The Hejaz Railway And The Ottoman Empire Modernity Industrialisation And Ottoman Decline Library Of Ottoman Studies

This is a study of the nature of Ottoman administration under Sultan Abdulhamid and the effects of this on the three provinces that were to form the modern state of Iraq. The author provides a general commentary on the late Ottoman provincial administration and a comprehensive picture of the nature of its interaction with provincial society. In drawing on sources of the Ottoman archives, bringing together and analyzing an abundance of complex documents, this book is a fascinating contribution to the field of Middle Eastern studies.

Introduction -- Construction -- Financing -- Operations -- Impact upon society

“Written with great accuracy, detail, enthusiasm, and insight . . . a new perspective on the well-trodden story of the Arab Revolt” (Military History Matters on its Book of the Year, Silver Award–winner). Striking where the enemy is weakest and melting away into the darkness before he can react. Never confronting a stronger force directly, but using audacity and surprise to confound and demoralize an opponent. Operations driven by good intelligence, area knowledge, mobility, speed, firepower, and detailed planning, and executed by a few specialists with indigenous warriors—this is unconventional warfare. T. E. Lawrence was one of the earliest practitioners of modern unconventional warfare. His tactics and strategies were used by men like Mao and Giap in their wars of liberation. Both kept Lawrence’s Seven Pillars of Wisdom close at hand. This book examines the creation of the “Hedgehog” force, looks at the formation of armored car sections and other units, and focuses on the Hejaz Operations Staff, the Allied officers and men who took Lawrence’s idea and prosecuted it against the Ottoman Turkish army, assisting Field Marshal Allenby to achieve victory in 1918. Stejskal concludes with an examination of how Hedgehog influenced special operations and unconventional warfare, including Field Marshal Wavell, the Long Range Desert Group, and David Stirling’s SAS. “Makes a convincing case that the roots of modern special operations, particularly effective guerrilla warfare, are to be found in British participation in the Arab Revolt against Ottoman Turkish rule during WWI.” —Publishers Weekly

An authoritative account of the 1916 revolt in Arabia and T. E. Lawrence’s lesser-known role in key events draws on previously unavailable archival material to offer insight into the uprising’s complexities and contributions to modern Middle East conflicts. Reprint.

A riveting narrative packed with photographs, diagrams, and maps to illustrate and illuminate, this is the biography of the machines that carried us into the modern era.

From the great cathedral-like railways stations of the steam age to obscure lines built through spectacular landscapes to open up countries before the advent of motorised road transport, this book is a celebration of our lost railway heritage and the lines that can no longer be travelled. Through stunning images, Lost Railway Journeys from Around the World evokes the romance and drama of these journeys, taking
the reader as close as they can possibly get to this lost world of dining cars, sleeping cars, station porters and international rail travel. Organised by continent, all of these routes have stories to tell and the lost journeys are captured in the old postcards and posters that accompany photographs drawn from collections and archives across the world.

Railway expansion was the great industrial project of the late 19th century, and the Great Powers built railways at speed and reaped great commercial benefits. The greatest imperial dream of all was to connect the might of Europe to the potential riches of the Middle East and the Ottoman Empire. In 1903 Imperial Germany, under Kaiser Wilhelm II, began to construct a railway which would connect Berlin to the Ottoman city of Baghdad, and project German power all the way to the Persian Gulf. The Ottoman Emperor, Abdul Hamid II, meanwhile, saw the railway as a means to bolster crumbling Ottoman control of Arabia. Using new Ottoman Turkish sources, Murat Ozyuksel shows how the Berlin-Baghdad railway became a symbol of both rising European power and declining Ottoman fortunes. It marks a new and important contribution to our understanding of the geopolitics of the Middle East before World War I, and will be essential reading for students of empire, Industrial History and Ottoman Studies.

CONTENTS: INTRODUCTION, PART I CHAPTER I LONDON TO BEYBOTTT CHAPTER II DAMASCUS, CHAPTER III: THE HBDJAZ RAILWAY. CHAPTER IV: MEDINA. CHAPTER V: MEDINA TO YEMBTT. CHAPTER VI: JIDDAH. CHAPTER VII: JIDDAH TO MECCA. CHAPTER VIII: MECCA. CHAPTER IX: THE PILGKIMAGE. PART II: CHAPTER X: YOUNG TURKEY AND THE YEMEN. CHAPTER XI: HODE IDAH. CHAPTER XII: HODEIDAH TO SANAA. CHAPTER XIII: THE SIEGE OE SANAA. CHAPTER XIV: THE RELIEF. CHAPTER XV: WE ESCAPE. CHAPTER XVI: RECAPTURE AND RETURN FINISH. APPENDIX. INDEX. LIST OF ILLUSTRATIONS. THE AUTHOR. DAMASCUS, 1908 MEDINA MECCA THE HARAM. MANZONI'S MAP OF SANAAA. VIEW IN SAN. VAAHMAD MAP OF ARABIA. Many of the earliest books, particularly those dating back to the 1900s and before, are now extremely scarce and increasingly expensive. Hesperides Press are republishing these classic works in affordable, high quality, modern editions, using the original text and artwork.

The complex political and cultural relationship between the German state and the Ottoman Empire is explored through the lens of the Ottoman Railway network, its architecture, and material culture. With lines extending from Bosnia to Baghdad to Medina, the Ottoman Railway Network (1868–1919) was the pride of the empire and its ultimate emblem of modernization—yet it was largely designed and bankrolled by German corporations. This exemplifies a uniquely ambiguous colonial condition in which the interests of Germany and the Ottoman Empire were in constant flux. German capitalists and cultural figures sought influence in the Near East, including access to archaeological sites such as Tell Halaf and Mshatta. At the same time, Ottoman leaders and laborers urgently pursued imperial consolidation. Germany and the Ottoman Railways explores the impact of these political agendas as well as the railways’ impact on the built environment. Relying on a trove of previously unpublished archival materials, including maps, plans, watercolors, and photographs, author Peter H. Christensen also reveals the significance of this major infrastructure project for the budding disciplines of geography, topography, art history, and archaeology.

"How do centralized, institutional religions make peace with the modern state's displacement of their traditional prestige and
power? What are the factors that can promote the mutual acceptance of religious communities and the secular rule of law? These are the questions posed in Jonathan Laurence’s new book, which argues that Roman Catholicism and Sunni Islam have trod surprisingly similar paths in their respective histories. Contemporary Roman Catholicism and Sunni Islam both descend from religious states and empires, the Papacy in the case of Catholicism and the Caliphate in the case of Islam. As religio-political orders, the Western Church and the Islamic Caliphate ruled vast territories and populations. Each set of religio-political institutions made law, controlled land, and governed people for roughly four centuries. Yet both suffered three similar upheavals and challenges: the end of empires, the rise of the modern national state, and significant outward migrations from the "home base" of the religious tradition. Laurence suggests that the historical experience of Catholicism offers a useful model for those concerned about the contemporary Sunni Muslim leadership's attitude toward the modern state. Just as Catholicism worldwide benefited from the survival of the Vatican micro-state and its ability to exert guidance over the religious belief and practice of Catholics worldwide, so (argues Laurence) Muslim-majority states should continue exert control over mosques, imam-training, and religious education -- to reconcile Islam with the rule of law and thus with the authority of the secular state. This book is based on prodigious archival research in Vatican and Ottoman Archives and on interviews conducted with senior officials responsible for Islamic affairs or public religious education in Algiers, Ankara, Casablanca, Istanbul, Oran, Rabat, Tunis; and with senior interior ministry and foreign ministry officials in various European capitals responsible for relations with North African, Turkish, Qatari, and Saudi ministries of Islamic and religious affairs"--

Winding its way from Damascus through the vast desert wastes of Jordan and into the spectacular barren mountains of north-west Saudi Arabia, the Hejaz Railway was a testament to the fading, but still potent power of the Ottomans in Arabia.

Seven Pillars of Wisdom is a memoir of the soldier known as ‘Lawrence of Arabia.’ Lawrence is a fascinating and controversial figure and his talent as a vivid and imaginative writer shines through on every page of his masterpiece. ‘Seven Pillars of Wisdom’ written between 1919 and 1926, is an extraordinary tale of action, politics and adventure. The story describes heroism through instances of war by a man who not only shaped events but was molded by them. The genre of the book can be related to many broad subjects like political history, military strategy, pathology or travel story. Lawrence, known as the defender of the empire, had found war in the Arab world and a long-lasting sideline to the War to End All Wars. This war produced more war during the time, in which, along with many other eminent writers, Lawrence was also involved. Seven Pillars of Wisdom provides a unique portrait of this extraordinary man and an insight into the birth of the Arab nation.

Built in the turn of the twentieth century, the Hejaz Railway was initially mocked in Europe as a wildly improbable scheme. Still used partially in Syria and Israel, the railway was constructed at colossal cost and despite countless obstacles, it received great enthusiasm across the Muslim world. This book provides many details about the construction of this project based on British documents from a technical and cultural point of view.

A brilliant exploration of architecture through ten of the world’s great buildings
‘Railway termini,’ wrote E.M. Forster, ‘are our gates to the glorious and the unknown. Through them we pass out into adventure and sunshine…’ Now, in this new collection of great journeys from the pages of the Daily and Sunday Telegraph, Michael Kerr follows up his bestselling anthology, Last Call for the Dining Car, with another feast for the armchair rail traveller. The train sliding out of the station can take you back into the past – in the company of John Betjeman on the Great Western – or into an ominous future, now that China has a line across the permafrost to Tibet. The sunshine may be the late-afternoon glow on a freight train between LA and Seattle, or the sea light bathing the Cornish coast alongside the branch line to St Ives. The adventure may even be dodging death on the train itself, as Dervla Murphy does on the antiquated rolling stock of Cuba. Sometimes, too, the train tracks people’s lives, on a journey into their deepest secrets. Nicholas Shakespeare, travelling around France, pieces together the story of what happened to his aunt, who was stranded there on the brink of war in 1937. Pamela Petro, rattling down the Pacific coast of the US, confronts the demons that have been haunting her since a train crash a quarter of a century ago. From Sandi Toksvig’s commuter train to Alexander McCall Smith’s night train; from the Indian Pacific to the Maharajas’ Express; Sunrise on the Southbound Sleeper is a first-class ticket to ride all the best trains in the world.

The Hejaz Railway and the Ottoman Empire

Railway expansion was symbolic of modernization in the late 19th century, and Britain, Germany and France built railways at enormous speed and reaped great commercial benefits. In the Middle East, railways were no less important and the Ottoman Empire's Hejaz Railway was the first great industrial project of the 20th century. A route running from Damascus to Mecca, it was longer than the line from Berlin to Baghdad and was designed to function as the artery of the Arab world linking Constantinople to Arabia. Built by German engineers, and instituted by Sultan Abdul Hamid II, the railway was financially crippling for the Ottoman state and the its eventual stoppage 250 miles short of Mecca (the railway ended in Medina) was symbolic of the Ottoman Empire's crumbling economic and diplomatic fortunes. This is the first book in English on the subject, and is essential reading for those interested in Industrial History, Ottoman Studies and the geopolitics of the Middle East before World War I.

This atlas aims to provide the reader with key pointers for a spatial analysis of the social, economic and political dynamics at work in Jordan, an exemplary country of the Middle East complexities. Being a product of seven years of scientific cooperation between Ifpo, the Royal Jordanian Geographic Center and the University of Jordan, it includes the contributions of 48 European, Jordanian and International researchers. A long historical part followed by sections on demography, economy, social disparities, urban challenges and major town and country planning, sheds light on the formation of Jordanian territories over time. Jordan has always been looked on as an exception in the Middle East due to the political stability that has prevailed since the country’s Independence in 1946, despite the challenge of integrating several waves of Palestinian, Iraqi and - more recently - Syrian refugees. Thanks to this stability and the peace accord signed with Israel in 1994, Jordan is one of the first countries in the world for development aid per capita.

Under Ottoman rule, the city of Haifa, located at the southern point of the largest bay on the coast of what today is Israel, was transformed from a scarcely-inhabited fortress town to a major modern city. This book details the history of Haifa under the Ottomans during the period 1516-1918. Alex Carmel uses a variety of original sources to uncover the realities of life in Haifa under Ottoman rule and paints a vivid picture of the development of the city in this era. Carmel's work has become the benchmark of the historiography of Israel's third largest city and remains to this day, the best-known and most highly-regarded survey of Haifa under
Ottoman rule. This, the first English edition of 'Ottoman Haifa', will be essential reading for all historians of the Ottoman Empire and the Middle East.

In the desert sands of southern Jordan lies a once-hidden conflict landscape along the Hejaz Railway. Built at the beginning of the twentieth-century, this narrow-gauge 1,320 km track stretched from Damascus to Medina and served to facilitate participation in the annual Muslim Hajj to Mecca. The discovery and archaeological investigation of an unknown landscape of insurgency and counter-insurgency along this route tells a different story of the origins of modern guerrilla warfare, the exploits of T. E. Lawrence, Emir Feisal, and Bedouin warriors, and the dramatic events of the Arab Revolt of 1916-18. Ten years of research in this prehistoric terrain has revealed sites lost for almost 100 years: vast campsites occupied by railway builders; Ottoman Turkish machine-gun redoubts; Rolls Royce Armoured Car raiding camps; an ephemeral Royal Air Force desert aerodrome; as well as the actual site of the Hallat Ammar railway ambush. This unique and richly illustrated account from Nicholas Saunders tells, in intimate detail, the story of a seminal episode of the First World War and the reshaping of the Middle East that followed.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 60. Chapters: Baghdad Railway, Chemins de Fer Syriens, Chemin de Fer de Hedjaz Syrie, Hedjaz Jordan Railway, Hejaz Railway, Hejaz Train Station, International Train, Palestine Railways, Taurus Express.

La 4e de couv. indique : "Located in north-western Saudi Arabia, AlUla is a spectacular natural and archaeological region. This book traces its age-old history, from the earliest human occupation seven thousand years ago to the present day. It also examines the extensive archaeological research that has been conducted for nearly thirty years, notably by Franco-Saudi teams. The geological formation of the valley and its oases, the cult practices of the ancient pre-Islamic kingdoms, the majesty of the Nabatean rock-cut tombs, the birth of the Arabic script, the life of pilgrims who stopped in AlUla on their way from Damascus to Medina and the construction of the Hijaz railway all prove the importance of this long-overlooked site, at the crossroads of civilisations. AlUla - known as Hegra to the Nabateans and Romans, and the first Saudi archaeological site to be added to the UNESCO World Heritage List, in 2008 - is opening up to the world. Comparable in scale and importance to Petra in Jordan, Hegra is revealing its treasures for the duration of an exhibition."

The writings presented in this volume shed tremendous light, both on the character of T. E. Lawrence and the current situation in the Middle East. Despite being written more than seventy years ago, the thoughts of Lawrence of Arabia remain remarkably pertinent. This collection includes Lawrence’s wartime reports from the desert, along with later writings in which Lawrence attempts to cope with the consequences of war in the circumstances of peace. Many of the pieces have previously only been issued in limited editions.

T. E. Lawrence became world-famous as "Lawrence of Arabia," after helping Sherif Hussein of Mecca gain independence from Turkey during the Arab Revolt of 1916-18. His achievements, however, would have been impossible without the unsung efforts of a forgotten band of fellow officers and spies. This groundbreaking account by Philip Walker interweaves the compelling stories of
Colonel Cyril Wilson and a colourful supporting cast with the narrative of Lawrence and the desert campaign. These men's lost tales provide a remarkable and fresh perspective on Lawrence and the Arab Revolt. While Lawrence and others blew up trains in the desert, Wilson and his men carried out their shadowy intelligence and diplomatic work. His deputies rooted out anti-British soldiers who were trying to sabotage the revolt. Meanwhile, Lieutenant Lionel Gray, a cipher officer, provided a gateway into unknown aspects of the revolt through his previously unpublished photographs and eyewitness writings. Wilson's crucial influence underpinned all these missions and steadied the revolt on a number of occasions when it could have collapsed. Without Wilson and his circle there would have been no "Lawrence of Arabia." Wilson's band mostly fell through the cracks of history into obscurity. "Behind the Lawrence Legend" reveals their vital impact and puts Lawrence's efforts into context, and helping to set the record straight for one of the most beguiling and iconic characters of the twentieth century.

With the advent of the steamship, repeated outbreaks of cholera marked oceanic pilgrimages to Mecca as a dangerous form of travel and a vehicle for the globalization of epidemic diseases. European, especially British Indian, officials also feared that lengthy sojourns in Arabia might expose their Muslim subjects to radicalizing influences from anticolonial dissidents and pan-Islamic activists. European colonial empires’ newfound ability to set the terms of hajj travel not only affected the lives of millions of pilgrims but also dramatically challenged the Ottoman Empire, the world’s only remaining Muslim imperial power. Michael Christopher Low analyzes the late Ottoman hajj and Hijaz region as transimperial spaces, reshaped by the competing forces of Istanbul’s project of frontier modernization and the extraterritorial reach of British India’s steamship empire in the Indian Ocean and Red Sea. Imperial Mecca recasts Ottoman Arabia as a distant, unstable semiautonomous frontier that Istanbul struggled to modernize and defend against the onslaught of colonial steamship mobility. As it turned out, steamships carried not just pilgrims, passports, and microbes, but the specter of legal imperialism and colonial intervention. Over the course of roughly a half century from the 1850s through World War I, British India’s fear of the hajj as a vector of anticolonial subversion gradually gave way to an increasingly sophisticated administrative, legal, and medical protectorate over the steamship hajj, threatening to eclipse the Ottoman state and Caliphate’s prized legitimizing claim as protector of Islam’s most holy places. Drawing on a wide range of Ottoman and British archival sources, this book sheds new light on the transimperial and global histories traversed along the pilgrimage to Mecca.

This book, first published in 1971, details the Muhammad ‘?rif manuscript which propagates the project of the Hejaz railway connecting Damascus with Medina and Mecca. The project has been seen as a specific, dramatic example of the phenomenon of growing Arab nationalism during the early years of the twentieth century. Included here is an annotated edition of the Arabic manuscript, an English translation, and an extensive introduction with notes and historical setting.
The ‘?rif manuscript gives a clear view of the struggle for reform in Turkey at the time when burgeoning Arab nationalism became an important factor in the railway project. Many aspects of Middle Eastern politics can be traced to basic factors described in the manuscript by ‘?rif.

A fascinating journey through the history of railways From the early steam trains to the high-speed bullet trains of today, The Iron Road tells the hidden stories of railway history- the inspired engineering, blood, sweat and tears that went into the construction of the railways. Uncover the compelling tales of bold vision, invention and error, and social change behind the history of trains and railways, with famous railways such as the Transsiberian fully explored. Learn how the great railway pioneers such as George Stephenson produced the ideas and feats of engineering that created the railways and changed the world. Each exciting moment of railway history is captured, contextualised and enhanced by superb illustrations. Trains and railways of the past like the romantic Orient Express are brought to life through amazing eyewitness accounts, allowing you to see the railways through the eyes of people who were there at the time. Written by Christian Wolmar, an award-winning writer and broadcaster, The Iron Road is an exciting trip through the history of trains for any railway enthusiast.

A wealth of new research and thinking on Lawrence, the Arab Revolt, and World War One in the Middle East, providing essential background to today's violent conflicts Rarely is a book published that revises our understanding of an entire world region and the history that has defined it. This groundbreaking volume makes just such a contribution. Neil Faulkner draws on ten years of field research to offer the first truly multidisciplinary history of the conflicts that raged in Sinai, Arabia, Palestine, and Syria during the First World War. In Lawrence of Arabia's War, the author rewrites the history of T. E. Lawrence's legendary military campaigns in the context of the Arab Revolt. He explores the intersections among the declining Ottoman Empire, the Bedouin tribes, nascent Arab nationalism, and Western imperial ambition. The book provides a new analysis of Ottoman resilience in the face of modern industrialized warfare, and it assesses the relative weight of conventional operations in Palestine and irregular warfare in Syria. Faulkner thus reassesses the historic roots of today's divided, fractious, war-torn Middle East.

The modern Middle East was forged in the crucible of the First World War, but few know the full story of how war actually came to the region. As Sean McMeekin reveals in this startling reinterpretation of the war, it was neither the British nor the French but rather a small clique of Germans and Turks who thrust the Islamic world into the conflict for their own political, economic, and military ends.

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