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

A fascinating journey through the history of railways, includes first-hand accounts of innovation, triumph, and tragedy. From the earliest steam engine to the high-speed bullet trains of today, A Short History of the Railway reveals the hidden stories of railway history across the world - the inspired engineering; the blood, sweat, and tears that went into the construction of the tracks; the ground-breaking innovations behind the trains that travelled along them; and the triumphs and tragedies of the people who made the railway what it is. Chart the history of the Trans-Siberian railway, the Orient Express, and Maglev trains and the impact of world events on the development of trains and the railway. Explore the pioneering railway lines that crossed continents, the key trains of each era, and the locomotives that changed the world. 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.

The dissertation examines the production of knowledge and architecture through the German-sponsored construction of the Ottoman railway network, comprising four discrete projects: the railways of European Turkey, the Anatolian railways, the Baghdad railway and the Hejaz railway and its Palestinian tributaries. The German construction of the Ottoman railway network is an historic event that proffers the opportunity to critically reconsider the epistemological tenets of expertise in broader political, economic and cultural structures distinct from the normative creative processes that dominate the historiography of empires. The dissertation capitalizes on the ambiguous colonial nature of the German role in the architecture, engineering, and urbanism of the late Ottoman empire and situates it as a variegated and occasionally dialogic model of European cultural expansionism by way of a process identified here as ambiguous transmutation.

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—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.

“Seven Pillars of Wisdom” is the autobiographical account of the experiences of British soldier T. E. Lawrence (“Lawrence of Arabia”), while serving as a liaison officer with rebel forces during the Arab Revolt against the Ottoman Turks of 1916 to 1918.

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.

This international conference on Urban Transport and the Environment has successfully been reconvened annually for the last sixteen years. It has always attracted a wide international spread of delegates and is well established as the premier annual event of its type. It first started in Southampton, UK in 1995; continuing in Barcelona, Spain (1998); Acquasparta, Italy (1997); Lisbon, Portugal (1998); Rhodes, Greece (1999); Cambridge, UK (2000); Lemnos, Greece (2001); Seville, Spain (2002); Crete, Greece (2003); Dresden, Germany (2004); Algarve, Portugal (2005); WIT campus in the New Forest, UK (2006); Coimbra, Portugal (2007); Malta (2008); and Bologna, Italy (2009). The continuing requirement for better urban transport systems in general and the need for a healthier environment has led to an increased level of research around the world. This is reflected in the proceedings of this well-established meeting which demonstrates the steady growth and research into urban transport systems. The variety of topics covered by this conference is of primary importance for analysing the complex interaction of the urban transport environment and for establishing action strategies for transport and traffic problems. Transportation in cities with its related environmental and social concerns is a topic of the utmost importance for urban authorities and central governments around the world. Urban Transport systems require considerable studies to safeguard their operational use, maintenance and safety. They produce significant environmental impacts and can enhance or degrade the quality of life in urban centres. The emphasis is to seek transportation systems that minimize any ecological and environmental impact, are sustainable and help to improve the socio-economic fabric of the city. Another area of concern addressed by the conference is that of public safety and security, seeking ways to protect passengers while retaining the efficiency of the sys.

This book is open access under a CC BY 4.0 license. Offering key insights into critical debates on the construction, management and destruction of heritage in Muslim contexts, this volume considers how Islamic heritages are constructed through texts and practices which award heritage value. It examines how the monolithic representation of Islamic heritage (as a singular construct) can be enriched by the true diversity of Islamic heritages and how endangerment and vulnerability in this type of heritage construct can be re-conceptualized. Assessing these questions through an interdisciplinary lens including heritage studies, anthropology, history, conservation, religious studies and archaeology, this pivot covers global and local examples including heritage case studies from Indonesia, Egypt, Saudi Arabia, Iran, Jordan, and Pakistan.

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.

In 1992, when Yugoslavia was on the point of disintegration, the Badinter Commission recommended that the issue of its boundaries be resolved according to the principle of uti possidetis: the internal

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boundaries dividing the former Yugoslav Republics should automatically become the international boundaries of the new states. Elated by what seemed a clear and workable solution to an impossible problem, the international community proceeded to impose the "binding" principle of uti possidetis on all the parties involved. Relying on the Badinter interpretation of uti possidetis, five experts in international law have assured the Quebec government that in the event of separation from Canada, Quebec could assume legal entitlement under international law of its existing boundaries. In Determining Boundaries in a Conflicted World Suzanne Lalonde examines the origins of the uti possidetis principle, its evolution and colonial roots as well as more recent applications, to determine whether it merits the overriding importance now attributed to it.

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With the advent of the steamer, 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 haj 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 Hedjaz 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.

Excerpt from Pan-Islamism Abdul Hamid's rule is inspired with the steady unswerving purpose of bringing into closer and mightier cohesion the whole Mahomedan world under his sceptre, or, at least, under the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to necessitates. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. It may at times contain imperfections such as missing or blurred pages, poor pictures, errant marks, etc. Dryad Publishing has republished this book for today's readers, from a clean, newscan be found online. Pages: 60. Chapters: Baghdad Railway, Chemins de Fer Syriens, Chemin de Fer and Arab influences. Home to diverse populations who have experienced centuries of exposure to an array of influences, each country boasts ancient monuments that testify to its ability to withstand conflict and absorb various peoples and ideas. This rich volume profiles the intertwined histories of these three countries and the geographic, cultural, and social factors that have come to define each.
triad and cause harmony. Each book can be visualized as a single note. However, when they are “strummed” together, we hear a different sound, one that is harmonious with one another and is pleasant both to the ear and to the mind! Psalms [the 19th Book of the Bible] was authored in 10th century BC and reports a total of 150 years within its 150 chapters. The Book of Isaiah [the 23rd Book of the Bible] was penned down in the 8th century BC, and hosts 66 chapters and reports a total of 66 years worth of world events. The Koran was written down within the 7th century AD and reports a total of 114 years worth of world events in its 114 chapters. Though the three Holy Scriptures are centuries apart from one another, the message they convey is one – as if they were all authored or inspired the very same day by the very same Deity! As we all know by now, Psalms has a date, a year code embedded in it [Psalms Code I, II, and III]. So does the Koran [Psalms Confirm the Koran]. Well, get ready for a surprise! And now, so does the Book of Isaiah! [Scriptural Unity] Each Holy Book studied in this book, namely Psalms, Isaiah and Koran has its own message as a separate identity. However, when all three Holy Scriptures are studied as a “unity”, as a single identity, as a single book, the message they reflect, all of a sudden, turns into a single one - augmenting and complimenting the message of one another regarding the same event, subject or person highlighted in the parallel chapter of all three Holy Scriptures! In the second part, Part II of this book we will study the Bhagavad Gita [the Holy Book of Hinduism] and verify whether the message of the Bhagavad Gita is in unison with the message of the Bible and the Koran. Again, the past 22 incarnations of Jesus and the upcoming due 24 incarnations ahead are signaled in both the Bible and the Koran. The Book of Psalms, that hints the Jesus Incarnation Cycle and signals the incarnation characters of the Cycle, was penned down in 10th century BC – the Koran in the 7th century CE/AD. The Bhagavad Gita, the Holy Book that is almost devoted completely to the concept and the explanation of the LORD’s “incarnation” cycle is dated to a “period between 200 BC and 200 CE” – to a time that roughly marks the middle point of the centuries the Book of Psalms and the Book of Koran were revealed in respectively. What we call an “incarnation” is called an “avatar” in Hinduism. Though known to be innumerable, the “Bhagavad Purana” [Puranic texts of Hindu literature] mentions 22 [and 24] avatars – the same number of incarnations/avatars Jesus was destined to live personally ever since His first birth to Virgin Mary [starting from year 19 AD – when Jesus was 19 years old] and till the end of the 1,900 years long Jesus Cycle that ended in year 1919 AD. Put simply, the Jesus Incarnation Cycle, the past 22, the upcoming 24 total incarnations [avatars] that the Cycle reflects and portrays are confirmed in Hinduism just the same Great Continental Railway Journeys is now a firmly established series on BBC2, following in the illustrious tracks of its predecessor - Great British Railway Journeys. Both series are fronted by ex-politician Michael Portillo and in this European odyssey he travels around continental Europe, using George Bradshaw’s1913 Continental Railway Guide. Now coming up for its fourth instalment this autumn, Portillo guides the train-travelling fan across Europe arriving at a myriad of magical and historically fascinating cities we all dream of travelling to by train. From London, to Paris, Bordeaux, Lyon, Copenhagen, Oslo, Lisbon, Madrid, Berlin, Monte Carlo, Prague, Munich, Zurich, Rome, Budapest, St Petersburg; all the way down to Constantinople, Haifa and Jerusalem - Portillo describes the great feats of engineering that built the various railway lines connecting Europe and further afield and the men and women who made these journeys famous through their deeds and words. The new series (6x1-hour) will transmit in early November 2015, and this book will be the official, lavishly illustrated tie-in covering every single journey Portillo has undertaken across Europe. Capturing all the colour, beauty, excitement and fervour of journeying across this historic continent can must. A must-have purchase for any armchair fan of unique and award-winning travel programming. 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 translation 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. Conflict Landscapes explores the long under-acknowledged and under-investigated aspects of where and how modern conflict landscapes interact and conjoin with pre-twentieth-century places, activities, and beliefs, as well as with individuals and groups. Investigating and understanding the often unpredictable power and legacies of landscapes that have seen (and often still viscerally embody) the consequences of mass death and destruction, the book shows, through these landscapes, the power of destruction to preserve, refresh, and often reconfigure the past. Responding to the complexity of modern conflict, the book offers a coherent, integrated, and sensitized hybrid approach, which calls on different disciplines where they overlap in a shared common terrain. Dealing with issues such as memory, identity, emotion, and wellbeing, the chapters tease out the human experience of modern conflict and its relationship to landscape. Conflict Landscapes will appeal to a wide range of disciplines involved in studying conflict, such as archaeology, anthropology, material culture studies, art history, cultural history, cultural geography, military history, and heritage and museum studies. This collection of previously out-of-print titles examines the state of Turkey in both its Ottoman and modern incarnations. Radical politics are detailed alongside constitutional democracy, as well as Ottoman politics and history. The basis for Lawrence of Arabia, this first-hand account of the Arab Revolt offers a colorful, poetic narrative and paints a fascinating portrait of the Middle East during World War I. Even a casual observer can spy traces of Islamic architecture and design on buildings all over the world, a reminder that artistic traditions and visual culture have never been limited to their region or country of origin, but rather are highly diffusible. This book brings together scholars from architectural studies, design, art history, and other fields to challenge and expand concepts
of Islamic architecture. Ranging from eighteenth-century Ottoman tents to manifestations of Islamic motifs in 1960s Hawaii, this richly illustrated volume raises key questions about Islamic architecture, and, more broadly, about how we can rethink our understanding of material, artistic, and cultural mobility in the modern world.

This important study examines the religio-political relations between Indian Muslims and the Ottomans between 1877 and 1924, as well as the British attitude towards the Pan-Islamic developments.

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.


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.

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