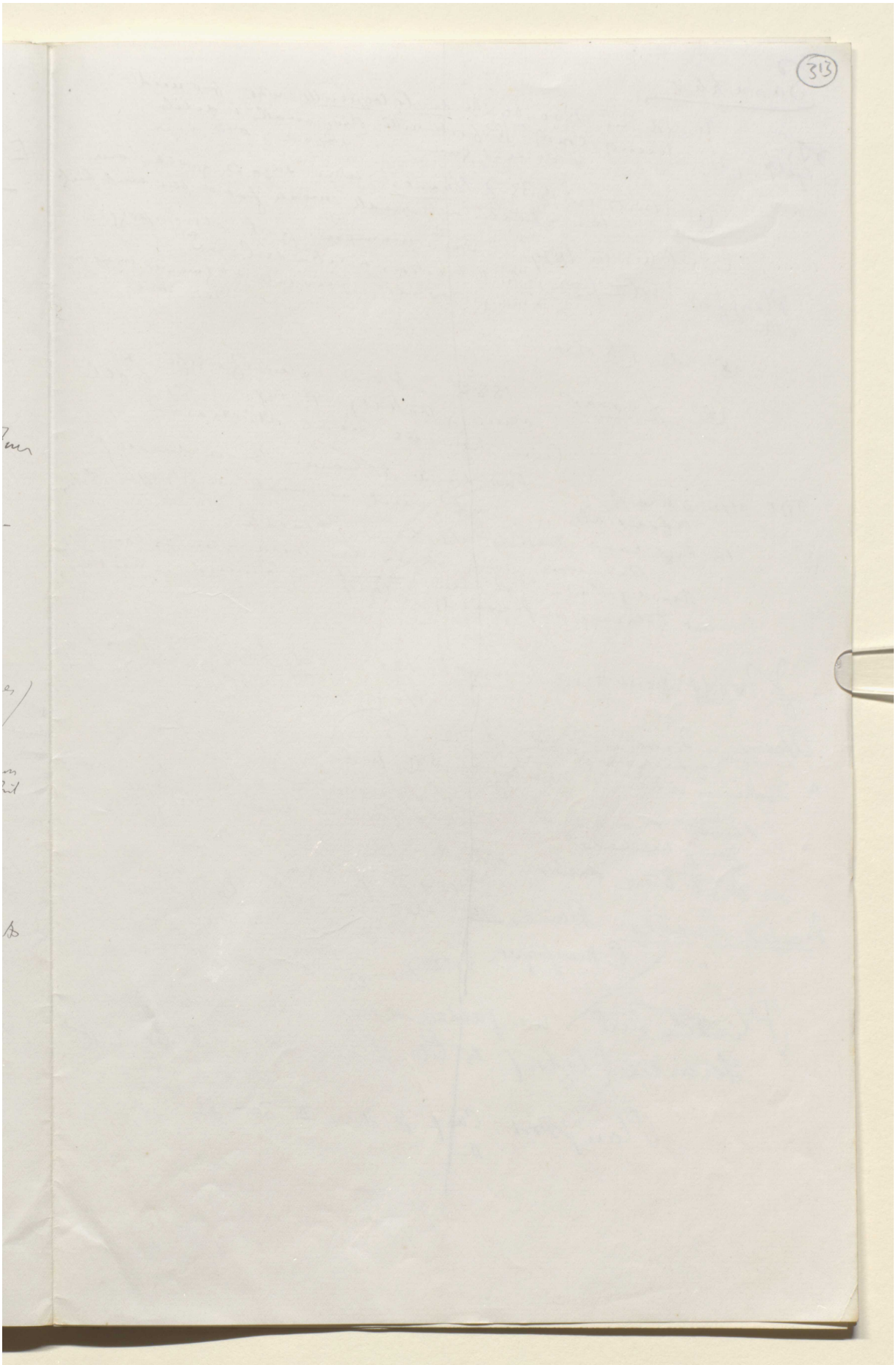

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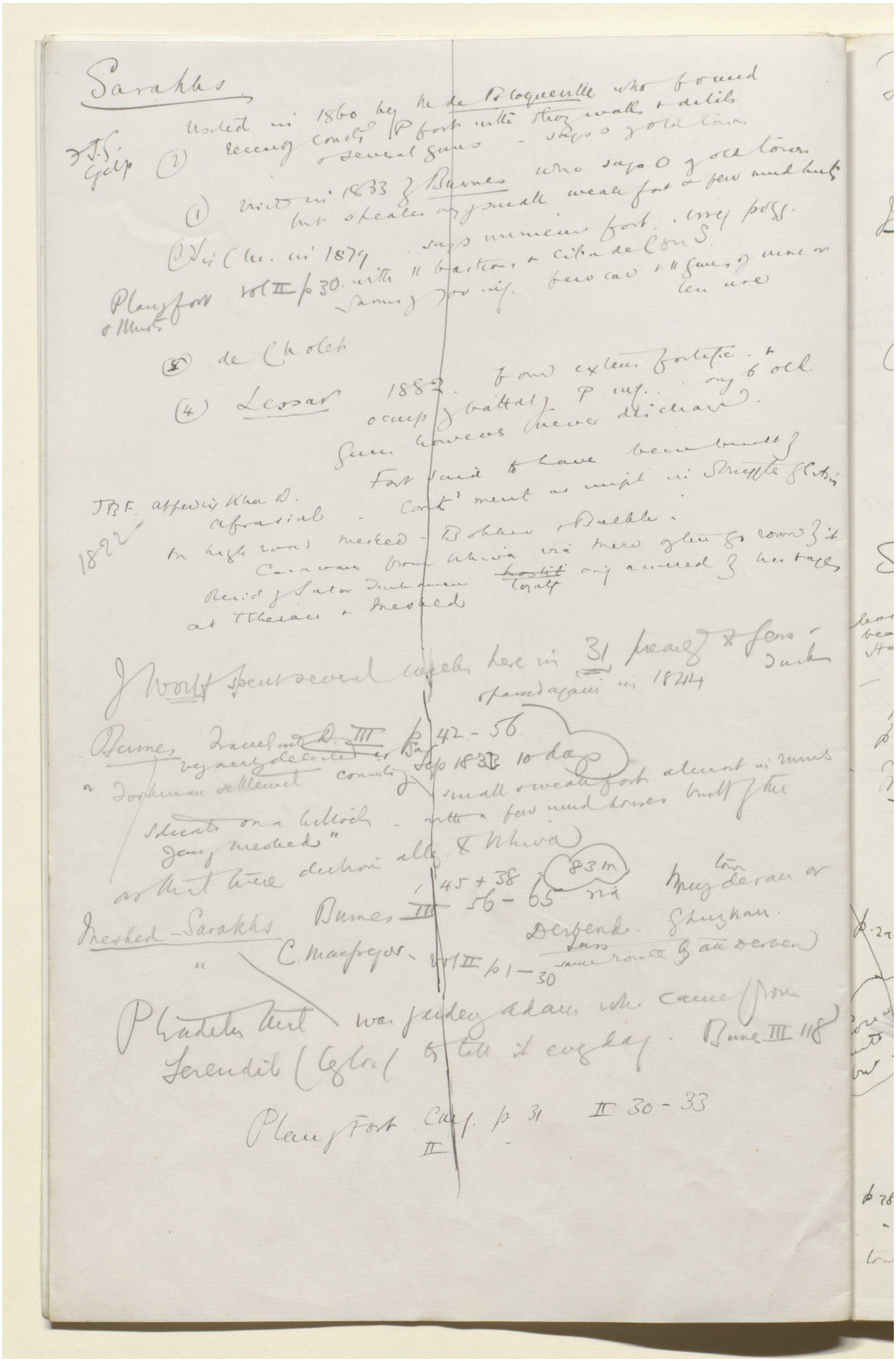

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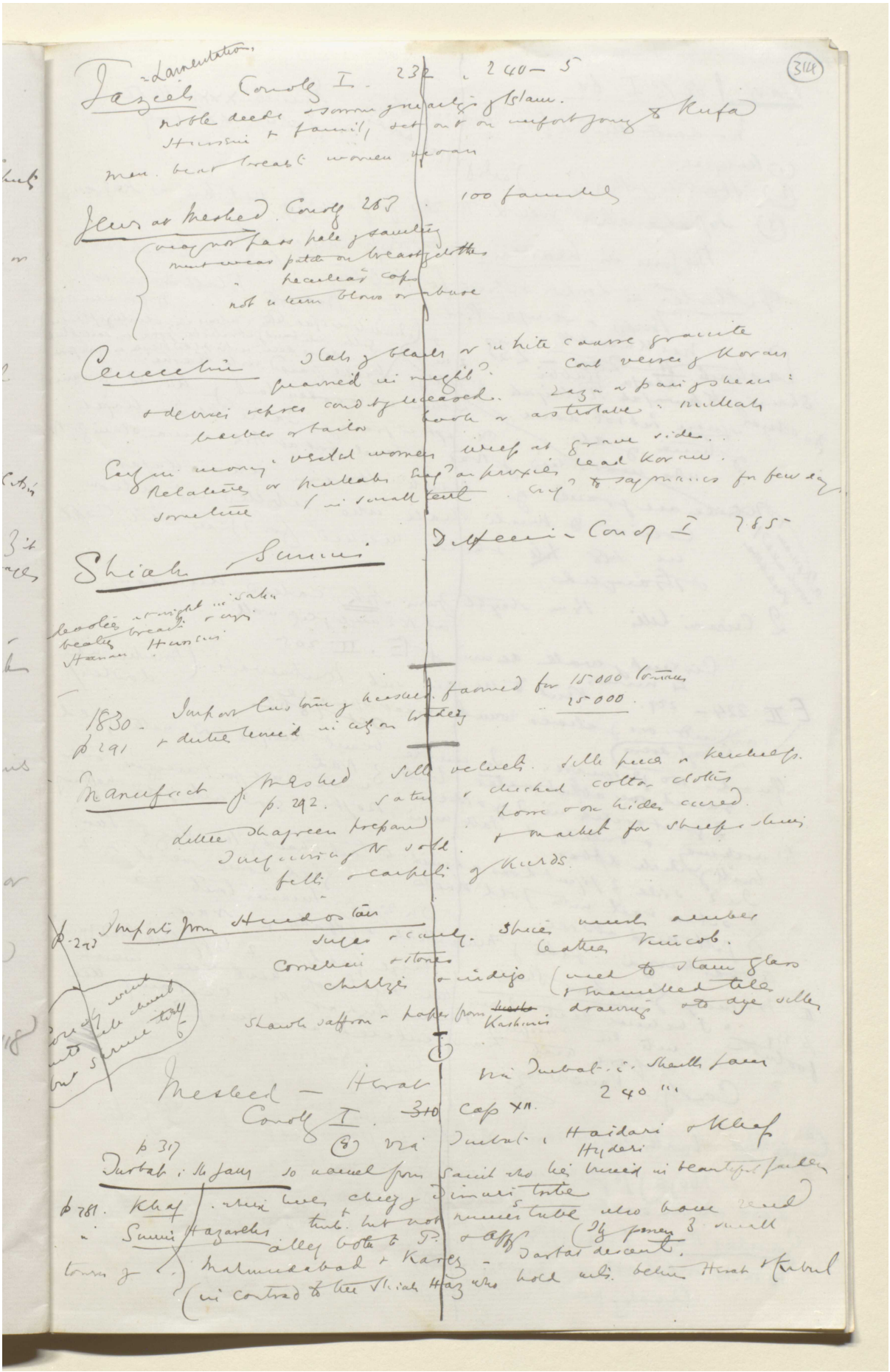

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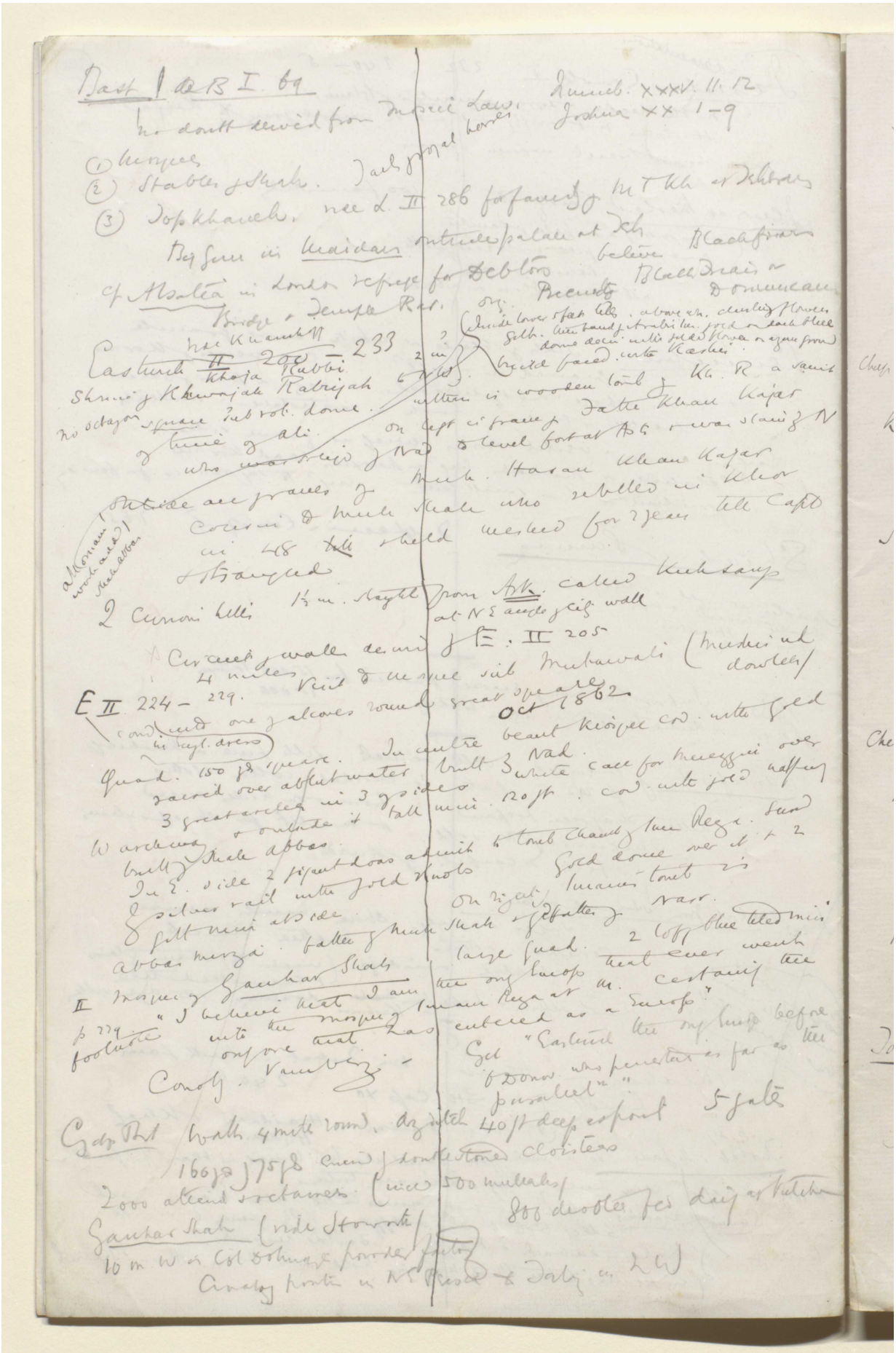

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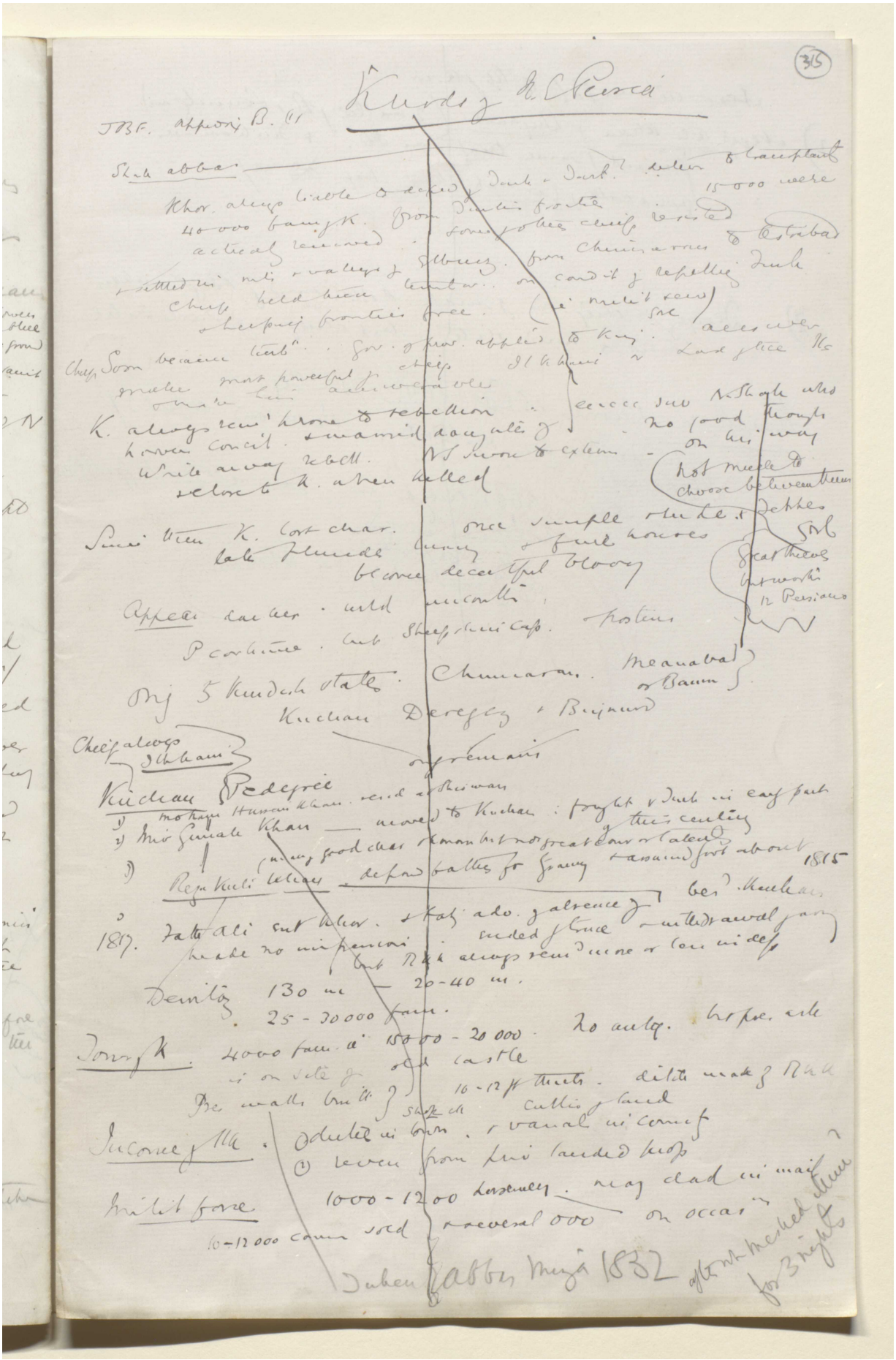

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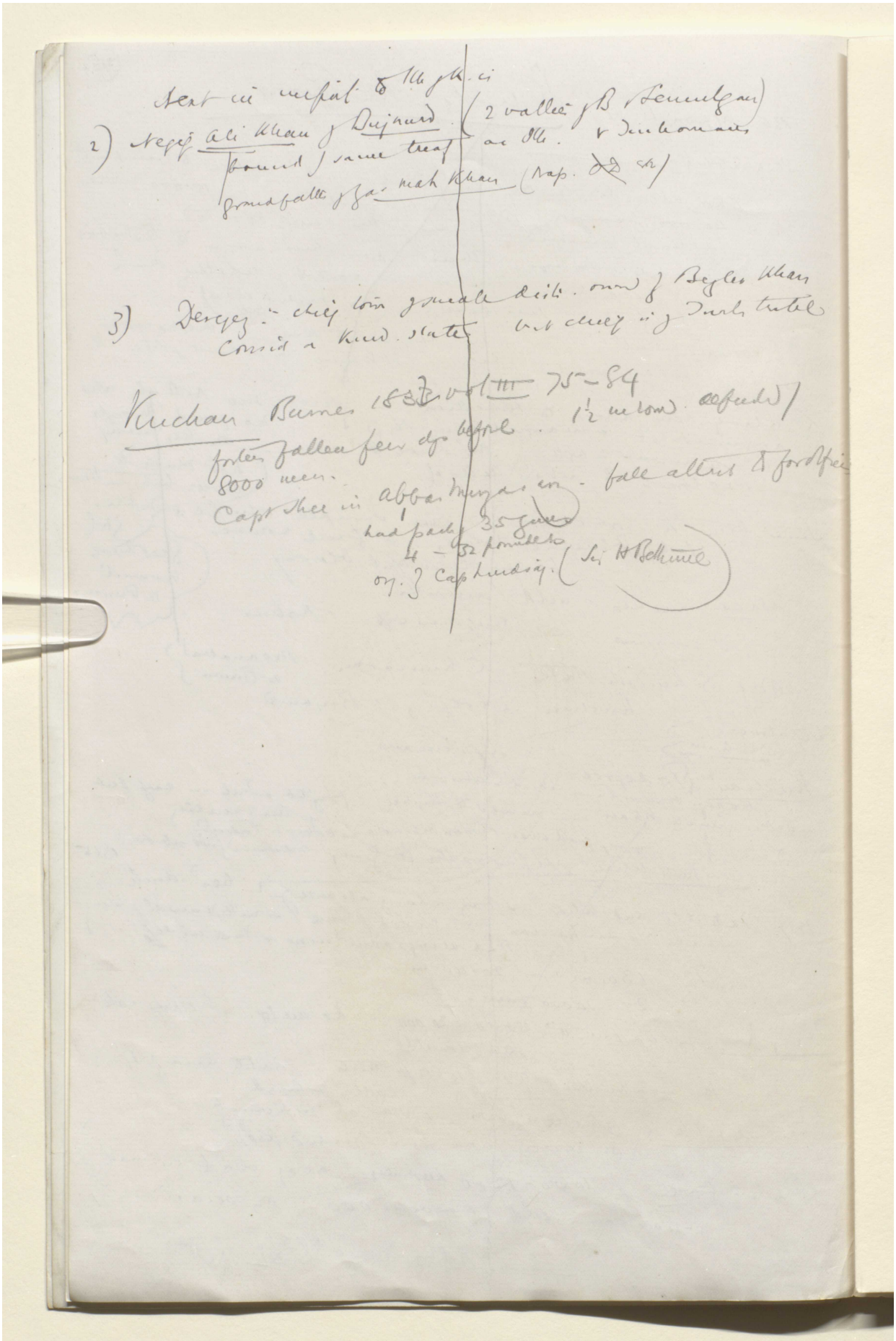

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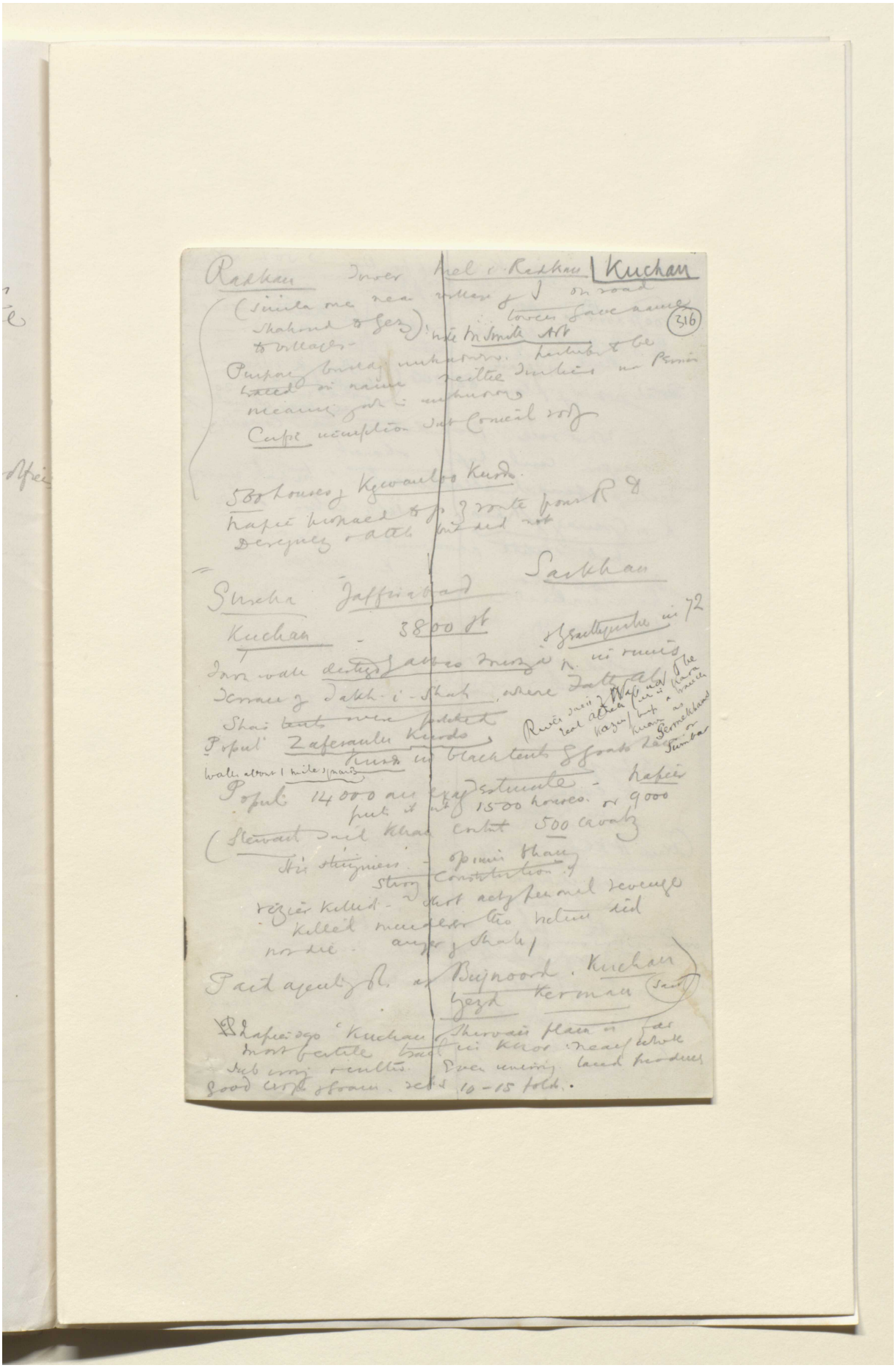

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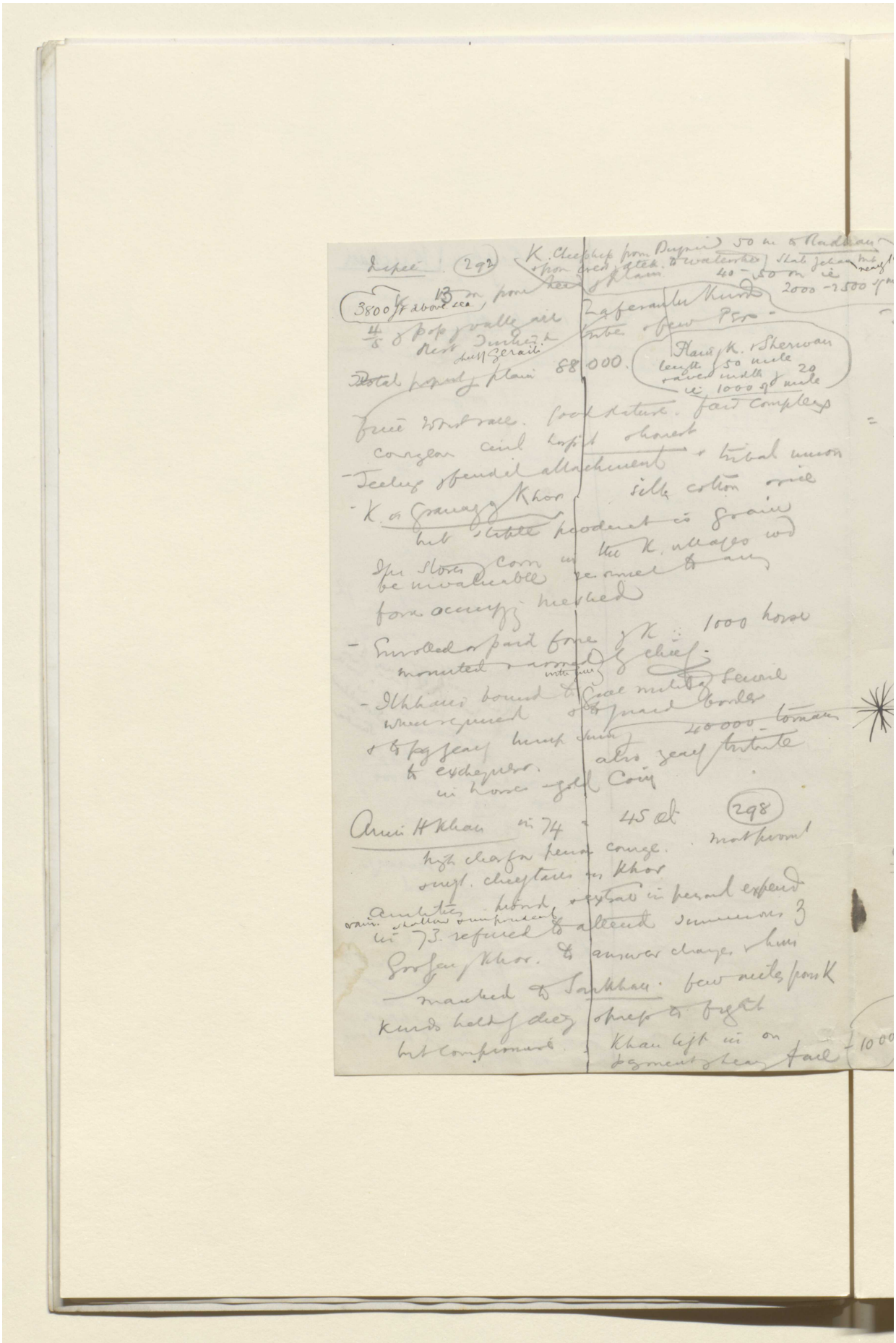

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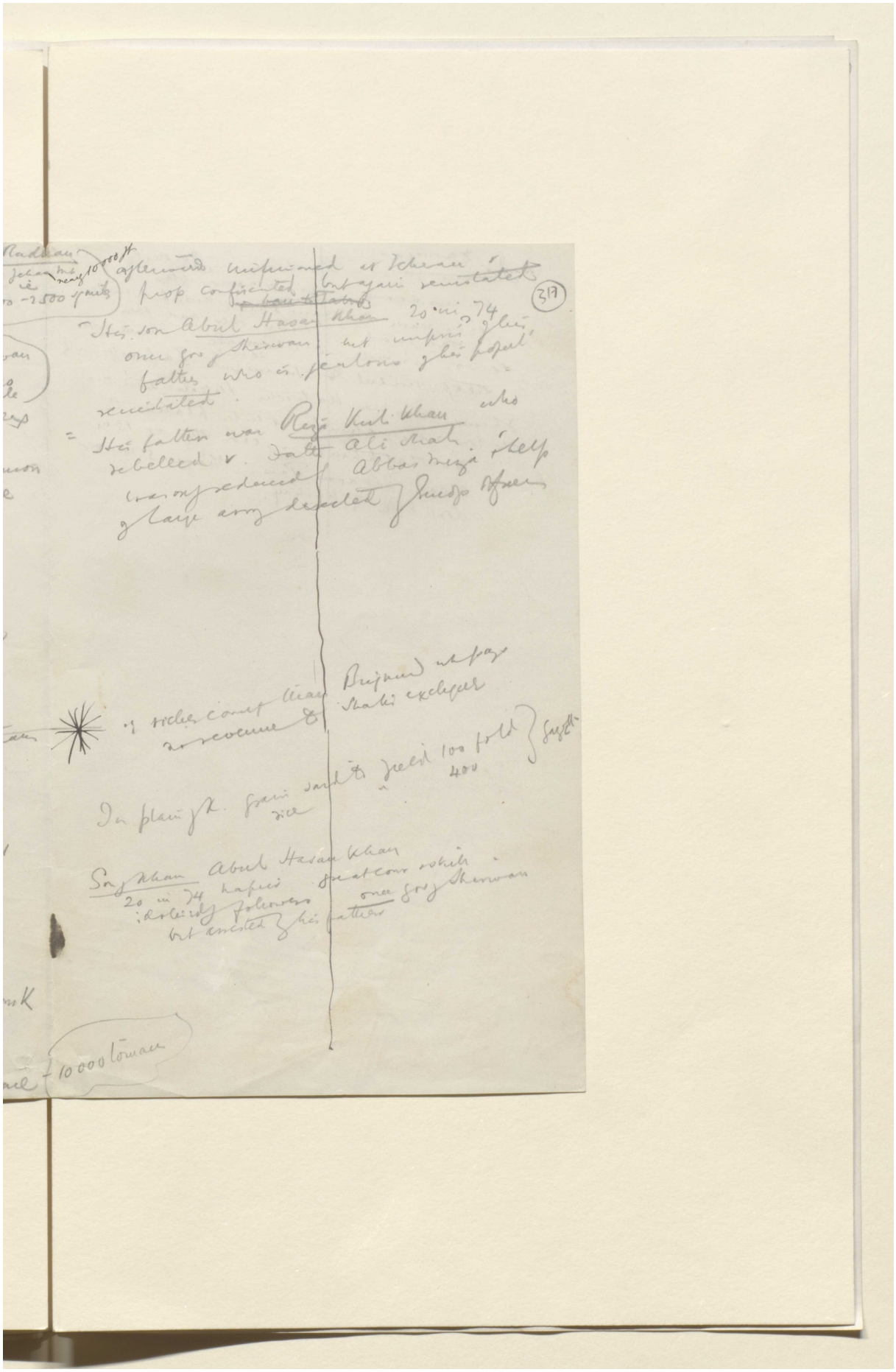

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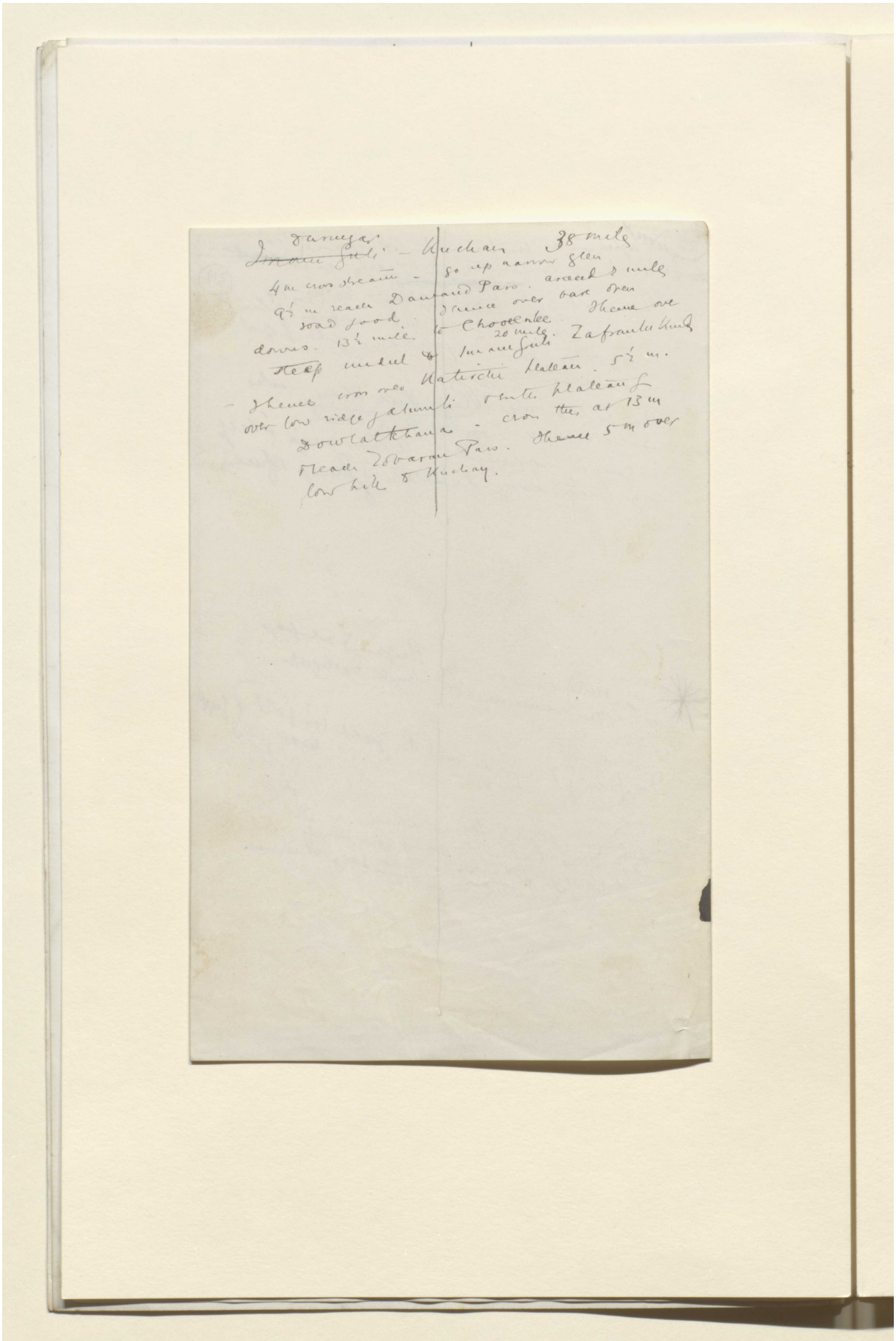

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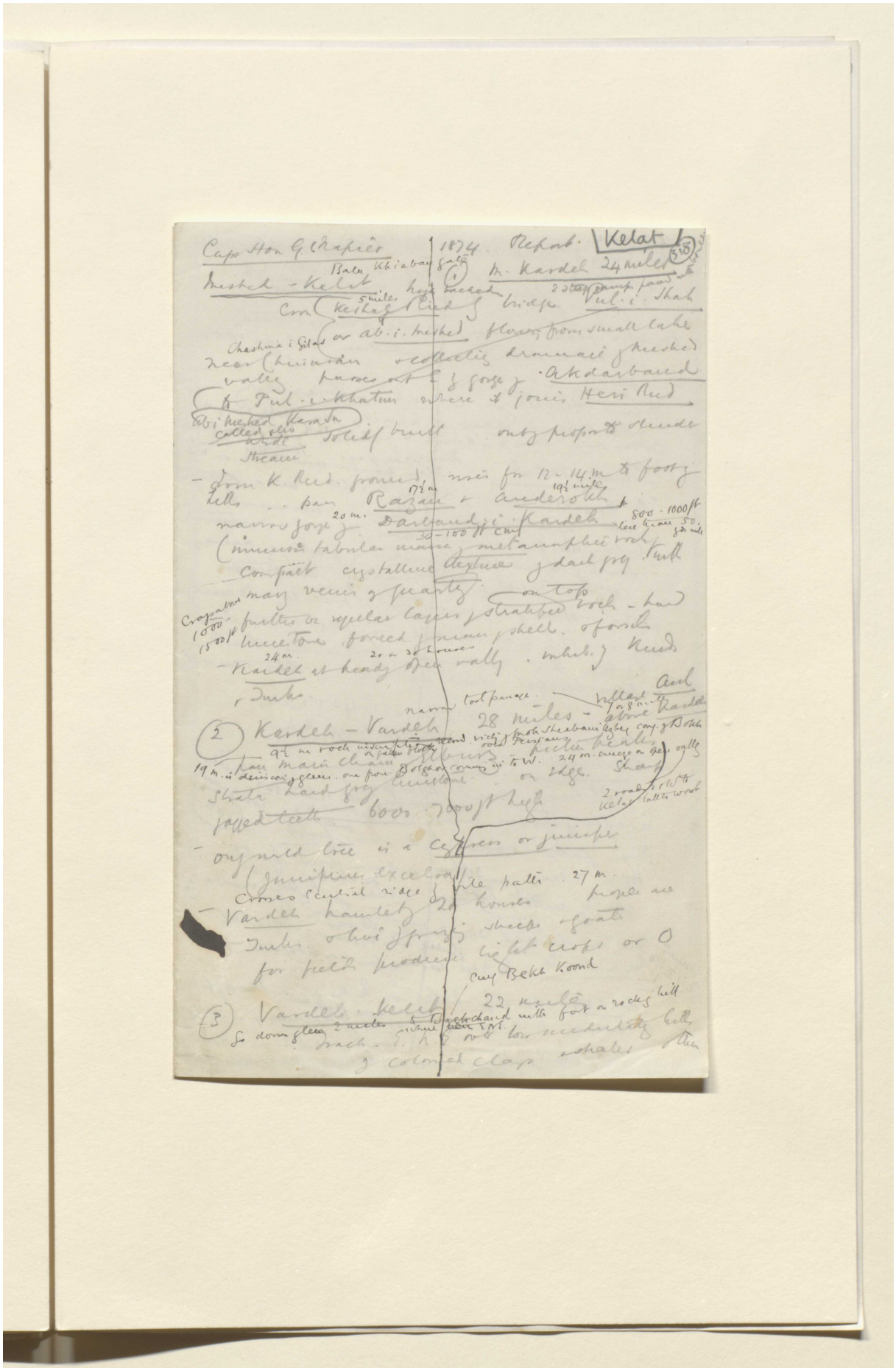

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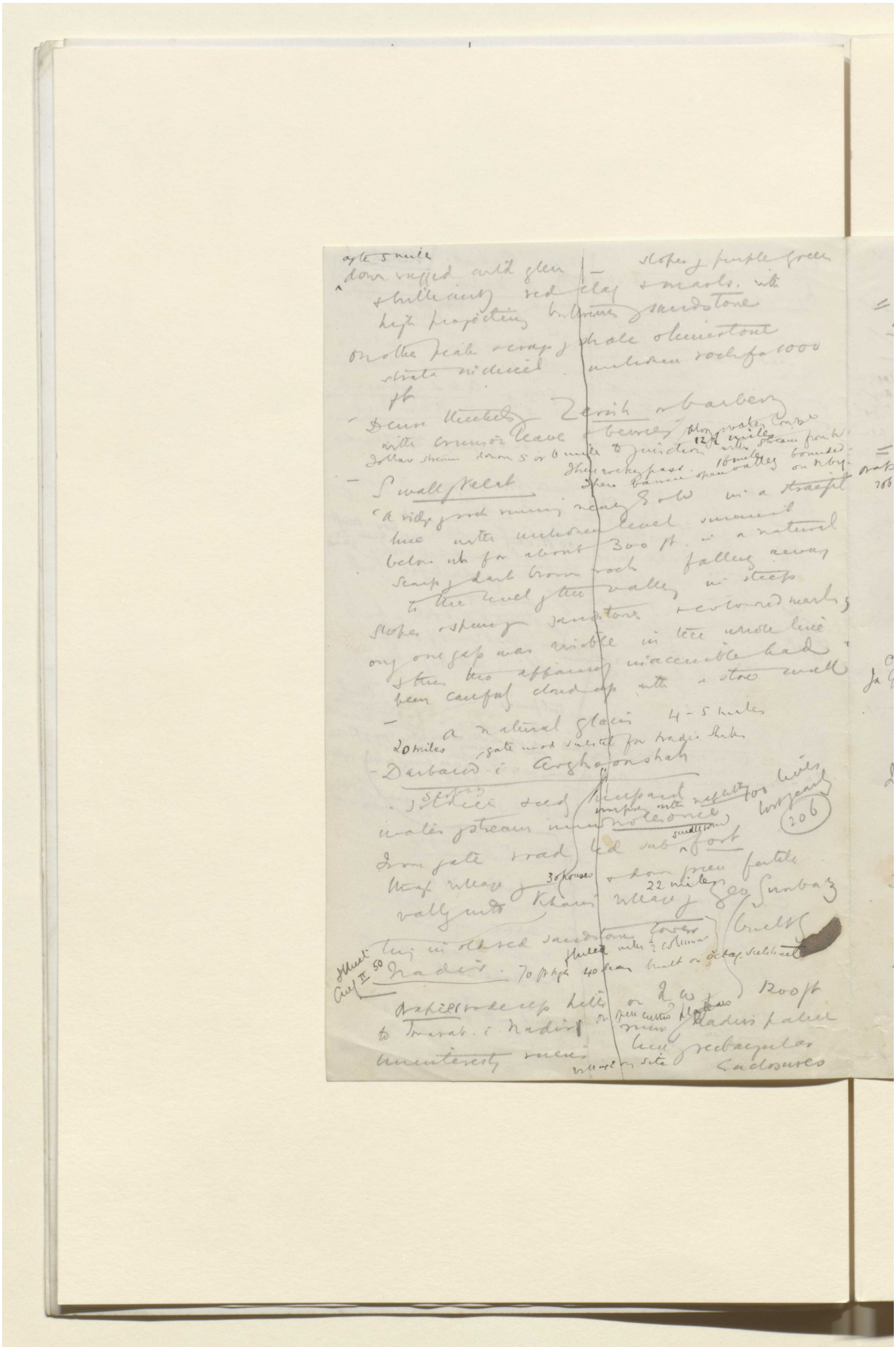

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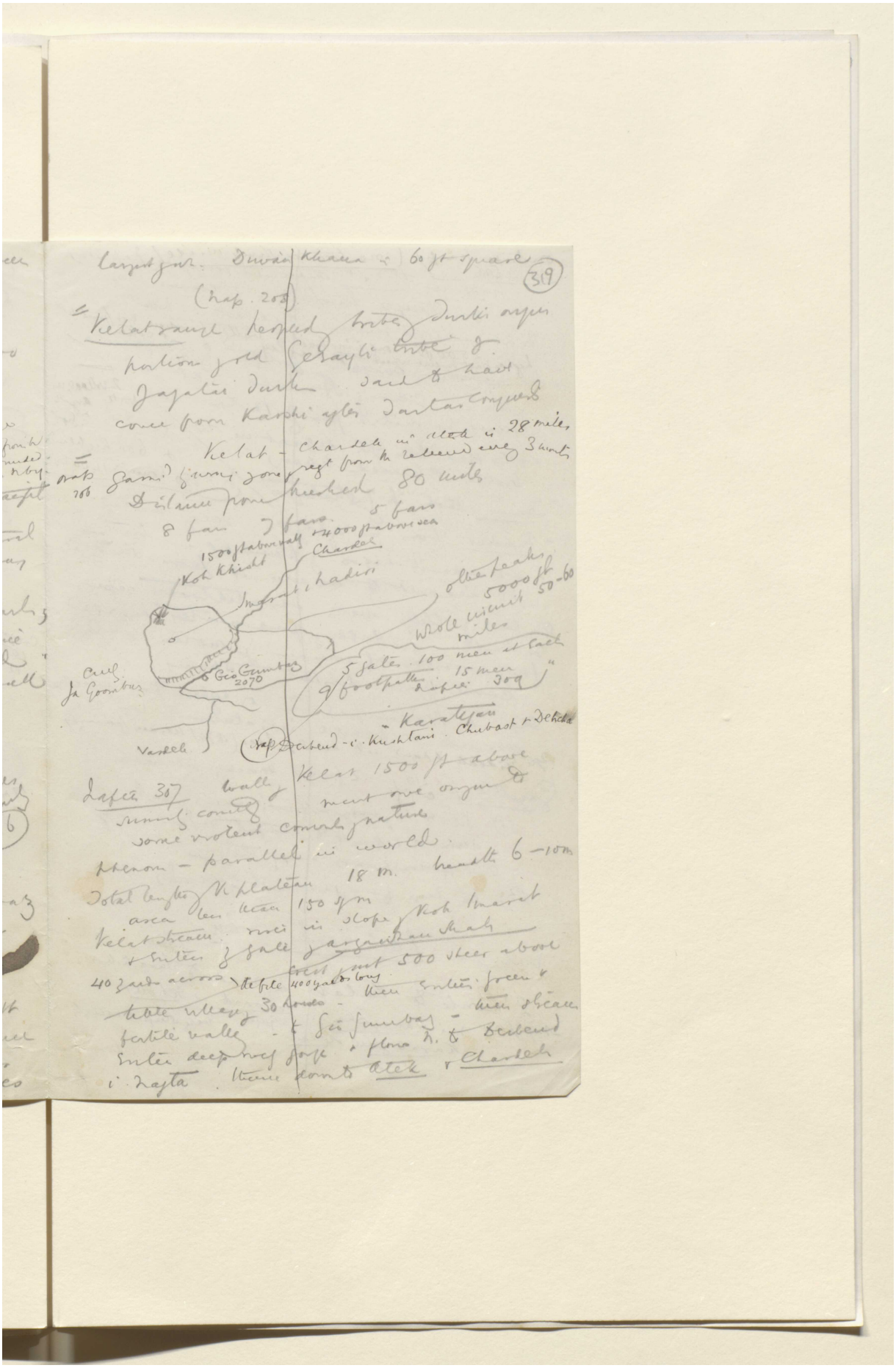

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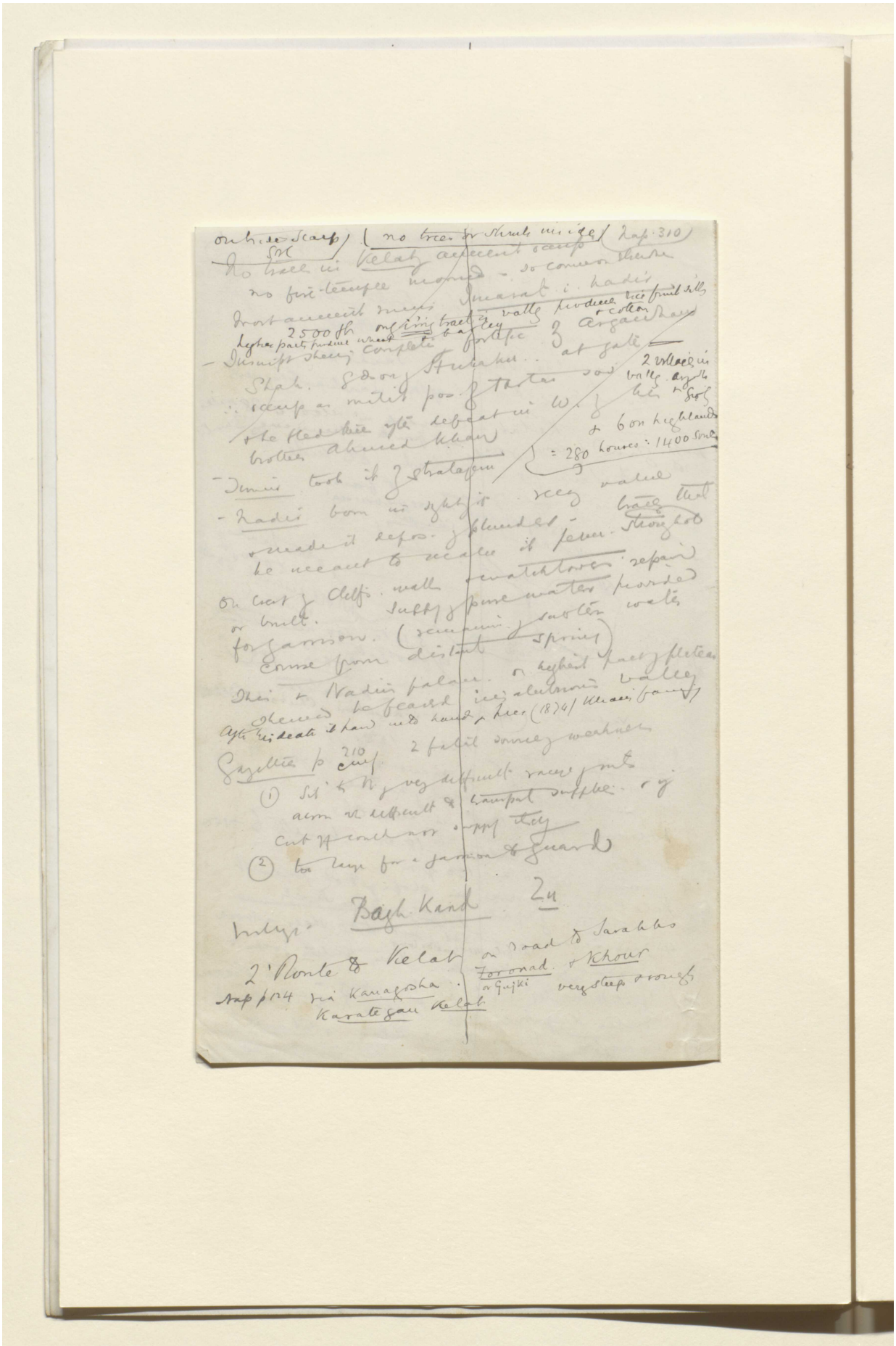

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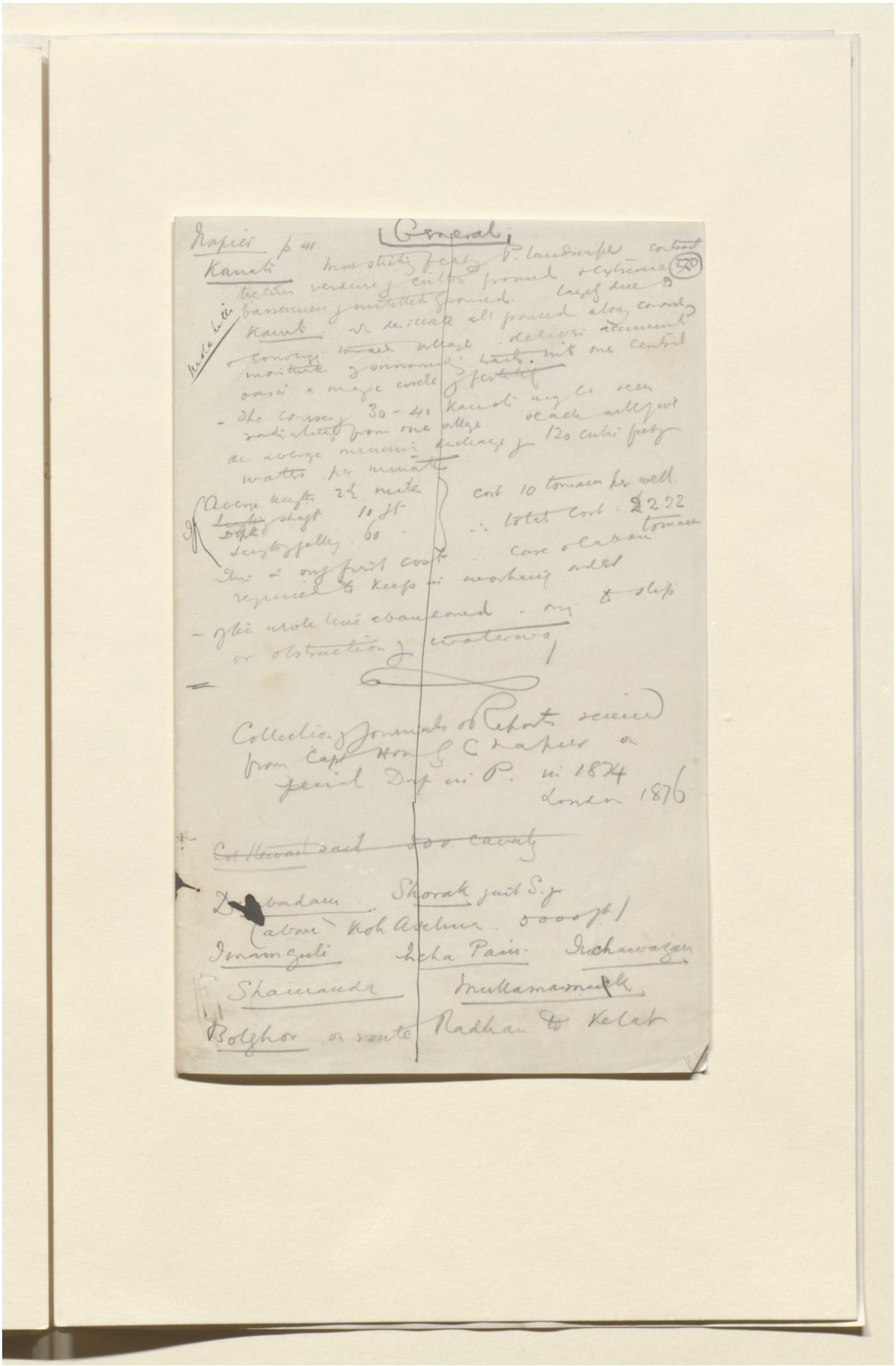

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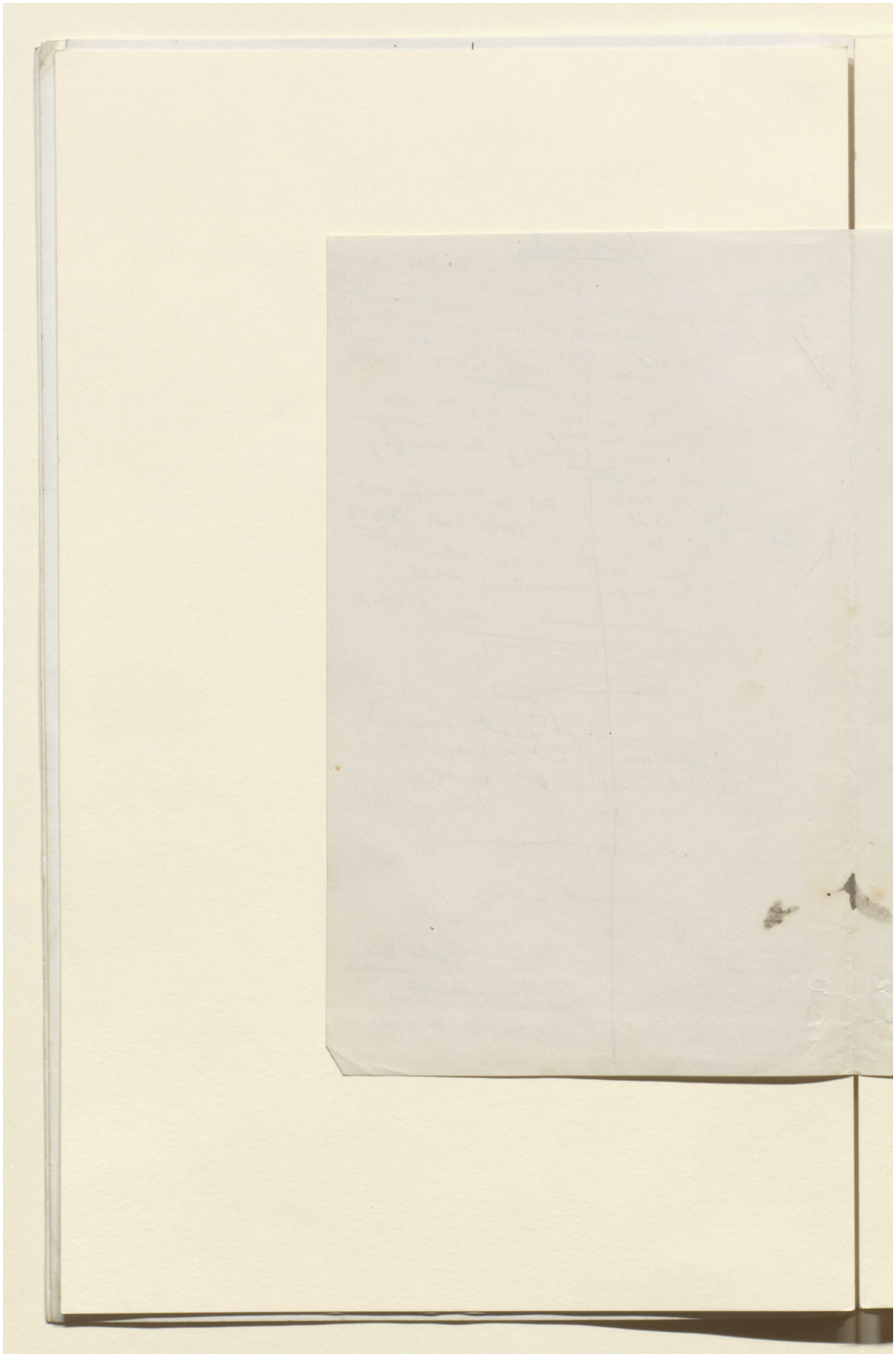

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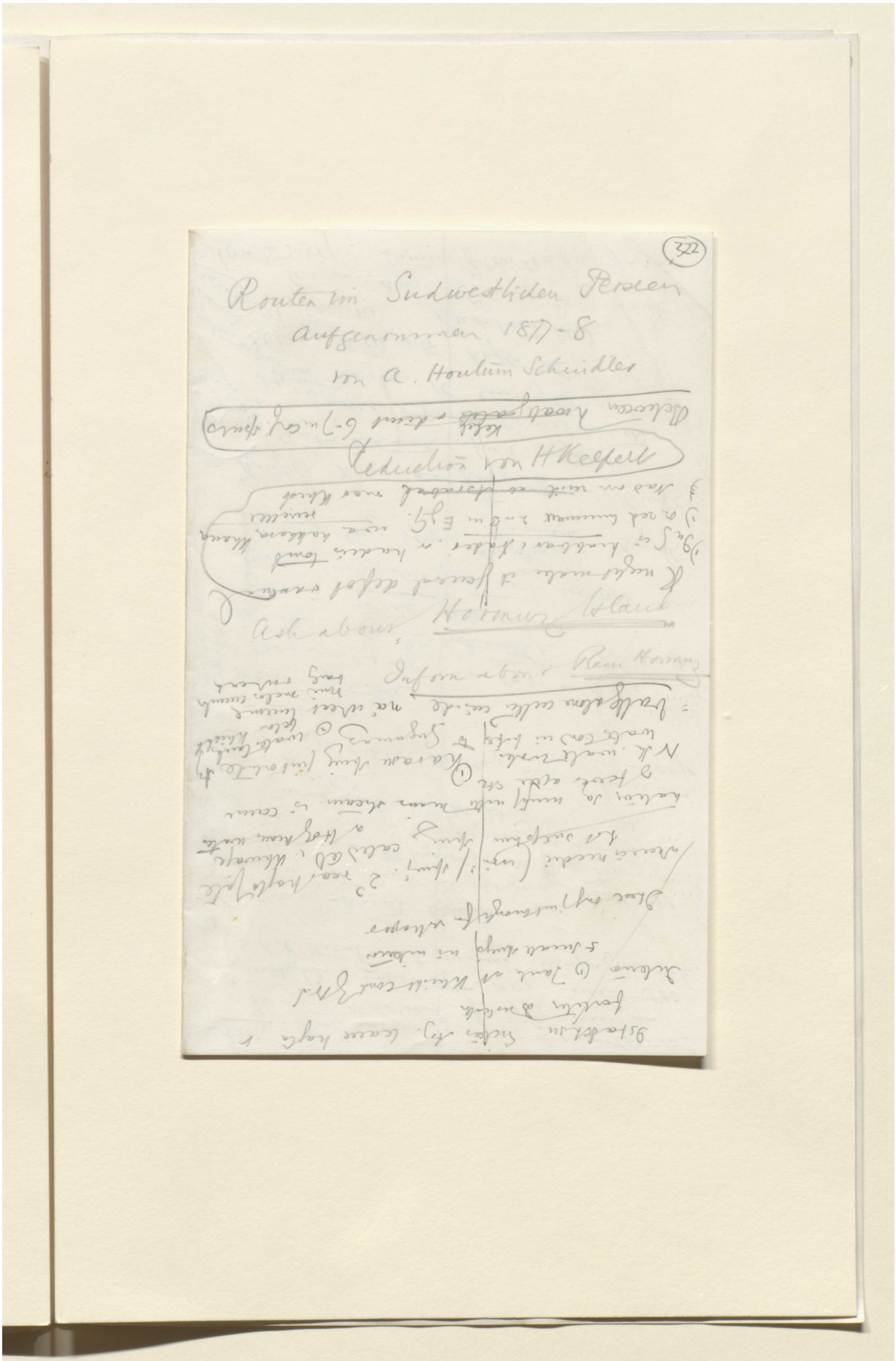

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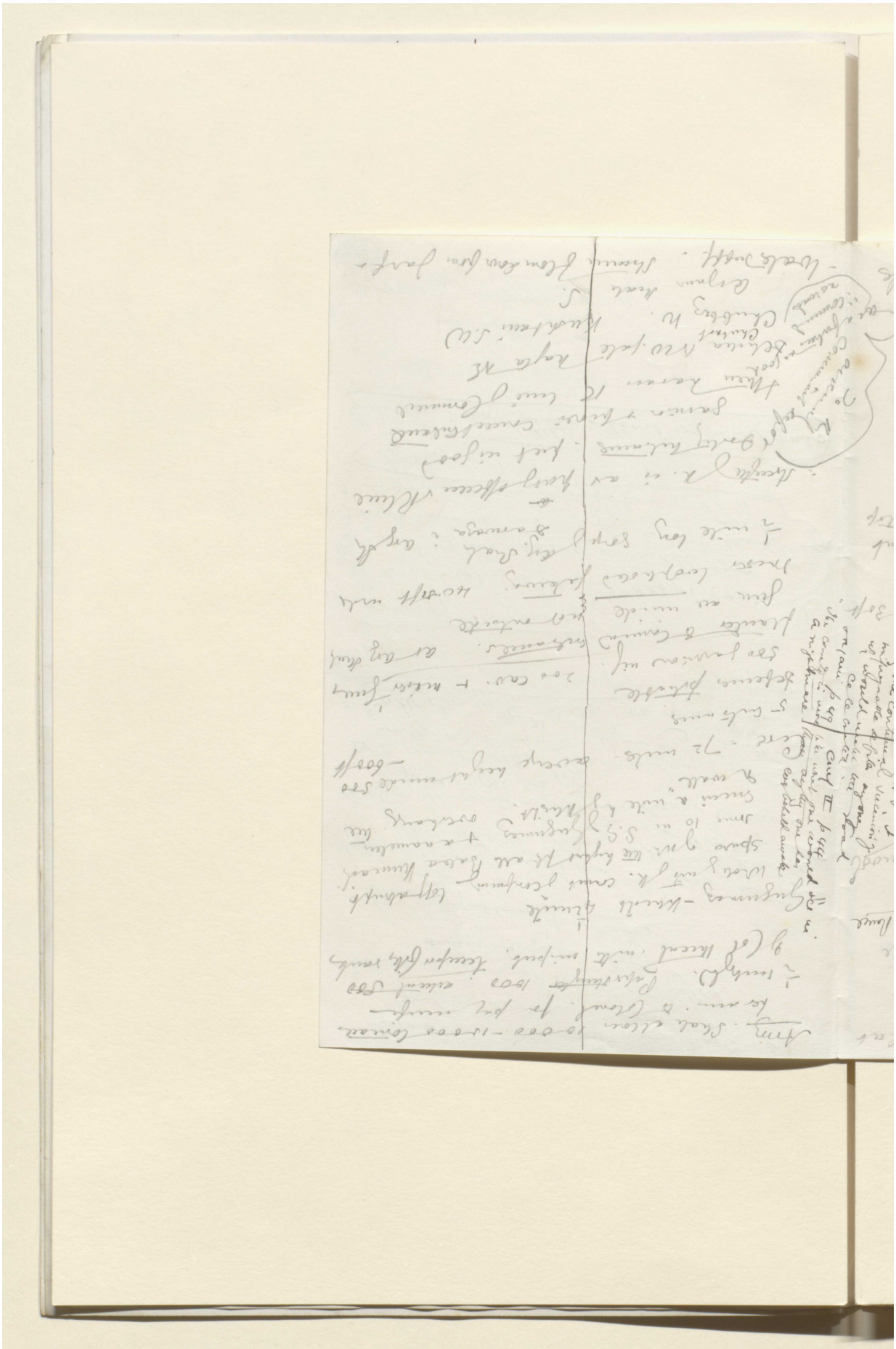

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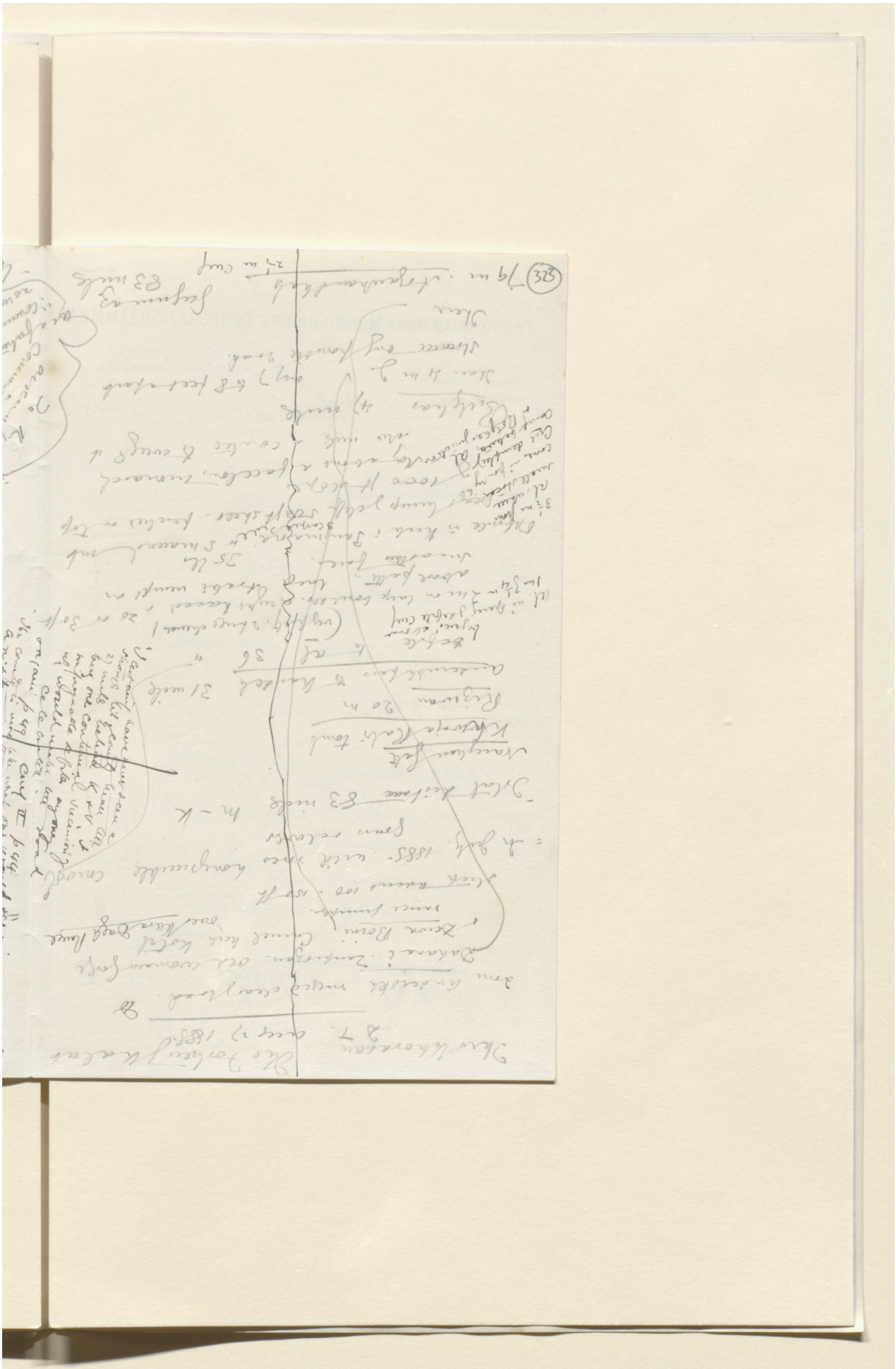

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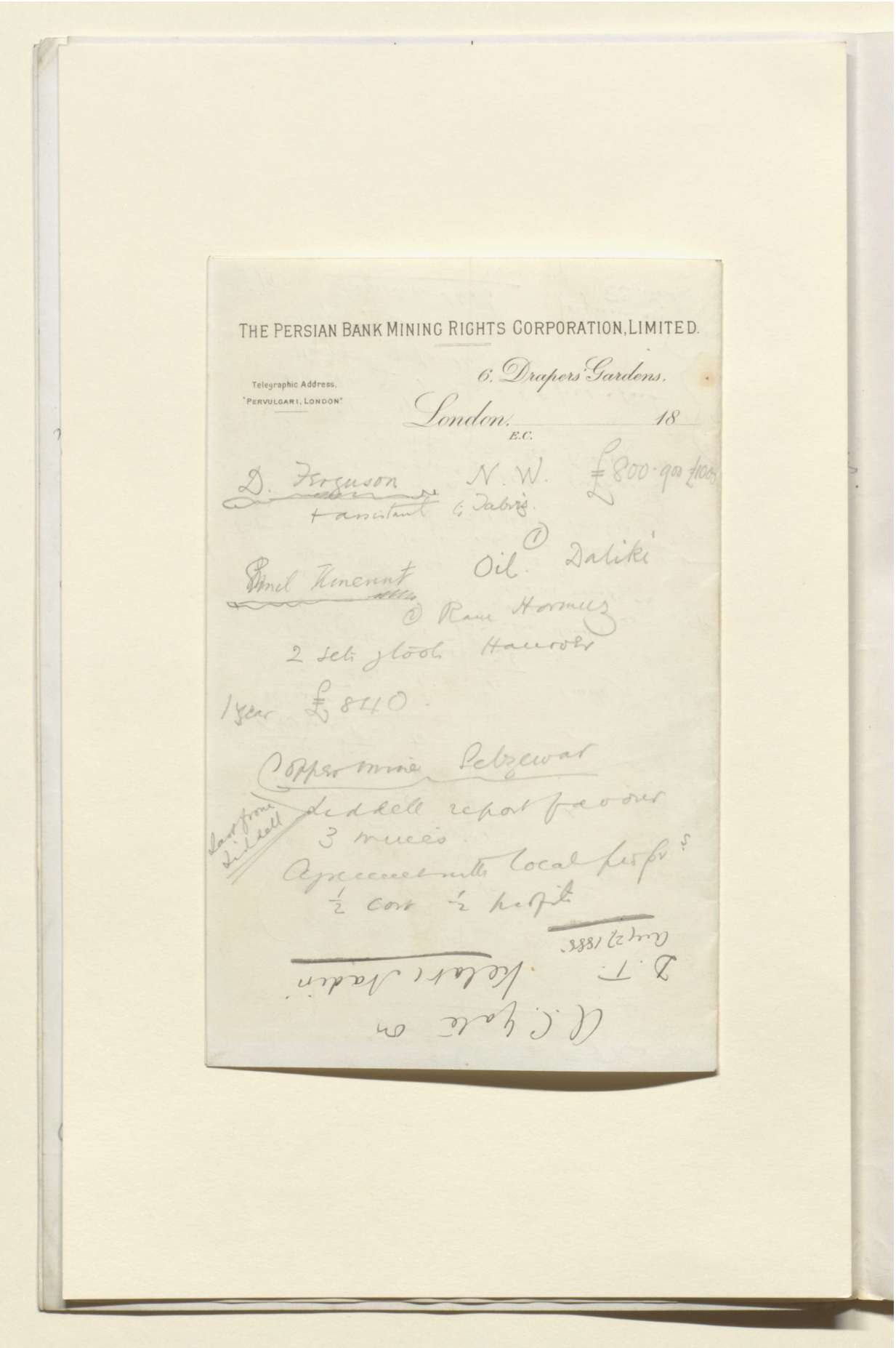

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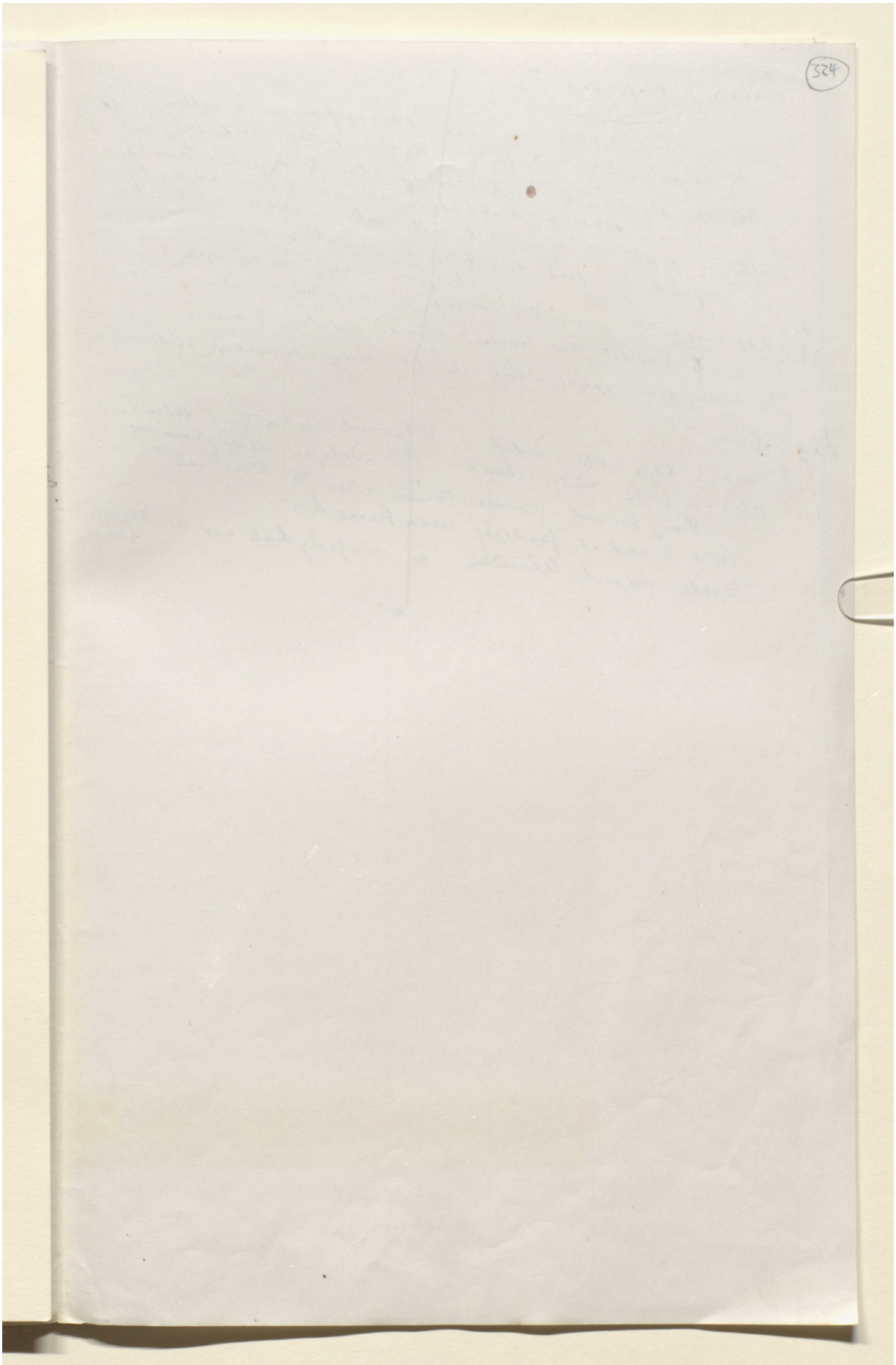

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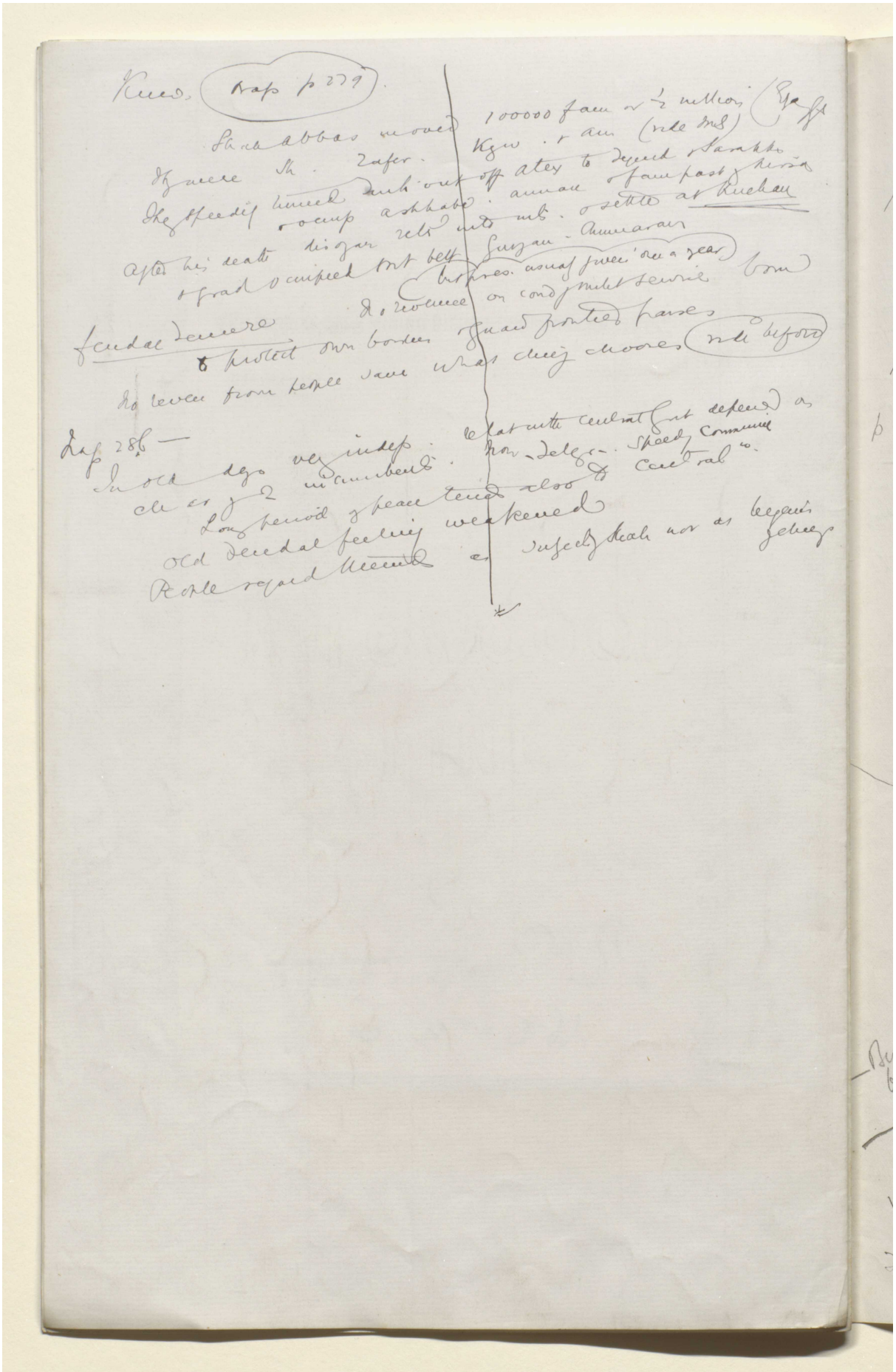

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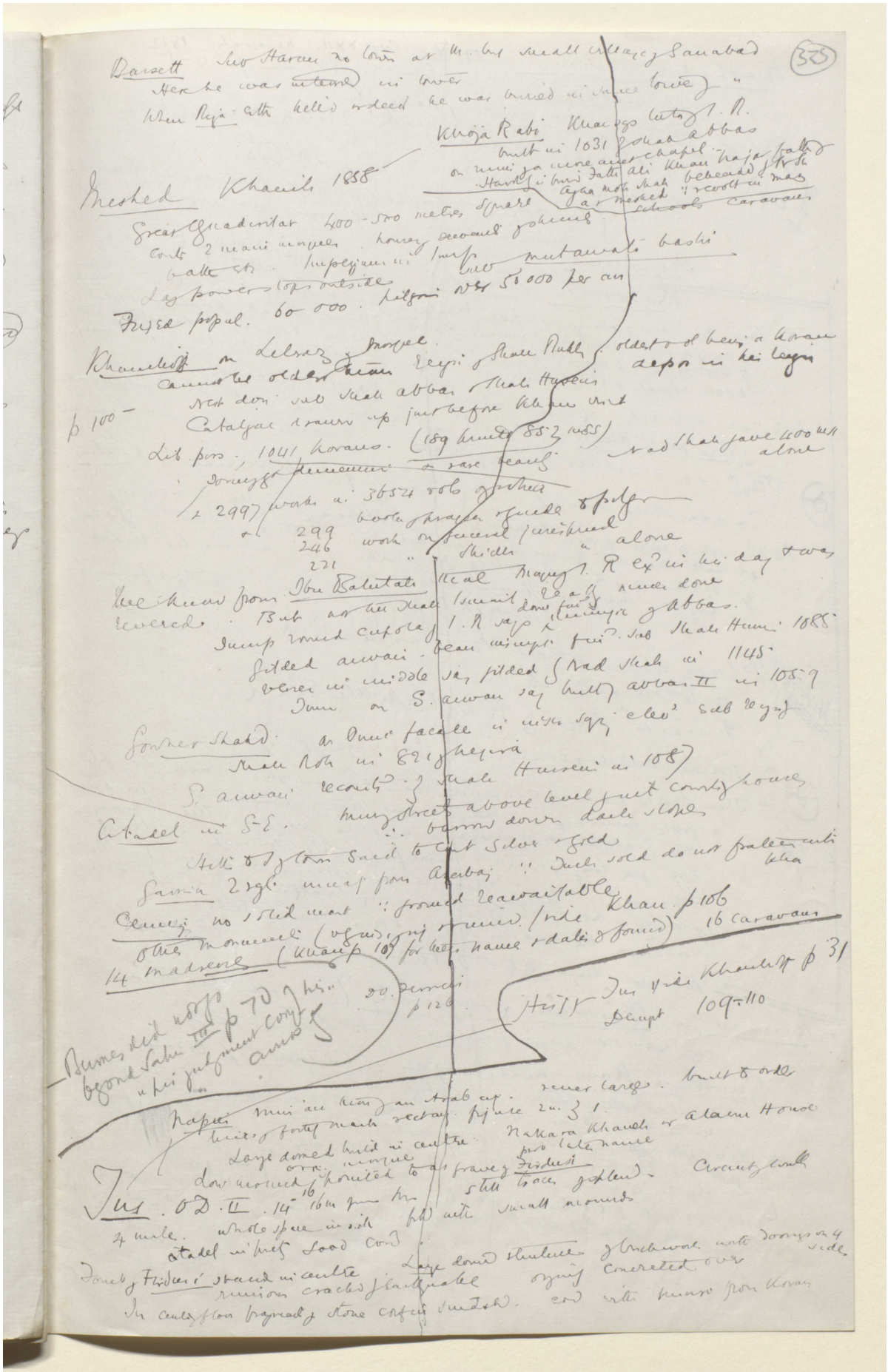

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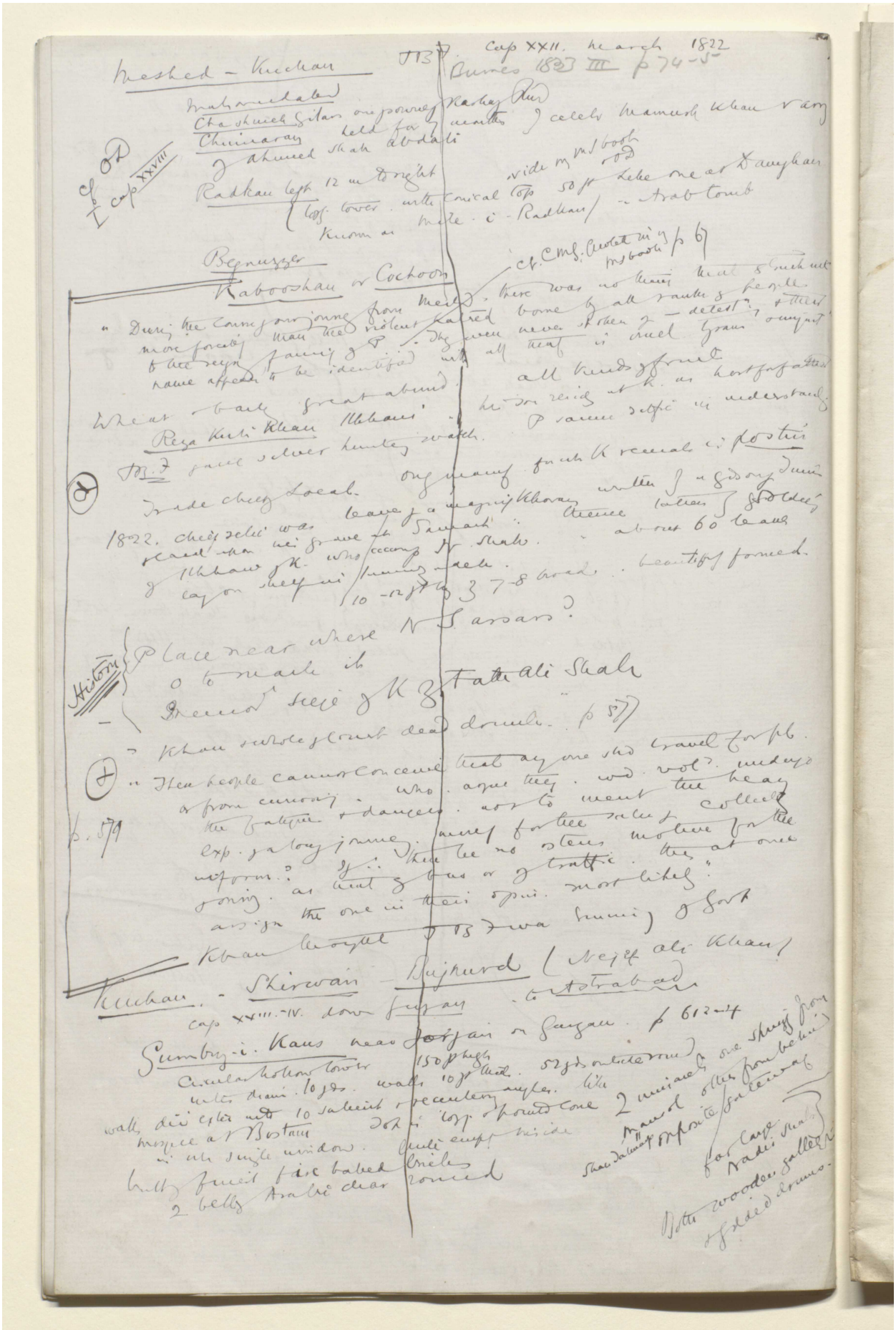

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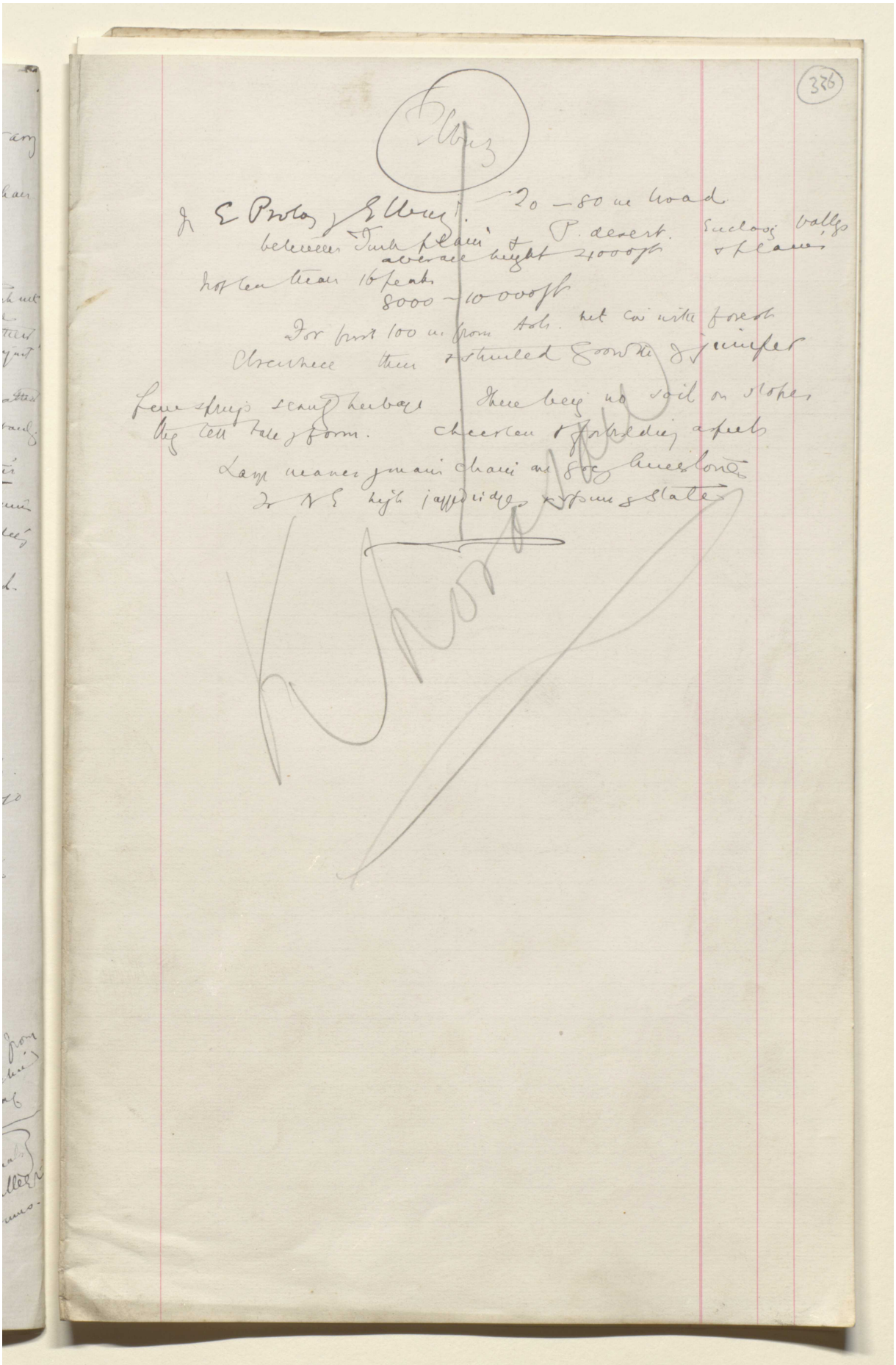

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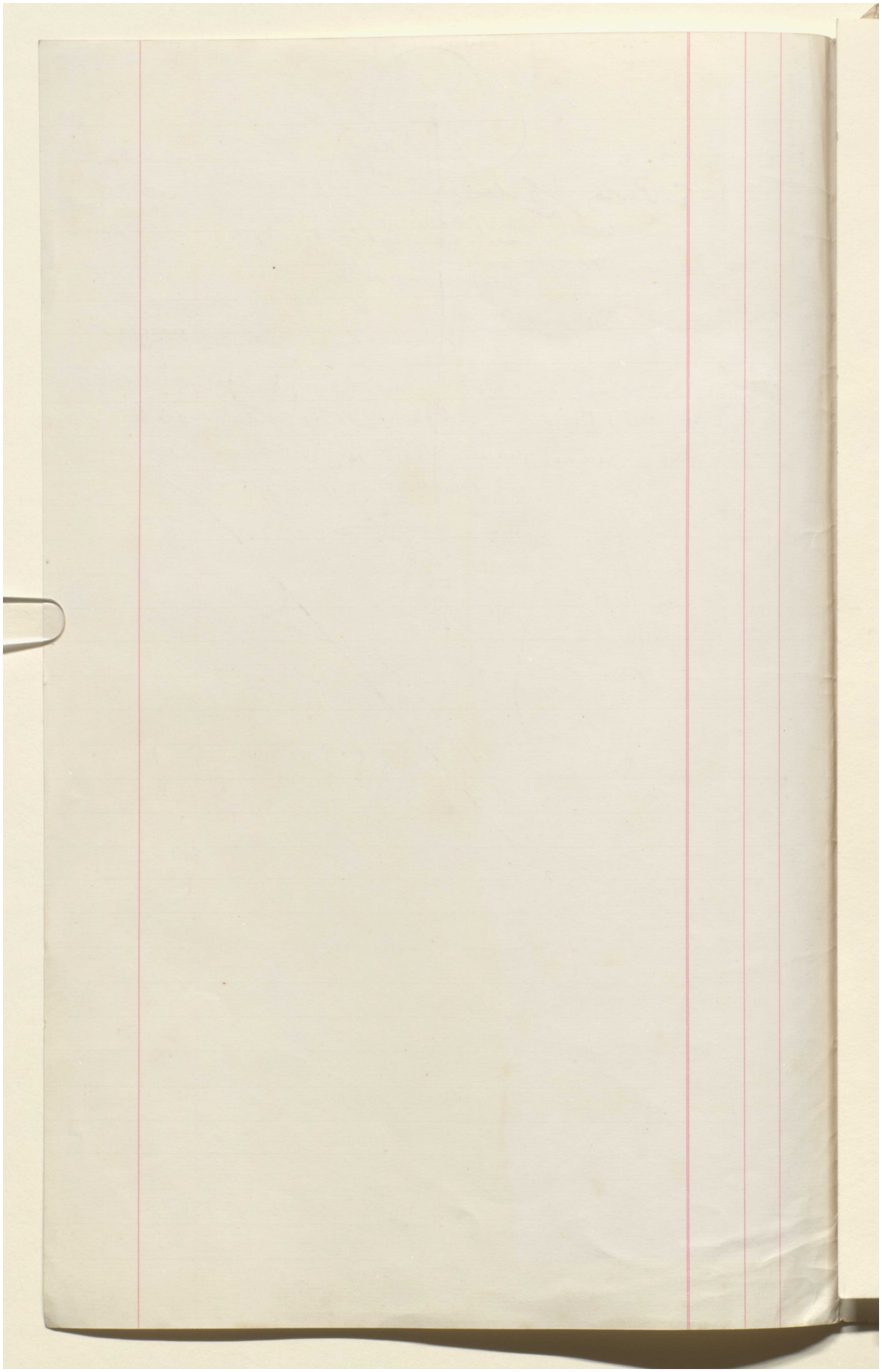

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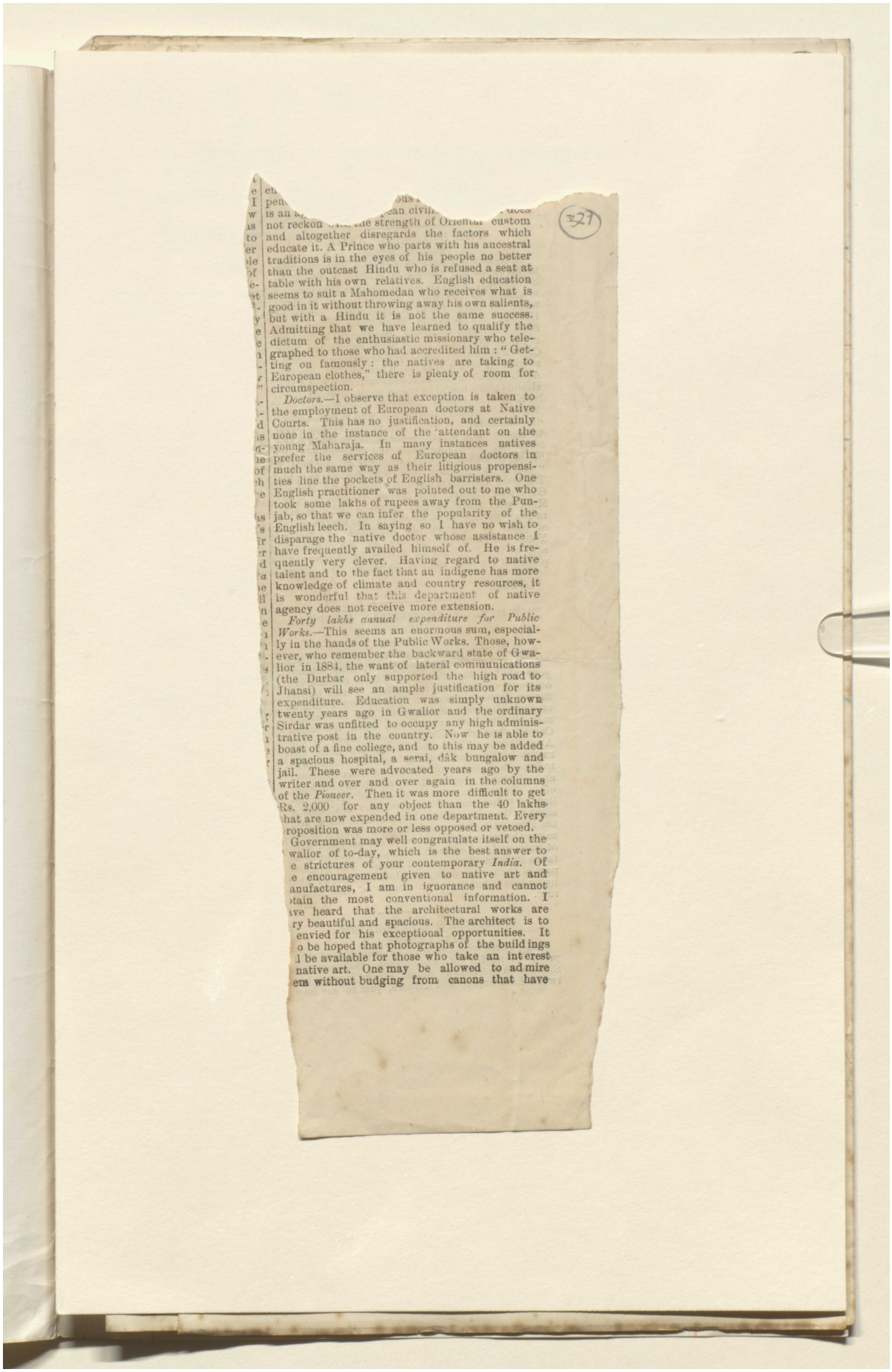

(327)

not reckon ... the strength of Oriental custom and altogether disregards the factors which educate it. A Prince who parts with his ancestral traditions is in the eyes of his people no better than the outcast Hindu who is refused a seat at table with his own relatives. English education seems to suit a Mahomedan who receives what is good in it without throwing away his own salients, but with a Hindu it is not the same success. Admitting that we have learned to qualify the dictum of the enthusiastic missionary who telegraphed to those who had accredited him: "Getting on famously: the natives are taking to European clothes," there is plenty of room for circumspection.

Doctors.—I observe that exception is taken to the employment of European doctors at Native Courts. This has no justification, and certainly none in the instance of the attendant on the young Maharaja. In many instances natives prefer the services of European doctors in much the same way as their litigious propensities line the pockets of English barristers. One English practitioner was pointed out to me who took some lakhs of rupees away from the Punjab, so that we can infer the popularity of the English leech. In saying so I have no wish to disparage the native doctor whose assistance I have frequently availed himself of. He is frequently very clever. Having regard to native talent and to the fact that an indigene has more knowledge of climate and country resources, it is wonderful that this department of native agency does not receive more extension.

Forty lakhs annual expenditure for Public Works.—This seems an enormous sum, especially in the hands of the Public Works. Those, however, who remember the backward state of Gwalior in 1884, the want of lateral communications (the Durbar only supported the high road to Jhansi) will see an ample justification for its expenditure. Education was simply unknown twenty years ago in Gwalior and the ordinary Sirdar was unfitted to occupy any high administrative post in the country. Now he is able to boast of a fine college, and to this may be added a spacious hospital, a serai, dâk bungalow and jail. These were advocated years ago by the writer and over and over again in the columns of the *Pioneer*. Then it was more difficult to get Rs. 2,000 for any object than the 40 lakhs that are now expended in one department. Every proposition was more or less opposed or vetoed.

Government may well congratulate itself on the walior of to-day, which is the best answer to e strictures of your contemporary *India*. Of e encouragement given to native art and anufactures, I am in ignorance and cannot btain the most conventional information. I ive heard that the architectural works are ry beautiful and spacious. The architect is to envied for his exceptional opportunities. It o be hoped that photographs of the build ings l be available for those who take an interest native art. One may be allowed to admire em without budging from canons that have

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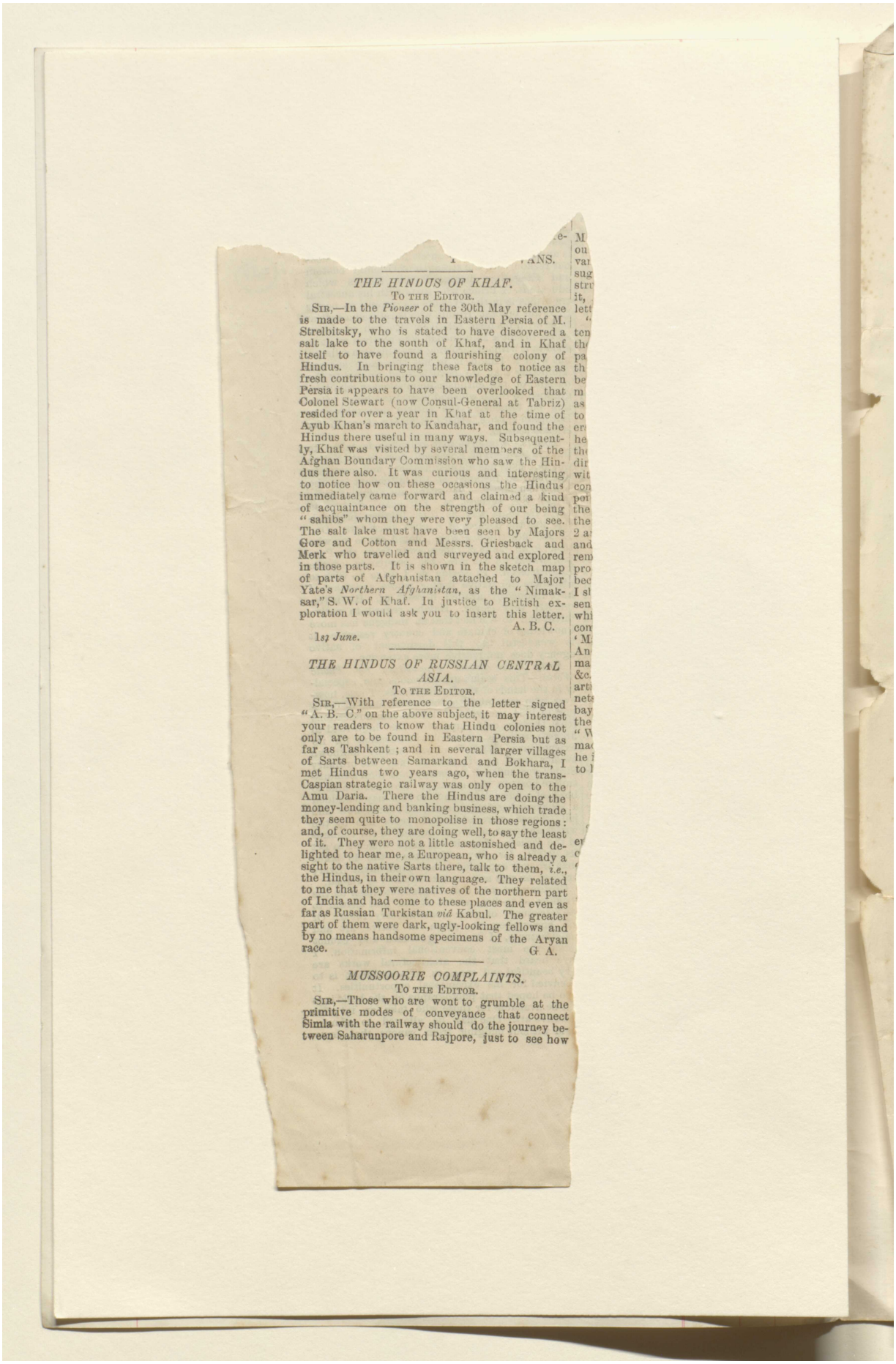

...ANS.

THE HINDUS OF KHAF.

To the Editor.

Sir,—In the *Pioneer* of the 30th May reference is made to the travels in Eastern Persia of M. Strelbitsky, who is stated to have discovered a salt lake to the south of Khaf, and in Khaf itself to have found a flourishing colony of Hindus. In bringing these facts to notice as fresh contributions to our knowledge of Eastern Persia it appears to have been overlooked that Colonel Stewart (now Consul-General at Tabriz) resided for over a year in Khaf at the time of Ayub Khan's march to Kandahar, and found the Hindus there useful in many ways. Subsequently, Khaf was visited by several members of the Afghan Boundary Commission who saw the Hindus there also. It was curious and interesting to notice how on these occasions the Hindus immediately came forward and claimed a kind of acquaintance on the strength of our being "sahibs" whom they were very pleased to see. The salt lake must have been seen by Majors Gore and Cotton and Messrs. Griesback and Merk who travelled and surveyed and explored in those parts. It is shown in the sketch map of parts of Afghanistan attached to Major Yate's *Northern Afghanistan*, as the "Nimaksar," S. W. of Khaf. In justice to British exploration I would ask you to insert this letter.

A. B. C.

1st *June.*

THE HINDUS OF RUSSIAN CENTRAL ASIA.

To the Editor.

Sir,—With reference to the letter signed "A. B. C." on the above subject, it may interest your readers to know that Hindu colonies not only are to be found in Eastern Persia but as far as Tashkent; and in several larger villages of Sarts between Samarkand and Bokhara, I met Hindus two years ago, when the trans-Caspian strategic railway was only open to the Amu Daria. There the Hindus are doing the money-lending and banking business, which trade they seem quite to monopolise in those regions: and, of course, they are doing well, to say the least of it. They were not a little astonished and delighted to hear me, a European, who is already a sight to the native Sarts there, talk to them, *i.e.*, the Hindus, in their own language. They related to me that they were natives of the northern part of India and had come to these places and even as far as Russian Turkistan *viâ* Kabul. The greater part of them were dark, ugly-looking fellows and by no means handsome specimens of the Aryan race.

G. A.

MUSSOORIE COMPLAINTS.

To the Editor.

Sir,—Those who are wont to grumble at the primitive modes of conveyance that connect Simla with the railway should do the journey between Saharunpore and Rajpore, just to see how

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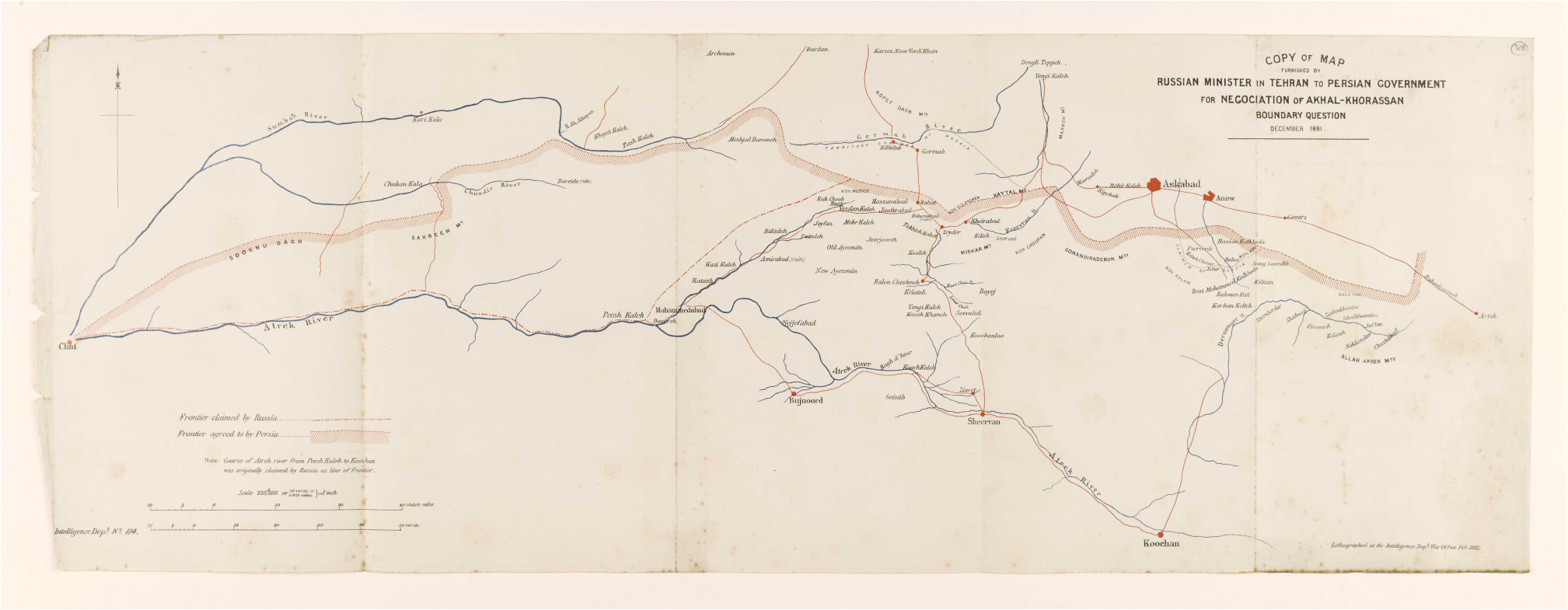

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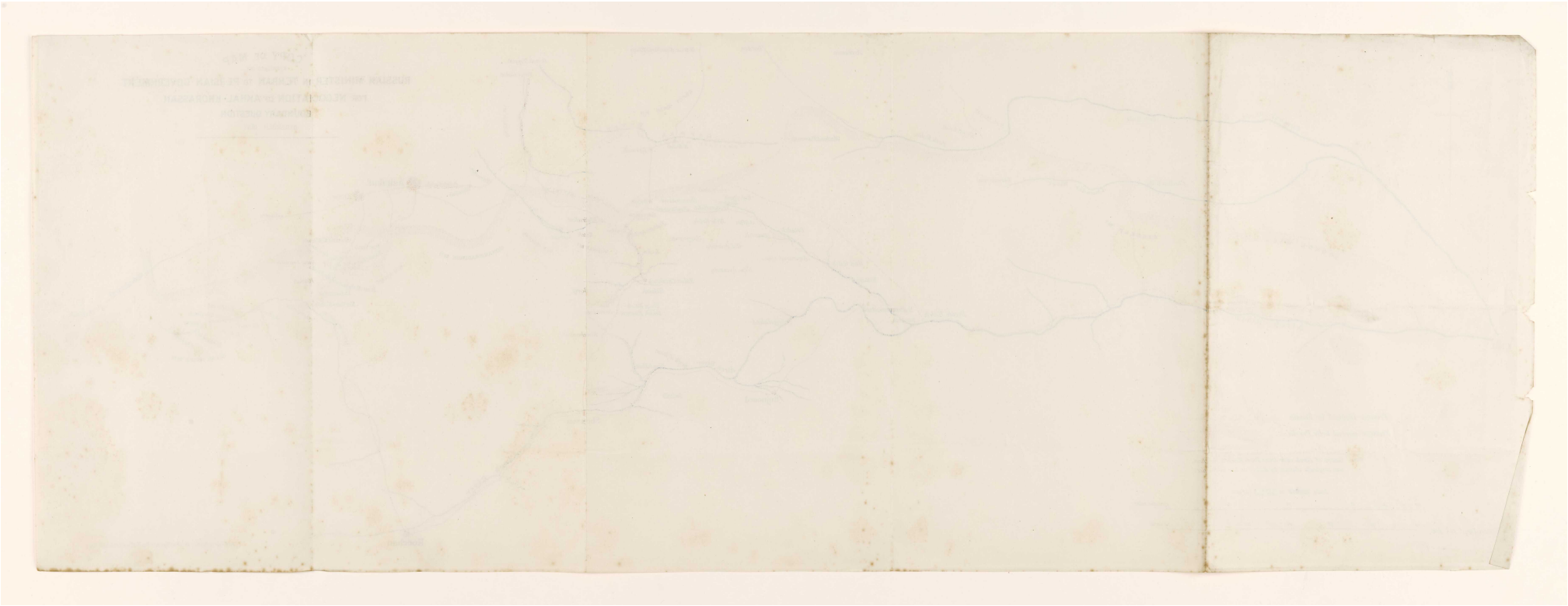

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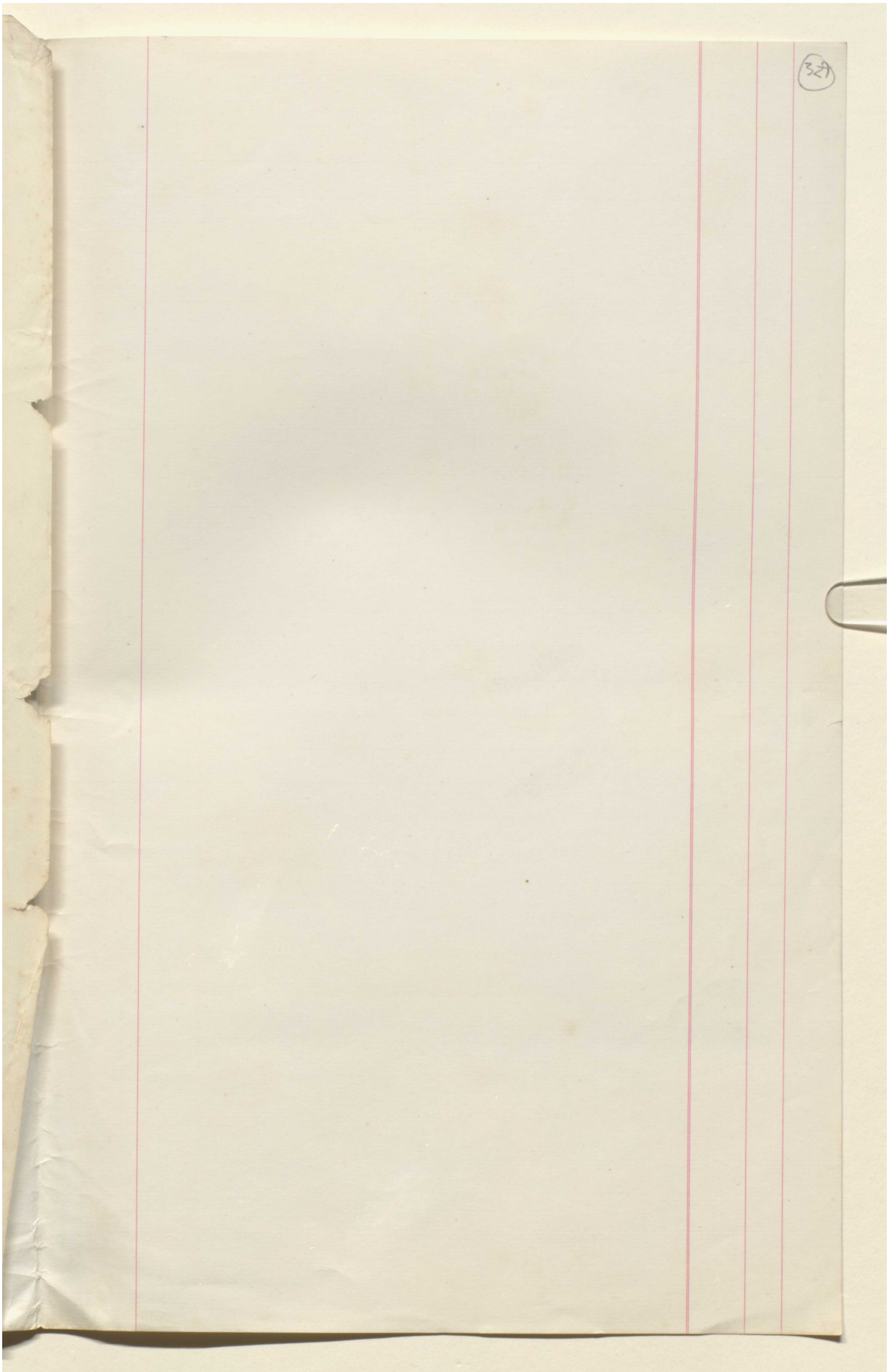

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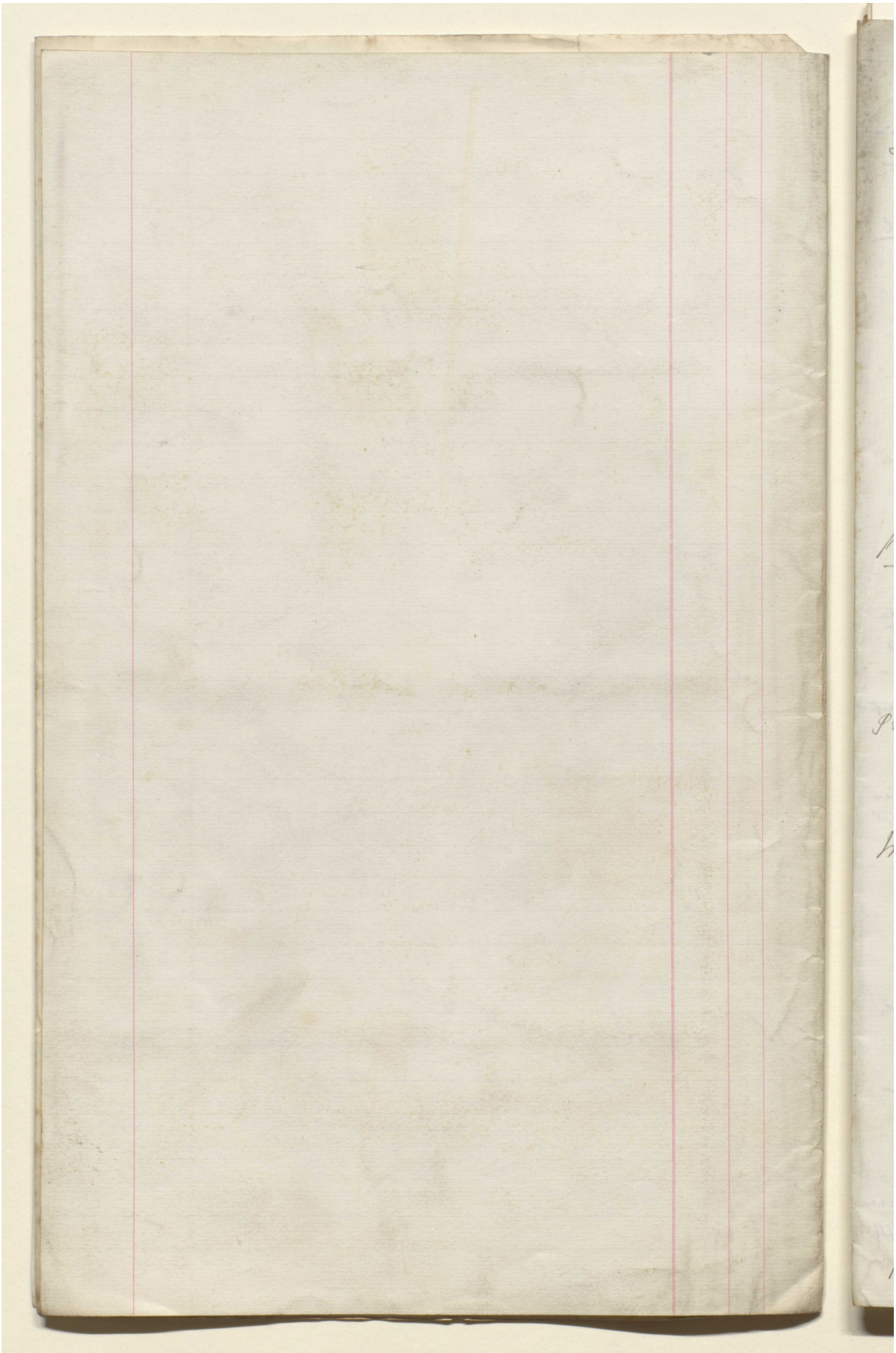

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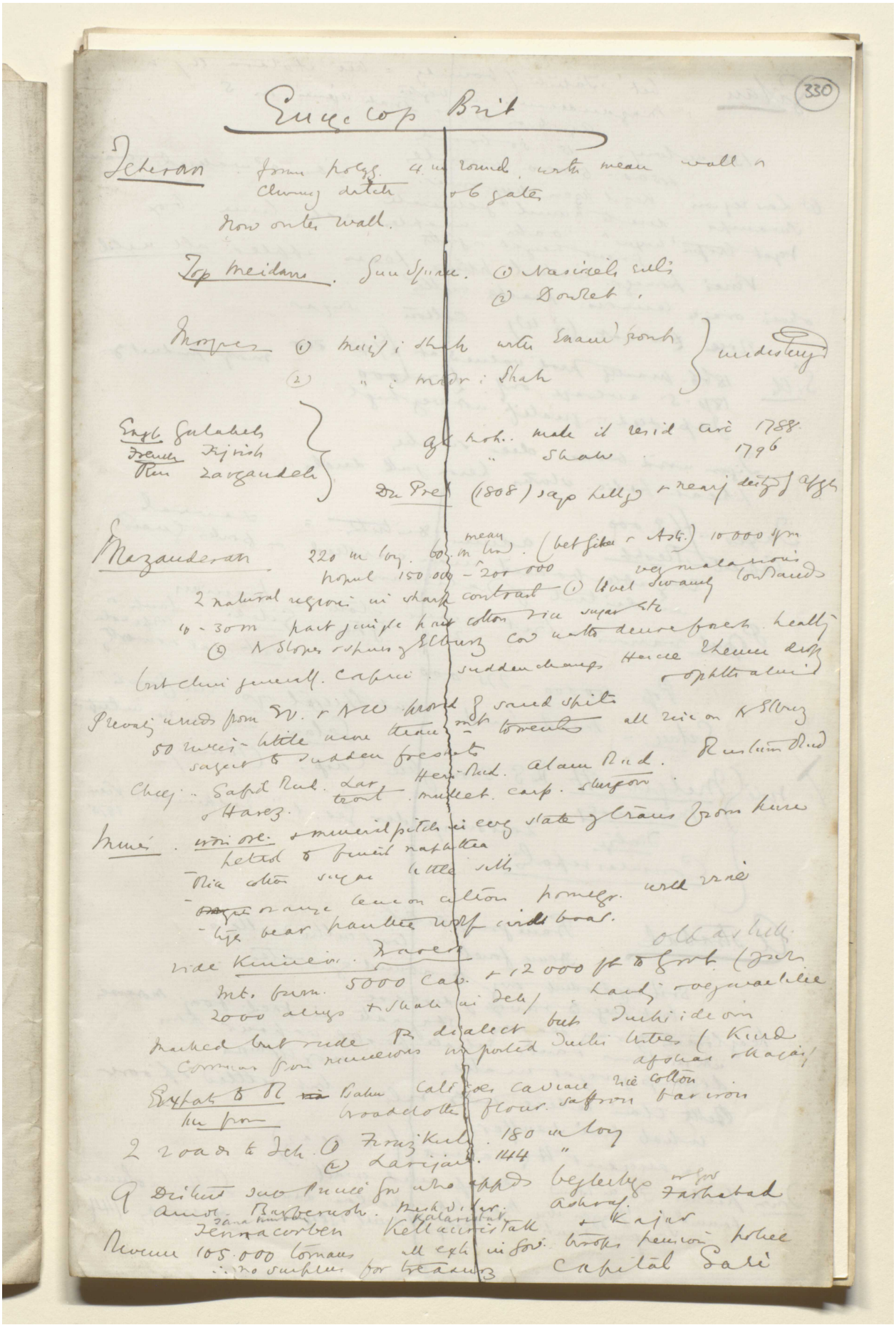

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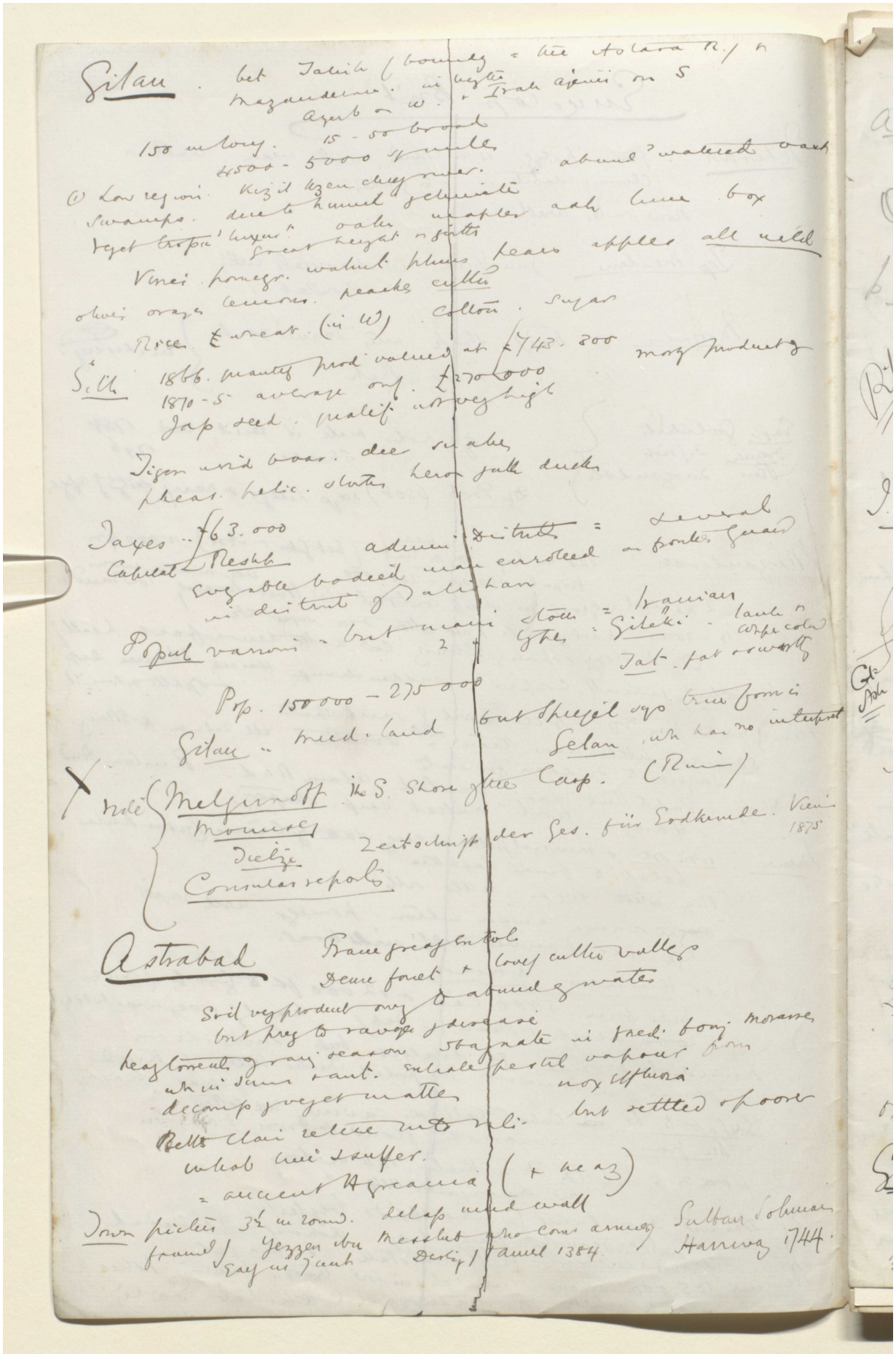

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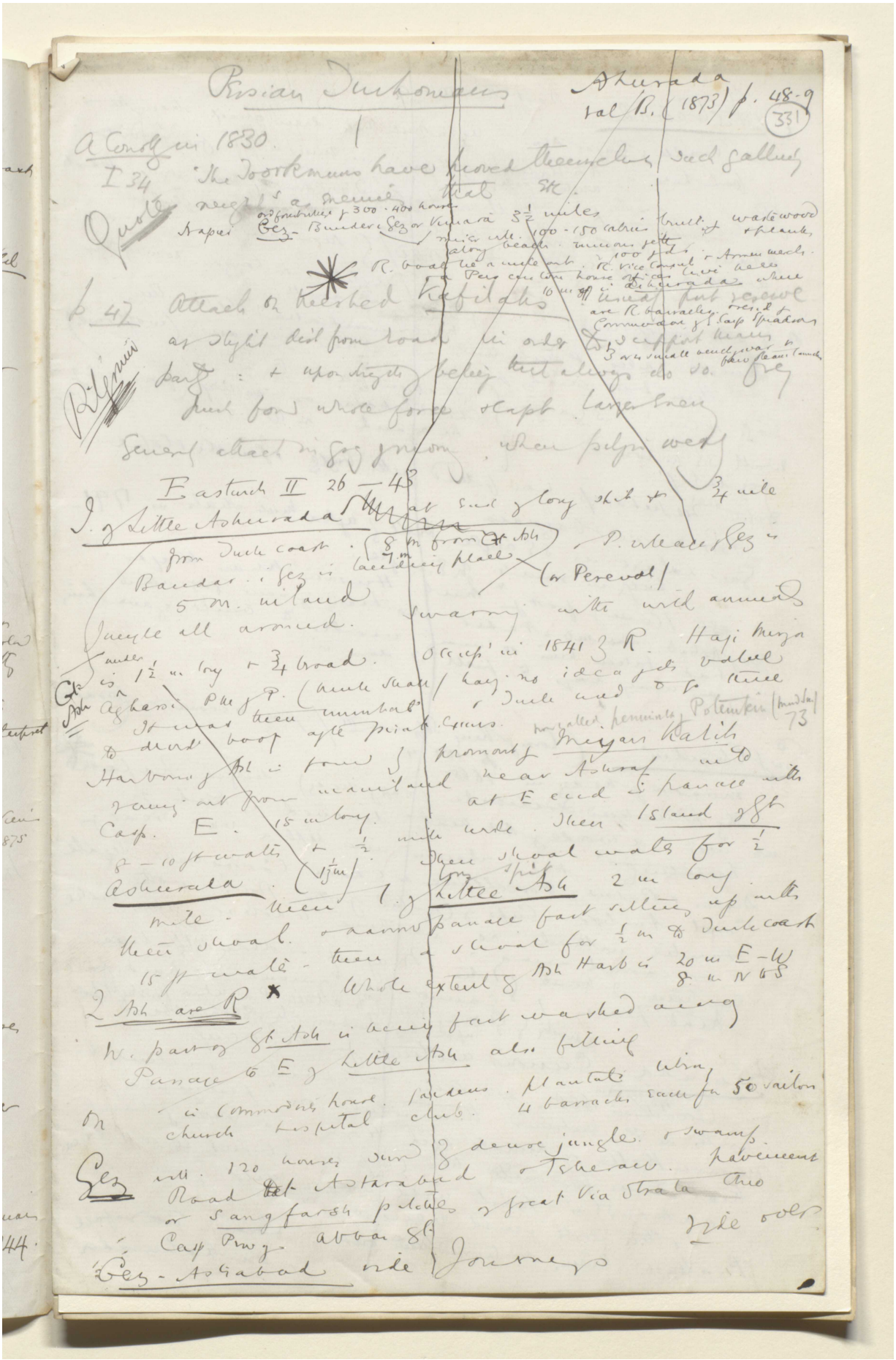

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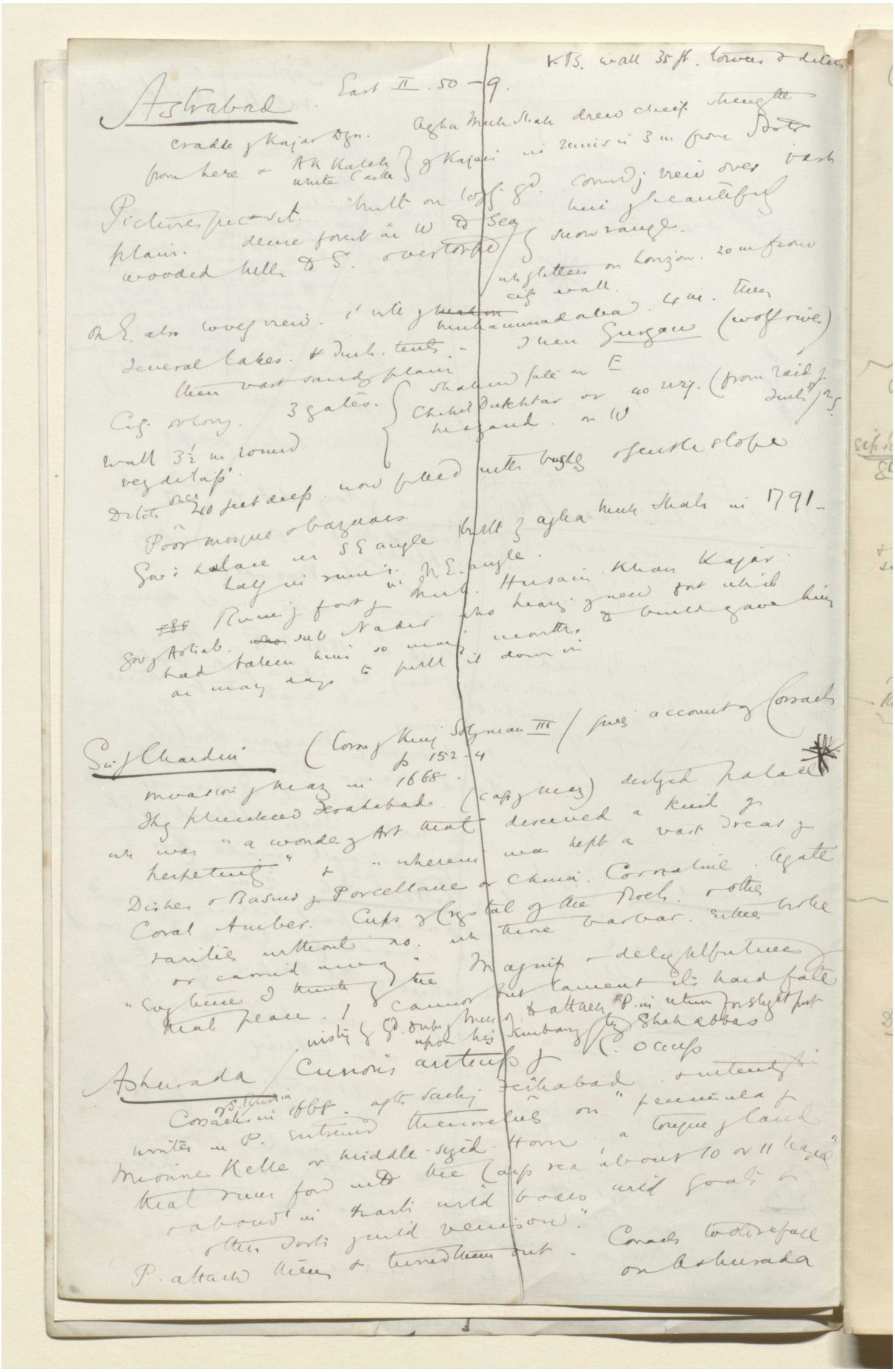

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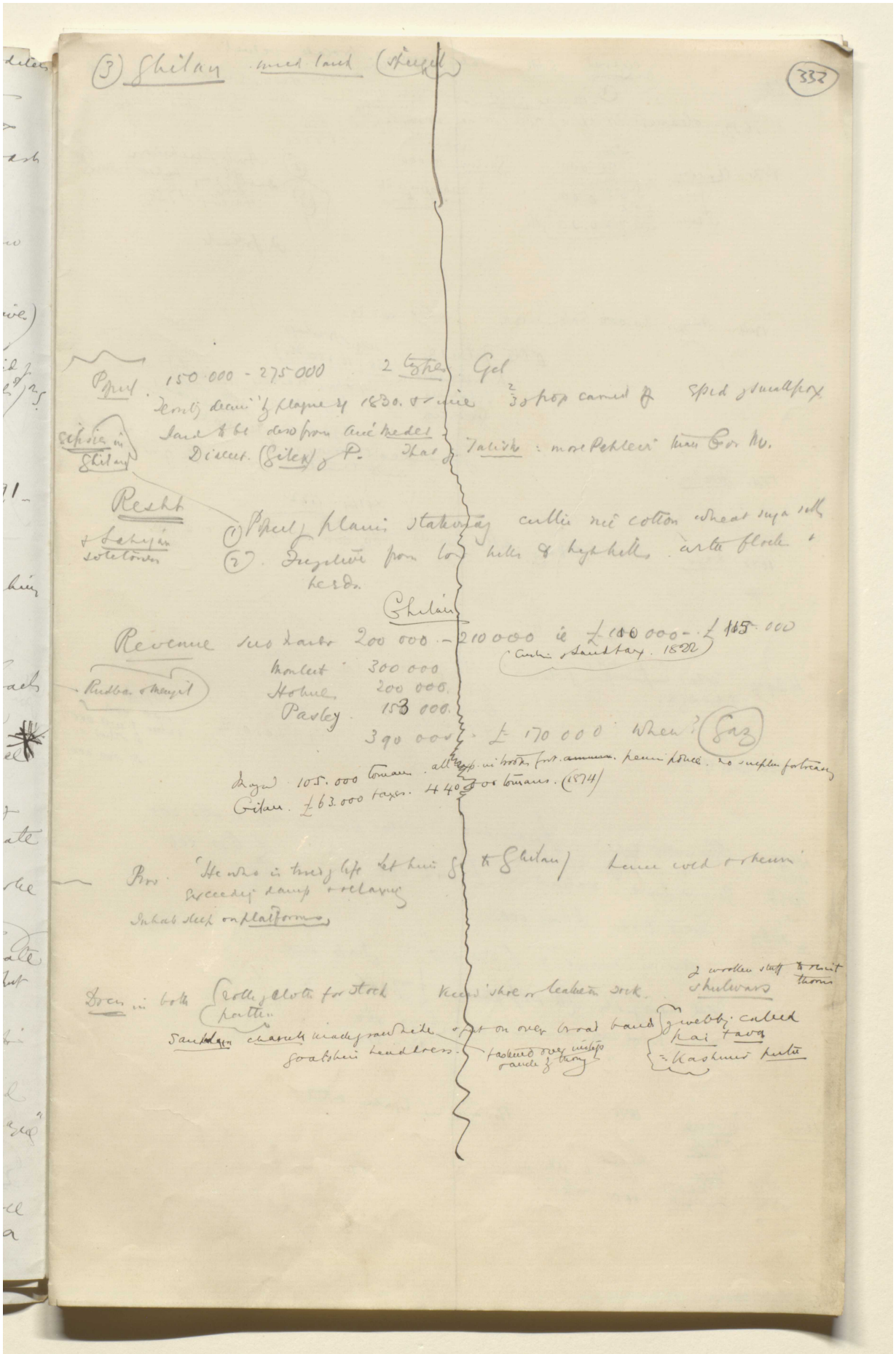

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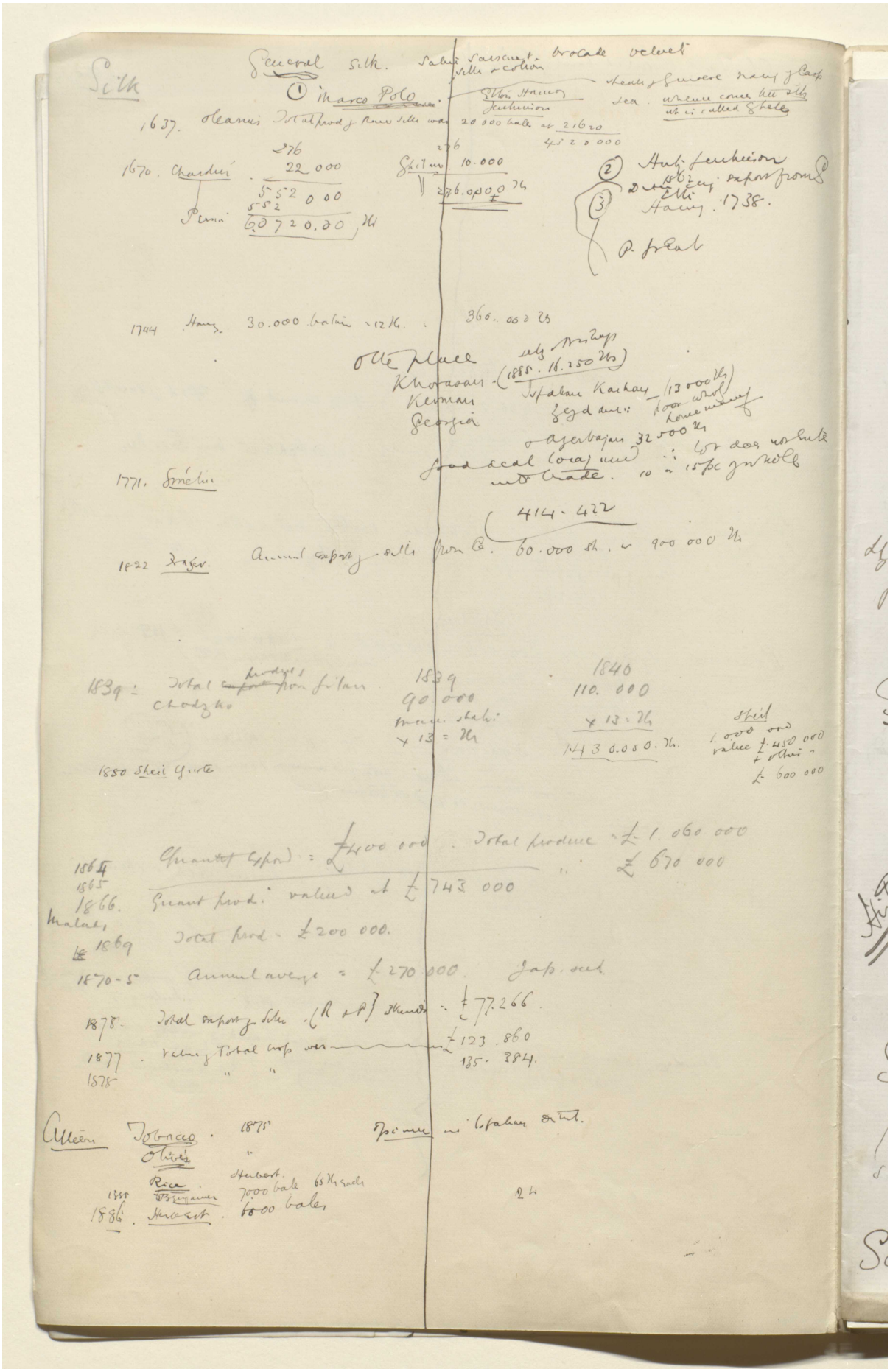

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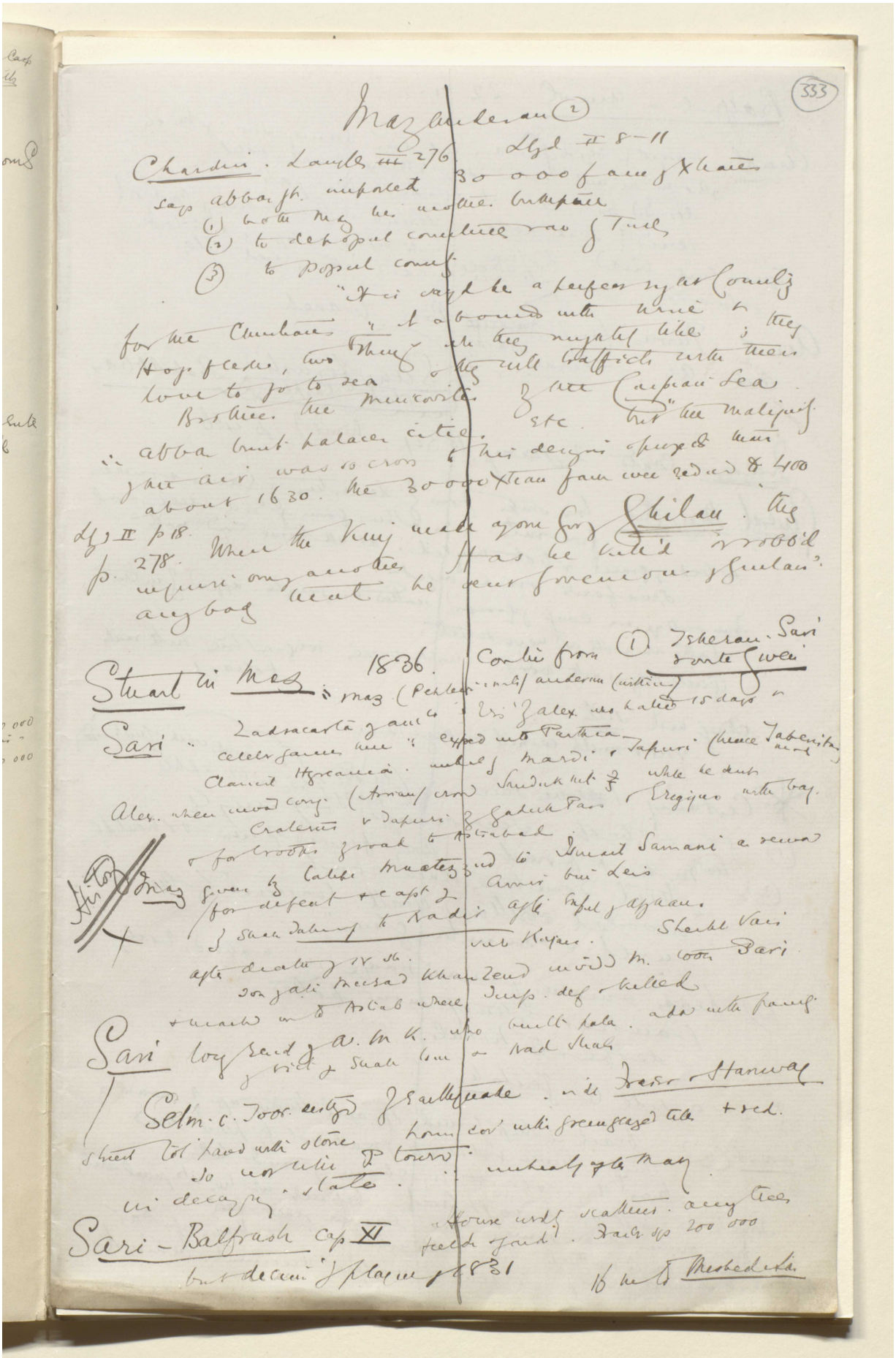

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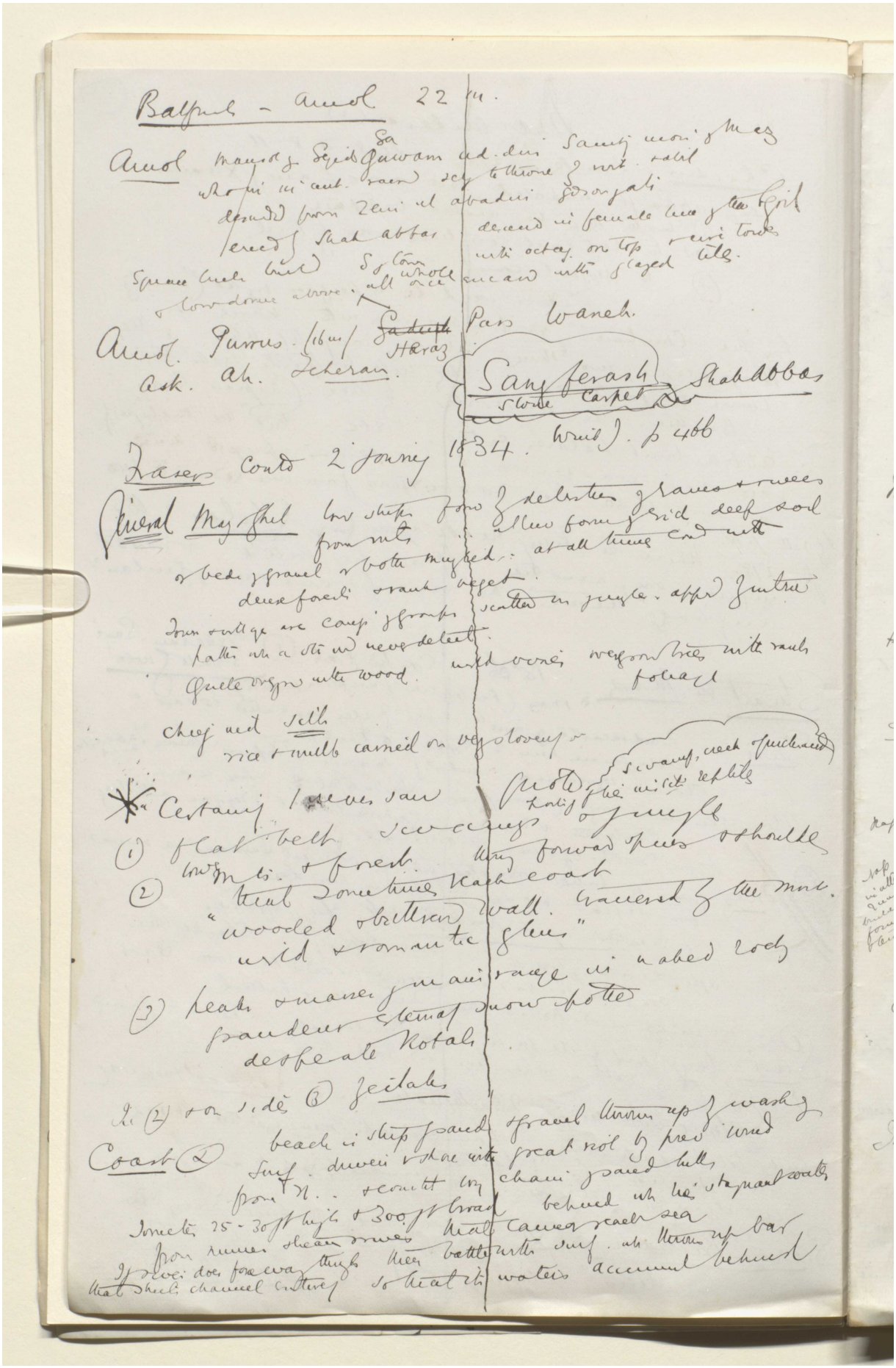

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Balfrush – Amol 22 m.

Amol Mausol of Sejid Sa Guwam ud-din Sanity moon of Maz who in 11 cent. raised sey to throne of rest. & abil descended from Zein ul abadin Gorongali erected by Shah abbas descend in female line of the Girl Square lines built S of town with octag. on top & five towers & low dome above. all once encased with glazed tiles.

Amol. Purrus. (16 m) ~~Gadeph~~ Haraz Pass Waneh.
Ask. Ah. Scheran.

Sang ferash Shah Abbas
Stone Carpet

Fraser Contd 2 journey 1834. Wind J. p 466

General Mazghil low strips form of detritus of gravel & rivers from mts. allow form of rich deep soil or beds of gravel & both mingled. at all times cond with dense forests & rank veget.
Town & village are camp of groups scattered in jungle. appr of intrus patches with a str in never detect.
Quite overgrown with wood. wild vines overgrown trees with rank foliage

Chief mid silk
rice & mulb carried on very slovenly

* Certainly I never saw Quote swamp, creek of pickerel
(1) flat belt swamps & jungle
low mts. & forest. thrown forward spurs & shoulder
(2) that sometimes reach coast
"wooded & bittered wall. traversed by the most wild & romantic glens"
(3) peaks & masses of main range in naked rocky grandeur eternal snow spotted desperate Kotals.

In (2) & on sides (3) Zeitaks

Coast (2) beach is strip of sand & gravel thrown up by wash of surf. driven & shore with great roll by prev wind from N. & constit long chain of sand hills
Sometimes 25-30 ft high & 300 ft broad behind wh lies stagnant water from rumes stream rivers that cannot reach sea
If river does force way through then battle with surf. wh throws up bar that shuts channel entirely so that its waters accumul behind

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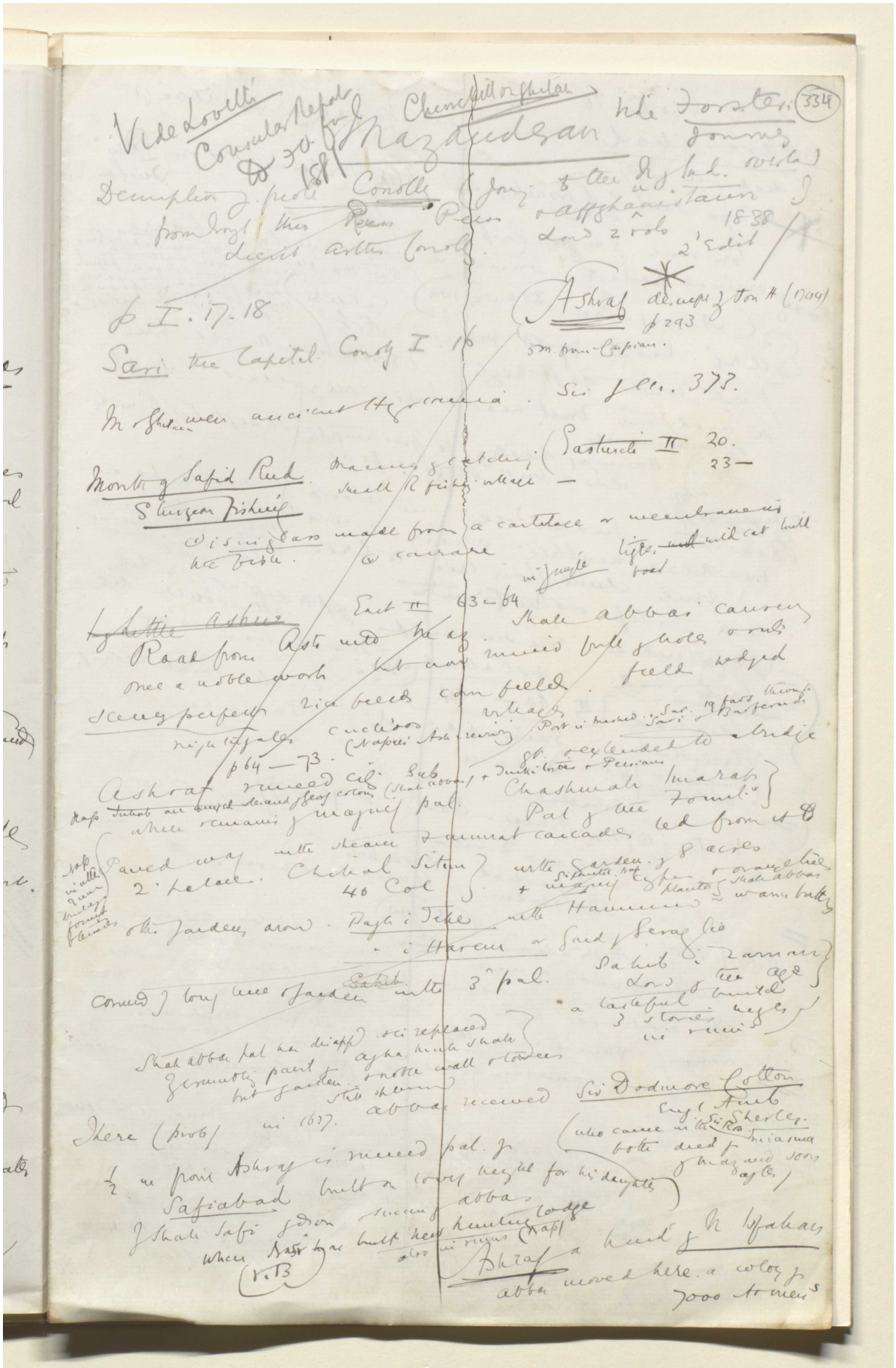

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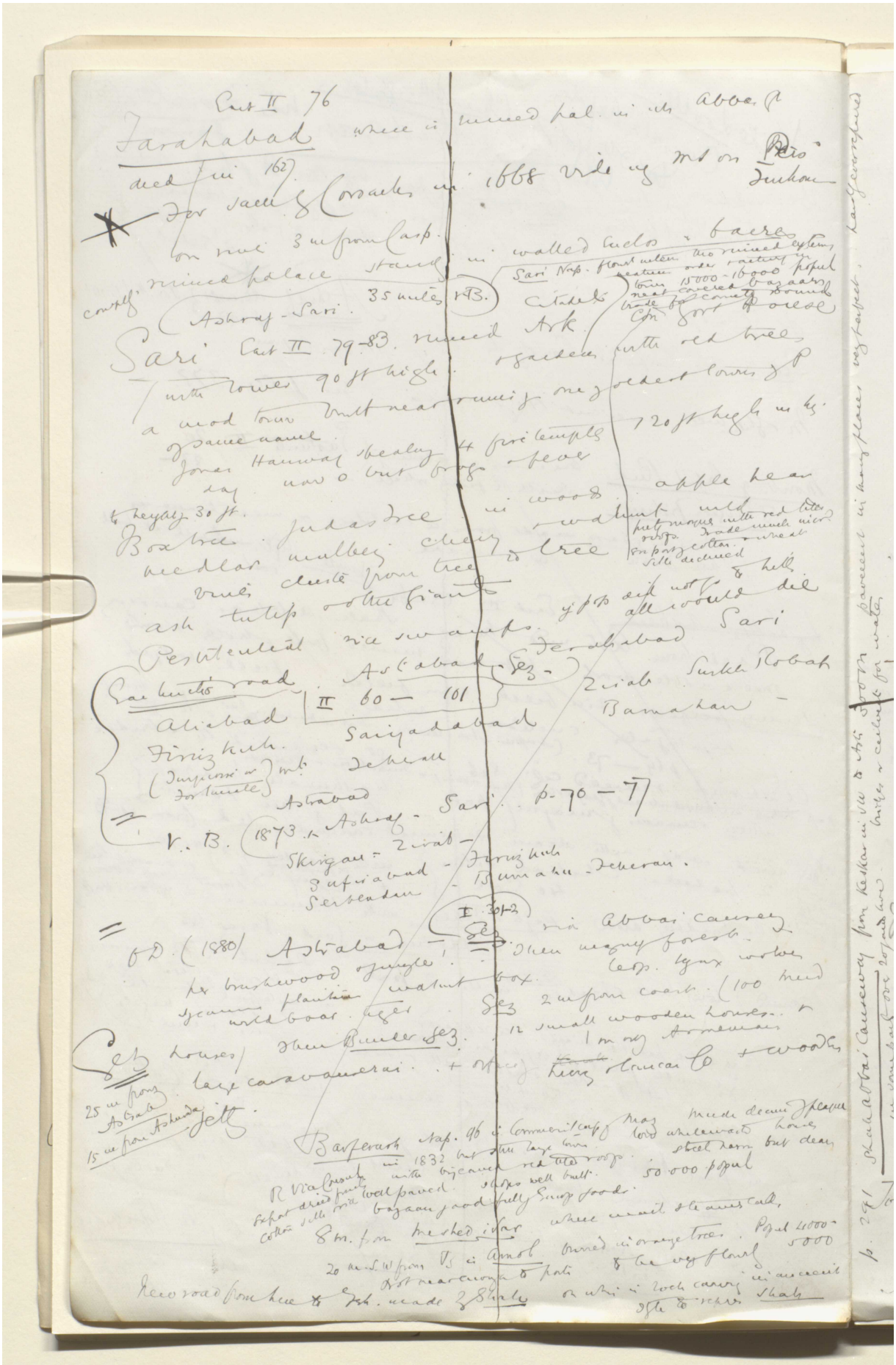

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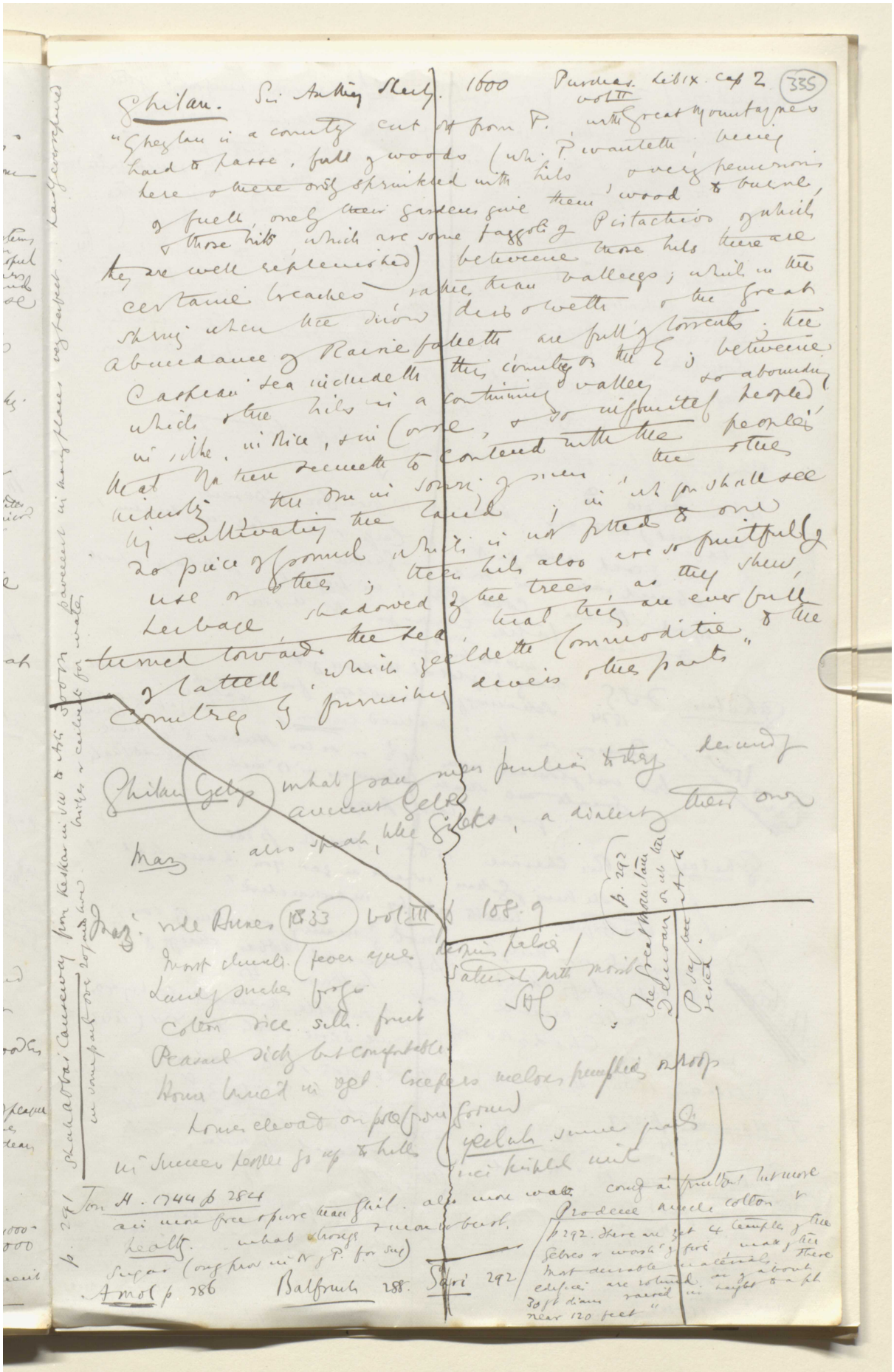

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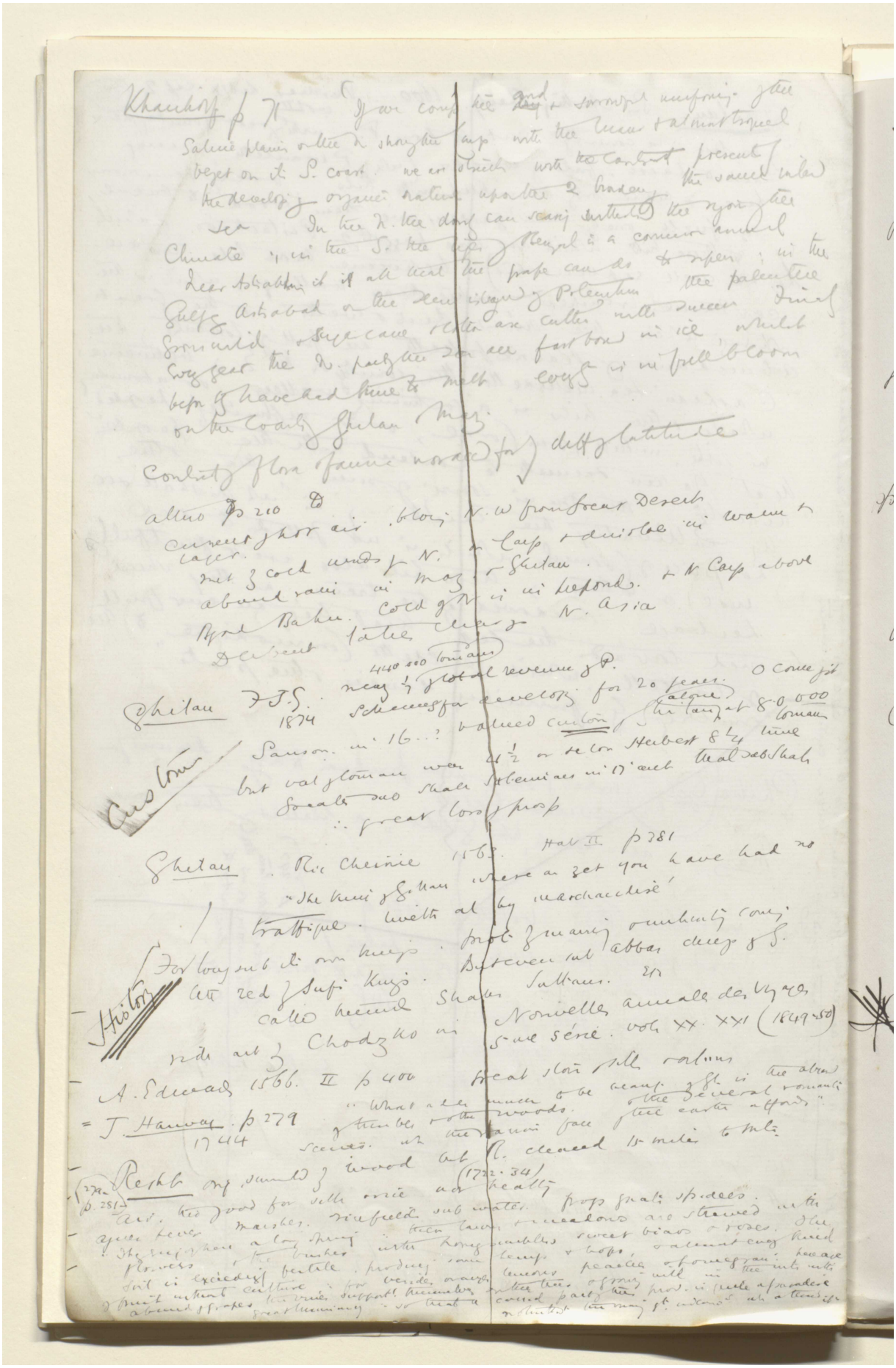

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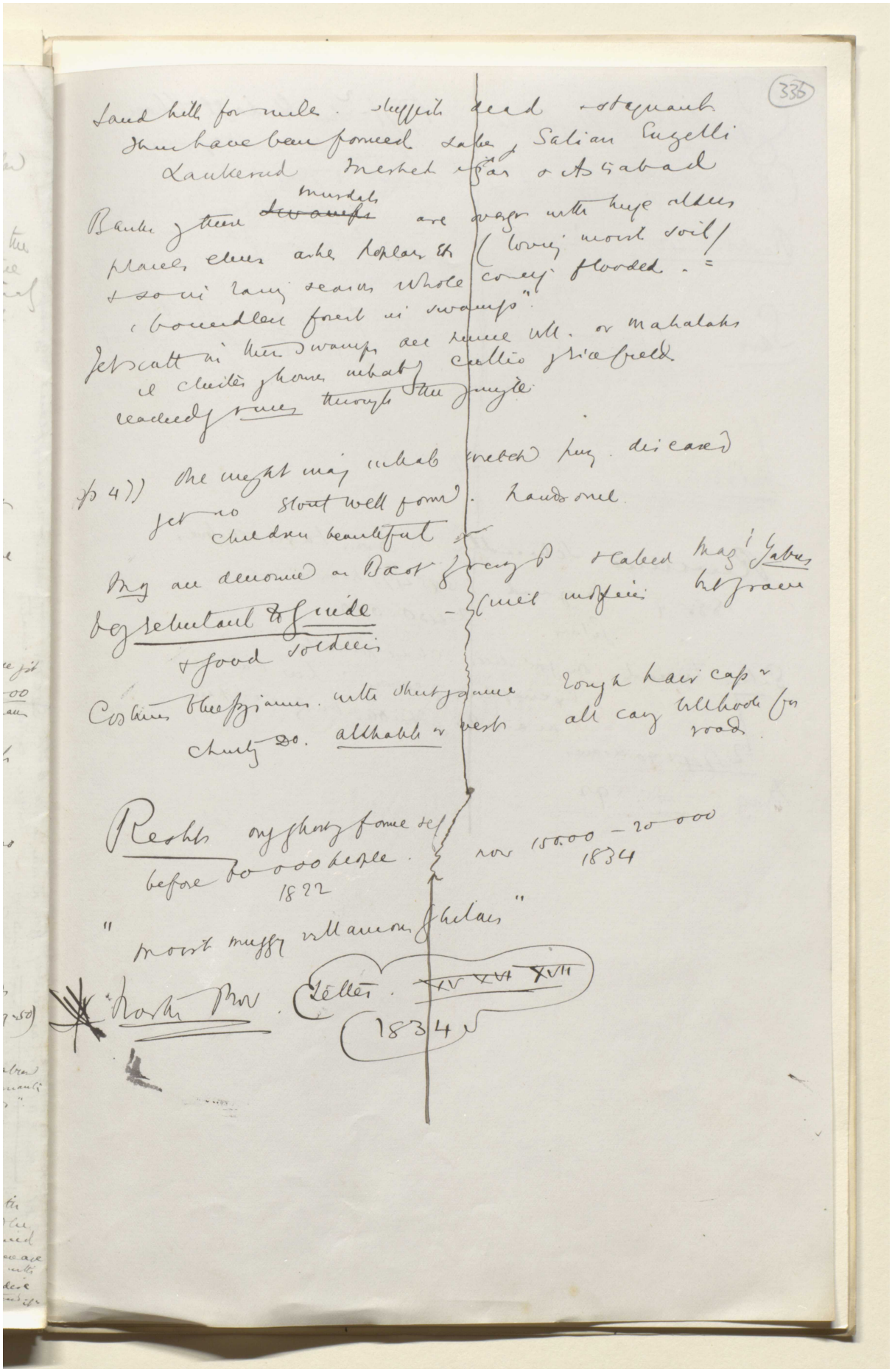

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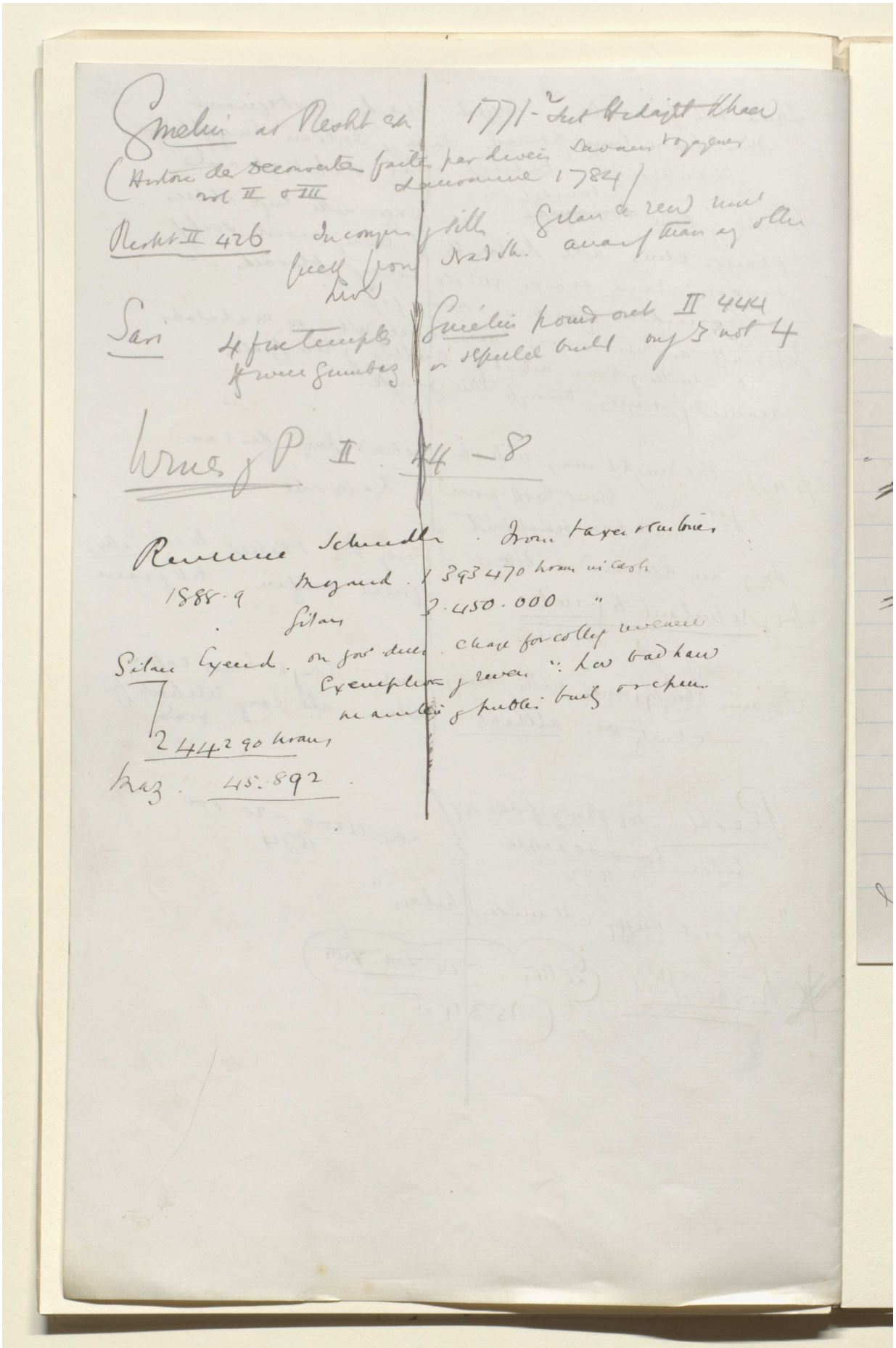

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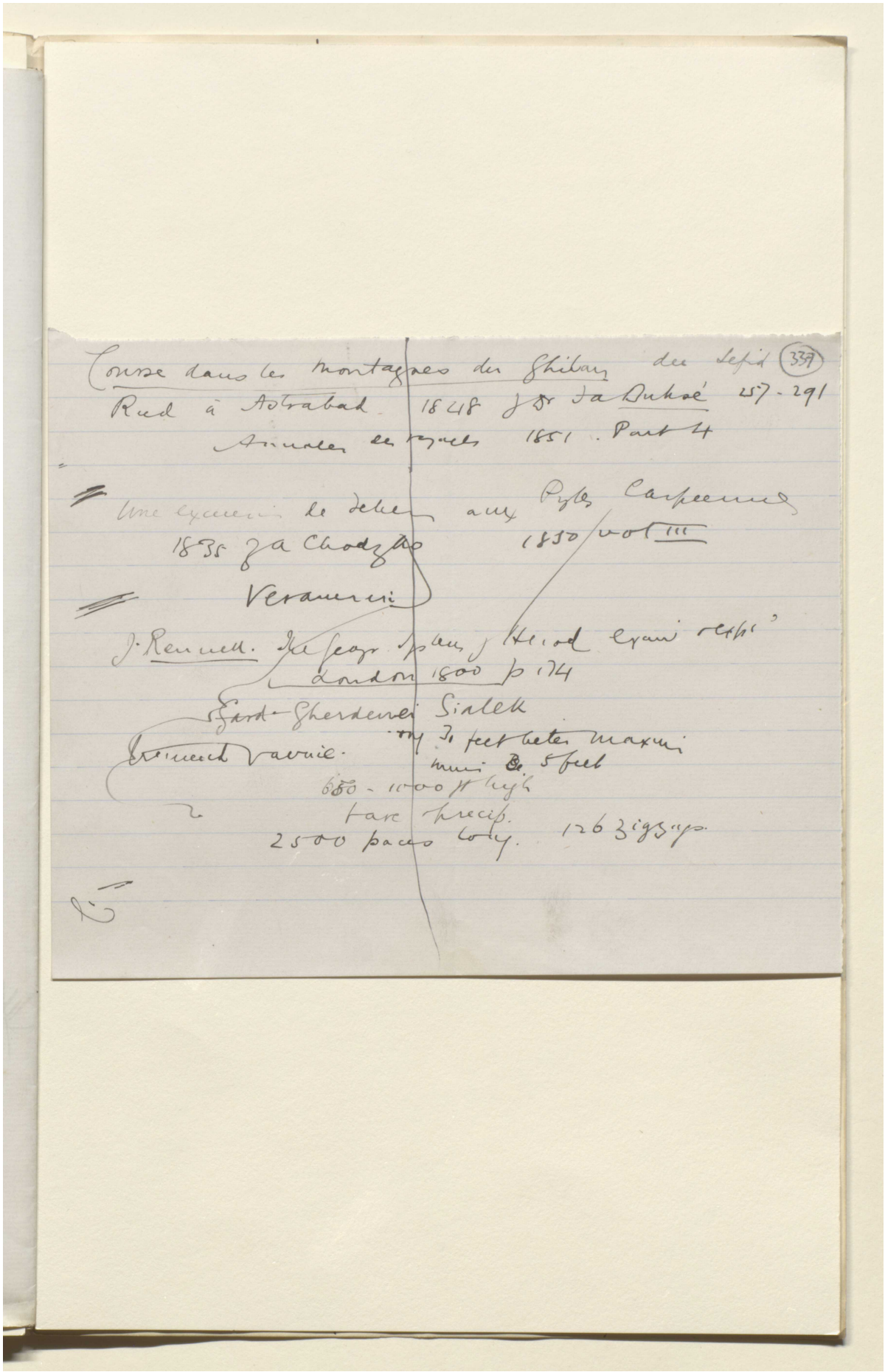

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Annales des voyages 1851. Part 4

Une excursion de Teheran aux Pyles Caspiennes
1835 J A Chodzko 1850 vol III

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J. Rennell. The Geogr. System of Herod. exam. & expl.
London 1800 p 174

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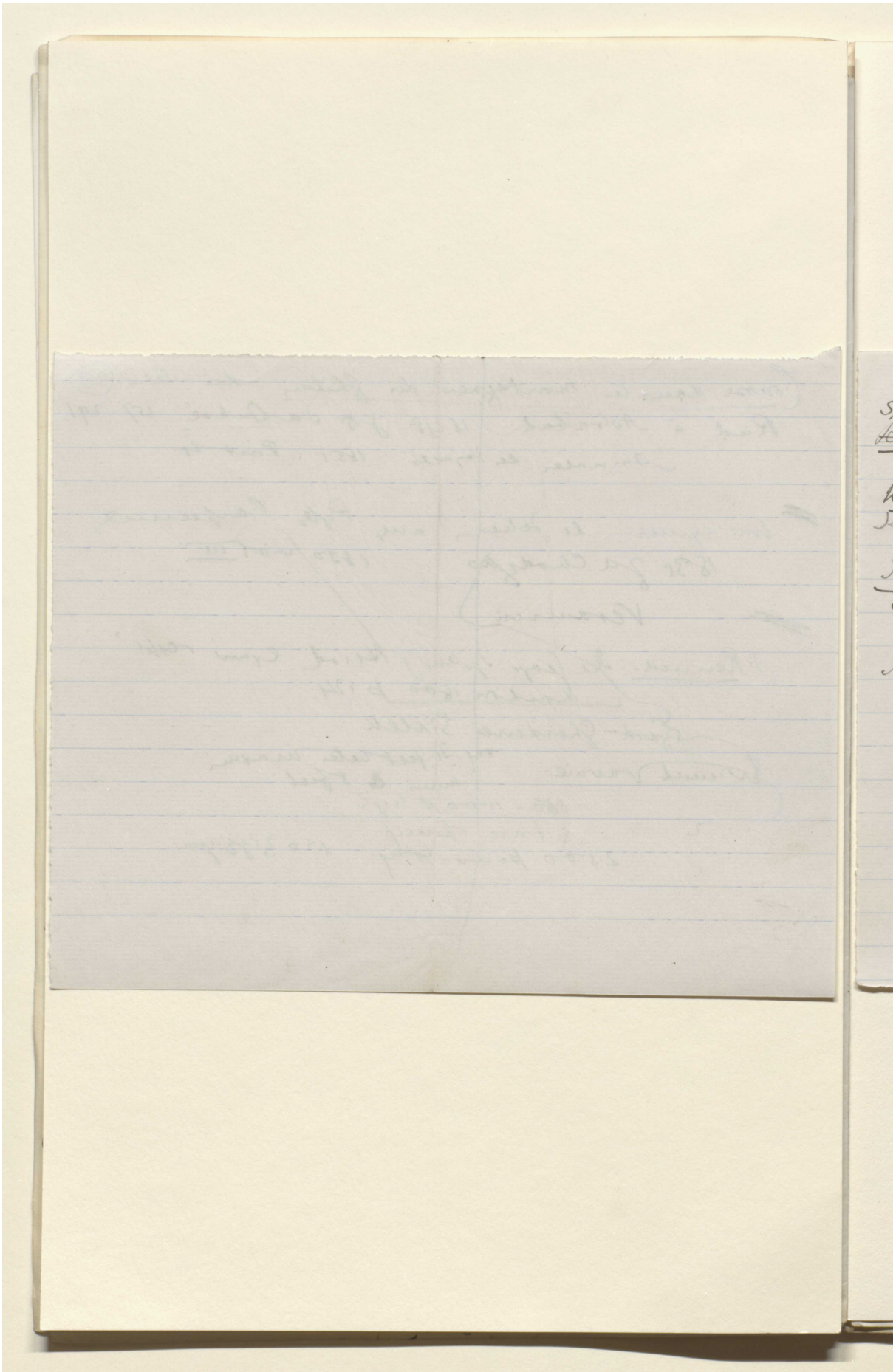

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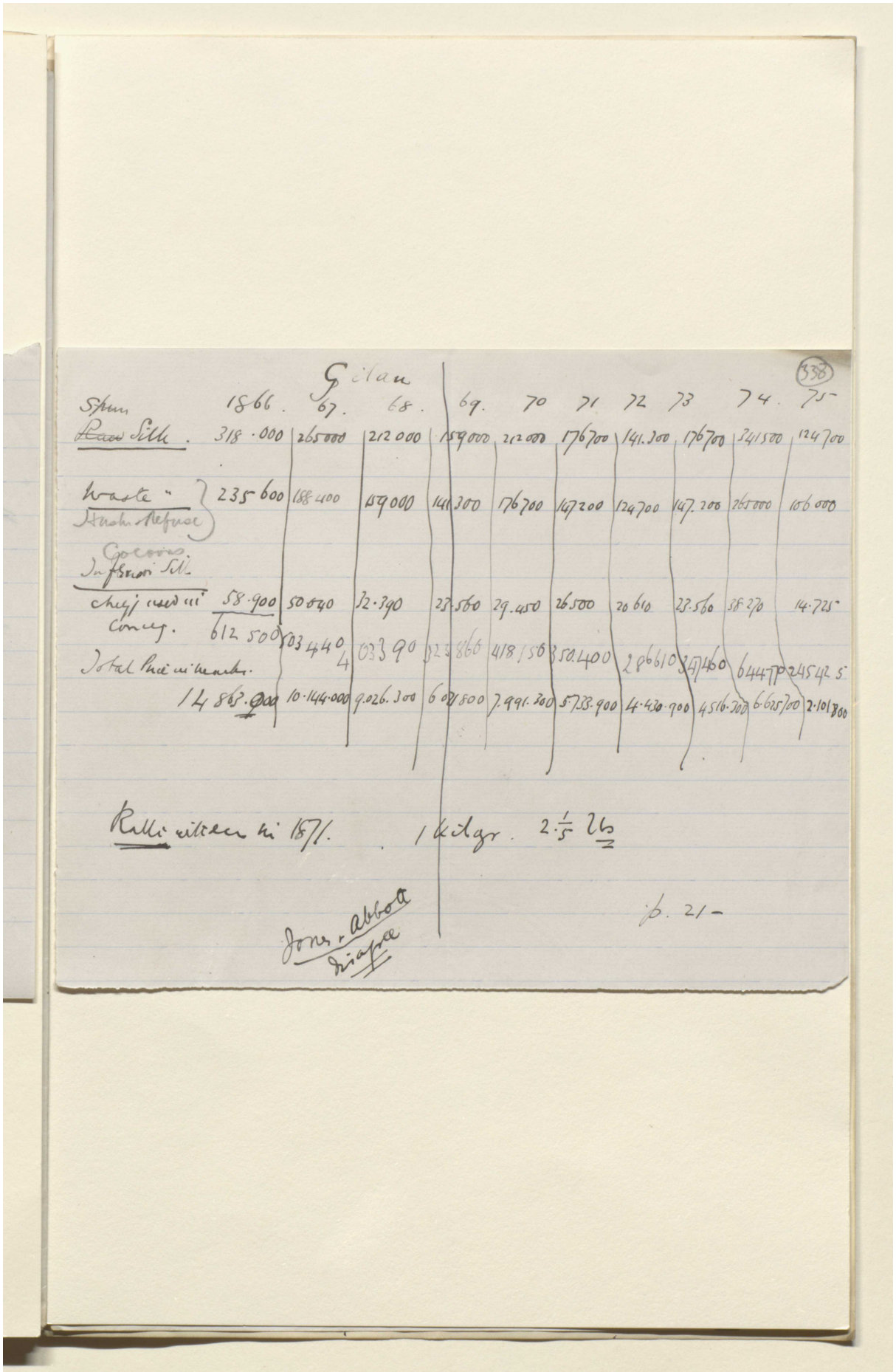

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Gilan

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Cocoons. Inferior Silk										
chiefly used in Conceg.	58.900	50040	32.390	23.560	29.450	26500	20610	23.560	38270	14.725
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Ratti written in 1871. 1 kilogr. 2 1/5 lbs

p. 21 –

Jones & Abbott
Disapree

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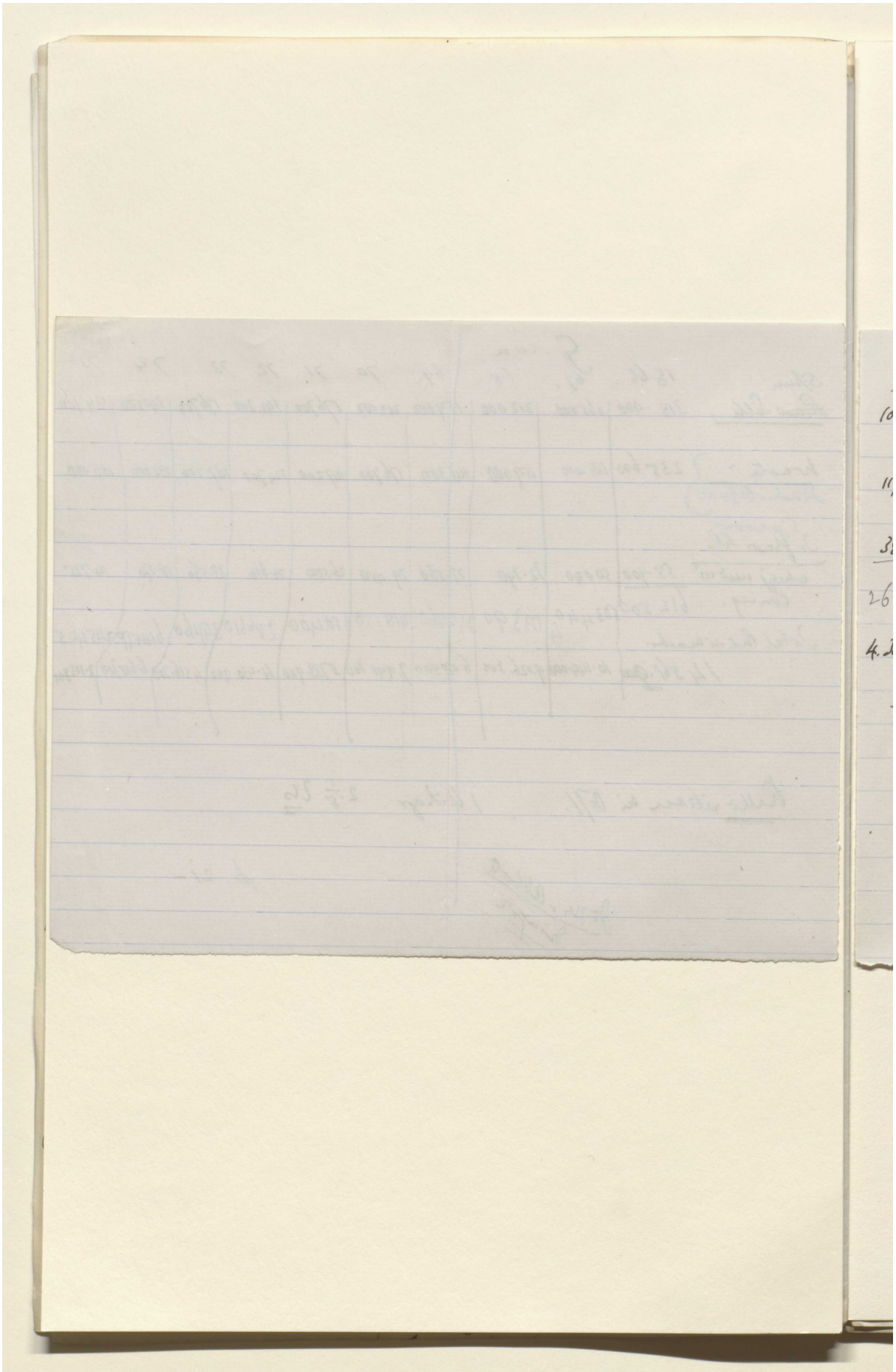

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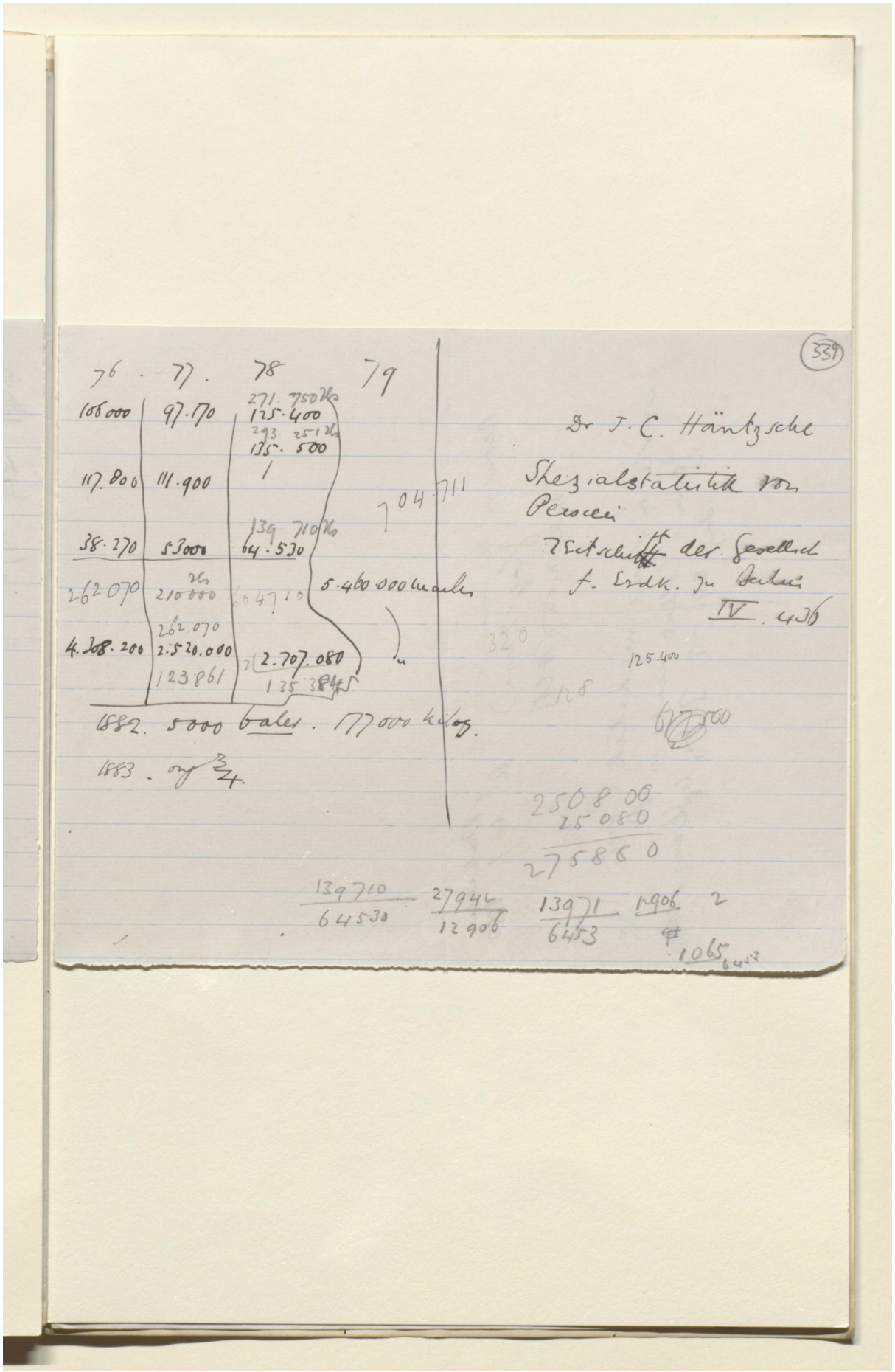

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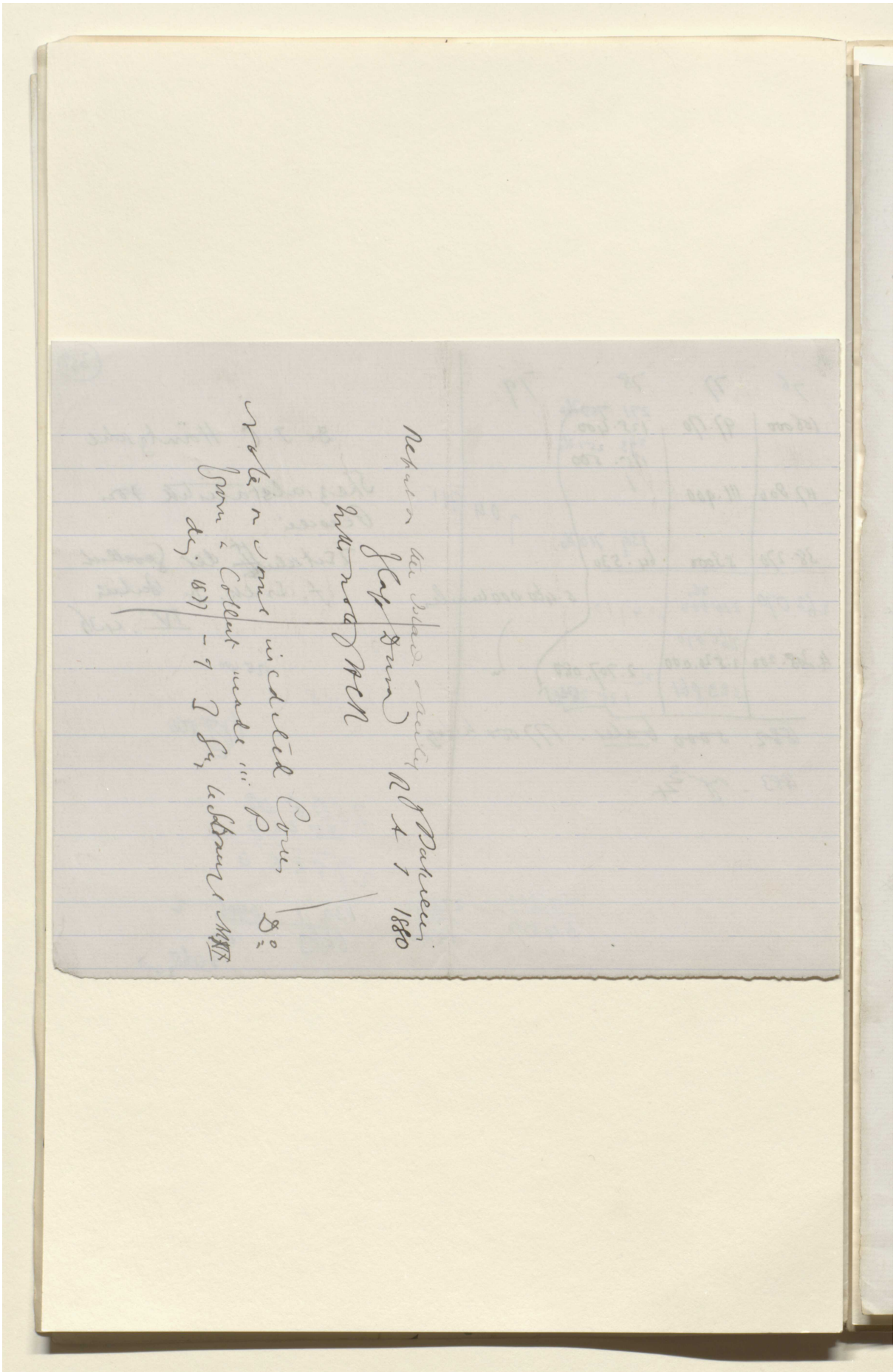

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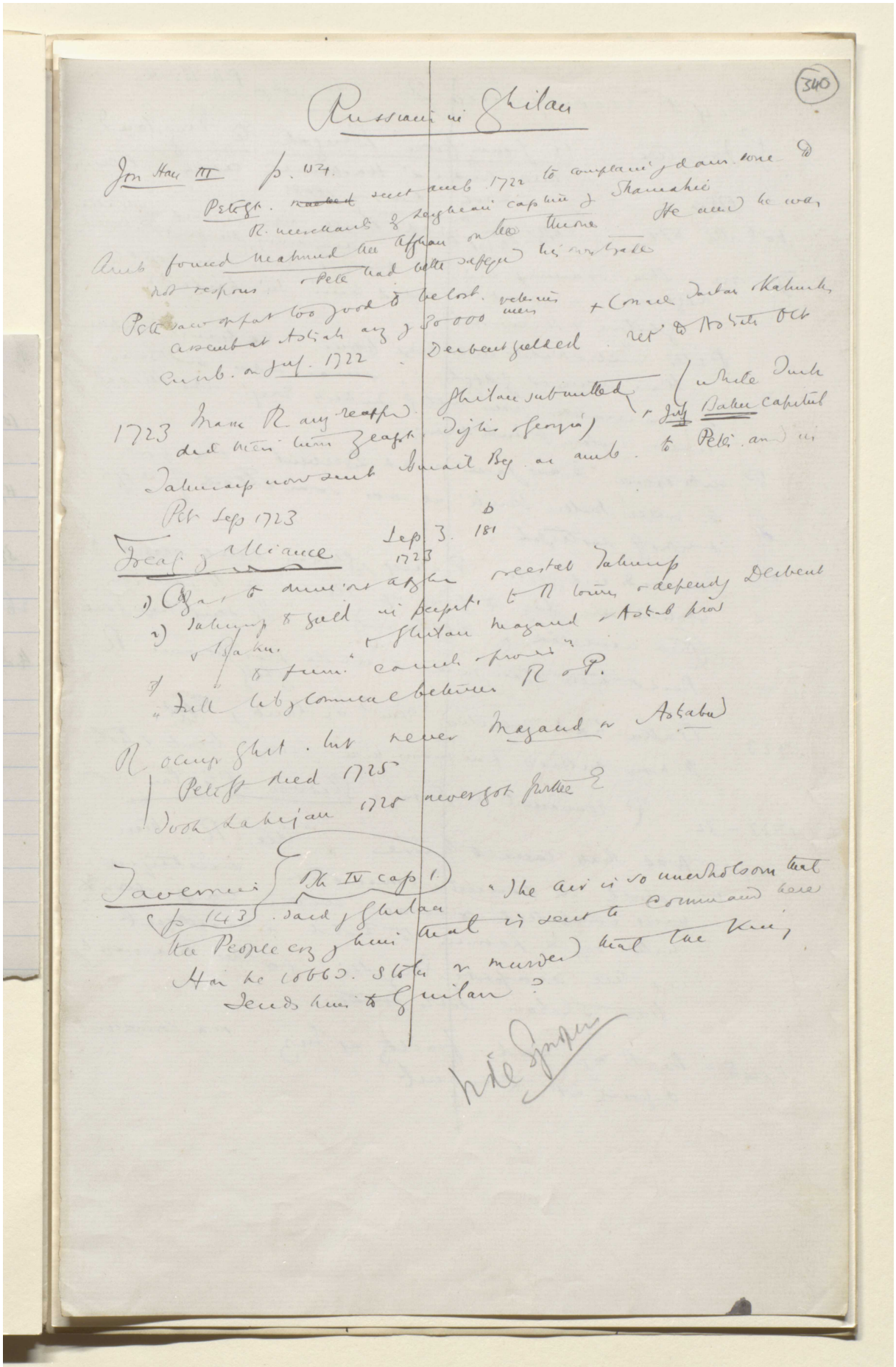

(340)

Russians in Ghilan

Jon Han III p. 124.

Peter G. ~~[illegible]~~ sent amb 1722 to complain of dam. done to R. merchants of Seghean capture of Shamahie

Amb found Mahmud the Afghan on the throne. He said he was not responsible. Peter had better safeguard his own trade

Peter saw opportunity too good to be lost. veterans mers + Cossacks Tartar Kalmuks assembled at Astrakan any of 30 000 Derbent yielded. ret to Astrakan Oct

Emb. on July 1722.

1723 Mass R. any reappr. Ghilan submitted (while Turk did their turn Georgia) + July Baku capitul

Tahmasp now sent Ismail Beg as amb. to Peter. and in Pet Sep 1723

Treat of Alliance Sep 3. 1723 b 181

1) Cz. to drive out Afghan & restat Tahmasp
2) Tahmasp to yield in perpet. to R towns & depend of Derbent & Baku. & Ghilan Mazand & Astrab prov
3) " to form " cannot prov "
" Full lib of commerce between R & P.

R occup Ghil. but never Mazand or Astrabad

Peter died 1725

Took Lahijan 1728 never got further E

Tavernier (Bk IV cap 1.) p 143. said of Ghilan "The air is so unwholsom that the People cry of him that is sent to command here. Has he 10660. stolen or murder that the King sends him to Ghilan?

Vide Synopsis

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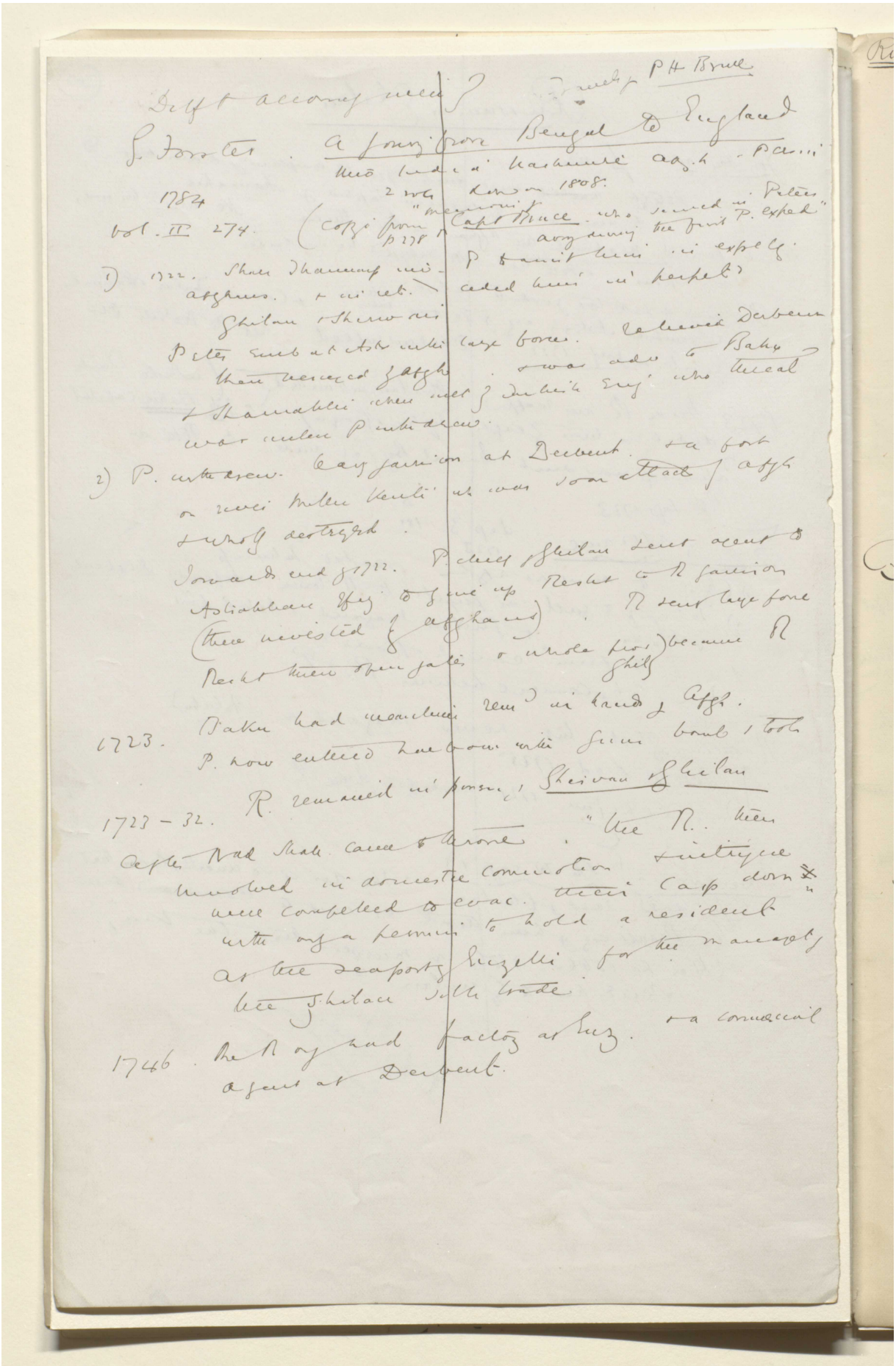

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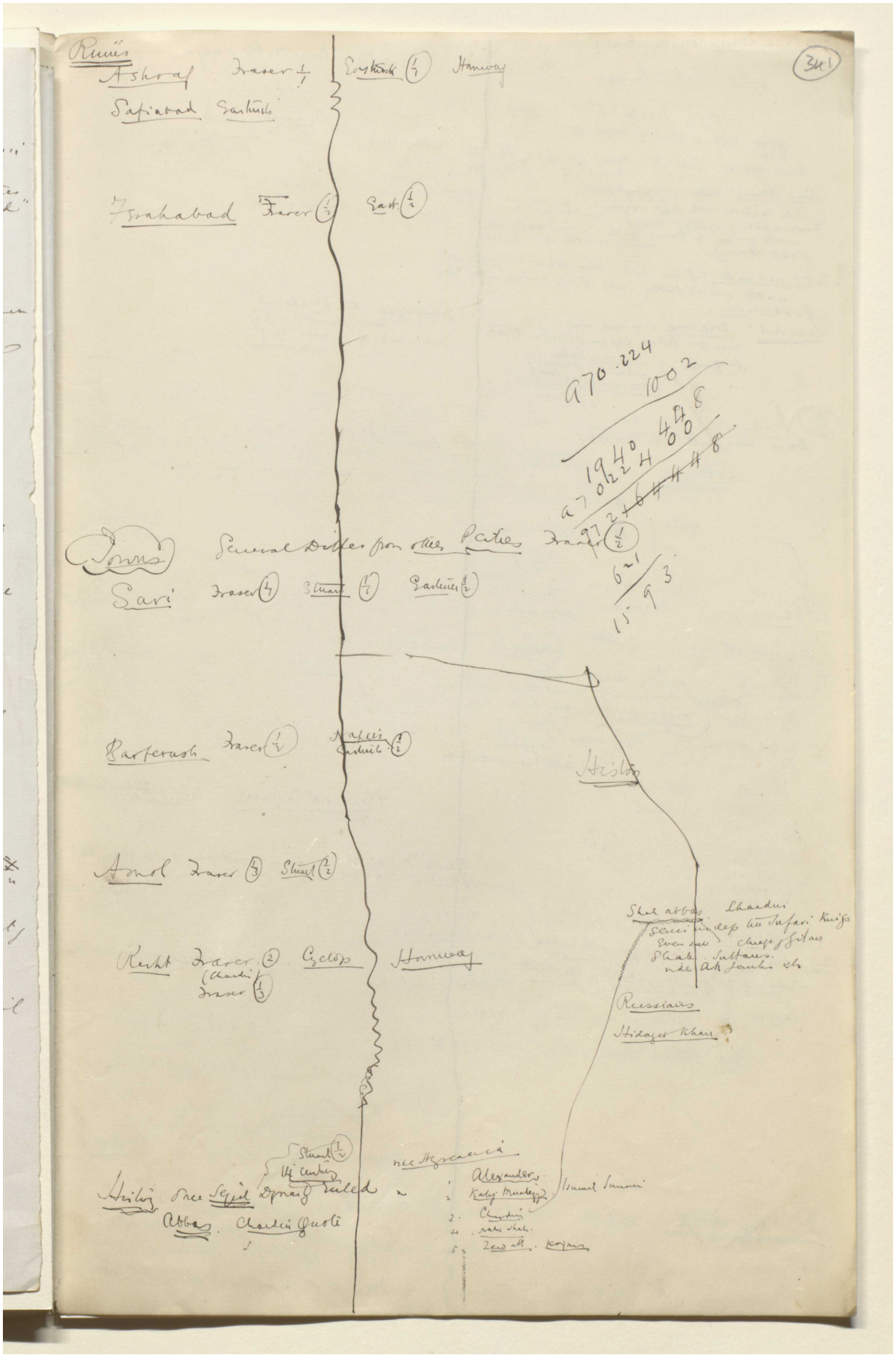

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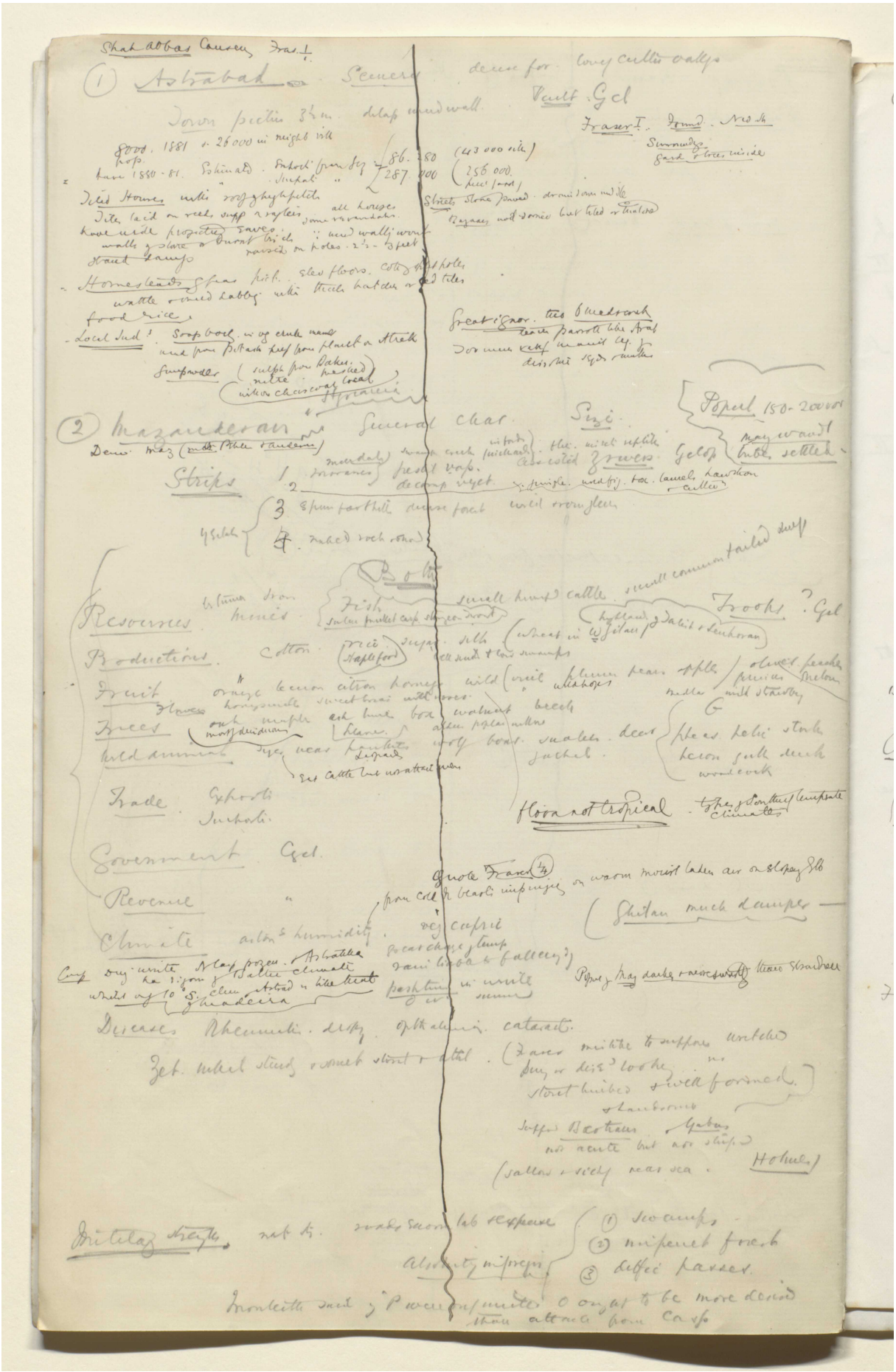

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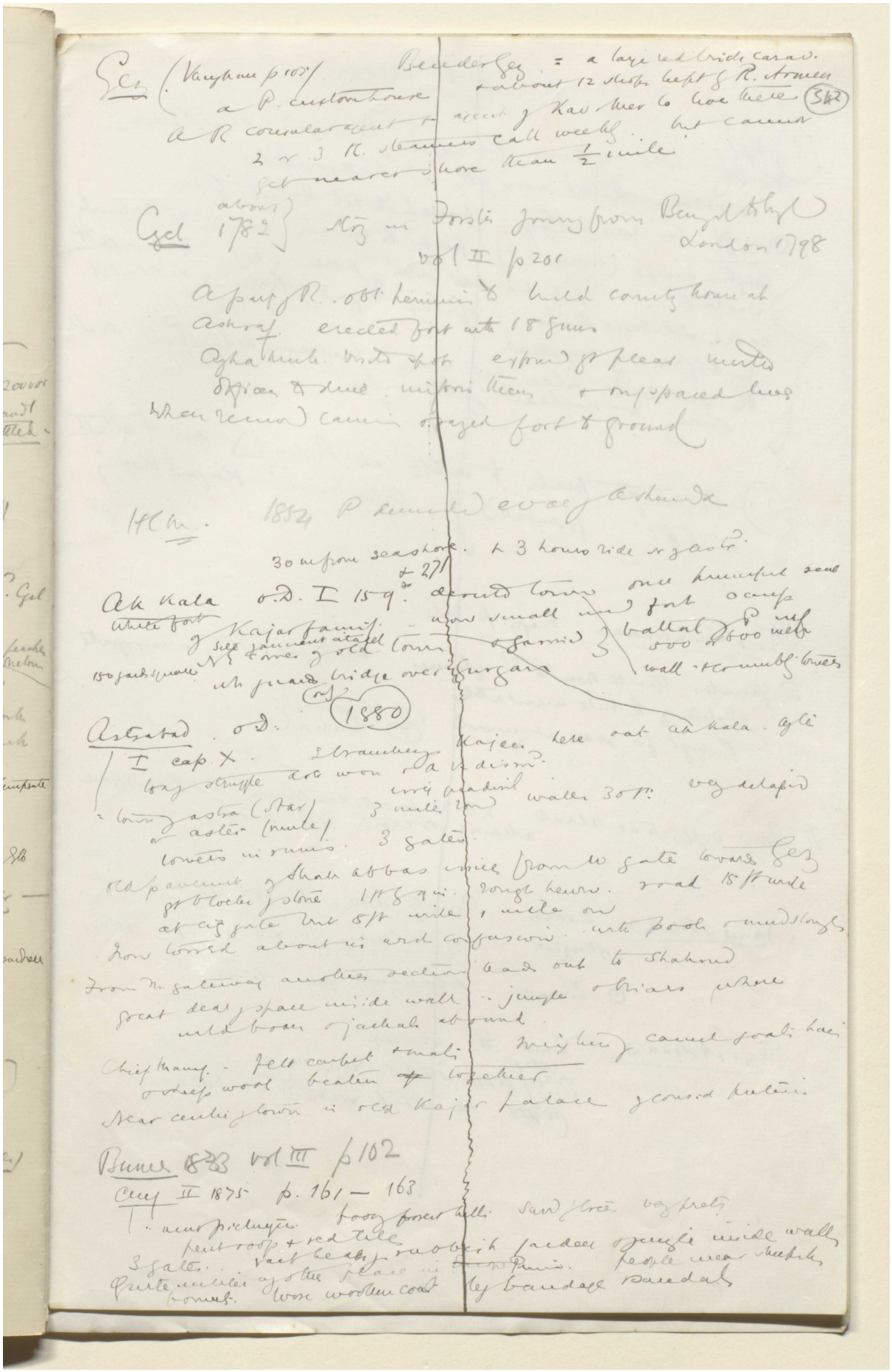

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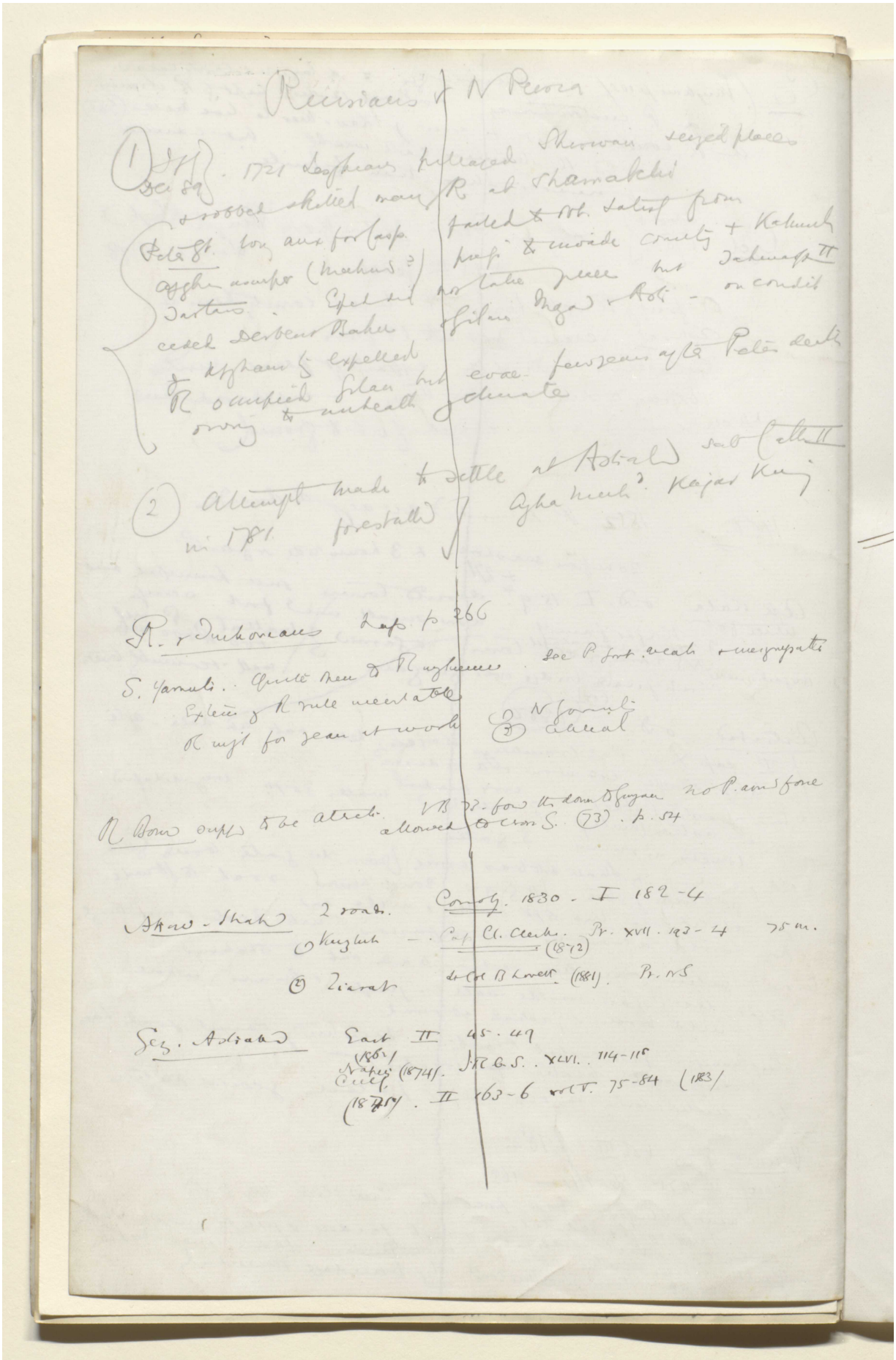

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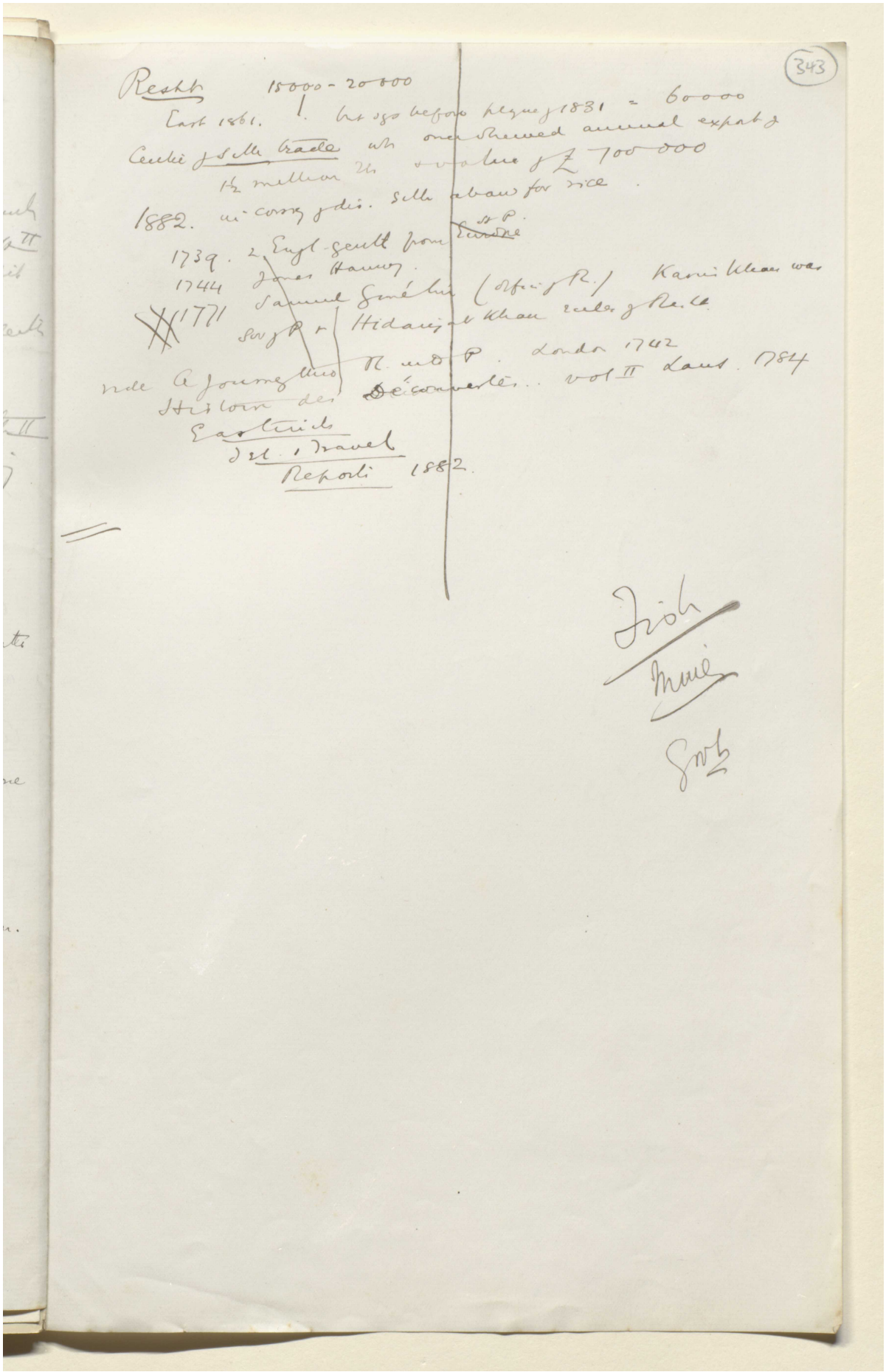

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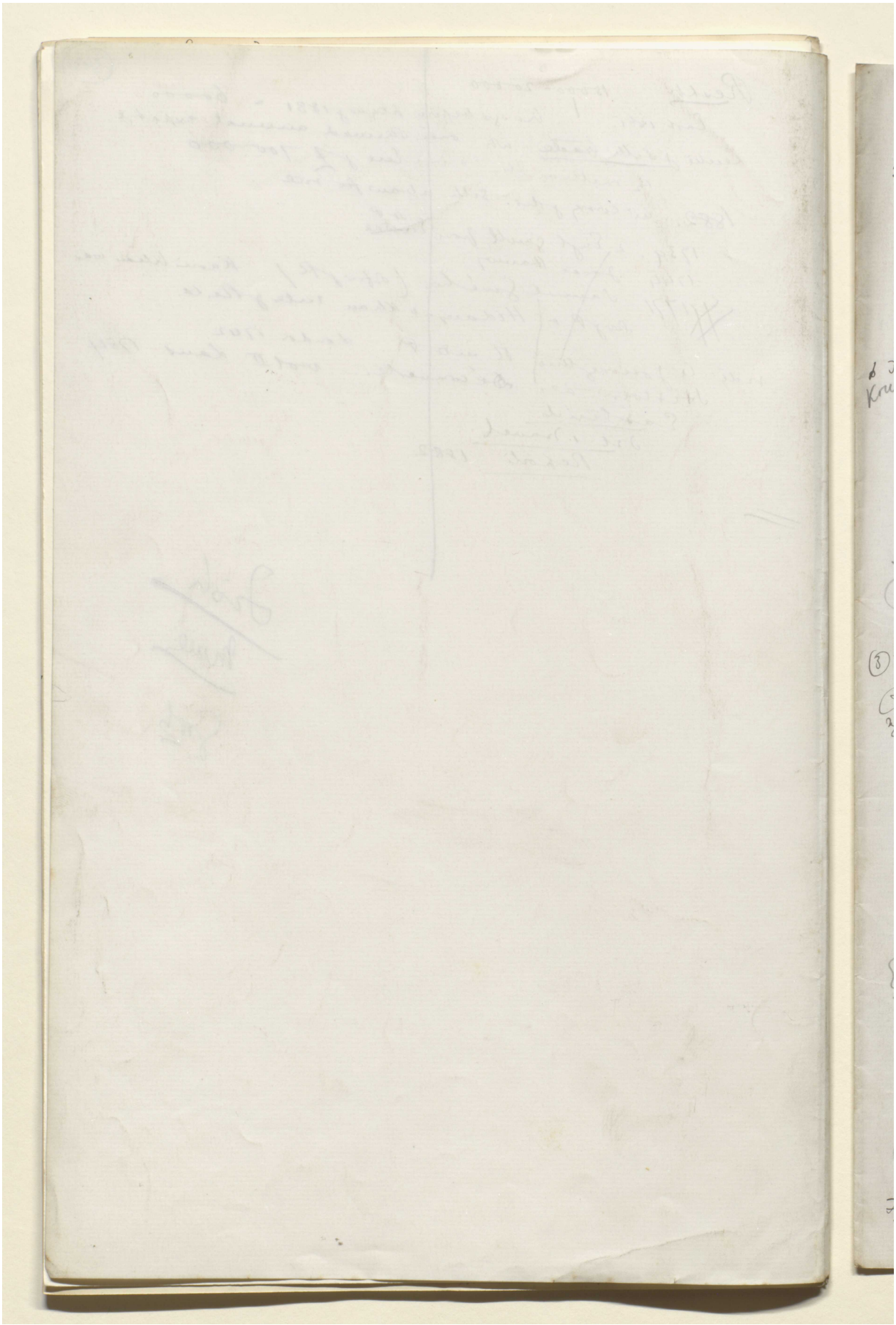

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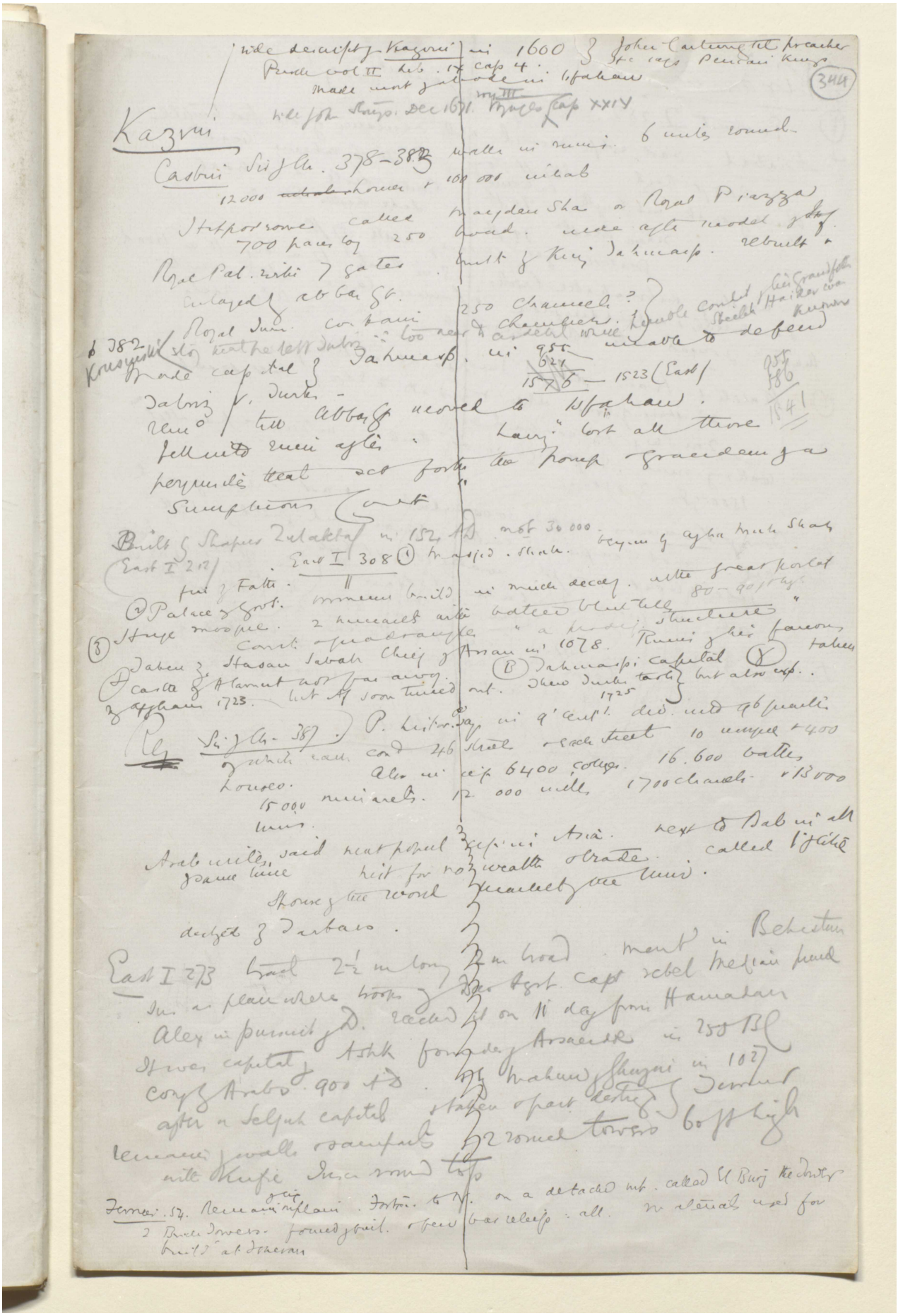

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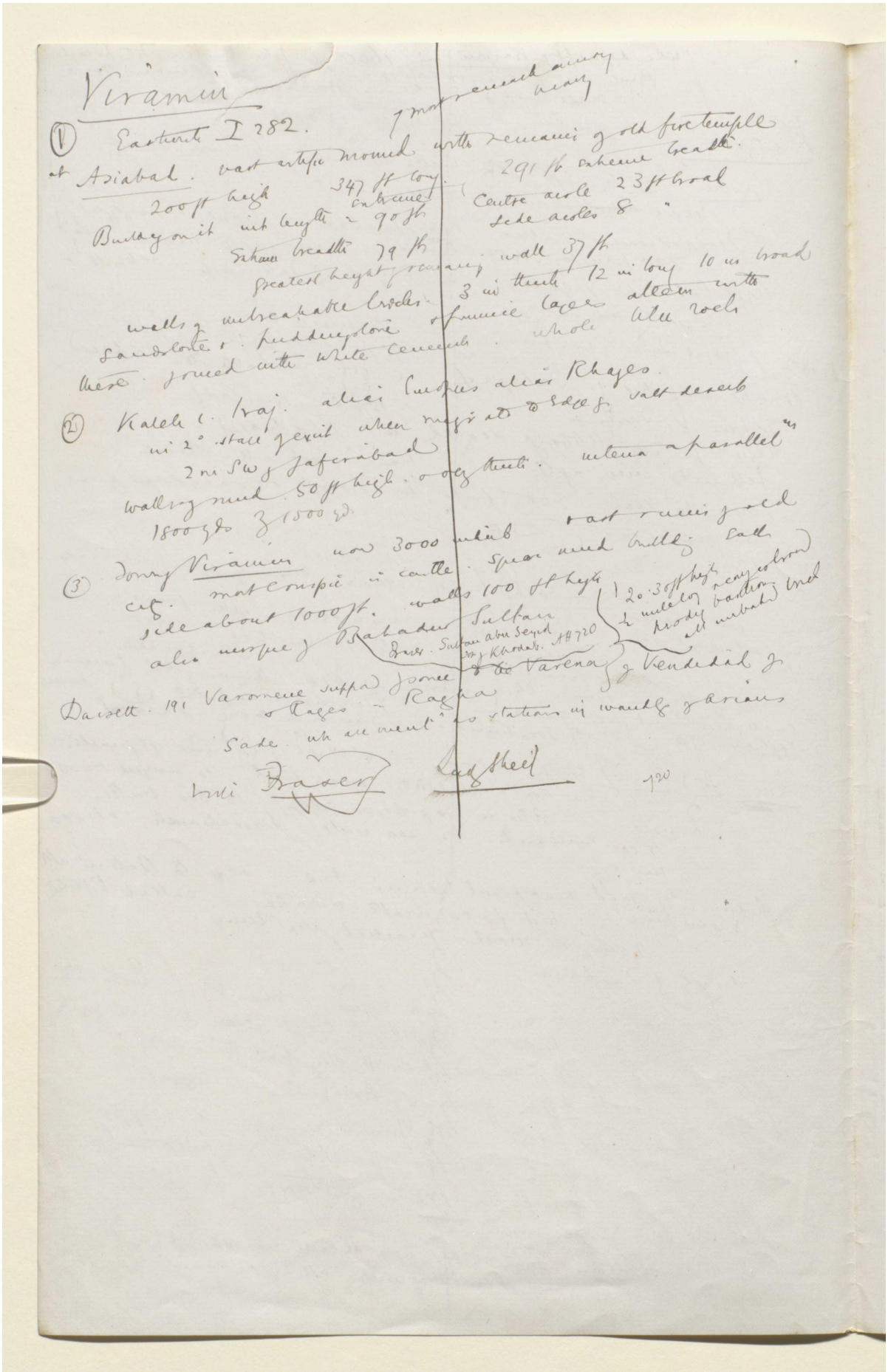

Viramin

(1) Eastwick I 282. 1 most remarkable among heavy

at Asiabad. vast artific mound with remains of old fire temple
200 ft high 347 ft long 291 ft extreme breadth
Building on it int length 90 ft extreme Centre aisle 23 ft broad
Extreme breadth 79 ft side aisles 8 "
greatest height of remaining wall 37 ft
walls of unbreakable bricks 3 in thick 12 in long 10 in broad
sandstone & puddingstone & fine layers alternate with
these joined with white cement whole like rock

(2) Kalek i. Iraj. alias Emporus alias Rhages.
in 2° stall of exit when migrate to edge of salt desert
2 m SW of Jafarabad
walls of mud 50 ft high & very thick. interior a parallel
1800 yds by 1500 yd.

(3) Towing Viramin now 3000 inhab vast ruins of old
city. most conspic in castle. Square mud building. Each
side about 1000 ft. walls 100 ft high
also mosque of Bahadur Sultan
Fraser. Sultan abu Seyid son of Khodab. AH 720
1 20-30 ft high
½ mile long & very colored
prodig bastion
all unbaked brick

Darsett. 191 Varomene supposed of some to be Varena of Vendidad of
& Rages - Ragha
Sade. wh are mentn as stations in wandg of Arians

Lord Fraser Lady Sheil

720

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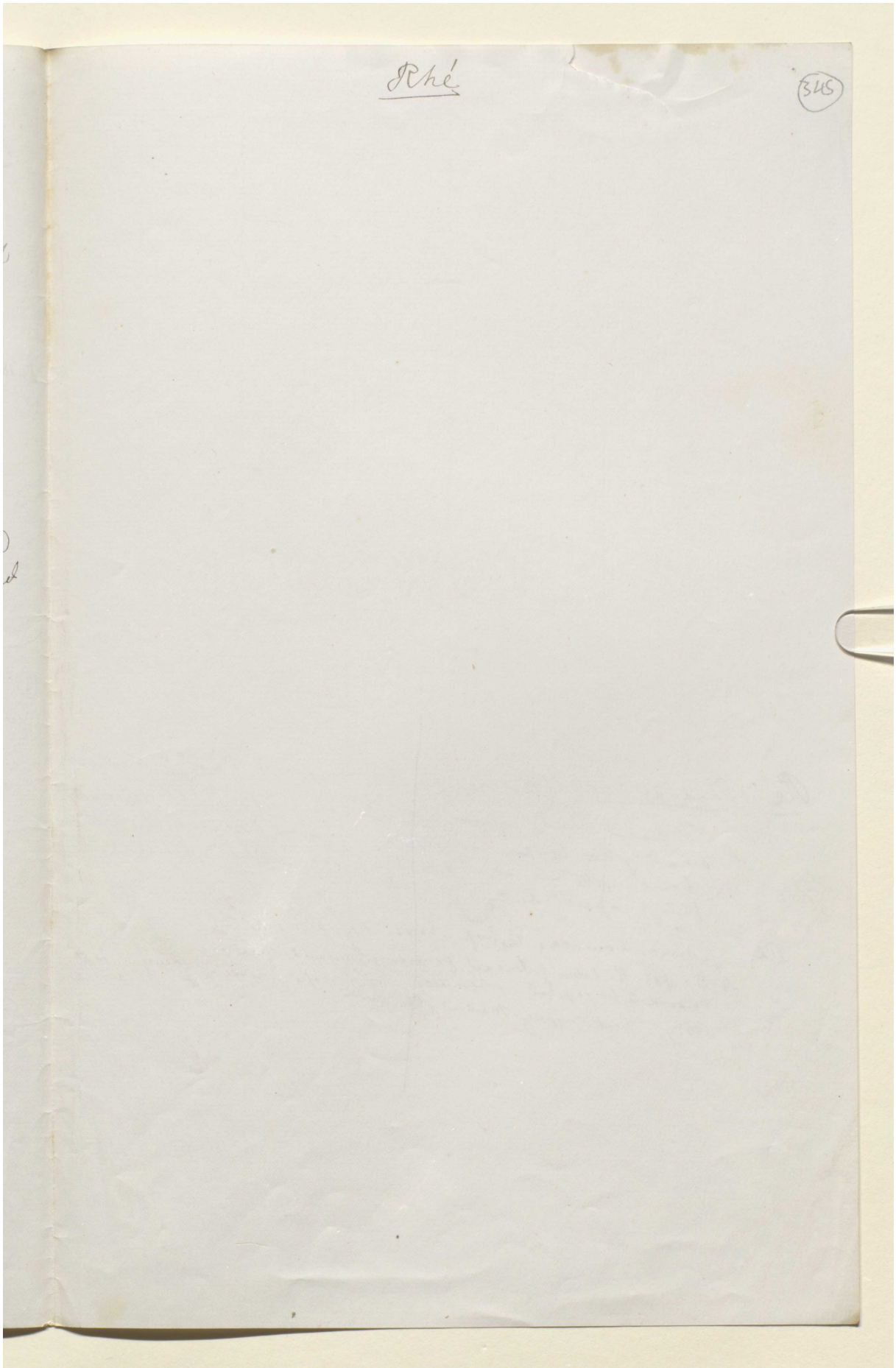

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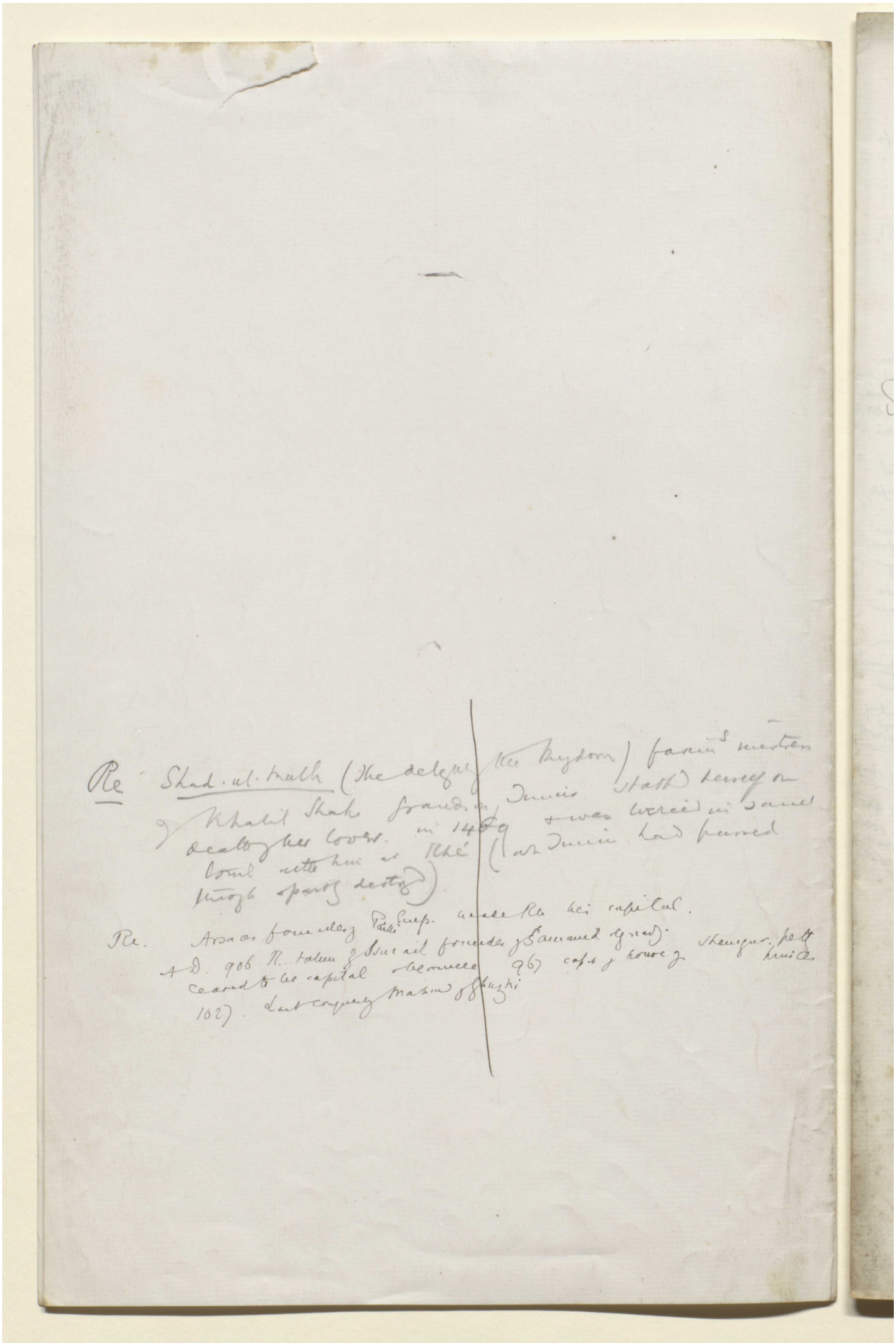

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Re Shad-ul-Mulk (the delight of the Kingdom) Fazim's mistress of Khalil Shah grandson of Timur stabbed herself on death of her lover in 1469 & was buried in same tomb with him at Rhé (as Timur had passed through sparsely destroyed)

Re. Arsaces founder of Parthi Emp. made Rh his capital. A.D. 906 R. taken of Ismail founder of Samanid dynasty. ceased to be capital & became 967 capt of house of Shemgur. pett hunter 1027. Last conquest Mahmud of Ghazni

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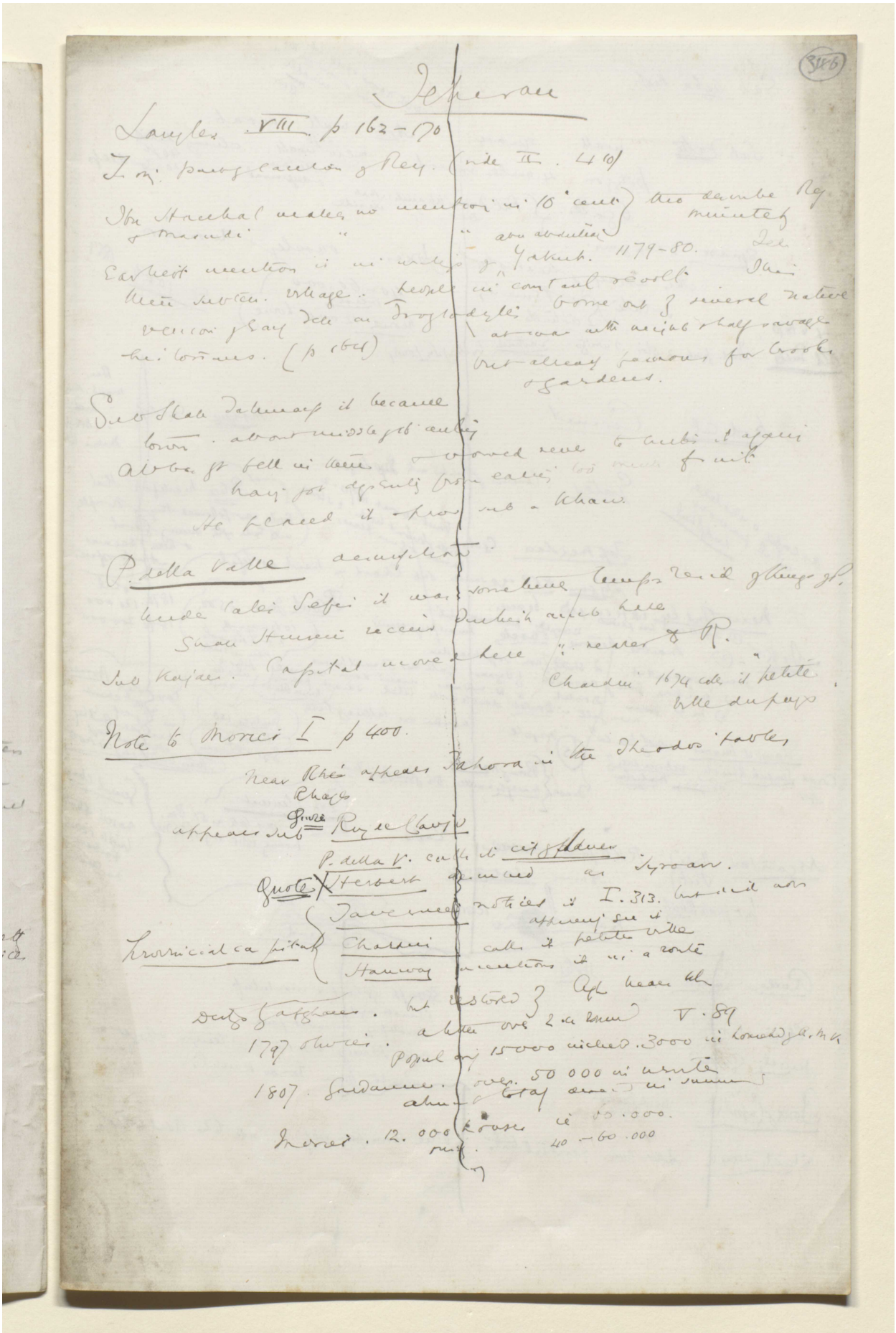

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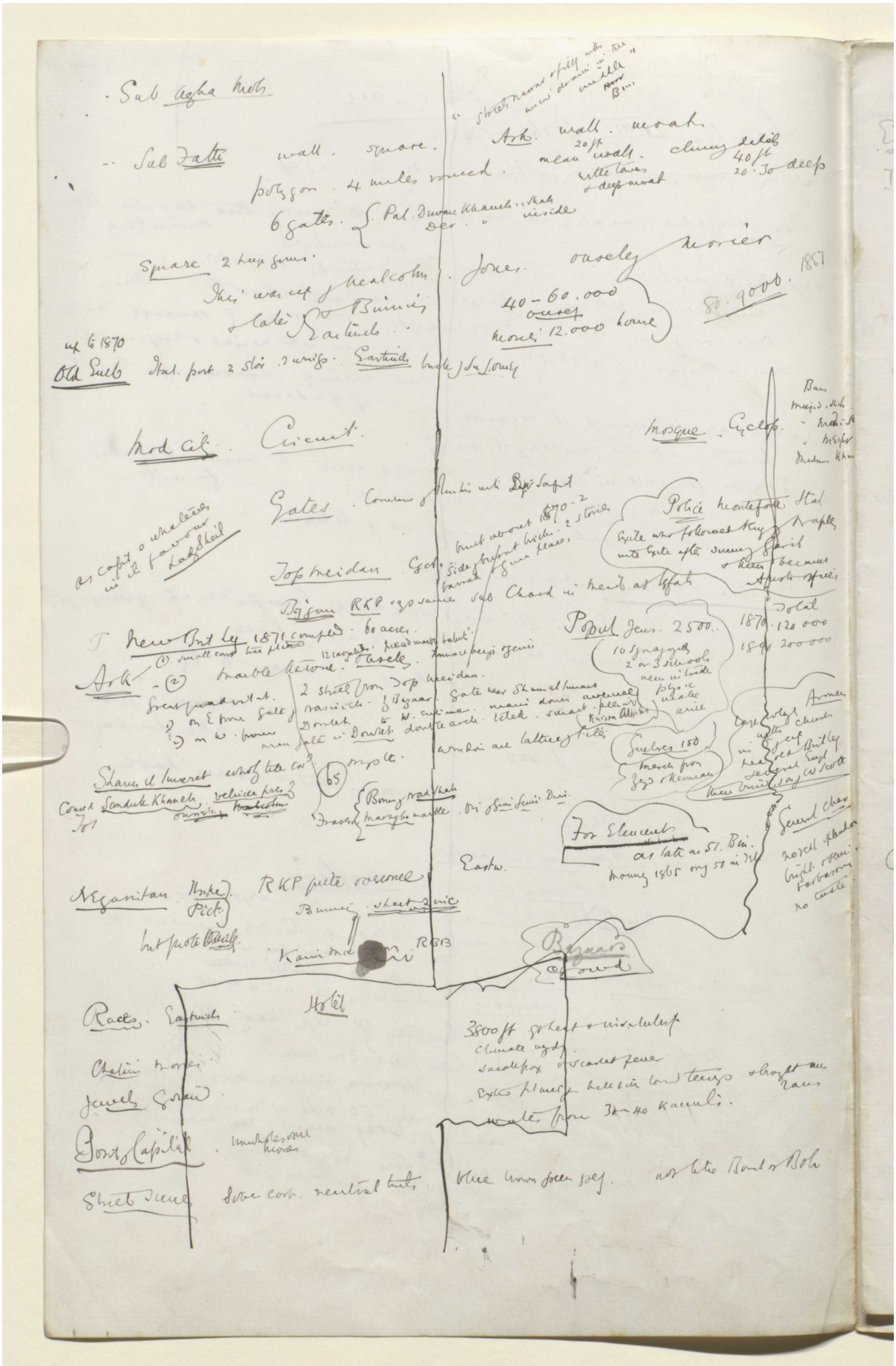
'Lord Curzon's Notes on Persia: About 1889-1890' [346v] (712/1486)



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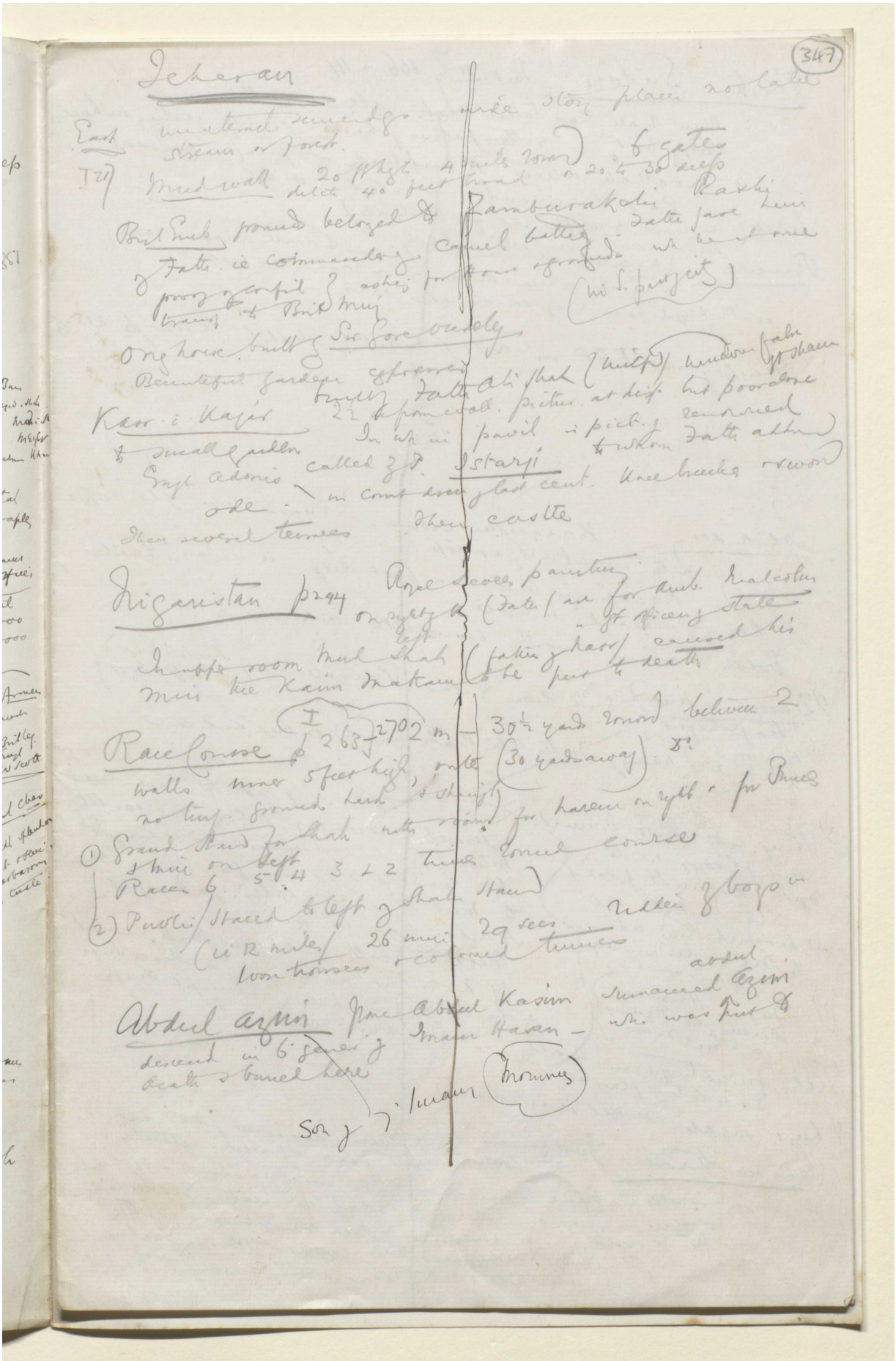

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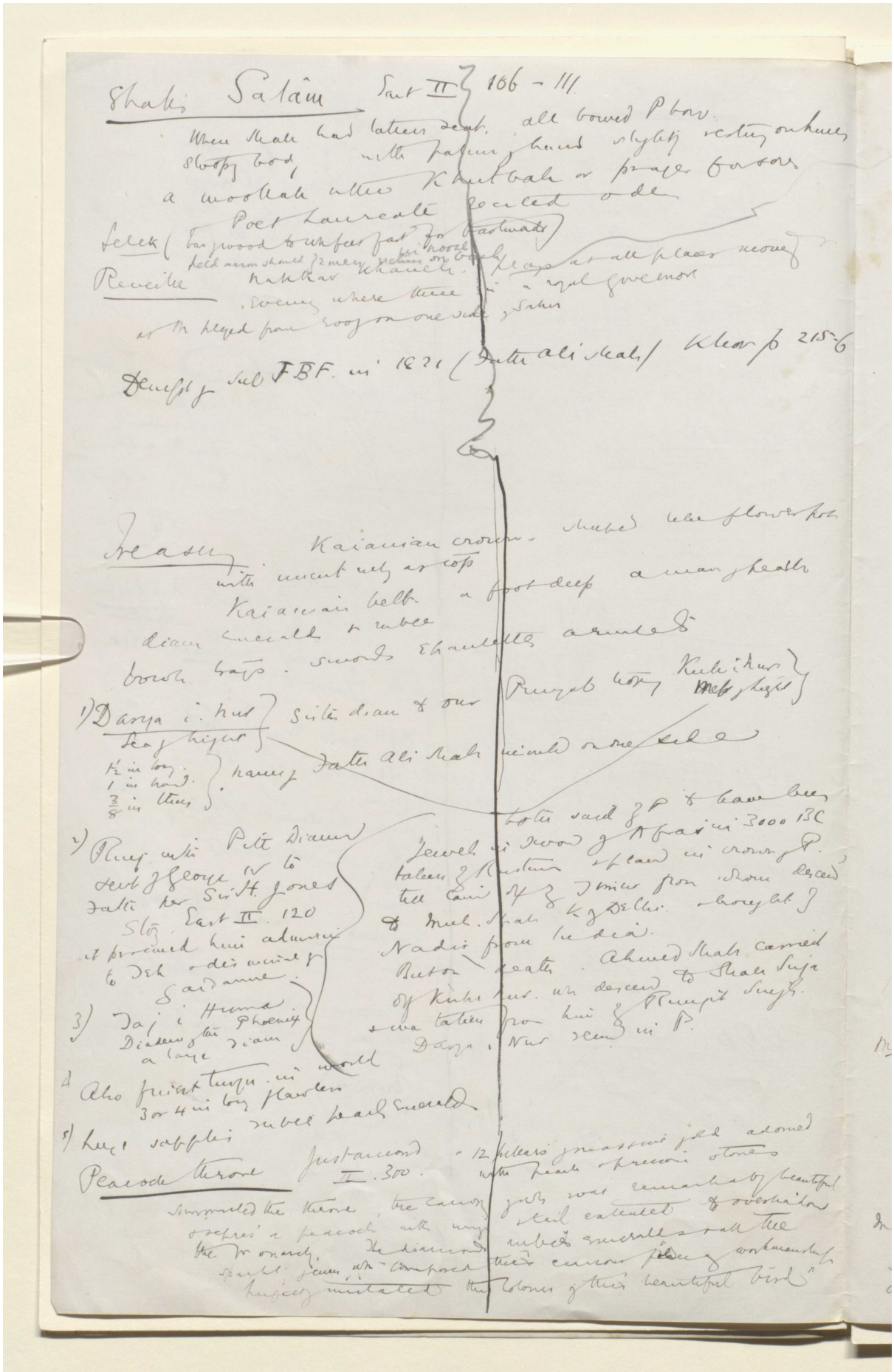

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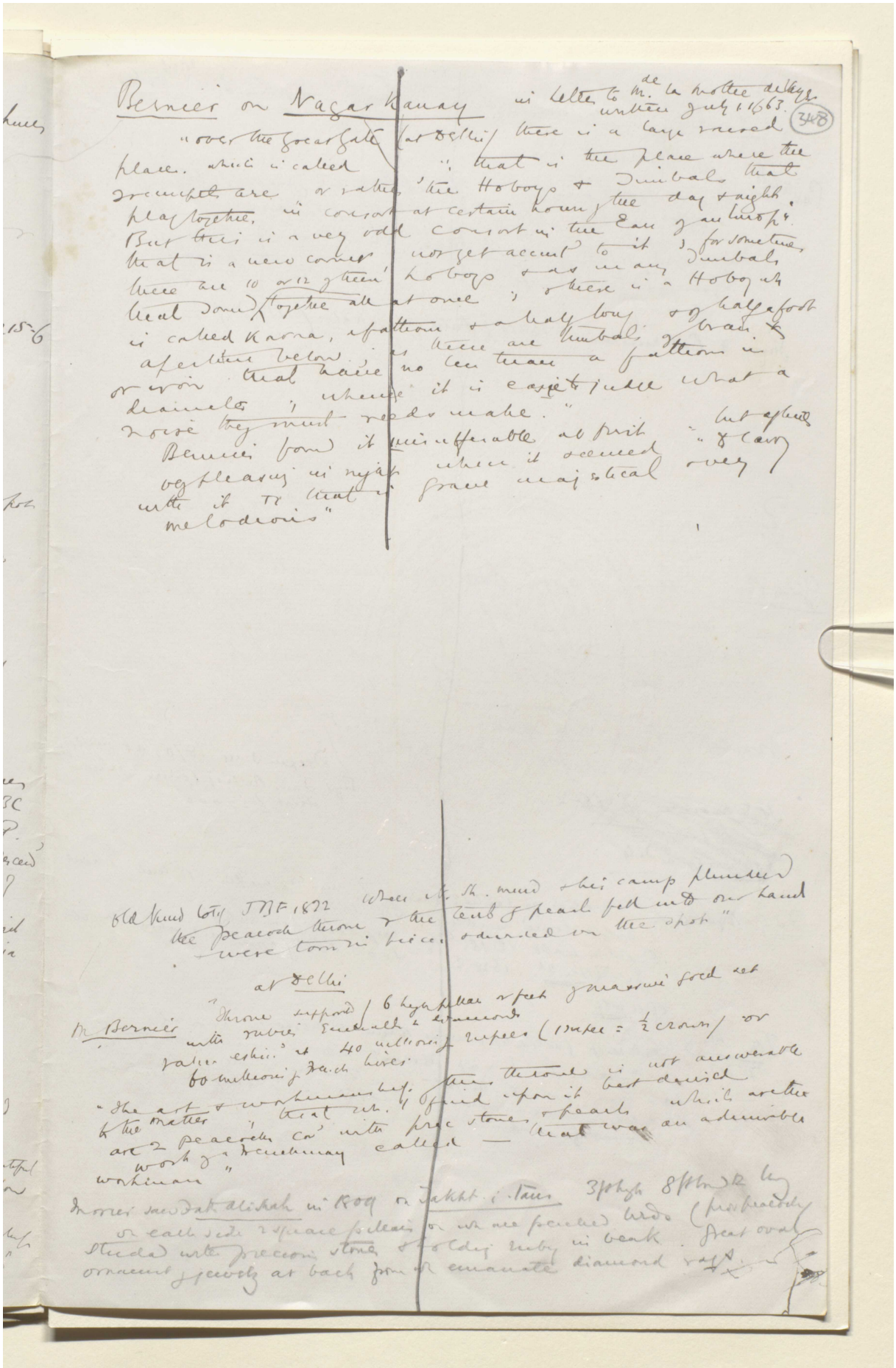

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Bernier on Nagar Kanay in letter to M. de la Mothe de Vayer written July 1. 1663. (348)

"over the great gate (at Delhi) there is a large raised place which is called "; that is the place where the trumpets are or rather 'the Hoboys & Timbals that play together in consort at certain hours of the day & night. But this is a very odd consort in the Ear of an Europ.; that is a new corner, not yet accust to it; for sometimes there are 10 or 12 of them Hoboys & as many Timbals that sound together all at once; & there is a Hoboy wh is called Karna, a fathom & a half long & of half a foot a perture below; as there are timbals of brass & or iron that have no less than a fathom in diameter; whence it is easie to judge what a noise they must needs make."

Bernier found it insufferable at first but afterwards very pleasing in night when it seemed "& carry with it to that is grave majestical & very melodious"

Old Kind lot of JBF 1872 "When N. Sh. mind & his camp plundered the peacock throne & the tent of pearl fell into our hand & were torn in pieces & divided on the spot"

at Delhi

M. Bernier "Throne supported / 6 high pillars or feet of massive gold set with rubies, emeralds & diamonds rather estim.d at 40 millions of rupees (1 rupee = ½ crown) or 60 millions of French lives

"The art & workmanship of this throne is not answerable to the matter; that wh. I find upon it best devised are 2 peacocks co.d with prec stones & pearls which are the work of a Frenchman called — that was an admirable workman"

Morier saw Dat Alishah in 1809 on Takht i Taus 3 ft high 8 ft broad 12 long on each side 2 square pillars on wh are perched birds (prospectively studded with precious stones & holding ruby in beak. Great oval ornament of jewelry at back from wh emanate diamond rays.

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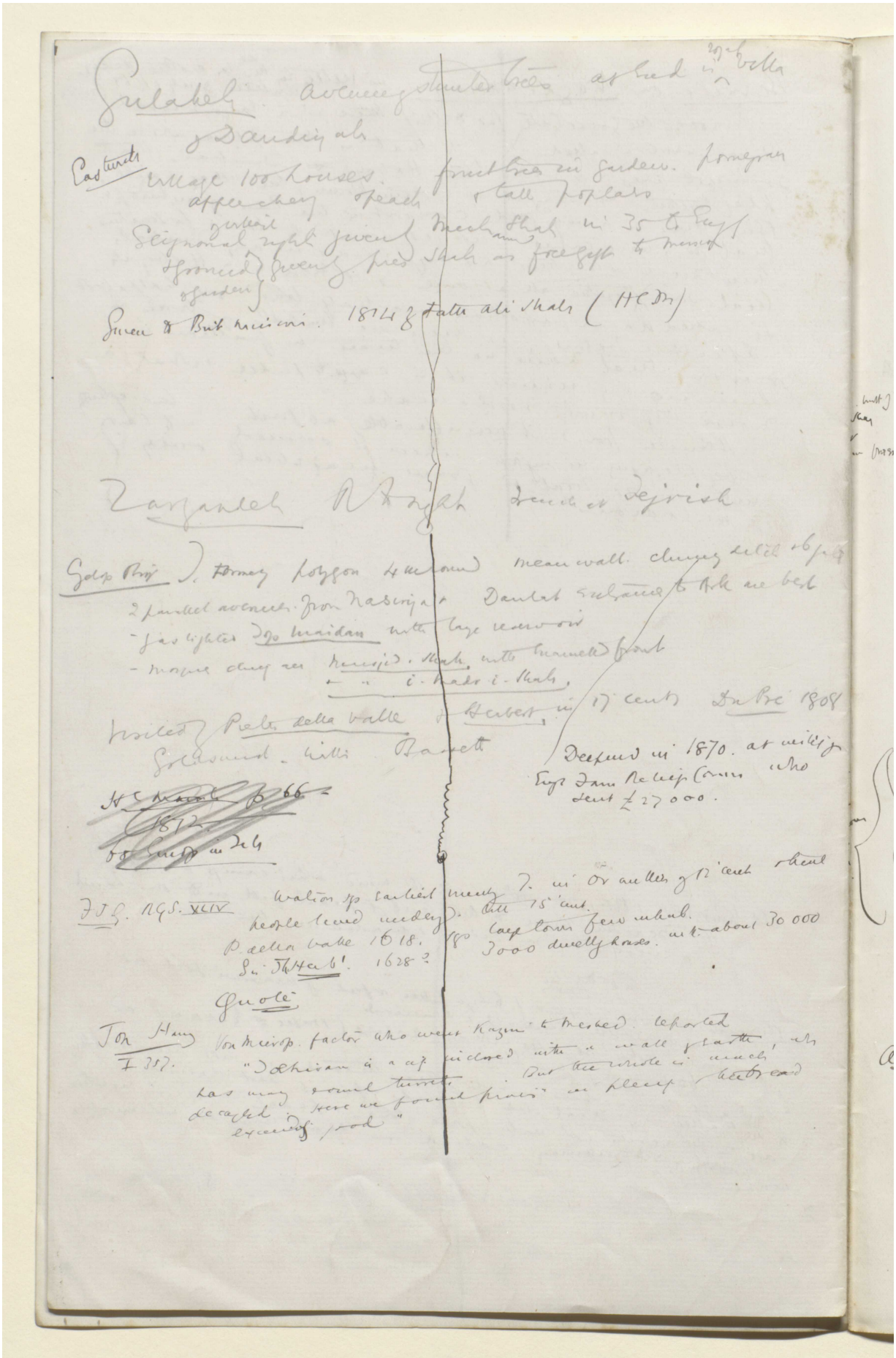

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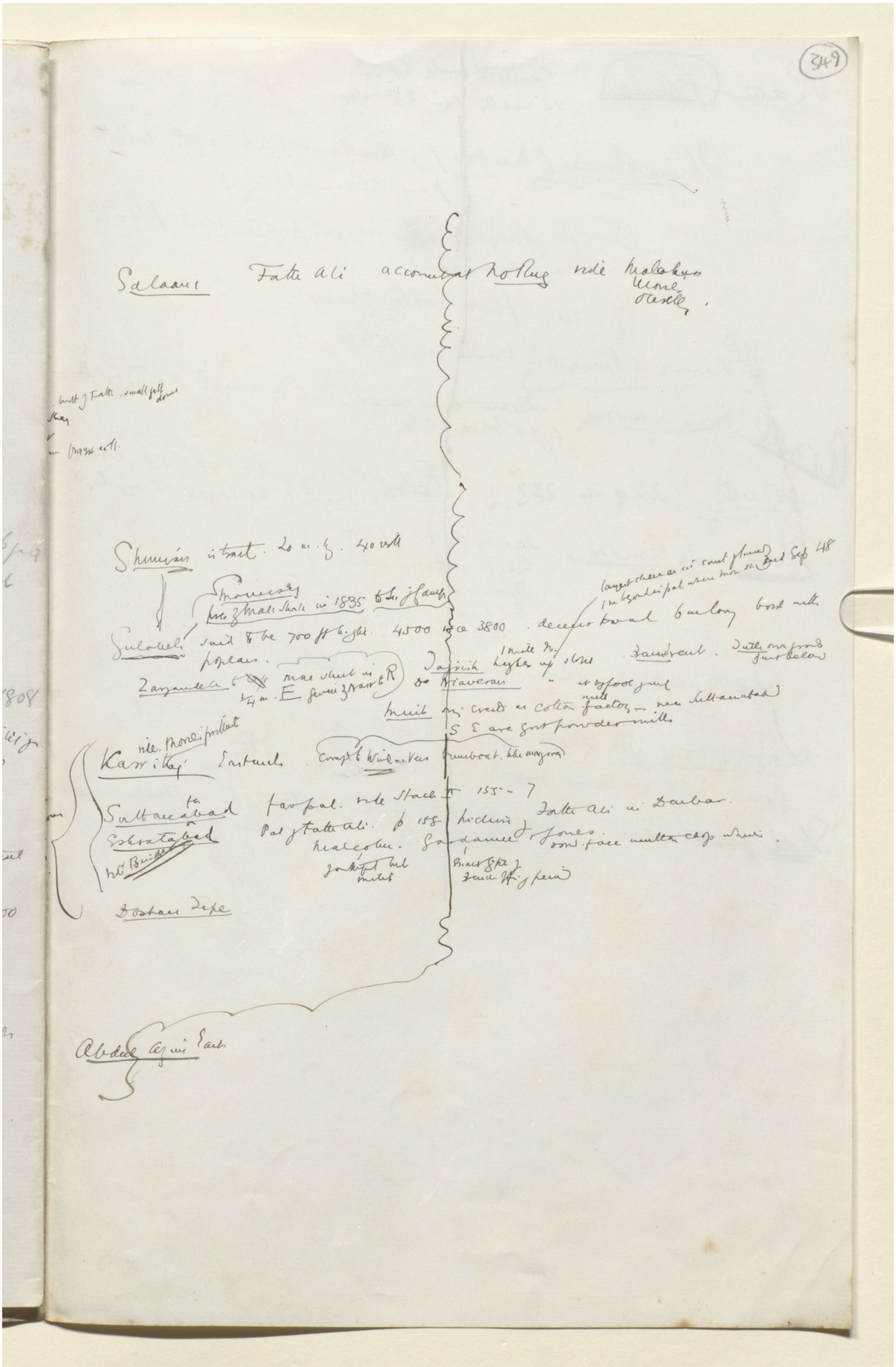

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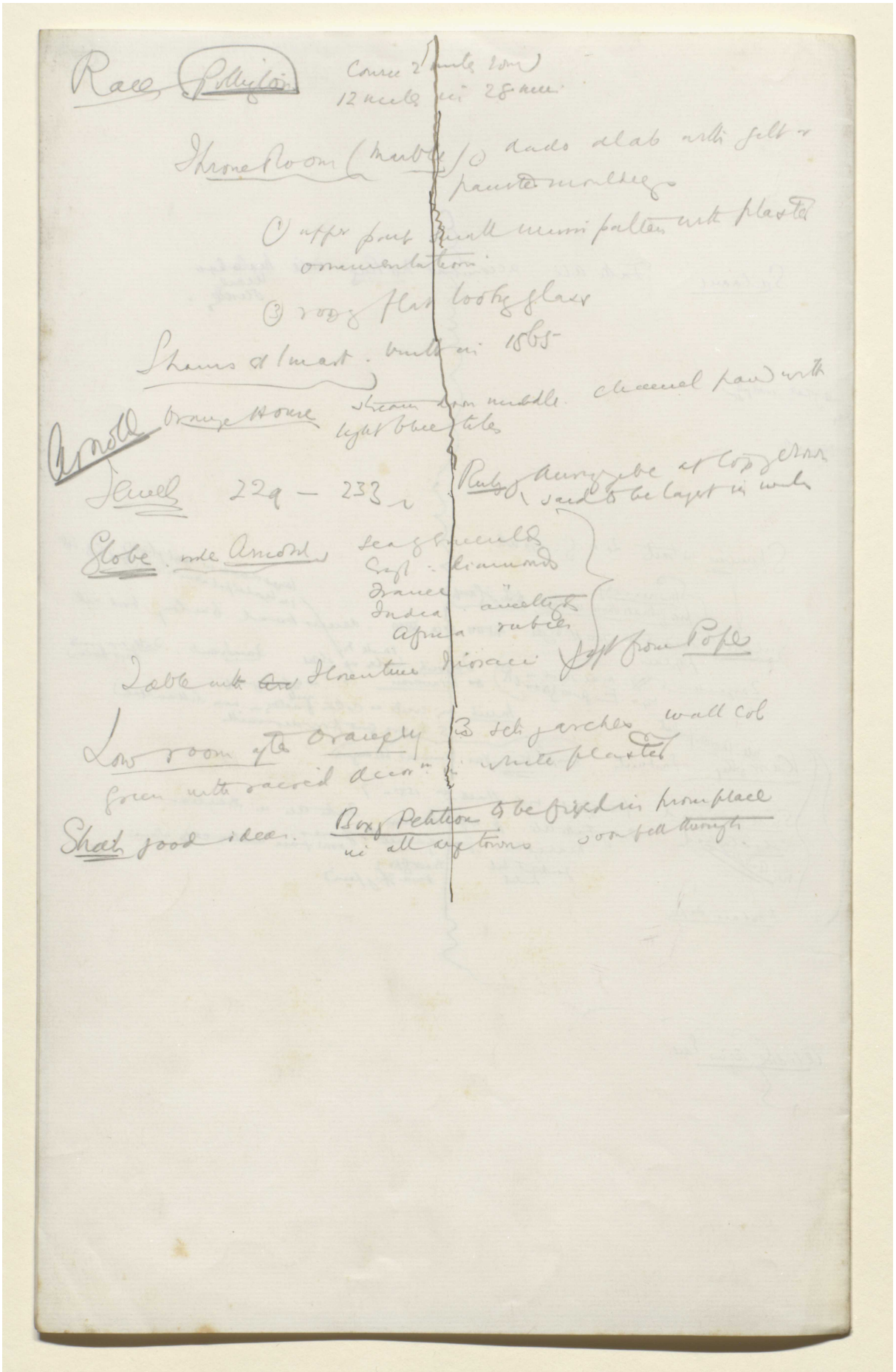

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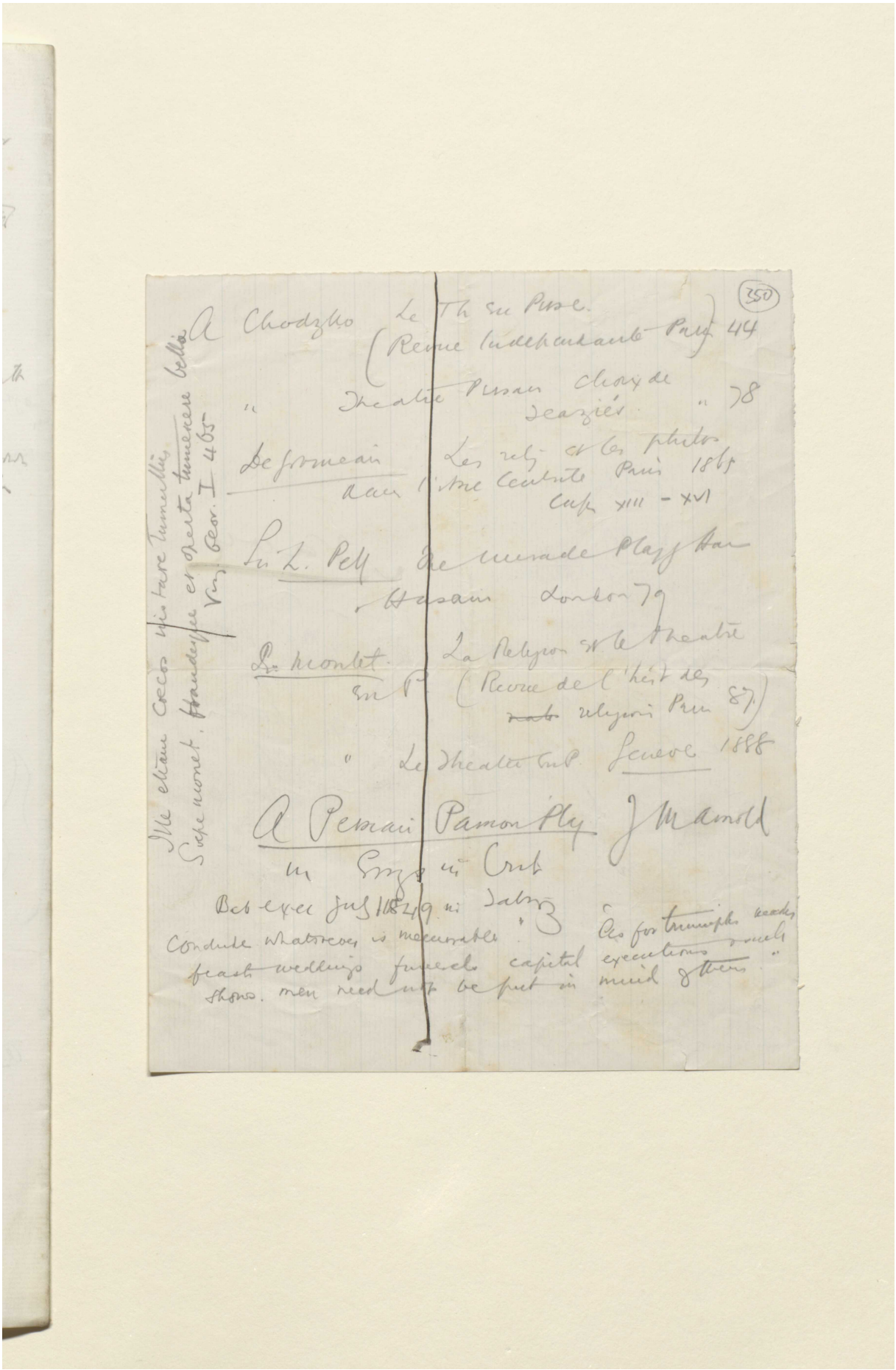

(350)

A Chodzko Le Th en Perse.
(Revue Indépendante Paris) 44

" Théâtre Persan Choix de Jeaziés " 78

De Gobineau Les relig. et les philos. dans l'Asie Centrale Paris 1865
Cap. XIII - XVI

Sir L. Pelly The Miracle Play of Hasan London 79

Dr. Montet La Religion et le Théâtre en P. (Revue de l'hist. des ~~rab~~ religions Paris 87)

" Le Théâtre en P. Genève 1888

A Persian Passion Play J Marnold in Essays in Crit.

Bab exec July 1849 in Tabriz

Conclude whatsoever is memorable. As for triumphs, weeks, feasts, weddings, funerals, capital executions, such shows, men need not be put in mind of them.

Ille etiam Coecos instare tumultus
Saepe monet, Fraudesque et operta tumescere bella
Virg. Geor. I 465

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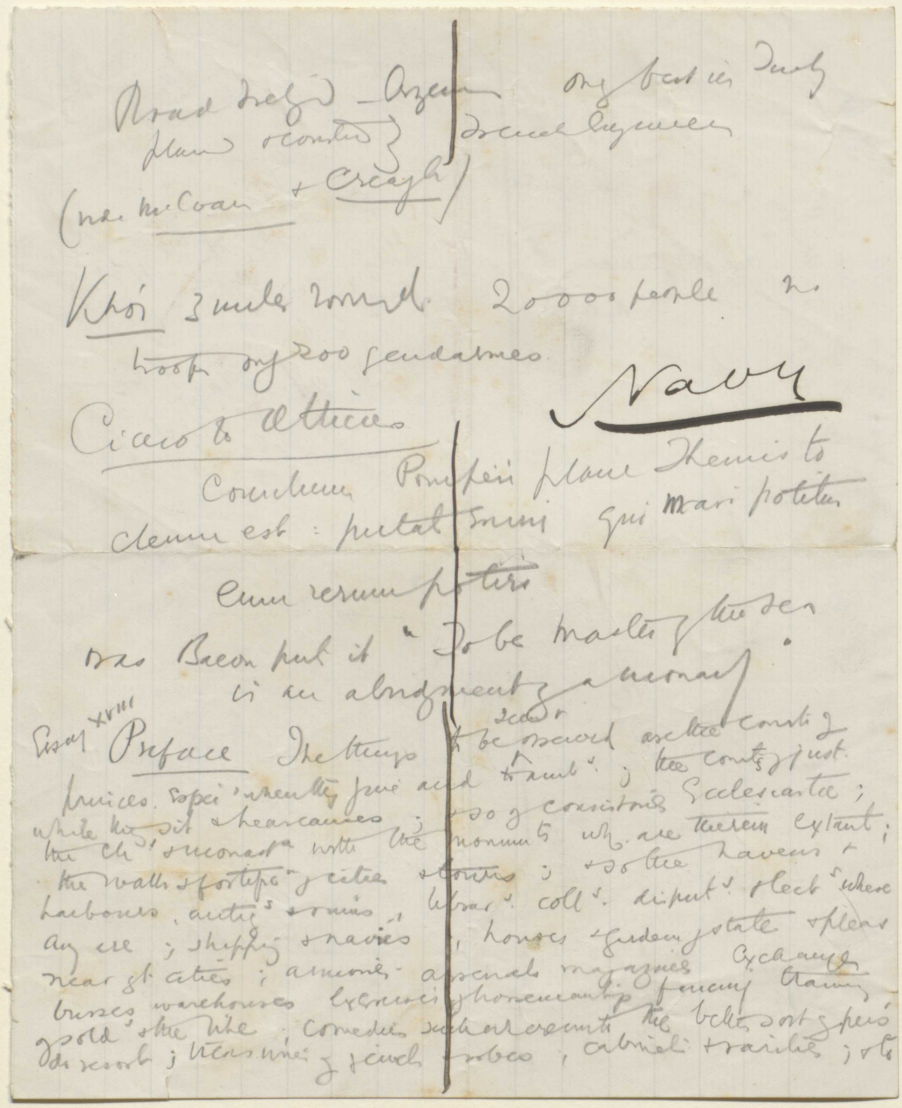

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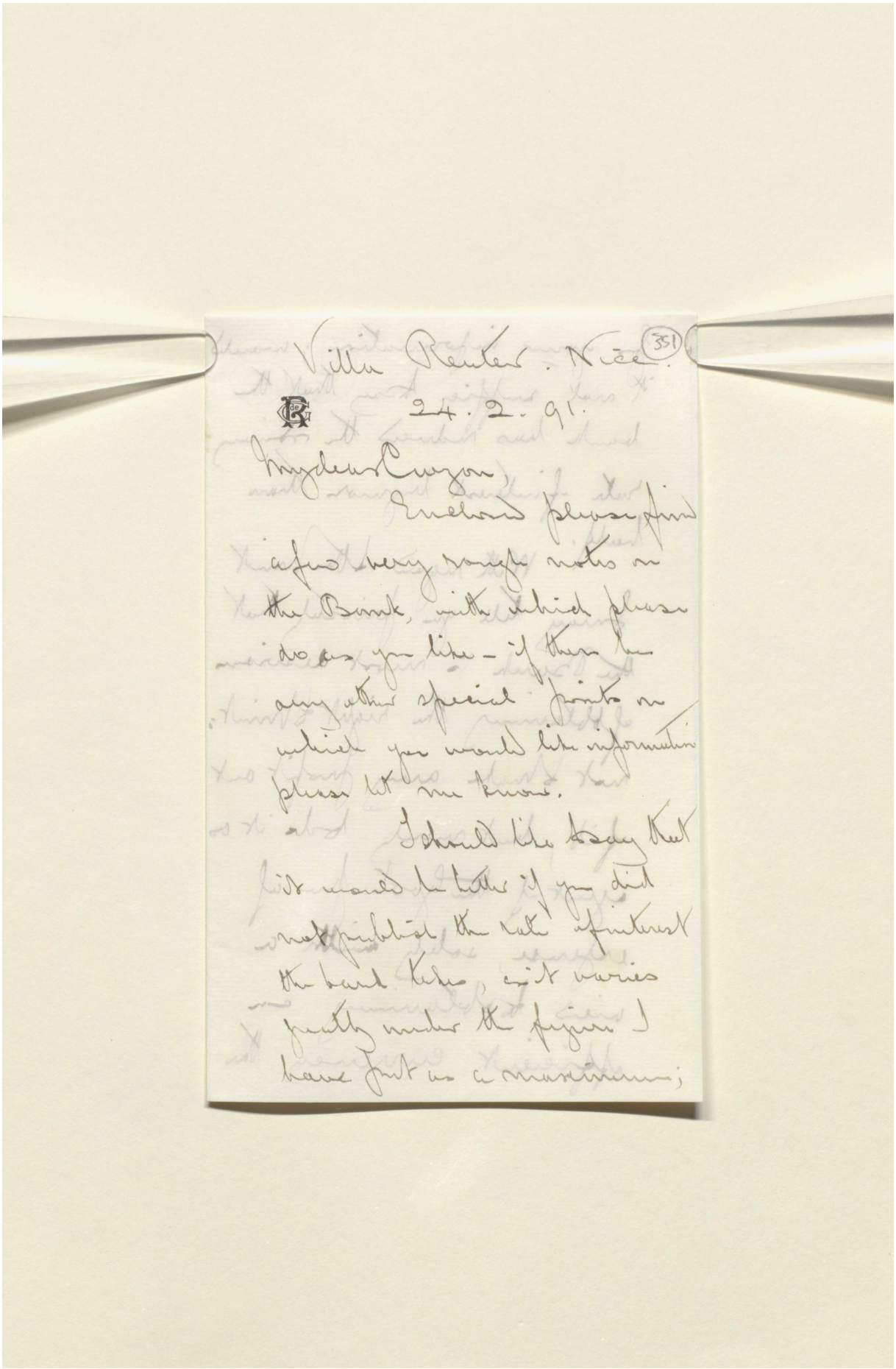

Villa Reuter. Nice (351)

24. 2. 91.

My dear Curzon,

Enclosed please find a few very rough notes on the Bank, with which please do as you like – if there be any other special points on which you would like information please let me know.

I should like to say that it would be better if you did not publish the rate of interest the bank takes, as it varies greatly under the figure I have put as a maximum;

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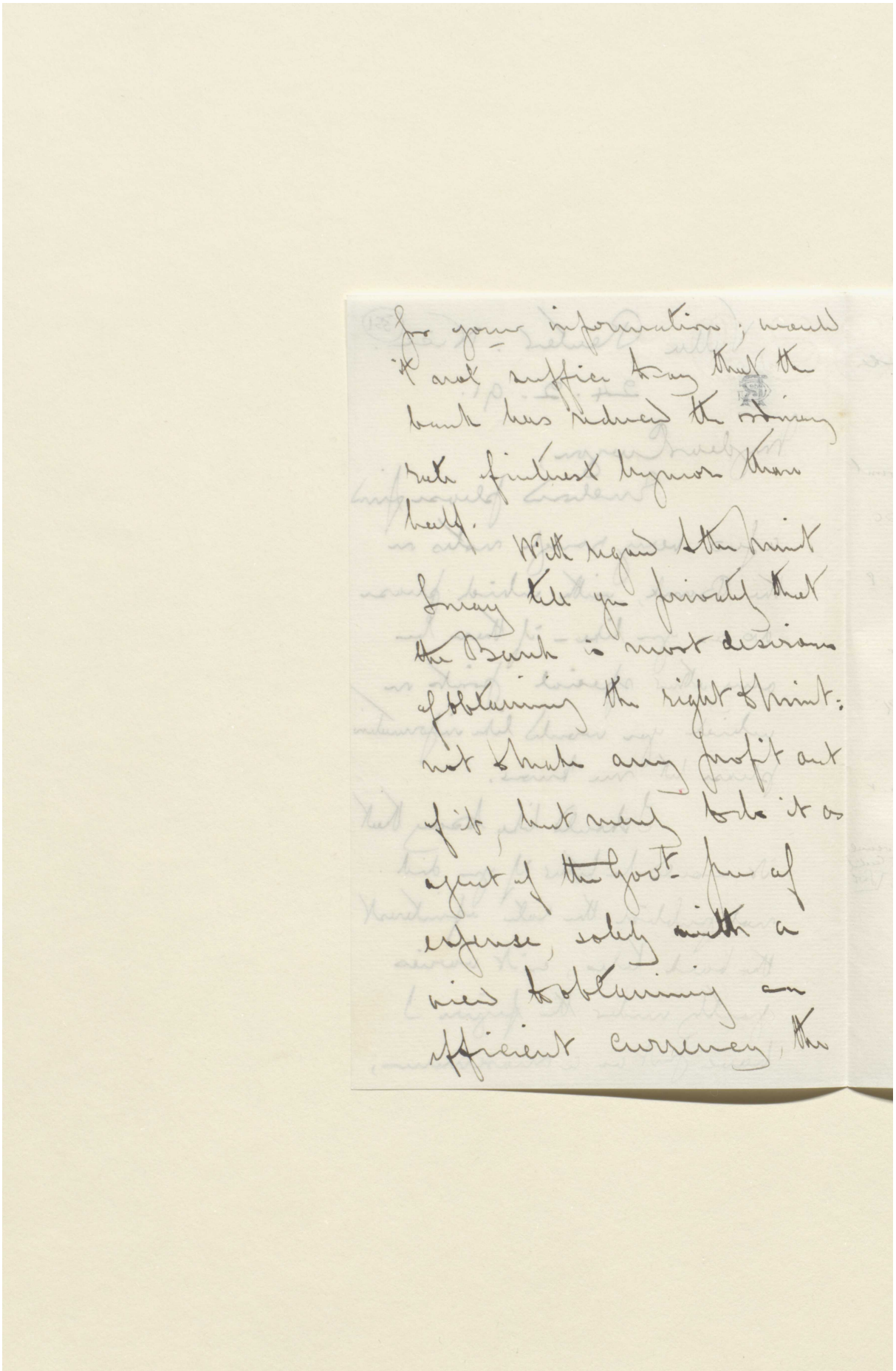

for your information; would it not suffice to say that the bank has reduced the ordinary rate of interest by more than half.

With regard to the mint I may tell you privately that the Bank is most desirous of obtaining the right to print: not to make any profit out of it, but merely to do it as agent of the Govt. free of expense, solely with a view to obtaining an efficient currency, the

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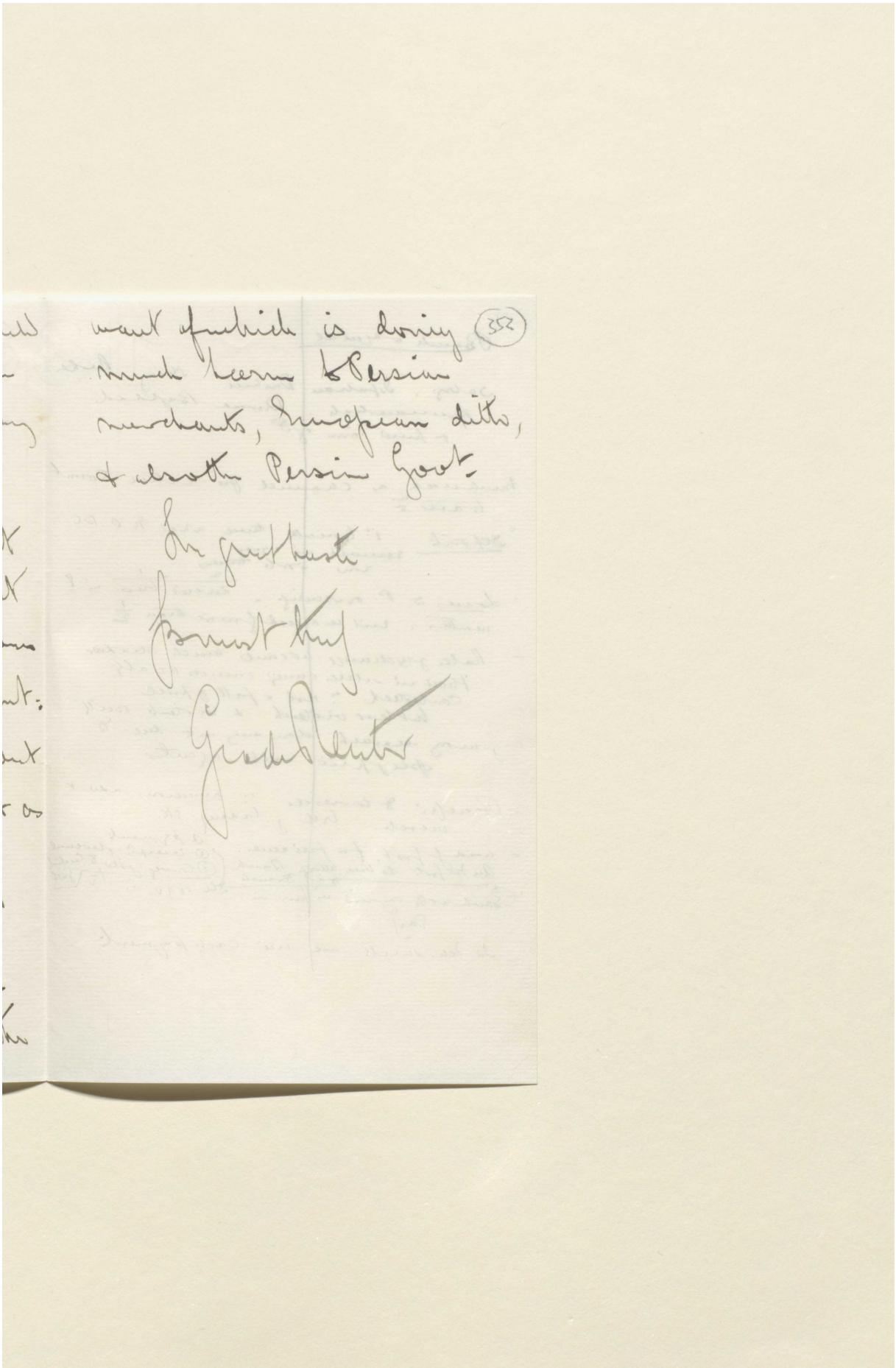

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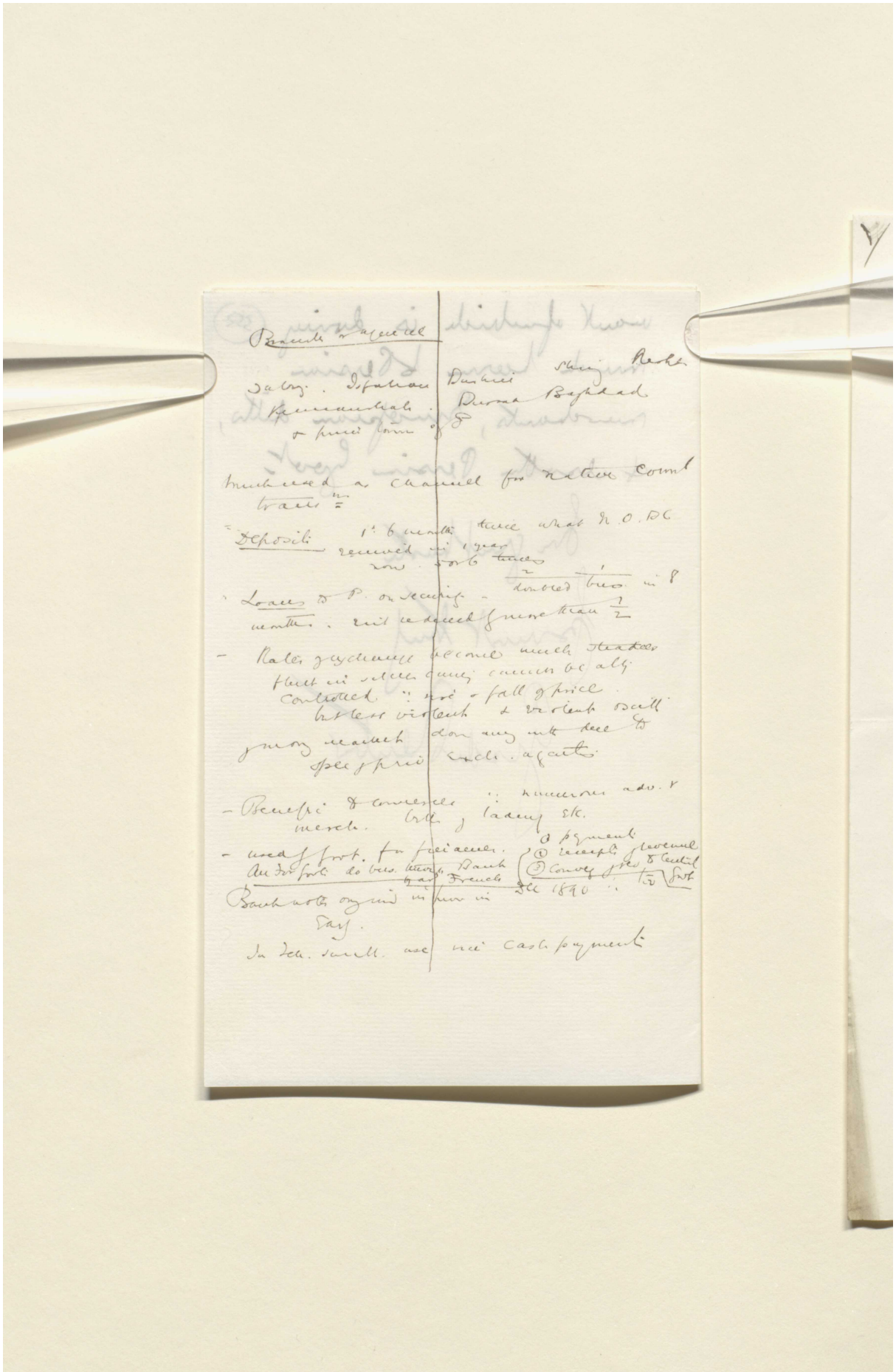

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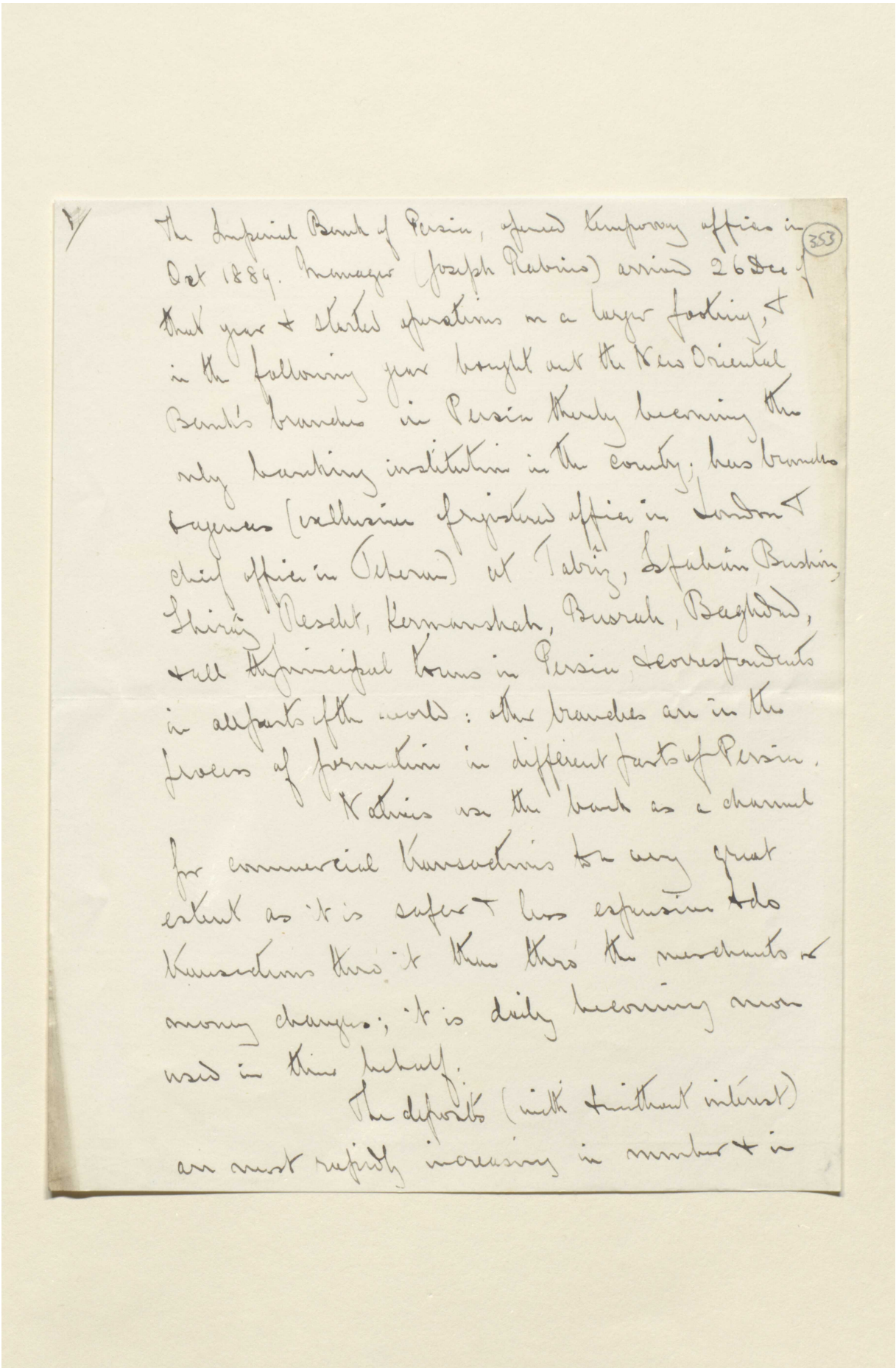

The Imperial Bank of Persia, opened temporary offices in Oct 1889. Manager (Joseph Rabino) arrived 26 Dec of that year & started operations on a larger footing, & in the following year bought out the New Oriental Bank's branches in Persia thereby becoming the only banking institution in the country; has branches & agencies (exclusive of registered office in London & chief office in Teheran) at Tabrîz, Isfahân, Bushire, Shirâz, Rescht, Kermanshah, Busrah, Baghdad, & all the principal towns in Persia, & correspondents in all parts of the world: other branches are in the process of formation in different parts of Persia.

Natives use the bank as a channel for commercial transactions to a very great extent as it is safer & less expensive to do transactions thro' it than thro' the merchants or money changers; it is daily becoming more used in their behalf.

The deposits (with & without interest) are most rapidly increasing in number & in

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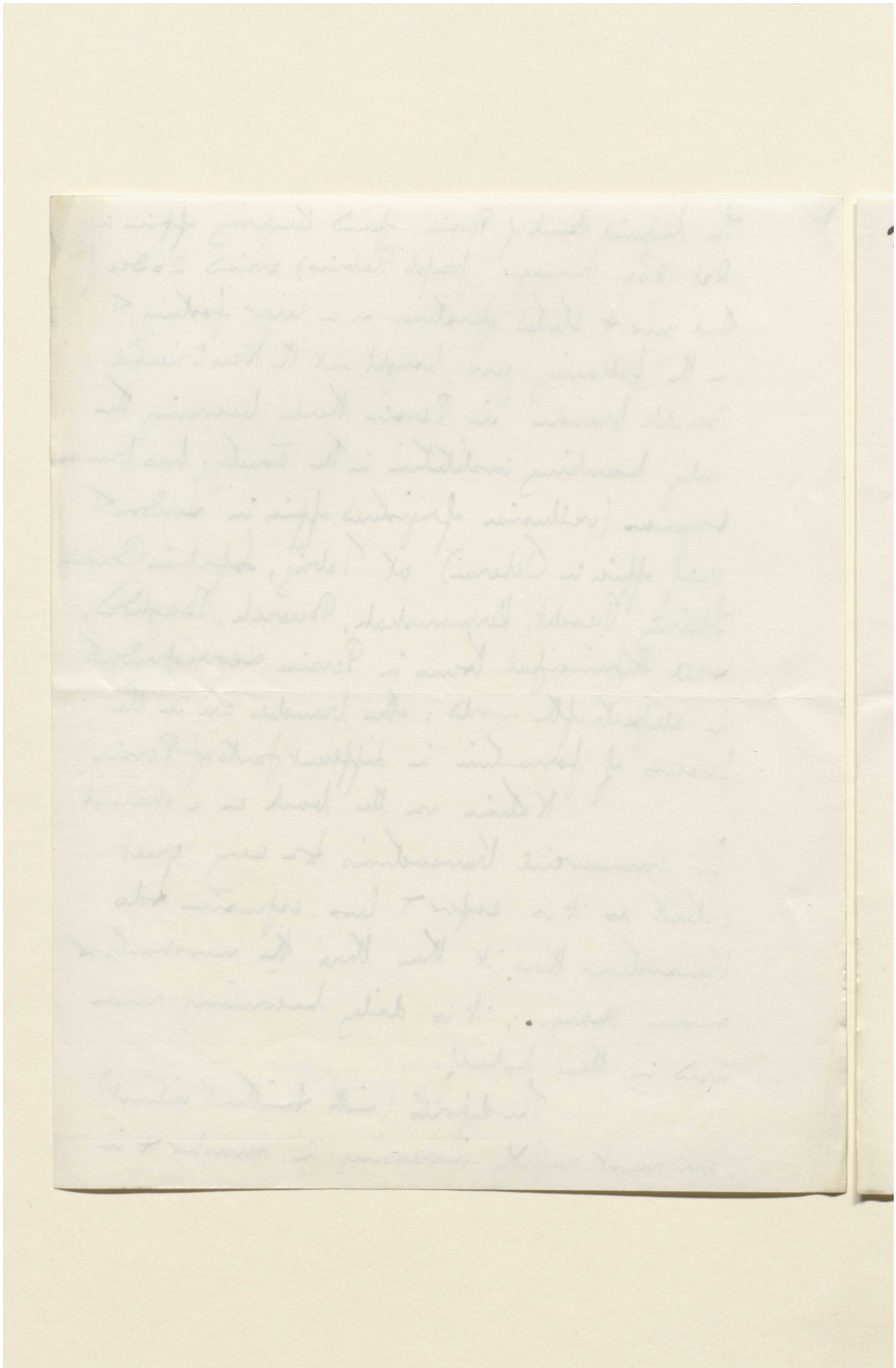

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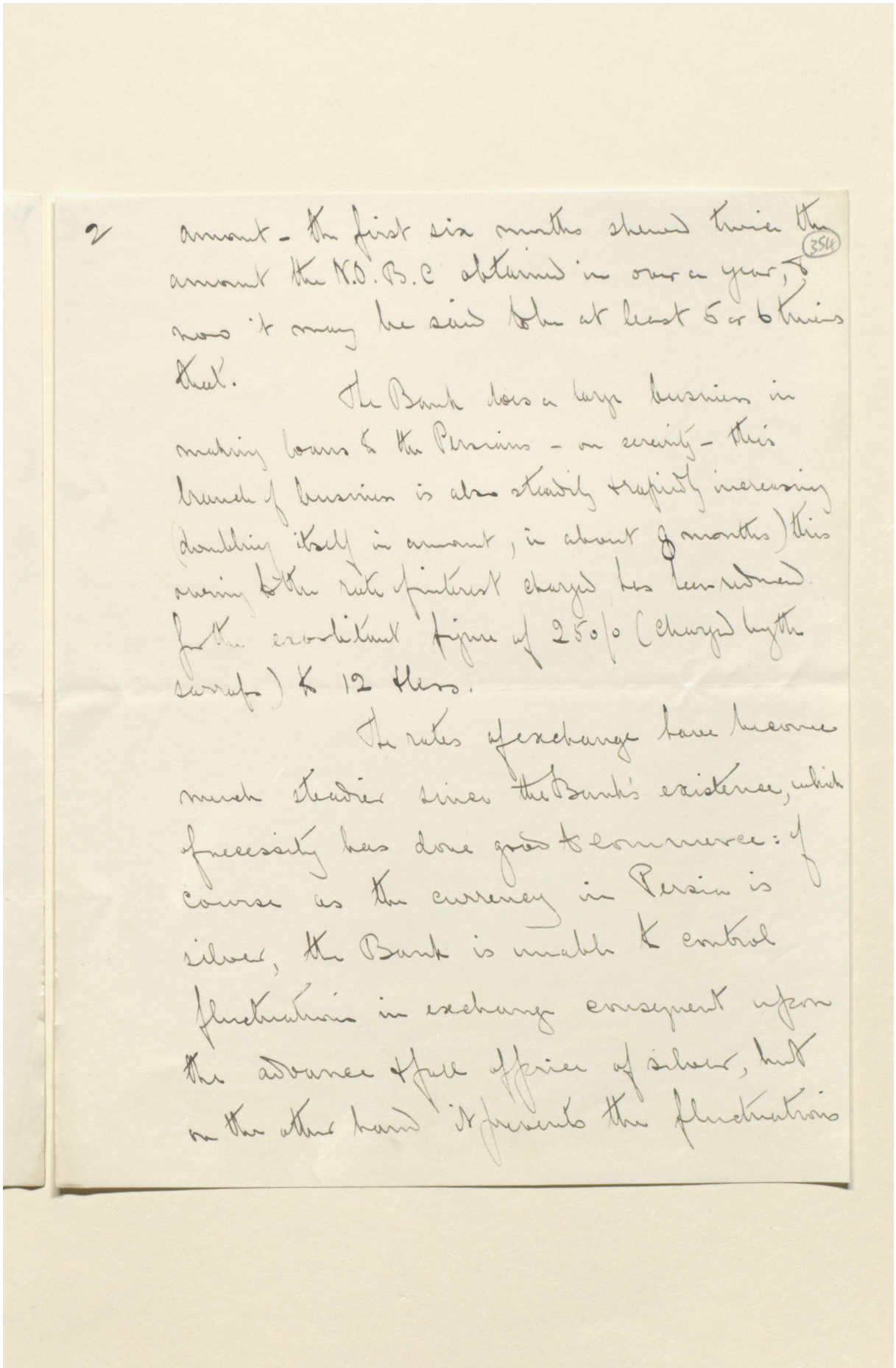

2

amount - the first six months showed twice the amount the N.D.B.C obtained in over a year, & now it may be said that at least 5 or 6 times that.

(354r)

The Bank does a large business in making loans to the Persians - on security - this branch of business is also steadily & rapidly increasing (doubling itself in amount, in about 9 months) this owing to the rate of interest charged has been reduced from the exorbitant figure of 25% (charged by the Sarafs) to 12 then.

The rates of exchange have become much steadier since the Bank's existence, which of necessity has done good to commerce: of course as the currency in Persia is silver, the Bank is unable to control fluctuations in exchange consequent upon the advance & fall in price of silver, but on the other hand it prevents the fluctuations

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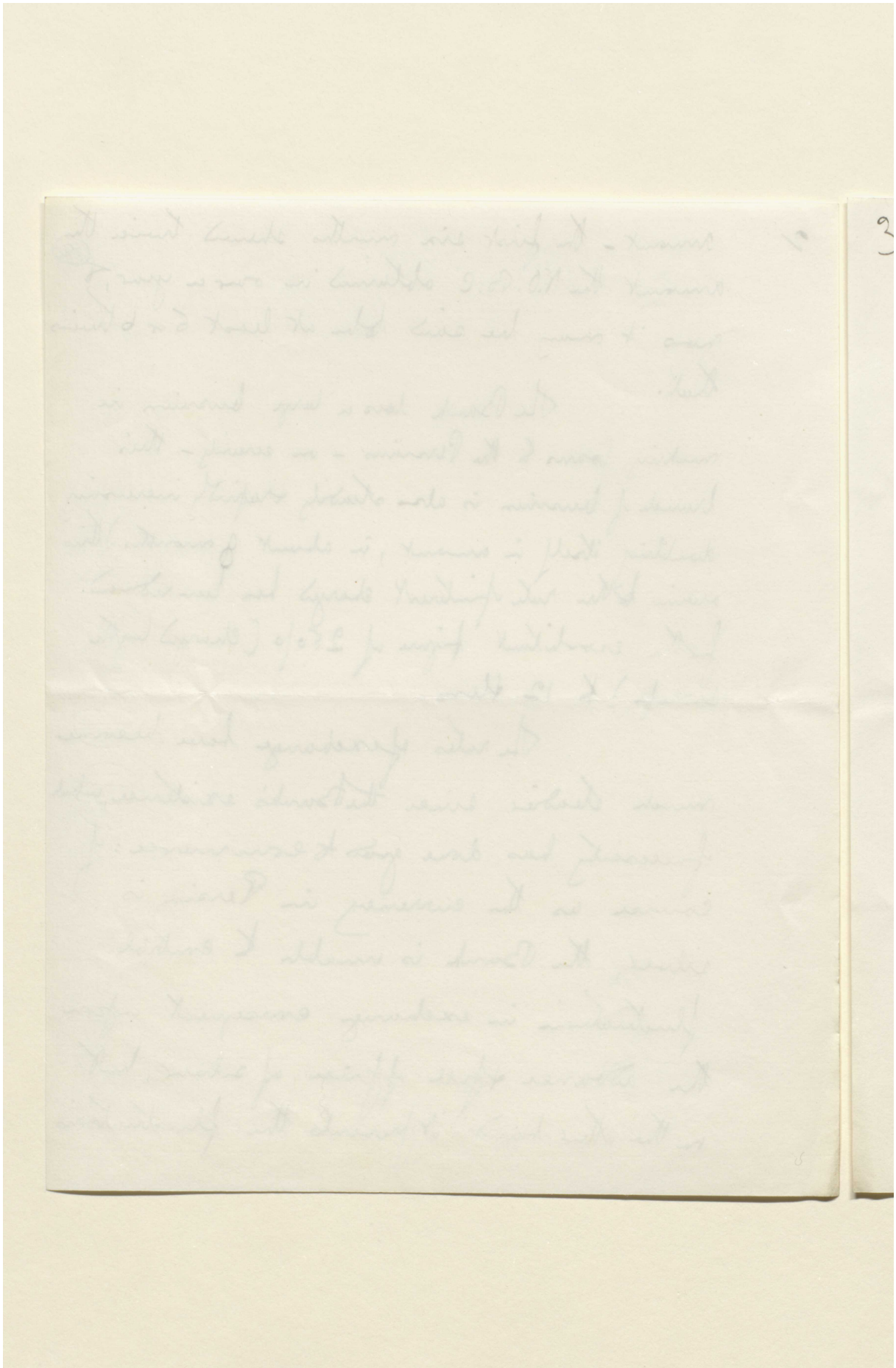

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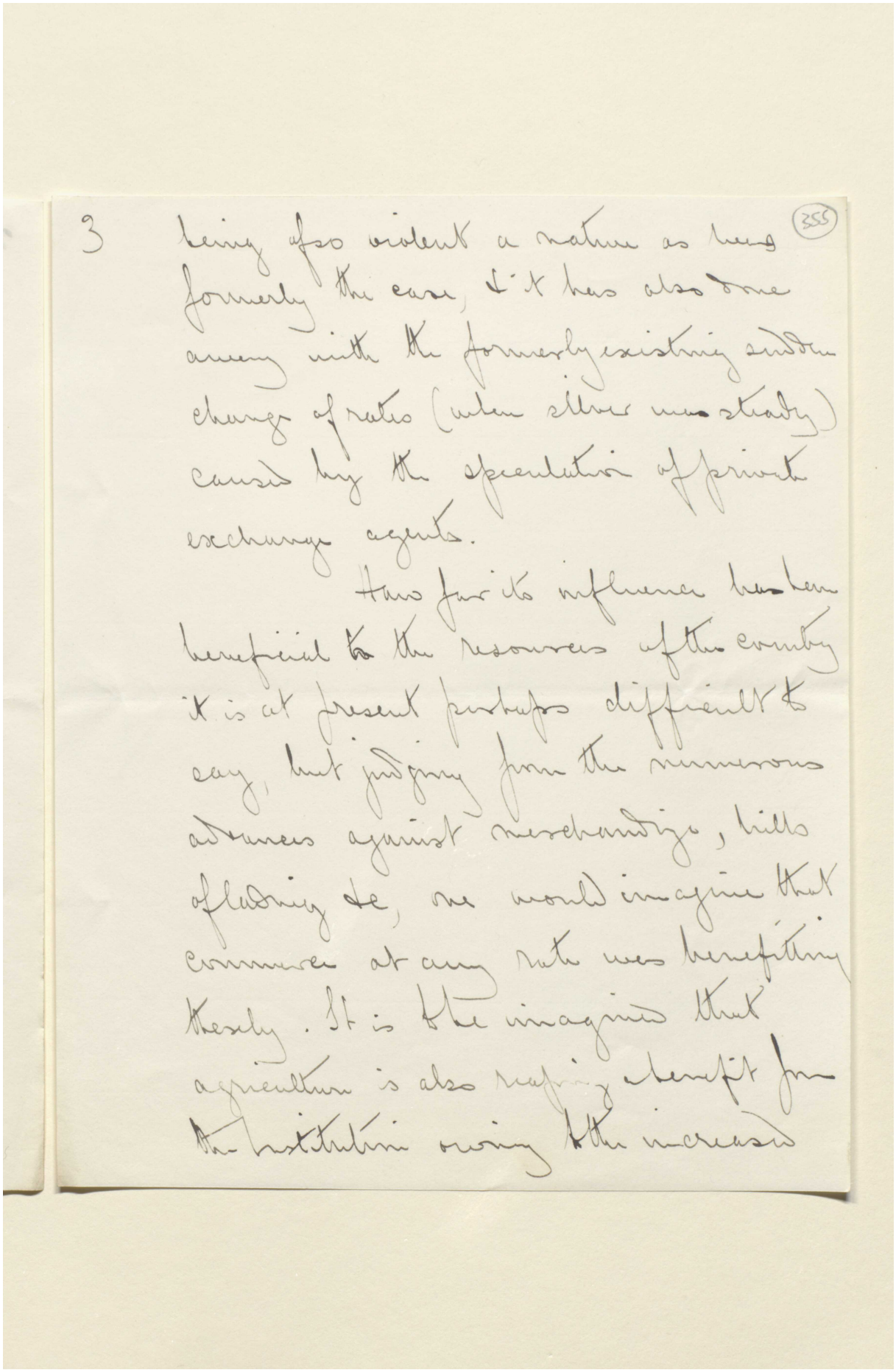

3 being also evident a nature as has formerly the case, it has also done away with the formerly existing sudden change of ratio (when silver was steady) caused by the speculation of private exchange agents.

How far its influence has been beneficial to the resources of the country it is at present perhaps difficult to say, but judging from the numerous advances against merchandize, bills of lading &c, we would imagine that commerce at any rate was benefitting thereby. It is also imagined that agriculture is also reaping benefit from the institution owing to the increased

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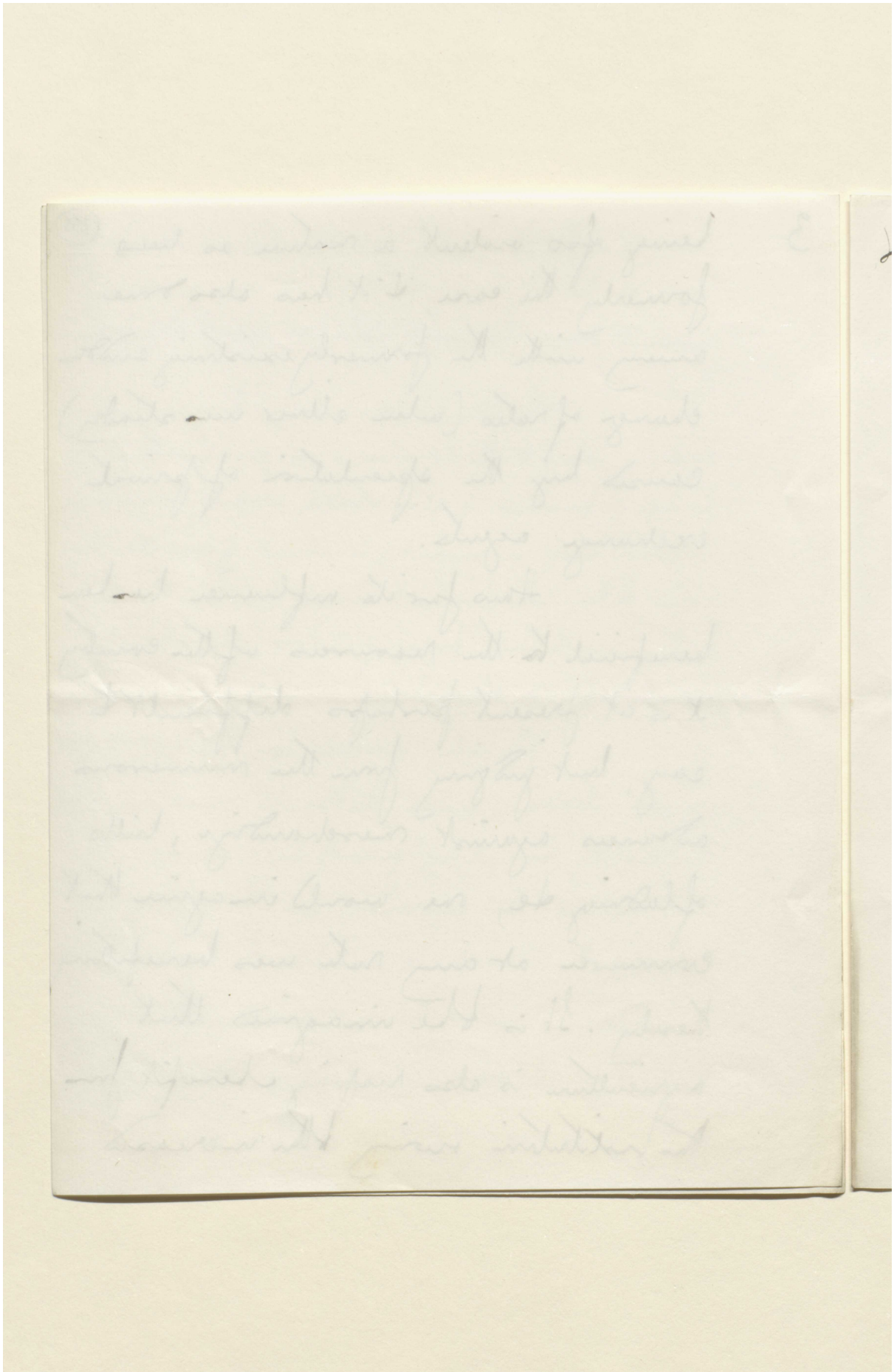

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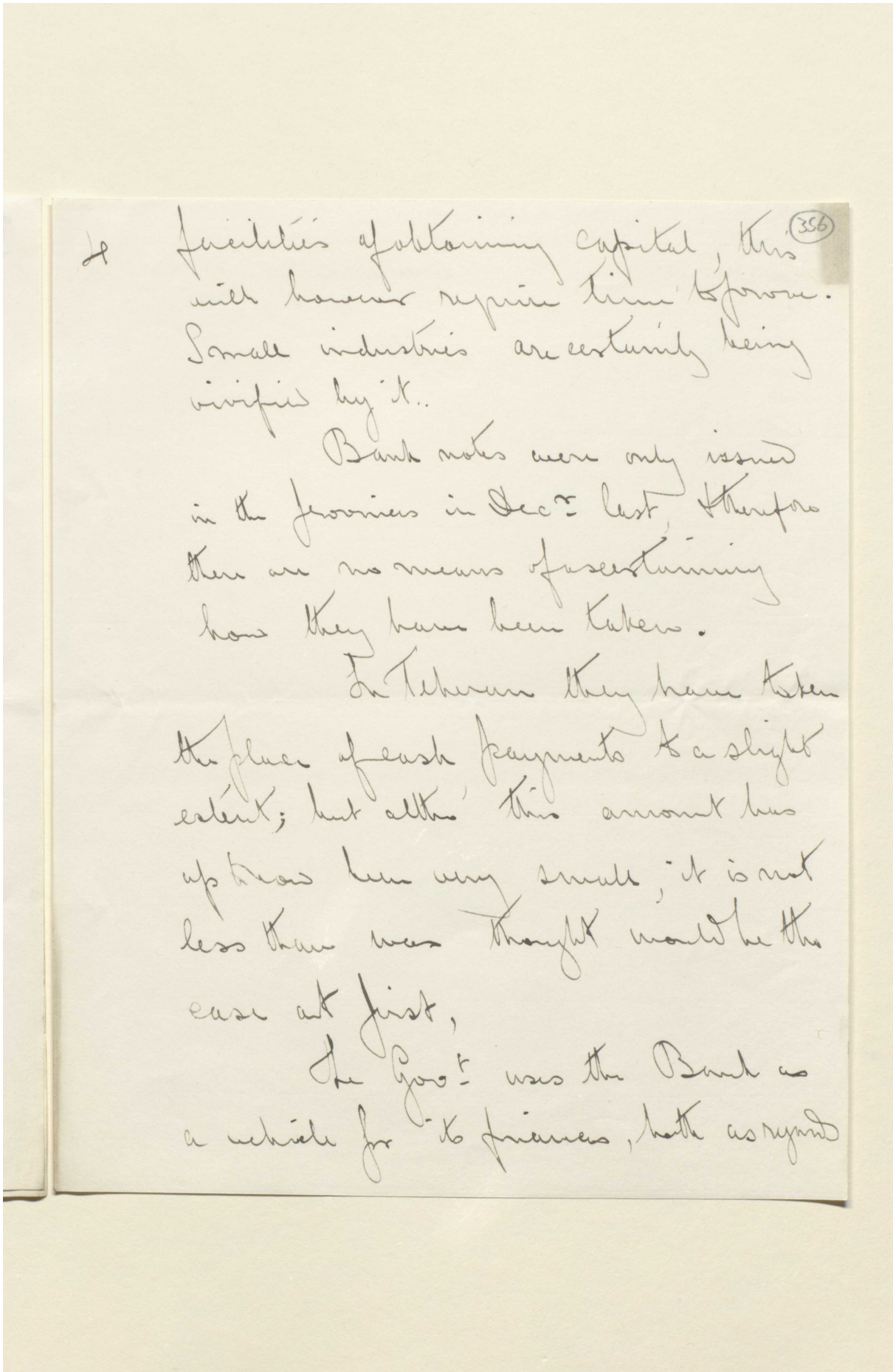

facilities of obtaining capital, this will however require time to prove. Small industries are certainly being vivified by it..

(356)

Bank notes were only issued in the provinces in Decr last, therefore there are no means of ascertaining how they have been taken.

In Teheran they have taken the place of cash payments to a slight extent; but although this amount has up to now been very small, it is not less than was thought would be the case at first,

The Govt was the Bank as a vehicle for its finances, both as regards

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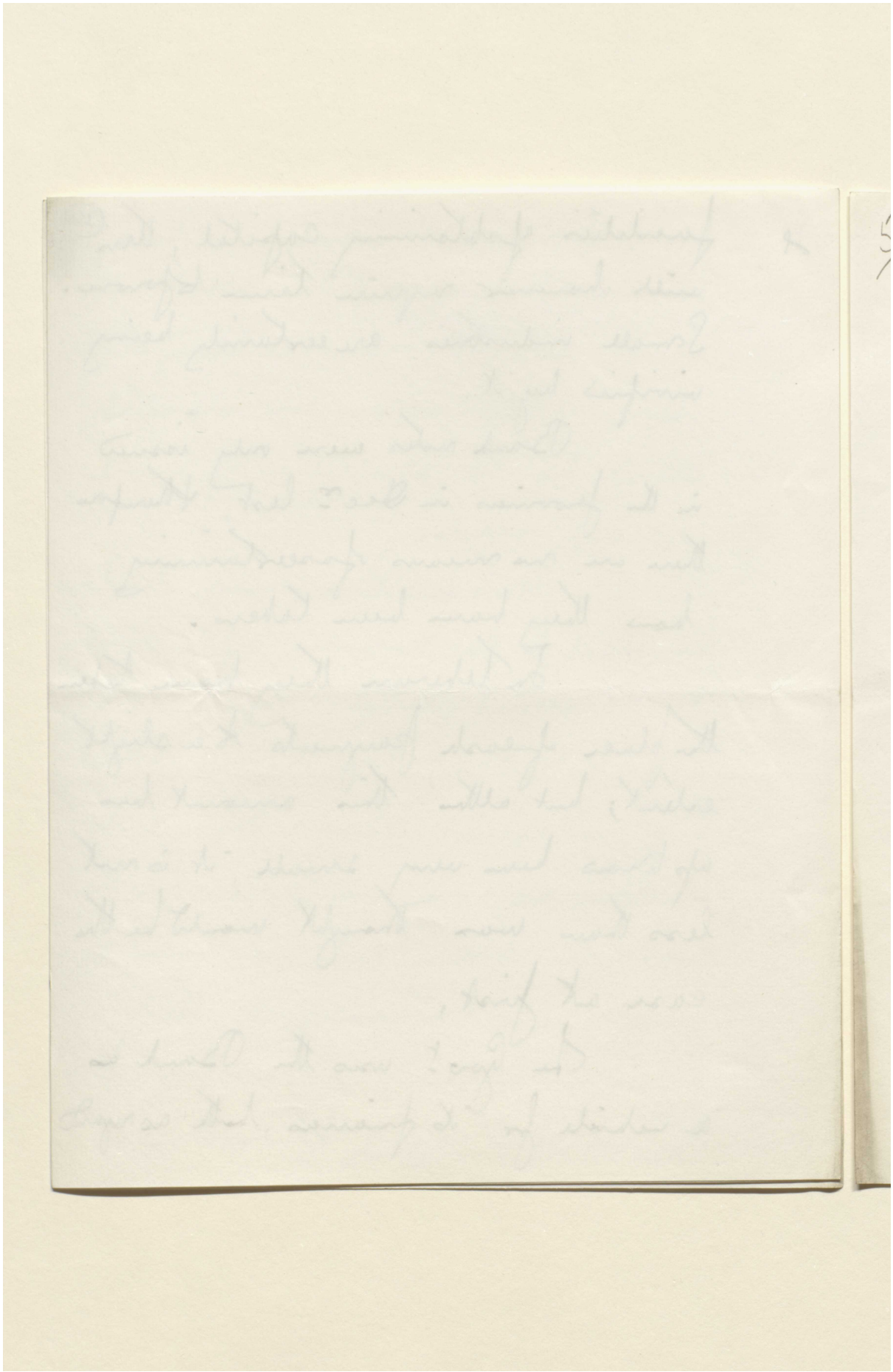

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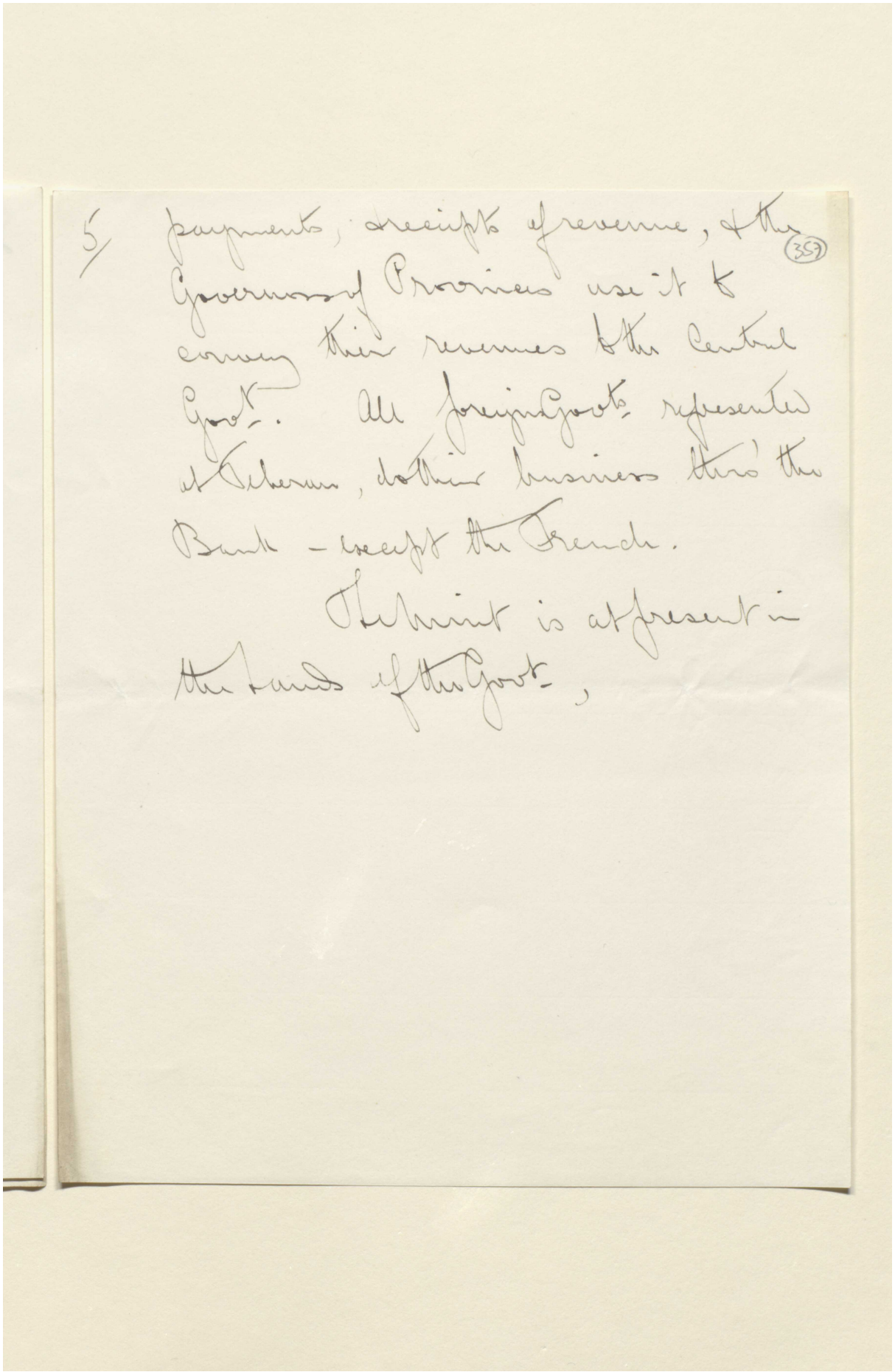
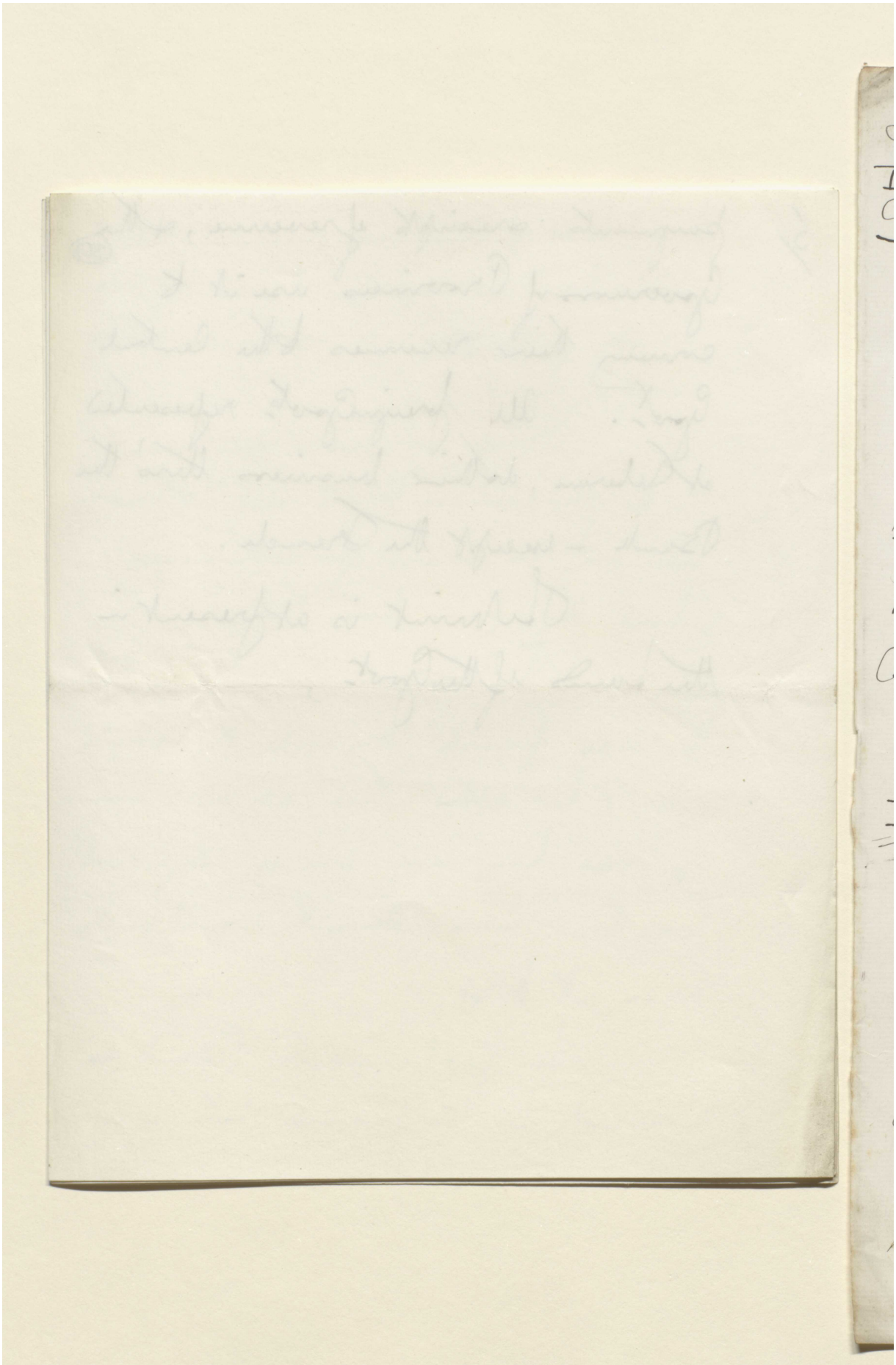


5/ payments, receipts of revenue, & the (357)
Governors of Provinces use it to
convey their revenues to the Central
Govt. All foreign Govts represented
at Teheran, do their business thro' the
Bank – except the French.

The Mint is at present in
the hands of the Govt.,



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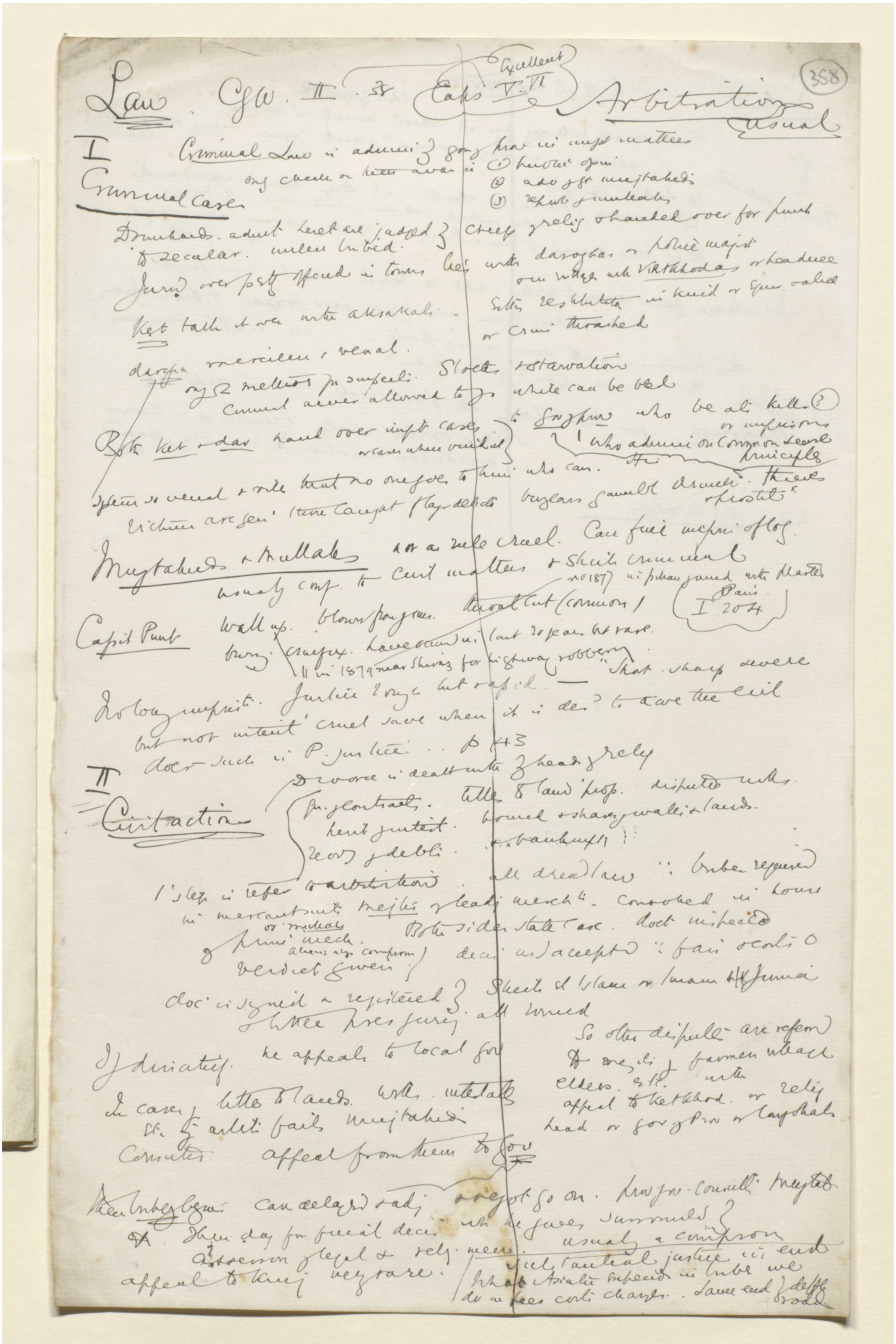

Law. Gl. II. 58 Cases V-VII Arbitration (358)

I Criminal Case

Criminal Law is administered by Shara in any cases or heresy among (1) heretics (2) adopters of mujtaheds (3) rebels & murderers

Drunkards. adult heretics judged by secular. unless bribed.

Juries very rarely found in towns

Kept talk of over into akkakali.

decapitation mercilessly & cruel.

eyes & mutilations for suspected. Stocks, starvation

Criminal never allowed to go unless can be bailed

Both hot & dear hand over unfit cases or even when unbribed

system is cruel & vile but no one safe to those who can.

Richmen are seen [illegible] Caspian Magdeddi

Mujtaheds & Mullahs usually corrupt to

Capit Punt wall up. blows for graves.

Robbery unpunished. Justice long but rapid.

but not intent cruel save when it is done to save the evil

does such as P. justice . . p 43

II Arbitration

Divorce is dealt with by heads of villages & laws disputed with.

Re. contracts. land & houses & shares & walls & lands.

rent interest. bound & shares & walls & lands.

loans & debts. & [illegible]

Rules in refer to arbitration. all dread law : tribes reject

in merchants mejlis & heads merch[t]. crooked in towns

or mullahs Both sides state case. dock unheeded

& Prin. merch. aliens also compromise decision not accepted : fair scale 0

verdict given

doc is signed & registered Sheikh ul Islam or Imam of Jumat

three Res juries. all armed

Judiciary. he appeals to local for

In cases little & lands. with interests

& [illegible] mutilations

Consular appeal from them to [illegible]

So other disputes are referred to one of [illegible] farmers village elders. & if with appeal to Ketkhod. or rely Lead or [illegible] Prin or Sarpaks

Khan Inbeglem can delay & [illegible] go on. Khan or Council meeted

& then day for [illegible] decision with [illegible] witnesses, summons

Attorneys illegal & rely. usual & compromise

appeal to King very rare. only [illegible] justice in cases

[illegible] trivial disputes in tribes we

do not see corn charges. Lawyers & [illegible]

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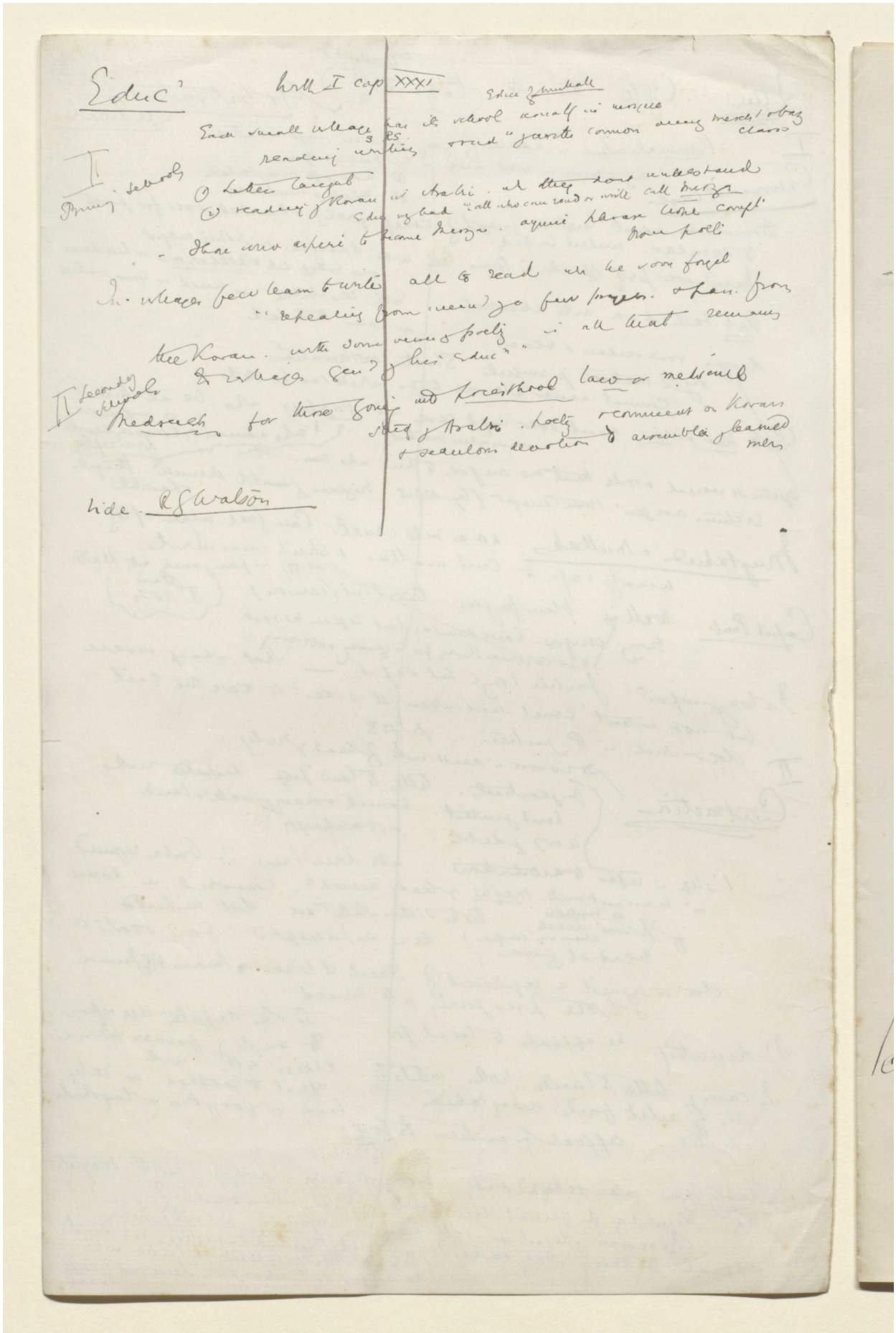

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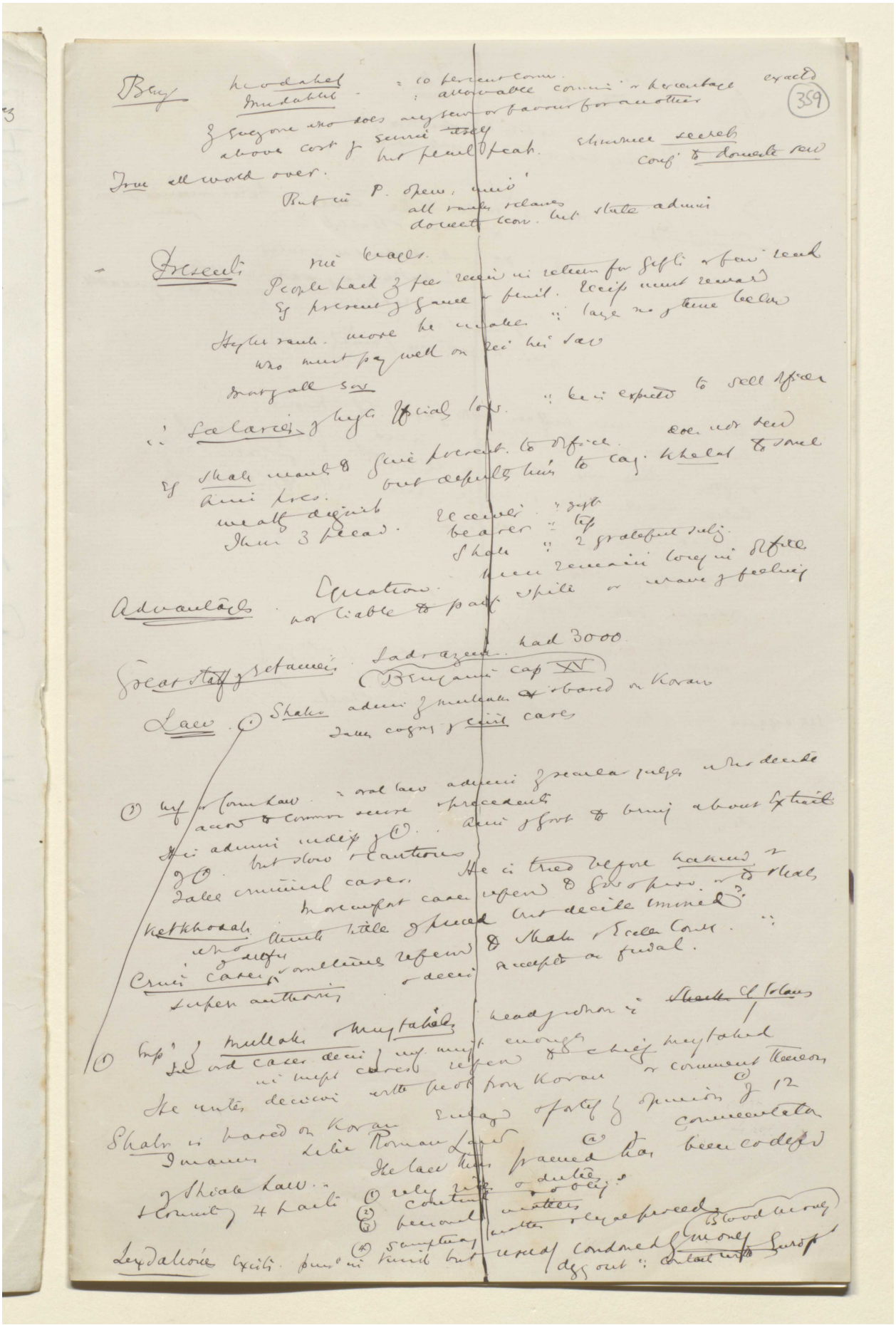

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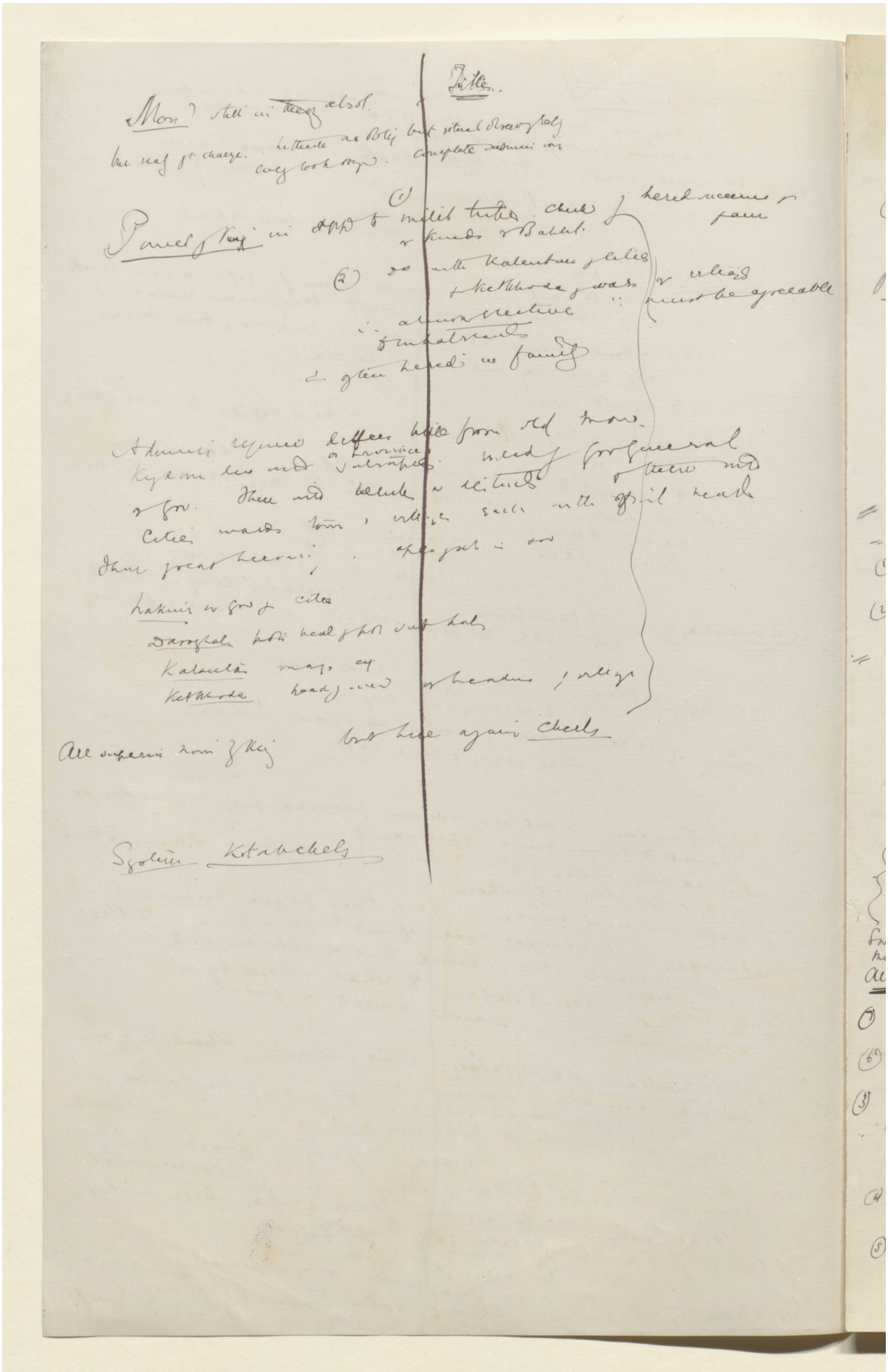

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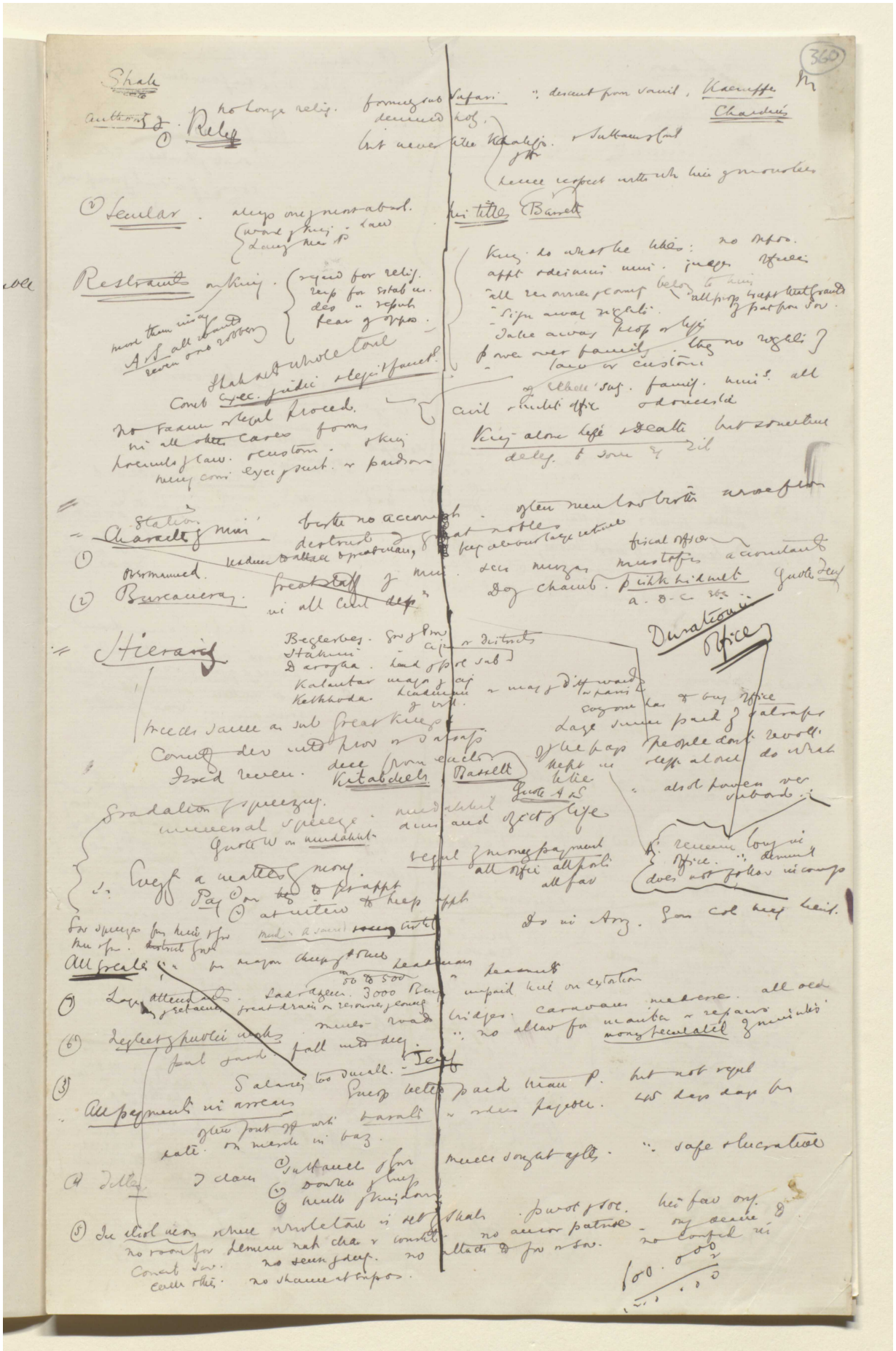

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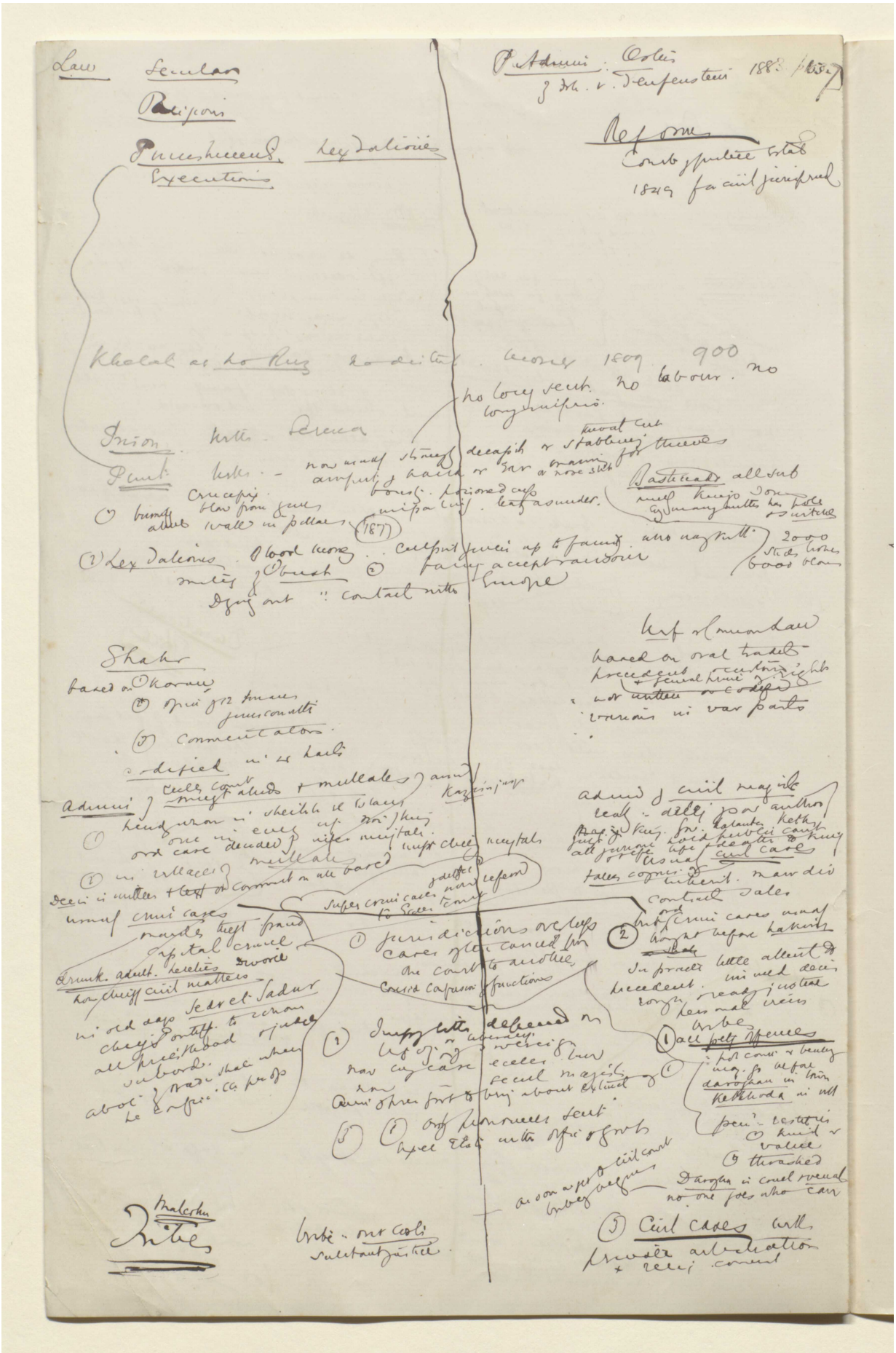

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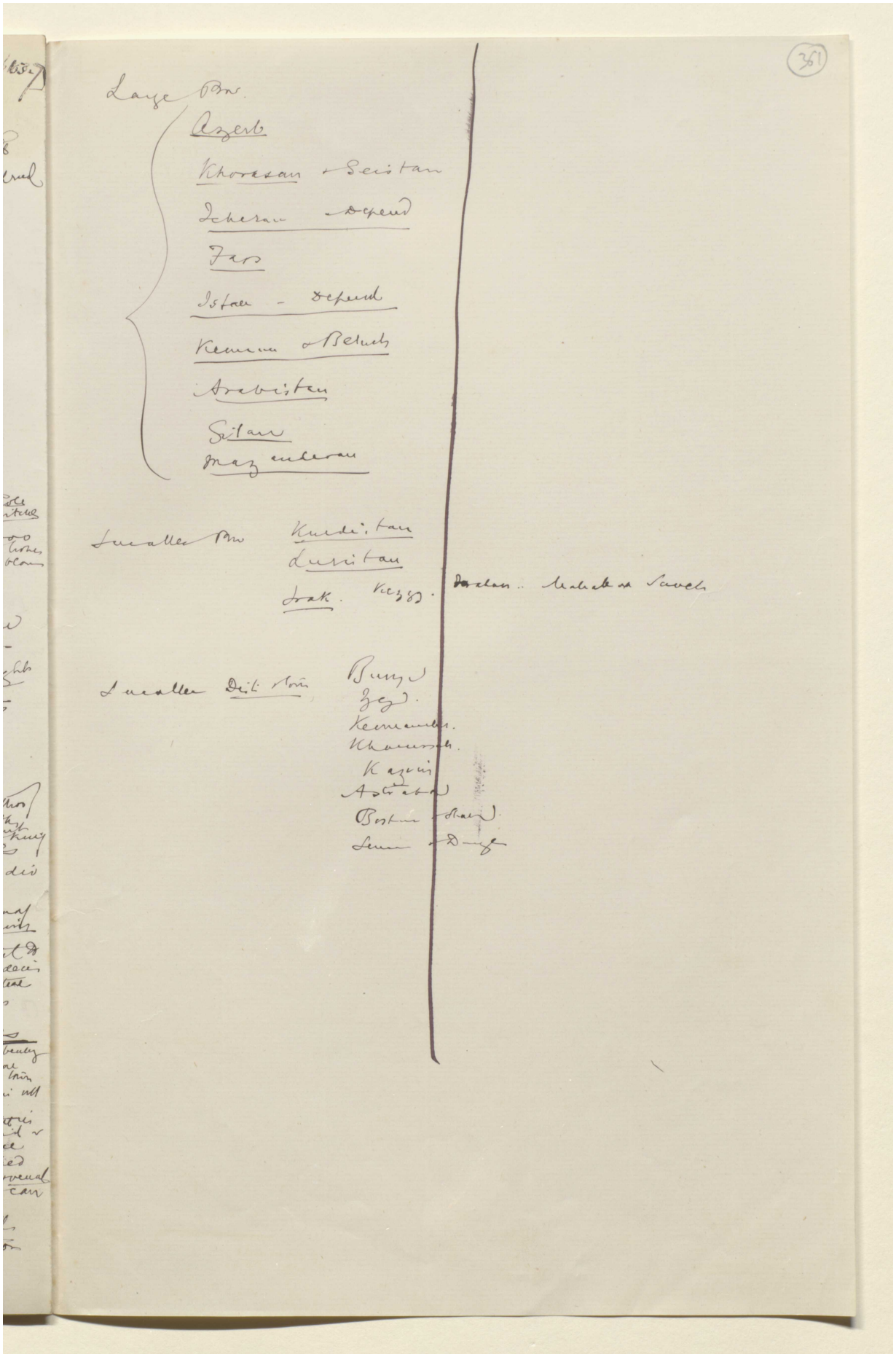

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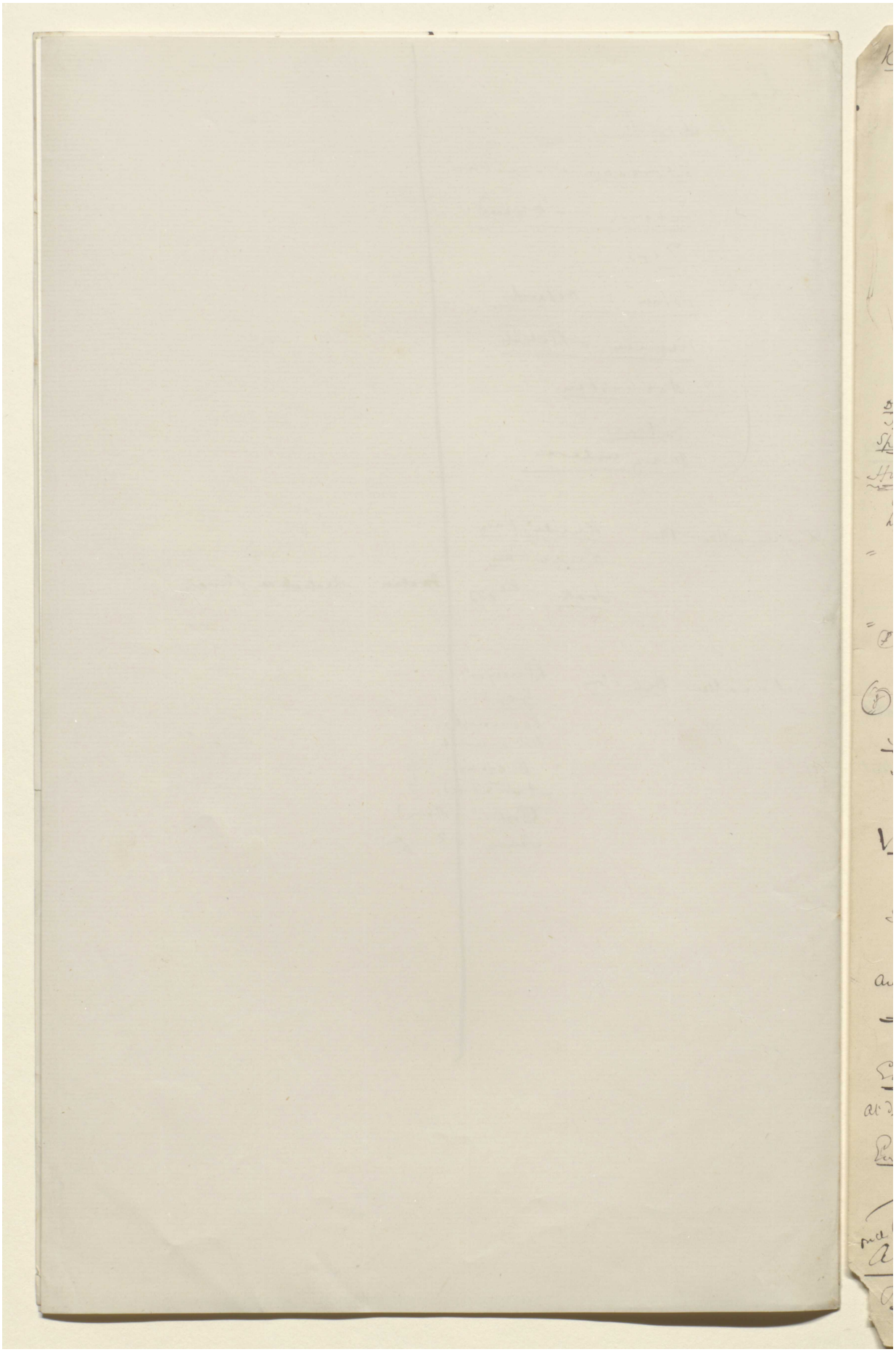

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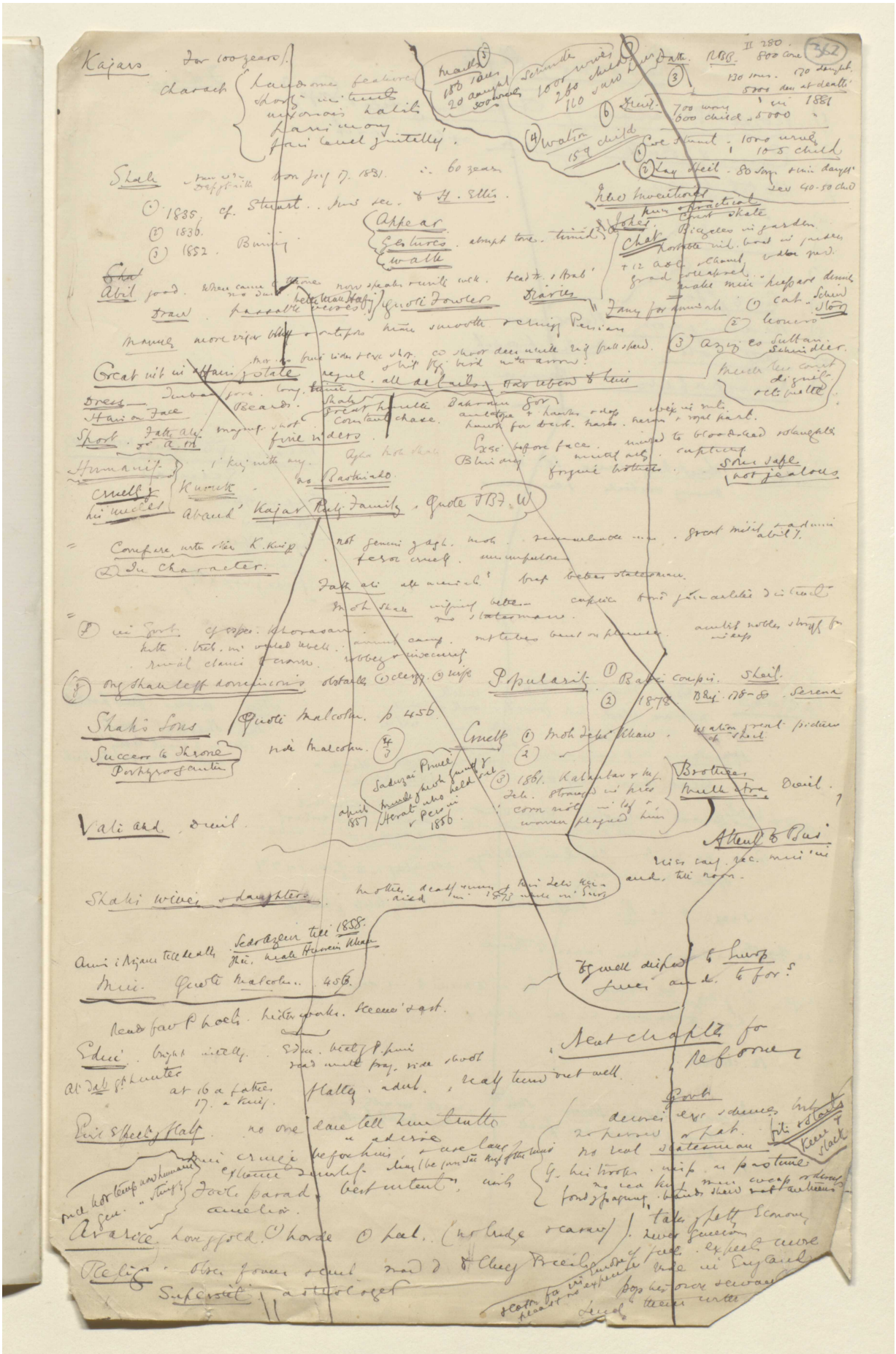

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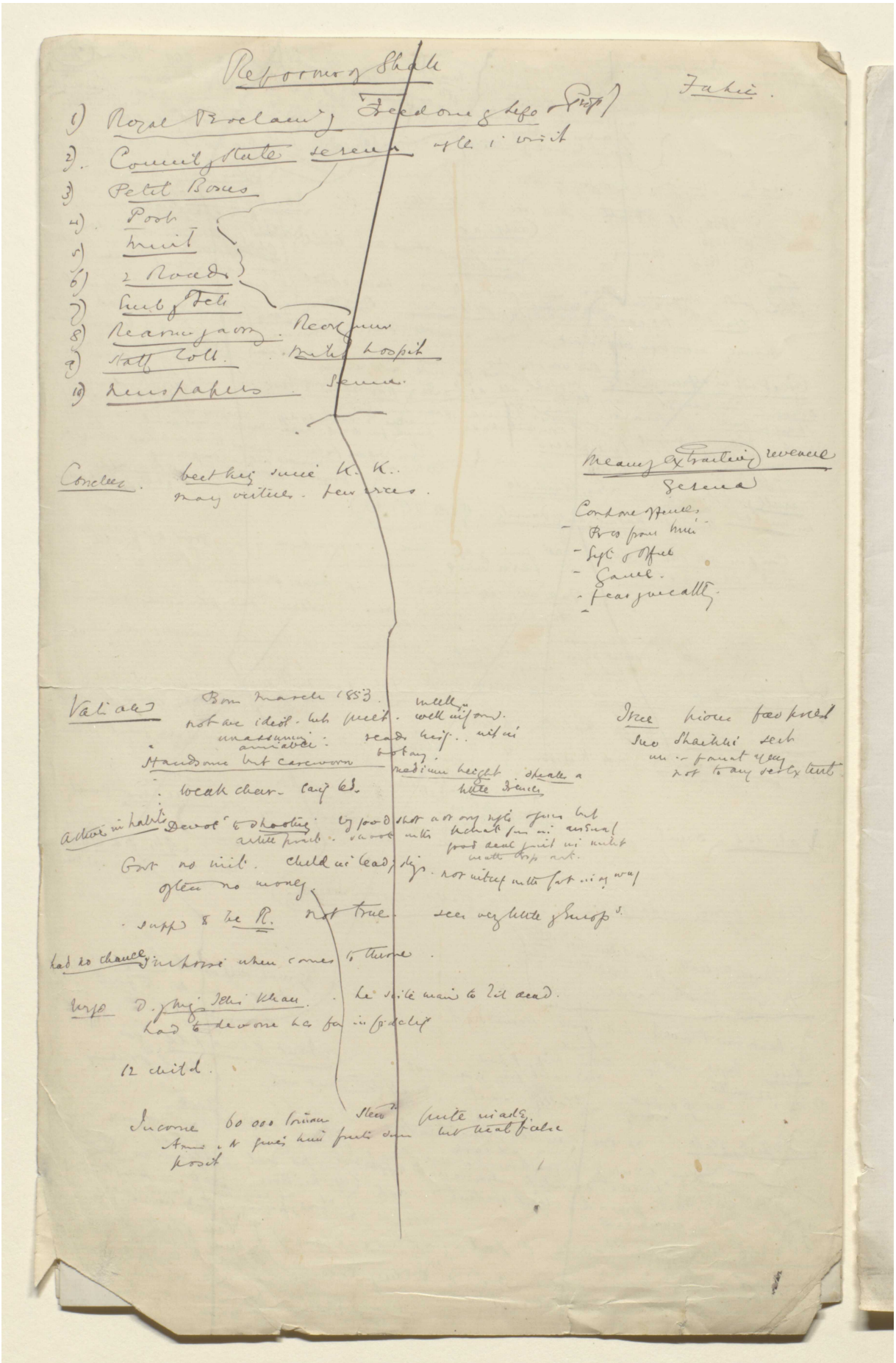

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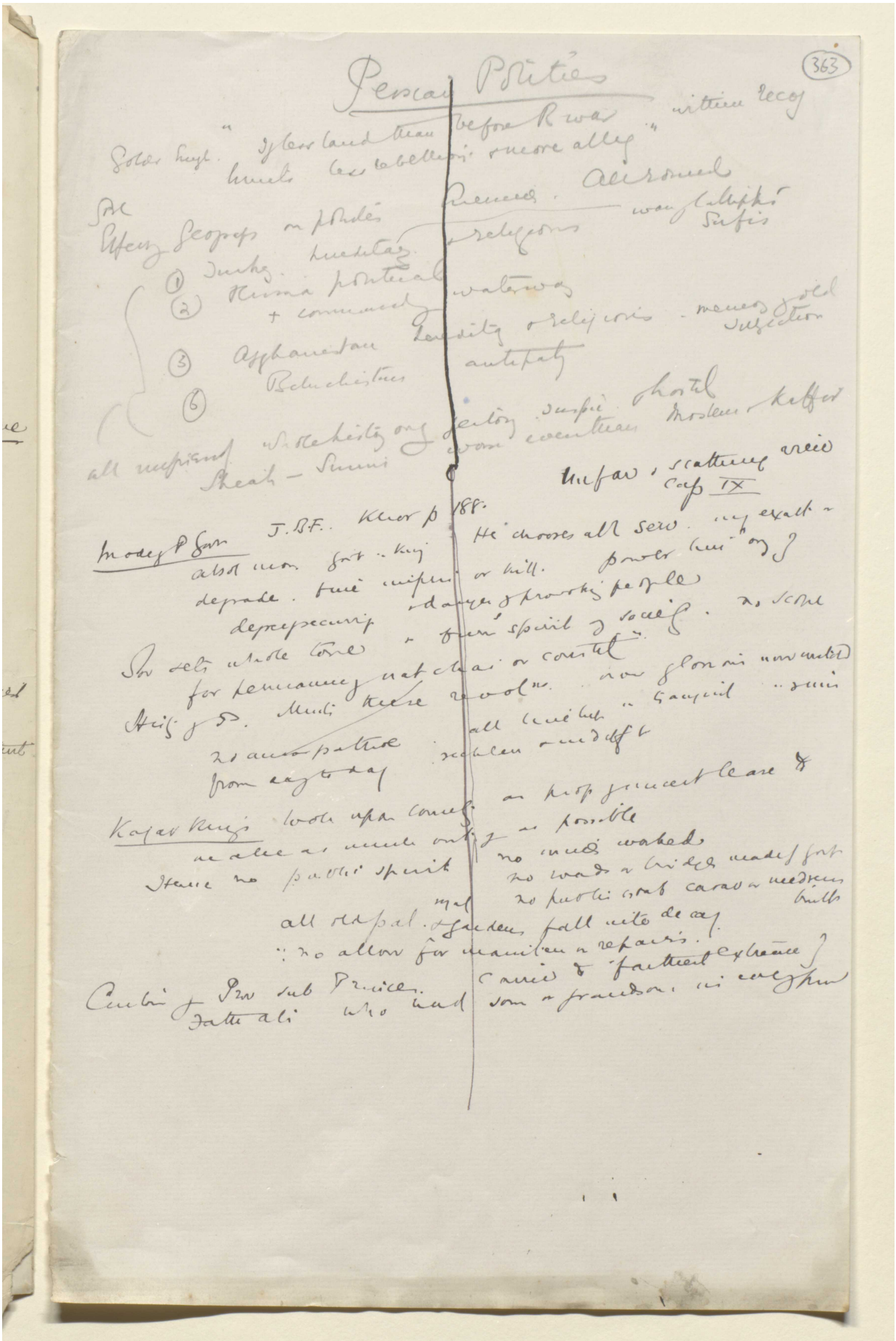

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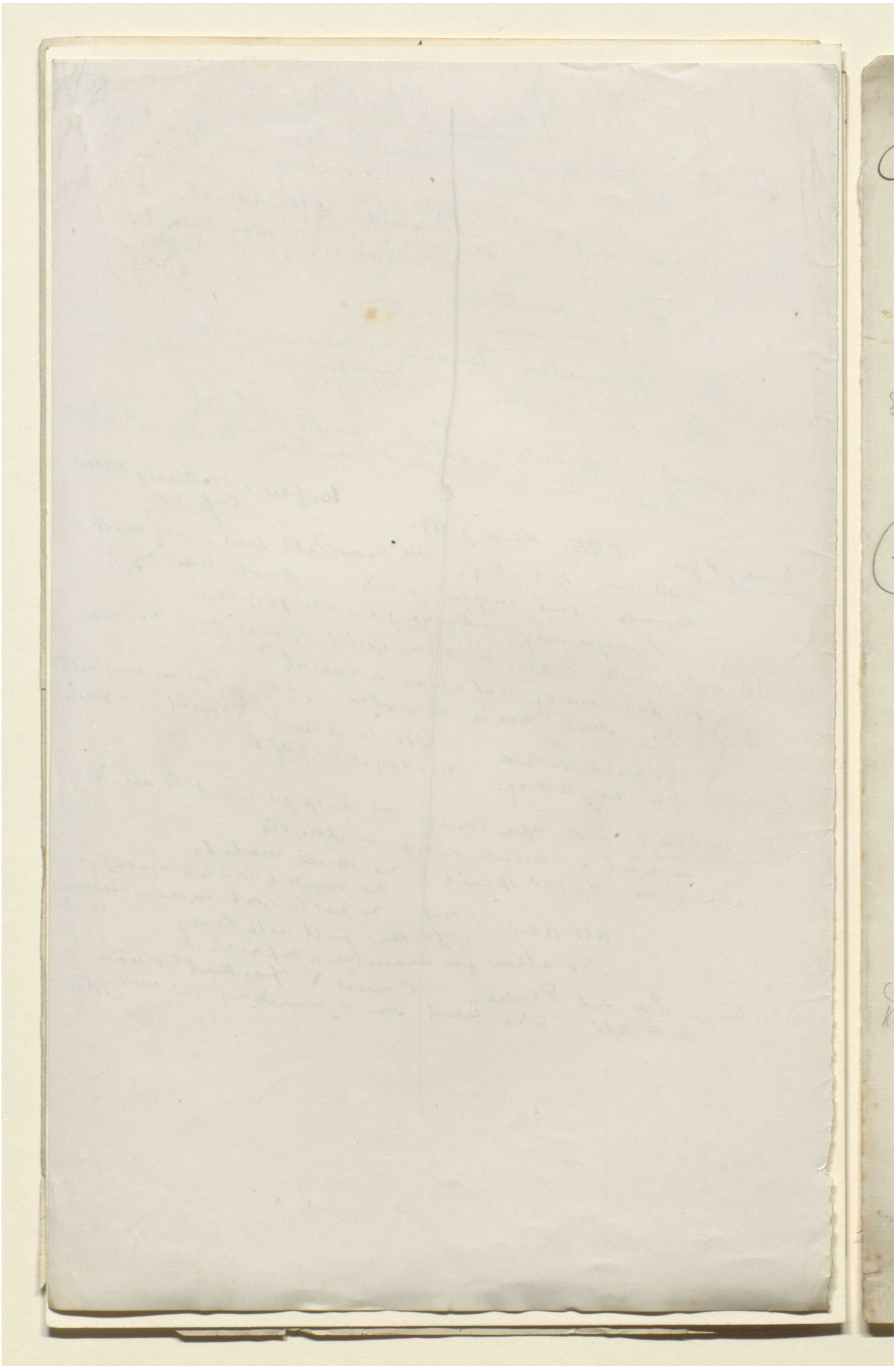

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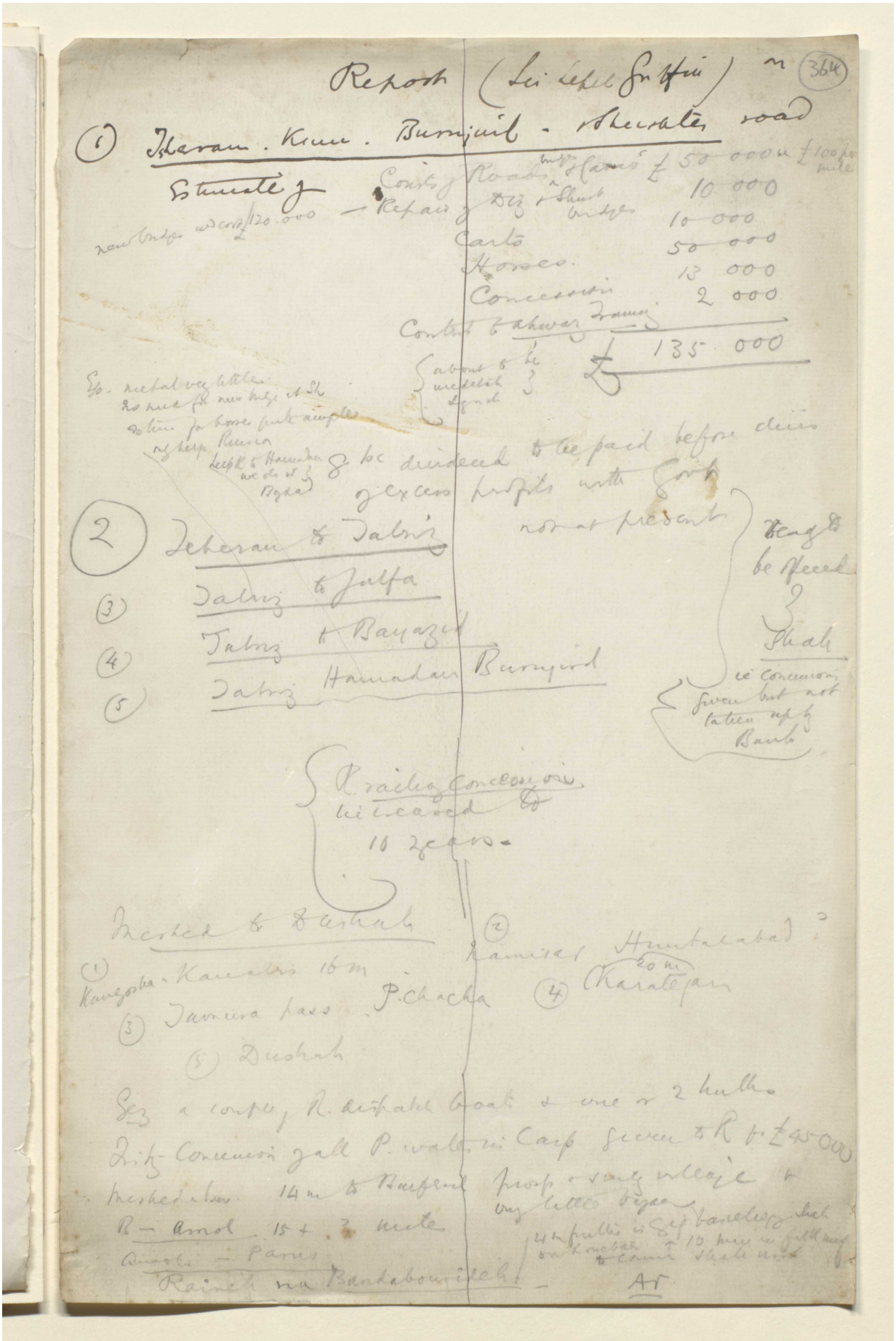

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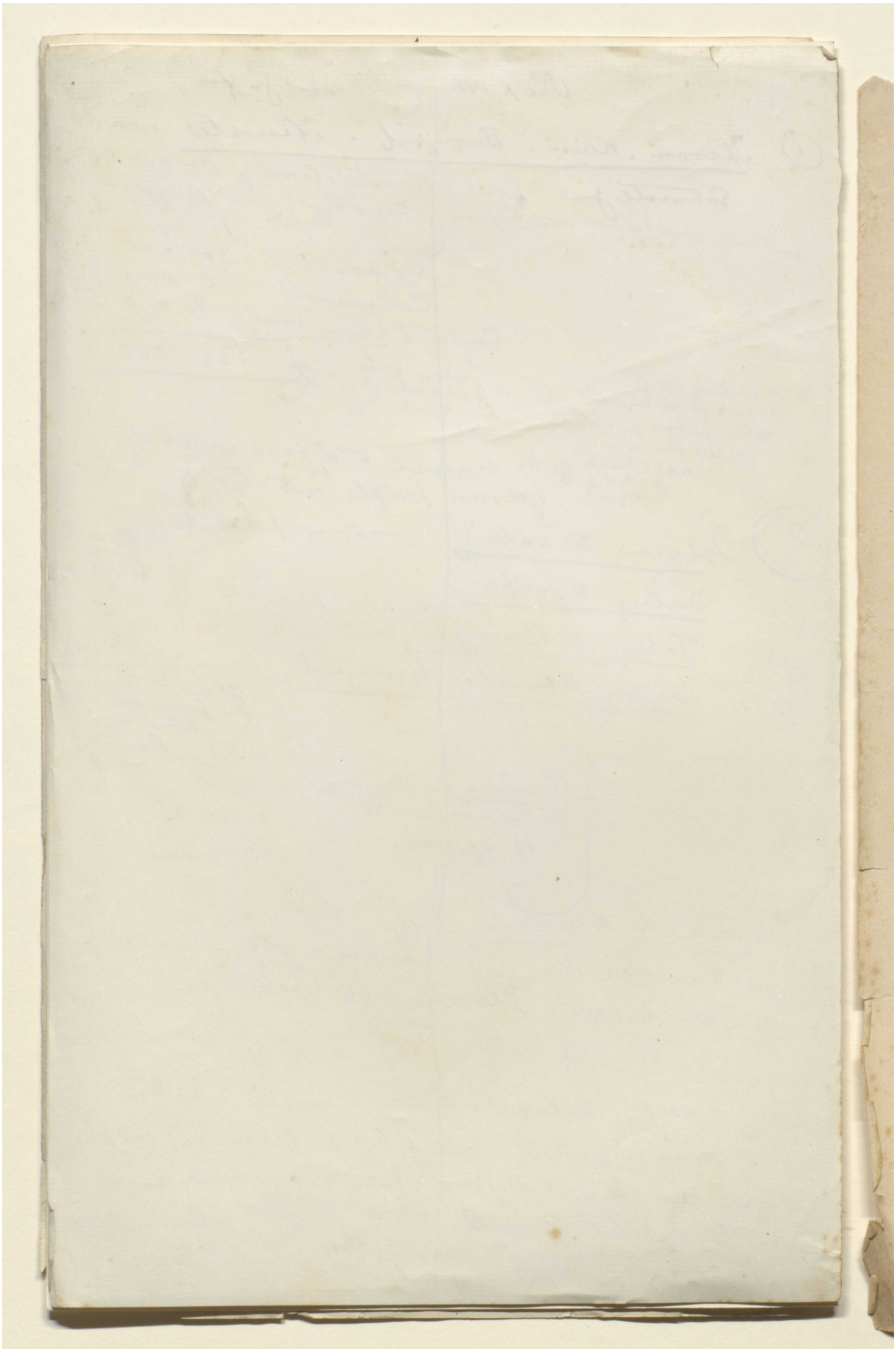

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Notes by Captain Herry L. Wells, R. E., on tours in Persia in 1881.

The natural obstruction to the Navigation of the Karun river at Ahwaz as seen December 1st, 1881.

It will be seen by the sketch forwarded with this paper that, as the Karun approaches Ahwaz, its course is divided into two parts by an island marked I. 1. On plan No. 4 the branch to the west carries about one-third of the stream, whilst that to the east has the other two-thirds. The latter is deep and navigable for boats or flats of from 4 feet to 4 feet 6 inches draught, and this is the case with the river up stream as far as Bend-I-Kir.

2. At Bend-I-Kir is the junction of three streams, *viz.*, the Dizful river on the west, the Karun from Shuster in the centre, and Gargar or the stream diverted from the Karun above Shuster (and regulated by the Kaiser Band) on the east. These three combined are about 200 yards wide at their confluence.

3. The Dizful river, as seen 10 miles below the town of Dizful, is a rapid stream with a variable course over stony pebble bed and quite unnavigable. At Bend-I-Kir it is about 70 yards wide.

4. The Karun just below Shuster is not navigable, and this is said to be the case with it the whole way upwards from Bend-I-Kir where it is 80 yards wide.

5. The "Kaiser Band" or Gargar stream is 50 yards wide at Bend-I-Kir where it joins the Karun and is over 6 feet, and probably as much as 10 feet, in depth. It is said to be navigable for large boats close up to Shuster. It has a slow placid stream which is the case of the combined river below Bend-I-Kir though its banks showed in December marks of floods 6 feet above the then level of the river.

6. The combined river at "Weis" half way between Bend-i-Kir and Ahwaz measured 283 yards in width. The banks of alluvial silt are throughout 20 feet above the water and admirably adapted for towing gangs who would tow craft by means of ropes attached to their masts as is done in Bengal when the rivers are low.

7. To return to Ahwaz. Below the island mentioned in para. 1, the river only unites in a stream to be immediately confronted by the obstruction which I will now describe in detail.

8. A ridge of sandstone which emerges from the Ram Hormuz plain some 20 miles west by south of Ahwaz here approaches the river and apparently it is greatly due to this ridge of rock that the river presents the navigable aspect, it does for so many miles above Ahwaz. The rocks form a complete weir across the stream which, flowing as best it can over the numerous out-crops, falls at least 6 feet in three-fourths of a mile of its course. Were it not for this weir it is doubtful if the nature of the river would not be entirely different.

9. The sandstone so plainly visible in the river bed never rises above the level of the country to the east by north.

10. The weir or series of weirs at Ahwaz comprise five principal out-crops of sandstone with a dip to the north of 15 degrees, the out-crop being south and the strike as already stated from west by south to east by north.

11. No. 1 group is perhaps the most formidable; appearing 25 yards below the island it narrows the river to 300 yards in width, presenting a double ridge of rock over which the water roars in times of flood; there are however two openings each of 50 yards in width in the low wall of rock, and through these the water pours at ordinary times having a fall of, say, 2 feet 6 inches in a length of 30 yards.

12. No. 2 group crosses the river 1,100 yards below No. 1. The river having turned 15 degrees to the east to avoid the numerous rocks which crop out from the left bank, but do not extend right across its bed. Considerable accumulations of silt have collected on the rocks on the left, but they do not join the bank; water channels have been cut in rock between them and the bank for the purpose of turning mills (*vide* plan) and their direction marks the course of a considerable flow of water in flood time. It was along the ridge of group 2 that the ancient band was built by the Sassanians (?). Remains of this massive structure are still visible, but only high and dry far out of the present course of the water which is in a rapid stream between depressions in the rock and impassible for boats. The ancient band was adapted to the configuration of the rock to the left bank where the sandstone is high above the river. A loop in the band took in these high rocks which are pierced by tunnels and sluice channels for diverting probably the water into canals for irrigating the country.

13. Between group 1 and group 2 a small ferry boat now plies, but has difficulty in avoiding the shallows and rocks.

14. No. 3 group is 200 yards below group 2. It is of low flattish rock and causes rapids. By below is meant down-stream.

15. No. 4 group is 200 yards below No. 3; it is of the same character as No. 3; below this group an island has been formed of silt (marked I. 2 on plan) and it divides the river. This island extends down stream over and beyond group 5.

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16. No. 5 group causes rapids in the two branches, formed by the island above mentioned, throughout their whole width.

17. Below group 5 the river is narrowed by rocks to a width of 165 yards. Here it becomes deep, and from this point to its mouth is easily navigable by large boats.

18. It would, no doubt, not be difficult to blow out passages in the above named ridges of sandstone and leave an uninterrupted way for the river, but it is impossible to predict what effect thus letting loose the pent up water of the Upper Karun would have on the whole bed of the river.

19. I calculate roughly, that from the narrows down stream to the island above group No. 1 the river falls from 8 to 10 feet. It may be conceived what a torrent would flow from No. 1 were a free channel cut for the water from it to the narrows.

20. The whole of the rocks, &c., within the present limits of the river banks are liable to be swept by floods; therefore, supposing a canal were cut in the rock in the direction shown in dotted lines thus on plan which would be the least expensive way as regards excavation yet the difficulty of protecting the lock gates from damage at the up-stream end and the difficulty and cost of protecting the canal with masonry from being silted up by the spill of the river in flood time, would, I think, make this plan inadmissible; besides more than two locks would be required.

21. The best plan, in my opinion, would be to dig a canal from the narrows at (A) to the pool above Ahwaz at (B) following the red line on plan. Two locks would be required, *viz.*, one at A and one at B, and no doubt sandstone would be met with for the greater part of the length (2,350 yards), yet once the work executed, these same sandstone walls to the canal would be of the greatest benefit, and would never be a cause of expense like the banks of most navigable waterways. Again the sandstone would form excellent walls to the locks and greatly lessen the cost of their construction as the locks could be placed wherever the rock was best and need not necessarily be at A or B.

22. Between A and B along the red line shown on plan there would probably never be more than 35 feet of excavation required even if the canal were to be 8 feet deep.

23. As a temporary measure a wharf might be constructed on piles in the pool at A. and in the still water below the narrows at B. where native boats are now in the habit of lying, and these two points be connected by means of a tramway which could be laid with very little labour, the ground being nearly level and goods transshipped thus from the lower to the upper river or *vice versâ*. With this tramway irrigation canals would not be interfered with if led from either side of the river above No. 1 group, but even with the locks at work there would be a very small waste of water unless the traffic became very great. However there is enough good ground about Shuster to be developed without irrigating that below the band for many a year.

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3. The Dizful river, as seen 10 miles below the town of Dizful, is a rapid stream with a variable course over stony pebble bed and quite unnavigable. At Bend-I-Kir it is about 70 yards wide.

4. The Karun just below Shuster is not navigable, and this is said to be the case with it the whole way upwards from Bend-I-Kir where it is 80 yards wide.

5. The "Kaiser Band" or Gargar stream is 50 yards wide at Bend-I-Kir where it joins the Karun and is over 6 feet, and probably as much as 10 feet, in depth. It is said to be navigable for large boats close up to Shuster. It has a slow placid stream which is the case of the combined river below Bend-I-Kir though its banks showed in December marks of floods 6 feet above the then level of the river.

6. The combined river at "Weis" half way between Bend-i-Kir and Ahwaz measured 283 yards in width. The banks of alluvial silt are throughout 20 feet above the water and admirably adapted for towing gangs who would tow craft by means of ropes attached to their masts as is done in Bengal when the rivers are low.

7. To return to Ahwaz. Below the island mentioned in para. 1, the river only unites in a stream to be immediately confronted by the obstruction which I will now describe in detail.

8. A ridge of sandstone which emerges from the Ram Hormuz plain some 20 miles west by south of Ahwaz here approaches the river and apparently it is greatly due to this ridge of rock that the river presents the navigable aspect, it does for so many miles above Ahwaz. The rocks form a complete weir across the stream which, flowing as best it can over the numerous out-crops, falls at least 6 feet in three-fourths of a mile of its course. Were it not for this weir it is doubtful if the nature of the river would not be entirely different.

9. The sandstone so plainly visible in the river bed never rises above the level of the country to the east by north.

10. The weir or series of weirs at Ahwaz comprise five principal out-crops of sandstone with a dip to the north of 15 degrees, the out-crop being south and the strike as already stated from west by south to east by north.

11. No. 1 group is perhaps the most formidable; appearing 25 yards below the island it narrows the river to 300 yards in width, presenting a double ridge of rock over which the water roars in times of flood; there are however two openings each of 50 yards in width in the low wall of rock, and through these the water pours at ordinary times having a fall of, say, 2 feet 6 inches in a length of 30 yards.

12. No. 2 group crosses the river 1,100 yards below No. 1. The river having turned 15 degrees to the east to avoid the numerous rocks which crop out from the left bank, but do not extend right across its bed. Considerable accumulations of silt have collected on the rocks on the left, but they do not join the bank; water channels have been cut in rock between them and the bank for the purpose of turning mills (*vide* plan) and their direction marks the course of a considerable flow of water in flood time. It was along the ridge of group 2 that the ancient band was built by the Sassanians (?). Remains of this massive structure are still visible, but only high and dry far out of the present course of the water which is in a rapid stream between depressions in the rock and impassible for boats. The ancient band was adapted to the configuration of the rock to the left bank where the sandstone is high above the river. A loop in the band took in these high rocks which are pierced by tunnels and sluice channels for diverting probably the water into canals for irrigating the country.

13. Between group 1 and group 2 a small ferry boat now plies, but has difficulty in avoiding the shallows and rocks.

14. No. 3 group is 200 yards below group 2. It is of low flattish rock and causes rapids. By below is meant down-stream.

15. No. 4 group is 200 yards below No. 3; it is of the same character as No. 3; below this group an island has been formed of silt (marked I. 2 on plan) and it divides the river. This island extends down stream over and beyond group 5.

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16. No. 5 group causes rapids in the two branches, formed by the island above mentioned, throughout their whole width.

17. Below group 5 the river is narrowed by rocks to a width of 165 yards. Here it becomes deep, and from this point to its mouth is easily navigable by large boats.

18. It would, no doubt, not be difficult to blow out passages in the above named ridges of sandstone and leave an uninterrupted way for the river, but it is impossible to predict what effect thus letting loose the pent up water of the Upper Karun would have on the whole bed of the river.

19. I calculate roughly, that from the narrows down stream to the island above group No. 1 the river falls from 8 to 10 feet. It may be conceived what a torrent would flow from No. 1 were a free channel cut for the water from it to the narrows.

20. The whole of the rocks, &c., within the present limits of the river banks are liable to be swept by floods; therefore, supposing a canal were cut in the rock in the direction shown in dotted lines thus on plan which would be the least expensive way as regards excavation yet the difficulty of protecting the lock gates from damage at the up-stream end and the difficulty and cost of protecting the canal with masonry from being silted up by the spill of the river in flood time, would, I think, make this plan inadmissible; besides more than two locks would be required.

21. The best plan, in my opinion, would be to dig a canal from the narrows at (A) to the pool above Ahwaz at (B) following the red line on plan. Two locks would be required, *viz.*, one at A and one at B, and no doubt sandstone would be met with for the greater part of the length (2,350 yards), yet once the work executed, these same sandstone walls to the canal would be of the greatest benefit, and would never be a cause of expense like the banks of most navigable waterways. Again the sandstone would form excellent walls to the locks and greatly lessen the cost of their construction as the locks could be placed wherever the rock was best and need not necessarily be at A or B.

22. Between A and B along the red line shown on plan there would probably never be more than 35 feet of excavation required even if the canal were to be 8 feet deep.

23. As a temporary measure a wharf might be constructed on piles in the pool at A. and in the still water below the narrows at B. where native boats are now in the habit of lying, and these two points be connected by means of a tramway which could be laid with very little labour, the ground being nearly level and goods transshipped thus from the lower to the upper river or *vice versâ*. With this tramway irrigation canals would not be interfered with if led from either side of the river above No. 1 group, but even with the locks at work there would be a very small waste of water unless the traffic became very great. However there is enough good ground about Shuster to be developed without irrigating that below the band for many a year.

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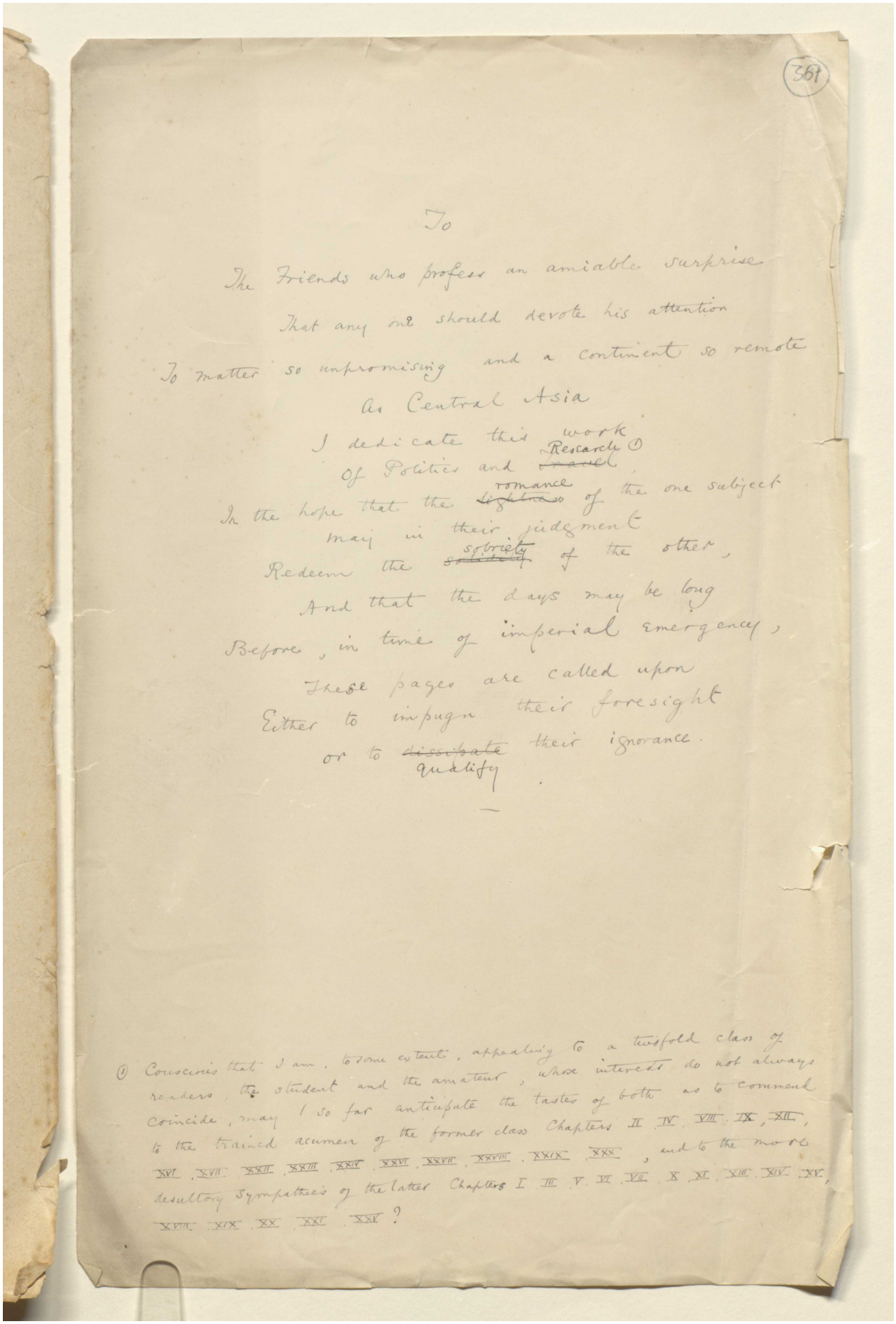

To

The Friends who profess an amiable surprise
That any one should devote his attention
To matter so unpromising and a continent so remote
As Central Asia
I dedicate this work ①
Of Politics and ~~travel~~ Research,
In the hope that the ~~lightness~~ romance of the one subject
may in their judgment
Redeem the ~~sobriety~~ of the other,
And that the days may be long
Before, in time of imperial emergency,
These pages are called upon
Either to impugn their foresight
or to ~~dissipate~~ qualify their ignorance.

—

① Conscious that I am, to some extent, appealing to a twofold class of readers, the student and the amateur, whose interests do not always coincide, may I so far anticipate the tastes of both as to commend to the trained acumen of the former class Chapters II IV VIII IX XII, XVI XVII XXII XXIII XXIV XXVI XXVII XXVIII XXIX XXX, and to the more desultory sympathies of the latter Chapters I III V VI VII X XI XIII XIV XV, XVIII XIX XX XXI XXV?

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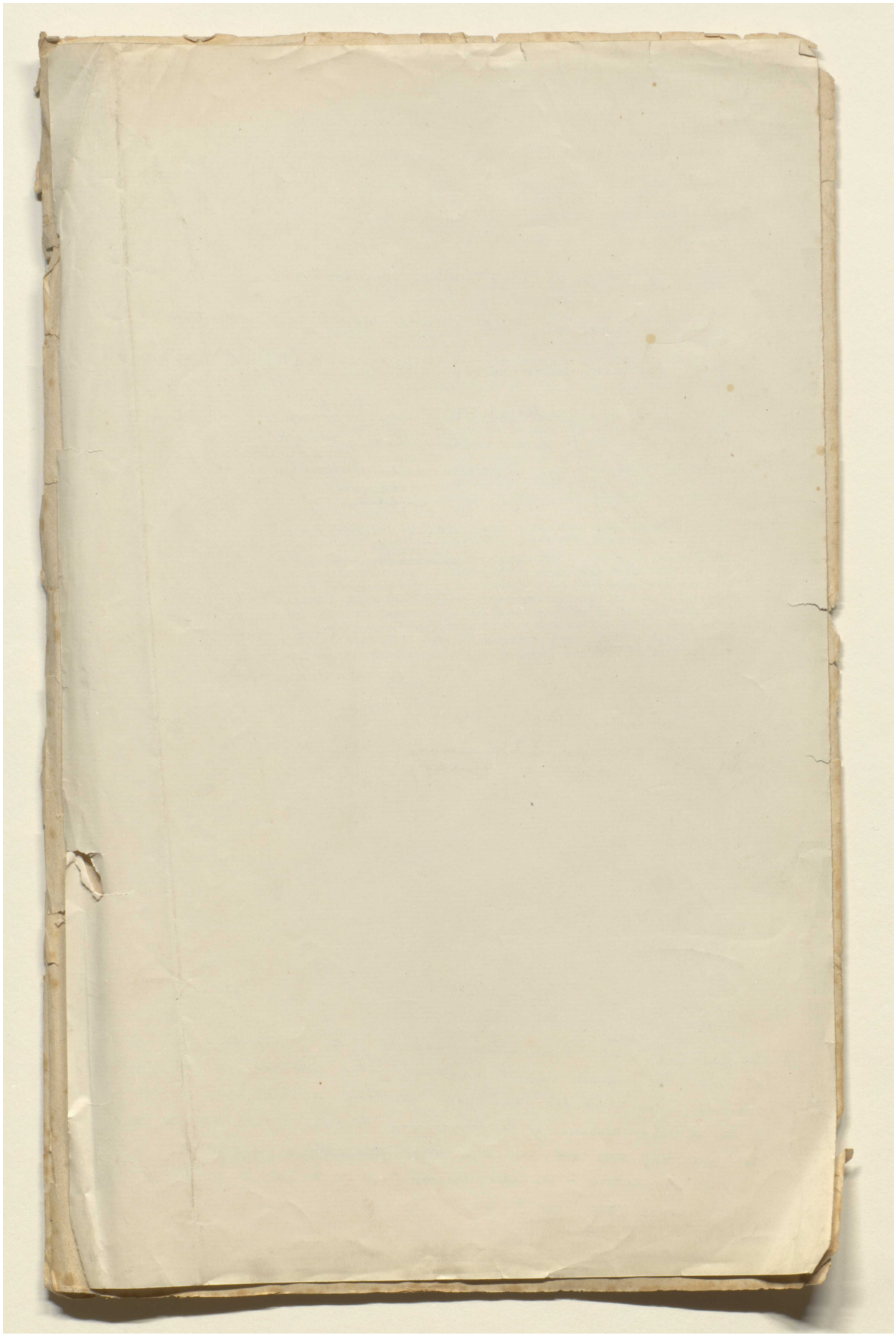

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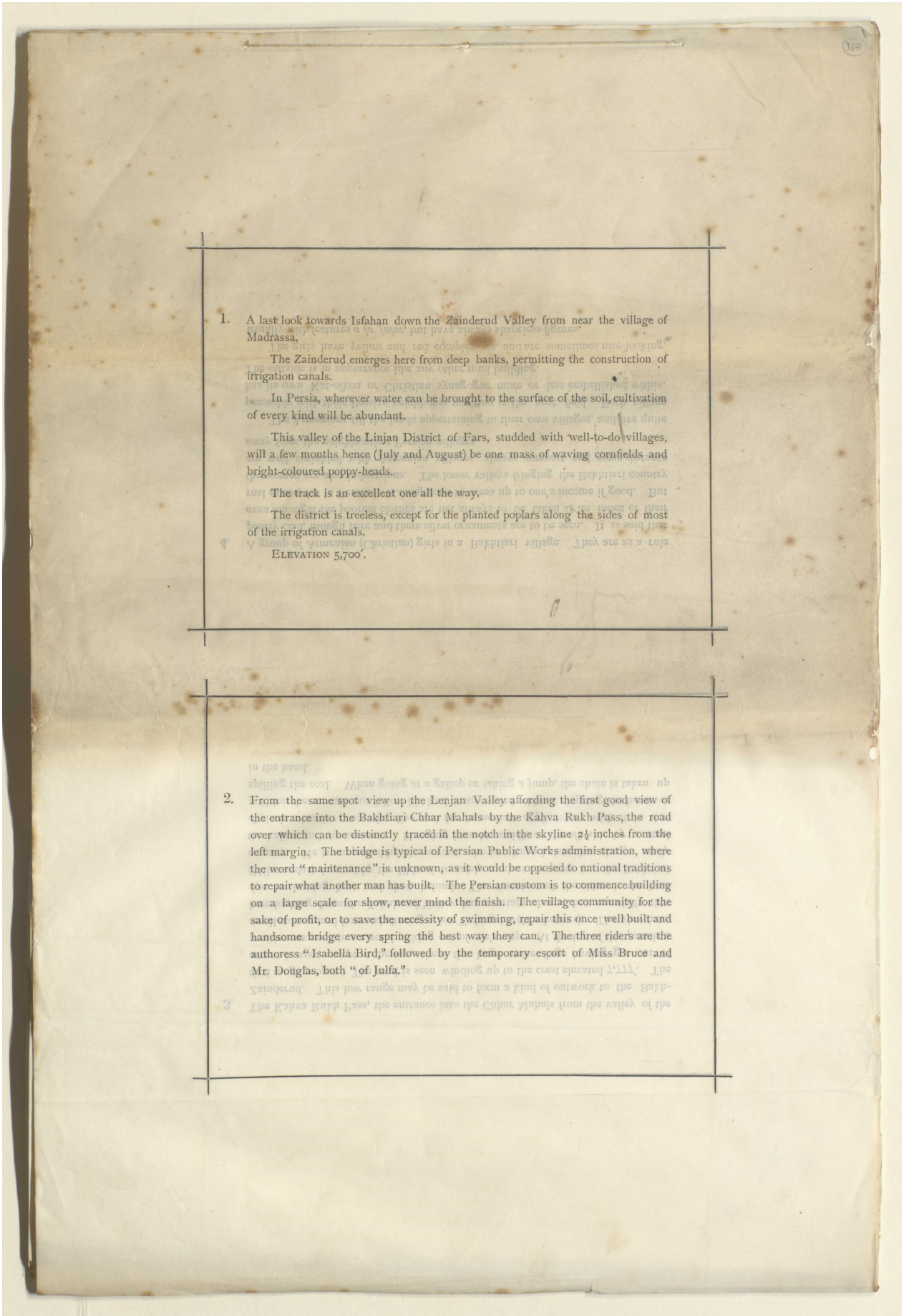

1. A last look towards Isfahan down the Zainderud Valley from near the village of Madrassa.

The Zainderud emerges here from deep banks, permitting the construction of irrigation canals.

In Persia, wherever water can be brought to the surface of the soil, cultivation of every kind will be abundant.

This valley of the Linjan District of Fars, studded with well-to-do villages, will a few months hence (July and August) be one mass of waving cornfields and bright-coloured poppy-heads.

The track is an excellent one all the way.

The district is treeless, except for the planted poplars along the sides of most of the irrigation canals.

ELEVATION 5,700′.

2. From the same spot view up the Lenjan Valley affording the first good view of the entrance into the Bakhtiari Chhar Mahals by the Kahva Rukh Pass, the road over which can be distinctly traced in the notch in the skyline 2½ inches from the left margin. The bridge is typical of Persian Public Works administration, where the word "maintenance" is unknown, as it would be opposed to national traditions to repair what another man has built. The Persian custom is to commence building on a large scale for show, never mind the finish. The village community for the sake of profit, or to save the necessity of swimming, repair this once well built and handsome bridge every spring the best way they can. The three riders are the authoress "Isabella Bird," followed by the temporary escort of Miss Bruce and Mr. Douglas, both "of Julfa."

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3. The Kahva Rukh Pass, the entrance into the Chhar Mahals from the valley of the Zainderud. This low range may be said to form a kind of outwork to the Bakhtiari range proper. The road is seen winding up to the crest elevated 7,777'. The ascent is easy, except at the top, where the large stone flags having got out of position necessitate a careful picking out of one's way. At the top of the pass is a small stone guard-house sheltering a few Tufangchis (Musketeers). The view from here looking down the Zainderud Valley has a certain charm, but especially that due to leaving heat and dust behind. The foremost of the riders is the host (Mihmandar) deputed by the Ilkhani to safely conduct the party into the Bakhtiari country. He is supported by his servant, who in a huge holster has always ready the kalian and the samovar. Hanging from his saddle on the off side by a steel chain is a brazier containing live coal for immediate application; with it in that position the servant can follow his lord at any speed without singeing the horse or spilling the coal. When going at a gallop or taking a jump, the chain is taken up in the hand.

4. A group of Armenian (Christian) girls in a Bakhtiari village. They are as a rule poorly clad, though here and there silver ornaments are to be seen. It is said that even amongst the poorest clothes are not always to be taken as an index of their real estate, for in Persia it is dangerous to dress up to one's income if good. But the women are also industrious. The lower valleys fringing the Bakhtiari country are well sprinkled with Armenian villages, always compact and some distance away from the neighbouring Persian villages.

The Armenians till the lands appertaining to their own villages, and live quite peaceably with their Persian neighbours working in the next field. Each village has its own Kat-oikon or Christian synagogue more or less embellished within. The outside is in appearance like any other mud building.

The girls have yellow and red complexions, and are sometimes nice-looking, usually with features *à la juive*, but have always shapeless figures.

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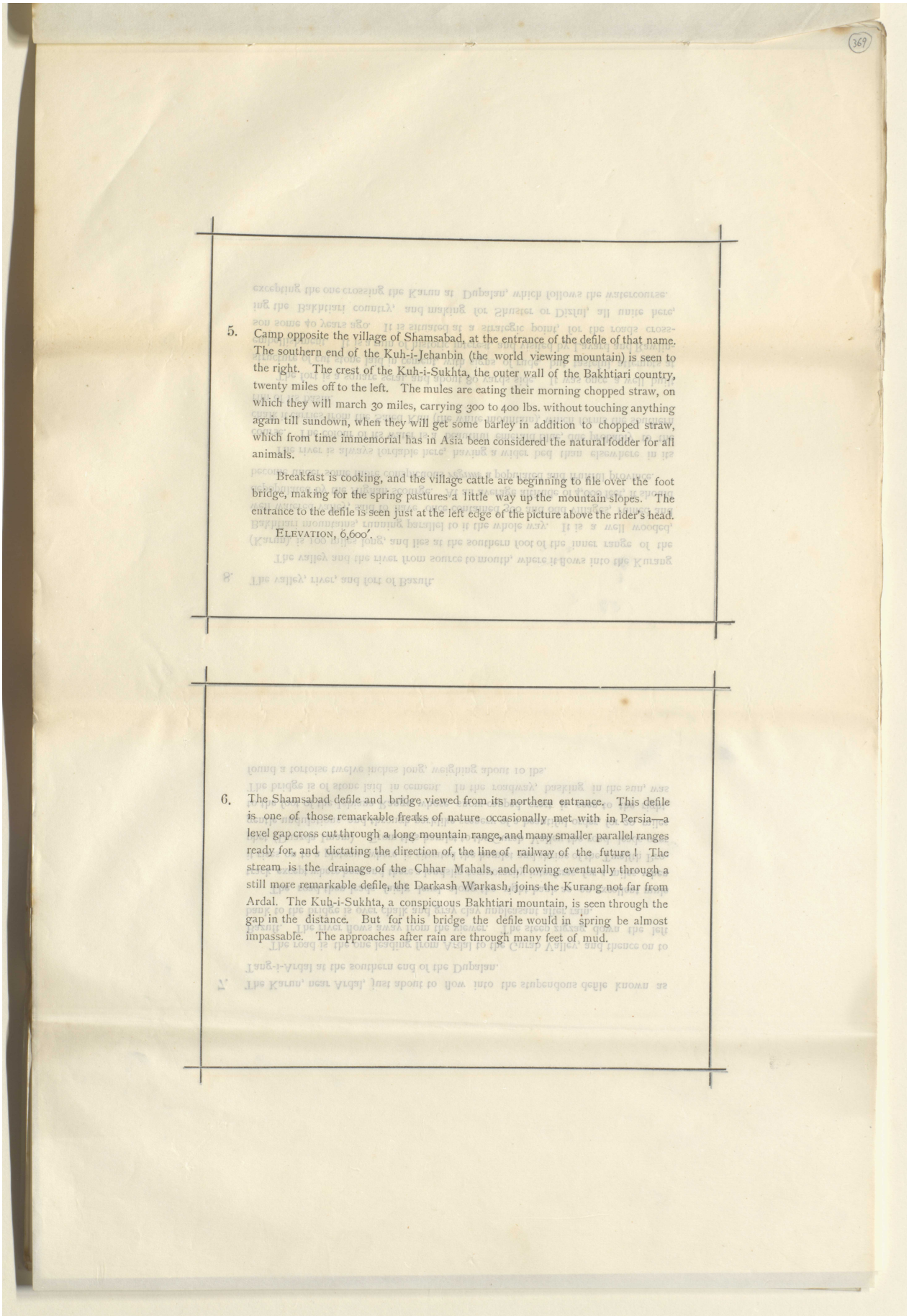

5. Camp opposite the village of Shamsabad, at the entrance of the defile of that name. The southern end of the Kuh-i-Jehanbin (the world viewing mountain) is seen to the right. The crest of the Kuh-i-Sukhta, the outer wall of the Bakhtiari country, twenty miles off to the left. The mules are eating their morning chopped straw, on which they will march 30 miles, carrying 300 to 400 lbs. without touching anything again till sundown, when they will get some barley in addition to chopped straw, which from time immemorial has in Asia been considered the natural fodder for all animals.

Breakfast is cooking, and the village cattle are beginning to file over the foot bridge, making for the spring pastures a little way up the mountain slopes. The entrance to the defile is seen just at the left edge of the picture above the rider's head.

Elevation, 6,600′.

6. The Shamsabad defile and bridge viewed from its northern entrance. This defile is one of those remarkable freaks of nature occasionally met with in Persia—a level gap cross cut through a long mountain range, and many smaller parallel ranges ready for, and dictating the direction of, the line of railway of the future! The stream is the drainage of the Chhar Mahals, and, flowing eventually through a still more remarkable defile, the Darkash Warkash, joins the Kurang not far from Ardal. The Kuh-i-Sukhta, a conspicuous Bakhtiari mountain, is seen through the gap in the distance. But for this bridge the defile would in spring be almost impassable. The approaches after rain are through many feet of mud.

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7. The Karun, near Ardal, just about to flow into the stupendous defile known as Tang-i-Ardal at the southern end of the Dupalan.

The road is the one leading from Ardal to the Gurab Valley, and thence on to Bazuft. The river flows away from the viewer. The steep zigzag down the left bank to the bridge is over chalk and gray clay unpleasant after rain.

The road then leads fairly level along the right bank as an excellent mule track, except where here and there a landslip temporarily interferes, for 4 miles, when it rises on to a plateau, where is situated the hamlet and shrine of the Twelfth Prophet (Duazda Imam). From this hamlet to the Gurab Valley the road leads over gentle undulations, and through parklike scenery of a beautiful order, for 20 miles to the foot of the Isbiana Range, whose snow-capped crest is seen to the right. The bridge is of stone laid in cement. In the roadway, basking in the sun, was found a tortoise twelve inches long, weighing about 10 lbs.

8. The valley, river, and fort of Bazuft.

The valley and the river from source to mouth, where it flows into the Kurang (Karun), is 100 miles long, and lies at the southern foot of the inner range of the Bakhtiari mountains, running parallel to it the whole way. It is a well wooded, well watered valley, said to have once contained 300 and odd villages, ruined and depopulated by the Afghan scourge. At an average altitude of 4,000 feet, it should become under some more conspicuous *régime* a populated and fruitful province.

The river is always fordable here, having a wider bed than elsewhere in its course. The colour of its water is a beautiful emerald blue, due probably to the chalk it carries from the Safed Kuh (the white mountain), which forms the southern rim of its basin.

The fort is a square serai, and about 80 yards side. It was once a well built structure of cut stone laid in cement, with signs of rude, but tasteful, attempts at embellishment. It is a ruin of historic interest, and visited by Layard and Rawlinson some 40 years ago. It is situated at a strategic point, for the roads crossing the Bakhtiari country, and making for Shuster or Dizful, all unite here, excepting the one crossing the Karun at Dupalan, which follows the watercourse.

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9. The bridge over the outflow of the southern end of the defile Darkash Warkash. This stream flows across the main valley of Kaj, in which also flows the Kurang (Karun) in a deep valley of its own. In a sheltered nook, protected from cold winter blasts, there is a Bakhtiari village settlement surrounded by fields close to this bridge, and named Paradise (Bihishtabad).

The drainage passing under this bridge is that of 2,000 square miles.

10. View of the Koh-i-Sukhta and the Zirra Pass from the mouth of the Shamsabad defile. The road is seen making straight for the pass, and is last seen zigzagging up to the rocky crest, which has an elevation of 9,000 feet.

This pass crosses the outer wall of the Bakhtiari country, and forms a clearly defined line of demarcation, political and physiographical.

The Koh-i-Sukhta touches 12,000 feet.

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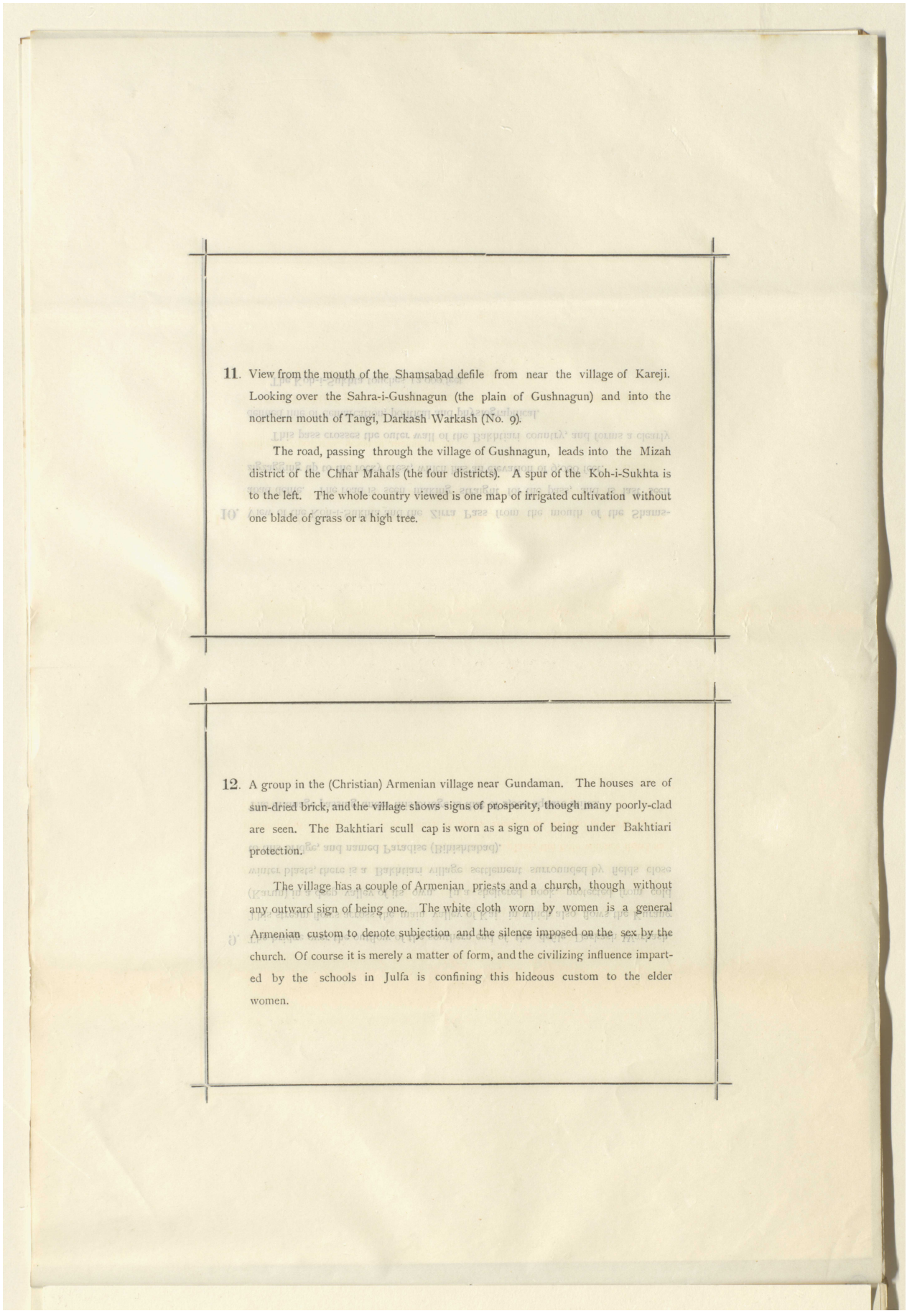

11. View from the mouth of the Shamsabad defile from near the village of Kareji. Looking over the Sahra-i-Gushnagun (the plain of Gushnagun) and into the northern mouth of Tangi, Darkash Warkash (No. 9).

The road, passing through the village of Gushnagun, leads into the Mizah district of the Chhar Mahals (the four districts). A spur of the Koh-i-Sukhta is to the left. The whole country viewed is one map of irrigated cultivation without one blade of grass or a high tree.

12. A group in the (Christian) Armenian village near Gundaman. The houses are of sun-dried brick, and the village shows signs of prosperity, though many poorly-clad are seen. The Bakhtiari scull cap is worn as a sign of being under Bakhtiari protection.

The village has a couple of Armenian priests and a church, though without any outward sign of being one. The white cloth worn by women is a general Armenian custom to denote subjection and the silence imposed on the sex by the church. Of course it is merely a matter of form, and the civilizing influence imparted by the schools in Julfa is confining this hideous custom to the elder women.

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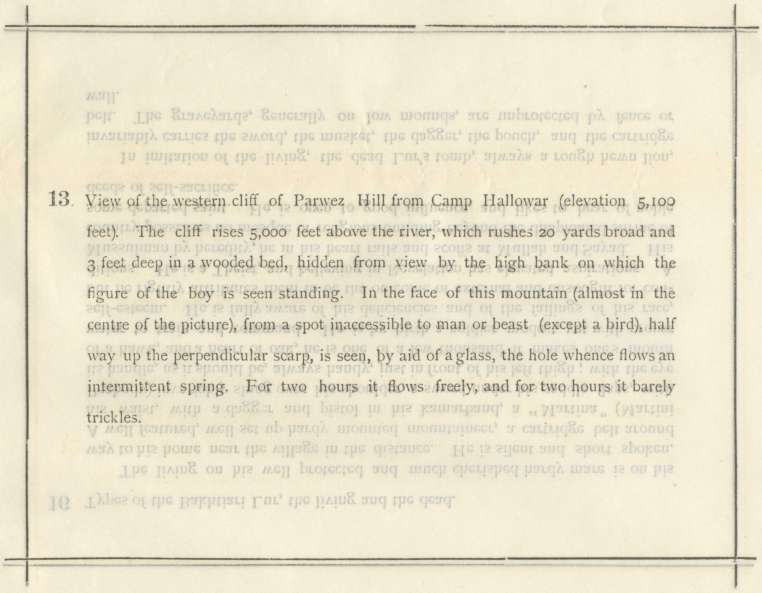
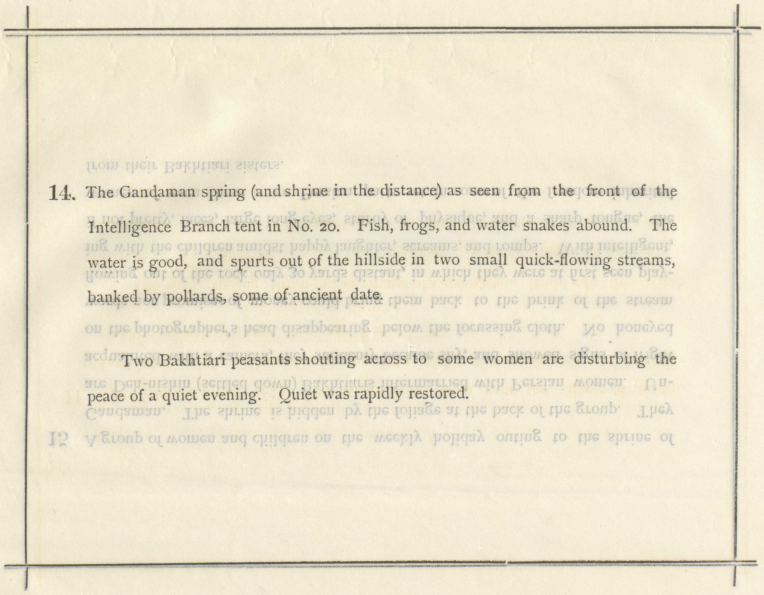


13. View of the western cliff of Parwez Hill from Camp Hallowar (elevation 5,100 feet). The cliff rises 5,000 feet above the river, which rushes 20 yards broad and 3 feet deep in a wooded bed, hidden from view by the high bank on which the figure of the boy is seen standing. In the face of this mountain (almost in the centre of the picture), from a spot inaccessible to man or beast (except a bird), half way up the perpendicular scarp, is seen, by aid of a glass, the hole whence flows an intermittent spring. For two hours it flows freely, and for two hours it barely trickles.



14. The Gandaman spring (and shrine in the distance) as seen from the front of the Intelligence Branch tent in No. 20. Fish, frogs, and water snakes abound. The water is good, and spurts out of the hillside in two small quick-flowing streams, banked by pollards, some of ancient date.

Two Bakhtiari peasants shouting across to some women are disturbing the peace of a quiet evening. Quiet was rapidly restored.

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15 A group of women and children on the weekly holiday outing to the shrine of Gandaman. The shrine is hidden by the foliage at the back of the group. They are Deh-nishin (settled down) Bakhtiaris intermarried with Persian women. Unacquainted with a camera, they suddenly became shy, and showed signs of fright on the photographer's head disappearing below the focussing cloth. No honeyed words nor promises of money could bring them back to the brink of the stream flowing out of the rock only 30 yards distant in which they were at first seen playing with the children amidst happy laughter, screams, and romps. With intelligent, if not pretty, faces, large long eyes, sturdy of physique, and a sharp tongue, the women of even these more Persian parts retain some of the freedom inherited from their Bakhtiari sisters.

16 Types of the Bakhtiari Lur, the living and the dead.

The living on his well protected and much cherished hardy mare is on his way to his home near the village in the distance. He is silent and short spoken. A well featured, well set up hardy mounted mountaineer, a cartridge belt around his waist, with a dagger and pistol in his kamarband, a "Martina" (Martini Peabody) invariably slung over his shoulder, a sword under his saddle flaps, with its handle, as it should be, always handy, just in front of his left thigh; with the eye of a hawk, and a heart of oak, he is one of a few thousand it makes one's mouth water to train and command. He is by birth a soldier, modest, yet with proper self-esteem. He is fully aware of his deficiencies and of the failings of his race, but he rightly attributes them to the ontocnic of external and unsought for conditions. He is a Theist, and believing in Revelation has elevated aspirations. A Mussulman by heredity, he in his heart rails and scoffs at Mullah and Sayad. His country possesses no mosque or religious building beyond the dilapidated shrine of some departed saint. He is open to good influence, and likes to hear of noble deeds of self-sacrifice.

In imitation of the living, the dead Lur's tomb, always a rough hewn lion, invariably carries the sword, the musket, the dagger, the pouch, and the cartridge belt. The graveyards, generally on low mounds, are unprotected by fence or wall.

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17. The Chighakhor Valley and Fort. Ilyat black tents are seen dotted all over the plain, as also herds of cattle and brood-mares. Under the fort is a large double-poled single-fly white tent, the *ex-officio* property of the Ilkhani. The Ilbegi's private tents are close by. The ladies and children of the Ilkhani are in the fort. The fort in its best days under Hussein Kulli Khan was got up in true Franco-Persian style. Mr. Stack, visiting it only nine years ago, speaks of a "handsome suite of apartments, furnished with costly English carpets, and with chairs and couches lined with Kashan velvet; chandeliers hang from the ceiling, and the walls are set with mirrors, and adorned with small original paintings of the chase in Persia, and with familiar pictures of lovely women copied from French prints." Of all this there is only the wreck; no carpets, no chairs, the ceiling broken through and the walls cracked and near tumbling down—a sure and sad sign of the money necessary for maintenance and bare comfort having found its way to distant coffers, already full with accumulated gold, the life's blood of the ruled.

Though poverty is in the air, the little nude shepherd boy is so from choice, having the innate Lur instinct for freedom from all restraint.

18. A "black tent" family group. The chief lady and wife in the centre. The other members of the family and servants in attendance. The lord and master is absent in attendance on his chief. A deaf boy, one of the sons, is in a *misericordium* attitude to the right. The eldest boy to the left is in charge.

Hanging from the tripod is the goatskin, essential to every tent, and in which the milk is morning and evening turned into "dukh," a kind of soured milk, churned by being rocked to and fro, close over hot embers. Dukh on a hot day, with a lump of snow in it, is a royal drink.

The dwellers in "black tents" have no privacy, and living thus all the year round might justify the presumption of a low standard of domestic virtue; but such is not the case; on the contrary, the matrimonial ties (even if numerous) are faithfully and strictly kept, children are highly esteemed and much loved, and domestic happiness would seem the rule even among the poorest.

The ruling vice of the Persian and the Afghan is unknown.

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19. Isfandiar Khan, the Ilbegi (see No. 28), on his way to the summer camp at Chighakhor. In the centre of the front line, with a cane in his right hand, he is followed by a retinue small in numbers, but loyal to the death. The meeting of the chiefs at Chighakhor is a momentous question, requiring a deal of arrangement. The number of retainers is agreed upon beforehand, and strictly adhered to.

The chiefs meet and live together, or rather near each other, in the centre of the valley, with only a few followers. But the enclosing hills are crowded with camps of the various factions, ready, like their own mountain eagles, to flock at a moment's notice round the first carcass. Two years ago a free fight in this very spot ended in the victory of Isfandiar Khan. But, for reasons best known to the Shah, he was not allowed to hold what was his by right of birth, and what would be his by public acclamation if secured in that position for life. Factions would cease, prosperity would be resumed; but unfortunately for the country and its fine people, this is the very thing deemed undesirable.

20. The Gandaman camping ground and village green, elevation 7,000 feet. A large spring flows out of the hillside, over which is built a shrine (ziarat) of doubtful reputation. At all events the water is pure. The meadow land close to the banks, shaded by rows of poplars, forms a charming resting place for the two I. B. camps. "Isabella Bird" is as usual in the best place in the centre; the I. B. camp is to the right.

The village of Gandaman is Muhammadan, but close to it is the Armenian Christian village containing some 1,200 inhabitants, seemingly well-to-do notwithstanding their many complaints and stories of oppression. The track below is a typical "Persian road," consisting, where the ground permits, of many tracks running parallel to each other, and viewed from a distance having the very mistaken appearance of a broad "road." In the distance is seen the Wastagun Pass and defile, where No. 26 was taken.

Seated on a rock in the foreground is the assistant photographer, a Persian mule boy of the royal, but most common, appellation of Abbas Ali.

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21. The Gurab Valley (literally the haunts of the wild ass), with the Esbiana range, a spur only of the mighty Gerra, in the background. This valley, covered with pastures, colored by flowers of every kind, well watered and sheltered at an elevation of 7,000 feet, is as inviting in summer as it must be the reverse in winter. The road from the Kaj Valley to Bazuft can be traced along the foot of the Esbiana. Just out of the picture to the left is a sheer drop of 4,000 feet into the Bazuft Valley below, but the track is well aligned, and bears every trace of having once been a high road. It is one of the most direct, and even now one of the easiest roads between Isfahan and the ancient plain of Susa.

A few Ilyat (nomad) tents are seen in the valley at the back. The white tents to the right are an European camp, the first seen in these parts, close to a clear spring, and to a mound which shows signs of having once had a building on it.

The path, zigzagging up the mountain to the right, leads into the Cherri Valley beyond. The view is taken from near a spring at the foot of a small stone ruin named Tur, which for a wonder has got a history (Diary, page 42).

22. Lutf Ali Khan's chateau and shooting box at Deh Nao in the Sabz Kuh Valley. The building is of stone and brick, traced with the usual two courtyards; one for ladies, &c., has fireplaces, is fairly comfortable; good soft rugs take the place of beds, tables, and chairs throughout this country as a sign of the manliness of the Lur. The roof is garnished with spoils of sport, ibex and parsang (? oorial), of which there are some good specimens, several over 40 inches in length, but much lighter than the Himalayan. "Ya Allah" is inscribed over the doorway.

The village close by is not so dirty as most Persian villages, and is inhabited all the year round. Elevation 7,000'.

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23. A type of a Bakhtiari gentleman. Lutf Ali Khan is a large landed proprietor in the Sabz Kuh Valley. A nephew of Isfandiar Khan, he is his great partisan. A keen sportsman, and a well-mannered man of 30: he is all that could be desired as a future leader, with whom it would be a pleasure to have official connection. His widowed mother is a woman of strong character, and desires to have her son still in subjection; but Lutf Ali smiles and gives way affectionately. He would be only too willing to accept an invitation offered to visit India as a guest for six months; but owing to the uncertainty of affairs in his own country, and the knowledge that the absence of even his one "Martina" (and that of his few followers) entailed by such a visit would weaken his uncle's position, it could not be arranged.

55 [illegible] A splendid horseman, he has his stable full of good, light, well-blooded horses. He is an excellent shot.

24. A peep through the tangi, at the foot of the conspicuous mountain Sultan Ibrihim, rearing its proud head at the south-east end of the Bakhtiari mountain range, similar to the Paryez at the north-west end.

The Khana Mirza plain of the Kashgais is seen in the middle distant. The "Rig" in the distance (snow-capped) is, unlike its namesake in Europe, still a virgin peak.

The chasm through which this view is taken terminates abruptly over the tortuous Gandaman stream, which flows 2,000 feet below.

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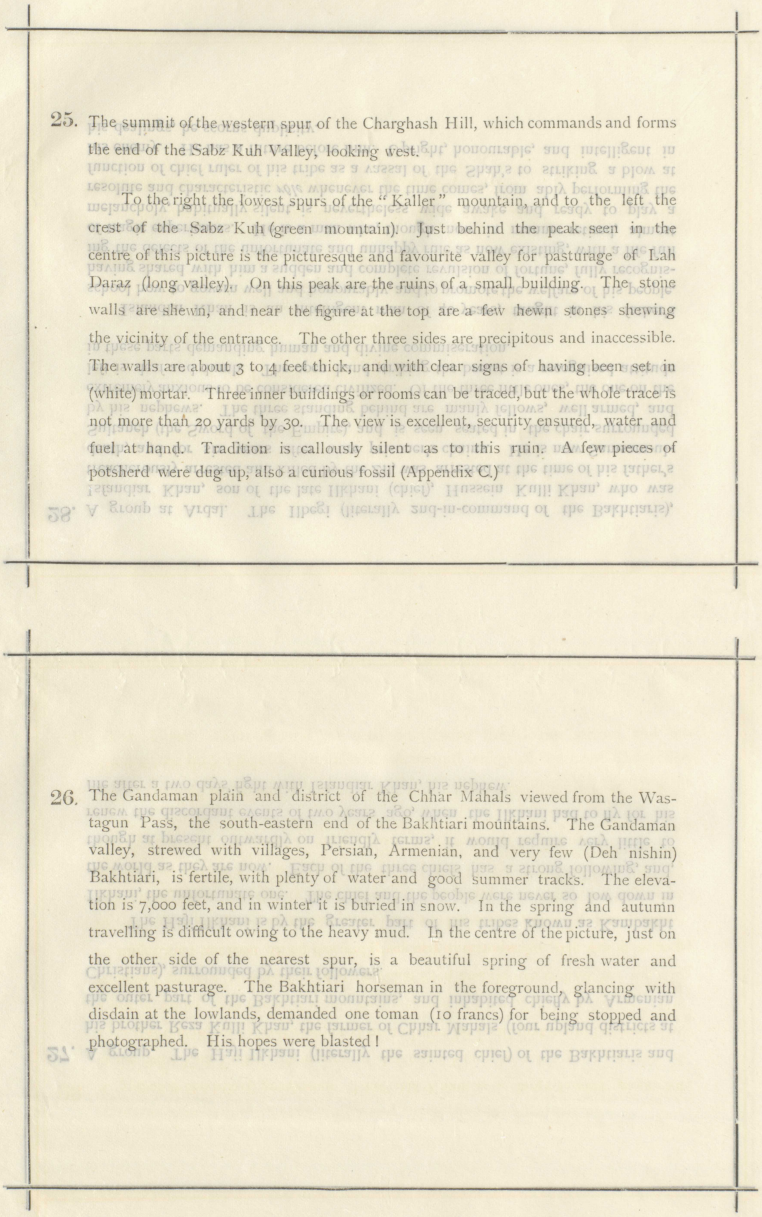

25. The summit of the western spur of the Charghash Hill, which commands and forms the end of the Sabz Kuh Valley, looking west.

To the right the lowest spurs of the "Kaller" mountain, and to the left the crest of the Sabz Kuh (green mountain). Just behind the peak seen in the centre of this picture is the picturesque and favourite valley for pasturage of Lah Daraz (long valley). On this peak are the ruins of a small building. The stone walls are shewn, and near the figure at the top are a few hewn stones shewing the vicinity of the entrance. The other three sides are precipitous and inaccessible. The walls are about 3 to 4 feet thick, and with clear signs of having been set in (white) mortar. Three inner buildings or rooms can be traced, but the whole trace is not more than 20 yards by 30. The view is excellent, security ensured, water and fuel at hand. Tradition is callously silent as to this ruin. A few pieces of potsherd were dug up, also a curious fossil (Appendix C.)

26. The Gandaman plain and district of the Chhar Mahals viewed from the Wastagun Pass, the south-eastern end of the Bakhtiari mountains. The Gandaman valley, strewed with villages, Persian, Armenian, and very few (Deh nishin) Bakhtiari, is fertile, with plenty of water and good summer tracks. The elevation is 7,000 feet, and in winter it is buried in snow. In the spring and autumn travelling is difficult owing to the heavy mud. In the centre of the picture, just on the other side of the nearest spur, is a beautiful spring of fresh water and excellent pasturage. The Bakhtiari horseman in the foreground, glancing with disdain at the lowlands, demanded one toman (10 francs) for being stopped and photographed. His hopes were blasted!

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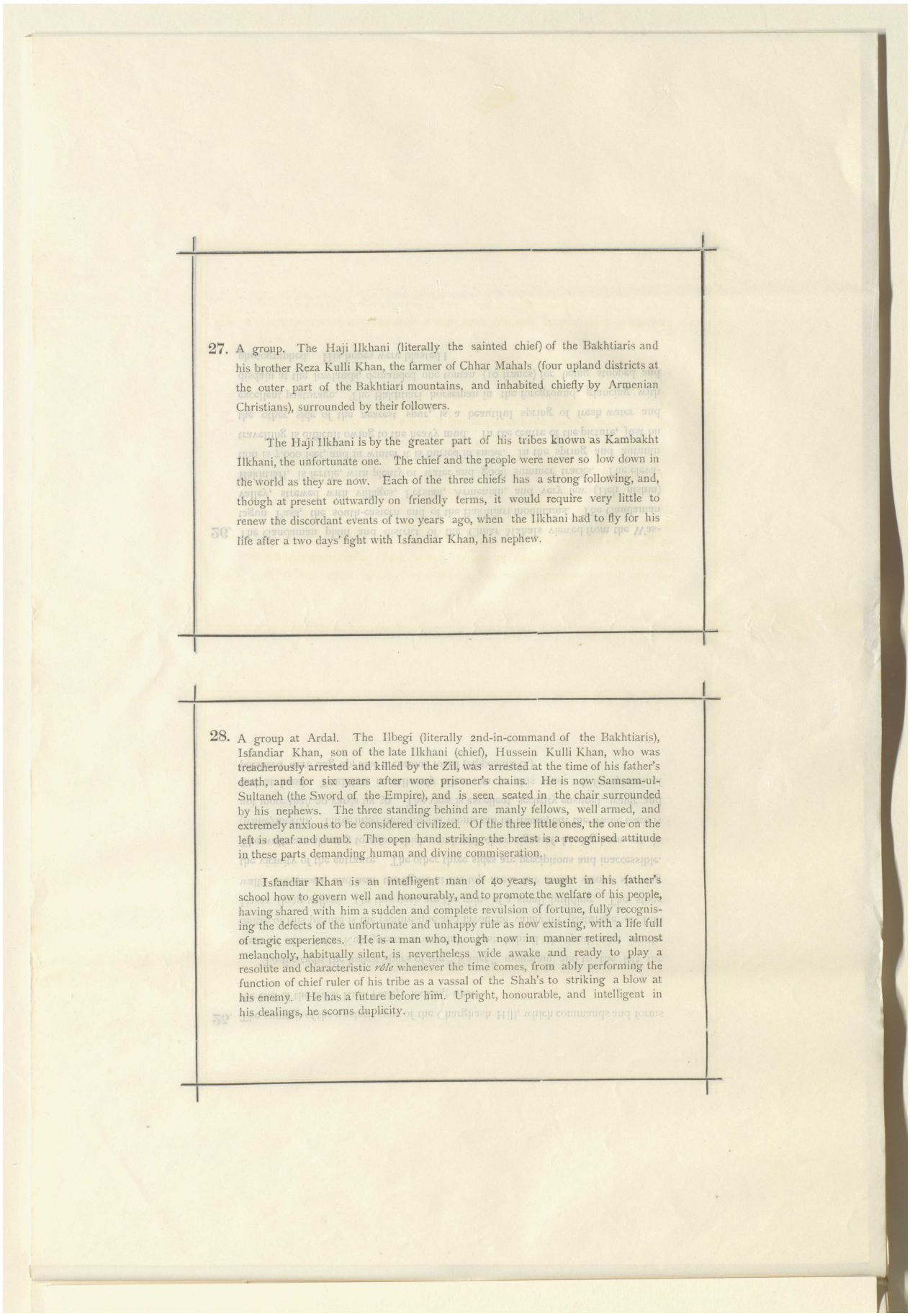

27. A group. The Haji Ilkhani (literally the sainted chief) of the Bakhtiaris and his brother Reza Kulli Khan, the farmer of Chhar Mahals (four upland districts at the outer part of the Bakhtiari mountains, and inhabited chiefly by Armenian Christians), surrounded by their followers.

The Haji Ilkhani is by the greater part of his tribes known as Kambakht Ilkhani, the unfortunate one. The chief and the people were never so low down in the world as they are now. Each of the three chiefs has a strong following, and, though at present outwardly on friendly terms, it would require very little to renew the discordant events of two years ago, when the Ilkhani had to fly for his life after a two days' fight with Isfandiar Khan, his nephew.

28. A group at Ardal. The Ilbegi (literally 2nd-in-command of the Bakhtiaris), Isfandiar Khan, son of the late Ilkhani (chief), Hussein Kulli Khan, who was treacherously arrested and killed by the Zil, was arrested at the time of his father's death, and for six years after wore prisoner's chains. He is now Samsam-ul-Sultaneh (the Sword of the Empire), and is seen seated in the chair surrounded by his nephews. The three standing behind are manly fellows, well armed, and extremely anxious to be considered civilized. Of the three little ones, the one on the left is deaf and dumb. The open hand striking the breast is a recognised attitude in these parts demanding human and divine commiseration.

Isfandiar Khan is an intelligent man of 40 years, taught in his father's school how to govern well and honourably, and to promote the welfare of his people, having shared with him a sudden and complete revulsion of fortune, fully recognising the defects of the unfortunate and unhappy rule as now existing, with a life full of tragic experiences. He is a man who, though now in manner retired, almost melancholy, habitually silent, is nevertheless wide awake and ready to play a resolute and characteristic *rôle* whenever the time comes, from ably performing the function of chief ruler of his tribe as a vassal of the Shah's to striking a blow at his enemy. He has a future before him. Upright, honourable, and intelligent in his dealings, he scorns duplicity.

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29. A bit of the road leading into camp (elevation 8,500 feet) between Pir Said and the Gokun Valley on the western slopes of the Kuh-i-Rang.

Mules are seen coming down the road and over the crest of the pass.

The camping place is a weird spot, shunned by travellers unless in force.

30. The Upper Elam Sphinx as seen on passing the Gokun stream and entering the threshold of Upper Elam. A natural effigy of the Lord Chancellor, symbolical of the laws eventually to rule this fair land, now misruled, chiefly by the aid of the "Martina" (Lur name for the Martini-Peabody Rifle). The tribes living in this part are chiefly "Chhar Lang" Lurs, more Lur than the "Haft Lang" Bakhtiaris. The word Lur has a professional significant meaning—"nomad freeman," "thief," "robber," according to the intonation imparted in articulating the word.

A Said can never be a "Lur." If asked by mistake whether he is one, he will strike his breast with dignity and say—"I a Lur? I am a Said," meaning that the immaculate blood of the False Prophet is running through his veins. He has the sanctimonious reputation of the outer sinless state of the Pharisee coupled with the well known moral taint of the "inside of the platter."

At the foot of the sphinx is a nice little camping ground, with water and trees, overlooking the Gokun Valley and facing the Kuh-i-Rang.

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33. The village of Pir Said, in Upper Elam, on the western slopes of the Kuh-i-Rang. It has a sanctuary containing the dust of a holy, but nameless, saint who died traditionless. The village has a beautiful group of walnut trees, amongst which jets out a sparkling spring. The villagers are all direct descendants of the False Prophet. This is now a retired nook, near which cultivation is carried on peacefully. It is on one of the high roads now in decay, which once led to and from the wealthy Susa, "the Palace," to Irak Ajami (Persia).

The spot is inhabited all the year round at an elevation of 7,000 feet.

The temple is of stone, laid in with mortar; its pinnacle is visible to the left.

The level portions are all mud roofs of rubble houses; none of the villagers had ever seen an European, and were at first shy. Some exceedingly fair and pretty children were amongst the more curious, who eventually had courage to form a very close circle. Two little girls having specially admired, they were promptly removed to the hillside for fear of their being kidnapped.

34. The terrace of Arjul. A pretty camping ground, good spring, fuel and grass on the slopes of the Kuh-i-Gerra, snow-capped and seen in the distance. The rock behind the camp is a good type of the cliffs and precipices abounding in the country. The trees look like ilex (oak). The camp is hemmed in on three sides by deep ravines. Wild pig were seen in the vicinity rooting up wild garlic and celery, which abounds in this place.

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35. The bridge over the Kurang (Karun) at Dupalan at the southern mouth of the Tang-i-Ardal. The river at Dupalan (two bridges) has been bridged from time immemorial. But the rush of waters is so great that these structures are given to disappear now and then. This one was built by the late Ilkhani Hussein Kulli Khan (murdered by the Zil) about 30 years ago. It already shows signs of giving way. The arch is about 40 feet above the water in the photograph, and has a span of 60 feet. The roadway is 12 feet wide, where the figure is standing on the highest point of the bridge.

The bridge spans the Karun to carry over the main road known as the "Ispahan-Shuster" road, once a highway of some importance, judging from the bits of pavement come across now and then.

The area drainage by the water passing under this 60 feet bridge is that of 3,000 square miles.

36. View of the northern end of the Zard Kuh taken from a spur of the Kuh-i-Rang from near the Gal-i-gav Pass, shewing the Haft Tanan, the head-waters of the Kurang, and the commencement of the Pambakal Pass. The sharp Haft Tanan Peak has an estimated elevation of 13,000 feet. The watercourse in the centre of the picture is 8,000 feet. The Pambakal Pass leading to the Upper Bazuft Valley reaches 11,000 feet. It is as a mountain pass, of course, steep and is tedious, but has no neck-breaking difficulties. When the snow permits, it is customary to slide the animals down for a good bit of the way. The camera stood at an elevation of 11,500 feet, some 4,000 feet above the valley. On a line with the figure 36, and almost in the centre of the picture, is seen a ring fence of stone. This is a wind shelter common in these hills. The power of the wind in winter is extraordinary sometimes during a snow fall ; often without.

In the latter case, the nature of the wind is such as to be continuously scraping the surface of the snow, driving flakes and lumps of frozen ice with a terrific force almost horizontally with the ground.

A stone ring shelter, placed on an exposed spot, is the best protection for the traveller. Were it built in a sheltered dip, the refugees would be smothered in a few minutes. Built on a naked slope, wind, snow, and ice pass over harmless.

37. In this country, as in those nearer our Indian Western Frontier, shelter from wind is the chief requirement for travellers and sojourners.

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37. The Cherri Duaba (two waters). A pretty, well cultivated valley formed by the junction of two streams.

The view is taken from a point on the main road from Ardal to Bazuft about 10 miles from the Cherri Pass. The gorge in the centre of the picture is a type of a tangi or rift through which the waterway has been forced at right angles to the trend of the range. The snow peaks are the southern end of the Zard Kuh viewed end on looking north-west. A few stone hovels exist among the trees. An aqueduct brings water from the mouth of the tangi to water the cornfields on the further slopes and down the valley. In winter this valley is said to be covered with snow up to "two men's height." Though elevated 8,000 feet, from experience gathered elsewhere, it is believed that about 2 or 3 feet of snow after the heaviest downfall would be a liberal estimate.

38. A spring by the roadside, elevation 9,000 feet. Men, women, and children of a poor tribe, eager for reward, dipped freely into the cold water up to their waists to fish out silver coins thrown in partly in the nature of a gratification, and partly for the purpose of washing the dirt off their bodies.

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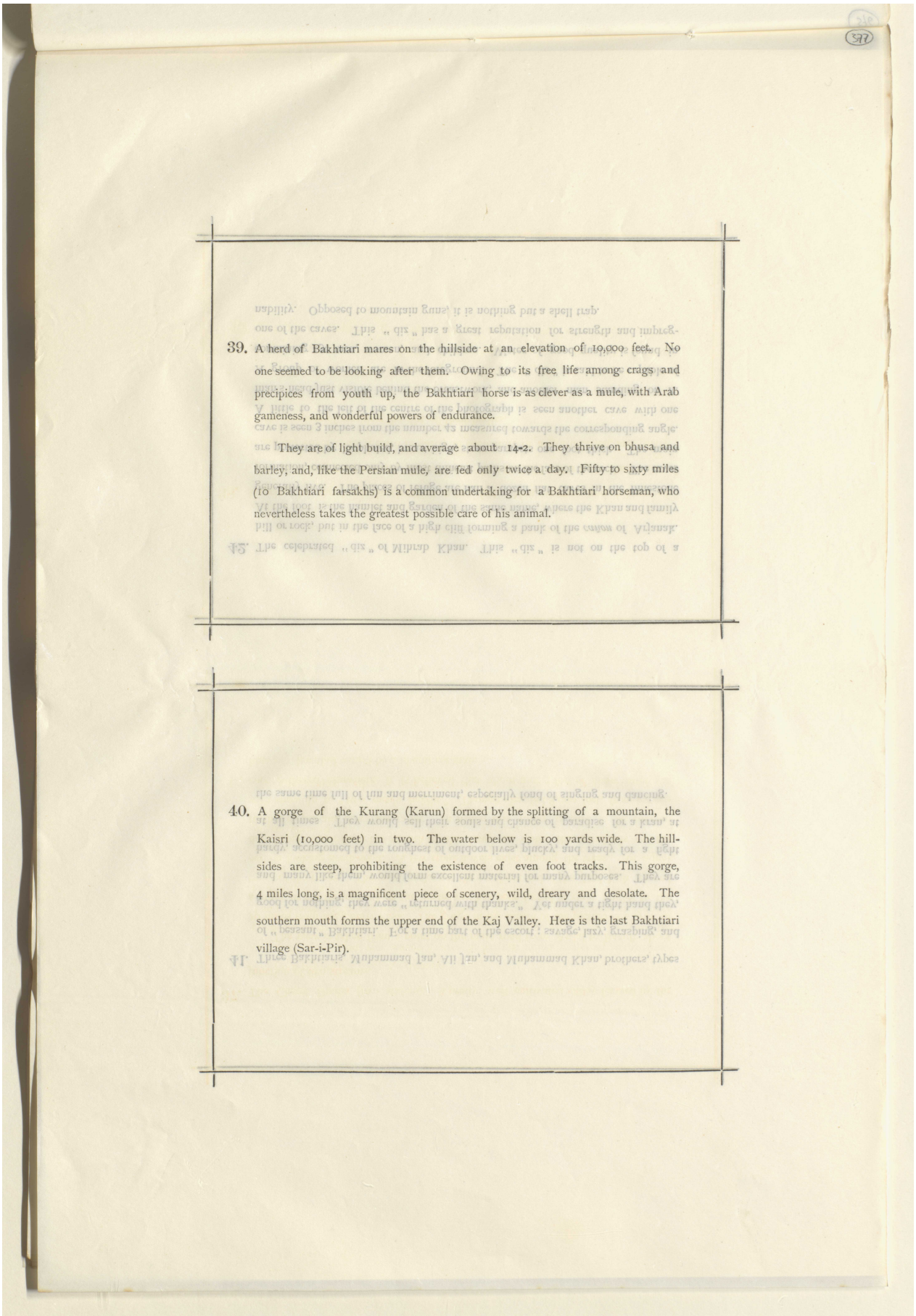

39. A herd of Bakhtiari mares on the hillside at an elevation of 10,000 feet. No one seemed to be looking after them. Owing to its free life among crags and precipices from youth up, the Bakhtiari horse is as clever as a mule, with Arab gameness, and wonderful powers of endurance.

They are of light build, and average about 14-2. They thrive on bhusa and barley, and, like the Persian mule, are fed only twice a day. Fifty to sixty miles (10 Bakhtiari farsakhs) is a common undertaking for a Bakhtiari horseman, who nevertheless takes the greatest possible care of his animal.

40. A gorge of the Kurang (Karun) formed by the splitting of a mountain, the Kaisri (10,000 feet) in two. The water below is 100 yards wide. The hill-sides are steep, prohibiting the existence of even foot tracks. This gorge, 4 miles long, is a magnificent piece of scenery, wild, dreary and desolate. The southern mouth forms the upper end of the Kaj Valley. Here is the last Bakhtiari village (Sar-i-Pir).

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41. Three Bakhtiaris, Muhammad Jan, Ali Jan, and Muhammad Khan, brothers, types of "peasant" Bakhtiari. For a time part of the escort; savage, lazy, grasping, and good for nothing, they were "returned with thanks." Yet under a tight hand they, and many like them, would form excellent material for many purposes. They are hardy, accustomed to the roughest of outdoor lives, plucky, and ready for a fight at all times. They would sell their souls and chance of paradise for a kran, at the same time full of fun and merriment, especially fond of singing and dancing.

42. The celebrated "diz" of Mihrab Khan. This "diz" is not on the top of a hill or rock, but in the face of a high cliff forming a bank of the *cañon* of Arjanak. At the foot is the hamlet and garden of the same name, where the Khan and family generally live. The places of refuge are half a dozen flat caves in the limestone formation, connected only by most difficult paths on the face of the rock. The caves are protected by loopholed breast high, stone parapets one foot thick. The main cave is seen 3 inches from the number 42 measured towards the corresponding angle. A little to the left of the centre of the photograph is seen another cave with one man's head just visible behind the breastwork, and another man standing on it. A group of women are in the foreground. The "diz" is said to be capable of containing 150 men, women, and children. Water of good quality is found in one of the caves. This "diz" has a great reputation for strength and impregnability. Opposed to mountain guns, it is nothing but a shell trap.

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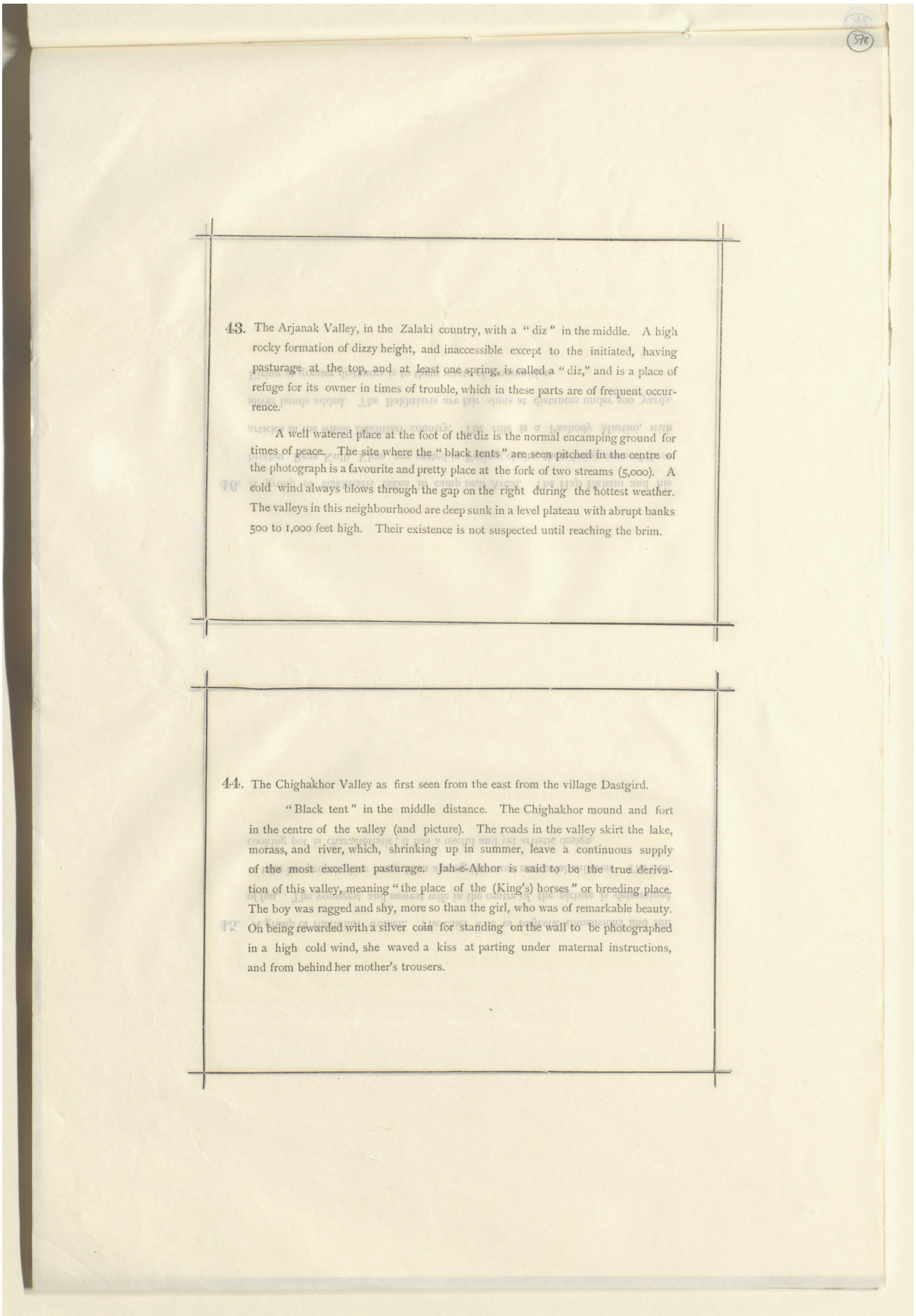

43. The Arjanak Valley, in the Zalaki country, with a "diz" in the middle. A high rocky formation of dizzy height, and inaccessible except to the initiated, having pasturage at the top, and at least one spring, is called a "diz," and is a place of refuge for its owner in times of trouble, which in these parts are of frequent occurrence.

A well watered place at the foot of the diz is the normal encamping ground for times of peace. The site where the "black tents" are seen pitched in the centre of the photograph is a favourite and pretty place at the fork of two streams (5,000). A cold wind always blows through the gap on the right during the hottest weather. The valleys in this neighbourhood are deep sunk in a level plateau with abrupt banks 500 to 1,000 feet high. Their existence is not suspected until reaching the brim.

44. The Chighakhor Valley as first seen from the east from the village Dastgird.

"Black tent" in the middle distance. The Chighakhor mound and fort in the centre of the valley (and picture). The roads in the valley skirt the lake, morass, and river, which, shrinking up in summer, leave a continuous supply of the most excellent pasturage. Jah-e-Akhor is said to be the true derivation of this valley, meaning "the place of the (King's) horses" or breeding place. The boy was ragged and shy, more so than the girl, who was of remarkable beauty. On being rewarded with a silver coin for standing on the wall to be photographed in a high cold wind, she waved a kiss at parting under maternal instructions, and from behind her mother's trousers.

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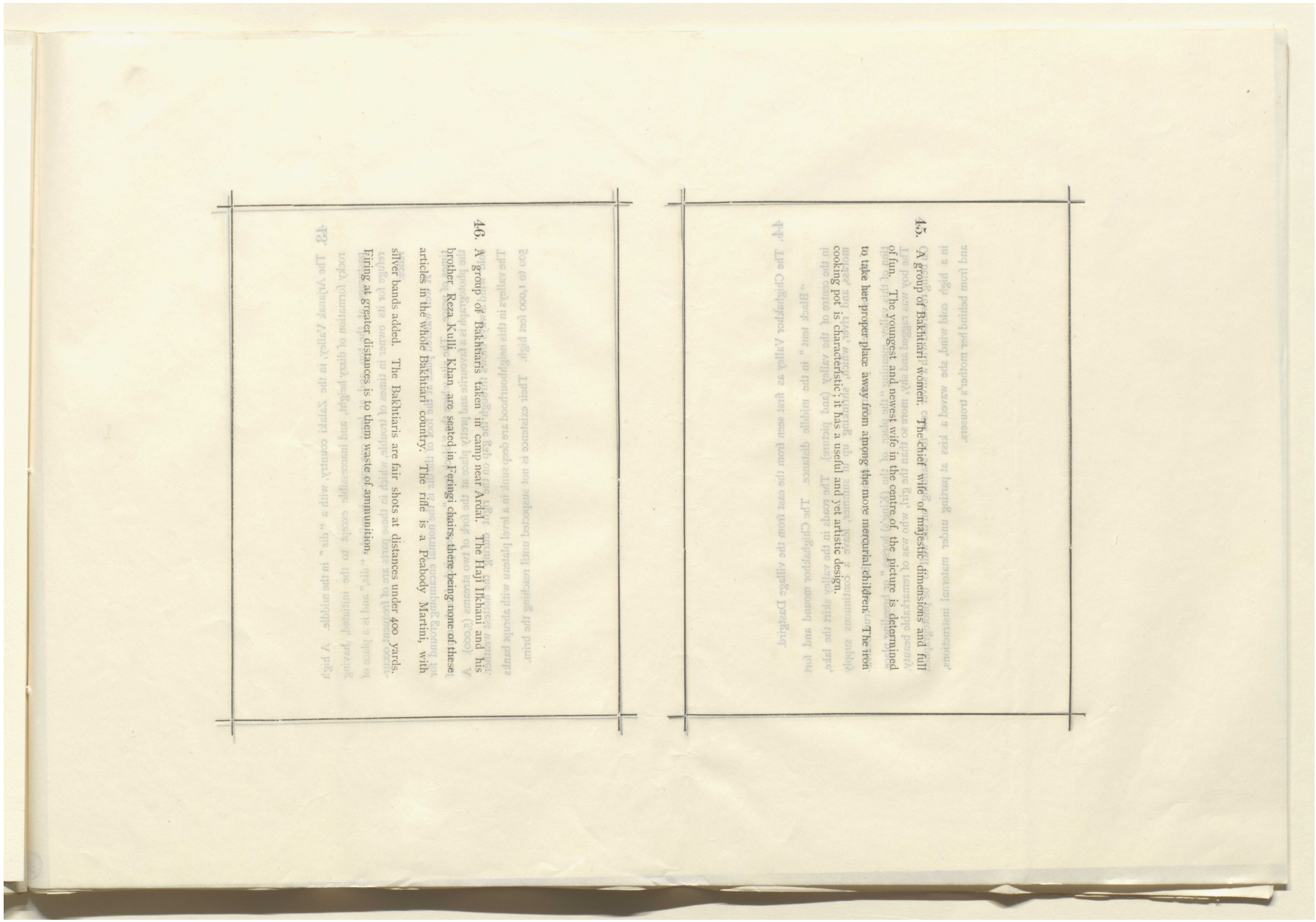

45. A group of Bakhtiari women. The chief wife of majestic dimensions and full of fun. The youngest and newest wife in the centre of the picture is determined to take her proper place away from among the more mercurial children. The iron cooking pot is characteristic; it has a useful and yet artistic design.

46. A group of Bakhtiaris taken in camp near Ardal. The Haji Ilkhani and his brother Reza Kuli Khan are seated in Feringi chairs, there being none of these articles in the whole Bakhtiari country. The rifle is a Peabody Martini, with silver bands added. The Bakhtiaris are fair shots at distances under 400 yards. Firing at greater distances is to them waste of ammunition.

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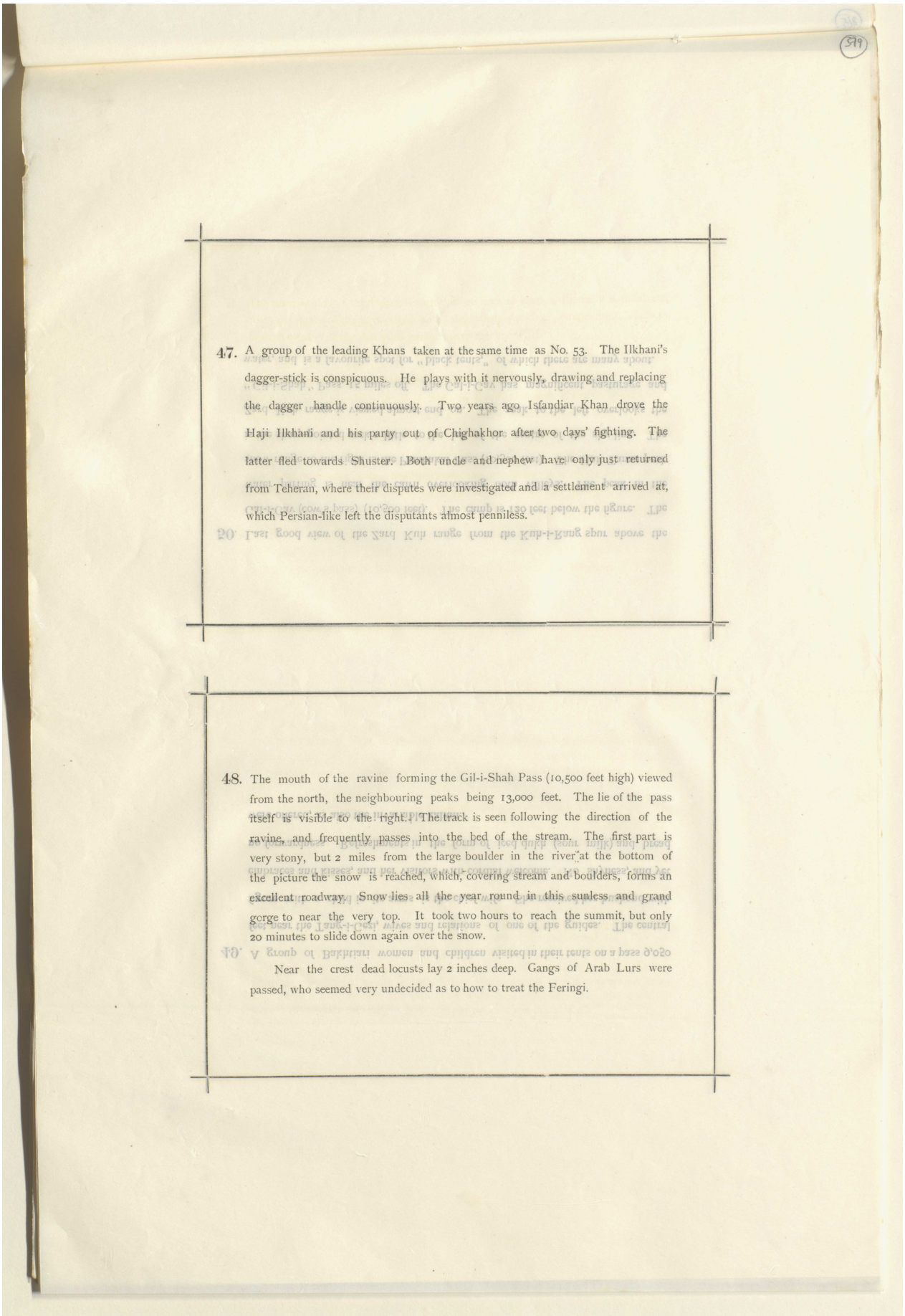

47. A group of the leading Khans taken at the same time as No. 53. The Ilkhani's dagger-stick is conspicuous. He plays with it nervously, drawing and replacing the dagger handle continuously. Two years ago Isfandiar Khan drove the Haji Ilkhani and his party out of Chighakhor after two days' fighting. The latter fled towards Shuster. Both uncle and nephew have only just returned from Teheran, where their disputes were investigated and a settlement arrived at, which Persian-like left the disputants almost penniless.

48. The mouth of the ravine forming the Gil-i-Shah Pass (10,500 feet high) viewed from the north, the neighbouring peaks being 13,000 feet. The lie of the pass itself is visible to the right. The track is seen following the direction of the ravine, and frequently passes into the bed of the stream. The first part is very stony, but 2 miles from the large boulder in the river at the bottom of the picture the snow is reached, which, covering stream and boulders, forms an excellent roadway. Snow lies all the year round in this sunless and grand gorge to near the very top. It took two hours to reach the summit, but only 20 minutes to slide down again over the snow.

Near the crest dead locusts lay 2 inches deep. Gangs of Arab Lurs were passed, who seemed very undecided as to how to treat the Feringi.

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49. A group of Bakhtiari women and children visited in their tents on a pass 9,050 feet near the Tang-i-Gezi; wives and relations of one of the guides. The central figure with a child in its arms is the chief wife. She received her husband with embraces and kisses, and her visitors with cordial welcome. No shyness, and yet no forwardness. Refreshments in the form of iced dukh (sour milk) and bread were offered, as also the invariable kalioun.

50. Last good view of the Zard Kuh range from the Kuh-i-Rang spur above the Gal-i-Gav (cow's pass) (10,500 feet). The camp is 120 feet below the figure. The water-parting is near the cairn overlooking both valleys. The peak in the snow range to the right is the Pambakal Pass (10,500 feet). The Haft Taman peak is the sharp-pointed rock a little to the left of the centre of the sky line. The Zard Kuh range is viewed almost end on. The peak to the left overlooks the "Gal-i-Shah" Pass, 15 miles off. The Gal-i-Gav has magnificent pasturage and water, and is a favourite spot for "black tents," of which there are many about.

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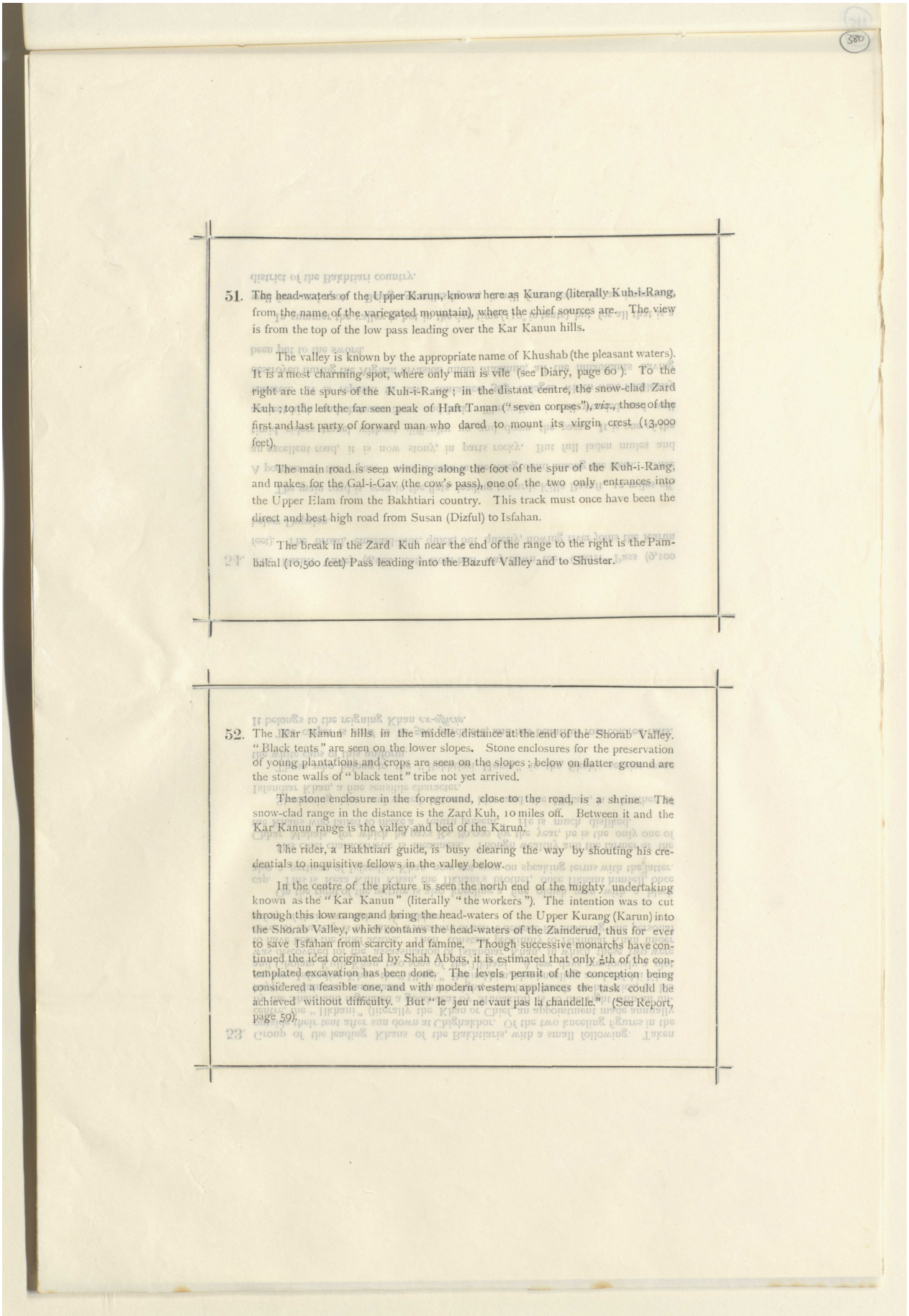

51. The head-waters of the Upper Karun, known here as Kurang (literally Kuh-i-Rang, from the name of the variegated mountain), where the chief sources are. The view is from the top of the low pass leading over the Kar Kanun hills.

The valley is known by the appropriate name of Khushab (the pleasant waters). It is a most charming spot, where only man is vile (see Diary, page 60). To the right are the spurs of the Kuh-i-Rang; in the distant centre, the snow-clad Zard Kuh; to the left the far seen peak of Haft Tanan ("seven corpses"), *viz.*, those of the first and last party of forward man who dared to mount its virgin crest (13,000 feet).

The main road is seen winding along the foot of the spur of the Kuh-i-Rang, and makes for the Gal-i-Gav (the cow's pass), one of the two only entrances into the Upper Elam from the Bakhtiari country. This track must once have been the direct and best high road from Susan (Dizful) to Isfahan.

The break in the Zard Kuh near the end of the range to the right is the Pambakal (10,500 feet) Pass leading into the Bazuft Valley and to Shuster.

52. The Kar Kanun hills in the middle distance at the end of the Shorab Valley. "Black tents" are seen on the lower slopes. Stone enclosures for the preservation of young plantations and crops are seen on the slopes; below on flatter ground are the stone walls of "black tent" tribe not yet arrived.

The stone enclosure in the foreground, close to the road, is a shrine. The snow-clad range in the distance is the Zard Kuh, 10 miles off. Between it and the Kar Kanun range is the valley and bed of the Karun.

The rider, a Bakhtiari guide, is busy clearing the way by shouting his credentials to inquisitive fellows in the valley below.

In the centre of the picture is seen the north end of the mighty undertaking known as the "Kar Kanun" (literally "the workers"). The intention was to cut through this low range and bring the head-waters of the Upper Kurang (Karun) into the Shorab Valley, which contains the head-waters of the Zainderud, thus for ever to save Isfahan from scarcity and famine. Though successive monarchs have continued the idea originated by Shah Abbas, it is estimated that only $\frac{1}{20}$th of the contemplated excavation has been done. The levels permit of the conception being considered a feasible one, and with modern western appliances the task could be achieved without difficulty. But "le jeu ne vaut pas la chandelle." (See Report, page 59).

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53. Group of the leading Khans of the Bakhtiaris, with a small following. Taken outside their tent after sun down at Chighakhor. Of the two kneeling figures in the centre, the "Ilkhani" (literally the Khan or Chief, an appointment made annually by the Shah, and regulated a good deal by Mudakhil) is to the right with an unhappy, villainous countenance. On his right, with both hands on his stick, is his nephew, Isfandiar Khan, the "Ilbegi." Behind him, also kneeling, are Lutf Ali Khan and Ghulam Kuli Khan, two sons of the Ilkhani. A few days previously a plot was discovered for the assassination of Isfandiar Khan, in which these two were to have been the chief actors. Their constant proximity to Isfandiar Khan under cover of courtesy is in reality a measure of active defence for ensuring the personal safety of their own father, the Ilkhani.

On the right of the picture is also kneeling a fine oldish man, with a black cap. This is Keza Kuli Khan, the Ilkhani's brother, once Ilkhani himself, once also a partisan of Isfandiar Khan, now not even on speaking terms with the latter.

His chief characteristic is meanness. Though wealthy and the farmer of the Chhar Mahals, for which he pays Rs. 80,000 for the year, he is the only one of the Khans who failed to make a "return present." He is much disliked.

Shadowing him, and seated between him and the Ilkhani, is a brother of Isfandiar Khan, a fine sensible character.

Those who belong to the "Bakhtiari Horse," in the Shah's service wear the white caps of this uniform.

The carpet is said to be 500 years old, and has beautiful rose colored tints. It belongs to the reigning Khan *ex-officio*.

54. The Bazuft Valley (4,000 feet) from half way down the "Cherri" Pass (9,100 feet). The broad, emerald-blue, quick, but quietly, flowing river joins the Karun below Dupalan.

The main road is seen in the flats, leading towards Killa Bazuft, 12 miles off. A portion of the "pass" road is seen in the foreground among the trees. Once an excellent road, it is now stony, in parts rocky. But full laden mules and timid riders travel without difficulty up and down the pass. It is one of the ancient high roads between Susa and Irak. The valley is well wooded and well watered. It is reputed to have contained 365 villages which were ruthlessly destroyed during the Afghan invasion under Mahmúd, all the inhabitants having been put to the sword.

In summer the valley is hot in the day time (110° in tents), but for all that is a well favoured spot. Being 150 miles by 10, it will form some day an important district of the Bakhtiari country.

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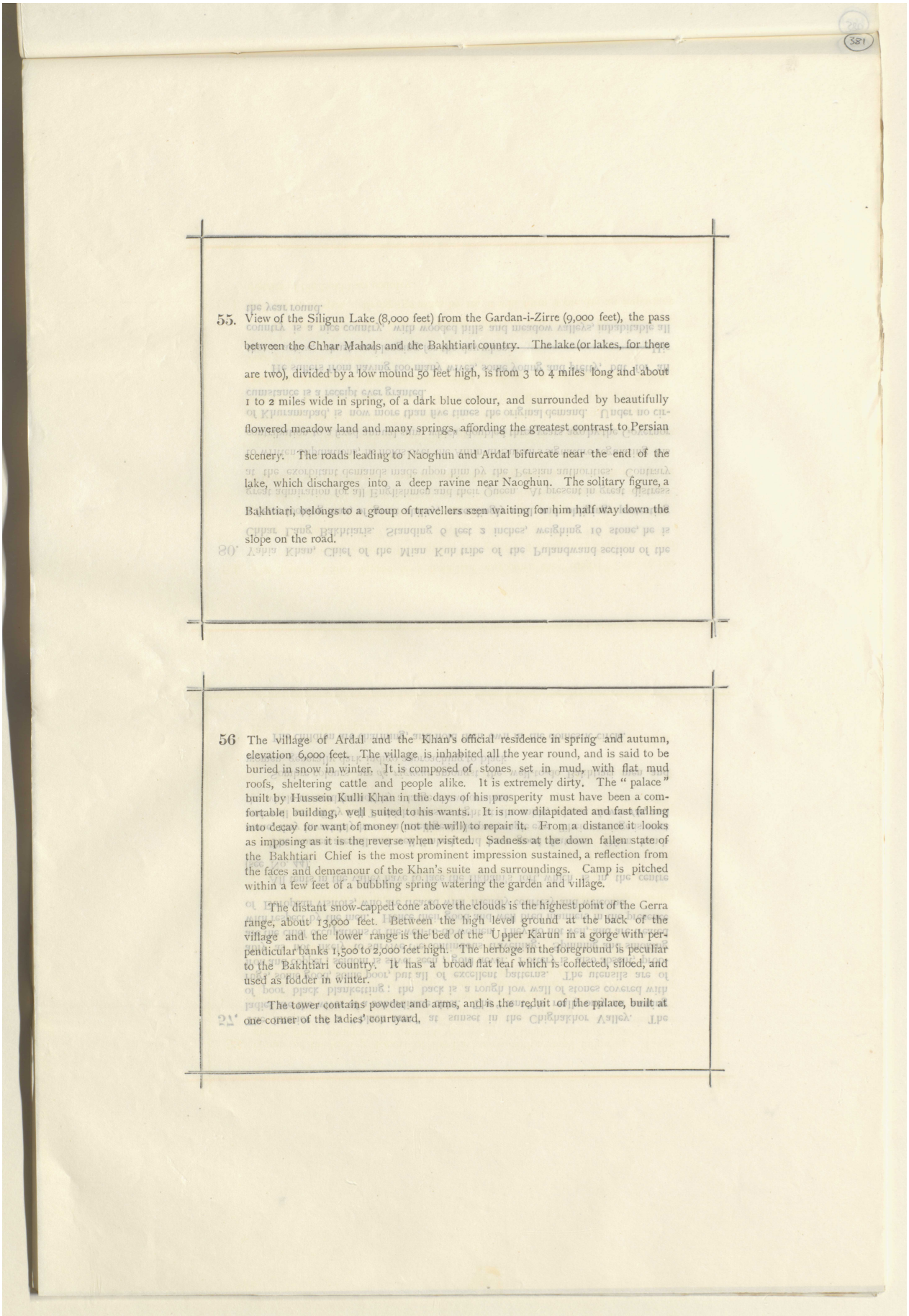

55. View of the Siligun Lake (8,000 feet) from the Gardan-i-Zirre (9,000 feet), the pass between the Chhar Mahals and the Bakhtiari country. The lake (or lakes, for there are two), divided by a low mound 50 feet high, is from 3 to 4 miles long and about 1 to 2 miles wide in spring, of a dark blue colour, and surrounded by beautifully flowered meadow land and many springs, affording the greatest contrast to Persian scenery. The roads leading to Naoghun and Ardal bifurcate near the end of the lake, which discharges into a deep ravine near Naoghun. The solitary figure, a Bakhtiari, belongs to a group of travellers seen waiting for him half way down the slope on the road.

56 The village of Ardal and the Khan's official residence in spring and autumn, elevation 6,000 feet. The village is inhabited all the year round, and is said to be buried in snow in winter. It is composed of stones set in mud, with flat mud roofs, sheltering cattle and people alike. It is extremely dirty. The "palace" built by Hussein Kulli Khan in the days of his prosperity must have been a comfortable building, well suited to his wants. It is now dilapidated and fast falling into decay for want of money (not the will) to repair it. From a distance it looks as imposing as it is the reverse when visited. Sadness at the down fallen state of the Bakhtiari Chief is the most prominent impression sustained, a reflection from the faces and demeanour of the Khan's suite and surroundings. Camp is pitched within a few feet of a bubbling spring watering the garden and village.

The distant snow-capped cone above the clouds is the highest point of the Gerra range, about 13,000 feet. Between the high level ground at the back of the village and the lower range is the bed of the Upper Karun in a gorge with perpendicular banks 1,500 to 2,000 feet high. The herbage in the foreground is peculiar to the Bakhtiari country. It has a broad flat leaf which is collected, siloed, and used as fodder in winter.

The tower contains powder and arms, and is the reduit of the palace, built at one corner of the ladies' courtyard.

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57. The interior of a "black tent" at sunset in the Chighakhor Valley. The ladies are the wives of a subordinate chief. The "tent" is really only an awning of poor black blanketting; the back is a rough low wall of stones covered with rugs, some good, some poor, but all of excellent patterns. The utensils are of iron and copper; seldom is silver seen; gold never. Pottery is also absent, probably as not likely to survive the continuous travelling. Spinning and smoking are the chief occupations of the well-to-do women. They do not veil, and are treated with respect by the men. Hence their good and well bred manners in the presence of European visitors, who are treated with friendly courtesy and welcome.

All tents in the valley have to face the Ilkhani's fort, which is in the centre (see No. 44).

The women are tall and well limbed, and have good features. Often handsome, they invariably have an intelligent, deepset, eagle eye. Their carriage is erect and well set off by full Turkish trousers tight at the ankle, a loose *chemisette*, and the whole covered (or not) by a large shawl or sheet.

Sombre colours are *de rigueur* amongst the well-to-do Bakhtiari men and women, generally dark indigo approaching to black.

The children are charming, and hold their own in the domestic circle.

80. Yahia Khan, Chief of the Mian Kuh tribe of the Pulandwand section of the Chhar Lang Bakhtiaris. Standing 6 feet 2 inches, weighing 16 stone, he is a fierce looking man, of great ability, exceedingly civil and obliging, protesting great admiration for all Englishmen and their Queen. At present in great distress at the exorbitant demands made upon him by the Persian authorities. Contrary to written stipulations, he holds over the Amin-ul-Sultan's signature regulating his contribution to a fixed annual sum, which, doubled three years ago by the Governor of Khuramabad, is now more than five times the original demand. Under no circumstance is a receipt ever granted.

He suffers from having too many wives, some young and pretty, but for all that is active, robust, and longing for the day when——. His country is a nice country, with wooded hills and meadow valleys, inhabitable all the year round.

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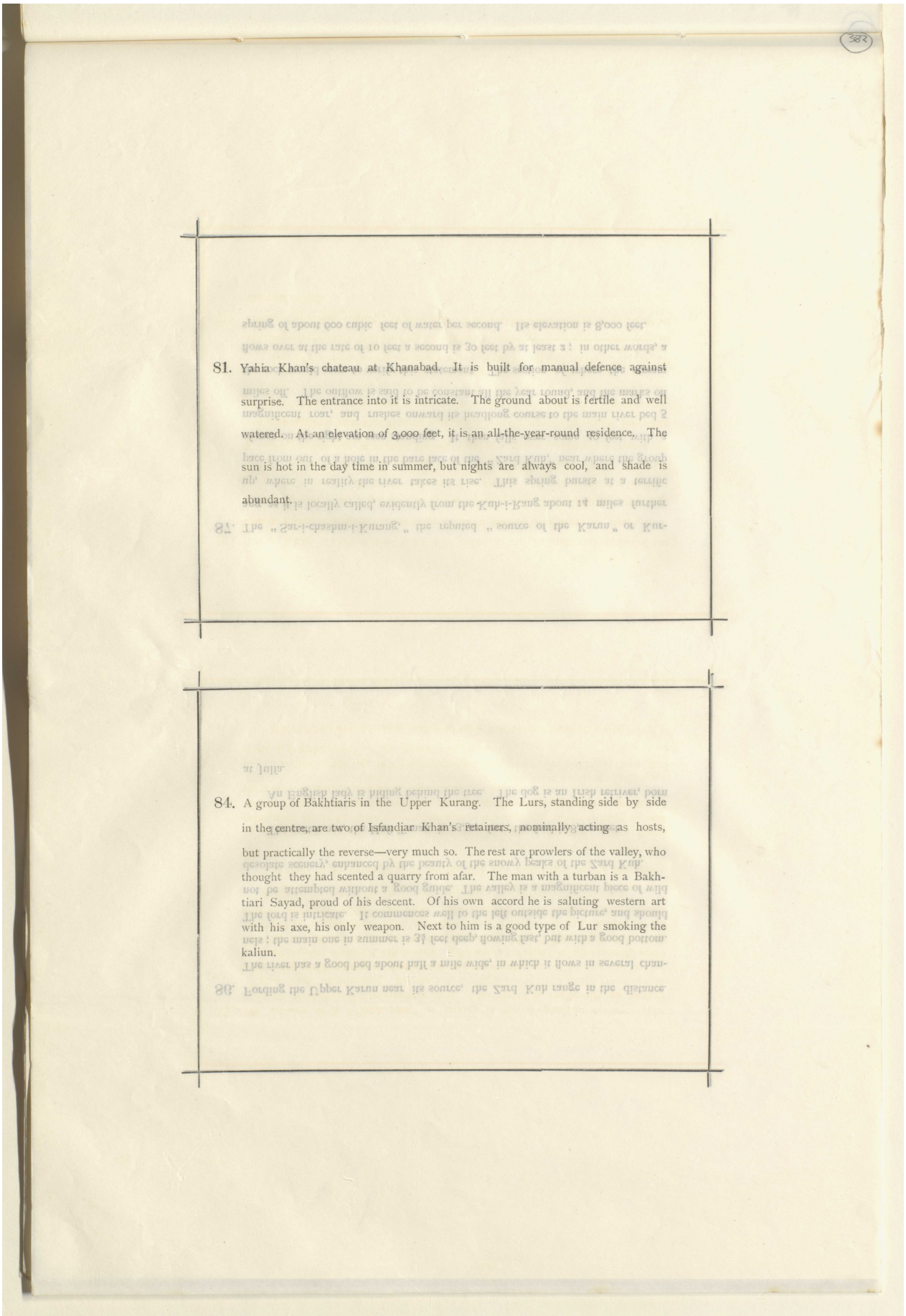
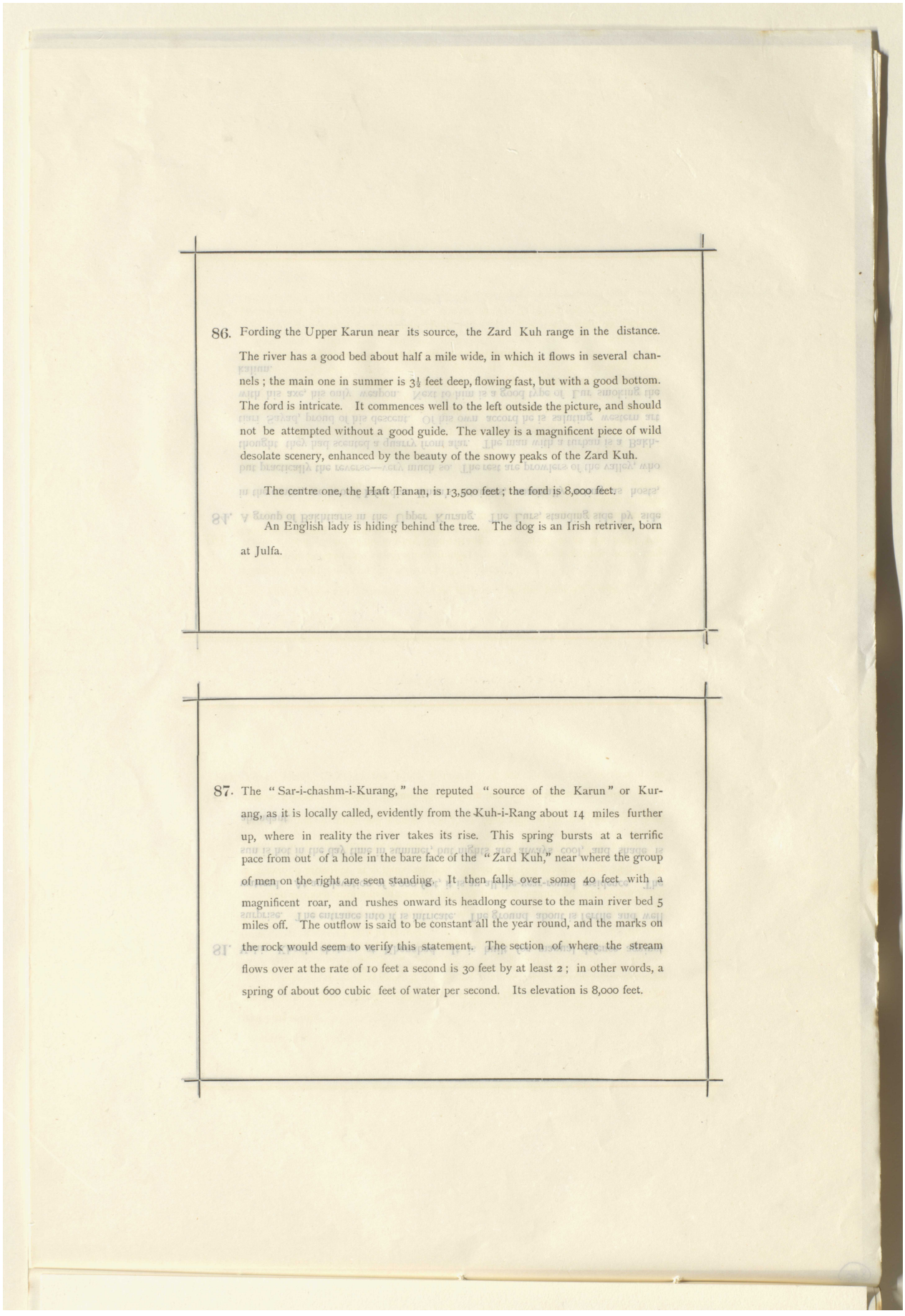


81. Yahia Khan's chateau at Khanabad. It is built for manual defence against surprise. The entrance into it is intricate. The ground about is fertile and well watered. At an elevation of 3,000 feet, it is an all-the-year-round residence. The sun is hot in the day time in summer, but nights are always cool, and shade is abundant.

84. A group of Bakhtiaris in the Upper Kurang. The Lurs, standing side by side in the centre, are two of Isfandiar Khan's retainers, nominally acting as hosts, but practically the reverse—very much so. The rest are prowlers of the valley, who thought they had scented a quarry from afar. The man with a turban is a Bakhtiari Sayad, proud of his descent. Of his own accord he is saluting western art with his axe, his only weapon. Next to him is a good type of Lur smoking the kaliun.



86. Fording the Upper Karun near its source, the Zard Kuh range in the distance. The river has a good bed about half a mile wide, in which it flows in several channels ; the main one in summer is 3½ feet deep, flowing fast, but with a good bottom. The ford is intricate. It commences well to the left outside the picture, and should not be attempted without a good guide. The valley is a magnificent piece of wild desolate scenery, enhanced by the beauty of the snowy peaks of the Zard Kuh.

The centre one, the Haft Tanan, is 13,500 feet ; the ford is 8,000 feet.

An English lady is hiding behind the tree. The dog is an Irish retriver, born at Julfa.

87. The "Sar-i-chashm-i-Kurang," the reputed "source of the Karun" or Kurang, as it is locally called, evidently from the Kuh-i-Rang about 14 miles further up, where in reality the river takes its rise. This spring bursts at a terrific pace from out of a hole in the bare face of the "Zard Kuh," near where the group of men on the right are seen standing. It then falls over some 40 feet with a magnificent roar, and rushes onward its headlong course to the main river bed 5 miles off. The outflow is said to be constant all the year round, and the marks on the rock would seem to verify this statement. The section of where the stream flows over at the rate of 10 feet a second is 30 feet by at least 2 ; in other words, a spring of about 600 cubic feet of water per second. Its elevation is 8,000 feet.

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89. The "Sang Kalla," or stone fort, in the valley of that name near Baznui. A large rock that must have rolled down from a neighbouring height has from time immemorial been turned into a small fort, completely blocking the valley and roads to Baznui.

The artificial additions are rather striking in trace, as, though simple and rude, they exhibit attempts at a flank defence. Close to it is a good spring. The only entrance is visible a little to the left of the middle of the picture, near where are seen standing a mule and a man. On the further side of this rock fort is a deep inaccessible ravine, making it quite secure from any *coup-de-main*.

90. A pass over a spur of the mighty Kuh-i-Rang. The crest is at the right top corner, and the track is seen descending from there in steep zigzags to the bottom of the dirty, snow-covered ravine. It is a rocky, jumpy track, over which, however, full laden Persian mules can travel safely, if slowly.

Near the crest of this pass is to be seen a remarkable stalactite cave, containing near its entrance an intact column standing on a pedestal. Tradition places this amongst the relics of the idol worshippers, but it may be directly connected with the most ancient epochs of Christianity.

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91. A pollard Elm, many hundred years old, on the road below Kuh-i-Salmone. It is a favourite resting place, being close to excellent grass, water, and fuel, a few hundred feet above the bridge over the Ab-i-Dinar, flowing from the Gonab Valley to the Tang-i-Ardal. The group of Bakhtiaris is characteristic. All, with the exception of the old man sitting by the tree and his two sons, with a rifle each, flocked from all quarters, eager to have a share! They were civil enough on witnessing the rapidity of fire of a Colt's lightning 13-shot repeater. For all that they only hanker after the "Martina" with a good big bullet. The Lur, still ruled by the Mosaic Lex Talionis, only fires when he expects to kill; merely to wound would be to add to his own trouble.

92. The rift known as Tang-i-Gua. Another of these *chef d'œuvres* of nature, where a mountain range has been literally sawn in two right across. The tang has a foot track, but animals cannot pass through. The scenery is wild and rugged. The photo-boy is standing at the edge of a cliff, 800 feet above the river below, which only looks like a stream. A nice camping ground exists here close to the (in summer) deserted village of Gua. In winter it is inhabited; in summer the flocks are taken to the higher pasturages. The stone bridge over the stream is 6,400 feet.

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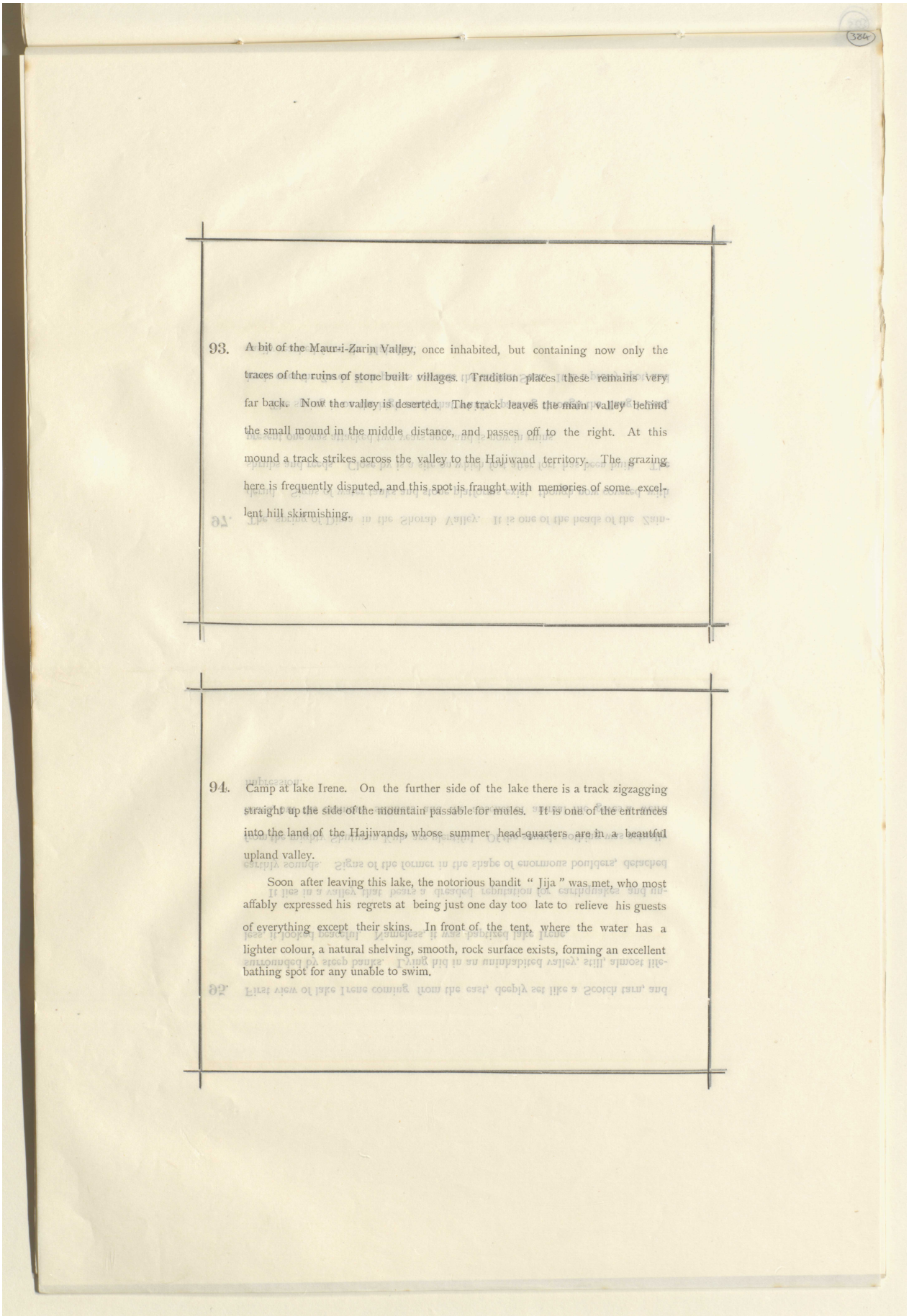

93. A bit of the Maur-i-Zarin Valley, once inhabited, but containing now only the traces of the ruins of stone built villages. Tradition places these remains very far back. Now the valley is deserted. The track leaves the main valley behind the small mound in the middle distance, and passes off to the right. At this mound a track strikes across the valley to the Hajiwand territory. The grazing here is frequently disputed, and this spot is fraught with memories of some excellent hill skirmishing.

94. Camp at lake Irene. On the further side of the lake there is a track zigzagging straight up the side of the mountain passable for mules. It is one of the entrances into the land of the Hajiwands, whose summer head-quarters are in a beautiful upland valley.

Soon after leaving this lake, the notorious bandit "Jija" was met, who most affably expressed his regrets at being just one day too late to relieve his guests of everything except their skins. In front of the tent, where the water has a lighter colour, a natural shelving, smooth, rock surface exists, forming an excellent bathing spot for any unable to swim.

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95. First view of lake Irene coming from the east, deeply set like a Scotch tarn, and surrounded by steep banks. Lying hid in an uninhabited valley, still, almost lifeless, it looked peaceful. Nameless, it was baptized lake Irene.

It lies in a valley that bears a dreaded reputation for earthquakes and unearthly sounds. Signs of the former in the shape of enormous boulders, detached from the mighty Shuturun Kuh, are plentiful. Of the sounds nothing was actually heard, but the ominous stillness and the absence of animal life gives a weird impression.

97. The spring of Dima in the Shorab Valley. It is one of the heads of the Zaindeyud. Signs of water tanks and stone platforms exist, though now covered with shrubs and reeds. Close by is a site on which fort after fort has been built. The present one was attacked two years ago, and is now in ruins.

The spring is on the high road, that which, passing through the Tang-i-Gezi, leads over the Zarda Kuh passes towards the ancient Susa. It is a pretty spot, and easily reached from the Mahallat.

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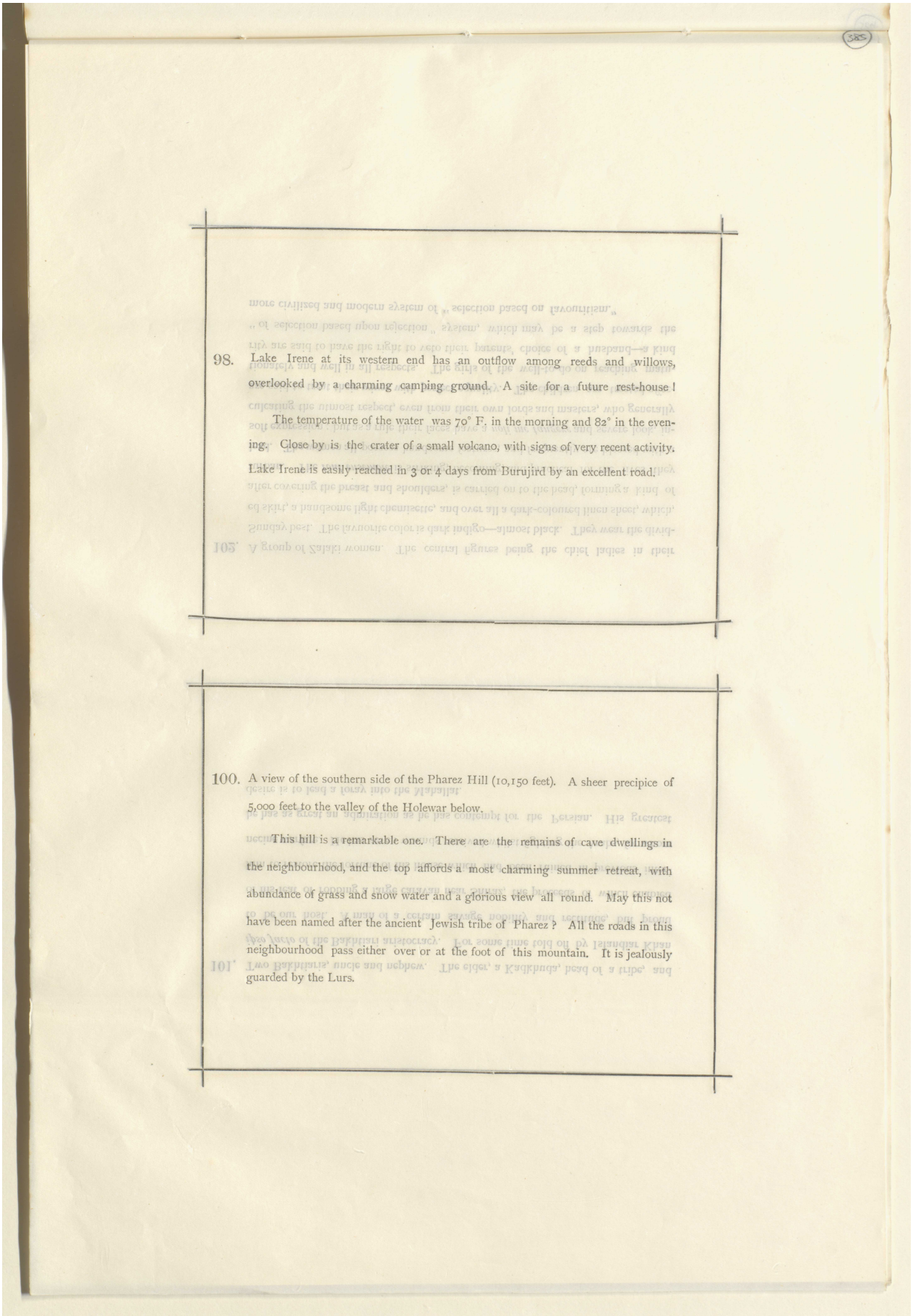

98. Lake Irene at its western end has an outflow among reeds and willows, overlooked by a charming camping ground. A site for a future rest-house!

The temperature of the water was 70° F. in the morning and 82° in the evening. Close by is the crater of a small volcano, with signs of very recent activity. Lake Irene is easily reached in 3 or 4 days from Burujird by an excellent road.

100. A view of the southern side of the Pharez Hill (10,150 feet). A sheer precipice of 5,000 feet to the valley of the Holewar below.

This hill is a remarkable one. There are the remains of cave dwellings in the neighbourhood, and the top affords a most charming summer retreat, with abundance of grass and snow water and a glorious view all round. May this not have been named after the ancient Jewish tribe of Pharez? All the roads in this neighbourhood pass either over or at the foot of this mountain. It is jealously guarded by the Lurs.

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101. Two Bakhtiaris, uncle and nephew. The elder, a Kadkhuda, head of a tribe, and *ipso facto* of the Bakhtiari aristocracy. For some time told off by Isandiar Khan to be our host. A man of a certain savage nobility and rectitude, but proud of his feat of robbing a large caravan near Shiraz, the proceeds of which enabled him to restore the fortune of his house which had been ruined in previous inter-necine warfare. He has seven wounds received whilst fighting the Arabs, for whom he has as great an admiration as he has contempt for the Persian. His greatest desire is to lead a foray into the Mahallat.

102. A group of Zalaki women. The central figures being the chief ladies in their Sunday best. The favuorite color is dark indigo—almost black. They wear the divided skirt, a handsome light chemisette, and over all a dark-coloured linen sheet, which, after covering the breast and shoulders, is carried on to the head, forming a kind of turban. The *tout ensemble* is striking, becoming, and practical for the lives they lead. The women all possess handsome features, and frequently are blessed with a soft expression; but as a rule their faces have a *noli me tangere* and severe look, inculcating the utmost respect, even from their own lords and masters, who generally are said to treat their wives with perfect equality. The children are treated affectionately and well in all respects. The girls of the well-to-do on reaching maturity are said to have the right to veto their parents' choice of a husband—a kind "of selection based upon rejection" system, which may be a step towards the more civilized and modern system of "selection based on favouritism."

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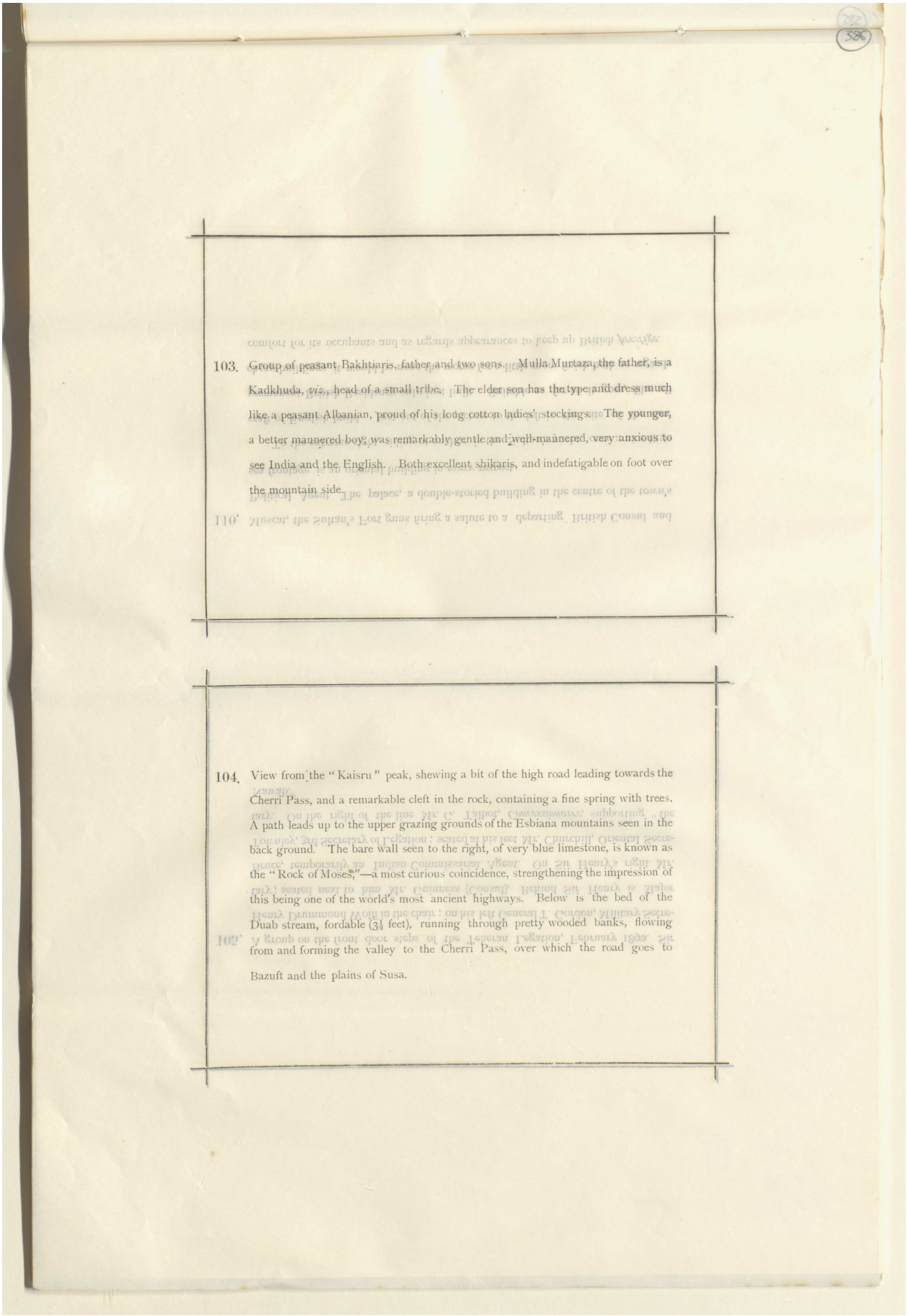

103. Group of peasant Bakhtiaris, father and two sons. Mulla Murtaza, the father, is a Kadkhuda, *viz.*, head of a small tribe. The elder son has the type and dress much like a peasant Albanian, proud of his long cotton ladies' stockings. The younger, a better mannered boy, was remarkably gentle and well-mannered, very anxious to see India and the English. Both excellent shikaris, and indefatigable on foot over the mountain side.

104. View from the "Kaisru" peak, shewing a bit of the high road leading towards the Cherri Pass, and a remarkable cleft in the rock, containing a fine spring with trees. A path leads up to the upper grazing grounds of the Esbiana mountains seen in the back ground. The bare wall seen to the right, of very blue limestone, is known as the "Rock of Moses,"—a most curious coincidence, strengthening the impression of this being one of the world's most ancient highways. Below is the bed of the Duab stream, fordable (3½ feet), running through pretty wooded banks, flowing from and forming the valley to the Cherri Pass, over which the road goes to Bazuft and the plains of Susa.

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105. A group on the front door steps of the Teheran Legation, February 1890. Sir Henry Drummond Wolff in the chair; on his left General T. Gordon, Military Secretary; seated next to him Mr. Guinness (Consul). Behind Sir Henry is Major Bruce, temporarily an Indian Commissariat Agent. On Sir Henry's right Mr. Townley, 3rd Secretary of Legation; seated at his feet Mr. Churchill, Oriental Secretary. On the right of the line Mr. G. Talbot, *Concessionaire*, supporting "the Nawab."

110. Muscat, the Sultan's Fort guns firing a salute to a departing British Consul and Political Agent. The palace, a double-storied building in the centre of the town's sea frontage, is an oriental building in every respect.

To the extreme right, riding at anchor, is the Sultan's yacht, once a nice little craft of English build. Just out of the picture to the left is the site of the new permanent British Residency only just built. Suitable as far as it goes, like all cheap buildings, it would be none the worse for a little more finish both as regards comfort for its occupants and as regards appearances to keep up British *prestige*.

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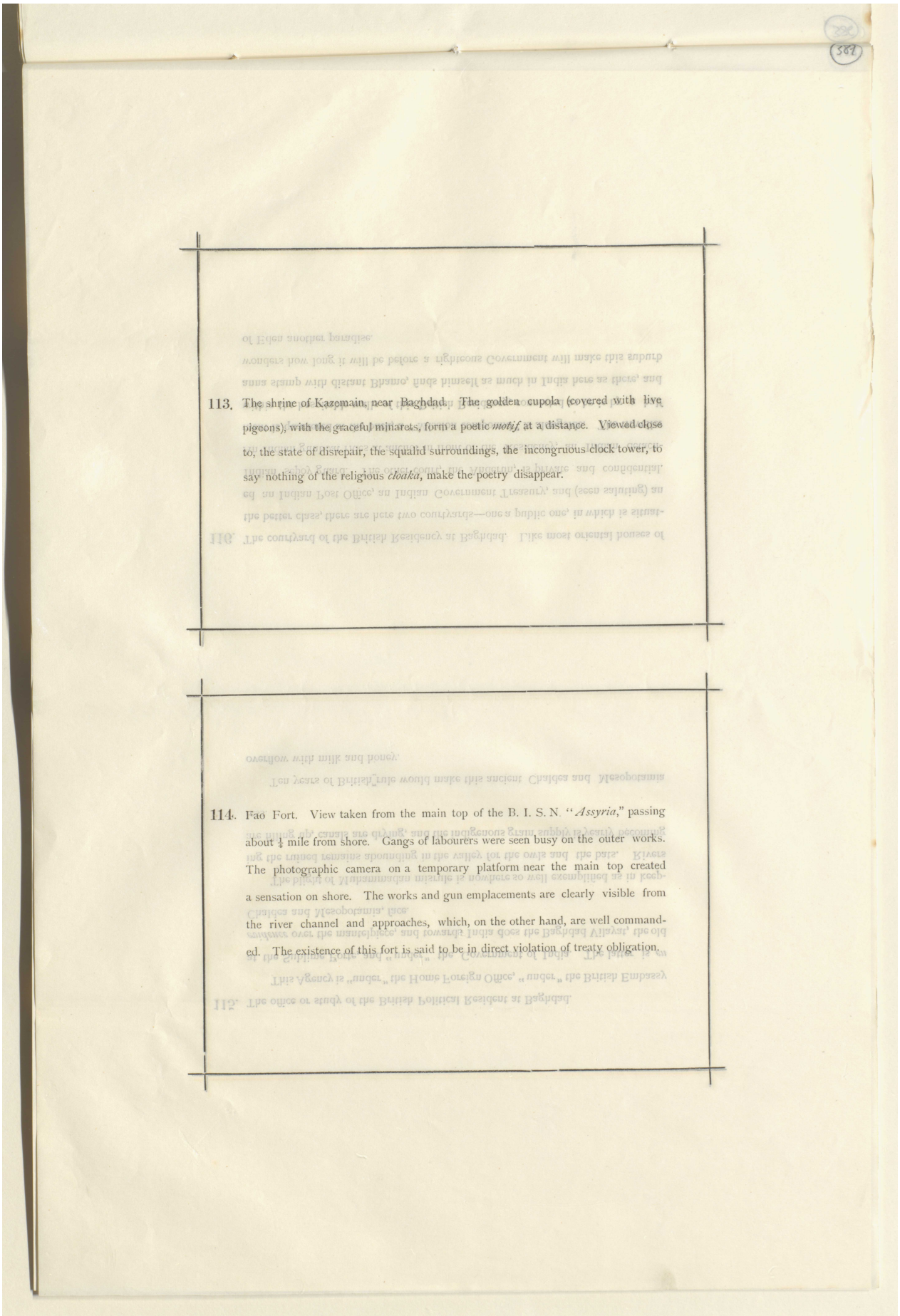

113. The shrine of Kazemain, near Baghdad. The golden cupola (covered with live pigeons), with the graceful minarets, form a poetic *motif* at a distance. Viewed close to, the state of disrepair, the squalid surroundings, the incongruous clock tower, to say nothing of the religious *cloaka*, make the poetry disappear.

114. Fao Fort. View taken from the main top of the B. I. S. N. "*Assyria*," passing about ¼ mile from shore. Gangs of labourers were seen busy on the outer works. The photographic camera on a temporary platform near the main top created a sensation on shore. The works and gun emplacements are clearly visible from the river channel and approaches, which, on the other hand, are well commanded. The existence of this fort is said to be in direct violation of treaty obligation.

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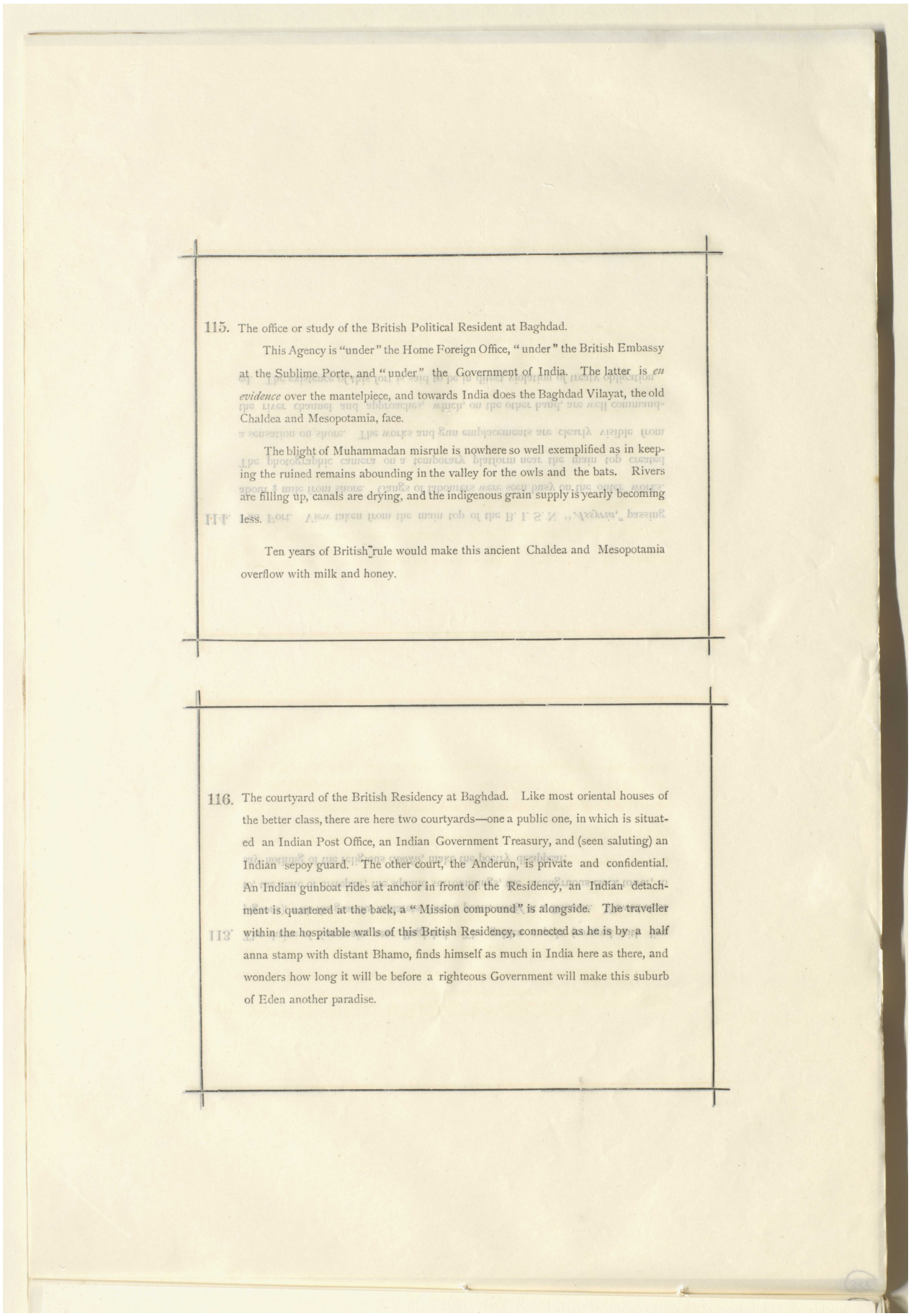

115. The office or study of the British Political Resident at Baghdad.

This Agency is "under" the Home Foreign Office, "under" the British Embassy at the Sublime Porte, and "under" the Government of India. The latter is *en evidence* over the mantelpiece, and towards India does the Baghdad Vilayat, the old Chaldea and Mesopotamia, face.

The blight of Muhammadan misrule is nowhere so well exemplified as in keeping the ruined remains abounding in the valley for the owls and the bats. Rivers are filling up, canals are drying, and the indigenous grain supply is yearly becoming less.

Ten years of British rule would make this ancient Chaldea and Mesopotamia overflow with milk and honey.

116. The courtyard of the British Residency at Baghdad. Like most oriental houses of the better class, there are here two courtyards—one a public one, in which is situated an Indian Post Office, an Indian Government Treasury, and (seen saluting) an Indian sepoy guard. The other court, the Anderun, is private and confidential. An Indian gunboat rides at anchor in front of the Residency, an Indian detachment is quartered at the back, a "Mission compound" is alongside. The traveller within the hospitable walls of this British Residency, connected as he is by a half anna stamp with distant Bhamo, finds himself as much in India here as there, and wonders how long it will be before a righteous Government will make this suburb of Eden another paradise.

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117. The Turkish Governor of Khanikin, the frontier district through which passes the high road from Baghdad to Persia, taken on the mud roof of his house at Khanikin. Donning for the nonce his outer garb of civilization, underneath which characteristically appears the Turkish slipper of orientalism, this genial host, kind hearted man of good family, brought up in Constantinople and Paris with a hankering after better things, is knowingly rotting away in a corner of a rotten empire, surrounded only by the inevitable corruption and evidences of misery and decay. Squeezed unmercifully himself, he can but squeeze others to keep the supplies equal to the demands.

118. Khanikin, at the outer foot of the mountain ranges. It is the first Turkish town in the plains of the Euphrates Valley on the high road between Kirmanshah and Baghdad. An ancient road passed over by the soldiers of Darius and of Alexander and by the travellers of that day with less difficulty and trouble than the traveller of the present day, who, if not pillaged by robbers on the way, is robbed by Government pilferers in this place especially.

It contains the frontier custom house and the Ottoman lazarette, two causes of annoyance, fruitful to the official as they are disastrous to the State. Khanikin has a telegraph office, and is strategically important. The bridge was built by a private individual. The State declines to keep it in repair.

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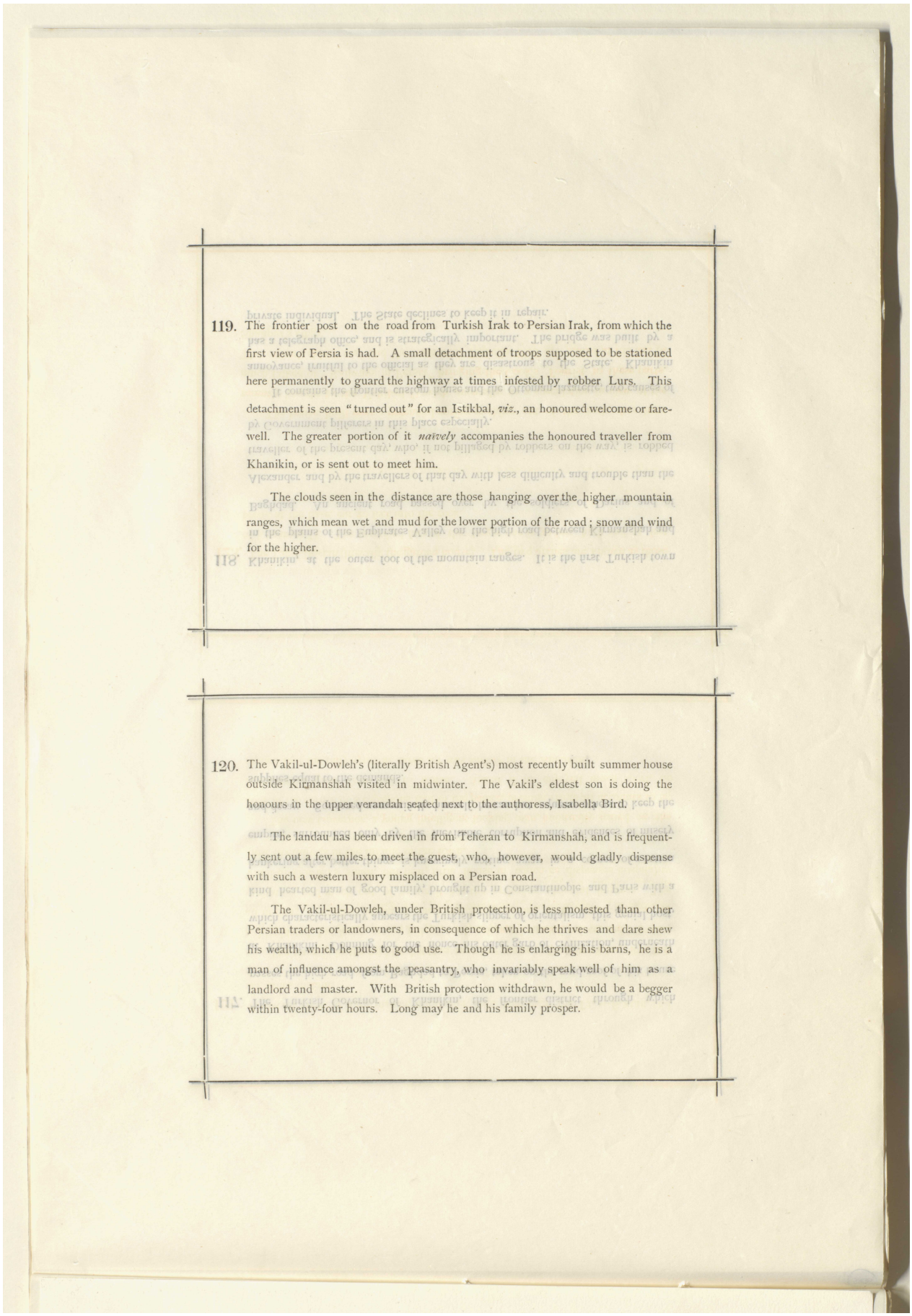

119. The frontier post on the road from Turkish Irak to Persian Irak, from which the first view of Persia is had. A small detachment of troops supposed to be stationed here permanently to guard the highway at times infested by robber Lurs. This detachment is seen "turned out" for an Istikbal, *viz.*, an honoured welcome or farewell. The greater portion of it *naïvely* accompanies the honoured traveller from Khanikin, or is sent out to meet him.

The clouds seen in the distance are those hanging over the higher mountain ranges, which mean wet and mud for the lower portion of the road; snow and wind for the higher.

120. The Vakil-ul-Dowleh's (literally British Agent's) most recently built summer house outside Kirmanshah visited in midwinter. The Vakil's eldest son is doing the honours in the upper verandah seated next to the authoress, Isabella Bird.

The landau has been driven in from Teheran to Kirmanshah, and is frequently sent out a few miles to meet the guest, who, however, would gladly dispense with such a western luxury misplaced on a Persian road.

The Vakil-ul-Dowleh, under British protection, is less molested than other Persian traders or landowners, in consequence of which he thrives and dare shew his wealth, which he puts to good use. Though he is enlarging his barns, he is a man of influence amongst the peasantry, who invariably speak well of him as a landlord and master. With British protection withdrawn, he would be a begger within twenty-four hours. Long may he and his family prosper.

'Lord Curzon's Notes on Persia: About 1889-1890' [388v] (796/1486)

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121. A distant view of Kirmanshah, midwinter, seen from near the Tak-i-Bostan, and six miles distant.

The town is in the middle distance near the centre. Seen in winter, it is but a dilapidated, but large, native village, with a decayed citadel, palace, and barracks all in one; a vaulted bazaar of considerable dimensions, with narrow streets, no sanitation, and much out of repair, it has the orthodox Oriental impress. The Vakil-ul-Dowleh's small, but neat, little house in which he dispenses hospitality most liberally is in the middle of the town.

The new Governor, a young intelligent looking man, habitually seated on the floor in the corner of a capacious hall of the palace, promises from all accounts to let Kirmanshah grow from bad to worse. Asked if he enjoyed much sport, he replied that the only sport he cared for was *shikar* in the Andarun.

123. The Tak-i-Bostan (literally the garden house). The two arches are known as those of Khosroes II. The inscribed face of the larger one is 30 feet high and 34 feet broad at the base, cut 20 feet into the rock.

The house, built over a perennial spring gushing out of the rock, has been recently bought by the Vakil-ul-Dowleh avowedly as a speculation in view of the much talked of "Railways in Persia" bringing the Cook's Tourist to these parts. The owner's eldest son and the authoress Isabella Bird are seated at the feet of Shahpur's effigy.

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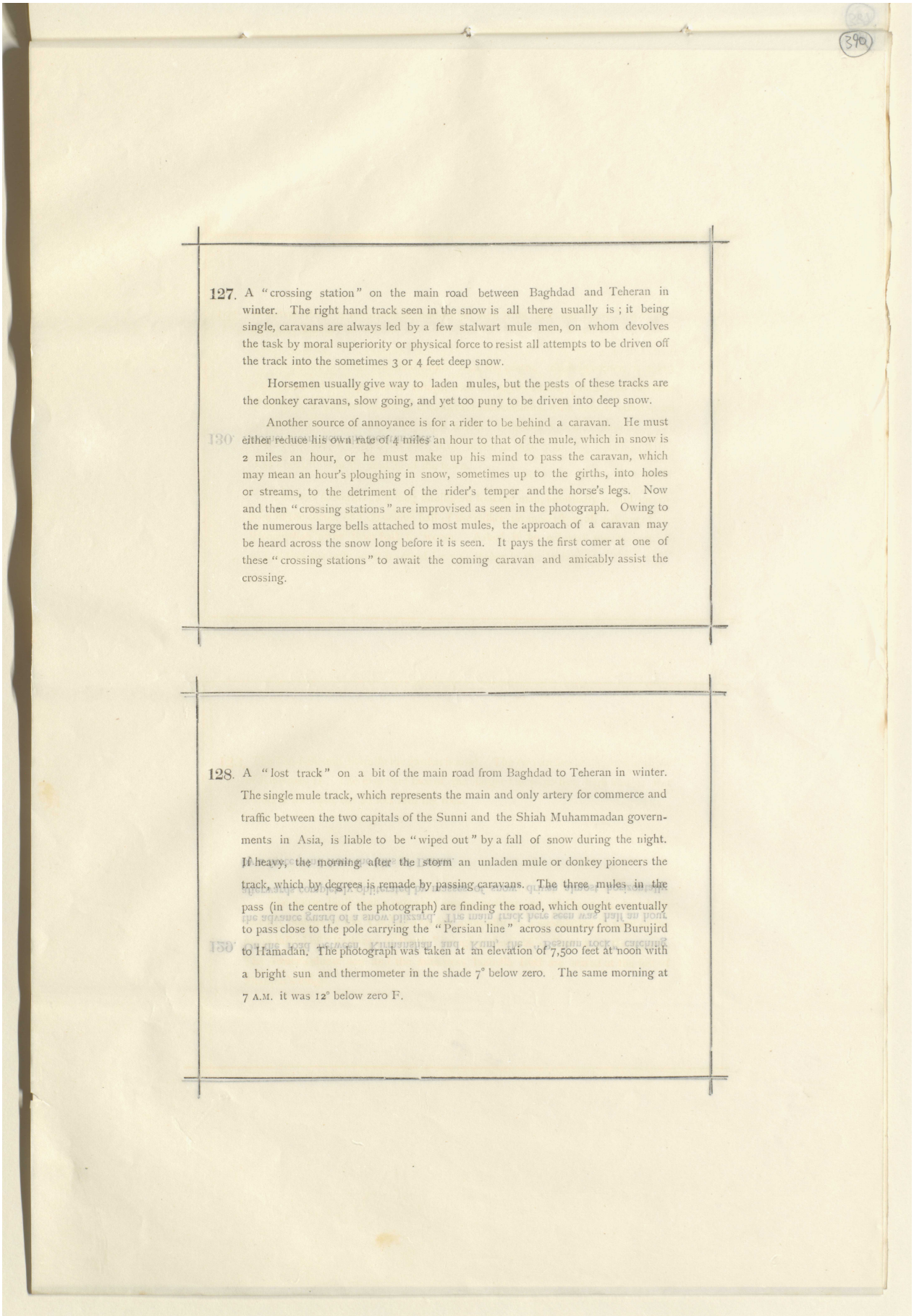

127. A "crossing station" on the main road between Baghdad and Teheran in winter. The right hand track seen in the snow is all there usually is; it being single, caravans are always led by a few stalwart mule men, on whom devolves the task by moral superiority or physical force to resist all attempts to be driven off the track into the sometimes 3 or 4 feet deep snow.

Horsemen usually give way to laden mules, but the pests of these tracks are the donkey caravans, slow going, and yet too puny to be driven into deep snow.

Another source of annoyance is for a rider to be behind a caravan. He must either reduce his own rate of 4 miles an hour to that of the mule, which in snow is 2 miles an hour, or he must make up his mind to pass the caravan, which may mean an hour's ploughing in snow, sometimes up to the girths, into holes or streams, to the detriment of the rider's temper and the horse's legs. Now and then "crossing stations" are improvised as seen in the photograph. Owing to the numerous large bells attached to most mules, the approach of a caravan may be heard across the snow long before it is seen. It pays the first comer at one of these "crossing stations" to await the coming caravan and amicably assist the crossing.

128. A "lost track" on a bit of the main road from Baghdad to Teheran in winter. The single mule track, which represents the main and only artery for commerce and traffic between the two capitals of the Sunni and the Shiah Muhammadan governments in Asia, is liable to be "wiped out" by a fall of snow during the night. If heavy, the morning after the storm an unladen mule or donkey pioneers the track, which by degrees is remade by passing caravans. The three mules in the pass (in the centre of the photograph) are finding the road, which ought eventually to pass close to the pole carrying the "Persian line" across country from Burujird to Hamadan. The photograph was taken at an elevation of 7,500 feet at noon with a bright sun and thermometer in the shade 7° below zero. The same morning at 7 A.M. it was 12° below zero F.

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129. On the road between Kirmanshah and Kum, the "Besitun rock" catching the advance guard of a snow blizzard. The main track here seen was half an hour afterwards completely obliterated by masses of snow, driven almost horizontally by a fierce wind from the hills of Darius.

130. Another storm near the Besitun rock.

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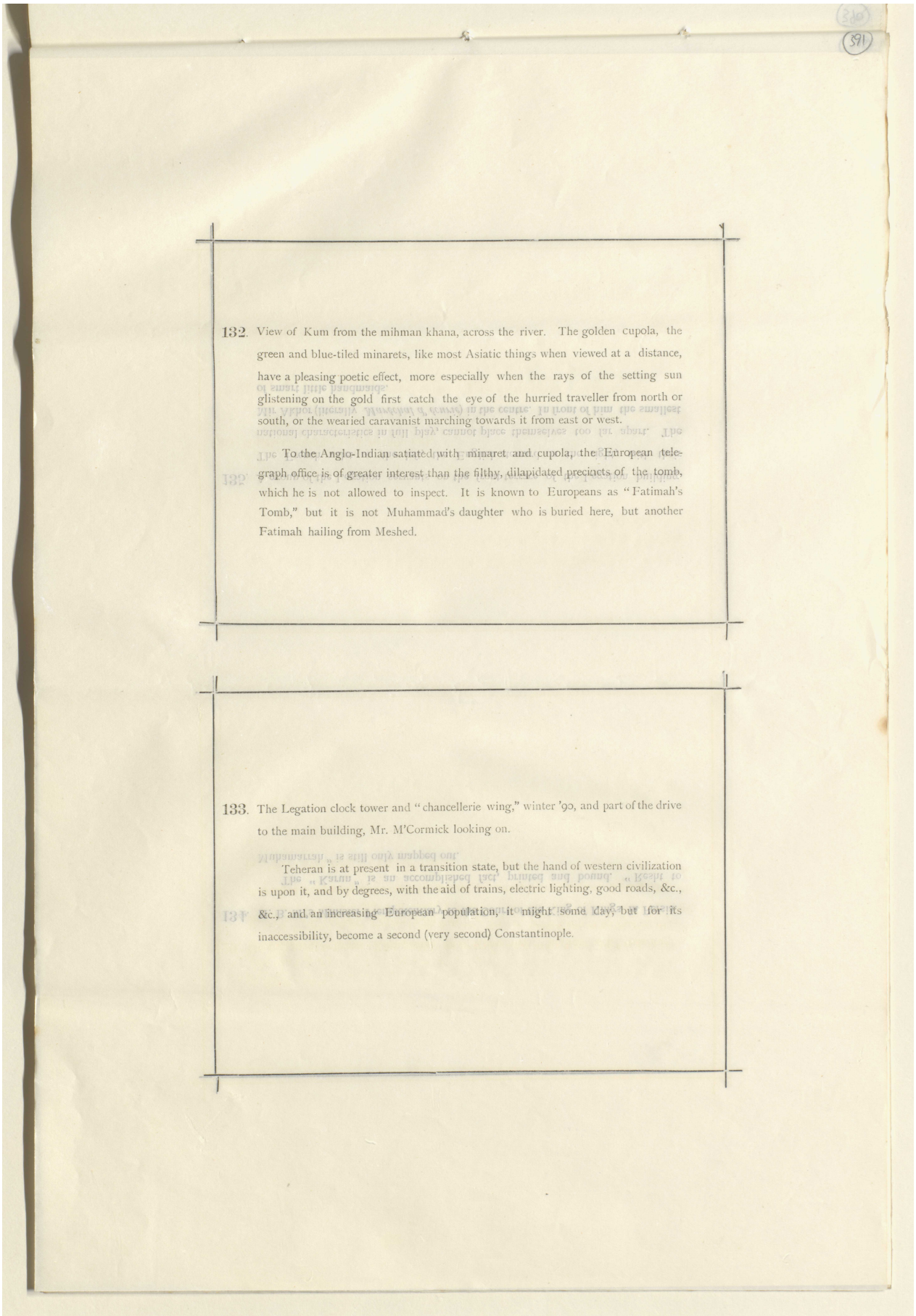

132. View of Kum from the mihman khana, across the river. The golden cupola, the green and blue-tiled minarets, like most Asiatic things when viewed at a distance, have a pleasing poetic effect, more especially when the rays of the setting sun glistening on the gold first catch the eye of the hurried traveller from north or south, or the wearied caravanist marching towards it from east or west.

To the Anglo-Indian satiated with minaret and cupola, the European telegraph office is of greater interest than the filthy, dilapidated precincts of the tomb, which he is not allowed to inspect. It is known to Europeans as "Fatimah's Tomb," but it is not Muhammad's daughter who is buried here, but another Fatimah hailing from Meshed.

133. The Legation clock tower and "chancellerie wing," winter '90, and part of the drive to the main building, Mr. M'Cormick looking on.

Teheran is at present in a transition state, but the hand of western civilization is upon it, and by degrees, with the aid of trains, electric lighting, good roads, &c., &c., and an increasing European population, it might some day, but for its inaccessibility, become a second (very second) Constantinople.

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134. H. B. M.'s Minister Plenipotentiary to the Court of the King of Kings in Persia.

The "Karun" is an accomplished fact, printed and bound. "Resht to Muhamarrah" is still only mapped out.

135. A group of the Legation servants on the front terrace of the Legation building.

The French valet on the left, the English steward on the right, with their national characteristics in full play, cannot place themselves too far apart. The Mir Akhor (literally *Maréchal d' écurie*) in the centre. In front of him the smallest of smart little handmaids.

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137. H. B. M's. Legation State rooms. The large drawing room, vestibule and large dining room. Her Gracious Majesty's picture in coronation robes over the mantelpiece. The Legation building is conveniently situated away from the town and close to one of the "Gates" which lead at once into the open.

144. A group of some of the European community of Julfa (Isfahan), May 1890. Dutch, Scotch, Irish, Swiss, Welsh, German, and English are the European countries here worthily represented. A polyglot community mostly with rival interests run the race for wealth in social harmony to the advantage of the stranger, who comes within their gates. Cordial hospitality of the old Indian kind is extended to all. Dr. Bruce, the divine who has nearly completed his life's work, *viz.*, the translation of the Bible into Persian; the well known and able representative of the firm of Hotz & Sons, and Mr. Preece, the amiable Electrician of the Indian Government Telegraphs, belong to the earliest residents in Persia.

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145. The "visible church" at Julfa. It forms one side of the courtyard belonging to the private quarters of the Agent to the C. M. S., and is a simple building capable of accommodating about 250 people. This mission has under Dr. Bruce's care now for 20 odd years been the centre from which the unclouded gospel has been preached and witnessed in Southern and Eastern Persia. Close to one of the most fanatical centres of Muhammadanism, it has, strange to say, been practically unmolested, and is unfettered in its work. Its influence is widespread; and though the fruit of its labours among the Persians cannot as yet be proclaimed in showy statistical reports, signs are not wanting of late which encourage the labourers to continue perseveringly in faith, nothing wavering.

The Revd. H. Carless and his pupil Juji are contemplating the flowers that here grow luxuriously if tended.

146. The boys school of the C. M. S. at Julfa (Isfahan) (see continuation of 150).

The boys learn Armenian, Persian, and a few English. Wanting in backbone and grit, every endeavour is being made to stiffen their character. Cricket, tennis, and outdoor games are encouraged. But room for this is wanting in Julfa. The courtyard shown is the only playground, and, unless an excursion is made "beyond the city walls," the inmates of this school lack the fresh air so needful to growing youth. Indeed, but for the loss to individuals that such a measure would entail, it would be a blessing to its population if Julfa were to be levelled with the ground, and the town and school rebuilt on more hygienic principles further up the valley of Zainderud.

By some considered naturally intelligent, by others the reverse, the Julfa Armenian looks to India as the natural field for his energies—a field where he has long since made himself a reputation and amassed the coveted riches.

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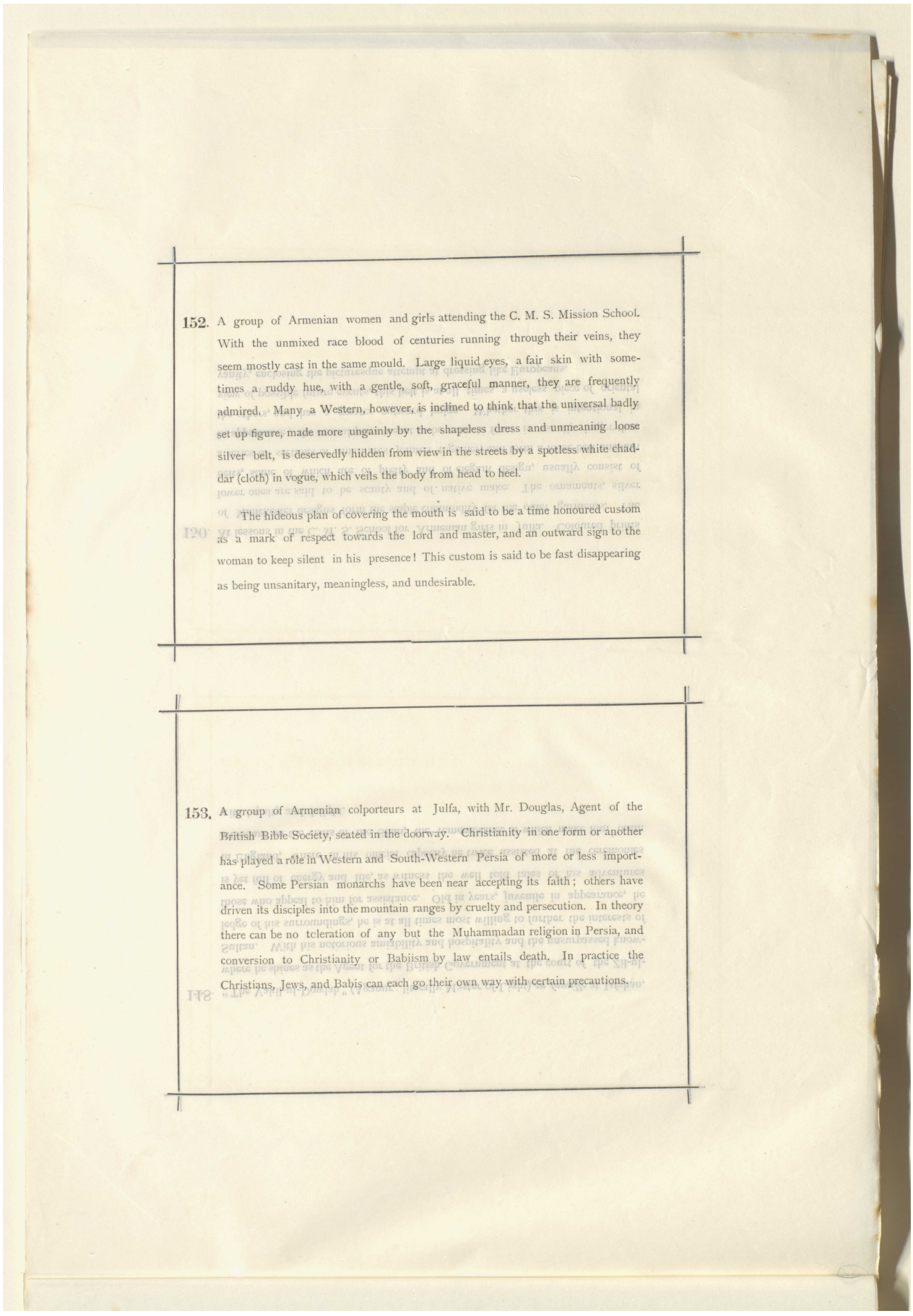
148. "The Vakil-ul-Dowlah" (Aganur; literally Master of Light) *en famille* at Isfahan, where he shines as the Agent for the British Government at the court of the Zil-ul-Sultan. With his notorious amiability and hospitality and the unsurpassed knowledge of his surroundings, he is at all times most willing to further the interests of those who appeal to him for assistance. Old in years, juvenile in appearance, he is yet full of energy and life, as witness the well told tales of his adventures in England, where in his official capacity he twice assisted at the ceremonies attendant on the visits of the Shah, the remembrance of which make him beam with loyalty and delight.

150. At lessons in the C. M. S. School for Armenian girls in Julfa. Coloured prints of Manchester designs form the staple commodity for the outer garments. The lower ones are said to be scanty and of native make. The ornaments, silver belts, some of which are of pretty and of elegant design, usually consist of a series of sections of small arcs jointed together, and form a loose belt uncouth in appearance; the central piece meant to be worn in front is usually larger than the others, and has a greater outward bulge. Whether this is intentional in view of possible future events, this belt is at all times a useless piece of oriental vanity, enclosing the picturesque attempt at dressing like Europeans.



152. A group of Armenian women and girls attending the C. M. S. Mission School. With the unmixed race blood of centuries running through their veins, they seem mostly cast in the same mould. Large liquid eyes, a fair skin with sometimes a ruddy hue, with a gentle, soft, graceful manner, they are frequently admired. Many a Western, however, is inclined to think that the universal badly set up figure, made more ungainly by the shapeless dress and unmeaning loose silver belt, is deservedly hidden from view in the streets by a spotless white chaddar (cloth) in vogue, which veils the body from head to heel.

The hideous plan of covering the mouth is said to be a time honoured custom as a mark of respect towards the lord and master, and an outward sign to the woman to keep silent in his presence! This custom is said to be fast disappearing as being unsanitary, meaningless, and undesirable.

153. A group of Armenian colporteurs at Julfa, with Mr. Douglas, Agent of the British Bible Society, seated in the doorway. Christianity in one form or another has played a rôle in Western and South-Western Persia of more or less importance. Some Persian monarchs have been near accepting its faith; others have driven its disciples into the mountain ranges by cruelty and persecution. In theory there can be no toleration of any but the Muhammadan religion in Persia, and conversion to Christianity or Babiism by law entails death. In practice the Christians, Jews, and Babis can each go their own way with certain precautions.

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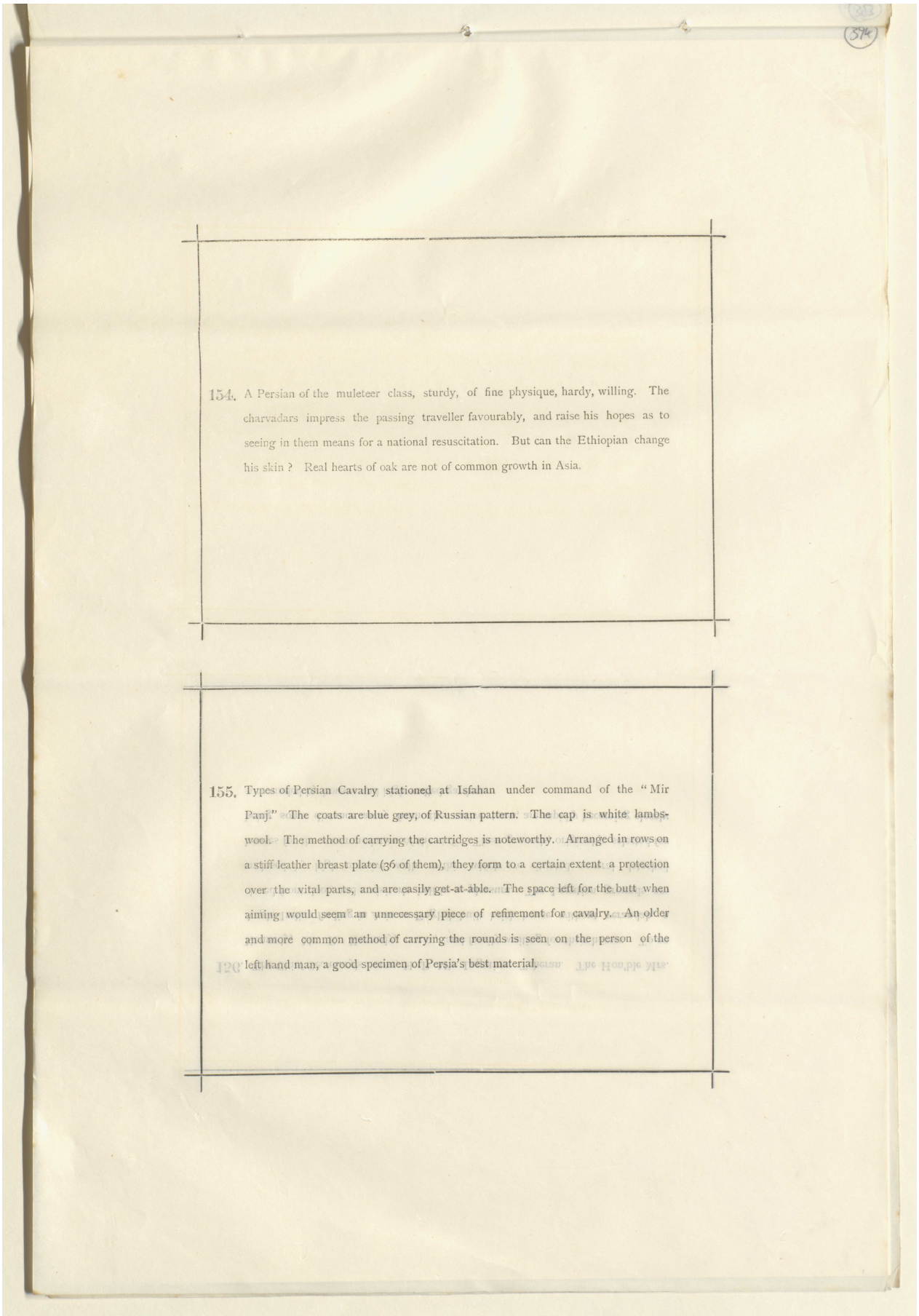

154. A Persian of the muleteer class, sturdy, of fine physique, hardy, willing. The charvadars impress the passing traveller favourably, and raise his hopes as to seeing in them means for a national resuscitation. But can the Ethiopian change his skin? Real hearts of oak are not of common growth in Asia.

155. Types of Persian Cavalry stationed at Isfahan under command of the "Mir Panj." The coats are blue grey, of Russian pattern. The cap is white lambs-wool. The method of carrying the cartridges is noteworthy. Arranged in rows on a stiff leather breast plate (36 of them), they form to a certain extent a protection over the vital parts, and are easily get-at-able. The space left for the butt when aiming would seem an unnecessary piece of refinement for cavalry. An older and more common method of carrying the rounds is seen on the person of the left hand man, a good specimen of Persia's best material.

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156. The Chief Secretary's house, H. B. M's. Legation, Teheran. The Hon'ble Mrs. Kennedy, Mr. R. Kennedy, C.M.G., and family waiting for their horses. To an Anglo-Indian finding in Asia an English built brick house without verandah, a closed front door, and a visitor's bell is a pleasure. The Legation grounds are enclosed by high massive walls, within which are situated several detached houses for the accommodation of the staff. These grounds, originally selected for being some distance away from the native town, are rapidly becoming closely surrounded by houses and high walled gardens.

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A.—His Imperial Highness, the Zil-ul-Sultan, at present Prince Governor at Isfahan.

B.—The Palace and Square at Isfahan. Once daily alive with soldiery, it is now empty and silent.

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C.—Part of the Arsenal at Isfahan as it once was in the Zil's best days.

The gunners are all Persians.

D.—Some of the Zil's troops at exercise outside Isfahan. Taught by Austrian instructors, they had the appearance of trained troops, and were highly spoken of. All the Zil's troops have been disbanded by order of the Shah.

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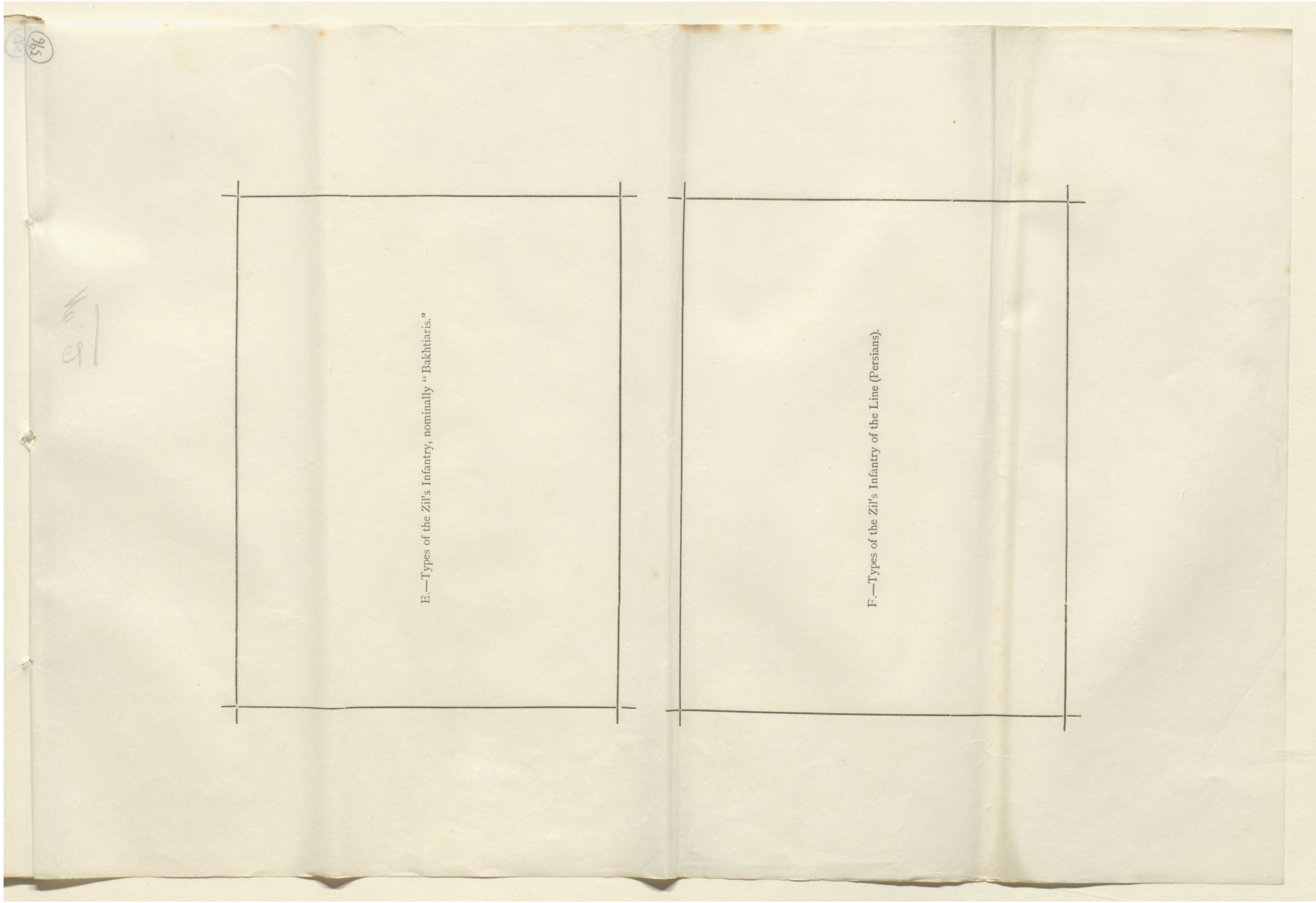

E.—Types of the Zil's Infantry, nominally "Bakhtiaris."

F.—Types of the Zil's Infantry of the Line (Persians).

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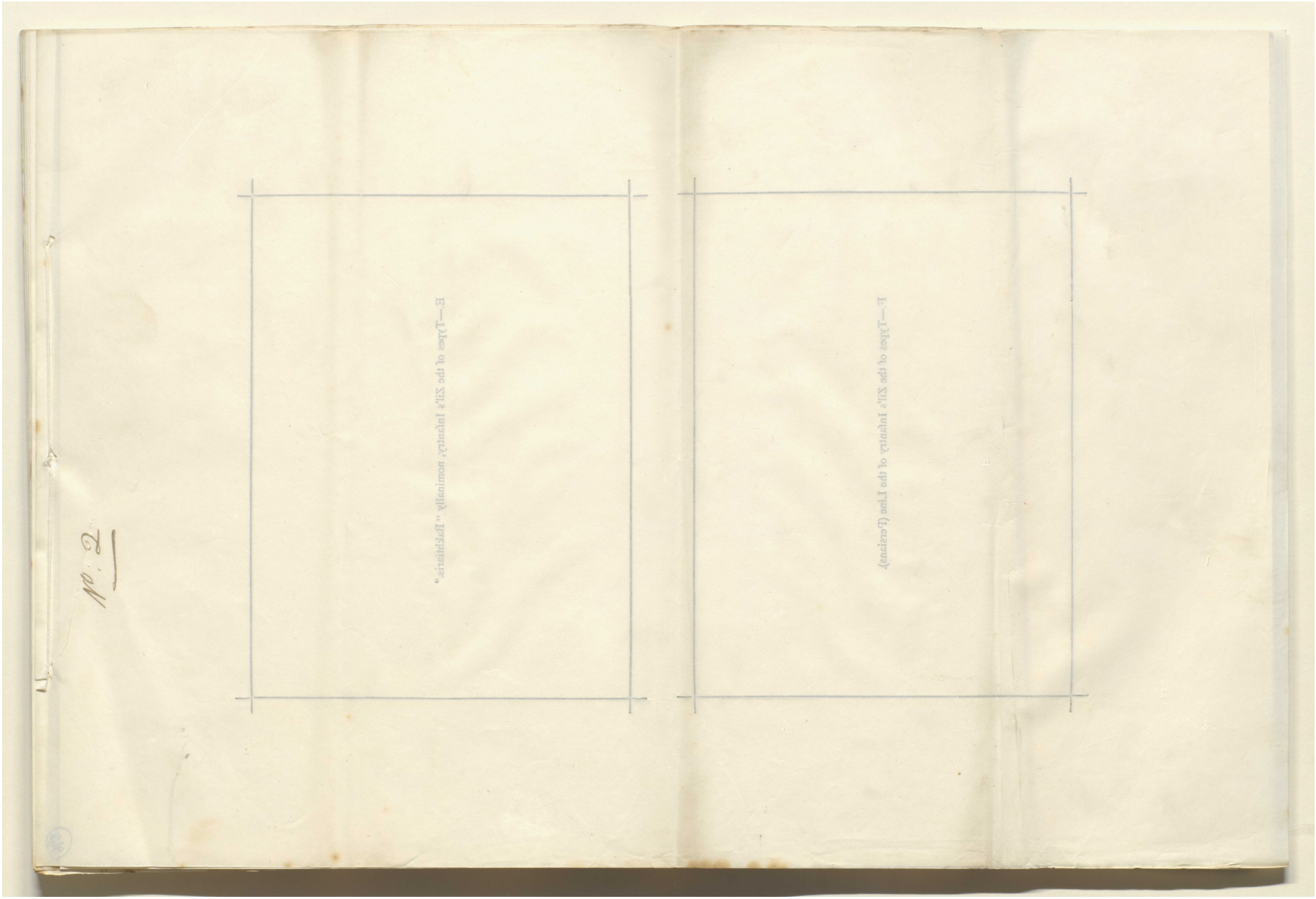

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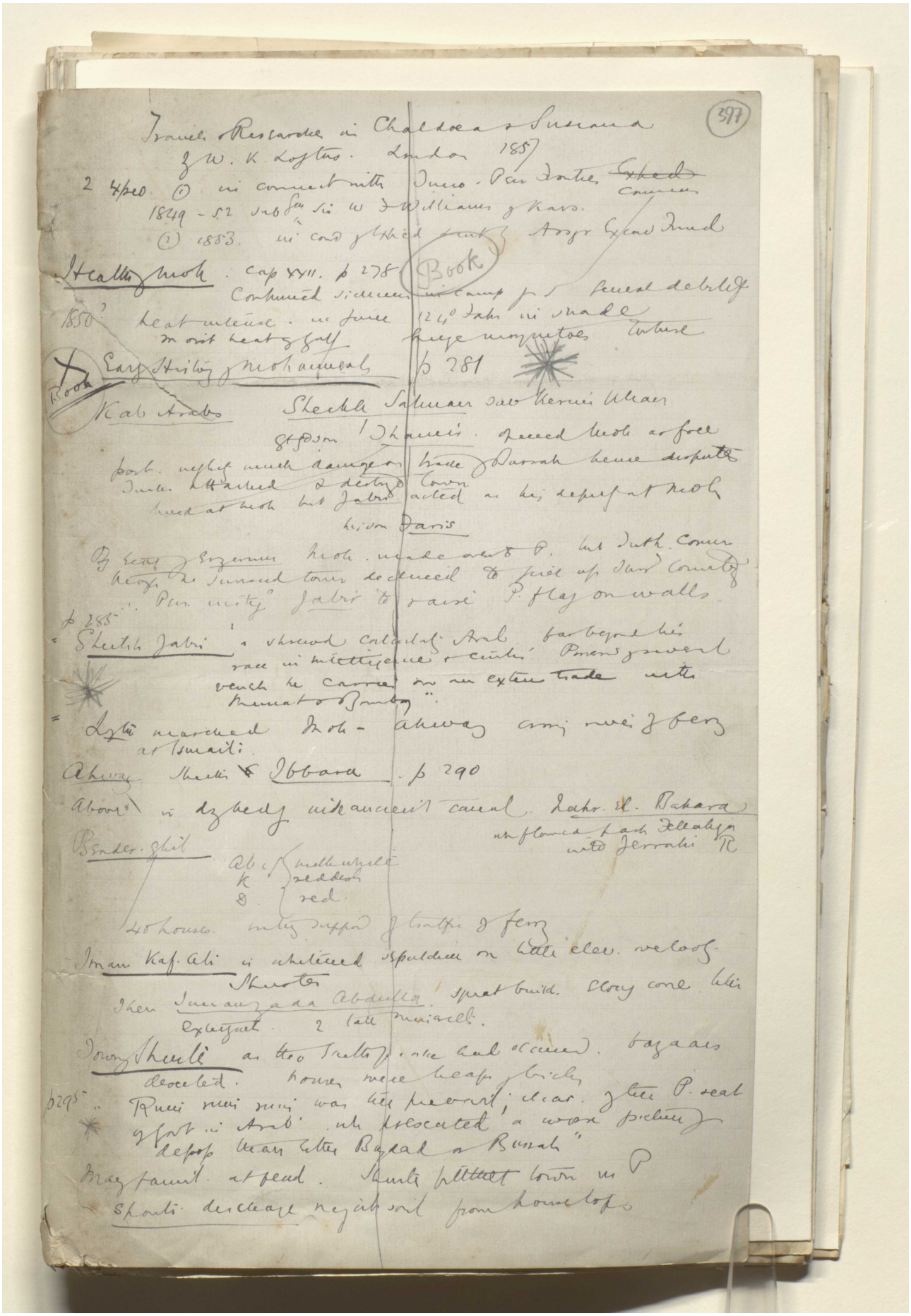

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by W. K. Loftus. London 1857

2 Expeds (1) in connection with Turco-Persian Boundary Commission 1849-52 under Sir W. Williams of Kars.
(2) 1853. in cond of Euphrates Valley Expd Tigris Expd

Book

Stealing Mob. Cap XXII. p 278
Continued sickness in camp p[ar]t caused by debility
1850 Heat intense. in June 124° Fahr in shade
most heavy fall
Large Hailstones
Lary Hist of Mohammedans p 281

Kab Arabs Sheikh Salman son Hamid Ulman
Supposn Shamir. opened Mob at Fort
port. nephew made danger[ous] hinted Barrak hence dispute
Turks attacked & destroyed town
Mob at Mob but Jabir acted as his deputy at Mob
Hajji Davis

By treaty Erzerum Mob made over to P. but Turk Comm
Mob. & Turkish town declined to give up their Country
Pers entry Jabir to raise P flag on walls

p 288
Sheikh Jabir a shrewd calculating Arab far beyond his
race in intelligence & enterprise. Powers inherent
which he carried on an extensive trade with
Bussorah & Bombay.

Lynch marched Mob - Ahwaz 200 miles & 6 days
at Ismaili.

Ahwaz Sheikh Ibbard p 290

Ahwaz is divided into ancient canal Dahr-el-Bahara
Boundary Stone Ab [illegible] white
K reddish
S red.
40 houses. only supply of water & ferry
Imam Kasim Ali is whitened spaldeen on Tigris clay. velocity
Shuster
Then Imam-zada Abdulla Great bridge. Clay cone like
Egyptian. 2 late mosques.
Dowry Sheikh as two Turkish ports had occurred. bazaars
deserted. houses more heaps of brick
p 295 Pumi mimi mimi was her present; dear. Tigris Great
Fort in Arab. who fascinated a wonderful
depop[ulation] Mean letter Bagdad & Busrah"
Magnificent ruins. Sheikh Hillah town on
Shatt-el-Hillah descend Hajji Sail from house top.

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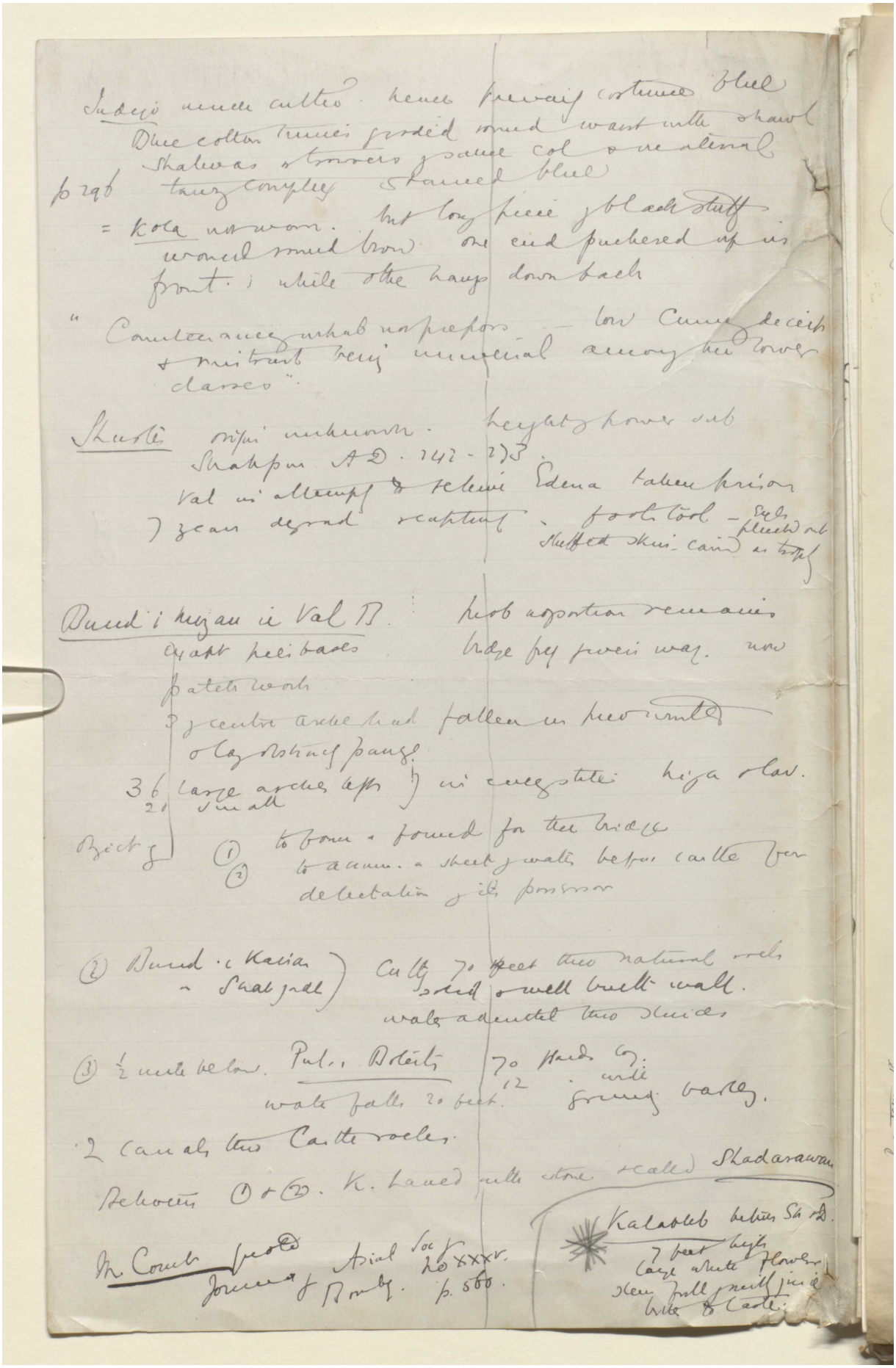

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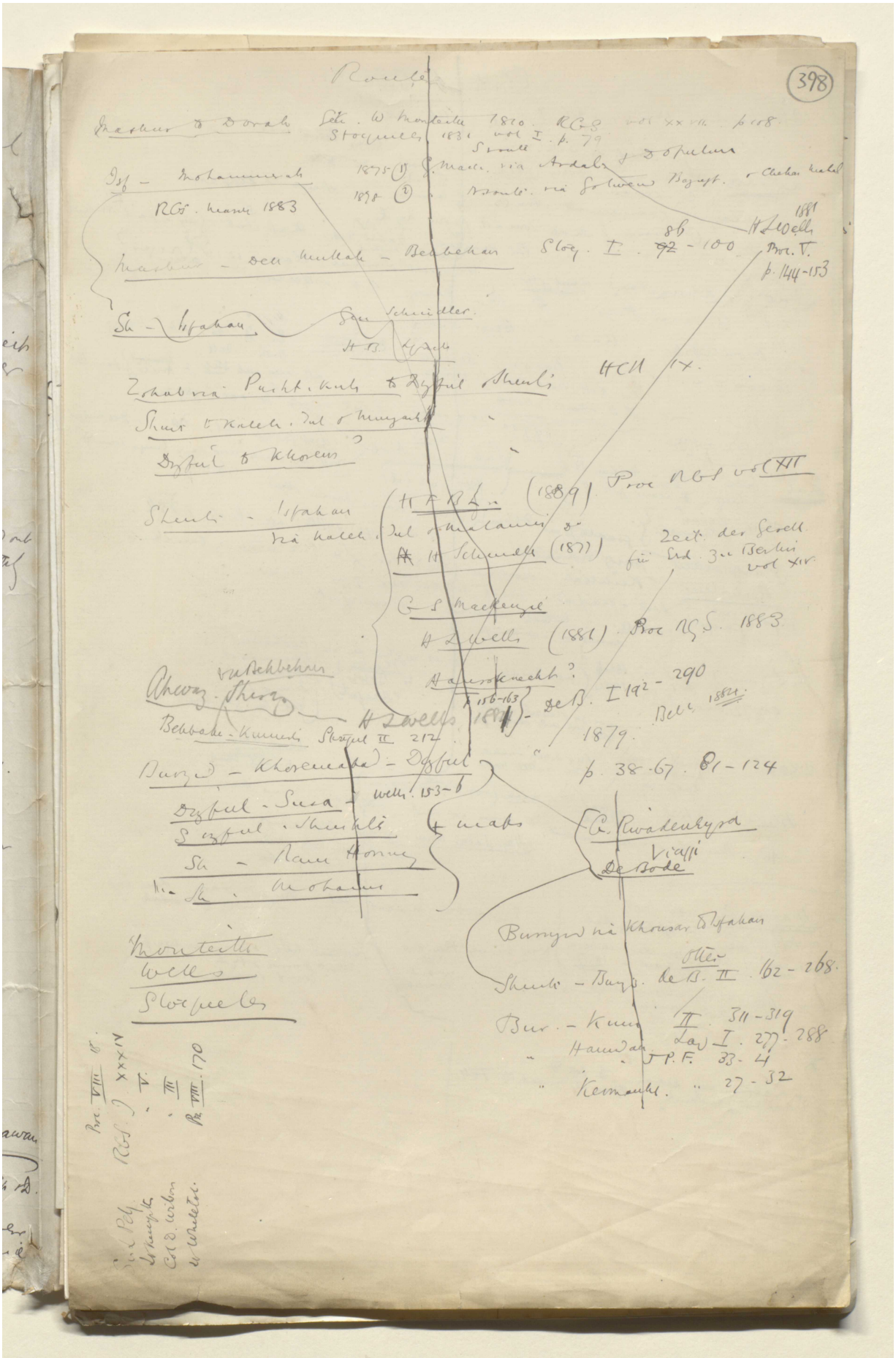
398
Roads
Ispahan
Sh - Ispahan
Shuster
Dizful
Shuster - Ispahan
Dizful - Susa
Dizful - Shuster
Sh - Ram Hormuz
Sh - Mohammerah
Burujird - Khorramabad - Dizful
Burujird - Sultanabad
Khorramabad - Burujird
Shuster - Burujird
Burujird - Kum
Kermanshah
Hamadan
Ahwaz - Shuster
Behbehan - Kumeli
Mohammerah - Behbehan
Mohammerah - Dorak
Isf - Mohammerah
Zohab via Pusht-i-Kuh to Dizful
Shuster to Kalleh
Dizful to Khoram
Shuster - Ispahan via Kalleh
Susa - Shushan
Susa - Ram Hormuz
Susa - Mohammerah
Susa - Dizful
Susa - Shuster
Susa - Ahwaz
Susa - Behbehan
Susa - Dorak
Susa - Isf
Susa - Zohab
Susa - Khoram
Susa - Ispahan
Susa - Kermanshah
Susa - Hamadan
Susa - Burujird
Susa - Sultanabad
Susa - Khorramabad
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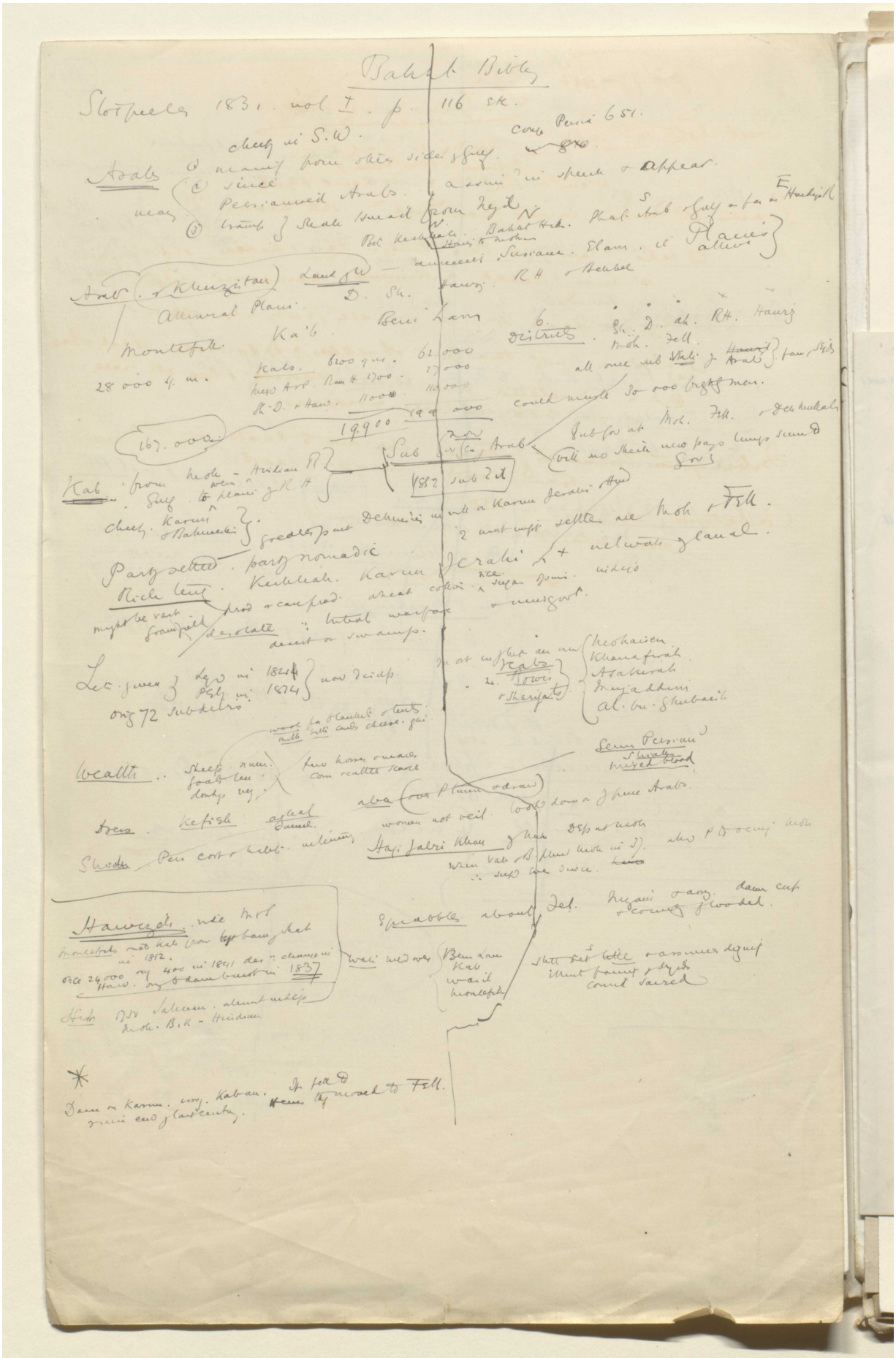

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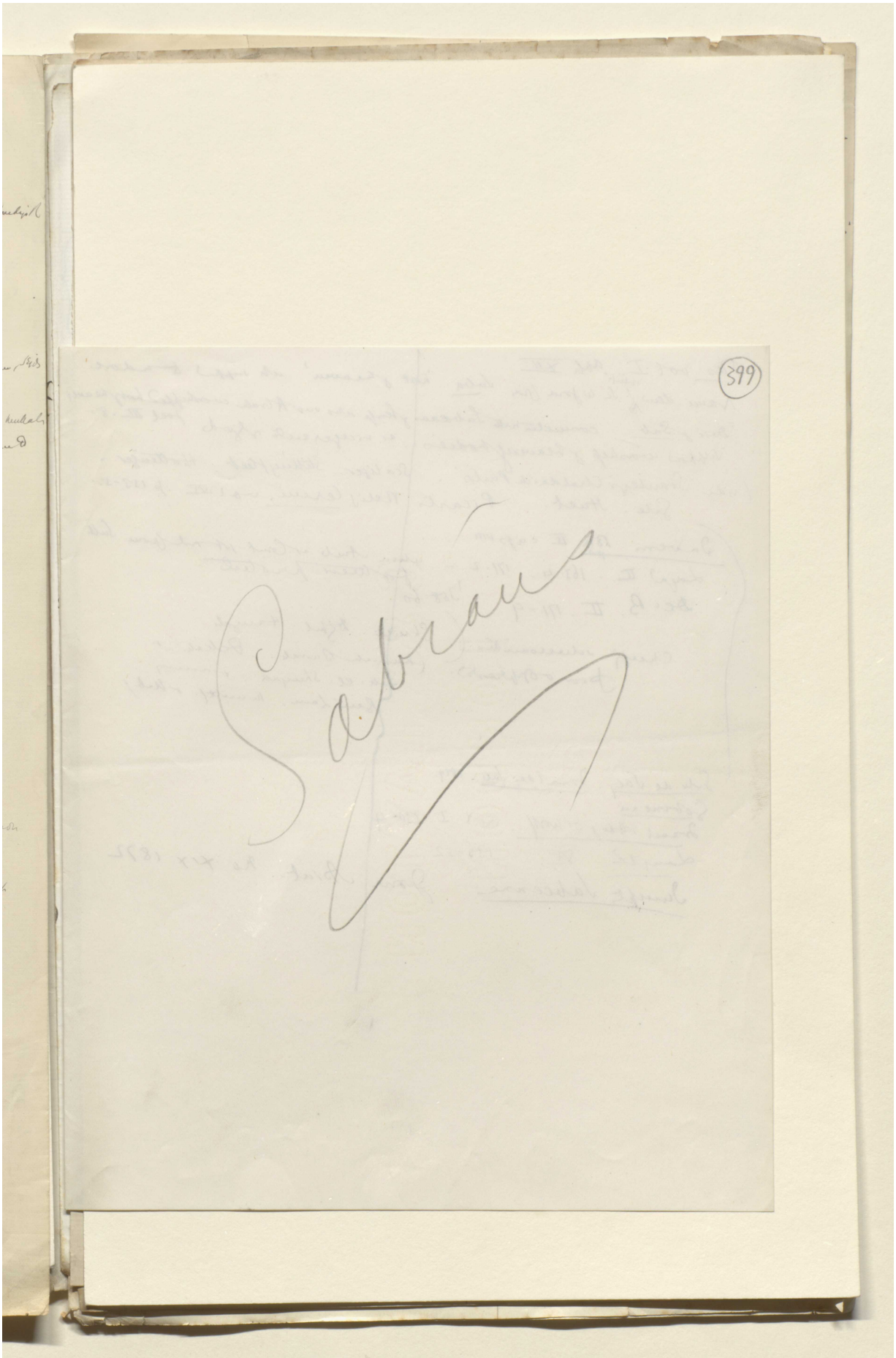

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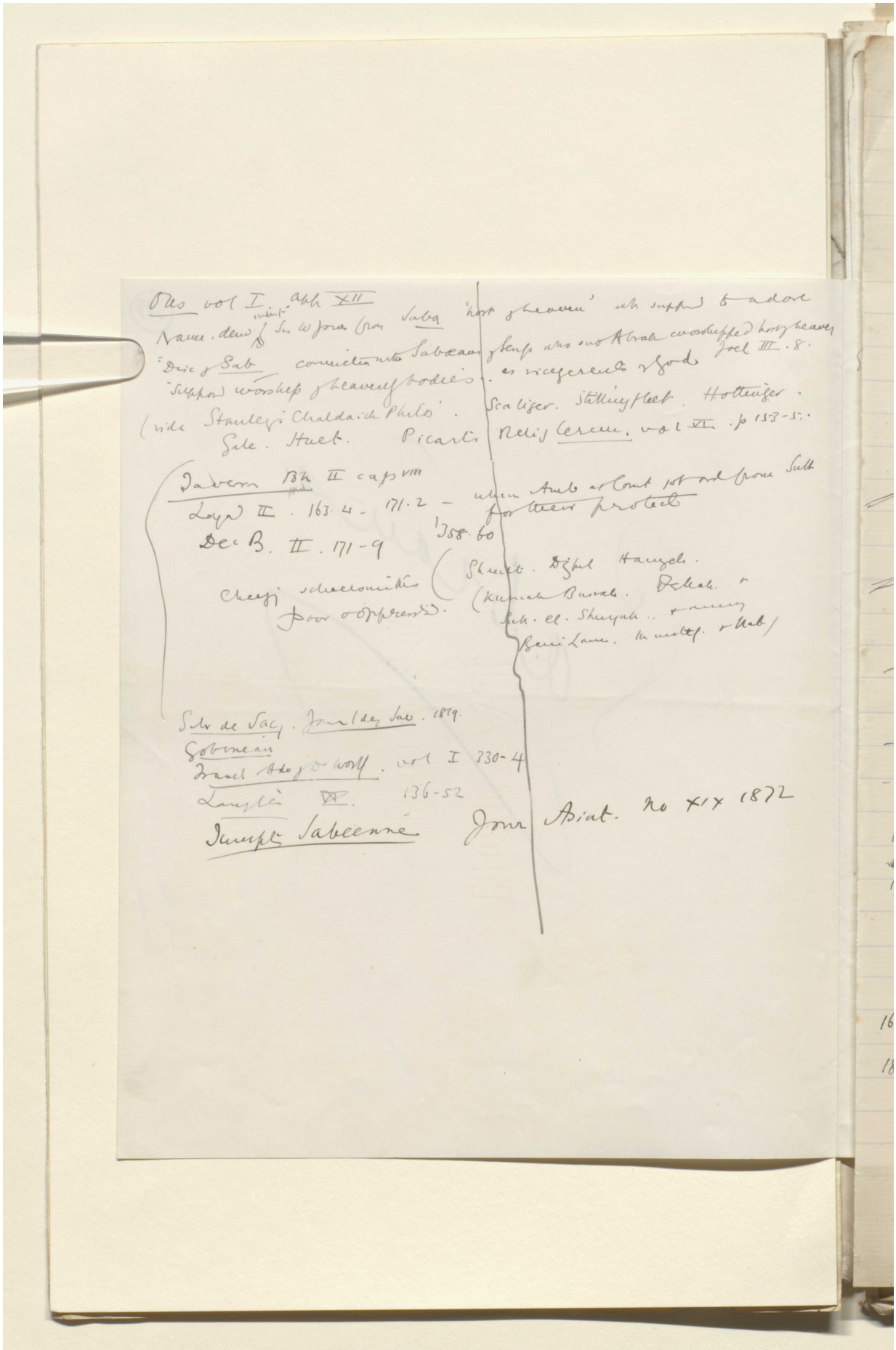

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Name. deriv. of Sir W Jones from Saba 'host of heaven' wh supposed to adore

'Disc of Sab' connection with Sabaeans of Senf who suo Abrah worshipped host of heaven Joel III. 8.

'Supposed worship of heavenly bodies'. as vicegerents of God

(vide Stanley's Chaldaich Philos'. Scaliger. Stillingfleet. Hottinger.

Gale. Huet. Picart's Relig Ceram. vol VI. p 153-5.

Tavern Bk II cap VIII

Layard II. 163. 4. 171. 2 – when Amb at Court got ord from Sult for their protect

Dec B. II. 171-9 358. 60

Cheap schoolmaster poor & oppressed. (Shaikh. Dighil Hamzeh. (Kumah Burah. Dekah. & Sub. el. Shuyuk.. & among Beni Lam. Mustef. & Nab)

Silv de Sacy. Journal des Sav. 1819.

Gobineau

Franck Adv of Dr Wolff. vol I 330-4

Langlès VI. 136-52

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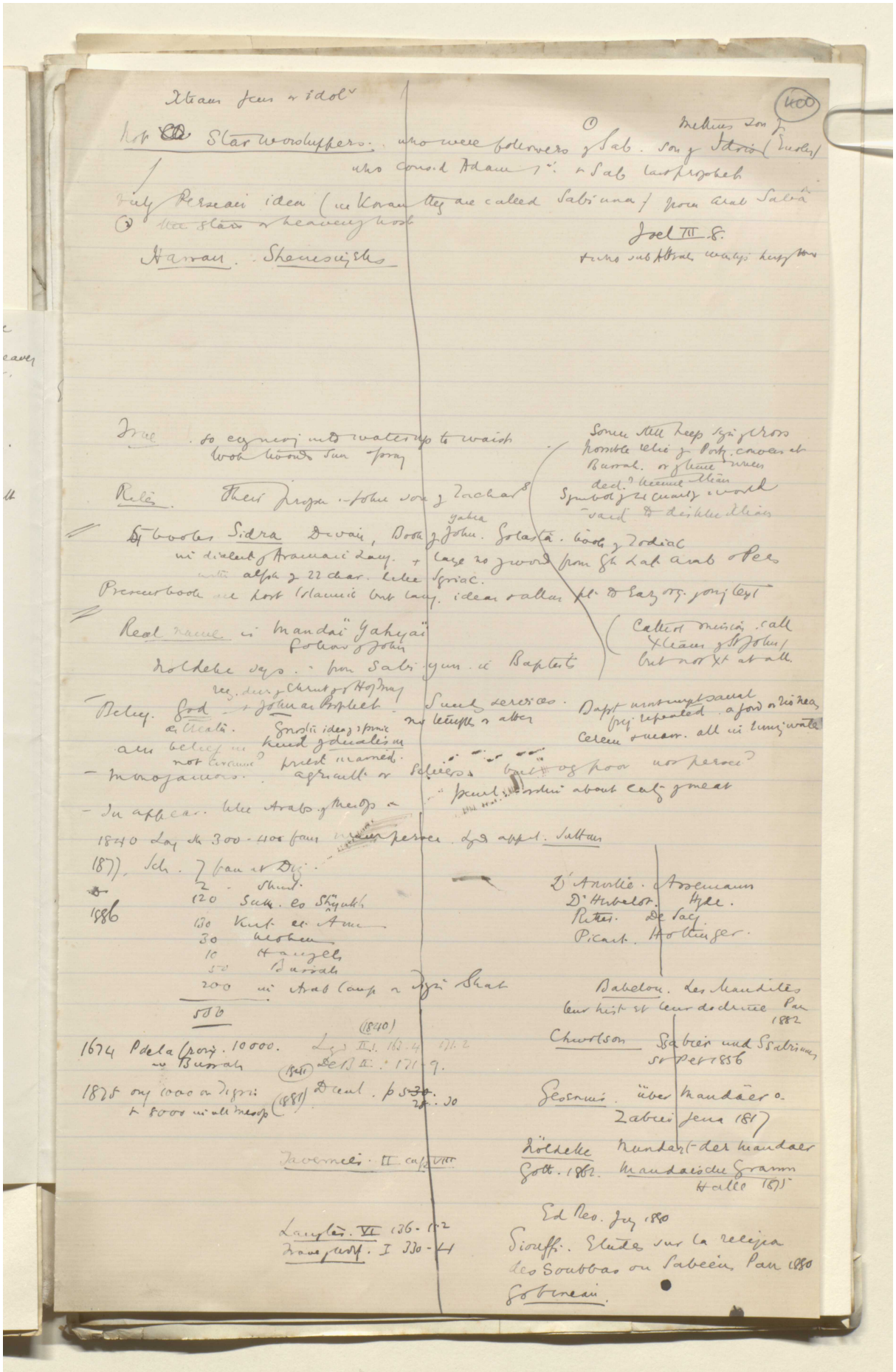

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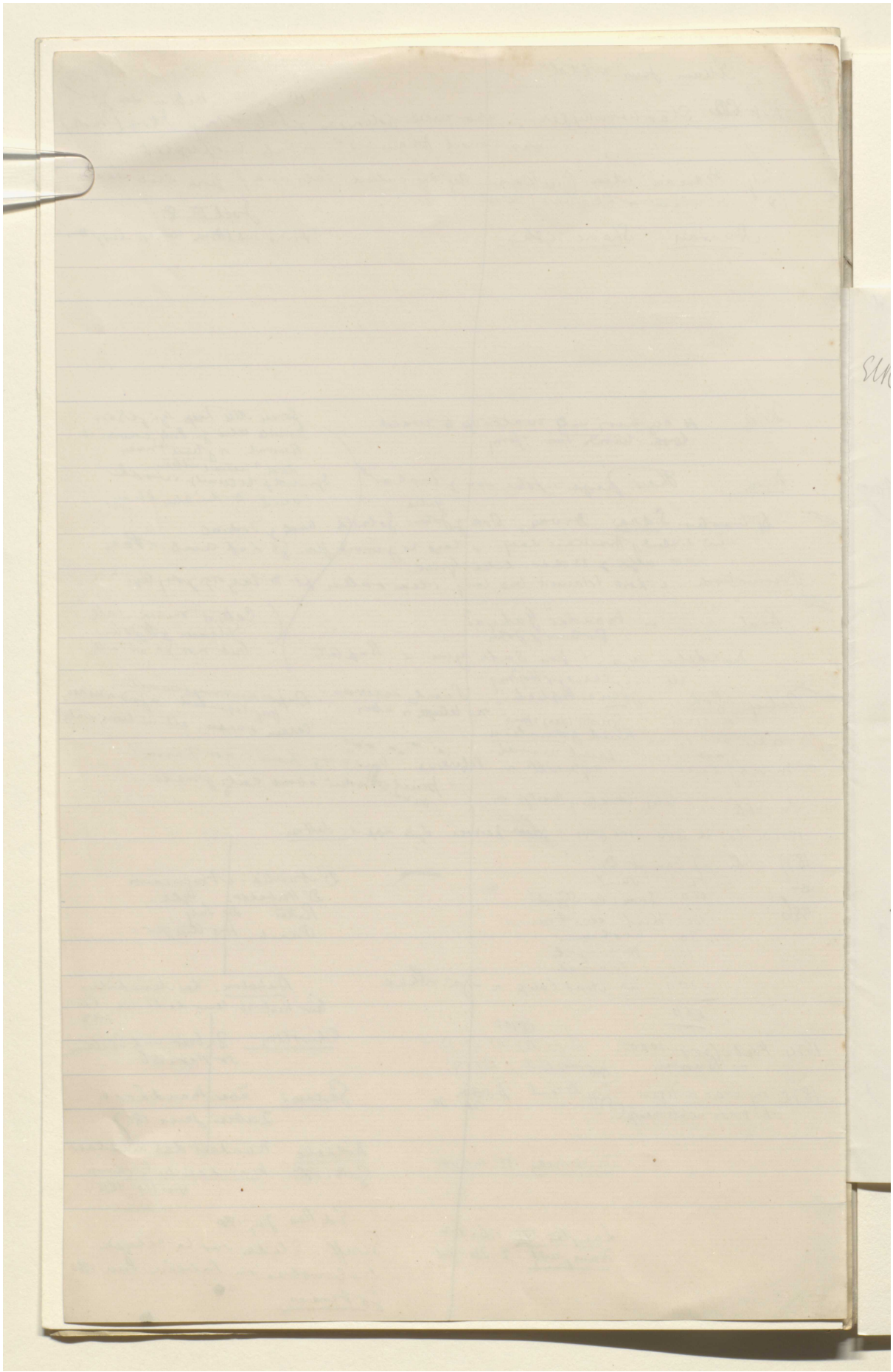

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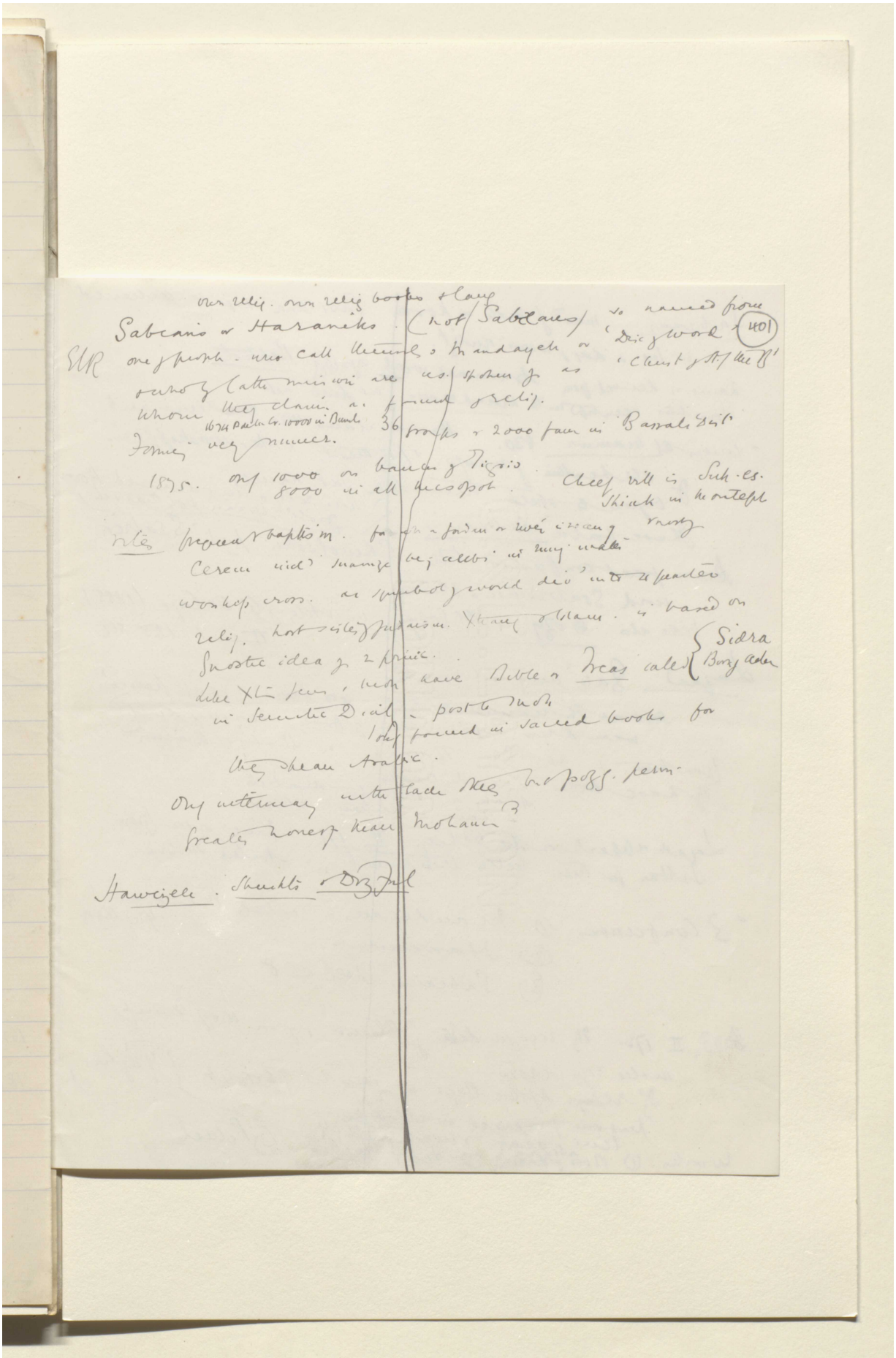

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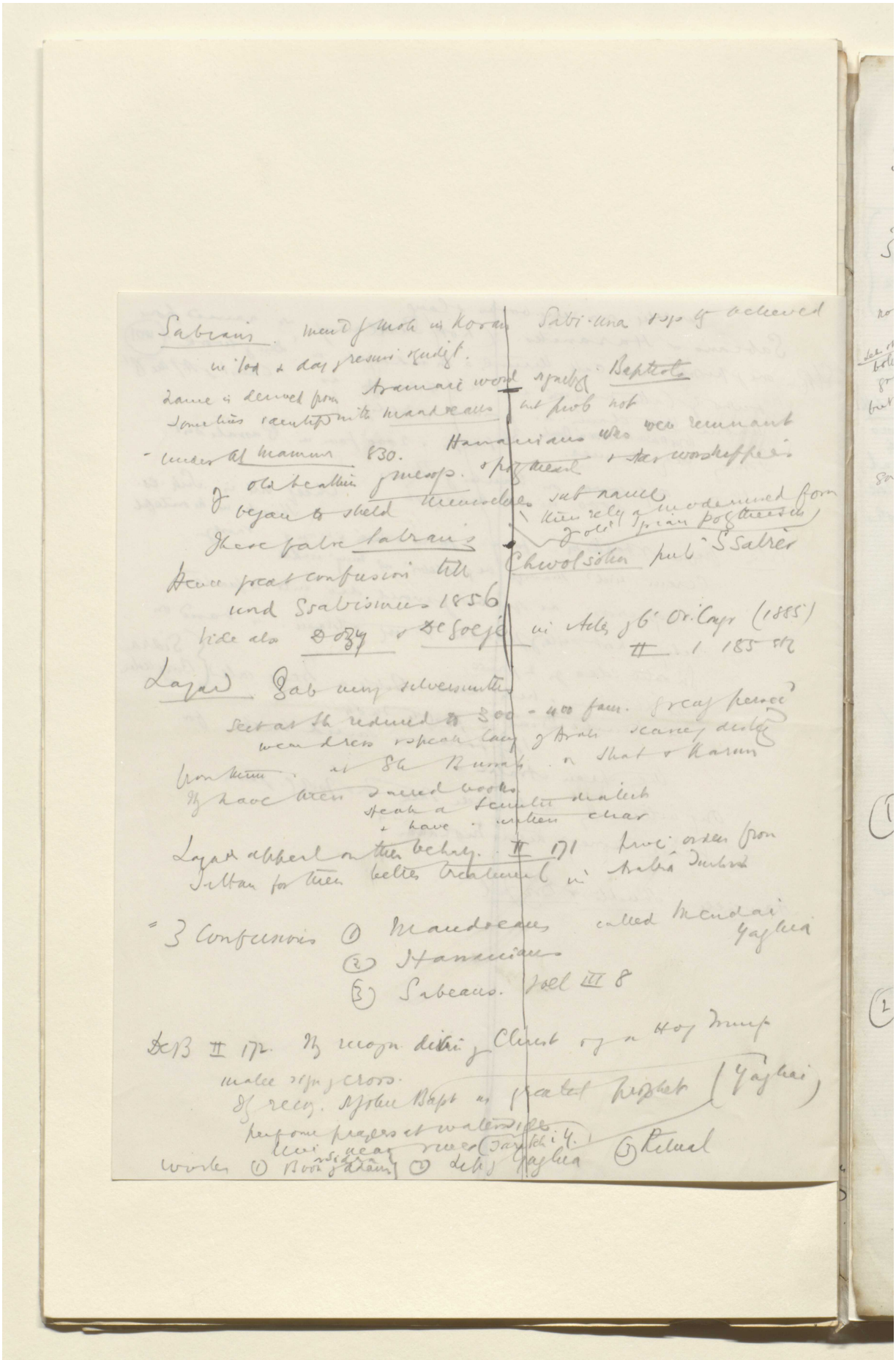

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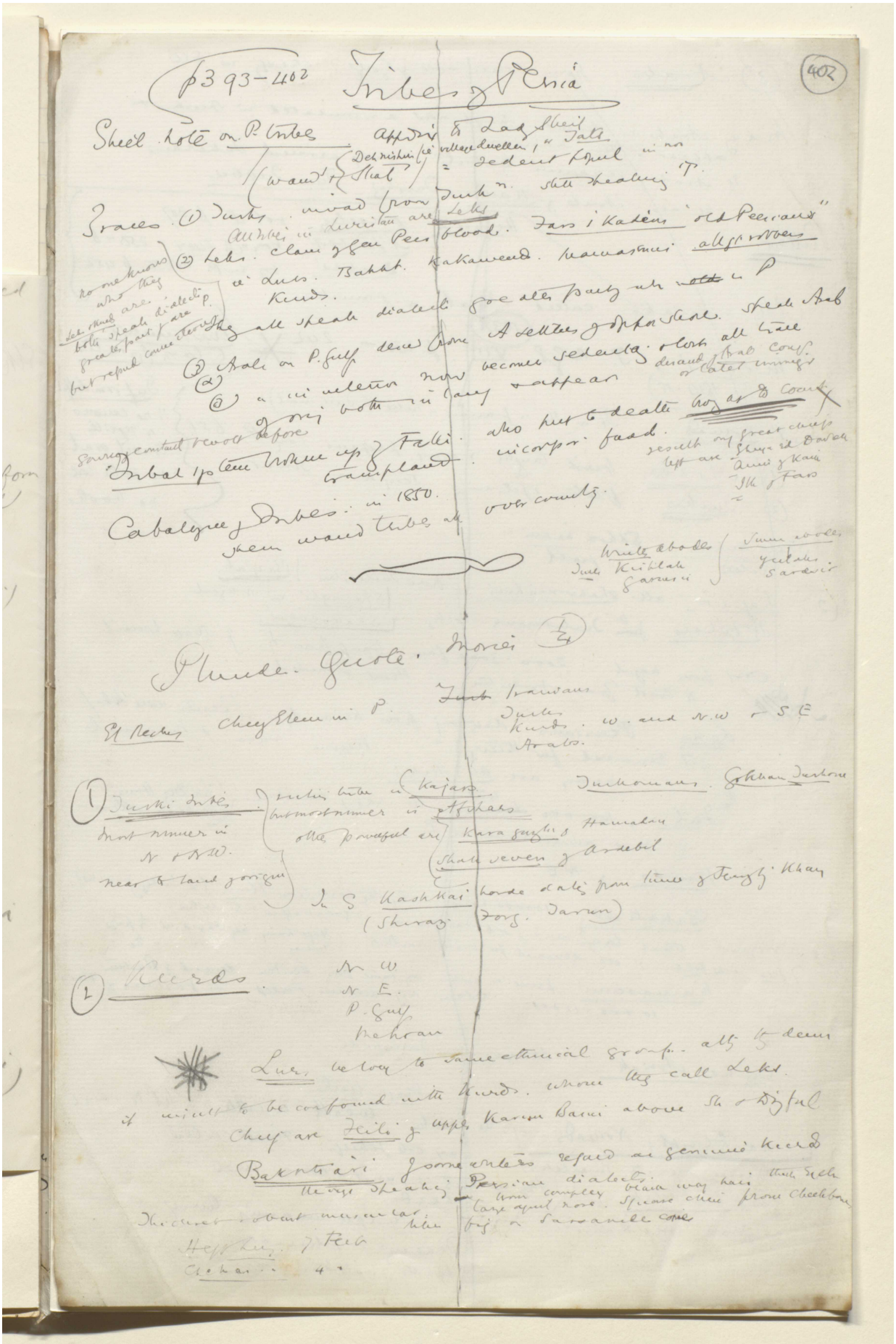

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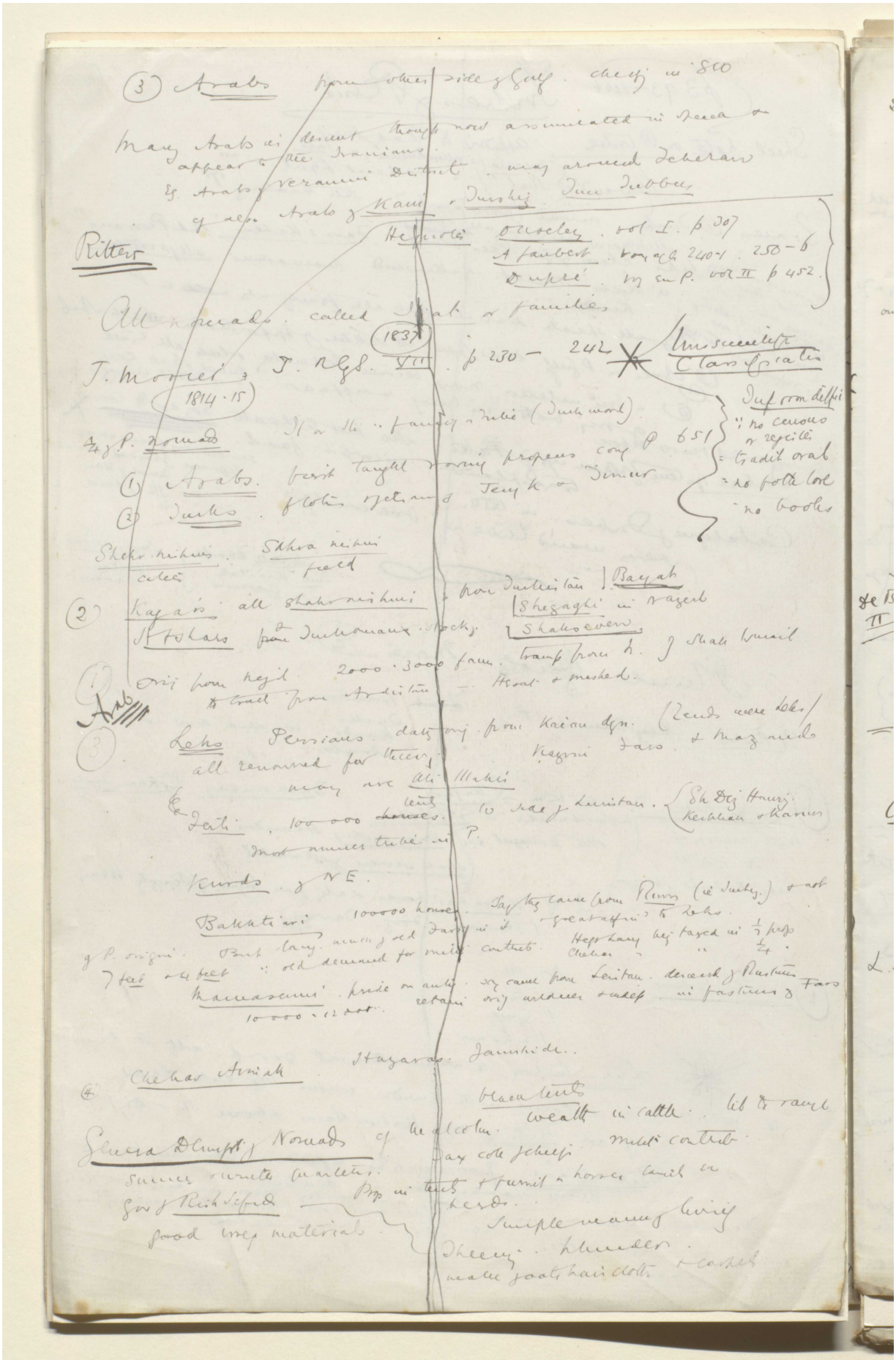

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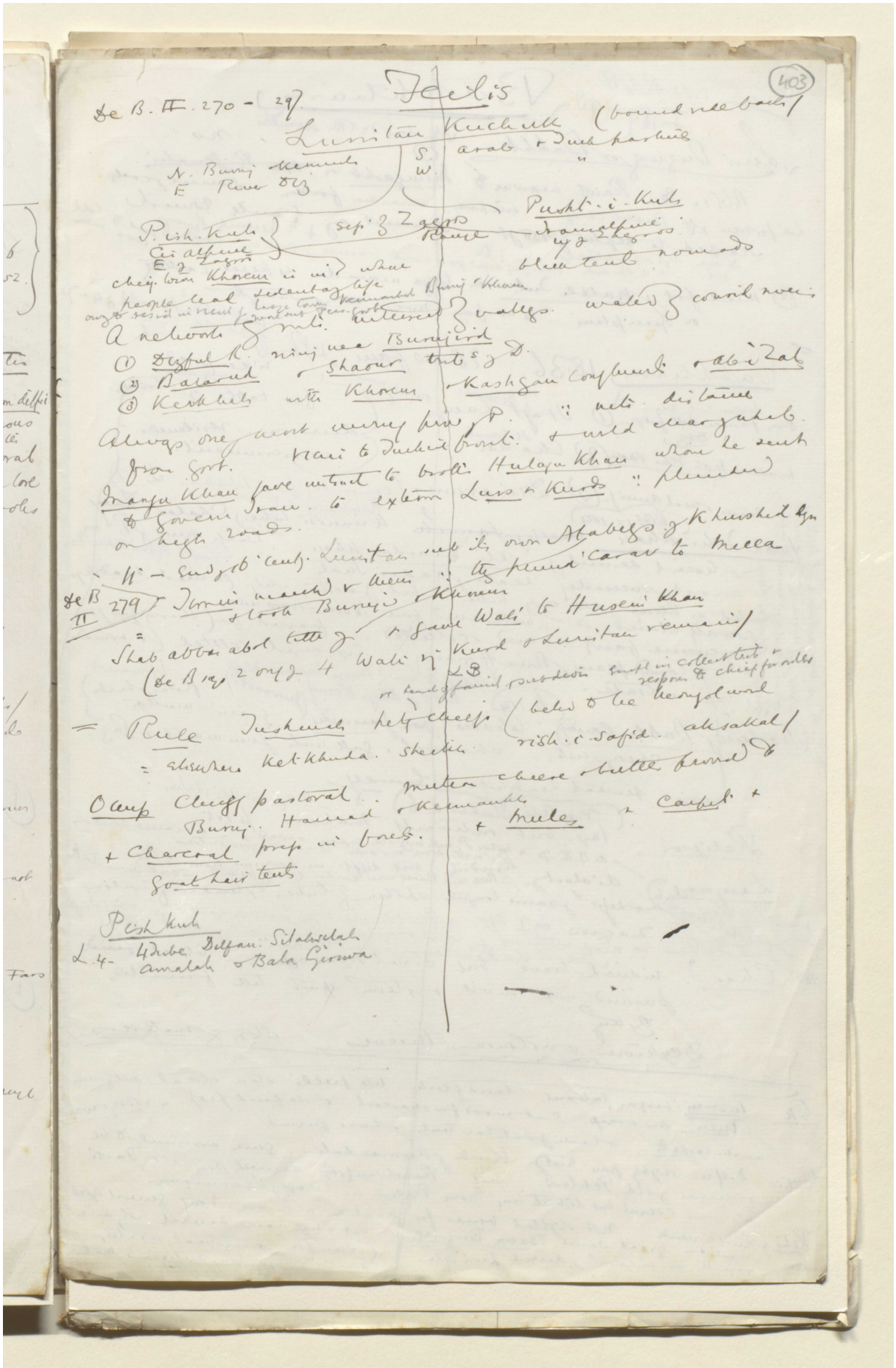

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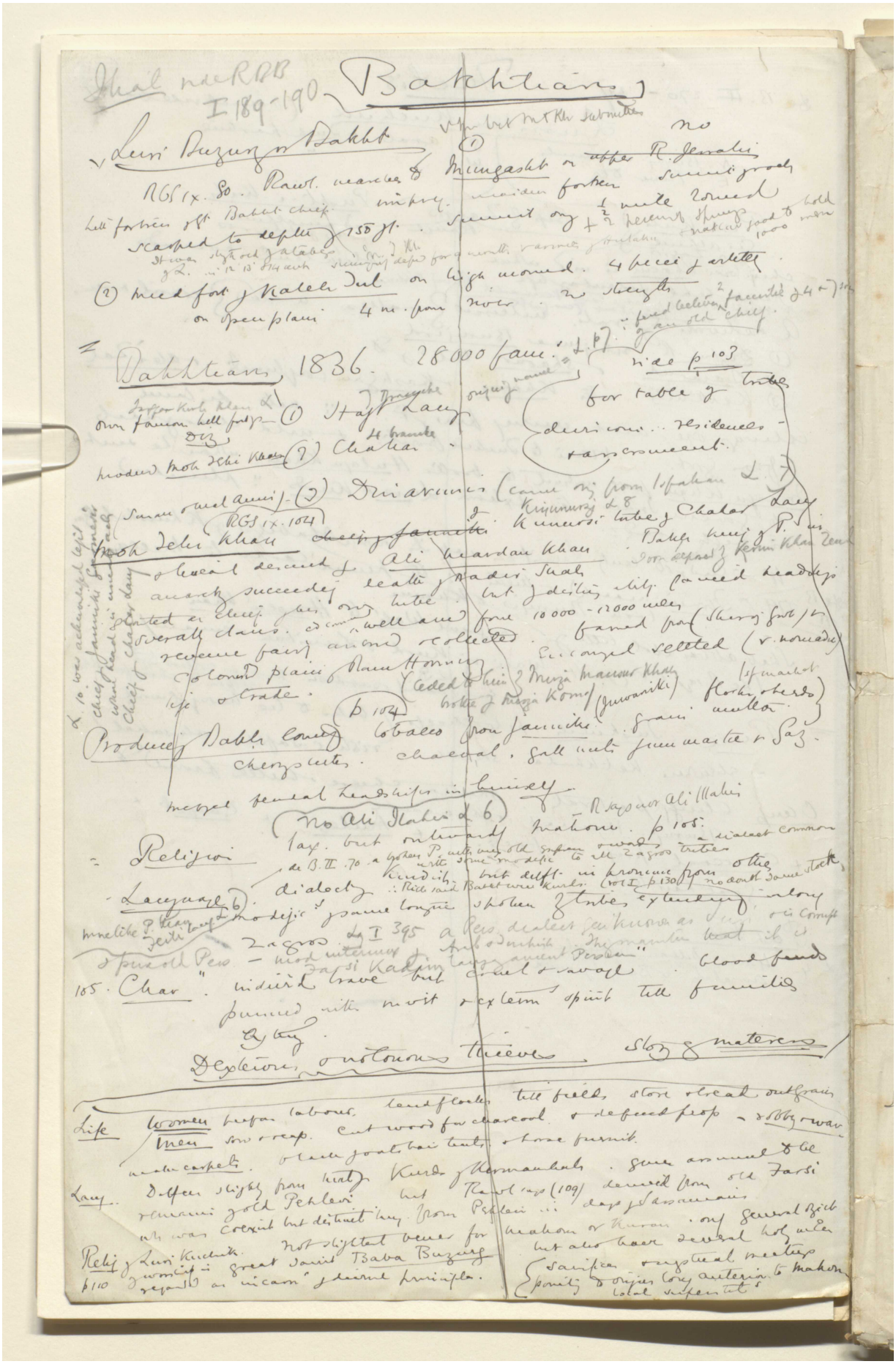

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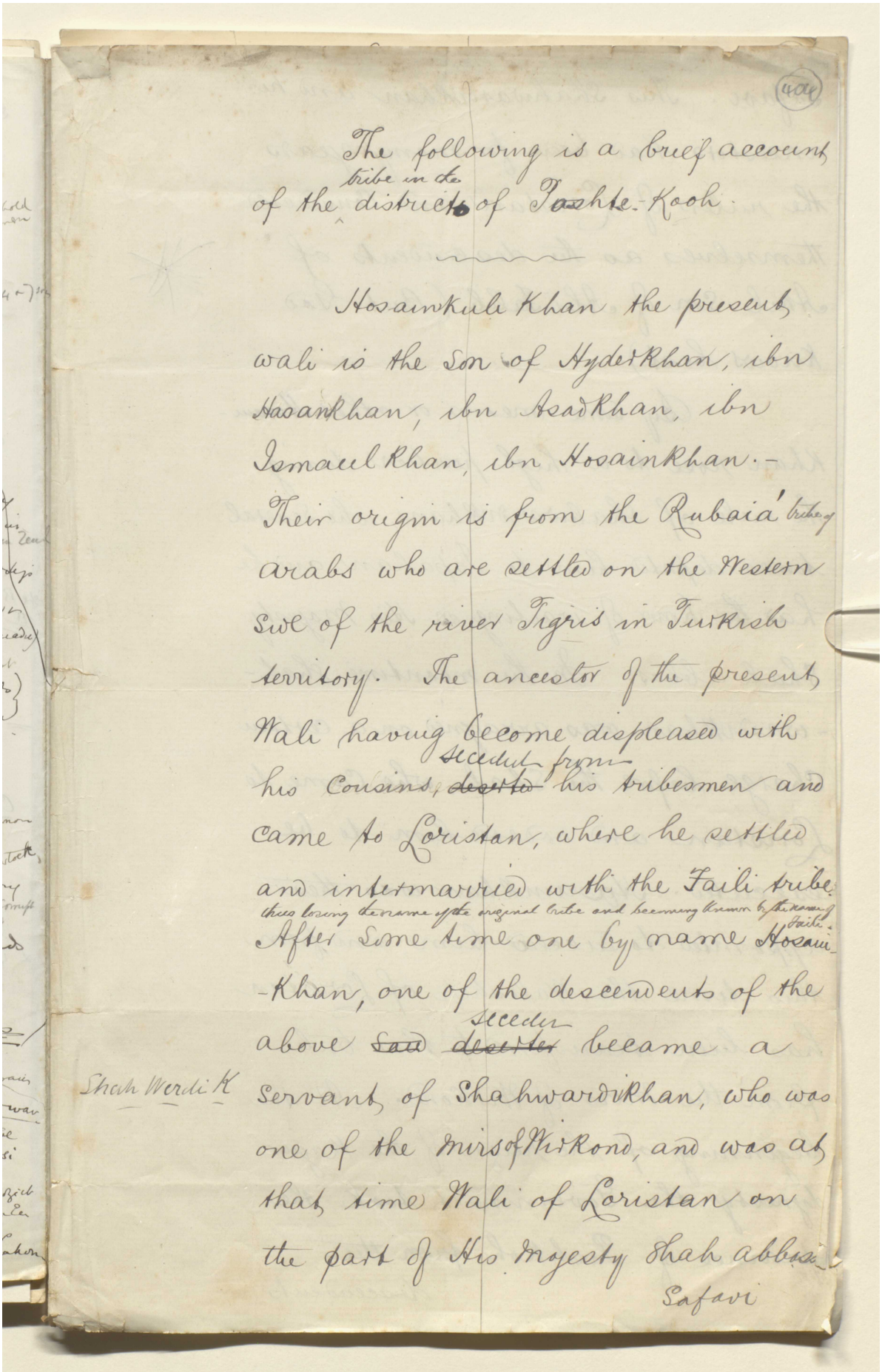

(404)

The following is a brief account of the tribe in the district of Pashte-Kooh.

Hosainkuli Khan the present wali is the son of HydetKhan, ibn Hasankhan, ibn AsadKhan, ibn IsmaeelKhan, ibn HosainKhan.-

Their origin is from the Rubaia' tribe of arabs who are settled on the Western side of the river Tigris in Turkish territory. The ancestor of the present Wali having become displeased with his Cousins, seceded from his tribesmen and came to Loristan, where he settled and intermarried with the Faili tribe thus losing the name of the original tribe and becoming known by the name of Faili. After some time one by name Hosain-Khan, one of the descendents of the above seceder became a servant of Shahwardikhan, who was one of the mirsofthiKond, and was at that time Wali of Loristan on the part of His Majesty Shah abbas Safavi

Shah Wardi K

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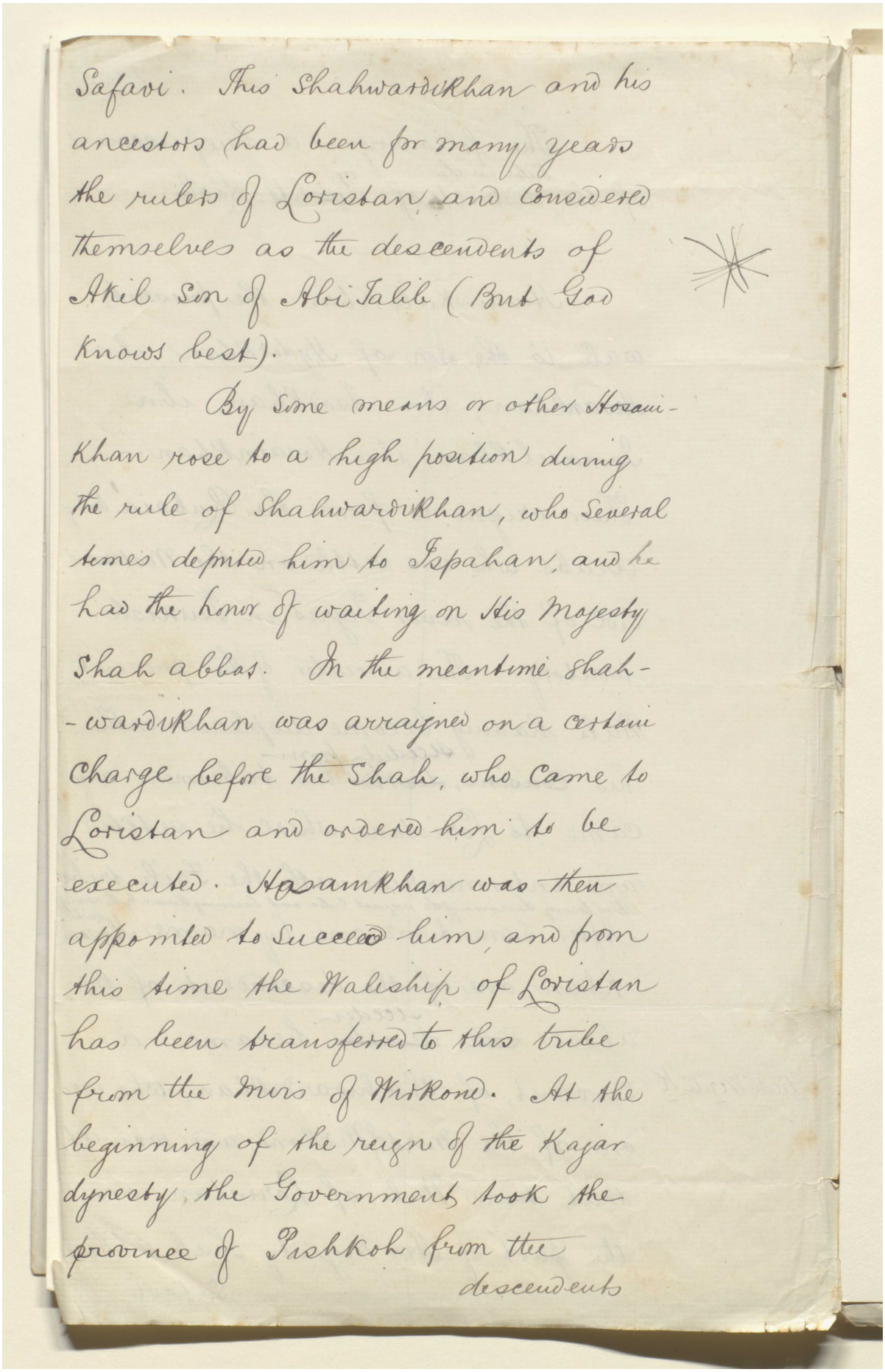

Safavi. This Shahwardikhan and his ancestors had been for many years the rulers of Loristan, and considered themselves as the descendents of Akil son of Abi Talib (But God knows best).

By some means or other Hosaini-Khan rose to a high position during the rule of Shahwardikhan, who several times deputed him to Ispahan, and he had the honor of waiting on His Majesty Shah abbas. In the meantime Shah-wardikhan was arraigned on a certain charge before the Shah, who came to Loristan and ordered him to be executed. Hosainkhan was then appointed to succeed him, and from this time the Waliship of Loristan has been transferred to this tribe from the Mirs of Wirkond. At the beginning of the reign of the Kajar dynesty the Government took the province of Pishkoh from the

descendents

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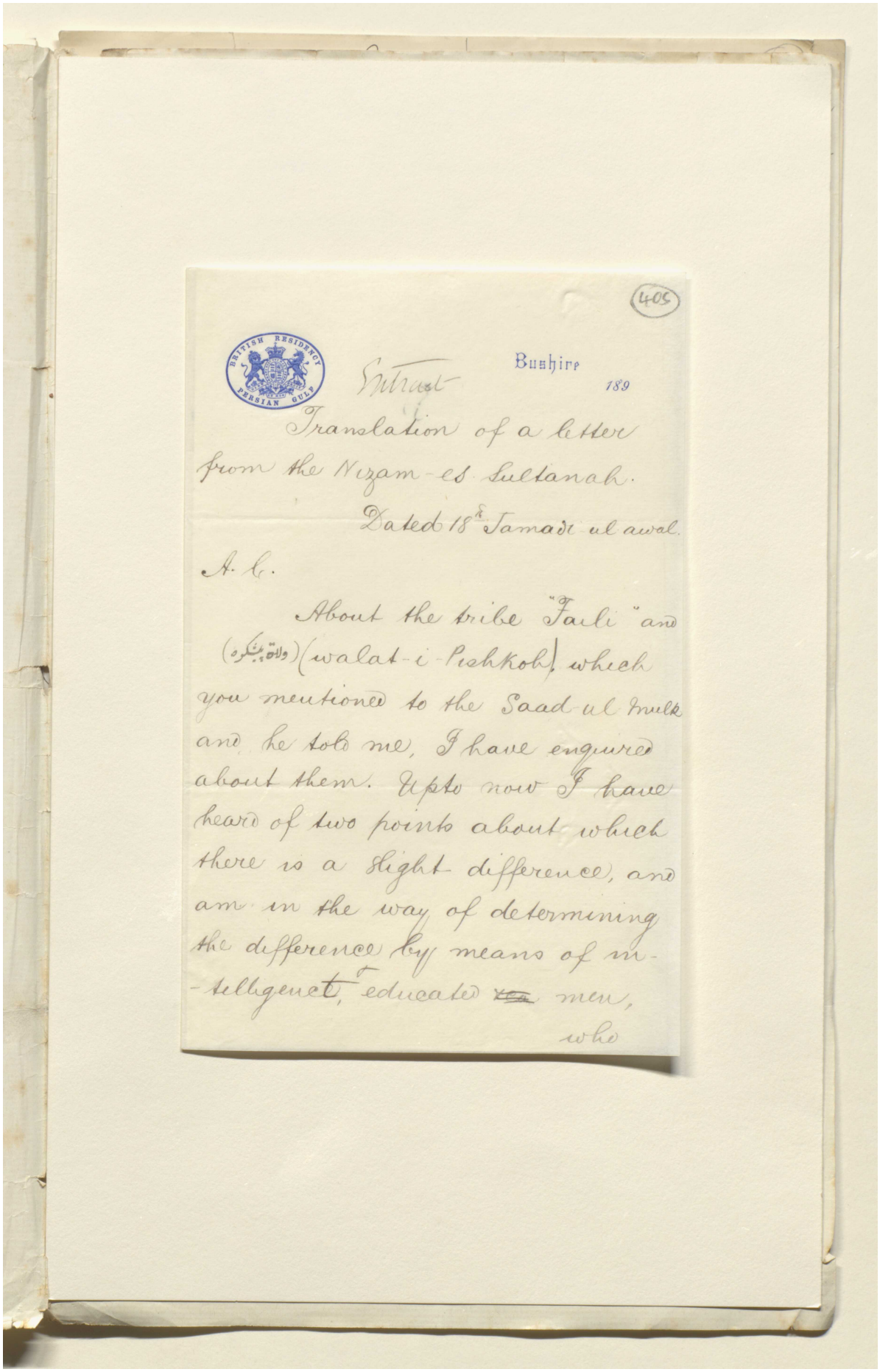

Bushire
189

Extract

Translation of a letter from the Nizam-es Sultanah.

Dated 18th Jamadi ul awal.

A. C.

About the tribe "Jaili" and (ولایت پشکوه) (walat-i-Pishkoh) which you mentioned to the Saad ul Mulk and he told me, I have enquired about them. Upto now I have heard of two points about which there is a slight difference, and am in the way of determining the difference by means of intelligent, educated men, who

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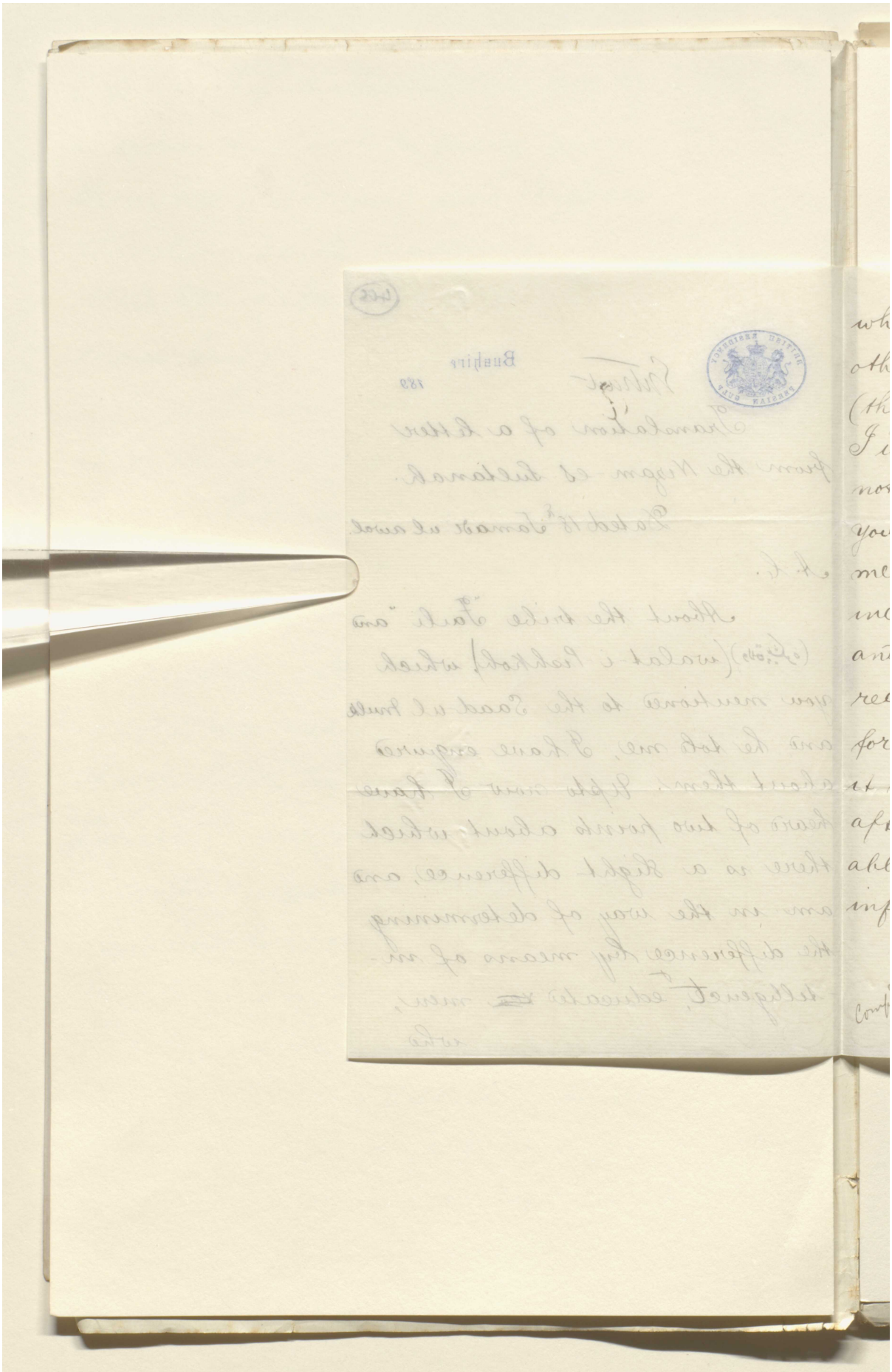

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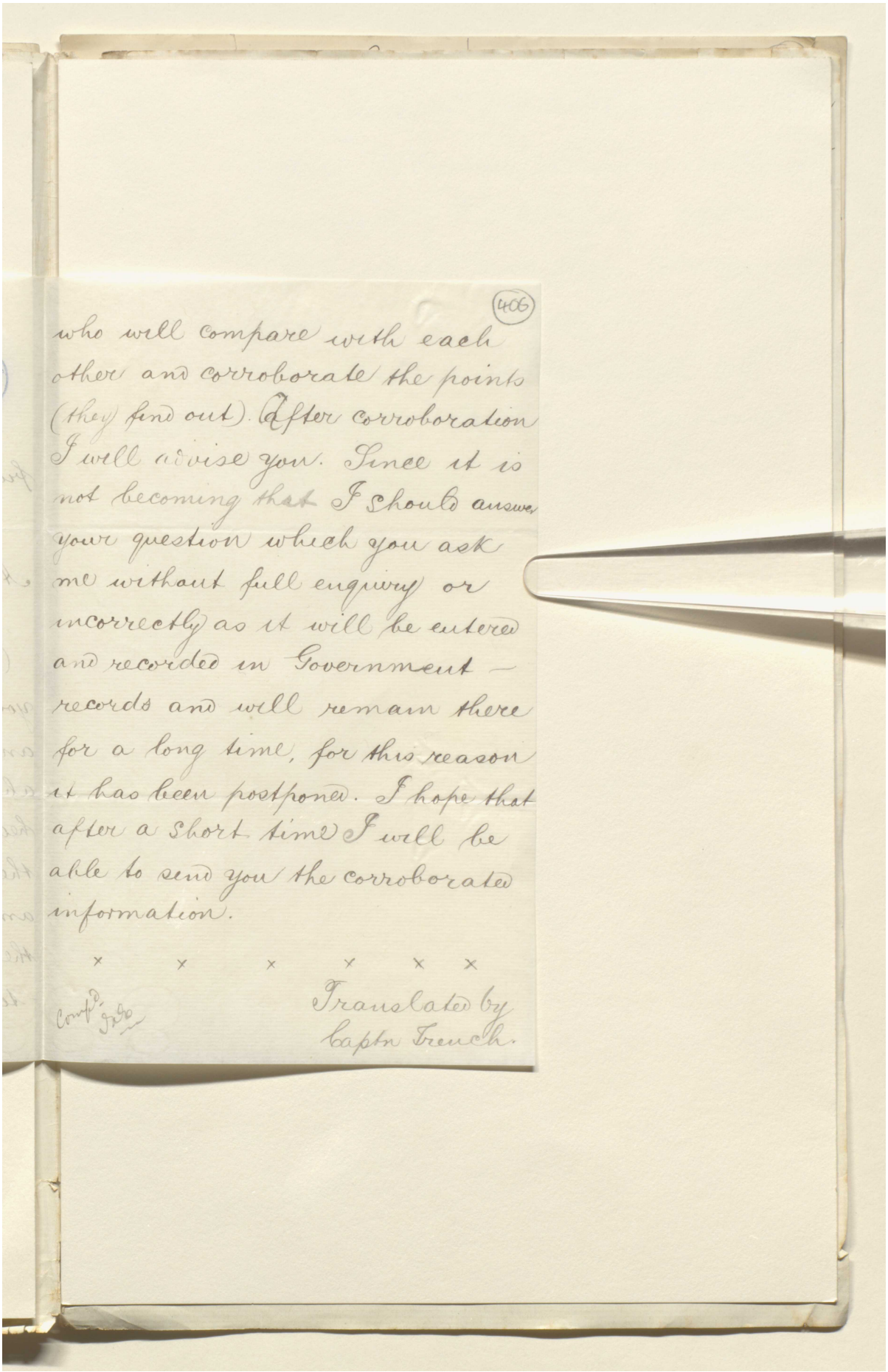

(406)

who will compare with each other and corroborate the points (they find out). After corroboration I will advise you. Since it is not becoming that I should answer your question which you ask me without full enquiry or incorrectly as it will be entered and recorded in Government records and will remain there for a long time, for this reason it has been postponed. I hope that after a short time I will be able to send you the corroborated information.

× × × × × ×

Comp^d. Jado

Translated by
Captn French.

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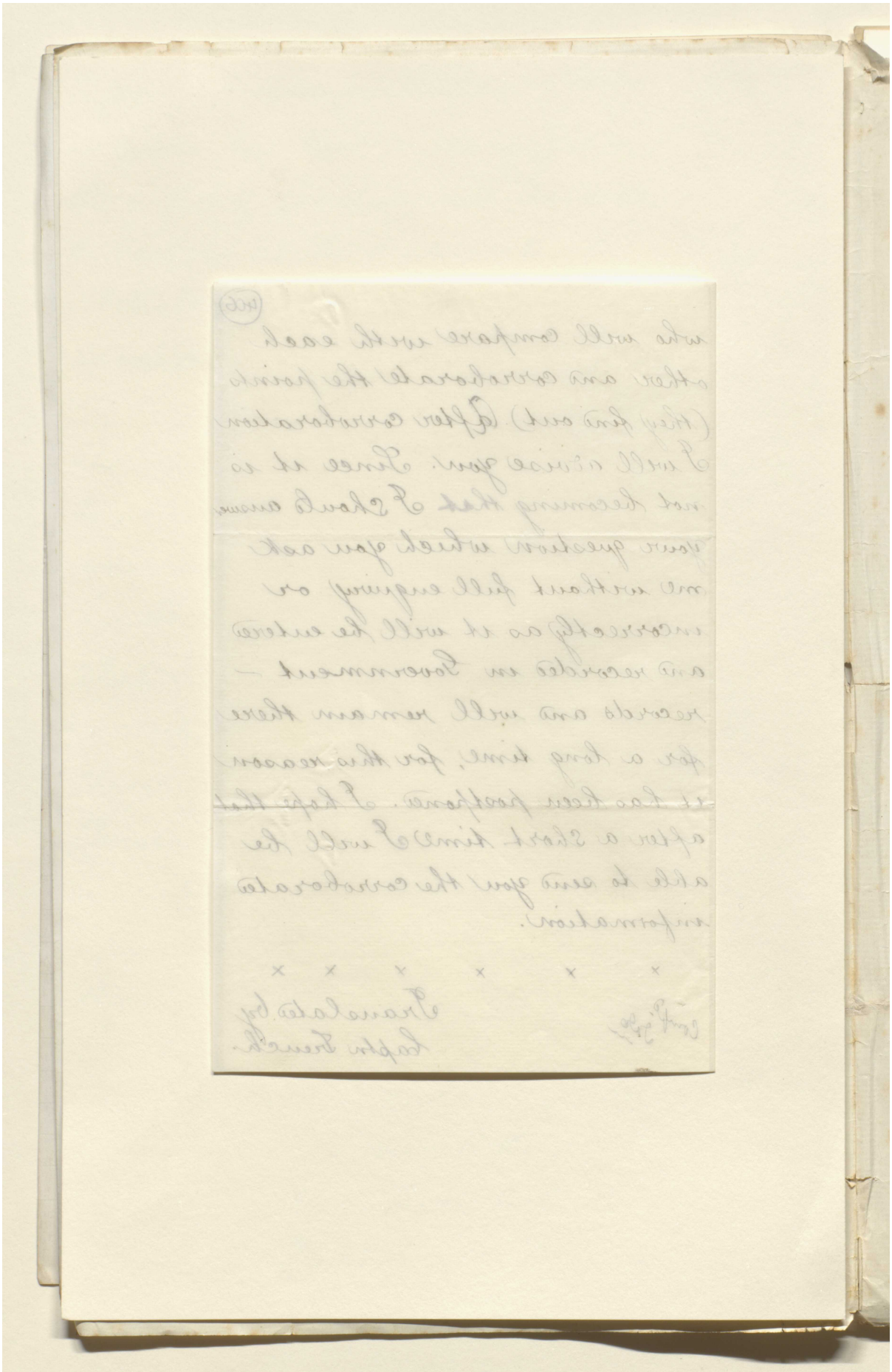

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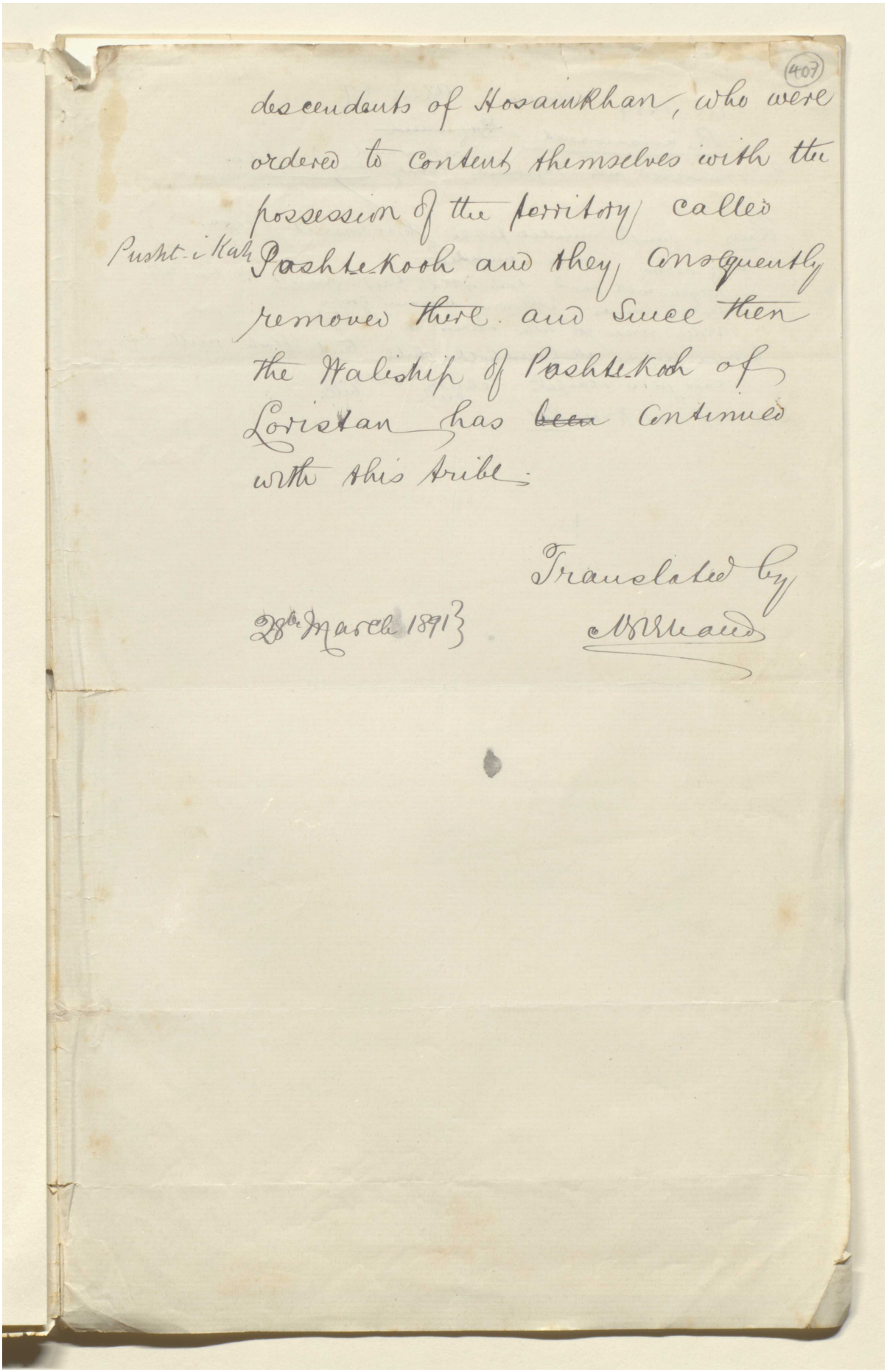

descendants of Hosainkhan, who were ordered to content themselves with the possession of the territory called Pusht-i Kah Pashtekooh and they consequently removed there. and since then the Waliship of Pashtekooh of Loristan has ~~been~~ continued with this tribe.

Translated by
28th March 1891 } [illegible]

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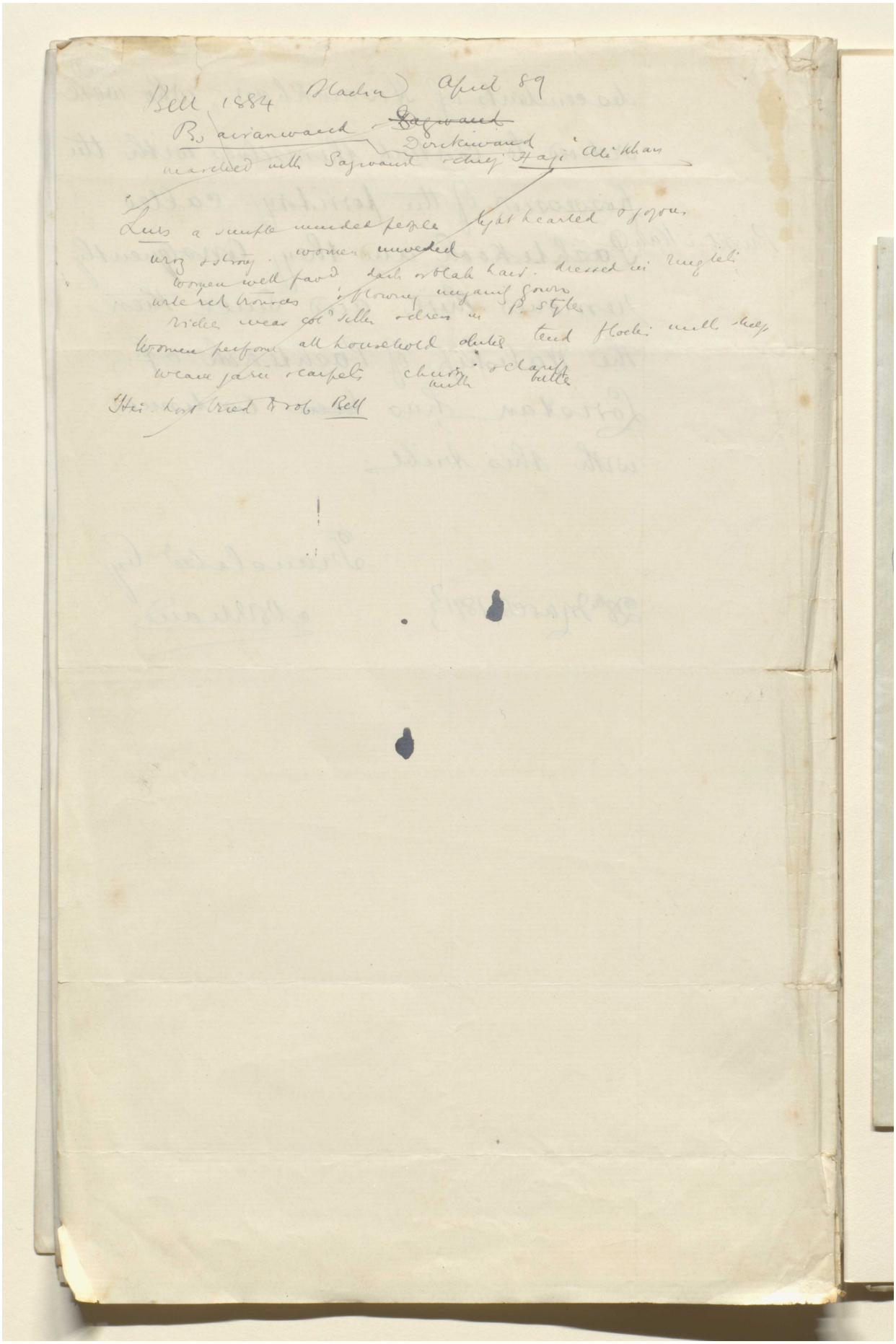

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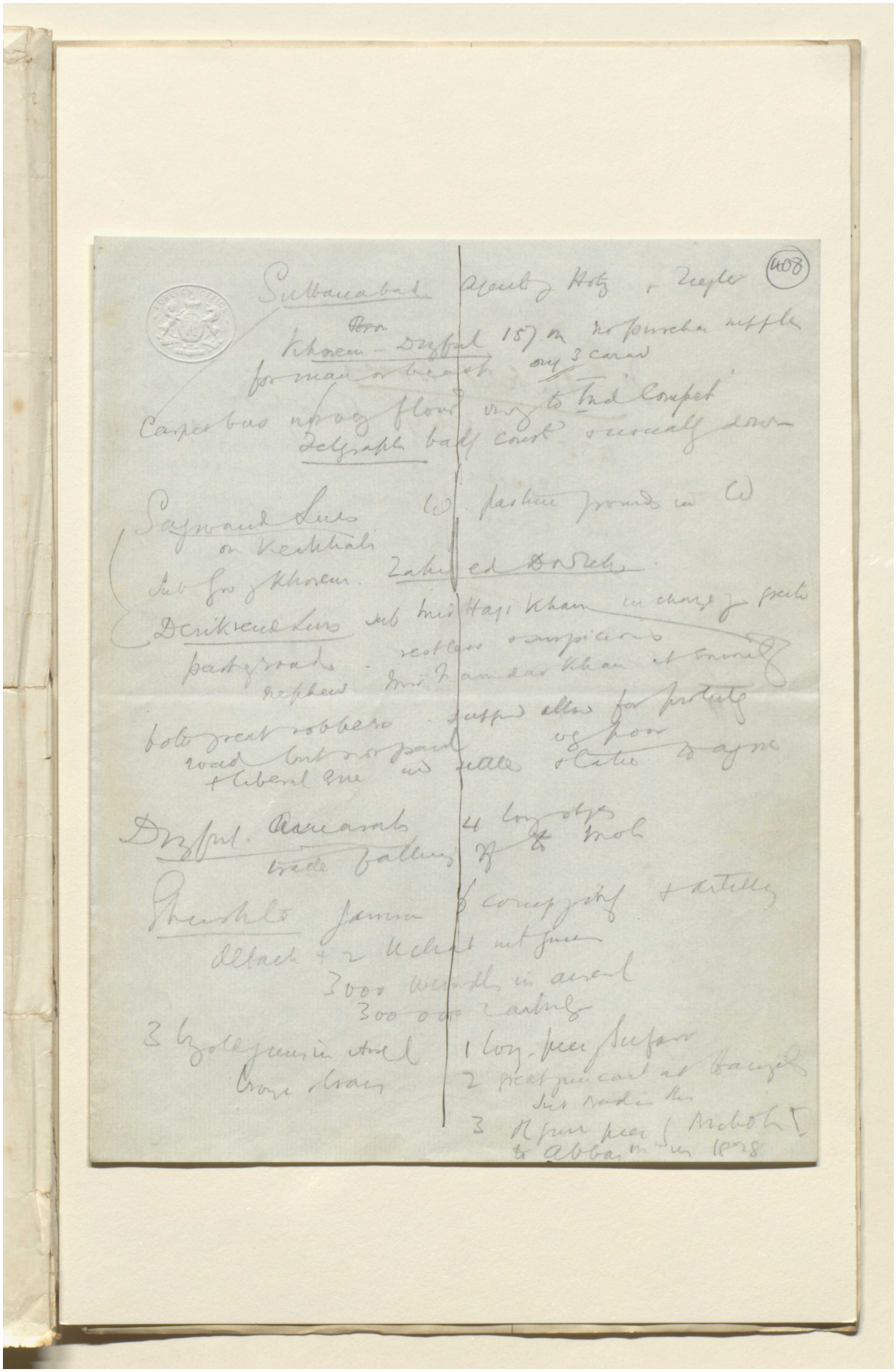

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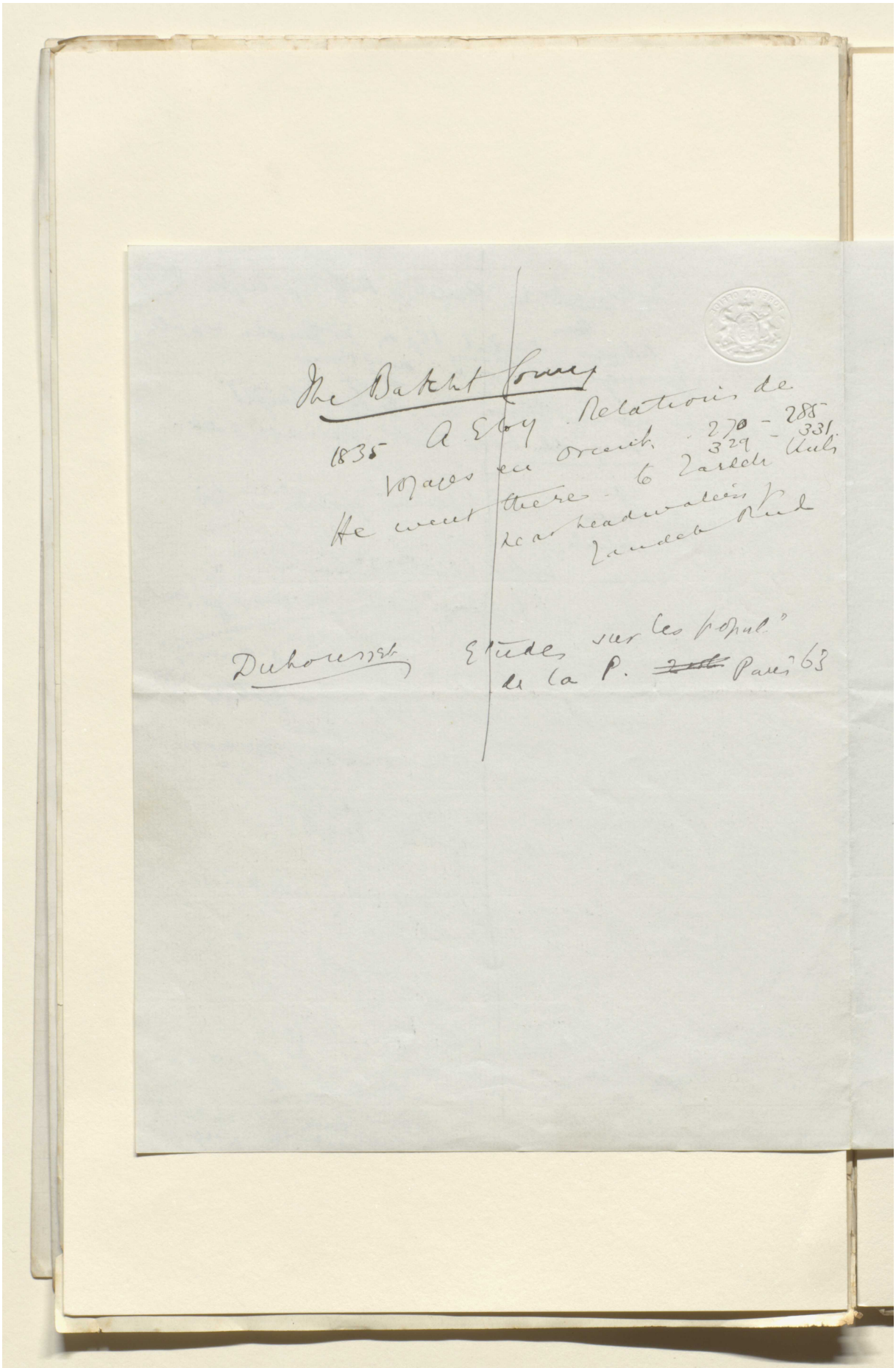

The Bakht Conway

1835 A. Eloy. Relations de voyages en Orient. 270 - 285 329 - 331.

He went there to Zardeh Kuh near headwaters of Zandeh Rud

Duhousset Etudes sur les popul.s de la P. ~~[illegible]~~ Paris 63

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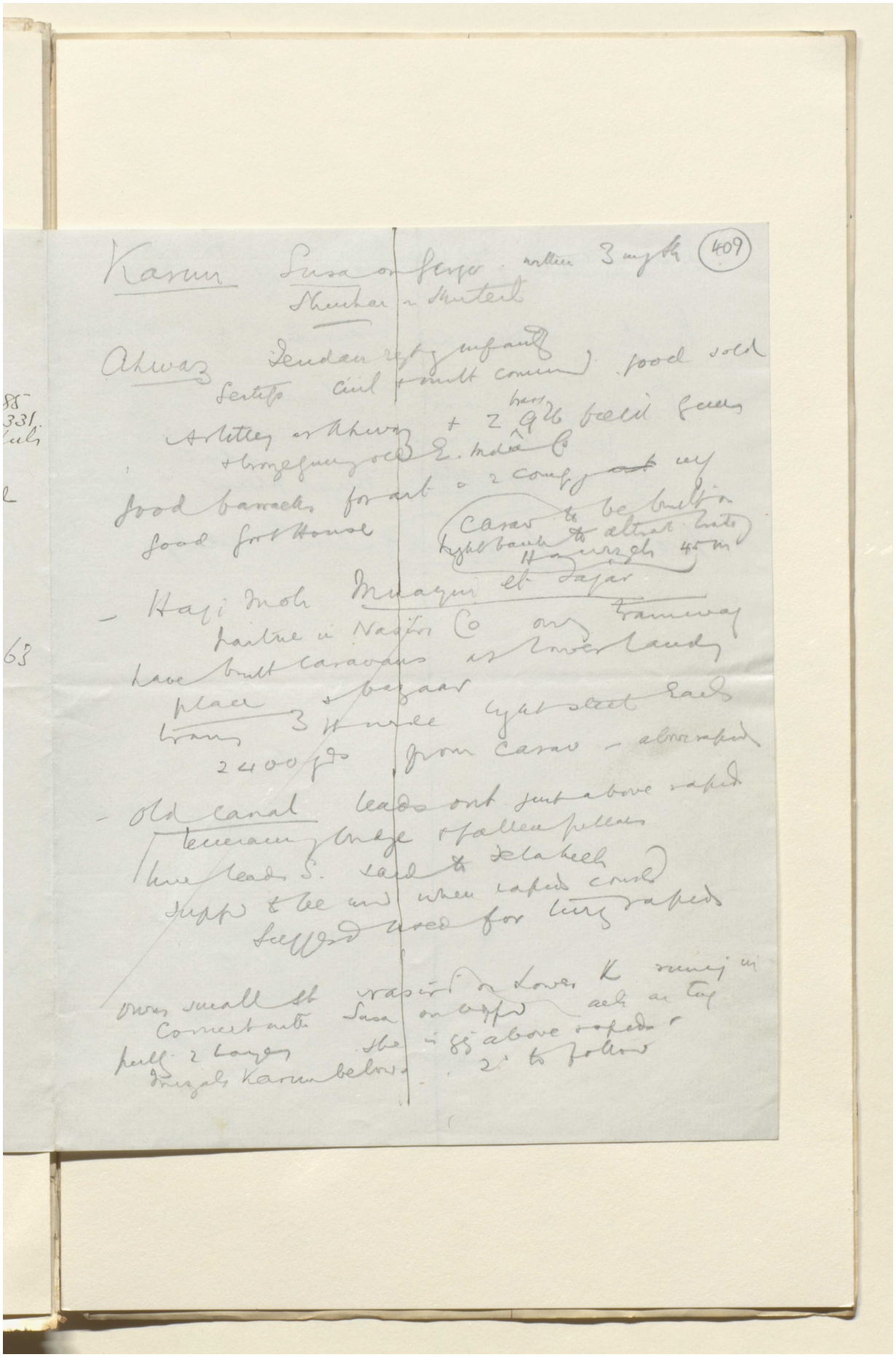

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Karun Susa or Sergo within 3 mgs (409)
Shuhar or Shuteit

Ahwaz Jendan reg'g infantry
Sertifs civil & mult commun. good sold

Artillery at Ahwaz + 2 brass 9 lb field guns
+ bronze gunny old E. India Co

good barracks for art & 2 comp'y ~~art~~ inf
good Govt House

Carav to be built on
light bank to attract trade
Hamrizah 45 m

- Haji Moh Muayni et Tajar
partner in Nasiri Co only tramway
have built caravans at lower landing
place & bazaar
trans 3 H mile light steel rails
2400 yds from Carav - above rapids

- Old canal leads out just above rapids
remaining bridge & fallen pillars
line leads S. said to Selaheeh
supp'd to be used when rapids could
suggested used for tiny rapids

Owns small st vasir on Lower K running in
Connect with Susa on supp'd ach on tag
pull 2 barges she is gg above rapids &
Imzah Karun below 2' to follow

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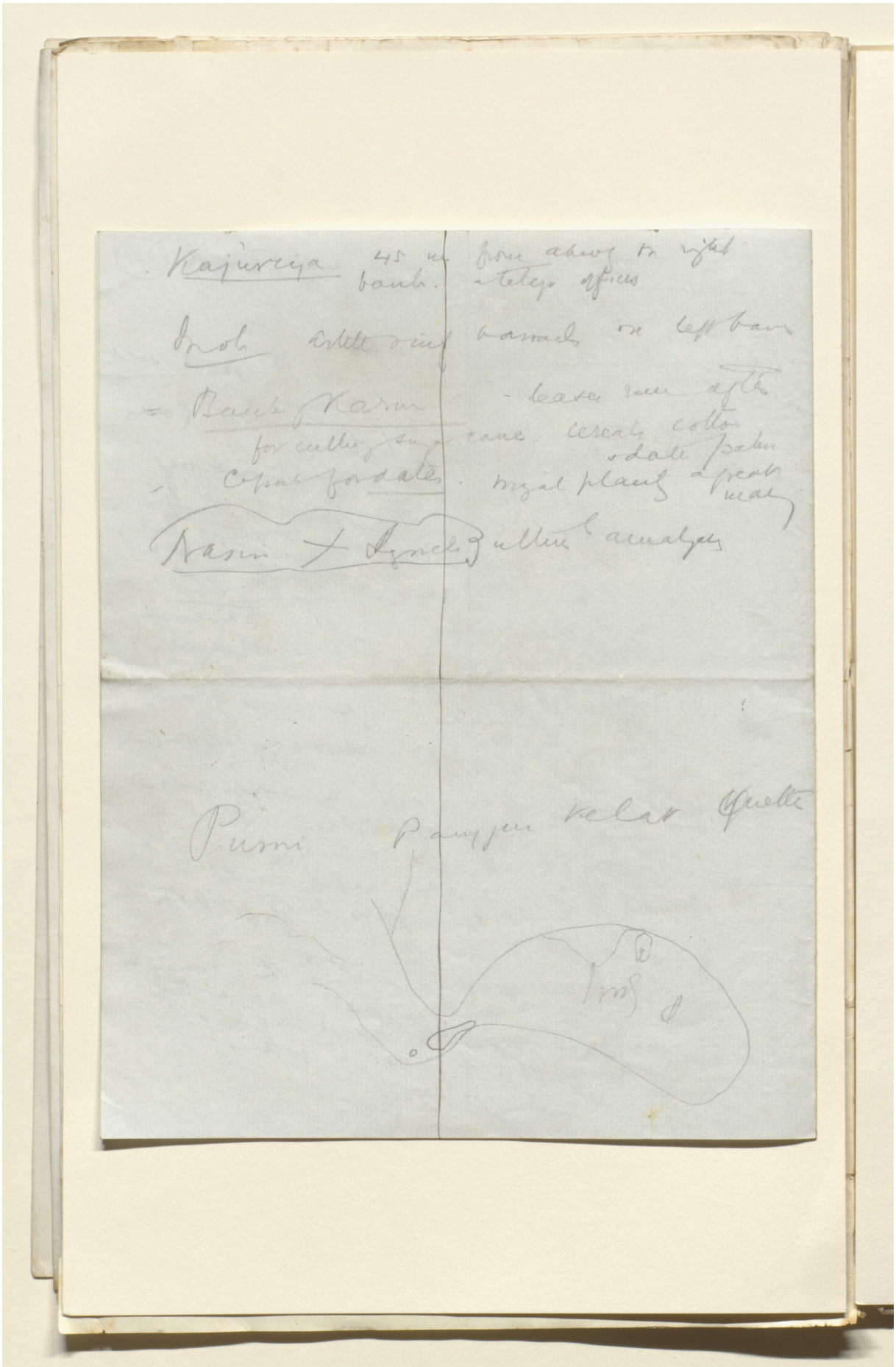

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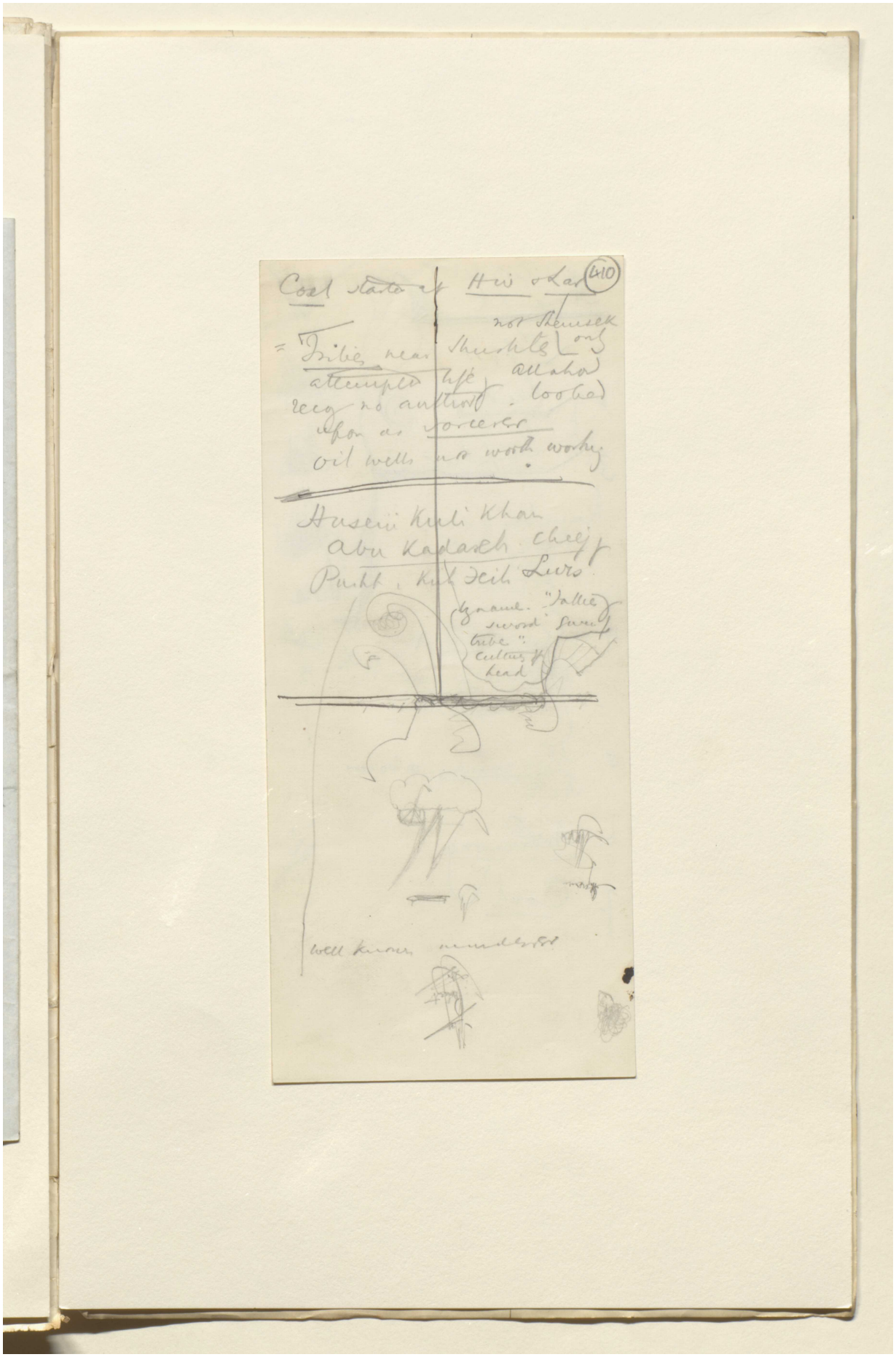

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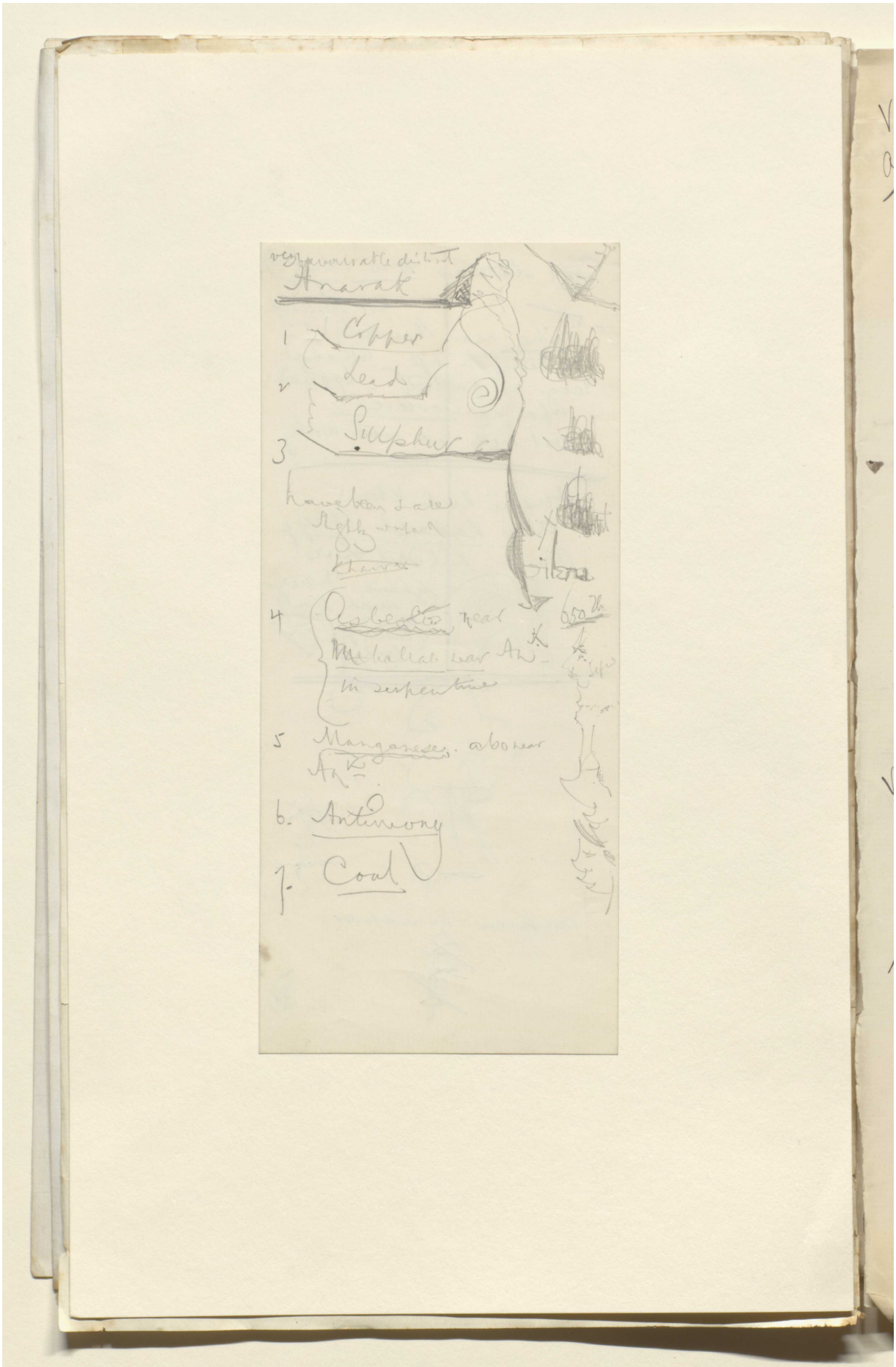

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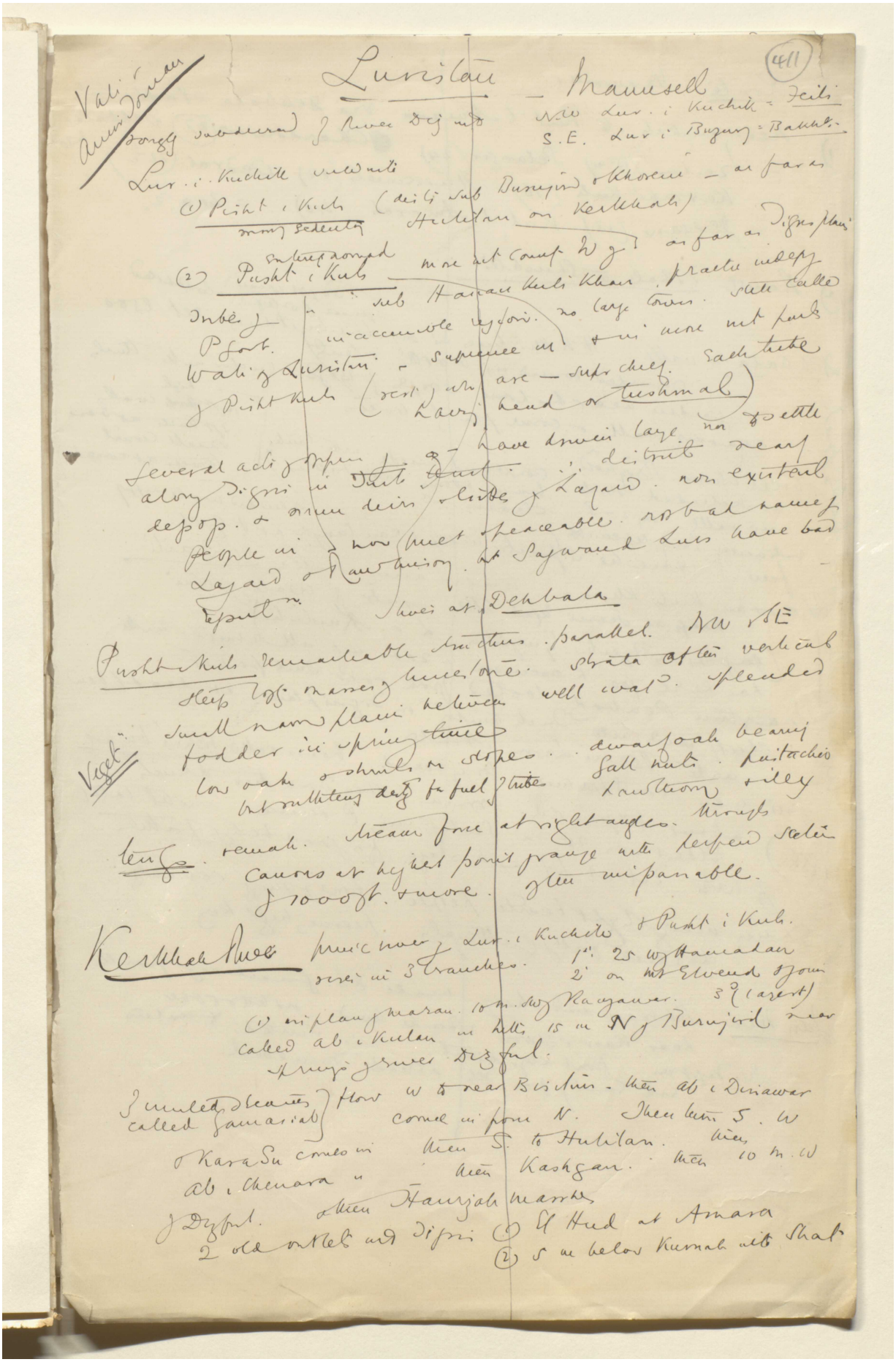

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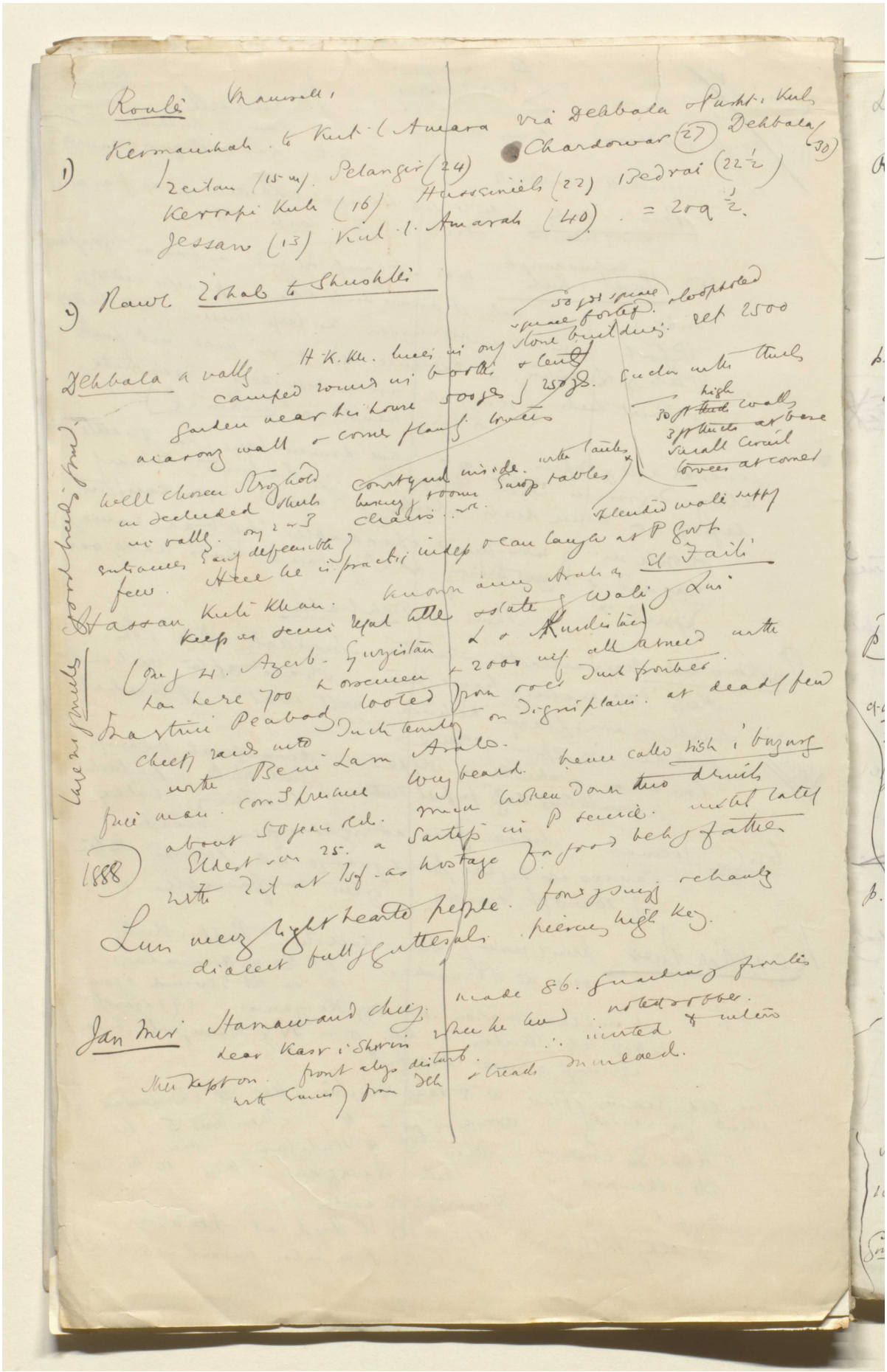

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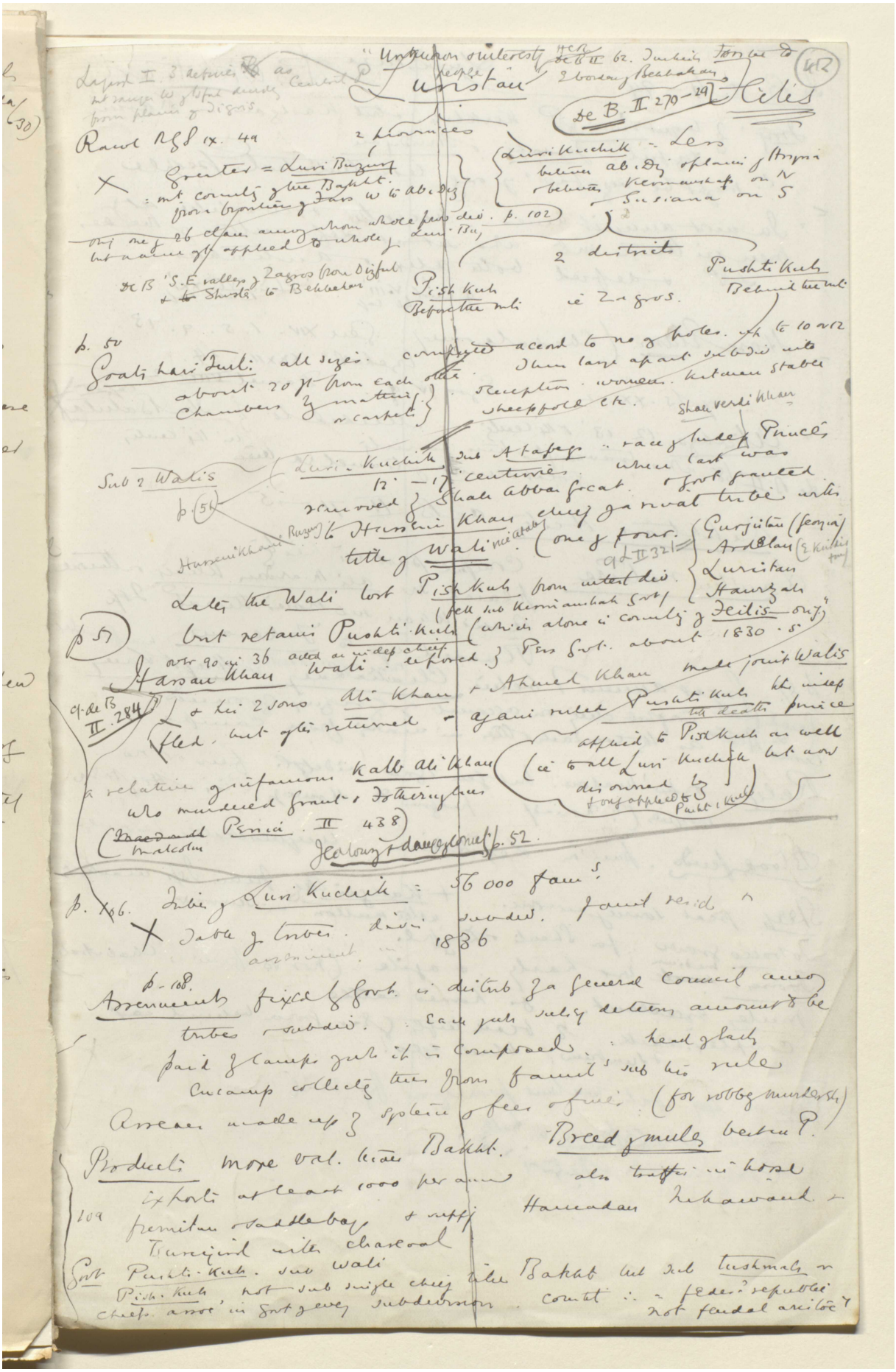

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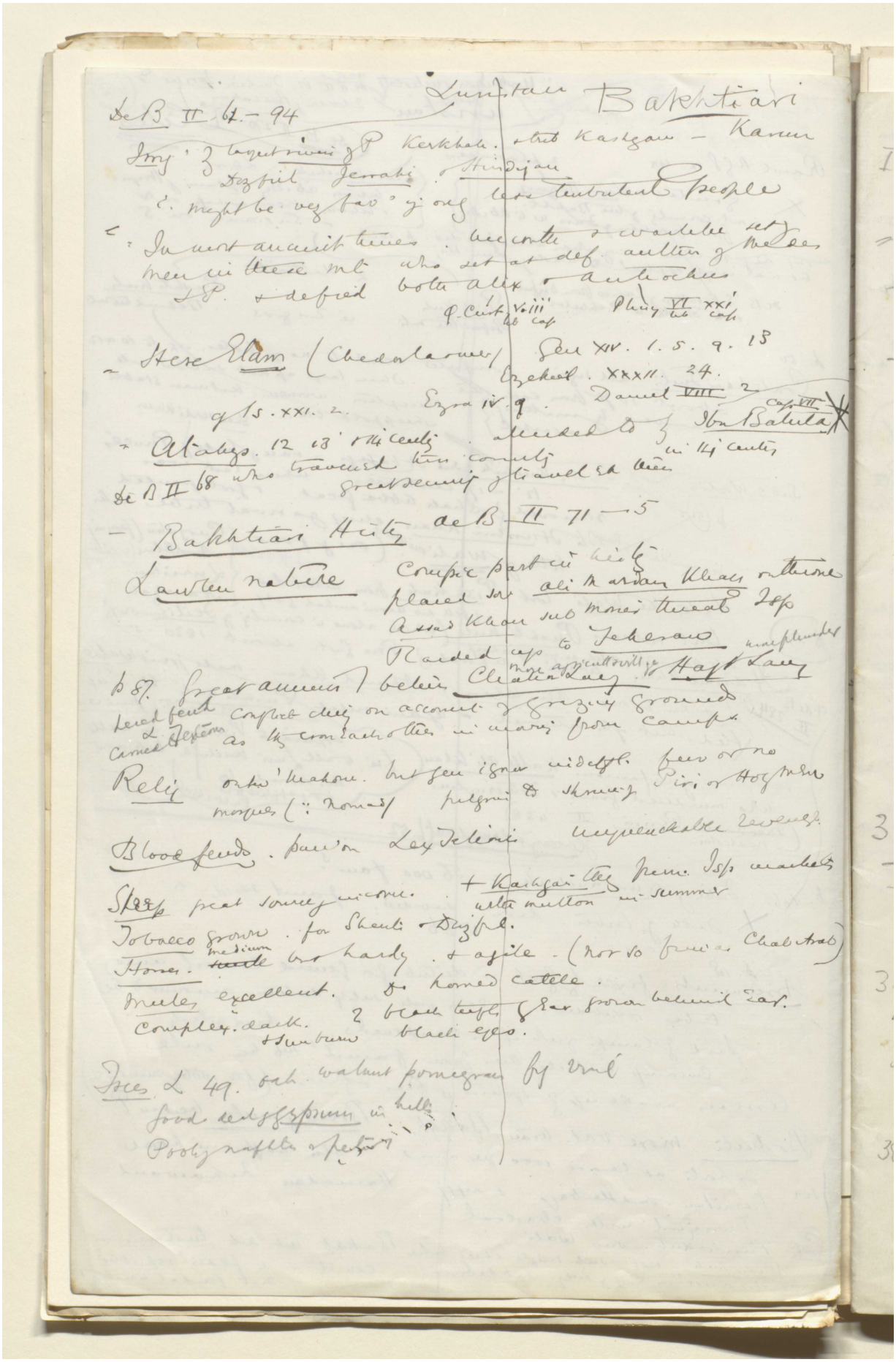

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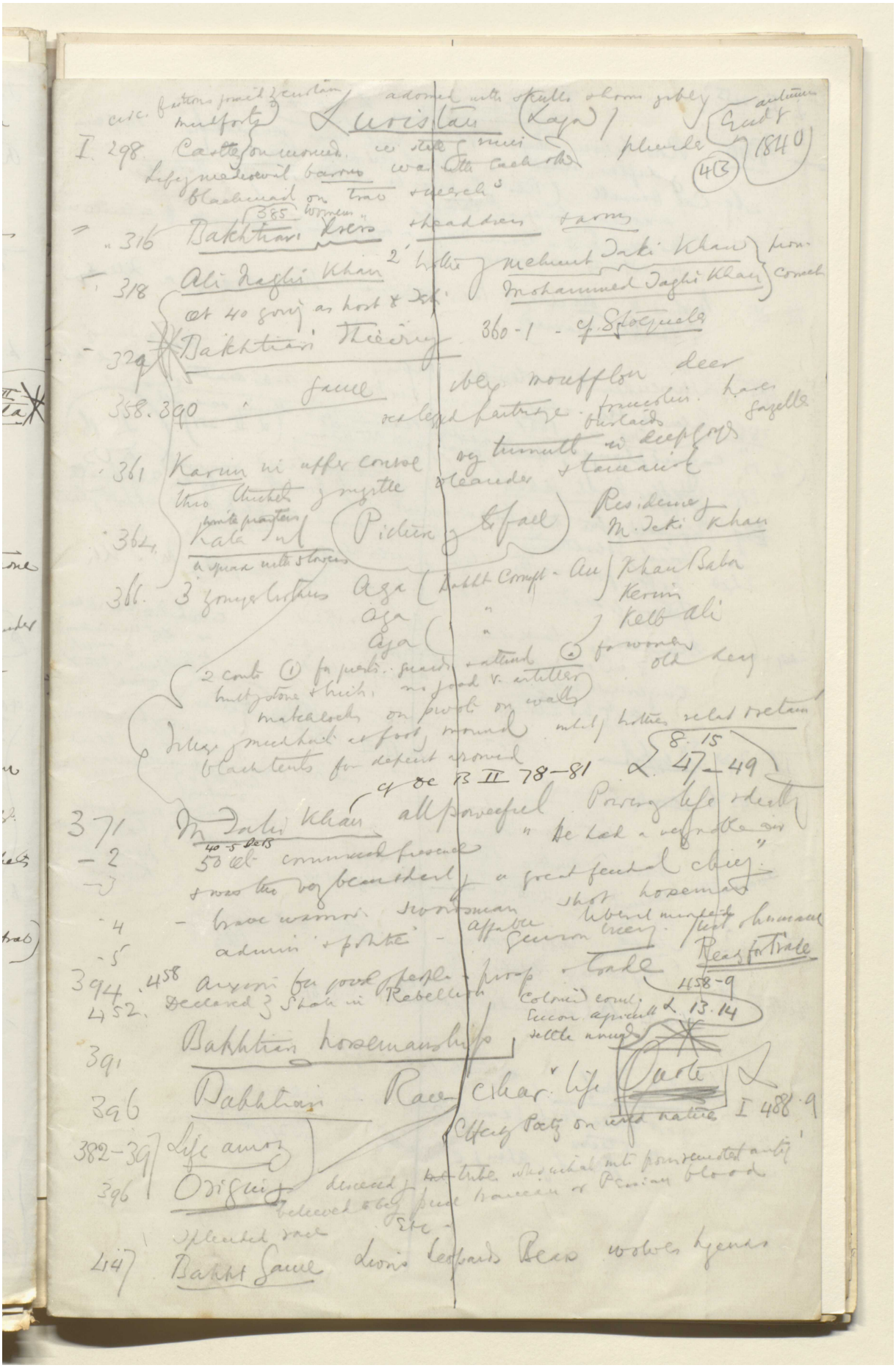

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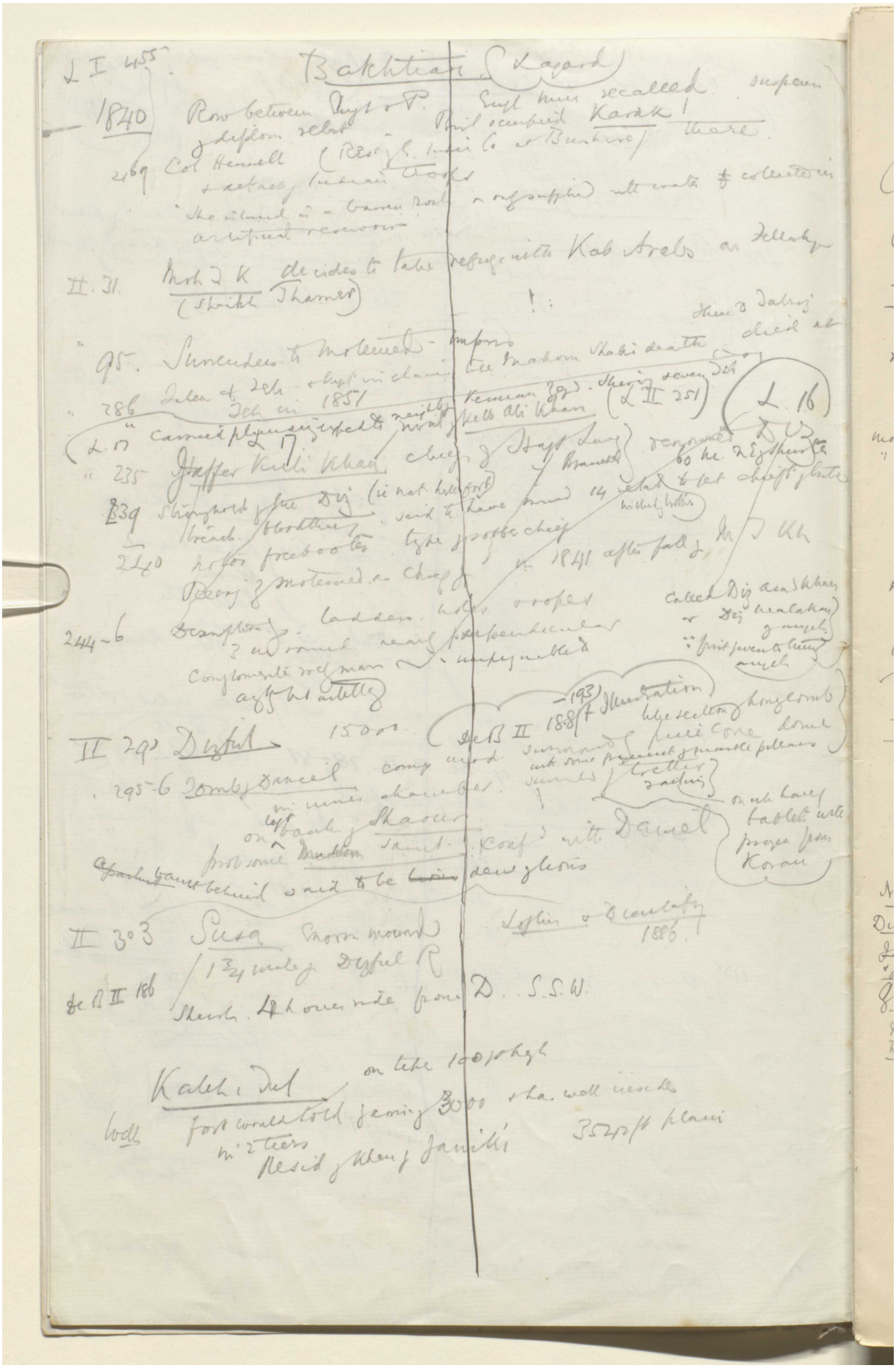

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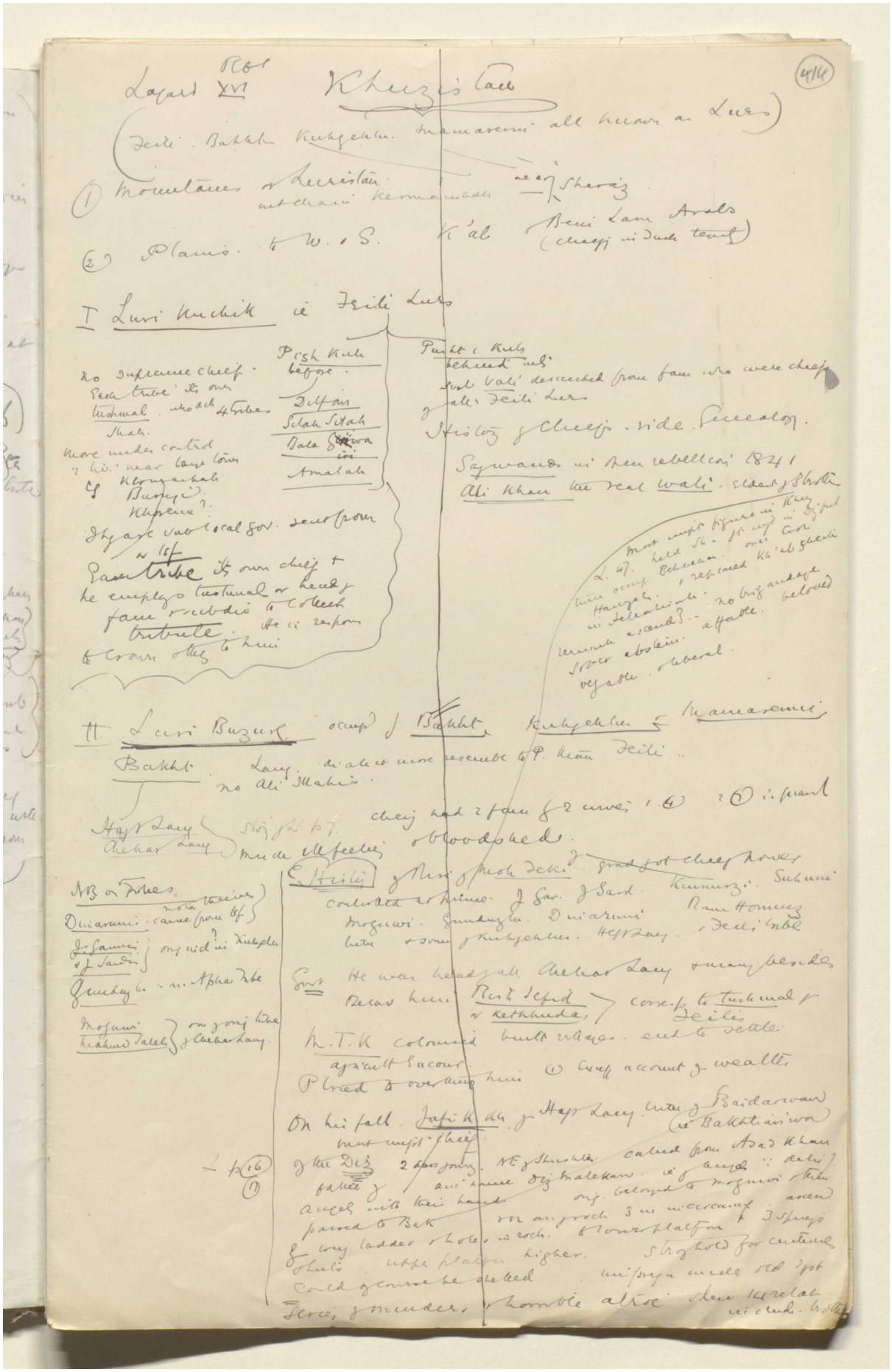

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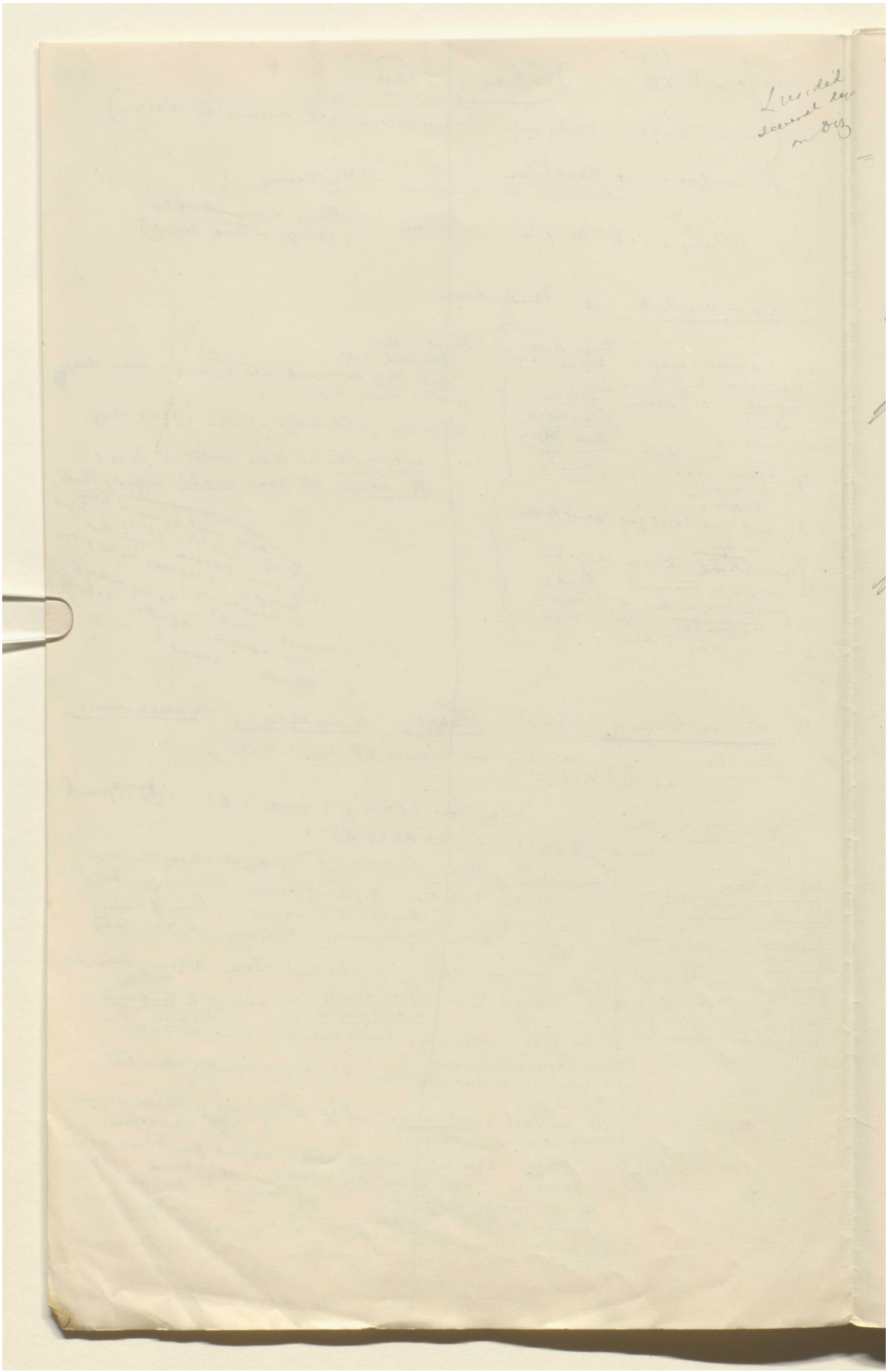

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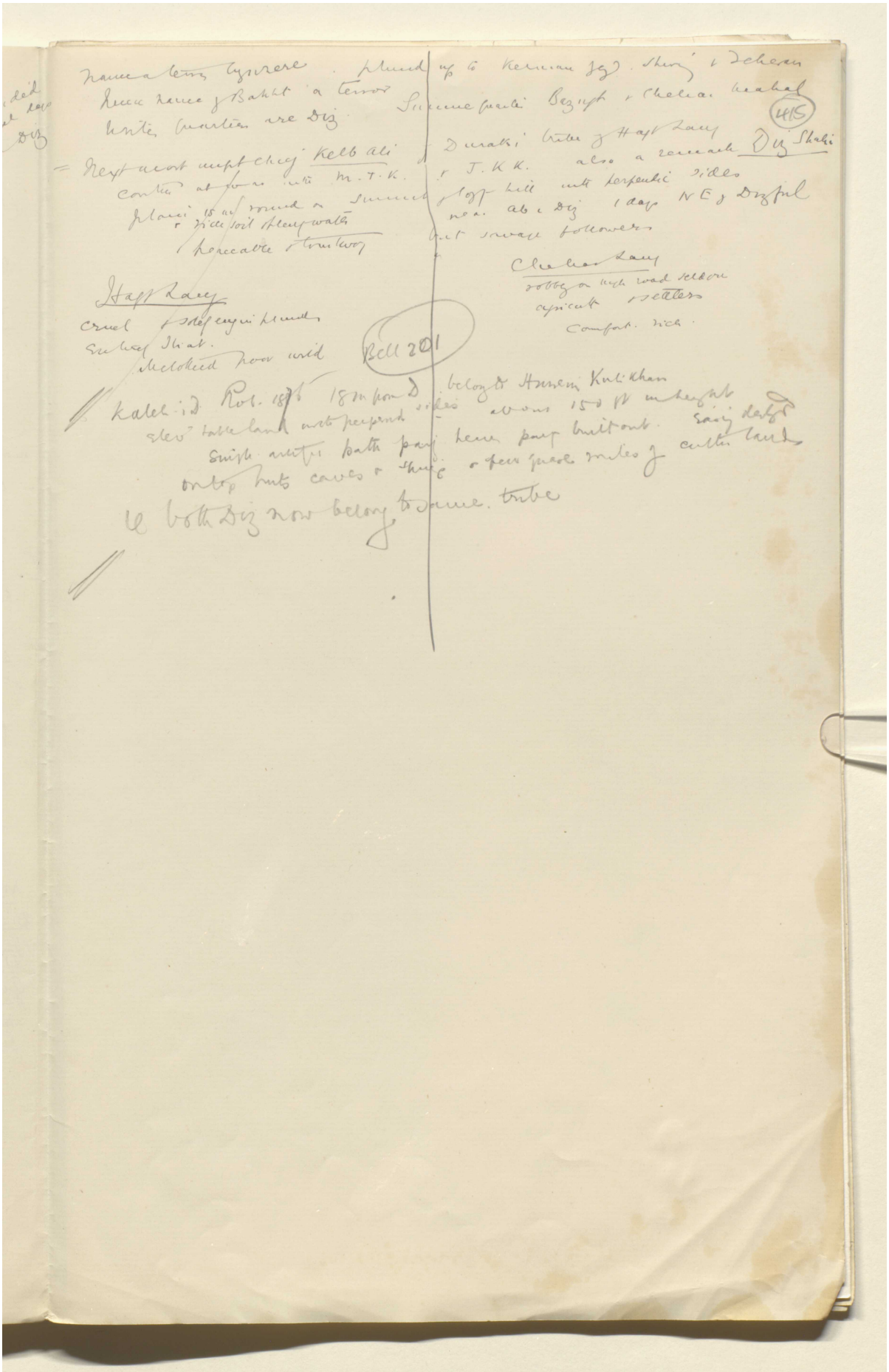

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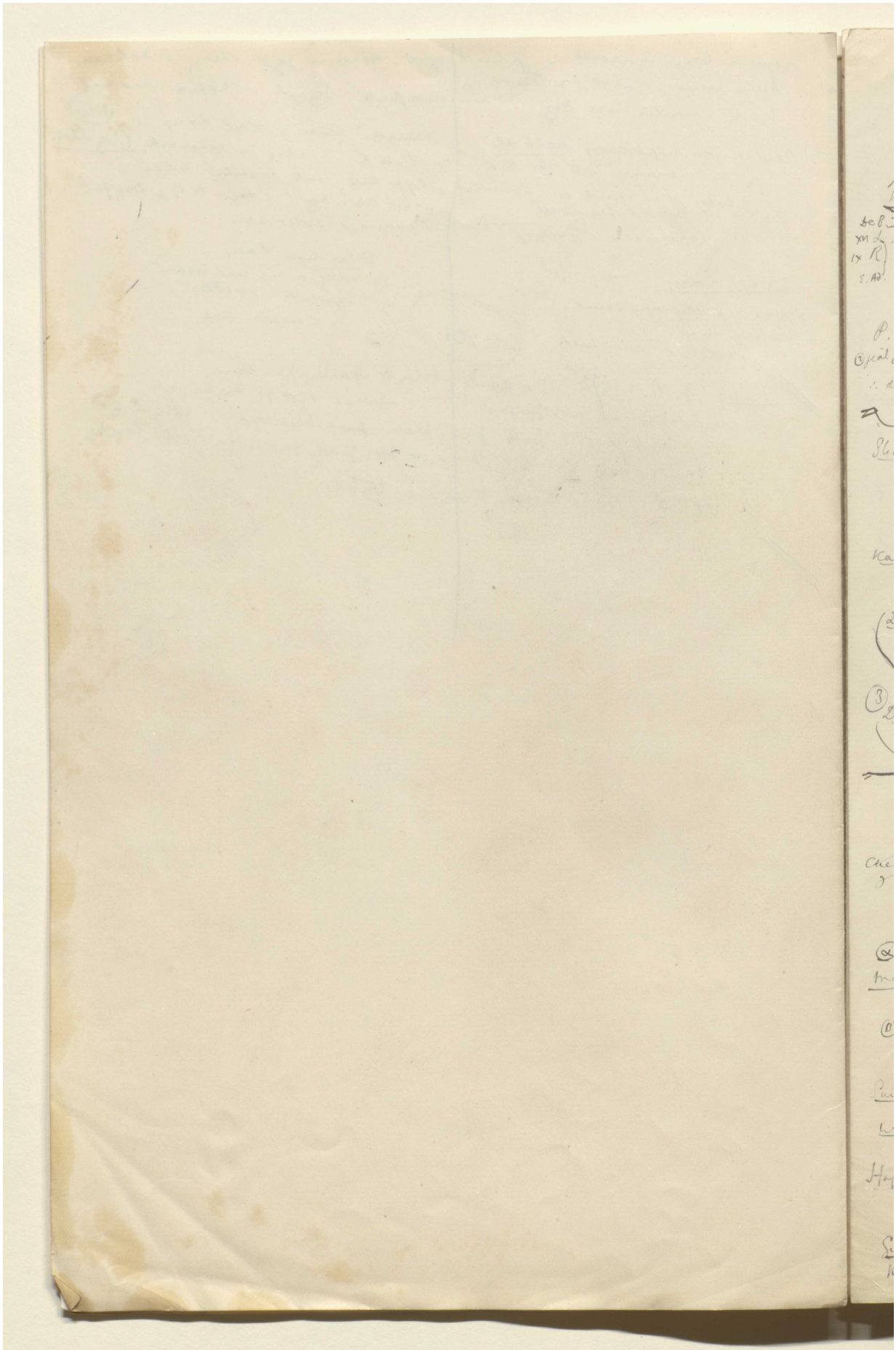

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'Lord Curzon's Notes on Persia: About 1889-1890' [416r] (851/1486)

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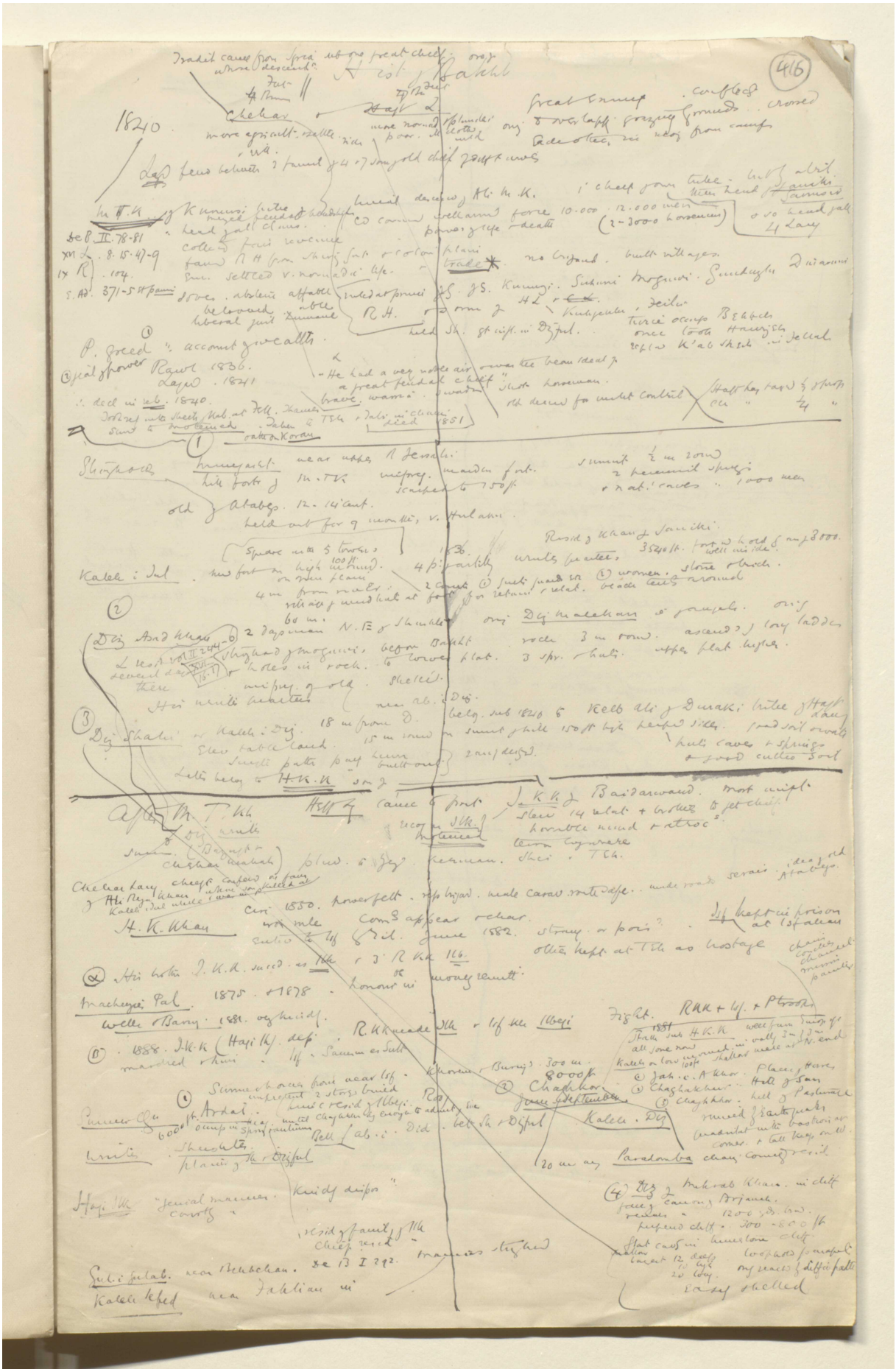

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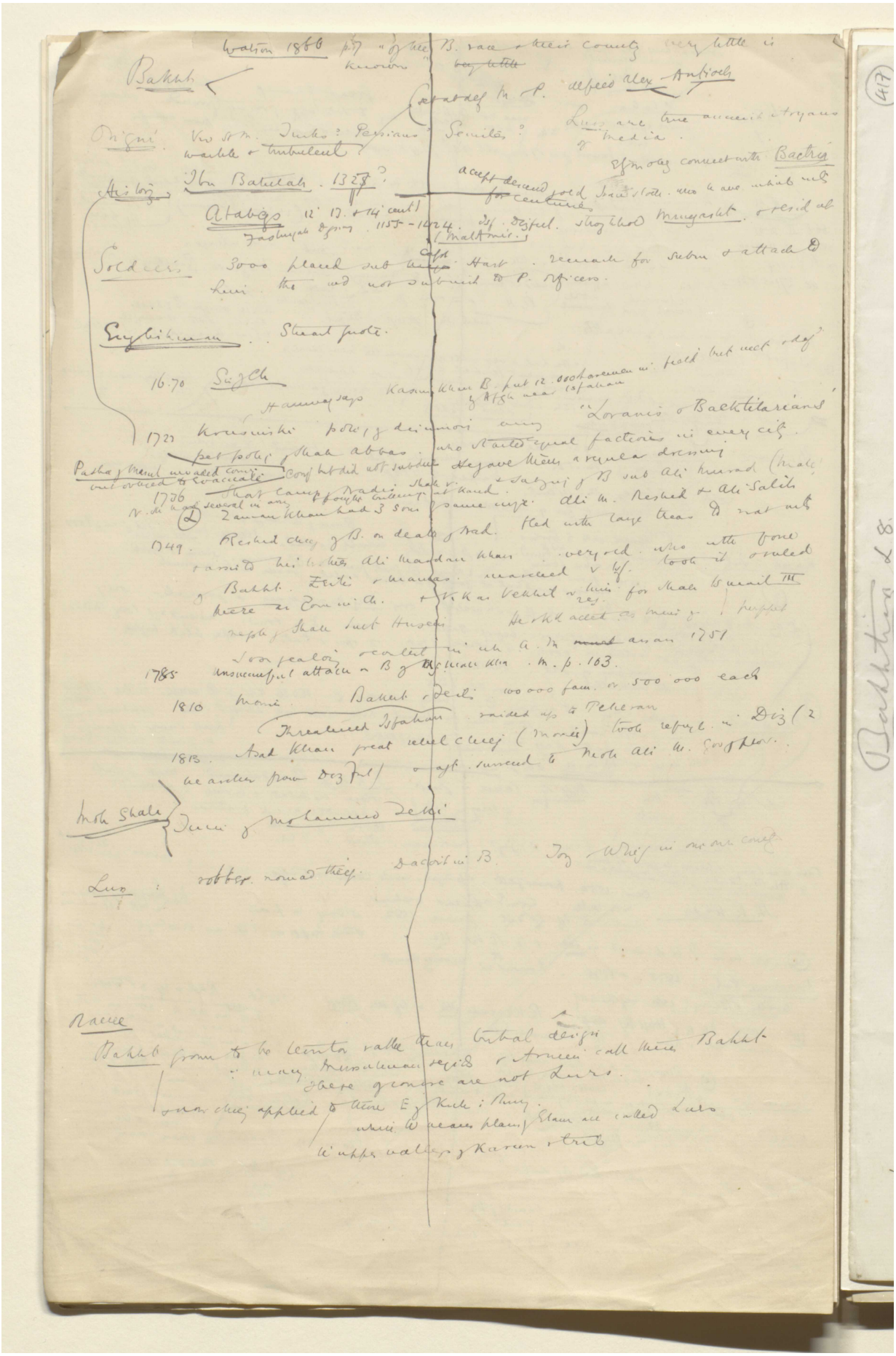

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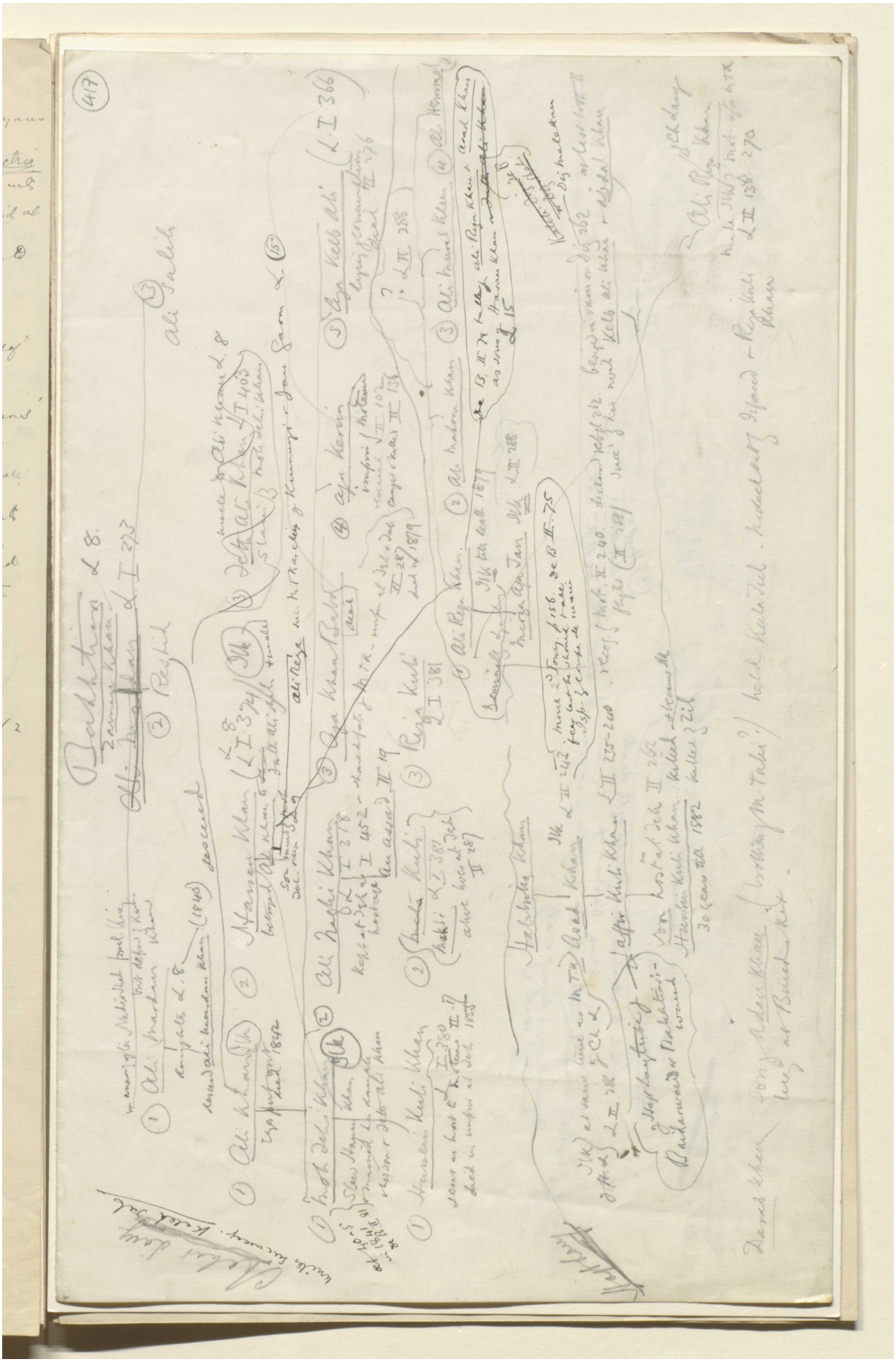

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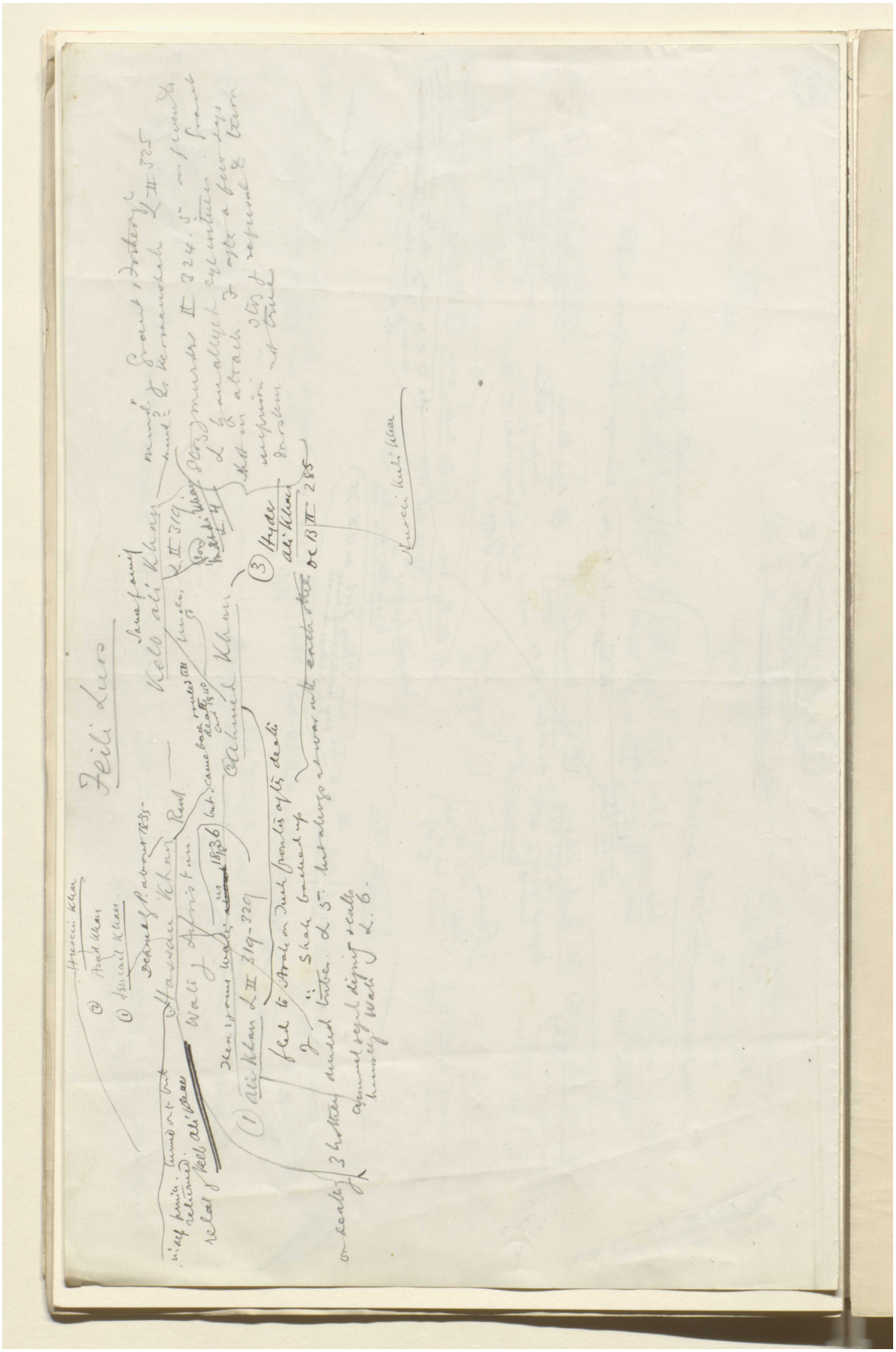

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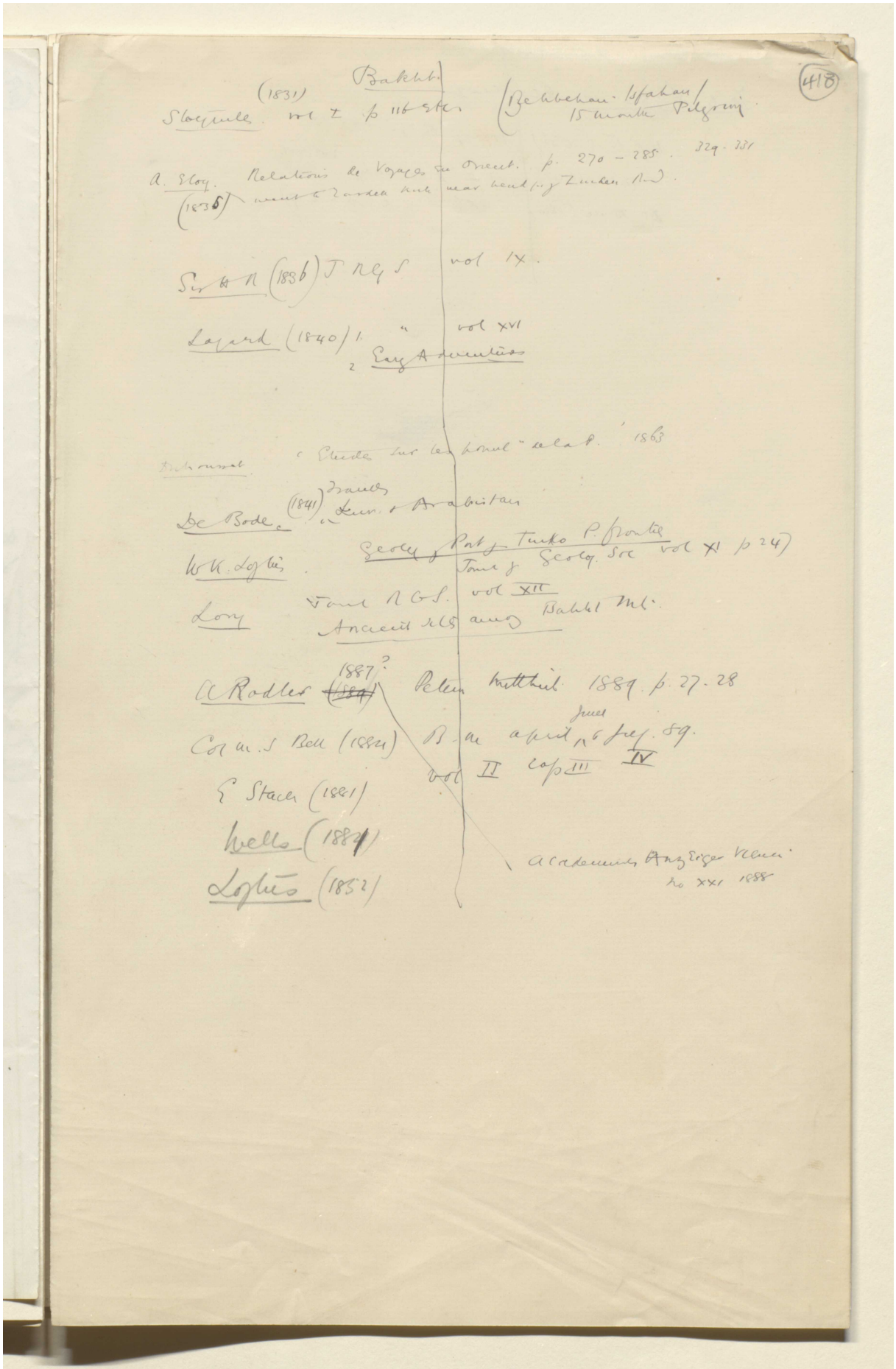

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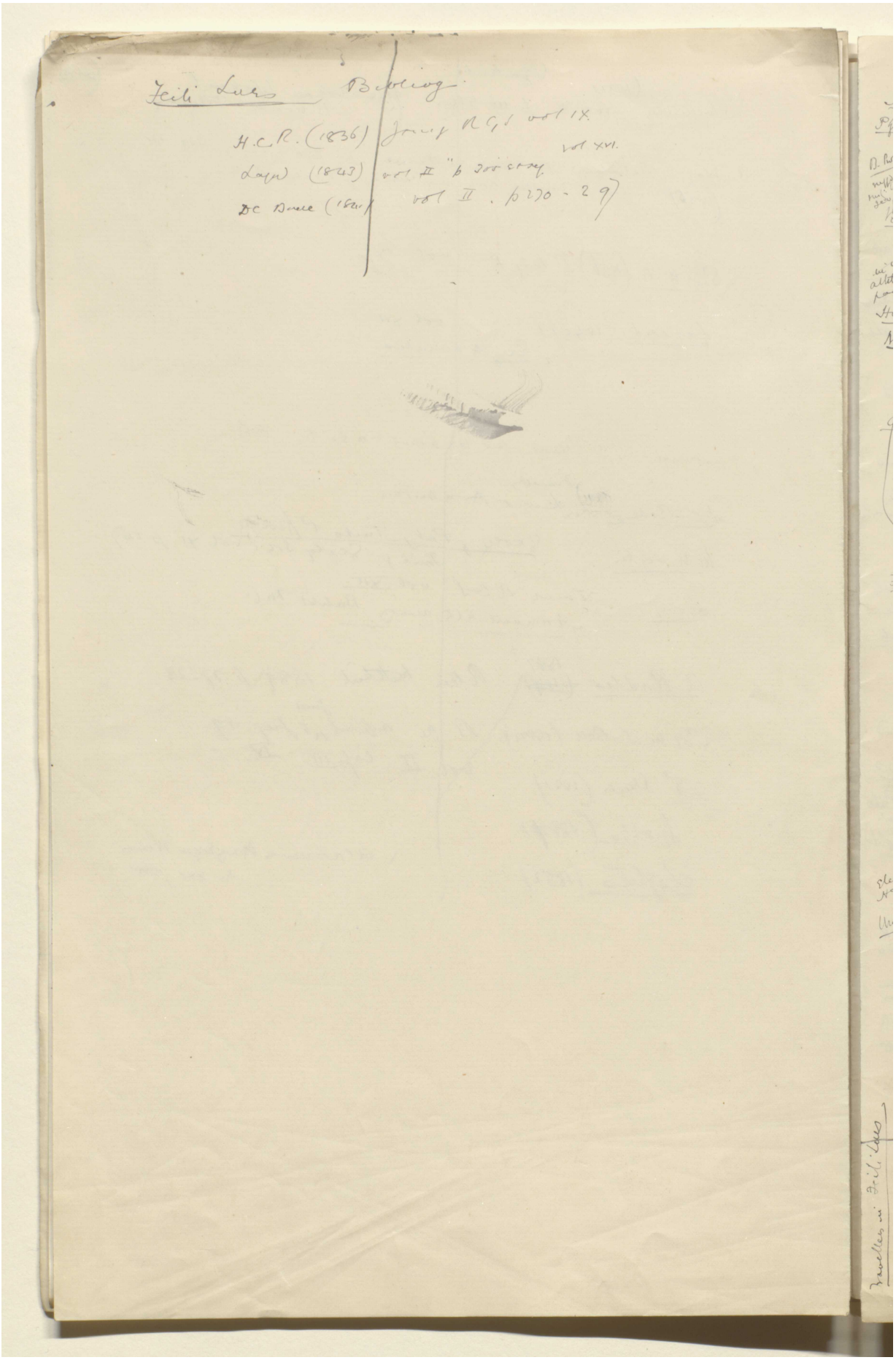

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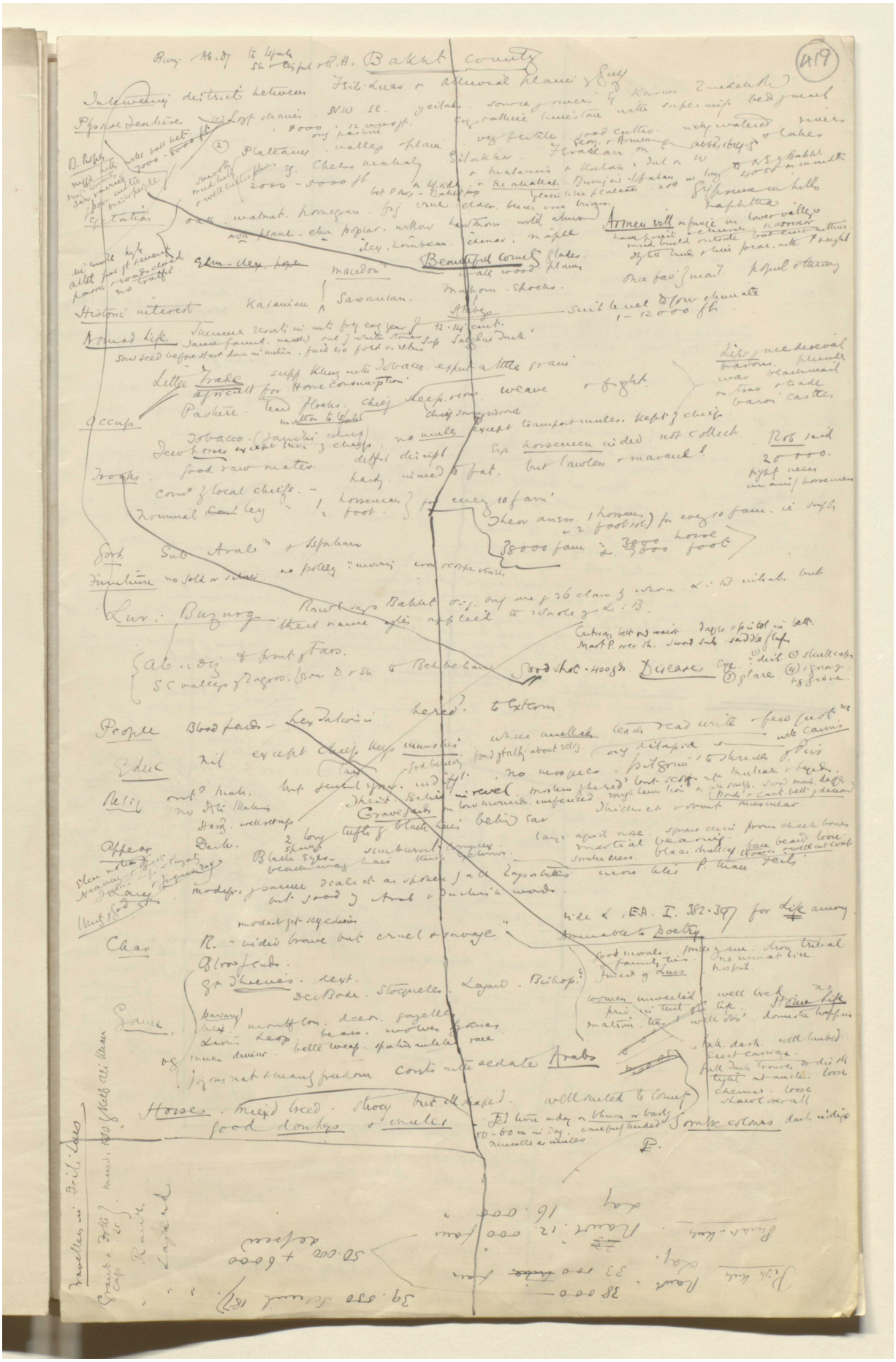

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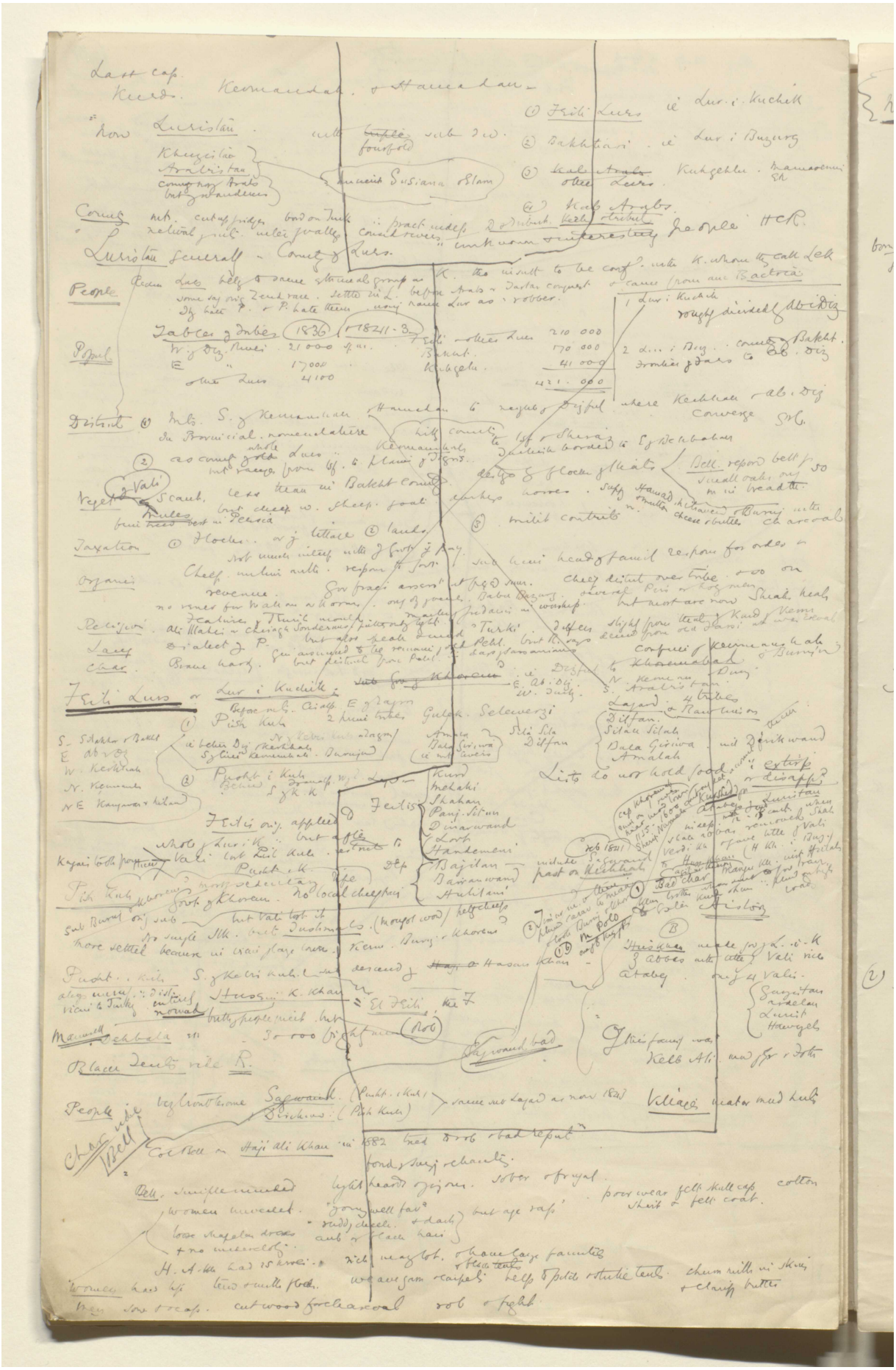

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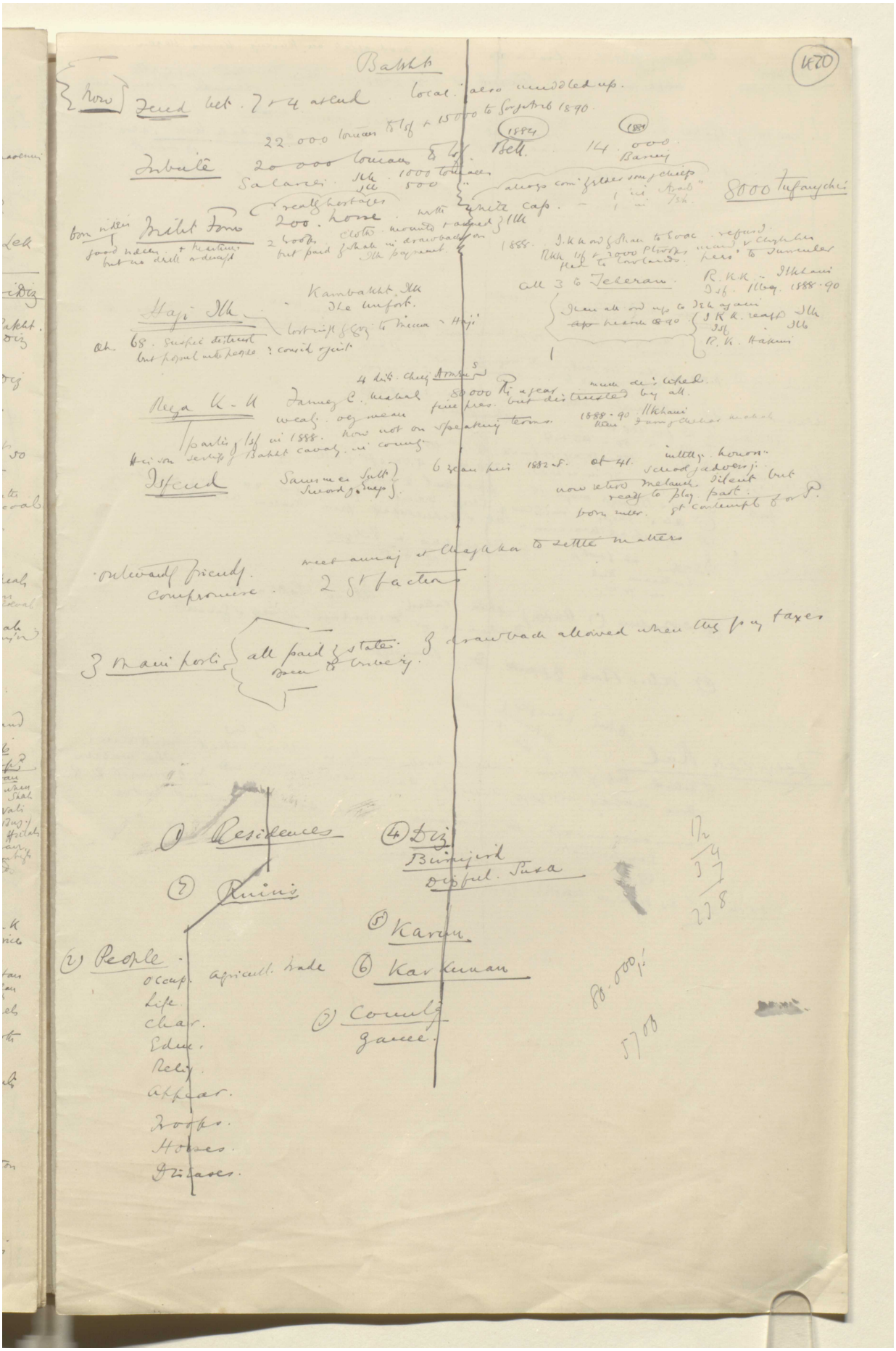

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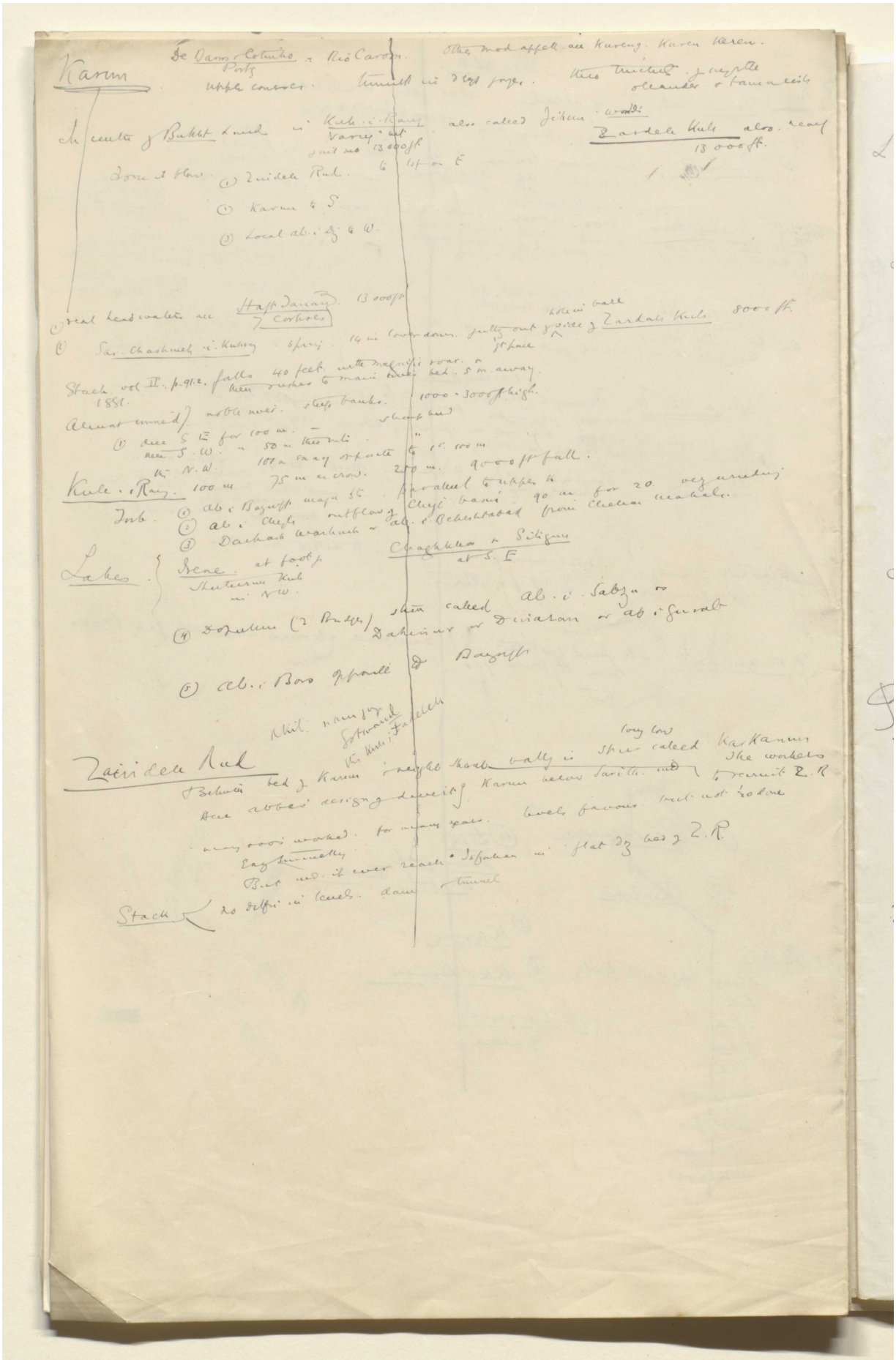

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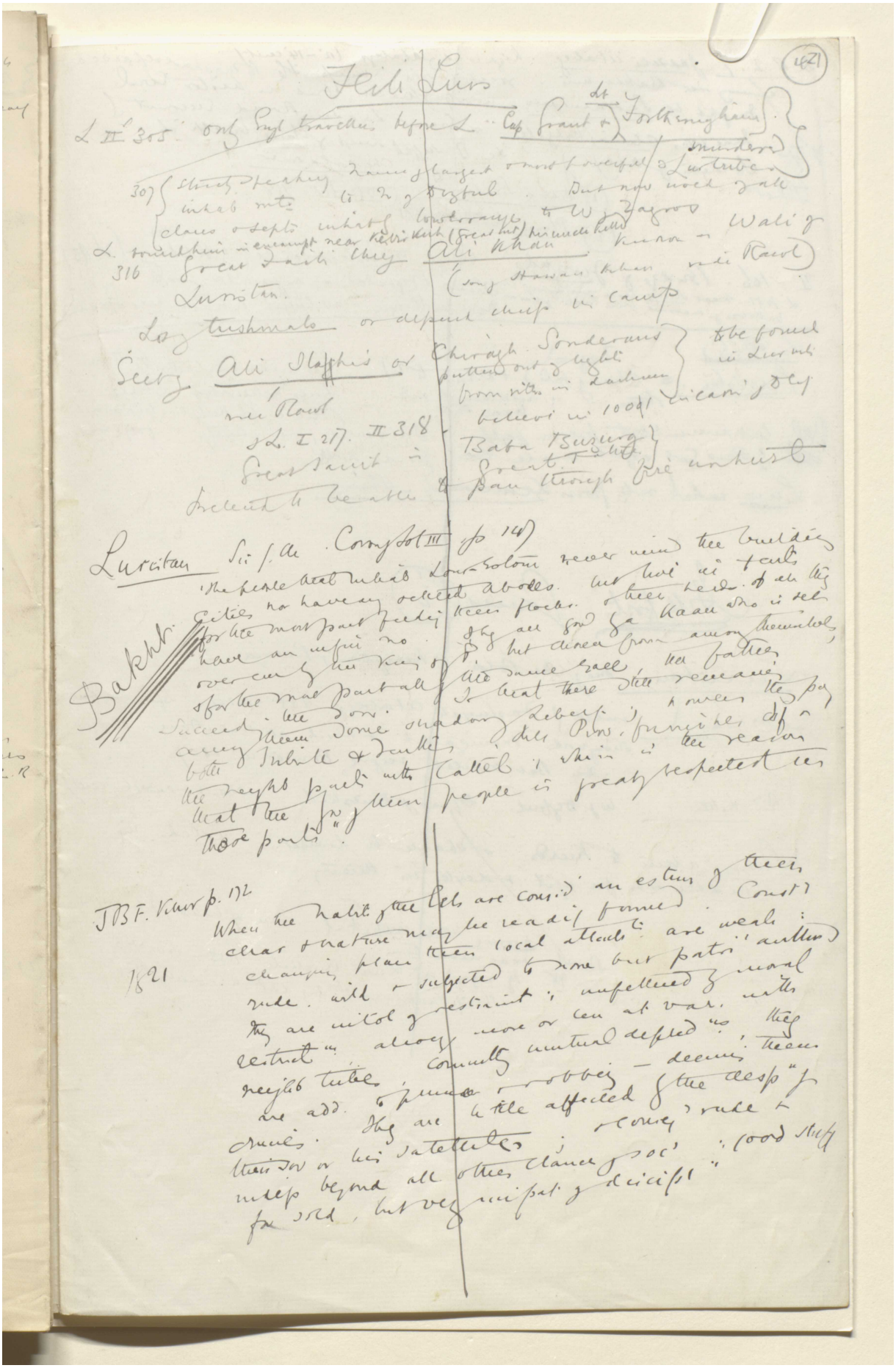

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(421)

Feili Lurs

L II 305 only Engl travellers before L. Cap Grant & Lt Fortheringham

307 strictly speaking name of largest & most powerful & murdered Lur tribes inhab mts to N of Dizful. But now used of all clans & septs inhab lowerrange to W of Zagros

L. found him in encampt near Kebir Kuh (Great Mt) his uncle killed

316 Great Faith chief Ali Khan known as Wali of Luristan. (son of Hassan Khan vide Rawl)

Lo of trishmals or depend chiefs in camp

Sect of Ali Ilaghis or Chiragh Sonderans putting out of light from sitting in darkness to be found in Lur mts

vide Rawl believe in 1001 incarn of Dey

& L. I 217. II 318 Baba Buzurg Great Faith

Great Saint is Great Faith

Pretend to be able to pass through fire unhurt

Luristan Sir J. Ch. Corry Sol III p 147

The people that inhab Lour-Solom never mind the building cities nor have any settled abodes. but live in tents for the most part feeding their flocks. & their heads of all they have an infin no. They all good ya Kaan who is set over em by the King of P. but chosen from among themselves, & for the most part all of the same race, the father succeeds the son. To that there still remains among them some shadow of liberty; however they pay both Tribute & Tenths, & the Pros. furnishes off in the neight parts with cattel; which is the reason that the Gov of these people is greatly respected in those parts".

Bakht

JBF. Khor p. 172

1821

When the habits of the Lels are consid' an estim of their char & nature may be readily formed. Const' changing plan their local attachts are weak: rude, wild & subjected to none but patri' authority they are in tol of restraint; unfettered by moral restrict'ns, always more or less at var. with neight tribes, commonly mutual defied'ns, they are add. to pillage & robbery — deemed their crimes. They are little affected by the desp'n of their Gov or his satellites; & convey rude & indep beyond all other clans of soc'; good stuff for sold, but very impat of discipl'n"

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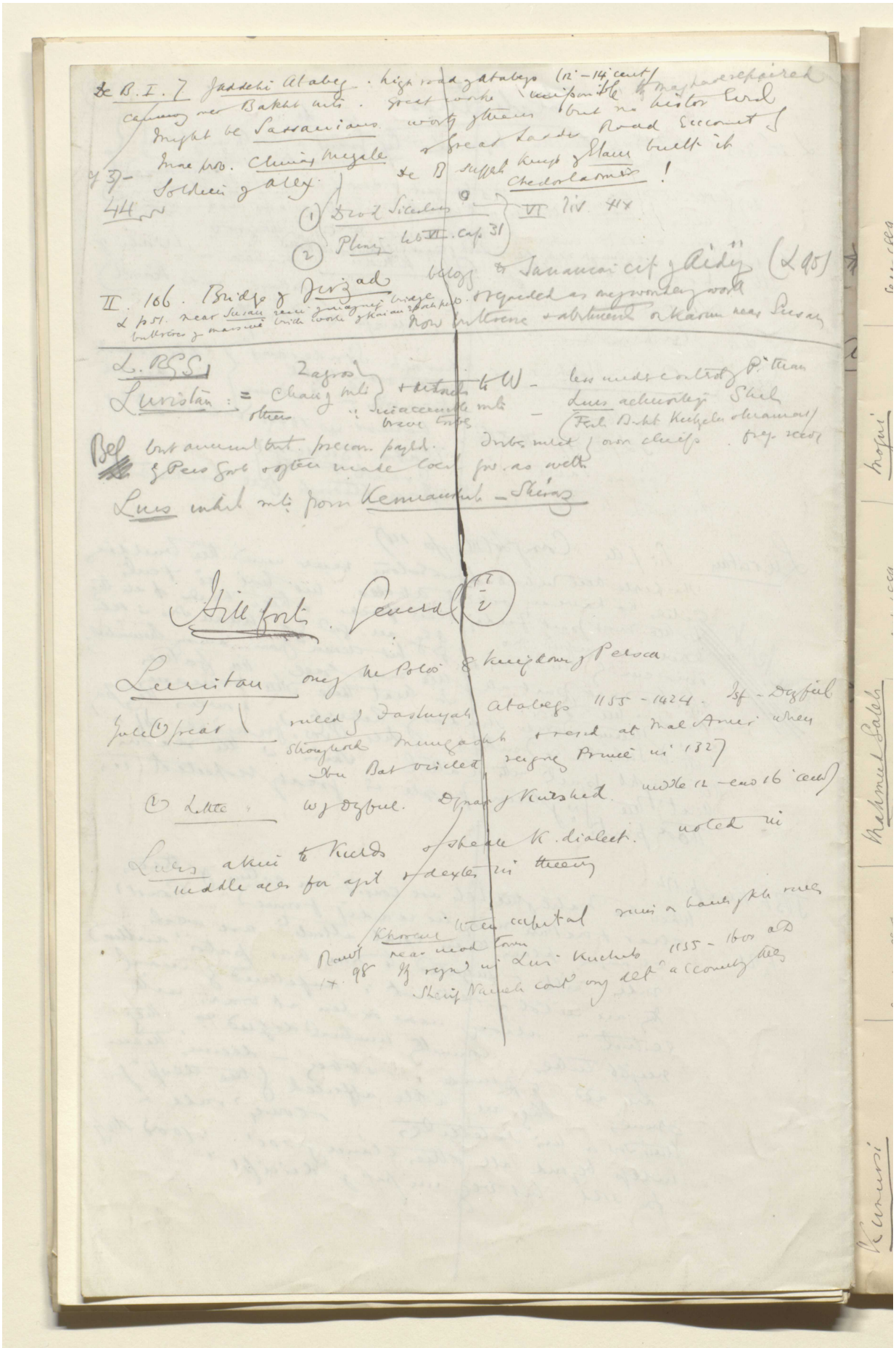

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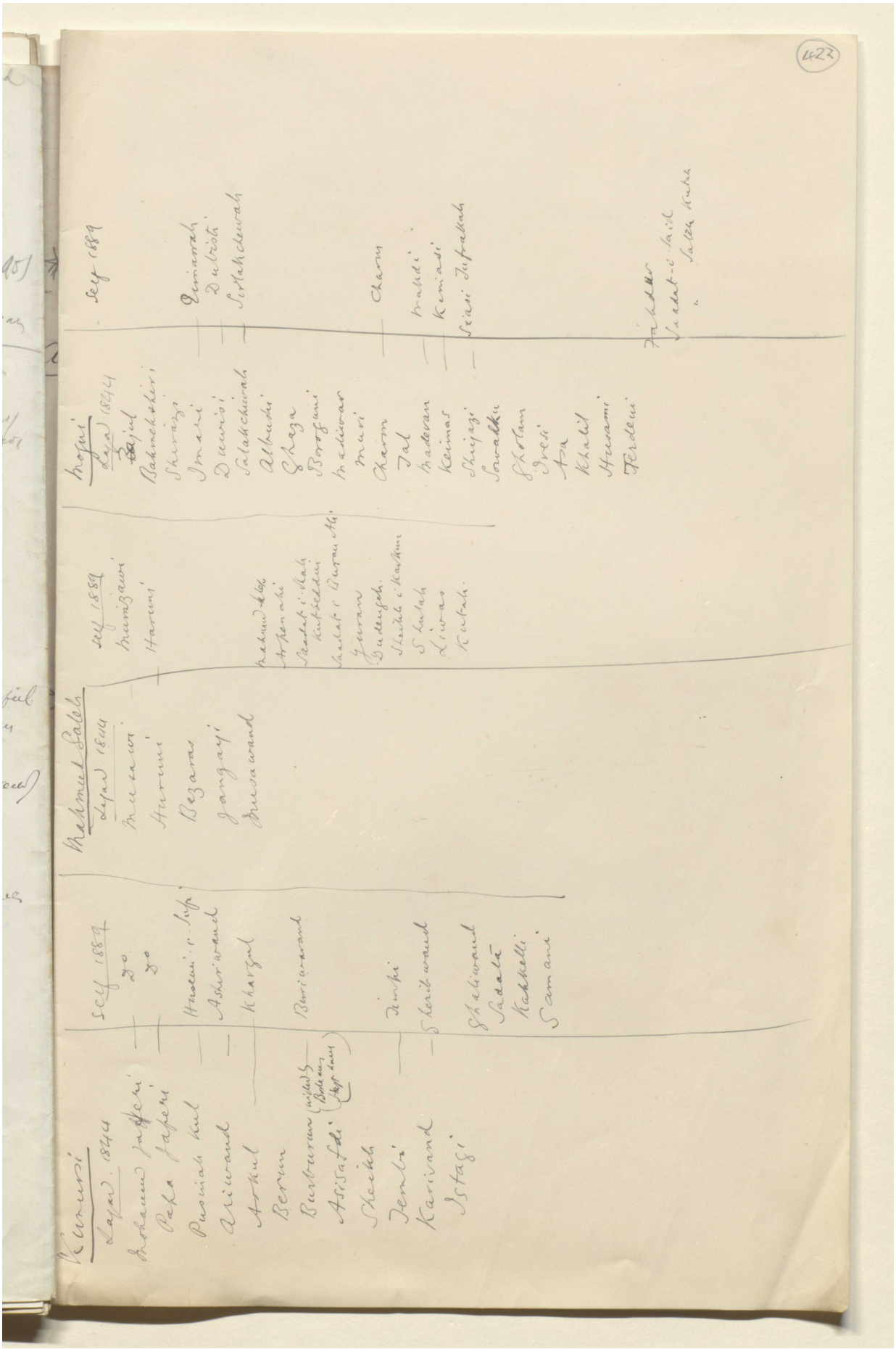

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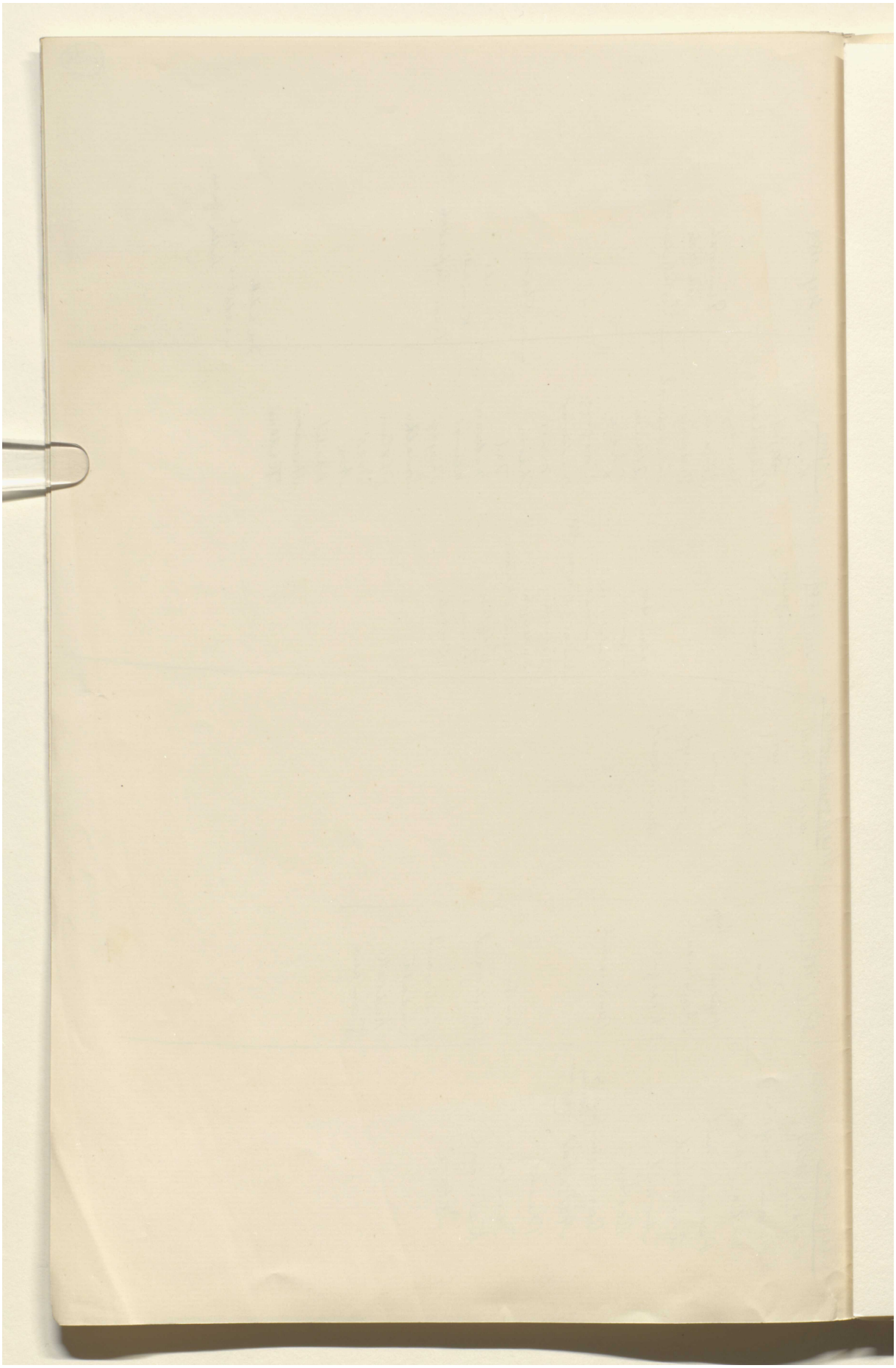

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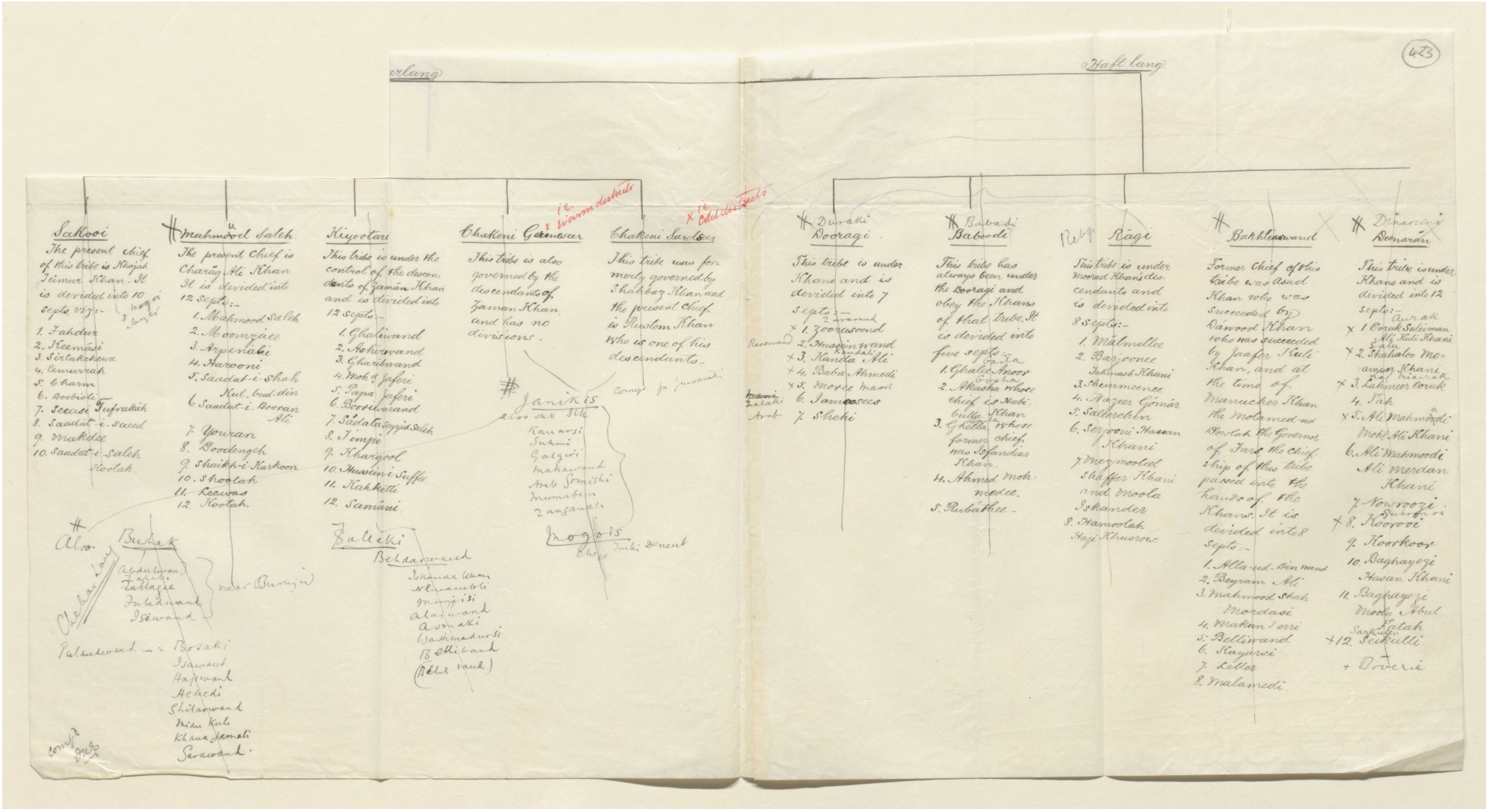

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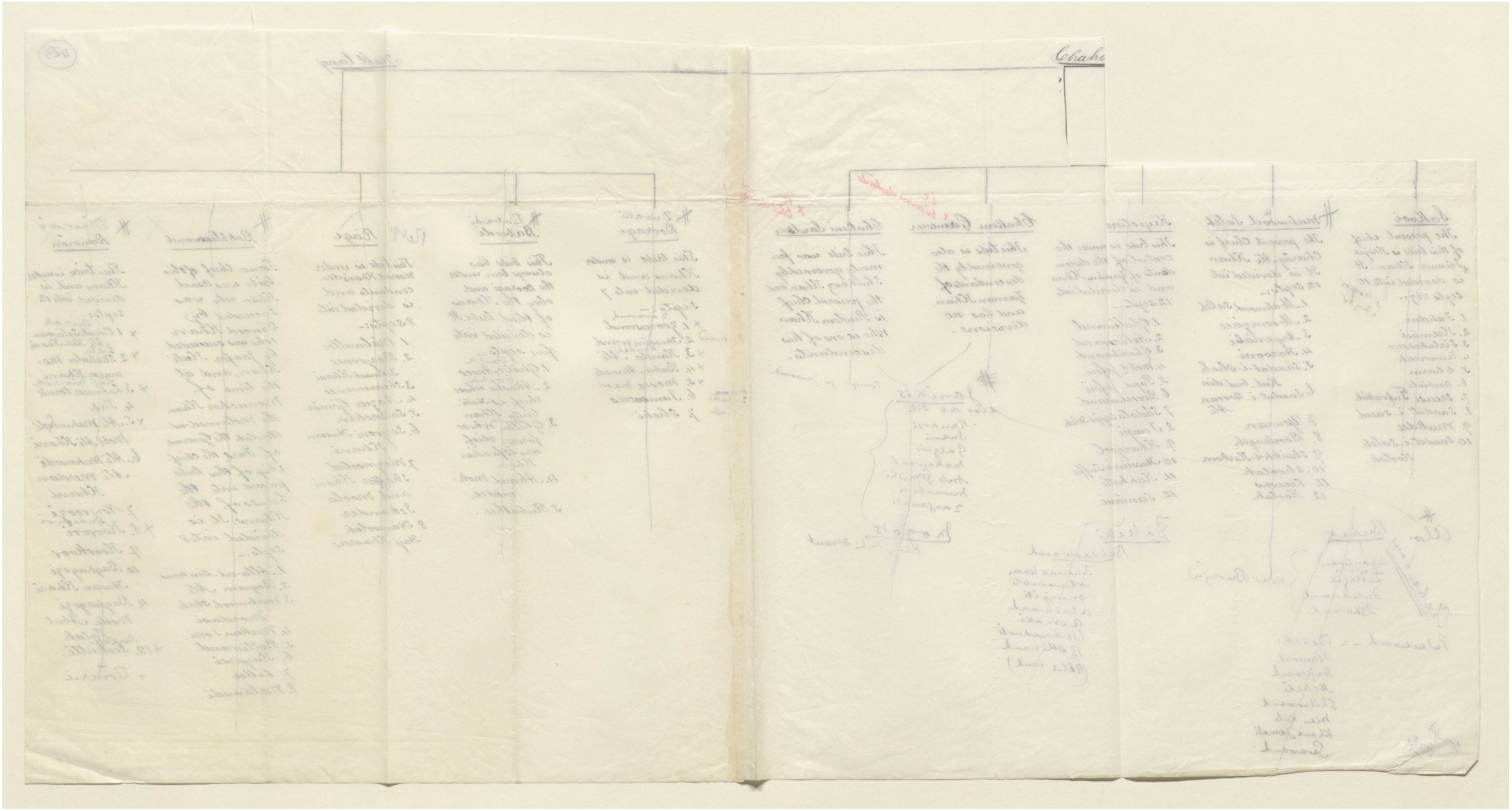

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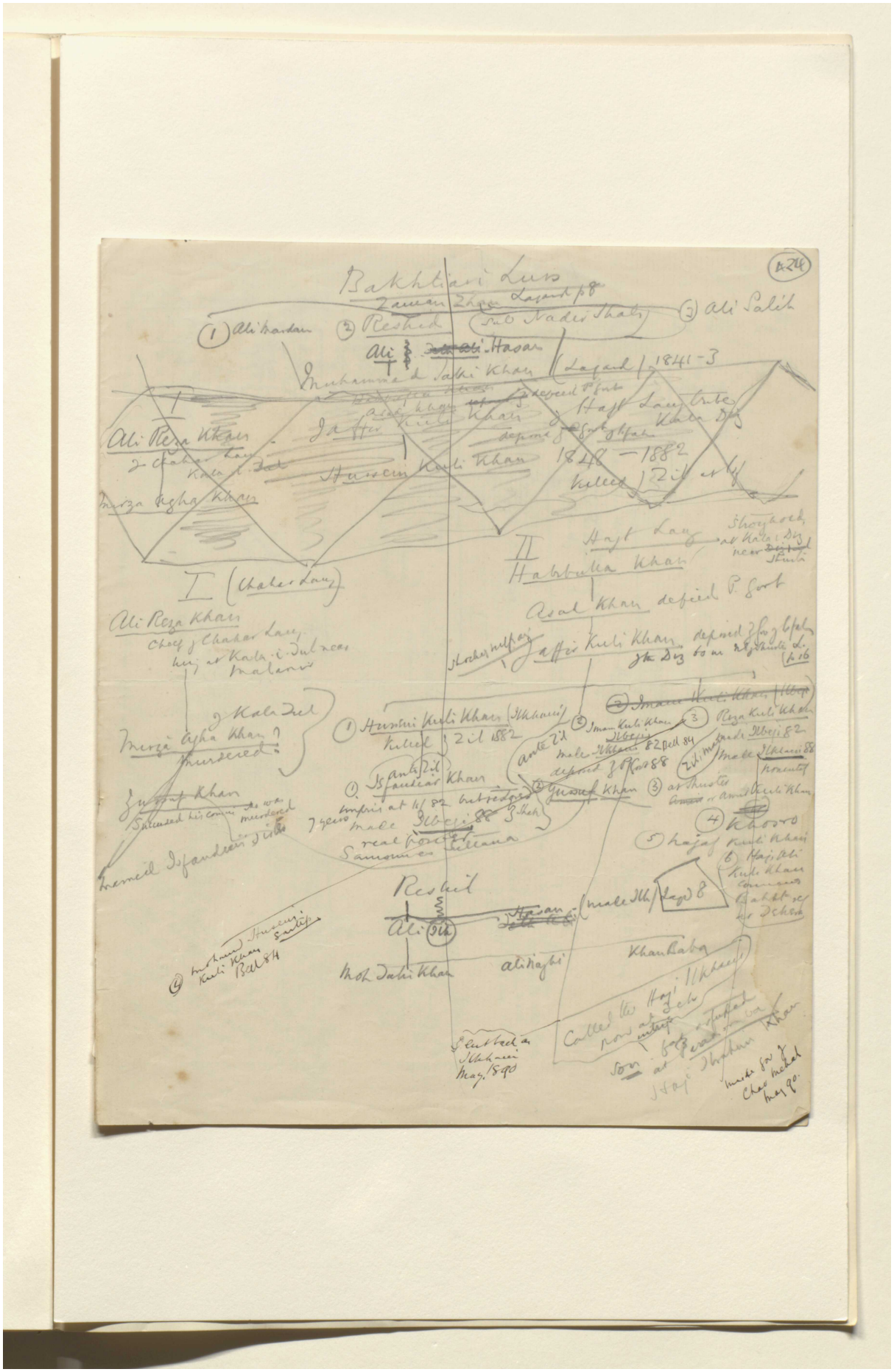

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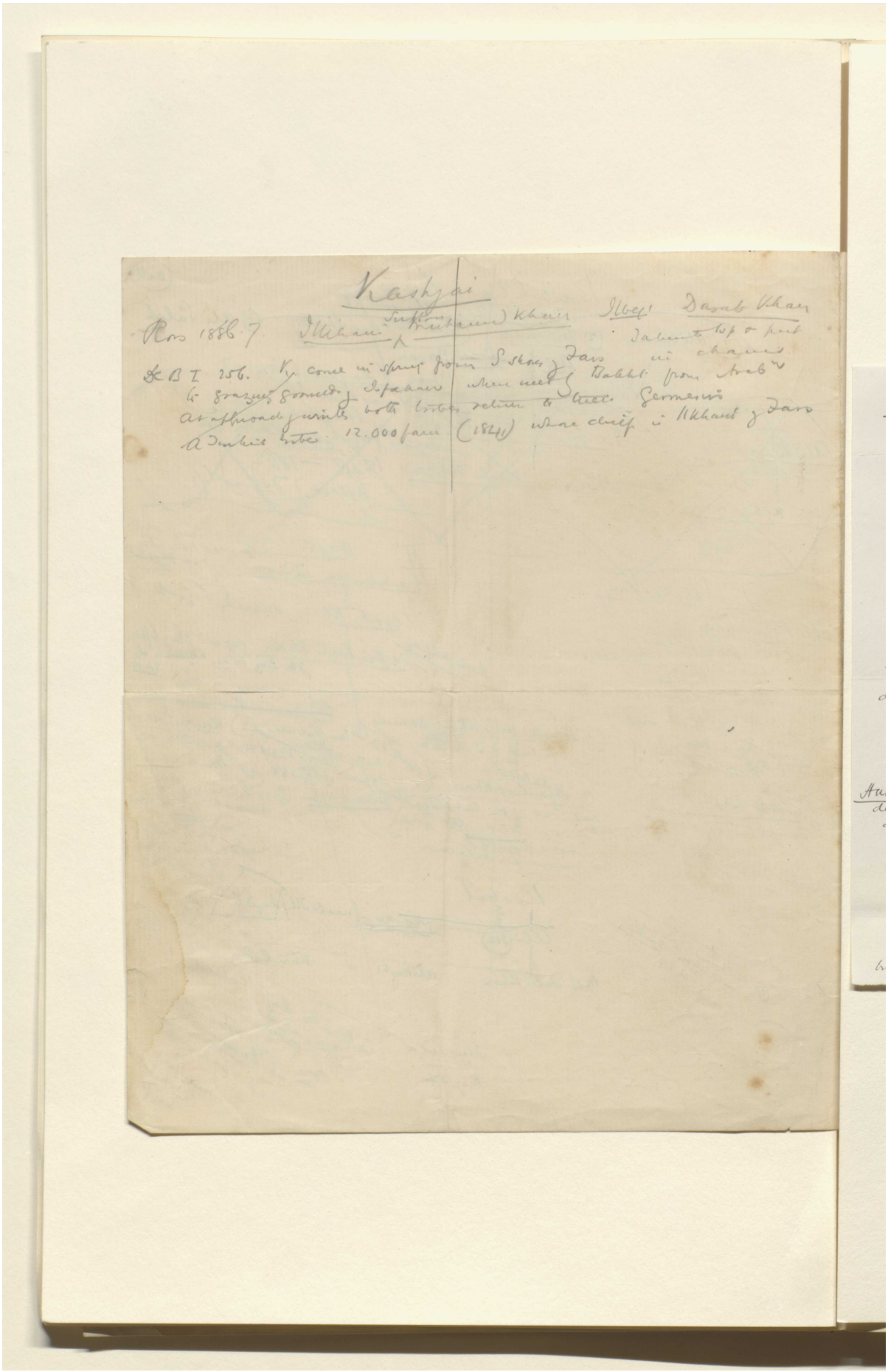

Kashgai

Ross 1886.7 Ilkhani Sufton Muhammad Khan Ilbeg Darab Khan

Jabeni to Isp & part in chains

DCBI 256. Ky come in spring from S shores of Fars to grazing grounds of Isfahan when met by Bakht from Arab at approach of winter both tribes return to their Germesirs

A Turkish tribe 12.000 fam (1841) whose chief is Ilkhani of Fars

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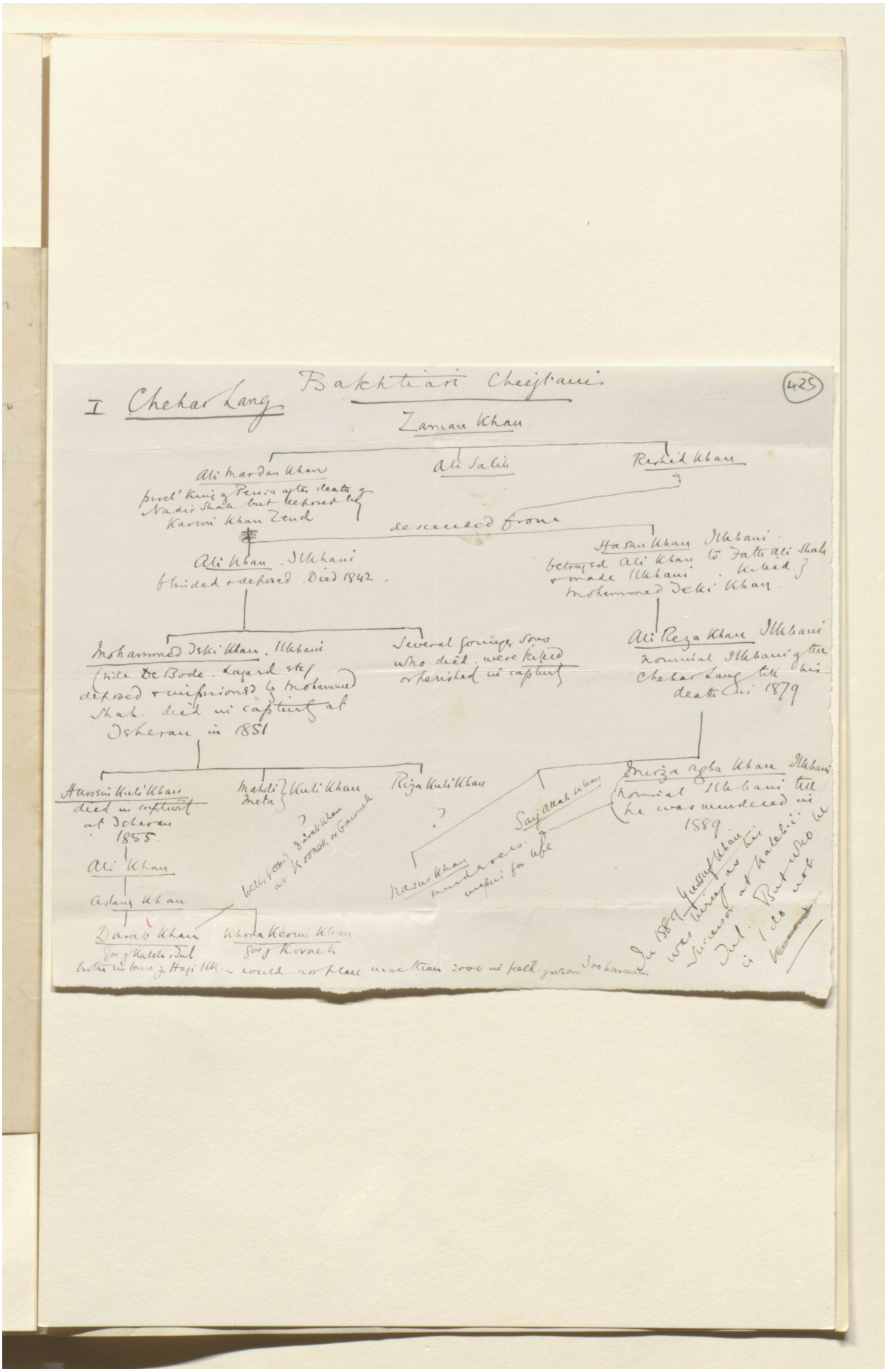

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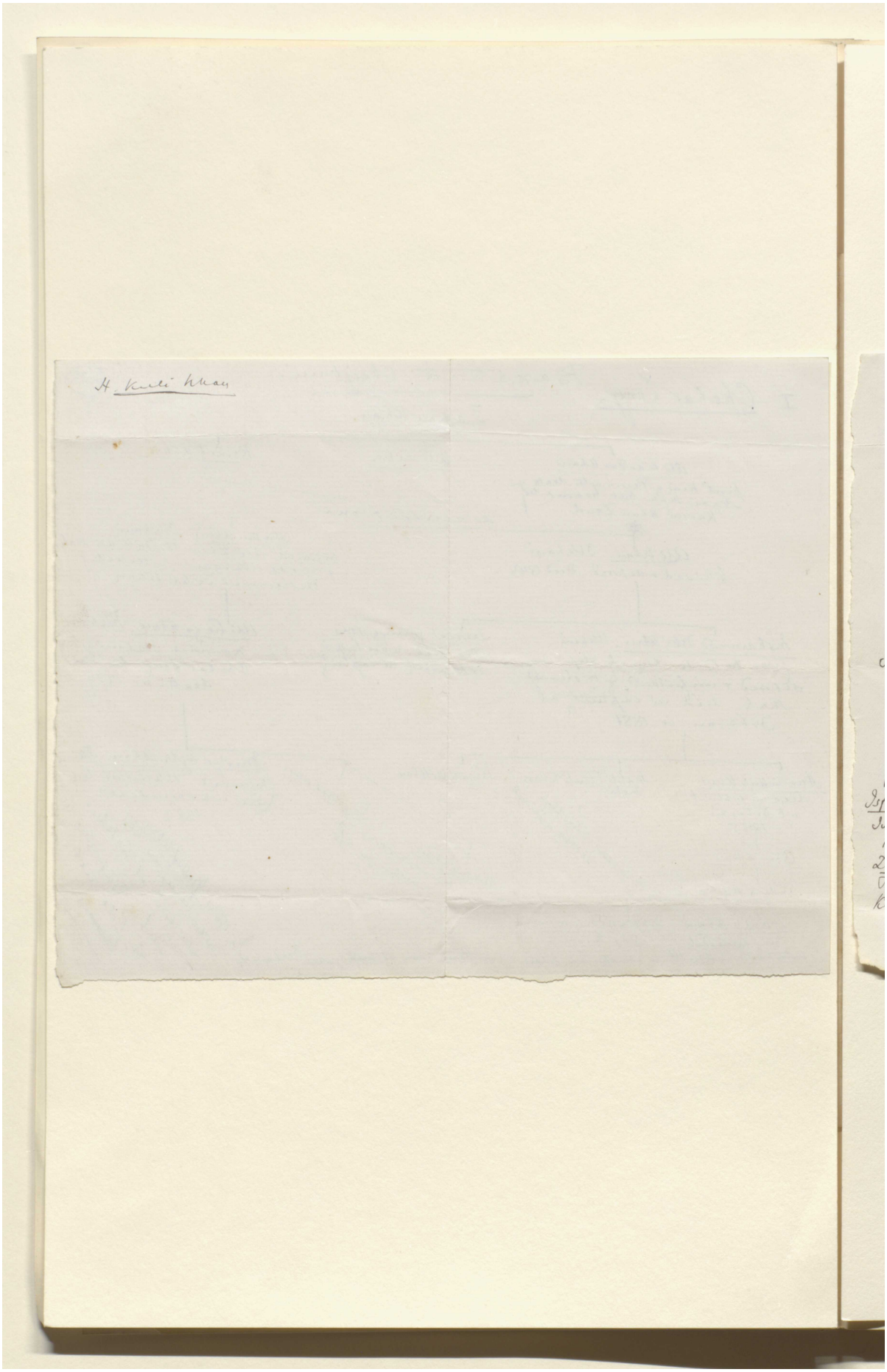

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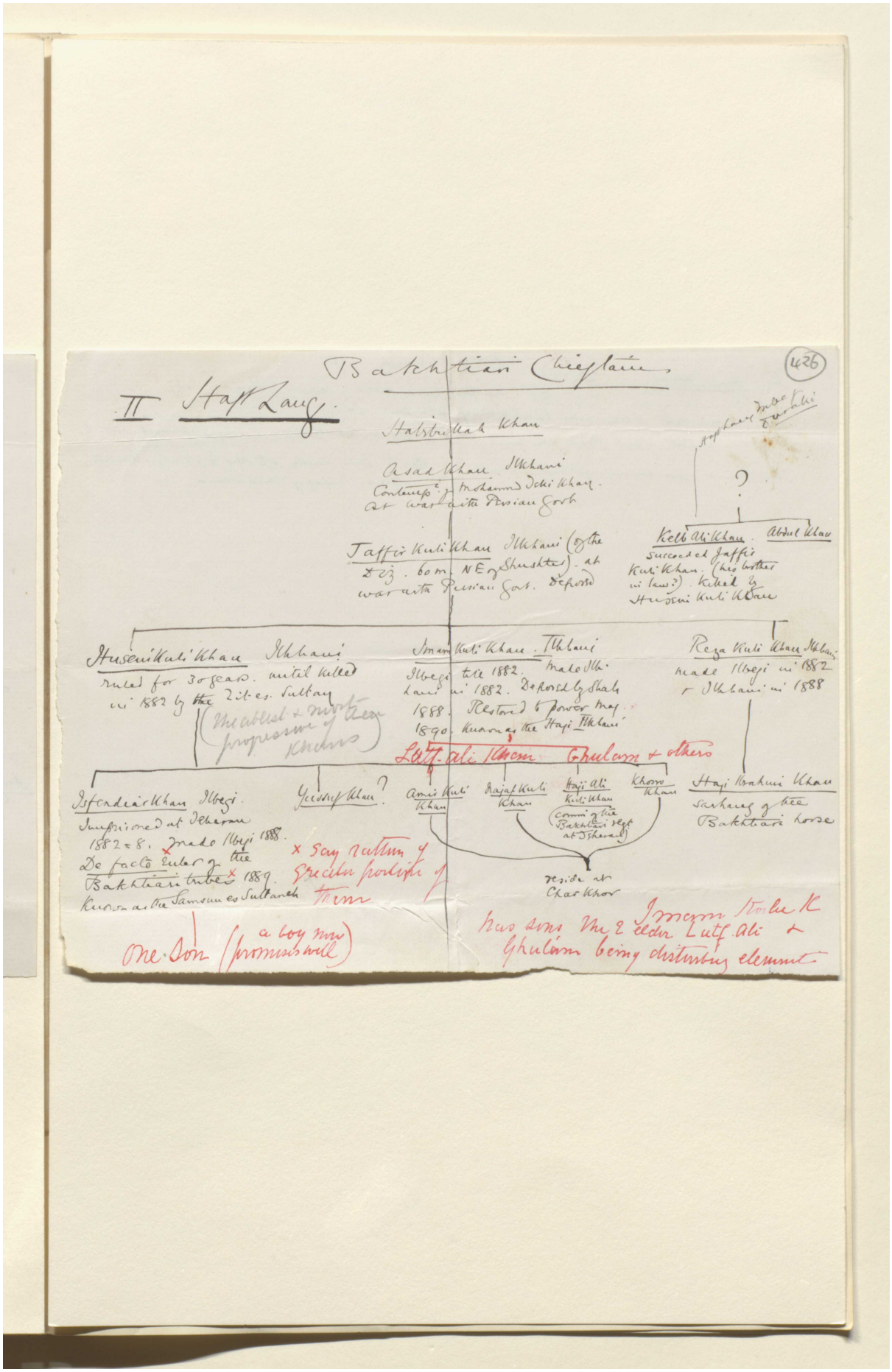

Bakhtiari Chieftains

426

II Haft Lang.

Habibullah Khan

Asad Khan Ilkhani
Contemp.ᵉ of Mohammed Ishi Khan.
at war with Persian Govt

Jaffir Kuli Khan Ilkhani (of the Diz. 60 m. NE of Shushter). at war with Persian Govt. Deposed

Haft Lang Imbe Durahi

?

Kelb Ali Khan. Abdul Khan
succeeded Jaffir Kuli Khan. (his brother in law?). killed by Husein Kuli Khan

Husein Kuli Khan Ilkhani
ruled for 30 years. until killed in 1882 by the Zitees. Sultan
(the ablest & most progressive of these Khans)

Imam Kuli Khan. Ilkhani
Ilbegi till 1882. made Ilkhani in 1882. Deposed by Shah 1888. Restored to power May 1890. known as the Haji Ilkhani

Reza Kuli Khan Ilkhani
made Ilbegi in 1882 & Ilkhani in 1888

Lutf-ali Khan Ghulam & others

Isfendiar Khan Ilbegi.
Imprisoned at Teheran 1882-8. made Ilbegi 1888.
De facto ruler of the Bakhtiari tribes × 1889.
known as the Samsun es Sultaneh

Yussuf Khan?

Amir Kuli Khan

Najaf Kuli Khan

Haji Ali Kuli Khan
(comm. of the Bakhtiari regt at Teheran)

Khosro Khan

Haji Ibrahim Khan
Sarhang of the Bakhtiari horse

reside at Char Khor

× Say rather of greater portion of them

One son (a boy now promises well)

Imam Kouli K has sons the 2 elder Lutf Ali & Ghulam being disturbing element

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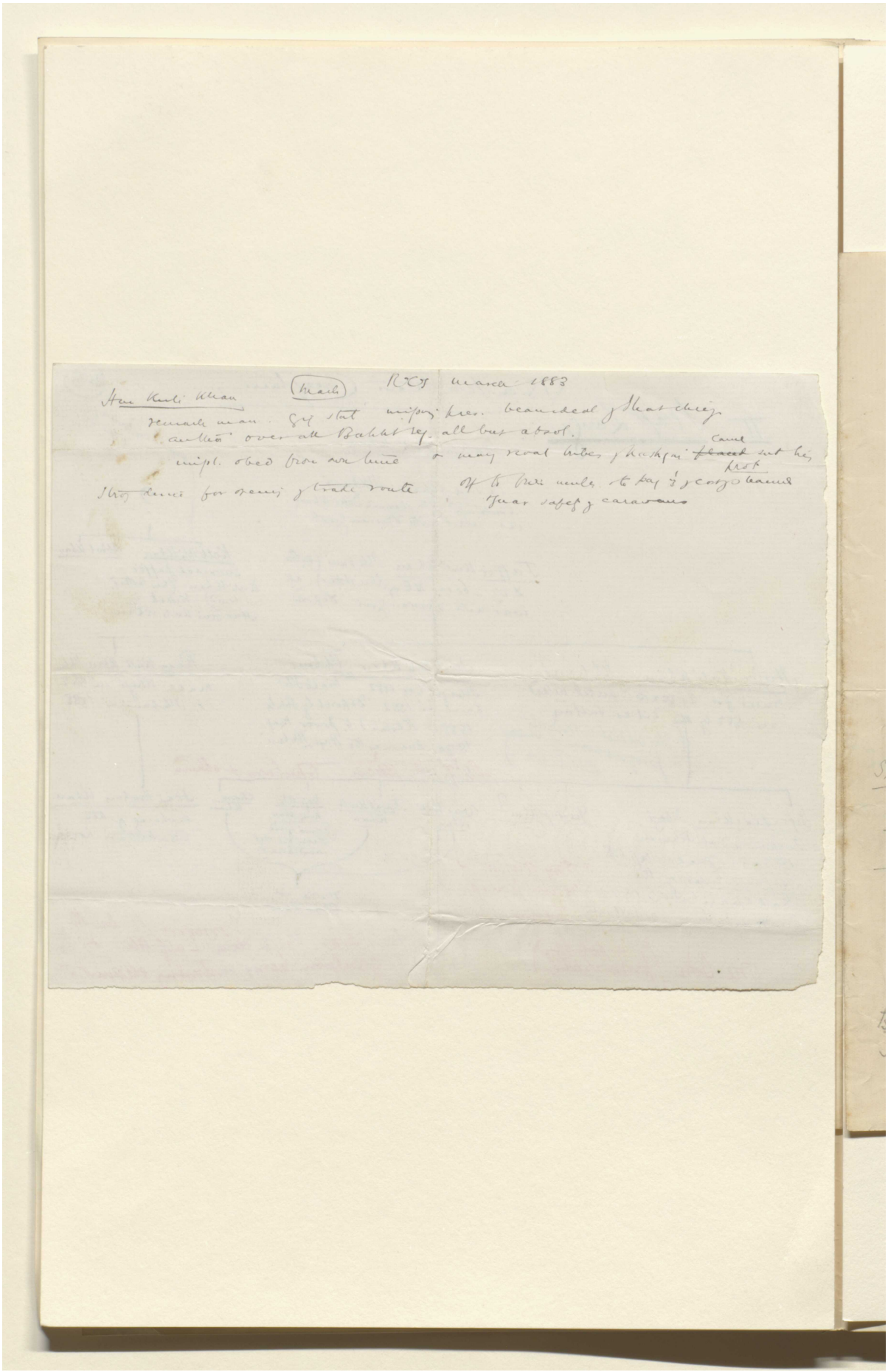

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Ain Kuli Khan (March) RCS March 1883

remarkable man. Gig stat. mixing pres. beau ideal of Shat chief
author over all Bakht reg. all but absol.
impl. obed from son time & many rival tribes of Kashgai ~~placed~~ came sub his prot
Strong desire for opening of trade route
Off to Fars mules & to pay ⅓ of cost of beauty
Guar safety of caravans

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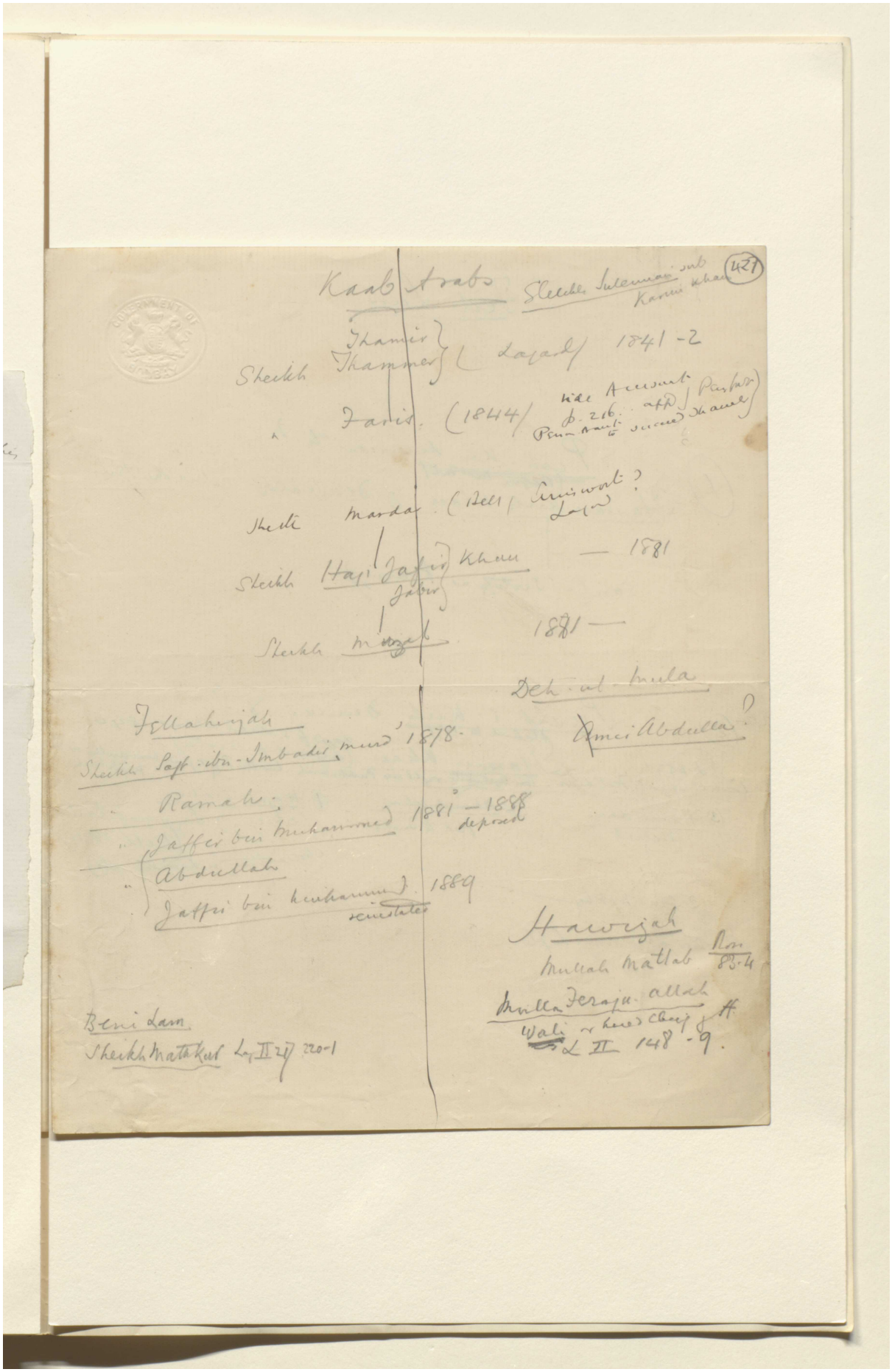

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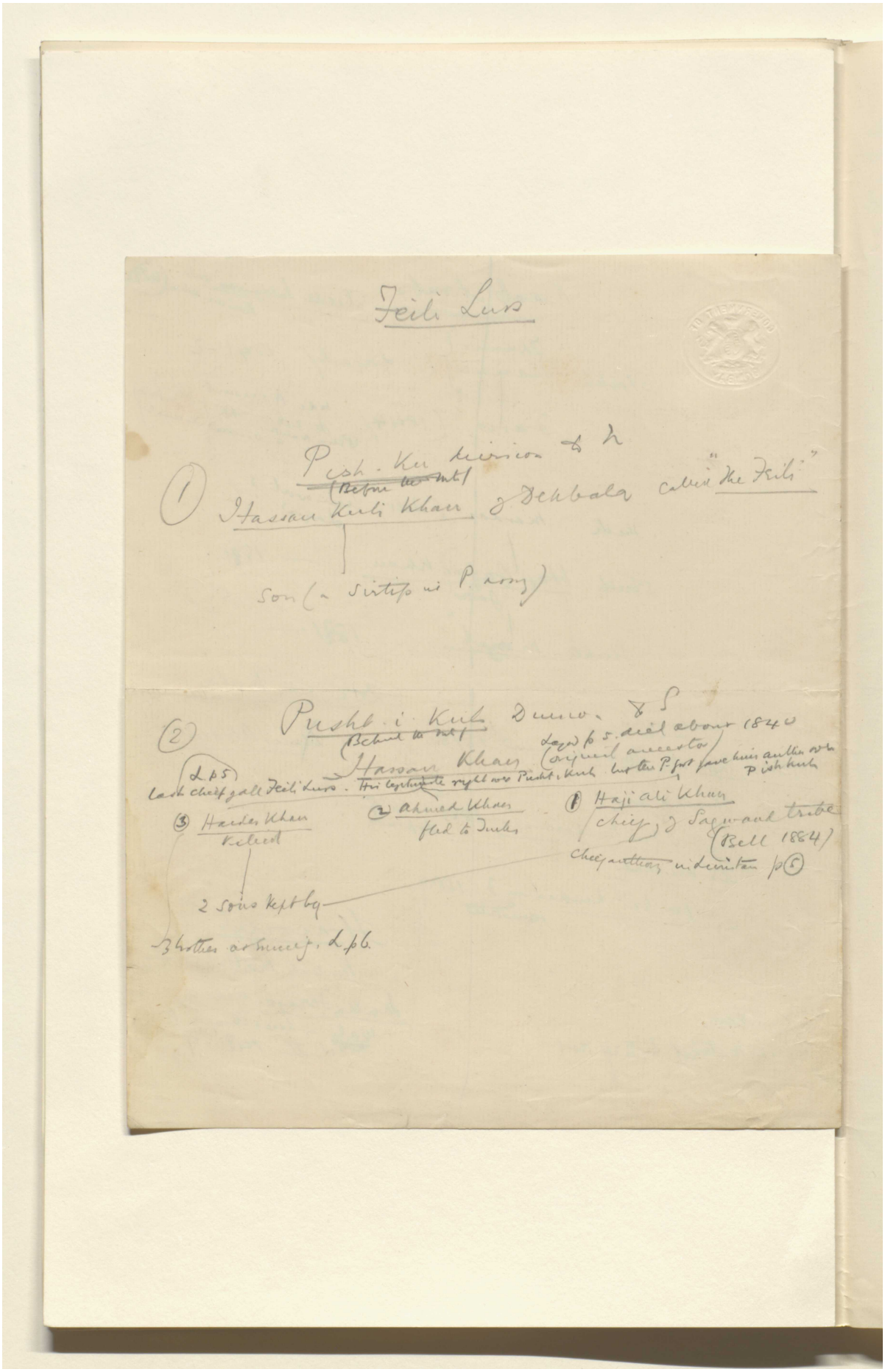

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Feili Lurs

(1) Pish-Ku division & h
~~(Before the mtg)~~
Hassan Kuli Khan of Dehbala called "the Feili"

son (a sirtip in P. army)

(2) Pusht-i-Kuh Dunno. & S
~~(Before the mtg)~~
Hassan Khan (original ancestor)
Lazed p 5. died about 1840

(L p 5)
Last chief of all Feili Lurs. His legitimate right was Pusht-i-Kuh but the P. govt gave him another over Pish-Kuh

(3) Haider Khan
Kilied

(2) Ahmed Khan
fled to Turks

(1) Haji Ali Khan
chief of Sagwand tribe
(Bell 1884)
Chief authority in Luristan p (5)

2 sons kept by

3 brother as Emmy. L p 6.

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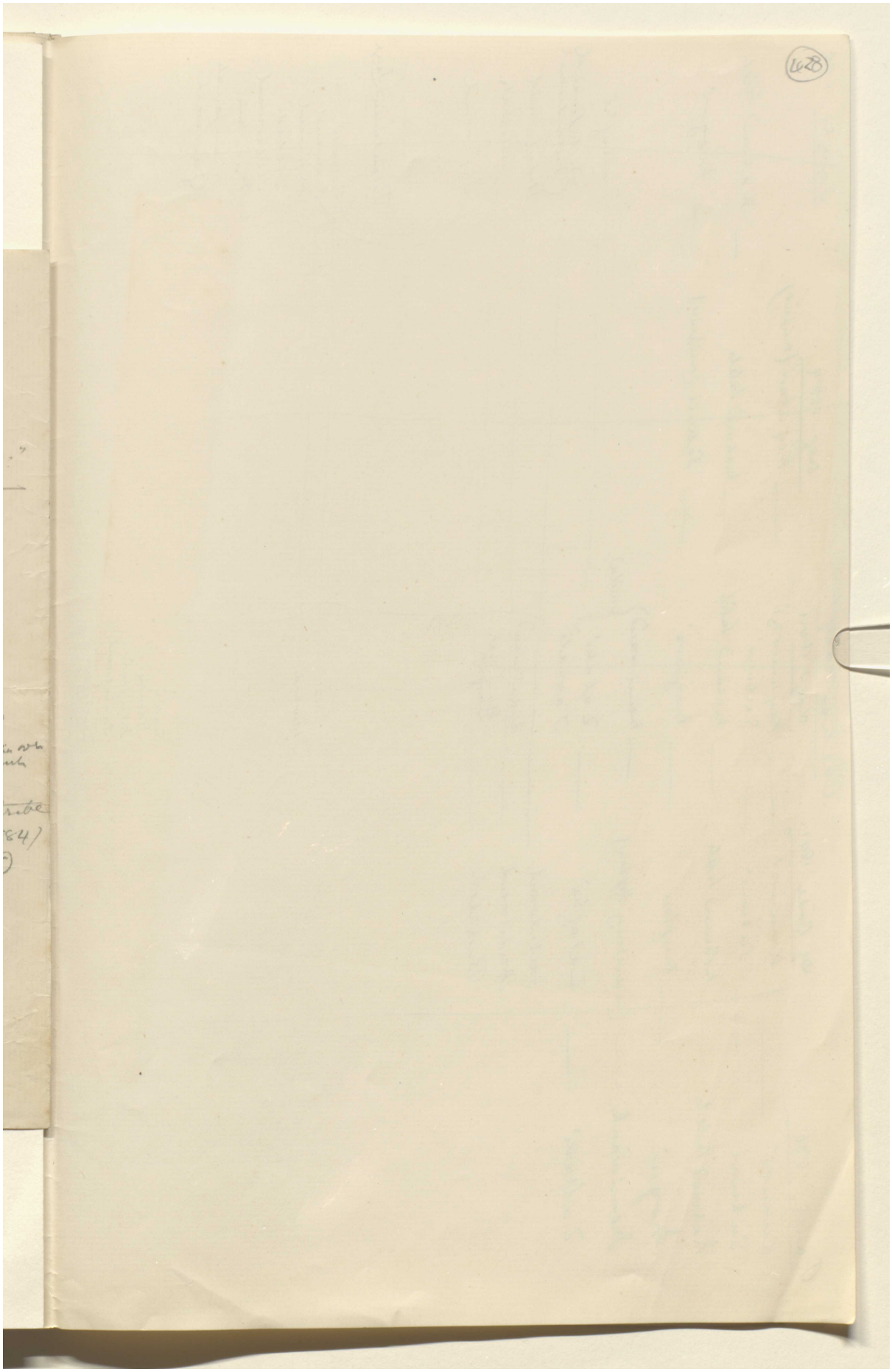

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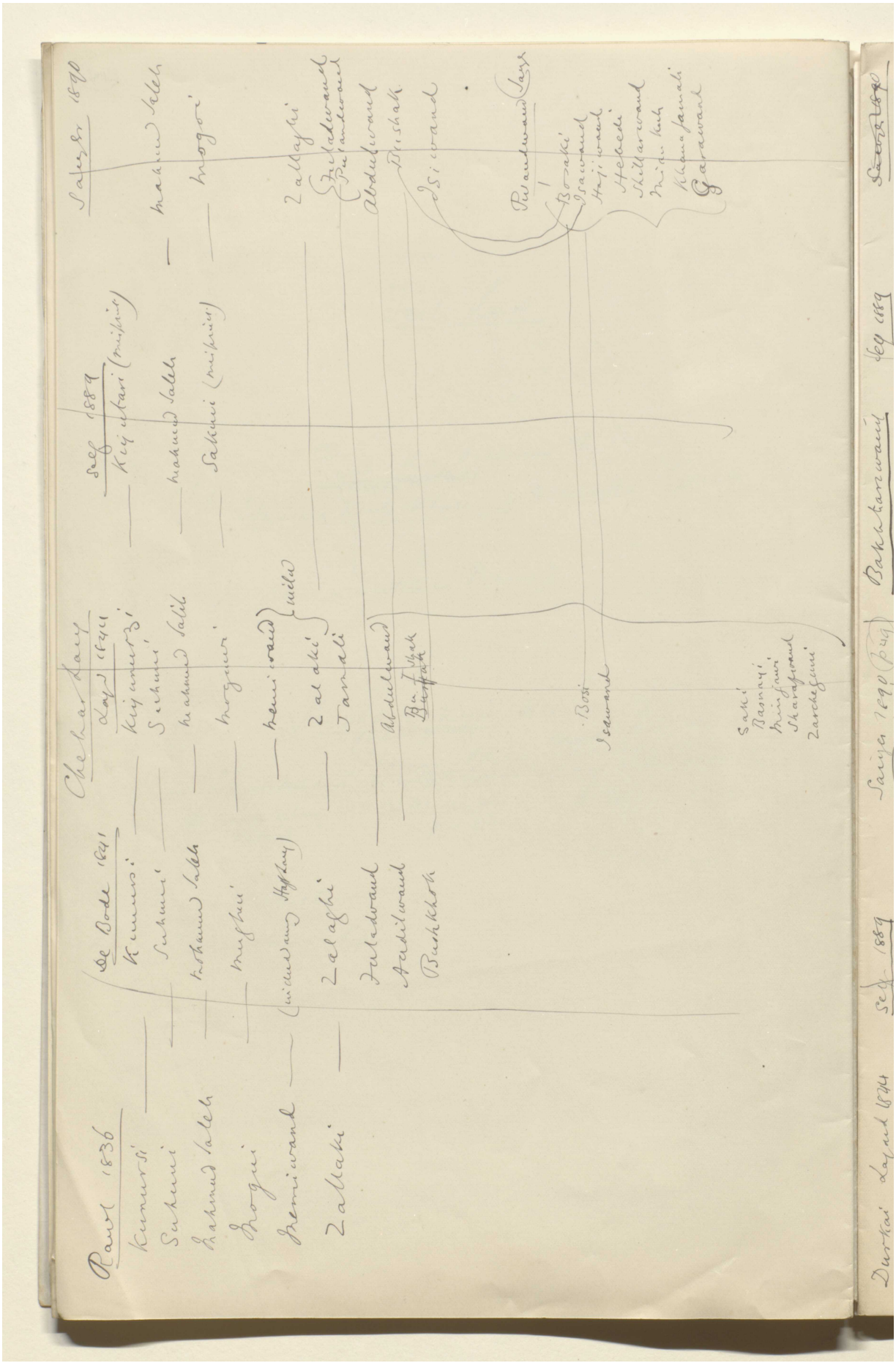

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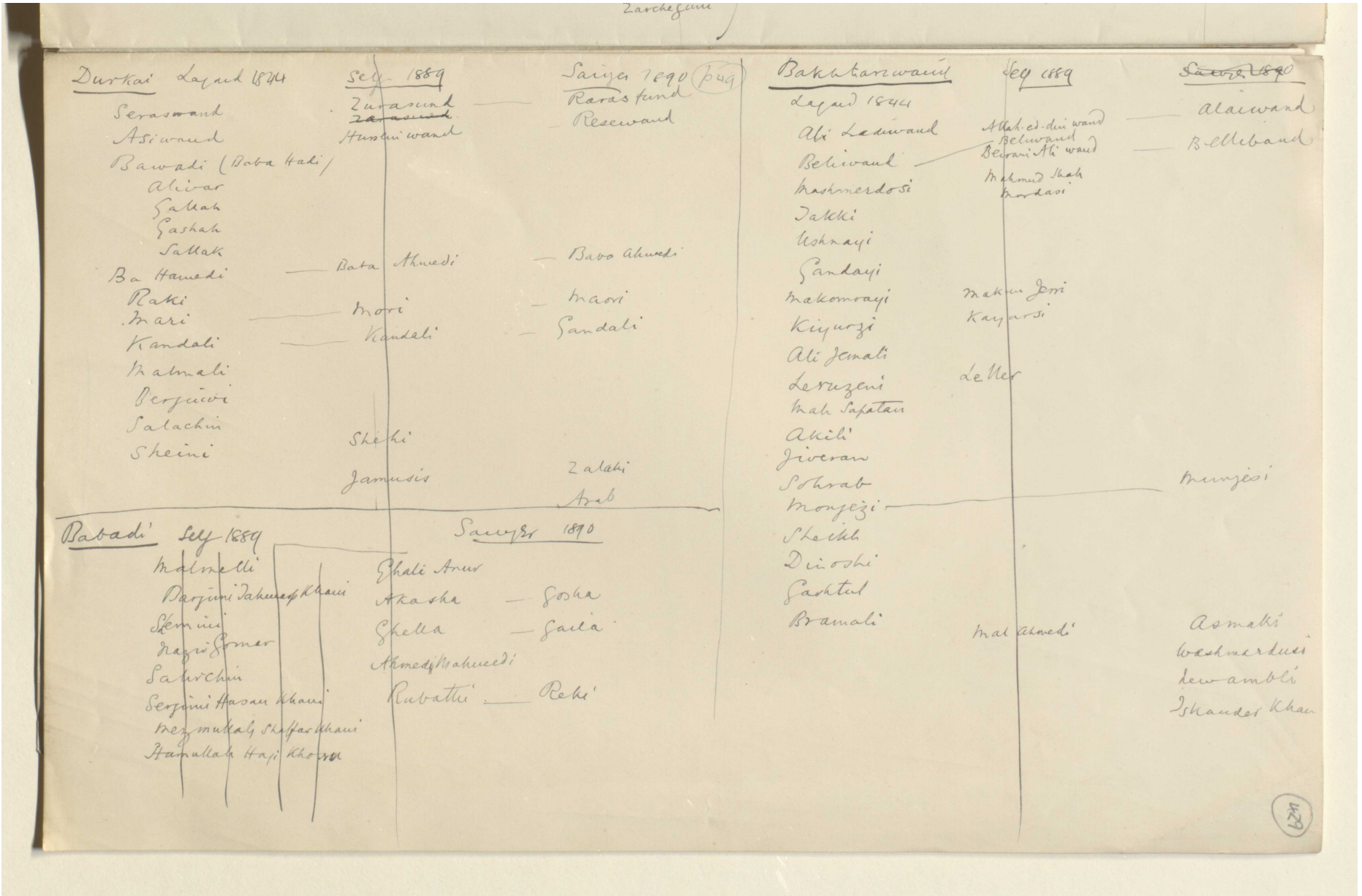

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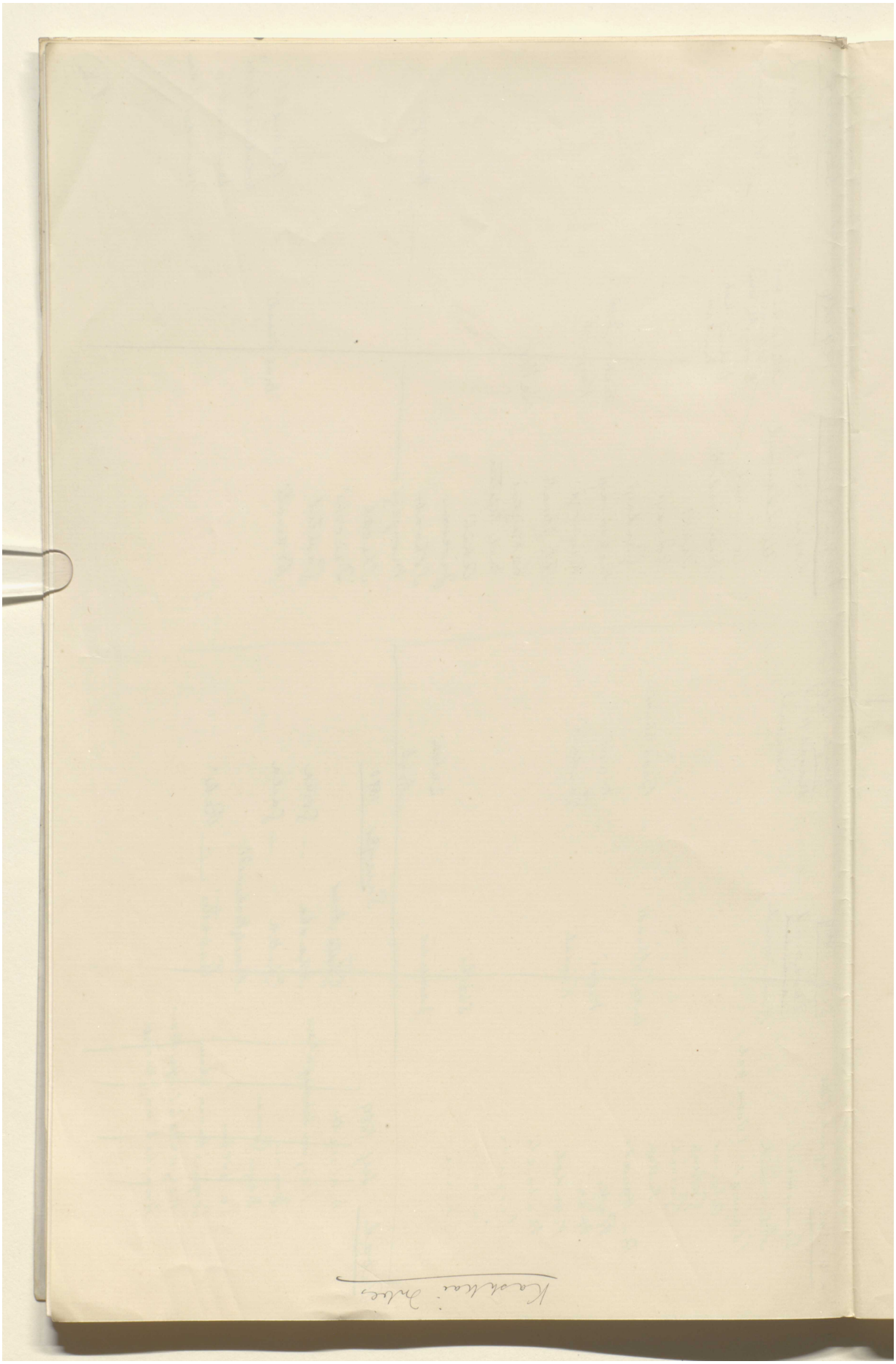

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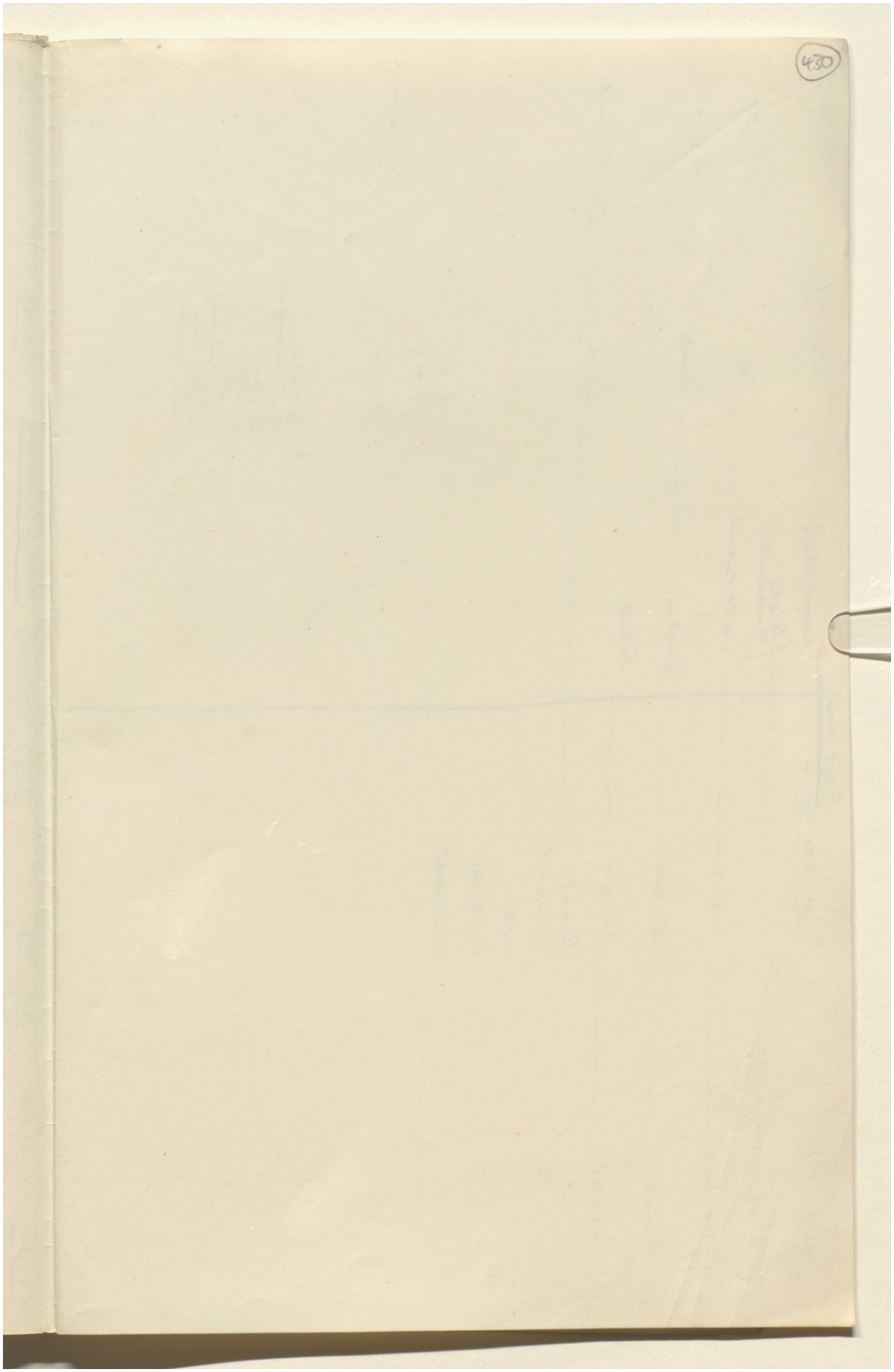

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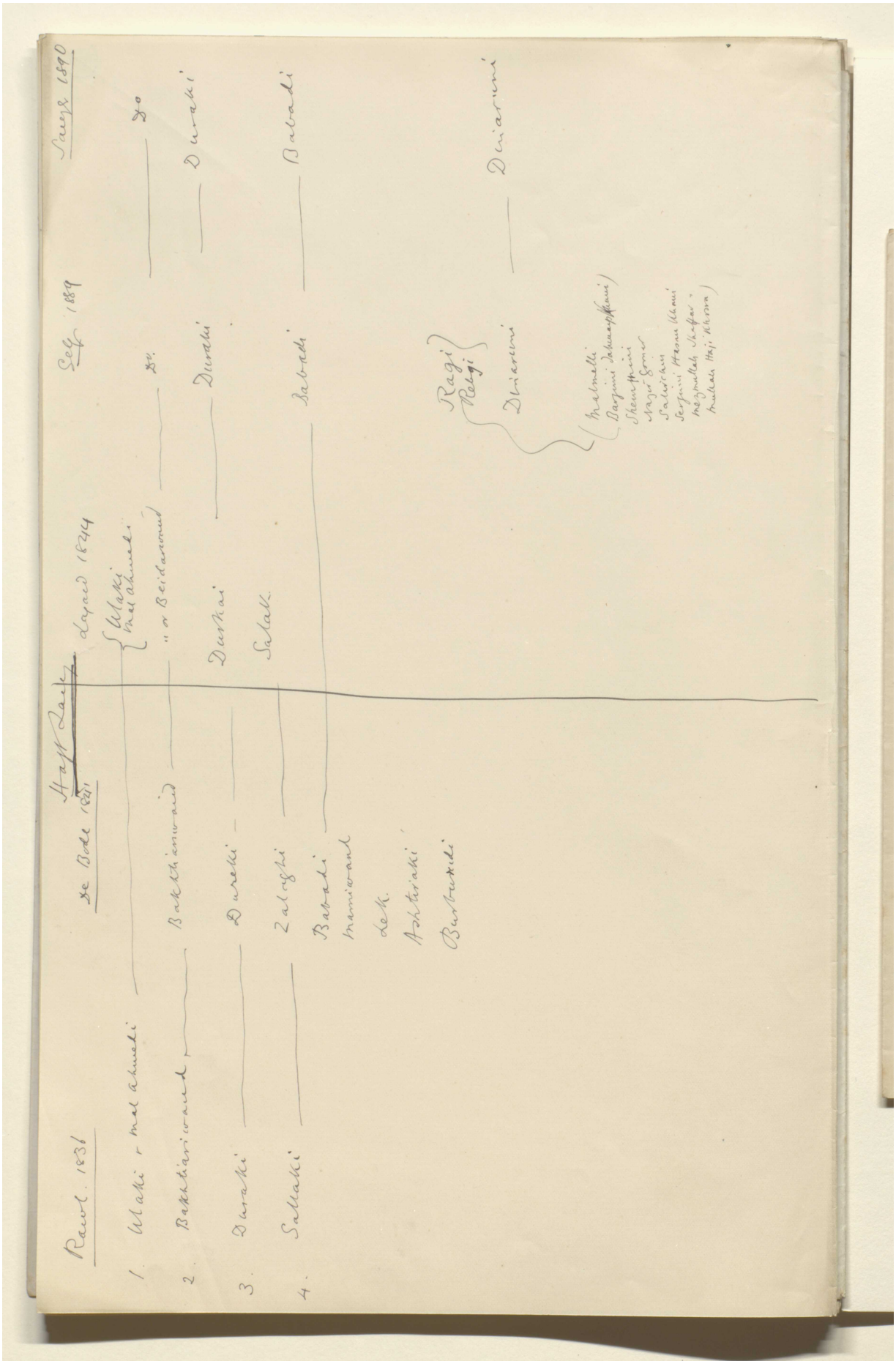

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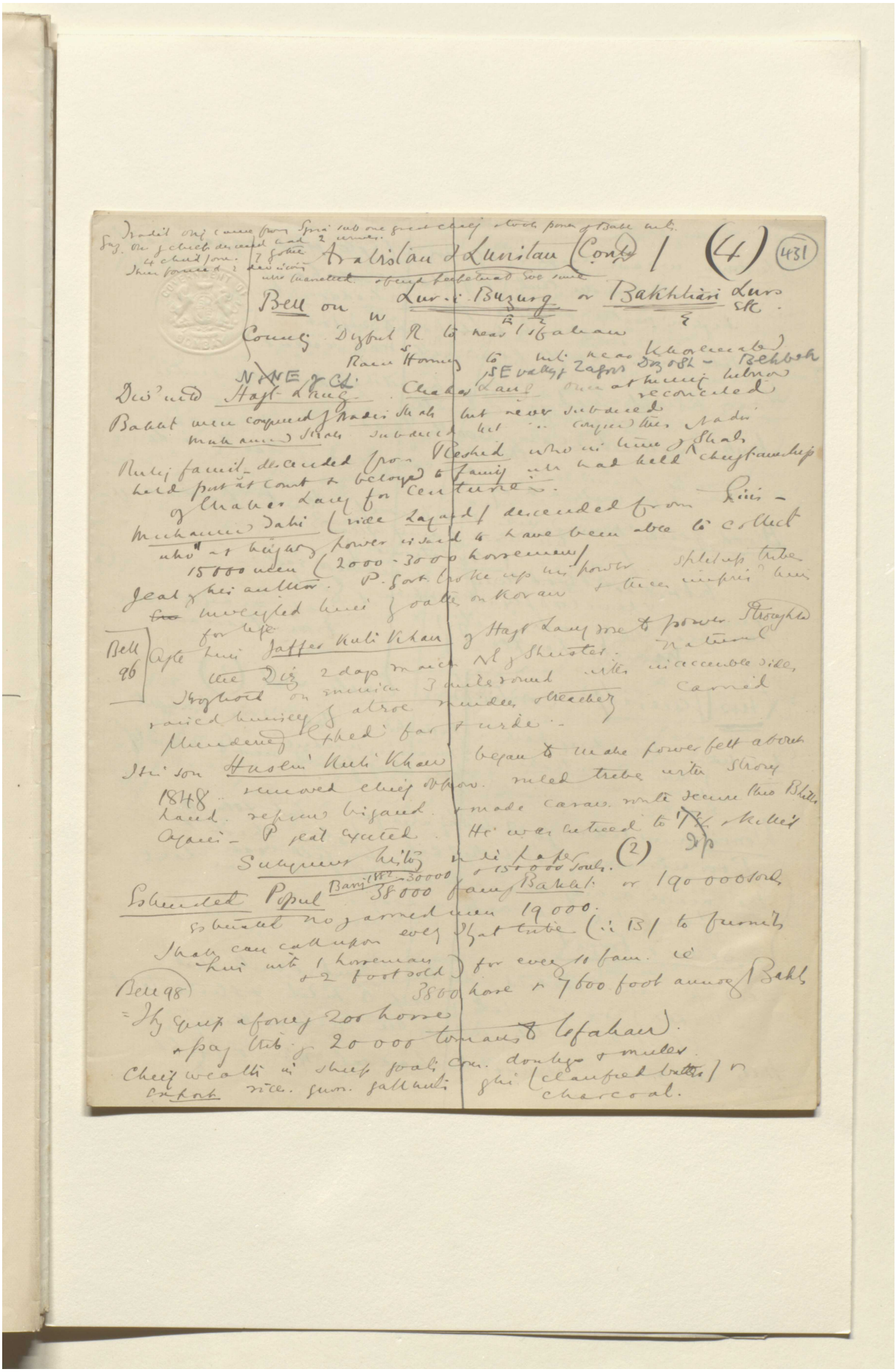

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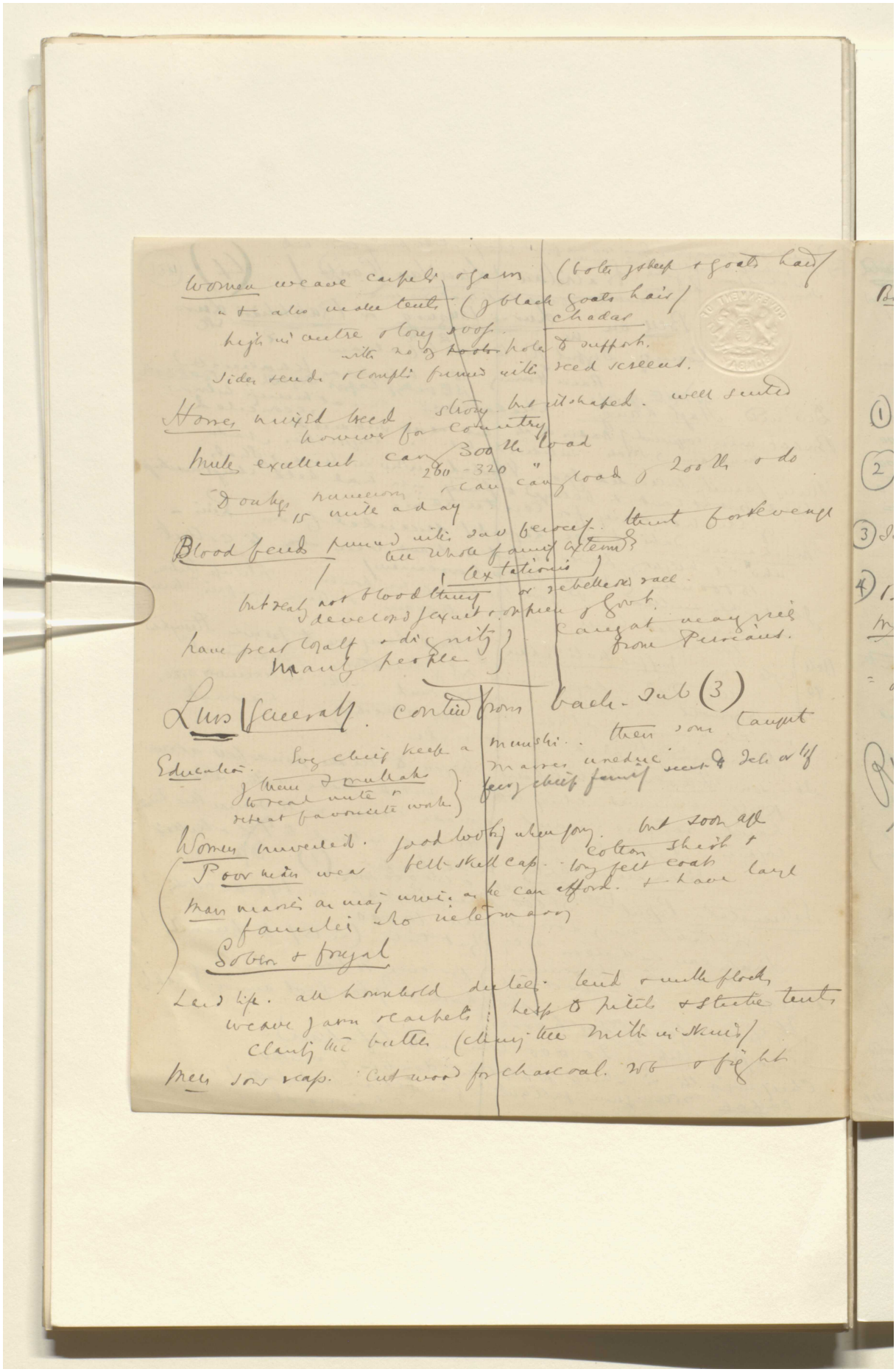

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Women weave carpets & yarn (both of sheep & goats hair)
& also make tents (of black goats hair)
high in centre & long roof. chadar
with no or ~~poor~~ poles to support.
Sides sends & compts fumed with reed screens.

Horses mixed breed strong but ill shaped. well suited
however for country

Mules excellent carry 300 lb load
260 - 320 "
Donkey numerous & can carry load of 200 lb & do
15 mile a day

Blood feuds pursued with sav ferocity. thirst for revenge
the whole family extermd
(extationis)
but really not blood thing or rebellious race.
developed of exact & oppressive of Govt.
have great loyalty & dignity } Cangat may rise
Manly people } from Persians.

Lurs generally. continued from back - sub (3)

Education. Every chief keeps a munshi. then sons taught
of them & mullahs } masses uneduc
to read write & } feeling chief family seek to Jeh or lif
repeat favourite works }

Women unveiled. good looking when young. but soon all
Poor man wear felt skull cap. cotton shirt & long felt coats
Man marries as many wives as he can afford. & have large
families who intermarry
Sober & frugal

Land life. all household duties. tend & milk flocks
weave yarn & carpets. keep to pitch & stitch tents
clarify the butter (clarify the milk in skins)
Men sow reap. cut wood for charcoal. rob & fight

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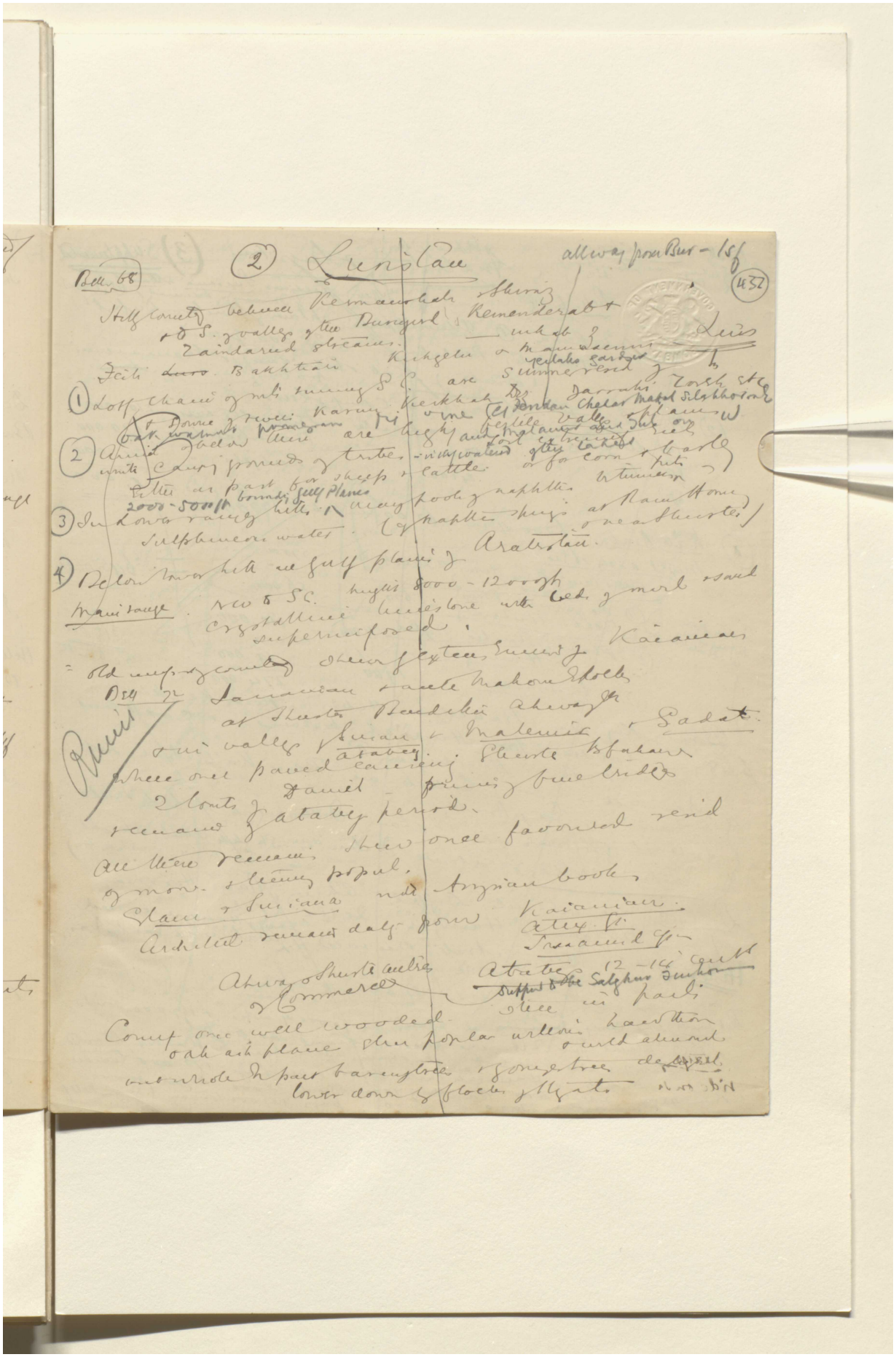

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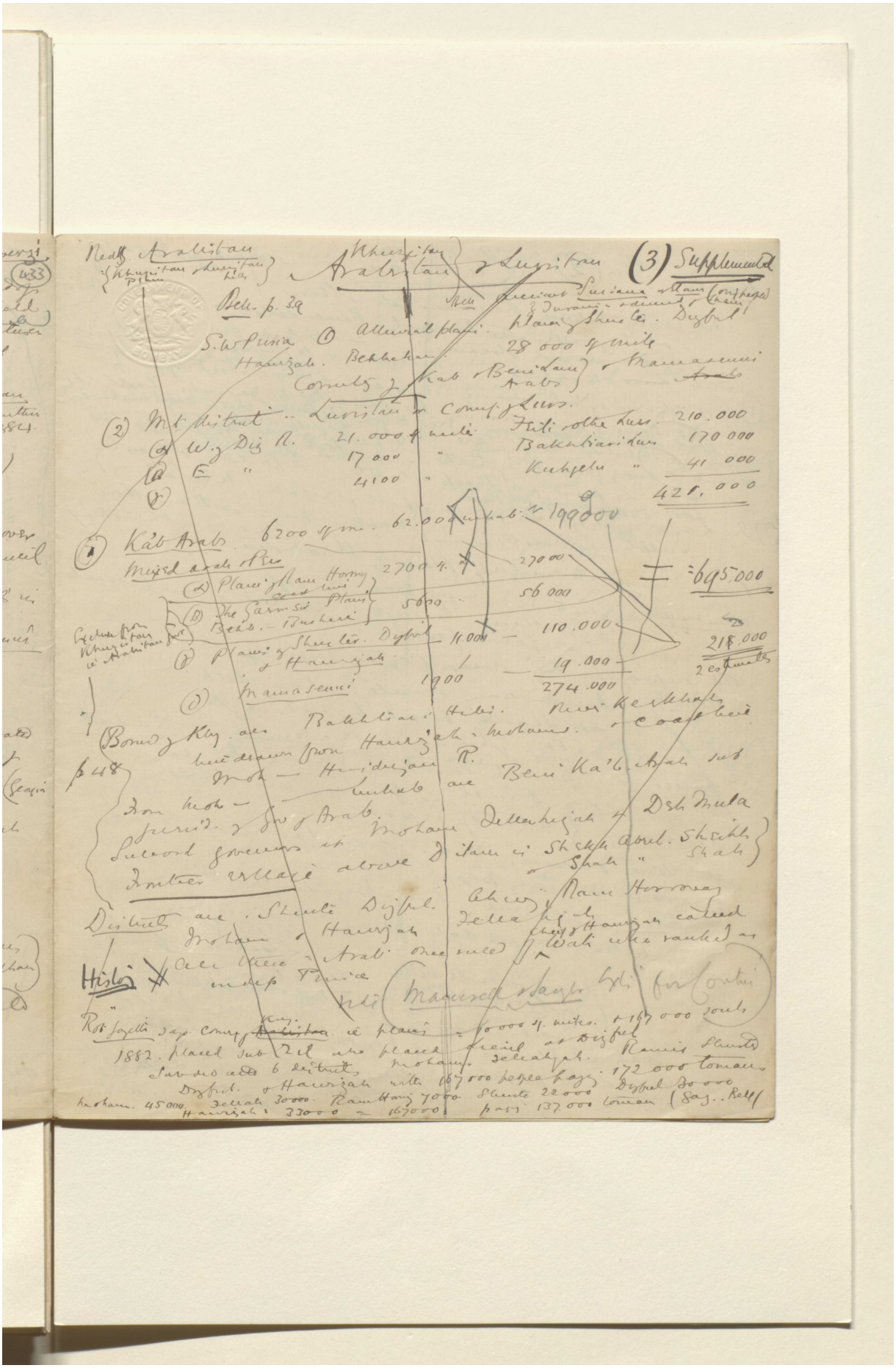

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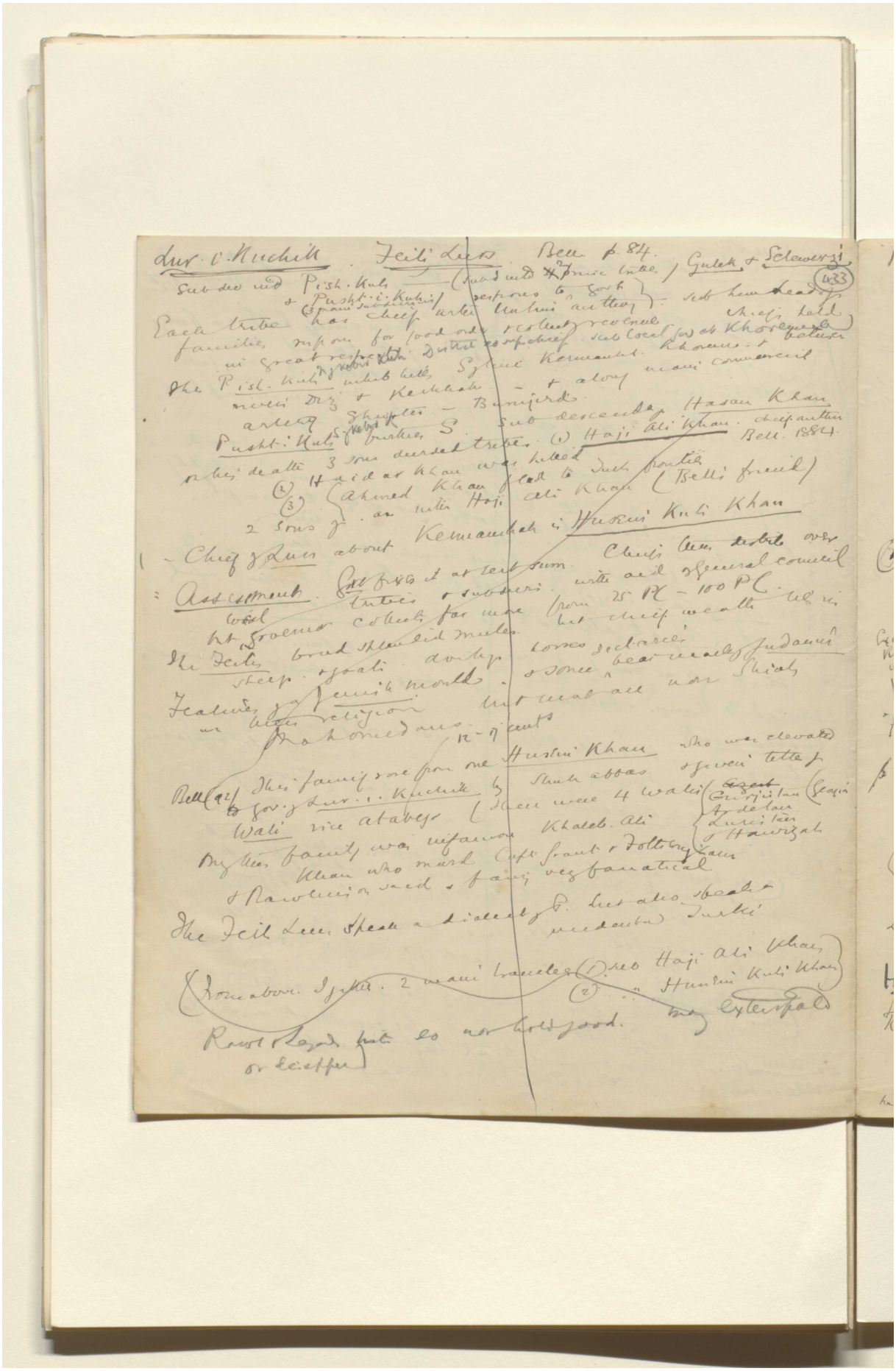

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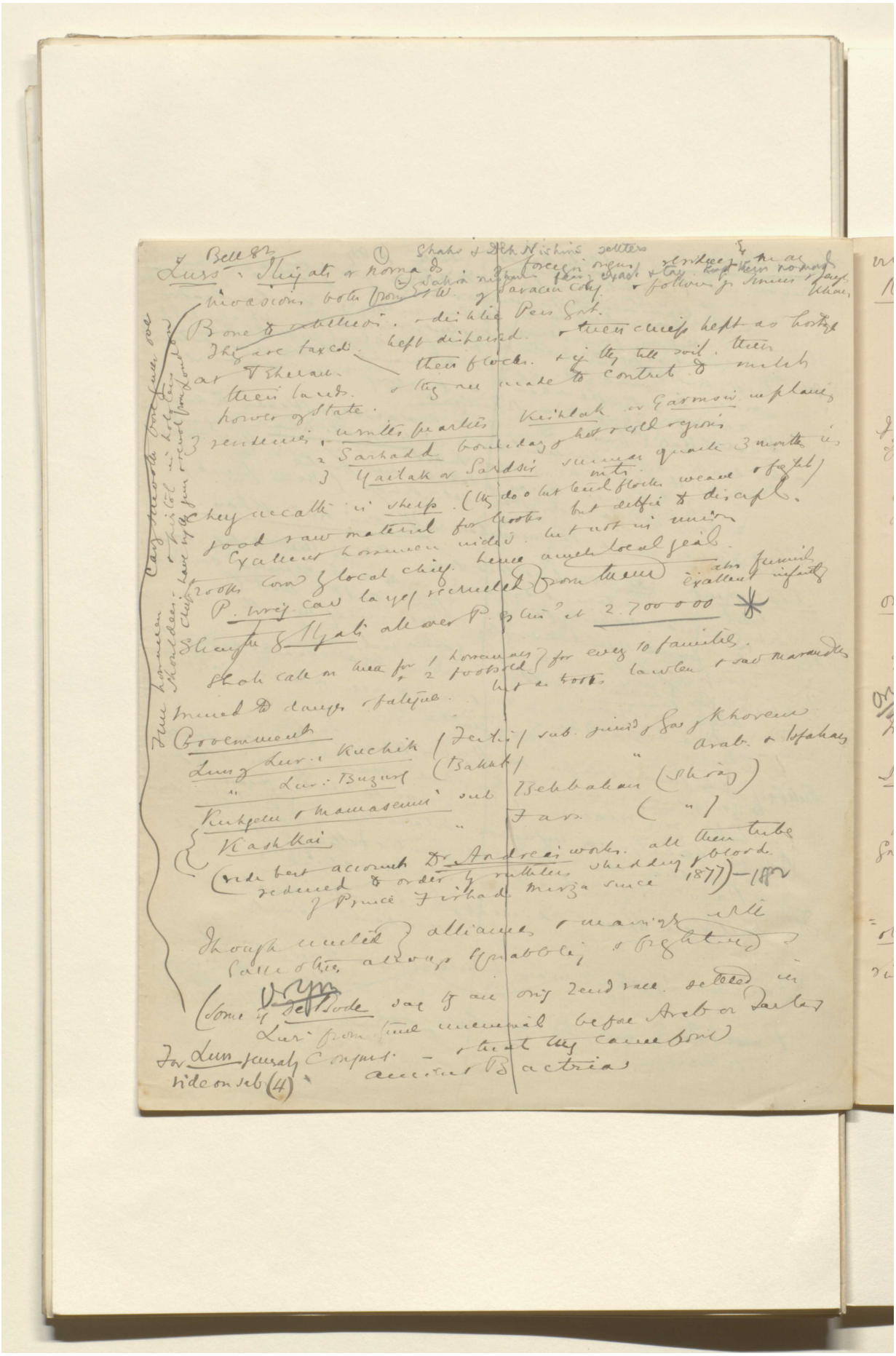

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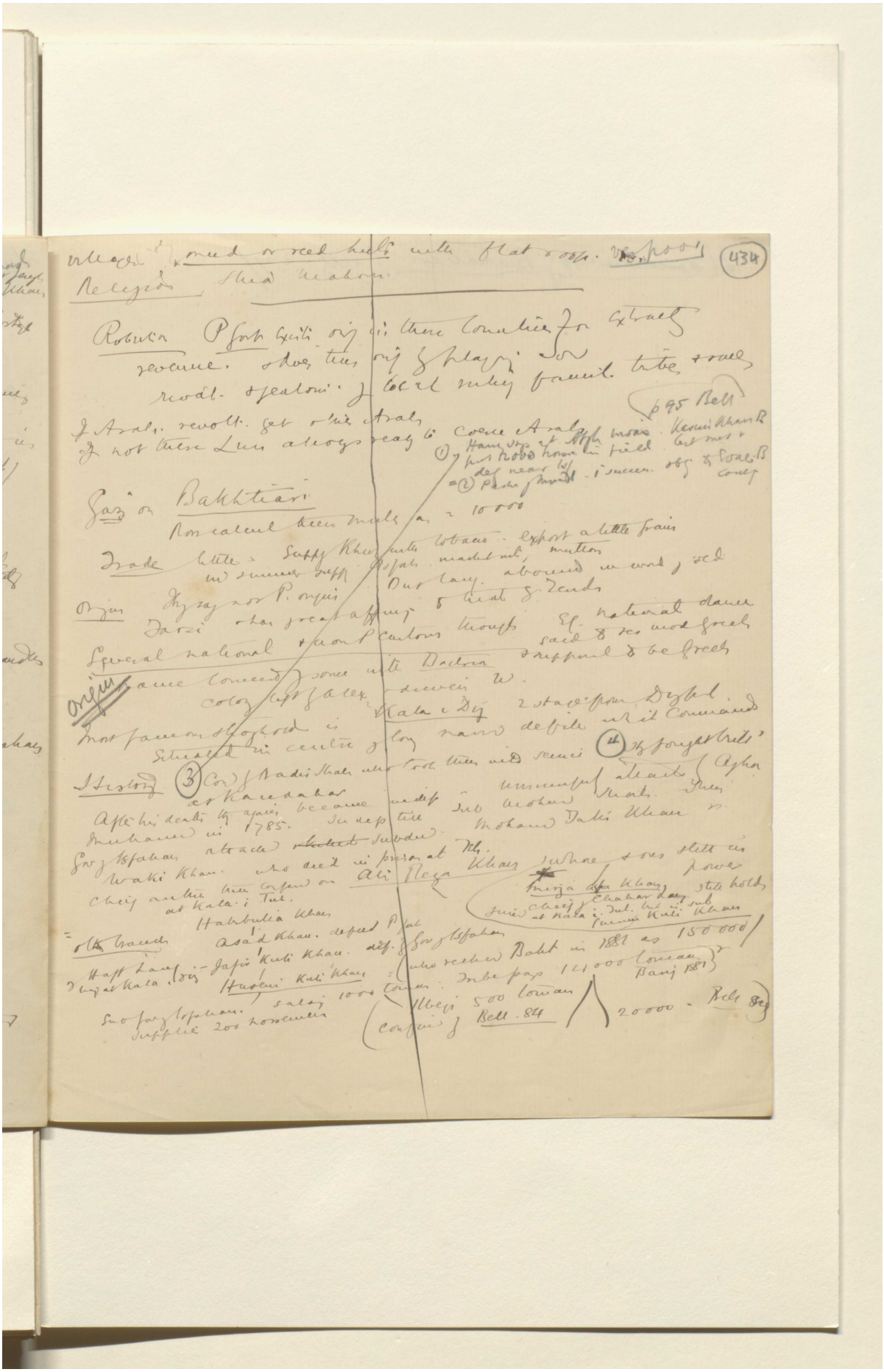

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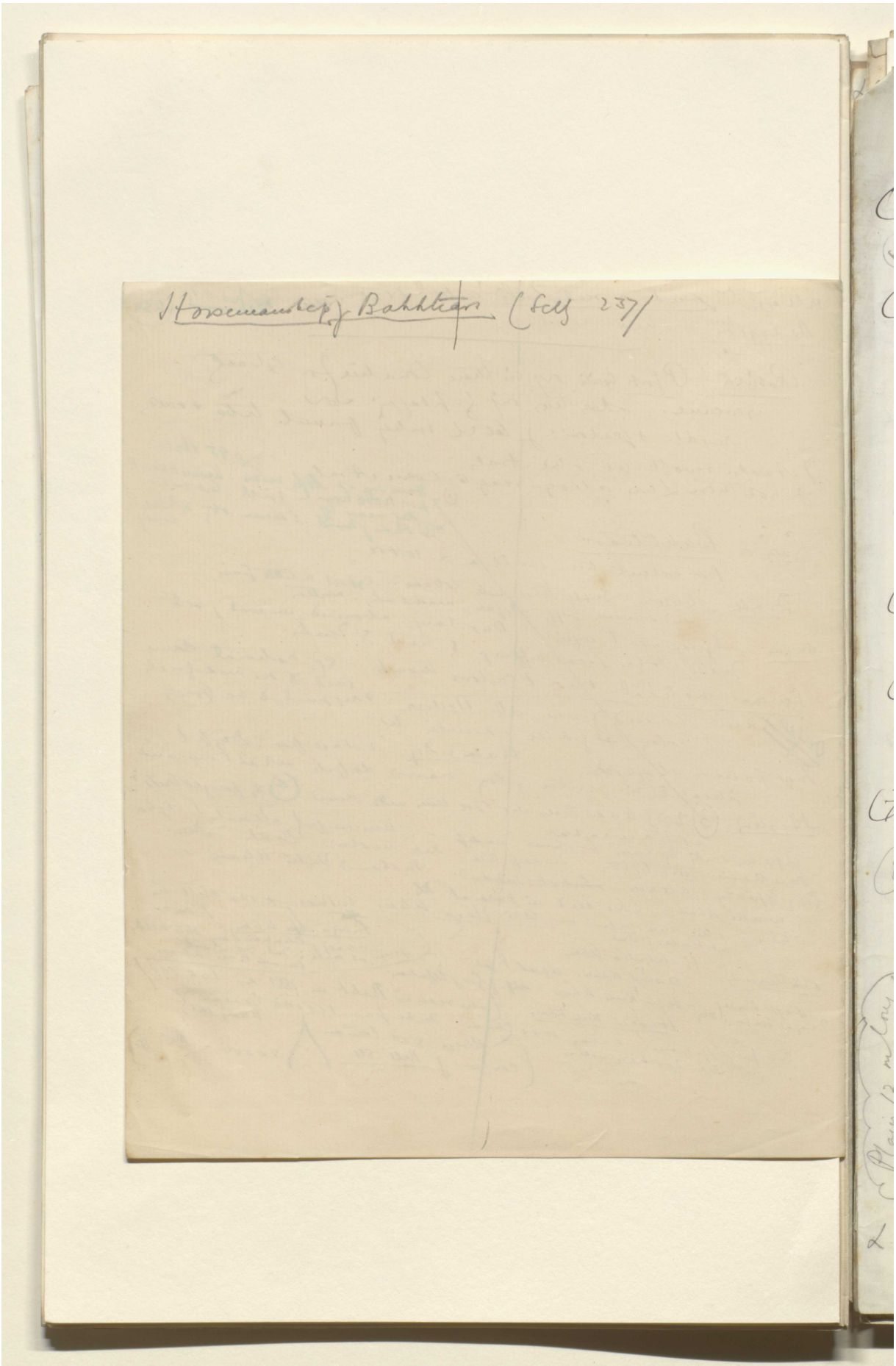

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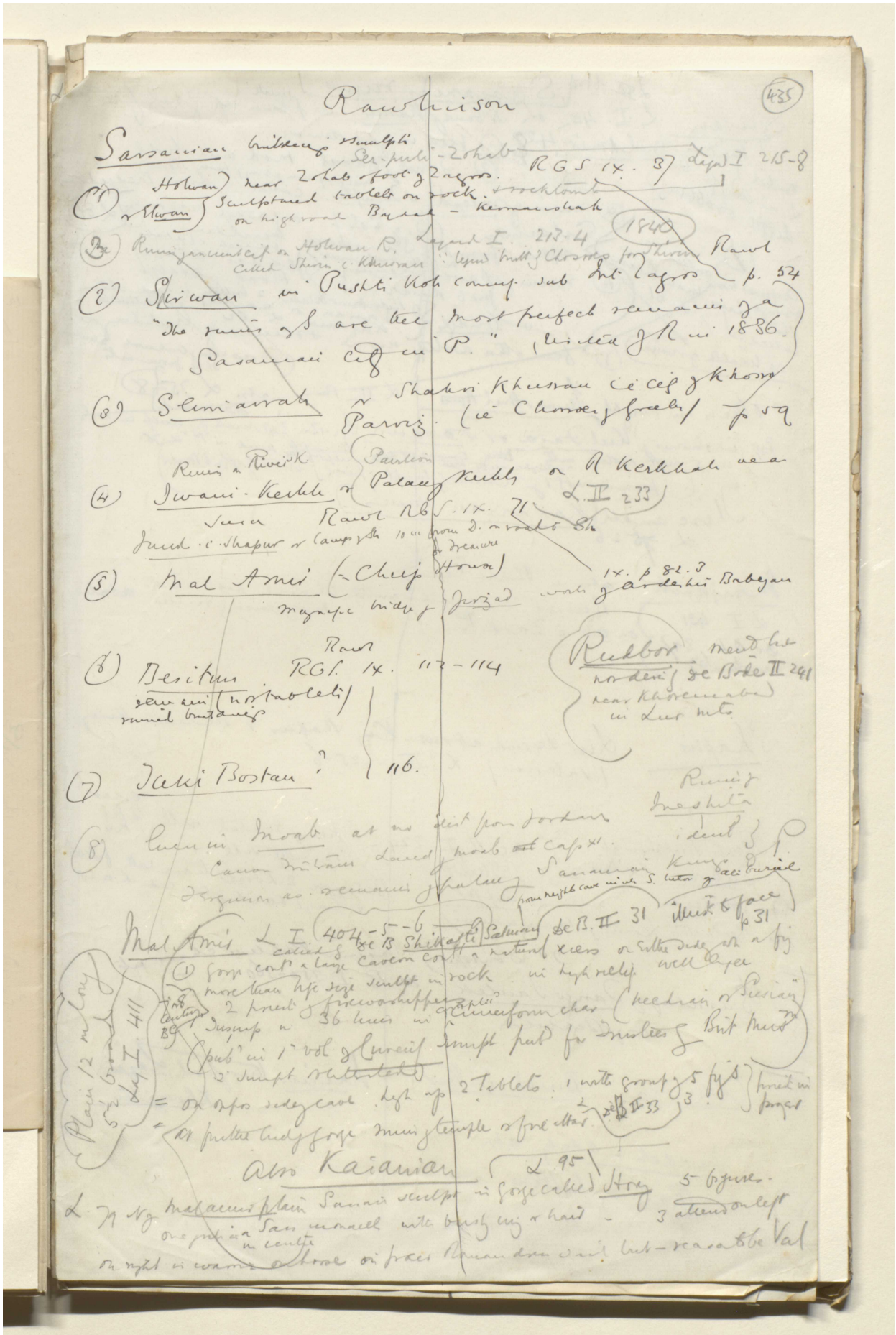

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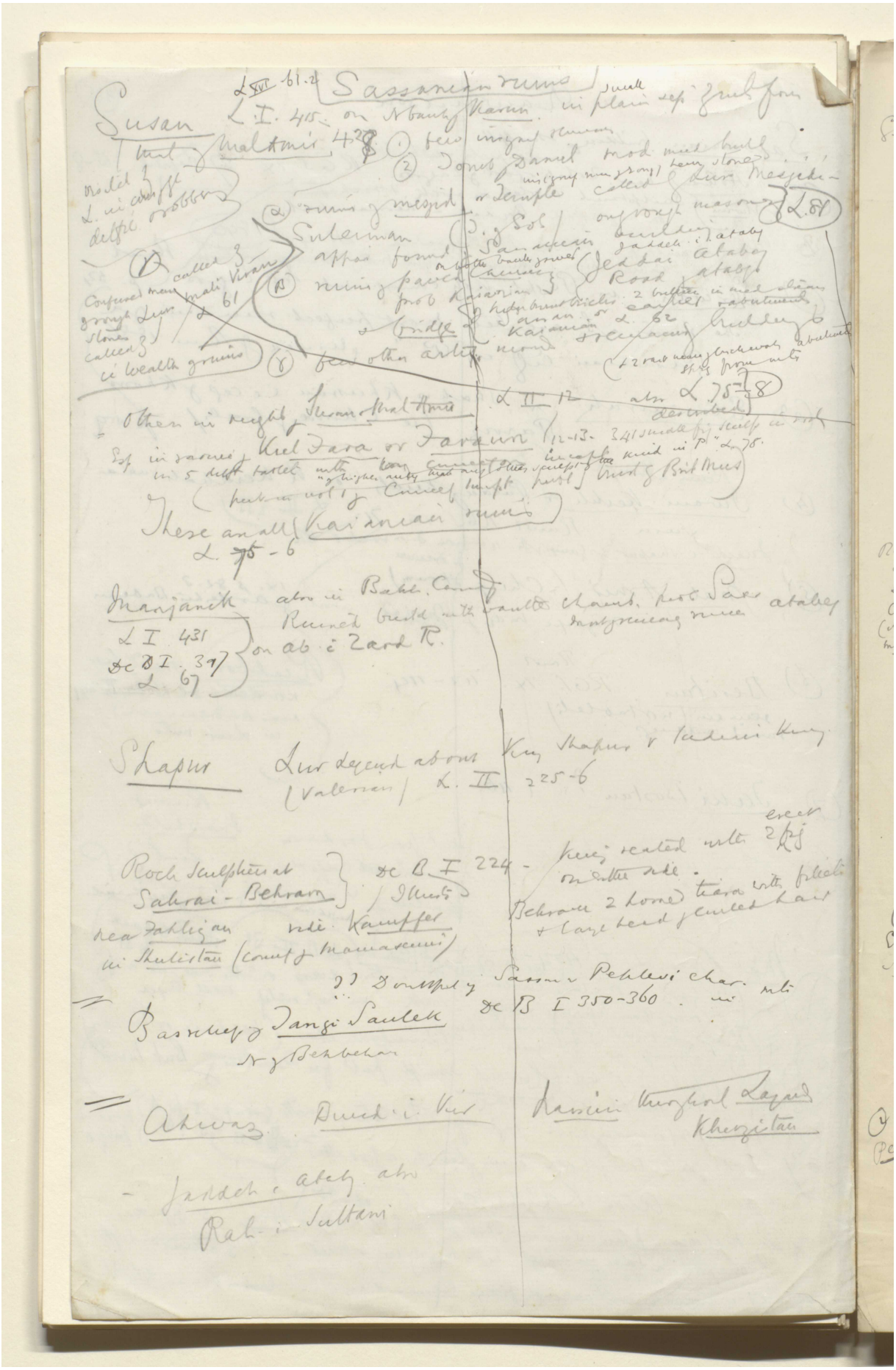

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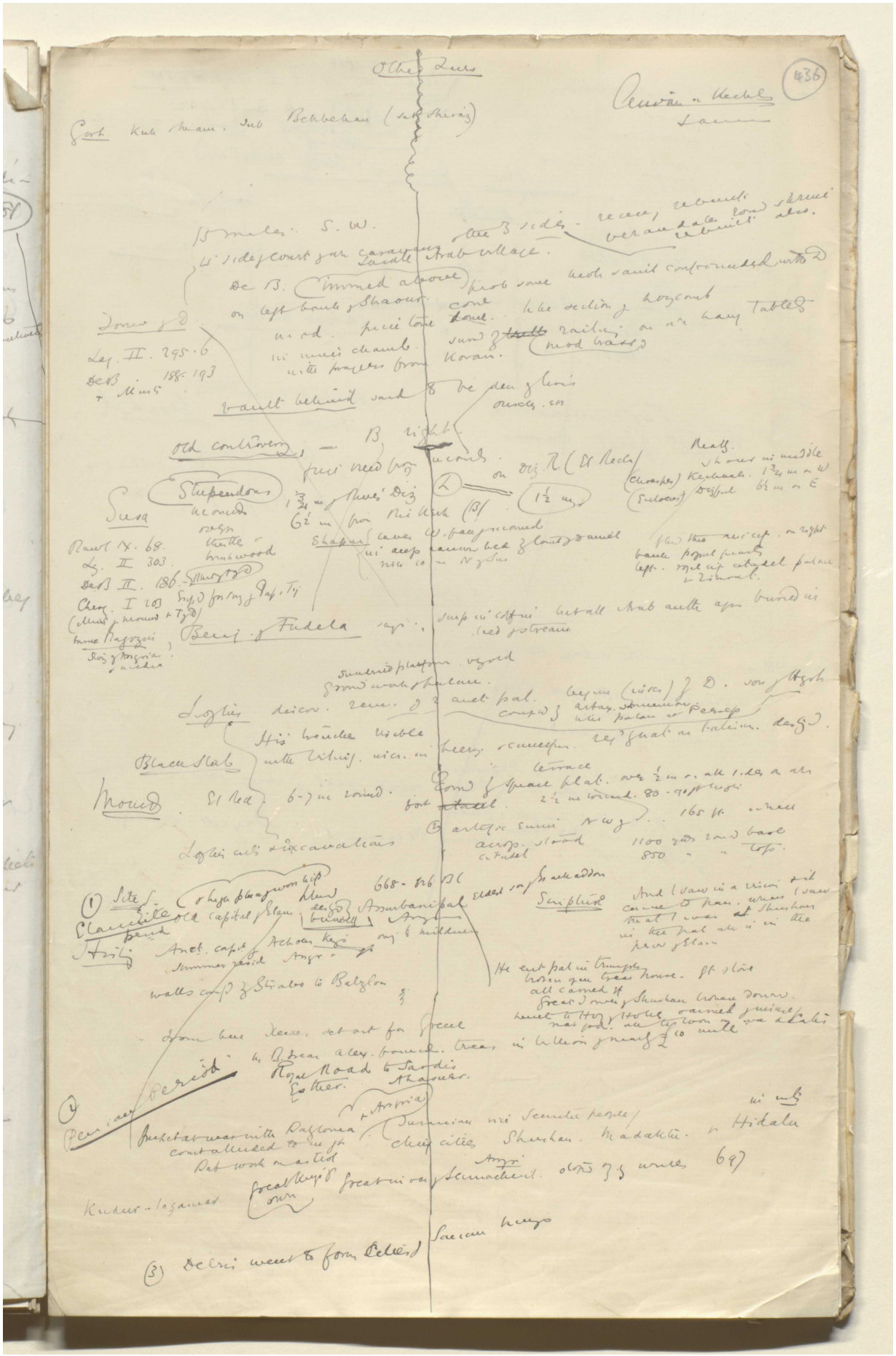

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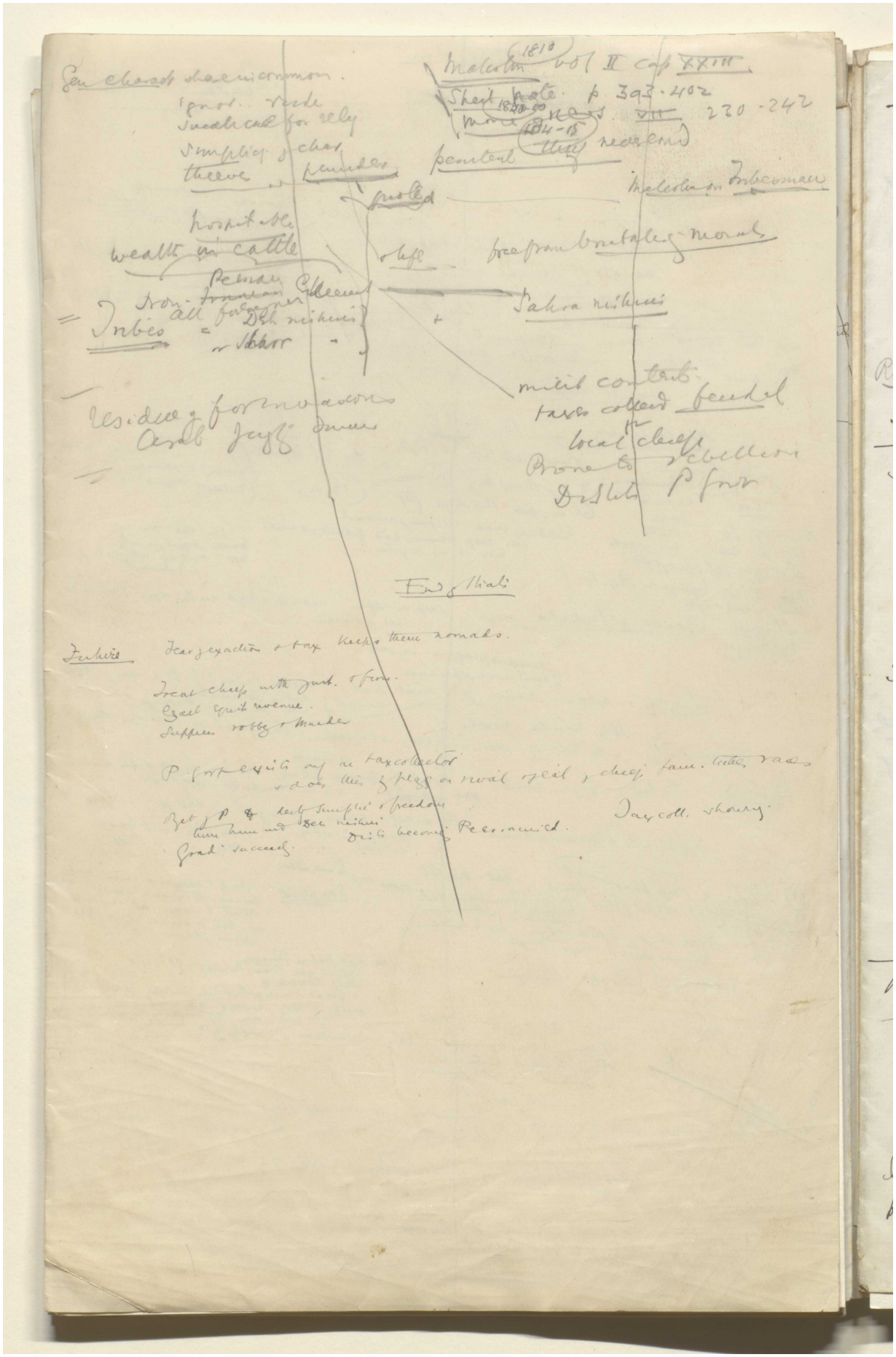

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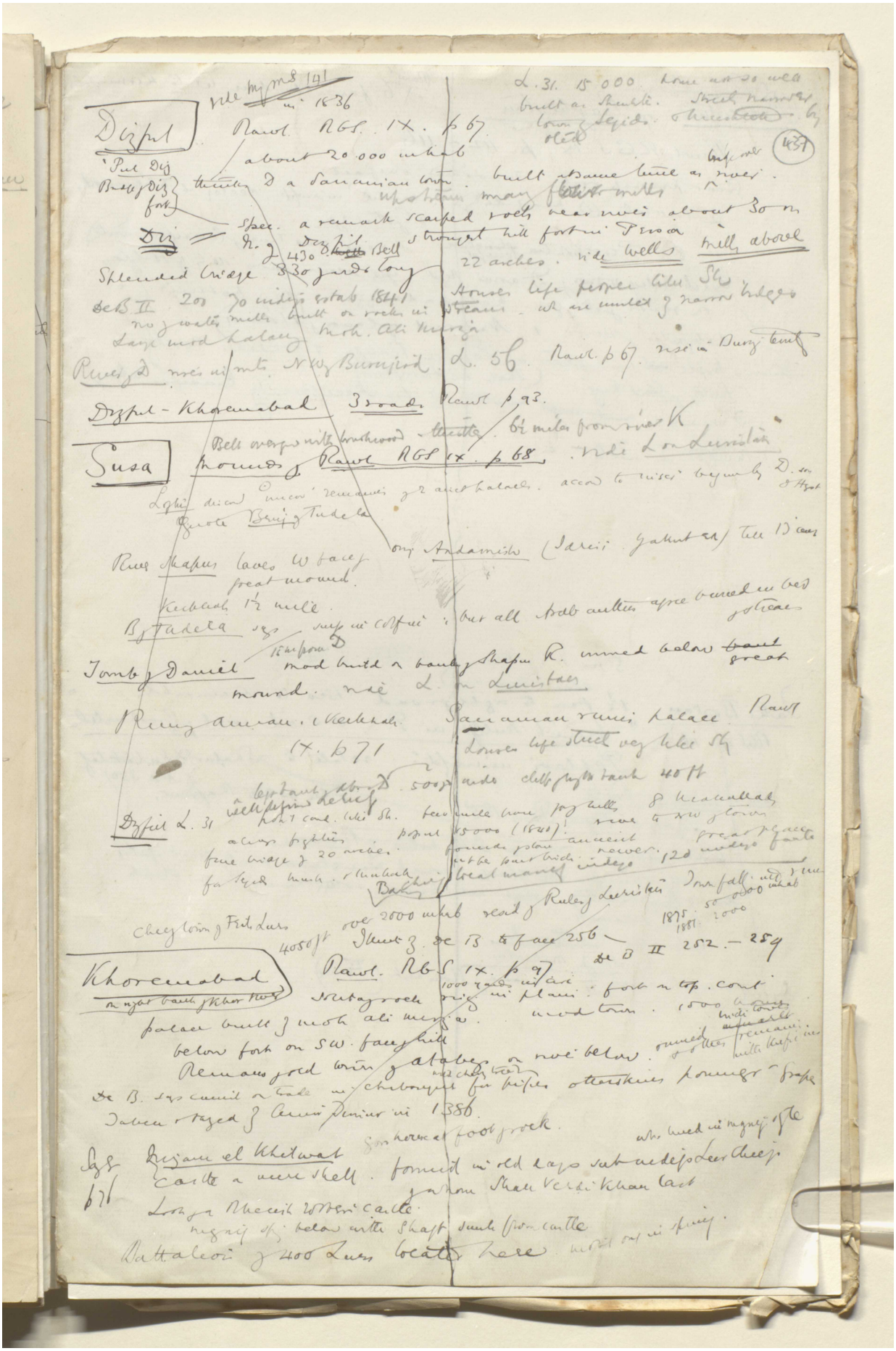

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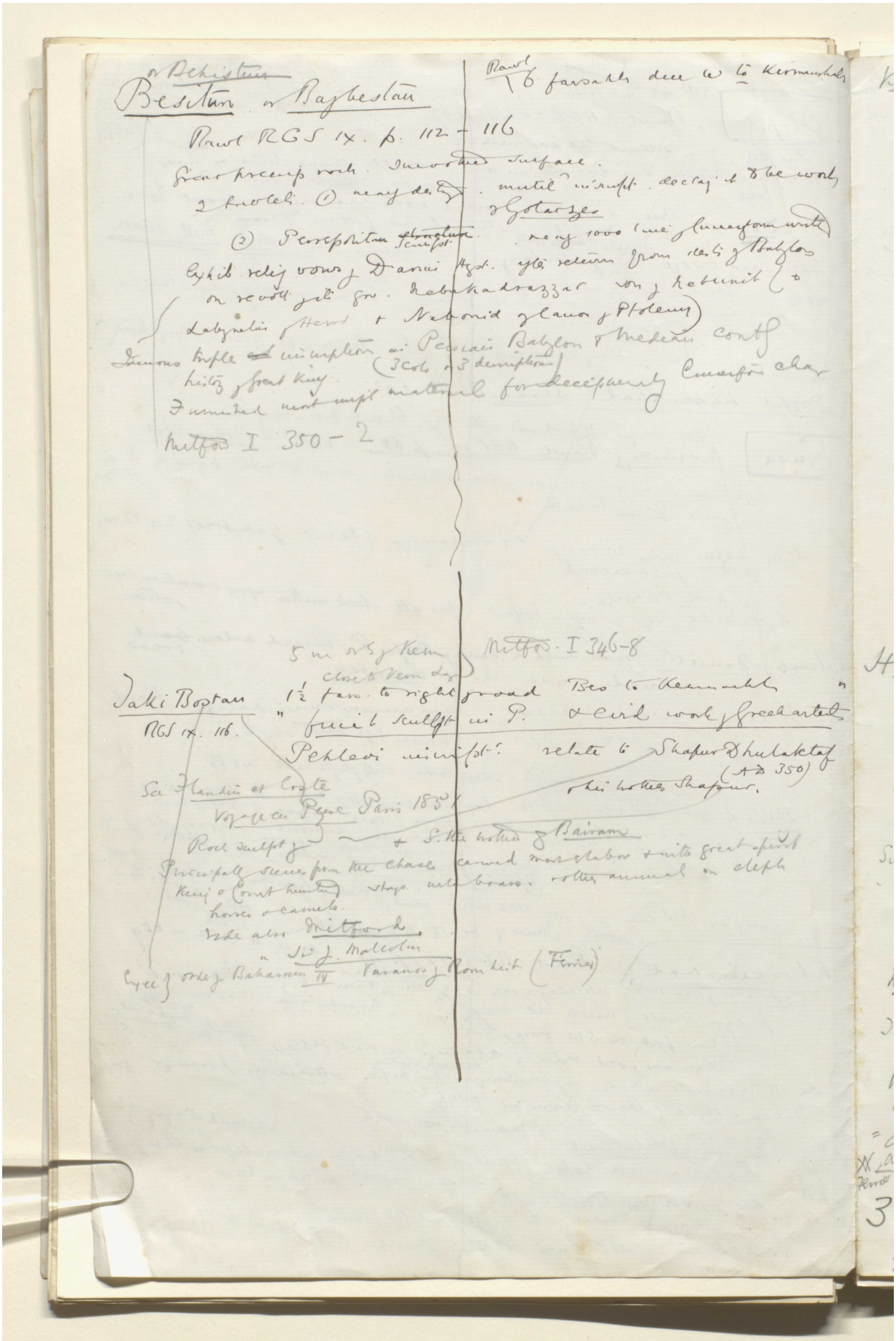

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or Behistun

Besitun or Bagbestan

Rawl RGS IX. p. 112 – 116

Great precip rock. Inverted surface.

2 tablets. (1) nearly destroyed. mutil. inscript. declaring it to be work of Gotarzes

(2) Persepolitan ~~structure~~ sculpt. nearly 1000 lines of cuneiform writing

Exhib. relig. vows of Darius Hyst. after return from desti. of Babylon on revolt. of its gov. Nebukadrazzar son of Nebunit (+ Labynetus of Herod + Nabonid of Canon of Ptolemy)

Famous triple ~~ed~~ inscription in Persian Babylon + Median contg. (3 cols + 3 descriptions) history of great king.

Furnished most impt. material for deciphering Cuneiform char.

Mitford I 350 – 2

Rawl 16 farsakhs due W to Kirmanshah

5 m. or S of Kerm. close to Kerm. Lag.

Mitford. I 346-8

Jaki Bostan RGS IX. 116.

1½ fars. to right of road Bes to Kermanshah "

" finest sculpt. in P. & civil work of Greek artists

Pehlevi inscript. relate to Shapur Dhulaktaf (AD 350) & his brother Shapur.

See Flandin et Coste Voyage en Perse Paris 1851

Rock sculpt. of ~~~ + S. the brother of Bairam

Principally scenes from the chase carved most elabor. & with great spirit. King & Court hunting stags. wild boars. & other animals on elephants horses & camels.

Vide also Mitford

" Sir J. Malcolm

Excel. of order of Baharam IV Varanos of Roman hist. (Ferrier)

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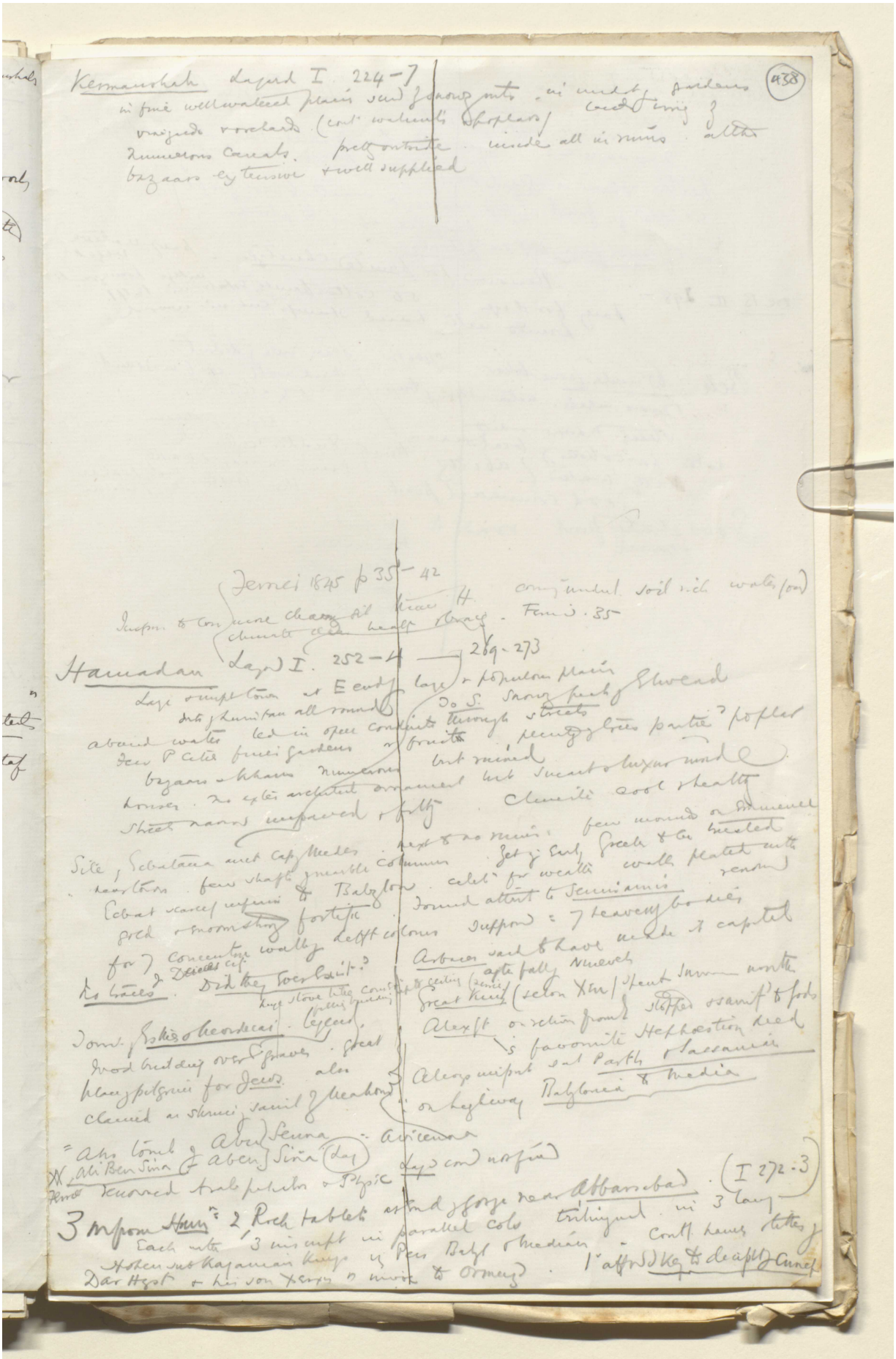

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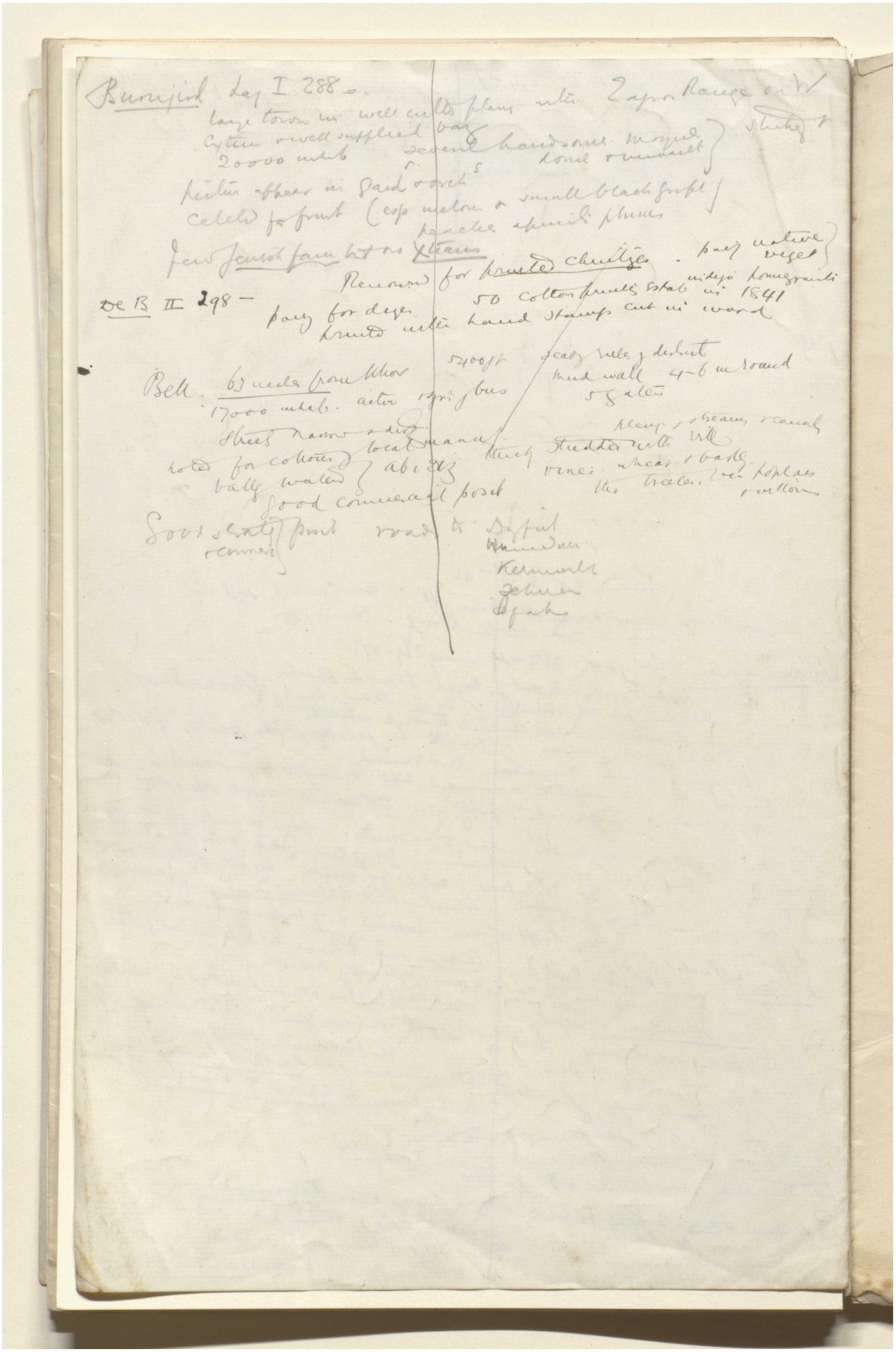

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Report by Captain Wells of a journey made by him from Shuster to Shush and back and thence to Ahwaz.

In the castle at Shuster we were housed comfortably enough, considering that it is a place built by a modern Persian, on a site that doubtless was formerly crowned by a more useful and ornamental edifice, judging by the grand and appropriate works to be found in this neighbouhood, all of which kind were built centuries ago.

The site occupied a bold sandstone rock which rises above the Karun river to a height of 80 feet, and is washed along its north-east face by that river; to the south and east the rock slopes away, and its base is surrounded by a castellated wall or rampart now in a very bad state of repair. The castle was built by the present Governor of Dizful when he previously ruled this province some 25 years ago, at which time Shuster was the chief city. He has shown his sense in moving to Dizful where the inhabitants at all events are less filthy than the Shusterites. The wonders of Shuster have been described in the Royal Geographical Society's papers, volume 9 and volume 16, by Sir H. Rawlinson, and by Loftus in his Susiana, some years ago.

There is very little trade of any sort here. The whole place seems at a standstill. We were detained for three days at Shuster, and were delighted when we escaped across Valerian's bridge. Along the road to Dizful we kept the northernmost of the two roads as we should be less liable to be detained by floods, and, crossing the sandstone and conglomerate ridge which hems in Shuster on the north-east and north, we traversed an open rich alluvial plain to Ab-Beed. The road crossed two or three nullahs which would be awkward in flood, but would soon run down. The plain has many villages, and is pretty universally cultivated. Here the Ikkhani has built himself a fortified house, which he inhabits in winter months. Corn is so plentiful that our bread was not charged for, nor the corn for our horses, and yet this plain is tilled in the most slovenly manner by a most lazy people. Ab-Beed has only, say, three families; but supplies are plentiful and there is a good spring of sweet water.

Population 6,000. Shustero Ab-Beed 18¾ miles, level. One bad bit of road over sandstone ridge for ¼ a mile, easily improved. Bad going after rain. Direction a little N. of W.

We looked out for the shrub "Kalebleb" which attracted Loftus' attention so much and at last recognised it to be an old friend. Large quantities grow at Daliki near Bushire to a height even of 12 feet. Loftus is wrong in describing its flower as white and large, for it is the size of a scarlet geranium and grows in clusters like that flower; it has five petals and is of a deep purple colour with a white eye. There is no doubt we were looking at the same plant, as the white sap was there, and the natives volunteered the name Kalebleb for it. The seed is very peculiar, a huge pod hanging like a pitcher plant flower.

November 25th.—From Ab-Beed to Dizful six very easy farsakhs of level ground crossing a 500 yards wide watercourse which had already run down and become dry. There are low hills to the south, and bluffs of sandstone to the north, but they both die out before Dizful is reached. Along the sides of the watercourse we found francolin and snipe. Near the latter place are large tracts of ploughed land haunted by innumerable cranes. The town from a distance looks like Bushire as it stands on a plain somewhat higher than the right bank of the Dizful and so appears to be over the sea as it were.

Ab-Beed to Dizful 18¾ miles, level. Cultivation is met with near Dizful. Population 20,000. Chief industry, indigo manufactory. Direction W.

The town seems cleaner than Shuster and we are kindly welcomed into the smart telegraph office by Mirza Ali Mohammed, the name mentioned by Lady Anne Blunt. There is no opium grown here but a large amount of indigo as much as 1,000 camel loads being sent inland every year.

We employ the evening going down the river and across the bridge which is 40 feet above the stream, 455 paces long and has its 21 arches pretty well in line. The view looking from the bridge is picturesque and curious, the river is rapid and still somewhat flooded from the rain of the previous few days. It has played havoc with the mills that are built in rows out into its course. The mill wheels as well as the causeways leading to them showing marks of having incurred considerable damage. On the left bank or right hand side looking up stream the conglomerate cliffs rise sheer from the water to a height of 40 feet and above them the quaint mud houses in irregular shapes. In the distance the hot bare hills of the lower slopes are backed up by the mountains with crests of new fallen snow.

We called on the Wazir who showed us the way to his subterranean chamber, where he passes the day during the hot months of the year: and told us of the misery of the summer season, in this one of the sunniest parts of the Globe.

At length we took our leave and were free to start for the tomb of Daniel. It was fortunate that we did not depend on the Commander-in-Chief for a guide, and did not need an escort, for the one did not turn up till we had nearly reached Shush, and ten miserable infantry men arrived the next day when we were actually on our way back to Dizful. These 10 being the escort.

Distance 15 miles and road would be almost impassable after rain. Direction S.

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Susa

Crossing the Dizful bridge we turned sharp south and kept along, and almost parallel with, and not far from, the river. We soon come on francolin and, taking our guns, bag three brace of birds and two hares. The ground is covered with shrubs of tamarisk and aspen, and a kind of half willow and half poplar, the gharab or salix Babylonica as proved by Schindler. It is dry under foot and the trodden herbs emit a pleasant odour. Quitting the Dizful river where it turns to the east, we cross some rising ground and in the distance see the stupendous mounds of Shush or Susa. In the foreground is an encampment of the Ali Kasir Arabs of about 70 families, to the right of the mounds is a real forest such as gives colour to the often told story that there are lions in this part of Persia. It is skirting the banks of the Kalkhar river. Beyond is a beautiful plain covered even now with verdure and leading one's eye up to the setting sun. "What a magnificent site for a city" is what one exclaims at once. But if possible, the view from the mounds of Shush looking north is finer than the one we are now describing, as you have all the rolling plain with the red hills and the snowy mountains, changing colour and throwing shadows as varying in hue as the dying dolphin. It is with a feeling of intense excitement that one nears the site of the ancient city renowned in biblical history and doubtless for some time queen of the eastern world. The tomb of the prophet though not the place of his burial, doubtless marks a spot on which his eyes must often have rested and his foot have trodden. Passing along the river part of the palace and citadel mound described and sketched by Loftus, the caravanserai, that stands forming a courtyard on three sides whilst the shrine forms the fourth, is reached. It was full of Arabs and workmen employed in rebuilding the pinnacle that surmounts the shrine in the shape of a series of steps of sections of fluted columns placed one on the top of the other, each step being of smaller diameter than the one below it, and so arranged that the cusps of the one bisect the concave of the other. This is the fashionable shape of pinnacles in this part of the world.

We took up our abode in the river verandah of the shrine close to the tomb which was only divided from us by a perforated wooden lattice. The tomb is enclosed by a modern brass railing of some height. In the verandah we eat, drank, and slept when the mumbling of prayers at the shrine, and the mosquitoes from the sluggish and deep Shour flowing 8 feet below, allowed us peace.

The Shour, or Shouour, though only 10 yards in width, is not fordable till 16 miles below this, at a place named Ammat-ul-Zimman. At night this place resounded with the cries of jackals, attracted no doubt by the large number of francolin that abound. Three years ago the cloisters or verandahs round the shrine were rebuilt by the Itisham-a-Sultaneh whilst the caravanserai was rebuilt by the Hiqmet-ul-Dowleh.

Curious to say no trace of the fragments of the "black stone" are said to have been found in the pillars of the verandah. The present guardian of the tomb is the son of the man who was there in Loftus' time and remembers the latter being at Shush; he was a child at the time and says his father never told him anything about the fragments being built up in the verandah, but that he heard they were thrown into the river.

For history of "black stone" see "Loftus' Chaldea and Suziana."

November 27th.—Passed a bad night. Before dawn the spurwinged plovers made a terrible din with their rude, often repeated question "did you do it?" and, as it were, working themselves up into a terrible rage. As day dawns we climb the citadel with difficulty, its sides being very steep.

It would hold, I think, a garrison of 3,000 men and commands the surrounding mounds completely. I could see no sign of the depression in which Loftus would have one to believe the Ecelous flowed, unless this latter were merely a ditch that flowing from the Ulai surrounded the palace and citadel. After inspecting Loftus' cuts and excavations here, we went to the site of the palace and there saw the bases of the columns and remains of winged bull, starting a large hyena close by it. In the afternoon we have to start for Dizful and we shoot as we go, getting seven brace of francolin, a woodcock and quail. We also saw numbers of pigeons, geese and wild pigs. We arrived at the comfortable telegraph office considerably after dark.

November 28th.—Despite the rain we start at 8-30. A guide turns up after us. We have decided to go by the southern road and the much enduring telegraph wire is our guide. Our friend Mirza Ali Mohammed has had no communications with Teheran for 14 months, the wire being down to Burojirt, the wild tribes destroy it as fast as it is put up, but from here to Shuster it hangs in a marvellous manner. The weather cleared up at about 10 A.M. and we breakfasted at the site of an ancient city. Our stage to-day was Koonak or Gawnek. We are lodged in a dirty hovel, a half blind Baktiari, Dorab Khan, with a plaintive voice and sad manner, is our host; he is an exile having a blood feud with the Kaleh-i-Tul man, he is sent here to prevent quarrels and he and his people are the guardians of these fertile districts.

Dizful to Koonak or Gawnek of Quoneg, 19 miles, level cultivated land. Water poor, supplies plentiful. About 100 inhabitants, Bakhtiaris. Direction E.

We are still crossing plains so rich that with the little rain that has already fallen they have become carpeted with green.

November 29th.—The Khan Dorab, accompanies us out along the grassy plain where ancient water channels coming from the Karun far away, tell of a bygone civilisation. Now the fruitful prairie is given up to rooks and starlings, vast numbers of the latter are hawking here

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like bee eaters. At night in flocks of hundreds of thousands they fly over Shuster to roost in the palm trees at the south part of the town, and at morn or daybreak the sound of their whirlwind is the one thing lively in the place. This southern road *viâ* Koonak passes through the sandstone hills and no rough country is encountered. As you enter Shuster from this direction you see what a nook it lies in, and its damp and heat are accounted for.

November 30th.—We leave for Ahwaz *viâ* Bend-i-kir over 8 farsakhs of level ground, the road going due south. Near Shuster the few cultivated fields show what could be done if this country were inhabited by an industrious people. The alluvial plain we are crossing would be impassible after rain, the soil is so deep and clayey. We pass two Arab encampments. Here and there are large patches of jungle and large flocks of rooks and starlings. Where do these rooks build? There were dove coloured stilted plovers, too, in addition to the ordinary kind. At Bend-i-kir we have some trouble to get a roof over us. Bend-i-kir is on the point of land dividing the Kaiser Band or Gerger stream which is diverted from the Karun above the castle at Shuster, and the Shtait or Karun proper. The Dizful river also falls in just opposite, *vide* my report on Ahwaz obstruction. We have therefore, now to cross the first of these three, so as to get on to the left bank of the combined river on which bank Ahwaz stands. This ferrying may be avoided by leaving Shuster by the Pul-i-Belaitee or east gate and keeping along the left bank of the Kaiser Band or Gerger stream, but this would make it three day's journey to Ahwaz instead of two.

Shuster to Bend-i-kir 25 miles, impassable after heavy rain, perfectly level. Band-i-kir 80 inhabtants. Arabs. Supplies plentiful. Direction S.

December 1st.—From Bend-i-kir the Gerger here is 50 yards wide and exceedingly deep. We failed to get bottom with the oars of the boat which was there ready to ferry our men and baggage across. The horses and mules swam easily in the placid stream, and the whole business did not delay us more than 1½ hours. Our road lay through "Weis," an Arab village on the left bank, the burial place of Weis-i-kerami, a notable contemporary and disciple of the false prophet. The people hereabouts had robbed a Persian artilleryman the day before we passed of all he possessed. Then 10 miles on we reach Ahwaz, a miserable place of some 300 inhabitants of low type of Arabs.

Bend-i-kir to Ahwaz 27 miles, level. Good going.

We here bid adieu to Sheik Khalif, the Agent of Sheik Muzil, Governor of Mahamerah who had been travelling with us more or less from Dizful. He took our letters to post them at Busrah.

As from the account he gave of the delay caused by quarantine, &c., we determined to go across country to Shiraz *viâ* Behbeian.

I here give Mr. Mackenzie's description of the road on the Mahamerah.

Ahwaz to Ameerah, 3 farsakhs
Ameerah to Samayme, 5 farsakhs
} one stage.

Samayme to Vil above Mahamerah, 7 farsakhs
Village to Mahamerah, 2 farsakhs
} one stage.

"Leaving Ahwaz we are on the left bank, so it is necessary to get to the right or Mahamerah bank. The animals can be swam at Ameerah, but there is no village or supplies beyond on this bank and camp has to be pitched in the open; however four farsakhs of road is said to be saved in this way."

The other route is *viâ* Samayme which would seem to be on the left bank and 8 farsakhs from Ahwaz, and then from Samayme to village above Maramrah 7 farsakhs. Here animals can be swam, and it is only two farsakhs on to Mahamrah. It is obvious therefore that one ferrying must be undertaken somewhere about Mahamrah and another at Band-i-kir or a day's extra march is required to skirt the Gerger stream.

Mr. Mackenzie describes the country from Ahwaz to Mahamrah as similar to that from Shuster to Ahwaz, open and dead level but difficult after rain owing to sticky nature of soil.

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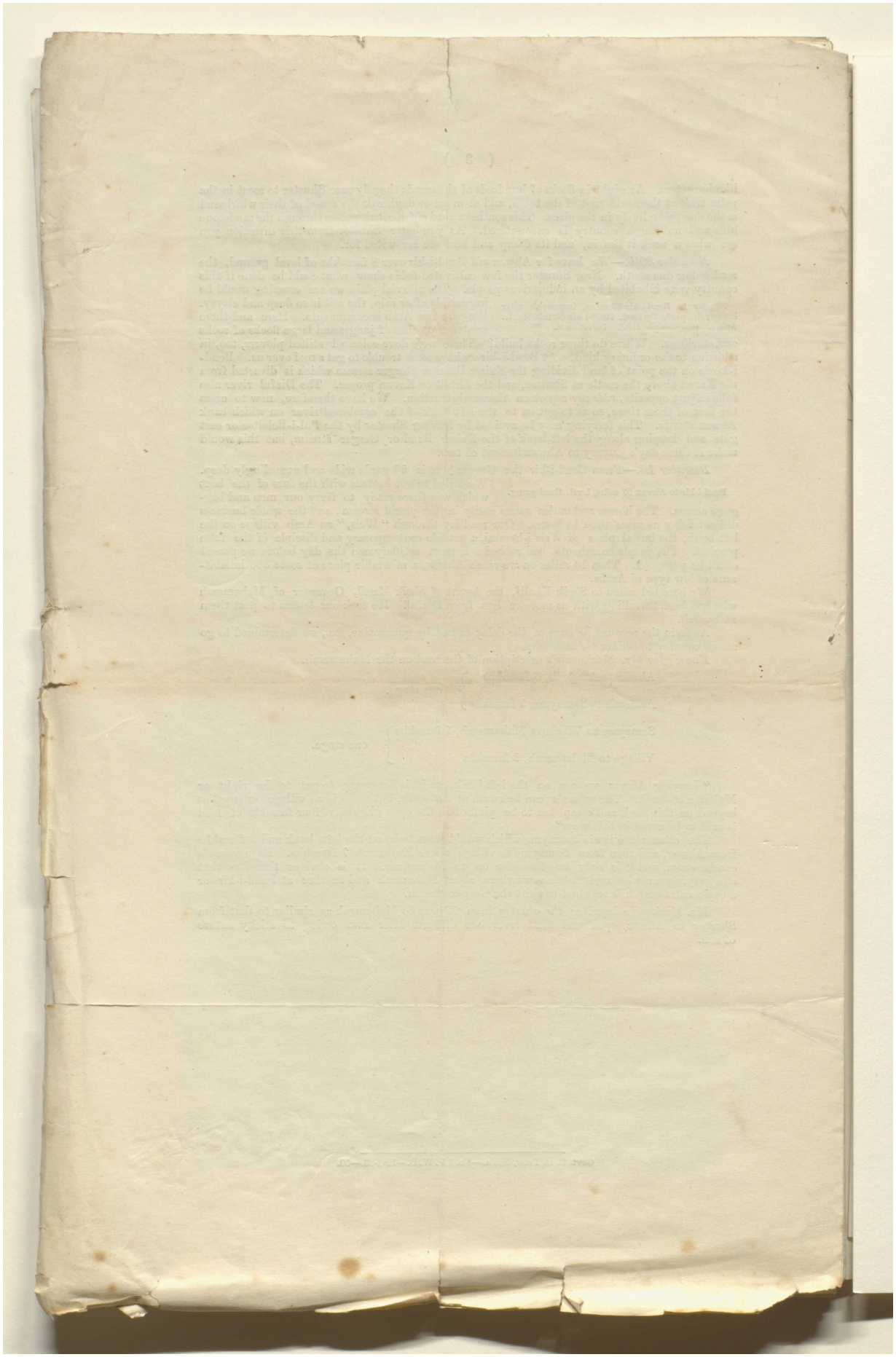

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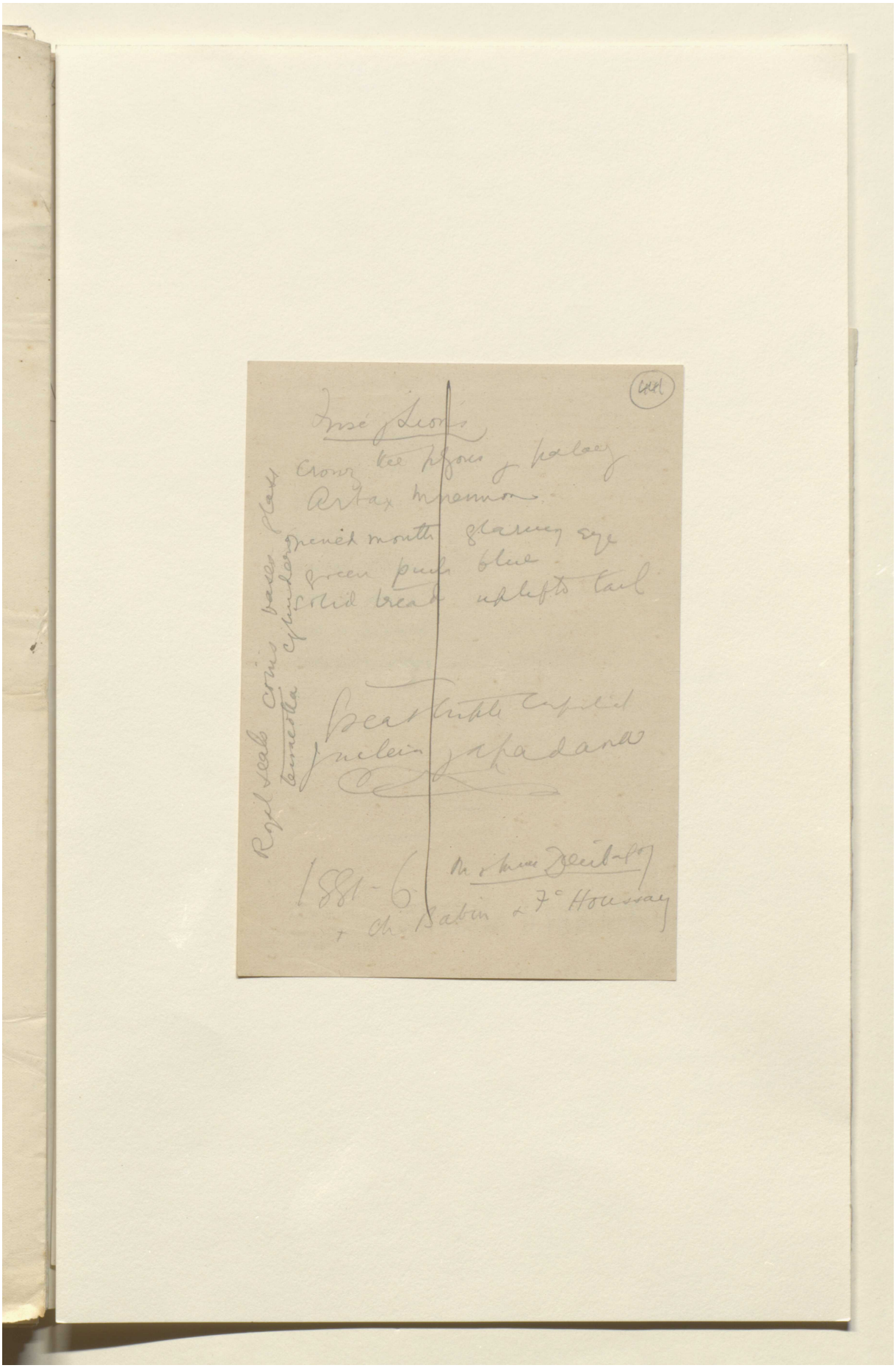

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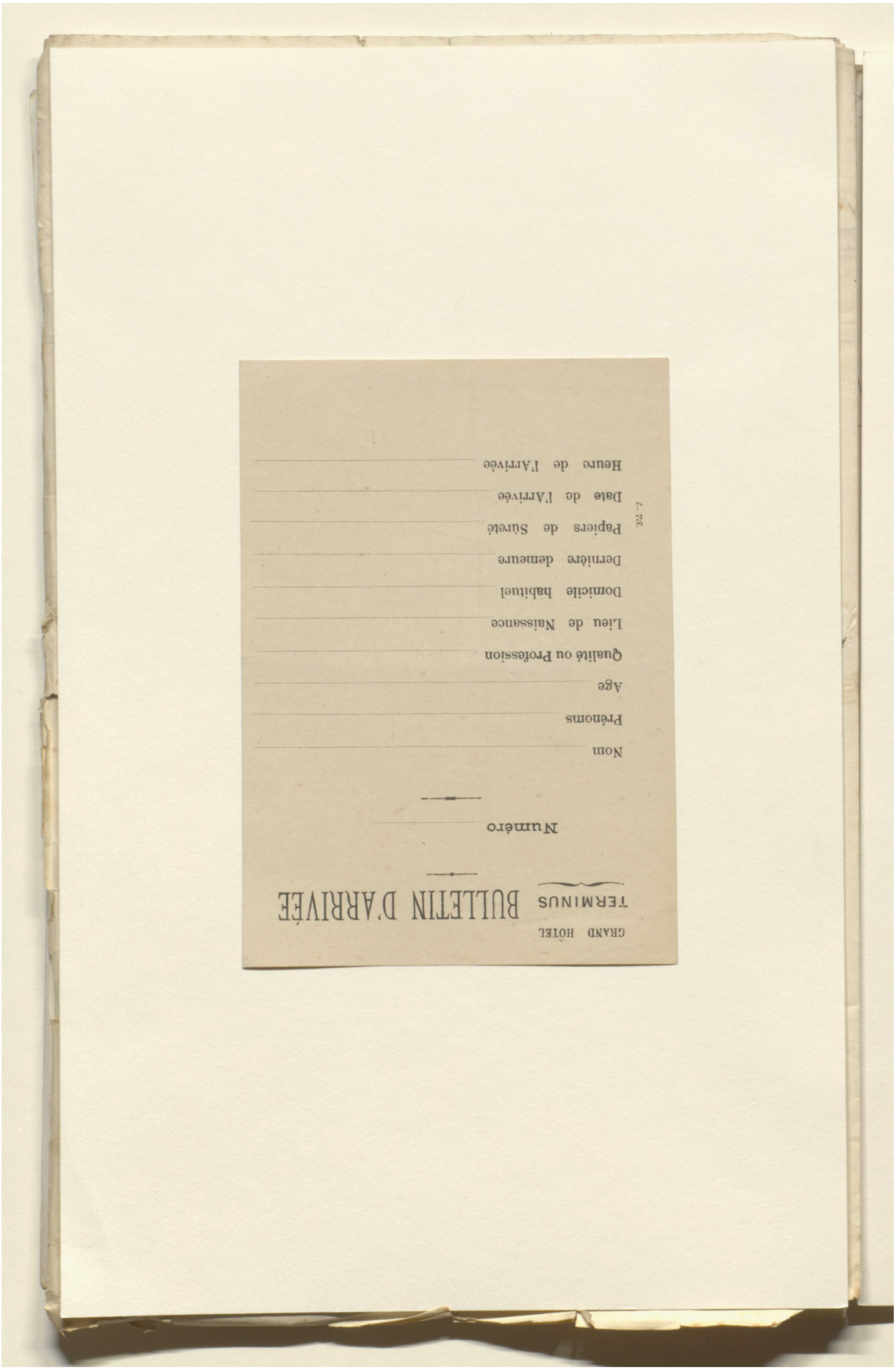

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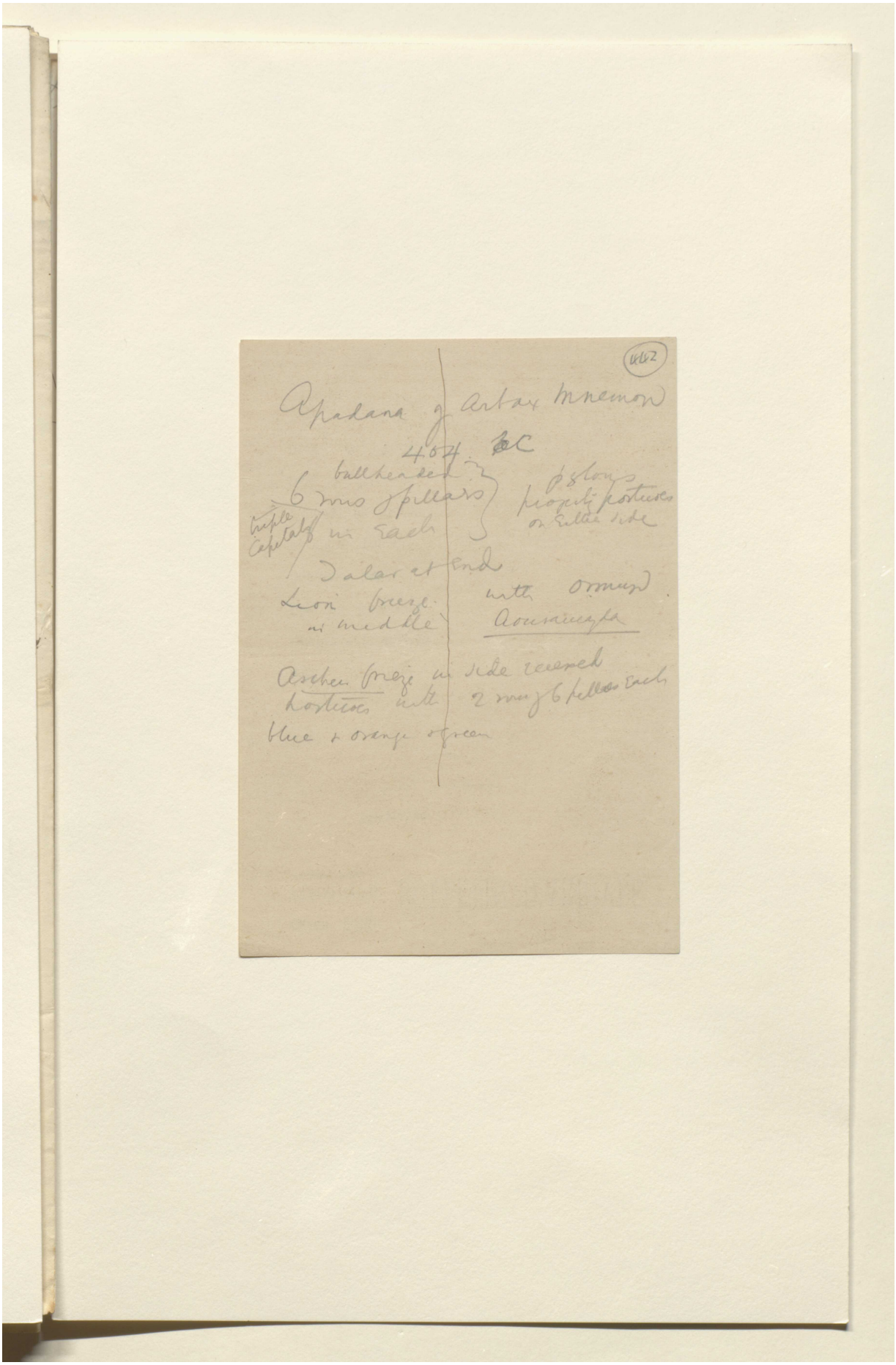

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TERMINUS

BULLETIN D'ARRIVÉE

Numéro

Nom

Prénoms

Age

Qualité ou Profession

Lieu de Naissance

Domicile habituel

Dernière demeure

Papiers de Sureté

Date de l'Arrivée

Heure de l'Arrivée

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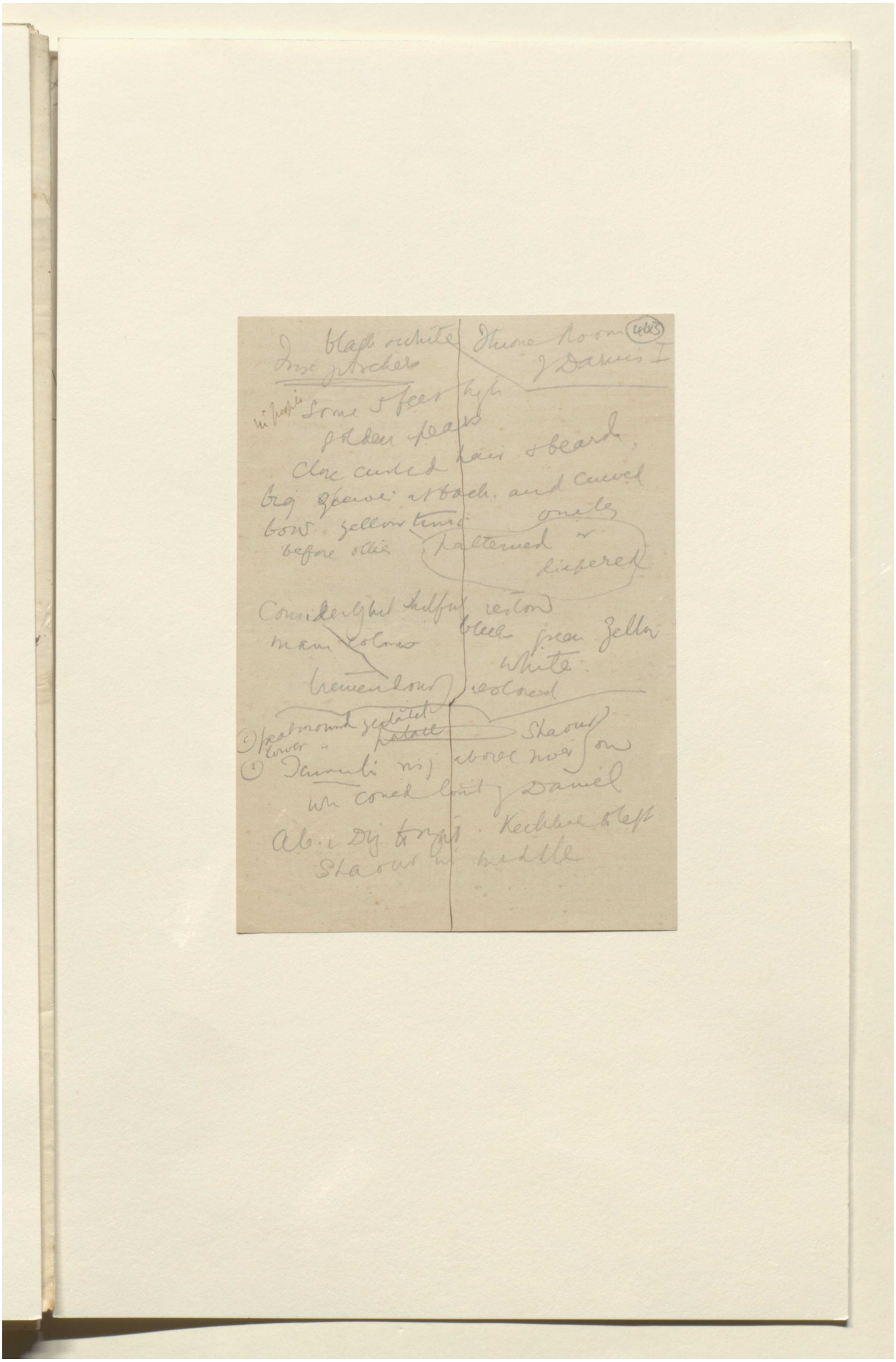

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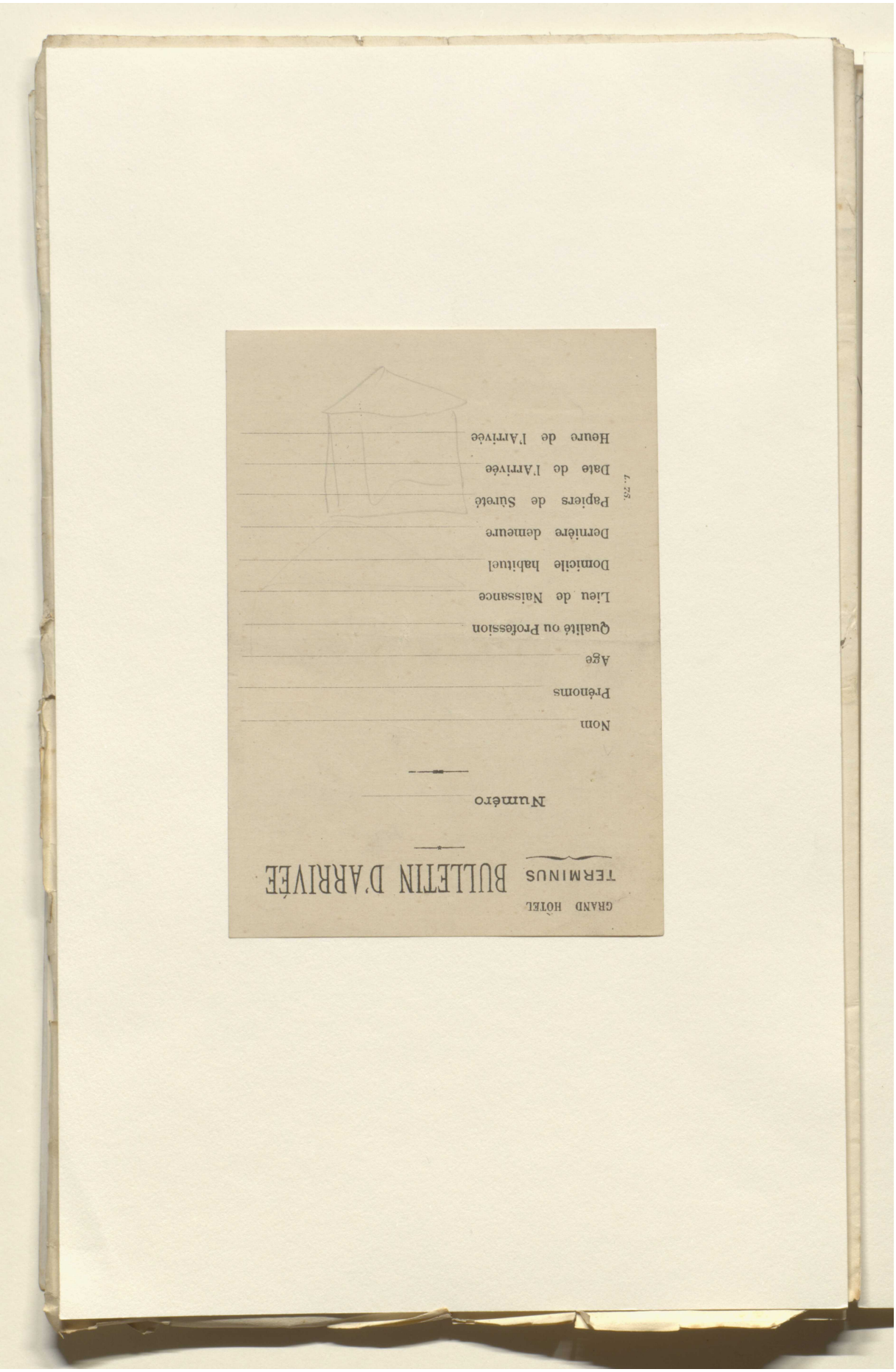

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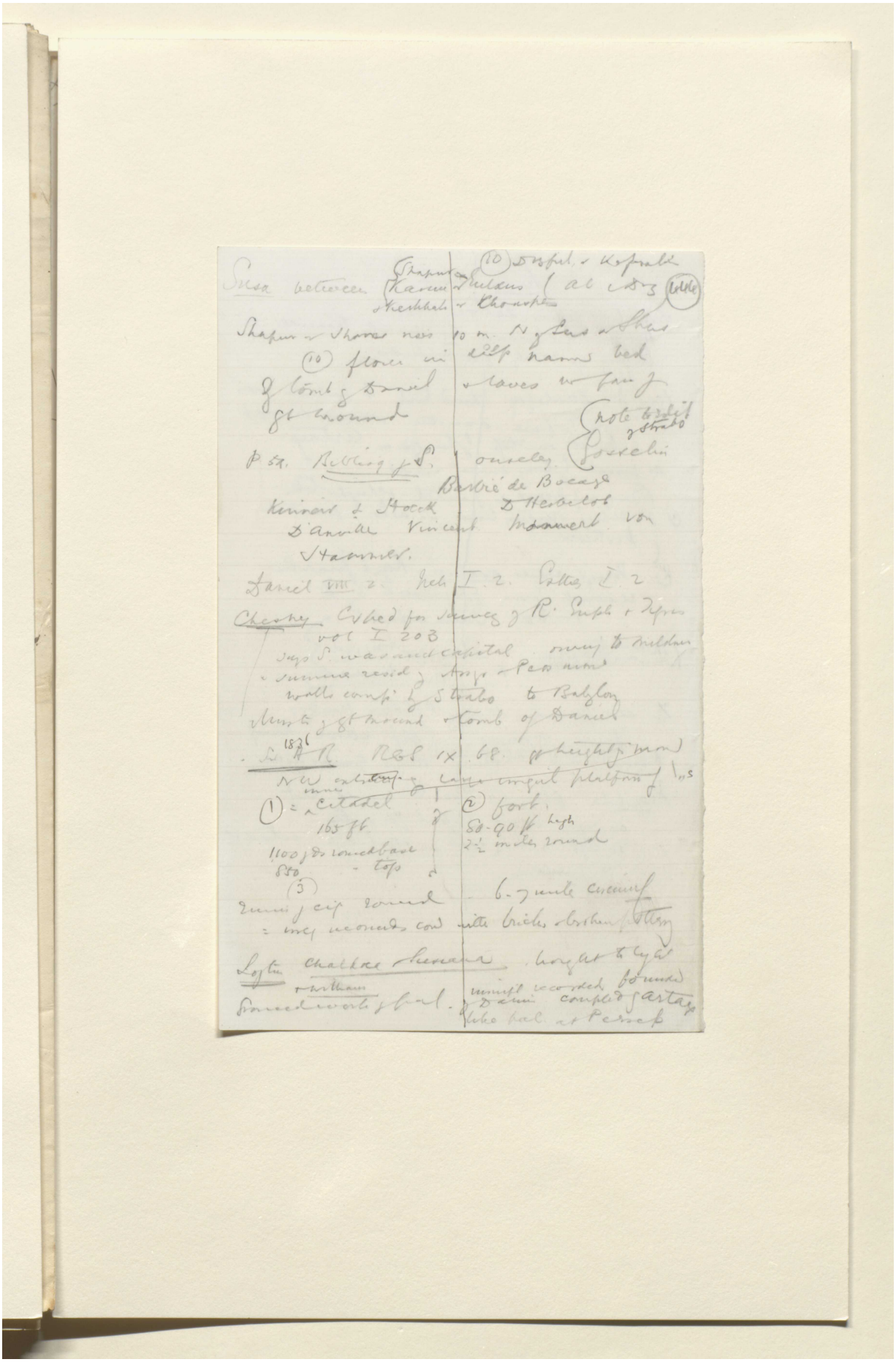

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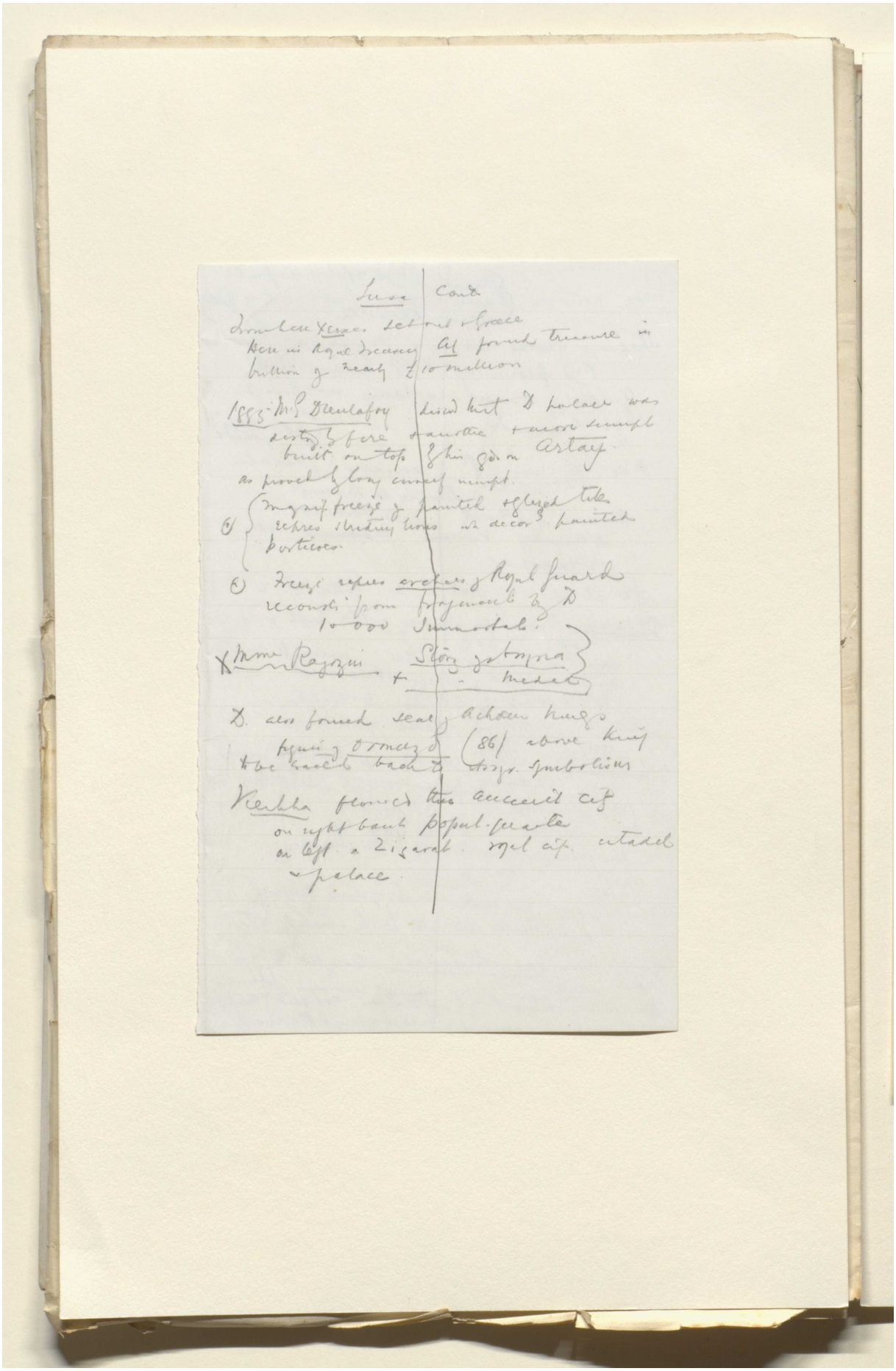

Susa Cont.

From here Xerxes set out & Greece
Here in Royal Treasury Al found treasure in
bullion of nearly £10 million

1885 - M. G. Dieulafoy discd that D. palace was
destroyed by fire & another & more sumpt
built on top of his gds on Artaxy
as proved by long cuneif inscript.

(1) Magnif. freeze of painted & glazed tiles
repres. striding lions w/ decor. painted
porticoes.

(2) Freeze repres. archers of Royal Guard
reconstr. from fragments by D.
10 000 Immortals.

X Mme Rajozin Stoz of Assyria
+ " medal

D. also found seal of Achaem kings
figure of Ormazd (86) above king
to be traced back to Assyr. symbolism

Kerkha flowed thro' ancient city
on right bank popul. quarter
on left a Zigarat. royal city. citadel
& palace.

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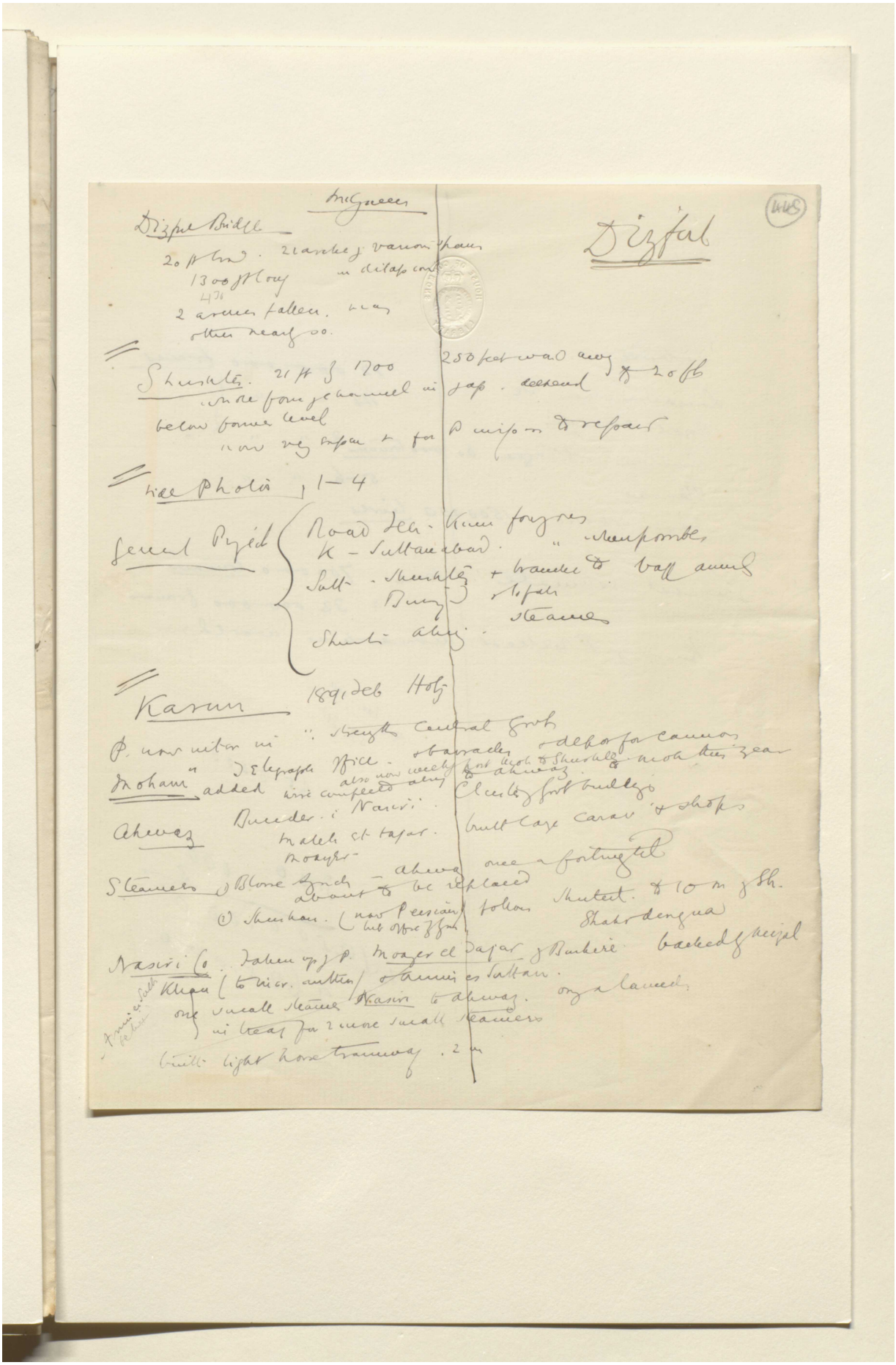

(445)

Dizful

McGuinness

Dizful Bridge

20 ft [illegible]. 21 arches of various spans
1300 ft long in dilap cond
4 [illegible]
2 arches fallen. [illegible]
other nearly so.

Shuskter. 21 ft of 1700 250 feet wide away to 20 ft
whole form of channel in gap. deepened
below former level
now very [illegible] for P [illegible] to repair

Vide Photos, 1–4

General Project
Road Tehr. Kum [illegible]
K – Sultanabad. " [illegible]
Sult. – Shuskter + branches to [illegible]
Burg[illegible] [illegible]
Shuskt. [illegible] steamers

Karun 1891 Feb Holy

P. now [illegible] in " strength Central Govt
Moham" Telegraph Office. + barracks + depot for cannon
added also now weekly post [illegible] to Shuskter [illegible] this year
wire completed along to Ahwaz
Ahwaz Bunder. i Nasiri. Electric Govt buildings
Maleh et Tajar. built caze carav + shops
Moayer.
Steamers (1) Blosse Lynch – Ahwaz once a fortnight
about to be replaced
(2) Shushan. (now Persian) follows Shuteit. to 10 m of Sh.
but office of [illegible] Shahr dengua
Nasiri Co. taken up of P. Moayer el Tajar of Bushire backed by Mizal
Khan (to incr. author) + Amin es Sultan.
one small steamer Nasiri to Ahwaz. only a launch
in treaty for 2 more small steamers
built light horse tramway. 2 m

Amin es Sultan [illegible]

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~~Tribute~~		12.000.000 francs
Land Taxation etc.		14 " " "
Royal Domains		3 " " "
Customs & Péages.	60.000 tomans	
Etennes		5-6 " "
Taxon Tobacco.	1,500,000 livres	

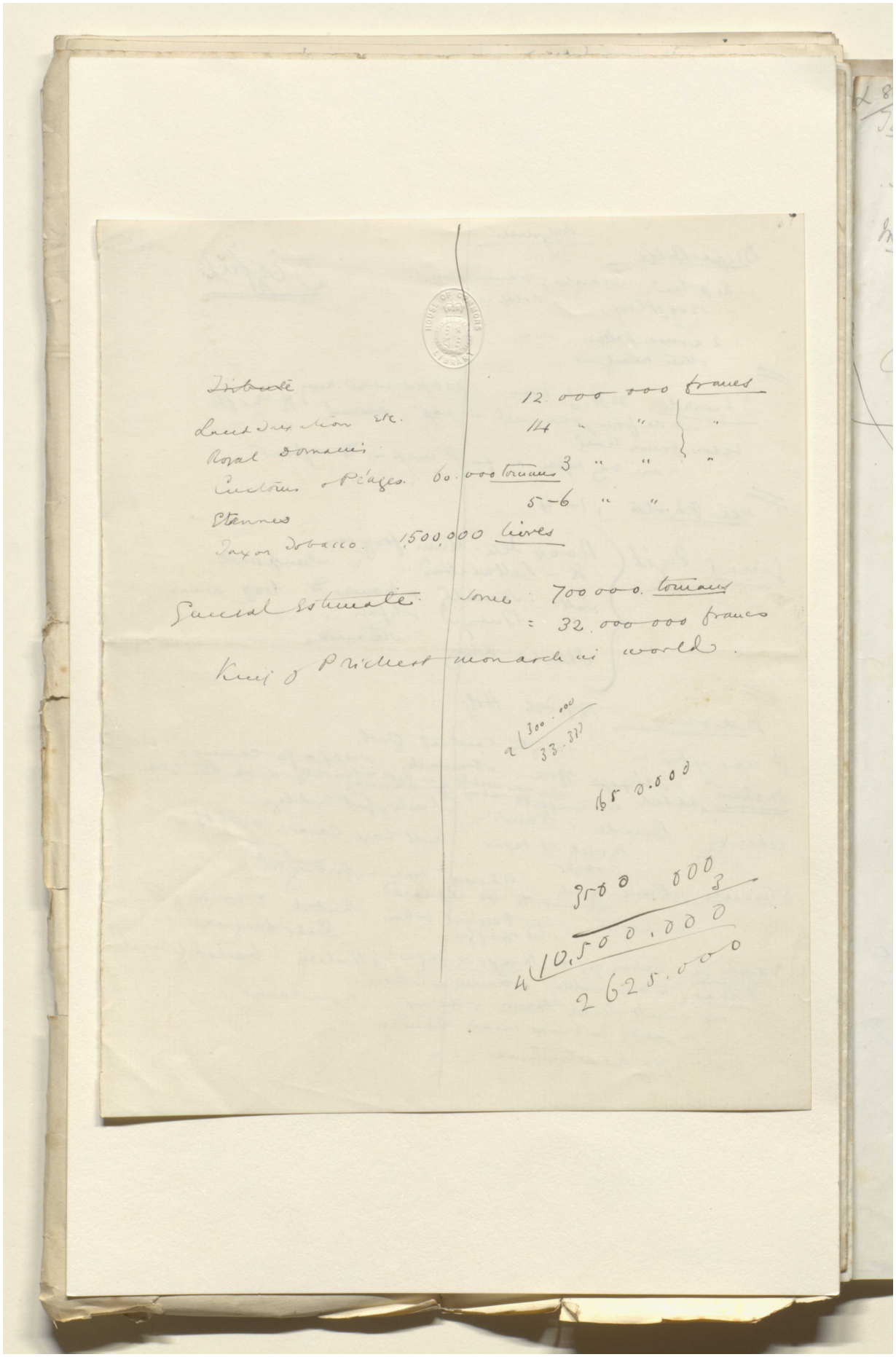
General Estimate. Some 700000. tomans
= 32.000.000 francs

King of Prickest monarch in world.

a 300.000
33.333

1650.000

3500 000
3
4 10,500,000
2625.000



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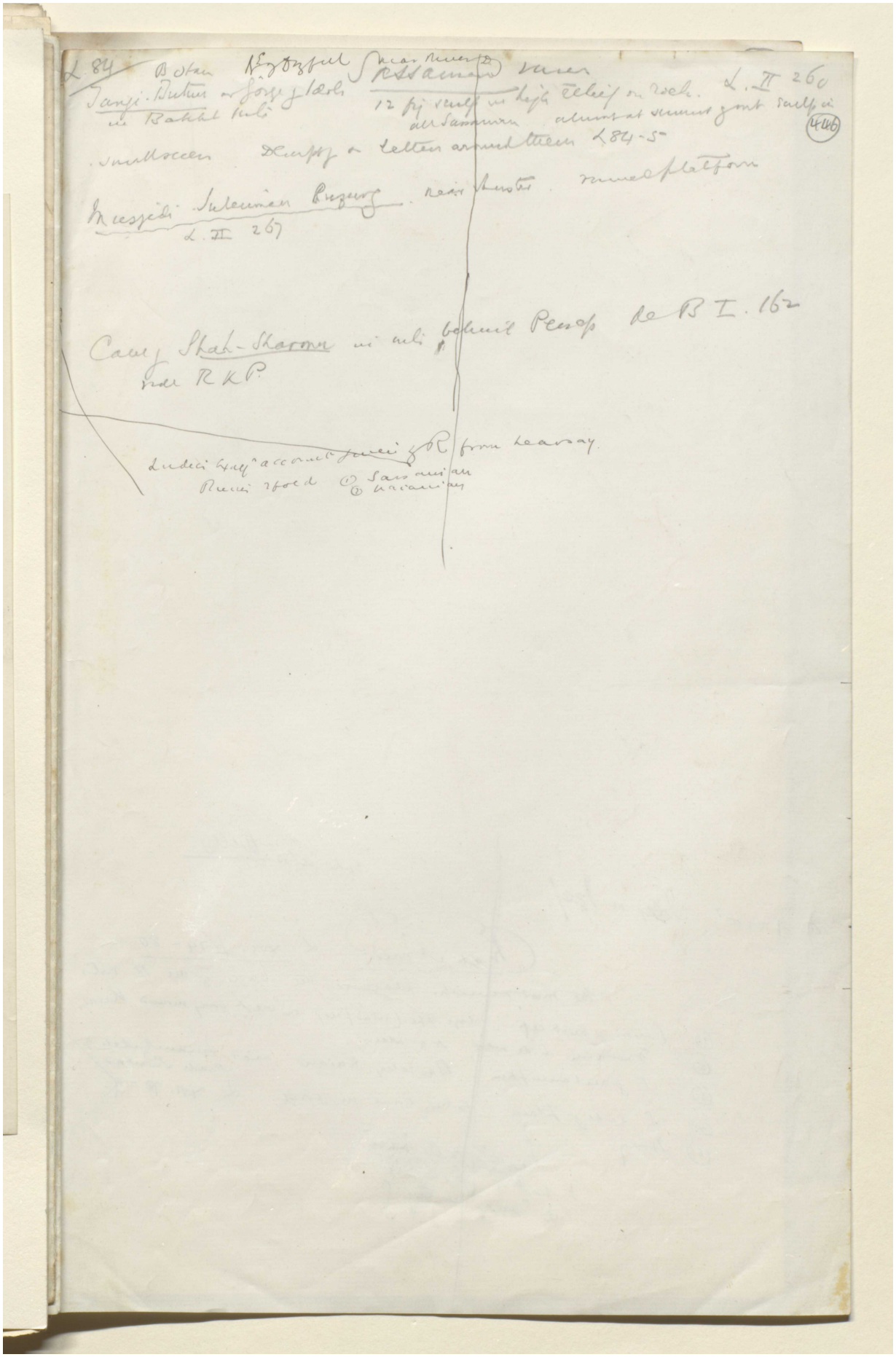

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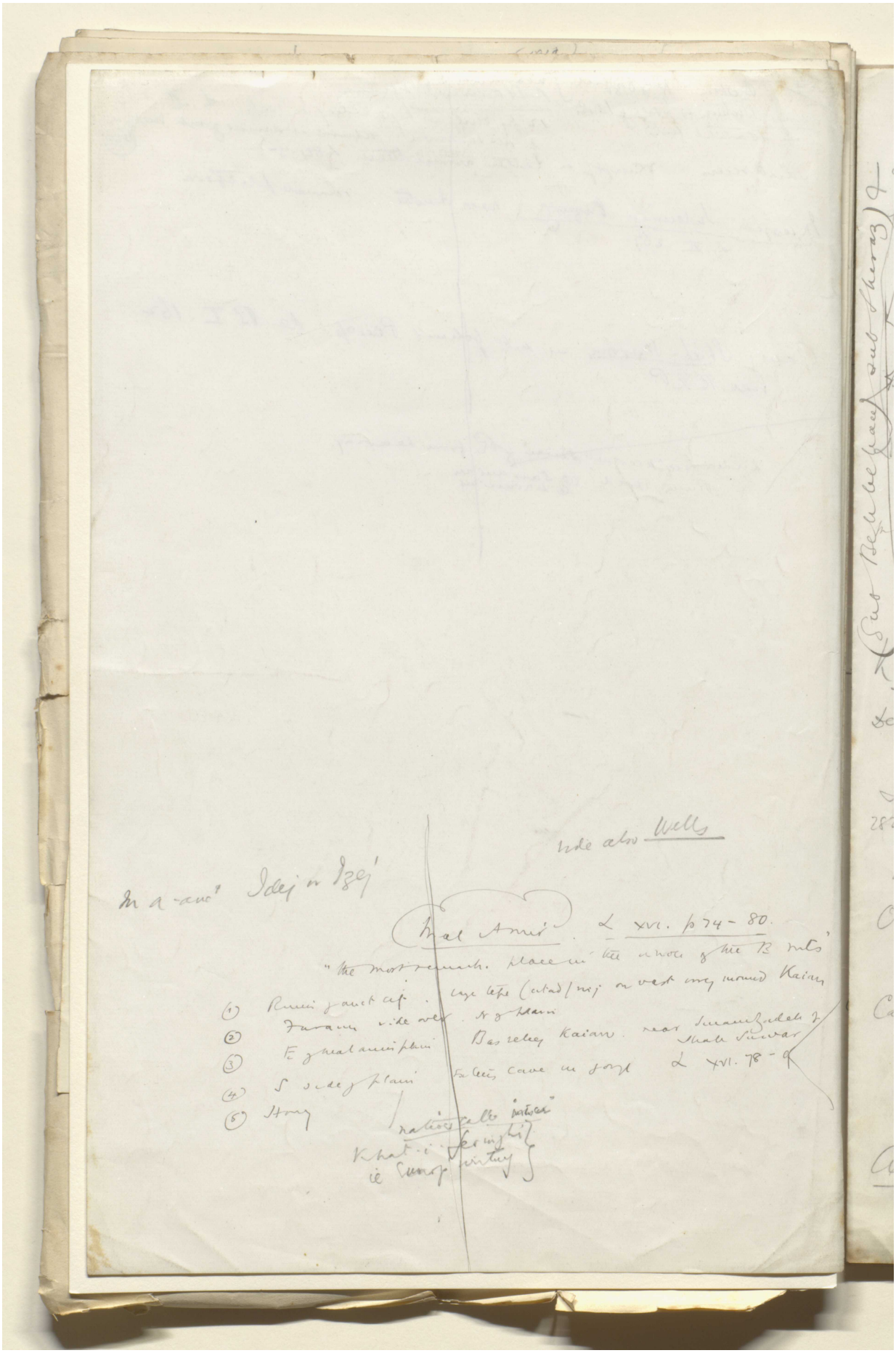

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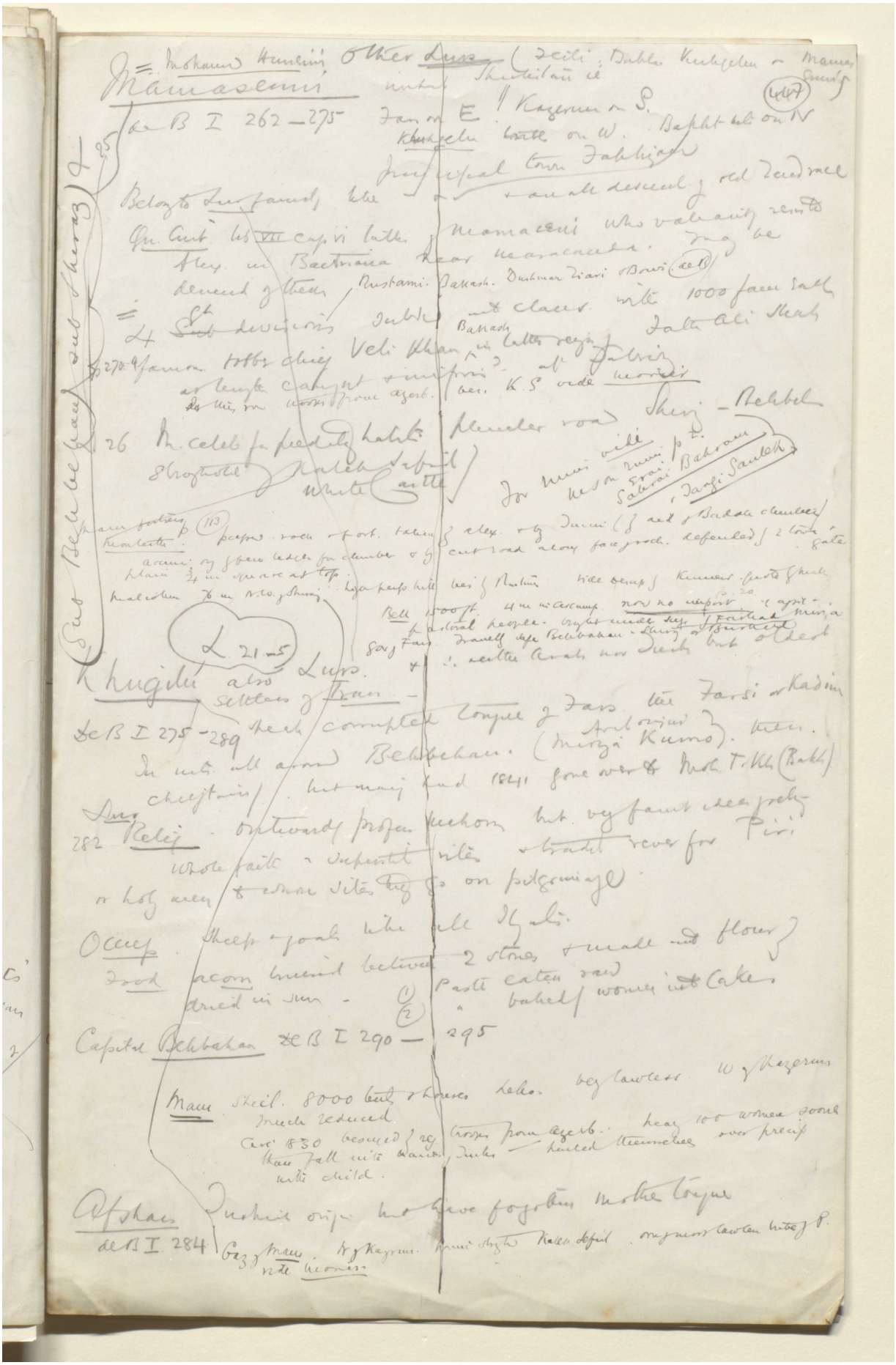

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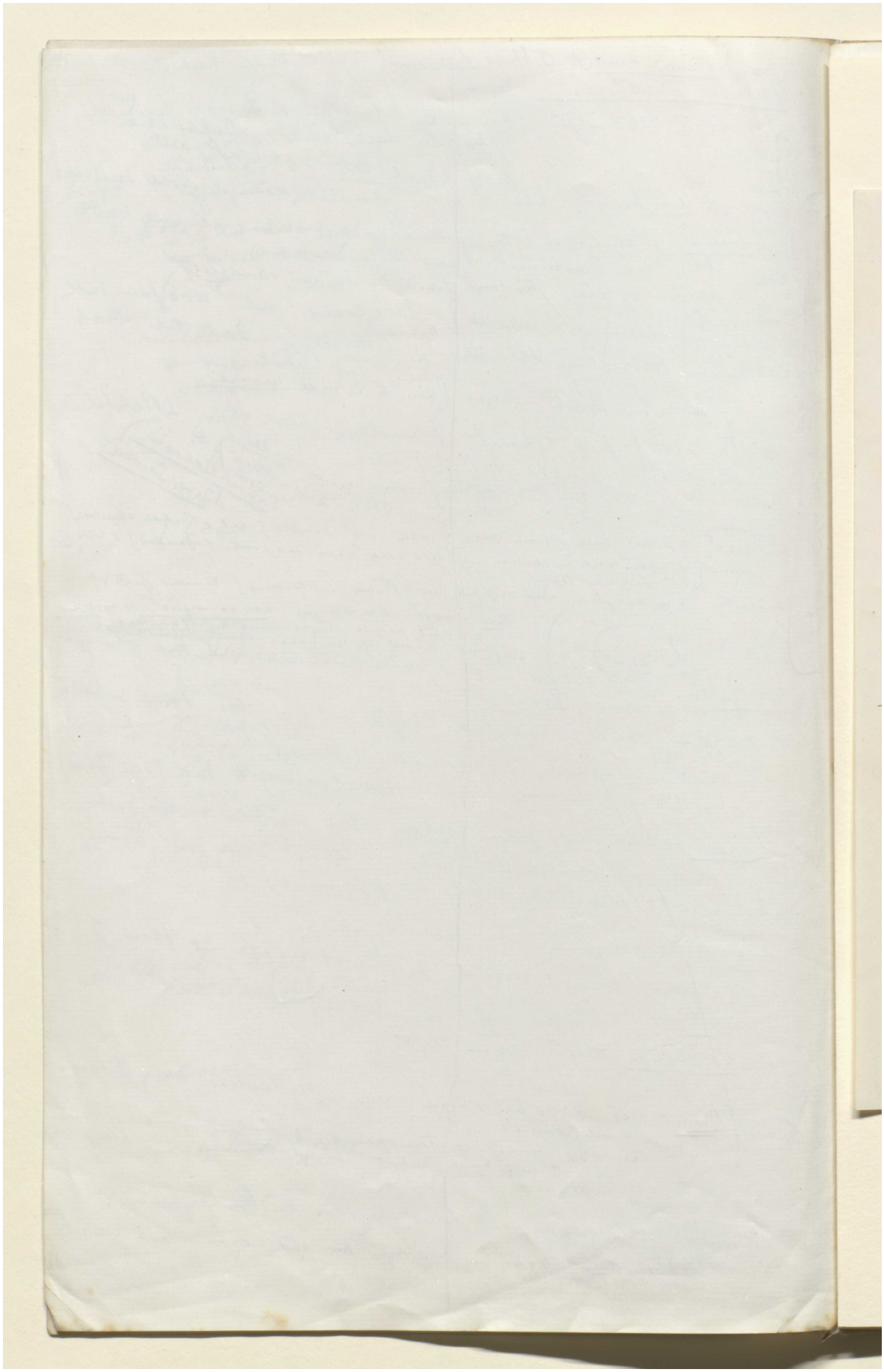

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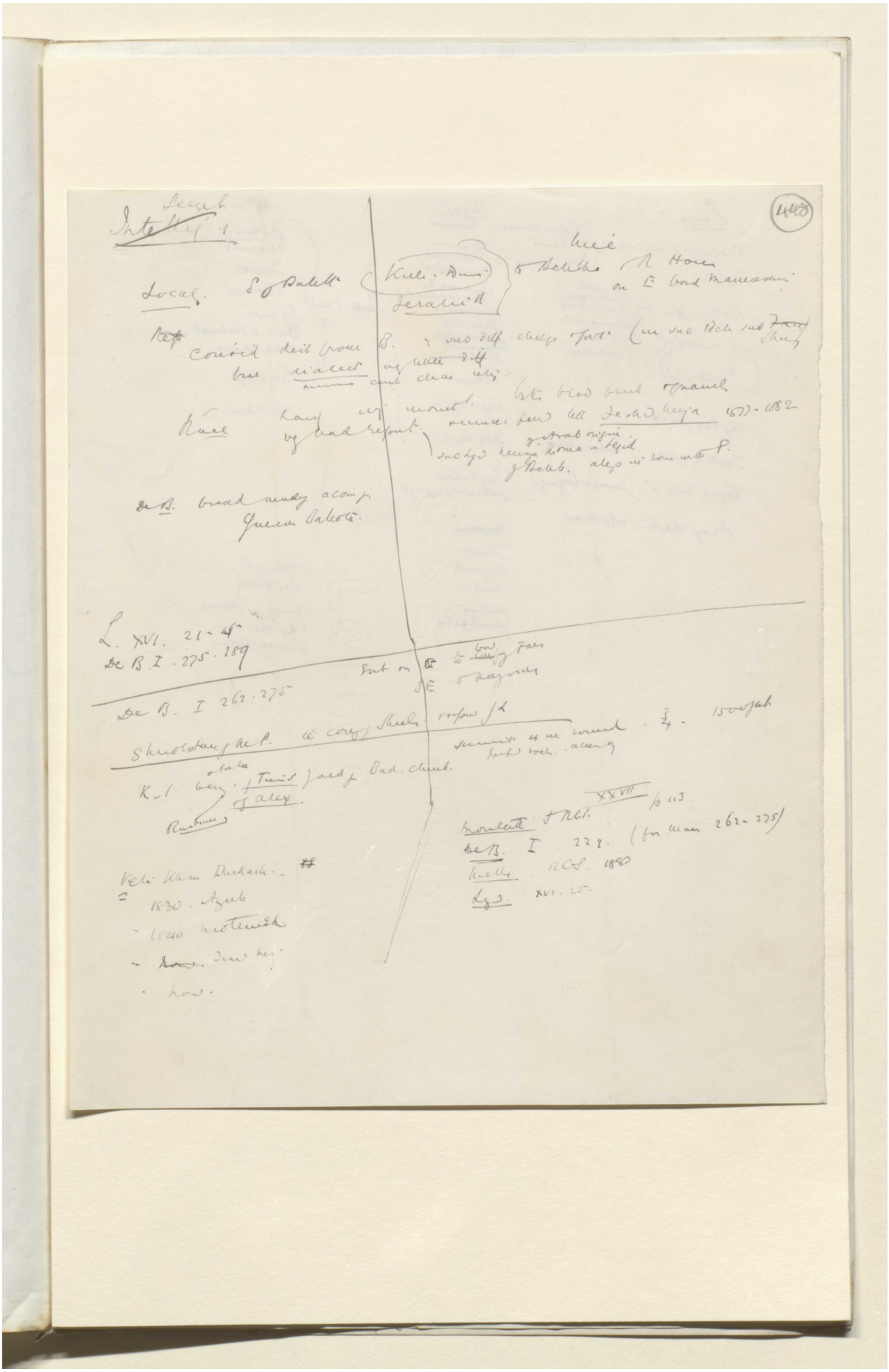

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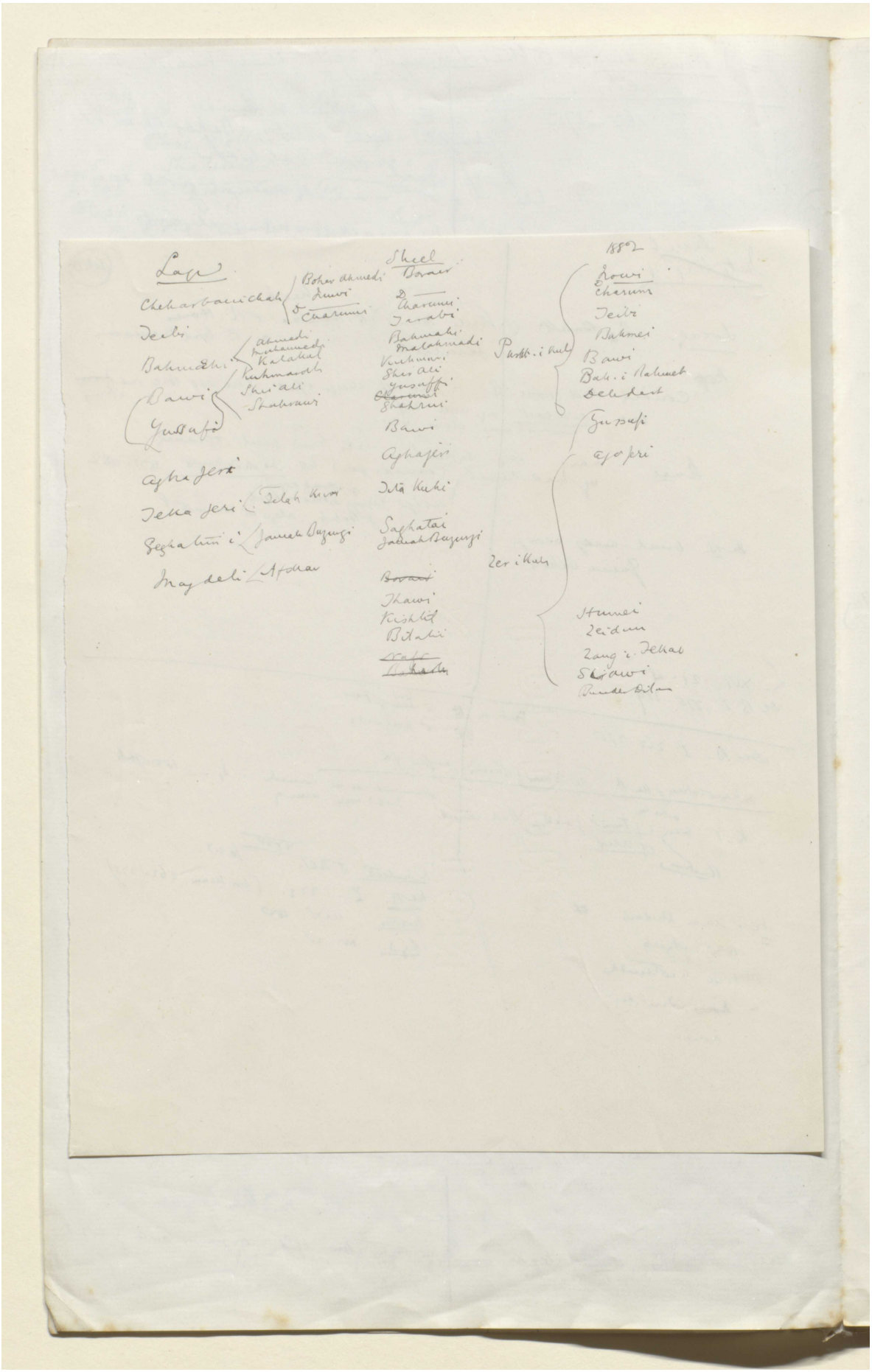

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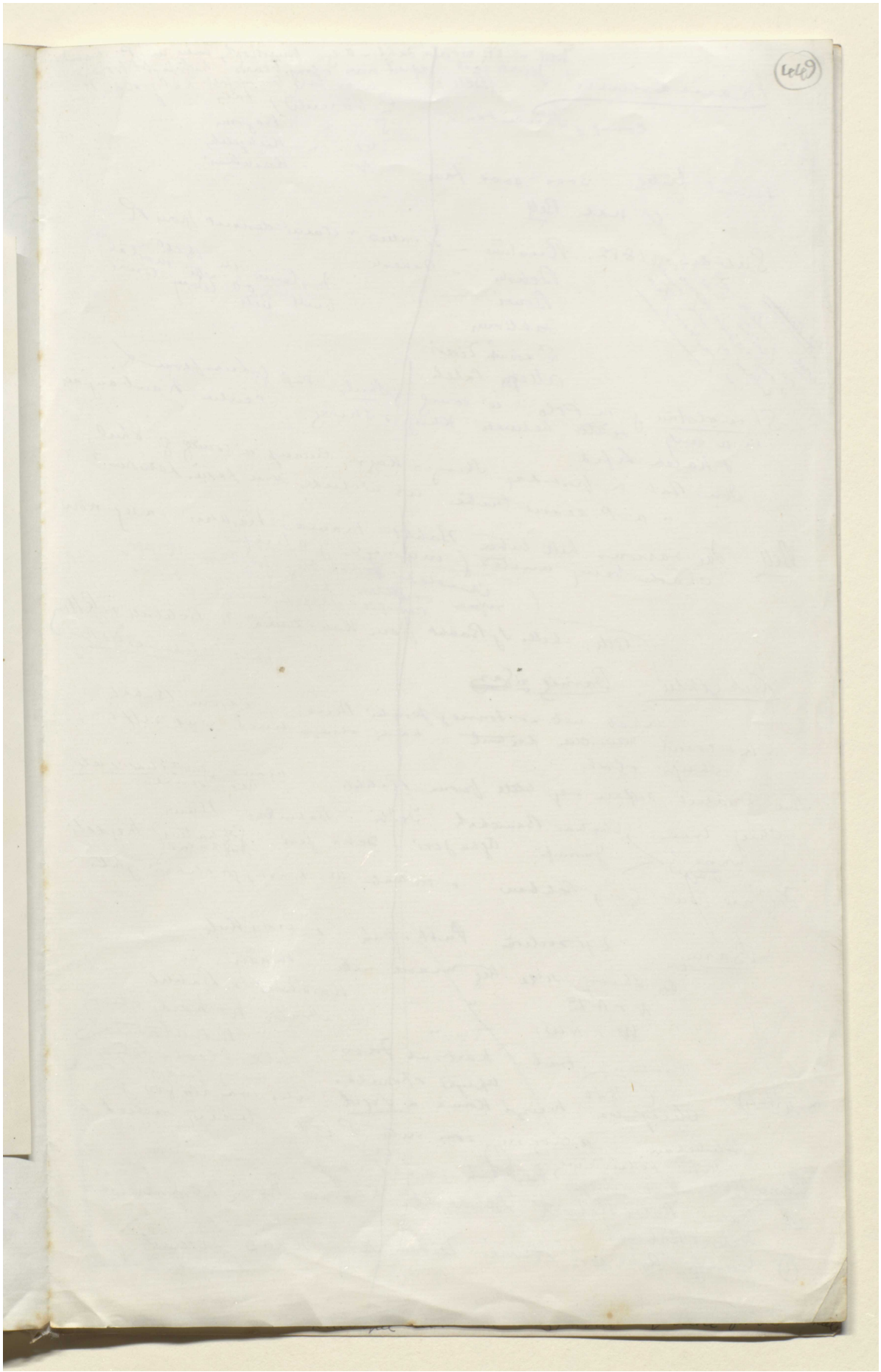

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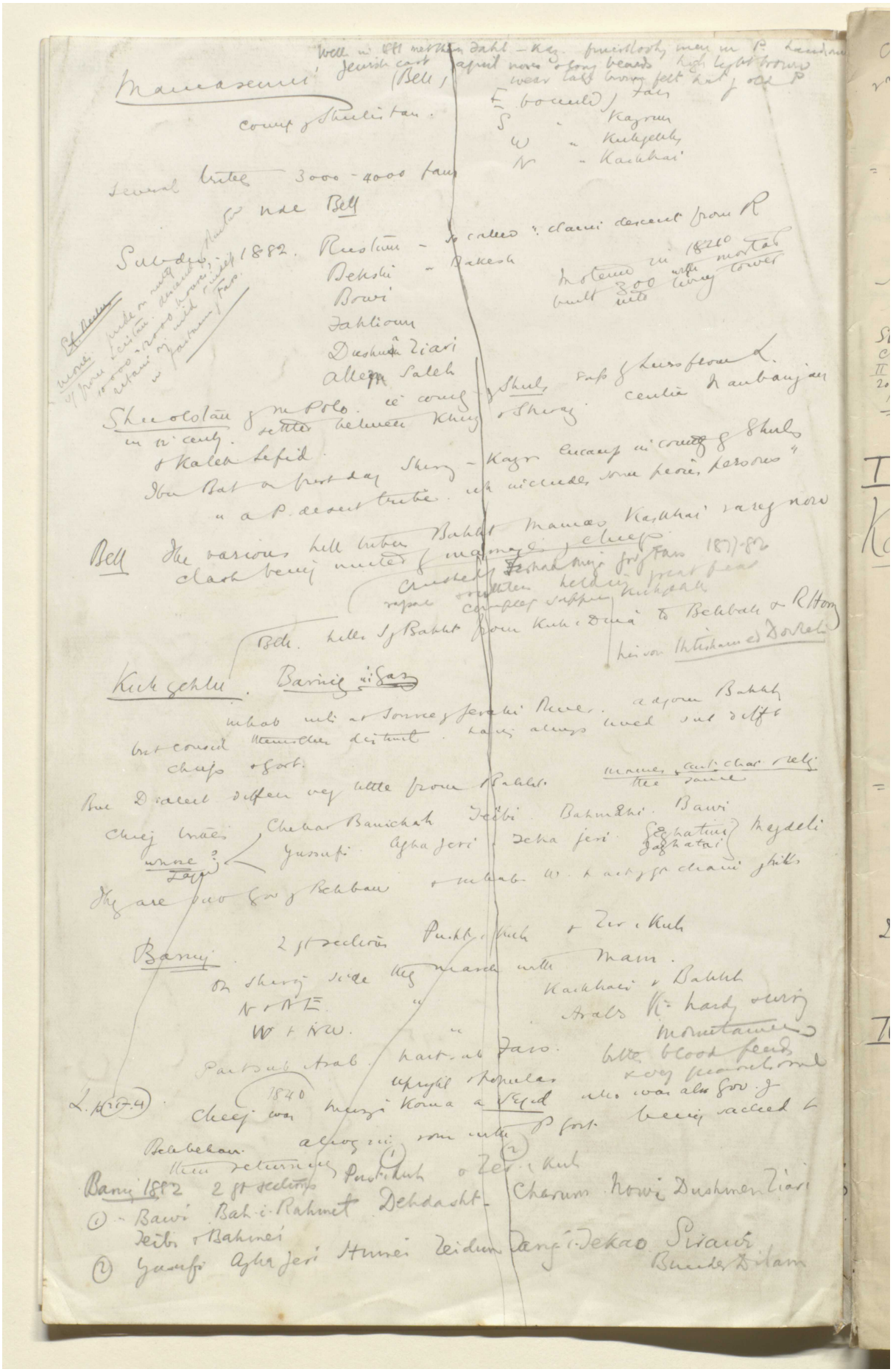

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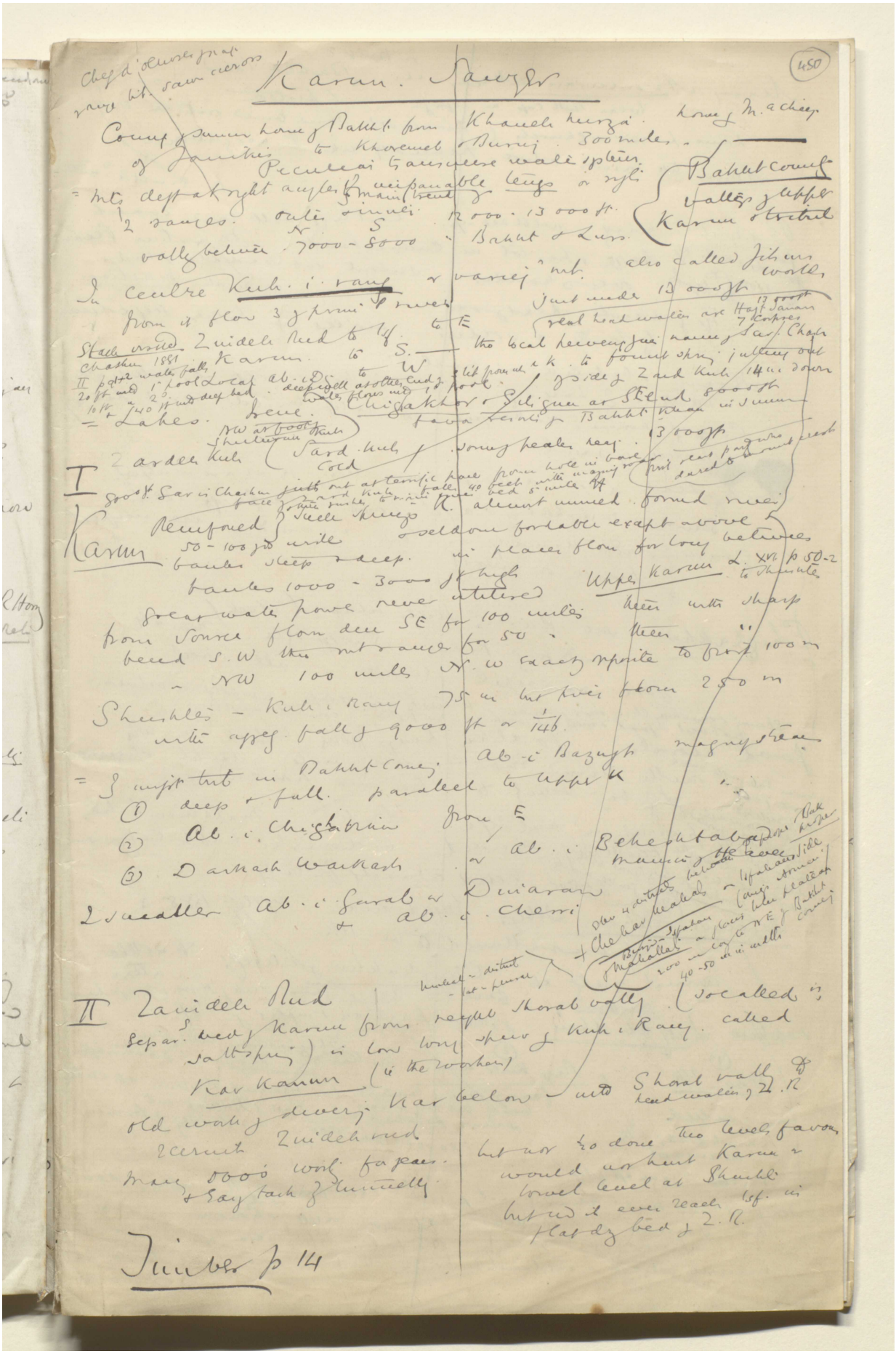

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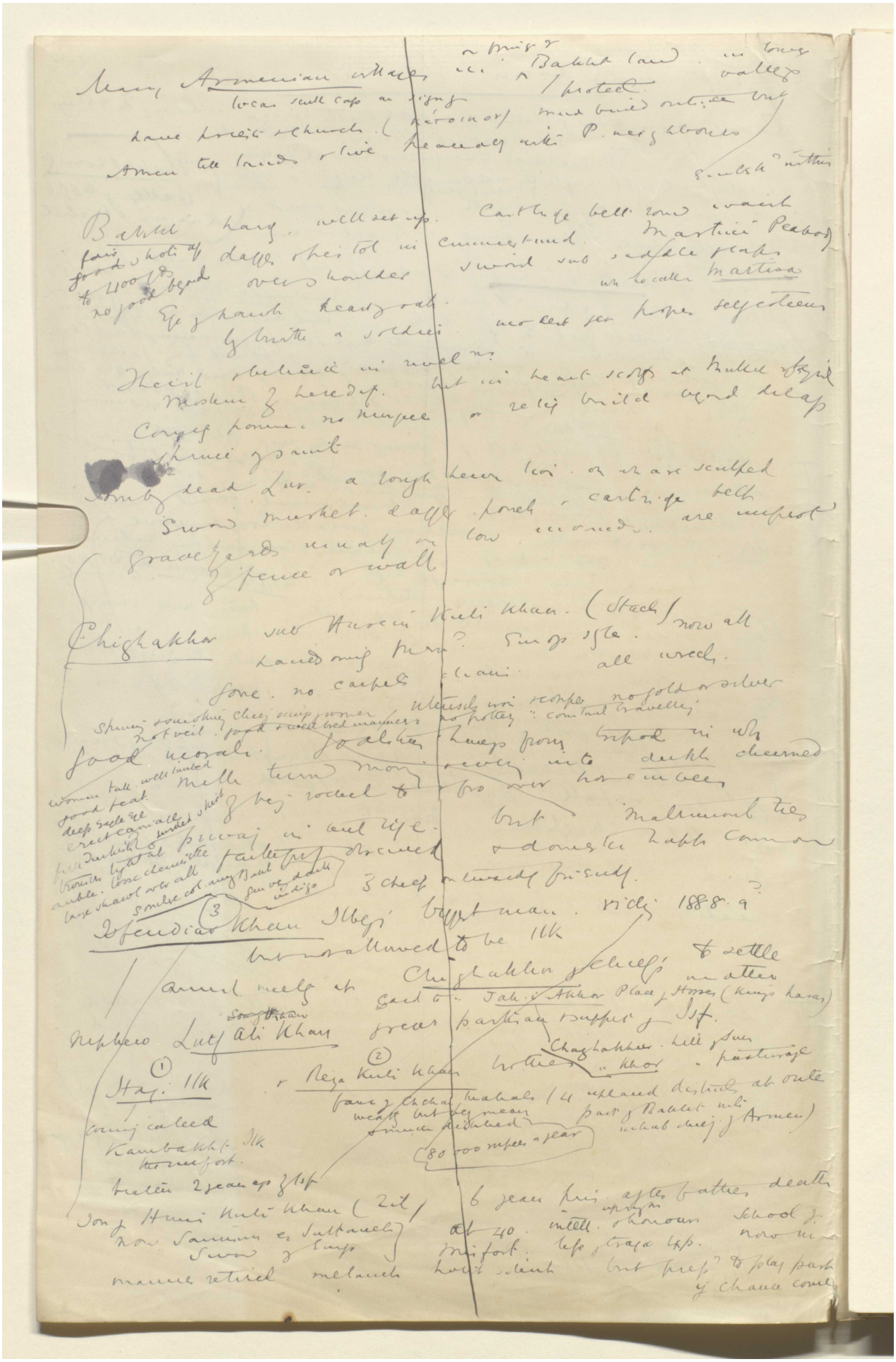

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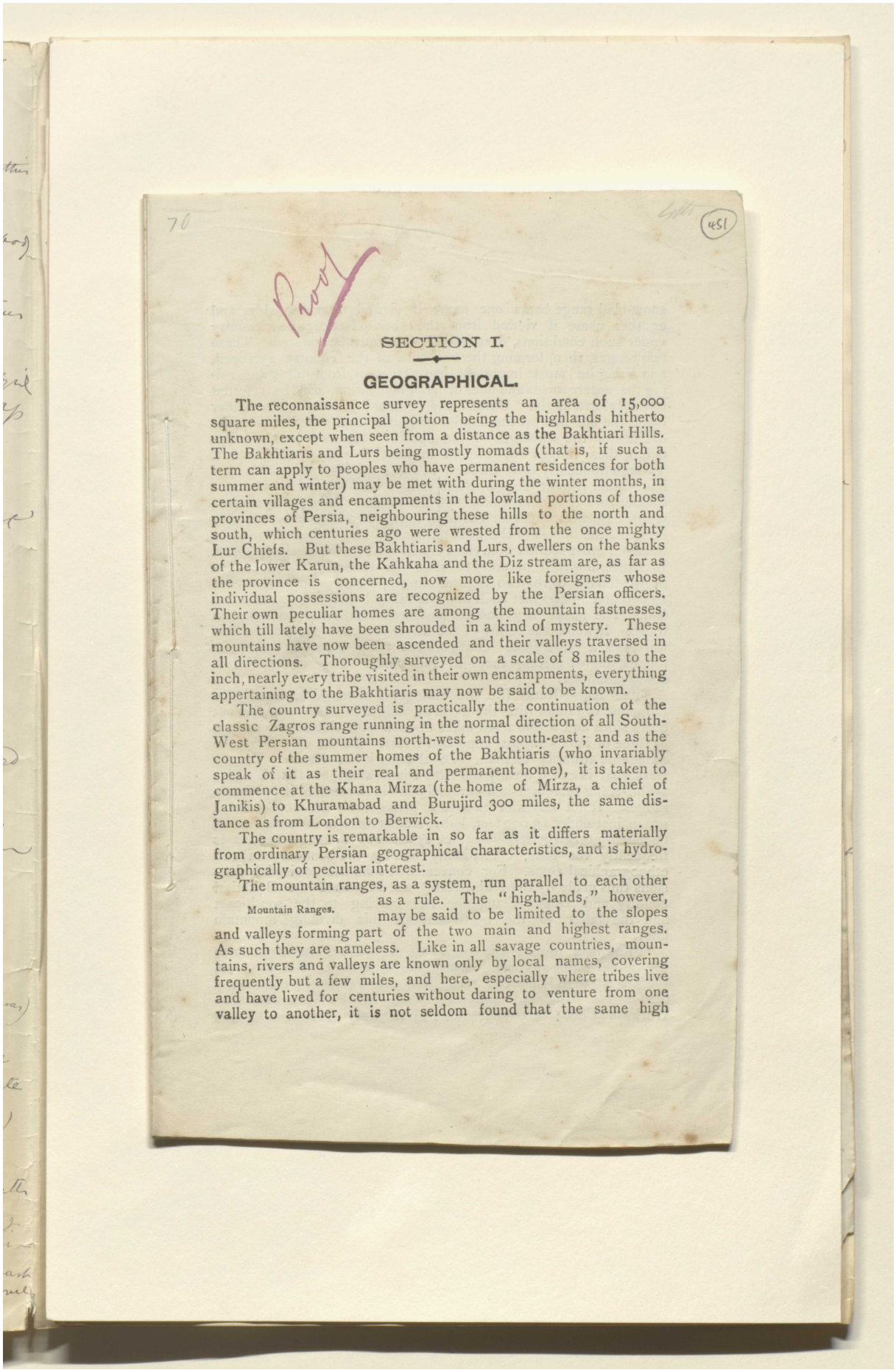

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SECTION I.

GEOGRAPHICAL.

The reconnaissance survey represents an area of 15,000 square miles, the principal portion being the highlands hitherto unknown, except when seen from a distance as the Bakhtiari Hills. The Bakhtiaris and Lurs being mostly nomads (that is, if such a term can apply to peoples who have permanent residences for both summer and winter) may be met with during the winter months, in certain villages and encampments in the lowland portions of those provinces of Persia, neighbouring these hills to the north and south, which centuries ago were wrested from the once mighty Lur Chiefs. But these Bakhtiaris and Lurs, dwellers on the banks of the lower Karun, the Kahkaha and the Diz stream are, as far as the province is concerned, now more like foreigners whose individual possessions are recognized by the Persian officers. Their own peculiar homes are among the mountain fastnesses, which till lately have been shrouded in a kind of mystery. These mountains have now been ascended and their valleys traversed in all directions. Thoroughly surveyed on a scale of 8 miles to the inch, nearly every tribe visited in their own encampments, everything appertaining to the Bakhtiaris may now be said to be known.

The country surveyed is practically the continuation of the classic Zagros range running in the normal direction of all South-West Persian mountains north-west and south-east; and as the country of the summer homes of the Bakhtiaris (who invariably speak of it as their real and permanent home), it is taken to commence at the Khana Mirza (the home of Mirza, a chief of Janikis) to Khuramabad and Burujird 300 miles, the same distance as from London to Berwick.

The country is remarkable in so far as it differs materially from ordinary Persian geographical characteristics, and is hydrographically of peculiar interest.

Mountain Ranges.

The mountain ranges, as a system, run parallel to each other as a rule. The "high-lands," however, may be said to be limited to the slopes and valleys forming part of the two main and highest ranges. As such they are nameless. Like in all savage countries, mountains, rivers and valleys are known only by local names, covering frequently but a few miles, and here, especially where tribes live and have lived for centuries without daring to venture from one valley to another, it is not seldom found that the same high

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snow-clad range bears one name if viewed from one side, and another name if viewed from the other. To describe a country under such conditions, descriptive names must be adopted. These two ranges, then, forming the backbone of the country surveyed, and being its most important features seen from all sides, ruling the watercourses and lines of communication, will be referred to henceforth as the "Outer" and "Inner" ranges. The Outer being the one nearest the interior of Persia, the Inner range, the one nearer the seaboard. More specific reasons for thus designating these ranges will be found in another part of this report. Though frequently cleft through at right angles by passable and impassable rifts or Tangis, these ranges may be said to be continuous and can be traced through the whole country surveyed (see map). Between these lie the high valleys in which are chiefly to be found the homes of the Bakhtiaris and Lurs. Figure No. 1 is a freehand cross section from the Persian Gulf to the Iranian plateau. In a general way it purports to show the several parallel ranges rising step like to the two highest ranges, which average between 12,000 and 13,000 feet each and the valley between 7,000 to 8,000 feet. The space they enclose measures from 10 to 30 miles in width. In about the centre of the whole country surveyed, the map will shew a remarkable configuration lying between these two ranges, almost uniting them at this place. This is the Kuh-i-Rang mountain.

The Kuh-i-Rang (lit. the variegated mountain), also bears the name of Jaihun (lit. the world's), and that deservedly, for out of its sides and within a few miles of each other jut out the springs of three of Persia's most important rivers. To the east flows the Zainderud towards Isfahan. To the south the Karun. To the west what is called locally the Ab-i-Diz flowing to Dizful. This Kuh-i-Rang moreover is a cardinal point in the matter of mountain ranges. It not only with its several peaks forms the most elevated group, just under 13,000 feet, but it stands there in its massiveness, demarcating two perfectly distinct systems of drainage, and, as is frequently the case, coincidently forming the boundary of two ethnographical areas. For convenience sake the territorial divisions thus made by the Kuh-i-Rang will be named the Bakhtiari country and Upper Elam, the former lying to the south-east and the latter to the north-east of this dividing mountain knot.

From here, towards the south-east the valleys run parallel to the ranges which are only occasionally rift through. For instance, the Outer range is pierced through at the Tang-i-Gezi, making a rift for the Zainderud, and once again at the Tang-i-Darkash Warkash (Photo No. 9); the Inner by the Karun below the Tang-i-

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Dupulan (Photo No. 35). The bottoms of these long valleys remain at fairly constant elevations, and carry the main drainage, giving easy gradients for the main tracks which generally follow the banks of the river. To the north-west of the Kuh-i-Rang, on the other hand, a most peculiar change is seen. The main drainage, instead of running parallel to the main ranges, now systematically cross-cuts them, the normal north-east by south-west drainage and valleys now being cut up into short reaches.

These rivers, draining as they do those districts of South-West Persia lying to the north-east of the Outer range, and requiring an outlet to the sea, pierce through at right angles this part of the main mountain ranges by several deep channels, which in places form sheer precipices 4,000 to 5,000 feet high. Here the main roads still follow the general direction of the ranges, along the short valleys at high altitudes (6,000 to 7,000 feet), but which are now separated at short intervals by deep watercourses and large rivers, rushing through magnificent rifts and gorges, thus necessitating descents and ascents of many thousand feet, and a disagreeable contrast to the travellers' experiences on the other side of the Kuh-i-Rang. But few such travellers exist. Seldom, and then only in parties and well armed, do the natives pass from one side of this colored mountain to the other. This change of character is illustrated by the sectional sketch, Figure No. 2.

The accompanying map shews at a glance the lie of the main ranges, the principal gaps and the chief watercourses.

The mountain ranges belong principally to the recent formation. Here and there granite and igneous rock crop up, and in several places evidences of recent volcanic action are visible. One valley especially well watered, with plenty of flat spaces for cultivation, near which are the remains of ancient (Armenian) stone villages, is now deserted on account of the frequent earthquakes that happen, the effects of which are seen by the masses of huge rock sprinkling the lower spurs of the Shuturun Kuh. Near its centre is a small lake (Lake Irene, Photos No. 94, 95, 98) touching the north-west end of which is a small volcano, to all appearances of but recent extinction.

The outer covering of the hills forming these ranges is also most marked and remarkable. In general terms it may be said that the crest (the waterparting) of the "Outer range" from near the Lake Irene to Lake Chighakhor, forms a definite line of demarcation. The outer slopes of this range, with the countries at its foot towards Persia, have the ordinary barren, treeless, waterless, grassless, soft moulded but corrugated characteristics of normal Persia. From the same waterparting to the southern slopes of the "Inner range" is seen ruggedness, grandeur, forest, water, and grass in abundance,

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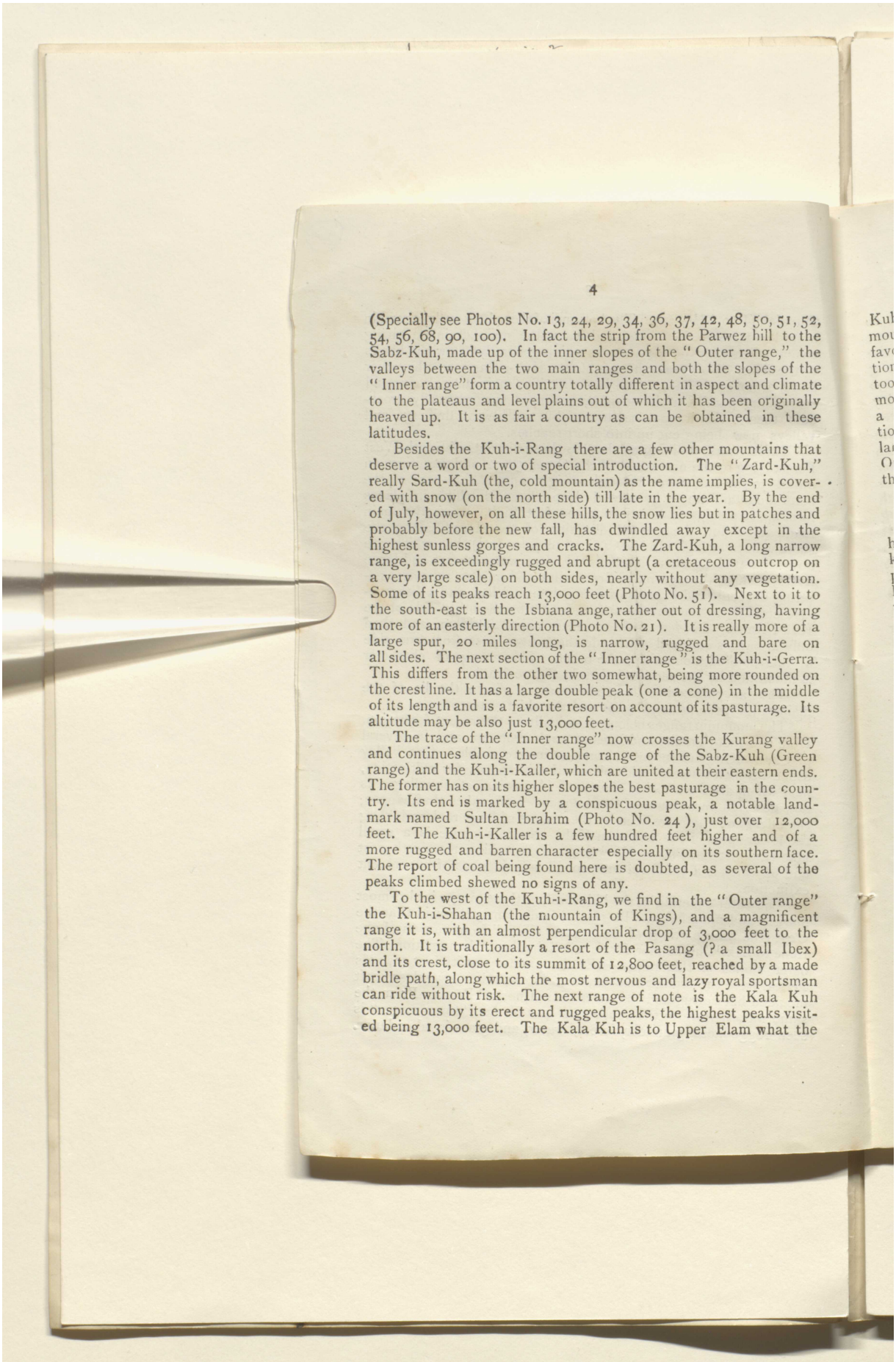

(Specially see Photos No. 13, 24, 29, 34, 36, 37, 42, 48, 50, 51, 52, 54, 56, 68, 90, 100). In fact the strip from the Parwez hill to the Sabz-Kuh, made up of the inner slopes of the "Outer range," the valleys between the two main ranges and both the slopes of the "Inner range" form a country totally different in aspect and climate to the plateaus and level plains out of which it has been originally heaved up. It is as fair a country as can be obtained in these latitudes.

Besides the Kuh-i-Rang there are a few other mountains that deserve a word or two of special introduction. The "Zard-Kuh," really Sard-Kuh (the, cold mountain) as the name implies, is covered with snow (on the north side) till late in the year. By the end of July, however, on all these hills, the snow lies but in patches and probably before the new fall, has dwindled away except in the highest sunless gorges and cracks. The Zard-Kuh, a long narrow range, is exceedingly rugged and abrupt (a cretaceous outcrop on a very large scale) on both sides, nearly without any vegetation. Some of its peaks reach 13,000 feet (Photo No. 51). Next to it to the south-east is the Isbiana ange, rather out of dressing, having more of an easterly direction (Photo No. 21). It is really more of a large spur, 20 miles long, is narrow, rugged and bare on all sides. The next section of the "Inner range" is the Kuh-i-Gerra. This differs from the other two somewhat, being more rounded on the crest line. It has a large double peak (one a cone) in the middle of its length and is a favorite resort on account of its pasturage. Its altitude may be also just 13,000 feet.

The trace of the "Inner range" now crosses the Kurang valley and continues along the double range of the Sabz-Kuh (Green range) and the Kuh-i-Kaller, which are united at their eastern ends. The former has on its higher slopes the best pasturage in the country. Its end is marked by a conspicuous peak, a notable landmark named Sultan Ibrahim (Photo No. 24), just over 12,000 feet. The Kuh-i-Kaller is a few hundred feet higher and of a more rugged and barren character especially on its southern face. The report of coal being found here is doubted, as several of the peaks climbed shewed no signs of any.

To the west of the Kuh-i-Rang, we find in the "Outer range" the Kuh-i-Shahan (the mountain of Kings), and a magnificent range it is, with an almost perpendicular drop of 3,000 feet to the north. It is traditionally a resort of the Pasang (? a small Ibex) and its crest, close to its summit of 12,800 feet, reached by a made bridle path, along which the most nervous and lazy royal sportsman can ride without risk. The next range of note is the Kala Kuh conspicuous by its erect and rugged peaks, the highest peaks visited being 13,000 feet. The Kala Kuh is to Upper Elam what the

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Kuh-i-Rang is to the Bakhtiari country. It is a main tap for many mountain springs, and its well nurtured but rugged spurs afford favorite camping grounds. The next range is the already mentioned Shuturun Kuh (lit., Camel Mountain, from its shape). It too is grand in its ruggedness on the southern side. The last mountain requiring special mention is the "Parwez" It has a large fairly level summit, with snow springs till July, elevation about 11,000 feet. It is conspicuous from the northern lowlands of Burujird and Silakhor, for it stands out as the end of the Outer range, having a perpendicular scarp from its summit to the Bahrain gap of 5,000 feet (Photos No. 100, 13).

Rivers.

As already noticed from out of the Kuh-i-Rang and its vicinity flows abundance of water. Present local nomenclature to the contrary, this mountain holds the sources of the Karun. Though this stream is locally known as the "Kurang," short for Kuh-i-Rang, the local savage perversity gives the name of "Sar-i-Chashma-i-Kurang," *lit.* "the head source of the Karun," to a fountain spring, jutting out of the side of the Zard-Kuh, some ten miles down the valley. (Photo No. 87). There are many such fountain springs in the Bakhtiari country. A continuous flow of water, with sections reaching 150 square feet, is frequently met with, gushing out of a smooth rock mountain side with torrent rapidity, having all the year round the same velocity and quantity. Occasionally such springs are intermittent, the rest periods varying from two hours to two days. The south side of the Parwez hill contains one such, high up the perpendicular side, 3,000 feet above the valley.

Owing to such springs (*e. g.*, the Marburra 20 miles below the Sar-i-Chashma) the Karun even in its upper course becomes almost at once a formidable river. That is, a fast flowing stream, from 50 to 100 yards wide and seldom fordable except in the driest of weather and that only above the Sar Chashma—its reputed source (Photo Nos. 85-86). Its banks moreover are always steep and deep, and in places for long reaches it flows between precipitous almost perpendicular banks of 1,000 to 3,000 feet high (Photo No. 7). Its waters are therefore useless for irrigation, but many of its tributaries are fully made use of in this respect. The velocity of its ceaseless flow, however, makes its potential water power of great value when the inhabitants of its banks and valleys become sufficiently alive to it. Greater savages than the Bakhtiaris, such as out-of-the-way Burmans (to wit, in Wuntho and on the Upper Mu) would have made use of this power ere now.

The course of the Kurang is a peculiar one, dictated by the mountain formation. From its source it flows due south-east for 100 miles, then with a sharp almost acute bend it flows south-west

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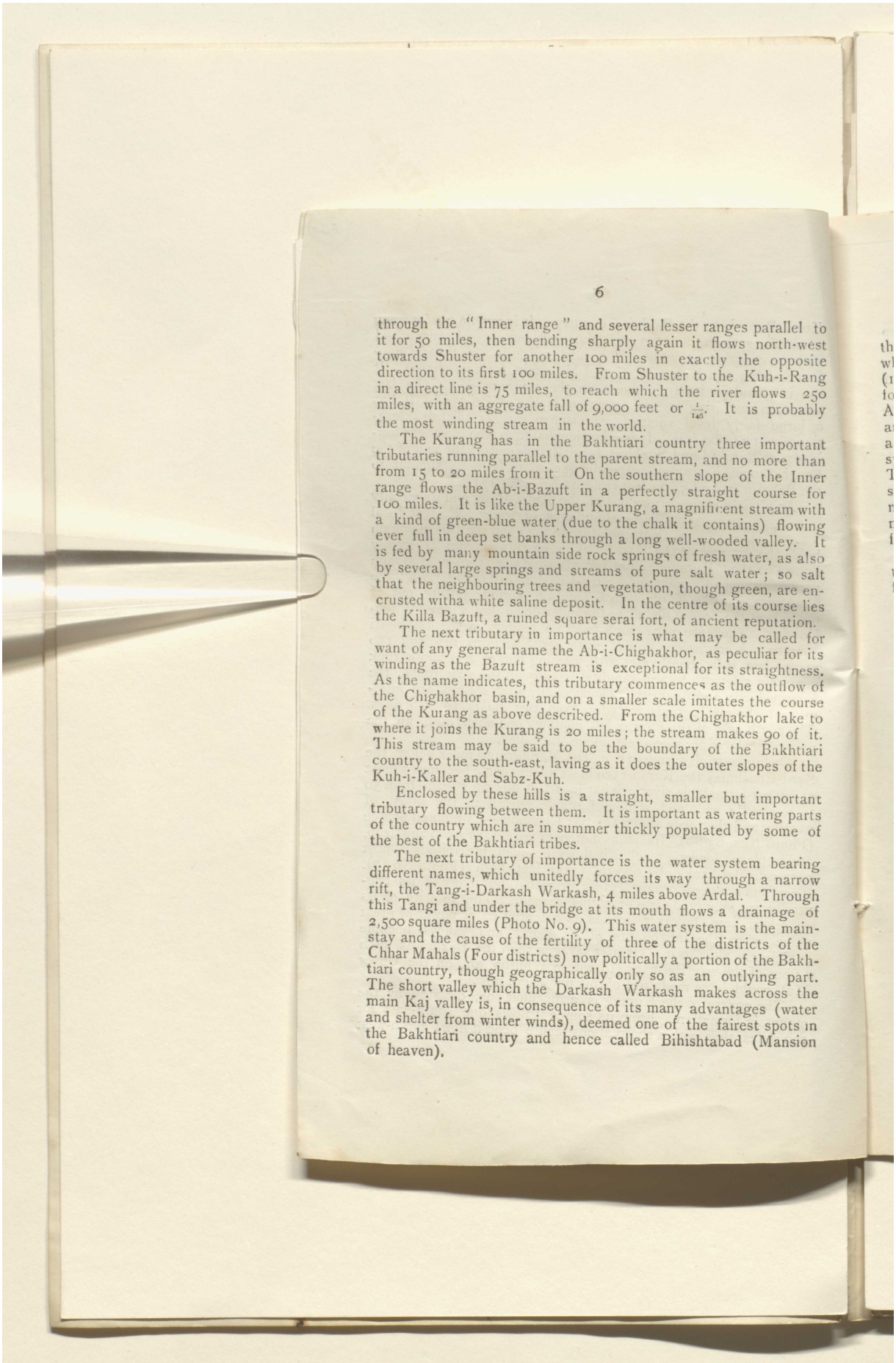

through the "Inner range" and several lesser ranges parallel to it for 50 miles, then bending sharply again it flows north-west towards Shuster for another 100 miles in exactly the opposite direction to its first 100 miles. From Shuster to the Kuh-i-Rang in a direct line is 75 miles, to reach which the river flows 250 miles, with an aggregate fall of 9,000 feet or $\frac{1}{146}$. It is probably the most winding stream in the world.

The Kurang has in the Bakhtiari country three important tributaries running parallel to the parent stream, and no more than from 15 to 20 miles from it. On the southern slope of the Inner range flows the Ab-i-Bazuft in a perfectly straight course for 100 miles. It is like the Upper Kurang, a magnificent stream with a kind of green-blue water (due to the chalk it contains) flowing ever full in deep set banks through a long well-wooded valley. It is fed by many mountain side rock springs of fresh water, as also by several large springs and streams of pure salt water; so salt that the neighbouring trees and vegetation, though green, are encrusted witha white saline deposit. In the centre of its course lies the Killa Bazuft, a ruined square serai fort, of ancient reputation.

The next tributary in importance is what may be called for want of any general name the Ab-i-Chighakhor, as peculiar for its winding as the Bazuft stream is exceptional for its straightness. As the name indicates, this tributary commences as the outflow of the Chighakhor basin, and on a smaller scale imitates the course of the Kurang as above described. From the Chighakhor lake to where it joins the Kurang is 20 miles; the stream makes 90 of it. This stream may be said to be the boundary of the Bakhtiari country to the south-east, laving as it does the outer slopes of the Kuh-i-Kaller and Sabz-Kuh.

Enclosed by these hills is a straight, smaller but important tributary flowing between them. It is important as watering parts of the country which are in summer thickly populated by some of the best of the Bakhtiari tribes.

The next tributary of importance is the water system bearing different names, which unitedly forces its way through a narrow rift, the Tang-i-Darkash Warkash, 4 miles above Ardal. Through this Tangi and under the bridge at its mouth flows a drainage of 2,500 square miles (Photo No. 9). This water system is the mainstay and the cause of the fertility of three of the districts of the Chhar Mahals (Four districts) now politically a portion of the Bakhtiari country, though geographically only so as an outlying part. The short valley which the Darkash Warkash makes across the main Kaj valley is, in consequence of its many advantages (water and shelter from winter winds), deemed one of the fairest spots in the Bakhtiari country and hence called Bihishtabad (Mansion of heaven).

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Of the smaller tributaries, two deserve special notice; one joins the Kurang, just above Dopulun (two bridges) in the middle of what is known as the Tang-i-Ardal, a long, deep winding gorge (1,000 to 2,000 feet) by which the main stream has worked a way for itself through the Inner range. It is called the Dinaran or the Ab-i-Gurab, as it rises in a beautiful summer valley of that name at an elevation of 7,000 feet (Photo No. 21). This stream flows first as a sluggish English meadow stream, through a valley which in early spring is one bed of flowers and grass, and leaving it through a small Tangi, flows at the foot of the lofty Gerra range in a deep impassable ravine bed, copiously increased by many rock springs and mountain torrents. There are indications that centuries ago the mountain-locked and well-watered "Gurab" must have been as favorite a haunt for savage man as it is now.

On the other side of the Kuh-i-Isbiana (Photo No. 21, the mountain spur, bearing several names, which separates the Dinaran from the Kurang) is the second smaller tributary worthy of note. It is the Ab-i-Cherri; though short, it is the outflow of many rock springs, and along its right bank is one of the most ancient high roads of the world. It is a pretty stream, flowing in a wooded valley, every square flat yard of which bears signs of cultivation. (Photo No. 37).

The Bakhtiari country proper may then be said to consist of the valleys of the Upper Kurang and its tributaries. For it contains no other water system except, in a very small area, the head waters of the Zainderud. These, however, are worthy of special notice. The head waters of this beloved Zainderud,* fertilizing some of Persia's most wealthy provinces, are contained between the Outer and Inner range, at the southern slopes of the Kuh-i-Rang. Not content with what the slopes of this mountain give, there seems to be here within the radius of a few miles (8 or 9) a sponge-like capacity for containing much water. The small pretty valleys of the Zarin (the golden) Dima, Kurban, all contain large gushing springs pouring out of the hill sides. These waters unite and rush through the Outer range by the Tang-i-Gez (not Ghazi) into Persia proper, through the province of Faraidan (vulg. Faridun). The waters are all sweet, the valleys are fair, and yet is this headwater basin called Shorab (lit. Bitter), for in its very centre, equidistant from the other main springs, is a large salt spring at the foot of low salt hills, with streamlets of a saturated saline solution flowing beautifully over large and small crystals. A freak of nature, the converse

* May the real word not be the Zarin rud, the "golden stream," from one of its main springs in the Zarin valley? The ordinary Persians are essentially stupid regarding the derivation of names.

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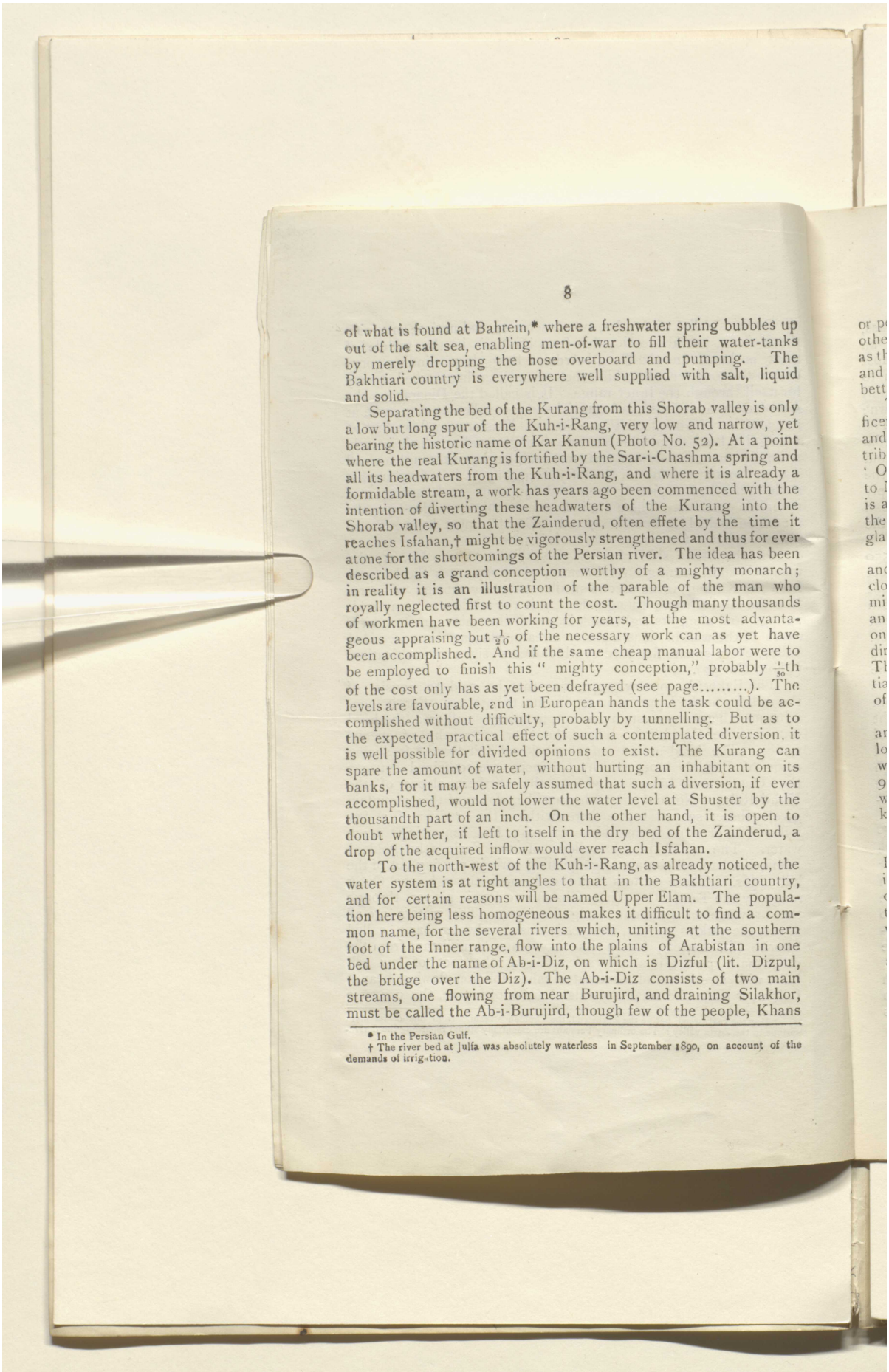

of what is found at Bahrein,* where a freshwater spring bubbles up out of the salt sea, enabling men-of-war to fill their water-tanks by merely dropping the hose overboard and pumping. The Bakhtiari country is everywhere well supplied with salt, liquid and solid.

Separating the bed of the Kurang from this Shorab valley is only a low but long spur of the Kuh-i-Rang, very low and narrow, yet bearing the historic name of Kar Kanun (Photo No. 52). At a point where the real Kurang is fortified by the Sar-i-Chashma spring and all its headwaters from the Kuh-i-Rang, and where it is already a formidable stream, a work has years ago been commenced with the intention of diverting these headwaters of the Kurang into the Shorab valley, so that the Zainderud, often effete by the time it reaches Isfahan,† might be vigorously strengthened and thus for ever atone for the shortcomings of the Persian river. The idea has been described as a grand conception worthy of a mighty monarch; in reality it is an illustration of the parable of the man who royally neglected first to count the cost. Though many thousands of workmen have been working for years, at the most advantageous appraising but $\frac{1}{20}$ of the necessary work can as yet have been accomplished. And if the same cheap manual labor were to be employed to finish this "mighty conception," probably $\frac{1}{50}$th of the cost only has as yet been defrayed (see page.....). The levels are favourable, and in European hands the task could be accomplished without difficulty, probably by tunnelling. But as to the expected practical effect of such a contemplated diversion, it is well possible for divided opinions to exist. The Kurang can spare the amount of water, without hurting an inhabitant on its banks, for it may be safely assumed that such a diversion, if ever accomplished, would not lower the water level at Shuster by the thousandth part of an inch. On the other hand, it is open to doubt whether, if left to itself in the dry bed of the Zainderud, a drop of the acquired inflow would ever reach Isfahan.

To the north-west of the Kuh-i-Rang, as already noticed, the water system is at right angles to that in the Bakhtiari country, and for certain reasons will be named Upper Elam. The population here being less homogeneous makes it difficult to find a common name, for the several rivers which, uniting at the southern foot of the Inner range, flow into the plains of Arabistan in one bed under the name of Ab-i-Diz, on which is Dizful (lit. Dizpul, the bridge over the Diz). The Ab-i-Diz consists of two main streams, one flowing from near Burujird, and draining Silakhor, must be called the Ab-i-Burujird, though few of the people, Khans

* In the Persian Gulf.

† The river bed at Julfa was absolutely waterless in September 1890, on account of the demands of irrigation.

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or peasants, living in the hills, know that it comes from there The other is a winding (so winding that a portion of it is known locally as the Kakulistan*) stream, draining the upper portion of Faraidan, and passing by the important settlement of Baznoi. Hence it had better be called the Ab-i-Baznoi.

The Ab-i-Burujird enters the "Outer" range through a magnificent gorge, named after the ruined fort of Bahrain, situated at and commanding its mouth. The Ab-i-Baznoi, with its two main tributaries, the Gowah and the Gokun, also bursts through the 'Outer" range, each by deep and tortuous rifts. The tributary (Photo No. 92) passing through Pir Said, and rising in the Kuh-i-Rang, is a full-watered stream and locally considered the head water of the Ab-i-Diz. That this tradition is incorrect can be seen at a glance from the map.

Notable features of this Bakhtiari country are the pretty hills and lakes it contains. At its south-east end are three† lakes close together, the Silligun, really a double lake (divided in the middle by a low mound, 30 feet above the water), is to the west, and the Chighakhor lake to the east; and though their basins are only a few yards apart, their overflow take exactly opposite directions, both however draining eventually into the Kurang. These valleys and their lakes form a favorite resort of the Bakhtiari Khans and upper classes in the summer, having an altitude of 8,000 feet.

To the north-west at the inner foot of the Shuturun Kuh is another lake, as yet unknown to the world at large. It is 2½ miles long and about 1 mile wide, but very deep, with a beautifully colored water, lying peacefully in this almost deserted valley (Photos No. 94, 95, 98). Really nameless, even locally, for it is called only "the water of the (neighbouring) low pass," it might suitably be known henceforth geographically as Lake Irene.‡

Roads and Passes

A small salt lake is found on the southern slope of the Zard Kuh not far from the Cherri pass. Roads for pack animals and riders abound. As a general rule, it may be said that every valley has at least two bridle paths, one on each side of the watercourse. Besides these valley roads the two main ranges of this country are traversed by footpaths, wherever the least depression in either of them affords a foothold.

But the trafficable cross roads through the Bakhtiari Country are practically limited to those which cross the Inner range at five

* The Lur name for the love lock worn by Spanish (and other) beauties in front of the ear.

† One a double one.

‡ After my little daughter, also of a peaceful disposition. This lake is said to have been seen by an European a few years ago, an employé of Hotz and Sons, in search of walnut trees.

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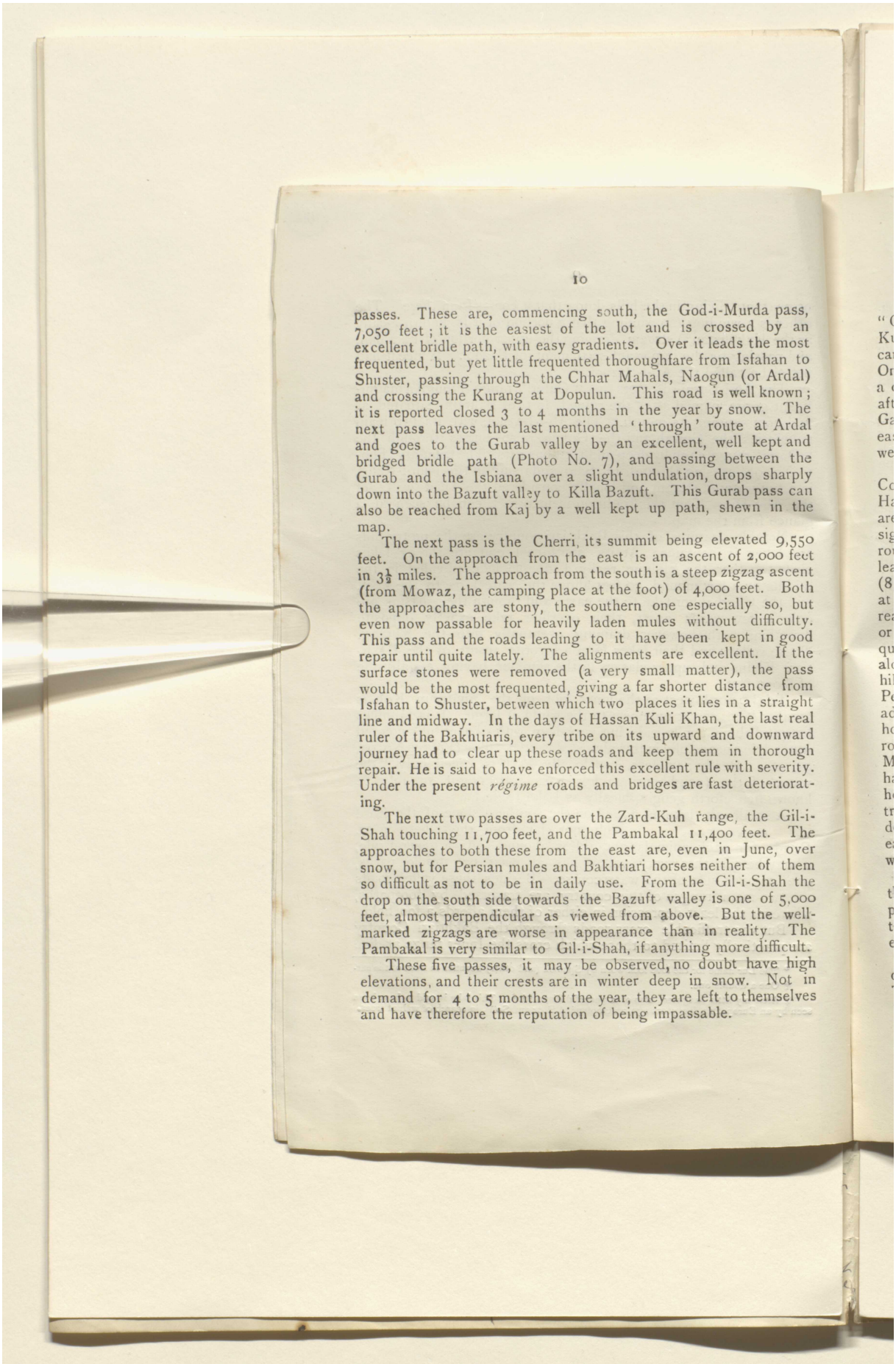

passes. These are, commencing south, the God-i-Murda pass, 7,050 feet; it is the easiest of the lot and is crossed by an excellent bridle path, with easy gradients. Over it leads the most frequented, but yet little frequented thoroughfare from Isfahan to Shuster, passing through the Chhar Mahals, Naogun (or Ardal) and crossing the Kurang at Dopulun. This road is well known; it is reported closed 3 to 4 months in the year by snow. The next pass leaves the last mentioned 'through' route at Ardal and goes to the Gurab valley by an excellent, well kept and bridged bridle path (Photo No. 7), and passing between the Gurab and the Isbiana over a slight undulation, drops sharply down into the Bazuft valley to Killa Bazuft. This Gurab pass can also be reached from Kaj by a well kept up path, shewn in the map.

The next pass is the Cherri, its summit being elevated 9,550 feet. On the approach from the east is an ascent of 2,000 feet in $3\frac{1}{2}$ miles. The approach from the south is a steep zigzag ascent (from Mowaz, the camping place at the foot) of 4,000 feet. Both the approaches are stony, the southern one especially so, but even now passable for heavily laden mules without difficulty. This pass and the roads leading to it have been kept in good repair until quite lately. The alignments are excellent. If the surface stones were removed (a very small matter), the pass would be the most frequented, giving a far shorter distance from Isfahan to Shuster, between which two places it lies in a straight line and midway. In the days of Hassan Kuli Khan, the last real ruler of the Bakhtiaris, every tribe on its upward and downward journey had to clear up these roads and keep them in thorough repair. He is said to have enforced this excellent rule with severity. Under the present *régime* roads and bridges are fast deteriorating.

The next two passes are over the Zard-Kuh range, the Gil-i-Shah touching 11,700 feet, and the Pambakal 11,400 feet. The approaches to both these from the east are, even in June, over snow, but for Persian mules and Bakhtiari horses neither of them so difficult as not to be in daily use. From the Gil-i-Shah the drop on the south side towards the Bazuft valley is one of 5,000 feet, almost perpendicular as viewed from above. But the well-marked zigzags are worse in appearance than in reality. The Pambakal is very similar to Gil-i-Shah, if anything more difficult.

These five passes, it may be observed, no doubt have high elevations, and their crests are in winter deep in snow. Not in demand for 4 to 5 months of the year, they are left to themselves and have therefore the reputation of being impassable.

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Two other passes of importance and not belonging to the "Outer" or "Inner" ranges are those to the north andsouth of the Kuh-i-Rang, dictating the only two ways by which communication can be made between the Bakhtiari country and the Upper Elam. On the north is the Gal-i-Bard-i-Jamal (the pass of Jamal's stone, a conspicuous big detached rock near the top of the pass, called after somebody) 10,500(?) feet, and on its southern side the Gal-i-Gav (the cattle pass). Both are easy of ascent from the east, but give somewhat steeper but still easy descents to the west.

The "Outer" range is crossed by numerous passes and gorges. Commencing from the south-east the main ones are:—Gardan-i-Halwai 7,500 feet, Gardan-i-Arzana 8,800 feet. Both these passes are easy, being only actual rises of a few hundred feet. At first sight they would seem to be the ones to use for the through route from Isfahan to Shuster in preference to the present route leading over the Gardan-i-Pisa, Kahva Rukh and the Zirreh Pass (8,300 feet) over the shoulder of the Kuh-i-Sukhta, a nasty climb at all times, to Naogun. For this place, an obligatory point, can be reached from Isfahan, with the same length of road *viâ* Paradumba or Urujan, without having to cross any pass of note.* But frequently in Persia the traveller wonders why the track he is moving along suddenly leaves a level hard-surfaced plain to climb a steep hill with rocky surface. It requires to have travelled in knee deep Persian mud at the time of the melting of the snow to realize the advantages of this otherwise foolish proceeding. In this respect, however, there can be but little to choose between the Kahva Rukh route and that of Paradumba, for both tracks cross the Chhar Mahal plains for an equal number of miles. The real reason perhaps would seem to be that the latter route passes through a less hospitable country. Being less watered, there are fewer village trees and fewer of the pleasant *kaliun*, with the half hour chat so dear to the Bakhtiari traveller on business or pleasure, for the eastern districts of the Chhar Mahals are, like most of Persia, waterless and shadeless.

West of the Sukhta (or Zirreh) Pass, until we get to Shorab, there is but one pass of consequence, that known as the Ali Kuh pass. Though 9,500 feet, it is easy and is the one to be used on the most direct route from Isfahan to the Cherri. It could be easily permanently closed and obstructed.

Near the Shorab the Tang-i-Gezi (with its neighbouring pass of 9,500 feet) forms the only passage through the Outer range. The Tang-i-Gezi has an excellent level track on the left bank,

* See sections attached to the report.

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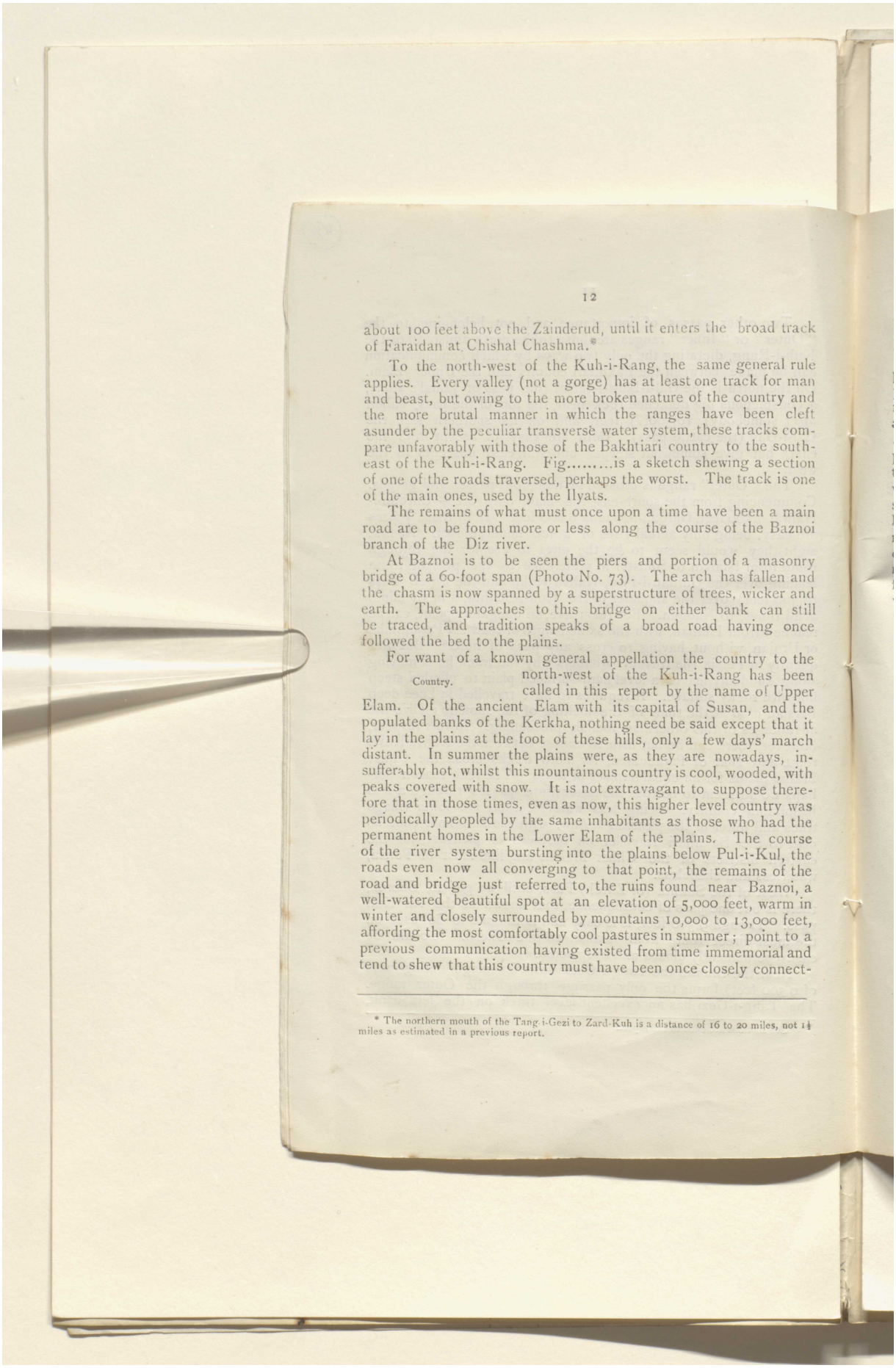

about 100 feet above the Zainderud, until it enters the broad track of Faraidan at Chishal Chashma.*

To the north-west of the Kuh-i-Rang, the same general rule applies. Every valley (not a gorge) has at least one track for man and beast, but owing to the more broken nature of the country and the more brutal manner in which the ranges have been cleft asunder by the peculiar transverse water system, these tracks compare unfavorably with those of the Bakhtiari country to the south-east of the Kuh-i-Rang. Fig.....is a sketch shewing a section of one of the roads traversed, perhaps the worst. The track is one of the main ones, used by the Ilyats.

The remains of what must once upon a time have been a main road are to be found more or less along the course of the Baznoi branch of the Diz river.

At Baznoi is to be seen the piers and portion of a masonry bridge of a 60-foot span (Photo No. 73). The arch has fallen and the chasm is now spanned by a superstructure of trees, wicker and earth. The approaches to this bridge on either bank can still be traced, and tradition speaks of a broad road having once followed the bed to the plains.

Country. For want of a known general appellation the country to the north-west of the Kuh-i-Rang has been called in this report by the name of Upper Elam. Of the ancient Elam with its capital of Susan, and the populated banks of the Kerkha, nothing need be said except that it lay in the plains at the foot of these hills, only a few days' march distant. In summer the plains were, as they are nowadays, insufferably hot, whilst this mountainous country is cool, wooded, with peaks covered with snow. It is not extravagant to suppose therefore that in those times, even as now, this higher level country was periodically peopled by the same inhabitants as those who had the permanent homes in the Lower Elam of the plains. The course of the river system bursting into the plains below Pul-i-Kul, the roads even now all converging to that point, the remains of the road and bridge just referred to, the ruins found near Baznoi, a well-watered beautiful spot at an elevation of 5,000 feet, warm in winter and closely surrounded by mountains 10,000 to 13,000 feet, affording the most comfortably cool pastures in summer; point to a previous communication having existed from time immemorial and tend to shew that this country must have been once closely connect-

* The northern mouth of the Tang-i-Gezi to Zard-Kuh is a distance of 16 to 20 miles, not 1½ miles as estimated in a previous report.

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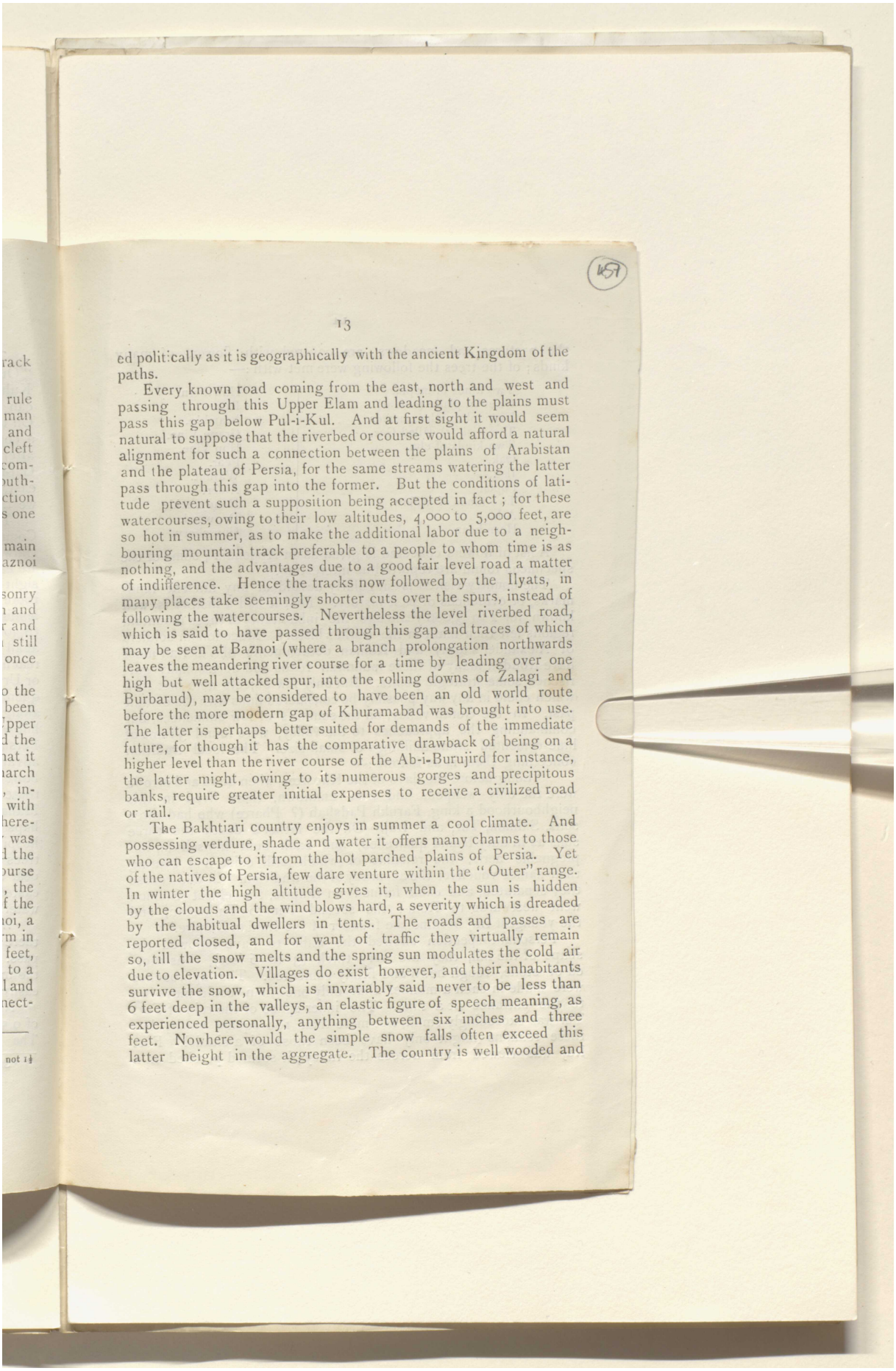

ed politically as it is geographically with the ancient Kingdom of the paths.

Every known road coming from the east, north and west and passing through this Upper Elam and leading to the plains must pass this gap below Pul-i-Kul. And at first sight it would seem natural to suppose that the riverbed or course would afford a natural alignment for such a connection between the plains of Arabistan and the plateau of Persia, for the same streams watering the latter pass through this gap into the former. But the conditions of latitude prevent such a supposition being accepted in fact; for these watercourses, owing to their low altitudes, 4,000 to 5,000 feet, are so hot in summer, as to make the additional labor due to a neighbouring mountain track preferable to a people to whom time is as nothing, and the advantages due to a good fair level road a matter of indifference. Hence the tracks now followed by the Ilyats, in many places take seemingly shorter cuts over the spurs, instead of following the watercourses. Nevertheless the level riverbed road, which is said to have passed through this gap and traces of which may be seen at Baznoi (where a branch prolongation northwards leaves the meandering river course for a time by leading over one high but well attacked spur, into the rolling downs of Zalagi and Burbarud), may be considered to have been an old world route before the more modern gap of Khuramabad was brought into use. The latter is perhaps better suited for demands of the immediate future, for though it has the comparative drawback of being on a higher level than the river course of the Ab-i-Burujird for instance, the latter might, owing to its numerous gorges and precipitous banks, require greater initial expenses to receive a civilized road or rail.

The Bakhtiari country enjoys in summer a cool climate. And possessing verdure, shade and water it offers many charms to those who can escape to it from the hot parched plains of Persia. Yet of the natives of Persia, few dare venture within the "Outer" range. In winter the high altitude gives it, when the sun is hidden by the clouds and the wind blows hard, a severity which is dreaded by the habitual dwellers in tents. The roads and passes are reported closed, and for want of traffic they virtually remain so, till the snow melts and the spring sun modulates the cold air due to elevation. Villages do exist however, and their inhabitants survive the snow, which is invariably said never to be less than 6 feet deep in the valleys, an elastic figure of speech meaning, as experienced personally, anything between six inches and three feet. Nowhere would the simple snow falls often exceed this latter height in the aggregate. The country is well wooded and

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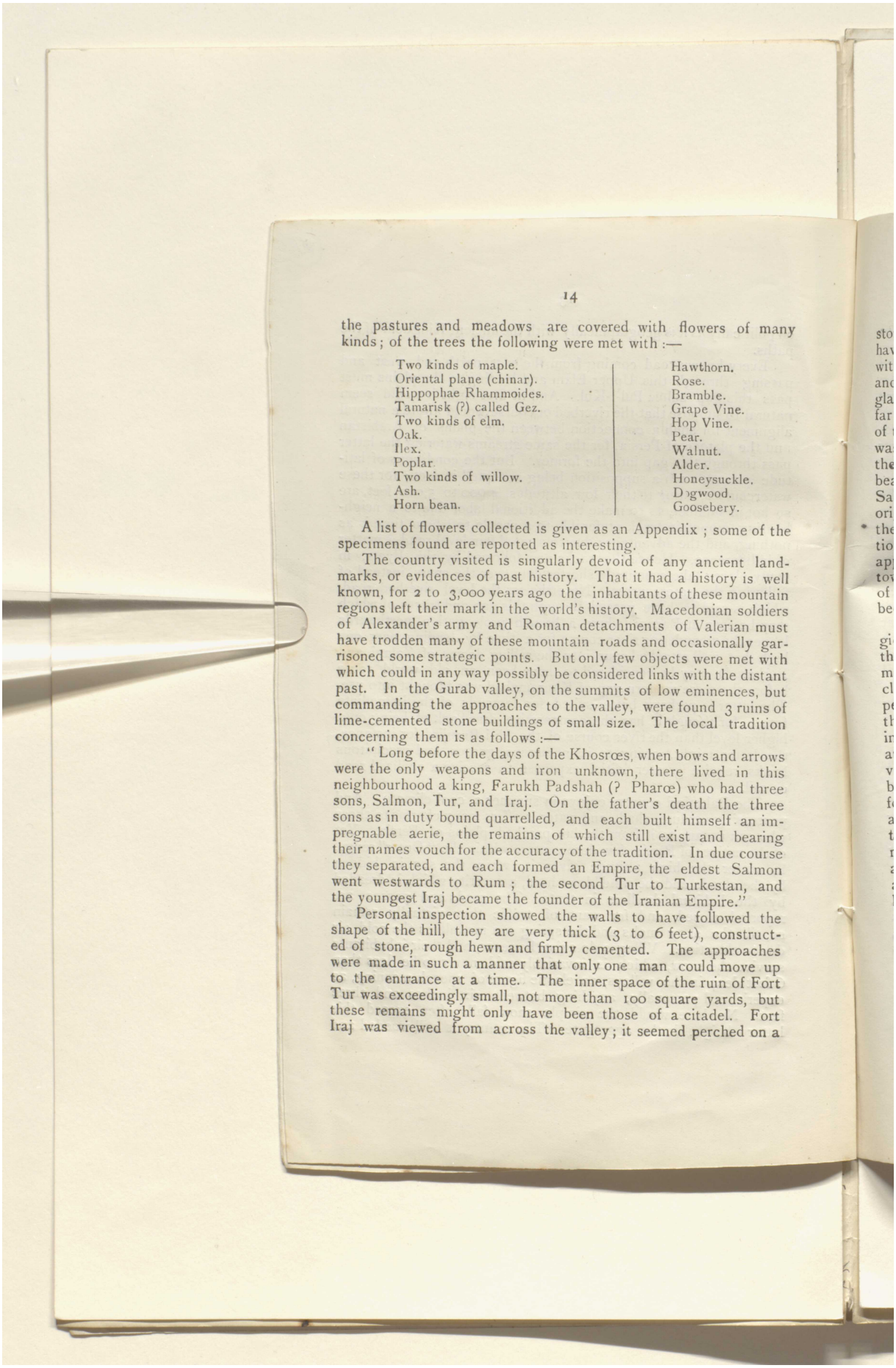

the pastures and meadows are covered with flowers of many kinds; of the trees the following were met with :—

Two kinds of maple.	Hawthorn.
Oriental plane (chinar).	Rose.
Hippophae Rhammoides.	Bramble.
Tamarisk (?) called Gez.	Grape Vine.
Two kinds of elm.	Hop Vine.
Oak.	Pear.
Ilex.	Walnut.
Poplar.	Alder.
Two kinds of willow.	Honeysuckle.
Ash.	Dogwood.
Horn bean.	Goosebery.

A list of flowers collected is given as an Appendix ; some of the specimens found are reported as interesting.

The country visited is singularly devoid of any ancient landmarks, or evidences of past history. That it had a history is well known, for 2 to 3,000 years ago the inhabitants of these mountain regions left their mark in the world's history. Macedonian soldiers of Alexander's army and Roman detachments of Valerian must have trodden many of these mountain roads and occasionally garrisoned some strategic points. But only few objects were met with which could in any way possibly be considered links with the distant past. In the Gurab valley, on the summits of low eminences, but commanding the approaches to the valley, were found 3 ruins of lime-cemented stone buildings of small size. The local tradition concerning them is as follows :—

"Long before the days of the Khosrœs, when bows and arrows were the only weapons and iron unknown, there lived in this neighbourhood a king, Farukh Padshah (? Pharœ) who had three sons, Salmon, Tur, and Iraj. On the father's death the three sons as in duty bound quarrelled, and each built himself an impregnable aerie, the remains of which still exist and bearing their names vouch for the accuracy of the tradition. In due course they separated, and each formed an Empire, the eldest Salmon went westwards to Rum ; the second Tur to Turkestan, and the youngest Iraj became the founder of the Iranian Empire."

Personal inspection showed the walls to have followed the shape of the hill, they are very thick (3 to 6 feet), constructed of stone, rough hewn and firmly cemented. The approaches were made in such a manner that only one man could move up to the entrance at a time. The inner space of the ruin of Fort Tur was exceedingly small, not more than 100 square yards, but these remains might only have been those of a citadel. Fort Iraj was viewed from across the valley; it seemed perched on a

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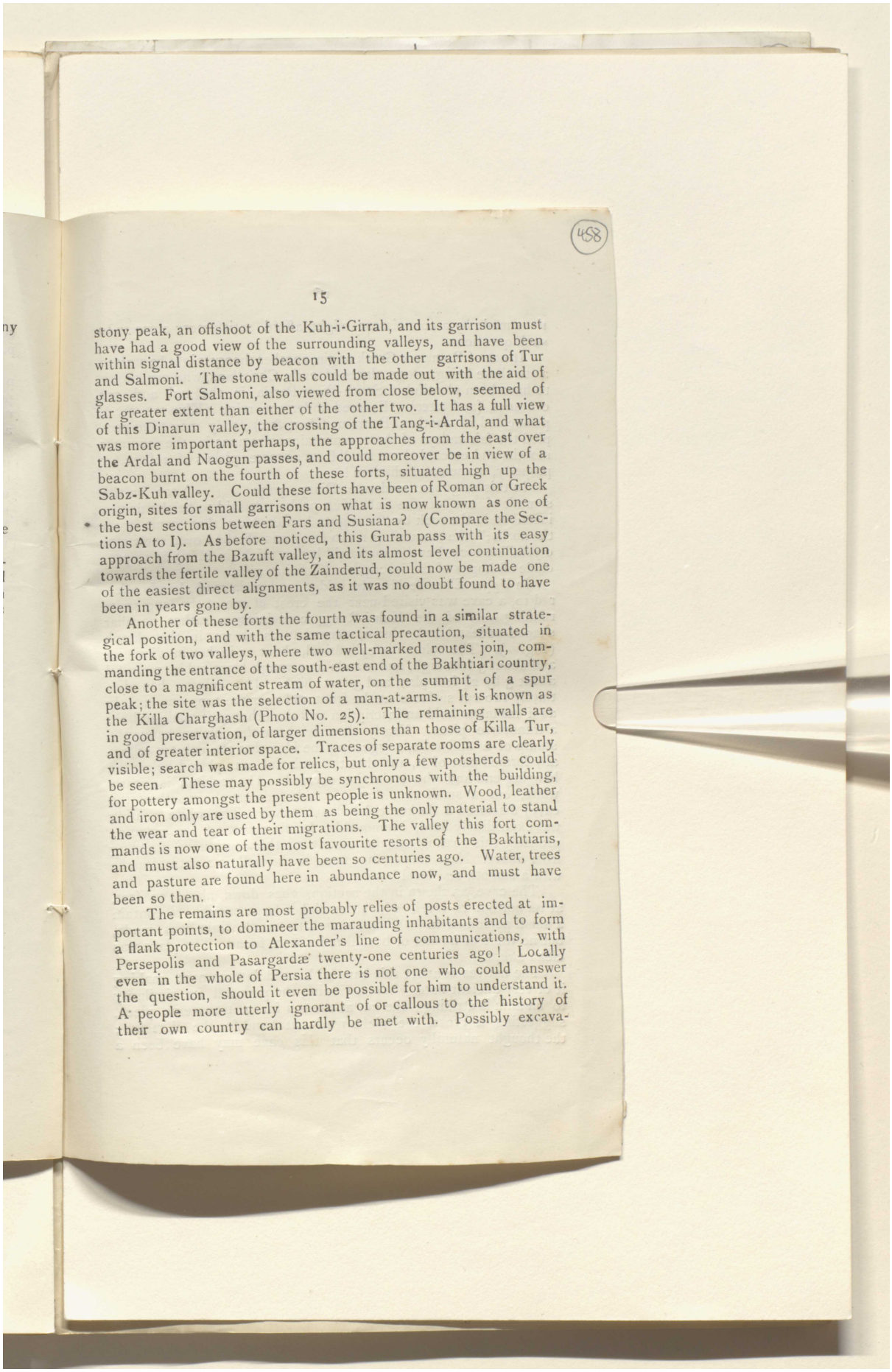

stony peak, an offshoot of the Kuh-i-Girrah, and its garrison must have had a good view of the surrounding valleys, and have been within signal distance by beacon with the other garrisons of Tur and Salmoni. The stone walls could be made out with the aid of glasses. Fort Salmoni, also viewed from close below, seemed of far greater extent than either of the other two. It has a full view of this Dinarun valley, the crossing of the Tang-i-Ardal, and what was more important perhaps, the approaches from the east over the Ardal and Naogun passes, and could moreover be in view of a beacon burnt on the fourth of these forts, situated high up the Sabz-Kuh valley. Could these forts have been of Roman or Greek origin, sites for small garrisons on what is now known as one of the best sections between Fars and Susiana? (Compare the Sections A to I). As before noticed, this Gurab pass with its easy approach from the Bazuft valley, and its almost level continuation towards the fertile valley of the Zainderud, could now be made one of the easiest direct alignments, as it was no doubt found to have been in years gone by.

Another of these forts the fourth was found in a similar strategical position, and with the same tactical precaution, situated in the fork of two valleys, where two well-marked routes join, commanding the entrance of the south-east end of the Bakhtiari country, close to a magnificent stream of water, on the summit of a spur peak; the site was the selection of a man-at-arms. It is known as the Killa Charghash (Photo No. 25). The remaining walls are in good preservation, of larger dimensions than those of Killa Tur, and of greater interior space. Traces of separate rooms are clearly visible; search was made for relics, but only a few potsherds could be seen These may possibly be synchronous with the building, for pottery amongst the present people is unknown. Wood, leather and iron only are used by them as being the only material to stand the wear and tear of their migrations. The valley this fort commands is now one of the most favourite resorts of the Bakhtiaris, and must also naturally have been so centuries ago. Water, trees and pasture are found here in abundance now, and must have been so then.

The remains are most probably relics of posts erected at important points, to domineer the marauding inhabitants and to form a flank protection to Alexander's line of communications, with Persepolis and Pasargardæ twenty-one centuries ago! Locally even in the whole of Persia there is not one who could answer the question, should it even be possible for him to understand it. A people more utterly ignorant of or callous to the history of their own country can hardly be met with. Possibly excava-

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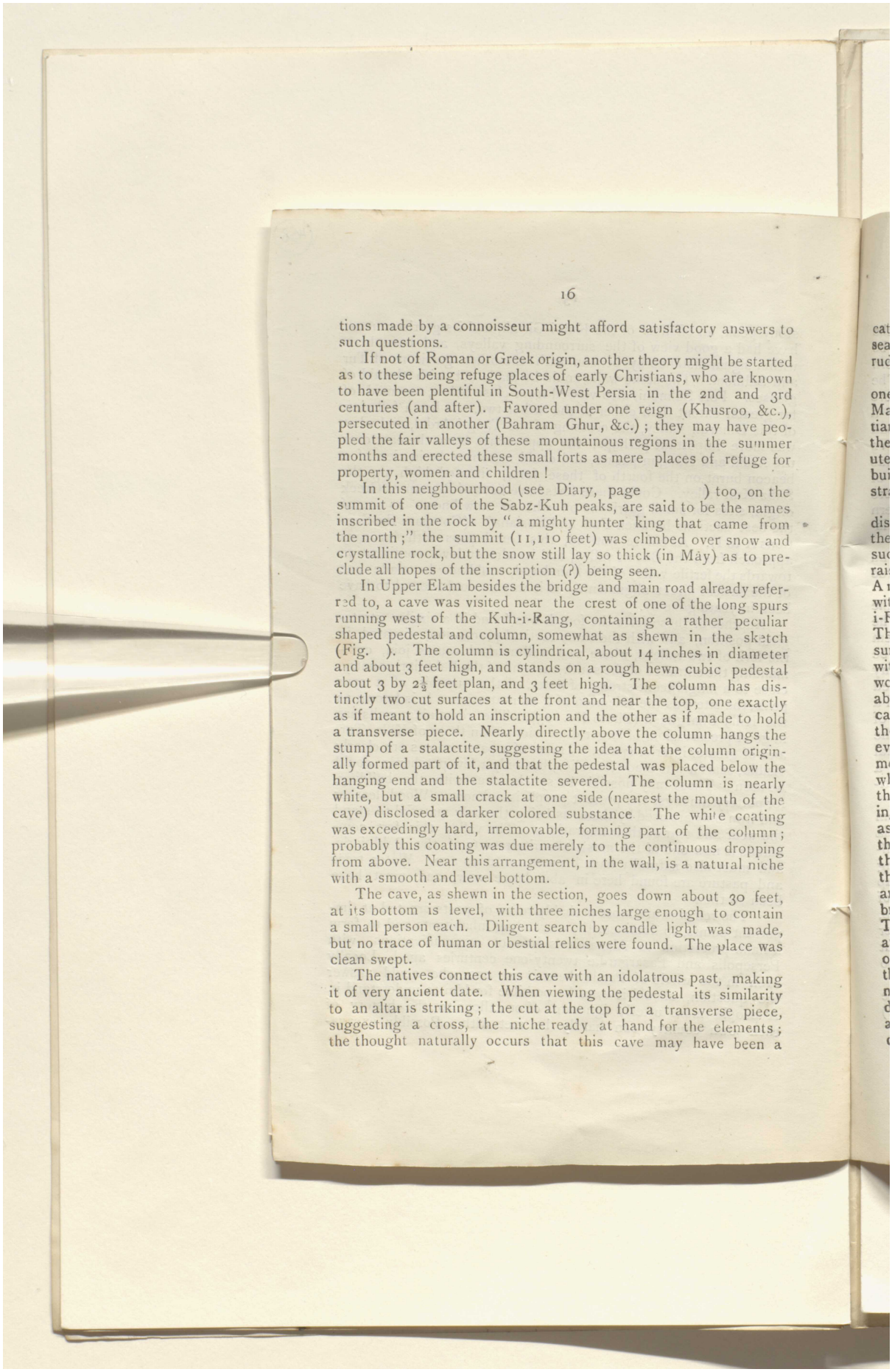

tions made by a connoisseur might afford satisfactory answers to such questions.

If not of Roman or Greek origin, another theory might be started as to these being refuge places of early Christians, who are known to have been plentiful in South-West Persia in the 2nd and 3rd centuries (and after). Favored under one reign (Khusroo, &c.), persecuted in another (Bahram Ghur, &c.); they may have peopled the fair valleys of these mountainous regions in the summer months and erected these small forts as mere places of refuge for property, women and children!

In this neighbourhood (see Diary, page) too, on the summit of one of the Sabz-Kuh peaks, are said to be the names inscribed in the rock by "a mighty hunter king that came from the north;" the summit (11,110 feet) was climbed over snow and crystalline rock, but the snow still lay so thick (in May) as to preclude all hopes of the inscription (?) being seen.

In Upper Elam besides the bridge and main road already referred to, a cave was visited near the crest of one of the long spurs running west of the Kuh-i-Rang, containing a rather peculiar shaped pedestal and column, somewhat as shewn in the sketch (Fig.). The column is cylindrical, about 14 inches in diameter and about 3 feet high, and stands on a rough hewn cubic pedestal about 3 by 2½ feet plan, and 3 feet high. The column has distinctly two cut surfaces at the front and near the top, one exactly as if meant to hold an inscription and the other as if made to hold a transverse piece. Nearly directly above the column hangs the stump of a stalactite, suggesting the idea that the column originally formed part of it, and that the pedestal was placed below the hanging end and the stalactite severed. The column is nearly white, but a small crack at one side (nearest the mouth of the cave) disclosed a darker colored substance The white coating was exceedingly hard, irremovable, forming part of the column; probably this coating was due merely to the continuous dropping from above. Near this arrangement, in the wall, is a natural niche with a smooth and level bottom.

The cave, as shewn in the section, goes down about 30 feet, at its bottom is level, with three niches large enough to contain a small person each. Diligent search by candle light was made, but no trace of human or bestial relics were found. The place was clean swept.

The natives connect this cave with an idolatrous past, making it of very ancient date. When viewing the pedestal its similarity to an altar is striking; the cut at the top for a transverse piece, suggesting a cross, the niche ready at hand for the elements; the thought naturally occurs that this cave may have been a

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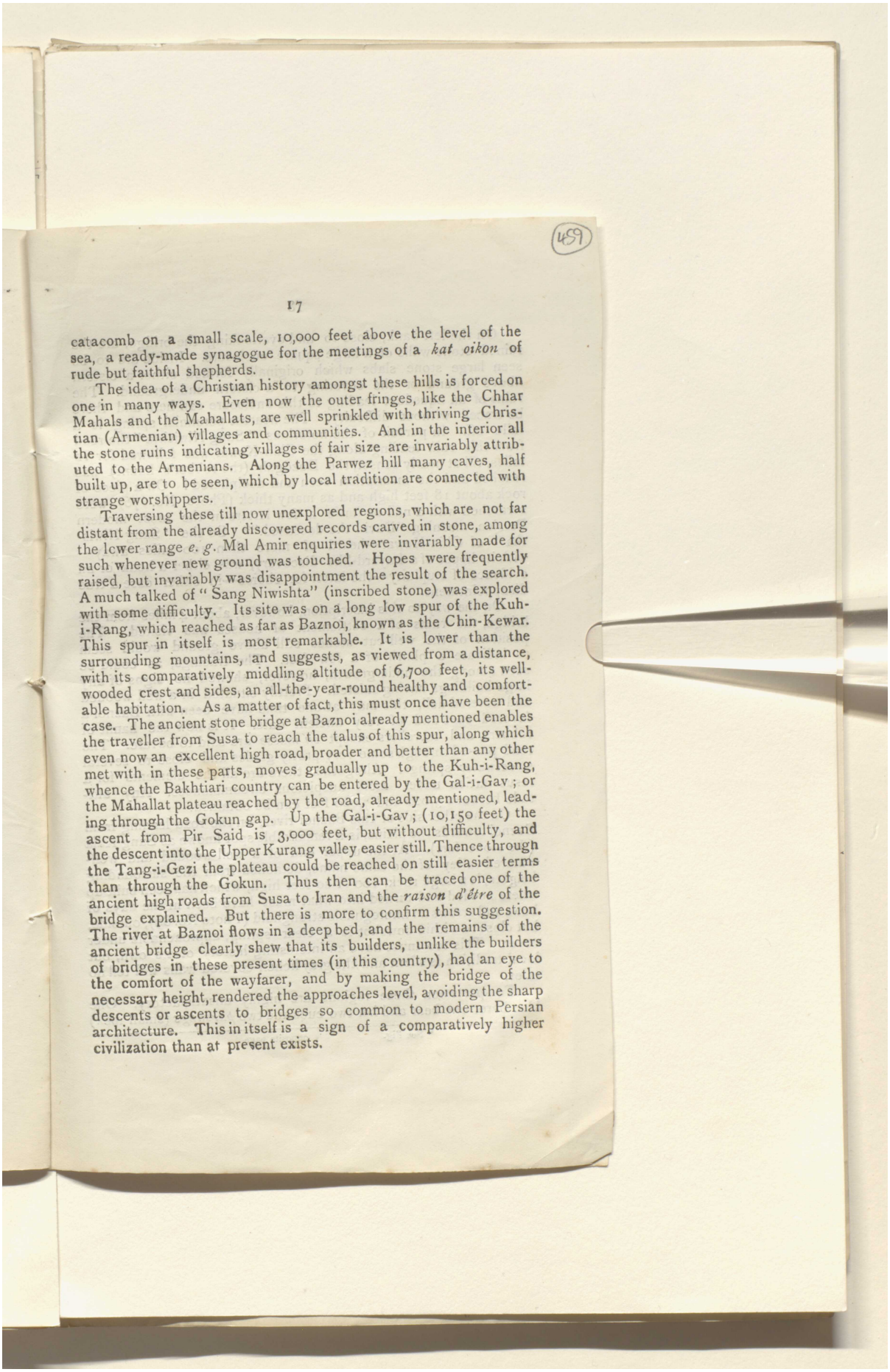

catacomb on a small scale, 10,000 feet above the level of the sea, a ready-made synagogue for the meetings of a *kat oikon* of rude but faithful shepherds.

The idea of a Christian history amongst these hills is forced on one in many ways. Even now the outer fringes, like the Chhar Mahals and the Mahallats, are well sprinkled with thriving Christian (Armenian) villages and communities. And in the interior all the stone ruins indicating villages of fair size are invariably attributed to the Armenians. Along the Parwez hill many caves, half built up, are to be seen, which by local tradition are connected with strange worshippers.

Traversing these till now unexplored regions, which are not far distant from the already discovered records carved in stone, among the lower range *e. g.* Mal Amir enquiries were invariably made for such whenever new ground was touched. Hopes were frequently raised, but invariably was disappointment the result of the search. A much talked of "Sang Niwishta" (inscribed stone) was explored with some difficulty. Its site was on a long low spur of the Kuh-i-Rang, which reached as far as Baznoi, known as the Chin-Kewar. This spur in itself is most remarkable. It is lower than the surrounding mountains, and suggests, as viewed from a distance, with its comparatively middling altitude of 6,700 feet, its well-wooded crest and sides, an all-the-year-round healthy and comfortable habitation. As a matter of fact, this must once have been the case. The ancient stone bridge at Baznoi already mentioned enables the traveller from Susa to reach the talus of this spur, along which even now an excellent high road, broader and better than any other met with in these parts, moves gradually up to the Kuh-i-Rang, whence the Bakhtiari country can be entered by the Gal-i-Gav; or the Mahallat plateau reached by the road, already mentioned, leading through the Gokun gap. Up the Gal-i-Gav; (10,150 feet) the ascent from Pir Said is 3,000 feet, but without difficulty, and the descent into the Upper Kurang valley easier still. Thence through the Tang-i-Gezi the plateau could be reached on still easier terms than through the Gokun. Thus then can be traced one of the ancient high roads from Susa to Iran and the *raison d'être* of the bridge explained. But there is more to confirm this suggestion. The river at Baznoi flows in a deep bed, and the remains of the ancient bridge clearly shew that its builders, unlike the builders of bridges in these present times (in this country), had an eye to the comfort of the wayfarer, and by making the bridge of the necessary height, rendered the approaches level, avoiding the sharp descents or ascents to bridges so common to modern Persian architecture. This in itself is a sign of a comparatively higher civilization than at present exists.

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On the left bank, close to and overlooking the bridge, are the ruined stone walls of a large square enclosure. Inside are to be seen large stone slabs which originally formed either a cistern above ground or the covering to a cistern underground. The ruins of an aqueduct leading to this enclosure can here and there be traced without difficulty. The nearest perennial spring is a mile off. In pursuit of the notorious "Sang Niwishta" the road from this ruin leading along the Chin-Kewar was followed for 12 miles, till at nearly sunset, the Duzdgah (the robber's haunt) was reached and the inscription seen and deciphered! On a piece of rock about 18 feet high and as many thick (Photo No. 76) were scratched with a nail or knife a few letters in the most modern Persian, meaning "David the deceased."* So the "Sang Niwis-tha" of Chin-Kewar—heard of more than 100 miles away—with its hopes of a Layard-like discovery, was either a hoax or an evidence of stupidity—the latter for choice—in either case a true disappointment.

On the way to this inscription, however, about 4 miles from the bridge, the ruins of a settlement of houses was visited. The position of the well-cut stones still above ground would seem to indicate a plinth of a few feet. The tracings, as could be seen among the undergrowth, however, shewed no signs of any large buildings having existed. Prettily situated in a well wooded and watered dell, this may at one time have been with Baznoi a favored spot and of very ancient date. It is now the haunt of robbers, and travellers except *en masse* are said to be rare. The road passed through some very pretty glades and close to several sweetwater springs. Altogether there are all the elements for a resuscitation under more auspicious circumstances. Any alti-tude between 5,000 and 7,000 feet can be obtained.

On the other side of this Baznoi river, on the road leading from Baznoi towards the plains, is a remarkable spot known as Sang Kala (the stone fort). At the upper end of a well-wooded and well-watered valley of the same name, detached from the surrounding heights, is a large rock, 100 or so feet high, which has been built up where needed and turned into what must have been in the days of bows and arrows an impregnable stronghold (Photo No. 89); outside, but close to within bowshot is a clear spring, approachable under cover. This too must have an interesting history of its own, but local tradition is silent and the grey lichen-covered walls will tell no tales.

To sportsmen these regions are highly unsatisfactory. One blue hare, one bear and her two cubs and two *parsangs* (small ibex)

* See Fig. opposite page

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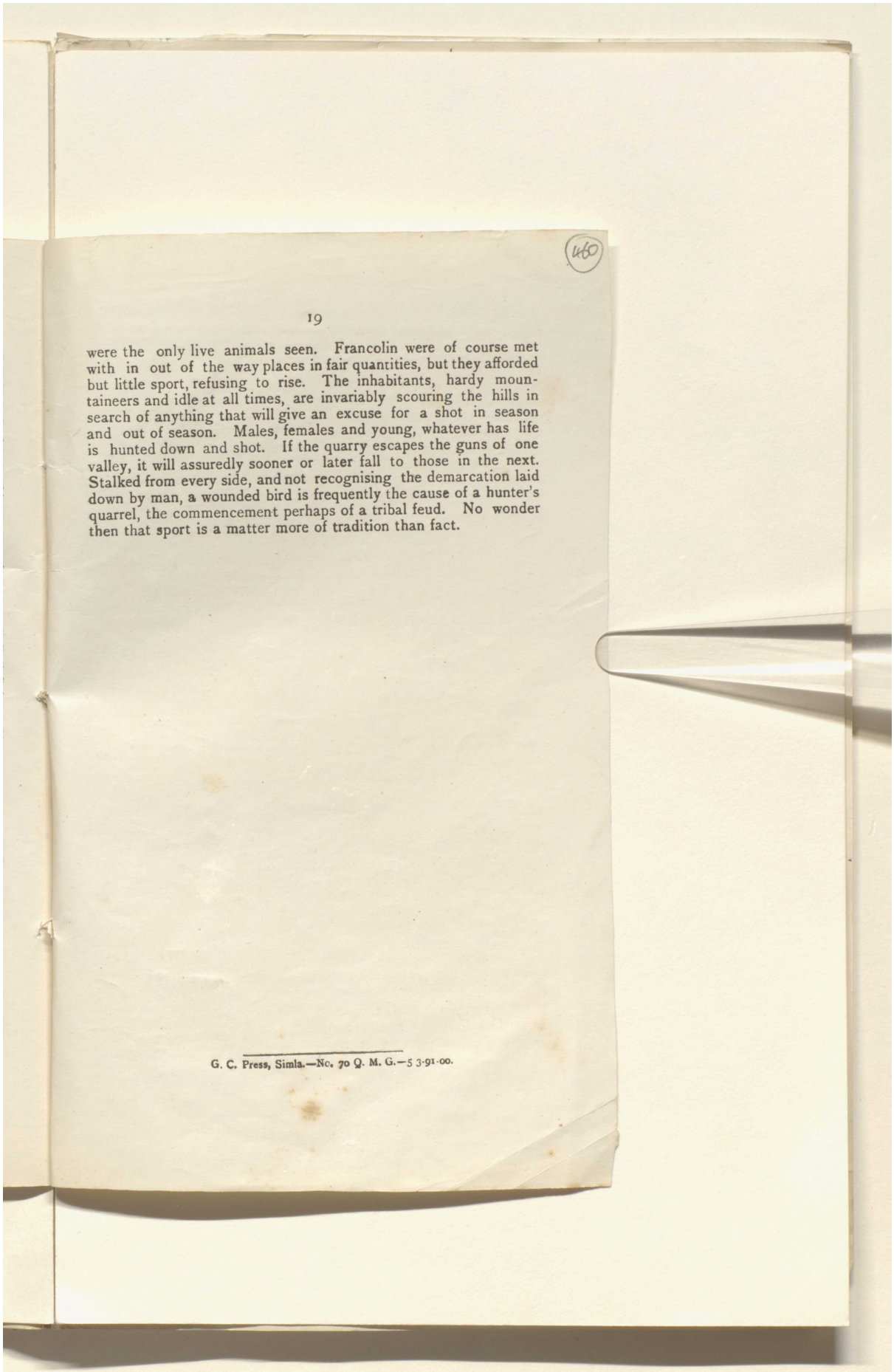

were the only live animals seen. Francolin were of course met with in out of the way places in fair quantities, but they afforded but little sport, refusing to rise. The inhabitants, hardy mountaineers and idle at all times, are invariably scouring the hills in search of anything that will give an excuse for a shot in season and out of season. Males, females and young, whatever has life is hunted down and shot. If the quarry escapes the guns of one valley, it will assuredly sooner or later fall to those in the next. Stalked from every side, and not recognising the demarcation laid down by man, a wounded bird is frequently the cause of a hunter's quarrel, the commencement perhaps of a tribal feud. No wonder then that sport is a matter more of tradition than fact.

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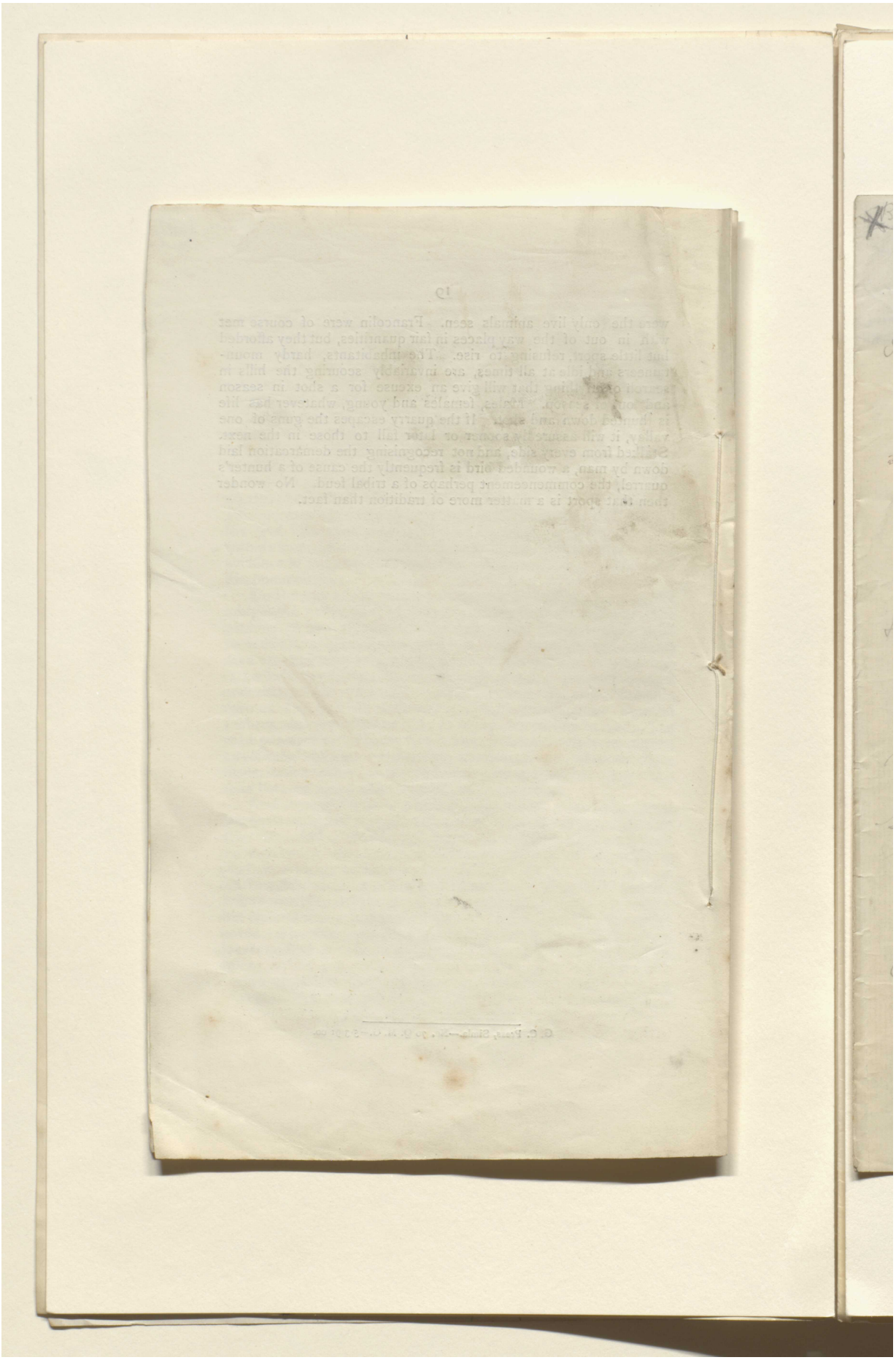

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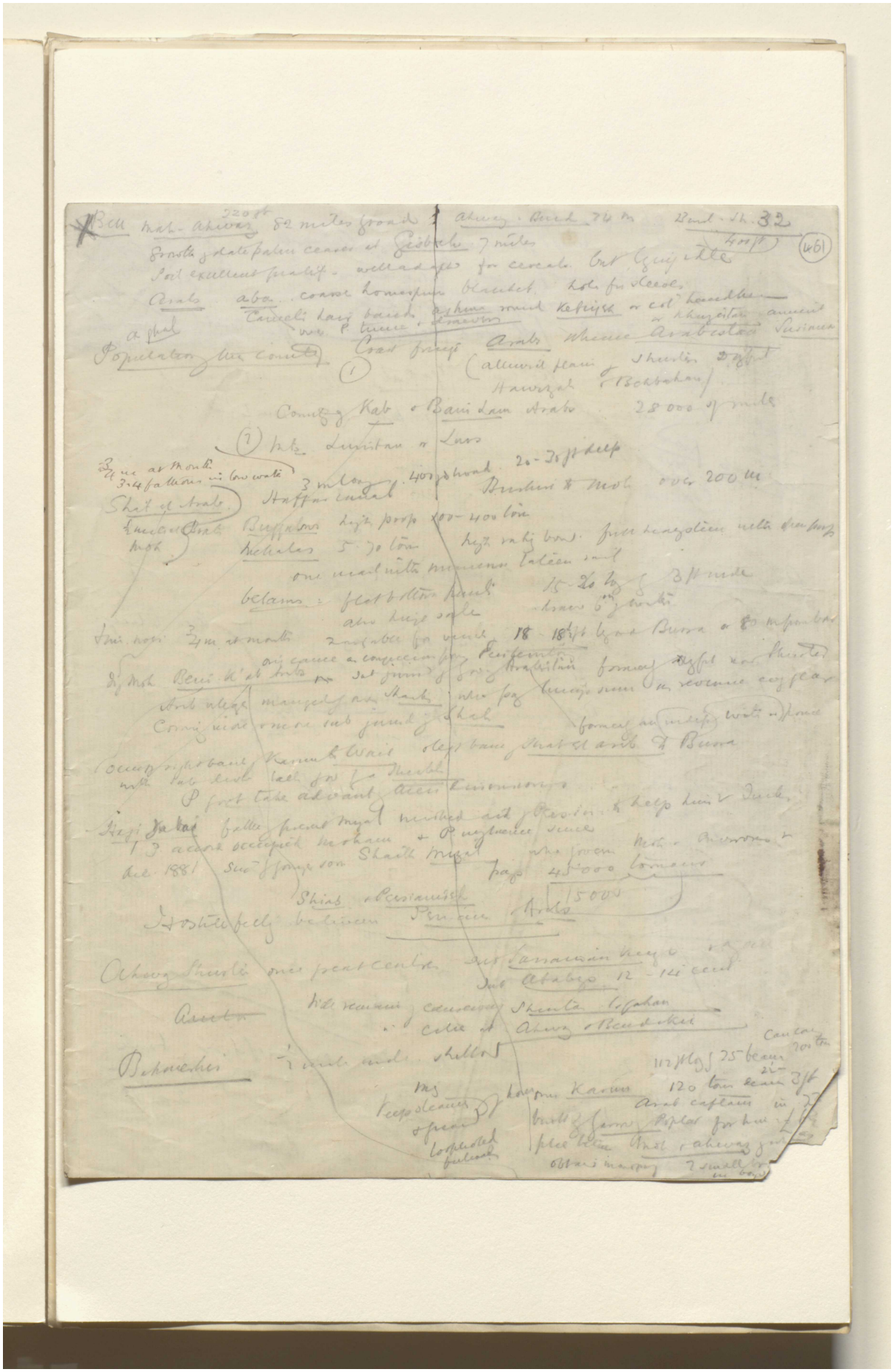

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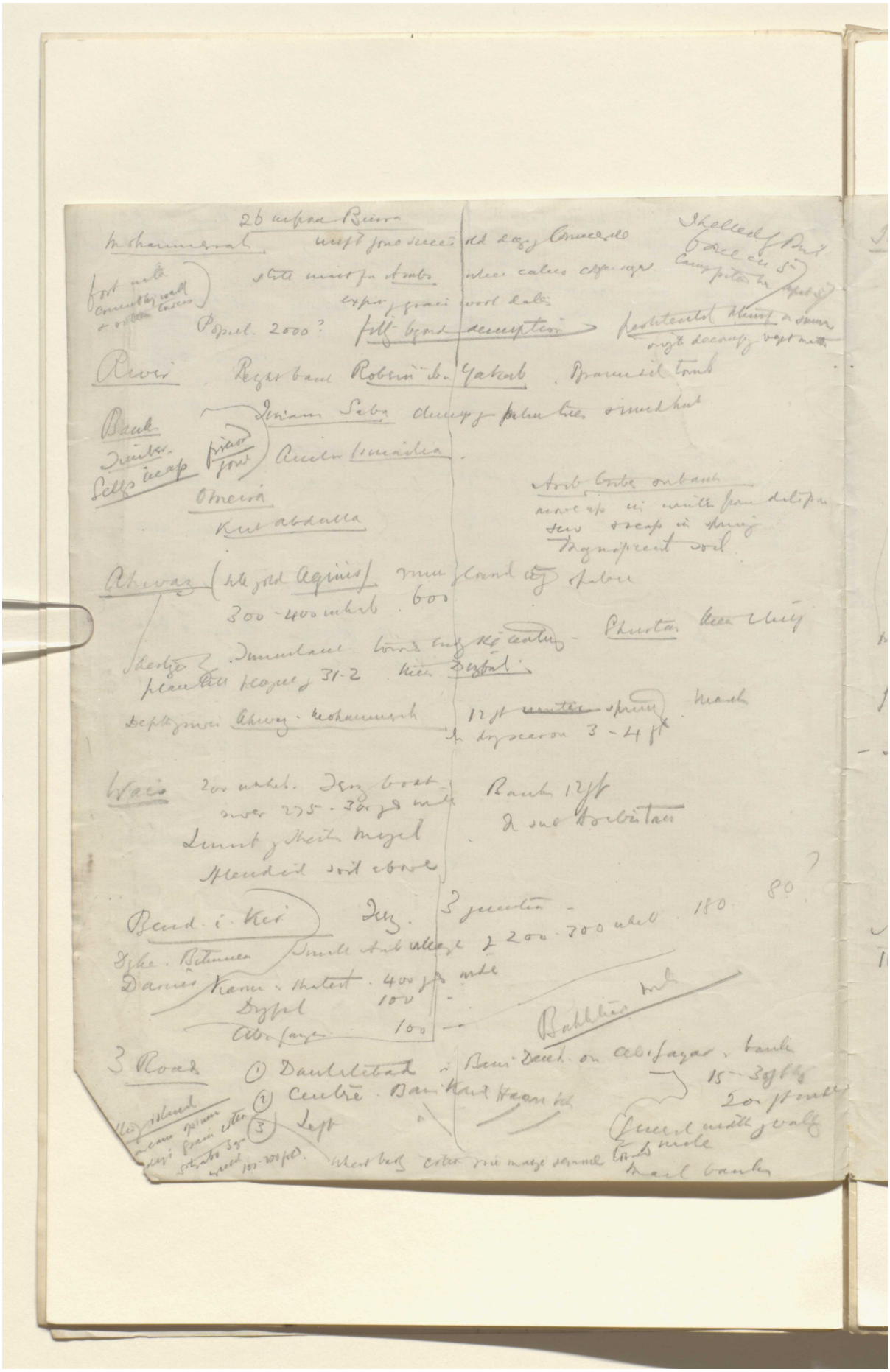

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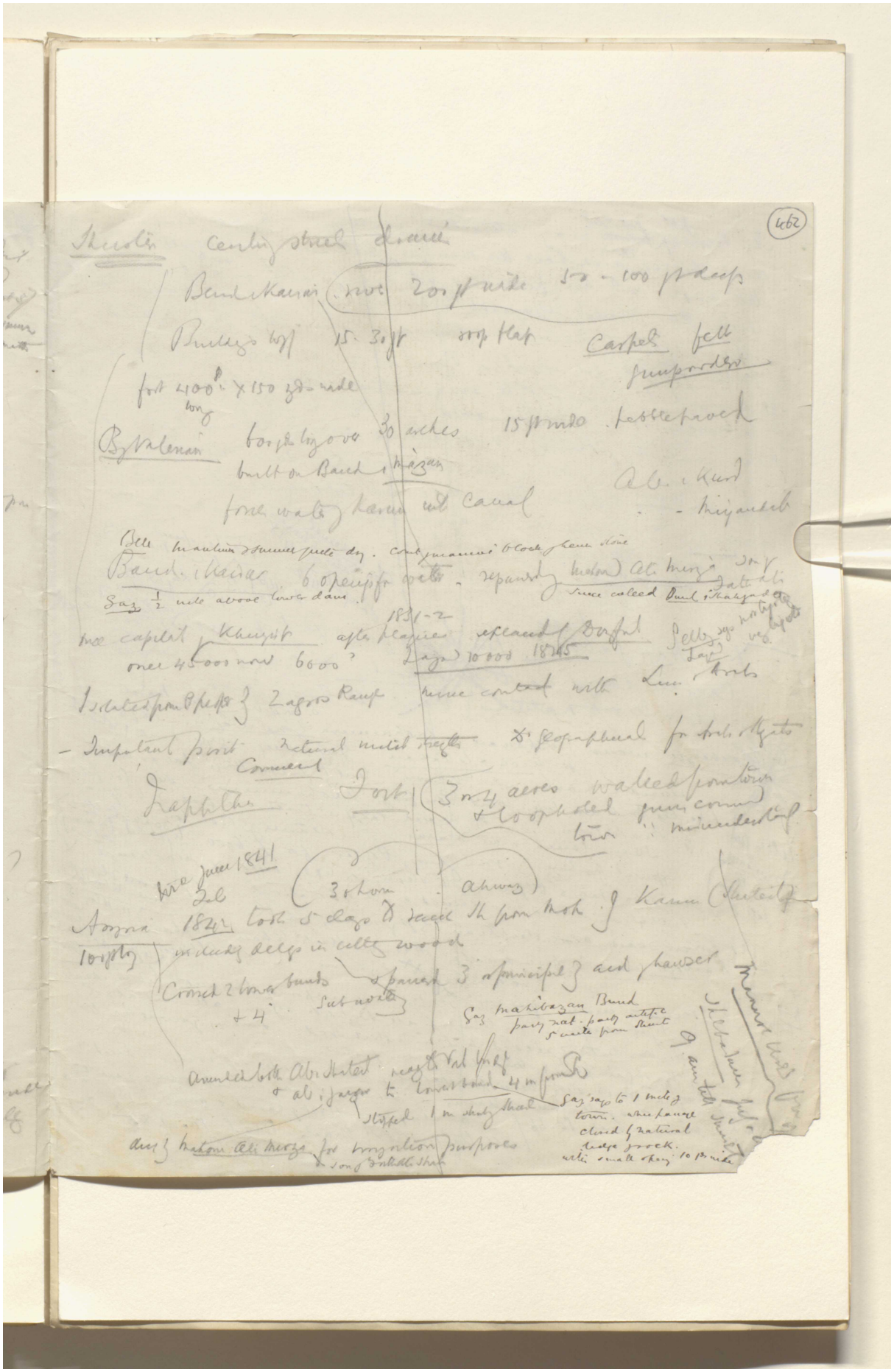

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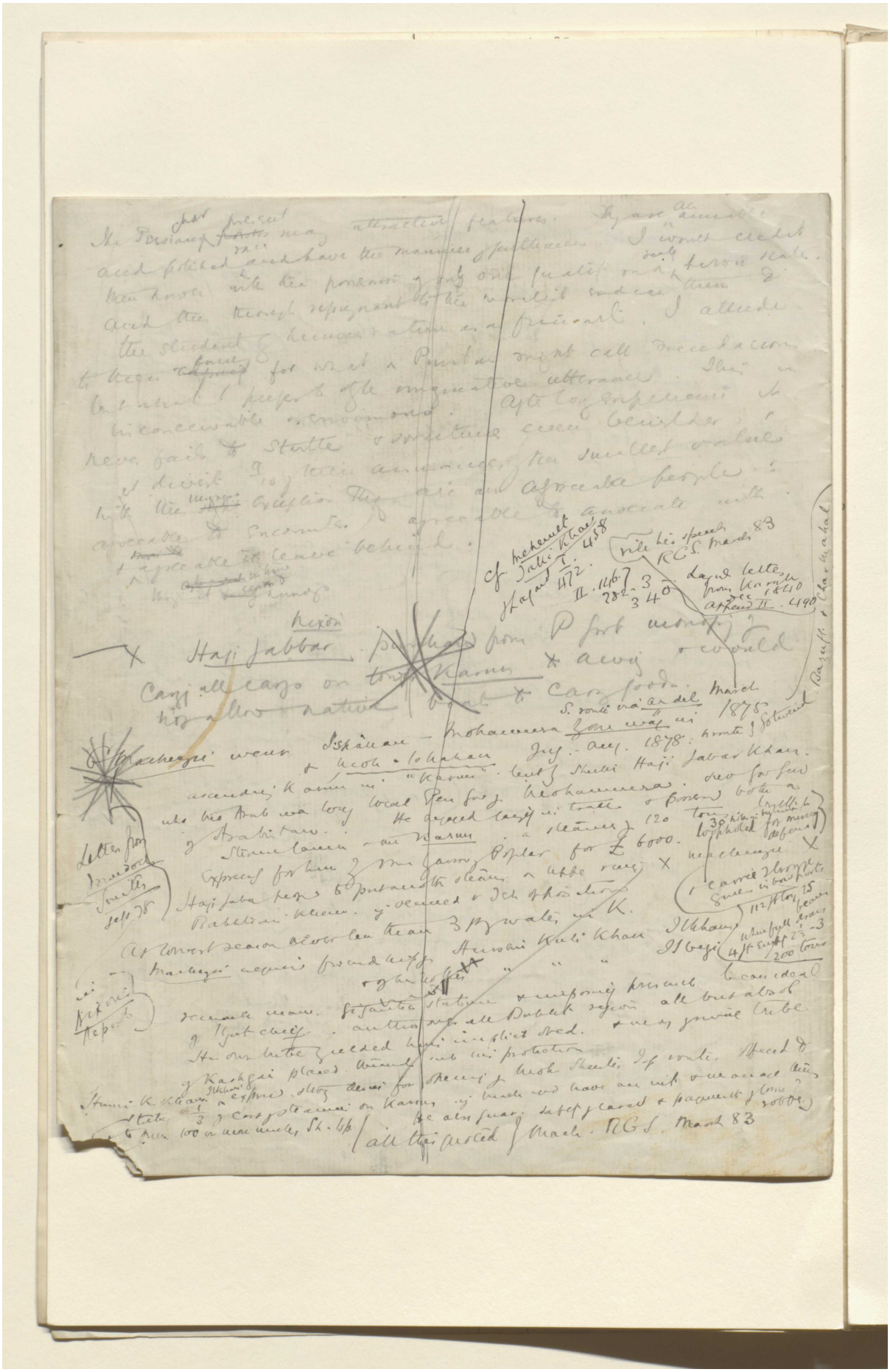

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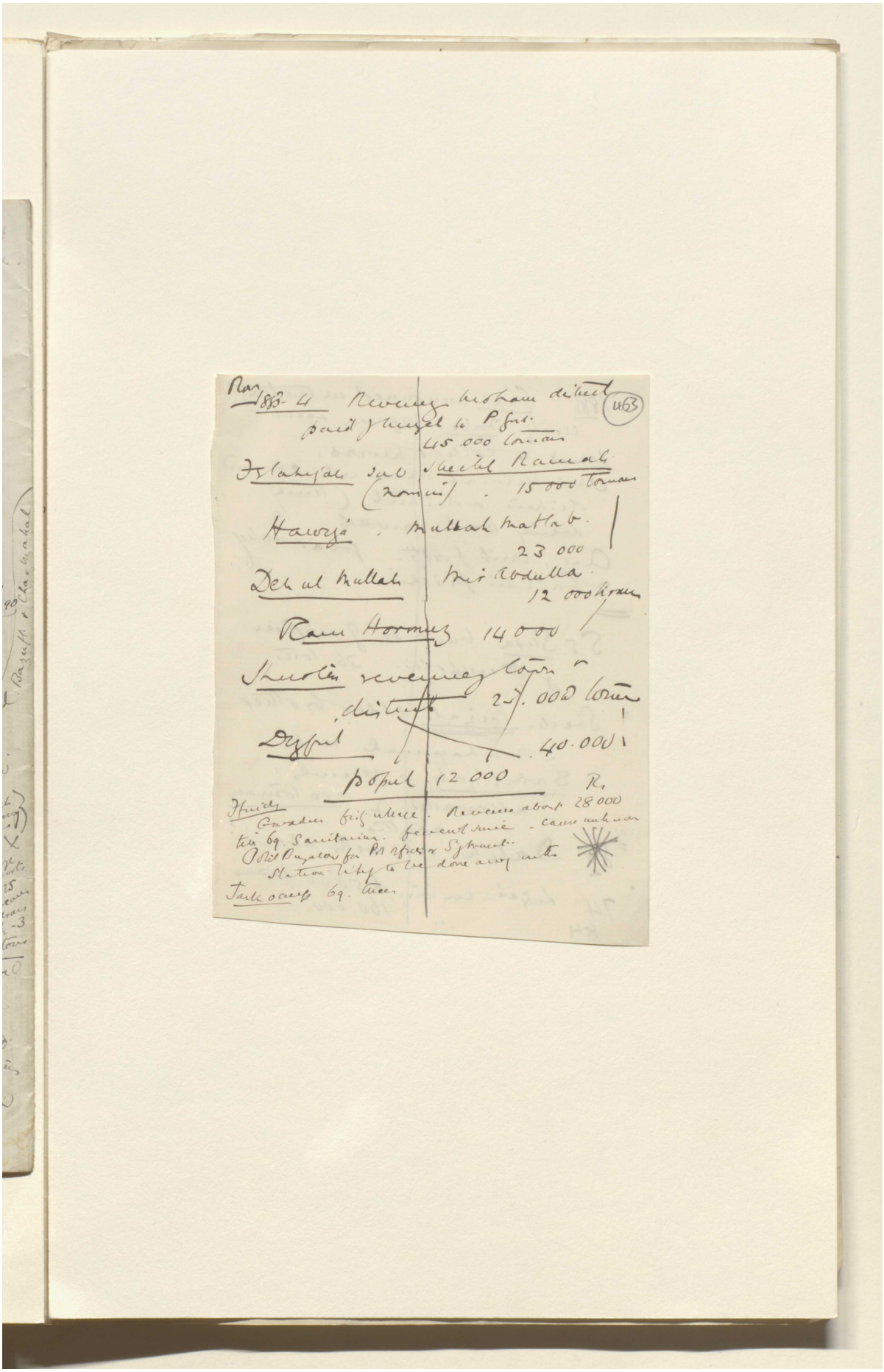

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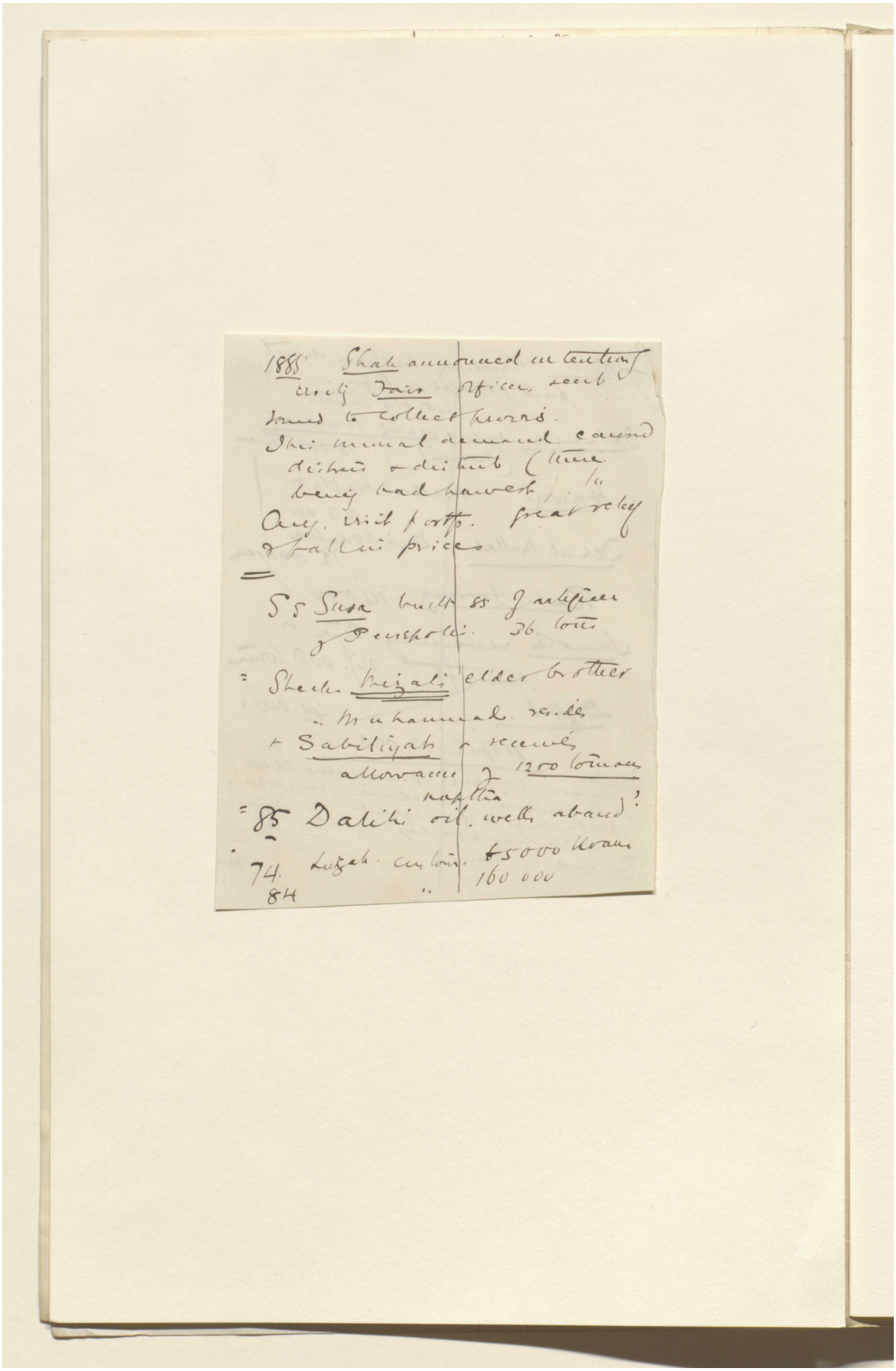

1885 Shah announced intention
visiting Fars officers sent
round to collect proofs.
This annual demand caused
distress & distrib (there
being bad harvest) /"
Aug. visit portfs. great relief
& fall in prices

=

SS Susa built ss of artificer
of Persepolis. 36 tons

= Sheikh Mizali elder brother
.. Muhammad. resides
+ Sabiliyah & receives
allowance of 1200 tomans
naptha

= 85 Dalili oil wells aband?

74. Luzah. custom. 65000 krans
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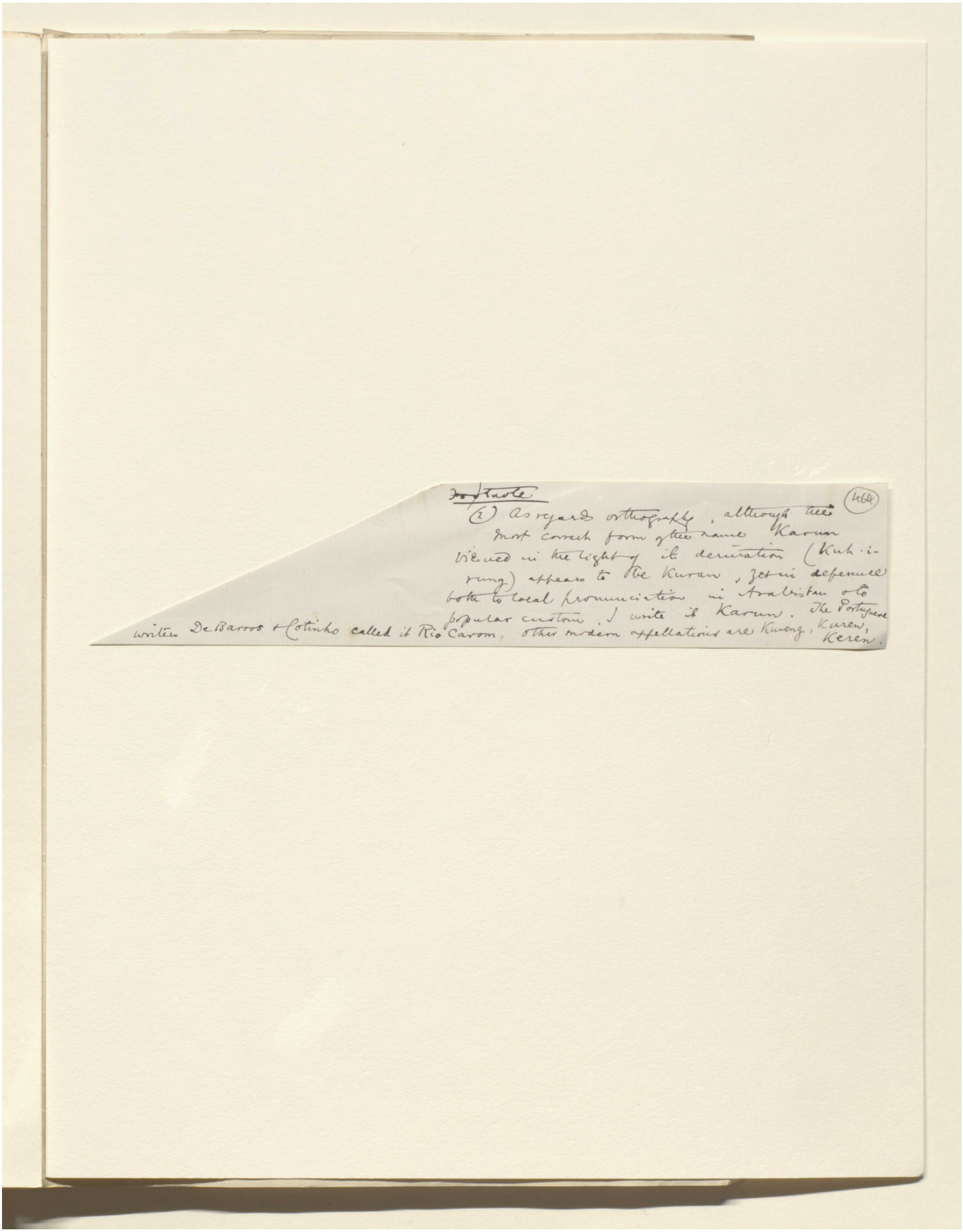

~~Footnote~~

(464r)

(1) As regards orthography, although the most correct form of the name Karun viewed in the light of its derivation (Kuh-i-rung) appears to be Kuran, yet in deference both to local pronunciation in Arabistan & to popular custom, I write it Karun. The Portuguese writers De Barros & Lotinho called it Rio Carom. Other modern appellations are Kwong, Kurew, Keren.

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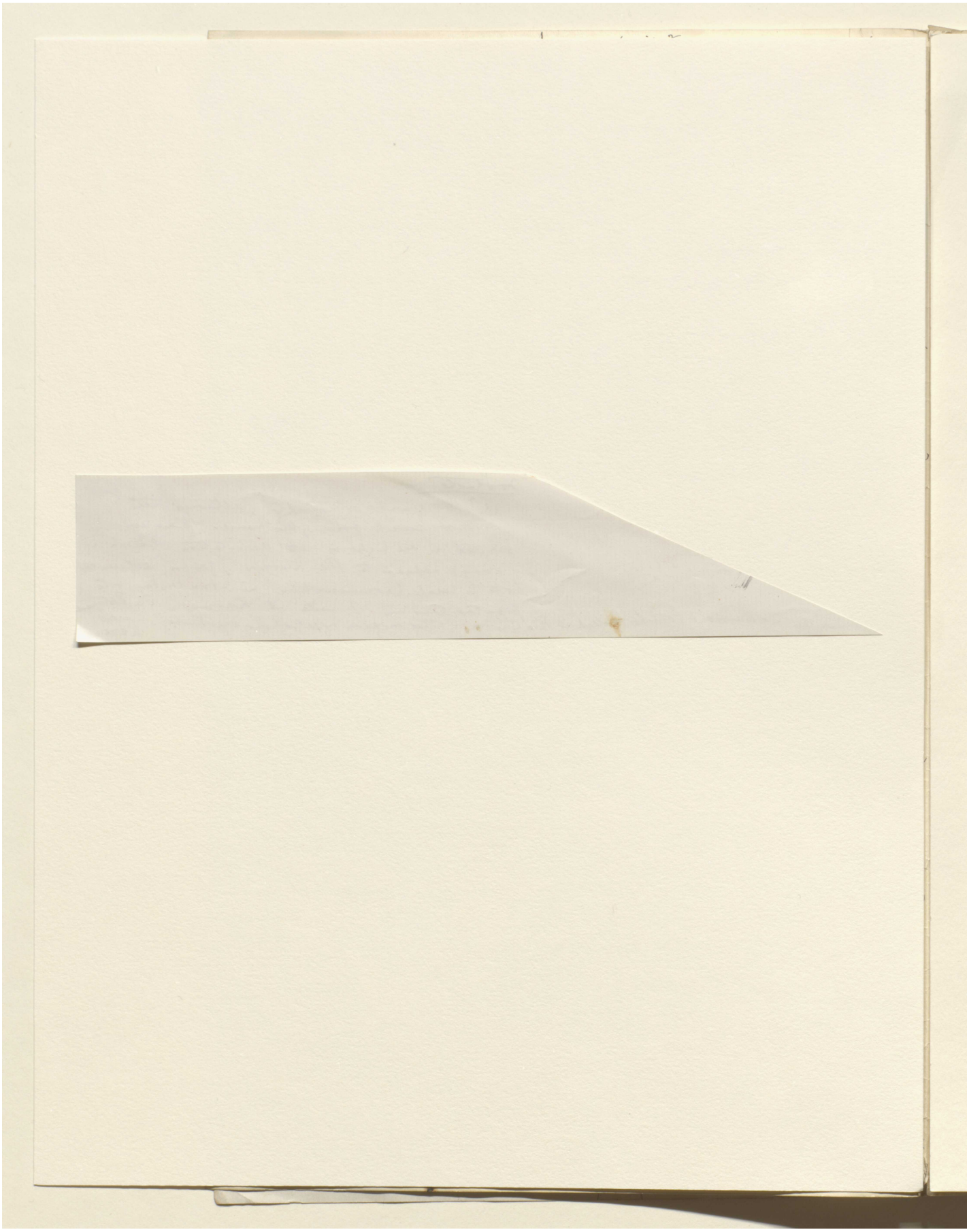

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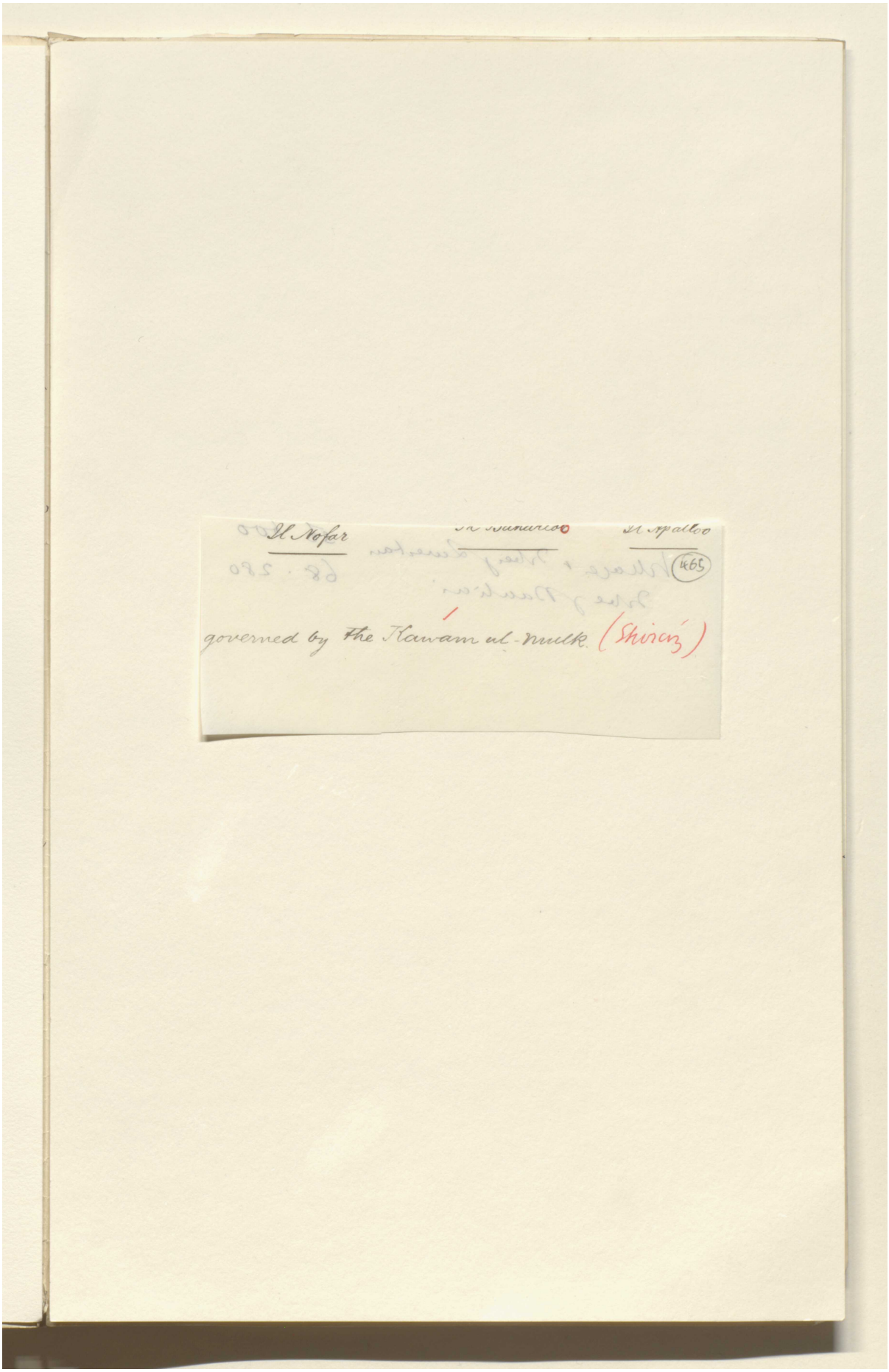

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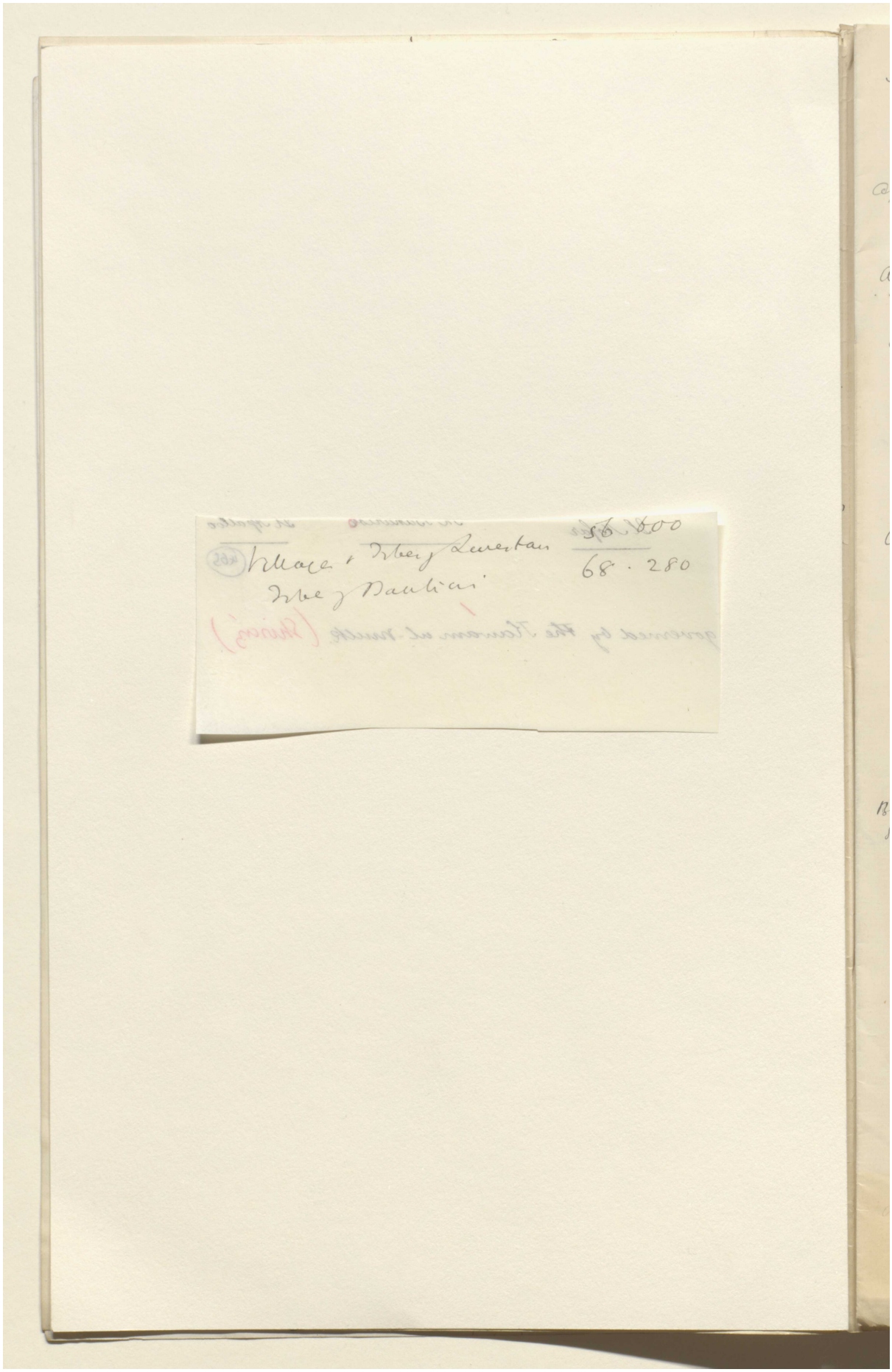

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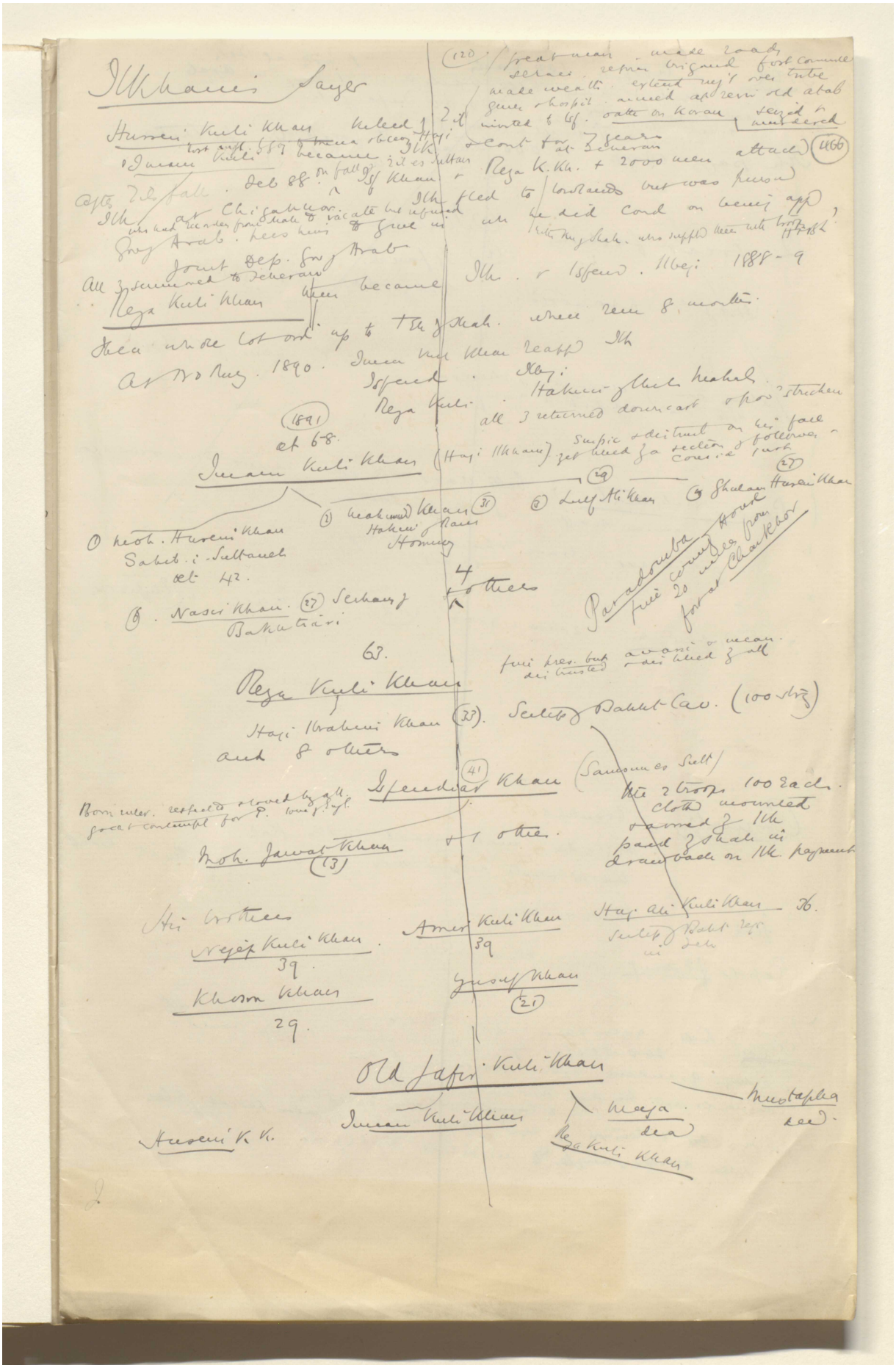

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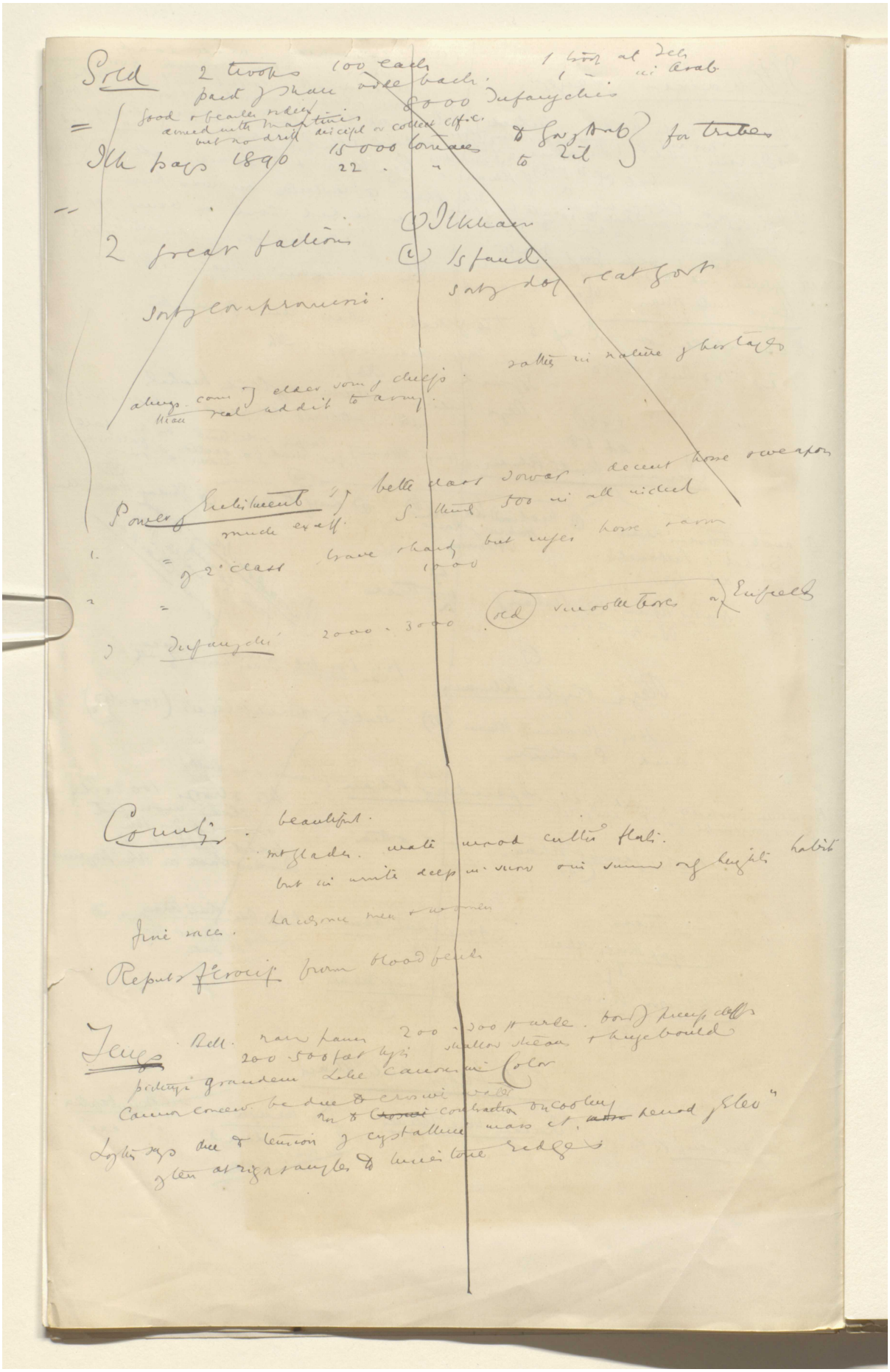

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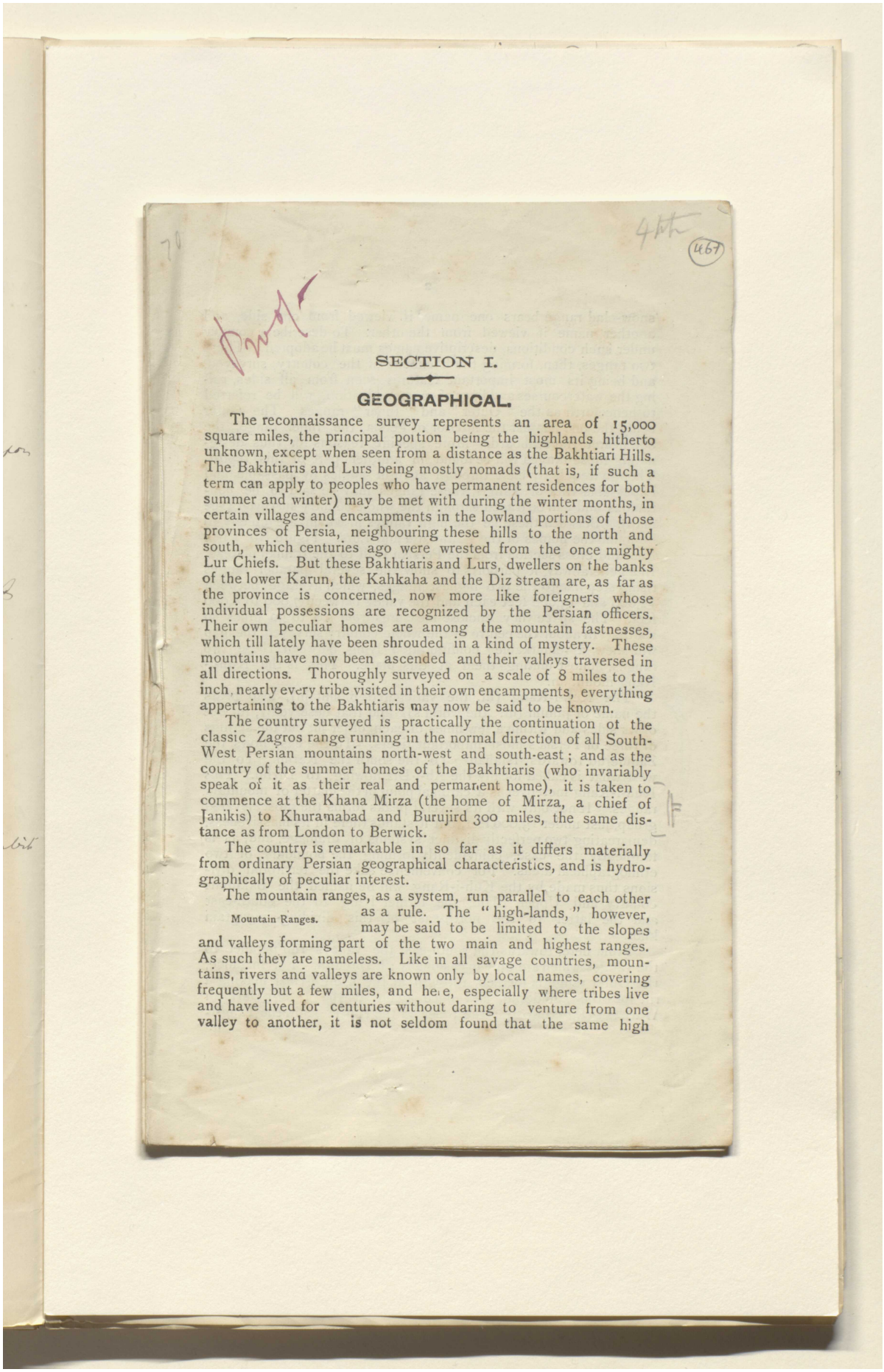

SECTION I.

GEOGRAPHICAL.

The reconnaissance survey represents an area of 15,000 square miles, the principal portion being the highlands hitherto unknown, except when seen from a distance as the Bakhtiari Hills. The Bakhtiaris and Lurs being mostly nomads (that is, if such a term can apply to peoples who have permanent residences for both summer and winter) may be met with during the winter months, in certain villages and encampments in the lowland portions of those provinces of Persia, neighbouring these hills to the north and south, which centuries ago were wrested from the once mighty Lur Chiefs. But these Bakhtiaris and Lurs, dwellers on the banks of the lower Karun, the Kahkaha and the Diz stream are, as far as the province is concerned, now more like foreigners whose individual possessions are recognized by the Persian officers. Their own peculiar homes are among the mountain fastnesses, which till lately have been shrouded in a kind of mystery. These mountains have now been ascended and their valleys traversed in all directions. Thoroughly surveyed on a scale of 8 miles to the inch, nearly every tribe visited in their own encampments, everything appertaining to the Bakhtiaris may now be said to be known.

The country surveyed is practically the continuation of the classic Zagros range running in the normal direction of all South-West Persian mountains north-west and south-east; and as the country of the summer homes of the Bakhtiaris (who invariably speak of it as their real and permanent home), it is taken to commence at the Khana Mirza (the home of Mirza, a chief of Janikis) to Khuramabad and Burujird 300 miles, the same distance as from London to Berwick.

The country is remarkable in so far as it differs materially from ordinary Persian geographical characteristics, and is hydrographically of peculiar interest.

Mountain Ranges.

The mountain ranges, as a system, run parallel to each other as a rule. The "high-lands," however, may be said to be limited to the slopes and valleys forming part of the two main and highest ranges. As such they are nameless. Like in all savage countries, mountains, rivers and valleys are known only by local names, covering frequently but a few miles, and here, especially where tribes live and have lived for centuries without daring to venture from one valley to another, it is not seldom found that the same high

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snow-clad range bears one name if viewed from one side, and another name if viewed from the other. To describe a country under such conditions, descriptive names must be adopted. These two ranges, then, forming the backbone of the country surveyed, and being its most important features seen from all sides, ruling the watercourses and lines of communication, will be referred to henceforth as the "Outer" and "Inner" ranges. The Outer being the one nearest the interior of Persia, the Inner range, the one nearer the seaboard. More specific reasons for thus designating these ranges will be found in another part of this report. Though frequently cleft through at right angles by passable and impassable rifts or Tangis, these ranges may be said to be continuous and can be traced through the whole country surveyed (see map). Between these lie the high valleys in which are chiefly to be found the homes of the Bakhtiaris and Lurs. Figure No. 1 is a freehand cross section from the Persian Gulf to the Iranian plateau. In a general way it purports to show the several parallel ranges rising step like to the two highest ranges, which average between 12,000 and 13,000 feet each and the valley between 7,000 to 8,000 feet. The space they enclose measures from 10 to 30 miles in width. In about the centre of the whole country surveyed, the map will shew a remarkable configuration lying between these two ranges, almost uniting them at this place. This is the Kuh-i-Rang mountain.

The Kuh-i-Rang (lit. the variegated mountain), also bears the name of Jaihun (lit. the world's), and that deservedly, for out of its sides and within a few miles of each other jut out the springs of three of Persia's most important rivers. To the east flows the Zainderud towards Isfahan. To the south the Karun. To the west what is called locally the Ab-i-Diz flowing to Dizful. This Kuh-i-Rang moreover is a cardinal point in the matter of mountain ranges. It not only with its several peaks forms the most elevated group, just under 13,000 feet, but it stands there in its massiveness, demarcating two perfectly distinct systems of drainage, and, as is frequently the case, coincidently forming the boundary of two ethnographical areas. For convenience sake the territorial divisions thus made by the Kuh-i-Rang will be named the Bakhtiari country and Upper Elam, the former lying to the south-east and the latter to the north-east of this dividing mountain knot.

From here, towards the south-east the valleys run parallel to the ranges which are only occasionally rift through. For instance, the Outer range is pierced through at the Tang-i-Gezi, making a rift for the Zainderud, and once again at the Tang-i-Darkash Warkash (Photo No. 9); the Inner by the Karun below the Tang-i-

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Dupulan (Photo No. 35). The bottoms of these long valleys remain at fairly constant elevations, and carry the main drainage, giving easy gradients for the main tracks which generally follow the banks of the river. To the north-west of the Kuh-i-Rang, on the other hand, a most peculiar change is seen. The main drainage, instead of running parallel to the main ranges, now systematically cross-cuts them, the normal north-east by south-west drainage and valleys now being cut up into short reaches.

These rivers, draining as they do those districts of South-West Persia lying to the north-east of the Outer range, and requiring an outlet to the sea, pierce through at right angles this part of the main mountain ranges by several deep channels, which in places form sheer precipices 4,000 to 5,000 feet high. Here the main roads still follow the general direction of the ranges, along the short valleys at high altitudes (6,000 to 7,000 feet), but which are now separated at short intervals by deep watercourses and large rivers, rushing through magnificent rifts and gorges, thus necessitating descents and ascents of many thousand feet, and a disagreeable contrast to the travellers' experiences on the other side of the Kuh-i-Rang. But few such travellers exist. Seldom, and then only in parties and well armed, do the natives pass from one side of this colored mountain to the other. This change of character is illustrated by the sectional sketch, Figure No. 2.

The accompanying map shews at a glance the lie of the main ranges, the principal gaps and the chief watercourses.

The mountain ranges belong principally to the recent formation. Here and there granite and igneous rock crop up, and in several places evidences of recent volcanic action are visible. One valley especially well watered, with plenty of flat spaces for cultivation, near which are the remains of ancient (Armenian) stone villages, is now deserted on account of the frequent earthquakes that happen, the effects of which are seen by the masses of huge rock sprinkling the lower spurs of the Shuturun Kuh. Near its centre is a small lake (Lake Irene, Photos No. 94, 95, 98) touching the north-west end of which is a small volcano, to all appearances of but recent extinction.

The outer covering of the hills forming these ranges is also most marked and remarkable. In general terms it may be said that the crest (the waterparting) of the "Outer range" from near the Lake Irene to Lake Chighakhor, forms a definite line of demarcation. The outer slopes of this range, with the countries at its foot towards Persia, have the ordinary barren, treeless, waterless, grassless, soft moulded but corrugated characteristics of normal Persia. From the same waterparting to the southern slopes of the "Inner range" is seen ruggedness, grandeur, forest, water, and grass in abundance.

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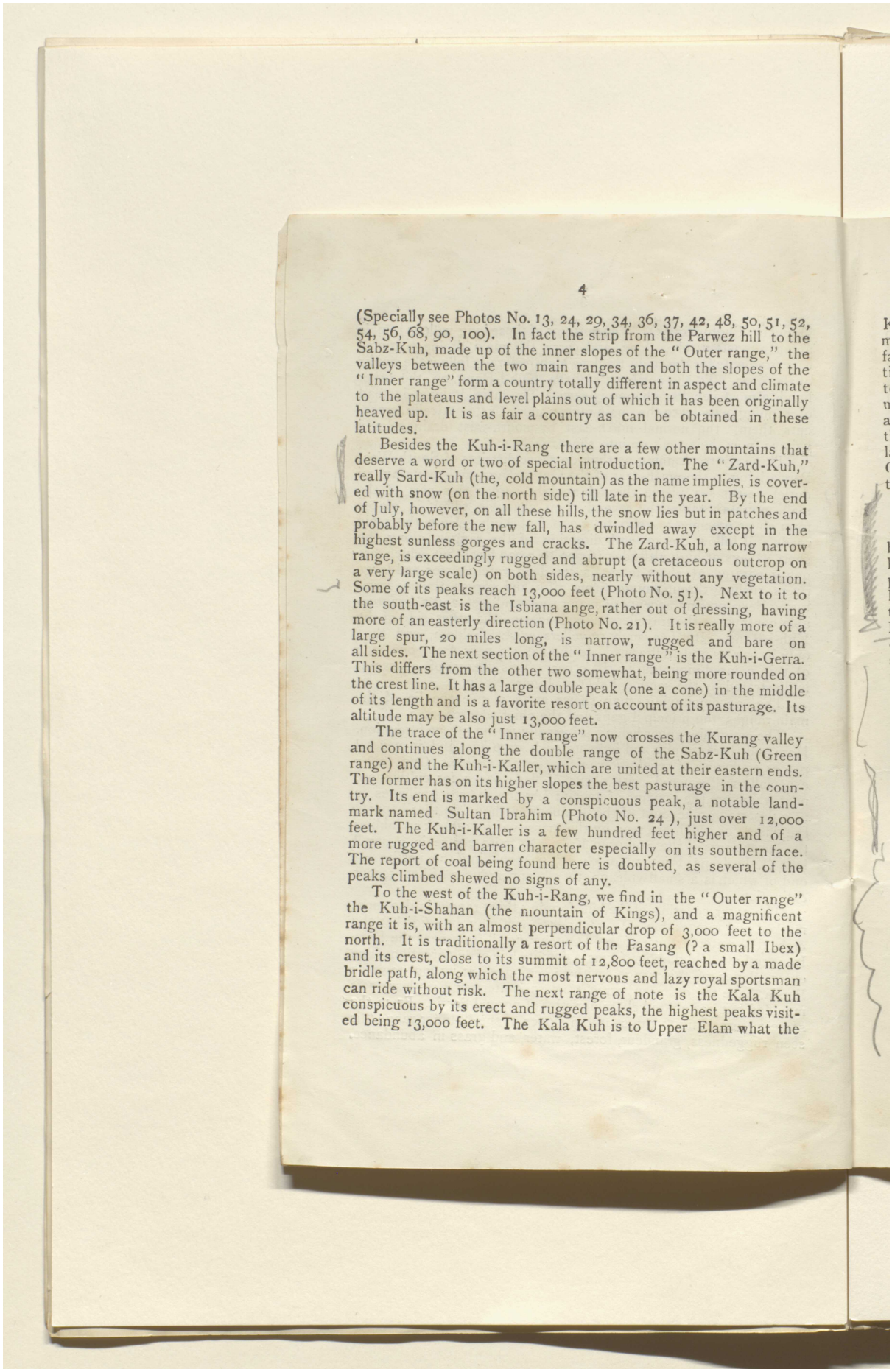

(Specially see Photos No. 13, 24, 29, 34, 36, 37, 42, 48, 50, 51, 52, 54, 56, 68, 90, 100). In fact the strip from the Parwez hill to the Sabz-Kuh, made up of the inner slopes of the "Outer range," the valleys between the two main ranges and both the slopes of the "Inner range" form a country totally different in aspect and climate to the plateaus and level plains out of which it has been originally heaved up. It is as fair a country as can be obtained in these latitudes.

Besides the Kuh-i-Rang there are a few other mountains that deserve a word or two of special introduction. The "Zard-Kuh," really Sard-Kuh (the, cold mountain) as the name implies, is covered with snow (on the north side) till late in the year. By the end of July, however, on all these hills, the snow lies but in patches and probably before the new fall, has dwindled away except in the highest sunless gorges and cracks. The Zard-Kuh, a long narrow range, is exceedingly rugged and abrupt (a cretaceous outcrop on a very large scale) on both sides, nearly without any vegetation. Some of its peaks reach 13,000 feet (Photo No. 51). Next to it to the south-east is the Isbiana ange, rather out of dressing, having more of an easterly direction (Photo No. 21). It is really more of a large spur, 20 miles long, is narrow, rugged and bare on all sides. The next section of the "Inner range" is the Kuh-i-Gerra. This differs from the other two somewhat, being more rounded on the crest line. It has a large double peak (one a cone) in the middle of its length and is a favorite resort on account of its pasturage. Its altitude may be also just 13,000 feet.

The trace of the "Inner range" now crosses the Kurang valley and continues along the double range of the Sabz-Kuh (Green range) and the Kuh-i-Kaller, which are united at their eastern ends. The former has on its higher slopes the best pasturage in the country. Its end is marked by a conspicuous peak, a notable landmark named Sultan Ibrahim (Photo No. 24), just over 12,000 feet. The Kuh-i-Kaller is a few hundred feet higher and of a more rugged and barren character especially on its southern face. The report of coal being found here is doubted, as several of the peaks climbed shewed no signs of any.

To the west of the Kuh-i-Rang, we find in the "Outer range" the Kuh-i-Shahan (the mountain of Kings), and a magnificent range it is, with an almost perpendicular drop of 3,000 feet to the north. It is traditionally a resort of the Pasang (? a small Ibex) and its crest, close to its summit of 12,800 feet, reached by a made bridle path, along which the most nervous and lazy royal sportsman can ride without risk. The next range of note is the Kala Kuh conspicuous by its erect and rugged peaks, the highest peaks visited being 13,000 feet. The Kala Kuh is to Upper Elam what the

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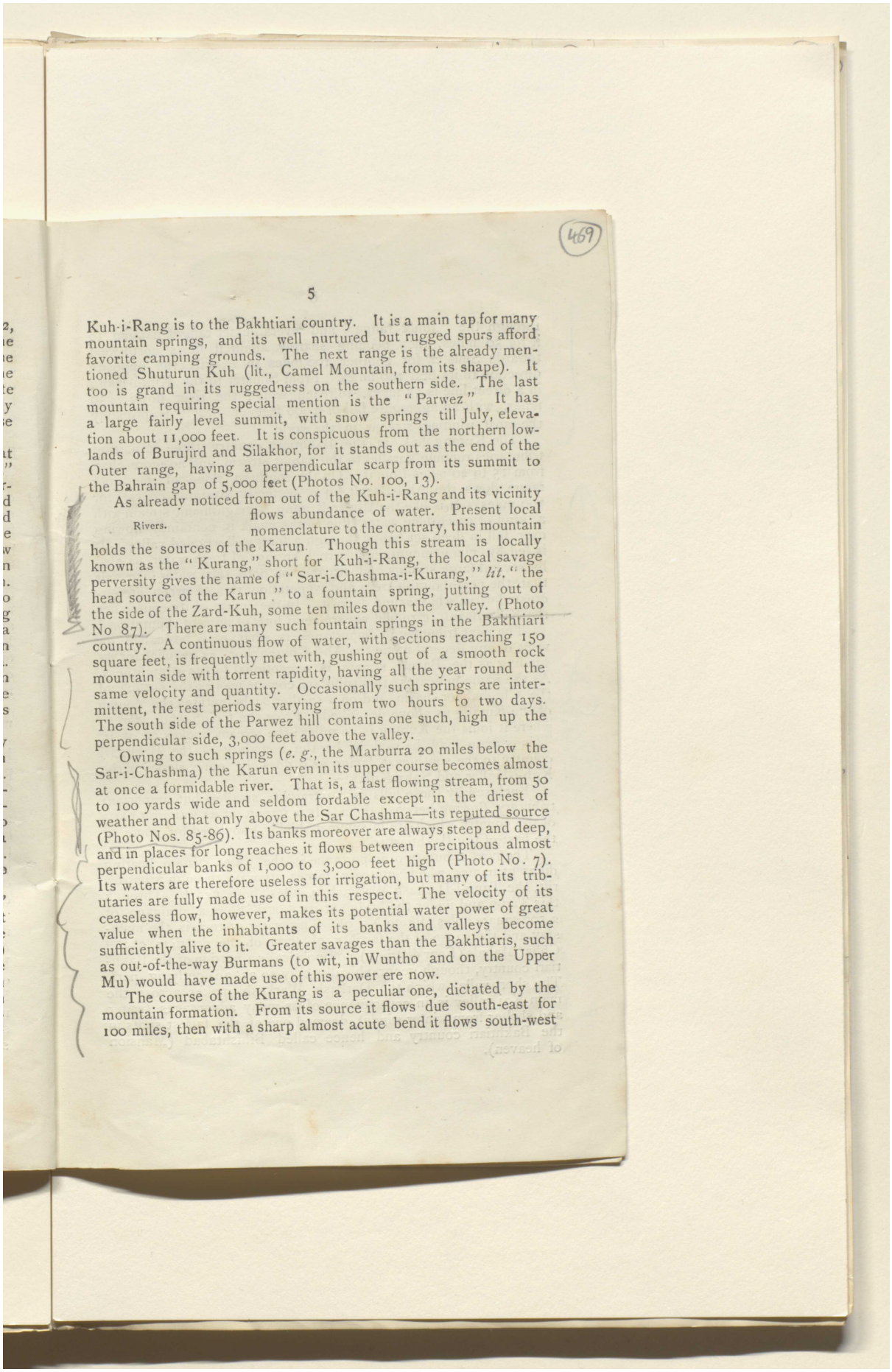

Kuh-i-Rang is to the Bakhtiari country. It is a main tap for many mountain springs, and its well nurtured but rugged spurs afford favorite camping grounds. The next range is the already mentioned Shuturun Kuh (lit., Camel Mountain, from its shape). It too is grand in its ruggedness on the southern side. The last mountain requiring special mention is the "Parwez" It has a large fairly level summit, with snow springs till July, elevation about 11,000 feet. It is conspicuous from the northern lowlands of Burujird and Silakhor, for it stands out as the end of the Outer range, having a perpendicular scarp from its summit to the Bahrain gap of 5,000 feet (Photos No. 100, 13).

Rivers.

As already noticed from out of the Kuh-i-Rang and its vicinity flows abundance of water. Present local nomenclature to the contrary, this mountain holds the sources of the Karun. Though this stream is locally known as the "Kurang," short for Kuh-i-Rang, the local savage perversity gives the name of "Sar-i-Chashma-i-Kurang," *lit.* "the head source of the Karun" to a fountain spring, jutting out of the side of the Zard-Kuh, some ten miles down the valley. (Photo No 87). There are many such fountain springs in the Bakhtiari country. A continuous flow of water, with sections reaching 150 square feet, is frequently met with, gushing out of a smooth rock mountain side with torrent rapidity, having all the year round the same velocity and quantity. Occasionally such springs are intermittent, the rest periods varying from two hours to two days. The south side of the Parwez hill contains one such, high up the perpendicular side, 3,000 feet above the valley.

Owing to such springs (*e. g.*, the Marburra 20 miles below the Sar-i-Chashma) the Karun even in its upper course becomes almost at once a formidable river. That is, a fast flowing stream, from 50 to 100 yards wide and seldom fordable except in the driest of weather and that only above the Sar Chashma—its reputed source (Photo Nos. 85-86). Its banks moreover are always steep and deep, and in places for long reaches it flows between precipitous almost perpendicular banks of 1,000 to 3,000 feet high (Photo No. 7). Its waters are therefore useless for irrigation, but many of its tributaries are fully made use of in this respect. The velocity of its ceaseless flow, however, makes its potential water power of great value when the inhabitants of its banks and valleys become sufficiently alive to it. Greater savages than the Bakhtiaris, such as out-of-the-way Burmans (to wit, in Wuntho and on the Upper Mu) would have made use of this power ere now.

The course of the Kurang is a peculiar one, dictated by the mountain formation. From its source it flows due south-east for 100 miles, then with a sharp almost acute bend it flows south-west

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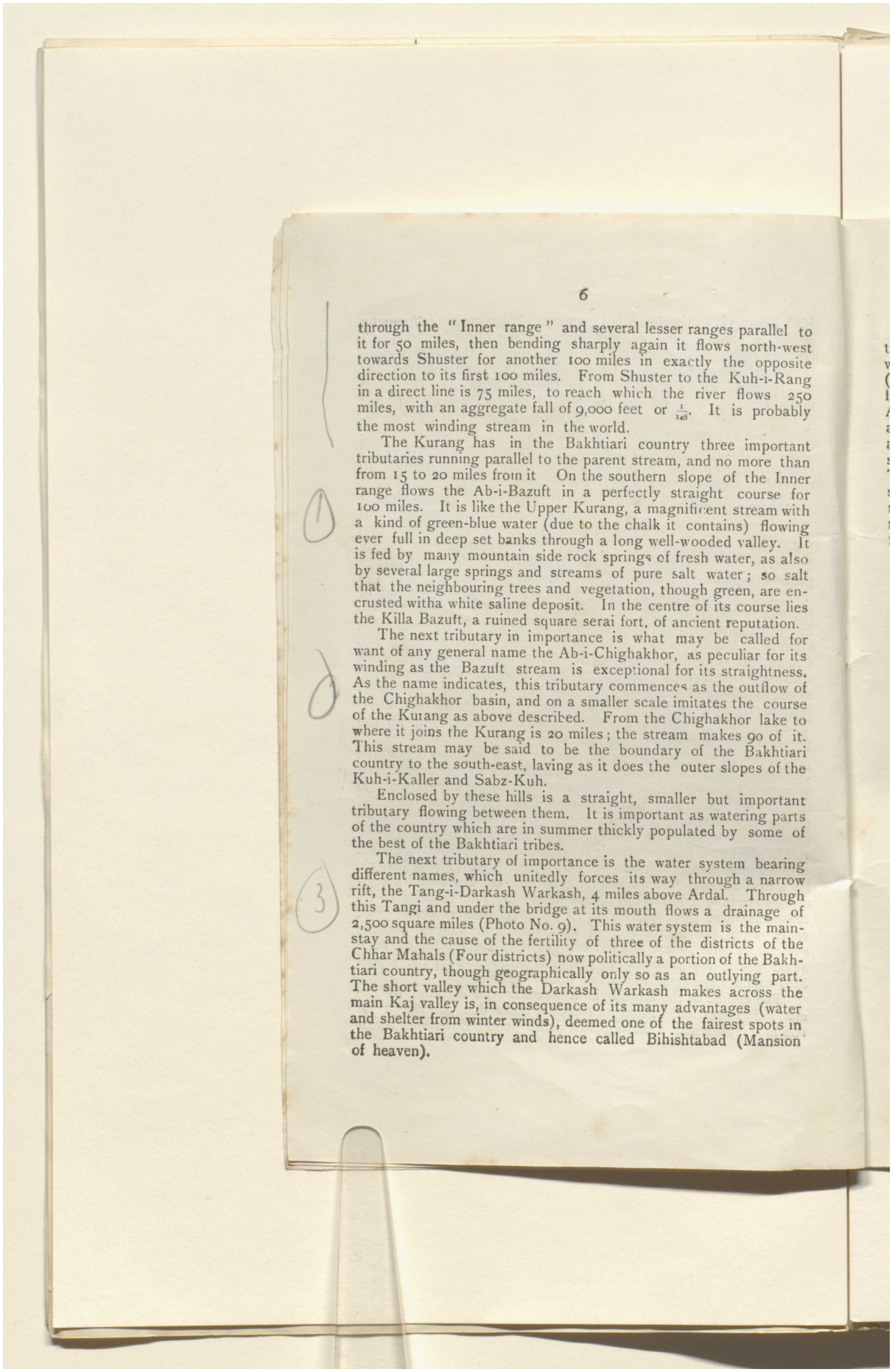

through the "Inner range" and several lesser ranges parallel to it for 50 miles, then bending sharply again it flows north-west towards Shuster for another 100 miles in exactly the opposite direction to its first 100 miles. From Shuster to the Kuh-i-Rang in a direct line is 75 miles, to reach which the river flows 250 miles, with an aggregate fall of 9,000 feet or $\frac{1}{145}$. It is probably the most winding stream in the world.

The Kurang has in the Bakhtiari country three important tributaries running parallel to the parent stream, and no more than from 15 to 20 miles from it On the southern slope of the Inner range flows the Ab-i-Bazuft in a perfectly straight course for 100 miles. It is like the Upper Kurang, a magnificent stream with a kind of green-blue water (due to the chalk it contains) flowing ever full in deep set banks through a long well-wooded valley. It is fed by many mountain side rock springs of fresh water, as also by several large springs and streams of pure salt water; so salt that the neighbouring trees and vegetation, though green, are encrusted witha white saline deposit. In the centre of its course lies the Killa Bazuft, a ruined square serai fort, of ancient reputation.

The next tributary in importance is what may be called for want of any general name the Ab-i-Chighakhor, as peculiar for its winding as the Bazuft stream is exceptional for its straightness. As the name indicates, this tributary commences as the outflow of the Chighakhor basin, and on a smaller scale imitates the course of the Kurang as above described. From the Chighakhor lake to where it joins the Kurang is 20 miles; the stream makes 90 of it. This stream may be said to be the boundary of the Bakhtiari country to the south-east, laving as it does the outer slopes of the Kuh-i-Kaller and Sabz-Kuh.

Enclosed by these hills is a straight, smaller but important tributary flowing between them. It is important as watering parts of the country which are in summer thickly populated by some of the best of the Bakhtiari tribes.

The next tributary of importance is the water system bearing different names, which unitedly forces its way through a narrow rift, the Tang-i-Darkash Warkash, 4 miles above Ardal. Through this Tangi and under the bridge at its mouth flows a drainage of 2,500 square miles (Photo No. 9). This water system is the mainstay and the cause of the fertility of three of the districts of the Chhar Mahals (Four districts) now politically a portion of the Bakhtiari country, though geographically only so as an outlying part. The short valley which the Darkash Warkash makes across the main Kaj valley is, in consequence of its many advantages (water and shelter from winter winds), deemed one of the fairest spots in the Bakhtiari country and hence called Bihishtabad (Mansion of heaven).

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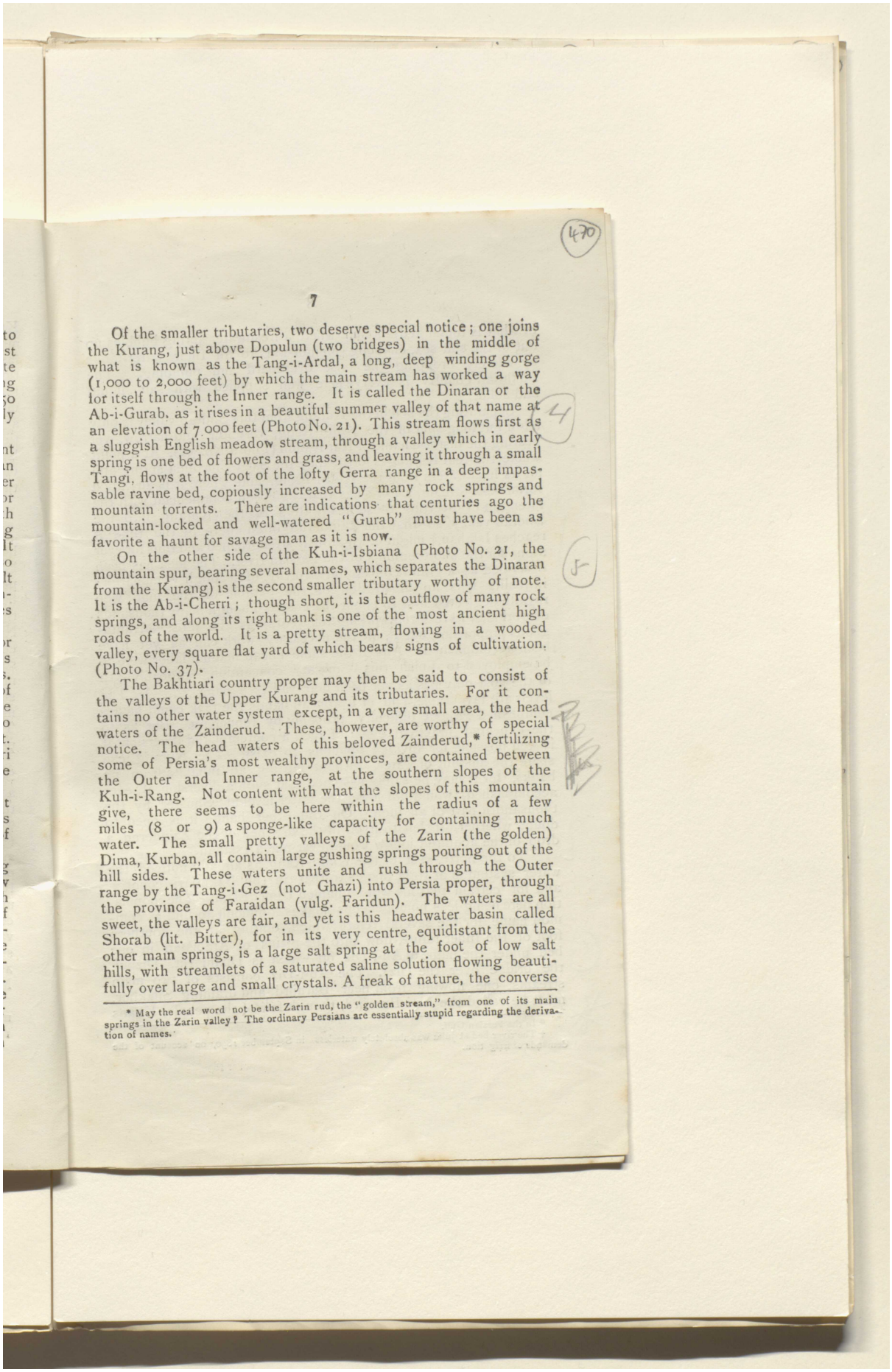

Of the smaller tributaries, two deserve special notice; one joins the Kurang, just above Dopulun (two bridges) in the middle of what is known as the Tang-i-Ardal, a long, deep winding gorge (1,000 to 2,000 feet) by which the main stream has worked a way for itself through the Inner range. It is called the Dinaran or the Ab-i-Gurab, as it rises in a beautiful summer valley of that name at an elevation of 7,000 feet (Photo No. 21). This stream flows first as a sluggish English meadow stream, through a valley which in early spring is one bed of flowers and grass, and leaving it through a small Tangi, flows at the foot of the lofty Gerra range in a deep impassable ravine bed, copiously increased by many rock springs and mountain torrents. There are indications that centuries ago the mountain-locked and well-watered "Gurab" must have been as favorite a haunt for savage man as it is now.

On the other side of the Kuh-i-Isbiana (Photo No. 21, the mountain spur, bearing several names, which separates the Dinaran from the Kurang) is the second smaller tributary worthy of note. It is the Ab-i-Cherri; though short, it is the outflow of many rock springs, and along its right bank is one of the most ancient high roads of the world. It is a pretty stream, flowing in a wooded valley, every square flat yard of which bears signs of cultivation. (Photo No. 37).

The Bakhtiari country proper may then be said to consist of the valleys of the Upper Kurang and its tributaries. For it contains no other water system except, in a very small area, the head waters of the Zainderud. These, however, are worthy of special notice. The head waters of this beloved Zainderud,* fertilizing some of Persia's most wealthy provinces, are contained between the Outer and Inner range, at the southern slopes of the Kuh-i-Rang. Not content with what the slopes of this mountain give, there seems to be here within the radius of a few miles (8 or 9) a sponge-like capacity for containing much water. The small pretty valleys of the Zarin (the golden) Dima, Kurban, all contain large gushing springs pouring out of the hill sides. These waters unite and rush through the Outer range by the Tang-i-Gez (not Ghazi) into Persia proper, through the province of Faraidan (vulg. Faridun). The waters are all sweet, the valleys are fair, and yet is this headwater basin called Shorab (lit. Bitter), for in its very centre, equidistant from the other main springs, is a large salt spring at the foot of low salt hills, with streamlets of a saturated saline solution flowing beautifully over large and small crystals. A freak of nature, the converse

* May the real word not be the Zarin rud, the "golden stream," from one of its main springs in the Zarin valley? The ordinary Persians are essentially stupid regarding the derivation of names.

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of what is found at Bahrein,* where a freshwater spring bubbles up out of the salt sea, enabling men-of-war to fill their water-tanks by merely dropping the hose overboard and pumping. The Bakhtiari country is everywhere well supplied with salt, liquid and solid.

Separating the bed of the Kurang from this Shorab valley is only a low but long spur of the Kuh-i-Rang, very low and narrow, yet bearing the historic name of Kar Kanun (Photo No. 52). At a point where the real Kurang is fortified by the Sar-i-Chashma spring and all its headwaters from the Kuh-i-Rang, and where it is already a formidable stream, a work has years ago been commenced with the intention of diverting these headwaters of the Kurang into the Shorab valley, so that the Zainderud, often effete by the time it reaches Isfahan,† might be vigorously strengthened and thus for ever atone for the shortcomings of the Persian river. The idea has been described as a grand conception worthy of a mighty monarch; in reality it is an illustration of the parable of the man who royally neglected first to count the cost. Though many thousands of workmen have been working for years, at the most advantageous appraising but $\frac{1}{20}$ of the necessary work can as yet have been accomplished. And if the same cheap manual labor were to be employed to finish this "mighty conception," probably $\frac{1}{50}$th of the cost only has as yet been defrayed (see page.....). The levels are favourable, and in European hands the task could be accomplished without difficulty, probably by tunnelling. But as to the expected practical effect of such a contemplated diversion it is well possible for divided opinions to exist. The Kurang can spare the amount of water, without hurting an inhabitant on its banks, for it may be safely assumed that such a diversion, if ever accomplished, would not lower the water level at Shuster by the thousandth part of an inch. On the other hand, it is open to doubt whether, if left to itself in the dry bed of the Zainderud, a drop of the acquired inflow would ever reach Isfahan.

To the north-west of the Kuh-i-Rang, as already noticed, the water system is at right angles to that in the Bakhtiari country, and for certain reasons will be named Upper Elam. The population here being less homogeneous makes it difficult to find a common name, for the several rivers which, uniting at the southern foot of the Inner range, flow into the plains of Arabistan in one bed under the name of Ab-i-Diz, on which is Dizful (lit. Dizpul, the bridge over the Diz). The Ab-i-Diz consists of two main streams, one flowing from near Burujird, and draining Silakhor, must be called the Ab-i-Burujird, though few of the people, Khans

* In the Persian Gulf.
† The river bed at Julfa was absolutely waterless in September 1890, on account of the demands of irrig.tion.

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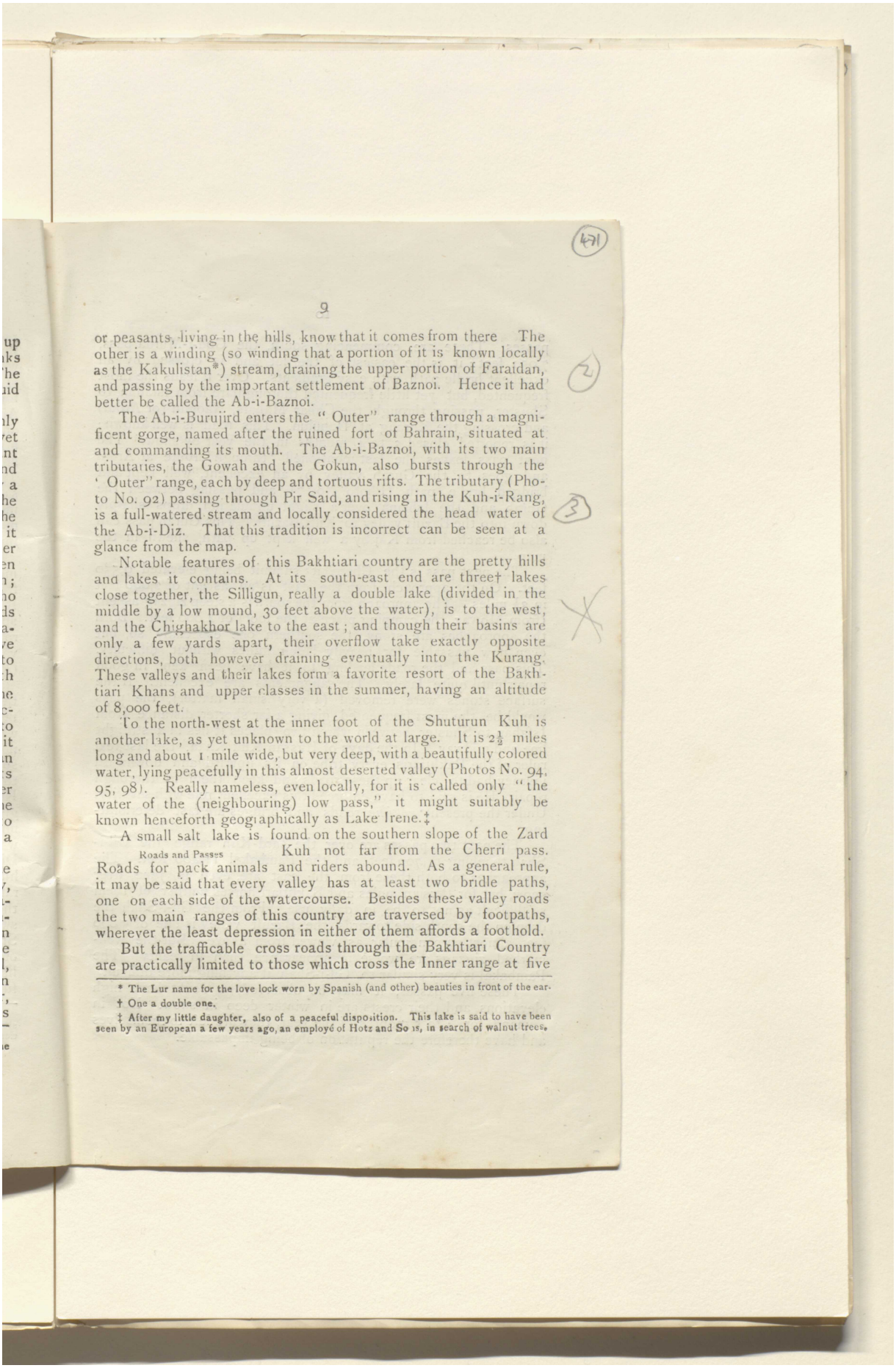

or peasants, living in the hills, know that it comes from there The other is a winding (so winding that a portion of it is known locally as the Kakulistan*) stream, draining the upper portion of Faraidan, and passing by the important settlement of Baznoi. Hence it had better be called the Ab-i-Baznoi.

The Ab-i-Burujird enters the "Outer" range through a magnificent gorge, named after the ruined fort of Bahrain, situated at and commanding its mouth. The Ab-i-Baznoi, with its two main tributaries, the Gowah and the Gokun, also bursts through the 'Outer" range, each by deep and tortuous rifts. The tributary (Photo No. 92) passing through Pir Said, and rising in the Kuh-i-Rang, is a full-watered stream and locally considered the head water of the Ab-i-Diz. That this tradition is incorrect can be seen at a glance from the map.

Notable features of this Bakhtiari country are the pretty hills and lakes it contains. At its south-east end are three† lakes close together, the Silligun, really a double lake (divided in the middle by a low mound, 30 feet above the water), is to the west, and the Chighakhor lake to the east; and though their basins are only a few yards apart, their overflow take exactly opposite directions, both however draining eventually into the Kurang. These valleys and their lakes form a favorite resort of the Bakhtiari Khans and upper classes in the summer, having an altitude of 8,000 feet.

To the north-west at the inner foot of the Shuturun Kuh is another lake, as yet unknown to the world at large. It is 2½ miles long and about 1 mile wide, but very deep, with a beautifully colored water, lying peacefully in this almost deserted valley (Photos No. 94, 95, 98). Really nameless, even locally, for it is called only "the water of the (neighbouring) low pass," it might suitably be known henceforth geographically as Lake Irene.‡

A small salt lake is found on the southern slope of the Zard Kuh not far from the Cherri pass.

Roads and Passes

Roads for pack animals and riders abound. As a general rule, it may be said that every valley has at least two bridle paths, one on each side of the watercourse. Besides these valley roads the two main ranges of this country are traversed by footpaths, wherever the least depression in either of them affords a foothold.

But the trafficable cross roads through the Bakhtiari Country are practically limited to those which cross the Inner range at five

* The Lur name for the love lock worn by Spanish (and other) beauties in front of the ear.

† One a double one.

‡ After my little daughter, also of a peaceful disposition. This lake is said to have been seen by an European a few years ago, an employé of Hotz and Sons, in search of walnut trees.

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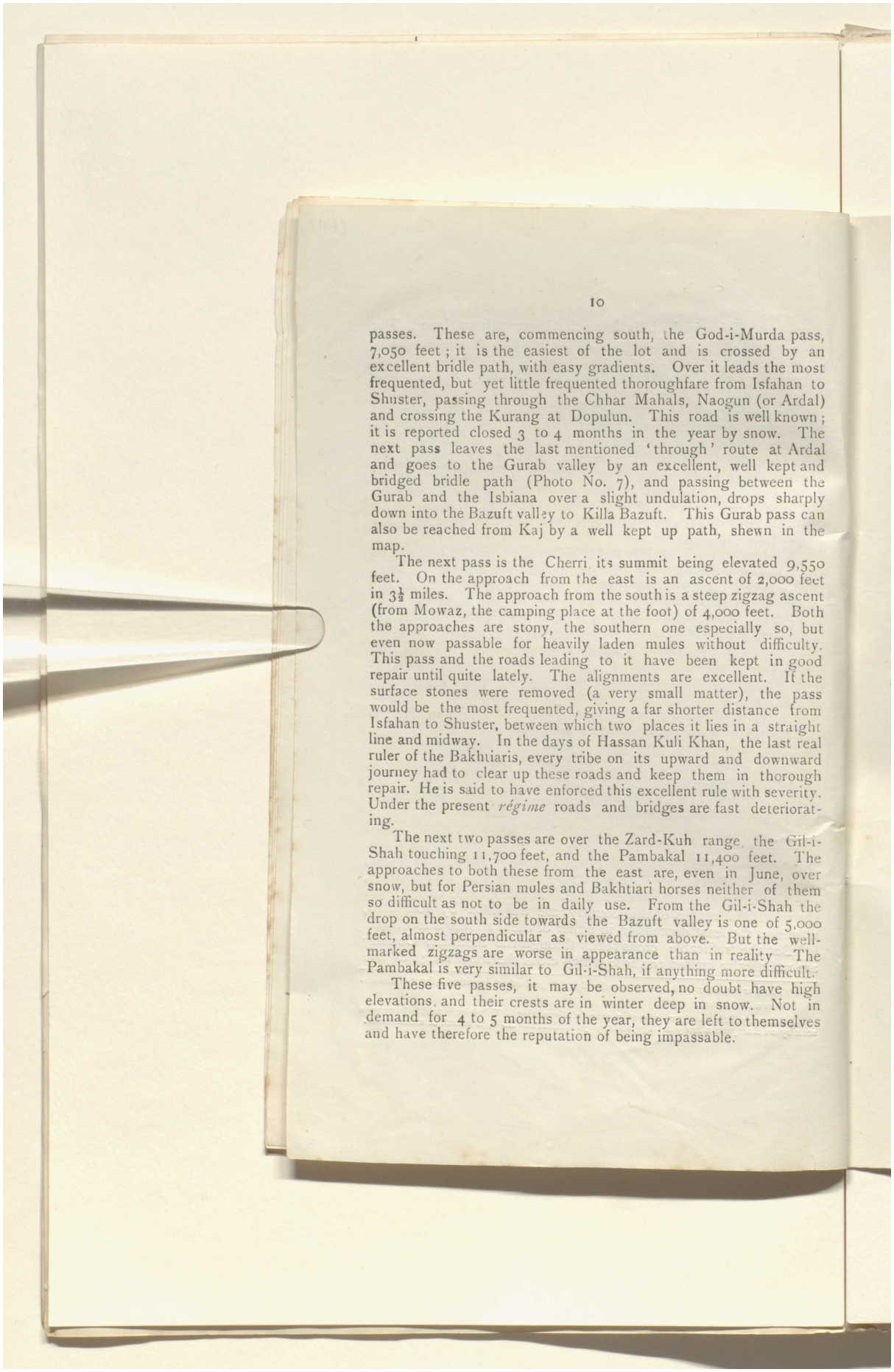

passes. These are, commencing south, the God-i-Murda pass, 7,050 feet; it is the easiest of the lot and is crossed by an excellent bridle path, with easy gradients. Over it leads the most frequented, but yet little frequented thoroughfare from Isfahan to Shuster, passing through the Chhar Mahals, Naogun (or Ardal) and crossing the Kurang at Dopulun. This road is well known; it is reported closed 3 to 4 months in the year by snow. The next pass leaves the last mentioned 'through' route at Ardal and goes to the Gurab valley by an excellent, well kept and bridged bridle path (Photo No. 7), and passing between the Gurab and the Isbiana over a slight undulation, drops sharply down into the Bazuft valley to Killa Bazuft. This Gurab pass can also be reached from Kaj by a well kept up path, shewn in the map.

The next pass is the Cherri its summit being elevated 9,550 feet. On the approach from the east is an ascent of 2,000 feet in 3½ miles. The approach from the south is a steep zigzag ascent (from Mowaz, the camping place at the foot) of 4,000 feet. Both the approaches are stony, the southern one especially so, but even now passable for heavily laden mules without difficulty. This pass and the roads leading to it have been kept in good repair until quite lately. The alignments are excellent. If the surface stones were removed (a very small matter), the pass would be the most frequented, giving a far shorter distance from Isfahan to Shuster, between which two places it lies in a straight line and midway. In the days of Hassan Kuli Khan, the last real ruler of the Bakhtiaris, every tribe on its upward and downward journey had to clear up these roads and keep them in thorough repair. He is said to have enforced this excellent rule with severity. Under the present *régime* roads and bridges are fast deteriorating.

The next two passes are over the Zard-Kuh range, the Gil-i-Shah touching 11,700 feet, and the Pambakal 11,400 feet. The approaches to both these from the east are, even in June, over snow, but for Persian mules and Bakhtiari horses neither of them so difficult as not to be in daily use. From the Gil-i-Shah the drop on the south side towards the Bazuft valley is one of 5,000 feet, almost perpendicular as viewed from above. But the well-marked zigzags are worse in appearance than in reality The Pambakal is very similar to Gil-i-Shah, if anything more difficult.

These five passes, it may be observed, no doubt have high elevations, and their crests are in winter deep in snow. Not in demand for 4 to 5 months of the year, they are left to themselves and have therefore the reputation of being impassable.

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Two other passes of importance and not belonging to the "Outer" or "Inner" ranges are those to the north andsouth of the Kuh-i-Rang, dictating the only two ways by which communication can be made between the Bakhtiari country and the Upper Elam. On the north is the Gal-i-Bard-i-Jamal (the pass of Jamal's stone, a conspicuous big detached rock near the top of the pass, called after somebody) 10,500(?) feet, and on its southern side the Gal-i-Gav (the cattle pass). Both are easy of ascent from the east, but give somewhat steeper but still easy descents to the west.

The "Outer" range is crossed by numerous passes and gorges. Commencing from the south-east the main ones are:—Gardan-i-Halwai 7,500 feet, Gardan-i-Arzana 8,800 feet. Both these passes are easy, being only actual rises of a few hundred feet. At first sight they would seem to be the ones to use for the through route from Isfahan to Shuster in preference to the present route leading over the Gardan-i-Pisa, Kahva Rukh and the Zirreh Pass (8,300 feet) over the shoulder of the Kuh-i-Sukhta, a nasty climb at all times, to Naogun. For this place, an obligatory point, can be reached from Isfahan, with the same length of road *viâ* Paradumba or Urujan, without having to cross any pass of note.* But frequently in Persia the traveller wonders why the track he is moving along suddenly leaves a level hard-surfaced plain to climb a steep hill with rocky surface. It requires to have travelled in knee deep Persian mud at the time of the melting of the snow to realize the advantages of this otherwise foolish proceeding. In this respect, however, there can be but little to choose between the Kahva Rukh route and that of Paradumba, for both tracks cross the Chhar Mahal plains for an equal number of miles. The real reason perhaps would seem to be that the latter route passes through a less hospitable country. Being less watered, there are fewer village trees and fewer of the pleasant *kaliun,* with the half hour chat so dear to the Bakhtiari traveller on business or pleasure, for the eastern districts of the Chhar Mahals are, like most of Persia, waterless and shadeless.

West of the Sukhta (or Zirreh) Pass, until we get to Shorab, there is but one pass of consequence, that known as the Ali Kuh pass. Though 9,500 feet, it is easy and is the one to be used on the most direct route from Isfahan to the Cherri. It could be easily permanently closed and obstructed.

Near the Shorab the Tang-i-Gezi (with its neighbouring pass of 9,500 feet) forms the only passage through the Outer range. The Tang-i-Gezi has an excellent level track on the left bank,

* See sections attached to the report.

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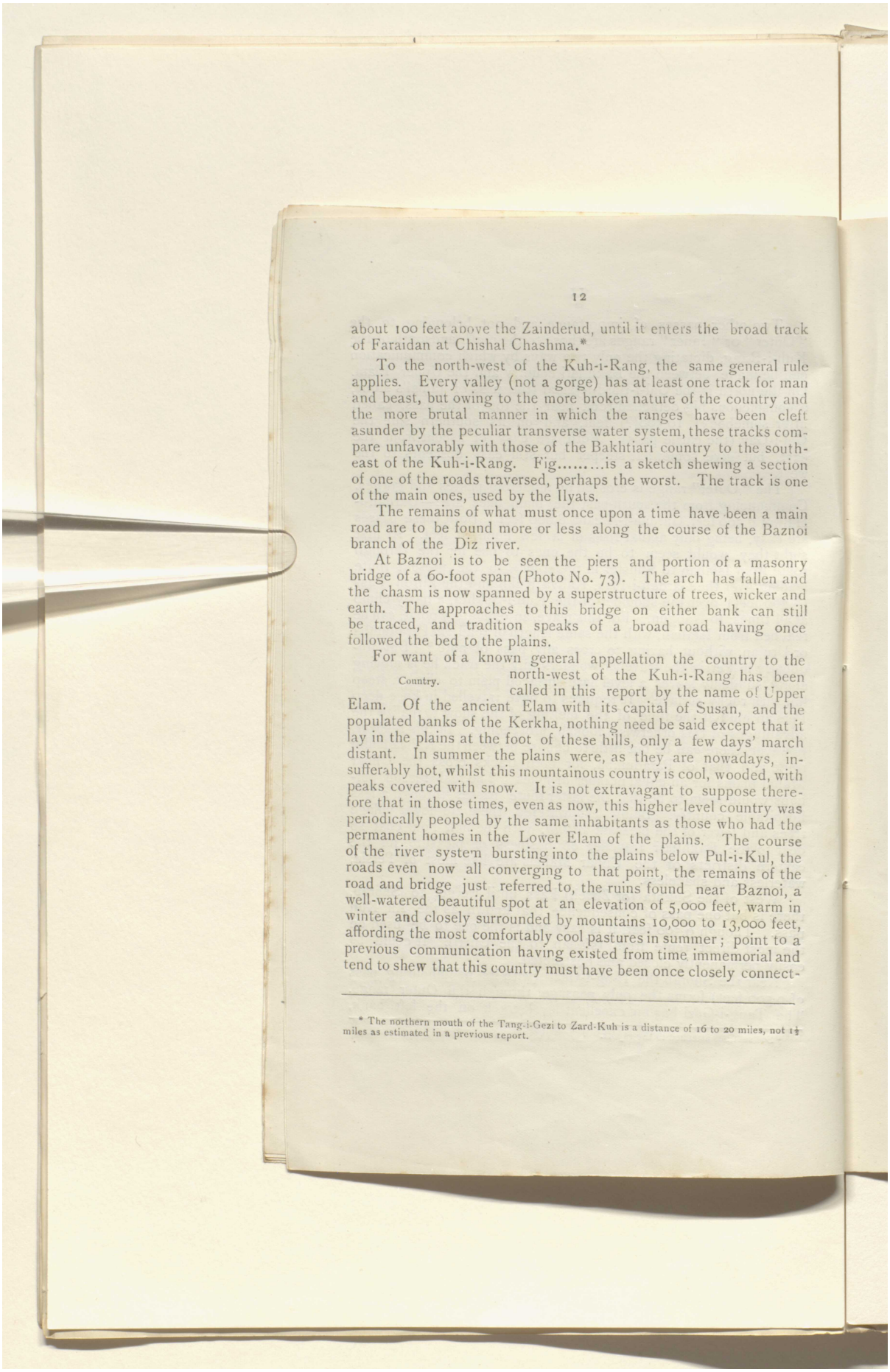

about 100 feet above the Zainderud, until it enters the broad track of Faraidan at Chishal Chashma.*

To the north-west of the Kuh-i-Rang, the same general rule applies. Every valley (not a gorge) has at least one track for man and beast, but owing to the more broken nature of the country and the more brutal manner in which the ranges have been cleft asunder by the peculiar transverse water system, these tracks compare unfavorably with those of the Bakhtiari country to the south-east of the Kuh-i-Rang. Fig.....is a sketch shewing a section of one of the roads traversed, perhaps the worst. The track is one of the main ones, used by the Ilyats.

The remains of what must once upon a time have been a main road are to be found more or less along the course of the Baznoi branch of the Diz river.

At Baznoi is to be seen the piers and portion of a masonry bridge of a 60-foot span (Photo No. 73). The arch has fallen and the chasm is now spanned by a superstructure of trees, wicker and earth. The approaches to this bridge on either bank can still be traced, and tradition speaks of a broad road having once followed the bed to the plains.

Country. For want of a known general appellation the country to the north-west of the Kuh-i-Rang has been called in this report by the name of Upper Elam. Of the ancient Elam with its capital of Susan, and the populated banks of the Kerkha, nothing need be said except that it lay in the plains at the foot of these hills, only a few days' march distant. In summer the plains were, as they are nowadays, insufferably hot, whilst this mountainous country is cool, wooded, with peaks covered with snow. It is not extravagant to suppose therefore that in those times, even as now, this higher level country was periodically peopled by the same inhabitants as those who had the permanent homes in the Lower Elam of the plains. The course of the river system bursting into the plains below Pul-i-Kul, the roads even now all converging to that point, the remains of the road and bridge just referred to, the ruins found near Baznoi, a well-watered beautiful spot at an elevation of 5,000 feet, warm in winter and closely surrounded by mountains 10,000 to 13,000 feet, affording the most comfortably cool pastures in summer; point to a previous communication having existed from time immemorial and tend to shew that this country must have been once closely connect-

* The northern mouth of the Tang-i-Gezi to Zard-Kuh is a distance of 16 to 20 miles, not 12 miles as estimated in a previous report.

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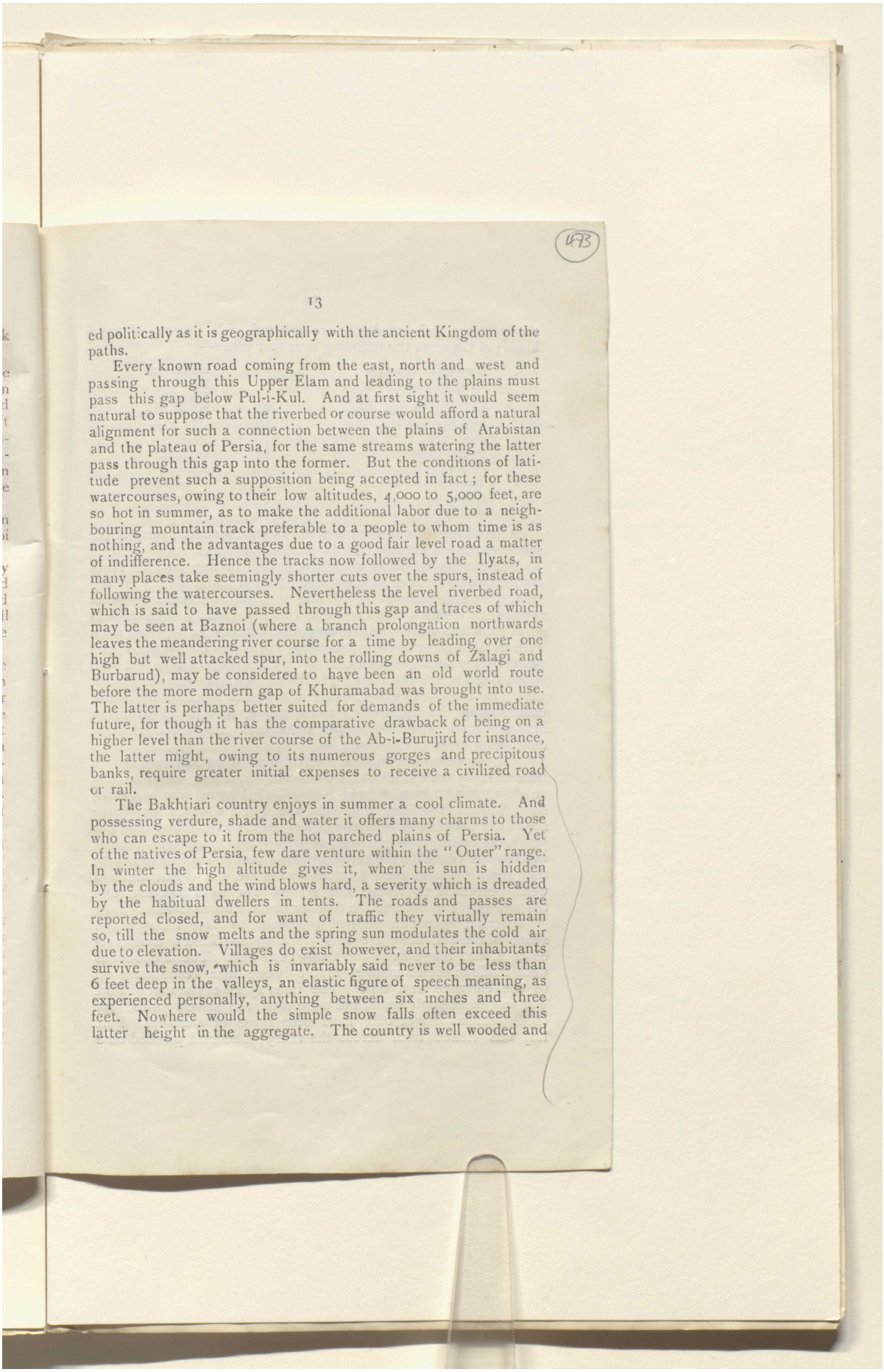

ed politically as it is geographically with the ancient Kingdom of the paths.

Every known road coming from the east, north and west and passing through this Upper Elam and leading to the plains must pass this gap below Pul-i-Kul. And at first sight it would seem natural to suppose that the riverbed or course would afford a natural alignment for such a connection between the plains of Arabistan and the plateau of Persia, for the same streams watering the latter pass through this gap into the former. But the conditions of latitude prevent such a supposition being accepted in fact; for these watercourses, owing to their low altitudes, 4,000 to 5,000 feet, are so hot in summer, as to make the additional labor due to a neighbouring mountain track preferable to a people to whom time is as nothing, and the advantages due to a good fair level road a matter of indifference. Hence the tracks now followed by the Ilyats, in many places take seemingly shorter cuts over the spurs, instead of following the watercourses. Nevertheless the level riverbed road, which is said to have passed through this gap and traces of which may be seen at Baznoi (where a branch prolongation northwards leaves the meandering river course for a time by leading over one high but well attacked spur, into the rolling downs of Zalagi and Burbarud), may be considered to have been an old world route before the more modern gap of Khuramabad was brought into use. The latter is perhaps better suited for demands of the immediate future, for though it has the comparative drawback of being on a higher level than the river course of the Ab-i-Burujird for instance, the latter might, owing to its numerous gorges and precipitous banks, require greater initial expenses to receive a civilized road or rail.

The Bakhtiari country enjoys in summer a cool climate. And possessing verdure, shade and water it offers many charms to those who can escape to it from the hot parched plains of Persia. Yet of the natives of Persia, few dare venture within the "Outer" range. In winter the high altitude gives it, when the sun is hidden by the clouds and the wind blows hard, a severity which is dreaded by the habitual dwellers in tents. The roads and passes are reported closed, and for want of traffic they virtually remain so, till the snow melts and the spring sun modulates the cold air due to elevation. Villages do exist however, and their inhabitants survive the snow, which is invariably said never to be less than 6 feet deep in the valleys, an elastic figure of speech meaning, as experienced personally, anything between six inches and three feet. Nowhere would the simple snow falls often exceed this latter height in the aggregate. The country is well wooded and

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the pastures and meadows are covered with flowers of many kinds; of the trees the following were met with :—

Two kinds of maple.	Hawthorn.
Oriental plane (chinar).	Rose.
Hippophae Rhammoides.	Bramble.
Tamarisk (?) called Gez.	Grape Vine.
Two kinds of elm.	Hop Vine.
Oak.	Pear.
Ilex.	Walnut.
Poplar.	Alder.
Two kinds of willow.	Honeysuckle.
Ash.	Dogwood.
Horn bean.	Goosebery.

A list of flowers collected is given as an Appendix ; some of the specimens found are reported as interesting.

The country visited is singularly devoid of any ancient landmarks, or evidences of past history. That it had a history is well known, for 2 to 3,000 years ago the inhabitants of these mountain regions left their mark in the world's history. Macedonian soldiers of Alexander's army and Roman detachments of Valerian must have trodden many of these mountain roads and occasionally garrisoned some strategic points. But only few objects were met with which could in any way possibly be considered links with the distant past. In the Gurab valley, on the summits of low eminences, but commanding the approaches to the valley, were found 3 ruins of lime-cemented stone buildings of small size. The local tradition concerning them is as follows :—

"Long before the days of the Khosrœs, when bows and arrows were the only weapons and iron unknown, there lived in this neighbourhood a king, Farukh Padshah (? Pharœ) who had three sons, Salmon, Tur, and Iraj. On the father's death the three sons as in duty bound quarrelled, and each built himself an impregnable aerie, the remains of which still exist and bearing their names vouch for the accuracy of the tradition. In due course they separated, and each formed an Empire, the eldest Salmon went westwards to Rum ; the second Tur to Turkestan, and the youngest Iraj became the founder of the Iranian Empire."

Personal inspection showed the walls to have followed the shape of the hill, they are very thick (3 to 6 feet), constructed of stone, rough hewn and firmly cemented. The approaches were made in such a manner that only one man could move up to the entrance at a time. The inner space of the ruin of Fort Tur was exceedingly small, not more than 100 square yards, but these remains might only have been those of a citadel. Fort Iraj was viewed from across the valley; it seemed perched on a

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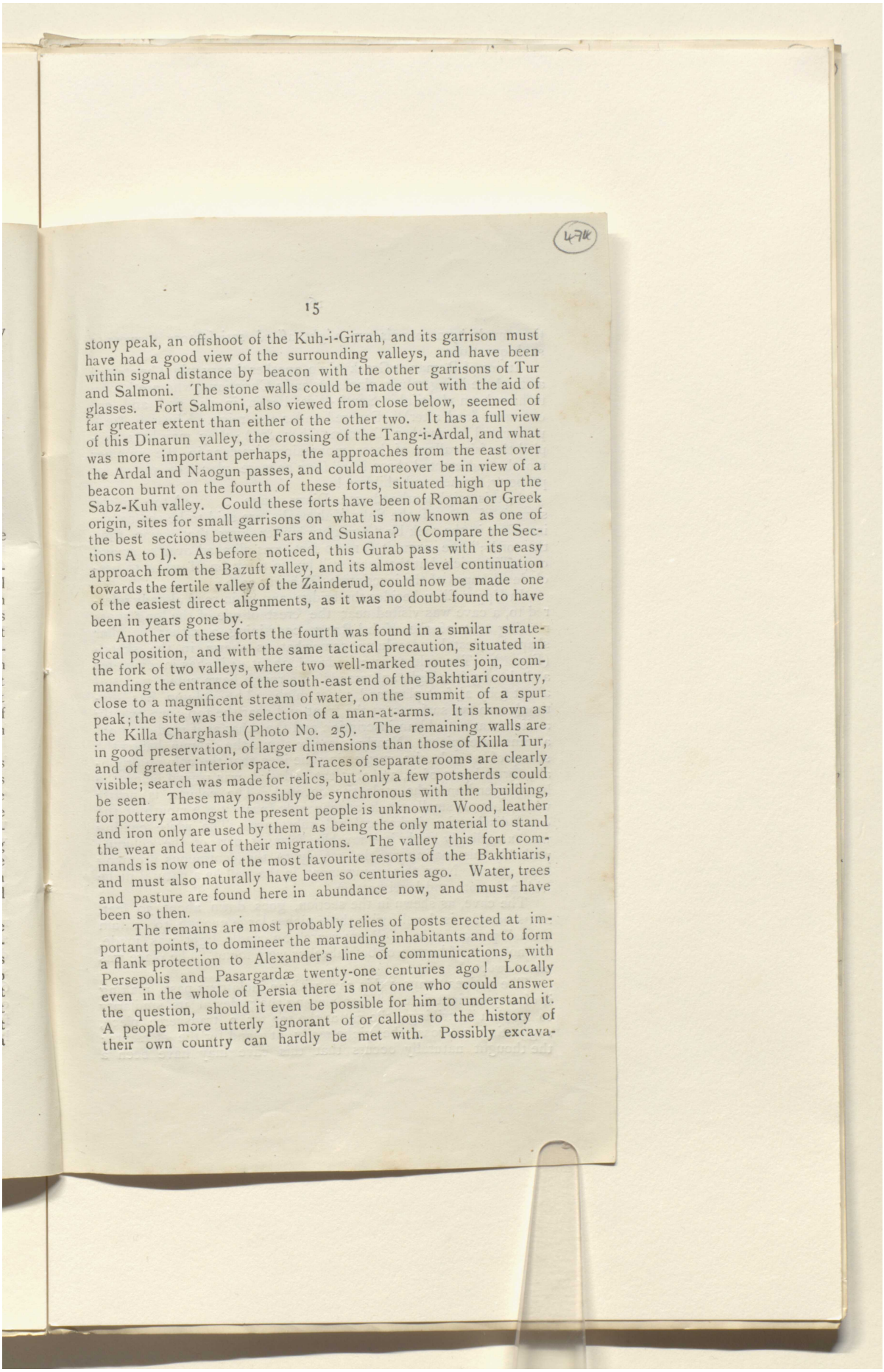

stony peak, an offshoot of the Kuh-i-Girrah, and its garrison must have had a good view of the surrounding valleys, and have been within signal distance by beacon with the other garrisons of Tur and Salmoni. The stone walls could be made out with the aid of glasses. Fort Salmoni, also viewed from close below, seemed of far greater extent than either of the other two. It has a full view of this Dinarun valley, the crossing of the Tang-i-Ardal, and what was more important perhaps, the approaches from the east over the Ardal and Naogun passes, and could moreover be in view of a beacon burnt on the fourth of these forts, situated high up the Sabz-Kuh valley. Could these forts have been of Roman or Greek origin, sites for small garrisons on what is now known as one of the best sections between Fars and Susiana? (Compare the Sections A to I). As before noticed, this Gurab pass with its easy approach from the Bazuft valley, and its almost level continuation towards the fertile valley of the Zainderud, could now be made one of the easiest direct alignments, as it was no doubt found to have been in years gone by.

Another of these forts the fourth was found in a similar strategical position, and with the same tactical precaution, situated in the fork of two valleys, where two well-marked routes join, commanding the entrance of the south-east end of the Bakhtiari country, close to a magnificent stream of water, on the summit of a spur peak; the site was the selection of a man-at-arms. It is known as the Killa Charghash (Photo No. 25). The remaining walls are in good preservation, of larger dimensions than those of Killa Tur, and of greater interior space. Traces of separate rooms are clearly visible; search was made for relics, but only a few potsherds could be seen. These may possibly be synchronous with the building, for pottery amongst the present people is unknown. Wood, leather and iron only are used by them as being the only material to stand the wear and tear of their migrations. The valley this fort commands is now one of the most favourite resorts of the Bakhtiaris, and must also naturally have been so centuries ago. Water, trees and pasture are found here in abundance now, and must have been so then.

The remains are most probably relics of posts erected at important points, to domineer the marauding inhabitants and to form a flank protection to Alexander's line of communications, with Persepolis and Pasargardæ twenty-one centuries ago! Locally even in the whole of Persia there is not one who could answer the question, should it even be possible for him to understand it. A people more utterly ignorant of or callous to the history of their own country can hardly be met with. Possibly excava-

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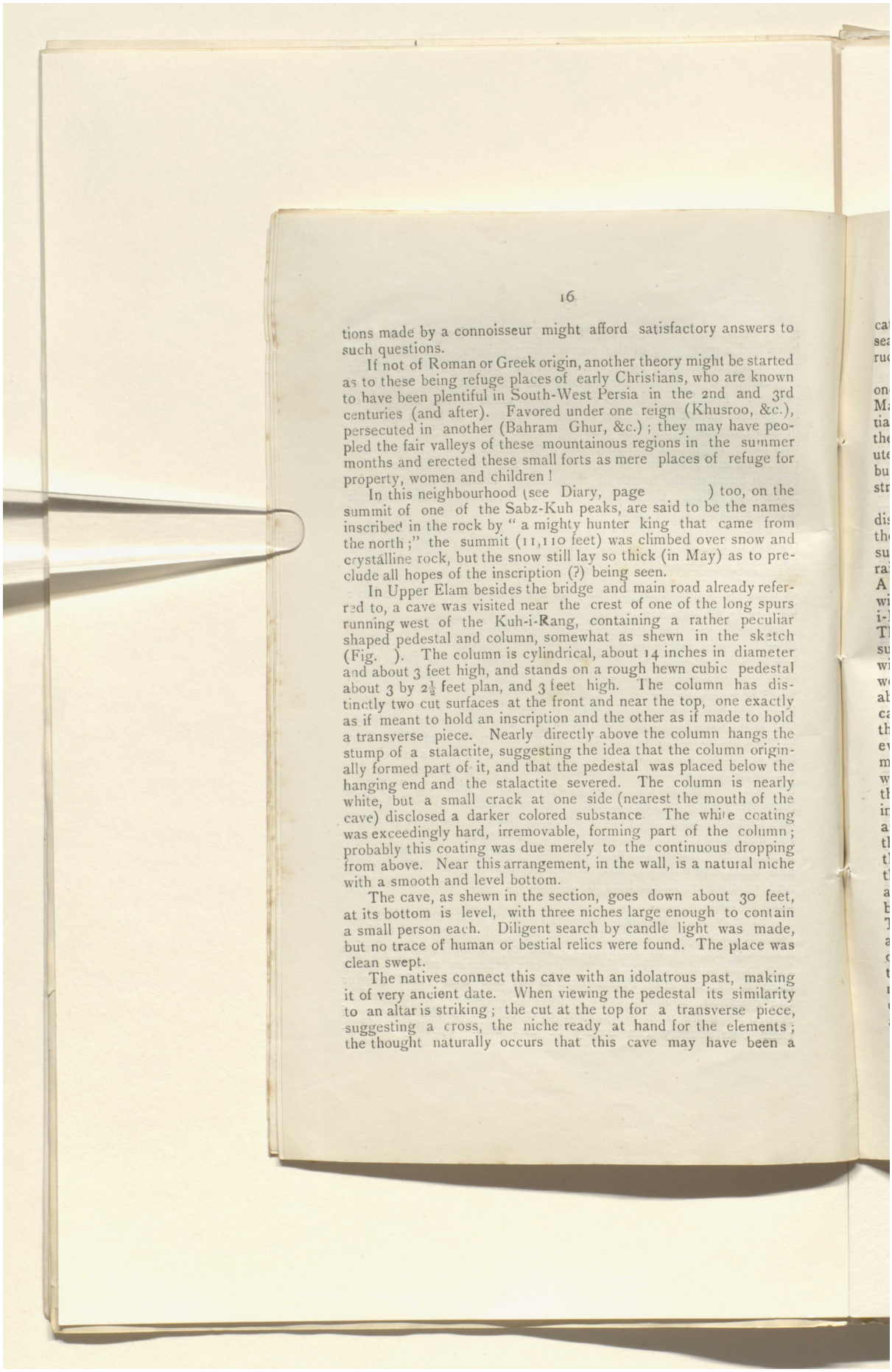

tions made by a connoisseur might afford satisfactory answers to such questions.

If not of Roman or Greek origin, another theory might be started as to these being refuge places of early Christians, who are known to have been plentiful in South-West Persia in the 2nd and 3rd centuries (and after). Favored under one reign (Khusroo, &c.), persecuted in another (Bahram Ghur, &c.); they may have peopled the fair valleys of these mountainous regions in the summer months and erected these small forts as mere places of refuge for property, women and children!

In this neighbourhood (see Diary, page) too, on the summit of one of the Sabz-Kuh peaks, are said to be the names inscribed in the rock by "a mighty hunter king that came from the north;" the summit (11,110 feet) was climbed over snow and crystalline rock, but the snow still lay so thick (in May) as to preclude all hopes of the inscription (?) being seen.

In Upper Elam besides the bridge and main road already referred to, a cave was visited near the crest of one of the long spurs running west of the Kuh-i-Rang, containing a rather peculiar shaped pedestal and column, somewhat as shewn in the sketch (Fig.). The column is cylindrical, about 14 inches in diameter and about 3 feet high, and stands on a rough hewn cubic pedestal about 3 by 2½ feet plan, and 3 feet high. The column has distinctly two cut surfaces at the front and near the top, one exactly as if meant to hold an inscription and the other as if made to hold a transverse piece. Nearly directly above the column hangs the stump of a stalactite, suggesting the idea that the column originally formed part of it, and that the pedestal was placed below the hanging end and the stalactite severed. The column is nearly white, but a small crack at one side (nearest the mouth of the cave) disclosed a darker colored substance. The white coating was exceedingly hard, irremovable, forming part of the column; probably this coating was due merely to the continuous dropping from above. Near this arrangement, in the wall, is a natural niche with a smooth and level bottom.

The cave, as shewn in the section, goes down about 30 feet, at its bottom is level, with three niches large enough to contain a small person each. Diligent search by candle light was made, but no trace of human or bestial relics were found. The place was clean swept.

The natives connect this cave with an idolatrous past, making it of very ancient date. When viewing the pedestal its similarity to an altar is striking; the cut at the top for a transverse piece, suggesting a cross, the niche ready at hand for the elements; the thought naturally occurs that this cave may have been a

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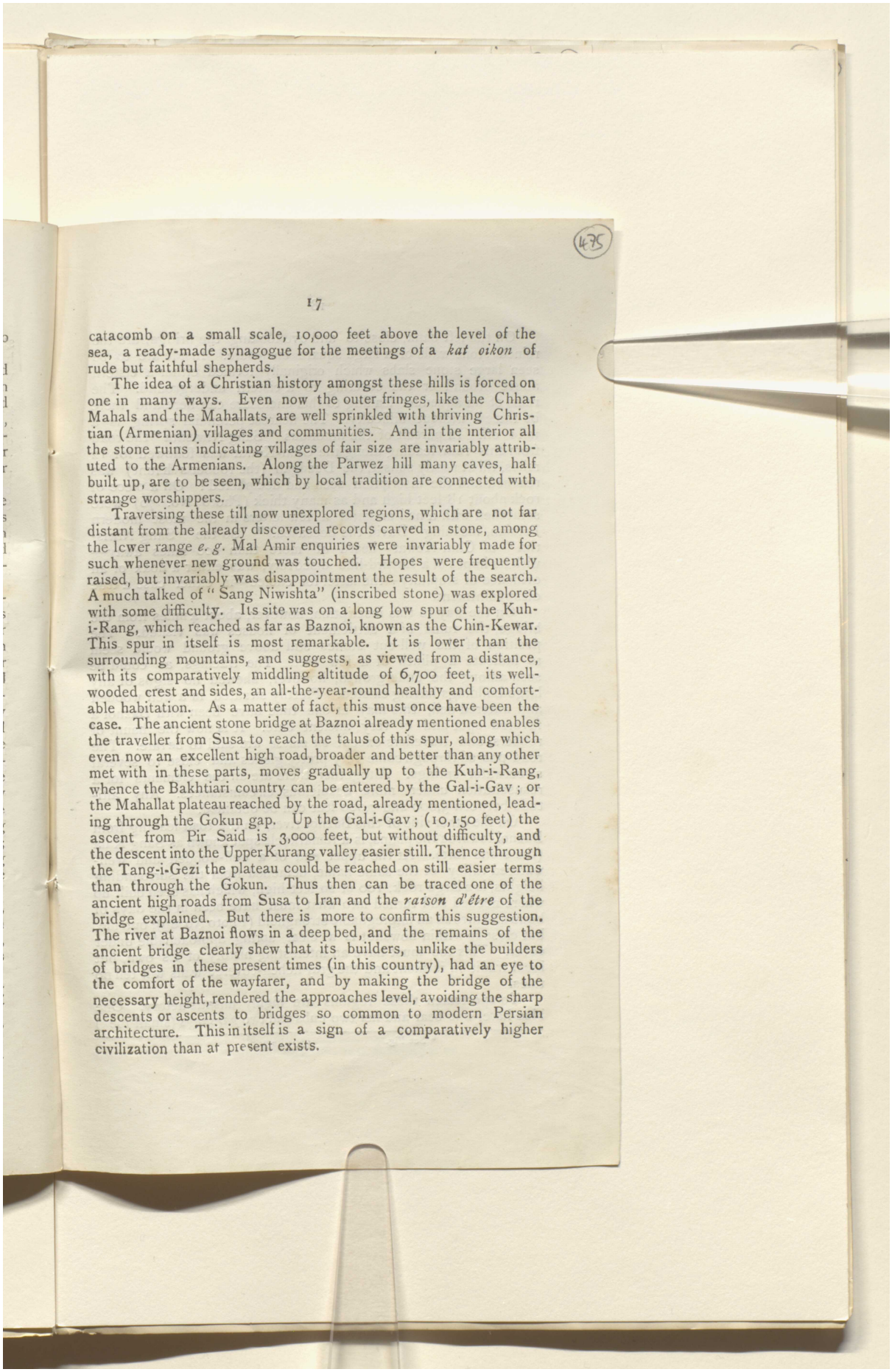

catacomb on a small scale, 10,000 feet above the level of the sea, a ready-made synagogue for the meetings of a *kat oikon* of rude but faithful shepherds.

The idea of a Christian history amongst these hills is forced on one in many ways. Even now the outer fringes, like the Chhar Mahals and the Mahallats, are well sprinkled with thriving Christian (Armenian) villages and communities. And in the interior all the stone ruins indicating villages of fair size are invariably attributed to the Armenians. Along the Parwez hill many caves, half built up, are to be seen, which by local tradition are connected with strange worshippers.

Traversing these till now unexplored regions, which are not far distant from the already discovered records carved in stone, among the lower range *e. g.* Mal Amir enquiries were invariably made for such whenever new ground was touched. Hopes were frequently raised, but invariably was disappointment the result of the search. A much talked of "Sang Niwishta" (inscribed stone) was explored with some difficulty. Its site was on a long low spur of the Kuh-i-Rang, which reached as far as Baznoi, known as the Chin-Kewar. This spur in itself is most remarkable. It is lower than the surrounding mountains, and suggests, as viewed from a distance, with its comparatively middling altitude of 6,700 feet, its well-wooded crest and sides, an all-the-year-round healthy and comfortable habitation. As a matter of fact, this must once have been the case. The ancient stone bridge at Baznoi already mentioned enables the traveller from Susa to reach the talus of this spur, along which even now an excellent high road, broader and better than any other met with in these parts, moves gradually up to the Kuh-i-Rang, whence the Bakhtiari country can be entered by the Gal-i-Gav; or the Mahallat plateau reached by the road, already mentioned, leading through the Gokun gap. Up the Gal-i-Gav; (10,150 feet) the ascent from Pir Said is 3,000 feet, but without difficulty, and the descent into the Upper Kurang valley easier still. Thence through the Tang-i-Gezi the plateau could be reached on still easier terms than through the Gokun. Thus then can be traced one of the ancient high roads from Susa to Iran and the *raison d'être* of the bridge explained. But there is more to confirm this suggestion. The river at Baznoi flows in a deep bed, and the remains of the ancient bridge clearly shew that its builders, unlike the builders of bridges in these present times (in this country), had an eye to the comfort of the wayfarer, and by making the bridge of the necessary height, rendered the approaches level, avoiding the sharp descents or ascents to bridges so common to modern Persian architecture. This in itself is a sign of a comparatively higher civilization than at present exists.

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On the left bank, close to and overlooking the bridge, are the ruined stone walls of a large square enclosure. Inside are to be seen large stone slabs which originally formed either a cistern above ground or the covering to a cistern underground. The ruins of an aqueduct leading to this enclosure can here and there be traced without difficulty. The nearest perennial spring is a mile off. In pursuit of the notorious "Sang Niwishta" the road from this ruin leading along the Chin-Kewar was followed for 12 miles, till at nearly sunset, the Duzdgah (the robber's haunt) was reached and the inscription seen and deciphered! On a piece of rock about 18 feet high and as many thick (Photo No. 76) were scratched with a nail or knife a few letters in the most modern Persian, meaning "David the deceased."* So the "Sang Niwistha" of Chin-Kewar—heard of more than 100 miles away—with its hopes of a Layard-like discovery, was either a hoax or an evidence of stupidity—the latter for choice—in either case a true disappointment.

On the way to this inscription, however, about 4 miles from the bridge, the ruins of a settlement of houses was visited. The position of the well-cut stones still above ground would seem to indicate a plinth of a few feet. The tracings, as could be seen among the undergrowth, however, shewed no signs of any large buildings having existed. Prettily situated in a well wooded and watered dell, this may at one time have been with Baznoi a favored spot and of very ancient date. It is now the haunt of robbers, and travellers except *en masse* are said to be rare. The road passed through some very pretty glades and close to several sweetwater springs. Altogether there are all the elements for a resuscitation under more auspicious circumstances. Any altitude between 5,000 and 7,000 feet can be obtained.

On the other side of this Baznoi river, on the road leading from Baznoi towards the plains, is a remarkable spot known as Sang Kala (the stone fort). At the upper end of a well-wooded and well-watered valley of the same name, detached from the surrounding heights, is a large rock, 100 or so feet high, which has been built up where needed and turned into what must have been in the days of bows and arrows an impregnable stronghold (Photo No. 89); outside, but close to within bowshot is a clear spring, approachable under cover. This too must have an interesting history of its own, but local tradition is silent and the grey lichen-covered walls will tell no tales.

To sportsmen these regions are highly unsatisfactory. One blue hare, one bear and her two cubs and two *parsangs* (small ibex)

* See Fig. opposite page

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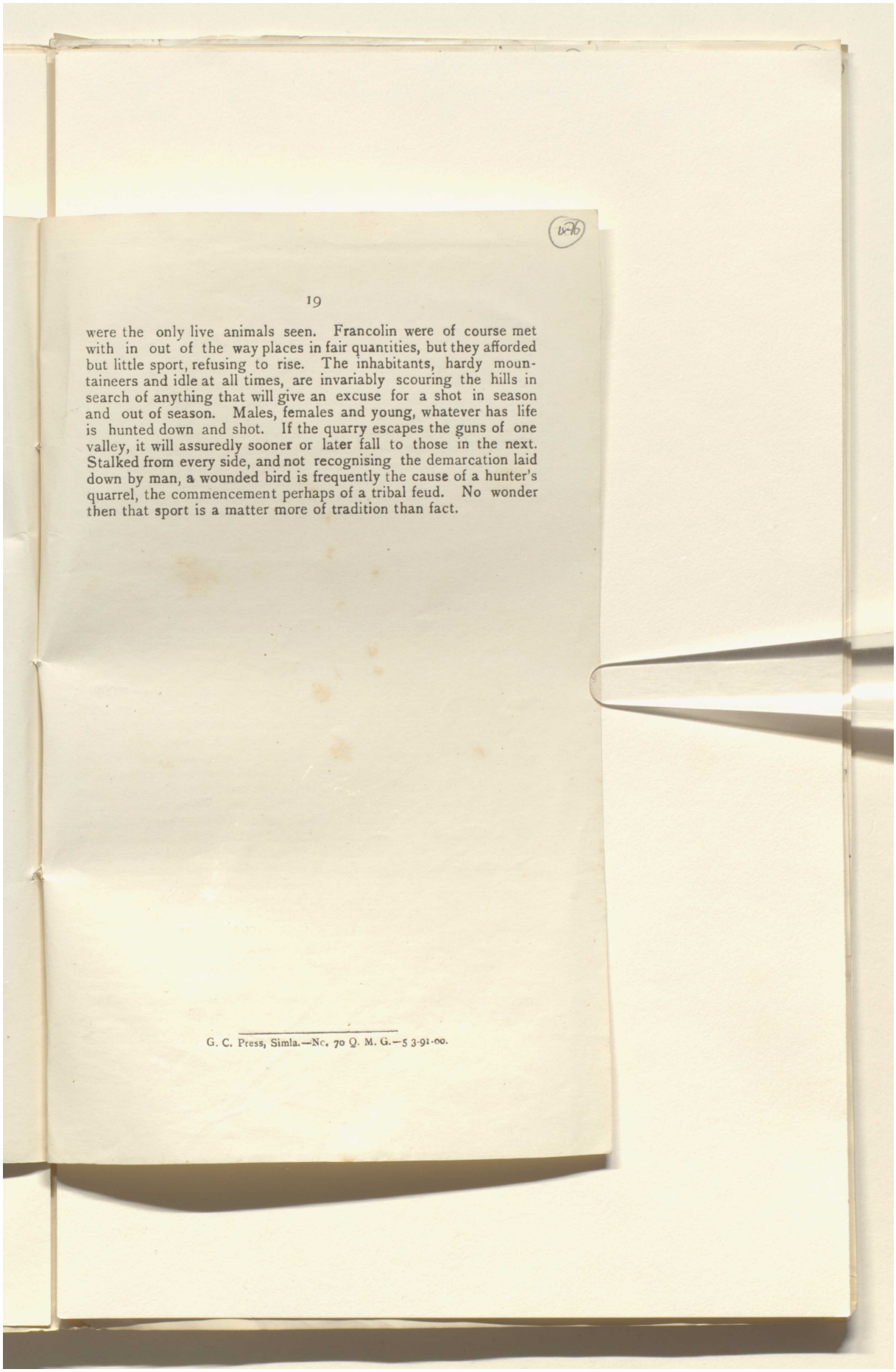

were the only live animals seen. Francolin were of course met with in out of the way places in fair quantities, but they afforded but little sport, refusing to rise. The inhabitants, hardy mountaineers and idle at all times, are invariably scouring the hills in search of anything that will give an excuse for a shot in season and out of season. Males, females and young, whatever has life is hunted down and shot. If the quarry escapes the guns of one valley, it will assuredly sooner or later fall to those in the next. Stalked from every side, and not recognising the demarcation laid down by man, a wounded bird is frequently the cause of a hunter's quarrel, the commencement perhaps of a tribal feud. No wonder then that sport is a matter more of tradition than fact.

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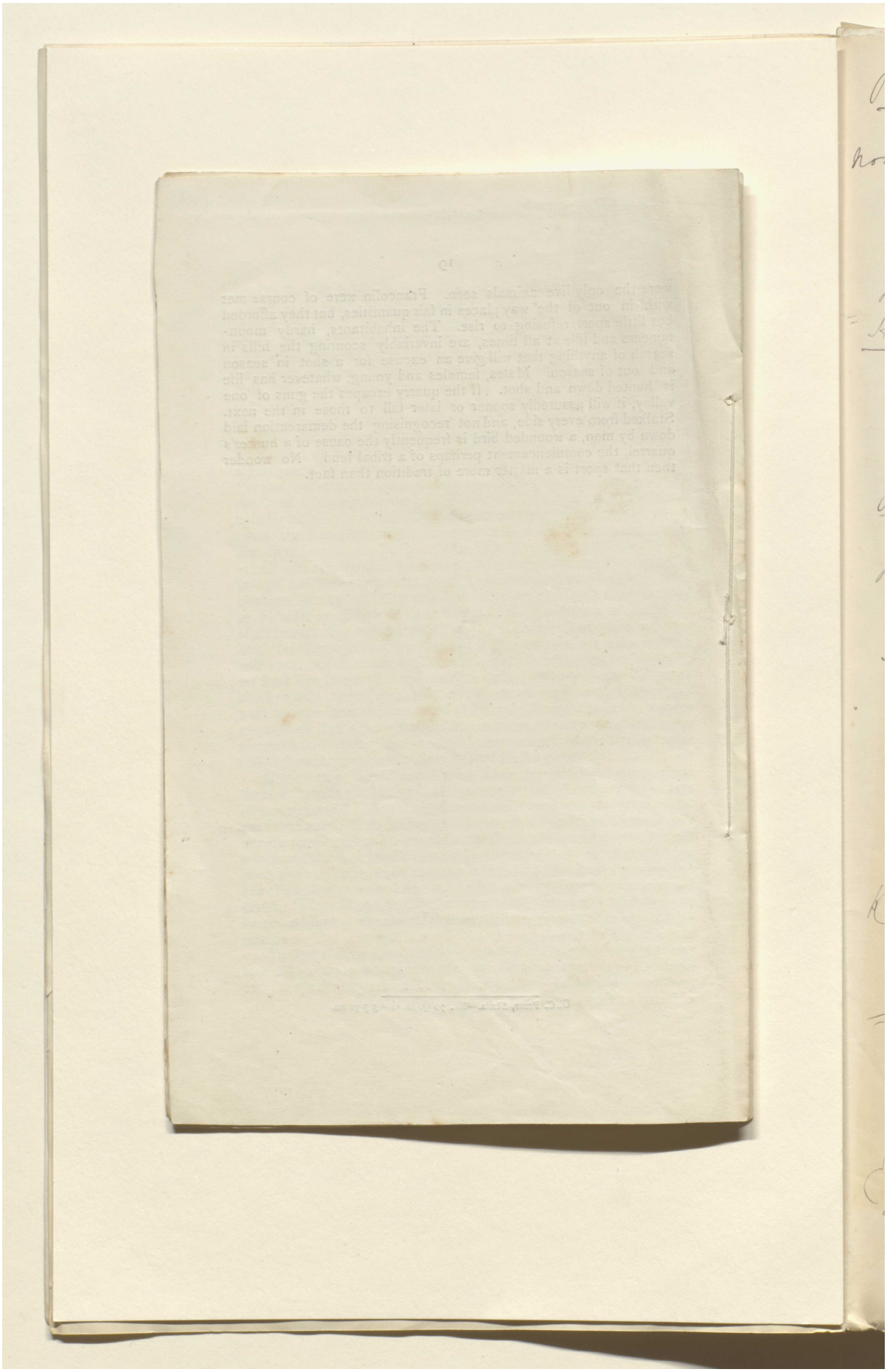

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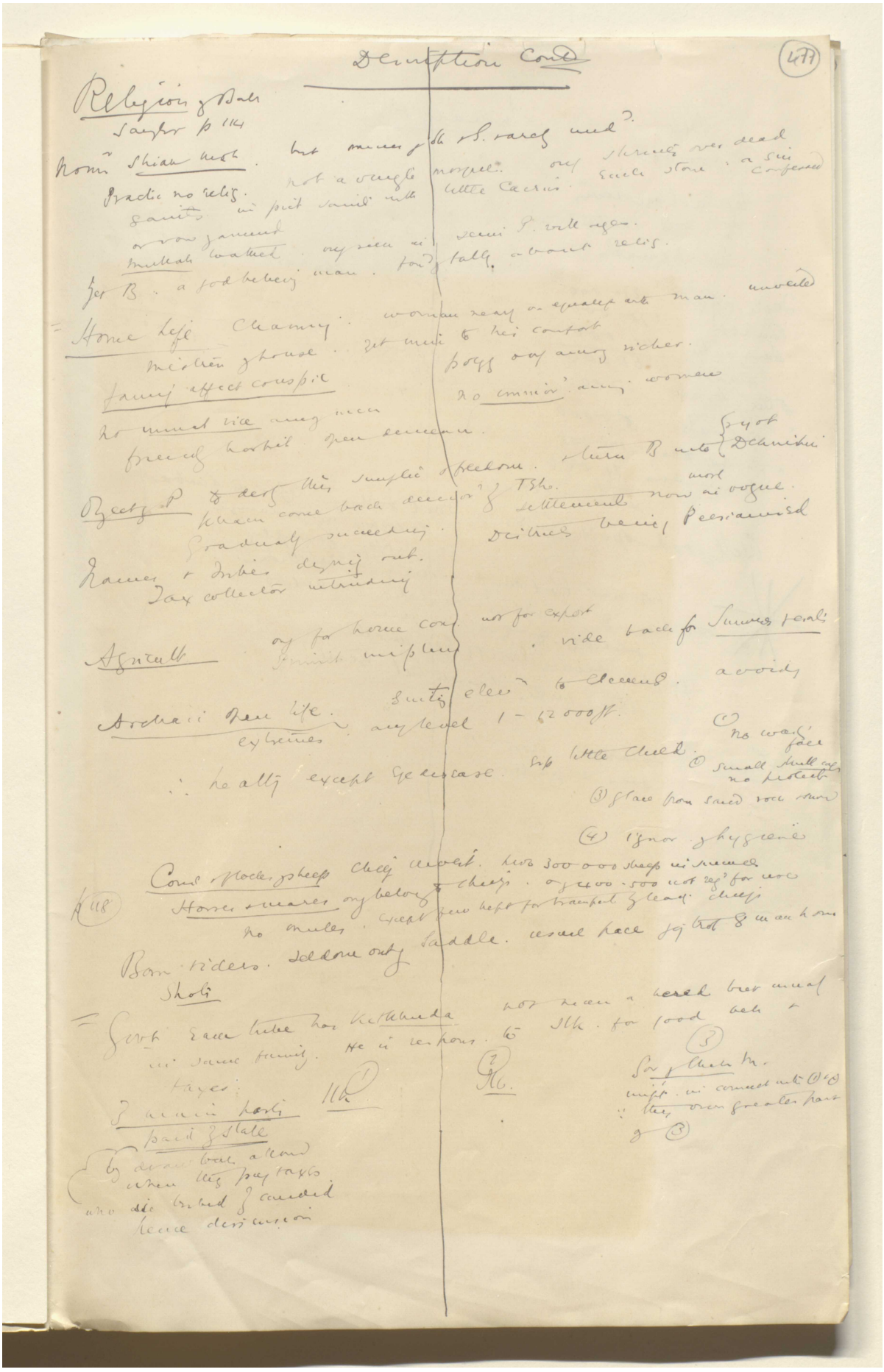

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Description Cont.

(477)

Religion of Bab
Sayfor p 114

Nomr Shiah Mah. but mines of Sh & S. rarely used?
Practic no relig. not a single mosque. only shrinks over dead
saints in pict saint with little Cacrus. Each stone: a sin confessed
or vow garment
Mullah watched. only seen in semi P. villages.
Yet B. a god believing man. fond of tally about relig.

= Home life Charming. woman nearly on equality with man. unveiled
mistress of house. yet mine to his comfort
family affect conspic. polyg only among richer.
no immor. among women
no unnat vice among men
friendly hospit. open demeanor.

Objects of P to deny this simplic & freedom. & turn B into { yot Dehnikin
Khan come back demor of Tsh. settlement now in vogue. most
Gradually succeeding. Districts being Persianised
Names & tribes dying out.
Tax collector intruding

Agricult only for home cons. not for export
Trinit implem. vide back for Summer & Sal.

Archaic open life. suitg elec to elements. avoids
extremes. any level 1 - 12000 ft.
∴ healthy except Eye disease. esp little child. (1) no wash face
(2) small skull cap no protect
(3) glare from sand rock & snow
(4) ignor of hygiene

Cond & flocks of sheep chief invest. two 300 000 sheep in summer
p 118 Horses & mares only belong to chiefs. only 400-500 not req for use
no mules. except few kept for transport of lead. chiefs
Born riders. seldom out of saddle. usual pace jog trot 8 m an hour
Shots

= Govt Each tribe has Kethkhuda not mean a hered but usual
in same family. He is respons. to Ilk. for good beh &
taxes:
3 main parts Ilk (1) (2) Ilk. (3)
paid of state
by draw bills allowed
when they pay taxes
who are bribed of candid
hence dissension

Gov of Chah M.
impt. in connect with (1) & (2)
∴ they own greater part
of (3)

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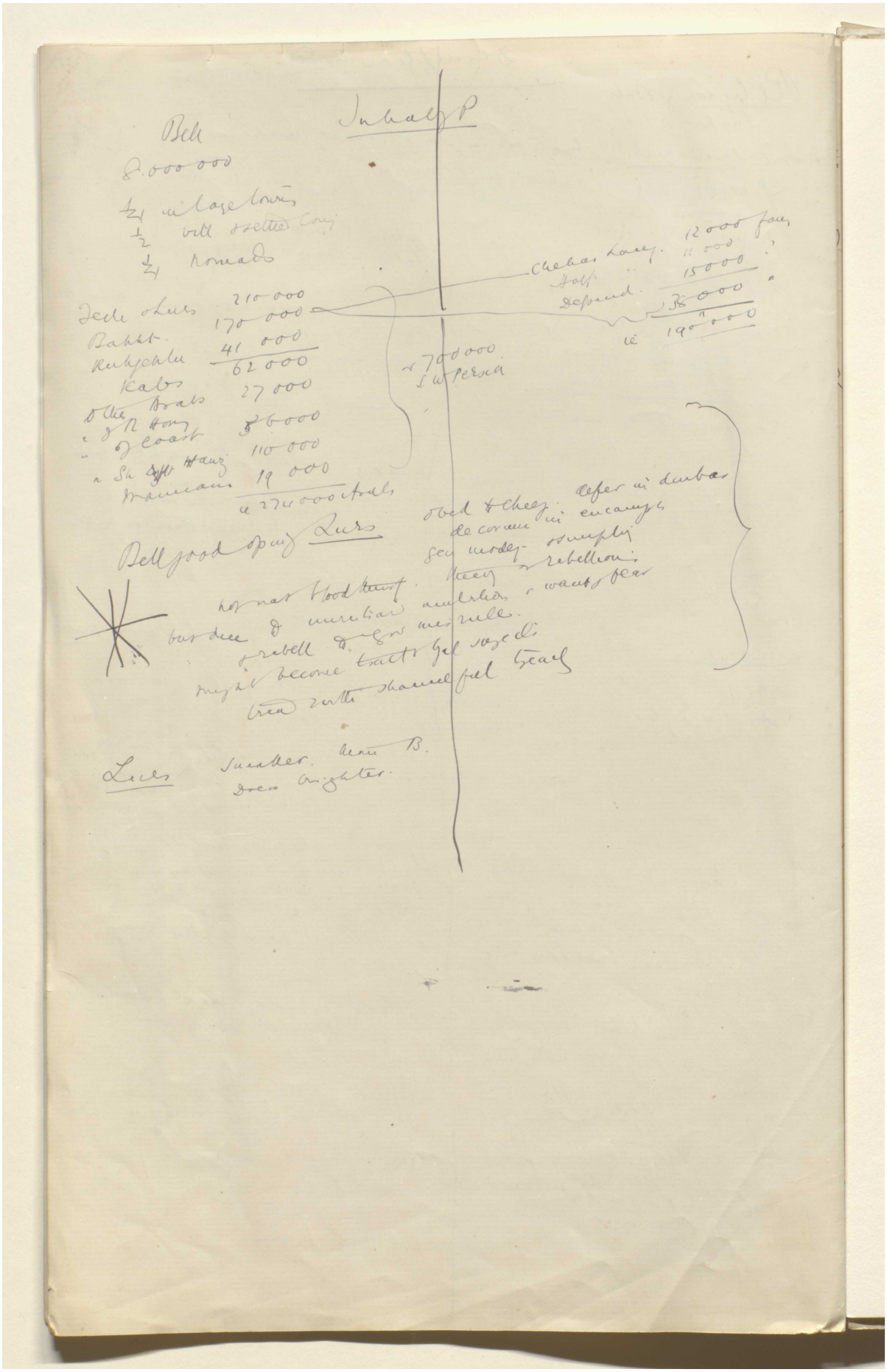

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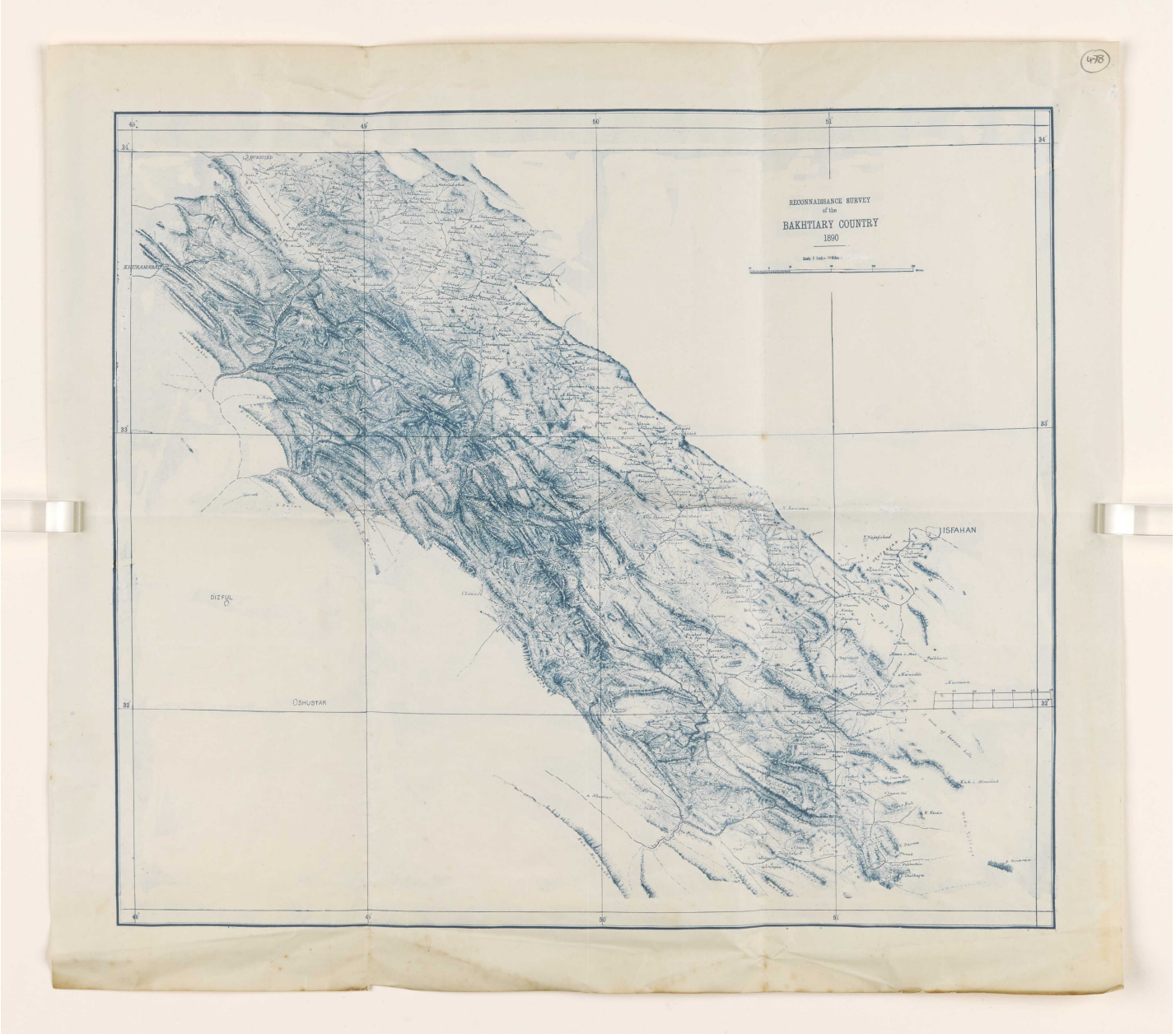

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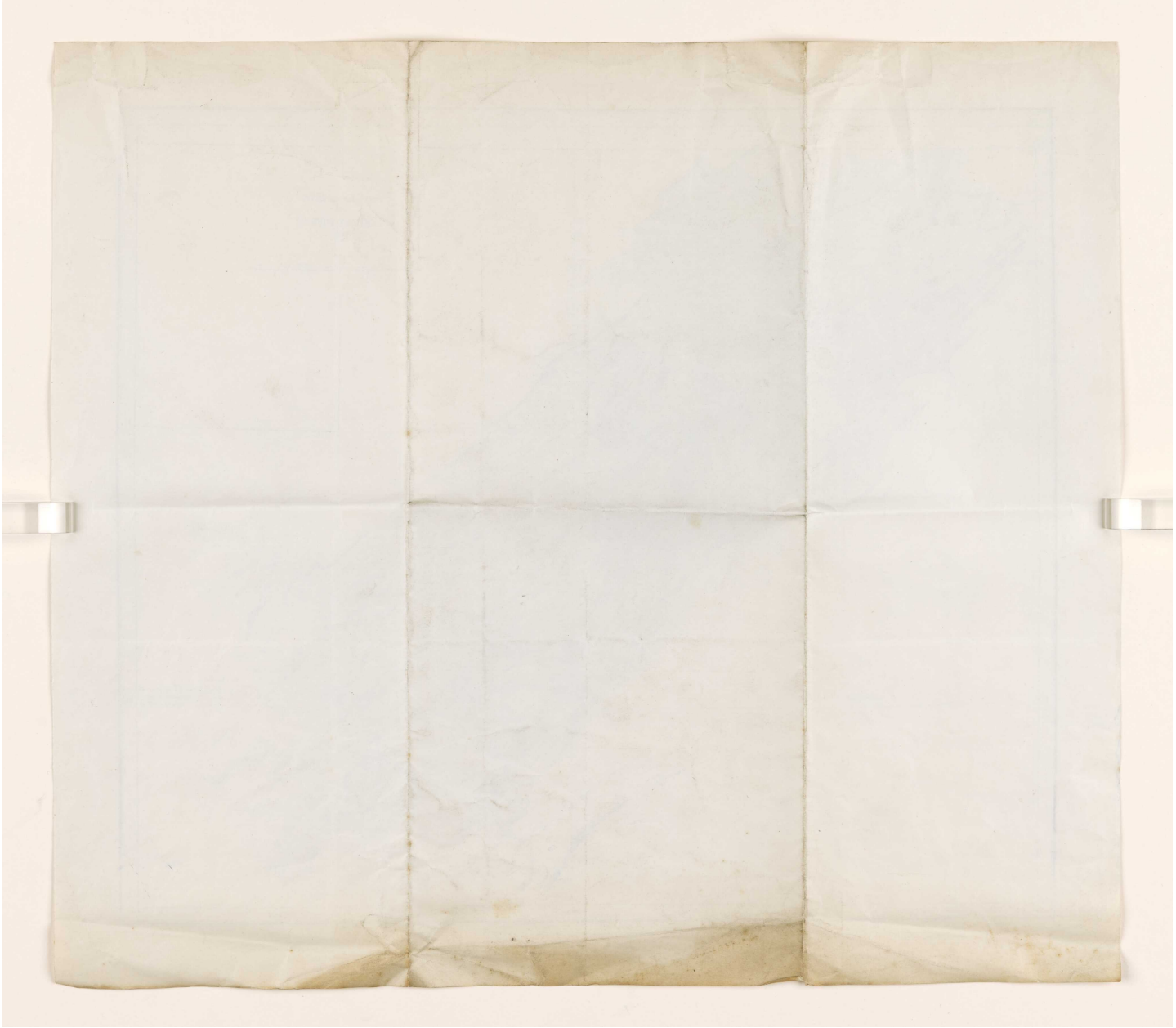

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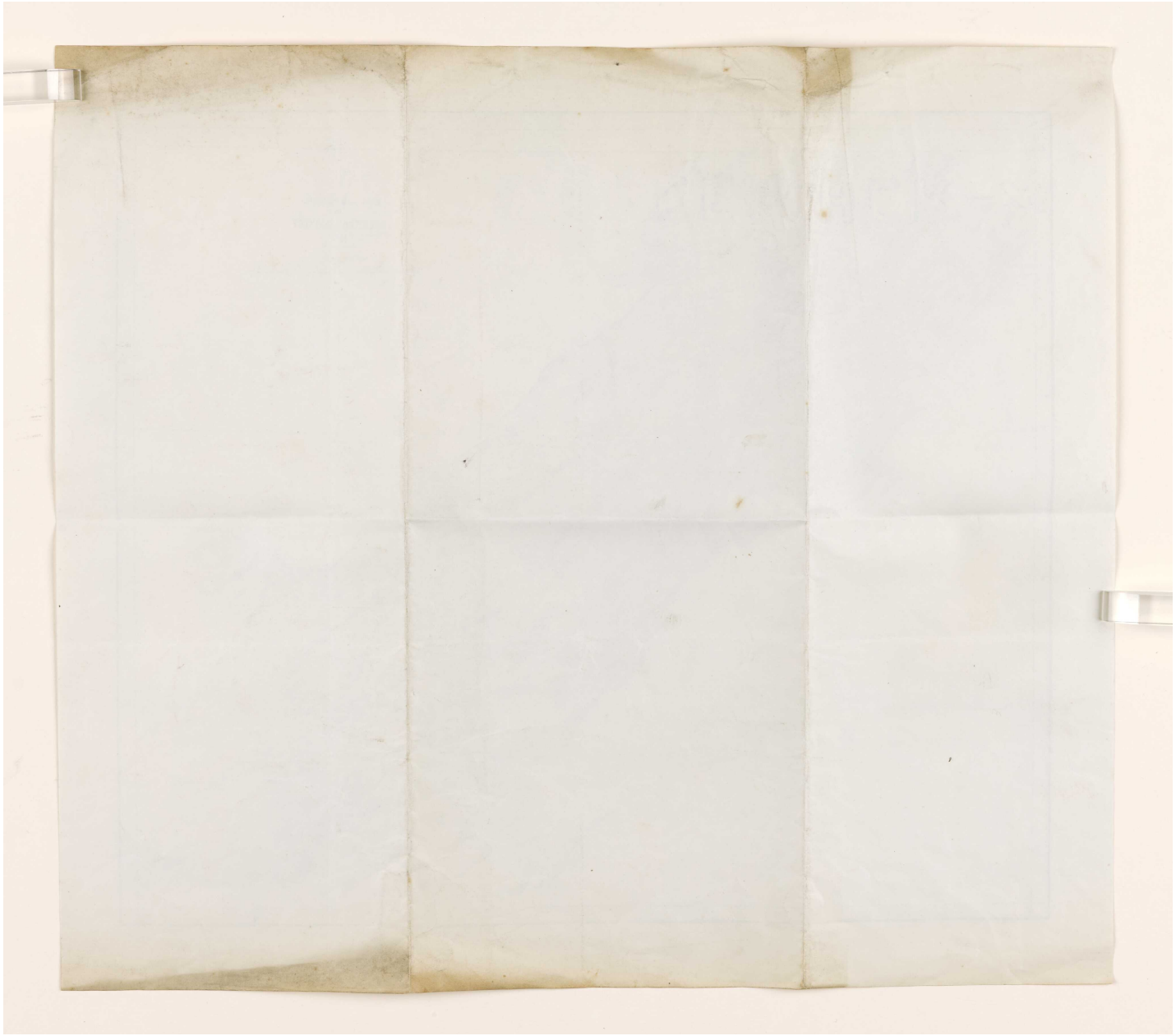

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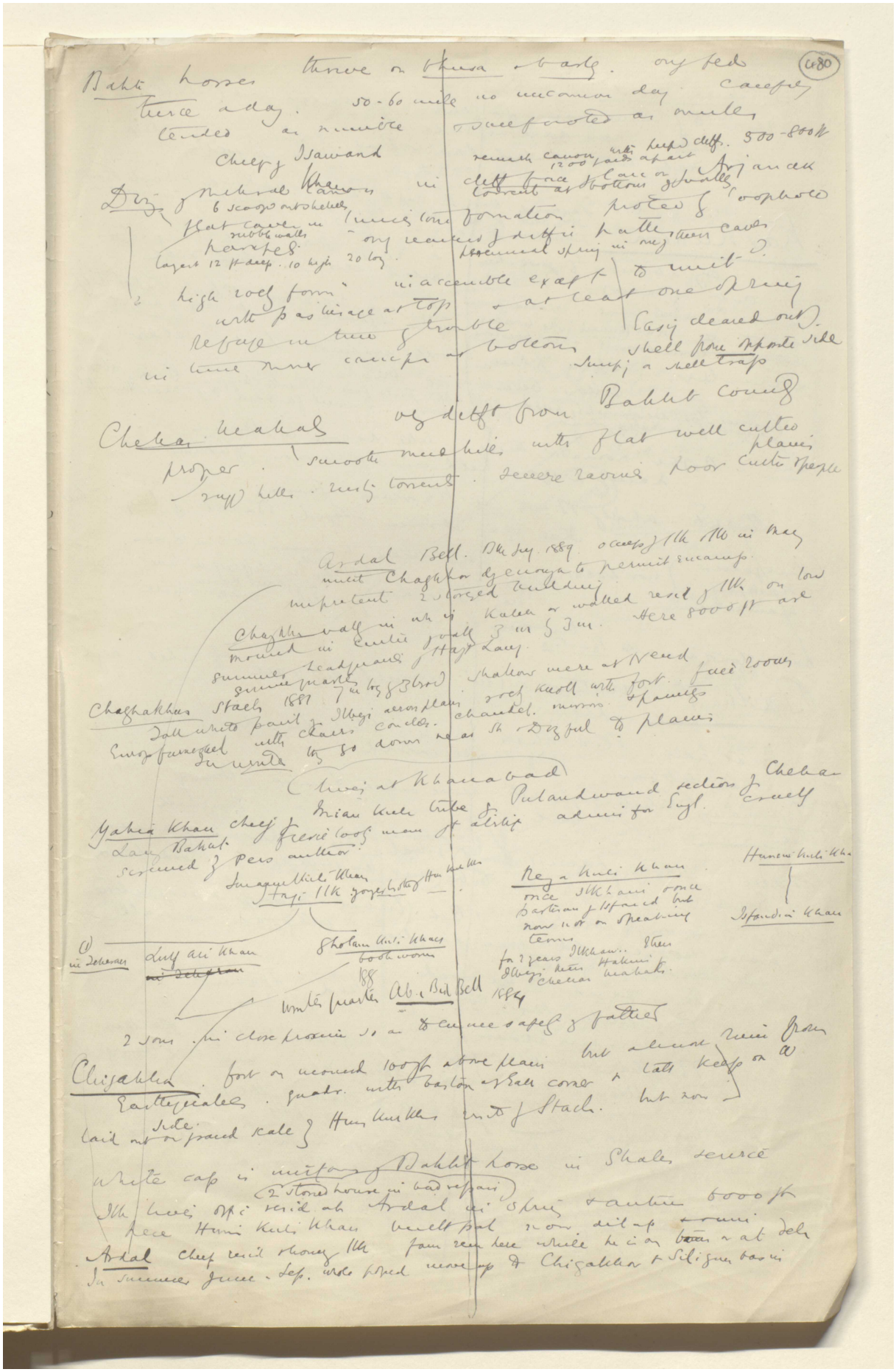

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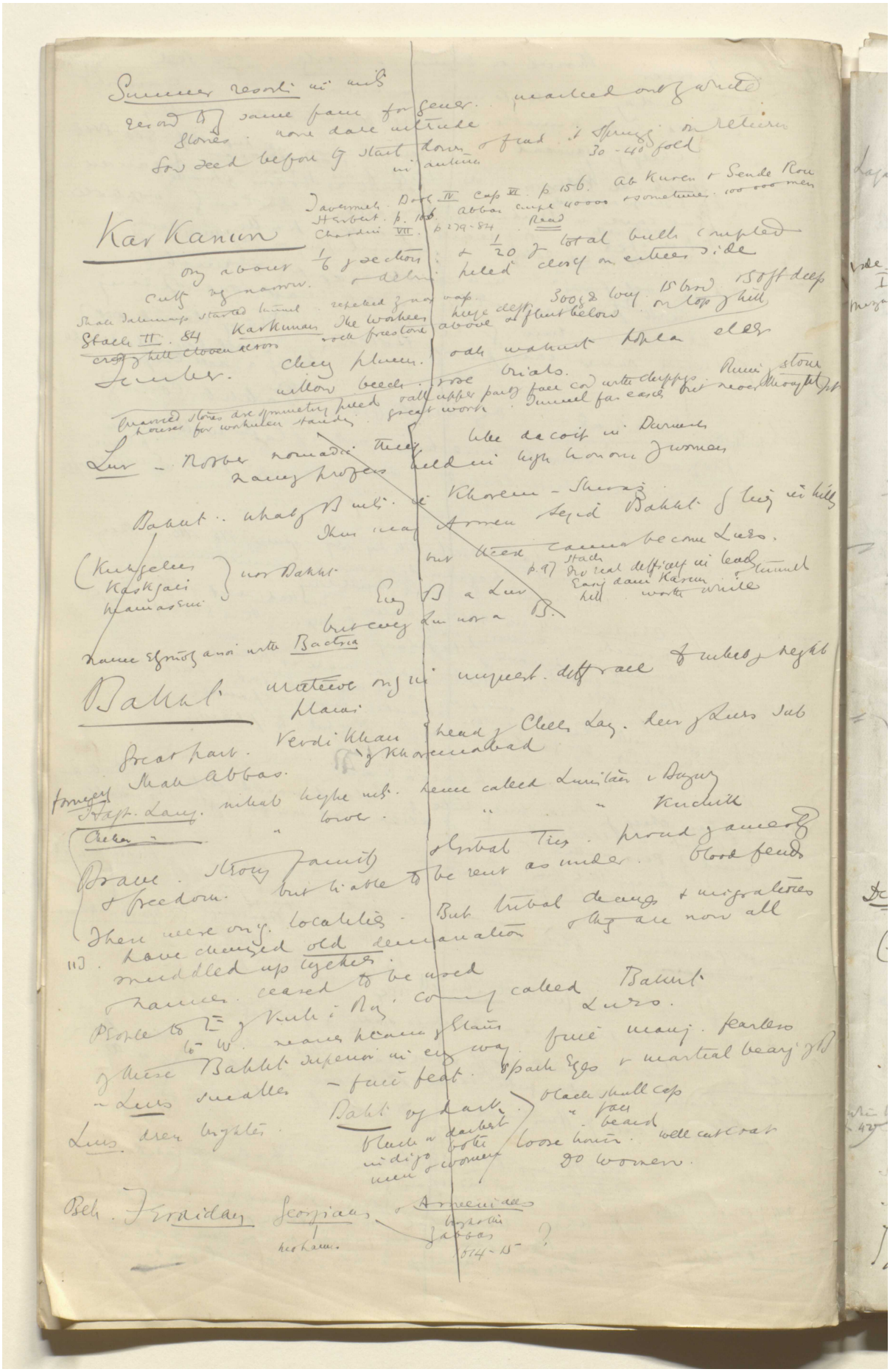

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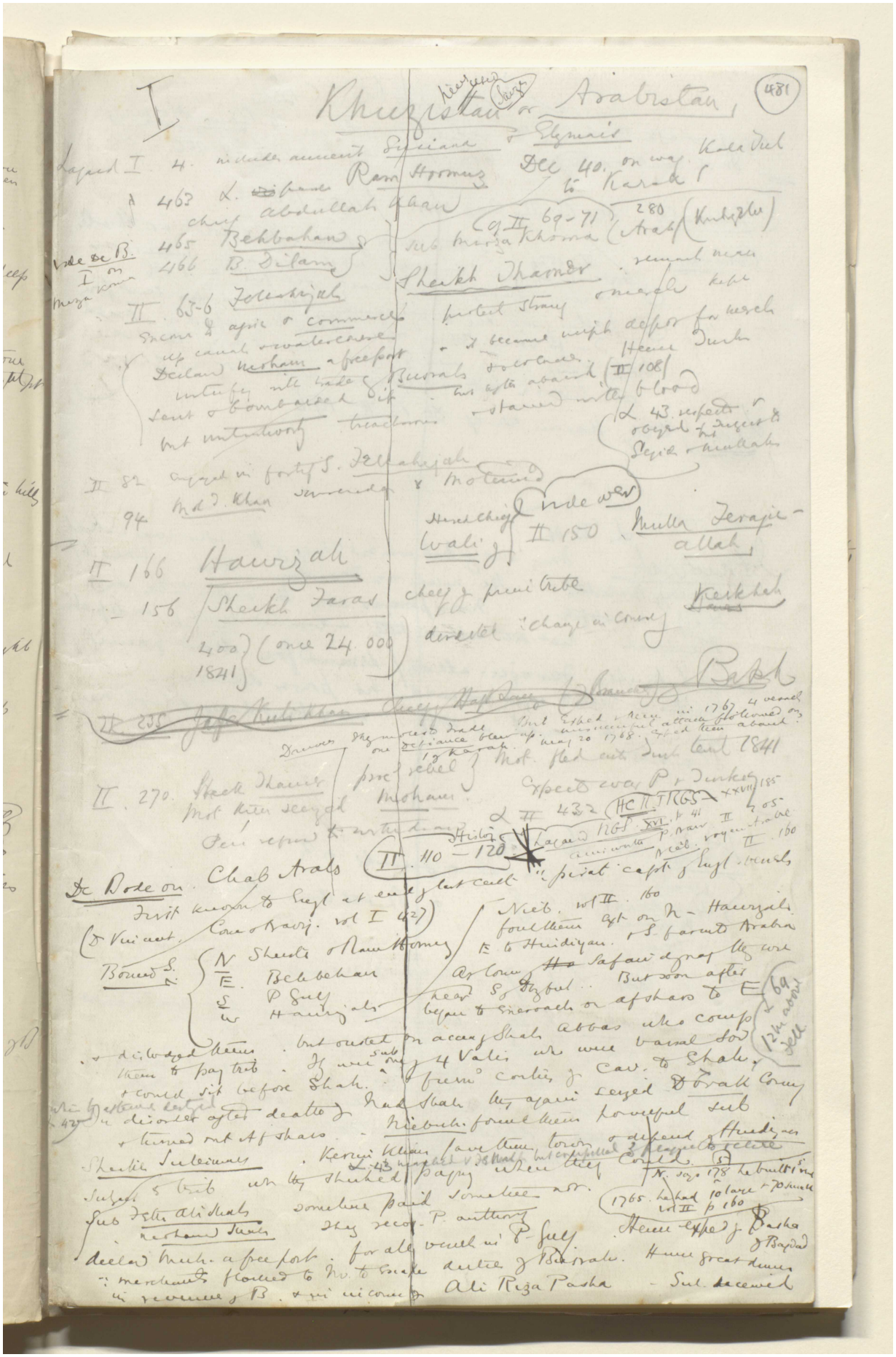

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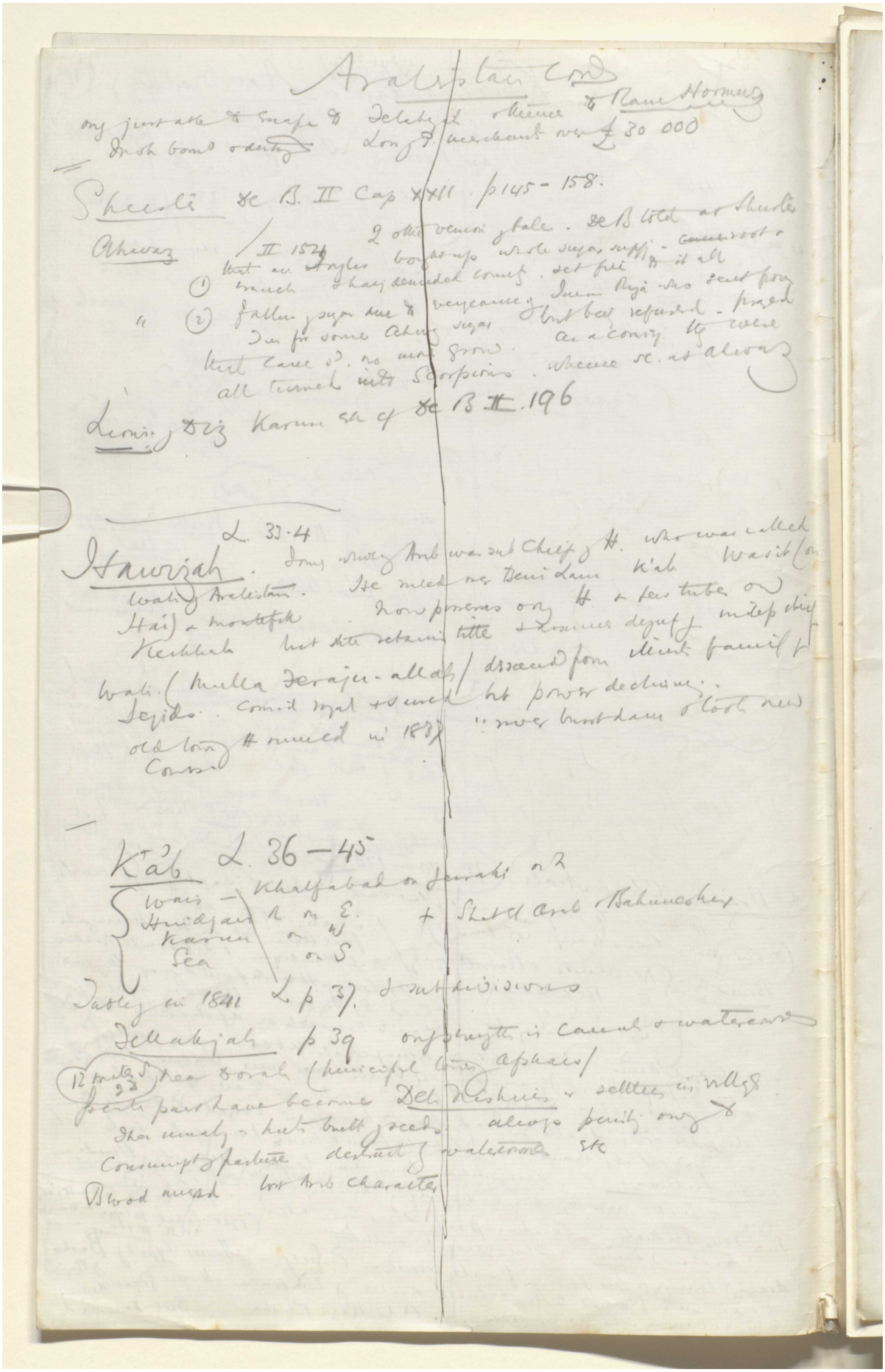

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Arabistan Cond

only just able to escape to Jellahjah & thence to Ram Hormuz
In oh bond & destiny Long of merchants over £30 000

Shuster De B. II Cap XXII p145-158.

Ahwaz / II 154 2 other venom of bale. De B told at Shuster
that an Anglo bought up whole sugar supply - cane root &
(1) trench & half denuded country. set fire to it all
" (2) falling sugar due to vengeance of Imam Riza who sent from
Tus for some Ahwaz sugar but being refused - prayed
that cane sd. no more grow. as a country they were
all turned into scorpions. whence sc. at Ahwaz

Lions of Diz Karun etc cf De B II. 196

L. 33-4

Hawizah. Long wholly Arab was sub Chief of H. who was called
Wali of Arabistan. He ruled over Beni Lam K'ab Wasit (on
Hai) & Mostefik. Now possesses only H & few tribes on
Kerkhah but still retains title & assumes deputy & indep chief
Wali (Mulla Feraju-allah) descended from illustr family of
Sejids. Consid royal & sacred but power declining.
old town H ruined in 1837 " river burst dam & took new
Course

K'ab L. 36-45
Wais - Khalfabad on Jerrahi on N
Hindjan R on E. + Shat el Arab & Bahmeshir
Karun on W
Sea on S

Tabley in 1841 L p 37. & sub divisions

Jellahjah p 39 only strength is canal & watercourse
(12 miles S 23) near Dorah (municipal town Afghans)
Jenti part have become Deh Nishins & settles in villages
Then usually - hats built of seeds. always penalty only &
Consumption of pasture destruct of watercourses etc
Blood mixed but Arab character

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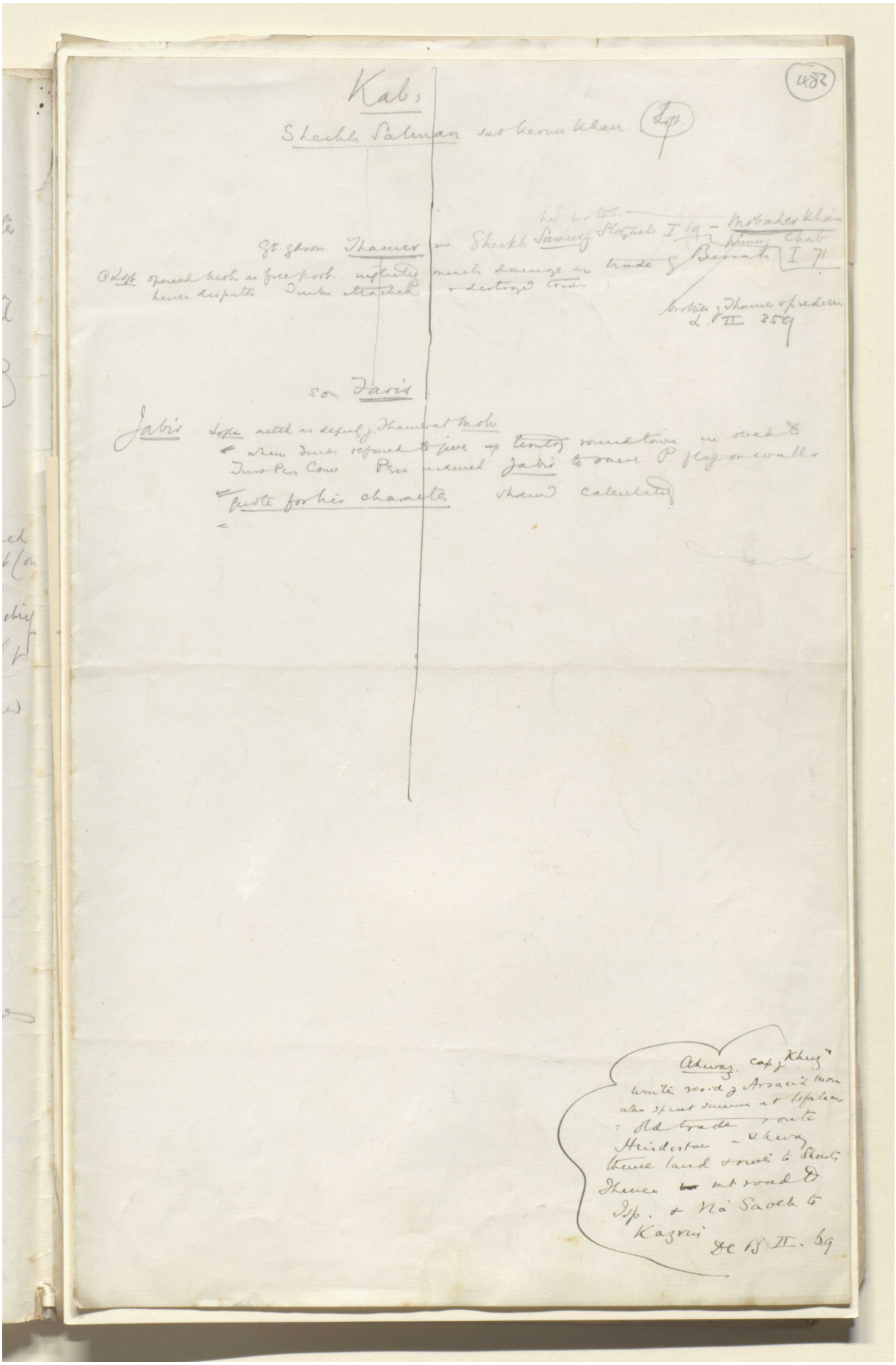

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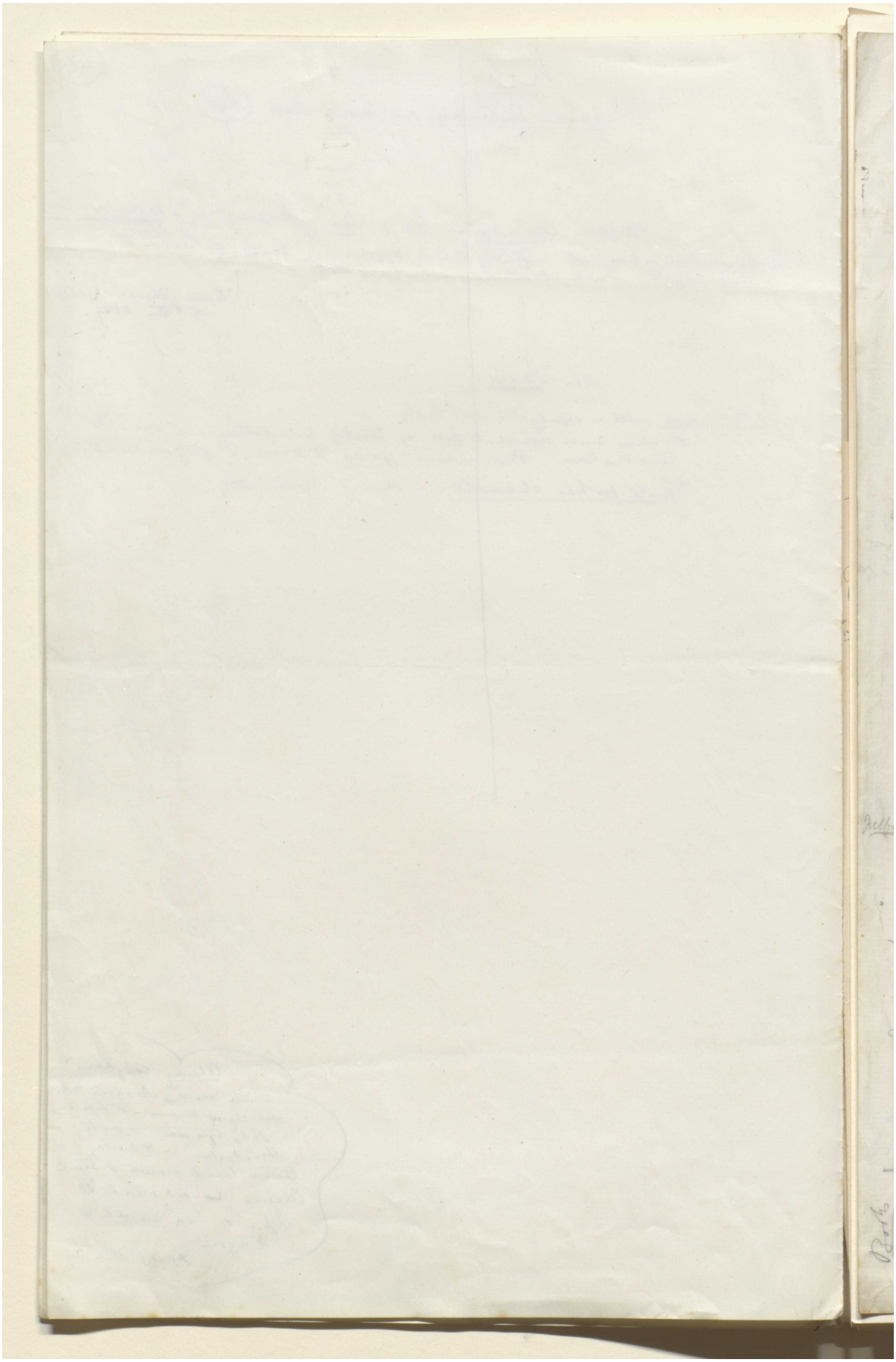

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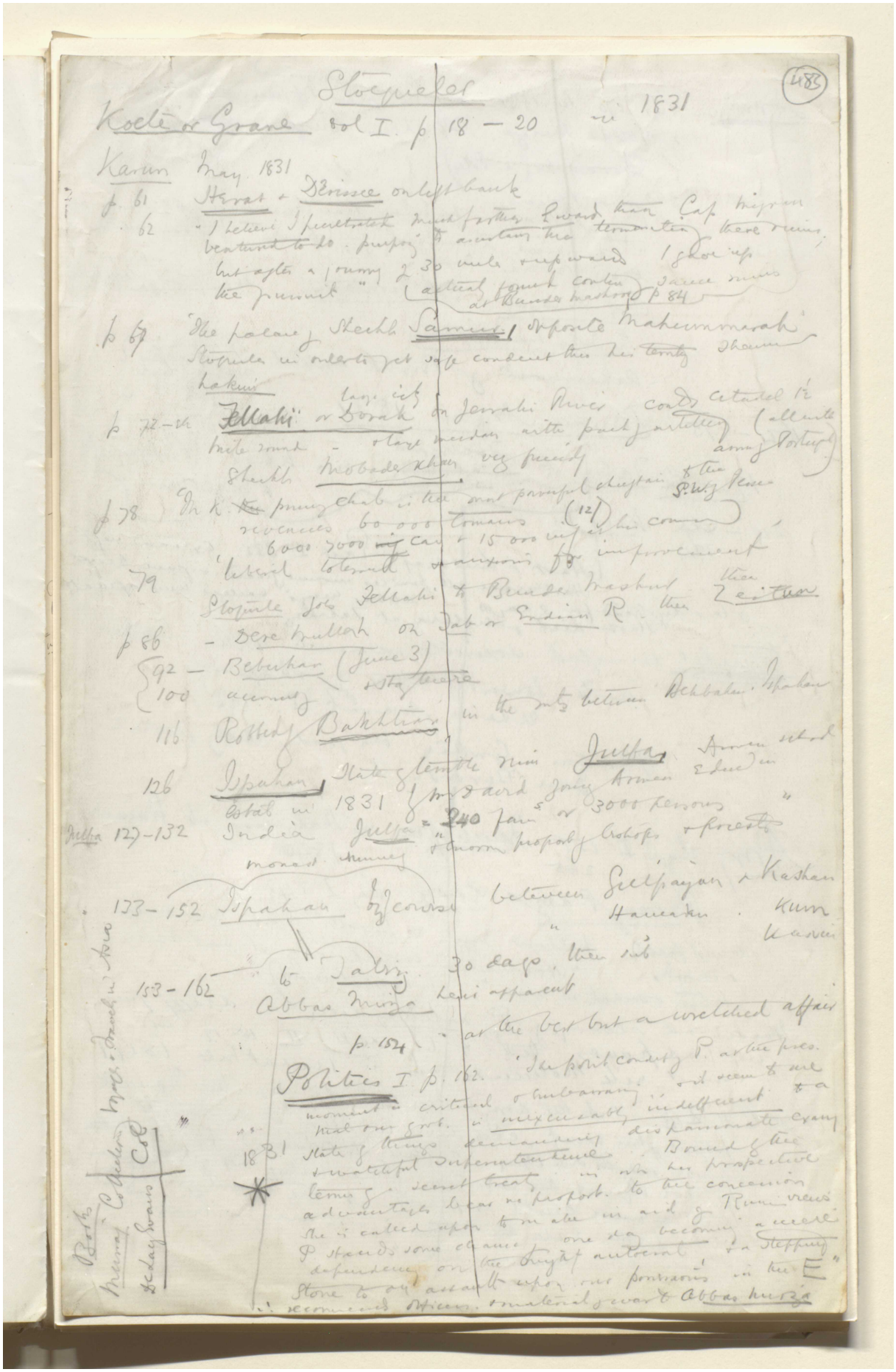

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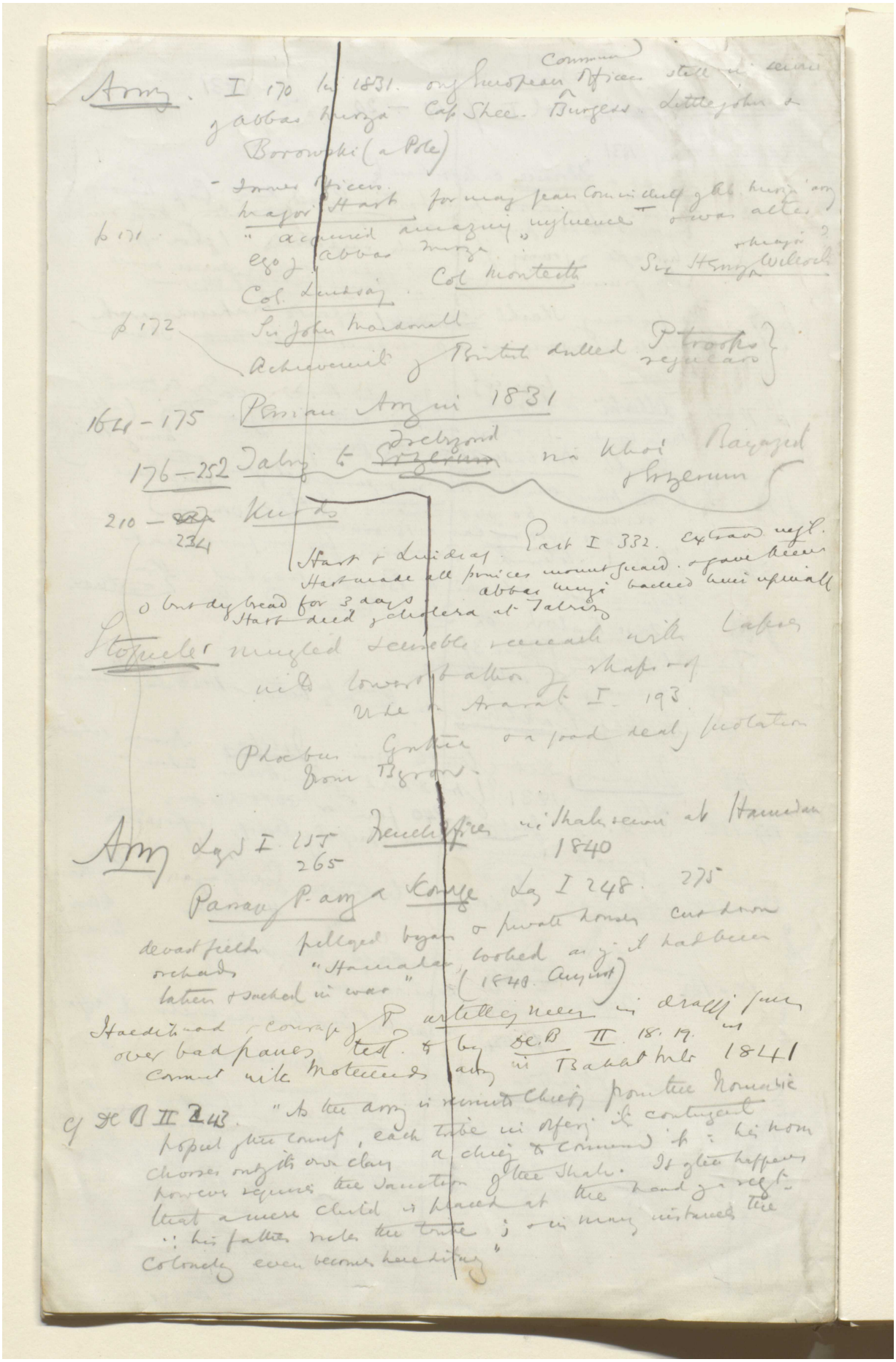

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Army. I 170 in 1831. only European Commun. Officers still in service of Abbas Mirza Cap Shee. Burgess. Littlejohn & Borowski (a Pole)

- Former Officers.
Major Hart for many years Commn. chief of Ab. Mirza's army
p 171 "acquired amazing influence" & was alter ego of Abbas Mirza
Col. Lindsay. Col Monteith Sir Henry & Major Willock
p 172 Sir John Macdonald
Achievement of British drilled P troops regulars

164-175 Persian Army in 1831

176-252 Tabriz to ~~Erzerum~~ Erzerum via Khoi Bayazid & Erzerum

210 - ~~[illegible]~~ 234 Kurds

Hart & Lindsay. Part I 332. extraord. mgt.
Hart made all princes mount guard. & gave them
abbas Mirza backed him up in all
& but dry bread for 3 days.
Hart died of cholera at Tabriz

Stoquelet mingled & sensible research with lapses into lower & bathos of shaps of
Vide on Ararat I. 193
Phoebus Gorthe & a good deal of pilotation from Byron.

Army Lag I 255 265 French Officers in Shah's service at Hamadan 1840

Passage P. army & Courage Lag I 248. 275
devast fields pillaged bazars & private houses cut down orchards "Hamadan looked as if it had been taken & sacked in war" (1840. August)

Hardihood & courage of P artillery men in draggy guns over bad panes test. to by DCB II. 18. 19. in comment with Moteneds army in Bakht Mts 1841

cf DCB II 243. "As the army is recruited chiefly from the Nomadic popul of the country, each tribe in offering its contingent chooses only its own class a chief to command it: his nom however requires the sanction of the Shah. It often happens that a mere child is placed at the head of a regt. ∴ his father rules the tribe; & in many instances the colonelcy even becomes hereditary"

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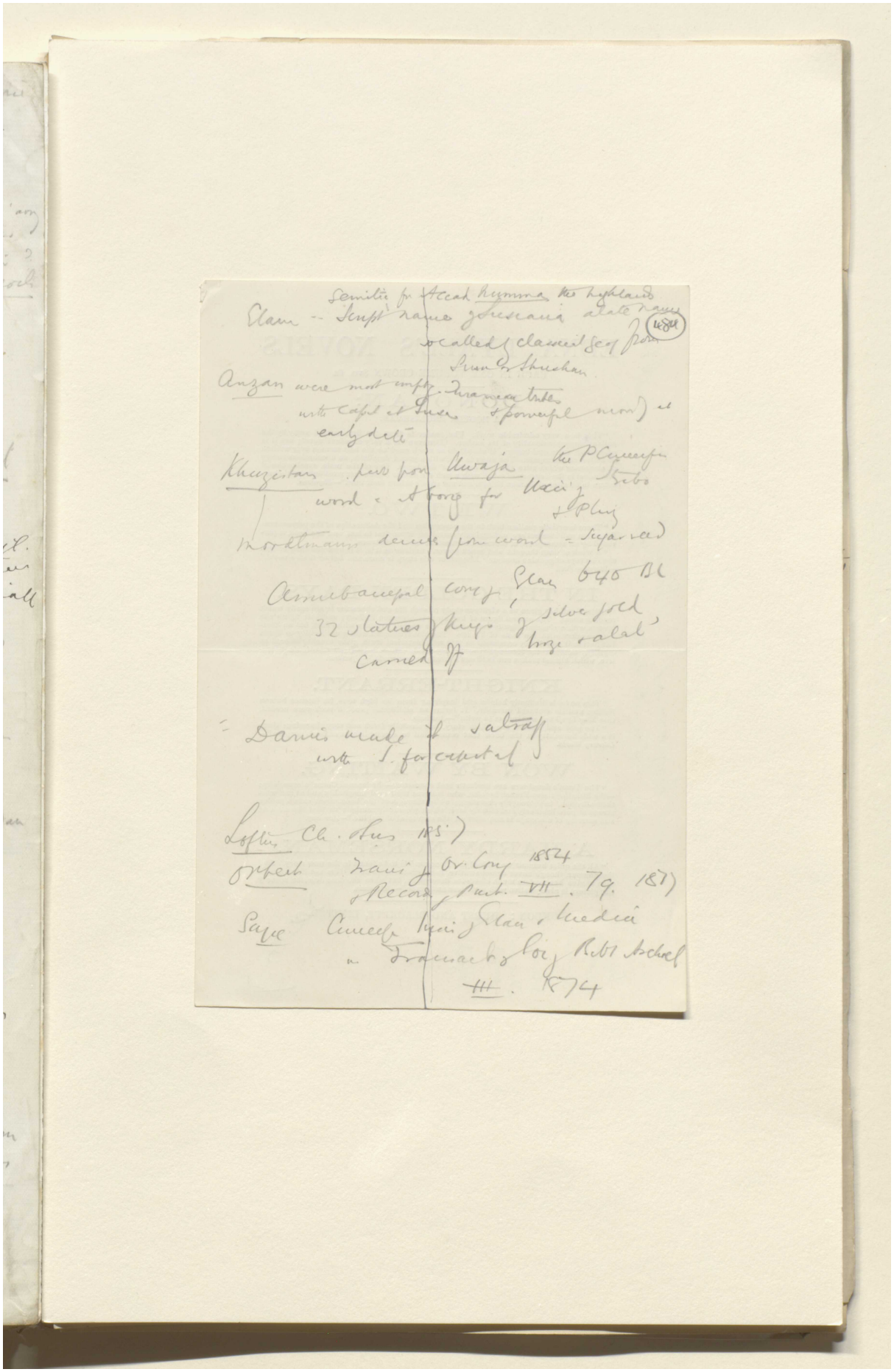

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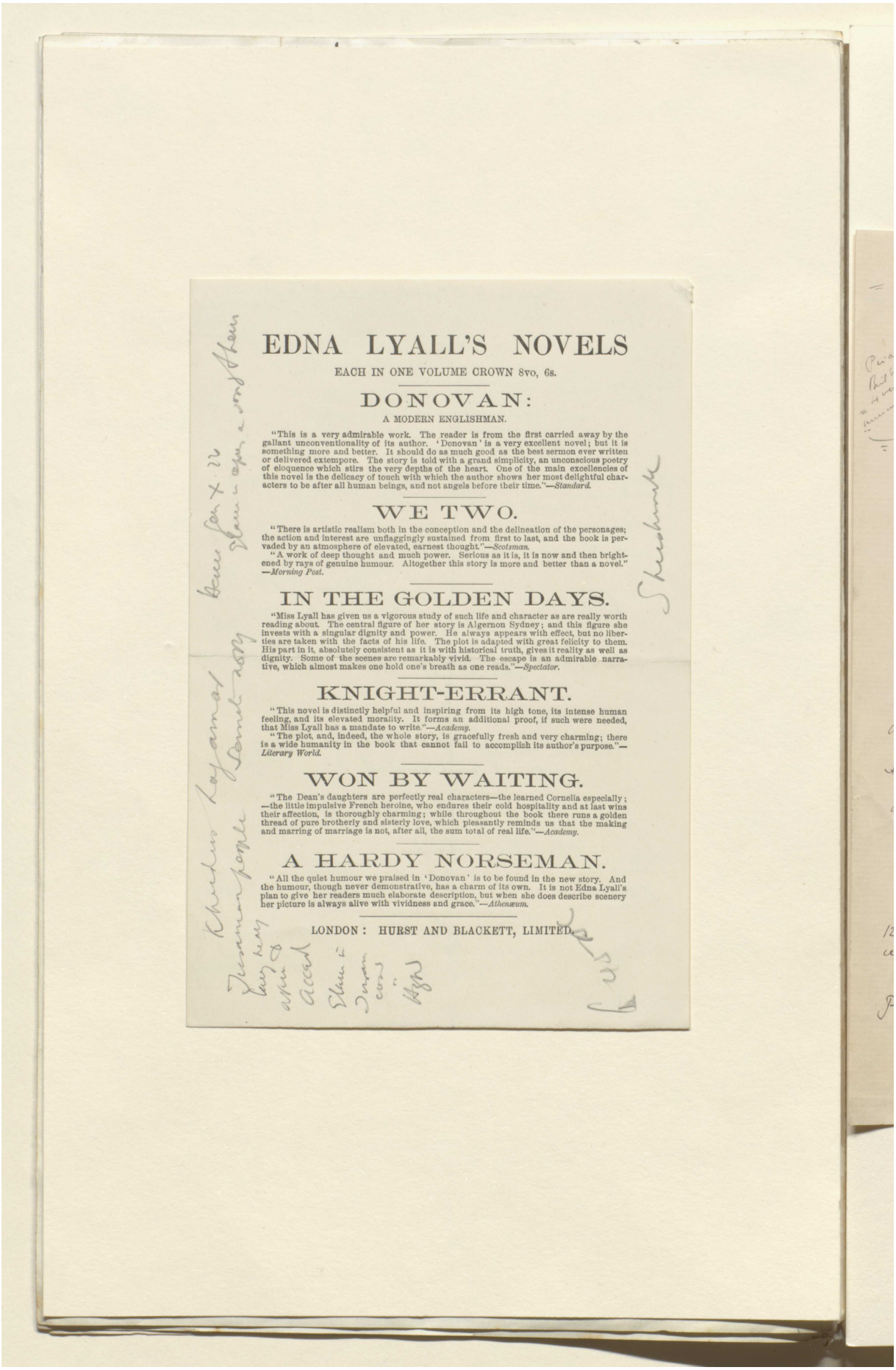

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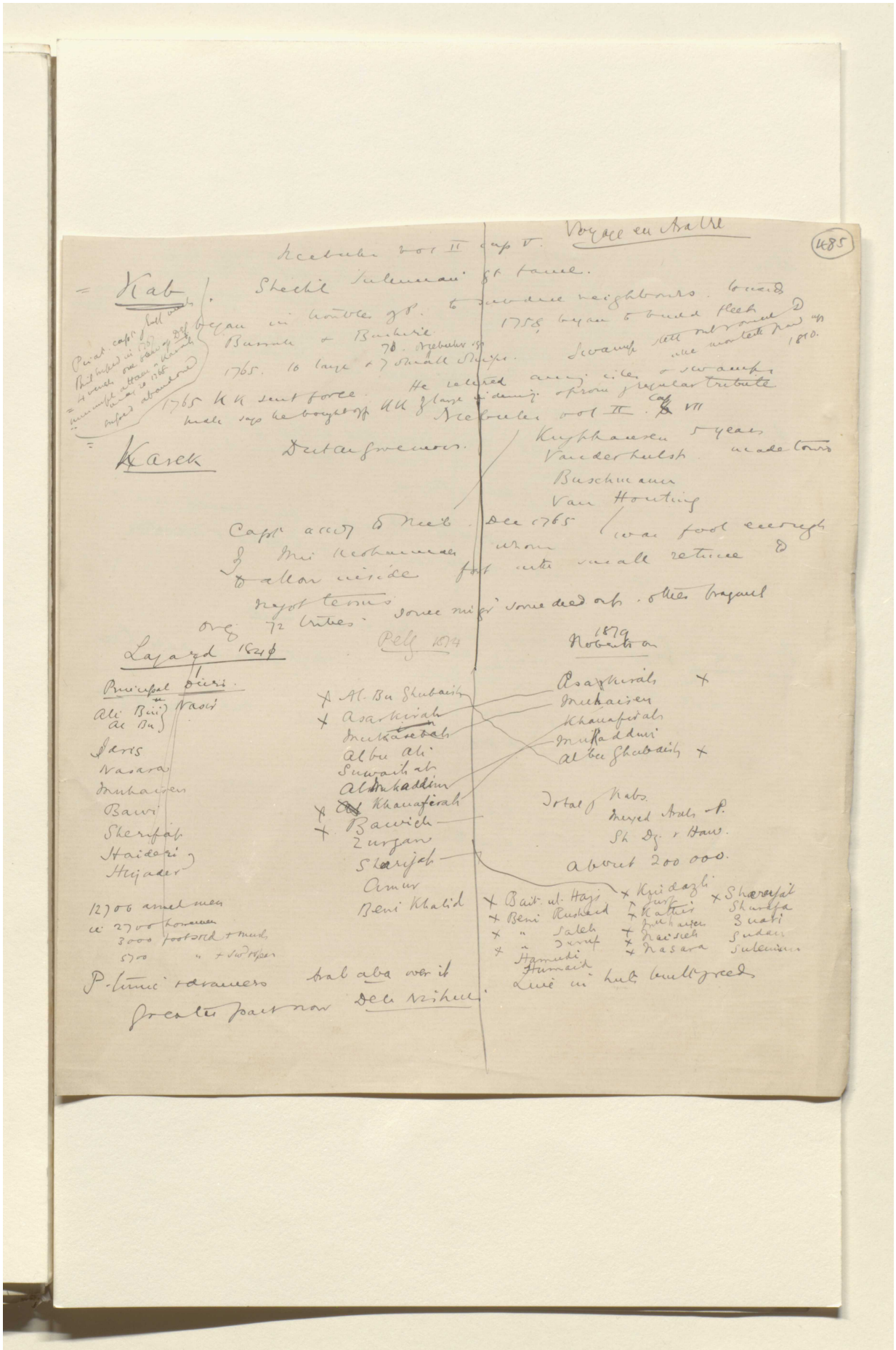

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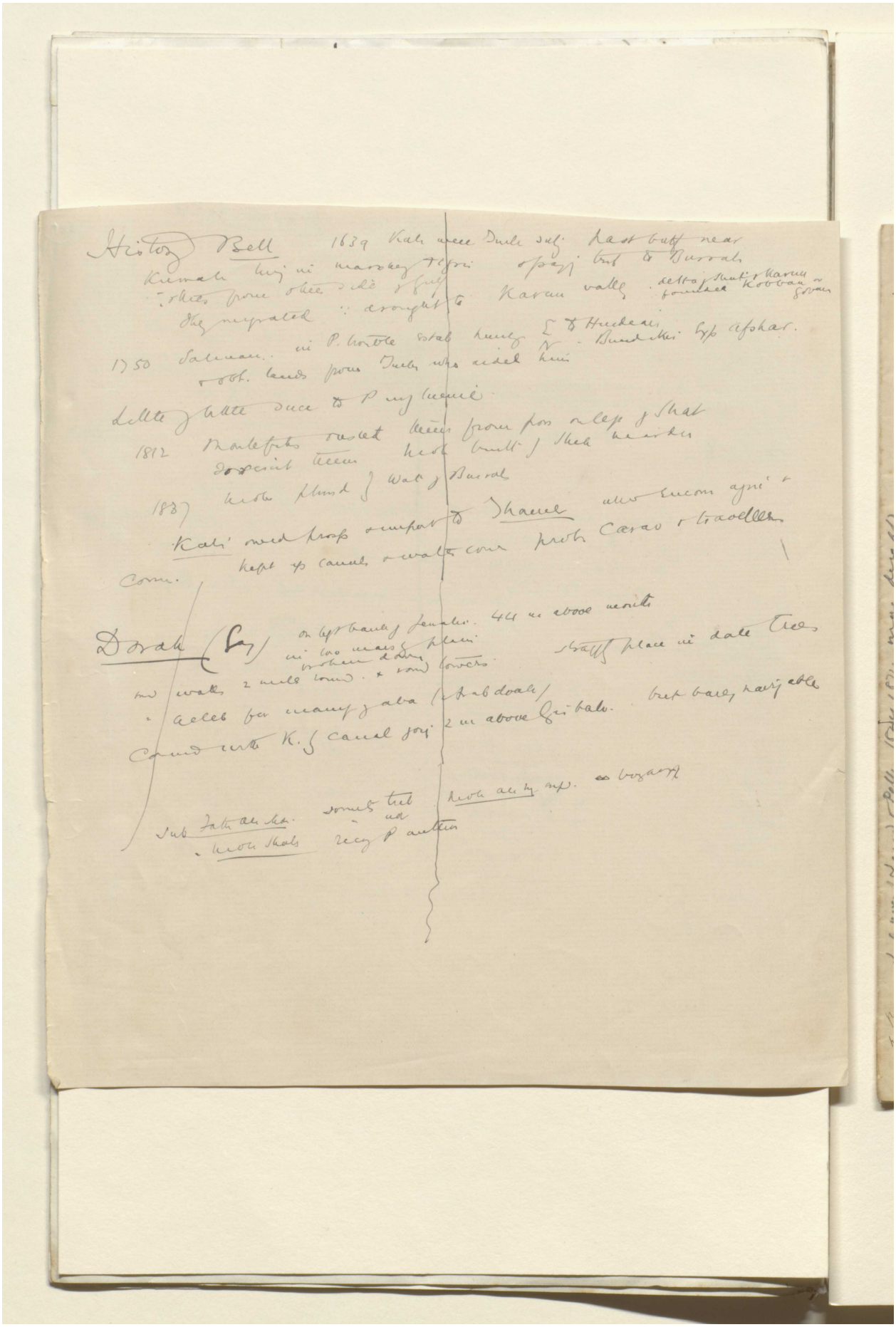

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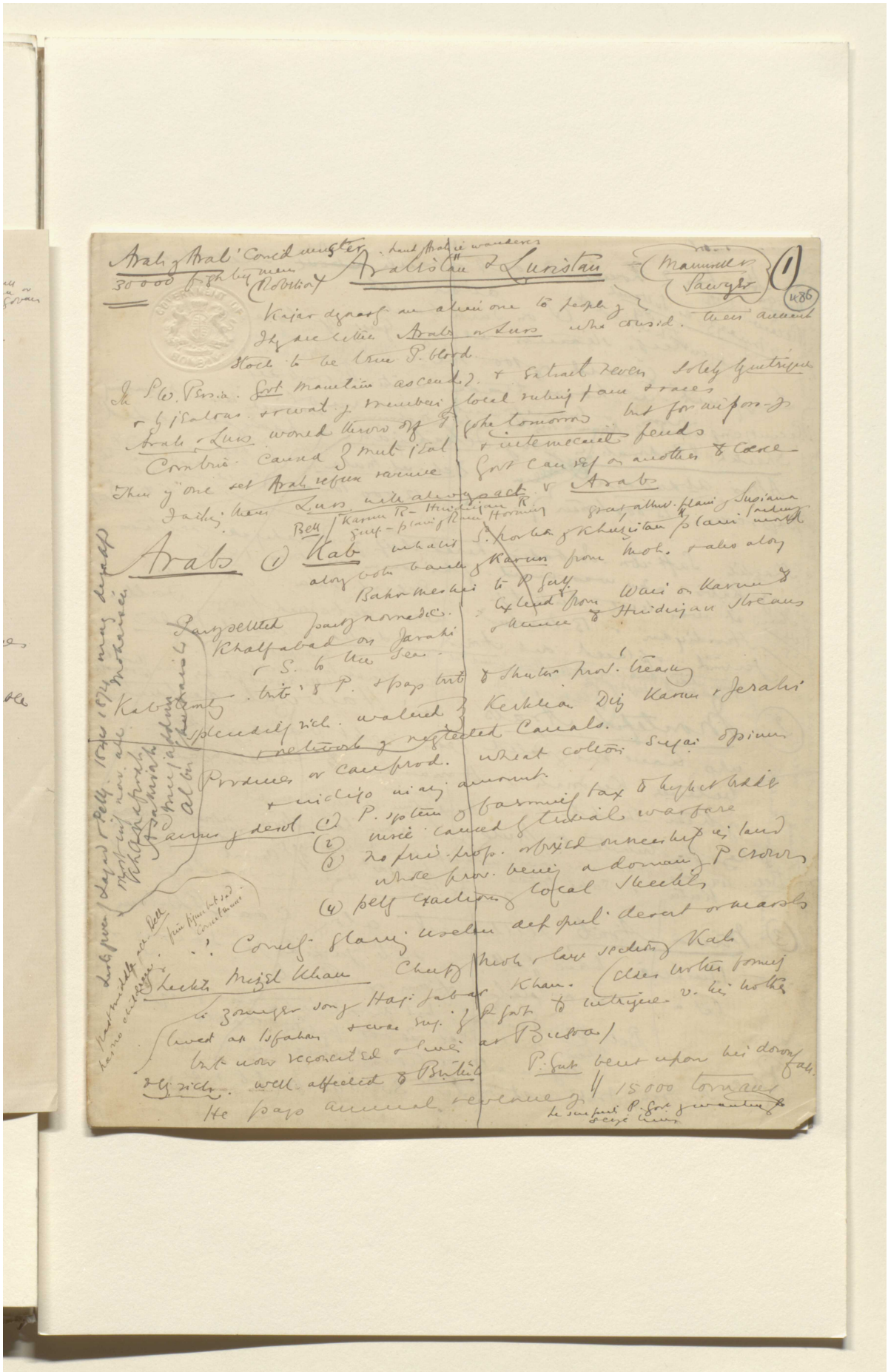

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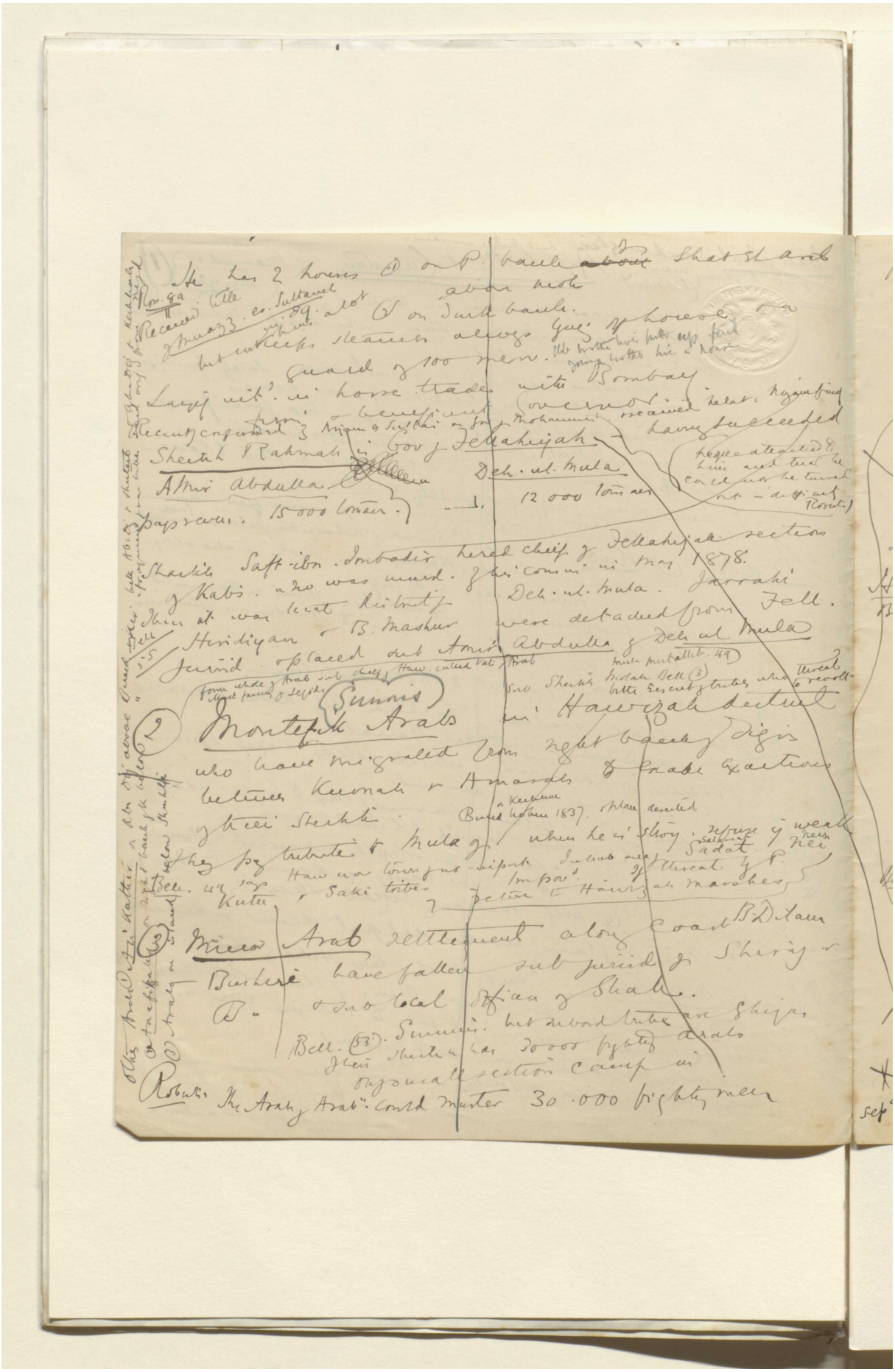

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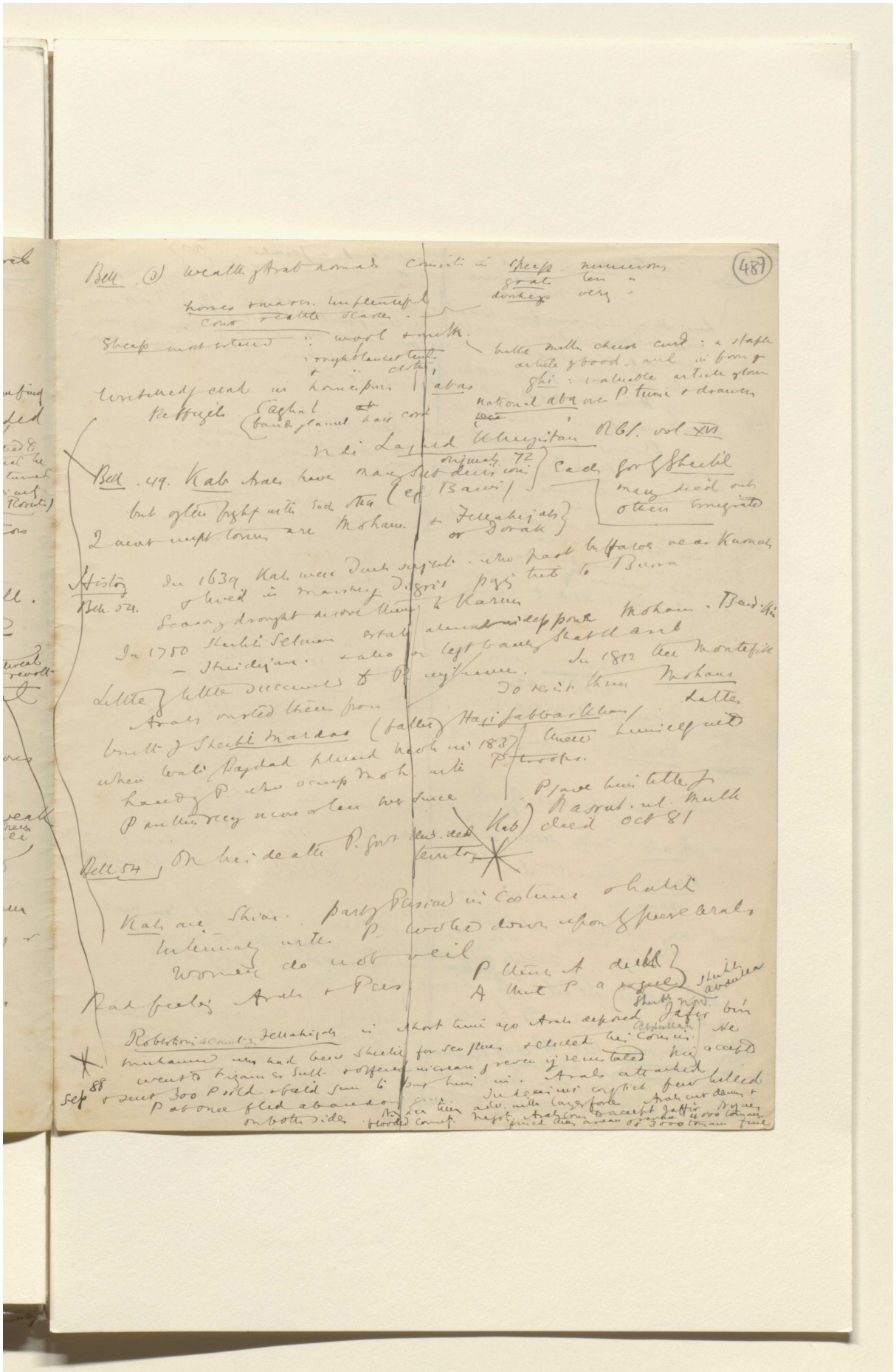

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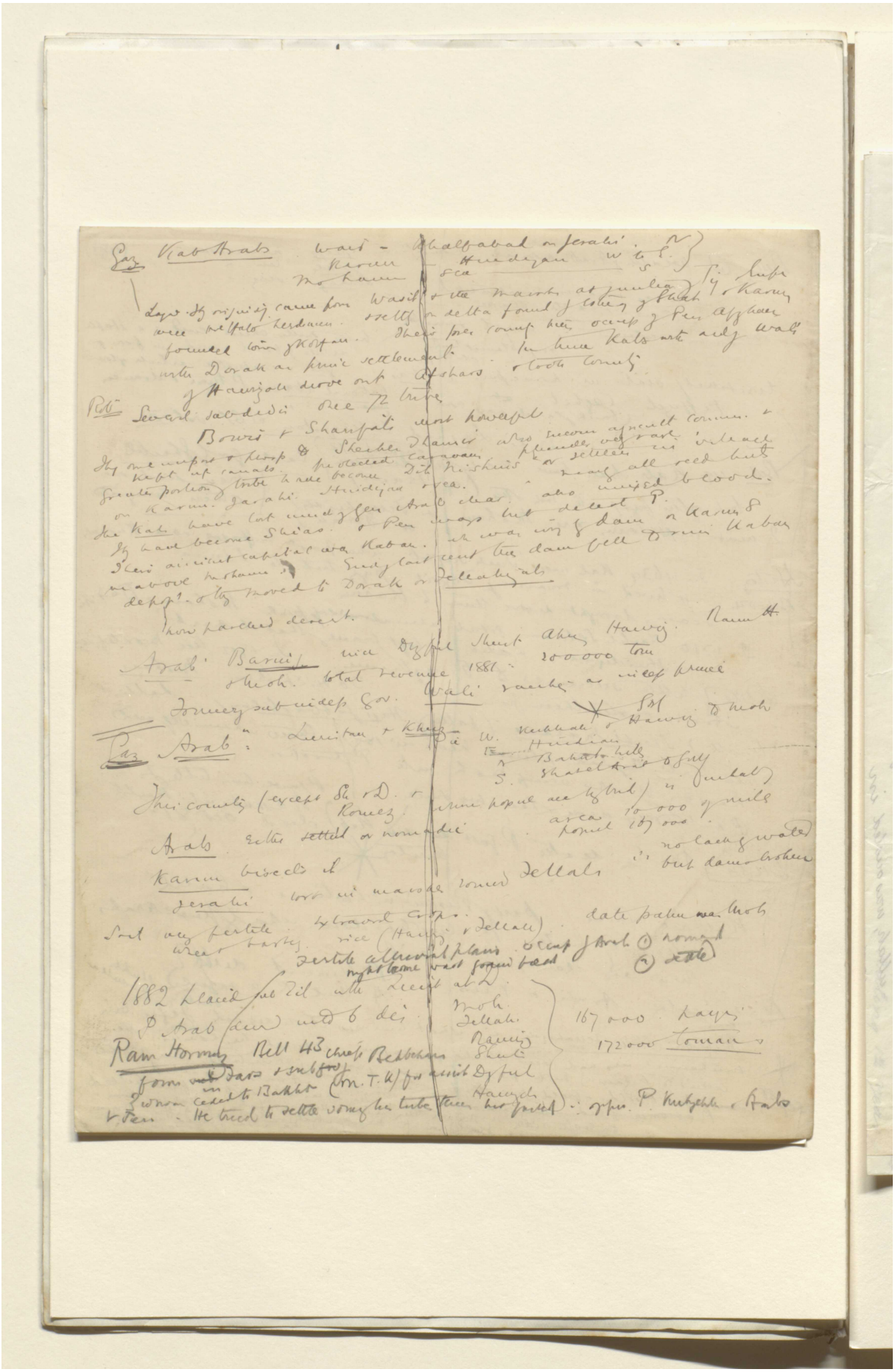

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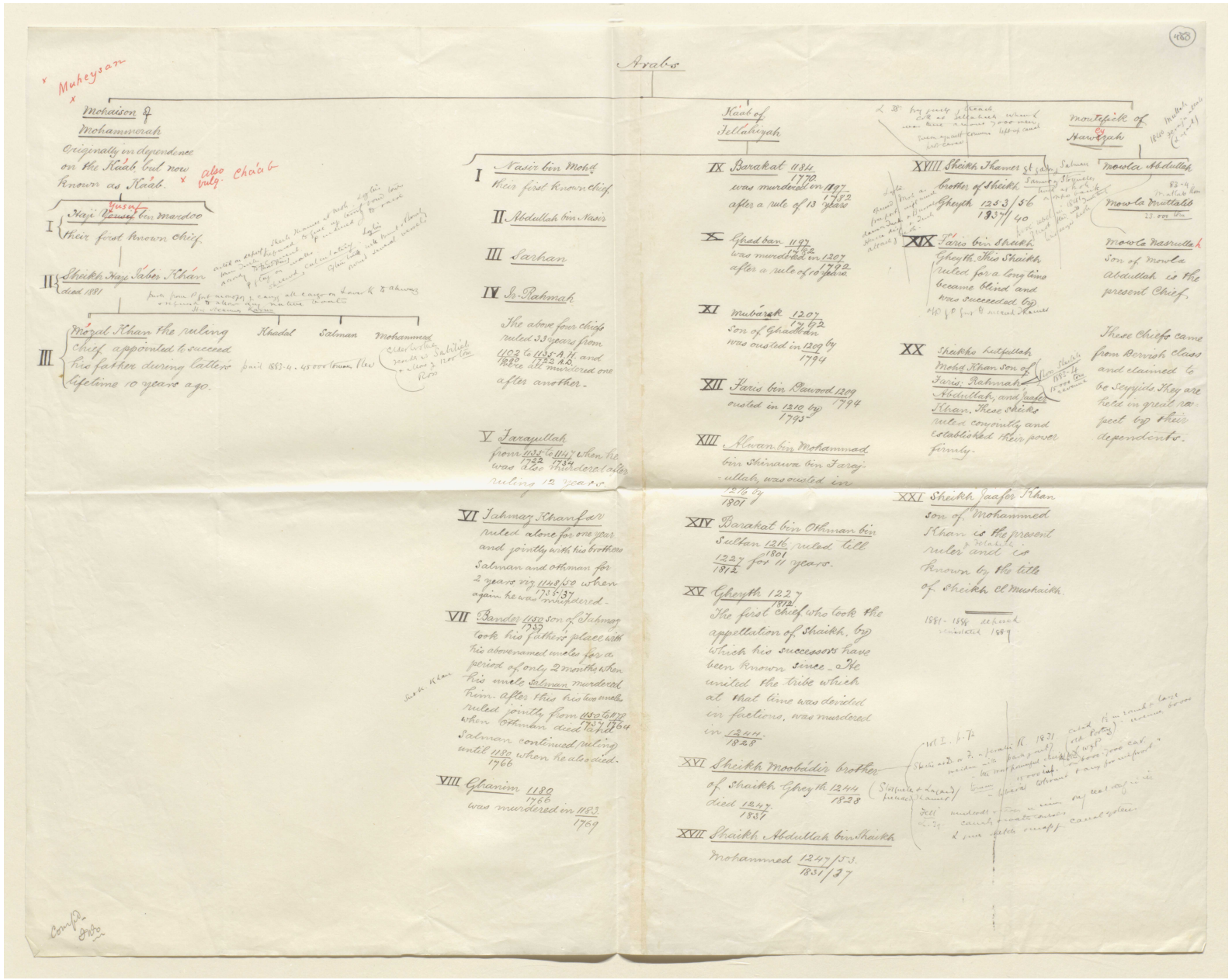

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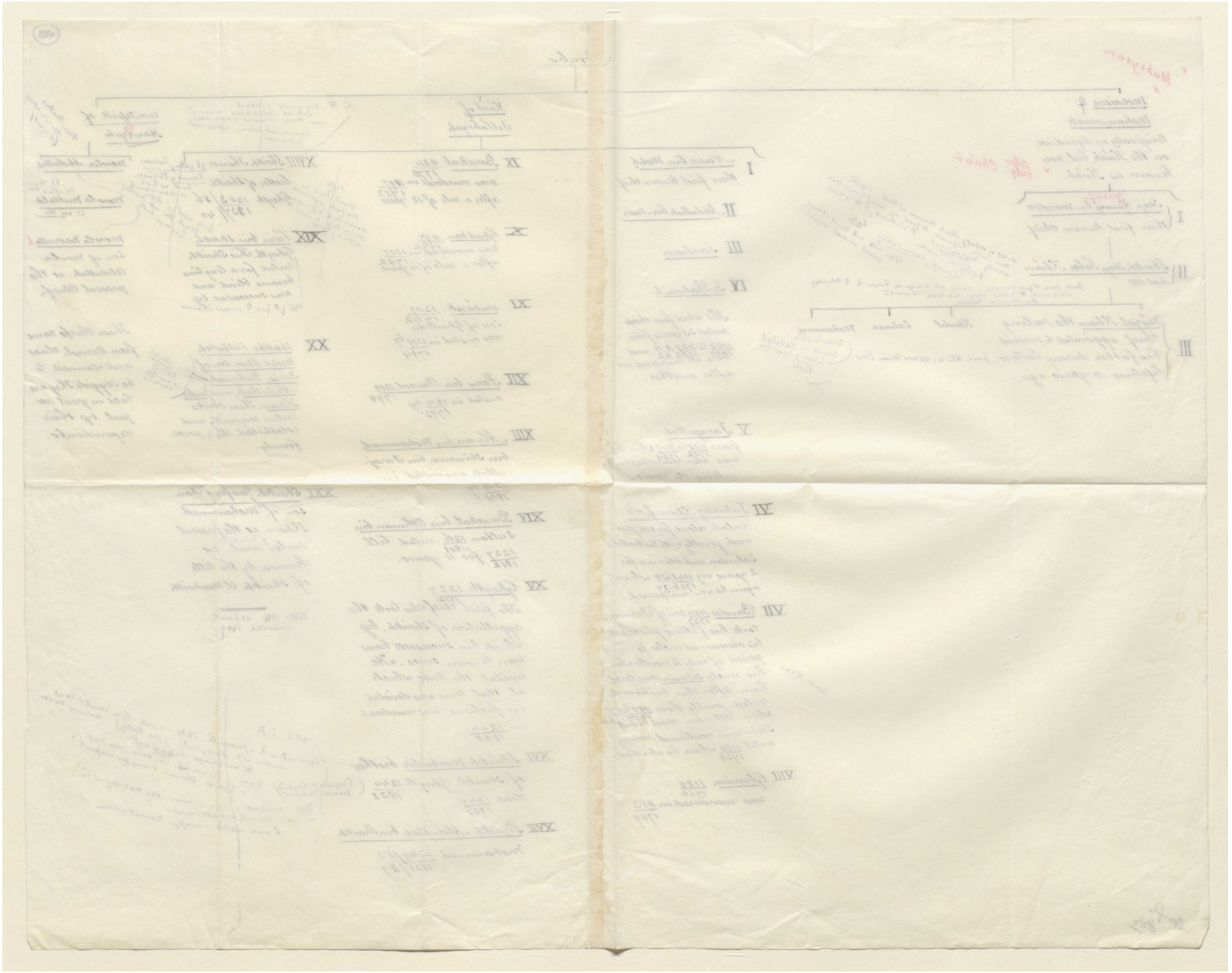

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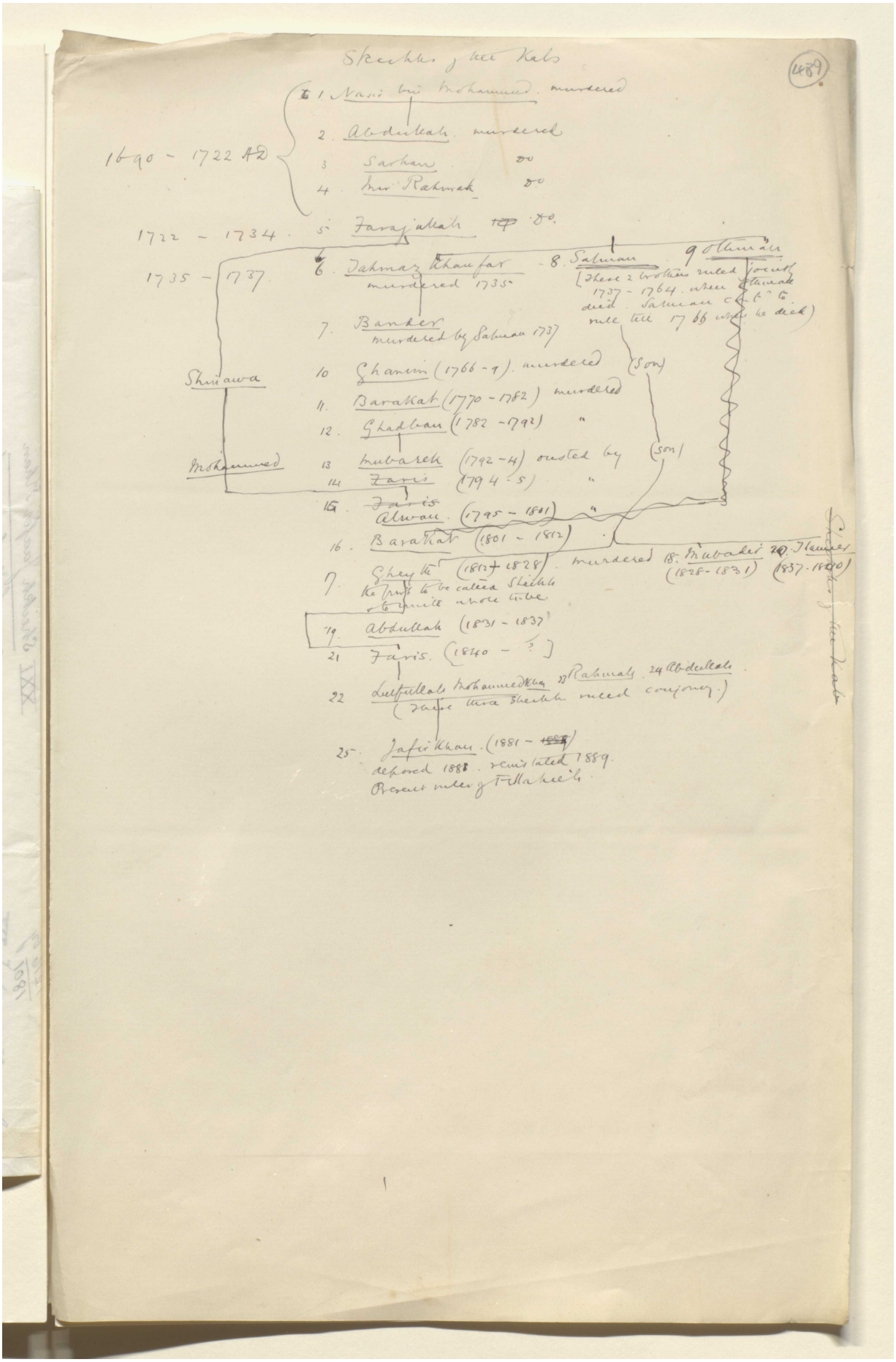

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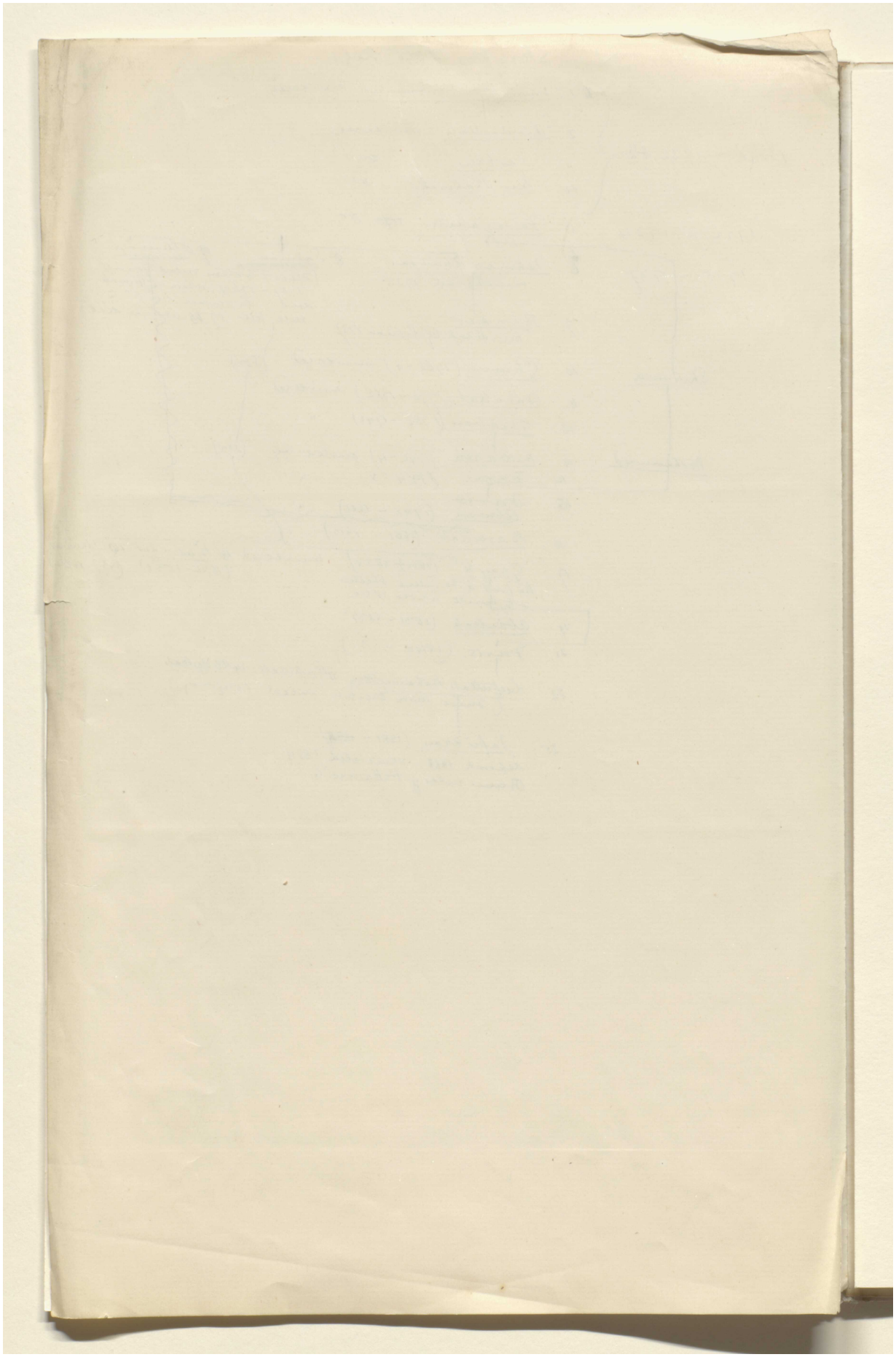

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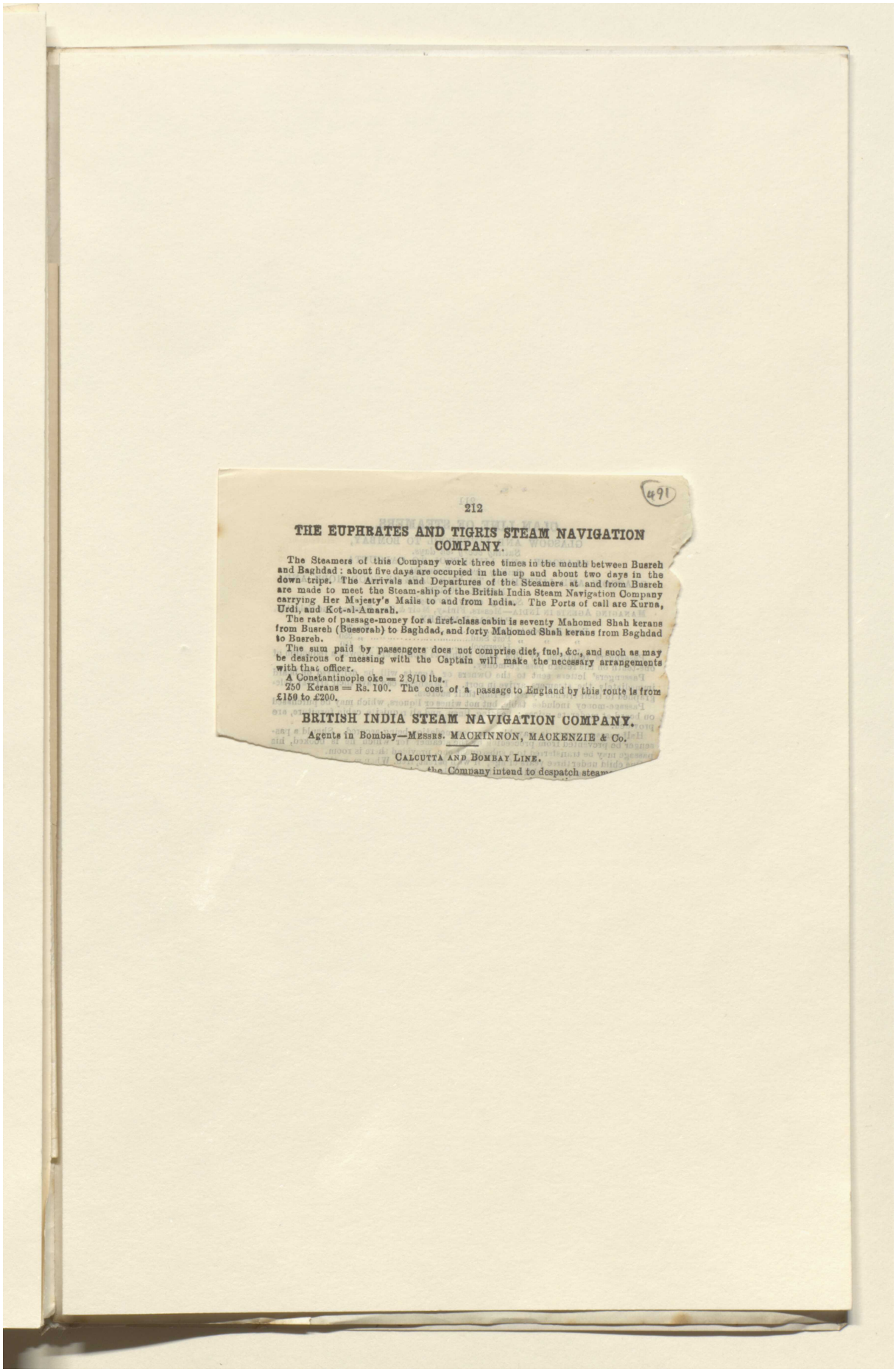

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491

THE EUPHRATES AND TIGRIS STEAM NAVIGATION COMPANY.

The Steamers of this Company work three times in the month between Busreh and Baghdad: about five days are occupied in the up and about two days in the down tripe. The Arrivals and Departures of the Steamers at and from Busreh are made to meet the Steam-ship of the British India Steam Navigation Company carrying Her Majesty's Mails to and from India. The Ports of call are Kurna, Urdi, and Kot-al-Amarah.

The rate of passage-money for a first-class cabin is seventy Mahomed Shah kerans from Busreh (Bussorah) to Baghdad, and forty Mahomed Shah kerans from Baghdad to Busreh.

The sum paid by passengers does not comprise diet, fuel, &c., and such as may be desirous of messing with the Captain will make the necessary arrangements with that officer.

A Constantinople oke = 2 8/10 lbs.

250 Kérans = Rs. 100. The cost of a passage to England by this route is from £150 to £200.

BRITISH INDIA STEAM NAVIGATION COMPANY.

Agents in Bombay—Messrs. MACKINNON, MACKENZIE & Co.

CALCUTTA AND BOMBAY LINE.

the Company intend to despatch steam-

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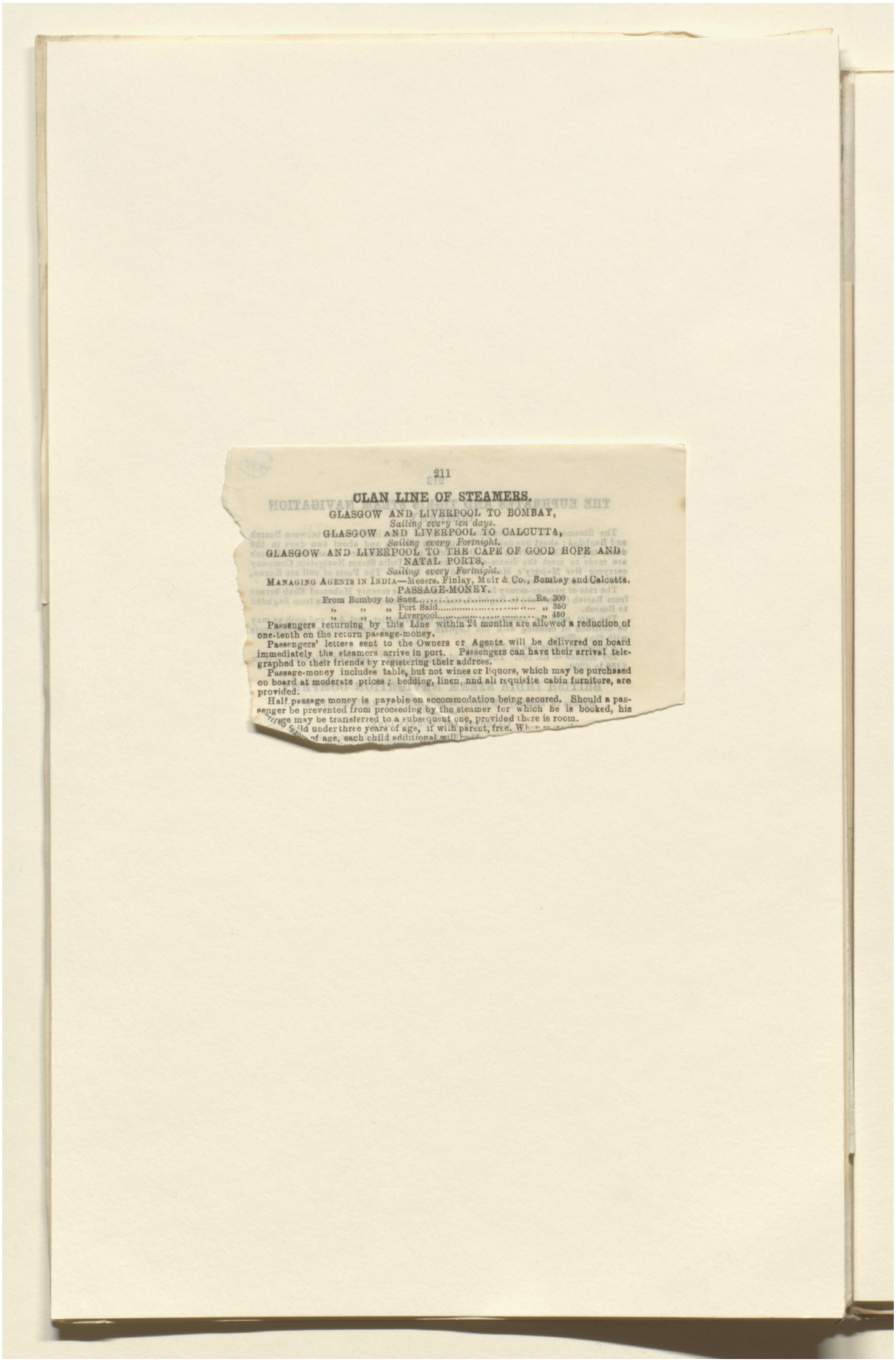

211

CLAN LINE OF STEAMERS.

GLASGOW AND LIVERPOOL TO BOMBAY,
Sailing every ten days.
GLASGOW AND LIVERPOOL TO CALCUTTA,
Sailing every Fortnight.
GLASGOW AND LIVERPOOL TO THE CAPE OF GOOD HOPE AND NATAL PORTS,
Sailing every Fortnight.

MANAGING AGENTS IN INDIA—Messrs. Finlay, Muir & Co., Bombay and Calcutta.

PASSAGE-MONEY.

From Bombay to Suez.....Rs. 300
" " " Port Said..... " 350
" " " Liverpool..... " 450

Passengers returning by this Line within 24 months are allowed a reduction of one-tenth on the return passage-money.

Passengers' letters sent to the Owners or Agents will be delivered on board immediately the steamers arrive in port. Passengers can have their arrival telegraphed to their friends by registering their address.

Passage-money includes table, but not wines or liquors, which may be purchased on board at moderate prices; bedding, linen, and all requisite cabin furniture, are provided.

Half passage money is payable on accommodation being secured. Should a passenger be prevented from proceeding by the steamer for which he is booked, his berth may be transferred to a subsequent one, provided there is room.

Children [illegible] under three years of age, if with parent, free. When [illegible] of age, each child additional will [illegible]

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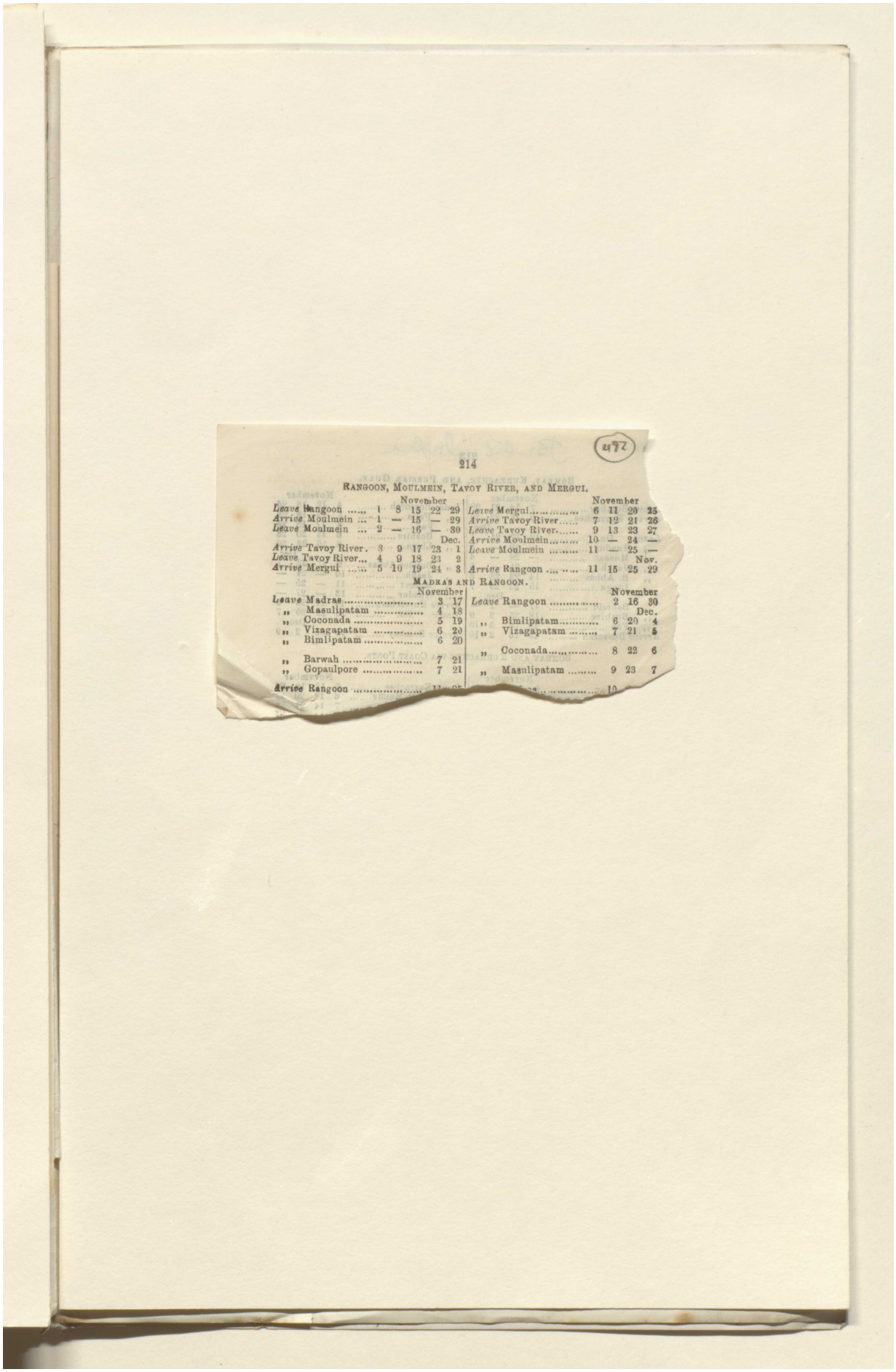

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RANGOON, MOULMEIN, TAVOY RIVER, AND MERGUI.

	November				
Leave Rangoon	1	8	15	22	29
Arrive Moulmein ...	1	—	15	—	29
Leave Moulmein ...	2	—	16	—	30
					Dec.
Arrive Tavoy River.	3	9	17	23	1
Leave Tavoy River...	4	9	18	23	2
Arrive Mergui	5	10	19	24	3

	November				
Leave Mergui.....	6	11	20	25	
Arrive Tavoy River.....	7	12	21	26	
Leave Tavoy River.....	9	13	23	27	
Arrive Moulmein.....	10	—	24	—	
Leave Moulmein	11	—	25	—	
					Nov.
Arrive Rangoon	11	15	25	29	

MADRAS AND RANGOON.

	November	
Leave Madras.....	3	17
,, Masulipatam	4	18
,, Coconada	5	19
,, Vizagapatam	6	20
,, Bimlipatam	6	20
,, Barwah	7	21
,, Gopaulpore	7	21
Arrive Rangoon	11	25

	November		
Leave Rangoon	2	16	30
			Dec.
,, Bimlipatam.....	6	20	4
,, Vizagapatam	7	21	5
,, Coconada.....	8	22	6
,, Masulipatam	9	23	7
.....	10		

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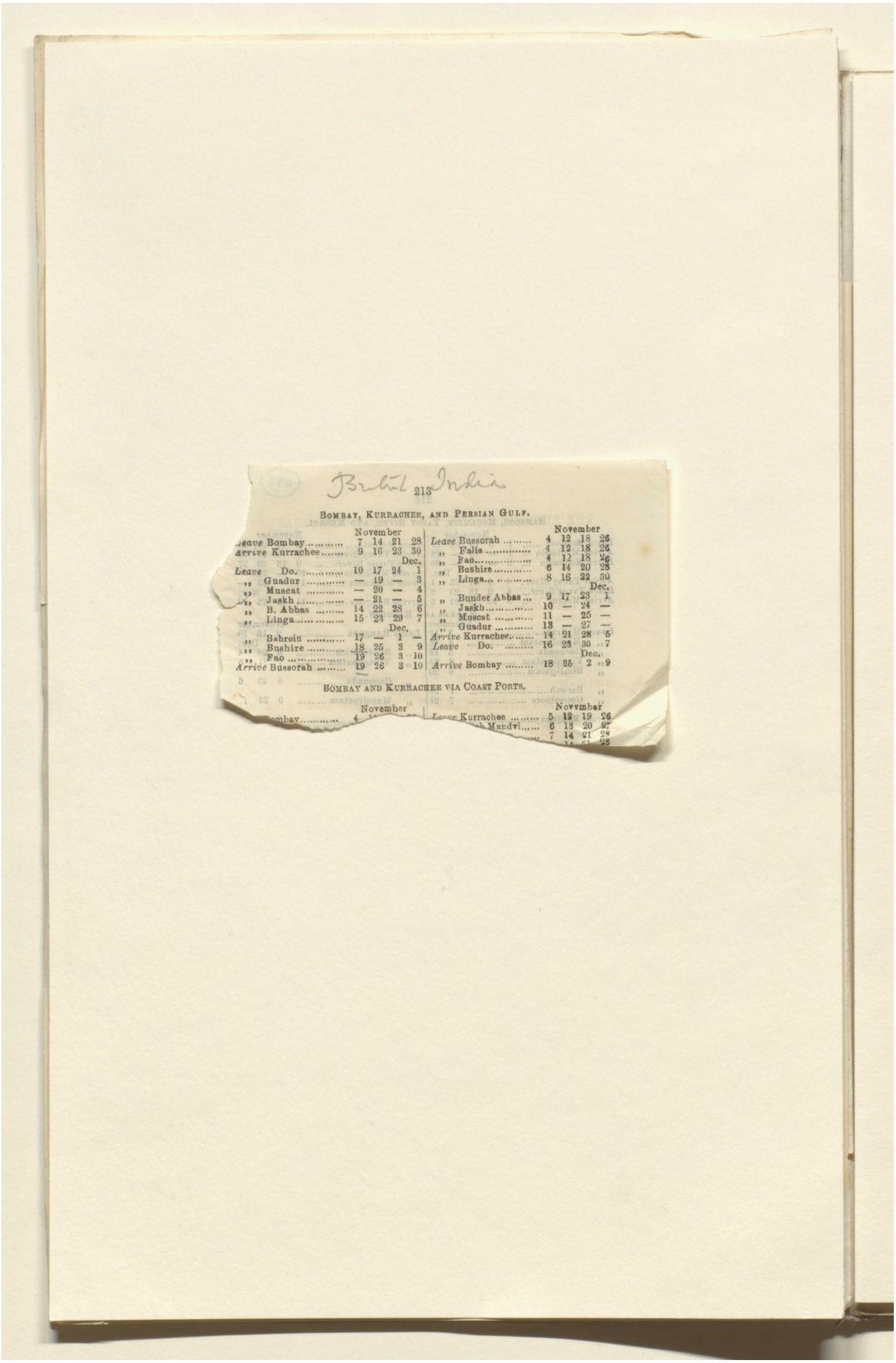

British India

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BOMBAY, KURRACHEE, AND PERSIAN GULF.

	November					November			
Leave Bombay	7	14	21	28	*Leave* Bussorah	4	12	18	26
Arrive Kurrachee	9	16	23	30	,, Falia	4	12	18	26
			Dec.		,, Fao	4	12	18	26
Leave Do.	10	17	24	1	,, Bushire	6	14	20	28
,, Guadur	—	19	—	3	,, Linga	8	16	22	30
,, Muscat	—	20	—	4				Dec.	
,, Jaskh	—	21	—	5	,, Bunder Abbas	9	17	23	1
,, B. Abbas	14	22	28	6	,, Jaskh	10	—	24	—
,, Linga	15	23	29	7	,, Muscat	11	—	25	—
			Dec.		,, Guadur	13	—	27	—
,, Bahrein	17	—	1	—	*Arrive* Kurrachee	14	21	28	5
,, Bushire	18	25	2	9	*Leave* Do.	16	23	30	7
,, Fao	19	26	3	10				Dec.	
Arrive Bussorah	19	26	3	10	*Arrive* Bombay	18	25	2	9

BOMBAY AND KURRACHEE VIA COAST PORTS.

	November					Novvmber			
[illegible]bay	4	[illegible]			Leave Kurrachee	5	12	19	26
					[illegible] Mandvi	6	13	20	27
						7	14	21	28

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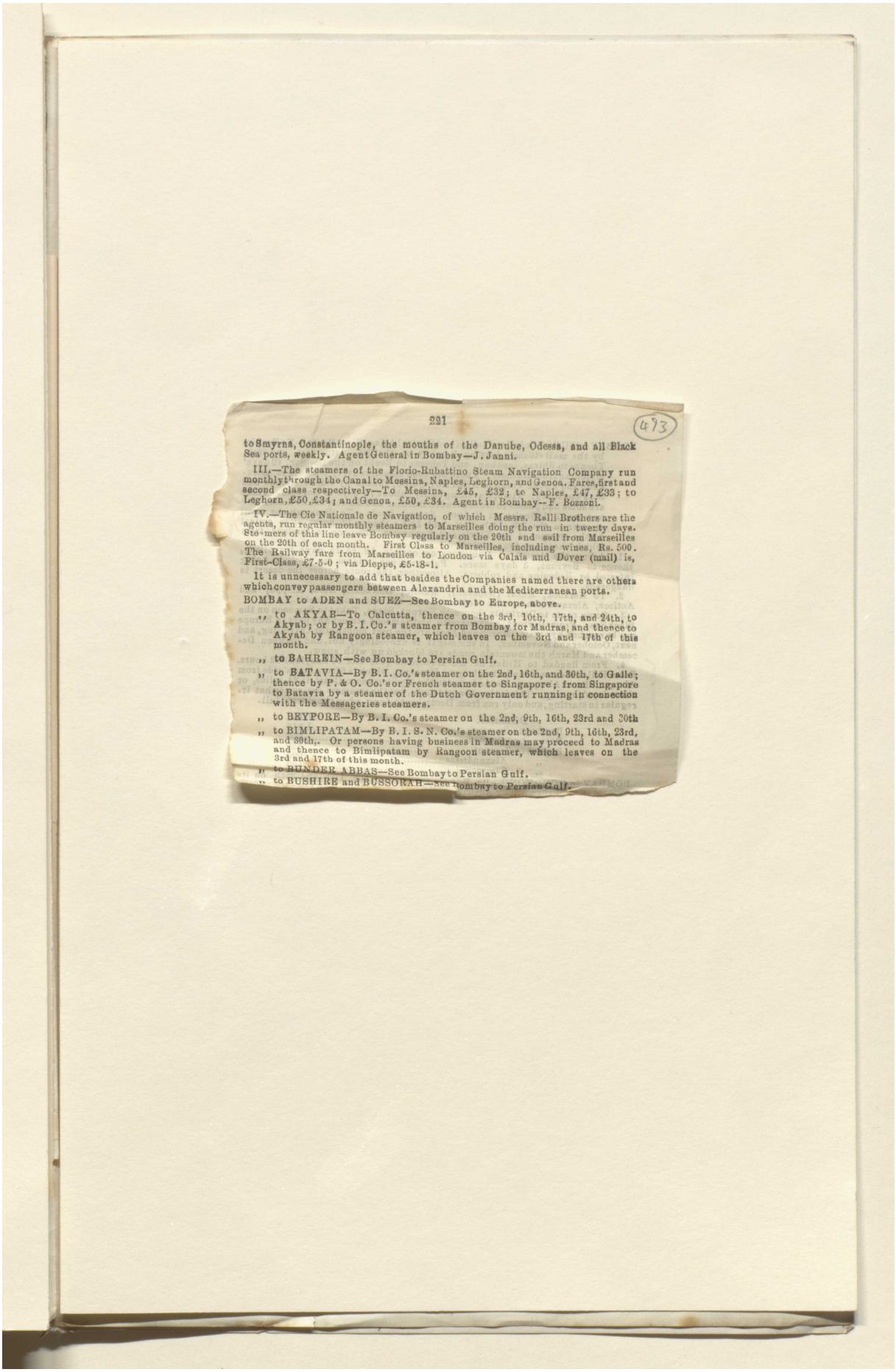

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to Smyrna, Constantinople, the mouths of the Danube, Odessa, and all Black Sea ports, weekly. Agent General in Bombay—J. Janni.

III.—The steamers of the Florio-Rubattino Steam Navigation Company run monthly through the Canal to Messina, Naples, Leghorn, and Genoa. Fares, first and second class respectively—To Messina, £45, £32; to Naples, £47, £33; to Leghorn, £50, £34; and Genoa, £50, £34. Agent in Bombay—F. Bozzoni.

IV.—The Cie Nationale de Navigation, of which Messrs. Ralli Brothers are the agents, run regular monthly steamers to Marseilles doing the run in twenty days. Steamers of this line leave Bombay regularly on the 20th and sail from Marseilles on the 20th of each month. First Class to Marseilles, including wines, Rs. 500. The Railway fare from Marseilles to London via Calais and Dover (mail) is, First-Class, £7-5-0; via Dieppe, £5-18-1.

It is unnecessary to add that besides the Companies named there are others which convey passengers between Alexandria and the Mediterranean ports.

BOMBAY to ADEN and SUEZ—See Bombay to Europe, above.

,, to AKYAB—To Calcutta, thence on the 3rd, 10th, 17th, and 24th, to Akyab; or by B. I. Co.'s steamer from Bombay for Madras, and thence to Akyab by Rangoon steamer, which leaves on the 3rd and 17th of this month.

,, to BAHREIN—See Bombay to Persian Gulf.

,, to BATAVIA—By B. I. Co.'s steamer on the 2nd, 16th, and 30th, to Galle; thence by P. & O. Co.'s or French steamer to Singapore; from Singapore to Batavia by a steamer of the Dutch Government running in connection with the Messageries steamers.

,, to BEYPORE—By B. I. Co.'s steamer on the 2nd, 9th, 16th, 23rd and 30th

,, to BIMLIPATAM—By B. I. S. N. Co.'s steamer on the 2nd, 9th, 16th, 23rd, and 30th,. Or persons having business in Madras may proceed to Madras and thence to Bimlipatam by Rangoon steamer, which leaves on the 3rd and 17th of this month.

,, to BUNDER ABBAS—See Bombay to Persian Gulf.

,, to BUSHIRE and BUSSORAH—See Bombay to Persian Gulf.

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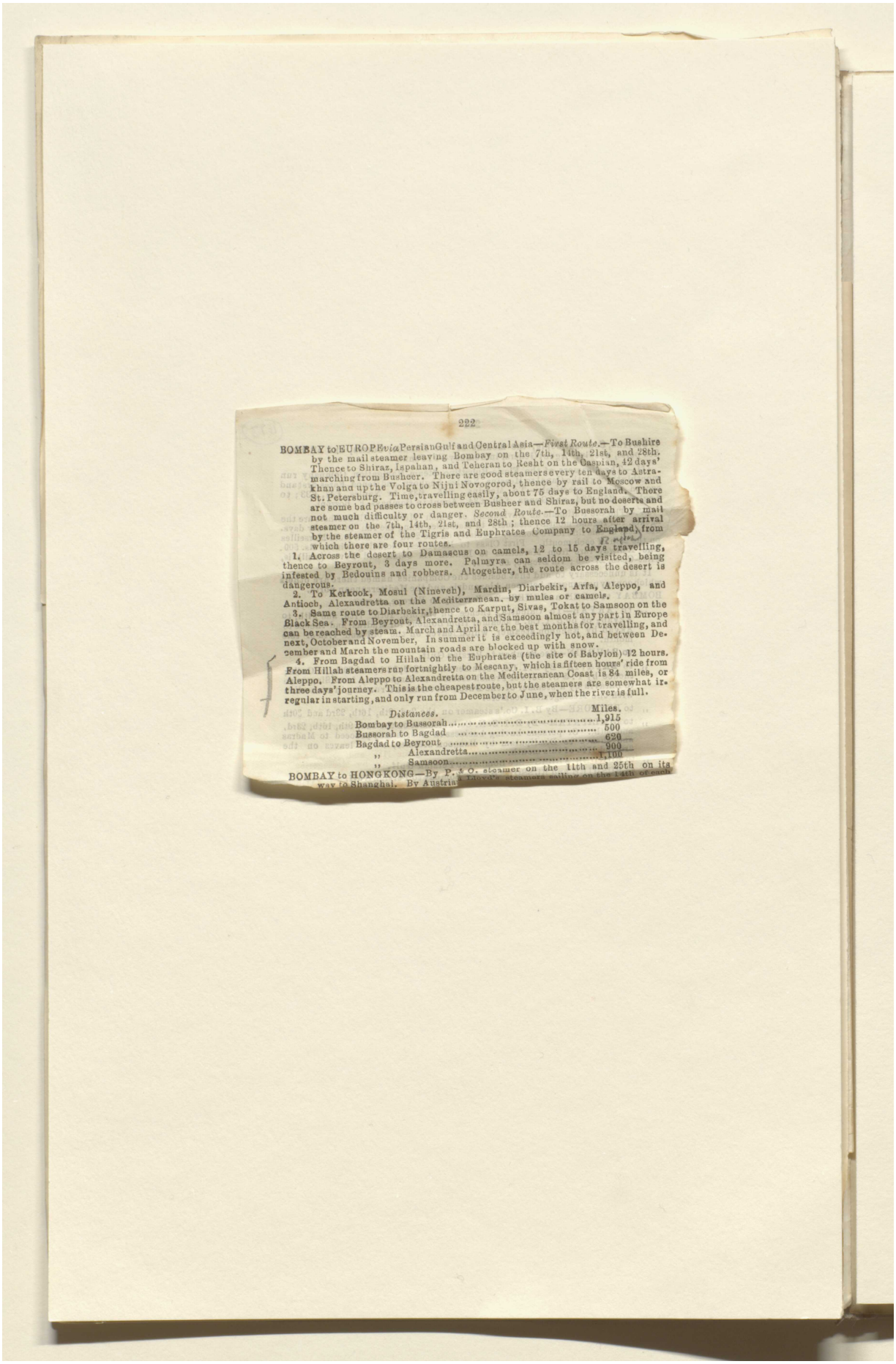

BOMBAY to EUROPE *via* Persian Gulf and Central Asia—*First Route.*—To Bushire by the mail steamer leaving Bombay on the 7th, 14th, 21st, and 28th. Thence to Shiraz, Ispahan, and Teheran to Resht on the Caspian, 42 days' marching from Bushcer. There are good steamers every ten days to Astrakhan and up the Volga to Nijni Novogorod, thence by rail to Moscow and St. Petersburg. Time, travelling easily, about 75 days to England. There are some bad passes to cross between Busheer and Shiraz, but no deserts and not much difficulty or danger. *Second Route.*—To Bussorah by mail steamer on the 7th, 14th, 21st, and 28th; thence 12 hours after arrival by the steamer of the Tigris and Euphrates Company to England, from which there are four routes.

1. Across the desert to Damascus on camels, 12 to 15 days travelling, thence to Beyrout, 3 days more. Palmyra can seldom be visited, being infested by Bedouins and robbers. Altogether, the route across the desert is dangerous.

2. To Kerkook, Mosul (Nineveh), Mardin, Diarbekir, Arfa, Aleppo, and Antioch, Alexandretta on the Mediterranean. by mules or camels.

3. Same route to Diarbekir, thence to Karput, Sivas, Tokat to Samsoon on the Black Sea. From Beyrout, Alexandretta, and Samsoon almost any part in Europe can be reached by steam. March and April are the best months for travelling, and next, October and November. In summer it is exceedingly hot, and between December and March the mountain roads are blocked up with snow.

4. From Bagdad to Hillah on the Euphrates (the site of Babylon) 12 hours. From Hillah steamers run fortnightly to Mescany, which is fifteen hours' ride from Aleppo. From Aleppo to Alexandretta on the Mediterranean Coast is 84 miles, or three days' journey. This is the cheapest route, but the steamers are somewhat irregular in starting, and only run from December to June, when the river is full.

Distances.	Miles.
Bombay to Bussorah	1,915
Bussorah to Bagdad	500
Bagdad to Beyrout	620
,, Alexandretta	900
,, Samsoon	1,100

BOMBAY to HONGKONG—By P. & O. steamer on the 11th and 25th on its way to Shanghai. By Austrian Lloyd's steamers sailing on the 14th of each

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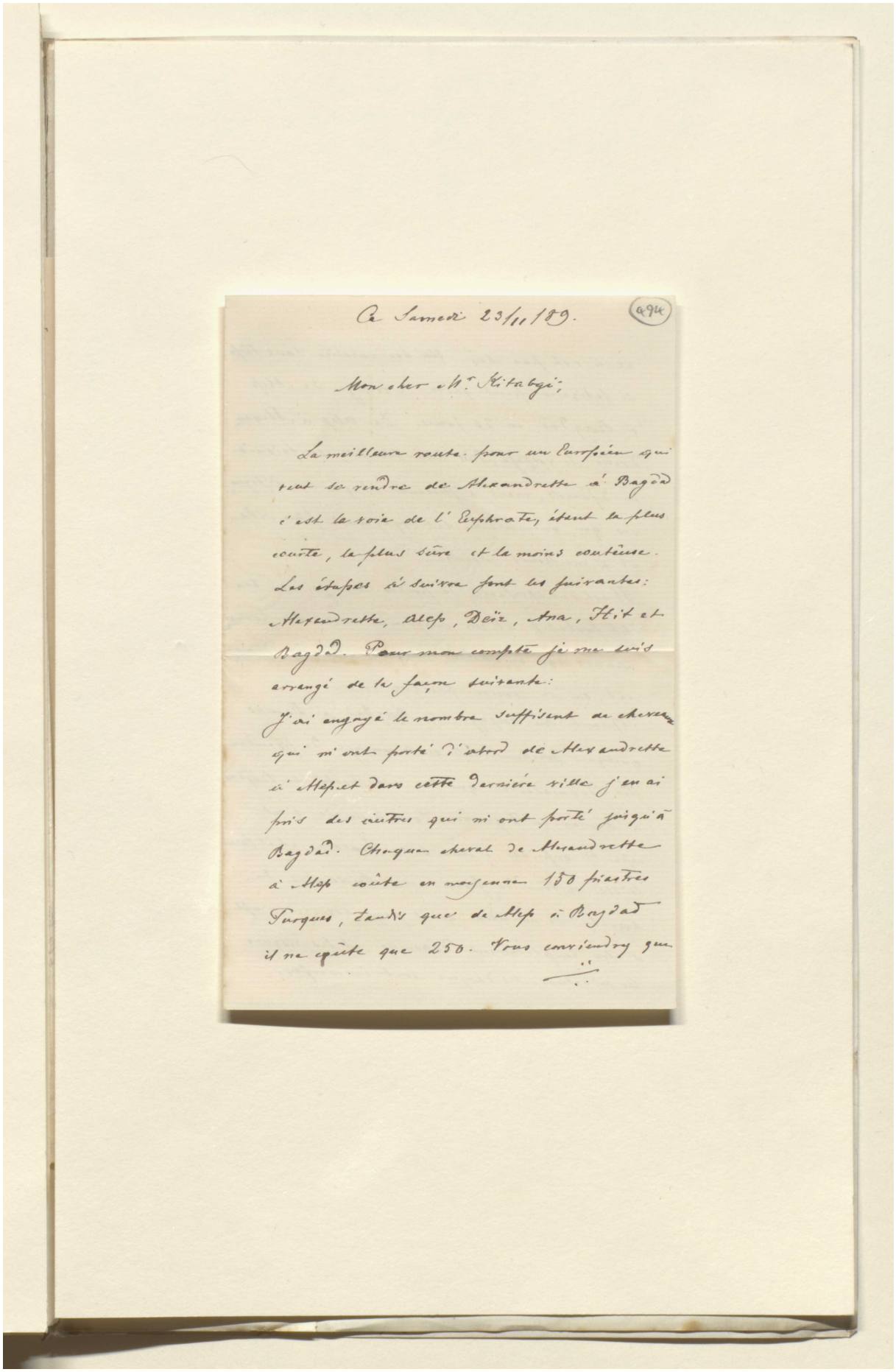

Ce Samedi 23/11/89. (a 94)

Mon cher Mr. Kitabgi;

La meilleure route pour un Européen qui veut se rendre de Alexandrette à Bagdad c'est la voie de l'Euphrate, étant la plus courte, la plus sûre et la moins coûteuse. Les étapes à suivre sont les suivantes: Alexandrette, Alep, Beïr, Ana, Hit et Bagdad. Pour mon compte je me suis arrangé de la façon suivante: J'ai engagé le nombre suffisant de chevaux qui m'ont porté d'abord de Alexandrette à Alep et dans cette dernière ville j'en ai pris des autres qui m'ont porté jusqu'à Bagdad. Chaque cheval de Alexandrette à Alep coûte en moyenne 150 piastres Turques, tandis que de Alep à Bagdad il ne coûte que 250. Vous conviendrez que

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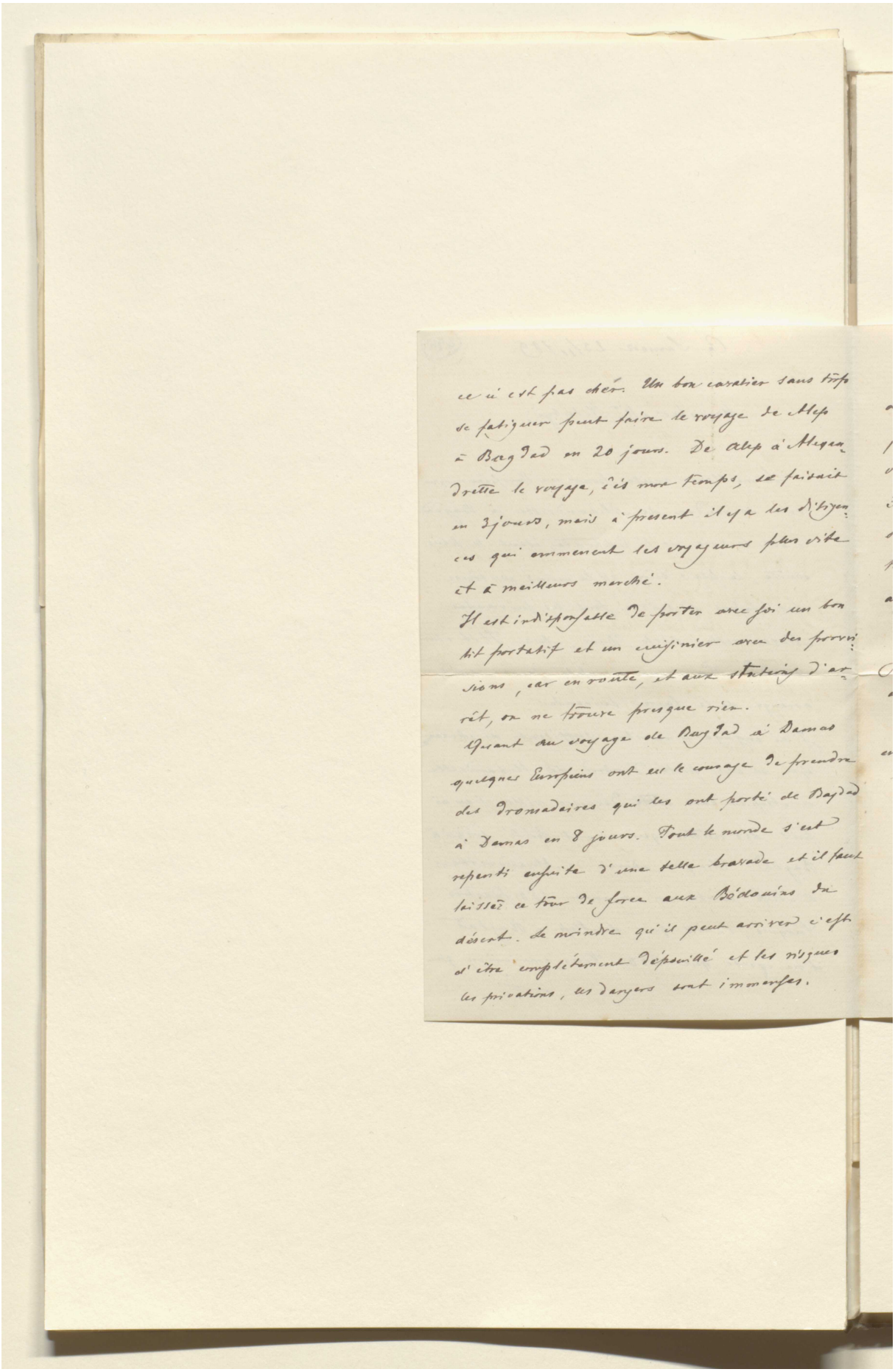

ce n'est pas cher. Un bon cavalier sans trop se fatiguer peut faire le voyage de Alep à Bagdad en 20 jours. De Alep à Alexandrette le voyage, c'est mon temps, se faisait en 3 jours, mais à present il y a les diligences qui emmenent les voyageurs plus vite et à meilleurs marché.

Il est indispensable de porter avec soi un bon lit portatif et un cuisinier avec des provisions, car en route, et aux stations d'arrêt, on ne trouve presque rien.

Quant au voyage de Bagdad à Damas quelques Européens ont eu le courage de prendre des dromadaires qui les ont porté de Bagdad à Damas en 8 jours. Tout le monde s'est repenti ensuite d'une telle bravade et il faut laisser ce tour de force aux Bédouins du désert. Le moindre qu'il peut arriver c'est d'être complètement dépouillé et les risques les privations, les dangers sont immenses.

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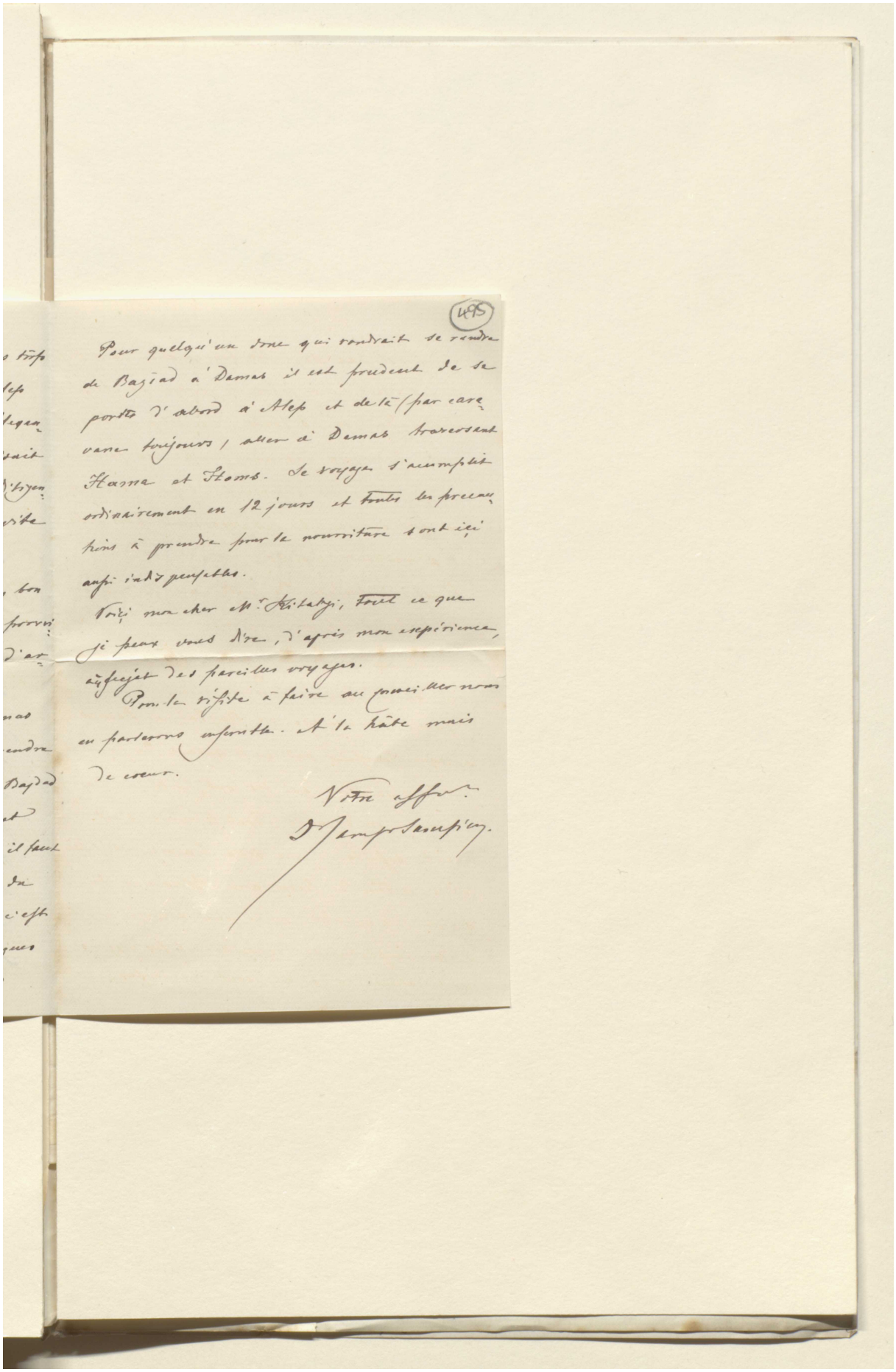

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Pour quelqu'un donc qui voudrait se rendre de Bagdad à Damas il est prudent de se porter d'abord à Alep et de là (par caravane toujours) aller à Damas traversant Hama et Homs. Le voyage s'accomplit ordinairement en 12 jours et toutes les precautions à prendre pour la nourriture sont ici aussi indispensables.

Voici mon cher Mr. Kitabgi, tout ce que je peux vous dire, d'après mon expérience, au sujet des pareilles voyages.

Pour la visite à faire au conseiller nous en parlerons ensemble. A la hâte mais de coeur.

Votre affect.
Dr Jampr Sampson.

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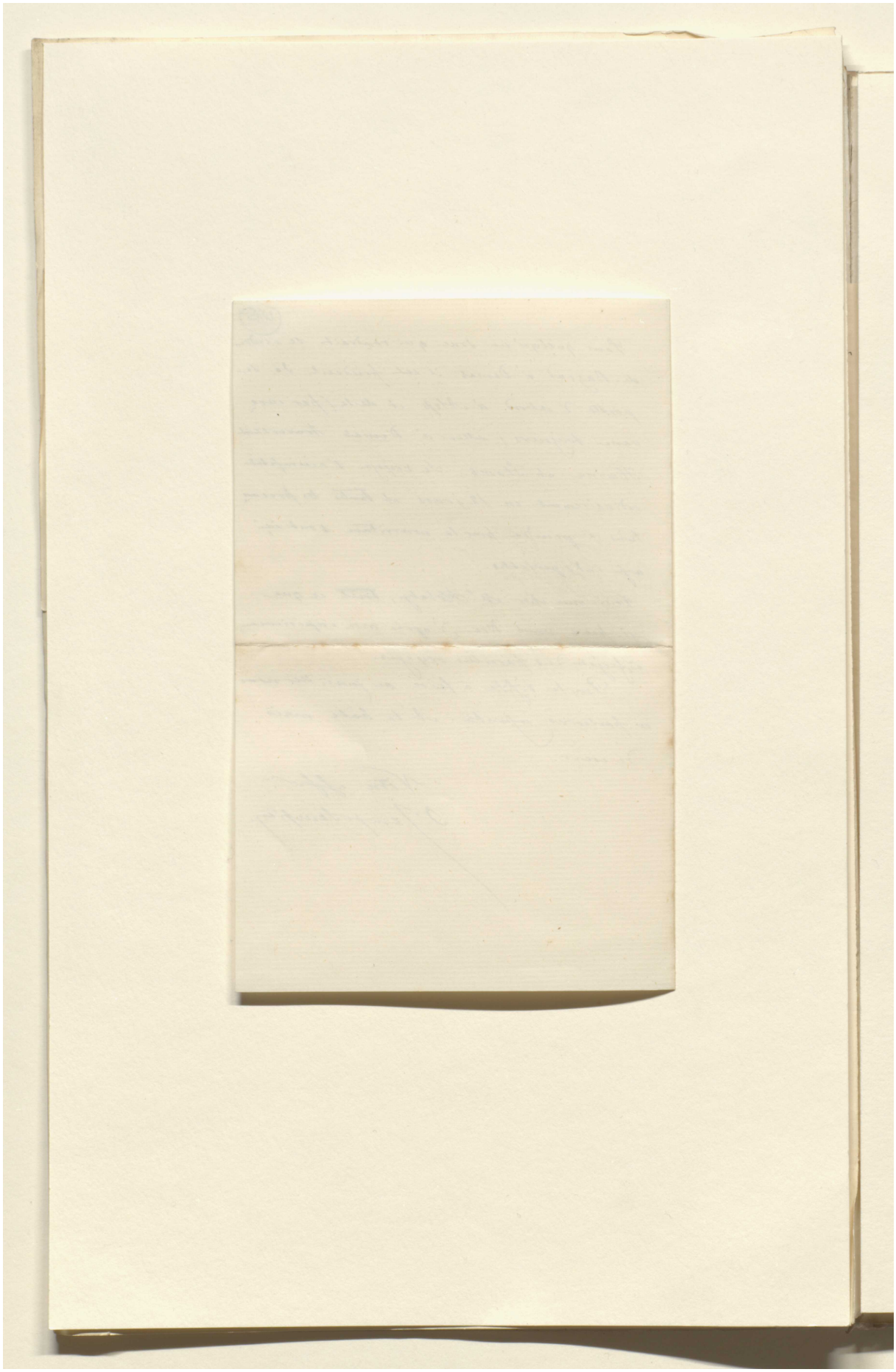

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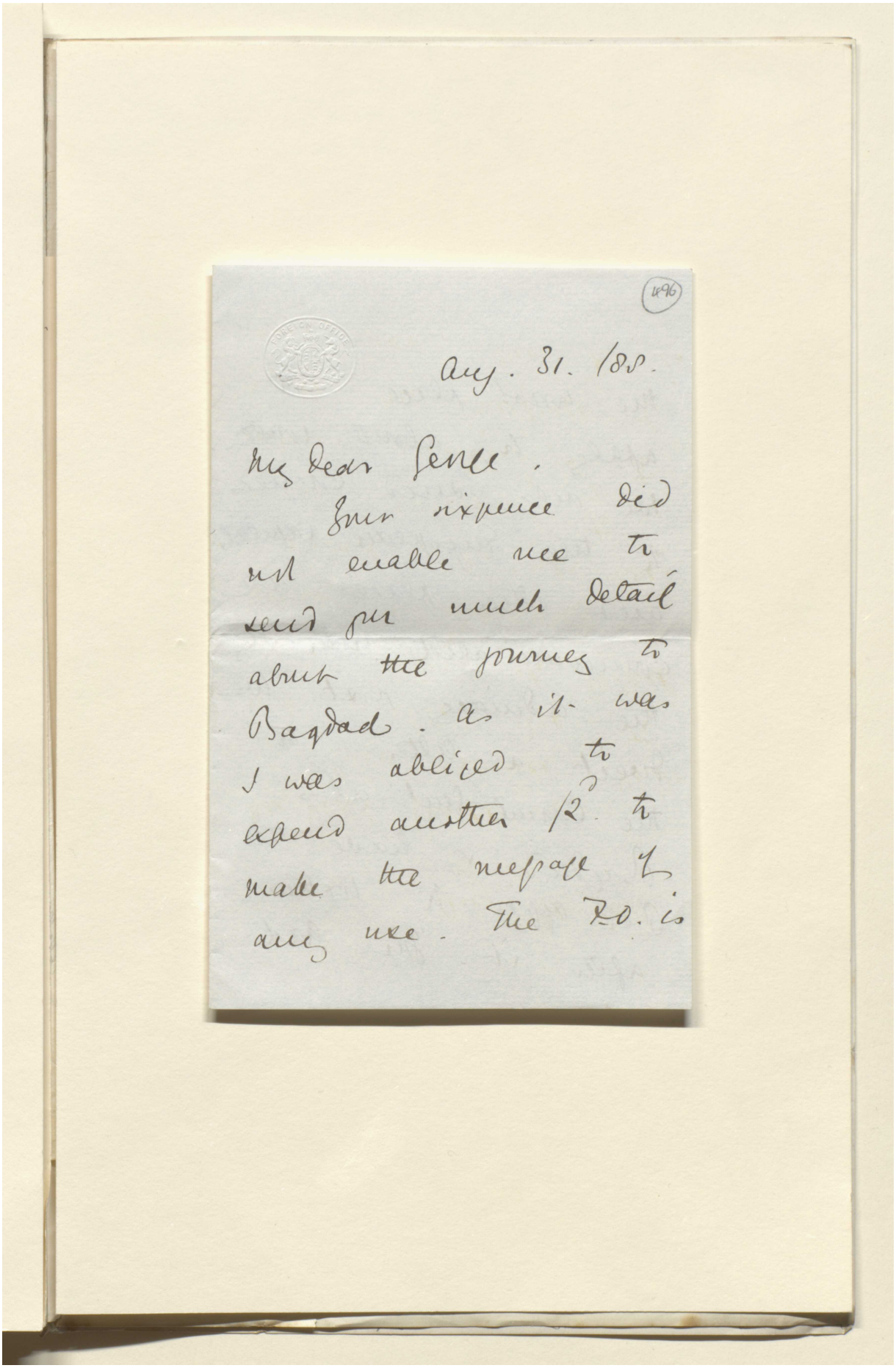

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Aug. 31. /85.

My Dear George.

Your sixpence did not enable me to send you much detail about the journey to Bagdad. As it was I was obliged to expend another 12d. to make the message of any use. The F.O. is

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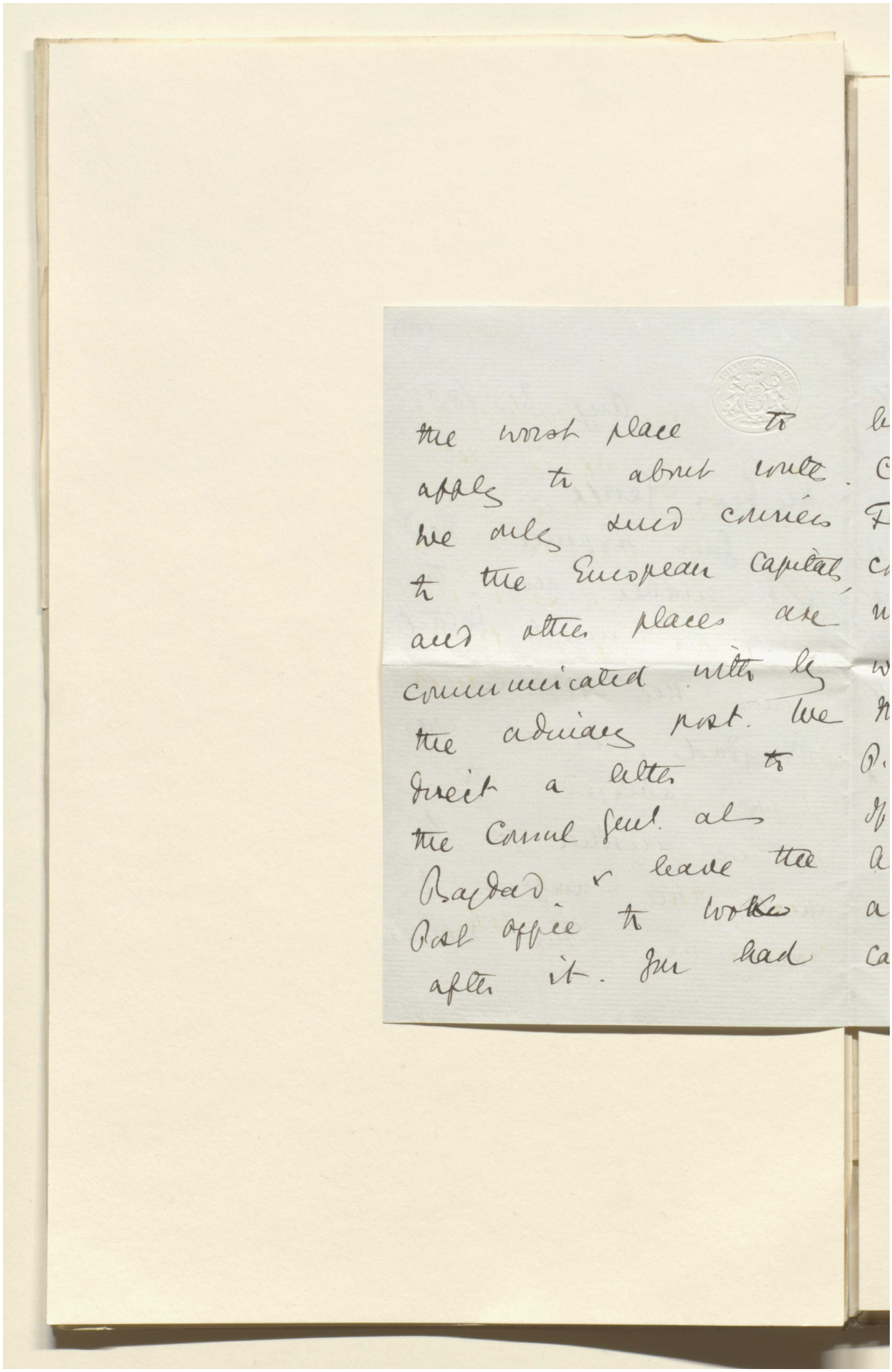

the worst place to
apply to about route.
We only send courier
to the European Capitals,
and other places are
communicated with by
the ordinary post. We
direct a letter to
the Consul Genl. at
Bagdad & leave the
Post office to work
after it. You had

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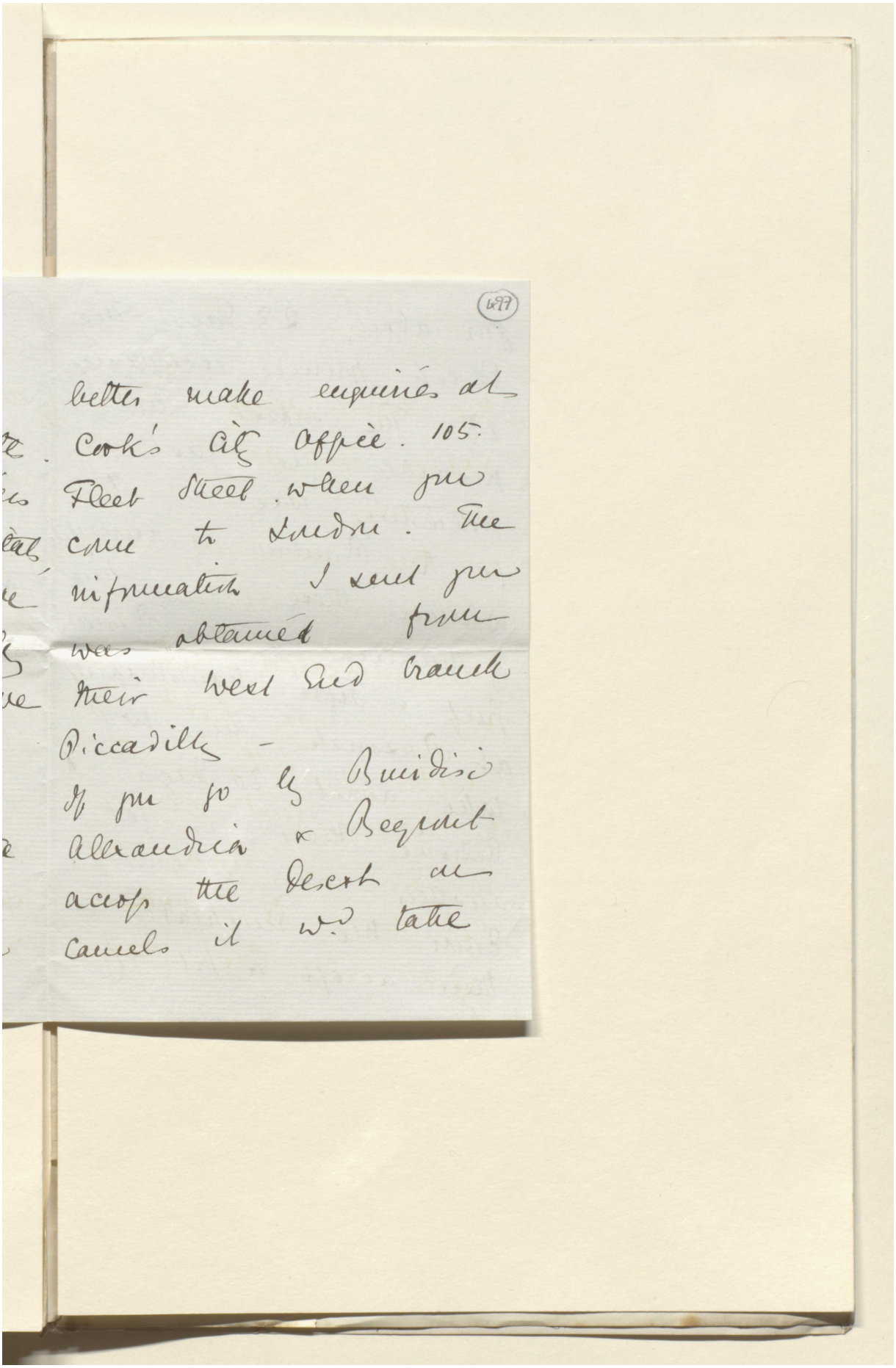

better make enquiries at
Cook's City Office. 105.
Fleet Street when you
come to London. The
information I sent you
was obtained from
their West End branch
Piccadilly -
If you go by Brindisi
Alexandria & Beyrout
across the Desert on
camels it wd take

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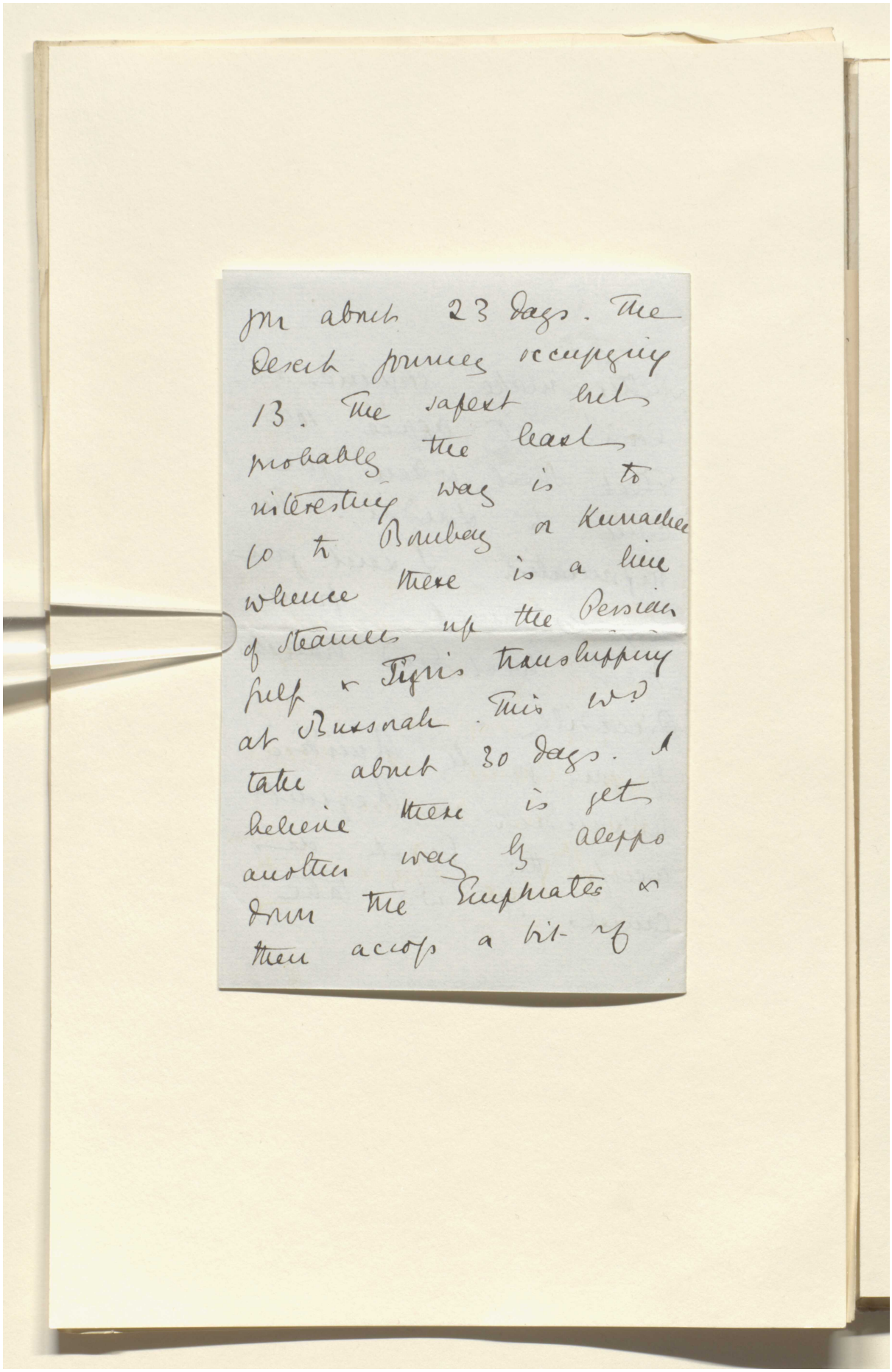

for about 23 days. The
Desert journey occupying
13. The safest but
probably the least
interesting way is to
go to Bombay or Kurrachee
whence there is a line
of steamers up the Persian
Gulf & Tigris transhipping
at Bussorah. This wd
take about 30 days. I
believe there is yet
another way by Aleppo
down the Euphrates &
then across a bit of

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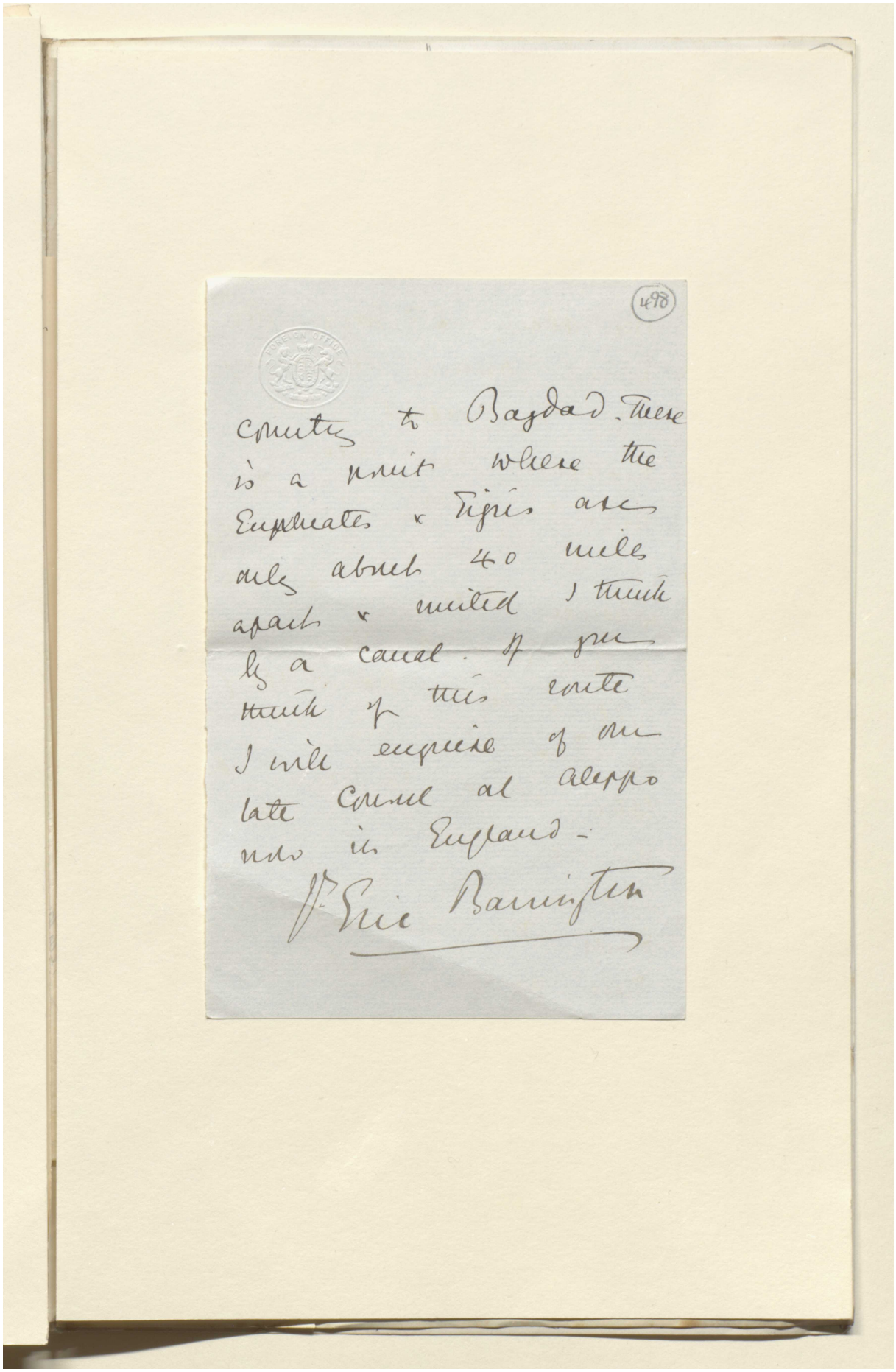

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FOREIGN OFFICE

country to Bagdad. There is a point where the Euphrates & Tigris are only about 40 miles apart & united I think by a canal. If you think of this route I will enquire of our late Consul at Aleppo now in England.

Jr Eric Barrington

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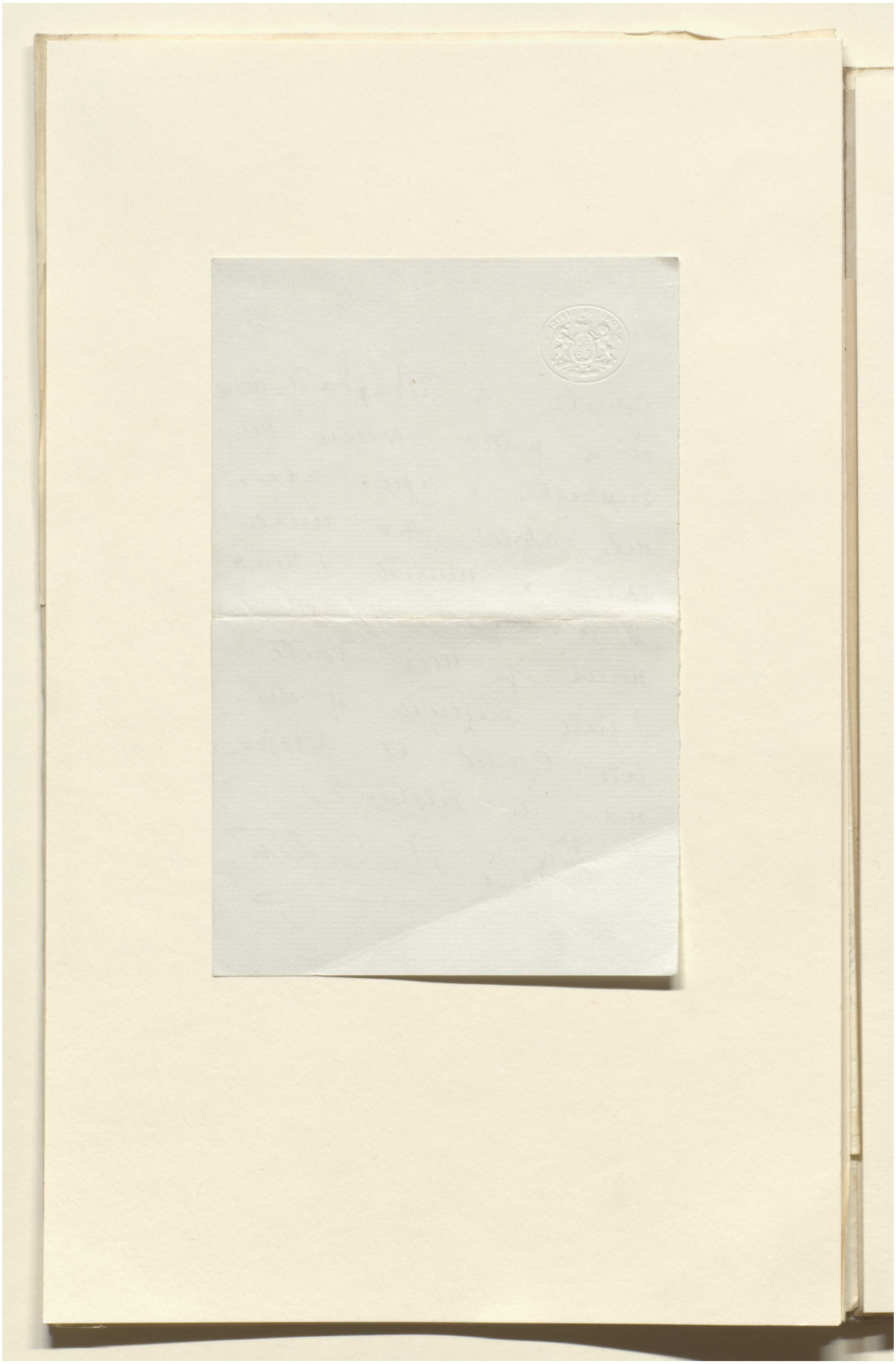

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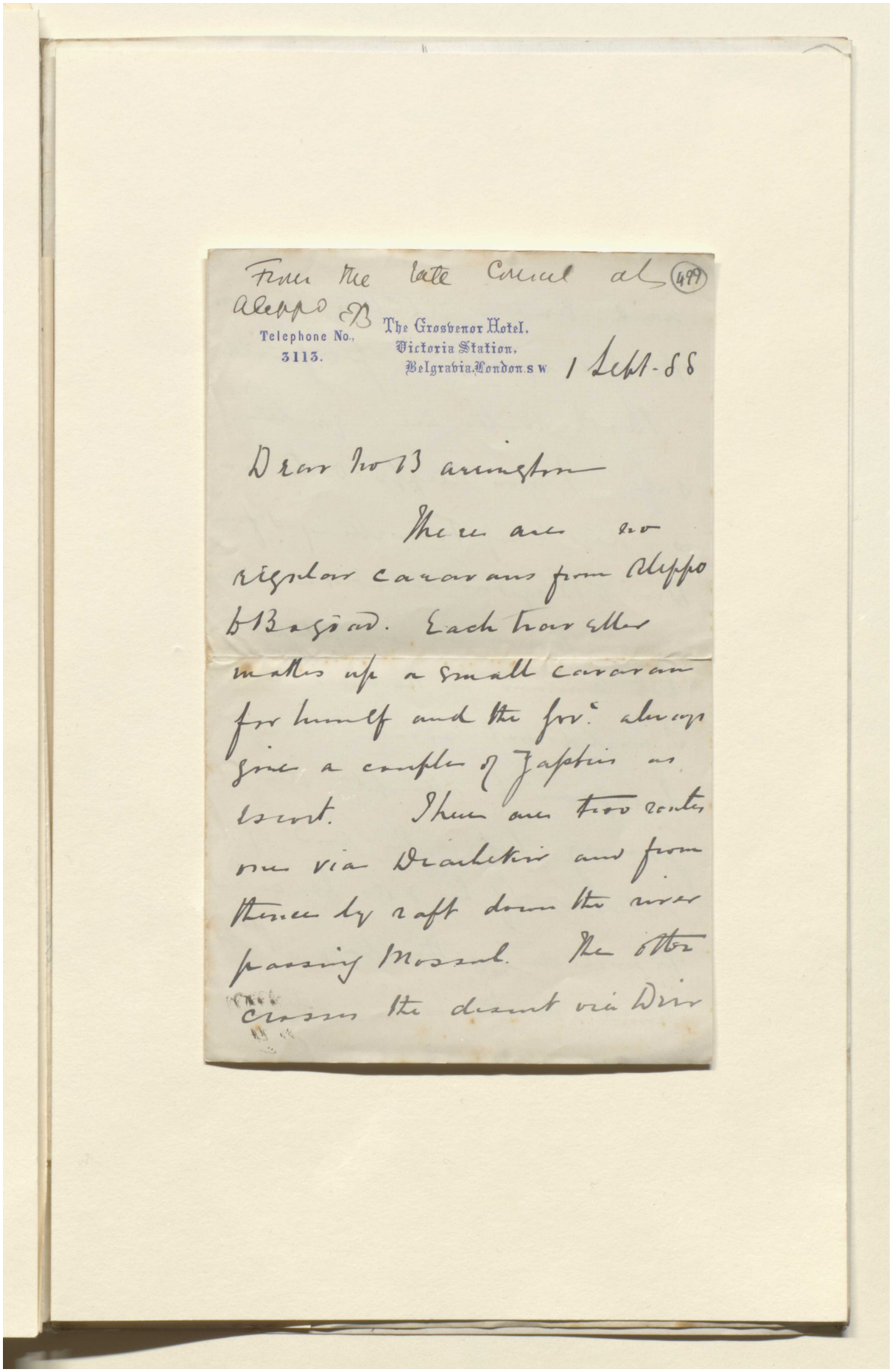

From the late Consul at Aleppo (499)

Telephone No., 3113.

The Grosvenor Hotel, Victoria Station, Belgravia, London S W 1 Sept-88

Dear Mr Bannerman

There are no regular caravans from Aleppo to Bagdad. Each traveller makes up a small caravan for himself and the Govt always give a couple of Zaptiehs as escort. There are two routes one via Diarbekir and from thence by raft down the river passing Mosul. The other crosses the desert via Deir

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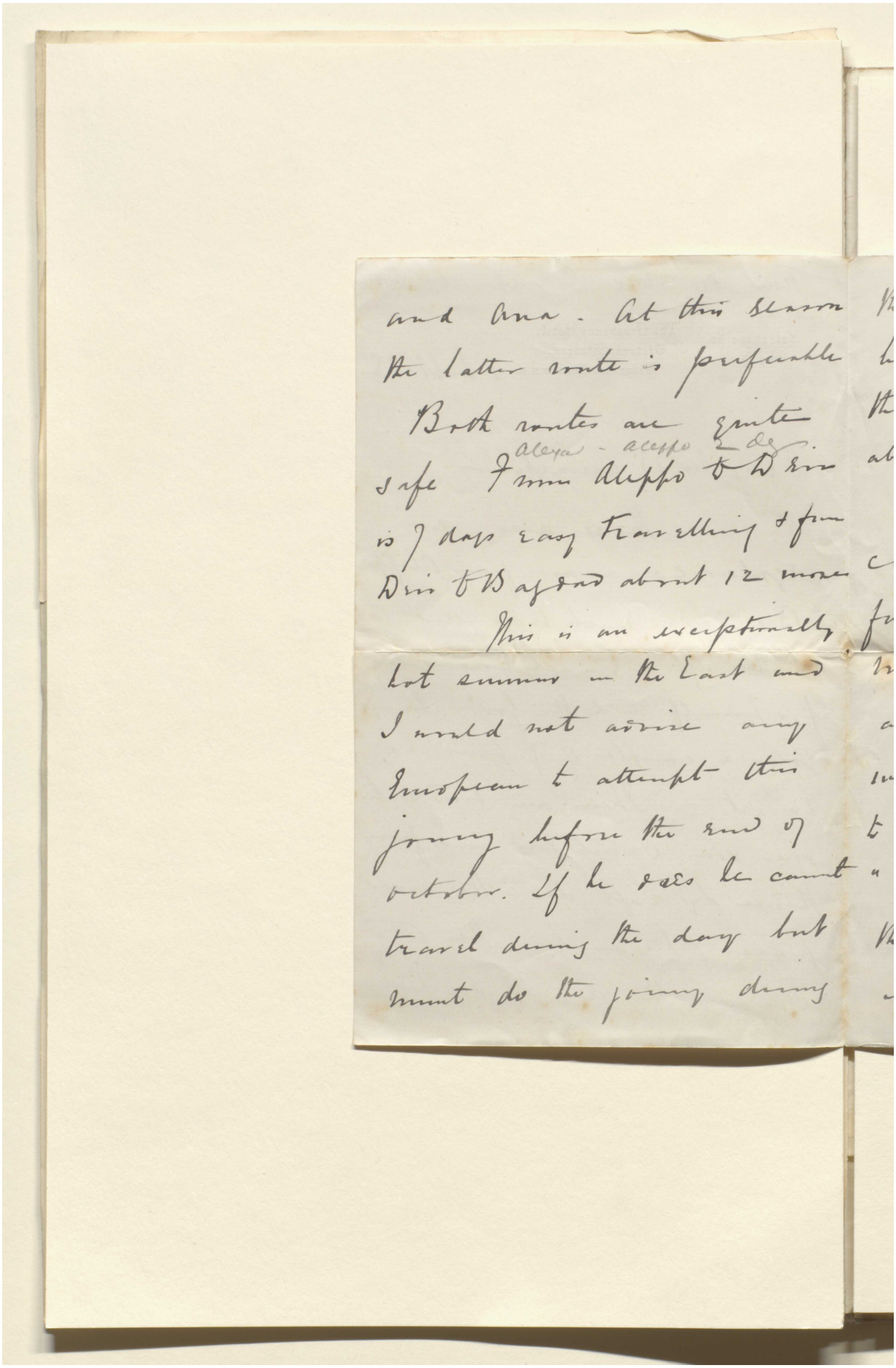

and Ana. At this season
the latter route is preferable
Both routes are quite
safe From Aleppo to Deir
Alexa - Aleppo 2 dy
is 7 days easy travelling & from
Deir to Bagdad about 12 more
This is an exceptionally
hot summer in the East and
I would not advise any
European to attempt this
journey before the end of
october. If he does he cannot
travel during the day but
must do the journey during

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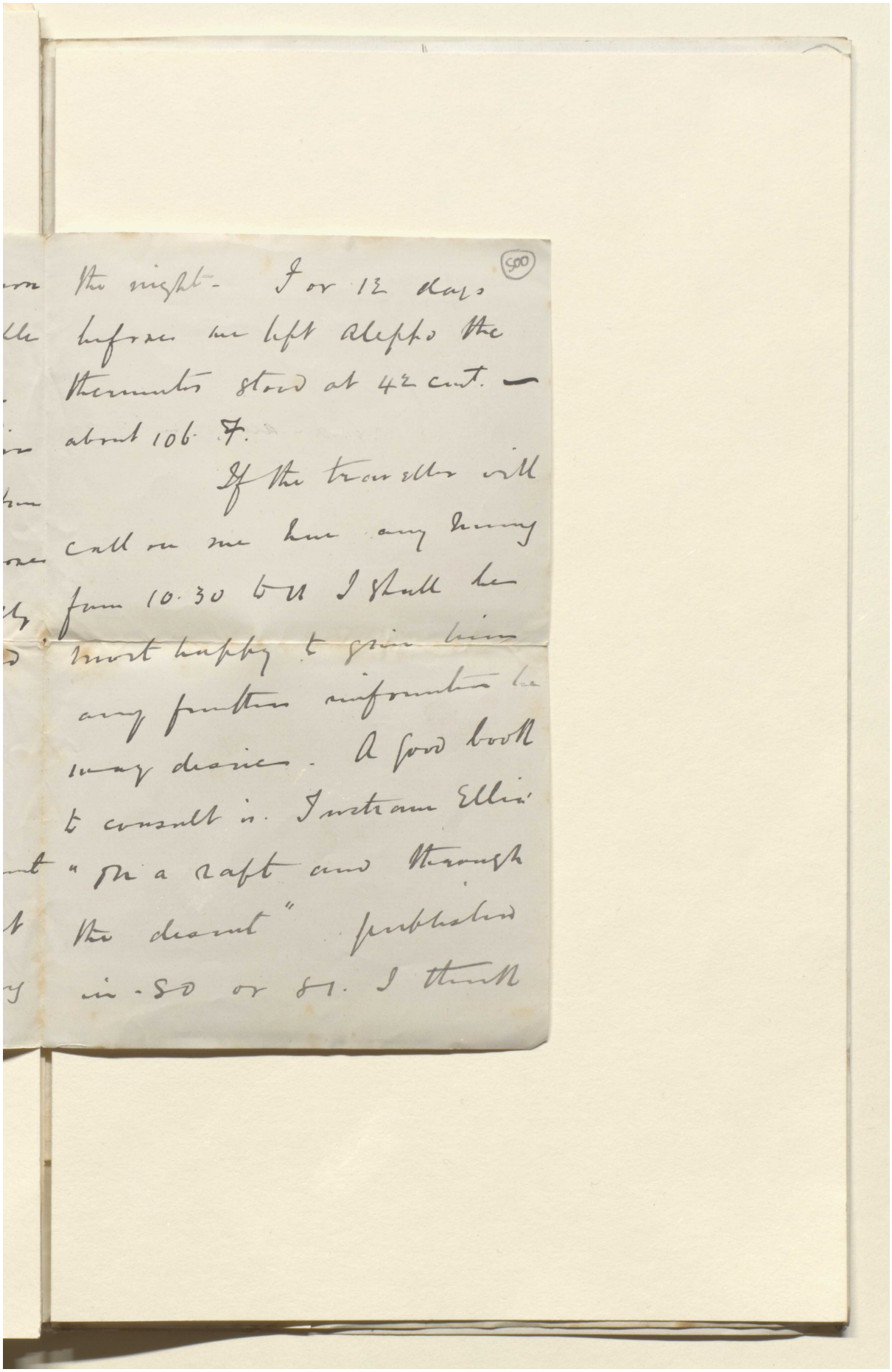

the night- For 12 days
before we left Aleppo the
thermometer stood at 42 cent. —
about 106 F.

If the traveller will
call on me here any morning
from 10.30 to 11 I shall be
most happy to give him
any further information he
may desire. A good book
to consult is. Instream Ellis'
"On a raft and through
the desert" published
in 80 or 81. I think

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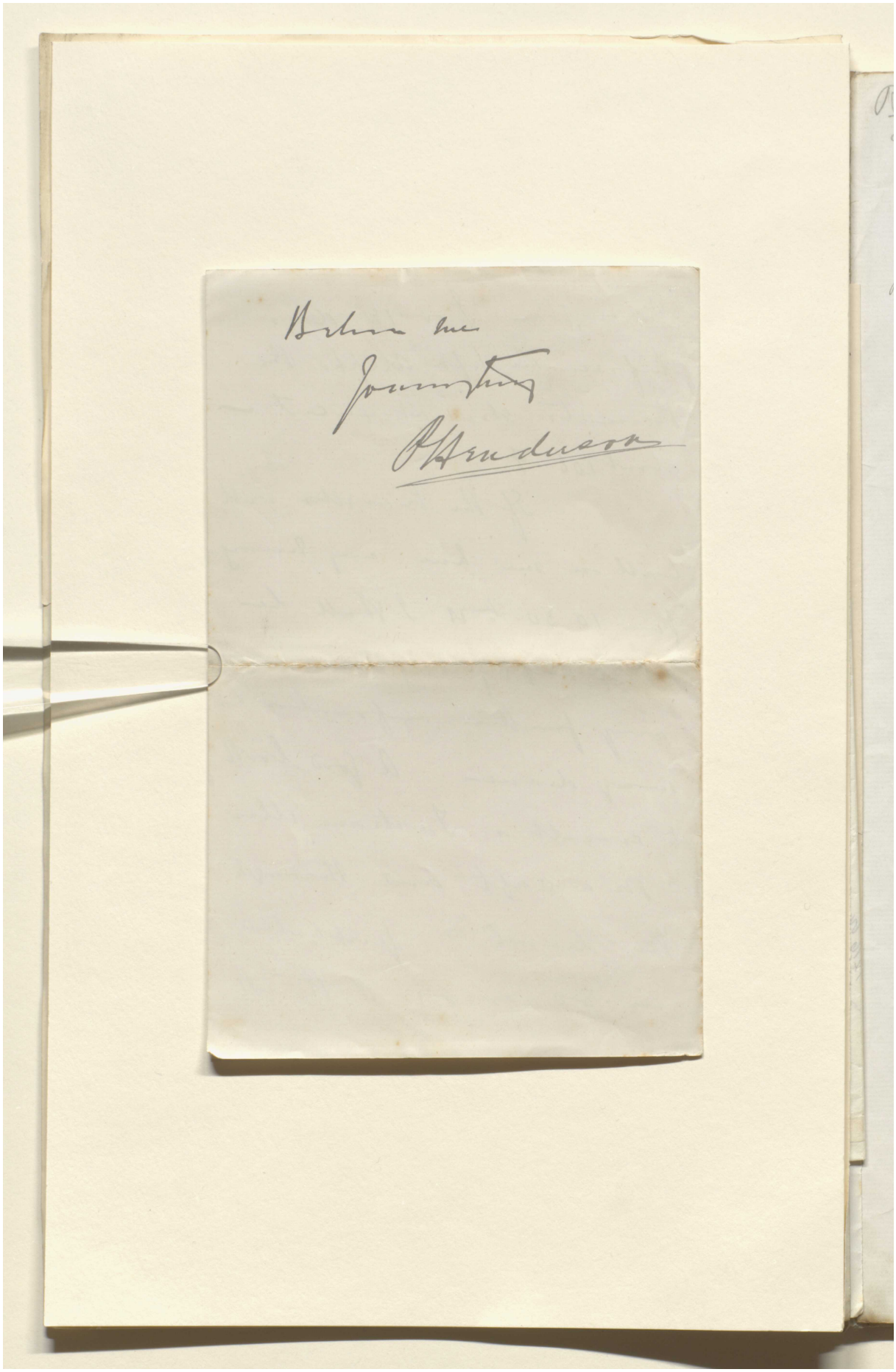

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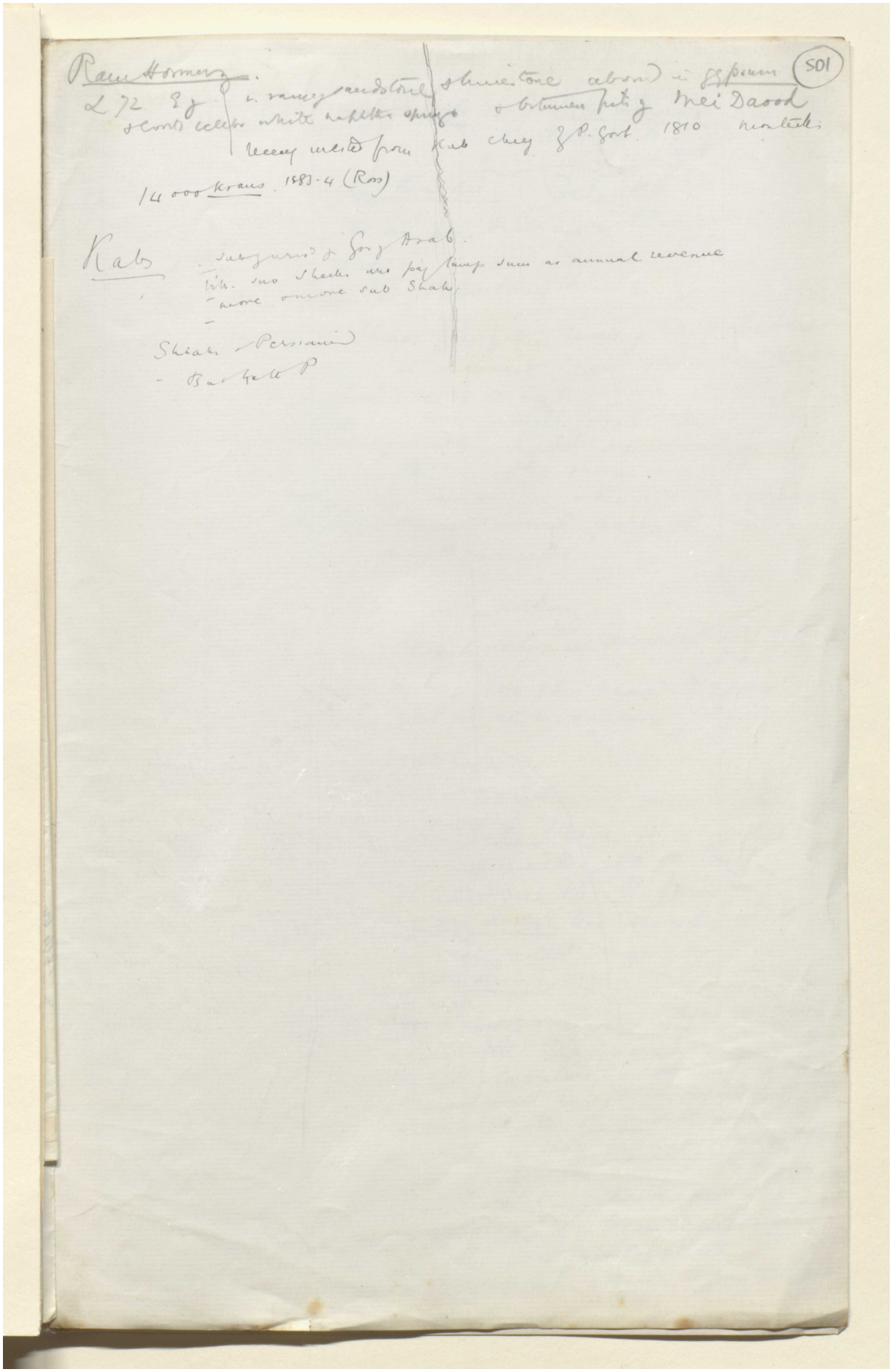

Ram Hormuz.

L 72 E g. v. ramey sandstone & limestone abound in gypsum & coarse cellular white naphtha springs & bitumen pits of Mei Daood

receiving mested from Kab chief of P. Govt. 1810 monteeth

14 000 Krans. 1883-4 (Ross)

Kab

- subjurisd of Gov of Arab.
- Vth. sub Sheiks who pay lump sum as annual revenue
- more & more sub Shah.
-

Shiahs & Persianised
- Bushehr P

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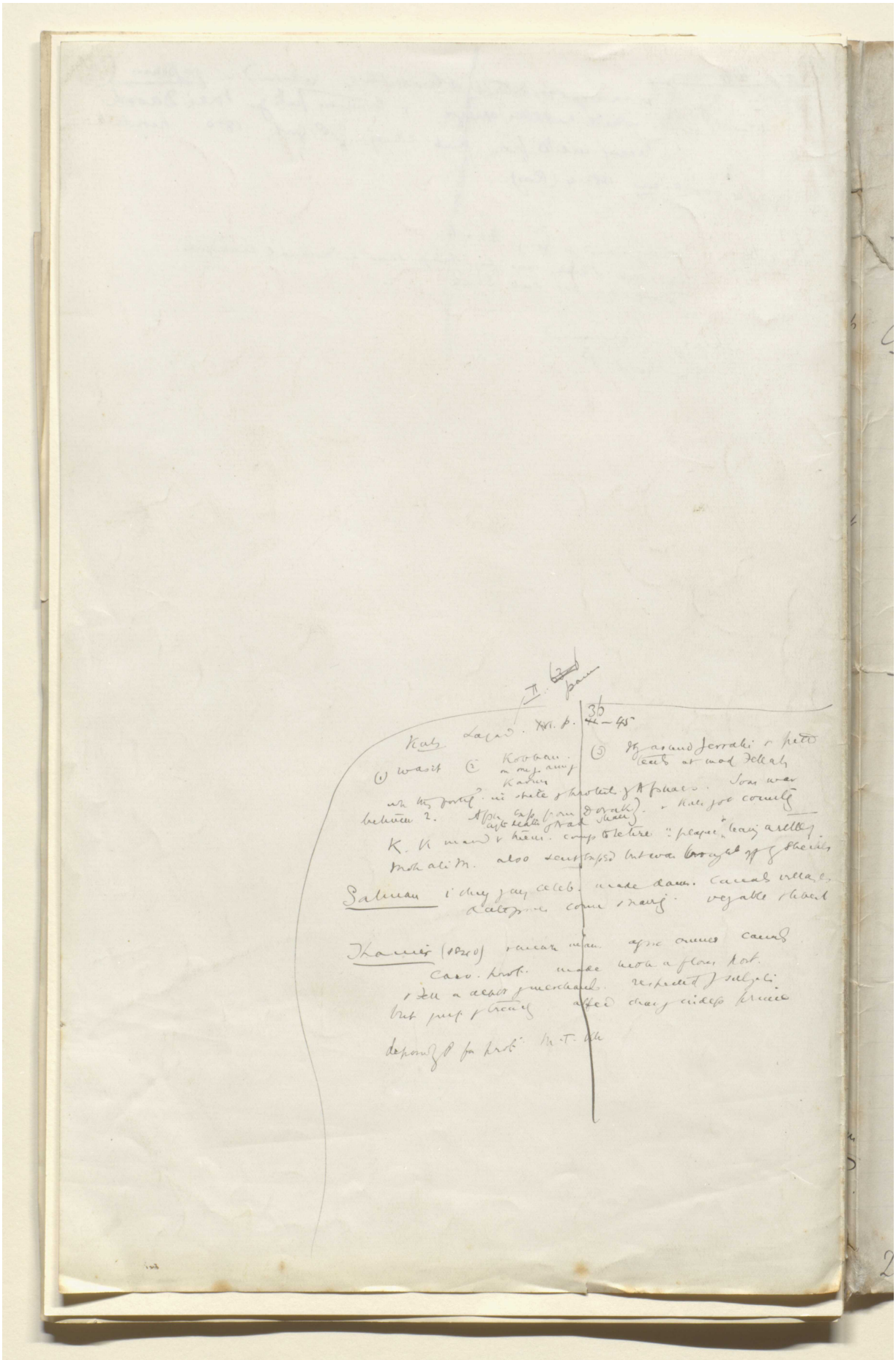

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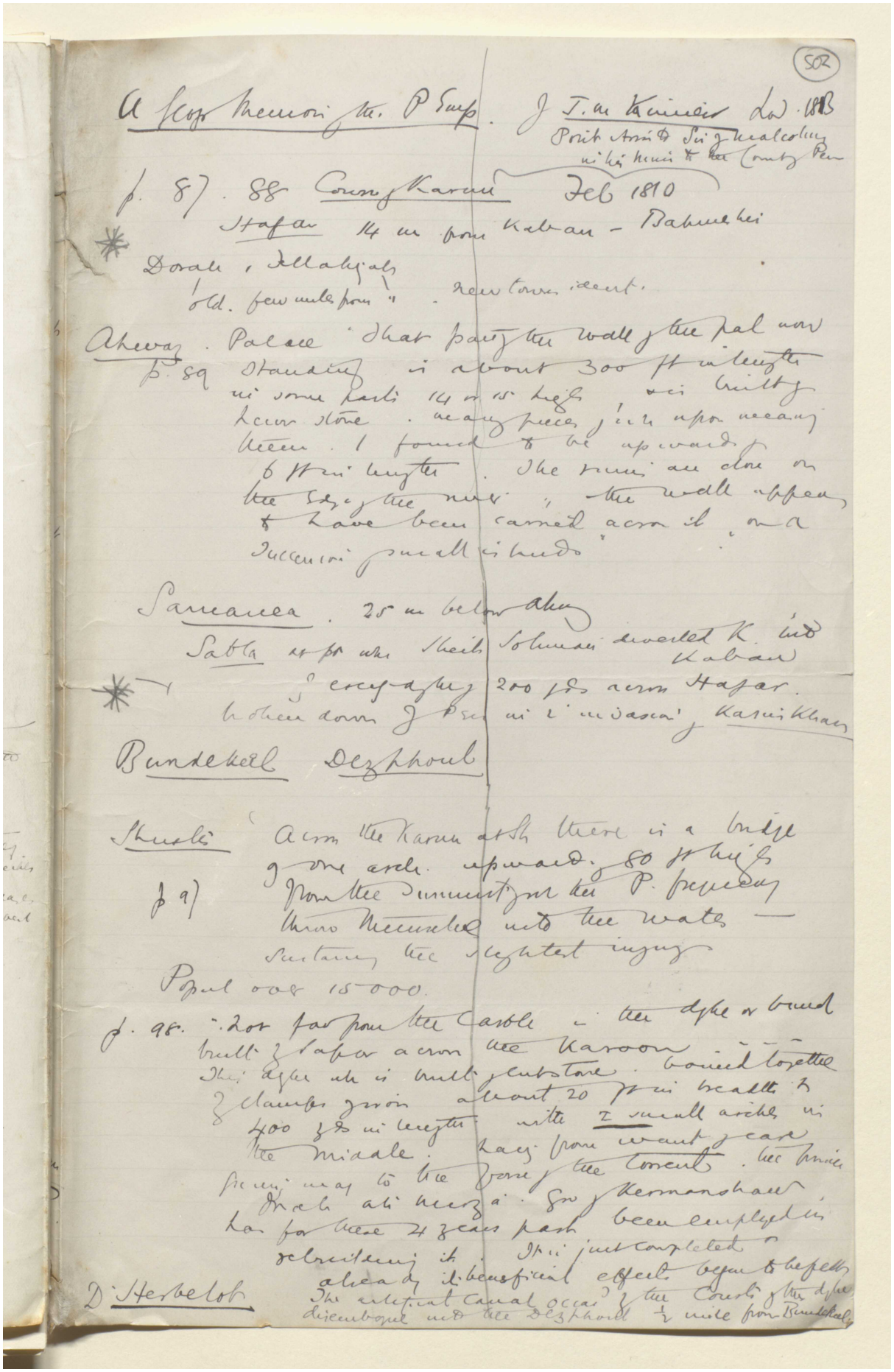

(502)

A Geogr. Memoir of the P. Emp. of J. M. Kinneir Lond. 1813
Point Arrival Sir J. Malcolm in his mind to the Country Pen

p. 87. 88 Course of Karun Feb 1810
Hafar 14 m from Kaban – Bahmeshir
Dorah, Fellahiyah
old. few miles from " . new towns ident.

Ahwaz. Palace "That part of the wall of the pal now
p. 89 standing is about 300 ft in length in some parts 14 or 15 high, & is built of hewn stone. many pieces of it upon measuring them. I found to be upwards of 6 ft in length. The ruins are close on the edge of the river; the wall appears to have been carried across it, on a succession of small islands"

Samanea. 25 m below Ahwaz
Sabla at pt wh. Sheik Soliman diverted K. into Kaban
of every dyke of 200 yds across Hafar.
broken down of Persia in 2 invasions of Karim Khan

Bundekeel Dezphoul

Shuster "Across the Karun at Sh there is a bridge of one arch upwards of 80 ft high
p 97 from the summit of wh the P. frequently throw themselves into the water — sustaining the slightest injury
Popul over 15000.

p. 98. "Not far from the Castle in the dyke or bund built of Safar across the Karoon. This dyke wh is built of cut stone. bound together of clamps of iron about 20 ft in breadth & 400 yds in length with 2 small arches in the middle. Lacking from want of care giving way to the force of the torrent. the prince Inch ali Mirza Gov of Kermanshah has for these 4 years past been employed in rebuilding it. It is just completed & already it beneficial effects begin to be felt
Dr Herbelot The artificial canal occasd of the Courts of the dyke disembogue into the Dezphoul ½ mile from Bundekeel

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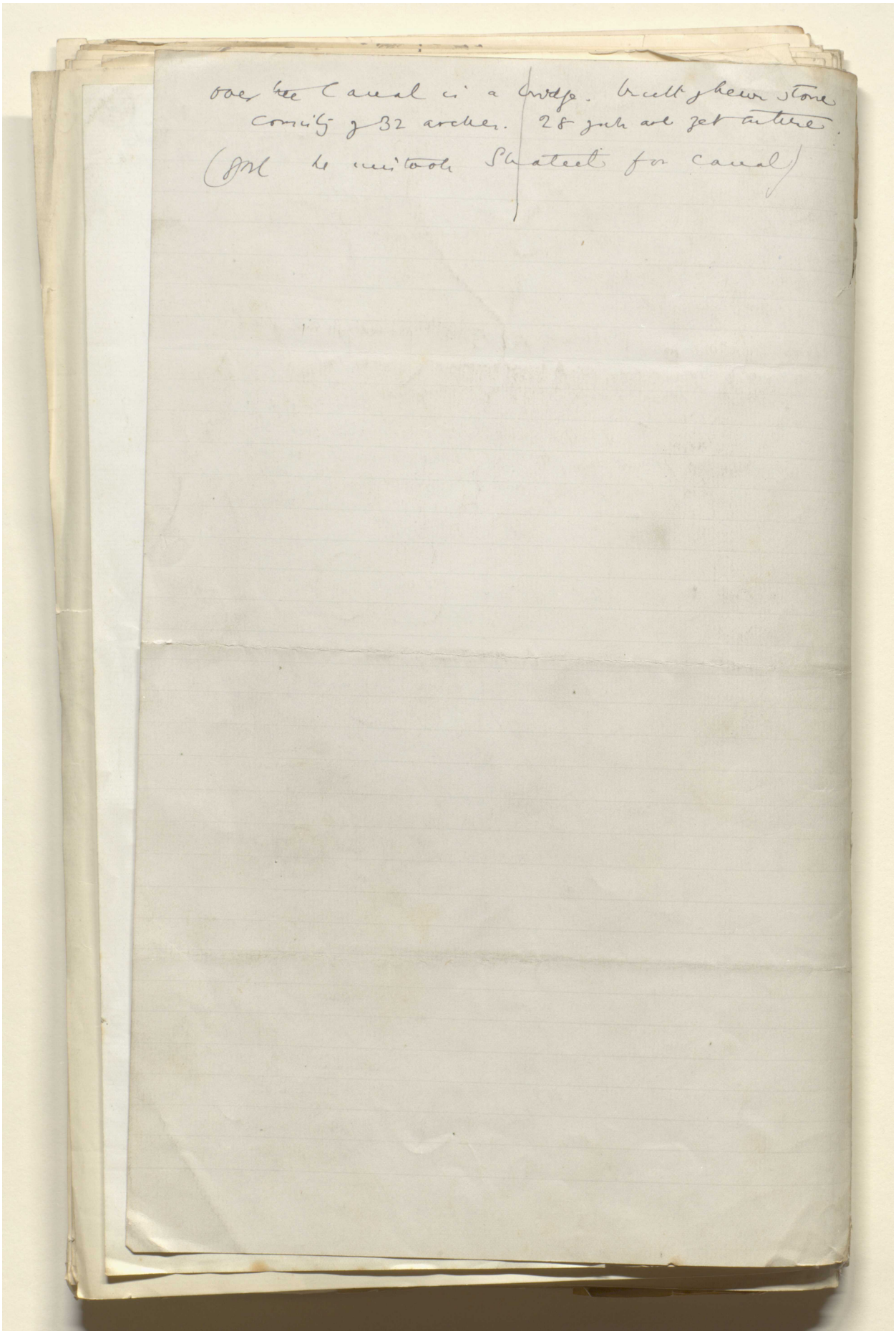

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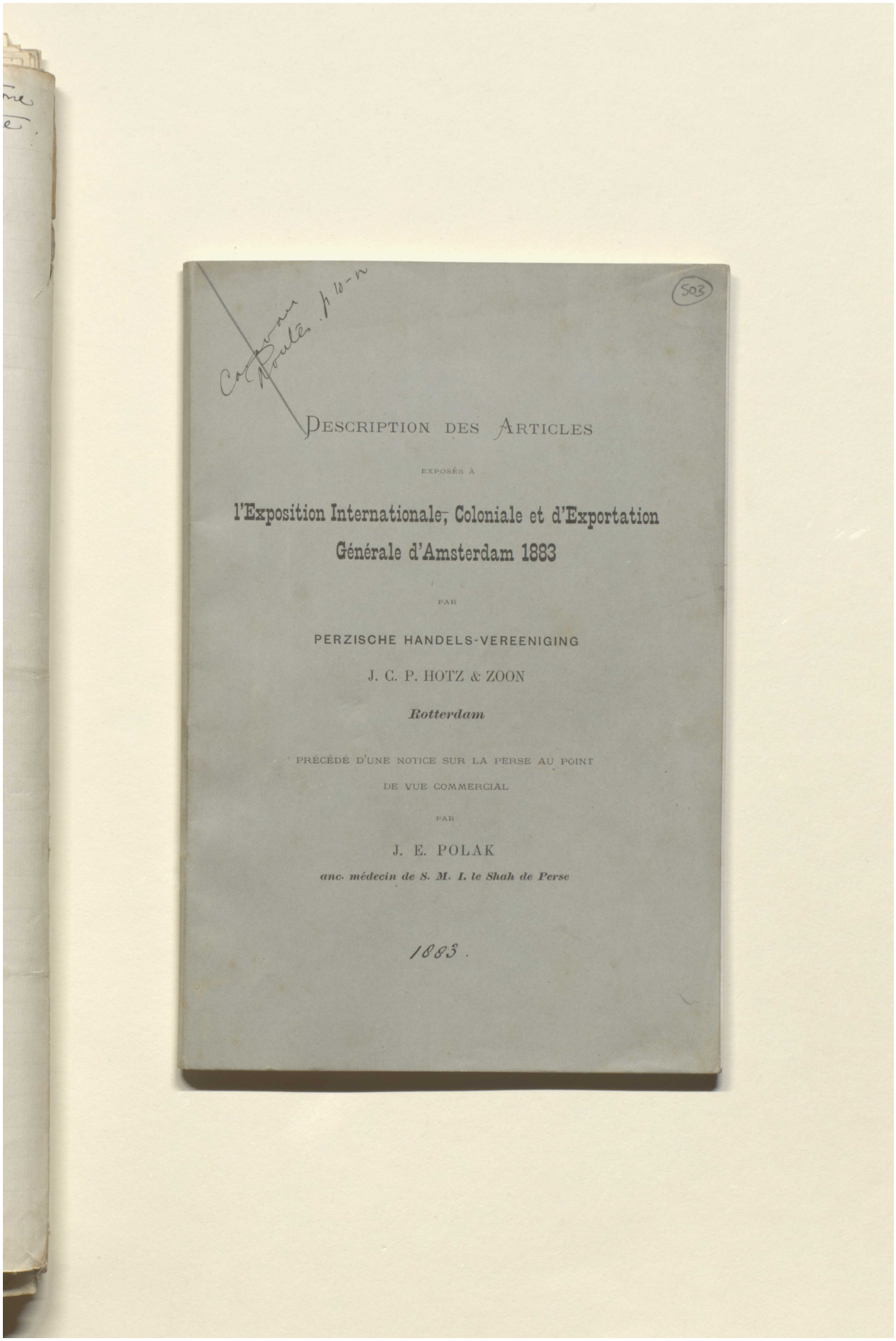

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DESCRIPTION DES ARTICLES

EXPOSÉS À

l'Exposition Internationale, Coloniale et d'Exportation

Générale d'Amsterdam 1883

PAR

PERZISCHE HANDELS-VEREENIGING

J. C. P. HOTZ & ZOON

Rotterdam

PRÉCÉDÉ D'UNE NOTICE SUR LA PERSE AU POINT

DE VUE COMMERCIAL

PAR

J. E. POLAK

anc. médecin de S. M. I. le Shah de Perse

1883.

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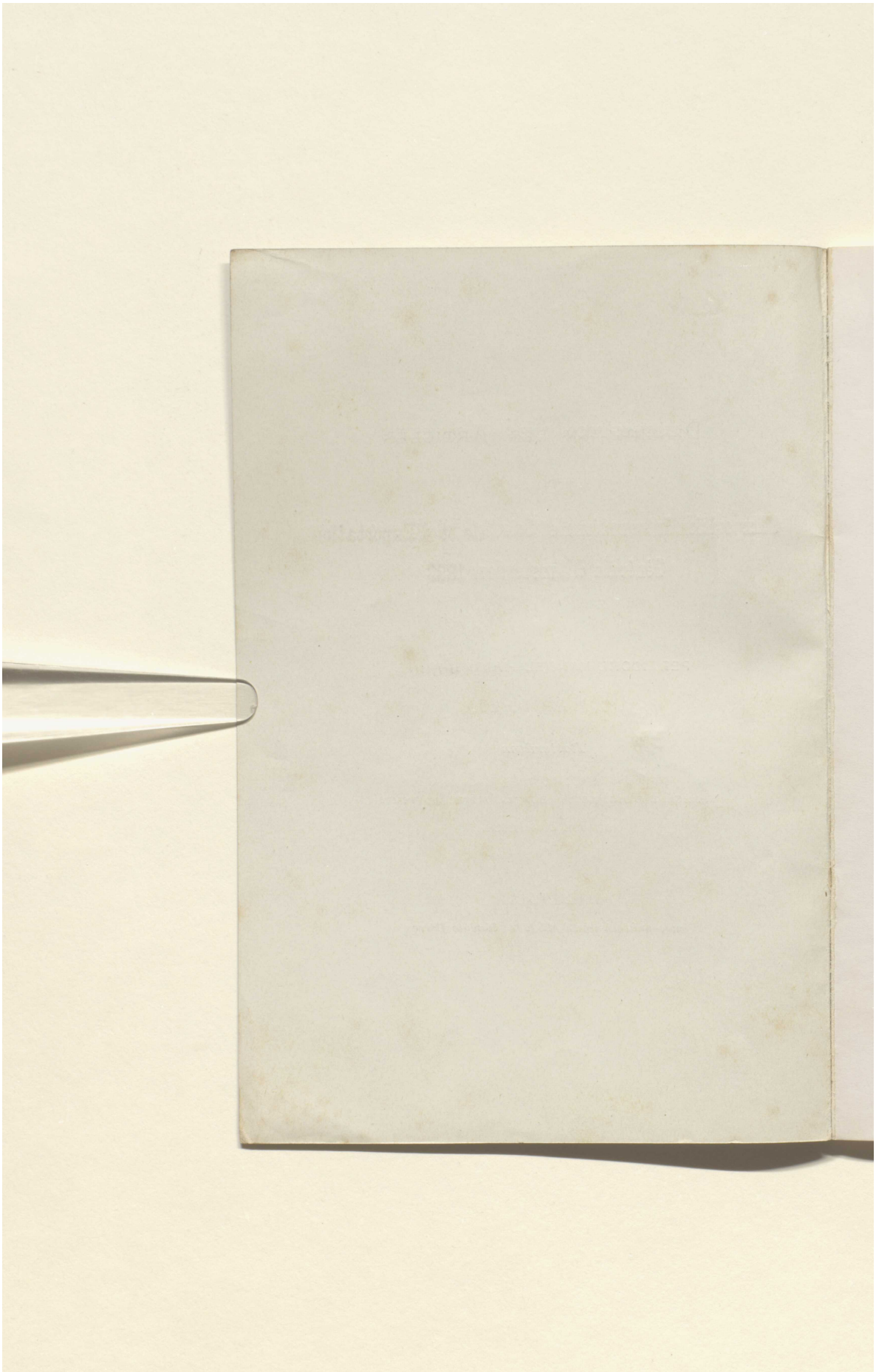

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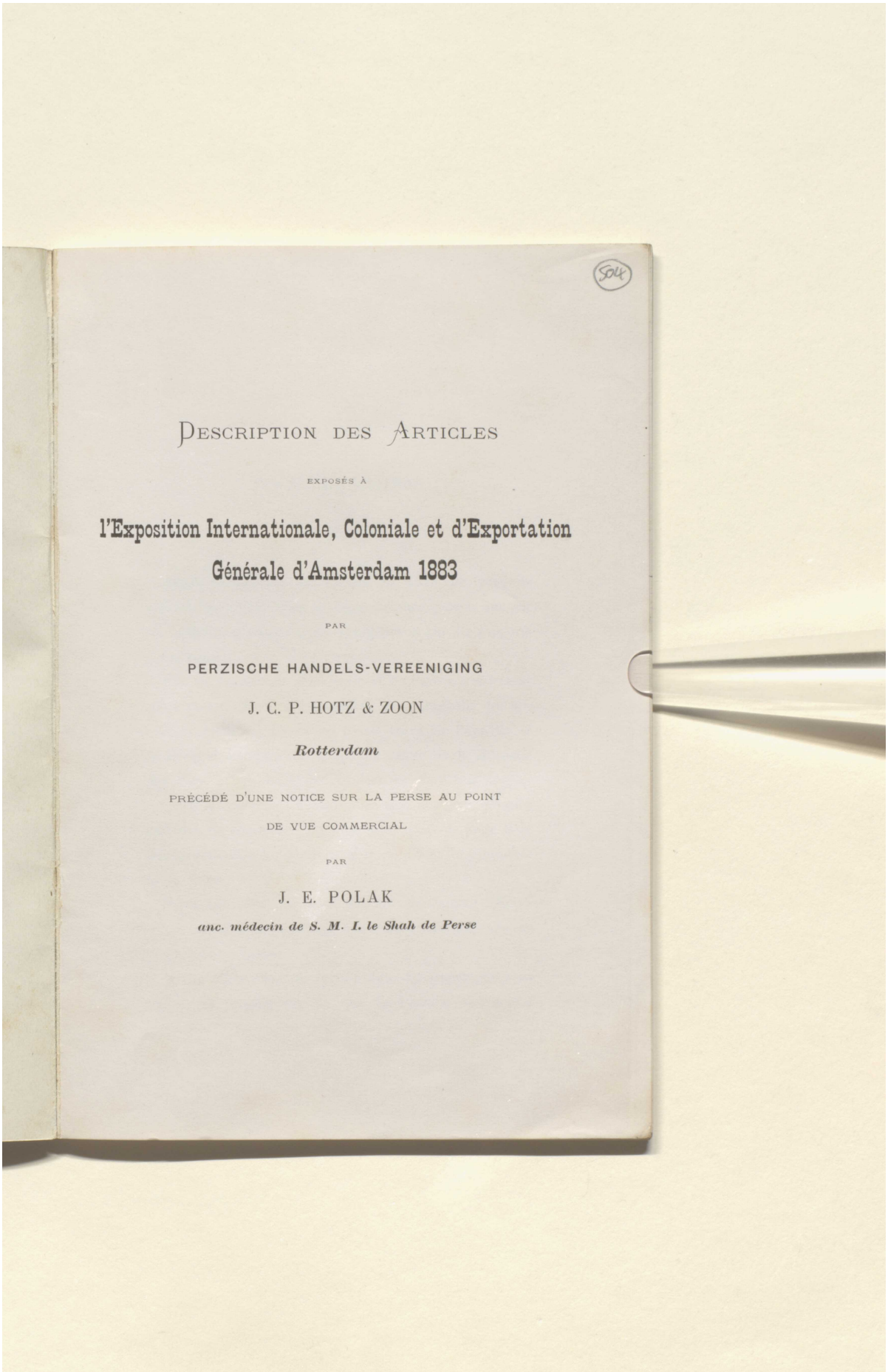

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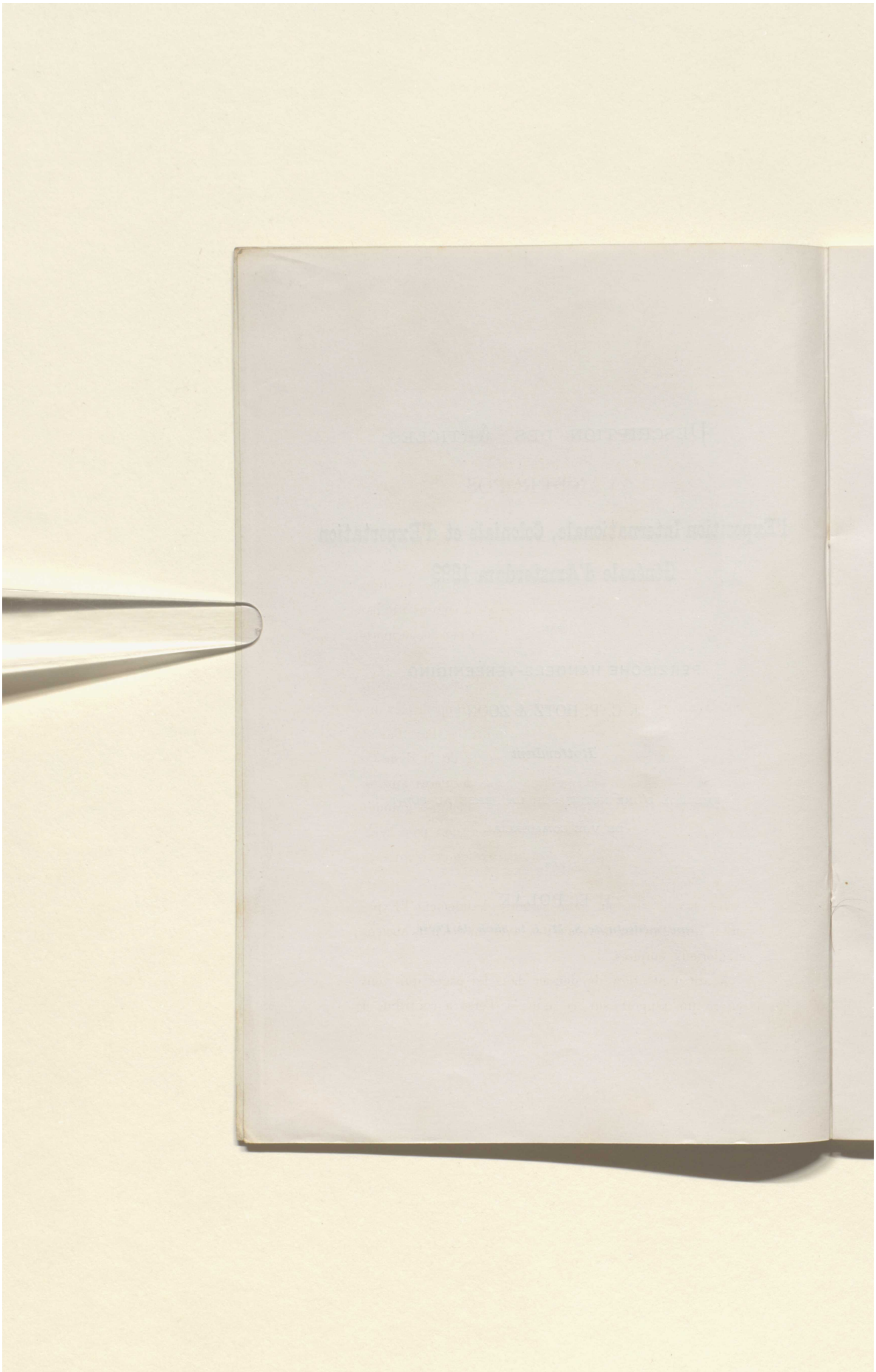

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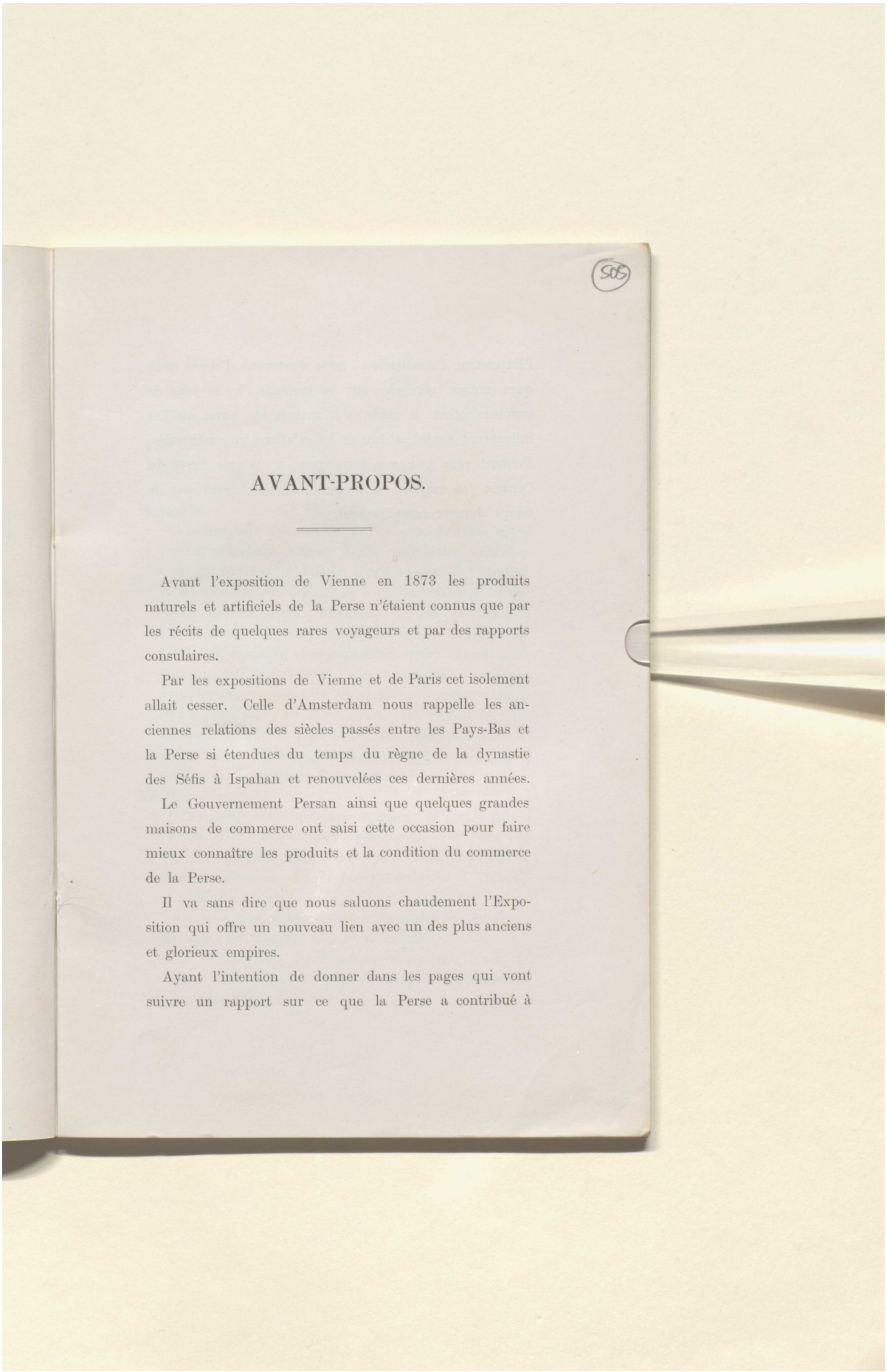

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AVANT-PROPOS.

Avant l'exposition de Vienne en 1873 les produits naturels et artificiels de la Perse n'étaient connus que par les récits de quelques rares voyageurs et par des rapports consulaires.

Par les expositions de Vienne et de Paris cet isolement allait cesser. Celle d'Amsterdam nous rappelle les anciennes relations des siècles passés entre les Pays-Bas et la Perse si étendues du temps du règne de la dynastie des Séfis à Ispahan et renouvelées ces dernières années.

Le Gouvernement Persan ainsi que quelques grandes maisons de commerce ont saisi cette occasion pour faire mieux connaître les produits et la condition du commerce de la Perse.

Il va sans dire que nous saluons chaudement l'Exposition qui offre un nouveau lien avec un des plus anciens et glorieux empires.

Ayant l'intention de donner dans les pages qui vont suivre un rapport sur ce que la Perse a contribué à

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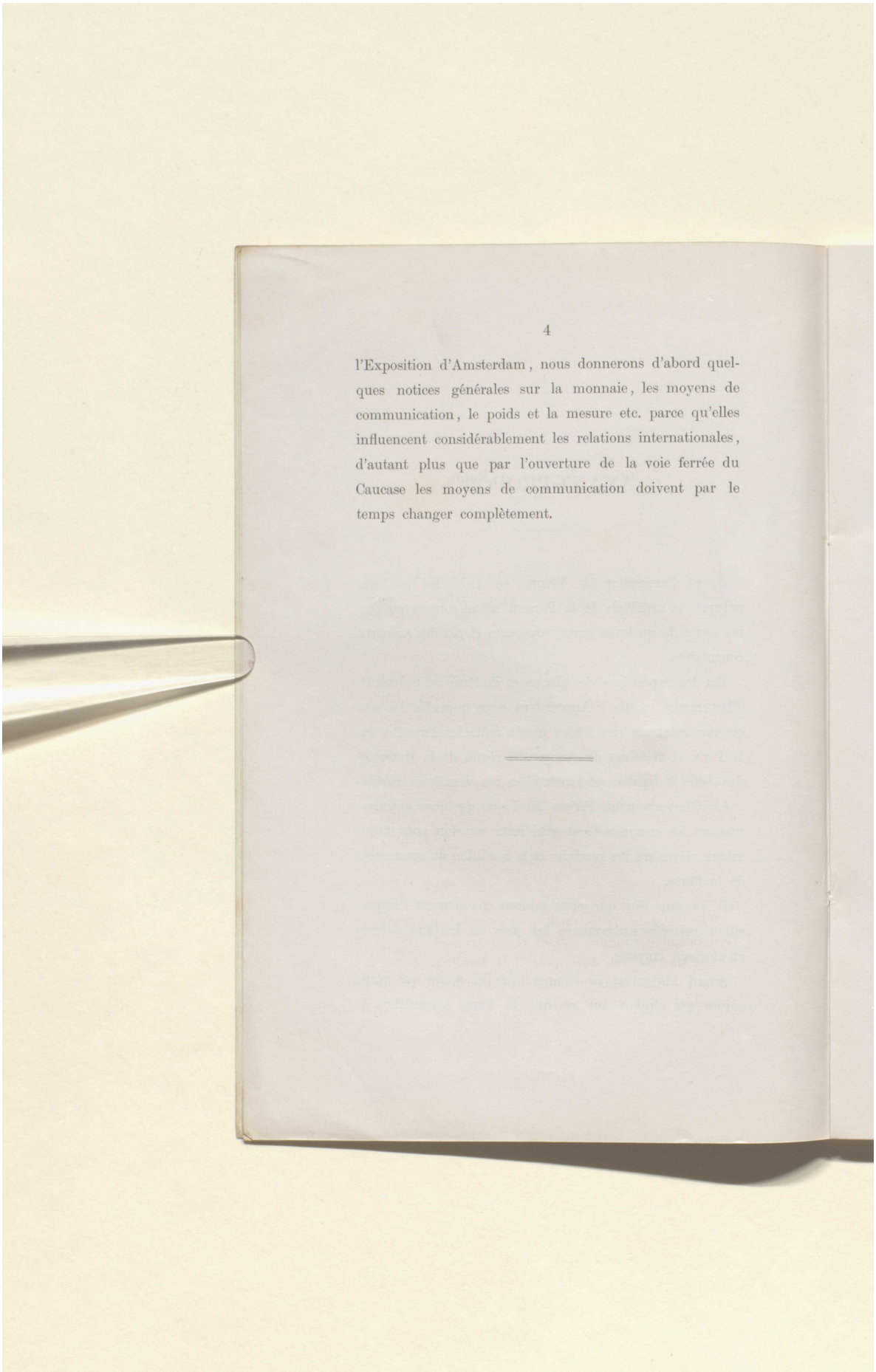

l'Exposition d'Amsterdam, nous donnerons d'abord quelques notices générales sur la monnaie, les moyens de communication, le poids et la mesure etc. parce qu'elles influencent considérablement les relations internationales, d'autant plus que par l'ouverture de la voie ferrée du Caucase les moyens de communication doivent par le temps changer complètement.

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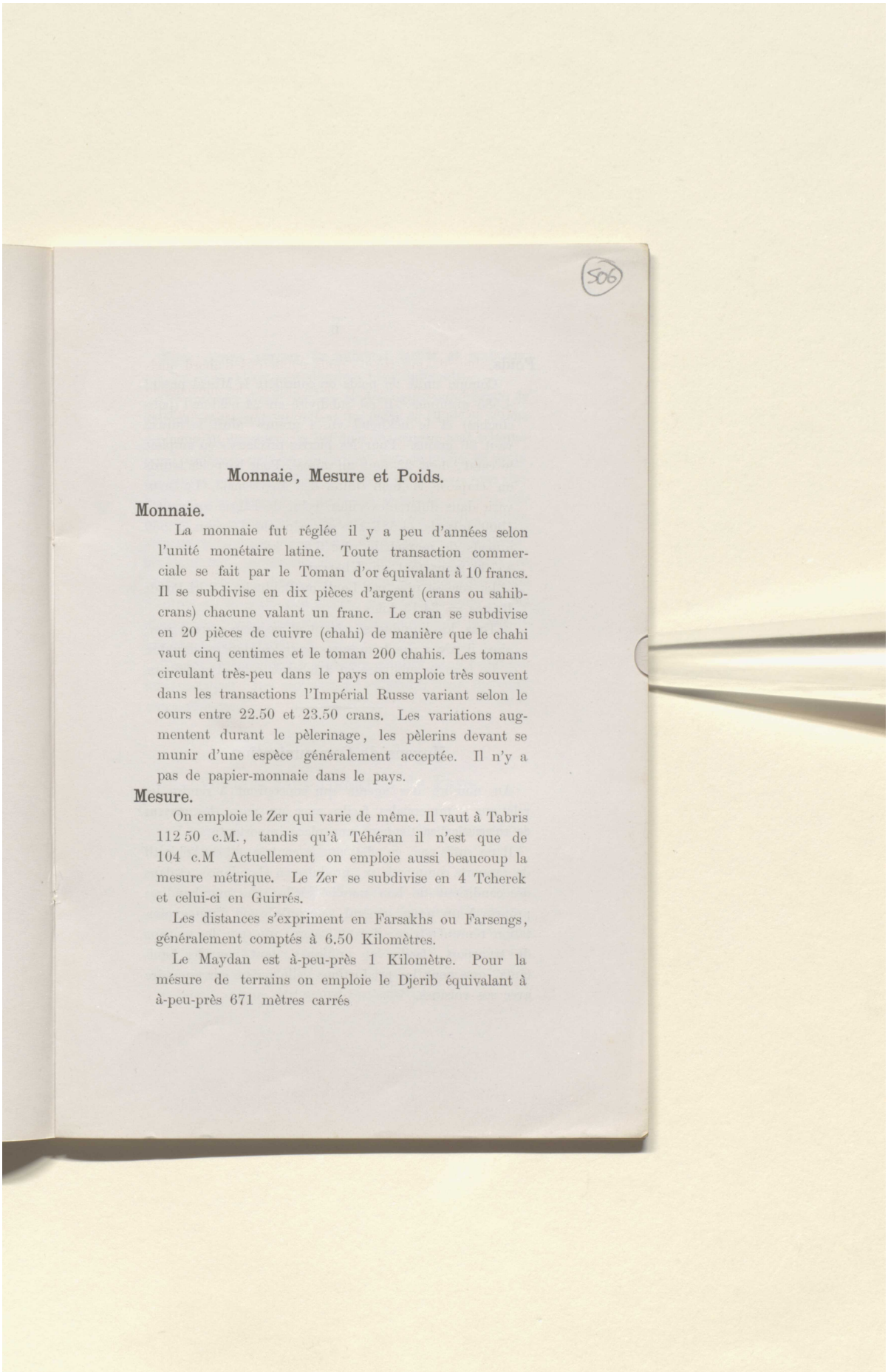

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Monnaie, Mesure et Poids.

Monnaie.

La monnaie fut réglée il y a peu d'années selon l'unité monétaire latine. Toute transaction commerciale se fait par le Toman d'or équivalant à 10 francs. Il se subdivise en dix pièces d'argent (crans ou sahib-crans) chacune valant un franc. Le cran se subdivise en 20 pièces de cuivre (chahi) de manière que le chahi vaut cinq centimes et le toman 200 chahis. Les tomans circulant très-peu dans le pays on emploie très souvent dans les transactions l'Impérial Russe variant selon le cours entre 22.50 et 23.50 crans. Les variations augmentent durant le pèlerinage, les pèlerins devant se munir d'une espèce généralement acceptée. Il n'y a pas de papier-monnaie dans le pays.

Mesure.

On emploie le Zer qui varie de même. Il vaut à Tabris 112 50 c.M., tandis qu'à Téhéran il n'est que de 104 c.M Actuellement on emploie aussi beaucoup la mesure métrique. Le Zer se subdivise en 4 Tcherek et celui-ci en Guirrés.

Les distances s'expriment en Farsakhs ou Farsengs, généralement comptés à 6.50 Kilomètres.

Le Maydan est à-peu-près 1 Kilomètre. Pour la mésure de terrains on emploie le Djerib équivalant à à-peu-près 671 mètres carrés

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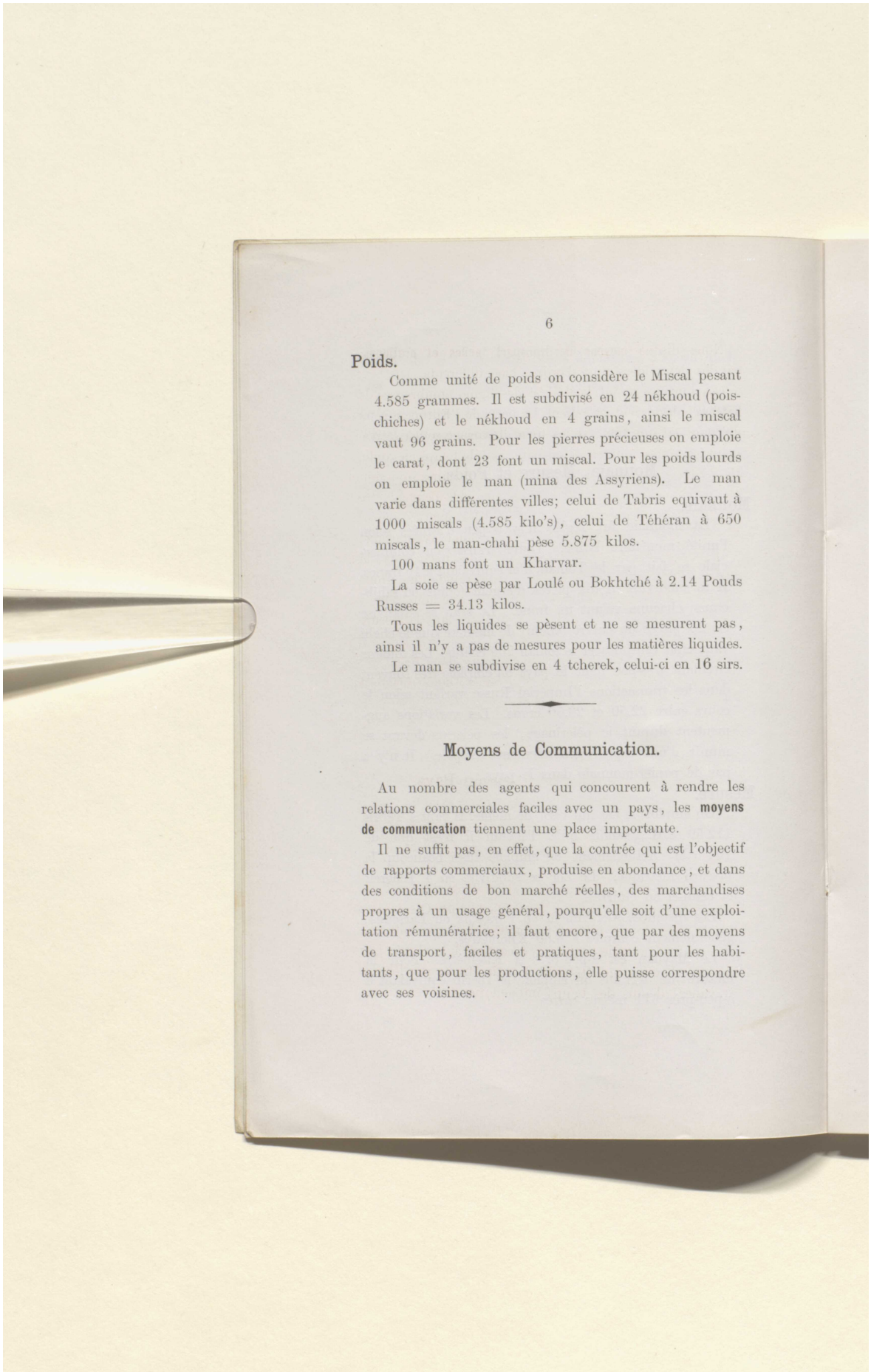

Poids.

Comme unité de poids on considère le Miscal pesant 4.585 grammes. Il est subdivisé en 24 nékhoud (pois-chiches) et le nékhoud en 4 grains, ainsi le miscal vaut 96 grains. Pour les pierres précieuses on emploie le carat, dont 23 font un miscal. Pour les poids lourds on emploie le man (mina des Assyriens). Le man varie dans différentes villes; celui de Tabris equivaut à 1000 miscals (4.585 kilo's), celui de Téhéran à 650 miscals, le man-chahi pèse 5.875 kilos.

100 mans font un Kharvar.

La soie se pèse par Loulé ou Bokhtché à 2.14 Pouds Russes = 34.13 kilos.

Tous les liquides se pèsent et ne se mesurent pas, ainsi il n'y a pas de mesures pour les matières liquides.

Le man se subdivise en 4 tcherek, celui-ci en 16 sirs.

Moyens de Communication.

Au nombre des agents qui concourent à rendre les relations commerciales faciles avec un pays, les **moyens de communication** tiennent une place importante.

Il ne suffit pas, en effet, que la contrée qui est l'objectif de rapports commerciaux, produise en abondance, et dans des conditions de bon marché réelles, des marchandises propres à un usage général, pourqu'elle soit d'une exploitation rémunératrice; il faut encore, que par des moyens de transport, faciles et pratiques, tant pour les habitants, que pour les productions, elle puisse correspondre avec ses voisines.

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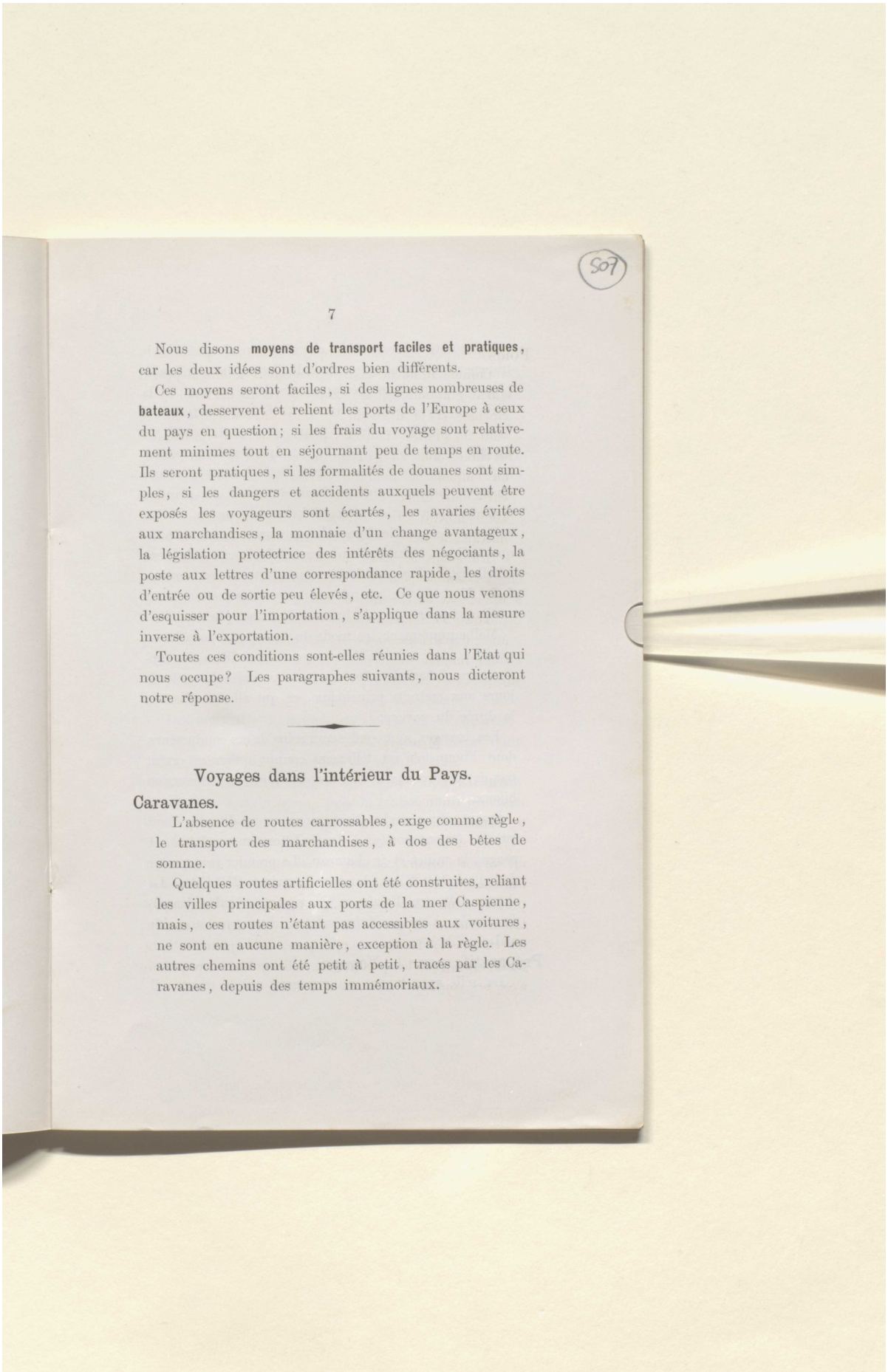

Nous disons **moyens de transport faciles et pratiques**, car les deux idées sont d'ordres bien différents.

Ces moyens seront faciles, si des lignes nombreuses de **bateaux**, desservent et relient les ports de l'Europe à ceux du pays en question; si les frais du voyage sont relativement minimes tout en séjournant peu de temps en route. Ils seront pratiques, si les formalités de douanes sont simples, si les dangers et accidents auxquels peuvent être exposés les voyageurs sont écartés, les avaries évitées aux marchandises, la monnaie d'un change avantageux, la législation protectrice des intérêts des négociants, la poste aux lettres d'une correspondance rapide, les droits d'entrée ou de sortie peu élevés, etc. Ce que nous venons d'esquisser pour l'importation, s'applique dans la mesure inverse à l'exportation.

Toutes ces conditions sont-elles réunies dans l'Etat qui nous occupe? Les paragraphes suivants, nous dicteront notre réponse.

Voyages dans l'intérieur du Pays.

Caravanes.

L'absence de routes carrossables, exige comme règle, le transport des marchandises, à dos des bêtes de somme.

Quelques routes artificielles ont été construites, reliant les villes principales aux ports de la mer Caspienne, mais, ces routes n'étant pas accessibles aux voitures, ne sont en aucune manière, exception à la règle. Les autres chemins ont été petit à petit, tracés par les Caravanes, depuis des temps immémoriaux.

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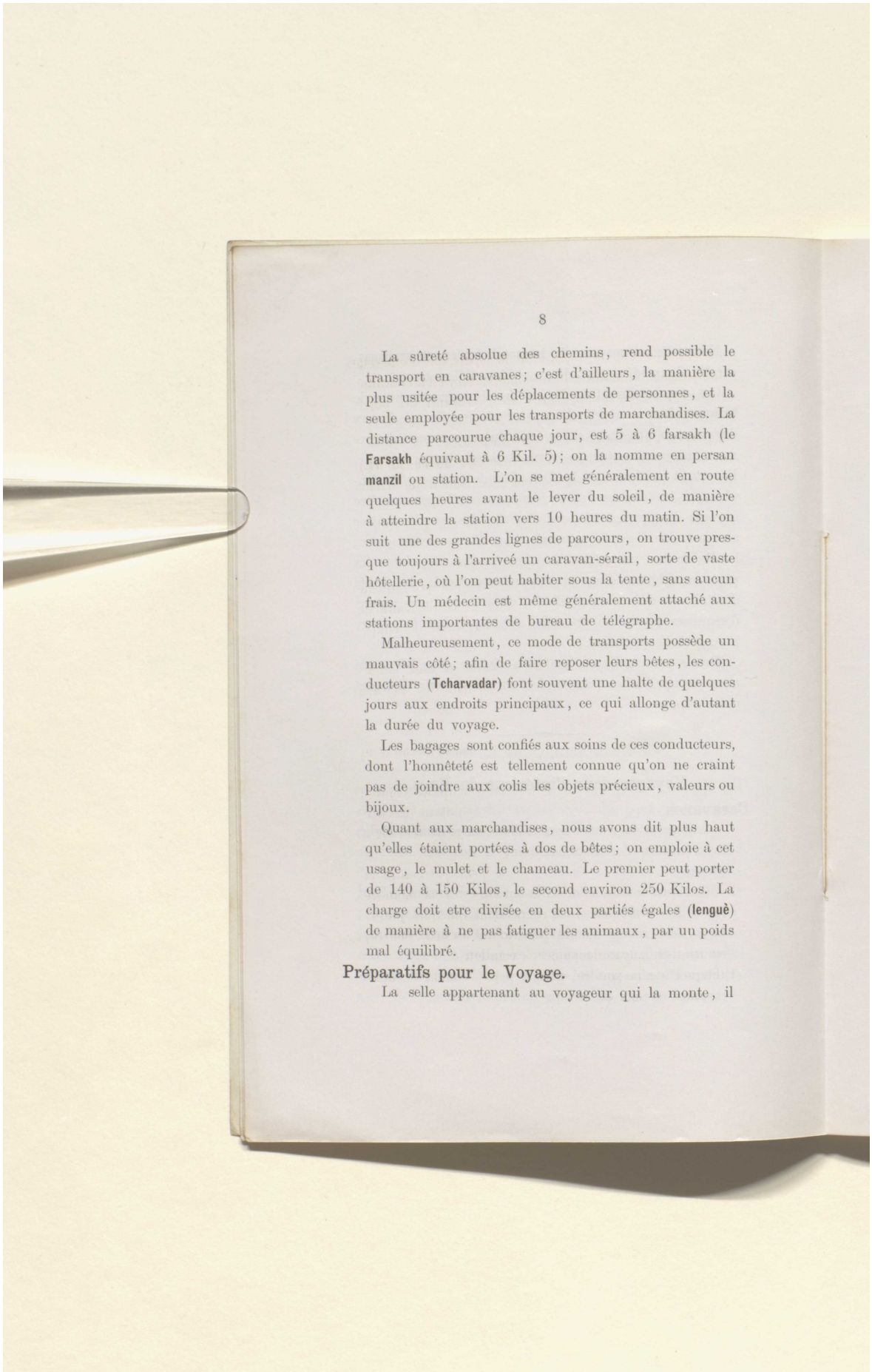

La sûreté absolue des chemins, rend possible le transport en caravanes; c'est d'ailleurs, la manière la plus usitée pour les déplacements de personnes, et la seule employée pour les transports de marchandises. La distance parcourue chaque jour, est 5 à 6 farsakh (le **Farsakh** équivaut à 6 Kil. 5); on la nomme en persan **manzil** ou station. L'on se met généralement en route quelques heures avant le lever du soleil, de manière à atteindre la station vers 10 heures du matin. Si l'on suit une des grandes lignes de parcours, on trouve presque toujours à l'arriveé un caravan-sérail, sorte de vaste hôtellerie, où l'on peut habiter sous la tente, sans aucun frais. Un médecin est même généralement attaché aux stations importantes de bureau de télégraphe.

Malheureusement, ce mode de transports possède un mauvais côté; afin de faire reposer leurs bêtes, les conducteurs (**Tcharvadar**) font souvent une halte de quelques jours aux endroits principaux, ce qui allonge d'autant la durée du voyage.

Les bagages sont confiés aux soins de ces conducteurs, dont l'honnêteté est tellement connue qu'on ne craint pas de joindre aux colis les objets précieux, valeurs ou bijoux.

Quant aux marchandises, nous avons dit plus haut qu'elles étaient portées à dos de bêtes; on emploie à cet usage, le mulet et le chameau. Le premier peut porter de 140 à 150 Kilos, le second environ 250 Kilos. La charge doit etre divisée en deux partiés égales (**lenguè**) de manière à ne pas fatiguer les animaux, par un poids mal équilibré.

Préparatifs pour le Voyage.

La selle appartenant au voyageur qui la monte, il

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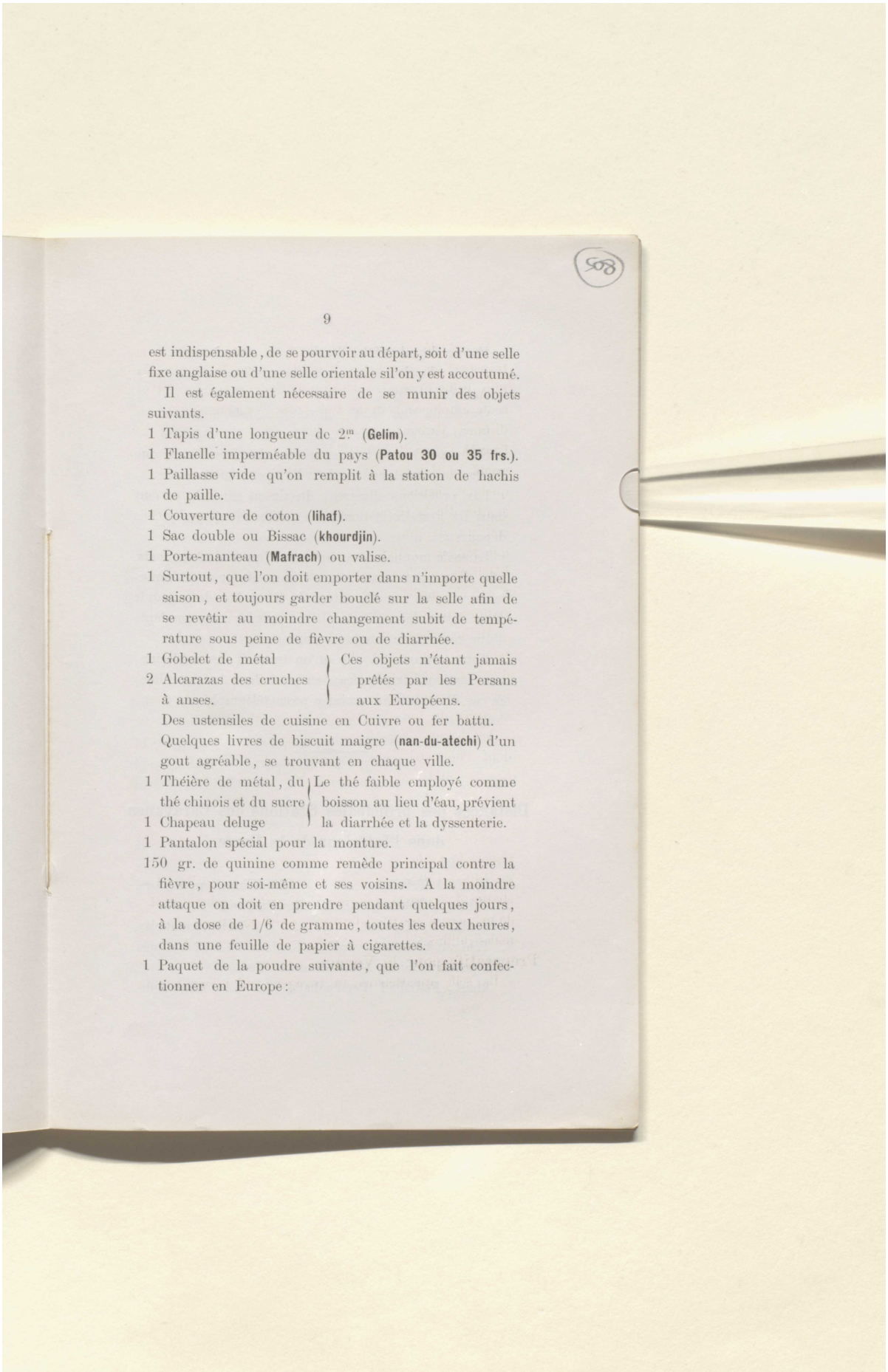

est indispensable, de se pourvoir au départ, soit d'une selle fixe anglaise ou d'une selle orientale sil'on y est accoutumé.

Il est également nécessaire de se munir des objets suivants.

1 Tapis d'une longueur de 2m (**Gelim**).
1 Flanelle imperméable du pays (**Patou 30 ou 35 frs.**).
1 Paillasse vide qu'on remplit à la station de hachis de paille.
1 Couverture de coton (**lihaf**).
1 Sac double ou Bissac (**khourdjin**).
1 Porte-manteau (**Mafrach**) ou valise.
1 Surtout, que l'on doit emporter dans n'importe quelle saison, et toujours garder bouclé sur la selle afin de se revêtir au moindre changement subit de température sous peine de fièvre ou de diarrhée.

1 Gobelet de métal
2 Alcarazas des cruches à anses.

} Ces objets n'étant jamais prêtés par les Persans aux Européens.

Des ustensiles de cuisine en Cuivre ou fer battu.

Quelques livres de biscuit maigre (**nan-du-atechi**) d'un gout agréable, se trouvant en chaque ville.

1 Théière de métal, du thé chinois et du sucre
1 Chapeau deluge

} Le thé faible employé comme boisson au lieu d'éau, prévient la diarrhée et la dyssenterie.

1 Pantalon spécial pour la monture.
150 gr. de quinine comme remède principal contre la fièvre, pour soi-même et ses voisins. A la moindre attaque on doit en prendre pendant quelques jours, à la dose de 1/6 de gramme, toutes les deux heures, dans une feuille de papier à cigarettes.
1 Paquet de la poudre suivante, que l'on fait confectionner en Europe:

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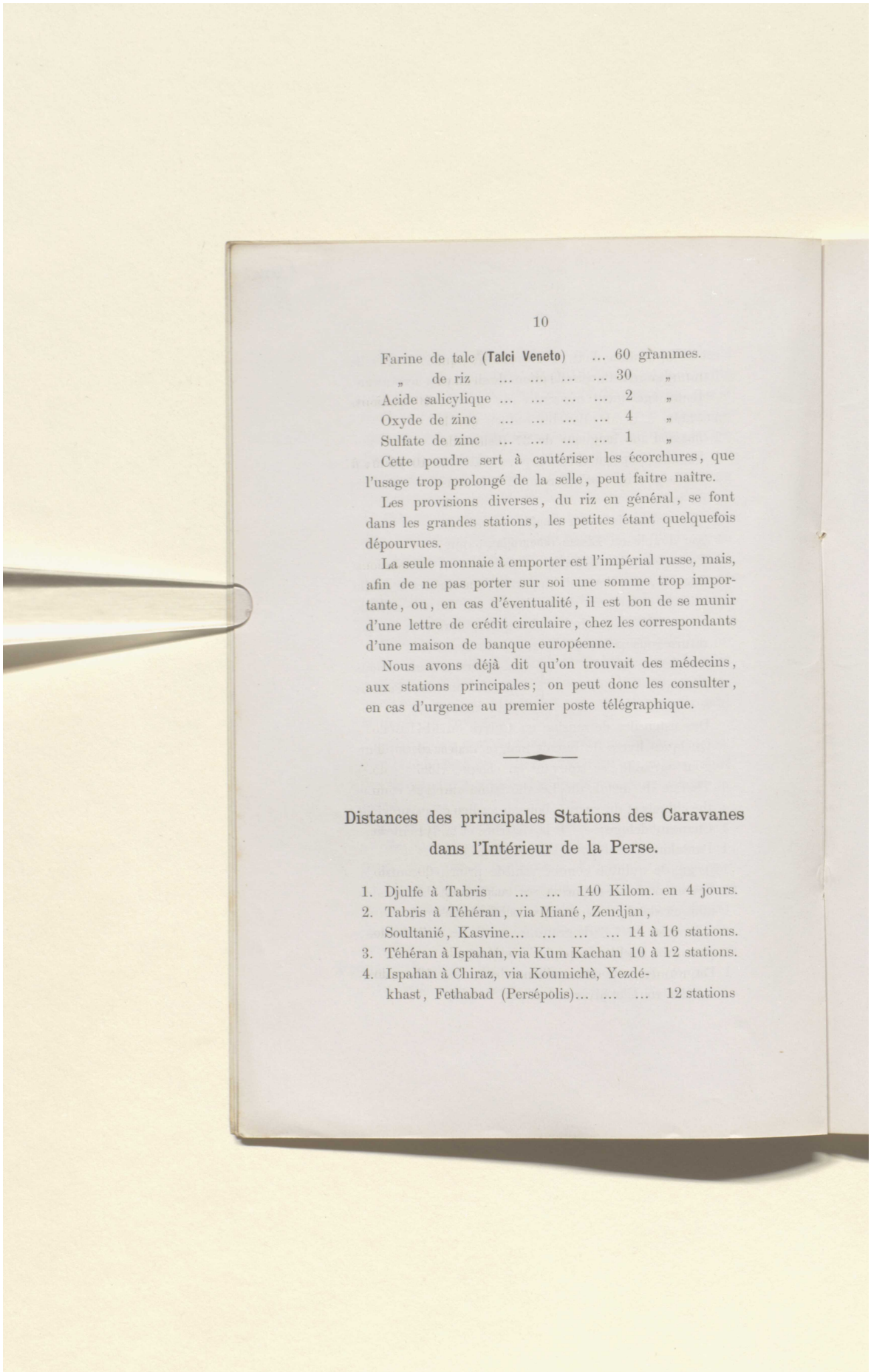

Farine de talc (**Talci Veneto**) ... 60 grammes.
„ de riz ... ... 30 „
Acide salicylique ... ... 2 „
Oxyde de zinc ... ... 4 „
Sulfate de zinc ... ... 1 „

Cette poudre sert à cautériser les écorchures, que l'usage trop prolongé de la selle, peut faitre naître.

Les provisions diverses, du riz en général, se font dans les grandes stations, les petites étant quelquefois dépourvues.

La seule monnaie à emporter est l'impérial russe, mais, afin de ne pas porter sur soi une somme trop importante, ou, en cas d'éventualité, il est bon de se munir d'une lettre de crédit circulaire, chez les correspondants d'une maison de banque européenne.

Nous avons déjà dit qu'on trouvait des médecins, aux stations principales; on peut donc les consulter, en cas d'urgence au premier poste télégraphique.

Distances des principales Stations des Caravanes dans l'Intérieur de la Perse.

1. Djulfe à Tabris ... ... 140 Kilom. en 4 jours.
2. Tabris à Téhéran, via Miané, Zendjan, Soultanié, Kasvine... ... ... 14 à 16 stations.
3. Téhéran à Ispahan, via Kum Kachan 10 à 12 stations.
4. Ispahan à Chiraz, via Koumichè, Yezdékhast, Fethabad (Persépolis)... ... ... 12 stations

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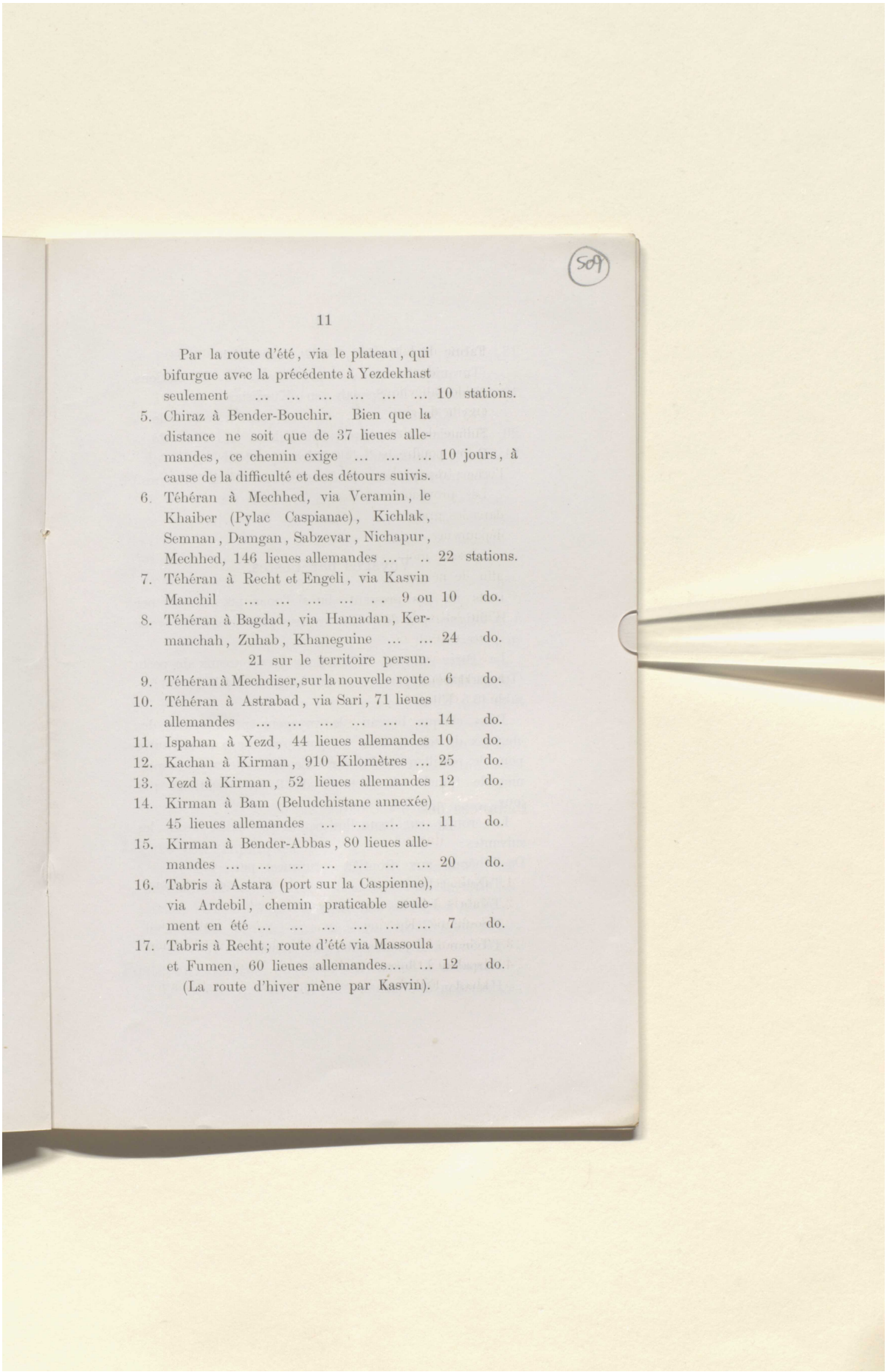

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	Par la route d'été, via le plateau, qui bifurgue avec la précédente à Yezdekhast seulement	10	stations.
5.	Chiraz à Bender-Bouchir. Bien que la distance ne soit que de 37 lieues allemandes, ce chemin exige	10	jours, à cause de la difficulté et des détours suivis.
6.	Téhéran à Mechhed, via Veramin, le Khaiber (Pylae Caspianae), Kichlak, Semnan, Damgan, Sabzevar, Nichapur, Mechhed, 146 lieues allemandes	22	stations.
7.	Téhéran à Recht et Engeli, via Kasvin Manchil	9 ou 10	do.
8.	Téhéran à Bagdad, via Hamadan, Kermanchah, Zuhab, Khaneguine ... ... 21 sur le territoire persun.	24	do.
9.	Téhéran à Mechdiser, sur la nouvelle route	6	do.
10.	Téhéran à Astrabad, via Sari, 71 lieues allemandes	14	do.
11.	Ispahan à Yezd, 44 lieues allemandes	10	do.
12.	Kachan à Kirman, 910 Kilomètres ...	25	do.
13.	Yezd à Kirman, 52 lieues allemandes	12	do.
14.	Kirman à Bam (Beludchistane annexée) 45 lieues allemandes	11	do.
15.	Kirman à Bender-Abbas, 80 lieues allemandes	20	do.
16.	Tabris à Astara (port sur la Caspienne), via Ardebil, chemin praticable seulement en été	7	do.
17.	Tabris à Recht; route d'été via Massoula et Fumen, 60 lieues allemandes... ... (La route d'hiver mène par Kasvin).	12	do.

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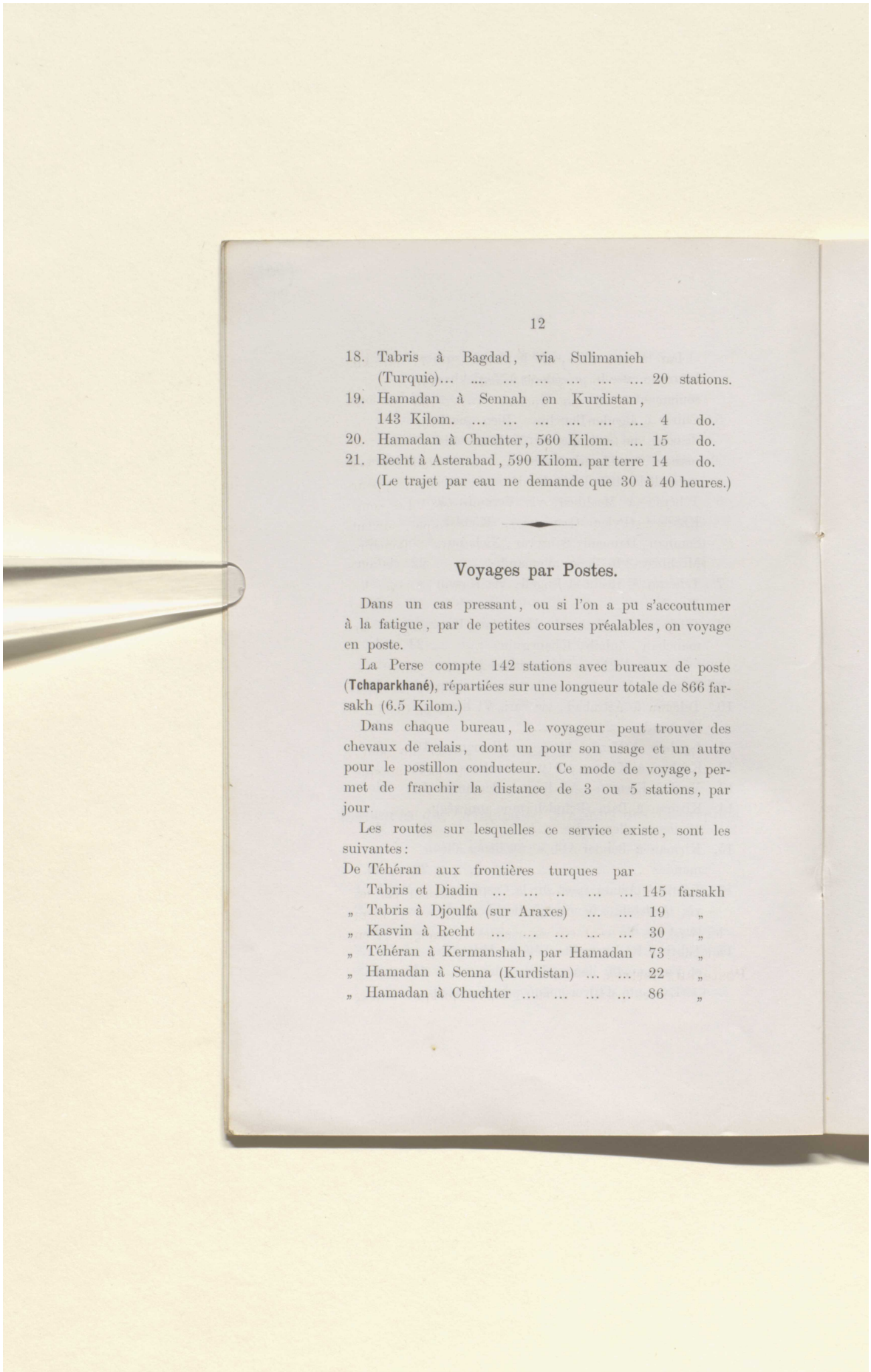

18. Tabris à Bagdad, via Sulimanieh (Turquie)... .... 20 stations.
19. Hamadan à Sennah en Kurdistan, 143 Kilom. ... ... 4 do.
20. Hamadan à Chuchter, 560 Kilom. ... 15 do.
21. Recht à Asterabad, 590 Kilom. par terre 14 do.
(Le trajet par eau ne demande que 30 à 40 heures.)

Voyages par Postes.

Dans un cas pressant, ou si l'on a pu s'accoutumer à la fatigue, par de petites courses préalables, on voyage en poste.

La Perse compte 142 stations avec bureaux de poste (**Tchaparkhané**), répartiées sur une longueur totale de 866 farsakh (6.5 Kilom.)

Dans chaque bureau, le voyageur peut trouver des chevaux de relais, dont un pour son usage et un autre pour le postillon conducteur. Ce mode de voyage, permet de franchir la distance de 3 ou 5 stations, par jour.

Les routes sur lesquelles ce service existe, sont les suivantes:

De Téhéran aux frontières turques par
Tabris et Diadin ... ... 145 farsakh
„ Tabris à Djoulfa (sur Araxes) ... ... 19 „
„ Kasvin à Recht ... ... 30 „
„ Téhéran à Kermanshah, par Hamadan 73 „
„ Hamadan à Senna (Kurdistan) ... ... 22 „
„ Hamadan à Chuchter ... ... 86 „

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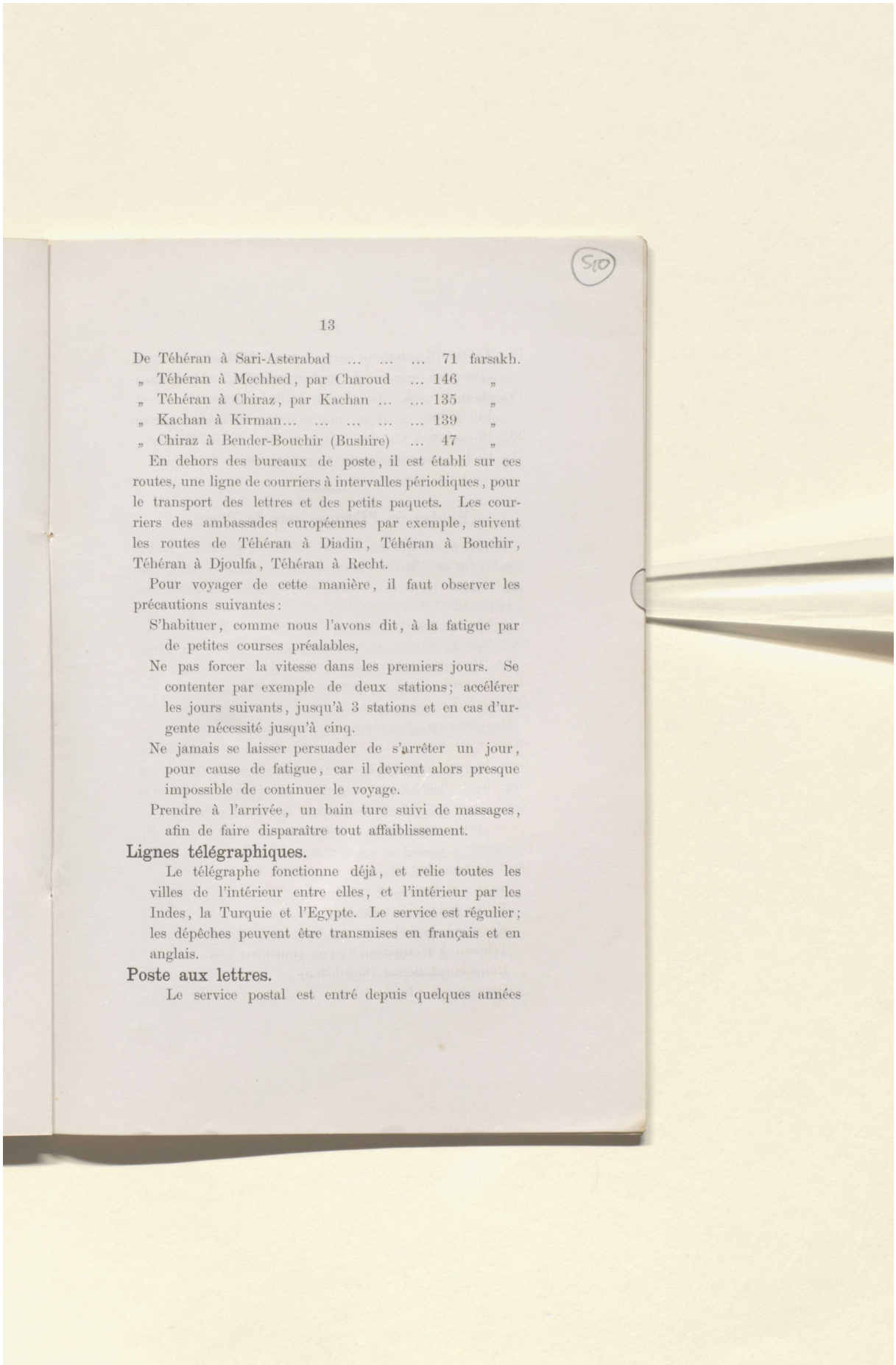

De Téhéran à Sari-Asterabad ... ... 71 farsakh.
„ Téhéran à Mechhed, par Charoud ... 146 „
„ Téhéran à Chiraz, par Kachan ... ... 135 „
„ Kachan à Kirman... ... ... 139 „
„ Chiraz à Bender-Bouchir (Bushire) ... 47 „

En dehors des bureaux de poste, il est établi sur ces routes, une ligne de courriers à intervalles périodiques, pour le transport des lettres et des petits paquets. Les courriers des ambassades européennes par exemple, suivent les routes de Téhéran à Diadin, Téhéran à Bouchir, Téhéran à Djoulfa, Téhéran à Recht.

Pour voyager de cette manière, il faut observer les précautions suivantes:

S'habituer, comme nous l'avons dit, à la fatigue par de petites courses préalables,

Ne pas forcer la vitesse dans les premiers jours. Se contenter par exemple de deux stations; accélérer les jours suivants, jusqu'à 3 stations et en cas d'urgente nécessité jusqu'à cinq.

Ne jamais se laisser persuader de s'arrêter un jour, pour cause de fatigue, car il devient alors presque impossible de continuer le voyage.

Prendre à l'arrivée, un bain turc suivi de massages, afin de faire disparaître tout affaiblissement.

Lignes télégraphiques.

Le télégraphe fonctionne déjà, et relie toutes les villes de l'intérieur entre elles, et l'intérieur par les Indes, la Turquie et l'Egypte. Le service est régulier; les dépêches peuvent être transmises en français et en anglais.

Poste aux lettres.

Le service postal est entré depuis quelques années

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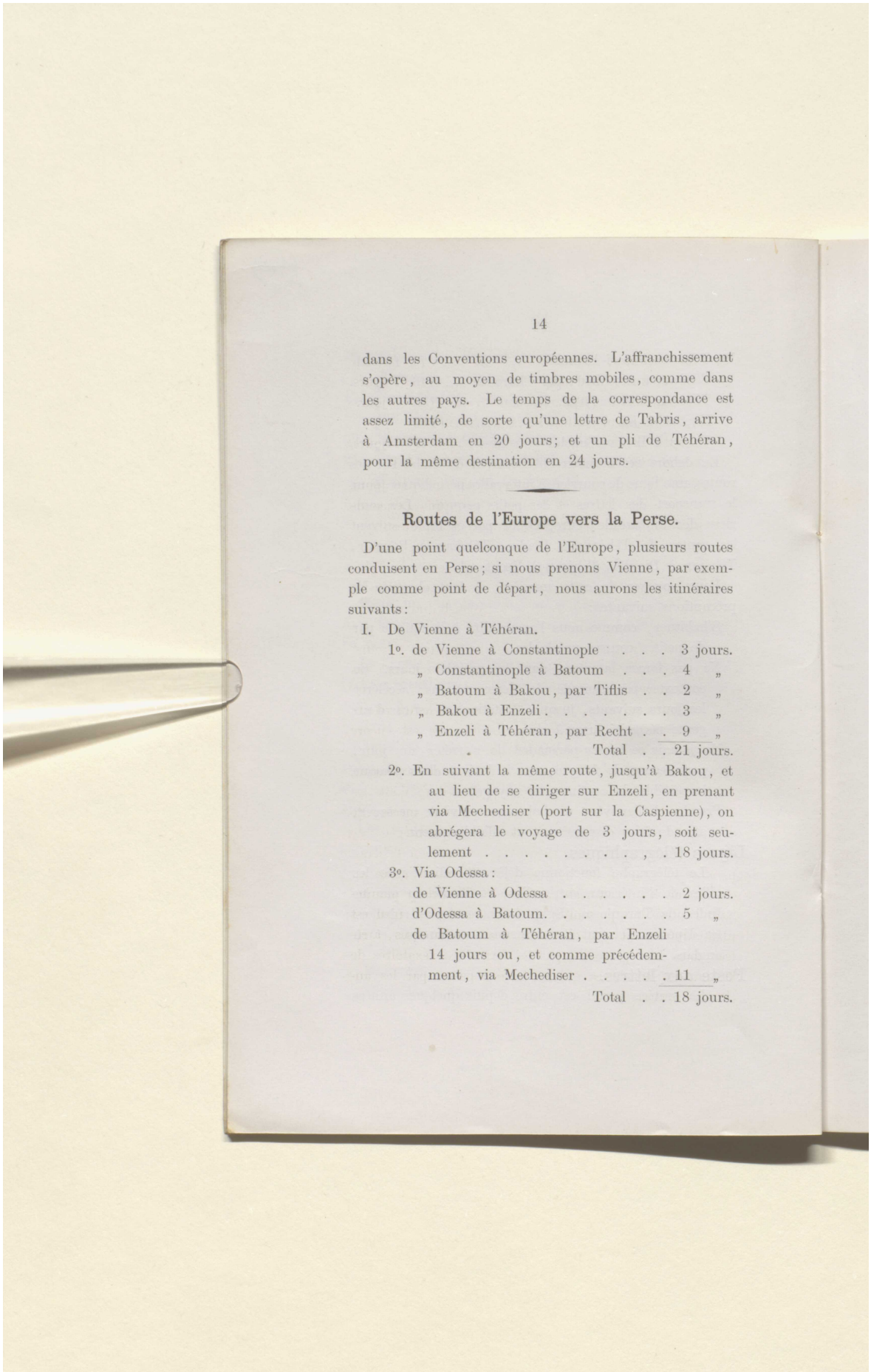

dans les Conventions européennes. L'affranchissement s'opère, au moyen de timbres mobiles, comme dans les autres pays. Le temps de la correspondance est assez limité, de sorte qu'une lettre de Tabris, arrive à Amsterdam en 20 jours; et un pli de Téhéran, pour la même destination en 24 jours.

Routes de l'Europe vers la Perse.

D'une point quelconque de l'Europe, plusieurs routes conduisent en Perse; si nous prenons Vienne, par exemple comme point de départ, nous aurons les itinéraires suivants:

I. De Vienne à Téhéran.

1°. de Vienne à Constantinople . . . 3 jours.
„ Constantinople à Batoum . . . 4 „
„ Batoum à Bakou, par Tiflis . . 2 „
„ Bakou à Enzeli . . . . . 3 „
„ Enzeli à Téhéran, par Recht . . 9 „
Total . . 21 jours.

2°. En suivant la même route, jusqu'à Bakou, et au lieu de se diriger sur Enzeli, en prenant via Mechediser (port sur la Caspienne), on abrégera le voyage de 3 jours, soit seulement . . . . . 18 jours.

3°. Via Odessa:
de Vienne à Odessa . . . . . 2 jours.
d'Odessa à Batoum. . . . . 5 „
de Batoum à Téhéran, par Enzeli 14 jours ou, et comme précédemment, via Mechediser . . . . . 11 „
Total . . 18 jours.

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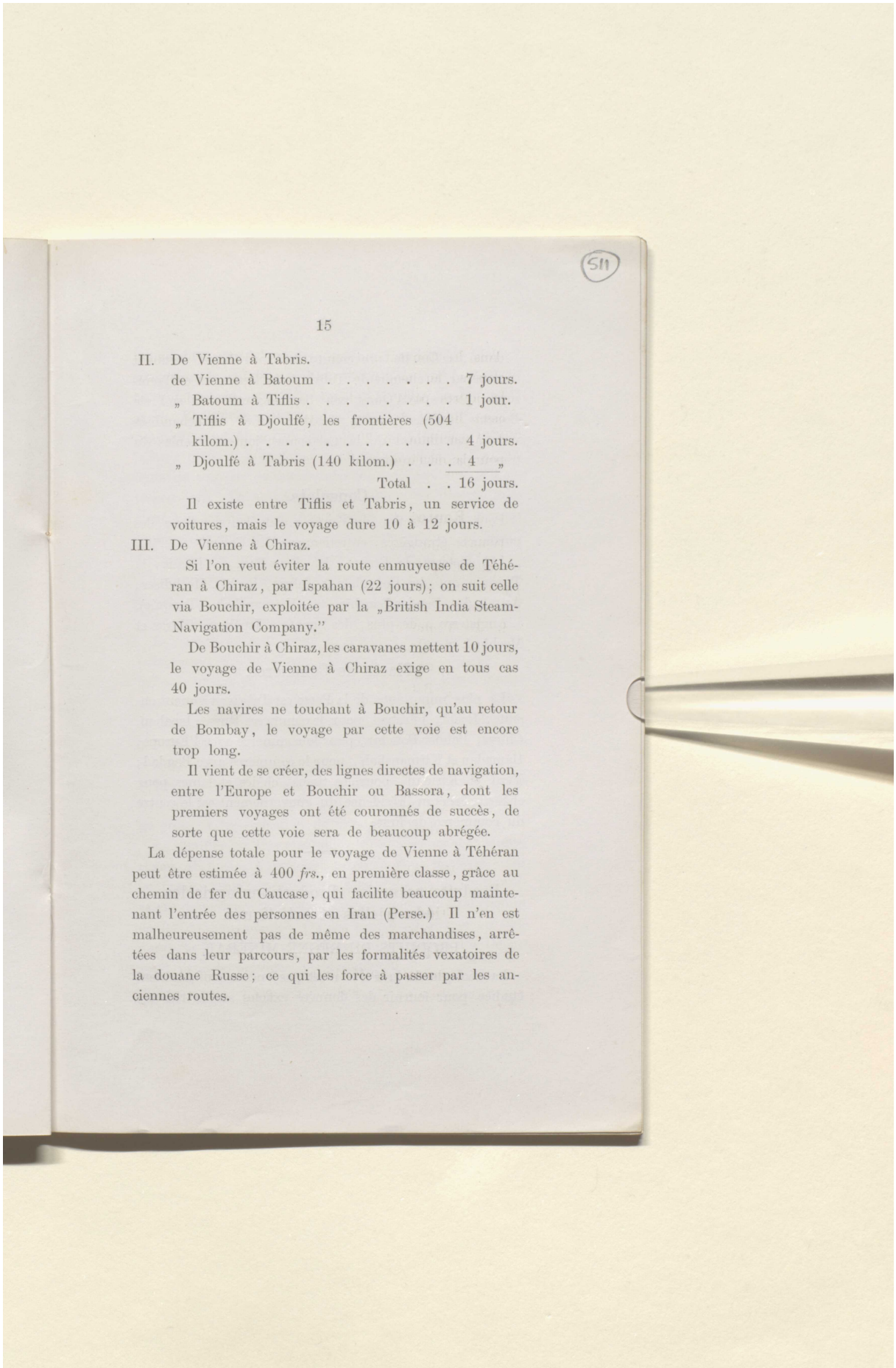

II. De Vienne à Tabris.

de Vienne à Batoum . . . . . 7 jours.
„ Batoum à Tiflis . . . . . 1 jour.
„ Tiflis à Djoulfé, les frontières (504 kilom.) . . . . . 4 jours.
„ Djoulfé à Tabris (140 kilom.) . . . 4 „
Total . . 16 jours.

Il existe entre Tiflis et Tabris, un service de voitures, mais le voyage dure 10 à 12 jours.

III. De Vienne à Chiraz.

Si l'on veut éviter la route enmuyeuse de Téhéran à Chiraz, par Ispahan (22 jours); on suit celle via Bouchir, exploitée par la „British India Steam-Navigation Company."

De Bouchir à Chiraz, les caravanes mettent 10 jours, le voyage de Vienne à Chiraz exige en tous cas 40 jours.

Les navires ne touchant à Bouchir, qu'au retour de Bombay, le voyage par cette voie est encore trop long.

Il vient de se créer, des lignes directes de navigation, entre l'Europe et Bouchir ou Bassora, dont les premiers voyages ont été couronnés de succès, de sorte que cette voie sera de beaucoup abrégée.

La dépense totale pour le voyage de Vienne à Téhéran peut être estimée à 400 *frs.*, en première classe, grâce au chemin de fer du Caucase, qui facilite beaucoup maintenant l'entrée des personnes en Iran (Perse.) Il n'en est malheureusement pas de même des marchandises, arrêtées dans leur parcours, par les formalités vexatoires de la douane Russe; ce qui les force à passer par les anciennes routes.

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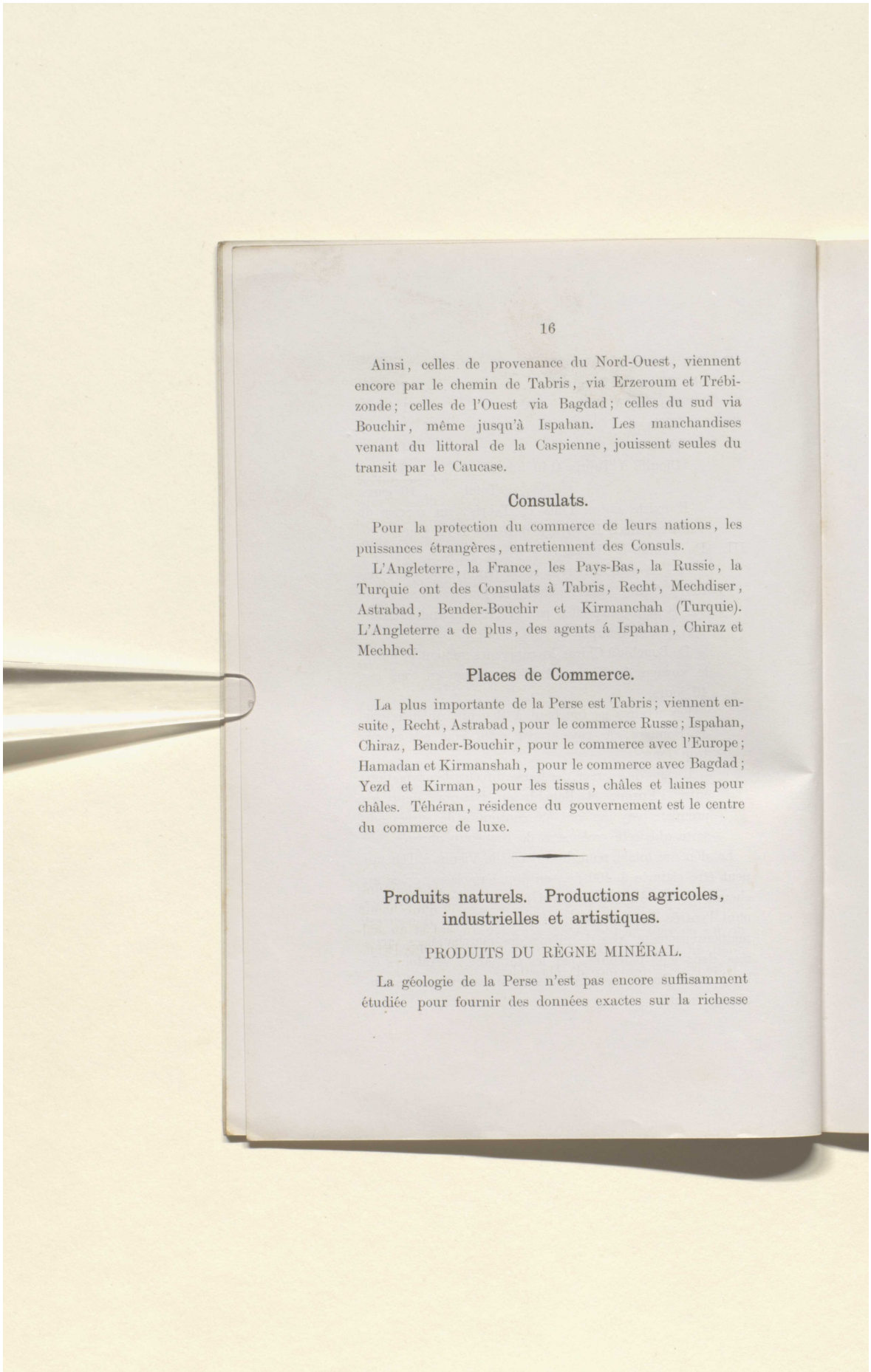

Ainsi, celles de provenance du Nord-Ouest, viennent encore par le chemin de Tabris, via Erzeroum et Trébizonde; celles de l'Ouest via Bagdad; celles du sud via Bouchir, même jusqu'à Ispahan. Les manchandises venant du littoral de la Caspienne, jouissent seules du transit par le Caucase.

Consulats.

Pour la protection du commerce de leurs nations, les puissances étrangères, entretiennent des Consuls.

L'Angleterre, la France, les Pays-Bas, la Russie, la Turquie ont des Consulats à Tabris, Recht, Mechdiser, Astrabad, Bender-Bouchir et Kirmanchah (Turquie). L'Angleterre a de plus, des agents á Ispahan, Chiraz et Mechhed.

Places de Commerce.

La plus importante de la Perse est Tabris; viennent ensuite, Recht, Astrabad, pour le commerce Russe; Ispahan, Chiraz, Bender-Bouchir, pour le commerce avec l'Europe; Hamadan et Kirmanshah, pour le commerce avec Bagdad; Yezd et Kirman, pour les tissus, châles et laines pour châles. Téhéran, résidence du gouvernement est le centre du commerce de luxe.

Produits naturels. Productions agricoles, industrielles et artistiques.

PRODUITS DU RÈGNE MINÉRAL.

La géologie de la Perse n'est pas encore suffisamment étudiée pour fournir des données exactes sur la richesse

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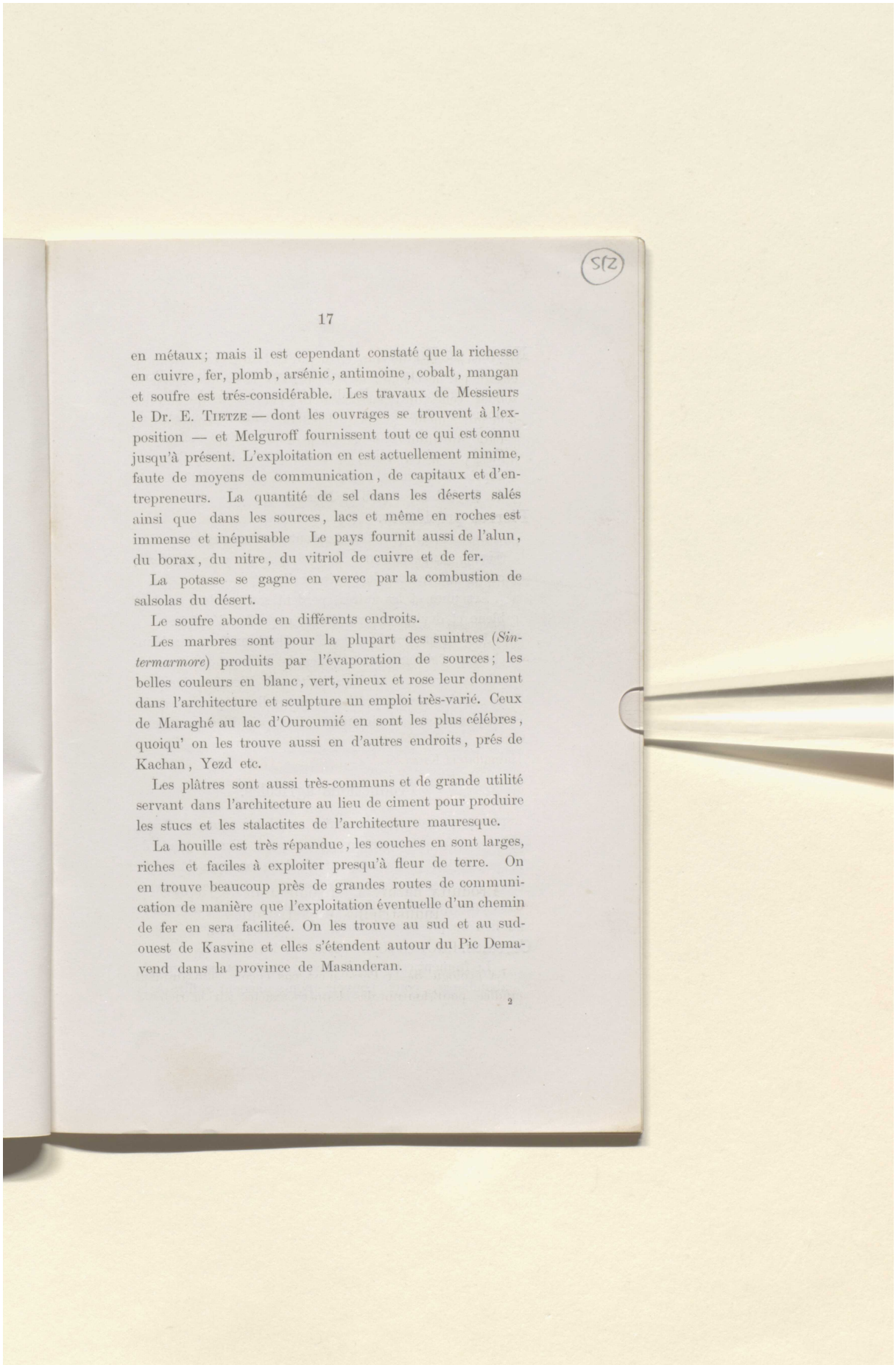

en métaux; mais il est cependant constaté que la richesse en cuivre, fer, plomb, arsénic, antimoine, cobalt, mangan et soufre est trés-considérable. Les travaux de Messieurs le Dr. E. Tietze — dont les ouvrages se trouvent à l'exposition — et Melguroff fournissent tout ce qui est connu jusqu'à présent. L'exploitation en est actuellement minime, faute de moyens de communication, de capitaux et d'entrepreneurs. La quantité de sel dans les déserts salés ainsi que dans les sources, lacs et même en roches est immense et inépuisable Le pays fournit aussi de l'alun, du borax, du nitre, du vitriol de cuivre et de fer.

La potasse se gagne en verec par la combustion de salsolas du désert.

Le soufre abonde en différents endroits.

Les marbres sont pour la plupart des suintres (*Sintermarmore*) produits par l'évaporation de sources; les belles couleurs en blanc, vert, vineux et rose leur donnent dans l'architecture et sculpture un emploi très-varié. Ceux de Maraghé au lac d'Ouroumié en sont les plus célébres, quoiqu' on les trouve aussi en d'autres endroits, prés de Kachan, Yezd etc.

Les plâtres sont aussi très-communs et de grande utilité servant dans l'architecture au lieu de ciment pour produire les stucs et les stalactites de l'architecture mauresque.

La houille est très répandue, les couches en sont larges, riches et faciles à exploiter presqu'à fleur de terre. On en trouve beaucoup près de grandes routes de communication de manière que l'exploitation éventuelle d'un chemin de fer en sera faciliteé. On les trouve au sud et au sud-ouest de Kasvine et elles s'étendent autour du Pic Demavend dans la province de Masanderan.

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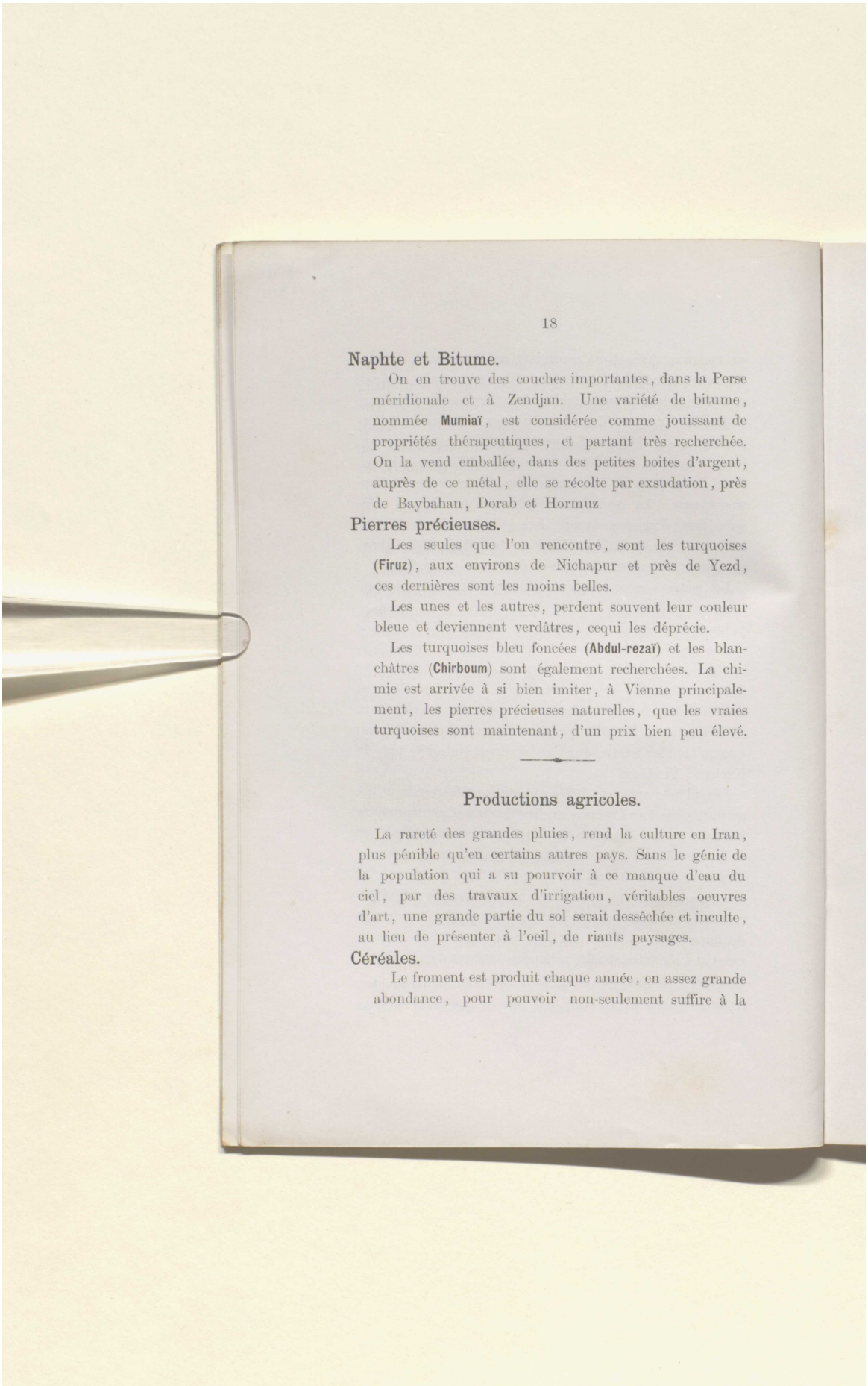

Naphte et Bitume.

On en trouve des couches importantes, dans la Perse méridionale et à Zendjan. Une variété de bitume, nommée **Mumiaï**, est considérée comme jouissant de propriétés thérapeutiques, et partant très recherchée. On la vend emballée, dans des petites boites d'argent, auprès de ce métal, elle se récolte par exsudation, près de Baybahan, Dorab et Hormuz

Pierres précieuses.

Les seules que l'on rencontre, sont les turquoises (**Firuz**), aux environs de Nichapur et près de Yezd, ces dernières sont les moins belles.

Les unes et les autres, perdent souvent leur couleur bleue et deviennent verdâtres, cequi les déprécie.

Les turquoises bleu foncées (**Abdul-rezaï**) et les blanchâtres (**Chirboum**) sont également recherchées. La chimie est arrivée à si bien imiter, à Vienne principalement, les pierres précieuses naturelles, que les vraies turquoises sont maintenant, d'un prix bien peu élevé.

Productions agricoles.

La rareté des grandes pluies, rend la culture en Iran, plus pénible qu'en certains autres pays. Sans le génie de la population qui a su pourvoir à ce manque d'eau du ciel, par des travaux d'irrigation, véritables oeuvres d'art, une grande partie du sol serait dessêchée et inculte, au lieu de présenter à l'oeil, de riants paysages.

Céréales.

Le froment est produit chaque année, en assez grande abondance, pour pouvoir non-seulement suffire à la

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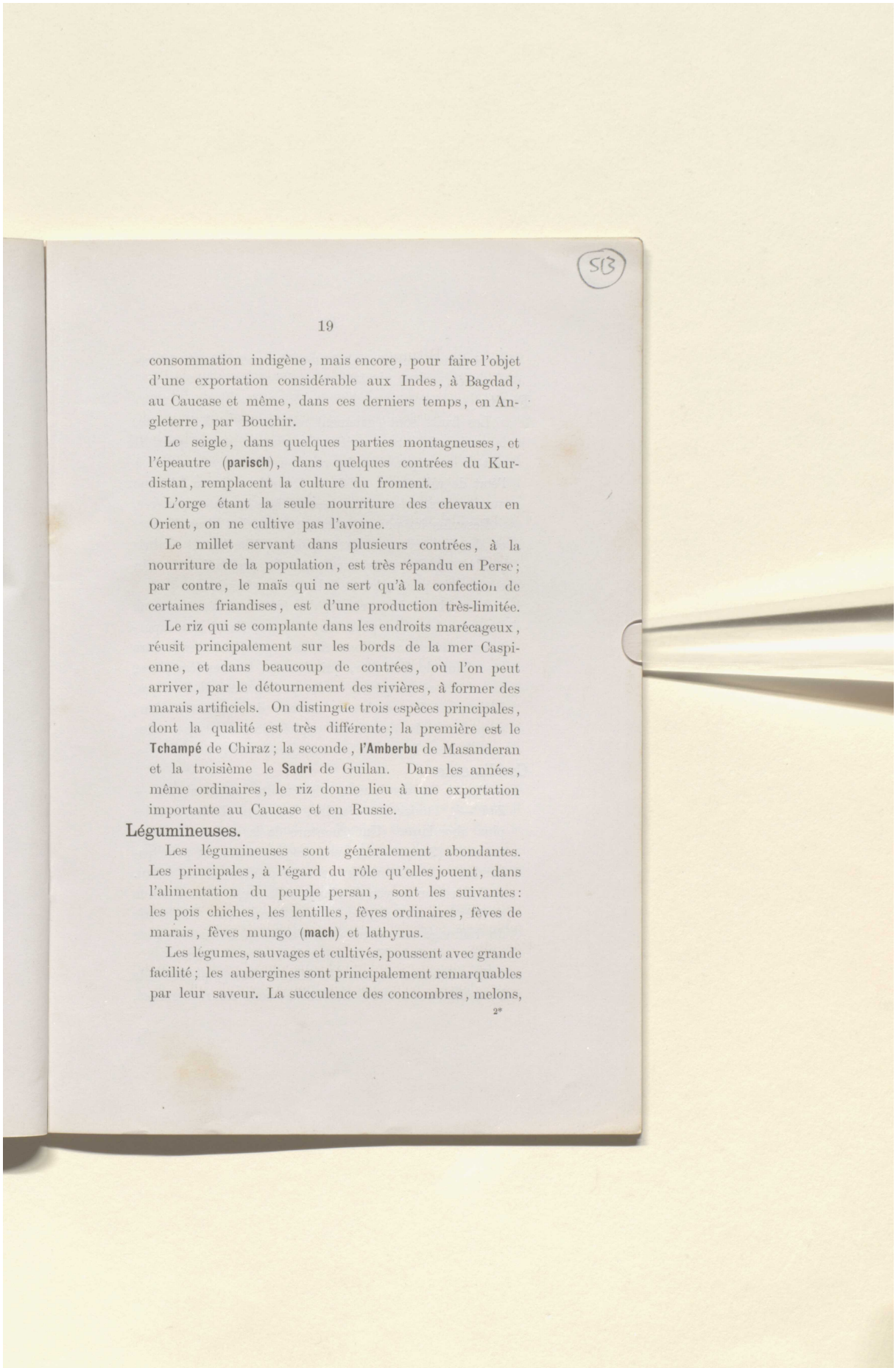

consommation indigène, mais encore, pour faire l'objet d'une exportation considérable aux Indes, à Bagdad, au Caucase et même, dans ces derniers temps, en Angleterre, par Bouchir.

Le seigle, dans quelques parties montagneuses, et l'épeautre (**parisch**), dans quelques contrées du Kurdistan, remplacent la culture du froment.

L'orge étant la seule nourriture des chevaux en Orient, on ne cultive pas l'avoine.

Le millet servant dans plusieurs contrées, à la nourriture de la population, est très répandu en Perse; par contre, le maïs qui ne sert qu'à la confection de certaines friandises, est d'une production très-limitée.

Le riz qui se complante dans les endroits marécageux, réusit principalement sur les bords de la mer Caspienne, et dans beaucoup de contrées, où l'on peut arriver, par le détournement des rivières, à former des marais artificiels. On distingue trois espèces principales, dont la qualité est très différente; la première est le **Tchampé** de Chiraz; la seconde, **l'Amberbu** de Masanderan et la troisième le **Sadri** de Guilan. Dans les années, même ordinaires, le riz donne lieu à une exportation importante au Caucase et en Russie.

Légumineuses.

Les légumineuses sont généralement abondantes. Les principales, à l'égard du rôle qu'elles jouent, dans l'alimentation du peuple persan, sont les suivantes: les pois chiches, les lentilles, fèves ordinaires, fèves de marais, fèves mungo (**mach**) et lathyrus.

Les légumes, sauvages et cultivés, poussent avec grande facilité; les aubergines sont principalement remarquables par leur saveur. La succulence des concombres, melons,

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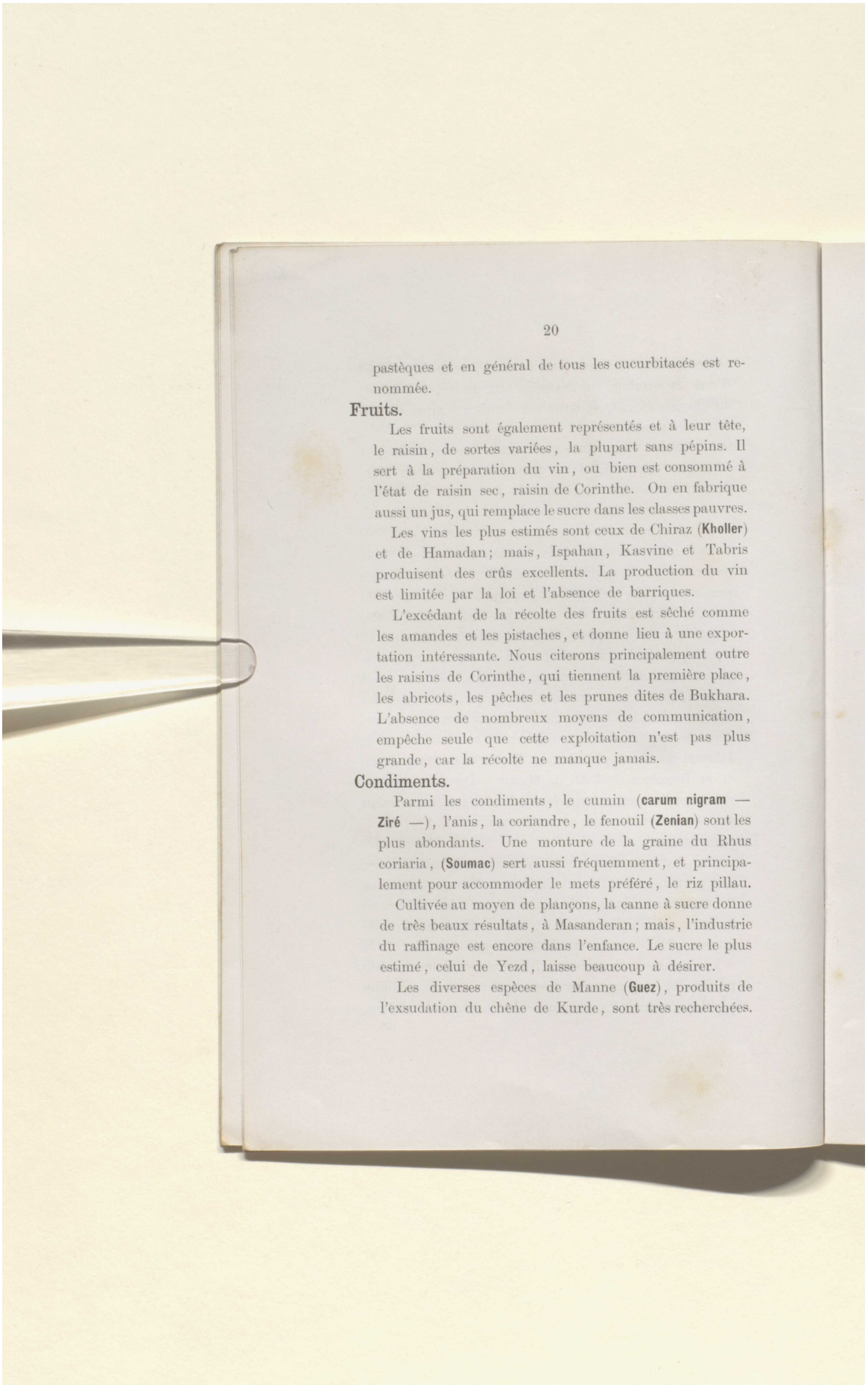

pastèques et en général de tous les cucurbitacés est renommée.

Fruits.

Les fruits sont également représentés et à leur tête, le raisin, de sortes variées, la plupart sans pépins. Il sert à la préparation du vin, ou bien est consommé à l'état de raisin sec, raisin de Corinthe. On en fabrique aussi un jus, qui remplace le sucre dans les classes pauvres.

Les vins les plus estimés sont ceux de Chiraz (**Kholler**) et de Hamadan; mais, Ispahan, Kasvine et Tabris produisent des crûs excellents. La production du vin est limitée par la loi et l'absence de barriques.

L'excédant de la récolte des fruits est sêché comme les amandes et les pistaches, et donne lieu à une exportation intéressante. Nous citerons principalement outre les raisins de Corinthe, qui tiennent la première place, les abricots, les pêches et les prunes dites de Bukhara. L'absence de nombreux moyens de communication, empêche seule que cette exploitation n'est pas plus grande, car la récolte ne manque jamais.

Condiments.

Parmi les condiments, le cumin (**carum nigram — Ziré —**), l'anis, la coriandre, le fenouil (**Zenian**) sont les plus abondants. Une monture de la graine du Rhus coriaria, (**Soumac**) sert aussi fréquemment, et principalement pour accommoder le mets préféré, le riz pillau.

Cultivée au moyen de plançons, la canne à sucre donne de très beaux résultats, à Masanderan; mais, l'industrie du raffinage est encore dans l'enfance. Le sucre le plus estimé, celui de Yezd, laisse beaucoup à désirer.

Les diverses espèces de Manne (**Guez**), produits de l'exsudation du chêne de Kurde, sont très recherchées.

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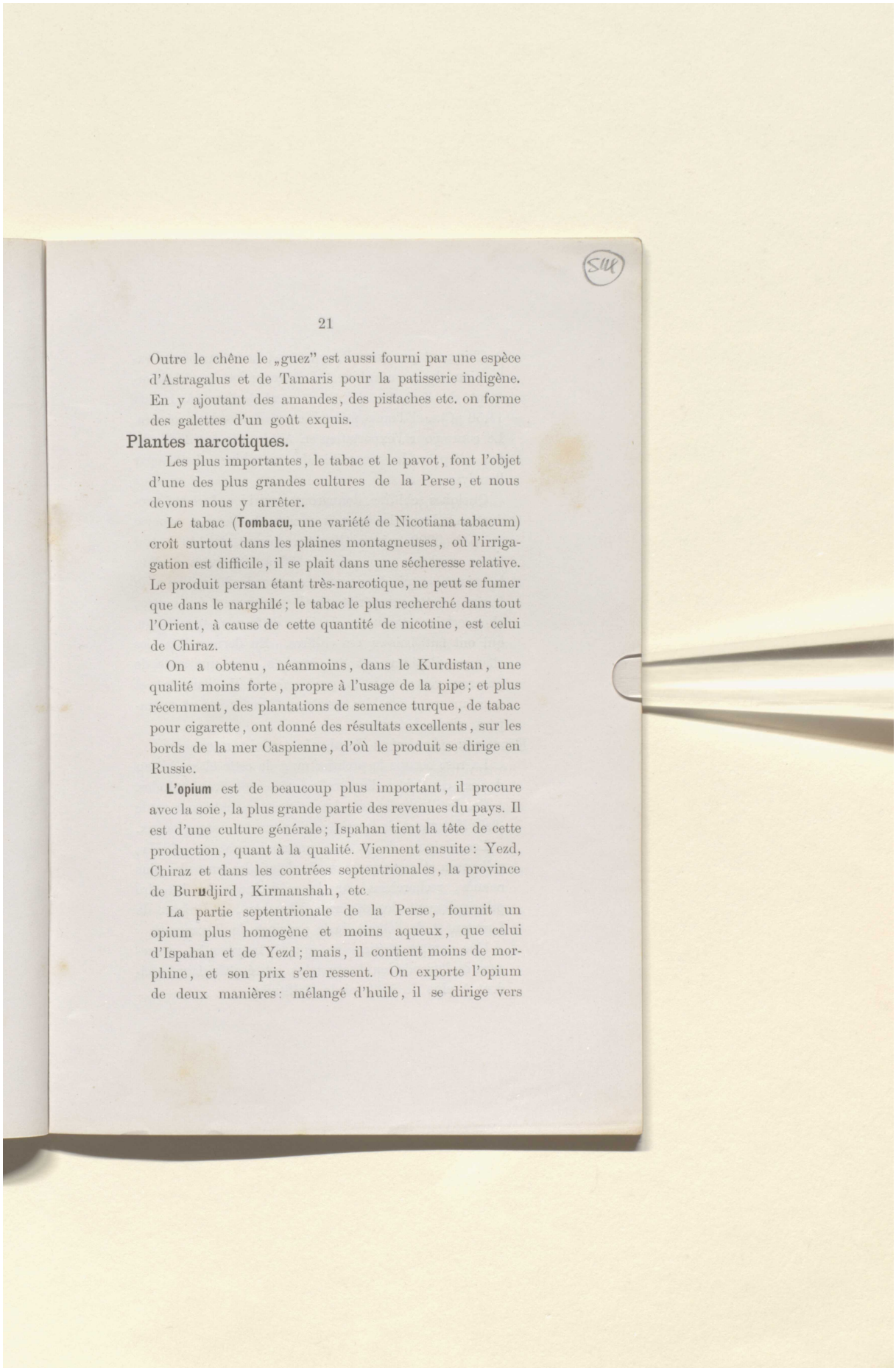

Outre le chêne le „guez" est aussi fourni par une espèce d'Astragalus et de Tamaris pour la patisserie indigène. En y ajoutant des amandes, des pistaches etc. on forme des galettes d'un goût exquis.

Plantes narcotiques.

Les plus importantes, le tabac et le pavot, font l'objet d'une des plus grandes cultures de la Perse, et nous devons nous y arrêter.

Le tabac (**Tombacu,** une variété de Nicotiana tabacum) croît surtout dans les plaines montagneuses, où l'irrigation est difficile, il se plait dans une sécheresse relative. Le produit persan étant très-narcotique, ne peut se fumer que dans le narghilé; le tabac le plus recherché dans tout l'Orient, à cause de cette quantité de nicotine, est celui de Chiraz.

On a obtenu, néanmoins, dans le Kurdistan, une qualité moins forte, propre à l'usage de la pipe; et plus récemment, des plantations de semence turque, de tabac pour cigarette, ont donné des résultats excellents, sur les bords de la mer Caspienne, d'où le produit se dirige en Russie.

L'opium est de beaucoup plus important, il procure avec la soie, la plus grande partie des revenues du pays. Il est d'une culture générale; Ispahan tient la tête de cette production, quant à la qualité. Viennent ensuite: Yezd, Chiraz et dans les contrées septentrionales, la province de Burudjird, Kirmanshah, etc.

La partie septentrionale de la Perse, fournit un opium plus homogène et moins aqueux, que celui d'Ispahan et de Yezd; mais, il contient moins de morphine, et son prix s'en ressent. On exporte l'opium de deux manières: mélangé d'huile, il se dirige vers

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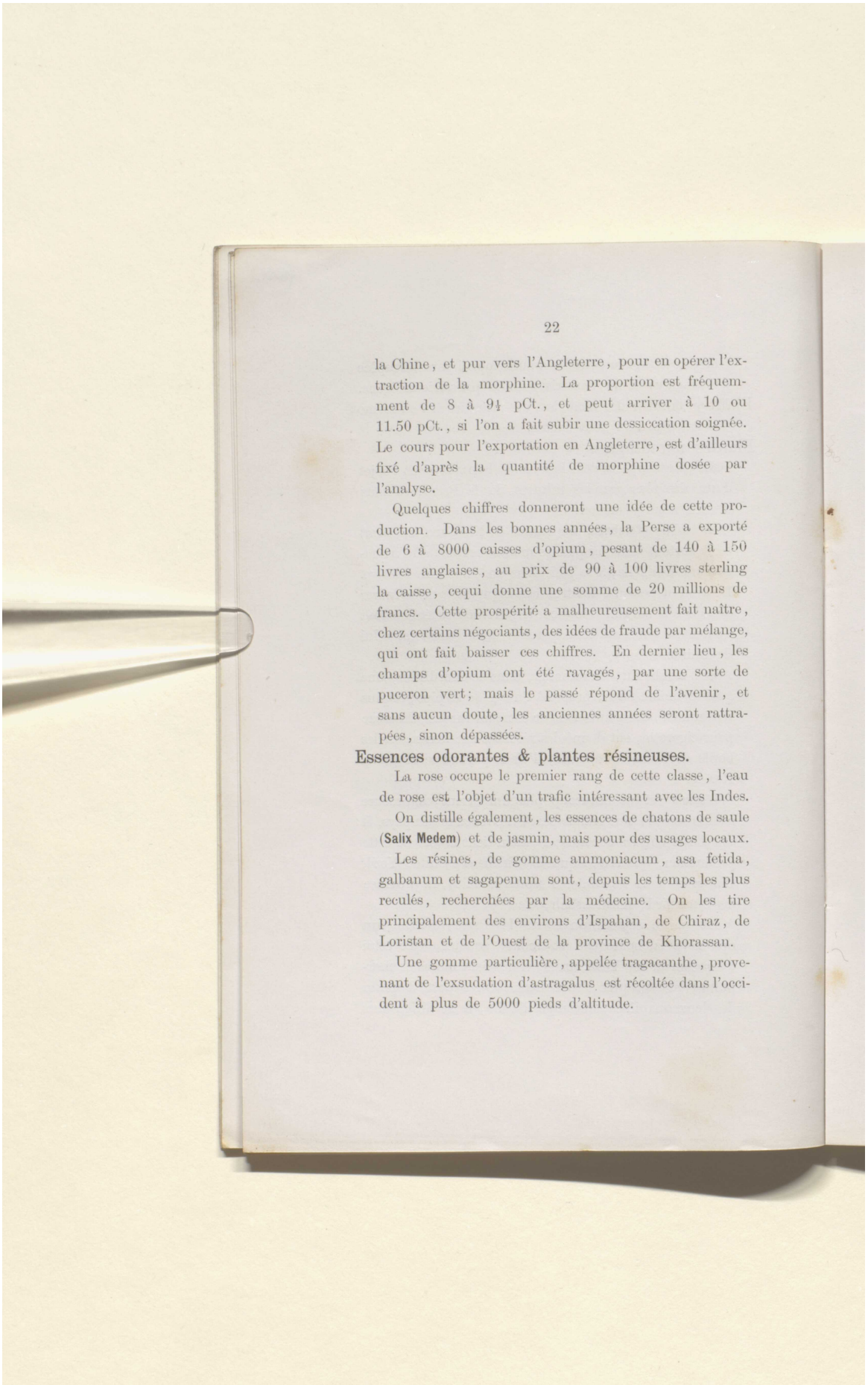

la Chine, et pur vers l'Angleterre, pour en opérer l'extraction de la morphine. La proportion est fréquemment de 8 à 9½ pCt., et peut arriver à 10 ou 11.50 pCt., si l'on a fait subir une dessiccation soignée. Le cours pour l'exportation en Angleterre, est d'ailleurs fixé d'après la quantité de morphine dosée par l'analyse.

Quelques chiffres donneront une idée de cette production. Dans les bonnes années, la Perse a exporté de 6 à 8000 caisses d'opium, pesant de 140 à 150 livres anglaises, au prix de 90 à 100 livres sterling la caisse, cequi donne une somme de 20 millions de francs. Cette prospérité a malheureusement fait naître, chez certains négociants, des idées de fraude par mélange, qui ont fait baisser ces chiffres. En dernier lieu, les champs d'opium ont été ravagés, par une sorte de puceron vert; mais le passé répond de l'avenir, et sans aucun doute, les anciennes années seront rattrapées, sinon dépassées.

Essences odorantes & plantes résineuses.

La rose occupe le premier rang de cette classe, l'eau de rose est l'objet d'un trafic intéressant avec les Indes.

On distille également, les essences de chatons de saule (**Salix Medem**) et de jasmin, mais pour des usages locaux.

Les résines, de gomme ammoniacum, asa fetida, galbanum et sagapenum sont, depuis les temps les plus reculés, recherchées par la médecine. On les tire principalement des environs d'Ispahan, de Chiraz, de Loristan et de l'Ouest de la province de Khorassan.

Une gomme particulière, appelée tragacanthe, provenant de l'exsudation d'astragalus est récoltée dans l'occident à plus de 5000 pieds d'altitude.

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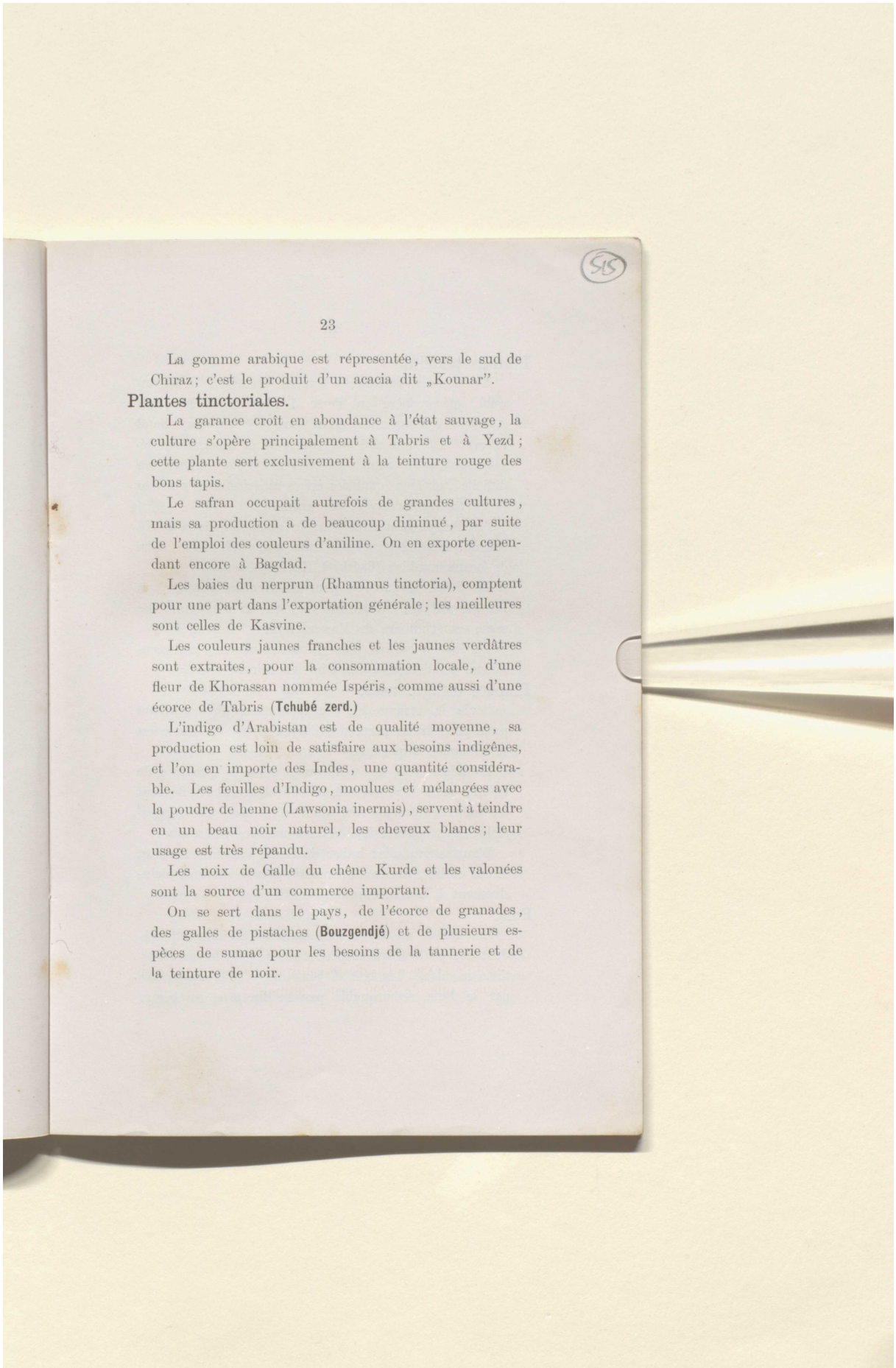

La gomme arabique est répresentée, vers le sud de Chiraz; c'est le produit d'un acacia dit „Kounar".

Plantes tinctoriales.

La garance croît en abondance à l'état sauvage, la culture s'opère principalement à Tabris et à Yezd; cette plante sert exclusivement à la teinture rouge des bons tapis.

Le safran occupait autrefois de grandes cultures, mais sa production a de beaucoup diminué, par suite de l'emploi des couleurs d'aniline. On en exporte cependant encore à Bagdad.

Les baies du nerprun (Rhamnus tinctoria), comptent pour une part dans l'exportation générale; les meilleures sont celles de Kasvine.

Les couleurs jaunes franches et les jaunes verdâtres sont extraites, pour la consommation locale, d'une fleur de Khorassan nommée Ispéris, comme aussi d'une écorce de Tabris (**Tchubé zerd.**)

L'indigo d'Arabistan est de qualité moyenne, sa production est loin de satisfaire aux besoins indigènes, et l'on en importe des Indes, une quantité considérable. Les feuilles d'Indigo, moulues et mélangées avec la poudre de henne (Lawsonia inermis), servent à teindre en un beau noir naturel, les cheveux blancs; leur usage est très répandu.

Les noix de Galle du chêne Kurde et les valonées sont la source d'un commerce important.

On se sert dans le pays, de l'écorce de granades, des galles de pistaches (**Bouzgendjé**) et de plusieurs espèces de sumac pour les besoins de la tannerie et de la teinture de noir.

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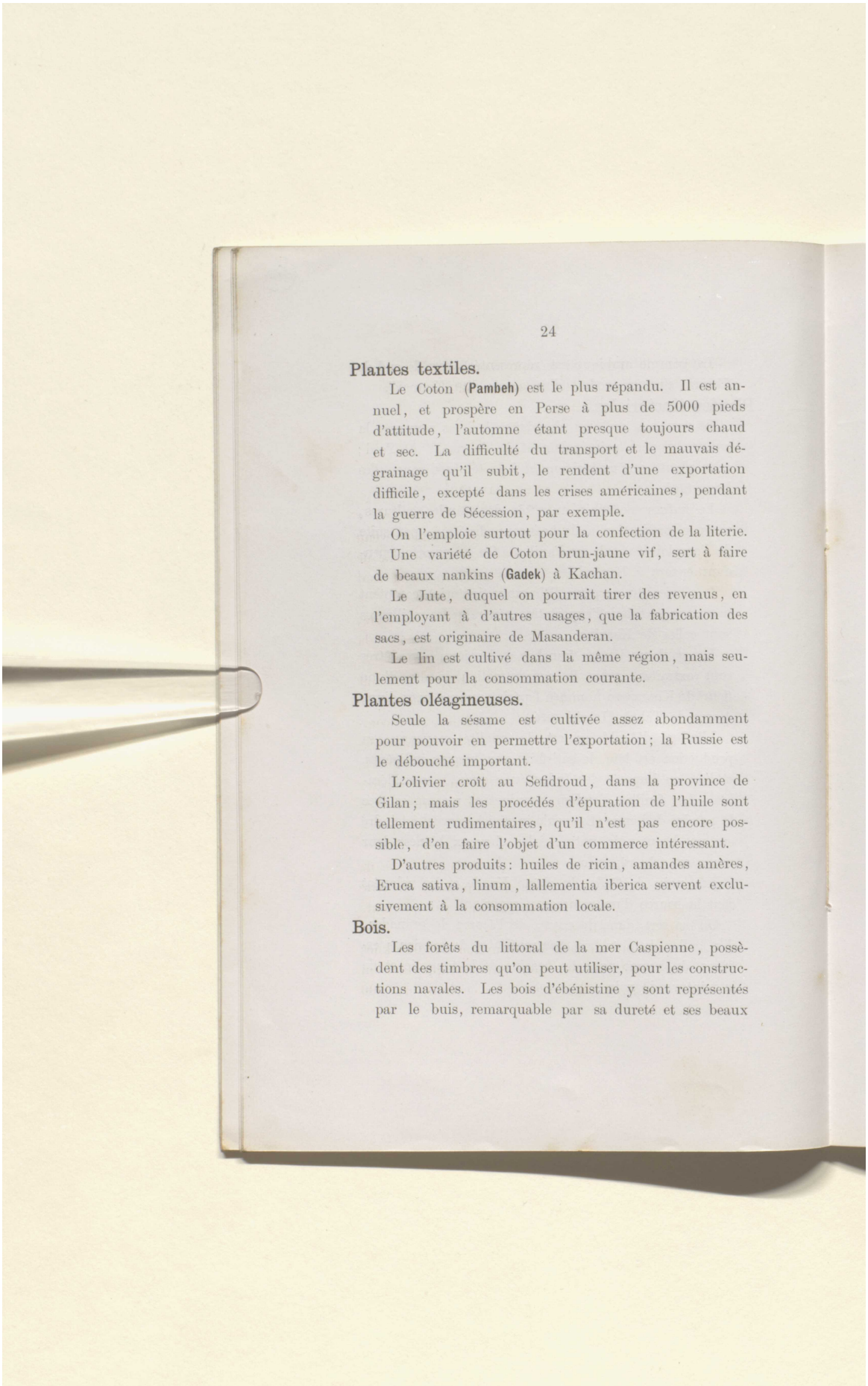

Plantes textiles.

Le Coton (**Pambeh**) est le plus répandu. Il est annuel, et prospère en Perse à plus de 5000 pieds d'attitude, l'automne étant presque toujours chaud et sec. La difficulté du transport et le mauvais dégrainage qu'il subit, le rendent d'une exportation difficile, excepté dans les crises américaines, pendant la guerre de Sécession, par exemple.

On l'emploie surtout pour la confection de la literie.

Une variété de Coton brun-jaune vif, sert à faire de beaux nankins (**Gadek**) à Kachan.

Le Jute, duquel on pourrait tirer des revenus, en l'employant à d'autres usages, que la fabrication des sacs, est originaire de Masanderan.

Le lin est cultivé dans la même région, mais seulement pour la consommation courante.

Plantes oléagineuses.

Seule la sésame est cultivée assez abondamment pour pouvoir en permettre l'exportation; la Russie est le débouché important.

L'olivier croît au Sefidroud, dans la province de Gilan; mais les procédés d'épuration de l'huile sont tellement rudimentaires, qu'il n'est pas encore possible, d'en faire l'objet d'un commerce intéressant.

D'autres produits: huiles de ricin, amandes amères, Eruca sativa, linum, lallementia iberica servent exclusivement à la consommation locale.

Bois.

Les forêts du littoral de la mer Caspienne, possèdent des timbres qu'on peut utiliser, pour les constructions navales. Les bois d'ébénistine y sont représentés par le buis, remarquable par sa dureté et ses beaux

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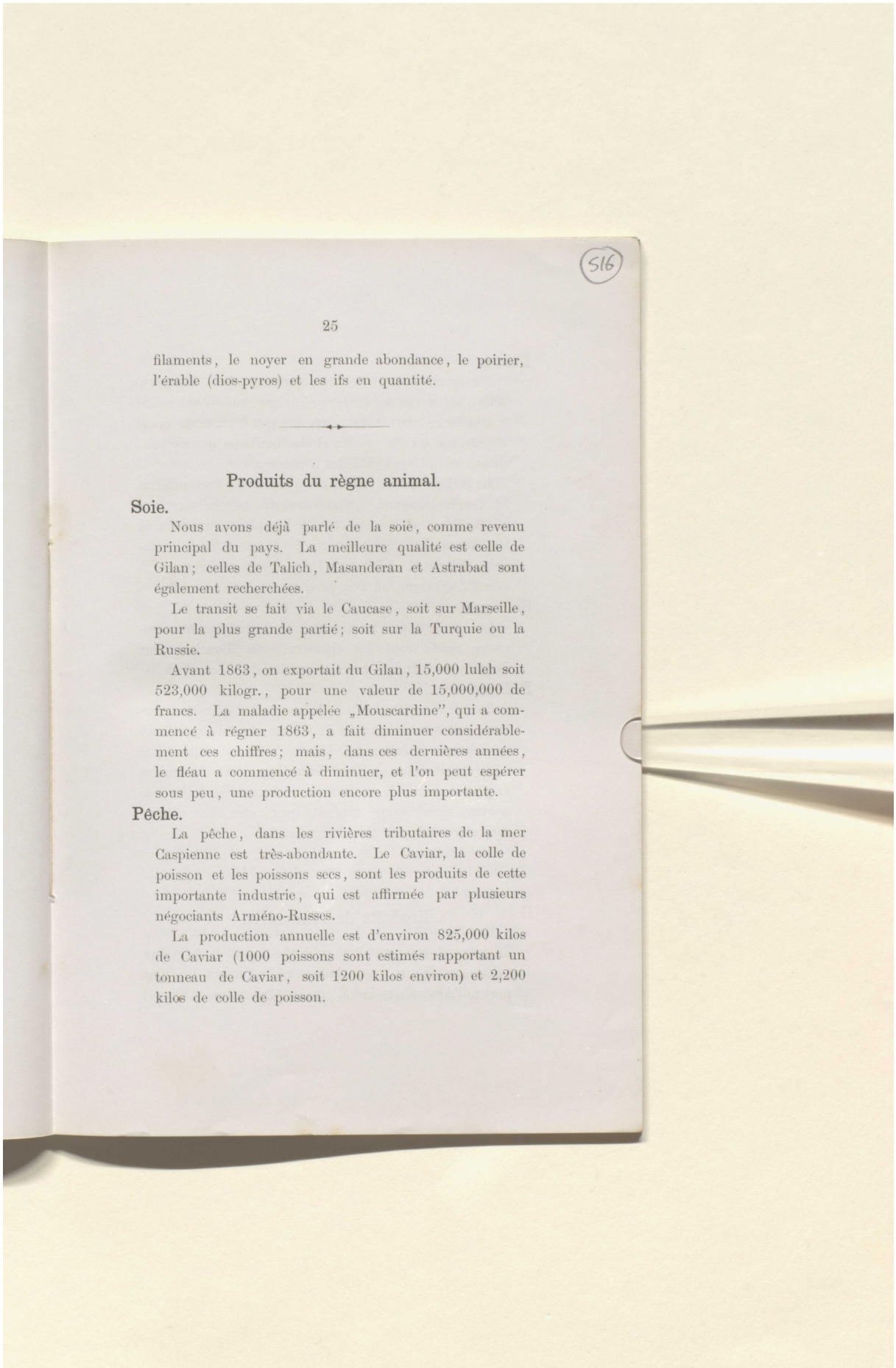

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filaments, le noyer en grande abondance, le poirier, l'érable (dios-pyros) et les ifs en quantité.

Produits du règne animal.

Soie.

Nous avons déjà parlé de la soie, comme revenu principal du pays. La meilleure qualité est celle de Gilan; celles de Talich, Masanderan et Astrabad sont également recherchées.

Le transit se fait via le Caucase, soit sur Marseille, pour la plus grande partié; soit sur la Turquie ou la Russie.

Avant 1863, on exportait du Gilan, 15,000 luleh soit 523,000 kilogr., pour une valeur de 15,000,000 de francs. La maladie appelée „Mouscardine", qui a commencé à régner 1863, a fait diminuer considérablement ces chiffres; mais, dans ces dernières années, le fléau a commencé à diminuer, et l'on peut espérer sous peu, une production encore plus importante.

Pêche.

La pêche, dans les rivières tributaires de la mer Caspienne est très-abondante. Le Caviar, la colle de poisson et les poissons secs, sont les produits de cette importante industrie, qui est affirmée par plusieurs négociants Arméno-Russes.

La production annuelle est d'environ 825,000 kilos de Caviar (1000 poissons sont estimés rapportant un tonneau de Caviar, soit 1200 kilos environ) et 2,200 kilos de colle de poisson.

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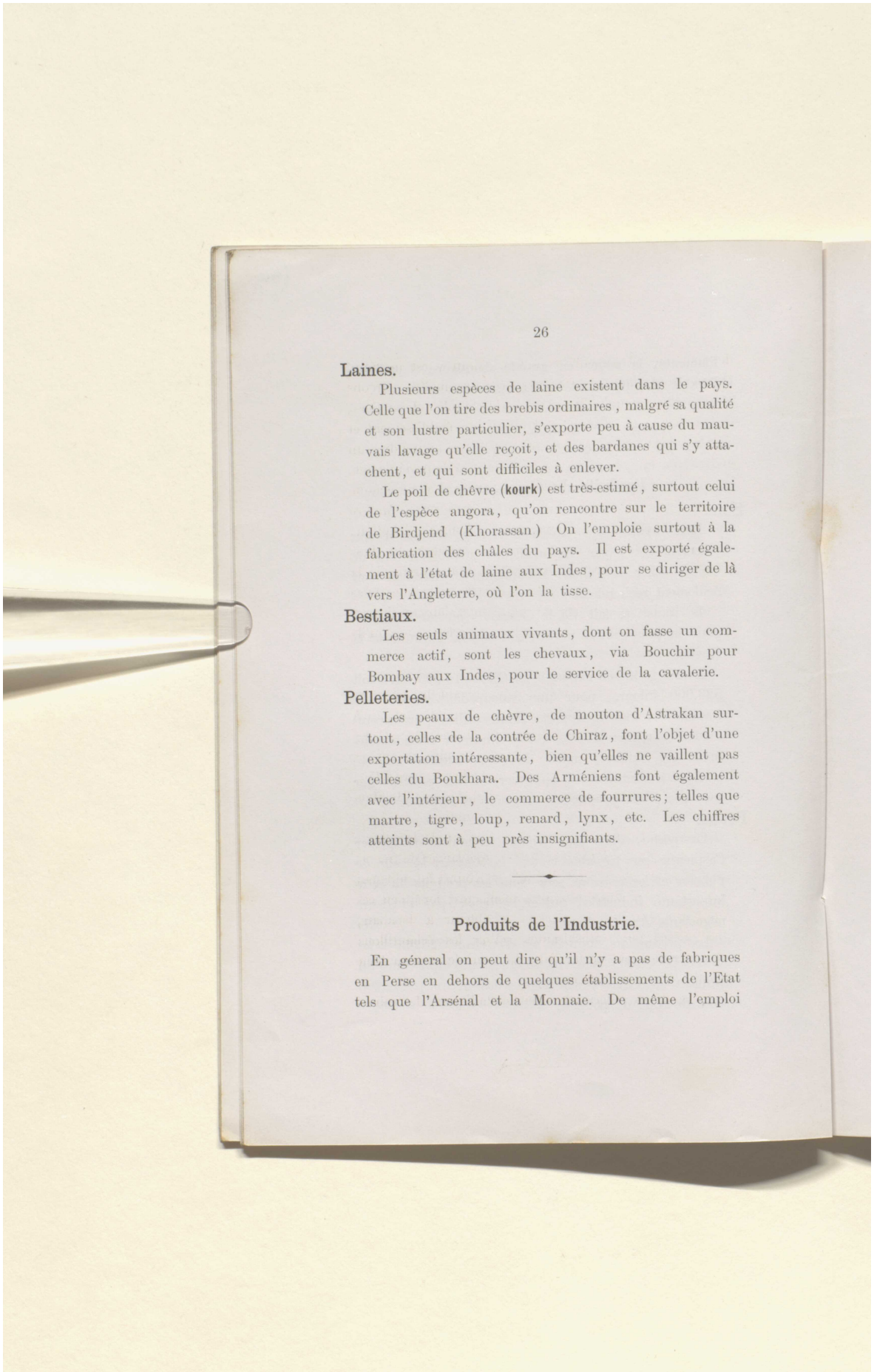

Laines.

Plusieurs espèces de laine existent dans le pays. Celle que l'on tire des brebis ordinaires, malgré sa qualité et son lustre particulier, s'exporte peu à cause du mauvais lavage qu'elle reçoit, et des bardanes qui s'y attachent, et qui sont difficiles à enlever.

Le poil de chêvre (**kourk**) est très-estimé, surtout celui de l'espèce angora, qu'on rencontre sur le territoire de Birdjend (Khorassan) On l'emploie surtout à la fabrication des châles du pays. Il est exporté également à l'état de laine aux Indes, pour se diriger de là vers l'Angleterre, où l'on la tisse.

Bestiaux.

Les seuls animaux vivants, dont on fasse un commerce actif, sont les chevaux, via Bouchir pour Bombay aux Indes, pour le service de la cavalerie.

Pelleteries.

Les peaux de chèvre, de mouton d'Astrakan surtout, celles de la contrée de Chiraz, font l'objet d'une exportation intéressante, bien qu'elles ne vaillent pas celles du Boukhara. Des Arméniens font également avec l'intérieur, le commerce de fourrures; telles que martre, tigre, loup, renard, lynx, etc. Les chiffres atteints sont à peu près insignifiants.

Produits de l'Industrie.

En géneral on peut dire qu'il n'y a pas de fabriques en Perse en dehors de quelques établissements de l'Etat tels que l'Arsénal et la Monnaie. De même l'emploi

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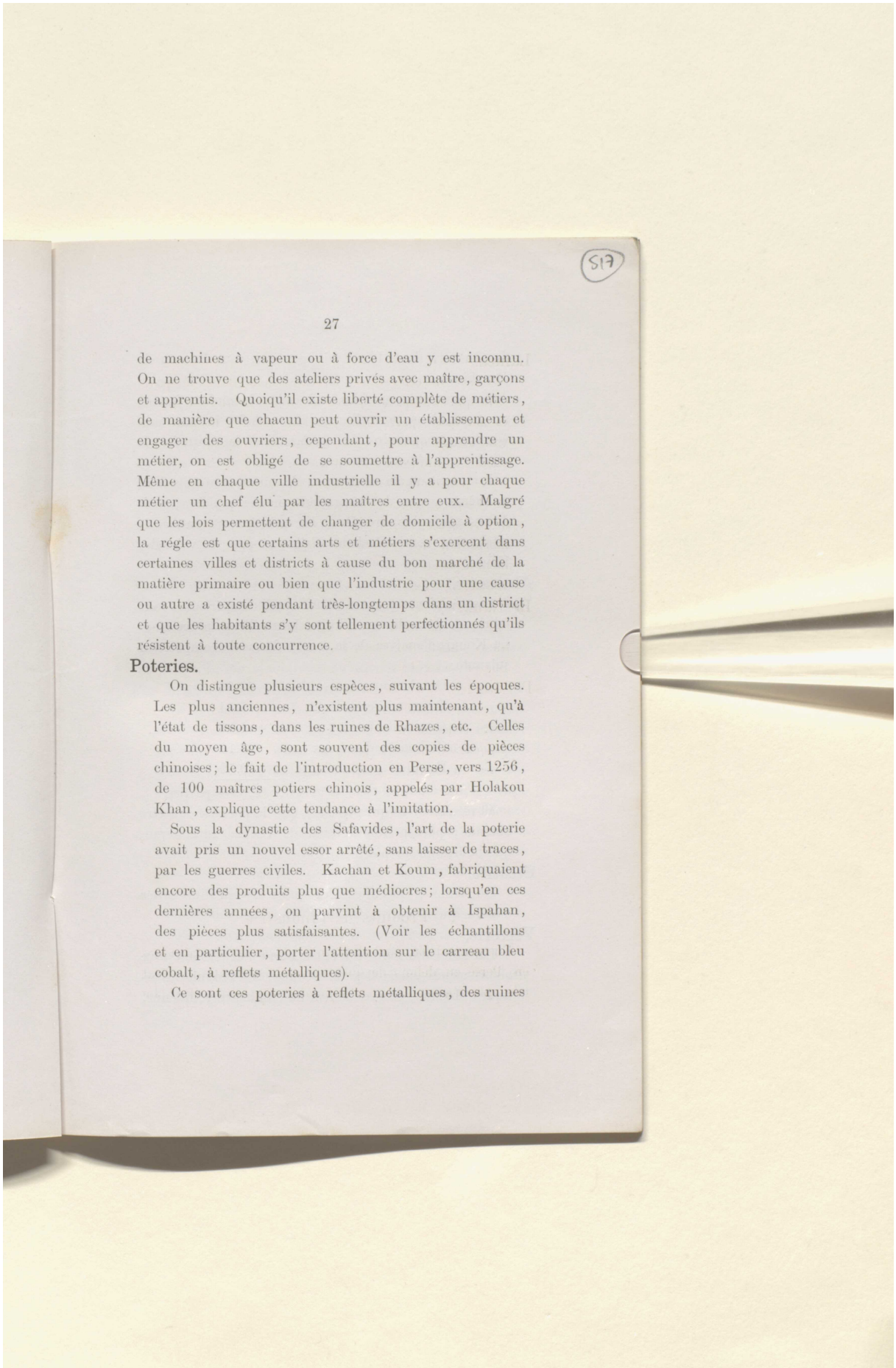

de machines à vapeur ou à force d'eau y est inconnu. On ne trouve que des ateliers privés avec maître, garçons et apprentis. Quoiqu'il existe liberté complète de métiers, de manière que chacun peut ouvrir un établissement et engager des ouvriers, cependant, pour apprendre un métier, on est obligé de se soumettre à l'apprentissage. Même en chaque ville industrielle il y a pour chaque métier un chef élu par les maîtres entre eux. Malgré que les lois permettent de changer de domicile à option, la régle est que certains arts et métiers s'exercent dans certaines villes et districts à cause du bon marché de la matière primaire ou bien que l'industrie pour une cause ou autre a existé pendant très-longtemps dans un district et que les habitants s'y sont tellement perfectionnés qu'ils résistent à toute concurrence.

Poteries.

On distingue plusieurs espèces, suivant les époques. Les plus anciennes, n'existent plus maintenant, qu'à l'état de tissons, dans les ruines de Rhazes, etc. Celles du moyen âge, sont souvent des copies de pièces chinoises; le fait de l'introduction en Perse, vers 1256, de 100 maîtres potiers chinois, appelés par Holakou Khan, explique cette tendance à l'imitation.

Sous la dynastie des Safavides, l'art de la poterie avait pris un nouvel essor arrêté, sans laisser de traces, par les guerres civiles. Kachan et Koum, fabriquaient encore des produits plus que médiocres; lorsqu'en ces dernières années, on parvint à obtenir à Ispahan, des pièces plus satisfaisantes. (Voir les échantillons et en particulier, porter l'attention sur le carreau bleu cobalt, à reflets métalliques).

Ce sont ces poteries à reflets métalliques, des ruines

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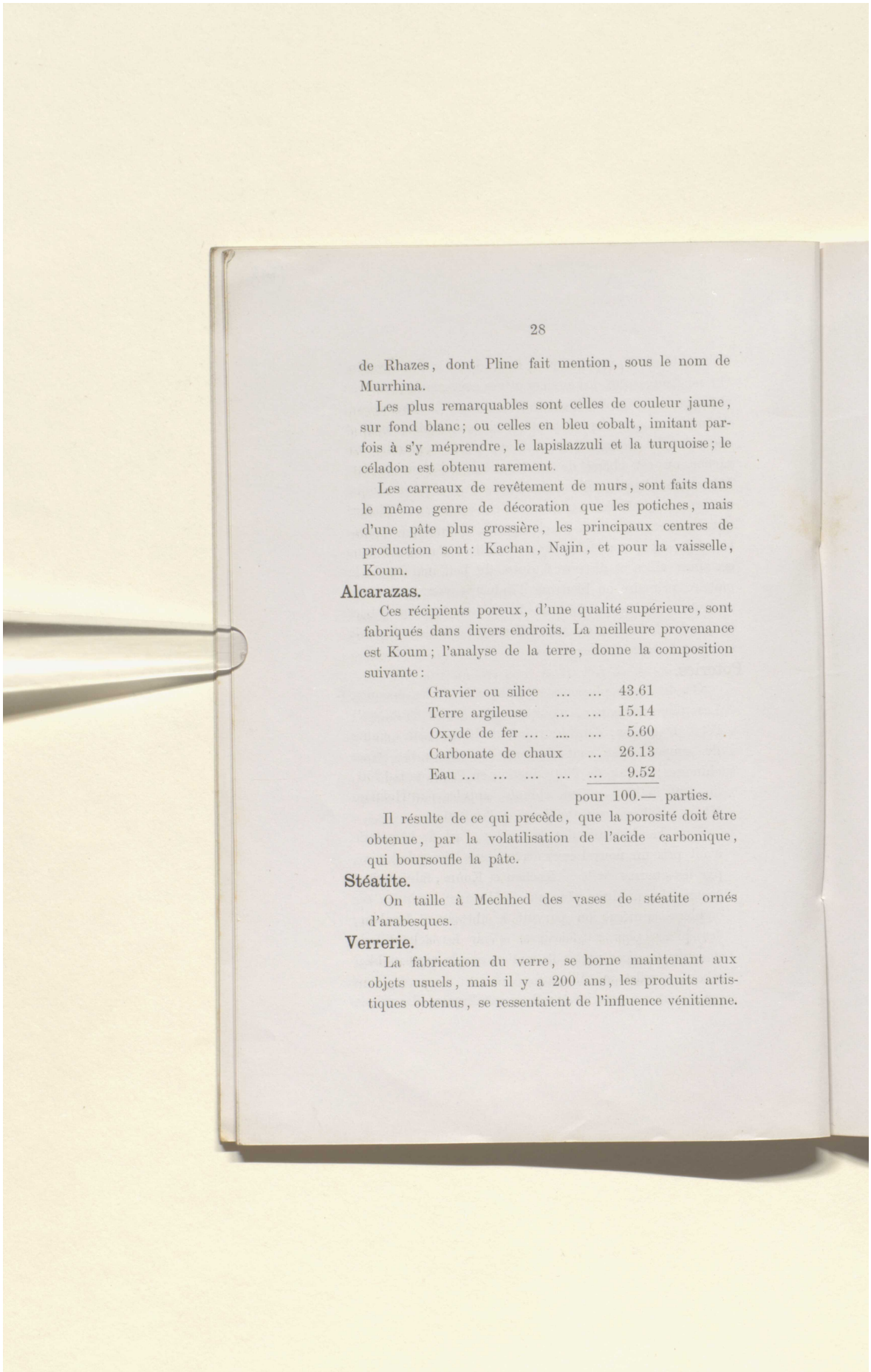

de Rhazes, dont Pline fait mention, sous le nom de Murrhina.

Les plus remarquables sont celles de couleur jaune, sur fond blanc; ou celles en bleu cobalt, imitant parfois à s'y méprendre, le lapislazzuli et la turquoise; le céladon est obtenu rarement.

Les carreaux de revêtement de murs, sont faits dans le même genre de décoration que les potiches, mais d'une pâte plus grossière, les principaux centres de production sont: Kachan, Najin, et pour la vaisselle, Koum.

Alcarazas.

Ces récipients poreux, d'une qualité supérieure, sont fabriqués dans divers endroits. La meilleure provenance est Koum; l'analyse de la terre, donne la composition suivante:

Gravier ou silice	43.61
Terre argileuse	15.14
Oxyde de fer	5.60
Carbonate de chaux ...	26.13
Eau	9.52

pour 100.— parties.

Il résulte de ce qui précède, que la porosité doit être obtenue, par la volatilisation de l'acide carbonique, qui boursoufle la pâte.

Stéatite.

On taille à Mechhed des vases de stéatite ornés d'arabesques.

Verrerie.

La fabrication du verre, se borne maintenant aux objets usuels, mais il y a 200 ans, les produits artistiques obtenus, se ressentaient de l'influence vénitienne.

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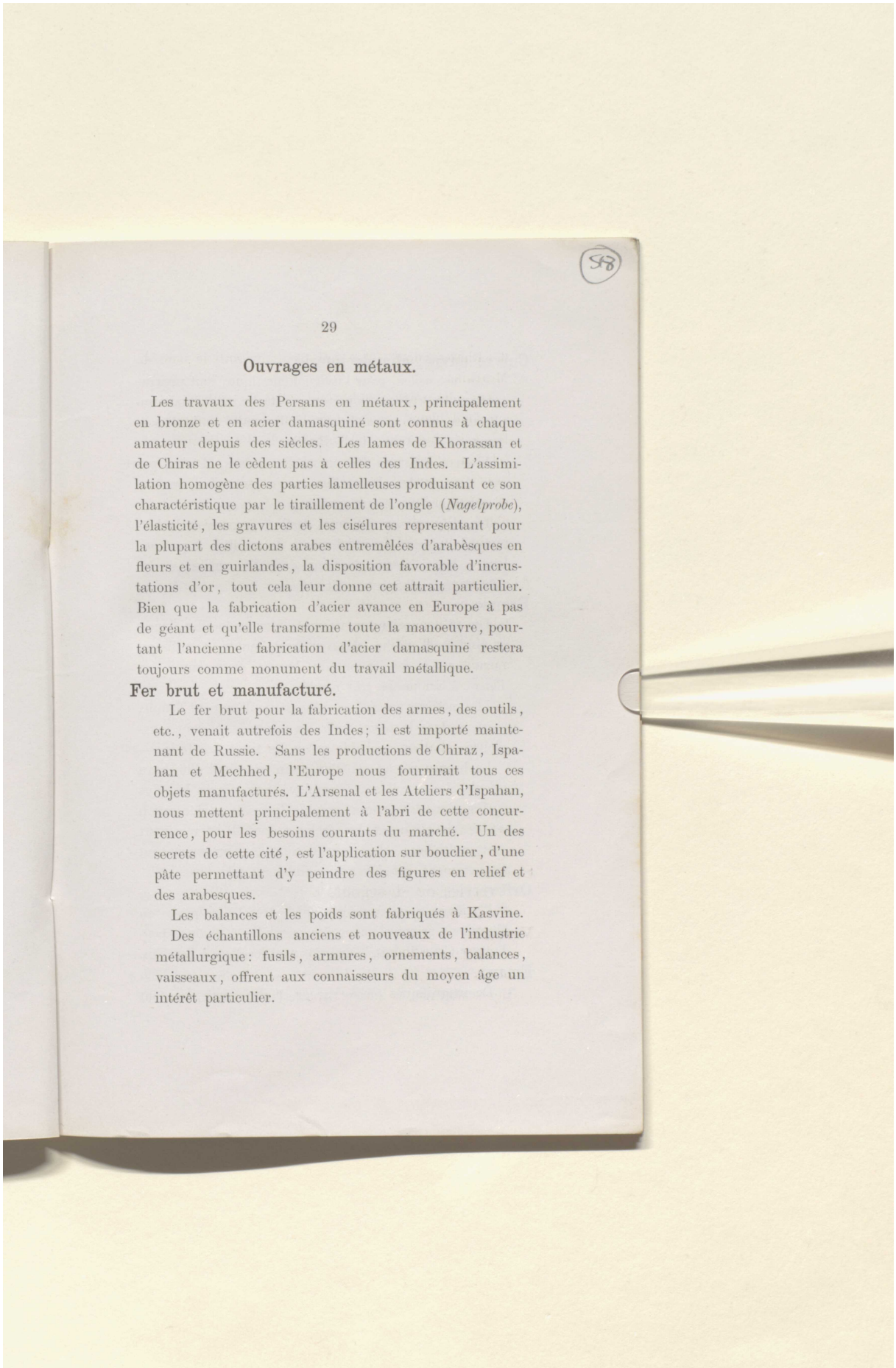

Ouvrages en métaux.

Les travaux des Persans en métaux, principalement en bronze et en acier damasquiné sont connus à chaque amateur depuis des siècles. Les lames de Khorassan et de Chiras ne le cèdent pas à celles des Indes. L'assimilation homogène des parties lamelleuses produisant ce son charactéristique par le tiraillement de l'ongle (*Nagelprobe*), l'élasticité, les gravures et les ciselures representant pour la plupart des dictons arabes entremêlées d'arabèsques en fleurs et en guirlandes, la disposition favorable d'incrustations d'or, tout cela leur donne cet attrait particulier. Bien que la fabrication d'acier avance en Europe à pas de géant et qu'elle transforme toute la manoeuvre, pourtant l'ancienne fabrication d'acier damasquiné restera toujours comme monument du travail métallique.

Fer brut et manufacturé.

Le fer brut pour la fabrication des armes, des outils, etc., venait autrefois des Indes; il est importé maintenant de Russie. Sans les productions de Chiraz, Ispahan et Mechhed, l'Europe nous fournirait tous ces objets manufacturés. L'Arsenal et les Ateliers d'Ispahan, nous mettent principalement à l'abri de cette concurrence, pour les besoins courants du marché. Un des secrets de cette cité, est l'application sur bouclier, d'une pâte permettant d'y peindre des figures en relief et des arabesques.

Les balances et les poids sont fabriqués à Kasvine.

Des échantillons anciens et nouveaux de l'industrie métallurgique: fusils, armures, ornements, balances, vaisseaux, offrent aux connaisseurs du moyen âge un intérêt particulier.

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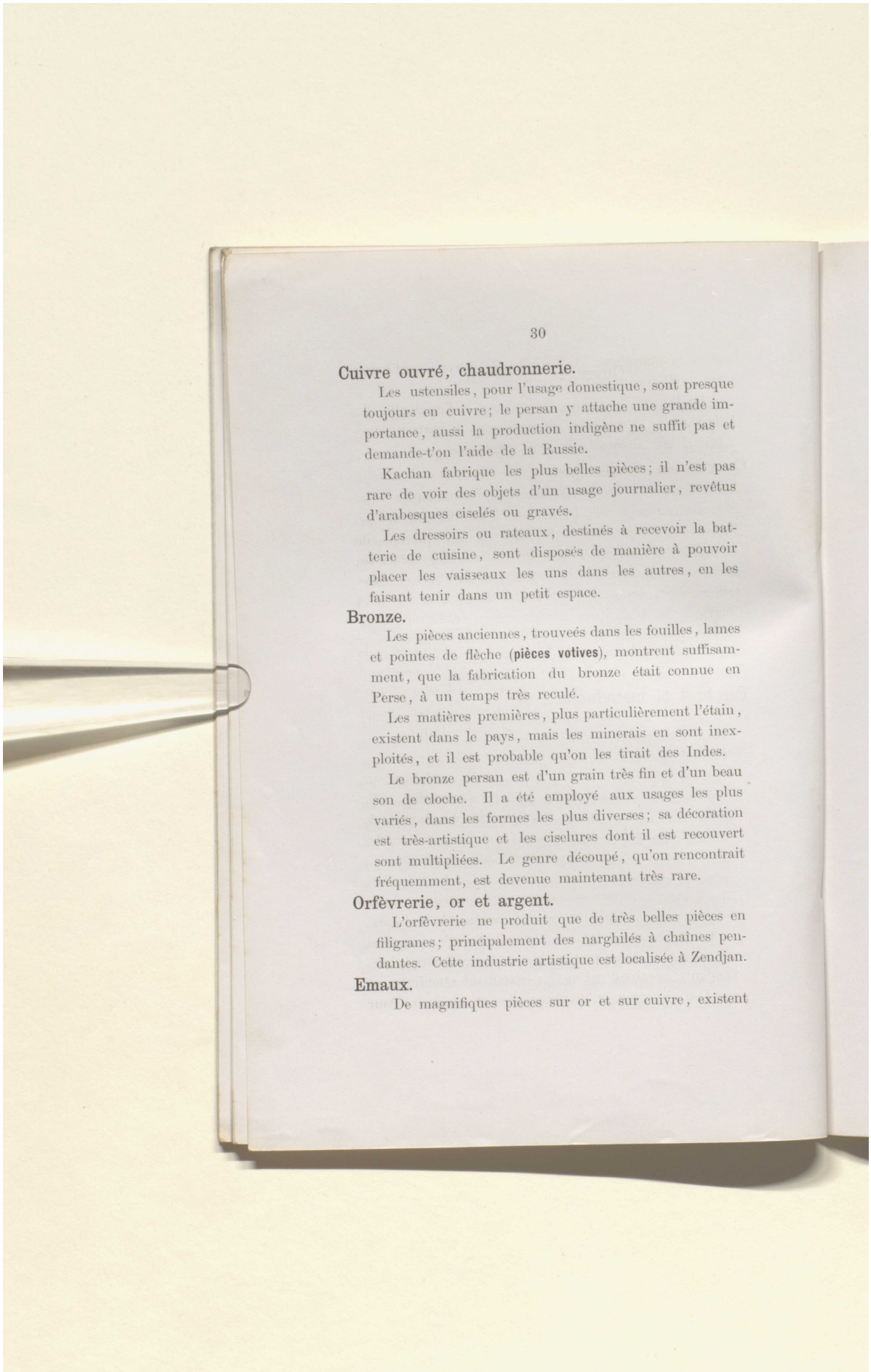

Cuivre ouvré, chaudronnerie.

Les ustensiles, pour l'usage domestique, sont presque toujours en cuivre; le persan y attache une grande importance, aussi la production indigène ne suffit pas et demande-t'on l'aide de la Russie.

Kachan fabrique les plus belles pièces; il n'est pas rare de voir des objets d'un usage journalier, revêtus d'arabesques ciselés ou gravés.

Les dressoirs ou rateaux, destinés à recevoir la batterie de cuisine, sont disposés de manière à pouvoir placer les vaisseaux les uns dans les autres, en les faisant tenir dans un petit espace.

Bronze.

Les pièces anciennes, trouveés dans les fouilles, lames et pointes de flèche (**pièces votives**), montrent suffisamment, que la fabrication du bronze était connue en Perse, à un temps très reculé.

Les matières premières, plus particulièrement l'étain, existent dans le pays, mais les minerais en sont inexploités, et il est probable qu'on les tirait des Indes.

Le bronze persan est d'un grain très fin et d'un beau son de cloche. Il a été employé aux usages les plus variés, dans les formes les plus diverses; sa décoration est très-artistique et les ciselures dont il est recouvert sont multipliées. Le genre découpé, qu'on rencontrait fréquemment, est devenue maintenant très rare.

Orfèvrerie, or et argent.

L'orfèvrerie ne produit que de très belles pièces en filigranes; principalement des narghilés à chaînes pendantes. Cette industrie artistique est localisée à Zendjan.

Emaux.

De magnifiques pièces sur or et sur cuivre, existent

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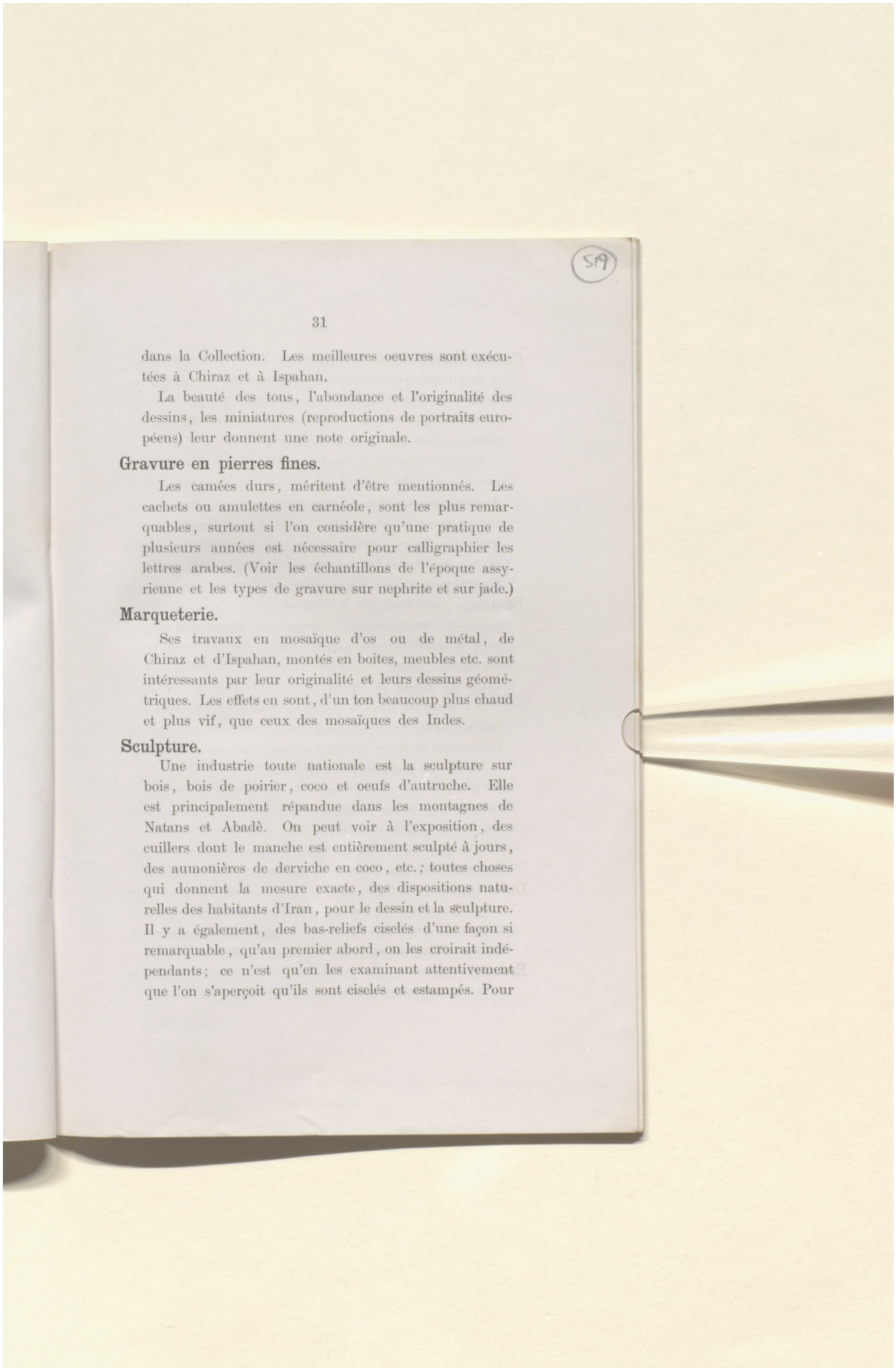

dans la Collection. Les meilleures oeuvres sont exécutées à Chiraz et à Ispahan.

La beauté des tons, l'abondance et l'originalité des dessins, les miniatures (reproductions de portraits européens) leur donnent une note originale.

Gravure en pierres fines.

Les camées durs, méritent d'être mentionnés. Les cachets ou amulettes en carnéole, sont les plus remarquables, surtout si l'on considère qu'une pratique de plusieurs années est nécessaire pour calligraphier les lettres arabes. (Voir les échantillons de l'époque assyrienne et les types de gravure sur nephrite et sur jade.)

Marqueterie.

Ses travaux en mosaïque d'os ou de métal, de Chiraz et d'Ispahan, montés en boites, meubles etc. sont intéressants par leur originalité et leurs dessins géométriques. Les effets en sont, d'un ton beaucoup plus chaud et plus vif, que ceux des mosaïques des Indes.

Sculpture.

Une industrie toute nationale est la sculpture sur bois, bois de poirier, coco et oeufs d'autruche. Elle est principalement répandue dans les montagnes de Natans et Abadè. On peut voir à l'exposition, des cuillers dont le manche est entièrement sculpté à jours, des aumonières de derviche en coco, etc.; toutes choses qui donnent la mesure exacte, des dispositions naturelles des habitants d'Iran, pour le dessin et la sculpture. Il y a également, des bas-reliefs ciselés d'une façon si remarquable, qu'au premier abord, on les croirait indépendants; ce n'est qu'en les examinant attentivement que l'on s'aperçoit qu'ils sont ciselés et estampés. Pour

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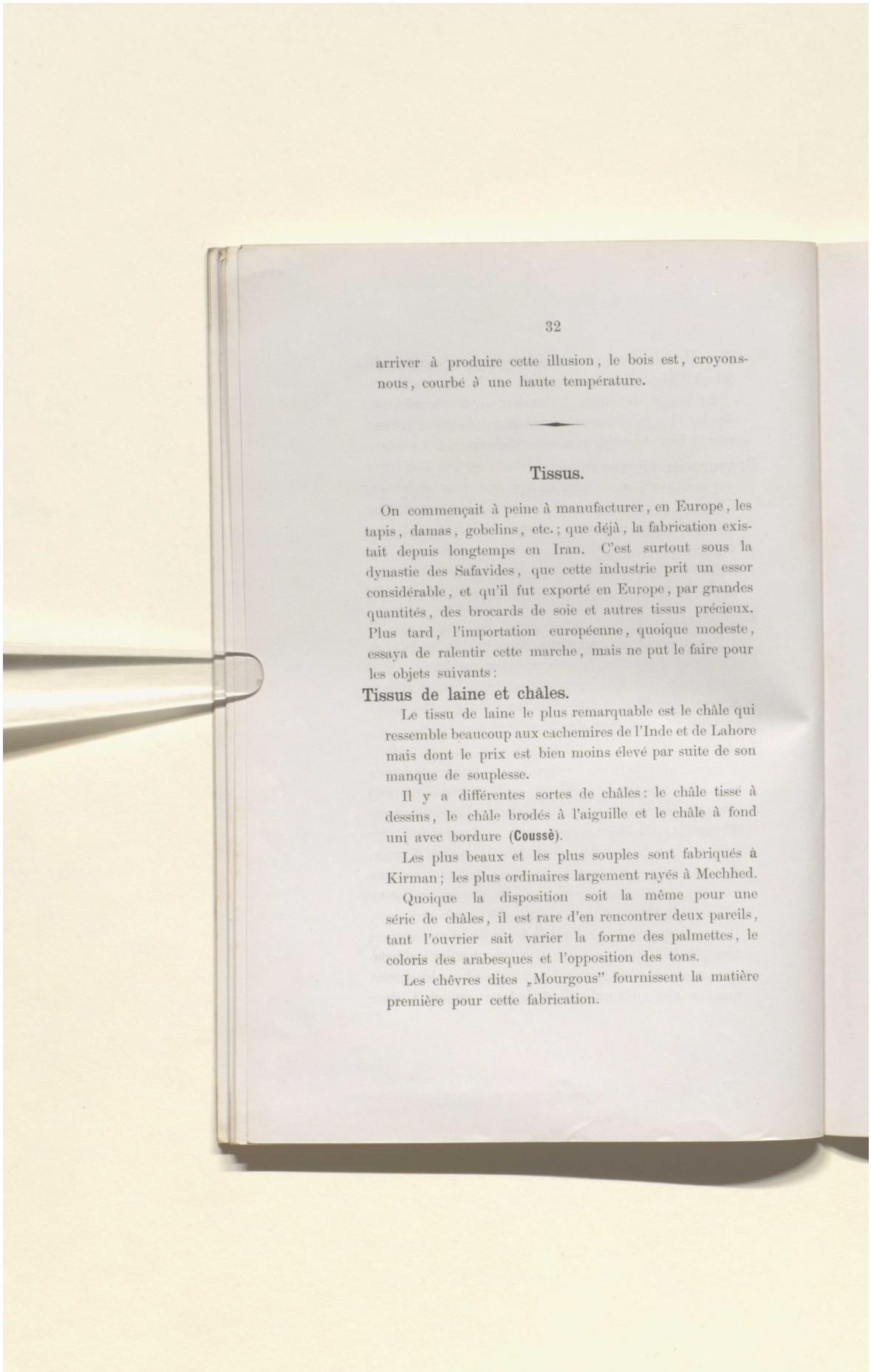

arriver à produire cette illusion, le bois est, croyons-nous, courbé à une haute température.

Tissus.

On commençait à peine à manufacturer, en Europe, les tapis, damas, gobelins, etc.; que déjà, la fabrication existait depuis longtemps en Iran. C'est surtout sous la dynastie des Safavides, que cette industrie prit un essor considérable, et qu'il fut exporté en Europe, par grandes quantités, des brocards de soie et autres tissus précieux. Plus tard, l'importation européenne, quoique modeste, essaya de ralentir cette marche, mais ne put le faire pour les objets suivants:

Tissus de laine et châles.

Le tissu de laine le plus remarquable est le châle qui ressemble beaucoup aux cachemires de l'Inde et de Lahore mais dont le prix est bien moins élevé par suite de son manque de souplesse.

Il y a différentes sortes de châles: le châle tissé à dessins, le châle brodés à l'aiguille et le châle à fond uni avec bordure (**Coussè**).

Les plus beaux et les plus souples sont fabriqués à Kirman; les plus ordinaires largement rayés à Mechhed.

Quoique la disposition soit la même pour une série de châles, il est rare d'en rencontrer deux pareils, tant l'ouvrier sait varier la forme des palmettes, le coloris des arabesques et l'opposition des tons.

Les chèvres dites „Mourgous" fournissent la matière première pour cette fabrication.

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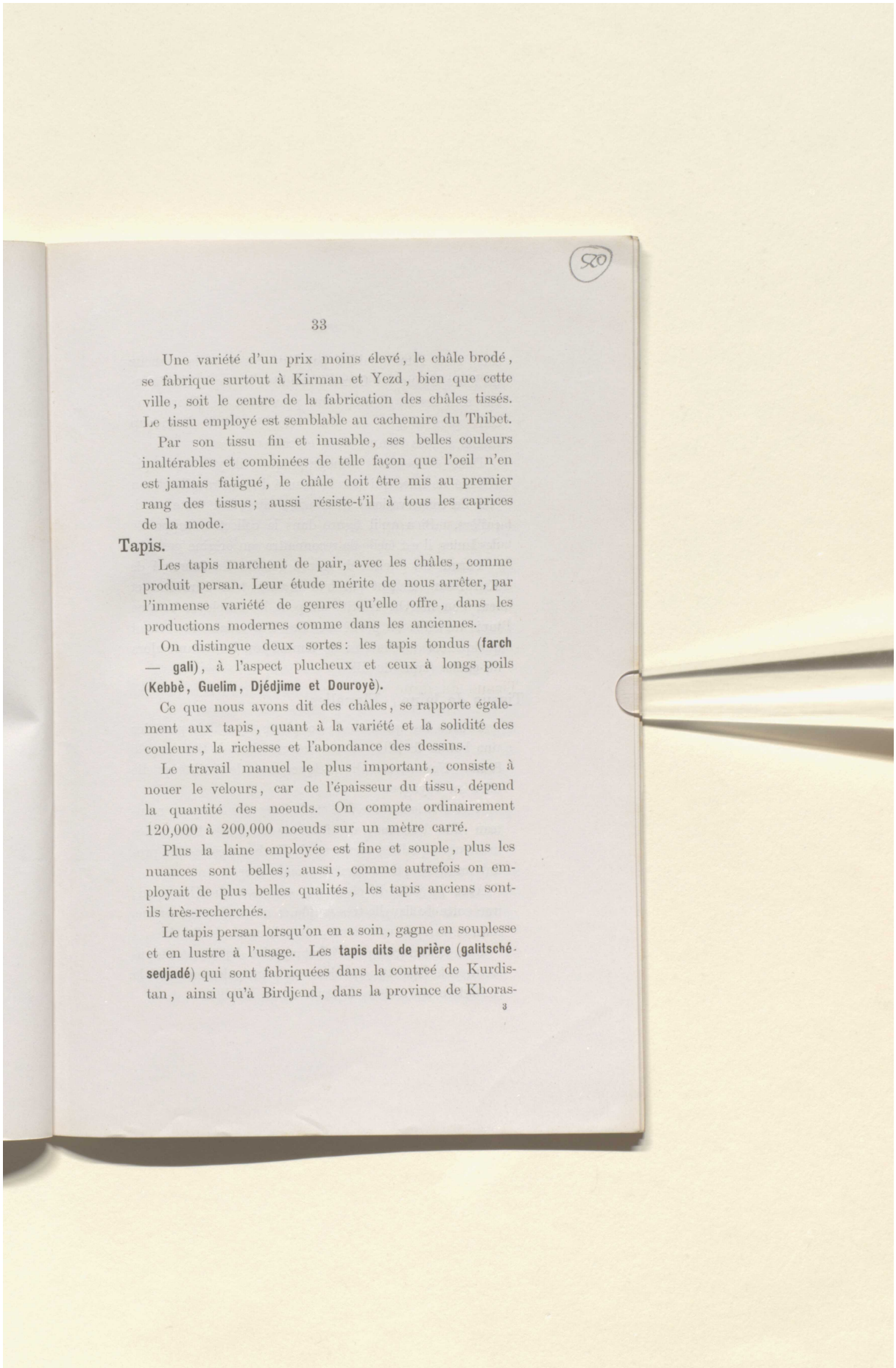

Une variété d'un prix moins élevé, le châle brodé, se fabrique surtout à Kirman et Yezd, bien que cette ville, soit le centre de la fabrication des châles tissés. Le tissu employé est semblable au cachemire du Thibet.

Par son tissu fin et inusable, ses belles couleurs inaltérables et combinées de telle façon que l'oeil n'en est jamais fatigué, le châle doit être mis au premier rang des tissus; aussi résiste-t'il à tous les caprices de la mode.

Tapis.

Les tapis marchent de pair, avec les châles, comme produit persan. Leur étude mérite de nous arrêter, par l'immense variété de genres qu'elle offre, dans les productions modernes comme dans les anciennes.

On distingue deux sortes: les tapis tondus (**farch — gali**), à l'aspect plucheux et ceux à longs poils (**Kebbè, Guelim, Djédjime et Douroyè**).

Ce que nous avons dit des châles, se rapporte également aux tapis, quant à la variété et la solidité des couleurs, la richesse et l'abondance des dessins.

Le travail manuel le plus important, consiste à nouer le velours, car de l'épaisseur du tissu, dépend la quantité des noeuds. On compte ordinairement 120,000 à 200,000 noeuds sur un mètre carré.

Plus la laine employée est fine et souple, plus les nuances sont belles; aussi, comme autrefois on employait de plus belles qualités, les tapis anciens sont-ils très-recherchés.

Le tapis persan lorsqu'on en a soin, gagne en souplesse et en lustre à l'usage. Les **tapis dits de prière** (**galitsché-sedjadé**) qui sont fabriquées dans la contreé de Kurdistan, ainsi qu'à Birdjend, dans la province de Khoras-

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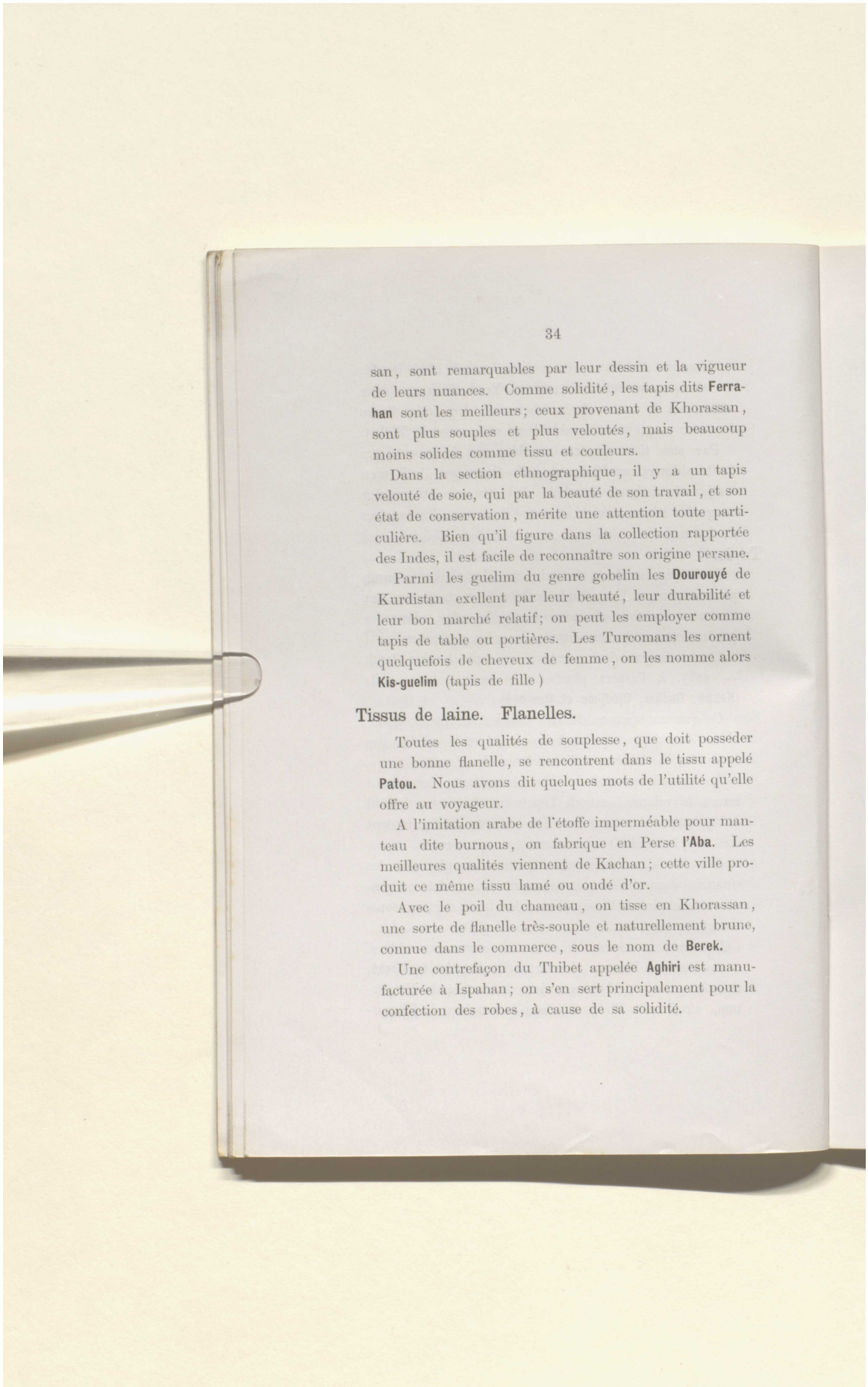

san, sont remarquables par leur dessin et la vigueur de leurs nuances. Comme solidité, les tapis dits **Ferrahan** sont les meilleurs; ceux provenant de Khorassan, sont plus souples et plus veloutés, mais beaucoup moins solides comme tissu et couleurs.

Dans la section ethnographique, il y a un tapis velouté de soie, qui par la beauté de son travail, et son état de conservation, mérite une attention toute particulière. Bien qu'il figure dans la collection rapportée des Indes, il est facile de reconnaître son origine persane.

Parmi les guelim du genre gobelin les **Dourouyé** de Kurdistan exellent par leur beauté, leur durabilité et leur bon marché relatif; on peut les employer comme tapis de table ou portières. Les Turcomans les ornent quelquefois de cheveux de femme, on les nomme alors **Kis-guelim** (tapis de fille)

Tissus de laine. Flanelles.

Toutes les qualités de souplesse, que doit posseder une bonne flanelle, se rencontrent dans le tissu appelé **Patou.** Nous avons dit quelques mots de l'utilité qu'elle offre au voyageur.

A l'imitation arabe de l'étoffe imperméable pour manteau dite burnous, on fabrique en Perse **l'Aba.** Les meilleures qualités viennent de Kachan; cette ville produit ce même tissu lamé ou ondé d'or.

Avec le poil du chameau, on tisse en Khorassan, une sorte de flanelle très-souple et naturellement brune, connue dans le commerce, sous le nom de **Berek.**

Une contrefaçon du Thibet appelée **Aghiri** est manufacturée à Ispahan; on s'en sert principalement pour la confection des robes, à cause de sa solidité.

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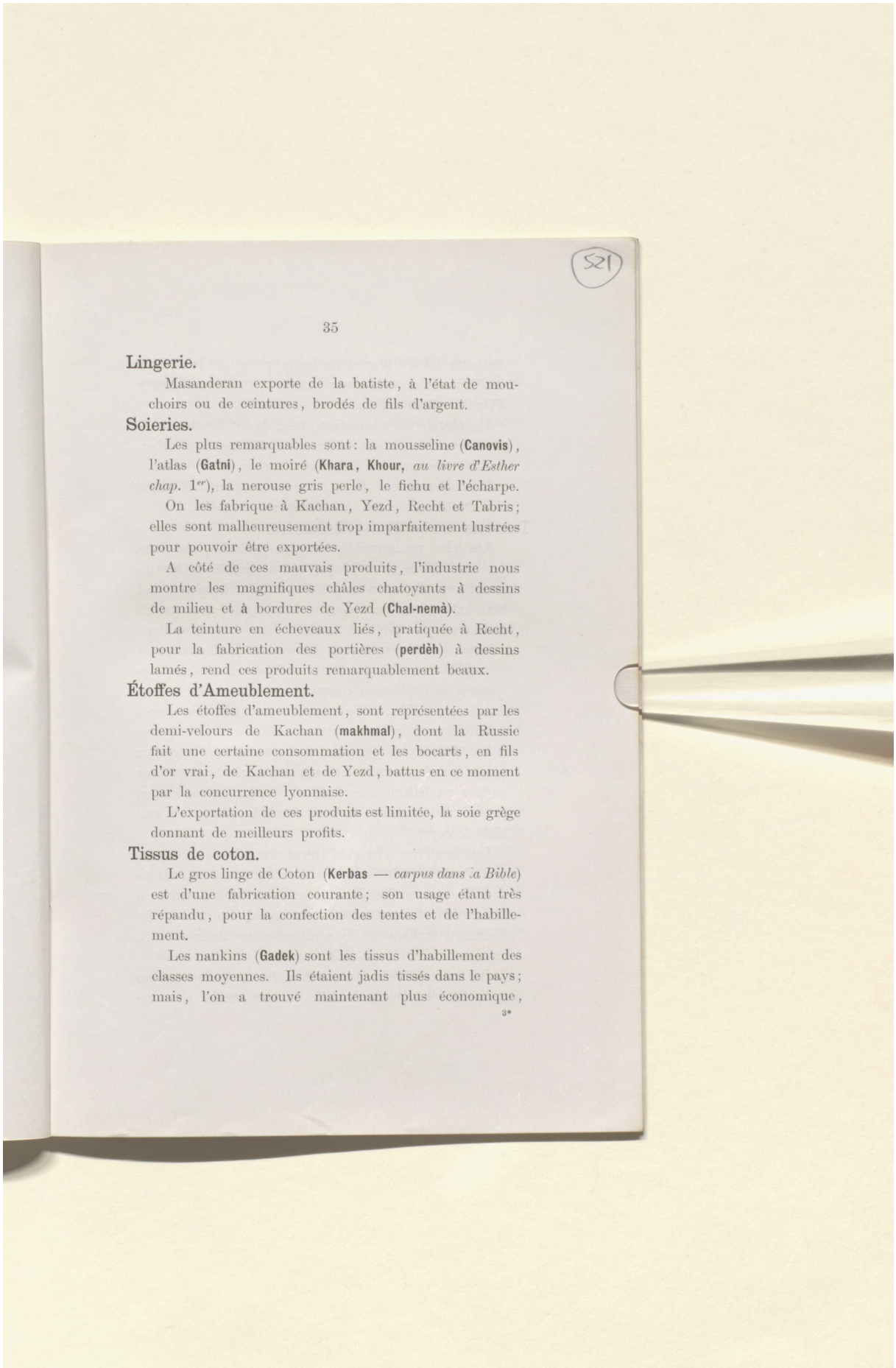

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Lingerie.

Masanderan exporte de la batiste, à l'état de mouchoirs ou de ceintures, brodés de fils d'argent.

Soieries.

Les plus remarquables sont: la mousseline (**Canovis**), l'atlas (**Gatni**), le moiré (**Khara, Khour,** *au livre d'Esther chap.* 1er), la nerouse gris perle, le fichu et l'écharpe.

On les fabrique à Kachan, Yezd, Recht et Tabris; elles sont malheureusement trop imparfaitement lustrées pour pouvoir être exportées.

A côté de ces mauvais produits, l'industrie nous montre les magnifiques châles chatoyants à dessins de milieu et à bordures de Yezd (**Chal-nemà**).

La teinture en écheveaux liés, pratiquée à Recht, pour la fabrication des portières (**perdèh**) à dessins lamés, rend ces produits remarquablement beaux.

Étoffes d'Ameublement.

Les étoffes d'ameublement, sont représentées par les demi-velours de Kachan (**makhmal**), dont la Russie fait une certaine consommation et les bocarts, en fils d'or vrai, de Kachan et de Yezd, battus en ce moment par la concurrence lyonnaise.

L'exportation de ces produits est limitée, la soie grège donnant de meilleurs profits.

Tissus de coton.

Le gros linge de Coton (**Kerbas** — *carpus dans la Bible*) est d'une fabrication courante; son usage étant très répandu, pour la confection des tentes et de l'habillement.

Les nankins (**Gadek**) sont les tissus d'habillement des classes moyennes. Ils étaient jadis tissés dans le pays; mais, l'on a trouvé maintenant plus économique,

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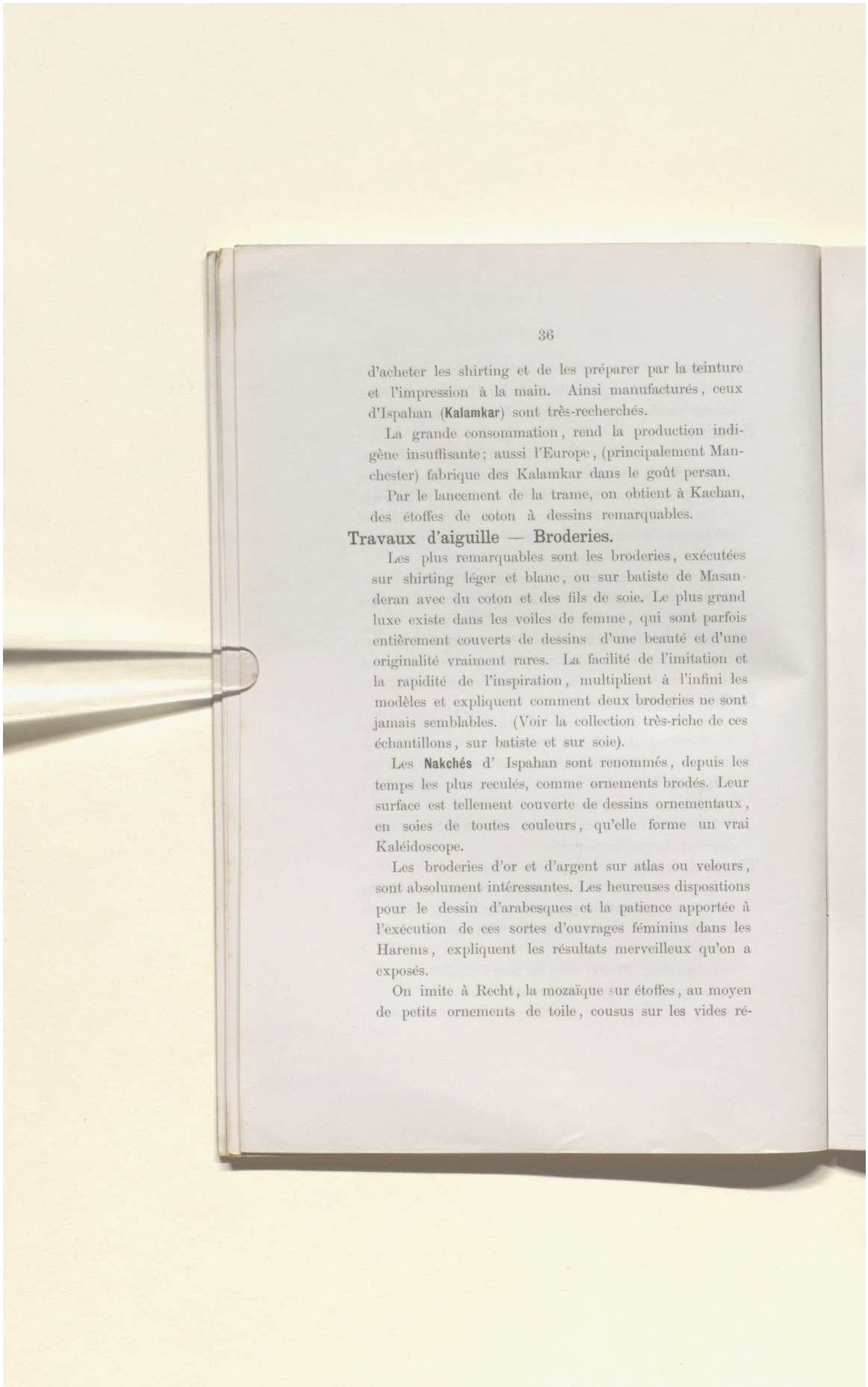

d'acheter les shirting et de les préparer par la teinture et l'impression à la main. Ainsi manufacturés, ceux d'Ispahan (**Kalamkar**) sont très-recherchés.

La grande consommation, rend la production indigène insuffisante; aussi l'Europe, (principalement Manchester) fabrique des Kalamkar dans le goût persan.

Par le lancement de la trame, on obtient à Kachan, des étoffes de coton à dessins remarquables.

Travaux d'aiguille — Broderies.

Les plus remarquables sont les broderies, exécutées sur shirting léger et blanc, ou sur batiste de Masanderan avec du coton et des fils de soie. Le plus grand luxe existe dans les voiles de femme, qui sont parfois entièrement couverts de dessins d'une beauté et d'une originalité vraiment rares. La facilité de l'imitation et la rapidité de l'inspiration, multiplient à l'infini les modèles et expliquent comment deux broderies ne sont jamais semblables. (Voir la collection très-riche de ces échantillons, sur batiste et sur soie).

Les **Nakchés** d' Ispahan sont renommés, depuis les temps les plus reculés, comme ornements brodés. Leur surface est tellement couverte de dessins ornementaux, en soies de toutes couleurs, qu'elle forme un vrai Kaléidoscope.

Les broderies d'or et d'argent sur atlas ou velours, sont absolument intéressantes. Les heureuses dispositions pour le dessin d'arabesques et la patience apportée à l'exécution de ces sortes d'ouvrages féminins dans les Harems, expliquent les résultats merveilleux qu'on a exposés.

On imite à Recht, la mozaïque sur étoffes, au moyen de petits ornements de toile, cousus sur les vides ré-

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servés dans l'étoffe. Les divers ornements sont ensuite reliés, avec harmonie, par de riches broderies. Ces merveilleuses étoffes servent de nappes et de chabraques de chevaux; on en confectionne également des pantoufles, des housses, etc. Elles se dirigent principalement vers la Russie.

Bonneterie.

La bonneterie présente aussi des échantillons remarquables de mailles, en fils de couleurs variées.

Cuirs et peaux.

Les tanneries les plus importantes sont situées à Hamadan, dont le maroquin (**timatch**) de toutes conleurs, s'exporte à Bagdad.

Le cuir chagriné (**Sagri**) vert tendre, fabriqué de peau d'âne est d'une beauté incontestable.

La fabrication des cuirs ordinaires, laisse plus à désirer; on les emploie néanmoins à la confection des selles, brides, courroies, malles en usage dans le pays. Les pelleteries sont de beaucoup supérieures, et principalement, les pelisses, bonnets de peau de mouton et fourrures.

Habillement.

Le goût européen commençant à pénétrer dans les classes supérieures, le costume ne présente dans son originalité, qu'un intérêt ethnographique. Nous ne pouvons nous empêcher de citer, le soulier dit **Guivé**, dont l'empeigne est faite d'une étoffe de coton, et la semelle de chiffons superposés. Il est d'un usage fréquent pour l'ascension des montagnes, à cause de sa solidité et de la sécurité qu'il offre pour la marche.

Calligraphie et imprimerie.

En Perse comme autrefois en Europe au moyen-

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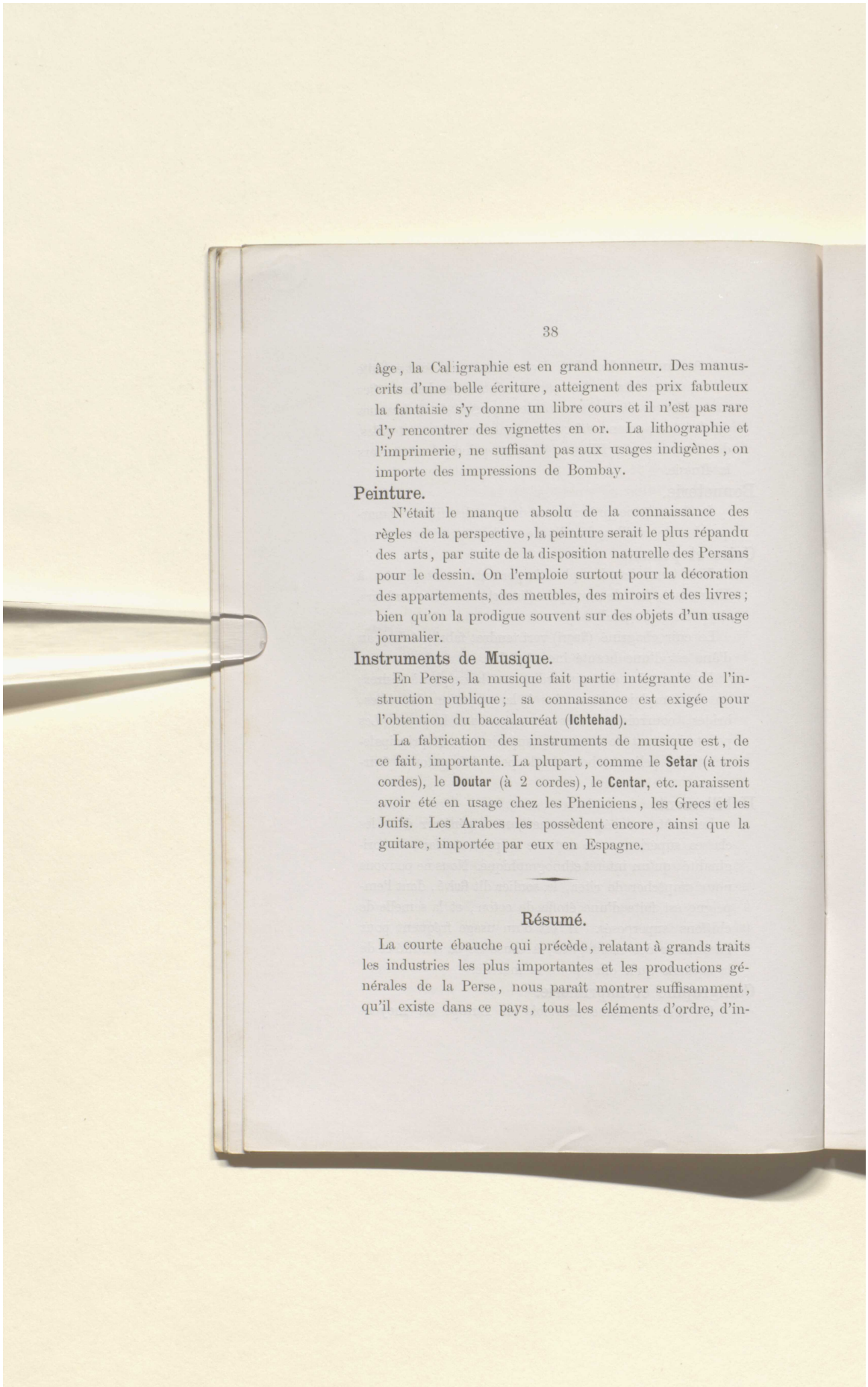

âge, la Calligraphie est en grand honneur. Des manuscrits d'une belle écriture, atteignent des prix fabuleux la fantaisie s'y donne un libre cours et il n'est pas rare d'y rencontrer des vignettes en or. La lithographie et l'imprimerie, ne suffisant pas aux usages indigènes, on importe des impressions de Bombay.

Peinture.

N'était le manque absolu de la connaissance des règles de la perspective, la peinture serait le plus répandu des arts, par suite de la disposition naturelle des Persans pour le dessin. On l'emploie surtout pour la décoration des appartements, des meubles, des miroirs et des livres; bien qu'on la prodigue souvent sur des objets d'un usage journalier.

Instruments de Musique.

En Perse, la musique fait partie intégrante de l'instruction publique; sa connaissance est exigée pour l'obtention du baccalauréat (**Ichtehad**).

La fabrication des instruments de musique est, de ce fait, importante. La plupart, comme le **Setar** (à trois cordes), le **Doutar** (à 2 cordes), le **Centar**, etc. paraissent avoir été en usage chez les Pheniciens, les Grecs et les Juifs. Les Arabes les possèdent encore, ainsi que la guitare, importée par eux en Espagne.

Résumé.

La courte ébauche qui précède, relatant à grands traits les industries les plus importantes et les productions générales de la Perse, nous paraît montrer suffisamment, qu'il existe dans ce pays, tous les éléments d'ordre, d'in-

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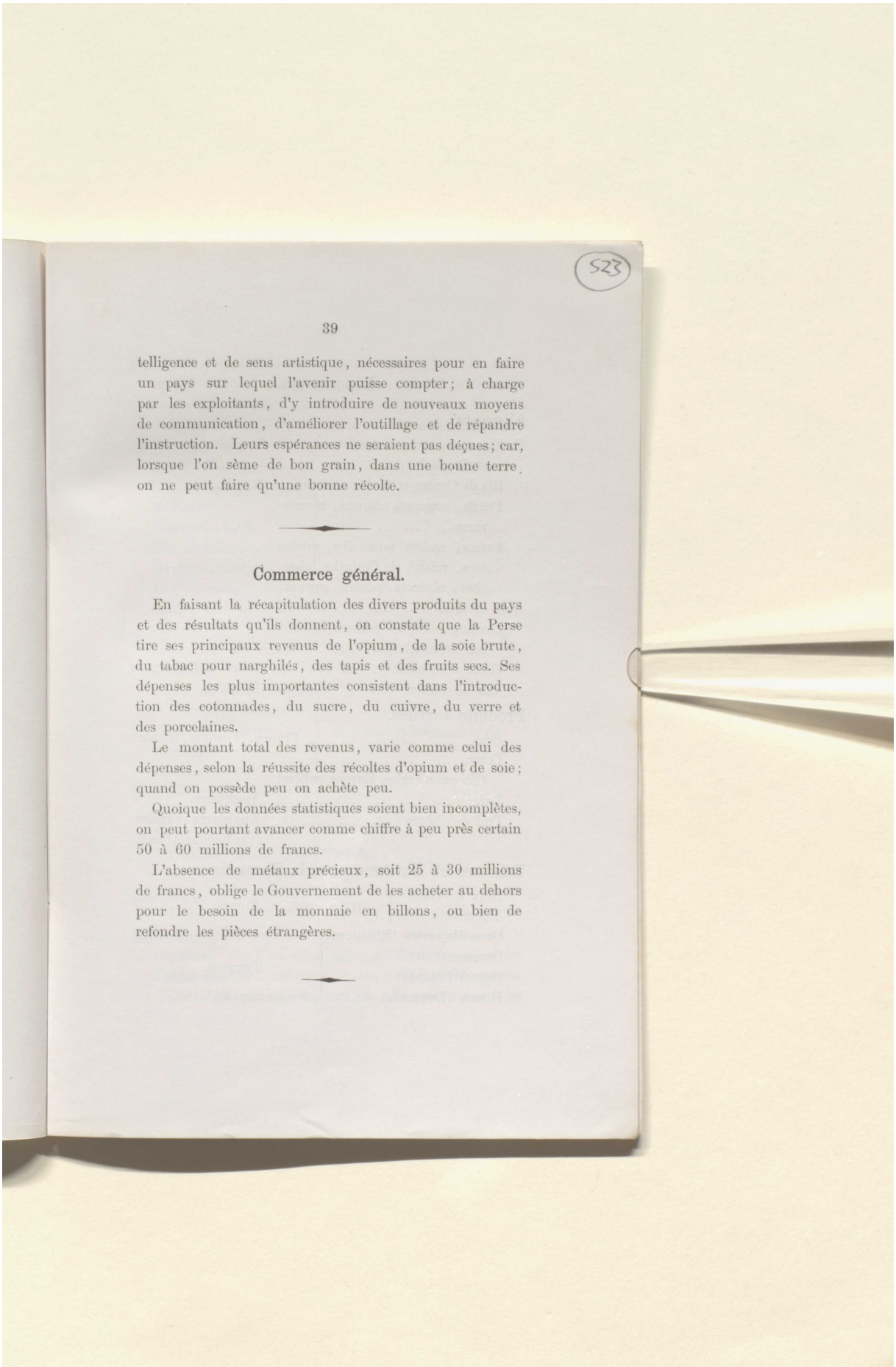

telligence et de sens artistique, nécessaires pour en faire un pays sur lequel l'avenir puisse compter; à charge par les exploitants, d'y introduire de nouveaux moyens de communication, d'améliorer l'outillage et de répandre l'instruction. Leurs espérances ne seraient pas déçues; car, lorsque l'on sème de bon grain, dans une bonne terre, on ne peut faire qu'une bonne récolte.

Commerce général.

En faisant la récapitulation des divers produits du pays et des résultats qu'ils donnent, on constate que la Perse tire ses principaux revenus de l'opium, de la soie brute, du tabac pour narghilés, des tapis et des fruits secs. Ses dépenses les plus importantes consistent dans l'introduction des cotonnades, du sucre, du cuivre, du verre et des porcelaines.

Le montant total des revenus, varie comme celui des dépenses, selon la réussite des récoltes d'opium et de soie; quand on possède peu on achète peu.

Quoique les données statistiques soient bien incomplètes, on peut pourtant avancer comme chiffre à peu près certain 50 à 60 millions de francs.

L'absence de métaux précieux, soit 25 à 30 millions de francs, oblige le Gouvernement de les acheter au dehors pour le besoin de la monnaie en billons, ou bien de refondre les pièces étrangères.

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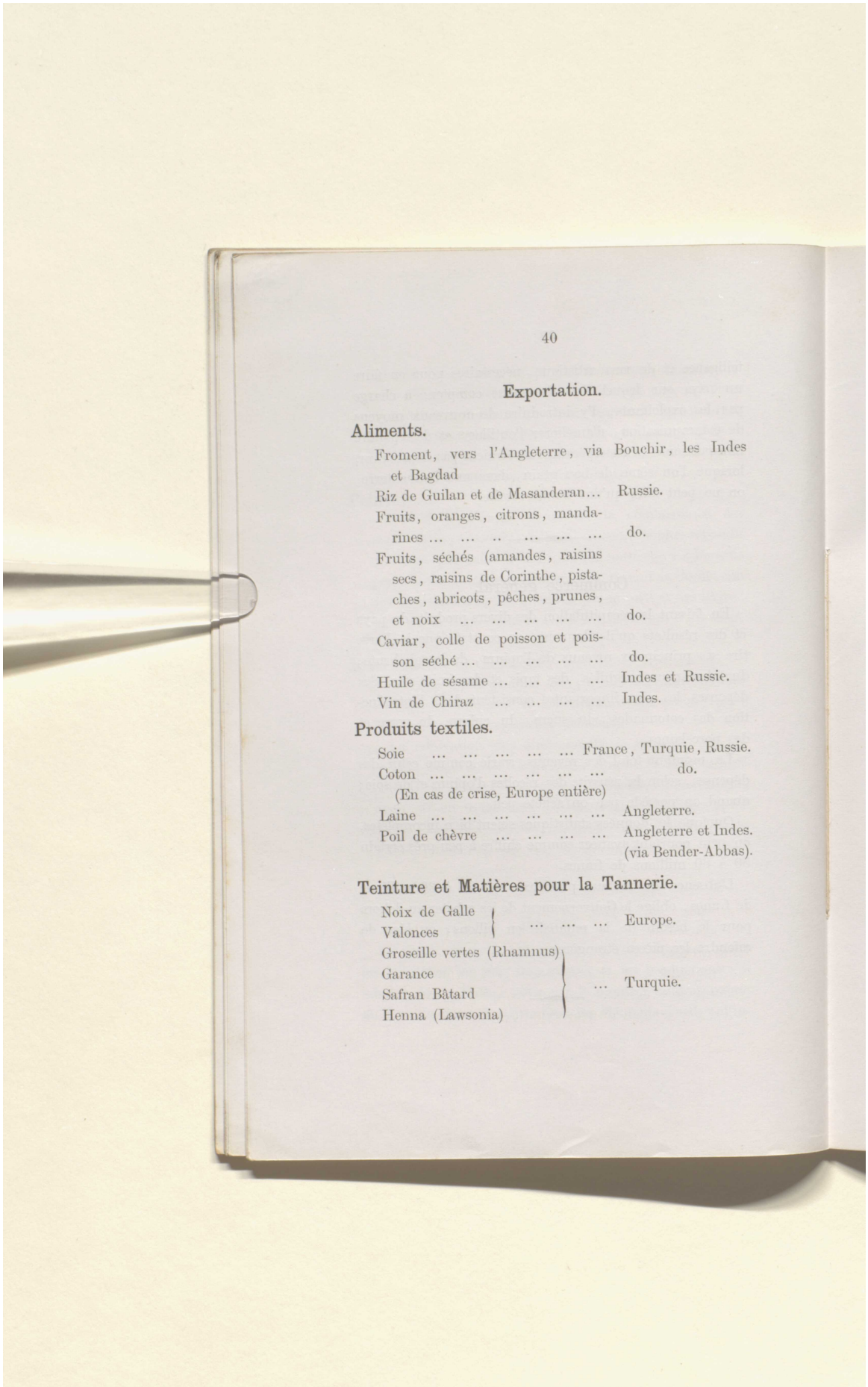

Exportation.

Aliments.

Froment, vers l'Angleterre, via Bouchir, les Indes et Bagdad	
Riz de Guilan et de Masanderan...	Russie.
Fruits, oranges, citrons, mandarines	do.
Fruits, séchés (amandes, raisins secs, raisins de Corinthe, pistaches, abricots, pêches, prunes, et noix	do.
Caviar, colle de poisson et poisson séché	do.
Huile de sésame	Indes et Russie.
Vin de Chiraz	Indes.

Produits textiles.

Soie	France, Turquie, Russie.
Coton	do.
(En cas de crise, Europe entière)	
Laine	Angleterre.
Poil de chèvre	Angleterre et Indes. (via Bender-Abbas).

Teinture et Matières pour la Tannerie.

Noix de Galle Valonces	... ... Europe.
Groseille vertes (Rhamnus) Garance Safran Bâtard Henna (Lawsonia)	... Turquie.

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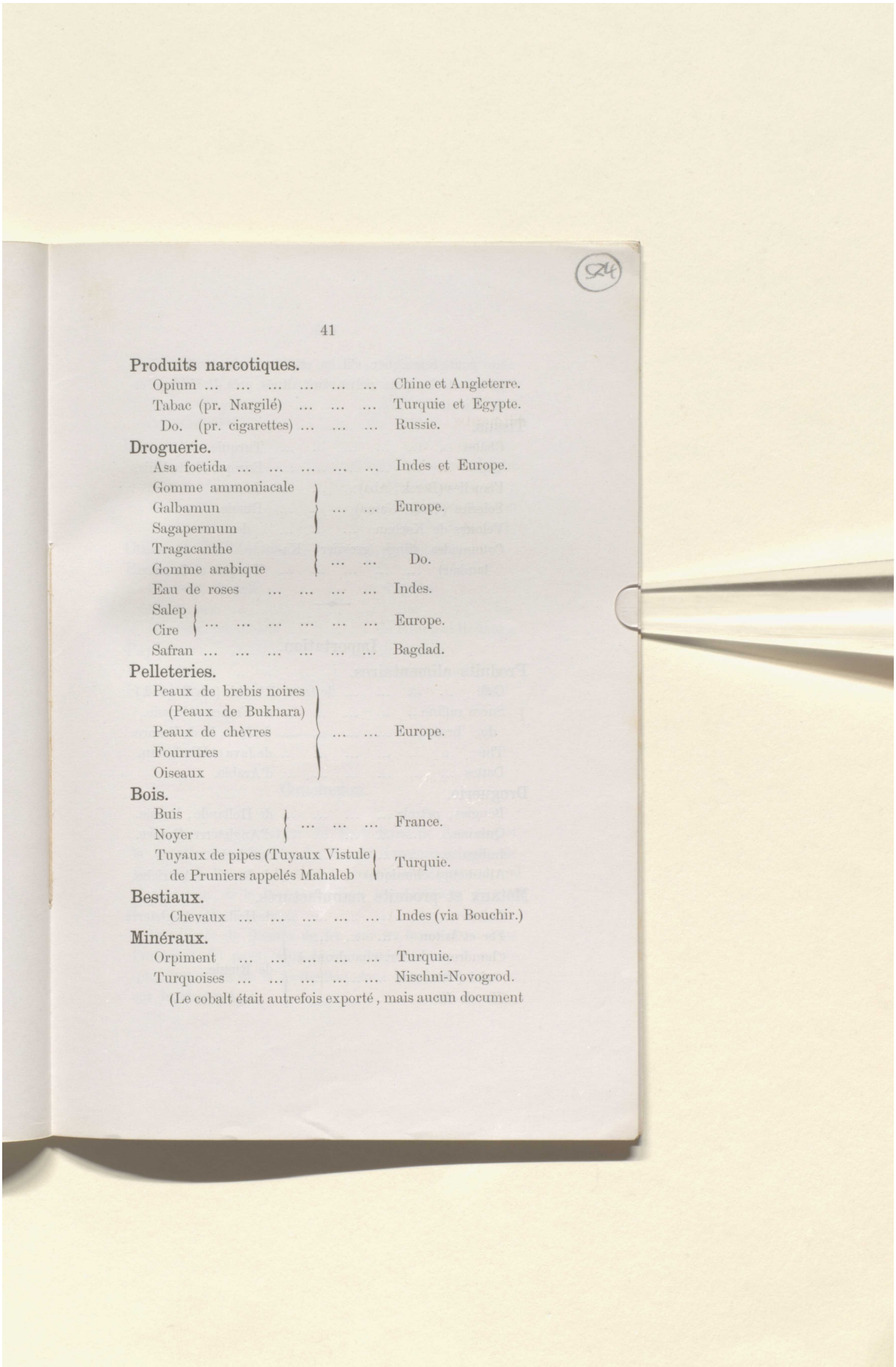

Produits narcotiques.

Opium	Chine et Angleterre.
Tabac (pr. Nargilé)	Turquie et Egypte.
Do. (pr. cigarettes)	Russie.

Droguerie.

Asa foetida	Indes et Europe.
Gomme ammoniacale, Galbamun, Sagapermum	Europe.
Tragacanthe, Gomme arabique	Do.
Eau de roses	Indes.
Salep, Cire	Europe.
Safran	Bagdad.

Pelleteries.

Peaux de brebis noires (Peaux de Bukhara), Peaux de chèvres, Fourrures, Oiseaux	Europe.

Bois.

Buis, Noyer	France.
Tuyaux de pipes (Tuyaux Vistule de Pruniers appelés Mahaleb	Turquie.

Bestiaux.

Chevaux	Indes (via Bouchir.)

Minéraux.

Orpiment	Turquie.
Turquoises	Nischni-Novogrod.

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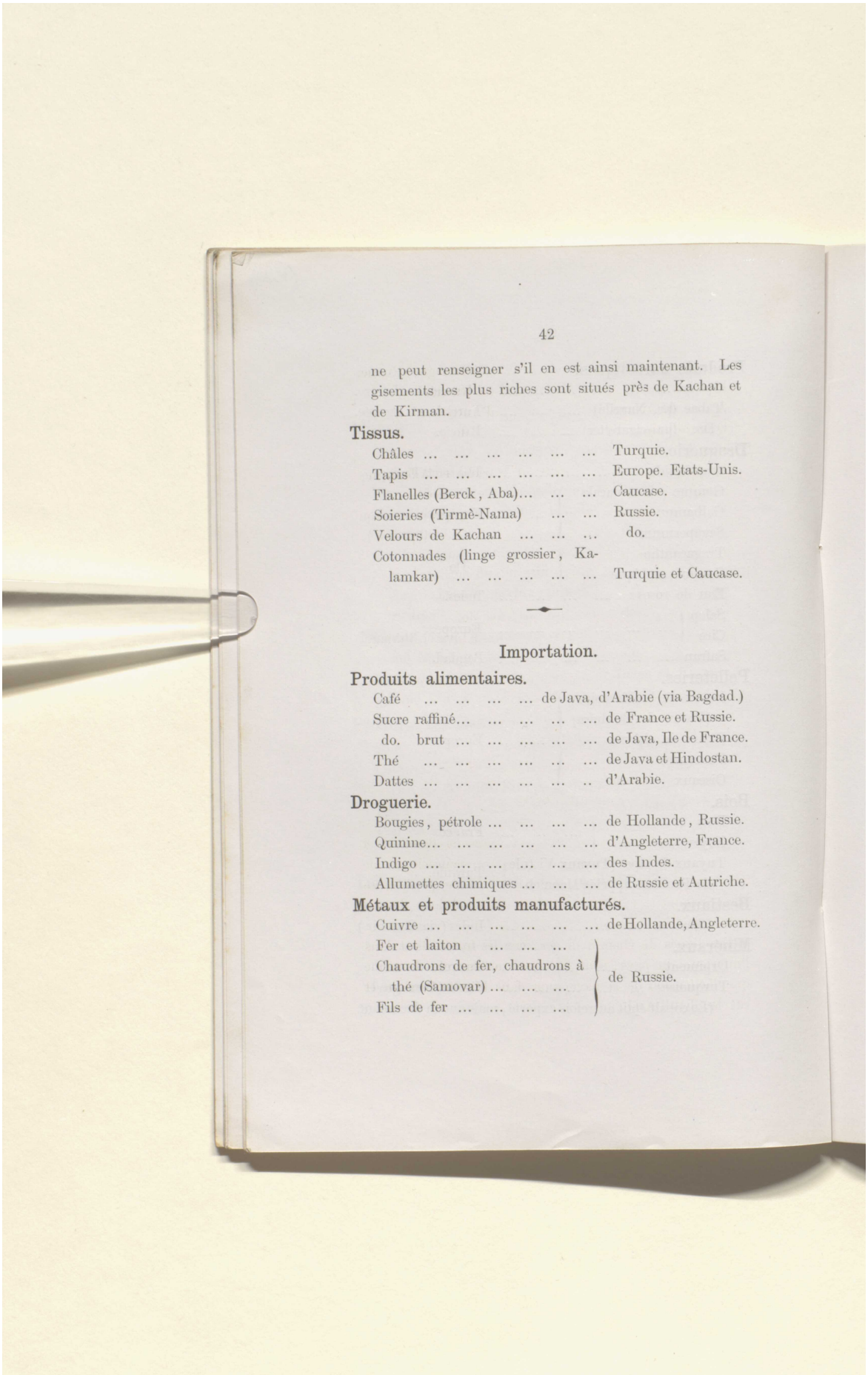

ne peut renseigner s'il en est ainsi maintenant. Les gisements les plus riches sont situés près de Kachan et de Kirman.

Tissus.

Châles	Turquie.
Tapis	Europe. Etats-Unis.
Flanelles (Berck, Aba)...	Caucase.
Soieries (Tirmè-Nama)	Russie.
Velours de Kachan	do.
Cotonnades (linge grossier, Kalamkar)	Turquie et Caucase.

Importation.

Produits alimentaires.

Café	de Java, d'Arabie (via Bagdad.)
Sucre raffiné...	de France et Russie.
do. brut	de Java, Ile de France.
Thé	de Java et Hindostan.
Dattes	d'Arabie.

Droguerie.

Bougies, pétrole	de Hollande, Russie.
Quinine...	d'Angleterre, France.
Indigo	des Indes.
Allumettes chimiques	de Russie et Autriche.

Métaux et produits manufacturés.

Cuivre	de Hollande, Angleterre.
Fer et laiton	de Russie.
Chaudrons de fer, chaudrons à thé (Samovar)	
Fils de fer	

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Fils d'or, galons ... ... d'Allemagne, Russie.
Plomb ... ... de Russie.
Armes de guerre... ... ... d'Autriche.
Quincaillerie ... ... do.

Tissus.

Draps ... ... d'Autriche et Allemagne.
Soieries ... ... de France.
Etoffes de coton ... ... d'Angleterre (environ £ 80000 par an.)

Cuirs et Pelleteries ... ... de Russie.

Bestiaux.

Chevaux de selle... ... ... d'Arabie.
Chameaux ... ... do.
Chevaux turcomans ... ... de Khiva et Bukhara.

Papier ... ... de Russie.
Verreries... ... ... d'Autriche et Russie.
Porcelaines ... ... do. do.

Conclusion.

La récente acquisition du port franc de Batoum, et la construction du chemin de fer transcaucasique, de Batoum à Bakou, donneront au commerce persan, un élan certain, si la Russie améliore les conditions de son transit par le Caucase.

Des lignes de chemin de fer, sur les frontierès et dans l'intérieur du pays, sont devenues nécessaires, de même que l'extension de la navigation dans le golfe Persique et sur le Shat-'l-Arab.

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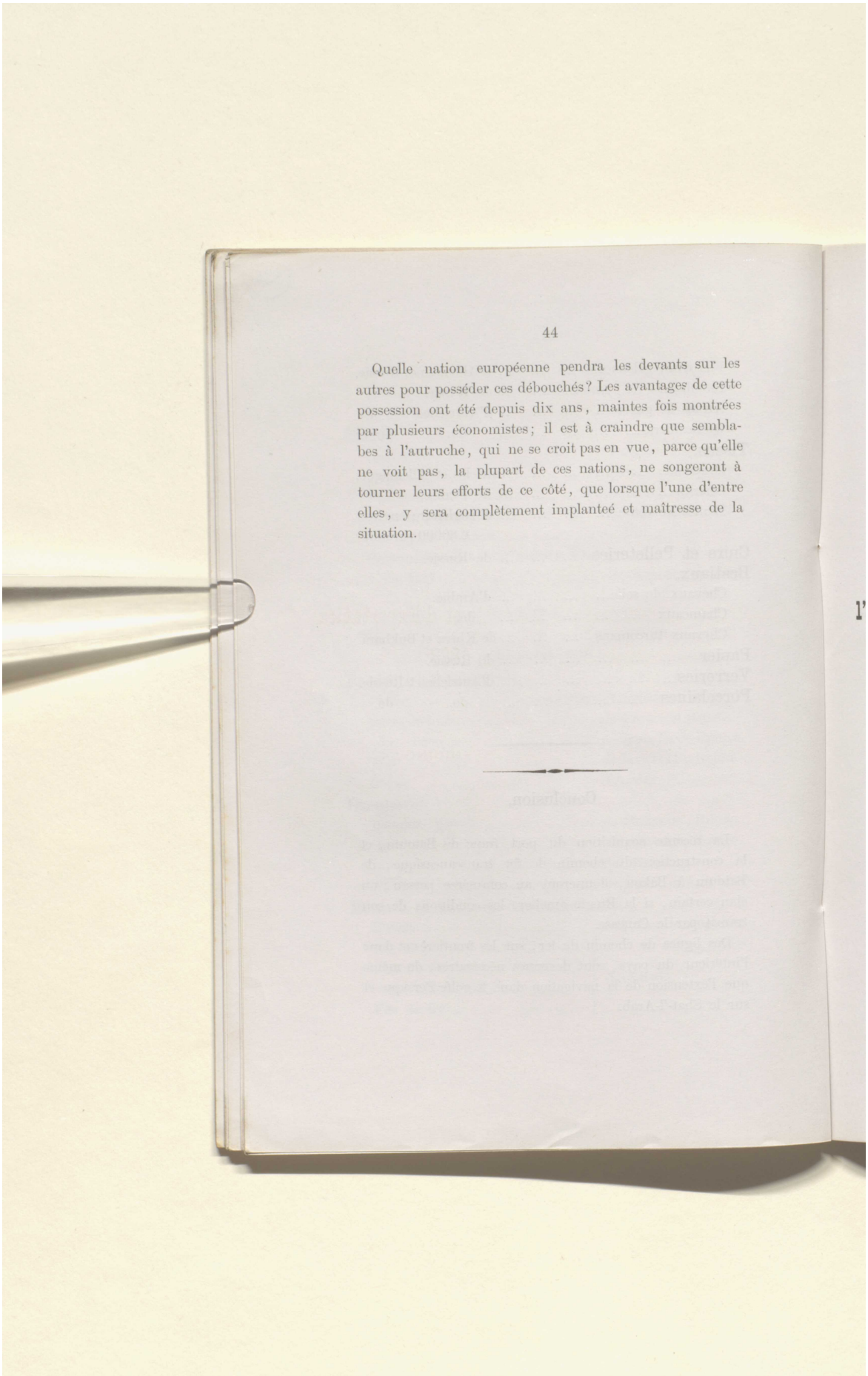

Quelle nation européenne pendra les devants sur les autres pour posséder ces débouchés? Les avantages de cette possession ont été depuis dix ans, maintes fois montrées par plusieurs économistes; il est à craindre que semblabes à l'autruche, qui ne se croit pas en vue, parce qu'elle ne voit pas, la plupart de ces nations, ne songeront à tourner leurs efforts de ce côté, que lorsque l'une d'entre elles, y sera complètement implanteé et maîtresse de la situation.

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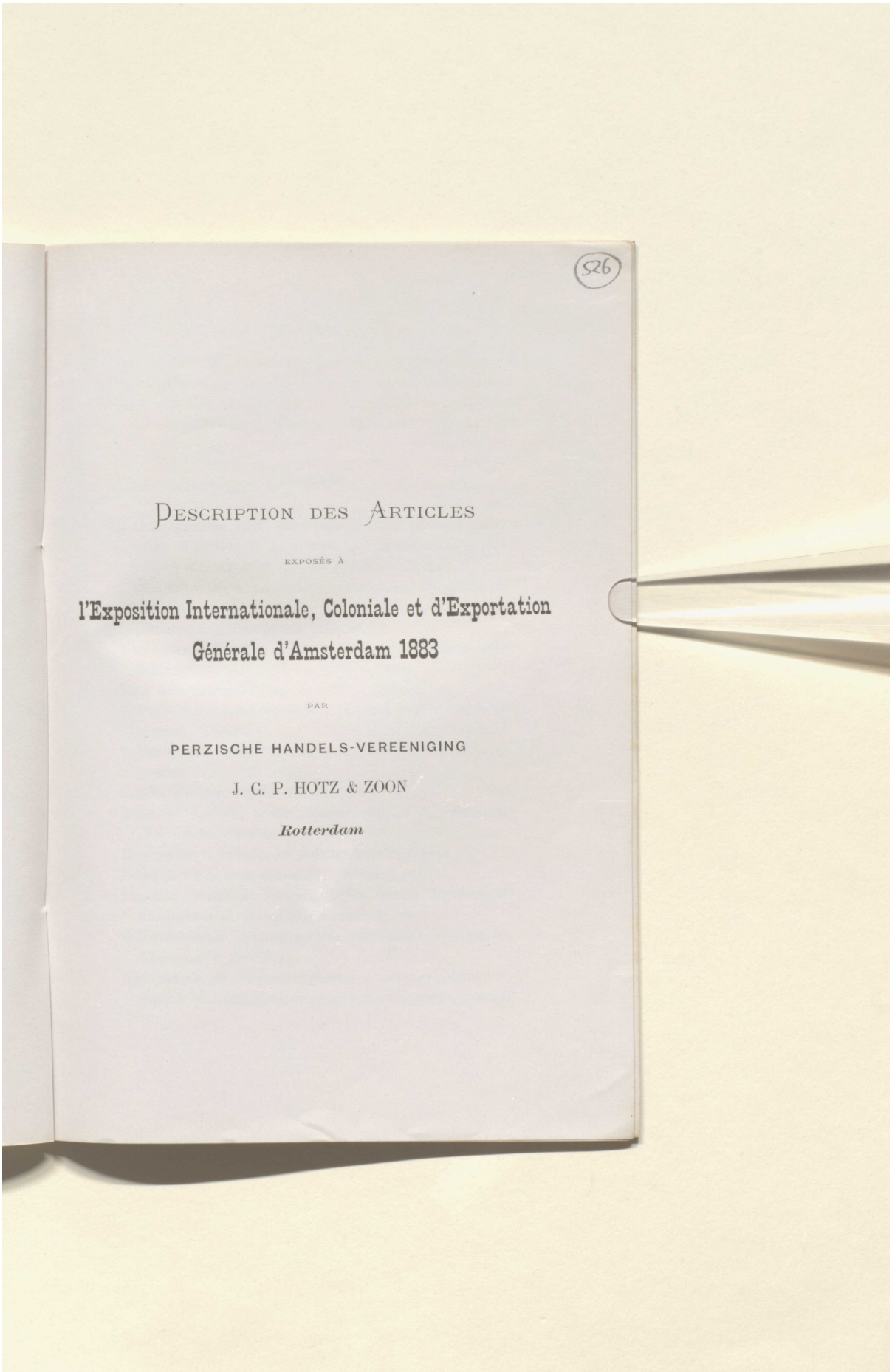

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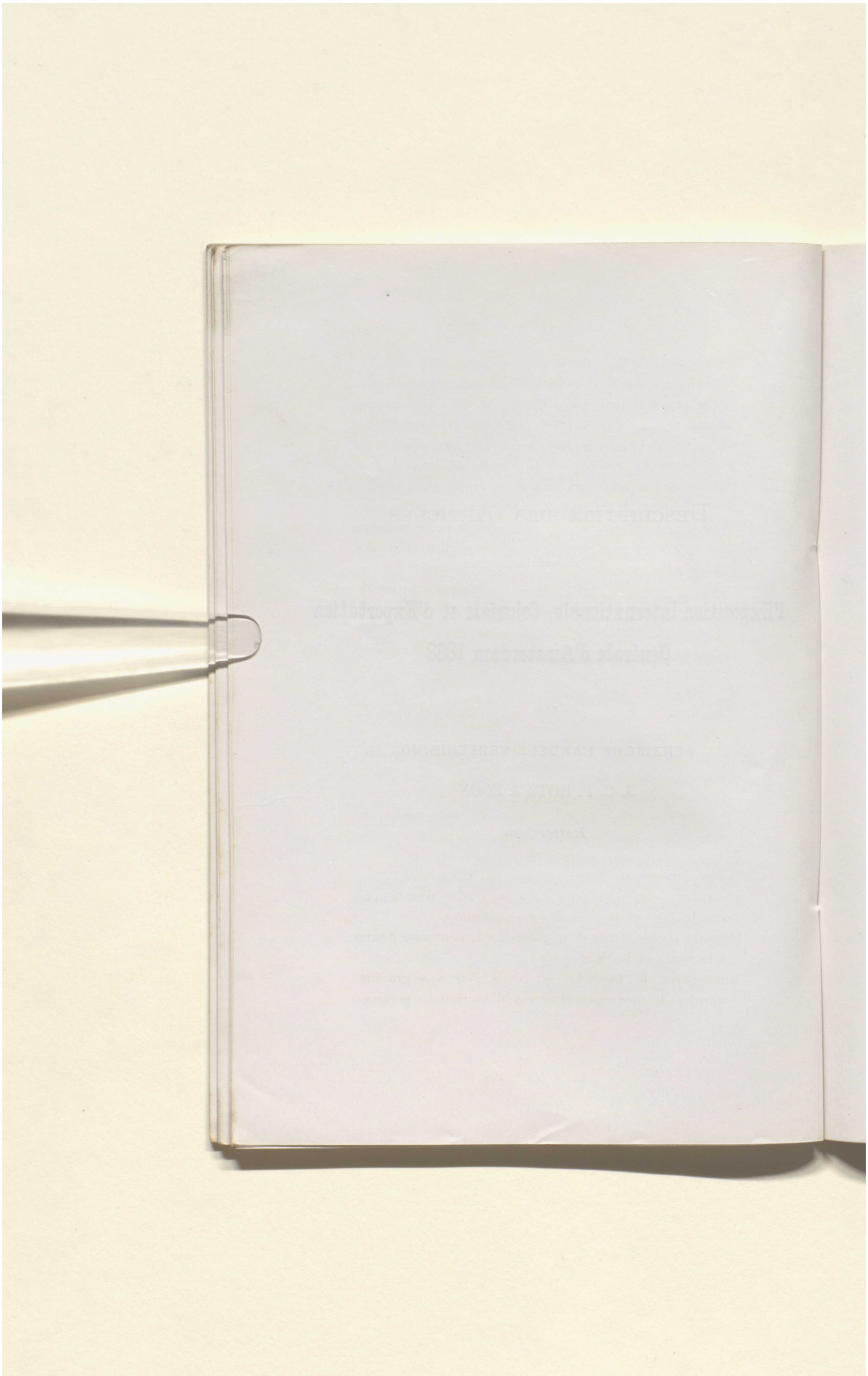

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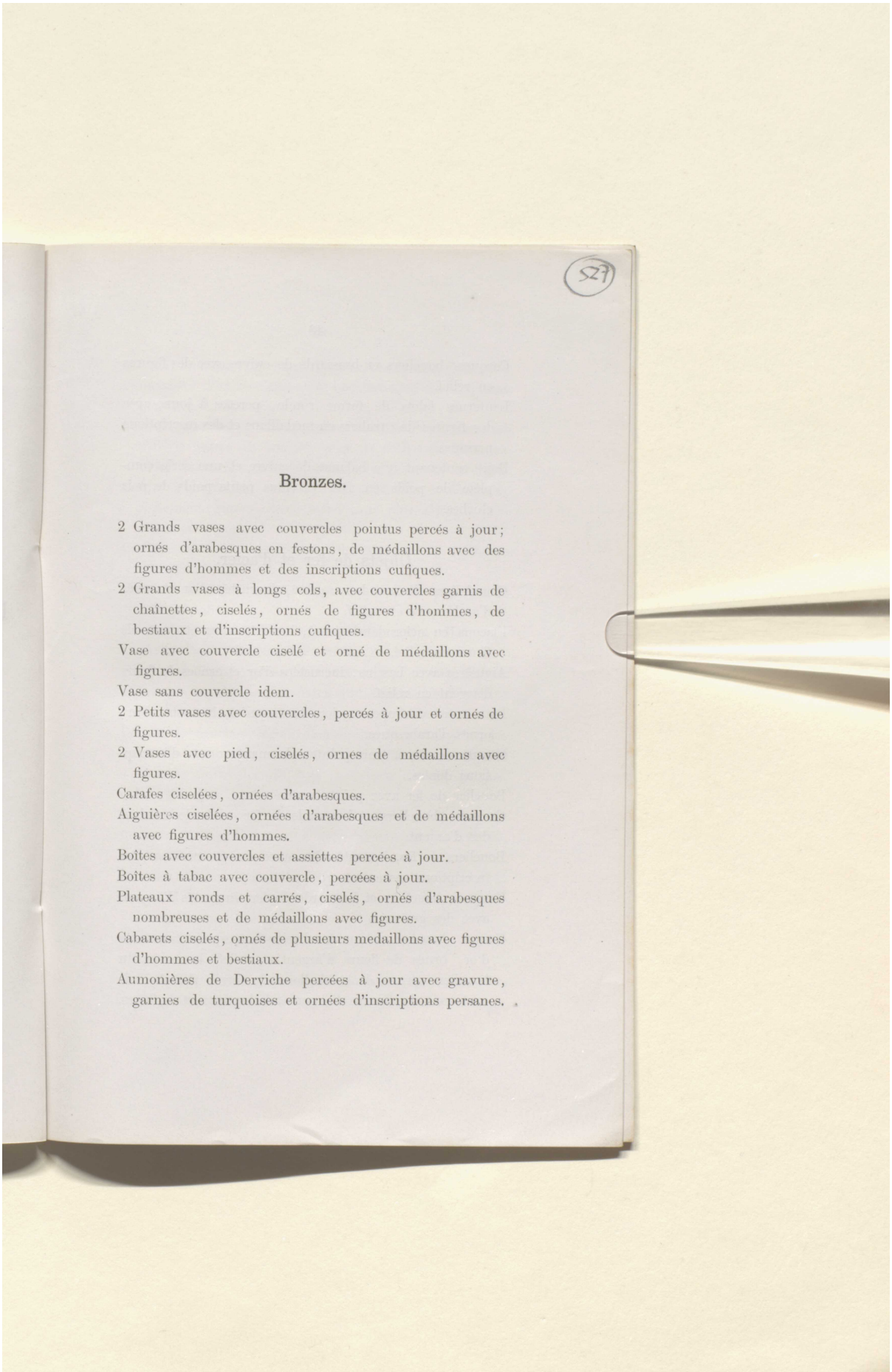

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Bronzes.

2 Grands vases avec couvercles pointus percés à jour; ornés d'arabesques en festons, de médaillons avec des figures d'hommes et des inscriptions cufiques.

2 Grands vases à longs cols, avec couvercles garnis de chaînettes, ciselés, ornés de figures d'hommes, de bestiaux et d'inscriptions cufiques.

Vase avec couvercle ciselé et orné de médaillons avec figures.

Vase sans couvercle idem.

2 Petits vases avec couvercles, percés à jour et ornés de figures.

2 Vases avec pied, ciselés, ornes de médaillons avec figures.

Carafes ciselées, ornées d'arabesques.

Aiguières ciselées, ornées d'arabesques et de médaillons avec figures d'hommes.

Boîtes avec couvercles et assiettes percées à jour.

Boîtes à tabac avec couvercle, percées à jour.

Plateaux ronds et carrés, ciselés, ornés d'arabesques nombreuses et de médaillons avec figures.

Cabarets ciselés, ornés de plusieurs medaillons avec figures d'hommes et bestiaux.

Aumonières de Derviche percées à jour avec gravure, garnies de turquoises et ornées d'inscriptions persanes.

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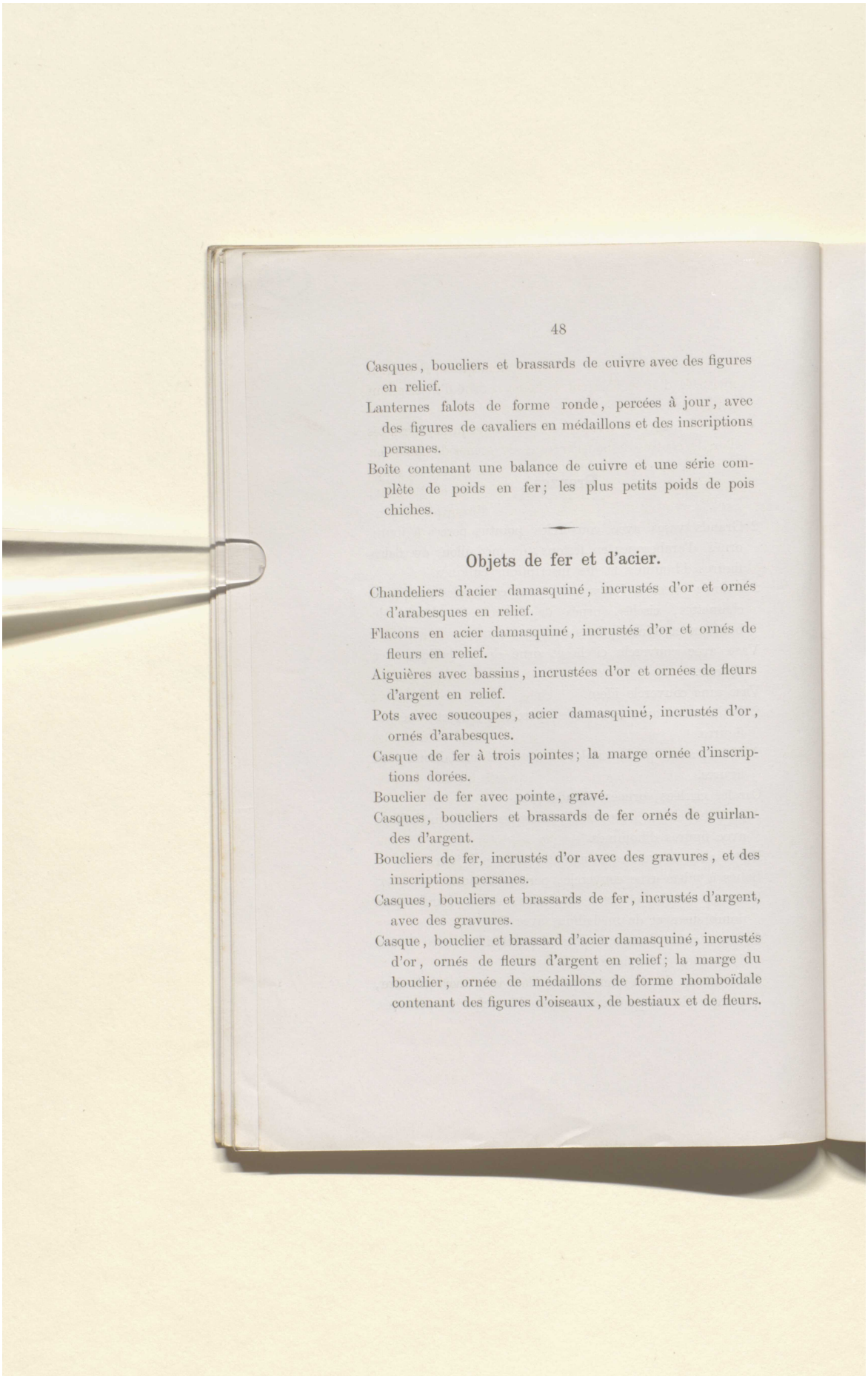

Casques, boucliers et brassards de cuivre avec des figures en relief.

Lanternes falots de forme ronde, percées à jour, avec des figures de cavaliers en médaillons et des inscriptions persanes.

Boîte contenant une balance de cuivre et une série complète de poids en fer; les plus petits poids de pois chiches.

Objets de fer et d'acier.

Chandeliers d'acier damasquiné, incrustés d'or et ornés d'arabesques en relief.

Flacons en acier damasquiné, incrustés d'or et ornés de fleurs en relief.

Aiguières avec bassins, incrustées d'or et ornées de fleurs d'argent en relief.

Pots avec soucoupes, acier damasquiné, incrustés d'or, ornés d'arabesques.

Casque de fer à trois pointes; la marge ornée d'inscriptions dorées.

Bouclier de fer avec pointe, gravé.

Casques, boucliers et brassards de fer ornés de guirlandes d'argent.

Boucliers de fer, incrustés d'or avec des gravures, et des inscriptions persanes.

Casques, boucliers et brassards de fer, incrustés d'argent, avec des gravures.

Casque, bouclier et brassard d'acier damasquiné, incrustés d'or, ornés de fleurs d'argent en relief; la marge du bouclier, ornée de médaillons de forme rhomboïdale contenant des figures d'oiseaux, de bestiaux et de fleurs.

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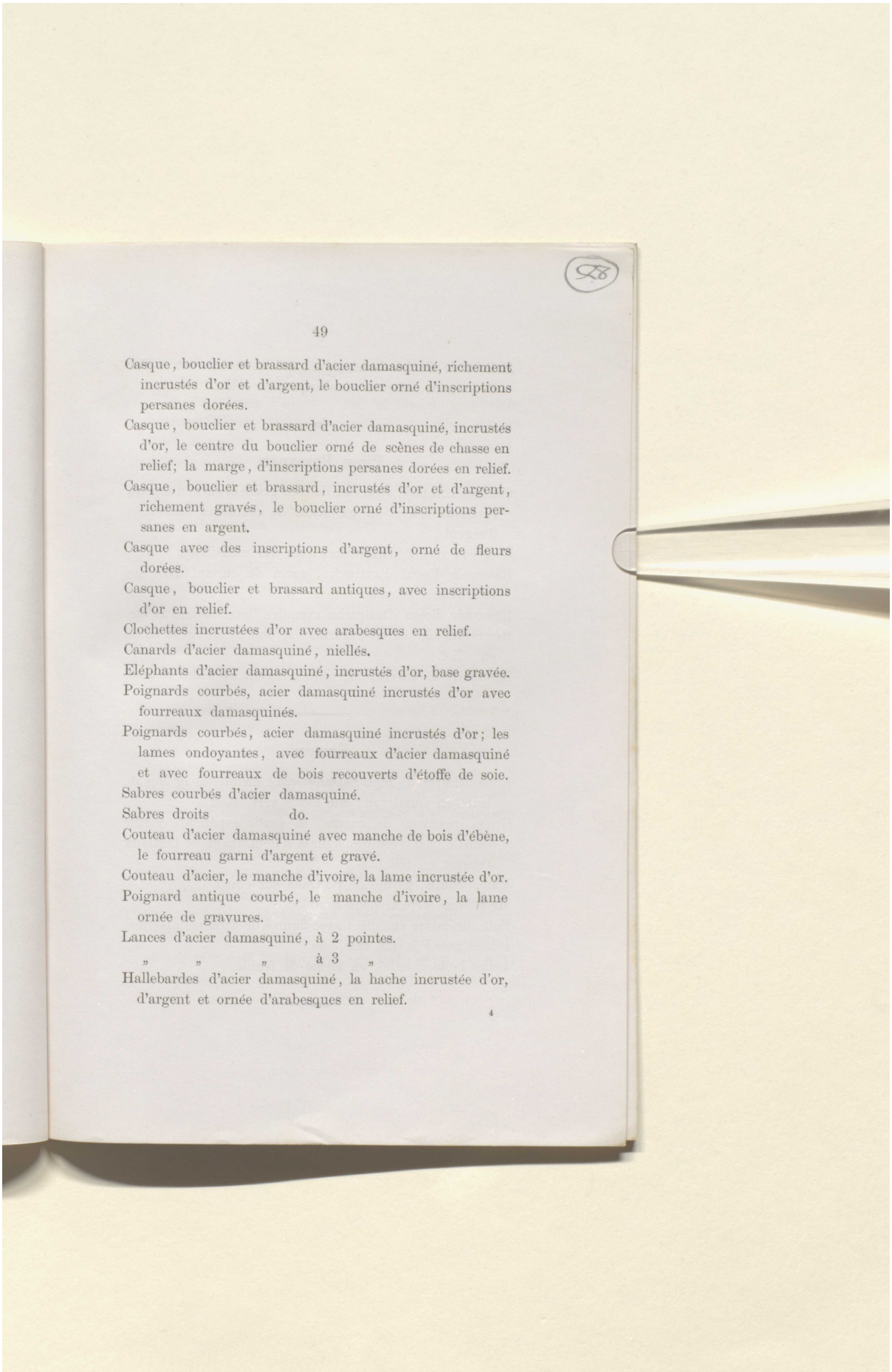

Casque, bouclier et brassard d'acier damasquiné, richement incrustés d'or et d'argent, le bouclier orné d'inscriptions persanes dorées.

Casque, bouclier et brassard d'acier damasquiné, incrustés d'or, le centre du bouclier orné de scènes de chasse en relief; la marge, d'inscriptions persanes dorées en relief.

Casque, bouclier et brassard, incrustés d'or et d'argent, richement gravés, le bouclier orné d'inscriptions persanes en argent.

Casque avec des inscriptions d'argent, orné de fleurs dorées.

Casque, bouclier et brassard antiques, avec inscriptions d'or en relief.

Clochettes incrustées d'or avec arabesques en relief.

Canards d'acier damasquiné, niellés.

Eléphants d'acier damasquiné, incrustés d'or, base gravée.

Poignards courbés, acier damasquiné incrustés d'or avec fourreaux damasquinés.

Poignards courbés, acier damasquiné incrustés d'or; les lames ondoyantes, avec fourreaux d'acier damasquiné et avec fourreaux de bois recouverts d'étoffe de soie.

Sabres courbés d'acier damasquiné.

Sabres droits do.

Couteau d'acier damasquiné avec manche de bois d'ébène, le fourreau garni d'argent et gravé.

Couteau d'acier, le manche d'ivoire, la lame incrustée d'or.

Poignard antique courbé, le manche d'ivoire, la lame ornée de gravures.

Lances d'acier damasquiné, à 2 pointes.

" " " à 3 "

Hallebardes d'acier damasquiné, la hache incrustée d'or, d'argent et ornée d'arabesques en relief.

4

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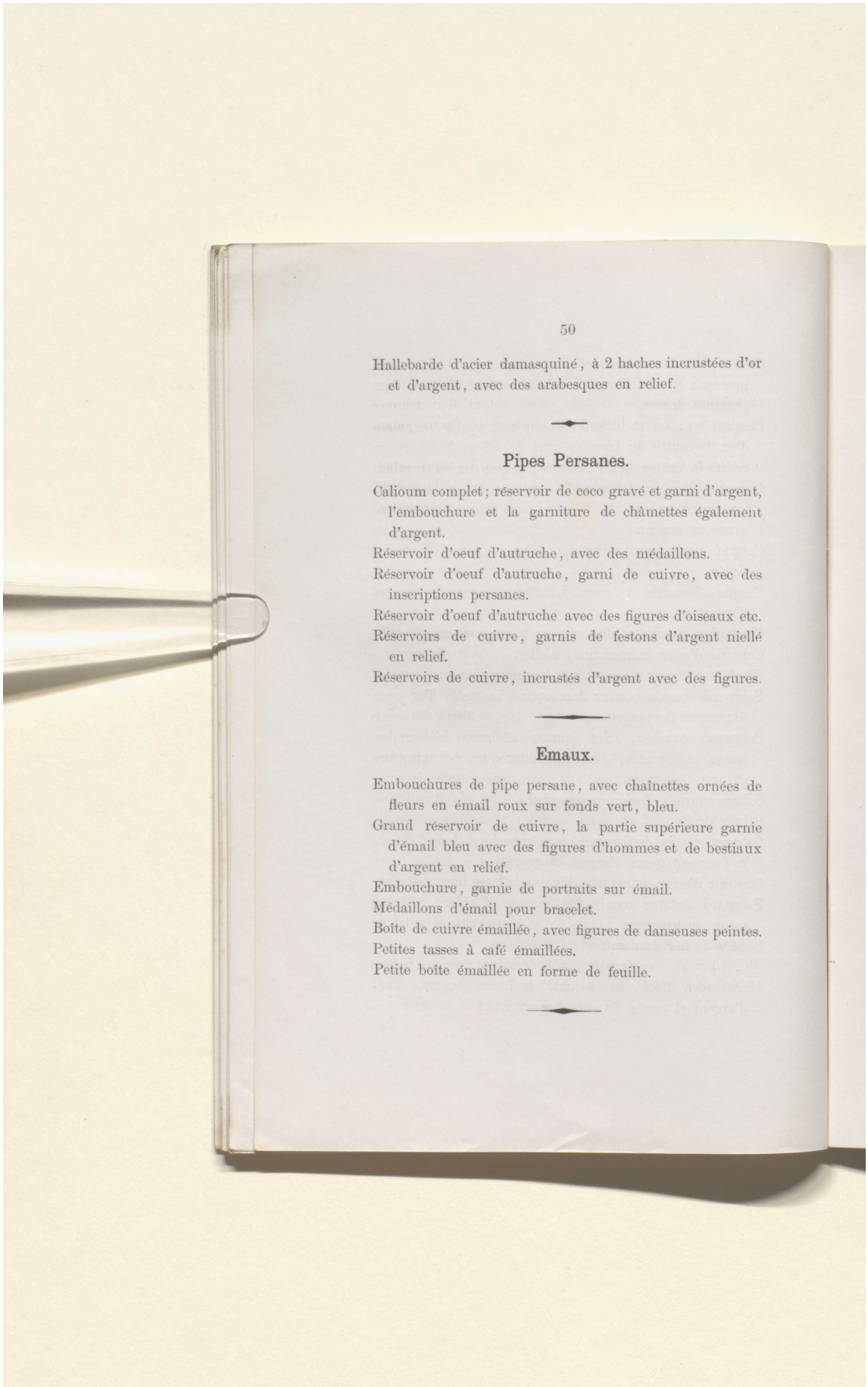

Hallebarde d'acier damasquiné, à 2 haches incrustées d'or et d'argent, avec des arabesques en relief.

Pipes Persanes.

Calioum complet; réservoir de coco gravé et garni d'argent, l'embouchure et la garniture de châmettes également d'argent.
Réservoir d'oeuf d'autruche, avec des médaillons.
Réservoir d'oeuf d'autruche, garni de cuivre, avec des inscriptions persanes.
Réservoir d'oeuf d'autruche avec des figures d'oiseaux etc.
Réservoirs de cuivre, garnis de festons d'argent niellé en relief.
Réservoirs de cuivre, incrustés d'argent avec des figures.

Emaux.

Embouchures de pipe persane, avec chaînettes ornées de fleurs en émail roux sur fonds vert, bleu.
Grand réservoir de cuivre, la partie supérieure garnie d'émail bleu avec des figures d'hommes et de bestiaux d'argent en relief.
Embouchure, garnie de portraits sur émail.
Médaillons d'émail pour bracelet.
Boîte de cuivre émaillée, avec figures de danseuses peintes.
Petites tasses à café émaillées.
Petite boîte émaillée en forme de feuille.

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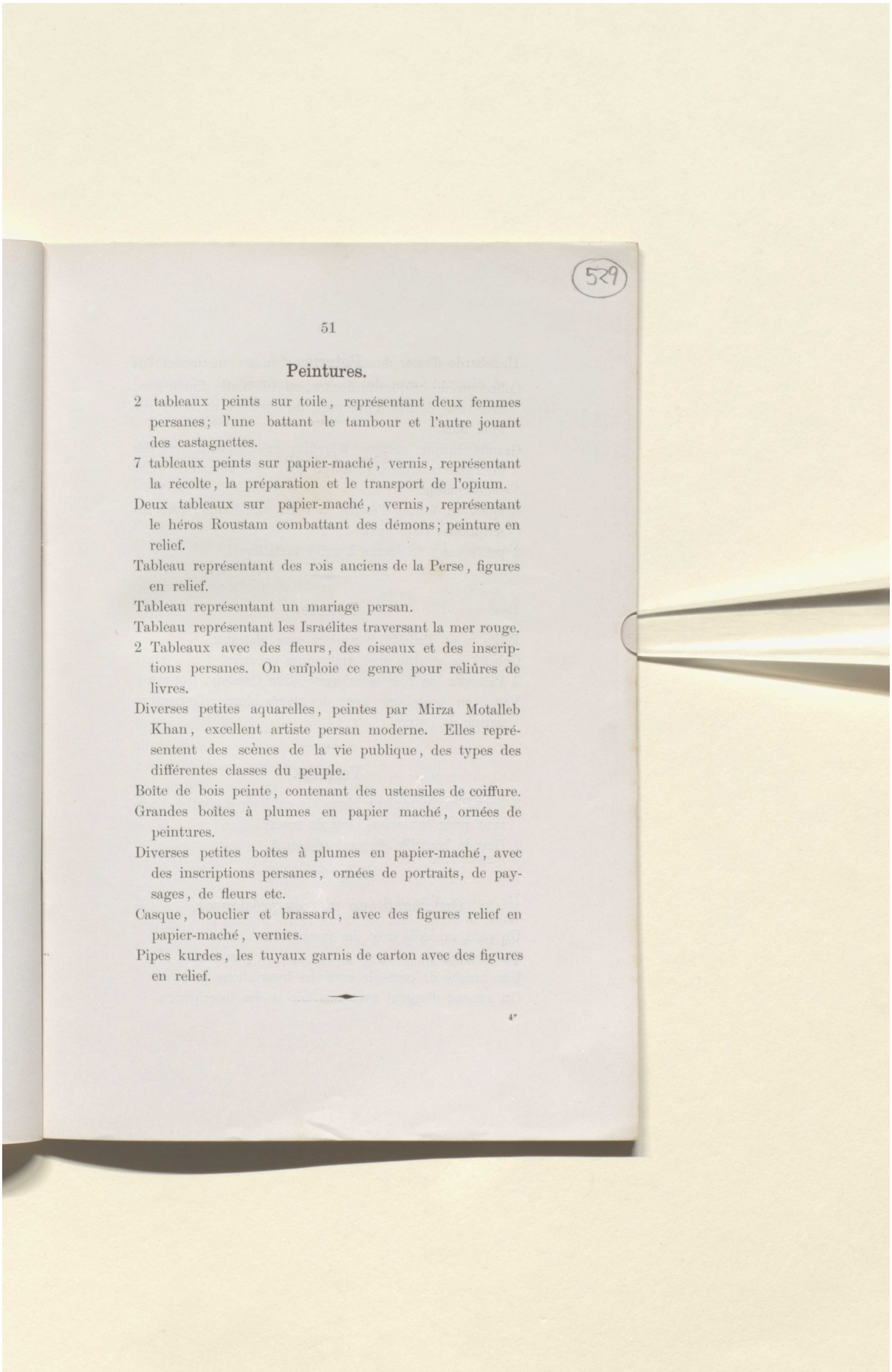

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Peintures.

2 tableaux peints sur toile, représentant deux femmes persanes; l'une battant le tambour et l'autre jouant des castagnettes.

7 tableaux peints sur papier-maché, vernis, représentant la récolte, la préparation et le transport de l'opium.

Deux tableaux sur papier-maché, vernis, représentant le héros Roustam combattant des démons; peinture en relief.

Tableau représentant des rois anciens de la Perse, figures en relief.

Tableau représentant un mariage persan.

Tableau représentant les Israélites traversant la mer rouge.

2 Tableaux avec des fleurs, des oiseaux et des inscriptions persanes. On emploie ce genre pour reliûres de livres.

Diverses petites aquarelles, peintes par Mirza Motalleb Khan, excellent artiste persan moderne. Elles représentent des scènes de la vie publique, des types des différentes classes du peuple.

Boîte de bois peinte, contenant des ustensiles de coiffure.

Grandes boîtes à plumes en papier maché, ornées de peintures.

Diverses petites boîtes à plumes en papier-maché, avec des inscriptions persanes, ornées de portraits, de paysages, de fleurs etc.

Casque, bouclier et brassard, avec des figures relief en papier-maché, vernies.

Pipes kurdes, les tuyaux garnis de carton avec des figures en relief.

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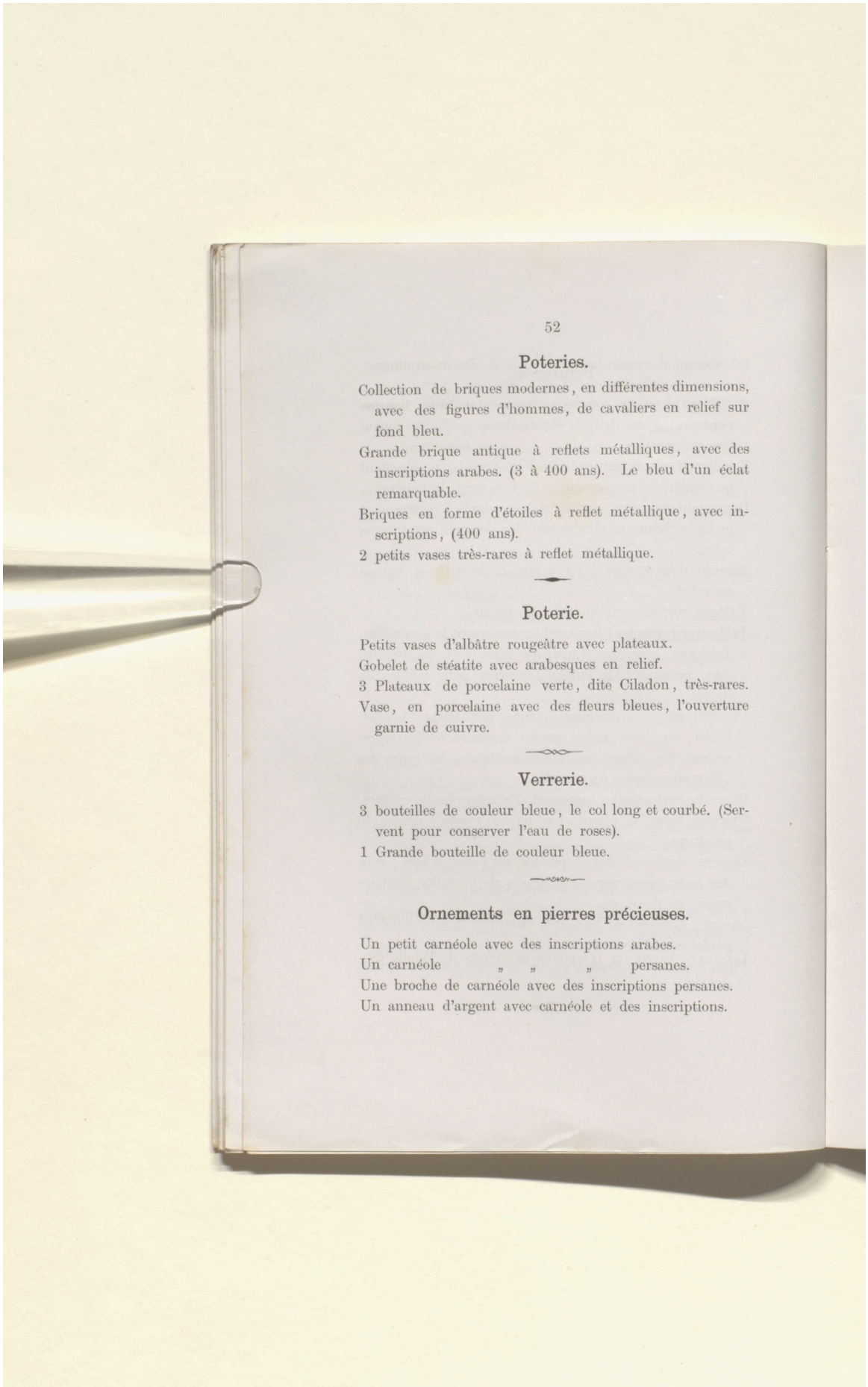

Poteries.

Collection de briques modernes, en différentes dimensions, avec des figures d'hommes, de cavaliers en relief sur fond bleu.

Grande brique antique à reflets métalliques, avec des inscriptions arabes. (3 à 400 ans). Le bleu d'un éclat remarquable.

Briques en forme d'étoiles à reflet métallique, avec inscriptions, (400 ans).

2 petits vases très-rares à reflet métallique.

Poterie.

Petits vases d'albâtre rougeâtre avec plateaux.

Gobelet de stéatite avec arabesques en relief.

3 Plateaux de porcelaine verte, dite Ciladon, très-rares.

Vase, en porcelaine avec des fleurs bleues, l'ouverture garnie de cuivre.

Verrerie.

3 bouteilles de couleur bleue, le col long et courbé. (Servent pour conserver l'eau de roses).

1 Grande bouteille de couleur bleue.

Ornements en pierres précieuses.

Un petit carnéole avec des inscriptions arabes.

Un carnéole „ „ „ persanes.

Une broche de carnéole avec des inscriptions persanes.

Un anneau d'argent avec carnéole et des inscriptions.

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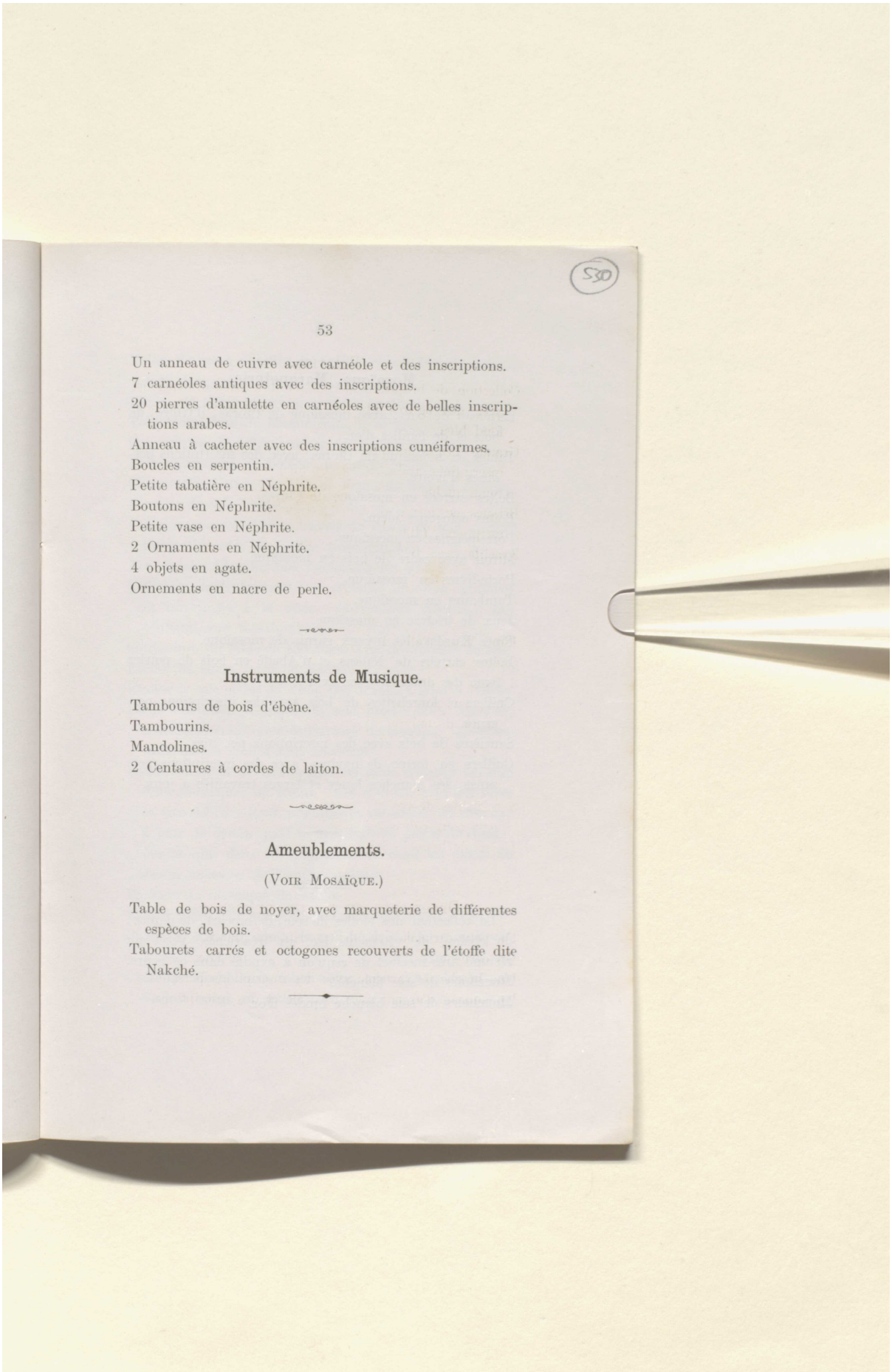

Un anneau de cuivre avec carnéole et des inscriptions.
7 carnéoles antiques avec des inscriptions.
20 pierres d'amulette en carnéoles avec de belles inscriptions arabes.
Anneau à cacheter avec des inscriptions cunéiformes.
Boucles en serpentin.
Petite tabatière en Néphrite.
Boutons en Néphrite.
Petite vase en Néphrite.
2 Ornaments en Néphrite.
4 objets en agate.
Ornements en nacre de perle.

Instruments de Musique.

Tambours de bois d'ébène.
Tambourins.
Mandolines.
2 Centaures à cordes de laiton.

Ameublements.

(Voir Mosaïque.)

Table de bois de noyer, avec marqueterie de différentes espèces de bois.
Tabourets carrés et octogones recouverts de l'étoffe dite Nakché.

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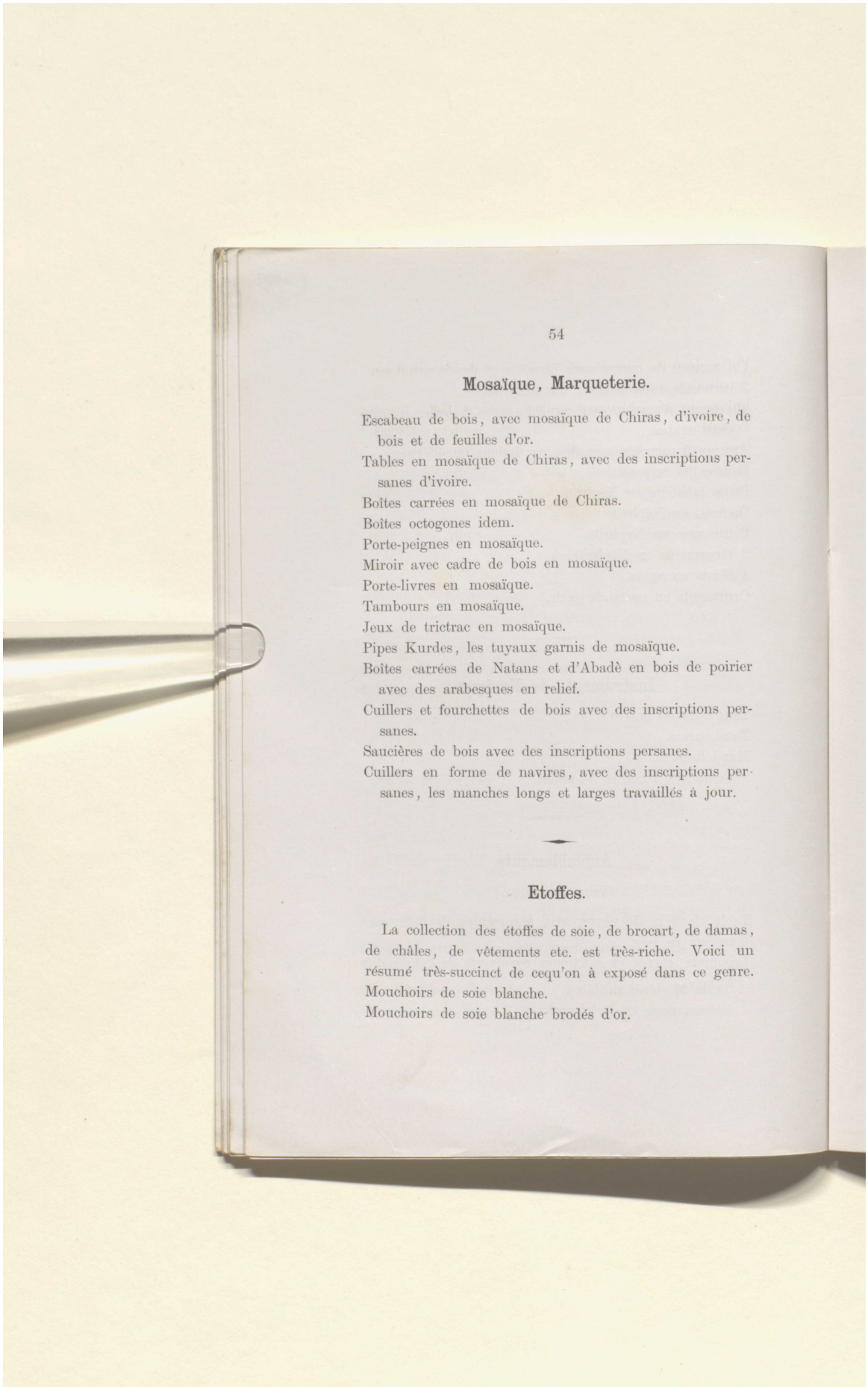

Mosaïque, Marqueterie.

Escabeau de bois, avec mosaïque de Chiras, d'ivoire, de bois et de feuilles d'or.
Tables en mosaïque de Chiras, avec des inscriptions persanes d'ivoire.
Boîtes carrées en mosaïque de Chiras.
Boîtes octogones idem.
Porte-peignes en mosaïque.
Miroir avec cadre de bois en mosaïque.
Porte-livres en mosaïque.
Tambours en mosaïque.
Jeux de trictrac en mosaïque.
Pipes Kurdes, les tuyaux garnis de mosaïque.
Boîtes carrées de Natans et d'Abadè en bois de poirier avec des arabesques en relief.
Cuillers et fourchettes de bois avec des inscriptions persanes.
Saucières de bois avec des inscriptions persanes.
Cuillers en forme de navires, avec des inscriptions persanes, les manches longs et larges travaillés à jour.

Etoffes.

La collection des étoffes de soie, de brocart, de damas, de châles, de vêtements etc. est très-riche. Voici un résumé très-succinct de cequ'on à exposé dans ce genre.
Mouchoirs de soie blanche.
Mouchoirs de soie blanche brodés d'or.

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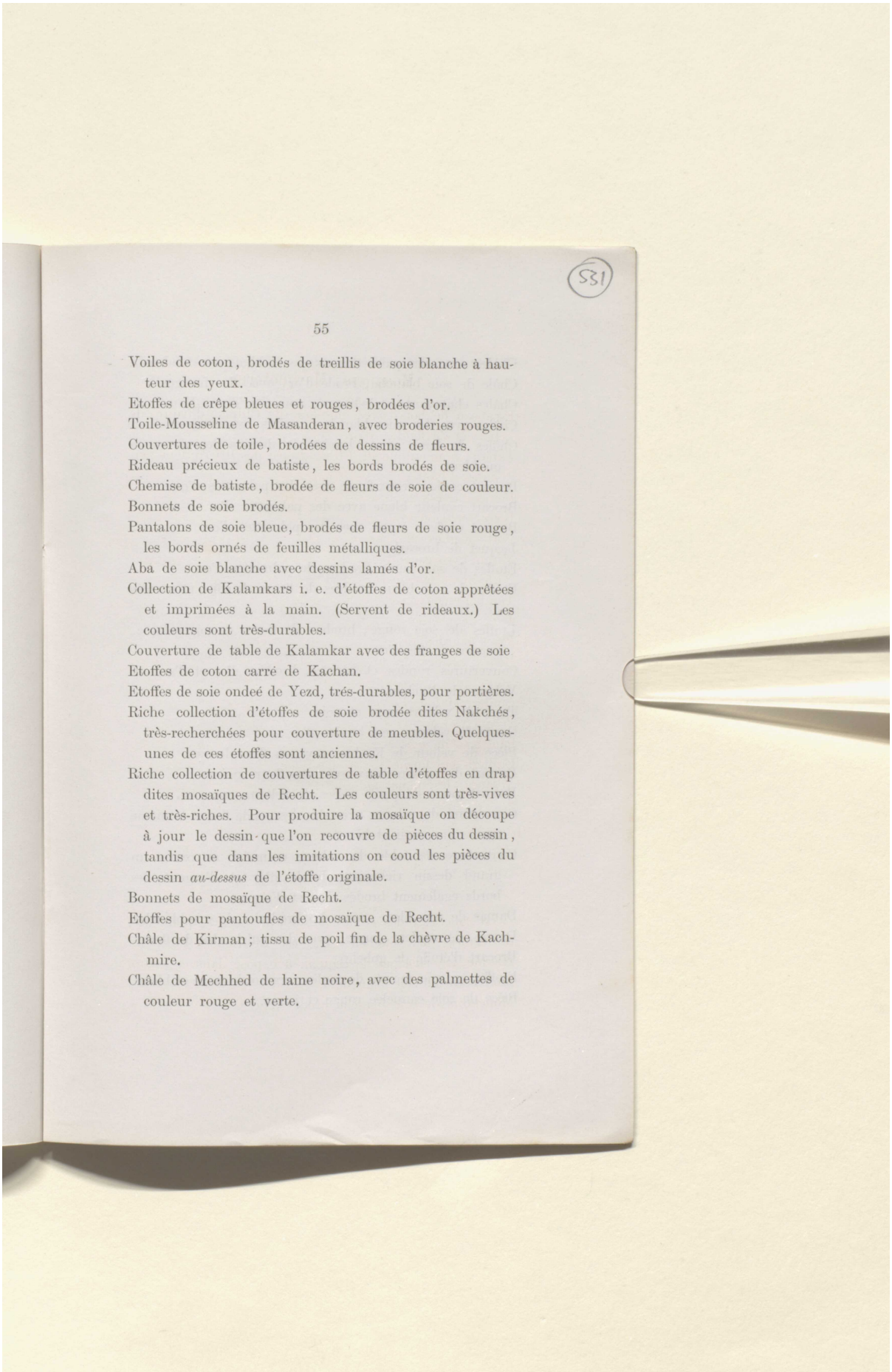

Voiles de coton, brodés de treillis de soie blanche à hauteur des yeux.
Etoffes de crêpe bleues et rouges, brodées d'or.
Toile-Mousseline de Masanderan, avec broderies rouges.
Couvertures de toile, brodées de dessins de fleurs.
Rideau précieux de batiste, les bords brodés de soie.
Chemise de batiste, brodée de fleurs de soie de couleur.
Bonnets de soie brodés.
Pantalons de soie bleue, brodés de fleurs de soie rouge, les bords ornés de feuilles métalliques.
Aba de soie blanche avec dessins lamés d'or.
Collection de Kalamkars i. e. d'étoffes de coton apprêtées et imprimées à la main. (Servent de rideaux.) Les couleurs sont très-durables.
Couverture de table de Kalamkar avec des franges de soie
Etoffes de coton carré de Kachan.
Etoffes de soie ondeé de Yezd, trés-durables, pour portières.
Riche collection d'étoffes de soie brodée dites Nakchés, très-recherchées pour couverture de meubles. Quelques-unes de ces étoffes sont anciennes.
Riche collection de couvertures de table d'étoffes en drap dites mosaïques de Recht. Les couleurs sont très-vives et très-riches. Pour produire la mosaïque on découpe à jour le dessin que l'on recouvre de pièces du dessin, tandis que dans les imitations on coud les pièces du dessin *au-dessus* de l'étoffe originale.
Bonnets de mosaïque de Recht.
Etoffes pour pantoufles de mosaïque de Recht.
Châle de Kirman; tissu de poil fin de la chèvre de Kachmire.
Châle de Mechhed de laine noire, avec des palmettes de couleur rouge et verte.

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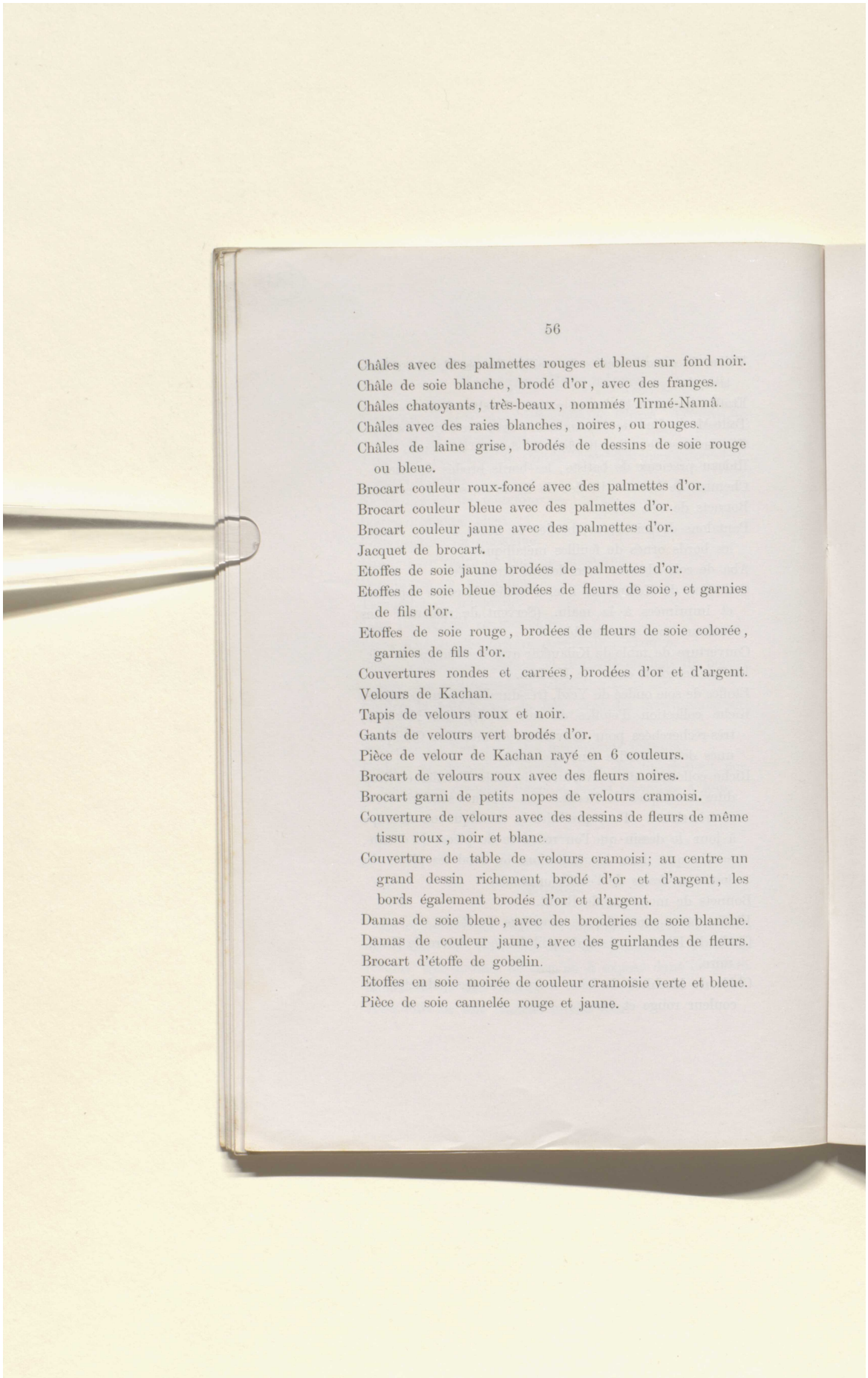

Châles avec des palmettes rouges et bleus sur fond noir.
Châle de soie blanche, brodé d'or, avec des franges.
Châles chatoyants, très-beaux, nommés Tirmé-Namâ.
Châles avec des raies blanches, noires, ou rouges.
Châles de laine grise, brodés de dessins de soie rouge ou bleue.
Brocart couleur roux-foncé avec des palmettes d'or.
Brocart couleur bleue avec des palmettes d'or.
Brocart couleur jaune avec des palmettes d'or.
Jacquet de brocart.
Etoffes de soie jaune brodées de palmettes d'or.
Etoffes de soie bleue brodées de fleurs de soie, et garnies de fils d'or.
Etoffes de soie rouge, brodées de fleurs de soie colorée, garnies de fils d'or.
Couvertures rondes et carrées, brodées d'or et d'argent.
Velours de Kachan.
Tapis de velours roux et noir.
Gants de velours vert brodés d'or.
Pièce de velour de Kachan rayé en 6 couleurs.
Brocart de velours roux avec des fleurs noires.
Brocart garni de petits nopes de velours cramoisi.
Couverture de velours avec des dessins de fleurs de même tissu roux, noir et blanc.
Couverture de table de velours cramoisi; au centre un grand dessin richement brodé d'or et d'argent, les bords également brodés d'or et d'argent.
Damas de soie bleue, avec des broderies de soie blanche.
Damas de couleur jaune, avec des guirlandes de fleurs.
Brocart d'étoffe de gobelin.
Etoffes en soie moirée de couleur cramoisie verte et bleue.
Pièce de soie cannelée rouge et jaune.

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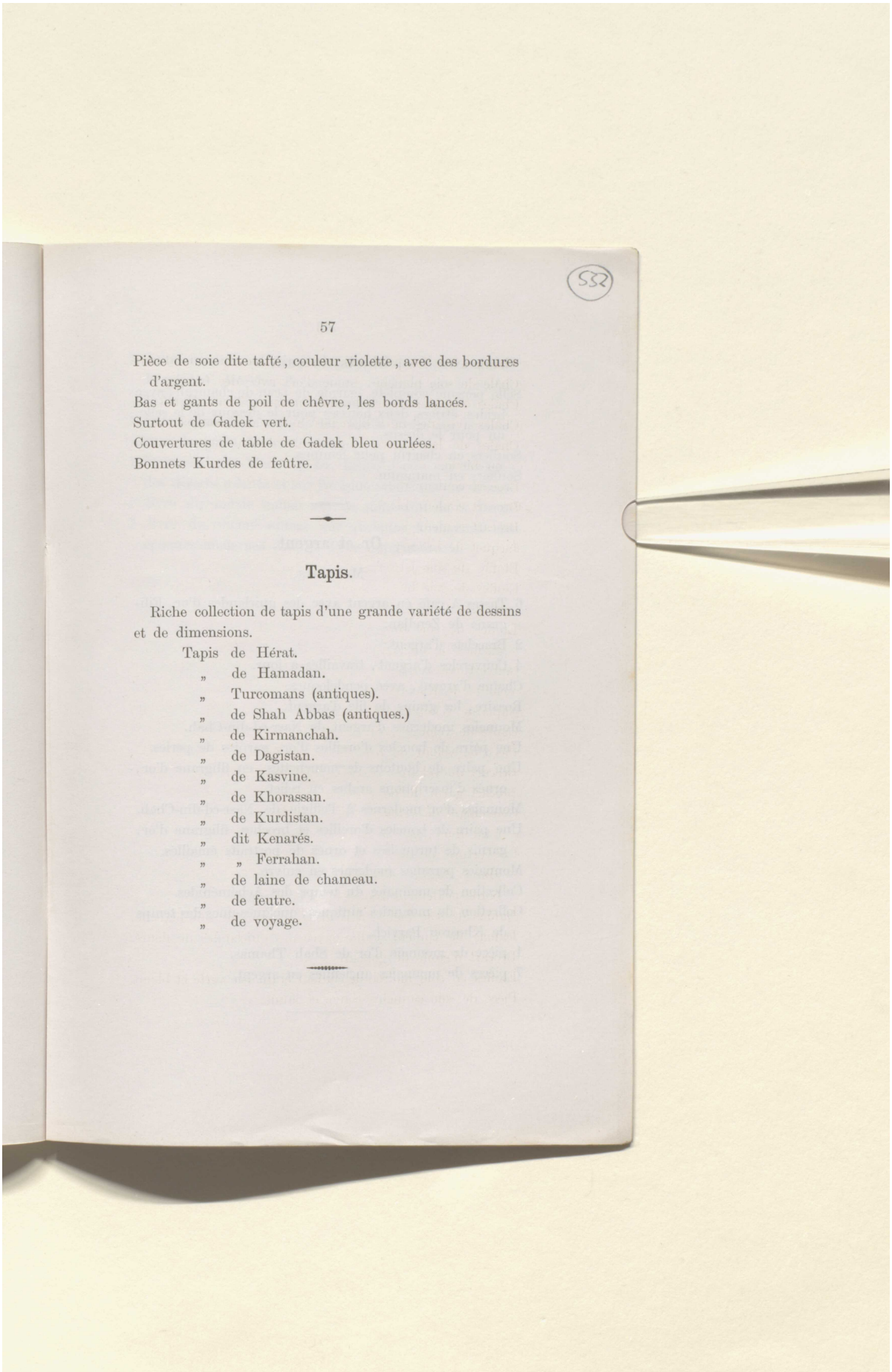

Pièce de soie dite tafté, couleur violette, avec des bordures d'argent.
Bas et gants de poil de chêvre, les bords lancés.
Surtout de Gadek vert.
Couvertures de table de Gadek bleu ourlées.
Bonnets Kurdes de feûtre.

Tapis.

Riche collection de tapis d'une grande variété de dessins et de dimensions.

Tapis de Hérat.
„ de Hamadan.
„ Turcomans (antiques).
„ de Shah Abbas (antiques.)
„ de Kirmanchah.
„ de Dagistan.
„ de Kasvine.
„ de Khorassan.
„ de Kurdistan.
„ dit Kenarés.
„ „ Ferrahan.
„ de laine de chameau.
„ de feutre.
„ de voyage.

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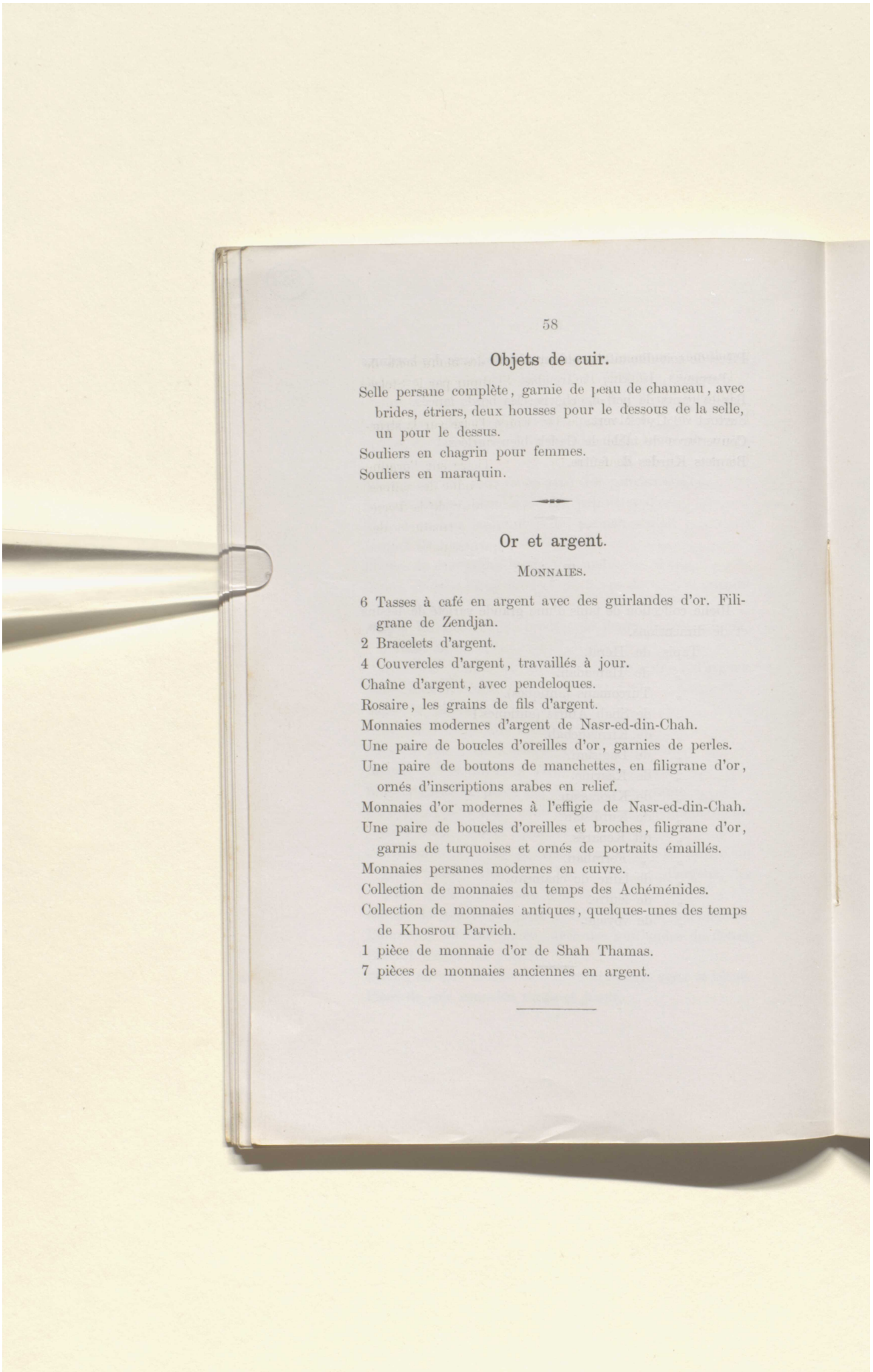

Objets de cuir.

Selle persane complète, garnie de peau de chameau, avec brides, étriers, deux housses pour le dessous de la selle, un pour le dessus.
Souliers en chagrin pour femmes.
Souliers en maraquin.

Or et argent.

Monnaies.

6 Tasses à café en argent avec des guirlandes d'or. Filigrane de Zendjan.
2 Bracelets d'argent.
4 Couvercles d'argent, travaillés à jour.
Chaîne d'argent, avec pendeloques.
Rosaire, les grains de fils d'argent.
Monnaies modernes d'argent de Nasr-ed-din-Chah.
Une paire de boucles d'oreilles d'or, garnies de perles.
Une paire de boutons de manchettes, en filigrane d'or, ornés d'inscriptions arabes en relief.
Monnaies d'or modernes à l'effigie de Nasr-ed-din-Chah.
Une paire de boucles d'oreilles et broches, filigrane d'or, garnis de turquoises et ornés de portraits émaillés.
Monnaies persanes modernes en cuivre.
Collection de monnaies du temps des Achéménides.
Collection de monnaies antiques, quelques-unes des temps de Khosrou Parvich.
1 pièce de monnaie d'or de Shah Thamas.
7 pièces de monnaies anciennes en argent.

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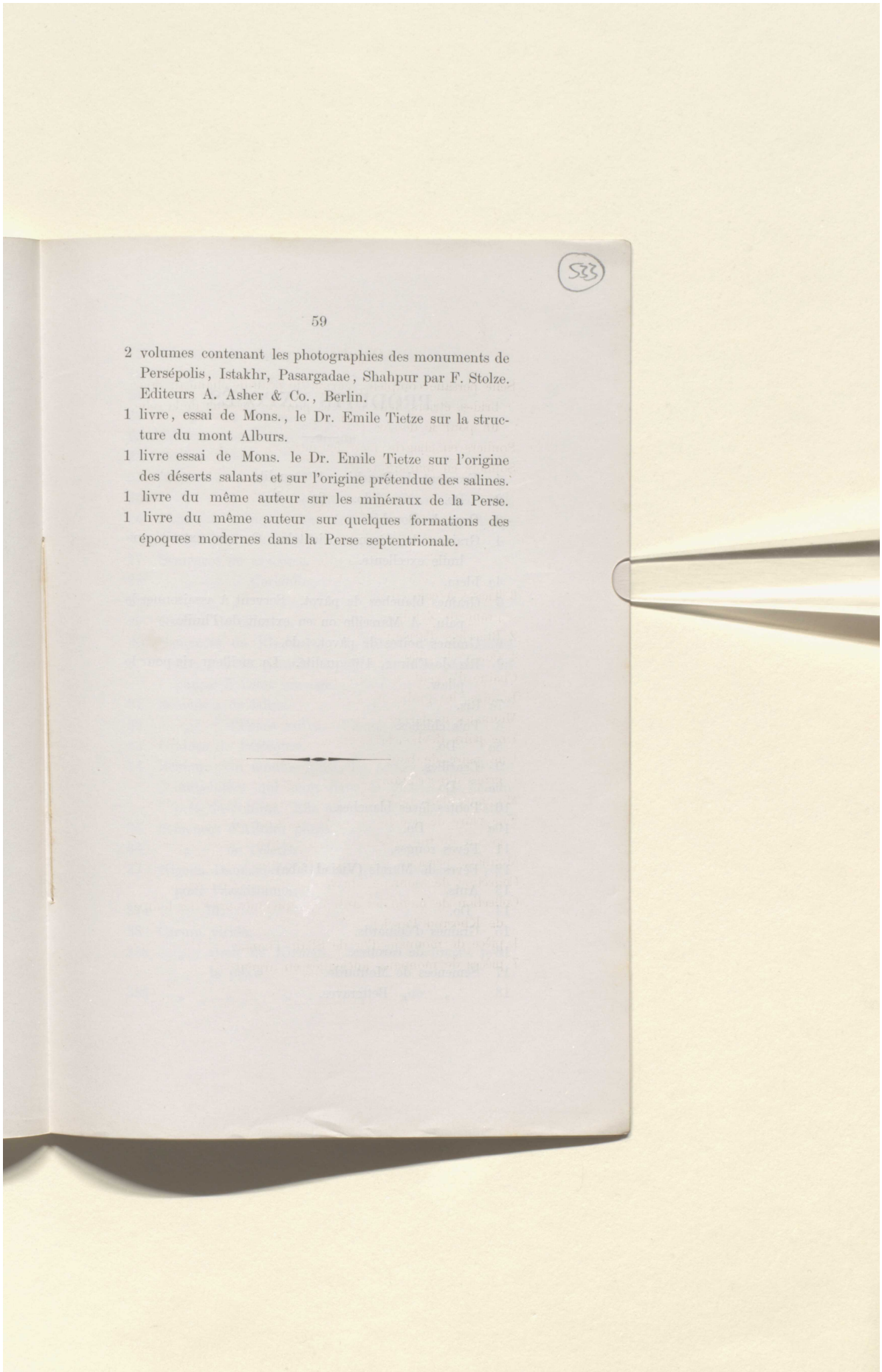

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1 livre, essai de Mons., le Dr. Emile Tietze sur la structure du mont Alburs.

1 livre essai de Mons. le Dr. Emile Tietze sur l'origine des déserts salants et sur l'origine prétendue des salines.

1 livre du même auteur sur les minéraux de la Perse.

1 livre du même auteur sur quelques formations des époques modernes dans la Perse septentrionale.

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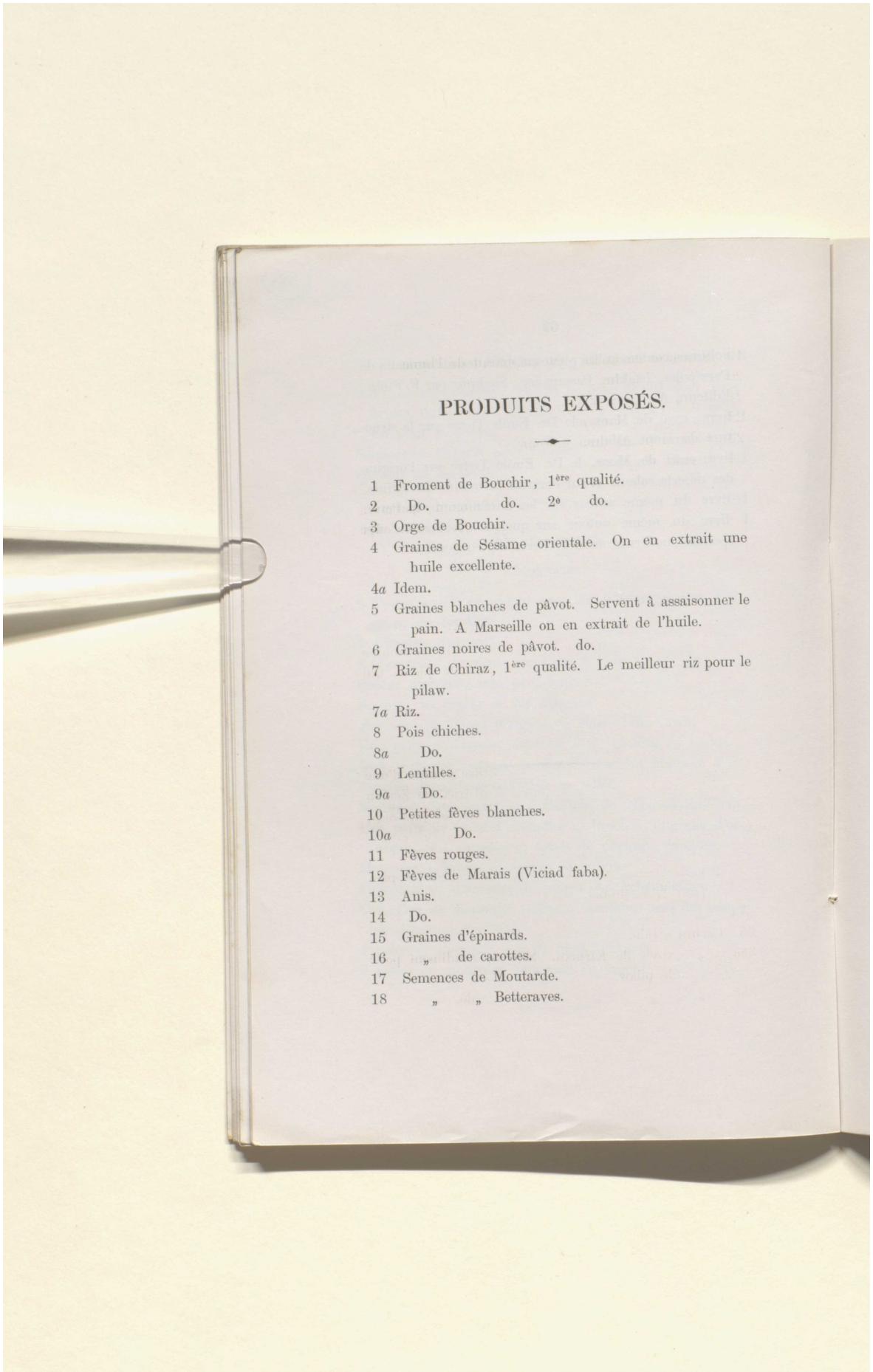

PRODUITS EXPOSÉS.

1 Froment de Bouchir, 1ère qualité.
2 Do. do. 2e do.
3 Orge de Bouchir.
4 Graines de Sésame orientale. On en extrait une huile excellente.
4a Idem.
5 Graines blanches de pâvot. Servent à assaisonner le pain. A Marseille on en extrait de l'huile.
6 Graines noires de pâvot. do.
7 Riz de Chiraz, 1ère qualité. Le meilleur riz pour le pilaw.
7a Riz.
8 Pois chiches.
8a Do.
9 Lentilles.
9a Do.
10 Petites fèves blanches.
10a Do.
11 Fèves rouges.
12 Fèves de Marais (Viciad faba).
13 Anis.
14 Do.
15 Graines d'épinards.
16 „ de carottes.
17 Semences de Moutarde.
18 „ „ Betteraves.

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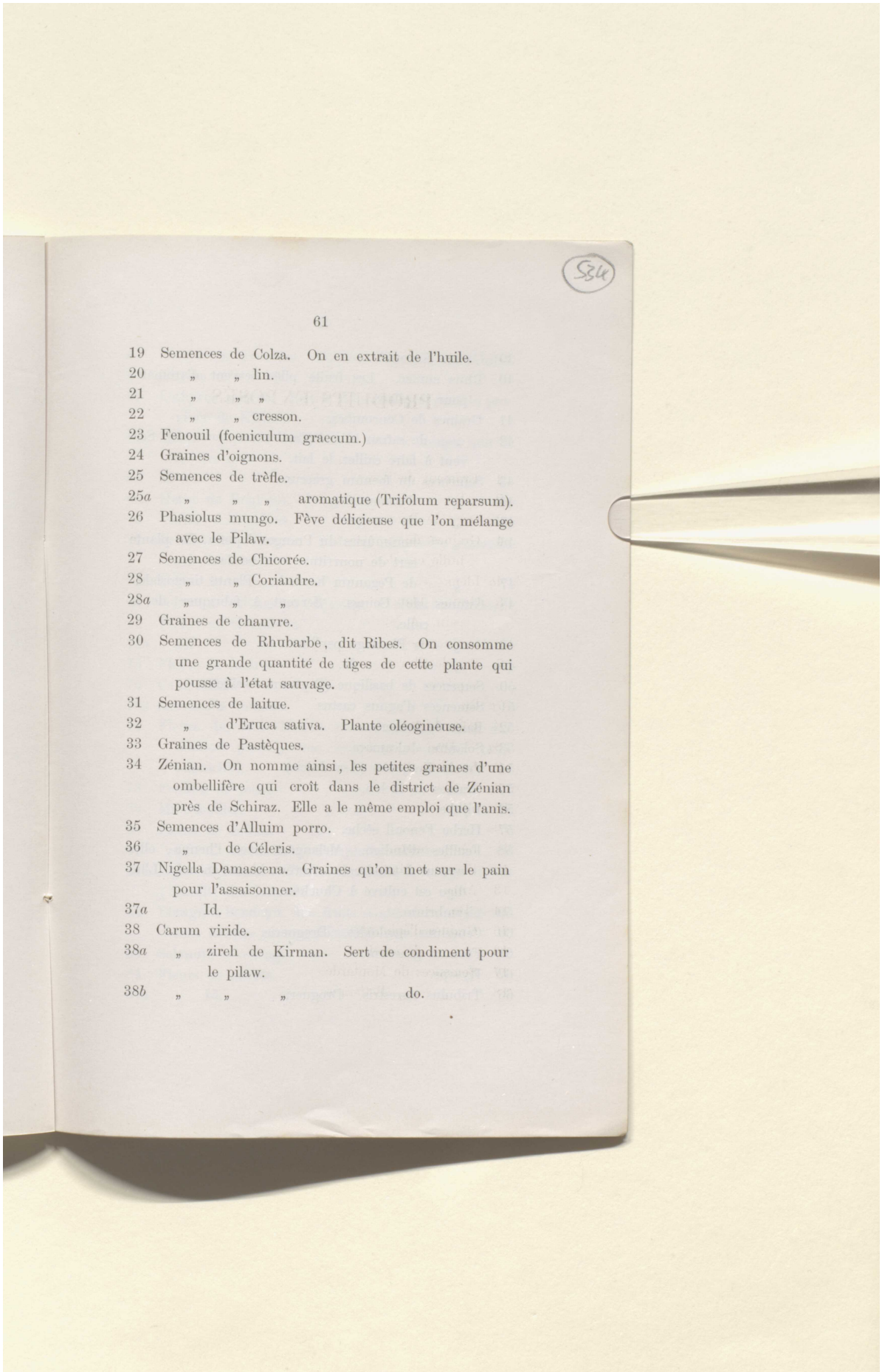

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19 Semences de Colza. On en extrait de l'huile.
20 „ „ lin.
21 „ „ „
22 „ „ cresson.
23 Fenouil (foeniculum graecum.)
24 Graines d'oignons.
25 Semences de trèfle.
25*a* „ „ „ aromatique (Trifolum reparsum).
26 Phasiolus mungo. Fève délicieuse que l'on mélange avec le Pilaw.
27 Semences de Chicorée.
28 „ „ Coriandre.
28*a* „ „ „
29 Graines de chanvre.
30 Semences de Rhubarbe, dit Ribes. On consomme une grande quantité de tiges de cette plante qui pousse à l'état sauvage.
31 Semences de laitue.
32 „ d'Eruca sativa. Plante oléogineuse.
33 Graines de Pastèques.
34 Zénian. On nomme ainsi, les petites graines d'une ombellifère qui croît dans le district de Zénian près de Schiraz. Elle a le même emploi que l'anis.
35 Semences d'Alluim porro.
36 „ de Céleris.
37 Nigella Damascena. Graines qu'on met sur le pain pour l'assaisonner.
37*a* Id.
38 Carum viride.
38*a* „ zireh de Kirman. Sert de condiment pour le pilaw.
38*b* „ „ „ do.

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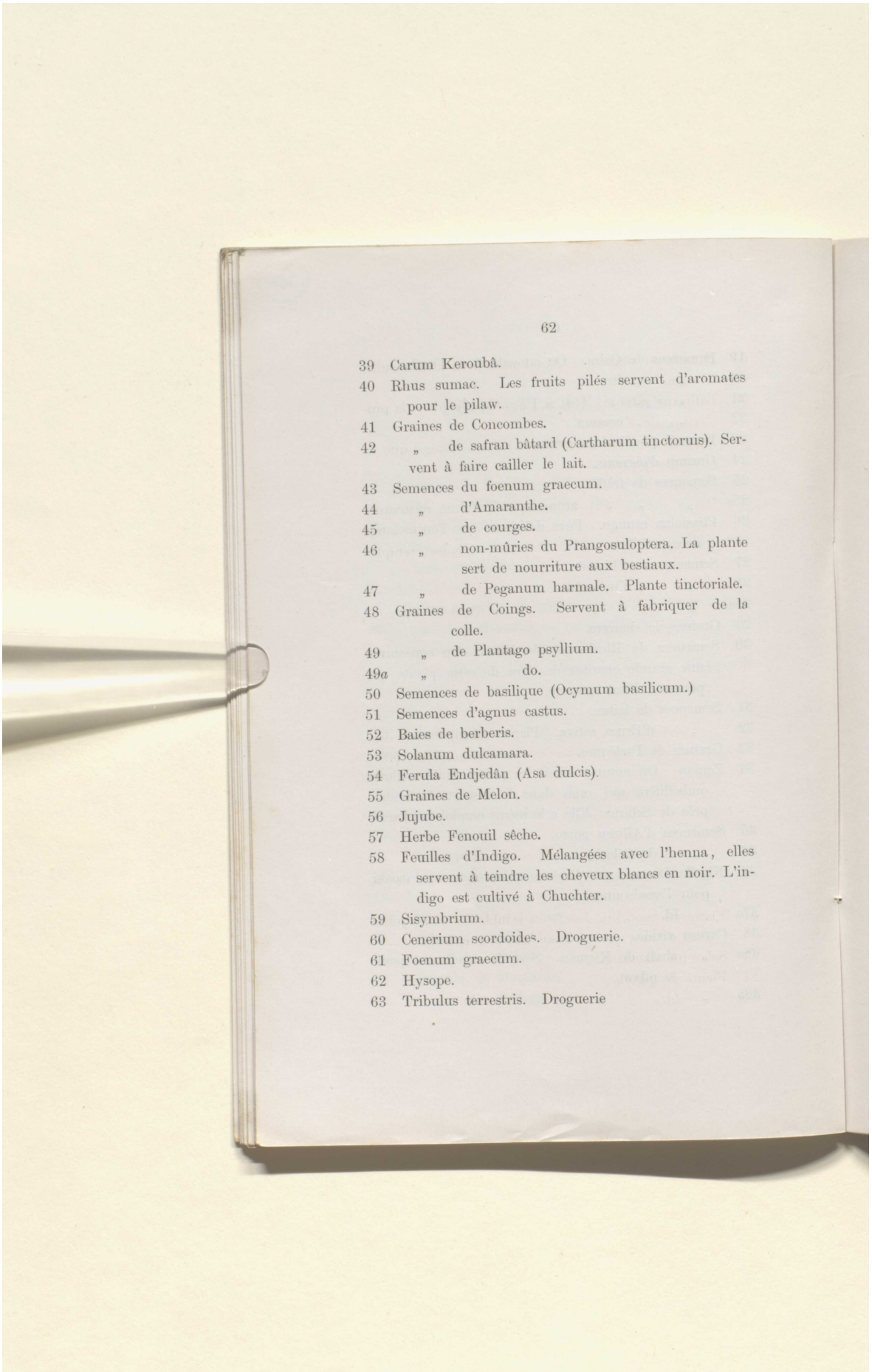

39 Carum Keroubâ.
40 Rhus sumac. Les fruits pilés servent d'aromates pour le pilaw.
41 Graines de Concombes.
42 „ de safran bâtard (Cartharum tinctoruis). Servent à faire cailler le lait.
43 Semences du foenum graecum.
44 „ d'Amaranthe.
45 „ de courges.
46 „ non-mûries du Prangosuloptera. La plante sert de nourriture aux bestiaux.
47 „ de Peganum harmale. Plante tinctoriale.
48 Graines de Coings. Servent à fabriquer de la colle.
49 „ de Plantago psyllium.
49a „ do.
50 Semences de basilique (Ocymum basilicum.)
51 Semences d'agnus castus.
52 Baies de berberis.
53 Solanum dulcamara.
54 Ferula Endjedân (Asa dulcis).
55 Graines de Melon.
56 Jujube.
57 Herbe Fenouil sêche.
58 Feuilles d'Indigo. Mélangées avec l'henna, elles servent à teindre les cheveux blancs en noir. L'indigo est cultivé à Chuchter.
59 Sisymbrium.
60 Cenerium scordoides. Droguerie.
61 Foenum graecum.
62 Hysope.
63 Tribulus terrestris. Droguerie

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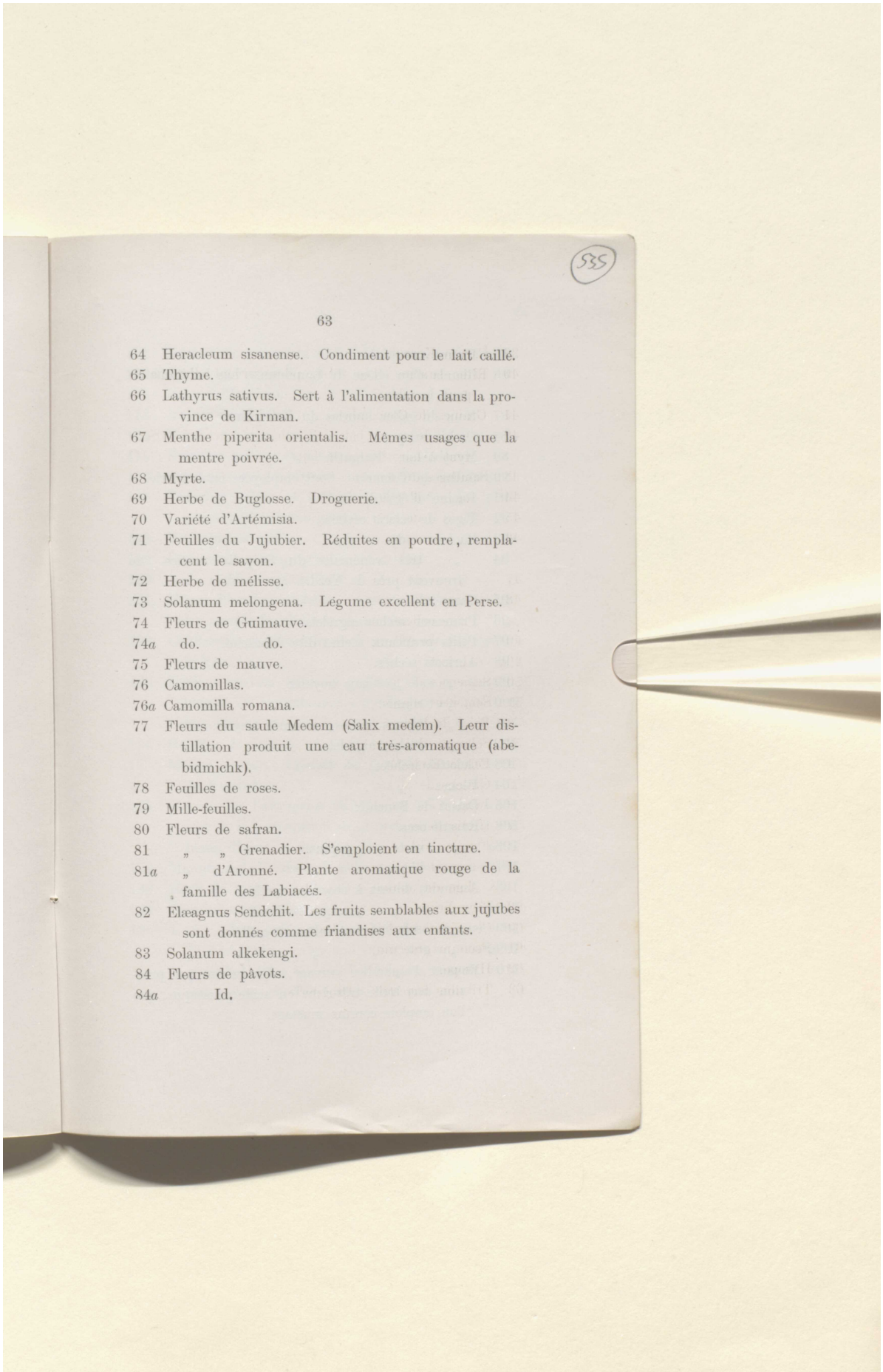

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64 Heracleum sisanense. Condiment pour le lait caillé.
65 Thyme.
66 Lathyrus sativus. Sert à l'alimentation dans la province de Kirman.
67 Menthe piperita orientalis. Mêmes usages que la mentre poivrée.
68 Myrte.
69 Herbe de Buglosse. Droguerie.
70 Variété d'Artémisia.
71 Feuilles du Jujubier. Réduites en poudre, remplacent le savon.
72 Herbe de mélisse.
73 Solanum melongena. Légume excellent en Perse.
74 Fleurs de Guimauve.
74*a* do. do.
75 Fleurs de mauve.
76 Camomillas.
76*a* Camomilla romana.
77 Fleurs du saule Medem (Salix medem). Leur distillation produit une eau très-aromatique (abebidmichk).
78 Feuilles de roses.
79 Mille-feuilles.
80 Fleurs de safran.
81 „ „ Grenadier. S'emploient en tincture.
81*a* „ d'Aronné. Plante aromatique rouge de la famille des Labiacés.
82 Elæagnus Sendchit. Les fruits semblables aux jujubes sont donnés comme friandises aux enfants.
83 Solanum alkekengi.
84 Fleurs de pâvots.
84*a* Id.

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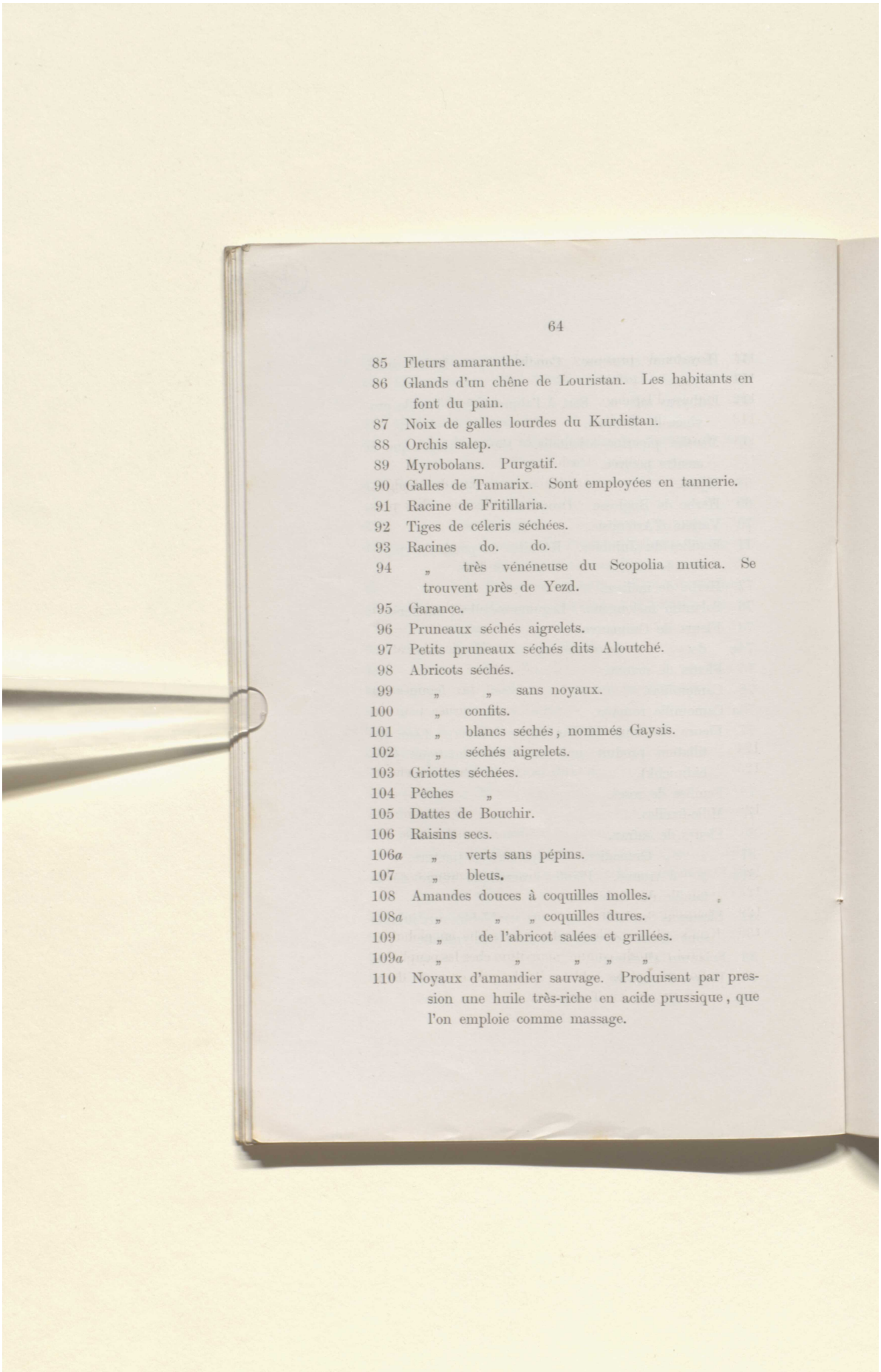

85 Fleurs amaranthe.
86 Glands d'un chêne de Louristan. Les habitants en font du pain.
87 Noix de galles lourdes du Kurdistan.
88 Orchis salep.
89 Myrobolans. Purgatif.
90 Galles de Tamarix. Sont employées en tannerie.
91 Racine de Fritillaria.
92 Tiges de céleris séchées.
93 Racines do. do.
94 „ très vénéneuse du Scopolia mutica. Se trouvent près de Yezd.
95 Garance.
96 Pruneaux séchés aigrelets.
97 Petits pruneaux séchés dits Aloutché.
98 Abricots séchés.
99 „ „ sans noyaux.
100 „ confits.
101 „ blancs séchés, nommés Gaysis.
102 „ séchés aigrelets.
103 Griottes séchées.
104 Pêches „
105 Dattes de Bouchir.
106 Raisins secs.
106*a* „ verts sans pépins.
107 „ bleus.
108 Amandes douces à coquilles molles.
108*a* „ „ „ coquilles dures.
109 „ de l'abricot salées et grillées.
109*a* „ „ „ „ „
110 Noyaux d'amandier sauvage. Produisent par pression une huile très-riche en acide prussique, que l'on emploie comme massage.

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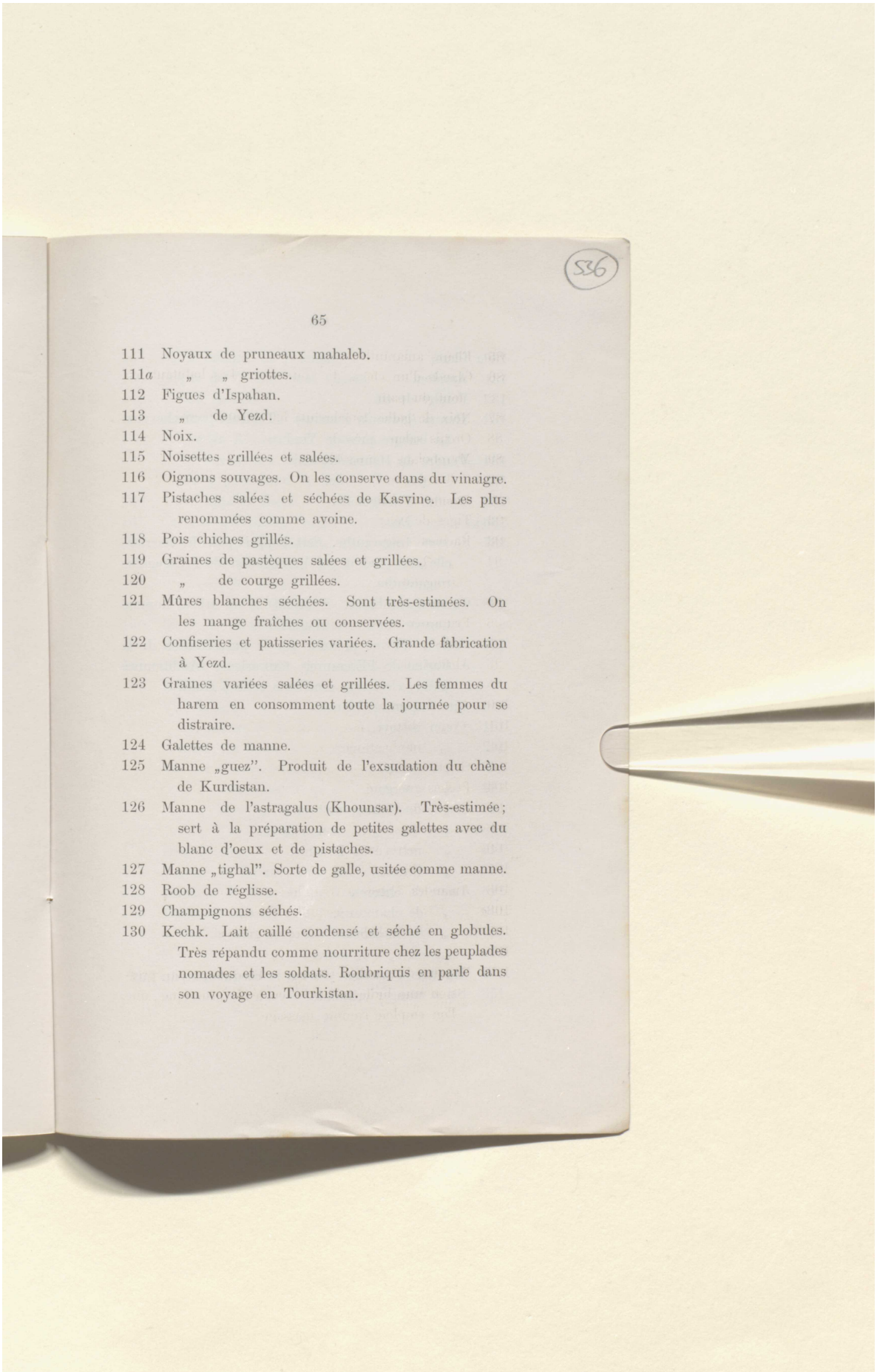

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111 Noyaux de pruneaux mahaleb.
111*a* „ „ griottes.
112 Figues d'Ispahan.
113 „ de Yezd.
114 Noix.
115 Noisettes grillées et salées.
116 Oignons souvages. On les conserve dans du vinaigre.
117 Pistaches salées et séchées de Kasvine. Les plus renommées comme avoine.
118 Pois chiches grillés.
119 Graines de pastèques salées et grillées.
120 „ de courge grillées.
121 Mûres blanches séchées. Sont très-estimées. On les mange fraîches ou conservées.
122 Confiseries et patisseries variées. Grande fabrication à Yezd.
123 Graines variées salées et grillées. Les femmes du harem en consomment toute la journée pour se distraire.
124 Galettes de manne.
125 Manne „guez". Produit de l'exsudation du chêne de Kurdistan.
126 Manne de l'astragalus (Khounsar). Très-estimée; sert à la préparation de petites galettes avec du blanc d'oeux et de pistaches.
127 Manne „tighal". Sorte de galle, usitée comme manne.
128 Roob de réglisse.
129 Champignons séchés.
130 Kechk. Lait caillé condensé et séché en globules. Très répandu comme nourriture chez les peuplades nomades et les soldats. Roubriquis en parle dans son voyage en Tourkistan.

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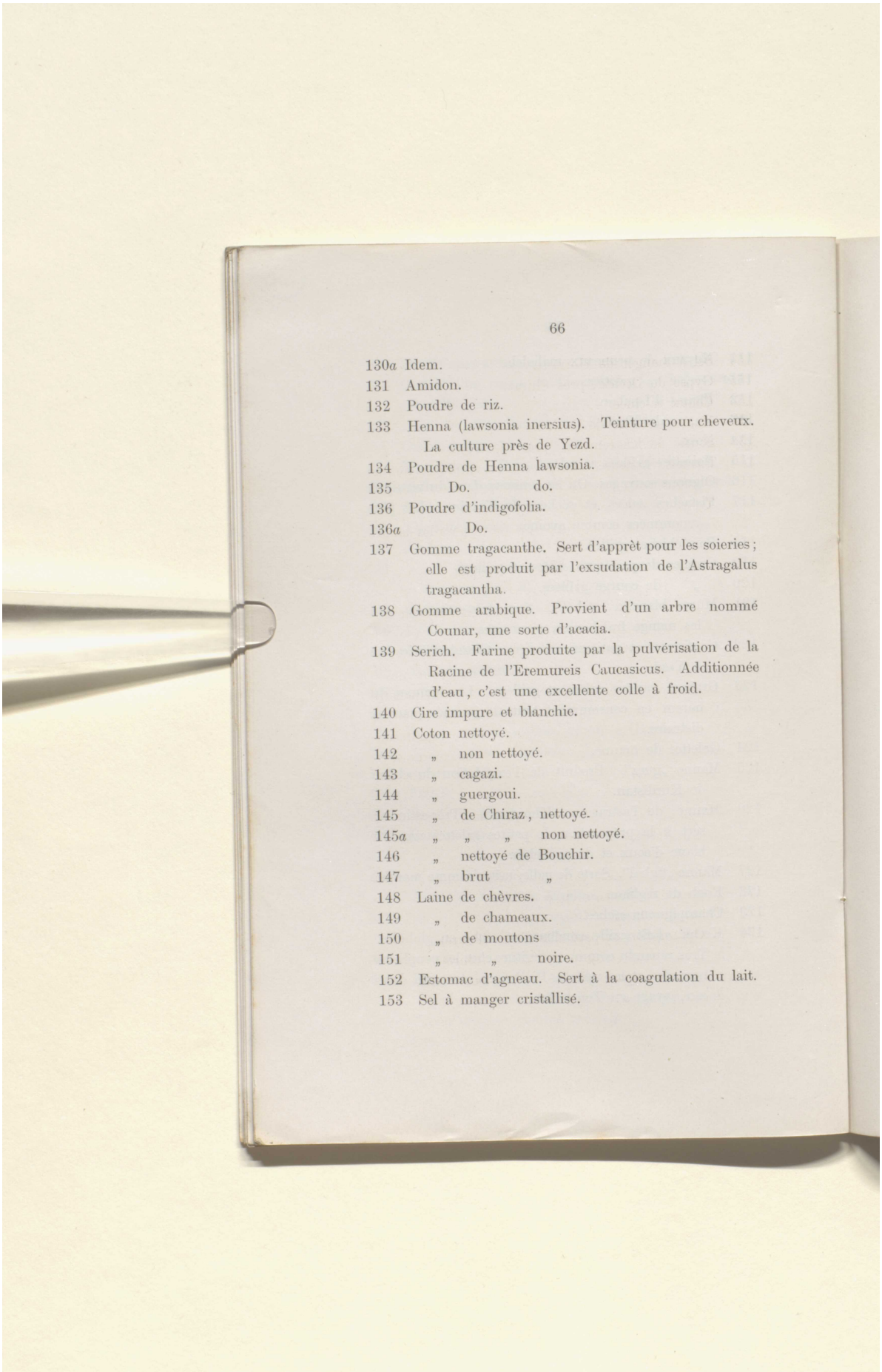

130*a* Idem.
131 Amidon.
132 Poudre de riz.
133 Henna (lawsonia inersius). Teinture pour cheveux. La culture près de Yezd.
134 Poudre de Henna lawsonia.
135 Do. do.
136 Poudre d'indigofolia.
136*a* Do.
137 Gomme tragacanthe. Sert d'apprêt pour les soieries; elle est produit par l'exsudation de l'Astragalus tragacantha.
138 Gomme arabique. Provient d'un arbre nommé Counar, une sorte d'acacia.
139 Serich. Farine produite par la pulvérisation de la Racine de l'Eremureis Caucasicus. Additionnée d'eau, c'est une excellente colle à froid.
140 Cire impure et blanchie.
141 Coton nettoyé.
142 „ non nettoyé.
143 „ cagazi.
144 „ guergoui.
145 „ de Chiraz, nettoyé.
145*a* „ „ „ non nettoyé.
146 „ nettoyé de Bouchir.
147 „ brut „
148 Laine de chèvres.
149 „ de chameaux.
150 „ de moutons
151 „ „ noire.
152 Estomac d'agneau. Sert à la coagulation du lait.
153 Sel à manger cristallisé.

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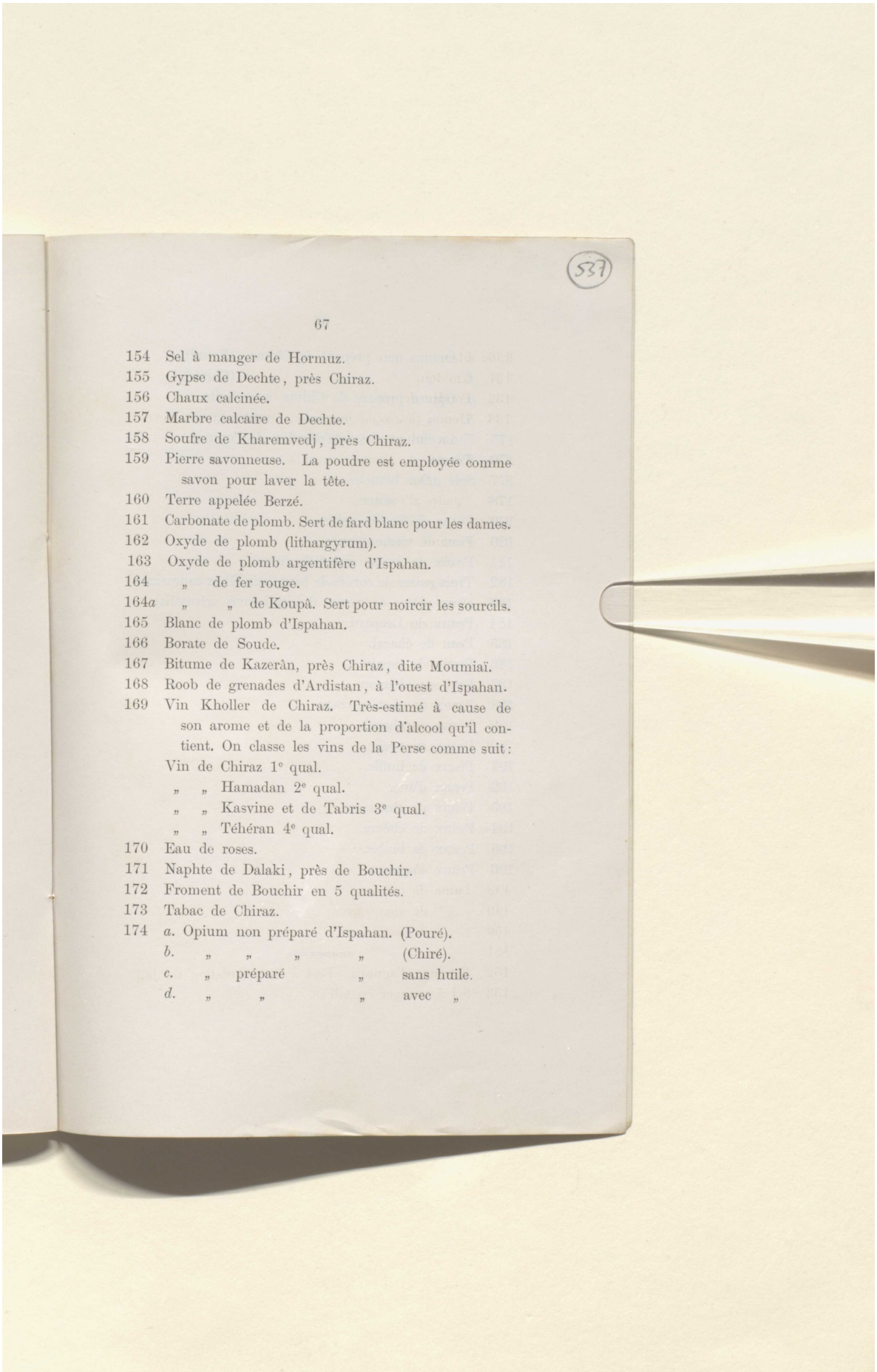

154 Sel à manger de Hormuz.
155 Gypse de Dechte, près Chiraz.
156 Chaux calcinée.
157 Marbre calcaire de Dechte.
158 Soufre de Kharemvedj, près Chiraz.
159 Pierre savonneuse. La poudre est employée comme savon pour laver la tête.
160 Terre appelée Berzé.
161 Carbonate de plomb. Sert de fard blanc pour les dames.
162 Oxyde de plomb (lithargyrum).
163 Oxyde de plomb argentifère d'Ispahan.
164 „ de fer rouge.
164*a* „ „ de Koupâ. Sert pour noircir les sourcils.
165 Blanc de plomb d'Ispahan.
166 Borate de Soude.
167 Bitume de Kazeràn, près Chiraz, dite Moumiaï.
168 Roob de grenades d'Ardistan, à l'ouest d'Ispahan.
169 Vin Kholler de Chiraz. Très-estimé à cause de son arome et de la proportion d'alcool qu'il contient. On classe les vins de la Perse comme suit:
Vin de Chiraz 1e qual.
„ „ Hamadan 2e qual.
„ „ Kasvine et de Tabris 3e qual.
„ „ Téhéran 4e qual.
170 Eau de roses.
171 Naphte de Dalaki, près de Bouchir.
172 Froment de Bouchir en 5 qualités.
173 Tabac de Chiraz.
174 *a*. Opium non préparé d'Ispahan. (Pouré).
b. „ „ „ „ (Chiré).
c. „ préparé „ sans huile.
d. „ „ „ avec „

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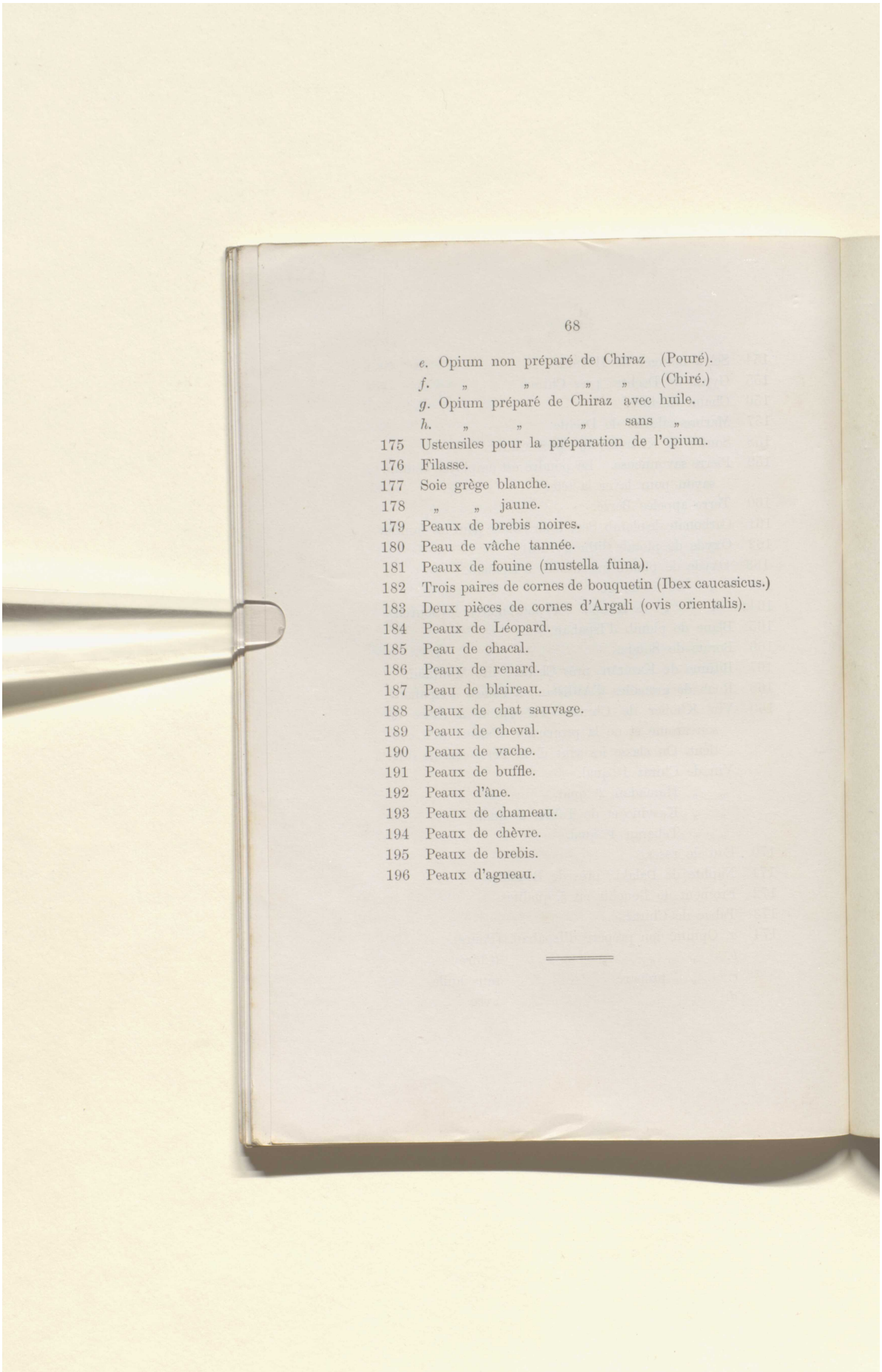

e. Opium non préparé de Chiraz (Pouré).
f. „ „ „ „ (Chiré.)
g. Opium préparé de Chiraz avec huile.
h. „ „ „ sans „
175 Ustensiles pour la préparation de l'opium.
176 Filasse.
177 Soie grège blanche.
178 „ „ jaune.
179 Peaux de brebis noires.
180 Peau de vâche tannée.
181 Peaux de fouine (mustella fuina).
182 Trois paires de cornes de bouquetin (Ibex caucasicus.)
183 Deux pièces de cornes d'Argali (ovis orientalis).
184 Peaux de Léopard.
185 Peau de chacal.
186 Peaux de renard.
187 Peau de blaireau.
188 Peaux de chat sauvage.
189 Peaux de cheval.
190 Peaux de vache.
191 Peaux de buffle.
192 Peaux d'âne.
193 Peaux de chameau.
194 Peaux de chèvre.
195 Peaux de brebis.
196 Peaux d'agneau.

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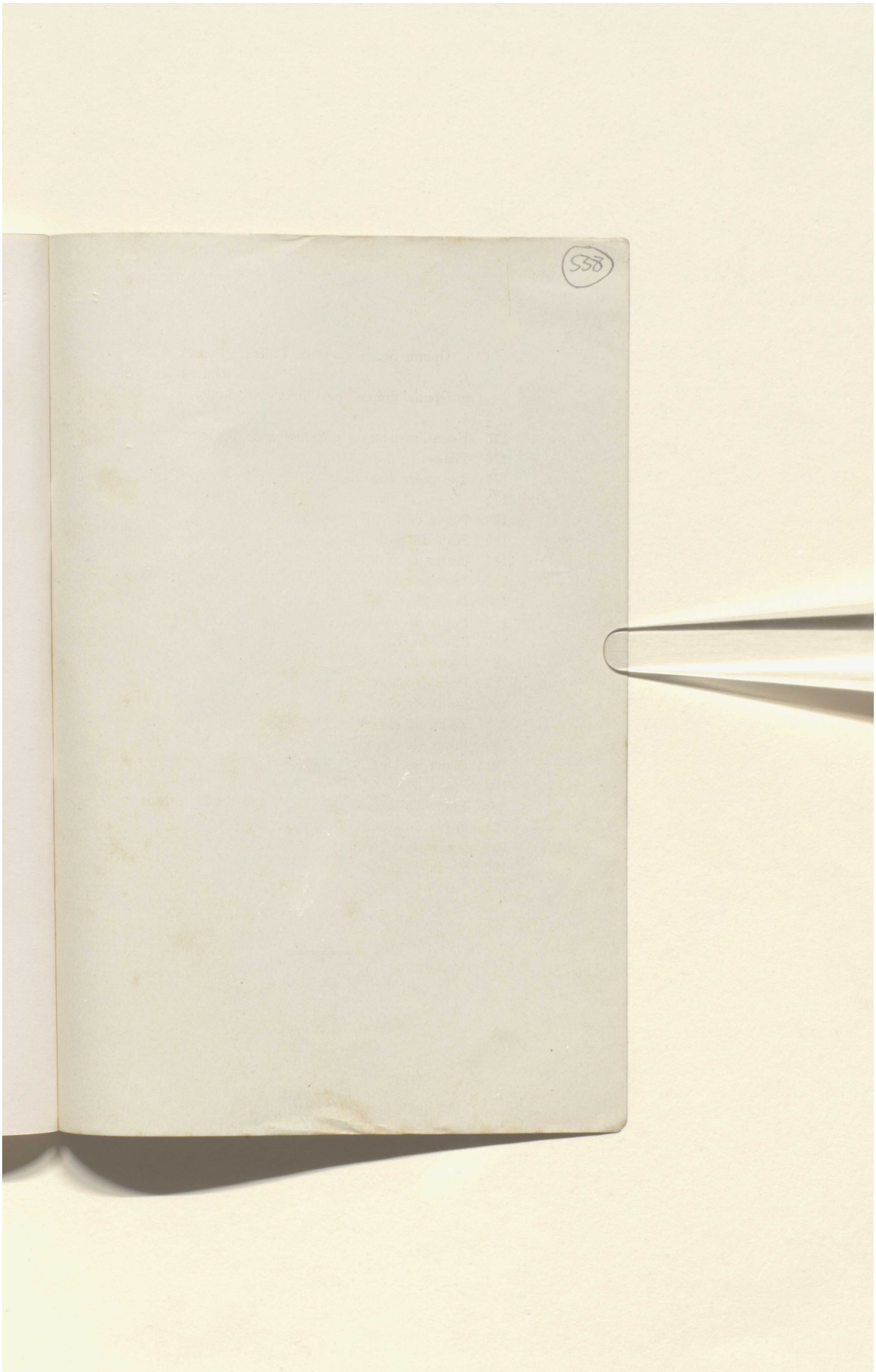

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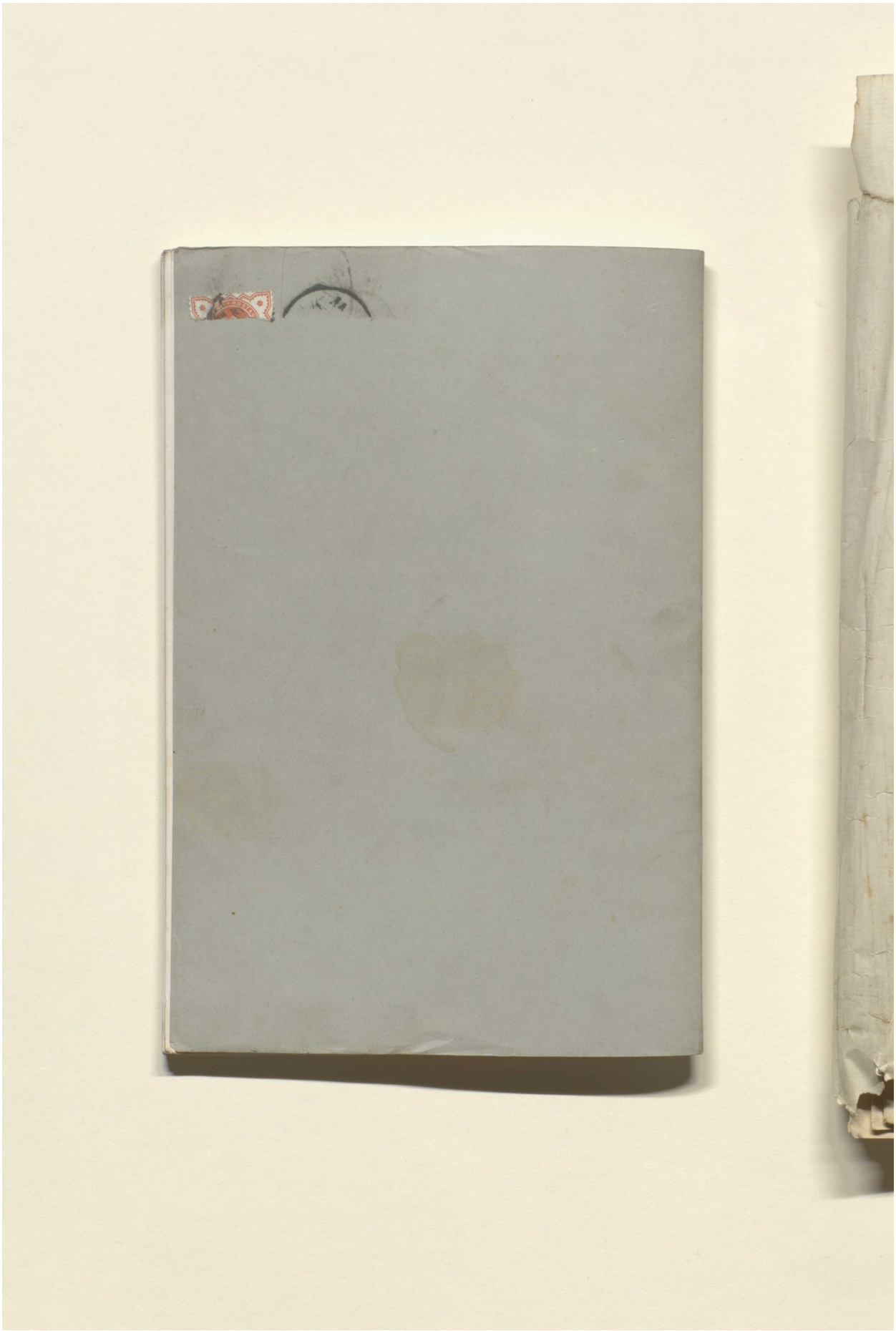

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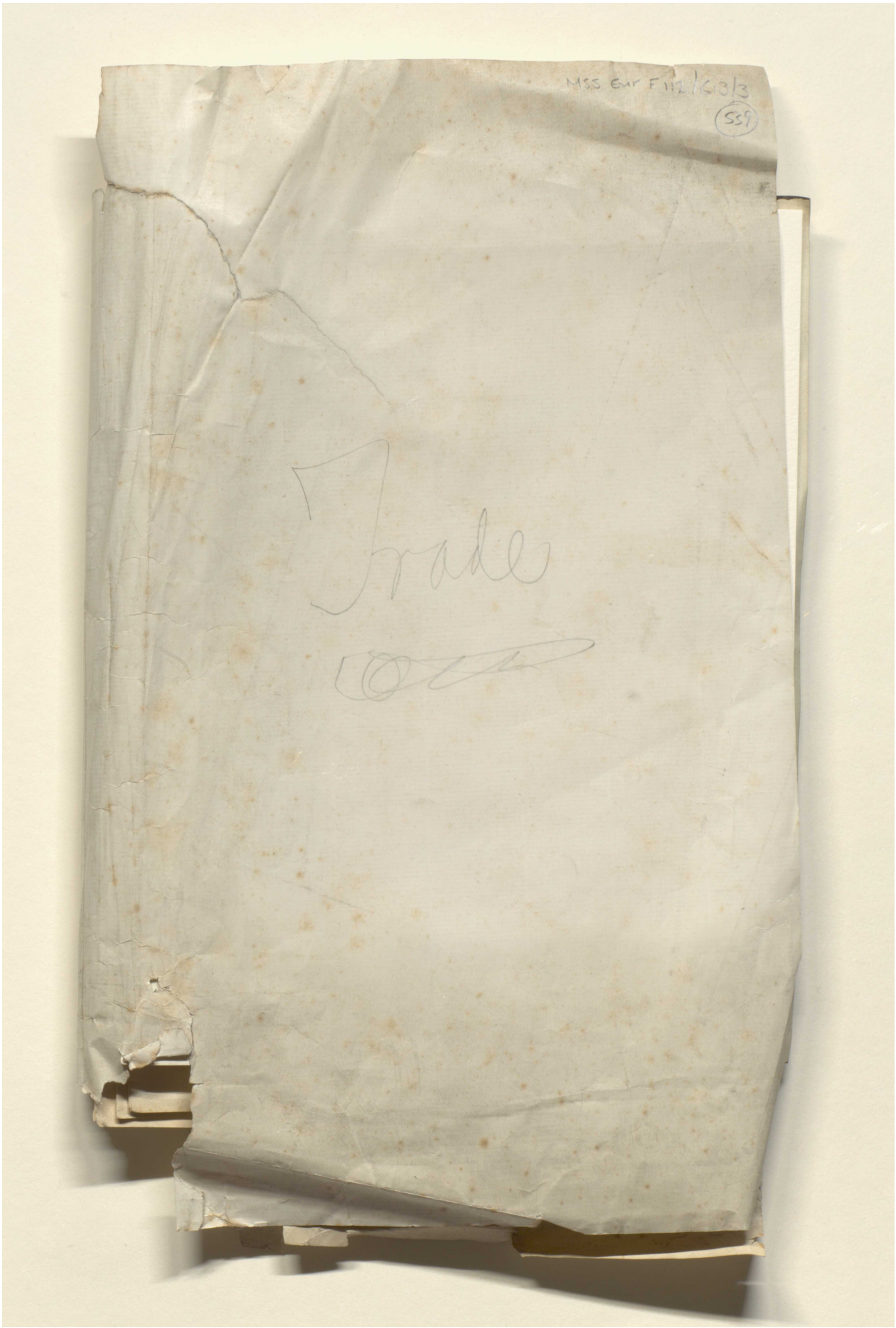

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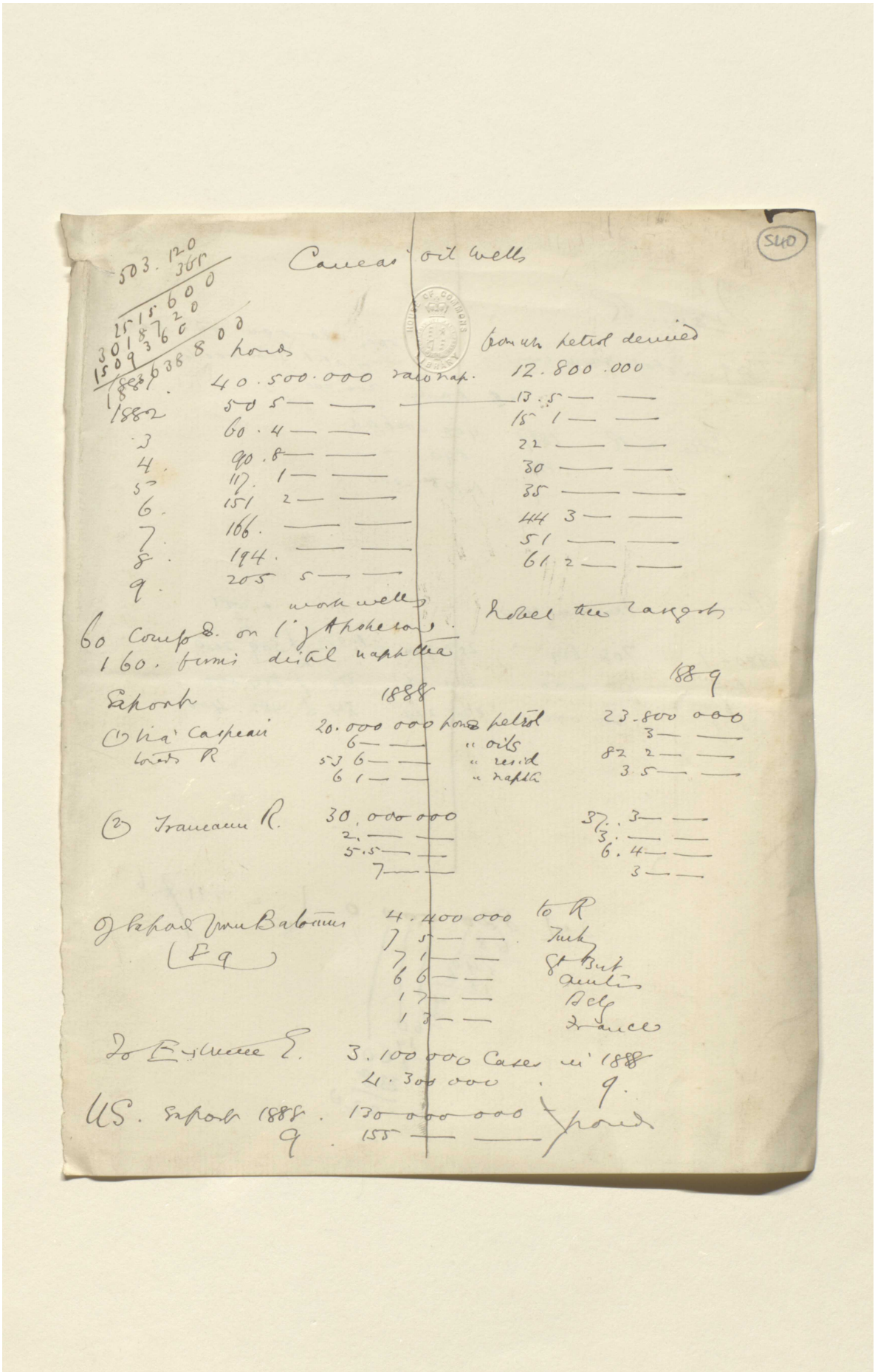

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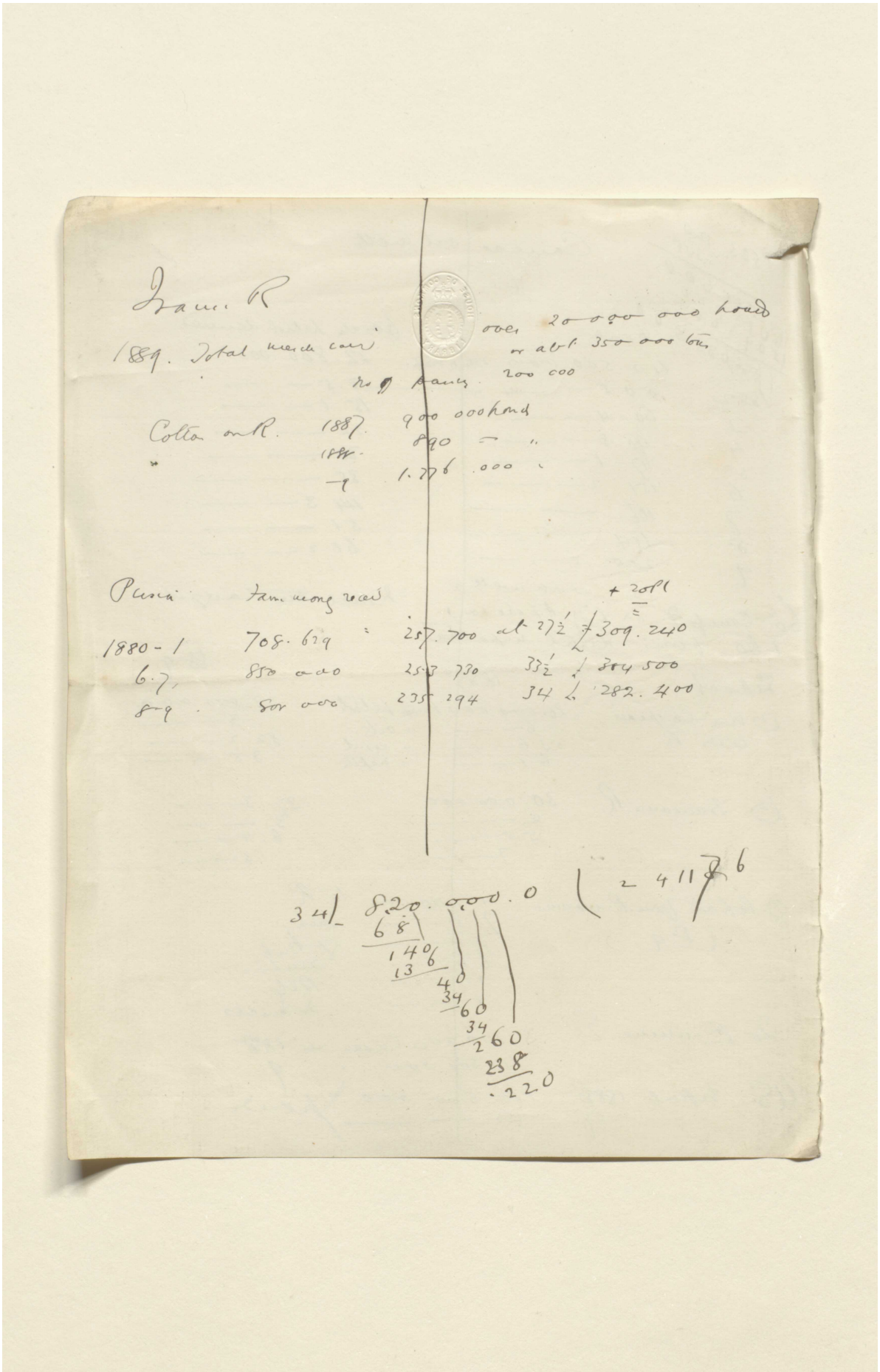

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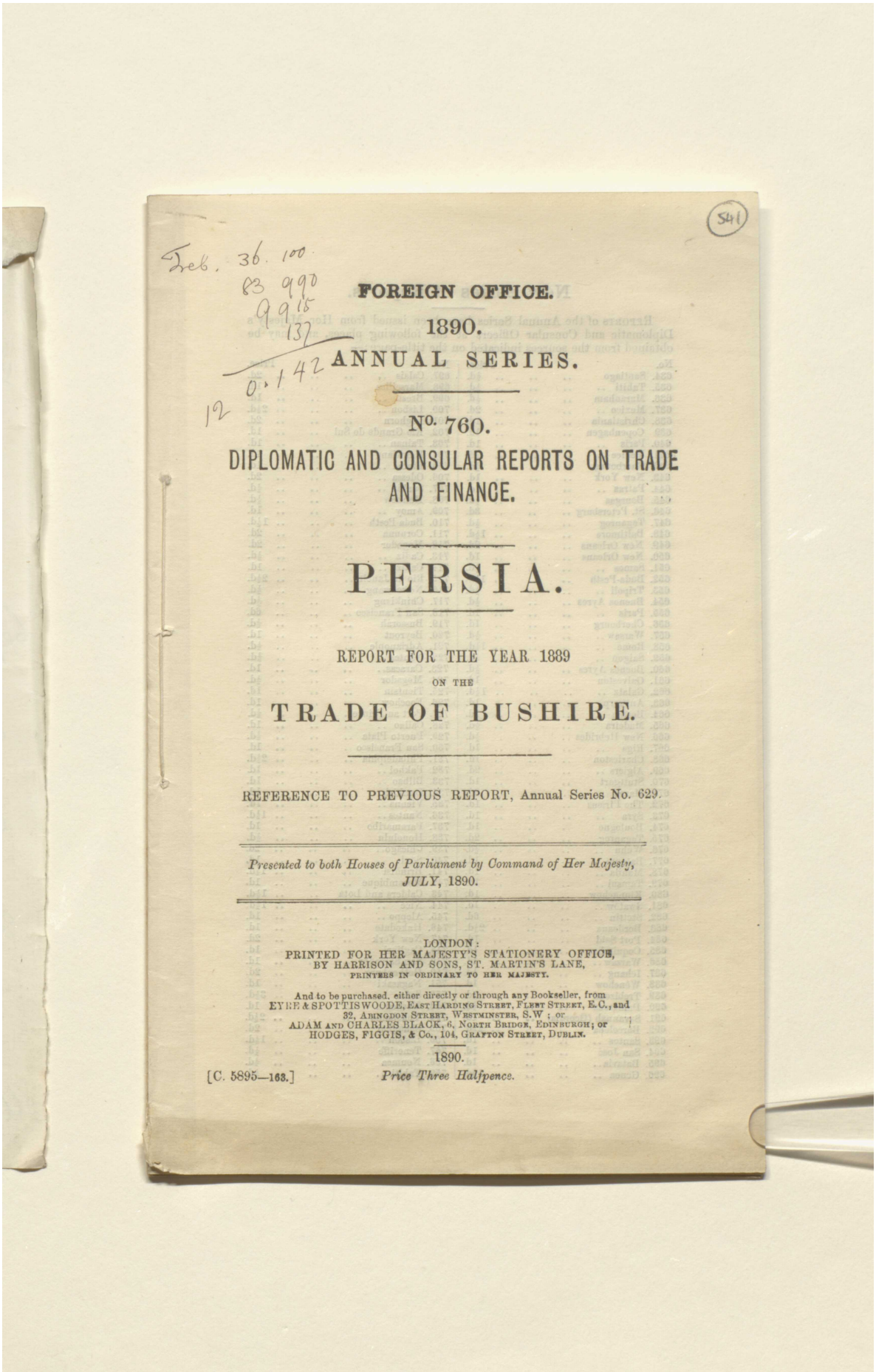

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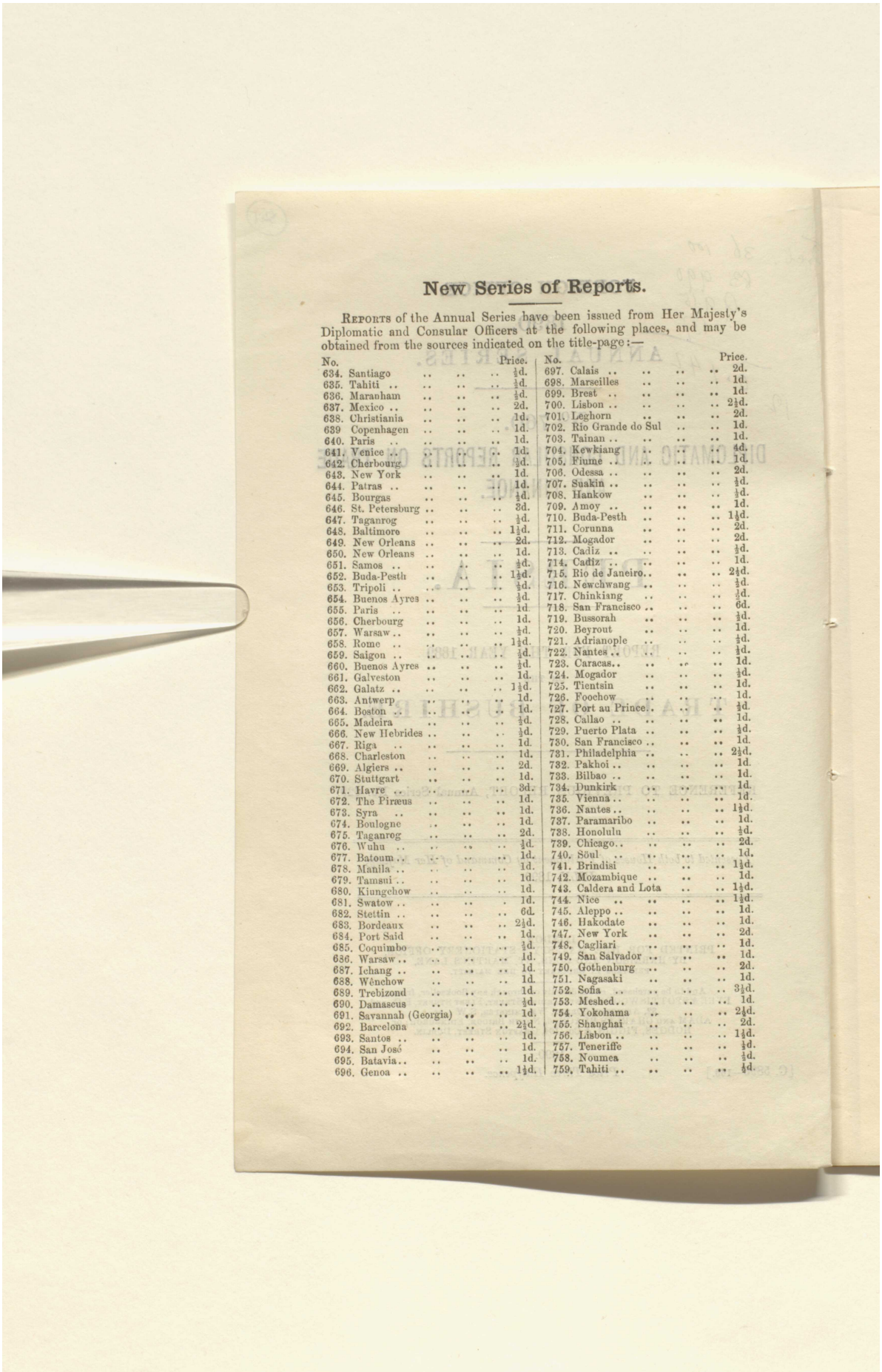

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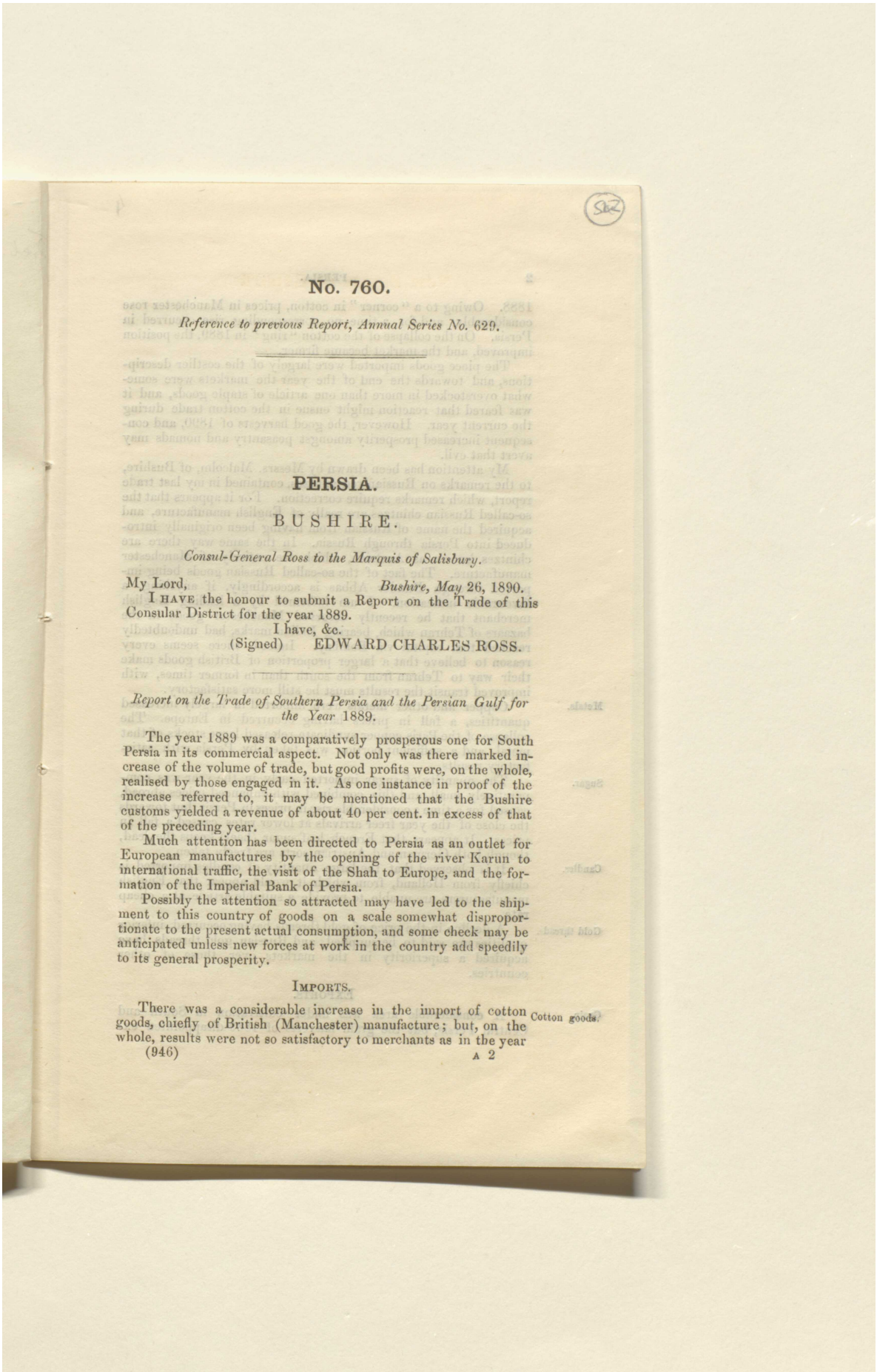

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BUSHIRE.

Consul-General Ross to the Marquis of Salisbury.

My Lord, *Bushire, May* 26, 1890.

I HAVE the honour to submit a Report on the Trade of this Consular District for the year 1889.

I have, &c.

(Signed) EDWARD CHARLES ROSS.

Report on the Trade of Southern Persia and the Persian Gulf for the Year 1889.

The year 1889 was a comparatively prosperous one for South Persia in its commercial aspect. Not only was there marked increase of the volume of trade, but good profits were, on the whole, realised by those engaged in it. As one instance in proof of the increase referred to, it may be mentioned that the Bushire customs yielded a revenue of about 40 per cent. in excess of that of the preceding year.

Much attention has been directed to Persia as an outlet for European manufactures by the opening of the river Karun to international traffic, the visit of the Shah to Europe, and the formation of the Imperial Bank of Persia.

Possibly the attention so attracted may have led to the shipment to this country of goods on a scale somewhat disproportionate to the present actual consumption, and some check may be anticipated unless new forces at work in the country add speedily to its general prosperity.

IMPORTS.

There was a considerable increase in the import of cotton goods, chiefly of British (Manchester) manufacture; but, on the whole, results were not so satisfactory to merchants as in the year Cotton goods.

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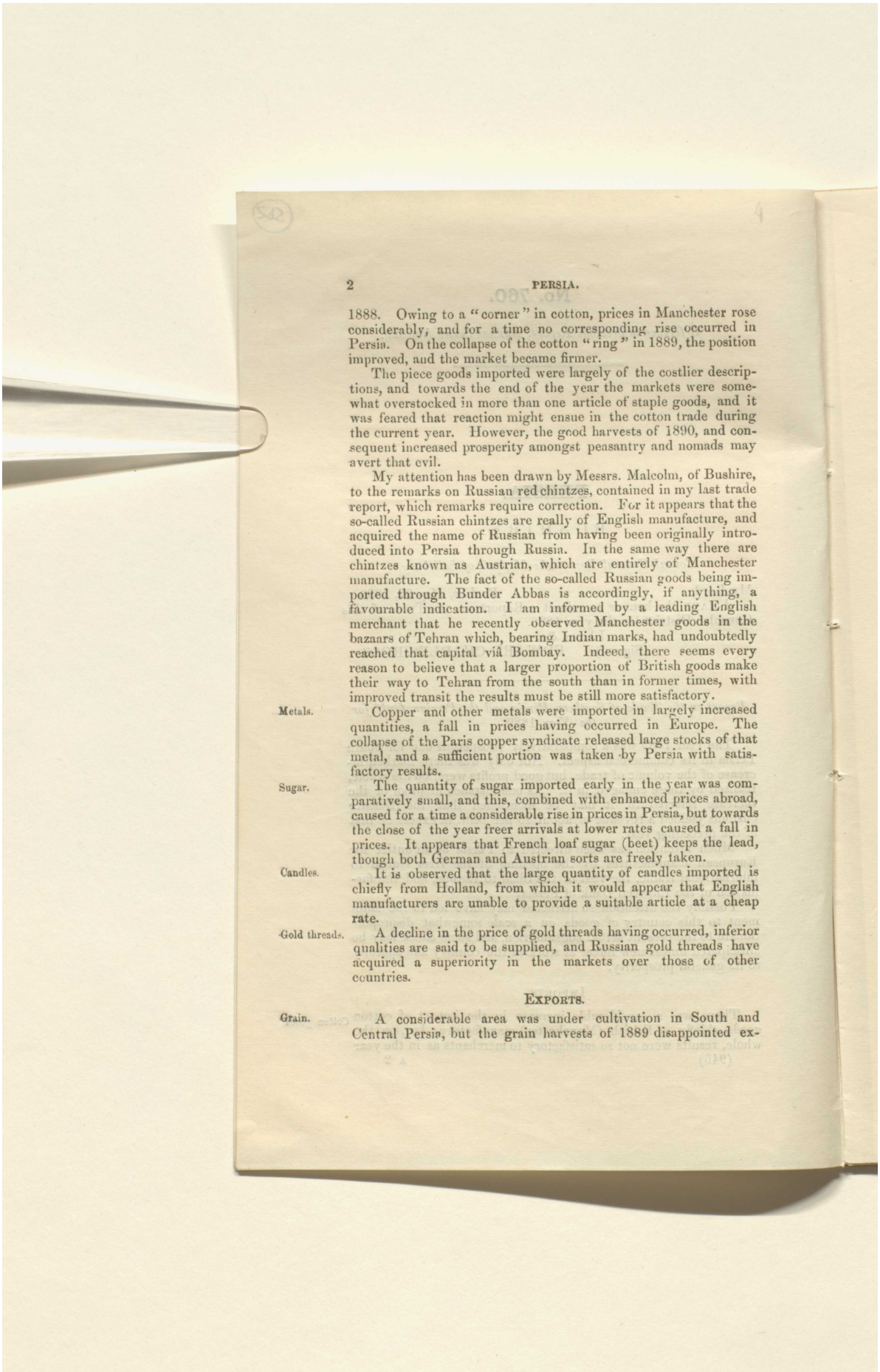

1888. Owing to a "corner" in cotton, prices in Manchester rose considerably, and for a time no corresponding rise occurred in Persia. On the collapse of the cotton "ring" in 1889, the position improved, and the market became firmer.

The piece goods imported were largely of the costlier descriptions, and towards the end of the year the markets were somewhat overstocked in more than one article of staple goods, and it was feared that reaction might ensue in the cotton trade during the current year. However, the good harvests of 1890, and consequent increased prosperity amongst peasantry and nomads may avert that evil.

My attention has been drawn by Messrs. Malcolm, of Bushire, to the remarks on Russian red chintzes, contained in my last trade report, which remarks require correction. For it appears that the so-called Russian chintzes are really of English manufacture, and acquired the name of Russian from having been originally introduced into Persia through Russia. In the same way there are chintzes known as Austrian, which are entirely of Manchester manufacture. The fact of the so-called Russian goods being imported through Bunder Abbas is accordingly, if anything, a favourable indication. I am informed by a leading English merchant that he recently observed Manchester goods in the bazaars of Tehran which, bearing Indian marks, had undoubtedly reached that capital viâ Bombay. Indeed, there seems every reason to believe that a larger proportion of British goods make their way to Tehran from the south than in former times, with improved transit the results must be still more satisfactory.

Metals. Copper and other metals were imported in largely increased quantities, a fall in prices having occurred in Europe. The collapse of the Paris copper syndicate released large stocks of that metal, and a sufficient portion was taken by Persia with satisfactory results.

Sugar. The quantity of sugar imported early in the year was comparatively small, and this, combined with enhanced prices abroad, caused for a time a considerable rise in prices in Persia, but towards the close of the year freer arrivals at lower rates caused a fall in prices. It appears that French loaf sugar (beet) keeps the lead, though both German and Austrian sorts are freely taken.

Candles. It is observed that the large quantity of candles imported is chiefly from Holland, from which it would appear that English manufacturers are unable to provide a suitable article at a cheap rate.

Gold threads. A decline in the price of gold threads having occurred, inferior qualities are said to be supplied, and Russian gold threads have acquired a superiority in the markets over those of other countries.

Exports.

Grain. A considerable area was under cultivation in South and Central Persia, but the grain harvests of 1889 disappointed ex-

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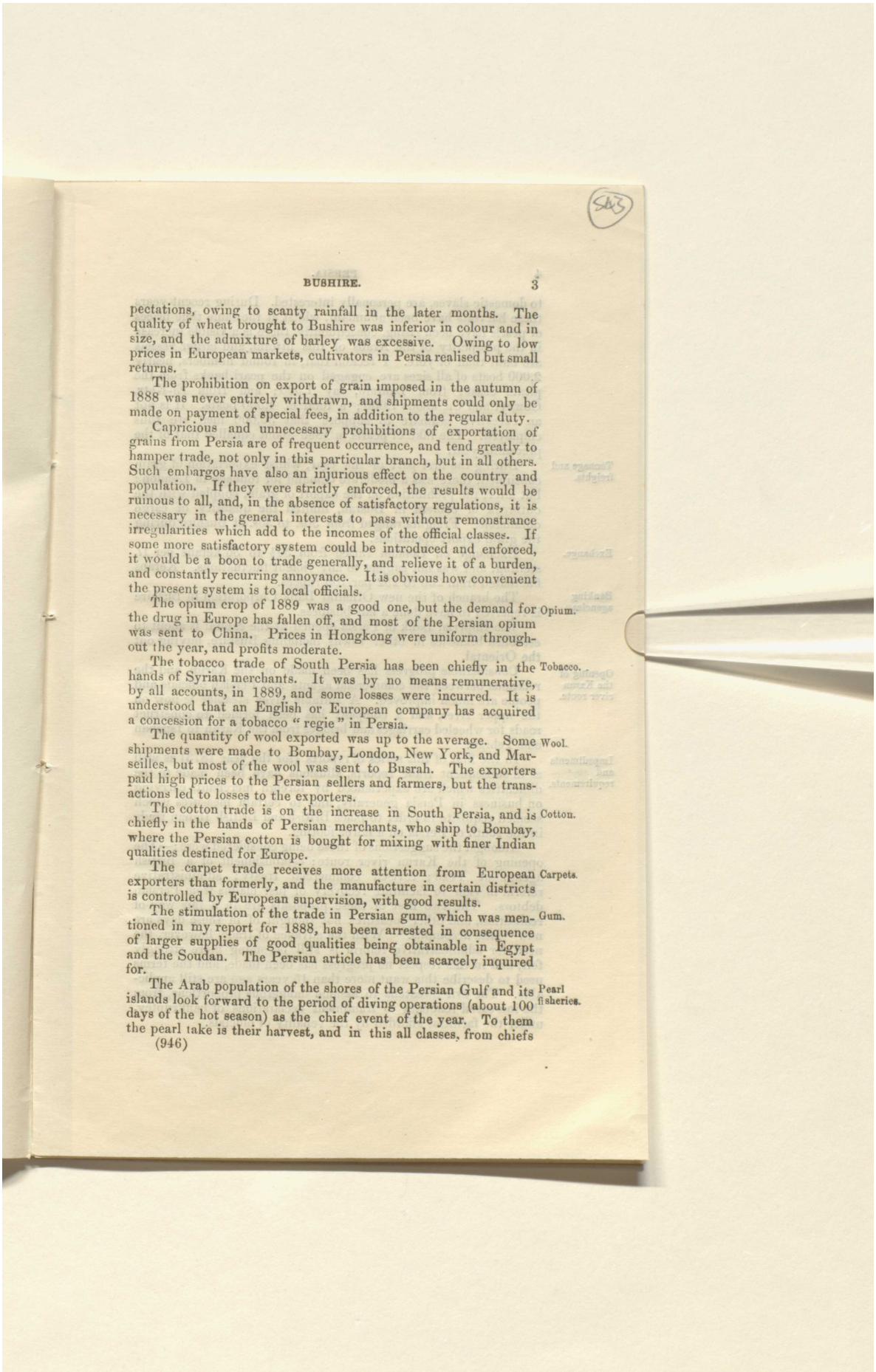

pectations, owing to scanty rainfall in the later months. The quality of wheat brought to Bushire was inferior in colour and in size, and the admixture of barley was excessive. Owing to low prices in European markets, cultivators in Persia realised but small returns.

The prohibition on export of grain imposed in the autumn of 1888 was never entirely withdrawn, and shipments could only be made on payment of special fees, in addition to the regular duty.

Capricious and unnecessary prohibitions of exportation of grains from Persia are of frequent occurrence, and tend greatly to hamper trade, not only in this particular branch, but in all others. Such embargos have also an injurious effect on the country and population. If they were strictly enforced, the results would be ruinous to all, and, in the absence of satisfactory regulations, it is necessary in the general interests to pass without remonstrance irregularities which add to the incomes of the official classes. If some more satisfactory system could be introduced and enforced, it would be a boon to trade generally, and relieve it of a burden, and constantly recurring annoyance. It is obvious how convenient the present system is to local officials.

Opium. The opium crop of 1889 was a good one, but the demand for the drug in Europe has fallen off, and most of the Persian opium was sent to China. Prices in Hongkong were uniform throughout the year, and profits moderate.

Tobacco. The tobacco trade of South Persia has been chiefly in the hands of Syrian merchants. It was by no means remunerative, by all accounts, in 1889, and some losses were incurred. It is understood that an English or European company has acquired a concession for a tobacco "regie" in Persia.

Wool. The quantity of wool exported was up to the average. Some shipments were made to Bombay, London, New York, and Marseilles, but most of the wool was sent to Busrah. The exporters paid high prices to the Persian sellers and farmers, but the transactions led to losses to the exporters.

Cotton. The cotton trade is on the increase in South Persia, and is chiefly in the hands of Persian merchants, who ship to Bombay, where the Persian cotton is bought for mixing with finer Indian qualities destined for Europe.

Carpets. The carpet trade receives more attention from European exporters than formerly, and the manufacture in certain districts is controlled by European supervision, with good results.

Gum. The stimulation of the trade in Persian gum, which was mentioned in my report for 1888, has been arrested in consequence of larger supplies of good qualities being obtainable in Egypt and the Soudan. The Persian article has been scarcely inquired for.

Pearl fisheries. The Arab population of the shores of the Persian Gulf and its islands look forward to the period of diving operations (about 100 days of the hot season) as the chief event of the year. To them the pearl take is their harvest, and in this all classes, from chiefs

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to domestic slaves, are personally interested. During recent years these harvests have been abundant, whilst at the same time prices of pearls have been rising, consequently there is a visible increase in the prosperity of the Arabs of this littoral, and larger vessels are built than of yore. I reckon that, in round numbers, nearly 2,000 boats of all sizes are engaged on the pearl banks from the pirate coast; from Bahrain, say 1,500; and from El-Katr, Coweyt and Ca, about 1,000; a total of 4,500 boats. It is not an excessive estimate to suppose that 30,000 men are thus employed. The take of pearls in 1889 about equalled that of the preceding year.

Tonnage and freights. During the first part of the year, whilst exportation of grain continued, there was a moderate demand for tonnage in London; but later, the prohibition on the export of grain, coupled with the outbreak of cholera in Busrah, limited the quantity of cargo obtainable. Freights ranged from 30*s.* to 35*s.* at Bushire during the grain export operations.

Exchange. Exchange on London varied from 34½ to 36 kerans per 1*l.* sterling, and was not subject to any violent fluctuations. Kerans fluctuated from 230 to 252 per 100 rupees.

Banking agencies. The branch of the new Oriental Bank Corporation in Bushire is reported to have done a fair business.

The Imperial Bank of Persia opened at the capital is about to establish branches in other towns including Bushire, buying out the Oriental.

Opening of the Karun river route. Considerable progress has been made on the Karun, and the relations between the commercial agents and Persian officials and people are much improved. A suitable river steamer is now on the upper river, and a company has been formed to construct roads for wheeled carriages and bridges from the Karun to Ispahan and Tehran.

Impediments and requirements. In the first of this series of reports (for the year 1873) as well as in subsequent trade reports, allusions have been made to the difficulties which are experienced by foreign merchants carrying on business in Persia generally, and to certain measures which seemed requisite in order to place British and British Indian trade in the south of Persia on a fairer footing.

Amongst the suggestions of those being considered were:—The opening of the Karun river route; establishment of a British agency at Yezd; revised commercial treaty; administrative reform in view to facilitate recovery of just claims from Persian debtors. The two first of these proposals are in a fair way of realisation, and other measures not thought of in those days are now "faits accomplis." With the advance of trade, however, the need for administrative reform is still becoming more strongly felt, and in this respect no progress has been made, and the terms used to describe this want more than 15 years ago are still applicable. The evil threatens to assume dangerous proportions, from the increased tendency to fraudulent declarations of bankruptcy, under the facilities afforded by the venality of officials.

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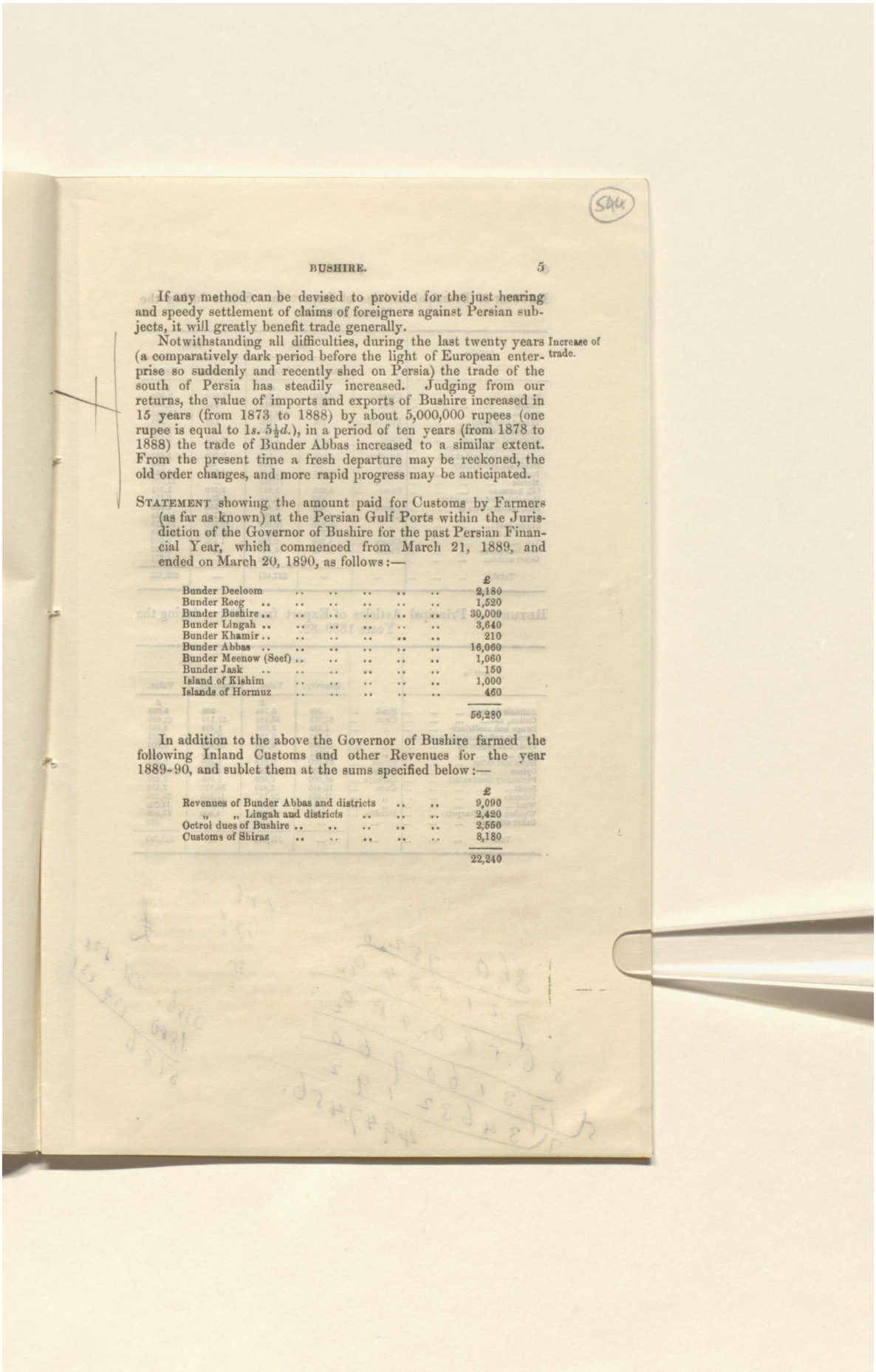

If any method can be devised to provide for the just hearing and speedy settlement of claims of foreigners against Persian subjects, it will greatly benefit trade generally.

Increase of trade.

Notwithstanding all difficulties, during the last twenty years (a comparatively dark period before the light of European enterprise so suddenly and recently shed on Persia) the trade of the south of Persia has steadily increased. Judging from our returns, the value of imports and exports of Bushire increased in 15 years (from 1873 to 1888) by about 5,000,000 rupees (one rupee is equal to 1*s.* 5½*d.*), in a period of ten years (from 1878 to 1888) the trade of Bunder Abbas increased to a similar extent. From the present time a fresh departure may be reckoned, the old order changes, and more rapid progress may be anticipated.

STATEMENT showing the amount paid for Customs by Farmers (as far as known) at the Persian Gulf Ports within the Jurisdiction of the Governor of Bushire for the past Persian Financial Year, which commenced from March 21, 1889, and ended on March 20, 1890, as follows:—

	£
Bunder Deeloom	2,180
Bunder Reeg	1,520
Bunder Bushire	30,000
Bunder Lingah	3,640
Bunder Khamir	210
Bunder Abbas	16,060
Bunder Meenow (Seef)	1,060
Bunder Jask	150
Island of Kishim	1,000
Islands of Hormuz	460
	56,280

In addition to the above the Governor of Bushire farmed the following Inland Customs and other Revenues for the year 1889-90, and sublet them at the sums specified below:—

	£
Revenues of Bunder Abbas and districts	9,090
„ „ Lingah and districts	2,420
Octroi dues of Bushire	2,550
Customs of Shiraz	8,180
	22,240

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RETURN of Principal Articles of Import into Shiraz during the Years 1889–88.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Candles	Cases	3,000	1,641	7,000	3,303
Coffee	Cwts.	571	2,079	642	1,944
Cotton goods	...	...	140,998	...	75,882
Thread and twist	Bundles	250	106	850	390
Drugs and medicines	...	...	14,245	...	1,458
Glass and glassware	Cases	1,300	1,603	2,150	2,126
Gold embroidered cloth	Pieces	500	2,022	250	334
Gold lace and gold thread	Bundles	1,000	547	2,000	1,485
Hardware and cutlery	Cases	50	684	50	675
Indigo	Cwts.	1,857	21,826	4,500	40,831
Metals	...	...	17,263	...	21,705
Oil, kerosene	Cases	4,000	1,641	3,500	1,701
Porcelain and chinaware	,,	950	6,496	1,000	6,751
Silk, manufacture of	Pieces	250	2,467	550	2,388
Spices	Cwts.	4,100	9,047	7,700	10,719
Sugar, loaf	,,	32,850	49,652	15,000	20,415
,, soft	,,	35,714	37,607	41,428	45,663
Tea	Chests	1,900	9,668	1,830	9,080
Woollen goods	Pieces	1,725	5,547	...	9,407
Other articles	...	...	2,518	...	1,271
Total...	...	...	327,657	...	258,522

RETURN of Principal Articles of Export from Shiraz during the Years 1889–88.

Article.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Animals (horses)	Head	560	5,744	500	5,063
Cotton, raw	Cwts.	62,860	66,188	57,140	62,650
Drugs and medicines	,,	1,140	3,006	1,424	4,857
Dyeing and colouring materials	,,	2,200	2,166	2,428	1,863
Fruit and vegetable	,,	15,256	6,954	15,426	9,803
Gum	,,	1,671	470	485	940
Hides and skins	Pieces	64,000	9,819	1,400	8,371
Opium	Chests	2,600	181,333	5,000	230,886
Perfumery (rosewater)	Carboys	40,000	3,009	5,000	5,401
Seeds	Cwts.	10,485	2,819	30,170	7,155
Tobacco	,,	21,428	28,718	17,140	25,924
Wool	,,	1,500	2,010	42,857	48,608
Woollen goods (carpets)	Bundles	1,000	27,350	1,400	37,806
Other articles	...	...	929	...	453
Total...	...	...	340,515	...	449,780

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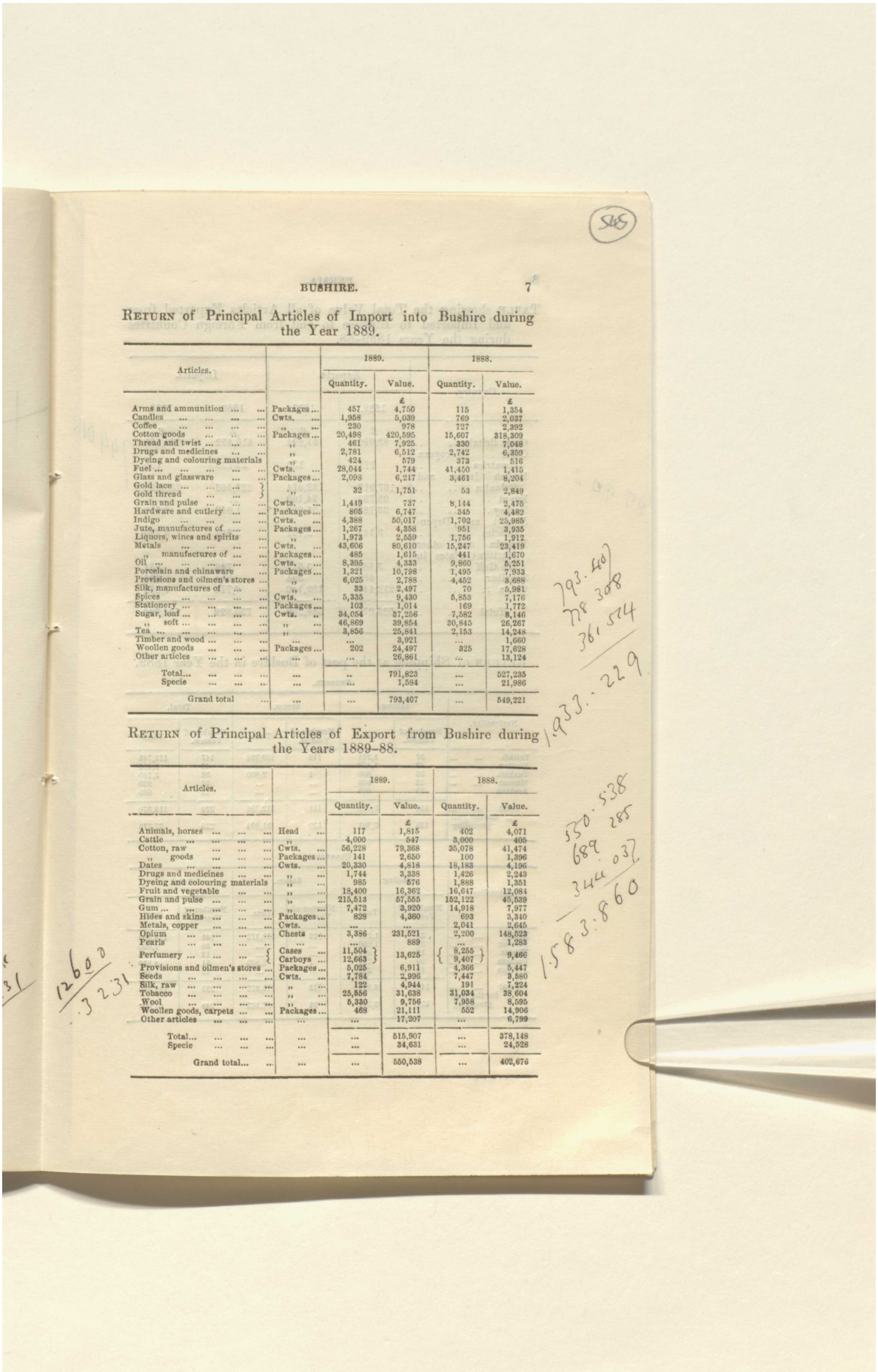

RETURN of Principal Articles of Import into Bushire during the Year 1889.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Arms and ammunition	Packages	457	4,750	115	1,354
Candles	Cwts.	1,958	5,039	769	2,037
Coffee	,,	230	978	727	2,392
Cotton goods	Packages	20,498	420,595	15,607	318,309
Thread and twist	,,	461	7,925	330	7,048
Drugs and medicines	,,	2,781	6,512	2,742	6,359
Dyeing and colouring materials	,,	424	579	373	516
Fuel	Cwts.	28,044	1,744	41,450	1,415
Glass and glassware	Packages	2,098	6,217	3,461	8,204
Gold lace	,,	32	1,751	53	2,849
Gold thread					
Grain and pulse	Cwts.	1,419	737	8,144	2,475
Hardware and cutlery	Packages	805	6,747	345	4,482
Indigo	Cwts.	4,388	50,017	1,702	25,985
Jute, manufactures of	Packages	1,267	4,358	951	3,935
Liquors, wines and spirits	,,	1,973	2,559	1,756	1,912
Metals	Cwts.	43,606	80,610	15,247	23,419
,, manufactures of	Packages	485	1,615	441	1,670
Oil	Cwts.	8,395	4,333	9,860	5,251
Porcelain and chinaware	Packages	1,321	10,798	1,495	7,933
Provisions and oilmen's stores	,,	6,025	2,788	4,452	3,688
Silk, manufactures of	,,	33	2,497	70	5,981
Spices	Cwts.	5,335	9,430	5,853	7,176
Stationery	Packages	103	1,014	169	1,772
Sugar, loaf	Cwts.	34,054	37,256	7,582	8,146
,, soft	,,	46,869	39,854	30,845	26,267
Tea	,,	3,856	25,841	2,153	14,248
Timber and wood	...	...	3,921	...	1,660
Woollen goods	Packages	202	24,497	325	17,628
Other articles	...	...	26,861	...	13,124
Total	..	...	791,823	...	527,235
Specie	...	...	1,584	...	21,986
Grand total	...	...	793,407	...	549,221

RETURN of Principal Articles of Export from Bushire during the Years 1889–88.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Animals, horses	Head	117	1,815	402	4,071
Cattle	,,	4,000	547	3,000	405
Cotton, raw	Cwts.	56,228	79,368	35,078	41,474
,, goods	Packages	141	2,650	100	1,396
Dates	Cwts.	20,330	4,818	18,183	4,196
Drugs and medicines	,,	1,744	3,338	1,426	2,243
Dyeing and colouring materials	,,	985	676	1,888	1,351
Fruit and vegetable	,,	18,400	16,362	16,647	12,084
Grain and pulse	,,	215,513	57,555	152,122	45,539
Gum	,,	7,472	3,920	14,918	7,977
Hides and skins	Packages	828	4,360	693	3,340
Metals, copper	Cwts.	...	...	2,041	2,645
Opium	Chests	3,386	231,521	2,200	148,523
Pearls	...	...	889	...	1,283
Perfumery	Cases	11,504	13,625	8,255	9,466
	Carboys	12,663		9,407	
Provisions and oilmen's stores	Packages	5,025	6,911	4,366	5,447
Seeds	Cwts.	7,784	2,996	7,447	3,580
Silk, raw	,,	122	4,944	191	7,224
Tobacco	,,	25,856	31,638	31,034	38,604
Wool	,,	5,330	9,756	7,958	8,595
Woollen goods, carpets	Packages	468	21,111	552	14,906
Other articles	...	...	17,207	...	6,799
Total	...	...	515,907	...	378,148
Specie	...	...	34,631	...	24,528
Grand total	..	...	550,538	...	402,676

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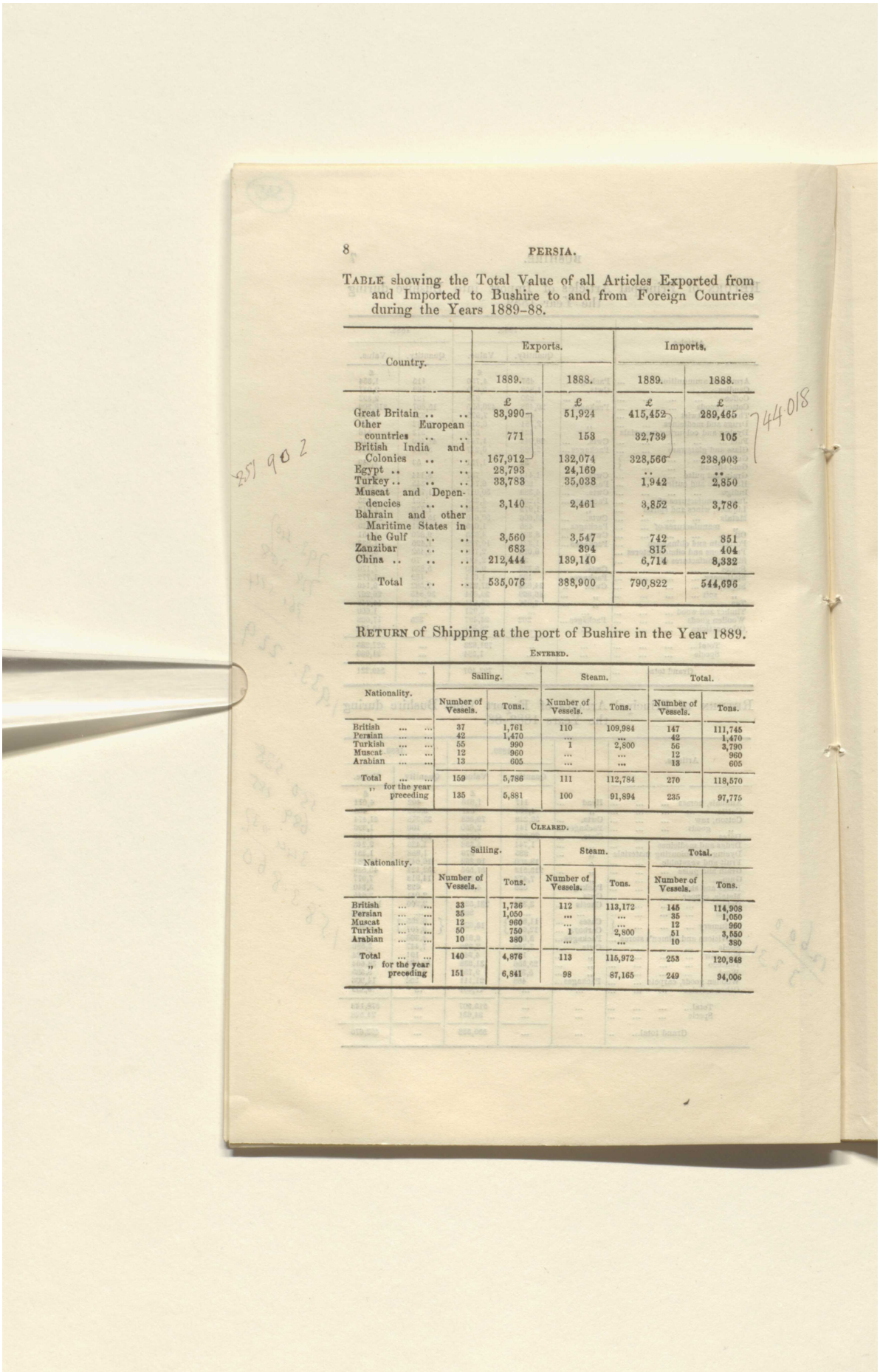

TABLE showing the Total Value of all Articles Exported from and Imported to Bushire to and from Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	83,990	51,924	415,452	289,465
Other European countries	771	153	32,739	105
British India and Colonies	167,912	132,074	328,566	238,903
Egypt	28,793	24,169	..	..
Turkey	33,783	35,038	1,942	2,850
Muscat and Dependencies	3,140	2,461	3,852	3,786
Bahrain and other Maritime States in the Gulf	3,560	3,547	742	851
Zanzibar	683	394	815	404
China	212,444	139,140	6,714	8,332
Total	535,076	388,900	790,822	544,696

RETURN of Shipping at the port of Bushire in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	37	1,761	110	109,984	147	111,745
Persian	42	1,470	...	...	42	1,470
Turkish	55	990	1	2,800	56	3,790
Muscat	12	960	...	...	12	960
Arabian	13	605	...	...	13	605
Total	159	5,786	111	112,784	270	118,570
,, for the year preceding	135	5,881	100	91,894	235	97,775

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	33	1,736	112	113,172	145	114,908
Persian	35	1,050	...	...	35	1,050
Muscat	12	960	...	...	12	960
Turkish	50	750	1	2,800	51	3,550
Arabian	10	380	...	...	10	380
Total	140	4,876	113	115,972	253	120,848
,, for the year preceding	151	6,841	98	87,165	249	94,006

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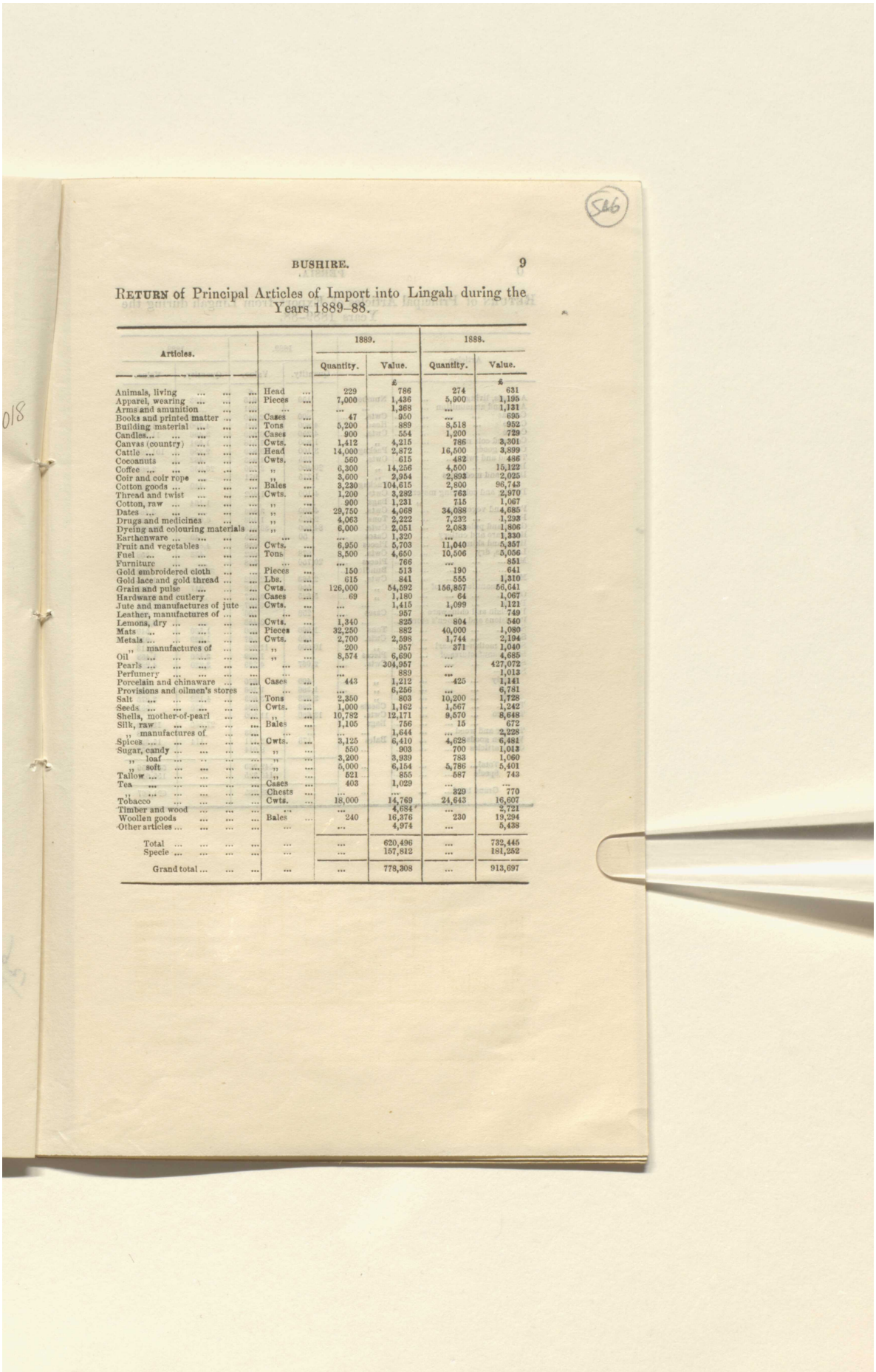

RETURN of Principal Articles of Import into Lingah during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals, living	Head	229	786	274	631
Apparel, wearing	Pieces	7,000	1,436	5,900	1,195
Arms and amunition	...	...	1,368	...	1,131
Books and printed matter	Cases	47	950	...	695
Building material	Tons	5,200	889	8,518	952
Candles	Cases	900	554	1,200	729
Canvas (country)	Cwts.	1,412	4,215	786	3,301
Cattle	Head	14,000	2,872	16,500	3,899
Cocoanuts	Cwts.	560	615	482	486
Coffee	,,	6,300	14,256	4,500	15,122
Coir and coir rope	,,	3,600	2,954	2,893	2,025
Cotton goods	Bales	3,230	104,615	2,800	96,743
Thread and twist	Cwts.	1,200	3,282	763	2,970
Cotton, raw	,,	900	1,231	715	1,067
Dates	,,	29,750	4,068	34,033	4,685
Drugs and medicines	,,	4,063	2,222	7,232	1,293
Dyeing and colouring materials	,,	6,000	2,051	2,083	1,806
Earthenware	...	...	1,320	...	1,330
Fruit and vegetables	Cwts.	6,950	5,703	11,040	5,357
Fuel	Tons	8,500	4,650	10,506	5,056
Furniture	...	...	766	...	851
Gold embroidered cloth	Pieces	150	513	190	641
Gold lace and gold thread	Lbs.	615	841	555	1,310
Grain and pulse	Cwts.	126,000	54,592	156,857	56,641
Hardware and cutlery	Cases	69	1,180	64	1,067
Jute and manufactures of jute	Cwts.	...	1,415	1,099	1,121
Leather, manufactures of	...	...	957	...	749
Lemons, dry	Cwts.	1,340	825	804	540
Mats	Pieces	32,250	882	40,000	1,080
Metals	Cwts.	2,700	2,598	1,744	2,194
,, manufactures of	,,	200	957	371	1,040
Oil	,,	8,574	6,690	...	4,685
Pearls	...	...	304,957	...	427,072
Perfumery	...	...	889	...	1,013
Porcelain and chinaware	Cases	443	1,212	425	1,141
Provisions and oilmen's stores	...	...	6,256	...	6,781
Salt	Tons	2,350	803	10,200	1,728
Seeds	Cwts.	1,000	1,162	1,567	1,242
Shells, mother-of-pearl	,,	10,782	12,171	9,570	8,648
Silk, raw	Bales	1,105	756	15	672
,, manufactures of	...	...	1,644	...	2,228
Spices	Cwts.	3,125	6,410	4,628	6,481
Sugar, candy	,,	550	903	700	1,013
,, loaf	,,	3,200	3,939	783	1,060
,, soft	,,	5,000	6,154	5,786	5,401
Tallow	,,	521	855	587	743
Tea	Cases	403	1,029	...	...
,,	Chests	...	...	329	770
Tobacco	Cwts.	18,000	14,769	24,643	16,607
Timber and wood	...	...	4,684	...	2,721
Woollen goods	Bales	240	16,376	230	19,294
Other articles	...	...	4,974	...	5,438
Total	...	...	620,496	...	732,445
Specie	...	...	157,812	...	181,252
Grand total	...	...	778,308	...	913,697

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RETURN of Principal Articles of Export from Lingah during the Years 1889–88.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Animals, living	Number ...	159	615	193	473
Arms and ammunition	...	...	991	...	851
Canvas	Cwts. ...	800	2,940	659	2,781
Cattle	Head ...	4,800	991	4,700	1,114
Coffee	Cwts. ...	4,250	10,639	3,496	11,747
Coir and coir rope	,, ...	1,850	1,518	1,591	1,114
Cotton goods	Packages ...	3,100	99,829	2,256	101,266
Thread and twist	Cwts. ...	725	1,983	482	1,654
Dates	,, ...	20,400	2,790	26,036	2,869
Drugs and medicines	,, ...	1,775	971	...	...
,, ... ,, ...	Packages ...	...	...	440	3,207
Dyeing and colouring materia's	Cwts. ...	4,100	1,402	...	...
,, ... ,, ... ,,	Bags ...	...	...	1,164	979
Fruit and vegetables	Cwts. ...	4,700	3,856	...	3,463
Fuel	Tons ...	2,025	1,108	6,027	992
Grain and pulse	Cwts. ...	94,000	36,615	...	39,966
Hardware and cutlery	Cases ...	50	855	40	675
Hides and skins	Pieces ...	...	636	4,800	379
Lemons, dry	Cwts. ...	978	602	433	358
Mats	Pieces ...	20,750	568	...	...
,, ...	Bundles ...	...	...	32,800	432
Metals	Cwts. ...	2,563	2,222	9,643	1,114
,, manufactures of	,, ...	550	718	217	641
Oil	,, ...	5,625	3,077	...	2,869
Pearls	...	...	306,667	...	292,591
Porcelain and chinaware	Cases ...	258	706	250	668
Provisions and ollmen's stores ...	... ...	...	3,453	...	3,862
Salt	Tons ...	1,900	650	1,500	540
Seeds	Cwts. ...	660	767	1,639	911
Shells, mother-of-pearl	,, ...	10,000	11,282	6,911	6,413
Silk, manufactures of	Pieces ...	...	1,299	3,150	1,458
Spices	Cwts. ...	2,067	4,239	3,220	4,287
Sugar—					
Candy	,, ...	409	670	...	689
Loaf	,, ...	1,386	1,706	482	648
Soft	,, ...	2,928	3,603	4,122	3,875
Tea	Chests ...	286	684	170	581
Tobacco	Cwts. ...	13,650	11,200	...	...
,, ...	Bags ...	...	...	27,360	13,299
Timber and wood	...	...	923	...	898
Woollen goods	Bales ...	178	12,171	174	15,325
Other articles	...	...	8,014	...	11,067
Total...	...	...	542,960	...	536,056
Specie	...	...	146,325	...	155,611
Grand total...	...	...	689,285	...	691,667

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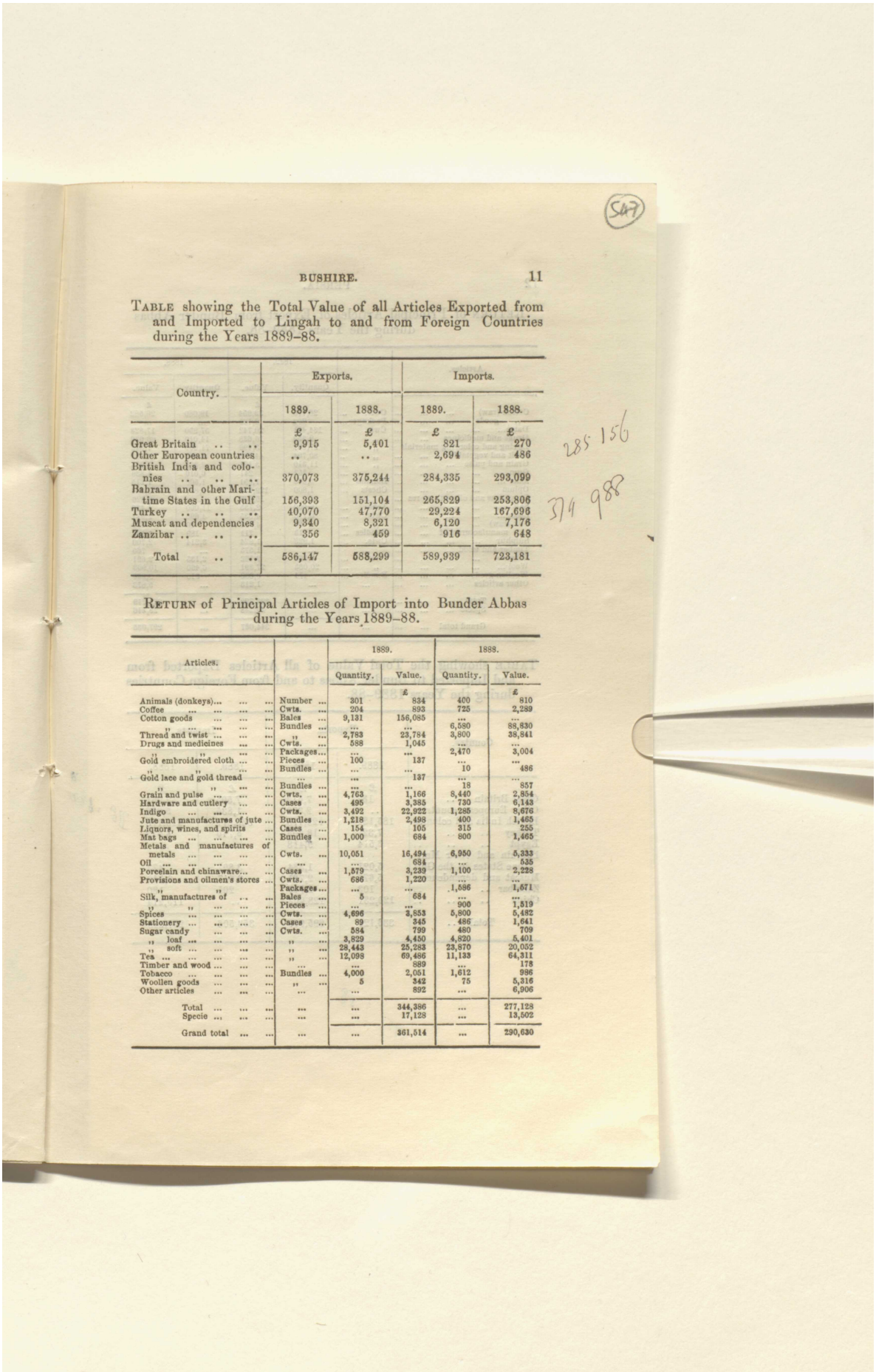

TABLE showing the Total Value of all Articles Exported from and Imported to Lingah to and from Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	9,915	5,401	821	270
Other European countries	..	..	2,694	486
British India and colonies	370,073	375,244	284,335	293,099
Bahrain and other Maritime States in the Gulf	156,393	151,104	265,829	253,806
Turkey	40,070	47,770	29,224	167,696
Muscat and dependencies	9,340	8,321	6,120	7,176
Zanzibar	356	459	916	648
Total	586,147	588,299	589,939	723,181

RETURN of Principal Articles of Import into Bunder Abbas during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals (donkeys)...	Number ...	301	834	400	810
Coffee	Cwts. ...	204	893	725	2,289
Cotton goods	Bales ...	9,131	156,085	...	...
,, ...	Bundles ...	...	...	6,580	88,830
Thread and twist	,, ...	2,783	23,784	3,800	38,841
Drugs and medicines	Cwts. ...	588	1,045	...	...
,, ,, ...	Packages...	...	...	2,470	3,004
Gold embroidered cloth	Pieces ...	100	137	...	...
,, ,, ...	Bundles ...	...	...	10	486
Gold lace and gold thread ...	...	...	137	...	...
,, ,, ...	Bundles ...	...	...	18	857
Grain and pulse	Cwts. ...	4,763	1,166	8,440	2,854
Hardware and cutlery	Cases ...	495	3,385	730	6,143
Indigo	Cwts. ...	3,492	22,922	1,285	8,676
Jute and manufactures of jute ...	Bundles ...	1,218	2,498	400	1,465
Liquors, wines, and spirits ...	Cases ...	154	105	315	255
Mat bags	Bundles ...	1,000	684	800	1,465
Metals and manufactures of metals	Cwts. ...	10,051	16,494	6,950	5,333
Oil	...	...	684	...	535
Porcelain and chinaware... ...	Cases ...	1,579	3,239	1,100	2,228
Provisions and oilmen's stores ...	Cwts. ...	686	1,220	...	...
,, ,, ...	Packages...	...	...	1,586	1,671
Silk, manufactures of	Bales ...	5	684	...	...
,, ,, ...	Pieces ...	...	...	900	1,819
Spices	Cwts. ...	4,696	3,853	5,800	5,482
Stationery	Cases ...	89	345	486	1,641
Sugar candy	Cwts. ...	584	799	480	709
,, loaf	,, ...	3,829	4,450	4,820	5,401
,, soft	,, ...	28,443	25,283	23,870	20,052
Tea	,, ...	12,098	69,486	11,133	64,311
Timber and wood	...	...	889	...	178
Tobacco	Bundles ...	4,000	2,051	1,612	986
Woollen goods	,, ...	5	342	75	5,316
Other articles	...	...	892	...	6,906
Total	...	...	344,386	...	277,123
Specie	...	...	17,128	...	13,502
Grand total	...	...	361,514	...	290,630

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RETURN of Principal Articles of Export from Bunder Abbas during the Years 1889–88.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Cotton (raw)	Cwts.	26,775	32,954	18,080	26,582
,, goods	Packages	202	2,185	...	...
Dates	Cwts.	134,481	20,742	57,850	17,823
Drugs and medicines	,,	9,359	16,638	14,010	26,036
Dyeing and colouring materials	,,	27,987	3,499	71,669	7,542
Fruit and vegetables	,,	80,704	44,146	16 450	13,823
Grain and pulse	,,	11,310	3,191	3,375	1,215
Gum	,,	352	241	6,010	1,836
Mats	Bundles	2,660	1,091	1,508	1,215
Opium	Chests	1,800	129,221	1,887	127,393
Provisions and oilmen's stores	...	...	16,526	...	2,426
Salt	Tons	16,000	2,735	11,000	4,456
Seeds	Cwts.	6,778	4,635	4,690	2,971
Silk (raw)	,,	92	4,718	10	570
,, manufacturers of	Bundles	13	711	189	5,104
Sulphur	Cwts.	1,923	1,824	3,214	2,700
Timber and wood	...	...	1,573	...	760
Tobacco	Cwts.	3,162	2,162	2,135	2,691
Wool	,,	20,065	27,391	6,490	10,903
Woollen goods	Bundles	474	6,393	916	9,800
Other articles	...	...	1,213	...	5,873
Total	...	...	323,799	...	271,719
Specie	...	...	20,238	...	25,316
Grand total	...	...	344,037	...	297,035

TABLE showing the Total Value of all Articles Exported from and Imported to Bunder Abbas to and from Foreign Countries during the Years 1889–88.

Country.	Exports. 1889.	Exports. 1888.	Imports. 1889.	Imports. 1888.
	£	£	£	£
Great Britain	137	7,615	7,505	53,961
Other European countries	..	2,380	1,835	5,656
British India and colonies	185,121	123,173	330,677	219,170
Turkey	7,327	18,308	5,740	4,672
Egypt	3,514	9,418	..	..
Bahrain and other Maritime States in the Gulf	5,021	1,384	3,897	473
Muscat and dependencies	5,675	2,781	3,647	3,143
Zanzibar	103	2,707	205	180
China	129,231	128,203	..	115,214
Total	336,129	295,969	353,506	287,255

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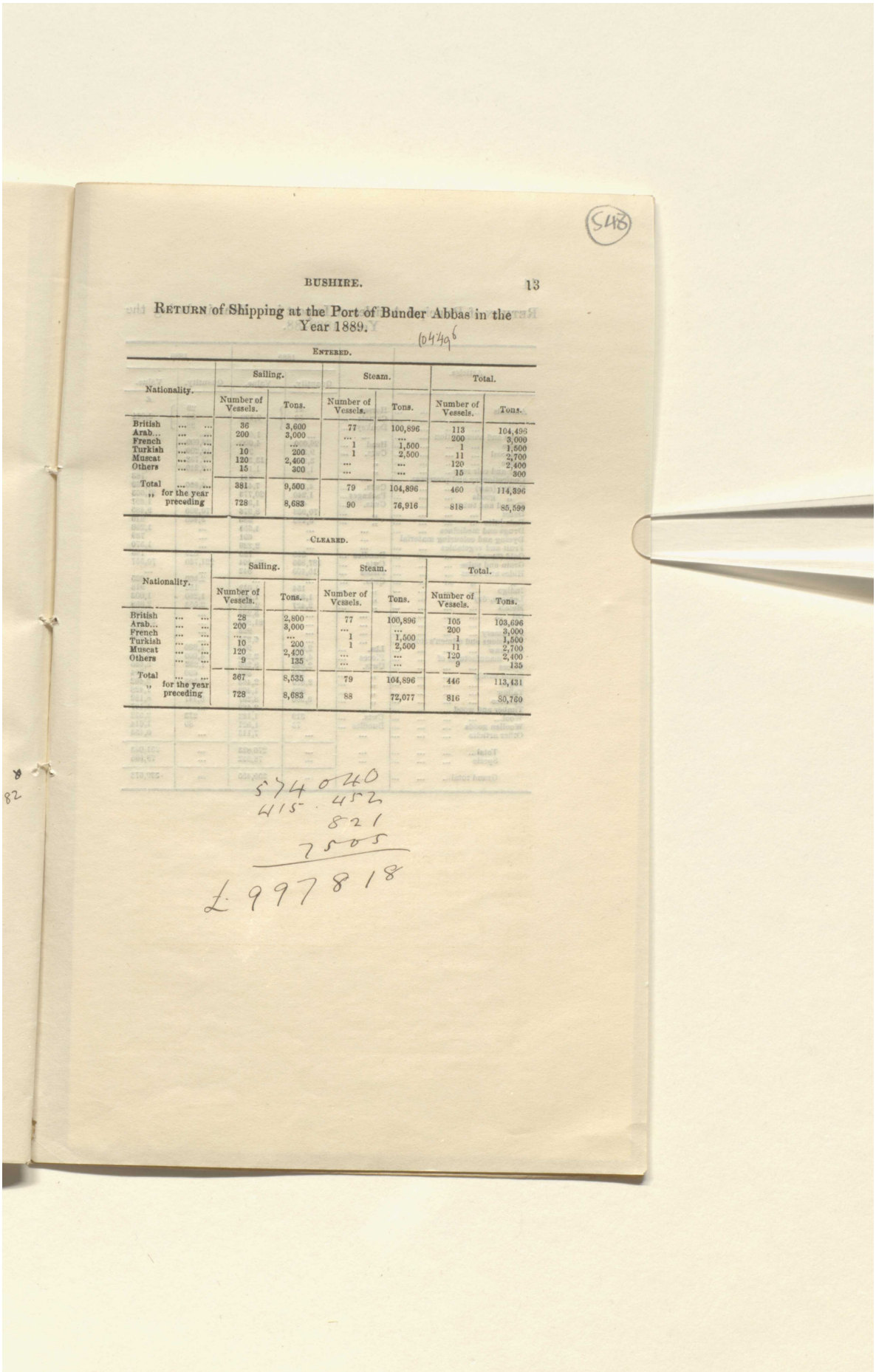

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RETURN of Shipping at the Port of Bunder Abbas in the Year 1889.

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ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	36	3,600	77	100,896	113	104,496
Arab...	200	3,000	...	...	200	3,000
French	...	...	1	1,500	1	1,500
Turkish	10	200	1	2,500	11	2,700
Muscat	120	2,400	...	...	120	2,400
Others	15	300	...	...	15	300
Total	381	9,500	79	104,896	460	114,396
,, for the year preceding	728	8,683	90	76,916	818	85,599

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	28	2,800	77	100,896	105	103,696
Arab...	200	3,000	...	...	200	3,000
French	...	...	1	1,500	1	1,500
Turkish	10	200	1	2,500	11	2,700
Muscat	120	2,400	...	...	120	2,400
Others	9	135	...	...	9	135
Total	367	8,535	79	104,896	446	113,431
,, for the year preceding	728	8,683	88	72,077	816	80,760

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RETURN of Principal Articles of Import into Bahrain during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals	Horses ...	41	2,190	29	2,034
,, ...	Camels ...	53		60	
,, ...	Donkeys ...	94		88	
Arms and ammunition	...	...	1,696	...	1,682
Cattle	Head ...	26,000	4,000	28,000	4,017
Charcoal	Cwts. ...	9,380	971	10,200	911
Coffee	,, ...	3,294	13,354	2,732	12,769
Coir and coir rope	,, ...	1,726	1,176	2,210	1,350
Confectionery and preserves ...	...	...	841	...	783
Cotton (raw)	Cwts. ...	4,138	7,436	4,800	7,939
,, goods	Packages ...	1,240	20,773	1,333	21,603
Thread and twist	Cwts. ...	445	1,521	485	1,607
Dates	,, ...	70,936	8,976	70,998	9,485
Date juice	,, ...	3,460	885	3,428	810
Drugs and medicines ...	...	...	1,655	...	1,208
Dyeing and colouring material	...	...	691	...	739
Fruit and vegetables	...	...	2,226	...	1,570
Gold thread	Bundles ...	335	790	320	745
Grain and pulse	Cwts. ...	187,830	70,404	221,730	70,557
Hides and skins	Pieces ...	15,400	842	...	...
,, ,, ...	Cwts. ...	...	...	2,500	925
Indigo	,, ...	154	1,012	152	918
Lemons, dry	,, ...	1,310	1,060	1,250	1,003
Metals	,, ...	2,427	2,844	2,553	2,359
Oil	,, ...	...	3,268	...	3,389
Pearls	...	...	81,983	...	57,451
Perfumery	...	...	923	...	830
Provisions and oilmen's stores ...	...	...	6,974	...	6,839
Silk, raw	Lbs. ...	2,077	923	1,980	878
,, manufactures of	Pieces ...	4,500	2,906	4,000	3,014
Spices	Cwts. ...	2,846	9,256	1,882	8,685
Sugar candy	,, ...	740	860	690	794
Sugar	,, ...	2,620	2,463	2,593	2,402
Tallow	,, ...	929	1,402	1,028	1,428
Tobacco	,, ...	8,500	8,267	8,447	8,122
Timber and wood	...	...	2,489	...	1,407
Wool	Cwts. ...	319	1,132	273	2,572
Woollen goods	Bundles ...	73	1,521	80	1,614
Other articles	...	...	7,113	...	6,453
Total	...	...	276,823	...	251,083
Specie	...	...	78,632	...	79,595
Grand total	...	...	355,455	...	330,678

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RETURN of Principal Articles of Export from Bahrain during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals	Horses ...	48	} 2,427	39	} 2,810
,, ...	Camels ...	73		85	
,, ...	Donkeys ...	105		121	
Arms and ammunition	...	...	1,306	...	1,306
Canvas	Cwts. ...	1,552	7,436	...	7,798
Cattle	Head ...	6,000	848	6,750	911
Coffee	Cwts. ...	2,340	9,607	2,038	9,249
Cotton goods	Bundles ..	618	10,359	700	11,342
Thread and twist	Cwts. ...	107	434	140	466
Dates	,, ...	44,600	8,663	...	8,243
Drugs and medicines	...	...	759	...	790
Grain and pulse	Cwts. ..	55,000	20,684	68,000	20,962
Hides and skins	Pieces ...	13,121	1,702	...	...
,, ,, ...	Cwts. ...	...	...	1,714	1,747
Mats	Bundles ...	...	588	3,334	662
Oil	...	...	1,450	...	1,539
Pearls	...	...	227,761	...	216,506
Provisions and oilmen's stores ...	...	...	1,600	...	2,348
Silks, manufactures of	...	...	1,764	...	1,316
Spices	Cwts. ...	2,800	4,079	2,214	3,183
Shark fins	,, ...	140	820	186	938
Sugar	,, ...	1,690	1,785	1,800	1,752
Tobacco	,, ...	3,200	3,070	2,647	2,957
Timber and wood	...	...	797	...	844
Wool...	Cwts. ...	182	684	160	733
Woollen goods	Bundles ...	42	872	...	830
Other articles	...	...	8,418	...	7,930
Total...	...	...	317,913	...	307,162
Specie	...	...	41,983	...	44,287
Grand total...	...	...	359,896	...	351,449

TABLE showing the Total Value of all Articles Exported from and Imported to Bahrain to and from Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
British India and Colonies ..	238,873	230,575	221,599	185,578
Turkey	85,734	85,852	71,997	78,216
Maritime States on the Arab coast of the Persian Gulf ..	16,899	18,557	22,055	26,091
Persian ports and Mekran ..	10,373	12,631	34,796	35,008
Muscat and dependencies ..	6,571	2,950	3,023	3,055
Zanzibar	1,446	884	1,986	2,731
Total..	359,896	351,449	355,456	330,679

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RETURN of Shipping at the Port of Bahrain in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	1,440	38	35,281	70	36,721
Arab	391	9,890	...	...	391	9,890
Persian	135	3,510	...	...	135	3,510
Turkish	125	3,125	...	...	125	3,125
Total	683	17,965	38	35,281	721	53,246
,, for the year preceding ...	674	19,421	49	49,108	723	68,529

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	29	1,265	38	35,281	67	36,546
Arab...	408	10,180	...	...	408	10,180
Persian	128	3,712	...	...	128	3,712
Turkish	142	3,408	...	...	142	3,408
Total	707	18,565	38	35,281	745	53,846
,, for the year preceding ...	674	19,421	49	49,108	723	68,529

RETURN of Principal Articles of Import into the Ports on the Arab Coast of the Persian Gulf during the Years 1889–88.

Articles,		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals (horses)	...	24	985	15	608
Arms and ammunition	...	...	2,950	...	938
Canvas	Cwts. ...	666	2,735	482	2,025
Cattle	Head ...	5,000	1,026	4,000	810
Coffee	Cwts. ...	3,750	12,650	3,214	9,452
Coir and coir rope	,, ...	6,600	3,009	6,000	2,700
Cotton goods	Bundles ...	800	16,410	700	13,570
Thread and twist	Cwts. ...	240	889	240	878
Dates	,, ...	110,000	14,767	111,490	21,063
Date juice	,, ...	250	650	2,570	817
Drugs and medicines	... ...	...	1,094	...	1,060
Fruit and vegetables	... ...	...	3,460	...	3,187
Grain and pulse	Cwts. ...	125,000	44,991	121,330	40,776
Mats	...	...	1,368	...	1,043
Metals	Cwts. ...	1,354	821	996	911
,, manufactures of	,, ...	135	615	562	506
Oil	... ...	...	7,521	...	7,183
Pearls	... ...	...	2,735	...	4,726
Perfumery	... ...	...	821	...	709
Provisions	... ...	...	2,373	...	2,545
Silk	... ...	...	513	...	473
,, manufactures of	Pieces ...	1,400	1,026	...	675
Spices	Cwts. ...	2,000	2,393	2,630	2,363
Sugar	,, ...	7,500	9,231	5,117	4,834
Tallow	,, ...	1,250	2,051	803	1,350
Timber and wood	...	...	3,692	...	2,116
Woollen goods	...	...	889	...	439
Other articles	...	...	15,799	...	10,289
Total	...	...	157,464	...	138,046
Specie	...	...	103,111	...	114,768
Grand total	...	...	260,575	...	252,814

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RETURN of Principal Articles of Export from the Ports on the Arab Coast of the Persian Gulf during the Years 1889–88.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.
			£		£
Animals, living	Donkeys ...	200	957	250	682
	Camels ...	100		120	
	Horses ...	10		5	
Grain and pulse	Cwts. ...	3,857	1,710	4,018	1,458
Jute, manufactures of	Bundles ...	808	581	500	270
Oil	Cwts. ...	5,357	2,564	3,857	2,025
Pearls	...	...	273,504	...	337,553
Provisions and oilmen's stores ...	...	...	1,231	...	466
Shells, mother-of-pearl	Cwts. ...	4,166	3,761	2,008	1,688
Tobacco	" ...	600	957	482	675
Woollen goods	Cloaks ...	1,100	1,162	1,500	1,013
Other articles	...	...	3,265	...	2,722
Total	...	...	289,692	...	348,552
Specie	...	...	23,385	...	21,603
Grand total	...	...	313,077	...	370,155

TABLE showing the Total Value of all Articles Exported from and Imported to the Ports on the Arab Coast of the Persian Gulf to and from Foreign Countries during the Years 1889–88.

Country.	Exports. 1889.	Exports. 1888.	Imports. 1889.	Imports. 1888.
	£	£	£	£
British India and Colonies ..	930	34	38,204	24,848
Persian ports and Mekran ..	295,484	353,368	176,552	184,925
Turkey	6,540	8,425	14,633	15,343
Bahrain	1,798	1,523	3,292	2,792
Muscat and dependencies ..	8,188	6,602	27,019	24,151
Zanzibar	137	203	875	755
Total	313,077	370,155	260,575	252,814

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RETURN of Shipping at the Ports of the Arab Coast of the Persian Gulf in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	170	6,800	...	...	170	6,800
Persian	250	4,250	...	...	250	4,250
Muscat	250	3,750	...	...	250	3,750
Turkish	8	160	...	...	8	160
Others	25	250	...	...	25	250
Total	703	15,210	...	...	703	15,210
,, for the year preceding ...	492	11,450	...	...	492	11,450

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	170	6,800	...	...	170	6,800
Persian	250	4,250	...	...	250	4,250
Muscat	250	3,750	...	...	250	3,750
Turkish	8	160	...	...	8	160
Others	25	250	...	...	25	250
Total	703	15,210	...	...	703	15,210
,, for the year preceding ...	492	11,450	...	...	492	11,450

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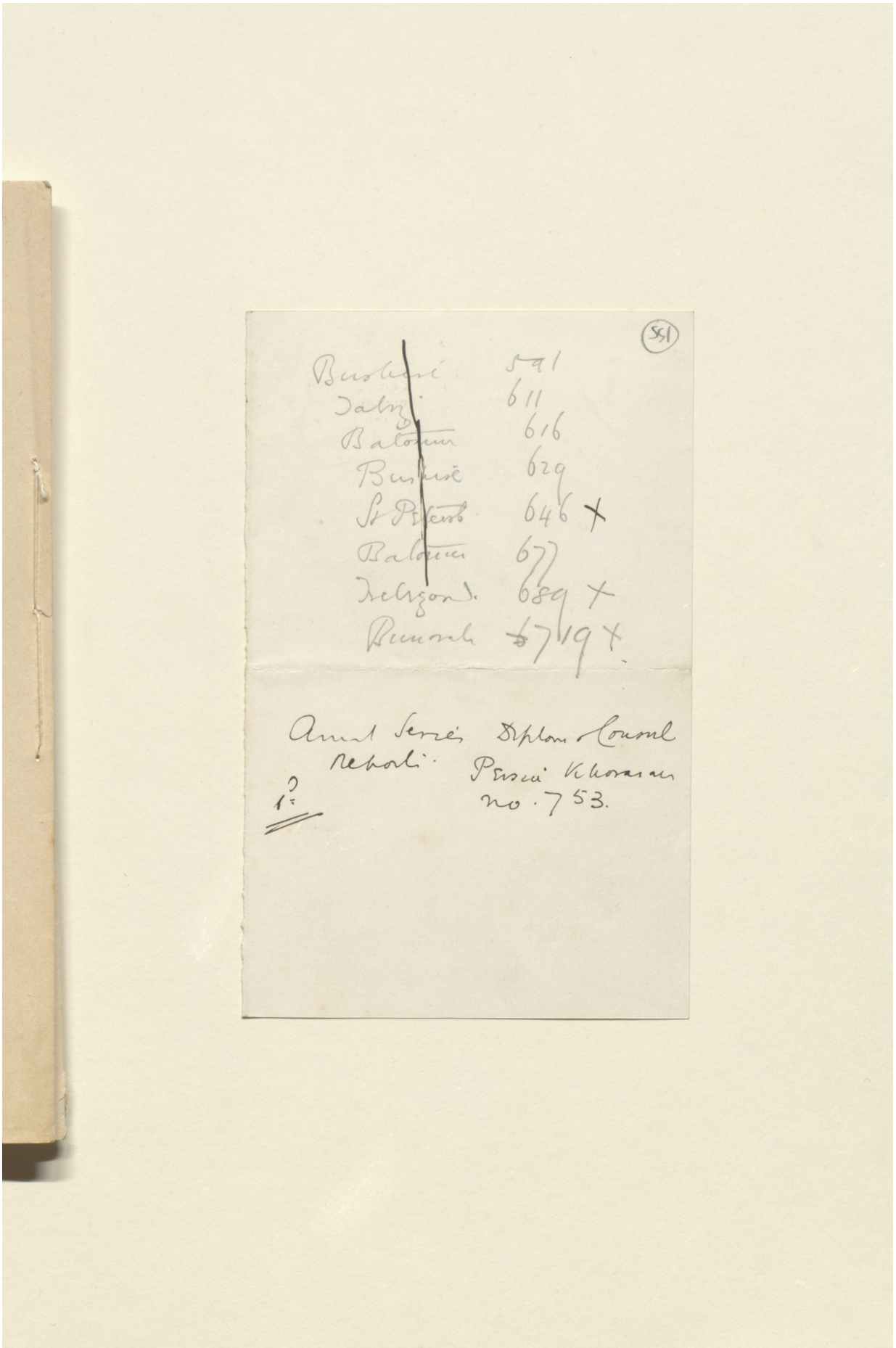

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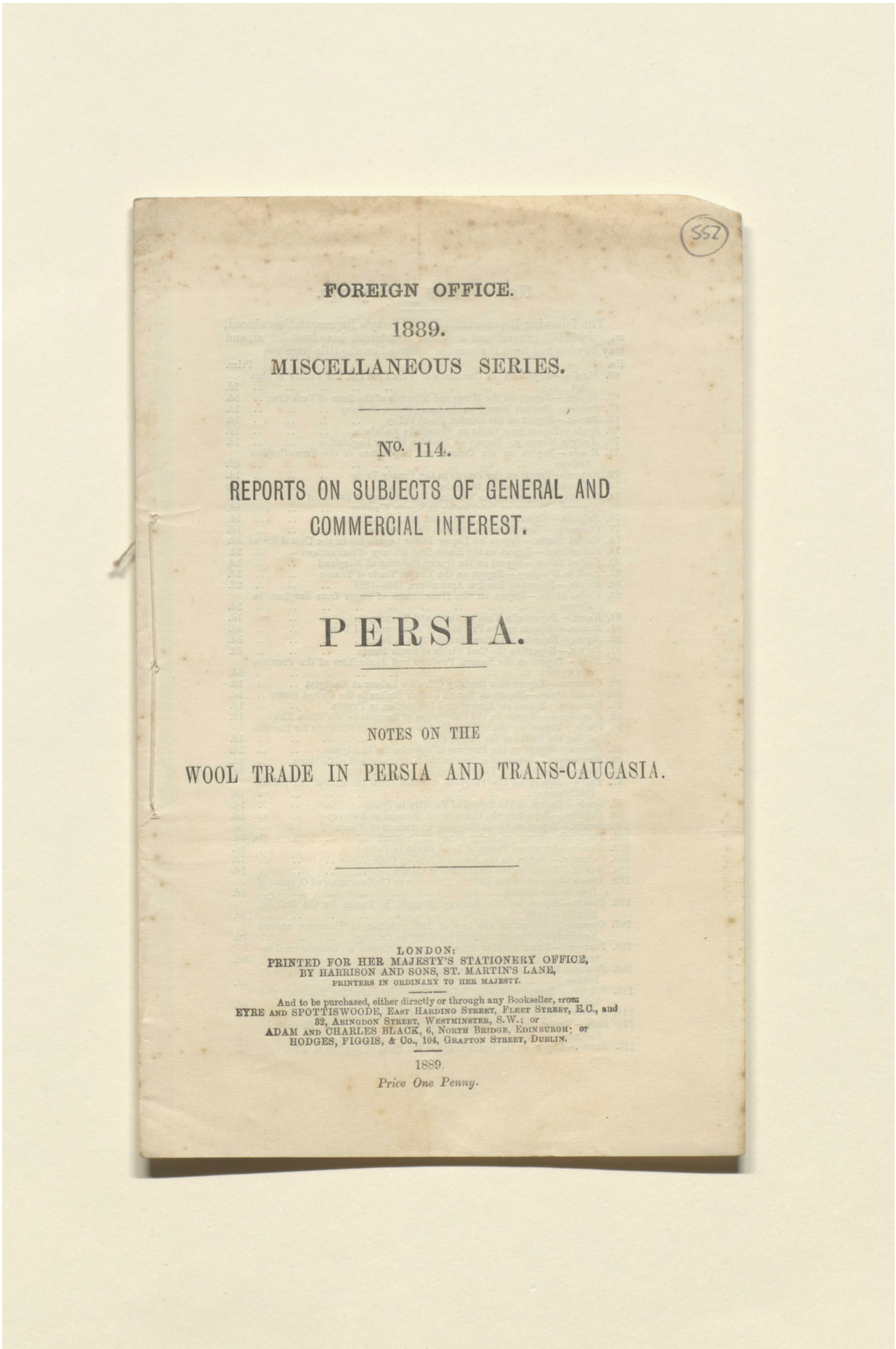

552

FOREIGN OFFICE.

1889.

MISCELLANEOUS SERIES.

No. 114.

REPORTS ON SUBJECTS OF GENERAL AND COMMERCIAL INTEREST.

PERSIA.

NOTES ON THE

WOOL TRADE IN PERSIA AND TRANS-CAUCASIA.

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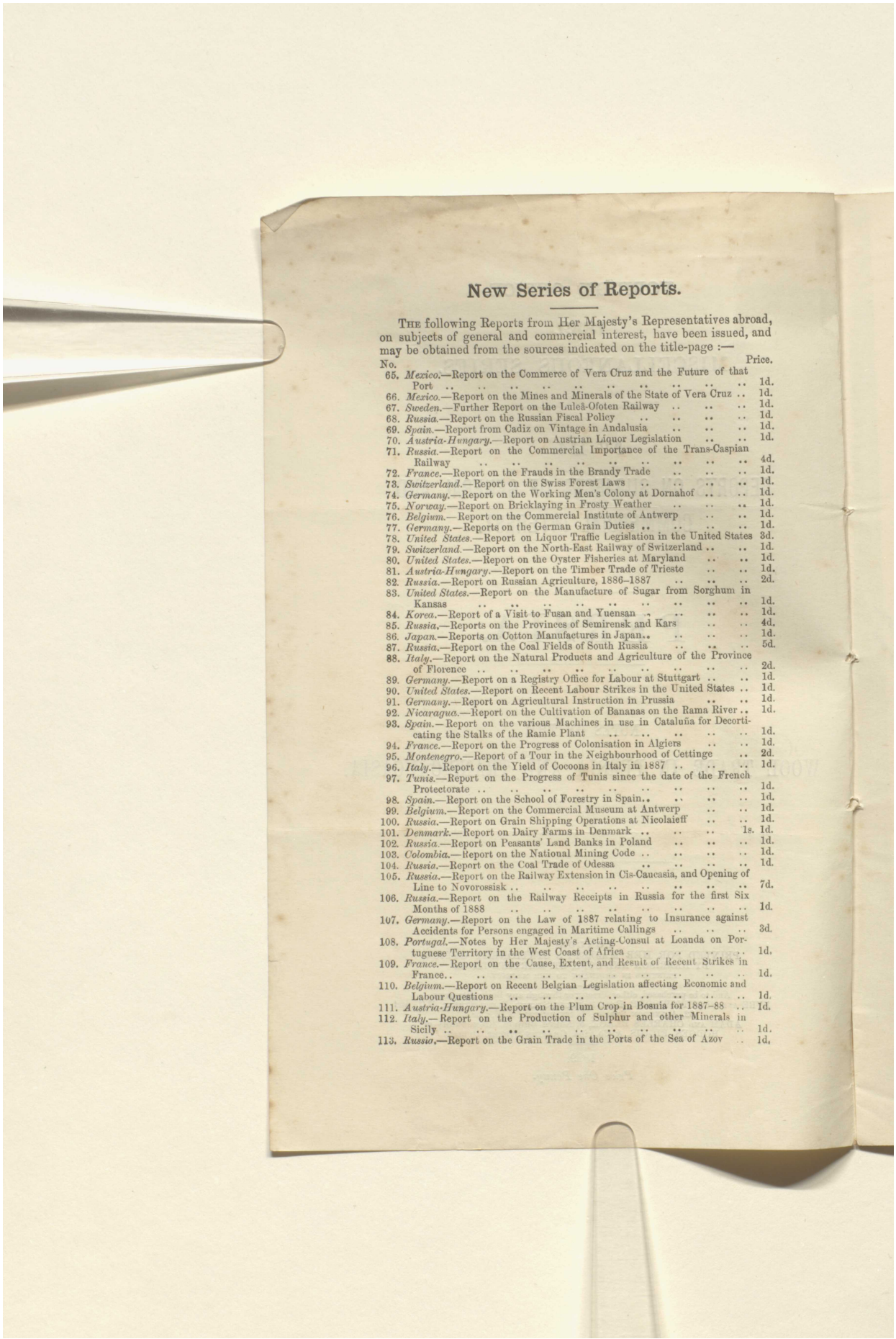

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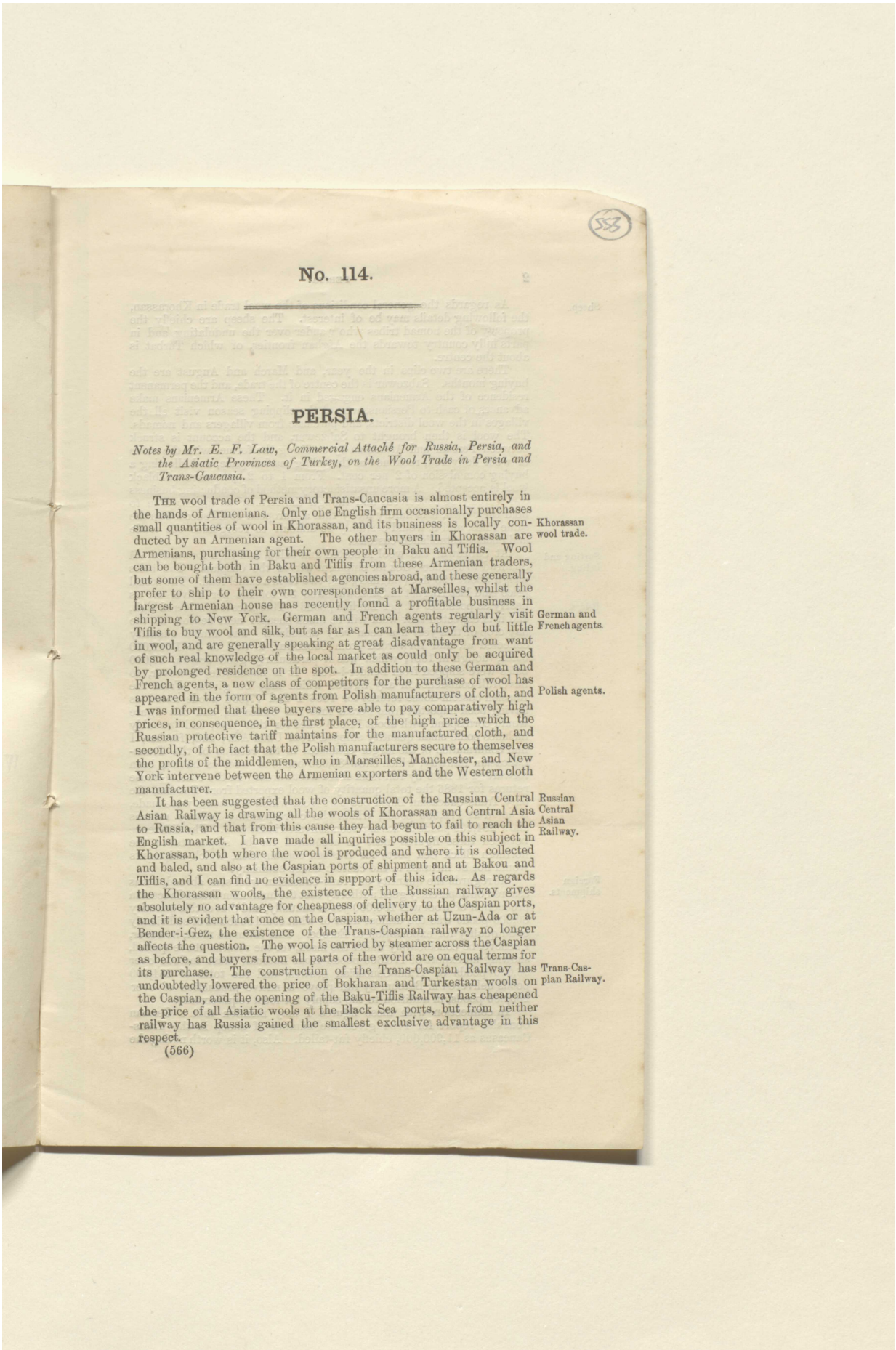

No. 114.

PERSIA.

Notes by Mr. E. F. Law, Commercial Attaché for Russia, Persia, and the Asiatic Provinces of Turkey, on the Wool Trade in Persia and Trans-Caucasia.

Khorassan wool trade.

The wool trade of Persia and Trans-Caucasia is almost entirely in the hands of Armenians. Only one English firm occasionally purchases small quantities of wool in Khorassan, and its business is locally conducted by an Armenian agent. The other buyers in Khorassan are Armenians, purchasing for their own people in Baku and Tiflis. Wool can be bought both in Baku and Tiflis from these Armenian traders, but some of them have established agencies abroad, and these generally prefer to ship to their own correspondents at Marseilles, whilst the largest Armenian house has recently found a profitable business in shipping to New York.

German and French agents.

German and French agents regularly visit Tiflis to buy wool and silk, but as far as I can learn they do but little in wool, and are generally speaking at great disadvantage from want of such real knowledge of the local market as could only be acquired by prolonged residence on the spot. In addition to these German and French agents, a new class of competitors for the purchase of wool has appeared in the form of agents from Polish manufacturers of cloth, and I was informed that these buyers were able to pay comparatively high prices, in consequence, in the first place, of the high price which the Russian protective tariff maintains for the manufactured cloth, and secondly, of the fact that the Polish manufacturers secure to themselves the profits of the middlemen, who in Marseilles, Manchester, and New York intervene between the Armenian exporters and the Western cloth manufacturer.

Polish agents.

Russian Central Asian Railway.

It has been suggested that the construction of the Russian Central Asian Railway is drawing all the wools of Khorassan and Central Asia to Russia, and that from this cause they had begun to fail to reach the English market. I have made all inquiries possible on this subject in Khorassan, both where the wool is produced and where it is collected and baled, and also at the Caspian ports of shipment and at Bakou and Tiflis, and I can find no evidence in support of this idea. As regards the Khorassan wools, the existence of the Russian railway gives absolutely no advantage for cheapness of delivery to the Caspian ports, and it is evident that once on the Caspian, whether at Uzun-Ada or at Bender-i-Gez, the existence of the Trans-Caspian railway no longer affects the question. The wool is carried by steamer across the Caspian as before, and buyers from all parts of the world are on equal terms for its purchase.

Trans-Caspian Railway.

The construction of the Trans-Caspian Railway has undoubtedly lowered the price of Bokharan and Turkestan wools on the Caspian, and the opening of the Baku-Tiflis Railway has cheapened the price of all Asiatic wools at the Black Sea ports, but from neither railway has Russia gained the smallest exclusive advantage in this respect.

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Sheep.

As regards the general conditions of the wool trade in Khorassan, the following details may be of interest. The sheep are chiefly the property of the nomad tribes who wander over the undulating and in parts hilly country towards the Afghan frontier, of which Turbat is about the centre.

There are two clips in the year, and March and August are the buying months. Sabzewar is the centre of the trade, and the permanent residence of the Armenians engaged in it. These Armenians make advances of cash to Persians, who at the clipping season visit all the villages in the wool districts, and purchase from villagers and nomads. The wool is then brought to Sabzewar, and the account is struck between Persian and Armenian by crediting the former with the value of wool delivered, reckoned at the ruling market price, and allowing a buying commission of 2 per cent. From 1 to 2 per cent. of black wool is accepted. A more unsatisfactory method of conducting business can scarcely be conceived, and though the Armenians appear able to hold their own, it is hardly likely that a European could succeed on the same lines, and it would certainly be difficult to reorganise the trade and change established customs.

Sorting and baling.

At Sabzewar the wool is sorted and baled, and then forwarded viâ Shahrud to Bender-i-Gez for shipment across the Caspian. The bales weigh about 190 lbs. (English), and two form a camel-load. The actual price paid last August in Sabzewar was 33 tomans per halva, or, as nearly as possible, 4*d.* per English pound. This price is considered high, and it is expected that wool will be much cheaper next season, as the hay crop of this year has been very abundant. The annual quantity collected at, and forwarded from Sabzewar, is said to be ~~1,012,000~~ 12,000 bales, though in 1887, which was a particularly good season, 15,000 bales were shipped from Bender-i-Gez. It is impossible, however, to have full confidence in any figures which may be given. From the Russian custom-house returns for 1886 I find 77,058 poods noted as having been imported from Persia into the Caucasus, and this figure would correspond with about 14,000 bales for that year, and probably includes some small quantity shipped from Uzun-Ada; and, further, I find confirmation of the larger estimates in the returns of the Trans-Caucasian Railway, which show 80,000 poods of wool as having been forwarded in 1886 by rail from Baku westwards. In the custom-house returns for 1886 the total quantity of wool exported from Batoum, the only Trans-Caucasian Black Sea port from which shipments were made, is noted at 176,305 poods, whilst the corresponding railway returns show 284,000 poods as having been delivered in Batoum. The difference between these figures must be accounted for by shipments to the northern Black Sea ports for Russian consumption, which shipments would not be included in the custom-house summary.

Prices.

Foreign shipments.

As regards the quantity of Trans-Caucasian wool sent abroad, I was assured on apparently good authority that the maximum Trans-Caucasian production of wool was 150,000 poods annually, and that of this quantity 80,000 poods was the utmost limit of what could be found of sufficiently good quality for exportation to Europe. This estimate must, however, I believe, be considerably under the mark, for the returns above quoted, showing an export of 176,305 poods from Batoum, must include over 96,000 poods of Trans-Caucasian growth, and the total of 284,000 poods delivered in Batoum by rail prove a native production of over 200,000 poods, in addition to the supply for local requirements.

In connection with these figures I may mention that a German Consular report for 1884 gives the number of sheep in the Trans-Caucasus as 11,900,000, chiefly fat-tailed. Also, it is worth noting the

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distribution of the wool production, as evidenced by the railway returns for 1886, which, in addition to the wool from Baku, give 70,000 poods as forwarded from stations in the Elisavetpol Government, and 195,000 poods from the Tiflis Government; from the latter, 56,000 poods should, however, be deducted, being noted as received in Tiflis, thus leaving 130,000 poods as the net production of that district. Also, it is worthy of remark that 163,189 poods of wool, or over 90 per cent. of the total exportation for 1886, were shipped to France.

English market.

In conclusion, and in reply to the question which has been raised as to the possibility of securing Khorassan and Trans-Caucasian wools for the English market, I can only say that they are both to be bought freely in Baku and Tiflis. It is purely a question of price and of a knowledge of the market, which is not to be gained without time and trouble. As regards purchases in Khorassan, it would, as I have pointed out, be necessary to enter into competition with the already established Armenians, but, if worth while, this is quite possible, though here, also, much time and trouble would be required to organise a serious business; and I should say that it would in any case be necessary to employ Armenians or Parsees for the actual first purchases from the producers. I should, perhaps, point out that under the present system of working the business, the Armenian traders engaged in it suffer great disadvantages from the necessity of conducting their exchange operations through the Russian money-market, the instability of which is a serious difficulty. It is probable that if English merchants should determine to buy for themselves on a large scale in Khorassan, they would be able to arrange for the exchange operations on some other and less fluctuating basis.

Mode of transportation and route.

I would also draw attention to what may be the possibility of transporting Khorassan wool through another channel, southwards instead of northwards, and shipping from Bender-Abbas instead of the Caspian. I have been at considerable pains to obtain reliable figures indicating the respective cost of carriage by the two routes, but I regret that I cannot guarantee the result of my inquiries. As nearly as I can calculate the wool can be delivered from Khorassan to Batoum some 6*d.* per cwt. cheaper than to Bender-Abbas, but nevertheless, it is possible that other considerations might prove the Persian Gulf route to be more advantageous than that by the Caspian and Black Sea. Finally, if the Black Sea route be adhered to, I would urge the importance in this, as in many other respects, of the establishment of a regular and

ERRATUM

MISCELLANEOUS SERIES No. 114.

Page 2, paragraph 3, line 8, *for* "1,012,000 bales" *read* "from 10,000 to 12,000 bales."

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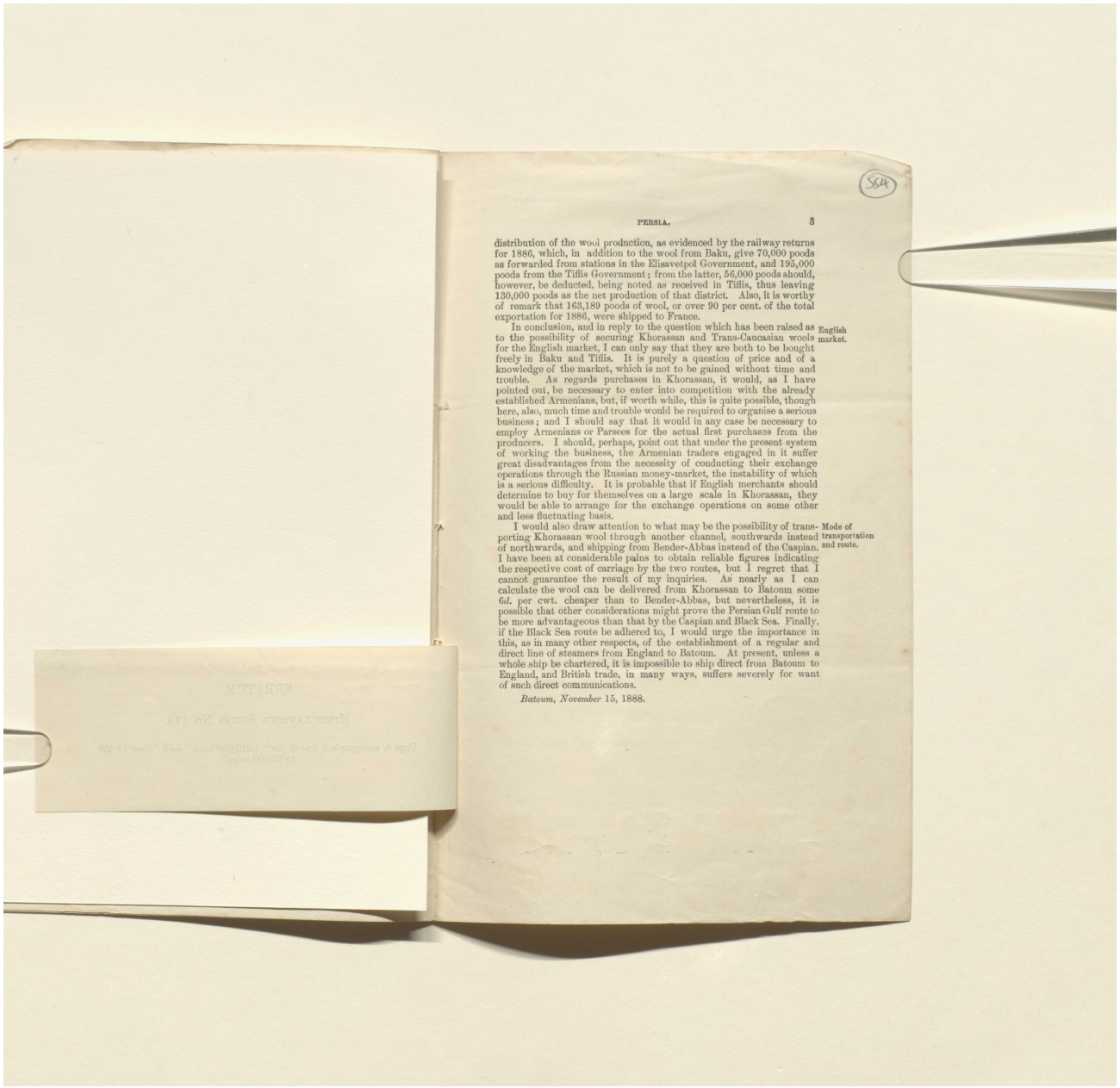

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Batoum, November 15, 1888.

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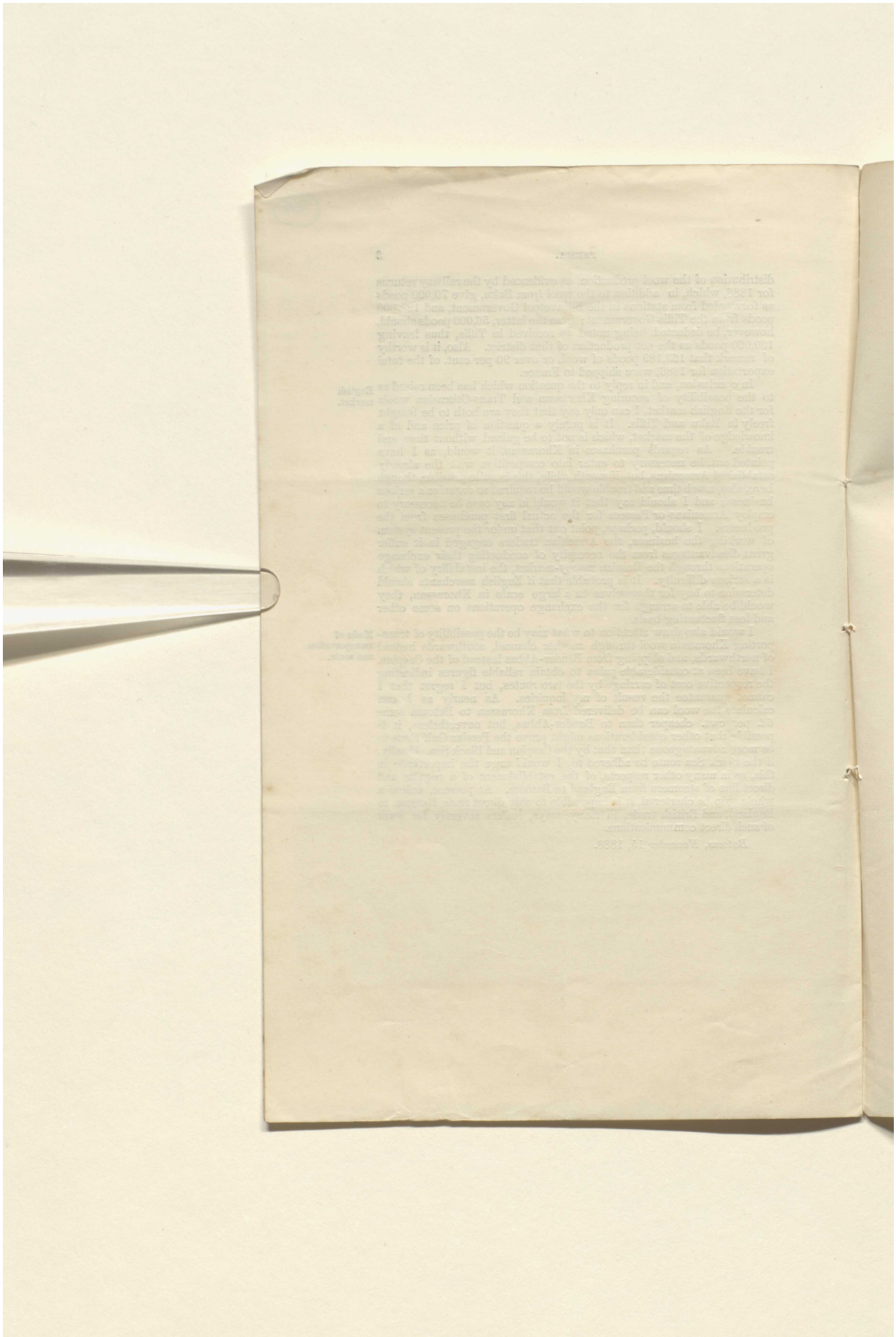

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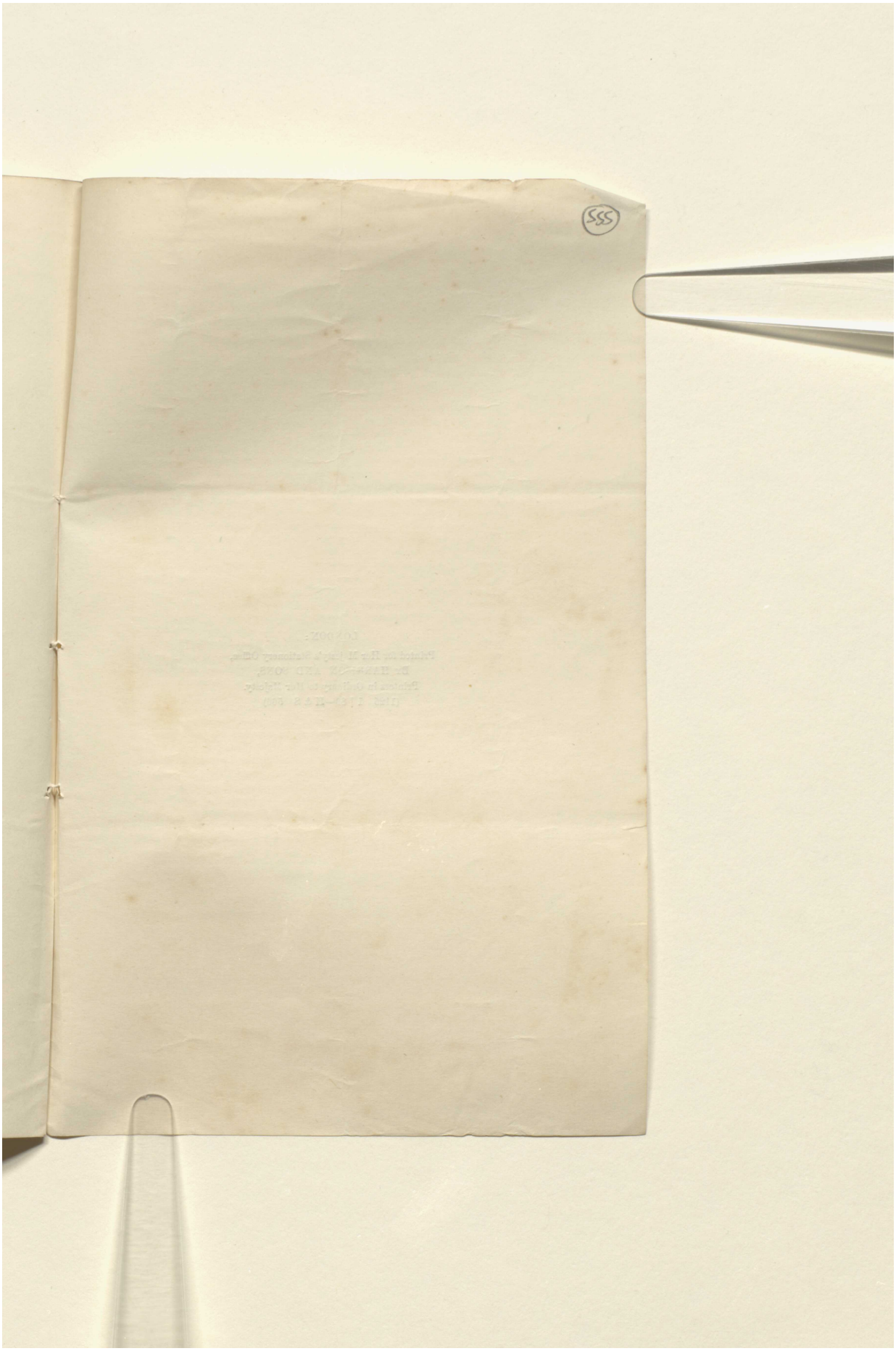

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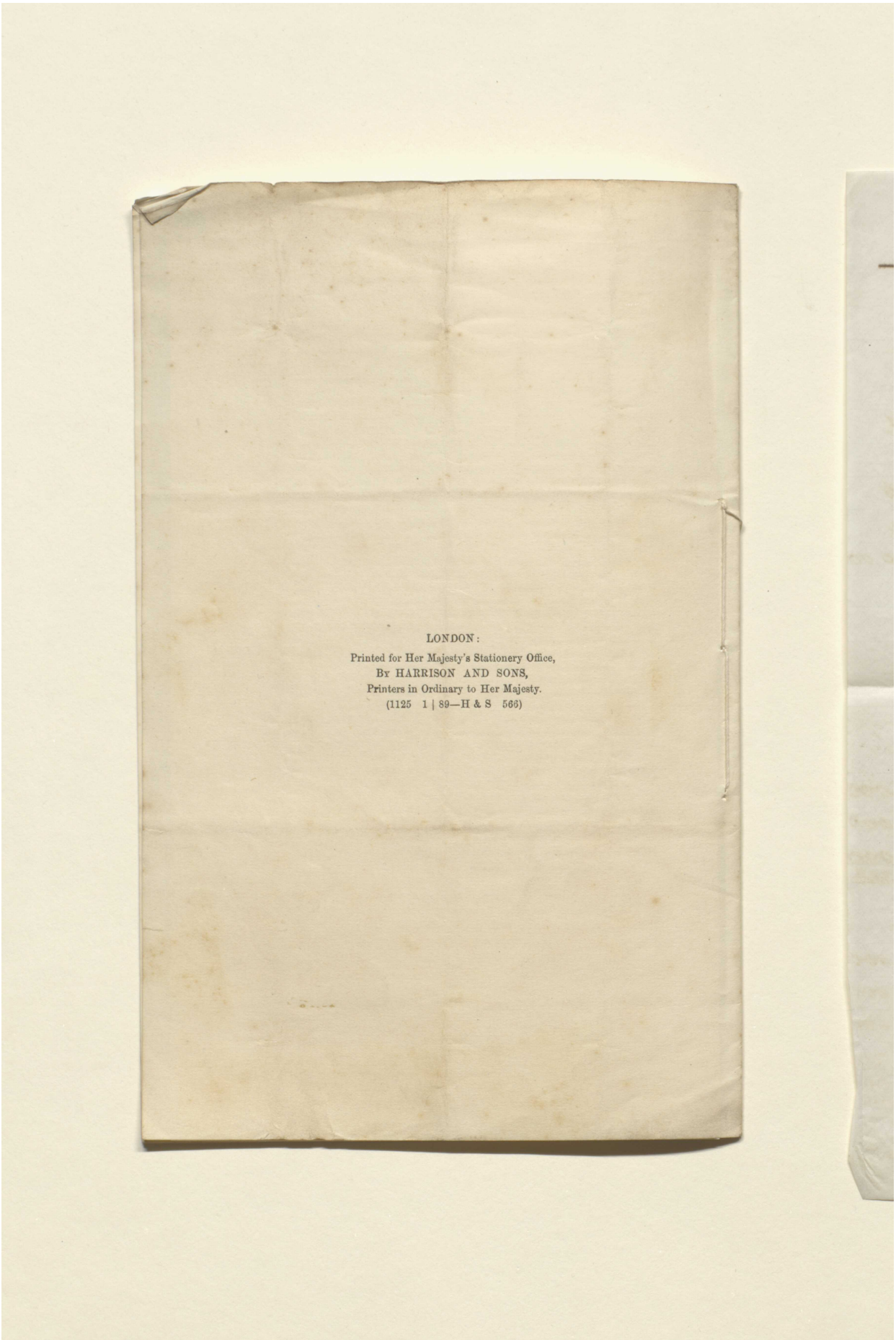

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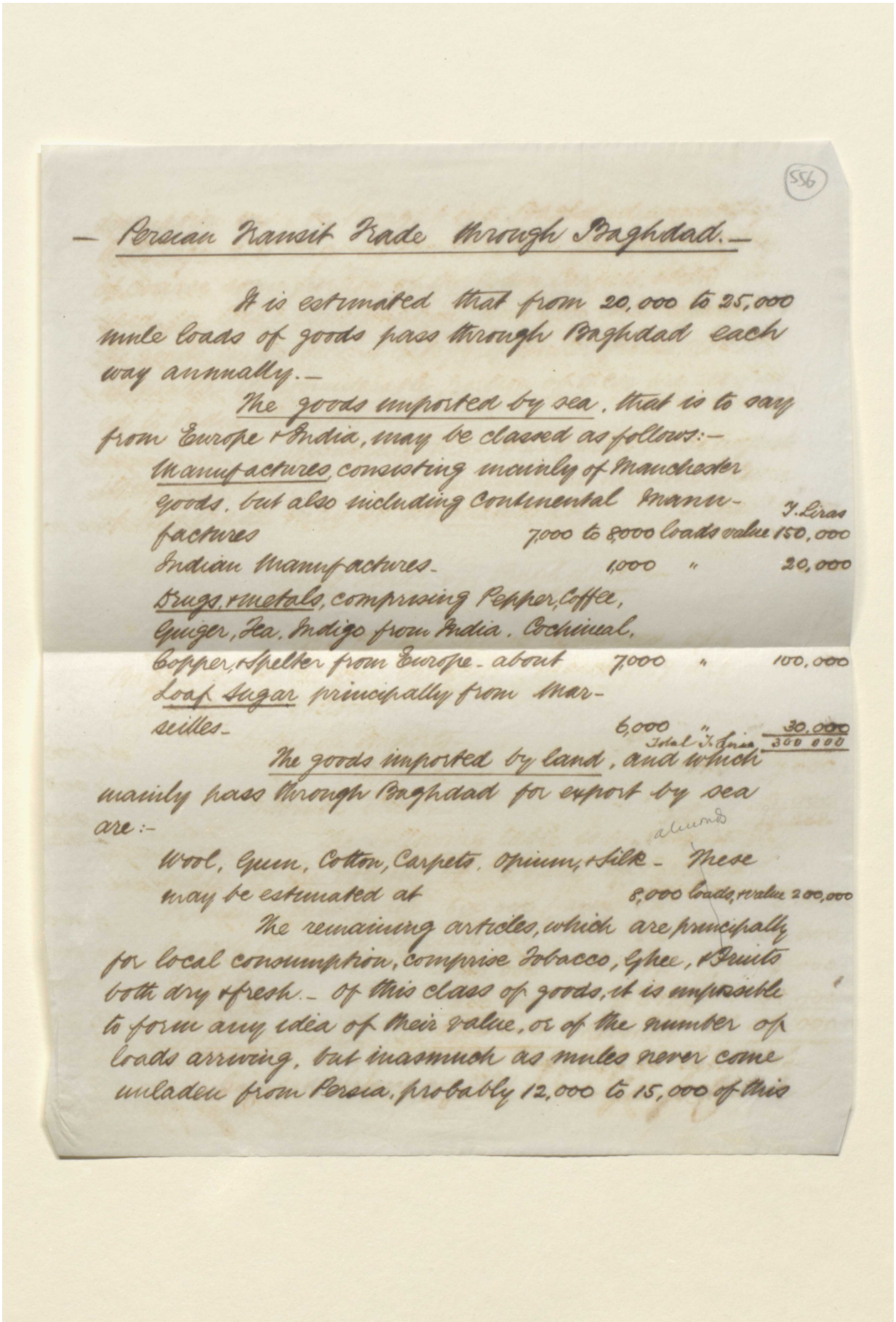

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— Persian Transit Trade through Baghdad. —

It is estimated that from 20,000 to 25,000 mule loads of goods pass through Baghdad each way annually. —

The goods imported by sea, that is to say from Europe & India, may be classed as follows:—

		T. Liras
Manufactures, consisting mainly of Manchester goods, but also including Continental Manufactures	7,000 to 8,000 loads value	150,000
Indian Manufactures —	1,000 "	20,000
Drugs, & metals, comprising Pepper, Coffee, Ginger, Tea, Indigo from India, Cochineal, Copper, & Spelter from Europe — about	7,000 "	100,000
Loaf Sugar principally from Marseilles —	6,000 "	30,000
	Total T. Liras	300 000

The goods imported by land, and which mainly pass through Baghdad for export by sea are:—

Wool, Gum, Cotton, Carpets, Opium, & Silk — These may be estimated at 8,000 loads, & value 200,000

The remaining articles, which are principally for local consumption, comprise Tobacco, Ghee, & Fruits both dry & fresh. — Of this class of goods, it is impossible to form any idea of their value, or of the number of loads arriving, but inasmuch as mules never come unladen from Persia, probably 12,000 to 15,000 of this

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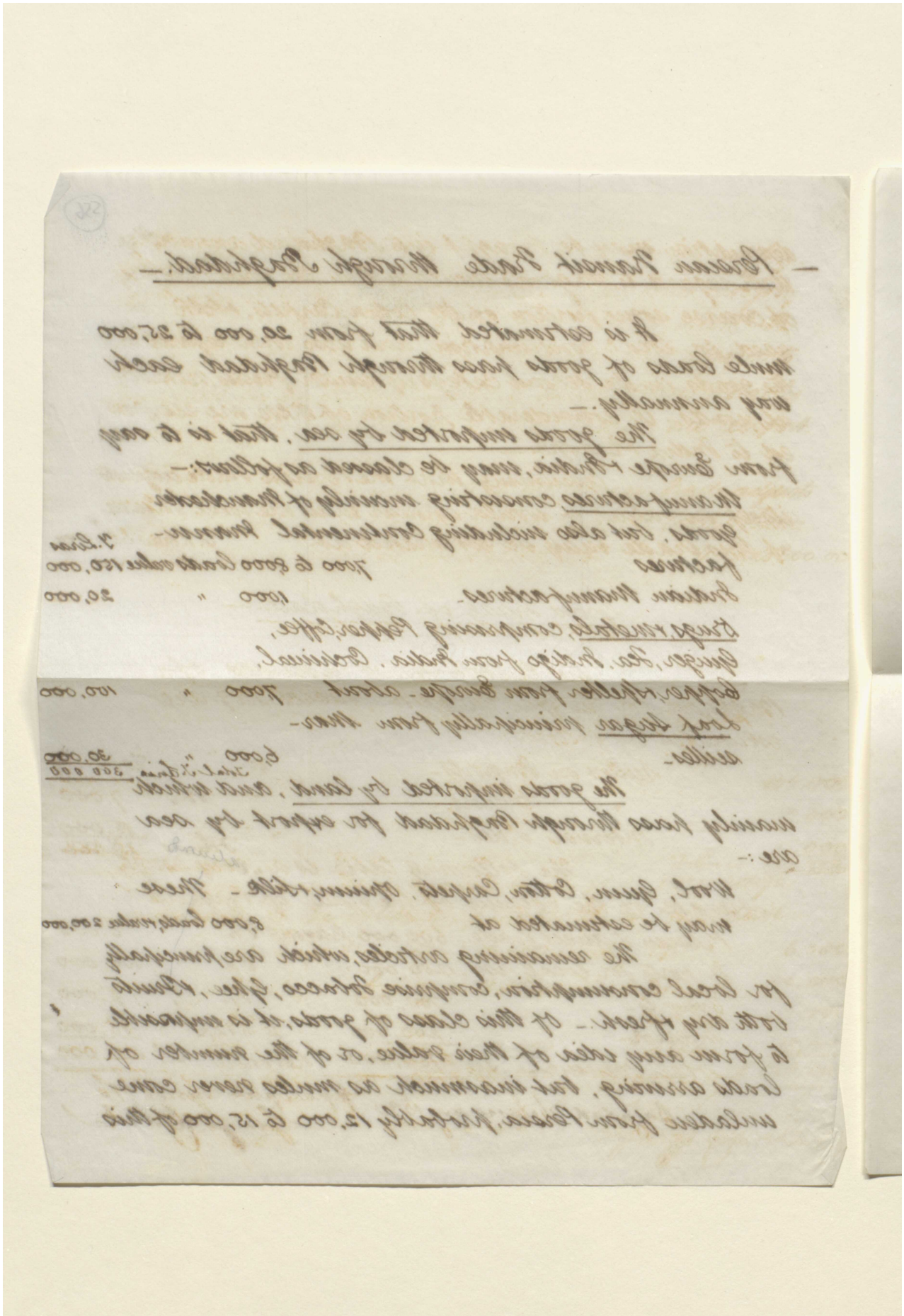

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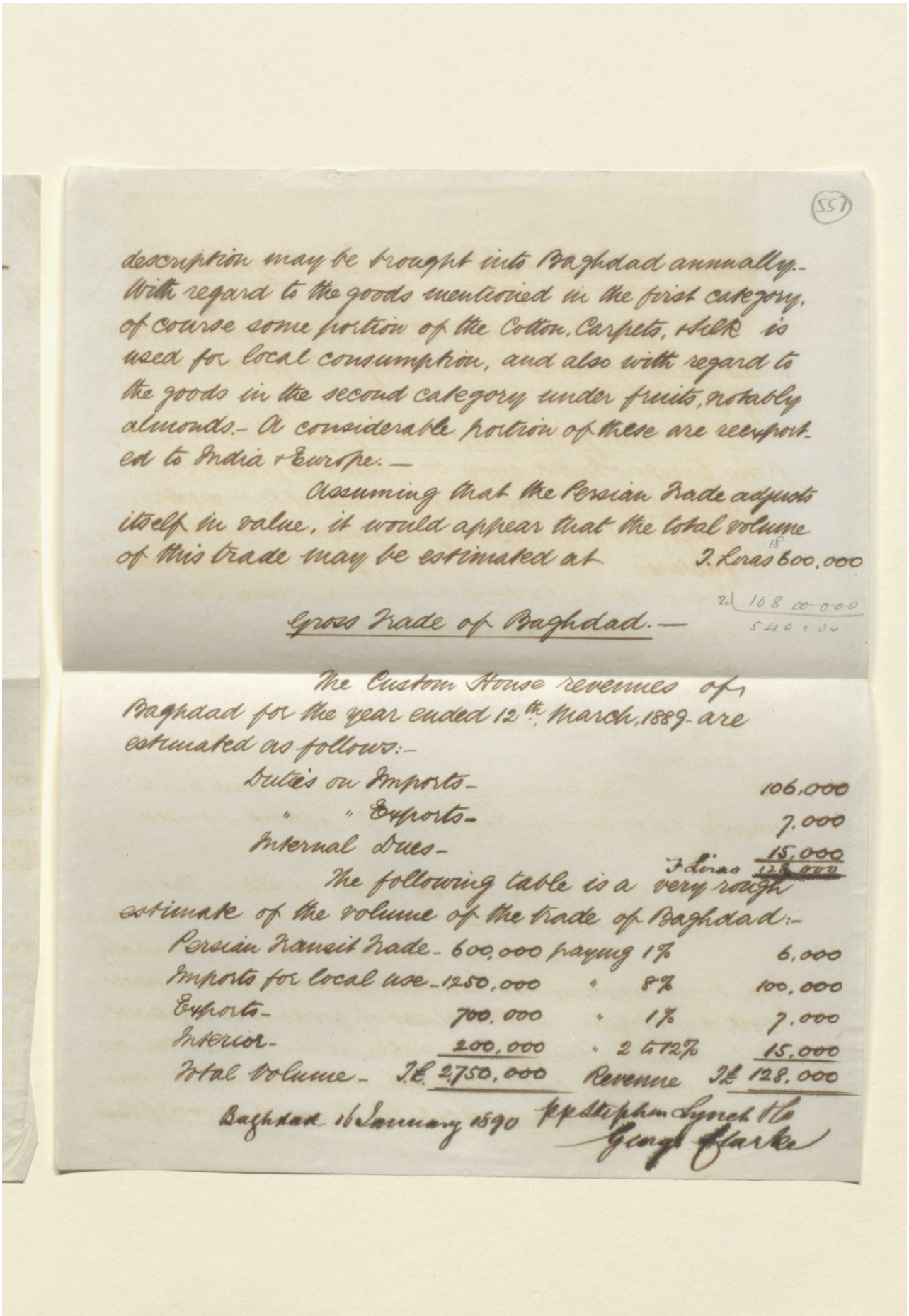

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description may be brought into Baghdad annually.- With regard to the goods mentioned in the first category, of course some portion of the Cotton, Carpets, Silk is used for local consumption, and also with regard to the goods in the second category under fruits, notably almonds.- A considerable portion of these are reexported to India & Europe.—

Assuming that the Persian Trade adjusts itself in value, it would appear that the total volume of this trade may be estimated at 7 Liras 600,000

Gross Trade of Baghdad.—

The Custom House revenues of Baghdad for the year ended 12th March, 1889- are estimated as follows:-

Duties on Imports-	106,000
" " Exports-	7,000
Internal Dues-	15,000
7 Liras	128,000

The following table is a very rough estimate of the volume of the trade of Baghdad:-

Persian Transit Trade-	600,000	paying 1%	6,000
Imports for local use-	1250,000	" 8%	100,000
Exports-	700,000	" 1%	7,000
Interior-	200,000	" 2 1/2%	15,000
Total Volume-	£ 2750,000	Revenue	£ 128,000

Baghdad 16 January 1890 pp Stephen Lynch & Co
George Clarke

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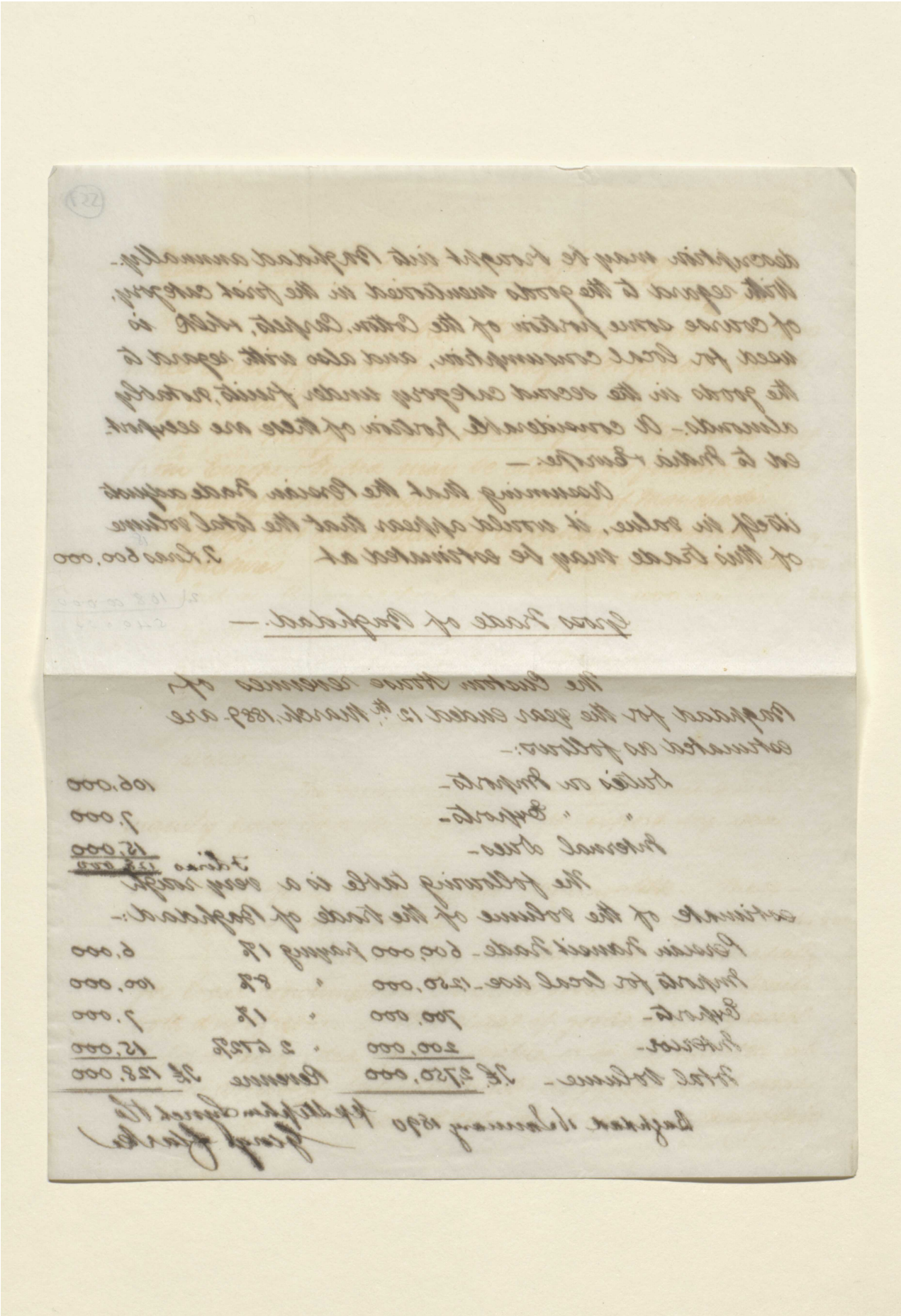

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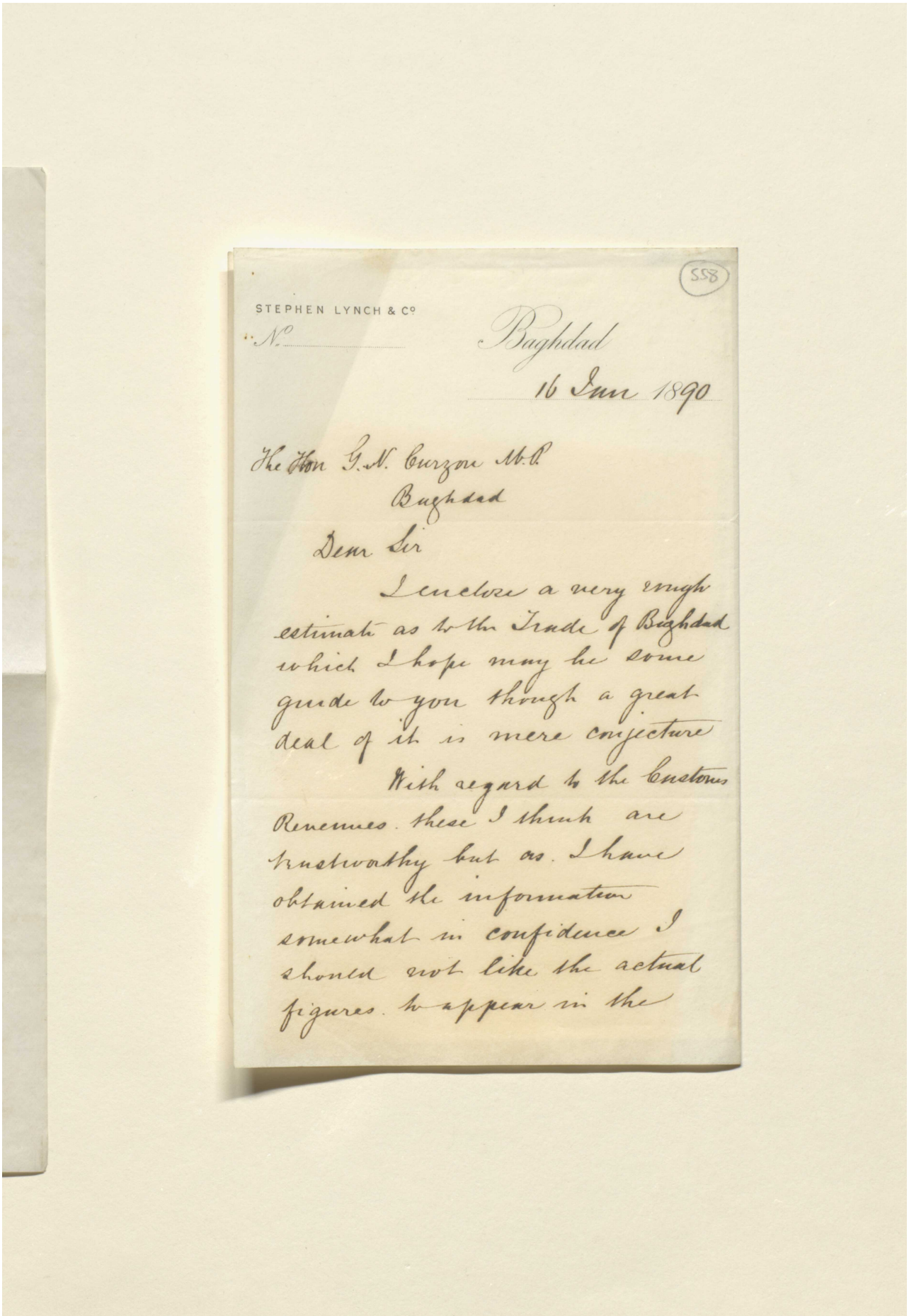

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STEPHEN LYNCH & Co

No.

Baghdad

16 Jun 1890

The Hon G.N. Curzon M.P.

Baghdad

Dear Sir

I enclose a very rough estimate as to the Trade of Baghdad which I hope may be some guide to you though a great deal of it is mere conjecture

With regard to the Customs Revenues these I think are trustworthy but as I have obtained the information somewhat in confidence I should not like the actual figures to appear in the

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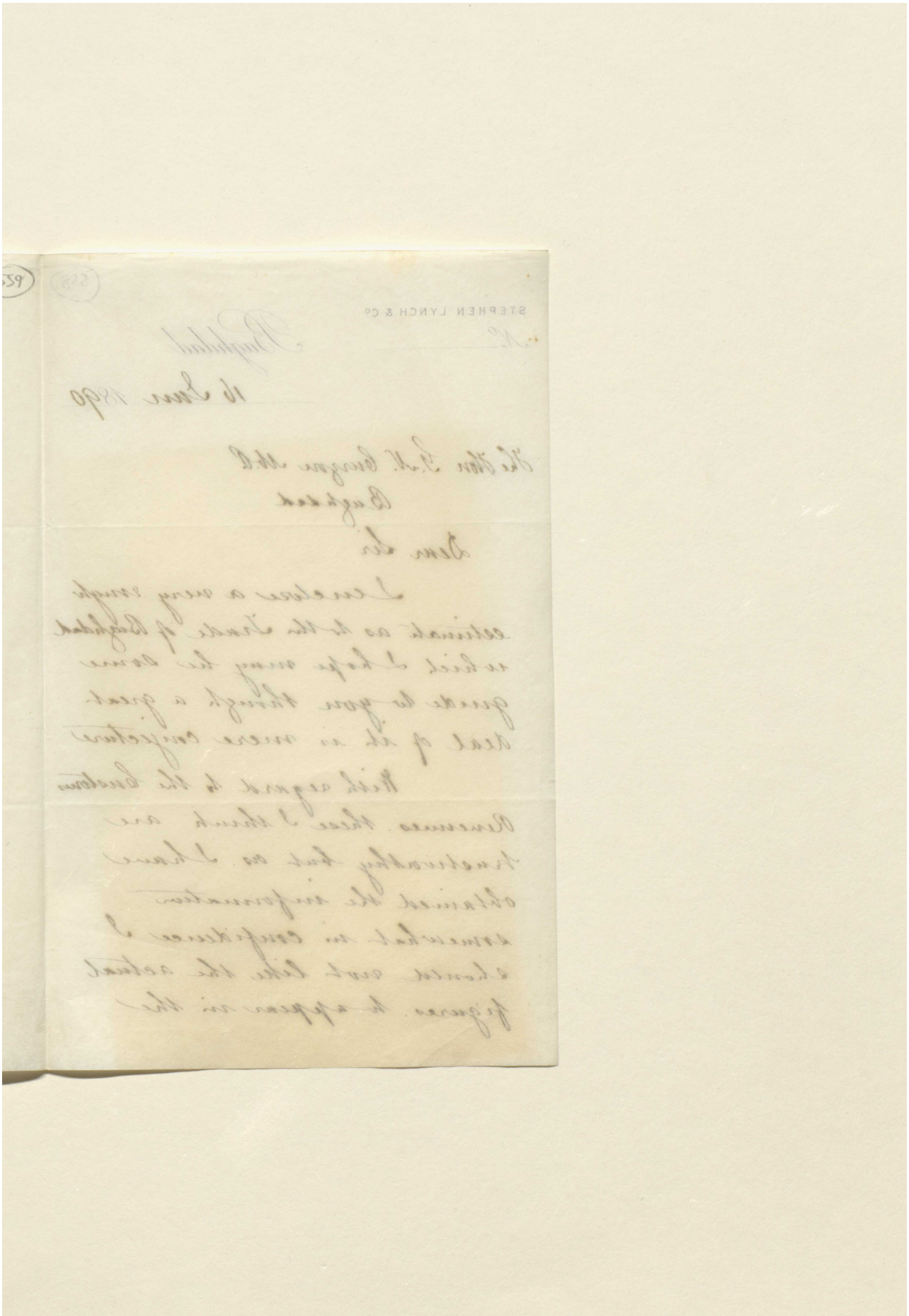

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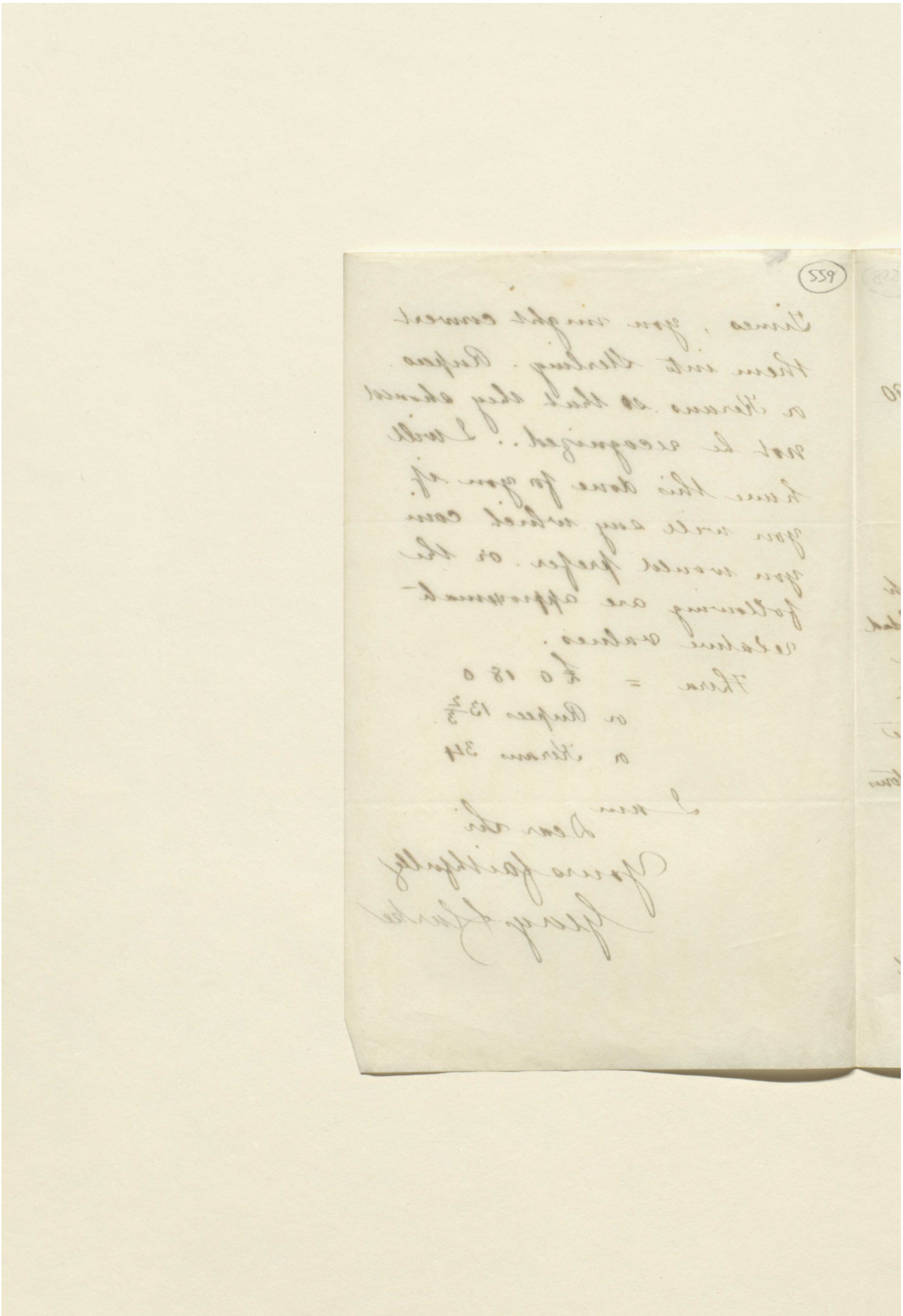

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Times, you might convert
them into Sterling. Rupees
or Kerans so that they should
not be recognized. I will
have this done for you if
you will say which coin
you would prefer. or the
following are approximate
relative values.

Thira = £0 18 0
or Rupees 13 2/3
or Kerans 34

I am
Dear Sir
Yours faithfully
Geary Clarke

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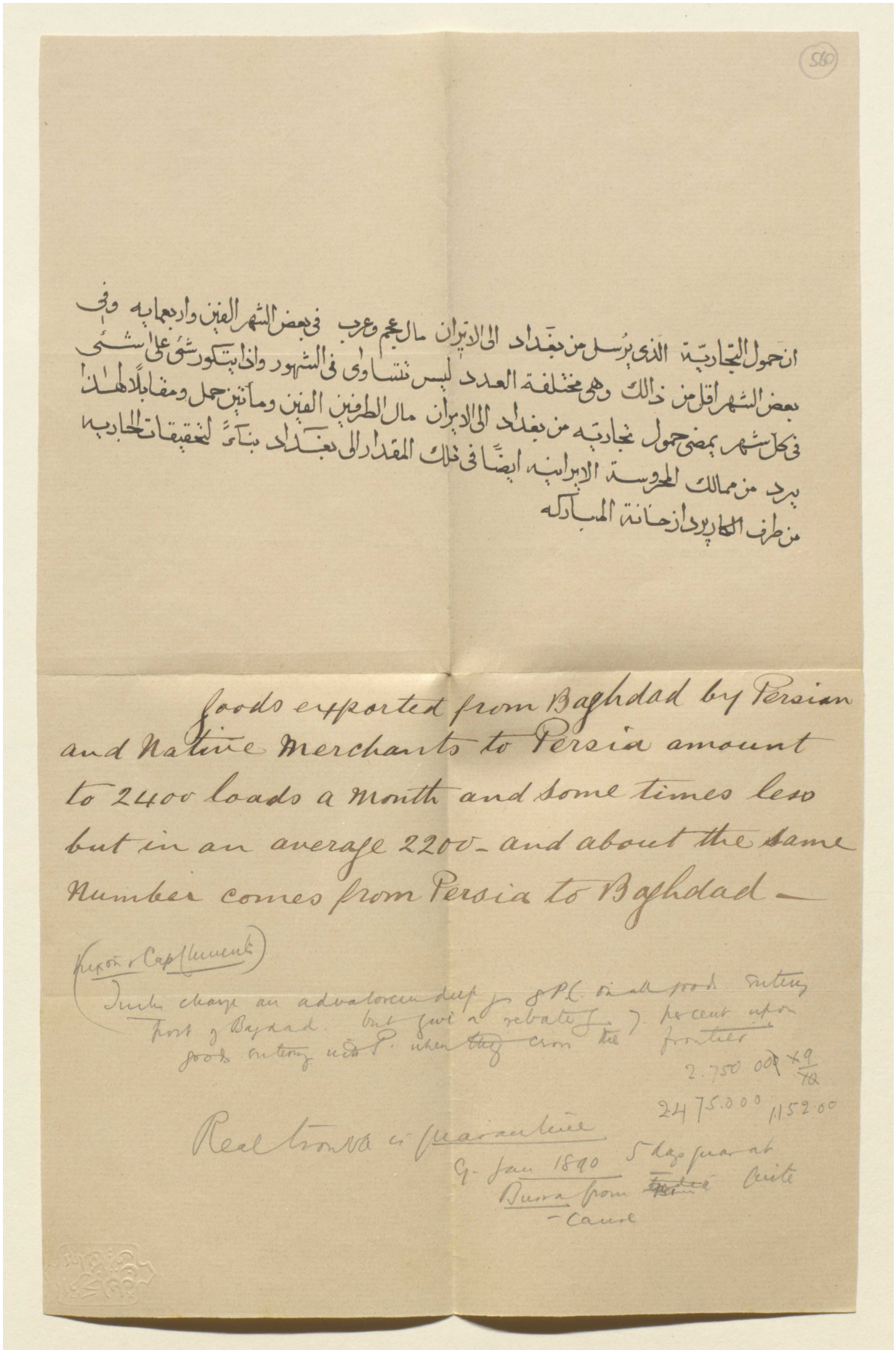

560

ان حمول التجارية الذى يرسل من بغداد الى الايران مال عجم وعرب فى بعض الشهر الفين واربعمايه وفى
بعض الشهر اقل من ذالك وهى مختلفة العدد ليس تتساوى فى الشهور واذا يتكور شئ على شئ
فى كل شهر يمضى حمول تجاريه من بغداد الى الايران مال الطرفين الفين ومأتين حمل ومقابلاً لهذا
يرد من ممالك المحروسة الايرانيه ايضاً فى تلك المقدار الى بغداد بناءً لتحقيقات الجاريه
من طرف الكاربرداز خانة المباركه

Goods exported from Baghdad by Persian and Native Merchants to Persia amount to 2400 loads a month and some times less but in an average 2200 - and about the same Number comes from Persia to Baghdad —

(Rixon & Cap Clements)

Turks charge an advalorem duty of 8 P.C. on all goods entering port of Baghdad. but give a rebate of 7 per cent upon goods entering with P. when they cross the frontier

2.750.000 × 9/10

2475.000 1152.00

Real trouble is quarantine

9 - Jan 1890 5 days quarant

Burra from ~~India~~ Quite

- Cause

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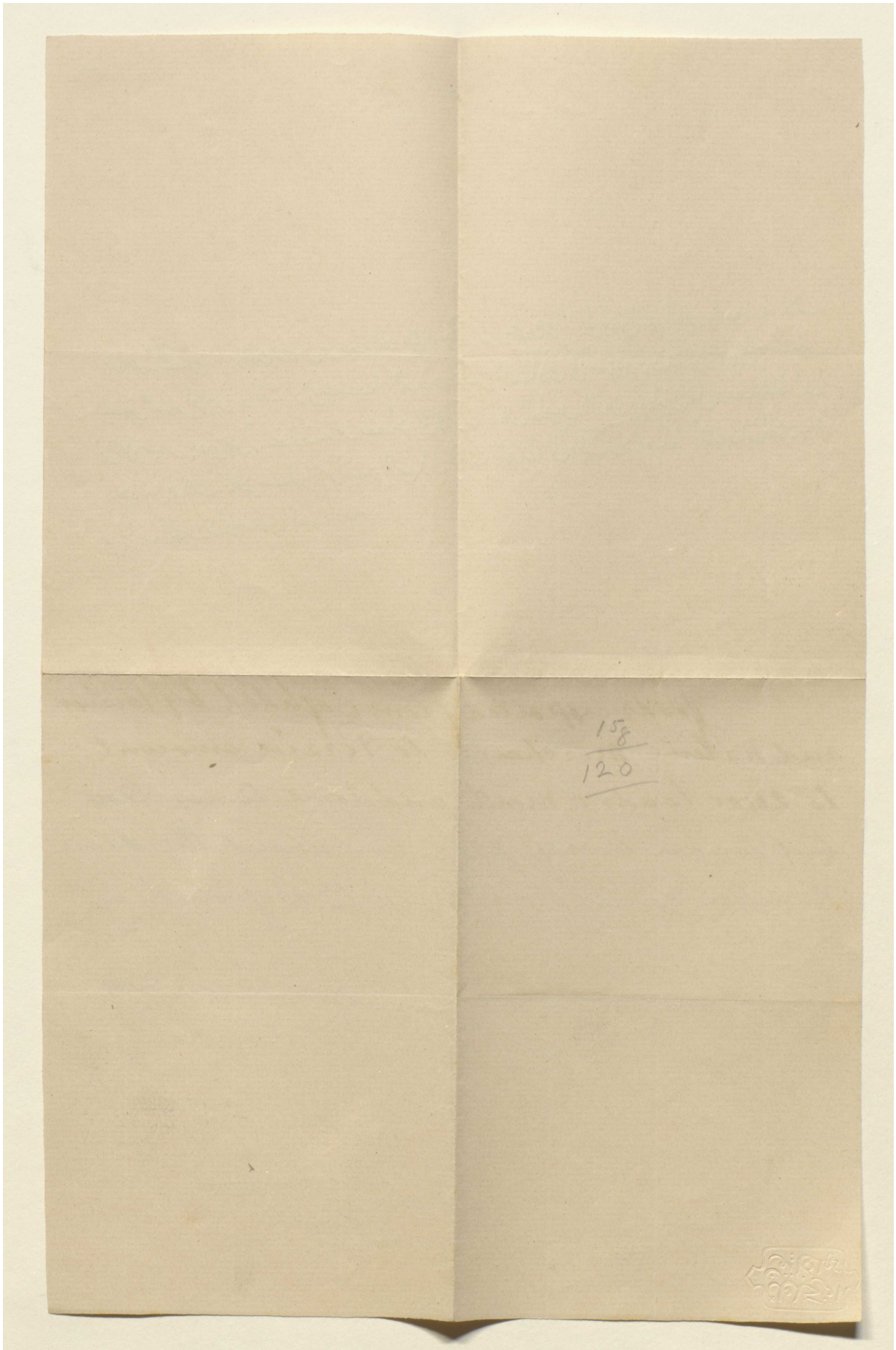

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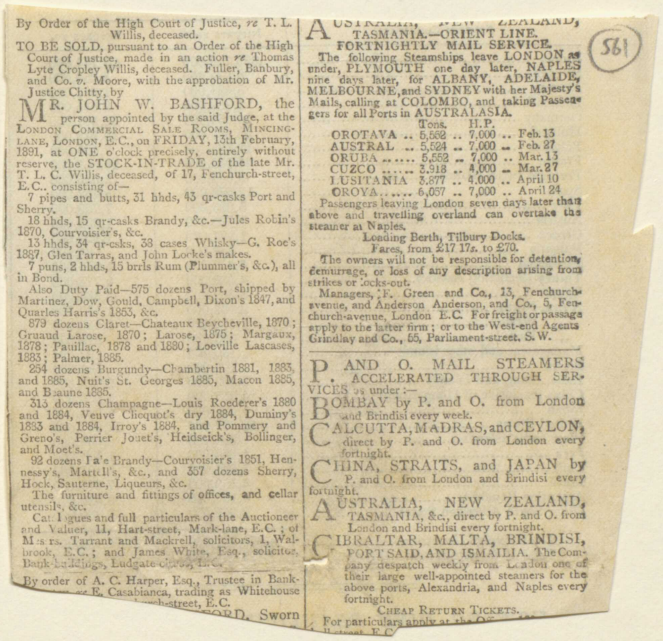

By Order of the High Court of Justice, *re* T. L. Willis, deceased.

TO BE SOLD, pursuant to an Order of the High Court of Justice, made in an action *re* Thomas Lyte Cropley Willis, deceased. Fuller, Banbury, and Co. *v.* Moore, with the approbation of Mr. Justice Chitty, by

MR. JOHN W. BASHFORD, the person appointed by the said Judge, at the LONDON COMMERCIAL SALE ROOMS, MINCING-LANE, LONDON, E.C., on FRIDAY, 13th February, 1891, at ONE o'clock precisely, entirely without reserve, the STOCK-IN-TRADE of the late Mr. T. L. C. Willis, deceased, of 17, Fenchurch-street, E.C., consisting of—

7 pipes and butts, 31 hhds, 43 qr-casks Port and Sherry.

18 hhds, 15 qr-casks Brandy, &c.—Jules Robin's 1870, Courvoisier's, &c.

13 hhds, 34 qr-csks, 38 cases Whisky—G. Roe's 1887, Glen Tarras, and John Locke's makes.

7 puns, 2 hhds, 15 brrls Rum (Plummer's, &c.), all in Bond.

Also Duty Paid—575 dozens Port, shipped by Martinez, Dow, Gould, Campbell, Dixon's 1847, and Quarles Harris's 1853, &c.

879 dozens Claret—Chateaux Beycheville, 1870; Gruaud Larose, 1870; Larose, 1875; Margaux, 1878; Pauillac, 1878 and 1880; Loeville Lascases, 1883; Palmer, 1885.

254 dozens Burgundy—Chambertin 1881, 1883, and 1885, Nuit's St. Georges 1885, Macon 1885, and Beaune 1885.

313 dozens Champagne—Louis Roederer's 1880 and 1884, Veuve Clicquot's dry 1884, Duminy's 1883 and 1884, Irroy's 1884, and Pommery and Greno's, Perrier Jouet's, Heidseick's, Bollinger, and Moet's.

92 dozens Pale Brandy—Courvoisier's 1851, Hennessy's, Martell's, &c., and 357 dozens Sherry, Hock, Sauterne, Liqueurs, &c.

The furniture and fittings of offices, and cellar utensils, &c.

Catalogues and full particulars of the Auctioneer and Valuer, 11, Hart-street, Mark-lane, E.C.; of Messrs. Tarrant and Mackrell, solicitors, 1, Walbrook, E.C.; and James White, Esq., solicitor, Bank-buildings, Ludgate-circus, E.C.

By order of A. C. Harper, Esq., Trustee in Bank-[illegible] *re* E. Casabianca, trading as Whitehouse [illegible]-street, E.C.

[illegible]ORD, Sworn

AUSTRALIA, NEW ZEALAND, TASMANIA.—ORIENT LINE.
FORTNIGHTLY MAIL SERVICE.

The following Steamships leave LONDON as under, PLYMOUTH one day later, NAPLES nine days later, for ALBANY, ADELAIDE, MELBOURNE, and SYDNEY with her Majesty's Mails, calling at COLOMBO, and taking Passengers for all Ports in AUSTRALASIA.

	Tons.	H.P.	
OROTAVA ..	5,552 ..	7,000 ..	Feb. 13
AUSTRAL ..	5,524 ..	7,000 ..	Feb. 27
ORUBA	5,552 ..	7,000 ..	Mar. 13
CUZCO	3,918 ..	4,000 ..	Mar. 27
LUSITANIA	3,877 ..	4,000 ..	April 10
OROYA.....	6,057 ..	7,000 ..	April 24

Passengers leaving London seven days later than above and travelling overland can overtake the steamer at Naples.

Loading Berth, Tilbury Docks.
Fares, from £17 17*s.* to £70.

The owners will not be responsible for detention, demurrage, or loss of any description arising from strikes or locks-out.

Managers, F. Green and Co., 13, Fenchurch-avenue, and Anderson Anderson, and Co., 5, Fenchurch-avenue, London E.C. For freight or passage apply to the latter firm; or to the West-end Agents Grindlay and Co., 55, Parliament-street, S.W.

P. AND O. MAIL STEAMERS ACCELERATED THROUGH SERVICES as under:—

BOMBAY by P. and O. from London and Brindisi every week.

CALCUTTA, MADRAS, and CEYLON, direct by P. and O. from London every fortnight.

CHINA, STRAITS, and JAPAN by P. and O. from London and Brindisi every fortnight.

AUSTRALIA, NEW ZEALAND, TASMANIA, &c., direct by P. and O. from London and Brindisi every fortnight.

GIBRALTAR, MALTA, BRINDISI, PORT SAID, AND ISMAILIA. The Company despatch weekly from London one of their large well-appointed steamers for the above ports, Alexandria, and Naples every fortnight.

CHEAP RETURN TICKETS.

For particulars apply at the O[illegible]

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Foreign Countries.	Imports from.	Exports to.
Russia	£23,768,000	£5,744,000
Sweden	8,474,000	3,069,000
Norway	3,433,000	1,912,000
Denmark	7,752,000	2,536,000
Germany	26,084,000	19,331,000
Holland	25,899,000	10,128,000
Belgium	17,385,000	7,634,000
France	44,836,000	16,569,000
Portugal (with Islands)	3,096,000	2,336,000
Spain ,,	12,678,000	5,467,000
Italy	3,095,000	7,759,000
Austria	1,728,000	1,283,000
Greece	1,971,000	1,157,000
Bulgaria	138,000	84,000
Roumania	4,447,000	1,270,000
Turkey (including Asiatic)	4,828,000	6,773,000
Egypt	6,369,000	3,364,000
Africa, North	2,089,000	1,149,000
,, West	1,100,000	1,610,000
,, East	493,000	379,000
Madagascar and other islands	160,000	297,000
Persia	104,000	363,000
India, Siam, and Islands	3,307,000	2,722,000
China (exclusive of Hong Kong)	4,867,000	6,613,000
Japan	1,025,000	4,082,000
United States	97,357,000	32,077,000
West India Islands	275,000	2,484,000
Peru	1,053,000	1,123,000
Chili	3,471,000	3,123,000
Brazil	4,350,000	7,453,000
Argentine Republic	4,130,000	8,416,000
Other South American States	2,955,000	7,780,000
Total Foreign Countries	£324,751,000	£176,190,000
Total all Countries	£421,025,000	£263,543,000

HOW TO DINE BEAUTIFU

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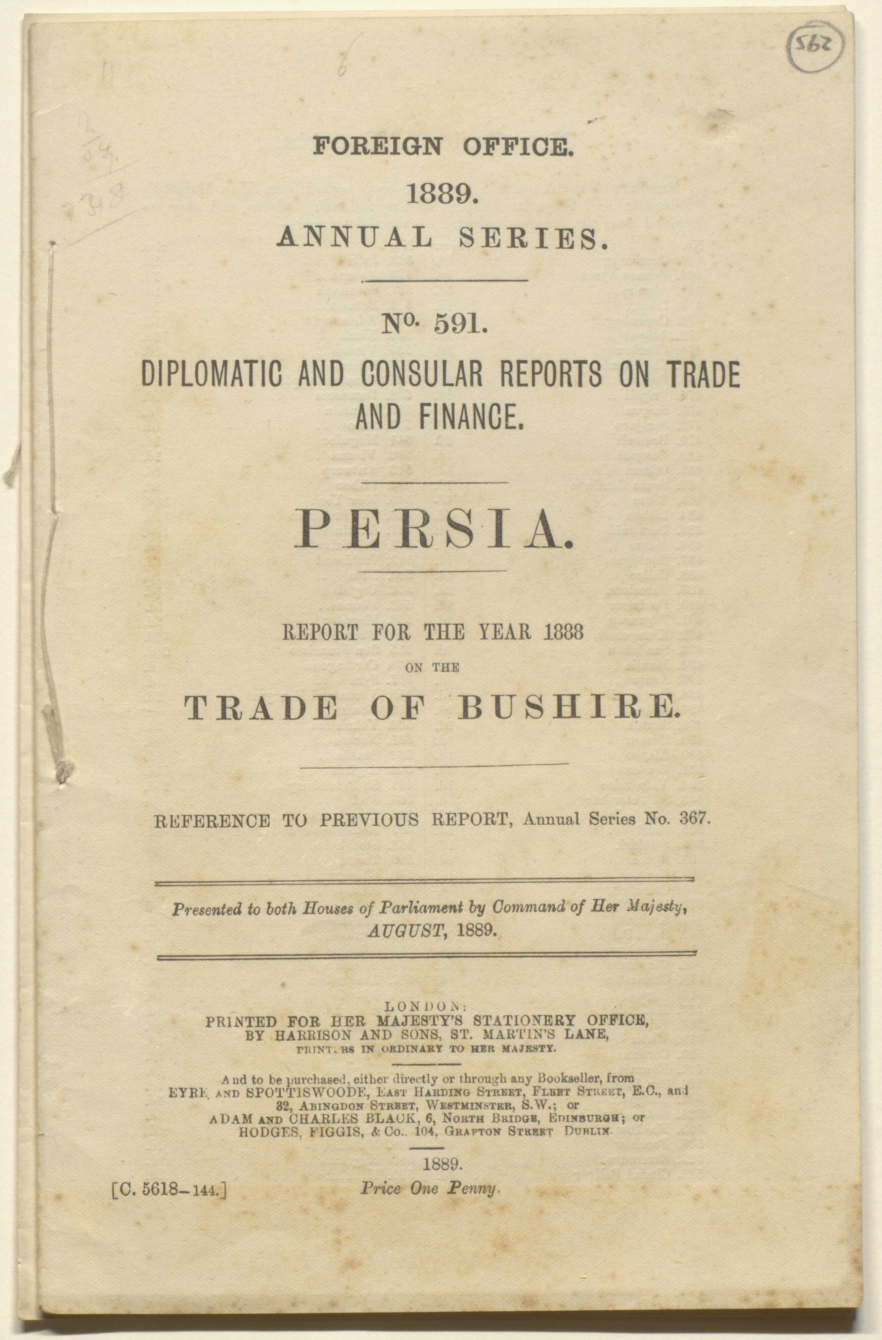

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1889.

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PERSIA.

REPORT FOR THE YEAR 1888

ON THE

TRADE OF BUSHIRE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 367.

Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1889.

LONDON:
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520.	Coruuna	2d.	582.	Tangier	2d.
521.	Noumea	1d.	583.	Surinam	½d.
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525.	Hankow	2d.	587.	Smyrna	½d.
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No. 591.

Reference to previous Report, Annual Series No. 367.

PERSIA.

BUSHIRE.

Consul-General Ross to the Marquis of Salisbury.

My Lord, *Bushire, June* 13, 1889.

I HAVE the honour to submit a Report on the Trade of this Consular District for the Year 1888.

I have, &c.
(Signed) C. ROSS.

Report on the Trade of South Persia and Persian Gulf for the Year 1888.

The hopes of an abundant harvest, entertained at the early part of 1888, were realised; and, on the whole, there was an undoubted improvement observable in trade at the Persian ports.

PRODUCE.

Grain.

Large shipments of wheat and barley were made up to October, when the Persian Government reimposed an embargo which, however, was imperfectly maintained. The Persian wheat raised was of good quality, but the quantity of barley mixed with it before reaching the market was often excessive, amounting in some cases to 50 per cent. The export trade in wheat was unusually profitable, owing to a certain degree of failure of English and European crops, which caused a rapid advance of prices in the home markets, 10 to 13 per quarter. As this rise was more slowly felt in Persian markets, early shipments realised handsome profits. Wheat was chiefly shipped to London, but a portion went to India and the Red Sea. The English and other merchants of Bushire, engaged in the grain exportation trade, consider that the imposition of embargo in October was unnecessary, and complain that this measure unduly crippled and hampered trade generally, to the advantage of the few who evaded the prohibition or reaped a profit therefrom in other ways. This alleged evil, of

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constant recurrence, is, however, a most difficult one to deal with, and it cannot be advantageously discussed in a public report.

At the commencement of 1889 the prospects for the current year, as regards the grain trade, were good; a considerable portion of the last crop remained in the country, and there was every hope of a good harvest in 1889. Unfortunately, later on, the rainfall was so scanty as to cause a partial failure of crops, and, in April, the Persian Government announced a prohibition on the export of grain, owing to scarcity.

Opium. The opium crop of Central Persia was an average one, the London market being stagnant throughout the year. The bulk of the 1888 crop was shipped to Hong Kong, where in July and August, a marked advance in prices occurred, and the early shipments returned good profits. Later in the year large shipments of the drug from India lowered prices in China.

Tobacco. The export trade of tobacco seems to suffer check from fall in prices in Syria.

Gum. It is well-known how the recent wars in the Soudan, and isolation of those tracts have affected the supply of gum. The effects of this are now being felt in Persia, where gum is now being extensively collected from the wild almond, "gavan," and other shrubs and trees, and measures are being taken to prevent the wholesale destruction of such woods. Firewood and charcoal are consequently expected to become scarcer and dearer in Persia, and Bushire has received some supplies of the latter article from Kurrachee of late.

Wool. The ordinary description of Persian wool exported is coarse and uncleaned. A well-informed firm in Bushire calculate that 3,125,000 lbs. of wool are annually exported from South and South-Western Persia, of which about a quarter goes to Bombay and the rest to Busrah, where it is cleaned and mixed with superior sorts from Baghdad, and thence shipped to France, England, and America. The quantity of Persian wool thus exported is considered small for the area, but, of course, a considerable quantity is taken up in the manufacture of carpets, felts, and other stuffs.

Steamers and freights. The number of steamers employed in the Gulf Trade was, owing to the abundance of grain, large, and freights which were low in the early part of the year rose to 40*s.* and upwards to London.

IMPORTS.

Cotton goods. The improvement in this trade, which was observed at the close of the year 1887, became more marked in the opening months of 1888. Assurance of a good harvest caused a more hopeful feeling in the bazaars, and stocks of goods which importers, especially in districts affected by previous failure of crops, had found difficulty in selling, began to move off more quickly, but owing to high rate of exchange (37 to 37½ kerans to £) profits, if any, were small, and in many instances losses were sustained. This activity lasted until the hot weather, when the

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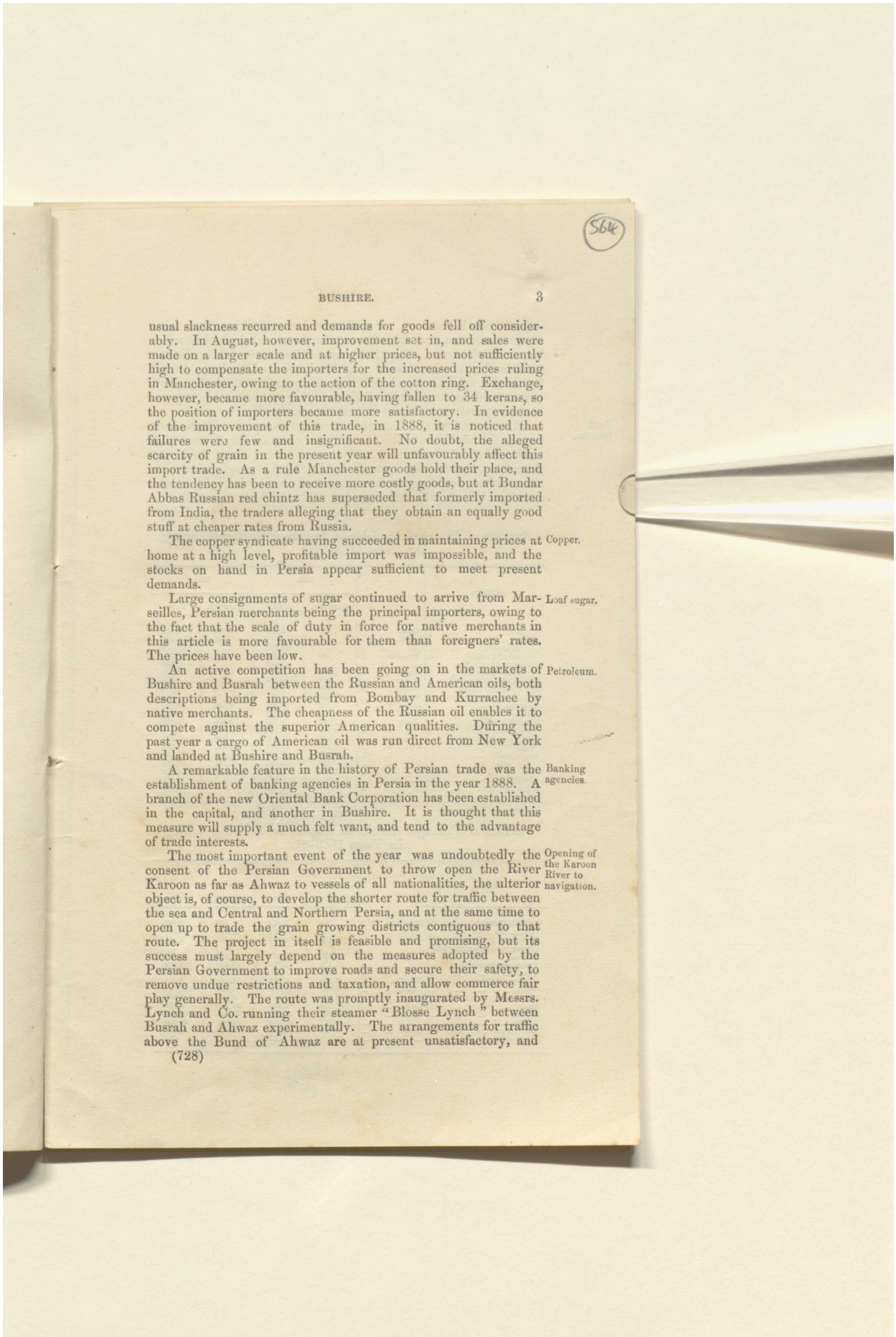

usual slackness recurred and demands for goods fell off considerably. In August, however, improvement set in, and sales were made on a larger scale and at higher prices, but not sufficiently high to compensate the importers for the increased prices ruling in Manchester, owing to the action of the cotton ring. Exchange, however, became more favourable, having fallen to 34 kerans, so the position of importers became more satisfactory. In evidence of the improvement of this trade, in 1888, it is noticed that failures were few and insignificant. No doubt, the alleged scarcity of grain in the present year will unfavourably affect this import trade. As a rule Manchester goods hold their place, and the tendency has been to receive more costly goods, but at Bundar Abbas Russian red chintz has superseded that formerly imported from India, the traders alleging that they obtain an equally good stuff at cheaper rates from Russia.

Copper. The copper syndicate having succeeded in maintaining prices at home at a high level, profitable import was impossible, and the stocks on hand in Persia appear sufficient to meet present demands.

Loaf sugar. Large consignments of sugar continued to arrive from Marseilles, Persian merchants being the principal importers, owing to the fact that the scale of duty in force for native merchants in this article is more favourable for them than foreigners' rates. The prices have been low.

Petroleum. An active competition has been going on in the markets of Bushire and Busrah between the Russian and American oils, both descriptions being imported from Bombay and Kurrachee by native merchants. The cheapness of the Russian oil enables it to compete against the superior American qualities. During the past year a cargo of American oil was run direct from New York and landed at Bushire and Busrah.

Banking agencies. A remarkable feature in the history of Persian trade was the establishment of banking agencies in Persia in the year 1888. A branch of the new Oriental Bank Corporation has been established in the capital, and another in Bushire. It is thought that this measure will supply a much felt want, and tend to the advantage of trade interests.

Opening of the Karoon River to navigation. The most important event of the year was undoubtedly the consent of the Persian Government to throw open the River Karoon as far as Ahwaz to vessels of all nationalities, the ulterior object is, of course, to develop the shorter route for traffic between the sea and Central and Northern Persia, and at the same time to open up to trade the grain growing districts contiguous to that route. The project in itself is feasible and promising, but its success must largely depend on the measures adopted by the Persian Government to improve roads and secure their safety, to remove undue restrictions and taxation, and allow commerce fair play generally. The route was promptly inaugurated by Messrs. Lynch and Co. running their steamer "Blosse Lynch" between Busrah and Ahwaz experimentally. The arrangements for traffic above the Bund of Ahwaz are at present unsatisfactory, and

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organisation is required. Persian merchants of Shiraz have taken alarm at the inauguration of a new trade route which they represent will injuriously affect that town. The success of the Karoon route will doubtless cause some redistribution of trade in Persia, but it may safely be predicted that the general prosperity of the country will be increased, and there is no good reason to suppose that the province of Fars will suffer exceptionally.

Pearl fisheries.

The pearl diving season of 1888 was successful. Pearls were exported from Bahrain and the Arabian coast of the Persian Gulf to the value of about 6,000,000 rupees, being about 1,000,000 rupees in excess of the export in 1887. In this rough calculation, the exports from Lingah are not counted, as the yield of the Arab coast and islands is mostly included in the Lingah exportation.

RETURN of Principal Articles of Import into Shiraz during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£
Candles	Cases	7,000	3,308	5,000	2,633
Coffee	Cwts.	642	1,944	257	1,361
Cotton goods	... ...	...	75,882	...	75,882
Thread and twist	Bundles ...	850	390	800	367
Drugs and medicines ...	... ...	...	1,458	...	2,230
Glass and glassware... ...	Cases	2,150	2,120	2,150	2,120
Gold embroidered cloth ...	Pieces	250	334	250	334
Gold lace and thread ...	Bundles ...	2,000	1,485	2,000	1,485
Hardware and cutlery ...	Cases	50	675	50	675
Indigo	Cwts.	4,500	40,831	4,500	40,830
Metals	... ...	...	21,705	...	18,896
Oil (kerosene)...	Cases	3,500	1,701	3,000	1,539
Porcelain and chinaware ...	,, ...	1,000	6,751	1,000	6,751
Silk, manufacture of ...	Pieces	550	2,383	550	2,383
Spices	Cwts.	7,700	10,719	6,420	8,959
Sugar, loaf	,, ...	15,000	20,415	18,000	21,776
,, soft	,, ...	41,428	46,663	46,607	50,309
Tea	,, ...	1,830	9,080	1,570	9,249
Woollen goods	... ...	...	9,407	...	9,407
Other articles...	... ...	...	1,271	...	1,291

£ 25.8522

RETURN of Principal Articles of Export from Shiraz during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£
Animals (horses)	Number ...	500	5,063	500	5,063
Cotton, raw	Cwts.	57,140	62,650	57,140	70,211
Drugs and medicines ...	,, ...	1,424	4,857	1,710	5,263
Dyeing and colouring materials	,, ...	2,428	1,863	2,428	1,863
Fruits and vegetables ...	,, ...	15,426	9,803	15,426	11,504
Gum	,, ...	485	940	485	940
Hides and skins	Bundles ...	1,400	8,371	1,400	8,371
Opium	Chests	5,000	230,886	5,000	230,886
Perfumery (rose-water) ...	Cases	5,000	5,401	5,000	5,400
Seeds	Cwts.	30,170	7,155	30,170	7,155
Tobacco	,, ...	17,140	25,924	17,140	12,962
Wool	,, ...	42,857	48,608	42,857	48,608
Woollen goods (carpets) ...	Bales	1,400	37,806	2,000	54,008
Other articles...	... ...	...	453	...	453

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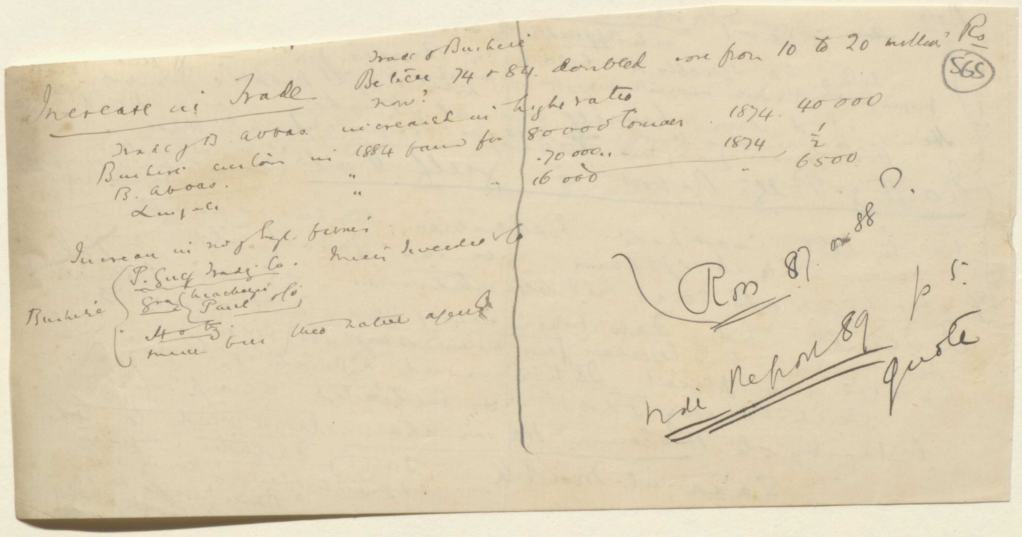

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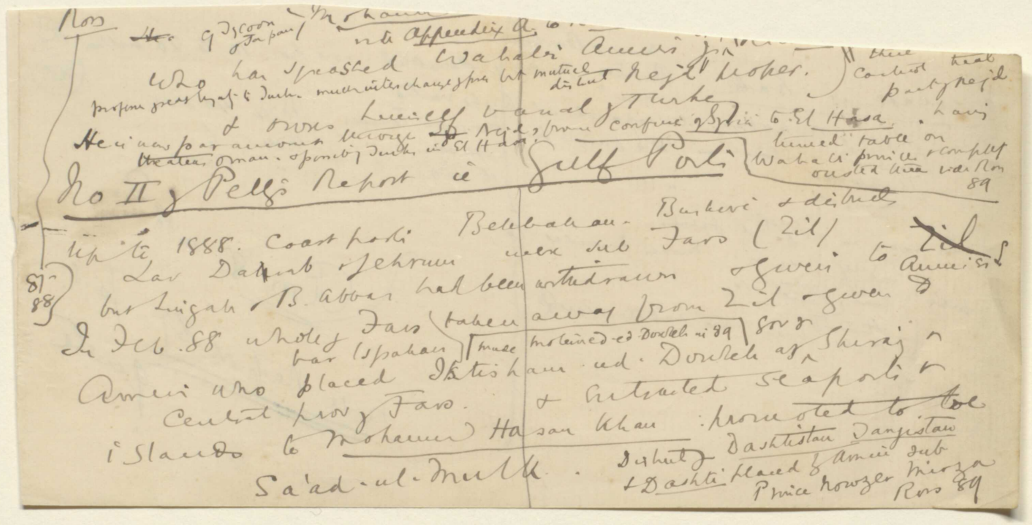

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RETURN of Principal Articles of Import into Bushire during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£
Arms and Ammunition	Packages	115	1,354	170	2,496
Candles	Cwts.	769	2,037	948	2,654
Coffee	,,	727	2,392	250	1,141
Cotton goods	Packages	15,607	318,309	15,463	331,921
Thread and twist	,,	330	7,048	140	2,304
Drugs and medicines	,,	2,742	6,359	3,053	6,520
Dyeing and colouring materials	,,	373	516	230	305
Fuel	Cwts.	41,450	1,415	46,636	1,782
Glass and glassware	Packages	3,461	8,204	2,138	7,169
Gold lace	,,	53	2,849	Lbs. 4,066	7,243
Gold thread	,,				
Grain and pulse	Cwts.	8,144	2,475	19,698	7,186
Hardware and cutlery	Packages	345	4,482	299	4,163
Indigo	Cwts.	1,702	25,955	3,274	37,093
Jute, manufactures of	Packages	991	3,935	2,428	2,904
Liquors, wines and spirits	,,	1,756	1,912	788	1,105
Metals	Cwts.	15,247	23,419	26,716	52,970
Metals, manufactures of	Packages	441	1,670	1,514	3,500
Oil	Cwts.	9,860	5,251	4,930	2,429
Porcelain and chinaware	Packages	1,495	7,933	824	9,014
Provisions and oilman's stores	,,	4,452	3,688	3,425	5,039
Silk, manufactures of	,,	70	5,981	43	3,414
Spices	Cwts.	5,853	7,176	8,160	9,416
Stationery	Packages	169	1,772	76	808
Sugar, Loaf	Cwts.	7,582	8,146	21,246	24,281
,, Soft	,,	30,845	26,267	23,604	21,241
Tea	,,	2,153	14,248	2,535	17,746
Timber and wood	...	...	1,660	...	2,328
Woollen goods	Packages	325	17,628	256	19,866
Other articles	...	...	13,124	...	25,210
Total	...	...	527,235	...	613,248
Specie	...	...	21,986	...	9,300
Grand total	...	...	549,221	...	622,548

RETURN of Principal Articles of Export from Bushire during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£
Animals (horses)	Number	402	4,071	366	3,921
Cattle	,,	3,000	405	3,500	1,071
Cotton (raw)	Cwts.	35,078	41,474	48,660	72,086
Cotton goods	Packages	100	1,396	...	...
Dates	Cwts.	18,183	4,196	8,617	2,013
Drugs and medicines	,,	1,426	2,243	662	1,341
Dyeing and colouring materials	,,	1,888	1,351	3,700	3,305
Fruit and vegetables	,,	16,647	12,084	14,730	12,964
Grain and pulse	,,	152,222	45,539	6,574	2,059
Gum	,,	14,918	7,977	6,716	4,149
Hides and skins	Bundles	693	3,340	2,021	10,003
Metals (copper)	Cwts.	2,041	9,645	1,453	3,489
Opium	Chests	2,200	148,523	2,939	209,964
Pearls	...	...	1,283	...	1,964
Perfumery	Cases	8,255	9,466	10,752	11,327
,,	Carboys	9,467		7,252	
Provisions and oilman's stores	Packages	4,366	5,447	2,470	3,750
Seeds	Cwts.	7,447	3,580	6,617	2,853
Silk (raw)	,,	191	7,224	304	12,157
Tobacco	,,	21,034	38,604	24,212	32,236
Wool	,,	7,968	8,695	2,610	2,983
Woollen goods (carpets)	Bales	582	14,906	501	14,814
Other articles	...	...	6,799	...	7,743
Total	...	...	378,148	...	415,692
Specie	...	...	24,528	...	30,704
Grand total	...	...	402,676	...	446,396

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TABLE Showing the Total Value of all Articles Exported from and Imported to Bushire to and from Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	51,924	95,058	289,465	304,392
Other European countries	153	211	105	25,092
British India and colonies	132,074	154,655	238,903	262,737
Egypt	24,169	18,421	..	..
Turkey	35,038	24,679	2,850	2,445
Muskat and dependencies	2,461	3,785	3,786	5,939
Bahrain and other maritime states in the Gulf	3,547	5,497	851	2,720
Zanzibar	394	302	404	350
China	139,140	126,572	8,332	9,086
Total	388,900	429,180	544,696	612,761

RETURN of Shipping at the Port of Bushire in the Year 1888.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	1,661	100	91,894	132	93,555
Persian	49	1,225	...	...	49	1,225
Arabian	41	1,965	...	...	41	1,965
Muskat	7	700	...	...	7	700
Turkish	6	330	...	...	6	330
Total	135	5,881	100	91,894	235	97,775
,, for the year preceding ...	222	9,100	96	90,543	318	99,643

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	1,811	98	87,165	130	88,976
Persian	28	1,400	...	...	28	1,400
Muskat	50	2,250	...	...	50	2,250
Arabian	35	1,050	...	...	35	1,050
Turkish	6	330	...	...	6	330
Total	151	6,841	98	87,165	249	94,006
,, for the year preceding...	222	9,100	96	90,499	318	99,599

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(567)

RETURN of Principal Articles of Imports into Lingah during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value	1887. Quantity.	1887. Value.
			£		£
Animals, living	Number	274	631	350	911
Apparel, wearing	Pieces ...	5,900	1,195	5,000	893
Arms and ammunition	...	...	1,131	...	...
Books and printed matter	...	...	695	...	...
Building materials	Tons ...	8,518	952	5,357	650
Candles...	Cases ...	1,200	729	...	...
Canvas (country)	Cwts. ...	786	3,301	804	2,857
Cattle	Head ...	16,500	3,899	14,700	3,675
Cocoanuts	Cwts. ...	482	486	804	778
Coffee	,, ...	4,500	15,122	3,234	14,500
Coir and coir rope	,, ...	2,893	2,025	2,411	1,714
Cotton goods	Bales ...	2,800	96,743	2,200	86,429
Thread and twist	Cwts. ...	763	2,970	836	2,571
Cotton, raw	,, ...	715	1,067	402	836
Dates	,, ...	34,088	4,685	31,848	5,521
Drugs and medicines	,, ...	7,232	1,293	1,671	4,200
Dyeing and colouring material ...	,, ...	2,083	1,806	2,142	1,129
Earthenware	...	...	1,330	...	1,314
Fruits and vegetables	,, ...	11,040	5,357	9,600	4,929
Fuel	Tons ..	10,506	5,056	10,164	4,964
Furniture	...	...	851	...	714
Gold embroidered cloth	Pieces ...	190	641	220	786
,, lace and gold thread	,, ...	555	1,310	375	968
Grain and pulse	Cwts. ...	156,857	56,641	144,086	55,936
Hardware and cutlery	Cases ...	64	1,067	55	786
Jute, raw	Cwts. ...	1,099	1,121	836	750
Leather, manufactures of	...	...	749	...	1,014
Lemons, dry	,, ...	804	540	1,000	661
Mats	Pieces ...	40,000	1,080	38,400	1,043
Metals	Cwts. ...	1,744	2,194	2,168	2,486
,, manufactures of	,, ...	371	1,040	521	1,179
Oil	,, ...	..	4,685	6,579	4,071
Pearls	...	...	427,072	...	228,214
Perfumery	...	...	1,013	...	871
Porcelain and China ware	Cases ...	425	1,141	420	1,057
Provisions and oilman's stores ...	..	...	6,781	...	6,857
Salt	Tons ...	10,200	1,728	6,428	2,143
Seeds	Cwts. ...	1,567	1,242	2,314	1,543
Shells, mother o' pearl	,, ...	9,570	8,648	8,071	8,286
Silk, raw	,, ...	15	672	18	957
,, manufactures of	...	...	2,228	...	2,914
Spices	,, ...	4,628	6,481	3,643	6,500
Sugar candy	,, ...	700	1,013	820	1,214
,, loaf	,, ...	783	1,060	2,902	3,071
,, soft	,, ...	5,786	5,401	5,000	5,429
Tallow	,, ...	587	743	421	750
Tea	Chests ...	329	770	...	...
	Cwts. ...	...	...	118	1,057
Tobacco	,, ...	24,643	16,607	20,714	17,143
Timber and wood	...	...	2,721	...	4,079
Woollen goods	Packages	230	19,294	...	...
	Bales ...	...	...	185	15,707
Other articles	...	...	5,438	...	6,919
Total	...	...	732,445	...	522,976
Specie	...	...	181,252	...	134,214
Grand total	...	...	913,697	...	657,190

1888 Ex. Imp
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Lingi 5401 270
Dabbar 7615 53 961

64.940 343.696

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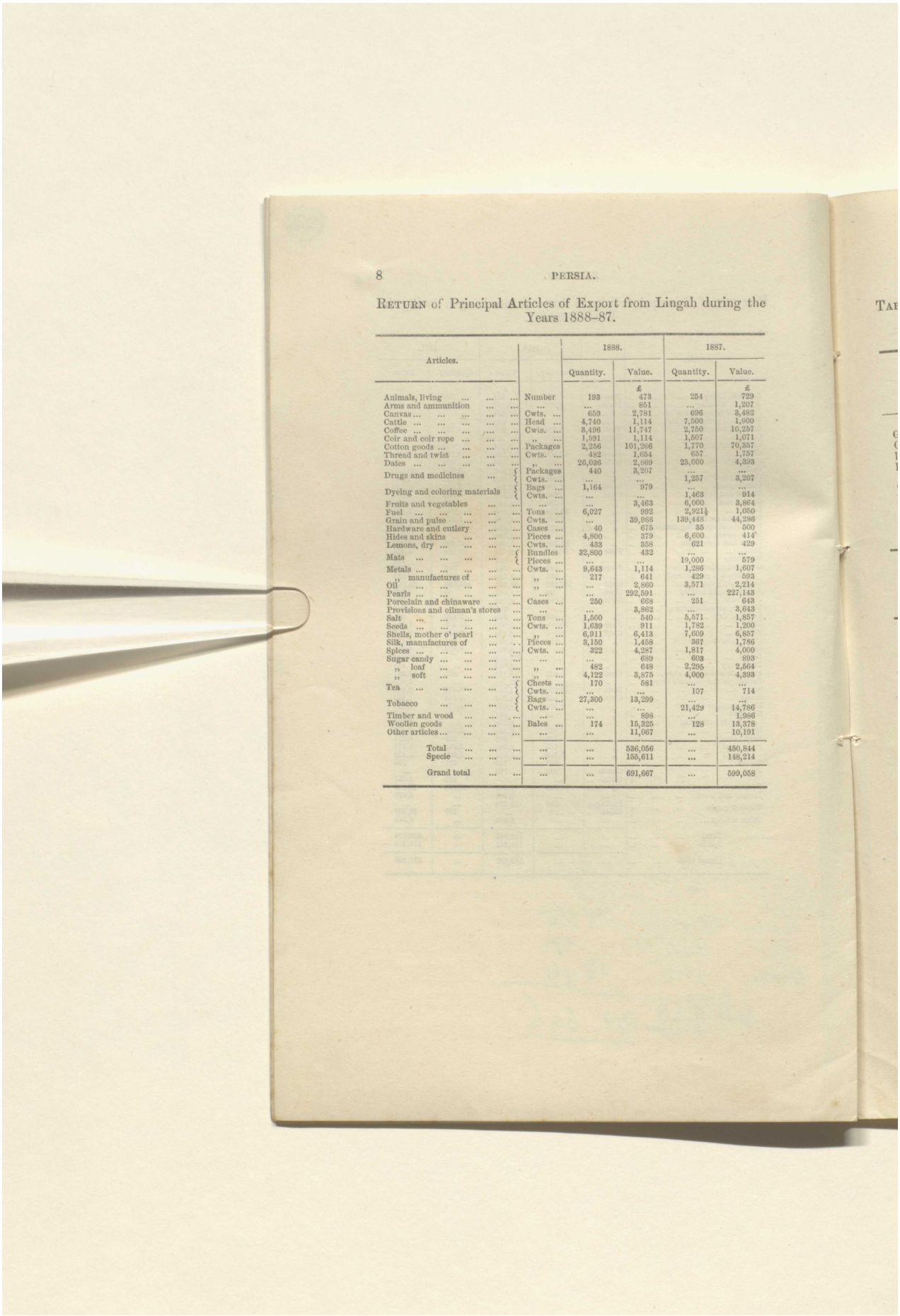

RETURN of Principal Articles of Export from Lingah during the Years 1888–87.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals, living	Number	193	473	254	729
Arms and ammunition	...	...	851	...	1,207
Canvas	Cwts. ...	659	2,781	696	3,482
Cattle	Head ...	4,740	1,114	7,500	1,900
Coffee	Cwts. ...	3,496	11,747	2,750	10,257
Coir and coir rope	,, ...	1,591	1,114	1,507	1,071
Cotton goods	Packages	2,256	101,266	1,770	70,357
Thread and twist	Cwts. ...	482	1,654	657	1,757
Dates	,, ...	26,036	2,869	25,000	4,393
Drugs and medicines ...	Packages	440	3,207	...	...
	Cwts. ...	...	...	1,257	3,207
Dyeing and coloring materials	Bags ...	1,164	979	...	...
	Cwts. ...	...	...	1,463	914
Fruits and vegetables ...	...	...	3,463	6,000	3,864
Fuel	Tons ...	6,027	992	2,921½	1,050
Grain and pulse	Cwts. ...	...	39,966	139,443	44,236
Hardware and cutlery	Cases ...	40	675	35	500
Hides and skins	Pieces ...	4,800	379	6,600	414
Lemons, dry	Cwts. ...	433	358	621	429
Mats	Bundles	32,800	432	...	...
	Pieces ...	...	...	19,000	579
Metals	Cwts. ...	9,643	1,114	1,286	1,607
,, manufactures of	,, ...	217	641	429	593
Oil	,, ...	...	2,860	3,571	2,214
Pearls	...	...	292,591	...	227,143
Porcelain and chinaware	Cases ...	250	668	251	643
Provisions and oilman's stores ...	...	...	3,862	...	3,643
Salt	Tons ...	1,600	540	5,571	1,857
Seeds	Cwts. ...	1,639	911	1,782	1,200
Shells, mother o' pearl	,, ...	6,911	6,413	7,609	6,857
Silk, manufactures of	Pieces ...	3,150	1,458	367	1,786
Spices	Cwts. ...	322	4,287	1,817	4,000
Sugar candy	...	...	689	603	893
,, loaf	,, ...	482	648	2,295	2,564
,, soft	,, ...	4,122	3,875	4,000	4,393
Tea	Chests ...	170	581	...	...
	Cwts. ...	...	...	107	714
Tobacco	Bags ...	27,300	13,299	...	...
	Cwts. ...	...	...	21,429	14,786
Timber and wood	...	...	898	...	1,986
Woollen goods	Bales ...	174	15,325	128	13,378
Other articles	...	...	11,067	...	10,191
Total	...	...	536,056	...	450,844
Specie	...	...	155,611	...	148,214
Grand total	...	...	691,667	...	599,058

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TABLE showing the Total Value of all Articles Exported from and Imported to Lingah to and from Foreign Countries during the Year 1888.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	5,401	5,643	270	1,786
Other European countries ..	..	..	486	1,286
British India and colonies ..	375,244	302,014	293,099	272,246
Bahrain and other maritime states in the Gulf	151,104	157,641	253,806	193,857
Turkey	47,770	48,028	167,696	48,189
Muskat and dependencies ..	8,321	9,182	7,176	7,293
Zanzibar	459	243	648	1,114
Total	588,299	522,751	723,181	525,771

RETURN of Shipping at the Port of Lingah, in the Year 1888.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	152	10,980	74	71,800	226	82,780
Persian	235	7,850	...	...	235	7,850
Arabian	237	14,210	...	...	237	14,210
Turkish	158	11,890	...	...	158	11,890
Others	105	2,550	...	...	105	2,550
Total	887	47,480	74	71,800	961	119,280
,, for the year preceding...	772	27,230	81	71,292	853	98,522

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	135	9,400	79	99,600	214	109,000
Persian	220	6,600	...	...	220	6,600
Arabian	209	55,870	...	...	209	55,870
Turkish	153	11,490	...	...	153	11,490
Others	100	2,450	...	...	100	2,450
Total	817	85,810	79	99,600	896	185,410
,, for the year preceding ...	605	22,600	79	69,087	684	91,687

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RETURN of Principal Articles of Import into Bundar Abbas during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£
Animals (donkeys)	Number	400	810	600	1,714
Coffee	Cwts.	725	2,289	...	...
Confectionery and preserves	Cases	1,445	480	500	286
Cotton goods	Bundles	6,580	88,830	9,000	160,714
Thread and twist	,,	3,800	38,481	420	7,500
Drugs and medicines	Packages	2,470	3,004	...	...
Gold embroidered cloth	Bundles	10	486	10	679
Gold lace and gold thread	,,	18	857	26	1,643
Grain and pulse	Cwts.	8,440	2,854	14,800	5,125
Hardware and cutlery	Cases	730	6,143	90	1,286
Indigo	,,	1,295	8,676	3,425	27,428
Jute, manufactures of	Bundles	400	1,465	2,020	3,193
Liquors, wines, and spirits	Cases	315	255	...	...
	Packages	...	...	2,650	1,946
Mat bags	Bundles	800	810	660	714
Metals, manufactures of	Cwts.	6,950	5,333	21,390	16,886
Oil	...	...	535	...	1,114
Paints and colors	Cases	61	350	100	2,143
Porcelain and chinaware	,,	1,100	2,228	700	2,000
Provisions and oilman's stores	Packages	1,586	1,571	...	...
	Bags	...	...	4,000	2,286
Silk, manufactures of	Pieces	900	1,519	...	1,929
Spices	Cwts.	5,800	5,482	4,280	8,000
Stationery	Cases	486	1,641	130	929
Sugar candy	Cwts.	480	709	900	1,350
,, loaf	,,	4,820	5,401	9,000	8,571
,, soft	,,	23,870	20,032	27,000	23,143
Tea	,,	11,133	64,311	4,286	25,714
Timber and wood	...	...	178	...	173
Tobacco	Bundles	1,612	986	2,000	1,214
Woollen goods	Bales	75	5,316	95	6,786
Other articles	...	...	6,076	...	6,505
Total	...	...	277,128	...	320,971
Specie	...	...	13,502	...	10,714
Grand total	...	...	290,630	...	331,685

RETURN of Principal Articles of Export from Bundar Abbas during the Years 1888–87.

Articles.		1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£	£	£
Cotton (raw)	Cwts.	18,080	26,582	17,857	26,756
Dates	,,	57,850	17,823	94,500	25,000
Drugs and medicines	,,	14,010	26,036	1,320	1,321
Dyeing and coloring materials	,,	71,660	7,542	12,200	17,821
Fruits and vegetables	,,	16,450	13,823	6,214	12,429
Gold embroidery	Bundles	220	1,435	220	8,929
Grain and pulse	Cwts.	3,375	1,215	...	...
Gum	,,	6,010	1,836	6,430	3,143
Mats	Bundles	1,500	1,215	...	...
Opium	Chests	1,887	127,393	1,605	114,643
Provisions and oilman's stores	...	...	2,426	...	1,071
Salt	Tons	11,000	4,456	6,000	2,143
Seeds	Cwts.	4,690	2,971	7,140	7,143
Silk (raw)	,,	10	570	60	2,143
,, manufacture of	Bundles	189	5,104	...	...
	Pieces	...	...	500	1,678
Sulphur	Cwts.	3,214	2,700	6,964	6,964
Timber and wood	Tons	...	760	225	1,786
Tobacco	Cwts.	2,135	2,691	2,000	2,857
Wool	,,	6,490	10,903	6,071	18,214
Woollen goods	Bundles	916	9,800	91	8,571
Other articles	...	...	4,388	...	4,636
Total	...	...	271,719	...	267,278
Specie	...	...	25,316	...	10,714
Grand total	...	...	297,035	...	277,992

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TABLE showing the Total Value of all Articles Exported from and Imported to Bundar Abbas to and from Foreigh Countries during the Years 1888–87.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	7,615	10,143	53,961	48,286
Other European countries ..	2,380	5,321	5,656	8,732
British India and colonies ..	123,173	125,893	219,170	258,464
Turkey	18,308	5,029	4,672	1,343
Egypt	9,418	3,000	..	..
Bahrain, and other maritime states in the Gulf	1,384	2,818	473	1,214
Muskat and dependencies ..	2,781	7,775	3,143	4,482
Zanzibar	2,707	2,407	180	64
China	128,203	115,214	..	..
Total	295,969	277,600	287,255	322,585

RETURN of Shipping at the Port of Bundar Abbas in the Year 1888.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	18	970	88	75,616	106	76,586
Arabian	563	4,470	...	...	563	4,470
French	...	...	2	1,300	2	1,300
Turkish	18	2,155	...	...	18	2,155
Muskat	121	968	...	...	121	968
Others	8	120	...	...	8	120
Total	728	8,683	90	76,916	818	85,599
,, for the year preceding...	222	10,965	97	91,761	319	102,726

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	18	970	86	70,777	104	71,747
Arabian	563	4,470	...	...	563	4,470
French	...	...	2	1,300	2	1,300
Turkish	18	2,155	...	...	18	2,155
Muskat	121	968	...	...	121	968
Others	8	120	...	...	8	120
Total	728	8,683	88	72,077	816	80,760
,, for the year preceding...	222	10,965	97	91,717	319	102,682

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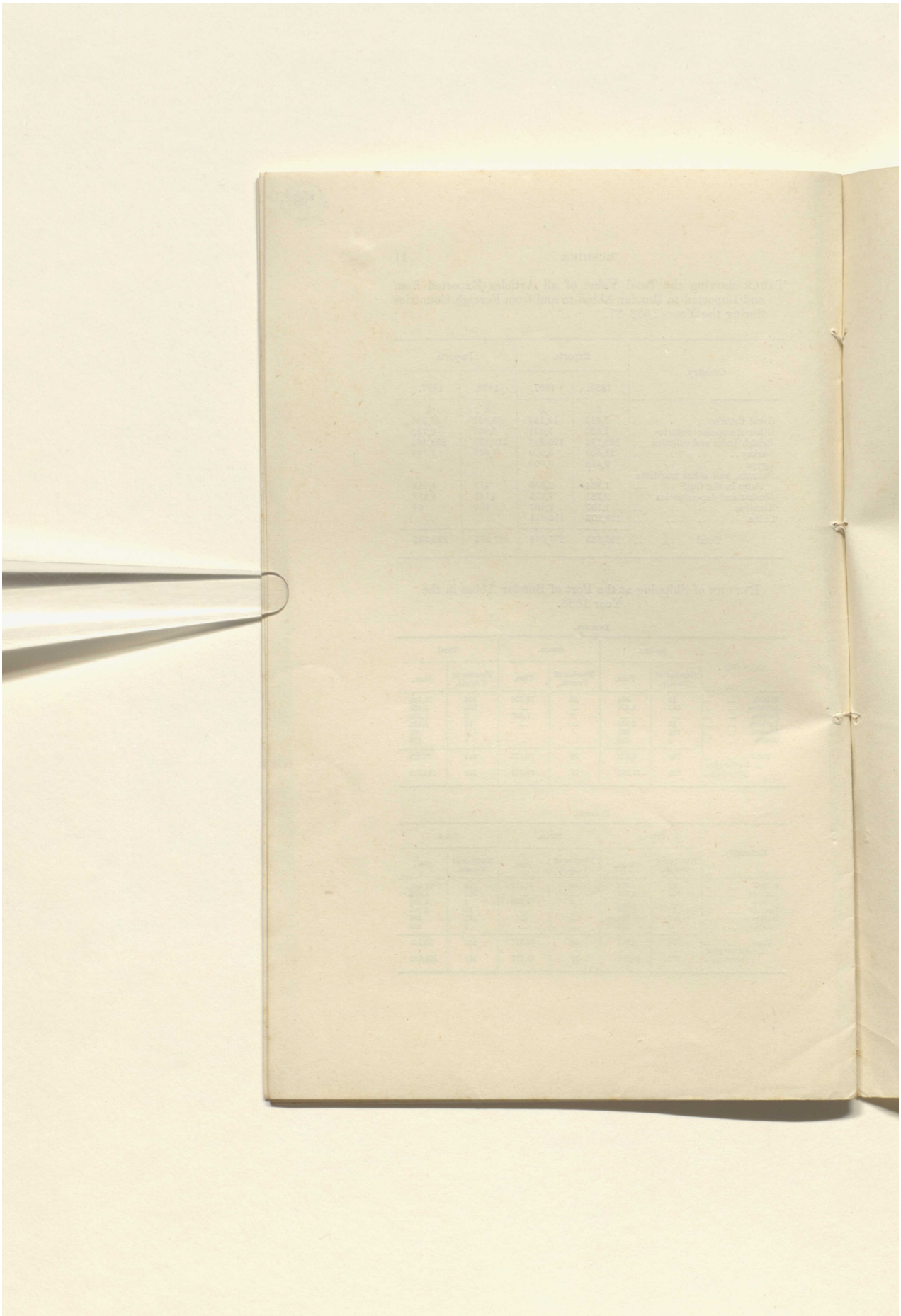

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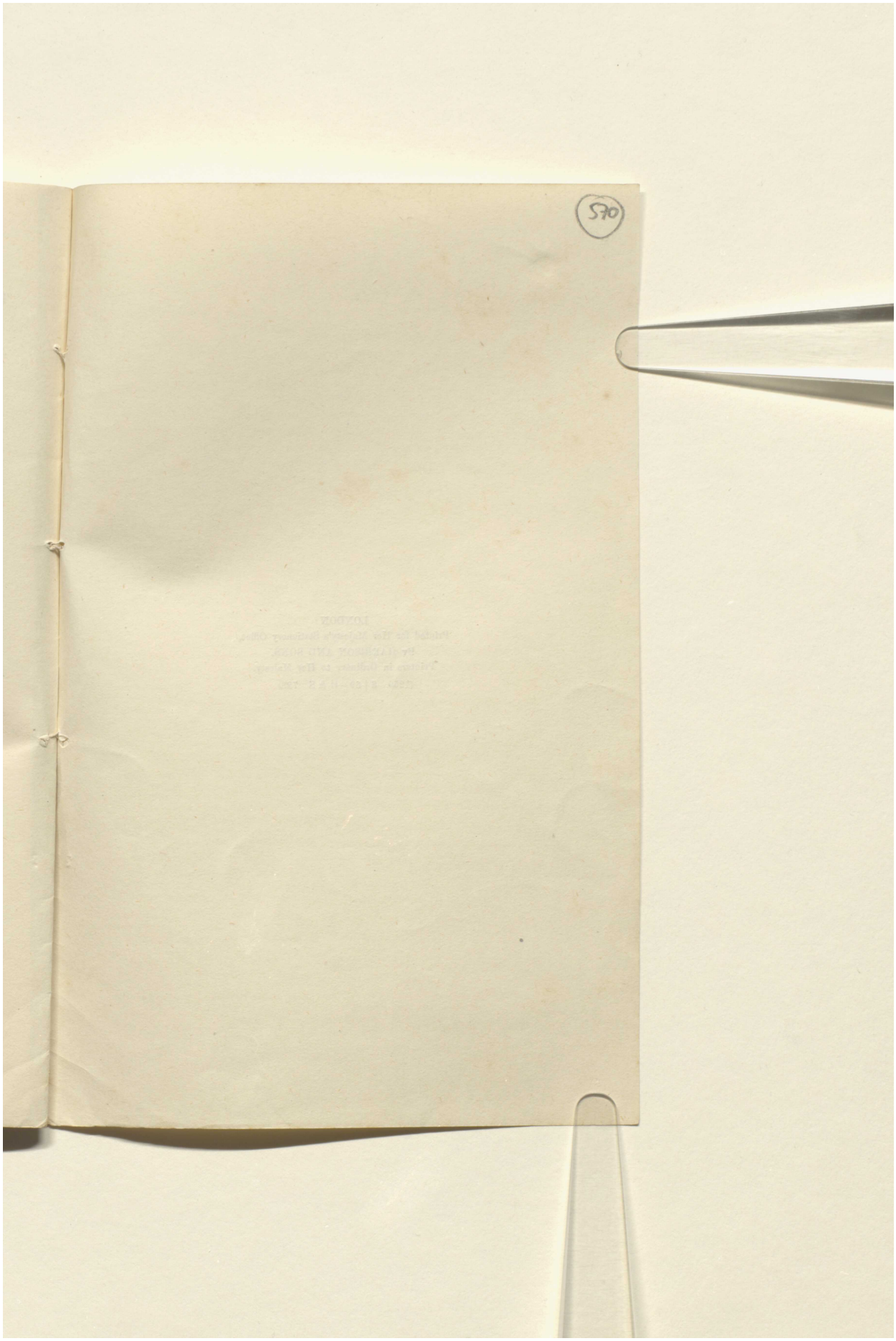

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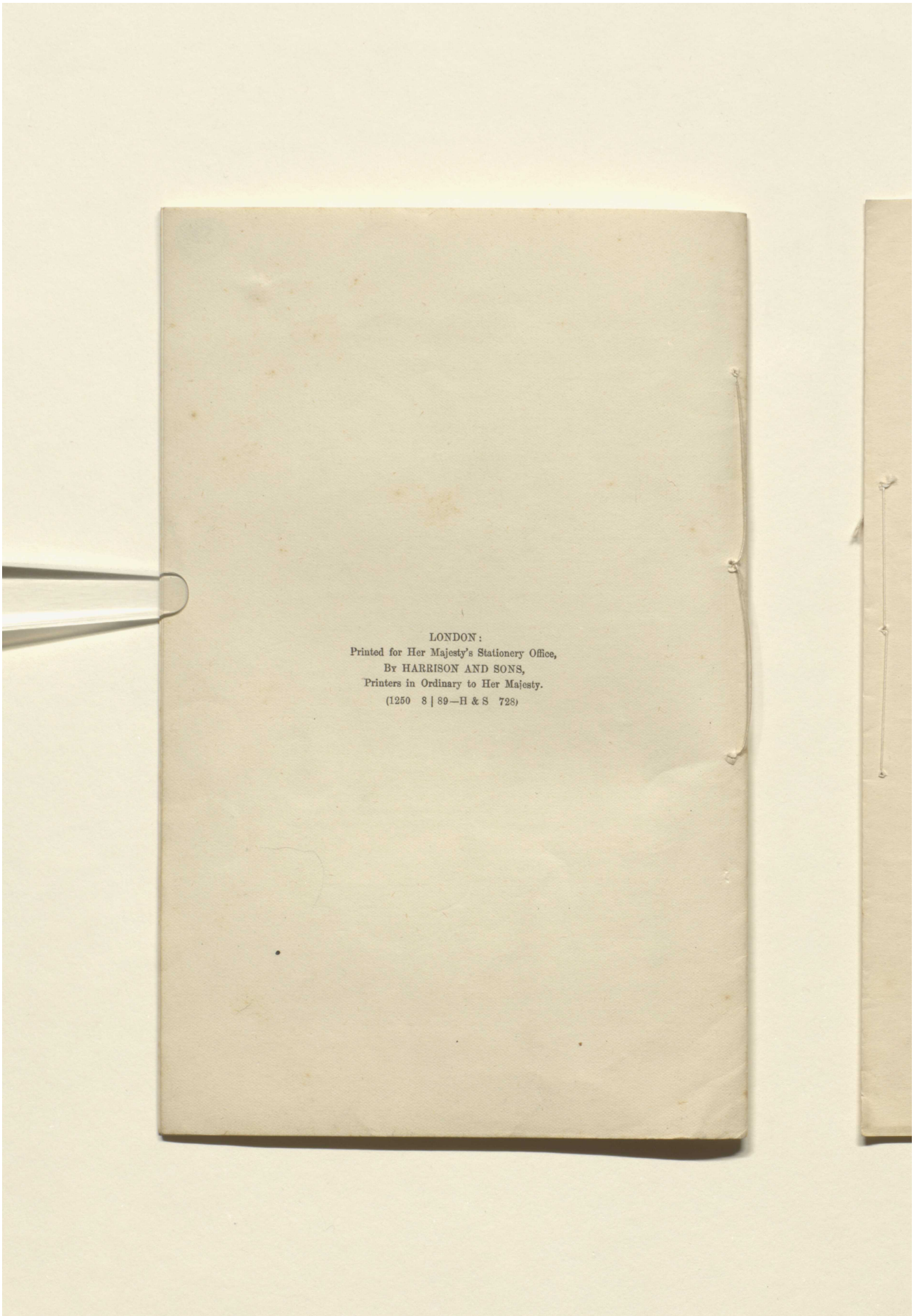

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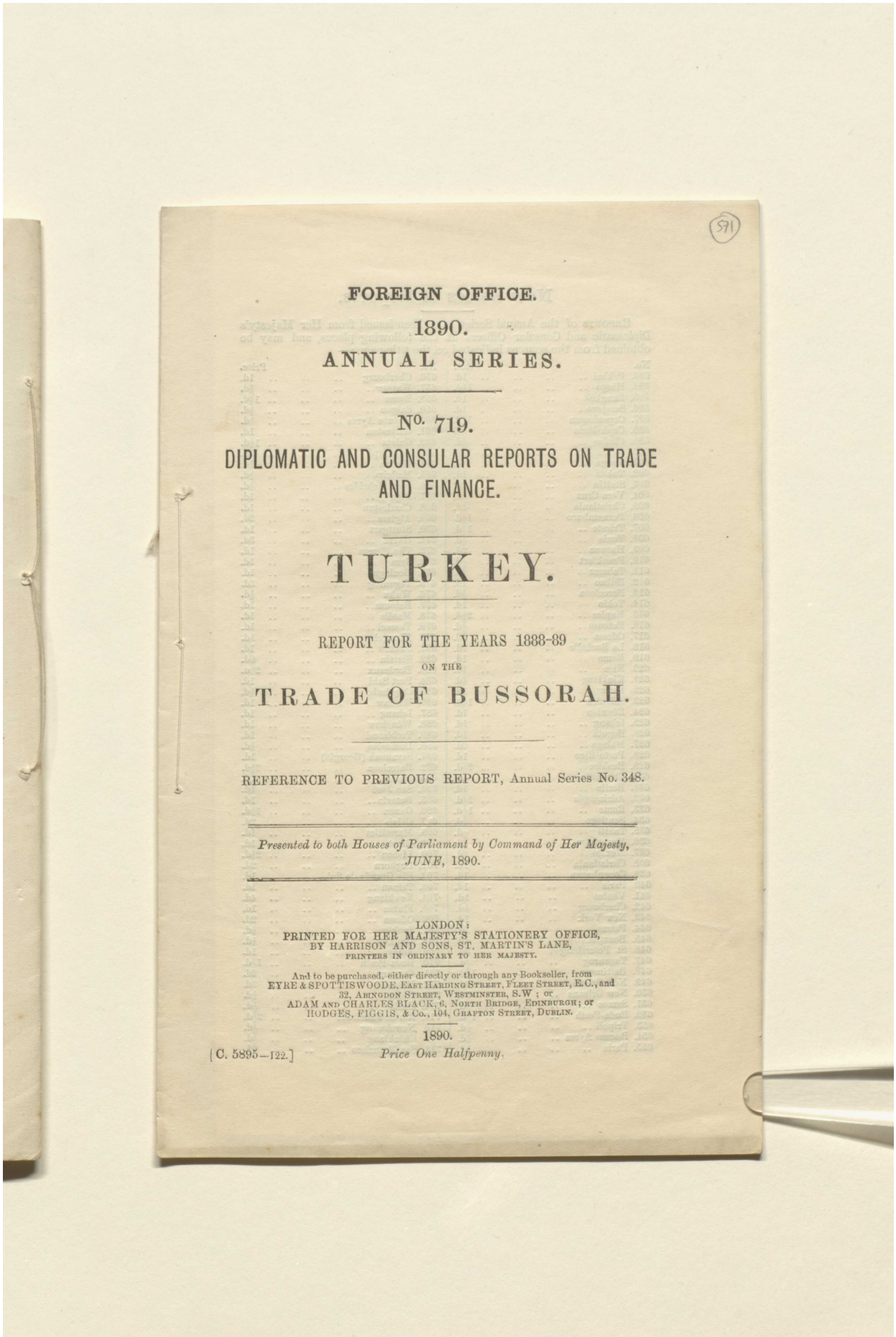

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 348.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

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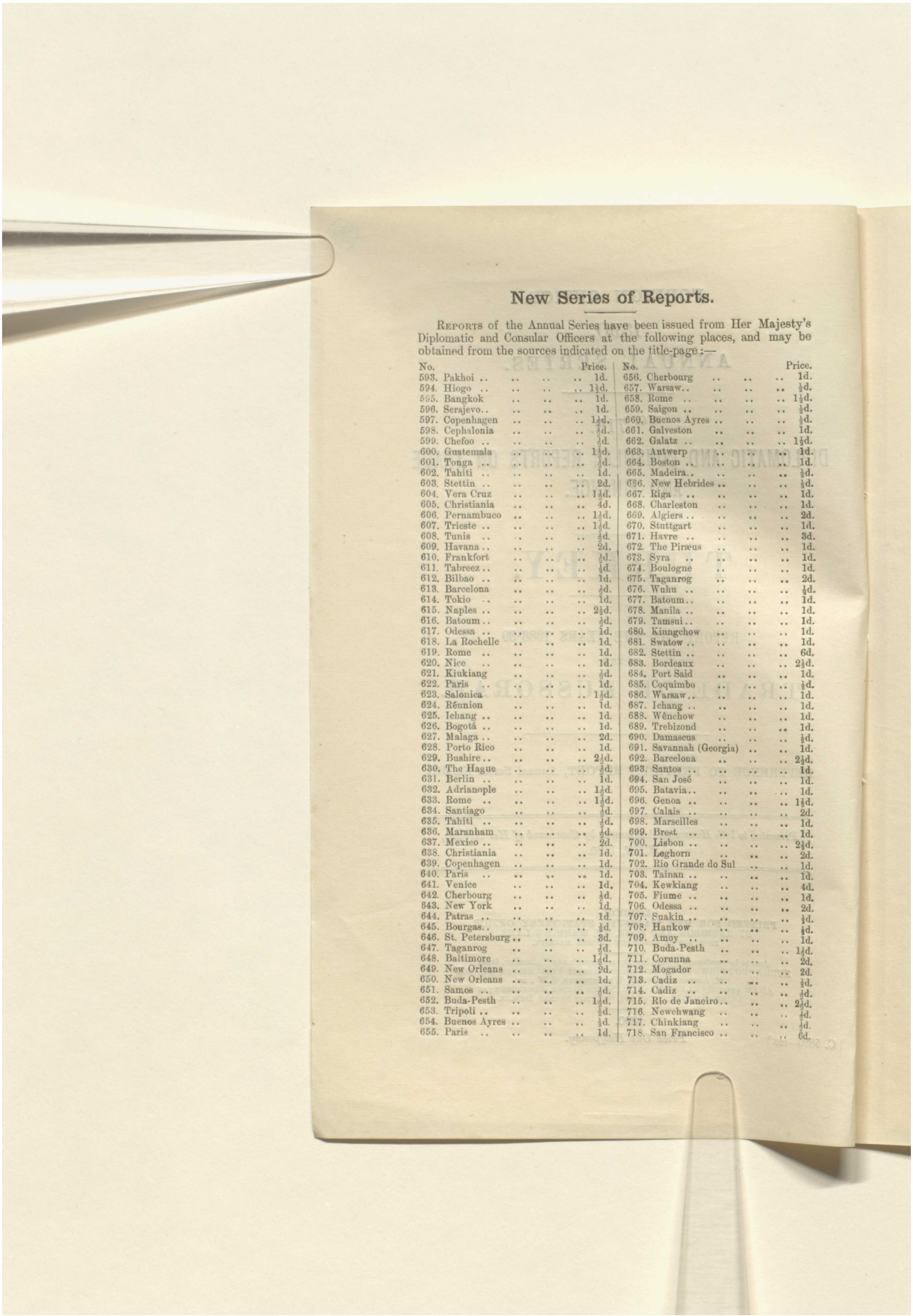

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No. 719.

Reference to previous Report, Annual Series No. 348.

TURKEY.

BUSSORAH.

Consul-General Tweedie to the Marquis of Salisbury.

My Lord, *Baghdad, April 5*, 1890.

I HAVE the honour to submit herewith a Report by Captain Ravenshaw, till recently Her Majesty's Consul at Bussorah, dated 19th ultimo, on the Trade of that Port during the two years 1888 and 1889, prefaced, as will be seen by a forwarding letter, from the same officer.

I have, &c.
(Signed) W. TWEEDIE.

Consul Ravenshaw to the Marquis of Salisbury.

My Lord, *Bussorah, March* 19, 1890.

I HAVE the honour to submit herewith a Report on the Trade of Bussorah for the years 1888 and 1889.

The returns for 1888, furnished by the merchants and steamer agents, from which these reports have been compiled, were submitted late in 1889, and the death of the late Consul, Mr. Robertson, in August, 1889, from cholera, delayed the submission of the Report for 1888 till too late. I took over charge of the Consulate in December, 1889, and have thought it advisable to submit the trade reports for the two years, 1888 and 1889, together.

I have, &c.
(Signed) CHAS. W. RAVENSHAW.

Report on the Trade of Bussorah for the Years 1888 and 1889.

The trade report submitted by my predecessor for 1887 was very full, and gave detailed information to which, owing to my very recent arrival, I am able to add little, and I must, therefore,

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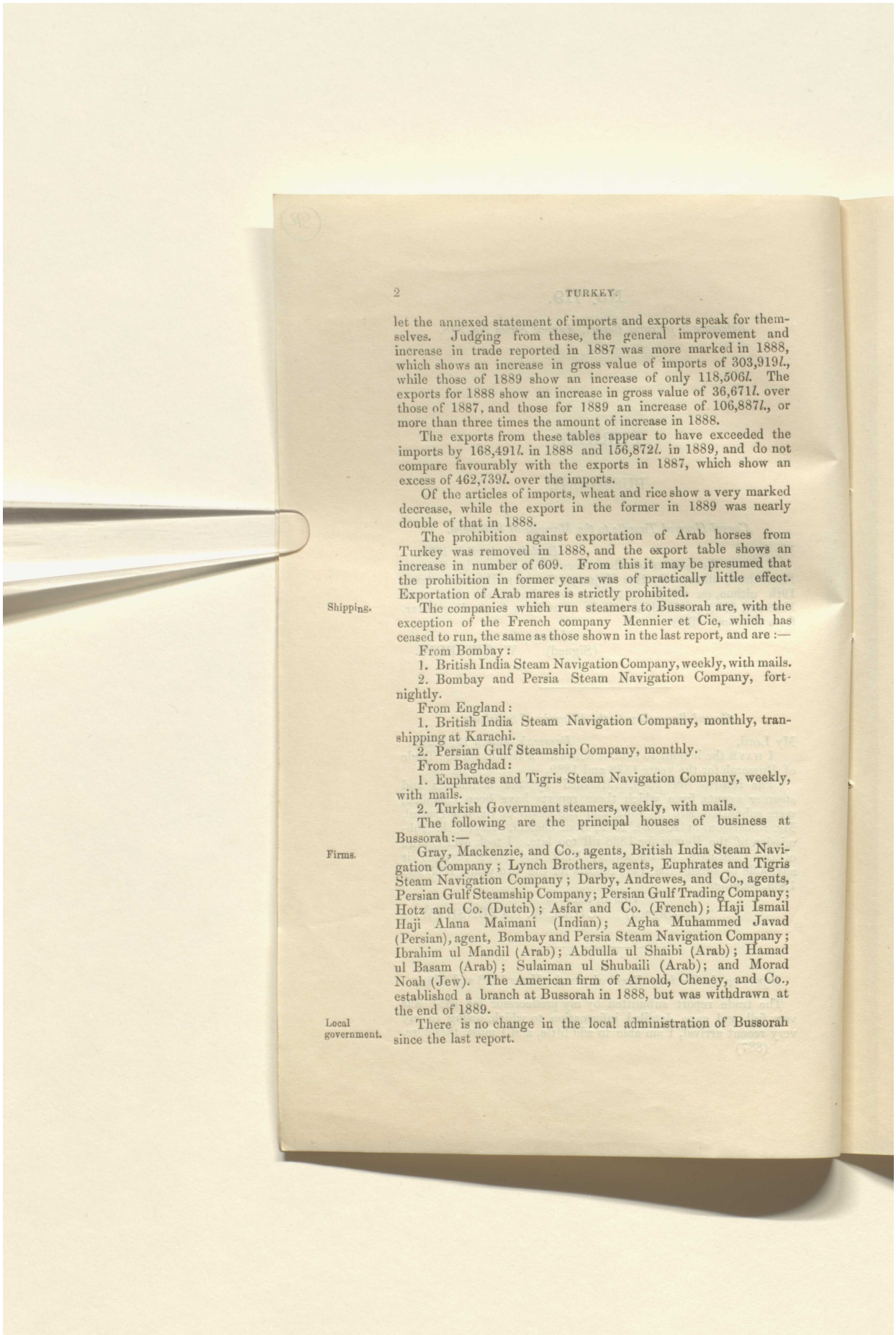

let the annexed statement of imports and exports speak for themselves. Judging from these, the general improvement and increase in trade reported in 1887 was more marked in 1888, which shows an increase in gross value of imports of 303,919*l.*, while those of 1889 show an increase of only 118,506*l.* The exports for 1888 show an increase in gross value of 36,671*l.* over those of 1887, and those for 1889 an increase of 106,887*l.*, or more than three times the amount of increase in 1888.

The exports from these tables appear to have exceeded the imports by 168,491*l.* in 1888 and 156,872*l.* in 1889, and do not compare favourably with the exports in 1887, which show an excess of 462,739*l.* over the imports.

Of the articles of imports, wheat and rice show a very marked decrease, while the export in the former in 1889 was nearly double of that in 1888.

The prohibition against exportation of Arab horses from Turkey was removed in 1888, and the export table shows an increase in number of 609. From this it may be presumed that the prohibition in former years was of practically little effect. Exportation of Arab mares is strictly prohibited.

Shipping. The companies which run steamers to Bussorah are, with the exception of the French company Mennier et Cie, which has ceased to run, the same as those shown in the last report, and are :—

From Bombay :

1. British India Steam Navigation Company, weekly, with mails.
2. Bombay and Persia Steam Navigation Company, fortnightly.

From England :

1. British India Steam Navigation Company, monthly, transhipping at Karachi.
2. Persian Gulf Steamship Company, monthly.

From Baghdad :

1. Euphrates and Tigris Steam Navigation Company, weekly, with mails.
2. Turkish Government steamers, weekly, with mails.

The following are the principal houses of business at Bussorah :—

Firms. Gray, Mackenzie, and Co., agents, British India Steam Navigation Company ; Lynch Brothers, agents, Euphrates and Tigris Steam Navigation Company ; Darby, Andrewes, and Co., agents, Persian Gulf Steamship Company; Persian Gulf Trading Company; Hotz and Co. (Dutch) ; Asfar and Co. (French) ; Haji Ismail Haji Alana Maimani (Indian) ; Agha Muhammed Javad (Persian), agent, Bombay and Persia Steam Navigation Company ; Ibrahim ul Mandil (Arab) ; Abdulla ul Shaibi (Arab) ; Hamad ul Basam (Arab) ; Sulaiman ul Shubaili (Arab) ; and Morad Noah (Jew). The American firm of Arnold, Cheney, and Co., established a branch at Bussorah in 1888, but was withdrawn at the end of 1889.

Local government. There is no change in the local administration of Bussorah since the last report.

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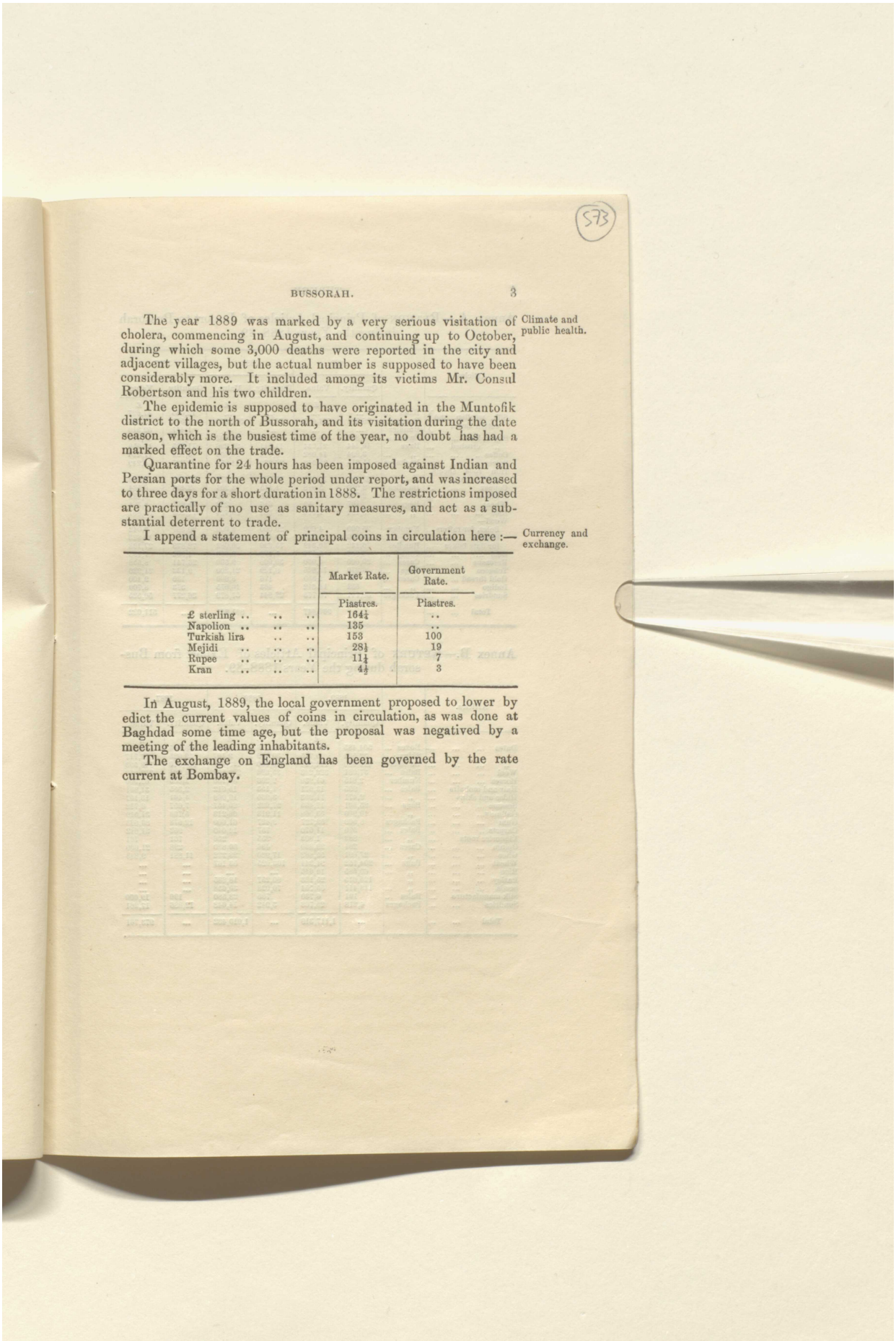

Climate and public health.

The year 1889 was marked by a very serious visitation of cholera, commencing in August, and continuing up to October, during which some 3,000 deaths were reported in the city and adjacent villages, but the actual number is supposed to have been considerably more. It included among its victims Mr. Consul Robertson and his two children.

The epidemic is supposed to have originated in the Muntofik district to the north of Bussorah, and its visitation during the date season, which is the busiest time of the year, no doubt has had a marked effect on the trade.

Quarantine for 24 hours has been imposed against Indian and Persian ports for the whole period under report, and was increased to three days for a short duration in 1888. The restrictions imposed are practically of no use as sanitary measures, and act as a substantial deterrent to trade.

Currency and exchange.

I append a statement of principal coins in circulation here :—

	Market Rate.	Government Rate.
	Piastres.	Piastres.
£ sterling	164¼	..
Napolion	135	..
Turkish lira	153	100
Mejidi	28½	19
Rupee	11¼	7
Kran	4½	3

In August, 1889, the local government proposed to lower by edict the current values of coins in circulation, as was done at Baghdad some time age, but the proposal was negatived by a meeting of the leading inhabitants.

The exchange on England has been governed by the rate current at Bombay.

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Annex A.—RETURN of Principal Articles of Import to Bussorah during the Years 1888–89.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£		£
Silk, woollen, and cotton cloths	Bales ...	...	...	...	...	12,065	47,627
	Boxes ...	26,584	664,600	20,224	505,600	1,511	49,263
	Bundles	...	...	...	...	1,447	52,310
Sugar, loaf	Cases ...	18,851	29,702	17,423	30,392	13,163	25,042
,, crushed ...	Bags ...	16,444	21,034	11,211	20,296	11,985	19,959
Coffee	,, ...	3,994	14,082	6,169	22,303	4,985	17,428
Spices	Packages	15,615	25,542	26,929	44,853	22,227	78,249
Iron rods, sheets, and hoops	,, ...	39,897	15,228	33,181	12,310	27,080	11,643
Copper	Bundles	2,070	5,978	1,115	3,204	2,458	6,534
Gunnies	Bales ...	2,770	16,352	2,465	14,390	1,153	5,192
Wheat	Bags ...	107	59	616	308	15,661	8,384
Rice	,, ...	3,134	1,628	48,834	25,424	72,203	38,857
Wood—							
Poles, for rafters ...	Number	25,000	4,000	20,000	3,000	20,587	3,042
Planks	,, ...	39,380	8,753	53,162	12,725	64,511	14,823
for date boxes ...	Bundles	76,142	30,349	75,390	30,082	72,839	27,198
Coal	Tons ...	3,046	5,530	5,199	9,300	4,962	7,198
Kerosene	Cases ...	20,000	6,050	30,000	9,500	26,741	8,658
Tobacco	Bags ...	6,270	14,625	9,129	21,300	9,132	21,920
Gold thread	Cases ...	31	1,550	176	8,800	130	9,100
Indigo	,, ...	552	14,612	403	10,075	373	8,700
Sundries	Packages	32,741	70,773	26,944	57,879	36,277	50,525
Total		...	960,447	...	841,941	...	511,022

Annex B.—RETURN of Principal Articles of Export from Bussorah during the Years 1888–89.

Articles.		1889. Quantity.	1889. Value.	1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
			£		£		£
Dates	Boxes ...	504,485	126,121	466,719	116,680	588,484	161,833
,, ...	Skins ...	32,584	9,775	30,559	9,167	59,025	17,717
,, ...	Baskets	412,900	114,500	375,650	112,695	457,210	148,593
Wool	Bales ...	37,081	326,243	35,696	299,563	32,264	312,818
Horses	Number	2,815	61,930	2,206	61,180	2,500	62,500
Hair and mohairs ...	Bales ...	995	13,071	1,153	15,612	2,355	31,851
Hides and skins ...	,, ...	2,471	11,953	3,965	16,069	4,461	13,157
Sesame	Bags ...	25,561	17,455	27,222	20,457	7,057	6,712
Gallnuts...	,, ...	10,900	53,568	11,913	68,213	5,763	31,510
Gum	Packages	8,509	59,727	9,427	61,600	12,678	86,693
Carpets	Bales ...	520	11,070	757	14,040	952	31,812
Liquorice roots ...	,, ...	883	1,803	255	256	761	761
Opium	Cases ...	291	29,880	496	50,820	298	21,000
Ghee	,, ...	27,691	55,862	17,930	28,222	11,881	9,843
Wheat	Bags ...	204,752	91,541	103,025	53,167	...	...
Rice	,, ...	60,585	19,645	...	...	...	...
Barley	,, ...	125,615	25,123	90,257	18,835	...	...
Seeds	,, ...	118,411	55,754	70,028	30,658	...	...
Silk manufacture ...	Bales ...	191	6,730	705	28,580	196	19,600
Sundries	Packages	4,218	25,768	3,942	14,648	12,886	17,261
Total		...	1,117,319	...	1,010,432	...	973,761

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Annex C.—RETURN of all Shipping at the Port of Bussorah during the Years 1888 and 1889.

Nationality.	1888.						1889.					
	Sailing Vessels.		Steamers.		Total.		Sailing Vessels.		Steamers.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
English	114	11,418	101	103,296	215	114,714	121	11,885	136	122,540	257	134,425
Arab and Turkish	175	10,644	..	..	175	10,644	363	14,541	1	1,326	364	15,867
Persian	97	11,688	..	..	97	11,688	385	19,450	..	..	385	19,450
French	..	..	1	950	1	950	..	..	..	..	..	..
Total	386	33,760	102	104,246	488	137,996	869	45,876	137	123,866	1,006	169,742

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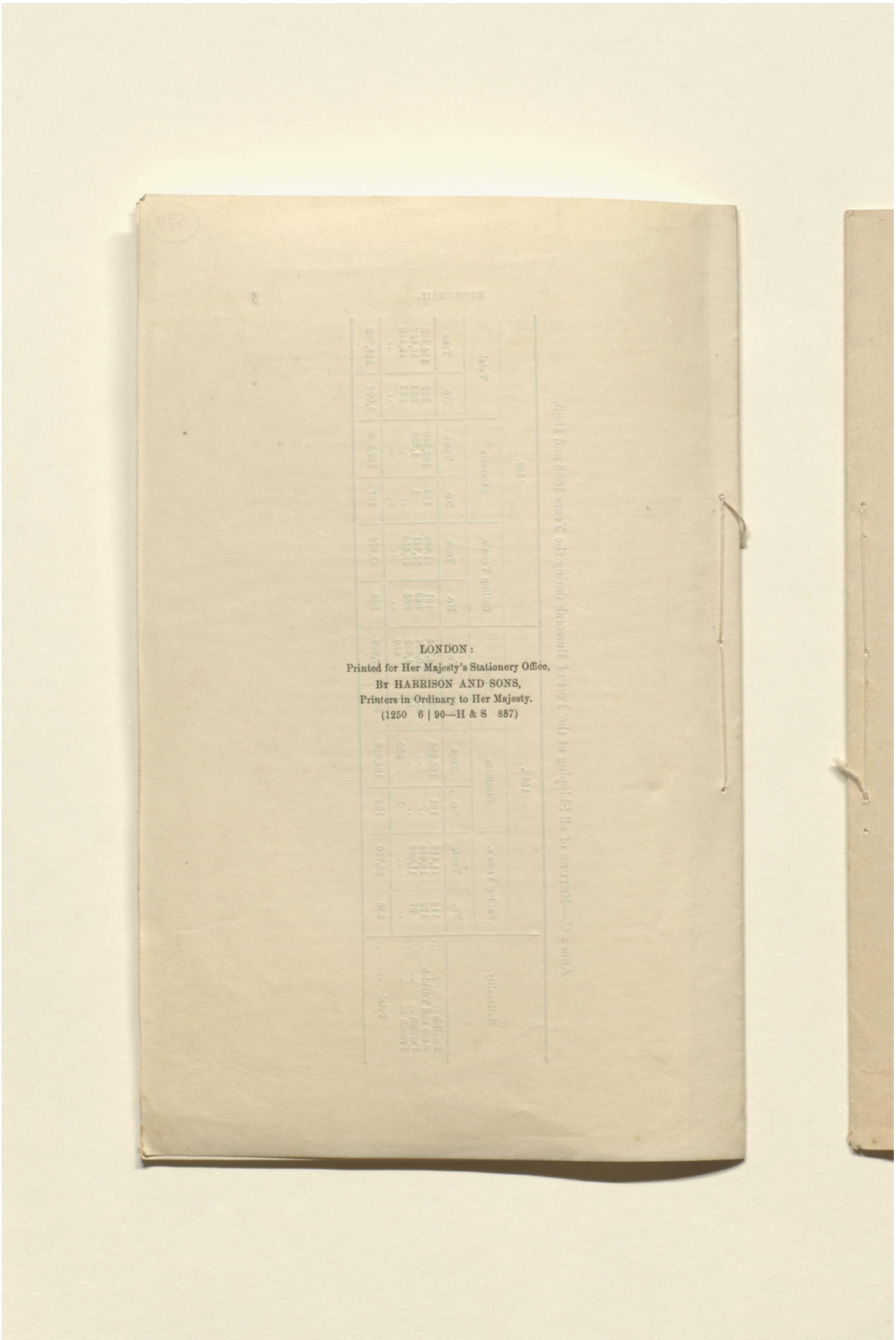

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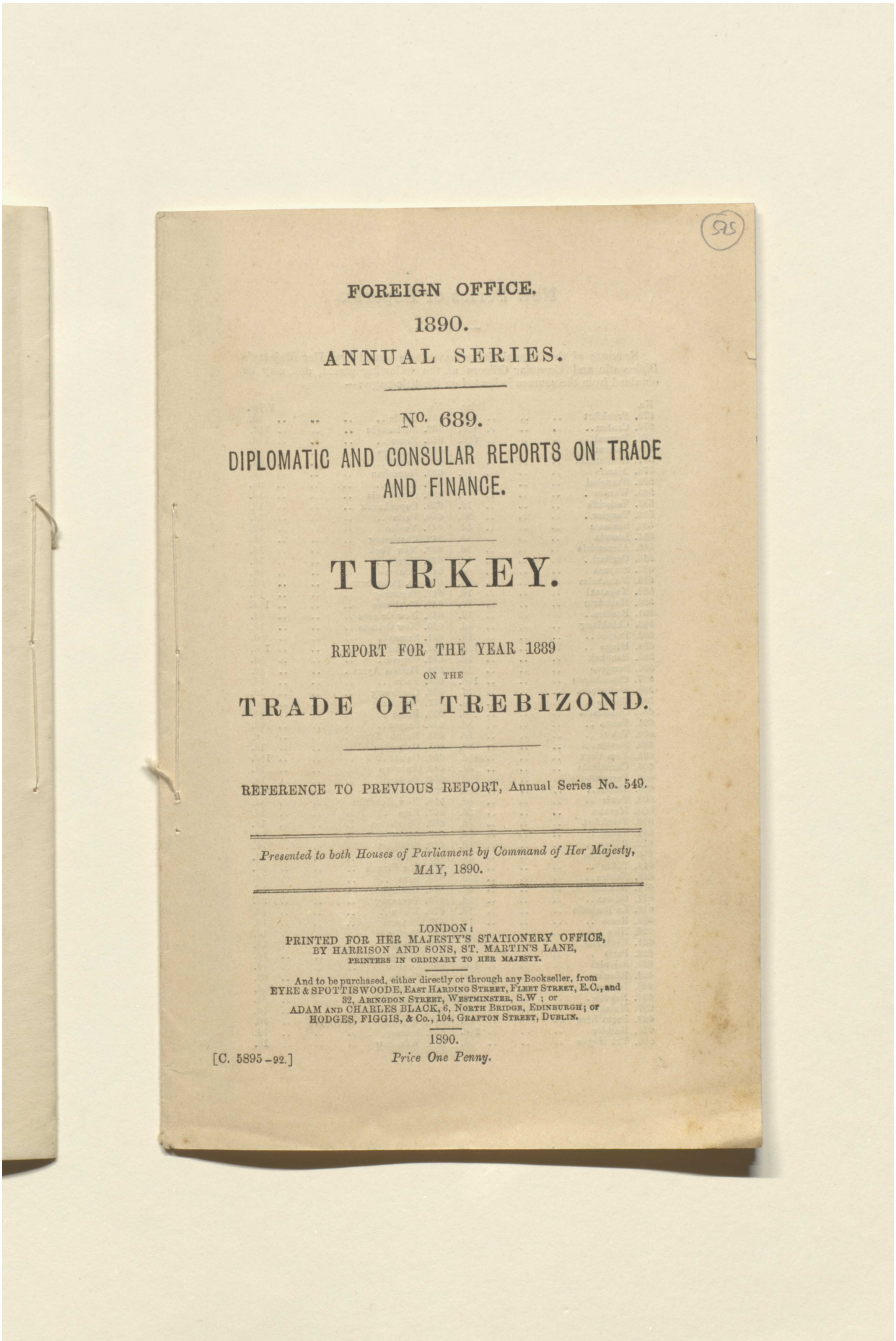

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REPORT FOR THE YEAR 1889

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 549.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1890.

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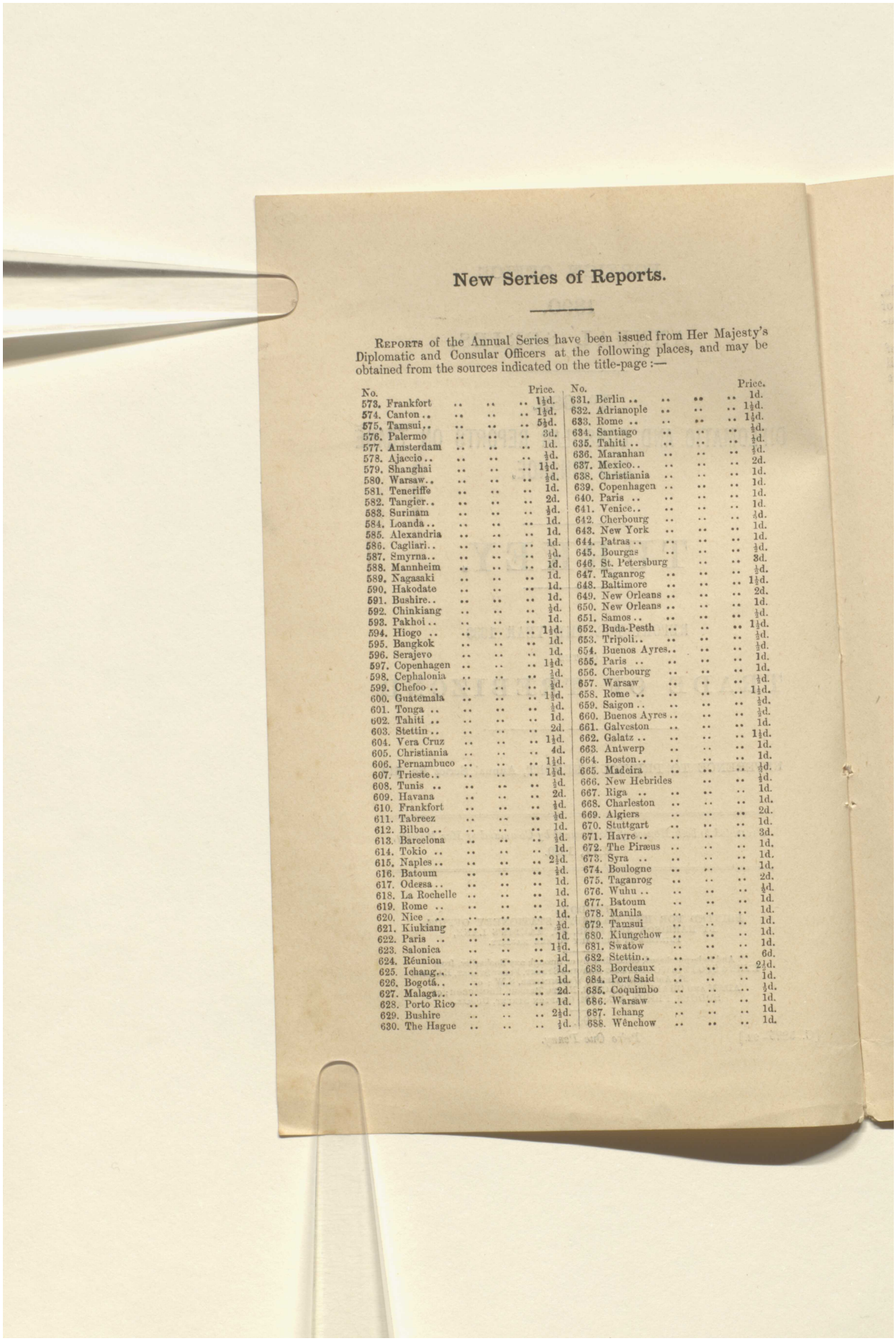

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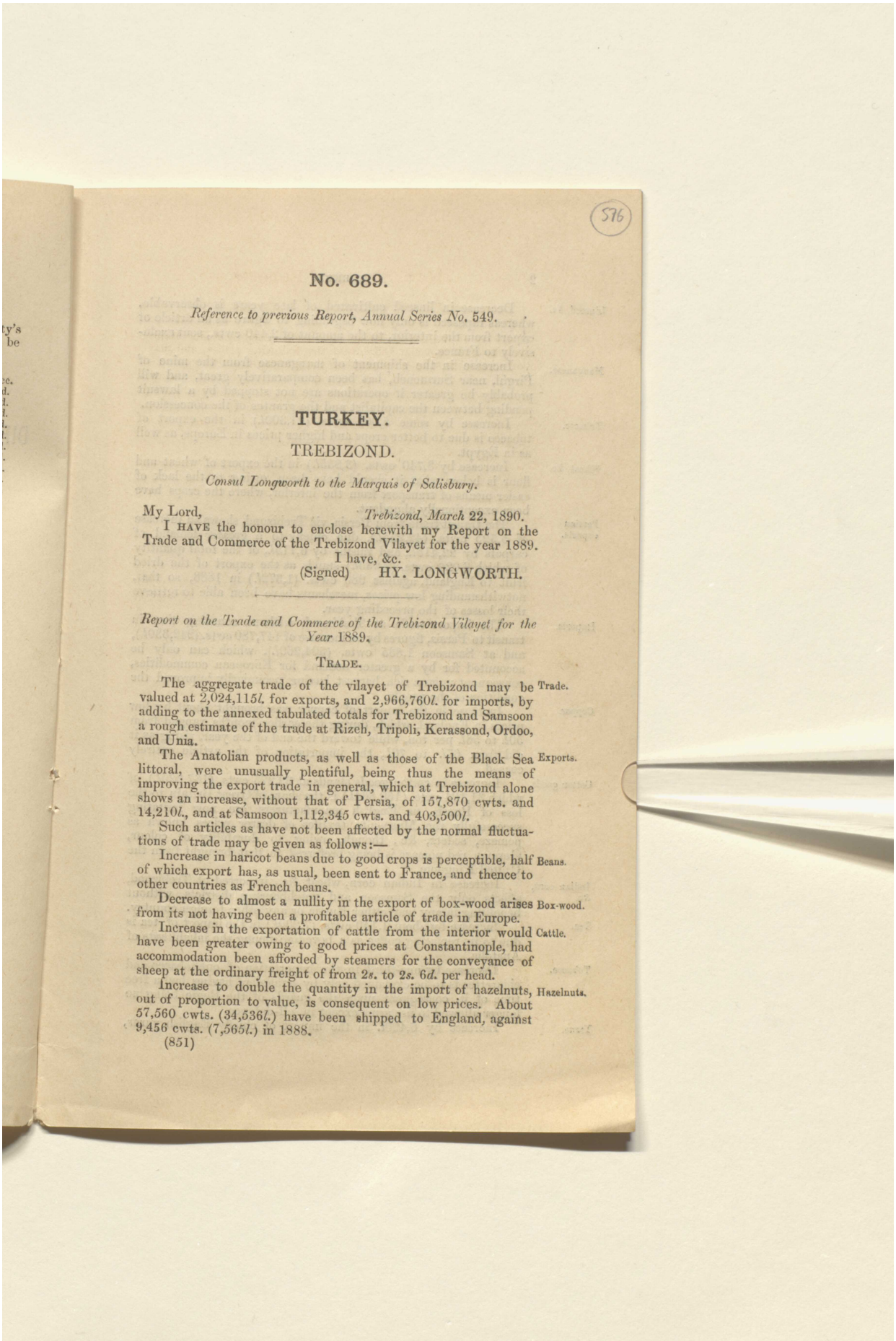

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No. 689.

Reference to previous Report, Annual Series No. 549.

TURKEY.

TREBIZOND.

Consul Longworth to the Marquis of Salisbury.

My Lord, *Trebizond, March 22, 1890.*

I HAVE the honour to enclose herewith my Report on the Trade and Commerce of the Trebizond Vilayet for the year 1889.

I have, &c.

(Signed) HY. LONGWORTH.

Report on the Trade and Commerce of the Trebizond Vilayet for the Year 1889.

TRADE.

Trade. The aggregate trade of the vilayet of Trebizond may be valued at 2,024,115*l.* for exports, and 2,966,760*l.* for imports, by adding to the annexed tabulated totals for Trebizond and Samsoon a rough estimate of the trade at Rizeh, Tripoli, Kerassond, Ordoo, and Unia.

Exports. The Anatolian products, as well as those of the Black Sea littoral, were unusually plentiful, being thus the means of improving the export trade in general, which at Trebizond alone shows an increase, without that of Persia, of 157,870 cwts. and 14,210*l.*, and at Samsoon 1,112,345 cwts. and 403,500*l.*

Such articles as have not been affected by the normal fluctuations of trade may be given as follows:—

Beans. Increase in haricot beans due to good crops is perceptible, half of which export has, as usual, been sent to France, and thence to other countries as French beans.

Box-wood. Decrease to almost a nullity in the export of box-wood arises from its not having been a profitable article of trade in Europe.

Cattle. Increase in the exportation of cattle from the interior would have been greater owing to good prices at Constantinople, had accommodation been afforded by steamers for the conveyance of sheep at the ordinary freight of from 2*s.* to 2*s.* 6*d.* per head.

Hazelnuts. Increase to double the quantity in the import of hazelnuts, out of proportion to value, is consequent on low prices. About 57,560 cwts. (34,536*l.*) have been shipped to England, against 9,456 cwts. (7,565*l.*) in 1888.

(851)

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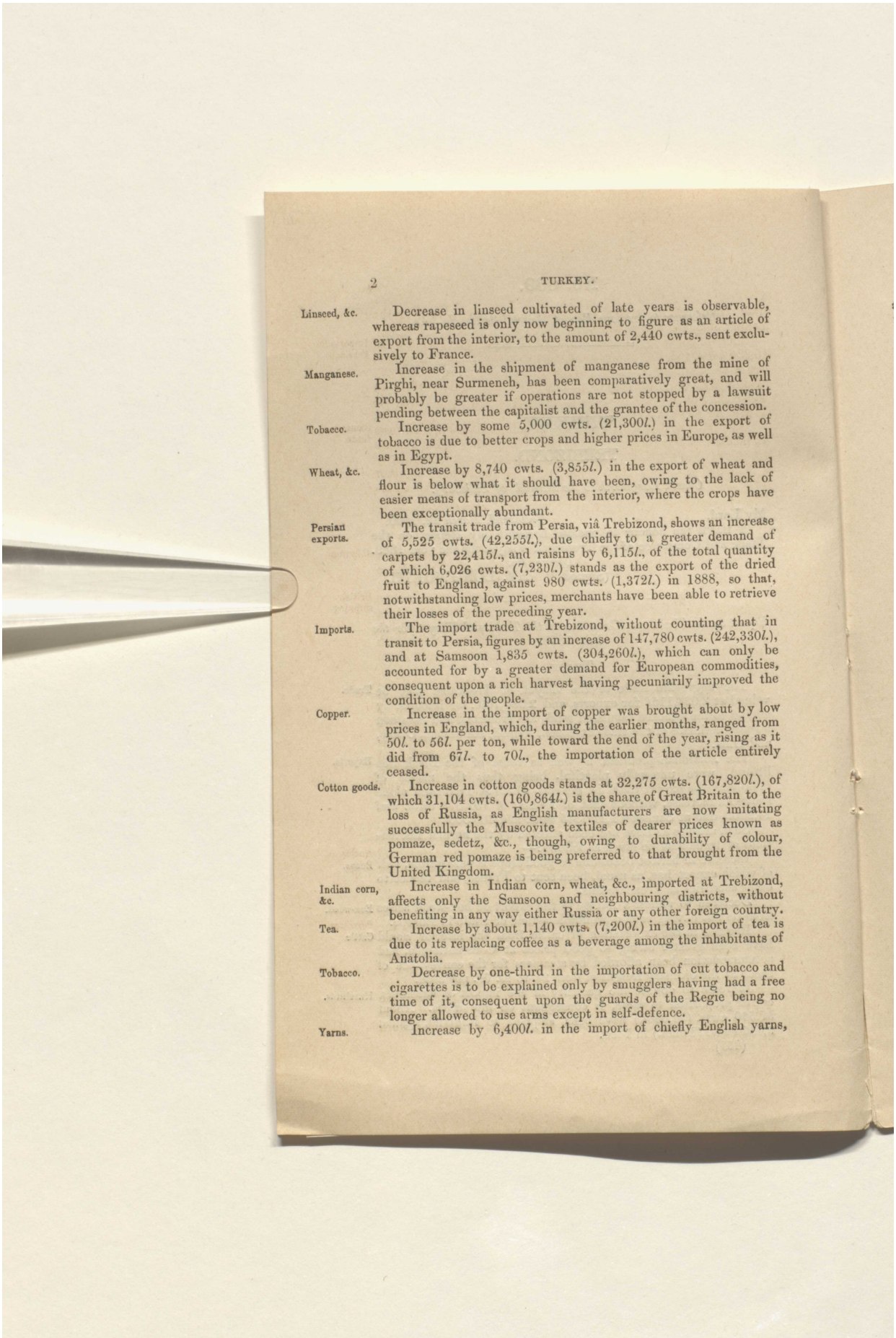

Linseed, &c. Decrease in linseed cultivated of late years is observable, whereas rapeseed is only now beginning to figure as an article of export from the interior, to the amount of 2,440 cwts., sent exclusively to France.

Manganese. Increase in the shipment of manganese from the mine of Pirghi, near Surmeneh, has been comparatively great, and will probably be greater if operations are not stopped by a lawsuit pending between the capitalist and the grantee of the concession.

Tobacco. Increase by some 5,000 cwts. (21,300*l.*) in the export of tobacco is due to better crops and higher prices in Europe, as well as in Egypt.

Wheat, &c. Increase by 8,740 cwts. (3,855*l.*) in the export of wheat and flour is below what it should have been, owing to the lack of easier means of transport from the interior, where the crops have been exceptionally abundant.

Persian exports. The transit trade from Persia, viâ Trebizond, shows an increase of 5,525 cwts. (42,255*l.*), due chiefly to a greater demand of carpets by 22,415*l.*, and raisins by 6,115*l.*, of the total quantity of which 6,026 cwts. (7,230*l.*) stands as the export of the dried fruit to England, against 980 cwts. (1,372*l.*) in 1888, so that, notwithstanding low prices, merchants have been able to retrieve their losses of the preceding year.

Imports. The import trade at Trebizond, without counting that in transit to Persia, figures by an increase of 147,780 cwts. (242,330*l.*), and at Samsoon 1,835 cwts. (304,260*l.*), which can only be accounted for by a greater demand for European commodities, consequent upon a rich harvest having pecuniarily improved the condition of the people.

Copper. Increase in the import of copper was brought about by low prices in England, which, during the earlier months, ranged from 50*l.* to 56*l.* per ton, while toward the end of the year, rising as it did from 67*l.* to 70*l.*, the importation of the article entirely ceased.

Cotton goods. Increase in cotton goods stands at 32,275 cwts. (167,820*l.*), of which 31,104 cwts. (160,864*l.*) is the share of Great Britain to the loss of Russia, as English manufacturers are now imitating successfully the Muscovite textiles of dearer prices known as pomaze, sedetz, &c., though, owing to durability of colour, German red pomaze is being preferred to that brought from the United Kingdom.

Indian corn, &c. Increase in Indian corn, wheat, &c., imported at Trebizond, affects only the Samsoon and neighbouring districts, without benefiting in any way either Russia or any other foreign country.

Tea. Increase by about 1,140 cwts. (7,200*l.*) in the import of tea is due to its replacing coffee as a beverage among the inhabitants of Anatolia.

Tobacco. Decrease by one-third in the importation of cut tobacco and cigarettes is to be explained only by smugglers having had a free time of it, consequent upon the guards of the Regie being no longer allowed to use arms except in self-defence.

Yarns. Increase by 6,400*l.* in the import of chiefly English yarns,

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arose from cotton having been used more extensively in the making of cheap native stuffs.

Imports for Persia.

The imports by transit to Persia show an increase of 10,635 cwts. (68,450*l.*); cotton goods from the United Kingdom figure as 450,940*l.*, against 426,580*l.* in 1888; tea, 102,000*l.*, against 72,240*l.*; and other articles, 21,100*l.*, against 16,120*l.*, which present in the aggregate an increase of British imports, viâ Trebizond to Persia, of 59,100*l.*

Samsoon trade.

The trade at Samsoon, given in the annexed tables, manifests an increase in exports of 1,112,345 cwts. (403,500*l.*), and in imports 1,835 cwts. (304,260*l.*). The increase in exports, and consequently in imports, was due to the abundance of the local crops, together with that of wheat from the Sivas plains, maize from the Charshamba district, oats from Kavak, and tobacco from Bafra.

Shipping.

Shipping.

The general shipping at the port of Trebizond appears at a decrease of 22 vessels (2,919 tons), and at Samsoon at an increase of 119 vessels (21,203 tons).

British shipping.

The suggestion that regular steamship communication be established between England and these ports, reiterated so often in former reports, though disregarded by British companies, has been taken up by the Messageries Maritimes, which now run with profitable results a fortnightly line of steamers to and from London and Trebizond.

It is surely an anomaly that the shipping trade with the United Kingdom, including that with Northern Europe, should still be carried on mostly in foreign bottoms, representing, as it does for Trebizond alone, 190,412 cwts., out of 454,230 cwts., in imports, and 102,044 cwts., out of 535,274 cwts., in exports. It is a matter of regret, moreover, that such English steamers as did call here not only lacked systematic punctuality, but failed in some instances to keep their engagements, to the great discredit of British shipping at Trebizond.

Industries.

Anchovies.

The anchovy fishing was an exceptionally abundant one, and hence the salting of the fish was carried on to a much greater extent. No English firms, however, benefited by this, as they had all decided to deal in this article a little too late for the winter hauls of 1888–89.

Porpoises.

The catch of porpoises was also comparatively large, and the export of the oil would have been greater had prices in Europe, and especially in Austria, been more favourable. In connection with this industry it may be remarked that the utility of spreading commercial information through the medium of the public press is instanced by the receipt at this Consulate of a letter from the Fiji Islands, sending samples of and requesting particulars about porpoise teeth, which, apparently, are still extensively worn by natives in that part of the globe.

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Native stuffs. The manufacture of linen and cotton cloths is going down considerably, as the inhabitants are turning now to cheap foreign stuffs, while native silk textures have lost in value, owing to their being now much less in vogue.

Crops.

AGRICULTURE.

The yield of the crops, as already stated, was exceptionally good throughout the province in general, and its western districts in particular, in many parts of which the harvest has been more than double that of preceding years.

Tithes. The sale by Government of the tithes to the highest bidders was the cause of great abuse, and the subject of ceaseless complaints, owing to the lawless and arbitrary manner in which their collection was effected.

PUPLIC WORKS.

Roads. As usual, there is little or nothing to mention respecting public works. The repairs of the highways were, on the whole, inadequately carried out, and a few miles only were constructed in extension of the Gumuskhane-Erzinghian, the Tripoli-Erzinghian, and the Samsoon-Bafra roads.

References.

GENERAL REMARKS.

It remains to be observed under the heading of general remarks that such as are interested in the commercial status of this vilayet would do well to read up the last five years' reports, and, if necessary, to apply to this Consulate for further particulars on any specific article of trade.

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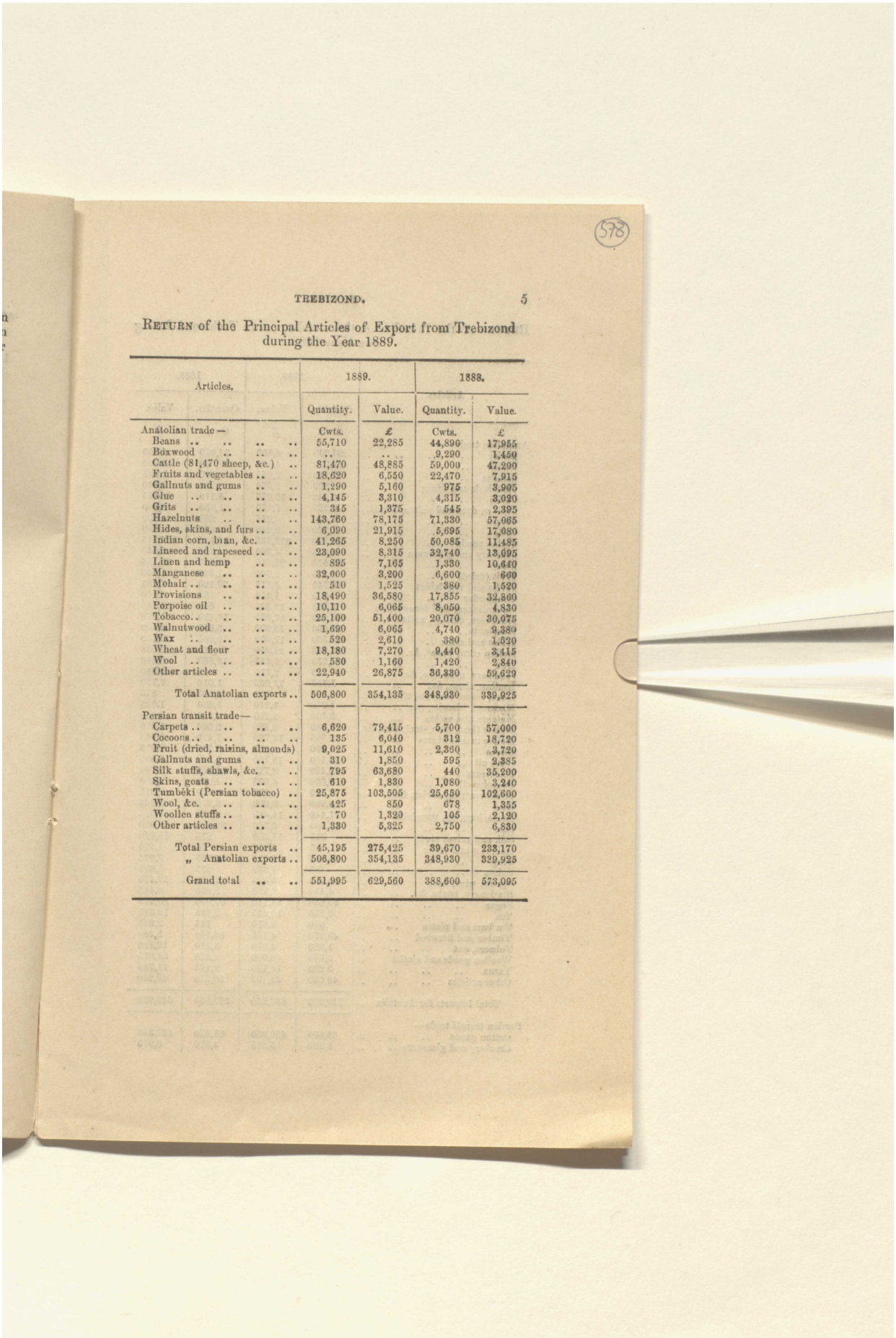

RETURN of the Principal Articles of Export from Trebizond during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
Anatolian trade—	Cwts.	£	Cwts.	£
Beans	55,710	22,285	44,890	17,955
Boxwood	..	..	9,290	1,450
Cattle (81,470 sheep, &c.)	81,470	48,885	59,000	47,200
Fruits and vegetables	18,620	6,550	22,470	7,915
Gallnuts and gums	1,290	5,160	975	3,905
Glue	4,145	3,310	4,315	3,020
Grits	345	1,375	545	2,395
Hazelnuts	143,760	78,175	71,330	57,065
Hides, skins, and furs	6,090	21,915	5,695	17,080
Indian corn, bran, &c.	41,265	8,250	50,085	11,485
Linseed and rapeseed	23,090	8,315	32,740	13,095
Linen and hemp	895	7,165	1,330	10,640
Manganese	32,000	3,200	6,600	660
Mohair	510	1,525	380	1,520
Provisions	18,490	36,580	17,855	32,860
Porpoise oil	10,110	6,065	8,050	4,830
Tobacco	25,100	51,400	20,070	30,075
Walnutwood	1,690	6,065	4,740	9,380
Wax	520	2,610	380	1,520
Wheat and flour	18,180	7,270	9,440	3,415
Wool	580	1,160	1,420	2,840
Other articles	22,940	26,875	30,330	59,629
Total Anatolian exports	506,800	354,135	348,930	339,925
Persian transit trade—				
Carpets	6,620	79,415	5,700	57,000
Cocoons	135	6,040	312	18,720
Fruit (dried, raisins, almonds)	9,025	11,610	2,360	3,720
Gallnuts and gums	310	1,850	595	2,385
Silk stuffs, shawls, &c.	795	63,680	440	35,200
Skins, goats	610	1,830	1,080	3,240
Tumbéki (Persian tobacco)	25,875	103,505	25,650	102,600
Wool, &c.	425	850	678	1,355
Woollen stuffs	70	1,320	105	2,120
Other articles	1,330	5,325	2,750	6,830
Total Persian exports	45,195	275,425	39,670	233,170
„ Anatolian exports	506,800	354,135	348,930	339,925
Grand total	551,995	629,560	388,600	573,095

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RETURN of the Principal Articles of Import to Trebizond during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Anatolian trade—				
Barley	20,000	4,000	24,000	4,800
Beans	12,000	4,800	10,000	4,000
Candles	1,110	2,655	790	1,895
Chemicals and drugs	820	3,570	740	3,500
Coffee	3,580	15,035	5,115	20,455
Colours, dyes and paints, henna	2,555	7,170	1,650	3,900
Copper	1,405	4,215	200	800
Cotton	1,220	2,240	345	690
Cotton goods	66,770	375,335	34,495	207,515
Crockery and glassware	6,045	4,580	4,955	5,840
Flour	65,530	26,210	62,800	25,135
Fruit (dried)	2,535	2,030	1,500	1,200
Fruits and vegetables	23,740	4,815	36,120	7,295
Gunpowder	500	1,500	700	2,100
Haberdashery and fancy goods	1,665	19,335	800	12,365
Hardware, cutlery, nails	13,150	17,025	11,480	15,810
Hazelnuts	20,000	10,000	3,000	2,400
Hides and skins	8,500	17,000	10,065	20,130
Indian corn, wheat, &c.	142,035	28,950	71,820	15,565
Iron	21,235	5,465	18,860	8,480
Jewellery, gold lace, &c.	40	2,510	45	2,280
Leather, shoes, &c.	1,755	11,205	1,010	7,750
Lime, stone, cements, tiles, &c.	6,390	900	5,580	815
Macaroni, biscuits, &c.	1,010	1,210	1,320	1,845
Matches and vestas	2,600	2,225	1,260	1,400
Metals (lead, zinc, steel, shot, &c.)	3,130	2,525	2,060	2,310
Native manufactures	2,395	16,780	1,420	9,955
Olives	4,350	3,105	3,515	2,815
Olive oil	10,100	15,150	9,920	13,890
Petroleum	12,425	3,725	12,380	3,740
Porpoise oil	8,000	4,000	4,000	2,400
Preserves (fish, caviar, &c.)	2,510	4,575	3,440	6,315
Rice	6,060	3,900	6,270	3,765
Sacks, bagging, waxcloths	11,440	14,620	6,080	10,525
Salt	48,000	5,760	32,500	3,900
Silk and velvet stuffs	315	14,200	275	11,320
Silk, raw and waste	20	1,000	25	1,120
Soap	5,055	5,055	2,035	3,045
Spices	480	1,930	275	1,095
Spirits, wine, beer	10,465	10,650	11,870	12,470
Stationery, books, &c.	4,450	8,150	3,550	6,445
Sugar	45,830	44,110	37,305	36,215
Tea	3,275	19,655	2,135	12,815
Tin bars and plates	640	2,810	745	2,885
Timber and firewood	49,270	4,735	56,160	5,560
Tobacco, cut	1,020	4,070	3,180	12,720
Woollen goods and cloths	3,380	65,090	2,625	54,075
Yarns	3,220	18,190	2,165	11,785
Other articles	48,650	45,495	50,310	40,200
Total imports for Anatolia	710,670	893,260	562,890	649,930
Persian transit trade—				
Cotton goods	65,600	460,050	61,820	433,345
Crockery and glassware	3,900	5,625	4,370	6,970

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Article.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Persian transit trade—*continued*—				
Haberdashery and fancy goods ..	1,160	5,120	980	5,880
Hardware and cutlery	4,620	8,290	4,800	9,055
Leather, shoes, &c.	700	5,630	470	4,380
Matches and vestas	9,500	7,830	3,960	4,930
Metals (steel, zinc, copper, &c.)..	2,715	5,950	3,325	9,975
Silk and velvet stuffs	230	12,240	185	8,760
Stationery and books	1,115	2,550	1,015	2,565
Sugar	4,660	4,660	8,820	9,175
Tea..	17,000	102,000	12,040	72,240
Woollen goods	3,260	72,080	2,805	60,720
Yarns	440	2,505	345	1,875
Other articles	1,860	8,260	1,190	4,470
Total Persian imports.. ..	116,760	702,790	106,125	634,310
,, Anatolian imports ..	710,670	893,260	562,890	649,930
Grand total	827,430	1,596,050	669,015	1,284,270

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TABLE showing the Value of all Articles Exported from and Imported to Trebizond from and to Foreign Countries during the Year 1889.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Anatolian trade—				
United Kingdom	53,030	22,730	430,485	246,815
Turkey and Egypt	191,265	203,270	170,845	138,950
Austria and Germany	13,445	13,475	116,640	97,225
France	57,930	54,615	82,865	70,600
Russia	11,365	16,110	52,495	62,970
Roumania and Bulgaria	7,740	11,500	10,665	5,000
Holland	6,725	3,475	..	..
Greece	6,160	8,435	2,615	2,510
Belgium and Sweden	5,700	5,480	16,925	16,380
Italy	445	835	4,905	4,810
Switzerland	..	..	2,570	2,670
Other countries	330	..	2,250	2,000
Total	354,135	339,925	893,260	649,930
Persian transit trade—				
United Kingdom	36,100	20,370	574,040	514,940
Turkey and Egypt	212,405	172,910	4,850	3,760
Austria and Germany	8,190	10,690	78,455	71,940
France	8,080	11,010	31,420	30,335
Switzerland	..	..	2,035	2,510
Greece	8,790	16,250	900	450
Roumania and Bulgaria	600	850	40	..
Belgium, Holland, and Sweden ..	770	100	9,000	7,495
Italy	290	510	1,750	2,020
Other countries	200	480	300	890
Total Persian trade	275,425	233,170	702,790	634,340
„ Anatolian trade	354,135	339,925	893,260	649,930
Grand total	629,560	573,095	1,596,050	1,284,270

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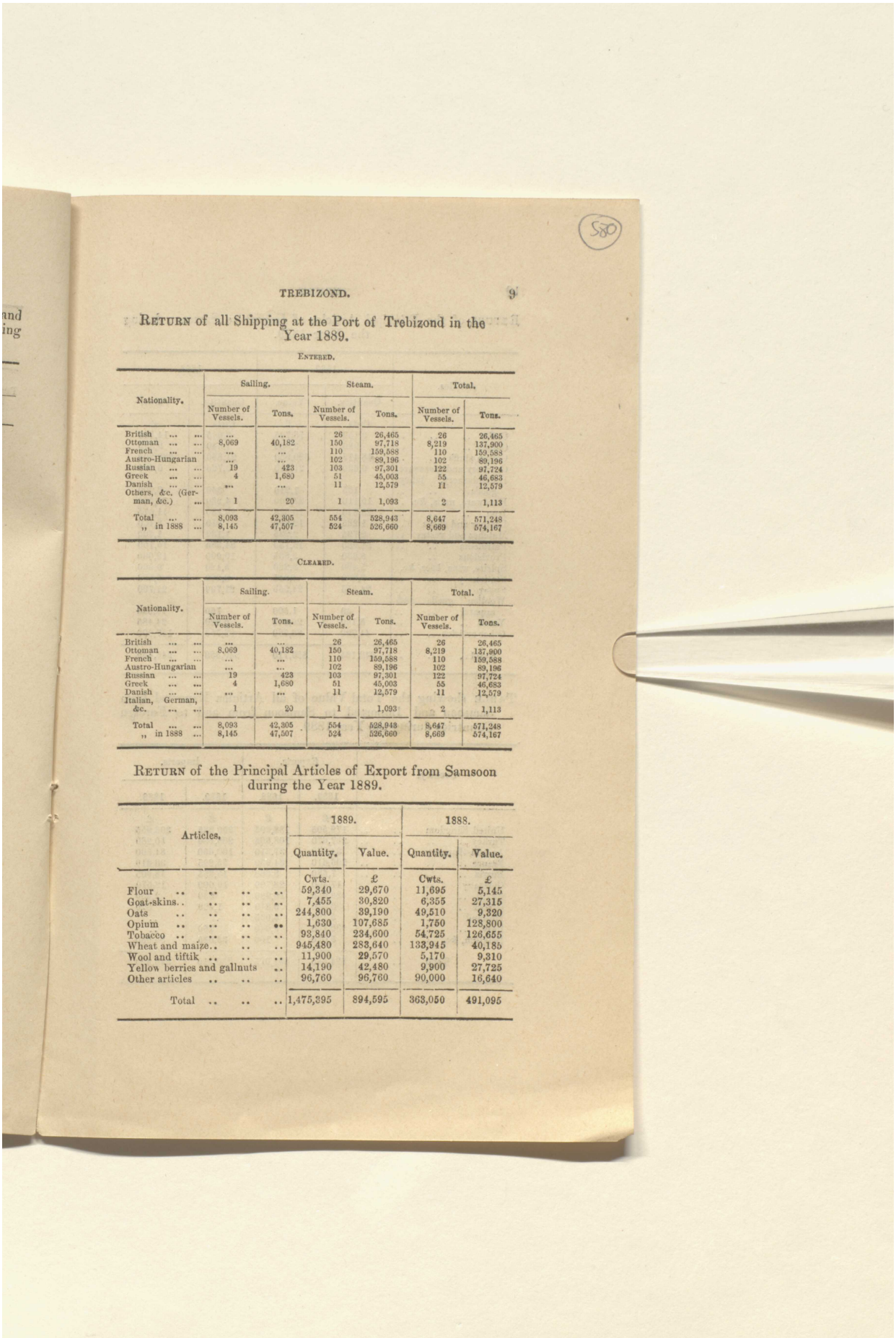

RETURN of all Shipping at the Port of Trebizond in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	26	26,465	26	26,465
Ottoman	8,069	40,182	150	97,718	8,219	137,900
French	...	...	110	159,588	110	159,588
Austro-Hungarian	...	...	102	89,196	102	89,196
Russian	19	423	103	97,301	122	97,724
Greek	4	1,680	51	45,003	55	46,683
Danish	...	...	11	12,579	11	12,579
Others, &c. (German, &c.) ...	1	20	1	1,093	2	1,113
Total	8,093	42,305	554	528,943	8,647	571,248
,, in 1888 ...	8,145	47,507	524	526,660	8,669	574,167

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	26	26,465	26	26,465
Ottoman	8,069	40,182	150	97,718	8,219	137,900
French	...	...	110	159,588	110	159,588
Austro-Hungarian	...	...	102	89,196	102	89,196
Russian	19	423	103	97,301	122	97,724
Greek	4	1,680	51	45,003	55	46,683
Danish	...	...	11	12,579	11	12,579
Italian, German, &c.	1	20	1	1,093	2	1,113
Total	8,093	42,305	554	528,943	8,647	571,248
,, in 1888 ...	8,145	47,507	524	526,660	8,669	574,167

RETURN of the Principal Articles of Export from Samsoon during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Flour	59,340	29,670	11,695	5,145
Goat-skins..	7,455	30,820	6,355	27,315
Oats	244,800	39,190	49,510	9,320
Opium	1,630	107,685	1,750	128,800
Tobacco	93,840	234,600	54,725	126,655
Wheat and maize..	945,480	283,640	133,945	40,185
Wool and tiftik	11,900	29,570	5,170	9,310
Yellow berries and gallnuts ..	14,190	42,480	9,900	27,725
Other articles	96,760	96,760	90,000	16,640
Total	1,475,395	894,595	363,050	491,095

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RETURN of the Principal Articles of Import to Samsoon during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Coffee	3,150	15,725	3,645	14,575
Copper	980	3,920	1,640	9,865
Cotton stuffs	48,415	580,980	21,860	220,200
Crockery and glassware	6,690	21,410	2,720	6,500
Haberdashery, fancy goods..	135	1,210	360	3,000
Hardware, nails, &c. ..	15,110	37,760	4,280	10,200
Iron	25,840	10,335	29,180	11,675
Leather and shoes ..	1,285	12,850	810	8,100
Matches and vestas ..	2,795	2,235	1,130	1,200
Petroleum	51,680	15,130	34,365	10,100
Provisions	5,830	5,835	10,000	12,000
Spirits, wine, beer, &c.	5,480	8,220	5,120	9,500
Stationery	3,230	4,845	2,200	6,800
Sugar	24,555	24,555	21,700	21,700
Woollen goods and apparel	40	1,500	750	19,550
Yarns	5,160	20,640	6,820	24,485
Other articles	41,790	83,560	93,750	157,000
Total	242,165	850,710	240,330	546,450

TABLE showing the Total Value of all Articles Exported from Samsoon and Imported to Samsoon from and to Foreign Countries during the Year 1889.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
United Kingdom	179,505	188,695	350,335	308,955
Turkey	287,670	108,805	263,560	50,280
Austria-Hungary	34,970	37,310	100,630	81,300
France	206,610	84,930	75,225	36,310
Russia	7,580	8,660	15,355	18,905
Germany	17,460	23,700	10,000	12,570
Egypt	86,940	16,990	330	2,430
Greece	33,540	9,810	1,460	620
Holland	5,120	4,055	..	..
Italy	30,130	8,040	780	..
Belgium, &c.	5,070	100	33,035	35,080
Total	894,595	491,095	850,710	546,450

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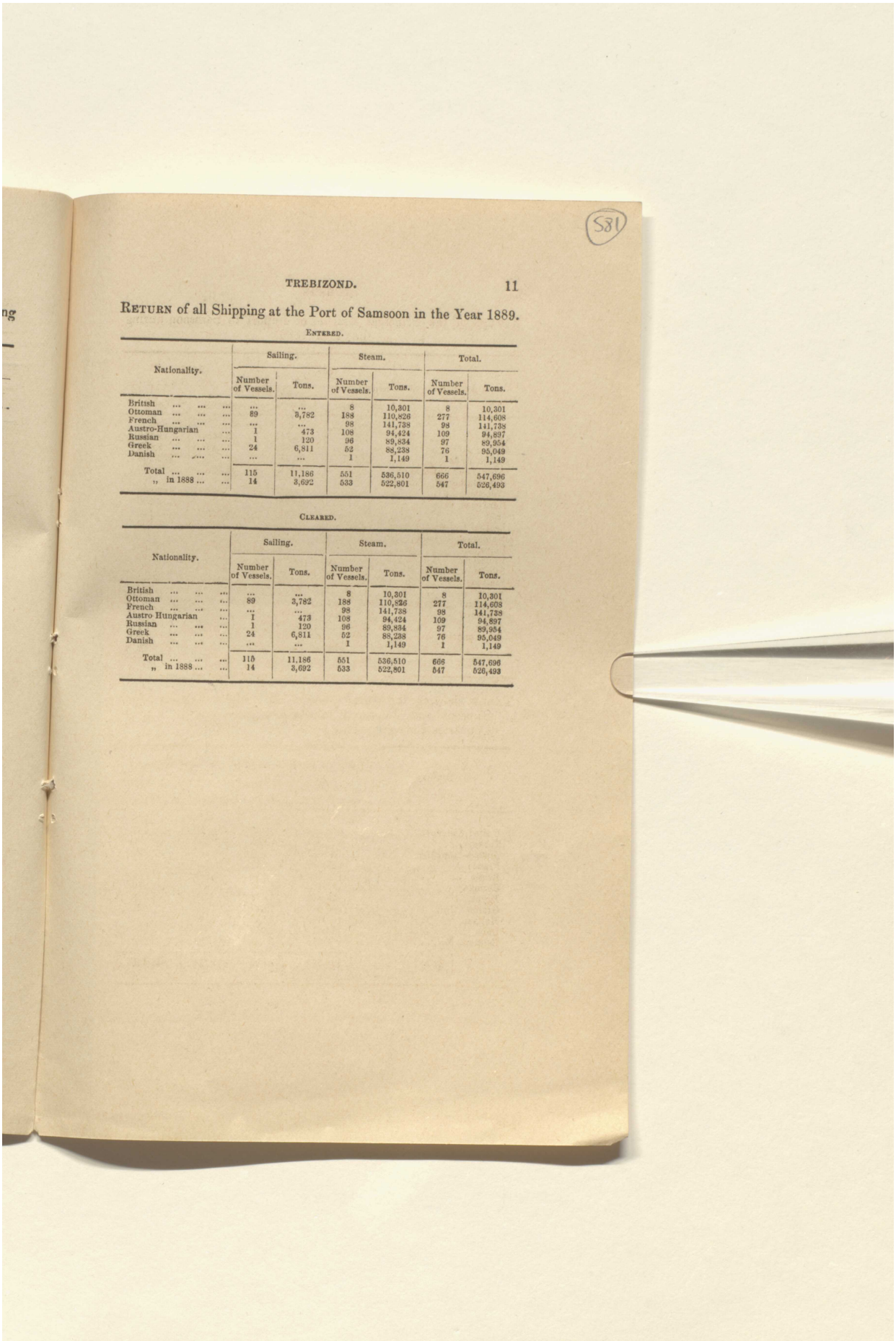

RETURN of all Shipping at the Port of Samsoon in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	10,301	8	10,301
Ottoman	89	3,782	188	110,826	277	114,608
French	...	...	98	141,738	98	141,738
Austro-Hungarian ...	1	473	108	94,424	109	94,897
Russian	1	120	96	89,834	97	89,954
Greek	24	6,811	52	88,238	76	95,049
Danish	...	...	1	1,149	1	1,149
Total	115	11,186	551	536,510	666	547,696
,, in 1888	14	3,692	533	522,801	547	526,493

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	10,301	8	10,301
Ottoman	89	3,782	188	110,826	277	114,608
French	...	...	98	141,738	98	141,738
Austro-Hungarian ...	1	473	108	94,424	109	94,897
Russian	1	120	96	89,834	97	89,954
Greek	24	6,811	52	88,238	76	95,049
Danish	...	...	1	1,149	1	1,149
Total	115	11,186	551	536,510	666	547,696
,, in 1888	14	3,692	533	522,801	547	526,493

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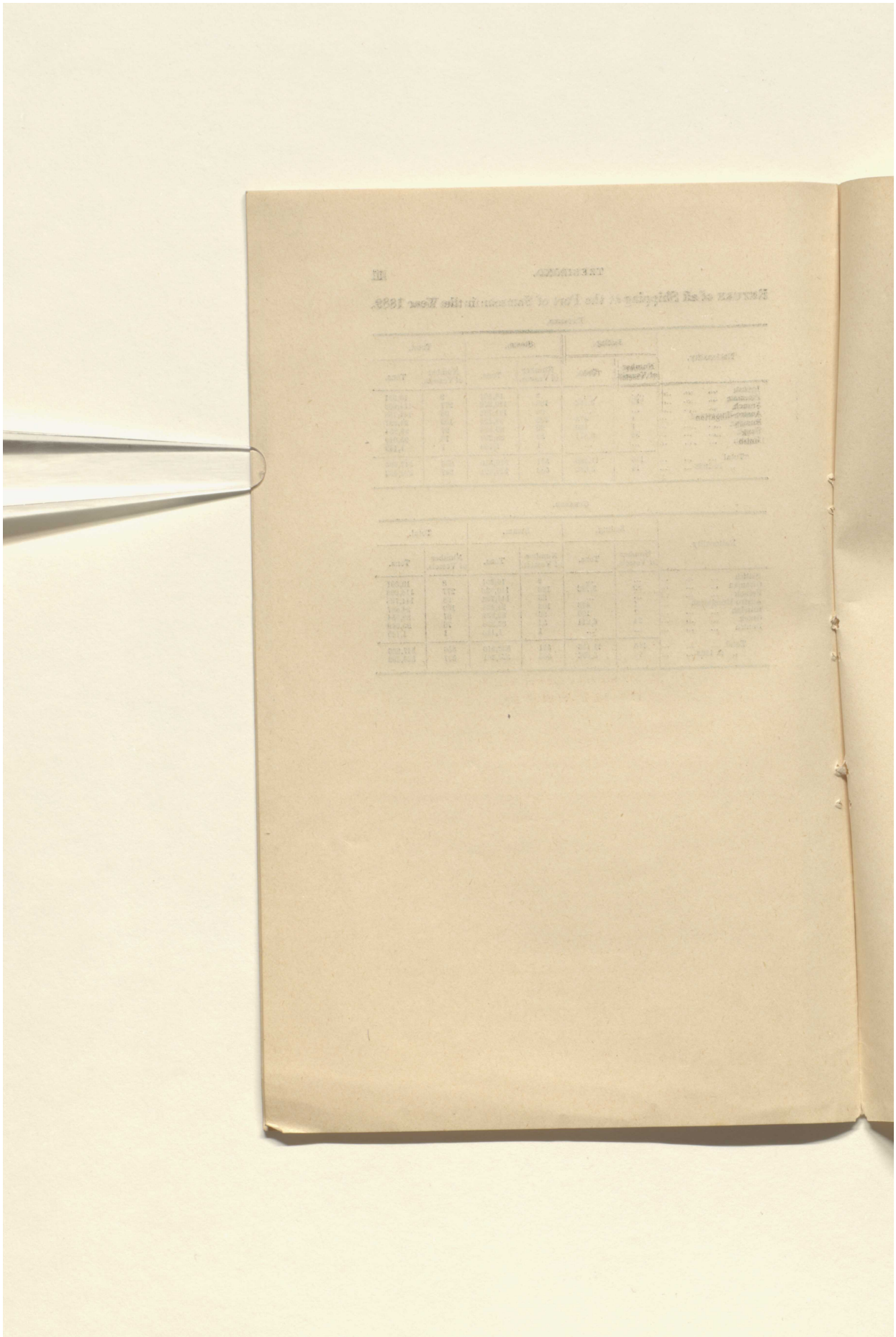

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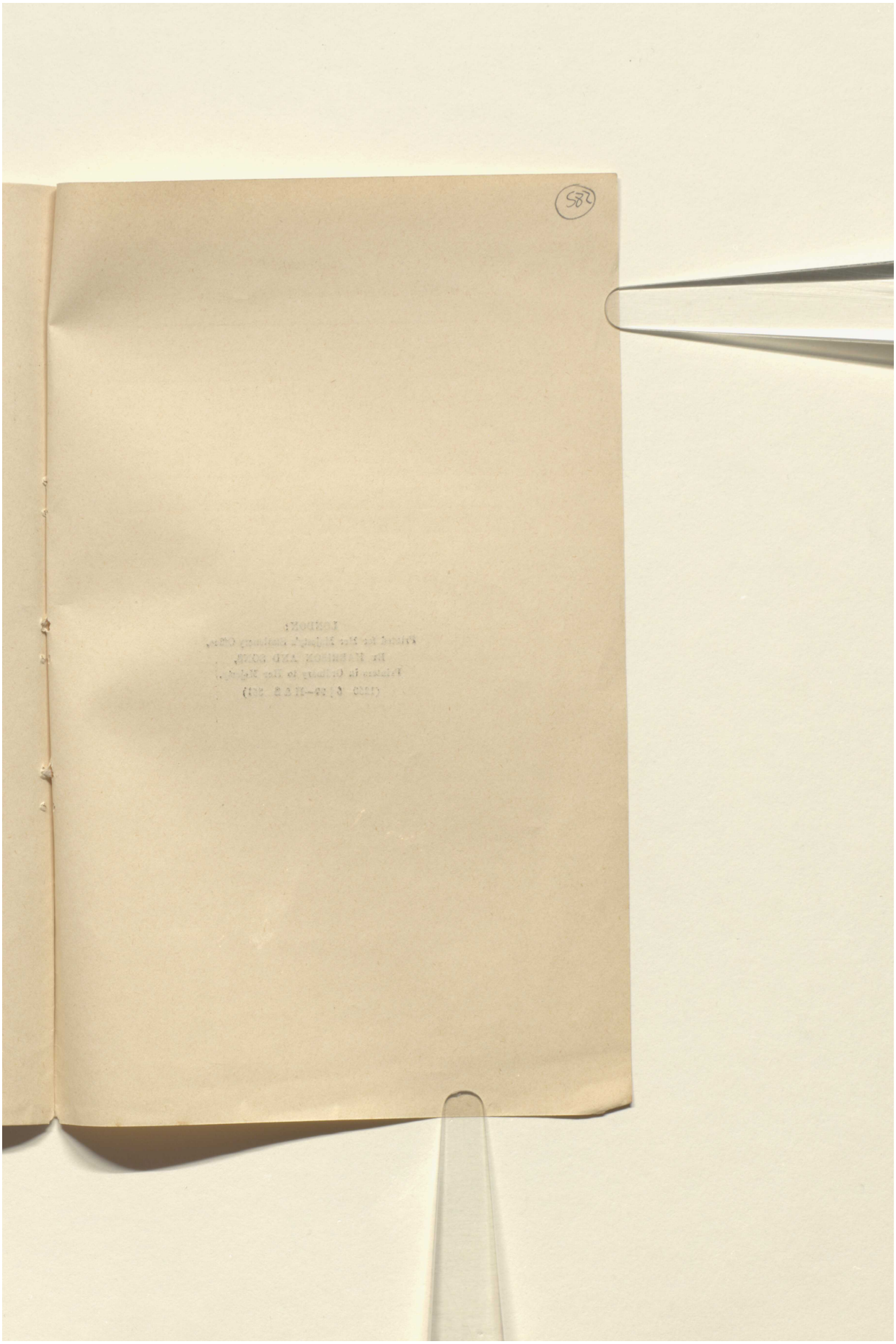

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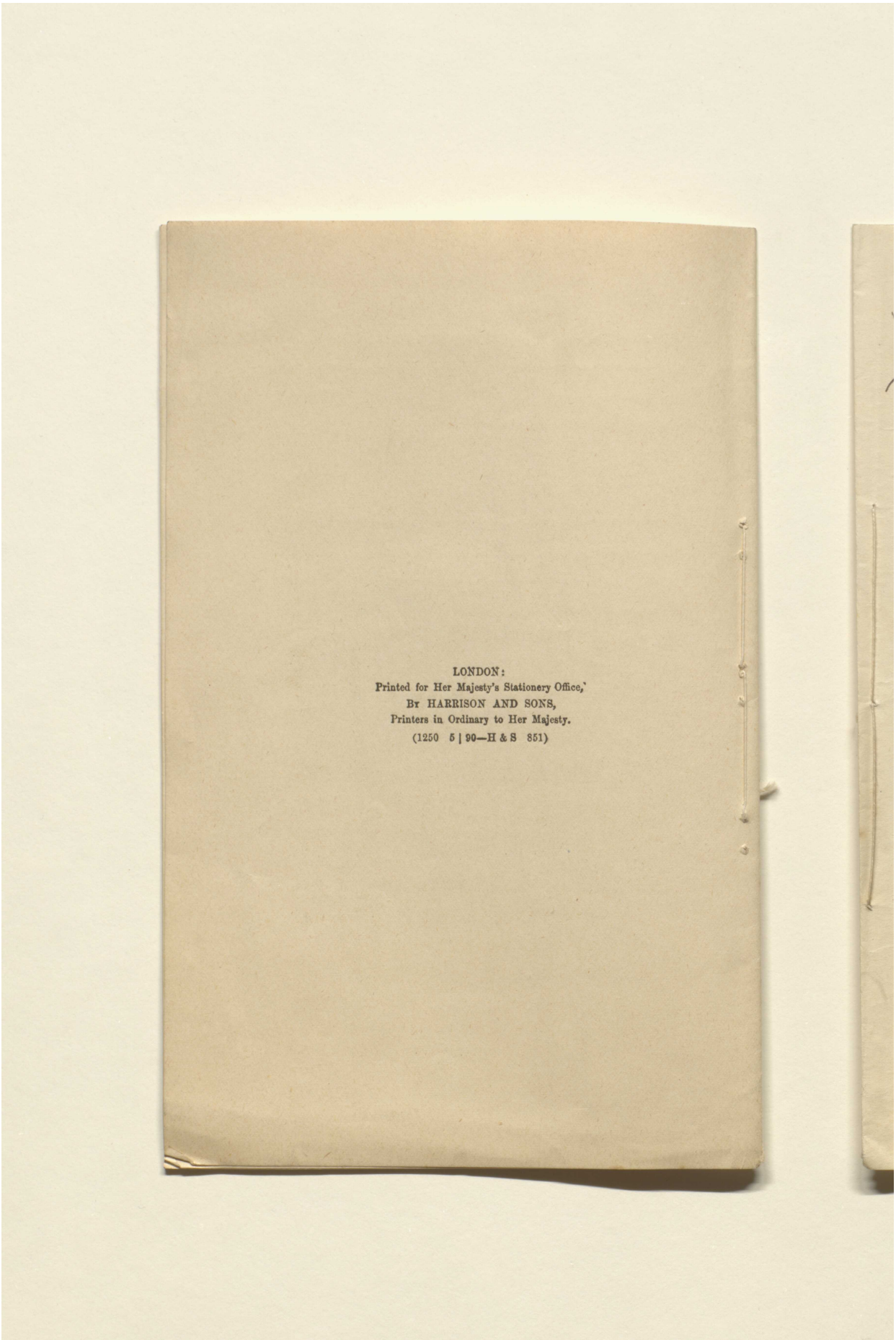

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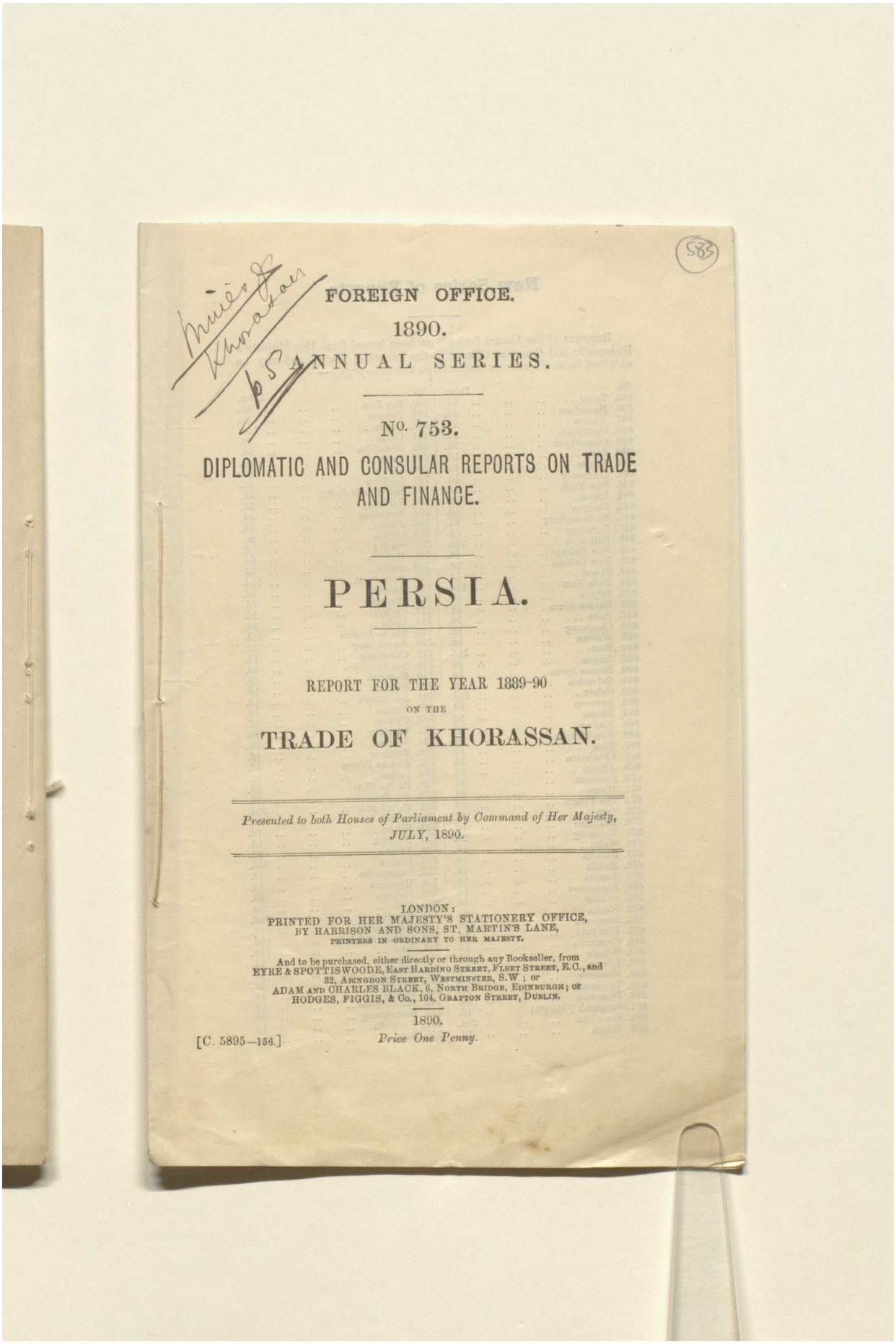

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REPORT FOR THE YEAR 1889-90

ON THE

TRADE OF KHORASSAN.

Presented to both Houses of Parliament by Command of Her Majesty, JULY, 1890.

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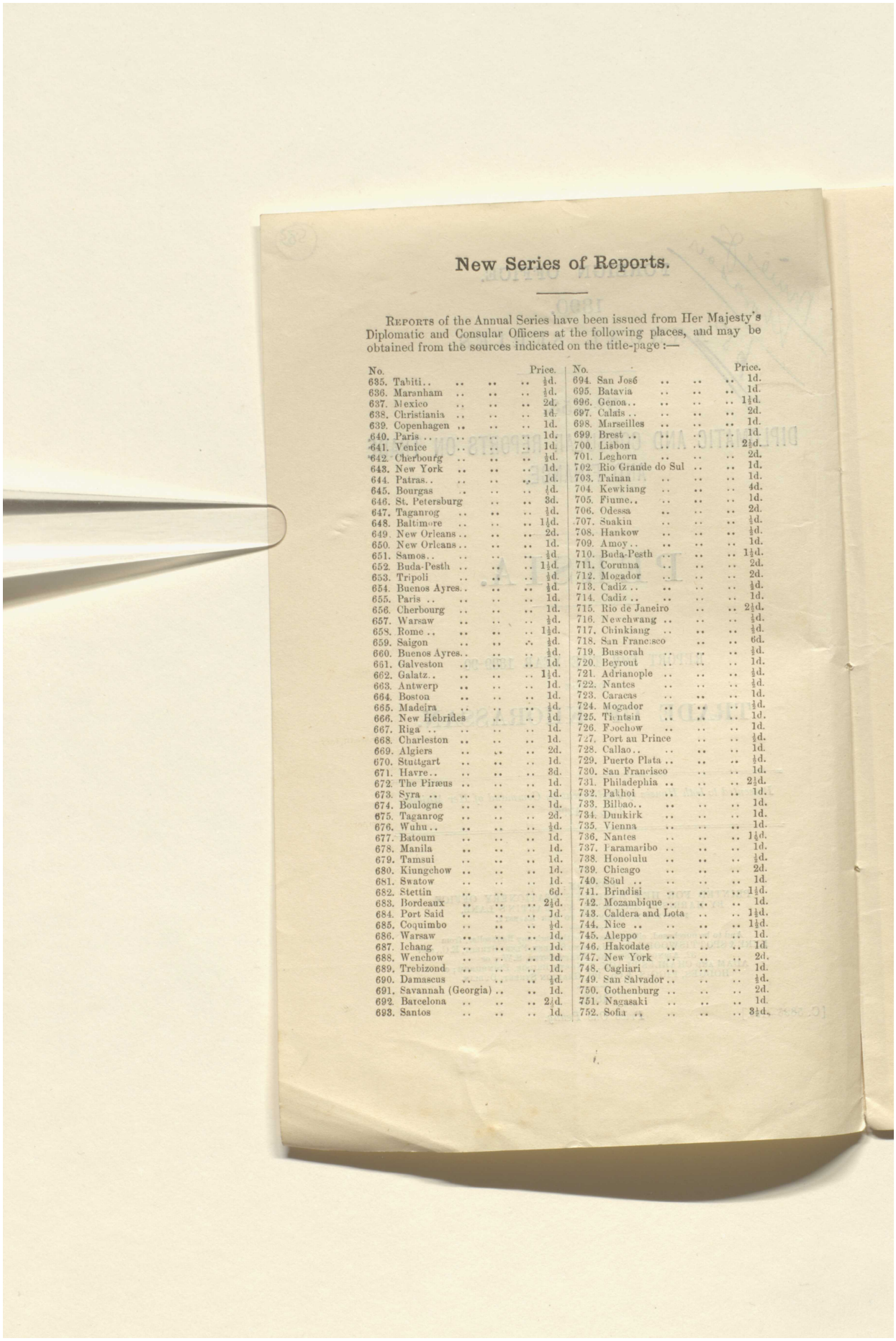

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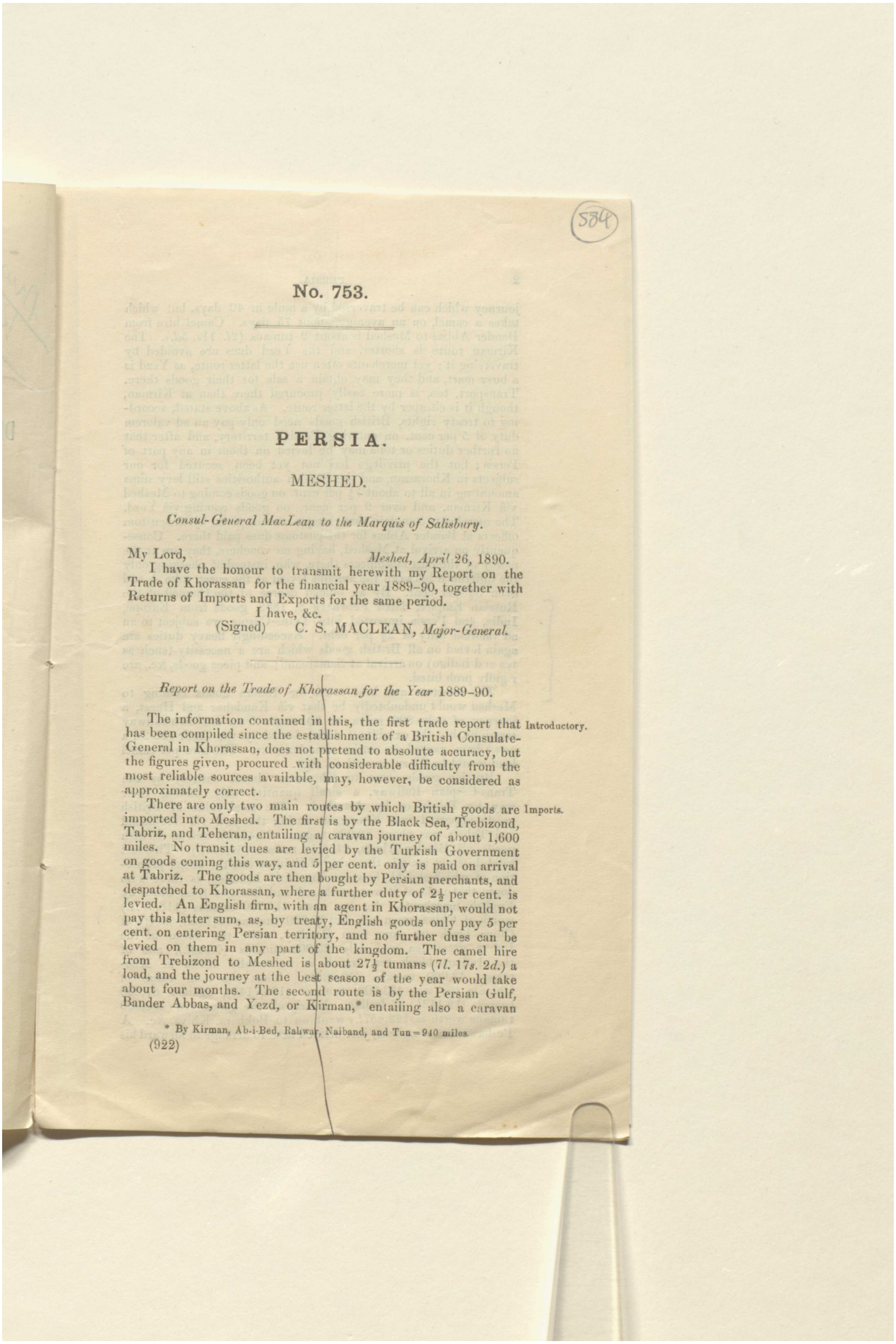

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No. 753.

PERSIA.

MESHED.

Consul-General MacLean to the Marquis of Salisbury.

My Lord, *Meshed, April* 26, 1890.

I have the honour to transmit herewith my Report on the Trade of Khorassan for the financial year 1889–90, together with Returns of Imports and Exports for the same period.

I have, &c.

(Signed) C. S. MACLEAN, *Major-General.*

Report on the Trade of Khorassan for the Year 1889–90.

Introductory. The information contained in this, the first trade report that has been compiled since the establishment of a British Consulate-General in Khorassan, does not pretend to absolute accuracy, but the figures given, procured with considerable difficulty from the most reliable sources available, may, however, be considered as approximately correct.

Imports. There are only two main routes by which British goods are imported into Meshed. The first is by the Black Sea, Trebizond, Tabriz, and Teheran, entailing a caravan journey of about 1,600 miles. No transit dues are levied by the Turkish Government on goods coming this way, and 5 per cent. only is paid on arrival at Tabriz. The goods are then bought by Persian merchants, and despatched to Khorassan, where a further duty of 2½ per cent. is levied. An English firm, with an agent in Khorassan, would not pay this latter sum, as, by treaty, English goods only pay 5 per cent. on entering Persian territory, and no further dues can be levied on them in any part of the kingdom. The camel hire from Trebizond to Meshed is about 27½ tumans (7*l.* 17*s.* 2*d.*) a load, and the journey at the best season of the year would take about four months. The second route is by the Persian Gulf, Bander Abbas, and Yezd, or Kirman,* entailing also a caravan

* By Kirman, Ab-i-Bed, Rahwar, Naiband, and Tun = 940 miles.

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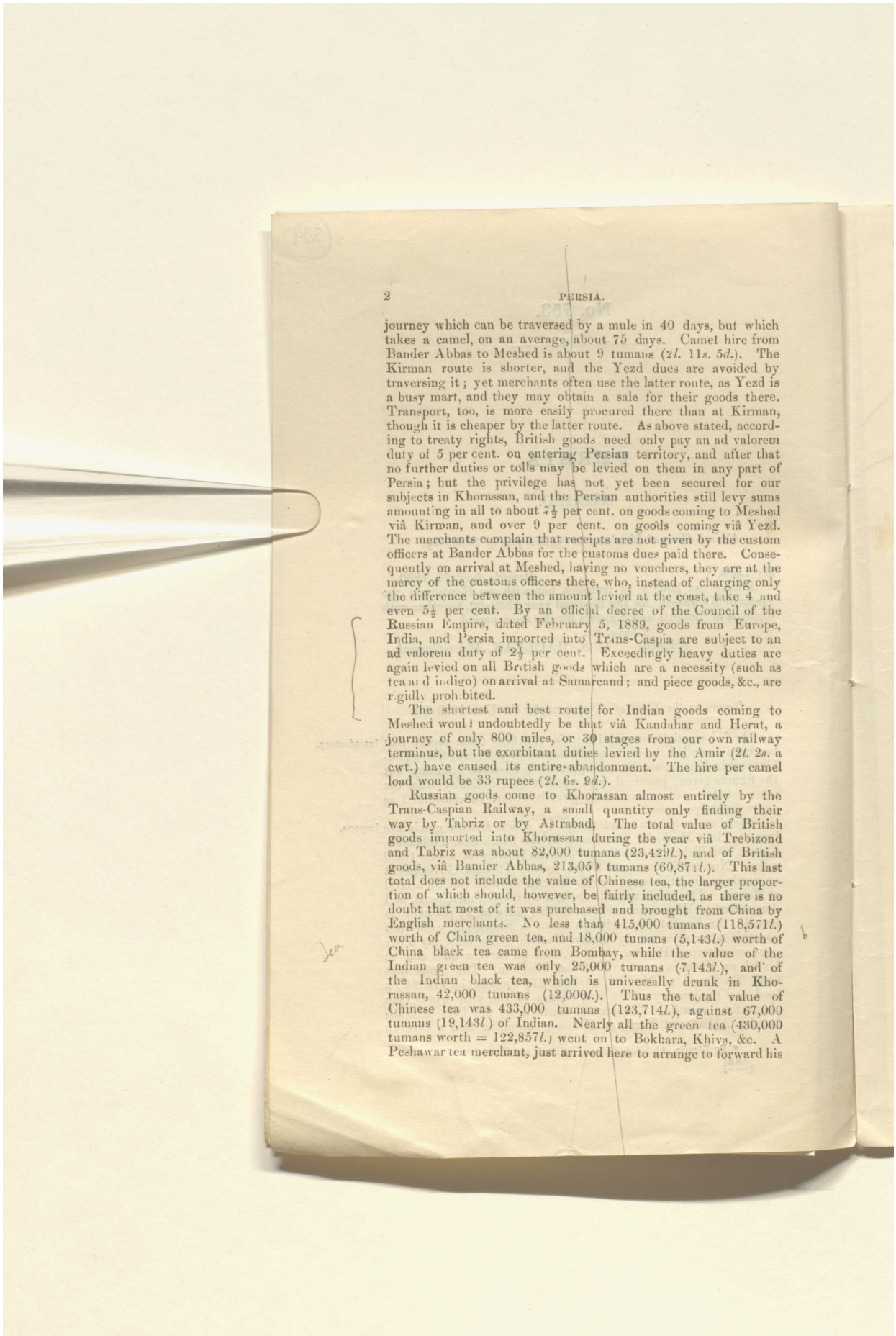

journey which can be traversed by a mule in 40 days, but which takes a camel, on an average, about 75 days. Camel hire from Bander Abbas to Meshed is about 9 tumans (2*l.* 11*s.* 5*d.*). The Kirman route is shorter, and the Yezd dues are avoided by traversing it; yet merchants often use the latter route, as Yezd is a busy mart, and they may obtain a sale for their goods there. Transport, too, is more easily procured there than at Kirman, though it is cheaper by the latter route. As above stated, according to treaty rights, British goods need only pay an ad valorem duty of 5 per cent. on entering Persian territory, and after that no further duties or tolls may be levied on them in any part of Persia; but the privilege has not yet been secured for our subjects in Khorassan, and the Persian authorities still levy sums amounting in all to about 7½ per cent. on goods coming to Meshed viâ Kirman, and over 9 per cent. on goods coming viâ Yezd. The merchants complain that receipts are not given by the custom officers at Bander Abbas for the customs dues paid there. Consequently on arrival at Meshed, having no vouchers, they are at the mercy of the customs officers there, who, instead of charging only the difference between the amount levied at the coast, take 4 and even 5½ per cent. By an official decree of the Council of the Russian Empire, dated February 5, 1889, goods from Europe, India, and Persia imported into Trans-Caspia are subject to an ad valorem duty of 2½ per cent. Exceedingly heavy duties are again levied on all British goods which are a necessity (such as tea and indigo) on arrival at Samarcand; and piece goods, &c., are rigidly prohibited.

The shortest and best route for Indian goods coming to Meshed would undoubtedly be that viâ Kandahar and Herat, a journey of only 800 miles, or 30 stages from our own railway terminus, but the exorbitant duties levied by the Amir (2*l.* 2*s.* a cwt.) have caused its entire abandonment. The hire per camel load would be 33 rupees (2*l.* 6*s.* 9*d.*).

Russian goods come to Khorassan almost entirely by the Trans-Caspian Railway, a small quantity only finding their way by Tabriz or by Astrabad. The total value of British goods imported into Khorassan during the year viâ Trebizond and Tabriz was about 82,000 tumans (23,429*l.*), and of British goods, viâ Bander Abbas, 213,050 tumans (60,871*l.*). This last total does not include the value of Chinese tea, the larger proportion of which should, however, be fairly included, as there is no doubt that most of it was purchased and brought from China by English merchants. No less than 415,000 tumans (118,571*l.*) worth of China green tea, and 18,000 tumans (5,143*l.*) worth of China black tea came from Bombay, while the value of the Indian green tea was only 25,000 tumans (7,143*l.*), and of the Indian black tea, which is universally drunk in Khorassan, 42,000 tumans (12,000*l.*). Thus the total value of Chinese tea was 433,000 tumans (123,714*l.*), against 67,000 tumans (19,143*l.*) of Indian. Nearly all the green tea (430,000 tumans worth = 122,857*l.*) went on to Bokhara, Khiva, &c. A Peshawar tea merchant, just arrived here to arrange to forward his

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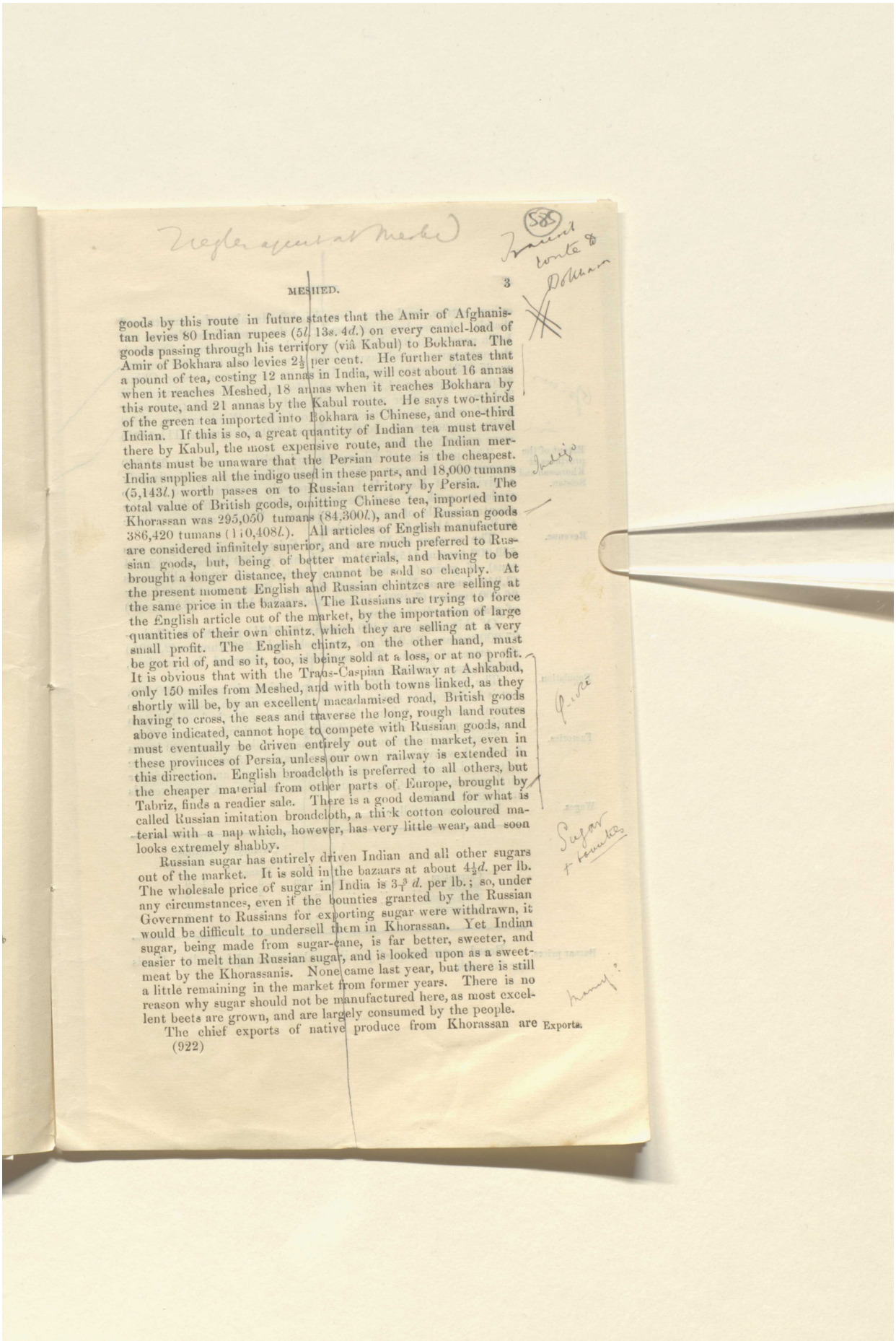

goods by this route in future states that the Amir of Afghanistan levies 80 Indian rupees (5*l.* 13*s.* 4*d.*) on every camel-load of goods passing through his territory (viâ Kabul) to Bokhara. The Amir of Bokhara also levies 2½ per cent. He further states that a pound of tea, costing 12 annas in India, will cost about 16 annas when it reaches Meshed, 18 annas when it reaches Bokhara by this route, and 21 annas by the Kabul route. He says two-thirds of the green tea imported into Bokhara is Chinese, and one-third Indian. If this is so, a great quantity of Indian tea must travel there by Kabul, the most expensive route, and the Indian merchants must be unaware that the Persian route is the cheapest. India supplies all the indigo used in these parts, and 18,000 tumans (5,143*l.*) worth passes on to Russian territory by Persia. The total value of British goods, omitting Chinese tea, imported into Khorassan was 295,050 tumans (84,300*l.*), and of Russian goods 386,420 tumans (110,408*l.*). All articles of English manufacture are considered infinitely superior, and are much preferred to Russian goods, but, being of better materials, and having to be brought a longer distance, they cannot be sold so cheaply. At the present moment English and Russian chintzes are selling at the same price in the bazaars. The Russians are trying to force the English article out of the market, by the importation of large quantities of their own chintz, which they are selling at a very small profit. The English chintz, on the other hand, must be got rid of, and so it, too, is being sold at a loss, or at no profit. It is obvious that with the Trans-Caspian Railway at Ashkabad, only 150 miles from Meshed, and with both towns linked, as they shortly will be, by an excellent macadamised road, British goods having to cross the seas and traverse the long, rough land routes above indicated, cannot hope to compete with Russian goods, and must eventually be driven entirely out of the market, even in these provinces of Persia, unless our own railway is extended in this direction. English broadcloth is preferred to all others, but the cheaper material from other parts of Europe, brought by Tabriz, finds a readier sale. There is a good demand for what is called Russian imitation broadcloth, a thick cotton coloured material with a nap which, however, has very little wear, and soon looks extremely shabby.

Russian sugar has entirely driven Indian and all other sugars out of the market. It is sold in the bazaars at about 4½*d.* per lb. The wholesale price of sugar in India is 3$\frac{3}{4}$ *d.* per lb.; so, under any circumstances, even if the bounties granted by the Russian Government to Russians for exporting sugar were withdrawn, it would be difficult to undersell them in Khorassan. Yet Indian sugar, being made from sugar-cane, is far better, sweeter, and easier to melt than Russian sugar, and is looked upon as a sweetmeat by the Khorassanis. None came last year, but there is still a little remaining in the market from former years. There is no reason why sugar should not be manufactured here, as most excellent beets are grown, and are largely consumed by the people.

The chief exports of native produce from Khorassan are Exports.

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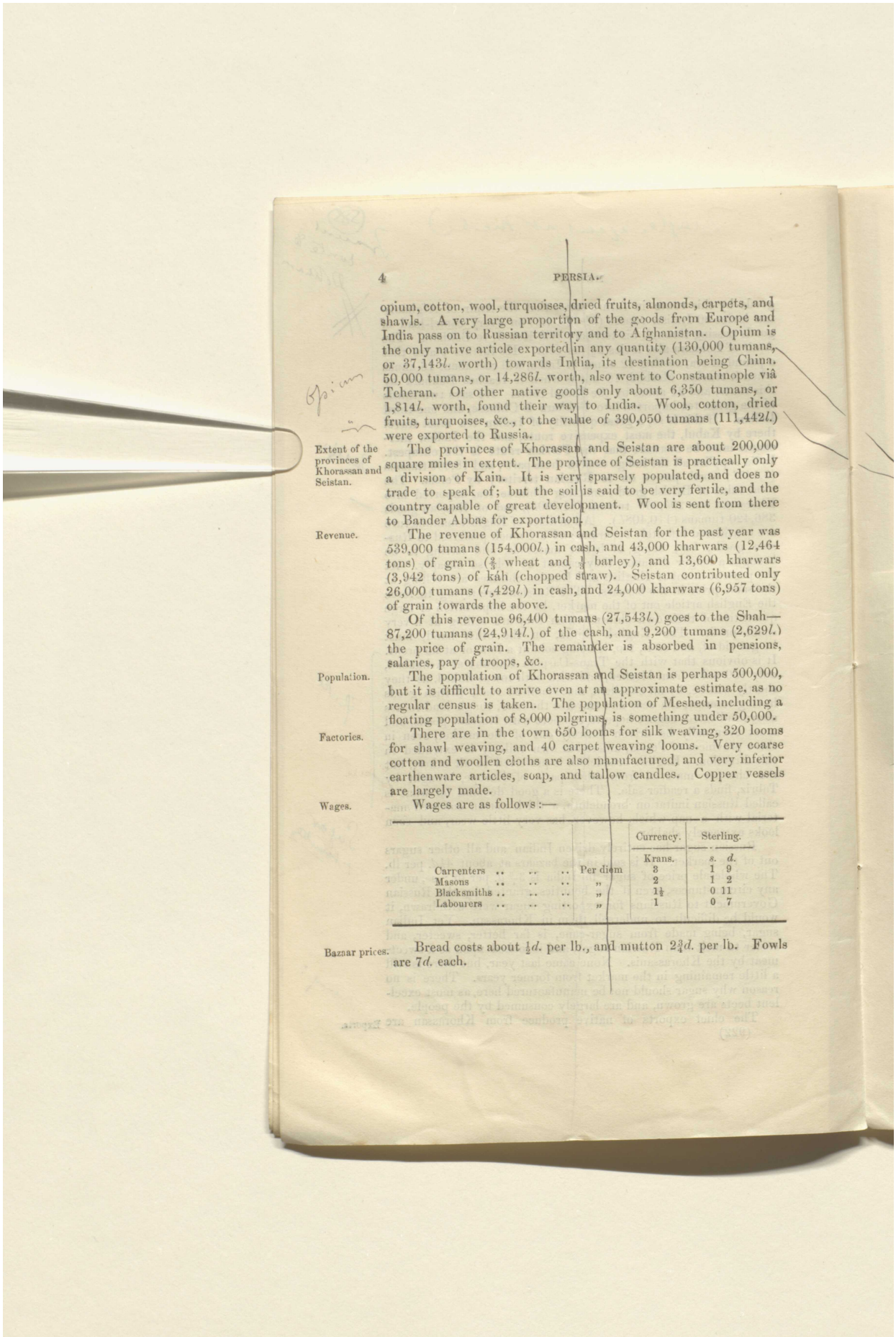

opium, cotton, wool, turquoises, dried fruits, almonds, carpets, and shawls. A very large proportion of the goods from Europe and India pass on to Russian territory and to Afghanistan. Opium is the only native article exported in any quantity (130,000 tumans, or 37,143*l.* worth) towards India, its destination being China. 50,000 tumans, or 14,286*l.* worth, also went to Constantinople viâ Teheran. Of other native goods only about 6,350 tumans, or 1,814*l.* worth, found their way to India. Wool, cotton, dried fruits, turquoises, &c., to the value of 390,050 tumans (111,442*l.*) were exported to Russia.

Extent of the provinces of Khorassan and Seistan.

The provinces of Khorassan and Seistan are about 200,000 square miles in extent. The province of Seistan is practically only a division of Kain. It is very sparsely populated, and does no trade to speak of; but the soil is said to be very fertile, and the country capable of great development. Wool is sent from there to Bander Abbas for exportation.

Revenue.

The revenue of Khorassan and Seistan for the past year was 539,000 tumans (154,000*l.*) in cash, and 43,000 kharwars (12,464 tons) of grain ($\frac{2}{3}$ wheat and $\frac{1}{3}$ barley), and 13,600 kharwars (3,942 tons) of káh (chopped straw). Seistan contributed only 26,000 tumans (7,429*l.*) in cash, and 24,000 kharwars (6,957 tons) of grain towards the above.

Of this revenue 96,400 tumans (27,543*l.*) goes to the Shah—87,200 tumans (24,914*l.*) of the cash, and 9,200 tumans (2,629*l.*) the price of grain. The remainder is absorbed in pensions, salaries, pay of troops, &c.

Population.

The population of Khorassan and Seistan is perhaps 500,000, but it is difficult to arrive even at an approximate estimate, as no regular census is taken. The population of Meshed, including a floating population of 8,000 pilgrims, is something under 50,000.

Factories.

There are in the town 650 looms for silk weaving, 320 looms for shawl weaving, and 40 carpet weaving looms. Very coarse cotton and woollen cloths are also manufactured, and very inferior earthenware articles, soap, and tallow candles. Copper vessels are largely made.

Wages.

Wages are as follows:—

		Currency.	Sterling.
		Krans.	*s.* *d.*
Carpenters	Per diem	3	1 9
Masons	„	2	1 2
Blacksmiths	„	1½	0 11
Labourers	„	1	0 7

Baznar prices.

Bread costs about ½*d.* per lb., and mutton 2¾*d.* per lb. Fowls are 7*d.* each.

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Opium 1879-80 output = 1,400 Shah mans or 950 cases Gaz

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		Currency.	Sterling.
		Ts. k. s.	s. d.
Opium	Per lb. ..	2 1 10	12 3
Cotton	„ stone	0 8 12	4 11
Wheat	„ „	0 0 17	0 5¾
Barley	„ „	0 0 10	0 3¼

Agriculture.

Opium, cotton, wheat, barley, beans, pulse, gram, lentils, millet, beet, rape, castor, and saffron (in Kain) are cultivated, but the whole produce is consumed in the province except 180,000 tumans (51,429*l.*) worth of opium, and 150,000 tumans (42,857*l.*) worth of cotton. About 3,700 tumans (1,057*l.*) worth of wheat is also exported from Kuchan to Trans-Caspia. Potatoes are grown in the vicinity of Meshed, and a portion of the produce goes to Ashkabad. Fruits of all sorts abound, including grapes, melons, peaches, plums, apricots, mulberries, pears, apples, and a small cucumber of excellent quality. Dried fruits to the value of 15,000 tumans (4,286*l.*) are exported to Russia.

Banks.

There are said to be 144 bankers in Meshed with a capital of 931,000 tumans, or 266,000*l.* Of these only two have a capital of 100,000 tumans (28,571*l.*) each; three a capital of 50,000 tumans (14,286*l.*) each; and two a capital of 30,000 tumans (8,571*l.*) each; the rest are mere petty money-dealers. One of the former is the Meshed agent of the New Oriental Bank at Teheran, which is just handing over its branches to the New Imperial Bank of Persia. If this new bank decides to open a branch at Meshed, it will be looked upon as a great boon by many, and will probably do a very large business, especially if it issues notes. There is plenty of money lying idle and hidden away, and for remittances Russian gold and rouble notes are eagerly bought up. Last year the following foreign money found its way to Meshed:—

* The Nimaksar Lake is claimed in part by Afghanistan, and salt is taken from it by both Persians and Afghans.

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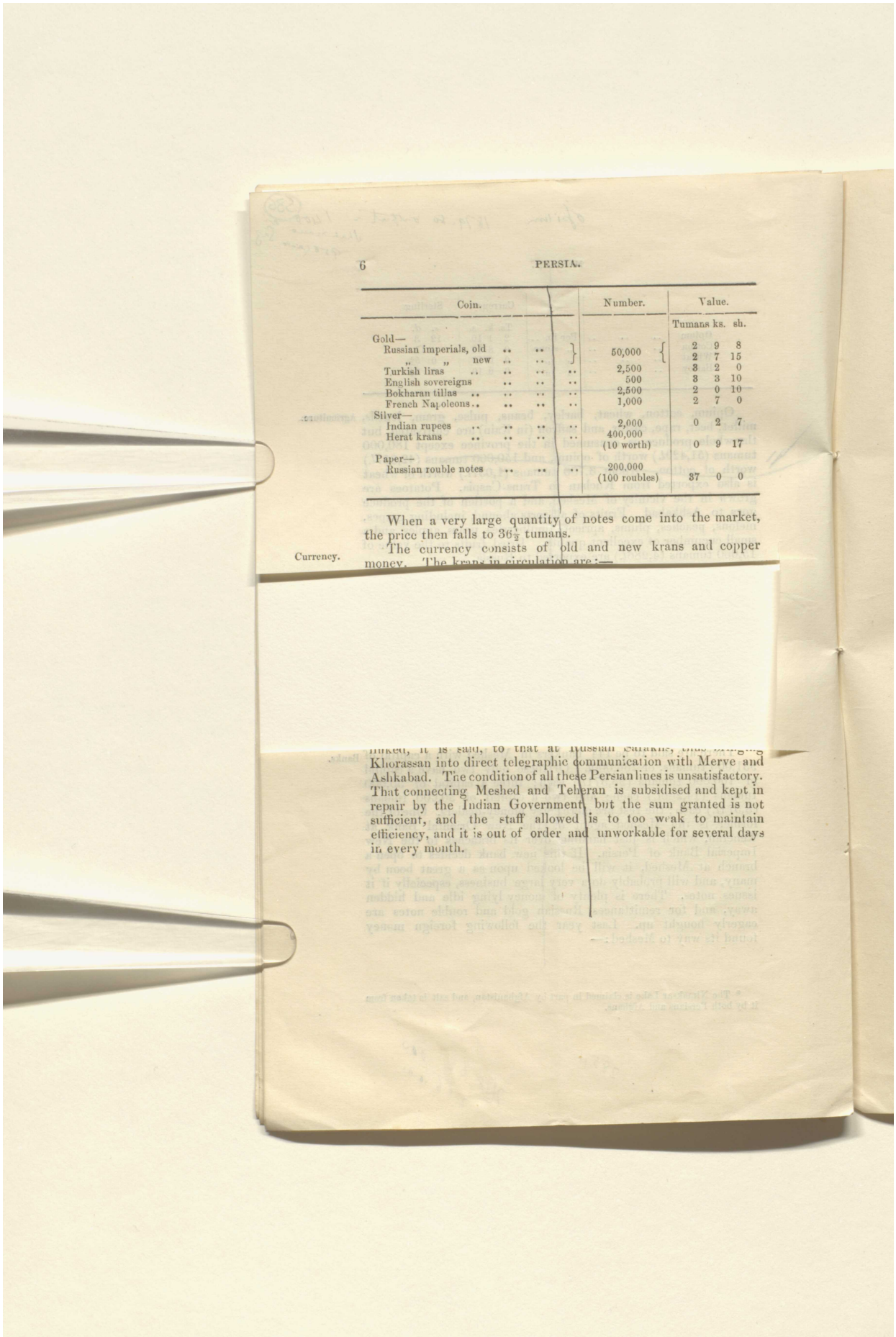

Coin.	Number.	Value. Tumans	ks.	sh.
Gold—				
Russian imperials, old .. .. }	50,000 {	2	9	8
„ „ new .. .. }		2	7	15
Turkish liras	2,500	3	2	0
English sovereigns	500	3	3	10
Bokharan tillas	2,500	2	0	10
French Napoleons	1,000	2	7	0
Silver—				
Indian rupees	2,000	0	2	7
Herat krans	400,000 (10 worth)	0	9	17
Paper—				
Russian rouble notes	200,000 (100 roubles)	37	0	0

When a very large quantity of notes come into the market, the price then falls to 36½ tumans.

Currency. The currency consists of old and new krans and copper money. The krans in circulation are:—

linked, it is said, to that at Russian Karakis, thus bringing Khorassan into direct telegraphic communication with Merve and Ashkabad. The condition of all these Persian lines is unsatisfactory. That connecting Meshed and Teheran is subsidised and kept in repair by the Indian Government, but the sum granted is not sufficient, and the staff allowed is to too weak to maintain efficiency, and it is out of order and unworkable for several days in every month.

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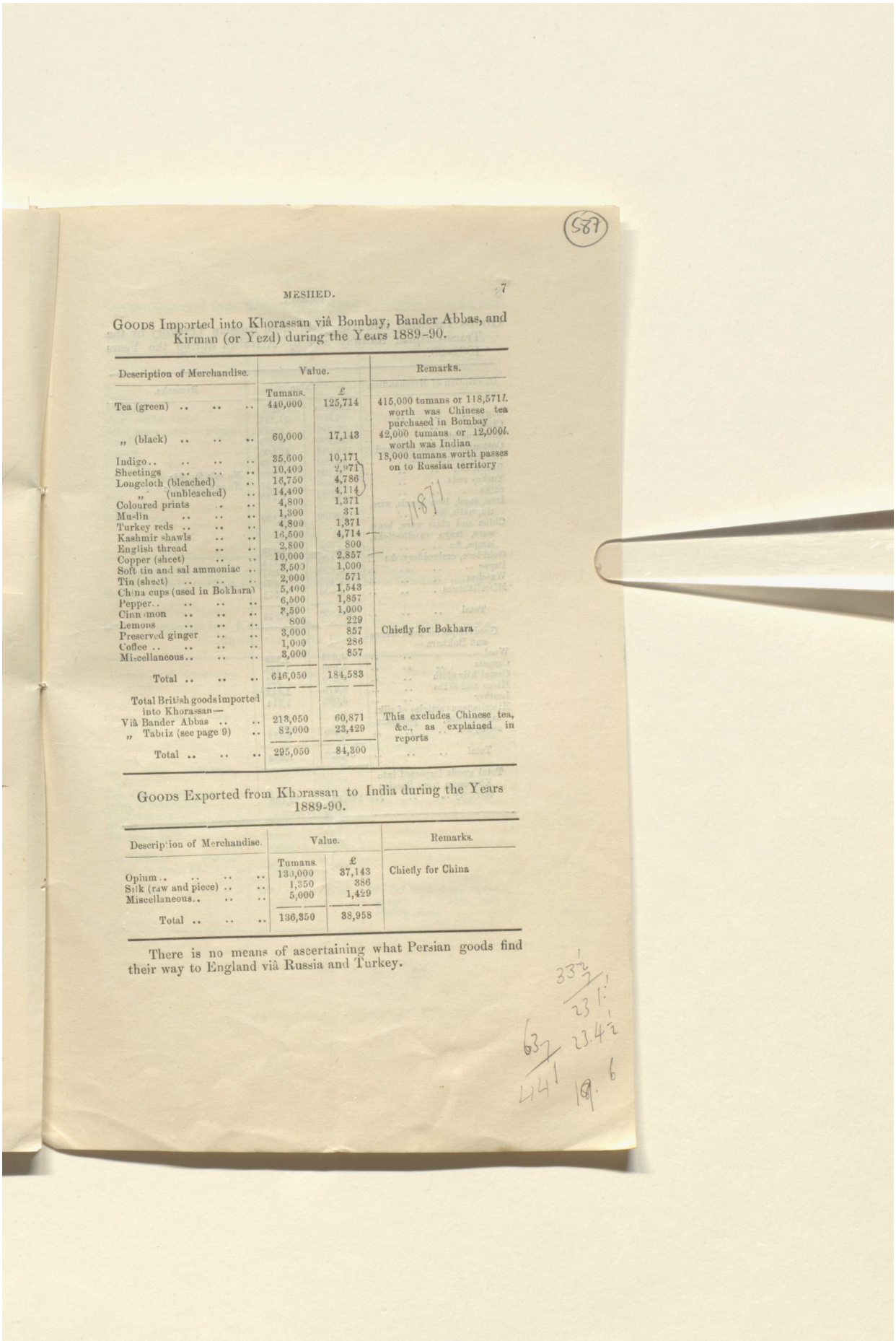

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Goods Imported into Khorassan viâ Bombay, Bander Abbas, and Kirman (or Yezd) during the Years 1889-90.

Description of Merchandise.	Value.		Remarks.
	Tumans.	£	
Tea (green)	440,000	125,714	415,000 tumans or 118,571*l.* worth was Chinese tea purchased in Bombay
„ (black)	60,000	17,143	42,000 tumans or 12,000*l.* worth was Indian
Indigo	35,600	10,171	18,000 tumans worth passes on to Russian territory
Sheetings	10,400	2,971	
Longcloth (bleached) ..	16,750	4,786	
„ (unbleached) ..	14,400	4,114	
Coloured prints	4,800	1,371	
Muslin	1,300	371	
Turkey reds	4,800	1,371	
Kashmir shawls	16,500	4,714	
English thread	2,800	800	
Copper (sheet)	10,000	2,857	
Soft tin and sal ammoniac ..	3,500	1,000	
Tin (sheet)	2,000	571	
China cups (used in Bokhara)	5,400	1,543	
Pepper	6,500	1,857	
Cinnamon	2,500	1,000	
Lemons	800	229	
Preserved ginger	3,000	857	Chiefly for Bokhara
Coffee	1,000	286	
Miscellaneous	3,000	857	
Total	646,050	184,583	
Total British goods imported into Khorassan—			
Viâ Bander Abbas	213,050	60,871	This excludes Chinese tea, &c., as explained in reports
„ Tabriz (see page 9) ..	82,000	23,429	
Total	295,050	84,300	

Goods Exported from Khorassan to India during the Years 1889-90.

Description of Merchandise.	Value.		Remarks.
	Tumans.	£	
Opium	130,000	37,143	Chiefly for China
Silk (raw and piece)	1,350	386	
Miscellaneous	5,000	1,429	
Total	136,350	38,958	

There is no means of ascertaining what Persian goods find their way to England viâ Russia and Turkey.

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Goods Imported into Khorassan from Russian Territory by the Trans-Caspian Railway and by Astrabad during the Years 1889–90.

Description of Merchandise.	Value.		Remarks.
	Tumans.	£	
Sugar	60,000	17,143	
Candles	7,500	2,143	
Kerosene oil	14,300	4,086	
Cottons, plain and coloured ..	140,000	40,000	
Imitation broadcloth.. ..	12,000	3,429	
Broadcloth	2,100	600	No sale for this
Turkey reds	10,000	2 857	No sale for these
Silks	8,000	2,286	
Iron, steel, iron goods, wire, tin, nails, &c.	3,3000	9,429	
China and glass ware, brass ware, trays, candlesticks, lamps, &c.	40,000	11,429	
Gold lace, embroidery, &c ..	20,000	5,714	
Paper	3,000	857	
Watches	1,400	400	
Miscellaneous..	2,000	571	
Total	353,300	100,944	
Goods imported from Merve and Bokhara —			
Wool	4,650	1,329	
Carpets	5,000	1,429	
Camel hair cloth	3,000	857	
Hides and skins	6,470	1,849	
Leather	6,000	1,714	
Miscellaneous articles of silk, saddlecloths, pumpkin seeds, &c.	8,000	2,283	
Total	33,120	9,464	
Total goods imported into Khorassan from Russian territory	386,420	110,408	

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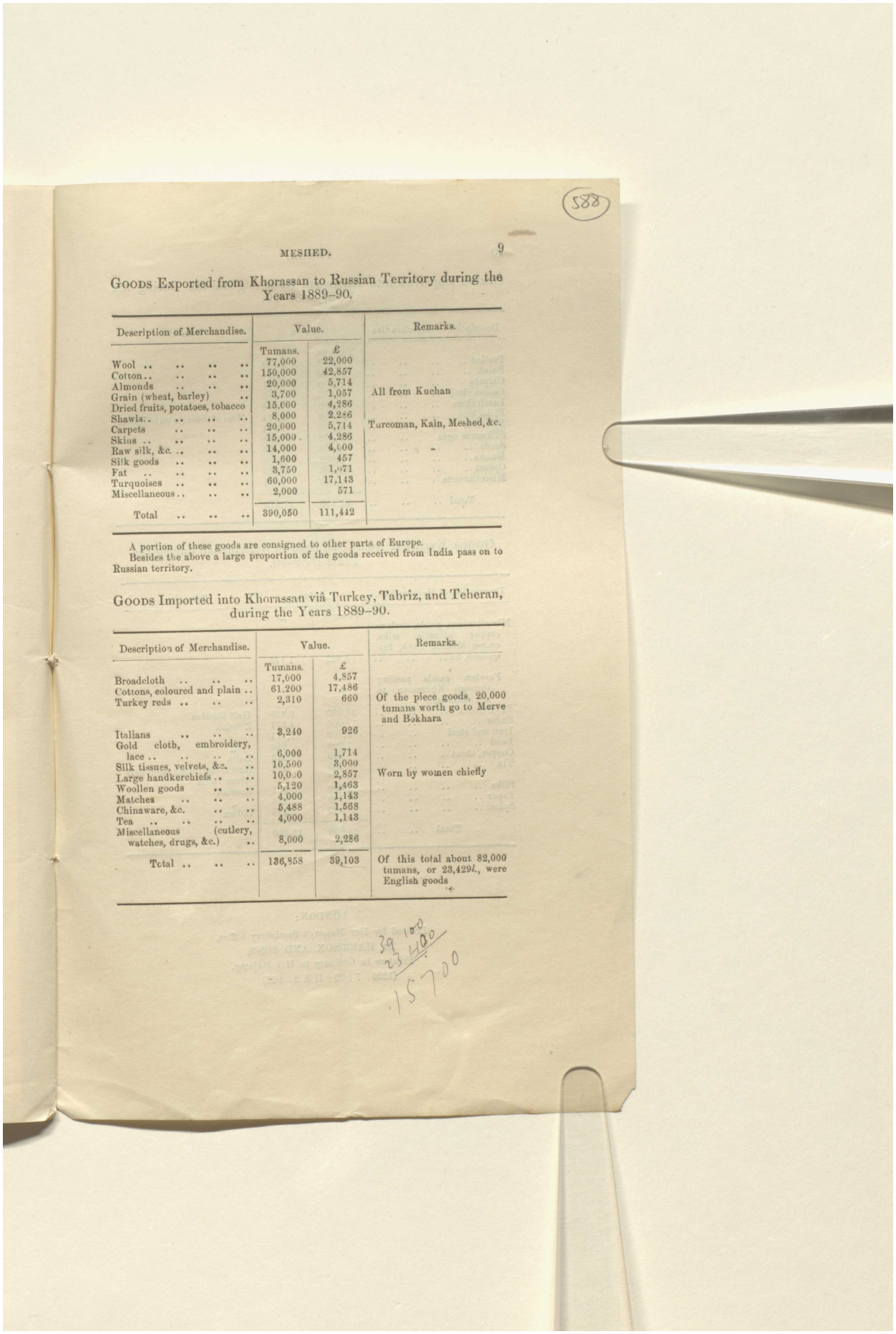

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Goods Exported from Khorassan to Russian Territory during the Years 1889–90.

Description of Merchandise.	Value.		Remarks.
	Tumans.	£	
Wool	77,000	22,000	
Cotton	150,000	42,857	
Almonds	20,000	5,714	
Grain (wheat, barley) ..	3,700	1,057	All from Kuchan
Dried fruits, potatoes, tobacco	15,000	4,286	
Shawls	8,000	2,286	
Carpets	20,000	5,714	Turcoman, Kain, Meshed, &c.
Skins	15,000	4,286	
Raw silk, &c.	14,000	4,000	.. -
Silk goods	1,600	457	
Fat	3,750	1,071	
Turquoises	60,000	17,143	
Miscellaneous	2,000	571	
Total	390,050	111,442	

A portion of these goods are consigned to other parts of Europe.
Besides the above a large proportion of the goods received from India pass on to Russian territory.

Goods Imported into Khorassan viâ Turkey, Tabriz, and Teheran, during the Years 1889–90.

Description of Merchandise.	Value.		Remarks.
	Tumans.	£	
Broadcloth	17,000	4,857	
Cottons, coloured and plain ..	61,200	17,486	
Turkey reds	2,310	660	Of the piece goods, 20,000 tumans worth go to Merve and Bokhara
Italians	3,240	926	
Gold cloth, embroidery, lace	6,000	1,714	
Silk tissues, velvets, &c. ..	10,500	3,000	
Large handkerchiefs	10,000	2,857	Worn by women chiefly
Woollen goods	5,120	1,463	
Matches	4,000	1,143	
Chinaware, &c.	5,488	1,568	
Tea	4,000	1,143	
Miscellaneous (cutlery, watches, drugs, &c.) ..	8,000	2,286	
Total	136,858	39,103	Of this total about 82,000 tumans, or 23,429*l.*, were English goods

39 100
23 429
15 700

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Goods Imported into Khorassan from Afghanistan during the Years 1889–90.

Description of Merchandise	Value.		Remarks.
	Tumans.	£	
Postins..	7,350	2,100	
Barak	4,600	1,314	
Carpets	2,700	771	
Coarse cloth	1,500	429	
Lamb skins	1,700	486	
Pistachios	20,000	5,714	Most of these go on to Russia
Raw silk	2,500	714	
Silkworm eggs	1,000	286	
Seeds	1,500	429	
Manna..	3,600	1,029	
Opium..	12,000	3,429	
Miscellaneous	2,000	571	
Total	60,450	17,272	

Goods Exported from Khorassan to Afghanistan during the Years 1889–90.

Description of Merchandise.	Value.		Remarks.
	Tumans.	£	
Miscellaneous goods, such as copper utensils, silks, coarse Meshed cloth, turquoises, &c	4,000	1,143	
Foreign goods passing through Khorassan to Afghanistan—			
Piece goods	33,000	9,429	Half Russian
Sugar	16,000	4,571	Russian
Iron and steel	9,000	2,571	,,
Lead	1,000	286	,,
Copper, sheet	850	243	India
Tin	950	271	Half from Russia and half from India
Silks	2,000	571	Russian
Paper	750	214	,,
Spices	500	143	Indian
Total	64,050	18,299	

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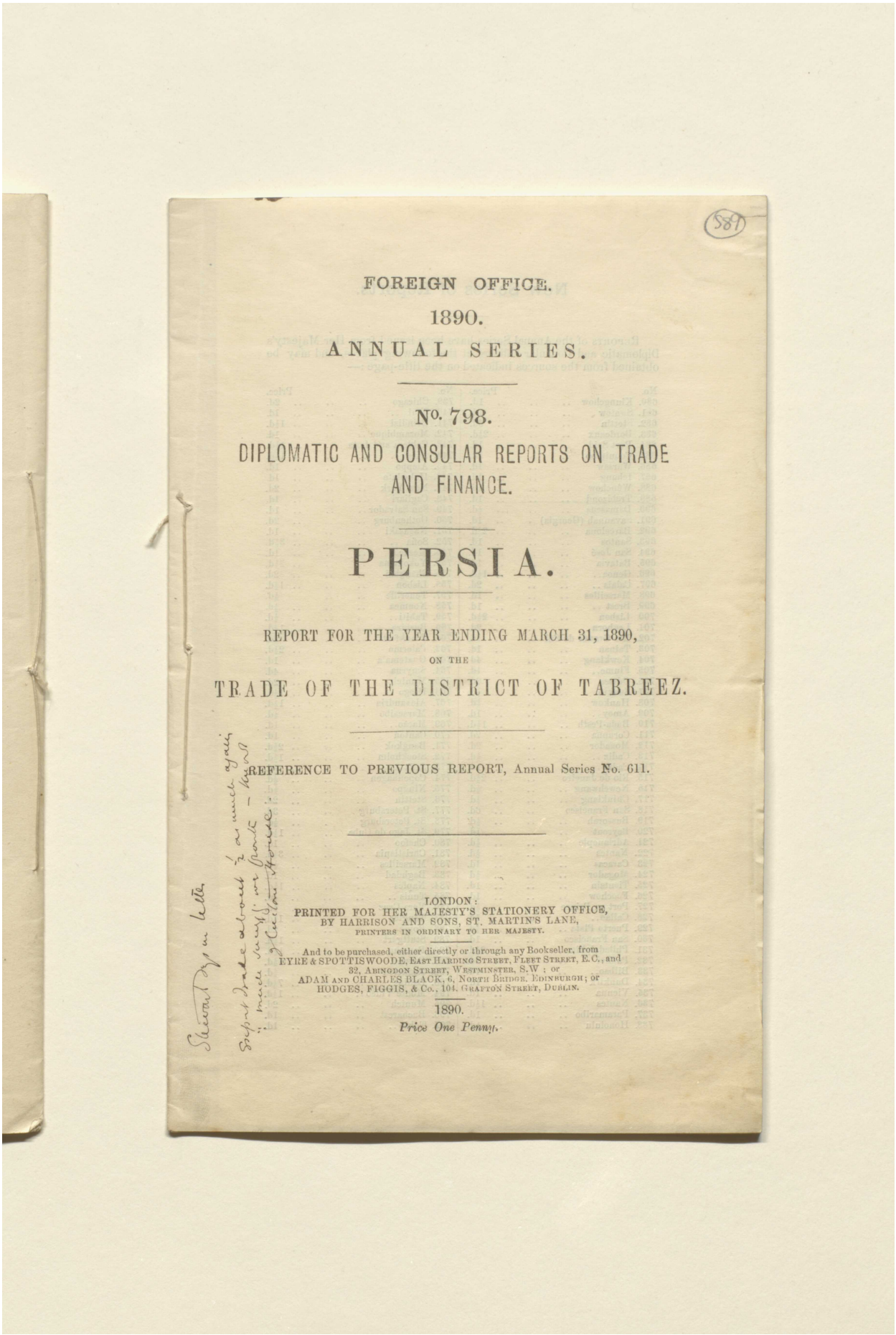

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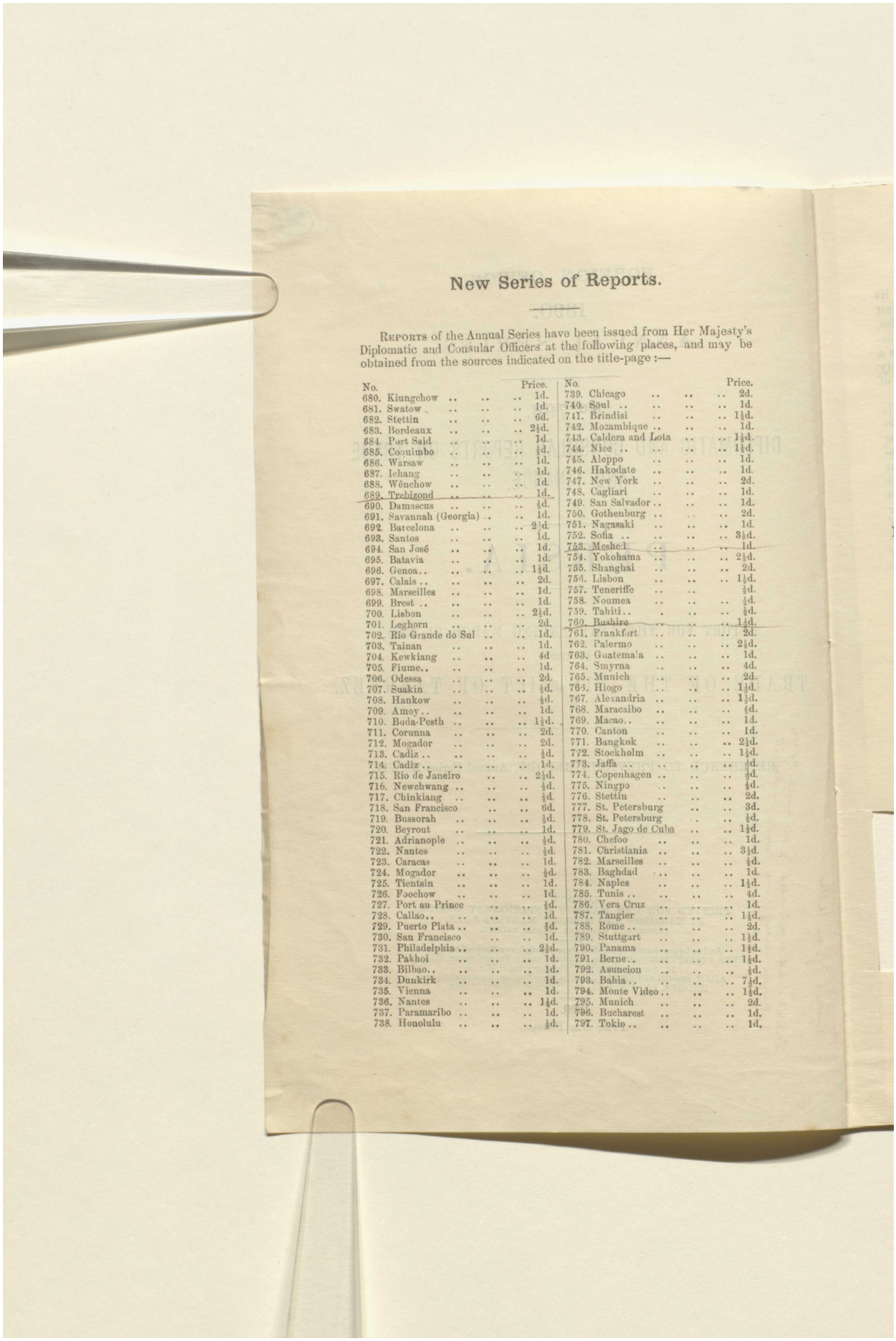

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No. 798.

Reference to previous Report, Annual Series No. 611

PERSIA.

TABREEZ.

Consul-General Stewart to the Marquis of Salisbury.

My Lord, *Tabreez, September* 16, 1890.

I HAVE the honour to transmit herewith for your Lordship's information my Report on the Trade of Tabreez and the North-West of Persia for the year ending March 21, 1890.

The year ends, and all trade accounts are at Tabreez made up to the vernal equinox, so I am obliged to conform to this Persian system.

I only arrived at Tabreez and took up my Consular appointment at the end of February. No aid in the compilation of trade statistics is to be obtained from the local authorities, so I have been obliged to collect these statistics myself, and have, therefore, been unable to submit this report at an earlier date.

I have, &c.

(Signed) C. E. STEWART.

Report on the Trade of North-Western Persia for the Year ending March 21, 1890.

Sea the port of Astera is situated, where Russian mail steamers call weekly in summer and fortnightly in winter, and merchant steamers more frequently.

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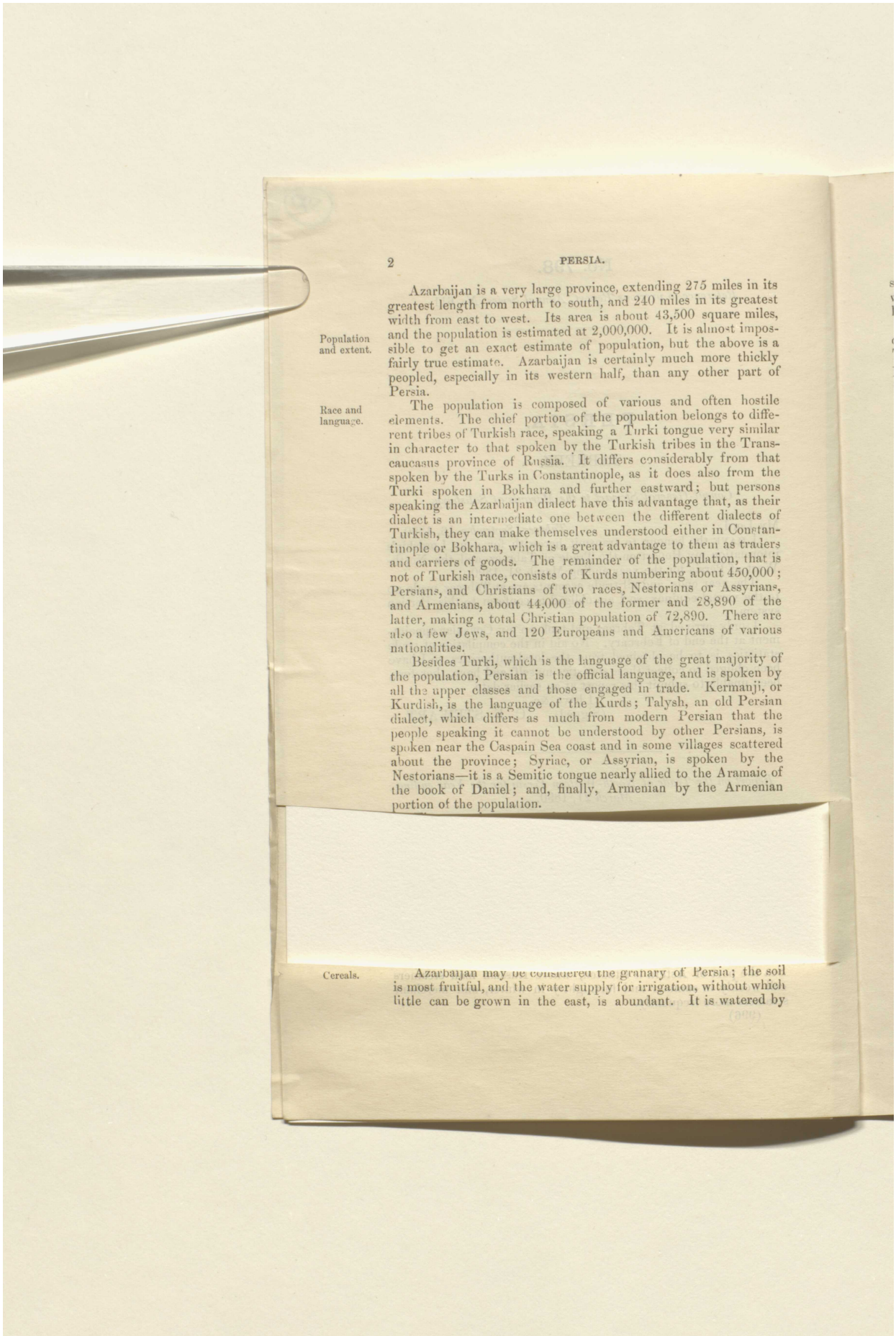

Population and extent.

Azarbaijan is a very large province, extending 275 miles in its greatest length from north to south, and 240 miles in its greatest width from east to west. Its area is about 43,500 square miles, and the population is estimated at 2,000,000. It is almost impossible to get an exact estimate of population, but the above is a fairly true estimate. Azarbaijan is certainly much more thickly peopled, especially in its western half, than any other part of Persia.

Race and language.

The population is composed of various and often hostile elements. The chief portion of the population belongs to different tribes of Turkish race, speaking a Turki tongue very similar in character to that spoken by the Turkish tribes in the Transcaucasus province of Russia. It differs considerably from that spoken by the Turks in Constantinople, as it does also from the Turki spoken in Bokhara and further eastward; but persons speaking the Azarbaijan dialect have this advantage that, as their dialect is an intermediate one between the different dialects of Turkish, they can make themselves understood either in Constantinople or Bokhara, which is a great advantage to them as traders and carriers of goods. The remainder of the population, that is not of Turkish race, consists of Kurds numbering about 450,000; Persians, and Christians of two races, Nestorians or Assyrians, and Armenians, about 44,000 of the former and 28,890 of the latter, making a total Christian population of 72,890. There are also a few Jews, and 120 Europeans and Americans of various nationalities.

Besides Turki, which is the language of the great majority of the population, Persian is the official language, and is spoken by all the upper classes and those engaged in trade. Kermanji, or Kurdish, is the language of the Kurds; Talysh, an old Persian dialect, which differs as much from modern Persian that the people speaking it cannot be understood by other Persians, is spoken near the Caspain Sea coast and in some villages scattered about the province; Syriac, or Assyrian, is spoken by the Nestorians—it is a Semitic tongue nearly allied to the Aramaic of the book of Daniel; and, finally, Armenian by the Armenian portion of the population.

Cereals.

Azarbaijan may be considered the granary of Persia; the soil is most fruitful, and the water supply for irrigation, without which little can be grown in the east, is abundant. It is watered by

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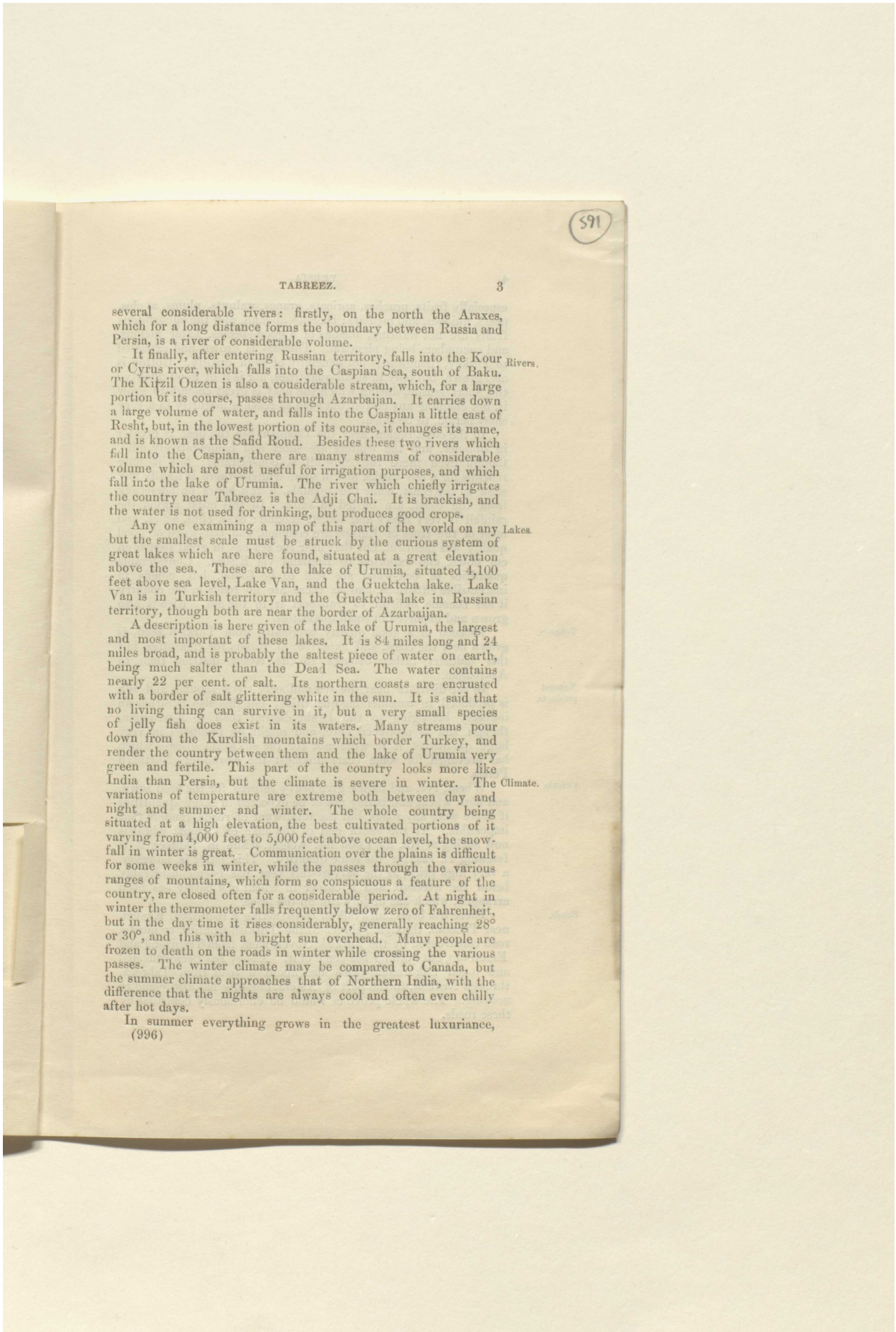

several considerable rivers: firstly, on the north the Araxes, which for a long distance forms the boundary between Russia and Persia, is a river of considerable volume.

Rivers.

It finally, after entering Russian territory, falls into the Kour or Cyrus river, which falls into the Caspian Sea, south of Baku. The Kitzil Ouzen is also a considerable stream, which, for a large portion of its course, passes through Azarbaijan. It carries down a large volume of water, and falls into the Caspian a little east of Resht, but, in the lowest portion of its course, it changes its name, and is known as the Safid Roud. Besides these two rivers which fall into the Caspian, there are many streams of considerable volume which are most useful for irrigation purposes, and which fall into the lake of Urumia. The river which chiefly irrigates the country near Tabreez is the Adji Chai. It is brackish, and the water is not used for drinking, but produces good crops.

Lakes.

Any one examining a map of this part of the world on any but the smallest scale must be struck by the curious system of great lakes which are here found, situated at a great elevation above the sea. These are the lake of Urumia, situated 4,100 feet above sea level, Lake Van, and the Guektcha lake. Lake Van is in Turkish territory and the Guektcha lake in Russian territory, though both are near the border of Azarbaijan.

A description is here given of the lake of Urumia, the largest and most important of these lakes. It is 84 miles long and 24 miles broad, and is probably the saltest piece of water on earth, being much salter than the Dead Sea. The water contains nearly 22 per cent. of salt. Its northern coasts are encrusted with a border of salt glittering white in the sun. It is said that no living thing can survive in it, but a very small species of jelly fish does exist in its waters. Many streams pour down from the Kurdish mountains which border Turkey, and render the country between them and the lake of Urumia very green and fertile. This part of the country looks more like India than Persia, but the climate is severe in winter.

Climate.

The variations of temperature are extreme both between day and night and summer and winter. The whole country being situated at a high elevation, the best cultivated portions of it varying from 4,000 feet to 5,000 feet above ocean level, the snow-fall in winter is great. Communication over the plains is difficult for some weeks in winter, while the passes through the various ranges of mountains, which form so conspicuous a feature of the country, are closed often for a considerable period. At night in winter the thermometer falls frequently below zero of Fahrenheit, but in the day time it rises considerably, generally reaching 28° or 30°, and this with a bright sun overhead. Many people are frozen to death on the roads in winter while crossing the various passes. The winter climate may be compared to Canada, but the summer climate approaches that of Northern India, with the difference that the nights are always cool and often even chilly after hot days.

In summer everything grows in the greatest luxuriance,

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especially fruits, peaches, apricots, grapes, walnuts, plums, apples, pears, quinces, and medlars; cherries abound, and the cucurbitous fruits are not wanting, melons of a good species, water melons, and cucumbers being plentiful. Tobacco is grown and exported to Turkey, though it is not generally of high quality. Cotton is also grown, but only in small quantities, nor is it of good quality: the short season, during which the heat is great enough to grow it, not enabling any cotton, but such as reaches maturity in a very short period, to be sown.

In the coast region near the Caspian Sea the heat is greater in summer, and the winters are short and comparatively mild, though even there the snowfall is considerable; but it only remains for a few weeks, and in some winters there is hardly any snow on the coast, while the uplands, a few hours on horseback from the coast, are buried in snow. In this coast region the rainfall is very heavy and forests abound: oaks, elms, ashes, and most of the trees of Europe are common, and box-wood of good quality was plentiful, but that near the sea has in great part been cut down, and exported to England viâ Russia. Considerable quantities of box-wood are still to be found, but chiefly in inaccessible situations, and as there are no roads in the country it has become difficult to transport it to the sea. Rice is also grown and exported in small quantities.

Tobacco. Tobacco of a good quality, originally from Turkish seed, is grown near the coast, and exported to Russia for cigarettes, but this industry rather belongs to the Resht district than to Azarbaijan.

Natural products. In the districts near the sea mulberry trees abound, and silk is produced in considerable quantities; but this also is rather an industry belonging to the Resht district than to Azarbaijan, though silk is produced here, and might be produced in very large quantities, if it were not for the silkworm disease which has prevailed for some years amongst the worms of Northern Persia.

Cereals. Wheat, rye, and barley give heavy returns for the seed sown, and both wheat and barley might be exported in large quantities if there were any roads, but the total want of roads renders that impossible. At the south end of the lake of Urumia wheat is now selling at 10*s.* for 1,000 lbs. weight, while in Tabreez it is fetching 1*l.* 12*s.* for the same quantity. This latter is, however, a very high price, as the harvest this year has been considerably below the average, and a corner in wheat and barley has been arranged, which has unduly run up the price.

Roads. There has been much talk of constructing a road from Kasvin, near Teheran, through Tabreez to the Turkish frontier, to meet a road constructed by the Turkish Government from Trebizond and Erzeroum, but nothing has come of it. Money has been collected and much talk taken place also about a road from Tabreez, through Ardebil, to the port of Astera, but this has also come to nothing. The whole province would be enormously benefited by these roads.

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A long lake, running from north to south, and occupying a central position in the province, would in any other country be used as a means of communication, but on this great lake there are only three boats, and the possession of them is a strict monopoly granted to the governor of Maragha. He owns three decked boats, each capable of carrying about 20 tons of goods. One of these boats leaves a small port near Urumia on the western shore of the lake about three times a week for a port on the eastern side opposite Maragha, and a boat also leaves the eastern side for Urumia about three times a week. These boats do a brisk business. They are let out on contract by the governor of Maragha for 800*l.* a year to a contractor, who pays all expenses and obtains a good profit after paying the governor his 800*l.* a year. Means of communication.

This traffic is, however, entirely across the lake, and does comparatively little good. What is required is one or two small steamers on the lake to bring grain from the districts on the south of the lake, where wheat and barley are very plentiful and cheap, to Tabreez and Khoi, towns situated to the north of the lake, where grain is comparatively dear. Tobacco, gall-nuts, raisins, and other produce could also be brought at a great profit. Goods, which now take six days from Soujbulak, on the south, to Tabreez, could be brought in a few hours by steamer to within two days' march of either Tabreez or Khoi. The profit that would be made by a steamer or two on the lake would be great. A concession to run a steamer on the lake has, it is reported, been granted, but, as it is said to be coupled with a concession for a long line of road, it is not likely, in its present form, to be carried out. It would be much better if a concession could be obtained for two steamers on the lake not hampered by a question of roads. The only road that would be required to enable the steamers to pay well would be a causeway of about half a mile through the mud which borders the lake at the northern landing-place.

It has been objected that the extreme saltness of the water of the lake would ruin the boilers of a vessel, but it would not be necessary to use the lake water. Numbers of streams fall into the lake, from which a sufficiency of fresh water could be taken to supply the boilers.

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List of Imports from March 21, 1889, to March 21, 1890.

Description of Goods.	Value. From Europe exclusive of Russia.	Value. From Russia.	Remarks.
	£	£	
Cotton goods, grey and plain	173,333	..	Manchester goods.
Cotton goods, coloured, prints	328,503	4,000	Manchester goods with the exception of 196 bales imported from Russia.
	501 836		
Woollen goods, Bradford ..	30,000	..	From Bradford, England.
Cloth, woollen	44,483	2,000	From Austria, Germany, and Russia.
Silks and velvets	10,600	..	From France, Germany, and Italy.
Gold laces and threads ..	12,500	..	From Bavaria. The quality of these goods is very inferior; a better quality would be appreciated.
Glassware	22,600	11,680	From Austria, Germany, and Russia.
Sugar	5,880	30,207	From France and Russia.
Matches	7,062	..	Austria.
Metals—copper, brass, and iron	725	1,680	Chiefly from Russia.
Petroleum	..	6,583	Russia, Baku.
Tea	107,120	..	From London and Amsterdam, chiefly from London.
Spirits and wines	1,900	..	All from France except a small quantity of whisky from Scotland.
Paper	1,103	2,520	From Austria and Russia.
Medicines and drugs ..	1,357	150	
Haberdashery	31,103	90	Germany, Austria, France, and Russia.
Linen	360	3:6	
Tinned and salted provisions	360	725	From England and Russia.
Ribbons and laces	9,032	..	From Germany.
Indigo and cochineal ..	720	..	
Tobacco	180	..	Turkey.
Spices	285	..	
Wooden goods, chiefly bent wood, chairs, and wooden spoons	506	220	Austria and Russia.
Candles	110	270	
Books	100	..	
Sundries	2,418	1,110	
Total	792,340	61,551	
Grand total of imports	853,981		

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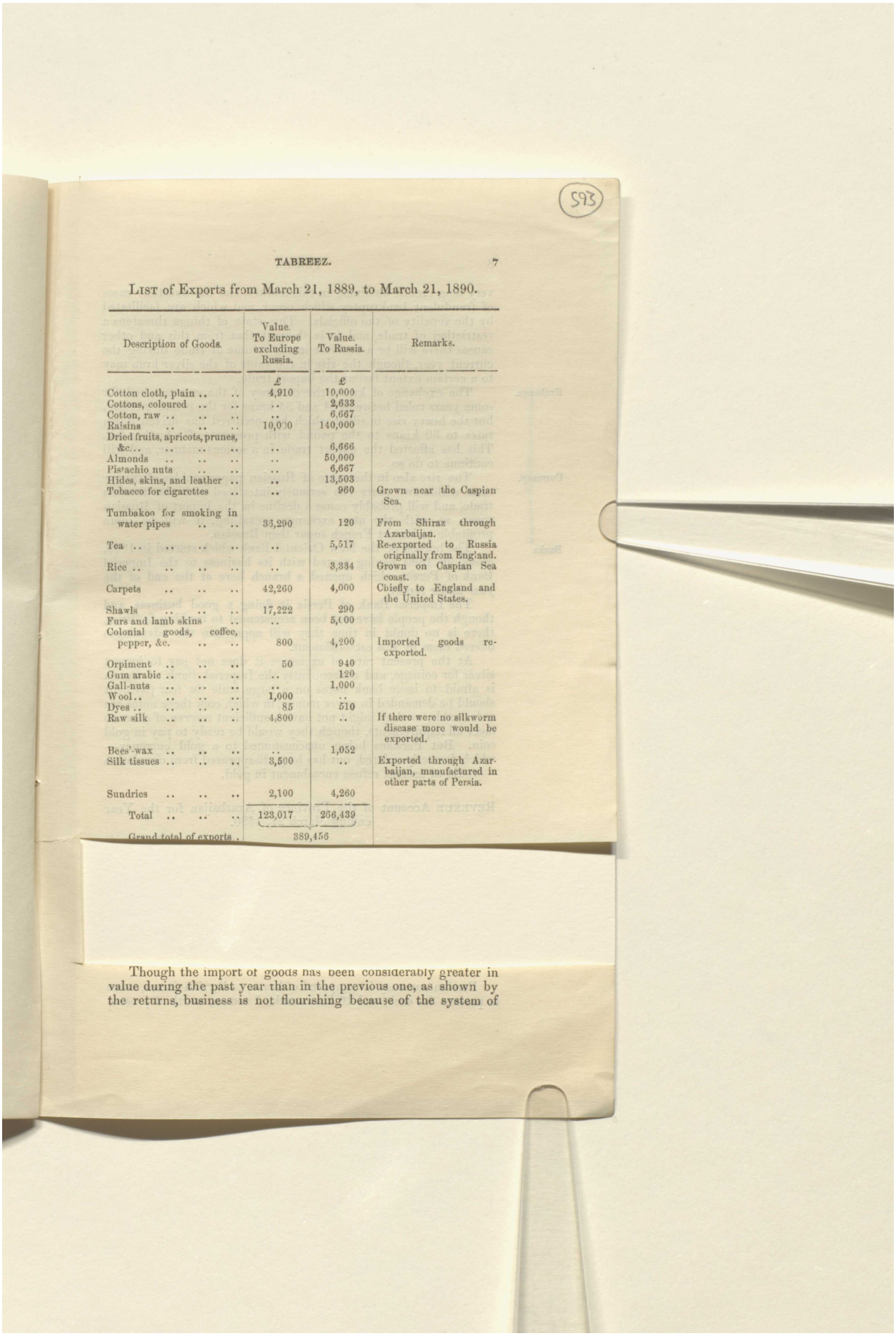

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LIST of Exports from March 21, 1889, to March 21, 1890.

Description of Goods.	Value. To Europe excluding Russia.	Value. To Russia.	Remarks.
	£	£	
Cotton cloth, plain	4,910	10,000	
Cottons, coloured	..	2,633	
Cotton, raw	..	6,667	
Raisins	10,000	140,000	
Dried fruits, apricots, prunes, &c...	..	6,666	
Almonds	..	50,000	
Pistachio nuts	..	6,667	
Hides, skins, and leather ..	..	13,503	
Tobacco for cigarettes ..	..	960	Grown near the Caspian Sea.
Tumbakoo for smoking in water pipes	33,290	120	From Shiraz through Azarbaijan.
Tea	..	5,517	Re-exported to Russia originally from England.
Rice	..	3,334	Grown on Caspian Sea coast.
Carpets	42,260	4,000	Chiefly to England and the United States.
Shawls	17,222	290	
Furs and lamb skins ..	..	5,000	
Colonial goods, coffee, pepper, &c.	800	4,200	Imported goods re-exported.
Orpiment	50	940	
Gum arabic	..	120	
Gall-nuts	..	1,000	
Wool	1,000	..	
Dyes	85	510	
Raw silk	4,800	..	If there were no silkworm disease more would be exported.
Bees'-wax	..	1,052	
Silk tissues	3,500	..	Exported through Azarbaijan, manufactured in other parts of Persia.
Sundries	2,100	4,260	
Total	123,017	266,439	
Grand total of exports .	389,456		

Though the import of goods has been considerably greater in value during the past year than in the previous one, as shown by the returns, business is not flourishing because of the system of

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very long credits obtaining in this market, and the constant cases of fraudulent bankruptcy which occur, and which are facilitated by the venality of the officials. This state of things threatens a restriction of trade, and it is thought that from this and other causes there will be a decrease in the volume of trade during the current year, though the rise in the value of the silver kran may to a certain extent favour the import trade.

Exchange. The exchange of krans, the currency of the country, had for some years ruled between 34 and 35 krans for the pound sterling, but the heavy rise in silver which has occurred has driven down rates to 30 krans to the pound, with prospects of a further fall. This has affected the export trade in a serious manner, and will continue to do so.

Currency. The rise also in the value of Russian paper roubles of 50 per cent. within two years has seriously interfered with the Russian trade, and will probably cause a decline in the import of Russian sugar, as, with the new exchange prevailing, it will be more profitable to import French sugar than Russian.

Banks. The branch of the New Oriental Bank which started in 1889, closed in 1890, having parted with its business to the Imperial Bank of Persia, which opened a branch here at the end of the year under report.

The Imperial Bank of Persia is doing a good business, and though the people have not been accustomed to banking facilities, there is no doubt in time they will appreciate the advantages offered them by this establishment.

At the present rate of exchange it does not pay to import silver for coinage, and consequently the Imperial Bank of Persia is afraid to issue bank notes on a large scale for fear payment should be demanded in silver money, in which coin these notes are redeemable, as they might not have a sufficient reserve of silver to meet all requirements, though they would be ready to pay in gold coin. But Persians being unaccustomed to a gold currency—which formerly existed, but has long disappeared from circulation—would at present refuse encashment in gold.

REVENUE Account of the Province of Azarbaijan for the Year ending March 21, 1890.

Persian currency is composed of krans, or Persian francs, value at present 8*d.* each, and 10 krans make 1 toman, worth at present

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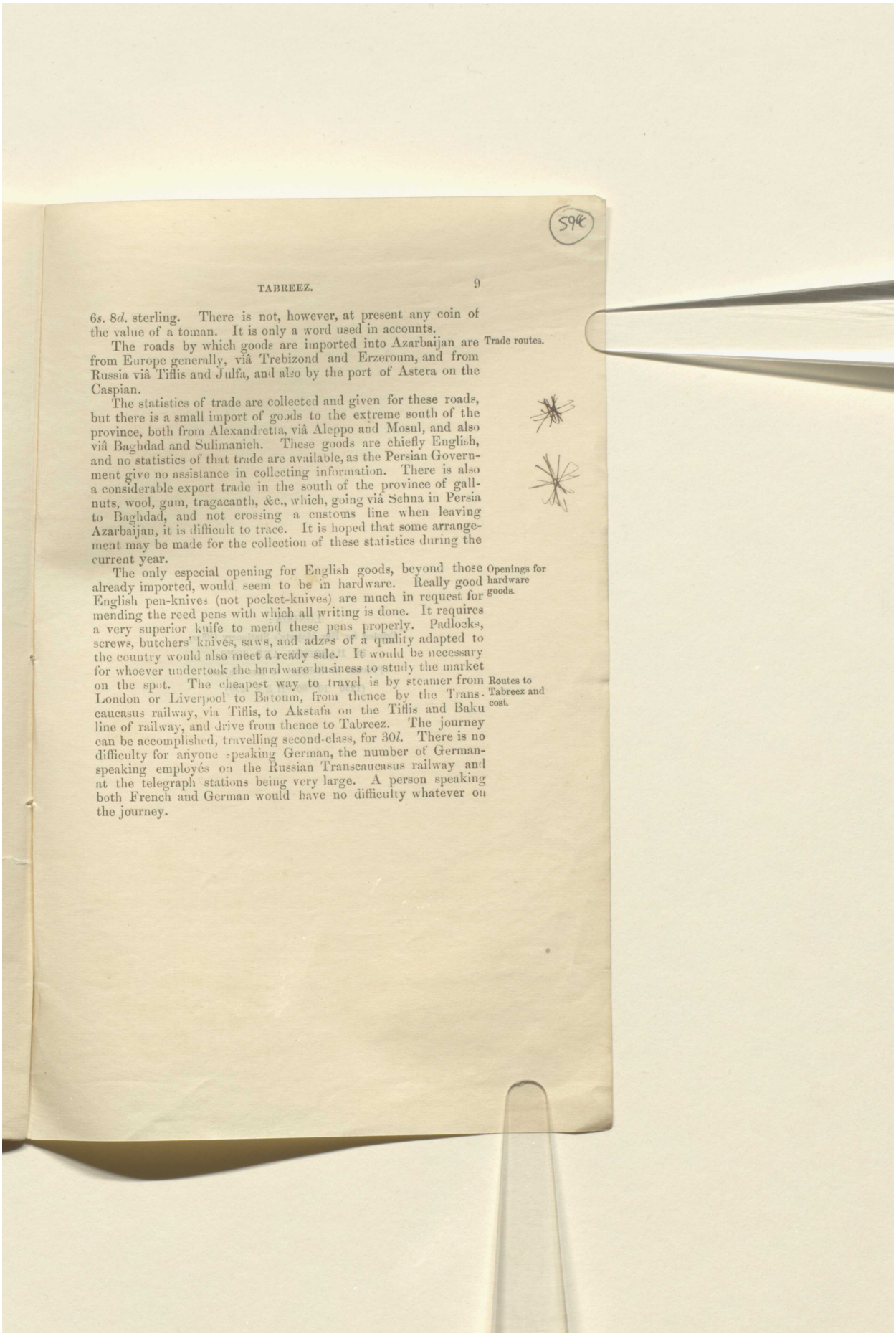

6*s.* 8*d.* sterling. There is not, however, at present any coin of the value of a toman. It is only a word used in accounts.

Trade routes.

The roads by which goods are imported into Azarbaijan are from Europe generally, viâ Trebizond and Erzeroum, and from Russia viâ Tiflis and Julfa, and also by the port of Astera on the Caspian.

The statistics of trade are collected and given for these roads, but there is a small import of goods to the extreme south of the province, both from Alexandretta, viâ Aleppo and Mosul, and also viâ Baghdad and Sulimanieh. These goods are chiefly English, and no statistics of that trade are available, as the Persian Government give no assistance in collecting information. There is also a considerable export trade in the south of the province of gall-nuts, wool, gum, tragacanth, &c., which, going viâ Sehna in Persia to Baghdad, and not crossing a customs line when leaving Azarbaijan, it is difficult to trace. It is hoped that some arrangement may be made for the collection of these statistics during the current year.

Openings for hardware goods.

The only especial opening for English goods, beyond those already imported, would seem to be in hardware. Really good English pen-knives (not pocket-knives) are much in request for mending the reed pens with which all writing is done. It requires a very superior knife to mend these pens properly. Padlocks, screws, butchers' knives, saws, and adzes of a quality adapted to the country would also meet a ready sale. It would be necessary for whoever undertook the hardware business to study the market on the spot.

Routes to Tabreez and cost.

The cheapest way to travel is by steamer from London or Liverpool to Batoum, from thence by the Transcaucasus railway, via Tiflis, to Akstafa on the Tiflis and Baku line of railway, and drive from thence to Tabreez. The journey can be accomplished, travelling second-class, for 30*l.* There is no difficulty for anyone speaking German, the number of German-speaking employés on the Russian Transcaucasus railway and at the telegraph stations being very large. A person speaking both French and German would have no difficulty whatever on the journey.

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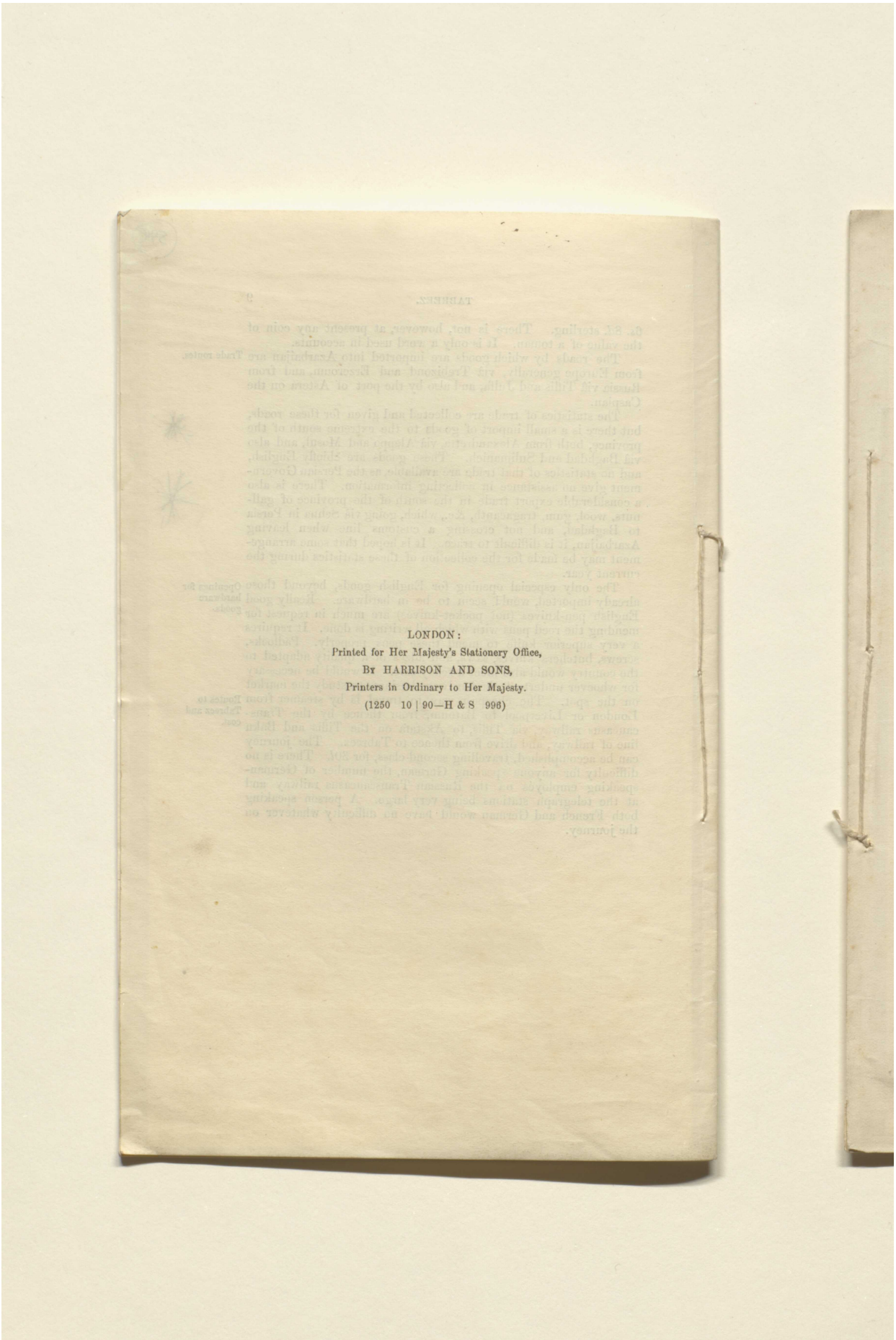

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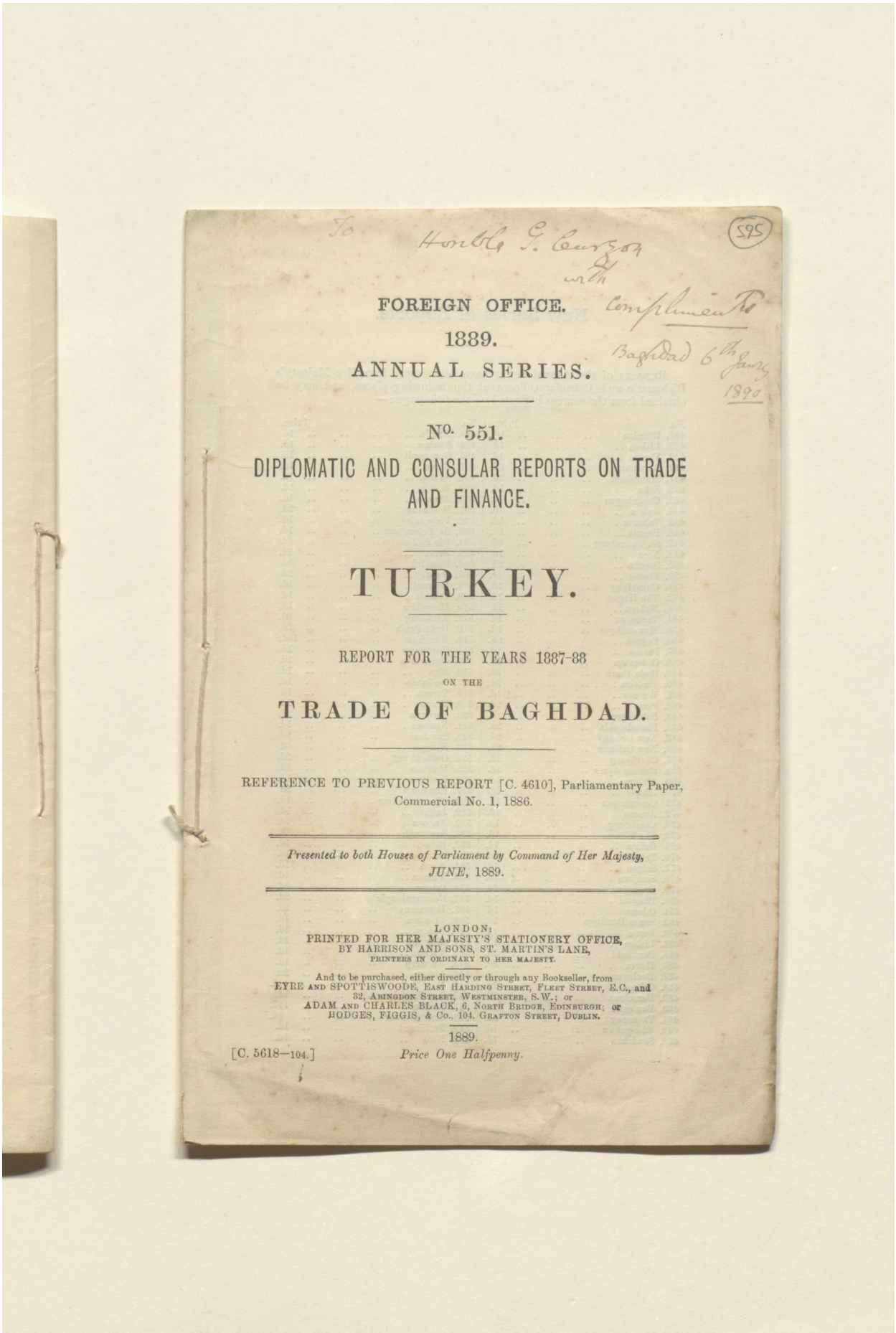

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No. 551.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

TURKEY.

REPORT FOR THE YEARS 1887-88

ON THE

TRADE OF BAGHDAD.

REFERENCE TO PREVIOUS REPORT [C. 4610], Parliamentary Paper, Commercial No. 1, 1886.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1889.

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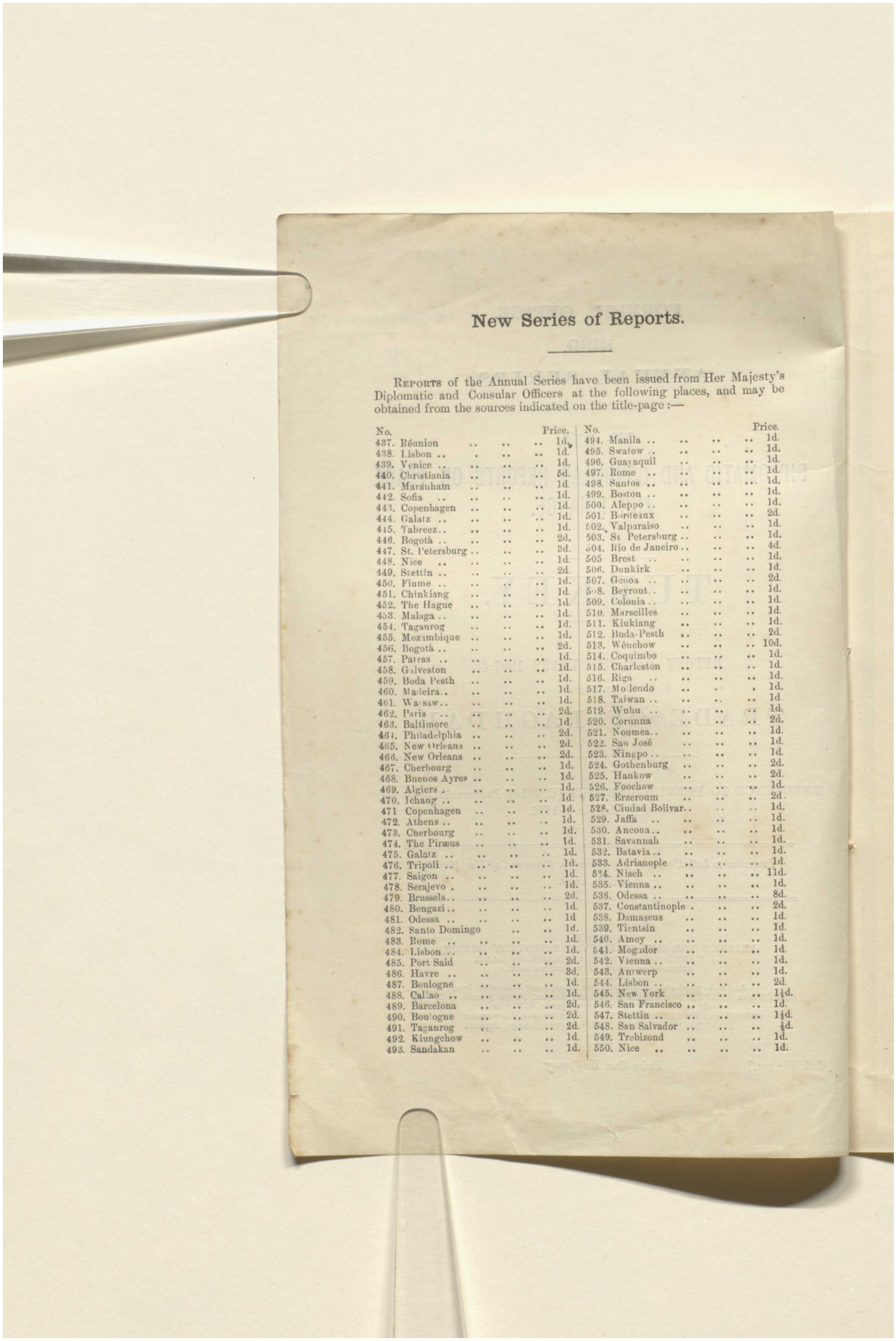

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Statement of Exports from Baghdad to Europe & America for the year 1888.-

Description	Number	Weight in Cwts	Value in £ Sterling
Bales Wool 15%	31531	94600	278000
" Mohair	860	3000	8600
" Carpets	638	1600	13000
" Skins & Hides	1538	4600	9200
" Liquorice Roots	2507	6300	7800
Bags Wheat	~ ~ ~	~ ~ ~	~ ~ ~ ~
" Barley	~ ~ ~	~ ~ ~	~ ~ ~ ~
" Seeds	11862	20800	10400
" Galls 20%	8501	17000	43000
Skins Dates	31852	34000	8500
Cases -Do-	19		
Bags -Do-	342	500	200
Cases Gum	6631	11600	66300
Bags -Do-	2027	3500	14000
" Tobacco	207	400	1500
Bales Roots	~ ~ ~	~ ~ ~	~ ~ ~ ~
Barrels Intestines	115	200	400
Cases Opium	75	100	6800
Pkgs Sundries	646		
Silk Goods	38	1000	3200
	99389	199200	470900

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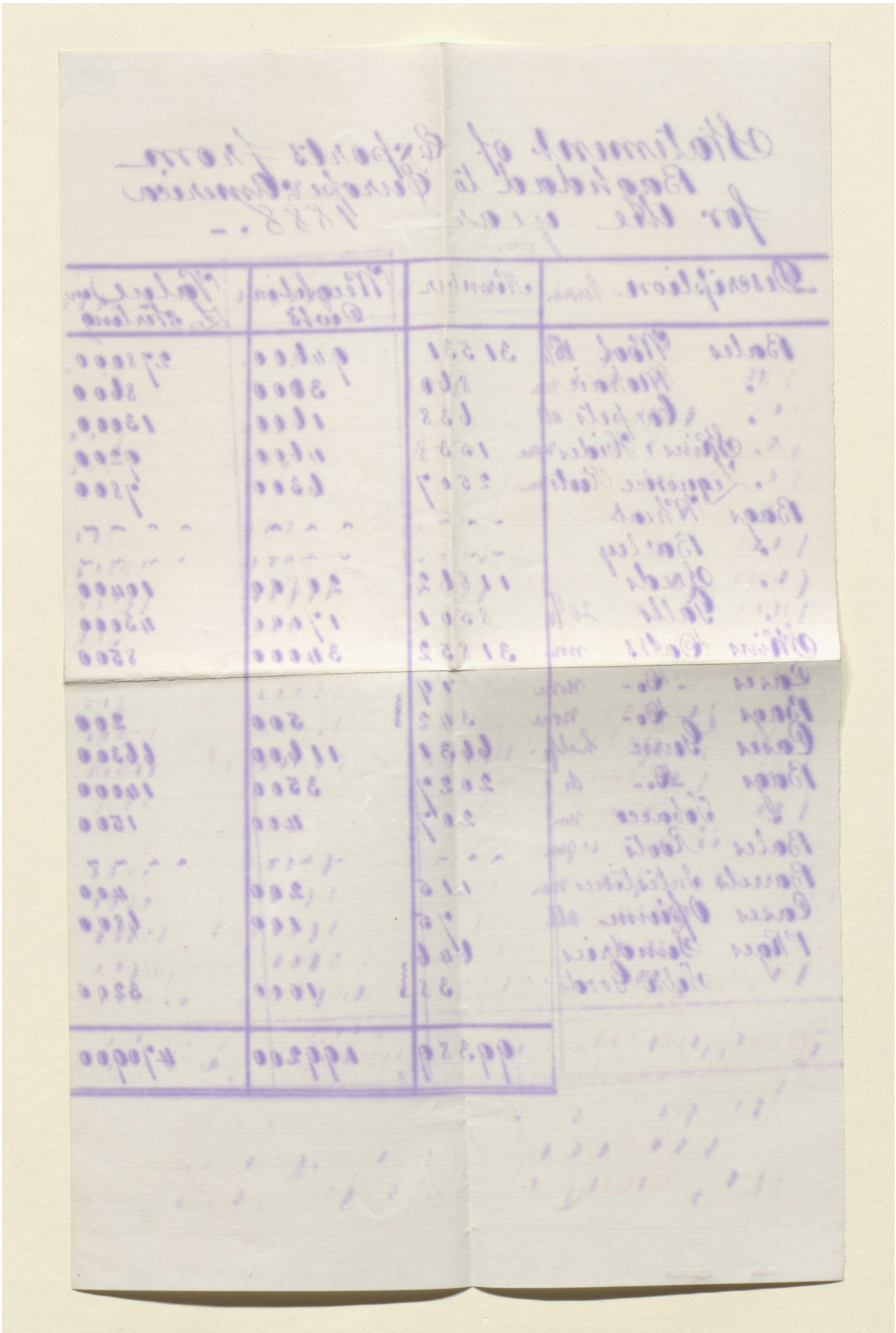

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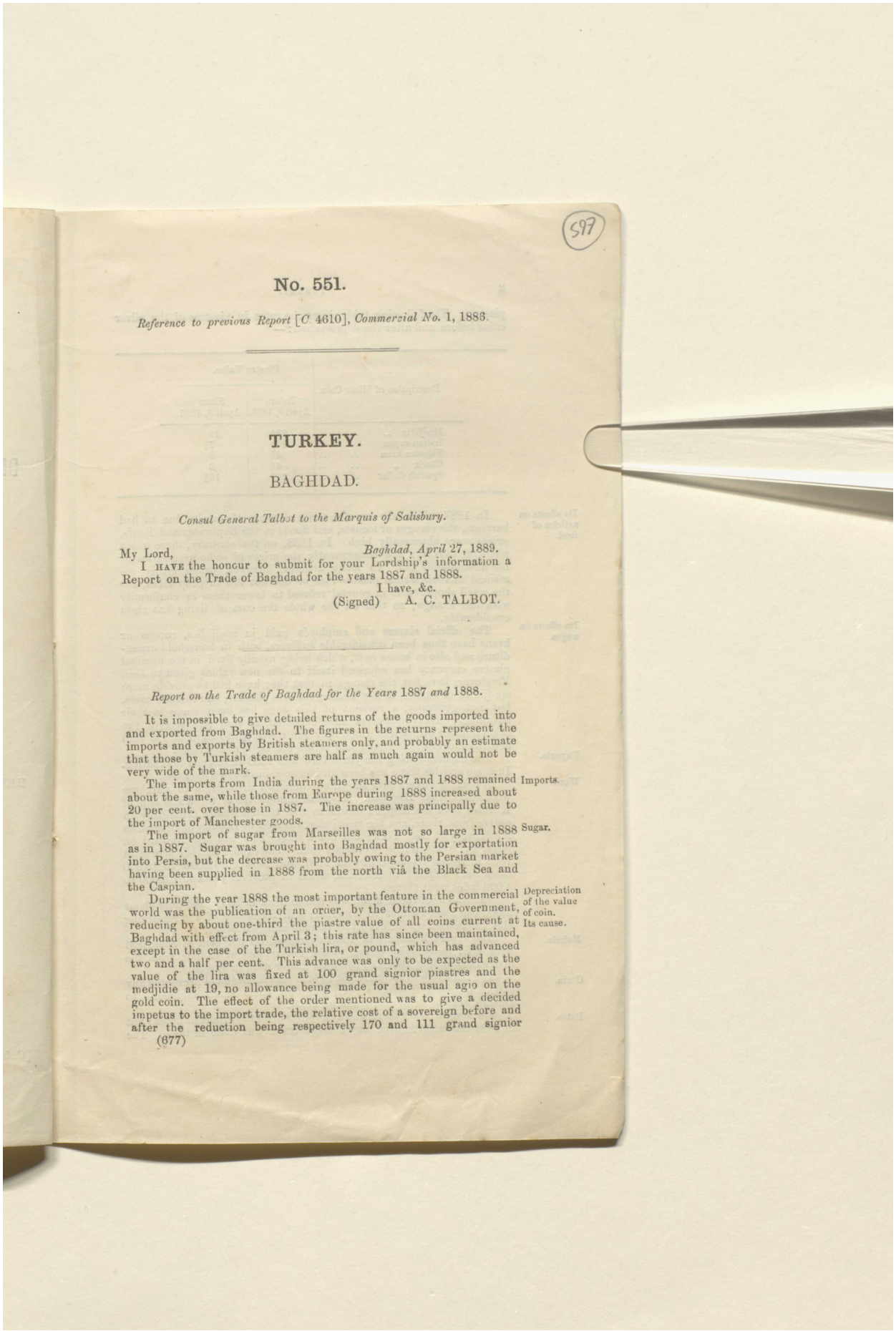

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No. 551.

Reference to previous Report [C. 4610], *Commercial No.* 1, 1888.

TURKEY.

BAGHDAD.

Consul General Talbot to the Marquis of Salisbury.

Baghdad, April 27, 1889.

My Lord,

I HAVE the honour to submit for your Lordship's information a Report on the Trade of Baghdad for the years 1887 and 1888.

I have, &c.

(Signed) A. C. TALBOT.

Report on the Trade of Baghdad for the Years 1887 *and* 1888.

It is impossible to give detailed returns of the goods imported into and exported from Baghdad. The figures in the returns represent the imports and exports by British steamers only, and probably an estimate that those by Turkish steamers are half as much again would not be very wide of the mark.

Imports.

The imports from India during the years 1887 and 1888 remained about the same, while those from Europe during 1888 increased about 20 per cent. over those in 1887. The increase was principally due to the import of Manchester goods.

Sugar.

The import of sugar from Marseilles was not so large in 1888 as in 1887. Sugar was brought into Baghdad mostly for exportation into Persia, but the decrease was probably owing to the Persian market having been supplied in 1888 from the north viâ the Black Sea and the Caspian.

Depreciation of the value of coin. Its cause.

During the year 1888 the most important feature in the commercial world was the publication of an order, by the Ottoman Government, reducing by about one-third the piastre value of all coins current at Baghdad with effect from April 3; this rate has since been maintained, except in the case of the Turkish lira, or pound, which has advanced two and a half per cent. This advance was only to be expected as the value of the lira was fixed at 100 grand signior piastres and the medjidie at 19, no allowance being made for the usual agio on the gold coin. The effect of the order mentioned was to give a decided impetus to the import trade, the relative cost of a sovereign before and after the reduction being respectively 170 and 111 grand signior

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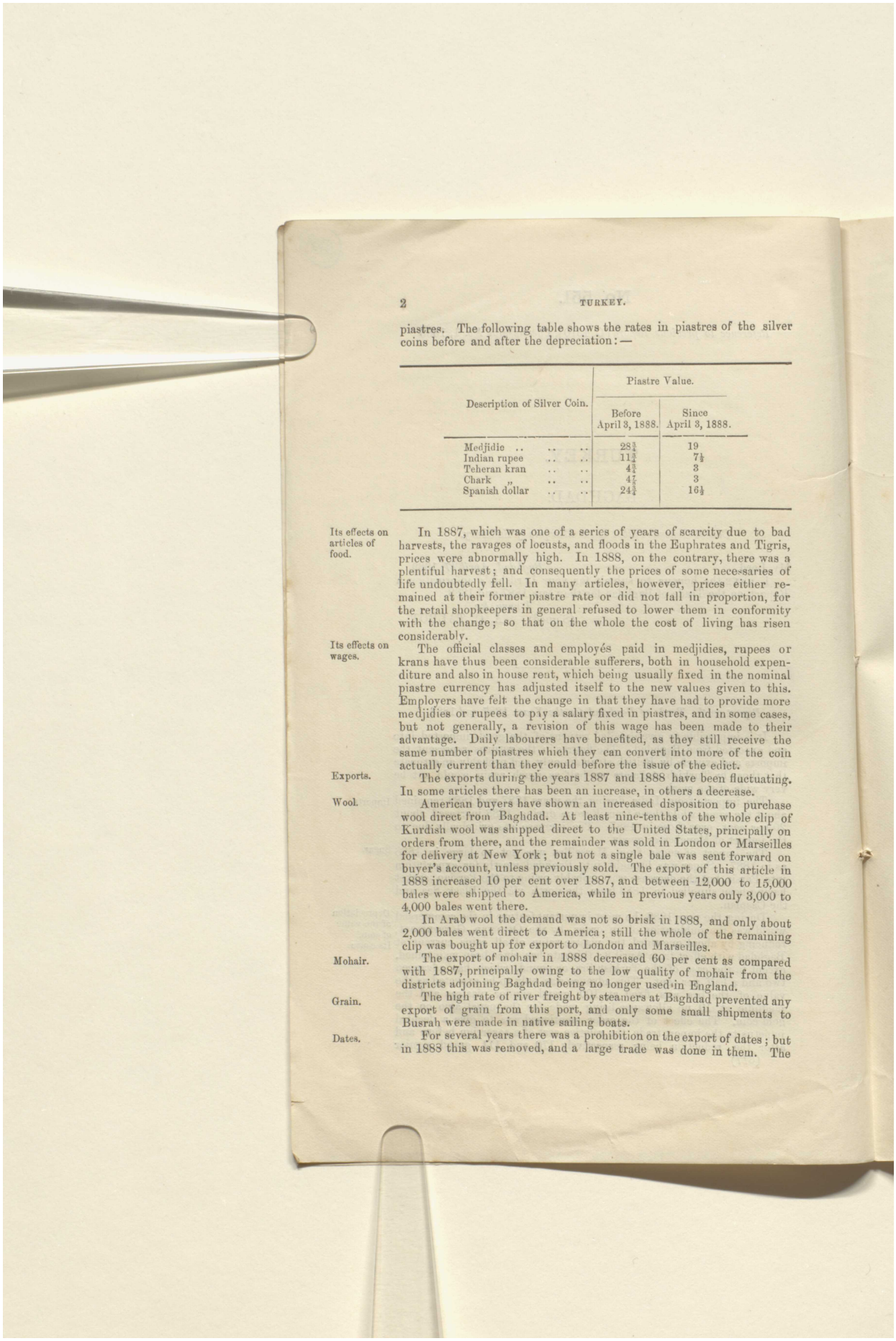

piastres. The following table shows the rates in piastres of the silver coins before and after the depreciation:—

Description of Silver Coin.	Piastre Value.	
	Before April 3, 1888.	Since April 3, 1888.
Medjidie	28¾	19
Indian rupee	11¾	7½
Teheran kran	4¾	3
Chark „	4⅞	3
Spanish dollar	24¾	16½

Its effects on articles of food.

In 1887, which was one of a series of years of scarcity due to bad harvests, the ravages of locusts, and floods in the Euphrates and Tigris, prices were abnormally high. In 1888, on the contrary, there was a plentiful harvest; and consequently the prices of some necessaries of life undoubtedly fell. In many articles, however, prices either remained at their former piastre rate or did not fall in proportion, for the retail shopkeepers in general refused to lower them in conformity with the change; so that on the whole the cost of living has risen considerably.

Its effects on wages.

The official classes and employés paid in medjidies, rupees or krans have thus been considerable sufferers, both in household expenditure and also in house rent, which being usually fixed in the nominal piastre currency has adjusted itself to the new values given to this. Employers have felt the change in that they have had to provide more medjidies or rupees to pay a salary fixed in piastres, and in some cases, but not generally, a revision of this wage has been made to their advantage. Daily labourers have benefited, as they still receive the same number of piastres which they can convert into more of the coin actually current than they could before the issue of the edict.

Exports.

The exports during the years 1887 and 1888 have been fluctuating. In some articles there has been an increase, in others a decrease.

Wool.

American buyers have shown an increased disposition to purchase wool direct from Baghdad. At least nine-tenths of the whole clip of Kurdish wool was shipped direct to the United States, principally on orders from there, and the remainder was sold in London or Marseilles for delivery at New York; but not a single bale was sent forward on buyer's account, unless previously sold. The export of this article in 1888 increased 10 per cent over 1887, and between 12,000 to 15,000 bales were shipped to America, while in previous years only 3,000 to 4,000 bales went there.

In Arab wool the demand was not so brisk in 1888, and only about 2,000 bales went direct to America; still the whole of the remaining clip was bought up for export to London and Marseilles.

Mohair.

The export of mohair in 1888 decreased 60 per cent as compared with 1887, principally owing to the low quality of mohair from the districts adjoining Baghdad being no longer used in England.

Grain.

The high rate of river freight by steamers at Baghdad prevented any export of grain from this port, and only some small shipments to Busrah were made in native sailing boats.

Dates.

For several years there was a prohibition on the export of dates; but in 1888 this was removed, and a large trade was done in them. The

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crop was good, but purchases were confined principally to three or four merchants who exported about 30,000 skins all to London.

The export of galls increased 35 per cent in 1888 over that in 1887, the crop having proved plentiful. Galls.

The export of gum fell off 25 per cent in 1888. Gum.

Some enquiries have been made as to the prospects of trade in liquorice-root, which plant grows wild on the banks of the Euphrates and Tigris, but the quality is said to be inferior, and for various reasons transactions in it might lead to disappointment. Liquorice-root.

Many Persian pilgrims came here towards the end of 1888 to visit the holy shrines at Karbala, Najaf, &c., and this always has a beneficial effect on trade, as they buy largely in the bazaars. Effect of Persian pilgrims coming into Baghdad.

There have been few failures, indeed none of any consequence, and in this respect the trade of Baghdad in 1888 was good. Trade in Baghdad.

In addition to the three British firms already in Baghdad, viz., Messrs. Stephen Lynch & Co.; Messrs. Darby, Andrewes & Co.; and The Persian Gulf Trading Co., late Messrs. Muir, Tweedy & Co.; a fourth firm was established in 1888, viz., Messrs. T. S. Blockey & Co. British firms.

Annex A. (1).—RETURN of Principal Articles of Export from Baghdad to Europe and America during the Years 1887-88.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Wool	94,600	278,000	84,429	197,000
Mohair	3,000	8,600	7,383	31,800
Carpets	1,600	13,000	2,100	17,100
Skins and hides	4,600	9,200	5,500	20,000
Liquorice roots	6,300	7,800	4,000	5,000
Wheat	..	..	..	..
Barley	..	..	..	..
Seeds	20,800	10,400	18,320	8,000
Galls	17,000	43,000	9,000	20,000
Dates (skins)	34,000	8,500	2,000	800
„ (cases)	500	200	150	80
„ (bags)			120	60
Gum (cases)	11,600	66,300	15,300	107,000
„ (bags)	3,500	14,000	2,900	17,000
Tobacco	400	1,500	800	2,000
Roots	..	..	900	300
Intestines	200	400	270	400
Opium	100	6,800	960	27,300
Silk goods	38	1,000	..	..
Other articles	646		1,000	1,000
Total	199,200	470,900	155,132	454,840

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Annex A. (2).—List of the Principal Articles of Export from Baghdad to India during the Years 1887–88.

Articles.	1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
	Cwts.	£	Cwts.	£
Carpets	200	1,600	125	1,000
Cottons	1,600	1,900	120	300
Galls	1,000	2,800	1,050	2,300
Seeds	900	800	80	200
Fruits	300	200	2,000	10,000
Ghee	1,100	2,000	150	500
Almonds	1,200	3,300	..	..
Dates	500	300	..	..
Drugs	50	100	120	200
Skins and hides	350	1,200	380	1,000
Opium (for China)	500	34,000	180	9,600
Gum	600	3,000	..	..
Other articles	500	3,600	700	4,000
Total	8,800	54,300	4,905	29,100

Note.—These are shipments by British India Company's steamers only, and do not include shipments by Bombay and Persian Gulf Steam Navigation Company carried to Bosrah by Turkish steamers.

Annex B. (1).—List of the Principal Articles of Import to Baghdad from Europe during the Years 1887–88.

Articles.	1888. Quantity.	1888. Value.	1887. Quantity.	1887. Value.
	Cwts.	£	Cwts.	£
Merchandise	58,300	509,688	27,840	429,965
Iron	5,600	3,914	20,700	59,881
Tin plates	1,686	843		
Copper	120	480		
Steel	188	150	..	..
Copperas	55	93	6,240	7,470
Glass	2,000	1,002	..	..
Logwood	349	209	18,120	23,292
Sugar	19,015	29,473	1,460	2,890
Soap	2,564	450	..	..
Leather	2,8	2,288	40	140
Hardware	265	924	630	1,530
Paper	1,600	3,595	400	784
Liquors	542	2,033	480	930
Candles	..	..	3,720	10,064
Other articles	3,798	10,936		
Total	96,290	566,078	79,680	536,946

Customs revenue about 100,000*l.* per annum; about one-fourth to one-third pays 1 per cent., remainder 8 per cent.

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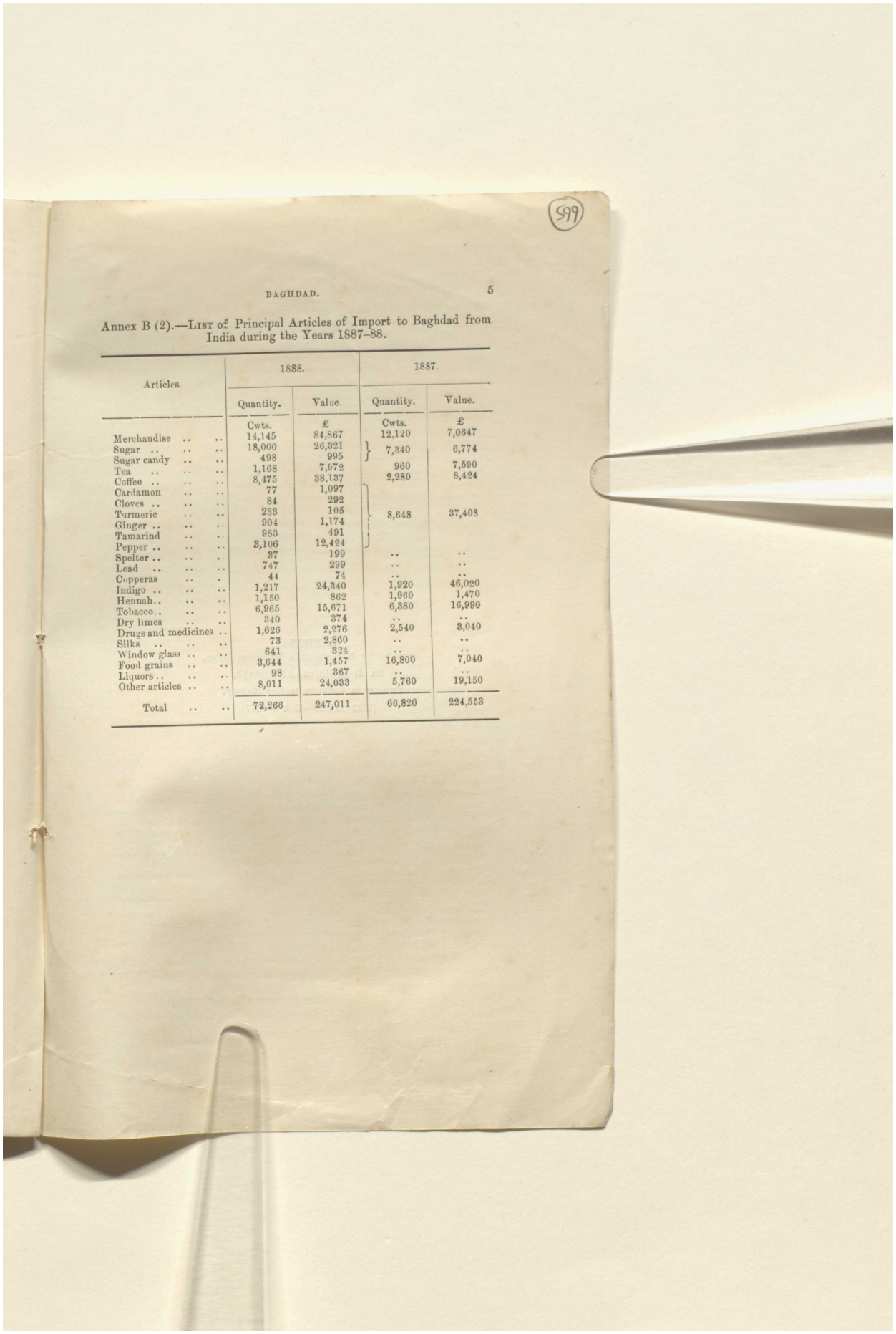

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Annex B (2).—List of Principal Articles of Import to Baghdad from India during the Years 1887–88.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Merchandise	14,145	84,867	12,120	7,0647
Sugar	18,000	26,321	7,340	6,774
Sugar candy	498	995		
Tea	1,168	7,972	960	7,590
Coffee	8,475	38,137	2,280	8,424
Cardamon	77	1,097		
Cloves	84	292		
Turmeric	233	105	8,648	37,403
Ginger	904	1,174		
Tamarind	983	491		
Pepper	3,106	12,424		
Spelter	37	199	..	..
Lead	747	299	..	..
Copperas .. .	44	74	..	..
Indigo	1,217	24,340	1,920	46,020
Hennah..	1,150	862	1,960	1,470
Tobacco..	6,965	15,671	6,380	16,990
Dry limes	340	374	..	..
Drugs and medicines ..	1,626	2,276	2,540	3,040
Silks	73	2,860	..	..
Window glass	641	324	..	..
Food grains	3,644	1,457	16,800	7,040
Liquors	98	367	..	..
Other articles	8,011	24,033	5,760	19,150
Total	72,266	247,011	66,820	224,553

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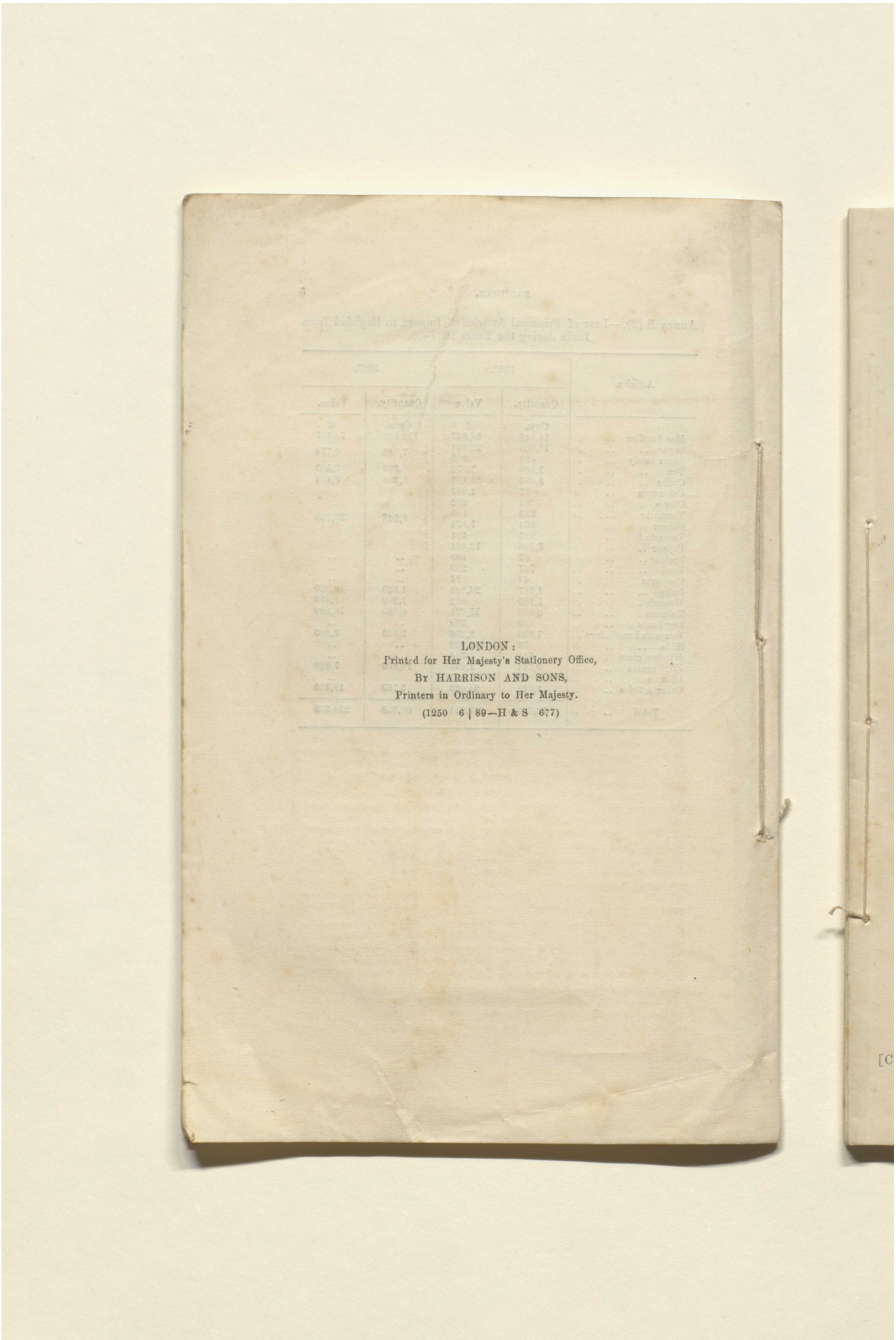

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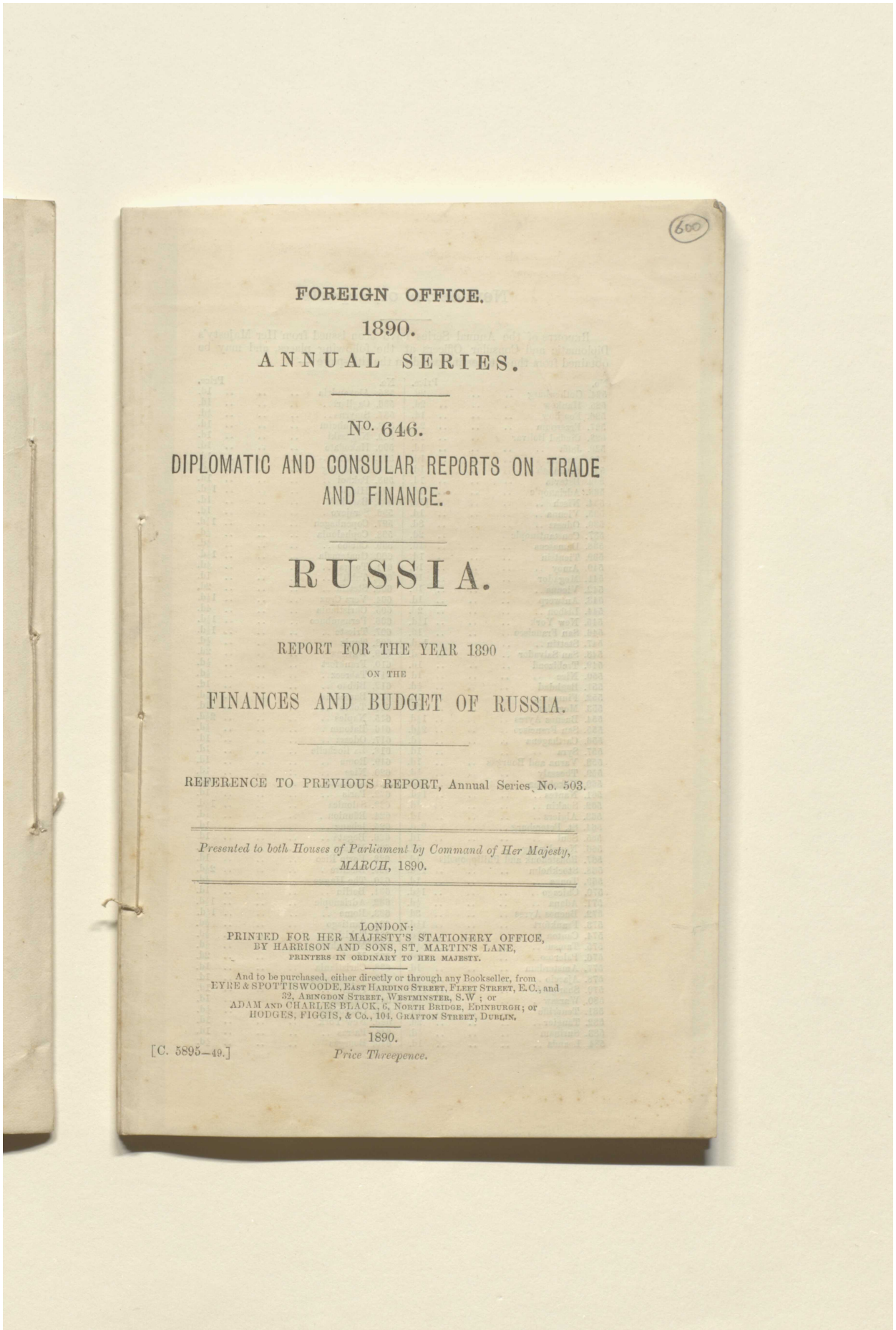

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RUSSIA.

REPORT FOR THE YEAR 1890

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series, No. 503.

Presented to both Houses of Parliament by Command of Her Majesty, MARCH, 1890.

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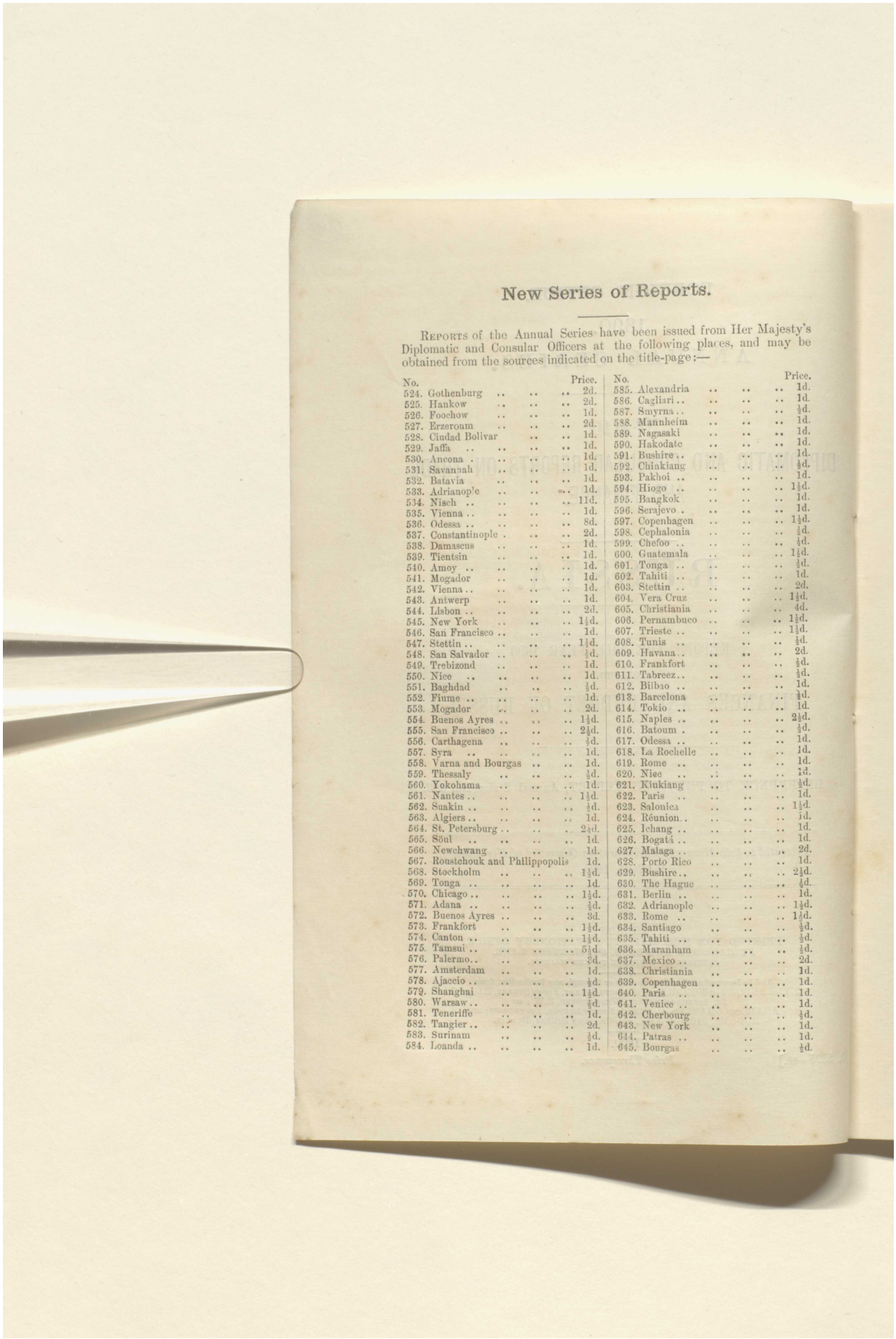

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546.	San Francisco	1¼d.
547.	Stettin	½d.
548.	San Salvador	1d.
549.	Trebizond	1d.
550.	Nice	½d.
551.	Baghdad	1d.
552.	Fiume	2d.
553.	Mogador	1½d.
554.	Buenos Ayres	2½d.
555.	San Francisco	½d.
556.	Carthagena	1d.
557.	Syra	½d.
558.	Varna and Bourgas	1d.
559.	Thessaly	½d.
560.	Yokohama	1d.
561.	Nantes	1½d.
562.	Suakin	½d.
563.	Algiers	1d.
564.	St. Petersburg	2½d.
565.	Söul	1d.
566.	Newchwang	1d.
567.	Roustchouk and Philippopolis	1d.
568.	Stockholm	1½d.
569.	Tonga	1d.
570.	Chicago	1½d.
571.	Adana	½d.
572.	Buenos Ayres	3d.
573.	Frankfort	1½d.
574.	Canton	1½d.
575.	Tamsui	5½d.
576.	Palermo	3d.
577.	Amsterdam	1d.
578.	Ajaccio	½d.
579.	Shanghai	1½d.
580.	Warsaw	½d.
581.	Teneriffe	1d.
582.	Tangier	2d.
583.	Surinam	½d.
584.	Loanda	1d.

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585.	Alexandria	1d.
586.	Cagliari	1d.
587.	Smyrna	½d.
588.	Mannheim	1d.
589.	Nagasaki	1d.
590.	Hakodate	1d.
591.	Bushire	1d.
592.	Chinkiang	½d.
593.	Pakhoi	1d.
594.	Hiogo	1½d.
595.	Bangkok	1d.
596.	Serajevo	1d.
597.	Copenhagen	1½d.
598.	Cephalonia	½d.
599.	Chefoo	½d.
600.	Guatemala	1½d.
601.	Tonga	½d.
602.	Tahiti	1d.
603.	Stettin	2d.
604.	Vera Cruz	1½d.
605.	Christiania	4d.
606.	Pernambuco	1½d.
607.	Trieste	1½d.
608.	Tunis	½d.
609.	Havana	2d.
610.	Frankfort	½d.
611.	Tabreez	½d.
612.	Bilbao	1d.
613.	Barcelona	½d.
614.	Tokio	1d.
615.	Naples	2½d.
616.	Batoum	½d.
617.	Odessa	1d.
618.	La Rochelle	1d.
619.	Rome	1d.
620.	Nice	1d.
621.	Kiukiang	½d.
622.	Paris	1d.
623.	Salonica	1½d.
624.	Réunion	1d.
625.	Ichang	1d.
626.	Bogatá	1d.
627.	Malaga	2d.
628.	Porto Rico	1d.
629.	Bushire	2½d.
630.	The Hague	½d.
631.	Berlin	1d.
632.	Adrianople	1½d.
633.	Rome	1½d.
634.	Santiago	½d.
635.	Tahiti	½d.
636.	Maranham	½d.
637.	Mexico	2d.
638.	Christiania	1d.
639.	Copenhagen	1d.
640.	Paris	1d.
641.	Venice	1d.
642.	Cherbourg	½d.
643.	New York	1d.
644.	Patras	1d.
645.	Bourgas	½d.

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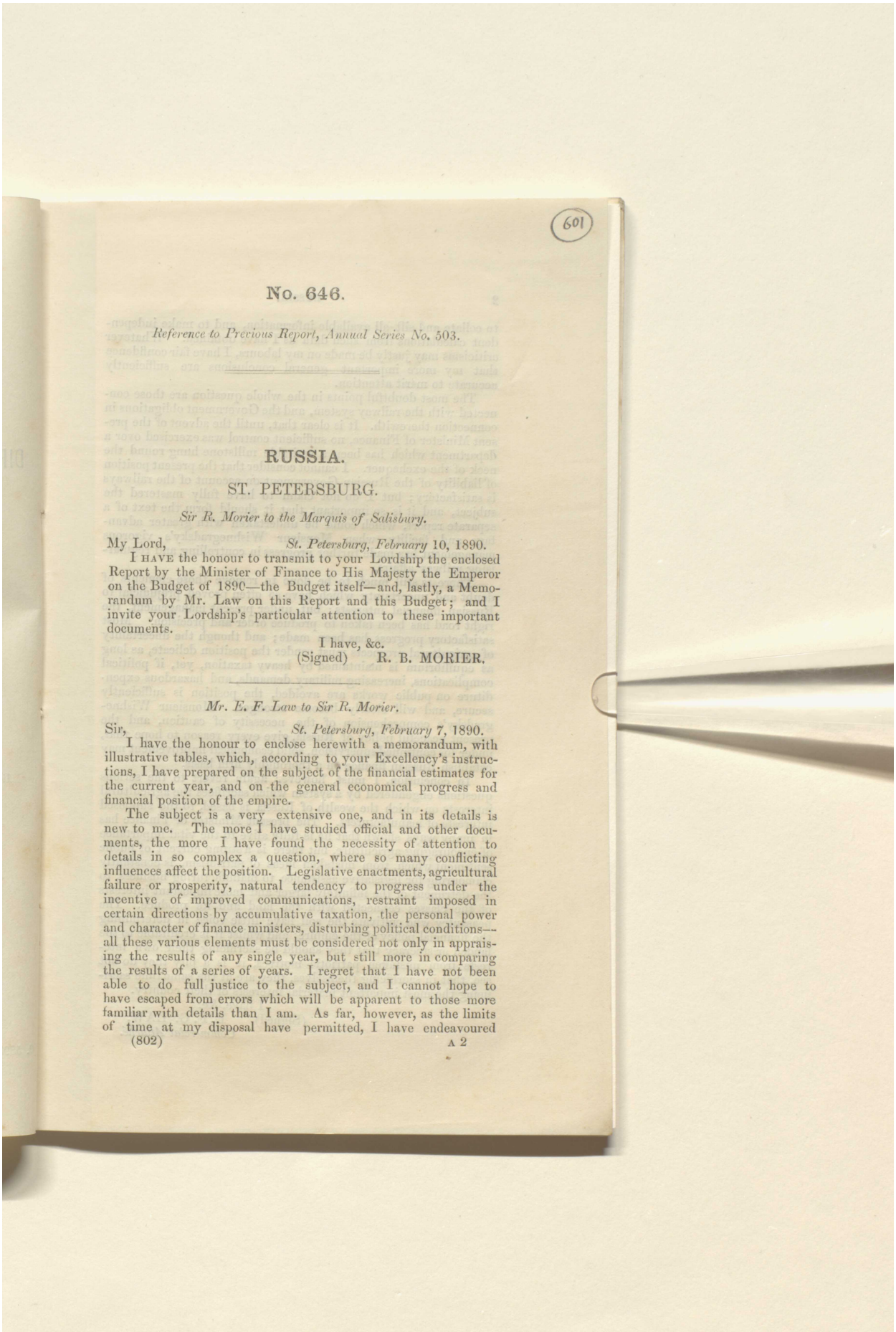

601

No. 646.

Reference to Previous Report, Annual Series No. 503.

RUSSIA.

ST. PETERSBURG.

Sir R. Morier to the Marquis of Salisbury.

My Lord, *St. Petersburg, February* 10, 1890.

I HAVE the honour to transmit to your Lordship the enclosed Report by the Minister of Finance to His Majesty the Emperor on the Budget of 1890—the Budget itself—and, lastly, a Memorandum by Mr. Law on this Report and this Budget; and I invite your Lordship's particular attention to these important documents.

I have, &c.
(Signed) R. B. MORIER.

Mr. E. F. Law to Sir R. Morier.

Sir, *St. Petersburg, February* 7, 1890.

I have the honour to enclose herewith a memorandum, with illustrative tables, which, according to your Excellency's instructions, I have prepared on the subject of the financial estimates for the current year, and on the general economical progress and financial position of the empire.

The subject is a very extensive one, and in its details is new to me. The more I have studied official and other documents, the more I have found the necessity of attention to details in so complex a question, where so many conflicting influences affect the position. Legislative enactments, agricultural failure or prosperity, natural tendency to progress under the incentive of improved communications, restraint imposed in certain directions by accumulative taxation, the personal power and character of finance ministers, disturbing political conditions—all these various elements must be considered not only in appraising the results of any single year, but still more in comparing the results of a series of years. I regret that I have not been able to do full justice to the subject, and I cannot hope to have escaped from errors which will be apparent to those more familiar with details than I am. As far, however, as the limits of time at my disposal have permitted, I have endeavoured

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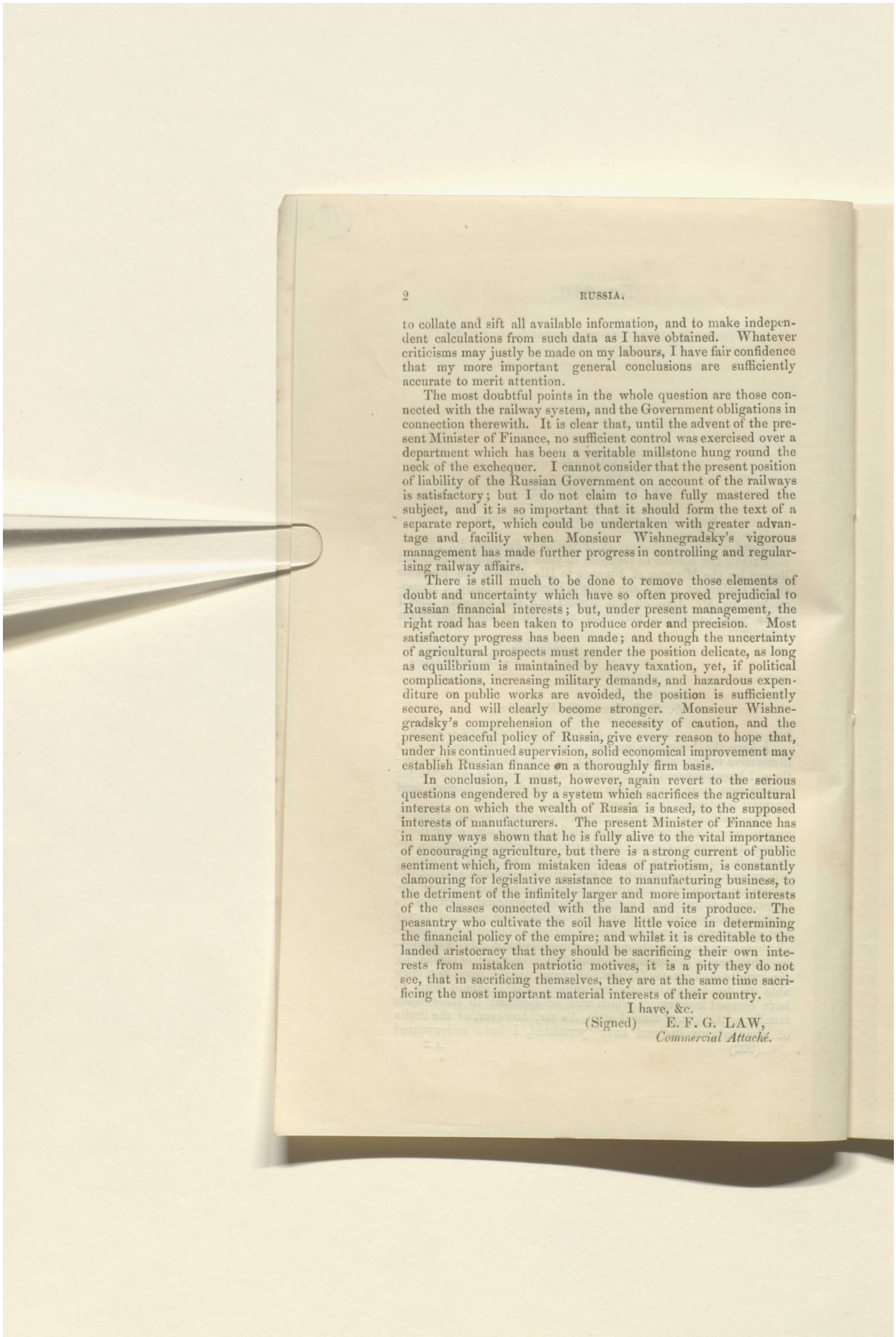

to collate and sift all available information, and to make independent calculations from such data as I have obtained. Whatever criticisms may justly be made on my labours, I have fair confidence that my more important general conclusions are sufficiently accurate to merit attention.

The most doubtful points in the whole question are those connected with the railway system, and the Government obligations in connection therewith. It is clear that, until the advent of the present Minister of Finance, no sufficient control was exercised over a department which has been a veritable millstone hung round the neck of the exchequer. I cannot consider that the present position of liability of the Russian Government on account of the railways is satisfactory; but I do not claim to have fully mastered the subject, and it is so important that it should form the text of a separate report, which could be undertaken with greater advantage and facility when Monsieur Wishnegradsky's vigorous management has made further progress in controlling and regularising railway affairs.

There is still much to be done to remove those elements of doubt and uncertainty which have so often proved prejudicial to Russian financial interests; but, under present management, the right road has been taken to produce order and precision. Most satisfactory progress has been made; and though the uncertainty of agricultural prospects must render the position delicate, as long as equilibrium is maintained by heavy taxation, yet, if political complications, increasing military demands, and hazardous expenditure on public works are avoided, the position is sufficiently secure, and will clearly become stronger. Monsieur Wishnegradsky's comprehension of the necessity of caution, and the present peaceful policy of Russia, give every reason to hope that, under his continued supervision, solid economical improvement may establish Russian finance on a thoroughly firm basis.

In conclusion, I must, however, again revert to the serious questions engendered by a system which sacrifices the agricultural interests on which the wealth of Russia is based, to the supposed interests of manufacturers. The present Minister of Finance has in many ways shown that he is fully alive to the vital importance of encouraging agriculture, but there is a strong current of public sentiment which, from mistaken ideas of patriotism, is constantly clamouring for legislative assistance to manufacturing business, to the detriment of the infinitely larger and more important interests of the classes connected with the land and its produce. The peasantry who cultivate the soil have little voice in determining the financial policy of the empire; and whilst it is creditable to the landed aristocracy that they should be sacrificing their own interests from mistaken patriotic motives, it is a pity they do not see, that in sacrificing themselves, they are at the same time sacrificing the most important material interests of their country.

I have, &c.

(Signed) E. F. G. LAW,
Commercial Attaché.

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EXPLANATION OF CURRENCY TERMS AND VALUES IN FOLLOWING MEMORANDUM.

Currency

In considering questions relating to Russian Finance, it is essential to bear in mind that a sum expressed as a value in roubles may be the equivalent of four different amounts, according to whether the roubles are bank-notes estimated at their actual exchange value, bank-notes taken at a value officially, and arbitrarily fixed for the purpose of Budget accounting, metallic silver roubles, or metallic gold roubles. The confusion is increased by the fact that the bank-note roubles are frequently and commonly spoken of as silver roubles, but unless the silver rouble is specially qualified as "metallic," the term "silver" is only an allusion to the fact that silver is the legal monetary standard of the Russian empire, and that in theory the bank-notes are exchangeable for silver coin of the same nominal value.

The suspension of specie payments, and the practical disappearance of all metallic currency, has led to the curious anomaly that whilst silver is the legal standard of value, gold has become the practical standard. It is found necessary to consider metallic values in connection with transactions involving payments or receipts in Western Europe; such transactions are very large, and are intimately connected with many items in the Budget, and for their estimation it is inevitably a gold standard which must be taken. It might be thought advisable, under the circumstances, to reduce, for purposes of comparison, all amounts to a metallic standard, but in reality the result of such a proceeding would be most misleading. The variations in the gold value of the paper rouble produce serious results in the country, through payments necessitated abroad on account of the public debt, and through their influence on the price of cereals; but though the peasant may be immediately injured or assisted by fluctuations in the price of his produce, due to corresponding variations in exchange rates, it is long before an equivalent effect is produced on the price of his labour, or on the price of the ordinary articles of his consumption, and his taxes remain fixed and payable in paper money.

From these considerations I have throughout, except where specially noted as otherwise, shown all amounts dealt with in my memorandum as in paper currency.

The exchange values of both paper and silver metallic roubles, varies from day to day, at the present date the values of the rouble in pence, according to the four different methods of calculation are:—

Paper rouble (bank-note) at actual exchange value	=	25·88 pence
„ „ exchange value, officially fixed for Budget of 1890	=	22·33 „
Silver rouble (metallic)	=	28·46 „ *
Gold rouble (metallic)	=	37·97 „

Memorandum on Russian Finance and Budget for 1890.

The Budget for the year 1890, and the accompanying report from the Minister of Finance, published January 1, has been generally favourably accepted, and must certainly increase the high reputation already enjoyed by M. Wishnegradsky.

An examination of the general features of the financial statement now made public, shows a steady adherence to the excellent principle laid down by the Minister of Finance of suppressing the old ruinous system of extraordinary credits, arbitrarily granted during the course of the year, without previous anticipation and provision in the estimates. M. Wishnegradsky has proved that notwithstanding the great pressure frequently brought to bear by certain of his ministerial colleagues he still retains the power and the will to check inordinate expenditure, and to enforce a fairly reasonable system of economy and regularity in the accounts of the various departments of the Government.

The different items of the Budget, both as regards income and expenditure, continue to be classified under the three main headings of "Ordinary," "Extraordinary," and "Transfer" (d'ordre).

* The value of the metallic silver rouble is affected by variations in the price of silver, as well as by the "agio" on metallic currency.

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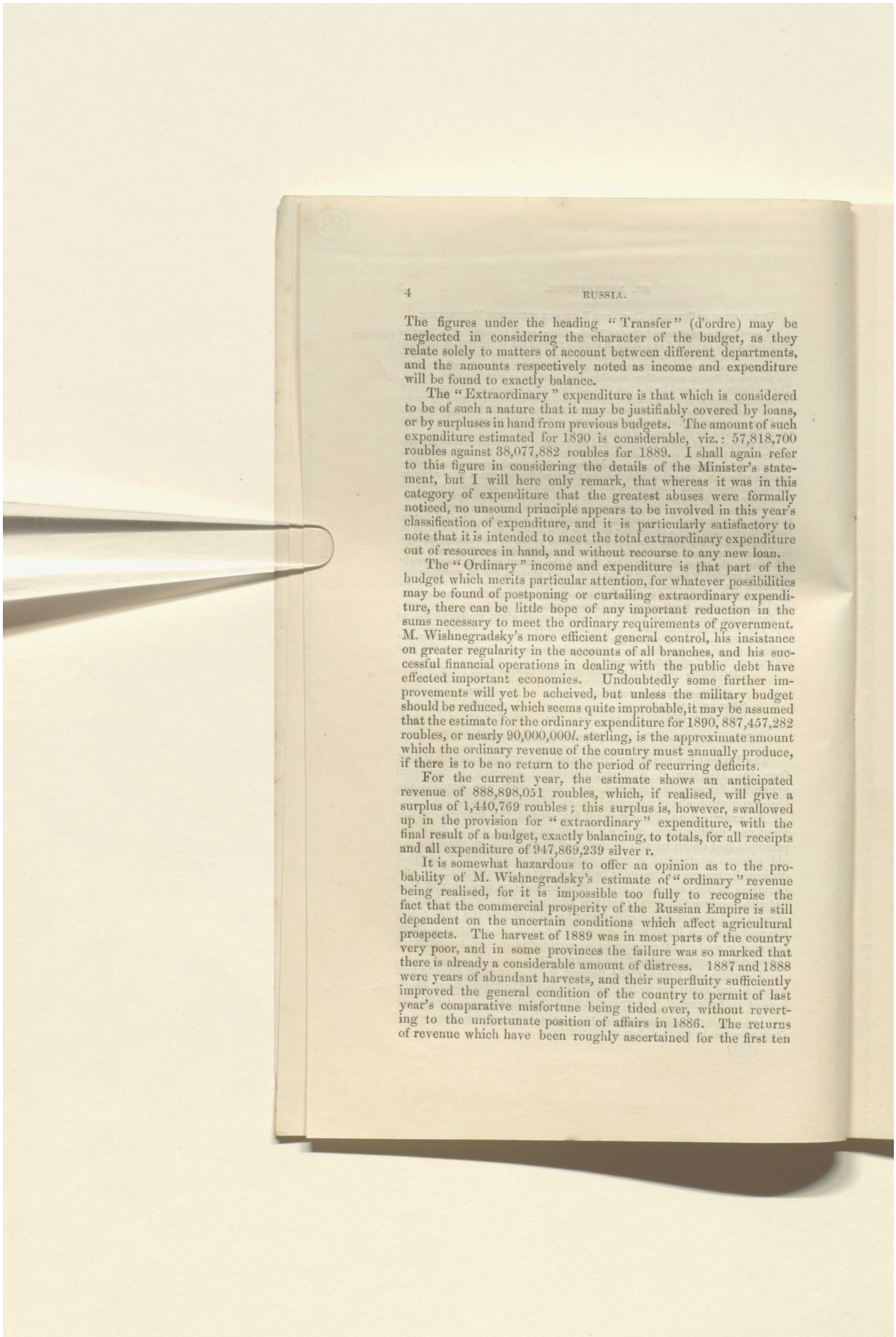

The figures under the heading "Transfer" (d'ordre) may be neglected in considering the character of the budget, as they relate solely to matters of account between different departments, and the amounts respectively noted as income and expenditure will be found to exactly balance.

The "Extraordinary" expenditure is that which is considered to be of such a nature that it may be justifiably covered by loans, or by surpluses in hand from previous budgets. The amount of such expenditure estimated for 1890 is considerable, viz.: 57,818,700 roubles against 38,077,882 roubles for 1889. I shall again refer to this figure in considering the details of the Minister's statement, but I will here only remark, that whereas it was in this category of expenditure that the greatest abuses were formally noticed, no unsound principle appears to be involved in this year's classification of expenditure, and it is particularly satisfactory to note that it is intended to meet the total extraordinary expenditure out of resources in hand, and without recourse to any new loan.

The "Ordinary" income and expenditure is that part of the budget which merits particular attention, for whatever possibilities may be found of postponing or curtailing extraordinary expenditure, there can be little hope of any important reduction in the sums necessary to meet the ordinary requirements of government. M. Wishnegradsky's more efficient general control, his insistance on greater regularity in the accounts of all branches, and his successful financial operations in dealing with the public debt have effected important economies. Undoubtedly some further improvements will yet be acheived, but unless the military budget should be reduced, which seems quite improbable, it may be assumed that the estimate for the ordinary expenditure for 1890, 887,457,282 roubles, or nearly 90,000,000*l.* sterling, is the approximate amount which the ordinary revenue of the country must annually produce, if there is to be no return to the period of recurring deficits.

For the current year, the estimate shows an anticipated revenue of 888,898,051 roubles, which, if realised, will give a surplus of 1,440,769 roubles; this surplus is, however, swallowed up in the provision for "extraordinary" expenditure, with the final result of a budget, exactly balancing, to totals, for all receipts and all expenditure of 947,869,239 silver r.

It is somewhat hazardous to offer an opinion as to the probability of M. Wishnegradsky's estimate of "ordinary" revenue being realised, for it is impossible too fully to recognise the fact that the commercial prosperity of the Russian Empire is still dependent on the uncertain conditions which affect agricultural prospects. The harvest of 1889 was in most parts of the country very poor, and in some provinces the failure was so marked that there is already a considerable amount of distress. 1887 and 1888 were years of abundant harvests, and their superfluity sufficiently improved the general condition of the country to permit of last year's comparative misfortune being tided over, without reverting to the unfortunate position of affairs in 1886. The returns of revenue which have been roughly ascertained for the first ten

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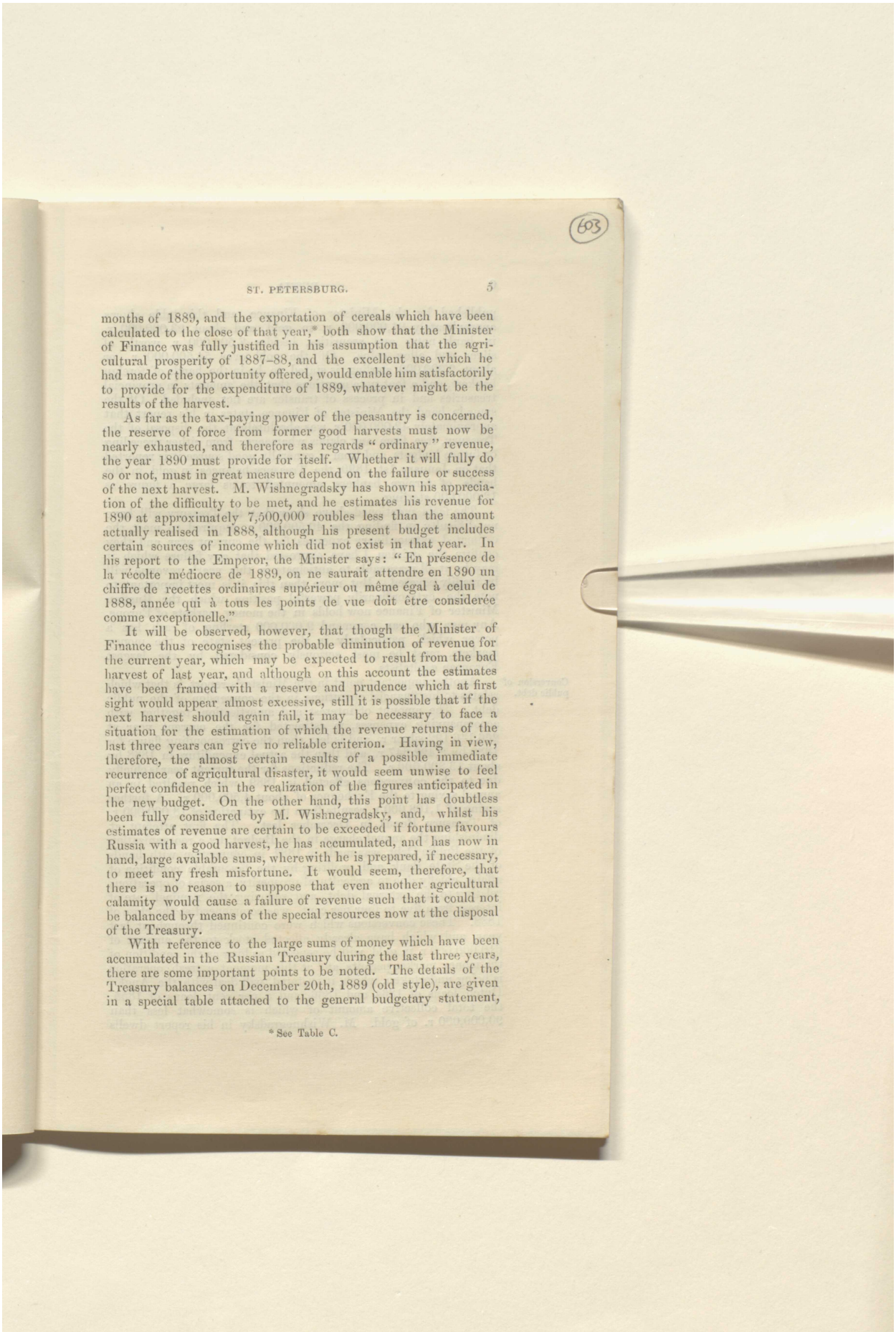

months of 1889, and the exportation of cereals which have been calculated to the close of that year,* both show that the Minister of Finance was fully justified in his assumption that the agricultural prosperity of 1887–88, and the excellent use which he had made of the opportunity offered, would enable him satisfactorily to provide for the expenditure of 1889, whatever might be the results of the harvest.

As far as the tax-paying power of the peasantry is concerned, the reserve of force from former good harvests must now be nearly exhausted, and therefore as regards "ordinary" revenue, the year 1890 must provide for itself. Whether it will fully do so or not, must in great measure depend on the failure or success of the next harvest. M. Wishnegradsky has shown his appreciation of the difficulty to be met, and he estimates his revenue for 1890 at approximately 7,500,000 roubles less than the amount actually realised in 1888, although his present budget includes certain sources of income which did not exist in that year. In his report to the Emperor, the Minister says: "En présence de la récolte médiocre de 1889, on ne saurait attendre en 1890 un chiffre de recettes ordinaires supérieur ou même égal à celui de 1888, année qui à tous les points de vue doit être considerée comme exceptionelle."

It will be observed, however, that though the Minister of Finance thus recognises the probable diminution of revenue for the current year, which may be expected to result from the bad harvest of last year, and although on this account the estimates have been framed with a reserve and prudence which at first sight would appear almost excessive, still it is possible that if the next harvest should again fail, it may be necessary to face a situation for the estimation of which the revenue returns of the last three years can give no reliable criterion. Having in view, therefore, the almost certain results of a possible immediate recurrence of agricultural disaster, it would seem unwise to feel perfect confidence in the realization of the figures anticipated in the new budget. On the other hand, this point has doubtless been fully considered by M. Wishnegradsky, and, whilst his estimates of revenue are certain to be exceeded if fortune favours Russia with a good harvest, he has accumulated, and has now in hand, large available sums, wherewith he is prepared, if necessary, to meet any fresh misfortune. It would seem, therefore, that there is no reason to suppose that even another agricultural calamity would cause a failure of revenue such that it could not be balanced by means of the special resources now at the disposal of the Treasury.

With reference to the large sums of money which have been accumulated in the Russian Treasury during the last three years, there are some important points to be noted. The details of the Treasury balances on December 20th, 1889 (old style), are given in a special table attached to the general budgetary statement,

* See Table C.

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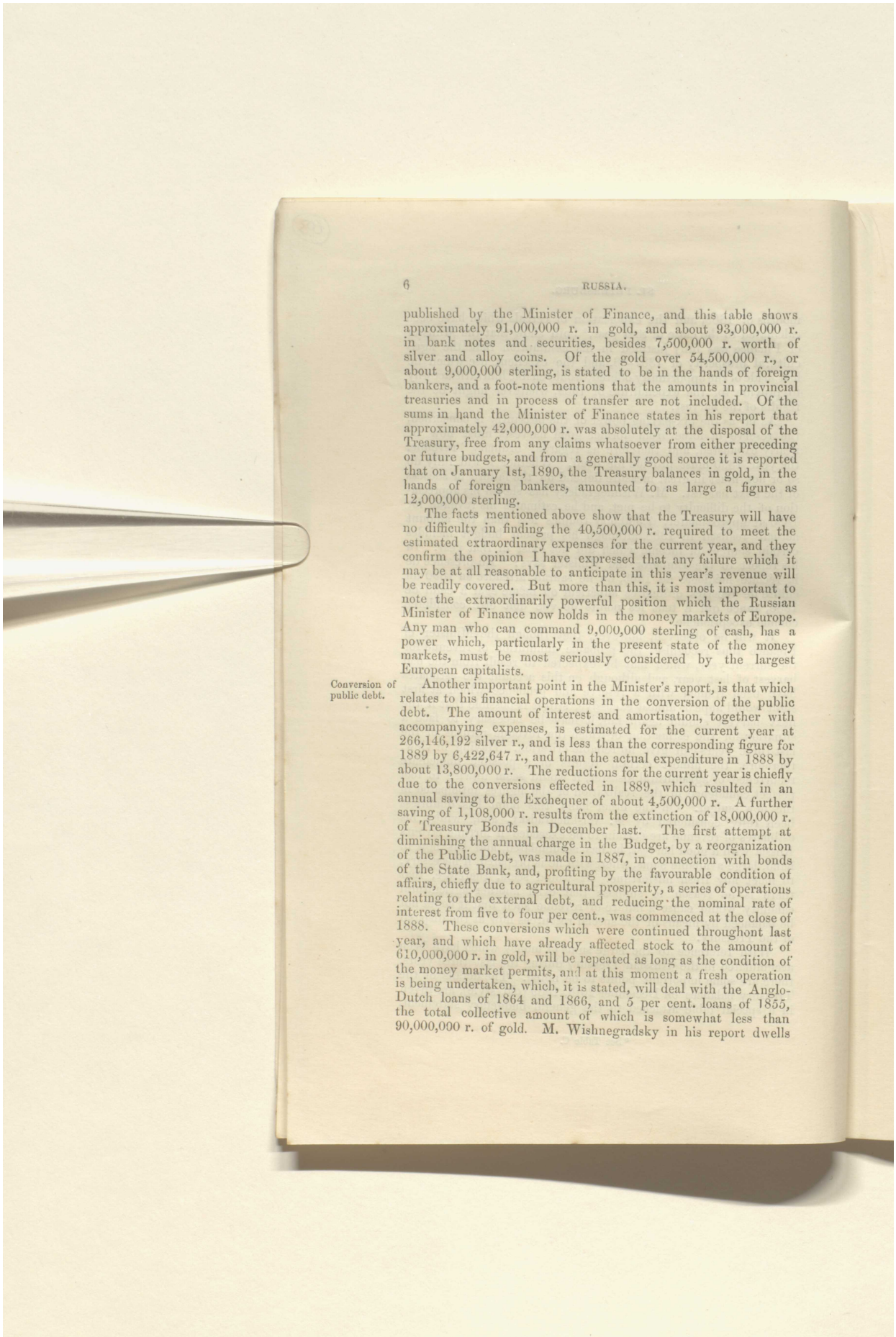

published by the Minister of Finance, and this table shows approximately 91,000,000 r. in gold, and about 93,000,000 r. in bank notes and securities, besides 7,500,000 r. worth of silver and alloy coins. Of the gold over 54,500,000 r., or about 9,000,000 sterling, is stated to be in the hands of foreign bankers, and a foot-note mentions that the amounts in provincial treasuries and in process of transfer are not included. Of the sums in hand the Minister of Finance states in his report that approximately 42,000,000 r. was absolutely at the disposal of the Treasury, free from any claims whatsoever from either preceding or future budgets, and from a generally good source it is reported that on January 1st, 1890, the Treasury balances in gold, in the hands of foreign bankers, amounted to as large a figure as 12,000,000 sterling.

The facts mentioned above show that the Treasury will have no difficulty in finding the 40,500,000 r. required to meet the estimated extraordinary expenses for the current year, and they confirm the opinion I have expressed that any failure which it may be at all reasonable to anticipate in this year's revenue will be readily covered. But more than this, it is most important to note the extraordinarily powerful position which the Russian Minister of Finance now holds in the money markets of Europe. Any man who can command 9,000,000 sterling of cash, has a power which, particularly in the present state of the money markets, must be most seriously considered by the largest European capitalists.

Conversion of public debt.

Another important point in the Minister's report, is that which relates to his financial operations in the conversion of the public debt. The amount of interest and amortisation, together with accompanying expenses, is estimated for the current year at 266,146,192 silver r., and is less than the corresponding figure for 1889 by 6,422,647 r., and than the actual expenditure in 1888 by about 13,800,000 r. The reductions for the current year is chiefly due to the conversions effected in 1889, which resulted in an annual saving to the Exchequer of about 4,500,000 r. A further saving of 1,108,000 r. results from the extinction of 18,000,000 r. of Treasury Bonds in December last. The first attempt at diminishing the annual charge in the Budget, by a reorganization of the Public Debt, was made in 1887, in connection with bonds of the State Bank, and, profiting by the favourable condition of affairs, chiefly due to agricultural prosperity, a series of operations relating to the external debt, and reducing the nominal rate of interest from five to four per cent., was commenced at the close of 1888. These conversions which were continued throughout last year, and which have already affected stock to the amount of 610,000,000 r. in gold, will be repeated as long as the condition of the money market permits, and at this moment a fresh operation is being undertaken, which, it is stated, will deal with the Anglo-Dutch loans of 1864 and 1866, and 5 per cent. loans of 1855, the total collective amount of which is somewhat less than 90,000,000 r. of gold. M. Wishnegradsky in his report dwells

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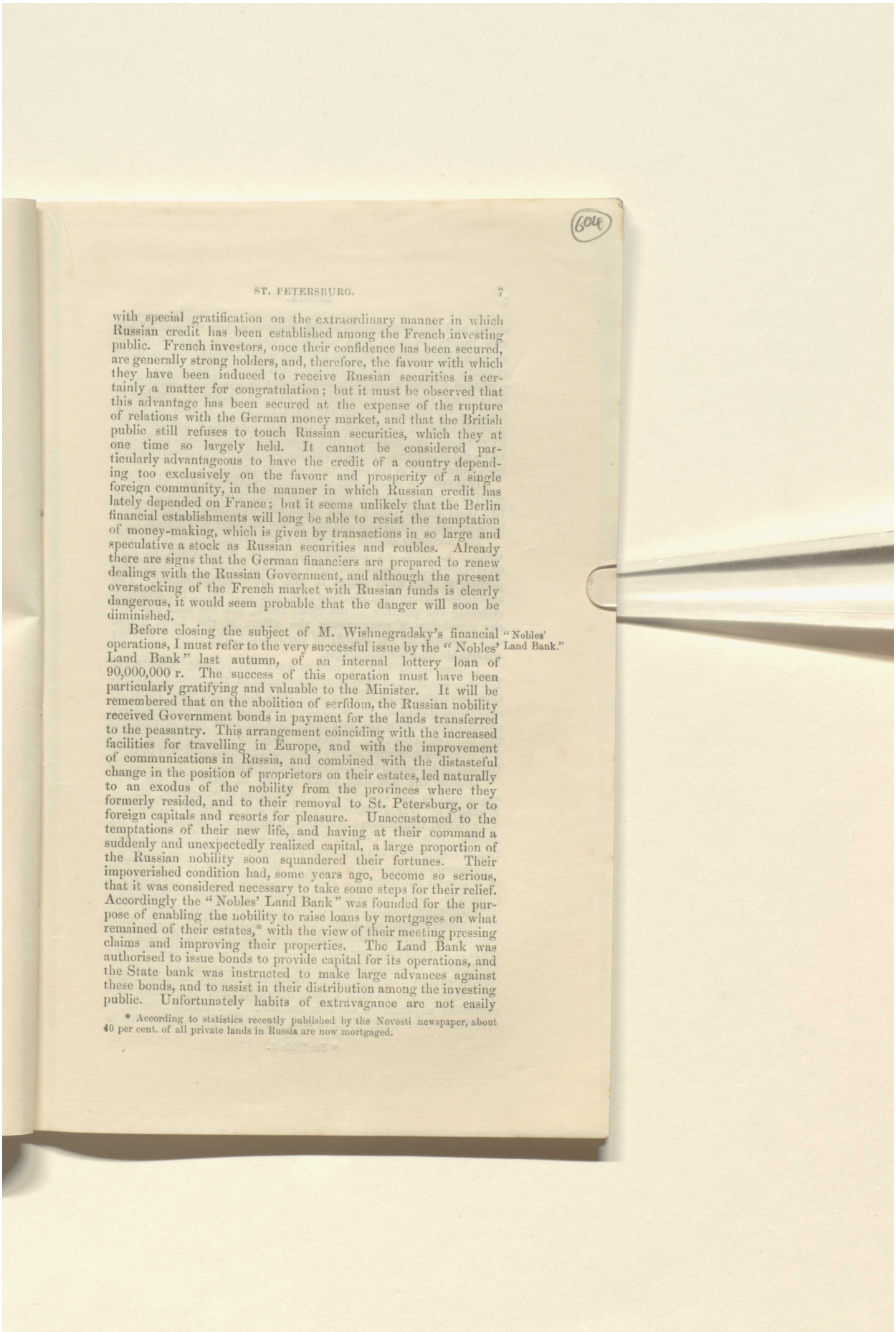

with special gratification on the extraordinary manner in which Russian credit has been established among the French investing public. French investors, once their confidence has been secured, are generally strong holders, and, therefore, the favour with which they have been induced to receive Russian securities is certainly a matter for congratulation; but it must be observed that this advantage has been secured at the expense of the rupture of relations with the German money market, and that the British public still refuses to touch Russian securities, which they at one time so largely held. It cannot be considered particularly advantageous to have the credit of a country depending too exclusively on the favour and prosperity of a single foreign community, in the manner in which Russian credit has lately depended on France; but it seems unlikely that the Berlin financial establishments will long be able to resist the temptation of money-making, which is given by transactions in so large and speculative a stock as Russian securities and roubles. Already there are signs that the German financiers are prepared to renew dealings with the Russian Government, and although the present overstocking of the French market with Russian funds is clearly dangerous, it would seem probable that the danger will soon be diminished.

"Nobles' Land Bank."

Before closing the subject of M. Wishnegradsky's financial operations, I must refer to the very successful issue by the "Nobles' Land Bank" last autumn, of an internal lottery loan of 90,000,000 r. The success of this operation must have been particularly gratifying and valuable to the Minister. It will be remembered that on the abolition of serfdom, the Russian nobility received Government bonds in payment for the lands transferred to the peasantry. This arrangement coinciding with the increased facilities for travelling in Europe, and with the improvement of communications in Russia, and combined with the distasteful change in the position of proprietors on their estates, led naturally to an exodus of the nobility from the provinces where they formerly resided, and to their removal to St. Petersburg, or to foreign capitals and resorts for pleasure. Unaccustomed to the temptations of their new life, and having at their command a suddenly and unexpectedly realized capital, a large proportion of the Russian nobility soon squandered their fortunes. Their impoverished condition had, some years ago, become so serious, that it was considered necessary to take some steps for their relief. Accordingly the "Nobles' Land Bank" was founded for the purpose of enabling the nobility to raise loans by mortgages on what remained of their estates,* with the view of their meeting pressing claims and improving their properties. The Land Bank was authorised to issue bonds to provide capital for its operations, and the State bank was instructed to make large advances against these bonds, and to assist in their distribution among the investing public. Unfortunately habits of extravagance are not easily

* According to statistics recently published by the Novosti newspaper, about 40 per cent. of all private lands in Russia are now mortgaged.

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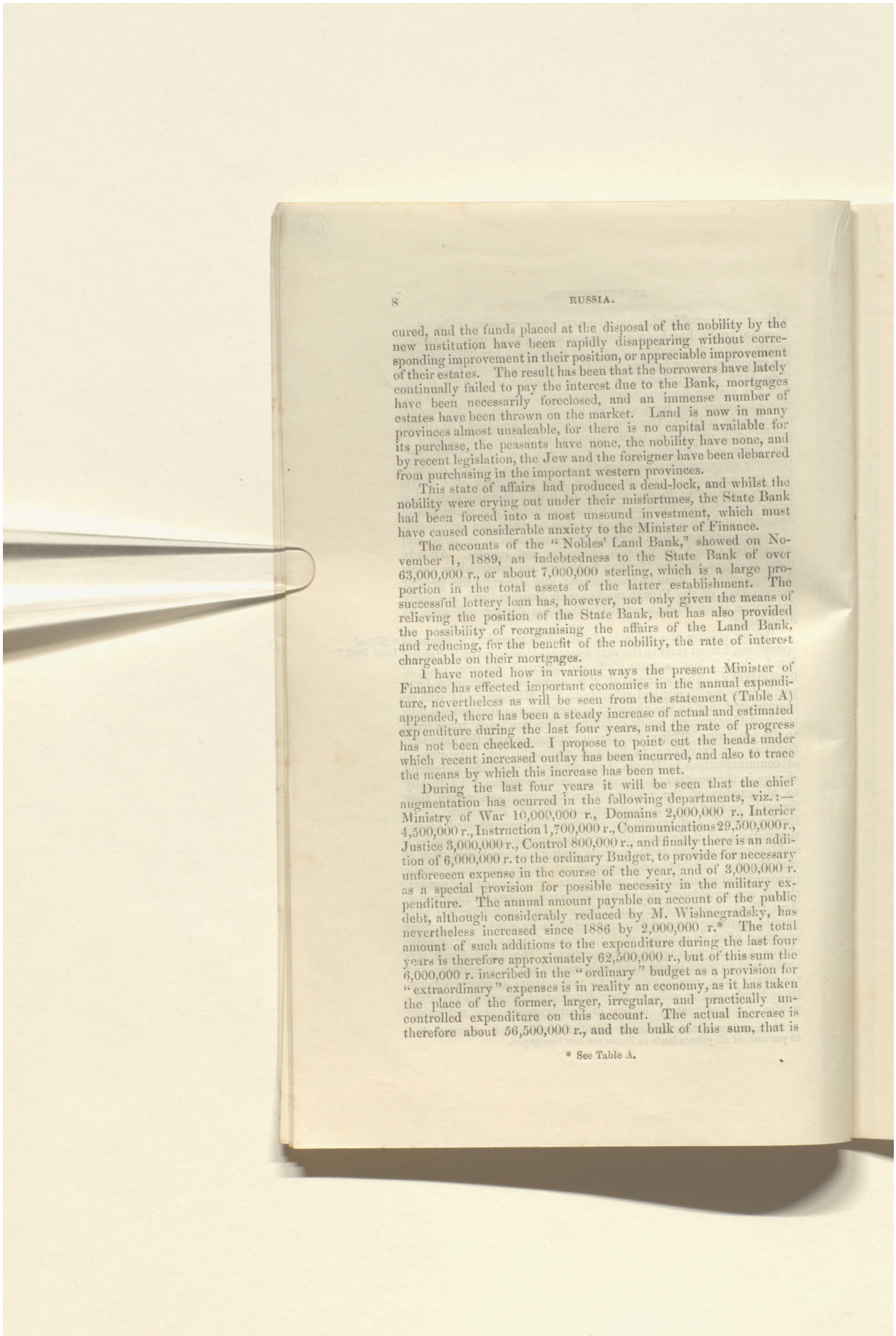

cured, and the funds placed at the disposal of the nobility by the new institution have been rapidly disappearing without corresponding improvement in their position, or appreciable improvement of their estates. The result has been that the borrowers have lately continually failed to pay the interest due to the Bank, mortgages have been necessarily foreclosed, and an immense number of estates have been thrown on the market. Land is now in many provinces almost unsaleable, for there is no capital available for its purchase, the peasants have none, the nobility have none, and by recent legislation, the Jew and the foreigner have been debarred from purchasing in the important western provinces.

This state of affairs had produced a dead-lock, and whilst the nobility were crying out under their misfortunes, the State Bank had been forced into a most unsound investment, which must have caused considerable anxiety to the Minister of Finance.

The accounts of the "Nobles' Land Bank," showed on November 1, 1889, an indebtedness to the State Bank of over 63,000,000 r., or about 7,000,000 sterling, which is a large proportion in the total assets of the latter establishment. The successful lottery loan has, however, not only given the means of relieving the position of the State Bank, but has also provided the possibility of reorganising the affairs of the Land Bank, and reducing, for the benefit of the nobility, the rate of interest chargeable on their mortgages.

I have noted how in various ways the present Minister of Finance has effected important economies in the annual expenditure, nevertheless as will be seen from the statement (Table A) appended, there has been a steady increase of actual and estimated expenditure during the last four years, and the rate of progress has not been checked. I propose to point out the heads under which recent increased outlay has been incurred, and also to trace the means by which this increase has been met.

During the last four years it will be seen that the chief augmentation has ocurred in the following departments, viz.:—Ministry of War 10,000,000 r., Domains 2,000,000 r., Interior 4,500,000 r., Instruction 1,700,000 r., Communications 29,500,000 r., Justice 3,000,000 r., Control 800,000 r., and finally there is an addition of 6,000,000 r. to the ordinary Budget, to provide for necessary unforeseen expense in the course of the year, and of 3,000,000 r. as a special provision for possible necessity in the military expenditure. The annual amount payable on account of the public debt, although considerably reduced by M. Wishnegradsky, has nevertheless increased since 1886 by 2,000,000 r.* The total amount of such additions to the expenditure during the last four years is therefore approximately 62,500,000 r., but of this sum the 6,000,000 r. inscribed in the "ordinary" budget as a provision for "extraordinary" expenses is in reality an economy, as it has taken the place of the former, larger, irregular, and practically uncontrolled expenditure on this account. The actual increase is therefore about 56,500,000 r., and the bulk of this sum, that is

* See Table A.

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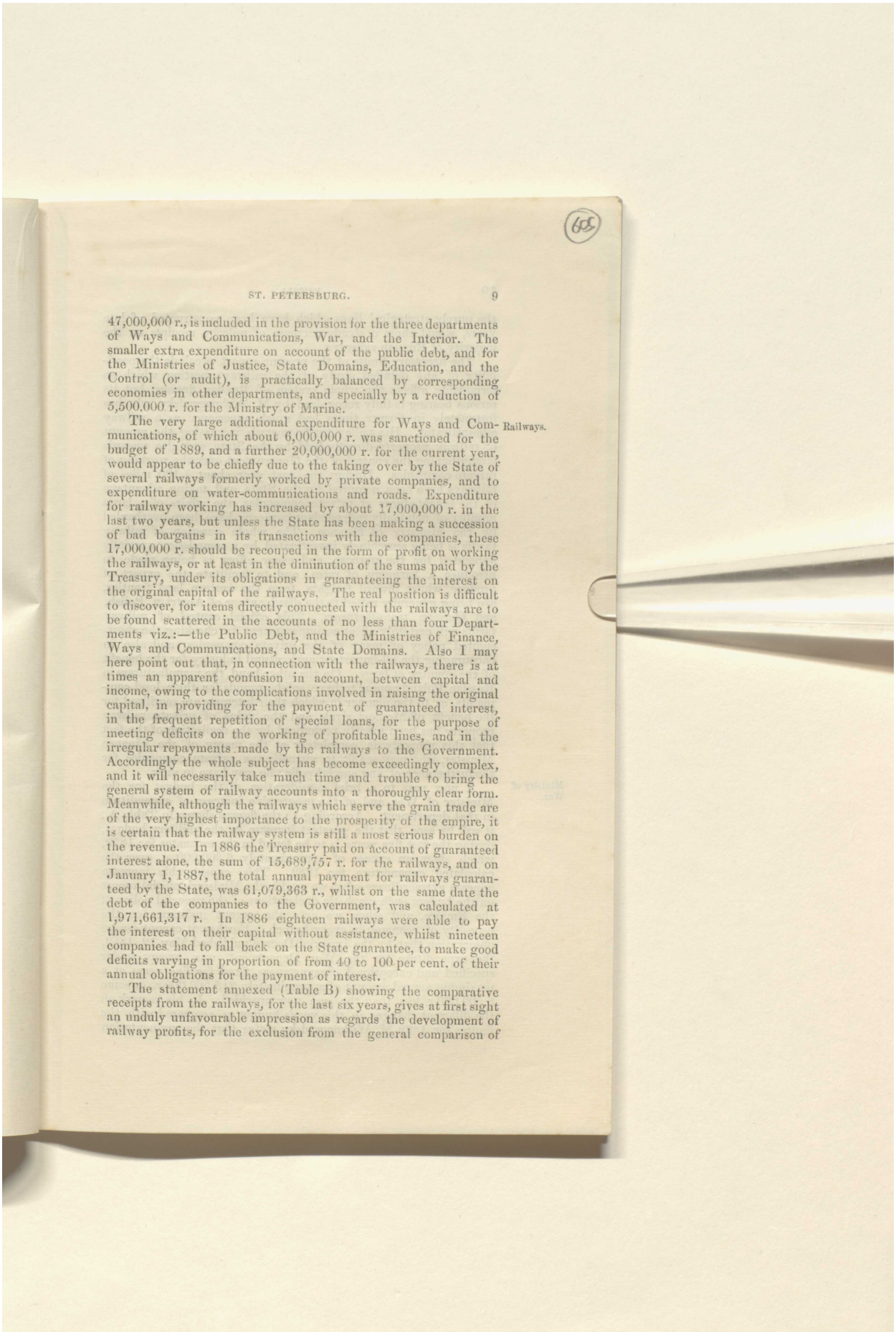

47,000,000 r., is included in the provision for the three departments of Ways and Communications, War, and the Interior. The smaller extra expenditure on account of the public debt, and for the Ministries of Justice, State Domains, Education, and the Control (or audit), is practically balanced by corresponding economies in other departments, and specially by a reduction of 5,500,000 r. for the Ministry of Marine.

Railways.

The very large additional expenditure for Ways and Communications, of which about 6,000,000 r. was sanctioned for the budget of 1889, and a further 20,000,000 r. for the current year, would appear to be chiefly due to the taking over by the State of several railways formerly worked by private companies, and to expenditure on water-communications and roads. Expenditure for railway working has increased by about 17,000,000 r. in the last two years, but unless the State has been making a succession of bad bargains in its transactions with the companies, these 17,000,000 r. should be recouped in the form of profit on working the railways, or at least in the diminution of the sums paid by the Treasury, under its obligations in guaranteeing the interest on the original capital of the railways. The real position is difficult to discover, for items directly connected with the railways are to be found scattered in the accounts of no less than four Departments viz.:—the Public Debt, and the Ministries of Finance, Ways and Communications, and State Domains. Also I may here point out that, in connection with the railways, there is at times an apparent confusion in account, between capital and income, owing to the complications involved in raising the original capital, in providing for the payment of guaranteed interest, in the frequent repetition of special loans, for the purpose of meeting deficits on the working of profitable lines, and in the irregular repayments made by the railways to the Government. Accordingly the whole subject has become exceedingly complex, and it will necessarily take much time and trouble to bring the general system of railway accounts into a thoroughly clear form. Meanwhile, although the railways which serve the grain trade are of the very highest importance to the prosperity of the empire, it is certain that the railway system is still a most serious burden on the revenue. In 1886 the Treasury paid on account of guaranteed interest alone, the sum of 15,689,757 r. for the railways, and on January 1, 1887, the total annual payment for railways guaranteed by the State, was 61,079,363 r., whilst on the same date the debt of the companies to the Government, was calculated at 1,971,661,317 r. In 1886 eighteen railways were able to pay the interest on their capital without assistance, whilst nineteen companies had to fall back on the State guarantee, to make good deficits varying in proportion of from 40 to 100 per cent. of their annual obligations for the payment of interest.

The statement annexed (Table B) showing the comparative receipts from the railways, for the last six years, gives at first sight an unduly unfavourable impression as regards the development of railway profits, for the exclusion from the general comparison of

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the purely strategical lines which have been constructed of late years, would show a steady increase of mileage receipts on the majority of Russian railways.

The necessary limits of the present report preclude the possibility of any detailed study of the railway question which so formidably affects the whole system of Russian finance, but its serious bearing is fully recognized by M. Wishnegradsky, who has fortunately in former times had much experience as a railway administrator. His policy tends towards increasing the amount of railway property directly held by the State, and also towards strengthening the control of the Government over the working of private companies. During the past year about 1,100 miles of railways have been acquired by the State, and, taking advantage of the indebtedness of private companies, the affairs of a large number of nominally independent concerns have been overhauled by the Ministry of Finance. The whole question of railway tariffs is being searchingly investigated by a commission specially appointed for the purpose, and every effort is being made to introduce a harmony of rates, and to facilitate the export of produce, whilst inward freights, from the western land frontier, are being generally raised to the disadvantage of Austrian, Polish, and German manufacturers. This official control of railway tariffs will certainly effect an improvement, in checking the short-sighted policy of many of the private companies, and also in encouraging the all-important agricultural industry for the benefit of the country at large. On the other hand, the manufacturers in Russian Poland appear to have solid grounds for their loud complaints, as to the manner in which their interests are sacrificed for the benefit of Moscow rivals, and the value of private railway property has been greatly prejudiced by the realisation of the fact that this property is completely at the mercy of the Finance Minister, who may see fit to virtually tax private companies for the furtherance of any special policy he may have in view.

Ministry of War.

I now pass to a brief consideration of the budget for the Ministry of War, and of the progressive increase of expenditure in that department. According to the figures shown in Table A., it will be seen that the greatest increase in the military budget, during the last five years, is to be found in the estimates for 1890, which show an excess of approximately 6,500,000 r. over the calculated expenditure for 1889. This considerable increase appears extraordinary when we read in the Minister's official report on the budget such emphatic declarations of the peaceful policy of the Empire, and when we note the urgent insistance on the necessity of economy in every branch. Further, it cannot escape observation that by the Imperial Decree published May 12, 1889, the expenditure for the War Department, was, except under specified and exceptional circumstances, fixed for five years at a maximum annual amount of approximately 215,500,000 r., or some 6,500,000 r. less than the sum now provided. In his remark on the different changes in this year's budget as compared with the figures for 1889 M. Wishnegradsky states that the augmentation

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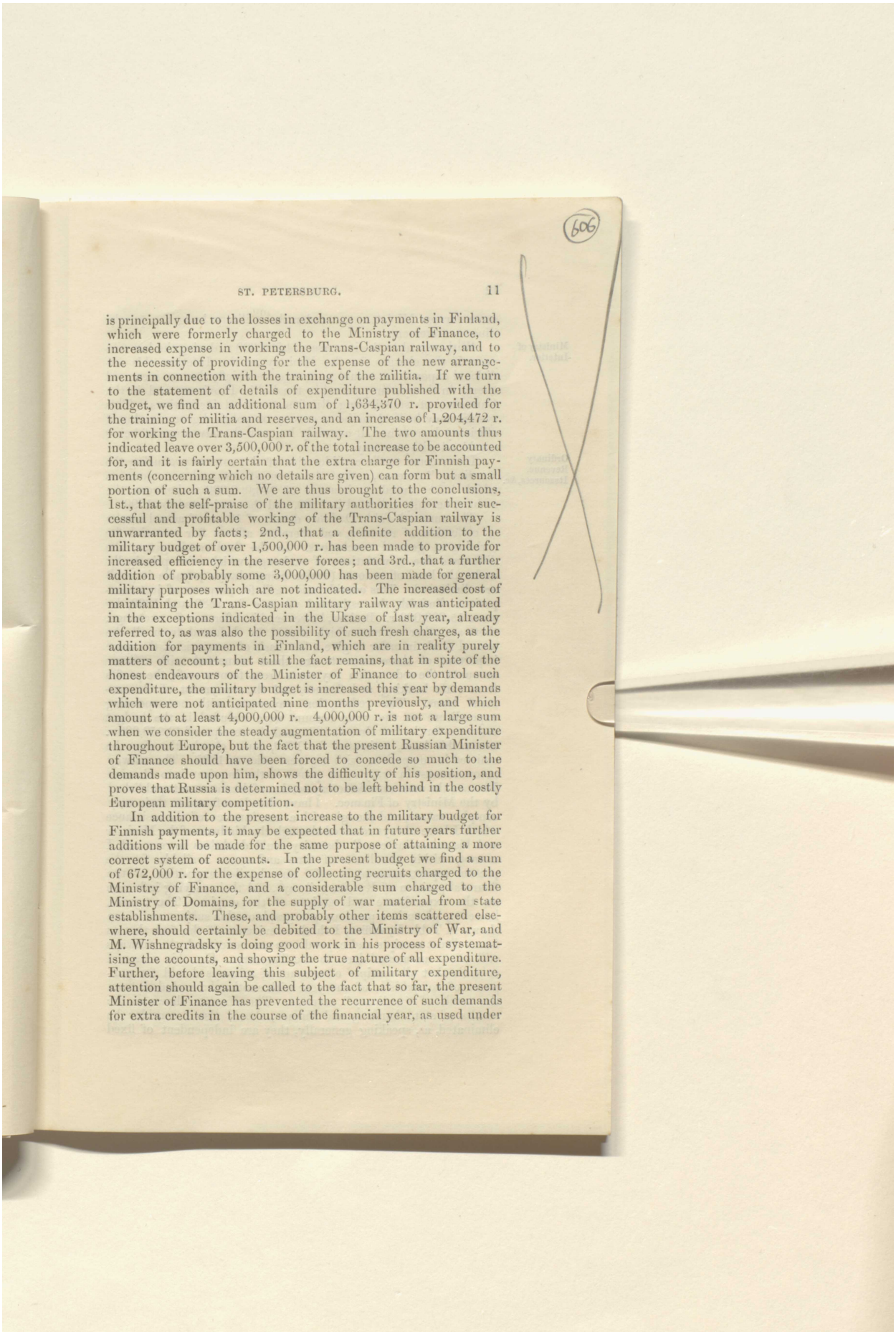

is principally due to the losses in exchange on payments in Finland, which were formerly charged to the Ministry of Finance, to increased expense in working the Trans-Caspian railway, and to the necessity of providing for the expense of the new arrangements in connection with the training of the militia. If we turn to the statement of details of expenditure published with the budget, we find an additional sum of 1,634,370 r. provided for the training of militia and reserves, and an increase of 1,204,472 r. for working the Trans-Caspian railway. The two amounts thus indicated leave over 3,500,000 r. of the total increase to be accounted for, and it is fairly certain that the extra charge for Finnish payments (concerning which no details are given) can form but a small portion of such a sum. We are thus brought to the conclusions, 1st., that the self-praise of the military authorities for their successful and profitable working of the Trans-Caspian railway is unwarranted by facts; 2nd., that a definite addition to the military budget of over 1,500,000 r. has been made to provide for increased efficiency in the reserve forces; and 3rd., that a further addition of probably some 3,000,000 has been made for general military purposes which are not indicated. The increased cost of maintaining the Trans-Caspian military railway was anticipated in the exceptions indicated in the Ukase of last year, already referred to, as was also the possibility of such fresh charges, as the addition for payments in Finland, which are in reality purely matters of account; but still the fact remains, that in spite of the honest endeavours of the Minister of Finance to control such expenditure, the military budget is increased this year by demands which were not anticipated nine months previously, and which amount to at least 4,000,000 r. 4,000,000 r. is not a large sum when we consider the steady augmentation of military expenditure throughout Europe, but the fact that the present Russian Minister of Finance should have been forced to concede so much to the demands made upon him, shows the difficulty of his position, and proves that Russia is determined not to be left behind in the costly European military competition.

In addition to the present increase to the military budget for Finnish payments, it may be expected that in future years further additions will be made for the same purpose of attaining a more correct system of accounts. In the present budget we find a sum of 672,000 r. for the expense of collecting recruits charged to the Ministry of Finance, and a considerable sum charged to the Ministry of Domains, for the supply of war material from state establishments. These, and probably other items scattered elsewhere, should certainly be debited to the Ministry of War, and M. Wishnegradsky is doing good work in his process of systematising the accounts, and showing the true nature of all expenditure. Further, before leaving this subject of military expenditure, attention should again be called to the fact that so far, the present Minister of Finance has prevented the recurrence of such demands for extra credits in the course of the financial year, as used under

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some former Ministers to render the military budget a purely illusory statement.

Ministry of Interior.

With regard to the increase of 4,500,000 r. during the last two years in the charges for the Ministry of the Interior, this additional expenditure would appear to be chiefly due to increased energy in the system pursued in the Baltic Provinces, and in the Caucasus, of substituting Russian for local institutions. This system may be held to be necessary on political grounds; but if efficiency be attained, it certainly has not the advantage of being combined with economy.

Ordinary Revenue. Itssources, &c.

I now come to the consideration of the sources producing the "ordinary" revenue, and of the circumstances and arrangements which have caused an increase of 243,000,000 r. between the amount actually collected in 1880, and that estimated for 1890.

The annexed Table D shows details of 10 years' actual results of collection of revenue, and therefore affords fair material for arriving at general conclusions. In the final result given, the difference due to variations of exchange, which arise principally under the head of customs (duties being always payable in gold) are eliminated. This consideration will for purposes of just comparison diminish the estimated revenue for 1889 and 1890, by some 15,000,000 r. Besides, however, this difference for exchange, there are other amounts which should be deducted from all the annual totals in order to give a fair basis of comparison, the more important of these amounts are those connected with railway accounts, the redemption payments from former serfs, the profits from state banking and finance, and the repayment of Government loans. The redemption payments with corresponding expenditure on the same account were included in the budget estimates for the first time in 1885, and the receipts of 42,250,000 r. under this head, estimated for 1890, must clearly therefore be omitted in comparison with any year prior to 1885. The railway accounts must in every sense prove to the inquirer into Russian Finance the most unsatisfactory portion of the statements published by the Ministry of Finance. I have already referred to their very complex nature, and though with a continuance of the assistance which I have always received through the kindness of the Minister and his subordinates, all obscurity could doubtless be removed, I cannot, within the limits of time and space available for the present report, attempt to offer any detailed exposition of the financial position of Russian railways, and their varying influence on the expenditure and receipts of the empire. The figures, however, given in a previous paragraph on this subject and those shown in Table B, suffice, I think as evidence of the fact that as far as direct receipts and expenditure are concerned, the railways still cause an annual loss to the Treasury. For this reason I consider that all receipts on account of railways should for purposes of comparison of one year with another be excluded from the totals of "ordinary" revenue. The amounts shown as the results of state banking and finance, should also I consider be eliminated, as, speaking generally, they are independent of fixed

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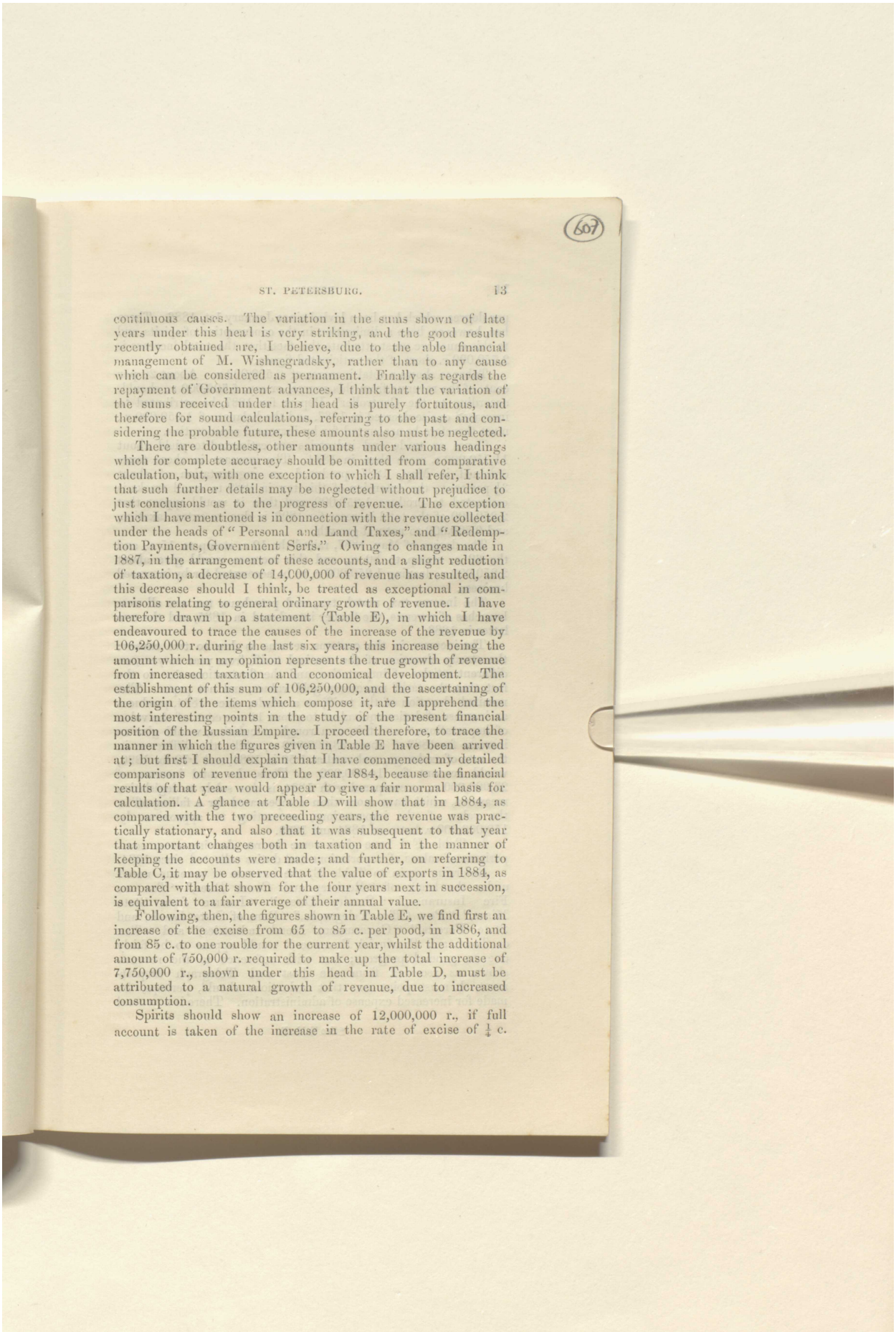

continuous causes. The variation in the sums shown of late years under this head is very striking, and the good results recently obtained are, I believe, due to the able financial management of M. Wishnegradsky, rather than to any cause which can be considered as permanent. Finally as regards the repayment of Government advances, I think that the variation of the sums received under this head is purely fortuitous, and therefore for sound calculations, referring to the past and considering the probable future, these amounts also must be neglected.

There are doubtless, other amounts under various headings which for complete accuracy should be omitted from comparative calculation, but, with one exception to which I shall refer, I think that such further details may be neglected without prejudice to just conclusions as to the progress of revenue. The exception which I have mentioned is in connection with the revenue collected under the heads of "Personal and Land Taxes," and "Redemption Payments, Government Serfs." Owing to changes made in 1887, in the arrangement of these accounts, and a slight reduction of taxation, a decrease of 14,000,000 of revenue has resulted, and this decrease should I think, be treated as exceptional in comparisons relating to general ordinary growth of revenue. I have therefore drawn up a statement (Table E), in which I have endeavoured to trace the causes of the increase of the revenue by 106,250,000 r. during the last six years, this increase being the amount which in my opinion represents the true growth of revenue from increased taxation and economical development. The establishment of this sum of 106,250,000, and the ascertaining of the origin of the items which compose it, are I apprehend the most interesting points in the study of the present financial position of the Russian Empire. I proceed therefore, to trace the manner in which the figures given in Table E have been arrived at; but first I should explain that I have commenced my detailed comparisons of revenue from the year 1884, because the financial results of that year would appear to give a fair normal basis for calculation. A glance at Table D will show that in 1884, as compared with the two preceeding years, the revenue was practically stationary, and also that it was subsequent to that year that important changes both in taxation and in the manner of keeping the accounts were made; and further, on referring to Table C, it may be observed that the value of exports in 1884, as compared with that shown for the four years next in succession, is equivalent to a fair average of their annual value.

Following, then, the figures shown in Table E, we find first an increase of the excise from 65 to 85 c. per pood, in 1886, and from 85 c. to one rouble for the current year, whilst the additional amount of 750,000 r. required to make up the total increase of 7,750,000 r., shown under this head in Table D, must be attributed to a natural growth of revenue, due to increased consumption.

Spirits should show an increase of 12,000,000 r., if full account is taken of the increase in the rate of excise of $\frac{1}{4}$ c.

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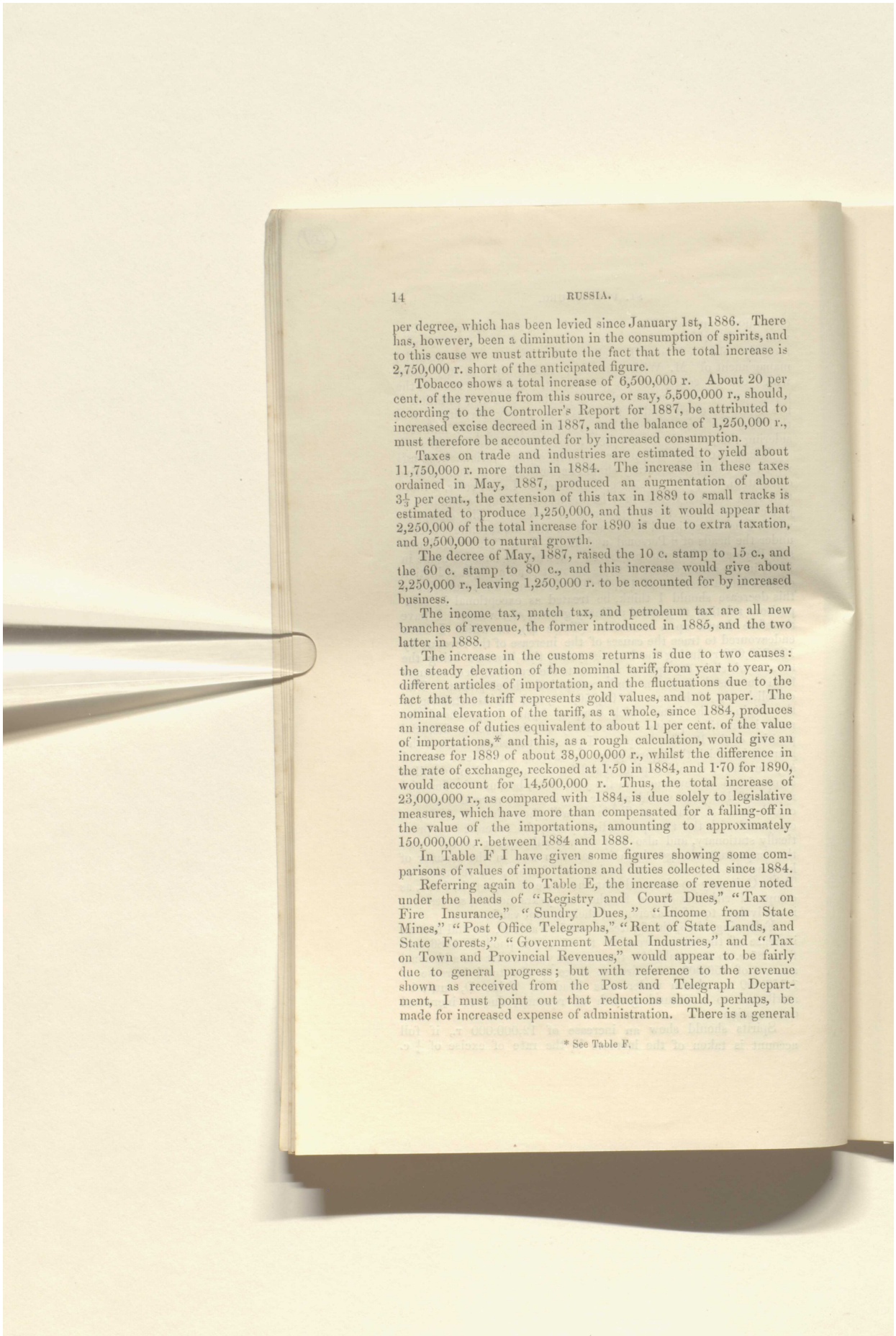

per degree, which has been levied since January 1st, 1886. There has, however, been a diminution in the consumption of spirits, and to this cause we must attribute the fact that the total increase is 2,750,000 r. short of the anticipated figure.

Tobacco shows a total increase of 6,500,000 r. About 20 per cent. of the revenue from this source, or say, 5,500,000 r., should, according to the Controller's Report for 1887, be attributed to increased excise decreed in 1887, and the balance of 1,250,000 r., must therefore be accounted for by increased consumption.

Taxes on trade and industries are estimated to yield about 11,750,000 r. more than in 1884. The increase in these taxes ordained in May, 1887, produced an augmentation of about $3\frac{1}{3}$ per cent., the extension of this tax in 1889 to small tracks is estimated to produce 1,250,000, and thus it would appear that 2,250,000 of the total increase for 1890 is due to extra taxation, and 9,500,000 to natural growth.

The decree of May, 1887, raised the 10 c. stamp to 15 c., and the 60 c. stamp to 80 c., and this increase would give about 2,250,000 r., leaving 1,250,000 r. to be accounted for by increased business.

The income tax, match tax, and petroleum tax are all new branches of revenue, the former introduced in 1885, and the two latter in 1888.

The increase in the customs returns is due to two causes: the steady elevation of the nominal tariff, from year to year, on different articles of importation, and the fluctuations due to the fact that the tariff represents gold values, and not paper. The nominal elevation of the tariff, as a whole, since 1884, produces an increase of duties equivalent to about 11 per cent. of the value of importations,* and this, as a rough calculation, would give an increase for 1889 of about 38,000,000 r., whilst the difference in the rate of exchange, reckoned at 1·50 in 1884, and 1·70 for 1890, would account for 14,500,000 r. Thus, the total increase of 23,000,000 r., as compared with 1884, is due solely to legislative measures, which have more than compensated for a falling-off in the value of the importations, amounting to approximately 150,000,000 r. between 1884 and 1888.

In Table F I have given some figures showing some comparisons of values of importations and duties collected since 1884.

Referring again to Table E, the increase of revenue noted under the heads of "Registry and Court Dues," "Tax on Fire Insurance," "Sundry Dues," "Income from State Mines," "Post Office Telegraphs," "Rent of State Lands, and State Forests," "Government Metal Industries," and "Tax on Town and Provincial Revenues," would appear to be fairly due to general progress; but with reference to the revenue shown as received from the Post and Telegraph Department, I must point out that reductions should, perhaps, be made for increased expense of administration. There is a general

* See Table F.

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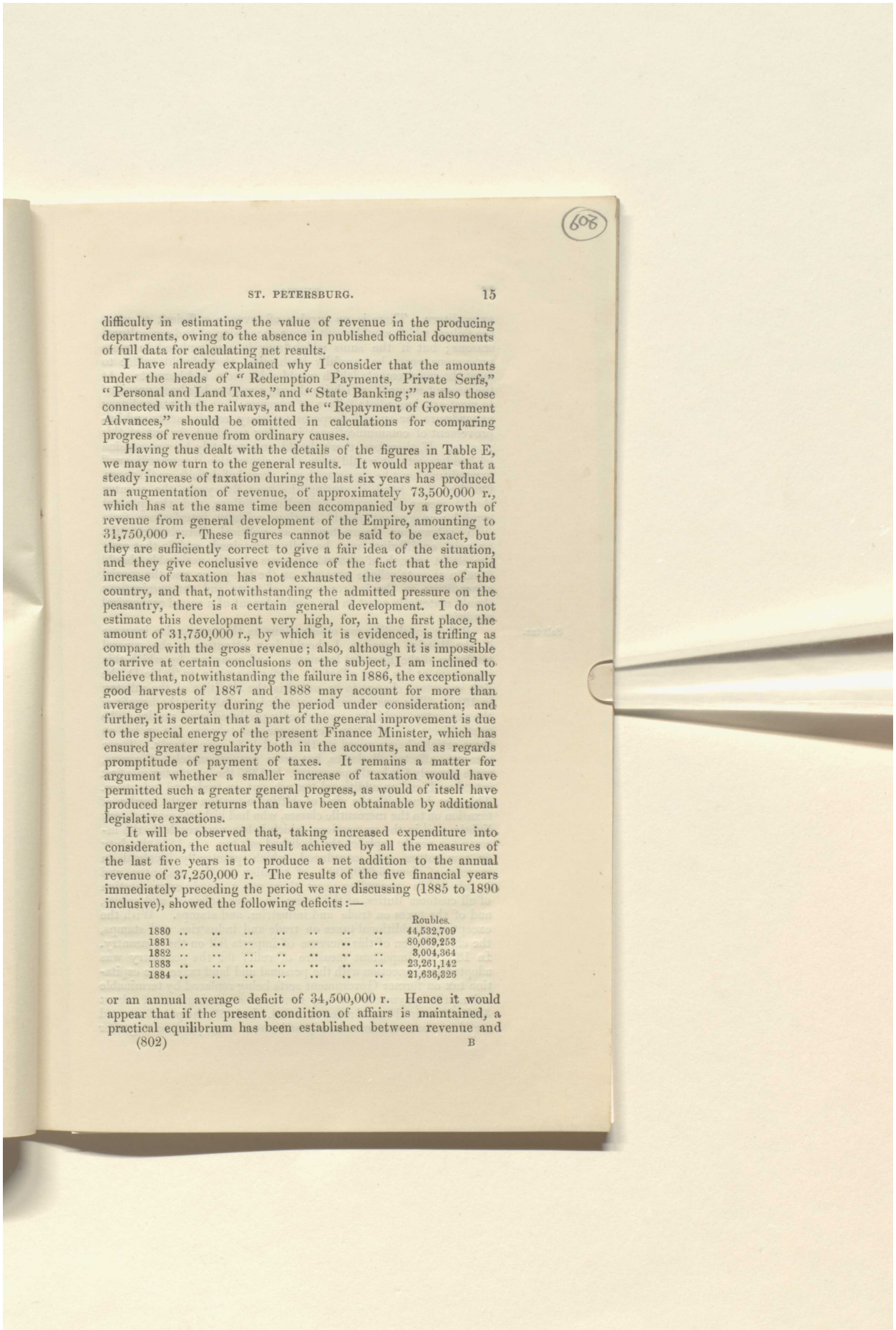

difficulty in estimating the value of revenue in the producing departments, owing to the absence in published official documents of full data for calculating net results.

I have already explained why I consider that the amounts under the heads of "Redemption Payments, Private Serfs," "Personal and Land Taxes," and "State Banking;" as also those connected with the railways, and the "Repayment of Government Advances," should be omitted in calculations for comparing progress of revenue from ordinary causes.

Having thus dealt with the details of the figures in Table E, we may now turn to the general results. It would appear that a steady increase of taxation during the last six years has produced an augmentation of revenue, of approximately 73,500,000 r., which has at the same time been accompanied by a growth of revenue from general development of the Empire, amounting to 31,750,000 r. These figures cannot be said to be exact, but they are sufficiently correct to give a fair idea of the situation, and they give conclusive evidence of the fact that the rapid increase of taxation has not exhausted the resources of the country, and that, notwithstanding the admitted pressure on the peasantry, there is a certain general development. I do not estimate this development very high, for, in the first place, the amount of 31,750,000 r., by which it is evidenced, is trifling as compared with the gross revenue; also, although it is impossible to arrive at certain conclusions on the subject, I am inclined to believe that, notwithstanding the failure in 1886, the exceptionally good harvests of 1887 and 1888 may account for more than average prosperity during the period under consideration; and further, it is certain that a part of the general improvement is due to the special energy of the present Finance Minister, which has ensured greater regularity both in the accounts, and as regards promptitude of payment of taxes. It remains a matter for argument whether a smaller increase of taxation would have permitted such a greater general progress, as would of itself have produced larger returns than have been obtainable by additional legislative exactions.

It will be observed that, taking increased expenditure into consideration, the actual result achieved by all the measures of the last five years is to produce a net addition to the annual revenue of 37,250,000 r. The results of the five financial years immediately preceding the period we are discussing (1885 to 1890 inclusive), showed the following deficits:—

	Roubles.
1880	44,532,709
1881	80,069,253
1882	3,004,364
1883	23,261,142
1884	21,636,326

or an annual average deficit of 34,500,000 r. Hence it would appear that if the present condition of affairs is maintained, a practical equilibrium has been established between revenue and

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expenditure. There is no surplus of revenue sufficient to meet the failure which would result from a succession of bad agricultural seasons; but if the sums which may be accumulated in more prosperous years be carefully husbanded, they should suffice to meet the requirements which would arise from bad harvests. At the present moment, as I have shown, a reserve has been provided to meet any immediate failure of revenue; but the extraordinary expenditure for special purposes (military requirements and improvement of communications) is being provided for out of this reserve. If, therefore, there should unfortunately be a succession of bad harvests, it would seem that either this "extraordinary" expenditure must be suppressed, or a period of deficits would recur. On the other hand, if, during the next five years, the country should escape any severe agricultural failure, and the present careful management should continue without interference from such extraneous circumstances as political disturbances, the financial equilibrium may be fully maintained; and, in that case, the slight growth of general progress already noticeable should develop so as to relieve pressure on the tax-payer, and the special expenditure on the improvements of ports and communications should materially assist in the establishment of a sound economical condition.

Salt tax.

Before concluding my observations on the progressive increase in the Russian revenue, I should draw attention to the general tendency of the financial legislation, and measures, by which this improvement has been effected. Referring again to Table D, the first important change to be noted is the abolition of the salt tax in 1881. This was a measure intended specially for the benefit of the peasantry, and it has undoubtedly produced good results. The next objects of legislation were sugar and tobacco, the excise on these articles being raised in 1883 and 1884 respectively. These measures affected all classes, but were proportionately, of course, more severely felt by the peasantry. In 1885 the income tax was first introduced, and an additional tax was put on trade and industries. This was done with the view of shifting a portion of the burden of taxation on to the mercantile classes, who had hitherto escaped very lightly, and in the proportions which it has now reached, the income tax nearly replaces the abolished salt tax. In 1886 the duty on raw cotton was introduced, which practically involved an increase of about 6,000,000 r. of taxation on the peasantry, and in this and in succeeding years there was a steady augmentation of all customs' duties, of the excise on sugar, tobacco, and spirits, and of the taxes on trade and industries, and stamps. With the exception of additional taxes on trade and industries, and stamps, the chief burden of this increase of imposts fell on the peasantry. In 1887, an important measure of relief for the peasantry was adopted in connection with the personal and land taxes, the capitation tax on former Government serfs being replaced by terminable redemption payments with a result of a diminution of about 3,000,000 r. in the total amount levied. In 1885, the petroleum and match taxes were introduced, and these now produce together

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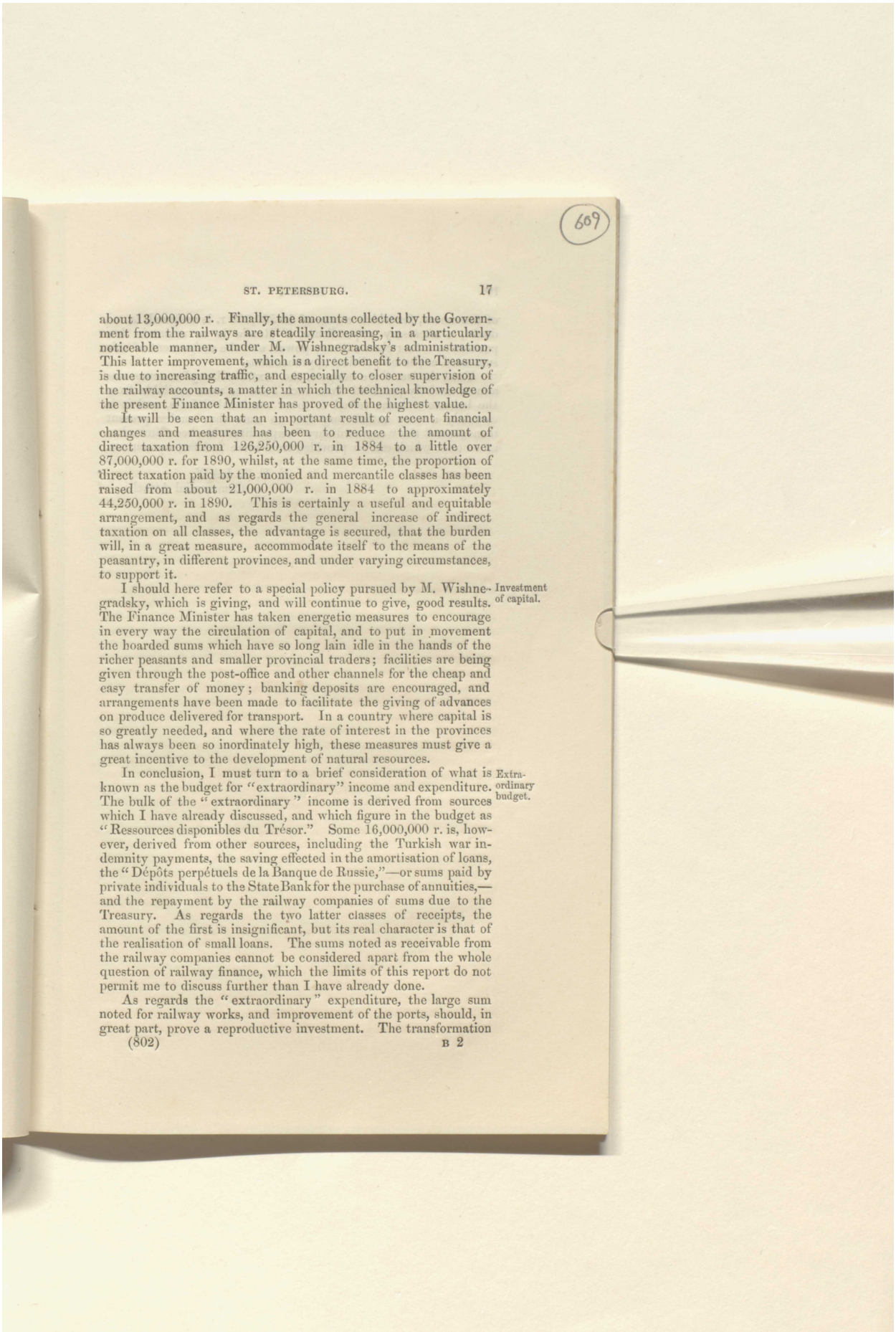

about 13,000,000 r. Finally, the amounts collected by the Government from the railways are steadily increasing, in a particularly noticeable manner, under M. Wishnegradsky's administration. This latter improvement, which is a direct benefit to the Treasury, is due to increasing traffic, and especially to closer supervision of the railway accounts, a matter in which the technical knowledge of the present Finance Minister has proved of the highest value.

It will be seen that an important result of recent financial changes and measures has been to reduce the amount of direct taxation from 126,250,000 r. in 1884 to a little over 87,000,000 r. for 1890, whilst, at the same time, the proportion of direct taxation paid by the monied and mercantile classes has been raised from about 21,000,000 r. in 1884 to approximately 44,250,000 r. in 1890. This is certainly a useful and equitable arrangement, and as regards the general increase of indirect taxation on all classes, the advantage is secured, that the burden will, in a great measure, accommodate itself to the means of the peasantry, in different provinces, and under varying circumstances, to support it.

Investment of capital.

I should here refer to a special policy pursued by M. Wishnegradsky, which is giving, and will continue to give, good results. The Finance Minister has taken energetic measures to encourage in every way the circulation of capital, and to put in movement the hoarded sums which have so long lain idle in the hands of the richer peasants and smaller provincial traders; facilities are being given through the post-office and other channels for the cheap and easy transfer of money; banking deposits are encouraged, and arrangements have been made to facilitate the giving of advances on produce delivered for transport. In a country where capital is so greatly needed, and where the rate of interest in the provinces has always been so inordinately high, these measures must give a great incentive to the development of natural resources.

Extraordinary budget.

In conclusion, I must turn to a brief consideration of what is known as the budget for "extraordinary" income and expenditure. The bulk of the "extraordinary" income is derived from sources which I have already discussed, and which figure in the budget as "Ressources disponibles du Trésor." Some 16,000,000 r. is, however, derived from other sources, including the Turkish war indemnity payments, the saving effected in the amortisation of loans, the "Dépôts perpétuels de la Banque de Russie,"—or sums paid by private individuals to the State Bank for the purchase of annuities,—and the repayment by the railway companies of sums due to the Treasury. As regards the two latter classes of receipts, the amount of the first is insignificant, but its real character is that of the realisation of small loans. The sums noted as receivable from the railway companies cannot be considered apart from the whole question of railway finance, which the limits of this report do not permit me to discuss further than I have already done.

As regards the "extraordinary" expenditure, the large sum noted for railway works, and improvement of the ports, should, in great part, prove a reproductive investment. The transformation

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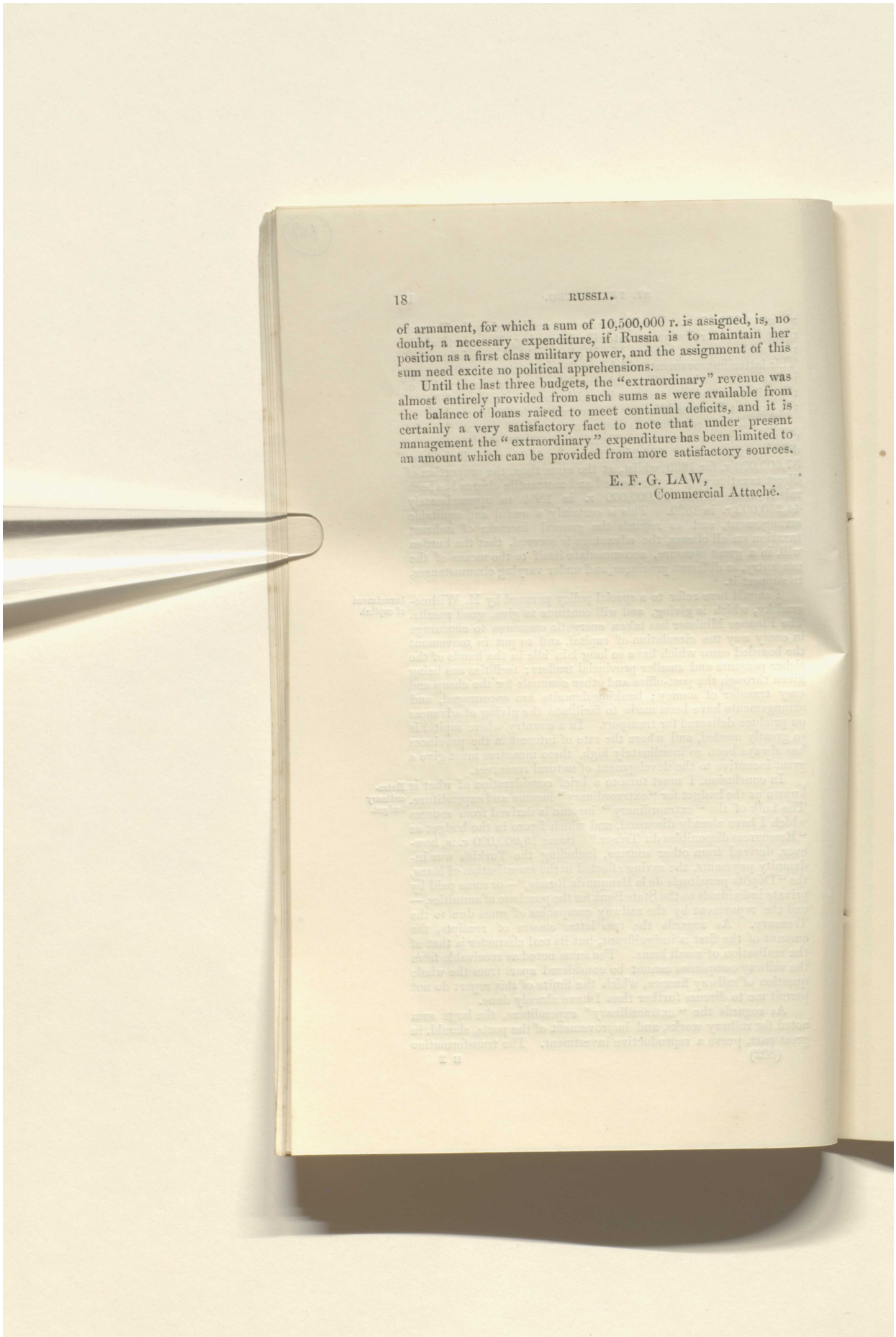

of armament, for which a sum of 10,500,000 r. is assigned, is, no doubt, a necessary expenditure, if Russia is to maintain her position as a first class military power, and the assignment of this sum need excite no political apprehensions.

Until the last three budgets, the "extraordinary" revenue was almost entirely provided from such sums as were available from the balance of loans raised to meet continual deficits, and it is certainly a very satisfactory fact to note that under present management the "extraordinary" expenditure has been limited to an amount which can be provided from more satisfactory sources.

E. F. G. LAW,
Commercial Attaché.

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Table A.—Comparative Table, Annual Expenditure.

Departments.	Actual Expenditure.			Estimated Expenditure.	
	1886.	1887.	1888.	1889.	1890.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
Public debt	264,119,334	280,908,031	279,431,830	272,508,839	266,146,192
State Administrative Bodies, Council of the Empire, Senate, &c.	2,144,511	2,098,334	2,145,778	2,033,695	2,025,313
Ministry of Religion	11,021,871	10,998,958	11,017,443	11,174,659	11,197,315
The Imperial Family (Civil List)	10,560,000	10,560,000	10,560,000	10,560,000	10,560,000
Ministry of Foreign Affairs	4,464,765	4,736,057	4,705,140	4,507,193	4,833,883
,, War	211,891,978	210,952,762	212,095,703	215,569,510	222,041,314
,, Marine	44,637,873	39,959,114	40,914,889	39,383,129	39,193,553
,, Finance	116,778,716	109,469,214	107,637,289	112,001,600	114,413,569
,, Domains	23,526,507	22,364,510	22,130,884	24,119,597	24,526,997
,, Interior	72,608,615	72,578,907	72,710,067	75,530,570	77,154,875
,, Communications	25,825,846	25,834,049	29,930,896	34,808,856	45,089,857
,, Justice	20,373,933	20,442,928	21,237,371	21,764,369	23,205,236
,, Education	21,187,507	20,683,914	21,478,460	22,033,687	22,908,625
Government control (audit)	3,179,244	3,185,966	3,327,788	3,527,885	4,024,783
,, studs	1,071,601	1,097,116	1,095,981	1,131,551	1,135,770
Total	832,391,851	835,849,860	840,419,494	850,805,084	878,457,282

Note.—The amounts of 6,000,000 r. for 1889, and 9,000,000 r. for 1890, provided for unforeseen expenditure, are not included in above totals.

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Table B.—Comparative Railway Returns for First Ten Months of the Year.

Years.	Miles of Line Working.	Gross Receipts.	Average Receipts per Mile.	Proportion of Working Expenses to Gross Receipts.
		£	£	Per cent.
1884	15,124	20,973,099	1,400	62·45
1885	15,769	20,257,518	1,363	60·30
1886	16,207	20,392,154	1,261	62·77
1887	16,710	22,622,309	1,374	57·13
1888	17,333	24,943,577	1,467	..
1889	17,693	25,043,342	1,429	..

Comparison between Government and Private Railways for First Ten Months of 1889.

	Miles of Line Working.	Gross Receipts.	Average Receipts per Mile.
		£	£
Government Railways	5,095	4,297,515	867
Private Railways ..	12,598	20,745,827	1,647

Note.—The l. sterling is taken = 9 r. Information as to Working Expenses 1888-89 not yet available. Ten months' returns have been taken, so as to include such figures as are available for 1889.

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Table C.—Comparative Table of Exports.

		1869.	1879.	1884.	1885.	1886.	1887.	1888.	1889.
Wheat	Poods	63,668,160	139,218,800	113,709,770	154,058,083	85,656,656	130,618,942	211,744,195	161,385,563
Rye	"	10,390,563	108,188,604	68,960,268	75,059,636	65,023,036	77,552,728	105,961,269	71,797,932
Oats	"	9,304,924	46,770,888	60,881,862	38,037,605	34,651,344	61,015,955	87,389,949	68,859,583
Barley	"	5,014,992	23,052,696	33,938,752	38,437,083	41,258,277	58,541,315	79,296,187	48,712,089
Maize	"	1,639,290	15,583,920	17,136,180	8,669,687	19,096,511	29,760,985	16,894,884	18,975,099
Hemp	"	3,139,154	8,660,199	2,850,947	3,055,617	2,342,703	3,837,166	3,295,673	
Flax	"	5,974,924	11,955,052	11,110,628	9,346,205	7,070,610	8,550,513	11,257,811	
Oleaginous seeds	"	25,791,984	33,996,213	18,814,491	10,301,396	15,483,723	27,310,967	28,166,624	
Oil cake	"	322,624	1,069,008	5,777,923	5,608,256	4,720,929	5,434,844	7,213,343	
Tallow	"	1,671,178	357,198	203,728	185,253	274,316	217,857	186,558	
Bristles	"	89,490	116,333	102,856	136,840	139,428	149,598	163,255	
Butter	"	211,678	198,953	209,716	226,720	266,585	306,979	283,191	
Eggs	Number	7,522,310	140,784,620	237,971,452	233,927,053	331,236,972	505,488,652	678,216,656	
Deals	Value (rbles)	11,638,334	25,240,795	35,125,742	26,464,827	23,747,038	27,285,172	38,196,740	
Wool	Poods	947,765	1,053,529	1,673,826	1,549,380	2,337,730	1,776,701	1,237,641	
Alcohol	Degrees *	..	229,865,287	233,953,763	374,87[illegible]720	616,124,917	650,649,716	583,508,867	
Total value	Roubles	247,094,725	606,414,165	550,505,027	497,946,293	436,515,216	568,519,724	727,147,023	1889.

Information not yet received.

Note.—140° = 27 gallons; 62 poods = 1 ton; 1 rouble now = 26 pence, approximately.

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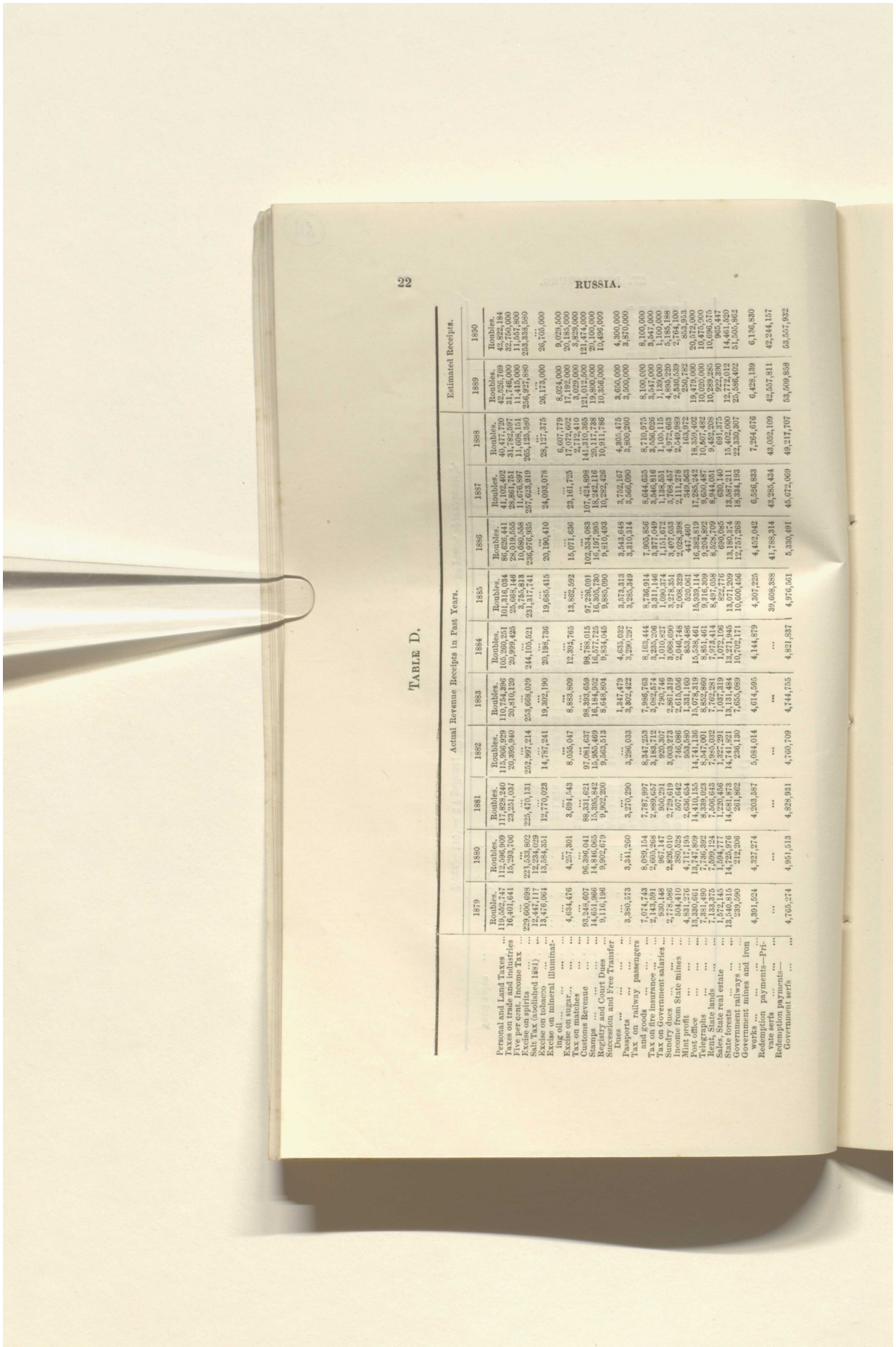

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TABLE D.

	Actual Revenue Receipts in Past Years.										Estimated Receipts.	
	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
Personal and Land Taxes ...	113,527,741	115,598,309	117,828,240	115,366,929	110,734,396	105,260,251	101,316,034	86,628,441	41,102,402	40,477,720	42,220,769	43,822,184
Taxes on trade and industries	16,401,944	18,298,705	20,301,037	20,996,940	20,916,120	20,999,425	25,065,146	28,019,556	29,892,370	31,747,597	31,746,000	32,750,000
Five per cent. Income Tax	...	...	...	...	...	...	2,975,188	10,090,338	11,676,597	11,608,151	11,415,000	11,557,800
Excise on spirits	229,600,698	221,533,802	225,470,131	252,997,214	233,668,029	244,105,521	231,317,741	236,976,935	257,623,919	265,126,380	256,927,890	253,338,580
Salt Tax (abolished 1881) ...	12,447,117	12,234,029	...	...	...	...	...	...	...	...	...	...
Excise on tobacco	13,476,064	13,584,851	12,770,023	14,787,241	19,302,190	20,193,736	19,685,415	20,190,410	24,093,078	28,127,375	26,178,000	26,705,000
Excise on mineral illuminating oil	...	4,257,801	3,691,543	8,055,047	8,853,809	12,334,765	13,862,592	15,071,636	23,161,725	6,607,779	8,024,000	9,029,500
Excise on sugar...	4,634,476	...	...	...	...	...	...	...	...	17,072,602	17,192,000	20,185,000
Tax on matches	...	...	...	...	...	...	...	...	...	2,712,410	3,029,000	3,825,000
Customs Revenue	93,248,607	96,396,041	88,331,621	97,081,637	98,393,659	98,788,015	97,229,091	102,334,083	107,424,898	141,310,365	121,012,500	121,475,000
Stamps	14,651,966	14,816,065	15,305,842	15,985,469	16,184,952	16,577,725	16,305,730	16,197,993	18,242,116	20,117,738	21,100,000	20,910,000
Registry and Court Dues ...	9,116,196	9,502,679	9,902,200	9,666,513	9,649,894	9,534,045	9,885,090	9,310,493	10,282,426	10,911,796	10,356,000	10,496,000
Succession and Free Transfer Dues	...	...	...	...	1,347,479	4,635,032	3,573,313	3,543,648	3,752,167	4,305,475	3,650,000	4,300,000
Passports	3,380,573	3,341,260	3,270,290	3,296,033	3,302,422	3,290,297	3,285,349	3,310,314	3,566,090	3,800,260	3,900,000	3,870,000
Tax on railway passengers and goods	7,074,743	8,089,154	7,787,997	8,847,233	7,988,703	8,168,444	8,736,914	7,905,856	8,644,635	8,710,975	8,100,000	8,100,000
Tax on fire insurance	2,443,391	2,693,398	2,868,657	3,317,721	3,502,514	3,203,196	3,011,146	3,377,049	3,846,816	3,556,026	3,547,000	3,647,000
Tax on Government salaries ...	930,148	967,147	950,291	920,307	790,746	1,010,827	1,101,374	1,137,179	1,138,551	1,105,115	1,139,000	1,100,000
Sundry dues	2,778,586	2,826,010	2,729,619	3,003,273	2,861,319	3,066,690	3,278,351	3,407,033	3,768,457	4,972,663	4,895,220	5,185,188
Income from State mines ...	504,410	380,528	507,642	746,086	2,615,056	2,046,748	2,008,329	2,028,398	2,111,278	2,549,989	2,830,539	2,764,100
Mint profit	4,531,276	4,717,193	2,636,654	953,580	1,331,160	853,486	520,061	447,460	349,663	163,972	1,476,732	655,353
Post dues	13,747,227	14,747,369	14,410,155	14,741,136	15,075,319	15,538,461	15,939,114	16,382,819	17,285,432	18,530,462	19,470,000	20,572,000
Telegraphs	7,381,460	7,748,203	8,388,023	8,837,001	8,852,800	9,313,441	9,437,639	9,628,702	9,600,487	10,407,432	10,020,000	10,475,000
Rents, State lands	7,133,375	7,599,124	7,606,643	7,985,032	7,762,281	7,974,414	8,491,038	8,528,709	8,944,051	9,482,208	10,289,285	10,696,575
Sales, State real estate ...	1,572,145	1,594,777	1,220,456	1,327,291	1,037,319	1,072,106	822,776	690,065	630,140	691,375	922,300	965,447
State forests	13,540,815	14,725,976	14,681,873	14,741,821	13,131,484	13,271,945	13,071,209	13,180,574	13,587,211	15,402,000	12,772,012	14,461,920
Government railways	239,590	212,206	261,862	236,130	7,653,069	10,702,171	10,600,456	12,757,268	18,384,193	22,330,307	25,386,402	31,505,962
Government mines and iron works	4,301,524	4,327,274	4,203,587	5,084,014	4,614,595	4,144,879	4,307,225	4,452,042	6,586,833	7,264,676	6,428,139	6,136,930
Redemption payments—Private serfs	...	...	...	...	...	...	39,608,388	41,788,314	43,285,434	49,052,109	42,557,811	42,244,157
Redemption payments—Government serfs	4,765,274	4,961,613	4,828,931	4,760,709	4,744,755	4,821,837	4,976,561	5,330,491	45,672,069	49,217,707	53,509,858	53,557,932

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TABLE D.—continued.

	Actual Revenue Receipts in Past Years.										Estimated Receipts.	
	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
Liquidation, former credit ... ... establishments	...	...	...	...	...	...	7,000,000	7,000,000	...	...	...	...
Technical schools and official publications	1,310,913	1,354,588	1,404,186	1,207,469	1,325,779	1,378,672	1,398,334	1,362,666	1,351,720	1,413,125	1,322,376	1,300,842
Sales, Government material ...	3,280,879	3,328,719	3,164,760	2,629,921	2,149,846	2,239,032	2,083,767	1,786,131	2,953,909	2,171,260	2,413,363	2,024,644
Obligatory payments from ... ... private persons ...	21,645,791	14,220,040	20,690,140	29,102,873	22,094,045	20,731,675	43,216,442	42,668,268	37,427,756	64,567,383	41,208,604	36,373,900
Repayment expenses incurred for account railways ...	...	...	...	...	...	2,423,896	611,859	870,733	...	...	...	...
Payments from pupils, State schools	851,747	860,209	867,571	798,560	602,172	708,693	699,410	699,798	714,603	760,654	796,967	898,868
State banking and financial ... transactions	6,316,002	5,787,872	4,317,756	4,206,588	3,983,575	4,088,219	6,163,206	3,720,042	16,611,735	8,774,345	9,743,287	12,165,359
Repayment, advances from ... Government	15,969,649	19,410,119	20,326,320	19,121,119	13,750,238	16,454,194	16,204,763	18,605,296	21,754,318	20,757,594	21,909,470	18,590,077
Fines, costs, and interest ...	1,686,109	1,472,030	2,131,993	1,682,062	1,140,617	1,387,474	1,850,999	1,012,260	1,449,327	1,669,848	1,825,384	1,337,769
Treasury percentages on town ... and other revenues	9,441,822	9,525,144	10,759,900	12,694,823	12,813,724	13,696,381	14,159,725	16,237,054	14,483,412	11,510,297	14,763,049	16,300,188
Sundry receipts...	9,260,885	9,127,067	8,442,827	9,815,000	10,059,639	7,773,782	16,142,439	10,339,539	15,817,065	13,551,626	10,405,089	7,333,776
Totals	657,497,010	645,552,361	644,973,760	699,934,803	690,819,325	701,621,455	760,895,529	767,096,297	825,886,274	896,361,766	861,313,221	888,898,051
Totals (calculated at uniform rate, 150 paper=1 metallic rouble)	661,954,192	651,016,683	654,186,149	706,048,321	700,412,116	706,266,849	764,477,515	770,546,080	818,091,517	872,945,329	...	...
Rate of Exchange fixed for official calculations	...	...	...	...	...	1·50	1·50	1·50	1·67	1·80	1·70	1·70

NOTE.—The rate of exchange is indicated by the comparative value of one gold to one paper rouble. The estimated totals for 1889 and 1890 cannot fairly be reduced by exchange differences until the results of these financial years are definitely established.

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Table E.—Progressive Movement of Revenue 1884 to 1890.

Departments.	Increase from New or Higher Taxation.	Increase from Natural Growth of Revenue.	Decrease in Ordinary Revenue.	Increase from Exceptional Sources.	Decrease in Exceptional Sources.	Results.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
Sugar excise	7,000,000	750,000	...	...	...	...
Spirits excise	12,000,000	...	2,750,000	...	...	...
Tobacco excise	1,250,000	1,250,000	...	...	...	...
Taxes on trade and industries... ...	2,250,000	2,500,000	...	...	...	...
Stamps	2,250,000	1,250,000	...	...	...	...
Income tax	11,500,000	...	...	...	...	...
Petroleum excise	9,000,000	...	...	...	...	...
Customs (raising of tariff)	38,000,000	...	30,000,000	...	...	...
,, (variation exchange, gold)...	14,500,000	...	...	...	...	...
Match tax...	4,000,000	...	...	...	...	...
Registry and Court dues	...	500,000	...	...	...	...
Tax on fire insurance	...	250,000	...	...	...	...
Stamp duties	...	750,000	...	...	...	...
Income from State mines	...	2,000,000	...	...	...	...
Post Office	...	750,000	...	...	...	...
Telegraphs	...	1,500,000	...	...	...	...
Rent of State lands	...	2,750,000	...	...	...	...
State forests	...	1,250,000	...	...	...	...
Government metal industries	...	2,000,000	...	...	...	...
Tax on town and provincial Revenue	...	3,000,000	...	...	...	...
Redemption payments, private serfs...	...	...	...	42,250,000	...	...
Government railways	...	...	...	40,750,000	...	...
Obligatory payments, private railways	...	...	...	5,500,000	...	...
Repayment expenses incurred for railways...	...	...	...	...	2,500,000	...
Sale of land and financial transactions	...	...	...	8,000,000	...	...
Repayment Government advances ...	...	...	...	2,000,000	...	...
Personal and land taxes	...	...	...	...	14,000,000	...
Total increase revenue	106,250,000	31,750,000	...	98,500,000	...	236,500,000
,, decrease ,, ...	...	...	32,750,000	...	16,500,000	49,250,000
Net increase	...	...	...	...	...	187,250,000
Increase expenditure	...	...	...	...	...	160,000,000
Net surplus of revenue...	...	...	...	...	...	27,250,000

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Table F.—Values of Imports and of Customs Duties Collected thereon.

Years.	Provisions.	Raw and Half-worked Materials.	Animals.	Manufactured Articles.	Annual Value Importations in Paper Roubles.	Duties Collected, Paper Roubles.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
1884	126,448,611	265,701,587	324,959	96,451,106	488,926,263	98,788,015
1885	84,480,971	222,978,389	702,311	75,135,821	383,298,492	97,266,091
1886	80,443,250	223,436,747	616,836	73,543,370	387,030,203	102,334,083
1887	50,681,395	227,905,399	499,498	59,532,137	338,618,089	107,424,808
1888	51,809,576	224,405,939	640,442	62,984,142	339,841,099	141,310,365

Proportional Percentage of Duties to Value of Imports.*

	Percentage.	Percentage.	Percentage.	Percentage.	Percentage.
1884	36	12	..	20	20
1885	49	14	..	27	24
1886	59	16	..	30	28
1887	75	17	..	34	29
1888	81	19	..	31	31

* The percentages are calculated according to the exchange value of the gold rouble in each year.

Note.—The first three columns give the separate percentages of duties on the different classes of imports. The last column gives the percentage on the total value of imports of all classes.

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AMOUNT of Duties Collected on more Important Articles of Import.*

Years.	Tea.	Cotton.	Machinery.	Coals and Coke.	Wines.	Wool.	Yarns and Thrown.	Olive Oil.	Salt Fish.	Pig Iron.	Coffee.	Bar Iron.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
1886 ..	25,069,976	3,261,181	1,878,130	1,070,315	1,928,823	1,447,528	858,422	2,048,359	1,076,122	2,054,908	1,374,569	1,093,846
1887 ..	20,002,365	5,556,595	1,847,868	1,110,862	1,690,998	1,170,241	1,162,906	1,558,664	1,158,440	1,626,558	957,235	835,937
1888 ..	22,601,847	6,961,059	2,307,096	1,728,673	1,689,456	1,463,768	1,346,807	1,340,086	1,247,198	1,214,421	1,165,785	1,069,101

NOTE.—The duties on raw cotton were first levied in 1886, and at the present rate of duty 6,000,000 r. may be considered as a normal annual amount to be received under this head. The amount of duties indicated in the above table somewhat exceeds one-third of the total customs revenue.

* The amounts in this table are gold roubles. The official rates of exchange for the three years are respectively:—1886, 1·50; 1887, 1·67; 1888, 1·80.

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APPENDIX.

Rapport du Ministre des Finances à S. M. l'Empereur sur le Budget de l'Empire pour l'Exercice, 1890.

Budjet de l'Empire pour l'Exercice 1890.

RAPPORT DU MINISTRE DES FINANCES À S. M. L'EMPEREUR SUR LE BUDGET DE L'EMPIRE POUR L'EXERCICE 1890.

Sire,

J'AI l'honneur de soumettre à Votre Majesté Impériale les prévisions du budget de l'Empire pour l'année 1890.

I. RÉSUMÉ GÉNÉRAL.

Les évaluations du budget de 1890 s'établissent ainsi :

Recettes.

		Roubles.
1. Recettes ordinaires		888,898,051
2. Recette d'ordre		2,593,257
3. Ressources extraordinaires :		
Indemnité de guerre	3,439,583	
Dépôts perpétuels de la Banque de Russie	600,00	
Paiements à effectuer par des compagnies de chemins de fer en remboursement de prêts du Trésor	9,600,000	
Economies du Trésor sur les crédits affectés à l'amortissement des emprunts d'Orient	2,229,882	
		15,869,465
		907,360,773
Sur l'encaisse disponible du Trésor		40,508,466
Total		947,869,239

Dépenses.

1. Dépenses ordinaires		887,457,282
2. Dépenses d'ordre		2,593,257
3. Dépenses extraordinaires :		
Travaux des chemins de fer et des ports	45,318,700	
Transformation de l'armement	10,500,000	
Préparation de réserves spéciales de subsistances militaires	2,000,000	
		57,818,700
Total		947,869,239

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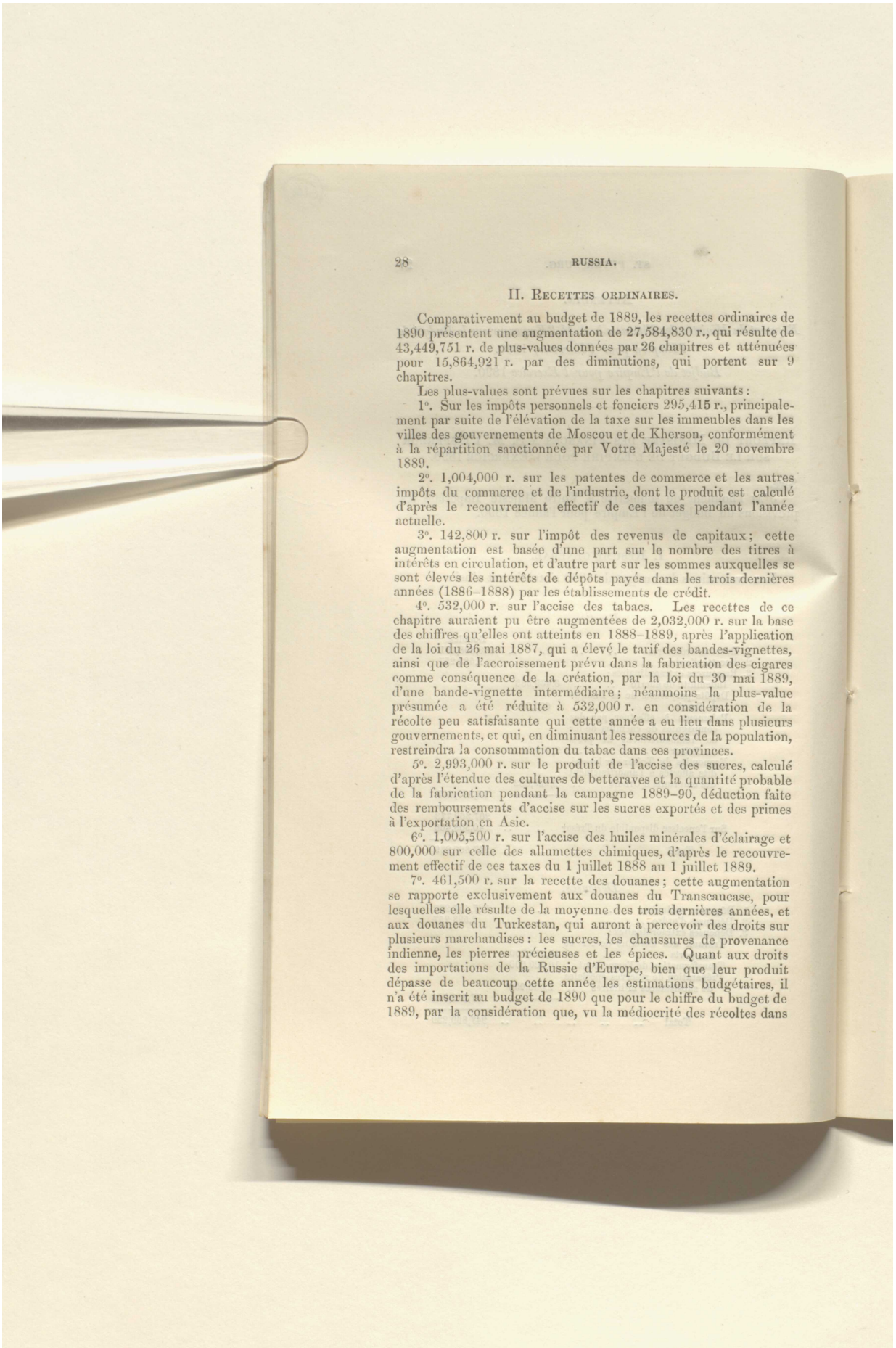

II. Recettes ordinaires.

Comparativement au budget de 1889, les recettes ordinaires de 1890 présentent une augmentation de 27,584,830 r., qui résulte de 43,449,751 r. de plus-values données par 26 chapitres et atténuées pour 15,864,921 r. par des diminutions, qui portent sur 9 chapitres.

Les plus-values sont prévues sur les chapitres suivants :

1°. Sur les impôts personnels et fonciers 295,415 r., principalement par suite de l'élévation de la taxe sur les immeubles dans les villes des gouvernements de Moscou et de Kherson, conformément à la répartition sanctionnée par Votre Majesté le 20 novembre 1889.

2°. 1,004,000 r. sur les patentes de commerce et les autres impôts du commerce et de l'industrie, dont le produit est calculé d'après le recouvrement effectif de ces taxes pendant l'année actuelle.

3°. 142,800 r. sur l'impôt des revenus de capitaux ; cette augmentation est basée d'une part sur le nombre des titres à intérêts en circulation, et d'autre part sur les sommes auxquelles se sont élevés les intérêts de dépôts payés dans les trois dernières années (1886–1888) par les établissements de crédit.

4°. 532,000 r. sur l'accise des tabacs. Les recettes de ce chapitre auraient pu être augmentées de 2,032,000 r. sur la base des chiffres qu'elles ont atteints en 1888–1889, après l'application de la loi du 26 mai 1887, qui a élevé le tarif des bandes-vignettes, ainsi que de l'accroissement prévu dans la fabrication des cigares comme conséquence de la création, par la loi du 30 mai 1889, d'une bande-vignette intermédiaire ; néanmoins la plus-value présumée a été réduite à 532,000 r. en considération de la récolte peu satisfaisante qui cette année a eu lieu dans plusieurs gouvernements, et qui, en diminuant les ressources de la population, restreindra la consommation du tabac dans ces provinces.

5°. 2,993,000 r. sur le produit de l'accise des sucres, calculé d'après l'étendue des cultures de betteraves et la quantité probable de la fabrication pendant la campagne 1889–90, déduction faite des remboursements d'accise sur les sucres exportés et des primes à l'exportation en Asie.

6°. 1,005,500 r. sur l'accise des huiles minérales d'éclairage et 800,000 sur celle des allumettes chimiques, d'après le recouvrement effectif de ces taxes du 1 juillet 1888 au 1 juillet 1889.

7°. 461,500 r. sur la recette des douanes ; cette augmentation se rapporte exclusivement aux douanes du Transcaucase, pour lesquelles elle résulte de la moyenne des trois dernières années, et aux douanes du Turkestan, qui auront à percevoir des droits sur plusieurs marchandises : les sucres, les chaussures de provenance indienne, les pierres précieuses et les épices. Quant aux droits des importations de la Russie d'Europe, bien que leur produit dépasse de beaucoup cette année les estimations budgétaires, il n'a été inscrit au budget de 1890 que pour le chiffre du budget de 1889, par la considération que, vu la médiocrité des récoltes dans

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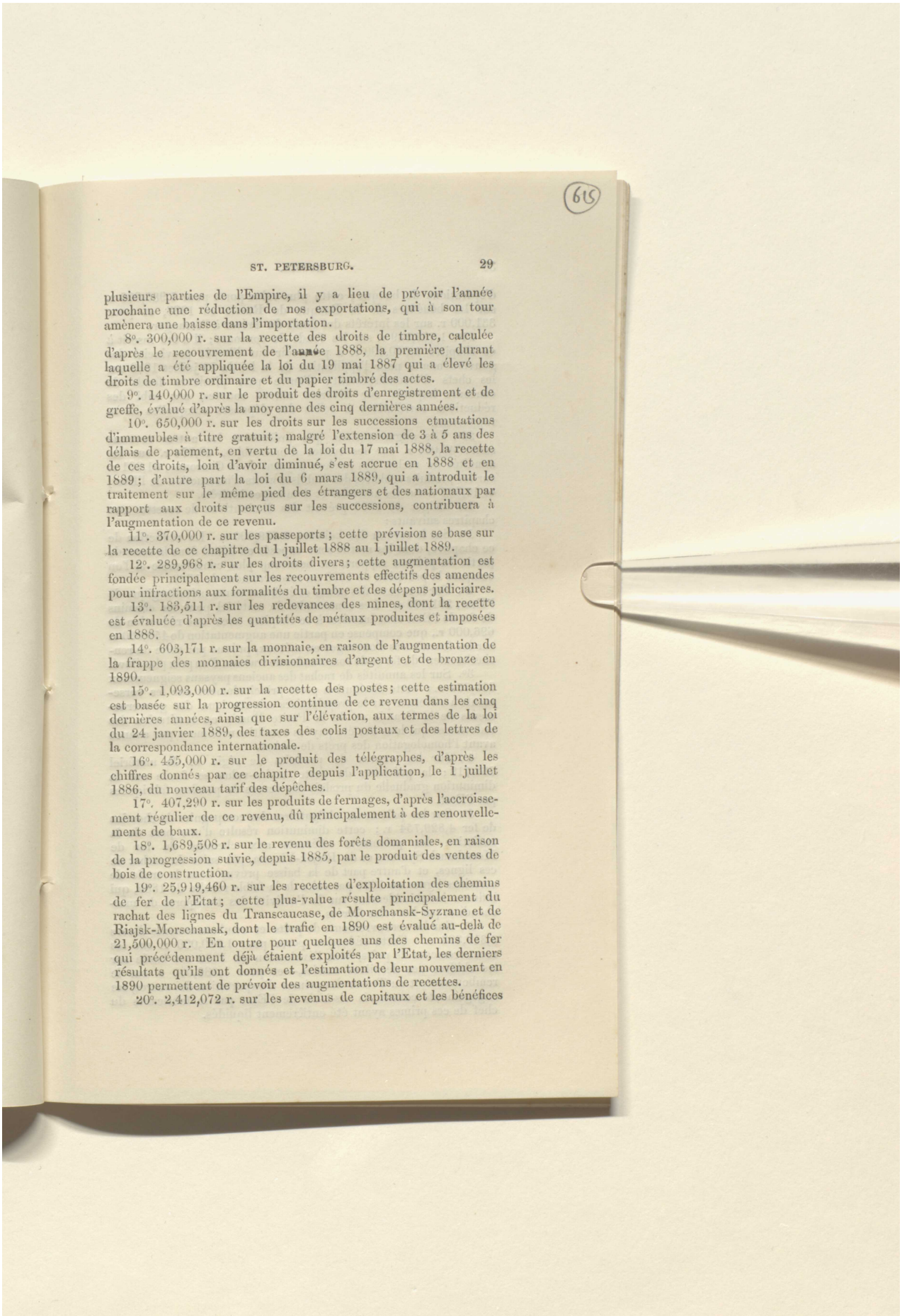

plusieurs parties de l'Empire, il y a lieu de prévoir l'année prochaine une réduction de nos exportations, qui à son tour amènera une baisse dans l'importation.

8°. 300,000 r. sur la recette des droits de timbre, calculée d'après le recouvrement de l'année 1888, la première durant laquelle a été appliquée la loi du 19 mai 1887 qui a élevé les droits de timbre ordinaire et du papier timbré des actes.

9°. 140,000 r. sur le produit des droits d'enregistrement et de greffe, évalué d'après la moyenne des cinq dernières années.

10°. 650,000 r. sur les droits sur les successions etmutations d'immeubles à titre gratuit; malgré l'extension de 3 à 5 ans des délais de paiement, en vertu de la loi du 17 mai 1888, la recette de ces droits, loin d'avoir diminué, s'est accrue en 1888 et en 1889; d'autre part la loi du 6 mars 1889, qui a introduit le traitement sur le même pied des étrangers et des nationaux par rapport aux droits perçus sur les successions, contribuera à l'augmentation de ce revenu.

11°. 370,000 r. sur les passeports; cette prévision se base sur la recette de ce chapitre du 1 juillet 1888 au 1 juillet 1889.

12°. 289,968 r. sur les droits divers; cette augmentation est fondée principalement sur les recouvrements effectifs des amendes pour infractions aux formalités du timbre et des dépens judiciaires.

13°. 183,511 r. sur les redevances des mines, dont la recette est évaluée d'après les quantités de métaux produites et imposées en 1888.

14°. 603,171 r. sur la monnaie, en raison de l'augmentation de la frappe des monnaies divisionnaires d'argent et de bronze en 1890.

15°. 1,093,000 r. sur la recette des postes; cette estimation est basée sur la progression continue de ce revenu dans les cinq dernières années, ainsi que sur l'élévation, aux termes de la loi du 24 janvier 1889, des taxes des colis postaux et des lettres de la correspondance internationale.

16°. 455,000 r. sur le produit des télégraphes, d'après les chiffres donnés par ce chapitre depuis l'application, le 1 juillet 1886, du nouveau tarif des dépêches.

17°. 407,290 r. sur les produits de fermages, d'après l'accroissement régulier de ce revenu, dû principalement à des renouvellements de baux.

18°. 1,689,508 r. sur le revenu des forêts domaniales, en raison de la progression suivie, depuis 1885, par le produit des ventes de bois de construction.

19°. 25,919,460 r. sur les recettes d'exploitation des chemins de fer de l'Etat; cette plus-value résulte principalement du rachat des lignes du Transcaucase, de Morschansk-Syzrane et de Riajsk-Morschansk, dont le trafic en 1890 est évalué au-delà de 21,500,000 r. En outre pour quelques uns des chemins de fer qui précédemment déjà étaient exploités par l'Etat, les derniers résultats qu'ils ont donnés et l'estimation de leur mouvement en 1890 permettent de prévoir des augmentations de recettes.

20°. 2,412,072 r. sur les revenus de capitaux et les bénéfices

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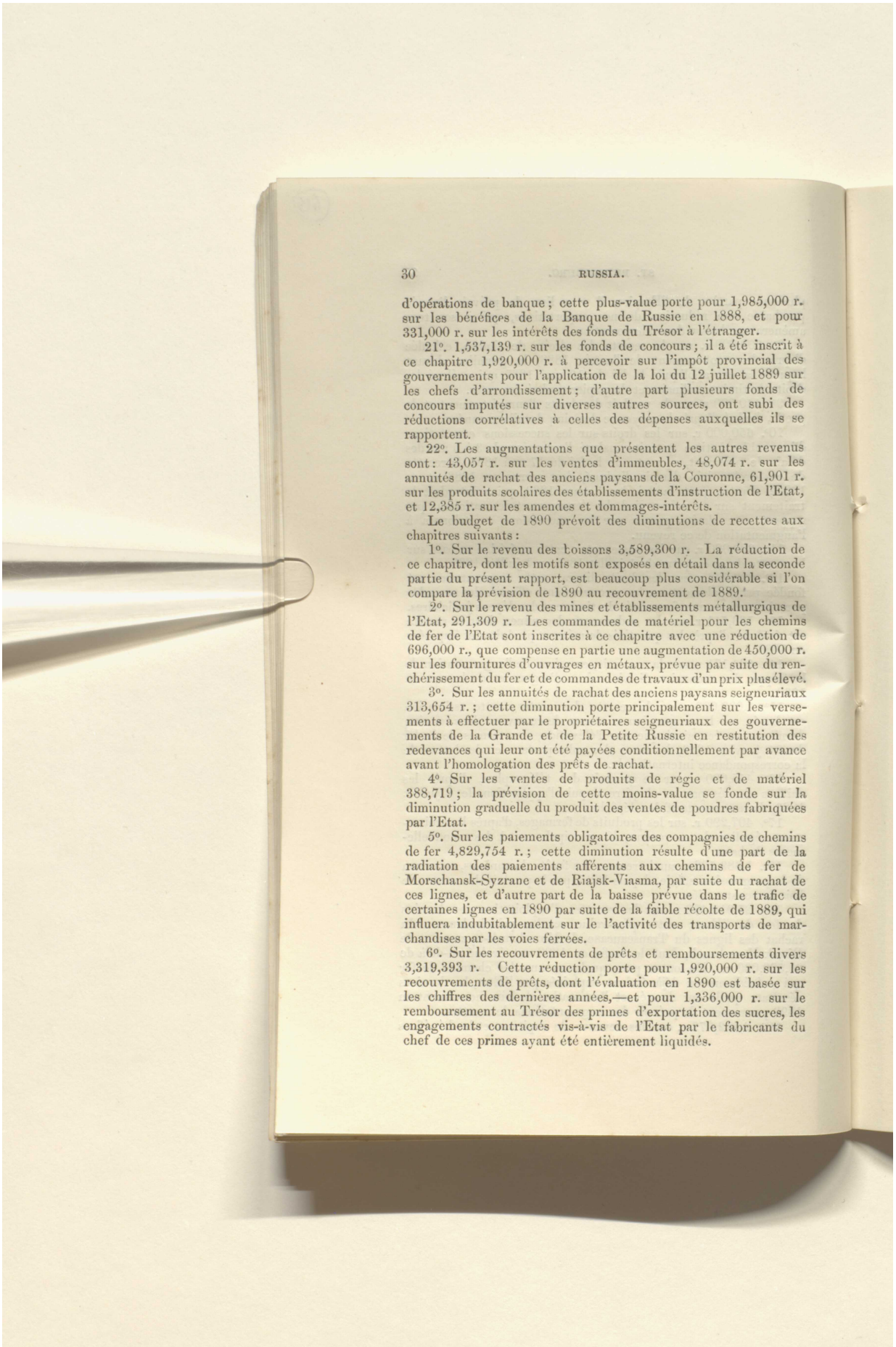

d'opérations de banque; cette plus-value porte pour 1,985,000 r. sur les bénéfices de la Banque de Russie en 1888, et pour 331,000 r. sur les intérêts des fonds du Trésor à l'étranger.

21°. 1,537,139 r. sur les fonds de concours; il a été inscrit à ce chapitre 1,920,000 r. à percevoir sur l'impôt provincial des gouvernements pour l'application de la loi du 12 juillet 1889 sur les chefs d'arrondissement; d'autre part plusieurs fonds de concours imputés sur diverses autres sources, ont subi des réductions corrélatives à celles des dépenses auxquelles ils se rapportent.

22°. Les augmentations que présentent les autres revenus sont: 43,057 r. sur les ventes d'immeubles, 48,074 r. sur les annuités de rachat des anciens paysans de la Couronne, 61,901 r. sur les produits scolaires des établissements d'instruction de l'Etat, et 12,385 r. sur les amendes et dommages-intérêts.

Le budget de 1890 prévoit des diminutions de recettes aux chapitres suivants:

1°. Sur le revenu des boissons 3,589,300 r. La réduction de ce chapitre, dont les motifs sont exposés en détail dans la seconde partie du présent rapport, est beaucoup plus considérable si l'on compare la prévision de 1890 au recouvrement de 1889.

2°. Sur le revenu des mines et établissements métallurgiqus de l'Etat, 291,309 r. Les commandes de matériel pour les chemins de fer de l'Etat sont inscrites à ce chapitre avec une réduction de 696,000 r., que compense en partie une augmentation de 450,000 r. sur les fournitures d'ouvrages en métaux, prévue par suite du renchérissement du fer et de commandes de travaux d'un prix plus élevé.

3°. Sur les annuités de rachat des anciens paysans seigneuriaux 313,654 r.; cette diminution porte principalement sur les versements à effectuer par le propriétaires seigneuriaux des gouvernements de la Grande et de la Petite Russie en restitution des redevances qui leur ont été payées conditionnellement par avance avant l'homologation des prêts de rachat.

4°. Sur les ventes de produits de régie et de matériel 388,719; la prévision de cette moins-value se fonde sur la diminution graduelle du produit des ventes de poudres fabriquées par l'Etat.

5°. Sur les paiements obligatoires des compagnies de chemins de fer 4,829,754 r.; cette diminution résulte d'une part de la radiation des paiements afférents aux chemins de fer de Morschansk-Syzrane et de Riajsk-Viasma, par suite du rachat de ces lignes, et d'autre part de la baisse prévue dans le trafic de certaines lignes en 1890 par suite de la faible récolte de 1889, qui influera indubitablement sur le l'activité des transports de marchandises par les voies ferrées.

6°. Sur les recouvrements de prêts et remboursements divers 3,319,393 r. Cette réduction porte pour 1,920,000 r. sur les recouvrements de prêts, dont l'évaluation en 1890 est basée sur les chiffres des dernières années,—et pour 1,336,000 r. sur le remboursement au Trésor des primes d'exportation des sucres, les engagements contractés vis-à-vis de l'Etat par le fabricants du chef de ces primes ayant été entièrement liquidés.

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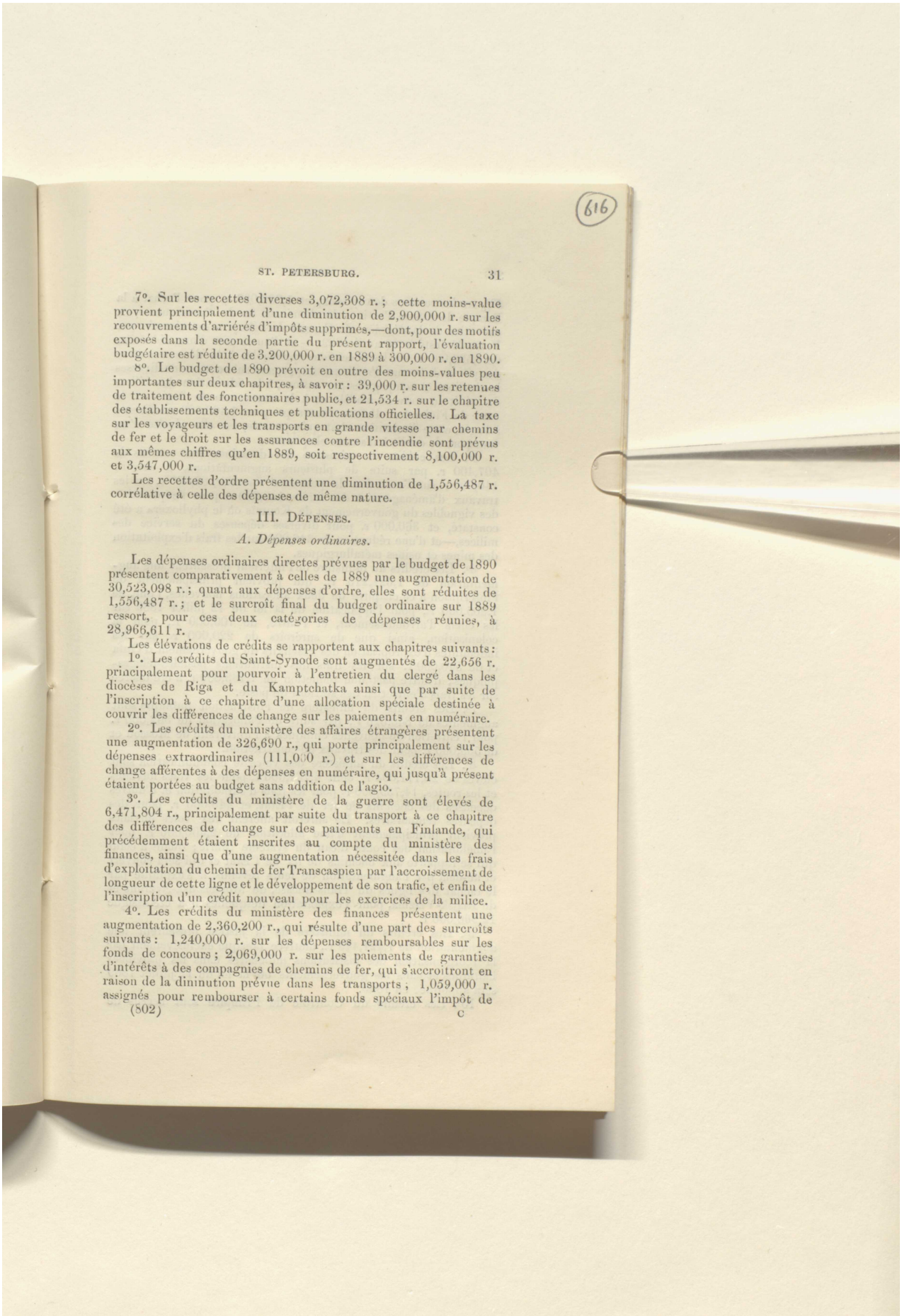

7°. Sur les recettes diverses 3,072,308 r.; cette moins-value provient principalement d'une diminution de 2,900,000 r. sur les recouvrements d'arriérés d'impôts supprimés,—dont, pour des motifs exposés dans la seconde partie du présent rapport, l'évaluation budgétaire est réduite de 3,200,000 r. en 1889 à 300,000 r. en 1890.

8°. Le budget de 1890 prévoit en outre des moins-values peu importantes sur deux chapitres, à savoir: 39,000 r. sur les retenues de traitement des fonctionnaires public, et 21,534 r. sur le chapitre des établissements techniques et publications officielles. La taxe sur les voyageurs et les transports en grande vitesse par chemins de fer et le droit sur les assurances contre l'incendie sont prévus aux mêmes chiffres qu'en 1889, soit respectivement 8,100,000 r. et 3,547,000 r.

Les recettes d'ordre présentent une diminution de 1,556,487 r. corrélative à celle des dépenses de même nature.

III. Dépenses.

A. Dépenses ordinaires.

Les dépenses ordinaires directes prévues par le budget de 1890 présentent comparativement à celles de 1889 une augmentation de 30,523,098 r.; quant aux dépenses d'ordre, elles sont réduites de 1,556,487 r.; et le surcroît final du budget ordinaire sur 1889 ressort, pour ces deux catégories de dépenses réunies, à 28,966,611 r.

Les élévations de crédits se rapportent aux chapitres suivants:

1°. Les crédits du Saint-Synode sont augmentés de 22,656 r. principalement pour pourvoir à l'entretien du clergé dans les diocèses de Riga et du Kamptchatka ainsi que par suite de l'inscription à ce chapitre d'une allocation spéciale destinée à couvrir les différences de change sur les paiements en numéraire.

2°. Les crédits du ministère des affaires étrangères présentent une augmentation de 326,690 r., qui porte principalement sur les dépenses extraordinaires (111,000 r.) et sur les différences de change afférentes à des dépenses en numéraire, qui jusqu'à présent étaient portées au budget sans addition de l'agio.

3°. Les crédits du ministère de la guerre sont élevés de 6,471,804 r., principalement par suite du transport à ce chapitre des différences de change sur des paiements en Finlande, qui précédemment étaient inscrites au compte du ministère des finances, ainsi que d'une augmentation nécessitée dans les frais d'exploitation du chemin de fer Transcaspien par l'accroissement de longueur de cette ligne et le développement de son trafic, et enfin de l'inscription d'un crédit nouveau pour les exercices de la milice.

4°. Les crédits du ministère des finances présentent une augmentation de 2,360,200 r., qui résulte d'une part des surcroîts suivants: 1,240,000 r. sur les dépenses remboursables sur les fonds de concours; 2,069,000 r. sur les paiements de garanties d'intérêts à des compagnies de chemins de fer, qui s'accroîtront en raison de la diminution prévue dans les transports; 1,059,000 r. assignés pour rembourser à certains fonds spéciaux l'impôt de

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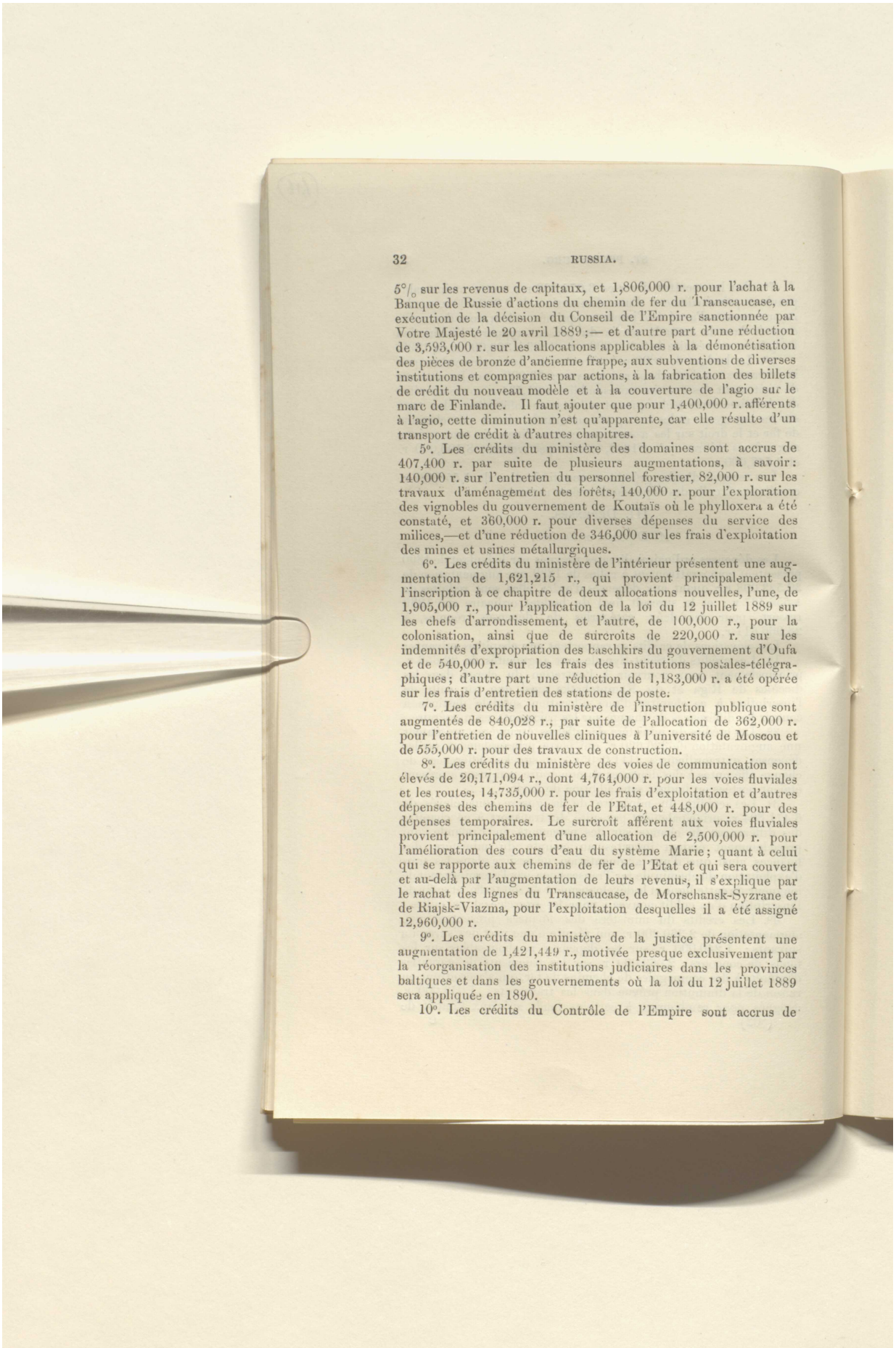

5°/₀ sur les revenus de capitaux, et 1,806,000 r. pour l'achat à la Banque de Russie d'actions du chemin de fer du Transcaucase, en exécution de la décision du Conseil de l'Empire sanctionnée par Votre Majesté le 20 avril 1889;— et d'autre part d'une réduction de 3,593,000 r. sur les allocations applicables à la démonétisation des pièces de bronze d'ancienne frappe, aux subventions de diverses institutions et compagnies par actions, à la fabrication des billets de crédit du nouveau modèle et à la couverture de l'agio sur le marc de Finlande. Il faut ajouter que pour 1,400,000 r. afférents à l'agio, cette diminution n'est qu'apparente, car elle résulte d'un transport de crédit à d'autres chapitres.

5°. Les crédits du ministère des domaines sont accrus de 407,400 r. par suite de plusieurs augmentations, à savoir: 140,000 r. sur l'entretien du personnel forestier, 82,000 r. sur les travaux d'aménagement des forêts, 140,000 r. pour l'exploration des vignobles du gouvernement de Koutaïs où le phylloxera a été constaté, et 360,000 r. pour diverses dépenses du service des milices,—et d'une réduction de 346,000 sur les frais d'exploitation des mines et usines métallurgiques.

6°. Les crédits du ministère de l'intérieur présentent une augmentation de 1,621,215 r., qui provient principalement de l'inscription à ce chapitre de deux allocations nouvelles, l'une, de 1,905,000 r., pour l'application de la loi du 12 juillet 1889 sur les chefs d'arrondissement, et l'autre, de 100,000 r., pour la colonisation, ainsi que de surcroîts de 220,000 r. sur les indemnités d'expropriation des baschkirs du gouvernement d'Oufa et de 540,000 r. sur les frais des institutions postales-télégraphiques; d'autre part une réduction de 1,183,000 r. a été opérée sur les frais d'entretien des stations de poste.

7°. Les crédits du ministère de l'instruction publique sont augmentés de 840,028 r.; par suite de l'allocation de 362,000 r. pour l'entretien de nouvelles cliniques à l'université de Moscou et de 555,000 r. pour des travaux de construction.

8°. Les crédits du ministère des voies de communication sont élevés de 20,171,094 r., dont 4,764,000 r. pour les voies fluviales et les routes, 14,735,000 r. pour les frais d'exploitation et d'autres dépenses des chemins de fer de l'Etat, et 448,000 r. pour des dépenses temporaires. Le surcroît afférent aux voies fluviales provient principalement d'une allocation de 2,500,000 r. pour l'amélioration des cours d'eau du système Marie; quant à celui qui se rapporte aux chemins de fer de l'Etat et qui sera couvert et au-delà par l'augmentation de leurs revenus, il s'explique par le rachat des lignes du Transcaucase, de Morschansk-Syzrane et de Riajsk-Viazma, pour l'exploitation desquelles il a été assigné 12,960,000 r.

9°. Les crédits du ministère de la justice présentent une augmentation de 1,421,449 r., motivée presque exclusivement par la réorganisation des institutions judiciaires dans les provinces baltiques et dans les gouvernements où la loi du 12 juillet 1889 sera appliquée en 1890.

10°. Les crédits du Contrôle de l'Empire sont accrus de

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496,948 r., destinés en majeure partie à l'organisation du contrôle des chemins de fer rachetés récemment par l'Etat ainsi qu'à renforcer le personnel des institutions chargées de réviser la comptabilité des chemins de fer.

11°. Les crédits de la direction générale des haras ne sont augmentés que pour une somme peu importante, à savoir 4,219 r.

Enfin les dépenses ordinaires présentent en 1890 un accroissement de 3,000,000 r. par suite de l'ouverture au budget d'un crédit spécial applicable à des dépenses éventuelles au cas d'une hausse dans les prix des vivres et des fourrages de l'armée.

Des réductions ont été opérées sur les chapitres suivants:

1°. Sur le service de la dette publique, il y a une diminution de dépenses de 6,422,647 r., due en grande partie, c'est-à-dire pour près de 4,500,000 r. à la conversion de l'emprunt 5% de 1877 et des obligations consolidées des chemins de fer russes des 1e, 2e, 3e, 4e et 7e émissions en emprunts 4%, et ensuite à des réductions de: *a*) sur le service de la dette flottante 1,108,000 r., dont 568,000 par suite de l'amortissement de 18,000,000 r. de bons du Trésor ordonné par l'oukase Impérial du 8 décembre 1889, et 540,000 r. par suite de la différence des échéances des bons du Trésor à intérêts composés en 1890 et en 1889; *b*) 818,000 r. par suite de l'amortissement partiel d'autres emprunts; *c*) 268,000 r. sur le service des dépôts des anciens établissements de crédit; et *d*) 298,000 r. par suite de régularisations de comptes adoptées en 1889. D'autre part il y a un surcroît de 243,000 r. sur l'amortissement des obligations de la Banque de Russie de la 2e émission au compte paiements anticipés des anciens paysans de la Couronne, et de 105,000 r. sur le service des emprunts métalliques, par suite d'un calcul plus exact des paiements qu'il exige.

2°. Les crédits des Grands Corps de l'Etat présentent une diminution de 8,382 r., qui se rapporte aux travaux de réparation du palais Marie.

3°. Les crédits du ministère de la marine sont réduits de 189,576 r. par suite d'une part, de la radiation d'un crédit de 156,000 r. affecté à des avances, ainsi que du transport de 107,000 r. aux dépenses d'ordre, et d'autre part de l'inscription au compte du ministère de la marine d'une somme de 74,000 r. qui figurait à celui du ministère des finances et qui est destinée à couvrir les différences de change sur des paiements en Finlande.

Les dépenses d'ordre accusent une diminution de 1,556,487 r. qui résulte de la réduction des commandes des ministères de la guerre et de la marine aux établissements métallurgiques de l'Etat et de l'allocation de 65,622 r. en 1890 contre 1,119,099 r. en 1889, pour la liquidation des dettes de l'ancienne compagnie du chemin de fer de Mourom envers des administrations de l'Etat.

B. Dépenses extraordinaires.

Les crédits ouverts aux dépenses extraordinaires par le budget de 1890 s'élèvent à un total de 57,818,700 r. et ont les destinations suivantes: construction de chemins de fer 10,048,000 r.; amélioration de chemins de fer de l'Etat et d'exploitation privée

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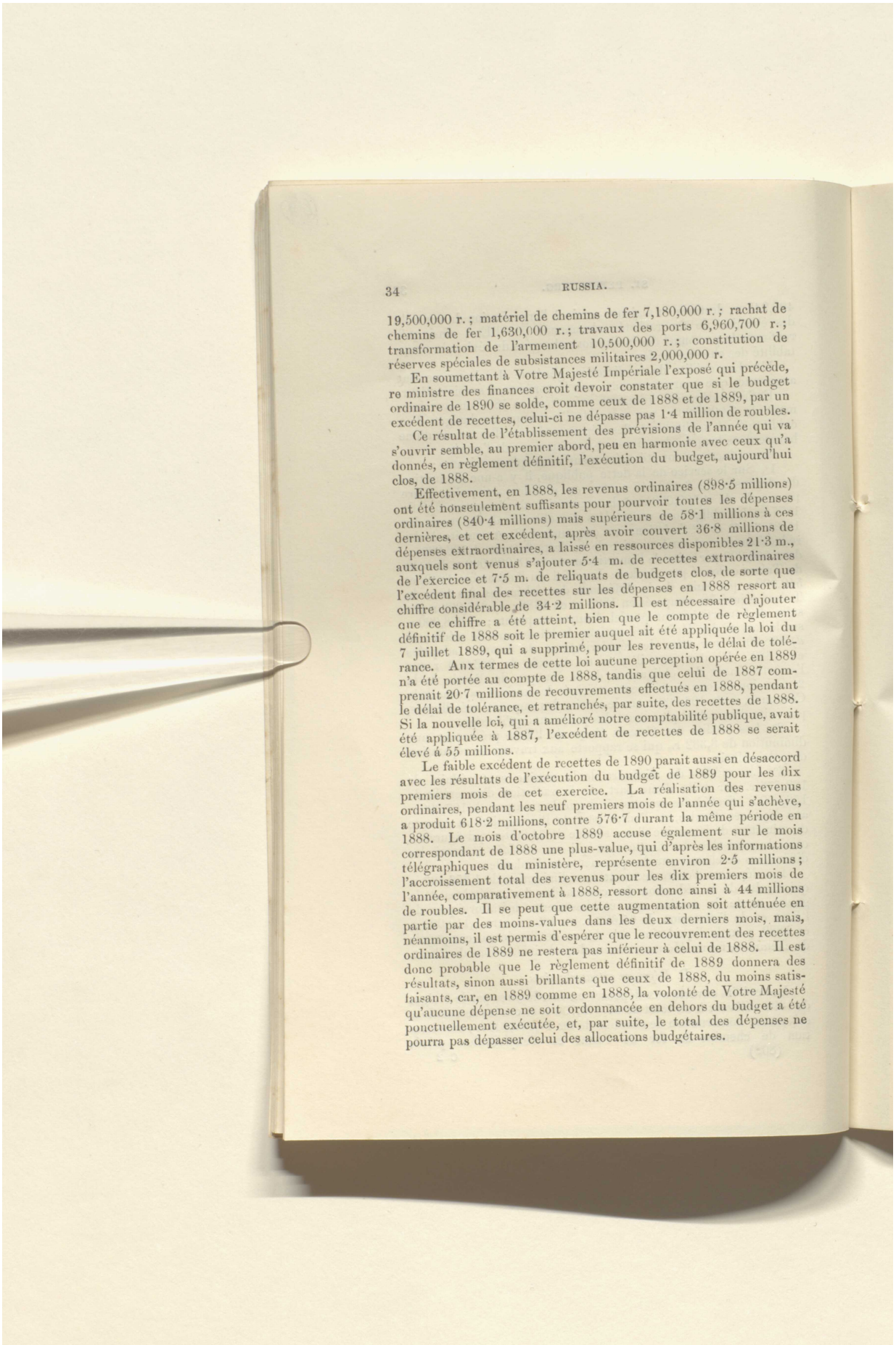

19,500,000 r.; matériel de chemins de fer 7,180,000 r.; rachat de chemins de fer 1,630,000 r.; travaux des ports 6,960,700 r.; transformation de l'armement 10,500,000 r.; constitution de réserves spéciales de subsistances militaires 2,000,000 r.

En soumettant à Votre Majesté Impériale l'exposé qui précède, re ministre des finances croit devoir constater que si le budget ordinaire de 1890 se solde, comme ceux de 1888 et de 1889, par un excédent de recettes, celui-ci ne dépasse pas 1·4 million de roubles.

Ce résultat de l'établissement des prévisions de l'année qui va s'ouvrir semble, au premier abord, peu en harmonie avec ceux qu'a donnés, en règlement définitif, l'exécution du budget, aujourd'hui clos, de 1888.

Effectivement, en 1888, les revenus ordinaires (898·5 millions) ont été nonseulement suffisants pour pourvoir toutes les dépenses ordinaires (840·4 millions) mais supérieurs de 58·1 millions à ces dernières, et cet excédent, après avoir couvert 36·8 millions de dépenses extraordinaires, a laissé en ressources disponibles 21·3 m., auxquels sont venus s'ajouter 5·4 m. de recettes extraordinaires de l'exercice et 7·5 m. de reliquats de budgets clos, de sorte que l'excédent final des recettes sur les dépenses en 1888 ressort au chiffre considérable de 34·2 millions. Il est nécessaire d'ajouter que ce chiffre a été atteint, bien que le compte de règlement définitif de 1888 soit le premier auquel ait été appliquée la loi du 7 juillet 1889, qui a supprimé, pour les revenus, le délai de tolérance. Aux termes de cette loi aucune perception opérée en 1889 n'a été portée au compte de 1888, tandis que celui de 1887 comprenait 20·7 millions de recouvrements effectués en 1888, pendant le délai de tolérance, et retranchés, par suite, des recettes de 1888. Si la nouvelle loi, qui a amélioré notre comptabilité publique, avait été appliquée à 1887, l'excédent de recettes de 1888 se serait élevé à 55 millions.

Le faible excédent de recettes de 1890 parait aussi en désaccord avec les résultats de l'exécution du budget de 1889 pour les dix premiers mois de cet exercice. La réalisation des revenus ordinaires, pendant les neuf premiers mois de l'année qui s'achève, a produit 618·2 millions, contre 576·7 durant la même période en 1888. Le mois d'octobre 1889 accuse également sur le mois correspondant de 1888 une plus-value, qui d'après les informations télégraphiques du ministère, représente environ 2·5 millions; l'accroissement total des revenus pour les dix premiers mois de l'année, comparativement à 1888, ressort donc ainsi à 44 millions de roubles. Il se peut que cette augmentation soit atténuée en partie par des moins-values dans les deux derniers mois, mais, néanmoins, il est permis d'espérer que le recouvrement des recettes ordinaires de 1889 ne restera pas inférieur à celui de 1888. Il est donc probable que le règlement définitif de 1889 donnera des résultats, sinon aussi brillants que ceux de 1888, du moins satisfaisants, car, en 1889 comme en 1888, la volonté de Votre Majesté qu'aucune dépense ne soit ordonnancée en dehors du budget a été ponctuellement exécutée, et, par suite, le total des dépenses ne pourra pas dépasser celui des allocations budgétaires.

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Enfin la faiblesse de l'excédent de recettes prévu, en 1890, au budget ordinaire, semble ne pas correspondre aux faits par lesquels s'exprime la situation économique du pays.

L'affluence des dépôts aux caisses d'épargne pendant les dix premiers mois de 1889 à été la même que durant la période correspondante en 1889*), et, pour ces dix mois, les versements dépassent les remboursements de 20 millions. Les dépôts en garde à la Banque de Russie et dans les banques par actions se sont, du 1 décembre 1888 au 1 décembre 1889, accrus de 32 millions.

La foire de Nijni-Novgorod a donné des résultats peu différents de ceux de 1888; il est vrai, il a été apporté à la foire pour 3·2 millions de moins de marchandises, mais les ventes ont atteint un chiffre supérieur de 1 million de roubles à celui de l'an dernier et les paiements ont été réglés dans des conditions satisfaisantes.

La recette des postes et des télégraphes a, en dix mois, augmenté de 0·8 million.

Le trafic des chemins de fer pendant les dix premiers mois de l'année s'est accru de 0·9 million; si la recette brute verstique a légèrement baissé, comparativement à 1888, elle se maintient toutefois à un chiffre supérieur à celui de 1887 (8,575 r. en 1889, contre 8,802 en 1888 et 8,247 en 1887).

L'exportation et le solde du commerce extérieur en notre faveur accusent un certain fléchissement sur 1888, mais, néanmoins, ils s'expriment par des chiffres beaucoup plus favorables qu'en 1887; le relevé de onze mois constate en effet les valeurs suivantes:

	Millions de roubles.		
	1887.	1888.	1889.
Exportation	566	731	703
Solde en notre faveur ..	204	376	308

Si l'on se basait seulement sur ces données, on pourrait sans doute prévoir, pour 1890, un chiffre de recettes beaucoup plus élevé que celui qui a été admis dans le budget, soumis à la sanction de Votre Majesté Impériale, mais le Département d'Economie du Conseil de l'Empire ne s'est pas cru en droit de ne pas prendre en très-sérieuse considération que la récolte de 1889 à été inférieure à celles de 1887 et de 1888 et que l'excellent recouvrement des recettes pendant les dix premiers mois de 1889 doit être attribué, dans une large mesure, aux abondantes récoltes des deux dernières années, dont les réserves ne sont pas encore épuisées; cette condition, favorable au point de vue de la rentrée des impôts, fera défaut dans la première moitié de 1890; quant aux recouvrements du second semestre, leurs résultats dépendront assurément beau-

* Les caisses d'épargne postales n'ont commencé à fonctionner qu'à la fin de l'année; au 1 décembre il n'en était ouvert que 134, établies dans les gouvernements de Moscou, Riasan, Tver et Novgorod.

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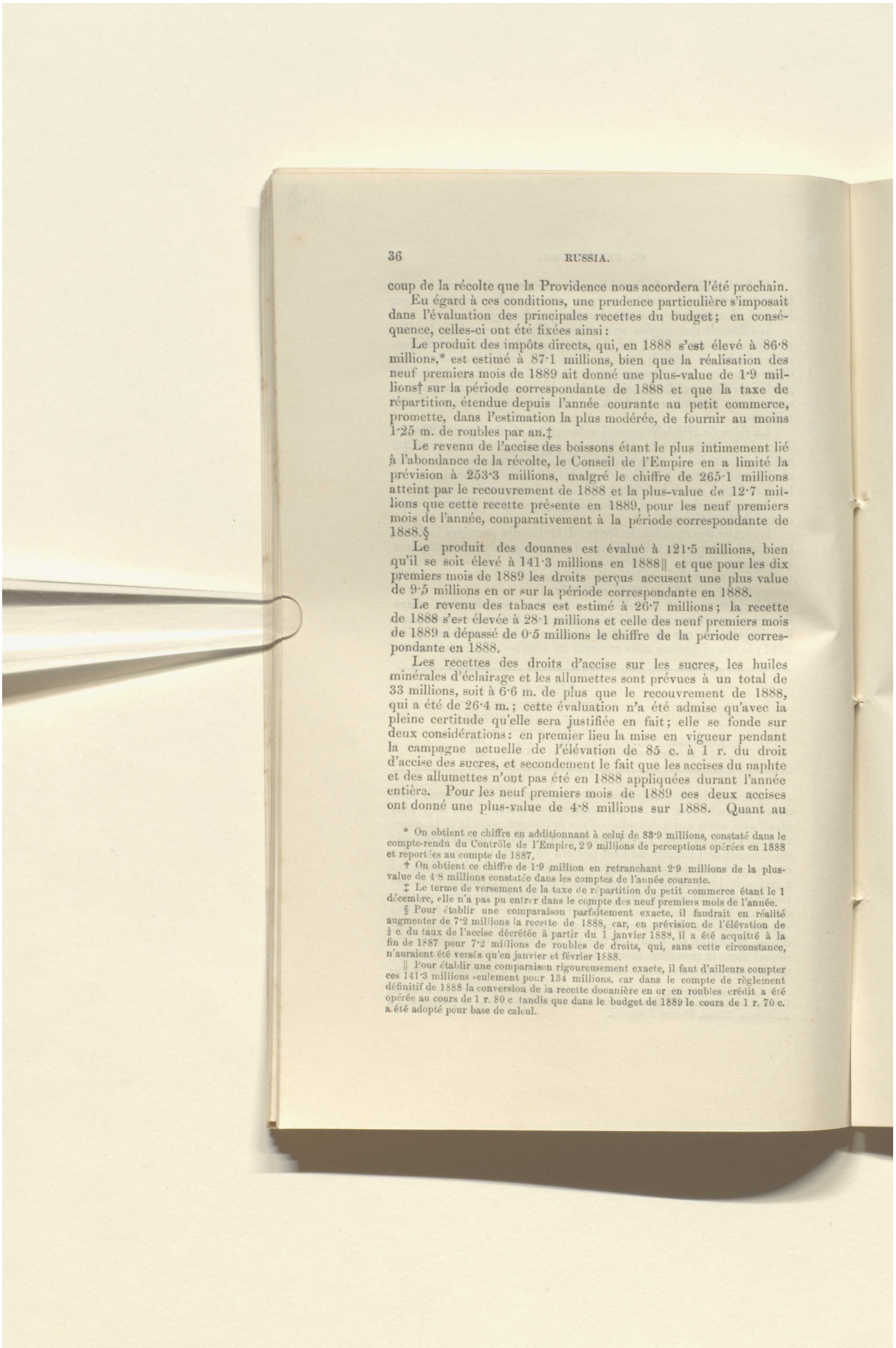

coup de la récolte que la Providence nous accordera l'été prochain.

Eu égard à ces conditions, une prudence particulière s'imposait dans l'évaluation des principales recettes du budget; en conséquence, celles-ci ont été fixées ainsi:

Le produit des impôts directs, qui, en 1888 s'est élevé à 86·8 millions,* est estimé à 87·1 millions, bien que la réalisation des neuf premiers mois de 1889 ait donné une plus-value de 1·9 millions† sur la période correspondante de 1888 et que la taxe de répartition, étendue depuis l'année courante au petit commerce, promette, dans l'estimation la plus modérée, de fournir au moins 1·25 m. de roubles par an.‡

Le revenu de l'accise des boissons étant le plus intimement lié à l'abondance de la récolte, le Conseil de l'Empire en a limité la prévision à 253·3 millions, malgré le chiffre de 265·1 millions atteint par le recouvrement de 1888 et la plus-value de 12·7 millions que cette recette présente en 1889, pour les neuf premiers mois de l'année, comparativement à la période correspondante de 1888.§

Le produit des douanes est évalué à 121·5 millions, bien qu'il se soit élevé à 141·3 millions en 1888‖ et que pour les dix premiers mois de 1889 les droits perçus accusent une plus value de 9·5 millions en or sur la période correspondante en 1888.

Le revenu des tabacs est estimé à 26·7 millions; la recette de 1888 s'est élevée à 28·1 millions et celle des neuf premiers mois de 1889 a dépassé de 0·5 millions le chiffre de la période correspondante en 1888.

Les recettes des droits d'accise sur les sucres, les huiles minérales d'éclairage et les allumettes sont prévues à un total de 33 millions, soit à 6·6 m. de plus que le recouvrement de 1888, qui a été de 26·4 m.; cette évaluation n'a été admise qu'avec la pleine certitude qu'elle sera justifiée en fait; elle se fonde sur deux considérations: en premier lieu la mise en vigueur pendant la campagne actuelle de l'élévation de 85 c. à 1 r. du droit d'accise des sucres, et secondement le fait que les accises du naphte et des allumettes n'ont pas été en 1888 appliquées durant l'année entière. Pour les neuf premiers mois de 1889 ces deux accises ont donné une plus-value de 4·8 millions sur 1888. Quant au

* On obtient ce chiffre en additionnant à celui de 83·9 millions, constaté dans le compte-rendu du Contrôle de l'Empire, 2·9 millions de perceptions opérées en 1888 et reportées au compte de 1887.

† On obtient ce chiffre de 1·9 million en retranchant 2·9 millions de la plus-value de 4·8 millions constatée dans les comptes de l'année courante.

‡ Le terme de versement de la taxe de répartition du petit commerce étant le 1 décembre, elle n'a pas pu entrer dans le compte des neuf premiers mois de l'année.

§ Pour établir une comparaison parfaitement exacte, il faudrait en réalité augmenter de 7·2 millions la recette de 1888, car, en prévision de l'élévation de ¼ c. du taux de l'accise décrétée à partir du 1 janvier 1888, il a été acquitté à la fin de 1887 pour 7·2 millions de roubles de droits, qui, sans cette circonstance, n'auraient été versés qu'en janvier et février 1888.

‖ Pour établir une comparaison rigoureusement exacte, il faut d'ailleurs compter ces 141·3 millions seulement pour 134 millions, car dans le compte de règlement définitif de 1888 la conversion de la recette douanière en or en roubles crédit a été opérée au cours de 1 r. 80 c. tandis que dans le budget de 1889 le cours de 1 r. 70 c. a été adopté pour base de calcul.

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revenu des sucres, la diminution de 4·9 millions qu'il présente pendant la même période provient uniquement de l'établissement de nouveaux termes pour l'acquittement de l'accise, qui précédemment était payée en août et septembre et dont maintenant une part considérable est reportée à décembre.

Le produit des droits de timbre, d'enregistrement et de greffe, du droit sur les successions et mutations d'immeubles à titre gratuit, de la taxe sur les assurances contre l'incendie et du droit sur les voyageurs et les transports en grande vitesse par chemins de fer est évalué à 46·5 millions, quoique la recette de ces contributions se soit élevée en 1888 à 47·6 millions et que celle des neuf premiers mois de 1889 ait été de 1·5 million supérieure à celle de la période correspondante en 1888.

La recette des droits régaliens est fixée à 34·7 millions, soit à 3·1 millions de plus que le revenu effectif de 1888, tant par suite de l'augmentation prévue dans la frappe des monnaies que de l'application des nouveaux règlements postaux mis en vigueur en 1889. Pour les neuf premiers mois de 1889 les droits régaliens ont produit un million de plus que pendant la même période en 1888.

Le revenu des domaines, sans les chemins de fer de l'Etat, est évalué à 32·3 millions, alors que la réalisation de 1888 a atteint 32·8 millions, et que celle des neuf premiers mois de 1889 a donné une plus-value de 3·8 millions sur 1888.

Le recouvrement des annuités de rachat des paysans est estimé à 95·8 millions, c'est-à-dire à 3·5 millions de plus que le chiffre de 1888, qui, en règlement définitif, s'établit à 92·3 millions; mais pour l'exactitude de la comparaison il faut ajouter à ces 92·3 millions 6·7 millions qui, perçus en 1888 pendant le délai de tolérance, ont été portés aux recettes de 1887, et, si l'on tient compte de cette somme l'évaluation de 1890 demeure inférieure de 3·2 millions à la recette effective de 1888. La réalisation de cette prévision se présente comme d'autant plus probable si l'on considère que le recouvrement des arriérés d'impôts supprimés n'a été porté au budget que pour 0·3 million, tandis que les recettes de ce chef ont fourni 9·1 millions en 1887, 6 millions en 1888 et approchent de 2 millions en 1889; la majeure partie de ces arriérés est donc actuellement rentrée dans les caisses du Trésor et, par suite, les facultés des redevables seront, dans une plus large mesure, applicables en 1890 au paiement des annuités de rachat. Les annuités de rachat et les arriérés étant à la charges des mêmes redevables, il faut les réunir pour avoir une base exacte d'appréciation; on constate alors que leur recette totale en 1890 est évaluée à 96·1 millions, tandis que le recouvrement effectif s'est élevé à 105 millions en 1888.

Laissant de côté pour le moment les recettes des chemins de fer, qu'il sera nécessaire d'exposer plus loin avec plus de détails, le ministre des finances croit devoir constater que des autres chapitres, les seuls sur lesquels le budget de 1890 prévoie des augmentations importantes, comparativement à 1888, sont les revenus de capitaux et les bénéfices d'opérations de banque, estimés à 3·4 millions de plus, et les fonds de concours au Trésor, dont le produit présumé

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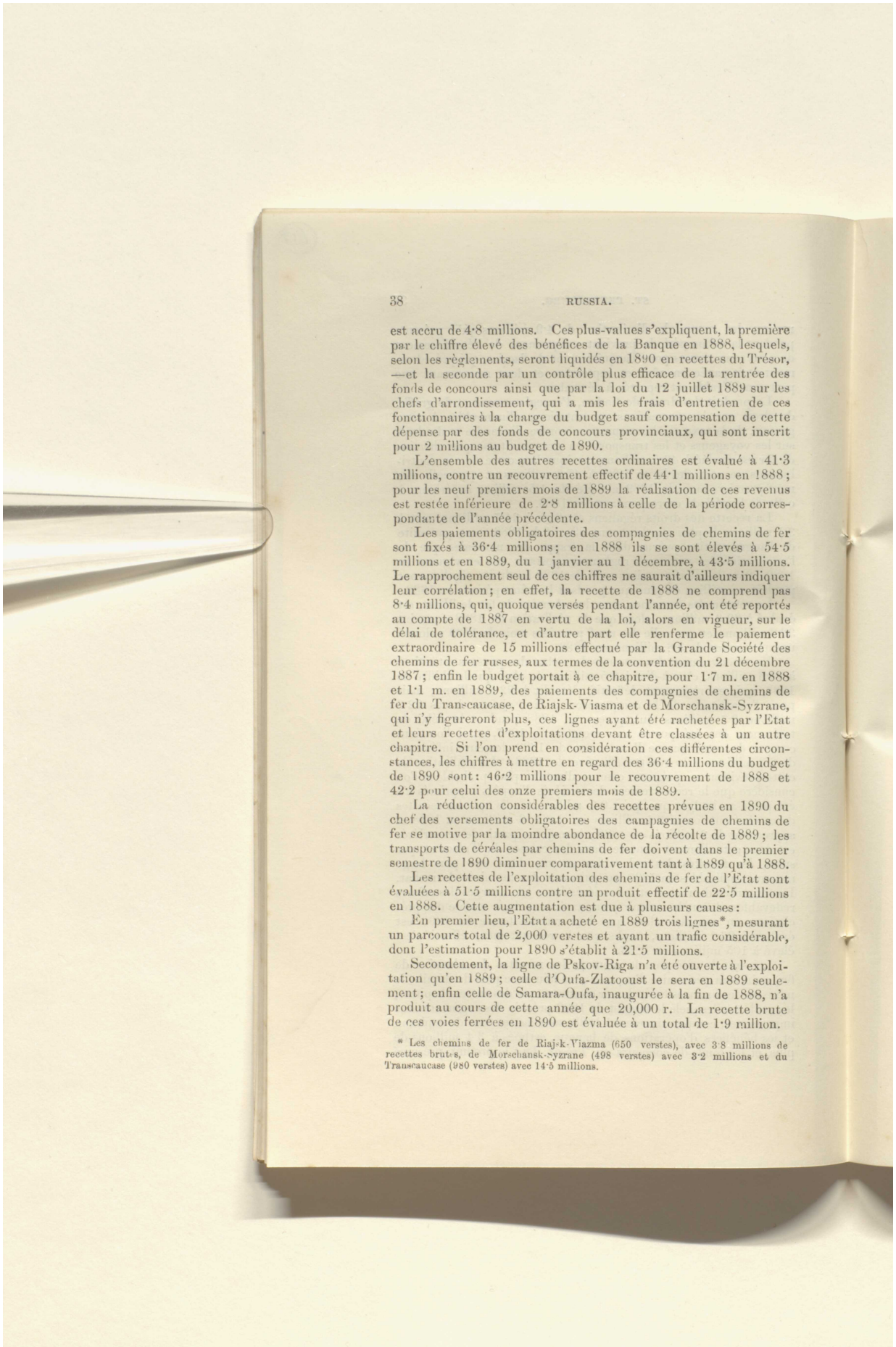

est accru de 4·8 millions. Ces plus-values s'expliquent, la première par le chiffre élevé des bénéfices de la Banque en 1888, lesquels, selon les règlements, seront liquidés en 1890 en recettes du Trésor, —et la seconde par un contrôle plus efficace de la rentrée des fonds de concours ainsi que par la loi du 12 juillet 1889 sur les chefs d'arrondissement, qui a mis les frais d'entretien de ces fonctionnaires à la charge du budget sauf compensation de cette dépense par des fonds de concours provinciaux, qui sont inscrit pour 2 millions au budget de 1890.

L'ensemble des autres recettes ordinaires est évalué à 41·3 millions, contre un recouvrement effectif de 44·1 millions en 1888; pour les neuf premiers mois de 1889 la réalisation de ces revenus est restée inférieure de 2·8 millions à celle de la période correspondante de l'année précédente.

Les paiements obligatoires des compagnies de chemins de fer sont fixés à 36·4 millions; en 1888 ils se sont élevés à 54·5 millions et en 1889, du 1 janvier au 1 décembre, à 43·5 millions. Le rapprochement seul de ces chiffres ne saurait d'ailleurs indiquer leur corrélation; en effet, la recette de 1888 ne comprend pas 8·4 millions, qui, quoique versés pendant l'année, ont été reportés au compte de 1887 en vertu de la loi, alors en vigueur, sur le délai de tolérance, et d'autre part elle renferme le paiement extraordinaire de 15 millions effectué par la Grande Société des chemins de fer russes, aux termes de la convention du 21 décembre 1887; enfin le budget portait à ce chapitre, pour 1·7 m. en 1888 et 1·1 m. en 1889, des paiements des compagnies de chemins de fer du Transcaucase, de Riajsk-Viasma et de Morschansk-Syzrane, qui n'y figureront plus, ces lignes ayant été rachetées par l'Etat et leurs recettes d'exploitations devant être classées à un autre chapitre. Si l'on prend en considération ces différentes circonstances, les chiffres à mettre en regard des 36·4 millions du budget de 1890 sont: 46·2 millions pour le recouvrement de 1888 et 42·2 pour celui des onze premiers mois de 1889.

La réduction considérables des recettes prévues en 1890 du chef des versements obligatoires des campagnies de chemins de fer se motive par la moindre abondance de la récolte de 1889; les transports de céréales par chemins de fer doivent dans le premier semestre de 1890 diminuer comparativement tant à 1889 qu'à 1888.

Les recettes de l'exploitation des chemins de fer de l'Etat sont évaluées à 51·5 millions contre an produit effectif de 22·5 millions en 1888. Cette augmentation est due à plusieurs causes:

En premier lieu, l'Etat a acheté en 1889 trois lignes*, mesurant un parcours total de 2,000 verstes et ayant un trafic considérable, dont l'estimation pour 1890 s'établit à 21·5 millions.

Secondement, la ligne de Pskov-Riga n'a été ouverte à l'exploitation qu'en 1889; celle d'Oufa-Zlatoust le sera en 1889 seulement; enfin celle de Samara-Oufa, inaugurée à la fin de 1888, n'a produit au cours de cette année que 20,000 r. La recette brute de ces voies ferrées en 1890 est évaluée à un total de 1·9 million.

* Les chemins de fer de Riajsk-Viazma (650 verstes), avec 3·8 millions de recettes brutes, de Morschansk-Syzrane (498 verstes) avec 3·2 millions et du Transcaucase (980 verstes) avec 14·5 millions.

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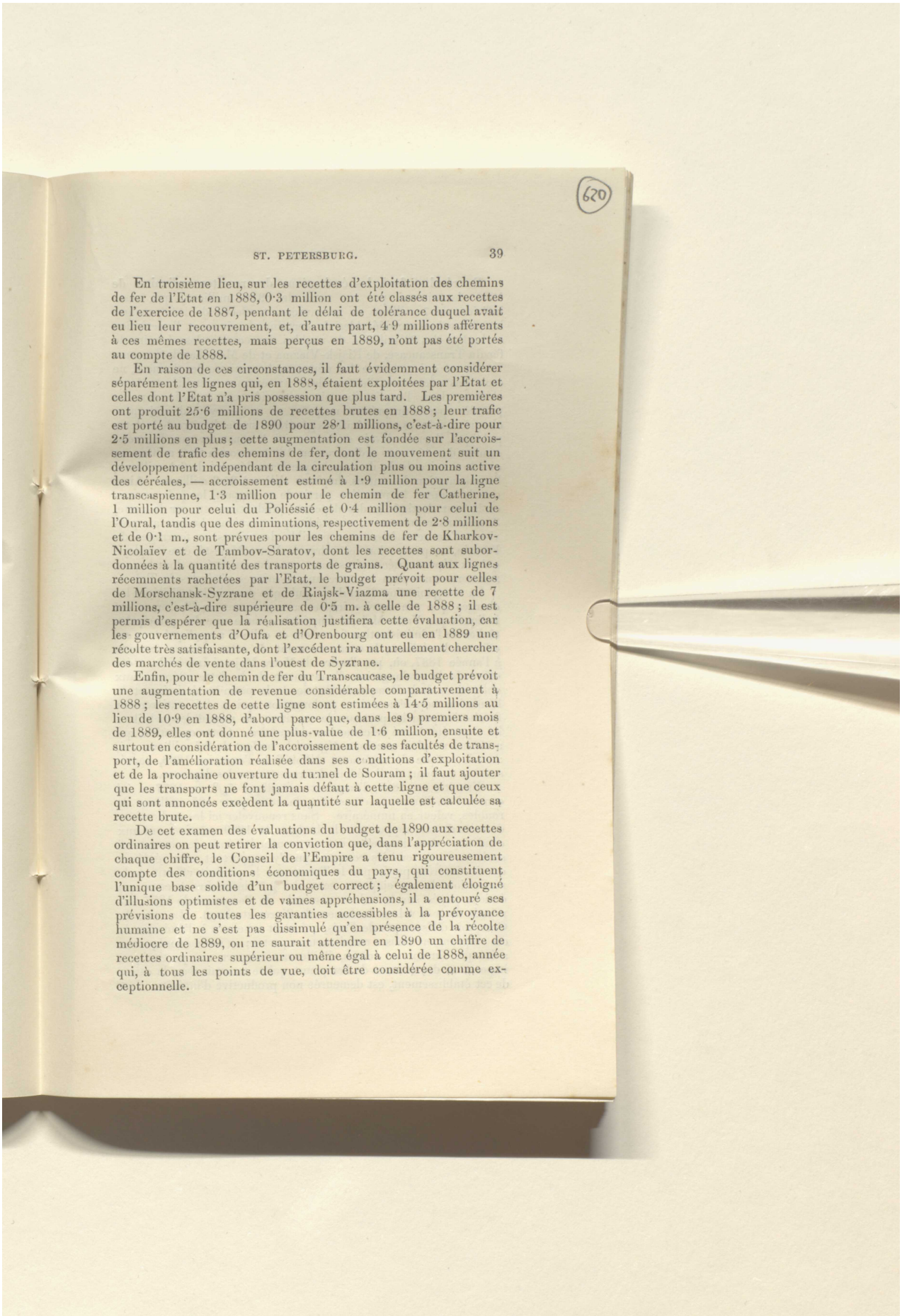

En troisième lieu, sur les recettes d'exploitation des chemins de fer de l'Etat en 1888, 0·3 million ont été classés aux recettes de l'exercice de 1887, pendant le délai de tolérance duquel avait eu lieu leur recouvrement, et, d'autre part, 4·9 millions afférents à ces mêmes recettes, mais perçus en 1889, n'ont pas été portés au compte de 1888.

En raison de ces circonstances, il faut évidemment considérer séparément les lignes qui, en 1888, étaient exploitées par l'Etat et celles dont l'Etat n'a pris possession que plus tard. Les premières ont produit 25·6 millions de recettes brutes en 1888; leur trafic est porté au budget de 1890 pour 28·1 millions, c'est-à-dire pour 2·5 millions en plus; cette augmentation est fondée sur l'accroissement de trafic des chemins de fer, dont le mouvement suit un développement indépendant de la circulation plus ou moins active des céréales, — accroissement estimé à 1·9 million pour la ligne transcaspienne, 1·3 million pour le chemin de fer Catherine, 1 million pour celui du Poliéssié et 0·4 million pour celui de l'Oural, tandis que des diminutions, respectivement de 2·8 millions et de 0·1 m., sont prévues pour les chemins de fer de Kharkov-Nicolaïev et de Tambov-Saratov, dont les recettes sont subordonnées à la quantité des transports de grains. Quant aux lignes récemments rachetées par l'Etat, le budget prévoit pour celles de Morschansk-Syzrane et de Riajsk-Viazma une recette de 7 millions, c'est-à-dire supérieure de 0·5 m. à celle de 1888; il est permis d'espérer que la réalisation justifiera cette évaluation, car les gouvernements d'Oufa et d'Orenbourg ont eu en 1889 une récolte très satisfaisante, dont l'excédent ira naturellement chercher des marchés de vente dans l'ouest de Syzrane.

Enfin, pour le chemin de fer du Transcaucase, le budget prévoit une augmentation de revenue considérable comparativement à 1888; les recettes de cette ligne sont estimées à 14·5 millions au lieu de 10·9 en 1888, d'abord parce que, dans les 9 premiers mois de 1889, elles ont donné une plus-value de 1·6 million, ensuite et surtout en considération de l'accroissement de ses facultés de transport, de l'amélioration réalisée dans ses conditions d'exploitation et de la prochaine ouverture du tunnel de Souram; il faut ajouter que les transports ne font jamais défaut à cette ligne et que ceux qui sont annoncés excèdent la quantité sur laquelle est calculée sa recette brute.

De cet examen des évaluations du budget de 1890 aux recettes ordinaires on peut retirer la conviction que, dans l'appréciation de chaque chiffre, le Conseil de l'Empire a tenu rigoureusement compte des conditions économiques du pays, qui constituent l'unique base solide d'un budget correct; également éloigné d'illusions optimistes et de vaines appréhensions, il a entouré ses prévisions de toutes les garanties accessibles à la prévoyance humaine et ne s'est pas dissimulé qu'en présence de la récolte médiocre de 1889, on ne saurait attendre en 1890 un chiffre de recettes ordinaires supérieur ou même égal à celui de 1888, année qui, à tous les points de vue, doit être considérée comme exceptionnelle.

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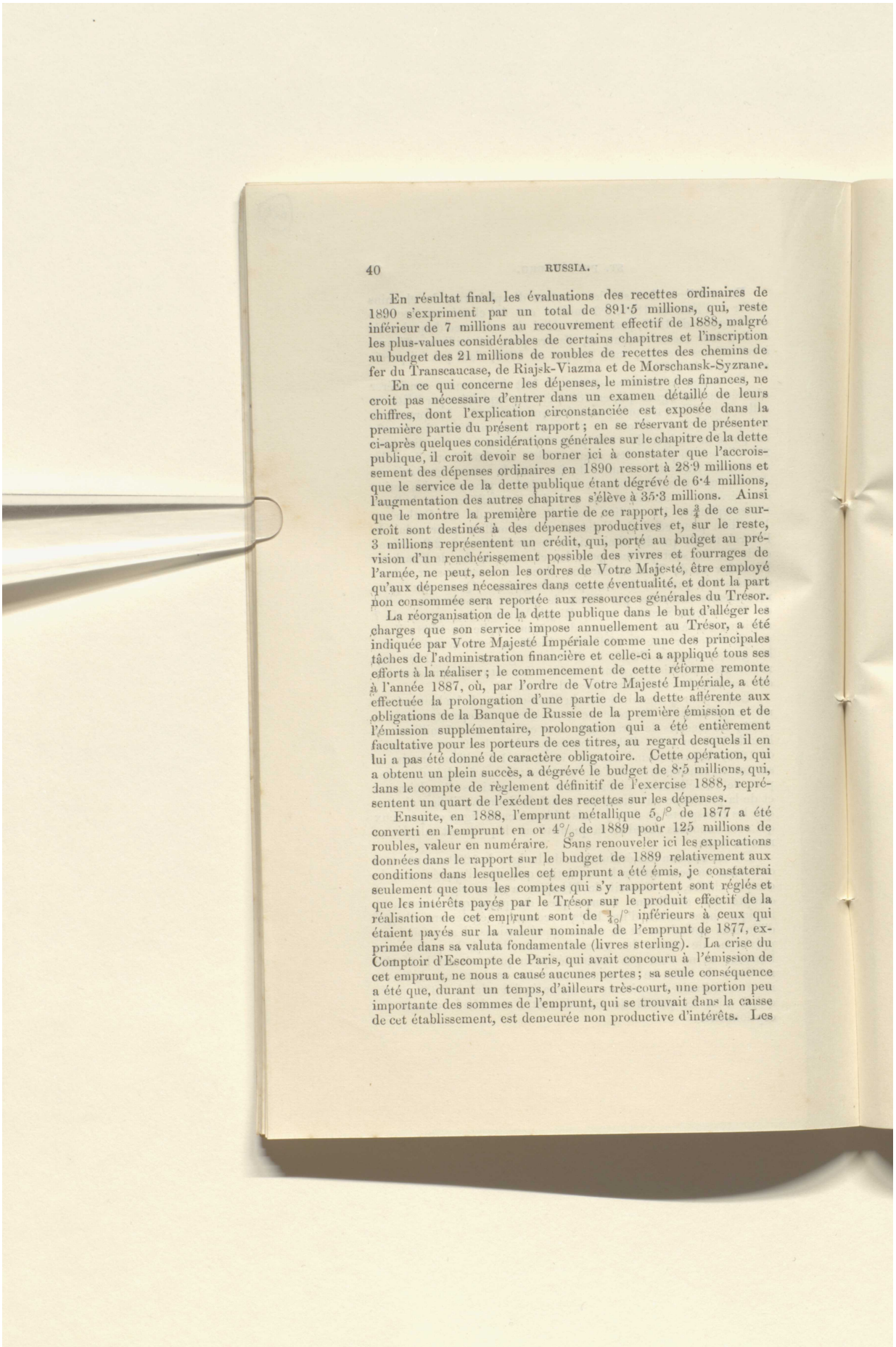

En résultat final, les évaluations des recettes ordinaires de 1890 s'expriment par un total de 891·5 millions, qui, reste inférieur de 7 millions au recouvrement effectif de 1888, malgré les plus-values considérables de certains chapitres et l'inscription au budget des 21 millions de roubles de recettes des chemins de fer du Transcaucase, de Riajsk-Viazma et de Morschansk-Syzrane.

En ce qui concerne les dépenses, le ministre des finances, ne croit pas nécessaire d'entrer dans un examen détaillé de leurs chiffres, dont l'explication circonstanciée est exposée dans la première partie du présent rapport; en se réservant de présenter ci-après quelques considérations générales sur le chapitre de la dette publique, il croit devoir se borner ici à constater que l'accroissement des dépenses ordinaires en 1890 ressort à 28·9 millions et que le service de la dette publique étant dégrévé de 6·4 millions, l'augmentation des autres chapitres s'élève à 35·3 millions. Ainsi que le montre la première partie de ce rapport, les $\frac{3}{4}$ de ce surcroît sont destinés à des dépenses productives et, sur le reste, 3 millions représentent un crédit, qui, porté au budget au prévision d'un renchérissement possible des vivres et fourrages de l'armée, ne peut, selon les ordres de Votre Majesté, être employé qu'aux dépenses nécessaires dans cette éventualité, et dont la part non consommée sera reportée aux ressources générales du Trésor.

La réorganisation de la dette publique dans le but d'alléger les charges que son service impose annuellement au Trésor, a été indiquée par Votre Majesté Impériale comme une des principales tâches de l'administration financière et celle-ci a appliqué tous ses efforts à la réaliser; le commencement de cette réforme remonte à l'année 1887, où, par l'ordre de Votre Majesté Impériale, a été effectuée la prolongation d'une partie de la dette afférente aux obligations de la Banque de Russie de la première émission et de l'émission supplémentaire, prolongation qui a été entièrement facultative pour les porteurs de ces titres, au regard desquels il en lui a pas été donné de caractère obligatoire. Cette opération, qui a obtenu un plein succès, a dégrévé le budget de 8·5 millions, qui, dans le compte de règlement définitif de l'exercice 1888, représentent un quart de l'exédent des recettes sur les dépenses.

Ensuite, en 1888, l'emprunt métallique 5 °/₀ de 1877 a été converti en l'emprunt en or 4 °/₀ de 1889 pour 125 millions de roubles, valeur en numéraire. Sans renouveler ici les explications données dans le rapport sur le budget de 1889 relativement aux conditions dans lesquelles cet emprunt a été émis, je constaterai seulement que tous les comptes qui s'y rapportent sont réglés et que les intérêts payés par le Trésor sur le produit effectif de la réalisation de cet emprunt sont de $\frac{1}{40}$ ° inférieurs à ceux qui étaient payés sur la valeur nominale de l'emprunt de 1877, exprimée dans sa valuta fondamentale (livres sterling). La crise du Comptoir d'Escompte de Paris, qui avait concouru à l'émission de cet emprunt, ne nous a causé aucunes pertes; sa seule conséquence a été que, durant un temps, d'ailleurs très-court, une portion peu importante des sommes de l'emprunt, qui se trouvait dans la caisse de cet établissement, est demeurée non productive d'intérêts. Les

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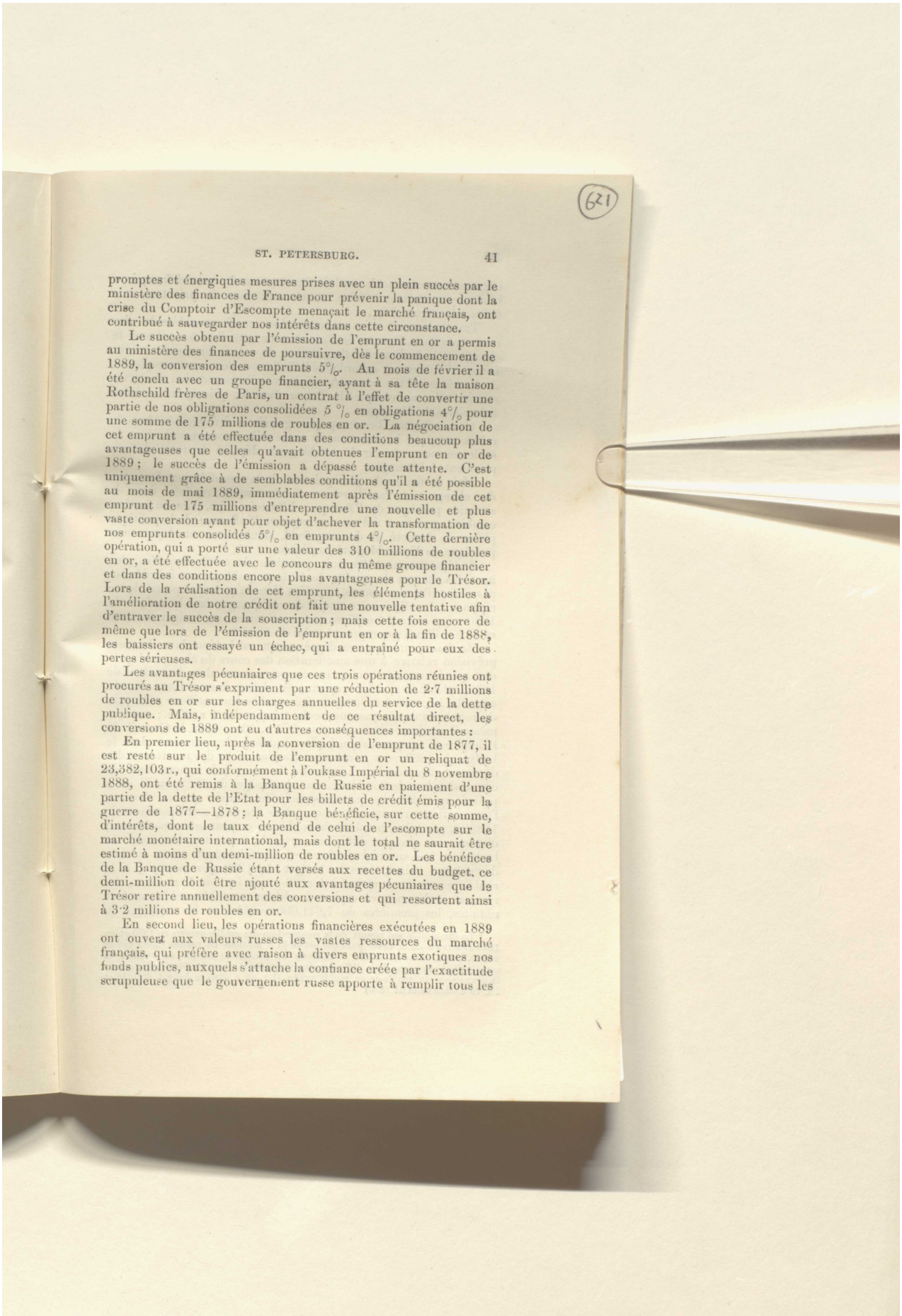

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promptes et énergiques mesures prises avec un plein succès par le ministère des finances de France pour prévenir la panique dont la crise du Comptoir d'Escompte menaçait le marché français, ont contribué à sauvegarder nos intérêts dans cette circonstance.

Le succès obtenu par l'émission de l'emprunt en or a permis au ministère des finances de poursuivre, dès le commencement de 1889, la conversion des emprunts 5°/₀. Au mois de février il a été conclu avec un groupe financier, ayant à sa tête la maison Rothschild frères de Paris, un contrat à l'effet de convertir une partie de nos obligations consolidées 5 °/₀ en obligations 4°/₀ pour une somme de 175 millions de roubles en or. La négociation de cet emprunt a été effectuée dans des conditions beaucoup plus avantageuses que celles qu'avait obtenues l'emprunt en or de 1889; le succès de l'émission a dépassé toute attente. C'est uniquement grâce à de semblables conditions qu'il a été possible au mois de mai 1889, immédiatement après l'émission de cet emprunt de 175 millions d'entreprendre une nouvelle et plus vaste conversion ayant pour objet d'achever la transformation de nos emprunts consolidés 5°/₀ en emprunts 4°/₀. Cette dernière opération, qui a porté sur une valeur des 310 millions de roubles en or, a été effectuée avec le concours du même groupe financier et dans des conditions encore plus avantageuses pour le Trésor. Lors de la réalisation de cet emprunt, les éléments hostiles à l'amélioration de notre crédit ont fait une nouvelle tentative afin d'entraver le succès de la souscription; mais cette fois encore de même que lors de l'émission de l'emprunt en or à la fin de 1888, les baissiers ont essayé un échec, qui a entraîné pour eux des pertes sérieuses.

Les avantages pécuniaires que ces trois opérations réunies ont procurés au Trésor s'expriment par une réduction de 2·7 millions de roubles en or sur les charges annuelles du service de la dette publique. Mais, indépendamment de ce résultat direct, les conversions de 1889 ont eu d'autres conséquences importantes:

En premier lieu, après la conversion de l'emprunt de 1877, il est resté sur le produit de l'emprunt en or un reliquat de 23,382,103 r., qui conformément à l'oukase Impérial du 8 novembre 1888, ont été remis à la Banque de Russie en paiement d'une partie de la dette de l'Etat pour les billets de crédit émis pour la guerre de 1877—1878; la Banque bénéficie, sur cette somme, d'intérêts, dont le taux dépend de celui de l'escompte sur le marché monétaire international, mais dont le total ne saurait être estimé à moins d'un demi-million de roubles en or. Les bénéfices de la Banque de Russie étant versés aux recettes du budget, ce demi-million doit être ajouté aux avantages pécuniaires que le Trésor retire annuellement des conversions et qui ressortent ainsi à 3·2 millions de roubles en or.

En second lieu, les opérations financières exécutées en 1889 ont ouvert aux valeurs russes les vastes ressources du marché français, qui préfère avec raison à divers emprunts exotiques nos fonds publics, auxquels s'attache la confiance créée par l'exactitude scrupuleuse que le gouvernement russe apporte à remplir tous les

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engagements contractés par lui ; l'ouverture du marché français a beaucoup contribué à faire monter au-dessus du pair tous nos fonds métalliques 5 %.

Troisièmement, une augmentation aussi considérable des ressources de la Banque de Russie en or contribue à améliorer le change et à diminuer les fluctuations de valeur du rouble crédit, fait qui d'ailleurs est subordonné à l'influence de causes complexes. A ce même effet a concouru également l'accumulation de fortes sommes d'or au compte du Trésor dans les principales maisons financières de l'étranger.

Une influence beaucoup plus grande a été exercée dans le même sens par la situation de notre bilan commercial, dont le solde en notre faveur à notablement dépassé le total de nos paiements à l'étranger.

Mais le facteur le plus puissant de la consolidation des cours du change est l'amélioration fondamentale réalisée dans la situation politique de l'Europe. L'histoire dira, dans sa justice, combien grande a été sous ce rapport l'influence de la politique pleine de fermeté et de sang-froid, sincèrement et loyalement pacifique de Votre Majesté Impériale.

Indépendamment des trois opérations de crédit rappelées plus haut, les charges du service de la dette publique ont été réduites par l'effet d'autres causes, exposées dans la première partie de ce rapport. La diminution totale de ces charges dans le budget de 1890 représente 6·4 millions comparativement au budget de 1889 et 14·8 millions par rapport à celui de 1888.*

Je dois ajouter que ce dégrèvement est indépendant de toute prévision relative à une amélioration des cours du change, c'est-à-dire que le cours du rouble en or est, comme dans le budget de 1889, calculé à 1 r. 70 c. crédit ; en réalité, durant toute l'année actuelle, le cours du change a été notablement meilleur et le prix du rouble en or n'a pas une seule fois atteint 1 r. 60 c. ; souvent même il est descendu au-dessous de 1 r. 50 c ; mais le Conseil de l'Empire a néanmoins jugé plus prudent de conserver dans le budget de 1890, pour le calcul en roubles crédit des recettes et des dépenses effectuées en numéraire, le cours pris comme base de conversion lors de l'établissement du budget de 1889, car il est à prévoir que, dans les premiers mois de l'année qui va s'ouvrir, l'exportation sera moins forte que dans les mois correspondants de 1889 et, par suite, la valeur du rouble en or peut subir une hausse ; d'autre part quelque différence entre le cours conventionnel du budget et le cours réel n'influe que très faiblement sur la balance du budget. Ainsi, dans le budget de 1890 per exemple, si le rouble en or était estimé à 1 r. 60 c. au lieu de 1 r. 70 c., les recettes et dépenses en espèces à calculer en roubles crédit seraient réduites, les premières de 7,611,000 roubles et les secondes de

* La diminution qui ressort de la comparaison des crédits ouverts en 1890 et en 1888 au service de la dette publique est de 21·8 millions de roubles (266·1 contre 287·9), mais, dans ce chiffre, 7 millions se présentent comme un résultat de comptabilité provenant de la différence des cours adoptés dans les deux budgets pour la conversion du rouble-or en rouble crédit (1 r. 80 c. dans le budget de 1888 et 1 r. 70 c. dans celui de 1890).

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8,163,000, de sorte que l'excédent des recettes s'accroîtrait seulement de 552,000 roubles.

En ce que concerne le budget extraordinaire, je dois constater que les dépenses pour 1890 sont fixées à 57,818,700 r., soit à 23,741,000 r. de plus que l'allocation de 1889. Ce surcroît s'explique :

1°. Par la nécessité de nombreuses améliorations à apporter à nos chemins de fer, qui, à la fin de 1888, se sont montrés hors d'état de satisfaire aux besoins du commerce ; cette situation a eu pour conséquences l'accumulation de grandes quantités de grains dans certaines stations et un renchérissement excessif de la houille au printemps dans le midi.

2°. Par l'allocation de crédits plus considérables, pour les travaux des ports, afin d'accélerer ces travaux destinés à mettre les ports dans un état répondant aux exigences actuelles.

3°. Par le besoin d'améliorer l'armement de nos troupes ; jusqu'à présent il n'a été fait aucune dépense dans ce but, principalement par ce que la question d'un nouveau fusil et d'une nouvelle poudre n'était pas encore suffisamment étudiée, et qu'entreprendre dans ces conditions une transformation de l'armement pouvait, ainsi que cela a eu lieu dans quelques pays, entraîner inutilement des dépenses considérables. Aujourd'hui Votre Majesté Impériale a estimé que les exigences auxquelles doit répondre la nouvelle arme et les moyens pratiques d'y satisfaire sont suffisamment fixés pour qu'on puisse exécuter des préparatifs en vue de fournir à l'armée un fusil et une poudre perfectionnés sans craindre d'engager des dépenses qui, par la suite, pourraient être inutiles ; mais en même temps, dans sa ferme résolution de maintenir la paix, Votre Majesté a daigné ordonner de procéder à cette réforme graduellement, en inscrivant pour celle-ci un crédit de 10·5 millions aux dépenses extraordinaires du budget de 1890.

4°. Par la nécessité de constituer des réserves de subsistances sur des points où, comme l'a démontré l'expérience, l'approvisionnement peut rencontrer certaines difficultés. L'ensemble des dépenses réclamés par cette mesure est évalué à 5·5 millions et il a été décidé d'y pourvoir en partie en 1890 par l'ouverture d'un crédit de 2 millions de roubles, qui, vu le caractère temporaire du besoin auquel il est applicable, a été classé aux dépenses extraordinaires.

Ces différentes dépenses extraordinaires, dont le total s'élève à 57,818,700 r., seront couvertes par les 1,440,769 r. de l'excédent de recettes du budget ordinaire, par les ressources extraordinaires prévues en 1890 au chiffre de 15,869,465 r. et enfin par un prélèvement de 40,508,466 r. sur l'encaisse disponible du Trésor.

Relativement aux ressources extraordinaires applicables aux dépenses de même ordre, je crois devoir présenter les explications suivantes.

Ces ressources se composent des sommes ci-après :

1) De 3,440,000 r. sur l'indemnité de guerre ; les mesures de contrôle prises cette année ayant eu un résultat très satisfaisant, la rentrée de cette somme peut être considérée comme très probable.

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2) Des versements de dépôts perpétuels à la Banque de Russie, évalués à 600,000 r., d'après les chiffres des dernières années.

3) De 2,230,000 r. d'économies réalisées, antérieurement à 1887, sur les crédits destinés à l'amortissement des emprunts d'Orient, par suite de rachat à la bourse de titres de ces emprunts au-dessous du pair ; ces économies ont été portées dans l'encaisse du Trésor comme une somme non libre, alors qu'en réalité celle-ci n'est pas possible de dépenses et que sa disponibilité est entière.

4) De 9,600,000 r. représentant les paiements attendus des compagnies de chemins de fer en remboursement de prêts. Ceux-ci s'élèvent à un chiffre beaucoup plus considérable, mais on n'a porté en recette au budget que la part pour la réalisation de laquelle le ministère des finances a en vue des moyens déterminés.

Quant au prélèvement sur l'encaisse du Trésor, eu égard à son importance, il est nécessaire d'entrer à son sujet dans quelques détails.

En 1887, ainsi que le constate le compte-rendu du Contrôle de l'Empire pour cet exercice, le recouvrement de quelques sommes peu importantes sur des opérations financières antérieures et la réalisation de l'emprunt conclu pendant l'année, déduction faite du coupon de 1887, ont produit, 81,068,382 r., et l'excédent final des recettes totales sur les dépenses de l'exercice a été de 46,205,126 r., de sorte que sur les fonds de l'emprunt, 34,863,257 ont été appliqués aux besoins de 1887 ; les 46,205,126 r. formant reliquat, ont augmenté l'encaisse du Trésor. Sur cette encaisse le budget de 1888 prévoyait un prélèvement de 25,780,885 r. pour couvrir les dépenses de l'exercice ; en réalité non seulement ce prélèvement n'a pas été nécessaire, mais l'exécution du budget de 1888 ayant laissé un reliquat de 34,170,854 r., l'encaisse du Trésor au 1 janvier 1889 s'était, comparativement au 1 janvier 1887, accrue de 80,375,980 r. Dans le budget de 1889 il a été porté 20,320,059 r. de dépenses sur l'encaisse ; conformément à l'oukase Impérial du 13 octobre 1889, 13,828,875 r. ont été employés à un versement à la Banque de Russie en remboursement des billets de crédit émis pour la guerre d'Orient et enfin, aux termes de l'oukase Impérial du 8 décembre 1889, 18,000,000 r. ont été affectés à l'amortissement d'une somme égale de bons du Trésor ; après défalcation de ces différentes sommes et en admettant que l'exécution du budget de 1889 soit entièrement conforme aux prévisions, l'augmentation de l'encaisse au 1 janvier 1890, comparativement au 1 janvier 1887, s'établit à 28,227,046 r. De plus, en 1889, il a été opéré, sur les prêts aux compagnies de chemins de fer, un recouvrement de 13 473,631 r. non prévu par le budget. Cette somme a été réalisée cette année par le ministre des finances en vue des dépenses extraordinaires à exécuter l'an prochain. L'opération à laquelle se liait le recouvrement a consisté dans la conversion, prévue dès 1887, d'obligations 5% émises par plusieurs compagnies ; jusqu'à 1889 son exécution avait rencontré de très-sérieuses difficultés ; maintenant il a été possible de la terminer entièrement et d'obtenir ainsi une réduction de 170,000 r. en or sur la garantie des titres convertis et le remboursement de 13½ millions ci-dessus mentionné. Cette dernière somme s'ajoutant

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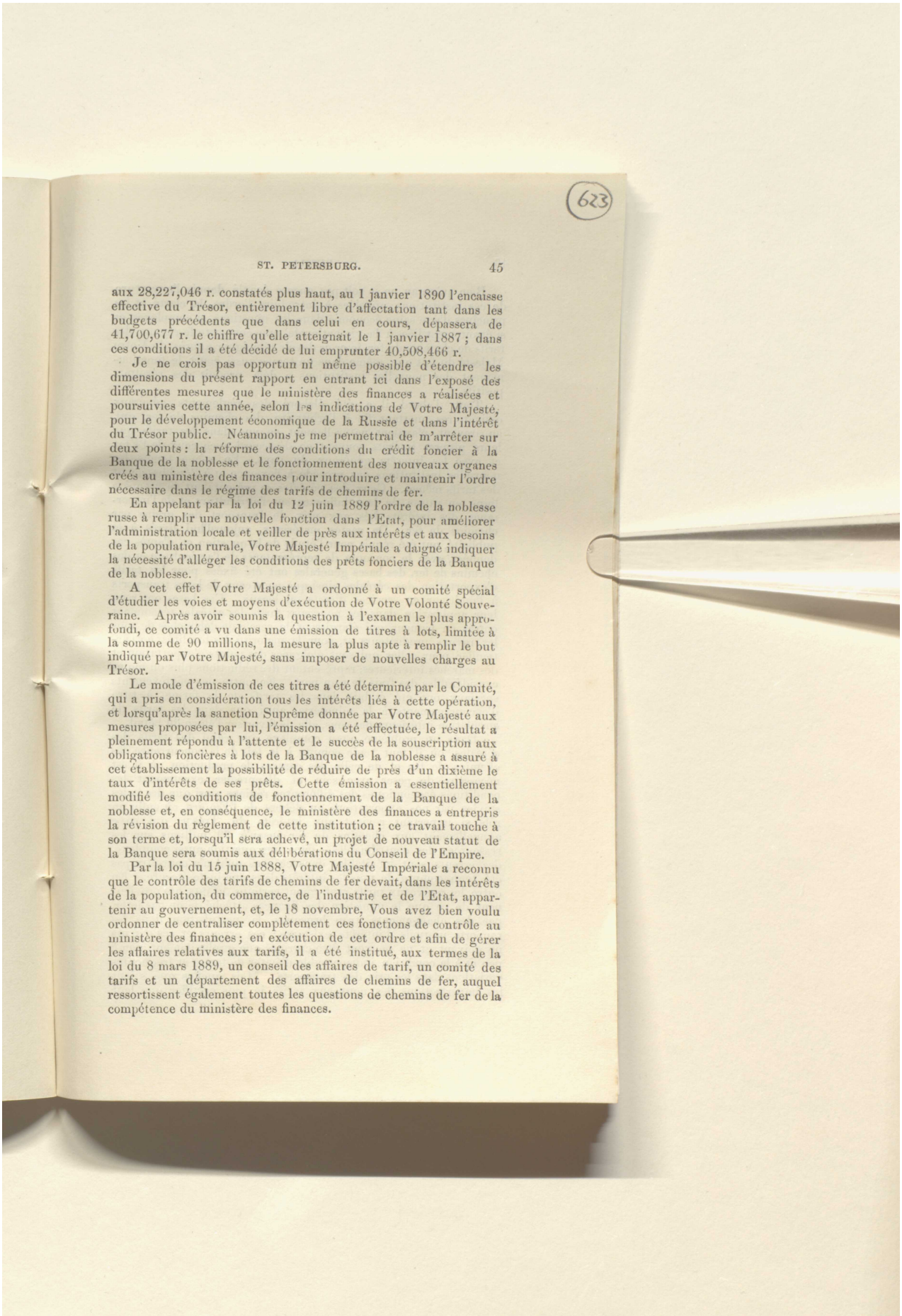

aux 28,227,046 r. constatés plus haut, au 1 janvier 1890 l'encaisse effective du Trésor, entièrement libre d'affectation tant dans les budgets précédents que dans celui en cours, dépassera de 41,700,677 r. le chiffre qu'elle atteignait le 1 janvier 1887; dans ces conditions il a été décidé de lui emprunter 40,508,466 r.

Je ne crois pas opportun ni même possible d'étendre les dimensions du présent rapport en entrant ici dans l'exposé des différentes mesures que le ministère des finances a réalisées et poursuivies cette année, selon les indications de Votre Majesté, pour le développement économique de la Russie et dans l'intérêt du Trésor public. Néanmoins je me permettrai de m'arrêter sur deux points: la réforme des conditions du crédit foncier à la Banque de la noblesse et le fonctionnement des nouveaux organes créés au ministère des finances pour introduire et maintenir l'ordre nécessaire dans le régime des tarifs de chemins de fer.

En appelant par la loi du 12 juin 1889 l'ordre de la noblesse russe à remplir une nouvelle fonction dans l'Etat, pour améliorer l'administration locale et veiller de près aux intérêts et aux besoins de la population rurale, Votre Majesté Impériale a daigné indiquer la nécessité d'alléger les conditions des prêts fonciers de la Banque de la noblesse.

A cet effet Votre Majesté a ordonné à un comité spécial d'étudier les voies et moyens d'exécution de Votre Volonté Souveraine. Après avoir soumis la question à l'examen le plus approfondi, ce comité a vu dans une émission de titres à lots, limitée à la somme de 90 millions, la mesure la plus apte à remplir le but indiqué par Votre Majesté, sans imposer de nouvelles charges au Trésor.

Le mode d'émission de ces titres a été déterminé par le Comité, qui a pris en considération tous les intérêts liés à cette opération, et lorsqu'après la sanction Suprême donnée par Votre Majesté aux mesures proposées par lui, l'émission a été effectuée, le résultat a pleinement répondu à l'attente et le succès de la souscription aux obligations foncières à lots de la Banque de la noblesse a assuré à cet établissement la possibilité de réduire de près d'un dixième le taux d'intérêts de ses prêts. Cette émission a essentiellement modifié les conditions de fonctionnement de la Banque de la noblesse et, en conséquence, le ministère des finances a entrepris la révision du règlement de cette institution; ce travail touche à son terme et, lorsqu'il sera achevé, un projet de nouveau statut de la Banque sera soumis aux délibérations du Conseil de l'Empire.

Par la loi du 15 juin 1888, Votre Majesté Impériale a reconnu que le contrôle des tarifs de chemins de fer devait, dans les intérêts de la population, du commerce, de l'industrie et de l'Etat, appartenir au gouvernement, et, le 18 novembre, Vous avez bien voulu ordonner de centraliser complètement ces fonctions de contrôle au ministère des finances; en exécution de cet ordre et afin de gérer les affaires relatives aux tarifs, il a été institué, aux termes de la loi du 8 mars 1889, un conseil des affaires de tarif, un comité des tarifs et un département des affaires de chemins de fer, auquel ressortissent également toutes les questions de chemins de fer de la compétence du ministère des finances.

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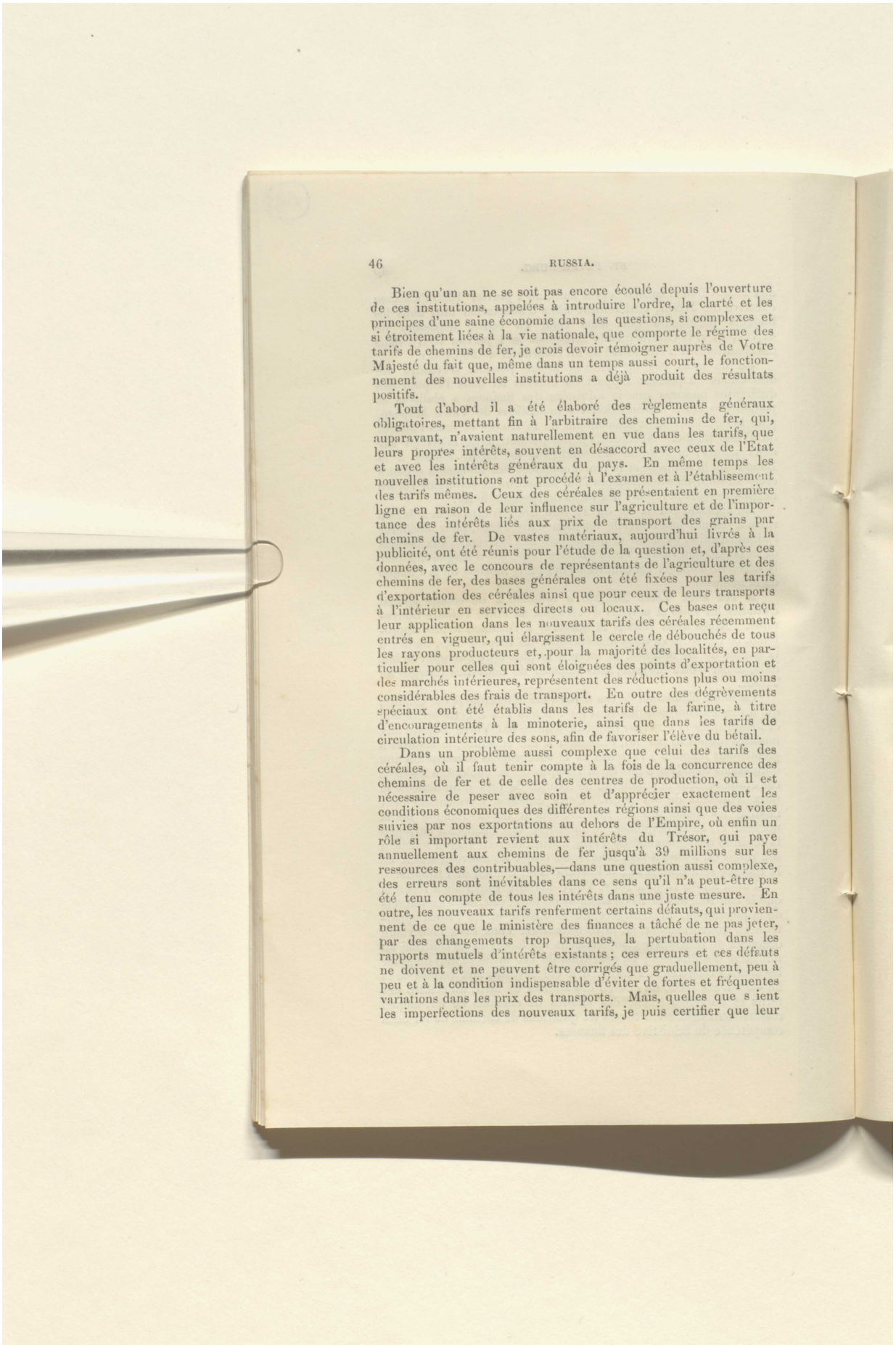

Bien qu'un an ne se soit pas encore écoulé depuis l'ouverture de ces institutions, appelées à introduire l'ordre, la clarté et les principes d'une saine économie dans les questions, si complexes et si étroitement liées à la vie nationale, que comporte le régime des tarifs de chemins de fer, je crois devoir témoigner auprès de Votre Majesté du fait que, même dans un temps aussi court, le fonctionnement des nouvelles institutions a déjà produit des résultats positifs.

Tout d'abord il a été élaboré des règlements généraux obligatoires, mettant fin à l'arbitraire des chemins de fer, qui, auparavant, n'avaient naturellement en vue dans les tarifs, que leurs propres intérêts, souvent en désaccord avec ceux de l'État et avec les intérêts généraux du pays. En même temps les nouvelles institutions ont procédé à l'examen et à l'établissement des tarifs mêmes. Ceux des céréales se présentaient en première ligne en raison de leur influence sur l'agriculture et de l'importance des intérêts liés aux prix de transport des grains par chemins de fer. De vastes matériaux, aujourd'hui livrés à la publicité, ont été réunis pour l'étude de la question et, d'après ces données, avec le concours de représentants de l'agriculture et des chemins de fer, des bases générales ont été fixées pour les tarifs d'exportation des céréales ainsi que pour ceux de leurs transports à l'intérieur en services directs ou locaux. Ces bases ont reçu leur application dans les nouveaux tarifs des céréales récemment entrés en vigueur, qui élargissent le cercle de débouchés de tous les rayons producteurs et, pour la majorité des localités, en particulier pour celles qui sont éloignées des points d'exportation et des marchés intérieures, représentent des réductions plus ou moins considérables des frais de transport. En outre des dégrèvements spéciaux ont été établis dans les tarifs de la farine, à titre d'encouragements à la minoterie, ainsi que dans les tarifs de circulation intérieure des sons, afin de favoriser l'élève du bétail.

Dans un problème aussi complexe que celui des tarifs des céréales, où il faut tenir compte à la fois de la concurrence des chemins de fer et de celle des centres de production, où il est nécessaire de peser avec soin et d'apprécier exactement les conditions économiques des différentes régions ainsi que des voies suivies par nos exportations au dehors de l'Empire, où enfin un rôle si important revient aux intérêts du Trésor, qui paye annuellement aux chemins de fer jusqu'à 39 millions sur les ressources des contribuables,—dans une question aussi complexe, des erreurs sont inévitables dans ce sens qu'il n'a peut-être pas été tenu compte de tous les intérêts dans une juste mesure. En outre, les nouveaux tarifs renferment certains défauts, qui proviennent de ce que le ministère des finances a tâché de ne pas jeter, par des changements trop brusques, la pertubation dans les rapports mutuels d'intérêts existants; ces erreurs et ces défauts ne doivent et ne peuvent être corrigés que graduellement, peu à peu et à la condition indispensable d'éviter de fortes et fréquentes variations dans les prix des transports. Mais, quelles que s ient les imperfections des nouveaux tarifs, je puis certifier que leur

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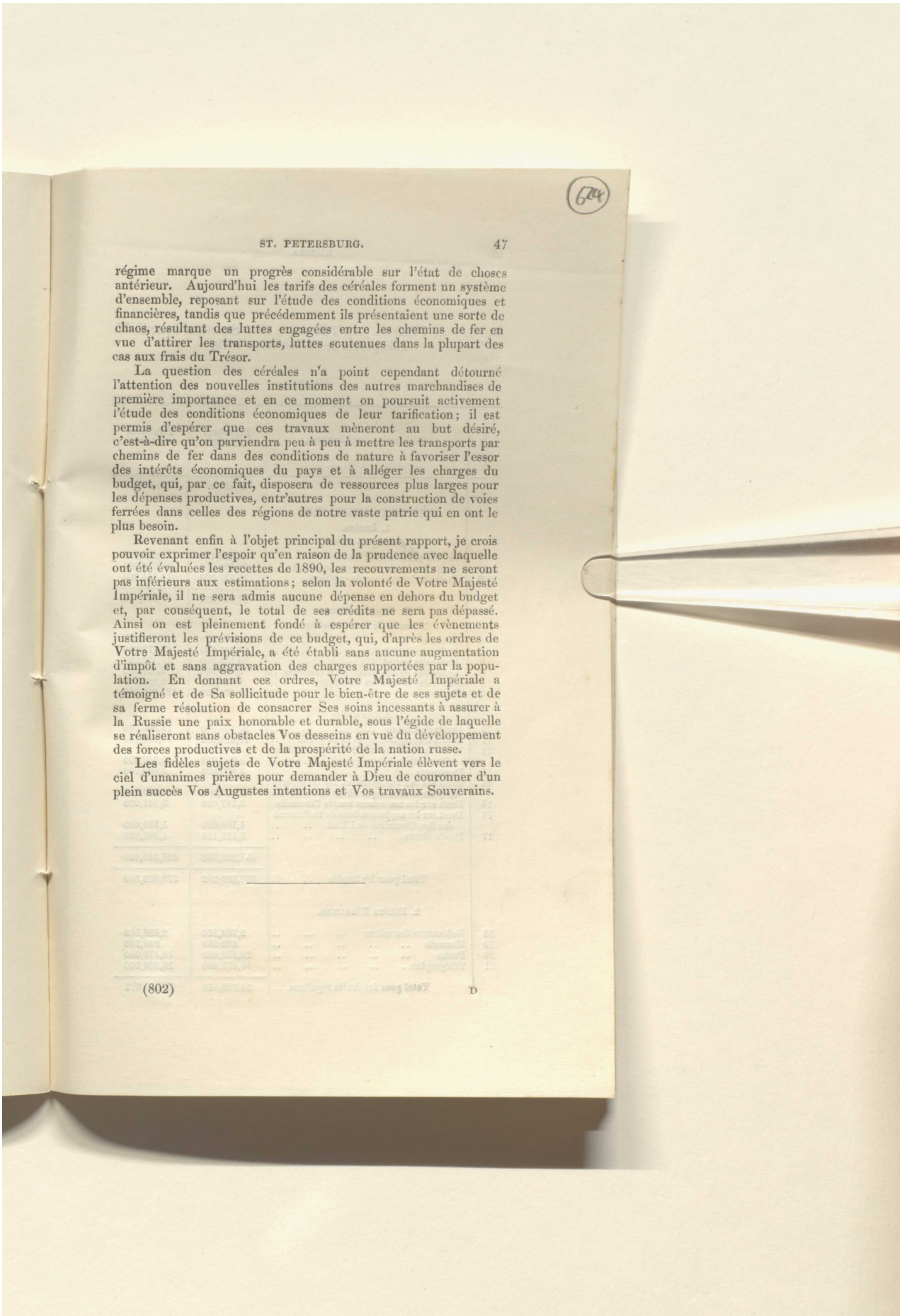

régime marque un progrès considérable sur l'état de choses antérieur. Aujourd'hui les tarifs des céréales forment un système d'ensemble, reposant sur l'étude des conditions économiques et financières, tandis que précédemment ils présentaient une sorte de chaos, résultant des luttes engagées entre les chemins de fer en vue d'attirer les transports, luttes soutenues dans la plupart des cas aux frais du Trésor.

La question des céréales n'a point cependant détourné l'attention des nouvelles institutions des autres marchandises de première importance et en ce moment on poursuit activement l'étude des conditions économiques de leur tarification; il est permis d'espérer que ces travaux mèneront au but désiré, c'est-à-dire qu'on parviendra peu à peu à mettre les transports par chemins de fer dans des conditions de nature à favoriser l'essor des intérêts économiques du pays et à alléger les charges du budget, qui, par ce fait, disposera de ressources plus larges pour les dépenses productives, entr'autres pour la construction de voies ferrées dans celles des régions de notre vaste patrie qui en ont le plus besoin.

Revenant enfin à l'objet principal du présent rapport, je crois pouvoir exprimer l'espoir qu'en raison de la prudence avec laquelle ont été évaluées les recettes de 1890, les recouvrements ne seront pas inférieurs aux estimations; selon la volonté de Votre Majesté Impériale, il ne sera admis aucune dépense en dehors du budget et, par conséquent, le total de ses crédits ne sera pas dépassé. Ainsi on est pleinement fondé à espérer que les évènements justifieront les prévisions de ce budget, qui, d'après les ordres de Votre Majesté Impériale, a été établi sans aucune augmentation d'impôt et sans aggravation des charges supportées par la population. En donnant ces ordres, Votre Majesté Impériale a témoigné et de Sa sollicitude pour le bien-être de ses sujets et de sa ferme résolution de consacrer Ses soins incessants à assurer à la Russie une paix honorable et durable, sous l'égide de laquelle se réaliseront sans obstacles Vos desseins en vue du développement des forces productives et de la prospérité de la nation russe.

Les fidèles sujets de Votre Majesté Impériale élèvent vers le ciel d'unanimes prières pour demander à Dieu de couronner d'un plein succès Vos Augustes intentions et Vos travaux Souverains.

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BUDGET de l'Empire pour l'Exercice 1890 Sanctionné par S. M. l'Empereur le 29 décembre 1889.

Recettes.

No. d'ordre.	Désignation des Chapitres.	Prévisions de 1890.	Prévisions de 1889.
		Roubles.	Roubles.
	I. RECETTES ORDINAIRES.		
	1. IMPÔTS.		
	A. Impôts directs.		
1	Impôts personnels et fonciers	42,822,184	42,526,769
2	Droits sur le commerce et l'industrie ..	32,750,000	31,746,000
3	Droit sur les revenus de capitaux.. ..	11,557,800	11,415,000
		87,129,984	85,687,769
	B. Impôts indirects.		
	1. Droits de consommation.		
4	Boissons	253,338,580	256,927,880
5	Accise des tabacs	26,705,000	26,173,000
6	Accise des sucres	20,185,000	17,192,000
7	Accise des huiles minérales d'éclairage ..	9,029,500	8,024,000
8	Accise des allumettes chimiques	3,829,000	3,029,000
9	Douanes	121,474,000	121,012,500
	2. Autres droits.		
10	Droits de timbre	20,100,000	19,800,000
11	Droits d'enregistrement et de greffe ..	10,496,000	10,356,000
12	Droit sur les successions et mutations d'immeubles à titre gratuit	4,300,000	3,650,000
13	Passeports	3,870,000	3,500,000
14	Droit sur les voyageurs et les transports en grande vitesse par chemins de fer ..	8,100,000	8,100,000
15	Droit sur les assurances contre l'incendie	3,547,000	3,547,000
16	Droit sur les augmentations de traitement des fonctionnaires de l'Etat	1,100,000	1,139,000
17	Droits divers	5,185,188	4,895,220
		491,259,268	487,345,600
	Total pour les impôts	578,389,252	573,033,369
	2. DROITS RÉGALIENS.		
18	Redevances des mines	2,764,100	2,580,589
19	Monnaie	853,953	250,782
20	Postes	20,572,000	19,479,000
21	Télégraphes..	10,475,000	10,020,000
	Total pour les droits régaliens ..	34 665,053	32,330,371

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BUDGET de l'Empire—*Recettes*—continued.

No. d'ordre.	Désignation des Chapitres.	Prévisions de 1890.	Prévisions de 1889.
		Roubles.	Roubles.
	3. DOMAINES.		
22	Produits de fermages	10,696,575	10,289,285
23	Ventes d'immeubles	965,447	922,390
24	Forêts	14,461,520	12,772,012
25	Mines et établissements métallurgiques ..	6,136,330	6,428,139
6	Chemins de fer de l'Etat	51,505,862	25,586,402
	Total pour les domaines	83,766,234	55,998,228
	4 ANNUITÉS DE RACHAT.		
27	Des anciens paysans seigneuriaux ..	42,244,157	42,557,811
28	Des anciens paysans de la Couronne ..	53,557,932	53,509,858
	Total pour les annuités de rachat ..	95,802,089	96,067,669
	5. RECETTES DIVERSES.		
29	Etablissements techniques, publications officielles	1,300,842	1,322,376
30	Ventes de matériel	2,024,644	2,413,363
31	Payements obligatoires des compagnies de chemins de fer	36,373,900	41,203,604
32	Revenus de capitaux et bénéfices d'opération de banque	12,155,359	9,743,287
33	Rétributions scolaires des élèves des établissements d'instruction de l'Etat ..	858,868	796,967
34	Recouvrements de prêts et d'avances ..	18,590,077	21,909,470
35	Amendes, dommages et intérêts	1,337,769	1,325,384
36	Fonds de concours au Trésor sur les revenus des villes et sur d'autres ressources	16,300,188	14,763,049
37	Perceptions diverses	7,333,776	10,406,084
	Total pour les recettes diverses ..	96,275,423	103,883,584
	Total des recettes ordinaires ..	888,898,051	861,318,221
	II. RECETTES D'ORDRE.		
38	Métaux et ouvrages et métaux livrés par les mines et usines de l'Etat aux ministères de la guerre et de la marine ..	2,024,809	2,505,396
39	Vivres, fourrages et matériel fournis par les ministères de la guerre et de la marine à d'autres administrations et compensation de diverses dépenses faites par des administrations pour le compte d'autres services	502,826	525,249

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BUDGET de l'Empire—*Recettes*—continued.

No. d'ordre.	Désignation des Chapitres.	Prévisions de 1890.	Prévisions de 1889.
		Roubles.	Roubles.
40	Recouvrement au compte de la dette de l'ancienne compagnie du chemin de fer de Mourom à l'Etat	65,622	1,119,099
	Total des recettes d'ordre.. ..	2,593,257	4,149,744
	Total	891,491,308	865,462,965
	Remarque. Par suite du transport de quelques recettes à d'autres chapitres dans le budget de 1890, les chiffres de 1889 ont été modifiés pour plusieurs revenus afin de rendre exactement comparables les prévisions des deux exercises.		
	III.		
	RESSOURCES EXTRAORDINAIRES.		
41	Indemnité de guerre	3,439,583	3,523,650
42	Dépôts perpétuels de la Banque de Russie	600,000	770,000
43	Payements à effectuer par des compagnies de chemins de fer en remboursement de prêts du Trésor	9,600,000	1,085,136
44	Economies réalisées sur les crédits affectés à l'amortissement des emprunts d'Orient de 1878 à 1886 inclusivement	2,229,882	..
	Dans le budget de 1889 il avait été inscrit en recette, sur des fonds spéciaux disponibles et reportés aux fonds généraux du Trésor..	Mémoire	4,000,000
	Total des ressources extraordinaires	15,869,465	9,378,786
		907,360,773	874,841,751
	Prélèvement sur l'encaisse disponible du Trésor pour couvrir les dépenses extraordinaires	40,508,466	20,320,059
	Total général des recettes ..	947,869,239	895,161,810

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BUDGET de l'Europe—continued.

Dépenses.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercise 1889.
		Roubles.	Roubles.
	I. DÉPENSES ORDINAIRES.		
	1. DETTE PUBLIQUE.		
	A. Service des emprunts affectés aux besoins généraux du Trésor.		
	Dettes en valeur métallique.		
1	(1) Extérieures à terme : intérêts .. .. 8,953,672 r. amortissement .. 4,063,284 „	13,016,956	13,688,935
2	(2) Extérieures perpétuelles : intérêts .. .. 8,754,219 r. amortissement .. 2,165,633 „	10,919,852	10,950,143
3	(3) Intérieures à terme : intérêts .. .. 1,787,227 r. amortissement .. 2,472,200 „	4,259,427	4,259,732
4	(4) Intérieures perpétuelles : intérêts	4,039,894	4,000,000
5	(5) Obligations de chemins de fer rachetés par l'Etat : intérêts .. .. 819,740 r. amortissement .. 51,012 „	870,752	867,608
	Total	33,106,881	33,766,418
6	Frais de banque	55,021	66,607
7	Différences sur les cours du change ..	23,213,332	23,683,118
		56 375,234	57,516,143
	Dettes en roubles crédit.		
8	(1) Extérieures perpétuelles : intérêts .. .. 2,095,919 r. amortissement .. 1,888,039 „	3,983,958	3,991,255
9	(2) Intérieures à terme : (a) A divers : intérêts .. .. 141,215 r. amortissement .. 40,509 „	181,724	252,703
10	(b) Certificats 5½% de la Banque de Russie : intérêts .. .. 3,690,514 r. amortissement .. 1,420,000 „	5,110,514	5,111,745
11	(c) Obligations 5% de la Banque de Russie : intérêts .. .. 35,424,748 r. amortissement .. 12,648,872 „	48,073,620	47,872,161

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercice 1889.
		Roubles.	Roubles.
12	(d) Emprunts d'Orient : intérêts .. .. 37,195,325 r. amortissement .. 6,804,650 „	43,999,957	43,999,955
13	(e) Emprunts 5% à lots et primes : intérêts .. .. 11,422,250 r. amortissement .. 1,860,000 „	13 282,250	12,287,500
14	(f) Emprunt 4% : intérêts .. .. 3,981,272 r. amortissement .. 196,200 „	4,177,472	4,177,670
15	(g) Bons du Trésor : intérêts	8,949,248	10,057,836
16	(h) Bons de liquidation du royaume de Pologne : intérêts .. .. 1,409,192 r. amortissement .. 1,774,932 „	3,184,124	3,184,124
17	(3) Intérieures perpétuelles : (a) Ordinaires, inaliénables et à divers : intérêts .. .. 2,374,017 r. amortissement .. 813,986 „	3,188,003	3,195,841
18	(b) Consolidées 4% : intérêts	6,154,208	6,154,265
19	(c) Rente 5% des chemins de fer : intérêts	5,000,000	5,000,000
20	(d) Dépôts perpétuels : intérêts	140,314	116,926
21	(e) Dépôts des anciens établissements de crédit : intérêts .. .. 194,719 r. amortissement .. 725,952 „	920,671	1,188,787
22	(4) Obligations de chemins de fer rachetés par l'Etat : intérêts .. .. 515,450 r. amortissement .. 18,000 „	533,450	533,300
	Service des dettes extérieures à terme	Mémoire.	208,000
	Total	146,879,531	148,332,068
	Total pour les emprunts affectés aux besoins généraux du Trésor ..	203,254,765	205,848,211
	B. Service des obligations de chemins de fer émises en valeur métallique.		
23	Payements remboursables par les compagnies : intérêts .. .. 34,989,706 r. amortissement .. 1,966,498 „	36,956,204	39,174,260
24	Frais de banque	38,753	73,168

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercice 1889.
		Roubles.	Roubles.
25	Différences sur les cours du change ..	25,896,470	27,473,200
	Total	62,891,427	66,720,628
	Total pour le service de la dette publique	263,146,292	272,568,839
	2. GRANDS CORPS DE L'ÉTAT.		
26	Conseil de l'Empire et chancellerie du Conseil	919,550	922,200
27	Section de codification près le Conseil de l'Empire et imprimerie de l'Etat ..	309,615	317,165
28	Chancellerie du Comité des Ministres ..	94,131	98,275
29	Chancellerie des requêtes adressées à S. M. l'Empereur	510,886	508,670
30	Entretien de la chancellerie	114,638	108,944
31	Secours à des indigents, éducation d'enfants de fonctionnaires et dépenses diverses	76,493	78,441
	Total pour les Grands Corps de l'Etat	2,025,313	2,033,695
	3. SAINT-SYNODE ET CULTE ORTHODOXE.		
32	Administration centrale	248,807	247,297
33	Chapitres des cathédrales, consistoires, archevêchés et evêchés	1,437,927	1,437,927
34	Laures et monastères	405,645	404,638
35	Clergé des villes et des campagnes ..	6,440,380	6,400,932
36	Subventions aux établissements d'instruction ecclésiastiques..	1,738,260	1,740,260
37	Etablissements religieux à l'étranger ..	195,077	186,109
38	Travaux de construction	335,499	365,499
39	Dépenses diverses	395,720	391,997
	Total pour le Saint-Synode et le culte orthodoxe	11,197,315	11,174,659
	4. MINISTÈRE DE LA COUR IMPÉRIALE.		
40	Dotation de S. M. l'Impératrice et des augustes enfants de Leurs Majestés Impériales, entretien des Cours L. L. A. A. I. I. les grands-ducs et les grandes-duchesses ainsi que des institutions relevant du ministère de la Cour Impériale	10,560,000	10,560,000
	5. MINISTÈRE DES AFFAIRES ÉTRANGÈRES.		
41	Administration centrale	396,583	396,695
42	Ambassades et légations	1,177,300	1,168,300
43	Consulats et agences consulaires	675,778	675,778

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercice 1889.
		Roubles.	Roubles.
44	Dépenses extraordinaires à l'étranger ..	532,397	662,143
45	Différences de change sur des payements à l'étranger et frais de banque	1,689,550	1,340,918
46	Dépenses diverses	362,275	263,359
	Total pour le ministère des affaires étrangères	4,833,883	4,507,193
	6. MINISTÈRE DE LA GUERRE.		
47	Administration centrale	2,370,626	2,343,949
48	Administration locale	7,604,259	7,408,345
49	Services techniques et écoles	7,068,753	7,013,986
50	Service médical et hôpitaux	3,534,643	3,534,684
51	Habillement et équipement	20,657,997	18,829,798
52	Vivres	40,324,333	40,088,313
53	Fourrages	17,664,798	17,661,396
54	Solde	53,228,742	51,446,218
55	Location et entretien de bâtiments ..	14,013,100	13,713,374
56	Travaux de construction	15,071,899	14,766,468
57	Fabrication d'armes et de munitions de guerre	9,789,901	10,329,913
58	Artillerie de campagne et de forteresse ..	2,342,114	2,154,515
59	Transports, déplacements, courriers et dépêches	7,374,836	7,430,228
60	Réception et incorporation des recrues ..	2,798,400	2,738,540
61	Exercices des hommes de la réserve et de la milice	2,907,638	1,273,268
62	Récompenses et secours	3,392.610	2,579,155
63	Retenues et intérêts à verser à la caisse des retraites	2,827,272	2,787,947
64	Dépenses du gouvernement-général du Turkestan	921,464	927,201
65	Dépenses extraordinaires	530,969	529,569
66	Frais d'exploitation du chemin de fer Transcaspien et entretien des navires de la flottille de l'Amou-Daria	4,076,828	2,872,356
67	Dépenses diverses	1,189,392	1,172,518
68	Crédit de réserve	2,350,740	3,967,769
	Total pour le ministère de la guerre ..	222,041,314	215,569,510
	7. MINISTÈRE DE LA MARINE.		
69	Administration centrale et services des ports	1,783,785	1,704,195
70	Récompenses et secours	470,657	468,657
71	Ecoles	539,748	534,496
72	Service médical et hôpitaux	741,082	720,090
73	Solde	3,525,424	3,306,273
74	Vivres	876,512	888,617
75	Habillement	930,423	892,634
76	Navigation	5,268,179	5,089,722
77	Service hydrographique	430,970	414,598

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice. 1890.	Crédits de l'exercice. 1889.
		Roubles.	Roubles.
78	Artillerie de marine et service des torpilles	3,739,100	3,822,890
79	Constructions navales	14,000,958	14,848,019
80	Usines et amirautés	2,469,349	2,420,045
81	Location et entretien d'immeubles, travaux de construction	3,071,194	3,007,035
82	Missions	442,416	400,000
83	Dépenses diverses	903,756	865,858
	Total pour le ministère de la marine..	39,193,553	39,383,129
	8. MINISTÈRE DES FINANCES.		
84	Administration centrale	1,940,962	2,112,591
85	Administration provinciale	30,173,314	29,917,659
86	Ecoles	126,065	115,571
87	Fabrication de papiers de l'Etat	305,316	1,809,878
88	Pensions et secours	33,622,000	33,754,000
89	Subventions à diverses institutions et à des compagnies par actions	5,184,406	5,372,473
90	Payements de garantie d'intérêts à des compagnies de chemins de fer	12,577,059	10,508,000
91	Indemnités à divers en dédommagement de réductions d'intérêts ou en compensation de revenus ayant fait retour au Trésor..	2,556,482	2,556,482
92	Restitution de sommes indûment perçues	2,511,277	1,798,066
93	Frais d'appel des recrues sous les drapeaux	672,000	565,000
94	Location d'immeubles, travaux de construction, frais de matériel et d'exploitation des services de l'accise des boissons, des douanes et des monnaies	3,614,096	3,923,226
95	Dépenses en exécution de dispositions antérieures	1,250,000	1,300,000
96	Prêts et avances de l'opération de rachat..	601,997	759,729
97	Dépenses remboursables	14,203,414	12,962,689
98	Dépenses diverses	5,075,181	4,598,005
	Total pour le ministère des finances ..	114,413,569	112,053,369
	9. MINISTÈRE DES DOMAINES.		
99	Administration centrale	925,897	920,014
100	Administration provinciale	7,276,367	7,103,136
101	Ecoles et établissements-modèles des services des forêts, de l'agriculture et des mines	1,099,192	1,073,229
102	Travaux de construction, frais de matériel et d'exploitation..	7,399,933	6,042,421
103	Armes, projectiles et métaux livrés par les mines et usines métallurgiques de l'Etat aux ministères de la guerre, de la marine et des voies de communication	2,073,709	3,250,641

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercice 1889.
		Roubles.	Roubles.
104	Taxes foncières provinciales et communales afférentes à des terres et forêts de l'Etat	2,641,348	2,712,130
105	Service des arendes	2,000,000	2,000,000
106	Dépenses diverses	1,110,551	1,018,026
	Total pour le ministère des domaines..	24,526,997	24,119,597
	10. MINISTÈRE DE L'INTÉRIEUR.		
107	Administration centrale	1,267,367	1,282,244
108	Administration provinciale	38,433,399	35,935,834
109	Ecoles	82,864	82,864
110	Clergé des cultes étrangers	1,746,781	1,747,402
111	Service médical et quarantaines	2,301,510	2,307,896
112	Service pénitentiaire	14,216,403	14,285,043
113	Location d'immeubles et travaux de construction	2,204,372	2,308,445
114	Subventions à des établissements de l'assistance publique, à des villes, à diverses institutions et à des particuliers ..	1,242,715	1,052,219
115	Frais de transport des correspondances postales et télégraphiques	2,624,658	2,443,703
116	Entretien des stations de poste	6,460,861	7,644,015
117	Entretien et extension des lignes télégraphiques et téléphoniques	1,810,555	1,805,760
118	Missions de fonctionnaires	1,213,218	1,305,791
119	Dépenses diverses	3,550,172	3,382,444
	Total pour le ministère de l'intérieur	77,154,875	75,533,660
	11. MINISTÈRE DE L'INSTRUCTION PUBLIQUE.		
120	Administration centrale	256,788	258,073
121	Directions des arrondissements scolaires..	545,342	548,842
122	Universités et lycées	4,066,483	3,637,813
123	Gymnases, progymnases, écoles professionelles et autres établissements d'enseignement secondaire	9,507,834	9,633,355
124	Ecoles de district, urbaines, paroissiales, primaires et spéciales	4,844,719	4,891,514
125	Subventions aux sciences et à l'enseignement, préparation de professeurs et maîtres	1,778,581	1,754,806
126	Travaux de construction	1,376,431	821,070
127	Dépenses diverses	532,447	523,124
	Total pour le ministère de l'instruction publique	22,908,625	22,068,597
	12. MINISTÈRE DES VOIES DE COMMUNICATION.		
128	Administration centrale	2,015,743	1,801,619
129	Administration provinciale	1,717,897	1,665,573
130	Ecoles	161,601	161,699

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercice 1889.
		Roubles.	Roubles.
131	Voies fluviales et canaux	7,769,645	5,395,956
132	Routes	10,181,838	7,790,750
133	Entretien des ports	215,928	190,000
134	Frais d'exploitation des chemins de fer de l'Etat	32,132,940	17,422,601
135	Dépenses diverses	894,265	490,565
	Total pour le ministère des voies de communication	55,089,857	34,918,763
	13. MINISTÈRE DE LA JUSTICE.		
136	Sénat et institutions de son ressort ..	1,781,003	1,786,160
137	Administration centrale	421,076	397,076
138	Institutions judiciaires de gouvernement, de district d'arrondissement et spéciales	16,345,609	15,178,586
139	Cadastre	1,904,723	1,766,611
140	Ecole Impériale de droit	223,541	226,841
141	Missions et déplacements	993,000	973,200
142	Frais de justice	956,000	945,000
143	Dépenses diverses	580,284	510,313
	Total pour le ministère de la justice ..	23,205,236	21,783,787
	14. CONTRÔLE DE L'EMPIRE.		
144	Contrôle de l'Empire et institutions de son ressort	4,024,783	3,527,835
	15. DIRECTION GÉNÉRALE DES HARAS.		
145	Administration centrale	54,726	54,432
146	Haras et autres établissements	214,840	215,585
147	Travaux de construction, frais de matérial et d'exploitation	821,290	817,000
148	Dépenses diverses	44,914	44,534
	Total pour la direction générale des haras	1,135,770	1,131,551
		878,457,282	850,934,184
149	Dépenses à prévoir dans l'éventualité d'une hausse des prix des vivres et des fourrages	3,000,000	..
150	Dépenses imprévues, pouvant résulter de besoins extraordinaires	6,000,000	6,000,000
	Total des dépenses ordinaires ..	887,457,282	856,934,184

Remarque.—Le classement des dépenses par chapitres ayant subi certaines modifications dans le budget de 1890, les chiffres de 1889 ont été, en vue de leur comparabilité, ramenés aux mêmes éléments, et, par suite, un certain nombre d'entre eux présentent des différences sur ceux du budget de ce dernier exercice.

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BUDGET de l'Europe—*Dépenses*—continued.

No. d'ordre.	Désignation des Chapitres.	Crédits de l'exercice 1890.	Crédits de l'exercice 1889.
		Roubles.	Roubles.
	II.		
	DÉPENSES D'ORDRE.		
151	Métaux et ouvrages en métaux livrés par les mines et usines de l'Etat aux administrations de la guerre et de la marine	2,024,809	2,505,396
152	Vivres, fourrages et matériel cédés à diverses administrations et dépenses faites par certaines administrations pour le compte d'autres services	502,826	525,249
153	Payement au compte des dettes de l'ancienne compagnie du chemin de fer de Mourom à des administrations de l'Etat	65,622	1,119,099
	Total des dépenses d'ordre ..	2,593,257	4,149,744
	Total	890,050,539	861,083,928
	III.		
	DÉPENSES EXTRAORDINAIRES.		
154	Travaux des chemins de fer et des ports..	45,318,700	34,077,882
155	Transformation de l'armement	10,500,000	..
156	Préparation de réserves spéciales de subsistances militaires	2,000,000	..
	Total des dépenses extraordinaires	57,818,700	38,077,882
	Total général des dépenses ..	947,869,239	895,161,810

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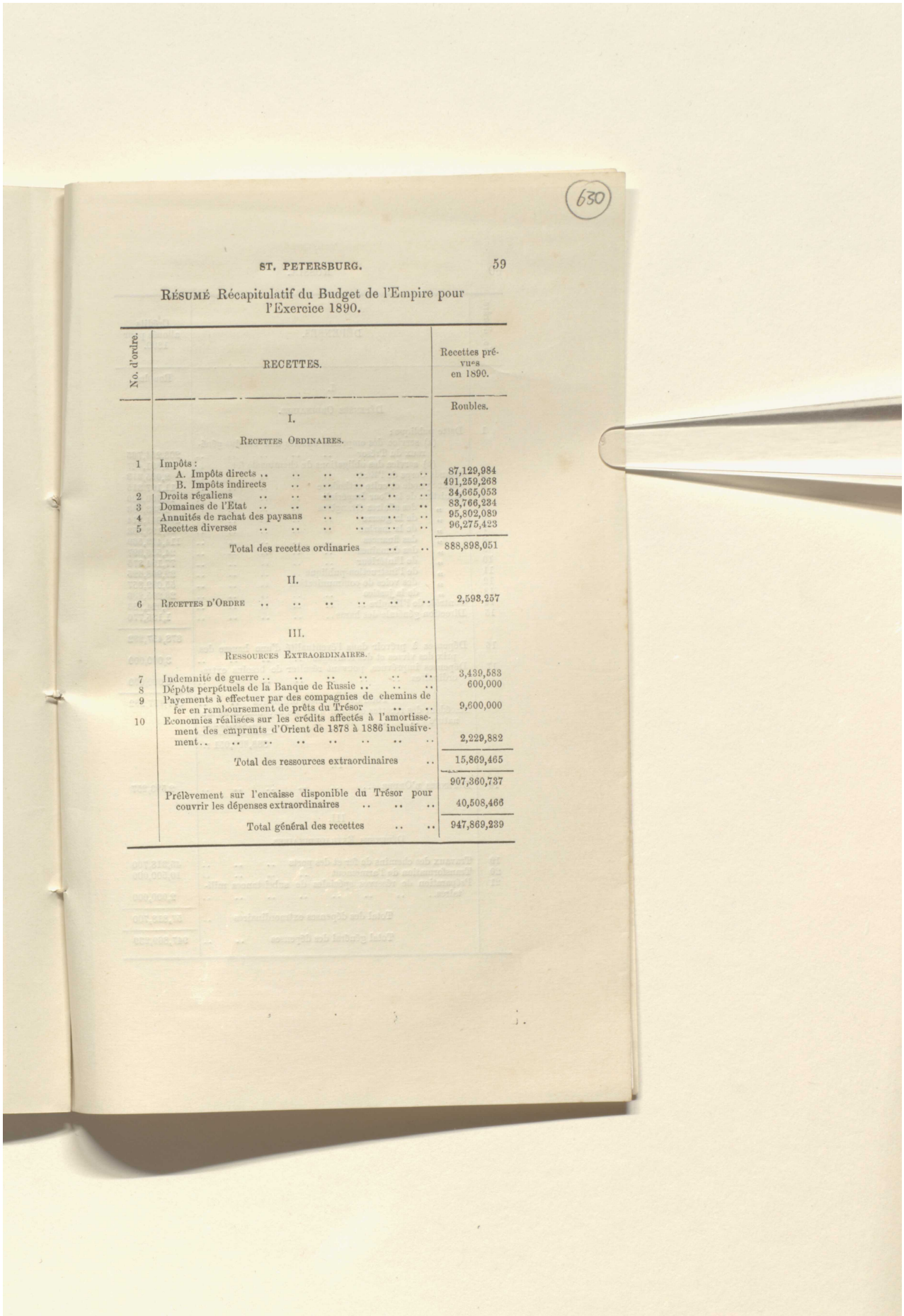

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Résumé Récapitulatif du Budget de l'Empire pour l'Exercice 1890.

No. d'ordre.	RECETTES.	Recettes prévues en 1890.
		Roubles.
	I.	
	Recettes Ordinaires.	
1	Impôts :	
	A. Impôts directs	87,129,984
	B. Impôts indirects	491,259,268
2	Droits régaliens	34,665,053
3	Domaines de l'Etat	83,766,234
4	Annuités de rachat des paysans	95,802,089
5	Recettes diverses	96,275,423
	Total des recettes ordinaires	888,898,051
	II.	
6	Recettes d'Ordre	2,593,257
	III.	
	Ressources Extraordinaires.	
7	Indemnité de guerre	3,439,583
8	Dépôts perpétuels de la Banque de Russie	600,000
9	Payements à effectuer par des compagnies de chemins de fer en remboursement de prêts du Trésor	9,600,000
10	Economies réalisées sur les crédits affectés à l'amortissement des emprunts d'Orient de 1878 à 1886 inclusivement	2,229,882
	Total des ressources extraordinaires ..	15,869,465
		907,360,737
	Prélèvement sur l'encaisse disponible du Trésor pour couvrir les dépenses extraordinaires	40,508,466
	Total général des recettes	947,869,239

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No. d'ordre.	DÉPENSES.	Crédits alloués pour 1890.
		Roubles.
	I.	
	DÉPENSES ORDINAIRES.	
1	Dette publique :	
	(a) service des emprunts affectés aux besoins généraux du Trésor	203,254,765
	(b) service des obligations de chemins de fer ..	62,891,427
2	Grands Corps de l'Etat	2,025,313
3	Saint-Synode et culte orthodoxe	11,197,315
4	Ministère de la Cour Impériale	10,560,000
5	„ des affaires étrangères	4,833,883
6	„ de la guerre	222,041,314
7	„ de la marine	39,193,553
8	„ des finances	114,413,569
9	„ des domaines	24,526,997
10	„ de l'intérieur	77,154,875
11	„ de l'instruction publique	22,908,625
12	„ des voies de communication	55,089,857
13	„ de la justice	23,205,286
14	Contrôle de l'Empire	4,024,783
15	Direction générale des haras	1,135,770
		878,457,282
16	Dépenses à prévoir dans l'éventualité d'une hausse des prix des vivres et des fourrages	3,000,000
17	Dépenses imprévues, pouvant résulter de besoins extraordinaires	6,000,000
	Total des dépenses ordinaires	887,457,282
	Excédent des recettes ordinaires sur les dépenses de même nature .. .. 1,440,769 r.	
	888,898,051 r.	
	II.	
18	DÉPENSES D'ORDRE	2,593,257
	III.	
	DÉPENSES EXTRAORDINAIRES.	
19	Travaux des chemins de fer et des ports	45,318,700
20	Transformation de l'armement	10,500,000
21	Préparation de réserves spéciales de subsistances militaires	2,000,000
	Total des dépenses extraordinaires ..	57,818,700
	Total général des dépenses	947,869,239

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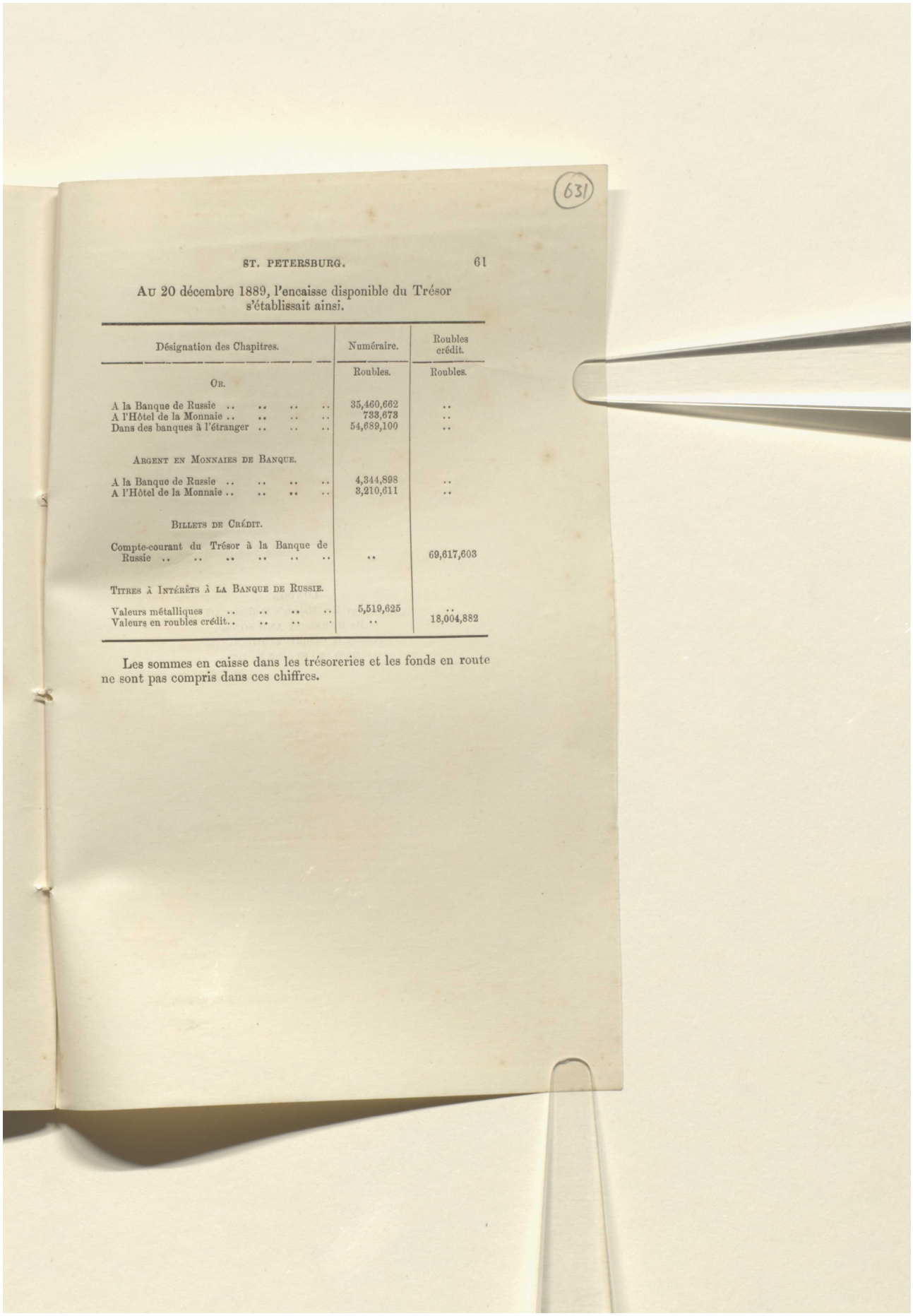

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Au 20 décembre 1889, l'encaisse disponible du Trésor s'établissait ainsi.

Désignation des Chapitres.	Numéraire.	Roubles crédit.
	Roubles.	Roubles.
Or.		
A la Banque de Russie	35,460,662	..
A l'Hôtel de la Monnaie	733,673	..
Dans des banques à l'étranger	54,689,100	..
Argent en Monnaies de Banque.		
A la Banque de Russie	4,344,898	..
A l'Hôtel de la Monnaie	3,210,611	..
Billets de Crédit.		
Compte-courant du Trésor à la Banque de Russie	..	69,617,603
Titres à Intérêts à la Banque de Russie.		
Valeurs métalliques	5,519,625	..
Valeurs en roubles crédit.	..	18,004,882

Les sommes en caisse dans les trésoreries et les fonds en route ne sont pas compris dans ces chiffres.

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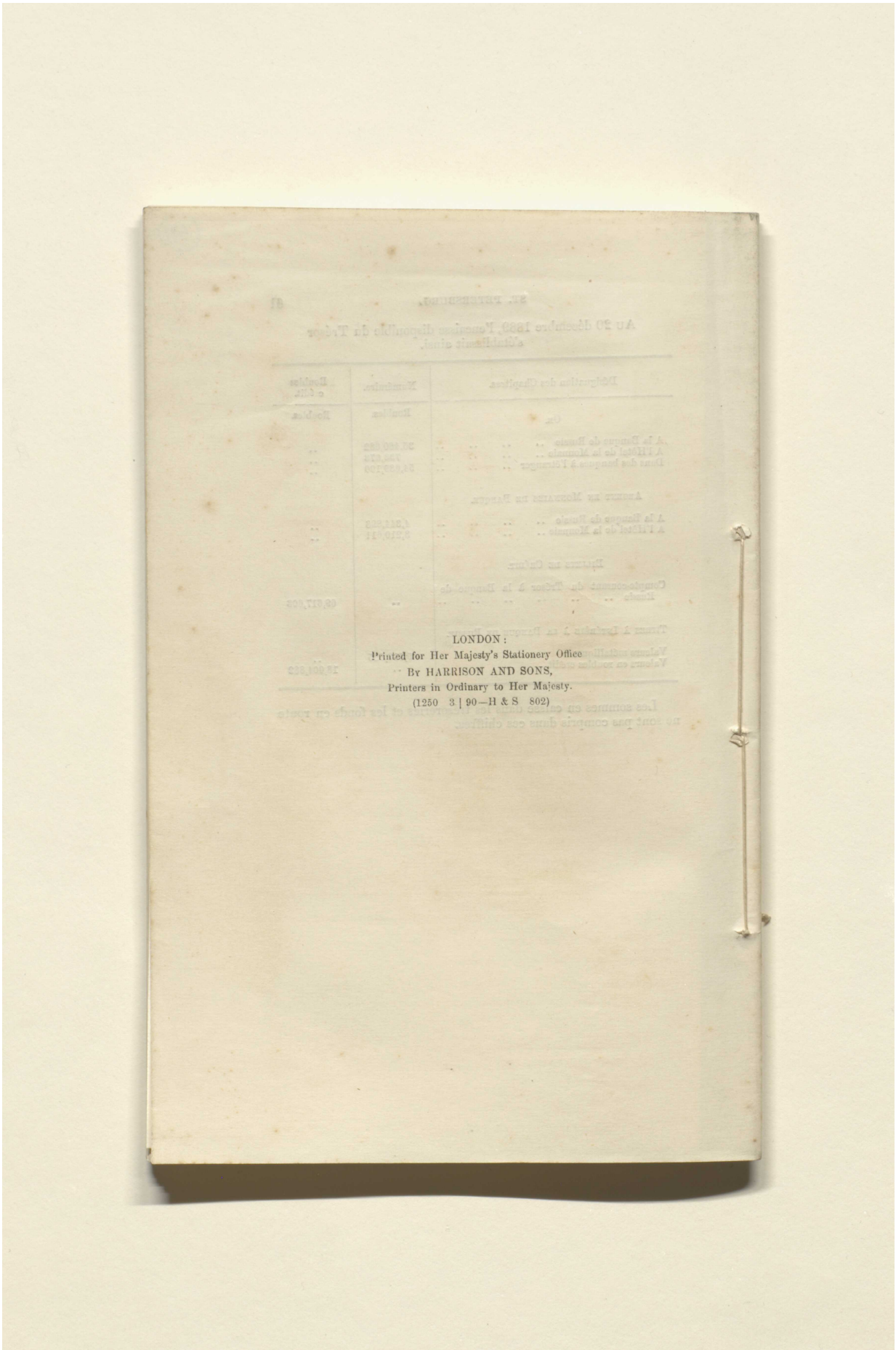

LONDON:
Printed for Her Majesty's Stationery Office
By HARRISON AND SONS,
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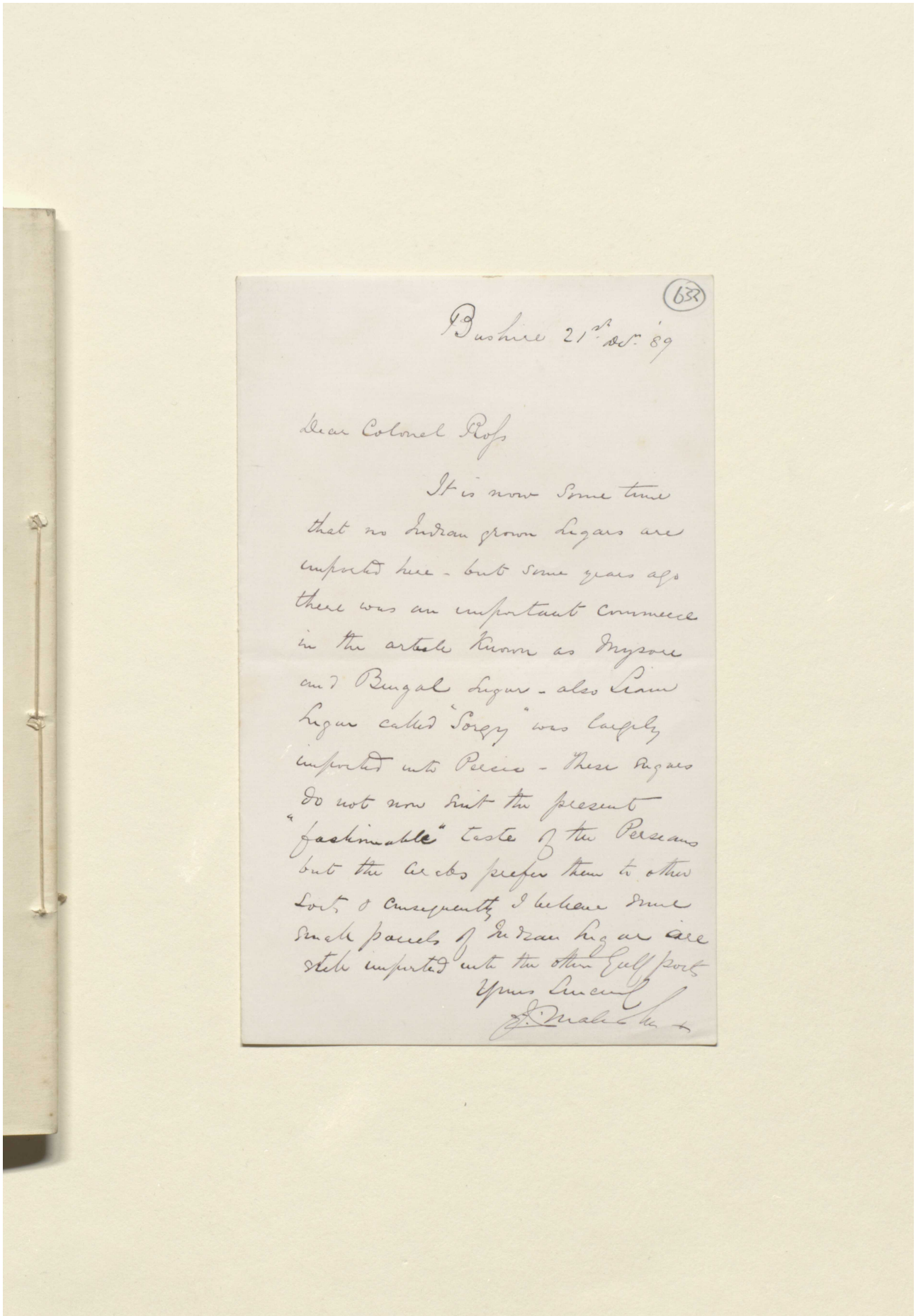

(632)

Bushire 21st Oct. 89

Dear Colonel Ross

It is now some time that no Indian grown Cigars are imported here - but some years ago there was an important commerce in the article known as Mysore and Bengal Cigars - also Siam Cigars called "Sorgy" was largely imported into Persia - These Cigars do not now suit the present "fashionable" taste of the Persians but the Arabs prefer them to other sort & consequently I believe some such parcels of Indian Cigars are still imported into the other Gulf ports

Yours Sincerely

G. Curzon

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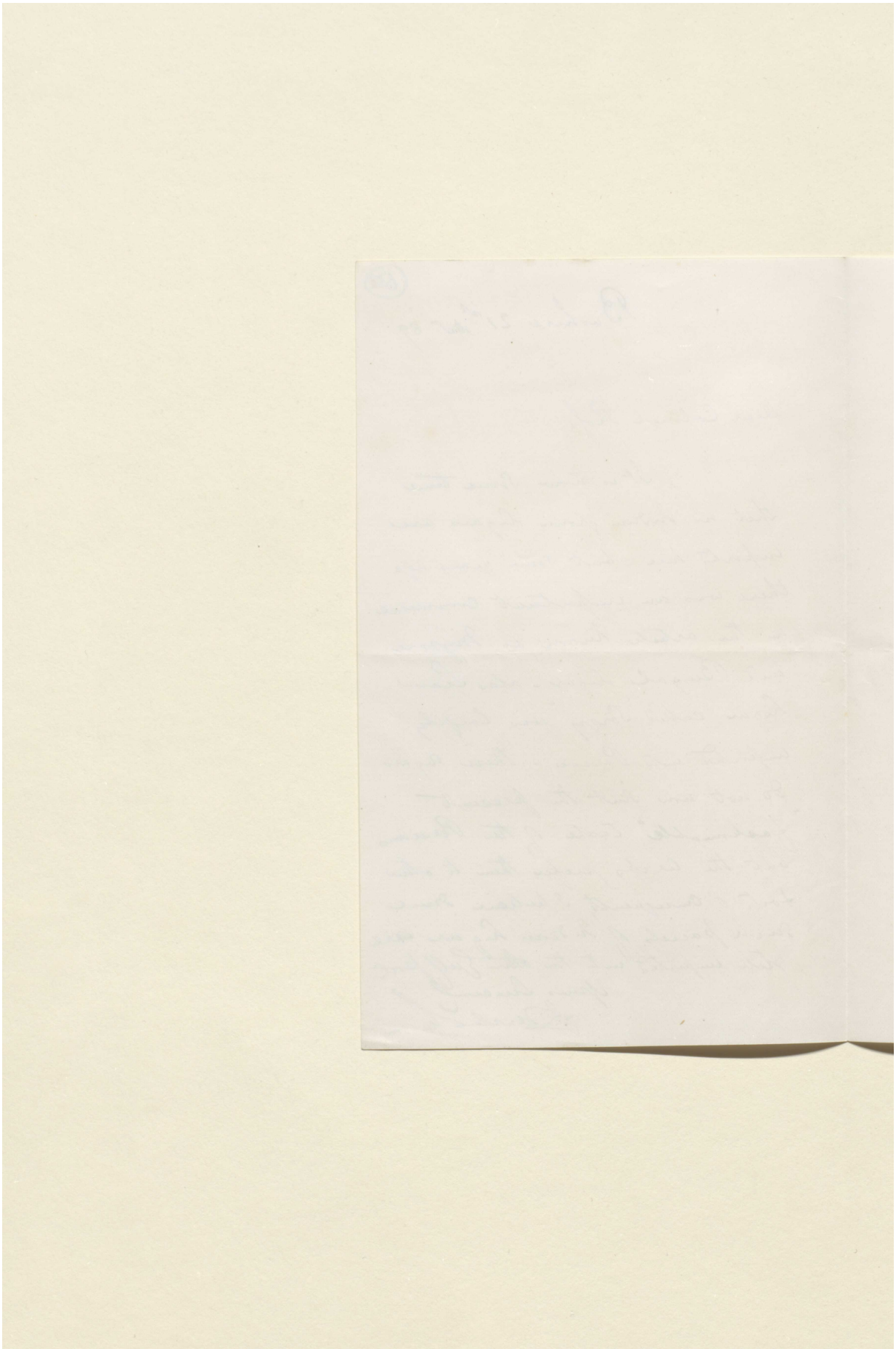

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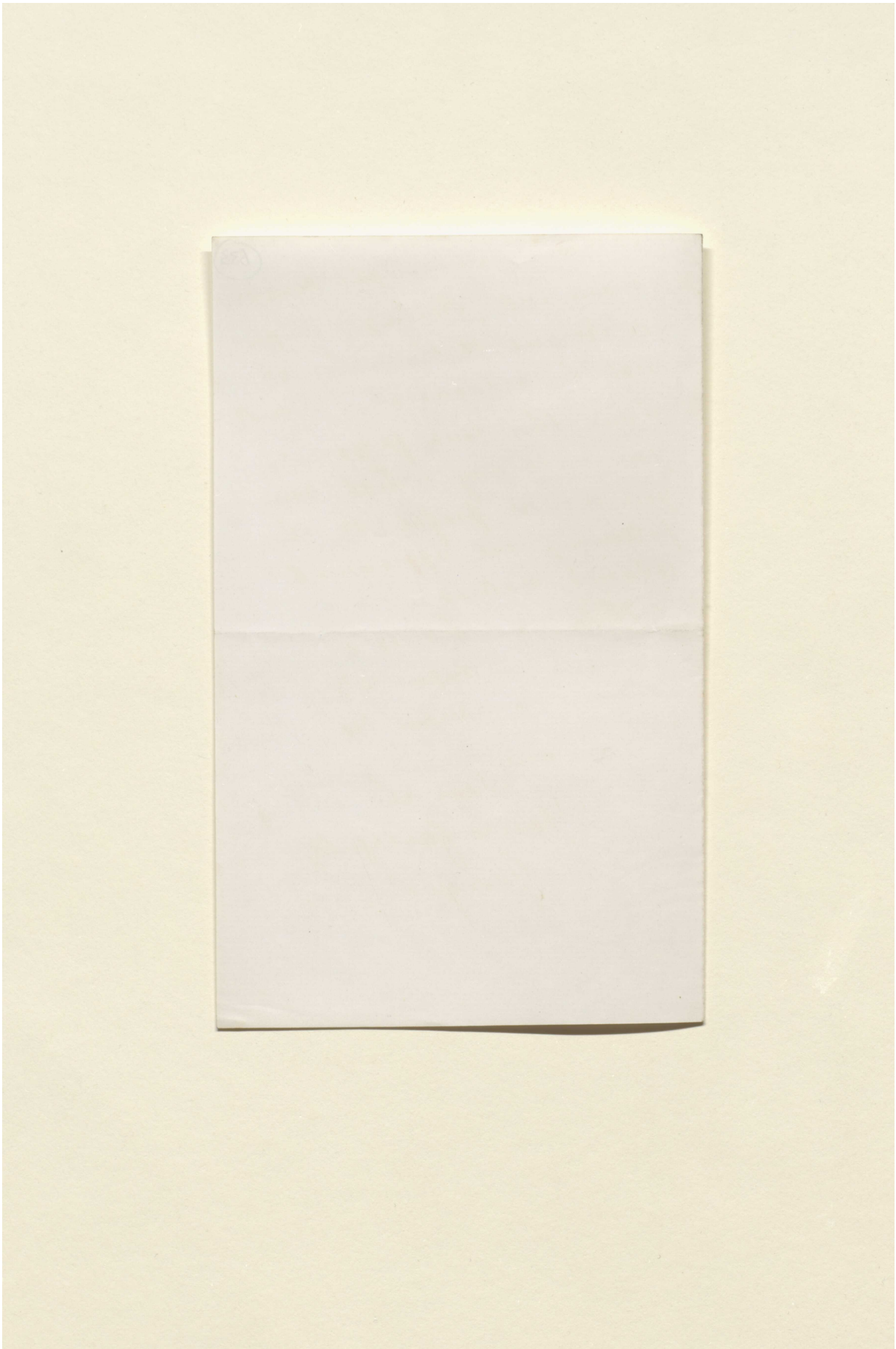

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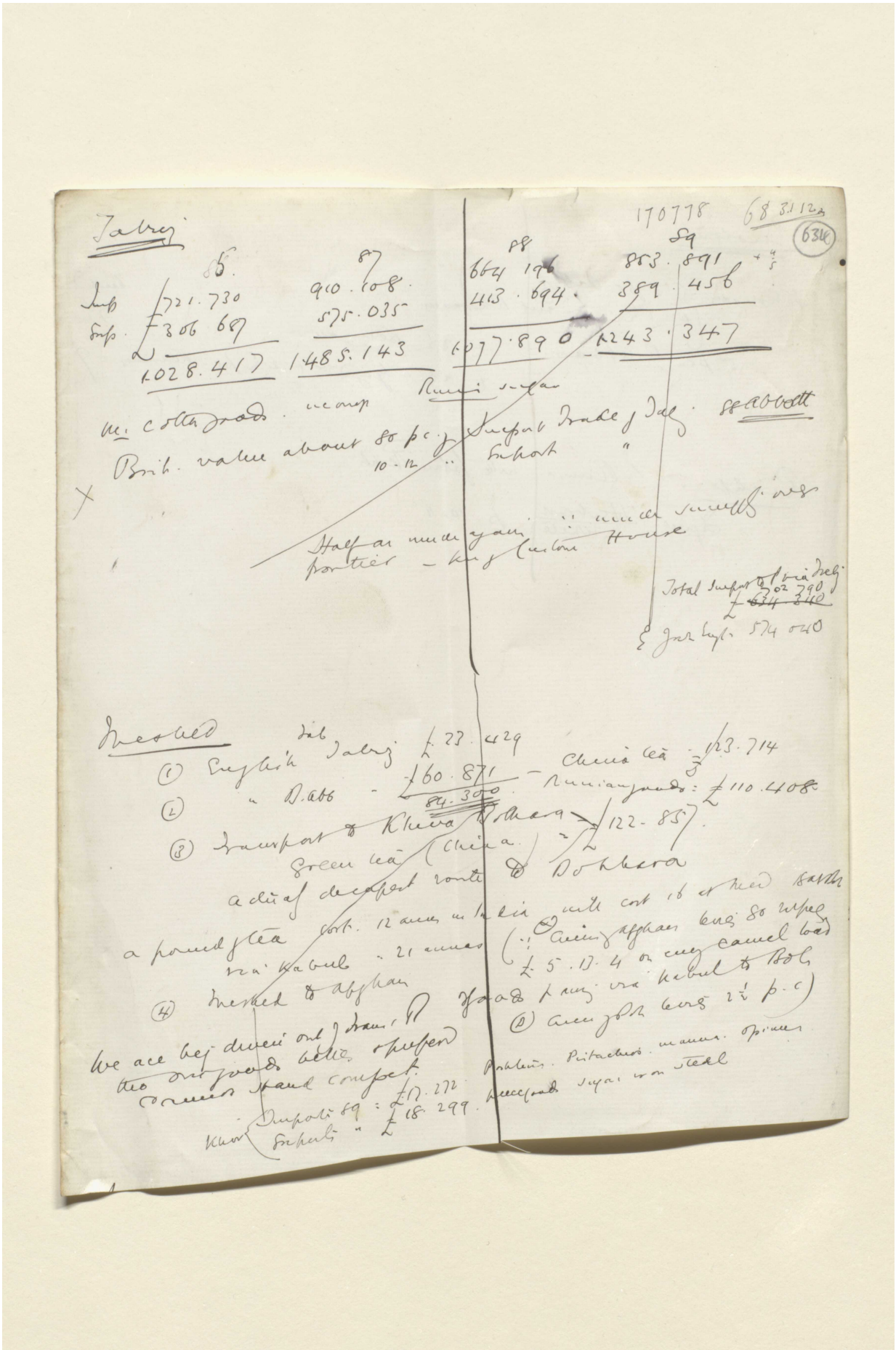

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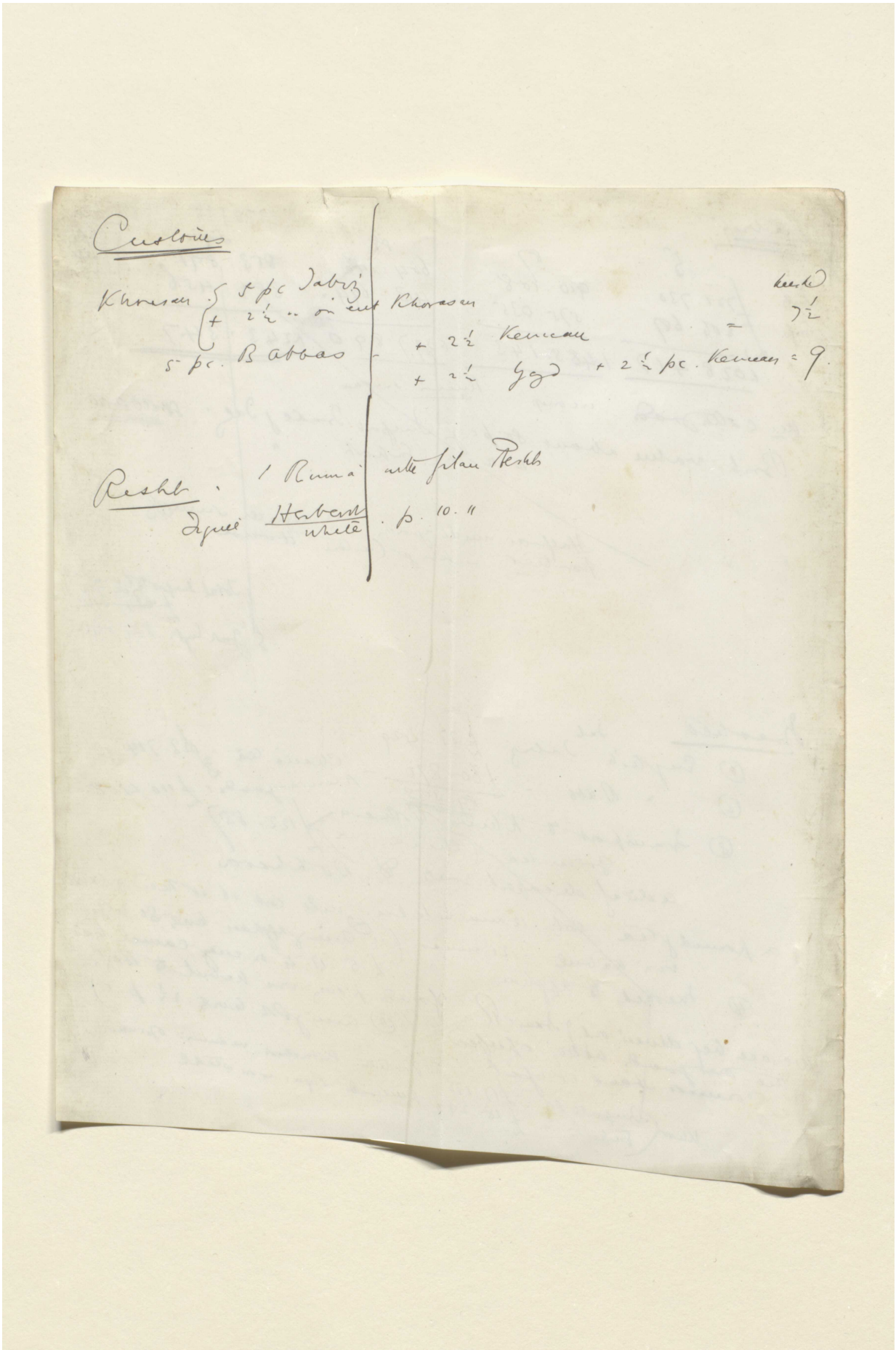

Customs

Khorasan { 5 pc Tabriz
+ 2½ .. or cut Khorasan
5 pc. B Abbas - + 2½ Kerman = 7½ (keeps)
+ 2½ Yazd + 2½ pc. Kerman = 9.

Reshb. 1 Rumi' with filau Reshb
Figure Herbert / white . p. 10. 11

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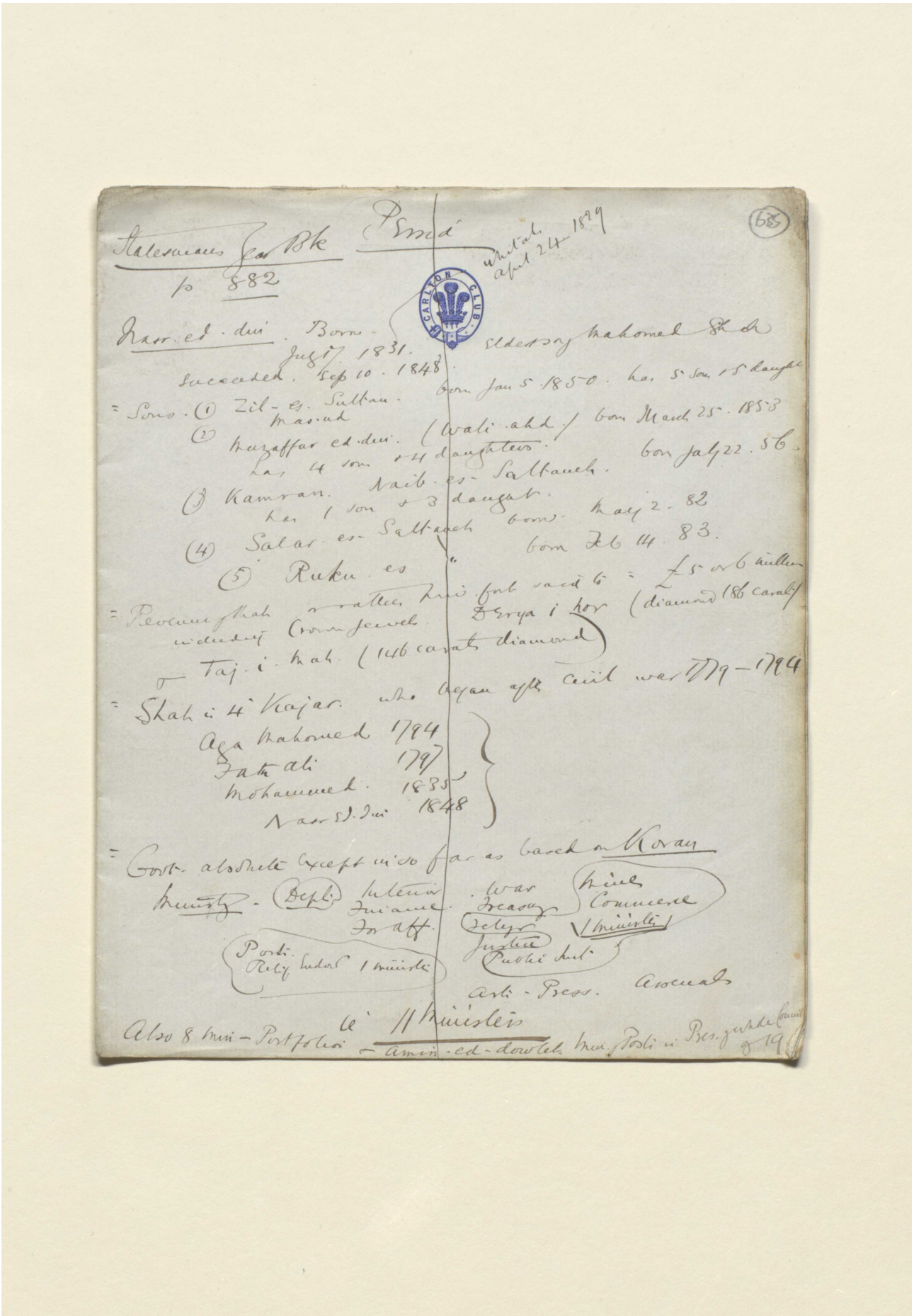

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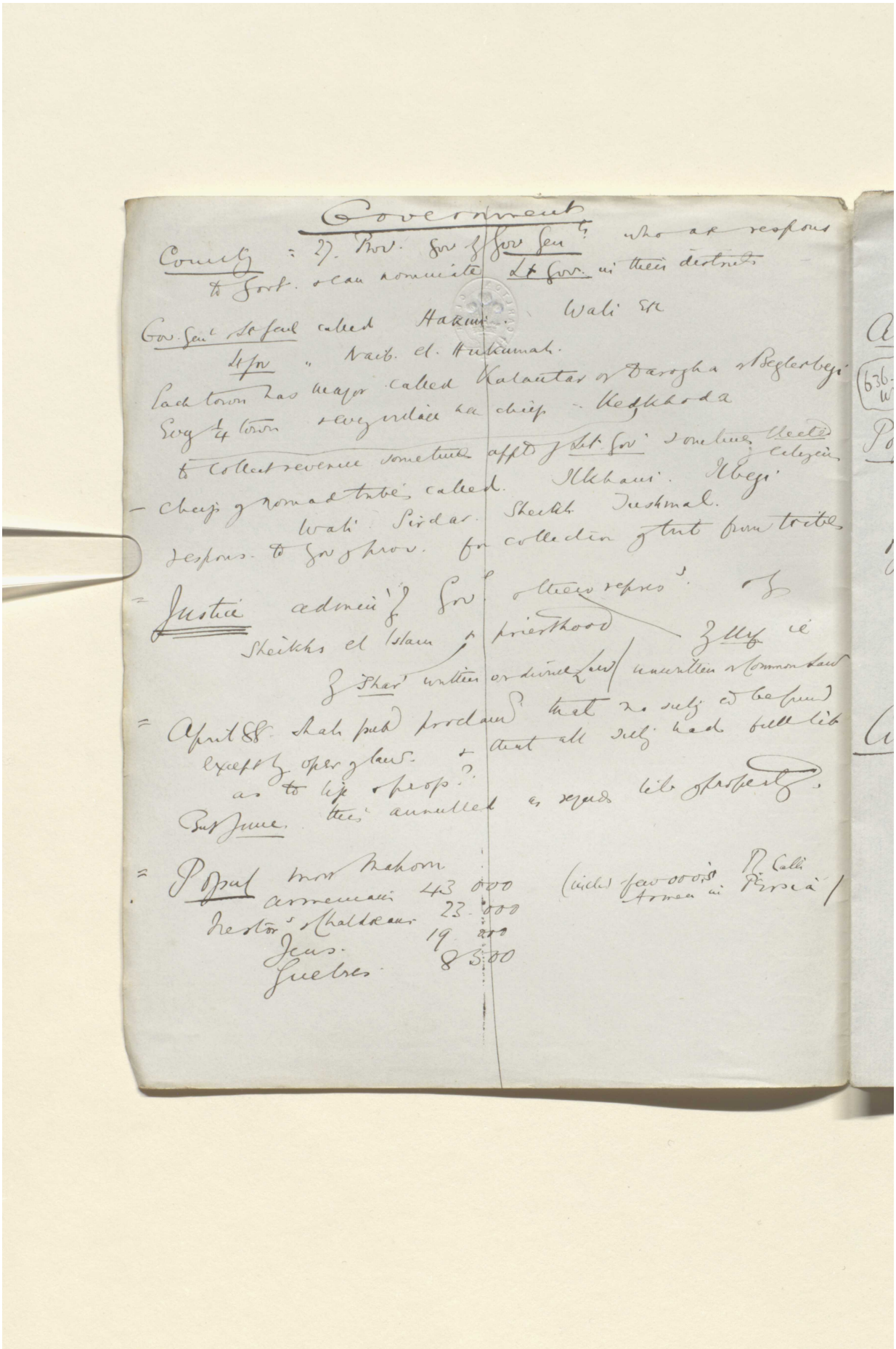

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Government

Country = 27. Prov. Gov. of Gov. Gen.ts who are respons. to Govt. & can nominate Lt. Gov. in their districts

Gov. Gen.l Lt. Gen.l called Hakim. Wali etc

Lt. Gov. " Naib. el. Hukumah.

Each town has mayor called Kalantar or Darogha or Beglerbegi

Every 1/4 town & every village has chief - Kedkhoda

to collect revenue sometimes appt. of Lt. Gov. sometimes elected by citizens

- Chiefs of nomad tribes called. Ilkhani. Ilbegi

Wali. Sirdar. Sheikh. Tushmal.

respons. to Gov. of prov. for collection of tribes

= Justice admin. of Gov. & their repres.s of Sheikhs el Islam & priesthood — of Urf ie

of Shar' written or divine Law / unwritten or common law

= April 88. Shah pub. proclam.d that no subj. to be fined except by oper. of law. & that all subj. had full lib. as to life & prop.?

But June. this annulled as regards lib. of property.

= Popul. most Mahom.

Armenians	43 000	(incl. few 000's R. Calli Armen. in Persia)
Nestor.s & Chaldaeans	23 000	
Jews.	19 000	
Guebres	8 500	

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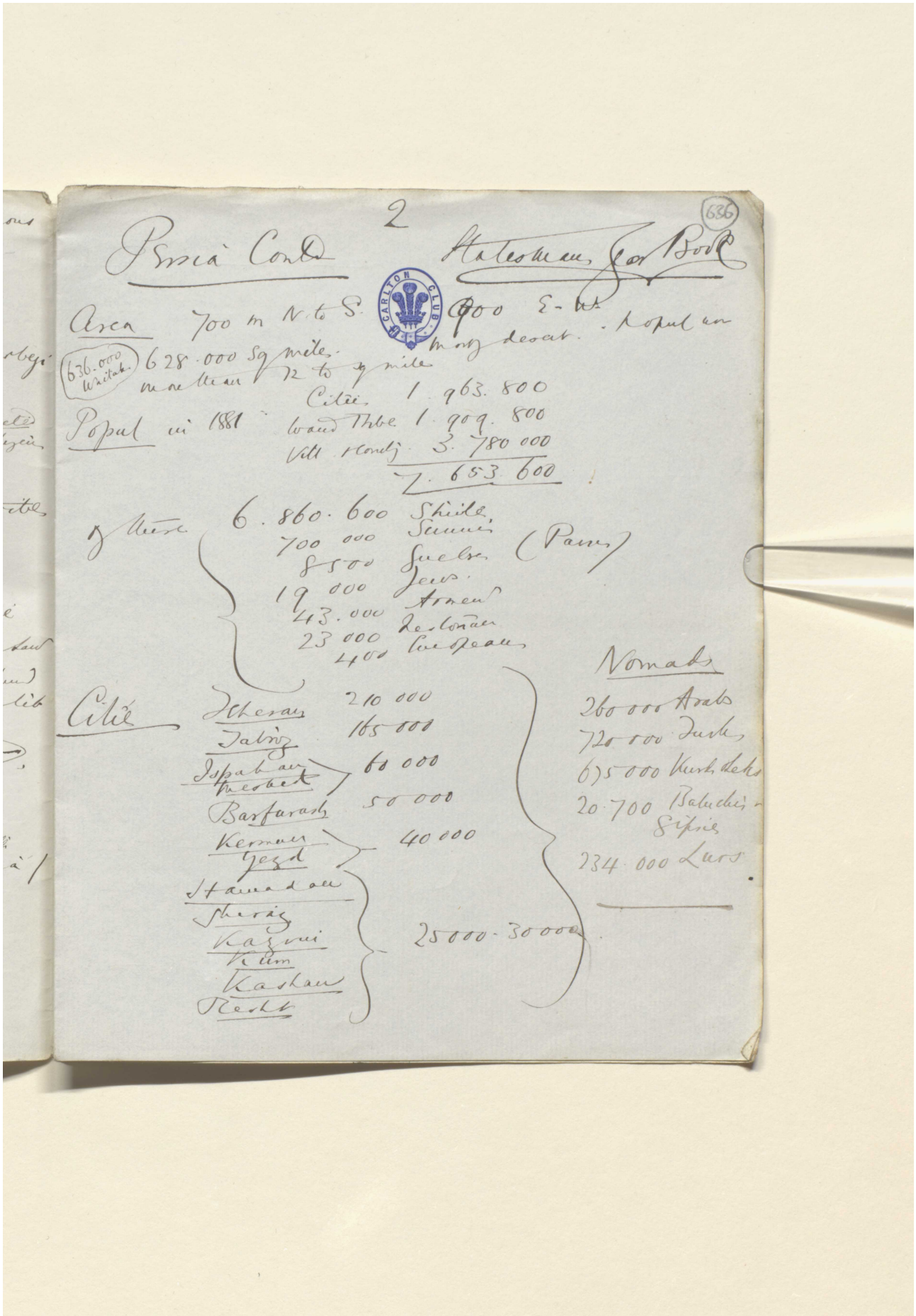

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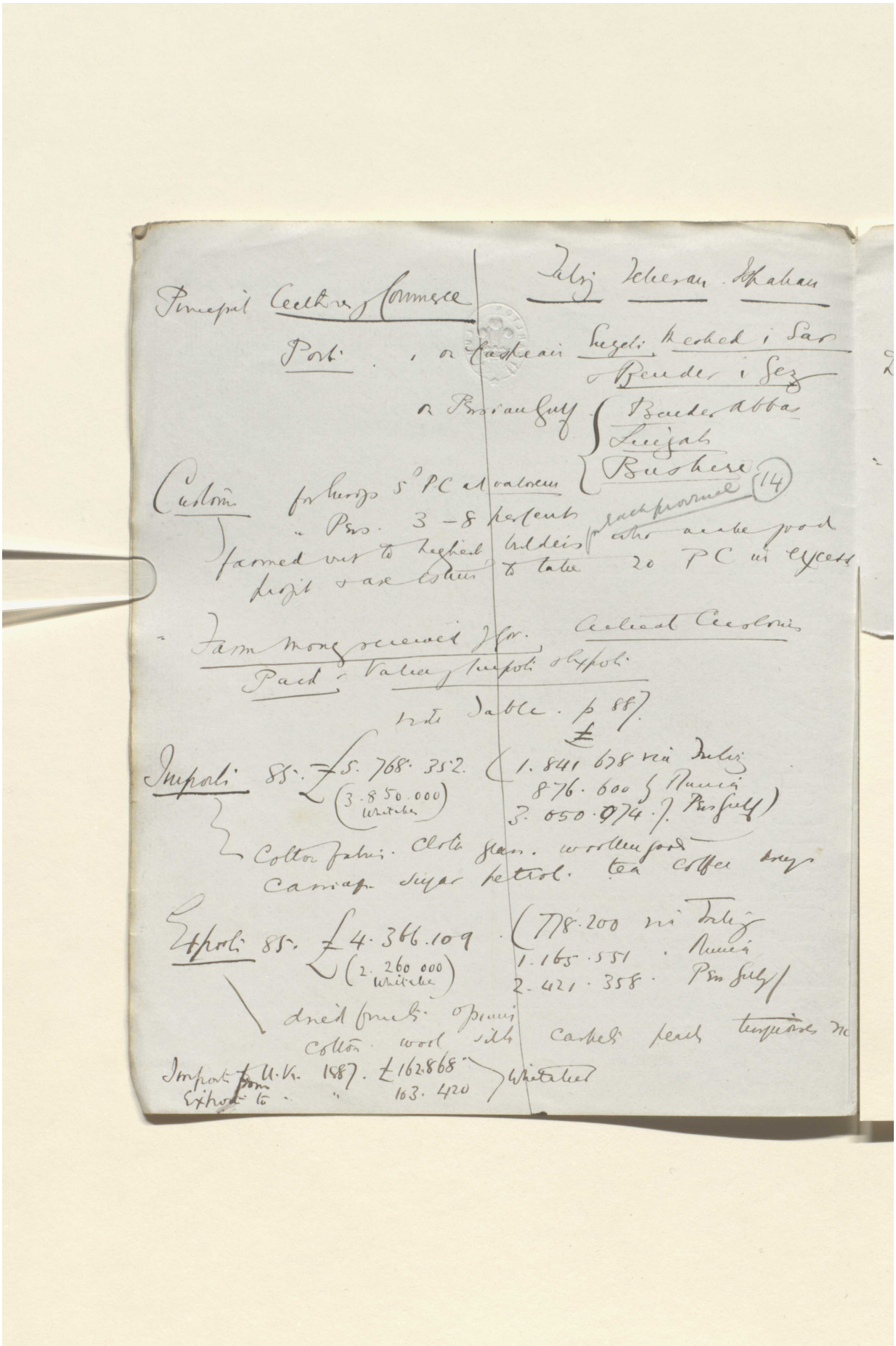

Principal Centres of Commerce | Tabriz Teheran Ispahan

Port. , on Caspian Enzeli Meshed i Sar
& Bender i Gez

on Persian Gulf { Bender Abbas
Lingah
Bushire

Customs for Europe 5 P.C. ad valorem
" Pers. 3 – 8 per cent
farmed out to highest bidders for each province who make good
profit & are estimated to take 20 P.C. in excess

(14)

Farm money received for. Actual Customs
Pack. Value of Imports & Exports
vide Table. p 887.

Imports 85. £5.768.352. (3.850.000 Whitaker) (1.841.678 via Tabriz
876.600 by Russia
3.050.074 by Pers. Gulf)

Cotton fabrics. Cloth glass. woollen goods
Carriage sugar petrol. tea coffee drugs

Exports 85. £4.366.109 (2.260.000 Whitaker) (778.200 via Tabriz
1.165.551 . Russia
2.421.358 . Pers. Gulf)

dried fruits. opium
cotton. wool silk carpets peach turquoises &c

Imports from U.K. 1887. £162.868 } Whitaker
Exports to " " 103.420

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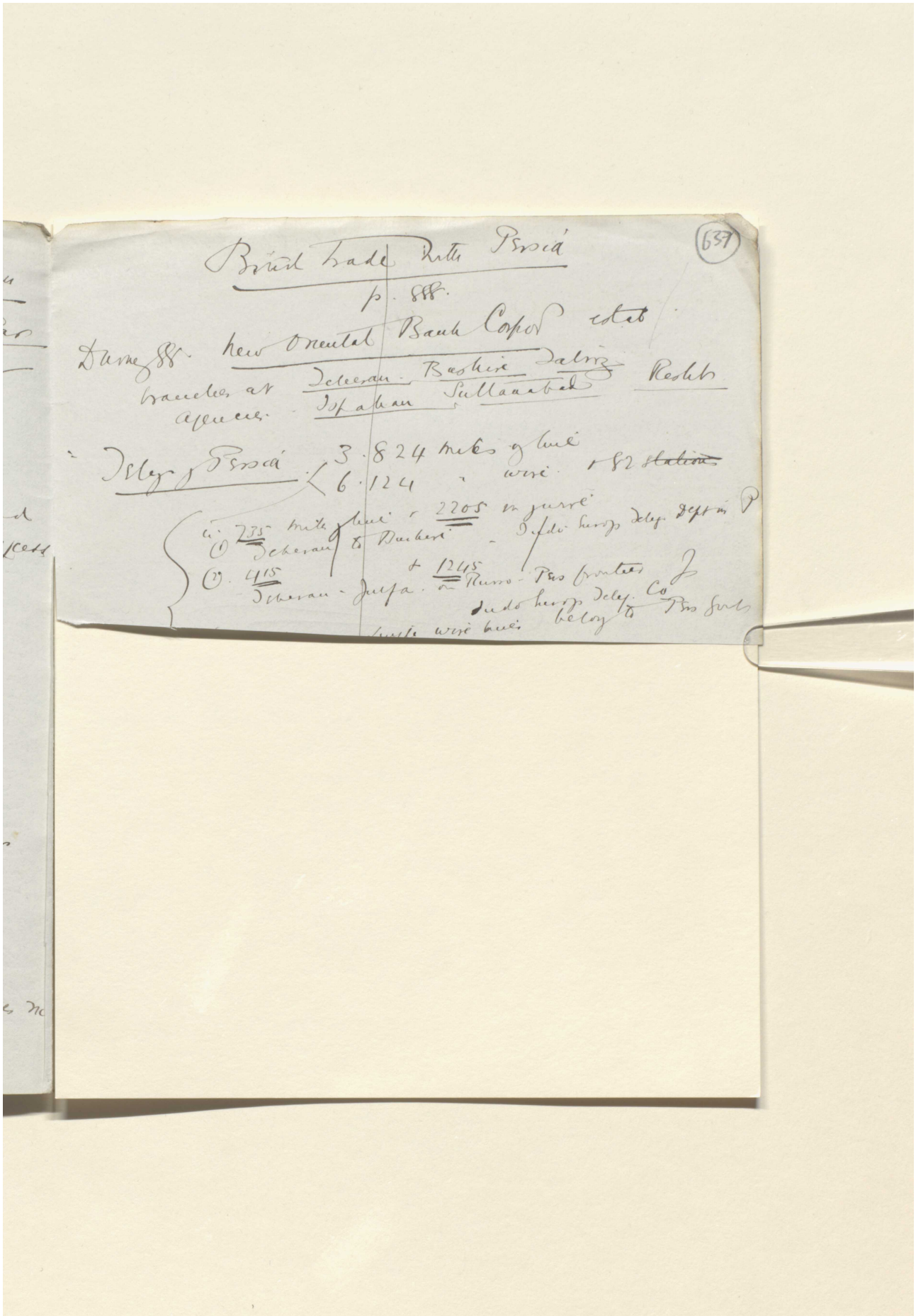

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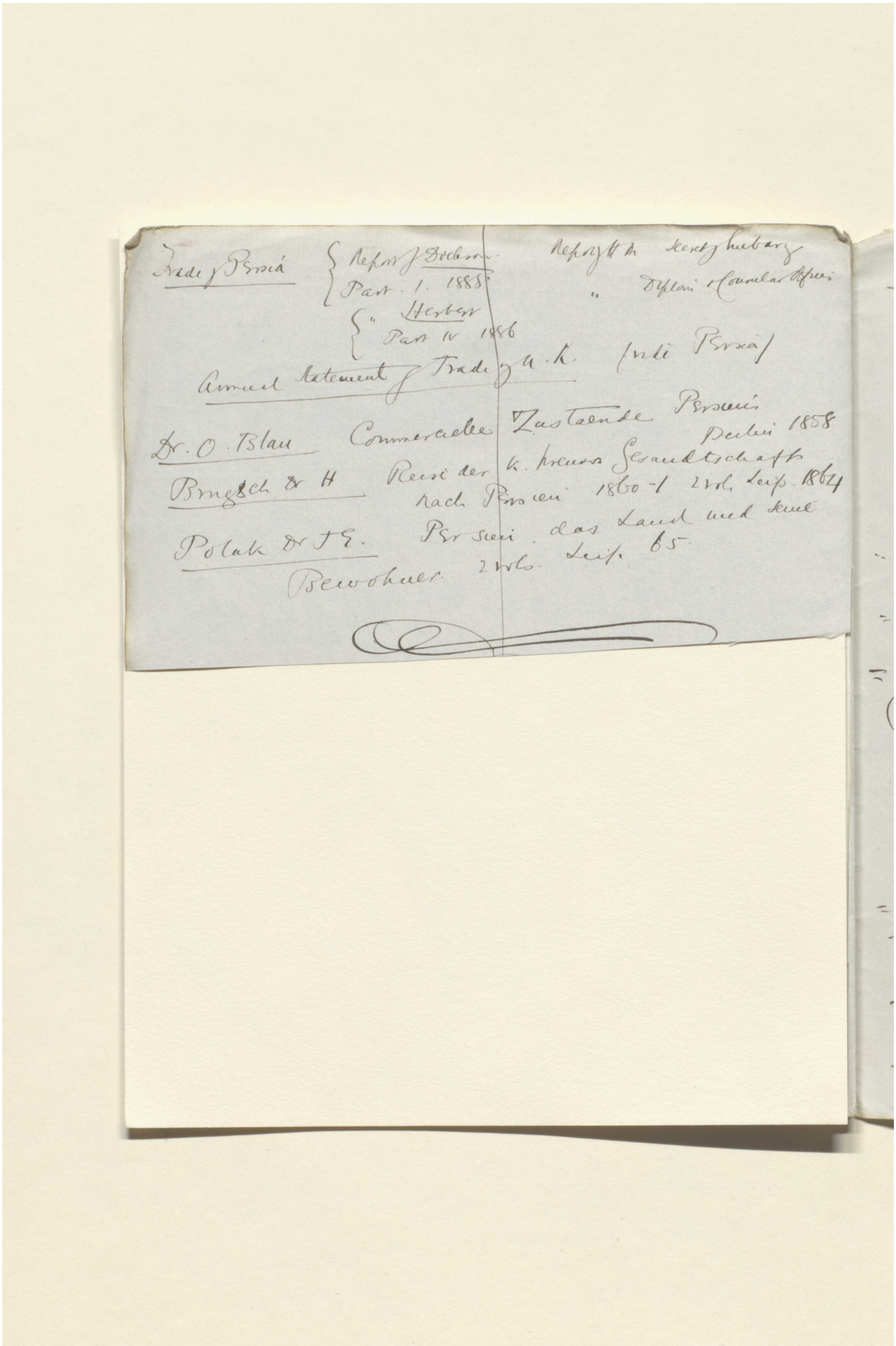

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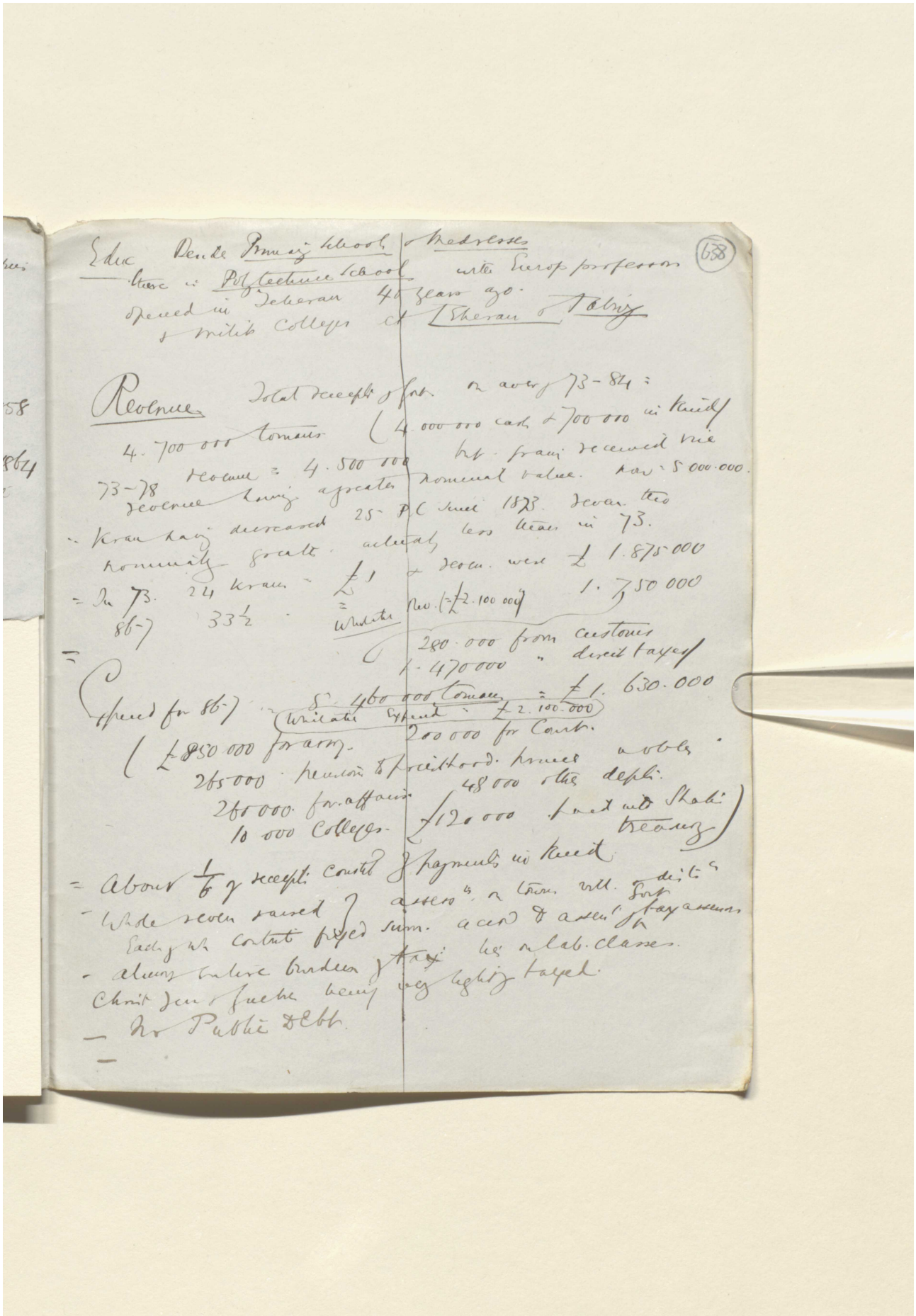

Educ Besides Primary schools & Medresses
there is Polytechnic school with Europ professors
opened in Teheran 40 years ago.
& milit colleges at Teheran & Tabriz

(638)

Revenue Total receipts of govt on aver of 73-84 =
4.700 000 tomans (4.000 000 cash & 700 000 in kind)
73-78 revenue = 4.500 000 but grain received vice
revenue having a greater nominal value. now = 5.000.000.
- Kran having decreased 25 P.C since 1873. Revenue thus
nominally greater actually less than in 73.
= In 73. 24 krans = £1 & revenue were £1.875 000
86-7 33½ = Whilst Rev. (= £2.100 000) 1.750 000
280.000 from customs
1.470 000 " direct taxes
=
Expend for 86-7 = 5.460 000 tomans = £1.630.000
(Whilst Expend = £2.100.000)
(£850 000 for army. 200 000 for Court.
265 000 pensions to priesthood. princes & nobles
260 000 for affairs 48 000 other depts.
10 000 Colleges. £120 000 paid into Shah's treasury)
= About 1/6 of receipts constd of payments in kind
- Whole revenue raised of assess^ns on towns vill. & dist^ns
Each of wh contrib fixed sum. accord to assess^t of govt tax assessors
- almost entire burden of tax lies on lab. classes.
Christ Jews & Fuchs being very lightly taxed.
— No Public Debt.
—

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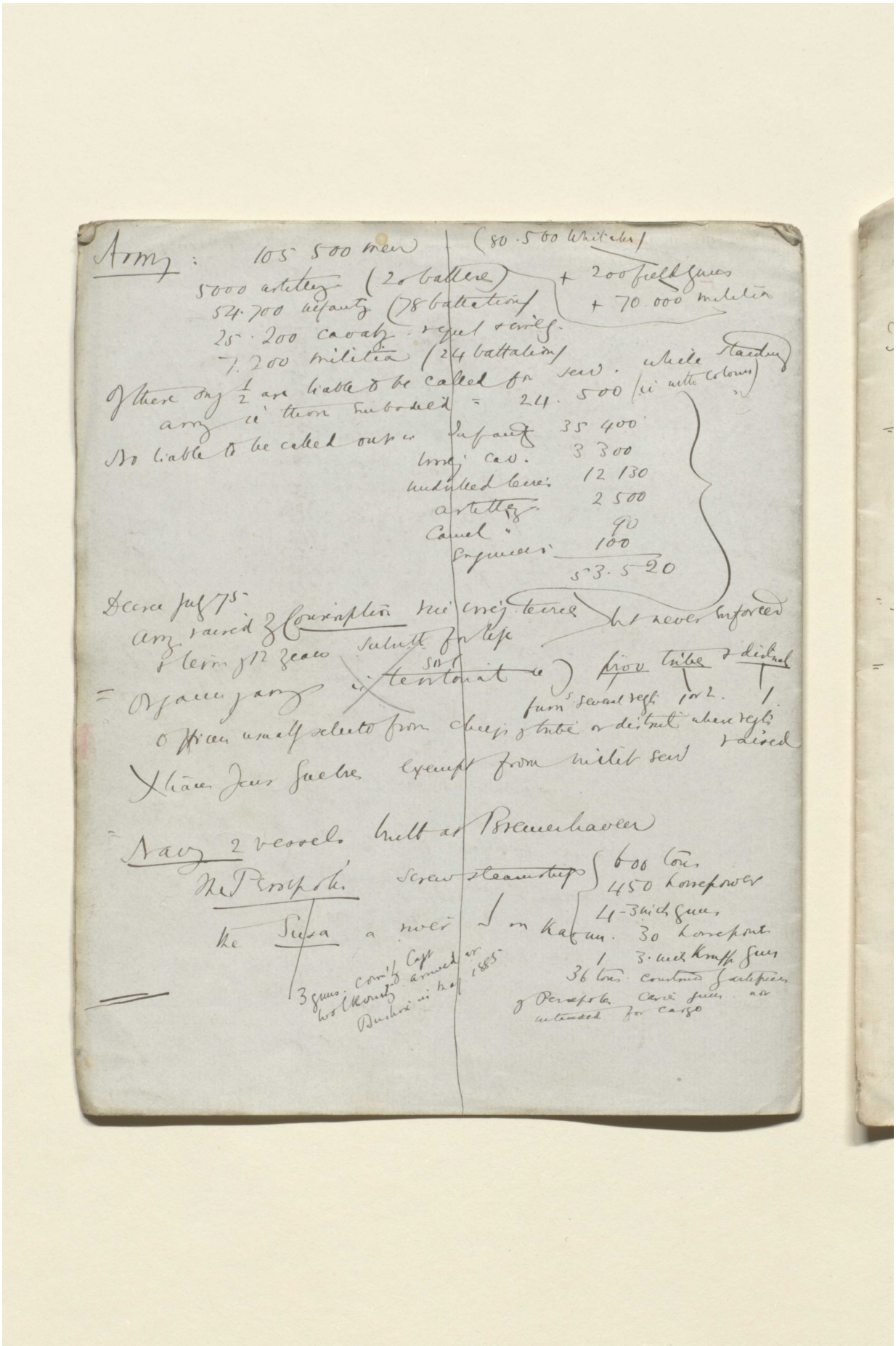

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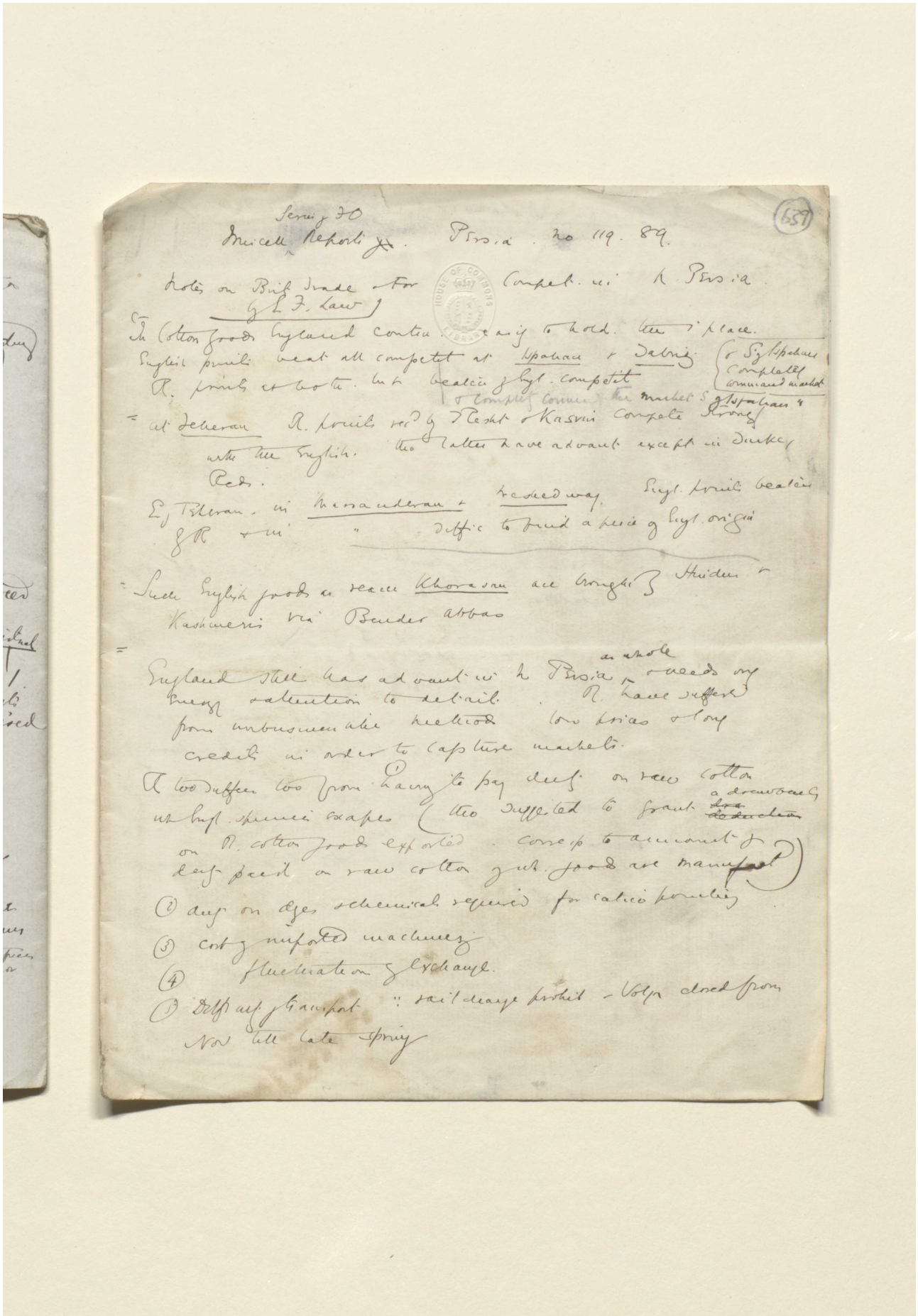

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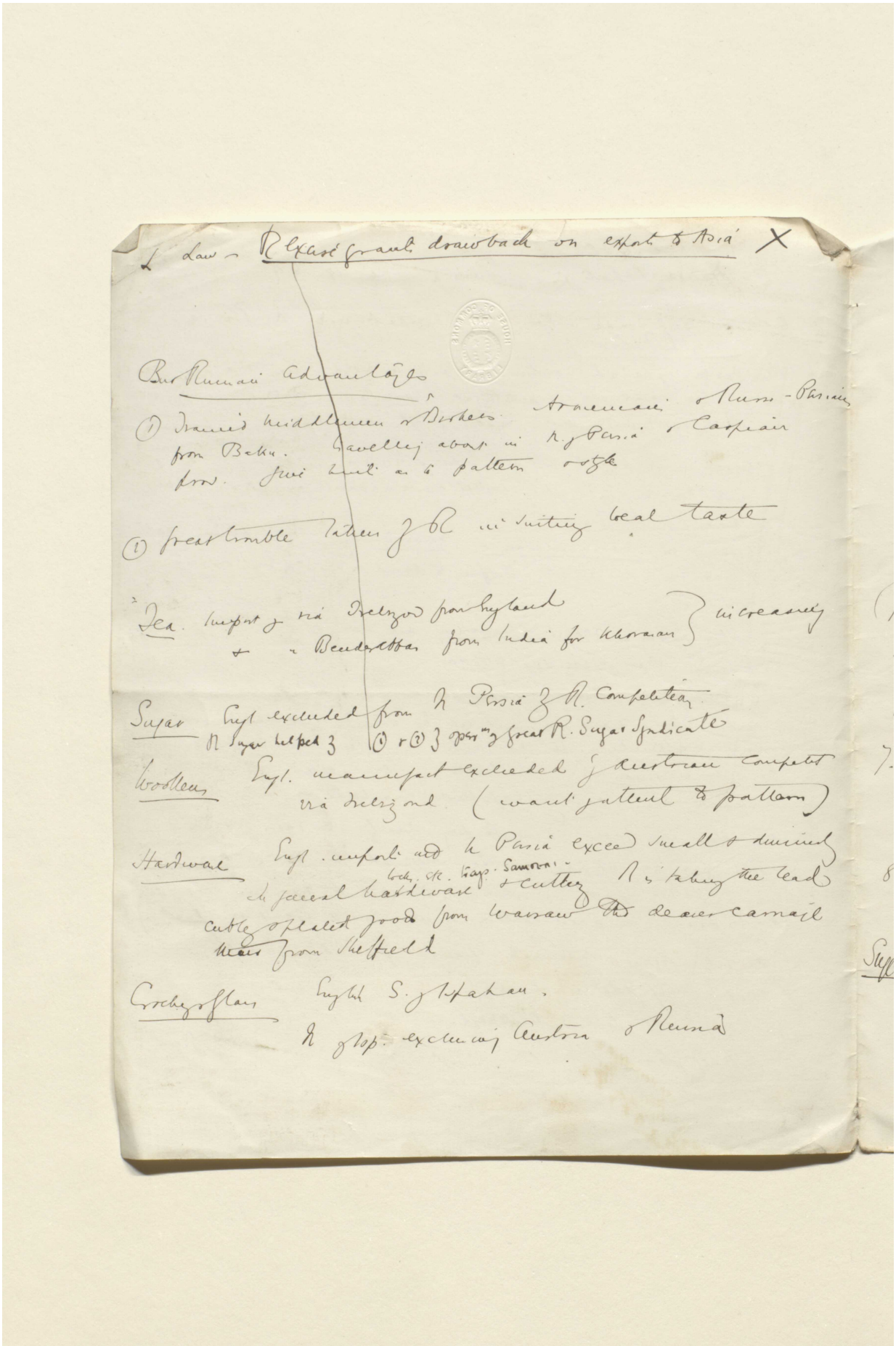

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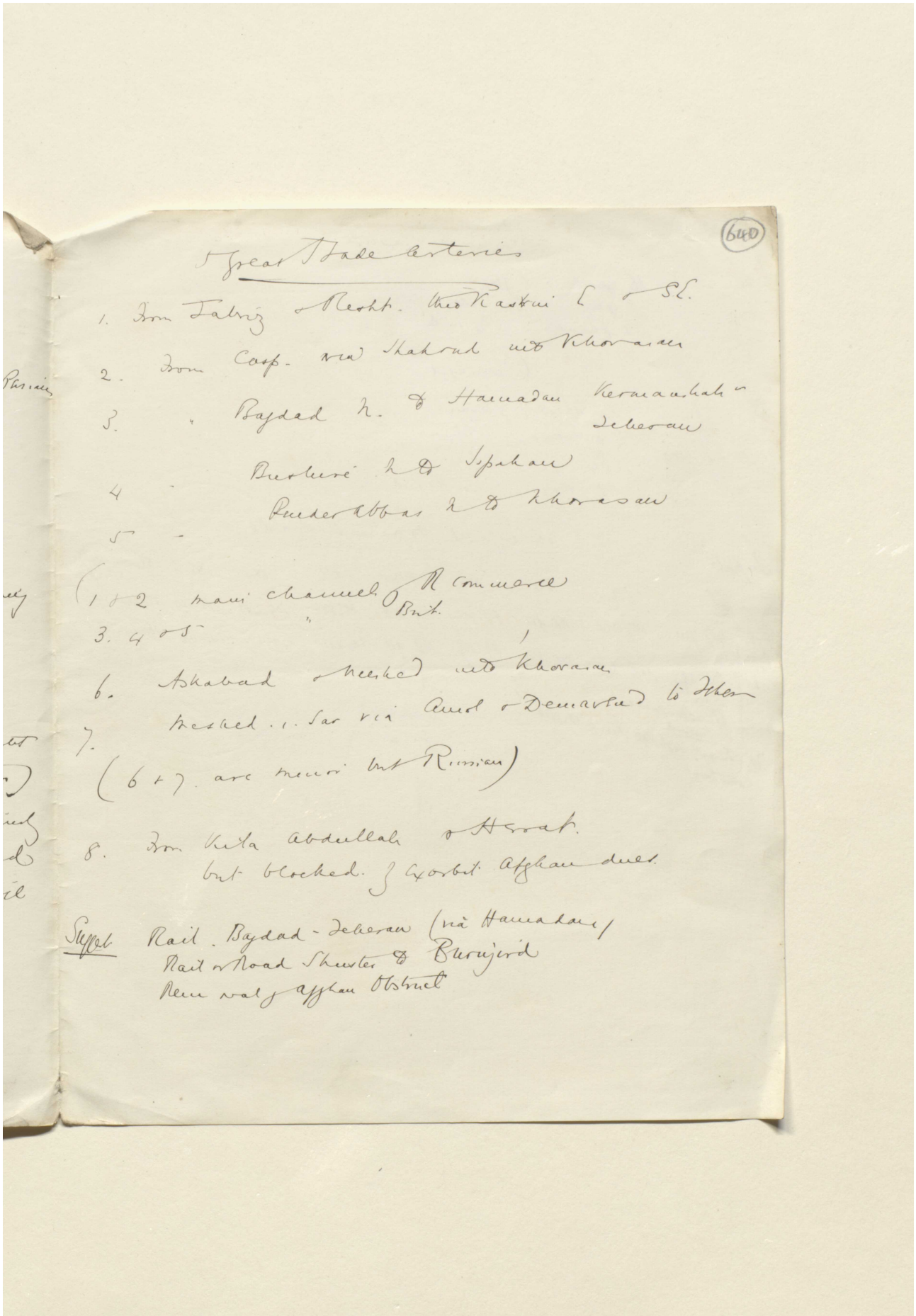

(640)

Great Trade Arteries

1. From Tabriz & Resht. thro Kastrin E & S.E.
2. From Casp. via Shahrud into Khorasan
3. " Bagdad N. & Hamadan Kermanshah & Teheran
4. Bushire N to Ispahan
5. Bender Abbas N to Khorasan

(1 & 2 main channels of R commerce
3. 4 & 5 " Brit.

6. Askabad & Meshed into Khorasan
7. Meshed i. Sar via Amol & Demavend to Teheran
(6 & 7 are minor but Russian)

8. From Kila Abdullah & Herat.
but blocked. by Exorbit Afghan dues.

Suggest Rail. Bagdad - Teheran (via Hamadan)
Rail or Road Shuster & Burujird
Rem val of Afghan Obstruct

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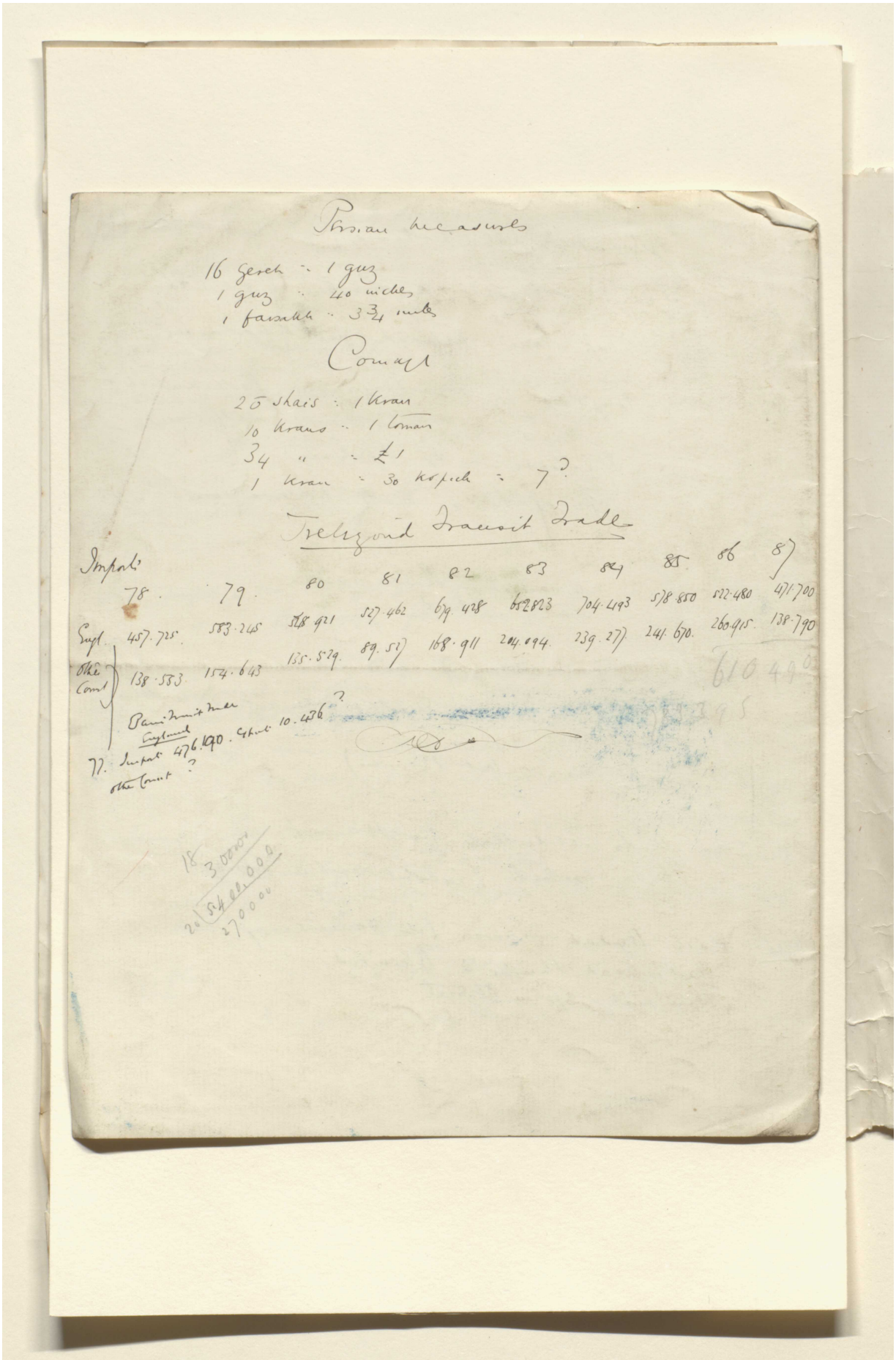

Persian measures

16 gereh = 1 guz
1 guz = 40 inches
1 farsakh = 3¾ miles

Coinage

20 shais = 1 kran
10 krans = 1 toman
34 " = £1
1 kran = 30 kopeck = 7?

Trebizond Transit Trade

Imports	78	79	80	81	82	83	84	85	86	87
Engl.	457.725	583.245	548.921	527.462	679.428	652.823	704.493	578.850	522.480	471.700
Other Const	138.583	154.643	135.529	89.527	168.911	204.094	239.277	241.670	260.915	138.790

610.490

Paris transit trade
England
77. Imports 476.190. Exports 10.436?
other Const ?

18
300000
20 | 5400000
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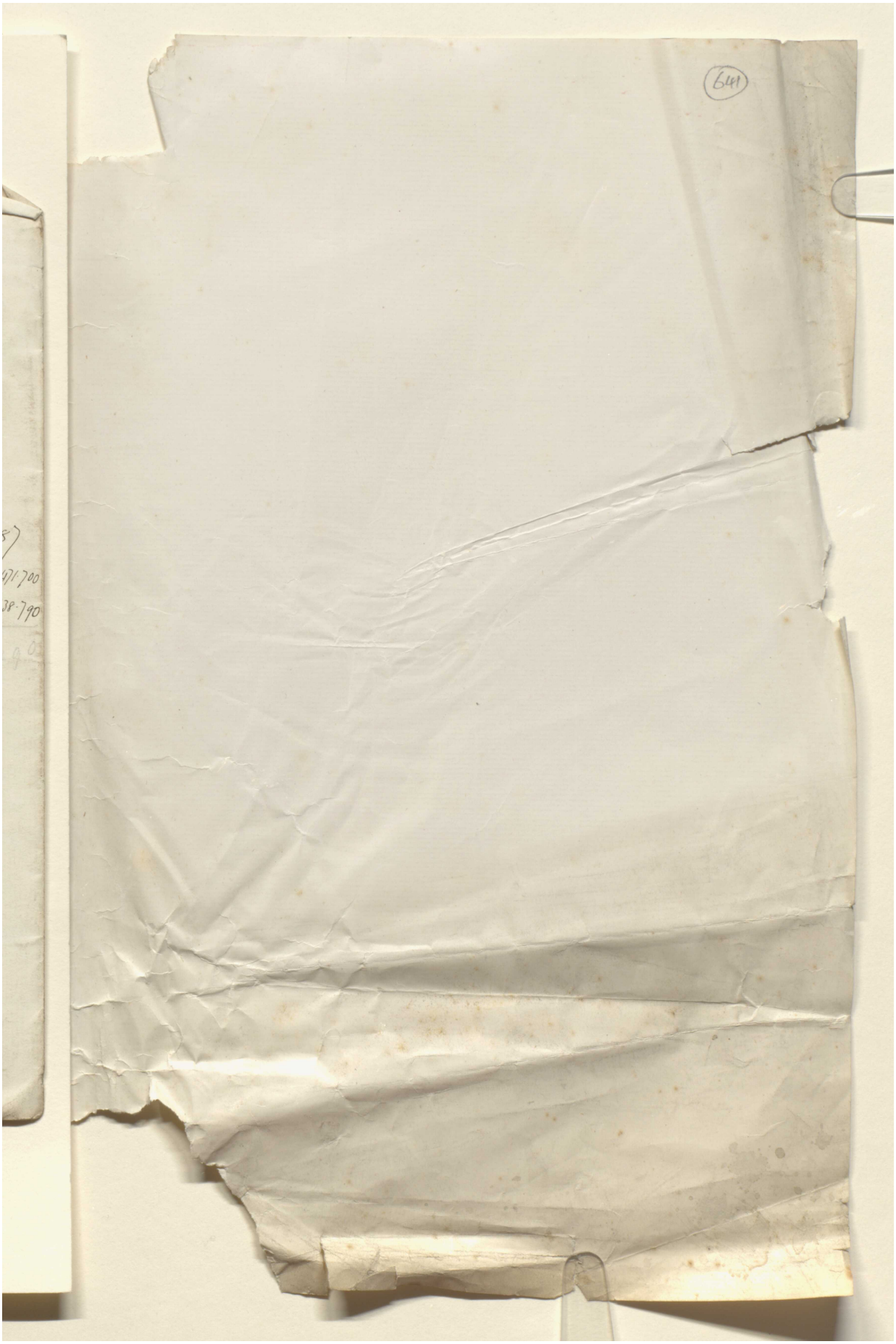

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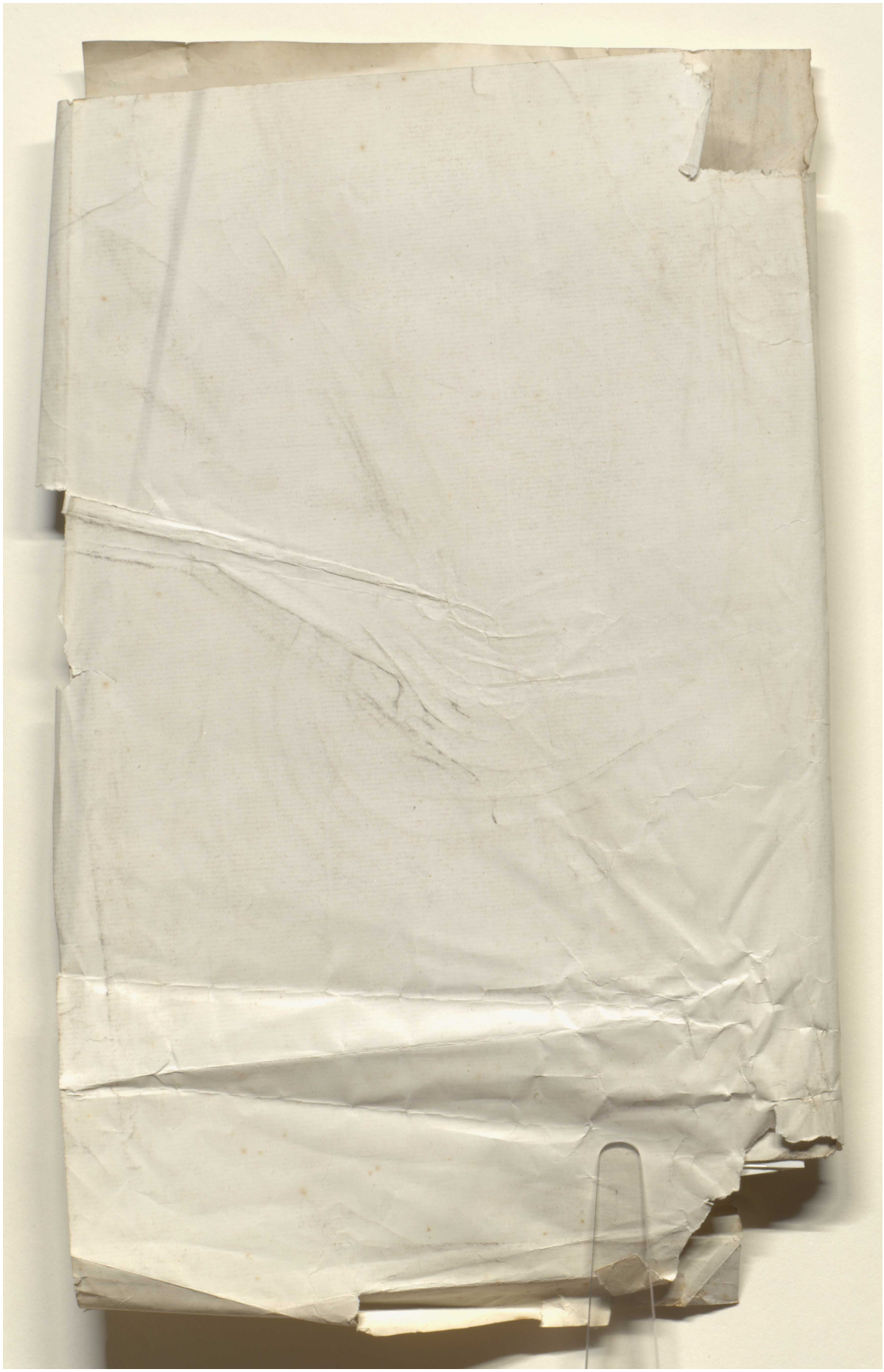

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The nature of these difficulties I now propose to relate.

Whatever may have been the motives of the Shah in granting the original concession—whether it was due to a desire to get quit of a troublesome question, or, as is to be hoped, to a patriotic interest in the development of his country—it must be presumed, in the absence of evidence to the contrary, that the concession was intended to be a genuine, and not a delusive or nugatory concession, and to lead to positive consequences. Such does not appear to have been the interpretation that has been placed upon it by the provincial and local authorities intrusted with the execution of the scheme. From a careful examination I have been driven to the conclusion that every possible effort has been made locally to drive the foreigners from the river, and to render the Royal decree a dead letter. With some difficulty Messrs. Lynch procured leave from the Government to hire native craft for the despatch of their merchandise from Ahwaz to Shuster. A proposal by them to hand over the Shushan to the Persian authorities under certain conditions, for the navigation of the upper river, has been long under discussion at Teheran, and while I write has not yet been decided. Meanwhile upon the spot they have found difficulty in procuring the essential furniture, so to speak, of successful trade, such as barges, wharves, warehouses or sheds. Clause 7 of the regulations stated that "for the storage of merchandise and coal, depôts and warehouses, as well as landing places in sufficient quantity will be constructed on the part of the Persian Government or by Persian merchants." No steps appear to have been taken to carry out this provision. At Mohammerah and Ahwaz the company have at length, after a long delay, received permission to moor two barges (native boats, or *mehalas*, being used for the purpose) alongside of their steamer. At Ahwaz, where a promise was given that substantial premises should be built, their agent has been stationed for nine months in a miserable mat hut, which would be dear at £7, but for which he is compelled to pay a rent of £170 a year. Goods have been pilfered from the temporary mat shed in which the firm are at present compelled to lodge their stores. Here, too, Messrs. Lynch were actually interdicted from conducting any trade with the Arabs of the district. At Shuster, a place dominated by Seyids, and conspicuous for its fanaticism, every obstacle was put in the way of their representative on his first arrival, extending even to the creation of difficulty in procuring the necessities of life. Local custom has for years sanctified the extortion of certain transit dues or blackmail by the Arab sheikhs along the banks of the Karun, which taxes are amalgamated and commonly paid by the native shipmasters at Mohammerah and Shuster. Messrs. Lynch have been prohibited from paying any such tolls at all, the consequence being that native merchandise declines to avail itself of their steamers. Evidence is forthcoming that direct pressure has been exercised upon the inhabitants and traders to induce them to abstain from patronizing the new line, and to send their goods, even at a greater cost, by caravan. The steamers are not allowed to stop or take in or discharge either cargo or passengers at any point along the banks between Mohammerah and Ahwaz. Finally, the subordinate Persian officials stationed at these two places, and representing either the Foreign Office or the governor of the province, have, by dilatory pleas and obstructive tactics, done their best to impede business altogether, alternately ignoring or insisting with officious precision upon the letter of the regulations. Ignorant of maritime, commercial, or international law, these officials are an intolerable barrier to the despatch of business. Though carrying special letters to the Governor-General of the province at Shuster, I was myself made the victim of the obstructive strategy of his deputy at Ahwaz, with the result, I am glad to say, of a smart rebuke to the individual in question.

From all these facts I draw the conclusion that a resolute attempt is being made upon the spot to destroy the value of the Karun concession—in fine that the word for a general boycott has been passed round. Nor are the reasons for this atti-

Having sketched the course of proceedings up to the present point, let me now indicate the steps that are absolutely necessary for the conduct of matters to a successful conclusion. First and foremost of these is an arrangement by which a steamer or steamers shall be permitted to navigate the upper river, owned, if need be, by the Persian authorities, but in co-operation with and under the partial control of the firm navigating the lower. Without such a correspondence through traffic to Shuster on any scale is impossible, and the project of opening a new trade-route to the interior, to Ispahan, Burujird, Kermanshah, or Teheran will remain a dream. The second is the institution of a British Vice-Consul at Mohammerah to represent the British Government, to see that justice is done to traders, and to speak with an authority to bungling or blustering officials which no commercial agent can assume. I regard this as the essential condition of a just, no less than of a successful, realization of the Karun navigation scheme. In the third place I rank the construction, repair, and safeguarding of the caravan routes that connect Shuster with the trading centres previously mentioned. Of these perhaps the most important is the Bakhtiari route *vid* Malamir and Dopulan to Ispahan, a distance of a little over 260 miles. From conversations with those who have recently travelled over or surveyed this road I gather that it is sufficiently secure, the Bakhtiari tribes being orderly and well-disposed; and that the only steps required to render it available for the safe transit of caravans are the removal of the loose boulders with which the track is encumbered, the erection of two bridges, respectively over the Karun and Bazuf rivers, the building of a few caravanserais on the way, and the insurance of merchandise against robbery in transit by a State guarantee, similar to that which prevails between Bushire and the north. If these provisions, which would not be costly, were made, merchants at Ispahan would gladly patronize the shorter and more economical route thus opened to them from the coast. The second line that demands the interference of the Government, before it can safely be utilized by caravans, is the Shuster-Khoremabad-Burujird road, or the main commercial artery leading to the north. This is the route upon which, as I have said, the Government are building caravanserais and telegraph stations, and the absolute security of which, at present in serious jeopardy from the lawless vagaries of the Lurs, the Amin-es-Sultan assured me at Teheran that he meant to guarantee by a suitable establishment of guards. If these two roads can be rendered sufficiently safe and passable for mules, and if the navigation of the upper river can be secured, the preliminary conditions of successful commerce will have been realized. Looking to the attitude of the Persian Government and to the slowness with which the world moves in that country, I say nothing for the moment about the construction of cartroads, metalled or unmetalled, along the routes that I have mentioned, although it is obvious that they would be so much better than mule tracks, as wagons drawn by horses are a superior method of locomotion to mules, and although it has been estimated that such a road could be made the whole way from Mohammerah to Kum (where the road from Teheran is joined) for £11 per mile. Still less in a letter which deals with immediate necessities, do I enlarge upon the advantages of a railway, although it will be patent from the facts already cited that here, if anywhere, is a remunerative railway capable of being laid in Persian territory, and although such a railway from Mohammerah, or even from Ahwaz, would avoid the necessity of transshipment at the latter place, and evade the entire problem of the navigation of the Upper Karun. Roads may come in time; railroads may come later. Both ought, no doubt, to come to morrow. But the to-morrow of Persia, like the *Séchass* of Russia, is a period capable of indefinite postponement into a dim future.

Fourth among the requisite measures, I class the adoption of some means of turning or circumventing the rapids at Ahwaz. At no time is the river in such a condition that even a powerful steamer could force its way up stream without great labour and risk. Artificial means are therefore a *sine quâ*

are the measures which a careful survey of the surroundings lead me to regard as essential conditions, and which a friendly and allied Government may legitimately be pressed to concede. (642)

In the secondary rank may be counted a list of measures that it would perhaps be impolitic to precipitate, but that may be expected to follow in course of time. Such would be the construction of proper wharves, landing-stages, warehouses and sheds, the removal of vexatious fiscal restrictions upon traffic, and the representation of the Persian Government by duly-qualified instead of incompetent officials. In the vistas of a more distant future the optimist will discern the restoration of broken dams, the recutting of choked canals, and the resuscitation of a dead industry along the now silent but once peopled banks of the Karun. Of such anticipations I will merely say that nothing must be expected very quickly, and that too much must not be expected at all. Those who blew so loud a trumpet over the opening of the river to foreign trade have already begun to modify their strain; and we have in their discomfiture a warning against a repetition of the same error. The critical juncture is not yet passed, but is now being encountered with much spirit by the firm who fly the English flag on these remote waters. While wishing them the success which they deserve, I shall not myself be surprised if years elapse before the harvest is reaped of which they are now so laboriously sowing the seed.

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nobody could be presumed ignorant of the law. He answered, "I know that, but I cannot be prevented from doing my duty. The military law is a law of equality. The law which you invoke against me is a law of exception." The magistrate replied that the motive might be laudable, but the Court had not to give an opinion on the law but merely to enforce it.

At this point M. André Buffet, son of the ex-Premier, entered the Court, having been apprised by a fellow-barrister, who had met the Duke in the lobby, that he was about to be dealt with at once. M. Buffet whispered to the Duke that he ought to claim three days' delay so as to be defended by counsel. The Duke hesitated, but agreed to the above by M. Buffet's advice, and the latter accordingly informed the Court that the Duke wished to claim the three days' delay to which he was entitled. The presiding magistrate said he was entitled to this and would have every liberty to prepare his defence. If he desired still more time he could have it. M. Buffet stated that three days would be sufficient, and the case was consequently adjourned to Wednesday.

The Duke was then taken back to the Conciergerie, [illegible] the barristers in the lobby exclaiming as

stated that his party were against all exceptional laws, and consequently against the exile law. Asked by the Republicans why in 1870 he did not support the demand of the Orleans Princes to join the army, M. Mitchell replied that he was not then a Deputy. He added that the repeated demonstrations of universal suffrage had given the Republic a sort of plebiscitary investiture, and, having nothing to fear from internal foes, it might be generous and open the frontier to all good Frenchmen.

The proposal was then rejected by 328 votes to 171.

The Duc d'Orléans received several visitors to-day. Nothing is yet known as to the line of defence. It is feared by his non-political well-wishers that his detention may be prolonged by to-day's proceedings in the Chamber and by the apparent intention of himself and his counsel to make the affair a sort of State trial.

M. Cresson, "bâtonnier" of the Order of Advocates, had an ovation to-day in the Palace of Justice from the junior barristers for having, though a Republican, intervened on Saturday to prevent the Duc d'Orléans from being summarily condemned without counsel.

PARIS, FEB. 12.

The appearance of the Duc d'Orléans to-day before the 8th Chamber of Police Correctionelle caused a considerable sensation in Paris. On arriving at the Palace of Justice this morning at 10 o'clock I found no trace of a crowd in the street or in the court surrounding the Sainte Chapelle, in which is the entrance to the court. On going inside, however, I found the passages filled with a crowd, which was constantly increasing. Great precautions had been taken to station policemen and Republican Guards at all the entrances, so that only those provided with tickets should be able to secure admission. The court is about 60ft. long by 30ft. in width, with a lofty ceiling, and windows looking out on the Sainte Chapelle.

At five minutes past 12 the three magistrates, M. Tardif, the President, M. Moleux, and M. du Desert, took their seats. The Public Prosecutor was M. Cabat. The President declared the Court open, and ordered the Duke to be brought in. He entered, accompanied by Colonel Perceval, his military tutor, and took his place in the dock, to the left front of the Bench, where he was visible to all those present. The Duke is a tall, good-looking man, with light hair and blue eyes, who certainly, if met in the street, would be mistaken for an Englishman. He shook hands with Maître Rousse and Maître Limbourg, his counsel, and, turning to the audience, made a slight bow to several of his friends whom he recognized. The President then said :—

"Monsieur le Duc d'Orléans, the Court not being composed of the same magistrates, I am obliged to recommence your examination. Your name is Louis Philippe Robert, Duc d'Orléans, you were born at Twickenham, you are the eldest son of the Comte de Paris and the grandson of Louis Philippe, who reigned in France up to February 24, 1848. You are acquainted with the law which prohibits the heads and the direct heirs of reigning Houses from residing on French territory. You were arrested on February 7 in Paris, where your presence constitutes an offence."

The Duke, having accepted these statements, was then asked what explanation he had to give. In reply, he said in a very distinct and calm voice, which was well heard all over the room :—

"Monsieur le Président, I beg permission to address you in simple language. I came to France in order to be a private soldier. I do not meddle with politics ; that has to do with my

and several barristers warmly disclaimed having interrupted.) The object of the law was to shorten the imprisonment before trial, but without detriment to the defence. The first duty of justice in face of an offender taken in the act was to be expeditious, but the law had guarded the rights of the defence. The Duc d'Orléans was apprised at the hearing on Saturday that he could have three days to choose counsel. He had now had full time to prepare his defence, yet there had actually been insinuations as to a trap or surprise, an idea of suppressing the defence. There was an express law, a political law, and there was no middle course between respecting and violating it. He was not surprised, therefore, that the Duke renounced a defence, for an express law suffered no discussion. The Duke had acknowledged having openly violated it, and the Court would condemn him.

Maître Rousse said that neither the Duc d'Orléans, his young client, nor those who vainly defended him, nor any member of the French Bar had ever accused the French magistracy of laying snares and traps to catch the accused. Those who made such accusations neither knew the French magistracy nor French justice. The Duc d'Orléans came to France only to exercise his profession as a soldier and to do his duty as a citizen. He had taken no advice, unless it were that of his youth and his heart. He took the step without heed of politics. He took it from passion, from high spirit. Continuing, Maître Rousse said :—

"He did a voluntary, spontaneous act, and allow me to tell you, gentlemen, as you have not yet given your judgment, that you will sympathize with this act of his youth, which will honour all his life. I have heard within the last few days, during which we have been besieged, serious people saying, 'It is a childish freak.' For my own part I pray that in the hour of danger we may have among us, around us, and before us many children like this one. (Applause.) May it be granted that they will come forward when the fatherland has been given the right and honour of defending itself! May it be granted that the French Republic will one day give France such soldiers keeping in remembrance the name of their fathers and reawakening in the regiments glorious names which they have not forgotten! Let my young client forgive his defender, for an advocate cannot be silent. As for the magistrates, it has been said that you will be inflexible. I leave the fate—no, the present destiny—of this young man and his cause in your hands, and I ask you to consider well if you are really forced to condemn him. If you are, he will, as he just now said, defer to your decision ; but there is not one of you but at the bottom of his heart would rather defend him than judge him. My colleague and I have had to resolve not to defend our young client. We have had to bow to that inflexible will, to that wisdom of 21 years, wiser perhaps than that of the wise. We confine ourselves to placing conclusions in your hands."

The conclusions submitted by MM. Rousse and Limbourg were to this effect. The Duke had acknowledged his acquaintance with the law of 1886, but had thought himself bound to satisfy the military law. That law involved military service for all Frenchmen, and the exceptions laid down by it did not mention the persons amenable to the exceptional and revocable law of 1886. The military law of 1889 required even expatriated Frenchmen of 20 years of age to appear at the recruiting office, and it imposed severe stigmas and penalties on defaulters. The question whether the general and absolute provisions of 1889 were reconcilable with the exceptional provisions of 1886 was a question not for that Court but for the civil jurisdiction. "The general and unrestricted terms of the law of 1889 were quite calculated to inspire in a heart of 20 years of age the idea and [illegible] without pretending to any grade

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REPORT FOR THE YEAR 1890

ON THE

TRADE OF MOHAMERAH.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 760.

Presented to both Houses of Parliament by Command of Her Majesty, MARCH, 1891.

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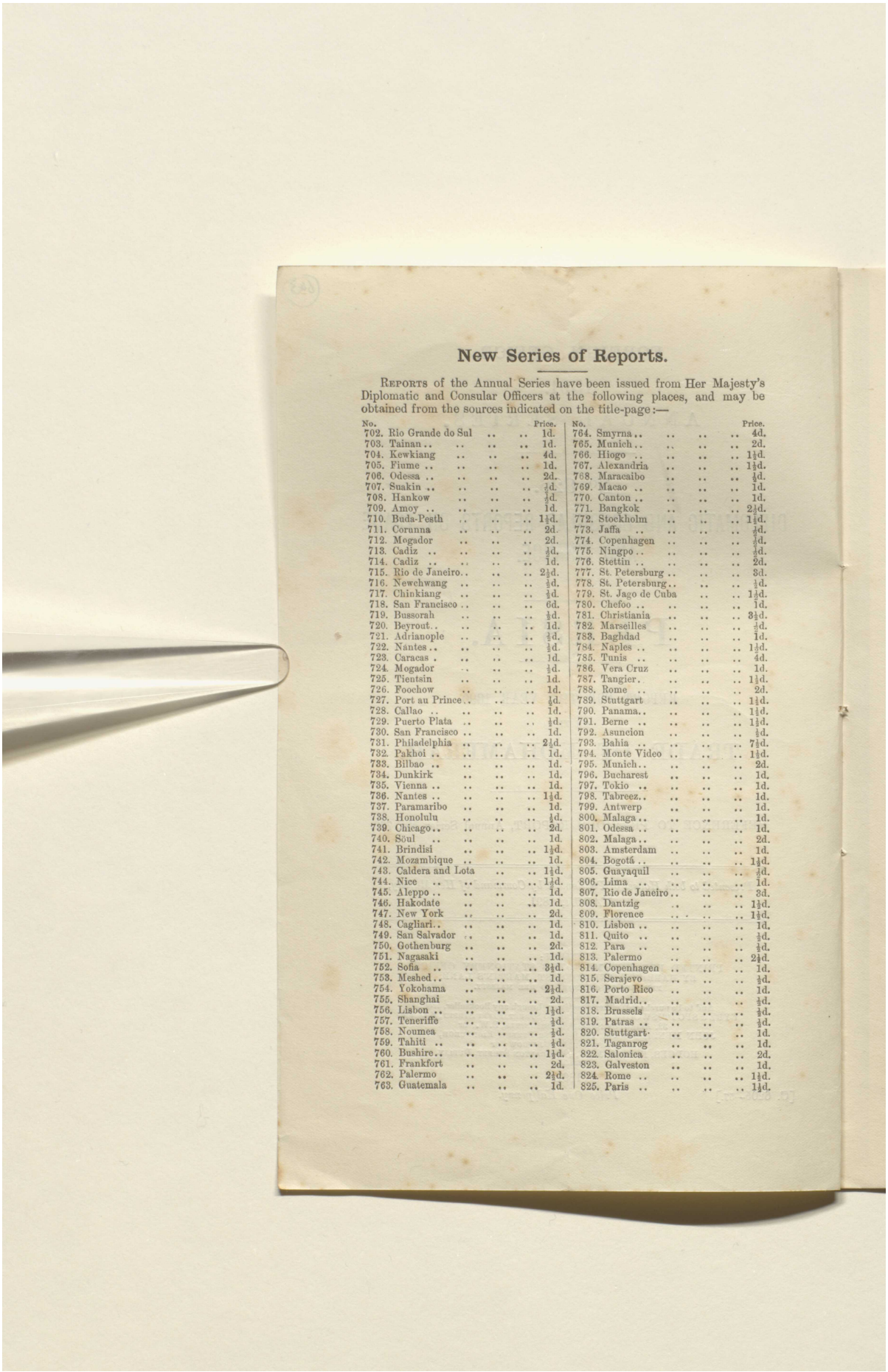

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755.	Shanghai	2d.	817.	Madrid	½d.
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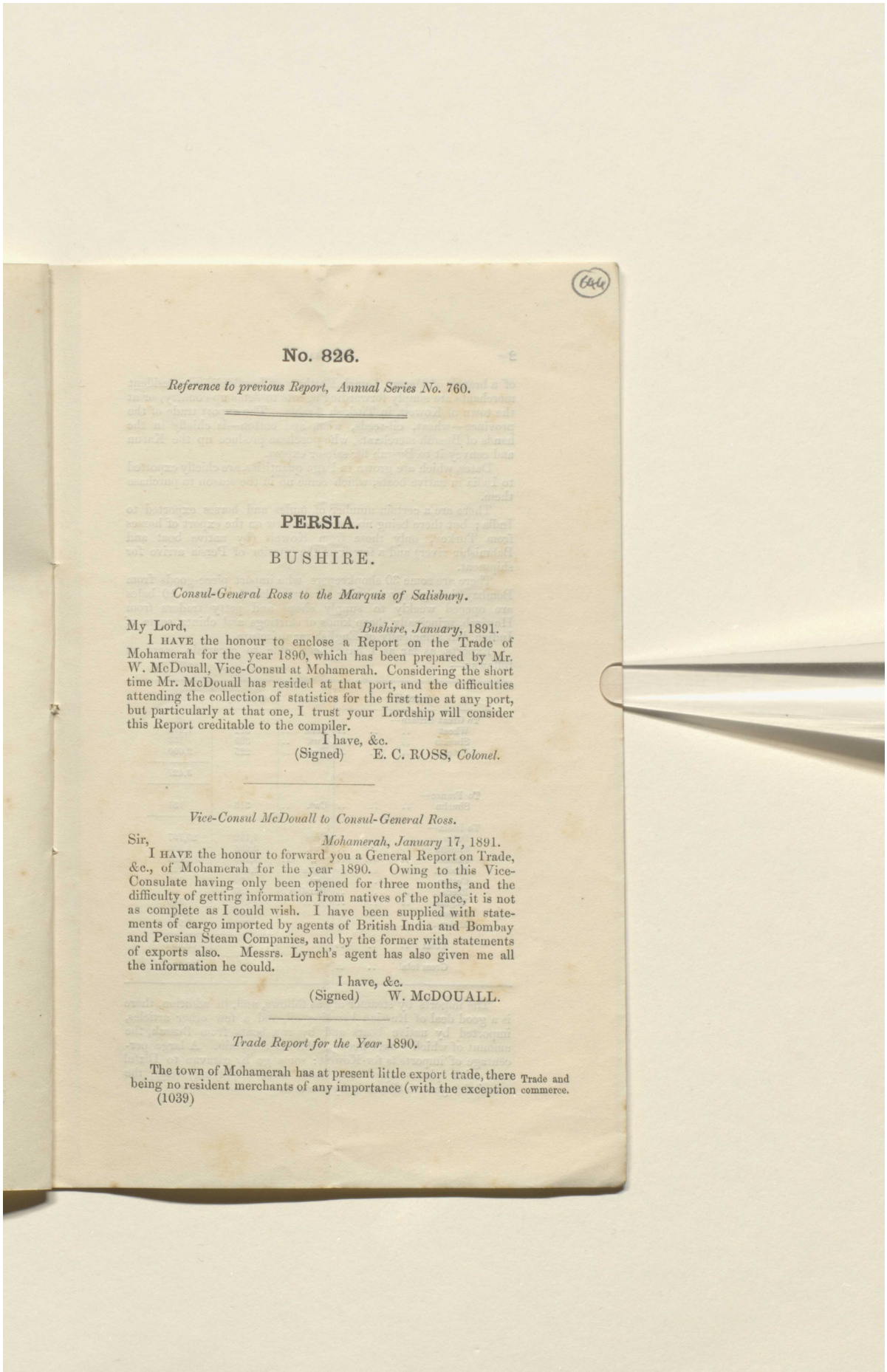

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PERSIA.

BUSHIRE.

Consul-General Ross to the Marquis of Salisbury.

My Lord, *Bushire, January*, 1891.

I HAVE the honour to enclose a Report on the Trade of Mohamerah for the year 1890, which has been prepared by Mr. W. McDouall, Vice-Consul at Mohamerah. Considering the short time Mr. McDouall has resided at that port, and the difficulties attending the collection of statistics for the first time at any port, but particularly at that one, I trust your Lordship will consider this Report creditable to the compiler.

I have, &c.
(Signed) E. C. ROSS, *Colonel.*

Vice-Consul McDouall to Consul-General Ross.

Sir, *Mohamerah, January* 17, 1891.

I HAVE the honour to forward you a General Report on Trade, &c., of Mohamerah for the year 1890. Owing to this Vice-Consulate having only been opened for three months, and the difficulty of getting information from natives of the place, it is not as complete as I could wish. I have been supplied with statements of cargo imported by agents of British India and Bombay and Persian Steam Companies, and by the former with statements of exports also. Messrs. Lynch's agent has also given me all the information he could.

I have, &c.
(Signed) W. McDOUALL.

Trade Report for the Year 1890.

Trade and commerce.

The town of Mohamerah has at present little export trade, there being no resident merchants of any importance (with the exception

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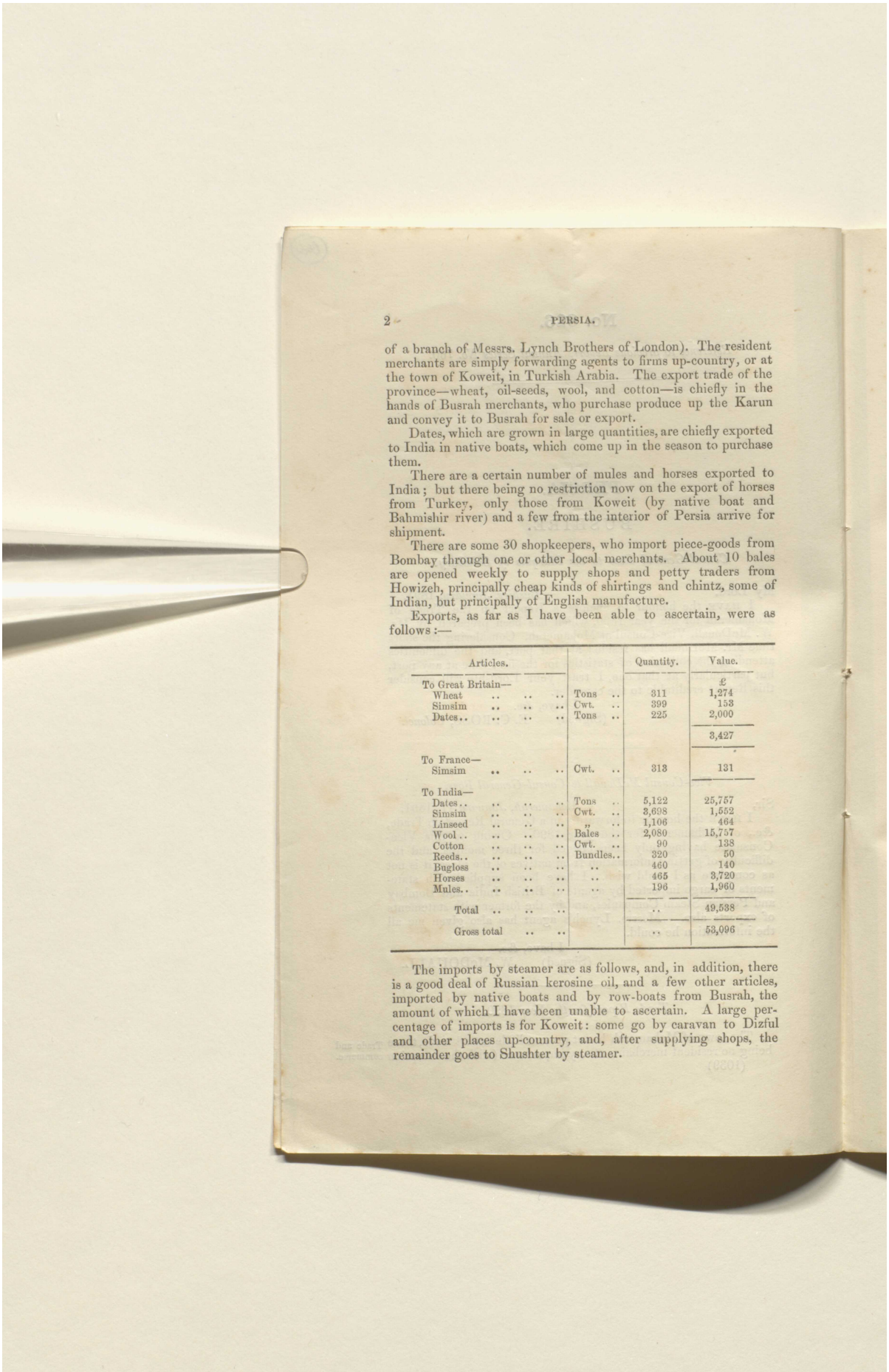

of a branch of Messrs. Lynch Brothers of London). The resident merchants are simply forwarding agents to firms up-country, or at the town of Koweit, in Turkish Arabia. The export trade of the province—wheat, oil-seeds, wool, and cotton—is chiefly in the hands of Busrah merchants, who purchase produce up the Karun and convey it to Busrah for sale or export.

Dates, which are grown in large quantities, are chiefly exported to India in native boats, which come up in the season to purchase them.

There are a certain number of mules and horses exported to India; but there being no restriction now on the export of horses from Turkey, only those from Koweit (by native boat and Bahmishir river) and a few from the interior of Persia arrive for shipment.

There are some 30 shopkeepers, who import piece-goods from Bombay through one or other local merchants. About 10 bales are opened weekly to supply shops and petty traders from Howizeh, principally cheap kinds of shirtings and chintz, some of Indian, but principally of English manufacture.

Exports, as far as I have been able to ascertain, were as follows:—

Articles.		Quantity.	Value.
			£
To Great Britain—			
Wheat	Tons ..	311	1,274
Simsim	Cwt. ..	399	153
Dates	Tons ..	225	2,000
			3,427
To France—			
Simsim	Cwt. ..	313	131
To India—			
Dates	Tons ..	5,122	25,757
Simsim	Cwt. ..	3,698	1,552
Linseed	,, ..	1,106	464
Wool	Bales ..	2,080	15,757
Cotton	Cwt. ..	90	138
Reeds	Bundles ..	320	50
Bugloss	..	460	140
Horses	..	465	3,720
Mules	..	196	1,960
Total		..	49,538
Gross total		..	53,096

The imports by steamer are as follows, and, in addition, there is a good deal of Russian kerosine oil, and a few other articles, imported by native boats and by row-boats from Busrah, the amount of which I have been unable to ascertain. A large percentage of imports is for Koweit: some go by caravan to Dizful and other places up-country, and, after supplying shops, the remainder goes to Shushter by steamer.

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IMPORTS.

Articles.		Quantity.	Value.
			£
From India—			
Piece goods	Bales ..	2,585	59,500
„ „	Bundles..	2,169	43,380
„ „	Cases ..	300	7,500
Tea	„ ..	271	1,400
Sugar..	Bags ..	2,730	4,330
„ (loaf)	Cases ..	2,976	5,411
Coffee..	Bags ..	1,617	10,045
Twist	Bales ..	53	1,100
Alum	Casks ..	80	121
Cassia	Cases ..	177	270
Silk	„ ..	25	700
Gunny-bags	Bales ..	112	4,000
Tamarind	Bundles..	1,438	109
Pepper	Bags ..	217	743
Iron	Bars ..	3,683	2,340
	Bundles..	855	
Copper	Sheets ..	1,793	2,370
	Bundles..	100	
Steel	Kegs ..	60	49
Rice	Bags ..	975	437
Matches	Cases ..	37	51
Kerosene	„ ..	150	59
Miscellaneous	..	..	700
From Persian ports—			
Henna	Packages	439	333
Attaree	Cases ..	71	140
Sugar..	Bags ..	70	136
„ (loaf)	Cases ..	20	36
Tobacco	Bags ..	316	144
Coffee	„ ..	22	137
Piece goods	Cases ..	30	600
Total		..	146,141

Ordinary goods are sold by caravanserai men of 24 waki, or 153 lbs.; corn by the corn market man of 165 lbs. 12 ozs., or 26 waki, of 6 lbs. 6 ozs. each.

15-256

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EXPORTS to Shushter by Blosse Lynch.

Articles.		Quantity.	Value.
			£
ece goods	Packages ..	350	7,000
Henna	Bundles ..	21	16
Sugar (loaf)	Cases	968	1,154
Sugar..	Bags	350	591
Sundries	Cases	36	360
Iron	Bundles ..	270	200
„ bars	..	906	398
Steel	Kegs	41	1,100
Copper	Pieces ..	66	80
Candles	Cases	15	10
Matches	„	9	31
Drugs	Packages ..	42	80
Tea	Cases	30	160
Tobacco	Bags	13	6
Gunny bags	Bales	16	57
Total	..	..	11,243

The imports being principally paid for by shipments of specie, there is no regular rate of exchange. The currency is Persian, but the rupee is practically current at rate of 100 rupees to 250 krans. The Turkish lira is taken at about 32 krans. The above lists are calculated at 33 krans to the £.

Shipping and navigation.

The steamers of the British India Steam Navigation Company called weekly to discharge cargo on their return from Busrah, and from November 9 they commenced calling on way up river to land mails and passengers regularly and cargo when it suits their conveniences. The steamers of the Bombay and Persian Gulf Steam Navigation Company also called regularly to discharge cargo on the way from Busrah about once a month.

The grain shipped for Europe was shipped outside the bar of Shat-el-Arab, being conveyed from here in lighters.

In the river the Euphrates and Tigris Steam Navigation Company (of which Messrs. Lynch are agents) run a steamer fortnightly to Ahwaz in connection with one running thence to Shushter. The Nasery (a Persian) Company imported a steam launch on November 2, which runs to Ahwaz, towing two lighters alongside, and taking about 25 tons of cargo.

Seven Indian baglas under British flag called at port during the date season before this Vice-Consulate was opened. The number of baglas under other flags I have been unable to ascertain.

Agriculture.

A large amount of wheat is grown on the Karun, and much more could be grown. A certain amount of oil-seeds, flax, and roses is also grown. From the latter good rose-water is made, chiefly on the island of Khedr. Dates are the principal crop in the immediate neighbourhood of the town.

Industries.

A coarse woollen cloth is made for local consumption throughout the district. Dyeing and tanning is carried on in the town, and

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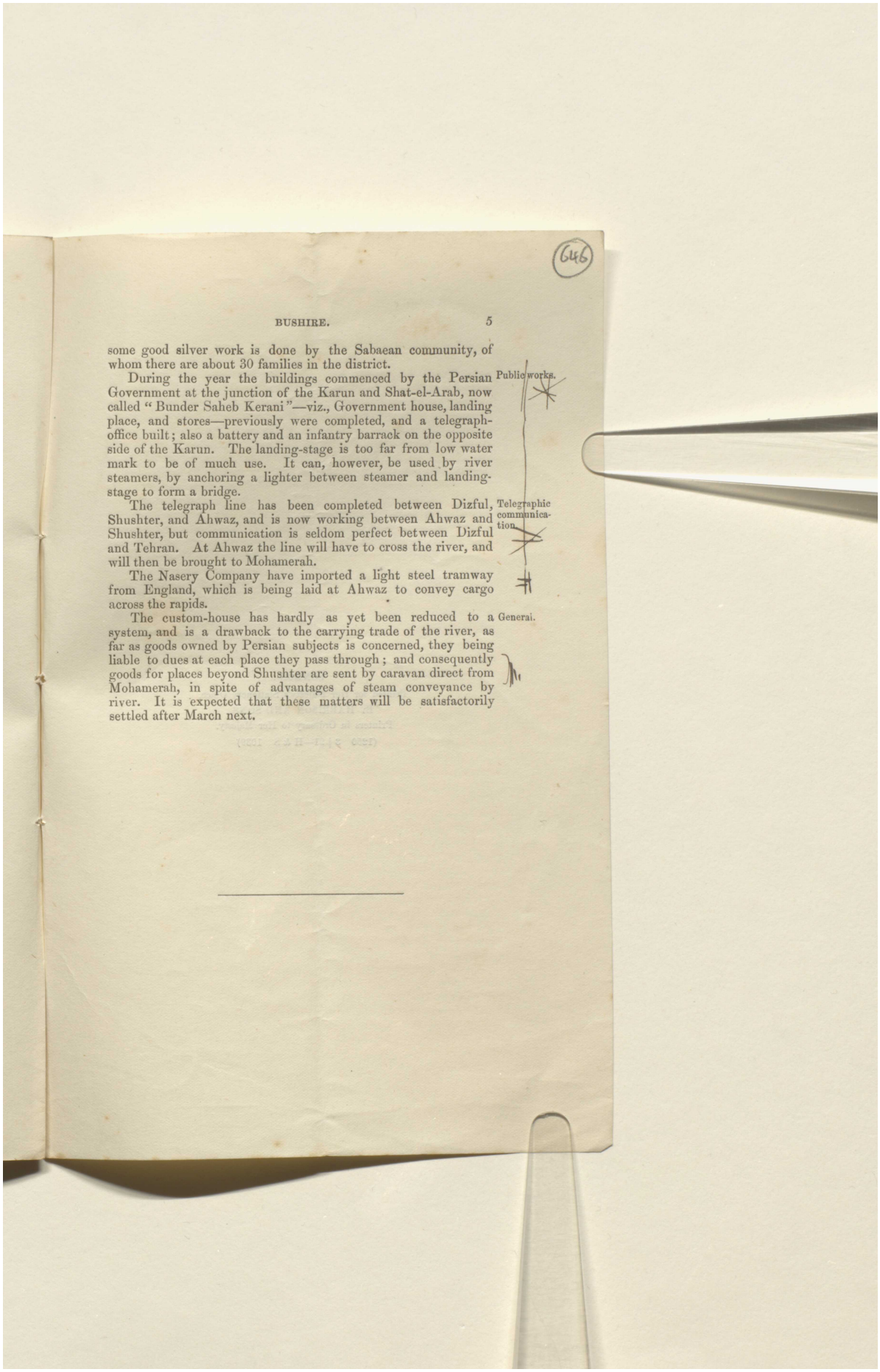

some good silver work is done by the Sabaean community, of whom there are about 30 families in the district.

Public works.

During the year the buildings commenced by the Persian Government at the junction of the Karun and Shat-el-Arab, now called "Bunder Saheb Kerani"—viz., Government house, landing place, and stores—previously were completed, and a telegraph-office built; also a battery and an infantry barrack on the opposite side of the Karun. The landing-stage is too far from low water mark to be of much use. It can, however, be used by river steamers, by anchoring a lighter between steamer and landing-stage to form a bridge.

Telegraphic communication.

The telegraph line has been completed between Dizful, Shushter, and Ahwaz, and is now working between Ahwaz and Shushter, but communication is seldom perfect between Dizful and Tehran. At Ahwaz the line will have to cross the river, and will then be brought to Mohamerah.

The Nasery Company have imported a light steel tramway from England, which is being laid at Ahwaz to convey cargo across the rapids.

General.

The custom-house has hardly as yet been reduced to a system, and is a drawback to the carrying trade of the river, as far as goods owned by Persian subjects is concerned, they being liable to dues at each place they pass through; and consequently goods for places beyond Shushter are sent by caravan direct from Mohamerah, in spite of advantages of steam conveyance by river. It is expected that these matters will be satisfactorily settled after March next.

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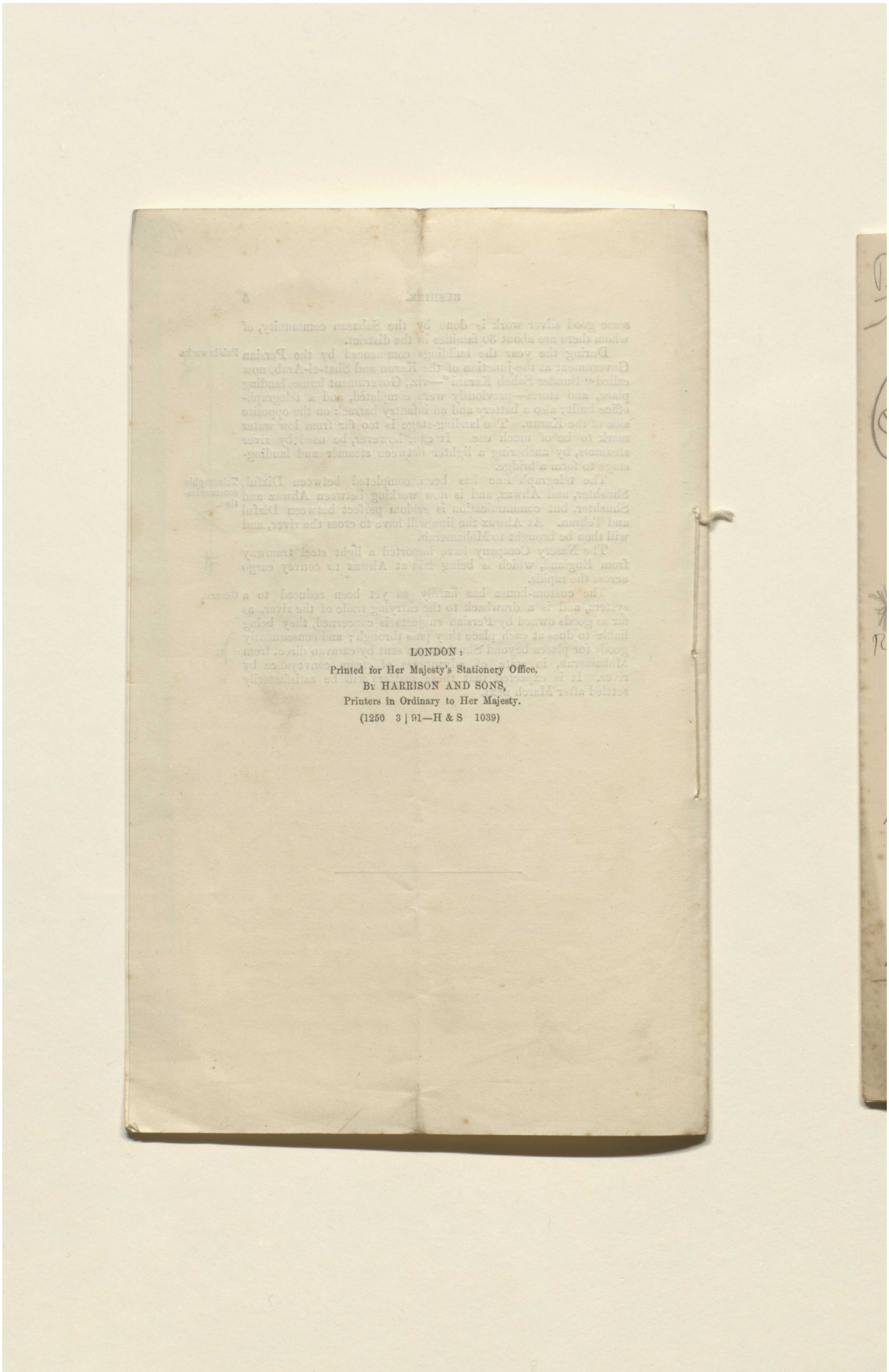

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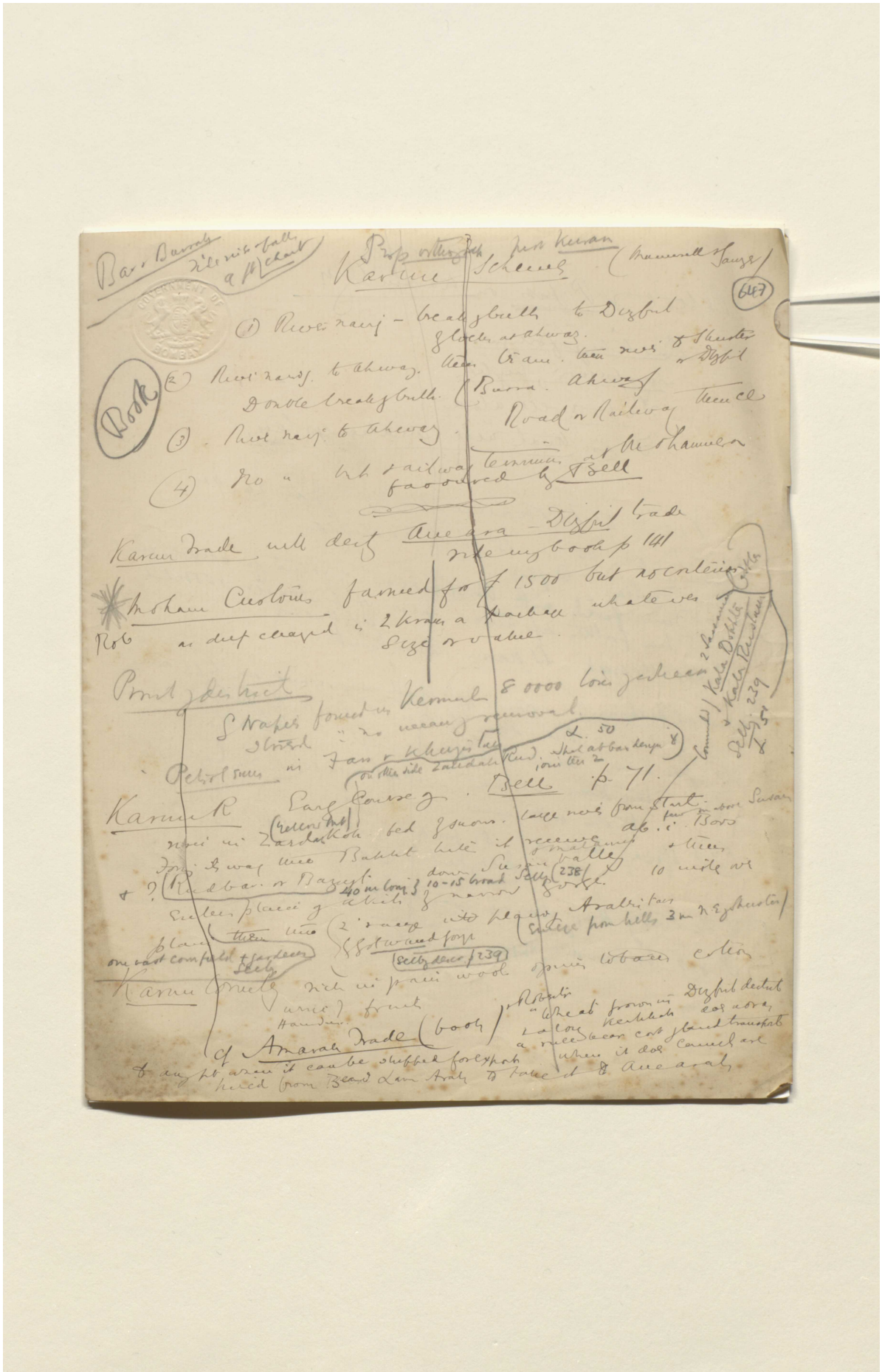

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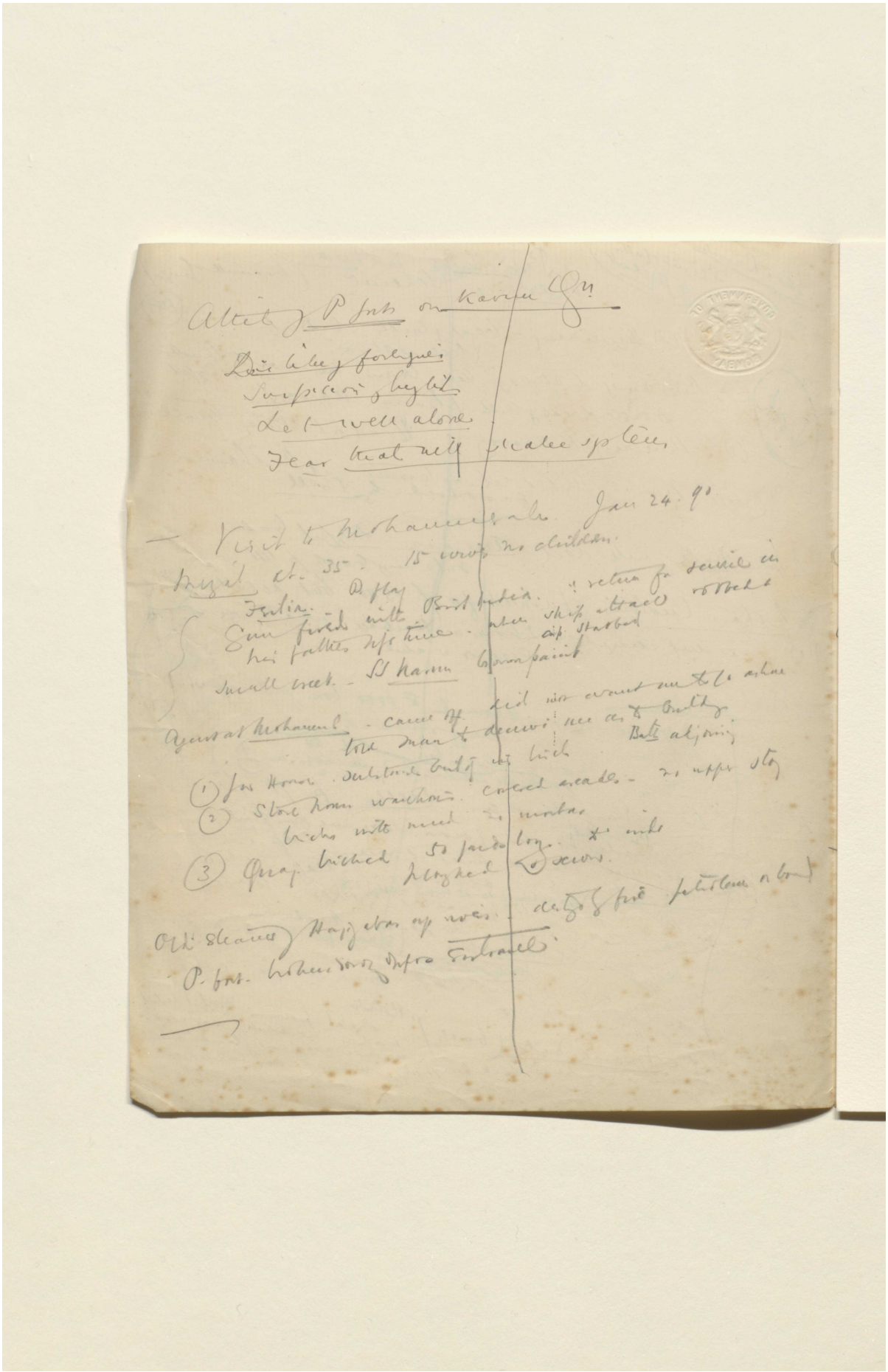

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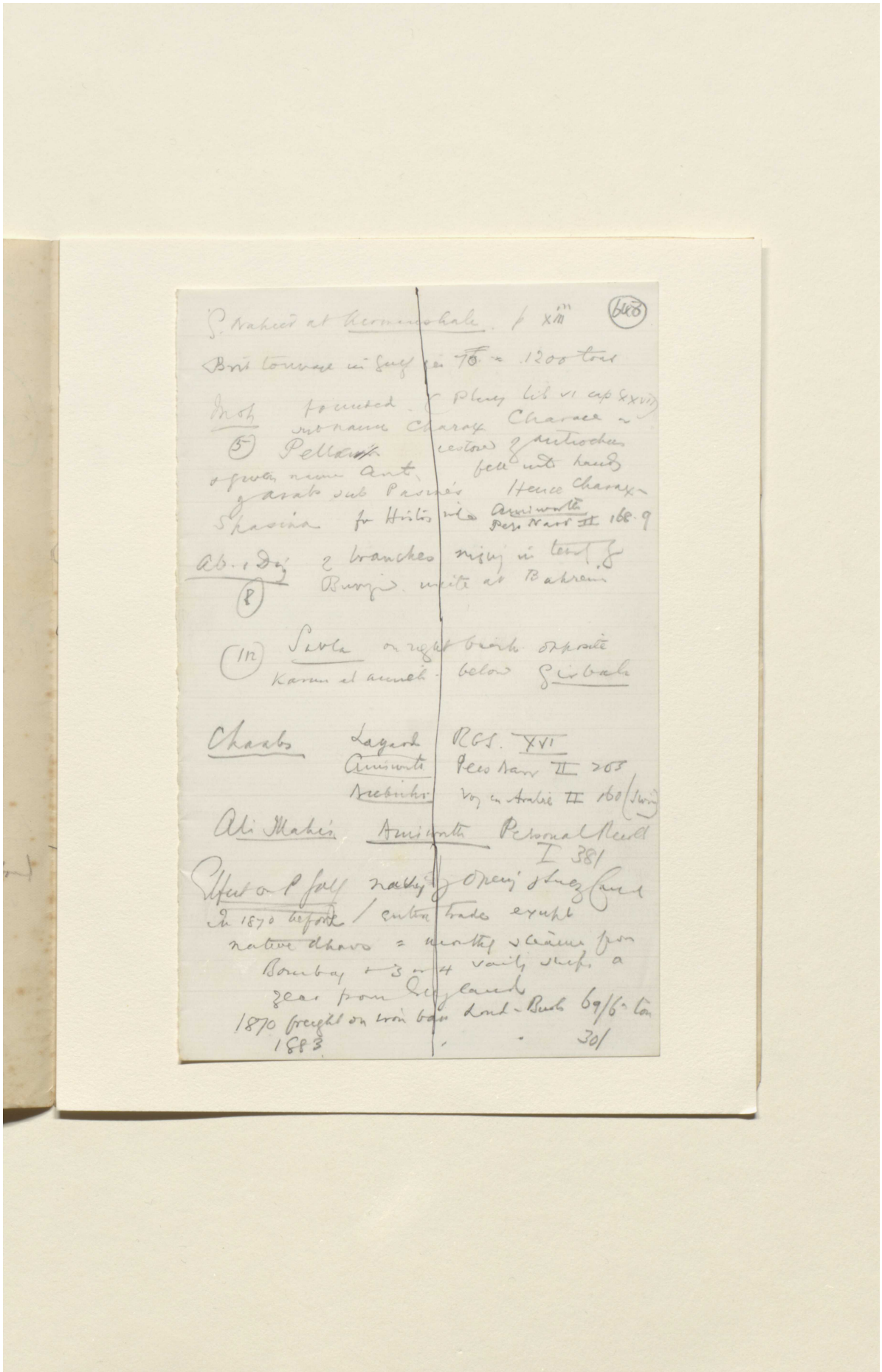

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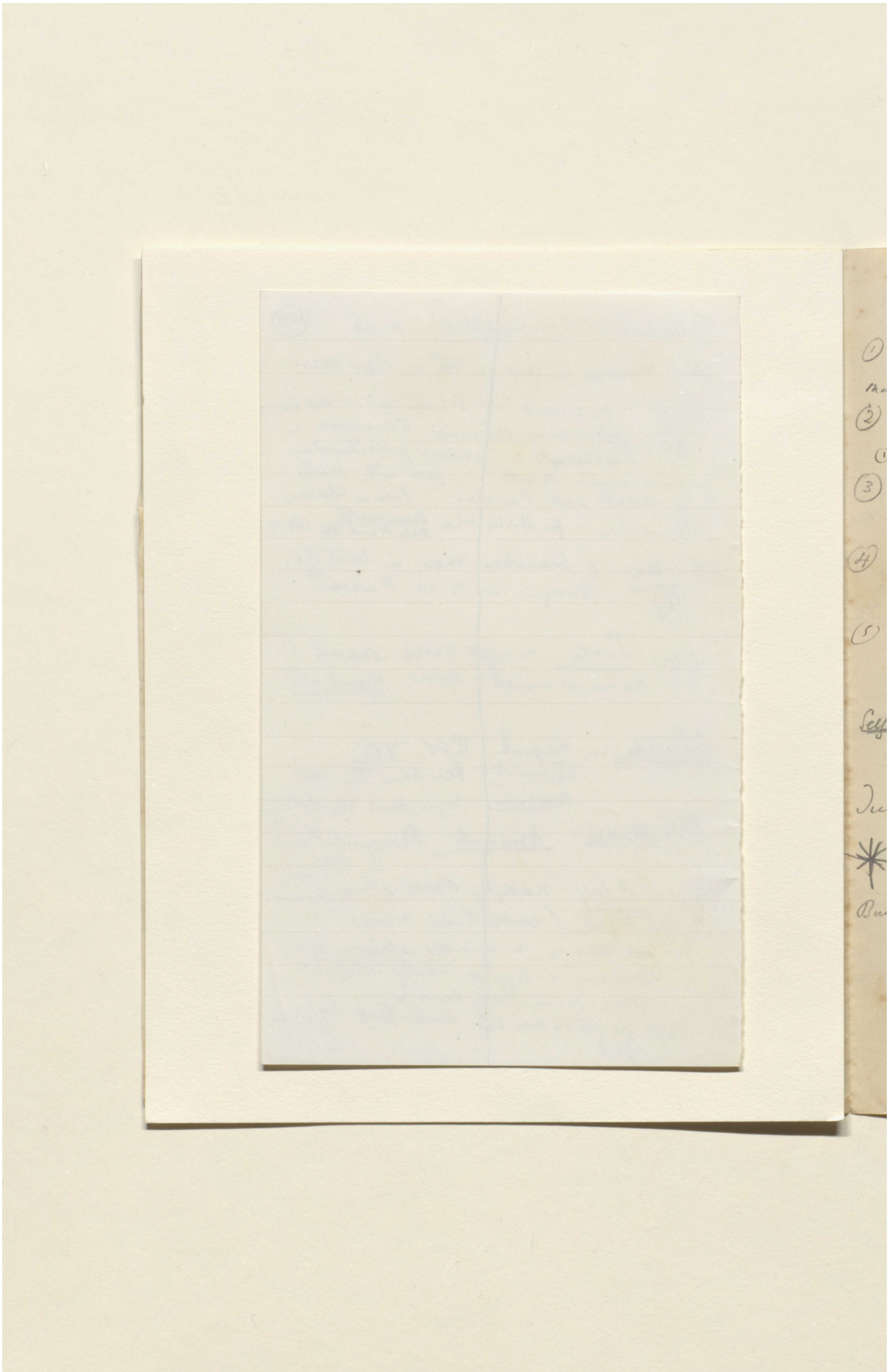

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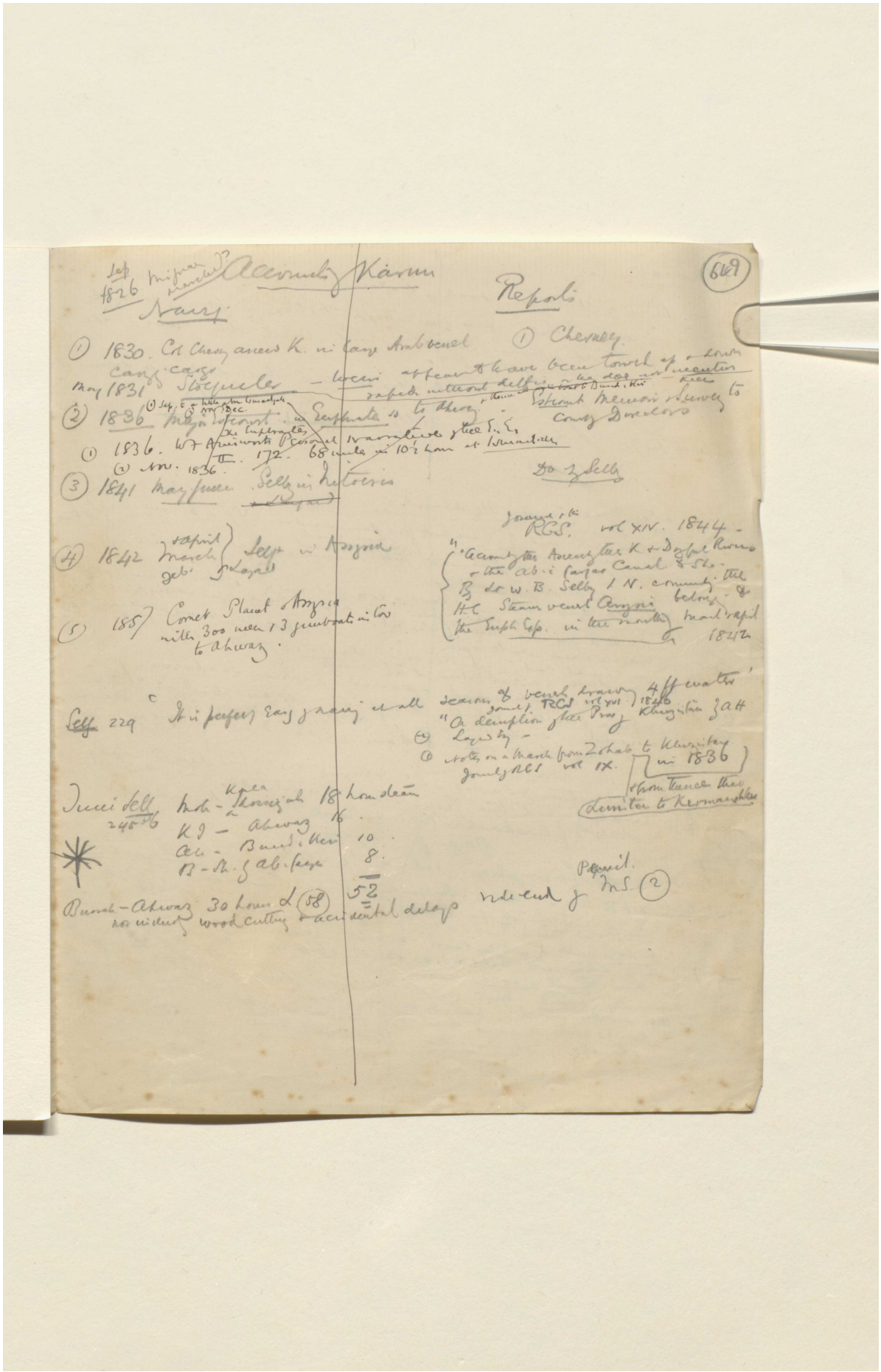

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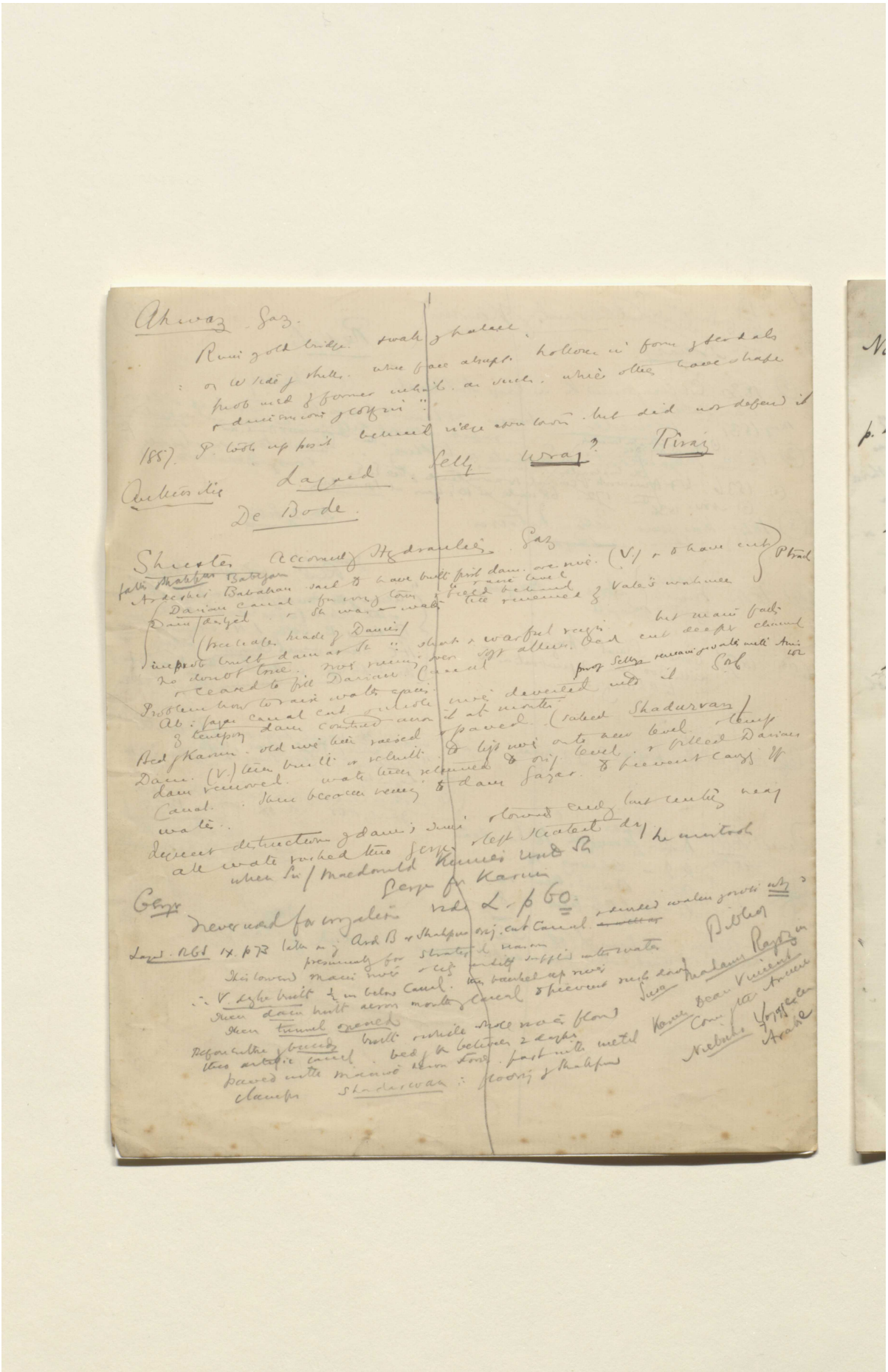

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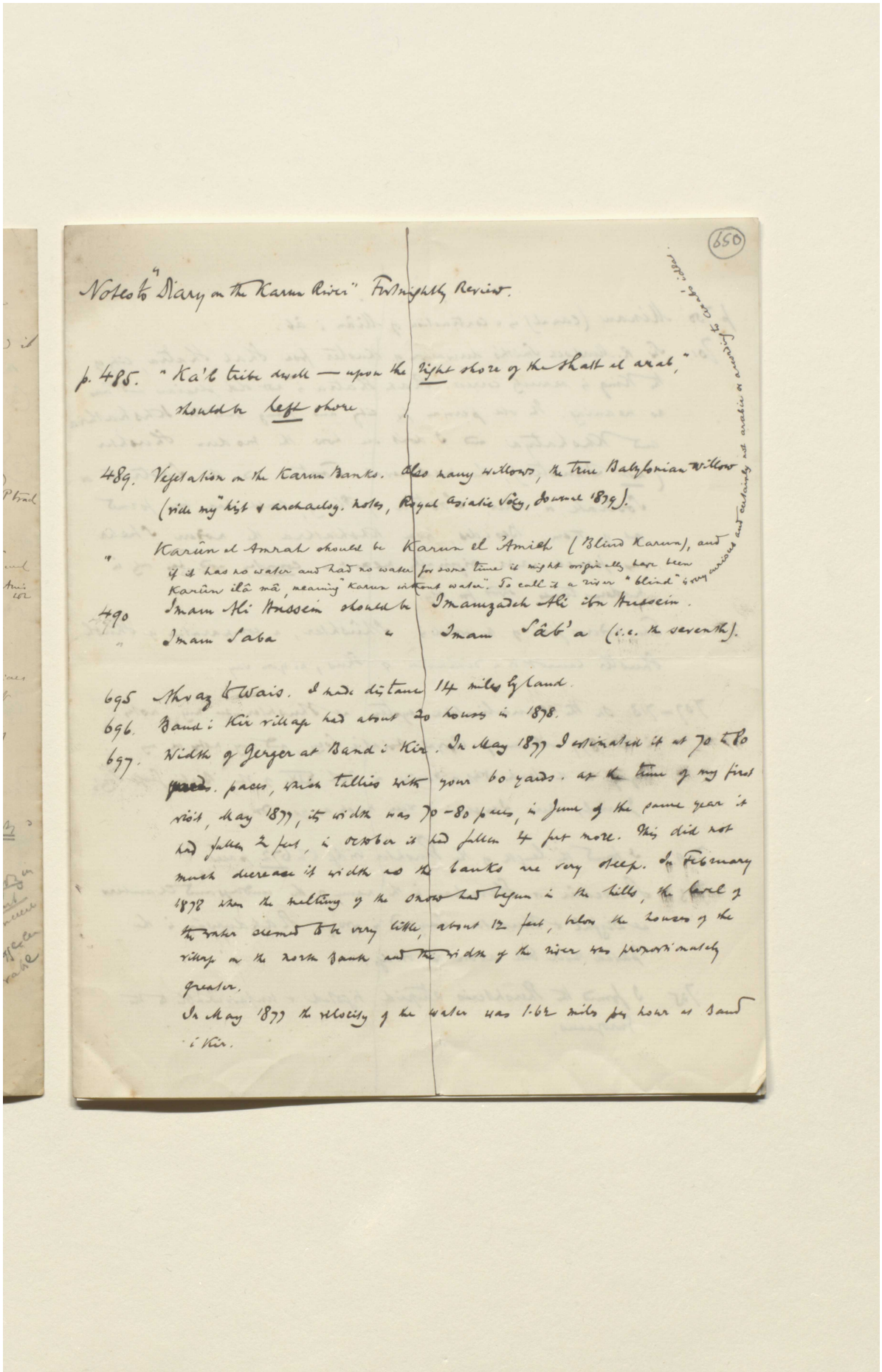

650

Notes to "Diary on the Karun River" Fortnightly Review.

p. 485. "Ka'b tribe dwell — upon the right shore of the Shatt el arab," should be left shore

489. Vegetation on the Karun Banks. Also many willows, the true Babylonian willow (vide my "hist & archaeolog. notes, Royal Asiatic Soc'y, Journal 1879).

" Karûn el Amrah should be Karun el 'Amieh (Blind Karun), and if it has no water and had no water for some time it might originally have been Karûn ilâ mâ, meaning "Karun without water". To call it a river "blind" is very curious and certainly not arabic or according to Arab's ideas.

490 Imam Ali Hussein should be Imamzadeh Ali ibn Hussein.

" Imam Saba " Imam Sâb'a (i.e. the seventh).

695 Ahvaz to Wais. I made distance 14 miles by land.

696. Band i Kir village had about 20 houses in 1878.

697. Width of Gerger at Band i Kir. In May 1877 I estimated it at 70 to 80 ~~yards~~ paces, which tallies with your 60 yards. At the time of my first visit, May 1877, its width was 70-80 paces, in June of the same year it had fallen 2 feet, in October it had fallen 4 feet more. This did not much decrease its width as the banks are very steep. In February 1878 when the melting of the snow had begun in the hills, the level of the water seemed to be very little, about 12 feet, below the houses of the village on the north bank and the width of the river was proportionately greater.

In May 1877 the velocity of the water was 1.62 miles per hour at Band i Kir.

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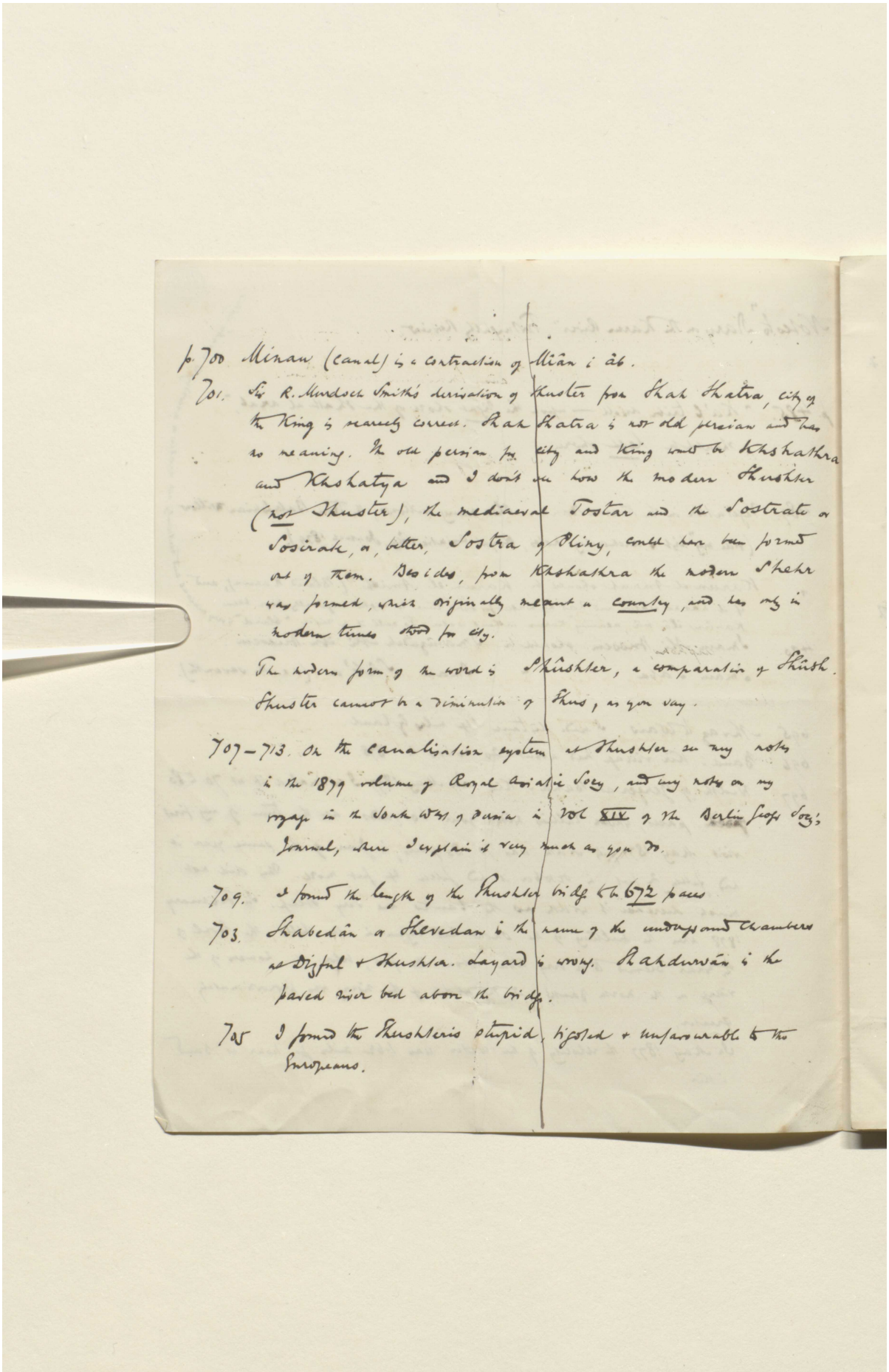

p. 700 Mirâw (canal) is a contraction of Mîân i âb.

701. Sir R. Murdoch Smith's derivation of Shuster from Shah Shatra, city of the King is nearly correct. Shah Shatra is not old persian and has no meaning. The old persian for city and king would be Khshathra and Khshatya and I don't see how the modern Shushter (not Shuster), the mediaeval Tostar and the Sostrate or Sosirate, or better, Sostra of Pliny, could have been formed out of them. Besides, from Khshathra the modern Shehr was formed, which originally meant a country, and has only in modern times stood for city.

The modern form of the word is Shûshter, a comparative of Shûsh. Shuster cannot be a diminutive of Shus, as you say.

707–713. On the canalisation system at Shushter see my notes in the 1879 volume of Royal Asiatic Soc^y, and my notes on my voyage in the South West of Persia in Vol XIX of the Berlin Geog^l Soc^y's Journal, where I explain it very much as you do.

709. I found the length of the Shushter bridge to be 672 paces

703. Shabedân or Shevedan is the name of the underground chambers at Dizful & Shushtar. Layard is wrong. Rakdurân is the paved river bed above the bridge.

705 I found the Shushteris stupid, bigoted & unfavourable to the Europeans.

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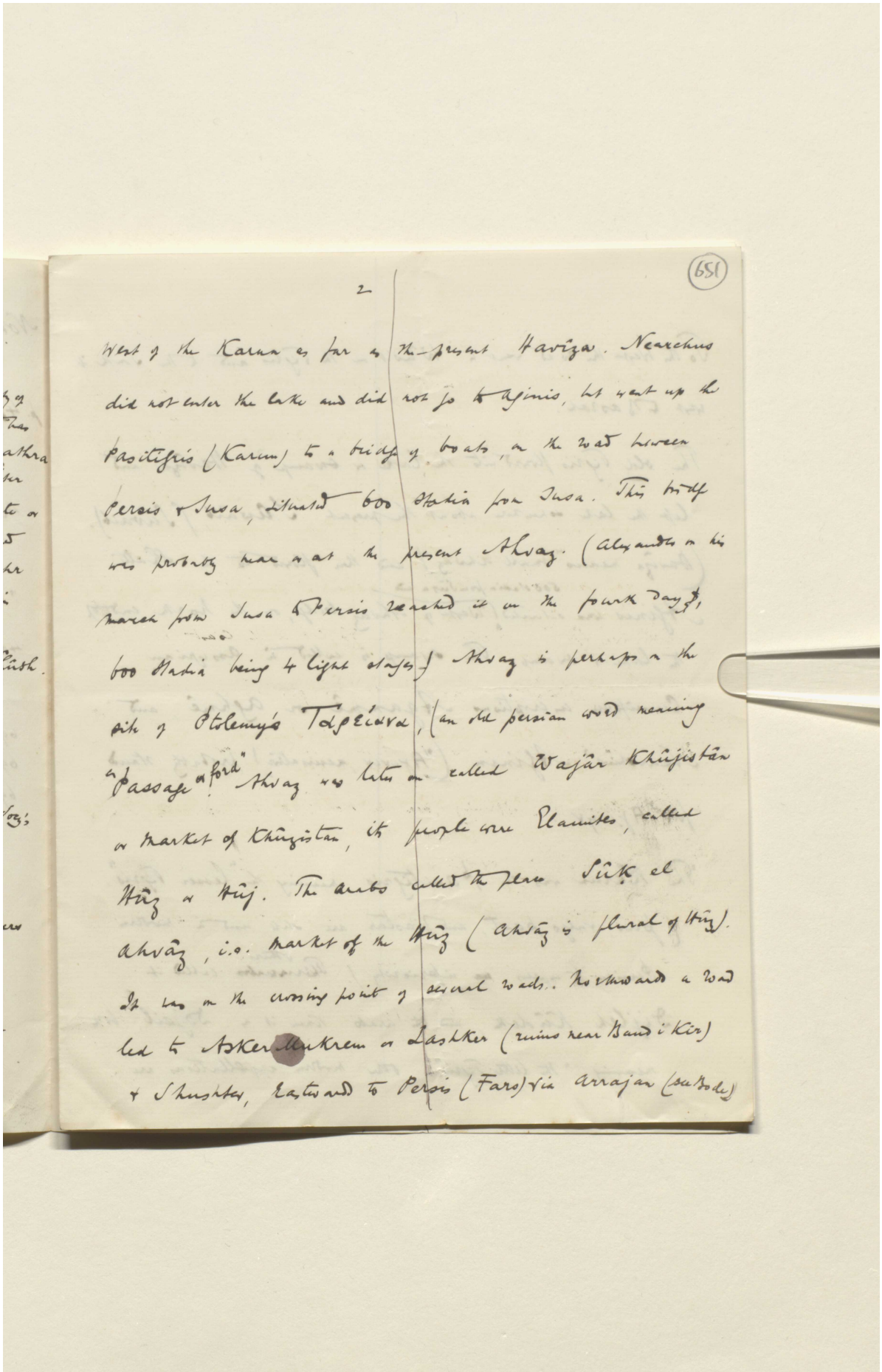

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2

West of the Karun as far as the present Haviza. Nearchus did not enter the lake and did not go to Apsinis, but went up the Pasitigris (Karun) to a bridge of boats, on the road between Persis & Susa, situated 600 Stadia from Susa. This bridge was probably near or at the present Ahwaz. (Alexander on his march from Susa to Persis reached it on the fourth day; 600 Stadia being 4 light stages.) Ahwaz is perhaps on the site of Ptolemy's Ταρσιάνα, (an old persian word meaning "passage or ford") Ahwaz was later on called Wajar Khûjistân or market of Khûjistan, its people were Elamites, called Huz or Huj. The arabs called the place Sûk el Ahwâz, i.e. market of the Huz (Ahwâz is plural of Huz). It lies on the crossing point of several roads. Northward a road led to Askermukrem or Askker (ruins near Band i Kir) & Shushter, Eastward to Persis (Fars) via Arrajan (Behbehan)

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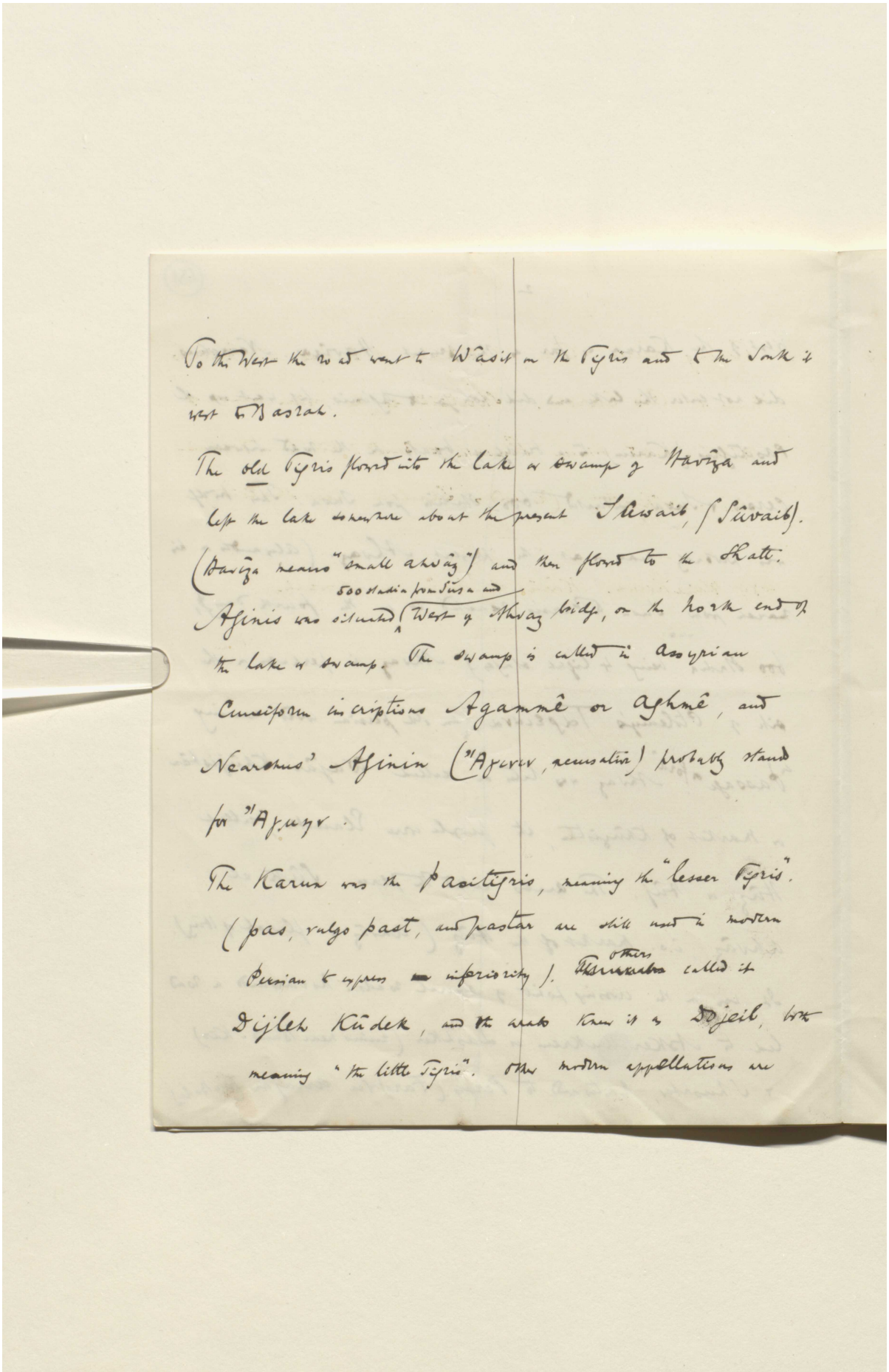

To the West the road went to Wâsit on the Tigris and to the South it west to Basrah.

The old Tigris flowed into the lake or swamp of Haviza and left the lake somewhere about the present Sûwaib, (Sûvaib). (Haviza means "small ahvâz") and then flowed to the Shatt. Aginis was situated 500 stadia from Susa and West of Ahvaz bridge, on the North end of the lake or swamp. The swamp is called in Assyrian Cuneiform inscriptions Agammê or Aghmê, and Nearchus' Aginin (Ἄγινιν, accusative) probably stands for Ἄγμην.

The Karun was the Pasitigris, meaning the "lesser Tigris". (pas, vulgo past, and pastar are still used in modern Persian to express inferiority). Others called it Dijleh Kûdek, and the arabs knew it as Dojeil, both meaning "the little Tigris". Other modern appellations are

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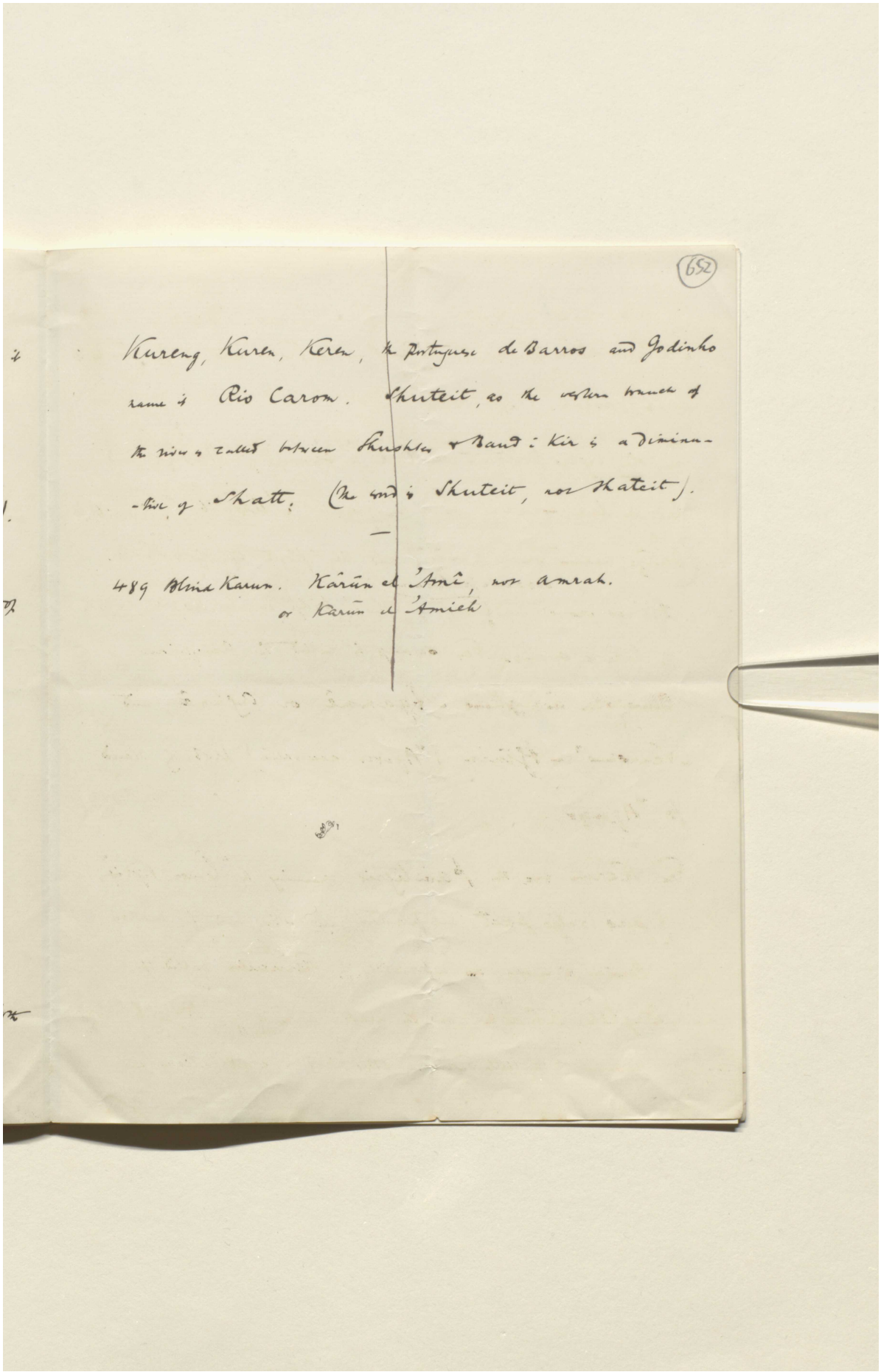

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Kureng, Kuren, Keren, the Portuguese de Barros and Godinho name it Rio Carom. Shuteit, as the western branch of the river is called between Shushter & Band-i-Kir is a diminutive of Shatt. (The word is Shuteit, not Shateit).

—

489 Blind Karun. Kârûn el 'Amî, not amrah.
or Karûn el 'Amieh

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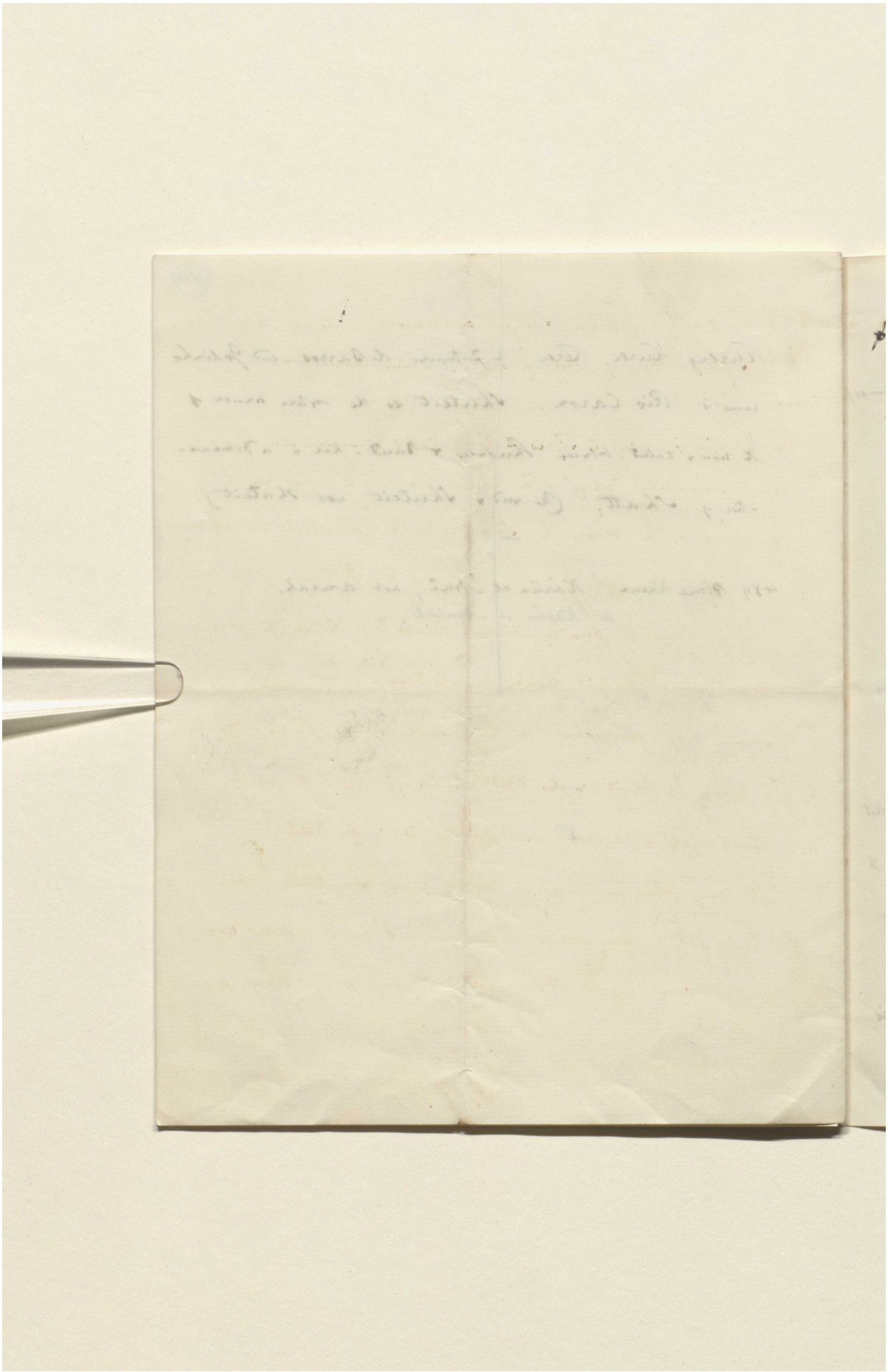

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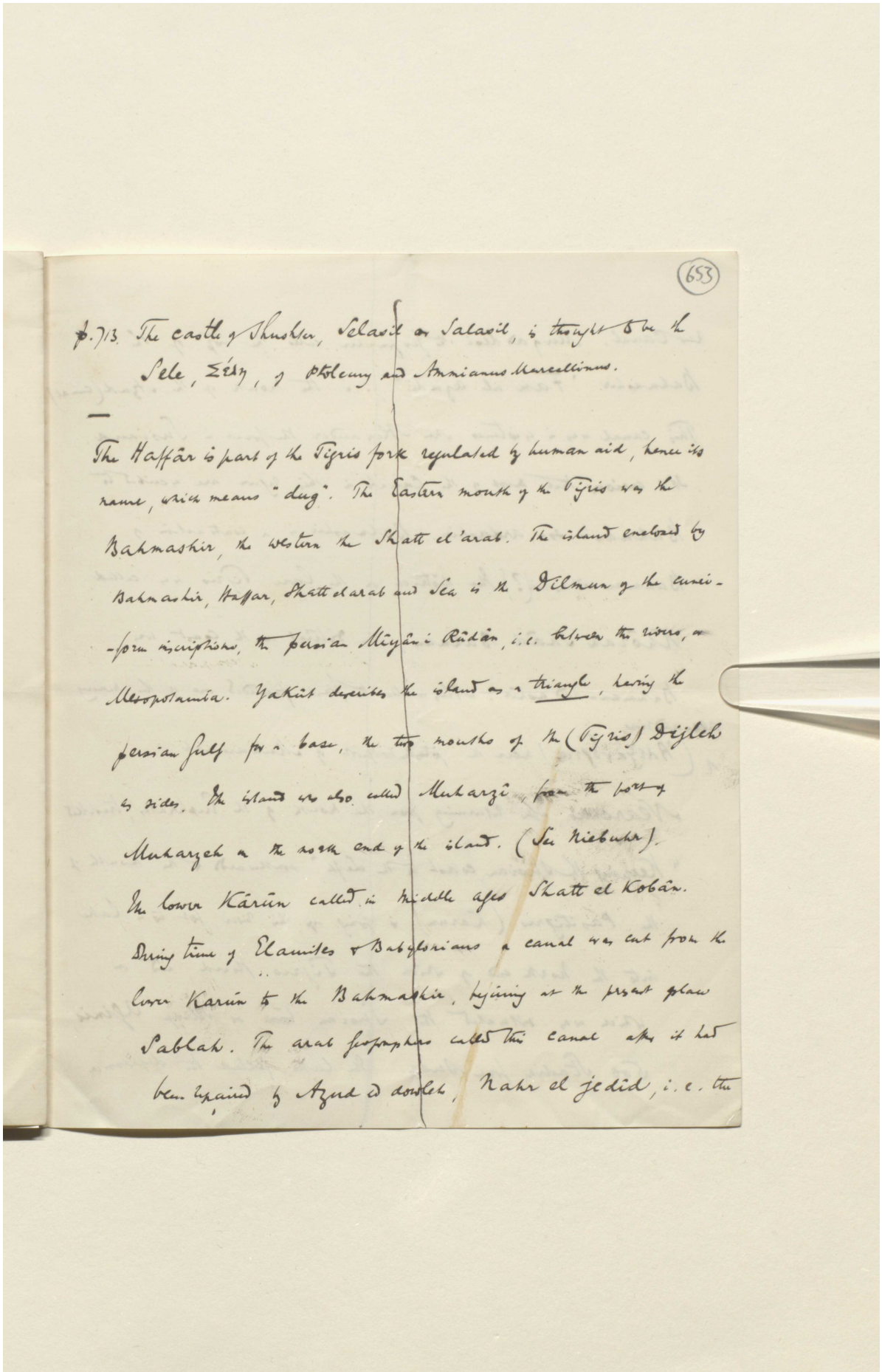

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p. 713. The castle of Shushter, Selasil or Salasil, is thought to be the Sele, Σέλη, of Ptolemy and Ammianus Marcellinus.

—

The Hassâr is part of the Tigris fork regulated by human aid, hence its name, which means "dug". The Eastern mouth of the Tigris was the Bahmashir, the western the Shatt el 'arab. The island enclosed by Bahmashir, Hassar, Shatt el arab and Sea is the Dilmun of the cuneiform inscriptions, the persian Miyân i Rûdân, i.e. between the rivers, or Mesopotamia. Yakût describes the island as a triangle, having the persian gulf for a base, the two mouths of the (Tigris) Dijleh & sides. The island was also called Mukarzî from the town of Mukarzeh at the north end of the island. (See Niebuhr).

The lower Kârûn called in middle ages Shatt el Kobân.

During time of Elamites & Babylonians a canal was cut from the lower Karûn to the Bahmashir, tracing as the present plain Sablah. The arab geographers called this canal after it had been repaired by Azud ed dowleh, Nahr el jedid, i.e. the

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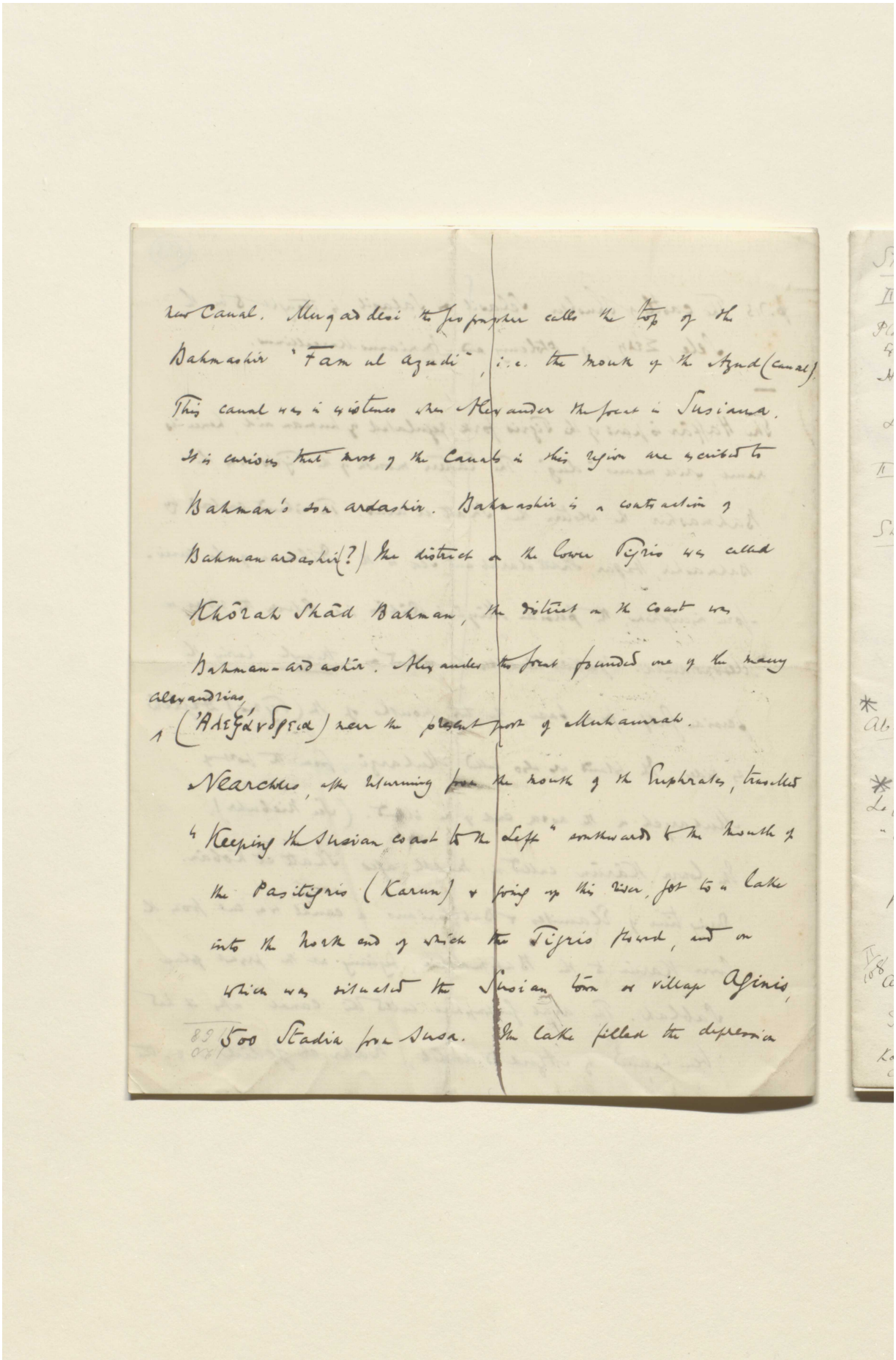

new Canal. Mugaddesi the geographer calls the top of the Bahmanshir 'Fam ul agadi', i.e. the mouth of the Agad (canal). This canal was in existence when Alexander the great in Susiana. It is curious that most of the Canals in this region are ascribed to Bahman's son ardashir. Bahmanshir is a contraction of Bahman ardashir(?) The district on the lower Tigris was called Khorah Shâd Bahman, the district on the coast was Bahman-ardashir. Alexander the great founded one of the many Alexandrias 1 (Ἀλεξάνδρεια) near the present post of Muhammerah.

Nearchus, after returning from the mouth of the Euphrates, traveled "keeping the Susian coast to the left" southward to the mouth of the Pasitigris (Karun) + going up this river, for to a lake into the mouth and of which the Tigris flowed, and on which was situated the Susian town or village Aginis, 89 500 Stadia from Susa. The lake filled the depression

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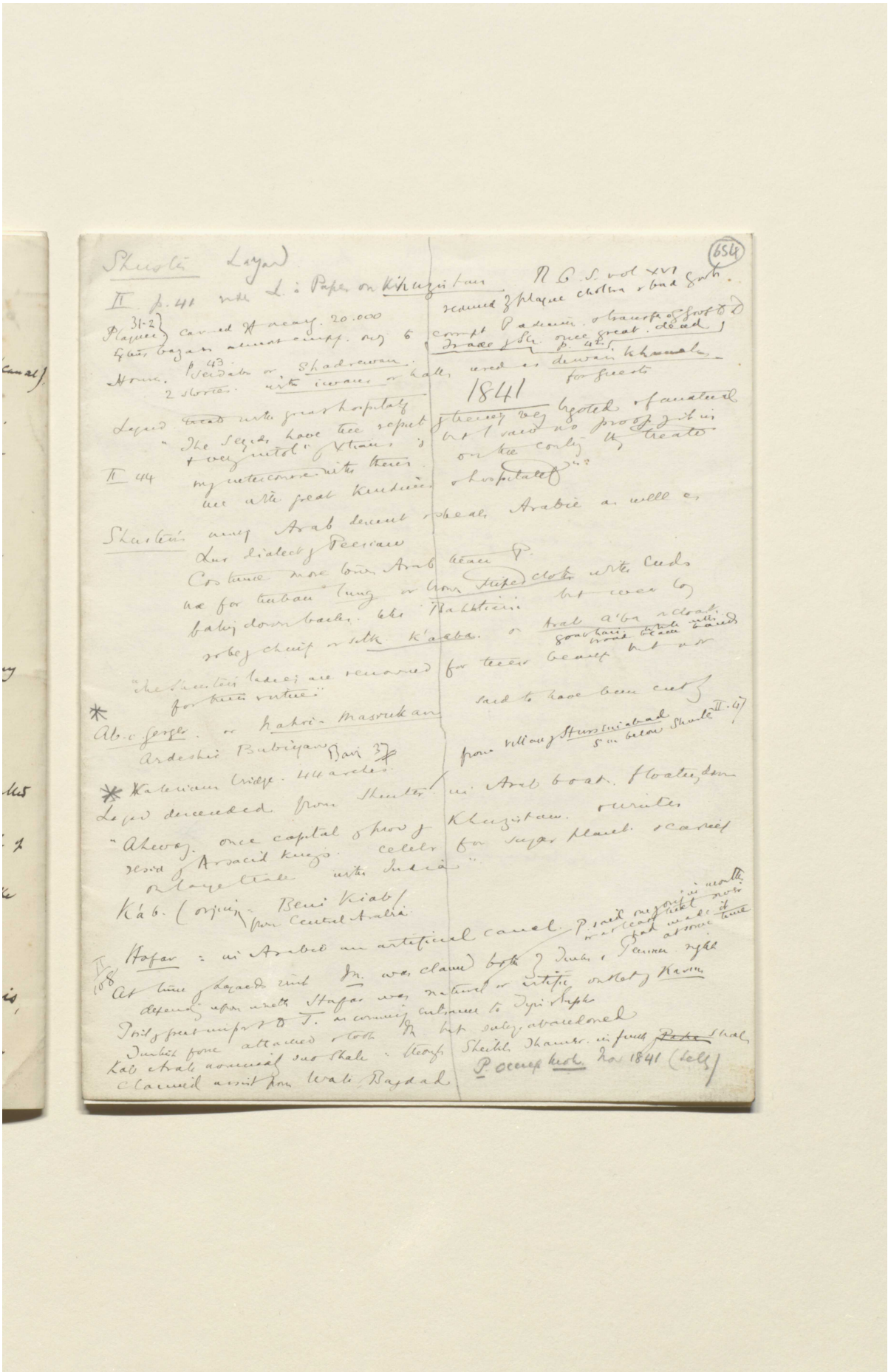

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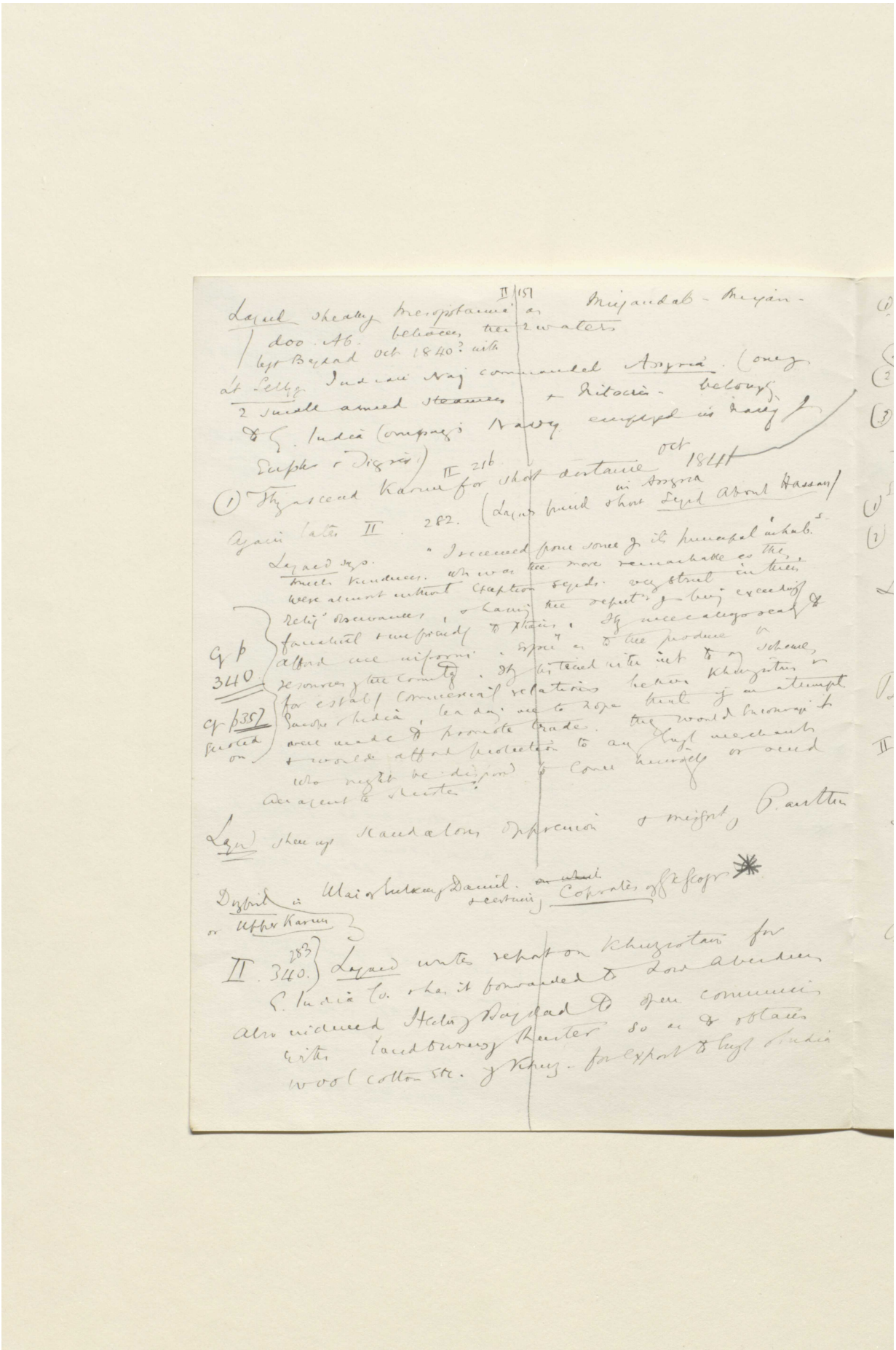

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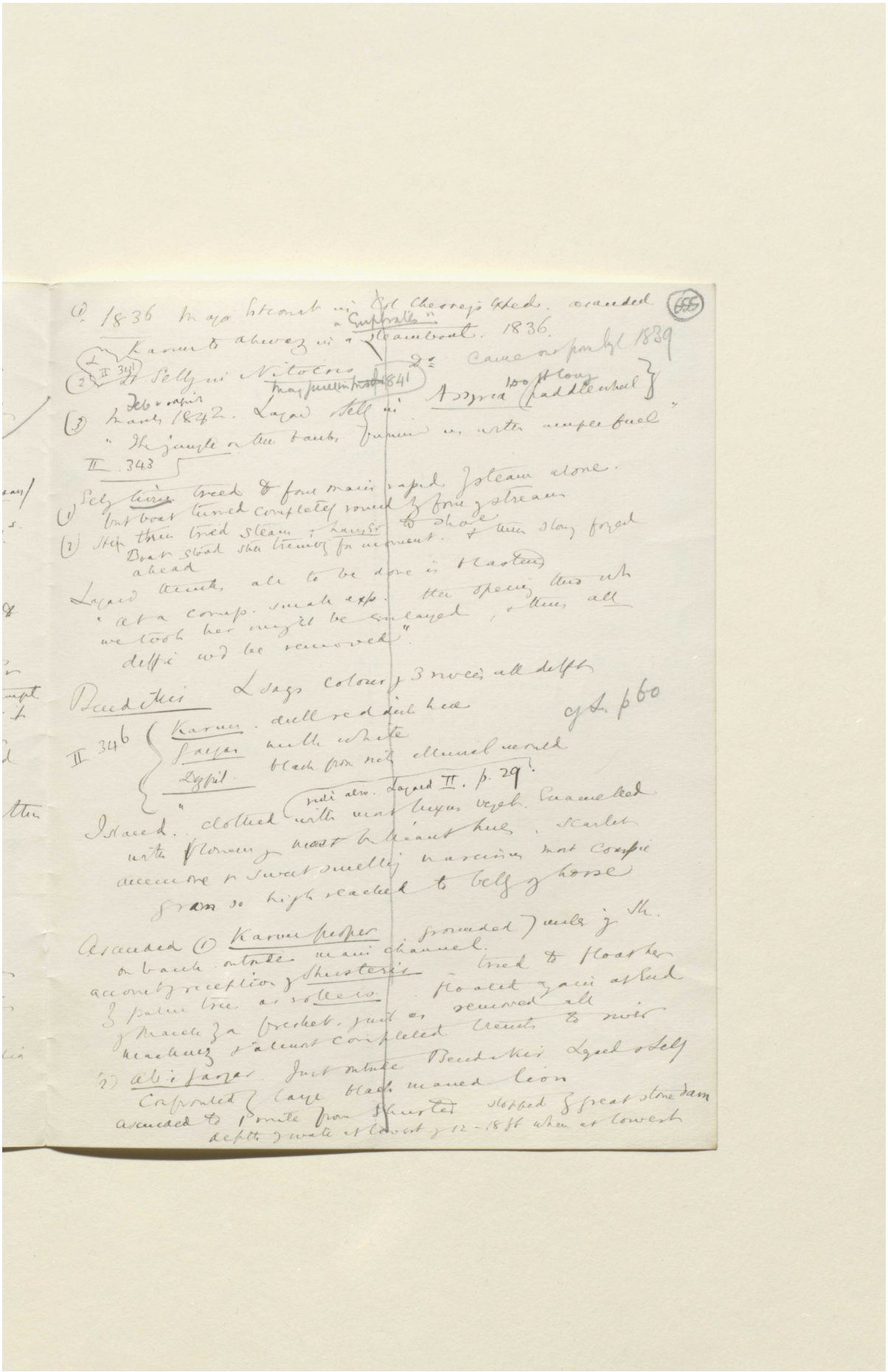

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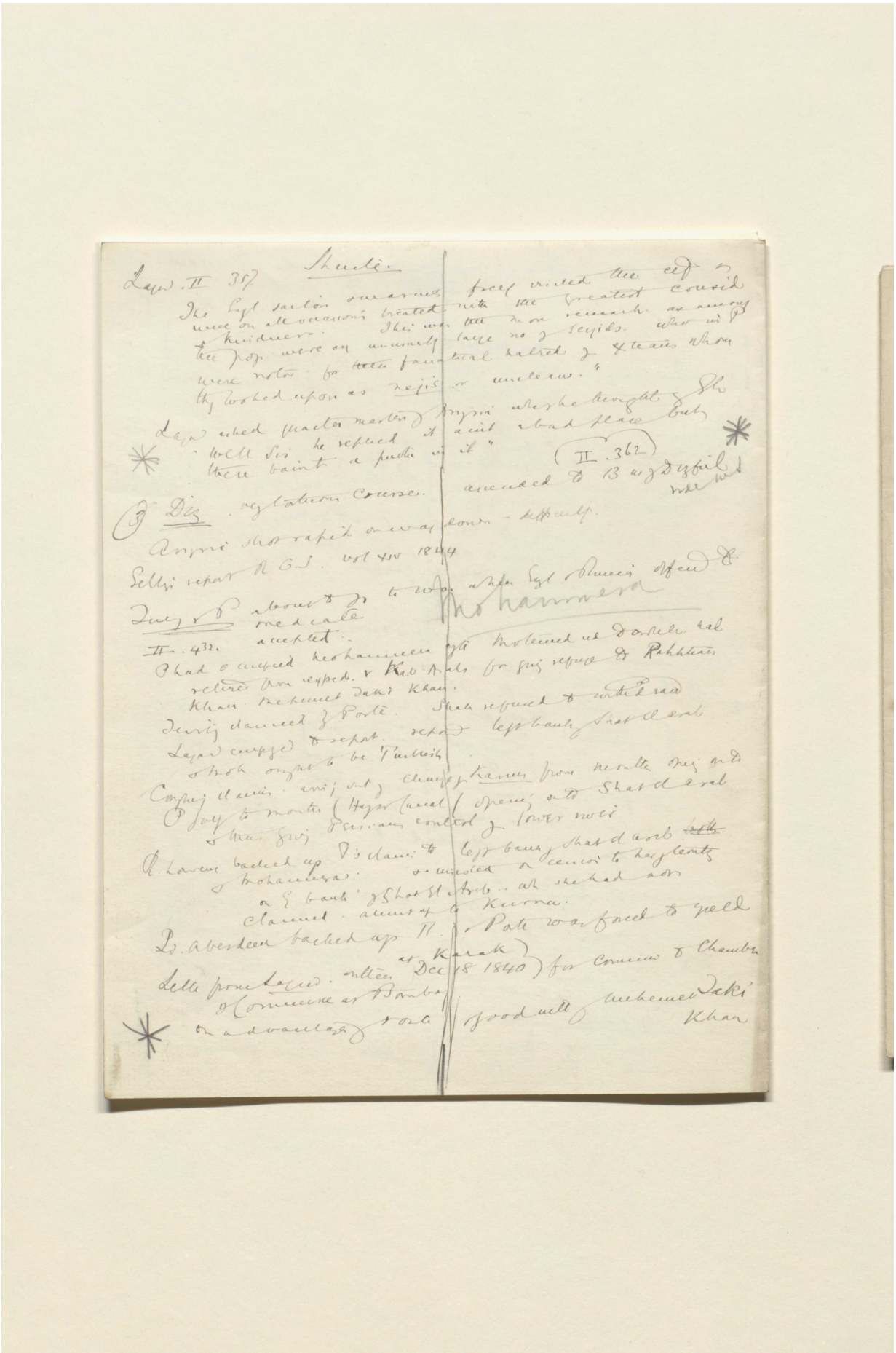

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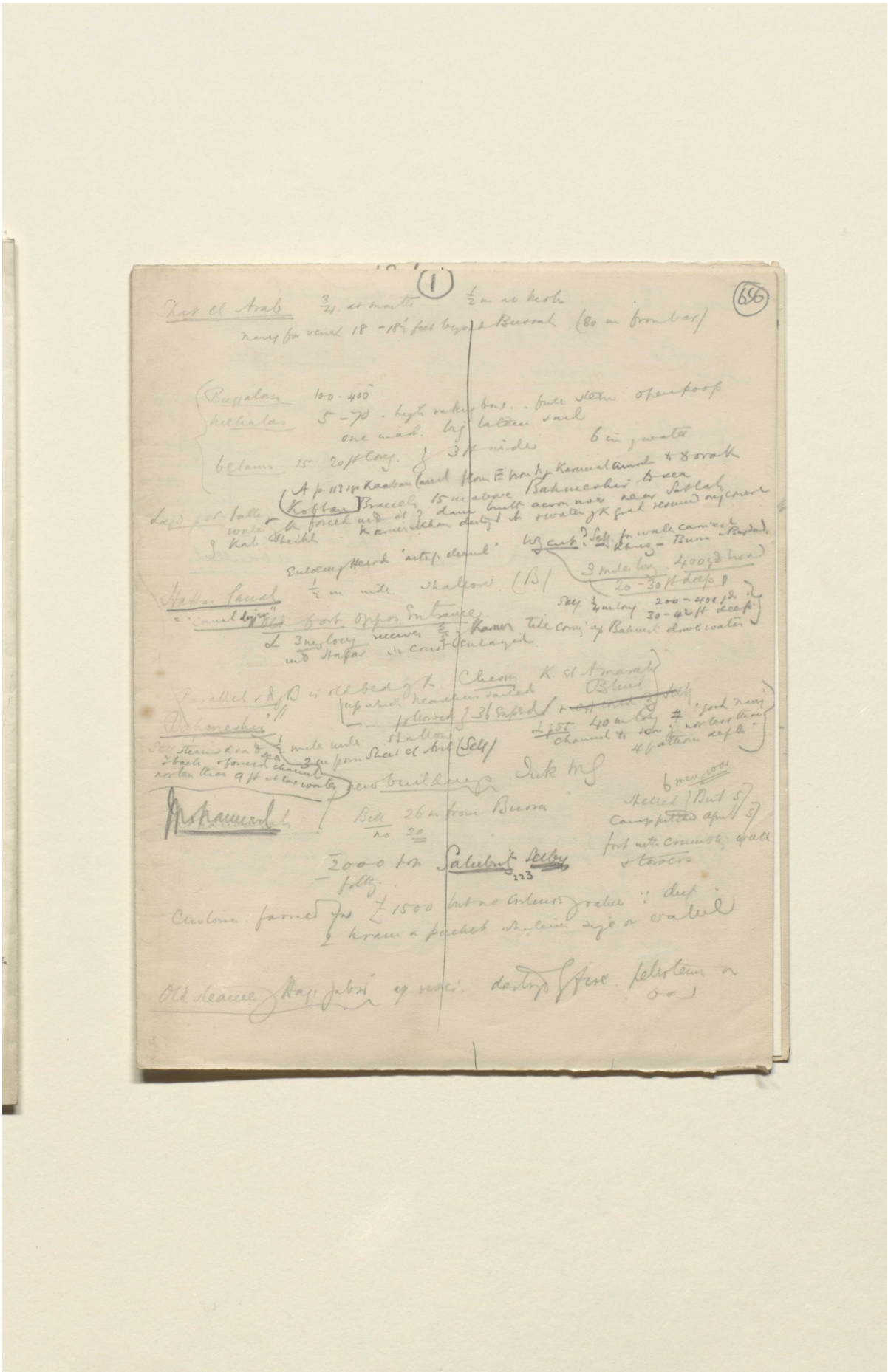

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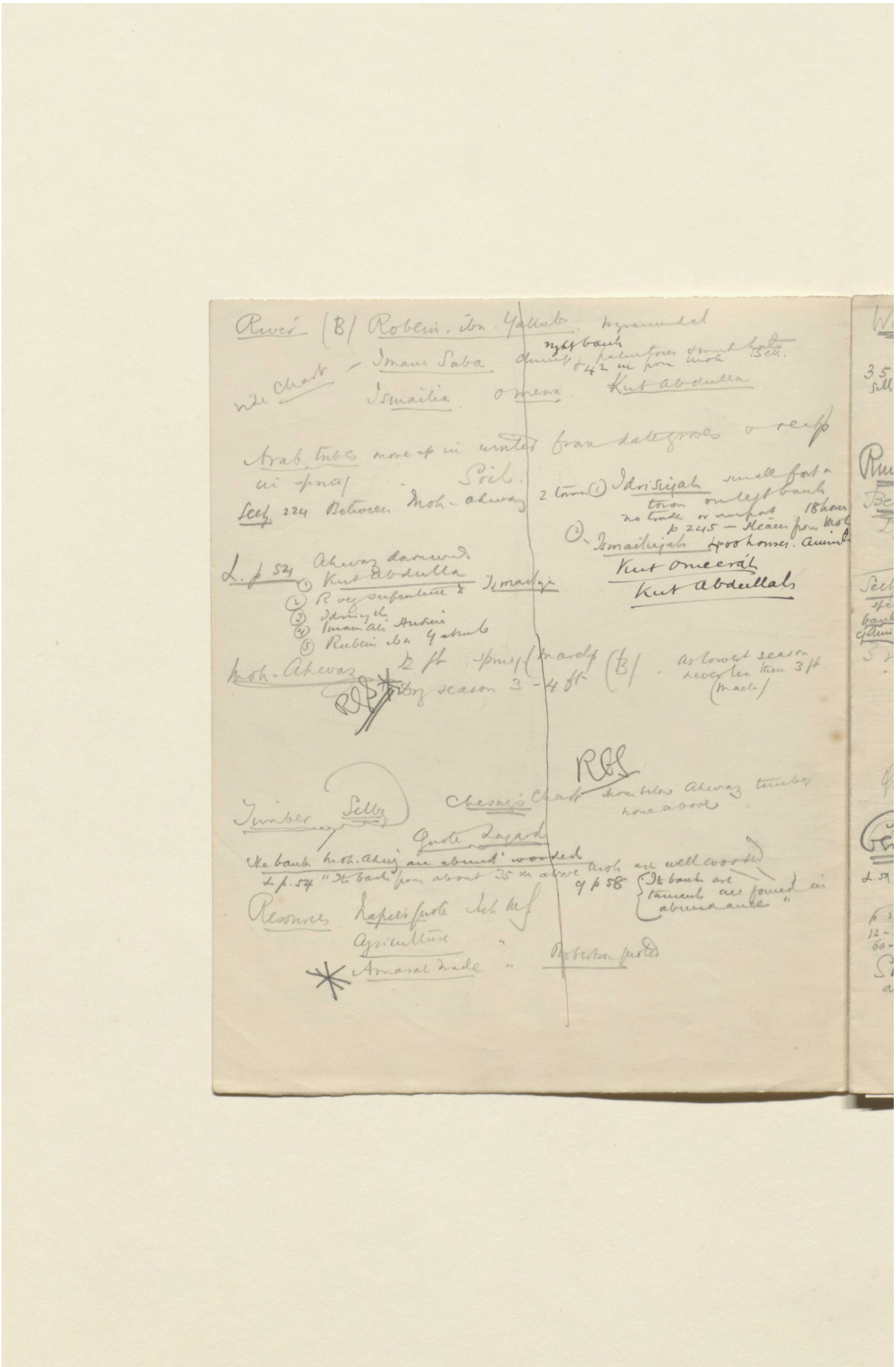

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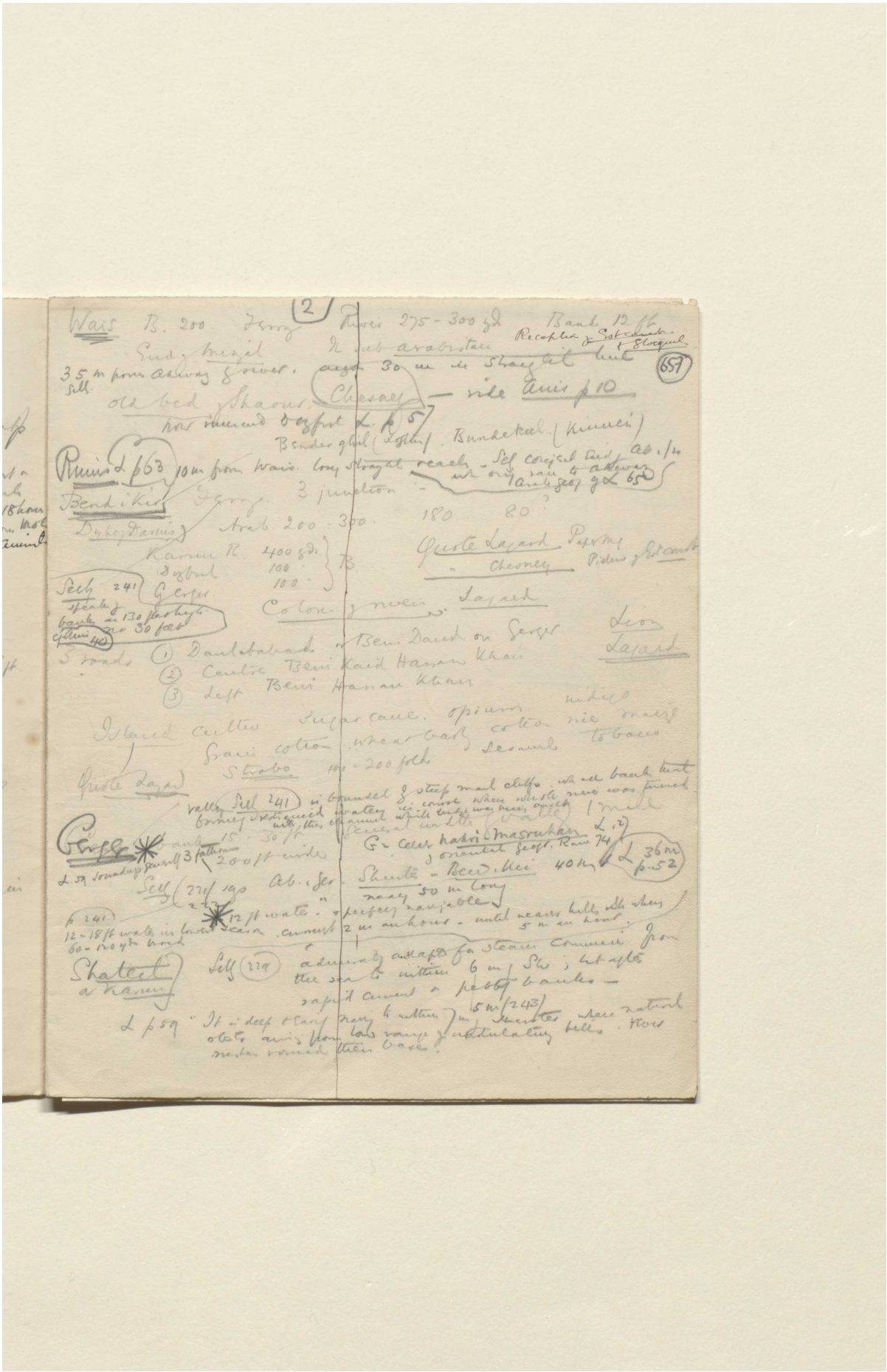

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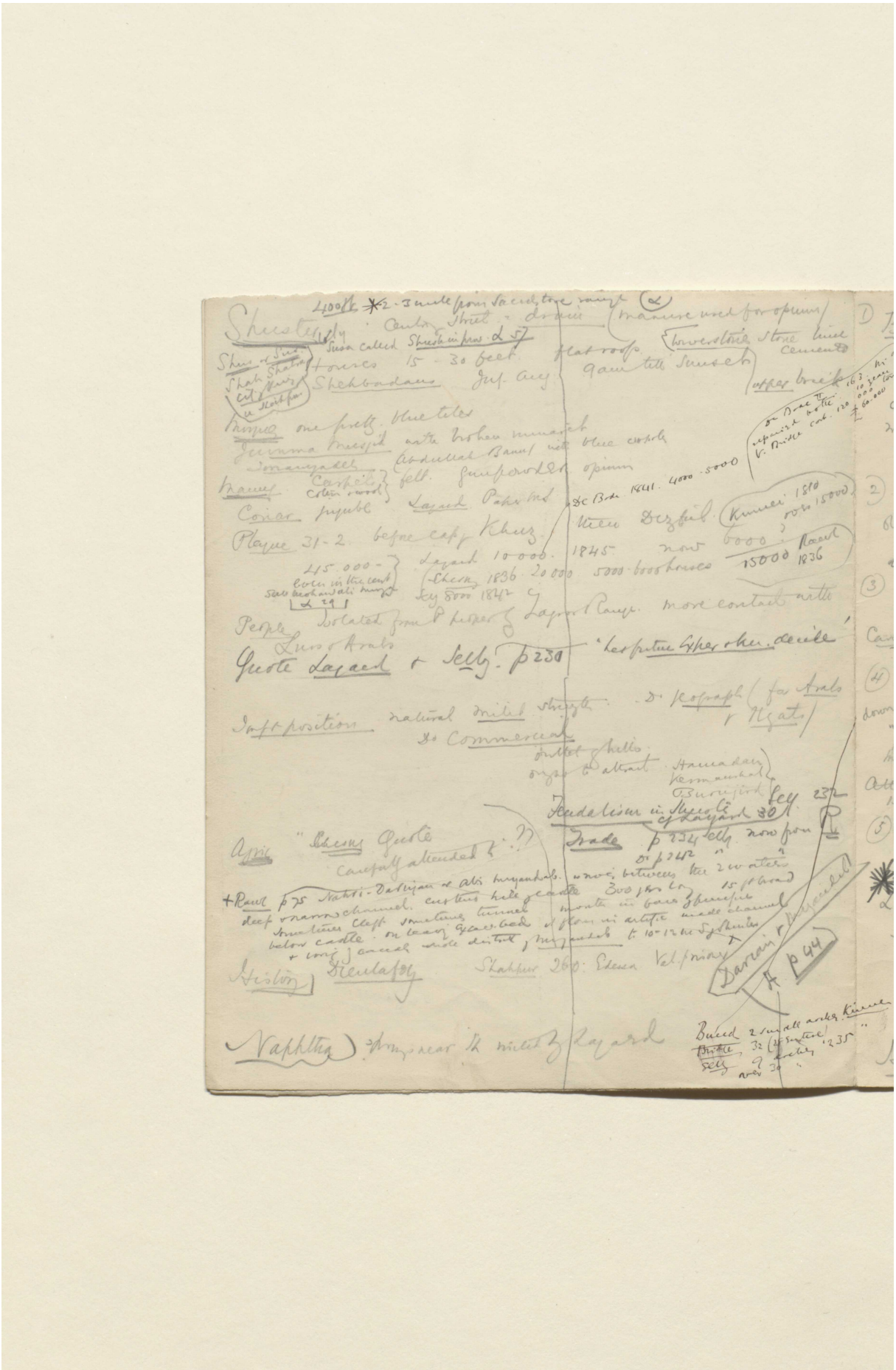

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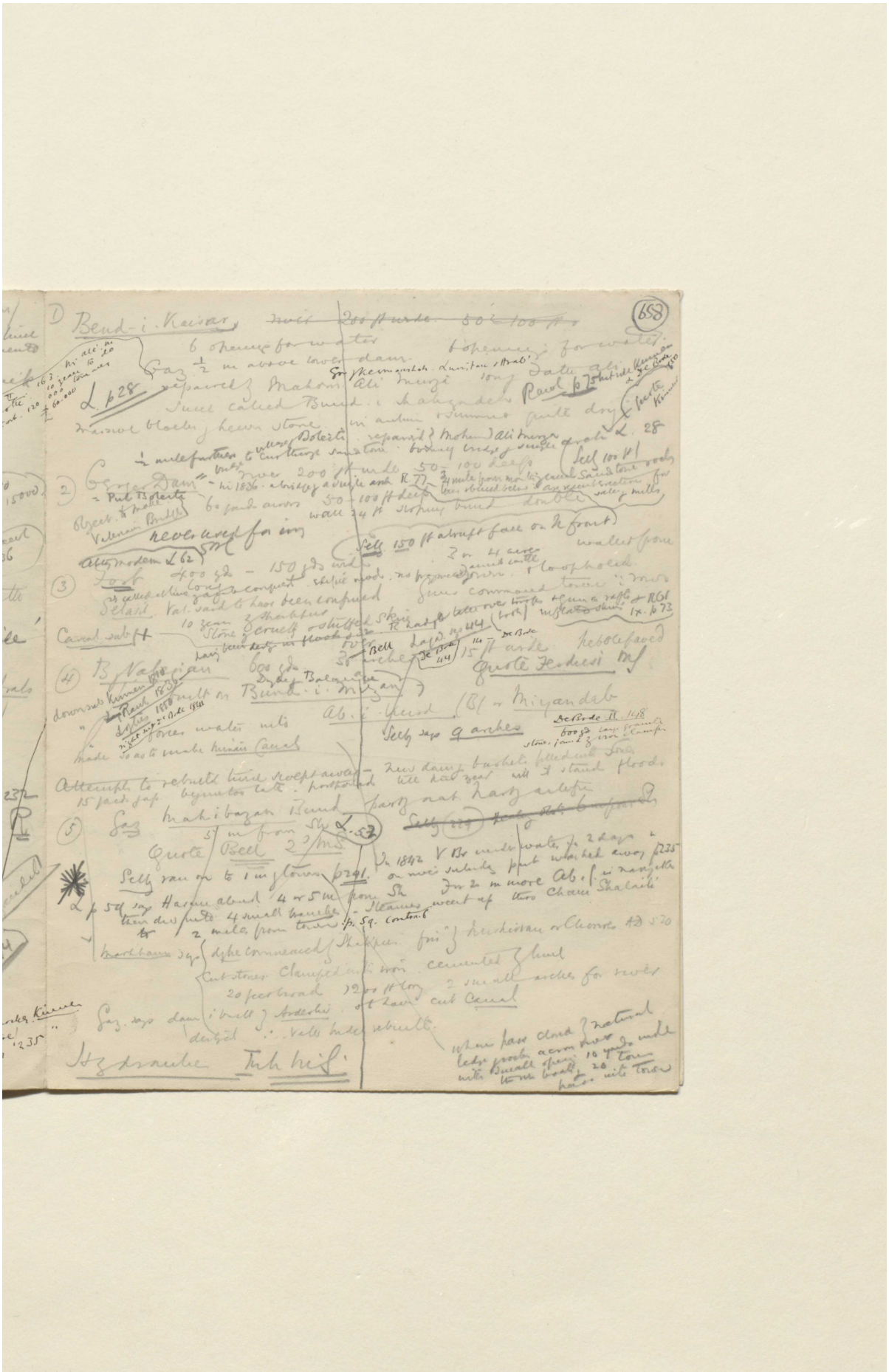

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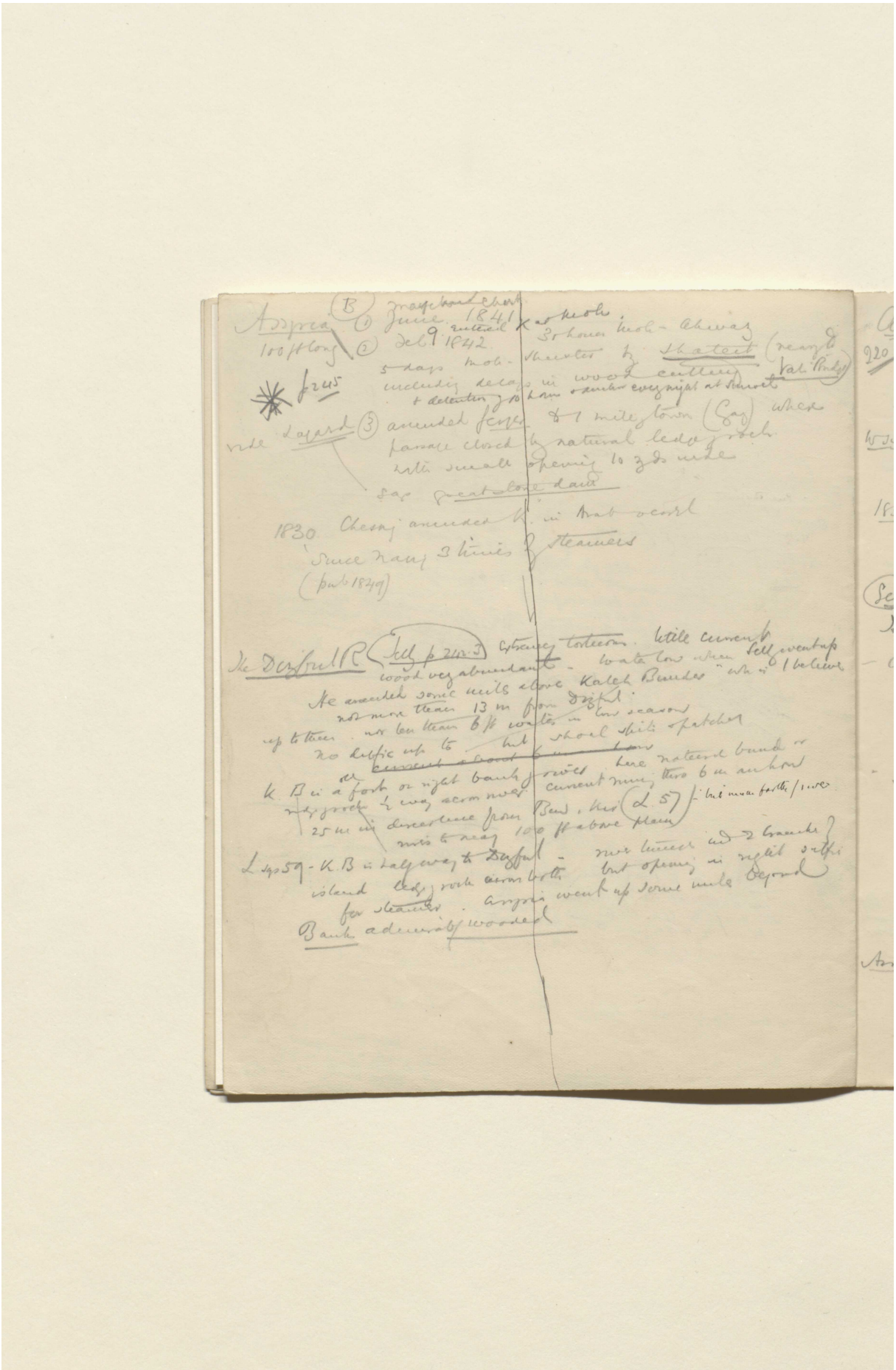

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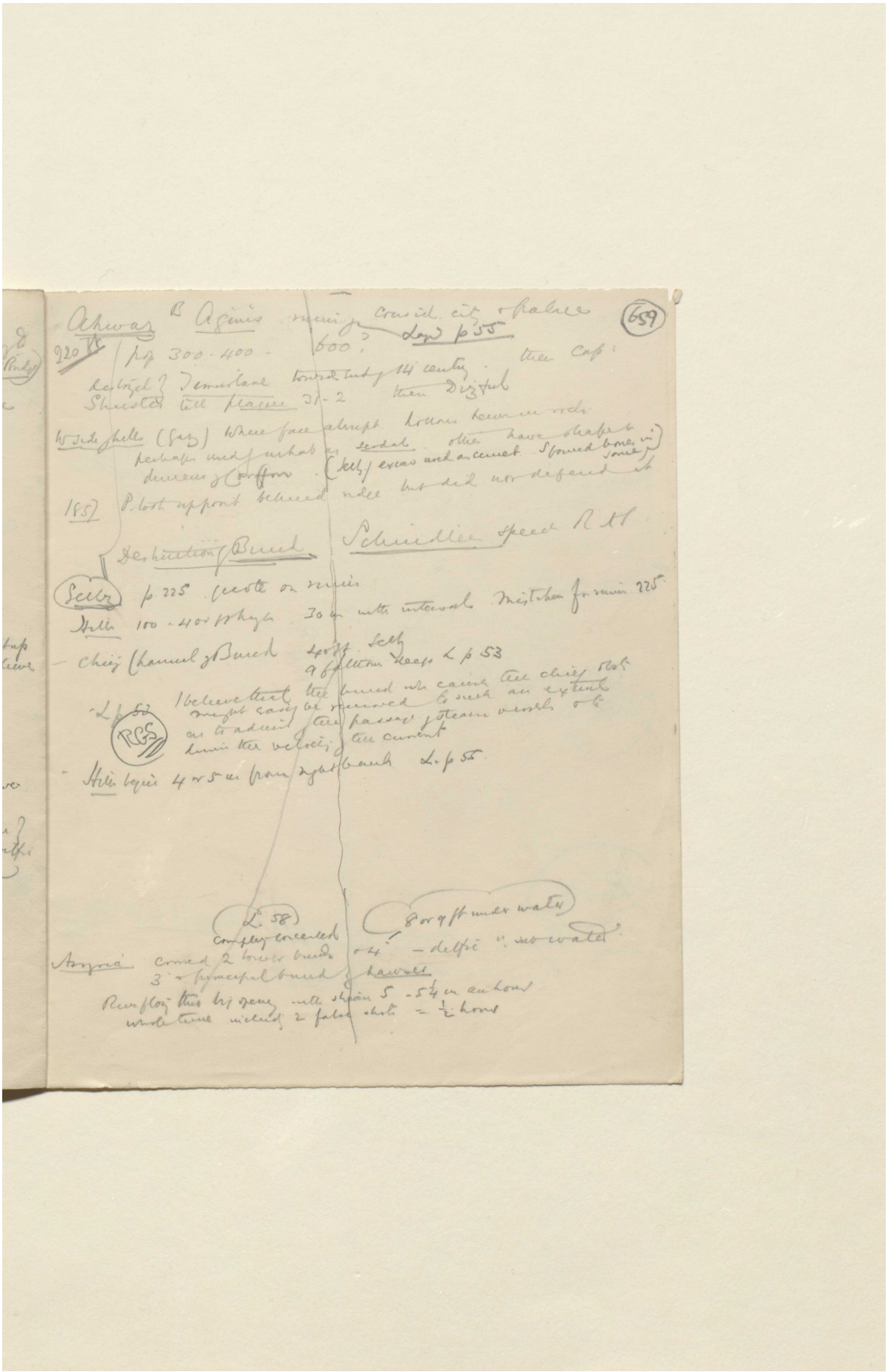

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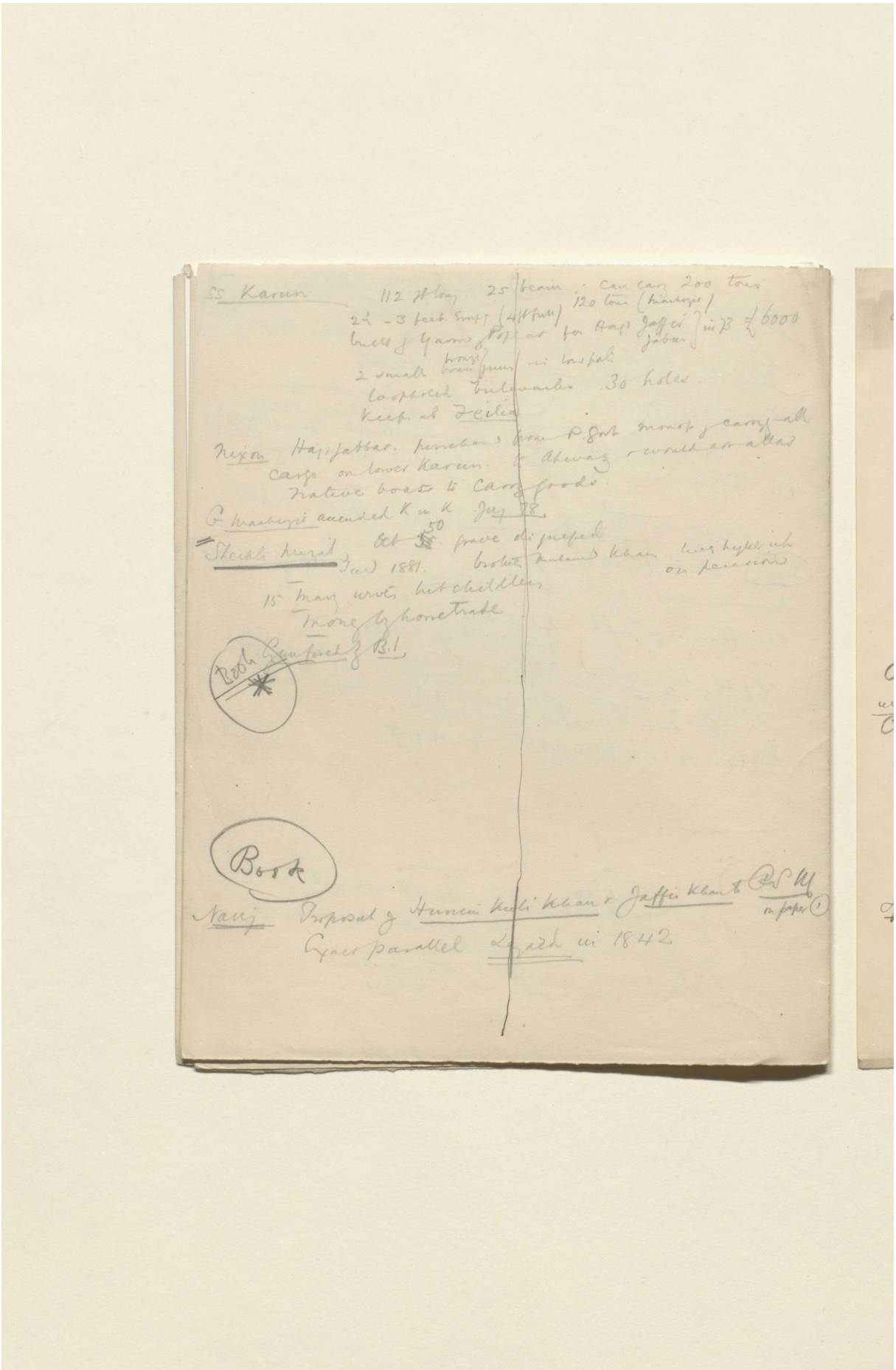

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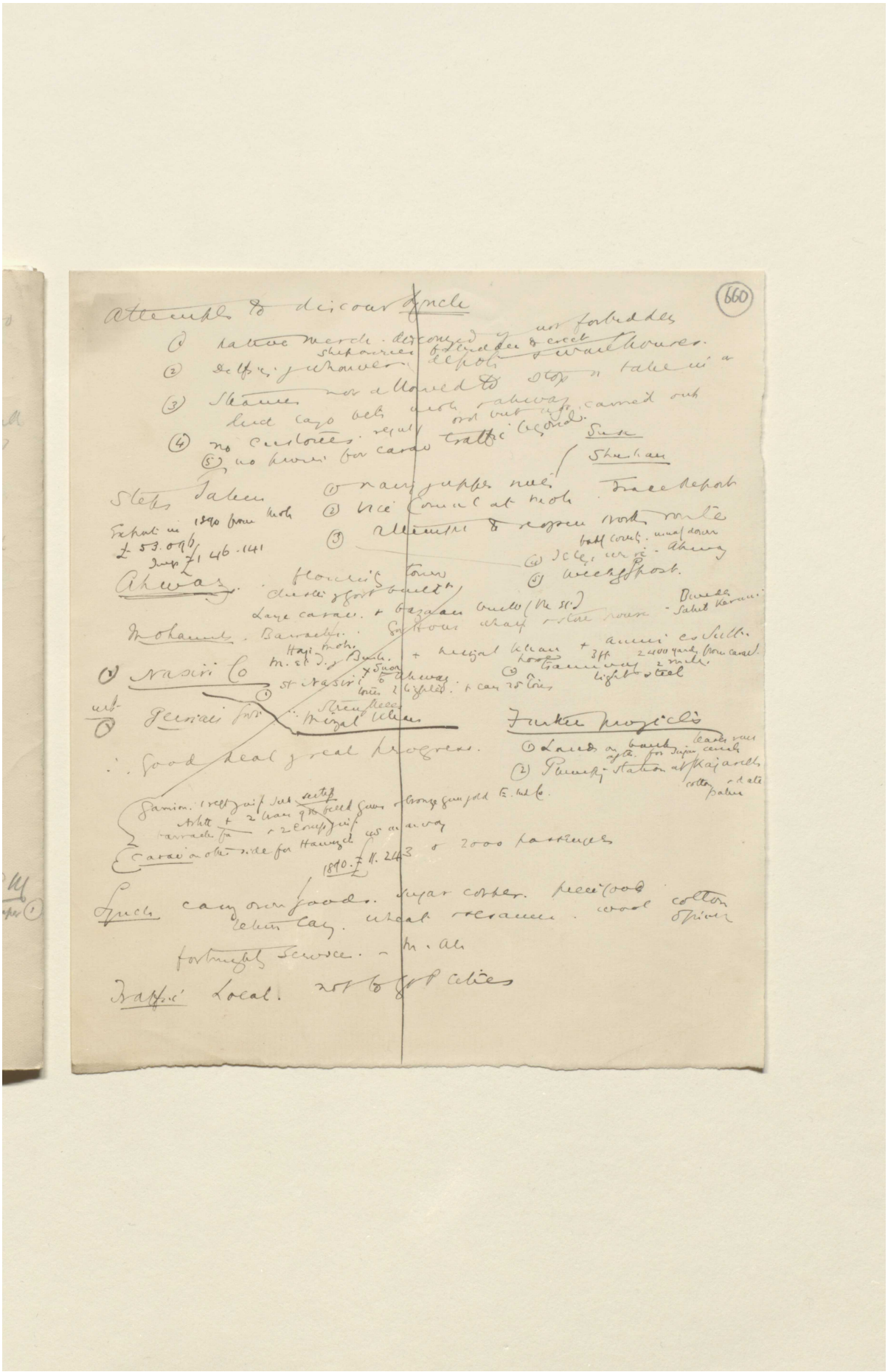

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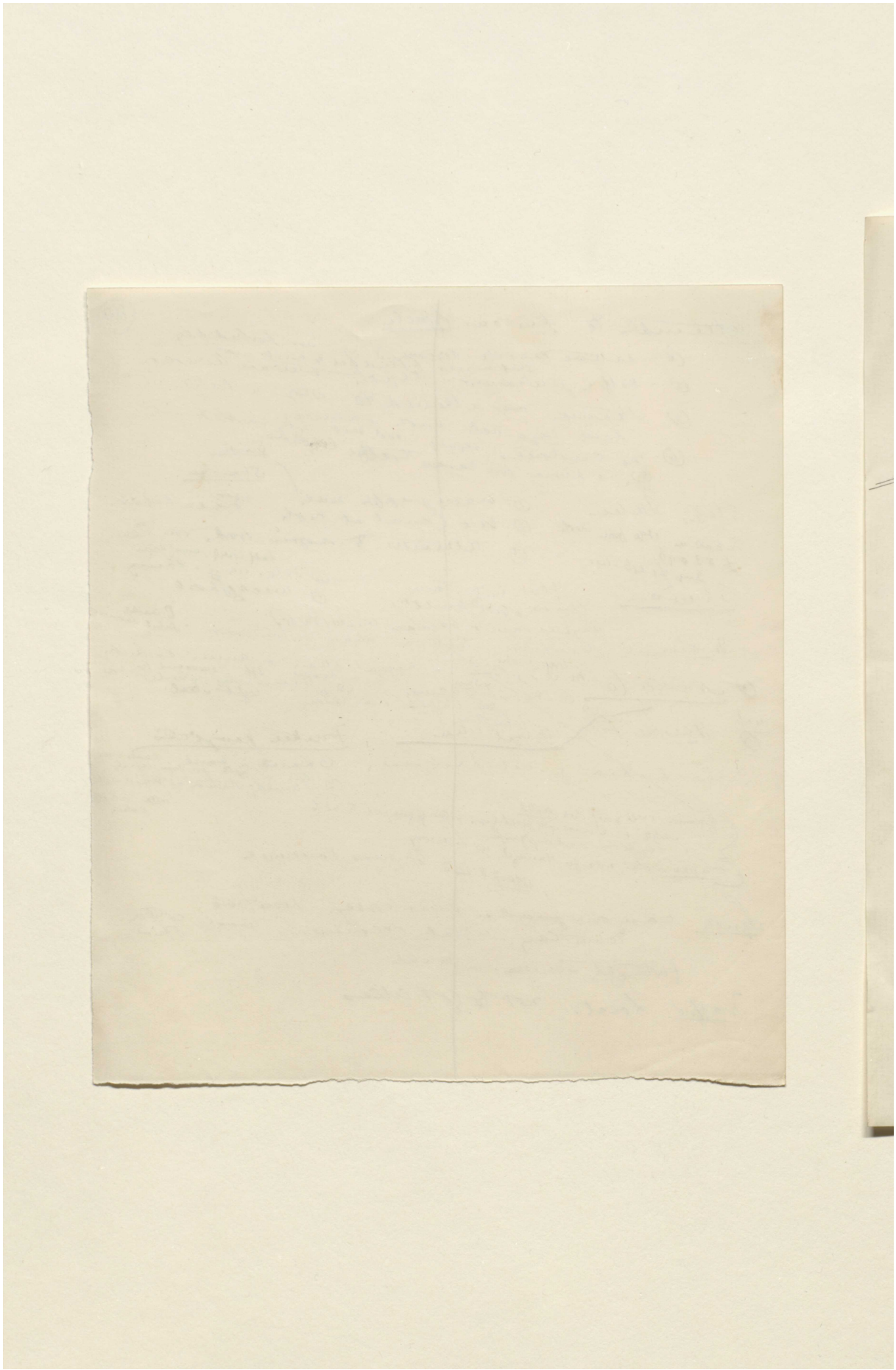

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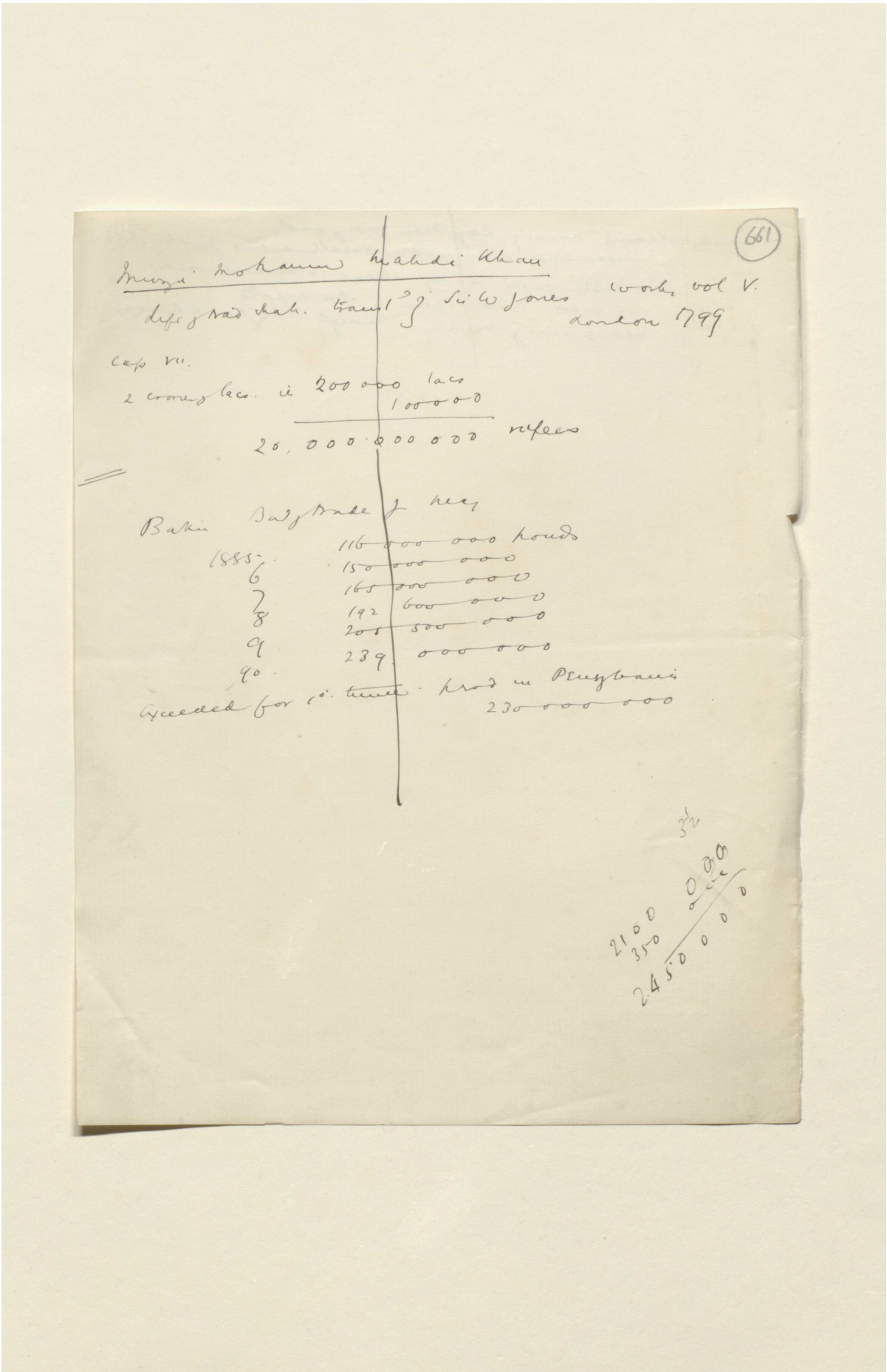

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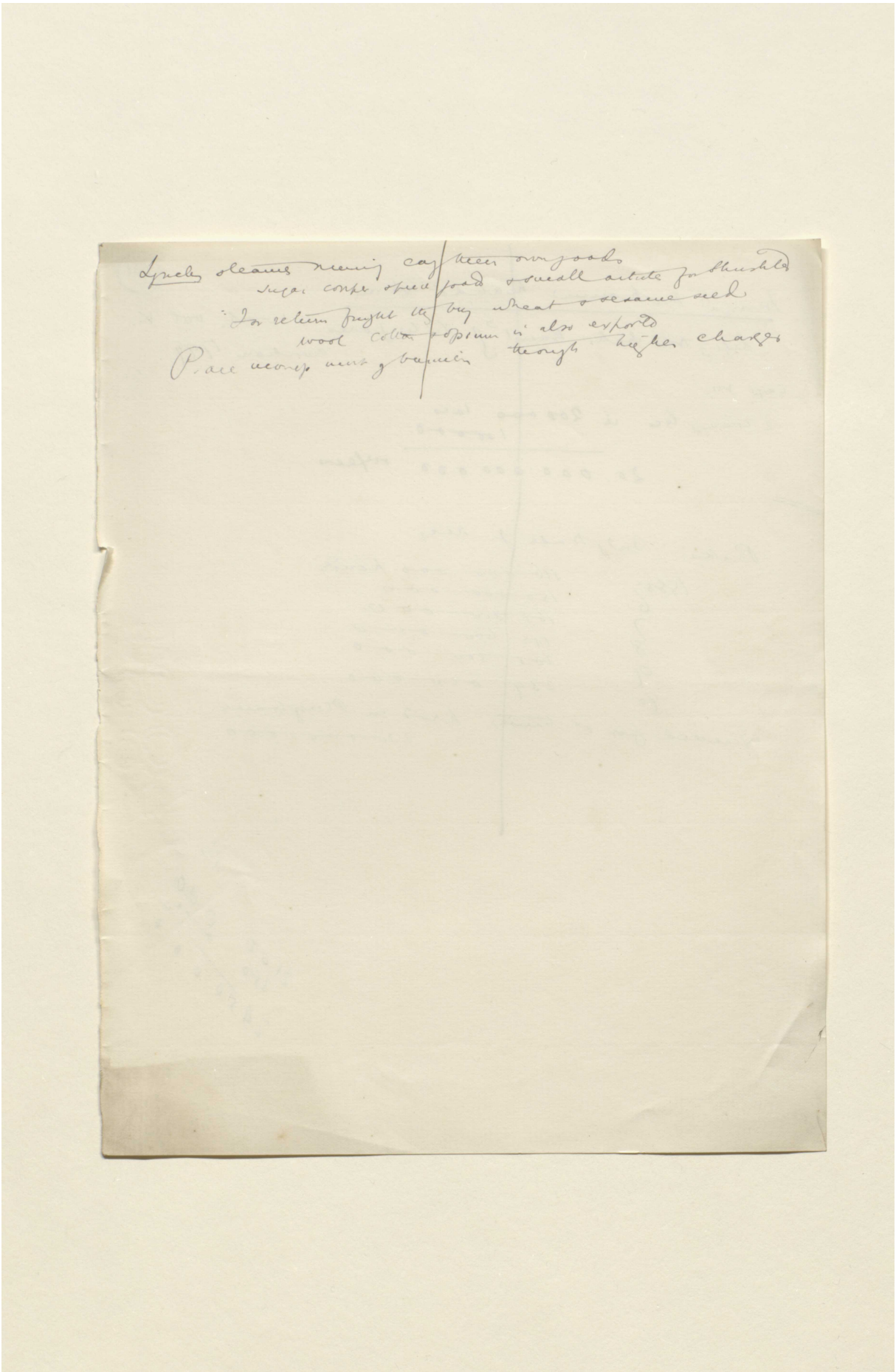

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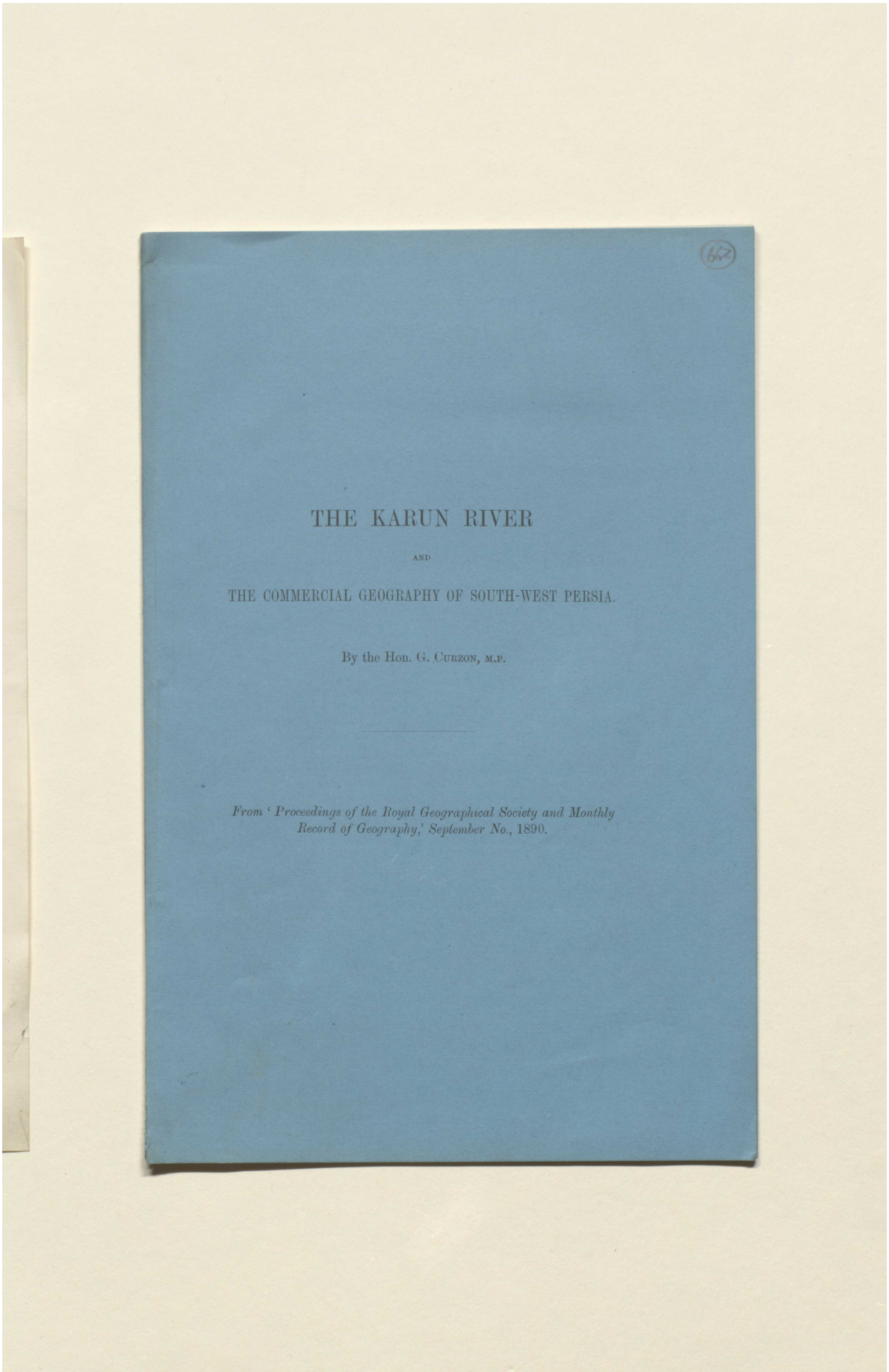

THE KARUN RIVER

AND

THE COMMERCIAL GEOGRAPHY OF SOUTH-WEST PERSIA.

By the Hon. G. Curzon, M.P.

From 'Proceedings of the Royal Geographical Society and Monthly Record of Geography,' September No., 1890.

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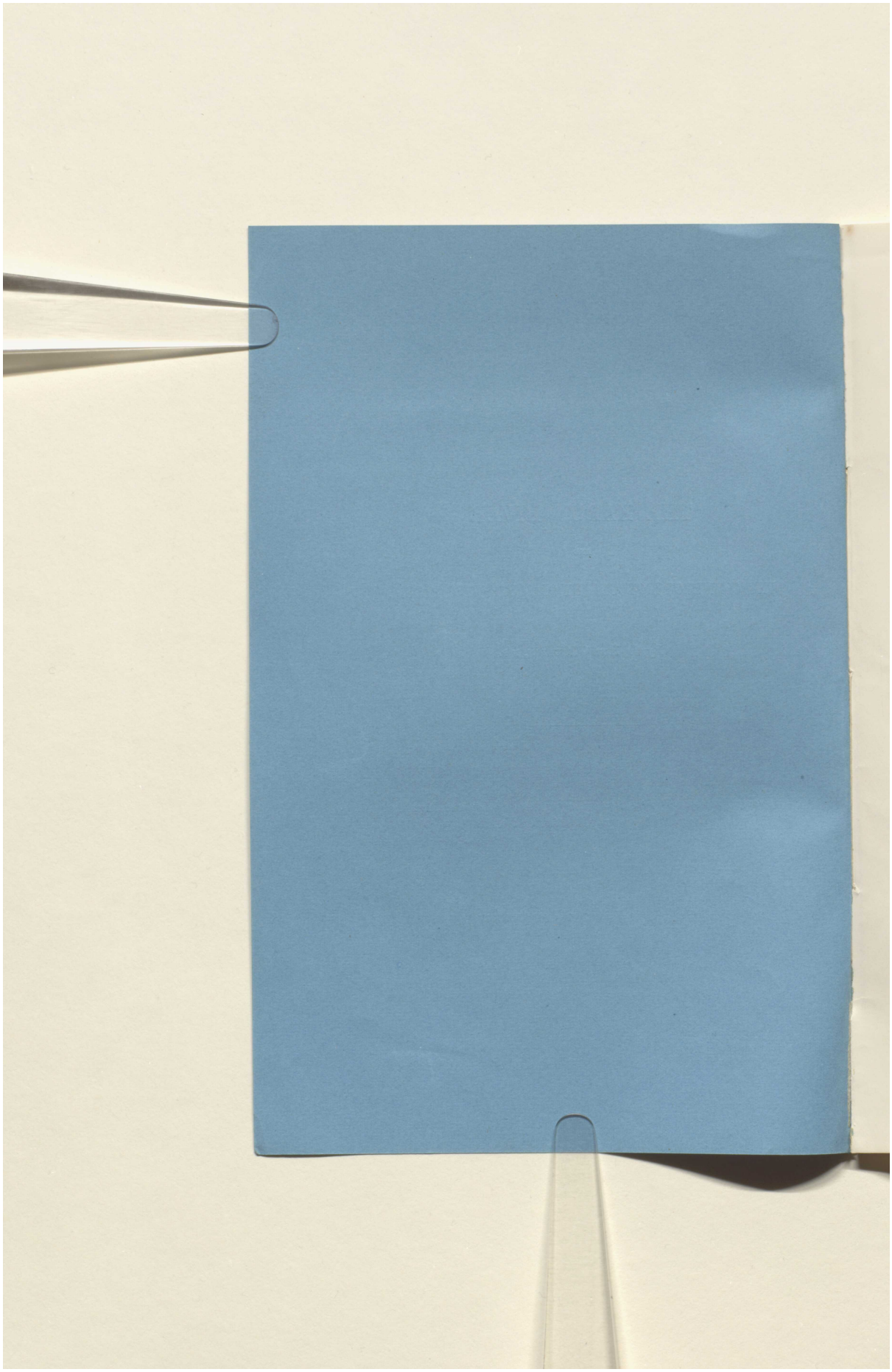

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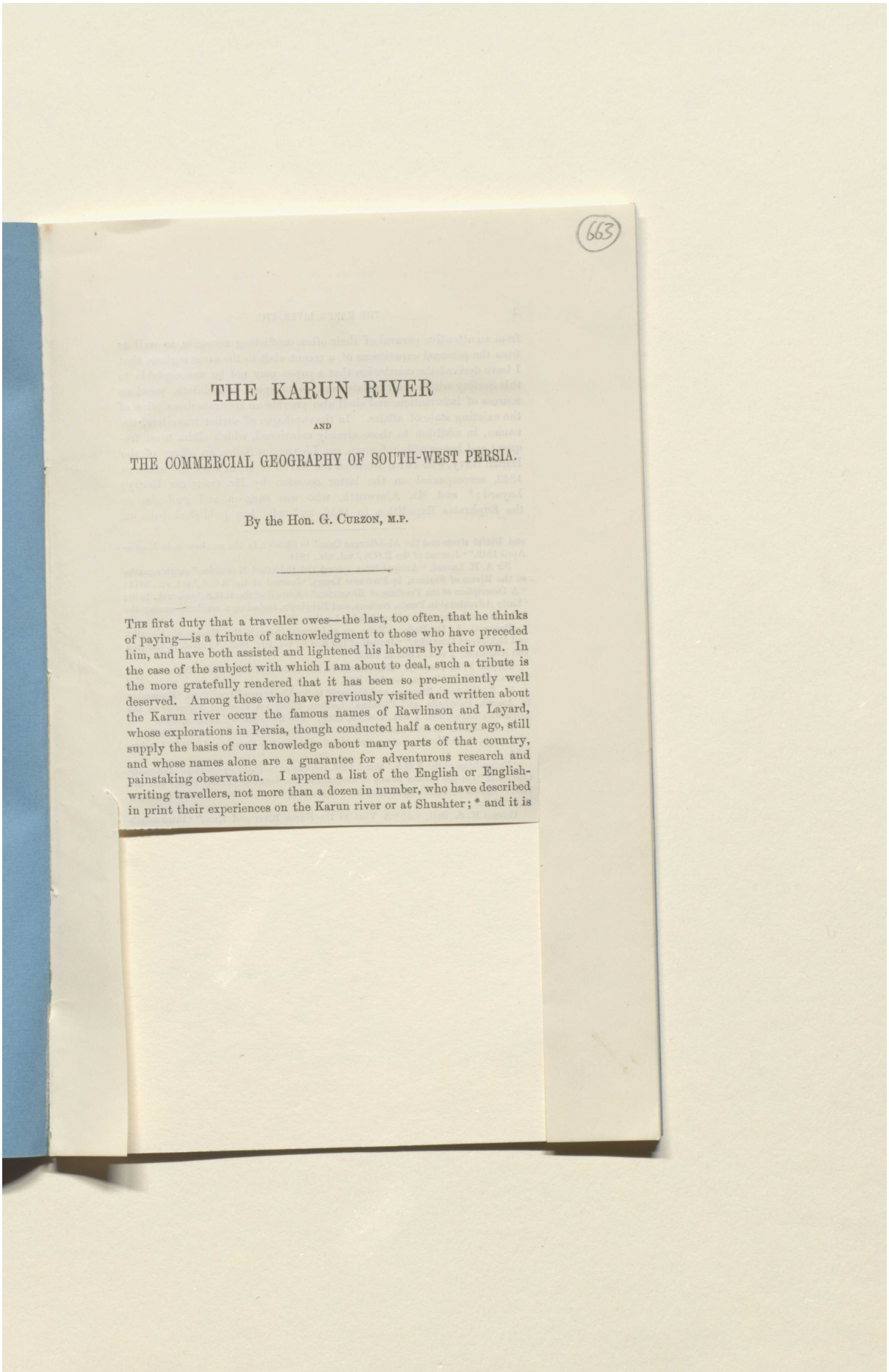

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THE KARUN RIVER

AND

THE COMMERCIAL GEOGRAPHY OF SOUTH-WEST PERSIA.

By the Hon. G. Curzon, M.P.

The first duty that a traveller owes—the last, too often, that he thinks of paying—is a tribute of acknowledgment to those who have preceded him, and have both assisted and lightened his labours by their own. In the case of the subject with which I am about to deal, such a tribute is the more gratefully rendered that it has been so pre-eminently well deserved. Among those who have previously visited and written about the Karun river occur the famous names of Rawlinson and Layard, whose explorations in Persia, though conducted half a century ago, still supply the basis of our knowledge about many parts of that country, and whose names alone are a guarantee for adventurous research and painstaking observation. I append a list of the English or English-writing travellers, not more than a dozen in number, who have described in print their experiences on the Karun river or at Shushter; * and it is

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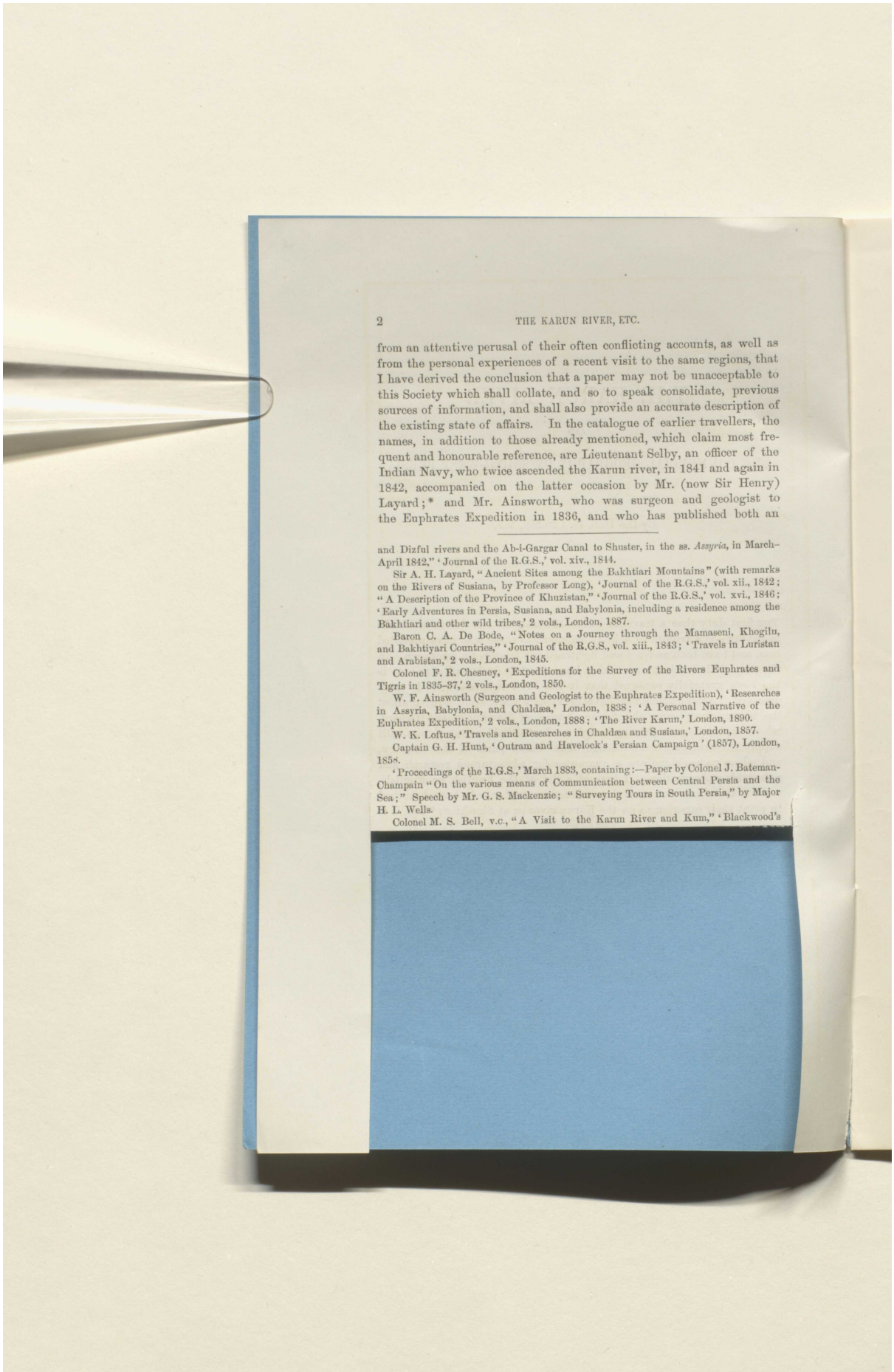

from an attentive perusal of their often conflicting accounts, as well as from the personal experiences of a recent visit to the same regions, that I have derived the conclusion that a paper may not be unacceptable to this Society which shall collate, and so to speak consolidate, previous sources of information, and shall also provide an accurate description of the existing state of affairs. In the catalogue of earlier travellers, the names, in addition to those already mentioned, which claim most frequent and honourable reference, are Lieutenant Selby, an officer of the Indian Navy, who twice ascended the Karun river, in 1841 and again in 1842, accompanied on the latter occasion by Mr. (now Sir Henry) Layard;* and Mr. Ainsworth, who was surgeon and geologist to the Euphrates Expedition in 1836, and who has published both an

and Dizful rivers and the Ab-i-Gargar Canal to Shuster, in the ss. *Assyria*, in March–April 1842," 'Journal of the R.G.S.,' vol. xiv., 1844.

Sir A. H. Layard, "Ancient Sites among the Bakhtiari Mountains" (with remarks on the Rivers of Susiana, by Professor Long), 'Journal of the R.G.S.,' vol. xii., 1842; "A Description of the Province of Khuzistan," 'Journal of the R.G.S.,' vol. xvi., 1846; 'Early Adventures in Persia, Susiana, and Babylonia, including a residence among the Bakhtiari and other wild tribes,' 2 vols., London, 1887.

Baron C. A. De Bode, "Notes on a Journey through the Mamaseni, Khogilu, and Bakhtiyari Countries," 'Journal of the R.G.S., vol. xiii., 1843; 'Travels in Luristan and Arabistan,' 2 vols., London, 1845.

Colonel F. R. Chesney, 'Expeditions for the Survey of the Rivers Euphrates and Tigris in 1835-37,' 2 vols., London, 1850.

W. F. Ainsworth (Surgeon and Geologist to the Euphrates Expedition), 'Researches in Assyria, Babylonia, and Chaldæa,' London, 1838; 'A Personal Narrative of the Euphrates Expedition,' 2 vols., London, 1888; 'The River Karun,' London, 1890.

W. K. Loftus, 'Travels and Researches in Chaldæa and Susiana,' London, 1857.

Captain G. H. Hunt, 'Outram and Havelock's Persian Campaign' (1857), London, 1858.

'Proceedings of the R.G.S.,' March 1883, containing:—Paper by Colonel J. Bateman-Champain "On the various means of Communication between Central Persia and the Sea;" Speech by Mr. G. S. Mackenzie; "Surveying Tours in South Persia," by Major H. L. Wells.

Colonel M. S. Bell, v.c., "A Visit to the Karun River and Kum," 'Blackwood's

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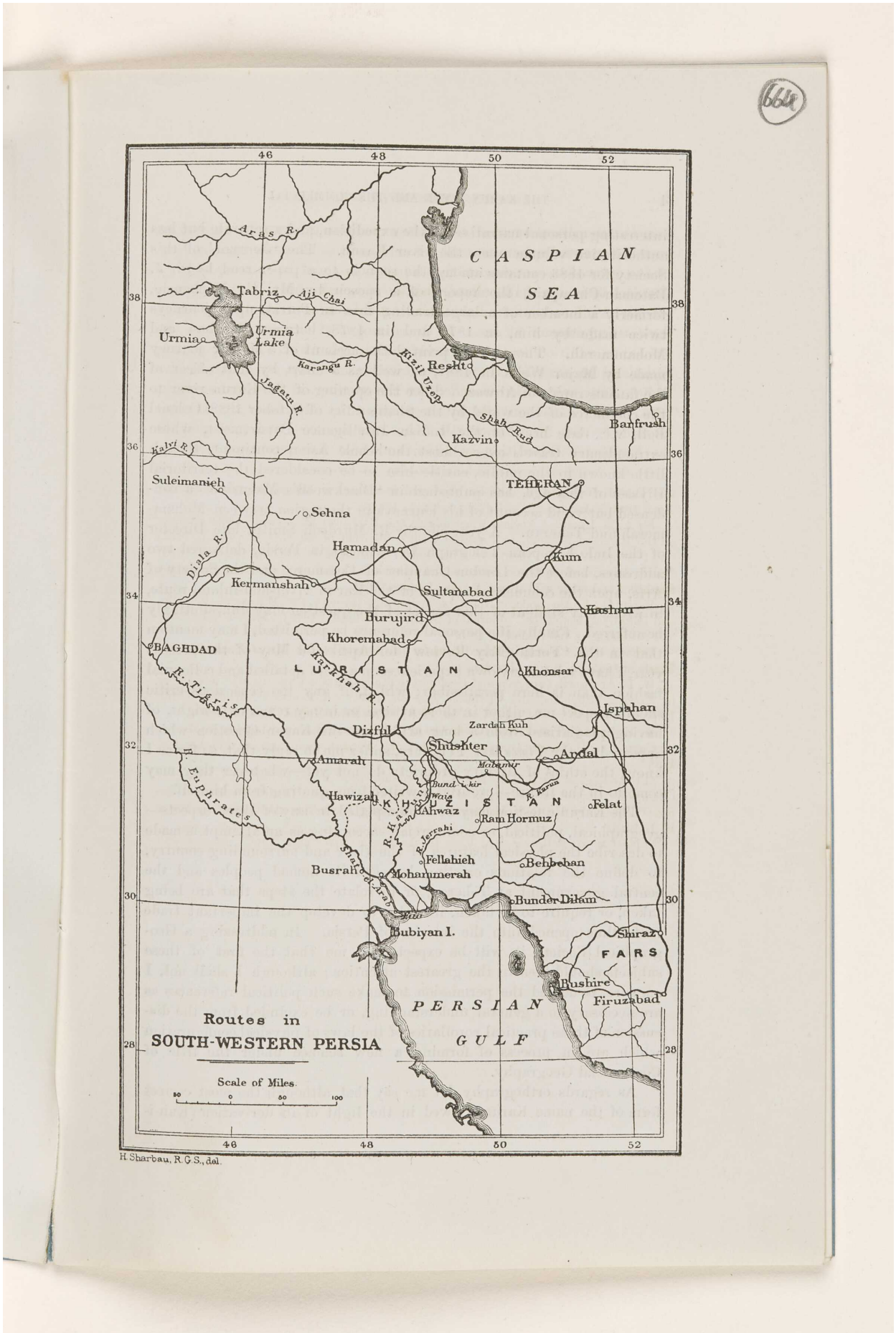

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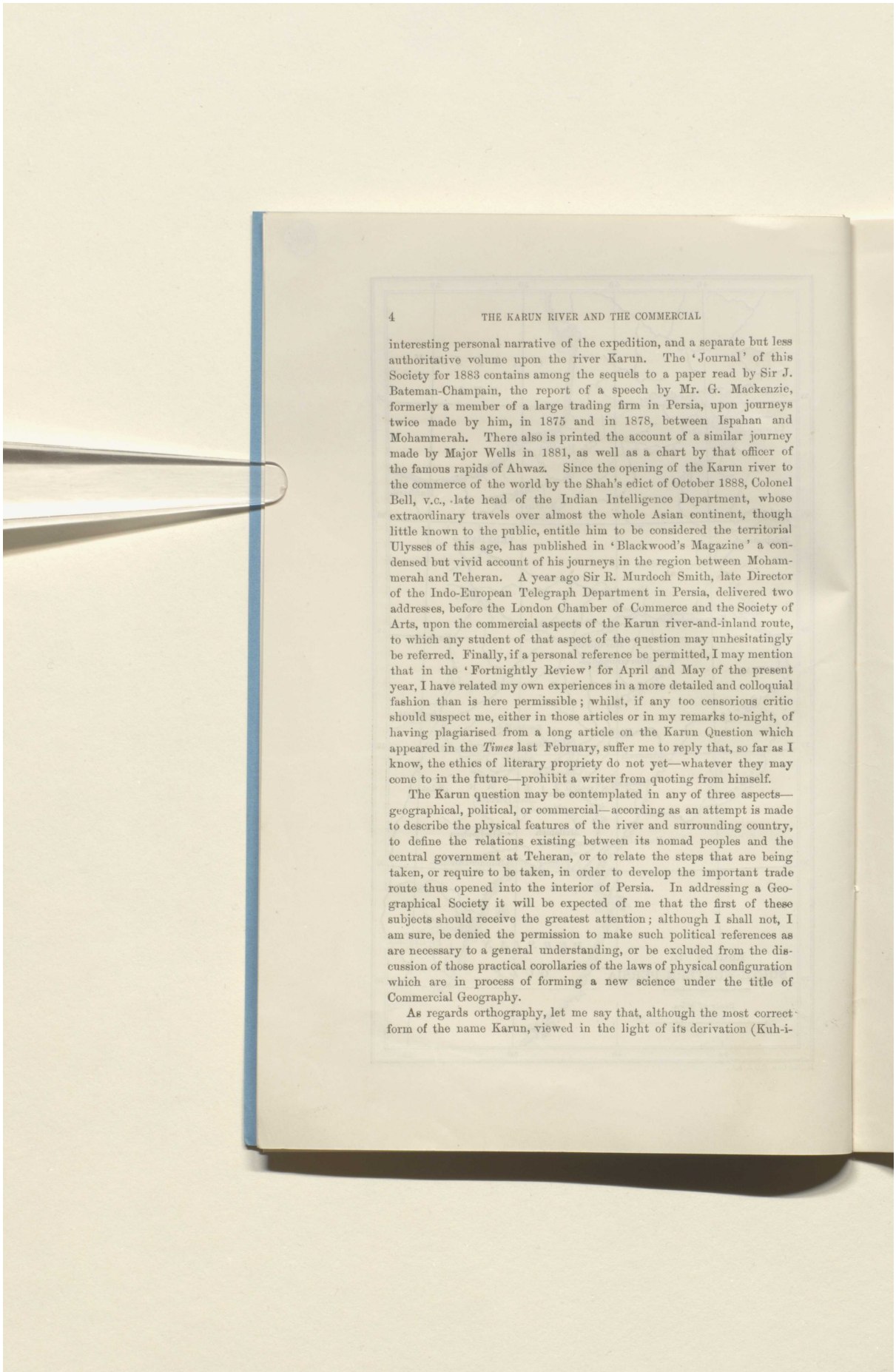

interesting personal narrative of the expedition, and a separate but less authoritative volume upon the river Karun. The 'Journal' of this Society for 1883 contains among the sequels to a paper read by Sir J. Bateman-Champain, the report of a speech by Mr. G. Mackenzie, formerly a member of a large trading firm in Persia, upon journeys twice made by him, in 1875 and in 1878, between Ispahan and Mohammerah. There also is printed the account of a similar journey made by Major Wells in 1881, as well as a chart by that officer of the famous rapids of Ahwaz. Since the opening of the Karun river to the commerce of the world by the Shah's edict of October 1888, Colonel Bell, v.c., late head of the Indian Intelligence Department, whose extraordinary travels over almost the whole Asian continent, though little known to the public, entitle him to be considered the territorial Ulysses of this age, has published in 'Blackwood's Magazine' a condensed but vivid account of his journeys in the region between Mohammerah and Teheran. A year ago Sir R. Murdoch Smith, late Director of the Indo-European Telegraph Department in Persia, delivered two addresses, before the London Chamber of Commerce and the Society of Arts, upon the commercial aspects of the Karun river-and-inland route, to which any student of that aspect of the question may unhesitatingly be referred. Finally, if a personal reference be permitted, I may mention that in the 'Fortnightly Review' for April and May of the present year, I have related my own experiences in a more detailed and colloquial fashion than is here permissible; whilst, if any too censorious critic should suspect me, either in those articles or in my remarks to-night, of having plagiarised from a long article on the Karun Question which appeared in the *Times* last February, suffer me to reply that, so far as I know, the ethics of literary propriety do not yet—whatever they may come to in the future—prohibit a writer from quoting from himself.

The Karun question may be contemplated in any of three aspects—geographical, political, or commercial—according as an attempt is made to describe the physical features of the river and surrounding country, to define the relations existing between its nomad peoples and the central government at Teheran, or to relate the steps that are being taken, or require to be taken, in order to develop the important trade route thus opened into the interior of Persia. In addressing a Geographical Society it will be expected of me that the first of these subjects should receive the greatest attention; although I shall not, I am sure, be denied the permission to make such political references as are necessary to a general understanding, or be excluded from the discussion of those practical corollaries of the laws of physical configuration which are in process of forming a new science under the title of Commercial Geography.

As regards orthography, let me say that, although the most correct form of the name Karun, viewed in the light of its derivation (Kuh-i-

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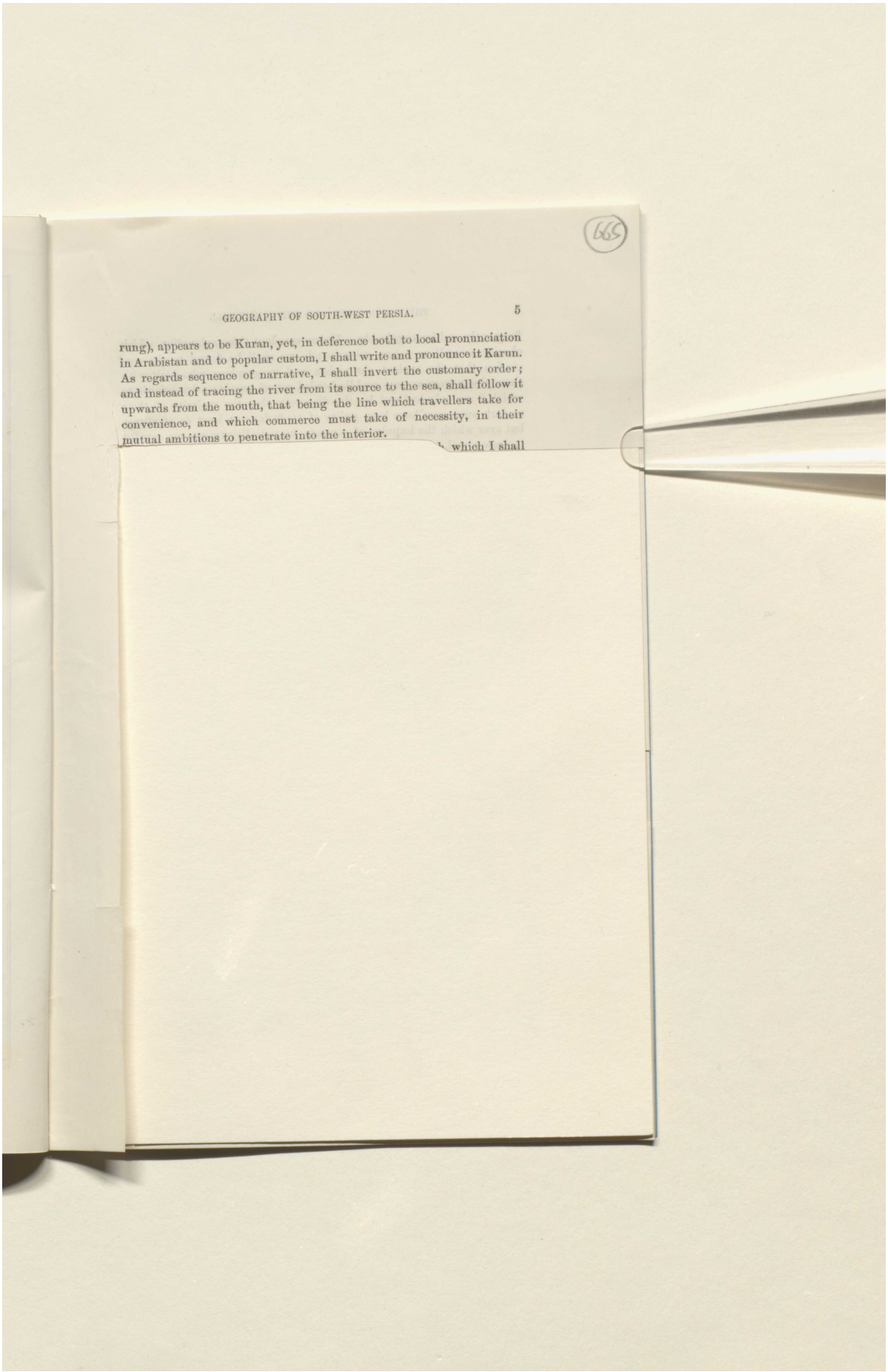

rung), appears to be Kuran, yet, in deference both to local pronunciation in Arabistan and to popular custom, I shall write and pronounce it Karun. As regards sequence of narrative, I shall invert the customary order; and instead of tracing the river from its source to the sea, shall follow it upwards from the mouth, that being the line which travellers take for convenience, and which commerce must take of necessity, in their mutual ambitions to penetrate into the interior.

which I shall

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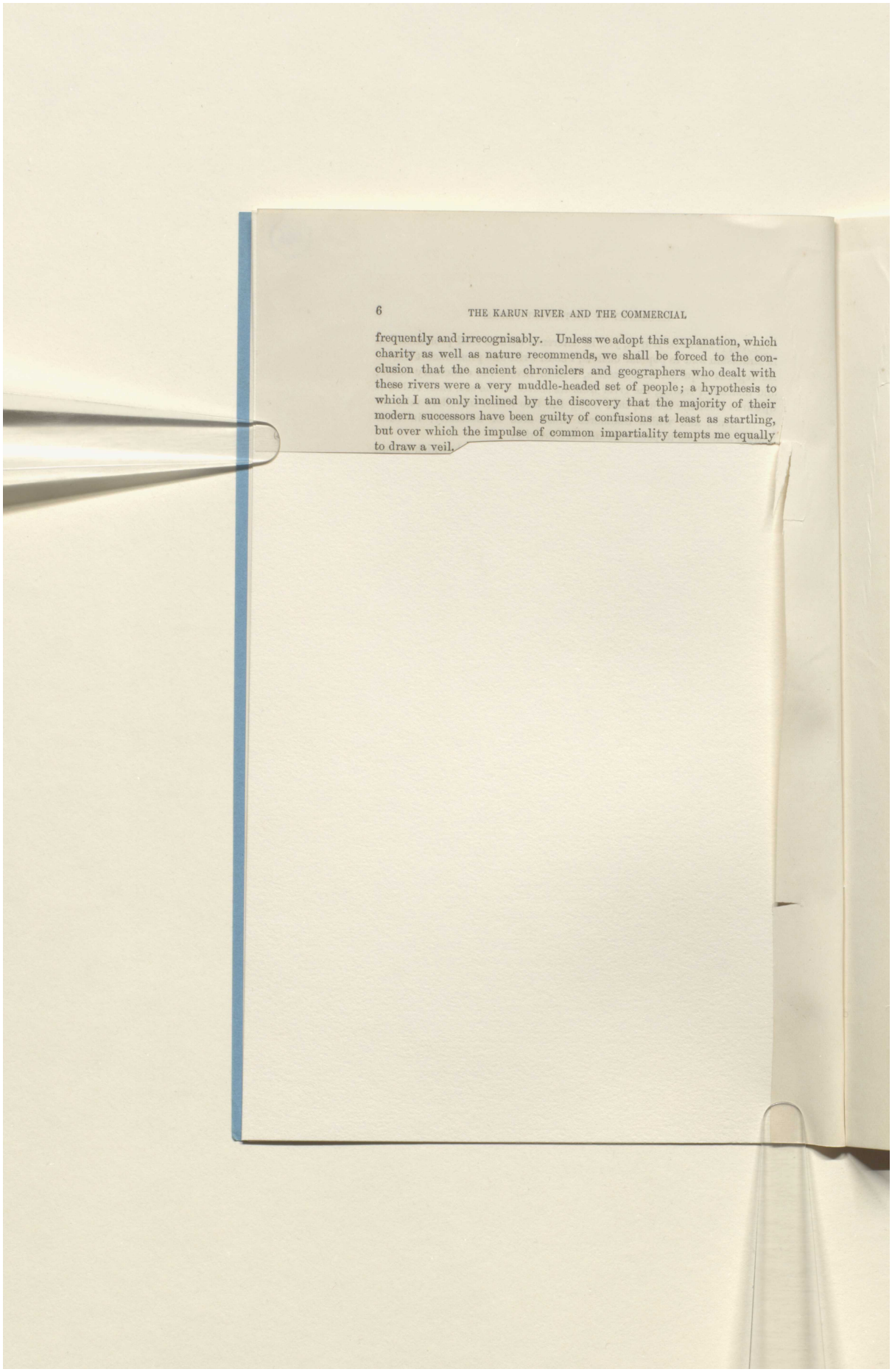

frequently and irrecognisably. Unless we adopt this explanation, which charity as well as nature recommends, we shall be forced to the conclusion that the ancient chroniclers and geographers who dealt with these rivers were a very muddle-headed set of people; a hypothesis to which I am only inclined by the discovery that the majority of their modern successors have been guilty of confusions at least as startling, but over which the impulse of common impartiality tempts me equally to draw a veil.

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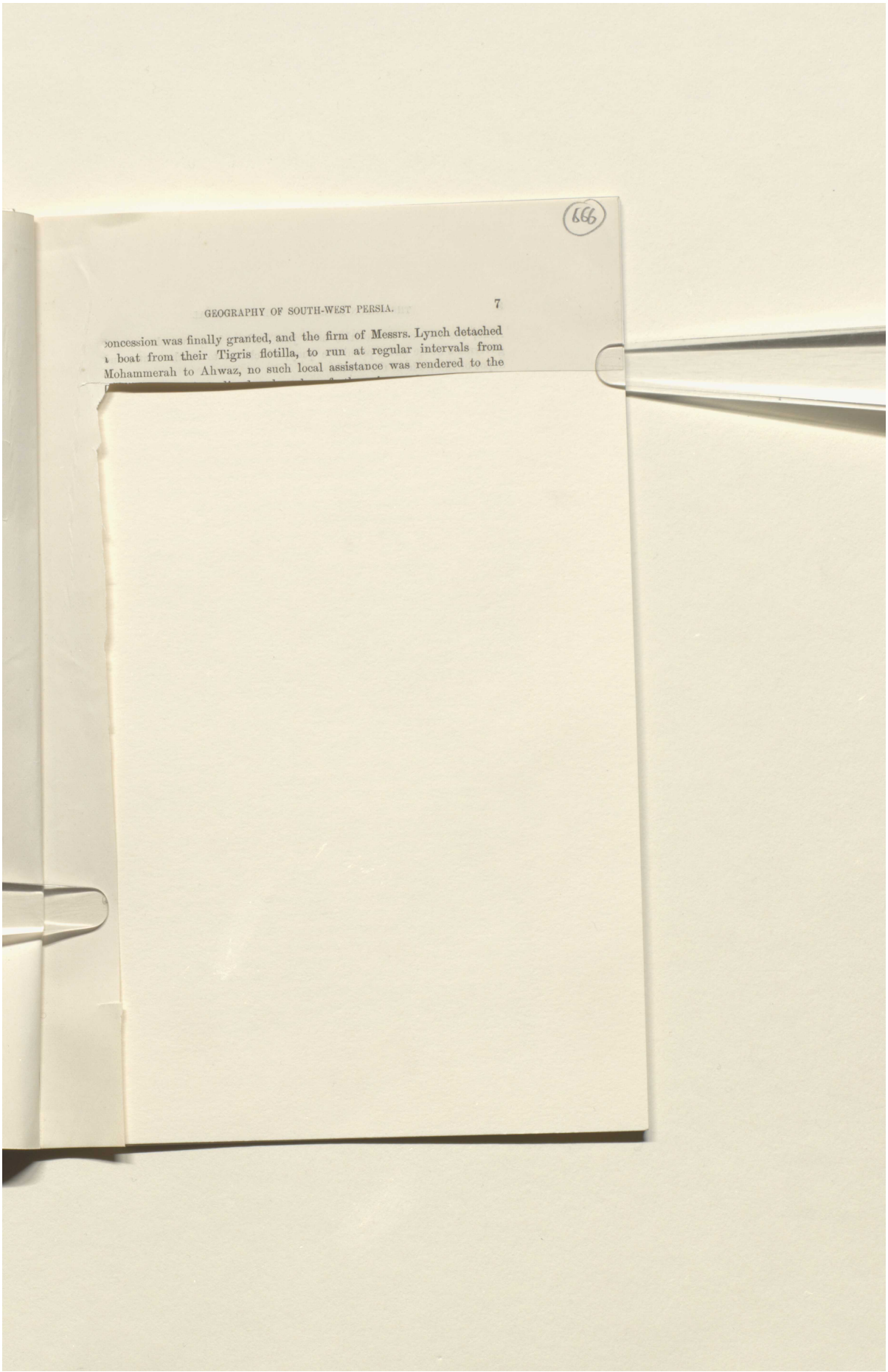

concession was finally granted, and the firm of Messrs. Lynch detached a boat from their Tigris flotilla, to run at regular intervals from Mohammerah to Ahwaz, no such local assistance was rendered to the

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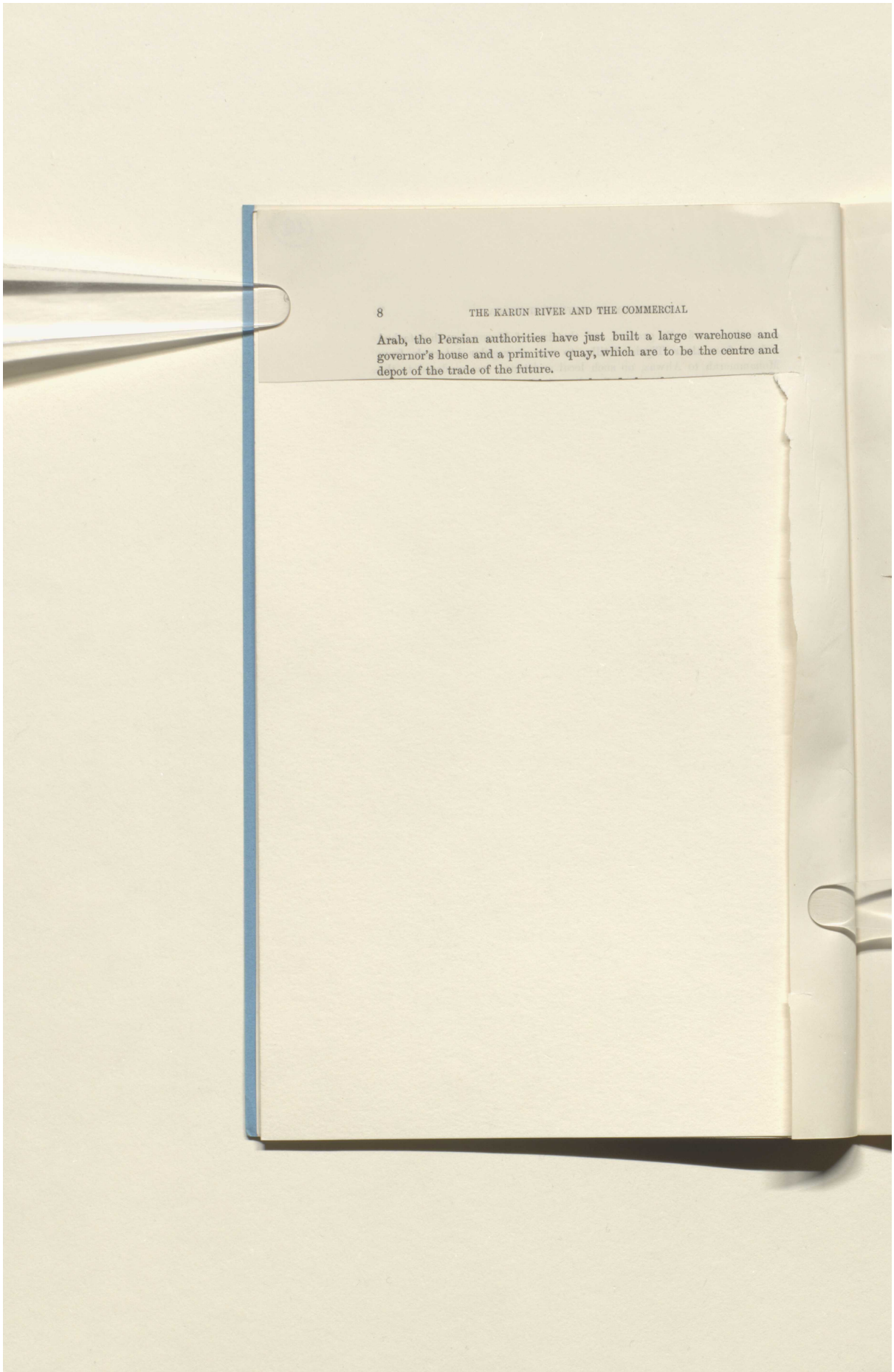

Arab, the Persian authorities have just built a large warehouse and governor's house and a primitive quay, which are to be the centre and depot of the trade of the future.

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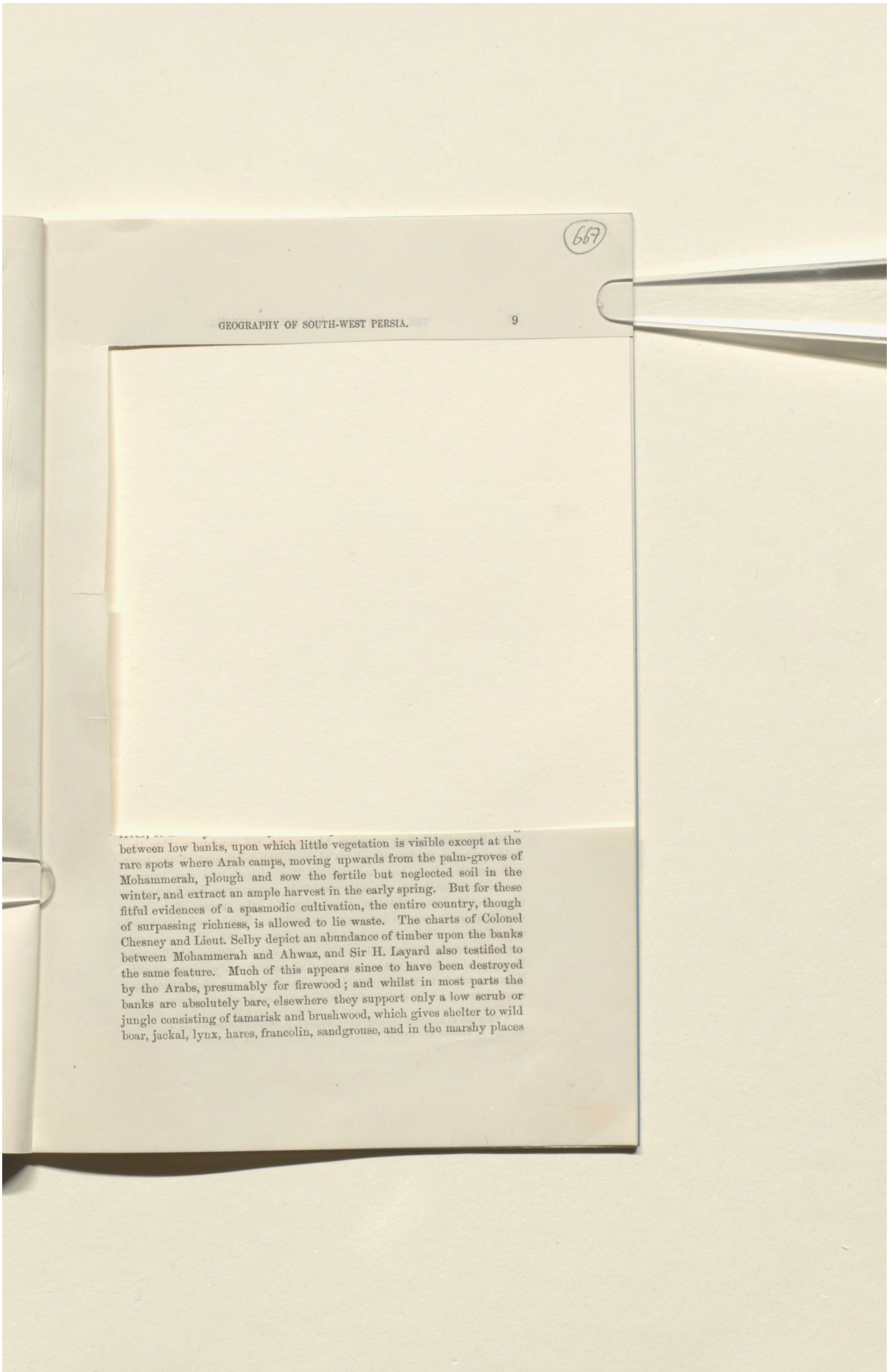

between low banks, upon which little vegetation is visible except at the rare spots where Arab camps, moving upwards from the palm-groves of Mohammerah, plough and sow the fertile but neglected soil in the winter, and extract an ample harvest in the early spring. But for these fitful evidences of a spasmodic cultivation, the entire country, though of surpassing richness, is allowed to lie waste. The charts of Colonel Chesney and Lieut. Selby depict an abundance of timber upon the banks between Mohammerah and Ahwaz, and Sir H. Layard also testified to the same feature. Much of this appears since to have been destroyed by the Arabs, presumably for firewood; and whilst in most parts the banks are absolutely bare, elsewhere they support only a low scrub or jungle consisting of tamarisk and brushwood, which gives shelter to wild boar, jackal, lynx, hares, francolin, sandgrouse, and in the marshy places

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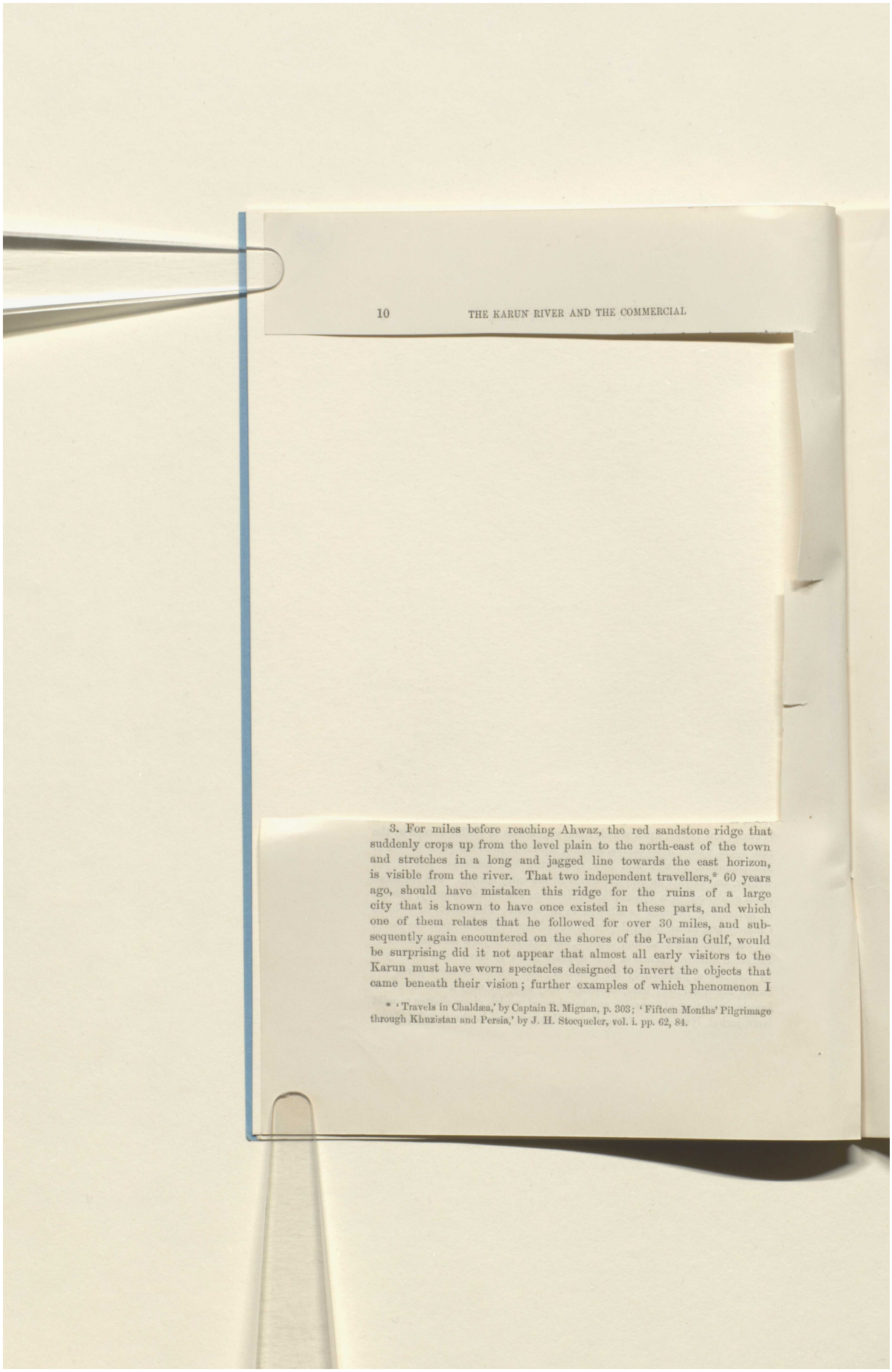

3. For miles before reaching Ahwaz, the red sandstone ridge that suddenly crops up from the level plain to the north-east of the town and stretches in a long and jagged line towards the east horizon, is visible from the river. That two independent travellers,* 60 years ago, should have mistaken this ridge for the ruins of a large city that is known to have once existed in these parts, and which one of them relates that he followed for over 30 miles, and subsequently again encountered on the shores of the Persian Gulf, would be surprising did it not appear that almost all early visitors to the Karun must have worn spectacles designed to invert the objects that came beneath their vision; further examples of which phenomenon I

* 'Travels in Chaldæa,' by Captain R. Mignan, p. 303; 'Fifteen Months' Pilgrimage through Khuzistan and Persia,' by J. H. Stocqueler, vol. i. pp. 62, 84.

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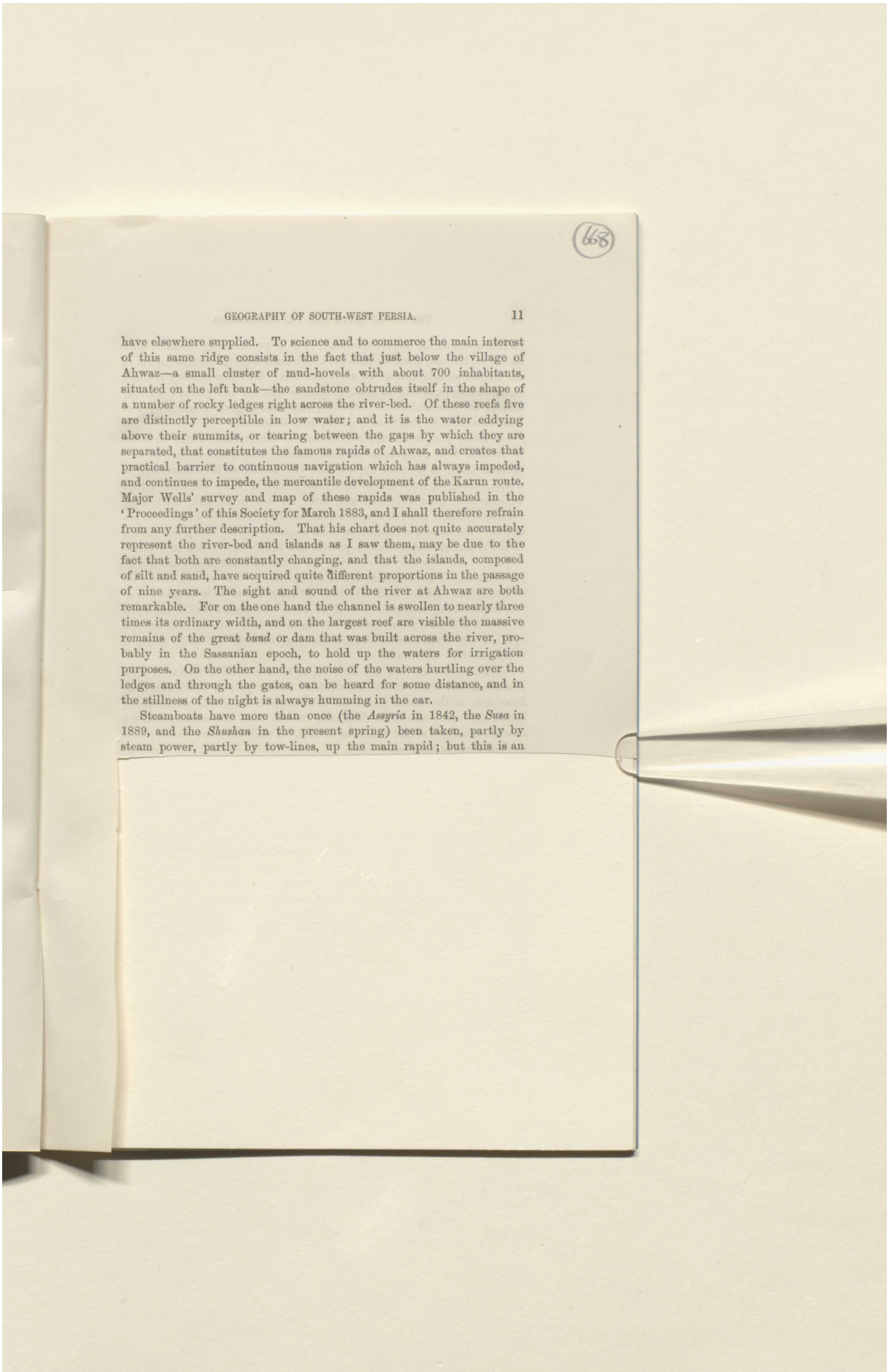

have elsewhere supplied. To science and to commerce the main interest of this same ridge consists in the fact that just below the village of Ahwaz—a small cluster of mud-hovels with about 700 inhabitants, situated on the left bank—the sandstone obtrudes itself in the shape of a number of rocky ledges right across the river-bed. Of these reefs five are distinctly perceptible in low water; and it is the water eddying above their summits, or tearing between the gaps by which they are separated, that constitutes the famous rapids of Ahwaz, and creates that practical barrier to continuous navigation which has always impeded, and continues to impede, the mercantile development of the Karun route. Major Wells' survey and map of these rapids was published in the 'Proceedings' of this Society for March 1883, and I shall therefore refrain from any further description. That his chart does not quite accurately represent the river-bed and islands as I saw them, may be due to the fact that both are constantly changing, and that the islands, composed of silt and sand, have acquired quite different proportions in the passage of nine years. The sight and sound of the river at Ahwaz are both remarkable. For on the one hand the channel is swollen to nearly three times its ordinary width, and on the largest reef are visible the massive remains of the great *bund* or dam that was built across the river, probably in the Sassanian epoch, to hold up the waters for irrigation purposes. On the other hand, the noise of the waters hurtling over the ledges and through the gates, can be heard for some distance, and in the stillness of the night is always humming in the ear.

Steamboats have more than once (the *Assyria* in 1842, the *Susa* in 1889, and the *Shushan* in the present spring) been taken, partly by steam power, partly by tow-lines, up the main rapid; but this is an

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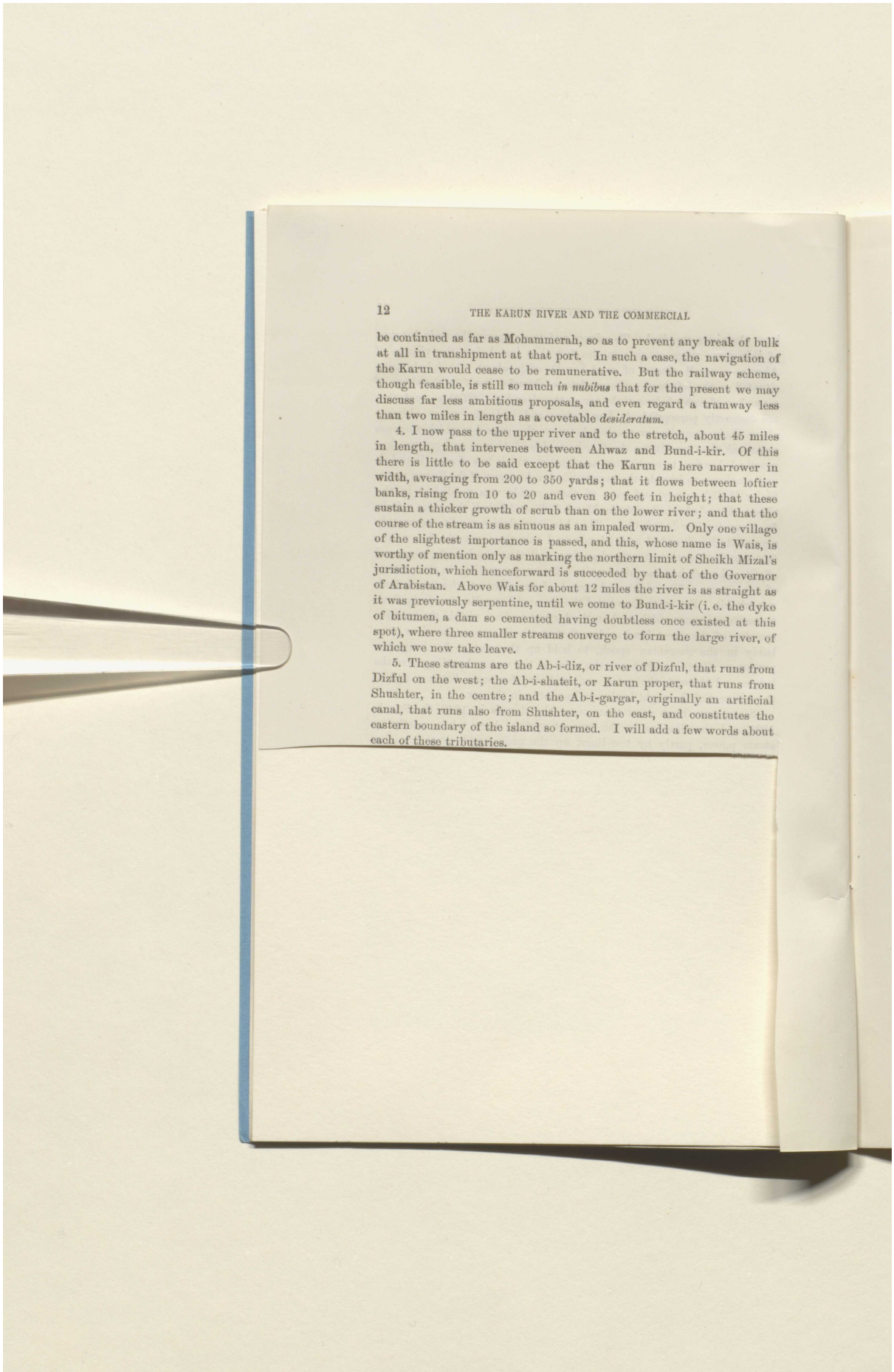

be continued as far as Mohammerah, so as to prevent any break of bulk at all in transhipment at that port. In such a case, the navigation of the Karun would cease to be remunerative. But the railway scheme, though feasible, is still so much *in nubibus* that for the present we may discuss far less ambitious proposals, and even regard a tramway less than two miles in length as a covetable *desideratum*.

4. I now pass to the upper river and to the stretch, about 45 miles in length, that intervenes between Ahwaz and Bund-i-kir. Of this there is little to be said except that the Karun is here narrower in width, averaging from 200 to 350 yards; that it flows between loftier banks, rising from 10 to 20 and even 30 feet in height; that these sustain a thicker growth of scrub than on the lower river; and that the course of the stream is as sinuous as an impaled worm. Only one village of the slightest importance is passed, and this, whose name is Wais, is worthy of mention only as marking the northern limit of Sheikh Mizal's jurisdiction, which henceforward is succeeded by that of the Governor of Arabistan. Above Wais for about 12 miles the river is as straight as it was previously serpentine, until we come to Bund-i-kir (i. e. the dyke of bitumen, a dam so cemented having doubtless once existed at this spot), where three smaller streams converge to form the large river, of which we now take leave.

5. These streams are the Ab-i-diz, or river of Dizful, that runs from Dizful on the west; the Ab-i-shateit, or Karun proper, that runs from Shushter, in the centre; and the Ab-i-gargar, originally an artificial canal, that runs also from Shushter, on the east, and constitutes the eastern boundary of the island so formed. I will add a few words about each of these tributaries.

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Layard in his report described Kaleh Bunder as half-way to Dizful,* but in his book speaks of having ascended within 13 miles of the town †; calculations which cannot both be correct, if the entire distance by river between Bund-i-kir and Dizful be, as alleged, 70 miles, or as I incline to think, a good deal more.

but I fancy that the bed must have altered a good deal in the last fifty years, as it is now deserted by native craft, and about half-way to Shushter, was reported to me as being broken up into numerous shallow channels, separated by shoals or islets, and impassable to navigation. In my march to Shushter, I struck it at a point about 12 miles above Bund-i-kir, and there I found it a fine river about 250 yards in width.

River traffic to Shushter is now conducted, and the main interest is therefore centred, upon the third of the confluent streams, i. e. the Abi-i-gargar, which was originally an artificial canal. This stream may be ascended by a steamboat drawing three feet of water, to a point known as Shelailieh, between six and seven miles below the town of Shushter. There, owing to the presence of semi-natural, semi-artificial, barriers in the remaining section of the canal, it is customary to cast anchor, and thence all merchandise is at present carried on donkeys or mules to the city. I descended the Abi-i-gargar from Shelailieh to Bund-i-kir in the Persian steam launch the *Susa*, and calculated the distance as about 45 miles. The present channel is a much narrower one than that of either of the two other rivers, covering only from 50 to 75 yards in width. But it is evident from the configuration of the surrounding country that it once occupied a much wider bed; as the ancient banks are still visible, standing up like clay ramparts at a distance of from a quarter to one mile apart. I have elsewhere explained the cause, both of the original expansion and of the subsequent contraction, and have adduced reasons for believing that the entire body of the Karun was once temporarily diverted into this canal, which was therefore swollen to quite abnormal proportions, but which, upon the restoration of the river to its proper bed, assumed the more modest dimensions which it now displays. It is by this canal, or by a land march of

* 'Journal of the R.G.S.,' vol. xvi. p. 59. † 'Early Adventures,' vol. ii. p. 362.

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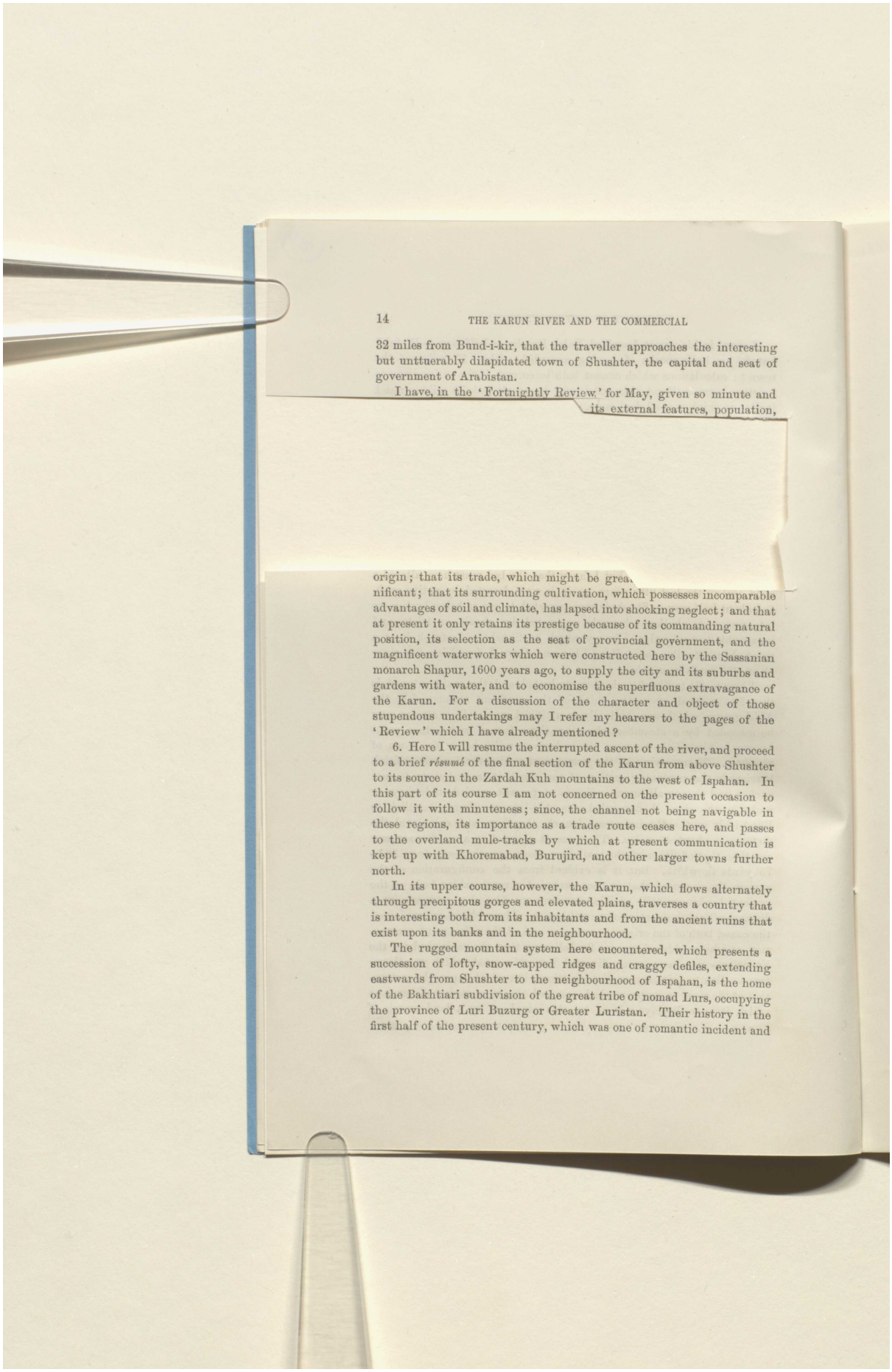

32 miles from Bund-i-kir, that the traveller approaches the interesting but unttuerably dilapidated town of Shushter, the capital and seat of government of Arabistan.

I have, in the 'Fortnightly Review' for May, given so minute and its external features, population,

origin; that its trade, which might be grea.
nificant; that its surrounding cultivation, which possesses incomparable advantages of soil and climate, has lapsed into shocking neglect; and that at present it only retains its prestige because of its commanding natural position, its selection as the seat of provincial government, and the magnificent waterworks which were constructed here by the Sassanian monarch Shapur, 1600 years ago, to supply the city and its suburbs and gardens with water, and to economise the superfluous extravagance of the Karun. For a discussion of the character and object of those stupendous undertakings may I refer my hearers to the pages of the 'Review' which I have already mentioned?

6. Here I will resume the interrupted ascent of the river, and proceed to a brief *résumé* of the final section of the Karun from above Shushter to its source in the Zardah Kuh mountains to the west of Ispahan. In this part of its course I am not concerned on the present occasion to follow it with minuteness; since, the channel not being navigable in these regions, its importance as a trade route ceases here, and passes to the overland mule-tracks by which at present communication is kept up with Khoremabad, Burujird, and other larger towns further north.

In its upper course, however, the Karun, which flows alternately through precipitous gorges and elevated plains, traverses a country that is interesting both from its inhabitants and from the ancient ruins that exist upon its banks and in the neighbourhood.

The rugged mountain system here encountered, which presents a succession of lofty, snow-capped ridges and craggy defiles, extending eastwards from Shushter to the neighbourhood of Ispahan, is the home of the Bakhtiari subdivision of the great tribe of nomad Lurs, occupying the province of Luri Buzurg or Greater Luristan. Their history in the first half of the present century, which was one of romantic incident and

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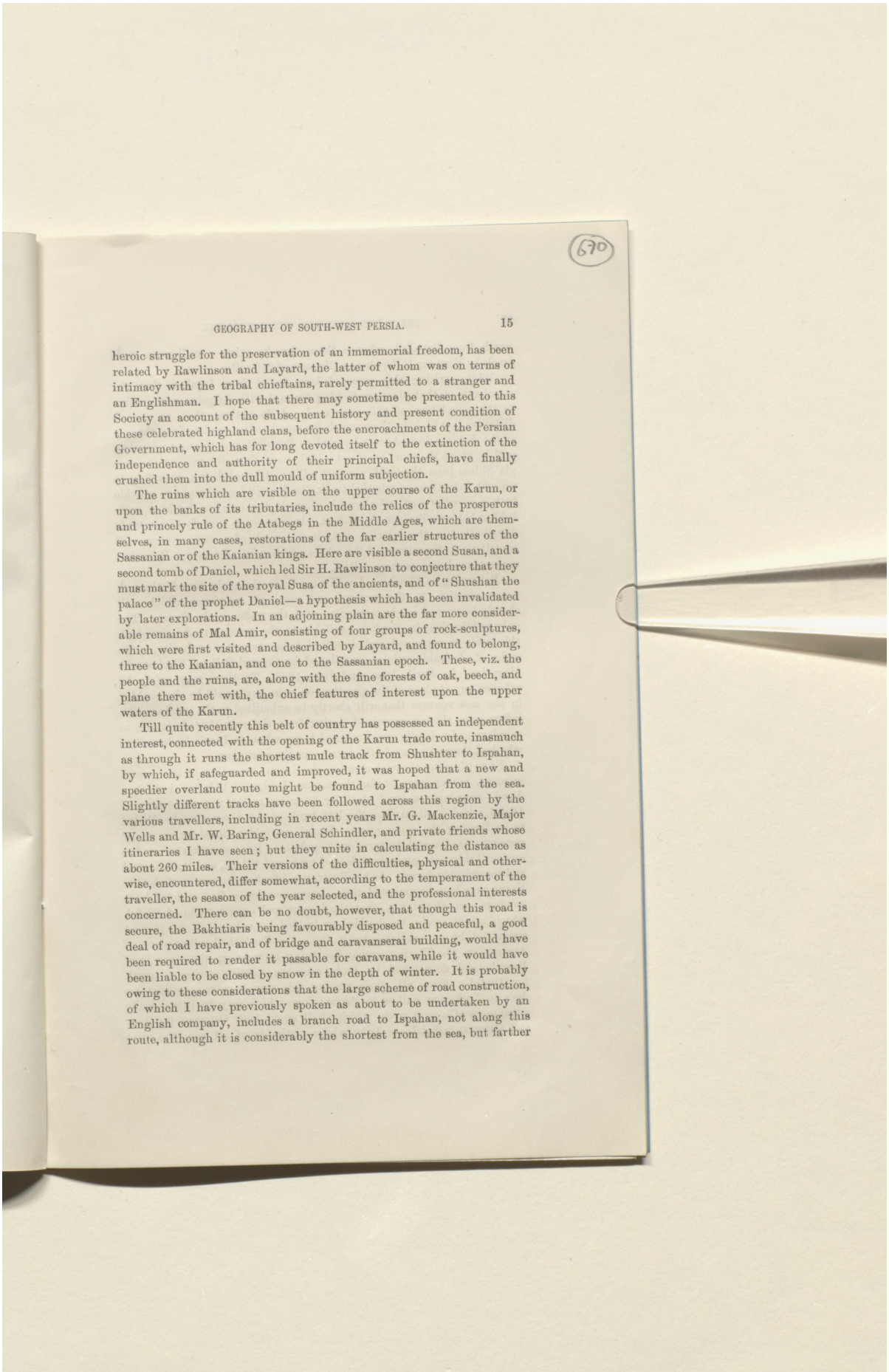

heroic struggle for the preservation of an immemorial freedom, has been related by Rawlinson and Layard, the latter of whom was on terms of intimacy with the tribal chieftains, rarely permitted to a stranger and an Englishman. I hope that there may sometime be presented to this Society an account of the subsequent history and present condition of these celebrated highland clans, before the encroachments of the Persian Government, which has for long devoted itself to the extinction of the independence and authority of their principal chiefs, have finally crushed them into the dull mould of uniform subjection.

The ruins which are visible on the upper course of the Karun, or upon the banks of its tributaries, include the relics of the prosperous and princely rule of the Atabegs in the Middle Ages, which are themselves, in many cases, restorations of the far earlier structures of the Sassanian or of the Kaianian kings. Here are visible a second Susan, and a second tomb of Daniel, which led Sir H. Rawlinson to conjecture that they must mark the site of the royal Susa of the ancients, and of "Shushan the palace" of the prophet Daniel—a hypothesis which has been invalidated by later explorations. In an adjoining plain are the far more considerable remains of Mal Amir, consisting of four groups of rock-sculptures, which were first visited and described by Layard, and found to belong, three to the Kaianian, and one to the Sassanian epoch. These, viz. the people and the ruins, are, along with the fine forests of oak, beech, and plane there met with, the chief features of interest upon the upper waters of the Karun.

Till quite recently this belt of country has possessed an independent interest, connected with the opening of the Karun trade route, inasmuch as through it runs the shortest mule track from Shushter to Ispahan, by which, if safeguarded and improved, it was hoped that a new and speedier overland route might be found to Ispahan from the sea. Slightly different tracks have been followed across this region by the various travellers, including in recent years Mr. G. Mackenzie, Major Wells and Mr. W. Baring, General Schindler, and private friends whose itineraries I have seen; but they unite in calculating the distance as about 260 miles. Their versions of the difficulties, physical and otherwise, encountered, differ somewhat, according to the temperament of the traveller, the season of the year selected, and the professional interests concerned. There can be no doubt, however, that though this road is secure, the Bakhtiaris being favourably disposed and peaceful, a good deal of road repair, and of bridge and caravanserai building, would have been required to render it passable for caravans, while it would have been liable to be closed by snow in the depth of winter. It is probably owing to these considerations that the large scheme of road construction, of which I have previously spoken as about to be undertaken by an English company, includes a branch road to Ispahan, not along this route, although it is considerably the shortest from the sea, but farther

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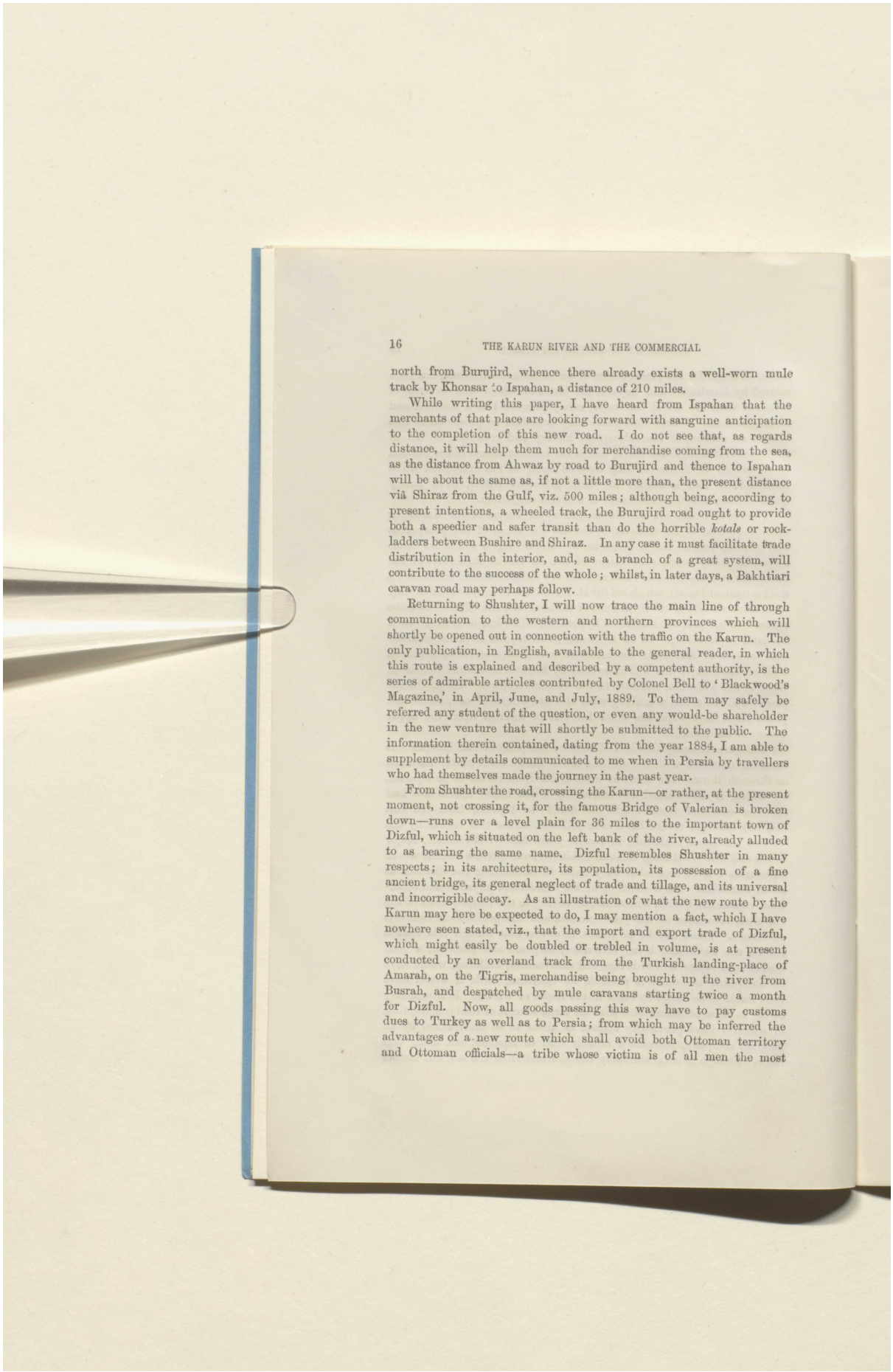

north from Burujird, whence there already exists a well-worn mule track by Khonsar to Ispahan, a distance of 210 miles.

While writing this paper, I have heard from Ispahan that the merchants of that place are looking forward with sanguine anticipation to the completion of this new road. I do not see that, as regards distance, it will help them much for merchandise coming from the sea, as the distance from Ahwaz by road to Burujird and thence to Ispahan will be about the same as, if not a little more than, the present distance viâ Shiraz from the Gulf, viz. 500 miles; although being, according to present intentions, a wheeled track, the Burujird road ought to provide both a speedier and safer transit than do the horrible *kotals* or rock-ladders between Bushire and Shiraz. In any case it must facilitate trade distribution in the interior, and, as a branch of a great system, will contribute to the success of the whole; whilst, in later days, a Bakhtiari caravan road may perhaps follow.

Returning to Shushter, I will now trace the main line of through communication to the western and northern provinces which will shortly be opened out in connection with the traffic on the Karun. The only publication, in English, available to the general reader, in which this route is explained and described by a competent authority, is the series of admirable articles contributed by Colonel Bell to 'Blackwood's Magazine,' in April, June, and July, 1889. To them may safely be referred any student of the question, or even any would-be shareholder in the new venture that will shortly be submitted to the public. The information therein contained, dating from the year 1884, I am able to supplement by details communicated to me when in Persia by travellers who had themselves made the journey in the past year.

From Shushter the road, crossing the Karun—or rather, at the present moment, not crossing it, for the famous Bridge of Valerian is broken down—runs over a level plain for 36 miles to the important town of Dizful, which is situated on the left bank of the river, already alluded to as bearing the same name. Dizful resembles Shushter in many respects; in its architecture, its population, its possession of a fine ancient bridge, its general neglect of trade and tillage, and its universal and incorrigible decay. As an illustration of what the new route by the Karun may here be expected to do, I may mention a fact, which I have nowhere seen stated, viz., that the import and export trade of Dizful, which might easily be doubled or trebled in volume, is at present conducted by an overland track from the Turkish landing-place of Amarah, on the Tigris, merchandise being brought up the river from Busrah, and despatched by mule caravans starting twice a month for Dizful. Now, all goods passing this way have to pay customs dues to Turkey as well as to Persia; from which may be inferred the advantages of a new route which shall avoid both Ottoman territory and Ottoman officials—a tribe whose victim is of all men the most

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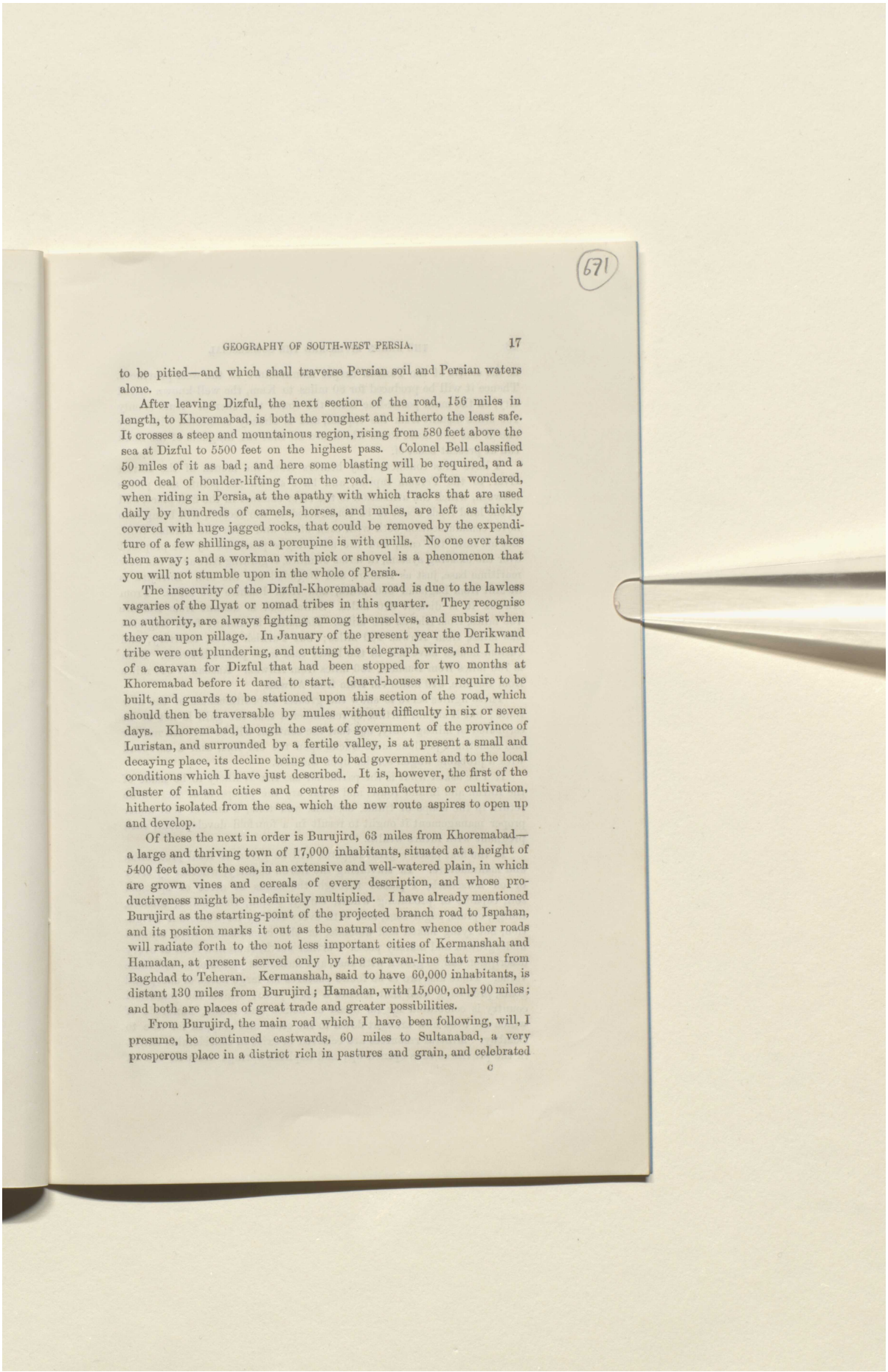

to be pitied—and which shall traverse Persian soil and Persian waters alone.

After leaving Dizful, the next section of the road, 156 miles in length, to Khoremabad, is both the roughest and hitherto the least safe. It crosses a steep and mountainous region, rising from 580 feet above the sea at Dizful to 5500 feet on the highest pass. Colonel Bell classified 50 miles of it as bad; and here some blasting will be required, and a good deal of boulder-lifting from the road. I have often wondered, when riding in Persia, at the apathy with which tracks that are used daily by hundreds of camels, horses, and mules, are left as thickly covered with huge jagged rocks, that could be removed by the expenditure of a few shillings, as a porcupine is with quills. No one ever takes them away; and a workman with pick or shovel is a phenomenon that you will not stumble upon in the whole of Persia.

The insecurity of the Dizful-Khoremabad road is due to the lawless vagaries of the Ilyat or nomad tribes in this quarter. They recognise no authority, are always fighting among themselves, and subsist when they can upon pillage. In January of the present year the Derikwand tribe were out plundering, and cutting the telegraph wires, and I heard of a caravan for Dizful that had been stopped for two months at Khoremabad before it dared to start. Guard-houses will require to be built, and guards to be stationed upon this section of the road, which should then be traversable by mules without difficulty in six or seven days. Khoremabad, though the seat of government of the province of Luristan, and surrounded by a fertile valley, is at present a small and decaying place, its decline being due to bad government and to the local conditions which I have just described. It is, however, the first of the cluster of inland cities and centres of manufacture or cultivation, hitherto isolated from the sea, which the new route aspires to open up and develop.

Of these the next in order is Burujird, 63 miles from Khoremabad—a large and thriving town of 17,000 inhabitants, situated at a height of 5400 feet above the sea, in an extensive and well-watered plain, in which are grown vines and cereals of every description, and whose productiveness might be indefinitely multiplied. I have already mentioned Burujird as the starting-point of the projected branch road to Ispahan, and its position marks it out as the natural centre whence other roads will radiate forth to the not less important cities of Kermanshah and Hamadan, at present served only by the caravan-line that runs from Baghdad to Teheran. Kermanshah, said to have 60,000 inhabitants, is distant 130 miles from Burujird; Hamadan, with 15,000, only 90 miles; and both are places of great trade and greater possibilities.

From Burujird, the main road which I have been following, will, I presume, be continued eastwards, 60 miles to Sultanabad, a very prosperous place in a district rich in pastures and grain, and celebrated

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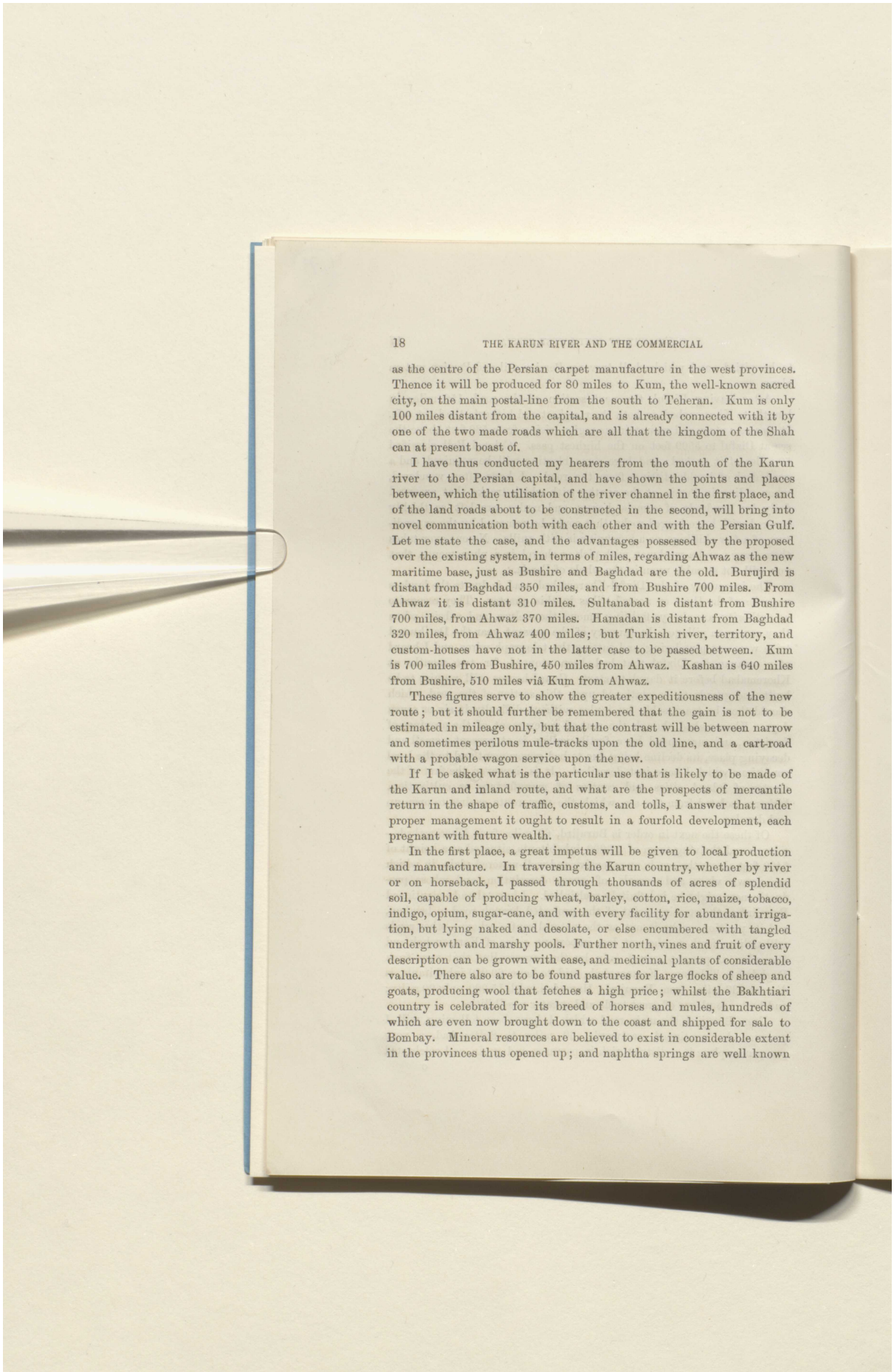

as the centre of the Persian carpet manufacture in the west provinces. Thence it will be produced for 80 miles to Kum, the well-known sacred city, on the main postal-line from the south to Teheran. Kum is only 100 miles distant from the capital, and is already connected with it by one of the two made roads which are all that the kingdom of the Shah can at present boast of.

I have thus conducted my hearers from the mouth of the Karun river to the Persian capital, and have shown the points and places between, which the utilisation of the river channel in the first place, and of the land roads about to be constructed in the second, will bring into novel communication both with each other and with the Persian Gulf. Let me state the case, and the advantages possessed by the proposed over the existing system, in terms of miles, regarding Ahwaz as the new maritime base, just as Bushire and Baghdad are the old. Burujird is distant from Baghdad 350 miles, and from Bushire 700 miles. From Ahwaz it is distant 310 miles. Sultanabad is distant from Bushire 700 miles, from Ahwaz 370 miles. Hamadan is distant from Baghdad 320 miles, from Ahwaz 400 miles; but Turkish river, territory, and custom-houses have not in the latter case to be passed between. Kum is 700 miles from Bushire, 450 miles from Ahwaz. Kashan is 640 miles from Bushire, 510 miles viâ Kum from Ahwaz.

These figures serve to show the greater expeditiousness of the new route; but it should further be remembered that the gain is not to be estimated in mileage only, but that the contrast will be between narrow and sometimes perilous mule-tracks upon the old line, and a cart-road with a probable wagon service upon the new.

If I be asked what is the particular use that is likely to be made of the Karun and inland route, and what are the prospects of mercantile return in the shape of traffic, customs, and tolls, I answer that under proper management it ought to result in a fourfold development, each pregnant with future wealth.

In the first place, a great impetus will be given to local production and manufacture. In traversing the Karun country, whether by river or on horseback, I passed through thousands of acres of splendid soil, capable of producing wheat, barley, cotton, rice, maize, tobacco, indigo, opium, sugar-cane, and with every facility for abundant irrigation, but lying naked and desolate, or else encumbered with tangled undergrowth and marshy pools. Further north, vines and fruit of every description can be grown with ease, and medicinal plants of considerable value. There also are to be found pastures for large flocks of sheep and goats, producing wool that fetches a high price; whilst the Bakhtiari country is celebrated for its breed of horses and mules, hundreds of which are even now brought down to the coast and shipped for sale to Bombay. Mineral resources are believed to exist in considerable extent in the provinces thus opened up; and naphtha springs are well known

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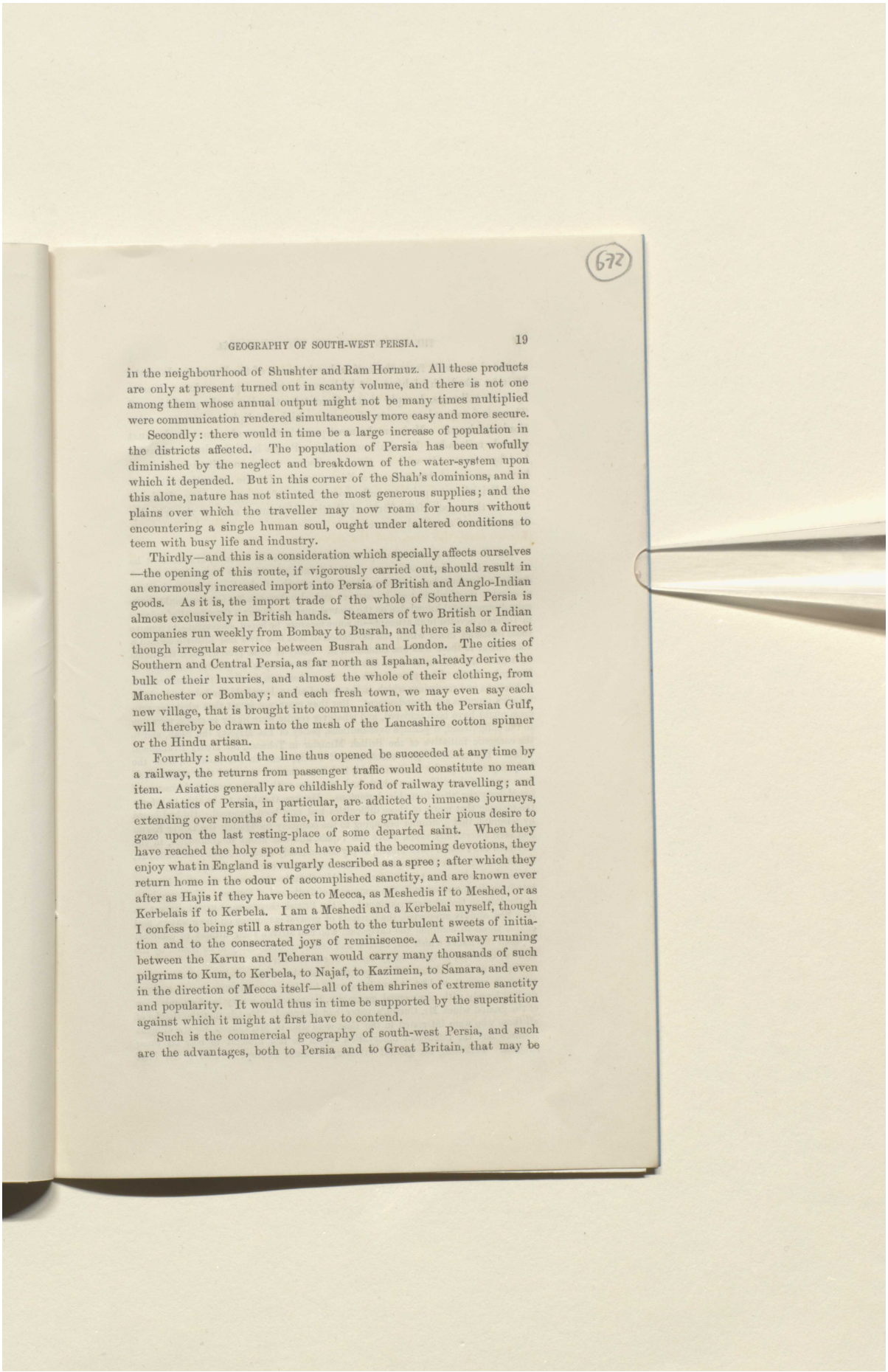

in the neighbourhood of Shushter and Ram Hormuz. All these products are only at present turned out in scanty volume, and there is not one among them whose annual output might not be many times multiplied were communication rendered simultaneously more easy and more secure.

Secondly: there would in time be a large increase of population in the districts affected. The population of Persia has been wofully diminished by the neglect and breakdown of the water-system upon which it depended. But in this corner of the Shah's dominions, and in this alone, nature has not stinted the most generous supplies; and the plains over which the traveller may now roam for hours without encountering a single human soul, ought under altered conditions to teem with busy life and industry.

Thirdly—and this is a consideration which specially affects ourselves—the opening of this route, if vigorously carried out, should result in an enormously increased import into Persia of British and Anglo-Indian goods. As it is, the import trade of the whole of Southern Persia is almost exclusively in British hands. Steamers of two British or Indian companies run weekly from Bombay to Busrah, and there is also a direct though irregular service between Busrah and London. The cities of Southern and Central Persia, as far north as Ispahan, already derive the bulk of their luxuries, and almost the whole of their clothing, from Manchester or Bombay; and each fresh town, we may even say each new village, that is brought into communication with the Persian Gulf, will thereby be drawn into the mesh of the Lancashire cotton spinner or the Hindu artisan.

Fourthly: should the line thus opened be succeeded at any time by a railway, the returns from passenger traffic would constitute no mean item. Asiatics generally are childishly fond of railway travelling; and the Asiatics of Persia, in particular, are addicted to immense journeys, extending over months of time, in order to gratify their pious desire to gaze upon the last resting-place of some departed saint. When they have reached the holy spot and have paid the becoming devotions, they enjoy what in England is vulgarly described as a spree; after which they return home in the odour of accomplished sanctity, and are known ever after as Hajis if they have been to Mecca, as Meshedis if to Meshed, or as Kerbelais if to Kerbela. I am a Meshedi and a Kerbelai myself, though I confess to being still a stranger both to the turbulent sweets of initiation and to the consecrated joys of reminiscence. A railway running between the Karun and Teheran would carry many thousands of such pilgrims to Kum, to Kerbela, to Najaf, to Kazimein, to Samara, and even in the direction of Mecca itself—all of them shrines of extreme sanctity and popularity. It would thus in time be supported by the superstition against which it might at first have to contend.

Such is the commercial geography of south-west Persia, and such are the advantages, both to Persia and to Great Britain, that may be

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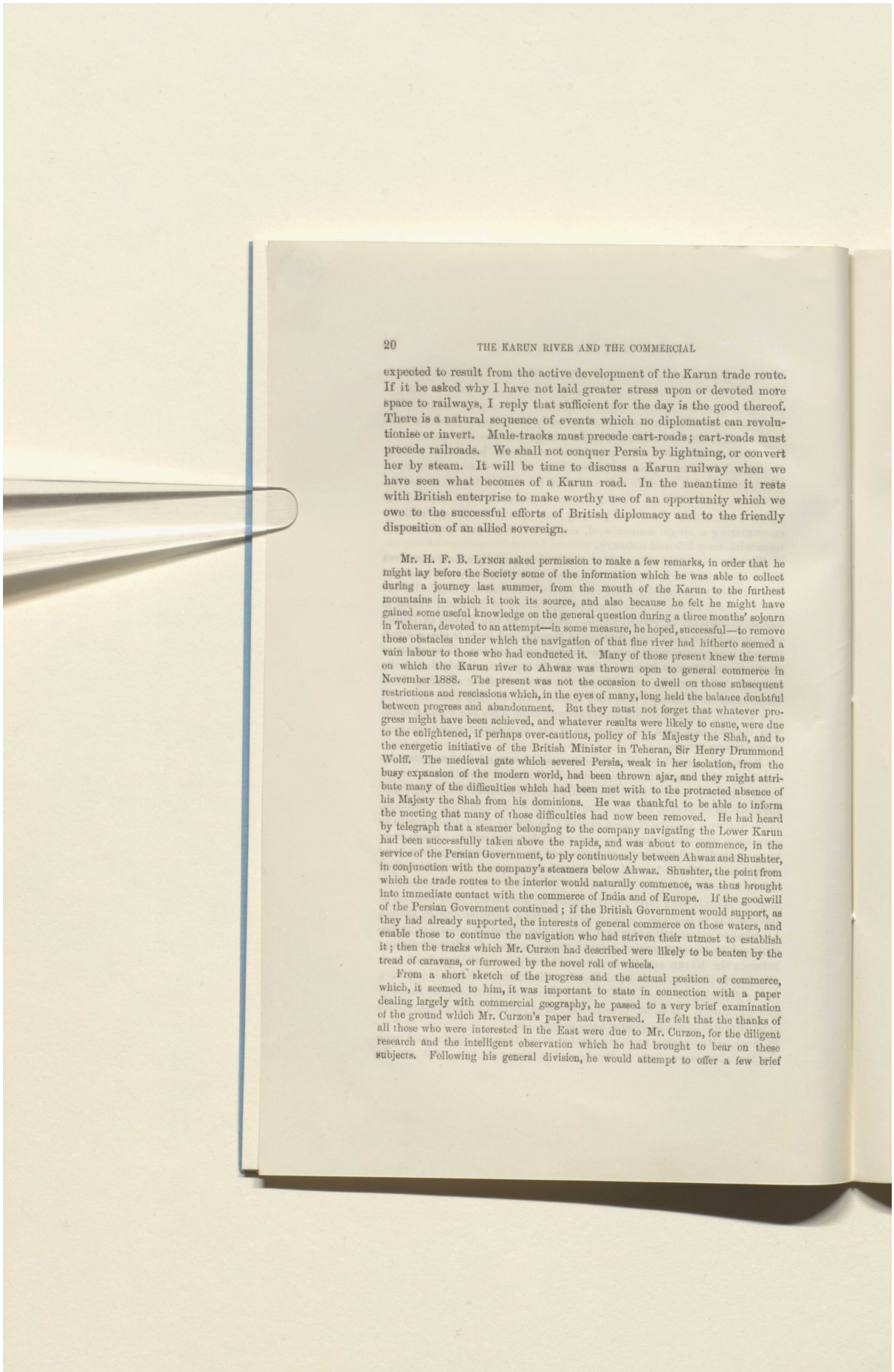

expected to result from the active development of the Karun trade route. If it be asked why I have not laid greater stress upon or devoted more space to railways, I reply that sufficient for the day is the good thereof. There is a natural sequence of events which no diplomatist can revolutionise or invert. Mule-tracks must precede cart-roads; cart-roads must precede railroads. We shall not conquer Persia by lightning, or convert her by steam. It will be time to discuss a Karun railway when we have seen what becomes of a Karun road. In the meantime it rests with British enterprise to make worthy use of an opportunity which we owe to the successful efforts of British diplomacy and to the friendly disposition of an allied sovereign.

Mr. H. F. B. Lynch asked permission to make a few remarks, in order that he might lay before the Society some of the information which he was able to collect during a journey last summer, from the mouth of the Karun to the furthest mountains in which it took its source, and also because he felt he might have gained some useful knowledge on the general question during a three months' sojourn in Teheran, devoted to an attempt—in some measure, he hoped, successful—to remove those obstacles under which the navigation of that fine river had hitherto seemed a vain labour to those who had conducted it. Many of those present knew the terms on which the Karun river to Ahwaz was thrown open to general commerce in November 1888. The present was not the occasion to dwell on those subsequent restrictions and rescissions which, in the eyes of many, long held the balance doubtful between progress and abandonment. But they must not forget that whatever progress might have been achieved, and whatever results were likely to ensue, were due to the enlightened, if perhaps over-cautious, policy of his Majesty the Shah, and to the energetic initiative of the British Minister in Teheran, Sir Henry Drummond Wolff. The medieval gate which severed Persia, weak in her isolation, from the busy expansion of the modern world, had been thrown ajar, and they might attribute many of the difficulties which had been met with to the protracted absence of his Majesty the Shah from his dominions. He was thankful to be able to inform the meeting that many of those difficulties had now been removed. He had heard by telegraph that a steamer belonging to the company navigating the Lower Karun had been successfully taken above the rapids, and was about to commence, in the service of the Persian Government, to ply continuously between Ahwaz and Shushter, in conjunction with the company's steamers below Ahwaz. Shushter, the point from which the trade routes to the interior would naturally commence, was thus brought into immediate contact with the commerce of India and of Europe. If the goodwill of the Persian Government continued; if the British Government would support, as they had already supported, the interests of general commerce on those waters, and enable those to continue the navigation who had striven their utmost to establish it; then the tracks which Mr. Curzon had described were likely to be beaten by the tread of caravans, or furrowed by the novel roll of wheels.

From a short sketch of the progress and the actual position of commerce, which, it seemed to him, it was important to state in connection with a paper dealing largely with commercial geography, he passed to a very brief examination of the ground which Mr. Curzon's paper had traversed. He felt that the thanks of all those who were interested in the East were due to Mr. Curzon, for the diligent research and the intelligent observation which he had brought to bear on these subjects. Following his general division, he would attempt to offer a few brief

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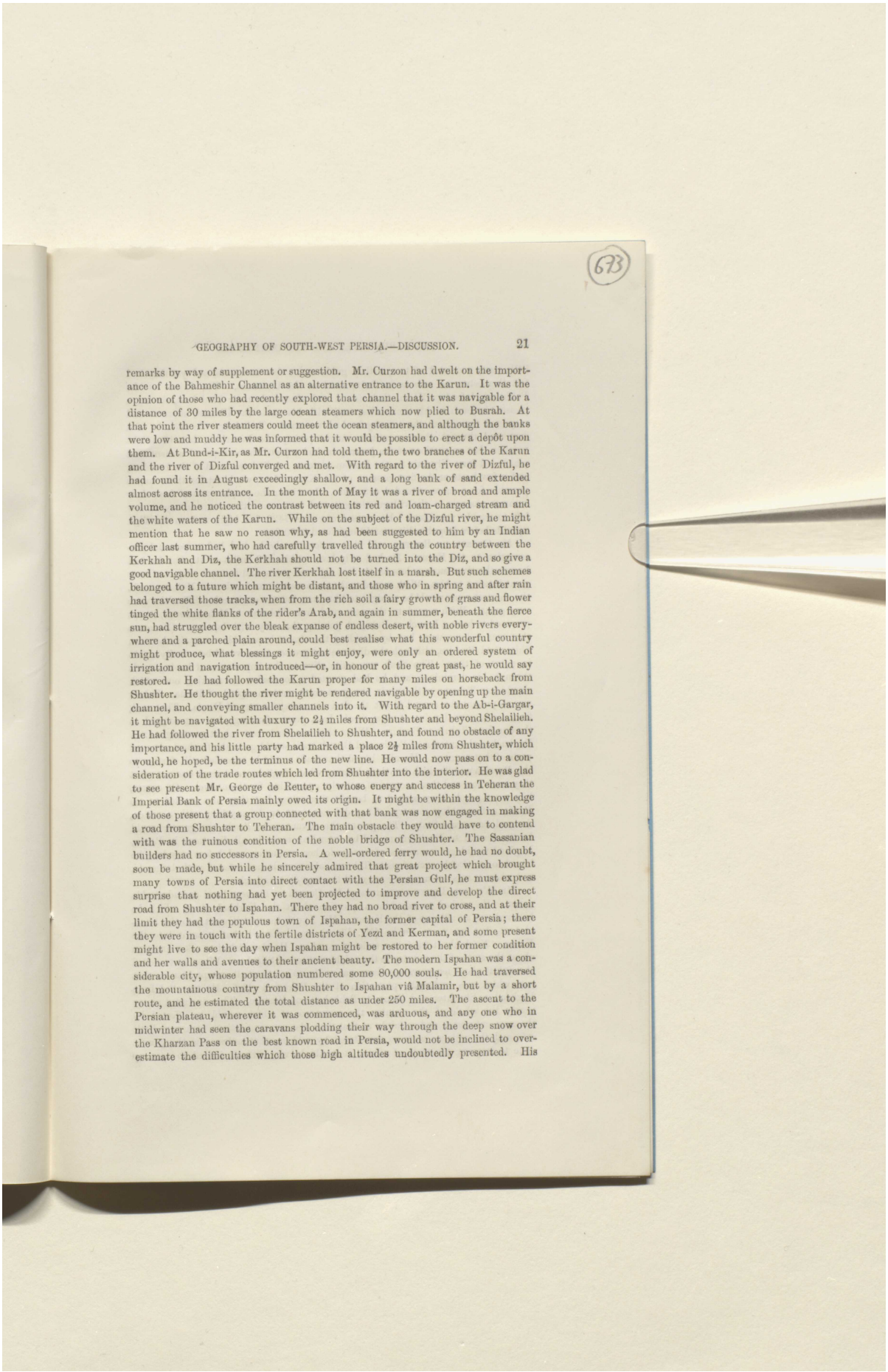

remarks by way of supplement or suggestion. Mr. Curzon had dwelt on the importance of the Bahmeshir Channel as an alternative entrance to the Karun. It was the opinion of those who had recently explored that channel that it was navigable for a distance of 30 miles by the large ocean steamers which now plied to Busrah. At that point the river steamers could meet the ocean steamers, and although the banks were low and muddy he was informed that it would be possible to erect a depôt upon them. At Bund-i-Kir, as Mr. Curzon had told them, the two branches of the Karun and the river of Dizful converged and met. With regard to the river of Dizful, he had found it in August exceedingly shallow, and a long bank of sand extended almost across its entrance. In the month of May it was a river of broad and ample volume, and he noticed the contrast between its red and loam-charged stream and the white waters of the Karun. While on the subject of the Dizful river, he might mention that he saw no reason why, as had been suggested to him by an Indian officer last summer, who had carefully travelled through the country between the Kerkhah and Diz, the Kerkhah should not be turned into the Diz, and so give a good navigable channel. The river Kerkhah lost itself in a marsh. But such schemes belonged to a future which might be distant, and those who in spring and after rain had traversed those tracks, when from the rich soil a fairy growth of grass and flower tinged the white flanks of the rider's Arab, and again in summer, beneath the fierce sun, had struggled over the bleak expanse of endless desert, with noble rivers everywhere and a parched plain around, could best realise what this wonderful country might produce, what blessings it might enjoy, were only an ordered system of irrigation and navigation introduced—or, in honour of the great past, he would say restored. He had followed the Karun proper for many miles on horseback from Shushter. He thought the river might be rendered navigable by opening up the main channel, and conveying smaller channels into it. With regard to the Ab-i-Gargar, it might be navigated with luxury to 2½ miles from Shushter and beyond Shelailieh. He had followed the river from Shelailieh to Shushter, and found no obstacle of any importance, and his little party had marked a place 2¾ miles from Shushter, which would, he hoped, be the terminus of the new line. He would now pass on to a consideration of the trade routes which led from Shushter into the interior. He was glad to see present Mr. George de Reuter, to whose energy and success in Teheran the Imperial Bank of Persia mainly owed its origin. It might be within the knowledge of those present that a group connected with that bank was now engaged in making a road from Shushter to Teheran. The main obstacle they would have to contend with was the ruinous condition of the noble bridge of Shushter. The Sassanian builders had no successors in Persia. A well-ordered ferry would, he had no doubt, soon be made, but while he sincerely admired that great project which brought many towns of Persia into direct contact with the Persian Gulf, he must express surprise that nothing had yet been projected to improve and develop the direct road from Shushter to Ispahan. There they had no broad river to cross, and at their limit they had the populous town of Ispahan, the former capital of Persia; there they were in touch with the fertile districts of Yezd and Kerman, and some present might live to see the day when Ispahan might be restored to her former condition and her walls and avenues to their ancient beauty. The modern Ispahan was a considerable city, whose population numbered some 80,000 souls. He had traversed the mountainous country from Shushter to Ispahan viâ Malamir, but by a short route, and he estimated the total distance as under 250 miles. The ascent to the Persian plateau, wherever it was commenced, was arduous, and any one who in midwinter had seen the caravans plodding their way through the deep snow over the Kharzan Pass on the best known road in Persia, would not be inclined to overestimate the difficulties which those high altitudes undoubtedly presented. His

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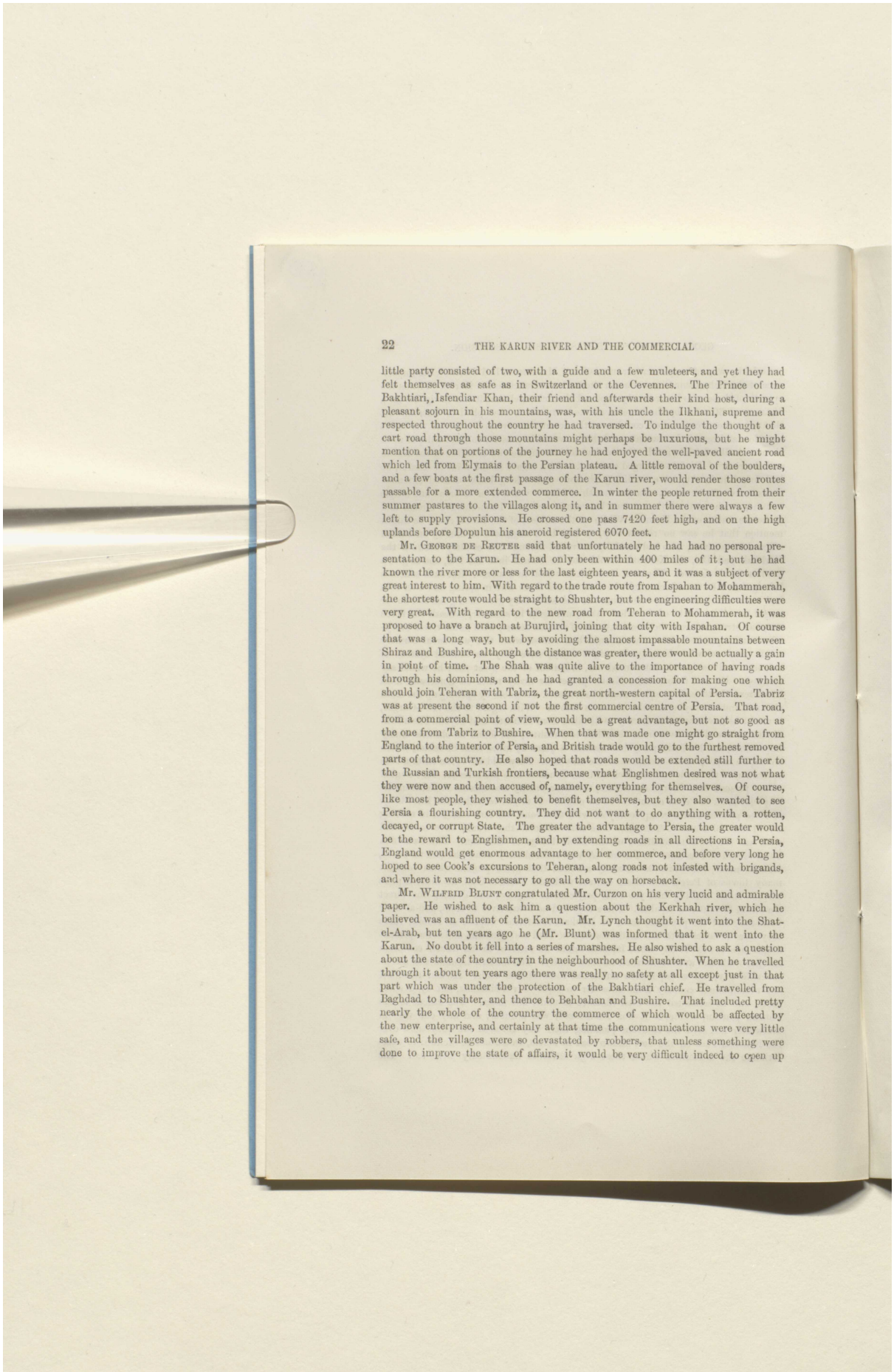

little party consisted of two, with a guide and a few muleteers, and yet they had felt themselves as safe as in Switzerland or the Cevennes. The Prince of the Bakhtiari, Isfendiar Khan, their friend and afterwards their kind host, during a pleasant sojourn in his mountains, was, with his uncle the Ilkhani, supreme and respected throughout the country he had traversed. To indulge the thought of a cart road through those mountains might perhaps be luxurious, but he might mention that on portions of the journey he had enjoyed the well-paved ancient road which led from Elymais to the Persian plateau. A little removal of the boulders, and a few boats at the first passage of the Karun river, would render those routes passable for a more extended commerce. In winter the people returned from their summer pastures to the villages along it, and in summer there were always a few left to supply provisions. He crossed one pass 7420 feet high, and on the high uplands before Dopulun his aneroid registered 6070 feet.

Mr. George de Reuter said that unfortunately he had had no personal presentation to the Karun. He had only been within 400 miles of it; but he had known the river more or less for the last eighteen years, and it was a subject of very great interest to him. With regard to the trade route from Ispahan to Mohammerah, the shortest route would be straight to Shushter, but the engineering difficulties were very great. With regard to the new road from Teheran to Mohammerah, it was proposed to have a branch at Burujird, joining that city with Ispahan. Of course that was a long way, but by avoiding the almost impassable mountains between Shiraz and Bushire, although the distance was greater, there would be actually a gain in point of time. The Shah was quite alive to the importance of having roads through his dominions, and he had granted a concession for making one which should join Teheran with Tabriz, the great north-western capital of Persia. Tabriz was at present the second if not the first commercial centre of Persia. That road, from a commercial point of view, would be a great advantage, but not so good as the one from Tabriz to Bushire. When that was made one might go straight from England to the interior of Persia, and British trade would go to the furthest removed parts of that country. He also hoped that roads would be extended still further to the Russian and Turkish frontiers, because what Englishmen desired was not what they were now and then accused of, namely, everything for themselves. Of course, like most people, they wished to benefit themselves, but they also wanted to see Persia a flourishing country. They did not want to do anything with a rotten, decayed, or corrupt State. The greater the advantage to Persia, the greater would be the reward to Englishmen, and by extending roads in all directions in Persia, England would get enormous advantage to her commerce, and before very long he hoped to see Cook's excursions to Teheran, along roads not infested with brigands, and where it was not necessary to go all the way on horseback.

Mr. Wilfrid Blunt congratulated Mr. Curzon on his very lucid and admirable paper. He wished to ask him a question about the Kerkhah river, which he believed was an affluent of the Karun. Mr. Lynch thought it went into the Shat-el-Arab, but ten years ago he (Mr. Blunt) was informed that it went into the Karun. No doubt it fell into a series of marshes. He also wished to ask a question about the state of the country in the neighbourhood of Shushter. When he travelled through it about ten years ago there was really no safety at all except just in that part which was under the protection of the Bakhtiari chief. He travelled from Baghdad to Shushter, and thence to Behbahan and Bushire. That included pretty nearly the whole of the country the commerce of which would be affected by the new enterprise, and certainly at that time the communications were very little safe, and the villages were so devastated by robbers, that unless something were done to improve the state of affairs, it would be very difficult indeed to open up

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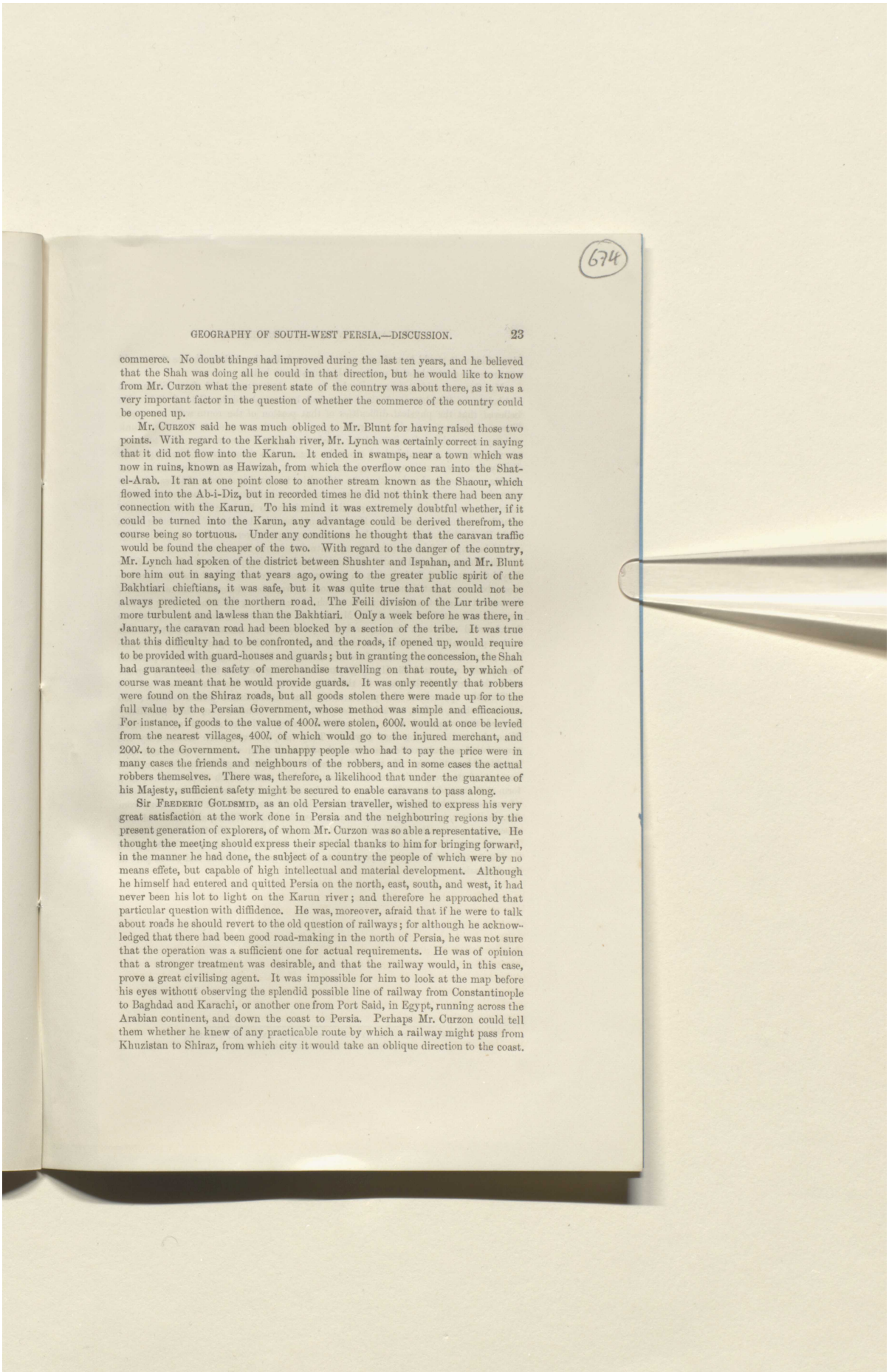

commerce. No doubt things had improved during the last ten years, and he believed that the Shah was doing all he could in that direction, but he would like to know from Mr. Curzon what the present state of the country was about there, as it was a very important factor in the question of whether the commerce of the country could be opened up.

Mr. Curzon said he was much obliged to Mr. Blunt for having raised those two points. With regard to the Kerkhah river, Mr. Lynch was certainly correct in saying that it did not flow into the Karun. It ended in swamps, near a town which was now in ruins, known as Hawizah, from which the overflow once ran into the Shat-el-Arab. It ran at one point close to another stream known as the Shaour, which flowed into the Ab-i-Diz, but in recorded times he did not think there had been any connection with the Karun. To his mind it was extremely doubtful whether, if it could be turned into the Karun, any advantage could be derived therefrom, the course being so tortuous. Under any conditions he thought that the caravan traffic would be found the cheaper of the two. With regard to the danger of the country, Mr. Lynch had spoken of the district between Shushter and Ispahan, and Mr. Blunt bore him out in saying that years ago, owing to the greater public spirit of the Bakhtiari chieftians, it was safe, but it was quite true that that could not be always predicted on the northern road. The Feili division of the Lur tribe were more turbulent and lawless than the Bakhtiari. Only a week before he was there, in January, the caravan road had been blocked by a section of the tribe. It was true that this difficulty had to be confronted, and the roads, if opened up, would require to be provided with guard-houses and guards; but in granting the concession, the Shah had guaranteed the safety of merchandise travelling on that route, by which of course was meant that he would provide guards. It was only recently that robbers were found on the Shiraz roads, but all goods stolen there were made up for to the full value by the Persian Government, whose method was simple and efficacious. For instance, if goods to the value of 400*l.* were stolen, 600*l.* would at once be levied from the nearest villages, 400*l.* of which would go to the injured merchant, and 200*l.* to the Government. The unhappy people who had to pay the price were in many cases the friends and neighbours of the robbers, and in some cases the actual robbers themselves. There was, therefore, a likelihood that under the guarantee of his Majesty, sufficient safety might be secured to enable caravans to pass along.

Sir Frederic Goldsmid, as an old Persian traveller, wished to express his very great satisfaction at the work done in Persia and the neighbouring regions by the present generation of explorers, of whom Mr. Curzon was so able a representative. He thought the meeting should express their special thanks to him for bringing forward, in the manner he had done, the subject of a country the people of which were by no means effete, but capable of high intellectual and material development. Although he himself had entered and quitted Persia on the north, east, south, and west, it had never been his lot to light on the Karun river; and therefore he approached that particular question with diffidence. He was, moreover, afraid that if he were to talk about roads he should revert to the old question of railways; for although he acknowledged that there had been good road-making in the north of Persia, he was not sure that the operation was a sufficient one for actual requirements. He was of opinion that a stronger treatment was desirable, and that the railway would, in this case, prove a great civilising agent. It was impossible for him to look at the map before his eyes without observing the splendid possible line of railway from Constantinople to Baghdad and Karachi, or another one from Port Said, in Egypt, running across the Arabian continent, and down the coast to Persia. Perhaps Mr. Curzon could tell them whether he knew of any practicable route by which a railway might pass from Khuzistan to Shiraz, from which city it would take an oblique direction to the coast.

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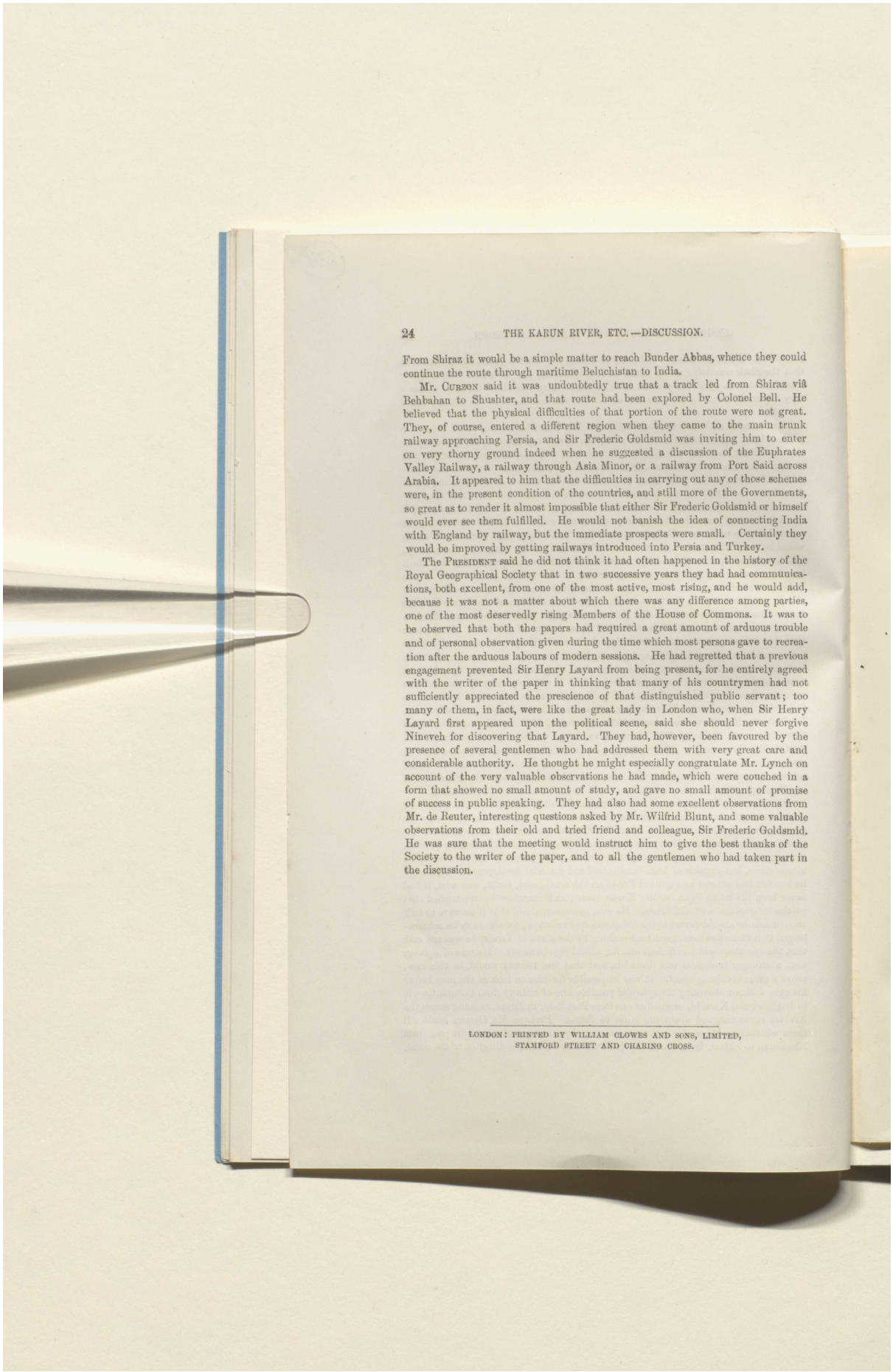

From Shiraz it would be a simple matter to reach Bunder Abbas, whence they could continue the route through maritime Beluchistan to India.

Mr. Curzon said it was undoubtedly true that a track led from Shiraz viâ Behbahan to Shushter, and that route had been explored by Colonel Bell. He believed that the physical difficulties of that portion of the route were not great. They, of course, entered a different region when they came to the main trunk railway approaching Persia, and Sir Frederic Goldsmid was inviting him to enter on very thorny ground indeed when he suggested a discussion of the Euphrates Valley Railway, a railway through Asia Minor, or a railway from Port Said across Arabia. It appeared to him that the difficulties in carrying out any of those schemes were, in the present condition of the countries, and still more of the Governments, so great as to render it almost impossible that either Sir Frederic Goldsmid or himself would ever see them fulfilled. He would not banish the idea of connecting India with England by railway, but the immediate prospects were small. Certainly they would be improved by getting railways introduced into Persia and Turkey.

The President said he did not think it had often happened in the history of the Royal Geographical Society that in two successive years they had had communications, both excellent, from one of the most active, most rising, and he would add, because it was not a matter about which there was any difference among parties, one of the most deservedly rising Members of the House of Commons. It was to be observed that both the papers had required a great amount of arduous trouble and of personal observation given during the time which most persons gave to recreation after the arduous labours of modern sessions. He had regretted that a previous engagement prevented Sir Henry Layard from being present, for he entirely agreed with the writer of the paper in thinking that many of his countrymen had not sufficiently appreciated the prescience of that distinguished public servant; too many of them, in fact, were like the great lady in London who, when Sir Henry Layard first appeared upon the political scene, said she should never forgive Nineveh for discovering that Layard. They had, however, been favoured by the presence of several gentlemen who had addressed them with very great care and considerable authority. He thought he might especially congratulate Mr. Lynch on account of the very valuable observations he had made, which were couched in a form that showed no small amount of study, and gave no small amount of promise of success in public speaking. They had also had some excellent observations from Mr. de Reuter, interesting questions asked by Mr. Wilfrid Blunt, and some valuable observations from their old and tried friend and colleague, Sir Frederic Goldsmid. He was sure that the meeting would instruct him to give the best thanks of the Society to the writer of the paper, and to all the gentlemen who had taken part in the discussion.

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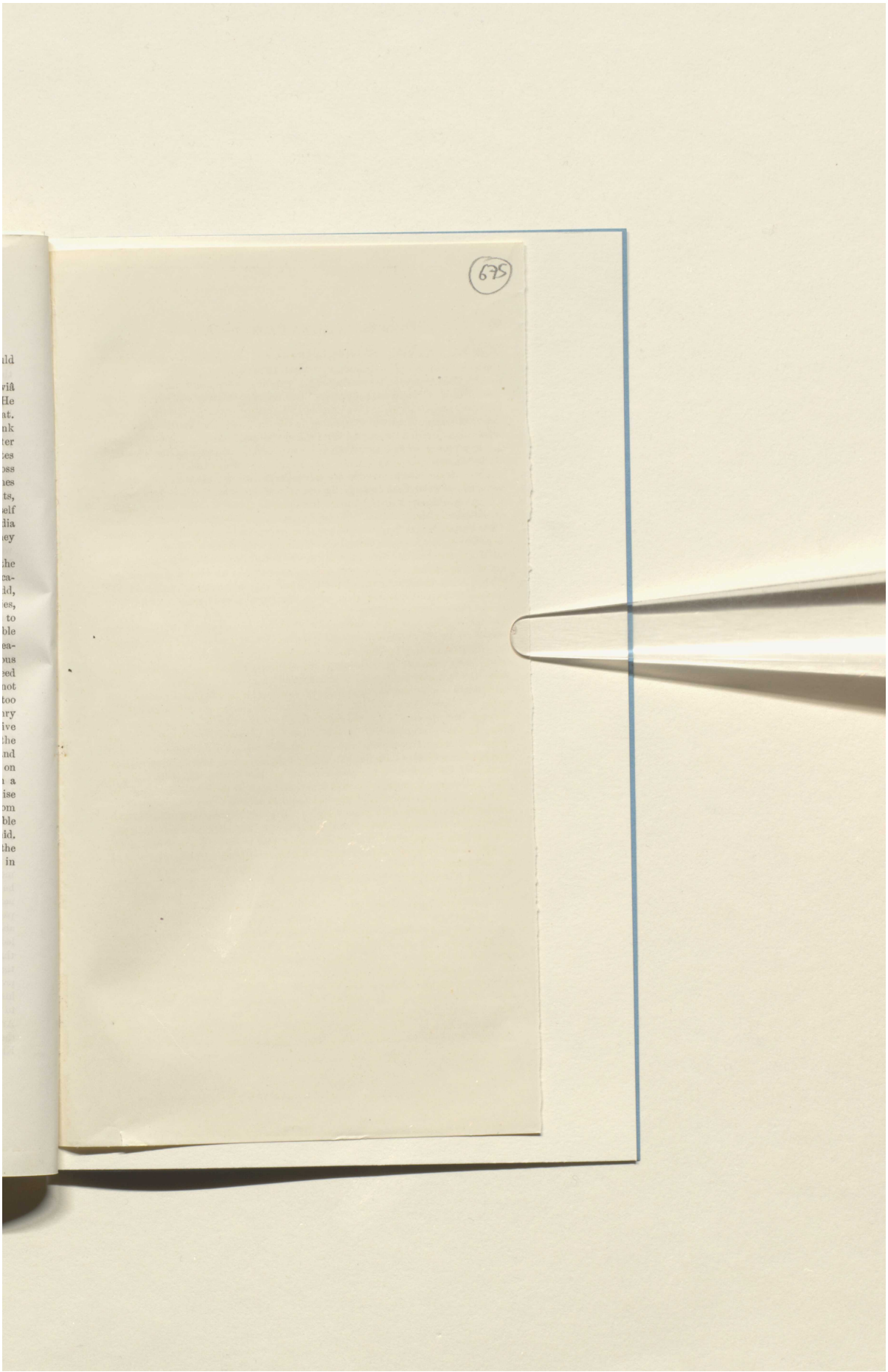

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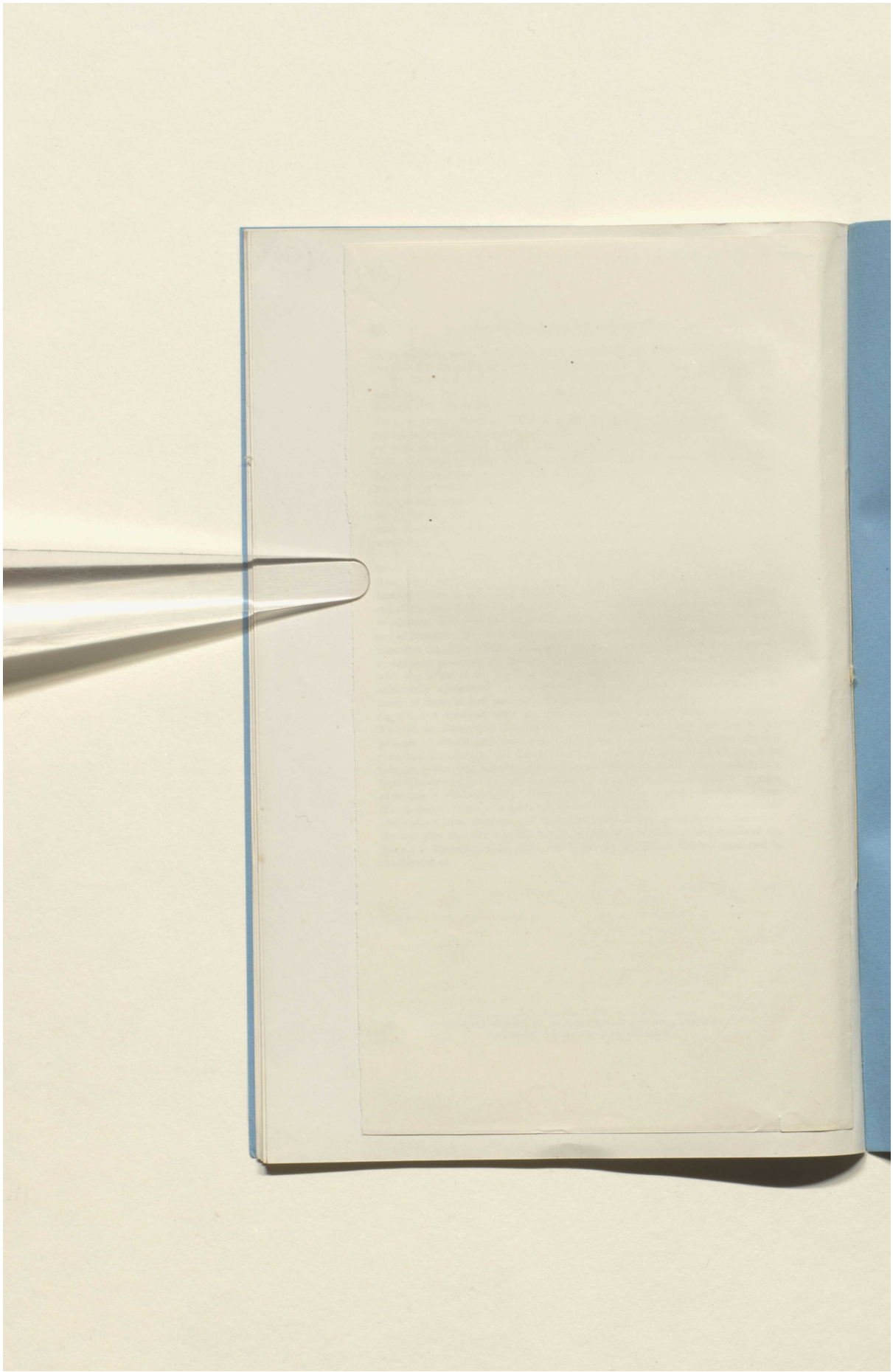

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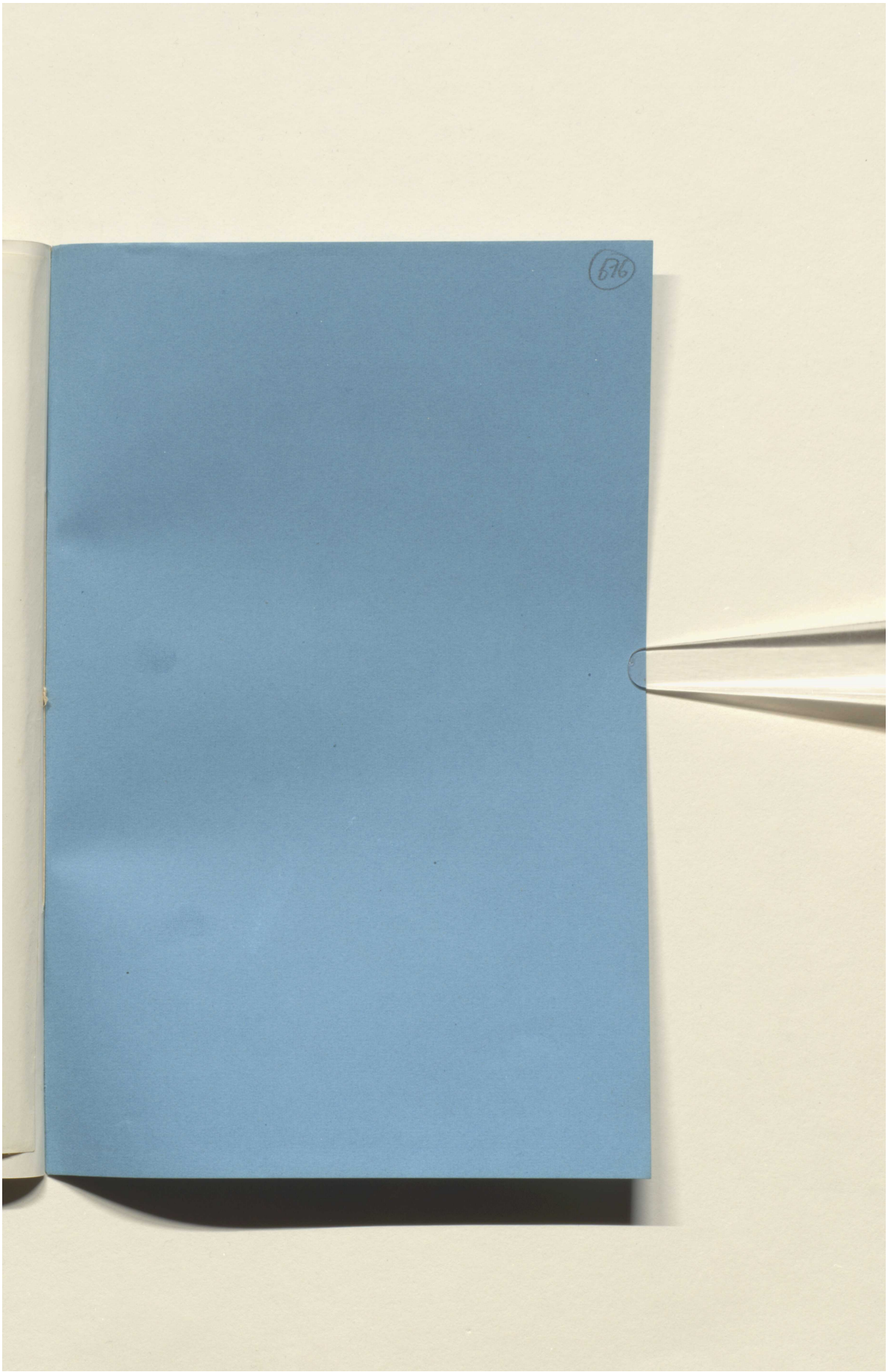

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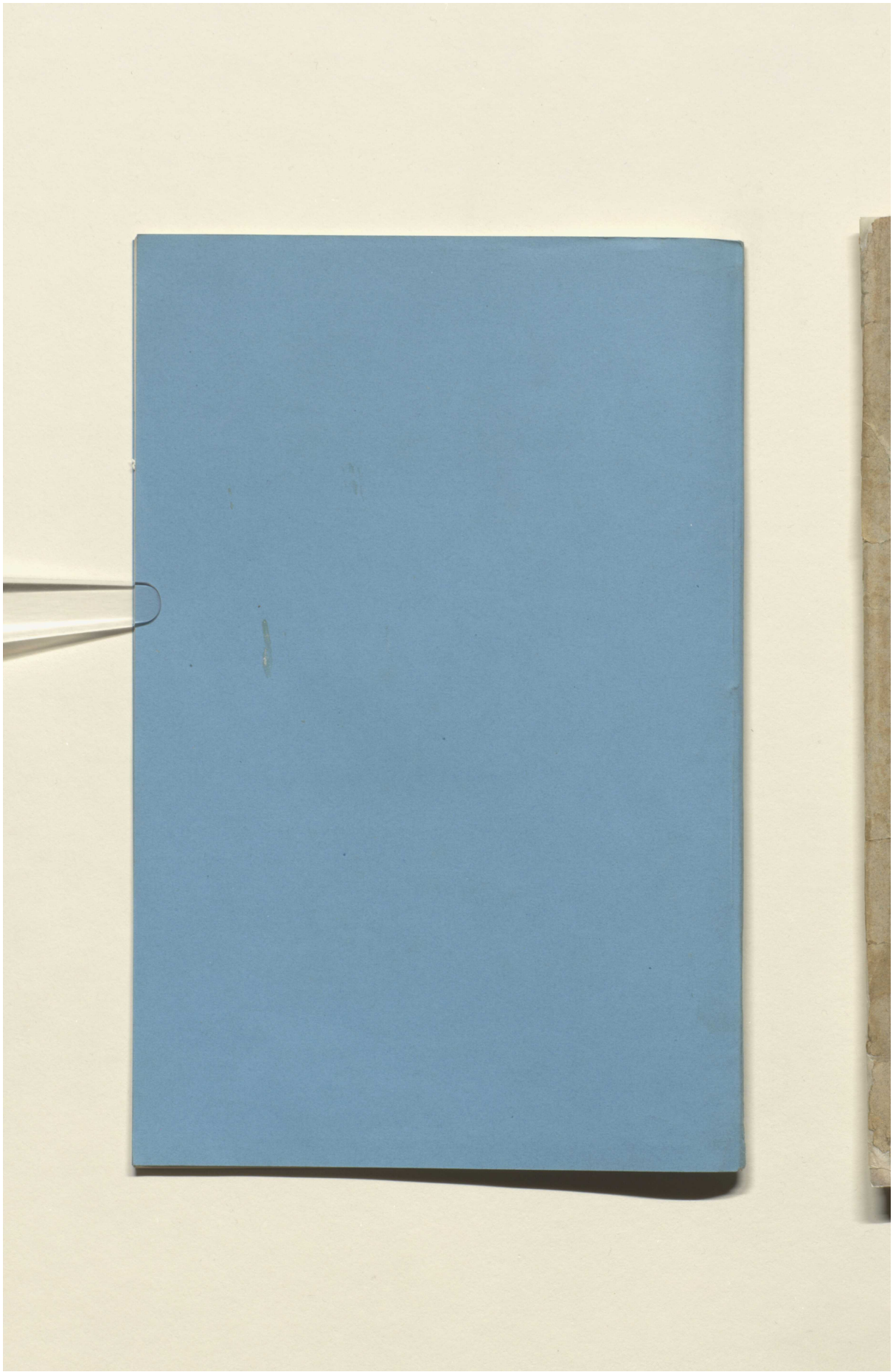

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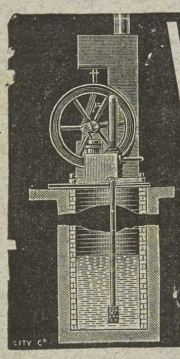

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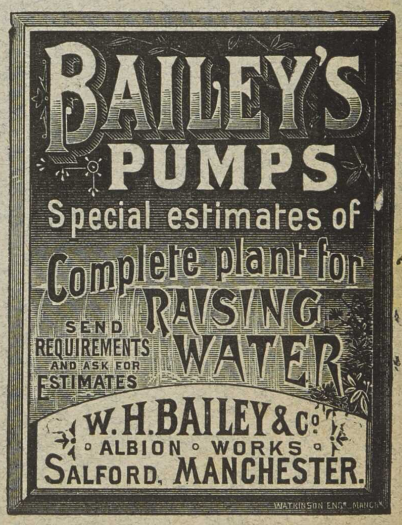

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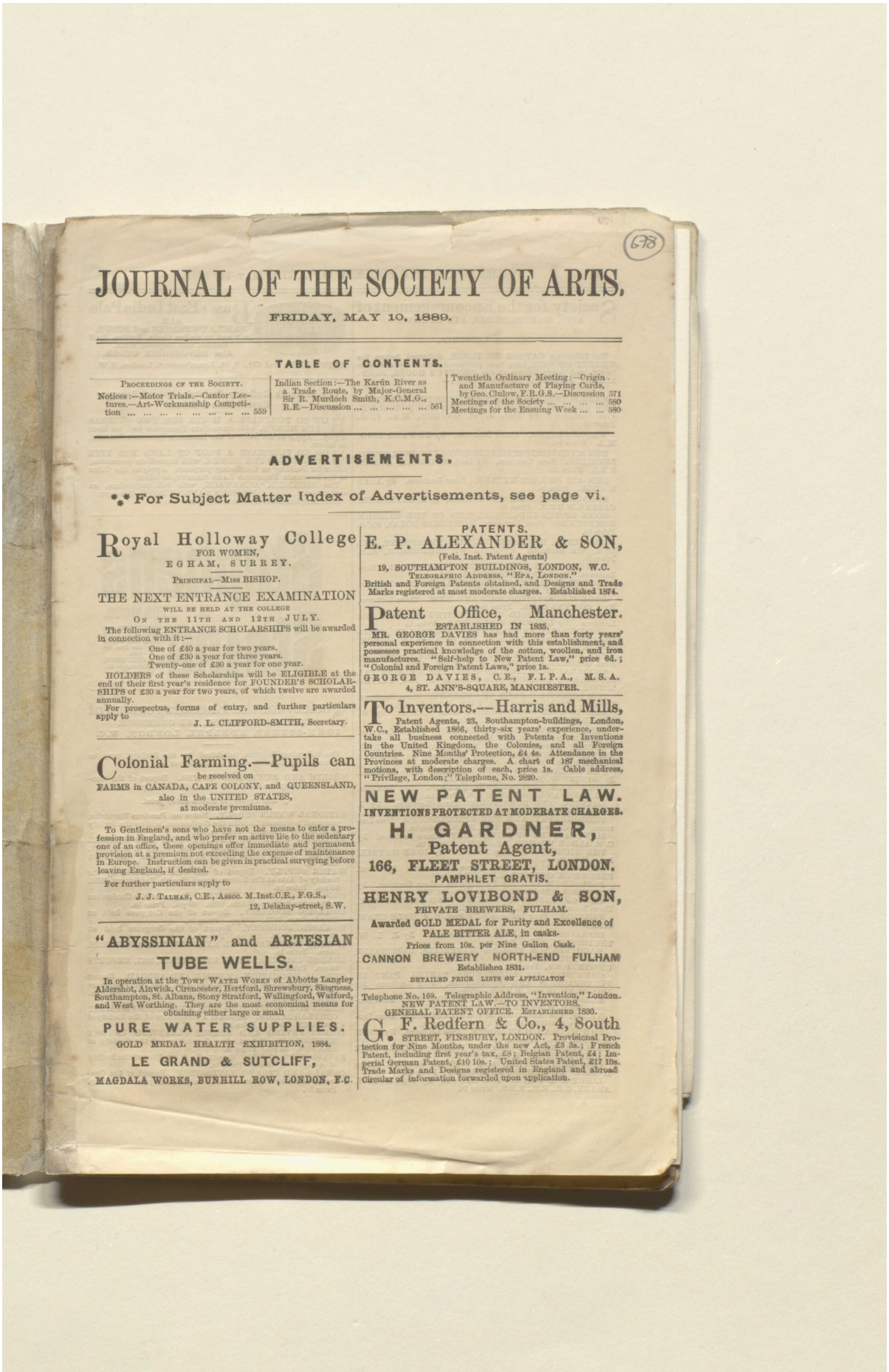

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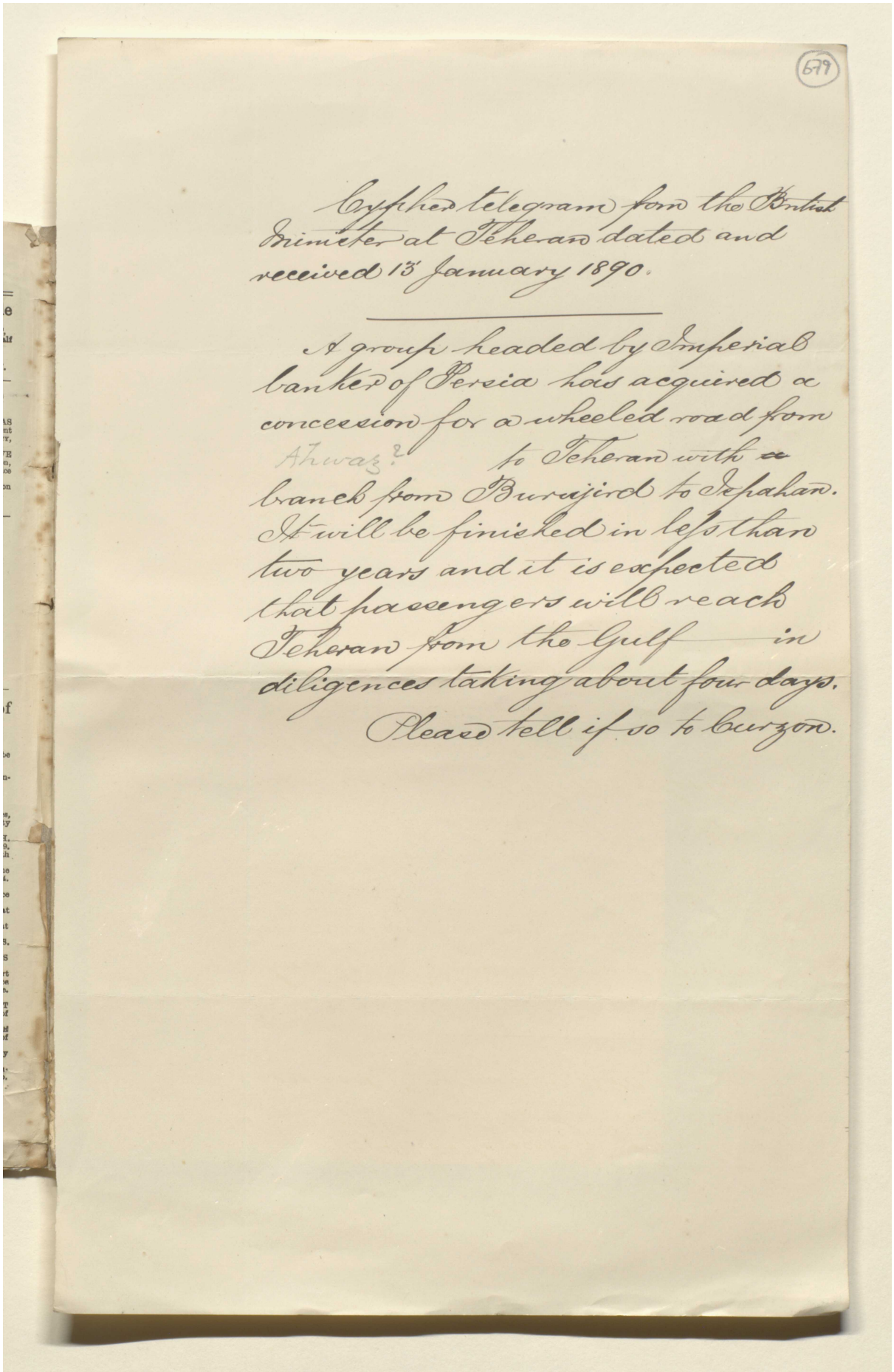

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Cyphered telegram from the British Minister at Teheran dated and received 13th January 1890.

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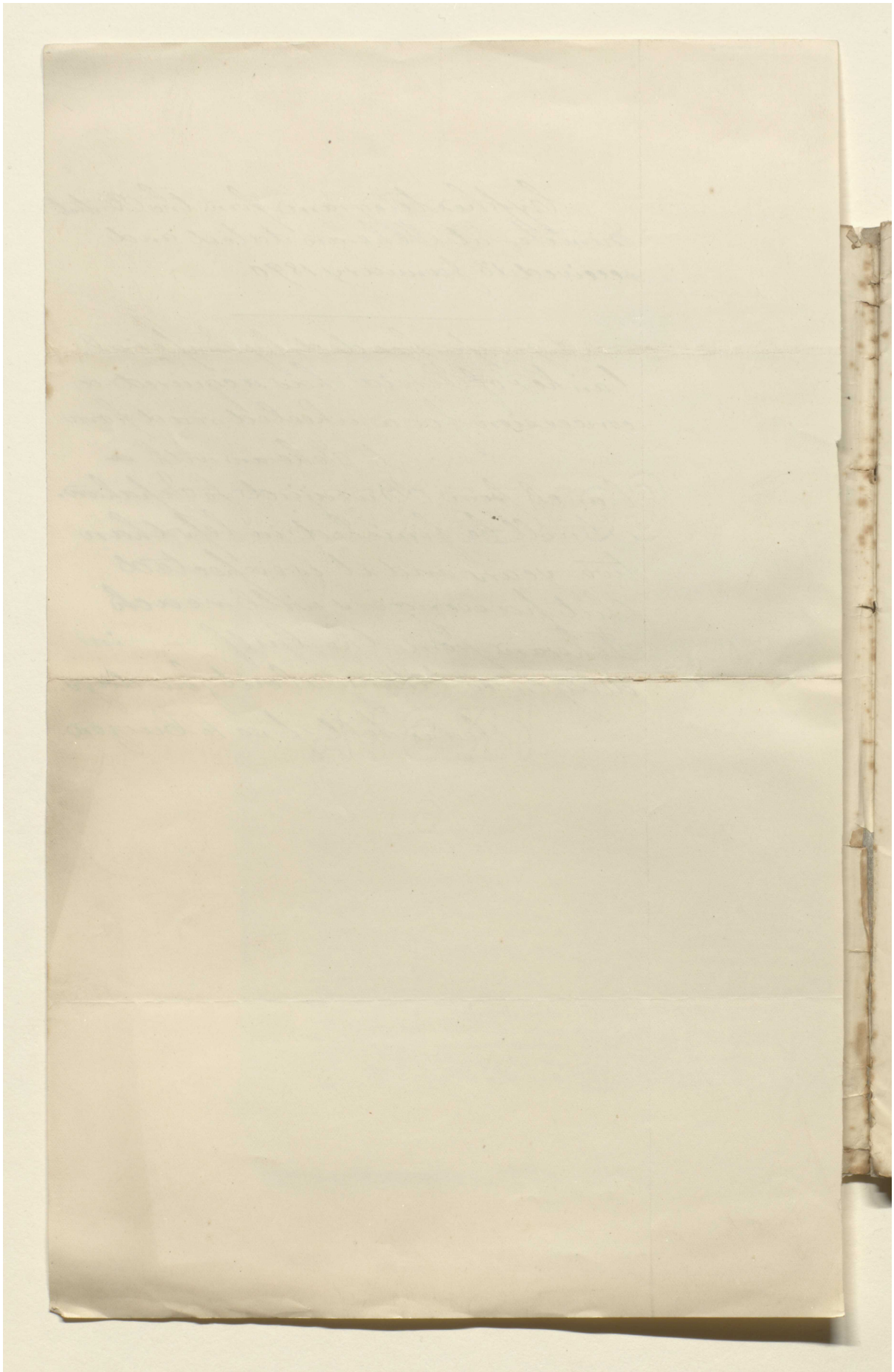

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ON

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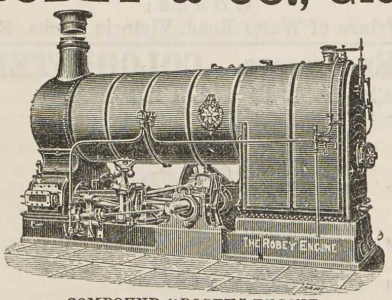

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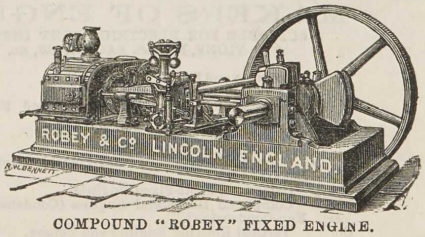

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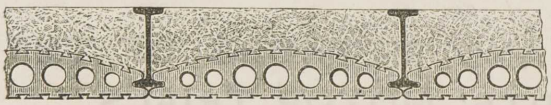

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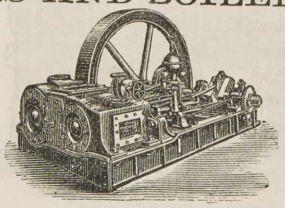

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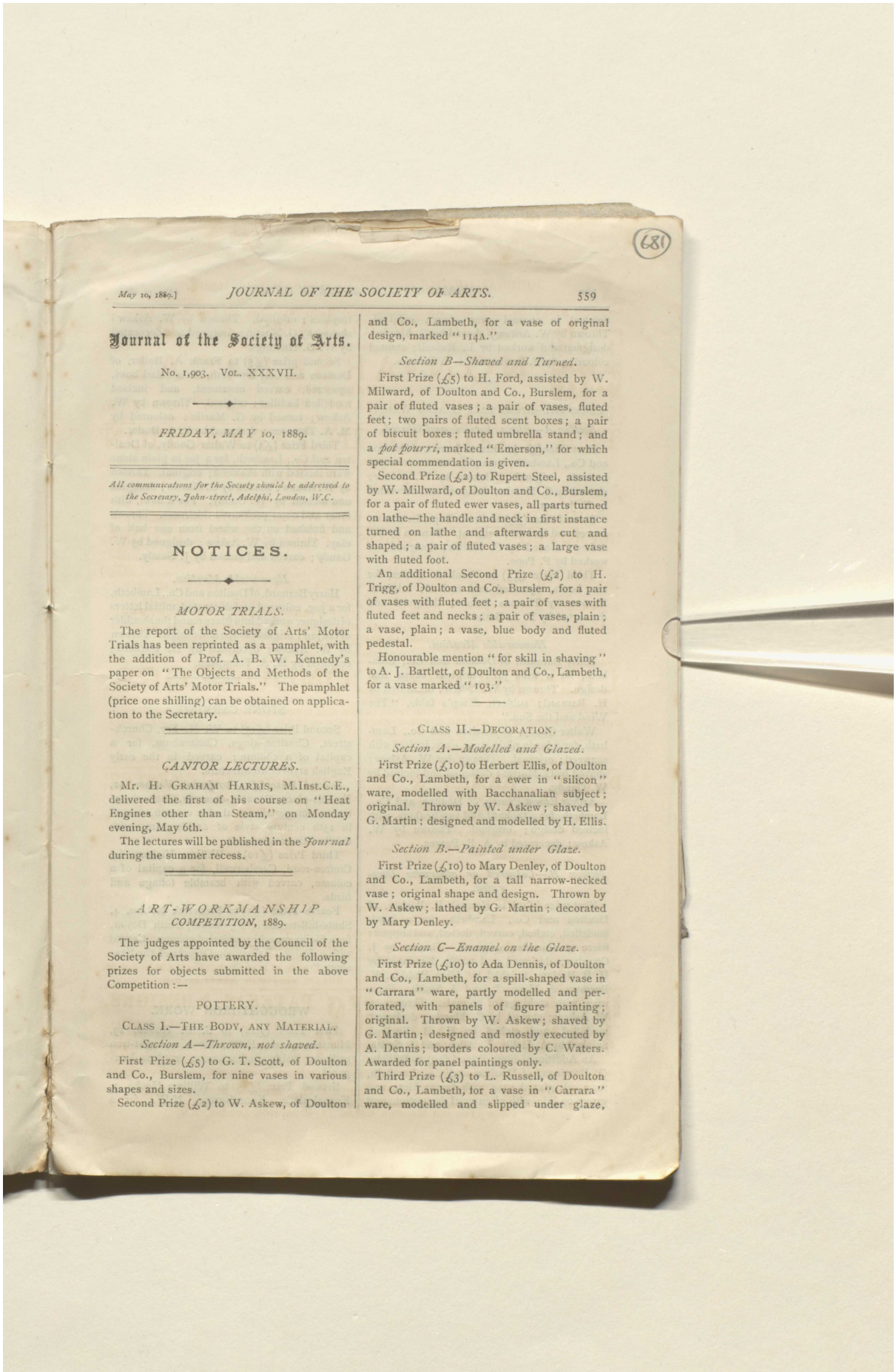

Journal of the Society of Arts.

No. 1,903. Vol. XXXVII.

FRIDAY, MAY 10, 1889.

All communications for the Society should be addressed to the Secretary, John-street, Adelphi, London, W.C.

NOTICES.

MOTOR TRIALS.

The report of the Society of Arts' Motor Trials has been reprinted as a pamphlet, with the addition of Prof. A. B. W. Kennedy's paper on "The Objects and Methods of the Society of Arts' Motor Trials." The pamphlet (price one shilling) can be obtained on application to the Secretary.

CANTOR LECTURES.

Mr. H. Graham Harris, M.Inst.C.E., delivered the first of his course on "Heat Engines other than Steam," on Monday evening, May 6th.

The lectures will be published in the *Journal* during the summer recess.

ART-WORKMANSHIP COMPETITION, 1889.

The judges appointed by the Council of the Society of Arts have awarded the following prizes for objects submitted in the above Competition :—

POTTERY.

Class I.—The Body, any Material.

Section A—Thrown, not shaved.

First Prize (£5) to G. T. Scott, of Doulton and Co., Burslem, for nine vases in various shapes and sizes.

Second Prize (£2) to W. Askew, of Doulton and Co., Lambeth, for a vase of original design, marked "114A."

Section B—Shaved and Turned.

First Prize (£5) to H. Ford, assisted by W. Milward, of Doulton and Co., Burslem, for a pair of fluted vases; a pair of vases, fluted feet; two pairs of fluted scent boxes; a pair of biscuit boxes; fluted umbrella stand; and a *pot pourri*, marked "Emerson," for which special commendation is given.

Second Prize (£2) to Rupert Steel, assisted by W. Millward, of Doulton and Co., Burslem, for a pair of fluted ewer vases, all parts turned on lathe—the handle and neck in first instance turned on lathe and afterwards cut and shaped; a pair of fluted vases; a large vase with fluted foot.

An additional Second Prize (£2) to H. Trigg, of Doulton and Co., Burslem, for a pair of vases with fluted feet; a pair of vases with fluted feet and necks; a pair of vases, plain; a vase, plain; a vase, blue body and fluted pedestal.

Honourable mention "for skill in shaving" to A. J. Bartlett, of Doulton and Co., Lambeth, for a vase marked "103."

Class II.—Decoration.

Section A.—Modelled and Glazed.

First Prize (£10) to Herbert Ellis, of Doulton and Co., Lambeth, for a ewer in "silicon" ware, modelled with Bacchanalian subject; original. Thrown by W. Askew; shaved by G. Martin; designed and modelled by H. Ellis.

Section B.—Painted under Glaze.

First Prize (£10) to Mary Denley, of Doulton and Co., Lambeth, for a tall narrow-necked vase; original shape and design. Thrown by W. Askew; lathed by G. Martin; decorated by Mary Denley.

Section C—Enamel on the Glaze.

First Prize (£10) to Ada Dennis, of Doulton and Co., Lambeth, for a spill-shaped vase in "Carrara" ware, partly modelled and perforated, with panels of figure painting; original. Thrown by W. Askew; shaved by G. Martin; designed and mostly executed by A. Dennis; borders coloured by C. Waters. Awarded for panel paintings only.

Third Prize (£3) to L. Russell, of Doulton and Co., Lambeth, for a vase in "Carrara" ware, modelled and slipped under glaze,

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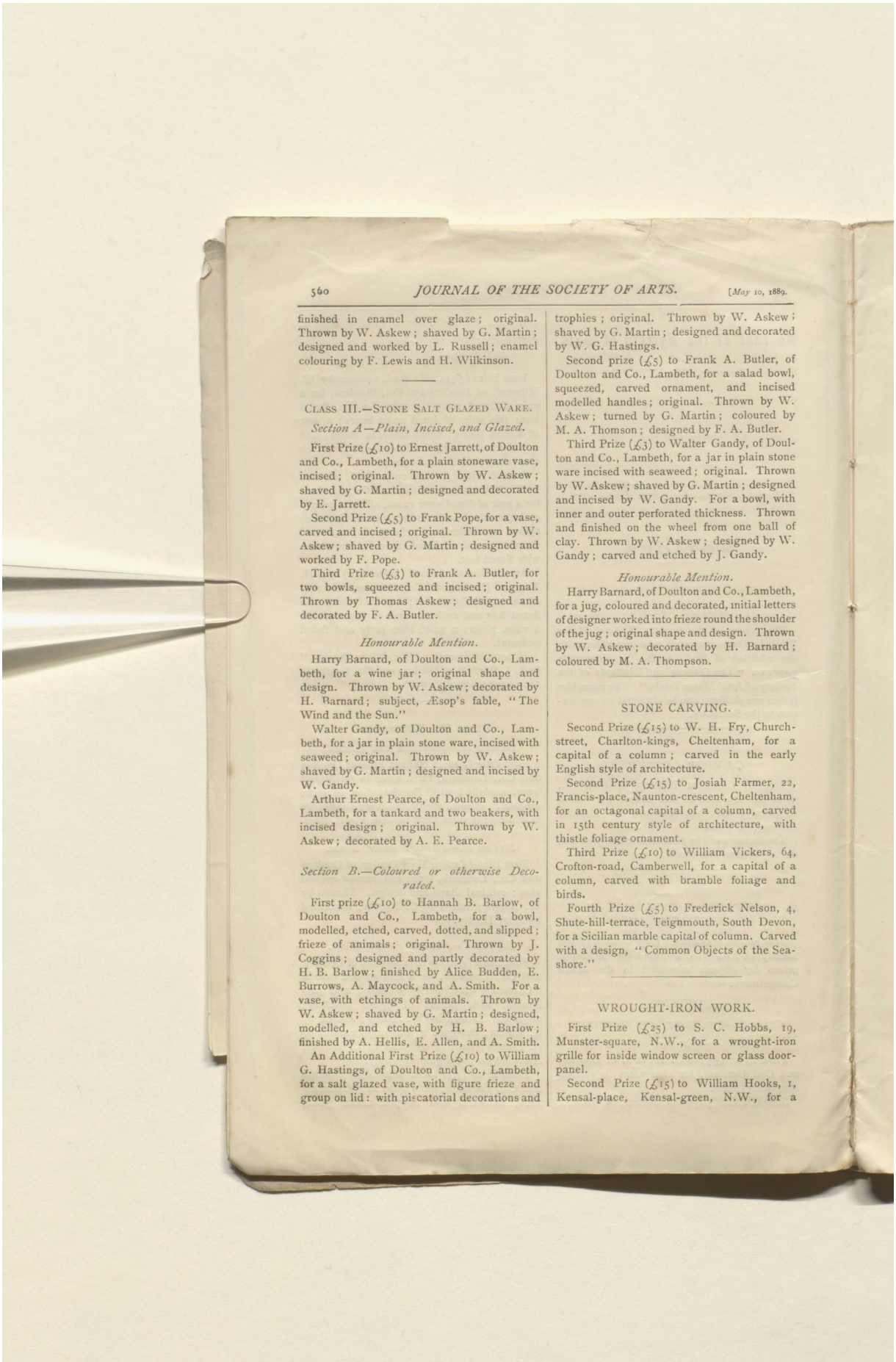

finished in enamel over glaze; original. Thrown by W. Askew; shaved by G. Martin; designed and worked by L. Russell; enamel colouring by F. Lewis and H. Wilkinson.

CLASS III.—STONE SALT GLAZED WARE.

Section A—Plain, Incised, and Glazed.

First Prize (£10) to Ernest Jarrett, of Doulton and Co., Lambeth, for a plain stoneware vase, incised; original. Thrown by W. Askew; shaved by G. Martin; designed and decorated by E. Jarrett.

Second Prize (£5) to Frank Pope, for a vase, carved and incised; original. Thrown by W. Askew; shaved by G. Martin; designed and worked by F. Pope.

Third Prize (£3) to Frank A. Butler, for two bowls, squeezed and incised; original. Thrown by Thomas Askew; designed and decorated by F. A. Butler.

Honourable Mention.

Harry Barnard, of Doulton and Co., Lambeth, for a wine jar; original shape and design. Thrown by W. Askew; decorated by H. Barnard; subject, Æsop's fable, "The Wind and the Sun."

Walter Gandy, of Doulton and Co., Lambeth, for a jar in plain stone ware, incised with seaweed; original. Thrown by W. Askew; shaved by G. Martin; designed and incised by W. Gandy.

Arthur Ernest Pearce, of Doulton and Co., Lambeth, for a tankard and two beakers, with incised design; original. Thrown by W. Askew; decorated by A. E. Pearce.

Section B.—Coloured or otherwise Decorated.

First prize (£10) to Hannah B. Barlow, of Doulton and Co., Lambeth, for a bowl, modelled, etched, carved, dotted, and slipped; frieze of animals; original. Thrown by J. Coggins; designed and partly decorated by H. B. Barlow; finished by Alice Budden, E. Burrows, A. Maycock, and A. Smith. For a vase, with etchings of animals. Thrown by W. Askew; shaved by G. Martin; designed, modelled, and etched by H. B. Barlow; finished by A. Hellis, E. Allen, and A. Smith.

An Additional First Prize (£10) to William G. Hastings, of Doulton and Co., Lambeth, for a salt glazed vase, with figure frieze and group on lid: with piscatorial decorations and trophies; original. Thrown by W. Askew; shaved by G. Martin; designed and decorated by W. G. Hastings.

Second prize (£5) to Frank A. Butler, of Doulton and Co., Lambeth, for a salad bowl, squeezed, carved ornament, and incised modelled handles; original. Thrown by W. Askew; turned by G. Martin; coloured by M. A. Thomson; designed by F. A. Butler.

Third Prize (£3) to Walter Gandy, of Doulton and Co., Lambeth, for a jar in plain stone ware incised with seaweed; original. Thrown by W. Askew; shaved by G. Martin; designed and incised by W. Gandy. For a bowl, with inner and outer perforated thickness. Thrown and finished on the wheel from one ball of clay. Thrown by W. Askew; designed by W. Gandy; carved and etched by J. Gandy.

Honourable Mention.

Harry Barnard, of Doulton and Co., Lambeth, for a jug, coloured and decorated, initial letters of designer worked into frieze round the shoulder of the jug; original shape and design. Thrown by W. Askew; decorated by H. Barnard; coloured by M. A. Thompson.

STONE CARVING.

Second Prize (£15) to W. H. Fry, Church-street, Charlton-kings, Cheltenham, for a capital of a column; carved in the early English style of architecture.

Second Prize (£15) to Josiah Farmer, 22, Francis-place, Naunton-crescent, Cheltenham, for an octagonal capital of a column, carved in 15th century style of architecture, with thistle foliage ornament.

Third Prize (£10) to William Vickers, 64, Crofton-road, Camberwell, for a capital of a column, carved with bramble foliage and birds.

Fourth Prize (£5) to Frederick Nelson, 4, Shute-hill-terrace, Teignmouth, South Devon, for a Sicilian marble capital of column. Carved with a design, "Common Objects of the Sea-shore."

WROUGHT-IRON WORK.

First Prize (£25) to S. C. Hobbs, 19, Munster-square, N.W., for a wrought-iron grille for inside window screen or glass door-panel.

Second Prize (£15) to William Hooks, 1, Kensal-place, Kensal-green, N.W., for a

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wrought-iron grille for vestibule door. Designed by G. F. Henney.

Third Prize (£5) to Henry Ross, 13, Melton-street, Drummond-street, N.W., for a wrought-iron grille for a street door.

The whole of the work sent in for competition in this class is highly commended.

GOLDSMITH'S AND SILVERSMITH'S WORK.

Second Prize (£5) to Tom Barker, School of Arts, Sheffield, for a silver sugar basin, chased with original designs.

Proceedings of the Society.

INDIAN SECTION.

Friday, May 3, 1889; SIR LEPEL GRIFFIN, K.C.S.I., in the chair.

The CHAIRMAN, in introducing the reader of the paper, remarked that in that place political questions were discouraged, if not absolutely forbidden, but in the case of Eastern countries politics and trade were indissolubly connected, and it was an undoubted fact that trade followed the flag. England held up the light of free trade, but many other countries still relied on protection. England wished only for a fair field and no favour, but the basis of Russian policy in Central Asia was that wherever her flag flew the door was shut to the commerce of all other nations, except under such differential duties as were almost prohibitive. Where England bore sway she allowed every one a full and free chance, encouraged no doubt by the conviction that the larger part of the trade would fall into her own hands. This had been the case with the Suez Canal, and no doubt would be so with the Karún River, which His Highness the Shah of Persia, influenced by our enlightened and energetic Minister, Sir Henry Drummond Wolff, had now opened to the world. This river penetrated about 200 miles into the heart of Persia, and would open up a large field for English commerce. He hoped that when the Shah visited England the Chambers of Commerce would in some public way testify their sense of his enlightened policy in taking this step, which he was quite sure would be as much for the benefit of Persia as of England.

The paper read was—

THE KARUN RIVER AS A TRADE ROUTE.

BY MAJOR-GEN. SIR R. MURDOCH SMITH, K.C.M.G., Royal Engineers.

The Karún is one of the branches of the great river system which constituted the principal physical feature, and the main physical means of support, of the mighty empires of antiquity—the Babylonian, the Assyrian, the Medo Persian, the Greek, the Parthian, and the Sassanian. One empire succeeded the other, but each in turn had its nucleus or centre of gravity in the thickly peopled plains which were watered by the great river system of which the Karún forms an important component part. Empire passed from one dynasty and one nation to another, but its seat and centre never left the populous banks of the great rivers which converge on the head of the Persian Gulf, in the estuary now known as the Shat-el-Arab. Even after the overthrow of the Sassanian kingdom of Persia by the Arabs, the eastern world was long ruled from the banks of the Tigris by the Abbasid Khalifs of Baghdad. Babylon, Nineveh, Susa, Seleucia, Ctesiphon, have all passed away; even Baghdad and Bussorah, which in the early years of Islam took in some degree the place of those ancient seats of empire, are now but the shadows of their former selves. Still the physical conditions are now exactly what they were in the days of Semiramis, Darius, and Harún-er-Rashid. The great alluvial plains of Mesopotamia and Khuzistan are just as fertile, and the rivers by which they are watered—the Euphrates, the Tigris, the Diala, the Kerkhah, and the Karún—just as copious as they ever were. It is hardly possible to believe therefore that a region so richly endowed by nature, and for so many centuries the very centre of power and civilisation, should remain for ever in its present condition. Signs of an awakening to a sense of its great possibilities are not wanting, among which the opening of the Karún to navigation is not the least hopeful. In the East, however, movement is proverbially slow, especially if in an upward or forward direction. We must, consequently, not expect to see all difficulties immediately removed, and a new era of prosperity at once inaugurated.

With these preliminary remarks, suggested as they are by the very names of the regions to which they refer, I shall now endeavour to point out what immediate commercial benefits the opening of the Karún is capable of afford-

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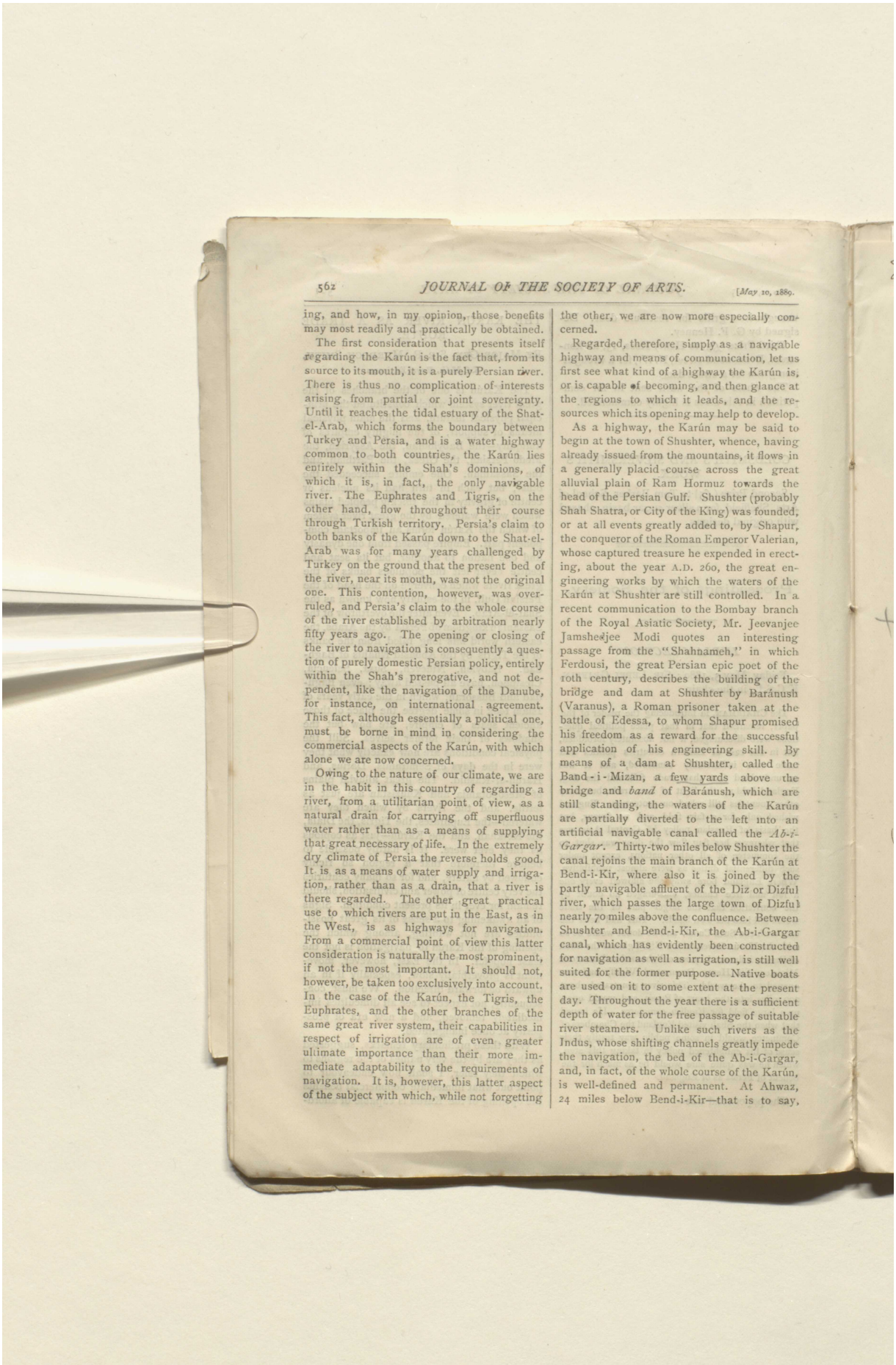

ing, and how, in my opinion, those benefits may most readily and practically be obtained.

The first consideration that presents itself regarding the Karún is the fact that, from its source to its mouth, it is a purely Persian river. There is thus no complication of interests arising from partial or joint sovereignty. Until it reaches the tidal estuary of the Shat-el-Arab, which forms the boundary between Turkey and Persia, and is a water highway common to both countries, the Karún lies entirely within the Shah's dominions, of which it is, in fact, the only navigable river. The Euphrates and Tigris, on the other hand, flow throughout their course through Turkish territory. Persia's claim to both banks of the Karún down to the Shat-el-Arab was for many years challenged by Turkey on the ground that the present bed of the river, near its mouth, was not the original one. This contention, however, was overruled, and Persia's claim to the whole course of the river established by arbitration nearly fifty years ago. The opening or closing of the river to navigation is consequently a question of purely domestic Persian policy, entirely within the Shah's prerogative, and not dependent, like the navigation of the Danube, for instance, on international agreement. This fact, although essentially a political one, must be borne in mind in considering the commercial aspects of the Karún, with which alone we are now concerned.

Owing to the nature of our climate, we are in the habit in this country of regarding a river, from a utilitarian point of view, as a natural drain for carrying off superfluous water rather than as a means of supplying that great necessary of life. In the extremely dry climate of Persia the reverse holds good. It is as a means of water supply and irrigation, rather than as a drain, that a river is there regarded. The other great practical use to which rivers are put in the East, as in the West, is as highways for navigation. From a commercial point of view this latter consideration is naturally the most prominent, if not the most important. It should not, however, be taken too exclusively into account. In the case of the Karún, the Tigris, the Euphrates, and the other branches of the same great river system, their capabilities in respect of irrigation are of even greater ultimate importance than their more immediate adaptability to the requirements of navigation. It is, however, this latter aspect of the subject with which, while not forgetting the other, we are now more especially concerned.

Regarded, therefore, simply as a navigable highway and means of communication, let us first see what kind of a highway the Karún is, or is capable of becoming, and then glance at the regions to which it leads, and the resources which its opening may help to develop.

As a highway, the Karún may be said to begin at the town of Shushter, whence, having already issued from the mountains, it flows in a generally placid course across the great alluvial plain of Ram Hormuz towards the head of the Persian Gulf. Shushter (probably Shah Shatra, or City of the King) was founded, or at all events greatly added to, by Shapur, the conqueror of the Roman Emperor Valerian, whose captured treasure he expended in erecting, about the year A.D. 260, the great engineering works by which the waters of the Karún at Shushter are still controlled. In a recent communication to the Bombay branch of the Royal Asiatic Society, Mr. Jeevanjee Jamshedjee Modi quotes an interesting passage from the "Shahnameh," in which Ferdousi, the great Persian epic poet of the 10th century, describes the building of the bridge and dam at Shushter by Baránush (Varanus), a Roman prisoner taken at the battle of Edessa, to whom Shapur promised his freedom as a reward for the successful application of his engineering skill. By means of a dam at Shushter, called the Band-i-Mizan, a few yards above the bridge and *band* of Baránush, which are still standing, the waters of the Karún are partially diverted to the left into an artificial navigable canal called the *Ab-i-Gargar*. Thirty-two miles below Shushter the canal rejoins the main branch of the Karún at Bend-i-Kir, where also it is joined by the partly navigable affluent of the Diz or Dizful river, which passes the large town of Dizful nearly 70 miles above the confluence. Between Shushter and Bend-i-Kir, the Ab-i-Gargar canal, which has evidently been constructed for navigation as well as irrigation, is still well suited for the former purpose. Native boats are used on it to some extent at the present day. Throughout the year there is a sufficient depth of water for the free passage of suitable river steamers. Unlike such rivers as the Indus, whose shifting channels greatly impede the navigation, the bed of the Ab-i-Gargar, and, in fact, of the whole course of the Karún, is well-defined and permanent. At Ahwaz, 24 miles below Bend-i-Kir—that is to say,

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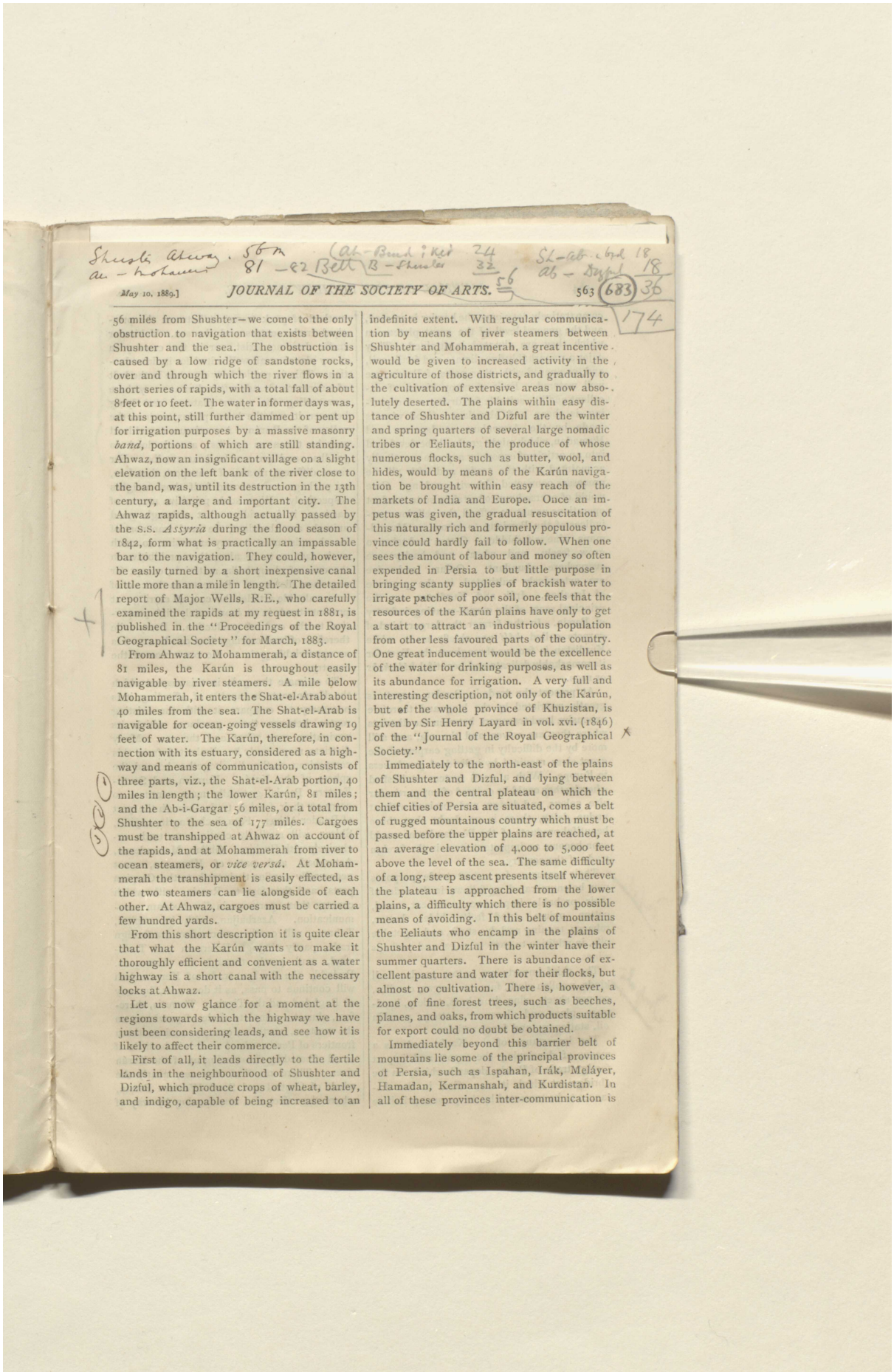

56 miles from Shushter—we come to the only obstruction to navigation that exists between Shushter and the sea. The obstruction is caused by a low ridge of sandstone rocks, over and through which the river flows in a short series of rapids, with a total fall of about 8 feet or 10 feet. The water in former days was, at this point, still further dammed or pent up for irrigation purposes by a massive masonry *band*, portions of which are still standing. Ahwaz, now an insignificant village on a slight elevation on the left bank of the river close to the band, was, until its destruction in the 13th century, a large and important city. The Ahwaz rapids, although actually passed by the S.S. *Assyria* during the flood season of 1842, form what is practically an impassable bar to the navigation. They could, however, be easily turned by a short inexpensive canal little more than a mile in length. The detailed report of Major Wells, R.E., who carefully examined the rapids at my request in 1881, is published in the "Proceedings of the Royal Geographical Society" for March, 1883.

From Ahwaz to Mohammerah, a distance of 81 miles, the Karún is throughout easily navigable by river steamers. A mile below Mohammerah, it enters the Shat-el-Arab about 40 miles from the sea. The Shat-el-Arab is navigable for ocean-going vessels drawing 19 feet of water. The Karún, therefore, in connection with its estuary, considered as a highway and means of communication, consists of three parts, viz., the Shat-el-Arab portion, 40 miles in length; the lower Karún, 81 miles; and the Ab-i-Gargar 56 miles, or a total from Shushter to the sea of 177 miles. Cargoes must be transhipped at Ahwaz on account of the rapids, and at Mohammerah from river to ocean steamers, or *vice versâ*. At Mohammerah the transhipment is easily effected, as the two steamers can lie alongside of each other. At Ahwaz, cargoes must be carried a few hundred yards.

From this short description it is quite clear that what the Karún wants to make it thoroughly efficient and convenient as a water highway is a short canal with the necessary locks at Ahwaz.

Let us now glance for a moment at the regions towards which the highway we have just been considering leads, and see how it is likely to affect their commerce.

First of all, it leads directly to the fertile lands in the neighbourhood of Shushter and Dizful, which produce crops of wheat, barley, and indigo, capable of being increased to an indefinite extent. With regular communication by means of river steamers between Shushter and Mohammerah, a great incentive would be given to increased activity in the agriculture of those districts, and gradually to the cultivation of extensive areas now absolutely deserted. The plains within easy distance of Shushter and Dizful are the winter and spring quarters of several large nomadic tribes or Eeliauts, the produce of whose numerous flocks, such as butter, wool, and hides, would by means of the Karún navigation be brought within easy reach of the markets of India and Europe. Once an impetus was given, the gradual resuscitation of this naturally rich and formerly populous province could hardly fail to follow. When one sees the amount of labour and money so often expended in Persia to but little purpose in bringing scanty supplies of brackish water to irrigate patches of poor soil, one feels that the resources of the Karún plains have only to get a start to attract an industrious population from other less favoured parts of the country. One great inducement would be the excellence of the water for drinking purposes, as well as its abundance for irrigation. A very full and interesting description, not only of the Karún, but of the whole province of Khuzistan, is given by Sir Henry Layard in vol. xvi. (1846) of the "Journal of the Royal Geographical Society."

Immediately to the north-east of the plains of Shushter and Dizful, and lying between them and the central plateau on which the chief cities of Persia are situated, comes a belt of rugged mountainous country which must be passed before the upper plains are reached, at an average elevation of 4,000 to 5,000 feet above the level of the sea. The same difficulty of a long, steep ascent presents itself wherever the plateau is approached from the lower plains, a difficulty which there is no possible means of avoiding. In this belt of mountains the Eeliauts who encamp in the plains of Shushter and Dizful in the winter have their summer quarters. There is abundance of excellent pasture and water for their flocks, but almost no cultivation. There is, however, a zone of fine forest trees, such as beeches, planes, and oaks, from which products suitable for export could no doubt be obtained.

Immediately beyond this barrier belt of mountains lie some of the principal provinces of Persia, such as Ispahan, Irák, Meláyer, Hamadan, Kermanshah, and Kurdistan. In all of these provinces inter-communication is

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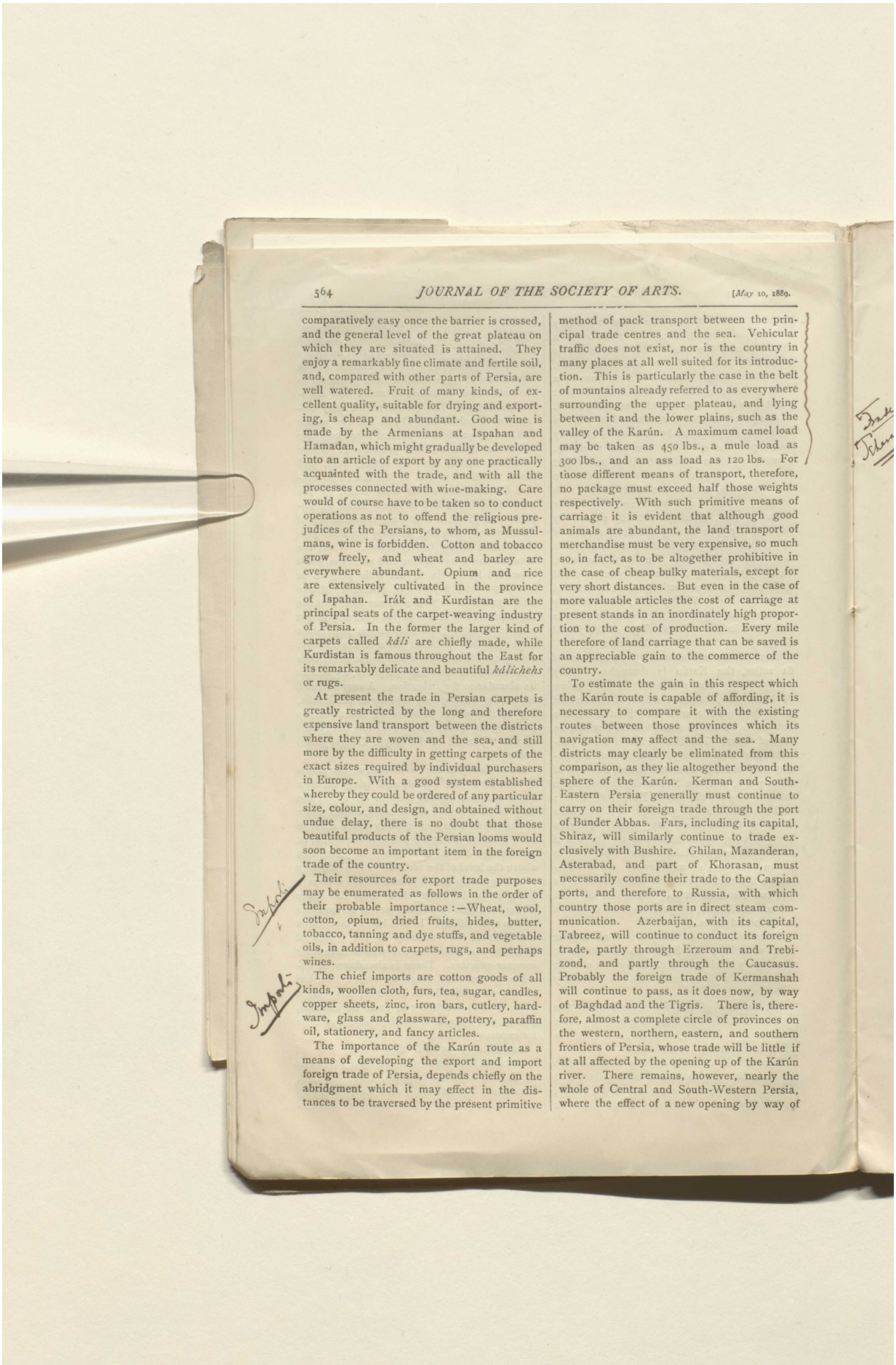

comparatively easy once the barrier is crossed, and the general level of the great plateau on which they are situated is attained. They enjoy a remarkably fine climate and fertile soil, and, compared with other parts of Persia, are well watered. Fruit of many kinds, of excellent quality, suitable for drying and exporting, is cheap and abundant. Good wine is made by the Armenians at Ispahan and Hamadan, which might gradually be developed into an article of export by any one practically acquainted with the trade, and with all the processes connected with wine-making. Care would of course have to be taken so to conduct operations as not to offend the religious prejudices of the Persians, to whom, as Mussulmans, wine is forbidden. Cotton and tobacco grow freely, and wheat and barley are everywhere abundant. Opium and rice are extensively cultivated in the province of Ispahan. Irák and Kurdistan are the principal seats of the carpet-weaving industry of Persia. In the former the larger kind of carpets called *káli* are chiefly made, while Kurdistan is famous throughout the East for its remarkably delicate and beautiful *kálichehs* or rugs.

At present the trade in Persian carpets is greatly restricted by the long and therefore expensive land transport between the districts where they are woven and the sea, and still more by the difficulty in getting carpets of the exact sizes required by individual purchasers in Europe. With a good system established whereby they could be ordered of any particular size, colour, and design, and obtained without undue delay, there is no doubt that those beautiful products of the Persian looms would soon become an important item in the foreign trade of the country.

Their resources for export trade purposes may be enumerated as follows in the order of their probable importance:—Wheat, wool, cotton, opium, dried fruits, hides, butter, tobacco, tanning and dye stuffs, and vegetable oils, in addition to carpets, rugs, and perhaps wines.

The chief imports are cotton goods of all kinds, woollen cloth, furs, tea, sugar, candles, copper sheets, zinc, iron bars, cutlery, hardware, glass and glassware, pottery, paraffin oil, stationery, and fancy articles.

The importance of the Karún route as a means of developing the export and import foreign trade of Persia, depends chiefly on the abridgment which it may effect in the distances to be traversed by the present primitive method of pack transport between the principal trade centres and the sea. Vehicular traffic does not exist, nor is the country in many places at all well suited for its introduction. This is particularly the case in the belt of mountains already referred to as everywhere surrounding the upper plateau, and lying between it and the lower plains, such as the valley of the Karún. A maximum camel load may be taken as 450 lbs., a mule load as 300 lbs., and an ass load as 120 lbs. For those different means of transport, therefore, no package must exceed half those weights respectively. With such primitive means of carriage it is evident that although good animals are abundant, the land transport of merchandise must be very expensive, so much so, in fact, as to be altogether prohibitive in the case of cheap bulky materials, except for very short distances. But even in the case of more valuable articles the cost of carriage at present stands in an inordinately high proportion to the cost of production. Every mile therefore of land carriage that can be saved is an appreciable gain to the commerce of the country.

To estimate the gain in this respect which the Karún route is capable of affording, it is necessary to compare it with the existing routes between those provinces which its navigation may affect and the sea. Many districts may clearly be eliminated from this comparison, as they lie altogether beyond the sphere of the Karún. Kerman and South-Eastern Persia generally must continue to carry on their foreign trade through the port of Bunder Abbas. Fars, including its capital, Shiraz, will similarly continue to trade exclusively with Bushire. Ghilan, Mazanderan, Asterabad, and part of Khorasan, must necessarily confine their trade to the Caspian ports, and therefore to Russia, with which country those ports are in direct steam communication. Azerbaijan, with its capital, Tabreez, will continue to conduct its foreign trade, partly through Erzeroum and Trebizond, and partly through the Caucasus. Probably the foreign trade of Kermanshah will continue to pass, as it does now, by way of Baghdad and the Tigris. There is, therefore, almost a complete circle of provinces on the western, northern, eastern, and southern frontiers of Persia, whose trade will be little if at all affected by the opening up of the Karún river. There remains, however, nearly the whole of Central and South-Western Persia, where the effect of a new opening by way of

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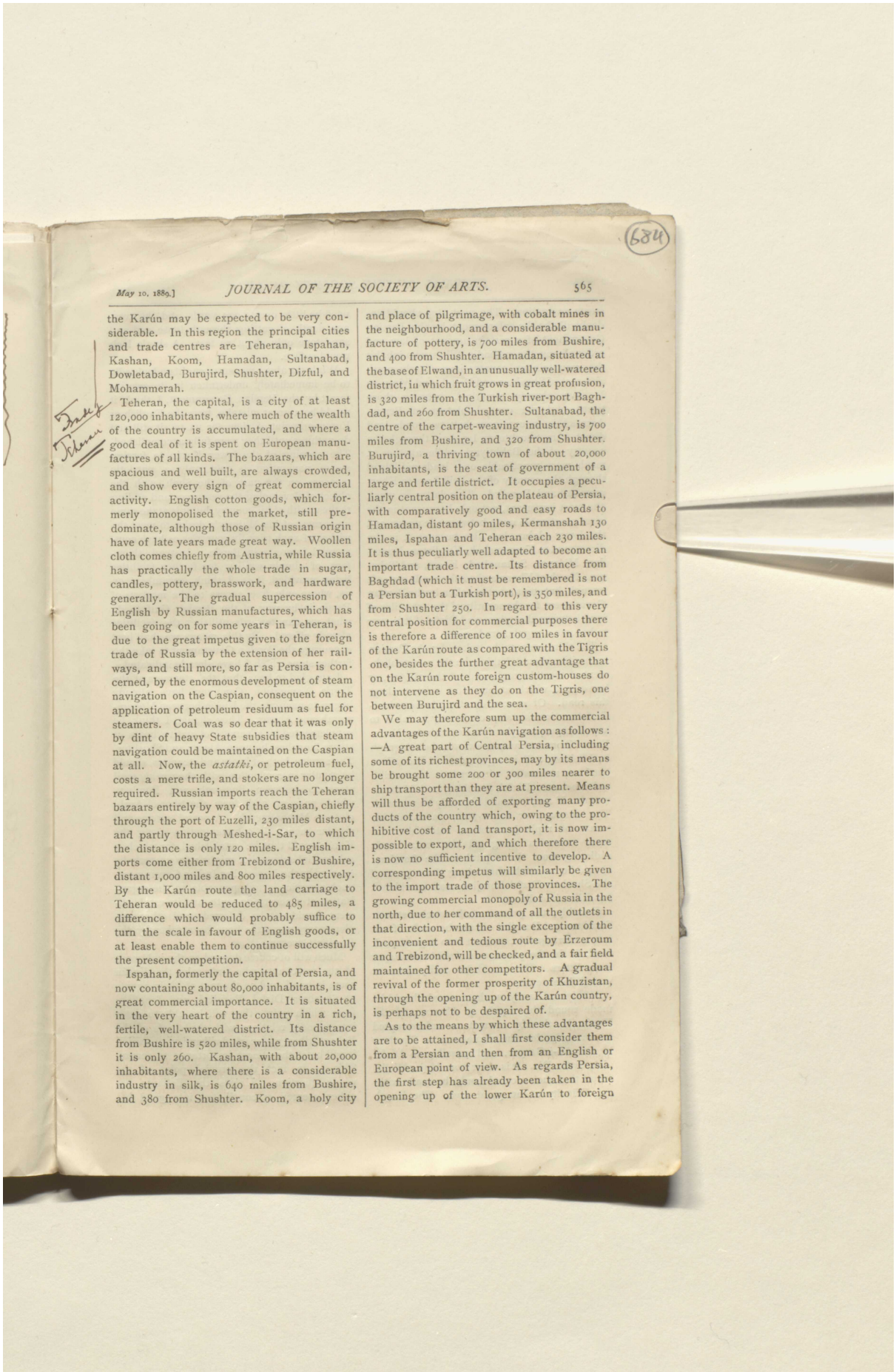

the Karún may be expected to be very considerable. In this region the principal cities and trade centres are Teheran, Ispahan, Kashan, Koom, Hamadan, Sultanabad, Dowletabad, Burujird, Shushter, Dizful, and Mohammerah.

Teheran, the capital, is a city of at least 120,000 inhabitants, where much of the wealth of the country is accumulated, and where a good deal of it is spent on European manufactures of all kinds. The bazaars, which are spacious and well built, are always crowded, and show every sign of great commercial activity. English cotton goods, which formerly monopolised the market, still predominate, although those of Russian origin have of late years made great way. Woollen cloth comes chiefly from Austria, while Russia has practically the whole trade in sugar, candles, pottery, brasswork, and hardware generally. The gradual supercession of English by Russian manufactures, which has been going on for some years in Teheran, is due to the great impetus given to the foreign trade of Russia by the extension of her railways, and still more, so far as Persia is concerned, by the enormous development of steam navigation on the Caspian, consequent on the application of petroleum residuum as fuel for steamers. Coal was so dear that it was only by dint of heavy State subsidies that steam navigation could be maintained on the Caspian at all. Now, the *astatki*, or petroleum fuel, costs a mere trifle, and stokers are no longer required. Russian imports reach the Teheran bazaars entirely by way of the Caspian, chiefly through the port of Euzelli, 230 miles distant, and partly through Meshed-i-Sar, to which the distance is only 120 miles. English imports come either from Trebizond or Bushire, distant 1,000 miles and 800 miles respectively. By the Karún route the land carriage to Teheran would be reduced to 485 miles, a difference which would probably suffice to turn the scale in favour of English goods, or at least enable them to continue successfully the present competition.

Ispahan, formerly the capital of Persia, and now containing about 80,000 inhabitants, is of great commercial importance. It is situated in the very heart of the country in a rich, fertile, well-watered district. Its distance from Bushire is 520 miles, while from Shushter it is only 260. Kashan, with about 20,000 inhabitants, where there is a considerable industry in silk, is 640 miles from Bushire, and 380 from Shushter. Koom, a holy city and place of pilgrimage, with cobalt mines in the neighbourhood, and a considerable manufacture of pottery, is 700 miles from Bushire, and 400 from Shushter. Hamadan, situated at the base of Elwand, in an unusually well-watered district, in which fruit grows in great profusion, is 320 miles from the Turkish river-port Baghdad, and 260 from Shushter. Sultanabad, the centre of the carpet-weaving industry, is 700 miles from Bushire, and 320 from Shushter. Burujird, a thriving town of about 20,000 inhabitants, is the seat of government of a large and fertile district. It occupies a peculiarly central position on the plateau of Persia, with comparatively good and easy roads to Hamadan, distant 90 miles, Kermanshah 130 miles, Ispahan and Teheran each 230 miles. It is thus peculiarly well adapted to become an important trade centre. Its distance from Baghdad (which it must be remembered is not a Persian but a Turkish port), is 350 miles, and from Shushter 250. In regard to this very central position for commercial purposes there is therefore a difference of 100 miles in favour of the Karún route as compared with the Tigris one, besides the further great advantage that on the Karún route foreign custom-houses do not intervene as they do on the Tigris, one between Burujird and the sea.

We may therefore sum up the commercial advantages of the Karún navigation as follows:—A great part of Central Persia, including some of its richest provinces, may by its means be brought some 200 or 300 miles nearer to ship transport than they are at present. Means will thus be afforded of exporting many products of the country which, owing to the prohibitive cost of land transport, it is now impossible to export, and which therefore there is now no sufficient incentive to develop. A corresponding impetus will similarly be given to the import trade of those provinces. The growing commercial monopoly of Russia in the north, due to her command of all the outlets in that direction, with the single exception of the inconvenient and tedious route by Erzeroum and Trebizond, will be checked, and a fair field maintained for other competitors. A gradual revival of the former prosperity of Khuzistan, through the opening up of the Karún country, is perhaps not to be despaired of.

As to the means by which these advantages are to be attained, I shall first consider them from a Persian and then from an English or European point of view. As regards Persia, the first step has already been taken in the opening up of the lower Karún to foreign

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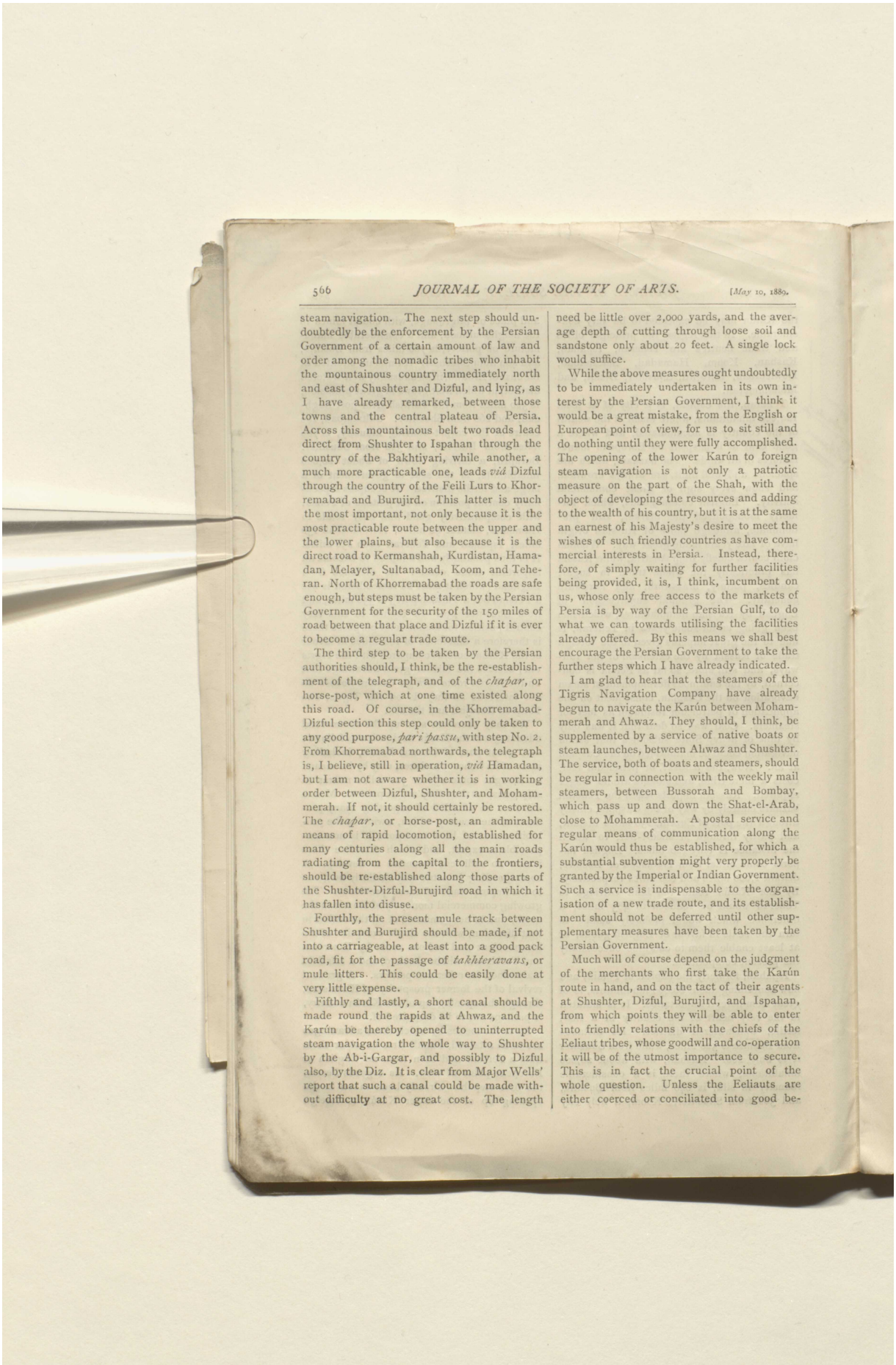

steam navigation. The next step should undoubtedly be the enforcement by the Persian Government of a certain amount of law and order among the nomadic tribes who inhabit the mountainous country immediately north and east of Shushter and Dizful, and lying, as I have already remarked, between those towns and the central plateau of Persia. Across this mountainous belt two roads lead direct from Shushter to Ispahan through the country of the Bakhtiyari, while another, a much more practicable one, leads *viâ* Dizful through the country of the Feili Lurs to Khorremabad and Burujird. This latter is much the most important, not only because it is the most practicable route between the upper and the lower plains, but also because it is the direct road to Kermanshah, Kurdistan, Hamadan, Melayer, Sultanabad, Koom, and Teheran. North of Khorremabad the roads are safe enough, but steps must be taken by the Persian Government for the security of the 150 miles of road between that place and Dizful if it is ever to become a regular trade route.

The third step to be taken by the Persian authorities should, I think, be the re-establishment of the telegraph, and of the *chapar*, or horse-post, which at one time existed along this road. Of course, in the Khorremabad-Dizful section this step could only be taken to any good purpose, *pari passu*, with step No. 2. From Khorremabad northwards, the telegraph is, I believe, still in operation, *viâ* Hamadan, but I am not aware whether it is in working order between Dizful, Shushter, and Mohammerah. If not, it should certainly be restored. The *chapar*, or horse-post, an admirable means of rapid locomotion, established for many centuries along all the main roads radiating from the capital to the frontiers, should be re-established along those parts of the Shushter-Dizful-Burujird road in which it has fallen into disuse.

Fourthly, the present mule track between Shushter and Burujird should be made, if not into a carriageable, at least into a good pack road, fit for the passage of *takhteravans*, or mule litters. This could be easily done at very little expense.

Fifthly and lastly, a short canal should be made round the rapids at Ahwaz, and the Karún be thereby opened to uninterrupted steam navigation the whole way to Shushter by the Ab-i-Gargar, and possibly to Dizful also, by the Diz. It is clear from Major Wells' report that such a canal could be made without difficulty at no great cost. The length need be little over 2,000 yards, and the average depth of cutting through loose soil and sandstone only about 20 feet. A single lock would suffice.

While the above measures ought undoubtedly to be immediately undertaken in its own interest by the Persian Government, I think it would be a great mistake, from the English or European point of view, for us to sit still and do nothing until they were fully accomplished. The opening of the lower Karún to foreign steam navigation is not only a patriotic measure on the part of the Shah, with the object of developing the resources and adding to the wealth of his country, but it is at the same an earnest of his Majesty's desire to meet the wishes of such friendly countries as have commercial interests in Persia. Instead, therefore, of simply waiting for further facilities being provided, it is, I think, incumbent on us, whose only free access to the markets of Persia is by way of the Persian Gulf, to do what we can towards utilising the facilities already offered. By this means we shall best encourage the Persian Government to take the further steps which I have already indicated.

I am glad to hear that the steamers of the Tigris Navigation Company have already begun to navigate the Karún between Mohammerah and Ahwaz. They should, I think, be supplemented by a service of native boats or steam launches, between Ahwaz and Shushter. The service, both of boats and steamers, should be regular in connection with the weekly mail steamers, between Bussorah and Bombay, which pass up and down the Shat-el-Arab, close to Mohammerah. A postal service and regular means of communication along the Karún would thus be established, for which a substantial subvention might very properly be granted by the Imperial or Indian Government. Such a service is indispensable to the organisation of a new trade route, and its establishment should not be deferred until other supplementary measures have been taken by the Persian Government.

Much will of course depend on the judgment of the merchants who first take the Karún route in hand, and on the tact of their agents at Shushter, Dizful, Burujird, and Ispahan, from which points they will be able to enter into friendly relations with the chiefs of the Eeliaut tribes, whose goodwill and co-operation it will be of the utmost importance to secure. This is in fact the crucial point of the whole question. Unless the Eeliauts are either coerced or conciliated into good be-

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haviour, trade on a large scale between the Karún and the central plateau of Persia will be impossible. The conciliation will depend chiefly on the European merchants and their agents on the spot. Coercion, when necessary, can of course only be applied by the Persian Government. There will certainly be considerable difficulties for some time to come, but there is no reason to doubt that the Lur chiefs will, in their own interest, eventually secure the safe passage of caravans through their country. With a combination of tact on the part of the merchants, and firmness on the part of the Persian governors, this happy result need not be slow of attainment.

Altogether, the prospects are hopeful. The opening of the Karún to our steamers shows that the feeling of suspicion with which our motives and actions were so long regarded, is at last yielding to one of confidence in our good faith. This change of sentiment is, I have no doubt, largely due to the experience which the Persians of all classes have had of us, and we of them, during the last twenty-five years of mutual friendship and good offices in the telegraph department. During this long experience the Shah and his ministers have gradually seen for themselves that, although occasions were seldom wanting, our officers and *employés* religiously refrained from the slightest interference in local affairs, and habitually took every opportunity of rendering to the Persian authorities such services as lay in their power.

As another sign of the spirit of progress, I may mention the recent establishment, with the Shah's sanction, of branches of two English banks in Teheran and other Persian towns, a measure which will greatly facilitate commercial operations, and lead to the gradual introduction of European capital into the country.

Unless I am greatly misinformed, a serious attempt on a large scale, by means of a concession to a great European capitalist, is about to be made towards the development of the mineral resources of the kingdom.

These and other progressive measures which might be mentioned are not the outcome of a sudden caprice on the part of the Shah, but are due to a deliberate conviction, very slowly arrived at, that they are safe and well calculated to benefit his country. They are thus all the more likely to prove of permanent value.

Of railways I have purposely said nothing, but have confined my remarks to the more immediate advantages of the new trade route, towards the establishment of which the opening up of the Karún is the first great step. On the manner in which that measure is utilised and supplemented will chiefly depend the chances not only of railways, but of all other means of developing the resources and increasing the prosperity of what ought to be a great, as it certainly is a most interesting, and to us a very friendly, country.

DISCUSSION.

Professor VAMBERY said he had listened with great attention to this paper, which was full of highly interesting details, and was perhaps the best paper hitherto published on the subject. The wealth of the Karún district was known in ancient times, and in the days of Harun-el-Rashid and the Mohammedan caliphate, the province of Khuzistan produced an annual revenue to the State of 22,000,000 francs. Ahwaz was then very famous for its carpets, especially a particularly fine description made of silk; and Hussein, an Arab poet, in praising the object of his affections, said her cheeks were as fine and smooth as an Ahwaz carpet. Besides these carpets, the province was rich in many other products, which were exported to the Far East as well as to the West, and he could therefore thoroughly agree with what had been said as to the probable future development of the country. He could not, however, agree in everything which had been advanced. He was not sanguine enough to think that his English friends would profit very much by this new route if what was reported about Russia were correct. He had been much delighted when he first heard of the English concession, but those which were said to have been given to Russia would entirely neutralise the advantage. The Czar had the oyster and England the shell, and though the shell might be better than nothing, and if well worked might produce something, the gain would be but small. Trade in Persia was closely connected with pilgrimages; they had a proverb—"A little pilgrimage and a little business." One object of these pilgrimages was Meshed, to the tomb of a very famous saint, and another was to Kerbela, near Bagdad; and the two titles which were very highly cherished in Persia were *Meshdi* and *Kerbelai*, signifying those who had made these pilgrimages. He had travelled through the whole country as a Mohammedan beggar —a Sunnite amongst the Sheites. The Sunnites amongst the Turks were accounted a lazy lot, and he had to suffer on their behalf, in fact, he had to endure more hardships in Persia than in Central Asia. These two routes of pilgrimage involved the main trade of the country. From the south there was a large quantity of travellers to Ispahan and Teheran, and on to Meshed, where they stayed

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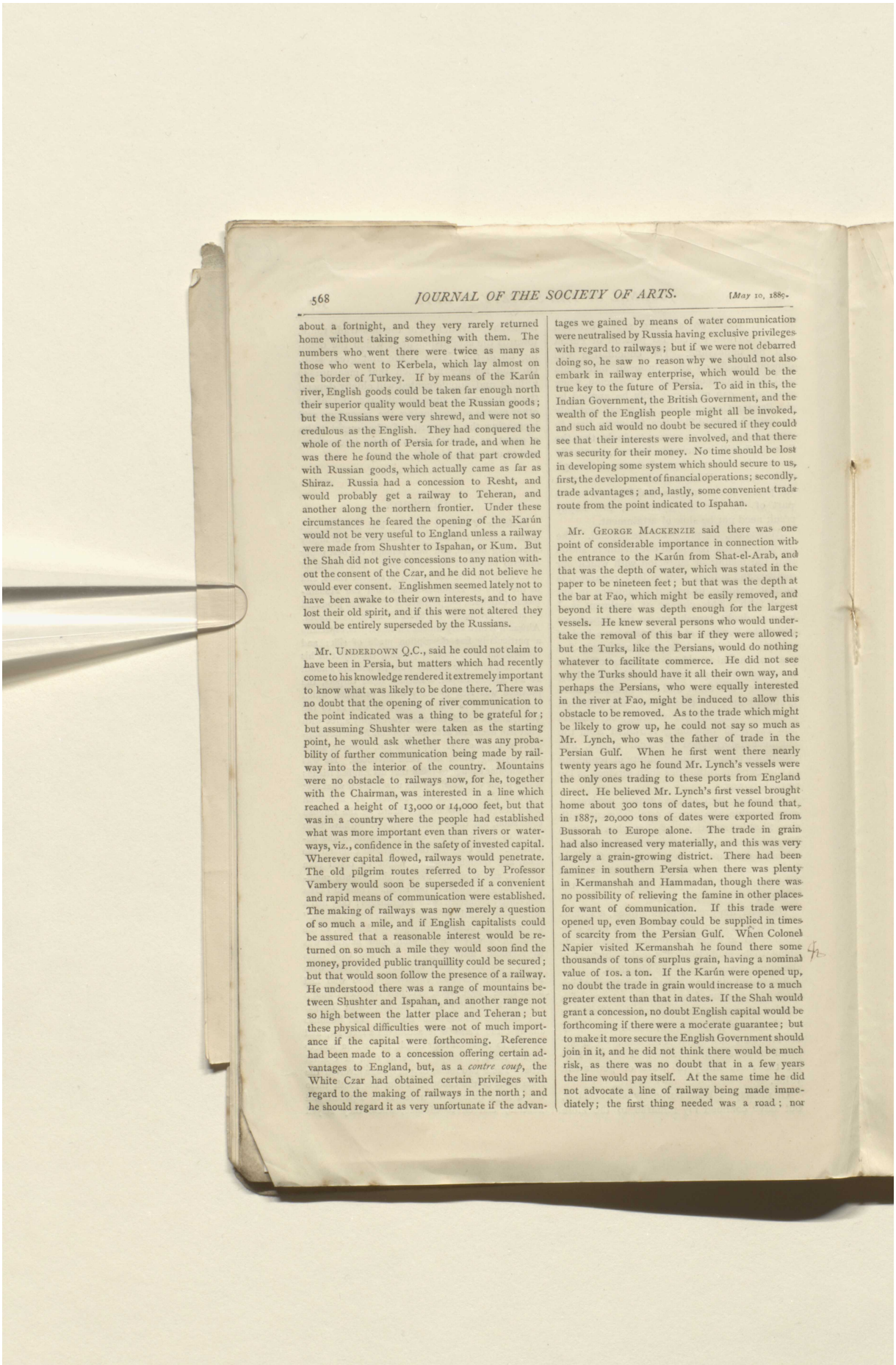

about a fortnight, and they very rarely returned home without taking something with them. The numbers who went there were twice as many as those who went to Kerbela, which lay almost on the border of Turkey. If by means of the Karún river, English goods could be taken far enough north their superior quality would beat the Russian goods; but the Russians were very shrewd, and were not so credulous as the English. They had conquered the whole of the north of Persia for trade, and when he was there he found the whole of that part crowded with Russian goods, which actually came as far as Shiraz. Russia had a concession to Resht, and would probably get a railway to Teheran, and another along the northern frontier. Under these circumstances he feared the opening of the Karún would not be very useful to England unless a railway were made from Shushter to Ispahan, or Kum. But the Shah did not give concessions to any nation without the consent of the Czar, and he did not believe he would ever consent. Englishmen seemed lately not to have been awake to their own interests, and to have lost their old spirit, and if this were not altered they would be entirely superseded by the Russians.

Mr. UNDERDOWN Q.C., said he could not claim to have been in Persia, but matters which had recently come to his knowledge rendered it extremely important to know what was likely to be done there. There was no doubt that the opening of river communication to the point indicated was a thing to be grateful for; but assuming Shushter were taken as the starting point, he would ask whether there was any probability of further communication being made by railway into the interior of the country. Mountains were no obstacle to railways now, for he, together with the Chairman, was interested in a line which reached a height of 13,000 or 14,000 feet, but that was in a country where the people had established what was more important even than rivers or waterways, viz., confidence in the safety of invested capital. Wherever capital flowed, railways would penetrate. The old pilgrim routes referred to by Professor Vambery would soon be superseded if a convenient and rapid means of communication were established. The making of railways was now merely a question of so much a mile, and if English capitalists could be assured that a reasonable interest would be returned on so much a mile they would soon find the money, provided public tranquillity could be secured; but that would soon follow the presence of a railway. He understood there was a range of mountains between Shushter and Ispahan, and another range not so high between the latter place and Teheran; but these physical difficulties were not of much importance if the capital were forthcoming. Reference had been made to a concession offering certain advantages to England, but, as a *contre coup*, the White Czar had obtained certain privileges with regard to the making of railways in the north; and he should regard it as very unfortunate if the advantages we gained by means of water communication were neutralised by Russia having exclusive privileges with regard to railways; but if we were not debarred doing so, he saw no reason why we should not also embark in railway enterprise, which would be the true key to the future of Persia. To aid in this, the Indian Government, the British Government, and the wealth of the English people might all be invoked, and such aid would no doubt be secured if they could see that their interests were involved, and that there was security for their money. No time should be lost in developing some system which should secure to us, first, the development of financial operations; secondly, trade advantages; and, lastly, some convenient trade route from the point indicated to Ispahan.

Mr. GEORGE MACKENZIE said there was one point of considerable importance in connection with the entrance to the Karún from Shat-el-Arab, and that was the depth of water, which was stated in the paper to be nineteen feet; but that was the depth at the bar at Fao, which might be easily removed, and beyond it there was depth enough for the largest vessels. He knew several persons who would undertake the removal of this bar if they were allowed; but the Turks, like the Persians, would do nothing whatever to facilitate commerce. He did not see why the Turks should have it all their own way, and perhaps the Persians, who were equally interested in the river at Fao, might be induced to allow this obstacle to be removed. As to the trade which might be likely to grow up, he could not say so much as Mr. Lynch, who was the father of trade in the Persian Gulf. When he first went there nearly twenty years ago he found Mr. Lynch's vessels were the only ones trading to these ports from England direct. He believed Mr. Lynch's first vessel brought home about 300 tons of dates, but he found that in 1887, 20,000 tons of dates were exported from Bussorah to Europe alone. The trade in grain had also increased very materially, and this was very largely a grain-growing district. There had been famines in southern Persia when there was plenty in Kermanshah and Hammadan, though there was no possibility of relieving the famine in other places for want of communication. If this trade were opened up, even Bombay could be supplied in times of scarcity from the Persian Gulf. When Colonel Napier visited Kermanshah he found there some thousands of tons of surplus grain, having a nominal value of 10s. a ton. If the Karún were opened up, no doubt the trade in grain would increase to a much greater extent than that in dates. If the Shah would grant a concession, no doubt English capital would be forthcoming if there were a moderate guarantee; but to make it more secure the English Government should join in it, and he did not think there would be much risk, as there was no doubt that in a few years the line would pay itself. At the same time he did not advocate a line of railway being made immediately; the first thing needed was a road; nor

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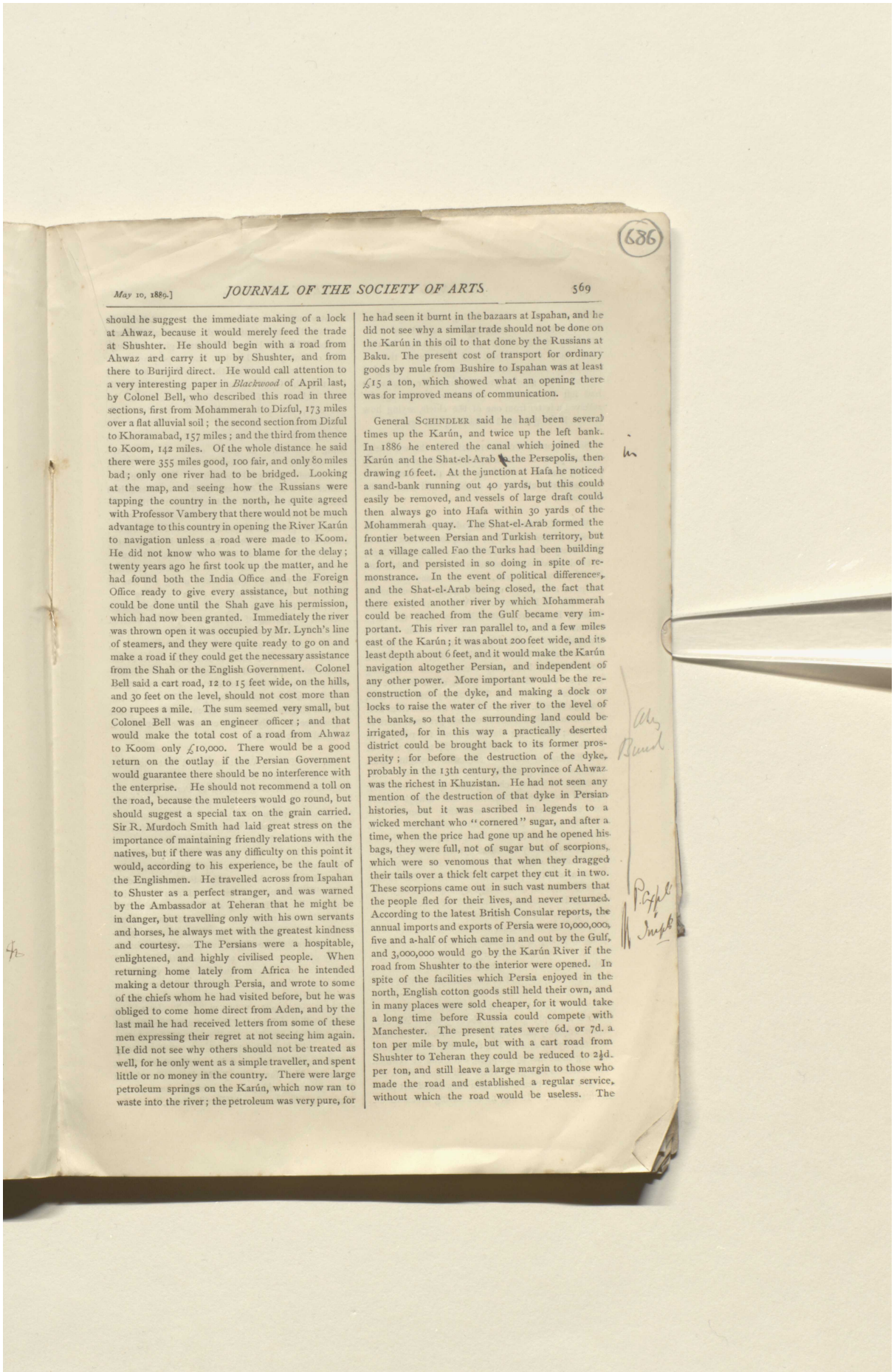

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should he suggest the immediate making of a lock at Ahwaz, because it would merely feed the trade at Shushter. He should begin with a road from Ahwaz and carry it up by Shushter, and from there to Burijird direct. He would call attention to a very interesting paper in *Blackwood* of April last, by Colonel Bell, who described this road in three sections, first from Mohammerah to Dizful, 173 miles over a flat alluvial soil; the second section from Dizful to Khoramabad, 157 miles; and the third from thence to Koom, 142 miles. Of the whole distance he said there were 355 miles good, 100 fair, and only 80 miles bad; only one river had to be bridged. Looking at the map, and seeing how the Russians were tapping the country in the north, he quite agreed with Professor Vambery that there would not be much advantage to this country in opening the River Karún to navigation unless a road were made to Koom. He did not know who was to blame for the delay; twenty years ago he first took up the matter, and he had found both the India Office and the Foreign Office ready to give every assistance, but nothing could be done until the Shah gave his permission, which had now been granted. Immediately the river was thrown open it was occupied by Mr. Lynch's line of steamers, and they were quite ready to go on and make a road if they could get the necessary assistance from the Shah or the English Government. Colonel Bell said a cart road, 12 to 15 feet wide, on the hills, and 30 feet on the level, should not cost more than 200 rupees a mile. The sum seemed very small, but Colonel Bell was an engineer officer; and that would make the total cost of a road from Ahwaz to Koom only £10,000. There would be a good return on the outlay if the Persian Government would guarantee there should be no interference with the enterprise. He should not recommend a toll on the road, because the muleteers would go round, but should suggest a special tax on the grain carried. Sir R. Murdoch Smith had laid great stress on the importance of maintaining friendly relations with the natives, but if there was any difficulty on this point it would, according to his experience, be the fault of the Englishmen. He travelled across from Ispahan to Shuster as a perfect stranger, and was warned by the Ambassador at Teheran that he might be in danger, but travelling only with his own servants and horses, he always met with the greatest kindness and courtesy. The Persians were a hospitable, enlightened, and highly civilised people. When returning home lately from Africa he intended making a detour through Persia, and wrote to some of the chiefs whom he had visited before, but he was obliged to come home direct from Aden, and by the last mail he had received letters from some of these men expressing their regret at not seeing him again. He did not see why others should not be treated as well, for he only went as a simple traveller, and spent little or no money in the country. There were large petroleum springs on the Karún, which now ran to waste into the river; the petroleum was very pure, for he had seen it burnt in the bazaars at Ispahan, and he did not see why a similar trade should not be done on the Karún in this oil to that done by the Russians at Baku. The present cost of transport for ordinary goods by mule from Bushire to Ispahan was at least £15 a ton, which showed what an opening there was for improved means of communication.

General SCHINDLER said he had been several times up the Karún, and twice up the left bank. In 1886 he entered the canal which joined the Karún and the Shat-el-Arab to the Persepolis, then drawing 16 feet. At the junction at Hafa he noticed a sand-bank running out 40 yards, but this could easily be removed, and vessels of large draft could then always go into Hafa within 30 yards of the Mohammerah quay. The Shat-el-Arab formed the frontier between Persian and Turkish territory, but at a village called Fao the Turks had been building a fort, and persisted in so doing in spite of remonstrance. In the event of political differences, and the Shat-el-Arab being closed, the fact that there existed another river by which Mohammerah could be reached from the Gulf became very important. This river ran parallel to, and a few miles east of the Karún; it was about 200 feet wide, and its least depth about 6 feet, and it would make the Karún navigation altogether Persian, and independent of any other power. More important would be the reconstruction of the dyke, and making a dock or locks to raise the water of the river to the level of the banks, so that the surrounding land could be irrigated, for in this way a practically deserted district could be brought back to its former prosperity; for before the destruction of the dyke, probably in the 13th century, the province of Ahwaz was the richest in Khuzistan. He had not seen any mention of the destruction of that dyke in Persian histories, but it was ascribed in legends to a wicked merchant who "cornered" sugar, and after a time, when the price had gone up and he opened his bags, they were full, not of sugar but of scorpions, which were so venomous that when they dragged their tails over a thick felt carpet they cut it in two. These scorpions came out in such vast numbers that the people fled for their lives, and never returned. According to the latest British Consular reports, the annual imports and exports of Persia were 10,000,000, five and a-half of which came in and out by the Gulf, and 3,000,000 would go by the Karún River if the road from Shushter to the interior were opened. In spite of the facilities which Persia enjoyed in the north, English cotton goods still held their own, and in many places were sold cheaper, for it would take a long time before Russia could compete with Manchester. The present rates were 6d. or 7d. a ton per mile by mule, but with a cart road from Shushter to Teheran they could be reduced to 2½d. per ton, and still leave a large margin to those who made the road and established a regular service, without which the road would be useless. The

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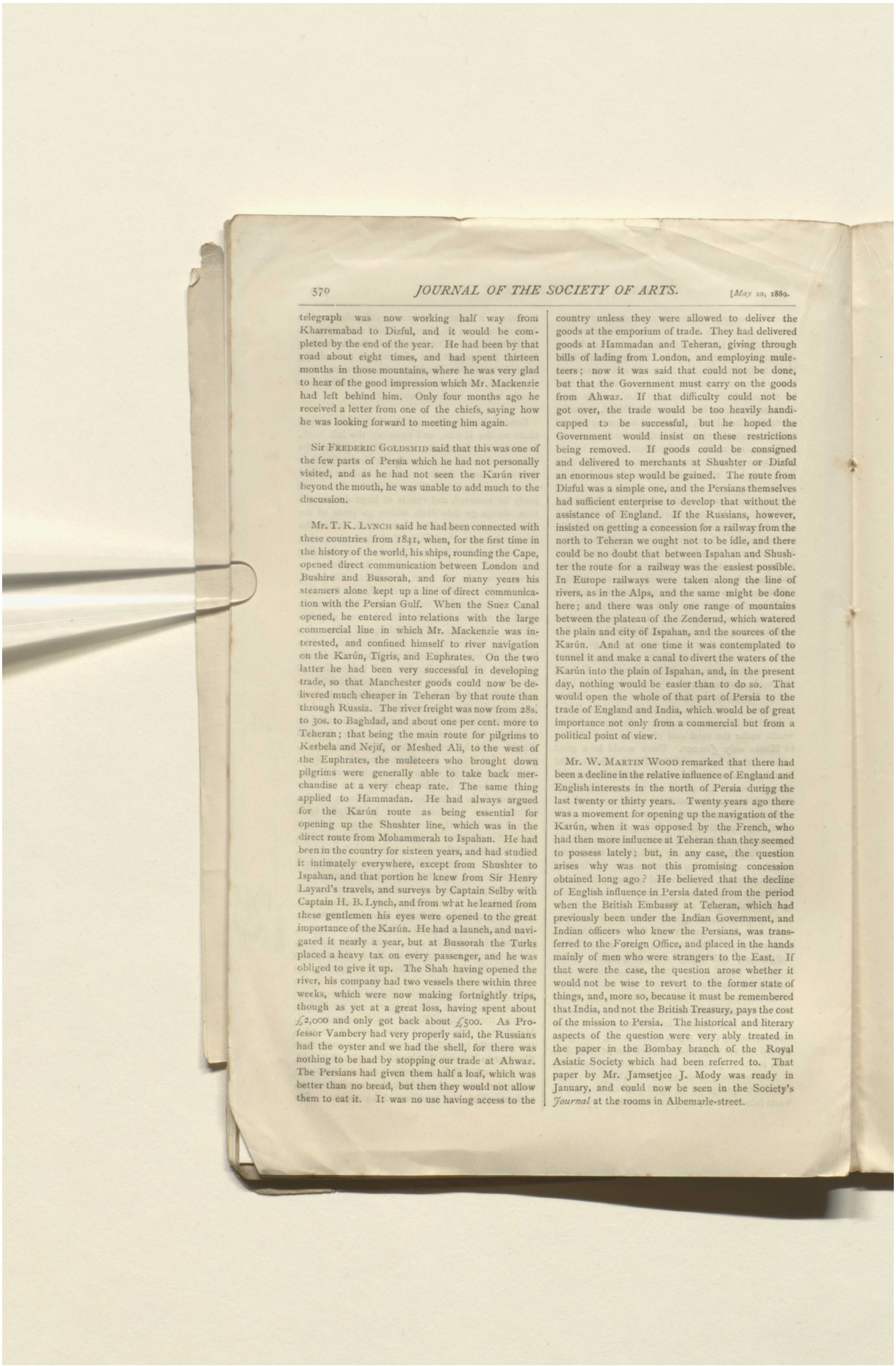

telegraph was now working half way from Kharremabad to Dizful, and it would be completed by the end of the year. He had been by that road about eight times, and had spent thirteen months in those mountains, where he was very glad to hear of the good impression which Mr. Mackenzie had left behind him. Only four months ago he received a letter from one of the chiefs, saying how he was looking forward to meeting him again.

Sir FREDERIC GOLDSMID said that this was one of the few parts of Persia which he had not personally visited, and as he had not seen the Karún river beyond the mouth, he was unable to add much to the discussion.

Mr. T. K. LYNCH said he had been connected with these countries from 1841, when, for the first time in the history of the world, his ships, rounding the Cape, opened direct communication between London and Bushire and Bussorah, and for many years his steamers alone kept up a line of direct communication with the Persian Gulf. When the Suez Canal opened, he entered into relations with the large commercial line in which Mr. Mackenzie was interested, and confined himself to river navigation on the Karún, Tigris, and Euphrates. On the two latter he had been very successful in developing trade, so that Manchester goods could now be delivered much cheaper in Teheran by that route than through Russia. The river freight was now from 28s. to 30s. to Baghdad, and about one per cent. more to Teheran; that being the main route for pilgrims to Kerbela and Nejif, or Meshed Ali, to the west of the Euphrates, the muleteers who brought down pilgrims were generally able to take back merchandise at a very cheap rate. The same thing applied to Hammadan. He had always argued for the Karún route as being essential for opening up the Shushter line, which was in the direct route from Mohammerah to Ispahan. He had been in the country for sixteen years, and had studied it intimately everywhere, except from Shushter to Ispahan, and that portion he knew from Sir Henry Layard's travels, and surveys by Captain Selby with Captain H. B. Lynch, and from what he learned from these gentlemen his eyes were opened to the great importance of the Karún. He had a launch, and navigated it nearly a year, but at Bussorah the Turks placed a heavy tax on every passenger, and he was obliged to give it up. The Shah having opened the river, his company had two vessels there within three weeks, which were now making fortnightly trips, though as yet at a great loss, having spent about £2,000 and only got back about £500. As Professor Vambery had very properly said, the Russians had the oyster and we had the shell, for there was nothing to be had by stopping our trade at Ahwaz. The Persians had given them half a loaf, which was better than no bread, but then they would not allow them to eat it. It was no use having access to the country unless they were allowed to deliver the goods at the emporium of trade. They had delivered goods at Hammadan and Teheran, giving through bills of lading from London, and employing muleteers; now it was said that could not be done, but that the Government must carry on the goods from Ahwaz. If that difficulty could not be got over, the trade would be too heavily handicapped to be successful, but he hoped the Government would insist on these restrictions being removed. If goods could be consigned and delivered to merchants at Shushter or Dizful an enormous step would be gained. The route from Dizful was a simple one, and the Persians themselves had sufficient enterprise to develop that without the assistance of England. If the Russians, however, insisted on getting a concession for a railway from the north to Teheran we ought not to be idle, and there could be no doubt that between Ispahan and Shushter the route for a railway was the easiest possible. In Europe railways were taken along the line of rivers, as in the Alps, and the same might be done here; and there was only one range of mountains between the plateau of the Zenderud, which watered the plain and city of Ispahan, and the sources of the Karún. And at one time it was contemplated to tunnel it and make a canal to divert the waters of the Karún into the plain of Ispahan, and, in the present day, nothing would be easier than to do so. That would open the whole of that part of Persia to the trade of England and India, which would be of great importance not only from a commercial but from a political point of view.

Mr. W. MARTIN WOOD remarked that there had been a decline in the relative influence of England and English interests in the north of Persia during the last twenty or thirty years. Twenty years ago there was a movement for opening up the navigation of the Karún, when it was opposed by the French, who had then more influence at Teheran than they seemed to possess lately; but, in any case, the question arises why was not this promising concession obtained long ago? He believed that the decline of English influence in Persia dated from the period when the British Embassy at Teheran, which had previously been under the Indian Government, and Indian officers who knew the Persians, was transferred to the Foreign Office, and placed in the hands mainly of men who were strangers to the East. If that were the case, the question arose whether it would not be wise to revert to the former state of things, and, more so, because it must be remembered that India, and not the British Treasury, pays the cost of the mission to Persia. The historical and literary aspects of the question were very ably treated in the paper in the Bombay branch of the Royal Asiatic Society which had been referred to. That paper by Mr. Jamsetjee J. Mody was ready in January, and could now be seen in the Society's *Journal* at the rooms in Albemarle-street.

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The CHAIRMAN said the diplomatic question which had been raised by the last speaker hardly came within the scope of the discussion. He was aware that some gentlemen entertained strong views upon it, but, after all, Persia was intimately connected with European politics, and if the Imperial Government decided that it should remain with the Foreign Office, as it had since 1806, it was no use asking that it should be placed in communication with the Indian Government. He had to move a vote of thanks to Sir R. Murdoch Smith, whose paper had elicited as interesting a discussion as any he had ever heard. The country was much indebted to public-spirited Englishmen like Mr. Lynch and Mr. George Mackenzie, who carried the national flag into foreign countries, and he hoped that the paper and the interesting speeches which had followed would not be idle words, ending in nothing. All Governments, Liberal and Conservative alike, were weak and cowardly, and unless compelled to take action by public opinion and the trading interests, would do nothing. The Shah was about to visit England, and he thought some of the gentlemen present, with others of influence in the City, might form an association which should invite the Government, by arguments it could understand, to press on his Highness the desirability of granting England such further concessions in Southern Persia as might be necessary, including a railway line between Shushter and Ispahan. There was no time to be lost, only there should be due deliberation as to the exact course to be taken. He refused to believe that the commercial spirit of England had declined; and even the Government, in reply to hostile criticism, might justly say that they were annexing new regions, and acquiring new possessions every year; and he did not think the nation was quite so effete as some of their friends supposed.

Mr. HYDE-CLARKE seconded the vote of thanks, which was carried unanimously.

TWENTIETH ORDINARY MEETING.

Wednesday, May 8th, 1889; GEORGE BULLEN, LL.D., Keeper of the Printed Books, &c., in the British Museum, in the chair.

The following candidates were proposed for election as members of the Society:—

Burmester, J. W. Stanley, 36, Great James-street, Bedford-row, W.C.
Chapman, Albert Barnes, 2, Delrow-terrace, Buxton, Derbyshire.
Gardner, Samuel, B.A., Spring-hill, Upper Clapton, E.
Griffin, Samuel, Kingston Ironworks, Bath.
Higgs, William, Gas Works, Basingstoke.
Kenyon, Lord, Gredington, Whitchurch, Salop.
Smythies, Frederic Kynnersley, 52, Ravensdale-road, Stamford-hill, N.
Spencer, Richard, Holker-street, Barrow-in-Furness.
Tredegar, Lord, Tredegar-park, Newport, Mon.
Viney, Rev. Josiah, Alleyne-house, Caterham-valley, Surrey.

The following candidates were balloted for and duly elected members of the Society:—

Corbett, Thomas, 70, Camden-road, N.W.
Dunn, William Haynes, 9, Brownswood-park, Green-lanes, N.
Naylor, Robert Anderton, Cuerden-hall, Thelwall, Warrington.
Ram, Raizada Bhagat, Jallundhur, Panjab, India, and 14, Harley-gardens, W.
Saraswatee, Swamee Bhaskara Nand, Jodhpore, India, and 319, Fulham-road, S.W.

The paper read was—

THE ORIGIN AND MANUFACTURE OF PLAYING CARDS.

By GEORGE CLULOW, F.R.G.S.

The title of the lecture which has been announced for this evening is "The Origin and Manufacture of Playing Cards." It is well that the subject has been limited to these two divisions, because, to do them justice, either would require far more time than it is usual to give on such occasions as the present; while to attempt to treat playing cards under all their aspects would in effect be a history of the art of engraving, of the mechanical art of printing, and of the social manners of the people of Europe for the past 500 years.

Playing cards are now spread all over the world, and form the amusement of not only the cultured but of the so-called barbarous people of almost all countries, from the Apache Indians—who, at this day, use strips of sheepskin on which they paint rude imitations of the Spanish playing cards of 200 years ago—to the wily Hindoo with his circular cards, and their series of representations of the avatars of Vishnu, and suit signs in which with those of the western "tarot" there is still to be traced a common origin. Where are cards *not* played? Wherever the European has penetrated there cards have followed—often may be in the knapsack of the soldier, cards following conquest; but in spite of their universal adoption as a means of recreation they are probably more obscure in their origin than any other of the games of which we have any written knowledge, and they are a most curious and attrac-

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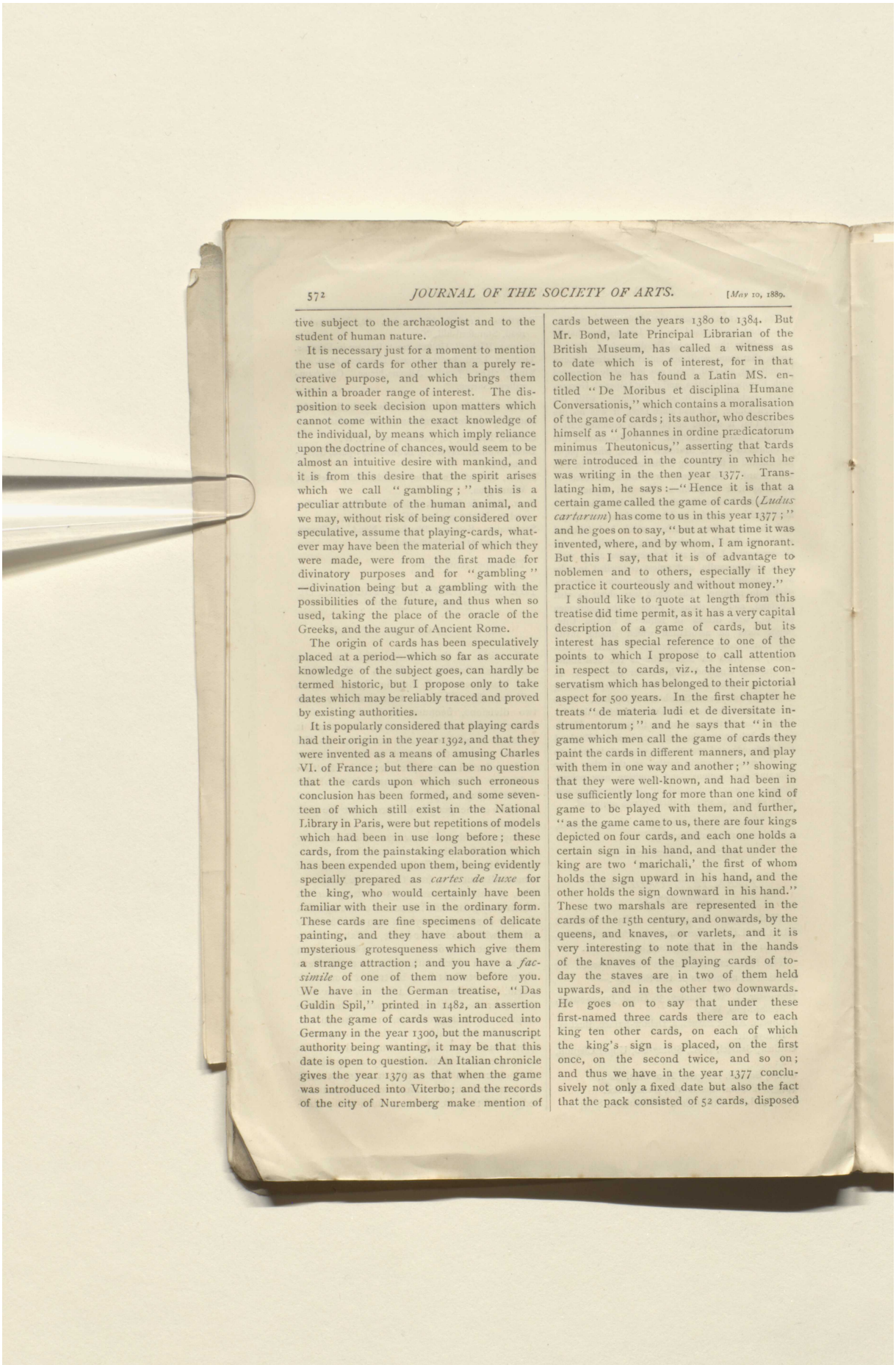

tive subject to the archæologist and to the student of human nature.

It is necessary just for a moment to mention the use of cards for other than a purely recreative purpose, and which brings them within a broader range of interest. The disposition to seek decision upon matters which cannot come within the exact knowledge of the individual, by means which imply reliance upon the doctrine of chances, would seem to be almost an intuitive desire with mankind, and it is from this desire that the spirit arises which we call "gambling;" this is a peculiar attribute of the human animal, and we may, without risk of being considered over speculative, assume that playing-cards, whatever may have been the material of which they were made, were from the first made for divinatory purposes and for "gambling"—divination being but a gambling with the possibilities of the future, and thus when so used, taking the place of the oracle of the Greeks, and the augur of Ancient Rome.

The origin of cards has been speculatively placed at a period—which so far as accurate knowledge of the subject goes, can hardly be termed historic, but I propose only to take dates which may be reliably traced and proved by existing authorities.

It is popularly considered that playing cards had their origin in the year 1392, and that they were invented as a means of amusing Charles VI. of France; but there can be no question that the cards upon which such erroneous conclusion has been formed, and some seventeen of which still exist in the National Library in Paris, were but repetitions of models which had been in use long before; these cards, from the painstaking elaboration which has been expended upon them, being evidently specially prepared as *cartes de luxe* for the king, who would certainly have been familiar with their use in the ordinary form. These cards are fine specimens of delicate painting, and they have about them a mysterious grotesqueness which give them a strange attraction; and you have a *facsimile* of one of them now before you. We have in the German treatise, "Das Guldin Spil," printed in 1482, an assertion that the game of cards was introduced into Germany in the year 1300, but the manuscript authority being wanting, it may be that this date is open to question. An Italian chronicle gives the year 1379 as that when the game was introduced into Viterbo; and the records of the city of Nuremberg make mention of cards between the years 1380 to 1384. But Mr. Bond, late Principal Librarian of the British Museum, has called a witness as to date which is of interest, for in that collection he has found a Latin MS. entitled "De Moribus et disciplina Humane Conversationis," which contains a moralisation of the game of cards; its author, who describes himself as "Johannes in ordine prædicatorum minimus Theutonicus," asserting that cards were introduced in the country in which he was writing in the then year 1377. Translating him, he says:—"Hence it is that a certain game called the game of cards (*Ludus cartarum*) has come to us in this year 1377;" and he goes on to say, "but at what time it was invented, where, and by whom, I am ignorant. But this I say, that it is of advantage to noblemen and to others, especially if they practice it courteously and without money."

I should like to quote at length from this treatise did time permit, as it has a very capital description of a game of cards, but its interest has special reference to one of the points to which I propose to call attention in respect to cards, viz., the intense conservatism which has belonged to their pictorial aspect for 500 years. In the first chapter he treats "de materia ludi et de diversitate instrumentorum;" and he says that "in the game which men call the game of cards they paint the cards in different manners, and play with them in one way and another;" showing that they were well-known, and had been in use sufficiently long for more than one kind of game to be played with them, and further, "as the game came to us, there are four kings depicted on four cards, and each one holds a certain sign in his hand, and that under the king are two 'marichali,' the first of whom holds the sign upward in his hand, and the other holds the sign downward in his hand." These two marshals are represented in the cards of the 15th century, and onwards, by the queens, and knaves, or varlets, and it is very interesting to note that in the hands of the knaves of the playing cards of to-day the staves are in two of them held upwards, and in the other two downwards. He goes on to say that under these first-named three cards there are to each king ten other cards, on each of which the king's sign is placed, on the first once, on the second twice, and so on; and thus we have in the year 1377 conclusively not only a fixed date but also the fact that the pack consisted of 52 cards, disposed

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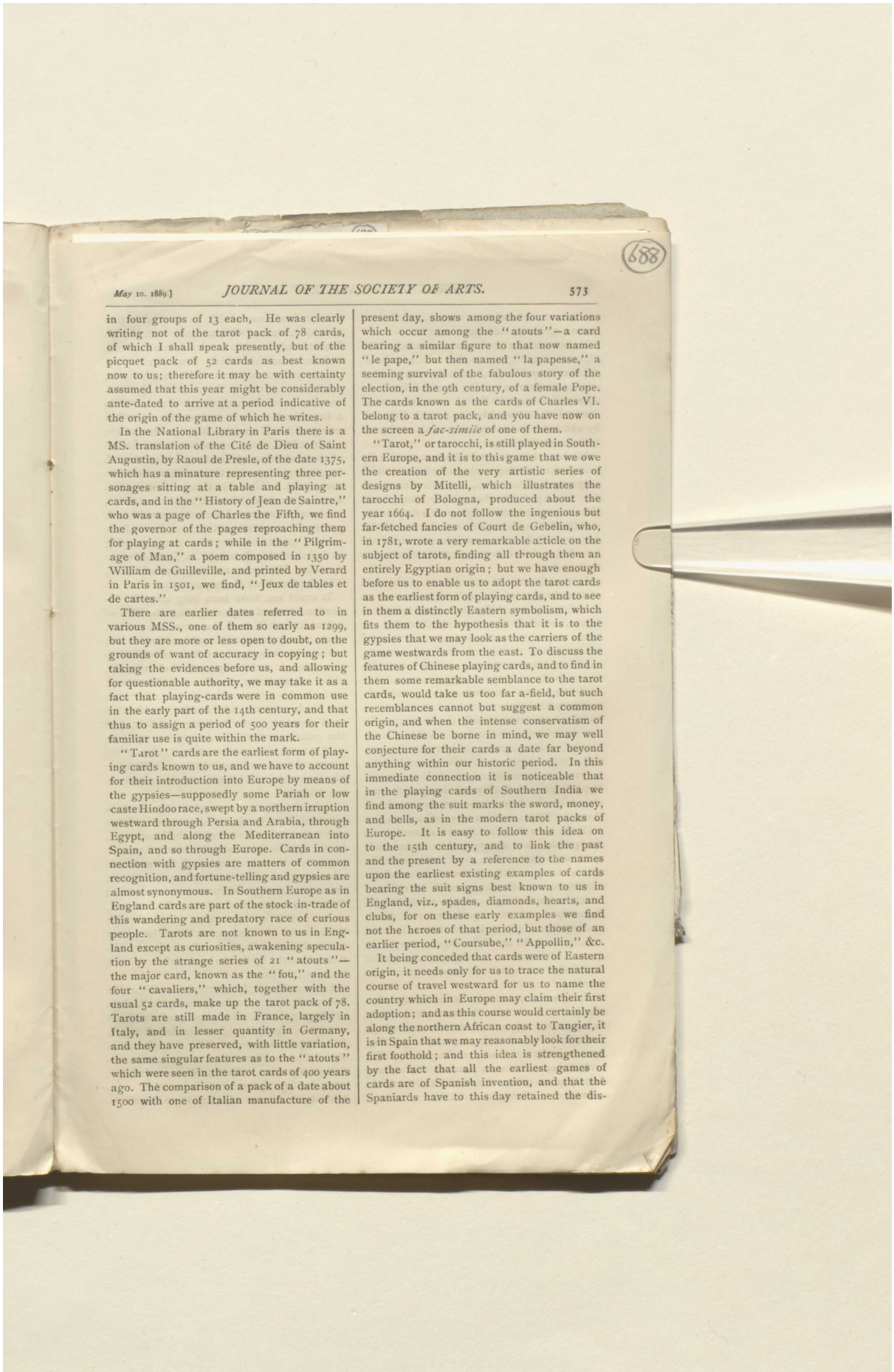

in four groups of 13 each. He was clearly writing not of the tarot pack of 78 cards, of which I shall speak presently, but of the picquet pack of 52 cards as best known now to us; therefore it may be with certainty assumed that this year might be considerably ante-dated to arrive at a period indicative of the origin of the game of which he writes.

In the National Library in Paris there is a MS. translation of the Cité de Dieu of Saint Augustin, by Raoul de Presle, of the date 1375, which has a minature representing three personages sitting at a table and playing at cards, and in the "History of Jean de Saintre," who was a page of Charles the Fifth, we find the governor of the pages reproaching them for playing at cards; while in the "Pilgrimage of Man," a poem composed in 1350 by William de Guilleville, and printed by Verard in Paris in 1501, we find, "Jeux de tables et de cartes."

There are earlier dates referred to in various MSS., one of them so early as 1299, but they are more or less open to doubt, on the grounds of want of accuracy in copying; but taking the evidences before us, and allowing for questionable authority, we may take it as a fact that playing-cards were in common use in the early part of the 14th century, and that thus to assign a period of 500 years for their familiar use is quite within the mark.

"Tarot" cards are the earliest form of playing cards known to us, and we have to account for their introduction into Europe by means of the gypsies—supposedly some Pariah or low caste Hindoo race, swept by a northern irruption westward through Persia and Arabia, through Egypt, and along the Mediterranean into Spain, and so through Europe. Cards in connection with gypsies are matters of common recognition, and fortune-telling and gypsies are almost synonymous. In Southern Europe as in England cards are part of the stock-in-trade of this wandering and predatory race of curious people. Tarots are not known to us in England except as curiosities, awakening speculation by the strange series of 21 "atouts"—the major card, known as the "fou," and the four "cavaliers," which, together with the usual 52 cards, make up the tarot pack of 78. Tarots are still made in France, largely in Italy, and in lesser quantity in Germany, and they have preserved, with little variation, the same singular features as to the "atouts" which were seen in the tarot cards of 400 years ago. The comparison of a pack of a date about 1500 with one of Italian manufacture of the present day, shows among the four variations which occur among the "atouts"—a card bearing a similar figure to that now named "le pape," but then named "la papesse," a seeming survival of the fabulous story of the election, in the 9th century, of a female Pope. The cards known as the cards of Charles VI. belong to a tarot pack, and you have now on the screen a *fac-simile* of one of them.

"Tarot," or tarocchi, is still played in Southern Europe, and it is to this game that we owe the creation of the very artistic series of designs by Mitelli, which illustrates the tarocchi of Bologna, produced about the year 1664. I do not follow the ingenious but far-fetched fancies of Court de Gebelin, who, in 1781, wrote a very remarkable article on the subject of tarots, finding all through them an entirely Egyptian origin; but we have enough before us to enable us to adopt the tarot cards as the earliest form of playing cards, and to see in them a distinctly Eastern symbolism, which fits them to the hypothesis that it is to the gypsies that we may look as the carriers of the game westwards from the east. To discuss the features of Chinese playing cards, and to find in them some remarkable semblance to the tarot cards, would take us too far a-field, but such resemblances cannot but suggest a common origin, and when the intense conservatism of the Chinese be borne in mind, we may well conjecture for their cards a date far beyond anything within our historic period. In this immediate connection it is noticeable that in the playing cards of Southern India we find among the suit marks the sword, money, and bells, as in the modern tarot packs of Europe. It is easy to follow this idea on to the 15th century, and to link the past and the present by a reference to the names upon the earliest existing examples of cards bearing the suit signs best known to us in England, viz., spades, diamonds, hearts, and clubs, for on these early examples we find not the heroes of that period, but those of an earlier period, "Coursube," "Appollin," &c.

It being conceded that cards were of Eastern origin, it needs only for us to trace the natural course of travel westward for us to name the country which in Europe may claim their first adoption; and as this course would certainly be along the northern African coast to Tangier, it is in Spain that we may reasonably look for their first foothold; and this idea is strengthened by the fact that all the earliest games of cards are of Spanish invention, and that the Spaniards have to this day retained the dis-

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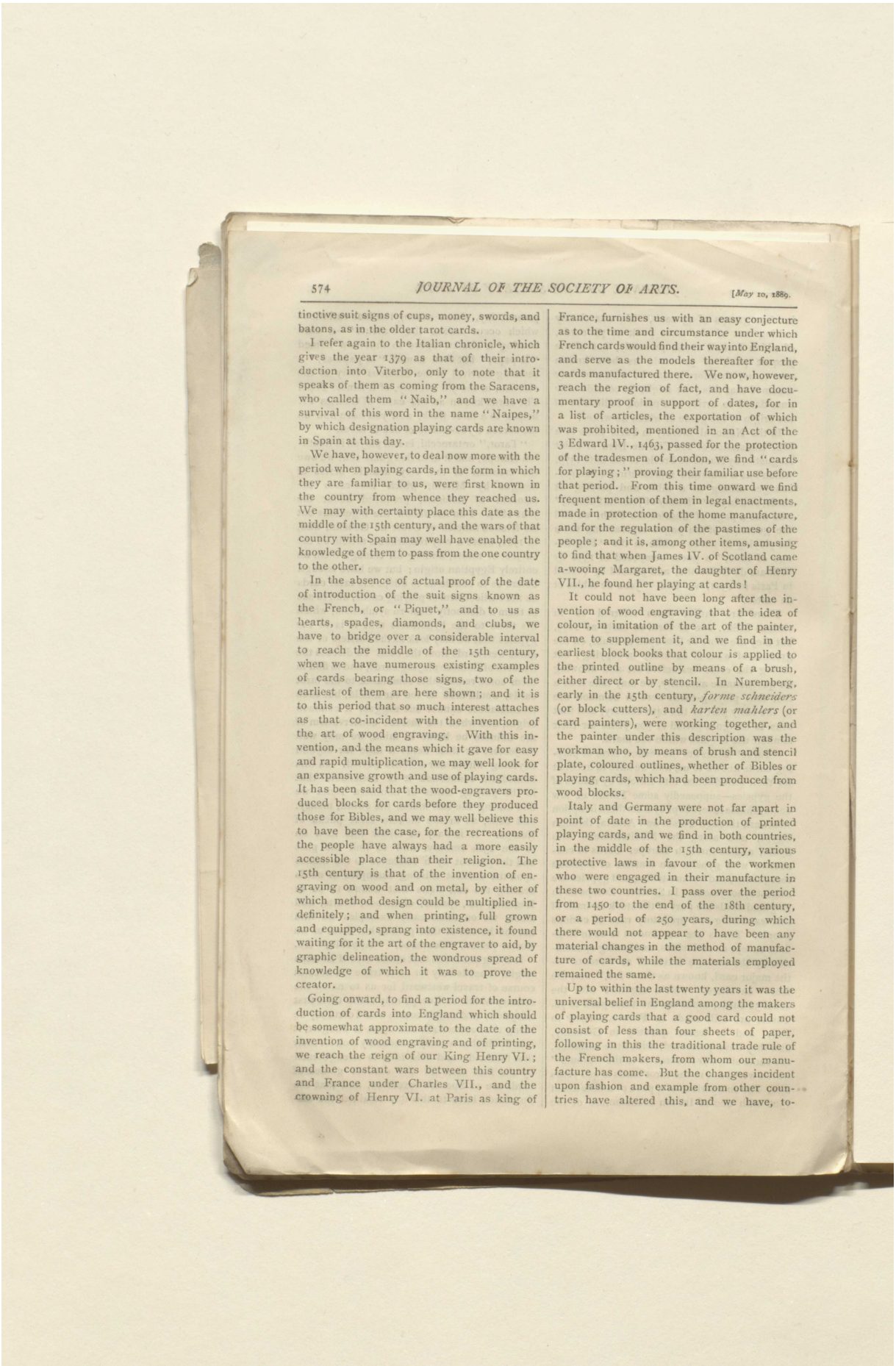

tinctive suit signs of cups, money, swords, and batons, as in the older tarot cards.

I refer again to the Italian chronicle, which gives the year 1379 as that of their introduction into Viterbo, only to note that it speaks of them as coming from the Saracens, who called them "Naib," and we have a survival of this word in the name "Naipes," by which designation playing cards are known in Spain at this day.

We have, however, to deal now more with the period when playing cards, in the form in which they are familiar to us, were first known in the country from whence they reached us. We may with certainty place this date as the middle of the 15th century, and the wars of that country with Spain may well have enabled the knowledge of them to pass from the one country to the other.

In the absence of actual proof of the date of introduction of the suit signs known as the French, or "Piquet," and to us as hearts, spades, diamonds, and clubs, we have to bridge over a considerable interval to reach the middle of the 15th century, when we have numerous existing examples of cards bearing those signs, two of the earliest of them are here shown; and it is to this period that so much interest attaches as that co-incident with the invention of the art of wood engraving. With this invention, and the means which it gave for easy and rapid multiplication, we may well look for an expansive growth and use of playing cards. It has been said that the wood-engravers produced blocks for cards before they produced those for Bibles, and we may well believe this to have been the case, for the recreations of the people have always had a more easily accessible place than their religion. The 15th century is that of the invention of engraving on wood and on metal, by either of which method design could be multiplied indefinitely; and when printing, full grown and equipped, sprang into existence, it found waiting for it the art of the engraver to aid, by graphic delineation, the wondrous spread of knowledge of which it was to prove the creator.

Going onward, to find a period for the introduction of cards into England which should be somewhat approximate to the date of the invention of wood engraving and of printing, we reach the reign of our King Henry VI.; and the constant wars between this country and France under Charles VII., and the crowning of Henry VI. at Paris as king of France, furnishes us with an easy conjecture as to the time and circumstance under which French cards would find their way into England, and serve as the models thereafter for the cards manufactured there. We now, however, reach the region of fact, and have documentary proof in support of dates, for in a list of articles, the exportation of which was prohibited, mentioned in an Act of the 3 Edward IV., 1463, passed for the protection of the tradesmen of London, we find "cards for playing;" proving their familiar use before that period. From this time onward we find frequent mention of them in legal enactments, made in protection of the home manufacture, and for the regulation of the pastimes of the people; and it is, among other items, amusing to find that when James IV. of Scotland came a-wooing Margaret, the daughter of Henry VII., he found her playing at cards!

It could not have been long after the invention of wood engraving that the idea of colour, in imitation of the art of the painter, came to supplement it, and we find in the earliest block books that colour is applied to the printed outline by means of a brush, either direct or by stencil. In Nuremberg, early in the 15th century, *forme schneiders* (or block cutters), and *karten mahlers* (or card painters), were working together, and the painter under this description was the workman who, by means of brush and stencil plate, coloured outlines, whether of Bibles or playing cards, which had been produced from wood blocks.

Italy and Germany were not far apart in point of date in the production of printed playing cards, and we find in both countries, in the middle of the 15th century, various protective laws in favour of the workmen who were engaged in their manufacture in these two countries. I pass over the period from 1450 to the end of the 18th century, or a period of 250 years, during which there would not appear to have been any material changes in the method of manufacture of cards, while the materials employed remained the same.

Up to within the last twenty years it was the universal belief in England among the makers of playing cards that a good card could not consist of less than four sheets of paper, following in this the traditional trade rule of the French makers, from whom our manufacture has come. But the changes incident upon fashion and example from other countries have altered this, and we have, to-

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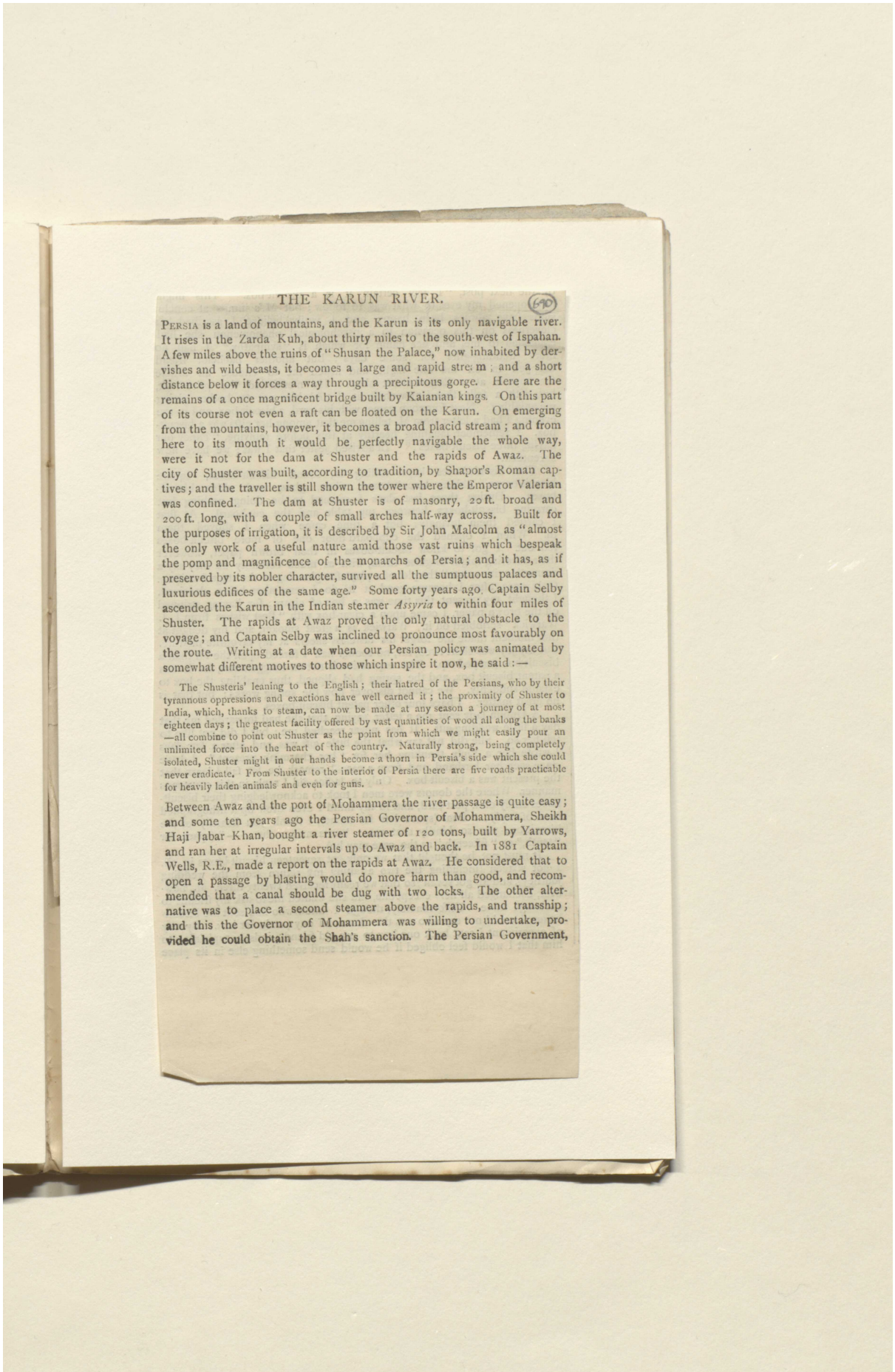

THE KARUN RIVER. (690)

PERSIA is a land of mountains, and the Karun is its only navigable river. It rises in the Zarda Kuh, about thirty miles to the south-west of Ispahan. A few miles above the ruins of "Shusan the Palace," now inhabited by dervishes and wild beasts, it becomes a large and rapid stream; and a short distance below it forces a way through a precipitous gorge. Here are the remains of a once magnificent bridge built by Kaianian kings. On this part of its course not even a raft can be floated on the Karun. On emerging from the mountains, however, it becomes a broad placid stream; and from here to its mouth it would be perfectly navigable the whole way, were it not for the dam at Shuster and the rapids of Awaz. The city of Shuster was built, according to tradition, by Shapor's Roman captives; and the traveller is still shown the tower where the Emperor Valerian was confined. The dam at Shuster is of masonry, 20 ft. broad and 200 ft. long, with a couple of small arches half-way across. Built for the purposes of irrigation, it is described by Sir John Malcolm as "almost the only work of a useful nature amid those vast ruins which bespeak the pomp and magnificence of the monarchs of Persia; and it has, as if preserved by its nobler character, survived all the sumptuous palaces and luxurious edifices of the same age." Some forty years ago Captain Selby ascended the Karun in the Indian steamer *Assyria* to within four miles of Shuster. The rapids at Awaz proved the only natural obstacle to the voyage; and Captain Selby was inclined to pronounce most favourably on the route. Writing at a date when our Persian policy was animated by somewhat different motives to those which inspire it now, he said:—

> The Shusteris' leaning to the English; their hatred of the Persians, who by their tyrannous oppressions and exactions have well earned it; the proximity of Shuster to India, which, thanks to steam, can now be made at any season a journey of at most eighteen days; the greatest facility offered by vast quantities of wood all along the banks—all combine to point out Shuster as the point from which we might easily pour an unlimited force into the heart of the country. Naturally strong, being completely isolated, Shuster might in our hands become a thorn in Persia's side which she could never eradicate. From Shuster to the interior of Persia there are five roads practicable for heavily laden animals and even for guns.

Between Awaz and the port of Mohammera the river passage is quite easy; and some ten years ago the Persian Governor of Mohammera, Sheikh Haji Jabar Khan, bought a river steamer of 120 tons, built by Yarrows, and ran her at irregular intervals up to Awaz and back. In 1881 Captain Wells, R.E., made a report on the rapids at Awaz. He considered that to open a passage by blasting would do more harm than good, and recommended that a canal should be dug with two locks. The other alternative was to place a second steamer above the rapids, and transship; and this the Governor of Mohammera was willing to undertake, provided he could obtain the Shah's sanction. The Persian Government,

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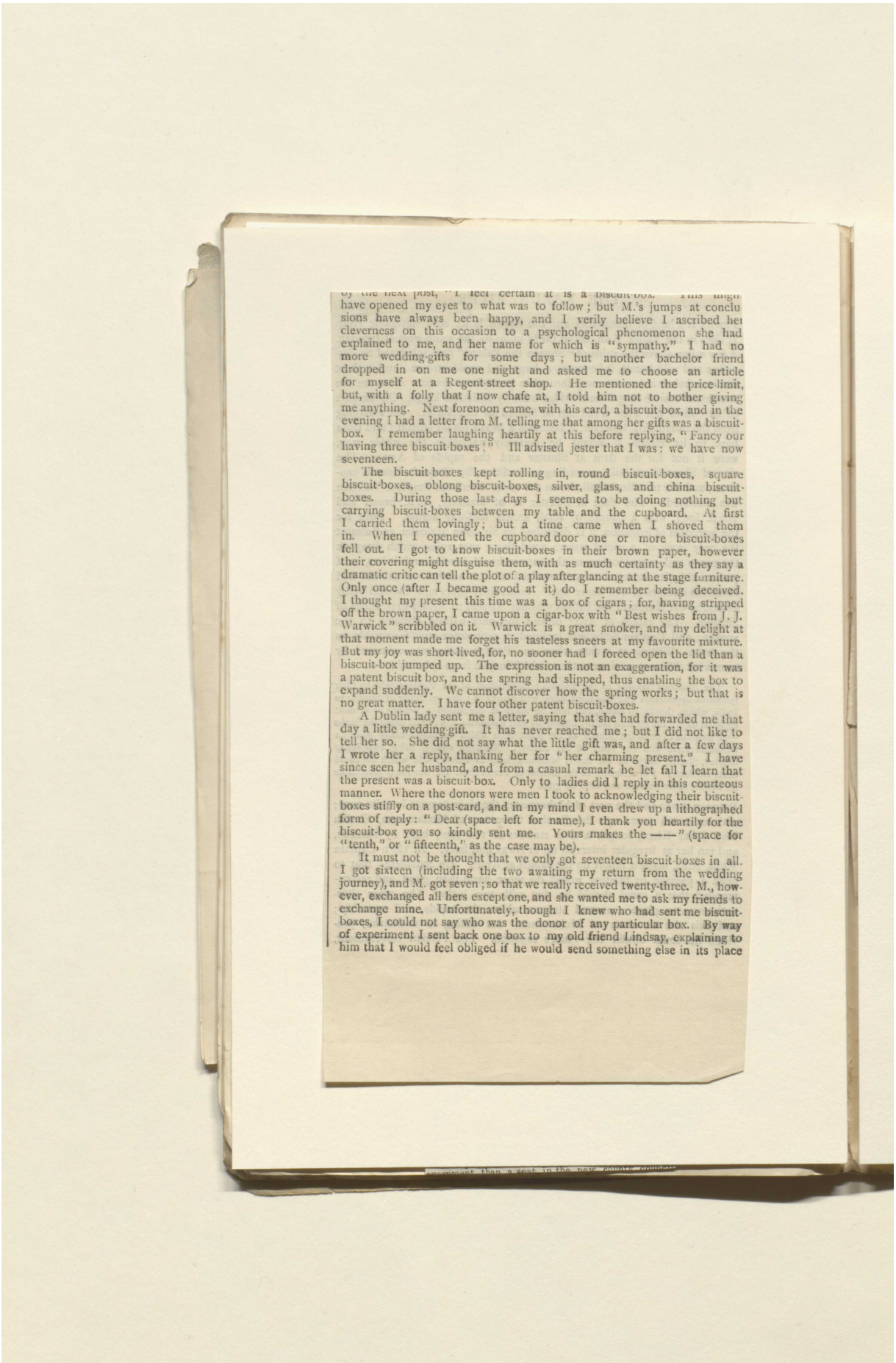

by the next post, "I feel certain it is a biscuit-box." This might have opened my eyes to what was to follow; but M.'s jumps at conclusions have always been happy, and I verily believe I ascribed her cleverness on this occasion to a psychological phenomenon she had explained to me, and her name for which is "sympathy." I had no more wedding-gifts for some days; but another bachelor friend dropped in on me one night and asked me to choose an article for myself at a Regent-street shop. He mentioned the price-limit, but, with a folly that I now chafe at, I told him not to bother giving me anything. Next forenoon came, with his card, a biscuit-box, and in the evening I had a letter from M. telling me that among her gifts was a biscuit-box. I remember laughing heartily at this before replying, "Fancy our having three biscuit-boxes!" Ill advised jester that I was: we have now seventeen.

The biscuit-boxes kept rolling in, round biscuit-boxes, square biscuit-boxes, oblong biscuit-boxes, silver, glass, and china biscuit-boxes. During those last days I seemed to be doing nothing but carrying biscuit-boxes between my table and the cupboard. At first I carried them lovingly; but a time came when I shoved them in. When I opened the cupboard door one or more biscuit-boxes fell out. I got to know biscuit-boxes in their brown paper, however their covering might disguise them, with as much certainty as they say a dramatic critic can tell the plot of a play after glancing at the stage furniture. Only once (after I became good at it) do I remember being deceived. I thought my present this time was a box of cigars; for, having stripped off the brown paper, I came upon a cigar-box with "Best wishes from J. J. Warwick" scribbled on it. Warwick is a great smoker, and my delight at that moment made me forget his tasteless sneers at my favourite mixture. But my joy was short-lived, for, no sooner had I forced open the lid than a biscuit-box jumped up. The expression is not an exaggeration, for it was a patent biscuit box, and the spring had slipped, thus enabling the box to expand suddenly. We cannot discover how the spring works; but that is no great matter. I have four other patent biscuit-boxes.

A Dublin lady sent me a letter, saying that she had forwarded me that day a little wedding-gift. It has never reached me; but I did not like to tell her so. She did not say what the little gift was, and after a few days I wrote her a reply, thanking her for "her charming present." I have since seen her husband, and from a casual remark he let fall I learn that the present was a biscuit-box. Only to ladies did I reply in this courteous manner. Where the donors were men I took to acknowledging their biscuit-boxes stiffly on a post-card, and in my mind I even drew up a lithographed form of reply: "Dear (space left for name), I thank you heartily for the biscuit-box you so kindly sent me. Yours makes the ——" (space for "tenth," or "fifteenth," as the case may be).

It must not be thought that we only got seventeen biscuit-boxes in all. I got sixteen (including the two awaiting my return from the wedding journey), and M. got seven; so that we really received twenty-three. M., however, exchanged all hers except one, and she wanted me to ask my friends to exchange mine. Unfortunately, though I knew who had sent me biscuit-boxes, I could not say who was the donor of any particular box. By way of experiment I sent back one box to my old friend Lindsay, explaining to him that I would feel obliged if he would send something else in its place

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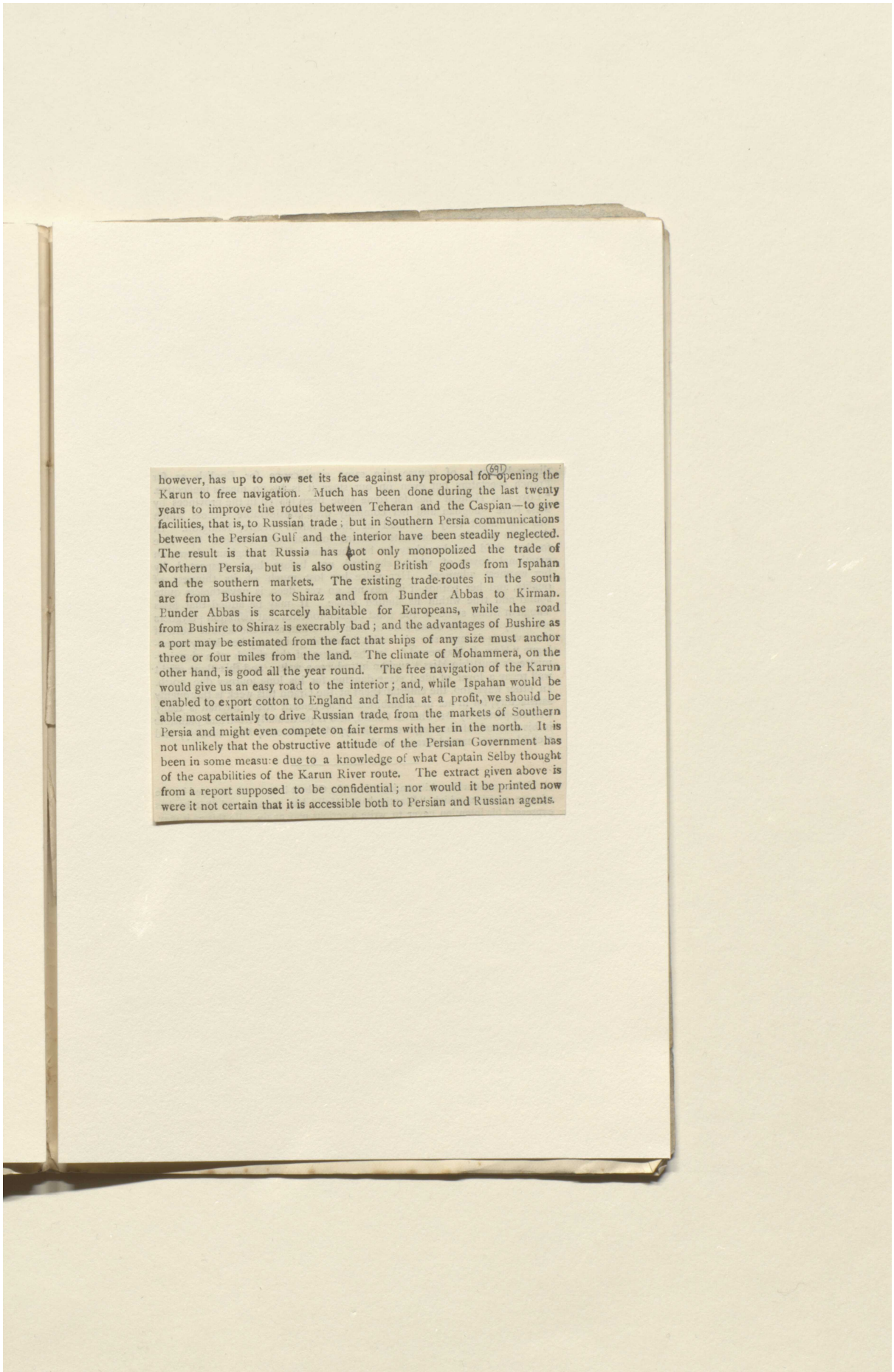

however, has up to now set its face against any proposal for opening the (691)
Karun to free navigation. Much has been done during the last twenty years to improve the routes between Teheran and the Caspian—to give facilities, that is, to Russian trade; but in Southern Persia communications between the Persian Gulf and the interior have been steadily neglected. The result is that Russia has not only monopolized the trade of Northern Persia, but is also ousting British goods from Ispahan and the southern markets. The existing trade-routes in the south are from Bushire to Shiraz and from Bunder Abbas to Kirman. Bunder Abbas is scarcely habitable for Europeans, while the road from Bushire to Shiraz is execrably bad; and the advantages of Bushire as a port may be estimated from the fact that ships of any size must anchor three or four miles from the land. The climate of Mohammera, on the other hand, is good all the year round. The free navigation of the Karun would give us an easy road to the interior; and, while Ispahan would be enabled to export cotton to England and India at a profit, we should be able most certainly to drive Russian trade from the markets of Southern Persia and might even compete on fair terms with her in the north. It is not unlikely that the obstructive attitude of the Persian Government has been in some measure due to a knowledge of what Captain Selby thought of the capabilities of the Karun River route. The extract given above is from a report supposed to be confidential; nor would it be printed now were it not certain that it is accessible both to Persian and Russian agents.

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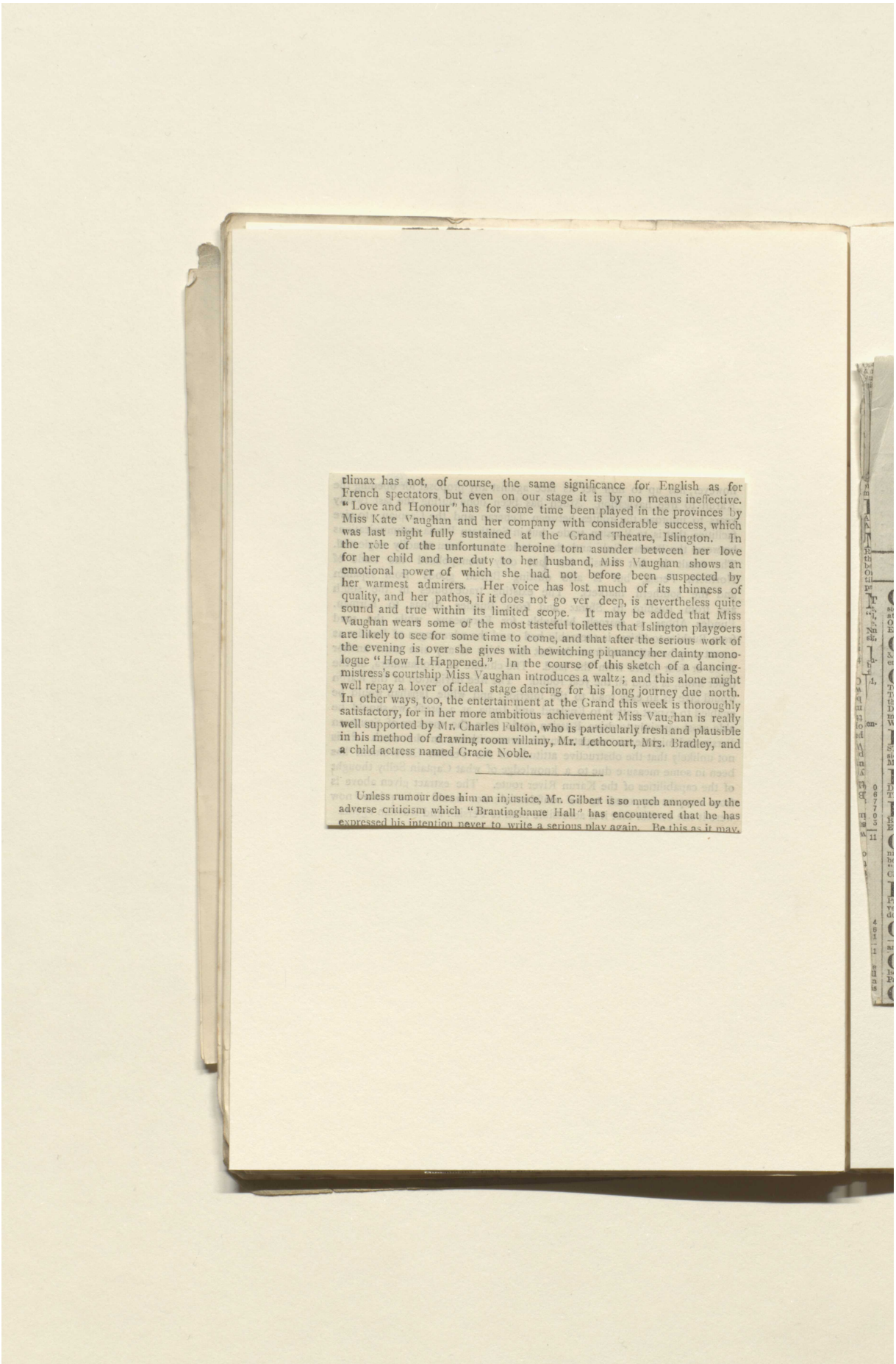

climax has not, of course, the same significance for English as for French spectators but even on our stage it is by no means ineffective. "Love and Honour" has for some time been played in the provinces by Miss Kate Vaughan and her company with considerable success, which was last night fully sustained at the Grand Theatre, Islington. In the rôle of the unfortunate heroine torn asunder between her love for her child and her duty to her husband, Miss Vaughan shows an emotional power of which she had not before been suspected by her warmest admirers. Her voice has lost much of its thinness of quality, and her pathos, if it does not go ver deep, is nevertheless quite sound and true within its limited scope. It may be added that Miss Vaughan wears some of the most tasteful toilettes that Islington playgoers are likely to see for some time to come, and that after the serious work of the evening is over she gives with bewitching piquancy her dainty monologue "How It Happened." In the course of this sketch of a dancing-mistress's courtship Miss Vaughan introduces a waltz; and this alone might well repay a lover of ideal stage dancing for his long journey due north. In other ways, too, the entertainment at the Grand this week is thoroughly satisfactory, for in her more ambitious achievement Miss Vaughan is really well supported by Mr. Charles Fulton, who is particularly fresh and plausible in his method of drawing room villainy, Mr. Lethcourt, Mrs. Bradley, and a child actress named Gracie Noble.

Unless rumour does him an injustice, Mr. Gilbert is so much annoyed by the adverse criticism which "Brantinghame Hall" has encountered that he has expressed his intention never to write a serious play again. Be this as it may,

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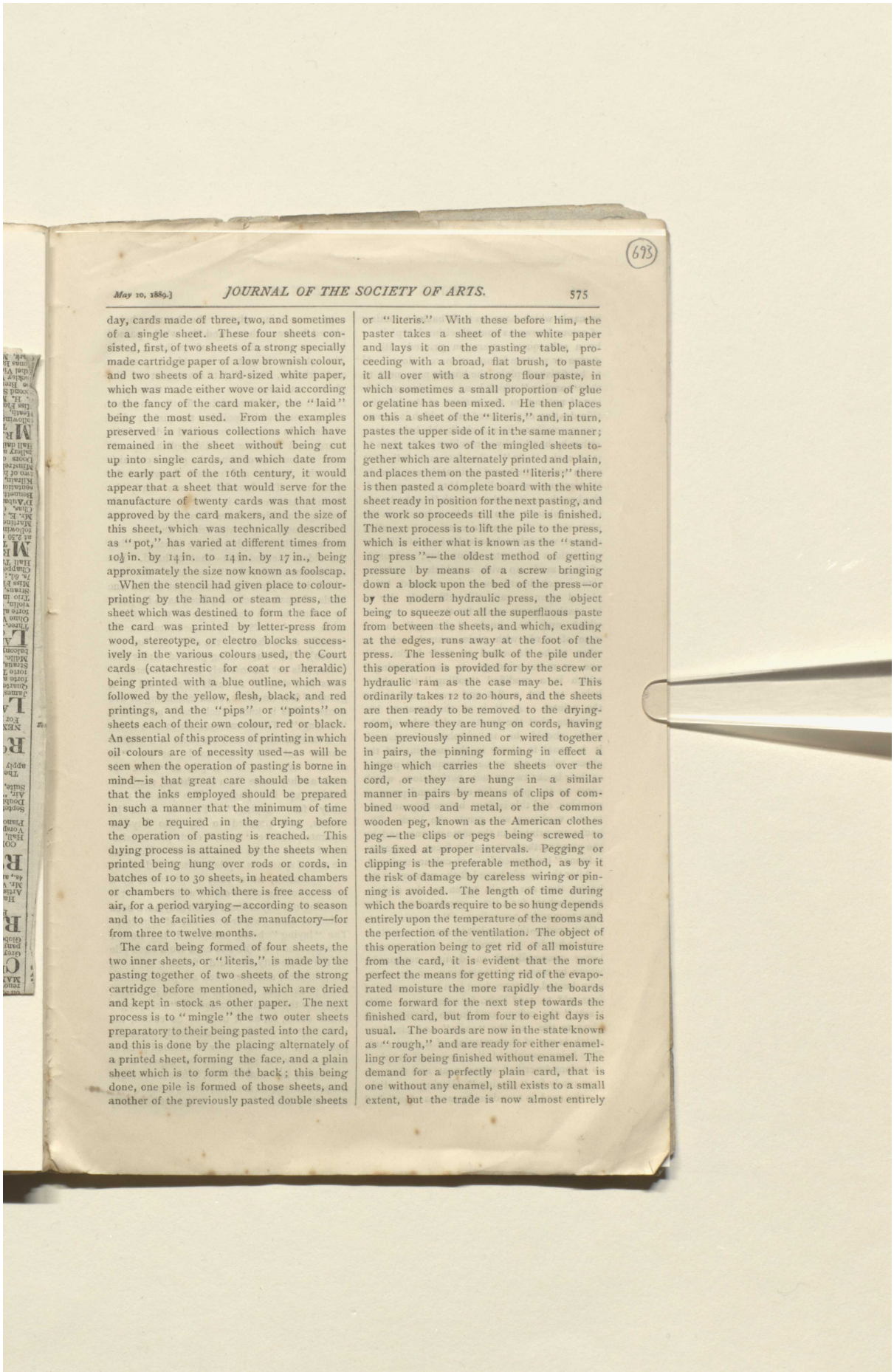

day, cards made of three, two, and sometimes of a single sheet. These four sheets consisted, first, of two sheets of a strong specially made cartridge paper of a low brownish colour, and two sheets of a hard-sized white paper, which was made either wove or laid according to the fancy of the card maker, the "laid" being the most used. From the examples preserved in various collections which have remained in the sheet without being cut up into single cards, and which date from the early part of the 16th century, it would appear that a sheet that would serve for the manufacture of twenty cards was that most approved by the card makers, and the size of this sheet, which was technically described as "pot," has varied at different times from 10½ in. by 14 in. to 14 in. by 17 in., being approximately the size now known as foolscap.

When the stencil had given place to colour-printing by the hand or steam press, the sheet which was destined to form the face of the card was printed by letter-press from wood, stereotype, or electro blocks successively in the various colours used, the Court cards (catachrestic for coat or heraldic) being printed with a blue outline, which was followed by the yellow, flesh, black, and red printings, and the "pips" or "points" on sheets each of their own colour, red or black. An essential of this process of printing in which oil colours are of necessity used—as will be seen when the operation of pasting is borne in mind—is that great care should be taken that the inks employed should be prepared in such a manner that the minimum of time may be required in the drying before the operation of pasting is reached. This drying process is attained by the sheets when printed being hung over rods or cords, in batches of 10 to 30 sheets, in heated chambers or chambers to which there is free access of air, for a period varying—according to season and to the facilities of the manufactory—for from three to twelve months.

The card being formed of four sheets, the two inner sheets, or "literis," is made by the pasting together of two sheets of the strong cartridge before mentioned, which are dried and kept in stock as other paper. The next process is to "mingle" the two outer sheets preparatory to their being pasted into the card, and this is done by the placing alternately of a printed sheet, forming the face, and a plain sheet which is to form the back; this being done, one pile is formed of those sheets, and another of the previously pasted double sheets or "literis." With these before him, the paster takes a sheet of the white paper and lays it on the pasting table, proceeding with a broad, flat brush, to paste it all over with a strong flour paste, in which sometimes a small proportion of glue or gelatine has been mixed. He then places on this a sheet of the "literis," and, in turn, pastes the upper side of it in the same manner; he next takes two of the mingled sheets together which are alternately printed and plain, and places them on the pasted "literis;" there is then pasted a complete board with the white sheet ready in position for the next pasting, and the work so proceeds till the pile is finished. The next process is to lift the pile to the press, which is either what is known as the "standing press"—the oldest method of getting pressure by means of a screw bringing down a block upon the bed of the press—or by the modern hydraulic press, the object being to squeeze out all the superfluous paste from between the sheets, and which, exuding at the edges, runs away at the foot of the press. The lessening bulk of the pile under this operation is provided for by the screw or hydraulic ram as the case may be. This ordinarily takes 12 to 20 hours, and the sheets are then ready to be removed to the drying-room, where they are hung on cords, having been previously pinned or wired together in pairs, the pinning forming in effect a hinge which carries the sheets over the cord, or they are hung in a similar manner in pairs by means of clips of combined wood and metal, or the common wooden peg, known as the American clothes peg—the clips or pegs being screwed to rails fixed at proper intervals. Pegging or clipping is the preferable method, as by it the risk of damage by careless wiring or pinning is avoided. The length of time during which the boards require to be so hung depends entirely upon the temperature of the rooms and the perfection of the ventilation. The object of this operation being to get rid of all moisture from the card, it is evident that the more perfect the means for getting rid of the evaporated moisture the more rapidly the boards come forward for the next step towards the finished card, but from four to eight days is usual. The boards are now in the state known as "rough," and are ready for either enamelling or for being finished without enamel. The demand for a perfectly plain card, that is one without any enamel, still exists to a small extent, but the trade is now almost entirely

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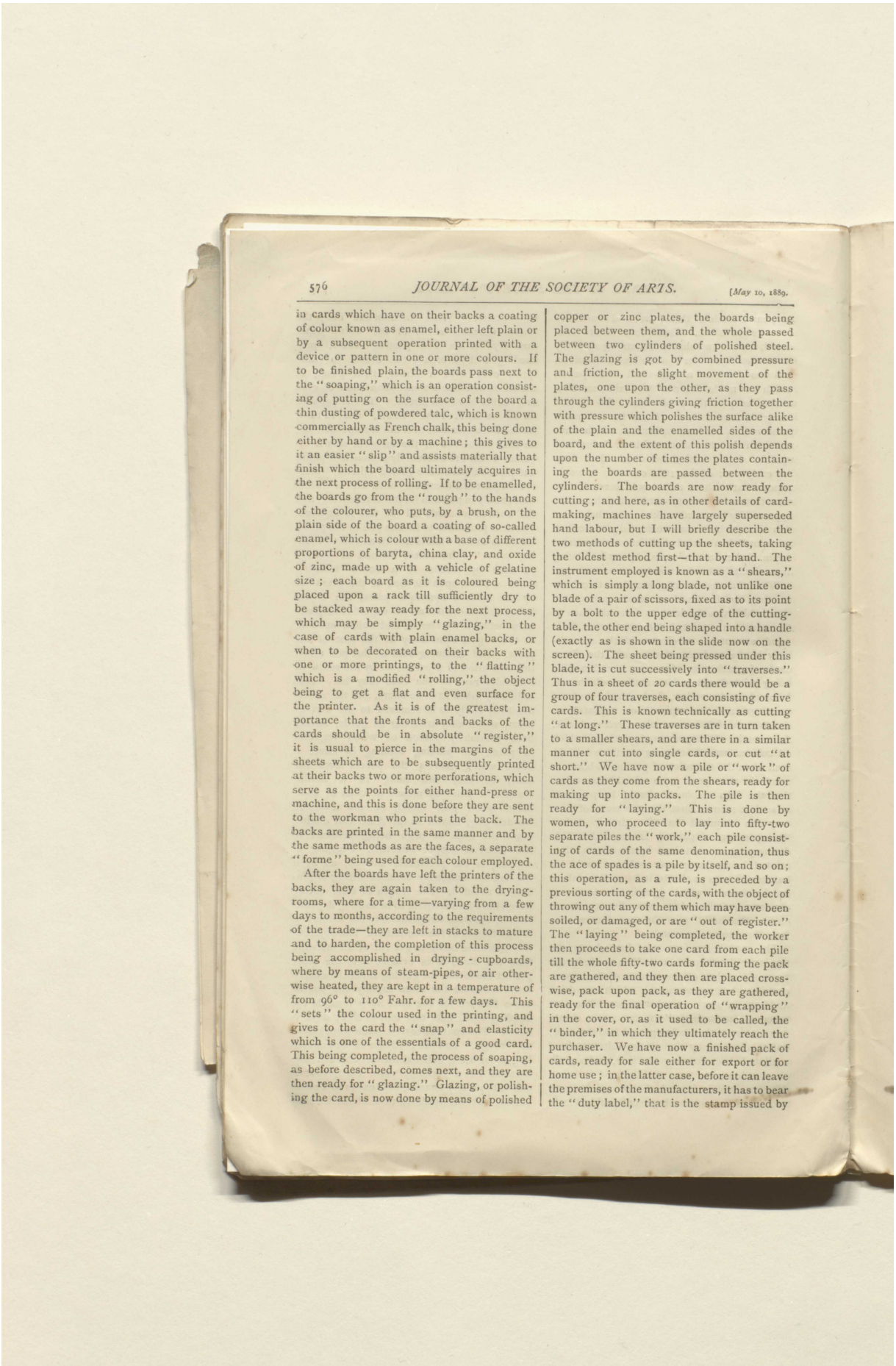

in cards which have on their backs a coating of colour known as enamel, either left plain or by a subsequent operation printed with a device or pattern in one or more colours. If to be finished plain, the boards pass next to the "soaping," which is an operation consisting of putting on the surface of the board a thin dusting of powdered talc, which is known commercially as French chalk, this being done either by hand or by a machine; this gives to it an easier "slip" and assists materially that finish which the board ultimately acquires in the next process of rolling. If to be enamelled, the boards go from the "rough" to the hands of the colourer, who puts, by a brush, on the plain side of the board a coating of so-called enamel, which is colour with a base of different proportions of baryta, china clay, and oxide of zinc, made up with a vehicle of gelatine size; each board as it is coloured being placed upon a rack till sufficiently dry to be stacked away ready for the next process, which may be simply "glazing," in the case of cards with plain enamel backs, or when to be decorated on their backs with one or more printings, to the "flatting" which is a modified "rolling," the object being to get a flat and even surface for the printer. As it is of the greatest importance that the fronts and backs of the cards should be in absolute "register," it is usual to pierce in the margins of the sheets which are to be subsequently printed at their backs two or more perforations, which serve as the points for either hand-press or machine, and this is done before they are sent to the workman who prints the back. The backs are printed in the same manner and by the same methods as are the faces, a separate "forme" being used for each colour employed.

After the boards have left the printers of the backs, they are again taken to the drying-rooms, where for a time—varying from a few days to months, according to the requirements of the trade—they are left in stacks to mature and to harden, the completion of this process being accomplished in drying-cupboards, where by means of steam-pipes, or air otherwise heated, they are kept in a temperature of from 96° to 110° Fahr. for a few days. This "sets" the colour used in the printing, and gives to the card the "snap" and elasticity which is one of the essentials of a good card. This being completed, the process of soaping, as before described, comes next, and they are then ready for "glazing." Glazing, or polishing the card, is now done by means of polished copper or zinc plates, the boards being placed between them, and the whole passed between two cylinders of polished steel. The glazing is got by combined pressure and friction, the slight movement of the plates, one upon the other, as they pass through the cylinders giving friction together with pressure which polishes the surface alike of the plain and the enamelled sides of the board, and the extent of this polish depends upon the number of times the plates containing the boards are passed between the cylinders. The boards are now ready for cutting; and here, as in other details of card-making, machines have largely superseded hand labour, but I will briefly describe the two methods of cutting up the sheets, taking the oldest method first—that by hand. The instrument employed is known as a "shears," which is simply a long blade, not unlike one blade of a pair of scissors, fixed as to its point by a bolt to the upper edge of the cutting-table, the other end being shaped into a handle (exactly as is shown in the slide now on the screen). The sheet being pressed under this blade, it is cut successively into "traverses." Thus in a sheet of 20 cards there would be a group of four traverses, each consisting of five cards. This is known technically as cutting "at long." These traverses are in turn taken to a smaller shears, and are there in a similar manner cut into single cards, or cut "at short." We have now a pile or "work" of cards as they come from the shears, ready for making up into packs. The pile is then ready for "laying." This is done by women, who proceed to lay into fifty-two separate piles the "work," each pile consisting of cards of the same denomination, thus the ace of spades is a pile by itself, and so on; this operation, as a rule, is preceded by a previous sorting of the cards, with the object of throwing out any of them which may have been soiled, or damaged, or are "out of register." The "laying" being completed, the worker then proceeds to take one card from each pile till the whole fifty-two cards forming the pack are gathered, and they then are placed cross-wise, pack upon pack, as they are gathered, ready for the final operation of "wrapping" in the cover, or, as it used to be called, the "binder," in which they ultimately reach the purchaser. We have now a finished pack of cards, ready for sale either for export or for home use; in the latter case, before it can leave the premises of the manufacturers, it has to bear the "duty label," that is the stamp issued by

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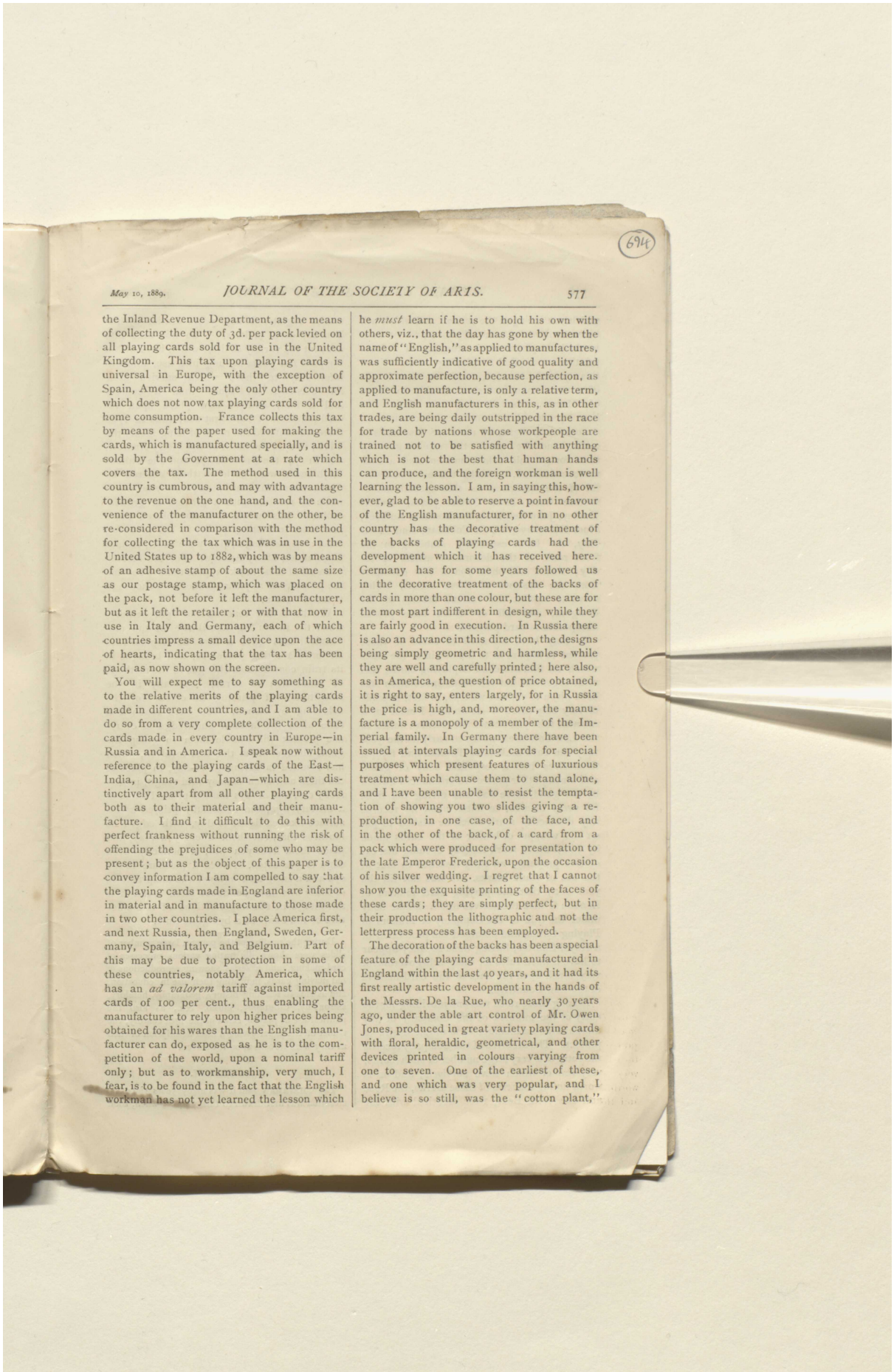

the Inland Revenue Department, as the means of collecting the duty of 3d. per pack levied on all playing cards sold for use in the United Kingdom. This tax upon playing cards is universal in Europe, with the exception of Spain, America being the only other country which does not now tax playing cards sold for home consumption. France collects this tax by means of the paper used for making the cards, which is manufactured specially, and is sold by the Government at a rate which covers the tax. The method used in this country is cumbrous, and may with advantage to the revenue on the one hand, and the convenience of the manufacturer on the other, be re-considered in comparison with the method for collecting the tax which was in use in the United States up to 1882, which was by means of an adhesive stamp of about the same size as our postage stamp, which was placed on the pack, not before it left the manufacturer, but as it left the retailer; or with that now in use in Italy and Germany, each of which countries impress a small device upon the ace of hearts, indicating that the tax has been paid, as now shown on the screen.

You will expect me to say something as to the relative merits of the playing cards made in different countries, and I am able to do so from a very complete collection of the cards made in every country in Europe—in Russia and in America. I speak now without reference to the playing cards of the East—India, China, and Japan—which are distinctively apart from all other playing cards both as to their material and their manufacture. I find it difficult to do this with perfect frankness without running the risk of offending the prejudices of some who may be present; but as the object of this paper is to convey information I am compelled to say that the playing cards made in England are inferior in material and in manufacture to those made in two other countries. I place America first, and next Russia, then England, Sweden, Germany, Spain, Italy, and Belgium. Part of this may be due to protection in some of these countries, notably America, which has an *ad valorem* tariff against imported cards of 100 per cent., thus enabling the manufacturer to rely upon higher prices being obtained for his wares than the English manufacturer can do, exposed as he is to the competition of the world, upon a nominal tariff only; but as to workmanship, very much, I fear, is to be found in the fact that the English workman has not yet learned the lesson which he *must* learn if he is to hold his own with others, viz., that the day has gone by when the name of "English," as applied to manufactures, was sufficiently indicative of good quality and approximate perfection, because perfection, as applied to manufacture, is only a relative term, and English manufacturers in this, as in other trades, are being daily outstripped in the race for trade by nations whose workpeople are trained not to be satisfied with anything which is not the best that human hands can produce, and the foreign workman is well learning the lesson. I am, in saying this, however, glad to be able to reserve a point in favour of the English manufacturer, for in no other country has the decorative treatment of the backs of playing cards had the development which it has received here. Germany has for some years followed us in the decorative treatment of the backs of cards in more than one colour, but these are for the most part indifferent in design, while they are fairly good in execution. In Russia there is also an advance in this direction, the designs being simply geometric and harmless, while they are well and carefully printed; here also, as in America, the question of price obtained, it is right to say, enters largely, for in Russia the price is high, and, moreover, the manufacture is a monopoly of a member of the Imperial family. In Germany there have been issued at intervals playing cards for special purposes which present features of luxurious treatment which cause them to stand alone, and I have been unable to resist the temptation of showing you two slides giving a reproduction, in one case, of the face, and in the other of the back, of a card from a pack which were produced for presentation to the late Emperor Frederick, upon the occasion of his silver wedding. I regret that I cannot show you the exquisite printing of the faces of these cards; they are simply perfect, but in their production the lithographic and not the letterpress process has been employed.

The decoration of the backs has been a special feature of the playing cards manufactured in England within the last 40 years, and it had its first really artistic development in the hands of the Messrs. De la Rue, who nearly 30 years ago, under the able art control of Mr. Owen Jones, produced in great variety playing cards with floral, heraldic, geometrical, and other devices printed in colours varying from one to seven. One of the earliest of these, and one which was very popular, and I believe is so still, was the "cotton plant,"

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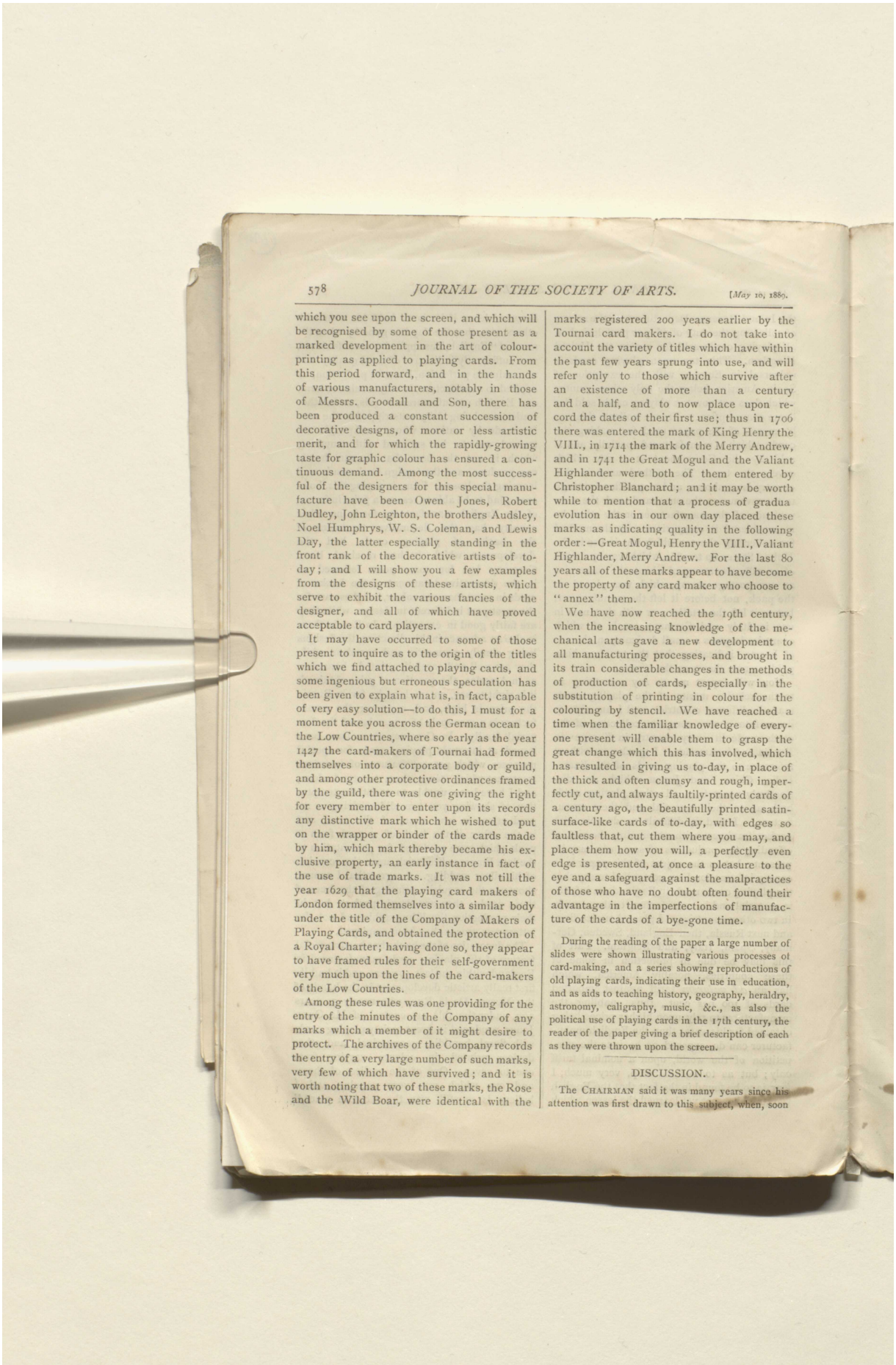

which you see upon the screen, and which will be recognised by some of those present as a marked development in the art of colour-printing as applied to playing cards. From this period forward, and in the hands of various manufacturers, notably in those of Messrs. Goodall and Son, there has been produced a constant succession of decorative designs, of more or less artistic merit, and for which the rapidly-growing taste for graphic colour has ensured a continuous demand. Among the most successful of the designers for this special manufacture have been Owen Jones, Robert Dudley, John Leighton, the brothers Audsley, Noel Humphrys, W. S. Coleman, and Lewis Day, the latter especially standing in the front rank of the decorative artists of to-day; and I will show you a few examples from the designs of these artists, which serve to exhibit the various fancies of the designer, and all of which have proved acceptable to card players.

It may have occurred to some of those present to inquire as to the origin of the titles which we find attached to playing cards, and some ingenious but erroneous speculation has been given to explain what is, in fact, capable of very easy solution—to do this, I must for a moment take you across the German ocean to the Low Countries, where so early as the year 1427 the card-makers of Tournai had formed themselves into a corporate body or guild, and among other protective ordinances framed by the guild, there was one giving the right for every member to enter upon its records any distinctive mark which he wished to put on the wrapper or binder of the cards made by him, which mark thereby became his exclusive property, an early instance in fact of the use of trade marks. It was not till the year 1629 that the playing card makers of London formed themselves into a similar body under the title of the Company of Makers of Playing Cards, and obtained the protection of a Royal Charter; having done so, they appear to have framed rules for their self-government very much upon the lines of the card-makers of the Low Countries.

Among these rules was one providing for the entry of the minutes of the Company of any marks which a member of it might desire to protect. The archives of the Company records the entry of a very large number of such marks, very few of which have survived; and it is worth noting that two of these marks, the Rose and the Wild Boar, were identical with the marks registered 200 years earlier by the Tournai card makers. I do not take into account the variety of titles which have within the past few years sprung into use, and will refer only to those which survive after an existence of more than a century and a half, and to now place upon record the dates of their first use; thus in 1706 there was entered the mark of King Henry the VIII., in 1714 the mark of the Merry Andrew, and in 1741 the Great Mogul and the Valiant Highlander were both of them entered by Christopher Blanchard; and it may be worth while to mention that a process of gradua evolution has in our own day placed these marks as indicating quality in the following order:—Great Mogul, Henry the VIII., Valiant Highlander, Merry Andrew. For the last 80 years all of these marks appear to have become the property of any card maker who choose to "annex" them.

We have now reached the 19th century, when the increasing knowledge of the mechanical arts gave a new development to all manufacturing processes, and brought in its train considerable changes in the methods of production of cards, especially in the substitution of printing in colour for the colouring by stencil. We have reached a time when the familiar knowledge of everyone present will enable them to grasp the great change which this has involved, which has resulted in giving us to-day, in place of the thick and often clumsy and rough, imperfectly cut, and always faultily-printed cards of a century ago, the beautifully printed satin-surface-like cards of to-day, with edges so faultless that, cut them where you may, and place them how you will, a perfectly even edge is presented, at once a pleasure to the eye and a safeguard against the malpractices of those who have no doubt often found their advantage in the imperfections of manufacture of the cards of a bye-gone time.

During the reading of the paper a large number of slides were shown illustrating various processes of card-making, and a series showing reproductions of old playing cards, indicating their use in education, and as aids to teaching history, geography, heraldry, astronomy, caligraphy, music, &c., as also the political use of playing cards in the 17th century, the reader of the paper giving a brief description of each as they were thrown upon the screen.

DISCUSSION.

The CHAIRMAN said it was many years since his attention was first drawn to this subject, when, soon

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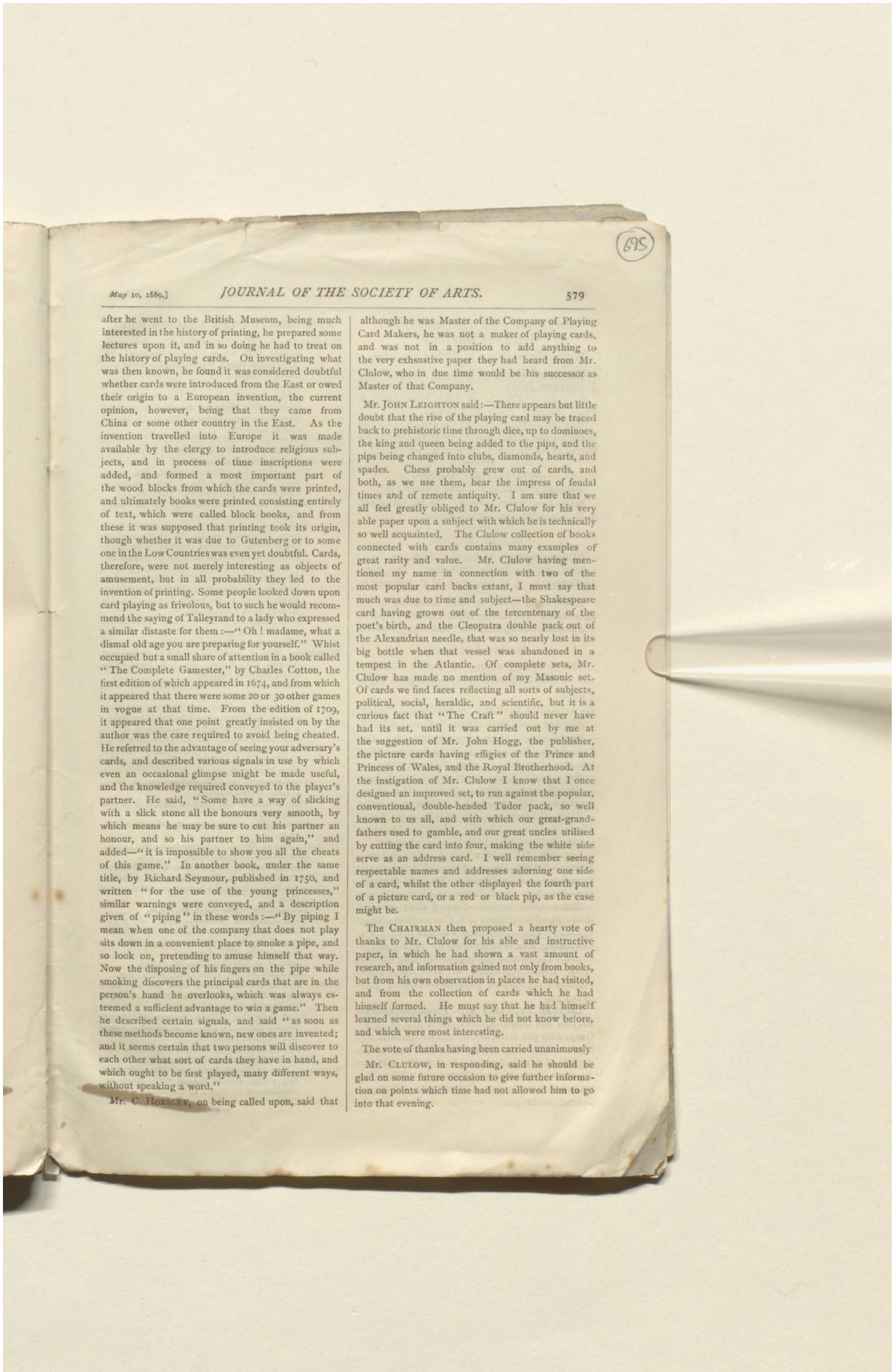

after he went to the British Museum, being much interested in the history of printing, he prepared some lectures upon it, and in so doing he had to treat on the history of playing cards. On investigating what was then known, he found it was considered doubtful whether cards were introduced from the East or owed their origin to a European invention, the current opinion, however, being that they came from China or some other country in the East. As the invention travelled into Europe it was made available by the clergy to introduce religious subjects, and in process of time inscriptions were added, and formed a most important part of the wood blocks from which the cards were printed, and ultimately books were printed consisting entirely of text, which were called block books, and from these it was supposed that printing took its origin, though whether it was due to Gutenberg or to some one in the Low Countries was even yet doubtful. Cards, therefore, were not merely interesting as objects of amusement, but in all probability they led to the invention of printing. Some people looked down upon card playing as frivolous, but to such he would recommend the saying of Talleyrand to a lady who expressed a similar distaste for them :—"Oh! madame, what a dismal old age you are preparing for yourself." Whist occupied but a small share of attention in a book called "The Complete Gamester," by Charles Cotton, the first edition of which appeared in 1674, and from which it appeared that there were some 20 or 30 other games in vogue at that time. From the edition of 1709, it appeared that one point greatly insisted on by the author was the care required to avoid being cheated. He referred to the advantage of seeing your adversary's cards, and described various signals in use by which even an occasional glimpse might be made useful, and the knowledge required conveyed to the player's partner. He said, "Some have a way of slicking with a slick stone all the honours very smooth, by which means he may be sure to cut his partner an honour, and so his partner to him again," and added—"it is impossible to show you all the cheats of this game." In another book, under the same title, by Richard Seymour, published in 1750, and written "for the use of the young princesses," similar warnings were conveyed, and a description given of "piping" in these words :—"By piping I mean when one of the company that does not play sits down in a convenient place to smoke a pipe, and so look on, pretending to amuse himself that way. Now the disposing of his fingers on the pipe while smoking discovers the principal cards that are in the person's hand he overlooks, which was always esteemed a sufficient advantage to win a game." Then he described certain signals, and said "as soon as these methods become known, new ones are invented; and it seems certain that two persons will discover to each other what sort of cards they have in hand, and which ought to be first played, many different ways, without speaking a word."

Mr. C. Horsley, on being called upon, said that although he was Master of the Company of Playing Card Makers, he was not a maker of playing cards, and was not in a position to add anything to the very exhsustive paper they had heard from Mr. Clulow, who in due time would be his successor as Master of that Company.

Mr. John Leighton said :—There appears but little doubt that the rise of the playing card may be traced back to prehistoric time through dice, up to dominoes, the king and queen being added to the pips, and the pips being changed into clubs, diamonds, hearts, and spades. Chess probably grew out of cards, and both, as we use them, bear the impress of feudal times and of remote antiquity. I am sure that we all feel greatly obliged to Mr. Clulow for his very able paper upon a subject with which he is technically so well acquainted. The Clulow collection of books connected with cards contains many examples of great rarity and value. Mr. Clulow having mentioned my name in connection with two of the most popular card backs extant, I must say that much was due to time and subject—the Shakespeare card having grown out of the tercentenary of the poet's birth, and the Cleopatra double pack out of the Alexandrian needle, that was so nearly lost in its big bottle when that vessel was abandoned in a tempest in the Atlantic. Of complete sets, Mr. Clulow has made no mention of my Masonic set. Of cards we find faces reflecting all sorts of subjects, political, social, heraldic, and scientific, but it is a curious fact that "The Craft" should never have had its set, until it was carried out by me at the suggestion of Mr. John Hogg, the publisher, the picture cards having effigies of the Prince and Princess of Wales, and the Royal Brotherhood. At the instigation of Mr. Clulow I know that I once designed an improved set, to run against the popular, conventional, double-headed Tudor pack, so well known to us all, and with which our great-grandfathers used to gamble, and our great uncles utilised by cutting the card into four, making the white side serve as an address card. I well remember seeing respectable names and addresses adorning one side of a card, whilst the other displayed the fourth part of a picture card, or a red or black pip, as the case might be.

The Chairman then proposed a hearty vote of thanks to Mr. Clulow for his able and instructive paper, in which he had shown a vast amount of research, and information gained not only from books, but from his own observation in places he had visited, and from the collection of cards which he had himself formed. He must say that he had himself learned several things which he did not know before, and which were most interesting.

The vote of thanks having been carried unanimously

Mr. Clulow, in responding, said he should be glad on some future occasion to give further information on points which time had not allowed him to go into that evening.

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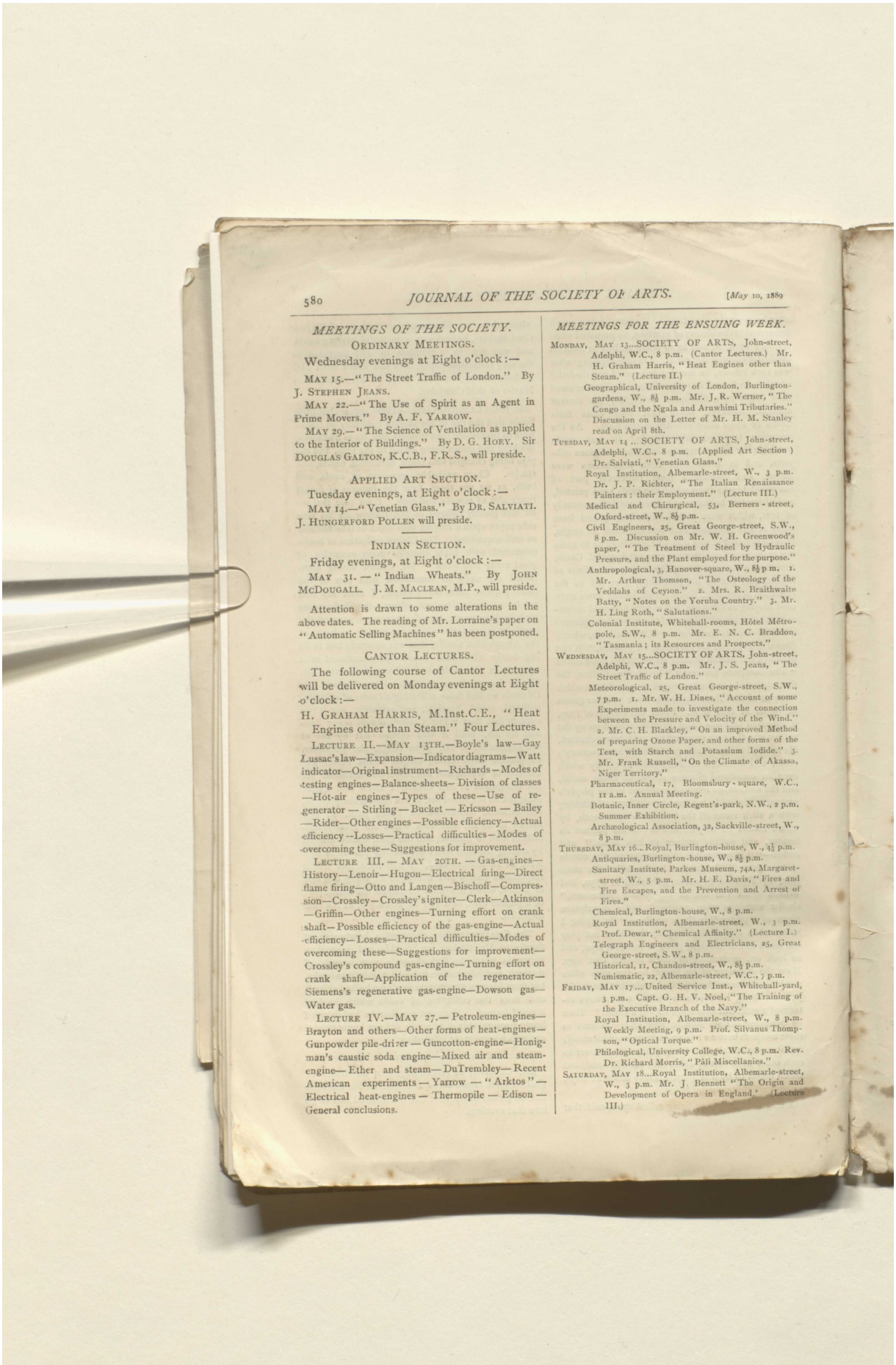

MEETINGS OF THE SOCIETY.

ORDINARY MEETINGS.

Wednesday evenings at Eight o'clock:—

MAY 15.—"The Street Traffic of London." By J. STEPHEN JEANS.

MAY 22.—"The Use of Spirit as an Agent in Prime Movers." By A. F. YARROW.

MAY 29.—"The Science of Ventilation as applied to the Interior of Buildings." By D. G. HORY. Sir DOUGLAS GALTON, K.C.B., F.R.S., will preside.

APPLIED ART SECTION.

Tuesday evenings, at Eight o'clock:—

MAY 14.—"Venetian Glass." By DR. SALVIATI. J. HUNGERFORD POLLEN will preside.

INDIAN SECTION.

Friday evenings, at Eight o'clock:—

MAY 31.—"Indian Wheats." By JOHN MCDOUGALL. J. M. MACLEAN, M.P., will preside.

Attention is drawn to some alterations in the above dates. The reading of Mr. Lorraine's paper on "Automatic Selling Machines" has been postponed.

CANTOR LECTURES.

The following course of Cantor Lectures will be delivered on Monday evenings at Eight o'clock:—

H. GRAHAM HARRIS, M.Inst.C.E., "Heat Engines other than Steam." Four Lectures.

LECTURE II.—MAY 13TH.—Boyle's law—Gay Lussac's law—Expansion—Indicator diagrams—Watt indicator—Original instrument—Richards—Modes of testing engines—Balance-sheets—Division of classes—Hot-air engines—Types of these—Use of regenerator—Stirling—Bucket—Ericsson—Bailey—Rider—Other engines—Possible efficiency—Actual efficiency—Losses—Practical difficulties—Modes of overcoming these—Suggestions for improvement.

LECTURE III.—MAY 20TH.—Gas-engines—History—Lenoir—Hugon—Electrical firing—Direct flame firing—Otto and Langen—Bischoff—Compression—Crossley—Crossley's igniter—Clerk—Atkinson—Griffin—Other engines—Turning effort on crank shaft—Possible efficiency of the gas-engine—Actual efficiency—Losses—Practical difficulties—Modes of overcoming these—Suggestions for improvement—Crossley's compound gas-engine—Turning effort on crank shaft—Application of the regenerator—Siemens's regenerative gas-engine—Dowson gas—Water gas.

LECTURE IV.—MAY 27.—Petroleum-engines—Brayton and others—Other forms of heat-engines—Gunpowder pile-driver—Guncotton-engine—Honigman's caustic soda engine—Mixed air and steam-engine—Ether and steam—DuTrembley—Recent American experiments—Yarrow—"Arktos"—Electrical heat-engines—Thermopile—Edison—General conclusions.

MEETINGS FOR THE ENSUING WEEK.

MONDAY, MAY 13...SOCIETY OF ARTS, John-street, Adelphi, W.C., 8 p.m. (Cantor Lectures.) Mr. H. Graham Harris, "Heat Engines other than Steam." (Lecture II.)
Geographical, University of London, Burlington-gardens, W., 8½ p.m. Mr. J. R. Werner, "The Congo and the Ngala and Aruwhimi Tributaries." Discussion on the Letter of Mr. H. M. Stanley read on April 8th.

TUESDAY, MAY 14...SOCIETY OF ARTS, John-street, Adelphi, W.C., 8 p.m. (Applied Art Section) Dr. Salviati, "Venetian Glass."
Royal Institution, Albemarle-street, W., 3 p.m. Dr. J. P. Richter, "The Italian Renaissance Painters: their Employment." (Lecture III.)
Medical and Chirurgical, 53, Berners-street, Oxford-street, W., 8½ p.m.
Civil Engineers, 25, Great George-street, S.W., 8 p.m. Discussion on Mr. W. H. Greenwood's paper, "The Treatment of Steel by Hydraulic Pressure, and the Plant employed for the purpose."
Anthropological, 3, Hanover-square, W., 8½ p.m. 1. Mr. Arthur Thomson, "The Osteology of the Veddahs of Ceylon." 2. Mrs. R. Braithwaite Batty, "Notes on the Yoruba Country." 3. Mr. H. Ling Roth, "Salutations."
Colonial Institute, Whitehall-rooms, Hôtel Métropole, S.W., 8 p.m. Mr. E. N. C. Braddon, "Tasmania; its Resources and Prospects."

WEDNESDAY, MAY 15...SOCIETY OF ARTS, John-street, Adelphi, W.C., 8 p.m. Mr. J. S. Jeans, "The Street Traffic of London."
Meteorological, 25, Great George-street, S.W., 7 p.m. 1. Mr. W. H. Dines, "Account of some Experiments made to investigate the connection between the Pressure and Velocity of the Wind." 2. Mr. C. H. Blackley, "On an improved Method of preparing Ozone Paper, and other forms of the Test, with Starch and Potassium Iodide." 3. Mr. Frank Russell, "On the Climate of Akassa, Niger Territory."
Pharmaceutical, 17, Bloomsbury-square, W.C., 11 a.m. Annual Meeting.
Botanic, Inner Circle, Regent's-park, N.W., 2 p.m. Summer Exhibition.
Archæological Association, 32, Sackville-street, W., 8 p.m.

THURSDAY, MAY 16...Royal, Burlington-house, W., 4½ p.m.
Antiquaries, Burlington-house, W., 8½ p.m.
Sanitary Institute, Parkes Museum, 74A, Margaret-street, W., 5 p.m. Mr. H. E. Davis, "Fires and Fire Escapes, and the Prevention and Arrest of Fires."
Chemical, Burlington-house, W., 8 p.m.
Royal Institution, Albemarle-street, W., 3 p.m. Prof. Dewar, "Chemical Affinity." (Lecture I.)
Telegraph Engineers and Electricians, 25, Great George-street, S.W., 8 p.m.
Historical, 11, Chandos-street, W., 8½ p.m.
Numismatic, 22, Albemarle-street, W.C., 7 p.m.

FRIDAY, MAY 17...United Service Inst., Whitehall-yard, 3 p.m. Capt. G. H. V. Noel, "The Training of the Executive Branch of the Navy."
Royal Institution, Albemarle-street, W., 8 p.m. Weekly Meeting, 9 p.m. Prof. Silvanus Thompson, "Optical Torque."
Philological, University College, W.C., 8 p.m. Rev. Dr. Richard Morris, "Pâli Miscellanies."

SATURDAY, MAY 18...Royal Institution, Albemarle-street, W., 3 p.m. Mr. J. Bennett "The Origin and Development of Opera in England." (Lecture III.)

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The London Sanitary Protection Association.

The Association has no Share Capital and cannot be used for purpose of profit.
The Members of Council give their services gratuitously.
PRESIDENT - THE DUKE OF ARGYLL, P.C., K.T., K.G.

THE OBJECTS OF THE ASSOCIATION ARE—To provide its Members, at moderate cost with such advice and supervision as shall insure the proper sanitary condition of their own dwellings.

Apply to the Secretary, 1, ADAM STREET, ADELPHI, W.C. (Second Floor.



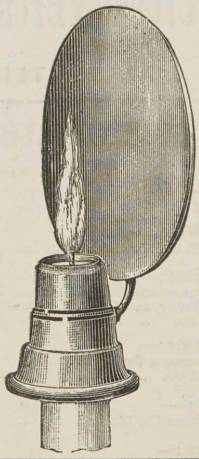
5s. per lb. **HANDS' Afternoon TEA.** **5s.** per lb.

(THE PERFECTION OF TEA.)

In the present rage for cheap Tea it may seem extravagant to pay 5s. per pound, although at this price it only costs 5-8ths of one penny per Cup, including milk and sugar. The *Standard* of the 10th of September states that, at Uji, in Japan,
SOME TEAS ARE VALUED AT 60/- A POUND.
Connoisseurs in Tea should try a Sample Half-pound of HANDS' AFTERNOON TEA, free by post on receipt of Postal Order or Stamps for Two Shillings and Sixpence.

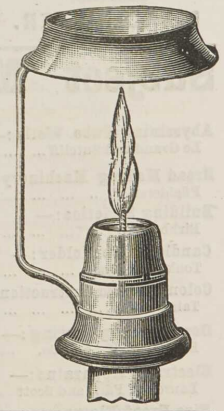
F. ALLEN, Limited, PROPRIETORS. } 155A, UPPER THAMES STREET, E.C.; 3, CHURCH PASSAGE, GUILDHALL; AND FOUNTAIN COURT, ALDERMANPURY.

"THE PERFECT"
AUTOMATIC SHADE
AND
REFLECTOR HOLDER.



This Holder does not require readjustment, as it always maintains the level of the flame falling gradually as the candle burns away. The slots arrest the conduction of heat, consequently neither the Holder nor the candle below them becomes heated. The candle maintaining throughout its upright position, there is no overflow of grease, nor risk of the shade taking fire.

The Side Reflector is especially pleasant for persons reading by candle-light, as it cuts off the direct rays from the eyes, and throws them on the book; it is for a like reason very useful in the sick chamber.



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TONKS & SONS,
MOSELEY STREET, BIRMINGHAM.

A sample pair of Holders for 2/3, and of Reflectors for 2/9, in postage stamps, post free.

ESTABLISHED 1790.
THE "WASH-OUT" CLOSET.
(PATENT.)



REFUSE IMITATIONS. SEE THAT THE REGISTERED TRADE MARK "WASH-OUT"
Is printed inside the basin. None are genuine without this.
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JAMES WOODWARD & ROWLEY,
SWADLINCOTE. NEAR BURTON ON-TRENT.
PRICE LISTS ON APPLICATION.

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Crossley's New 5-Man power "OTTO" GAS ENGINE, with Dynamo combined.

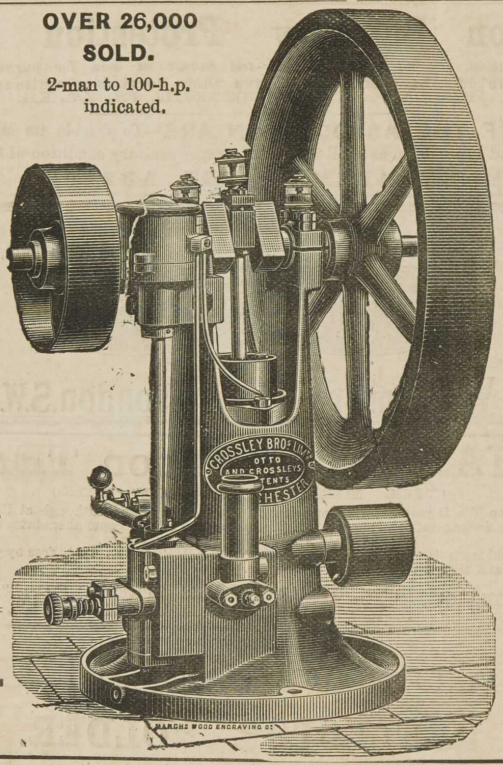
SUITABLE FOR FILLING 6 TO 8 20-C.P. INCANDESCENT LAMPS.

Dynamos can be disconnected at pleasure and Engines used for other purposes

Can be supplied with pumps combined for Domestic Supply.

OVER 26,000 SOLD.

2-man to 100-h.p. indicated.



Crossley's New DOMESTIC "OTTO" GAS ENGINE,

Gives off ¾ h.-p. on the Brake.

SUITABLE FOR:—

Private Houses.
Hotels, Clubs.
Ventilation.
Printing Offices.
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Crossley Bros. LIMITED, MANCHESTER.

Crossley Bros. LIMITED, MANCHESTER.

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INSURANCE COMPANIES.

Accident Insurance Company
(LIMITED).

10, ST. SWITHIN'S-LANE, E.C.

General Accidents. | Personal Injuries.
Railway Accidents. | Death by Accident.

C. HARDING, Manager.

Eagle Insurance Company,
79, PALL MALL, LONDON, S.W.

CHAIRMAN—SIR GEORGE RUSSELL, BART., M.P.

THE ASSURANCE FUND, £2,611,586, invested upon first-class Securities and yielding nearly 4½ per cent. interest, is now upwards of 36 per cent. of the total liabilities of the Company, and 14 times the amount of the Annual Premiums payable. FAVOURABLE RATES for Endowment Assurances. INTERIM BONUSES have always been given. MODERATE EXPENSES.

G. HUMPHREYS, Actuary and Secretary.

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SOCIETY, No. 6, NEW BRIDGE-STREET, BLACKFRIARS, LONDON, E.C. Established 1823. Directors—Henry Barnett, Esq., Chairman; The Right Hon. E. Pleydell Bouverie, Deputy-Chairman; Robert Crawford Antrobus, Esq.; Charles Arthur Barclay, Esq.; Michael Biddulph, Esq., M.P.; Alfred Buckley, Esq.; John Harman, Esq.; C. H. W. ACourt Repington, Esq.; Sir G. Kettilby Rickards, K.C.B.; Alfred Sartoris, Esq.; Sir Augustus Keppel Stephenson, K.C.B.; Right Hon. Lord Sudeley. The lowest rates of Premium on the Mutual System for young and middle-aged lives, with early participation in profits.

Imperial Fire Insurance Company,
ESTABLISHED 1803.

1, OLD BROAD-STREET, AND 22, PALL-MALL, LONDON.

Moderate Rates. Undoubted Security. Prompt and Liberal Settlement of Claims.

Subscribed Capital, £1,200,000; Paid-up Capital, £300,000; Invested Assets (Capital and Reserves), over £1,600,000.

General Manager, E. COZENS SMITH.

TELEPHONE No. 169.

The Leaseholders' Fund
CORPORATION, LIMITED.
72, CHEAPSIDE LONDON, E.C.

CHAIRMAN - - - - SIR RICHARD NICHOLSON.

This Corporation secures to owners of household property and others the return of Capital at the termination of leases, or any other fixed period, by means of policies subject to small annual payments.

For prospectuses apply to the Manager, MARTIN VIGERS.

INVESTMENT—1872-1887.

Refund of all Premiums paid,
with Compound Interest thereon from 4 to 5 per cent., as well as Insurance against Death throughout the term, have been secured by Endowment Policies now maturing.

ANNUITIES GRANTED ON FAVOURABLE TERMS.
Full particulars on application.

NEW YORK LIFE INSURANCE COMPANY,
76 & 77, CHEAPSIDE, E.C.

J. FISHER SMITH, General Manager.

NORTHERN
FIRE LIFE
ESTAB° 1836
ASSURANCE COMPANY
HEAD OFFICES
LONDON & ABERDEEN
ACCUMULATED FUNDS (1888) £3.421.000.

GOLD MEDAL, PARIS, 1878.

JOSEPH GILLOTT'S
STEEL PENS.

SOLD BY ALL STATIONERS THROUGHOUT THE WORLD.

GISHURSTINE
KEEPS BOOTS DRY.

Gardening, Fishing, Shooting Walking, Ladies' and Children's. Makes leather soft, has no smell, polishes with blacking.

Sold by Seedsmen and Oilmen, in Boxes, 6d. and 1s. each Wholesale by Price's Patent Candle Company, Limited.

Stephens' Inks

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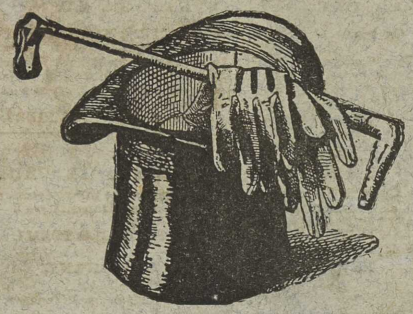
TELEGRAMS—"HATTERIE, LONDON."



TELEPHONE 3822!!!

"Ye Hatterie."

Specially Patronised by

Her Majesty The Queen.
H.R.H. the Prince of Wales.
H.R.H the Princess of Wales.
H.I.M. the Empress Victoria of Germany.
T.R.H. the Duke and Duchess of Connaught.
H.R.H. the Princess Beatrice.
The Empress Eugenie.
The Imperial Family of Germany.
The Imperial Family of Russia.
The Royal Family of the Netherlands.
The Royal Family of Denmark.
The Royal Family of Belgium.
The Royal Family of Spain.
The Royal Family of Sweden.
&c., &c.

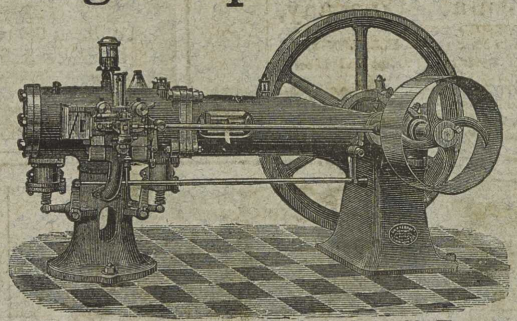
"SANS SOUCI" HATS.
(Registered Trade Mark.)

HENRY HEATH,
105. 107. 109. OXFORD ST.

ONLY ADDRESS. Established in the Reign of King George.

THE "GRIFFIN"
Patent High Speed Gas Engine.

CHEAPEST,
SIMPLEST,
AND
Most Economical.



AT THE SOCIETY OF ARTS' TRIAL OF GAS ENGINES THE
"GRIFFIN" ENGINE
WAS AWARDED A
GOLD MEDAL.

Double-Acting Horizontal Engines, from 1 to 20 Horse-Power.

SOLE MAKERS AND LICENSEES,

DICK, KERR & CO.,

101, Leadenhall-street, LONDON; and 98, Mitchell-street, GLASGOW.
London Show Room: 76, QUEEN VICTORIA-STREET, E.C.
Manchester Agent: GEORGE SIMPSON, 45, Cross-street.
WORKS: BRITANNIA ENGINEERING WORKS, KILMARNOCK, N.B.
Also Sole Makers of KERR'S PATENT PORTABLE RAILWAY AND ROLLING STOCK.

**** All communications respecting Advertisements to be addressed to the Manager, "Journal of the Society of Arts," [illegible], London.*

London: Printed by WILLIAM TROUNCE, at his office, No. 10, Gough-square, Fleet-street, in the Parish of St. Dunstan, in the County of Middlesex, and Published for the Society of Arts by GEORGE BELL AND SONS, York-street, in the Parish of St. Paul, Covent-garden, in the City of Westminster, May 10, 1889.

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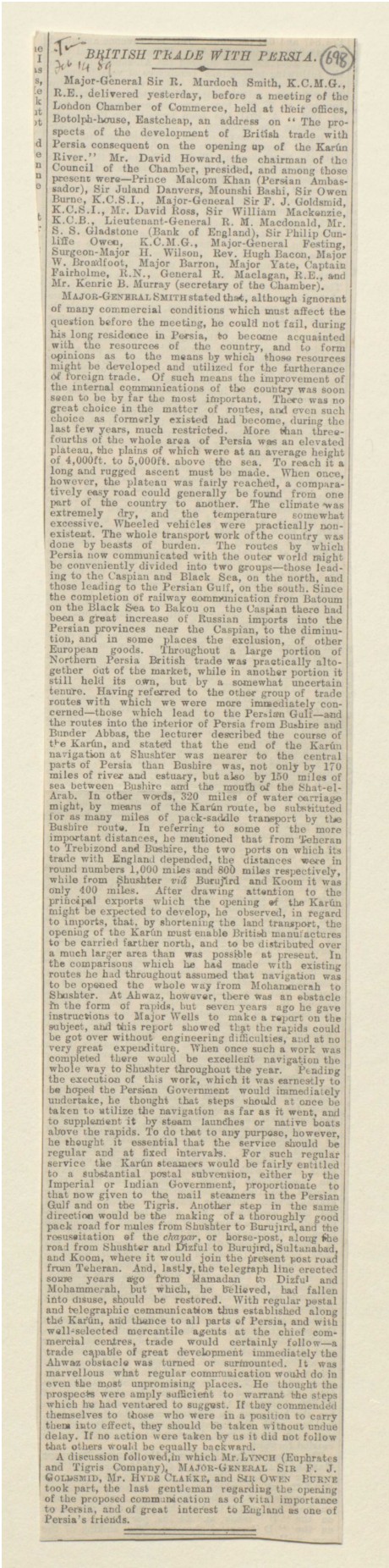

BRITISH TRADE WITH PERSIA.

(698)

Major-General Sir R. Murdoch Smith, K.C.M.G., R.E., delivered yesterday, before a meeting of the London Chamber of Commerce, held at their offices, Botolph-house, Eastcheap, an address on "The prospects of the development of British trade with Persia consequent on the opening up of the Karún River." Mr. David Howard, the chairman of the Council of the Chamber, presided, and among those present were—Prince Malcom Khan (Persian Ambassador), Sir Juland Danvers, Mounshi Bashi, Sir Owen Burne, K.C.S.I., Major-General Sir F. J. Goldsmid, K.C.S.I., Mr. David Ross, Sir William Mackenzie, K.C.B., Lieutenant-General R. M. Macdonald, Mr. S. S. Gladstone (Bank of England), Sir Philip Cunliffe Owen, K.C.M.G., Major-General Festing, Surgeon-Major H. Wilson, Rev. Hugh Bacon, Major W. Broadfoot, Major Barron, Major Yate, Captain Fairholme, R.N., General R. Maclagan, R.E., and Mr. Kenric B. Murray (secretary of the Chamber).

Major-General Smith stated that, although ignorant of many commercial conditions which must affect the question before the meeting, he could not fail, during his long residence in Persia, to become acquainted with the resources of the country, and to form opinions as to the means by which those resources might be developed and utilized for the furtherance of foreign trade. Of such means the improvement of the internal communications of the country was soon seen to be by far the most important. There was no great choice in the matter of routes, and even such choice as formerly existed had become, during the last few years, much restricted. More than three-fourths of the whole area of Persia was an elevated plateau, the plains of which were at an average height of 4,000ft. to 5,000ft. above the sea. To reach it a long and rugged ascent must be made. When once, however, the plateau was fairly reached, a comparatively easy road could generally be found from one part of the country to another. The climate was extremely dry, and the temperature somewhat excessive. Wheeled vehicles were practically non-existent. The whole transport work of the country was done by beasts of burden. The routes by which Persia now communicated with the outer world might be conveniently divided into two groups—those leading to the Caspian and Black Sea, on the north, and those leading to the Persian Gulf, on the south. Since the completion of railway communication from Batoum on the Black Sea to Bakou on the Caspian there had been a great increase of Russian imports into the Persian provinces near the Caspian, to the diminution, and in some places the exclusion, of other European goods. Throughout a large portion of Northern Persia British trade was practically altogether out of the market, while in another portion it still held its own, but by a somewhat uncertain tenure. Having referred to the other group of trade routes with which we were more immediately concerned—those which lead to the Persian Gulf—and the routes into the interior of Persia from Bushire and Bunder Abbas, the lecturer described the course of the Karún, and stated that the end of the Karún navigation at Shushter was nearer to the central parts of Persia than Bushire was, not only by 170 miles of river and estuary, but also by 150 miles of sea between Bushire and the mouth of the Shat-el-Arab. In other words, 320 miles of water carriage might, by means of the Karún route, be substituted for as many miles of pack-saddle transport by the Bushire route. In referring to some of the more important distances, he mentioned that from Teheran to Trebizond and Bushire, the two ports on which its trade with England depended, the distances were in round numbers 1,000 miles and 800 miles respectively, while from Shushter *viâ* Burujird and Koom it was only 400 miles. After drawing attention to the principal exports which the opening of the Karún might be expected to develop, he observed, in regard to imports, that, by shortening the land transport, the opening of the Karún must enable British manufactures to be carried farther north, and to be distributed over a much larger area than was possible at present. In the comparisons which he had made with existing routes he had throughout assumed that navigation was to be opened the whole way from Mohammerah to Shushter. At Ahwaz, however, there was an obstacle in the form of rapids, but seven years ago he gave instructions to Major Wells to make a report on the subject, and this report showed that the rapids could be got over without engineering difficulties, and at no very great expenditure. When once such a work was completed there would be excellent navigation the whole way to Shushter throughout the year. Pending the execution of this work, which it was earnestly to be hoped the Persian Government would immediately undertake, he thought that steps should at once be taken to utilize the navigation as far as it went, and to supplement it by steam launches or native boats above the rapids. To do that to any purpose, however, he thought it essential that the service should be regular and at fixed intervals. For such regular service the Karún steamers would be fairly entitled to a substantial postal subvention, either by the Imperial or Indian Government, proportionate to that now given to the mail steamers in the Persian Gulf and on the Tigris. Another step in the same direction would be the making of a thoroughly good pack road for mules from Shushter to Burujird, and the resuscitation of the *chapar*, or horse-post, along the road from Shushter and Dizful to Burujird, Sultanabad, and Koom, where it would join the present post road from Teheran. And, lastly, the telegraph line erected some years ago from Ramadan to Dizful and Mohammerah, but which, he believed, had fallen into disuse, should be restored. With regular postal and telegraphic communication thus established along the Karún, and thence to all parts of Persia, and with well-selected mercantile agents at the chief commercial centres, trade would certainly follow—a trade capable of great development immediately the Ahwaz obstacle was turned or surmounted. It was marvellous what regular communication would do in even the most unpromising places. He thought the prospects were amply sufficient to warrant the steps which he had ventured to suggest. If they commended themselves to those who were in a position to carry them into effect, they should be taken without undue delay. If no action were taken by us it did not follow that others would be equally backward.

A discussion followed, in which Mr. Lynch (Euphrates and Tigris Company), Major-General Sir F. J. Goldsmid, Mr. Hyde Clarke, and Sir Owen Burne took part, the last gentleman regarding the opening of the proposed communication as of vital importance to Persia, and of great interest to England as one of Persia's friends.

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£74,847 and 6¼ per cent. The net revenue amounted to £48,940, against £41,561. Ships of a total tonnage of £397,996 tons entered the Alexandra Dock in the following proportions (exclusive of vessels entering for use of dry docks only) viz. :—Steamships 310,046 tons ; sailing ships, 87,950 tons—an increased tonnage of 37,491 tons over the corresponding half of 1887. A Bill has been deposited in Parliament authorizing the company to dispose of their undertaking to one or more of the companies mentioned in the Bill. Negotiations are proceeding for this purpose with the North-Eastern Railway Company, the results of which will be stated to the proprietors at the meeting, and may form the basis of an agreement to be embodied in the Bill, which will be submitted to the proprietors for their approval or otherwise, at a special meeting, of which due notice will be given.

The half-yearly meeting of the MIDLAND GREAT WESTERN RAILWAY of IRELAND was held yesterday at Dublin, Sir Ralph Cusack presiding. The report of the directors stated that there was a net increase in the working of the line of £10,245 as compared with the corresponding period of the previous year. The net revenue account, after providing for payment of working expenses, interest on loans and debenture stocks, and rents of leased lines, shows an available surplus of £86,666. The dividends on the preference stock amount to £21,279, leaving a balance of £65,387, out of which the directors recommend that a dividend be paid at the rate of 4½ per cent. per annum on the consolidated stock of the company, carrying forward the sum of £12,062 to the credit of the next half-year's account. The chairman said that the traffic receipts had increased during the half-year by £10,247, and the increase during the whole year amounted to £17,520, while the expenditure was only 46½ per cent. The result was that the dividend was higher than it had been for ten years. He took a very cheerful view of their prospects for the future. The report was adopted.

The 105th half-yearly general meeting of the SOUTHAMPTON DOCK Company was held yesterday at the offices, Bishopsgate-street within. Mr. S. Macnaghten presided, and in moving the adoption of the report observed that for the last seven half years they had been in a state of famine, but he hoped to be able to show them that there was a brighter future before the company. They were enabled to declare a dividend at the rate of 1 per cent. per annum on the ordinary stock, which some persons had thought was in a state of perdition. The expenditure on capital account in the past half year had been entirely confined to the new deep water dock. It was only two years and ten months since the Act was obtained authorizing the South-Western Railway Company to subscribe £250,000 towards the construction of the new deep water dock, which would have been ready for opening in May next had it not been for an untoward accident, but they hoped that in the autumn the dock would be open for the purpose of admitting ships of the largest size. The gross earnings for the year 1888 had been £97,277, or £7,889 more than those for 1887 ; but comparing the working of the past half-year with that of the corresponding period of 1887 the result was still more satisfactory, the gross earnings for the past six months having been £48,163, or £7,267 more than those of the December half of 1887. Although they were comparing with a half-year in which they had had the benefit of the naval review, 95 more ships had entered their dock in the past six months than in the corresponding period of 1887. Perhaps the most satisfactory point he could mention with respect to their working in the half-year was that although the total receipts had been more the total charges had been 3·24 per cent. less than those for the December half of 1887. Deducting £1,500 from the suspense account, as it stood last year, there remained a balance of £7,496, which was mainly composed of two very heavy items of expenditure incurred in the restitution of the pumping engines and in making a new pair of gates for the inner dock. They would be fairly entitled to spread this suspense account over a few more half-years. The Harbour Commissioners of Southampton had undertaken extensive dredging operations, which would greatly facilitate the working of the new dock by enabling ships of the largest size to enter and leave the dock at all states of the tide. This was a measure which reflected the greatest credit on the Harbour Commissioners. The South-Western Railway Company had accelerated their trains in such a manner that one could now reach Southampton from London in an hour and 39 minutes. That had placed Southampton in favourable contrast with other places, and gave them something like a hope in the distant future of its becoming the Liverpool of the south. The advantages of Southampton consisted mainly in the fact of having eight hours of the 24 available for docking and undocking ships. A new line was about to be opened by the South-Western Company connecting Portsmouth more immediately with Southampton. Their earnings for last month had largely exceeded those for January, 1888. He congratulated them on the reduction in the outstandings. Mr. E. S. Norris, M.P., seconded the motion. The chairman, in answer to questions, stated that their claims on the South-Western Company had been under consideration for years, but when that company seasonably came to their rescue with a subscription of £250,000 towards the construction of the company's new dock, they thought the time was not opportune for pressing their claims, which, however, were in abeyance ; they had not been abandoned. For some months their superintendent and the manager of the railway company had been in communication on the subject. The Hon. R. H. Dutton, subsequently stated that any claim of the dock company (of which he is a director) would be fairly considered by the railway company (of which he is chairman). The motion was unanimously adopted, and resolutions were afterwards passed declaring the dividends recommended and re-appointing the retiring directors and auditors.

The report of the directors of the NEW EXPLOSIVES Company (Limited) for the 12 months ending December 31, 1888, states that during the latter part of the period the business was not so satisfactory as at the commencement. The profit and loss account shows that there is an available balance of £4,971 after adding £2,000 to the reserve fund, making the total £8,000, and it is recommended that the sum of £4,500, being at the rate of 10 per cent. per annum for the half-year, be divided among the shareholders, making, with the interim dividends already paid, 17½ per cent. for the year, leaving the sum of £471 to be carried forward.

The report of the directors of the BARNET DISTRICT GAS and WATER Company for the half-year ended December 31 states that the profit balance amounts to £10,832, out of which they recommend a dividend, less income-tax, at the rate of 7 per cent. per annum on the "A" and "C" stocks, 6 per cent. per annum on the "B" stock, and £4 18s. per cent. per annum on the "D" capital (water). The sinking of the new well at [illegible] of the new engine pumping

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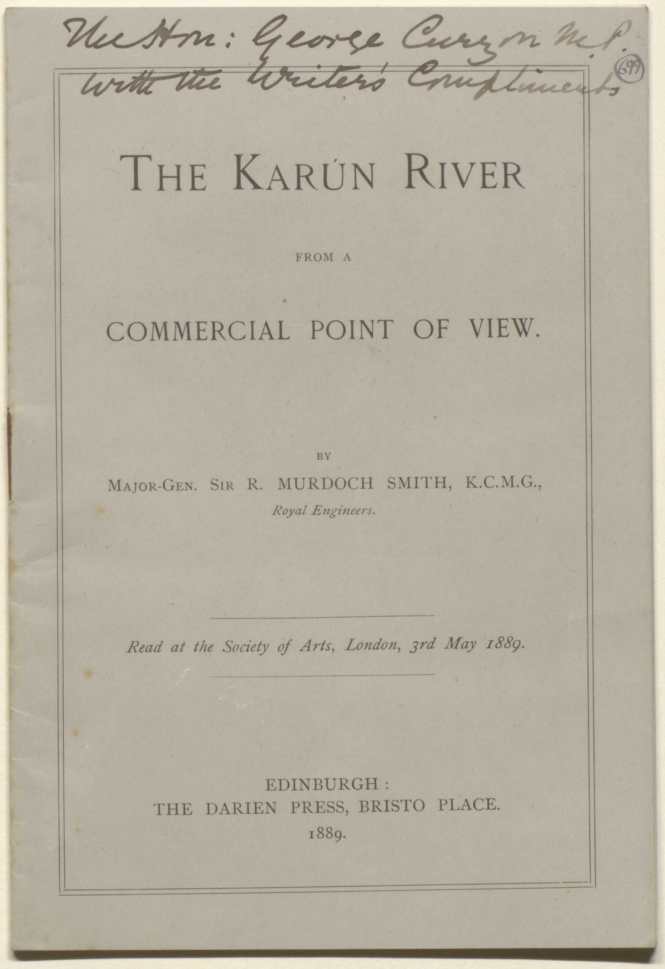

The Hon: George Curzon M.P.
with the Writer's Compliments

THE KARÚN RIVER

FROM A

COMMERCIAL POINT OF VIEW.

BY

MAJOR-GEN. SIR R. MURDOCH SMITH, K.C.M.G.,
Royal Engineers.

Read at the Society of Arts, London, 3rd May 1889.

EDINBURGH:
THE DARIEN PRESS, BRISTO PLACE.
1889.

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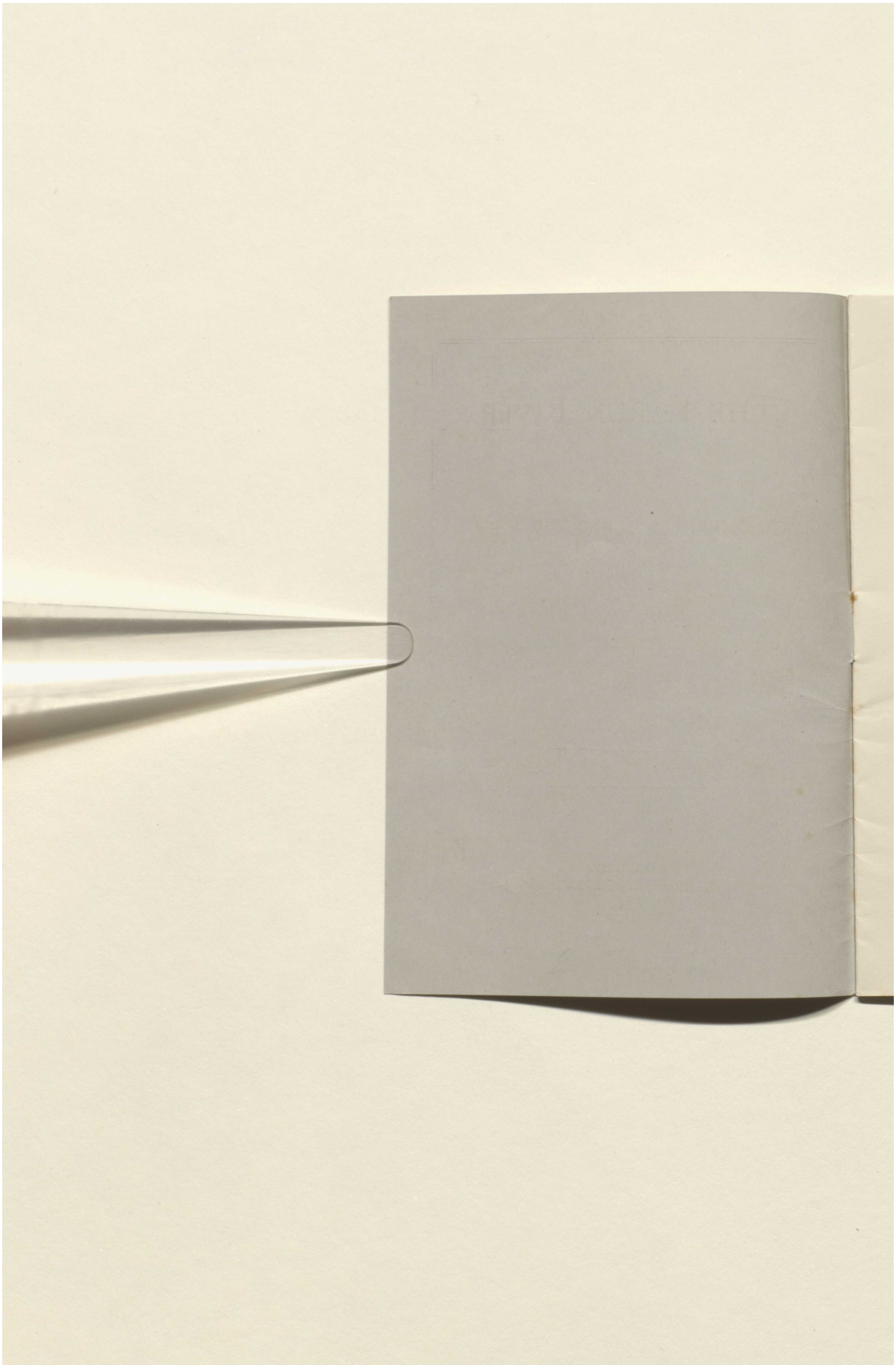

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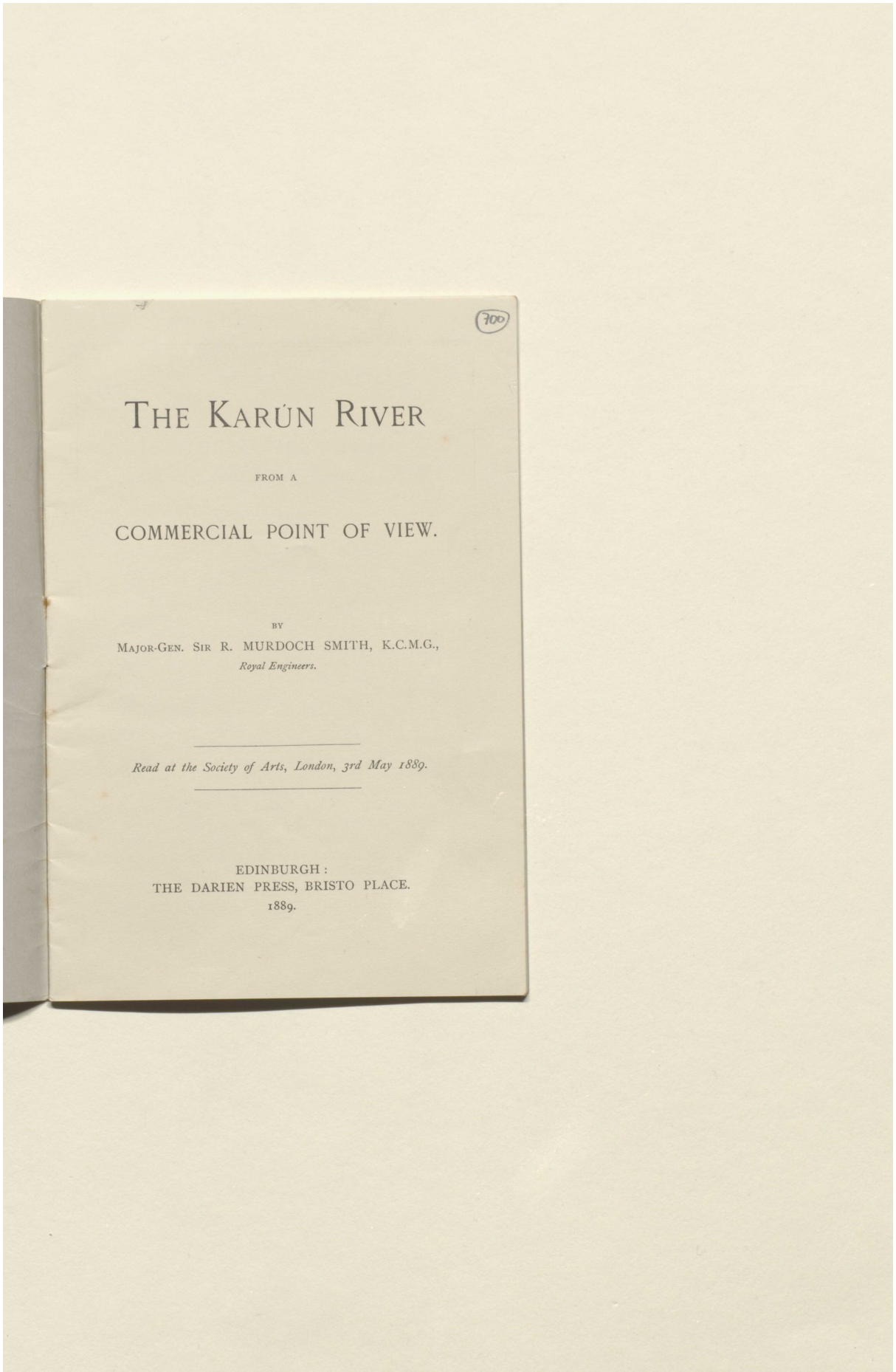

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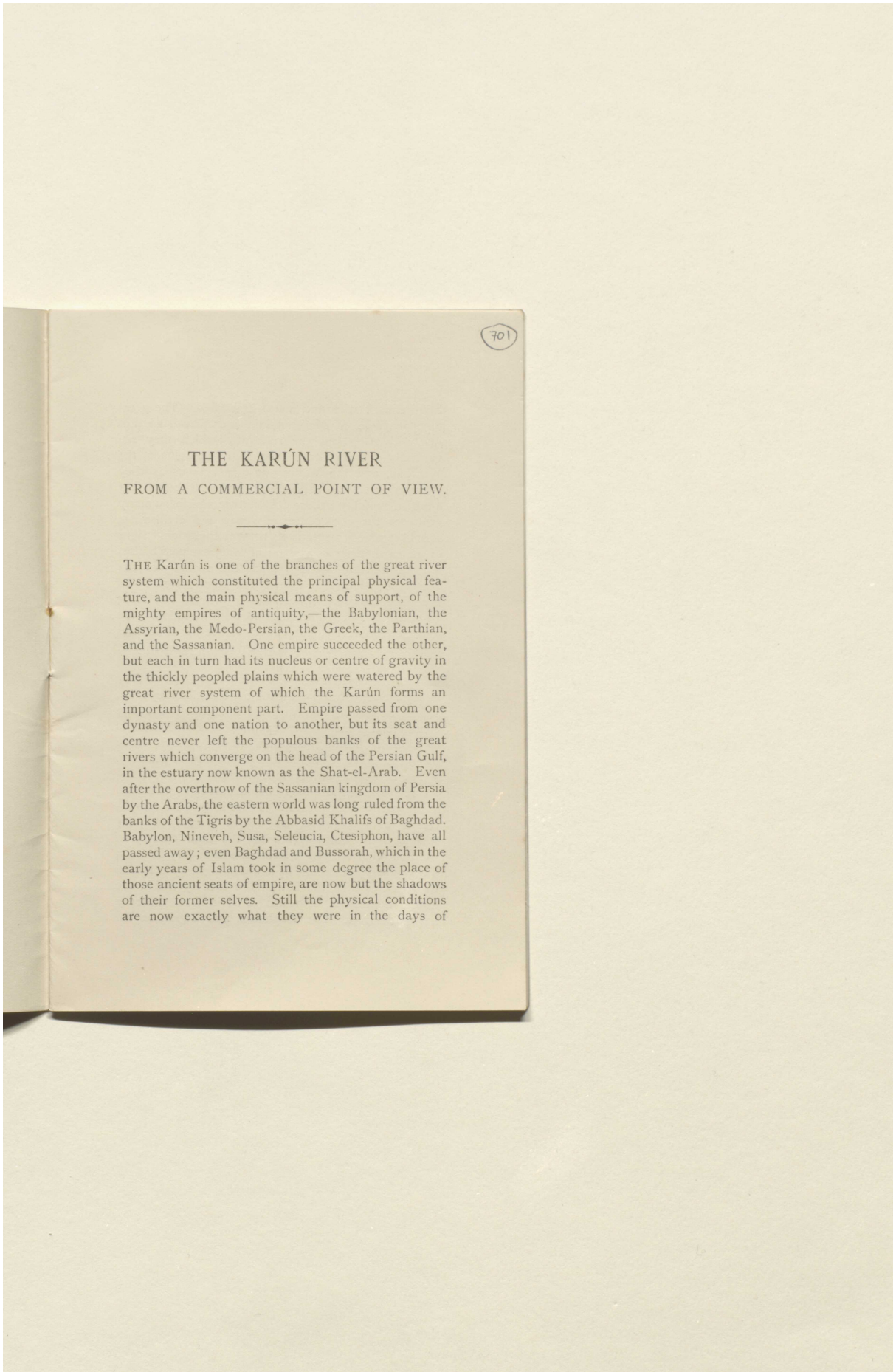

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THE KARÚN RIVER

FROM A COMMERCIAL POINT OF VIEW.

THE Karún is one of the branches of the great river system which constituted the principal physical feature, and the main physical means of support, of the mighty empires of antiquity,—the Babylonian, the Assyrian, the Medo-Persian, the Greek, the Parthian, and the Sassanian. One empire succeeded the other, but each in turn had its nucleus or centre of gravity in the thickly peopled plains which were watered by the great river system of which the Karún forms an important component part. Empire passed from one dynasty and one nation to another, but its seat and centre never left the populous banks of the great rivers which converge on the head of the Persian Gulf, in the estuary now known as the Shat-el-Arab. Even after the overthrow of the Sassanian kingdom of Persia by the Arabs, the eastern world was long ruled from the banks of the Tigris by the Abbasid Khalifs of Baghdad. Babylon, Nineveh, Susa, Seleucia, Ctesiphon, have all passed away; even Baghdad and Bussorah, which in the early years of Islam took in some degree the place of those ancient seats of empire, are now but the shadows of their former selves. Still the physical conditions are now exactly what they were in the days of

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Semiramis, Darius, and Harún-er-Rashid. The great alluvial plains of Mesopotamia and Khuzistan are just as fertile, and the rivers by which they are watered,—the Euphrates, the Tigris, the Diala, the Kerkhah, and the Karún,—just as copious as they ever were. It is hardly possible to believe therefore that a region so richly endowed by nature, and for so many centuries the very centre of power and civilisation, should remain for ever in its present condition. Signs of an awakening to a sense of its great possibilities are not wanting, among which the opening of the Karún to navigation is not the least hopeful. In the East, however, movement is proverbially slow, especially if in an upward or forward direction. We must, consequently, not expect to see all difficulties immediately removed, and a new era of prosperity at once inaugurated.

With these preliminary remarks, suggested as they are by the very names of the regions to which they refer, I shall now endeavour to point out what immediate commercial benefits the opening of the Karún is capable of affording, and how, in my opinion, those benefits may most readily and practically be attained.

The first consideration that presents itself regarding the Karún is the fact that from its source to its mouth it is a purely Persian river. There is thus no complication of interests arising from partial or joint sovereignty. Until it reaches the tidal estuary of the Shat-el-Arab, which forms the boundary between Turkey and Persia, and is a water highway common to both countries, the Karún lies entirely within the Shah's dominions, of which it is, in fact, the only navigable river. The Euphrates and Tigris, on the

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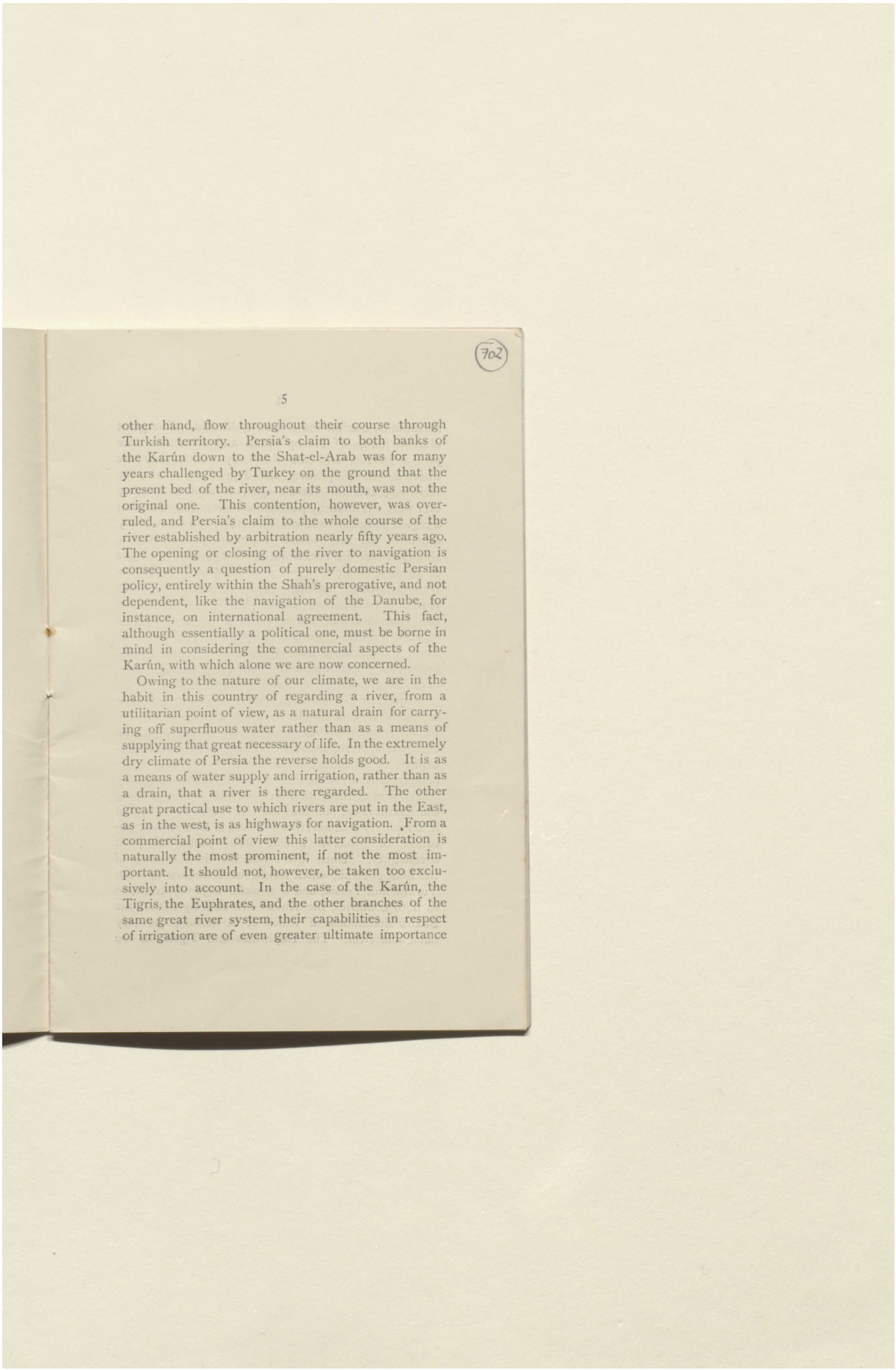

other hand, flow throughout their course through Turkish territory. Persia's claim to both banks of the Karún down to the Shat-el-Arab was for many years challenged by Turkey on the ground that the present bed of the river, near its mouth, was not the original one. This contention, however, was overruled, and Persia's claim to the whole course of the river established by arbitration nearly fifty years ago. The opening or closing of the river to navigation is consequently a question of purely domestic Persian policy, entirely within the Shah's prerogative, and not dependent, like the navigation of the Danube, for instance, on international agreement. This fact, although essentially a political one, must be borne in mind in considering the commercial aspects of the Karún, with which alone we are now concerned.

Owing to the nature of our climate, we are in the habit in this country of regarding a river, from a utilitarian point of view, as a natural drain for carrying off superfluous water rather than as a means of supplying that great necessary of life. In the extremely dry climate of Persia the reverse holds good. It is as a means of water supply and irrigation, rather than as a drain, that a river is there regarded. The other great practical use to which rivers are put in the East, as in the west, is as highways for navigation. From a commercial point of view this latter consideration is naturally the most prominent, if not the most important. It should not, however, be taken too exclusively into account. In the case of the Karún, the Tigris, the Euphrates, and the other branches of the same great river system, their capabilities in respect of irrigation are of even greater ultimate importance

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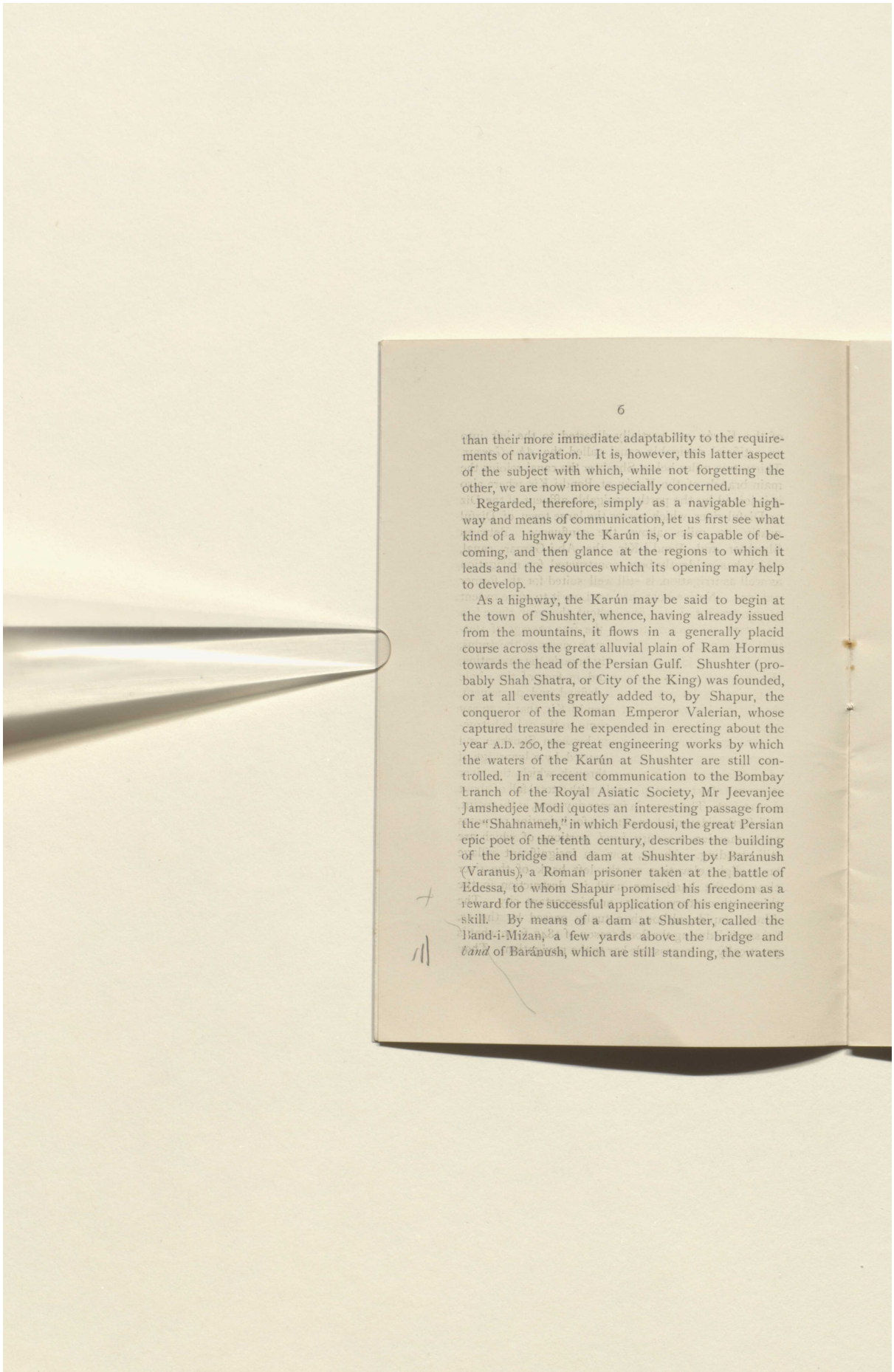

than their more immediate adaptability to the requirements of navigation. It is, however, this latter aspect of the subject with which, while not forgetting the other, we are now more especially concerned.

Regarded, therefore, simply as a navigable highway and means of communication, let us first see what kind of a highway the Karún is, or is capable of becoming, and then glance at the regions to which it leads and the resources which its opening may help to develop.

As a highway, the Karún may be said to begin at the town of Shushter, whence, having already issued from the mountains, it flows in a generally placid course across the great alluvial plain of Ram Hormus towards the head of the Persian Gulf. Shushter (probably Shah Shatra, or City of the King) was founded, or at all events greatly added to, by Shapur, the conqueror of the Roman Emperor Valerian, whose captured treasure he expended in erecting about the year A.D. 260, the great engineering works by which the waters of the Karún at Shushter are still controlled. In a recent communication to the Bombay Branch of the Royal Asiatic Society, Mr Jeevanjee Jamshedjee Modi quotes an interesting passage from the "Shahnameh," in which Ferdousi, the great Persian epic poet of the tenth century, describes the building of the bridge and dam at Shushter by Baránush (Varanus), a Roman prisoner taken at the battle of Edessa, to whom Shapur promised his freedom as a reward for the successful application of his engineering skill. By means of a dam at Shushter, called the Band-i-Mizan, a few yards above the bridge and *band* of Baránush, which are still standing, the waters

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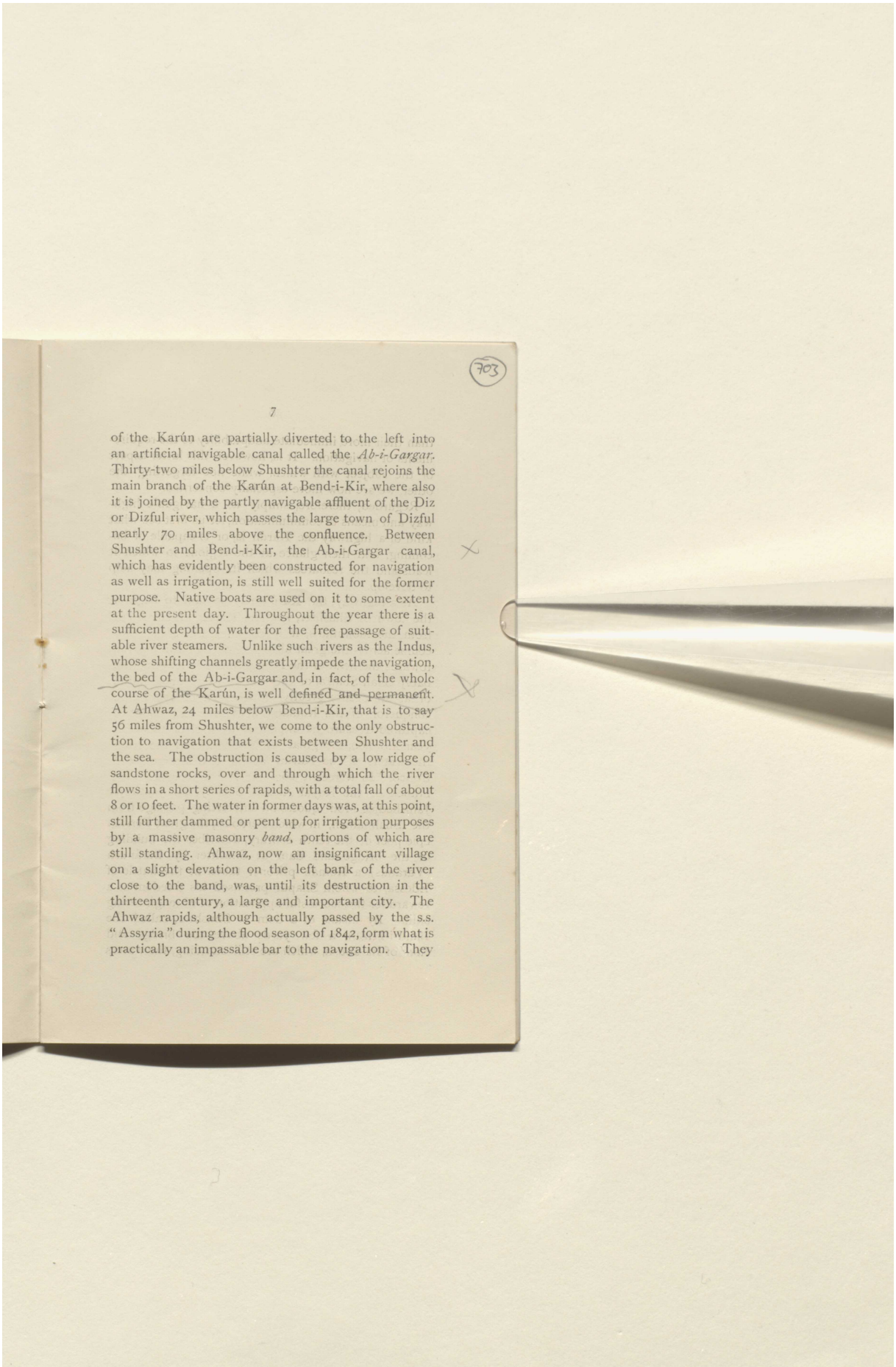

of the Karún are partially diverted to the left into an artificial navigable canal called the *Ab-i-Gargar*. Thirty-two miles below Shushter the canal rejoins the main branch of the Karún at Bend-i-Kir, where also it is joined by the partly navigable affluent of the Diz or Dizful river, which passes the large town of Dizful nearly 70 miles above the confluence. Between Shushter and Bend-i-Kir, the Ab-i-Gargar canal, which has evidently been constructed for navigation as well as irrigation, is still well suited for the former purpose. Native boats are used on it to some extent at the present day. Throughout the year there is a sufficient depth of water for the free passage of suitable river steamers. Unlike such rivers as the Indus, whose shifting channels greatly impede the navigation, the bed of the Ab-i-Gargar and, in fact, of the whole course of the Karún, is well defined and permanent. At Ahwaz, 24 miles below Bend-i-Kir, that is to say 56 miles from Shushter, we come to the only obstruction to navigation that exists between Shushter and the sea. The obstruction is caused by a low ridge of sandstone rocks, over and through which the river flows in a short series of rapids, with a total fall of about 8 or 10 feet. The water in former days was, at this point, still further dammed or pent up for irrigation purposes by a massive masonry *band*, portions of which are still standing. Ahwaz, now an insignificant village on a slight elevation on the left bank of the river close to the band, was, until its destruction in the thirteenth century, a large and important city. The Ahwaz rapids, although actually passed by the s.s. "Assyria" during the flood season of 1842, form what is practically an impassable bar to the navigation. They

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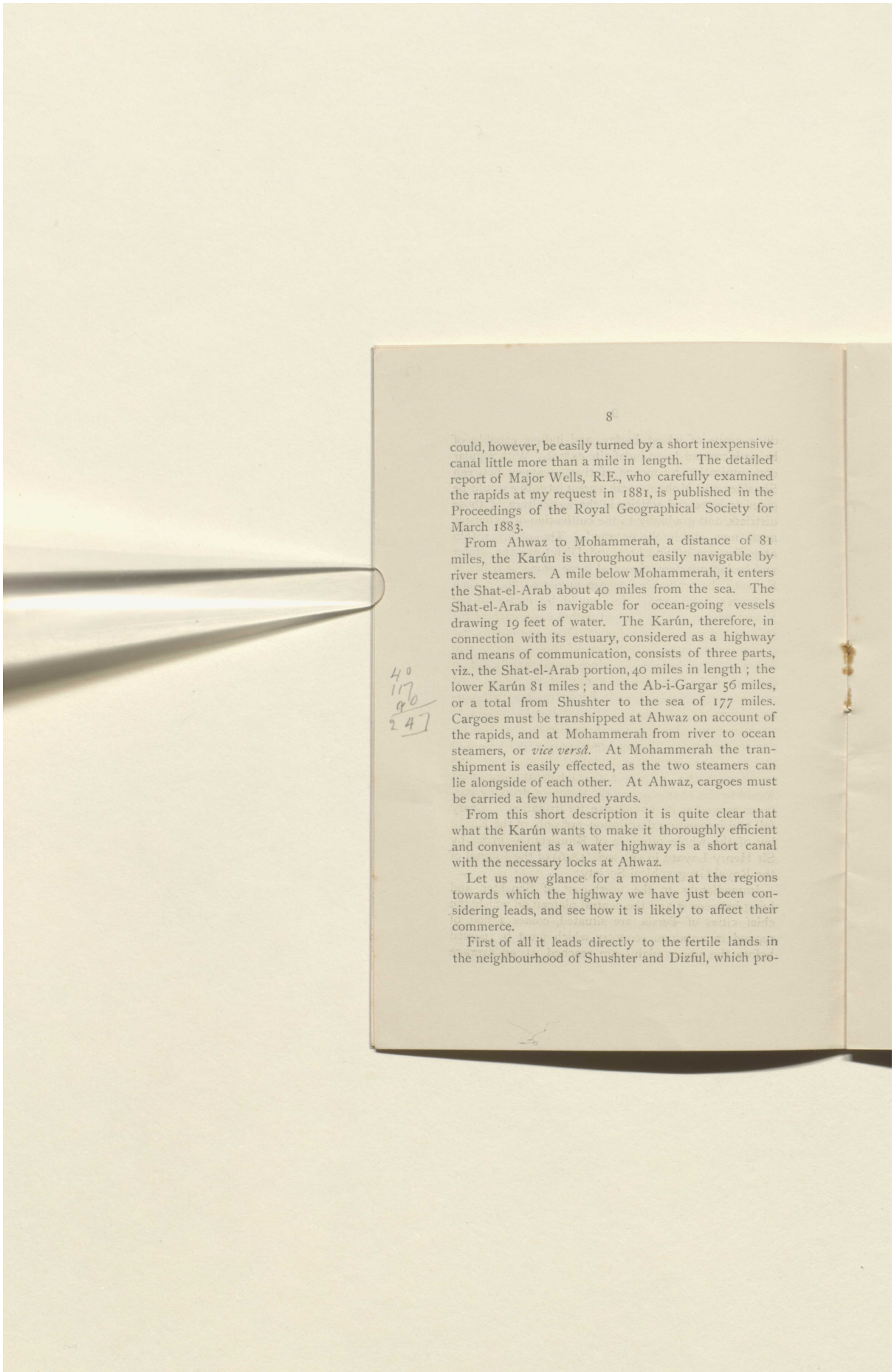

could, however, be easily turned by a short inexpensive canal little more than a mile in length. The detailed report of Major Wells, R.E., who carefully examined the rapids at my request in 1881, is published in the Proceedings of the Royal Geographical Society for March 1883.

From Ahwaz to Mohammerah, a distance of 81 miles, the Karún is throughout easily navigable by river steamers. A mile below Mohammerah, it enters the Shat-el-Arab about 40 miles from the sea. The Shat-el-Arab is navigable for ocean-going vessels drawing 19 feet of water. The Karún, therefore, in connection with its estuary, considered as a highway and means of communication, consists of three parts, viz., the Shat-el-Arab portion, 40 miles in length; the lower Karún 81 miles; and the Ab-i-Gargar 56 miles, or a total from Shushter to the sea of 177 miles. Cargoes must be transhipped at Ahwaz on account of the rapids, and at Mohammerah from river to ocean steamers, or *vice versâ*. At Mohammerah the transhipment is easily effected, as the two steamers can lie alongside of each other. At Ahwaz, cargoes must be carried a few hundred yards.

From this short description it is quite clear that what the Karún wants to make it thoroughly efficient and convenient as a water highway is a short canal with the necessary locks at Ahwaz.

Let us now glance for a moment at the regions towards which the highway we have just been considering leads, and see how it is likely to affect their commerce.

First of all it leads directly to the fertile lands in the neighbourhood of Shushter and Dizful, which pro-

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duce crops of wheat, barley, and indigo, capable of being increased to an indefinite extent. With regular communication by means of river steamers between Shushter and Mohammerah a great incentive would be given to increased activity in the agriculture of those districts, and gradually to the cultivation of extensive areas now absolutely deserted. The plains within easy distance of Shushter and Dizful are the winter and spring quarters of several large nomadic tribes or Eeliauts, the produce of whose numerous flocks, such as butter, wool, and hides, would by means of the Karún navigation be brought within easy reach of the markets of India and Europe. Once an impetus was given, the gradual resuscitation of this naturally rich and formerly populous province could hardly fail to follow. When one sees the amount of labour and money so often expended in Persia to but little purpose in bringing scanty supplies of brackish water to irrigate patches of poor soil, one feels that the resources of the Karún plains have only to get a start to attract an industrious population from other less favoured parts of the country. One great inducement would be the excellence of the water for drinking purposes as well as its abundance for irrigation. A very full and interesting description not only of the Karún but of the whole province of Khuzistan is given by Sir Henry Layard in vol. xvi. (1846) of the Journal of the Royal Geographical Society.

Immediately to the north-east of Shushter, and lying between it and the central plateau on which the chief cities of Persia are situated, comes a belt of rugged mountainous country which must be passed before the upper plains are reached, at an average

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elevation of 4,000 to 5,000 feet above the level of the sea. The same difficulty of a long steep ascent presents itself wherever the plateau is approached from the lower plains, a difficulty which there is no possible means of avoiding. In this belt of mountains the Eeliauts who encamp in the plains of Shushter and Dizful in the winter have their summer quarters. There is abundance of excellent pasture and water for their flocks, but almost no cultivation. There is however a zone of fine forest trees, such as beeches, planes, and oaks, from which products suitable for export could no doubt be obtained.

Immediately beyond this barrier belt of mountains lie some of the principal provinces of Persia, such as Ispahan, Irák, Meláyer, Hamadan, Kermanshah, and Kurdistan. In all of these provinces inter-communication is comparatively easy once the barrier is crossed, and the general level of the great plateau on which they are situated is attained. They enjoy a remarkably fine climate and fertile soil, and, compared with other parts of Persia, are well watered. Fruit of many kinds, of excellent quality suitable for drying and exporting, is cheap and abundant. Good wine is made by the Armenians at Ispahan and Hamadan, which might gradually be developed into an article of export by any one practically acquainted with the trade and with all the processes connected with wine making. Care would of course have to be taken so to conduct operations as not to offend the religious prejudices of the Persians to whom as Mussulmans wine is forbidden. Wheat and barley are abundant. Opium and rice are extensively cultivated in the province of Ispahan. Irák and Kurdistan are the prin-

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cipal seats of the carpet-weaving industry of Persia. In the former the larger kind of carpets called *káli* are chiefly made, while Kurdistan is famous throughout the East for its remarkably delicate and beautiful *kálichehs* or rugs.

At present the trade in Persian carpets is greatly restricted by the long and therefore expensive land transport between the districts where they are woven and the sea, and still more by the difficulty in getting carpets of the exact sizes required by individual purchasers in Europe. With a good system established whereby they could be ordered of any particular size, colour, and design, and obtained without undue delay, there is no doubt that those beautiful products of the Persian looms would soon become an important item in the foreign trade of the country.

Cotton and tobacco grow freely in almost all the provinces I have named. Their resources for export trade purposes may be enumerated as follows in the order of their probable importance:—Wheat, wool, cotton, opium, dried fruits, hides, butter, tobacco, tanning and dye stuffs, and vegetable oils in addition to carpets, rugs, and perhaps wines.

The chief imports are cotton goods of all kinds, woollen cloth, furs, tea, sugar, candles, copper sheets, zinc, iron bars, cutlery, hardware, glass and glassware, pottery, paraffin oil, stationery, and lucifer matches.

The importance of the Karún route as a means of developing the export and import foreign trade of Persia depends chiefly on the abridgment which it may effect in the distances to be traversed by the present primitive method of pack transport between

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the principal trade centres and the sea. Vehicular traffic does not exist, nor is the country in many places at all well suited for its introduction. This is particularly the case in the belt of mountains already referred to as everywhere surrounding the upper plateau, and lying between it and the lower plains, such as the valley of the Karún. A maximum camel load may be taken as 450 lbs., a mule load as 300 lbs., and an ass load as 120 lbs. Each package must consequently not exceed half those weights. With such primitive means of carriage it is evident that although good animals are abundant, the land transport of merchandise must be very expensive, so much so in fact, as to be altogether prohibitive in the case of cheap bulky materials, except for very short distances. But even in the case of more valuable articles the cost of carriage at present stands in an inordinately high proportion to the cost of production. Every mile therefore of land carriage that can be saved is an appreciable gain to the commerce of the country.

To estimate the gain in this respect which the Karún route is capable of affording, it is necessary to compare it with the existing routes between those provinces which its navigation may affect and the sea. Many districts may clearly be eliminated from this comparison, as they lie altogether beyond the sphere of the Karún. Kerman and South-eastern Persia generally must continue to carry on their foreign trade through the port of Bunder Abbas. Fars, including its capital, Shiraz, will similarly continue to trade exclusively with Bushire. Ghilan, Mazanderan, Asterabad, and part of Khorasan, must

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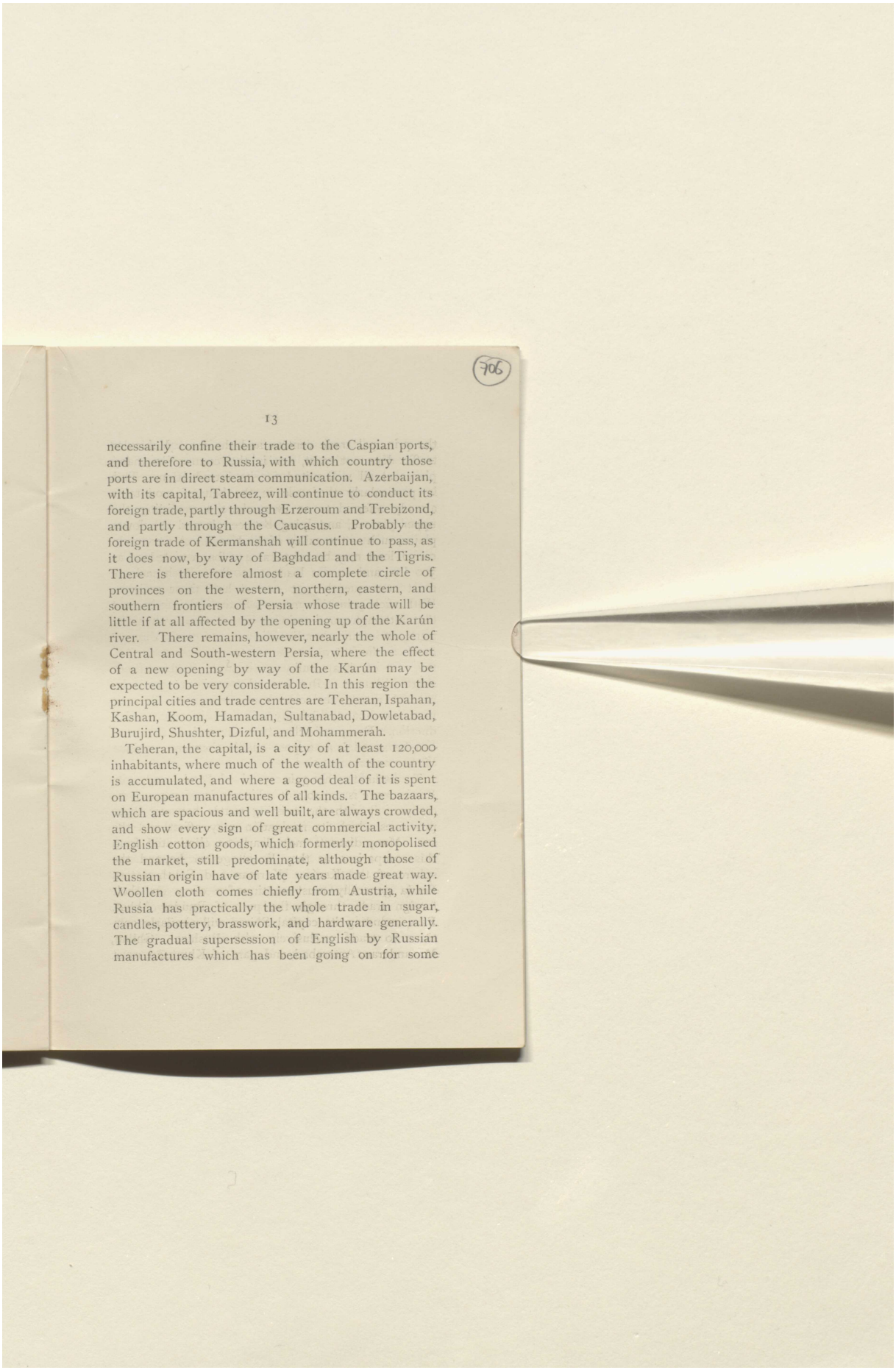

necessarily confine their trade to the Caspian ports, and therefore to Russia, with which country those ports are in direct steam communication. Azerbaijan, with its capital, Tabreez, will continue to conduct its foreign trade, partly through Erzeroum and Trebizond, and partly through the Caucasus. Probably the foreign trade of Kermanshah will continue to pass, as it does now, by way of Baghdad and the Tigris. There is therefore almost a complete circle of provinces on the western, northern, eastern, and southern frontiers of Persia whose trade will be little if at all affected by the opening up of the Karún river. There remains, however, nearly the whole of Central and South-western Persia, where the effect of a new opening by way of the Karún may be expected to be very considerable. In this region the principal cities and trade centres are Teheran, Ispahan, Kashan, Koom, Hamadan, Sultanabad, Dowletabad, Burujird, Shushter, Dizful, and Mohammerah.

Teheran, the capital, is a city of at least 120,000 inhabitants, where much of the wealth of the country is accumulated, and where a good deal of it is spent on European manufactures of all kinds. The bazaars, which are spacious and well built, are always crowded, and show every sign of great commercial activity. English cotton goods, which formerly monopolised the market, still predominate, although those of Russian origin have of late years made great way. Woollen cloth comes chiefly from Austria, while Russia has practically the whole trade in sugar, candles, pottery, brasswork, and hardware generally. The gradual supersession of English by Russian manufactures which has been going on for some

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years in Teheran is due to the great impetus given to the foreign trade of Russia by the extension of her railways, and still more, so far as Persia is concerned, by the enormous development of steam navigation on the Caspian, consequent on the application of petroleum residuum as fuel for steamers. Coal was so dear that it was only by dint of heavy State subsidies that steam navigation could be maintained on the Caspian at all. Now, the *astatki* or petroleum fuel costs a mere trifle, and stokers are no longer required. Russian imports reach the Teheran bazaars entirely by way of the Caspian, chiefly through the port of Euzelli, 230 miles distant, and partly through Meshed-i-Sar, to which the distance is only 120 miles. English imports come either from Trebizond or Bushire, distant 1000 miles and 800 miles respectively. By the Karún route the land carriage to Teheran would be reduced to 485 miles, a difference which would probably suffice to turn the scale in favour of English goods, or at least enable them to continue the present competition.

Ispahan, formerly the capital of Persia, and now containing about 80,000 inhabitants, is of great commercial importance. It is situated in the very heart of the country in a rich, fertile, well-watered district. Its distance from Bushire is 520 miles, while from Shushter it is only 260. Kashan, with about 20,000 inhabitants, where there is a considerable industry in silk, is 640 miles from Bushire, and 380 from Shushter. Koom, a holy city and place of pilgrimage, with cobalt mines in the neighbourhood and a considerable manufacture of pottery, is 700 miles from Bushire and 400 from Shushter. Hamadan, situated at the

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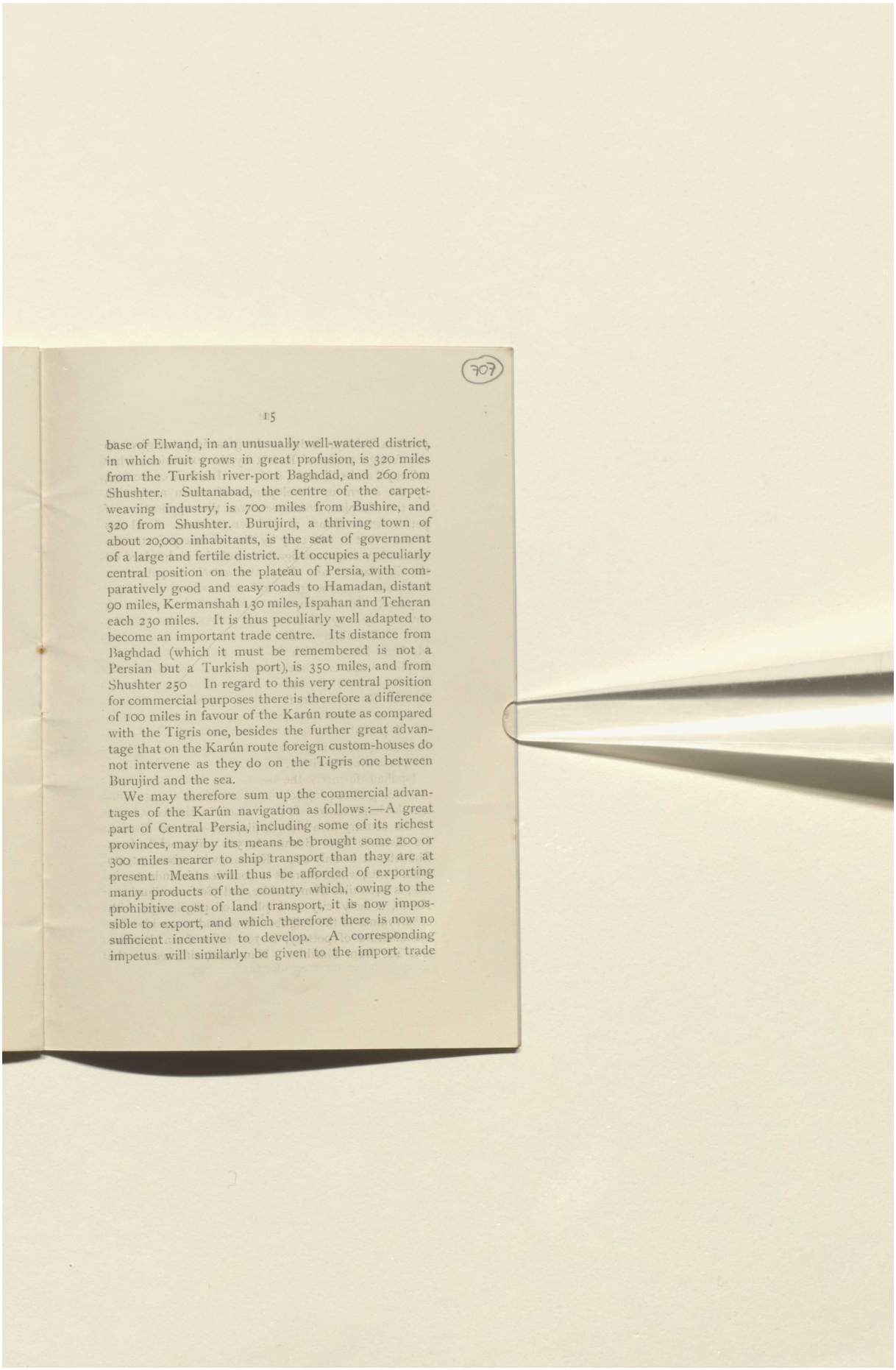

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base of Elwand, in an unusually well-watered district, in which fruit grows in great profusion, is 320 miles from the Turkish river-port Baghdad, and 260 from Shushter. Sultanabad, the centre of the carpet-weaving industry, is 700 miles from Bushire, and 320 from Shushter. Burujird, a thriving town of about 20,000 inhabitants, is the seat of government of a large and fertile district. It occupies a peculiarly central position on the plateau of Persia, with comparatively good and easy roads to Hamadan, distant 90 miles, Kermanshah 130 miles, Ispahan and Teheran each 230 miles. It is thus peculiarly well adapted to become an important trade centre. Its distance from Baghdad (which it must be remembered is not a Persian but a Turkish port), is 350 miles, and from Shushter 250 In regard to this very central position for commercial purposes there is therefore a difference of 100 miles in favour of the Karún route as compared with the Tigris one, besides the further great advantage that on the Karún route foreign custom-houses do not intervene as they do on the Tigris one between Burujird and the sea.

We may therefore sum up the commercial advantages of the Karún navigation as follows:—A great part of Central Persia, including some of its richest provinces, may by its means be brought some 200 or 300 miles nearer to ship transport than they are at present. Means will thus be afforded of exporting many products of the country which, owing to the prohibitive cost of land transport, it is now impossible to export, and which therefore there is now no sufficient incentive to develop. A corresponding impetus will similarly be given to the import trade

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of those provinces. The growing commercial monopoly of Russia in the north, due to her command of all the outlets in that direction, with the single exception of the inconvenient and tedious route by Erzeroum and Trebizond, will be checked, and a fair field maintained for other competitors. A gradual revival of the former prosperity of Khuzistan through the opening up of the Karún country is perhaps not to be despaired of.

As to the means by which these advantages are to be attained, I shall first consider them from a Persian and then from an English or European point of view. As regards Persia, the first step has already been taken in the opening up of the lower Karún to foreign steam navigation. The next step should undoubtedly be the enforcement by the Persian Government of a certain amount of law and order among the nomadic tribes who inhabit the mountainous country immediately north and east of Shushter and Dizful, and lying, as we have already remarked, between those towns and the central plateau of Persia. Two roads lead direct from Shushter to Ispahan through the country of the Bakhtiyari, while another, a much more practicable one, leads *via* Dizful through the country of the Feili Lurs to Khorremabad and Burujird. This latter is much the most important, not only because it is the most practicable route between the upper and the lower plains, but also because it is the direct road to Kermanshah, Kurdistan, Hamadan, Melayer, Sultanabad, Koom, and Teheran. North of Khorremabad the roads are safe enough, but means must be taken by the Persian Government for the security of the 150 miles of road between that place and Dizful if it is ever to become a regular trade route.

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The third step to be taken by the Persian authorities should, I think, be the re-establishment of the telegraph and of the *chapar* or horse-post which at one time existed along this road. Of course, in the Khorremabad Dizful section this step could only be taken to any good purpose *pari passu* with step No. 2. From Khorremabad northwards, the telegraph is, I believe, still in operation *via* Hamadan, but I am not aware whether it is in working order between Dizful, Shushter, and Mohammerah. If not, it should certainly be restored. The *chapar* or horse-post, an admirable means of rapid locomotion, established for many centuries along all the main roads radiating from the capital to the frontiers, should be re-established along those parts of the Shushter-Dizful-Burujird road in which it has fallen into disuse.

Fourthly, the present mule track between Shushter and Burujird should be made into a good pack road, fit for the passage of *takhteravans*, or mule litters. This could be easily done at very little expense.

Fifthly, and lastly, a short canal should be made round the rapids at Ahwaz, and the Karún be thereby opened to uninterrupted steam navigation the whole way to Shushter by the Ab-i-Gargar, and possibly to Dizful also by the Diz. It is clear from Major Wells' report that such a canal could be made without difficulty at no great cost. The length need be little over 2,000 yards, and the average depth of cutting through loose soil and sandstone only about 20 feet. A single lock would suffice.

While the above measures ought undoubtedly to be immediately undertaken in its own interest by the Persian Government, I think it would be a great

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mistake, from the English or European point of view, for us to sit still and do nothing until they were fully accomplished. The opening of the lower Karún to foreign steam navigation is not only a patriotic measure on the part of the Shah, with the object of developing the resources and adding to the wealth of his country, but is at the same time an earnest of his Majesty's desire to meet the wishes of such friendly countries as have commercial interests in Persia. Instead therefore of simply waiting for further facilities being provided, it is, I think, incumbent on us, whose only free access to the markets of Persia is by way of the Persian Gulf, to do what we can towards utilising the facilities already offered. By this means we shall best encourage the Persian Government to take the further steps which I have already indicated.

I am glad to hear that the steamers of the Tigris Navigation Company have already begun to navigate the Karún, between Mohammerah and Ahwaz. They should, I think, be supplemented by a service of native boats or steam launches, between Ahwaz and Shushter. The service, both of boats and steamers, *should be regular* in connection with the weekly mail steamers, between Bussorah and Bombay, which pass up and down the Shat-el-Arab, close to Mohammerah. A postal service and regular means of communication along the Karún would thus be established, for which a subvention might very properly be granted by the Imperial or Indian Government. Such a service is indispensable to the organisation of a new trade route, and its establishment should not be deferred until other supplementary measures have been taken by the Persian Government.

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Much will of course depend on the judgment of the merchants who first take the Karún route in hand, and on the tact of their agents at Shushter, Dizful, Burujird, and Ispahan, from which points they will be able to enter into friendly relations with the chiefs of the Eeliaut tribes, whose goodwill and co-operation it will be of the utmost importance to secure. This is in fact the crucial point of the whole question. Unless the Eeliauts are either coerced or conciliated, trade on a large scale between the Karún and the central plateau of Persia will be impossible. The conciliation will depend chiefly on the European merchants and their agents on the spot. Coercion, when necessary, can of course only be applied by the Persian Government. There will certainly be considerable difficulties for some time to come, but there is no reason to doubt that the Lur chiefs will, in their own interest, eventually secure the safe passage of caravans through their country. With a combination of tact on the part of the merchants, and firmness on the part of the Persian governors, this happy result need not be slow of attainment.

Altogether, the prospects are hopeful. The opening of the Karún to our steamers shows that the feeling of suspicion with which our motives and actions were so long regarded, is at last yielding to one of confidence in our good faith. This change of sentiment is, I have no doubt, largely due to the experience which the Persians of all classes have had of us, and we of them, during the last twenty-five years of mutual friendship and good offices in the Telegraph Department. The Shah and his ministers have gradually seen for themselves, that although occasions were seldom

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wanting, our officers and employés religiously refrained from the slightest interference in local affairs, and habitually took every opportunity of rendering to the Persian authorities such services as lay in their power.

As another sign of the spirit of progress, I may mention the recent establishment, with the Shah's sanction, of an English bank in Teheran, with sub-offices in other Persian towns, a measure which will greatly facilitate commercial operations, and lead to the gradual introduction of European capital into the country.

Unless I am greatly misinformed, a serious attempt by means of a concession to a European capitalist, is about to be made towards the development of the mineral resources of the kingdom.

These and other progressive measures which might be mentioned, are not the outcome of a sudden caprice on the part of the Shah, but are due to a deliberate conviction, very slowly arrived at, that they are safe and well calculated to increase the prosperity of his country. They are thus all the more likely to prove of permanent value.

Of railways, I have purposely said nothing, but have confined my remarks to the more immediate advantages of the new trade route towards the establishment of which the opening up of the Karún is the first great step. On the manner in which that measure is utilised and supplemented, will chiefly depend the chances not only of railways, but of all other means of increasing the prosperity and developing the resources of what ought to be a great country.

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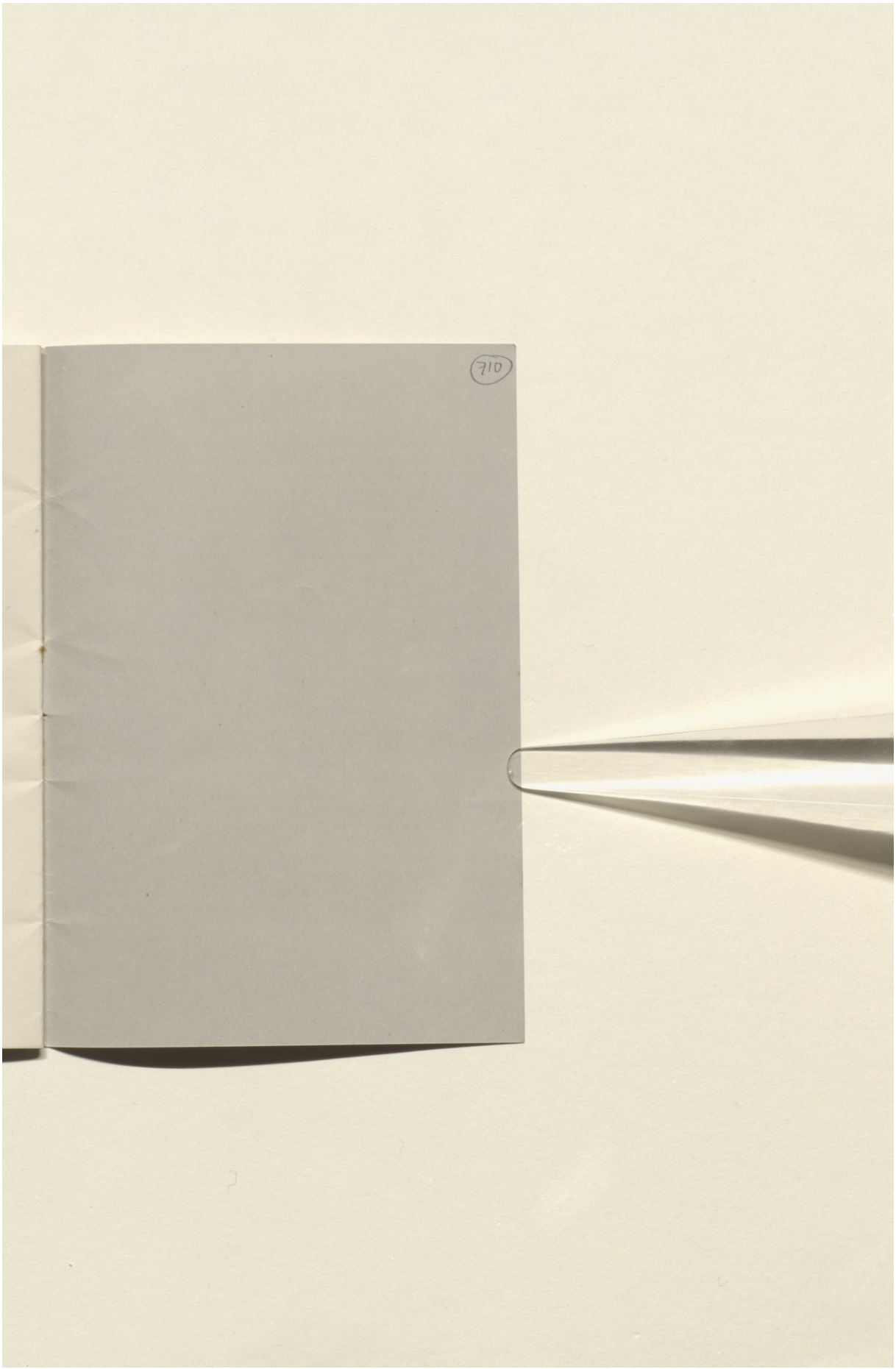

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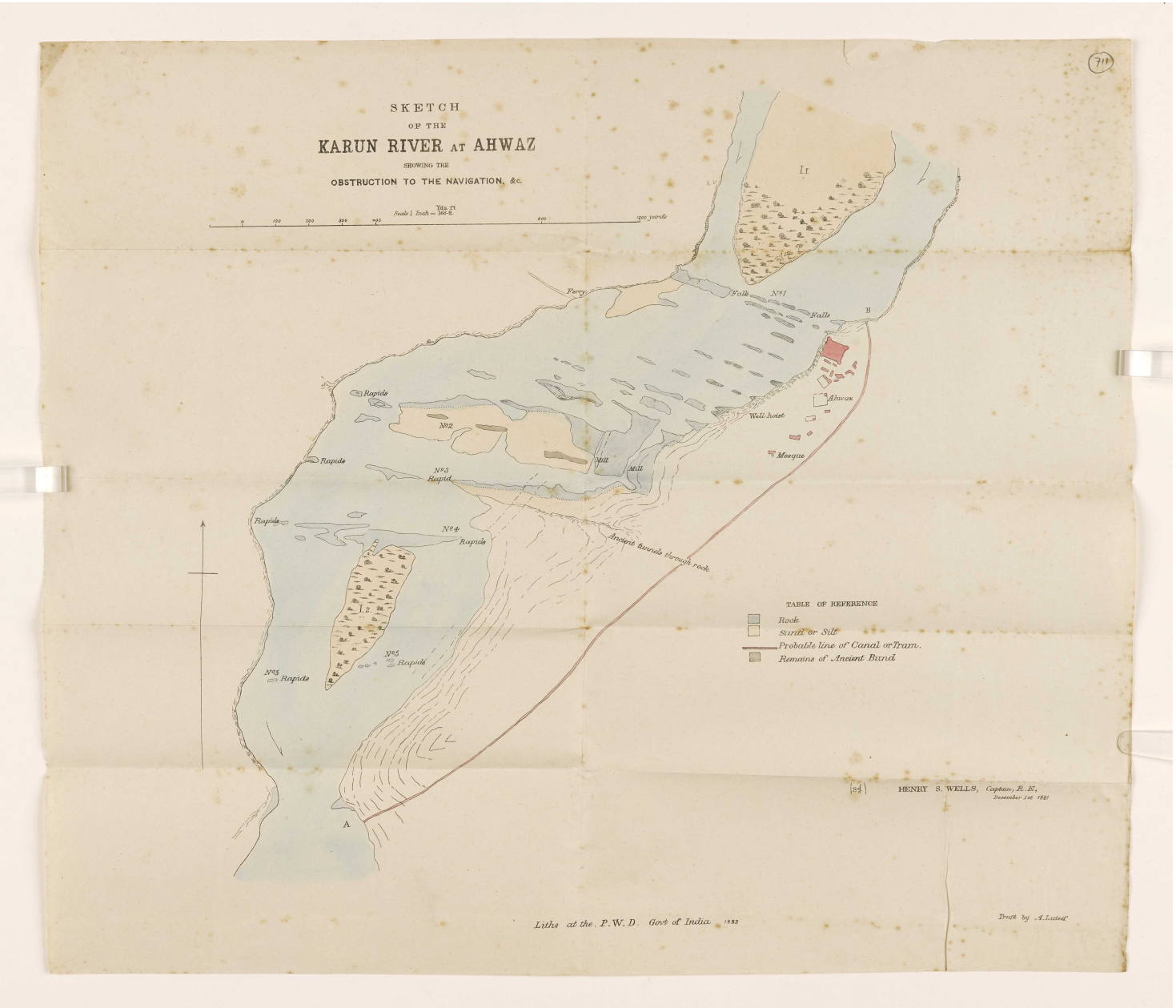
'Sketch of the Karun River at Ahwaz Showing the Obstruction to the Navigation, &c;' [711r] (1/2)



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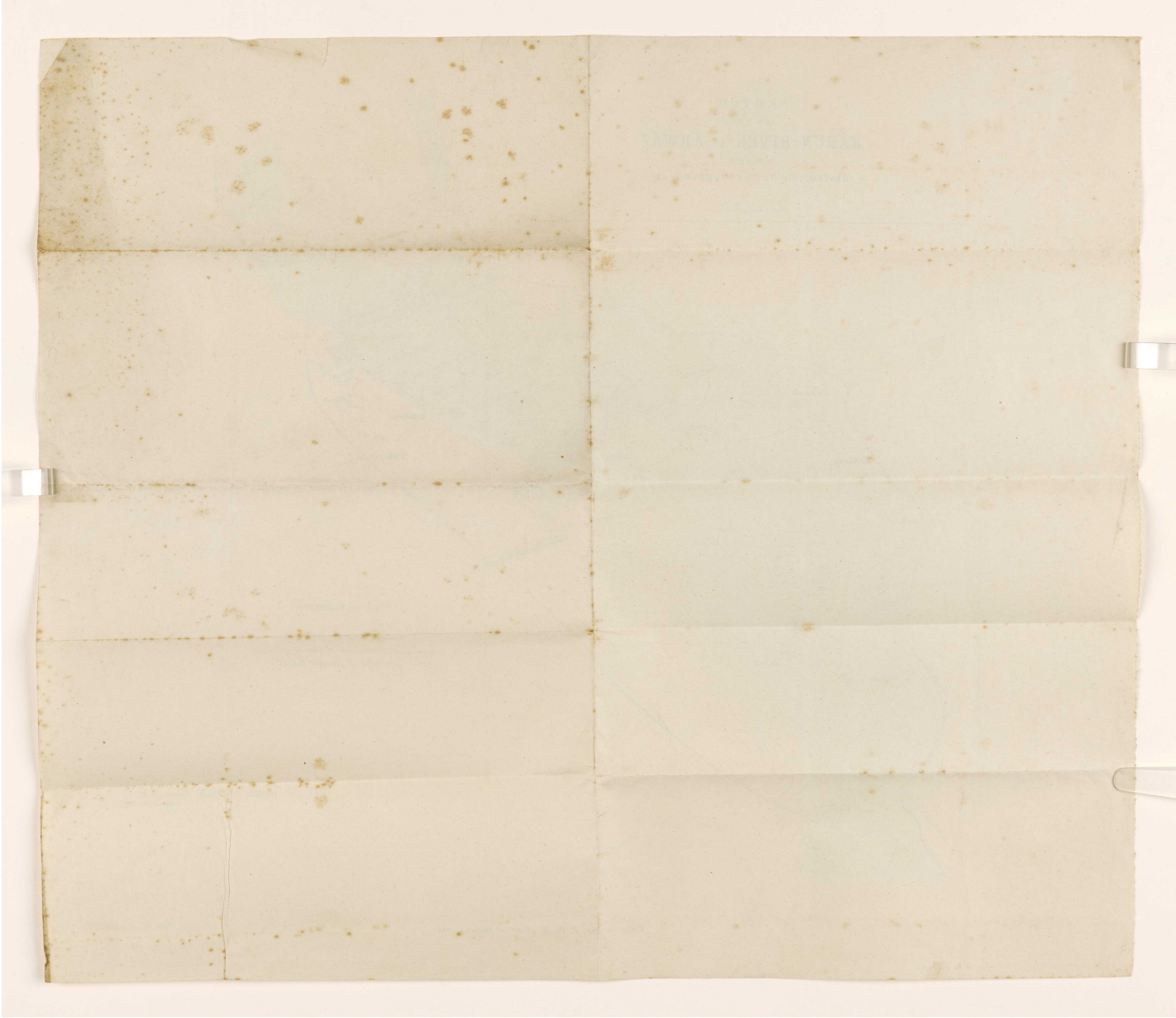

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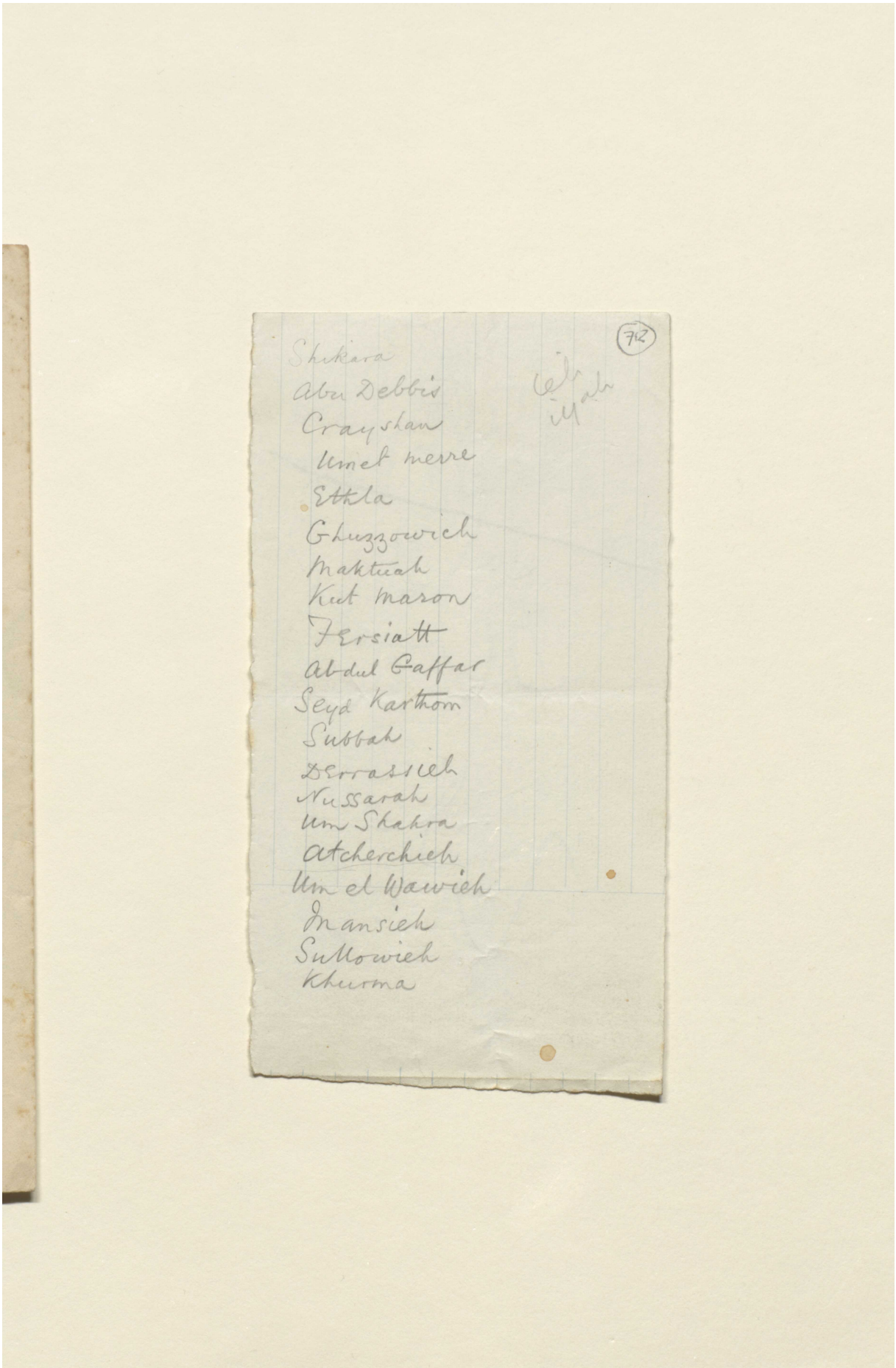

712

Shikara
Abu Debbis
Crayshan
Umet merre
Ethla
Ghuzzowich
Maktuah
Kut maron
Persiatt
Abdul Gaffar
Seyd Karthom
Subbah
Derrasieh
Nussarah
Um Shahra
Atcherchieh
Um el Wawieh
Mansieh
Sultowieh
Khurma

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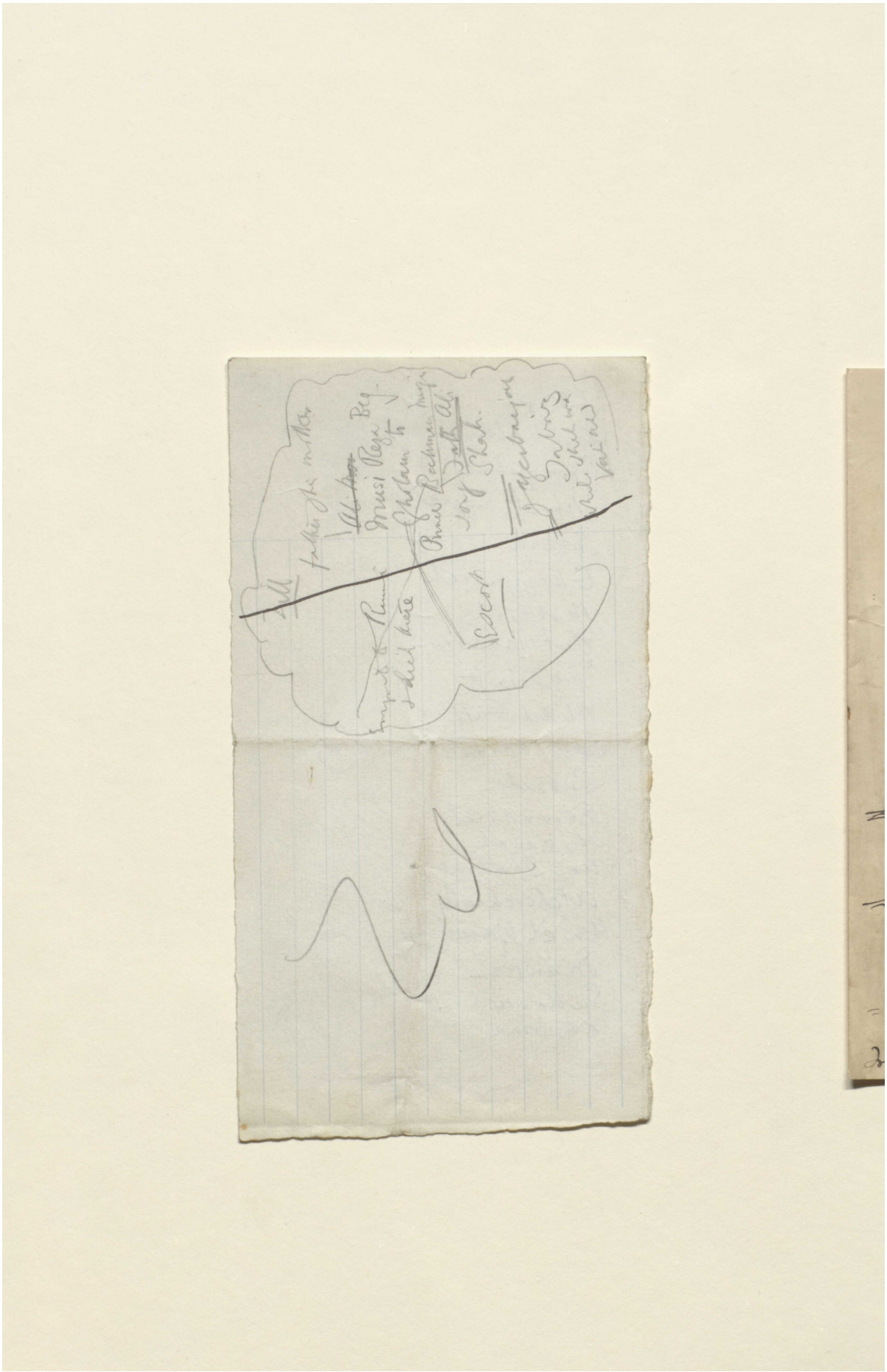

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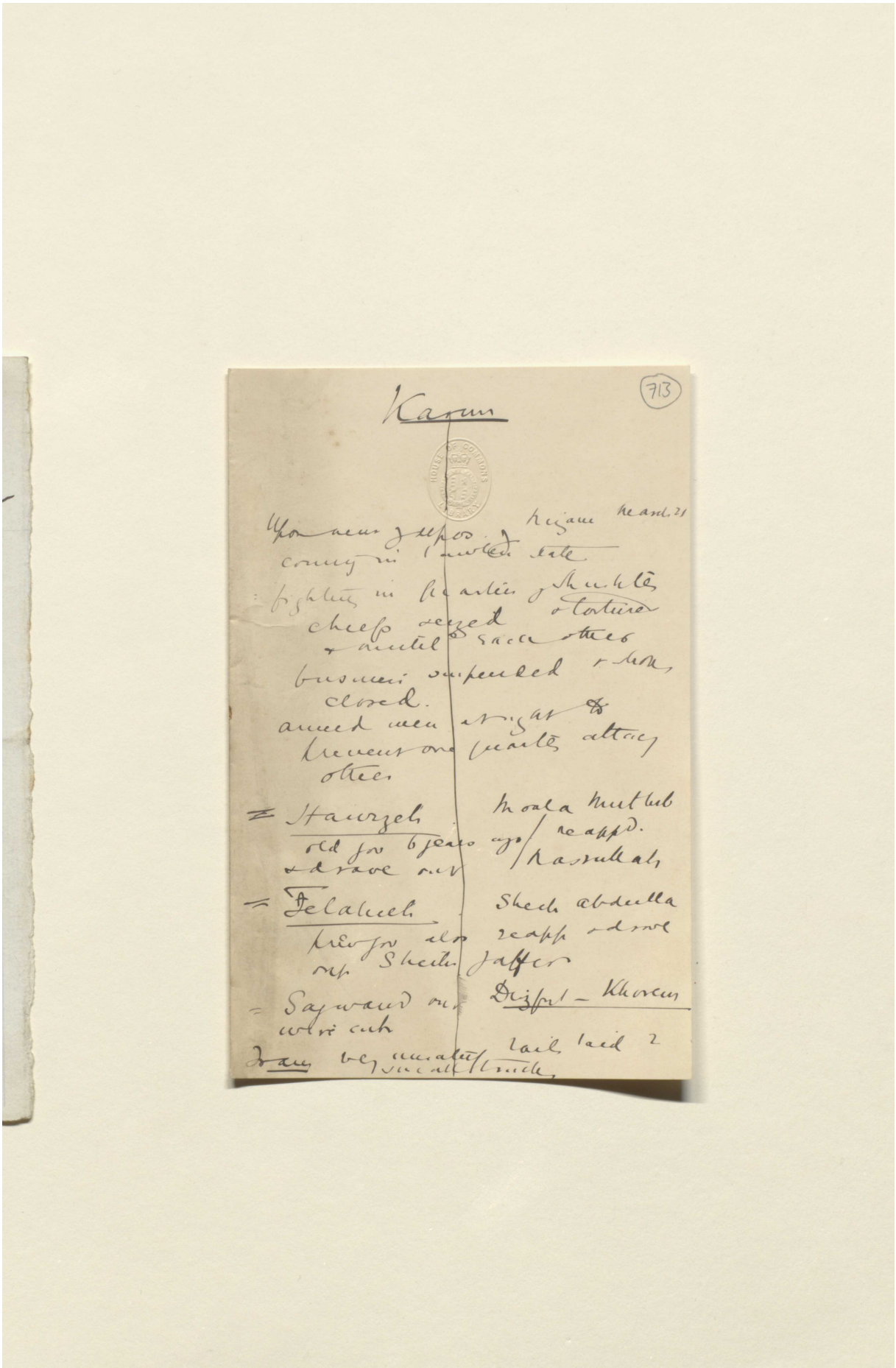

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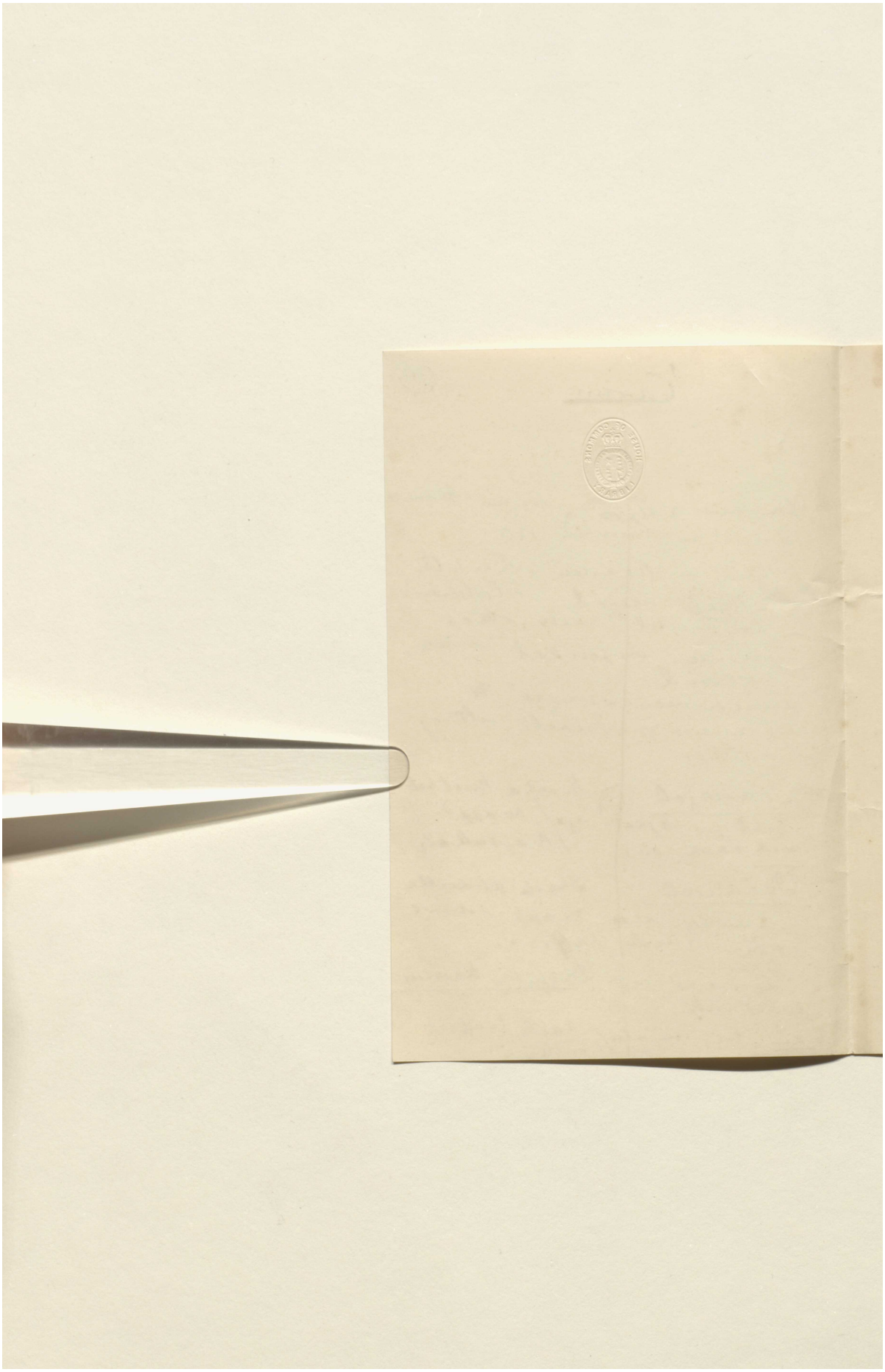

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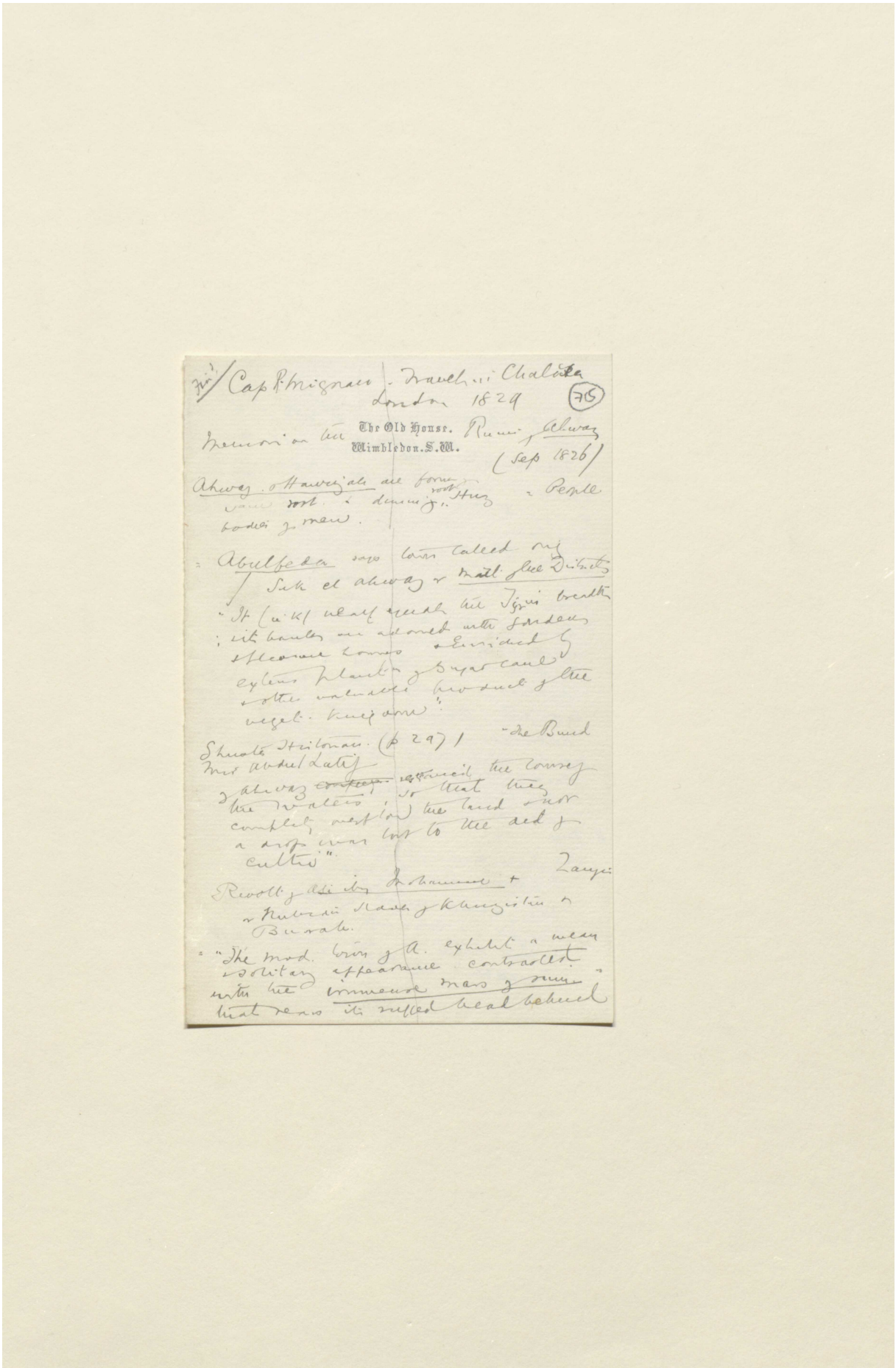

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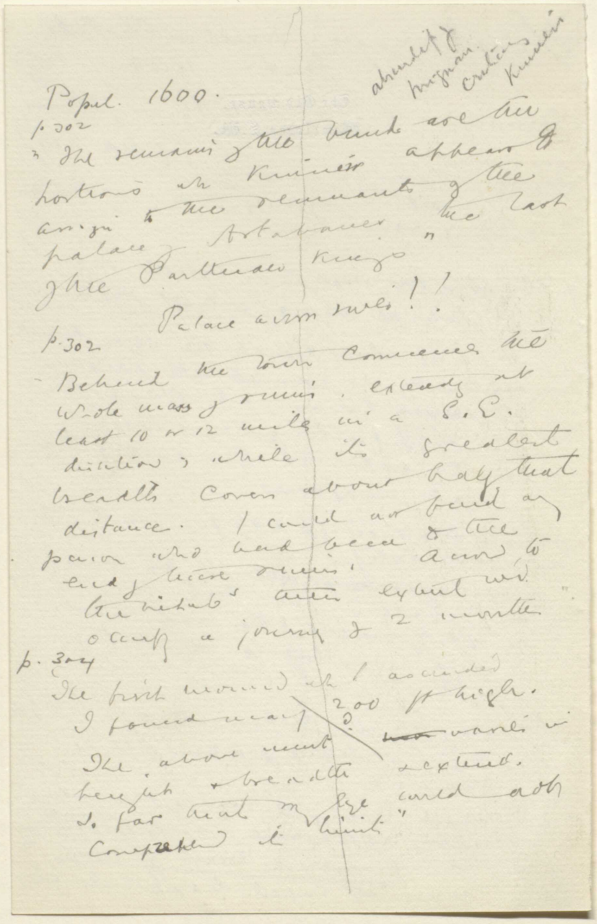

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Popul. 1600.

absurdity of Mignan. Criticism Kinneir

p. 302

"The remains of the bund are the portions of Kinneir appear to assign to the remnants of the palace of Artabanes the last of the Parthian kings"

Palace across swell!!

p. 302

"Behind the town commences the whole mass of ruins, extending at least 10 or 12 miles in a S.E. direction, while its greatest breadth covers about half that distance. I could not find any person who had been at the end of these ruins. Accord to the Nihab's [illegible] extent wd. occupy a journey of 2 months"

p. 304

"The first mound wh I ascended I found many 200 ft high. The above mount varies in height & breadth & extend. So far that my eye could not comprehend its limits"

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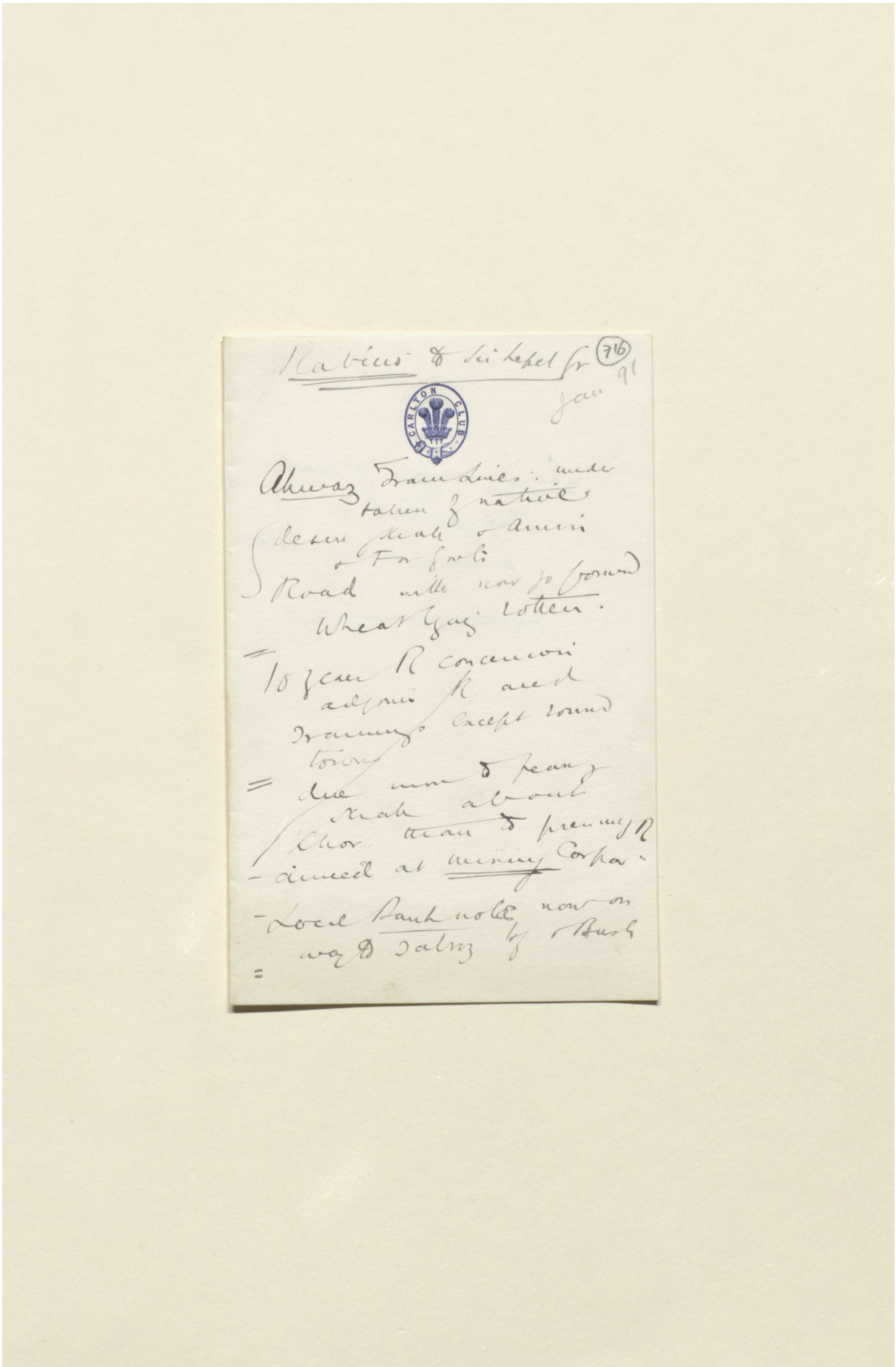

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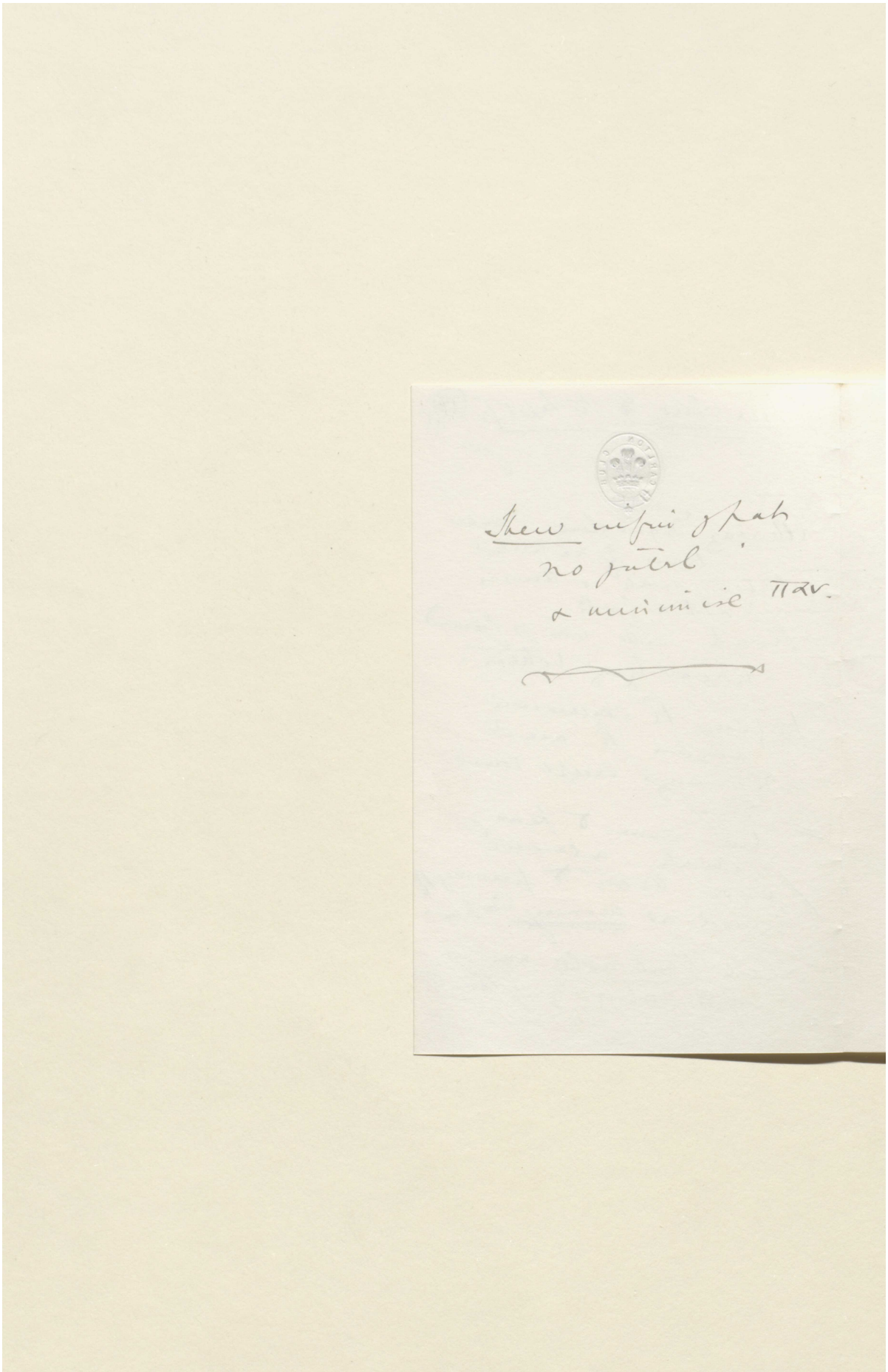

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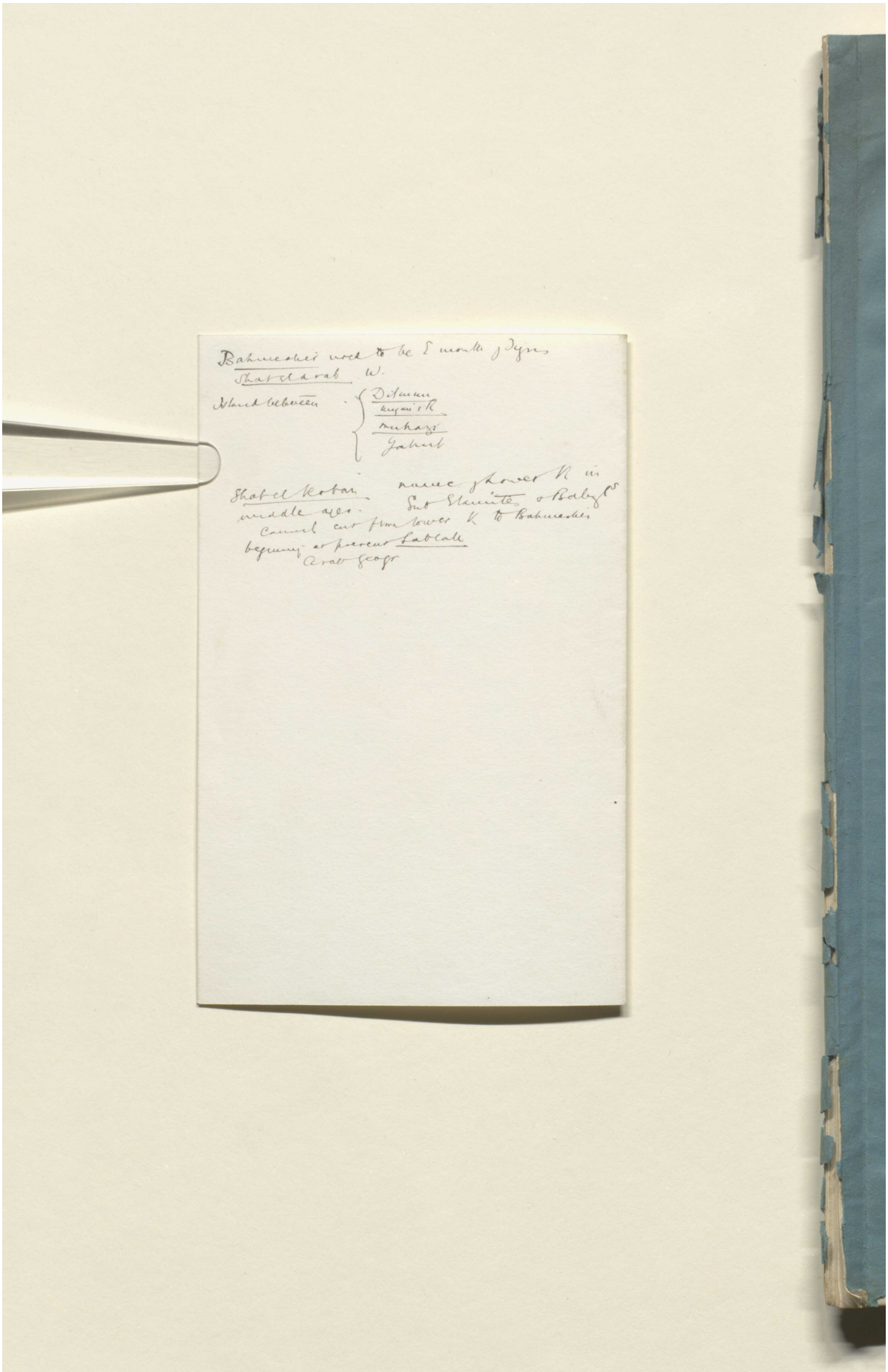
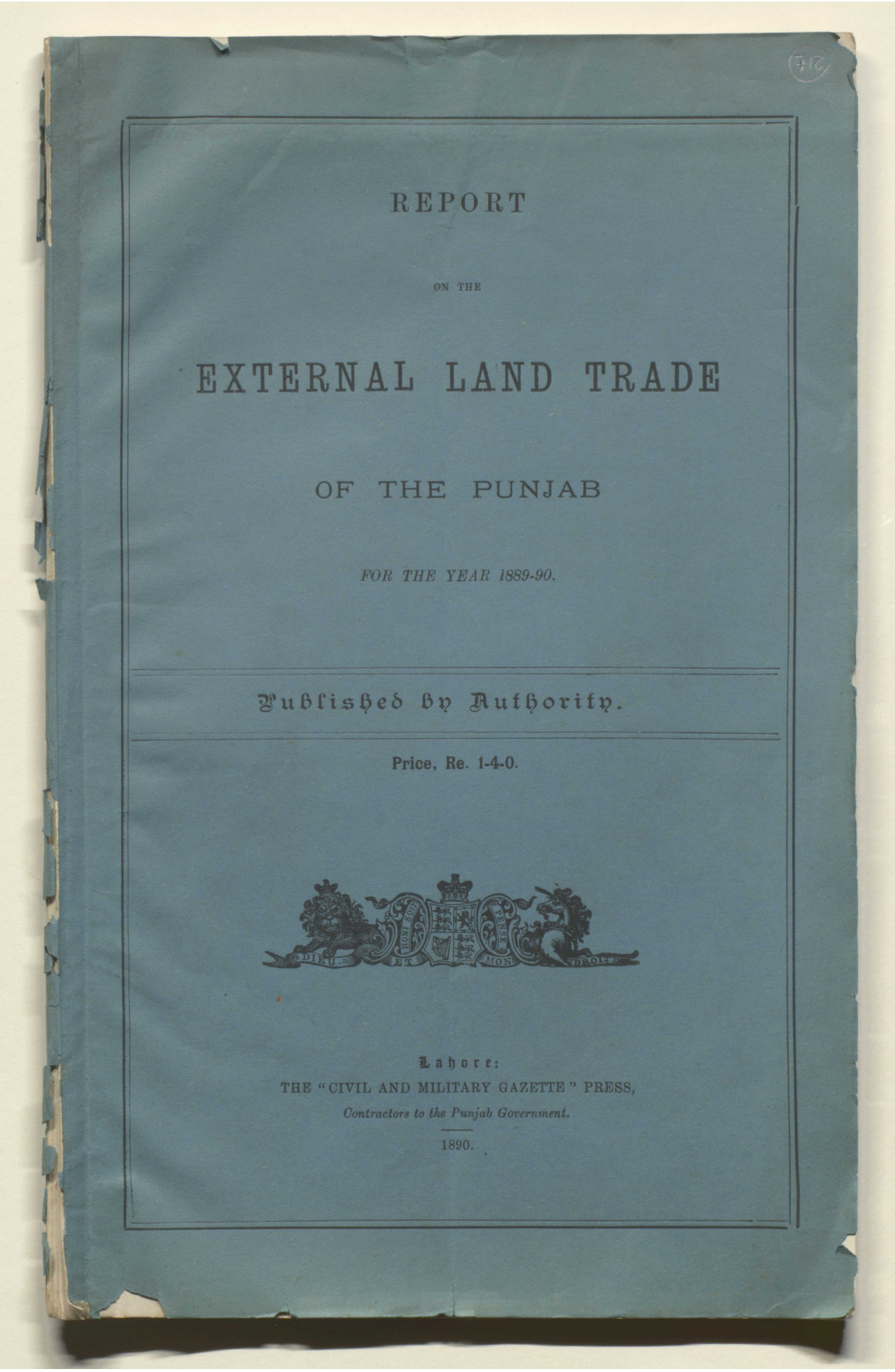
Bahmeshir used to be E mouth of Tigris
Shat el Arab W.
Island between { Dilmun
Kuyan's R
Muhazi
Yahut

Shat el Kobar name of lower K in
middle ages. Sub Elamites & Babylons
Cannot cut from lower K to Bahmeshir
beginning at present Lablab
Arab geogr





REPORT

ON THE

EXTERNAL LAND TRADE

OF THE PUNJAB

FOR THE YEAR 1889-90.

Published by Authority.

Price, Re. 1-4-0.

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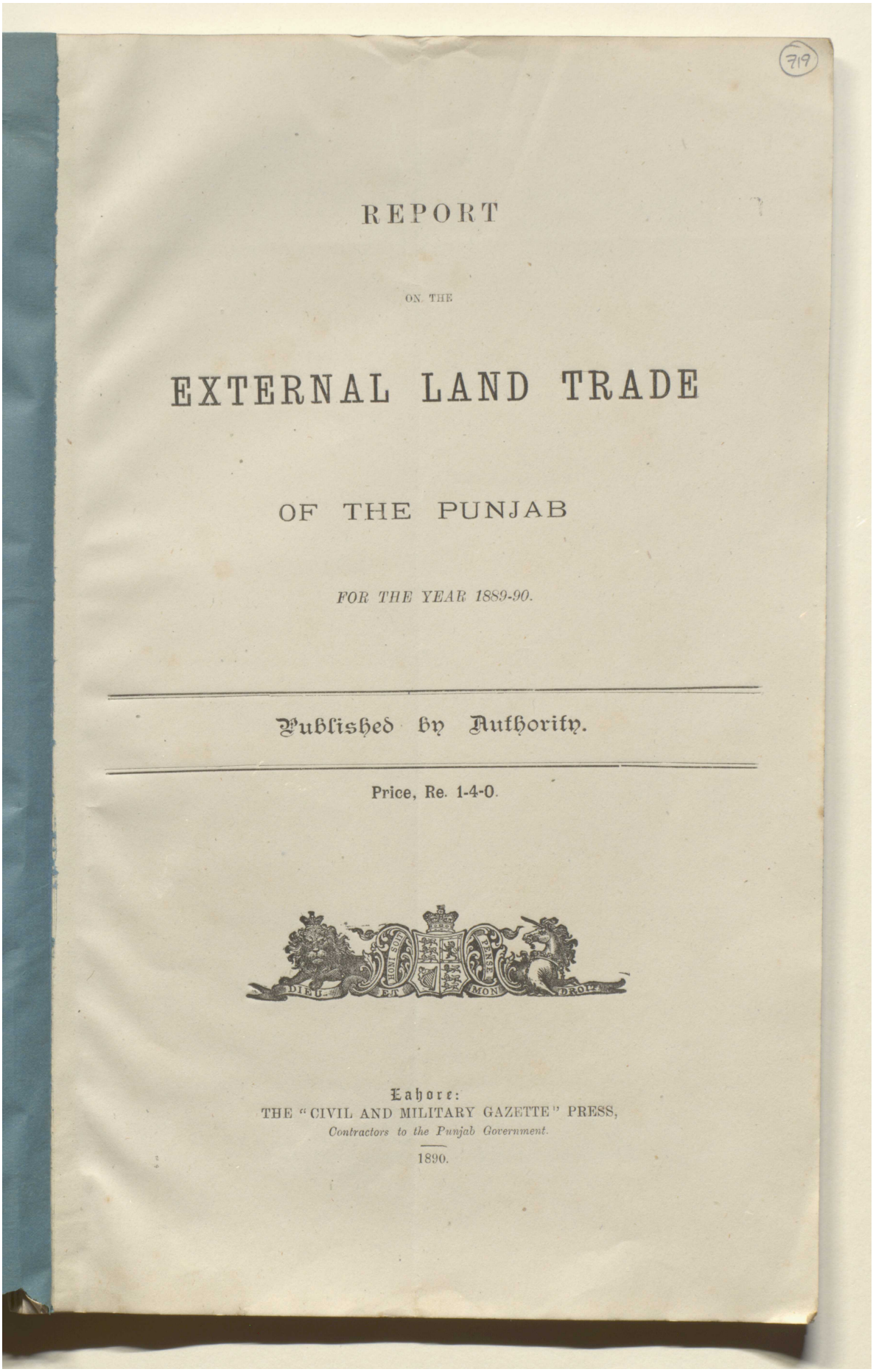

719

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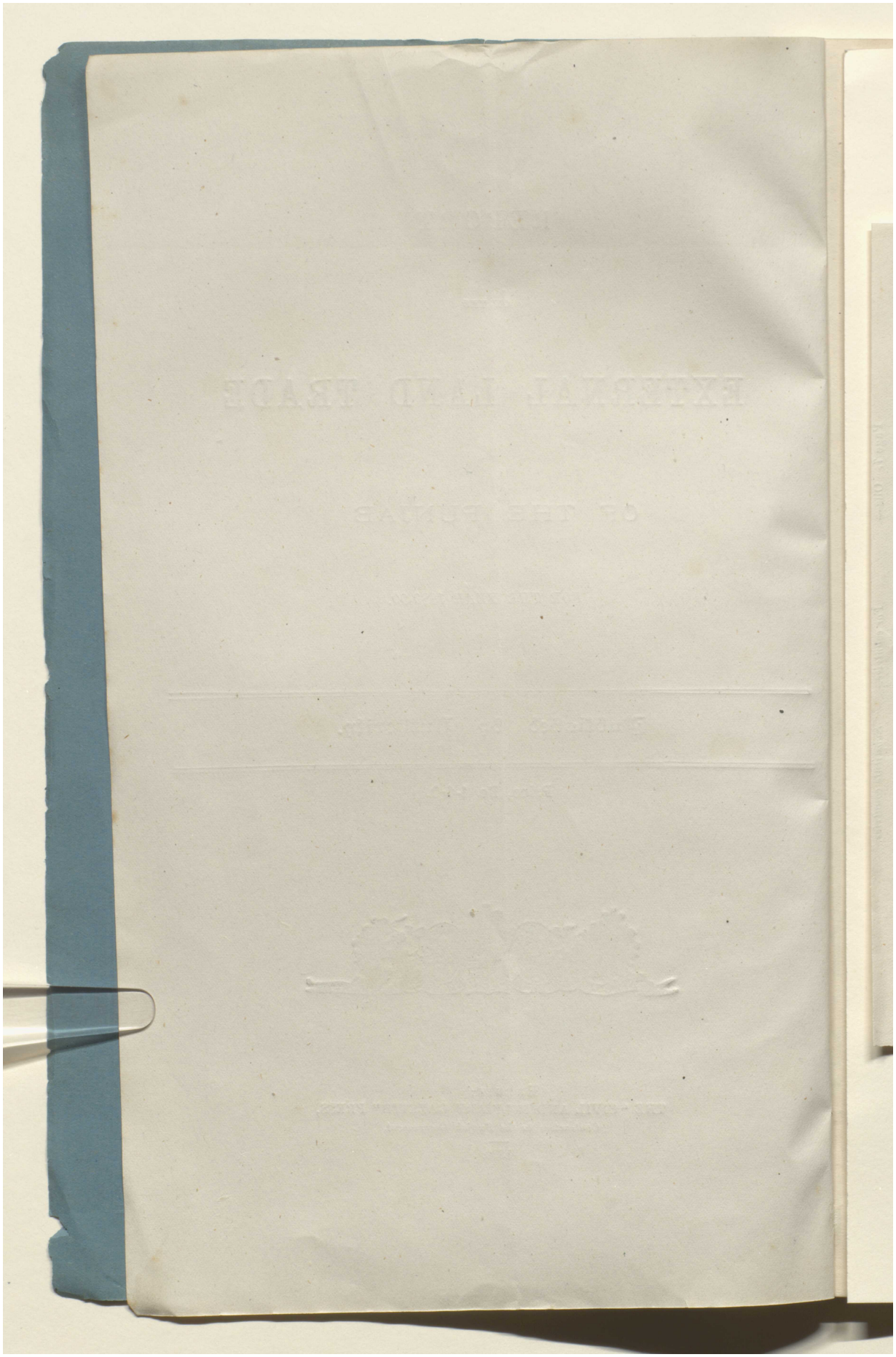

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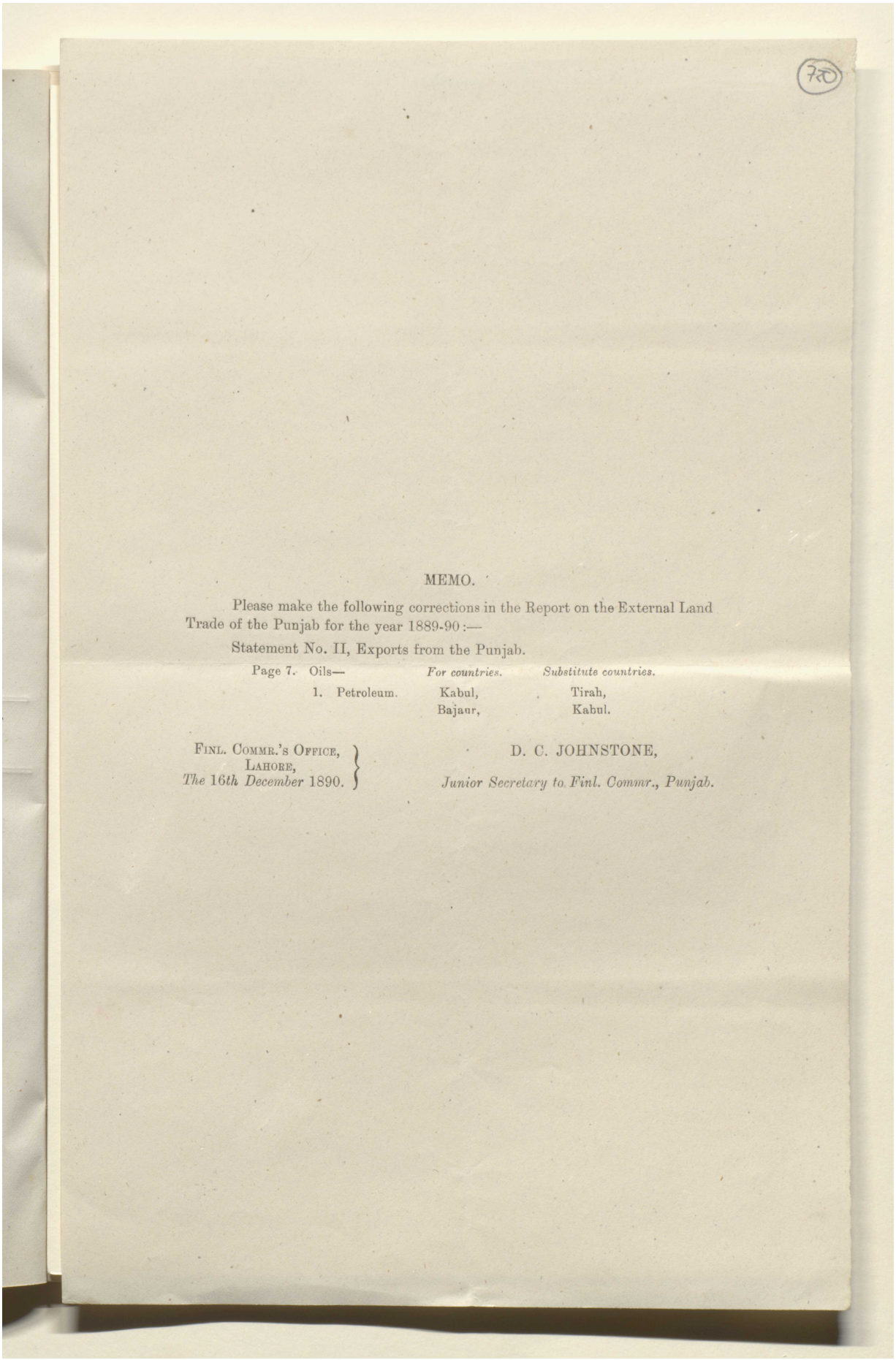

720

MEMO.

Please make the following corrections in the Report on the External Land Trade of the Punjab for the year 1889-90:—

Statement No. II, Exports from the Punjab.

		For countries.	*Substitute countries.*
Page 7.	Oils—		
	1. Petroleum.	Kabul,	Tirah,
		Bajaur,	Kabul.

FINL. COMMR.'S OFFICE,
LAHORE,
The 16th December 1890.

D. C. JOHNSTONE,
Junior Secretary to Finl. Commr., Punjab.

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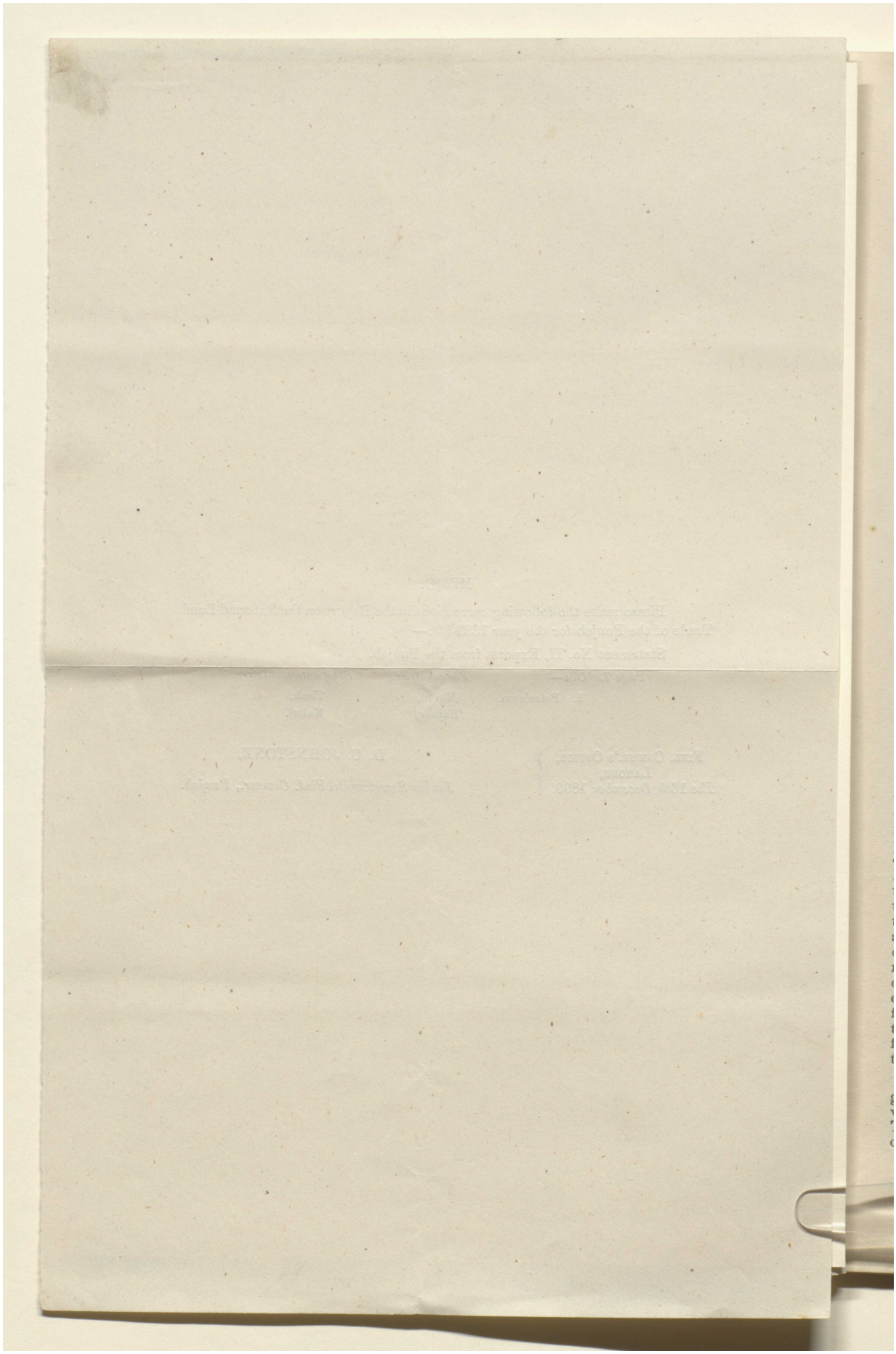

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No. 493 S.

FROM

R. G. THOMSON, ESQUIRE,
Offg. Revenue Secretary to Government,
Punjab and its Dependencies,

To

D. C. JOHNSTONE, ESQUIRE,
Junior Secretary to Financial Commissioner,
Punjab.

Dated Simla, 28th July 1890.

Revenue and Agriculture.
General.

SIR,

I AM directed to acknowledge the receipt of your letter No. 468 of June 30th, 1890, submitting printed copies of the Report on the External Land Trade of the Punjab for the year 1889-90, and in reply to convey the following remarks.

2. In accordance with the existing arrangement, this Report is submitted in full detail triennially and in abbreviated form in the two intermediate years. A detailed report was last received for the year 1888-89, and the report for the present year is therefore a brief one.

3. The total foreign land trade of the Province has increased in value by 18 per cent., being Rs. 2,76,46,689 as against Rs. 2,32,44,251 for the year 1888-89. The rise is almost exclusively in the trade with countries on the west and north-west of the Punjab. It is most marked in the case of Bajaur, where the figures of last year have been nearly doubled, but, as explained in your letter, the increase is partly apparent only and due to improved registration. The increase of 55 per cent. in the value of the trade with Kabul, chiefly under the heads of Import of horses, of fruits, of ghi and of raw silk, and of Exports of European and Indian cotton piece-goods, is in a great measure, no doubt, due to the tranquillity of Afghánistán during the year under report. The apparent diminution in the trade with Kashmir is due to the inclusion of 30 lakhs of silver transmitted to the Punjab for special purposes in the figures of last year; and as the exports have actually increased, there seems every reason to accept the conclusion of the Financial Commissioners that the trade with this country is reviving. In the case of Ladakh, on the other hand, there is no satisfactory explanation of the decrease of 18 per cent. in imports and of 25 per cent. in exports which the figures disclose. Except in the articles of tea, Indian and foreign, the falling off is almost uniform, and must be taken to indicate a decaying trade. It is observed, however, that the trade with Chinese Thibet, despite a fall in the exports thither, has nearly tripled itself, the chief increase being under the head of imports of wool and pasham.

4. The most striking feature in the figures of import trade is the great increase in the import of ghi, which has risen from 17 to 25 lakhs in value. The rise is general, but is greatest in the trade with Bajaur and Kabul. This commodity now constitutes one-sixth of the imports from Kabul and nearly one-fourth of those from Kashmir.

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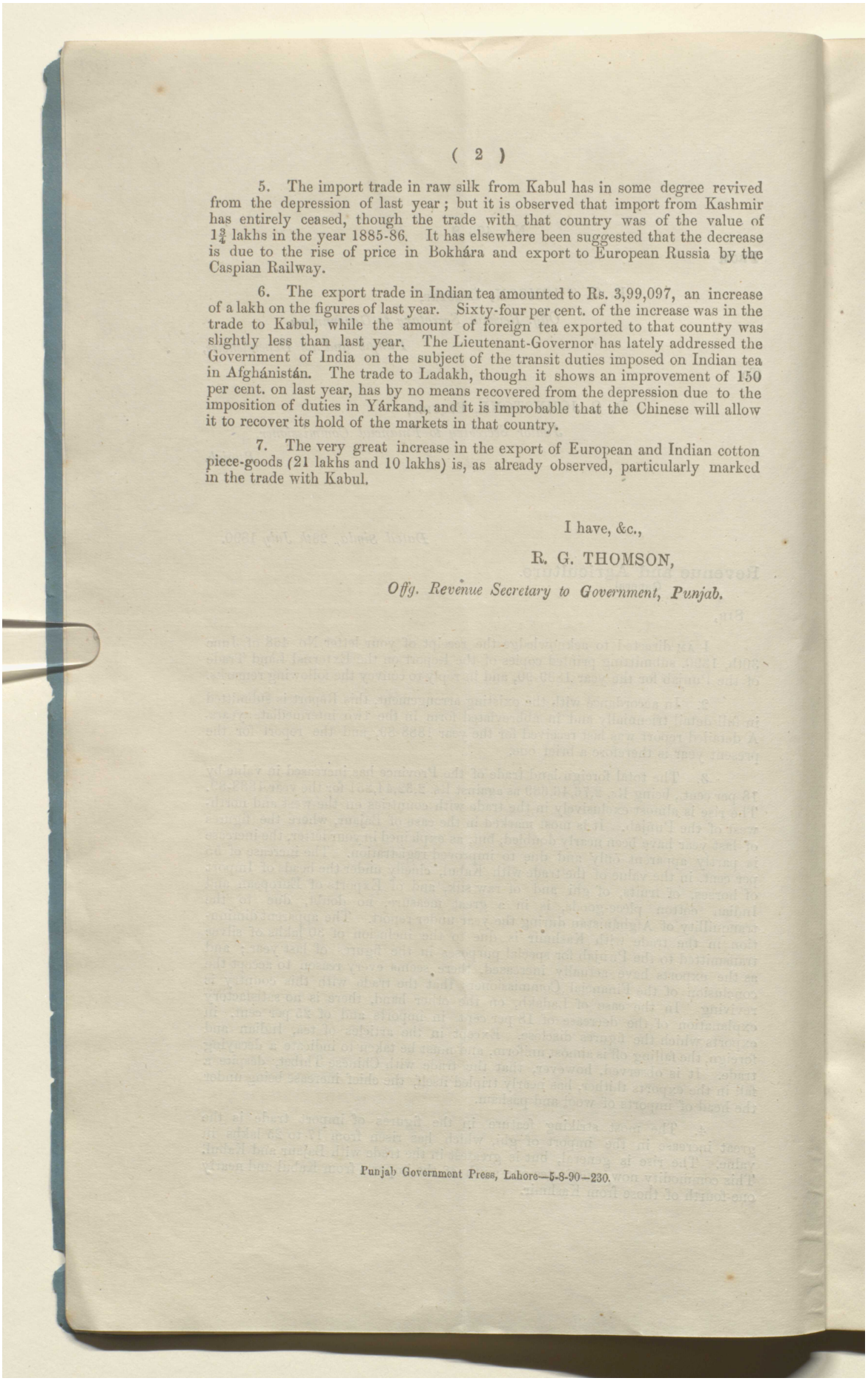

5. The import trade in raw silk from Kabul has in some degree revived from the depression of last year; but it is observed that import from Kashmir has entirely ceased, though the trade with that country was of the value of $1\frac{3}{4}$ lakhs in the year 1885-86. It has elsewhere been suggested that the decrease is due to the rise of price in Bokhára and export to European Russia by the Caspian Railway.

6. The export trade in Indian tea amounted to Rs. 3,99,097, an increase of a lakh on the figures of last year. Sixty-four per cent. of the increase was in the trade to Kabul, while the amount of foreign tea exported to that country was slightly less than last year. The Lieutenant-Governor has lately addressed the Government of India on the subject of the transit duties imposed on Indian tea in Afghánistán. The trade to Ladakh, though it shows an improvement of 150 per cent. on last year, has by no means recovered from the depression due to the imposition of duties in Yárkand, and it is improbable that the Chinese will allow it to recover its hold of the markets in that country.

7. The very great increase in the export of European and Indian cotton piece-goods (21 lakhs and 10 lakhs) is, as already observed, particularly marked in the trade with Kabul.

I have, &c.,

R. G. THOMSON,

Offg. Revenue Secretary to Government, Punjab.

Punjab Government Press, Lahore—5-8-90—230.

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No. 468.

FINANCIAL COMMISSIONER'S OFFICE, PUNJAB.

Dated LAHORE, *the 30th June* 1890.

FROM

D. C. JOHNSTONE, ESQUIRE,

Junior Secretary to Financial Commissioner, Punjab,

To

H. C. FANSHAWE, ESQUIRE,

Offg. Chief Secretary to Government, Punjab.

SIR,

I AM directed to submit the usual annual statements of the External Land Trade of the Punjab for the year 1889-90.

In accordance with the wishes of Government, the remarks which I am to offer on the statistics will be brief.

2. Special attention has been directed this year to the matter of routes across the frontier and the levy of customs dues along them. The information supplied is too various and voluminous to be conveniently included in the body of a report so brief as this, and it has, under the orders of the Financial Commissioner, been relegated to an Appendix (A).

3. The supervision of the work of trade registration has been provided for in nearly every frontier district by the nomination of an Assistant Commissioner or Extra Assistant Commissioner for the duty. In many instances during the year mistakes were found in statements submitted by Deputy Commissioners; and in a few cases in which the carelessness displayed was great, the Deputy Commissioners were asked to consider the propriety of punishing the clerk at fault.

4. The total foreign trade of the Province for the last five years has been as follows:—

YEAR.	Maunds.	Logs.	Value.
			Rs.
1885-86	2,220,887	51,632	1,94,63,862
1886-87	2,425,752	34,281	2,24,64,151
1887-88	2,454,188	30,825	2,33,98,045
1888-89	2,373,706	24,971	2,32,44,251
1889-90	2,855,353	15,434	2,76,46,689

The value of the imports in 1889-90 was Rs. 1,19,72,278, and of exports Rs. 1,51,74,411. Reference to Statement No. III will therefore show that imports have increased by 5 per cent. as compared with 1888-89, and exports by about 32 per cent. In both imports and exports brisker trade with Kábul accounts for a great part of the change. Thus in imports, the total increase being about five lakhs of rupees, Kábul shows an increase of over 13 lakhs, which is more than counterbalanced by a falling off under Kashmír of 15 lakhs. Seweston has an increase of 1½ lakhs, Bájaur of 4 lakhs, and Chinese Tibet of

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1½ lakhs; while the incoming trade from Ladákh has fallen off. Turning to exports, it will be seen that there is an improvement all round except in the case of Chinese Tibet and Ladákh—the total increase being over 38 lakhs. Sewestán accounts for one lakh, Kábul for 27 lakhs, Bájaur for 4 lakhs, and Kashmír for 7 lakhs.

5. Under imports the following large variations have occurred:—

Increases—

Between ¼ a lakh and one lakh of rupees	Raw Cotton. Dyeing Materials ("Other kinds".) Rice, husked. Skins of Sheep, &c. Shawls.
Between 1 and 2 lakhs	Raw Silk. Spices ("Other kinds".) Wood ("Other timber".) Wool (Raw) and Pashm. Indian Woollens.
Between 2 and 3 lakhs	Horses, Ponies and Mules.
Between 6 and 7 lakhs	Fruits, &c. ("Other kinds".)
Nearly 8 lakhs	Ghi.

The only explanation offered as to raw cotton is the occurrence of a heavy crop in Kashmír, whence the whole of the commodity comes and the prevalence of high prices in Siálkot and elsewhere. The tariff rate for skins of sheep and goats rose considerably in Ráwalpindi and elsewhere: this would account for increased imports. The destination of much of this commodity is Europe (*see* para. 9 of Financial Commissioner's Report on Internal Trade for 1888-89). In shawls the trade is subject to remarkable variations. The import in 1887-88 was valued at 12¾ lakhs and in 1888-89 at 6⅛ lakhs, and now we find a rise to 7⅛ lakhs. The Murree route shows a decrease of nearly a lakh, while the Siálkot Returns indicate an increase of nearly 2 lakhs. The import of raw silk from Kashmír has ceased, and from Ladákh the amount brought down is yearly getting smaller. On the other hand, Kábul sent down 1½ lakhs' worth, more than 4 times the import of 1888-89, and about ⅔ of that of 1887-88. The trade in this commodity formed the subject of correspondence with the Punjab Government last year (*vide* para. 8 of Review of the External Land Trade of 1888-89), and subsequent correspondence ending with my No. $\frac{13}{124}$ of 6th January 1890. No further light has been thrown on the matter. Nearly all the increase under raw wool and pashm is in the Chinese Tibet trade; and the total imports exceed any figure reached for many years past. The Indian woollens imported came practically all from Kashmír. In 1885-86 the value imported was nearly as great as in the year under report. In 1887-88 the import went below 6 lakhs, and it has since then increased to 7⅝ lakhs. Horses, ponies and mules came down chiefly from Kábul in much larger numbers during the year under report: no explanation is available. Para. 51 of last year's Report contained some explanation of the falling off in 1888-89 under "Other fruits." The trade has revived, chiefly owing to the cessation of disturbances in the dominions of the Amír of Kábul, a circumstance which accounts for the larger trade done with Kábul in all the principal articles. As to ghi, there is nothing to add to what was written in para. 35 and 52 of last year's Report, except to point to the very large increase in the import from Kábul. The demand for hill ghi is steadily rising; and more than one-fifth (in value) of the total imports of the year is accounted for by the import of ghi.

6. *Decreases in Imports*—

Between ½ a lakh and one lakh	Charas. Government Silver.
Between 1 and 2 lakhs	Logs.
„ 20 „ 22 „	Public Silver.

The large imports of charas in 1887-88 and 1888-89 lowered the price; and though the price rose again in the past year, no doubt the dull market in

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1888-89 discouraged the traders in the year under report. The Financial Commissioner has nothing to say about the decrease in logs, and with regard to silver (public) I am to refer you to paras. 23 and 34 of last year's Report.

7. Under exports the chief variations are as follows :—

Increases—

Between ½ a lakh and one lakh	Raw Cotton.
	Manufactured Leather.
	Grass and Copper.
	"Other" Salt.
	Public Silver.
About 1 lakh	Indian Tea.
	Indigo.
Between 1 and 2 lakhs	Lahori Salt.
Nearly 10 lakhs	Indian Cottons.
Nearly 21 lakhs	European Cottons.

The increase in raw cotton is in the Bájaur trade. Nearly the whole trade in manufactured leather is with Kábul. No special explanation is available of the increase, which is, perhaps, sufficiently accounted for by the absence of serious disturbance in Kábul that characterised the year under report. As to brass and copper, I am to refer you to para. 61 of last year's Report. The improved communications with Kashmír and the natural growth of trade are referred to as the probable causes of the increased export of Lahori salt; and the advance under Salt, "Other kinds," *i. e.*, Kohát salt, is said to be due to the traders finding it convenient to take salt in lieu of grain which they ordinarily take in considerable quantities, but which was in less demand in 1889-90. The increased export to Sewestán and Kábul is probably due to cessation of disturbance; and the higher figure for Bájaur seems to be the result not of a *pro tanto* increase of trade, but of the better arrangements for registration introduced by Mr. Merk, as explained in para. 9 below. For the causes of the present distribution of the exported salt, see para. 62, Report for 1888-89. Indian tea has been made the subject of special enquiry by Government of late. Kábul, Kashmír and Ladákh have all taken more of it than in 1888-89, the figure for Kábul being higher than it has ever been since 1885-86. The stoppage of export to Yárkand was noticed in para. 42 of last year's Report. The Assistant Commissioner of Kulu reports that there is a probability of successful smuggling into that territory. Further, in a letter No. 378 of 17th January 1890, believed to have been communicated by the Commissioner of Pesháwar to the Punjab Government, the Deputy Commissioner of Pesháwar reported on the trade with Central Asia and Kábul in Kángra tea. He gave certain information regarding customs dues, &c., which will be found in the appendix of this Report; and he also pointed to the increased duties levied by the Amír, to the exclusion from Russian Turkistán of tea brought from India, to the fever epidemic in Bokhára in the summer of 1889, to the troubles in Afghán-Turkistán in 1888, to the opening of the Trans-Caspian Railway, and to the undoubted preference of the inhabitants of Central Asia for China tea. The increased export of indigo to Kábul is due to the prevalence of tranquility; and of the apparently increased export to Bájaur the cause is most likely better registration. The increase under Indian cottons (7 lakhs) and European cottons (17 lakhs) exported to Kábul is also no doubt due to the peace succeeding the Gilzai and Afghán-Turkistán troubles. The other increases in cottons are the result of normal expansion of trade.

8. *Decreases in Exports.*—There are only two important decreases :—

	Rs.
Wheat	55,000
Government Silver	1,04,000

9. In most districts the registration posts were as in 1888-89, but considerable improvements have been effected in Pesháwar, as indicated in para. 5 of last year's Report. The registration of the Bájaur trade in particular has been improved by these changes, both imports and exports as registered having about doubled. In one respect the changes indicated in last year's Report, para. 5, were varied, the Mardán post being transferred to Nowshera. This was more convenient, and the possibility of double registration at Chaha and Mardán was avoided. Further, by way of experiment, a subordinate post was opened

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on 1st October 1889 at Naryáb in Kohát in addition to the existing post at Thal. It has been found very difficult to intercept all the trade between Gujrát and Kashmír territory owing to the number of routes. Last year the one trade post of the district was at Kotla. This year, as the result of the promised reference alluded to in para. 32 of last year's Report, there is a Muharrir with Chaprási at Daulatnagar, and three educated Chaprásís at Channi, Kotla and Jalálpur respectively. This is the result of careful enquiries into the routes chiefly favored by traders.

10. The proportion which the trade of each country bears to the total trade is as follows :—

Countries.	1887-88.	1888-89.	1889-90.
Sewestán	5·0	5·5	5·6
Tirah	0·7	0·7	0·7
Kábul	34·7	31·0	40·8
Bájaur	4·2	3·6	6·0
Kashmír	52·3	56·3	44·4
Ladákh	2·8	2·6	1·7
Chinese Tibet	0·3	0·3	0·8
Total	100·0	100·0	100·0

The Kashmír and Ladákh trade has fallen off both in proportion to the total trade and in actual value. In the case of Kashmír, however, the abnormal imports of bullion and specie to Siálkot, explained in para. 34 of last year's Report, should be kept out of the calculation. Excluding, therefore, all treasure, both gold and silver and both Government and public treasure, the figures of total trade with Kashmír in the past three years are :—

	Rs.
1887-88	1,06,31,147
1888-89	98,78,300
1889-90	1,14,23,958

This shows that trade properly so called fell off in 1888-89 and has now revived in a remarkable degree. The increased trade with Kábul and the apparent improvement in the Bájaur trade have been already commented upon.

11. It remains to notice briefly the action taken by this office on the Government Review of the External Land Trade of 1888-89. The decision in para. 4 of the Review, regarding the proposal to treat trade between Sewestán and Dera Gházi Khan as internal, was communicated to the Commissioner of the Deraját Division. The matter of the tolls levied in Mandi below Kataula (*vide* para. 6 of Review) has been enquired into. Some of the imposts were objectionable and have been stopped. Those still levied are of the nature of petty bridge tolls, and the Financial Commissioner thinks there is no reason for further interference. The order in para. 7 of the Review was communicated to the Commissioner of the Delhi Division. In para. 8 of the Review Government commented upon the state of the trade in raw silk and on the reduced price of madder. The former matter has been dealt with above in para. 5 of this Report. Perusal of this office letter No. 739 of 28th October 1889, to your address, will show that the decreasing price of madder is due to the growing use of aniline and other dyes.

I have, &c.,

D. C. JOHNSTONE,

Junior Secretary to Financial Commissioner, Punjab.

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APPENDIX B I.

Statement showing Refunds of Duty paid under the Treaty with His Highness the Maharaja of Jammoo and Kashmír in respect of Goods imported by Sea and then exported from Punjab to Kashmír during the year 1889-90.

Description of Goods.	Amount of Refund paid.					
	Kashmír.	At Leh.	Calcutta.	Amritsar and Gurdáspur.	Karáchi.	Bombay.
Champagne	Statement not received.	Nil.	Nil.	Nil.	Rs. a. p. 52 14 8	
Port					46 0 0	
Brown Sherry					...	
Gale ,,					...	390 5 4
Madeira Gtill					...	
Liqueur Brandy					...	
Geale ,,					...	
Claret					...	28 0 0
Sherry					8 0 0	
Other Wines					9 9 3	
Ale, Beer and Porter					2 8 0	
Brandy					2,115 13 6	
Gin					1,052 5 0	
Rum					11 6 0	
Whisky					4,978 5 4	
Spirits used in drugs and medicines in a proportion of 20 per cent. and upwards.					0 13 6	
Other sorts					1 10 8	
Total	...	...	...	...	8,279 5 11	418 5 4

APPENDIX B II.

Statement showing Goods transmitted in Bond through British India to the Territory of His Highness the Maharaja of Jammoo and Kashmír during the year 1889-90.

Name of Customs House.	Specification of Goods.	Weight.	Rate of duty.	Amount of duty.
		Gals. Ozs.		Rs. a. p.
KARACHI.	Champagne	62 26⅔	Rs. 2½ per gallon.	155 6 8
	Whisky	1,055 145⅓	Rs. 5 ,,	5,279 8 10
	,, (Encore)	14 149	Do.	74 10 6
	Brandy	1,012 143⅝	Do.	5,064 7 9
	Port Wine	84 0	Re. 1 ,,	84 0 0
	Maderia Wine	1 0	Do.	1 0 0
	Augostura Bitters	2 26⅔	Rs. 5 ,,	10 13 4
	Orange ,,	0 26⅔	Do.	0 13 4
	Ginger Wine	31 30	Re. 1 ,,	31 3 0
	Vermouth	23 85	Do.	23 8 6
	Peach Brandy	1 0	Rs. 5 ,,	5 0 0
	Curacao	4 59	Do.	21 13 6
	Dry Gin	52 47 7/12	Do.	711 7 9
	Beer	30 0	1 anna per gallon.	1 14 0
	Cherry Brandy	5 133⅓	Rs. 5 ,,	29 2 8
	Claret	91 106⅔	Re. 1 ,,	91 10 8
	Sherry Wine	14 0	Do.	14 0 0
	Rum	8 25	Rs. 5 ,,	40 12 6
	Flavouring Essences containing Proof Spirits	1 2	Do.	5 1 0
	Medicine containing less than 20 per cent. Spirits	1 92	Rs. 5 per cent.	3 0 0
	Toilet Vinegar	0 48	Rs. 7½ per gallon.	2 4 0
	Medicine containing Proof Spirits	1 141	Rs. 5 ,,	9 6 6
	Rangoon Oil	4 0	6 pies ,,	0 2 0
	Lavender Water	0 72	Rs. 7½ ,,	3 6 0
		Maund. Seers.		
	Salt	1 32	Rs. 2½ per maund.	4 8 0
	Loaded Cartridges	Nos. 500	,, 10 ,, cent.	7 8 0
	Rifle D B C F ·450 bore and implements	No. 1	Do.	50 0 0
	Spare Foresight and Strikers	,, 1	Do.	1 4 0
	Total	Gals. Ozs. 2,504 79⅔ Md. Srs. 1 32 Nos. 502	...	11,727 12 6

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APPENDIX B III.

Export of Charas to India in the year 1889-90.

	Maunds.	*Seers.*
In August	241	16
„ September	1,656	20
„ October	120	37
„ November	124	32
„ December	2	32
„ January	13	20
„ February	2	28
„ March	1	15
Total ...	2,164	0

One hundred and fifty-five passes granted throughout the year by the Joint Commissioner of Ladakh.

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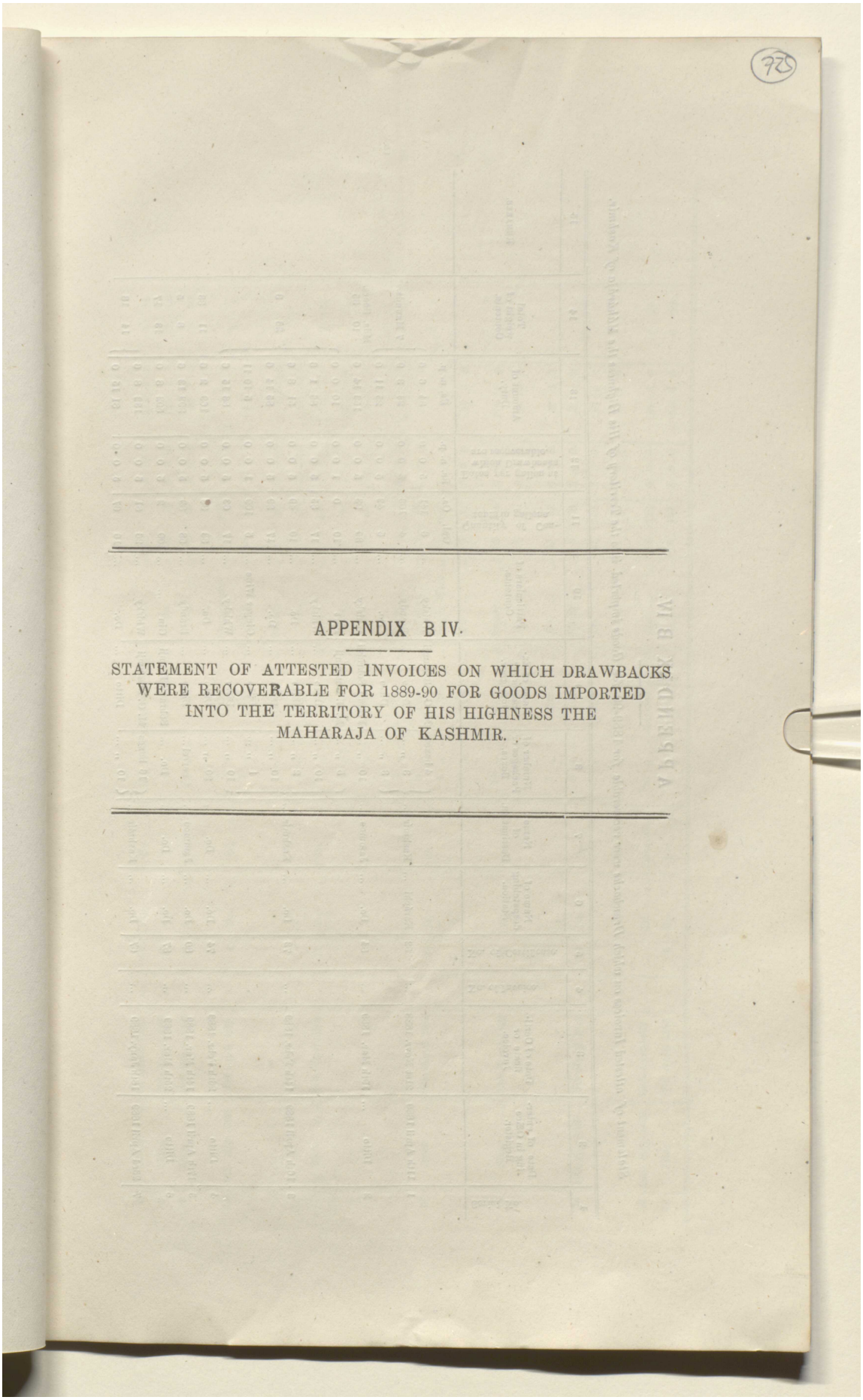

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APPENDIX B IV.

STATEMENT OF ATTESTED INVOICES ON WHICH DRAWBACKS WERE RECOVERABLE FOR 1889-90 FOR GOODS IMPORTED INTO THE TERRITORY OF HIS HIGHNESS THE MAHARAJA OF KASHMIR.

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APPENDIX B IV.

Statement of attested Invoices on which Drawbacks were recoverable for 1889-90 *for Goods imported into the Territory of His Highness the Máhárája of Kashmír.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Serial No.	Date of entering in Office Register.	Date of Certificate or Invoice.	No. of Invoice.	No. of Certificate.	Name of despatching Station.	Name of Destination.	Number of Packages or Boxes.	Name of Exporter or Consignor.	Particulars of Contents.	Quantity of Contents in gallons.	Rates per gallon at which Drawbacks are recoverable.	Amount of Duty.	Total weight of Contents.	Remarks.
										Gal. Oz.	Rs. a. p.	Rs. a. p.		
1	11th April 1889	21st Novr. 1888	...	52	Karáchi ...	Kashmír ...	4 boxes.	M. G. Rustumji	Whisky ...	6 141	5 0 0	34 6 6	7 Maunds.	
							3 ,, ...	Ditto ...	Brandy ...	4 103	5 0 0	23 3 9		
							3 ,, ...	Ditto ...	Do. ...	5 42	5 0 0	25 11 0		
2	Ditto ...	19th Mar. 1889	...	84	Do. ...	Jammoo ...	10 ,, ...	Framji Sohrabji	Whisky ...	30 93	5 0 0	153 14 6	Mds. Seers. 10 35	
3	16th April 1889	14th Febr. 1889	...	73	Do. ...	Kashmír ...	5 ,, ...	M. G. Rustumji	Port ...	10 0	1 0 0	10 0 0	26 3	
							10 ,, ...	Ditto ...	Whisky ...	17 35	5 0 0	86 1 6		
							2 ,, ...	Ditto ...	Do. ...	10 49	5 0 0	51 8 6		
							10 ,, ...	Ditto ...	Do. ...	17 29	5 0 0	85 14 6		
							1 ,, ...	Ditto ...	Ginger Wine ...	5 109	1 0 0	5 10 11		
							10 ,, ...	Ditto ...	Whisky ...	17 63	5 0 0	86 15 6		
4	Ditto ...	26th Febr. 1889	...	74	Do. ...	Do. ...	20 ,, ...	Ditto ...	Do. ...	33 33	5 0 0	169 2 6	11 33	
5	17th April 1889	14th Mar. 1889	...	80	Do. ...	Jammoo ...	1 barrel ...	Ditto ...	Brandy ...	58 89	5 0 0	292 12 6	8 5	
6	Ditto ...	25th Mar. 1889	...	87	Do. ...	Do. ...	Do. ...	Sohrabji Framji	Gin	100 2	5 0 0	502 8 0	13 17	
7	23rd April 1889	18th Jany. 1889	...	67	Do. ...	Kashmír ...	16 boxes	M. G. Rustumji	Whisky ...	26 81	5 0 0	132 8 6	14 18	
							10 ,, ...	Ditto ...	Do. ...	16 67	5 0 0	81 15 0		

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APPENDIX BIV.—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Serial No.	Date of entering in Office Register.	Date of Certificate or Invoice.	No. of Invoice.	No. of Certificate.	Name of despatching Station.	Name of Destination.	Number of Packages or Boxes.	Name of Exporter or Consignor.	Particulars of Contents.	Quantity of Contents in gallons.	Rates per gallon at which Drawbacks are recoverable.	Amount of Duty.	Total weight of Contents.	Remarks.
										Gals. Oz.	Rs. a. p.	Rs. a. p.	Mds. Seers.	
18	25th May 1889	20th April 1889	...	10	Karáchi ...	Jammoo ...	10 boxes.	Sohrabji Framji	Whisky ...	15 126	5 0 0	79 14 0	5 35	
19	20th May 1889	March 1889	...	13	Do. ...	Do. ...	10 „ ...	M. G. Rustumji.	Do. ...	14 91	5 0 0	72 13 9	5 20	
20	25th May 1889	29th March 1889	...	85	Do. ...	Kashmír ...	10 „ ...	Sohrabji Framji.	Do. ...	30 93	5 0 0	152 14 0	10 33	
21	Ditto	17th April 1889	...	9	Do. ...	Jammoo ...	10 „ ...	Ditto ...	Brandy ...	15 156	5 0 0	79 14 0	5 30	
22	Ditto	Ditto ...	...	7	Do. ...	Do. ...	10 „ ...	Ditto ...	Whisky ...	14 149	5 0 0	74 10 6	5 32	
23	28th May 1889	7th May 1889	...	14	Do. ...	Do. ...	1 barrel	Ditto ...	Brandy ...	100 91	5 0 0	502 13 6	9 30	
24	30th May 1889	2nd May 1889	...	12	Do. ...	Do. ...	Do.	Ditto ...	Scotch Whisky	62 158	5 0 0	324 15 0	8 30	
25	Ditto	17th April 1889	...	8	Do. ...	Do. ...	10 boxes.	Ditto ...	Whisky ...	14 129	5 0 0	74 10 6	5 20	
26	5th June 1889	Ditto ...	...	6	Do. ...	Do. ...	10 „ ...	Ditto ...	Encore Whisky	14 129	5 0 0	74 10 6	..	
27	Ditto	25th May 1889	...	436	Bombay ...	Kashmír ...	12 „ ...	Grindlay, Groom and Co.	Champagne ...	23 3/8	2 8 0	59 2 2	Cwt. Q L 6 2 27	
							12 „ ...	Ditto ...	Do. ...	20 3/8	2 8 0	59 9 4	6 6 3	
28	Ditto	Ditto	...	237	Do. ...	Do. ...	9 „ ...	Ditto ...	Claret Nos. 28, 25 35, 36, 38, 39.	1/2	1 2 0	18 0 0	4 2 12	
29	20th June 1889	Ditto	...	21	Karáchi ...	Do. ...	2 barrels 1/4 lb.	M. G. Rustumji	Whisky ...	67 121	5 0 0	338 12 6	Mds. Seers. 9 26	

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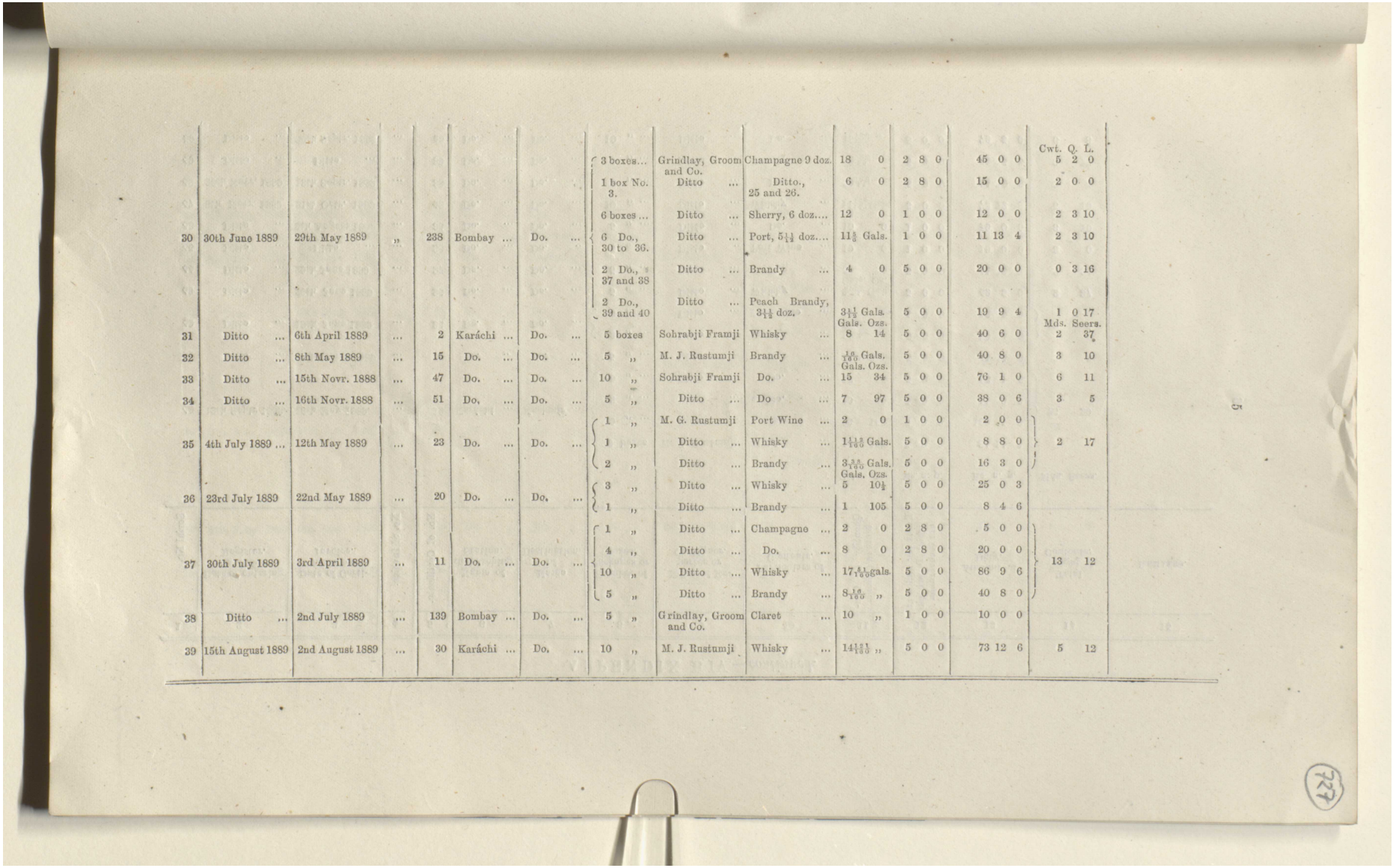

														Cwt. Q. L.
							3 boxes...	Grindlay, Groom and Co.	Champagne 9 doz.	18 0	2 8 0	45 0 0		5 2 0
							1 box No. 3.	Ditto ...	Ditto., 25 and 26.	6 0	2 8 0	15 0 0		2 0 0
							6 boxes ...	Ditto ...	Sherry, 6 doz....	12 0	1 0 0	12 0 0		2 3 10
30	30th June 1889	29th May 1889	„	238	Bombay ...	Do. ...	6 Do., 30 to 36.	Ditto ...	Port, $5\frac{1}{12}$ doz....	$11\frac{5}{6}$ Gals.	1 0 0	11 13 4		2 3 10
							2 Do., 37 and 38	Ditto ...	Brandy ...	4 0	5 0 0	20 0 0		0 3 16
							2 Do., 39 and 40	Ditto ...	Peach Brandy, $3\frac{11}{12}$ doz.	$3\frac{11}{12}$ Gals.	5 0 0	19 9 4		1 0 17
										Gals. Ozs.				Mds. Seers.
31	Ditto ...	6th April 1889	...	2	Karáchi ...	Do. ...	5 boxes	Sohrabji Framji	Whisky ...	8 14	5 0 0	40 6 0		2 37
32	Ditto ...	8th May 1889	...	15	Do. ...	Do. ...	5 „	M. J. Rustumji	Brandy ...	$\frac{16}{160}$ Gals.	5 0 0	40 8 0		3 10
										Gals. Ozs.				
33	Ditto ...	15th Novr. 1888	...	47	Do. ...	Do. ...	10 „	Sohrabji Framji	Do. ...	15 34	5 0 0	76 1 0		6 11
34	Ditto ...	16th Novr. 1888	...	51	Do. ...	Do. ...	5 „	Ditto ...	Do ...	7 97	5 0 0	38 0 6		3 5
							1 „	M. G. Rustumji	Port Wine ...	2 0	1 0 0	2 0 0		
35	4th July 1889 ...	12th May 1889	...	23	Do. ...	Do. ...	1 „	Ditto ...	Whisky ...	$1\frac{112}{160}$ Gals.	5 0 0	8 8 0		2 17
							2 „	Ditto ...	Brandy ...	$3\frac{38}{160}$ Gals.	5 0 0	16 3 0		
										Gals. Ozs.				
36	23rd July 1889	22nd May 1889	...	20	Do. ...	Do. ...	3 „	Ditto ...	Whisky ...	5 $10\frac{1}{2}$	5 0 0	25 0 3		
							1 „	Ditto ...	Brandy ...	1 105	5 0 0	8 4 6		
							1 „	Ditto ...	Champagne ...	2 0	2 8 0	5 0 0		
37	30th July 1889	3rd April 1889	...	11	Do. ...	Do. ...	4 „	Ditto ...	Do. ...	8 0	2 8 0	20 0 0		13 12
							10 „	Ditto ...	Whisky ...	$17\frac{51}{160}$ gals.	5 0 0	86 9 6		
							5 „	Ditto ...	Brandy ...	$8\frac{16}{160}$ „	5 0 0	40 8 0		
38	Ditto ...	2nd July 1889	...	139	Bombay ...	Do. ...	5 „	Grindlay, Groom and Co.	Claret ...	10 „	1 0 0	10 0 0		
39	15th August 1889	2nd August 1889	...	30	Karáchi ...	Do. ...	10 „	M. J. Rustumji	Whisky ...	$14\frac{121}{160}$ „	5 0 0	73 12 6		5 12

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APPENDIX B IV.—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Serial No.	Date of entering in Office Register.	Date of Certificate or Invoice.	No. of Invoice.	No. of Certificate.	Name of despatching Station.	Name of Destination.	Number of Packages or Boxes.	Name of Exporter or Consignor.	Particulars of Contents.	Quantity of Contents in gallons.	Rates per gallon at which Drawbacks are recoverable.	Amount of Duty.	Total weight of Contents.	Remarks.
										Gals. Oz.	Rs. a. p.	Rs. a. p.	Mds. Seers.	
40	12th Septr 1889.	16th May 1889.	...	19	Karáchi ...	Kashmír ...	10 boxes	H. G. Rustumji.	Whisky ...	16 157	5 0 0	84 14 6	25 20	
							20 ,, ...		Do. ...	33 159	5 0 0	169 15 6		
							2 ,, ...		Do. ...	10 49	5 0 0	51 8 6		
							10 ,, ...		Do. ...	17 35	5 0 0	86 1 6		
41	Ditto ...	29th March 1889.	...	22	Do. ...	Do. ...	5 ,, ...	Ditto ...	Do. ...	$8\frac{1}{160}$ Gals.	5 0 0	41 14 6	3 3	
42	Ditto ...	18th June 1889	...	24	Do. ...	Do. ...	2 ,, ...	Ditto ...	Brandy ...	$14\frac{8}{160}$,, Gals. Oz.	5 0 0	70 4 0	8 5	
							6 ,, ...	Ditto ...	Port Wine ...	12 0	1 0 0	12 0 0		
43	Ditto ...	20th June 1889	...	26	Do. ...	Do. ...	5 ,, ...	Ditto ...	Whisky ...	$8\frac{8}{160}$ Gals. Gals. Oz.	5 0 0	42 5 6	2 37	
44	Ditto ...	29th June 1889	...	27	Do. ...	Do. ...	5 ,, ...	Ditto ...	Do. ...	8 60	5 0 0	41 13 7	2 34	
45	Ditto ...	Ditto ...	...	28	Do. ...	Do. ...	5 ,, ...	Ditto ...	Port Wine ...	10 0	1 0 0	10 0 0	3 0	
46	Ditto ...	6th August 1889	...	34	Do. ...	Do. ...	5 ,, ...	Ditto ...	Do. ...	10 0	1 0 0	10 0 0	3 10	
47	8th Novr. 1889	21st Octr. 1889	...	42	Do. ...	Do. ...	10 ,, ...	Ditto ...	Whisky ...	$14\frac{14}{160}$ Gals.	5 0 0	73 12 6	5 10	
48	26th Novr. 1889	13th Septr. 1889	...	38	Do. ...	Do. ...	6 ,, ...	Ditto ...	Do. ...	$10\frac{47}{160}$,,	5 0 0	51 12 6	3 4	
49	Ditto ...	Ditto ...	...	30	Do. ...	Do. ...	5 ,, ...	Ditto ...	Brandy ...	$8\frac{6}{160}$,,	5 0 0	41 15 8	3 17	
50	Ditto ...	30th Septr. 1889	...	40	Do. ...	Do. ...	10 ,, ...	Ditto ...	Do. ...	$15\frac{15}{160}$,,	5 0 0	78 5 6	6 8	

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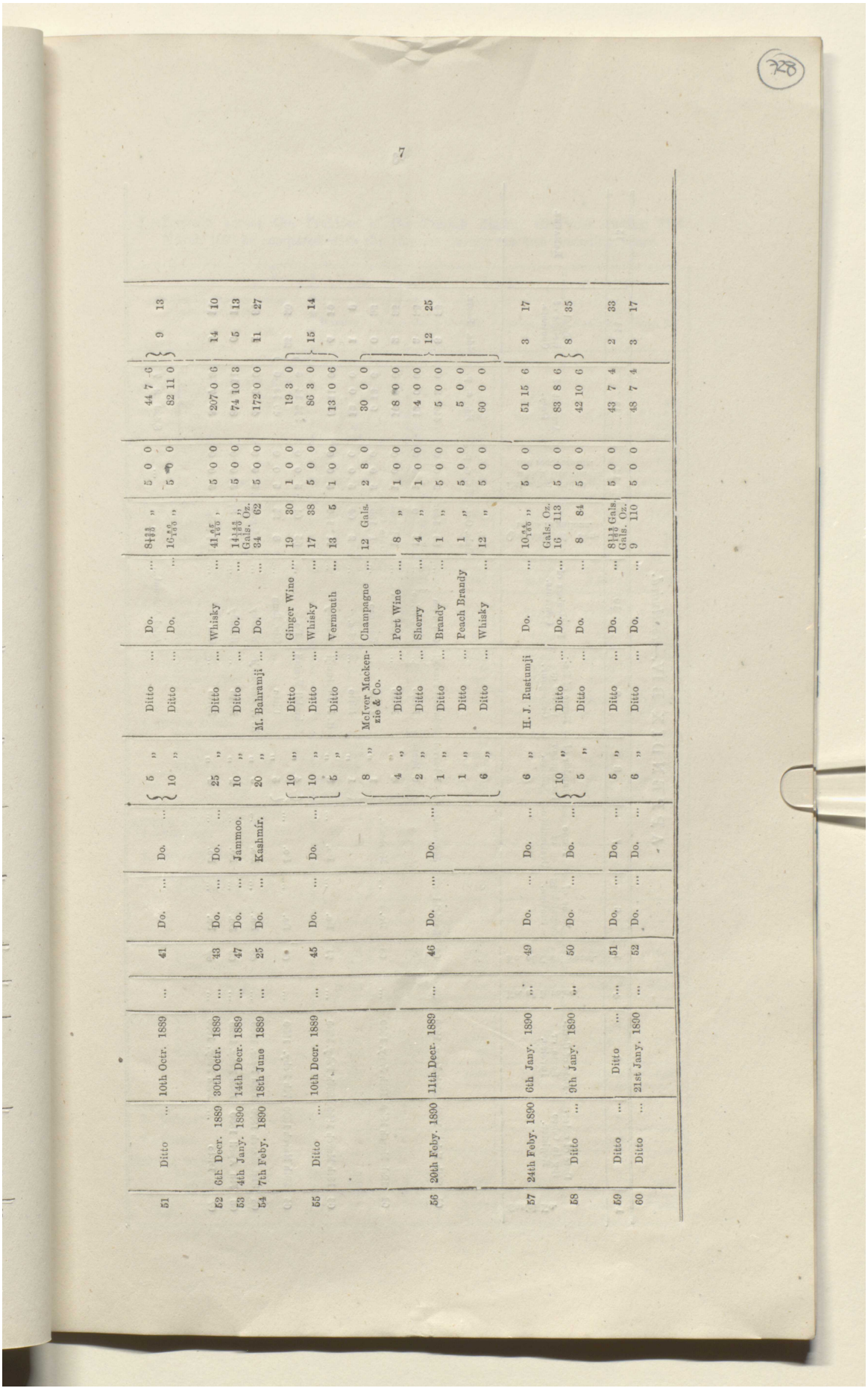

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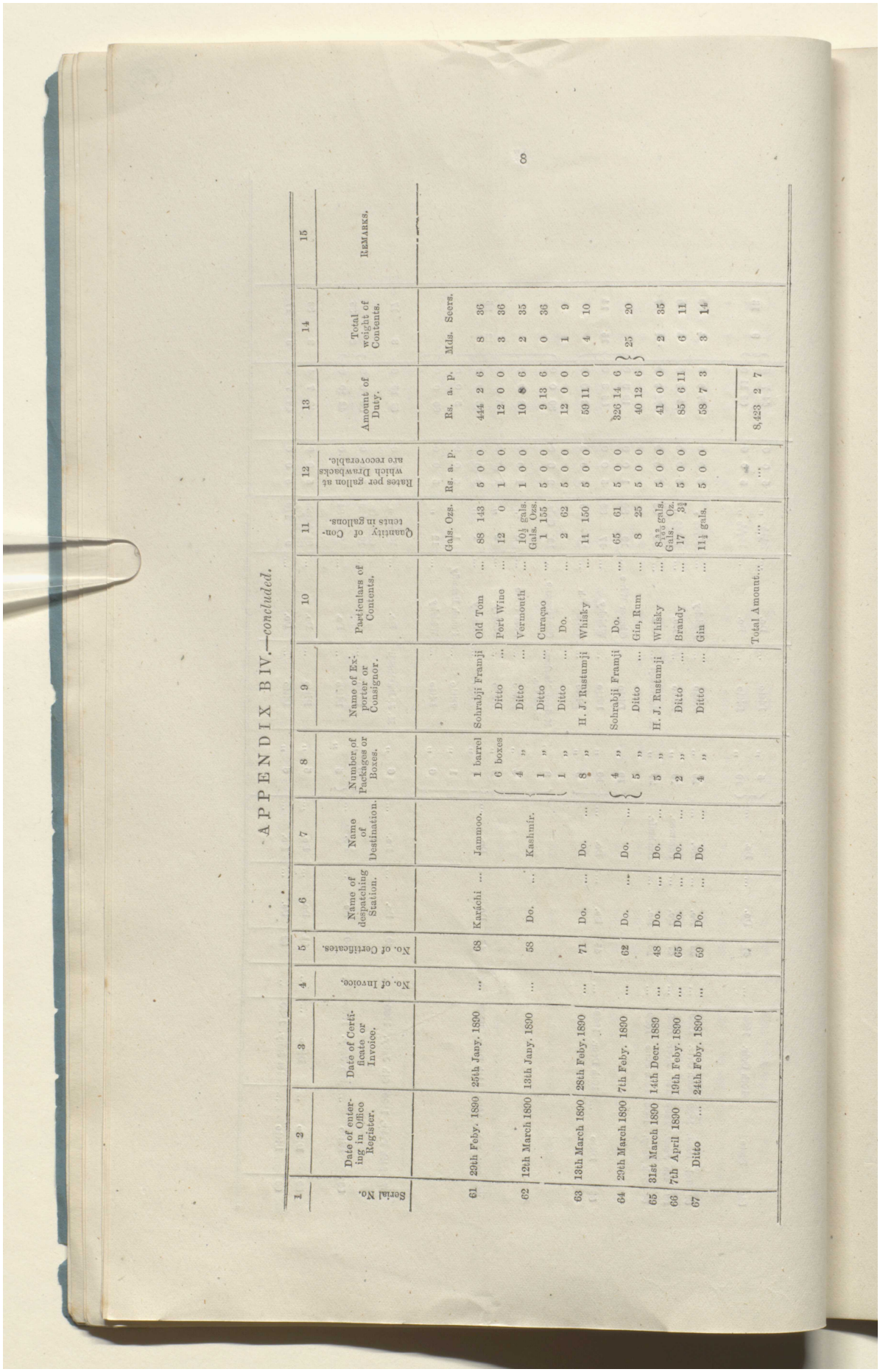

APPENDIX B IV.—*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Serial No.	Date of entering in Office Register.	Date of Certificate or Invoice.	No. of Invoice.	No. of Certificates.	Name of despatching Station.	Name of Destination.	Number of Packages or Boxes.	Name of Exporter or Consignor.	Particulars of Contents.	Quantity of Contents in gallons.	Rates per gallon at which Drawbacks are recoverable.	Amount of Duty.	Total weight of Contents.	Remarks.
										Gals. Ozs.	Rs. a. p.	Rs. a. p.	Mds. Seers.	
61	29th Feby. 1890	25th Jany. 1890	...	68	Karáchi ...	Jammoo.	1 barrel	Sohrabji Framji	Old Tom ...	88 143	5 0 0	444 2 6	8 36	
							6 boxes	Ditto ...	Port Wine ...	12 0	1 0 0	12 0 0	3 36	
62	12th March 1890	13th Jany. 1890	...	58	Do. ...	Kashmir.	4 ,,	Ditto ...	Vermouth ...	10½ gals. Ozs.	1 0 0	10 8 6	2 35	
							1 ,,	Ditto ...	Curaçao ...	Gals. Ozs. 1 155	5 0 0	9 13 6	0 36	
							1 ,,	Ditto ...	Do. ...	2 62	5 0 0	12 0 0	1 9	
63	13th March 1890	28th Feby. 1890	...	71	Do. ...	Do. ...	8 ,,	H. J. Rustumji	Whisky ...	11 150	5 0 0	59 11 0	4 10	
64	29th March 1890	7th Feby. 1890	...	62	Do. ...	Do. ...	4 ,,	Sohrabji Framji	Do. ...	65 61	5 0 0	326 14 6	25 20	
							5 ,,	Ditto ...	Gin, Rum ...	8 25	5 0 0	40 12 6		
65	31st March 1890	14th Decr. 1889	...	48	Do. ...	Do. ...	5 ,,	H. J. Rustumji	Whisky ...	8 3 3 100 gals. Gals. Oz.	5 0 0	41 0 0	2 35	
66	7th April 1890	19th Feby. 1890	...	65	Do. ...	Do. ...	2 ,,	Ditto ...	Brandy ...	17 3½	5 0 0	85 6 11	6 11	
67	Ditto ...	24th Feby. 1890	...	69	Do. ...	Do. ...	4 ,,	Ditto ...	Gin ...	11½ gals.	5 0 0	58 7 3	3 14	
									Total Amount...	...	...	8,423 2 7		

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I.—Imports across the Frontier of the Punjab during the year ending 31st March 1890 as compared with the Imports during the two preceding years.

Articles and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Number.	Value, Rs.	Number.	Value, Rs.	Number.	Value, Rs.
ANIMALS, LIVING—						
1.—Horses, Ponies and Mules.						
Sewestán	72	4,182	31	2,496	...	...
Tirah	...	...	12	600	13	826
Kábul	1,943	1,35,227	1,895	2,32,450	3,448	4,36,715
Bájaur	39	1,845	9	450	83	6,210
Kashmír	76	3,824	136	9,857	360	37,861
Ladákh	75	6,440	200	23,125	71	5,760
Chinese Tibet	5	500	12	1,200	10	1,000
Total	2,210	1,52,018	2,295	2,70,178	3,985	4,88,372
2.—Cattle.						
Sewestán	280	7,210	570	11,937	763	17,093
Tirah	5	33	...	...	...	...
Kábul	21	93	16	160	9	790
Bájaur	68	2,341	48	494	39	845
Kashmír	720	12,944	1,313	23,236	1,741	27,177
Total	1,094	22,621	1,947	35,827	2,552	45,905
3.—Sheep and Goats.						
Sewestán	8,100	23,093	10,036	34,234	12,957	42,405
Tirah	345	1,013	41	101	34	117
Kábul	350	902	625	1,917	738	2,469
Bájaur	883	2,609	454	1,142	6,468	19,345
Kashmír	15,896	43,197	21,607	52,402	25,845	64,241
Ladákh	508	1,016	848	1,128	1,590	4,681
Chinese Tibet	518	1,026	1,348	2,696	1,283	2,566
Total	26,600	72,856	34,959	93,620	48,915	1,35,824
4.—Other Kinds.						
Sewestán	1,235	2,876	865	8,472	2,533	28,344
Tirah	144	20	84	11	305	42
Kábul	372	439	554	499	417	1,476
Kashmír	9,049	1,377	7,817	1,962	9,244	1,862
Total	10,800	4,712	9,320	10,944	12,499	31,724
ARMS & AMMUNITION—						
1.—Fire-arms	...	...	...	...	...	...
2.—Other Kinds	...	...	...	...	...	...
3.—Ammunition.						
Kashmír	...	...	10	760	...	...
Total	...	...	10	760	...	...
BORAX—	Maunds.		Maunds.		Maunds.	
Ladákh	1,635	9,875	1,082	6,527	2,704	17,602
Chinese Tibet	879	5,274	752	4,512	1,237	7,422
Total	2,514	15,149	1,834	11,039	3,941	25,024
CANES AND RATTANS—						
Sewestán	...	...	...	...	16	32
Tirah	1,891	1,891	1,871	1,871	3,136	3,136
Kashmír	388	1,183	20	35	...	...
Total	2,279	3,074	1,891	1,906	3,152	3,168
COAL & COKE—						
1.—Company's	...	...	...	...	...	...
2.—Public	...	...	...	...	...	...
COTTON, RAW—						
Kábul	192	2,304	...	...	...	...
Kashmír	125	1,613	1,198	16,681	5,052	78,595
Total	317	3,917	1,198	16,681	5,052	78,595

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I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
COTTON, MANUFACTURED—						
1.—Twist & Yarn, European.						
Kashmír	1	70	1	25	1	70
Total	1	70	1	25	1	70
2.—Twist & Yarn, Indian.						
Kashmír	95	2,293	37	907	187	4,710
Total	95	2,293	37	907	187	4,710
3.—Piece-Goods, European ...	...	...	...	...	...	...
4.—Piece-Goods, Indian.						
Kashmír	218	9,573	290	17,325	996	59,234
Total	218	9,573	290	17,325	996	59,234
DRUGS & MEDICINES—						
1.—Asafœtida.						
Kábul	1,329	36,872	1,235	37,615	2,535	81,120
Total	1,329	36,872	1,235	37,615	2,535	81,120
2.—Other Sorts not Intoxicating.						
Sewestán	2,728	3,795	3,918	9,410	4,893	10,405
Tiráh	221	1,218	23	300	57	686
Kábul	6,561	35,170	4,012	23,480	11,707	64,334
Bájaur	66	792	183	2,196	1,291	15,492
Kashmír	36,928	2,47,016	34,373	2,61,130	23,516	2,09,571
Ladákh	82	1,230	172	2,512	56	730
Total	46,586	2,89,221	42,681	2,99,028	41,520	3,01,218
3.—Pan or Betel Leaves ...	...	...	...	...	...	...
INTOXICATING DRUGS—						
1.—Ganja	...	...	...	...	...	...
2.—Bhang.						
Kábul	...	...	13	52	27	108
Kashmír	25	34	10	15	...	...
Total	25	34	23	67	27	108
3.—Charas.						
Kábul	42	4,200	96	11,520	38	4,560
Kashmír	711	68,640	717	65,165	250	20,000
Ladákh	2,822	2,25,760	2,629	1,46,445	1,625	1,14,170
Total	3,575	2,98,600	3,442	2,23,130	1,913	1,38,730
4.—Other Kinds, excluding Opium.						
Kashmír	4	28	...	...	...	...
Ladákh	...	...	...	...	47	416
Total	4	28	...	...	47	416
DYEING MATERIALS—						
1.—Indigo	...	...	...	...	...	...
2.—Madder or Majit.						
Sewestán	28	493	4	70	1,081	11,335
Kábul	39,010	6,24,195	33,654	2,30,608	30,845	2,18,237
Kashmír	27	486	42	714	...	...
Total	39,065	6,25,174	33,700	2,31,392	31,926	2,29,572
3.—Safflower.						
Sewestán	...	...	18	207	...	...
Kashmír	218	5,306	38	785	22	430
Total	218	5,306	56	992	22	430
4.—Turmeric.						
Kashmír	6,356	38,548	6,121	25,458	4,450	26,487
Total	6,356	38,548	6,121	25,458	4,450	26,487
5.—'Al (Morinda Citrifolia)...	...	...	...	...	...	...
6.—Other Kinds.						
Sewestán	86	258	52	156	177	2,926
Tiráh	855	3,317	745	2,927	813	6,945
Kábul	211	844	103	412	862	6,439
Bájaur	1,110	4,440	1,320	5,280	1,474	12,424
Kashmír	6,237	12,332	6,633	12,204	14,053	77,366
Total	8,499	21,191	8,853	20,979	17,379	1,06,100

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I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
EARTHENWARE & PORCELAIN—						
Kábul	388	388	...	...	...	...
Kashmír	31	26	49	47	146	185
Total	419	414	49	47	146	185
FIBROUS PRODUCTS—						
1.—Fibres, Raw.						
Sewestán	5,458	5,458	3,970	3,970	6,285	6,285
Tiráh	15,298	15,298	13,826	13,826	23,039	23,039
Kábul	3,306	3,306	1,435	1,435	534	534
Bájaur	17,440	17,440	18,381	18,381	3,638	3,638
Kashmír	9,650	14,861	8,911	13,466	5,870	10,245
Total	51,152	56,363	46,523	51,078	39,366	43,741
2.—Fibres, Manufactured.						
Sewestán	27,402	82,206	20,043	40,086	23,893	47,786
Tiráh	4,602	7,070	3,856	6,344	5,864	9,142
Kábul	31,476	62,952	31,446	63,192	21,634	43,268
Bájaur	19,467	38,934	19,028	38,056	10,285	20,570
Kashmír	4,980	25,698	5,295	23,118	7,166	34,165
Total	87,927	2,16,860	79,668	1,70,796	68,842	1,54,931
3.—Gunny-Bags.						
Kashmír	...	...	2	15	...	...
Total	...	...	2	15	...	...
FRUITS, NUTS & VEGETABLES—						
1.—Cocoanuts	...	...	...	...	...	...
2.—Potatoes.						
Sewestán	...	...	18	124	135	521
Tiráh	724	2,126	821	2,512	1,786	3,167
Kábul	217	708	161	442	1,460	2,825
Kashmír	917	2,550	413	816	572	1,504
Total	1,858	5,384	1,413	3,894	3,953	8,017
3.—All other Kinds.						
Sewestán	9,394	62,233	9,532	1,08,828	9,887	91,519
Tiráh	1,024	4,772	987	5,070	1,268	3,112
Kábul	103,912	8,60,772	80,985	7,26,635	141,296	12,92,932
Bájaur	1,914	15,012	1,237	9,896	2,061	16,488
Kashmír	59,208	2,57,542	60,175	2,43,501	71,513	3,01,068
Ladákh	20	214	27	315	30	305
Total	175,472	12,00,545	152,943	10,94,245	226,055	17,05,424
GRAINS—						
1.—Wheat.						
Sewestán	2,142	6,458	2,378	7,230	3,325	7,728
Tiráh	1,083	3,308	1,110	3,578	381	748
Kábul	6,200	19,606	11,256	33,258	9,918	19,333
Bájaur	2,217	6,704	2,509	6,742	9,475	18,577
Kashmír	12,832	33,293	10,678	25,552	5,825	10,195
Total	24,474	69,369	27,931	76,355	28,924	56,581
2.—Gram and Pulse.						
Sewestán	520	1,625	478	1,436	3,461	8,603
Tiráh	323	951	233	658	449	1,480
Kábul	364	1,012	1,290	3,365	1,289	3,581
Bájaur	1,023	2,863	520	1,403	9,285	18,921
Kashmír	5,829	13,245	2,776	6,135	6,835	12,108
Total	8,059	19,696	5,297	12,997	21,319	44,693
3.—Other Spring Crops.						
Sewestán	...	...	168	504	278	278
Tiráh	...	...	16	32	58	50
Kábul	114	243	163	328	156	199
Bájaur	12	24	...	...	...	...
Kashmír	1,665	3,530	1,005	1,990	2,469	4,562
Total	1,791	3,797	1,352	2,854	2,961	5,089

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I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
GRAINS—*concluded*—						
4.—RICE, HUSKED.						
Sewestán	324	1,981	388	2,790	30	136
Tiráh	107	396	19	71	125	383
Kábul	1,333	5,275	1,438	4,874	2,048	6,768
Bájaur	3,072	12,988	2,195	10,063	23,590	96,958
Kashmír	16,778	60,370	14,051	51,404	15,755	59,865
Total	21,614	81,010	18,091	69,202	41,458	1,64,110
5.—RICE, UNHUSKED.						
Tiráh	20	35	67	155	140	230
Kábul	79	143	106	264	...	...
Kashmír	25,232	42,677	23,200	36,896	31,640	52,067
Total	25,331	42,855	23,373	37,315	31,780	52,297
6.—OTHER RAIN CROPS.						
Sewestán	10	29	12	28	952	1,596
Tiráh	1,082	2,759	527	1,259	72	100
Kábul	1,919	4,450	3,765	7,733	762	1,281
Bájaur	...	...	...	...	108	162
Kashmír	33,818	78,486	15,636	33,152	13,365	22,412
Total	36,829	85,724	19,940	42,172	15,259	25,551
GUMS AND RESINS—						
Sewestán	199	1,999	114	1,283	136	2,816
Kábul	11	297	43	756	24	519
Kashmír	3	75	...	...	76	2,660
Total	213	2,371	157	2,039	236	5,995
HIDES & SKINS—						
1.—HIDES OF CATTLE.						
Sewestán	697	7,380	679	8,191	1,066	15,308
Tiráh	469	8,407	583	10,244	270	4,694
Kábul	447	8,839	610	9,648	830	14,386
Bájaur	1,078	21,560	608	12,160	876	17,520
Kashmír	3,418	77,335	3,561	97,236	5,084	1,31,260
Total	6,109	1,23,521	6,041	1,37,479	8,126	1,83,168
2.—SKINS OF SHEEP, GOATS, &c.						
Sewestán	108	2,160	144	3,186	147	4,576
Tiráh	21	616	5	61	92	1,831
Kábul	435	9,916	428	9,247	853	19,956
Bájaur	6	132	...	...	444	10,656
Kashmír	3,328	85,319	4,314	1,16,994	7,058	1,91,048
Ladákh	...	...	9	405	15	675
Total	3,898	98,143	4,900	1,29,893	8,609	2,28,742
HORNS—						
Kashmír	147	1,973	3	6	20	61
Ladákh	...	...	15	450	6	180
Total	147	1,973	18	456	26	241
KUNKUR—						
Sewestán	720	120	...	...	...	...
Total	720	120	...	...	...	...
LAC—						
1.—DYE.						
Kashmír	109	988	152	1,520	80	800
Total	109	988	152	1,520	80	800
2.—SHELL—						
Sewestán	...	..	...	...	6	180
Kashmír	3	96	..	...	...	...
Total	3	96	...	...	6	180
3.—STICK AND OTHER SORTS.						
Kashmír	...	...	29	1,305	...	...
Total	...	...	29	1,305	...	...

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I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles, and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
LEATHER—						
1.—UNMANUFACTURED.						
Kábul	4	600	8	640	...	...
Kashmír	1,133	45,100	743	32,407	419	20,190
Total ...	1,137	45,700	751	33,047	419	20,190
2.—MANUFACTURED.						
Sewestán	22	574	122	1,406	16	310
Kábul	409	26,820	331	20,340	484	31,120
Kashmír	38	1,550	2	80	1	40
Total	469	28,944	455	21,826	501	31,470
LIME—						
Kashmír	52	44	133	92	...	...
Total ...	52	44	133	92	...	...
LIQUORS—						
1.—WINES	...	...	...	...	...	...
2.—SPIRITS...	...	...	...	...	...	...
3.—BEER.						
Kashmír	6	252	...	...	...	...
Total ...	6	252	...	...	...	...
METALS & MANUFACTURES OF METALS—						
1.—BRASS AND COPPER.						
Kashmír	53	1,772	29	1,153	74	3 584
Total ...	53	1,772	29	1,153	74	3,584
2.—IRON.						
Sewestán	384	3,456	...	...	126	1,512
Bájaur	57	372	35	237	18	122
Total ...	441	3,828	35	237	144	1,634
3.—OTHER METALS	...	...	...	...	...	...
OILS—						
1.—PETROLEUM.						
Kashmír	...	...	...	...	18	180
Total	...	...	...	...	18	180
2.—OTHER KINDS.						
Sewestán	...	...	...	...	5	58
Kábul	...	...	...	...	665	8,517
Bájaur	1,643	16,071	2,865	32,526	4,135	53,090
Kashmír	1,970	15,778	1,066	10,825	541	6,266
Total ...	3,613	31,849	3,931	43,351	5,346	67,931
OILCAKE—						
Kashmír	1,385	2,782	959	2,072	800	1,603
Total ...	1,385	2,782	959	2,072	800	1,603
OPIUM—						
Kashmír	33	13,200	130	52,600	139	56,240
Total ...	33	13,200	130	52,600	139	56,240
PROVISIONS—						
1.—OILMAN'S STORES.						
Kashmír	...	...	12	60	...	...
Total ...	...	...	12	60	...	...
2.—GHI.						
Sewestán	934	30,632	1,075	41,487	1,874	60,360
Tirah	74	2,061	3	87	60	1,689
Kábul	3,014	97,947	6,023	2,02,074	16,261	5,33,299
Bájaur	6,616	1,64,236	4,969	1,32,296	12,244	3,38,112
Kashmír	46,486	11,99,048	49,780	13,15,862	56,888	15,49,774
Total ...	57,124	14,93,924	61,850	16,91,806	87,327	24,83,234
3.—ALL OTHER KINDS.						
Sewestán	...	...	...	...	10	240
Tirah	3,288	3,238	6,142	6,142	2,102	2,102
Kábul	1,430	1,430	840	840	411	808
Kashmír	10,260	28,911	4,988	14,558	3,316	9,925
Total ...	14,978	33,579	11,970	21,540	5,839	13,075

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I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles, and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
RAILWAY MATERIALS	...	...	...	...	...	...
SALT—						
1.—LAHORI.						
Kashmír	...	...	...	...	3	9
Total ...	...	...	...	...	3	9
2.—SAMBHAR.						
Sewestán	100	137	...	...	...	...
Chinese Tibet	...	...	...	...	67	402
Total ...	100	137	...	...	67	402
3.—ALL OTHER KINDS.						
Ladákh	72	144	30	45	75	150
Chinese Tibet	777	4,662	1,013	6,078	672	4,032
Total ...	849	4,806	1,043	6,123	747	4,182
SALTPETRE, &c.—						
1.—SALTPETRE	...	...	...	...	...	...
2.—OTHER SALINE SUBSTANCES.						
Tiráh	101	323	12	36	30	72
Kábul	107	327	737	1,862	555	1,335
Kashmír	160	240	...	...	...	...
Ladákh	72	180	2	6	22	110
Total	440	1,070	751	1,904	607	1,517
SEEDS—						
1.—LINSEED.						
Kashmír	197	660	183	627	1,579	6,201
Total ...	197	660	183	627	1,579	6,201
2.—MUSTARD AND RAPE.						
Sewestán	...	...	16	99	8	31
Tiráh	7	21	...	...	14	35
Kábul	...	...	...	...	124	536
Bájaur	...	...	48	162	406	1,799
Kashmír	4,200	13,893	10,472	35,673	19,190	81,189
Total ...	4,207	13,914	10,536	35,934	19,742	83,590
3.—TIL OR JINJILI.						
Tiráh	71	327	83	457	36	192
Kábul	...	...	...	...	8	48
Kashmír	9,063	35,283	4,035	16,000	9,594	47,160
Total ...	9,134	35,610	4,118	16,457	9,638	47,400
4.—OTHER OILSEEDS.						
Tiráh	41	174	...	...	...	...
Kábul	71	229	...	...	...	...
Kashmír	52	128	297	777	88	420
Total ...	164	531	297	777	88	420
5.—INDIGO SEED	...	...	...	...	...	...
6.—ALL OTHER KINDS.						
Kábul	...	...	...	...	23	92
Kashmír	2,589	3,447	3,508	5,439	6,564	10,840
Total ...	2,589	3,447	3,508	5,439	6,587	10,532
SILK—						
1.—RAW.						
Kábul	459	2,24,030	80	36,400	378	1,59,525
Kashmír	79	36,920	23	9,550	...	...
Ladákh	80	20,000	21	5,250	1	1,200
Total ...	618	2,80,950	124	51,200	379	1,60,725
2.—MANUFACTURED (EUROPEAN) ...	...	...	...	...	...	...
3.—MANUFACTURED (INDIAN),						
Kábul	24	24,000	6	6,000	26	21,840
Kashmír	25	20,000	5	4,000	20	15,000
Ladákh	...	...	2	2,000	...	...
Total ...	49	44,000	13	12,000	46	36,840

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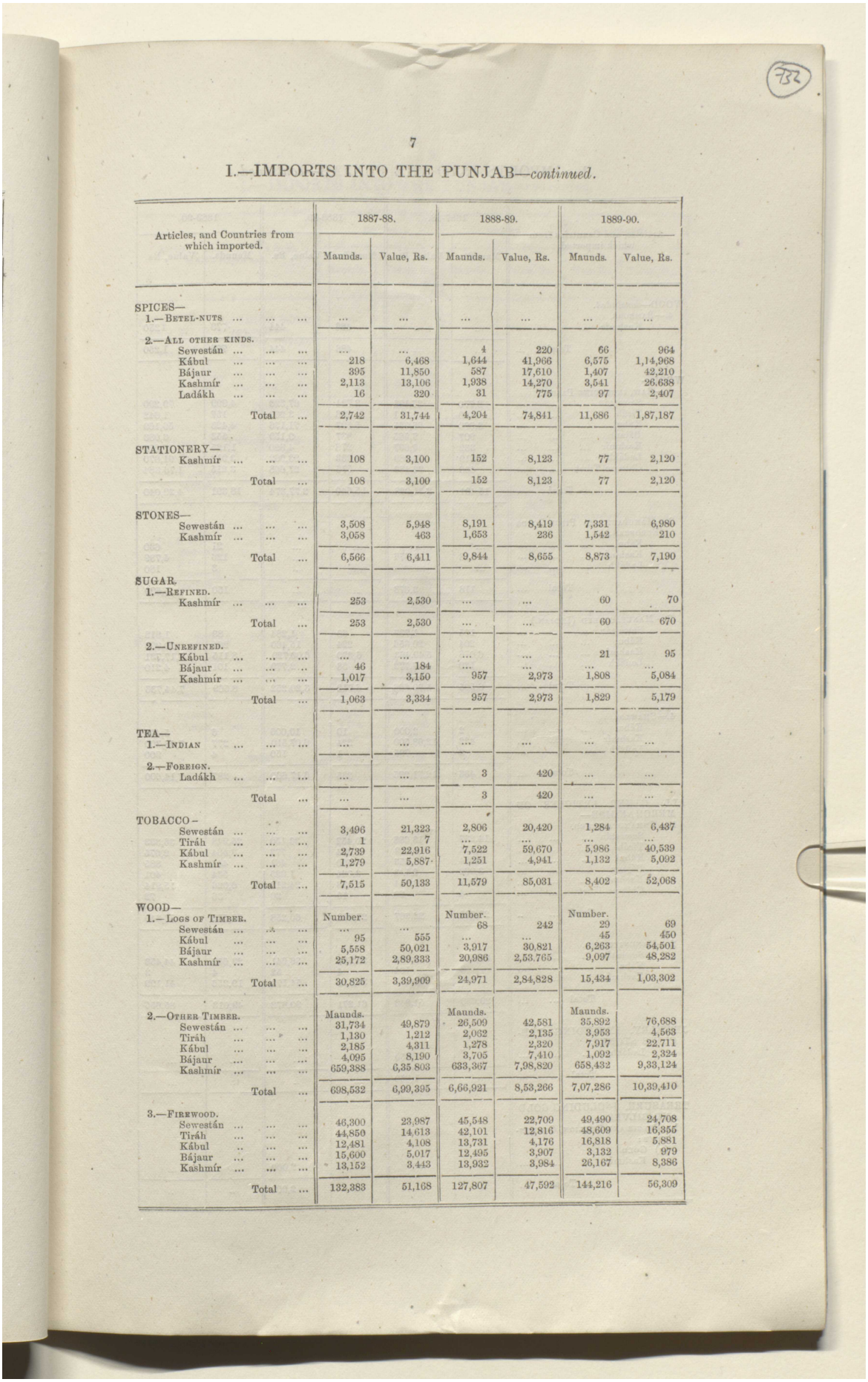

I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles, and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
SPICES—						
1.—Betel-nuts	...	...	...	...	...	...
2.—All other kinds.						
Sewestán	...	...	4	220	66	964
Kábul	218	6,468	1,644	41,966	6,575	1,14,968
Bájaur	395	11,850	587	17,610	1,407	42,210
Kashmír	2,113	13,106	1,938	14,270	3,541	26.638
Ladákh	16	320	31	775	97	2,407
Total ...	2,742	31,744	4,204	74,841	11,686	1,87,187
STATIONERY—						
Kashmír	108	3,100	152	8,123	77	2,120
Total ...	108	3,100	152	8,123	77	2,120
STONES—						
Sewestán	3,508	5,948	8,191	8,419	7,331	6,980
Kashmír	3,058	463	1,653	236	1,542	210
Total ...	6,566	6,411	9,844	8,655	8,873	7,190
SUGAR.						
1.—Refined.						
Kashmír	253	2,530	...	...	60	70
Total ...	253	2,530	...	...	60	670
2.—Unrefined.						
Kábul	...	...	...	...	21	95
Bájaur	46	184	...	...	...	...
Kashmír	1,017	3,150	957	2,973	1,808	5,084
Total ...	1,063	3,334	957	2,973	1,829	5,179
TEA—						
1.—Indian	...	...	...	...	...	...
2.—Foreign.						
Ladákh	...	...	3	420	...	...
Total ...	...	...	3	420	...	...
TOBACCO—						
Sewestán	3,496	21,323	2,806	20,420	1,284	6,437
Tirah	1	7	...	...	...	...
Kábul	2,739	22,916	7,522	59,670	5,986	40,539
Kashmír	1,279	5,887	1,251	4,941	1,132	5,092
Total ...	7,515	50,133	11,579	85,031	8,402	52,068
WOOD—						
1.—Logs of Timber.	Number.		Number.		Number.	
Sewestán	...	...	68	242	29	69
Kábul	95	555	...	...	45	450
Bájaur	5,558	50,021	3,917	30,821	6,263	54,501
Kashmír	25,172	2,89,333	20,986	2,53,765	9,097	48,282
Total ...	30,825	3,39,909	24,971	2,84,828	15,434	1,03,302
2.—Other Timber.	Maunds.		Maunds.		Maunds.	
Sewestán	31,734	49,879	26,509	42,581	35,892	76,688
Tirah	1,130	1,212	2,032	2,135	3,953	4,563
Kábul	2,185	4,311	1,278	2,320	7,917	22,711
Bájaur	4,095	8,190	3,705	7,410	1,092	2,324
Kashmír	659,388	6,35 803	633,367	7,98,820	658,432	9,33,124
Total ...	698,532	6,99,395	6,66,921	8,53,266	7,07,286	10,39,410
3.—Firewood.						
Sewestán	46,300	23,987	45,548	22,709	49,490	24,708
Tirah	44,850	14,613	42,101	12,816	48,609	16,355
Kábul	12,481	4,108	13,731	4,176	16,818	5,881
Bájaur	15,600	5,017	12,495	3,907	3,132	979
Kashmír	13,152	3,443	13,932	3,984	26,167	8,386
Total ...	132,383	51,168	127,807	47,592	144,216	56,309

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I.—IMPORTS INTO THE PUNJAB—*continued.*

Articles, and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
WOOD—*concluded.*						
4.—BAMBOOS.						
Kashmír	...	...	486	444	779	1250
Total ...	...	...	486	444	779	1,250
WOOL—						
1.—RAW, INCLUDING PASHM.						
Sewestán	2,770	37,131	3,724	67,320	4,999	79,290
Tiráh	129	1,011	296	3,209	157	1,642
Kábul	8,098	98,055	5,597	71,176	4,423	56,169
Bájaur	907	7,565	837	9,159	553	6,083
Kashmír	332	5,697	278	4,880	1,125	17,602
Ladákh	2,819	59,089	4,333	93,962	3,919	91,870
Chinese Tibet	436	22,480	575	27,668	3,215	1,76,384
Total ...	15,491	2,31,028	15,640	2,77,374	18,391	4,29,040
2.—MANUFACTURED PIECE-GOODS (EUROPEAN.)						
Kábul	...	...	...	...	21	630
Kashmír	118	3,678	...	...	126	4,789
Ladákh	...	...	...	...	3	180
Total ...	118	3,678	...	...	150	5,599
3.—MANUFACTURED (INDIAN.)						
Sewestán	105	1,737	60	1,284	89	1,812
Kábul	204	20,656	224	15,460	264	20,993
Kashmír	6,076	5,49,463	6,370	6,00,729	8,115	7,17,721
Ladákh	120	7,772	58	2,779	101	4,210
Total ...	6,505	5,79,628	6,712	6,20,252	8,569	7,44,736
4.—SHAWLS.						
Kábul	2	2,000	10	10,000	6	5,400
Kashmír	432	12,68,500	224	6,07,510	277	7,08,300
Ladákh	2	795	1	150	4	900
Total ...	436	12,71,295	235	6,17,660	287	7,14,600
ALL OTHER ARTICLES OF MERCHANDISE—						
1.—UNMANUFACTURED.						
Sewestán	14,237	13,688	20,452	33,150	25,948	36,393
Tiráh	1,554	1,119	1,074	772	3,564	2,675
Kábul	2,984	1,553	760	481	444	885
Bájaur	3,002	2,143	3,324	1,625	534	401
Kashmír	6,907	3,744	3,238	24,210	6,026	15,914
Chinese Tibet	4	20	10	20	36	72
Total	28,688	22,267	27,858	60,258	36,552	56,340
2.—MANUFACTURED.						
Sewestán	23,882	32,334	25,757	36,641	29,653	44,453
Kábul	8	104	4	52	4	3
Kashmír	5,749	19,405	35,510	54,179	19,356	41,199
Total	29,639	51,843	61,271	90,872	49,013	85,655
JEWELRY, INCLUDING PRECIOUS STONES.						
Ladákh	...	1,850	...	...	...	...
Total	...	1,850	...	..	..	...
TREASURE, INCLUDING GOLD AND SILVER—						
1.—SPECIE AND BULLION, GOVERNMENT:						
(*a*) GOLD.						
Kashmír	...	...	...	2,000	...	...
Total ...	...	...	...	2,000	...	...

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I.—IMPORTS INTO THE PUNJAB—*concluded.*

Articles, and Countries from which imported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
TREASURE, INCLUDING GOLD AND SILVER—*concluded*—						
1.—SPECIE AND BULLION, GOVERNMENT :—						
(*b*) SILVER.						
Sewestán	1	3,040	5	25,356	4	15,108
Kashmír	94	3,01,400	21	68,000	...	...
Total ...	95	3,04,440	26	93,356	4	15,108
2.—SPECIE AND BULLION, PUBLIC :						
(*a*) GOLD.						
Kábul	...	...	...	...	...	14,000
Kashmír	...	...	...	25,000	...	21,700
Ladákh	...	...	...	9,200	...	...
Total ...	...	...	...	34,200	...	35,700
(*b*) SILVER.						
Sewestán	11	54,792	9	35,255	24	72,174
Kábul	5	18,750	10	61,450	14	55,160
Kashmír	360	12,57,500	939	30,05,790	259	8,32,370
Ladákh	2	10,695	2	8,130	1	3,200
Total ...	378	13,41,737	960	31,10,625	298	9,62,904
GRAND TOTAL OF ALL ARTICLES.						
Sewestán	177,300	4,92,214	176,194	5,81,227	212,587	7,27,459
Tirah	78,966	77,336	76,462	75,269	96,075	89,053
Kábul	231,988	23,73,012	211,044	19,34,797	288,246	33,16,834
Bajaur	79,766	3,93,333	73,846	3,42,016	85,958	7,57,427
Kashmír	1,007,498	69,31,738	976,421	81,23,443	1,050,057	66,40,881
Ladákh	7,742	3,45,380	8,417	3,03,624	8,706	2,48,746
Chinese Tibet	2,096	33,962	2,350	42,174	5,227	1,91,878
Total ...	1,585,356	1,06,46,975	1,524,734	1,14,02,550	1,746,856	1,19,72,278

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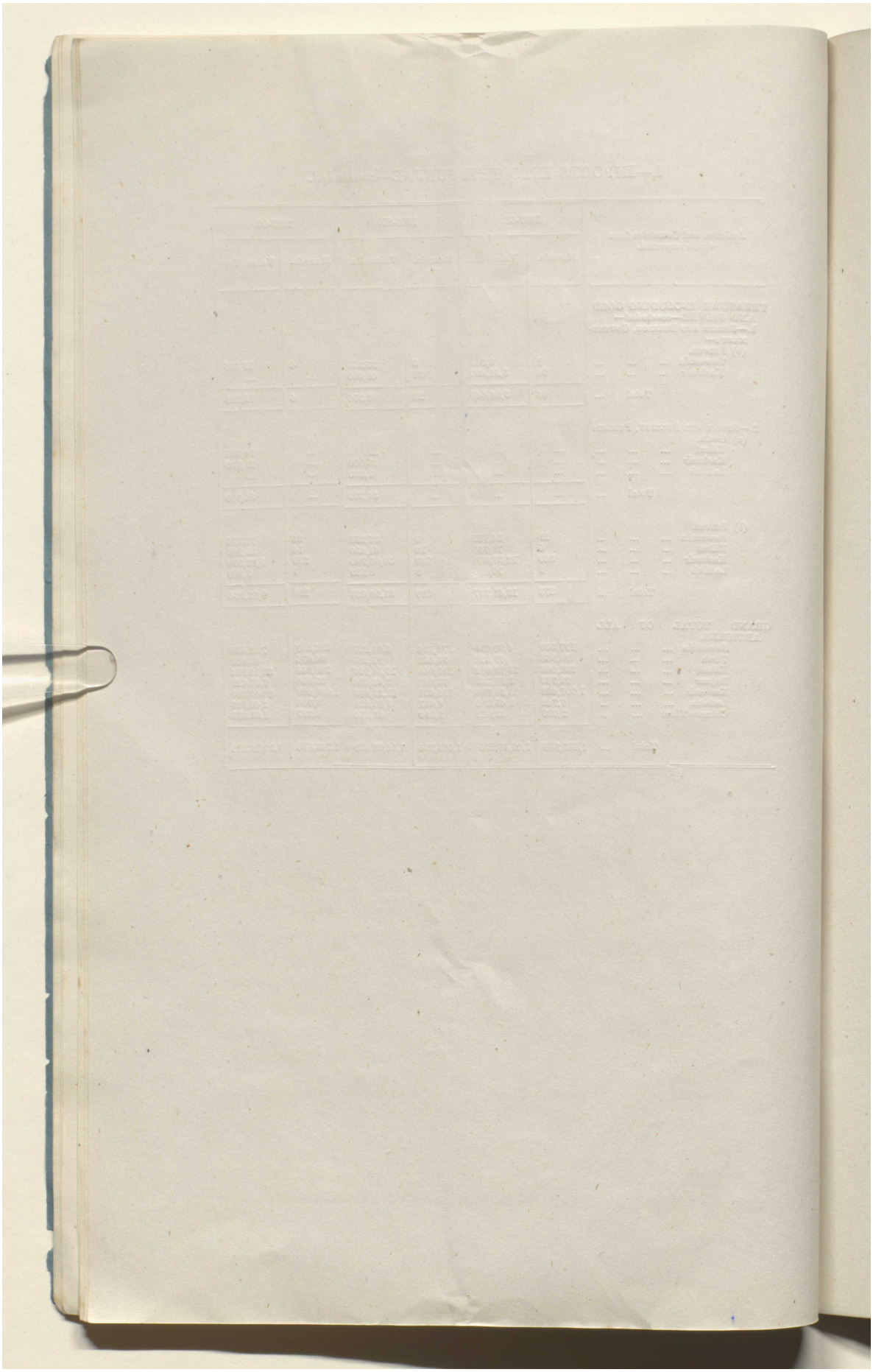

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II.—Exports across the frontier of the Punjab, during the year ending 31st March 1890, as compared with the Exports during the two preceding years.

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Number.	Value, Rs.	Number.	Value, Rs.	Number	Value, Rs.
ANIMALS, LIVING—						
1.—Horses, Ponies and Mules—						
Sewestán	...	...	2	111	14	590
Kashmír	147	35,986	114	24,785	83	13,027
Total ...	147	35,986	116	24,896	97	13,617
2.—Cattle—						
Sewestán	485	8,220	...	...	17	360
Tiráh	...	...	...	...	4	80
Kábul	84	1,680	63	1,435	316	8,520
Kashmír	2,246	44,524	1,194	16,394	1,223	20,852
Total ...	2,815	54,424	1,257	17,829	1,560	29,812
3.—Sheep and Goats—						
Sewestán	...	...	400	1,400	60	177
Tiráh	34	252	127	381	157	483
Kashmír	480	1,567	430	980	1,453	3,895
Total ...	514	1,819	957	2,761	1,670	4,555
4.—Other Kinds—						
Sewestán	...	...	8	71	...	...
Tiráh	147	6,892	98	7,802	...	...
Kashmír	...	...	...	...	58	22,229
Total ...	147	6,892	106	7,873	58	22,229
ARMS AND AMMUNITION—						
1.—Fire-arms—						
Kashmír	16	1,436	...	...	75	17,500
Ladákh	...	...	4	120	...	...
Total ...	16	1,436	4	120	75	17,500
2.—Other Kinds—						
Chinese Tibet	...	...	3	15	...	...
Total ...	...	...	3	15	...	...
3.—Ammunition—						
Kashmír	16	513	5	500	29	2,668
Total ...	16	513	5	500	29	2,668
	Maunds.		Maunds.		Maunds.	
BORAX—						
Kashmír	31	347	2	24	11	154
Total ...	31	347	2	24	11	154
CANES AND RÁTTANS—						
Kashmír	63	100	...	...	...	...
Total ...	69	100	...	...	...	...
COAL AND COKE—						
1.—Company's—						
Kashmír	...	...	380	396	...	...
Total ...	...	...	380	396	...	...
2.—Public—						
Kashmír	160	160	260	260	4,400	4,468
Total ...	160	160	260	260	4,400	4,468

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
COTTON, RAW—						
Sewestán	40	551	3	54	15	260
Tiráh	220	3,104	132	2,470	88	1,605
Kábul	2,870	37,029	1,441	24,805	1,349	23,679
Bájaur	4,020	52,830	2,720	46,581	7,842	1,21,526
Kashmír	2,095	25,501	1,777	26,240	1,668	27,074
Ladákh	...	...	3	48	...	...
Total ...	9,245	1,19,015	6,076	1,00,198	10,962	1,74,144
COTTON, MANUFACTURED—						
1.—Twist and Yarn (European.)						
Sewestán	...	...	...	...	1	74
Tiráh	3	90	...	...	4	261
Kábul	567	31,879	645	39,412	380	23,964
Bájaur	...	...	...	...	24	1,560
Kashmír	1,511	66,067	662	31,296	1,037	49,840
Total ...	2,081	98,036	1,307	70,708	1,446	75,699
2.—Twist and Yarn (Indian)—						
Sewestán	498	14,193	148	4,640	174	6,066
Tiráh	70	1,970	22	682	51	1,951
Kábul	1,246	40,238	952	37,008	1,009	40,639
Bájaur	873	29,870	680	29,390	781	36,695
Kashmír	2,030	45,160	1,289	32,330	918	24,100
Ladákh	...	...	7	280	...	...
Chinese Tibet	15	600	30	1,200	15	600
Total ...	4,732	1,32,031	3,128	1,05,530	2,948	1,10,051
3.—Piece-Goods (European)—						
Sewestán	1,529	1,46,650	1,804	1,86,075	1,526	1,64,381
Tiráh	83	6,810	80	6,396	147	12,295
Kábul	26,182	27,05,850	20,781	20,92,362	34,260	38,03,490
Bájaur	1,876	1,67,285	1,699	1,52,608	3,566	3,27,641
Kashmír	25,556	22,27,436	22,460	20,62,692	26,115	23,75,700
Ladákh	1,395	1,67,400	1,650	2,05,550	934	1,21,150
Chinese Tibet	109	10,900	155	15,500	90	9,000
Total ...	56,730	54,32,331	48,629	47,21,183	66,638	68,13,657
4.—Piece-Goods (Indian)—						
Sewestán	6,464	2,95,206	4,925	2,34,838	6,185	3,37,605
Tiráh	730	26,299	606	26,508	553	30,190
Kábul	27,178	12,83,601	25,304	12,08,650	35,405	19,11,525
Bájaur	3,812	1,36,833	2,072	92,880	3,626	1,68,121
Kashmír	13,807	4,60,156	15,142	4,92,196	16,829	5,84,674
Ladákh	303	12,120	123	4,900	142	7,100
Chinese Tibet	54	1,890	75	1,625	52	1,820
Total ...	52,350	22,16,108	48,247	20,62,597	62,792	30,41,035
DRUGS AND MEDICINES—						
1.—Asafœtida—						
Kashmír	50	1,394	31	1,045	22	805
Total ...	50	1,394	31	1,045	22	805
2.—Other sorts not intoxicating—						
Sewestán	55	318	56	476	122	521
Tiráh	211	3,421	277	3,732	153	1,914
Kábul	2,551	35,559	2,128	25,606	2,905	46,636
Bájaur	1,296	15,552	1,154	14,604	2,994	35,928
Kashmír	3,354	43,435	2,885	37,079	3,437	45,378
Ladákh	302	5,476	370	9,114	420	5,873
Chinese Tibet	14	560	...	...	1	40
Total ...	7,783	1,04,321	6,870	90,611	10,032	1,36,290

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
DRUGS AND MEDICINES—*concld.*						
3.—Pan or Betel Leaves—						
Kashmír	26	638	11	255	8	200
Total ...	26	638	11	255	8	200
INTOXICATING DRUGS—						
1.—Ganja—						
Sewestán	...	...	5	32	...	...
Total ...	...	...	5	32	...	...
2.—Bhang	...	...	...	...	...	...
3.—Charas	...	...	...	...	...	...
4.—Other kinds, excluding Opium	...	...	...	...	...	...
DYEING MATERIALS—						
1.—Indigo—						
Sewestán	...	...	31	3,088	4	352
Tiráh	12	868	7	487	...	...
Kábul	2,559	1,96,021	3,591	2,99,981	4,061	3,40,643
Bájaur	815	61,951	596	49,958	1,010	83,380
Kashmír	448	35,635	352	32,010	639	59,921
Ladákh	138	13,800	42	4,200	83	8,300
Total ...	3,972	3,08,275	4,619	3,89,724	5,797	4,92,596
2.—Madder or Majit—						
Sewestán	33	554	34	463	15	161
Kábul	...	...	...	...	1	12
Kashmír	1,192	19,813	980	13,275	734	9,192
Ladákh	...	...	...	...	6	92
Chinese Tibet	2	24	31	372	18	216
Total ...	1,227	20,391	1,045	14,110	774	9,673
3.—Safflower—						
Kashmír	86	1,109	60	600	23	250
Total ...	86	1,109	60	600	23	250
4.—Turmeric—						
Sewestán	7	58	31	96	19	119
Tiráh	58	285	20	87	36	170
Kábul	1,389	7,840	1,036	5,355	907	5,321
Bajaur	1,008	5,506	778	4,163	496	2,952
Kashmír	2,228	13,097	2,017	10,730	2,036	13,589
Ladákh	81	810	41	410	37	370
Total ...	4,771	27,596	3,923	20,842	3,531	22,521
5.—'Al (Morinda Citrifolia) ...	...	...	...	...	...	...
6.—Other Kinds—						
Sewestán	7	21	9	36	...	...
Kábul	27	86	8	24	...	...
Bájaur	60	180	8	32	...	...
Kashmír	997	5,856	558	4,463	1,389	7,685
Ladákh	3	360	...	...	1	120
Total ...	1,094	6,503	583	4,555	1,390	7,805
EARTHENWARE & PORCELAIN.						
Tiráh	...	...	96	164	...	...
Kábul	410	2,918	1,064	12,602	27,056	47,044
Bájaur	876	2,628	1,176	2,152	495	495
Kashmír	1,076	5,883	1,956	2,585	1,826	6,983
Ladákh	...	...	13	430	11	385
Chinese Tibet	3	120	...	...	...	...
Total ...	2,365	11,549	4,305	17,933	29,388	54,907

Figures 27,056 maunds, 47,044 rupees, under Earthenware and Porcelain, against Tiráh, include 26,404 maunds, 27,204 rupees, erroneously shown in Statement for May 1889 under "Intoxicating Drugs other than Opium" owing to a mistake in Dera Ismail Khan District Statement for that month.

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
FIBROUS PRODUCTS—						
1.—Fibres, Raw—						
Kashmír	10	80	10	50	30	240
Total ...	10	80	10	50	30	240
2.—Fibres, Manufactured—						
Kashmír	44	168	23	98	17	96
Ladákh	...	...	3	30	...	...
Total ...	44	168	26	128	17	96
3.—Gunny-bags.						
Kashmír	170	840	80	720	20	180
Ladákh	3	36	...	...	...	...
Total ...	173	876	80	720	20	180
FRUITS, NUTS & VEGETABLES.						
1.—Cocoanuts.						
Kashmír	4,650	365	8,870	545	5,270	369
Total ...	4,650	365	8,870	545	5,270	369
2.—Potatoes.						
Sewestán	11	66	26	125	25	113
Tiráh	...	...	9	4	...	...
Kashmír	1,622	3,155	1,324	2,760	2,052	4,131
Total ...	1,633	3,221	1,359	2,889	2,077	4,244
3.—All other Kinds—						
Sewestán	120	662	528	2,807	313	1,461
Tiráh	189	93	235	117	473	267
Kábul	138	1,104	95	760	180	1,213
Bájaur	...	...	...	...	21	168
Kashmír	8,573	76,167	8,677	68,266	9,248	66,851
Ladákh	56	504	84	729	67	638
Chinese Tibet	1	18	26	468	9	162
Total ...	9,077	78,548	9,645	73,147	10,311	70,760
GRAINS—						
1. Wheat—						
Sewestán	7,101	25,625	17,698	46,977	19,658	41,839
Tiráh	686	1,969	1,203	3,278	1,141	2,308
Kábul	11,725	37,179	1,398	4,060	3,019	5,966
Kashmír	38,482	88,664	71,492	1,48,594	51,797	98,193
Ladákh	525	1,050	416	916	629	1,258
Chinese Tibet	230	920	244	976	16	64
Total ...	58,749	1,55,407	92,451	2,04,801	76,260	1,49,628
2.—Gram and Pulse—						
Sewestán	1,864	5,710	6,267	18,741	9,166	22,876
Tiráh	173	430	179	453	368	747
Kábul	1,400	4,093	234	588	318	728
Kashmír	57,457	1,22,118	56,886	1,23,487	57,194	1,11,985
Ladákh	54	162	40	80	59	118
Chinese Tibet	3	9	80	240	...	...
Total ...	60,951	1,32,522	63,686	1,43,589	67,105	1,36,454
3.—Other Spring Crops—						
Sewestán	467	1,175	2,448	5,083	1,785	2,709
Tiráh	5,769	11,727	5,424	10,590	11,971	17,960
Kábul	5,367	11,623	4,144	8,011	7,488	11,220
Bájaur	7,117	14,105	8,544	16,153	2,026	3,039
Kashmír	8,291	16,268	7,525	14,975	3,540	6,045
Ladákh	...	...	50	75	78	117
Chinese Tibet	277	554	128	256	...	...
Total ...	27,288	55,452	28,263	55,143	26,888	41,090

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
GRAINS—*continued.*						
4.—RICE, HUSKED.						
Sewestán	1,264	5,946	1,799	7,728	782	3,466
Tiráh	12	60	3	12	72	262
Kábul	806	4,385	406	2,059	146	899
Kashmír	17,256	60,428	7,700	29,610	6,395	26,134
Ladákh	538	1,345	673	2,019	398	1,194
Chinese Tibet	586	2,940	127	635	70	350
Total ...	20,462	75,104	10,708	42,063	7,863	32,305
5.—RICE, UNHUSKED.						
Kábul	76	143	190	381	4	8
Kashmír	686	1,212	374	599	662	1,275
Total ...	762	1,355	564	980	666	1,283
6.—OTHER RAIN CROPS.						
Sewestán	48,944	1,05,268	48,441	1,00,053	60,868	87,049
Tiráh	6,218	12,387	7,507	14,948	10,318	15,446
Kábul	7,575	15,349	7,305	14,389	5,273	8,033
Bájaur	8,349	16,722	8,320	16,549	1,390	2,085
Kashmír	1,445	2,780	2,469	4,874	835	1,548
Ladákh	308	385	430	645	730	1,095
Chinese Tibet	902	2,706	294	882	...	...
Total ...	73,741	1,55,597	74,766	1,52,340	79,414	115,256
GUMS AND RESINS—						
Sewestán	12	336	...	...	...	...
Kashmír	17	403	108	1,224	24	535
Total ...	29	739	108	1,224	24	535
HIDES & SKINS—						
1.—HIDES OF CATTLE.						
Sewestán	160	2,810	194	3,450	160	3,586
Kábul	847	16,940	383	7,660	86	1,720
Kashmír	74	1,776	1	25	14	364
Total ...	1,081	21,526	578	11,135	260	5,670
2.—SKINS OF SHEEP, GOATS, &c.						
Kábul	345	8,853	264	6,336	233	5,592
Kashmír	34	855	6	150	...	...
Ladákh	150	7,365	211	10,520	80	3,600
Chinese Tibet	...	...	...	...	3	24
Total ...	529	17,073	481	17,006	316	9,216
HORNS	...	...	...	...	...	...
KUNKUR	...	...	...	...	...	...
LAC—						
1.—DYE.						
Sewestán	14	472	20	182	22	256
Kábul	...	...	...	...	1	10
Kashmír	40	403	56	308	14	80
Total ...	54	875	76	490	37	346
2.—SHELL.						
Sewestán	...	...	5	200	...	...
Kashmír	43	1,015	37	676	7	189
Total ...	43	1,015	42	876	7	189

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
LAC—*continued.*						
3.—Stick and other Sorts.						
Kashmír	80	5,520	1	16	...	...
Total ...	80	5,520	1	16	...	...
LEATHER—						
1.—Unmanufactured.						
Sewestán	3	50	...	...	...	...
Kábul	472	18,322	69	2,108	268	7,906
Kashmír	395	20,593	380	14,943	410	28,283
Chinese Tibet	20	800	78	3,120	12	480
Total ...	890	39,765	527	20,171	690	36,669
2.—Manufactured.						
Sewestán	32	1,140	119	5,510	115	4,165
Kábul	1,386	1,17,520	1,509	93,380	2,134	1,66,892
Kashmír	139	8,400	267	11,636	112	8,047
Chinese Tibet	8	400	3	150	2	100
Total ...	1,565	1,27,460	1,898	1,10,676	2,363	1,79,204
LIME—						
Kashmír	2,826	2,180	2,554	1,885	18,461	13,339
Total ...	2,826	2,180	2,554	1,885	18,461	13,339
LIQUORS—						
1.—Wines.						
Kashmír	330	27,650	397	35,180	265	23,740
Total ...	330	27,650	397	35,180	265	23,740
2.—Spirits.						
Kashmír	519	24,502	53	2,226	125	2,832
Total ...	519	24,502	53	2,226	125	2,832
3.—Beer.						
Kashmír	258	3,628	207	2,646	111	1,110
Total ...	258	3,628	207	2,646	111	1,110
METALS & MANUFACTURES OF METALS—						
1.—Brass and Copper.						
Sewestán	18	812	7	359	6	350
Tiráh	4	120	4	184	...	...
Kábul	942	34,665	1,032	45,751	1,500	63,272
Bájaur	...	...	24	1,008	162	5,832
Kashmír	5,897	1,96,360	3,628	1,31,611	4,885	1,83,309
Ladákh	331	13,240	171	7,110	158	7,110
Chinese Tibet	86	4,300	142	7,100	39	1,950
Total ...	7,278	2,49,497	5,008	1,93,123	6,750	2,61,823
2.—Iron.						
Sewestán	202	2,224	136	1,595	182	2,045
Tiráh	71	474	32	214	88	471
Kbául	3,496	26,322	7,794	56,126	4,870	35,011
Bájaur	482	4,820	219	1,839	516	3,795
Kashmír	13,523	94,468	11,328	81,739	17,163	1,23,141
Ladákh	287	4,592	382	6,076	110	1,760
Chinese Tibet	142	1,846	47	611	85	1,105
Total ...	18,203	1,34,746	19,938	1,48,200	23,014	1,67,328

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
METALS & MANUFACTURES OF METALS—*concluded.*						
3.—Other Metals.						
Kashmír	439	10,168	470	6,799	479	6,379
Ladákh	5	300	...	...	5	159
Total ...	444	10,468	470	6,799	484	6,538
OILS 1.—Petroleum.						
Sewestán	...	...	28	140	59	307
Kábul	...	...	...	...	18	198
Bájaur	...	...	...	...	115	805
Kashmír	...	...	388	2,987	4,707	31,405
Ladákh	...	...	15	150	78	780
Total ...	...	...	431	3,277	4,977	33,495
2.—Other Kinds.						
Sewestán	485	5,364	437	5,955	571	7,018
Tiráh	59	619	29	348	54	616
Kábul	124	1,276	193	2,175	179	2,223
Kashmír	4,687	35,325	4,188	38,304	819	9,211
Ladákh	55	550	118	1,180	81	816
Chinese Tibet	19	209	42	462	3	33
Total ...	5,429	43,343	5,007	48,424	1,707	19,911
OILCAKE—						
Kashmír	9,060	12,167	6,460	11,538	4,826	8,848
Total ...	9,060	12,167	6,460	11,538	4,826	8,848
OPIUM	...	...	...	...	...	...
PROVISIONS—						
1.—Oilman's Stores.						
Kashmír	352	2,739	167	3,345	386	3,324
Total ...	352	2,739	167	3,345	386	3,324
2.—Ghi.						
Sewestán	112	3,701	128	5,176	95	3,367
Kábul	3	95	...	...	...	...
Kashmír	1	27	34	788	83	1,826
Total ...	116	3,823	162	5,964	178	5,193
3.—All other Kinds.						
Sewestán	103	107	222	268	174	178
Tiráh	19	160	8	96	12	120
Kábul	24	24	76	76	...	...
Kashmír	23,081	52,530	16,360	39,422	23,654	52,118
Ladákh	0	542	48	678	68	1,030
Total ...	23,267	53,363	16,714	40,540	23,908	53,446
RAILWAY MATERIALS ...	...	...	...	...	...	...
SALT—						
1.—Lahori.						
Sewestán	...	...	29	109	4	16
Kashmír	132,996	3,34,072	116,516	3,36,066	176,774	5,25,388
Total ...	132,996	3,34,072	116,545	3,36,175	176,778	5,25,404
2.—Sambhar.						
Sewestán	111	180	356	596	534	799
Total ...	111	180	356	596	534	799
3.—All other Kinds.						
Sewestán	22,163	13,065	15,258	15,373	26,957	26,597
Tiráh	15,553	12,370	16,745	12,919	21,409	15,885
Kábul	65,063	71,549	72,002	70,209	124,051	1,09,264
Bájaur	30,806	43,603	27,365	34,361	63,582	76,132
Total ...	133,585	1,40,587	131,370	1,32,862	235,999	2,27,878

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
SALTPETRE, &c.—						
1.—Saltpetre.						
Kashmír	21	105	1	3	...	...
Total ...	21	105	1	3	...	...
2.—Other Saline Substances.						
Tiráh	10	30	...	...	1	3
Kábul	41	133	177	711	248	735
Kashmír	1,966	6,215	1,000	3,555	1,519	5,053
Total ...	2,017	6,378	1,177	4,266	1,768	5,791
SEEDS.—						
1.—Linseed.						
Kashmír	56	178	62	186	...	...
Ladákh	...	...	...	...	5	50
Total ...	56	178	62	186	5	50
2.—Mustard and Rape.						
Kashmír	2,150	6,469	2,058	7,915	2,107	7,859
Total ...	2,150	6,469	2,058	7,915	2,107	7,859
3.—Til or Jinjili.						
Kashmír	99	393	8	30	...	...
Total ...	99	393	8	30	...	...
4.—Other Oilseeds						
Kábul	...	...	12	36	...	...
Kashmír	798	2,478	234	852	3,330	8,401
Total ...	798	2,478	246	888	3,330	8,401
5.—Indigo Seed—	...	...	...	...	...	...
6.—All other Kinds.						
Tiráh	...	...	...	...	18	54
Kashmír	216	426	122	224	23	66
Total ...	216	426	122	224	41	120
SILK—						
1.—Raw.						
Sewestán	4	1,802	1	350	2	750
Tiráh	12	3,005	2	320	...	...
Bájaur	...	...	...	...	3	1,200
Kashmír	...	...	...	...	24	8,400
Total ...	16	4,807	3	670	29	10,350
2.—Manufactured (European.)						
Kashmír	5	2,514	49	74,092	40	64,805
Ladákh	...	...	6	1,700	...	...
Total ...	5	2,514	55	75,792	40	64,805
3.—Manufactured (Indian.)						
Kábul	...	...	...	...	4	8,000
Kashmír	63	41,982	48	35,546	65	53,000
Ladákh	1	500	...	...	...	...
Total ...	64	42,482	48	35,546	69	61,000

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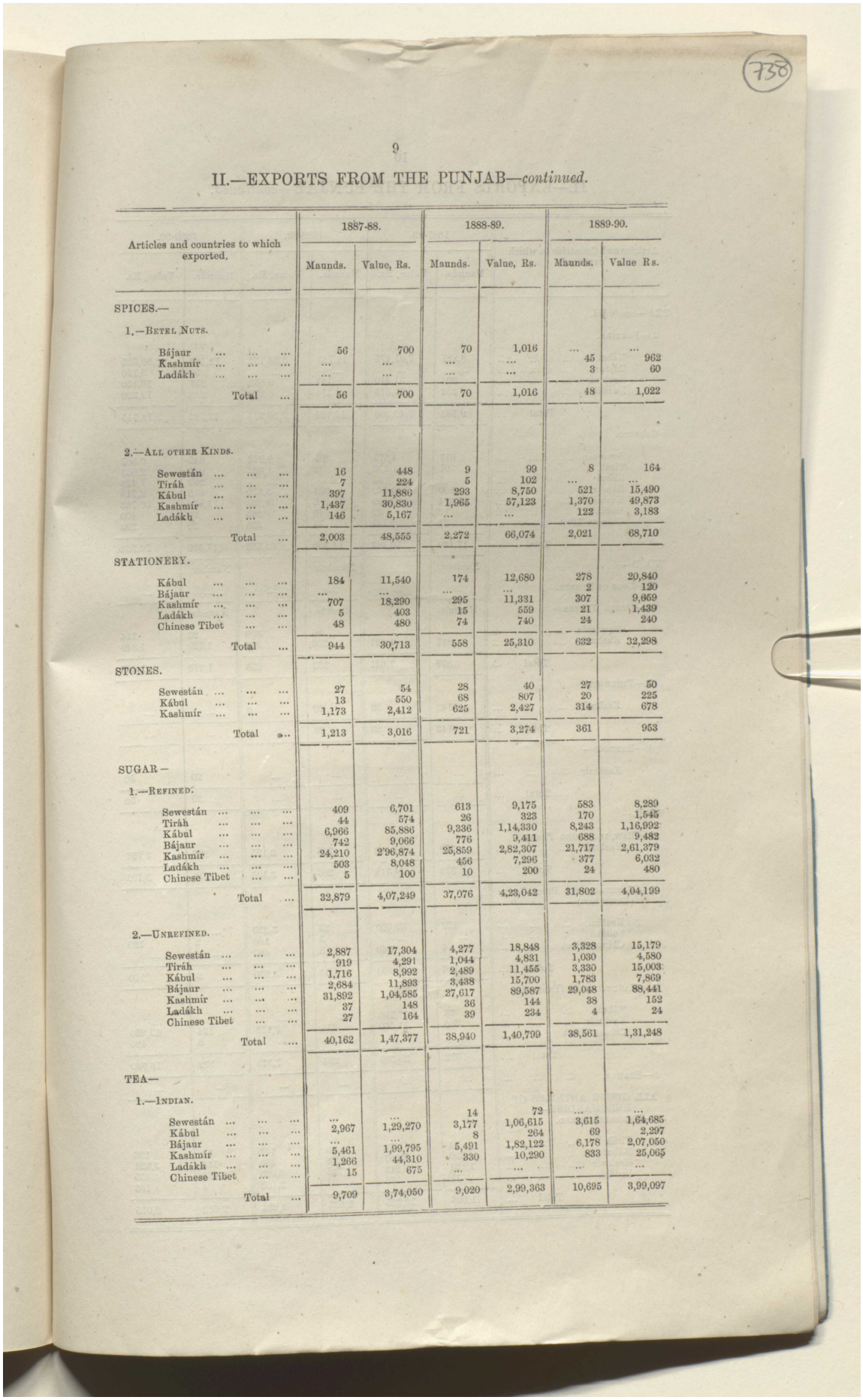

II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value Rs.
SPICES.—						
1.—Betel Nuts.						
Bájaur	56	700	70	1,016	...	...
Kashmír	...	...	...	...	45	962
Ladákh	...	...	...	...	3	60
Total ...	56	700	70	1,016	48	1,022
2.—All other Kinds.						
Sewestán	16	448	9	99	8	164
Tiráh	7	224	5	102	...	...
Kábul	397	11,886	293	8,750	521	15,490
Kashmír	1,437	30,830	1,965	57,123	1,370	49,873
Ladákh	146	5,167	...	...	122	3,183
Total ...	2,003	48,555	2,272	66,074	2,021	68,710
STATIONERY.						
Kábul	184	11,540	174	12,680	278	20,840
Bájaur	...	...	...	...	2	120
Kashmír	707	18,290	295	11,331	307	9,659
Ladákh	5	403	15	559	21	1,439
Chinese Tibet	48	480	74	740	24	240
Total ...	944	30,713	558	25,310	632	32,298
STONES.						
Sewestán	27	54	28	40	27	50
Kábul	13	550	68	807	20	225
Kashmír	1,173	2,412	625	2,427	314	678
Total ...	1,213	3,016	721	3,274	361	953
SUGAR—						
1.—Refined.						
Sewestán	409	6,701	613	9,175	583	8,289
Tiráh	44	574	26	323	170	1,545
Kábul	6,966	85,886	9,336	1,14,330	8,243	1,16,992
Bájaur	742	9,066	776	9,411	688	9,482
Kashmír	24,210	2'96,874	25,859	2,82,307	21,717	2,61,379
Ladákh	503	8,048	456	7,296	377	6,032
Chinese Tibet	5	100	10	200	24	480
Total ...	32,879	4,07,249	37,076	4,23,042	31,802	4,04,199
2.—Unrefined.						
Sewestán	2,887	17,304	4,277	18,848	3,328	15,179
Tiráh	919	4,291	1,044	4,831	1,030	4,580
Kábul	1,716	8,992	2,489	11,455	3,330	15,003
Bájaur	2,684	11,893	3,438	15,700	1,783	7,869
Kashmír	31,892	1,04,585	27,617	89,587	29,048	88,441
Ladákh	37	148	36	144	38	152
Chinese Tibet	27	164	39	234	4	24
Total ...	40,162	1,47,377	38,940	1,40,799	38,561	1,31,248
TEA—						
1.—Indian.						
Sewestán	...	...	14	72	...	...
Kábul	2,967	1,29,270	3,177	1,06,615	3,615	1,64,685
Bájaur	...	...	8	264	69	2,297
Kashmír	5,461	1,99,795	5,491	1,82,122	6,178	2,07,050
Ladákh	1,266	44,310	330	10,290	833	25,065
Chinese Tibet	15	675	...	...	...	...
Total ...	9,709	3,74,050	9,020	2,99,363	10,695	3,99,097

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II.—EXPORTS FROM THE PUNJAB—*continued.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
TEA—*concluded.*						
2.—FOREIGN.						
Kábul	8,887	7,01,475	11,789	8,94,154	11,467	8,80,525
Bájaur	...	...	...	...	50	3,750
Kashmír	394	31,410	141	9,850	217	16,150
Ladákh	252	13,315	174	6,270	248	12,320
Total ...	9,533	7,46,200	12,104	9,10,274	11,982	9,12,745
TOBACCO.						
Sewestán	617	4,875	905	7,713	845	6,567
Tiráh	301	1,219	332	1,362	665	2,667
Kábul	5	35	...	...	252	1,428
Bájaur	860	3,440	954	3,870	618	2,715
Kashmír	15,374	62,659	11,986	49,135	14,870	56,788
Ladákh	12	72	49	245	80	400
Chinese Tibet	21	147	34	238	29	203
Total ...	17,190	72,447	14,260	62,563	17,359	70,768
WOOD—	Number.		Number.		Number.	
1.—LOGS OF TIMBER.	...	...	...	...	...	...
2.—OTHER TIMBER—	Maunds.		Maunds.		Maunds.	
Sewestán	...	...	96	396	23	114
Kashmír	877	1,621	256	262	1,350	1,349
Total ...	877	1,621	352	658	1,373	1,463
3.—FIREWOOD—						
Kashmír	142	39	29	9	...	...
Total ...	142	39	29	9	...	...
4.—BAMBOOS—						
Kashmír	...	...	...	...	20	50
Total ...	...	...	...	...	20	50
WOOL—						
1.—RAW, INCLUDING PASHM.						
Kashmír	378	14,118	205	3,195	237	3,791
Total ...	378	14,118	205	3,195	237	3,791
2.—MANUFACTURED PIECE-GOODS (EUROPEAN)—						
Kashmír	122	30,660	23	3,210	...	...
Ladákh	...	...	3	180	2	120
Chinese Tibet	4	240	8	480	...	...
Total ...	126	30,900	34	3,870	2	120
3.—MANUFACTURED (INDIAN)—						
Kábul	36	11,780	...	...	...	...
Kashmír	336	11,550	254	7,118	124	13,250
Chinese Tibet	...	...	...	...	8	480
Total ...	372	23,330	254	7,118	132	13,730
4.—SHAWLS	...	...	...	...	...	...
ALL OTHER ARTICLES OF MERCHANDISE—						
1.—UNMANUFACTURED.						
Tiráh	14	70	40	147	34	136
Kábul	359	7,207	78	480	156	3,321
Kashmír	1,124	3,213	1,725	6,029	2,468	4,455
Ladákh	11	275	82	2,168	4	103
Total ...	1,508	10,765	1,925	8,824	2,662	8,015

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II.—EXPORTS FROM THE PUNJAB—*concluded.*

Articles and Countries to which exported.	1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rs.	Maunds.	Value, Rs.	Maunds.	Value, Rs.
ALL OTHER ARTICLES OF MERCHANDISE—*concluded.*						
2.—MANUFACTURED.						
Sewestán	9	105	31	206	186	3,622
Tirâh	...	...	...	...	27	408
Kábul	1,354	62,116	1,315	56,651	1,445	65,688
Bájaur	...	...	...	...	8,456	1,44,929
Kashmír	6,056	1,29,648	5,012	1,01,672	36	10,617
Ladákh	47	14,520	70	10,150	9	72
Total ...	7,466	2,06,389	6,428	1,68,679	10,159	2,25,336
JEWELRY, INCLUDING PRECIOUS STONES.						
Kashmír	11	6,406	15	10,502	2	1,360
Ladákh	...	320	1	5,155	...	250
Total ...	11	6,726	16	15,657	2	1,610
TREASURE, INCLUDING GOLD AND SILVER—						
1.—SPECIE AND BULLION, GOVERNMENT:—						
(*a*) Gold	...	...	...	...	...	...
(*b*) Silver—						
Sewestán	...	24	3	9,420	...	...
Kashmír	4	11,994	30	98,700	...	...
Ladákh	...	...	...	...	1	3,592
Total ...	4	12,018	33	1,08,120	1	3,592
2.—SPECIE AND BULLION, PUBLIC.						
(*a*) Gold	...	...	...	...	...	...
(*b*) Silver—						
Sewestán	...	40	...	270	16	50,880
Kábul	3	12,000	...	...	...	...
Kashmír	97	40,000	1	2,700	1	3,500
Ladákh	...	...	...	...	...	240
Chinese Tibet	...	...	...	...	...	9,290
Total ...	100	52,040	1	2,970	17	63,910
GRAND TOTAL OF ALL ARTICLES—						
Sewestán	95,788	6,71,837	107,169	6,98,396	134,555	8,04,478
Tirâh	31,437	89,916	34,065	90,835	48,901	1,12,622
Kábul	187,696	57,55,013	182,952	52,67,979	286,777	79,65,167
Bájaur	65,676	5,76,284	60,531	4,91,523	91,744	8,96,782
Kashmír	478,790	53,10,303	456,476	49,57,047	540,062	56,41,947
Ladákh	6,854	3,17,115	6,112	2,99,297	5,945	2,26,682
Chinese Tibet	2,591	30,602	1,667	36,624	513	26,733
Total ...	868,832	1,27,51,070	848,972	1,18,41,701	1,108,497	1,56,74,411

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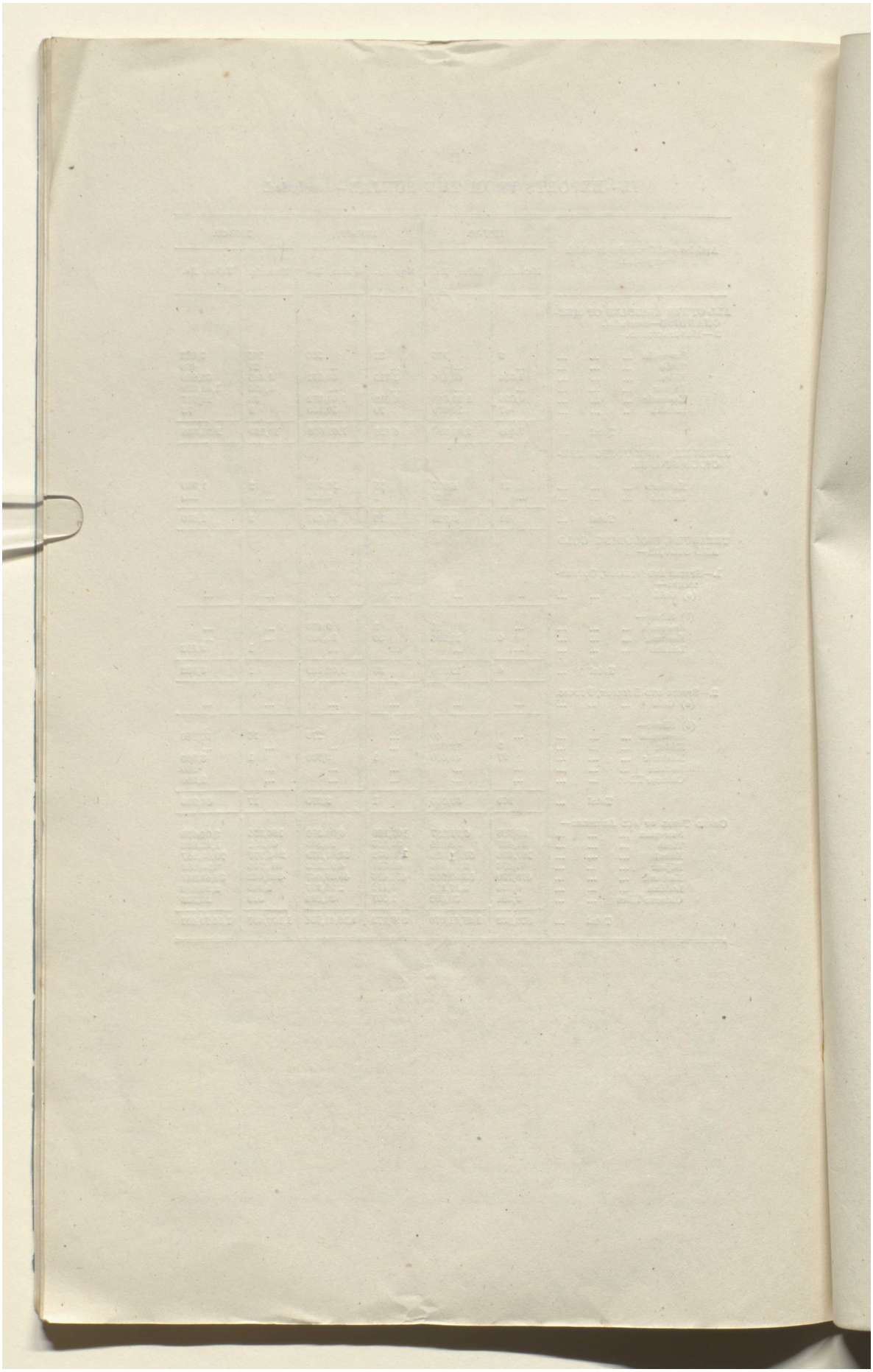

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STATEMENT No. III.

Abstract showing Statistics of Total Imports and Exports across the Frontier of the Punjab during the year ending 31st March 1890, as compared with Imports and Exports of the two preceding years.

Countries.	Imports.						Exports.						Total.					
	1887-88.		1888-89.		1889-90.		1887-88.		1888-89.		1889-90.		1887-88.		1888-89.		1889-90.	
	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.	Maunds.	Value, Rupees.
Sewestán	177,300	4,92,214	Logs 68 176,194	5,81,227	Logs 29 212,587	7,27,459	95,788	6,71,837	107,169	6,98,396	134,555	8,04,478	273,088	11,64,051	Logs 68 283,363	12,79,623	Logs 29 347,142	15,31,937
Tirah	78,966	77,336	76,462	75,269	96,075	89,053	31,437	89,916	34,065	90,835	48,901	1,12,622	110,403	1,67,252	110,527	1,66,104	144,976	2,01,675
Kábul	Logs 95 231,988	3,73,012	211,044	19,34,797	Logs 45 288,246	33,16,834	187,696	57,55,013	182,952	52,67,979	286,777	79,65,167	Logs 95 419,684	81,28,025	393,996	72,02,776	Logs 45 575,023	1,12,82,001
Bájaur	Logs 5,558 79,703	3,93,333	Logs 3,917 73,846	3,42,016	Logs 6,263 85,958	7,57,427	65,676	5,76,284	60,531	4,91,523	91,744	8,96,782	Logs 5,558 145,442	9,69,617	Logs 3,917 134,377	8,33,539	Logs 6,263 177,702	16,54,209
Kashmír...	Logs 25,172 1,007,498	69,31,738	Logs 20,986 976,421	81,23,443	Logs 9,097 1,050,057	66,40,881	478,790	53,10,303	456,476	49,57,047	540,062	56,41,947	Logs 25,172 1,486,288	1,22,42,041	Logs 20,986 1,432,897	1,30,80,490	Logs 9,097 1,590,119	1,22,82,828
Ladákh...	7,742	3,45,380	8,417	3,03,624	8,706	2,48,746	6,854	3,17,115	6,112	2,99,297	6,945	2,26,682	14,596	6,62,495	14,529	6,02,921	14,651	4,75,428
Chinese Tibet	2,096	33,962	2,350	42,174	5,227	1,91,878	2,591	30,602	1,667	36,624	513	26,733	4,687	64,564	4,017	78,798	5,740	2,18,611
Total ...	Logs 30,825 1,585,356	1,06,46,975	Logs 24,971 1,524,734	1,14,02,550	Logs 15,434 1,746,856	1,19,72,278	868,832	1,27,51,070	848,972	1,18,41,701	1,108,497	1,56,74,411	Logs 30,825 2,454,188	2,33,98,045	Logs 24,971 2,373,706	2,32,44,251	Logs 15,434 2,855,353	2,76,48,689

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Statement showing the average Tariff Value per maund of Articles Imported into and Frontier External to British India

Serial No.	Names of Articles.	Simla. District Tariffs. Rs.	Simla. A.	Kangra. District Tariffs. Rs.	Kangra. A.	Gurdaspur. District Tariffs. Rs.	Gurdaspur. A.	Sialkot. District Tariffs. Rs.	Sialkot. A.	Gujrat. District Tariffs. Rs.	Gujrat. A.
1	Borax	6	0	4	12	...	...	14	0	...	...
2	Coal and Coke, Company's	...	...	...	...	...	...	...	...	...	...
3	Ditto Public	...	...	...	...	...	...	1	0	...	...
4	Cotton, Raw	...	...	...	...	14	12	15	7	16	0
5	Cotton Twist and Yarn (European)	...	...	...	...	70	0	44	0	40	0
6	Ditto ditto (Indian)	40	0	...	...	30	0	24	7	...	...
7	Cotton Piece-Goods (European)	100	0	130	0	100	0	100	0	80	0
8	Ditto (Indian)	35	0	50	0	38	12	33	0	39	12
9	Asafœtida	...	...	...	...	...	...	40	0	...	...
10	Pán or Betel Leaves	...	...	...	...	...	...	25	0	...	...
11	Gánja	...	...	...	...	...	...	...	...	...	...
12	Bhang	...	...	...	...	...	...	...	...	...	...
13	Charas	80	0	70	0	...	...	80	0	...	...
14	Indigo	100	0	100	0	...	...	90	0	125	0
15	Madder (Majít)	12	0	16	0	11	5	8	8	...	...
16	Safflower (Kasumbha)	...	...	...	...	20	0	10	0	...	...
17	Turmeric (Haldi)	...	...	10	0	8	0	6	9	6	0
18	'Al (*Morinda citrifolia*)	...	...	...	...	...	...	...	...	...	...
19	Wheat	3	0	2	0	1	9	2	0	2	0
20	Gram and Pulse	2	0	2	0	1	10	2	0	1	13
21	Other Spring Crops, except Seeds	1	8	1	8	1	9	1	11	2	0
22	Rice, Husked (Cháwal)	4	0	3	0	3	4	3	4	3	5
23	Rice, Unhusked (Dhán or Shali)	...	...	...	...	1	10	1	12	3	0
24	Other Rain Crops, except Seeds	1	8	1	8	1	10	1	12	2	0
25	Gums and Resins	...	...	...	...	...	...	...	...	21	4
26	Hides of Cattle	...	...	...	...	25	13	25	8	23	0
27	Skins of Sheep, Goats and small animals	8	0	45	0	26	0	25	0	20	0
28	Horns	...	...	30	0	3	0	3	8	...	...
29	Lac, Dye	...	...	...	...	10	0	5	0	...	...
30	Lac, Shell	...	...	...	...	...	...	...	...	...	...
31	*Liquors* Wines	...	...	...	...	...	...	80	0	...	...
32	*Liquors* Spirits	...	...	...	...	...	...	...	...	...	...
33	*Liquors* Beer	...	...	...	...	...	...	...	...	...	...
34	Brass and Copper, Wrought and Unwrought	50	0	45	0	25	0	30	7	43	9
35	Iron, Wrought and Unwrought	13	0	16	0	7	2	6	13	7	8
36	Oil, Petroleum	...	...	10	0	8	8	6	0	8	0
37	Other Oils	11	0	10	0	11	8	11	0	8	0
38	Opium, Raw and Manufactured	...	...	...	...	396	6	530	0	...	...
39	Ghi	...	...	...	...	28	8	28	0	23	8
40	*Salt.* Lahori	...	...	...	...	3	0	2	10	3	0
41	*Salt.* Sámbhar	6	0	...	...	...	...	...	...	...	...
42	*Salt.* Other kinds	6	0	2	0	...	...	...	...	...	...
43	Saltpetre	...	...	...	...	...	...	...	...	...	...
44	Linseed	...	...	10	0	3	13	...	...	...	...
45	Mustard and Rape Seed	...	...	...	...	4	1	3	15	3	1
46	Til Seed	...	...	...	...	5	0	4	8	5	0
47	Indigo Seed	...	...	...	...	...	...	...	...	...	...
48	Silk, Raw	...	...	...	...	300	0	...	...	360	0
49	Sugar, Refined	...	...	16	0	10	6	11	13	10	11
50	Sugar, Unrefined	6	0	4	0	2	12	2	9	3	0
51	Tea, Indian	...	...	30	0	36	10	30	0	50	0
52	Tea, Foreign	...	...	56	11	...	...	...	...	...	...
53	Tabacoo, including Snuff	...	...	5	0	4	0	3	2	5	0
54	Firewood	...	...	...	...	0	4	0	4	0	4
55	Bamboos	...	...	...	...	2	0	2	8	...	...
56	*Wool, Raw* Wool	16	0	18	0	20	0	16	1	...	...
57	*Wool, Raw* Pashm	130	0	62	0	40	0	...	...	...	...

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MENT No. IV.

Exported from, the undermentioned Districts of the Punjab on the North-Western during the year ending 31st March 1890.

Jhelum.		Rawal-pindi.		Hazara.		Peshawar.		Kohat.		Bannu.		Dera Ismail Khan.		Dera Ghazi Khan.		Serial No.
District Tariffs.		District Tariffs.		District Tariffs.		District Tariffs.		District Tariffs.		District Tariffs.		District Tariffs.		District Tariffs.		
Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	
14	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
16	12	16	3	17	13	16	8	21	14	18	0	...	...	17	8	4
95	0	37	9	55	14	62	12	62	13	...	...	74	0	...	...	5
25	0	21	8	32	2	47	8	37	12	32	0	25	0	33	8	6
135	0	65	0	84	15	92	8	80	0	75	0	120	0	116	6	7
60	0	39	0	31	1	52	8	55	0	47	8	54	0	56	5	8
33	8	...	...	...	...	32	0	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	4	0	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	120	0	...	...	13
...	...	80	0	...	...	...	...	...	...	...	...	88	0	...	...	14
79	0	100	0	80	15	82	1	75	0	...	...	...	...	...	...	15
10	8	10	5	14	5	...	...	12	0	9	0	7	2	10	4	16
10	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
6	3	7	15	5	15	6	4	4	7	4	5	7	0	8	2	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
2	0	2	1	...	...	2	0	2	0	2	1	2	0	2	7	20
1	13	2	0	3	0	2	0	2	14	2	2	2	2	2	11	21
2	1	1	5	...	...	1	8	1	4	1	8	1	6	2	0	22
5	3	6	1	4	8	4	4	3	6	4	0	7	0	4	7	23
1	8	...	...	...	...	...	...	1	10	...	...	...	...	...	...	24
1	13	1	11	2	8	1	8	1	7	1	8	1	9	1	13	25
...	...	...	...	35	0	...	...	34	0	20	0	19	11	22	4	26
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3	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	...	...	...	...	...	...	...	...	...	...	9	8	10	8	29
26	0	27	8	...	...	...	...	...	...	...	...	30	0	...	...	30
...	...	90	0	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	34	0	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	10	0	...	...	...	...	...	...	...	...	...	...	...	...	33
23	0	59	1	43	0	36	0	40	0	...	...	55	0	65	0	34
6	0	10	4	8	0	6	11	5	8	12	0	10	15	11	4	35
8	0	7	1	10	0	7	0	...	...	...	...	7	1	5	1	36
12	0	12	5	...	...	12	12	11	8	12	11	11	11	12	13	37
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27	0	27	6	25	0	28	0	28	5	31	0	32	15	36	1	39
3	0	3	0	3	8	...	...	...	...	...	...	...	...	4	0	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	2	0	1	0	0	10	1	0	0	14	1	8	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	3	11	5	0	...	...	...	...	...	...	...	...	...	...	44
3	0	4	4	3	4	4	4	2	8	3	13	...	...	...	...	45
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...	...	5	0	6	0	...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	...	406	4	...	...	350	0	...	...	400	0	48
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...	...	37	8	50	0	34	0	...	...	...	...	80	0	...	...	51
...	...	70	0	90	0	75	0	...	...	...	...	100	0	...	...	52
8	0	2	15	4	15	4	0	6	2	4	8	7	4	9	8	53
0	5	...	...	...	...	0	6	0	5	0	8	0	6	...	...	54
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55
13	0	15	0	...	...	11	0	10	6	13	0	11	10	22	1	56
...	...	...	...	...	...	30	0	...	...	...	...	20	5	30	4	57

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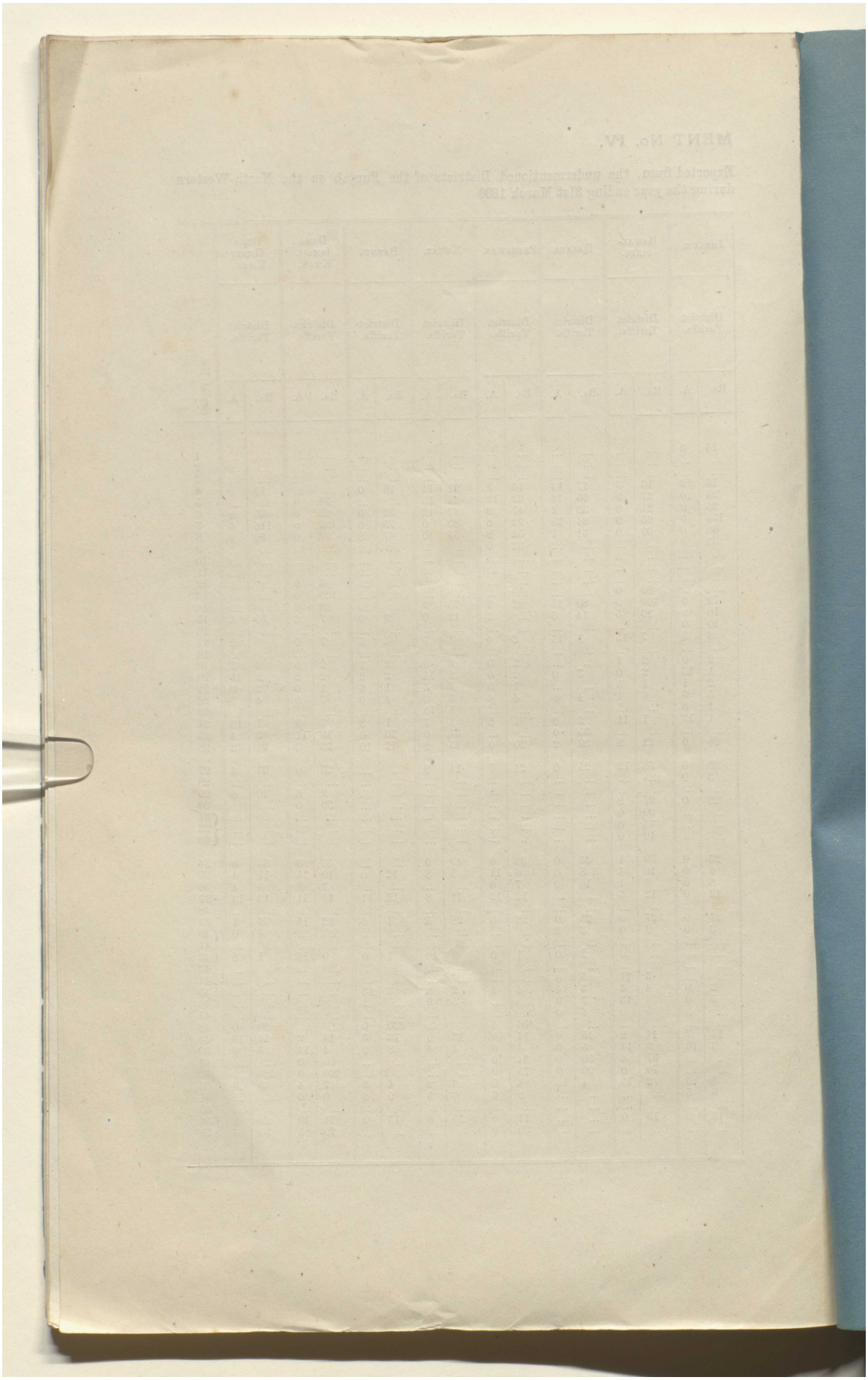

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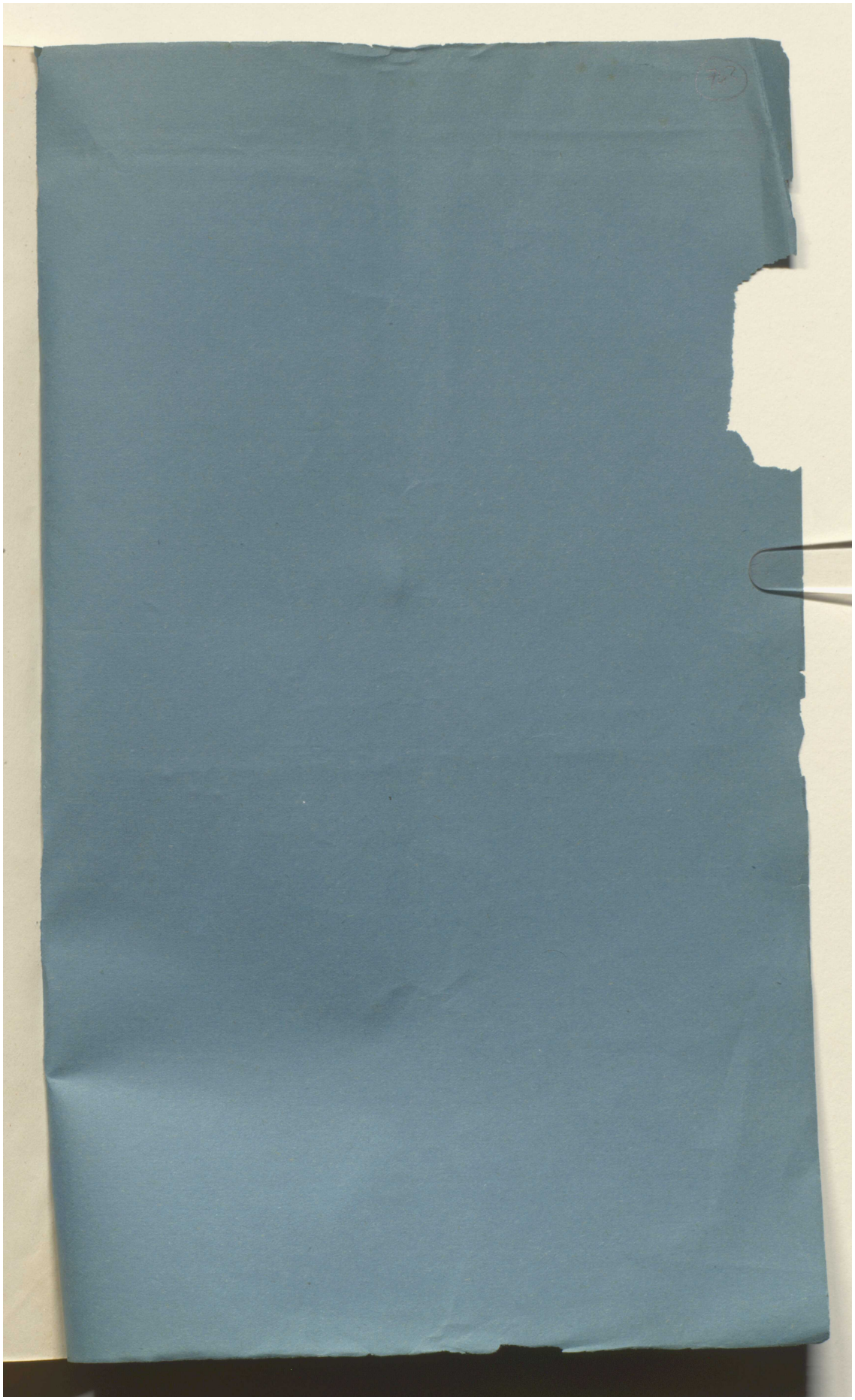

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