

من المصادر الإلكترونية في مكتبة قطر الرقمية ٢٠٢٢/٠١/١٤ تم إنشاء هذا الملف بصيغة PDF بتاريخ
النسخة الإلكترونية من هذا السجل متاحة للاطلاع على الإنترنت عبر الرابط التالي:

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

"مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-الروسية. طريق رواندز التجاري

المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند

IOR/L/PS/12/3462

١٢ فبراير ١٩٢٦-٢٧ أكتوبر ١٩٣٣ (ميلادي)

الإنجليزية في اللاتينية

ملف واحد (٧٤ ورقة)

رخصة حكومة مفتوحة

المؤسسة المالكة

المرجع

التاريخ/ التواريخ

لغة الكتابة

الحجم والشكل

حق النشر



حول هذا السجل

مراسلات وأوراق أخرى تتعلق بتطوير طرق التجارة في شمال شرق بلاد فارس [إيران]، على حدود العراق، مع التركيز بصورة خاصة على الطرق داخل رواندز وفي أذربيجان. يتناول الوزير المفوض والمبعوث فوق العادة البريطاني في طهران، بيرسي لورين، و(القائم بأعمال) المندوب السامي في العراق، برنارد هنري بورديلون، رغبة الحكومة الفارسية في تيسير تصدير البضائع في أقاليمها الشمالية والشرقية، رداً على الحظر الروسي المفروض على جميع السلع باستثناء القطن من بلاد فارس. كما تتعلق المراسلات أيضاً برغبة العراق - التي يديرها البريطانيون - في تشجيع اتساع التجارة بين العراق وبلاد فارس. يتضمن الملف ما يلي: مذكرة بتاريخ ٠٢ نوفمبر ١٩٢٦ عن الصادرات الفارسية والنقل الداخلي، كتبها القائم بأعمال السكرتير المسؤول عن الشؤون التجارية في المفوضية البريطانية في طهران، إيريك رالف لينجمان (صص. ٤٣-٤٦)؛ تقرير بتاريخ ٢٩ يونيو ١٩٣١ حول طريق رواندز وطرق رئيسية أخرى في أذربيجان، كتبه القنصل البريطاني في تبريز، كلارنس

إدوارد ستانهوب بالمر (صص. ١٩-٣٩)؛ مذكرة بتاريخ ٣٠ مارس ١٩٣٢ عن طريق رواندز رايات، كتبها مدير السكك الحديدية العراقية الحكومية، جوزيف رامزي تاينش (صص. ١٥-١٠).

يشتمل الملف على فاصل يتضمن قائمة مراجع المراسلات الواردة به حسب السنة. ويوجد هذا الفاصل في نهاية المراسلات.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [أمامي] (١٥٤/١)

Previous File :
Next File :

1000 L/PS/12/3462

No. 28
File 56

POLITICAL (EXTERNAL) DEPARTMENT.
COLLECTION.

GENERAL HEADING: Persia

SUB-HEAD: Perso-Turkish + Perso-Russian Frontier Affairs.
Rowanduz Trade Route.

Notes: See also bill 28/21. Azerbaijan.

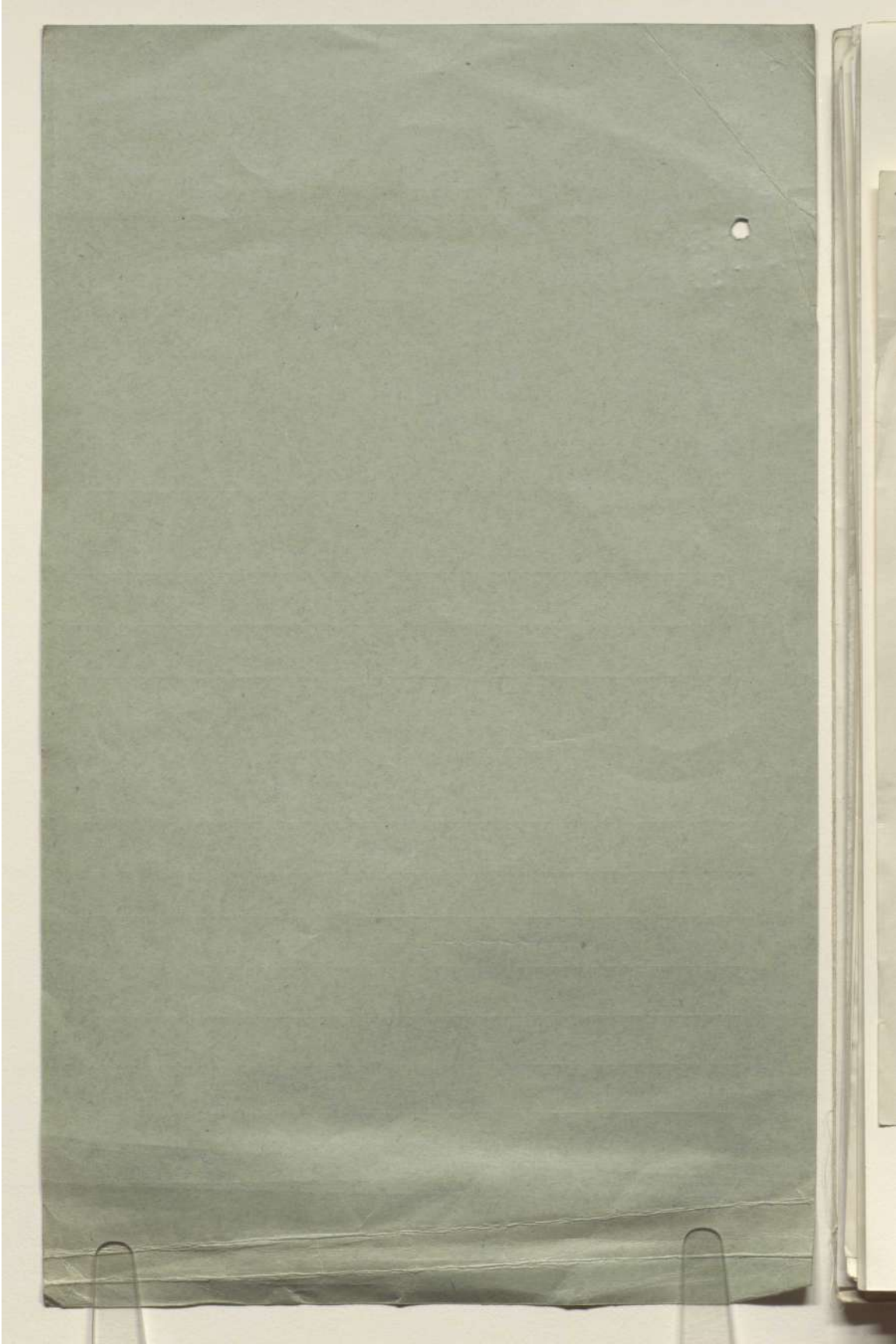
This file contains the following papers:—

YEAR.	1926	P.	549	749	898	925	1002	1192	1590	2287	4154
1931	P.2.	5029									
1932	P.2.	3555									
1933	P.2.	251	6743								
19		P.									
19		P.									
10		P.									
19		P.									
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65 Papers may be removed from or placed within this File only by the Political Registry.

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مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [أمامي-داخلي] (١٥٤/٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢ و] [١٥٤/٣]

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India ②
mail
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INDEXED

In any further communication on this subject, please quote
No. E577/151034
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

Confidential
6743

THE Under-Secretary of State for Foreign Affairs presents his
compliments to the Under-Secretary of State for P.A.
India and, by direction of the Secretary of State, P.A.
transmits herewith copies of the under-mentioned paper. 27/10

Foreign Office,
Oct 20, 1933.

Reference to previous correspondence:

Seen through
26/10

Description of Enclosure.

Name and Date.	Subject.
HM Representative Tehran no 426 of 5 th Sept.	Rovanduz route. Sec. E. & O. Dept for information Kilrowdie 25/10/33

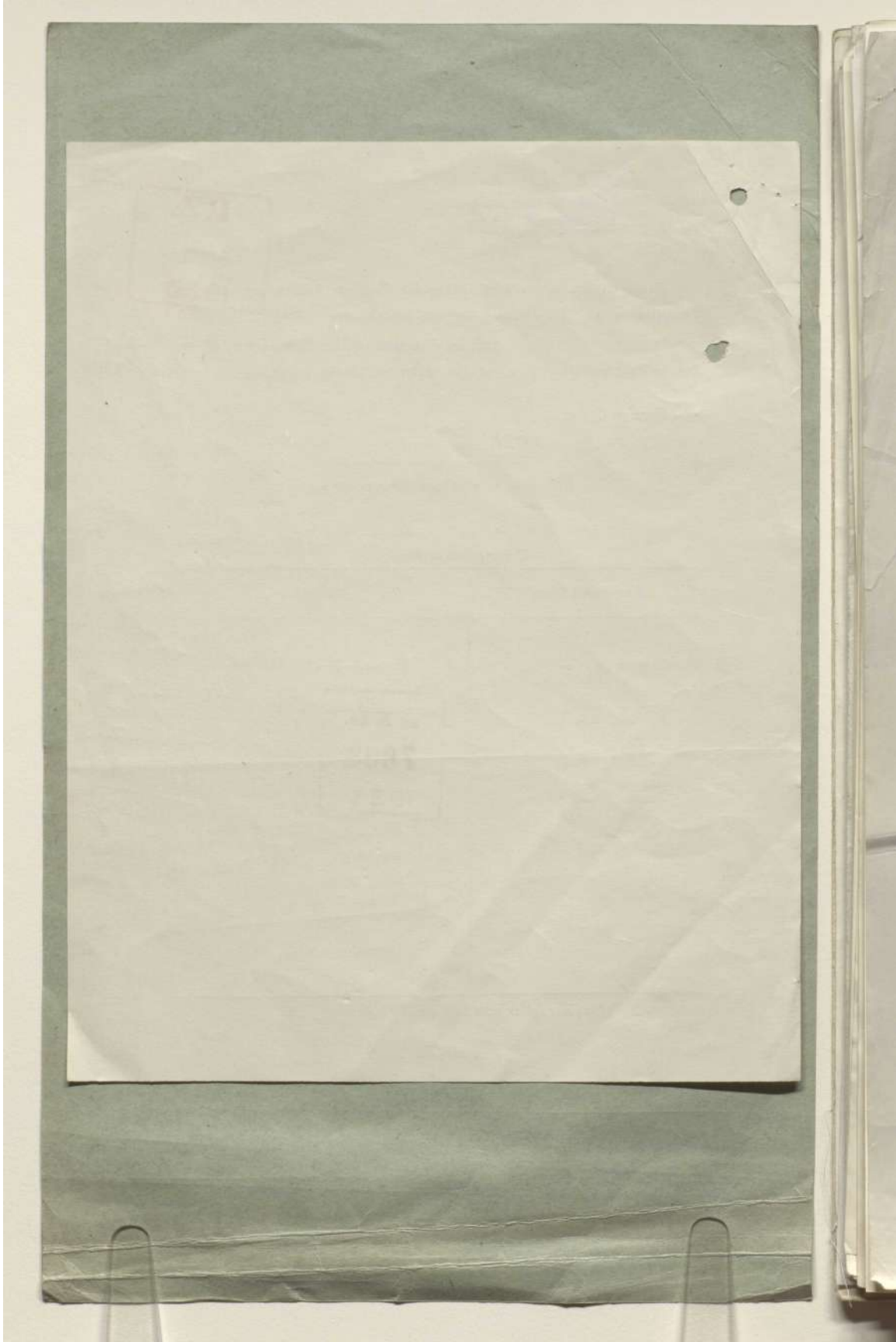
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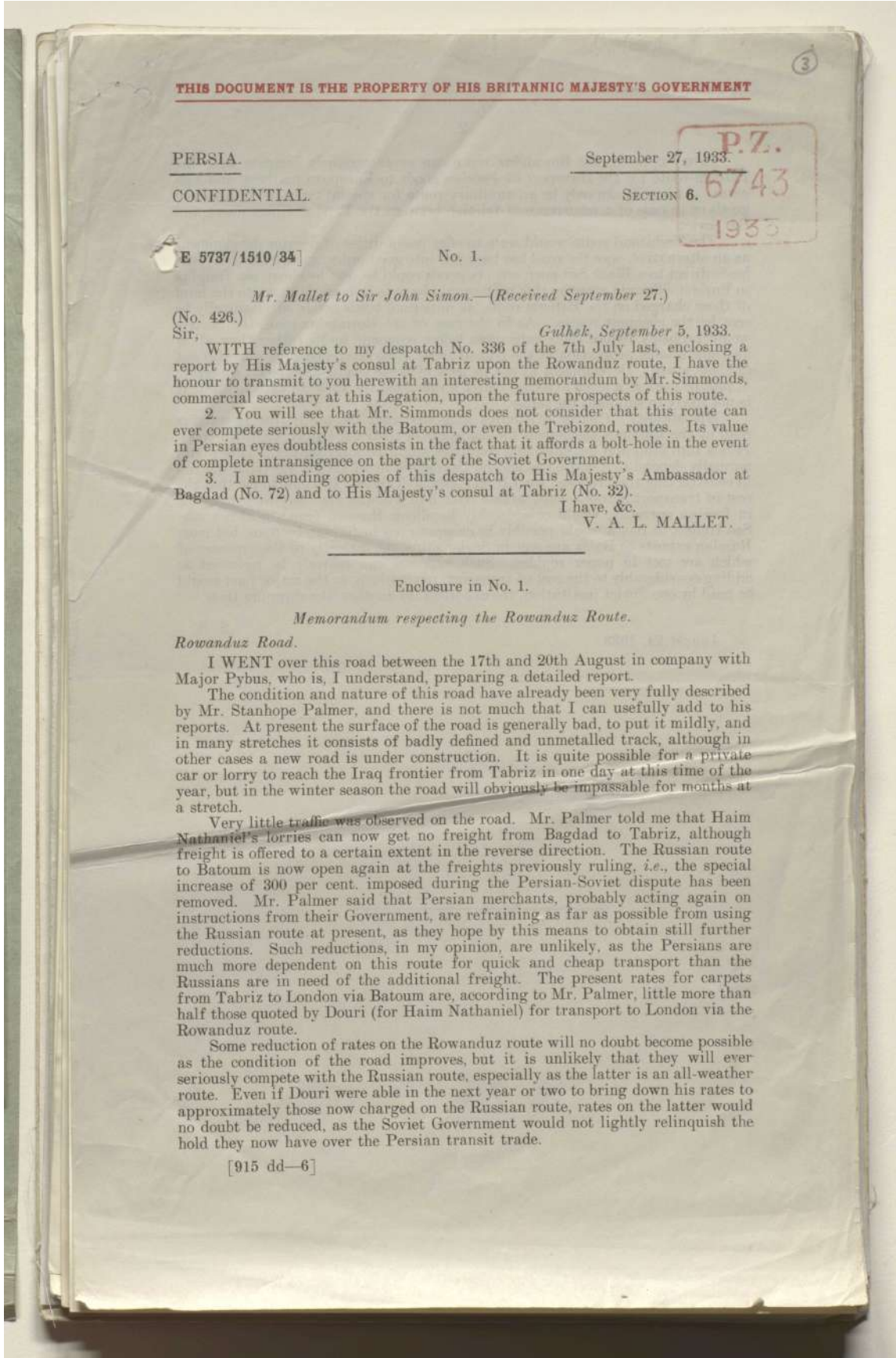
ENCLOSURE IN WEEKLY LETTER
No. 43
26 OCT. 1933
FROM SECRETARY, POLITICAL AND
SECRET DEPT. FOREIGN OFFICE

Similar letter sent to W.O.
14-6130 8755 (2)
R.M.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٢ظ] (١٥٤/٤)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣و] [١٥٤/٥]



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PERSIA.

September 27, 1933.

CONFIDENTIAL.

SECTION 6.

E 5737/1510/34]

No. 1.

Mr. Mallet to Sir John Simon.—(Received September 27.)

(No. 426.)

Gulhek, September 5, 1933.

Sir,

WITH reference to my despatch No. 336 of the 7th July last, enclosing a report by His Majesty's consul at Tabriz upon the Rowanduz route, I have the honour to transmit to you herewith an interesting memorandum by Mr. Simmonds, commercial secretary at this Legation, upon the future prospects of this route.

2. You will see that Mr. Simmonds does not consider that this route can ever compete seriously with the Batoum, or even the Trebizond, routes. Its value in Persian eyes doubtless consists in the fact that it affords a bolt-hole in the event of complete intransigence on the part of the Soviet Government.

3. I am sending copies of this despatch to His Majesty's Ambassador at Bagdad (No. 72) and to His Majesty's consul at Tabriz (No. 32).

I have, &c.

V. A. L. MALLET.

Enclosure in No. 1.

Memorandum respecting the Rowanduz Route.

Rowanduz Road.

I WENT over this road between the 17th and 20th August in company with Major Pybus, who is, I understand, preparing a detailed report.

The condition and nature of this road have already been very fully described by Mr. Stanhope Palmer, and there is not much that I can usefully add to his reports. At present the surface of the road is generally bad, to put it mildly, and in many stretches it consists of badly defined and unmetalled track, although in other cases a new road is under construction. It is quite possible for a private car or lorry to reach the Iraq frontier from Tabriz in one day at this time of the year, but in the winter season the road will obviously be impassable for months at a stretch.

Very little traffic was observed on the road. Mr. Palmer told me that Haim Nathaniel's lorries can now get no freight from Bagdad to Tabriz, although freight is offered to a certain extent in the reverse direction. The Russian route to Batoum is now open again at the freights previously ruling, *i.e.*, the special increase of 300 per cent. imposed during the Persian-Soviet dispute has been removed. Mr. Palmer said that Persian merchants, probably acting again on instructions from their Government, are refraining as far as possible from using the Russian route at present, as they hope by this means to obtain still further reductions. Such reductions, in my opinion, are unlikely, as the Persians are much more dependent on this route for quick and cheap transport than the Russians are in need of the additional freight. The present rates for carpets from Tabriz to London via Batoum are, according to Mr. Palmer, little more than half those quoted by Douri (for Haim Nathaniel) for transport to London via the Rowanduz route.

Some reduction of rates on the Rowanduz route will no doubt become possible as the condition of the road improves, but it is unlikely that they will ever seriously compete with the Russian route, especially as the latter is an all-weather route. Even if Douri were able in the next year or two to bring down his rates to approximately those now charged on the Russian route, rates on the latter would no doubt be reduced, as the Soviet Government would not lightly relinquish the hold they now have over the Persian transit trade.

[915 dd-6]

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣ظ] (١٥٤/٦)

2

In my opinion, the Rowanduz route can never seriously compete with the Batoum route for the transport of Persian goods to European markets, and *vice versa*. At best it can only be an auxiliary route for special types of high-valued goods or in case of a recurrence of friction between the Persian Government and the Soviet.

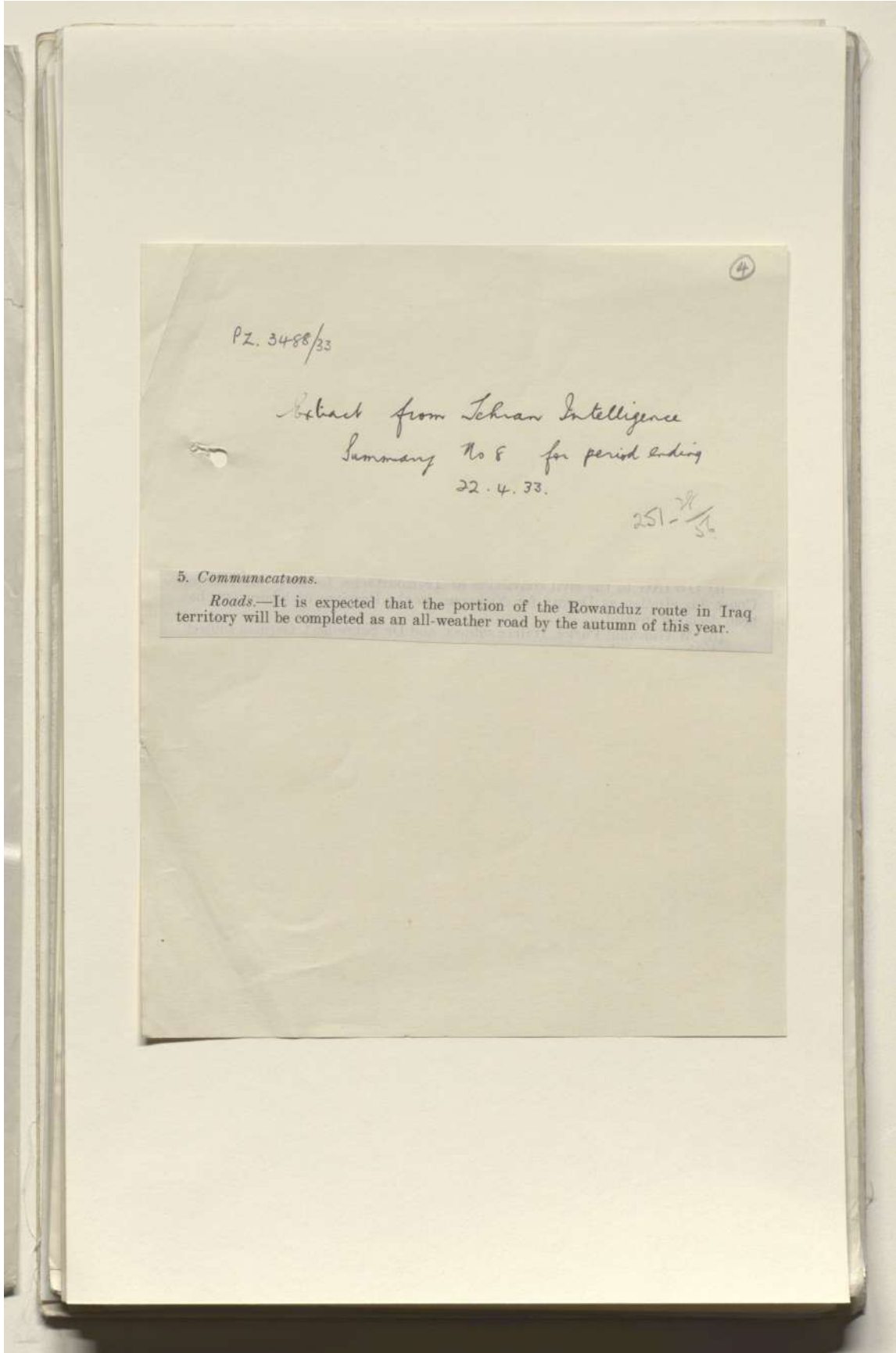
The Trebizond route would seem to offer possibilities of greater development as an alternative, once the road has been put into good order, as at least this route leads direct to a Black Sea port, whence goods could be sent by cheap sea freights to Europe. Freight rates on this route would have to be brought down to the level of those charged on the Batoum route, as in normal times goods will naturally be sent by the cheapest routes. As in the case of the Rowanduz road, the Soviets would probably reduce their rates even below economic levels rather than allow any appreciable proportion of the transit trade from Northern Persia to slip out of their grasp. Development of one or both of these road routes could therefore at best be used as a lever to secure better terms from the Russian railways, but it is not likely to supplant the latter.

His Majesty's Chargé d'Affaires suggested that the use of the Rowanduz road by the Russians themselves for transport of their exports through Northern Persia into Iraq and neighbouring countries might be a possibility. This would normally depend to a certain extent on the degree to which the Persians succeed in constructing the proposed road from Resht to Tabriz. It seems to me that the cost of transport across a considerable stretch of Persian land territory, paid for in foreign currency, would considerably handicap Russian trade by this route. Sea freight to Basra would possibly be cheaper even in foreign bottoms, but most Russian exports to Basra are sent in Soviet ships, the majority of the expenses of which are met in paper roubles. Such expenses can scarcely be reckoned as adding considerably to the cost of transport, particularly as the major part would be paid by one Soviet institution, the exporters, to another, the shipping lines.

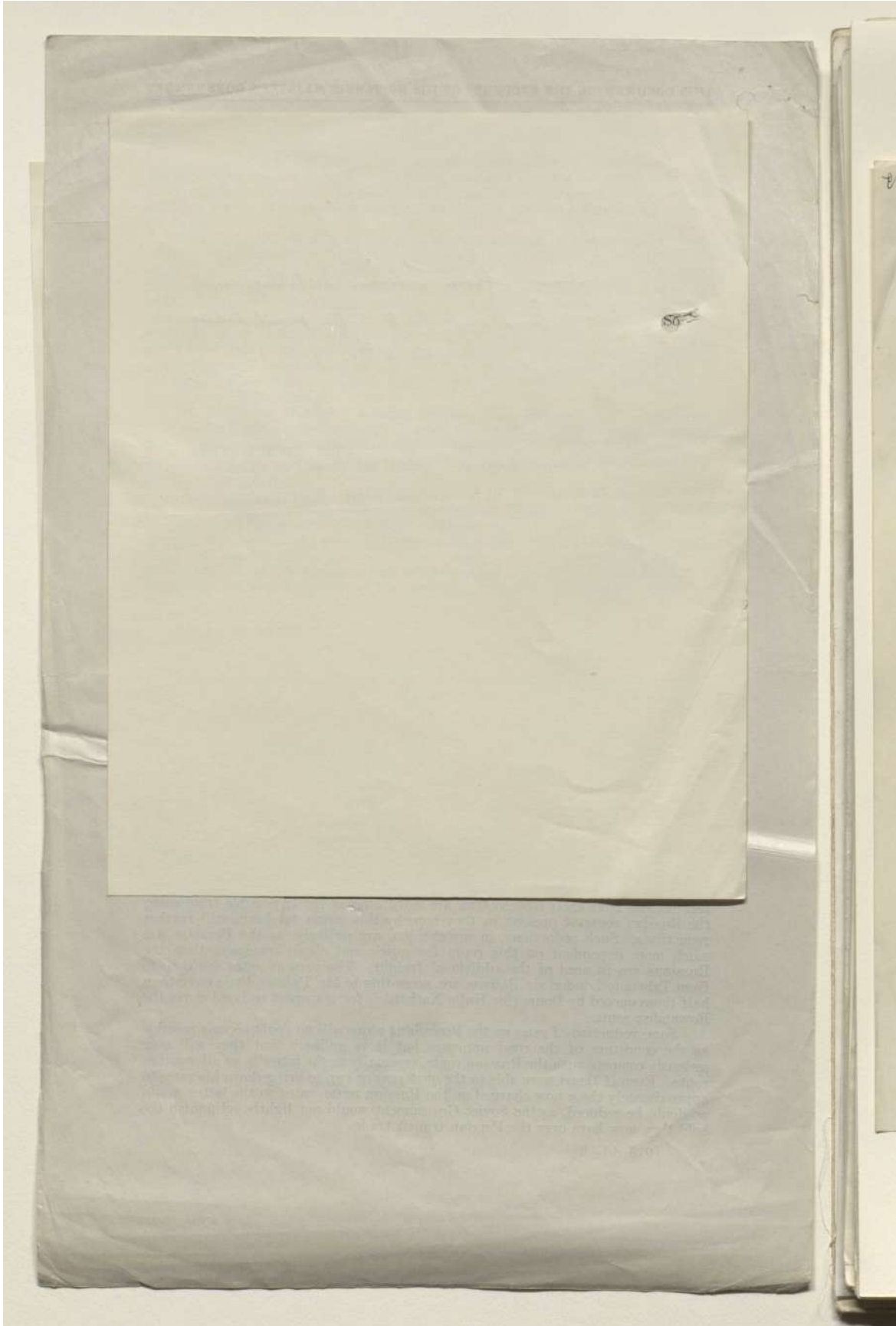
S. S.

August 24, 1933.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤و] (١٥٤/٧)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤ظ] (١٥٤/٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٥٥] [١٥٤/٩]

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No. E 6794/3016/32
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

INDILED

P.Z.
251

THE Under-Secretary of State for Foreign Affairs presents his
compliments to the Under Secretary of State for India
and, by direction of the Secretary of State,
transmits herewith copies of the under-mentioned paper.

Foreign Office,
11th Jan., 1933.

Reference to previous correspondence

Description of Enclosure.

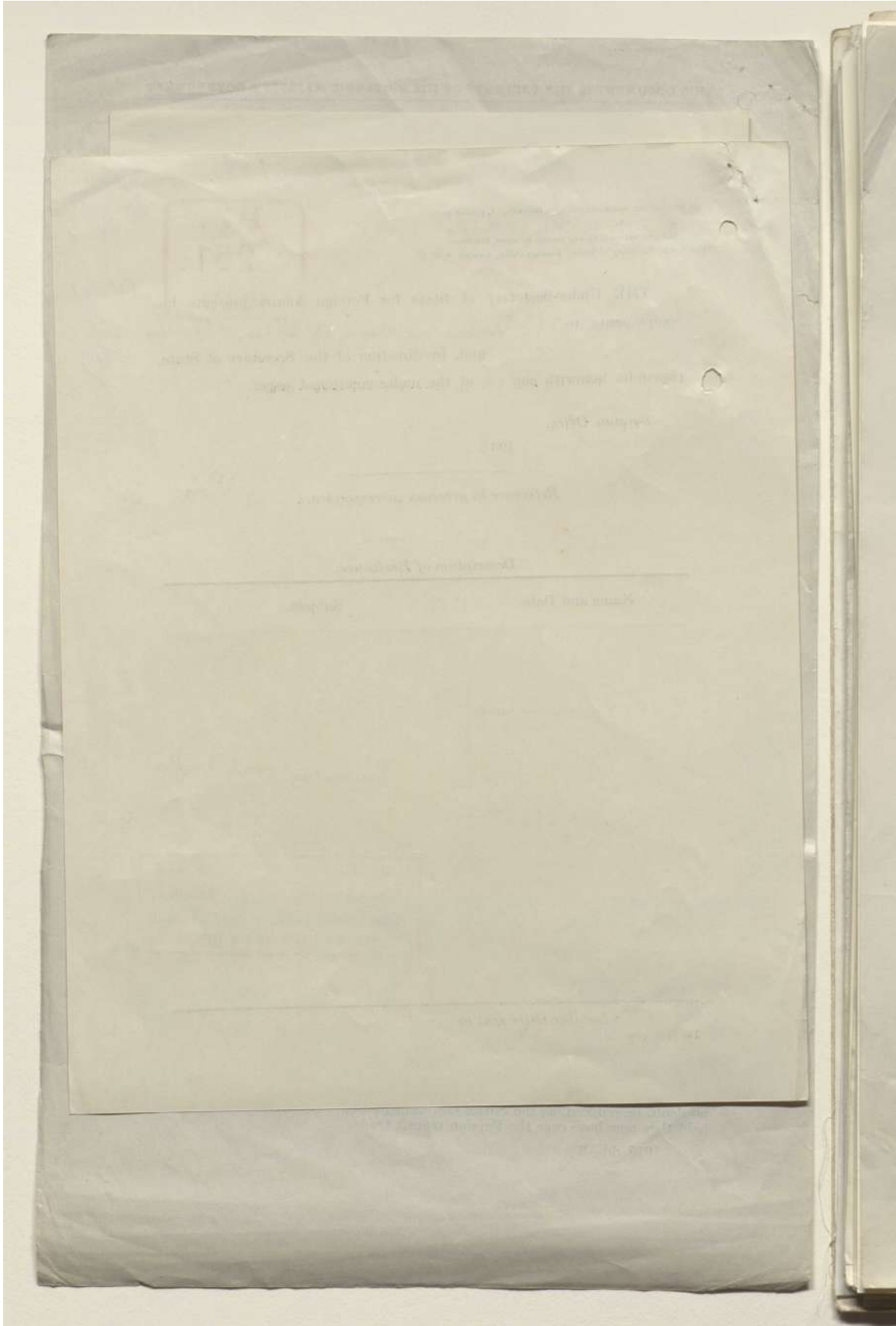
Name and Date.	Subject.
H. M. Representative Tehran No 5125 of Dec 3 rd .	Rowanduz road traffic

ENCLASURE IN MY LETTER
No. 3 19 JAN. 1933
FROM SECRETARY, POLITICAL AND
SECRET DEPT. INDIA OFFICE

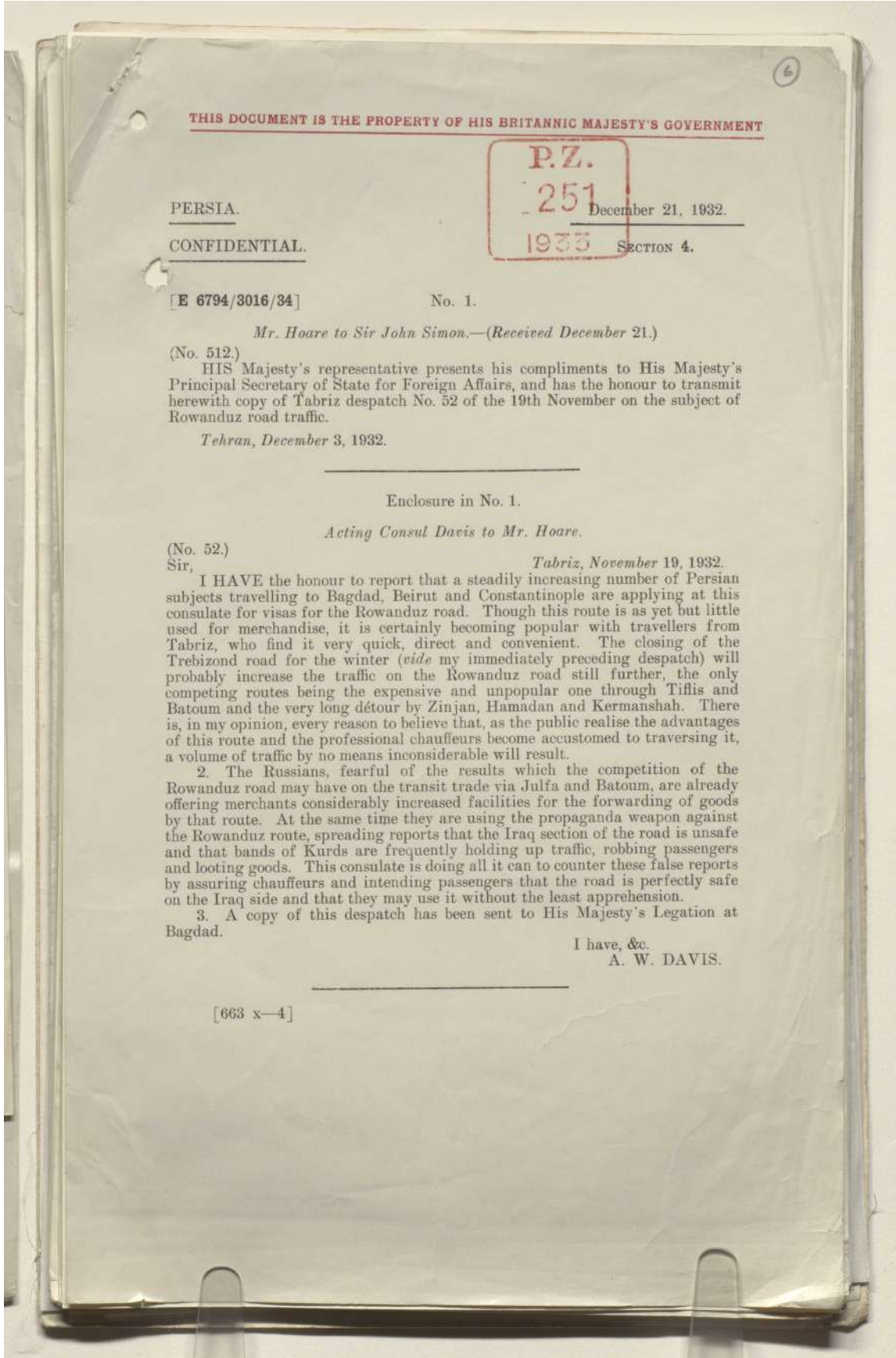
Similar letter sent to D.O.T.
14-6130 7690 (2)
W.S.
A.M.

India
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M.C.
Put-
U.C.
13/1
P.P. 3555/32
7708
12/1

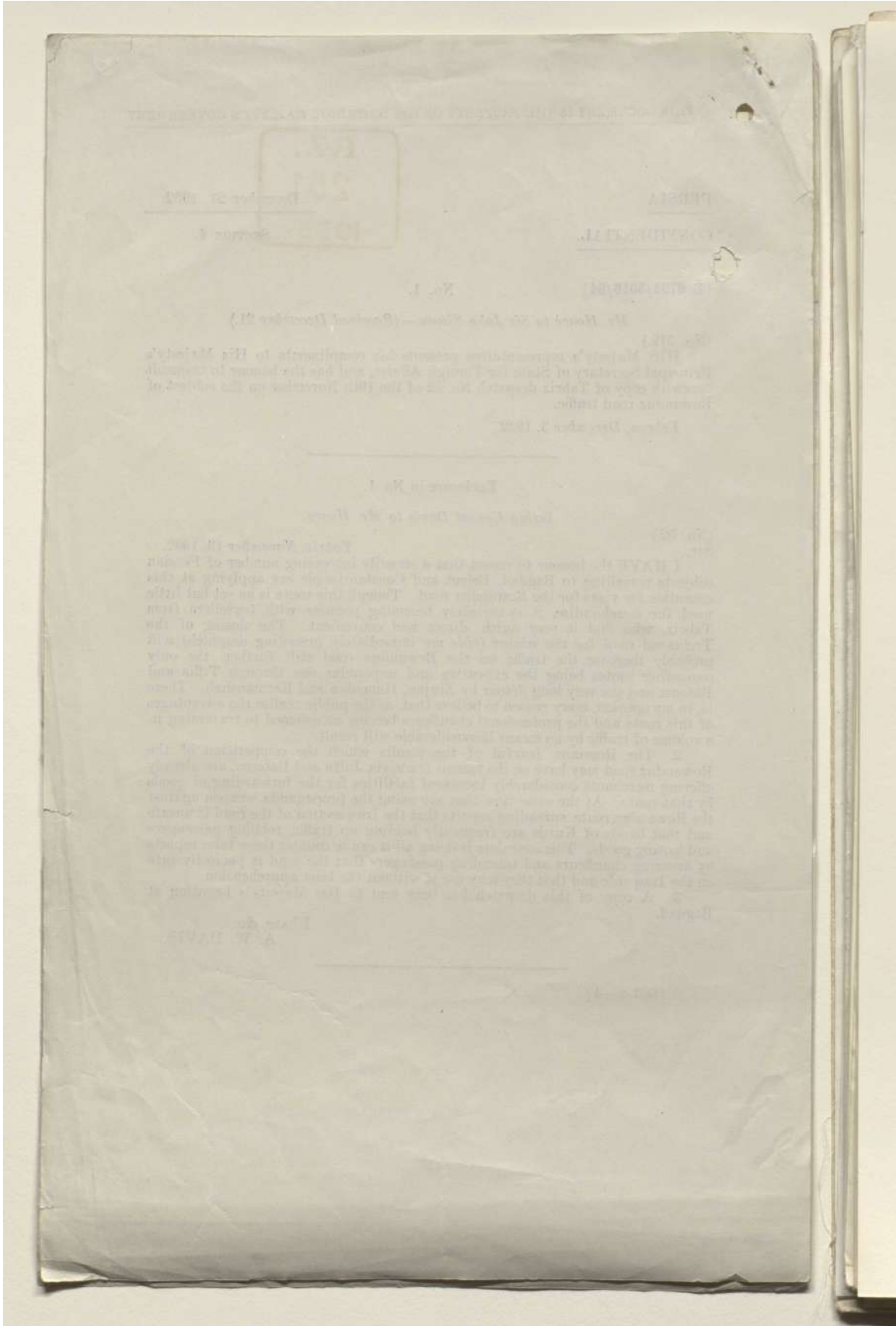
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الروسية. طريق رواندز التجاري." [٥٥ظ] (١٥٤/١٠)



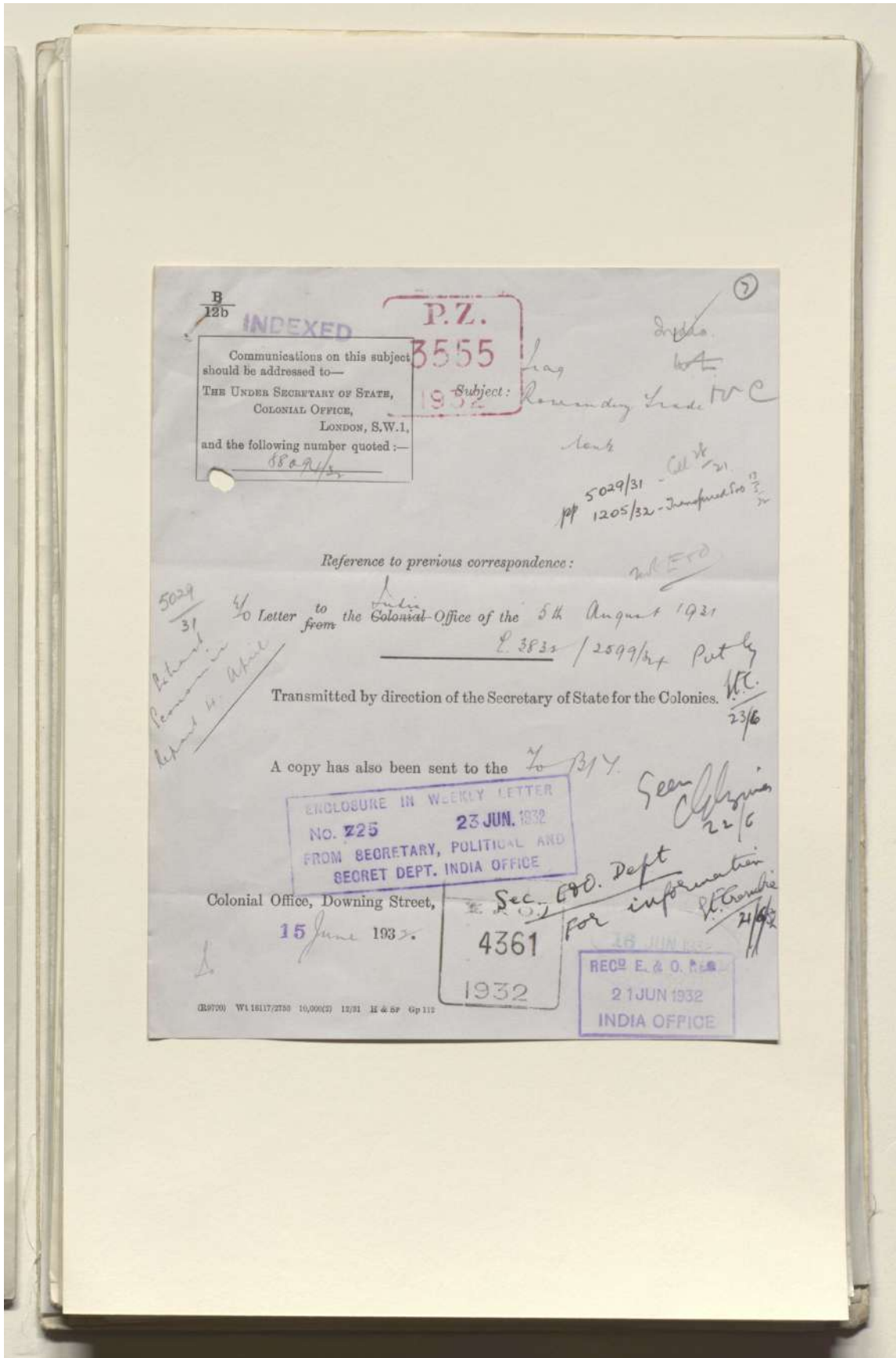
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الروسية. طريق رواندز التجاري." [٦و] (١٥٤/١١)



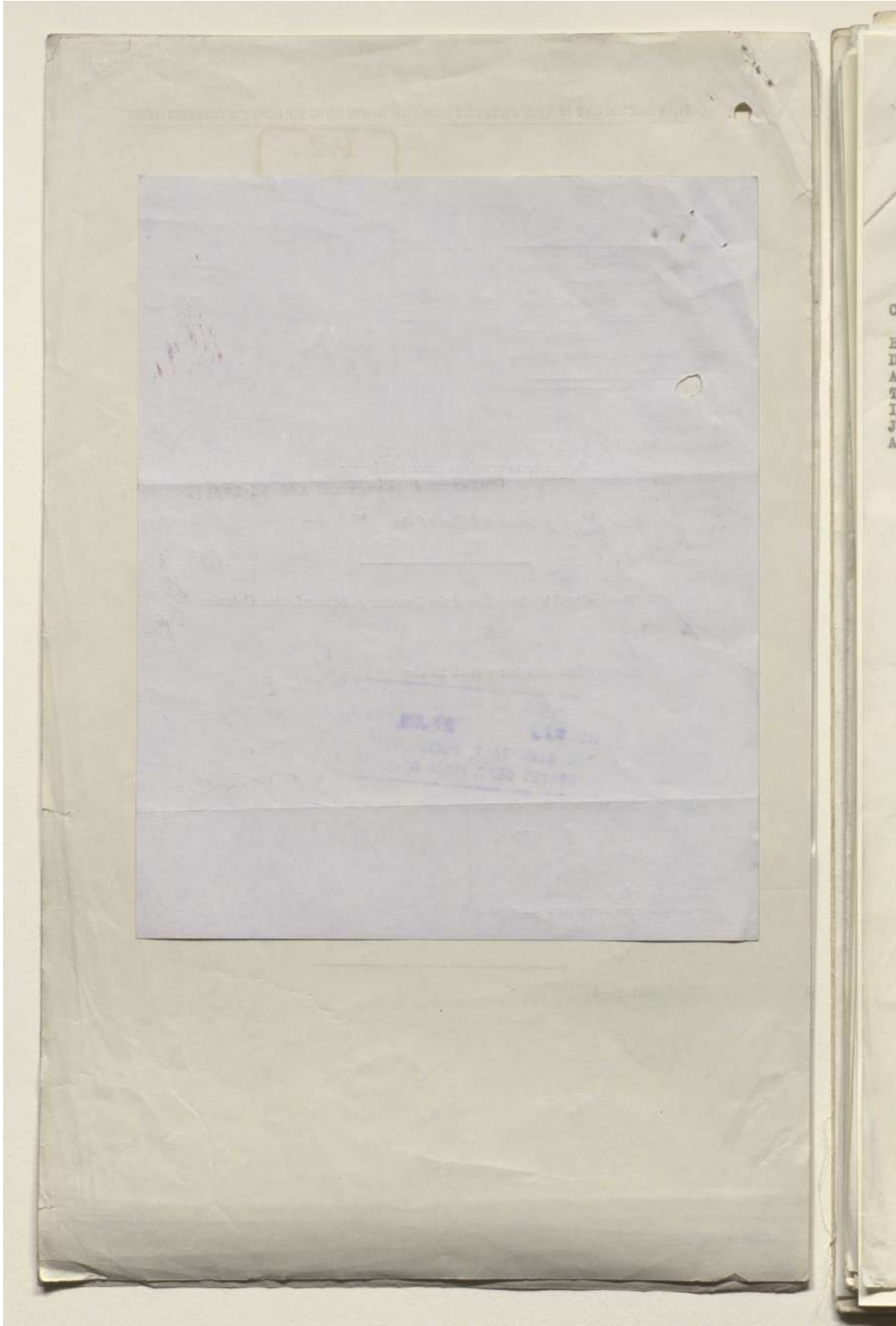
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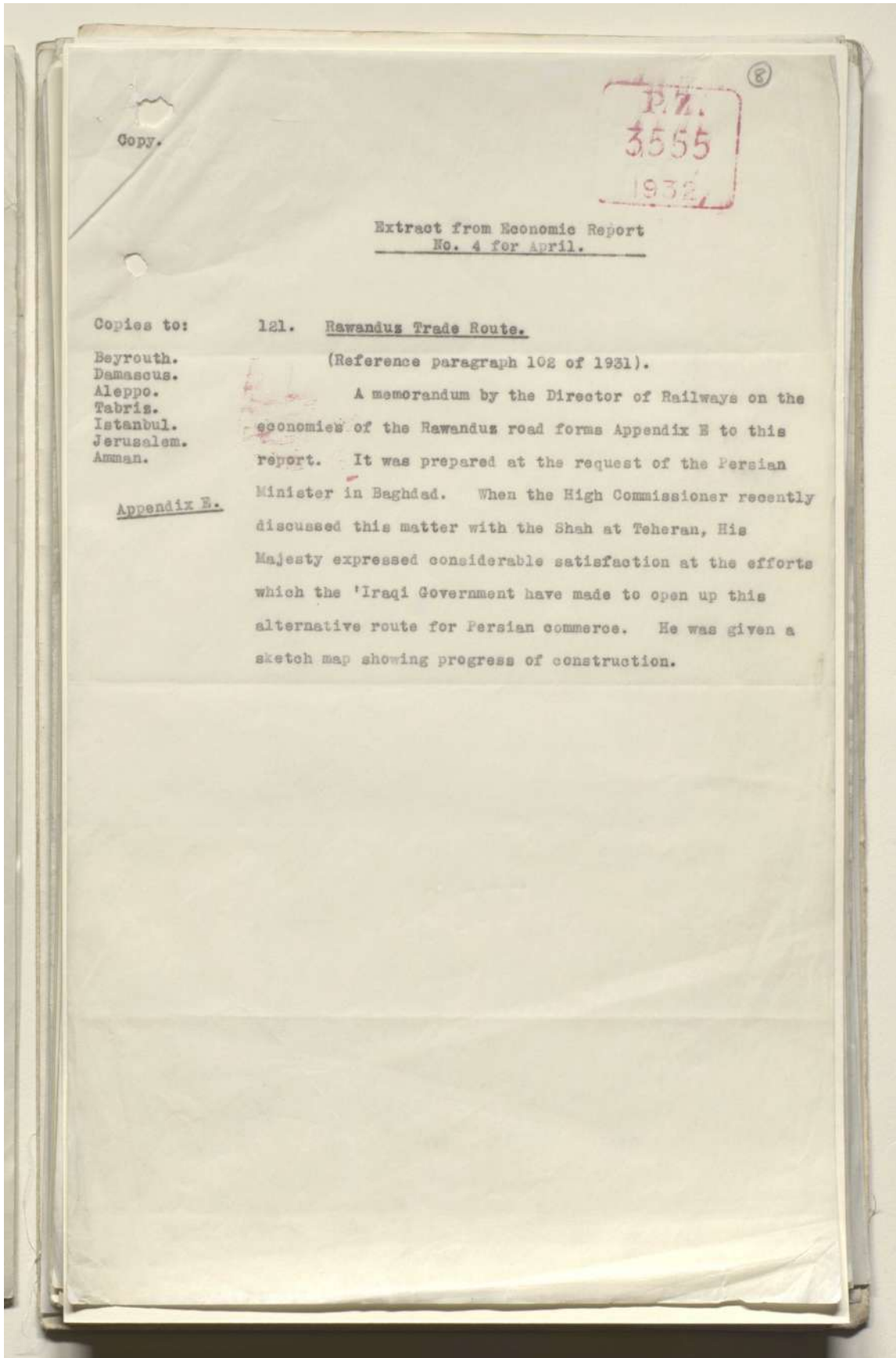
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الروسية. طريق رواندز التجاري." [٧] (١٥٤/١٣)



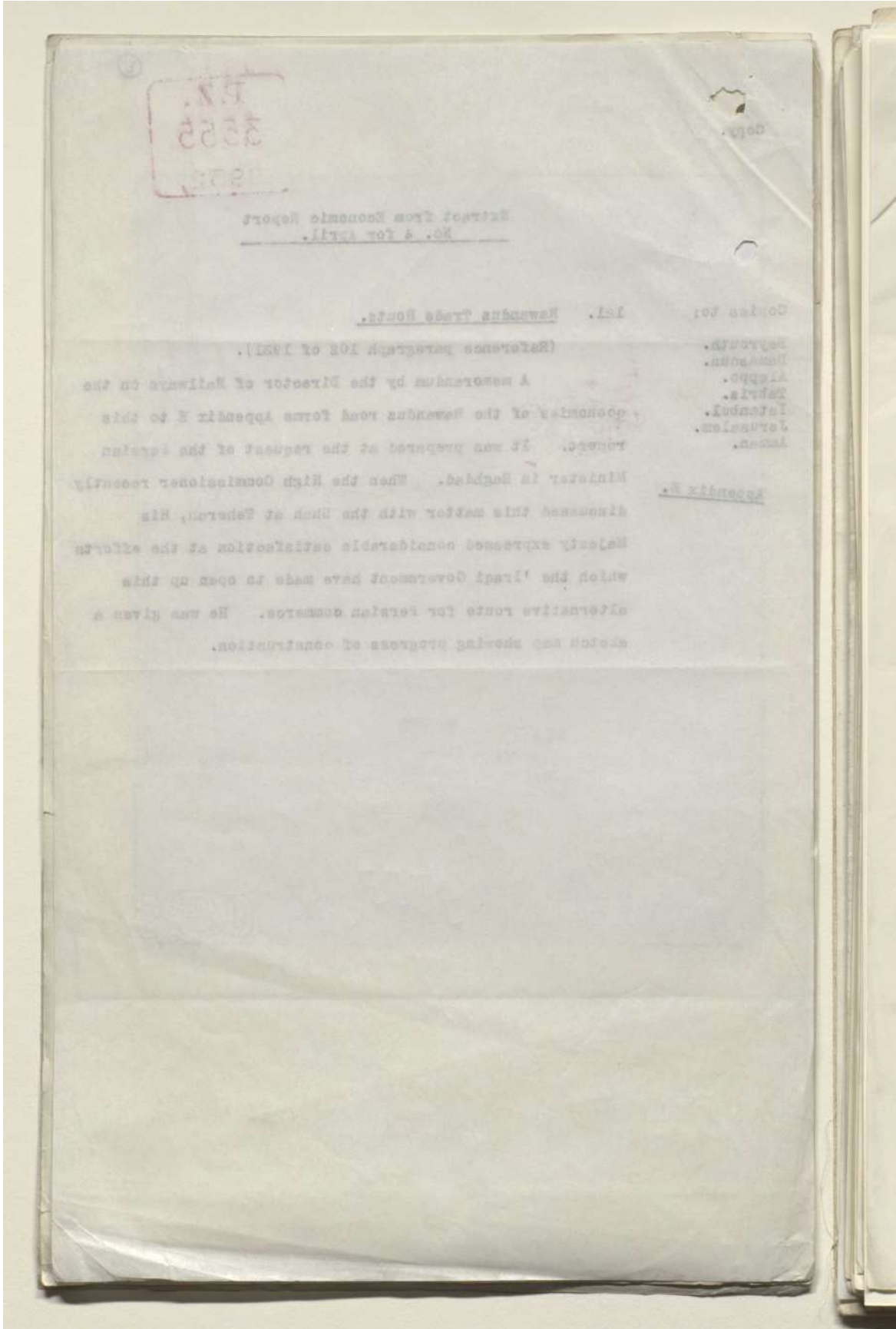
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الروسية. طريق رواندز التجاري." [٧ظ] (١٥٤/١٤)



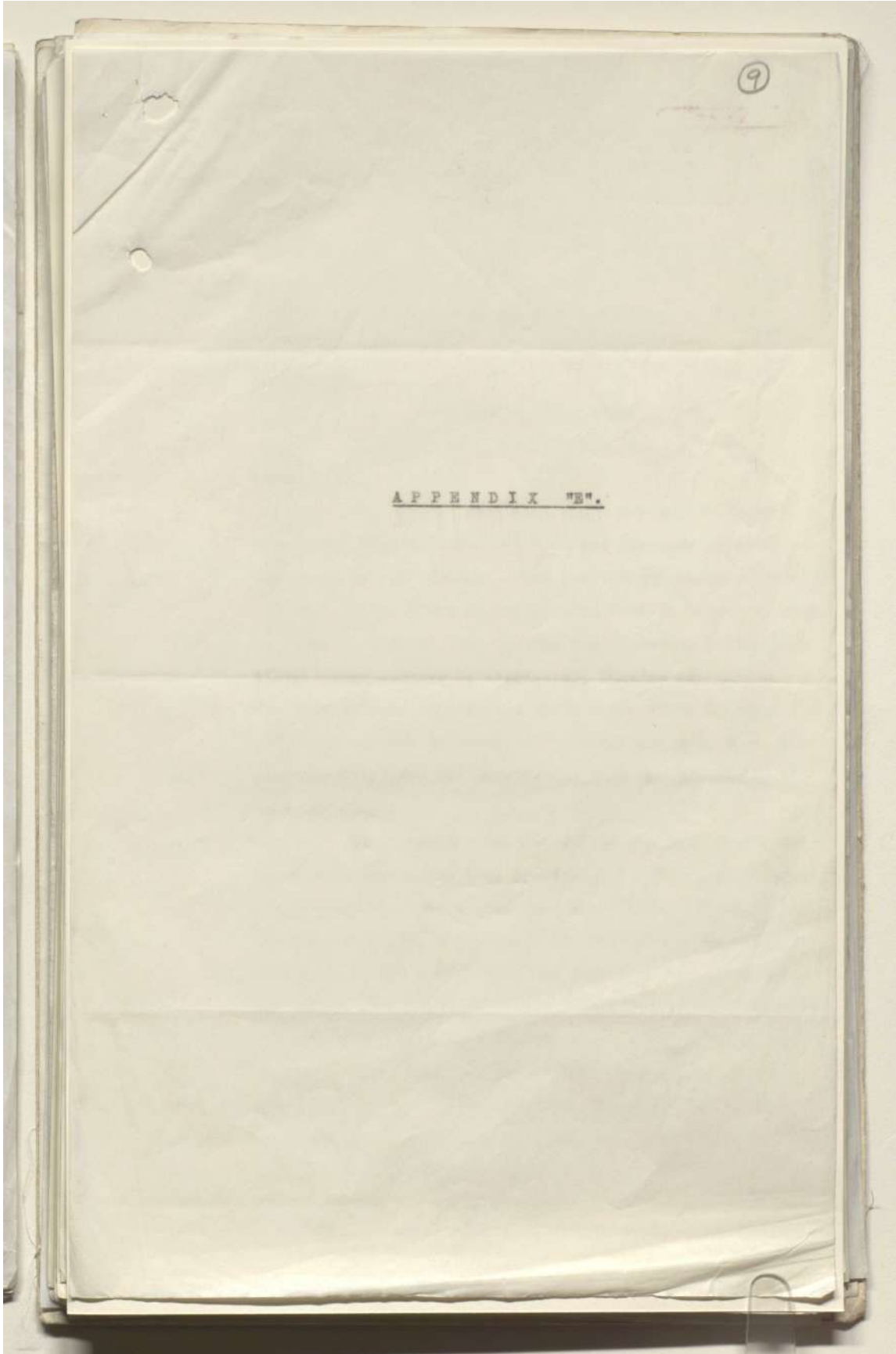
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الروسية. طريق رواندز التجاري." [٨و] (١٥٤/١٥)



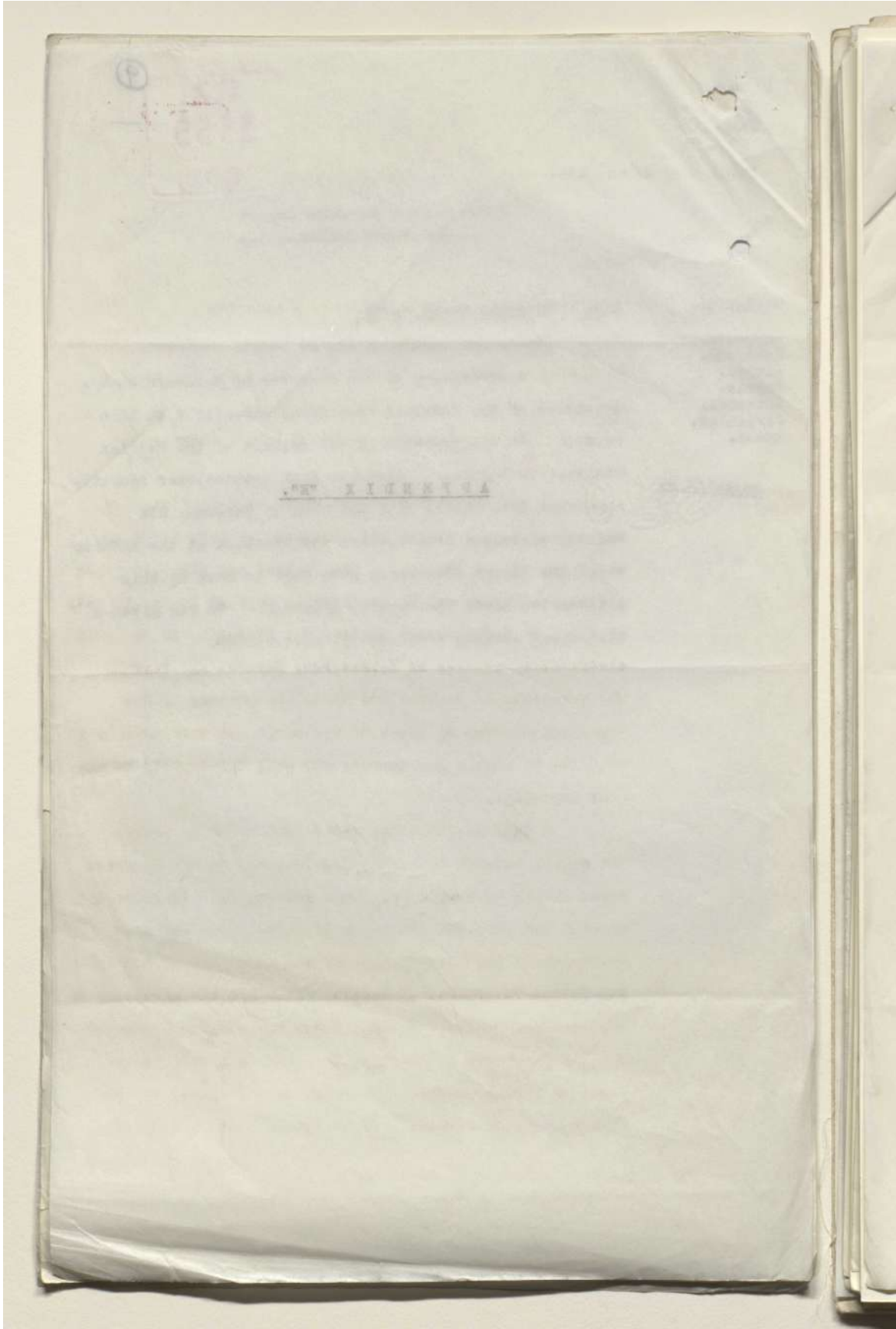
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الروسية. طريق رواندز التجاري." [٨ظ] (١٥٤/١٦)



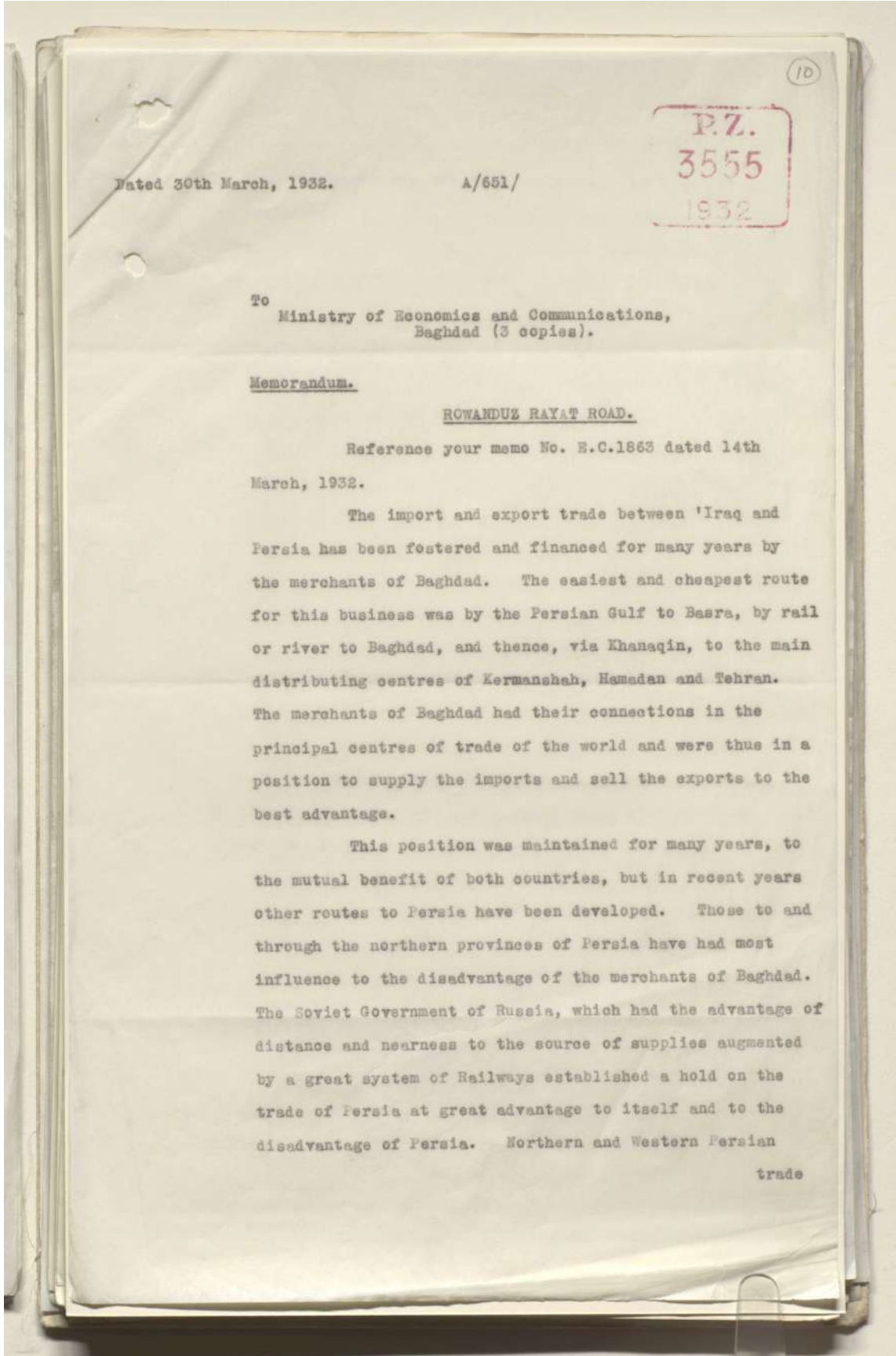
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الروسية. طريق رواندز التجاري." [٩و] (١٥٤/١٧)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٩ظ] (١٥٤/١٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٠] (١٥٤/١٩)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١١ و] (١٥٤/٢١)

trade centres are far from the sources of supply and their fine products are far from their best markets. The Soviet Government traders exploited this position to the fullest possible degree and, by virtue of making large profits in the North and West, were able to compete in the markets ordinarily dealing with Baghdad.

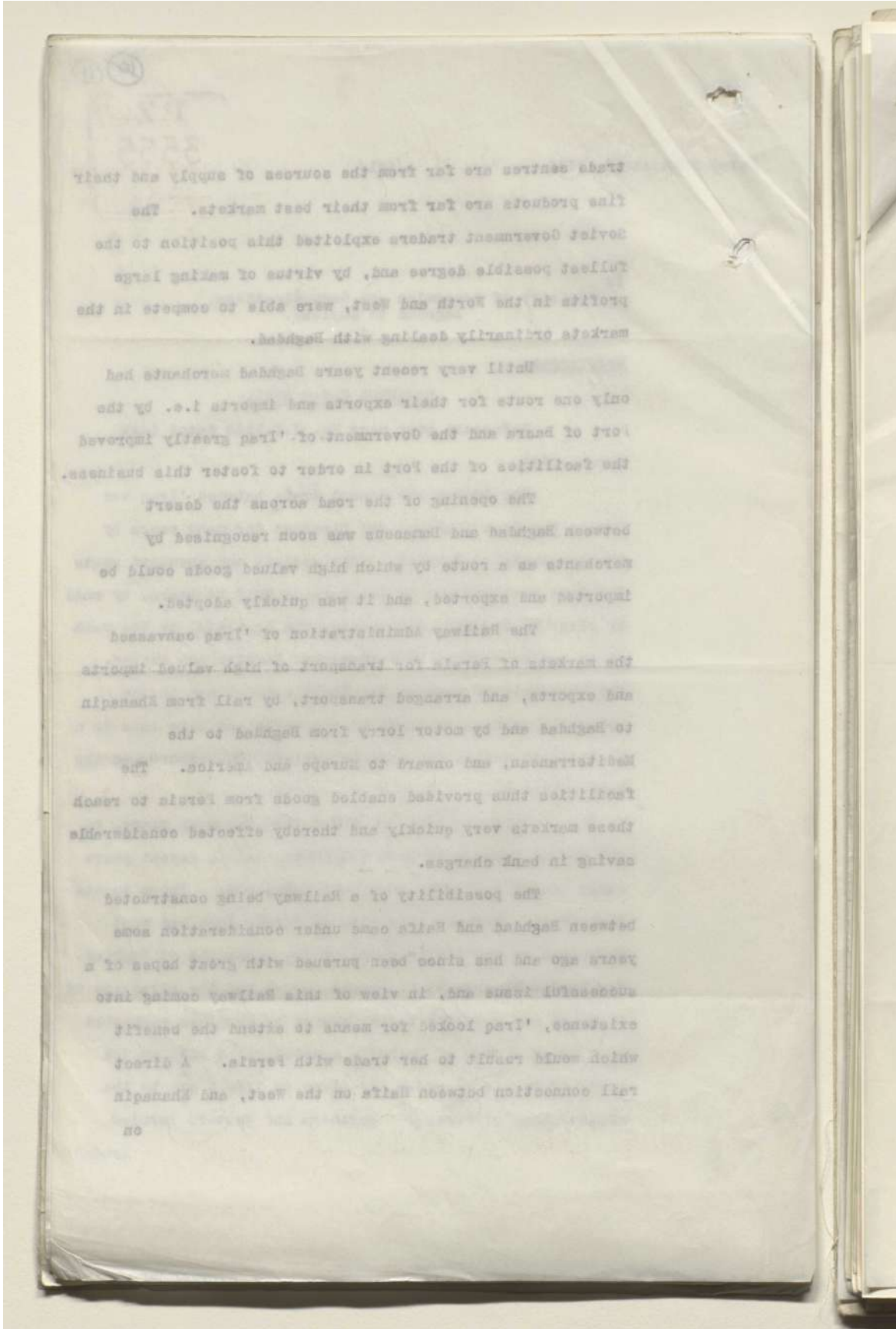
Until very recent years Baghdad merchants had only one route for their exports and imports i.e. by the Port of Basra and the Government of 'Iraq greatly improved the facilities of the Port in order to foster this business.

The opening of the road across the desert between Baghdad and Damascus was soon recognised by merchants as a route by which high valued goods could be imported and exported, and it was quickly adopted.

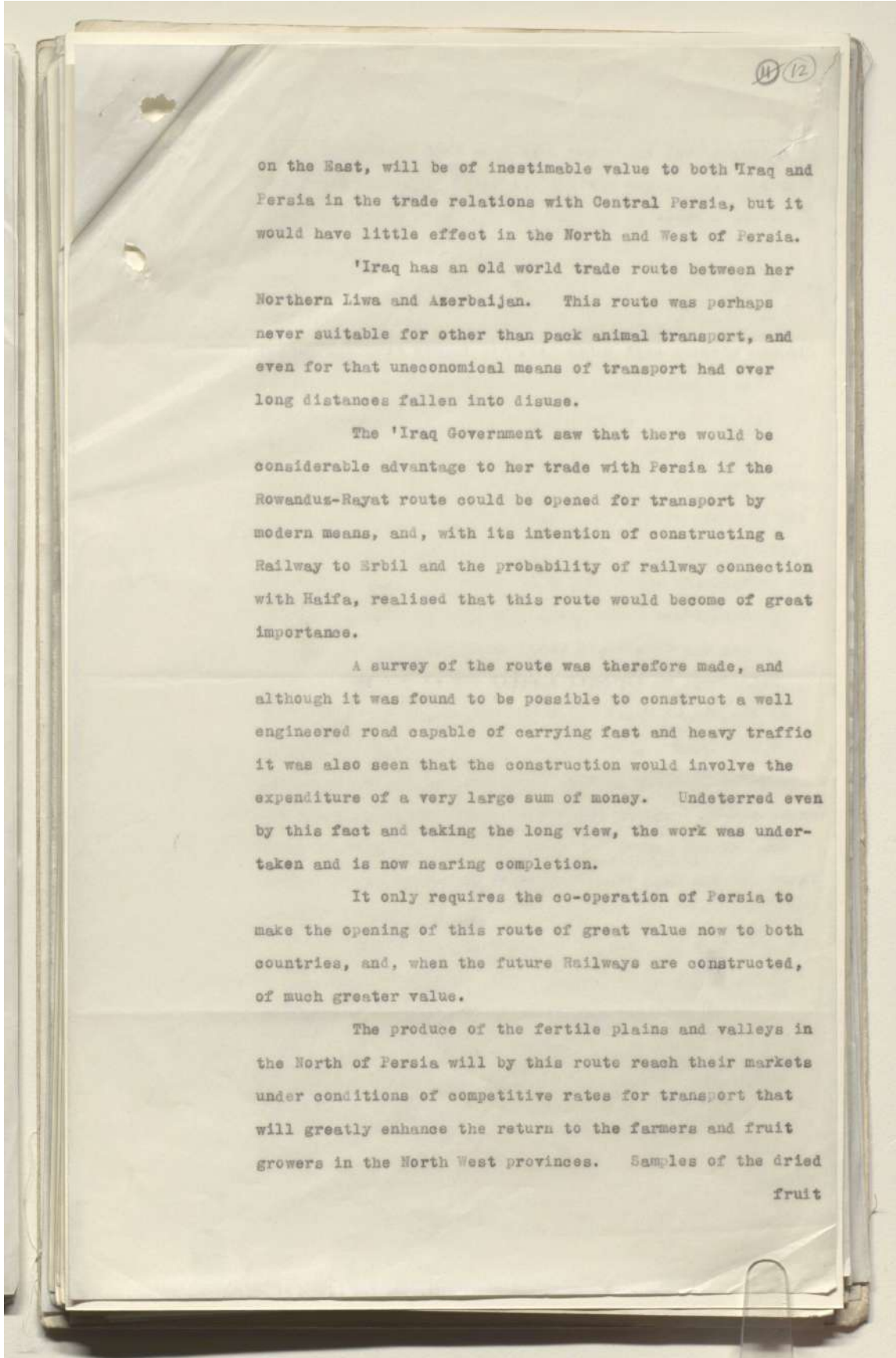
The Railway Administration of 'Iraq canvassed the markets of Persia for transport of high valued imports and exports, and arranged transport, by rail from Khanaqin to Baghdad and by motor lorry from Baghdad to the Mediterranean, and onward to Europe and America. The facilities thus provided enabled goods from Persia to reach these markets very quickly and thereby effected considerable saving in bank charges.

The possibility of a Railway being constructed between Baghdad and Haifa came under consideration some years ago and has since been pursued with great hopes of a successful issue and, in view of this Railway coming into existence, 'Iraq looked for means to extend the benefit which would result to her trade with Persia. A direct rail connection between Haifa on the West, and Khanaqin
on

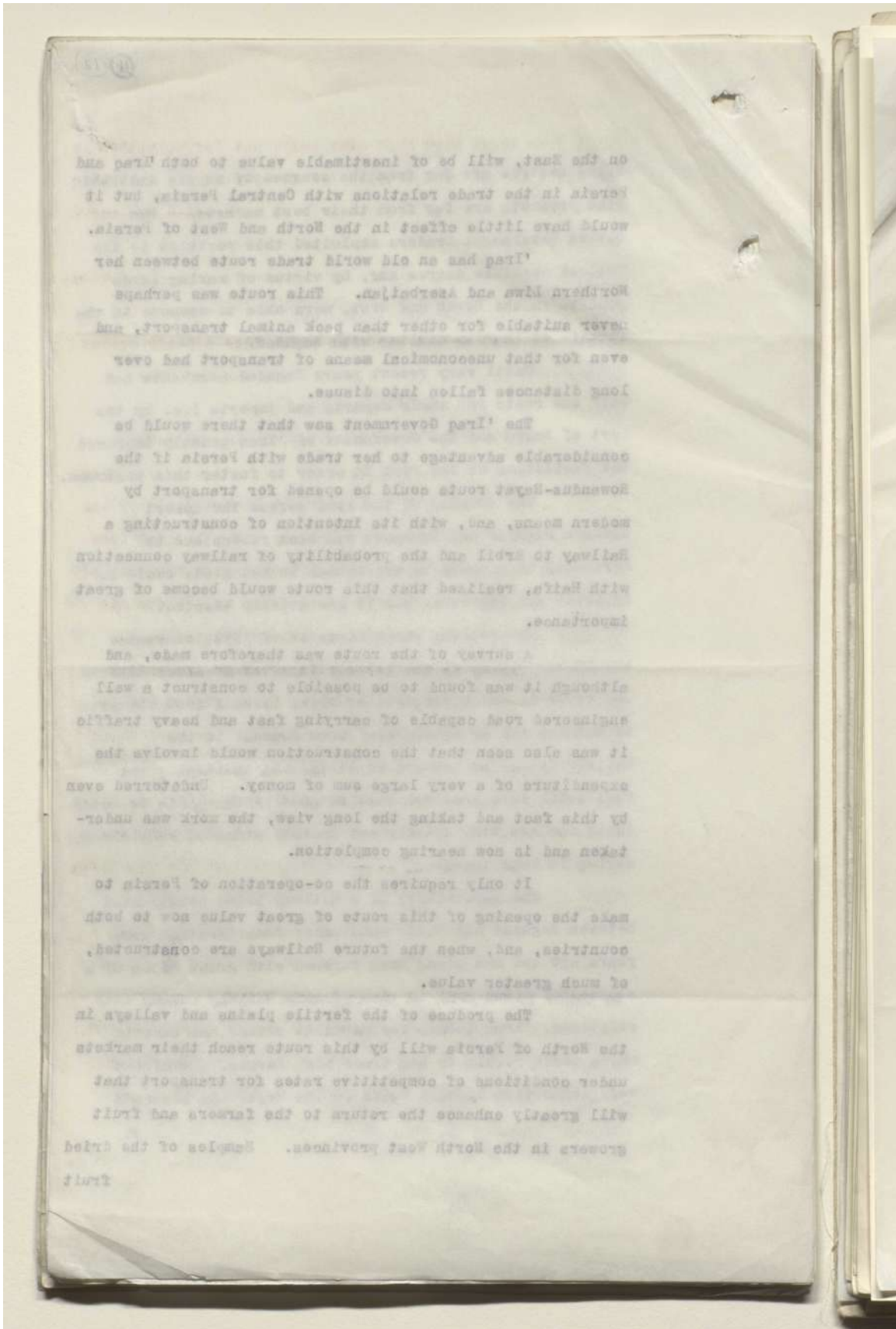
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الروسية. طريق رواندز التجاري." [١١ ظ] (١٥٤/٢٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٢ و] (١٥٤/٢٣)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٢ ظ] (١٥٤/٢٤)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٣ و] (١٥٤/٢٥)

12 13
fruit from there were sent some years ago for valuation in the fruit market of Liverpool and the report was that the fruit was first class and had only to be treated and cased suitably to ensure an excellent sale price.

The exports of Azerbaijan are principally cotton, carpets, wool, nuts, dried fruit, casings, animals and skins, all high priced articles which find a ready market if the cost of transport is at all reasonable; the imports are also of considerable value.

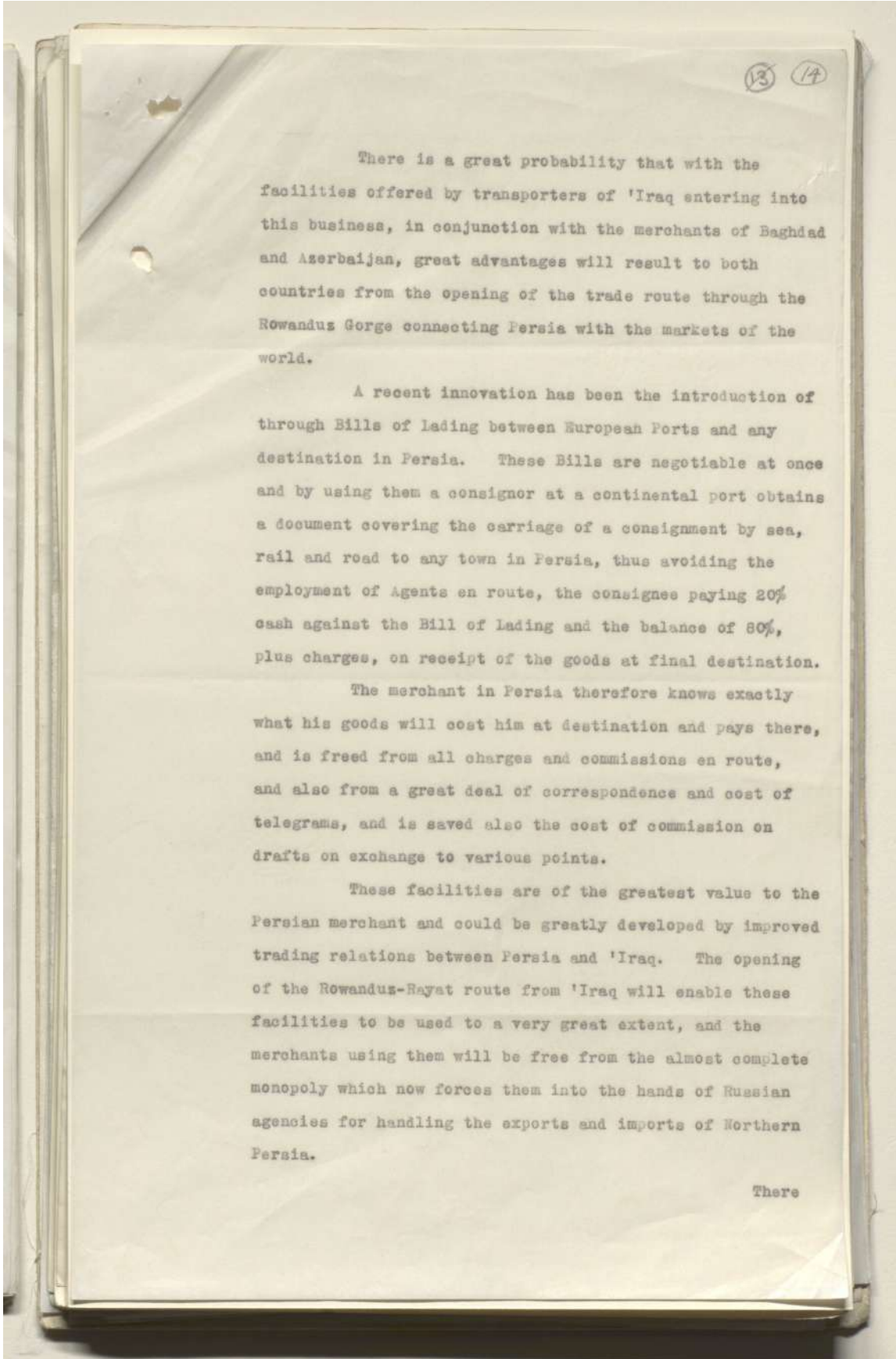
The latest figures of imports and exports available show that the markets of Azerbaijan export goods to the value of Krans 100,000,000 and import goods to the value of Krans 64,000,000, per annum. The largest item of export is carpets which is nearly Krans 40,000,000, per annum; raisins is next with about Krans 20,000,000 and almonds and apricots about Krans 15,000,000 per annum.

Turkey is the largest importer of Azerbaijan goods at Krans 31,000,000, of which Krans 29,000,000 is carpets which of course are re-exported. Germany takes second place and her principal item is raisins, of which she receives nearly Krans 16,000,000 worth. Russia takes Krans 28,000,000, of which sheep and goats, almonds and cotton to the extent of Krans 5,000,000 each are the three largest items.

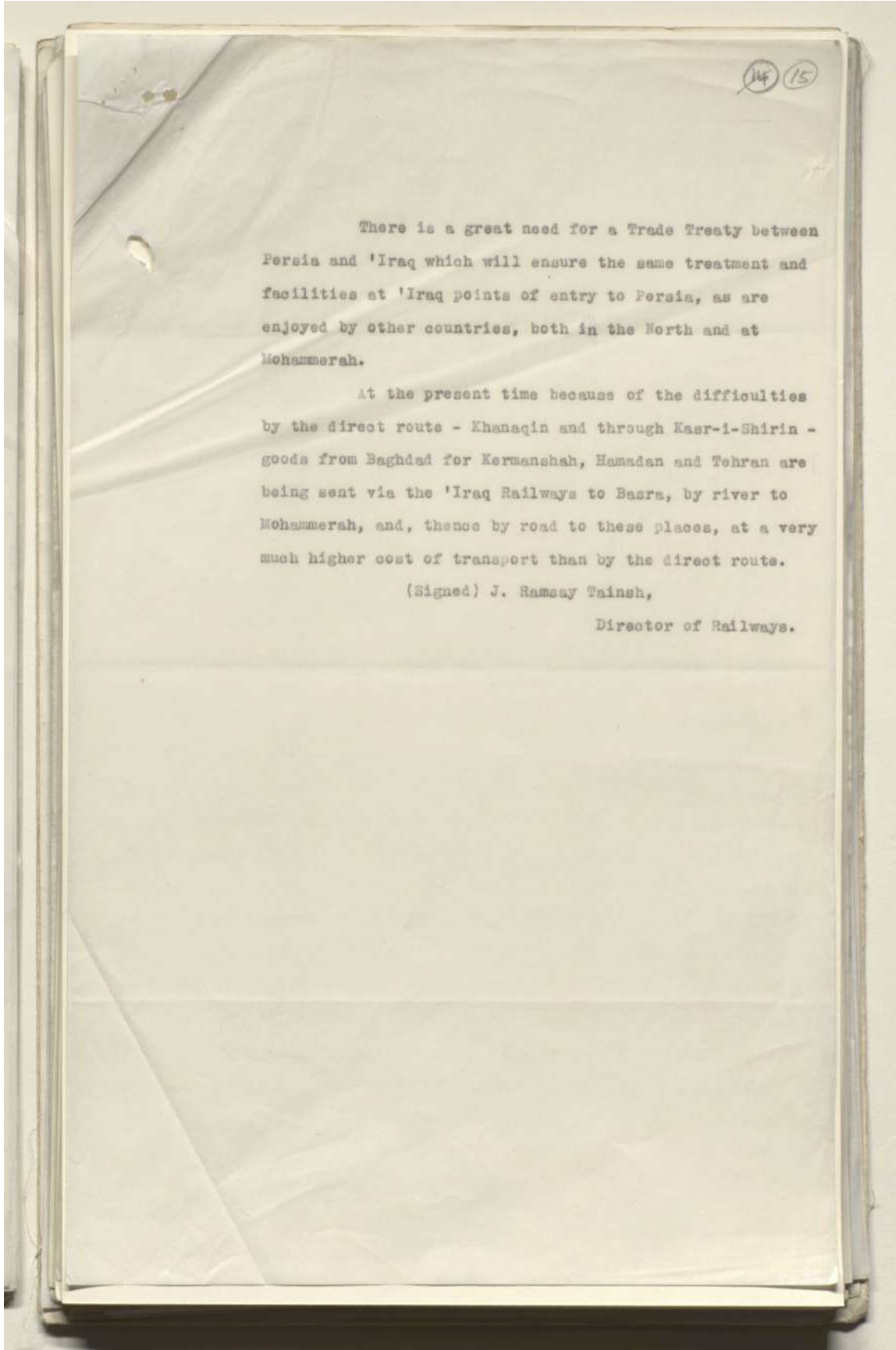
The principal items of imports are textiles, sugar, tea and mineral oil. Import of textiles amount to Krans 32,000,000, of which Russia supplies nearly Krans 20,000,000, Italy coming next with Krans 8,000,000. Sugar from Russia amounts to nearly Krans 10,000,000 and tea from British India at Krans 7,500,000 is the next biggest item.

There

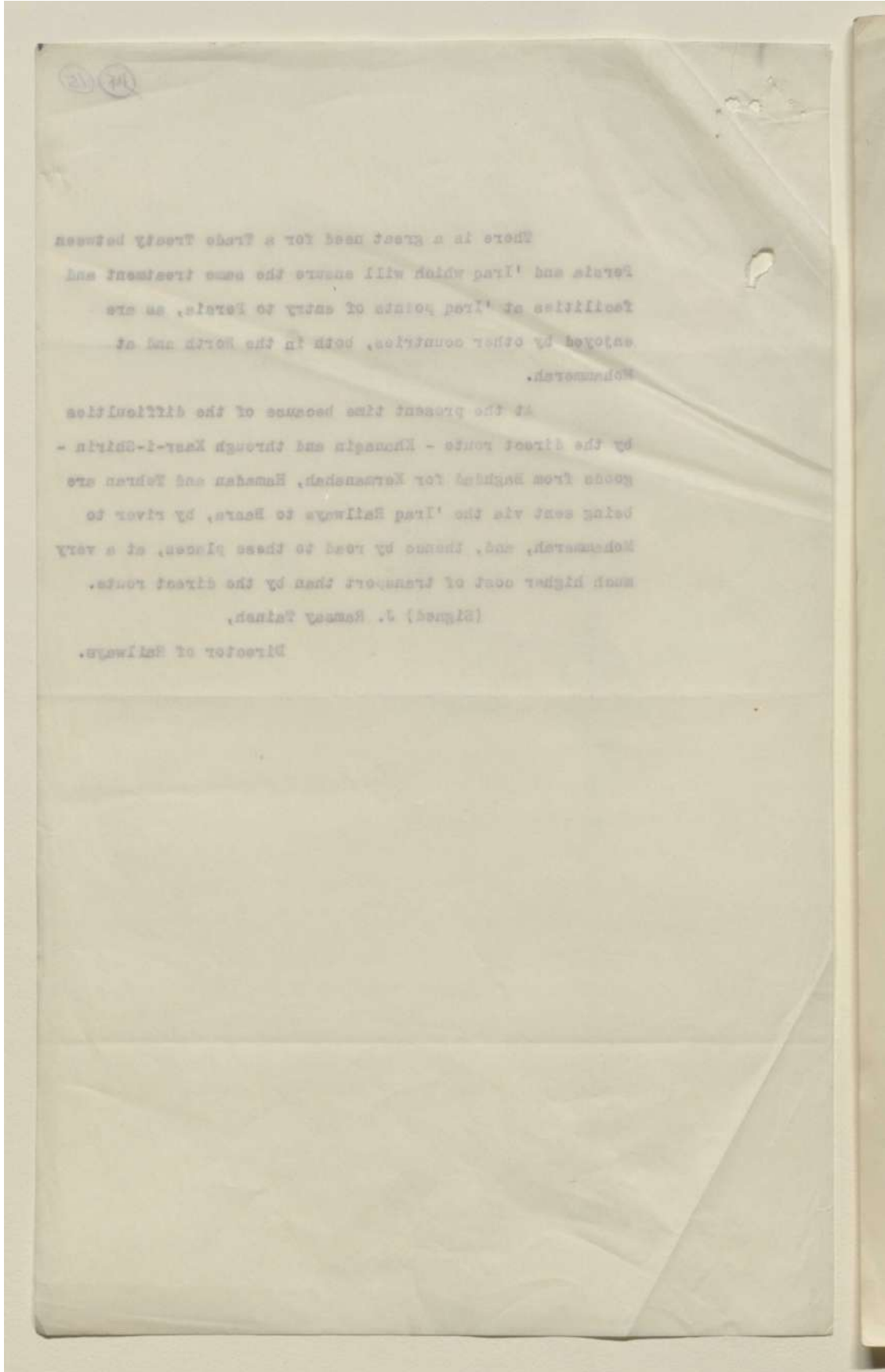
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٤ او] (١٥٤/٢٧)



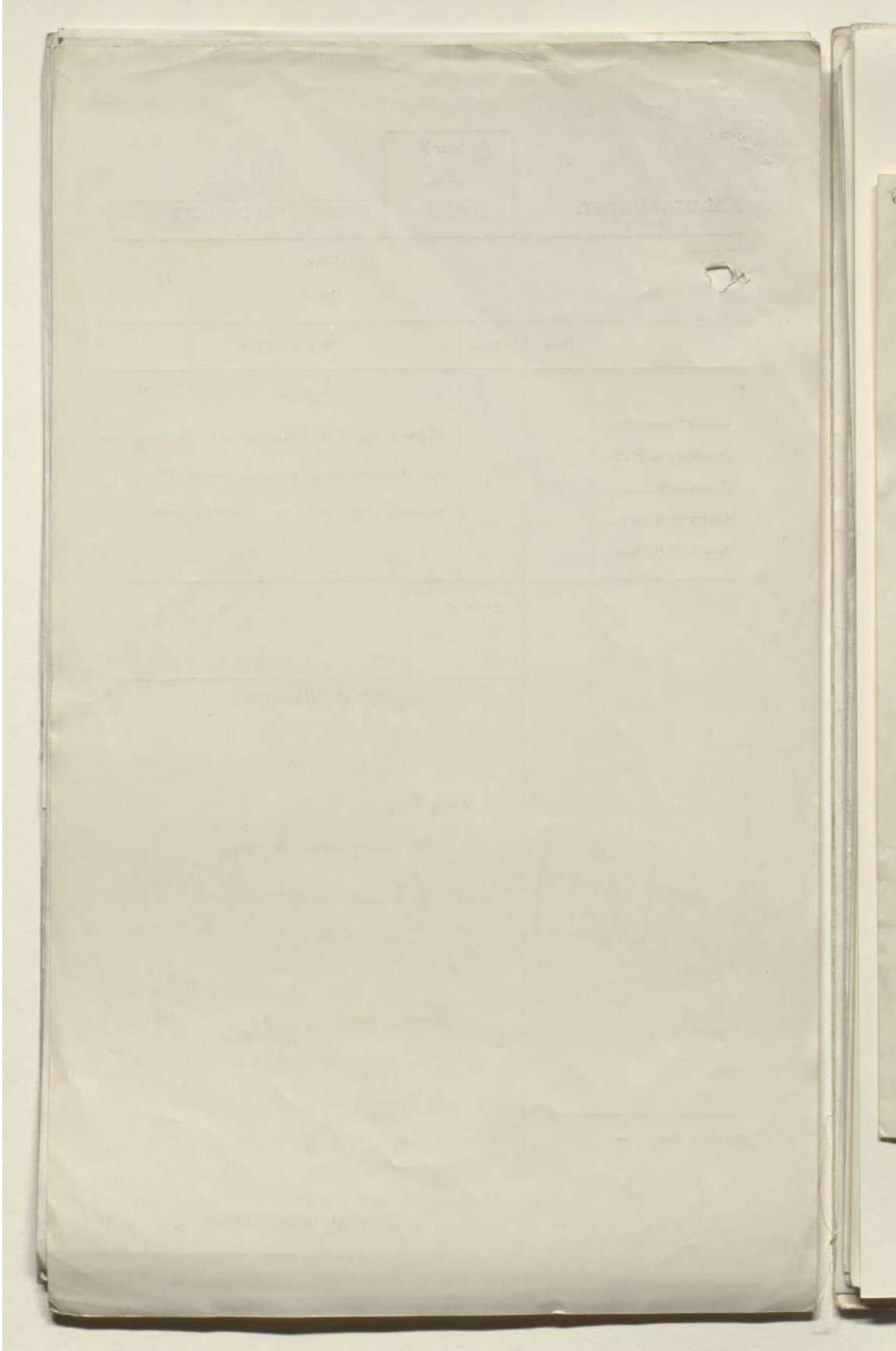
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٥] (١٥٤/٢٩)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٥ ظ] (١٥٤/٣٠)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٦ ظ] (١٥٤/٣٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٧] (١٥٤/٣٣)

٤٨

INDEXED

In any further communication on this subject, please quote
No. ٤ 3832/2549/34.
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

5029
1931

Klia
MR

THE Under-Secretary of State for Foreign Affairs presents his
compliments to *the Under-Secretary of State for*
India and, by direction of the Secretary of State,
transmits herewith copies of the under-mentioned paper.

Foreign Office,
5th August, 1931. PP1020

Reference to previous correspondence :
✓

Description of Enclosure.

Name and Date.	Subject.
From H.M. Representative Sehran. No 364, of 13 th July.	Reconnoitering route and other main roads in Azerbaijan.

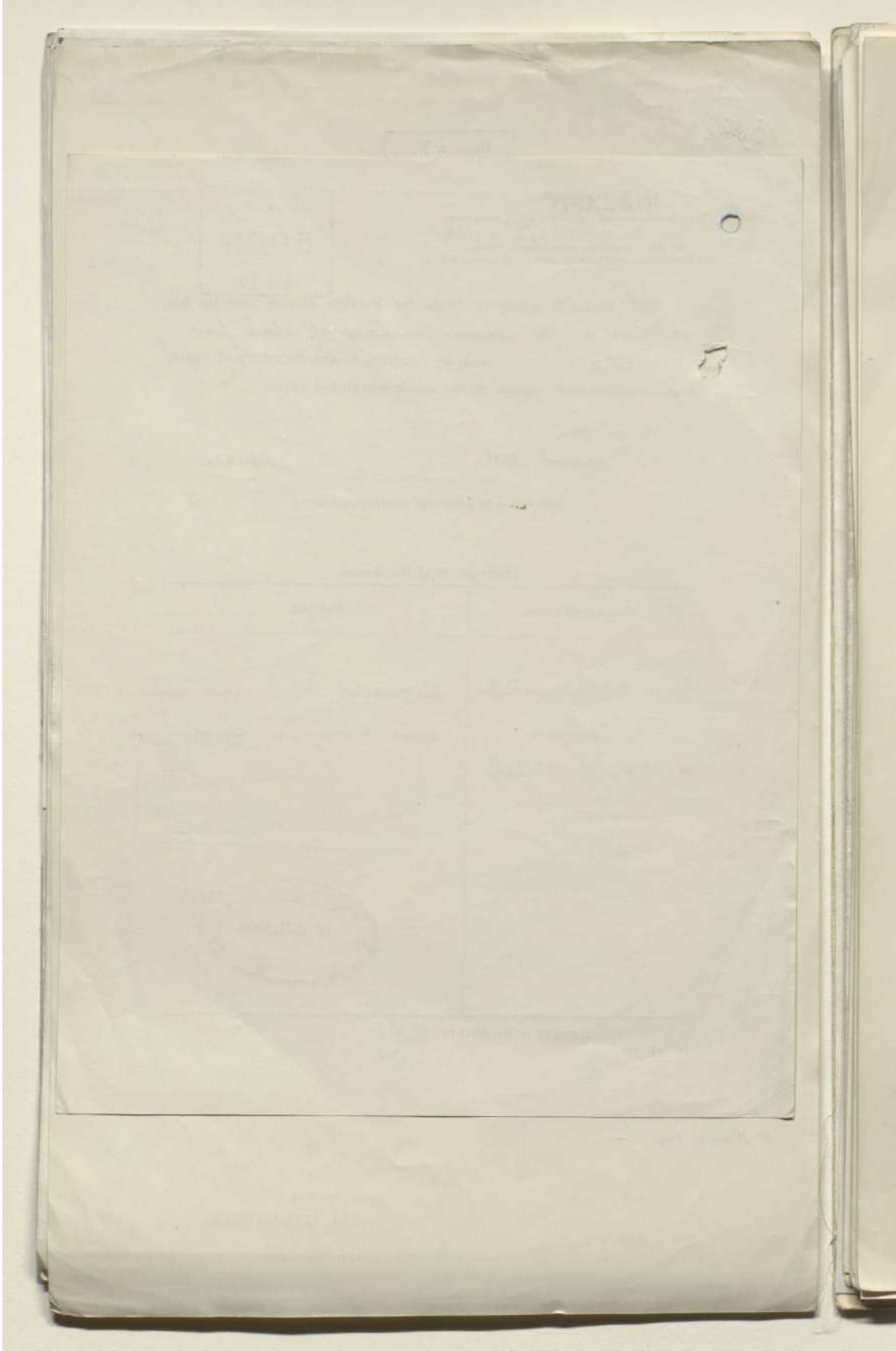
IN WEEKLY LETTER
NO 33E 13 AUG 1931
FROM SECRETARY, POLITICAL AND
SECRET DEPT. INDIA OFFICE

RECEIVED IN
9 AUG 1931
POLITICAL DEPARTMENT

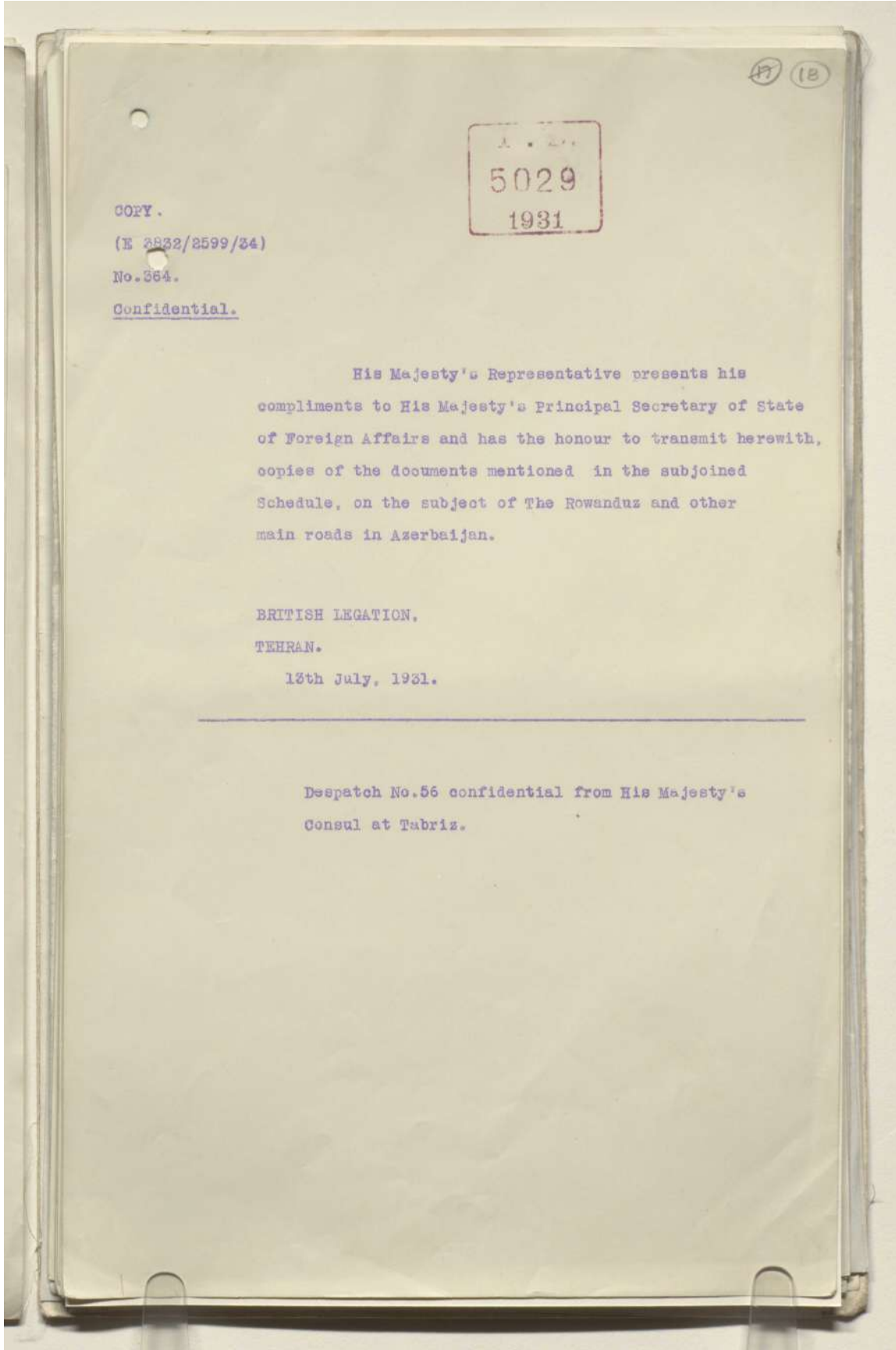
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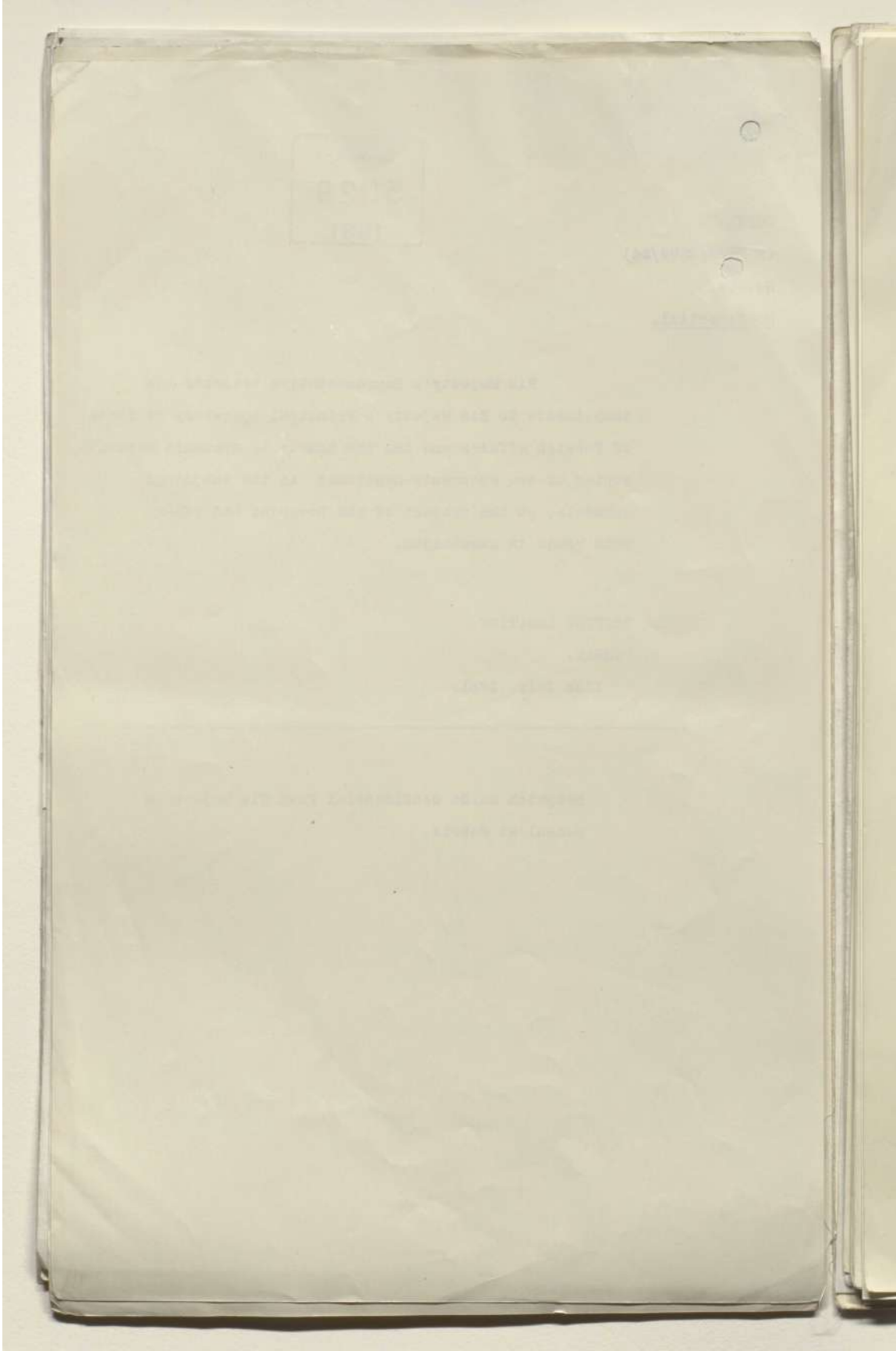
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٧ظ] (١٥٤/٣٤)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٨ و] (١٥٤/٣٥)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٨ ظ] (١٥٤/٣٦)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٩] [١٥٤/٣٧]

No.56.

CONFIDENTIAL.

British Consulate,

Tabriz.

June 29th, 1931.

The Rawanduz & other Main Roads in Azerbaidjan.

Sir,

I have the honour to report that I duly visited the greater part of the Persian section of the Rawanduz Route; and considered that the whole had been well conceived and executed.

Starting from the jetty at Haidarabad in the extreme S.W. corner of Lake Urumiah a chaussée runs past Nagadeh to a Customs House at Khaneh and then a few kilometres further to the frontier at Rayat. A total of 82 kilometres.

2. The heavy rains have much delayed construction work this year, and getting near the LIVAN Chai (at kilometre 62) from Haidarabad, the road was temporarily broken from kilometre 57½ for a distance of 5½ kilometres and we had to take to a very rough track across fields which ended at the Livan Chai bridge at kilometre 62. This bridge is not yet finished and we had to let the car cross empty and walk over ourselves.

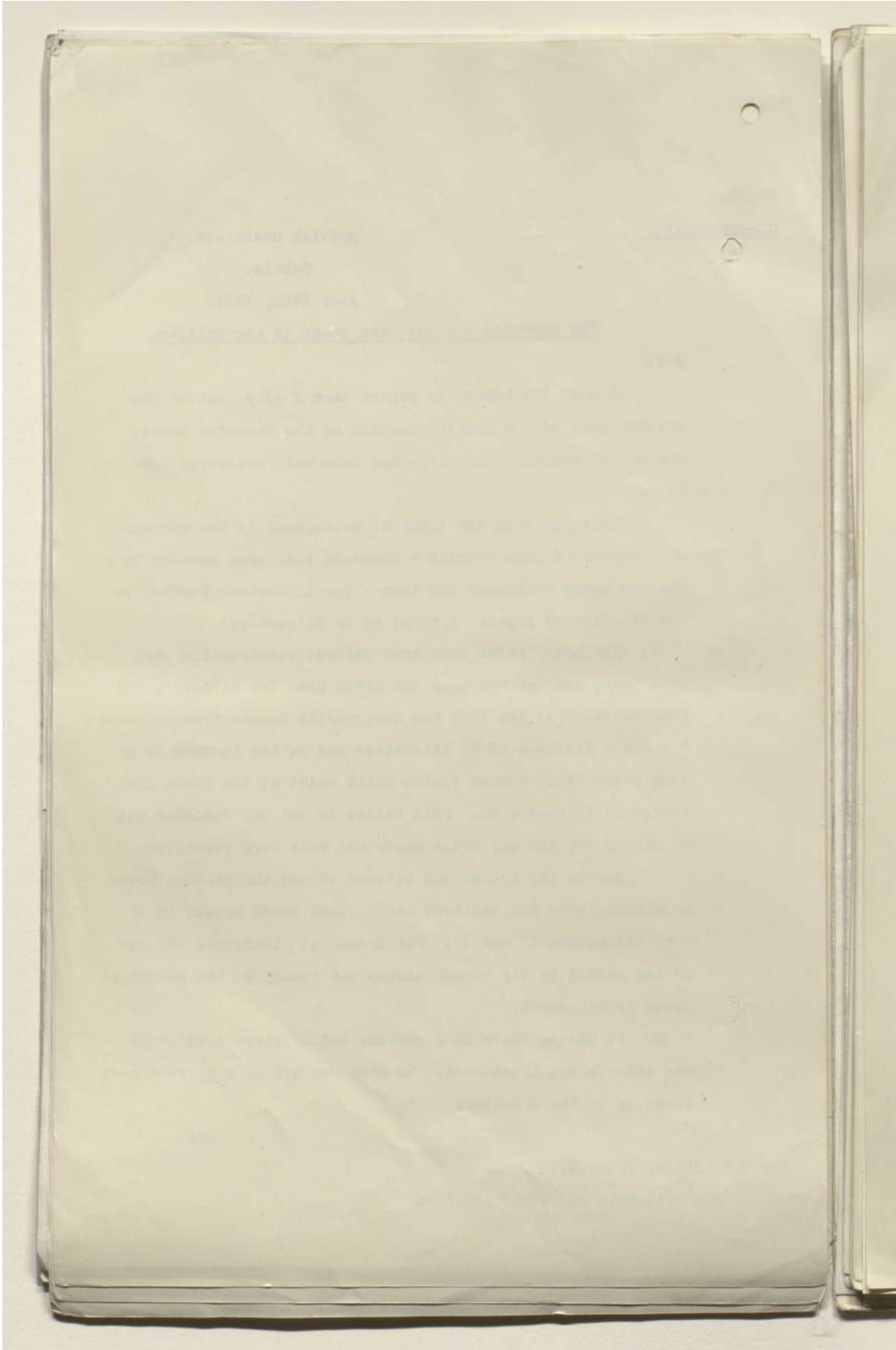
Beyond the bridge and between it and the Customs House at Khaneh (67½) the chaussée has 2 other short breaks in it - at kilometres 63 and 67. The breaks at kilometres 57½ and 67 are marked by big stones across the track; as the second at least is dangerous.

3. At Khaneh there is a customs and military post of 35 men under a 2nd Lieutenant. 15 more men are at a forward post close up to the frontier.

This

Sir R.H. Clive, K.C.M.G.,
etc., etc., etc.,
His Britannic Majesty's Legation
Teheran.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١٩ ظ] (١٥٤/٣٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٢٠] [١٥٤/٣٩]

(٢٠) (20)

This officer proved obstructive, and at first did not want to let me go any further at all without telephoning for orders to Sauj-Bulak! He then hinted that my luggage strapped on the car possibly contained contraband; and did not want me to approach the frontier unless I unstrapped it all and left it at Khaneh. Finally he agreed to let me retain my luggage and proceed, but only on condition that I took one of his soldiers in the car and did not cross the frontier.

It proved useless to protest to this officer that it was to the Persian interest that I should see exactly what had been done in construction work, that I had a special recommendation from the Director of the Road Department for Azerbaidjan, for this ranker officer had no respect for the Road Department or anyone or anything except his Superior Officer at Sauj-Bulak and his orders.

4. I, therefore, only went on as far as the crest of the last pace, whence a sharp descent led to a small plain with the village of Hayat nestling behind a small hill at the further side of this plain.

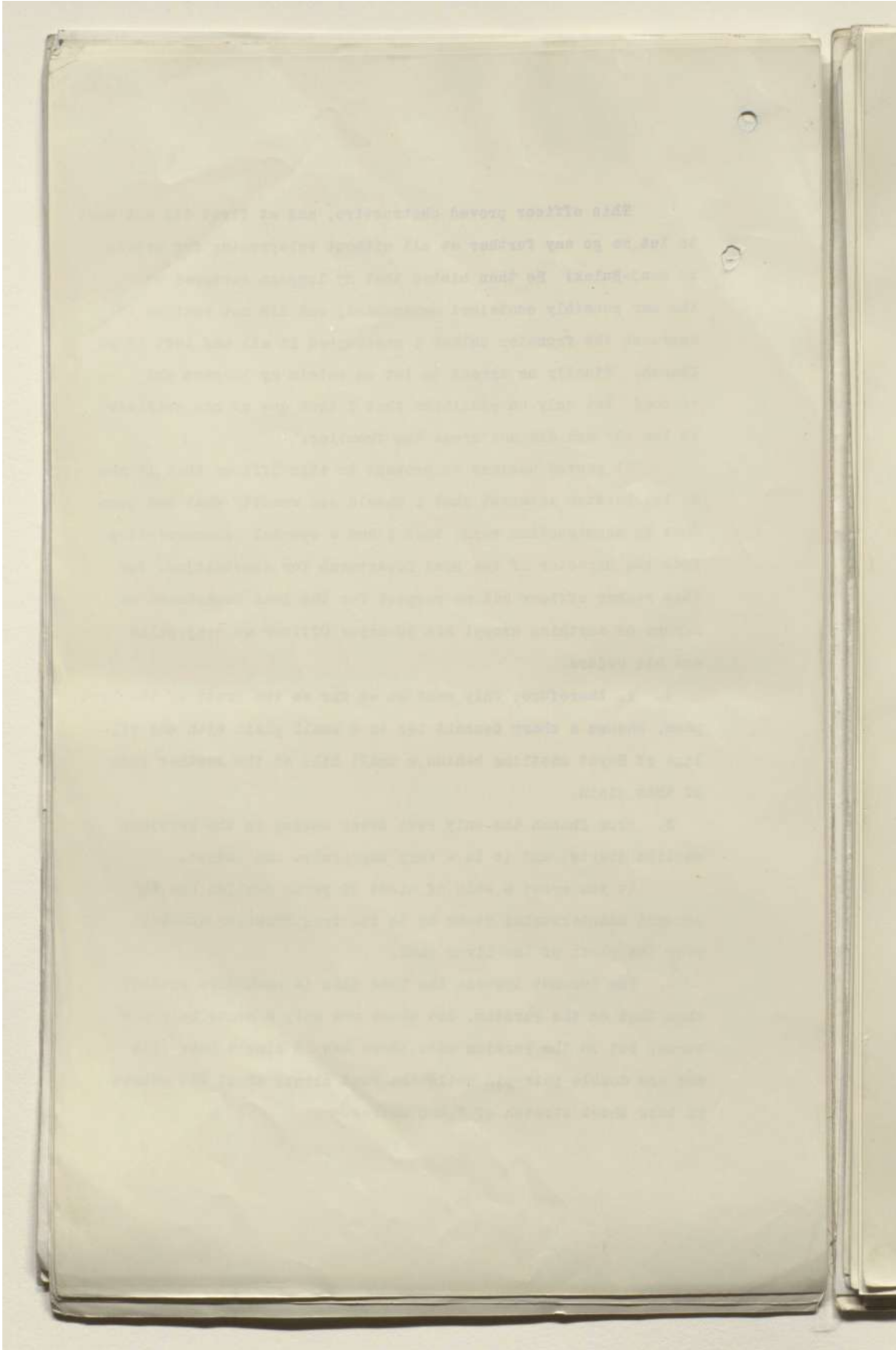
5. From Khaneh the only real steep ascent in the Persians section starts; and it is a very impressive one indeed.

At the crest a walk of about 10 yards enables one to command uninterrupted views up to the Iraq frontier and back over the plain of the Livan Châi.

6. The descent towards the Iraq side is much more gradual than that on the Persian, and there are only 5 acute hair-pin turns; but on the Persian side there are 14 single hair-pins and one double hair-pin while the road climbs about 450 metres in this short stretch of 7,200 metres.

7.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٠ ظ] (١٥٤/٤٠)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢١ و] (١٥٤/٤١)

20 21

7. The curves are wide, however, and well banked; excepting one stretch of about 600 yards crossed by a small stream in the bend of a narrow curve. This will now be widened and a bridge will be built across this rivulet.

8. This section and the bridge over the LIVAN Chai should be terminated by this autumn. As said above the exceptional rainfall this year has delayed work considerably.

9. The final stretch up to the frontier, consisting of the last 2 kilometres unmade and 600 yards before that only half made, is being purposely left unfinished in order to fix the exact point of junction of the Iraq and Persian sections in consultation with the Iraq Road Engineers.

10. I spent one night at the Road Department's mud Hut at Nagadeh, where the Deputy Chief of the Rawanduz Road Section and the Haidarabad Harbour-Master also spent the night and we had long discussions.

11. Here I saw the new sign-boards prepared for Haidarabad Port, which ran:-

To Iraq Frontier	83 kilometres
To Sauj-Bulak	57 "
To Urumiah	65 "

My car's speedometer (in Kilometres) was well in agreement with the above, and with the sectional plan of the Rawanduz road shown me in this hut.

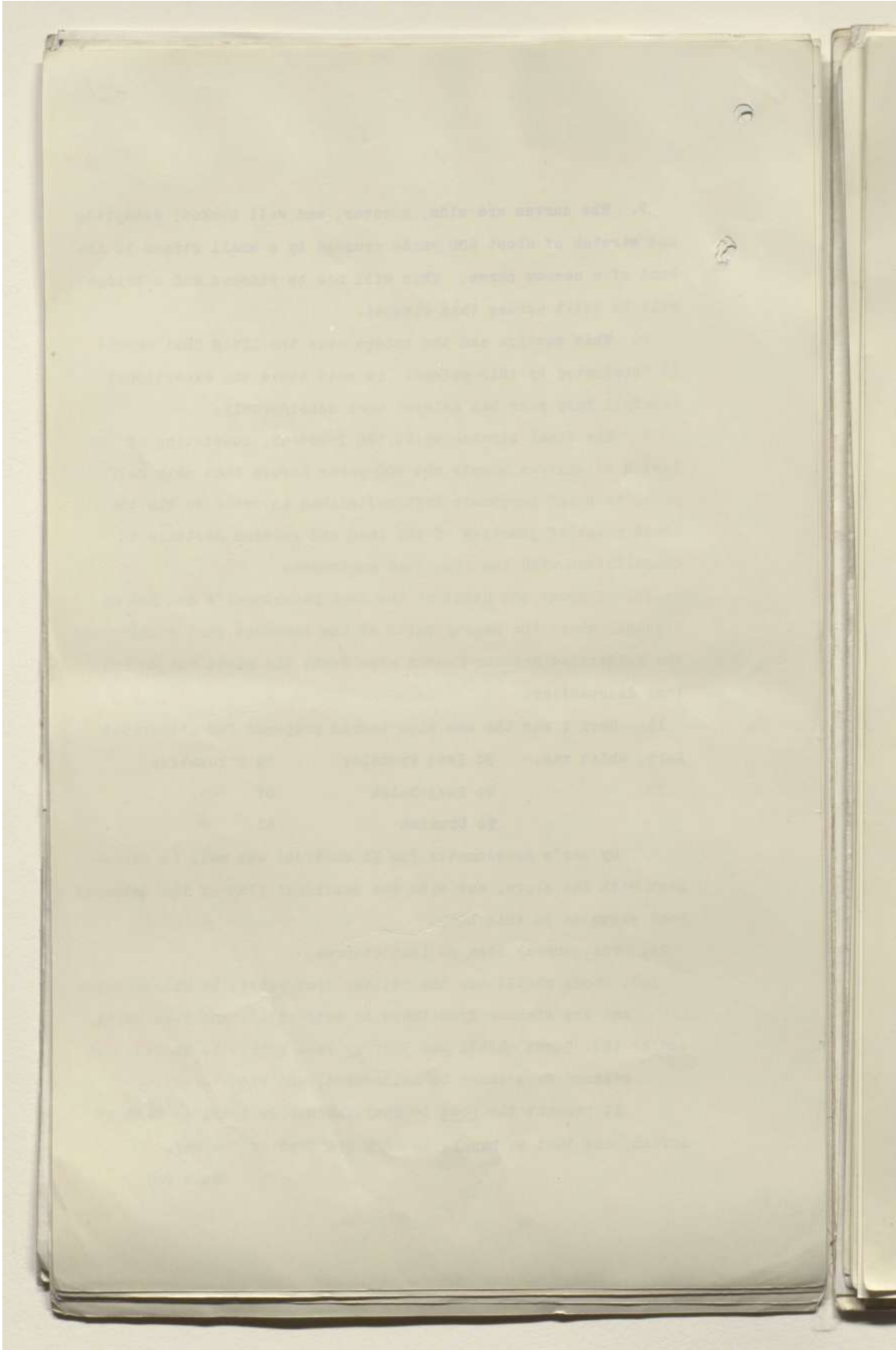
12. The general idea is that either:-

(a). Goods should use the railway from Tabriz to Sharafkaneh and the steamer from there to Haidarabad; and vice versa. and/or (b). Goods should use lorries from Tabriz to Danalu, and steamer from there to Haidarabad; and vice versa.

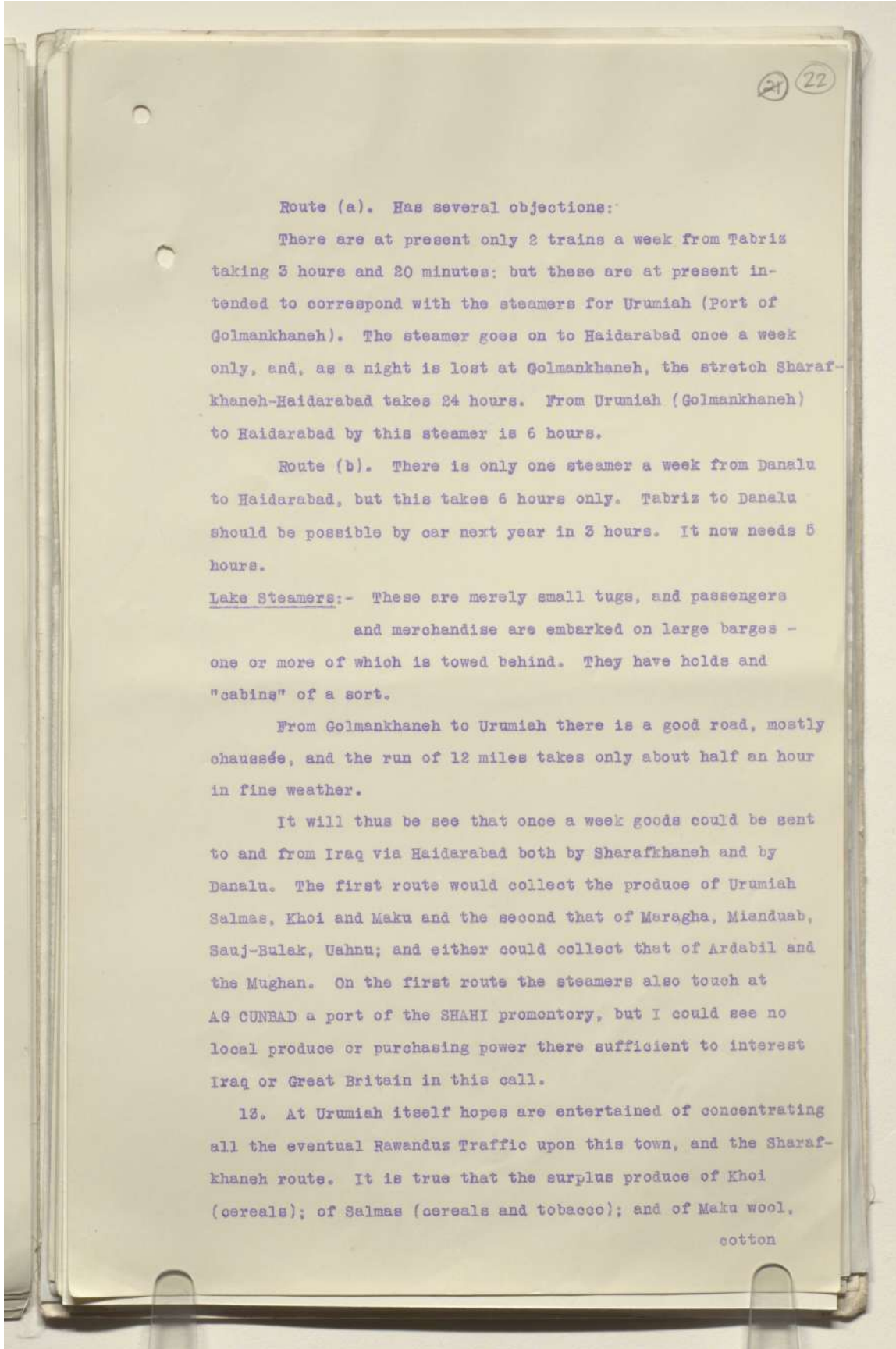
At present the road to Sharafkaneh is terrible West of Sofian; and that to Danalu is very bad much of the way.

Route (a)

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢١ظ] (١٥٤/٤٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٢ و] (١٥٤/٤٣)



Route (a). Has several objections:

There are at present only 2 trains a week from Tabriz taking 3 hours and 20 minutes; but these are at present intended to correspond with the steamers for Urumiah (Port of Golmankhaneh). The steamer goes on to Haidarabad once a week only, and, as a night is lost at Golmankhaneh, the stretch Sharafkhaneh-Haidarabad takes 24 hours. From Urumiah (Golmankhaneh) to Haidarabad by this steamer is 6 hours.

Route (b). There is only one steamer a week from Danalu to Haidarabad, but this takes 6 hours only. Tabriz to Danalu should be possible by car next year in 3 hours. It now needs 5 hours.

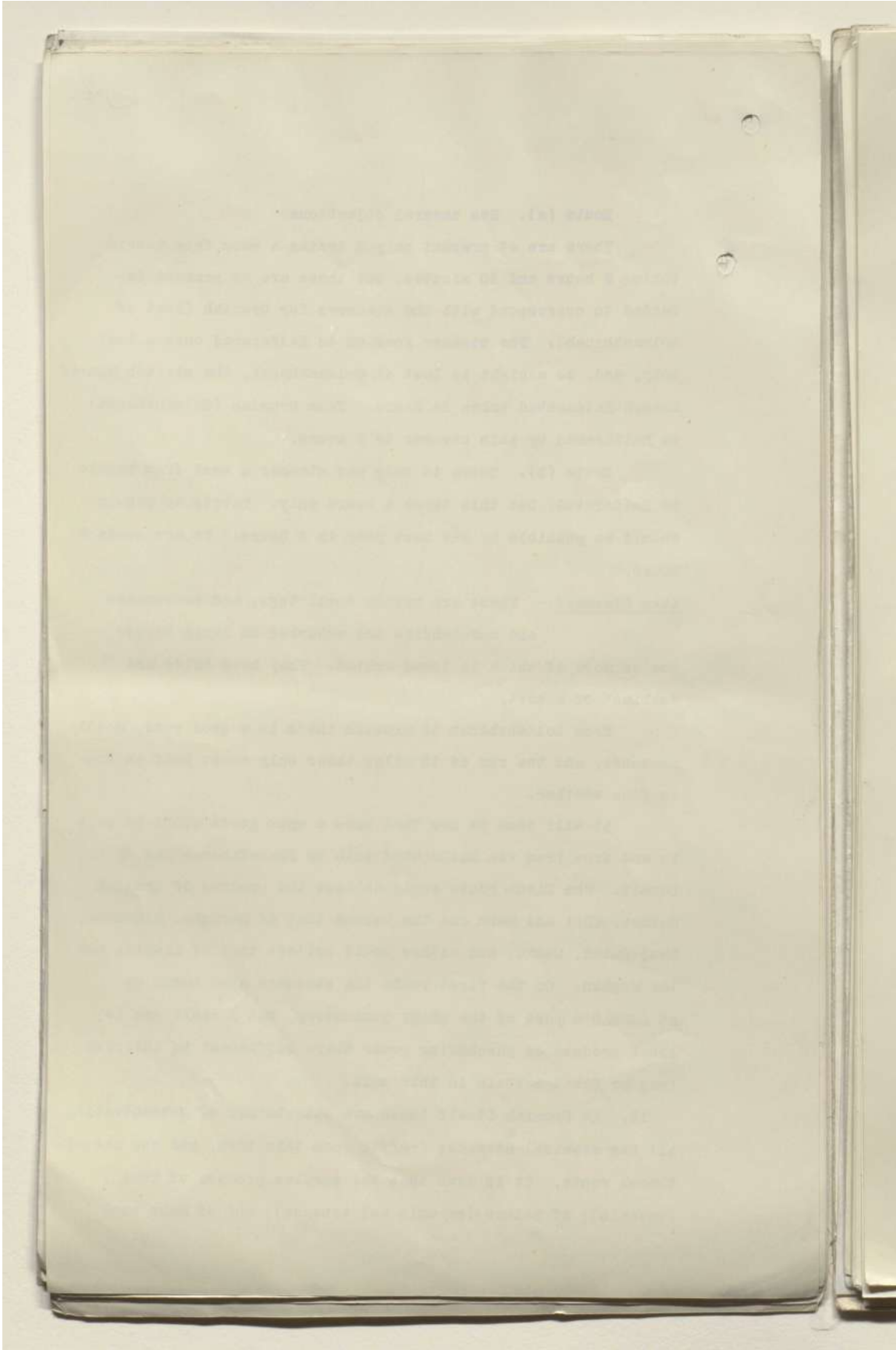
Lake Steamers:- These are merely small tugs, and passengers and merchandise are embarked on large barges - one or more of which is towed behind. They have holds and "cabins" of a sort.

From Golmankhaneh to Urumiah there is a good road, mostly chaussee, and the run of 12 miles takes only about half an hour in fine weather.

It will thus be seen that once a week goods could be sent to and from Iraq via Haidarabad both by Sharafkhaneh and by Danalu. The first route would collect the produce of Urumiah Salmas, Khoi and Maku and the second that of Maragha, Mianduab, Sauj-Bulak, Uahnu; and either could collect that of Ardabil and the Mughan. On the first route the steamers also touch at AG CUNRAD a port of the SHAHI promontory, but I could see no local produce or purchasing power there sufficient to interest Iraq or Great Britain in this call.

13. At Urumiah itself hopes are entertained of concentrating all the eventual Rawanduz Traffic upon this town, and the Sharafkhaneh route. It is true that the surplus produce of Khoi (cereals); of Salmas (cereals and tobacco); and of Maku wool,
cotton

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٢ظ] (١٥٤/٤٤)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٢٣ و] (١٥٤/٤٥)

22 23

cotton and cereals would naturally come through Urumiah in any case and for certain commodities from these districts and from the Urumiah district itself the Urumiah-Golmankhaneh road and steamer to Haidarabad might be a good route in the present poor state of the Urumia-Haidarabad road.

I cannot, however, at present see any advantage in this route for Tabriz and beyond. It entails the use of the railway Tabriz-Sharafkhaneh, and the at present slow and round-about steamer services to Haidarabad.

The combination of lorry to Davalu and steamer from there would therefore seem preferable under present conditions.

14. It is, however, clear to me that there are two camps:-

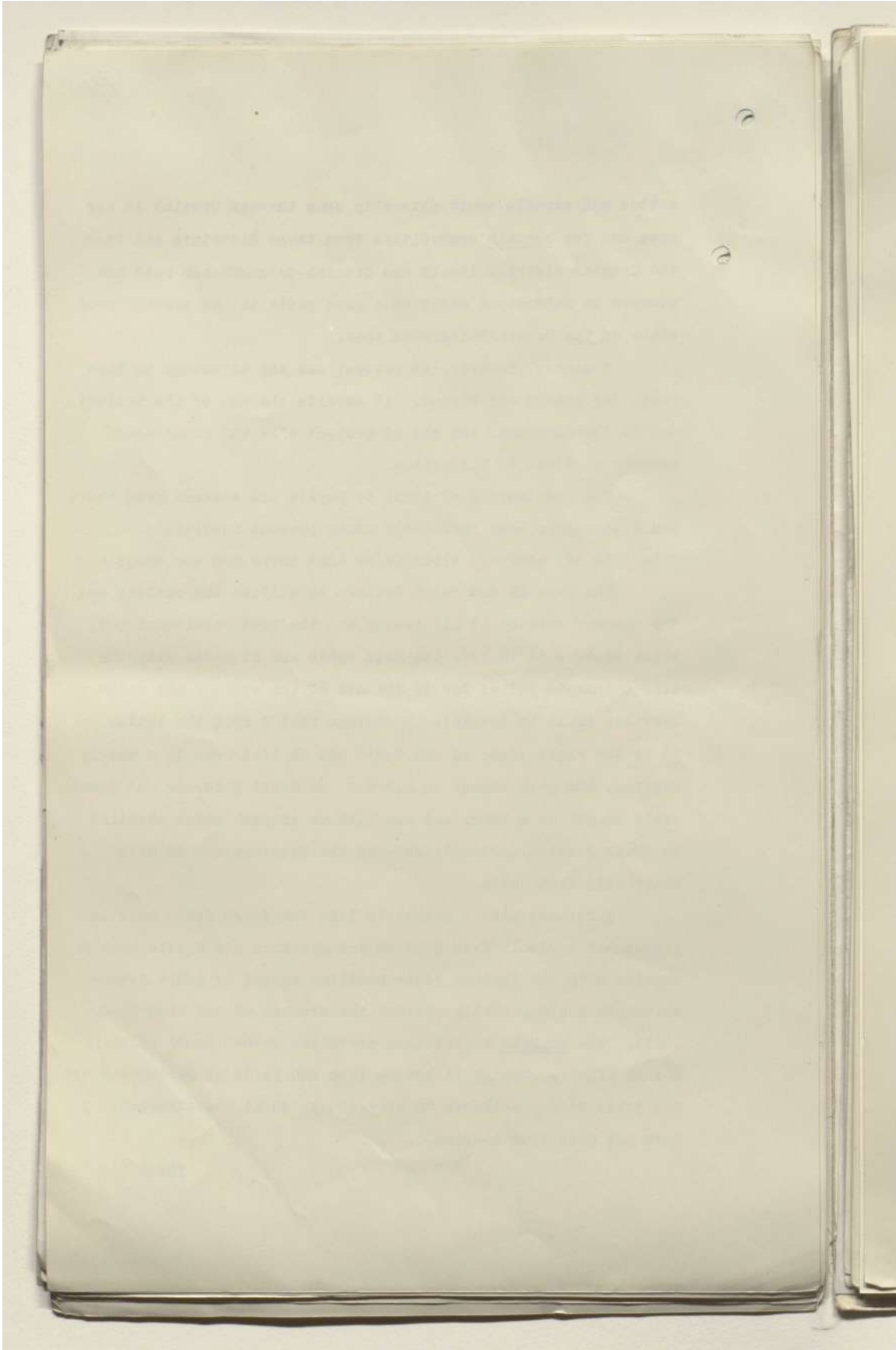
The Urumiah one which desires to utilise the railway and the steamer service at all costs; and the Road Department one, which desires to improve the main roads and dispense with the transshipments called for if the aid of the steamer and railway services is to be invoked. I confess that I feel the latter to be the right idea; as one would not be tied down to a weekly service, and such things as A.P.O.C. or Mosul Kerosene and Benzin could be put on a lorry and run without transshipment straight to their Persian destinations - as the Russians now do with their oils from Julfa.

I foresee also a market in Iraq for fresh fruit such as grapes and apricots from Urumiah and Maragha; and a mere weekly service with the further rough handling caused by extra transshipments would probably prevent the success of any such trade.

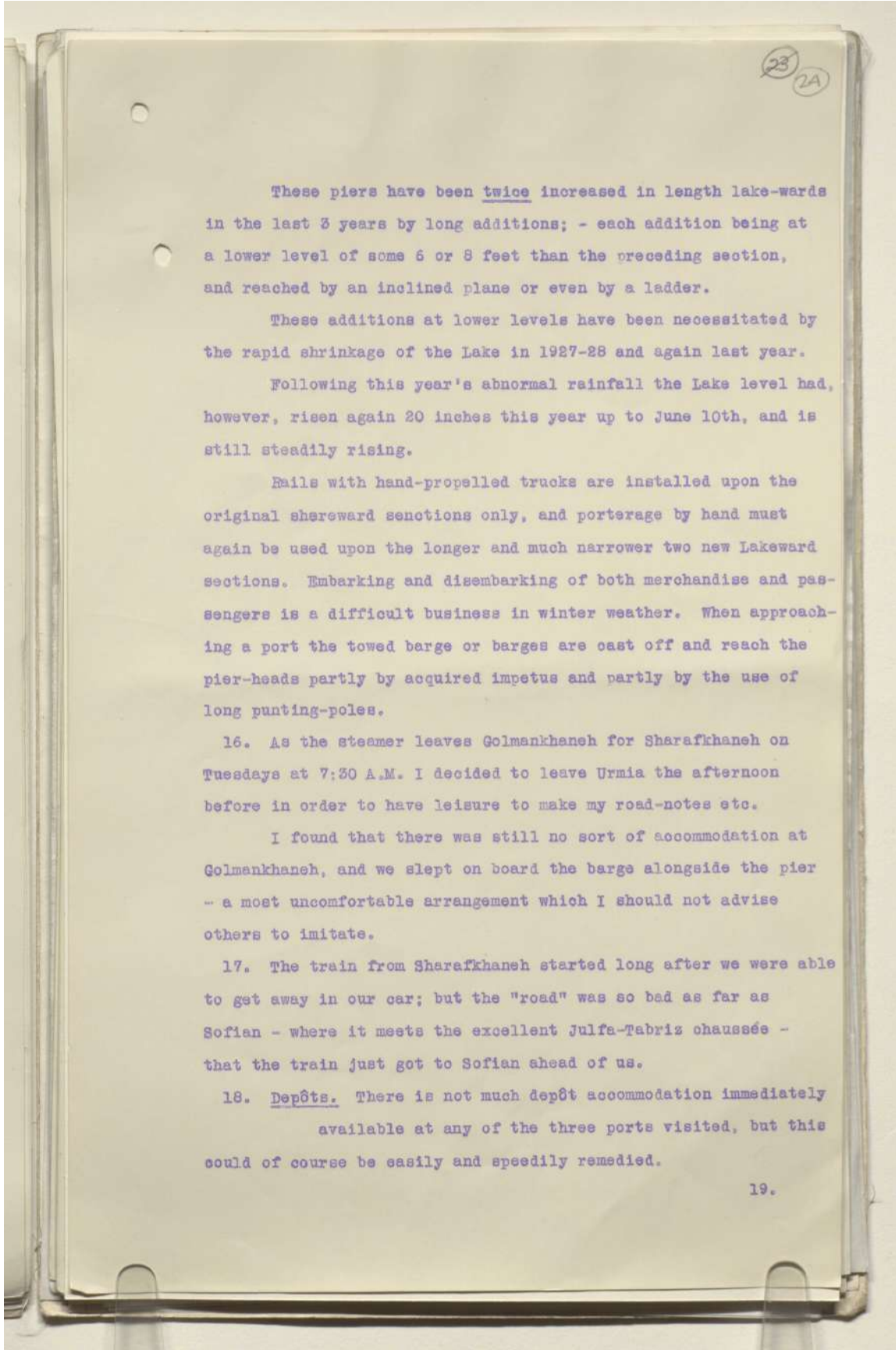
15. The JETTIES at the Lake ports are rather ramshackle wooden affairs ranging in length from 320 yards at Haidarabad and 220 yards at Golmankhaneh to over 600 yards at Sharafkhaneh. I have not seen that at Danalu.

These

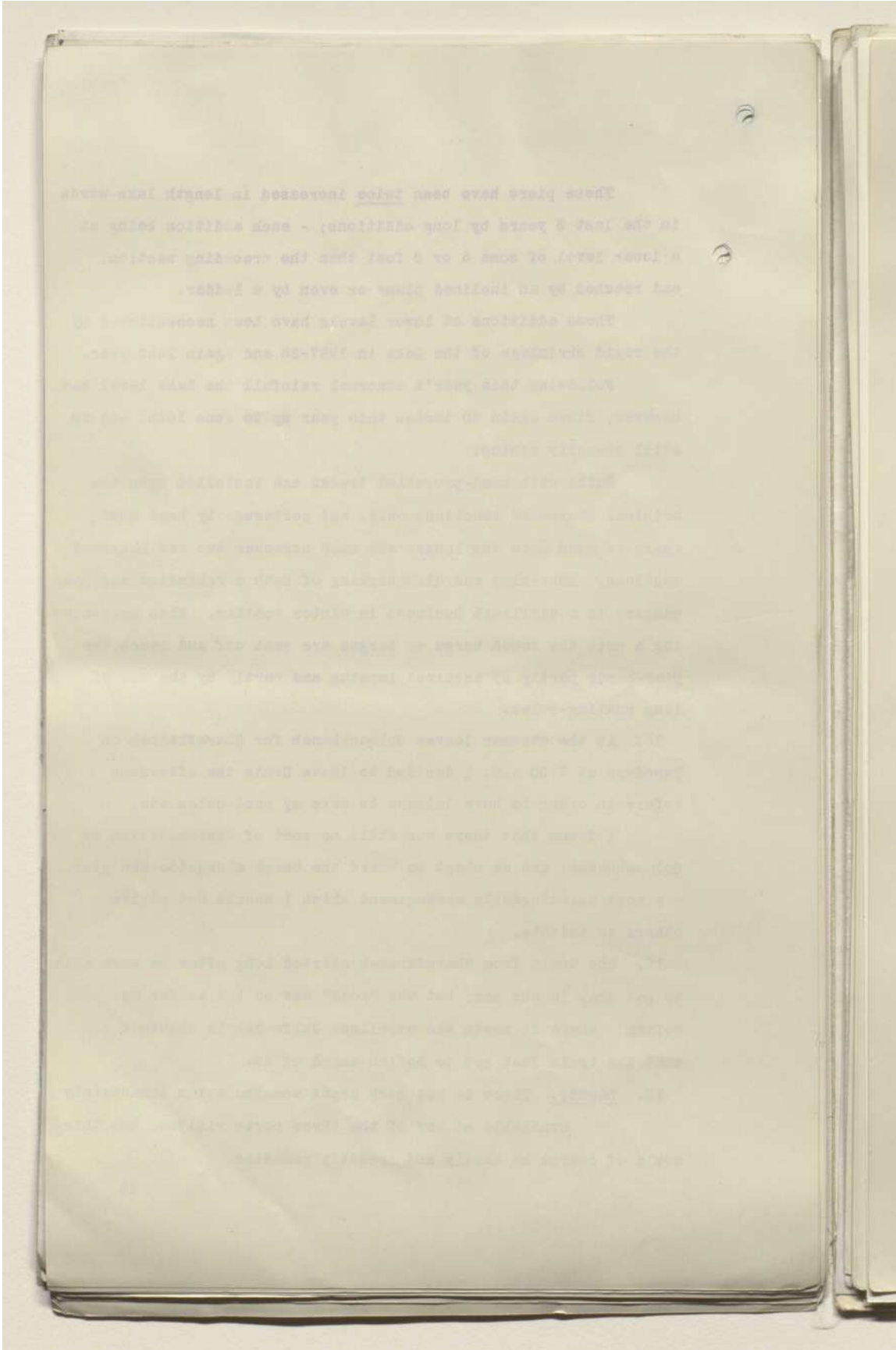
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٣ظ] (١٥٤/٤٦)



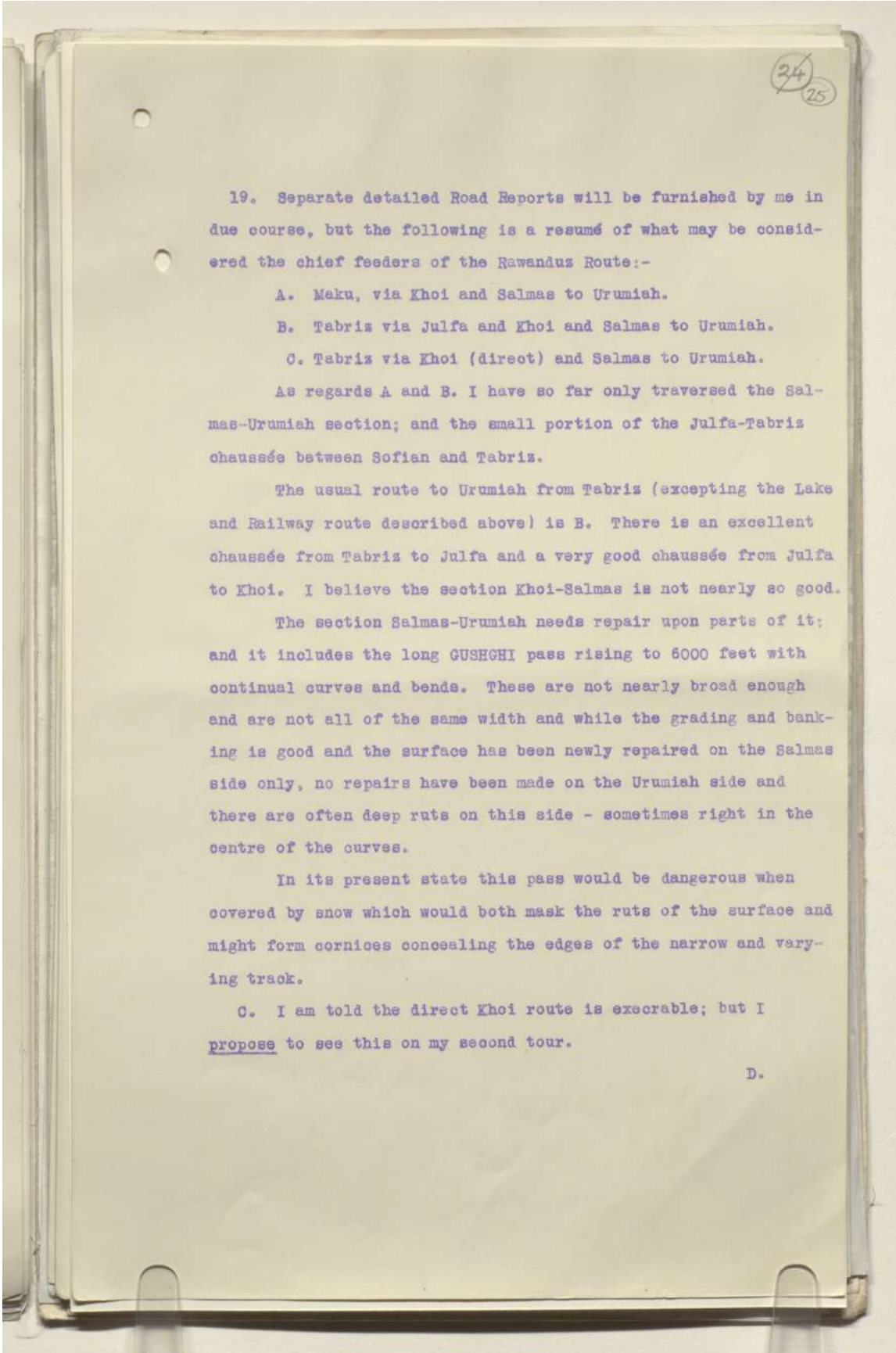
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الروسية. طريق رواندر التجاري." [٢٤ و] (١٥٤/٤٧)



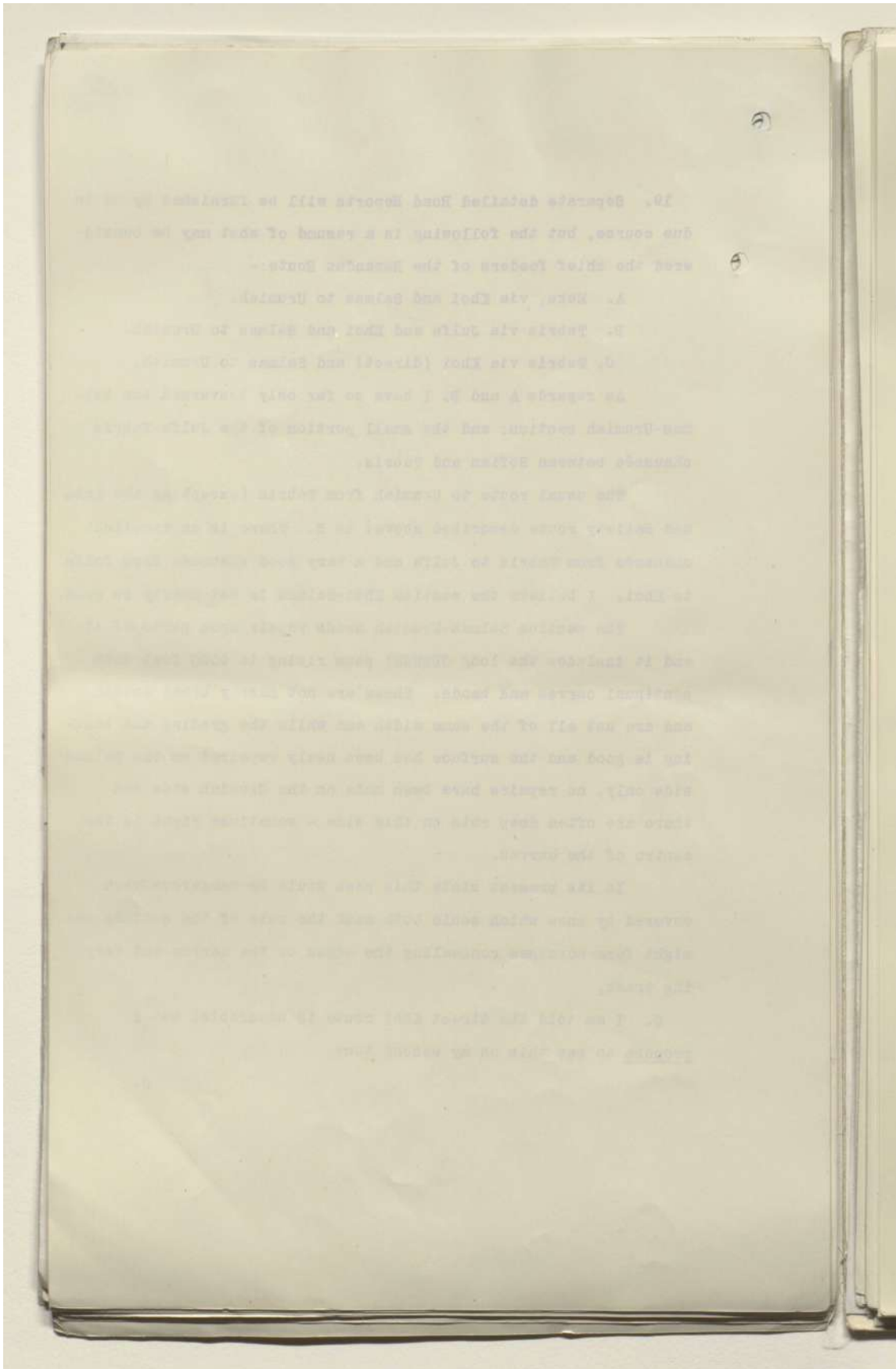
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الروسية. طريق رواندز التجاري." [٢٤ ظ] (١٥٤/٤٨)



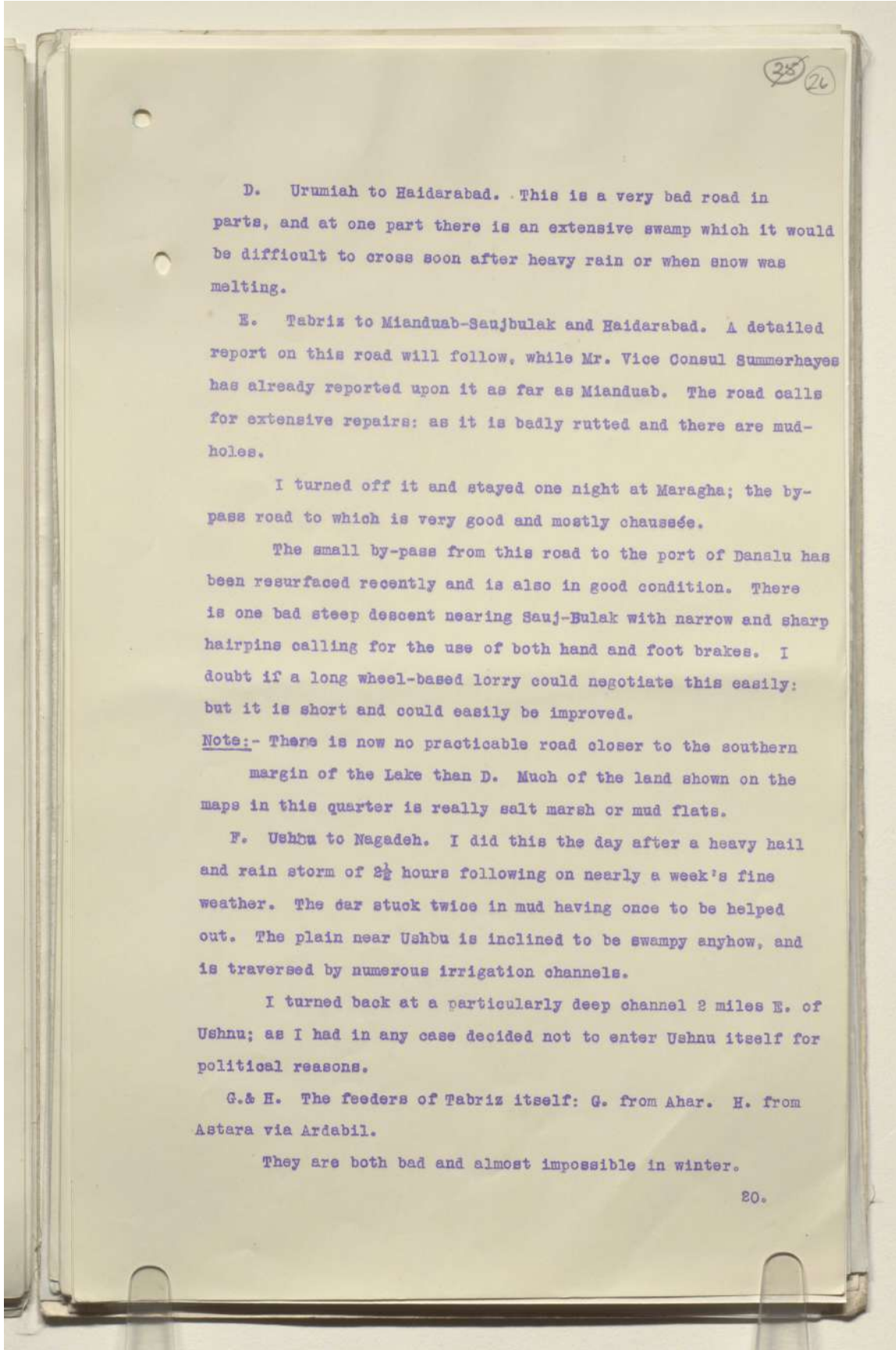
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الروسية. طريق رواندز التجاري." [٢٥ و] (١٥٤/٤٩)



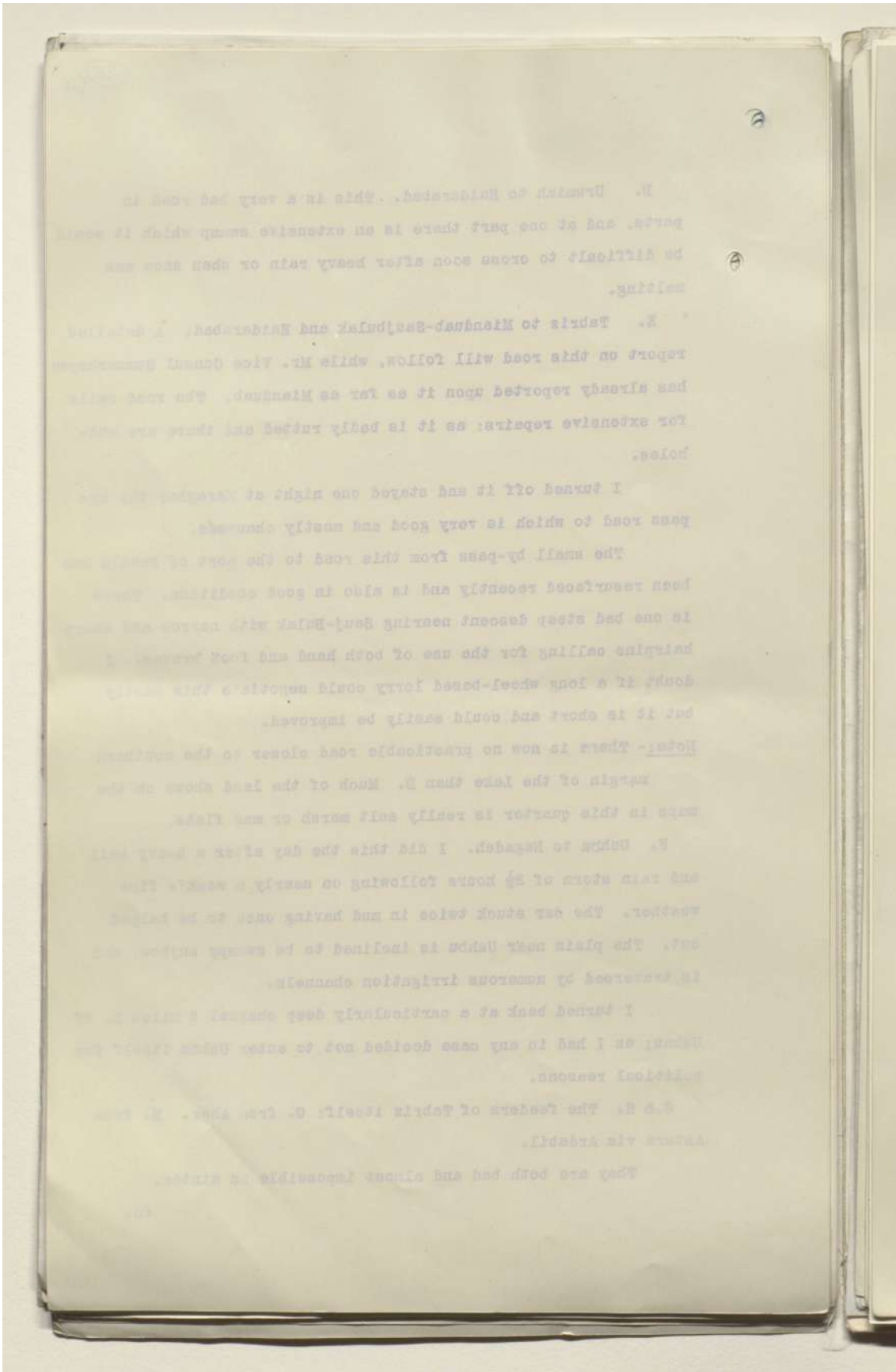
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الروسية. طريق رواندز التجاري." [٢٥ ظ] (١٥٤/٥٠)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٦ و] (١٥٤/٥١)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٦ ظ] (١٥٤/٥٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٧ و] (١٥٤/٥٣)

20. On my return here I called upon the Director of Roads, and he declared that he did not believe he would attempt a road close around the south shore of the Lake, but would endeavour to improve the existing Mianduab-Sauj Bulak-Haidarabad Sections. This, however, with the small credits available, could not be begun till next year and might take two years to complete. This year he would improve the Tabriz-Maragah sections; and also the Urumiah side of the Salmas-Urumiah road.

He would also hope to do some work this year or next upon the Urumiah-Haidarabad section.

But I gathered that it might be three years or even more before the whole network Tabriz-Maragah-Sauj Bulak-Haidarabad and Khoi-Salmas-Urumiah-Haidarabad could be placed upon a sound all-weather basis.

21. A rest house is contemplated at Nagadeh, which, though at present a miserable looking village of mud huts, is in the centre of the fertile SULDUZ district - whereas Haidarabad consists of solely the Harbour-Master's house and a depot and has no water-supply. There are no villages very near it either.

I was assured that there is little Malaria in the Suldus, but confess I doubt this as there are abundant irrigation channels and the land is inclined to be swampy and rice is cultivated there.

In fact the district must have been a mere mud-bath during all this spring; to judge by its condition following on the 2½ hours storm mentioned above.

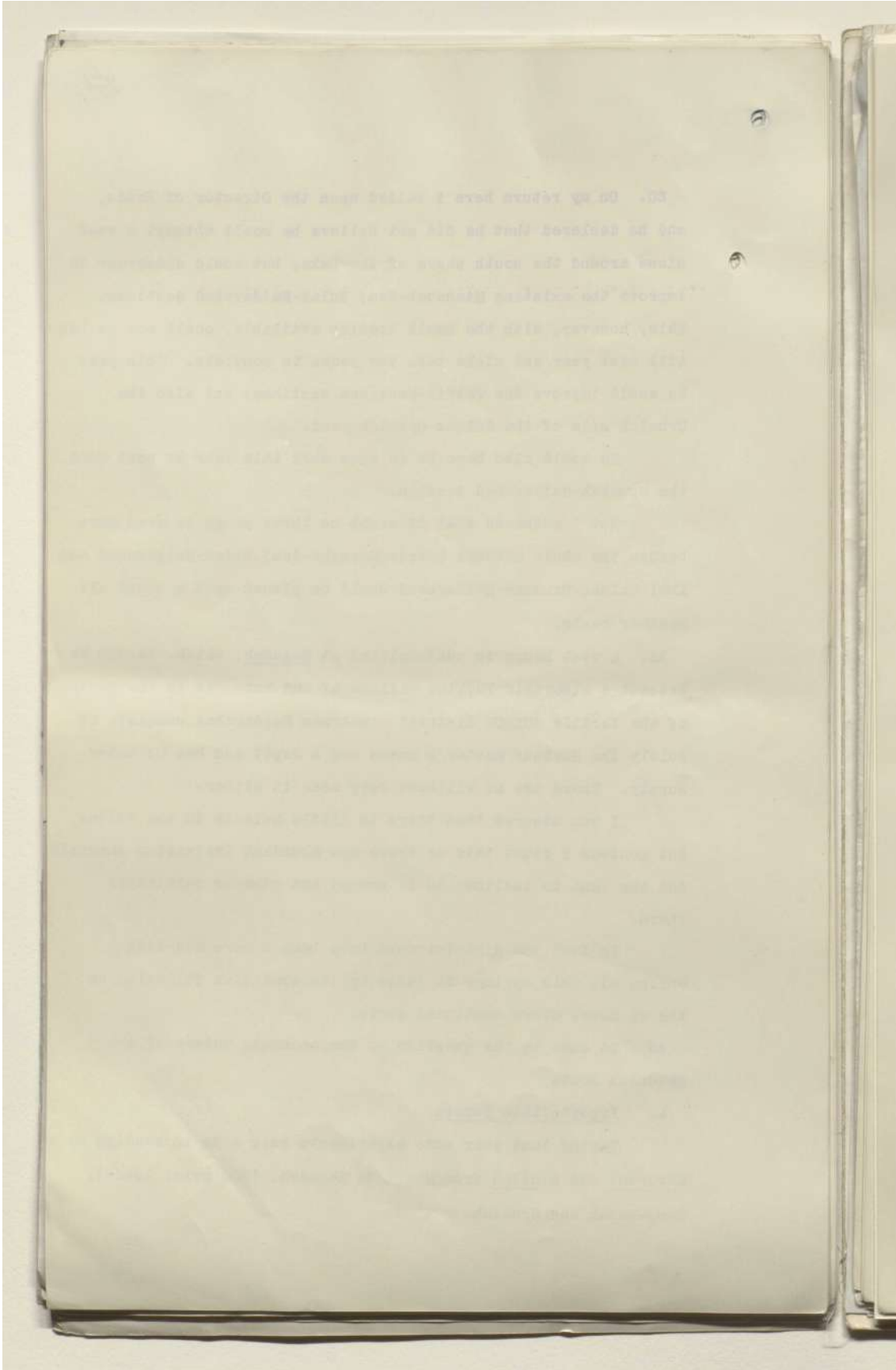
22. To come to the question of the economic future of the Rawanduz Route.

A. Imports into Persia:

During last year some experiments were made in sending up Kerosene and Benzine from Mosul to Nagadeh, (300 camel loads), Sauj-Bulak and Urumiah.

On

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٧ظ] (١٥٤/٥٤)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-الروسية. طريق رواندز التجاري." [٢٨ و] (١٥٤/٥٥)

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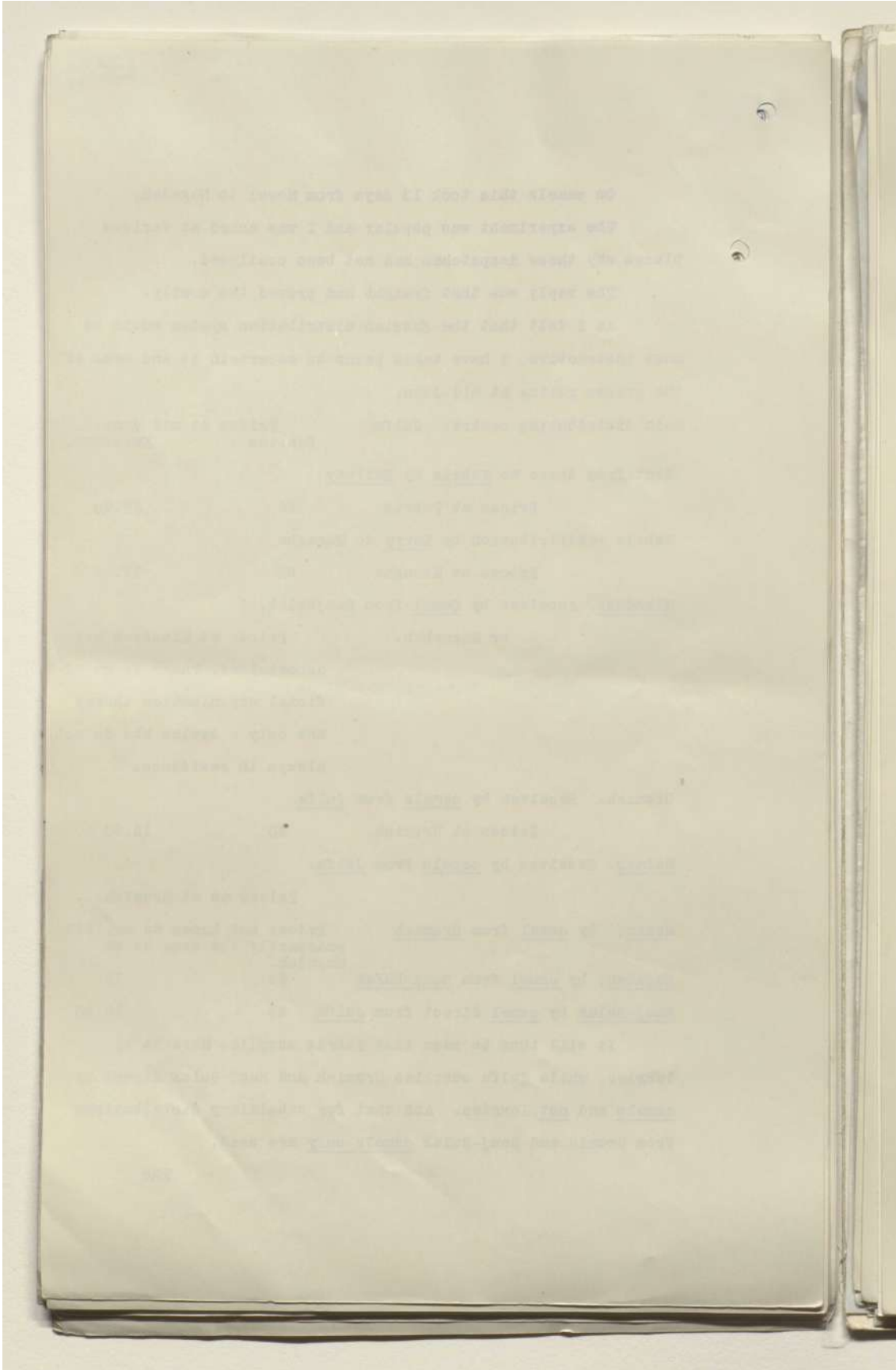
On camels this took 13 days from Mosul to Nagadeh.
The experiment was popular and I was asked at various places why these despatches had not been continued.
The reply was that freight had proved too costly.
As I felt that the Russian distribution system would be most instructive, I have taken pains to ascertain it and some of the prices ruling at mid-June.

Main distributing centre:	Julfa	Prices at mid June.	
		Benzine	Kerosene.
Sent from there to <u>Tabriz</u> by <u>Railway</u>			
	Prices at Tabriz	26	15.90
Tabriz redistribution by <u>Lorry</u> to Maragha			
	Prices at Maragha	28	17.--
<u>Mianduab</u> . receives by <u>Camel</u> from <u>Saujbulak</u> , or <u>Maragha</u> .			
		Prices at Mianduab not	ascertained. There is no official organisation there; and only a dealer who is not always in residence.
<u>Urumiah</u> . Receives by <u>camels</u> from <u>Julfa</u>			
	Prices at Urumiah.	30	15.90
<u>Salmas</u> . Receives by <u>camels</u> from <u>Julfa</u> .			
		Prices as at Urumiah.	
<u>Ushnu</u> . by <u>camel</u> from <u>Urumiah</u>			
		Prices not known to me, but presumably the same as at Nagadeh.	
	<u>Nagadeh</u> . by <u>camel</u> from <u>Sauj-Bulak</u>	32	16
	<u>Sauj-Bulak</u> by <u>camel</u> direct from <u>Julfa</u>	30	15.80

It will thus be seen that Tabriz supplies Maragha by lorries, while Julfa supplies Urumiah and Sauj-Bulak direct by camels and not lorries. And that for subsidiary distributions from Urumia and Sauj-Bulak camels only are used.

The

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٨ظ] (١٥٤/٥٦)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٩ و] (١٥٤/٥٧)

The freight rates are said to be cheaper by camel, and my comments on the state of roads will show why and also show that some of the "roads" are at present only feasible for lorries during a few months of the year.

Note: SUGAR. The distribution of Russian sugar may be said to be exactly the same as for Oils.

There are Persazneft Branches at Urumiah, Maragha & Sauj-Bulak; and the Russian Consul General accompanied by the Director of the Shark Company stayed at this Urumiah Branch on the night of June 20th and went on to Sauj-Bulak on June 21st.

At Nagadeh there was only a "visiting" vendor with small stocks; and I presume this will be the case at Ushnu as at Mianduab.

I should add here that there are comparatively few cars based on provincial towns.

Maragha. Has 2 public cars; 2 private cars; no lorries; and 3 "garages".

Sauj-Bulak. No cars or lorries. 1 "garage".

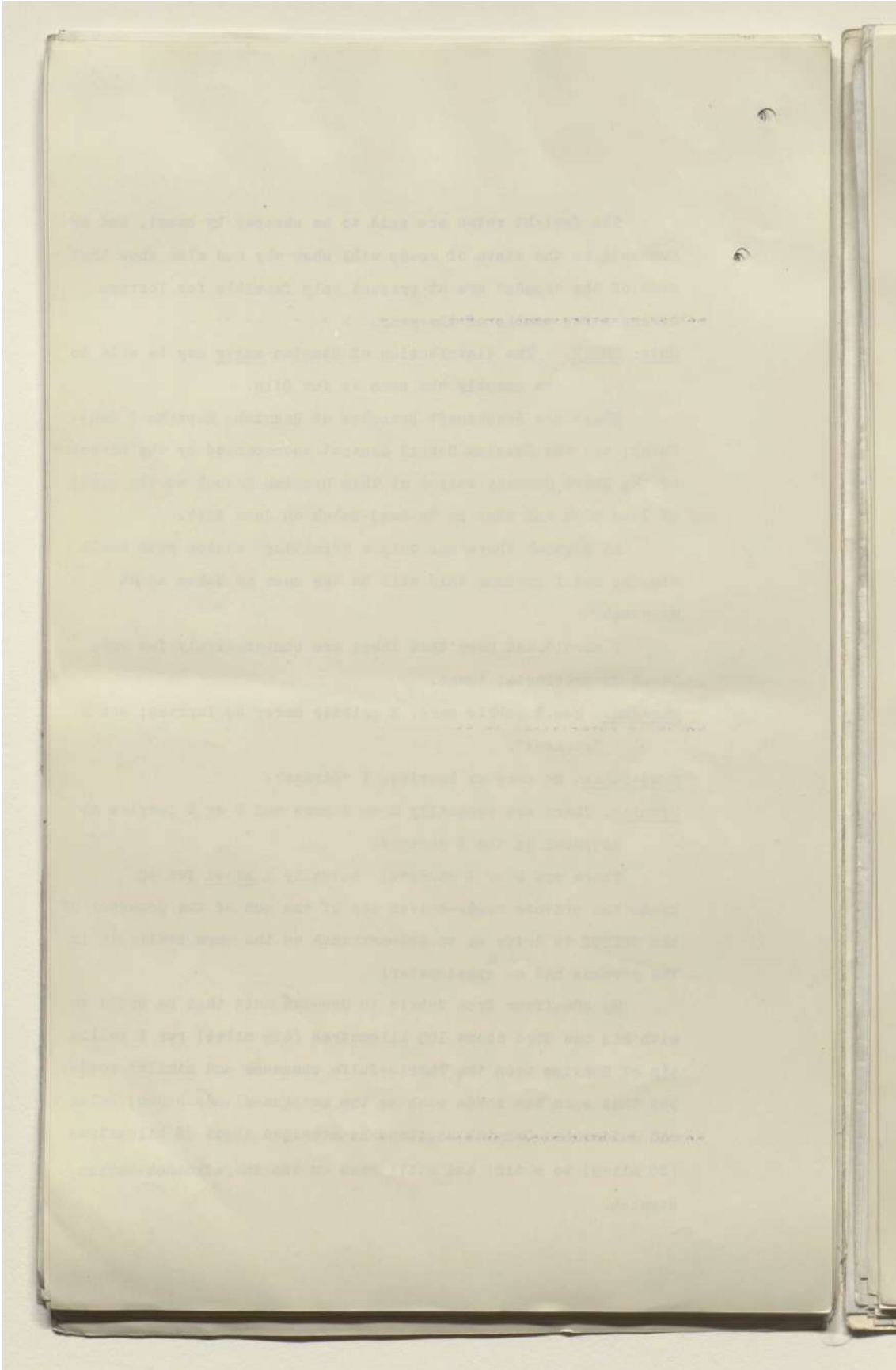
Urumiah. There are generally 5 or 6 cars and 5 or 6 lorries at disposal in the 3 garages.

There are 3 or 4 garages. Actually I hired for 40 krans the private owner-driven car of the son of the Governor of the SULDUZ to drive me to Golmankhaneh as the cars available in the garages had no speedometer!

My chauffeur from Tabriz to Urumiah said that he could do with his new Ford about 100 kilometres (62½ miles) per 4 gallon tin of Benzine upon the Tabriz-Julfa chaussée and similar roads; but that upon bad roads such as the Maragha-Mianduab-Sauj Bulak, and Haidarabad-Urumiah sections he averaged about 32 kilometres (20 miles) to a tin; and still less on the Sharafkhaneh-Sofian stretch.

I

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٢٩ظ] (١٥٤/٥٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٠] [١٥٤/٥٩]

29 30

I only met two cars, and 3 or 4 lorries used partly to convey passengers on the Tabriz-Maragha, and Sofian-Tabriz sections, and one car between Urumiah and Haidarabad. Our car was the first this year to try the Ushnu road.

In other words the use of a car is rare between Maragha and Urumiah, though more frequent in the northern half of Azerbaidjan.

Practically speaking the new Ford is the best-indicated for the bad roads, sharp turns and gradients, and narrow manoeuvring space. Our car - a new Ford - had already run over 41,000 kilometres (25,000 miles) and we had not the slightest trouble with it (not even a puncture) and we sailed up the Rawanduz climb of 7,200 metres (7½ miles) at a gradient of 1:16 in exactly 15 minutes!

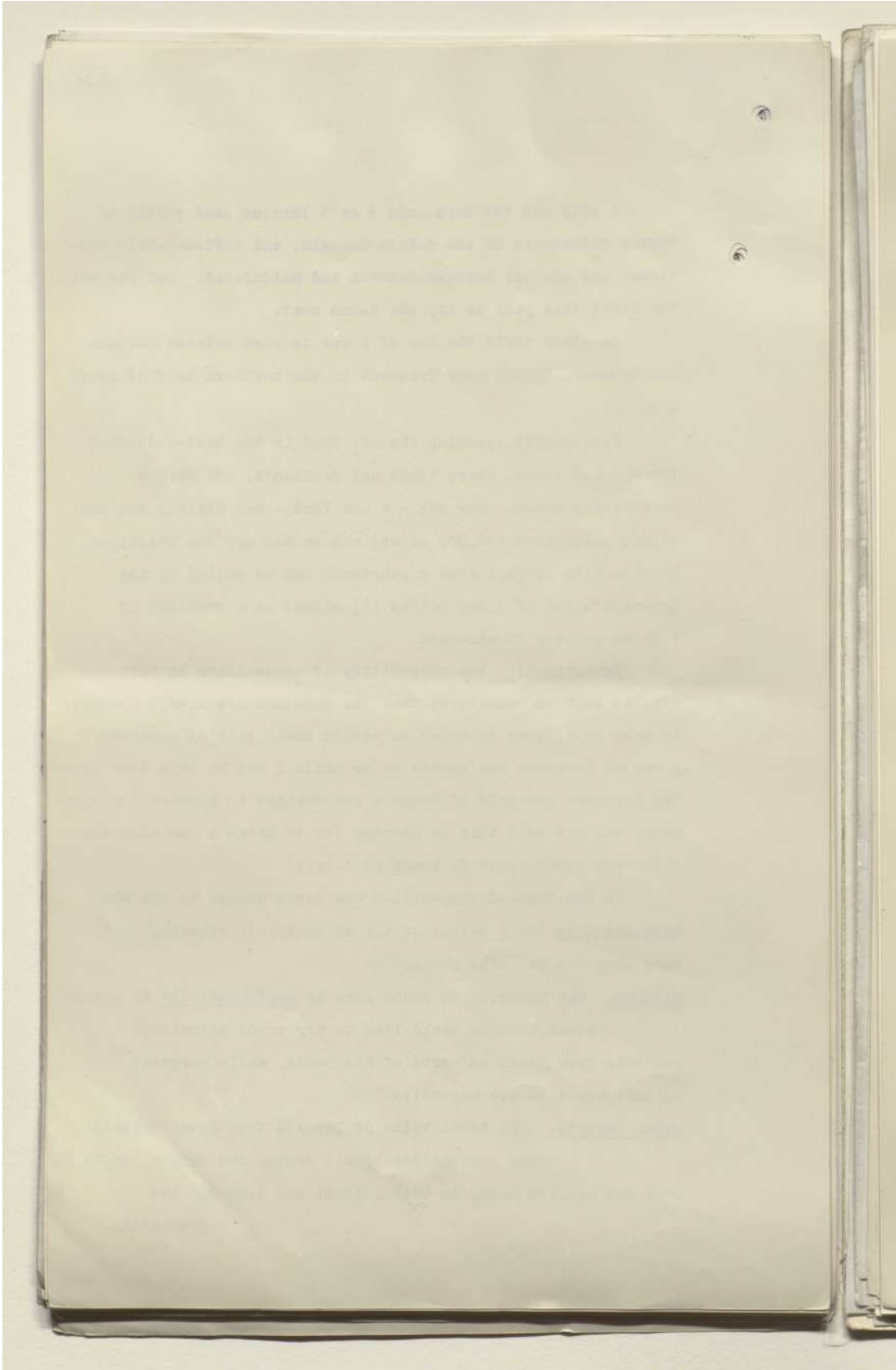
In estimating the possibility of competition in kerosene etc. it must be remembered that the Russians are always prepared to make sacrifices in order to retain their grip of a market. A recent instance was quoted to me while I was on this tour where the Russians had paid 16 krans a pud freight to Hamadan for their sugar and yet sold this at Hamadan for 65 krans a pud when the price was round about 78 krans at Tabriz!

In the face of competition one would expect to see the Russians drop their prices at all of their distributing centres near the Rawanduz Route.

Bitumen. The Director of Roads gave me confidentially to understand that he would like to try crude Bituminous products from Mesul on parts of his roads, while prepared Asphalt would be too expensive.

Other Imports. The total value of Imports from Great Britain into Azerbaidjan by all routes was only a little over one million krans in both 1930-31 and 1929-30: but
presumably

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٠ظ] (١٥٤/٦٠)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣١ و] (١٥٤/٦١)

30 31

presumably this volume might be increased both in quantity of goods actually established on the market and by the addition of new ranges which cannot transit Russia and which the delays of the Trebizond route discourage Importers to order.

British India imported just under eight million kranes (chiefly tea) in 1930-31 and nearly twelve million kranes the year before.

I visited thoroughly the Bazaars of Maragha, Sauj-Bulak and Urumiah and found them very poor indeed. There was no display of gold ornaments in the Jewellers' booths, no large stocks of carpets or other valuable native manufactures, no sign of any native Industries. Without very substantial advances in native purchasing power and Standard of Living there seemed no field anywhere for British manufactured articles, but mostly for cheap continental articles.

B. Exports. It is from the encouragement to and opportunity offered for the export of native agricultural produce and I expect the main initial success of the Rawanduz Route.

Maragha is centre of a district of 300 villages, all irrigated by a network of miniature canals from the SOFI river; which district paid 420,000 tomans in taxes last year. Cereals and of course grapes and raisins are the chief products but some cotton is produced and this latter and cereals could be increased.

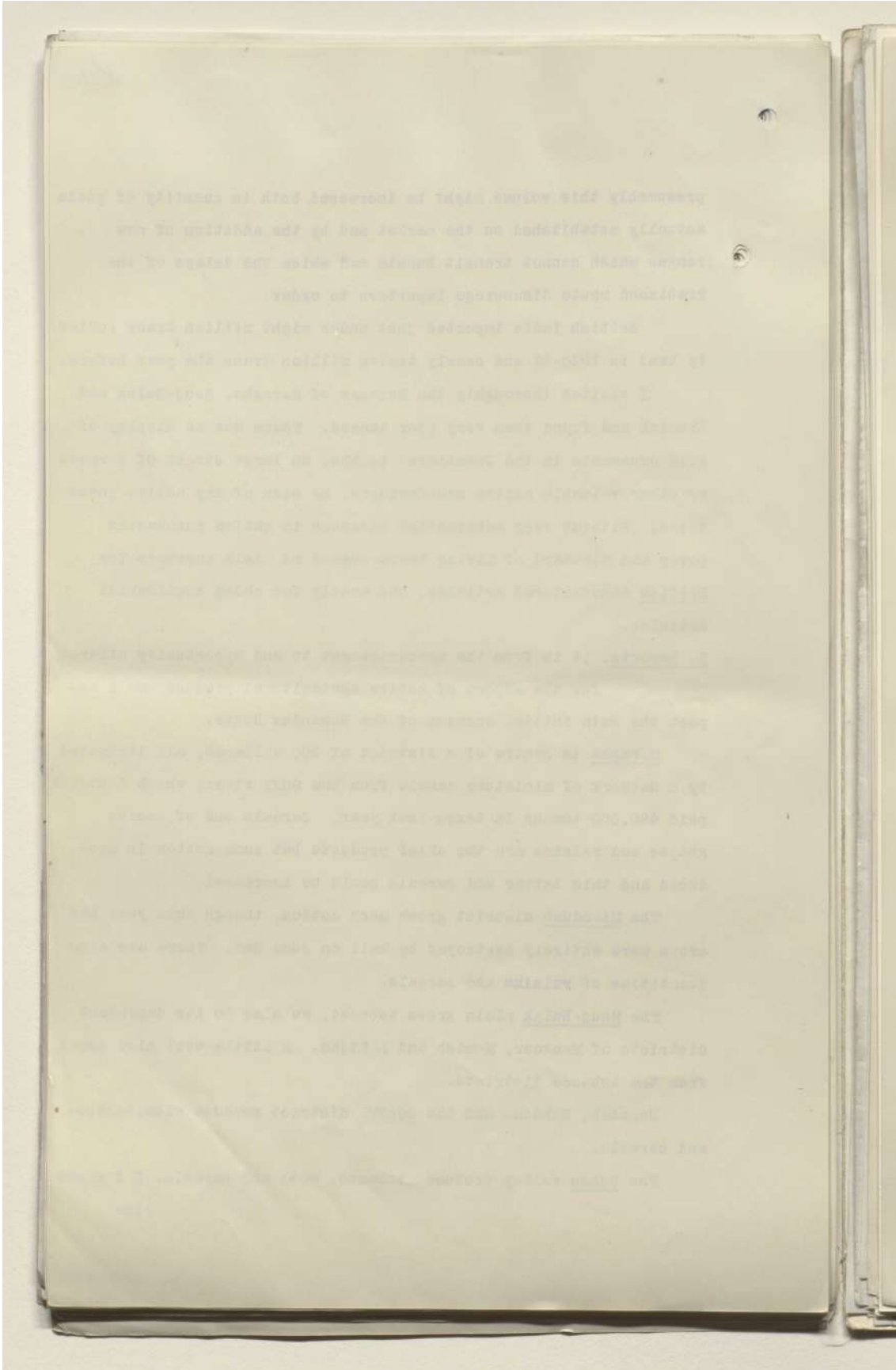
The Miandub district grows much cotton, though this year the crops were entirely destroyed by hail on June 2nd. There are also quantities of raisins and cereals.

The Sauj-Bulak plain grows tobacco, as also do its dependent districts of Mangour, Mamish and Lahijan. A little wool also comes from the tobacco districts.

Nagadeh, Rohdana and the SULDUZ district produce rice, tobacco, and cereals.

The Ushnu valley produces tobacco, wool and cereals. I feel sure
rice

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣١ظ] (١٥٤/٦٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٢ و] (١٥٤/٦٣)

rice could be grown here also.

Urumiah. Has 4 main districts producing raisins. Last year 300 waggon-loads were produced and all except 7 have been sold.

Note:- A waggon-load is estimated at from 700-900 puds according to the form of packing and degree of compression of the raisins.

This year $\frac{1}{2}$ of the crops were destroyed by hail early in June, which broke the tendrils.

Almonds in quantities and some rice is grown. An experiment with 200 puds of cotton seeds is being made this year. The Russians sold 100 puds of this at 3 kranes per pud on condition that the crop be resold to Russia at one kran below the market rate.

Tobacco is grown around Urumiah itself and in the Targavar and Margavar districts.

Wool is also produced in large quantities in the same districts as the tobacco and also at Dasht.

Salmas. Tobacco and cereals; and wool from SOMAI & BRADOST.

Khoi Chiefly produces cereals.

Maku Chiefly produces cotton and wool.

Tabriz Produces Almonds at Dekhargan and the Sharafkhaneh district.

Sharafkhaneh. Almonds and cotton in the Gunel district.

Ardabil and the Maghan produce wool in the Shabsavan zones: cotton in the Bilasevar zone.

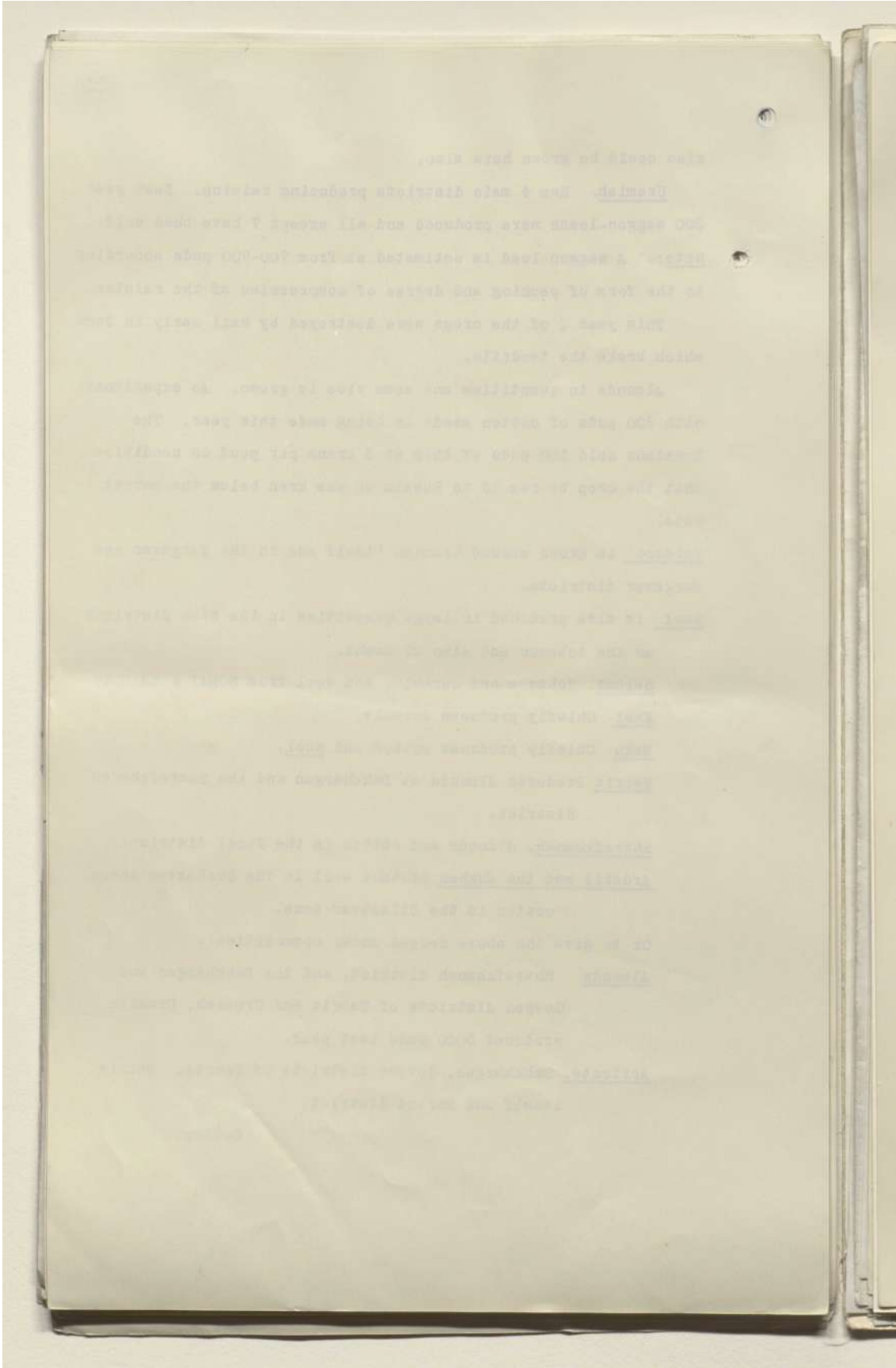
Or to give the above ranged under commodities:-

Almonds Sharafkhaneh district, and the Dekhargan and Govgan districts of Tabriz and Urumiah. Urumiah produced 5000 puds last year.

Apricots. Dekhargan, Govgan districts of Tabriz. Tabriz itself and Marand district.

Cotton

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٢ظ] (١٥٤/٦٤)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٣و] (١٥٤/٦٥)

32 33
Cotton. Miandaub; Maku and Urumiah (in the future) Maragha.
Bilasavar in the Ardabil zone and Gunei in the
Sharafkaneh zone.

Raisins Maragha, Miandaub, Urumiah.

Rice The SULDUZ, Urumiah a little. Ushnu could do also.

Robacco Salmas, Sauj-Bulak (The Mangour, Mamish and Lahijan
districts). Urumiah (Targavar & Margavar districts)
Ushnu, the SULDUZ.

The total production of Urumiah and Ushnu alone
last year was 32,000 puds.

Wool. Maku, Salmas (The Samai & Bredost districts), Ushnu, Urumiah
(The Targavar, Margavar and Dast districts).

From the Urumiah and Ushnu districts together 14,000
puds of wool and 2,000 puds of lamb's wool called GUZAM
was produced last year. Much also comes from the
Shahsavani tribes of the Mughan and the Ardabil district.
A little from Sauj-Bulak province (Mangour, Mamish and
Lahijan districts).

Potential Fertility and Population. The main point, however, is
that there are vast stretches
of fertile soil, or of potential rice-fields lying unproductive.

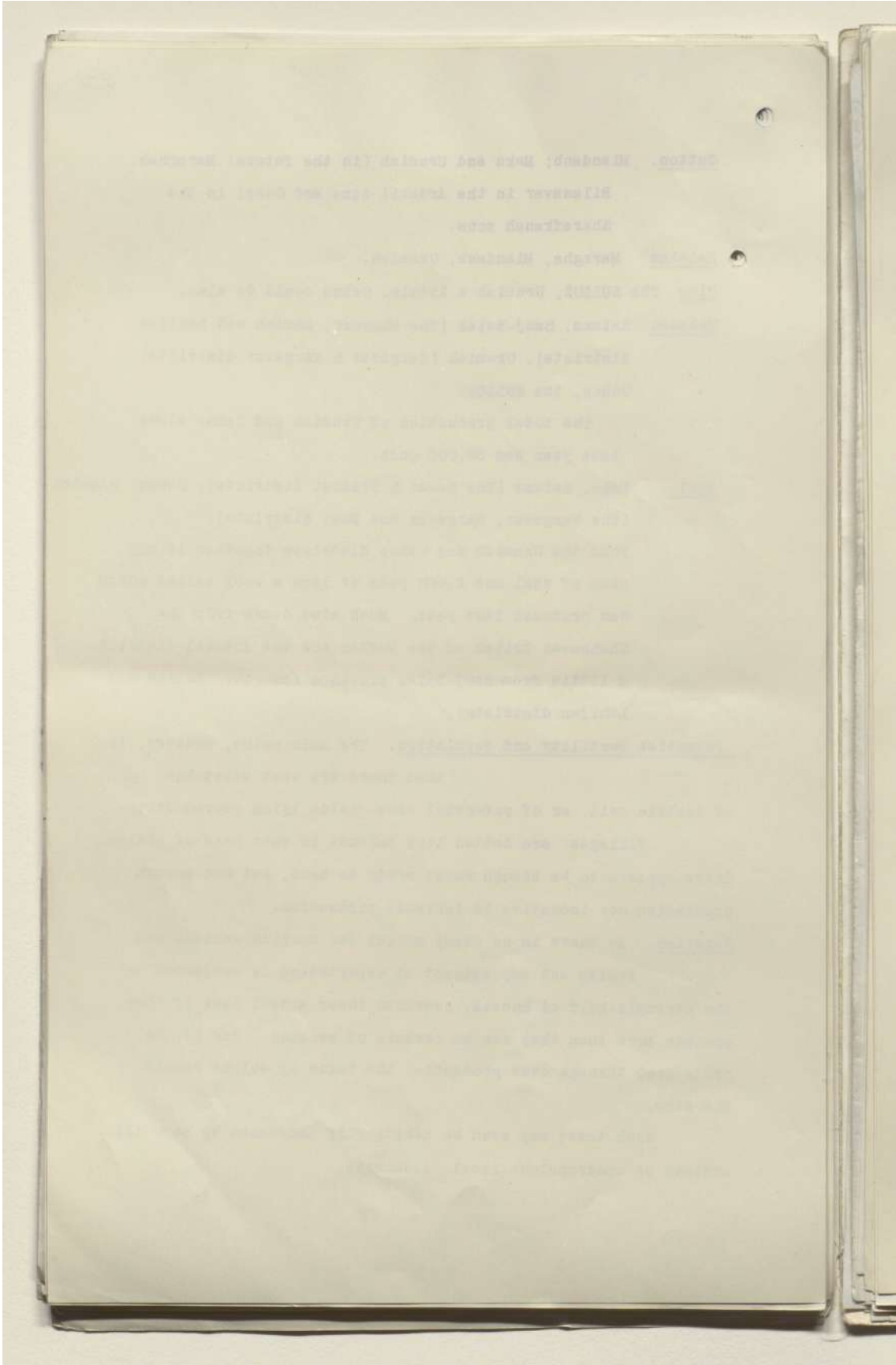
Villages are dotted like islands in vast seas of plains.
There appears to be enough water ready to hand, but not enough
population nor incentive to increase production.

Taxation. As there is no ready market for surplus cereals and
fruits and any attempt at exportation is subjected to
the strangle-hold of Russia, peasants incur a dead loss if they
produce more than they can be certain of selling - for if the
price drop through over production the taxes by weight remain
the same.

Such taxes may even be arbitrarily increased by some ill-
advised or unscrupulous local Authority.

In

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٣ظ] (١٥٤/٦٦)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٤ و] (١٥٤/٦٧)

33 34

In the case of Urumiah raisins for instance a chance of se-
curing not merely a temporary but a permanent market was offered
when the Smyrna crops failed last year.

The Urumiah Authority, however, vested in one person as the
Governor is also Reis Beledish. He chose this moment to impose
an additional tax of 1 kran a pud on raisins and maintained this
tax until all except 7 waggon-loads of raisins had been sold, des-
pite a telegram of protest to Teheran and a reply from the
Urumiah deputy that this tax was irregular. Each transaction still
entails the payment of a Municipal Tax of 4 shahis per pud by both
vendor and purchaser.

Similarly the Tobacco Monopoly has increased the tobacco tax
from 8 krans per sagat batman to 12; with the result that less to-
bacco is being planted at Urumiah and elsewhere this year than
usually.

At Urumiah this Governor said to me that the peasants were
unwilling to plant the usual second seasonal crops - "as they
said that they could find no market for them".

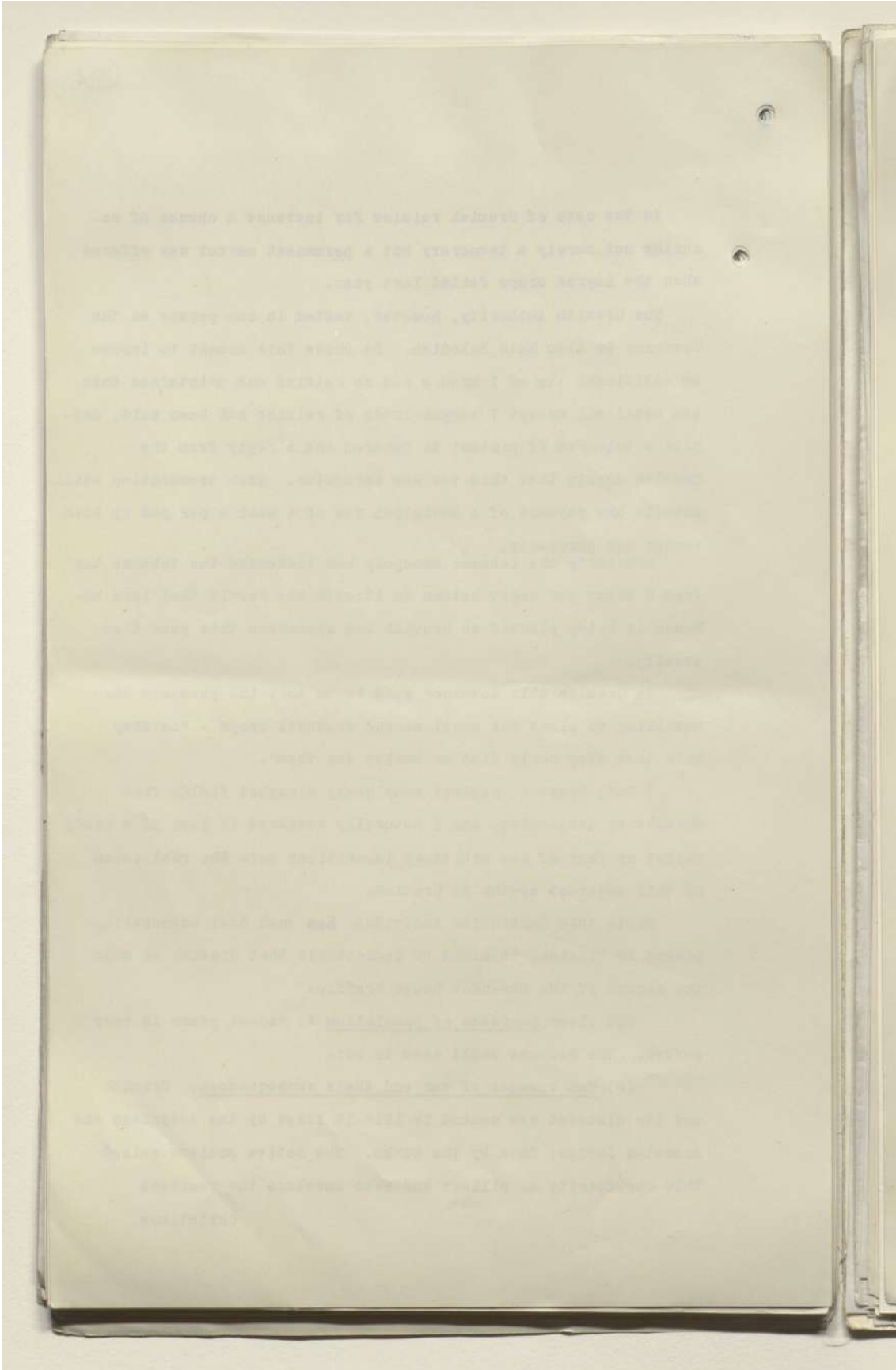
I had, however, noticed many newly ploughed fields from
Maragha to Sauj-Bulak, and I naturally wondered if lack of a ready
market or fear of new arbitrary impositions were the real cause
of this apparent apathy at Urumiah.

While this particular individual has such dual autocratic
powers in Urumiah, it might be regrettable that Urumiah be made
the centre of the Rawanduz Route traffic.

The clear decrease of population in recent years is very
marked. The reasons would seem to be:-

(a) The ravages of war and their consequences: Urumiah
and its district was sacked in 1918-19 first by the Assyrians and
Armenian Levies; then by the Turks. The native moslems seized
this opportunity to pillage and even massacre the resident
Christians

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٤ظ] (١٥٤/٦٨)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٥ و] (١٥٤/٦٩)

34
35

Christians. The Catholic and Russian Missions were completely destroyed as well as most of the Christian suburbs of Urumiah and the present central nucleus of the town is still surrounded by the remains of devastated Christian suburbs.

Every possible obstructionist method to prevent the return of Christians to Urumiah is adopted by the present Governor. Their title-Deeds are declared to be out of date or forgeries, and their vacant sites are sold for the "Benefit of the Municipality".

Last year on two occasions arrests were made on trumpery charges of local Europeanised Assyrians; but this was before the arrival of the actual Governor. So that the discouragement of Christians must be a deliberate policy, which in the absence of a French or British Consulate Governors of Urumiah can carry out with impunity.

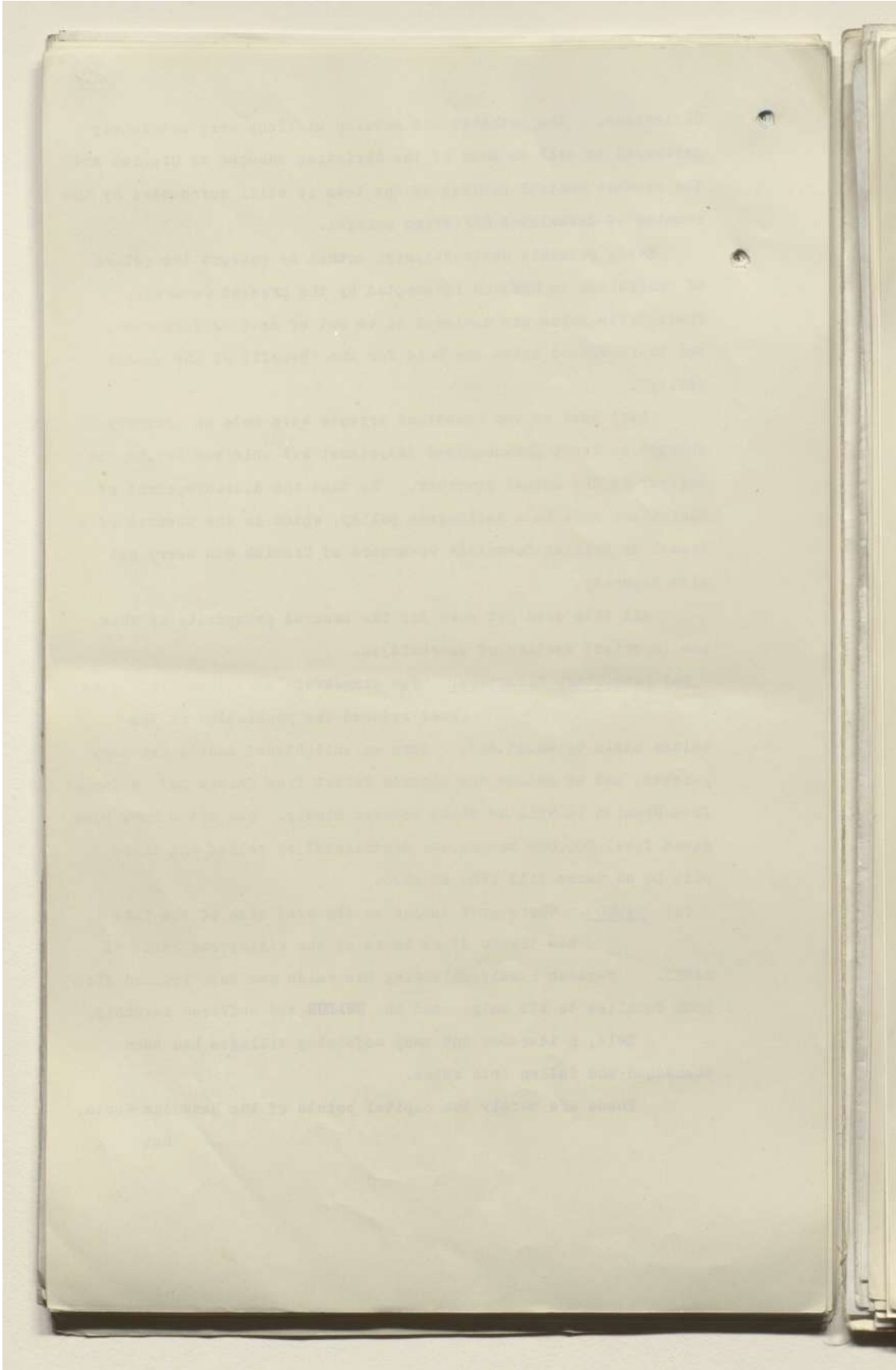
All this does not make for the assured prosperity of this one important section of Azerbaidjan.

(c) Subsidiary Disasters. The disastrous earthquake of last year reduced the population of the Salmas plain by about 60%. Here an enlightened course has been pursued, and as Salmas now depends direct from Tauris and no longer from Urumiah it will no doubt recover slowly. New sites have been given free, 200,000 tomans was distributed in relief and there will be no taxes till 1935 or 1936.

(c) SIMKO. Wherever I passed on the West side of the Lake I saw traces of or heard of the disastrous raids of SIMKO. Nagadeh itself following his raids had been reduced from 1000 families to 215 only: and the **SULDZ** had suffered severely. Telu, Haidarabad and many adjoining villages had been abandoned and fallen into ruins.

These are merely two capital points of the Rawanduz Route,
but

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٥ظ] (١٥٤/٧٠)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٦و] (١٥٤/٧١)

35
36

but there are scores of villages in other quarters which have never completely recovered from the raids and exactions of Simko and his men.

It is to be hoped for the future of the Rawanduz Route that his mantle has not fallen upon the shoulders of the young son of Khurdish Agha - the chief of the Harki.

This tribe ranges between Iraq and Turkey in winter, and the Ushnu hills in summer. Their migration is often accompanied by "incidents". Two years ago they attacked Ushnu at night and pillaged it, while last year Khurdish Agha supported Simko in his demands; and the death of both of them (even if they were treated in a treacherous manner, as is sometimes alleged) at Ushnu probably saved that section of the Province from renewed pillage.

The "settled" Kurds are represented to me as being quite satisfied with the existing régime. Probably they are, as they have a stake in the country. While those of the Urumiah Governorate are not called upon to furnish conscripts, those of Sauj-Bulak and Ushnu districts do so.

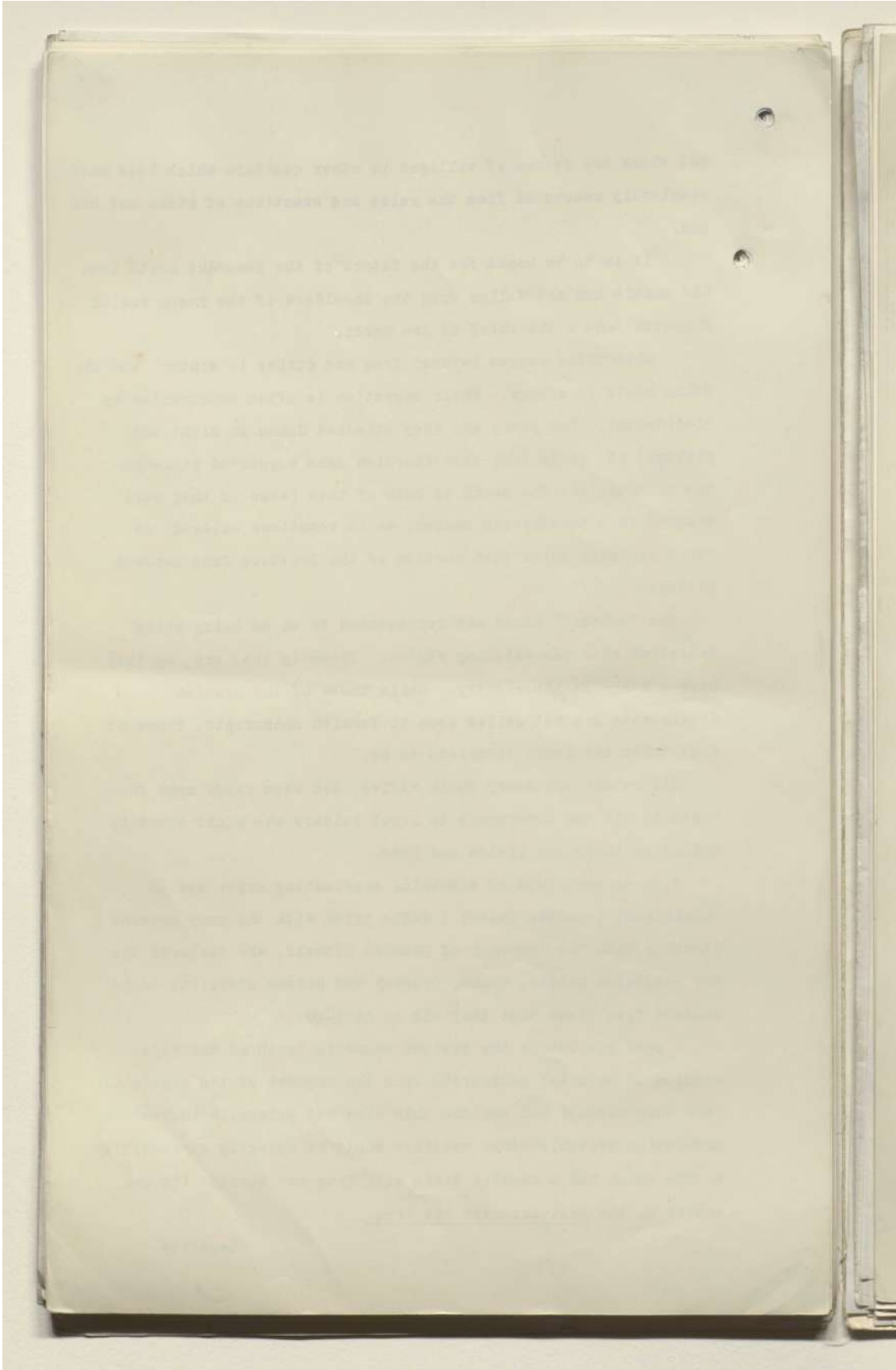
All retain and carry their rifles, and seem ready upon these terms to aid the Government to repel raiders who might start by pillaging their own fields and huts.

With an assurance of something approaching order and an intelligent Economic Policy I quite agree with the many persons, starting with the Governor of Urumiah himself, who declared that the Saujbulek Sulduz, Ushnu, Urumiah and Salmas districts could produce five times what they did in 1929-30.

I need not labour the obvious economic truth of the repercussion of material prosperity upon the numbers of the population (and vice versa): but besides this slow but automatic increase of population probably other settlers would be speedily attracted to a zone which had a regular trade with Iraq and boasted its own outlet to the Mediterranean via Iraq.

Benefits

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٦ظ] (١٥٤/٧٢)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٧ و] (١٥٤/٧٣)

36 37

Benefits to Iraq: Unless this trade were made the subject for new Persian taxation I should expect to see the cost of living fall in northern Iraq, and probably the standard of living rise.

Wheat is so cheap that the workman's quality of thin Persian Bread cost only 12 Shahis the Hafta (about $\frac{1}{2}$ Tabriz batman) at Urumiah and at Sauj-Bulak, whereas the same quality costs 1 kran (20 Shahis) per Hafta at Tabriz.

Again I need scarcely lay stress upon the advantages of a constant supply of cheap and good fruit and vegetables for Iraq.

Rice could also be grown in much increased quantities, as also tobacco.

Benefits to Persia. It will be noticed that I can foresee great advantages to Iraq. I can also, from a similarly altruistic point of view foresee enormous advantages to Persia; including a ready-made market for their surplus agricultural produce now being wasted (or not actually produced at all), and an outlet to the Mediterranean for their home manufactures.

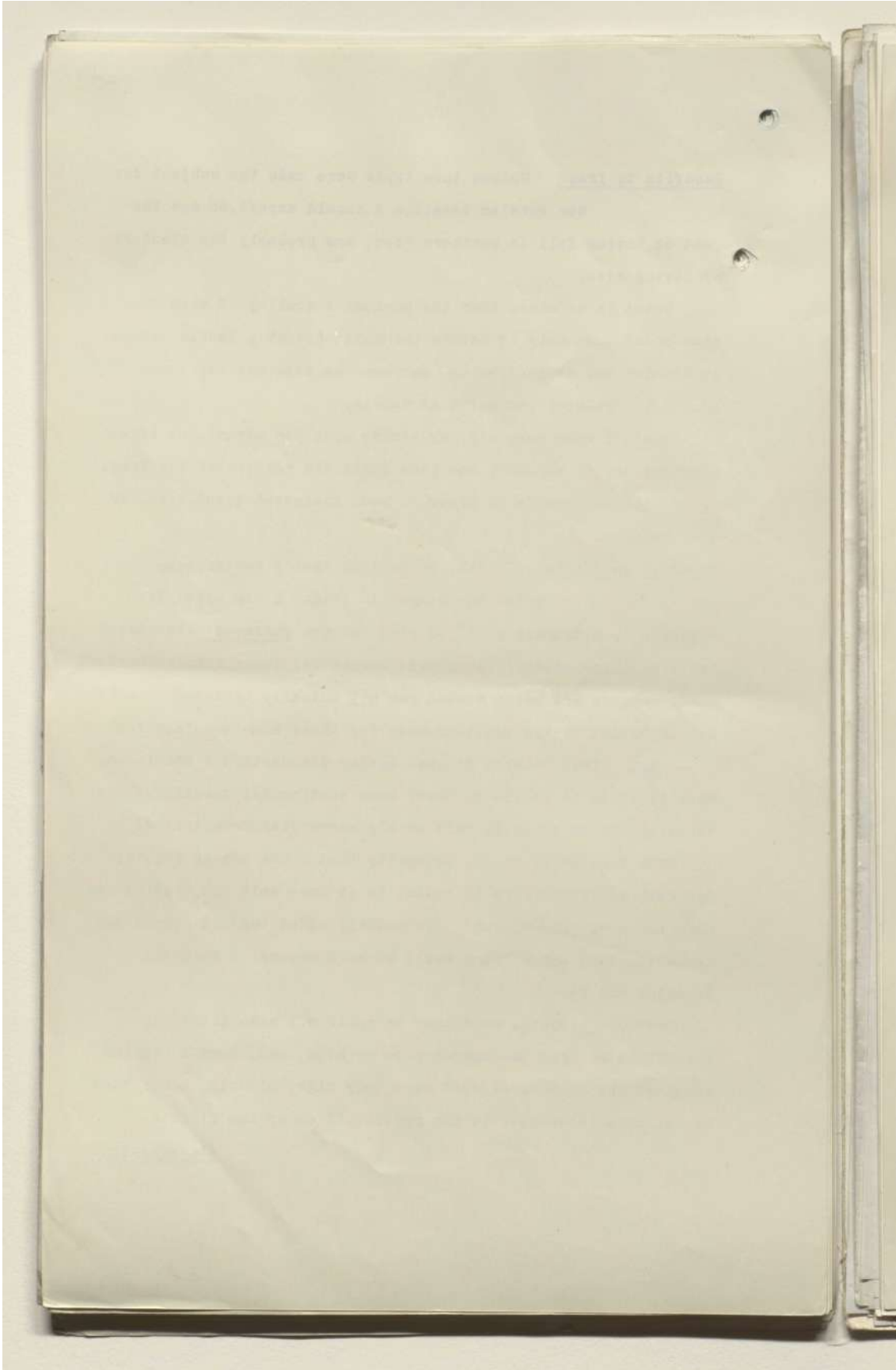
But - from remarks dropped during discussions I concluded that it would be futile to count upon sentimental considerations weighing for anything in this purely commercial undertaking.

When I remarked to one Authority that I had had an enquiry for raisins from a firm in India, he at once said "Oh, but we can send these via Mohammerah". He hastily added that of course the route was long and perhaps would be more expensive than via Rawanduz and Basrah.

Another personage said that he could not understand why freight rates from Mohammerah were so high, and, when I pointed out that the Suez Canal dues were very high, clearly showed that he was more interested in the possibilities of the Misisin-

Alexandretta

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٧ظ] (١٥٤/٧٤)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٨ و] (١٥٤/٧٥)

37
38

Alexandretta route than in the possible Erbil-Bagdad-Haifa railway route.

At present there is some hope expressed of shaking off the thralldom of Russia, but I candidly doubt whether such enthusiasm or patriotism would long resist the acid tests of an all-round reduction of Russian freight rates, a little better general treatment over trade exchanges, and a slightly enhanced respect for commercial agreements on the part of the Russians.

A few weeks of all three improvements combined would probably suffice to again swing the tide of trade along the old channel; but, of course, the actual strangle-hold would have to be permanently removed as any new relapse on the part of Russia might well divert trade the Iraq way again - and this time permanently.

Russia has, however, the "advantage" of maintaining a battalion of propagandists - paid or volunteers under commercial obligations - throughout this town and the whole Province.

Trebizond Route:- Nothing much is heard of this route at present.

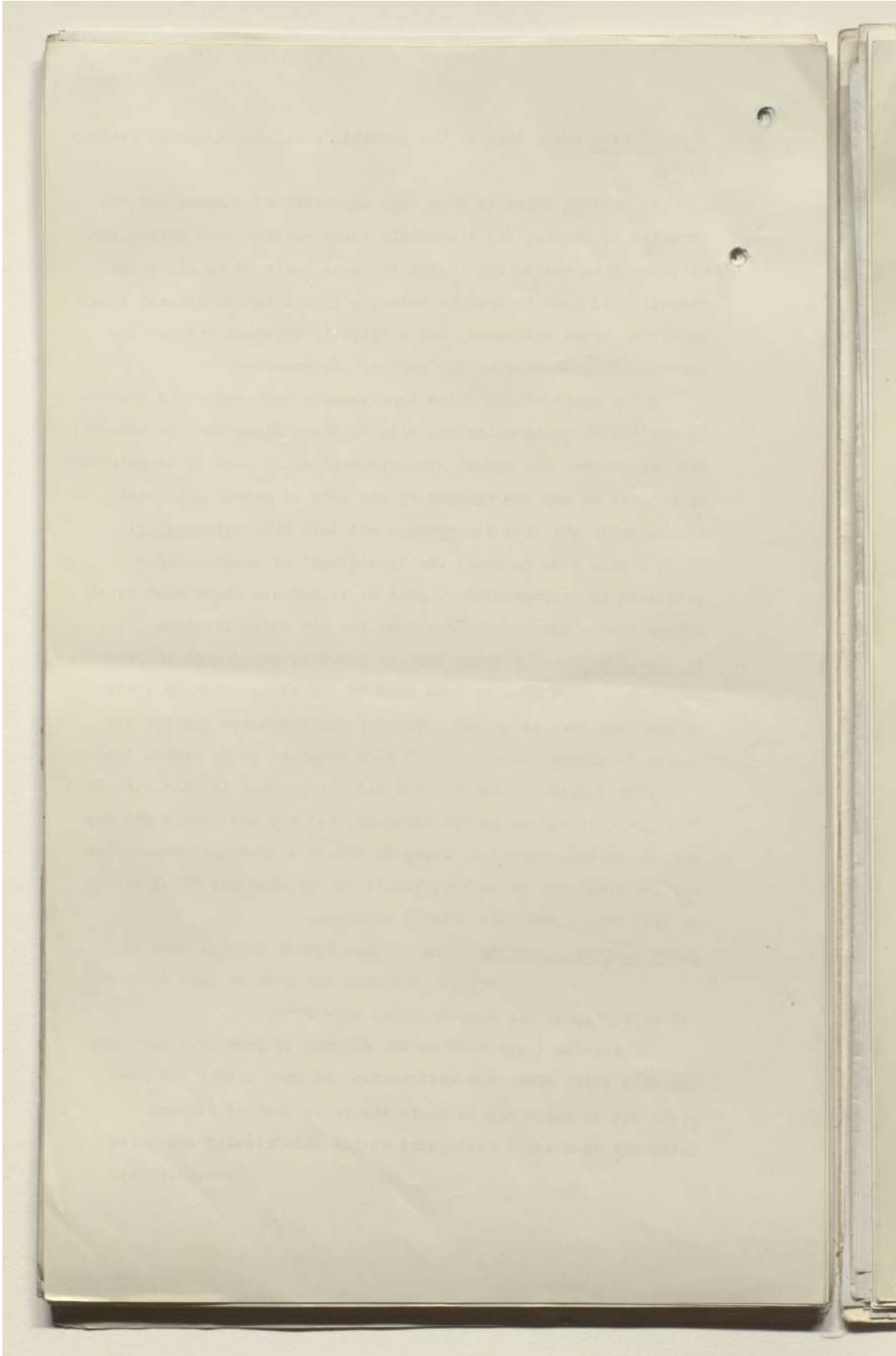
I hope to have more to say ~~ex~~ it after my visit to Khoi and Maku in August. The Turkish Consulate General displayed an almost embarrassingly open interest in my recent tour.

The Turkish Consul General did not proceed in this direction this year himself as he had intended; but his son Sureya Zia Bey who, as already reported, hoped to obtain a transport concession for the Trebizond route left Tabriz for Urumiah and "Sauj-Baluk" on June 25th - two days after I returned.

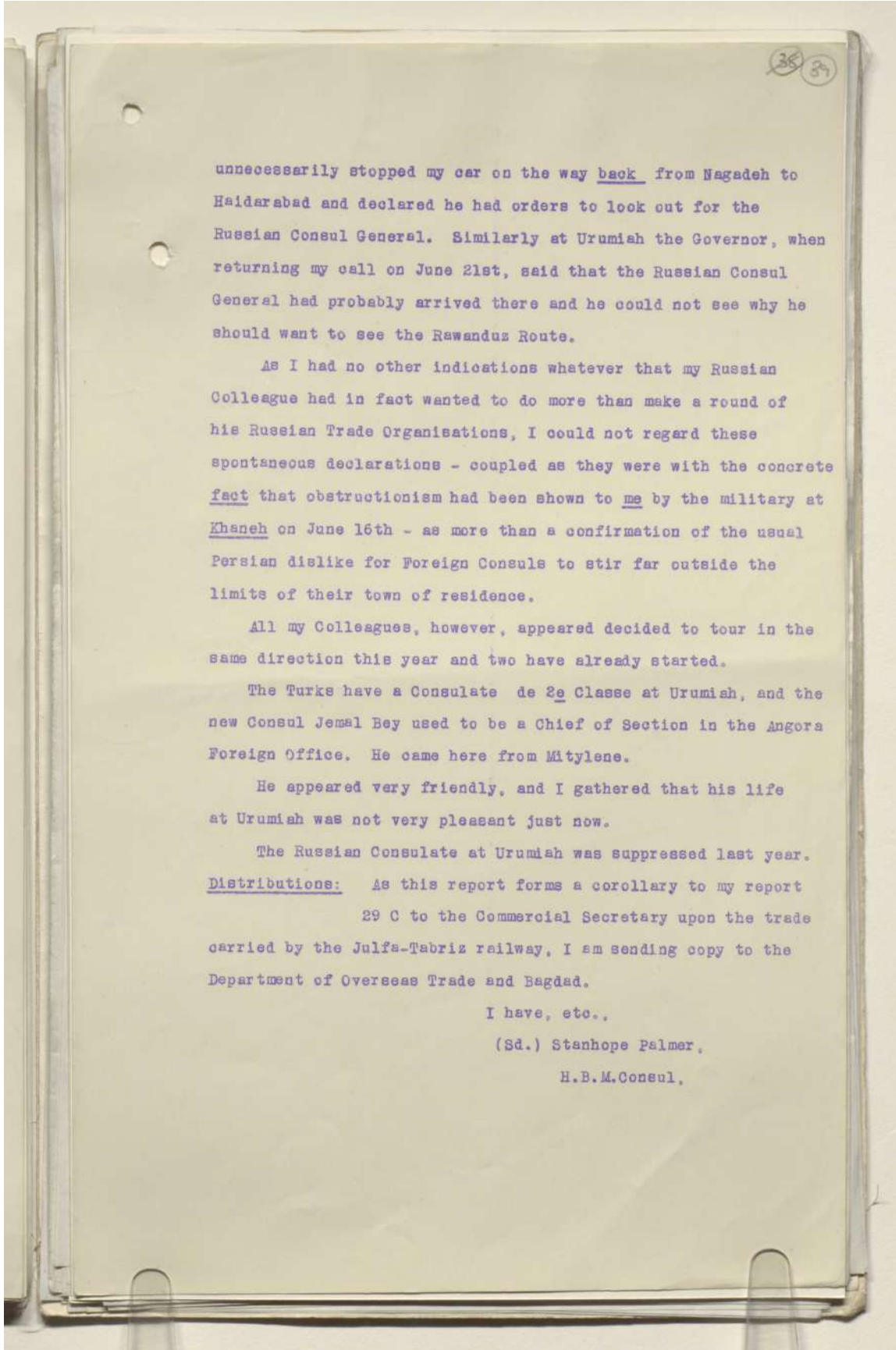
Other Political Aspects: The Russian Consul General came to Urumiah via Maku and Khoi on June 21st and left Urumiah for Sauj-Baluk on June 22nd.

At Nagadeh I was told on the morning of June 17th that the latter's visit there was anticipated and that orders had been given not to allow him to visit the route West of Nagadeh. Later the same day a road-guard rather theatrically and quite unnecessarily

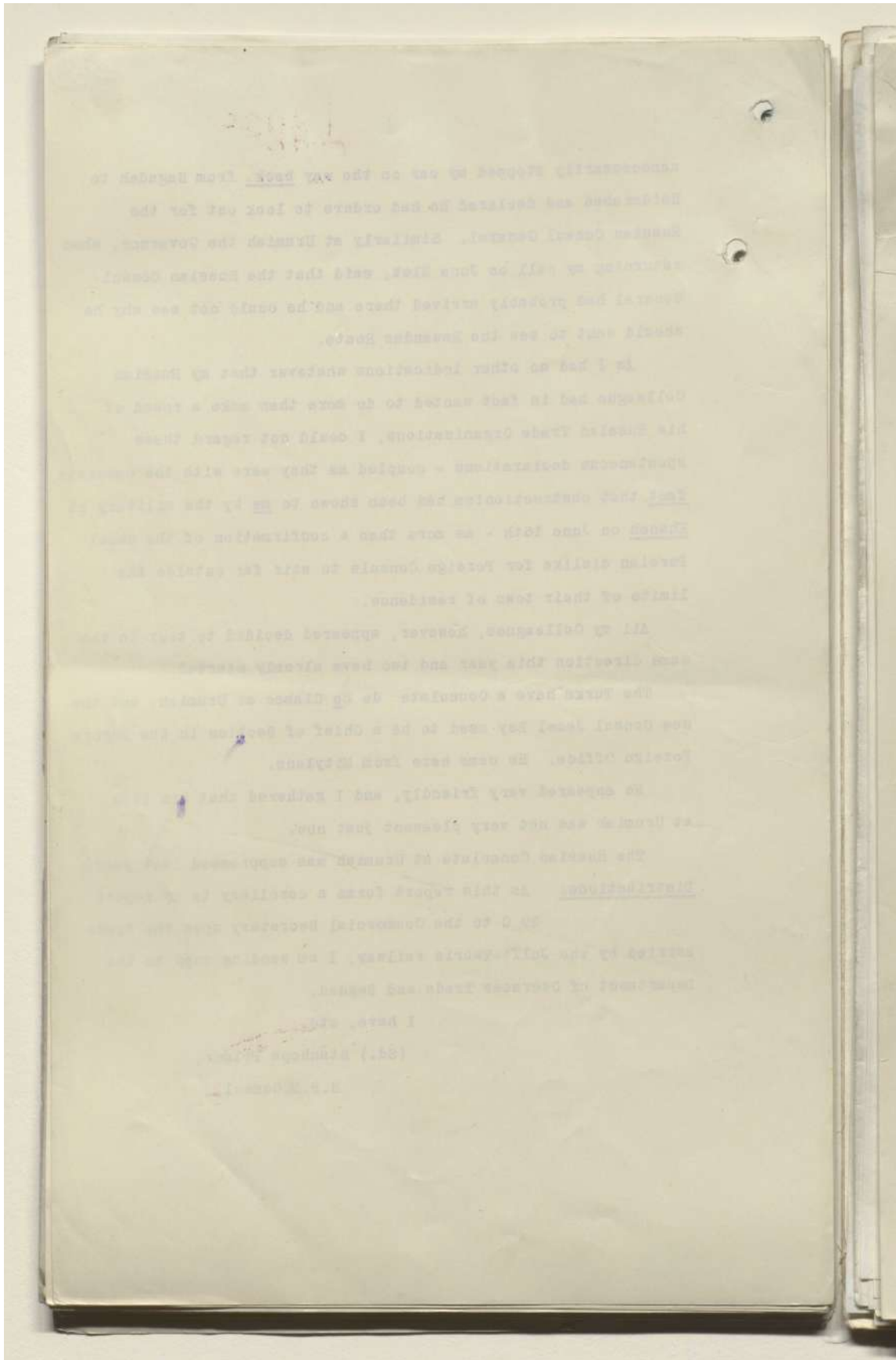
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٨ظ] (١٥٤/٧٦)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٩و] (١٥٤/٧٧)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٩ظ] (١٥٤/٧٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٠ و] (١٥٤/٧٩)

PUT AWAY WITH
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Register No. 4154/26

Minute Paper. **SECRET.**
POLITICAL DEPARTMENT.

Dated 29th November 1926.
Rec. 30th ..

7.8. Letter

	Date.	Initials.	SUBJECT.
To			
Under Secretary	10. vii	WBo	<p style="text-align: center;">Persia</p> <p>American Adviser's proposals for development of internal communication to foster export trade by</p> <p>(a) appropriation from Dug or Tea monopoly fund for road</p> <p>(b) light-railway via Paitak pass to Iraq</p> <p>(c) Rabat du Road to Iraq</p> <p>(d) reconstruction of Dug-dop - Meshed road</p>
Secretary of State...			
Committee.....	10	MCS	
Under Secretary.....			
Secretary of State...			

Copy to

Sir A. Hirtzel

SEEN BY SIR A. HIRTZEL
10 DEC 1926

FOR INFORMATION.

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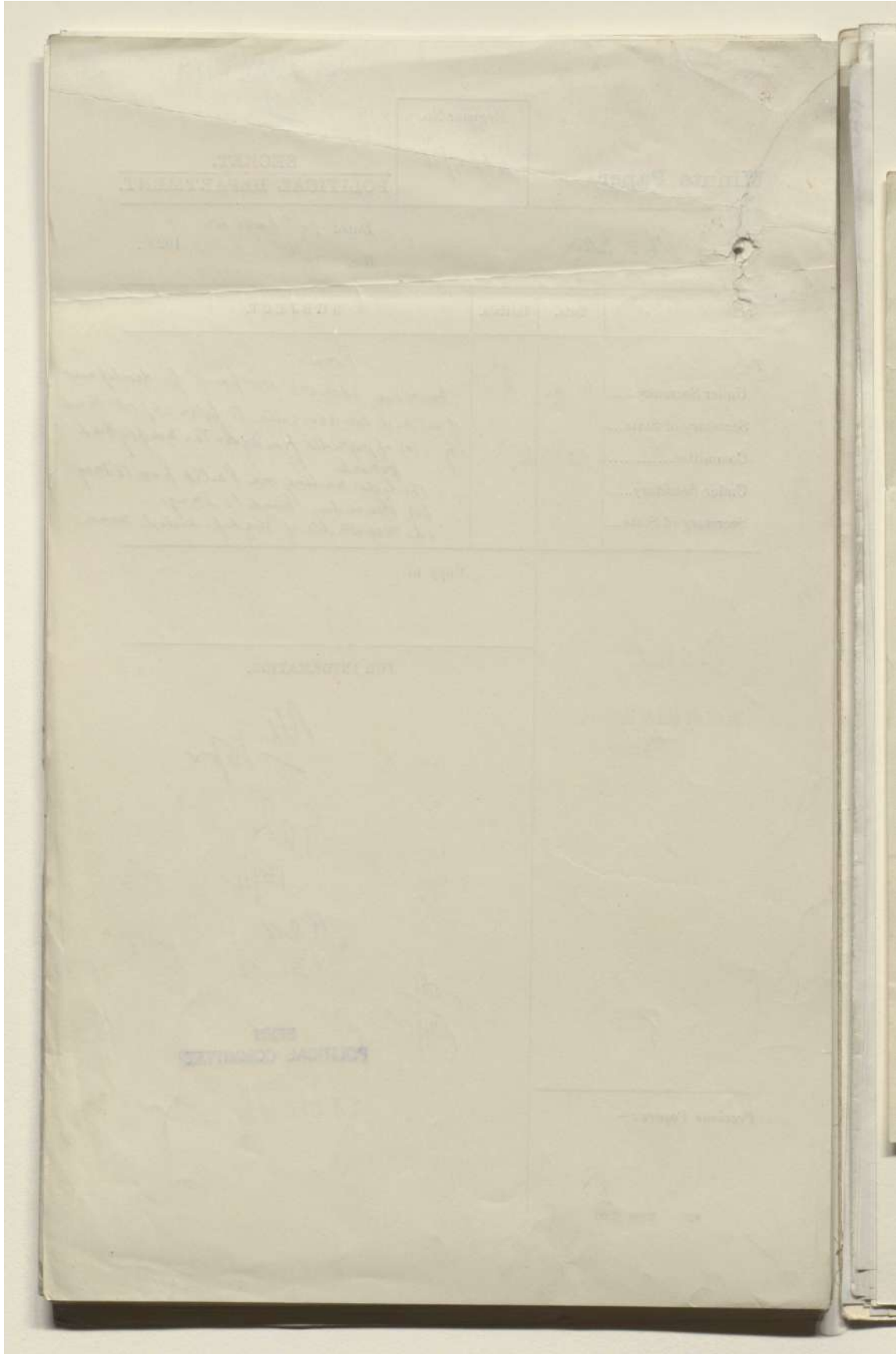
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14/12

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POLITICAL COMMITTEE
14 DEC 1926

Previous Papers :—

923 2000 2.26

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٠ظ] (١٥٤/٨٠)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [١ و٤] (١٥٤/٨١)

INDEXED

In any further communication on this subject, please quote
No. C. 6475/683/34
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

P
4154

41

THE Under-Secretary of State for Foreign Affairs presents his
compliments to the Under-Secretary of State for
India and, by direction of the Secretary of State,
transmits herewith copies of the under-mentioned paper.

Foreign Office,
29 November, 1926.

Reference to previous correspondence:

Description of Enclosure.

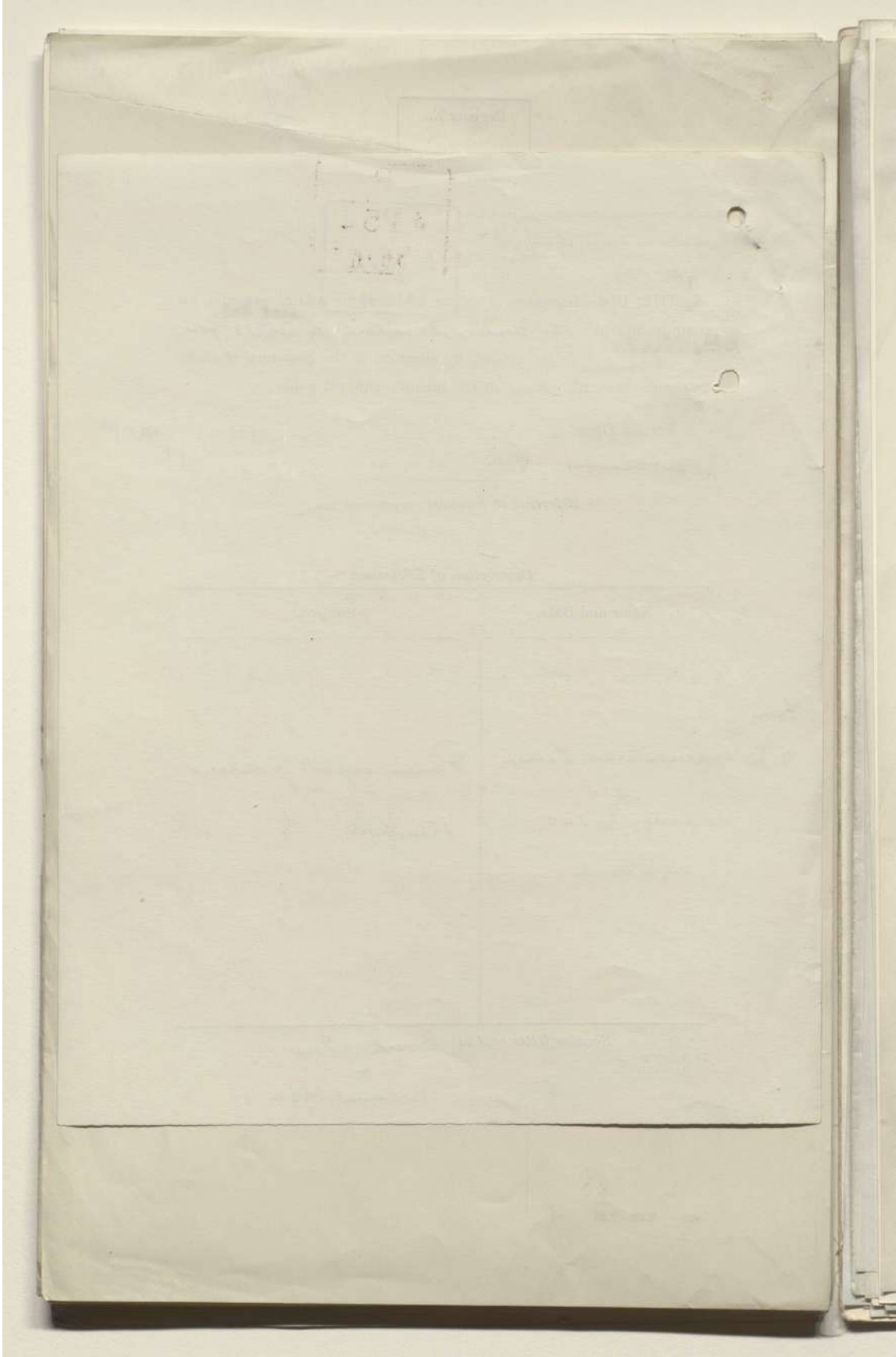
Name and Date.	Subject.
From H. K. Representative, Tehran. Despatch No 540 2 nd November.	Persian exports & inland transport.

30 NOV 1926
POLITICAL DEPARTMENT

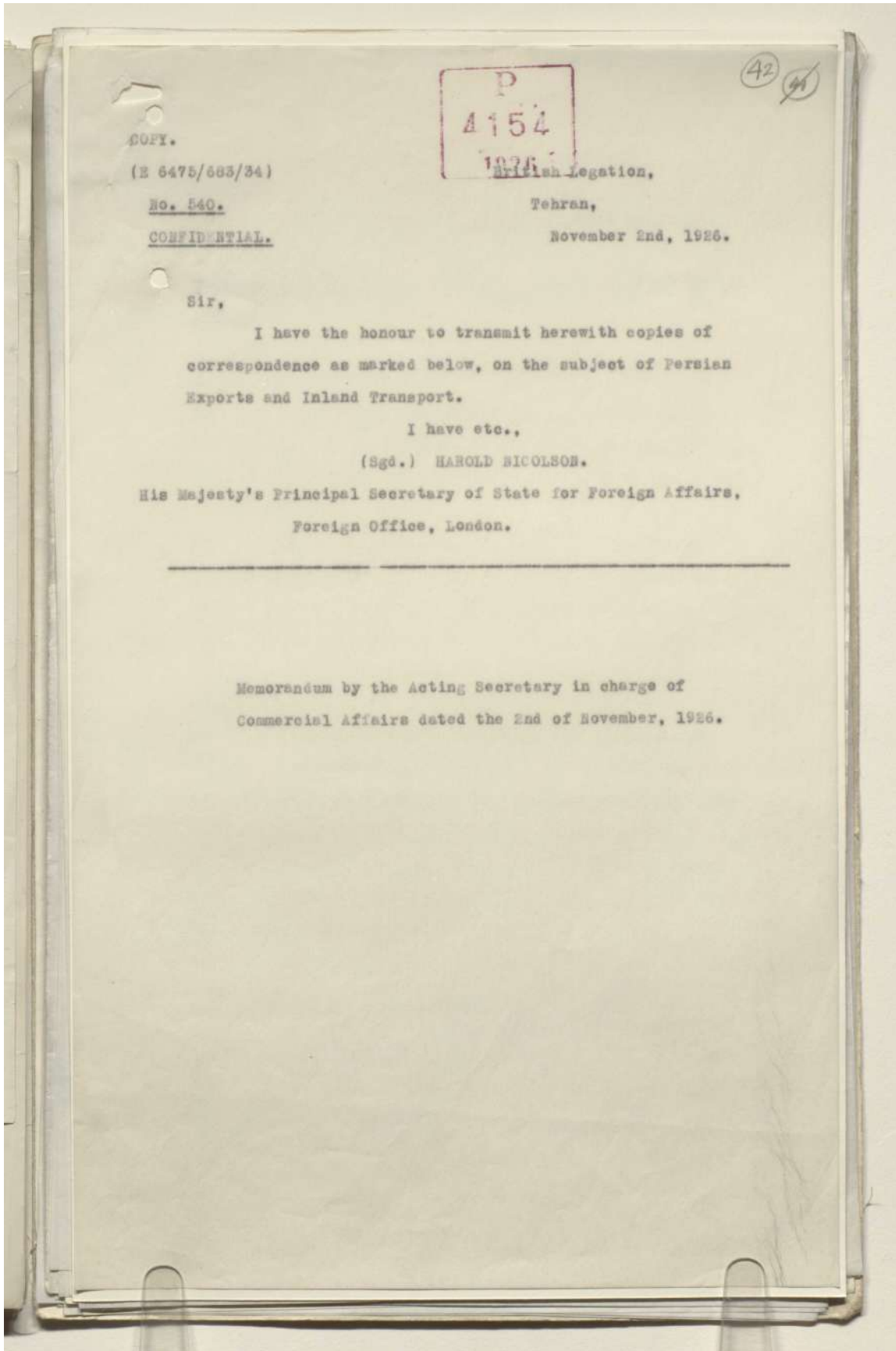
Similar letter sent to Board of Trade
Colonial Office

14 (13341) 7725 (2)
(14304) 2/20

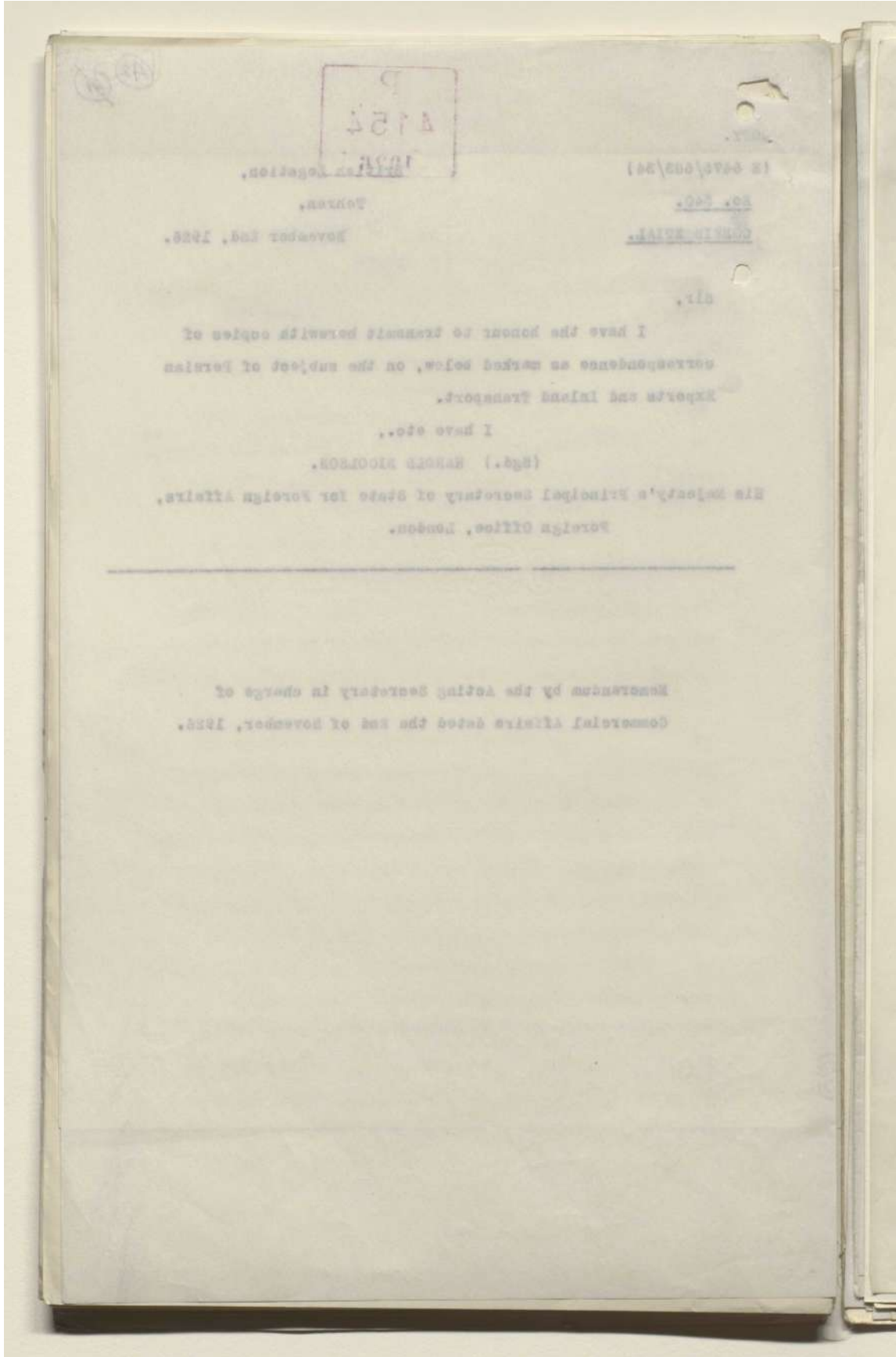
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤١ ظ] (١٥٤/٨٢)



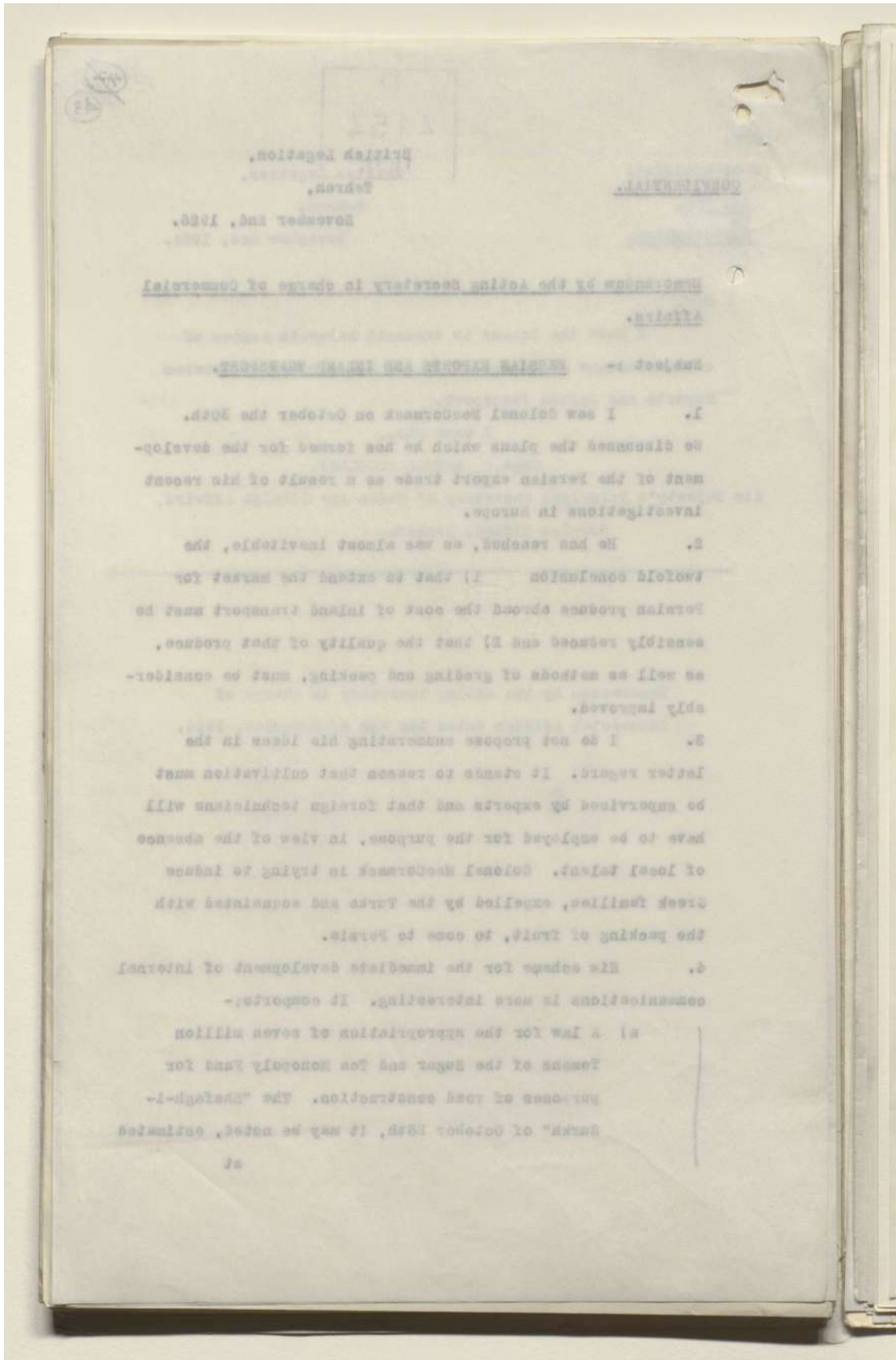
مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٢ و] [١٥٤/٨٣]



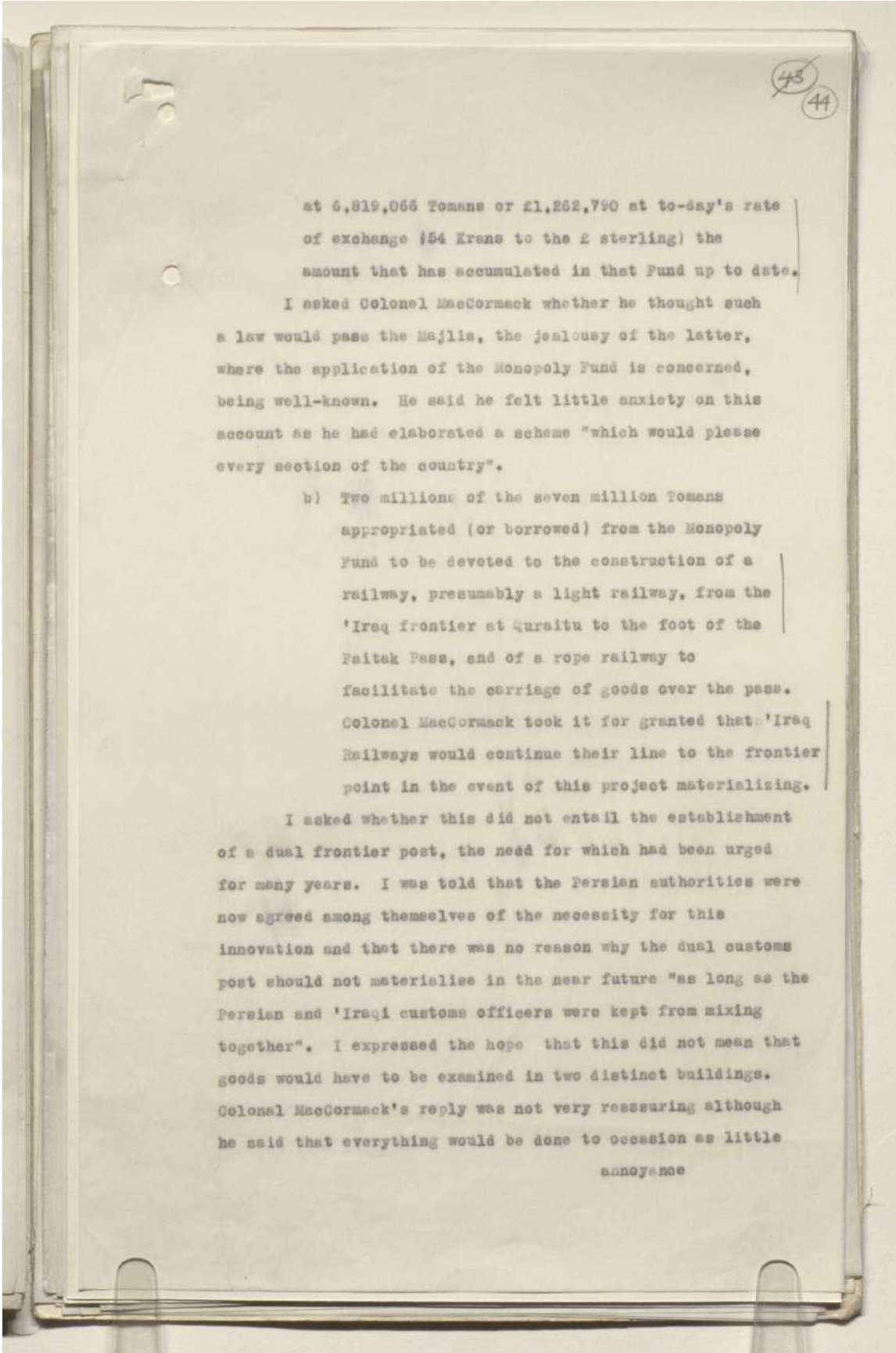
مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٢٤ ظ] (١٥٤/٨٤)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٣٤٣ ظ] (١٥٤/٨٦)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٤٤ و] (١٥٤/٨٧)



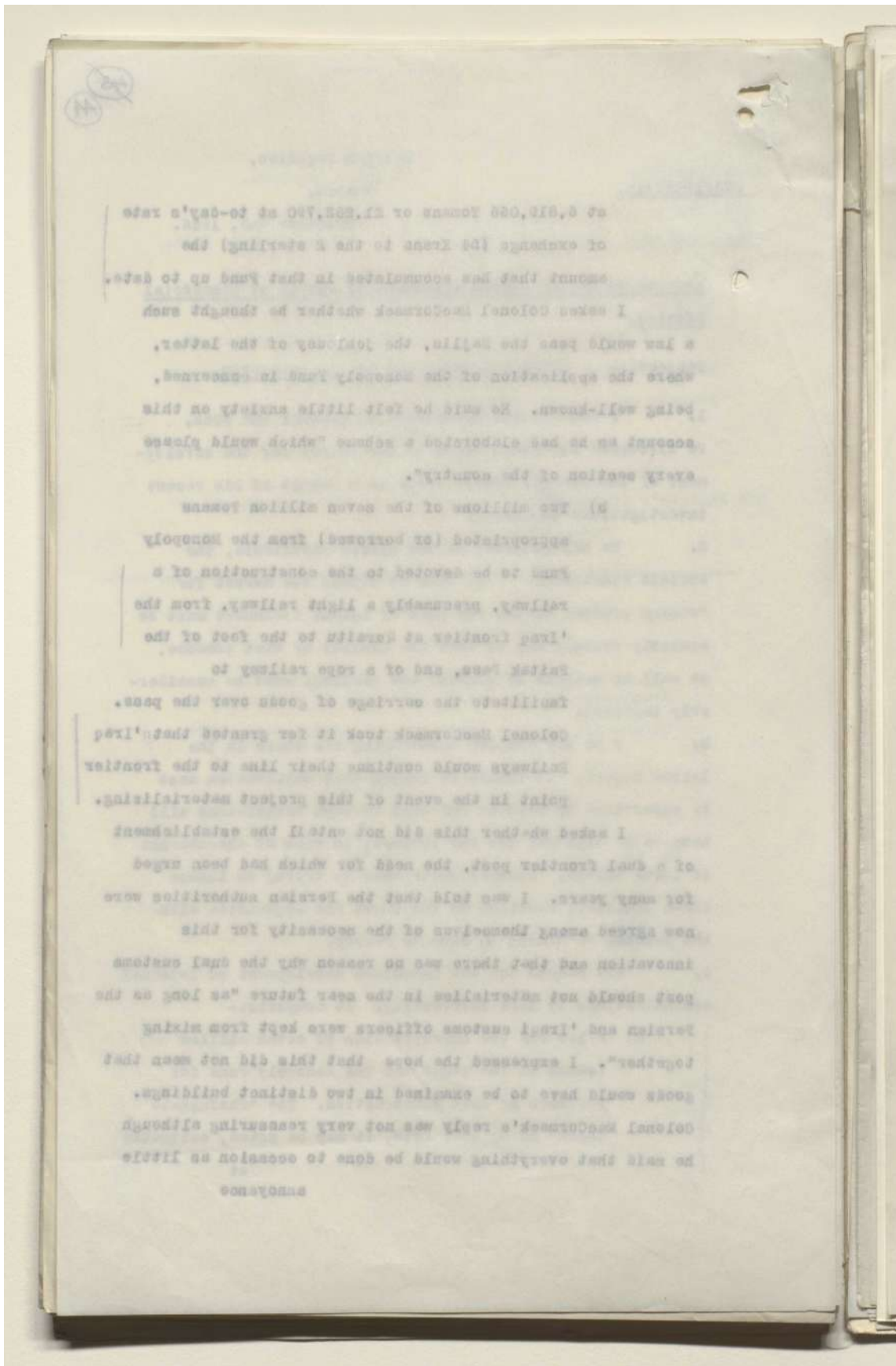
at 6,819,066 Tomans or £1,262,790 at to-day's rate of exchange (54 Krans to the £ sterling) the amount that has accumulated in that Fund up to date.

I asked Colonel MacCormack whether he thought such a law would pass the Majlis, the jealousy of the latter, where the application of the Monopoly Fund is concerned, being well-known. He said he felt little anxiety on this account as he had elaborated a scheme "which would please every section of the country".

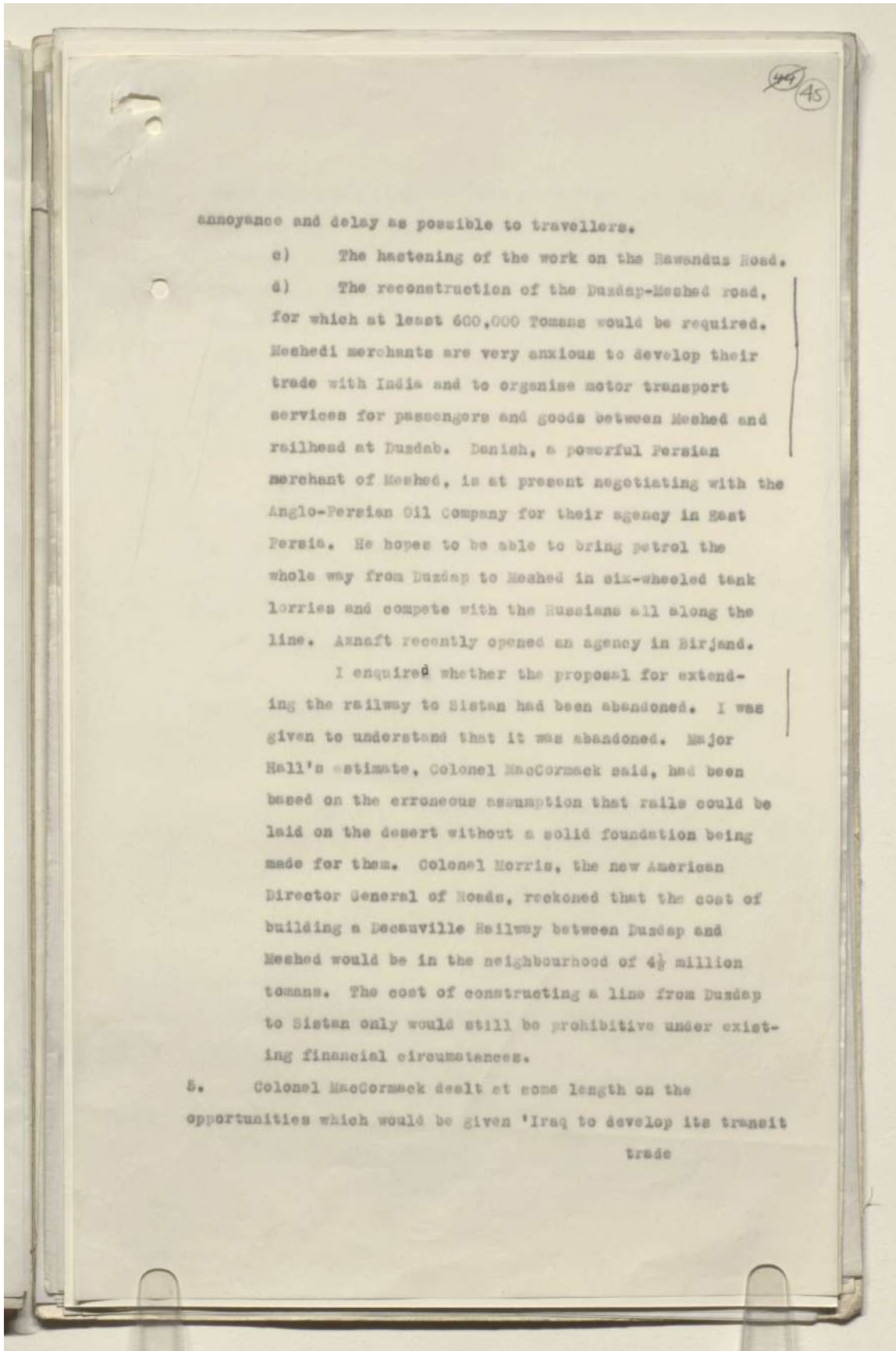
b) Two millions of the seven million Tomans appropriated (or borrowed) from the Monopoly Fund to be devoted to the construction of a railway, presumably a light railway, from the 'Iraq frontier at Qursitu to the foot of the Paitak Pass, and of a rope railway to facilitate the carriage of goods over the pass. Colonel MacCormack took it for granted that 'Iraq Railways would continue their line to the frontier point in the event of this project materializing.

I asked whether this did not entail the establishment of a dual frontier post, the need for which had been urged for many years. I was told that the Persian authorities were now agreed among themselves of the necessity for this innovation and that there was no reason why the dual customs post should not materialize in the near future "as long as the Persian and 'Iraqi customs officers were kept from mixing together". I expressed the hope that this did not mean that goods would have to be examined in two distinct buildings. Colonel MacCormack's reply was not very reassuring although he said that everything would be done to occasion as little annoyance

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٤ ظ] (١٥٤/٨٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٥ و] (١٥٤/٨٩)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٦و] (١٥٤/٩١)

45
46

trade with Persia. The Government of 'Iraq must however meet him half way. He hoped to conclude some form of transport agreement with 'Iraq Railways before long. Colonel Tench, the Director of the Railways, had offered him a reduction to Rupees 10 per ton. He, Colonel MacCormack, was asking for Rupees 3 per ton (i.e. from Qasr-i-Shirin to Basrah). The general rate at present quoted by the 'Iraq Railways (vide their No. 1510/3/121 dated 20th October to me) is Rupees 92/14/- per ton.

6. It may be well to add, with reference to the 'Iraq transit trade, that the competent engineer who is working on the Khuramabad-Dinful section of the "All Persian Route" hopes that motor cars will be able to travel the whole way from Hamadan to Ahwaz and thence to Mohammerah by the existing road, in ten months from now. The new road follows the Kashgan valley, which concurs with the recommendations of the Persian Railway Syndicate's surveyors.

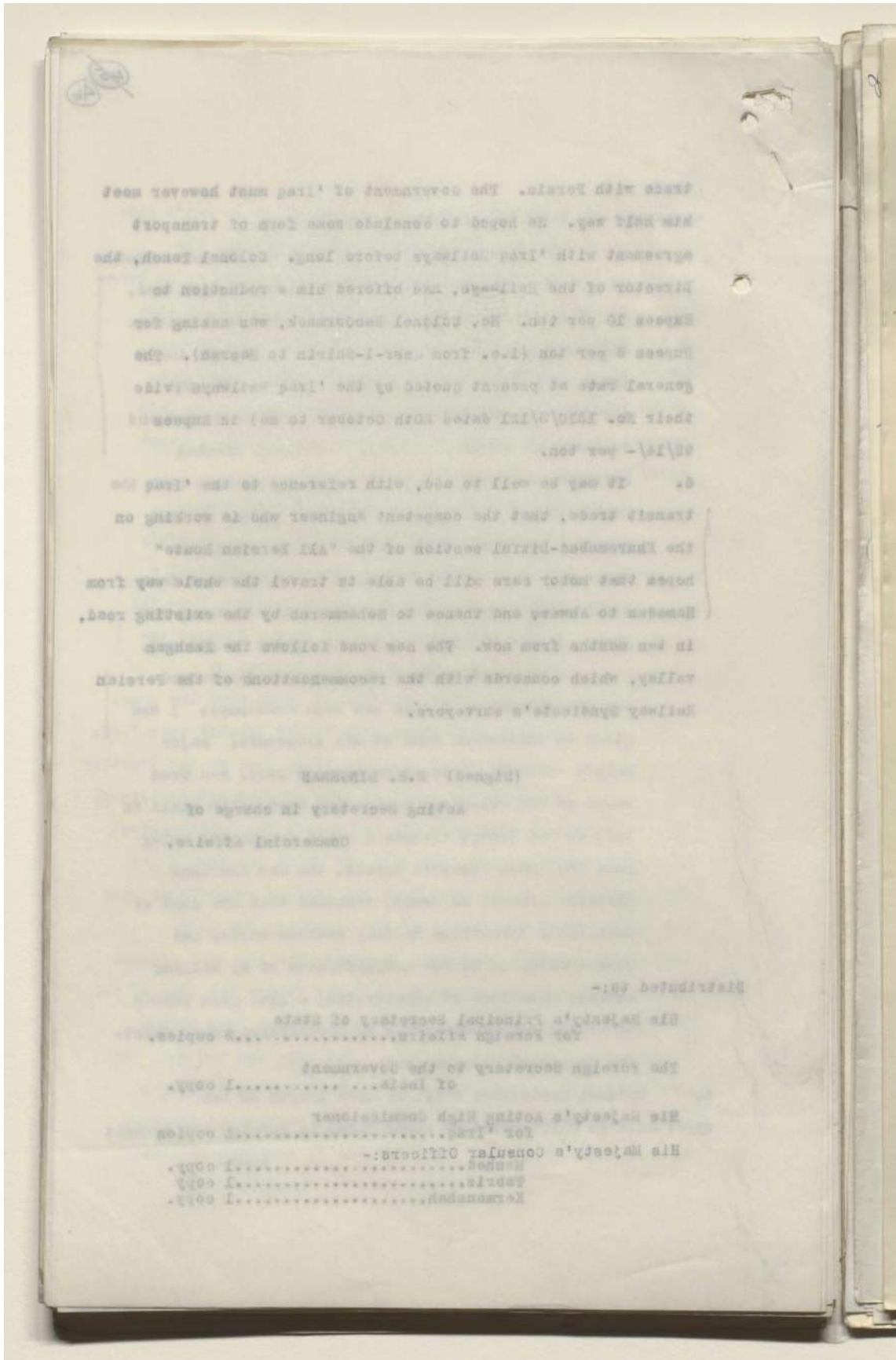
(Signed) E.R. LINGEMAN

Acting Secretary in charge of
Commercial Affairs.

Distributed to:-

His Majesty's Principal Secretary of State
for Foreign Affairs.....3 copies.
The Foreign Secretary to the Government
of India.....1 copy.
His Majesty's Acting High Commissioner
for 'Iraq.....2 copies
His Majesty's Consular Officers:-
Meshed.....1 copy.
Tabriz.....1 copy
Kermanshah.....1 copy.

مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٦٤٦ ظ] (١٥٤/٩٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندر التجاري." [٤٧و] (١٥٤/٩٣)

PUT AWAY WITH (47) 46
549
26

Register No. 2287

Minute Paper. SECRET. POLITICAL DEPARTMENT.

Dated 1926.
Rec.

	Date.	Initials.	SUBJECT.
To			Persia
Under Secretary	16. vi	W	Proposed opening of new trade route to Baghdad by construction of roads linking up Tabriz Rowanduz and Baghdad.
Secretary of State...			
Committee.....	19	MCS	American financial adviser displays much enthusiasm & is ready to allot as much necessary credit for Persian section of road.
Under Secretary.....			
Secretary of State...			

Copy to
Lupt 15. 7. 26

S. G. Hirtzel

SEEN BY SIR A. HIRTZEL.
19 JUL 1926

FOR INFORMATION.

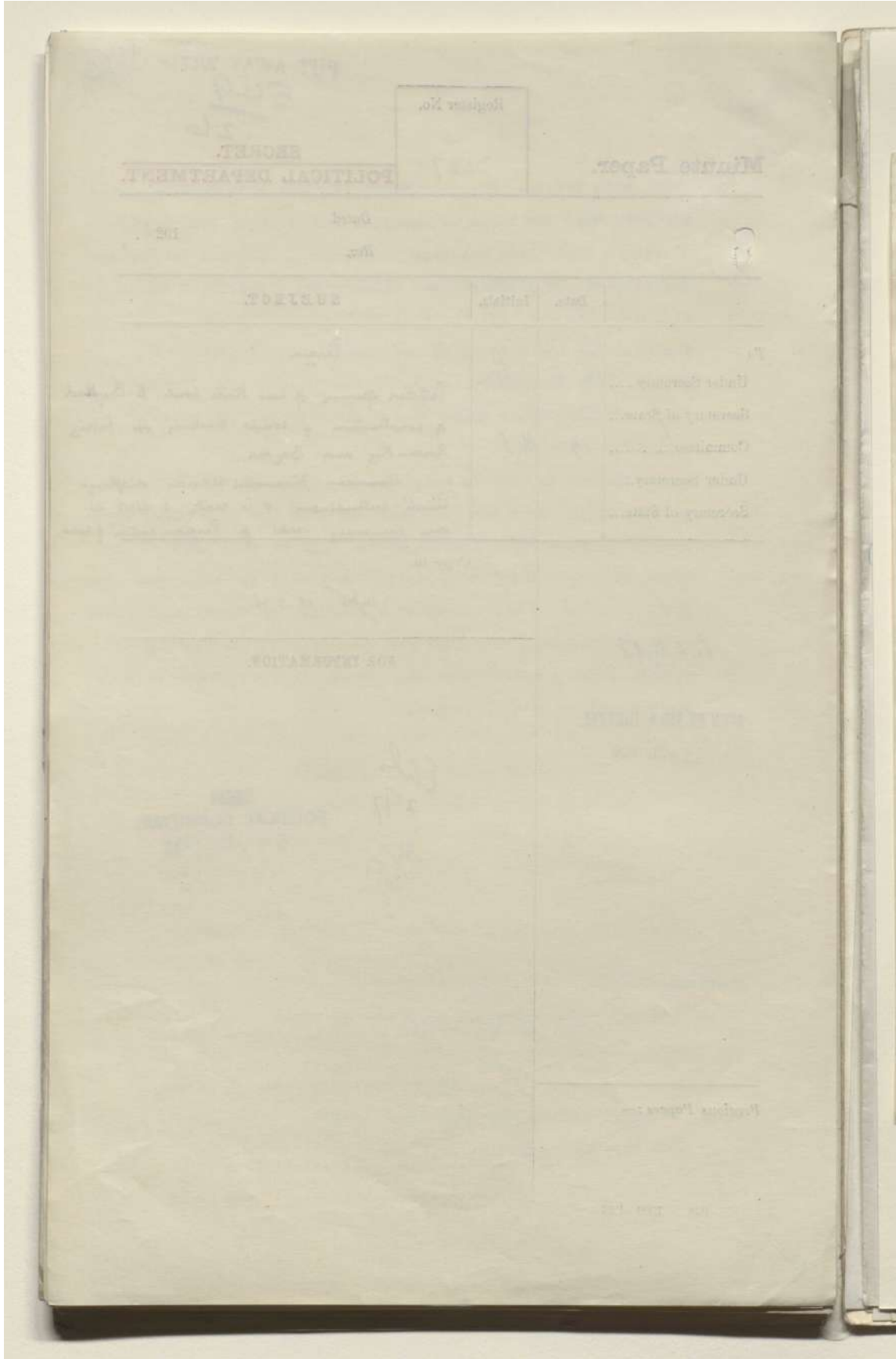
Elch 20/7
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POLITICAL COMMITTEE.
20 JUL 1926

Previous Papers :-

923 1000 1.26

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٧ظ] (١٥٤/٩٤)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٤٨ و] (١٥٤/٩٥)

87

INDEXED

In any further communication on this subject, please quote
No. E3287/51/34 2287 **Confidential**
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

Sp. k. India 40
hpf-47

THE Under-Secretary of State for Foreign Affairs presents his
compliments to the Under-Secretary of State for
India and, by direction of the Secretary of State,
transmits herewith copies of the under-mentioned paper.

Foreign Office, H. 1192
1590
10th July, 1926.

Reference to previous correspondence:
P. 1192 Colonial Office letter No. C. 6664/26 of April 1st

Description of Enclosure.

Name and Date.	Subject.
India Lt. Lt. Minister, Tehran. Despatch No. 263 1 st June	Proposed construction of Rowanduz road for Persia - Irak Transit Trade

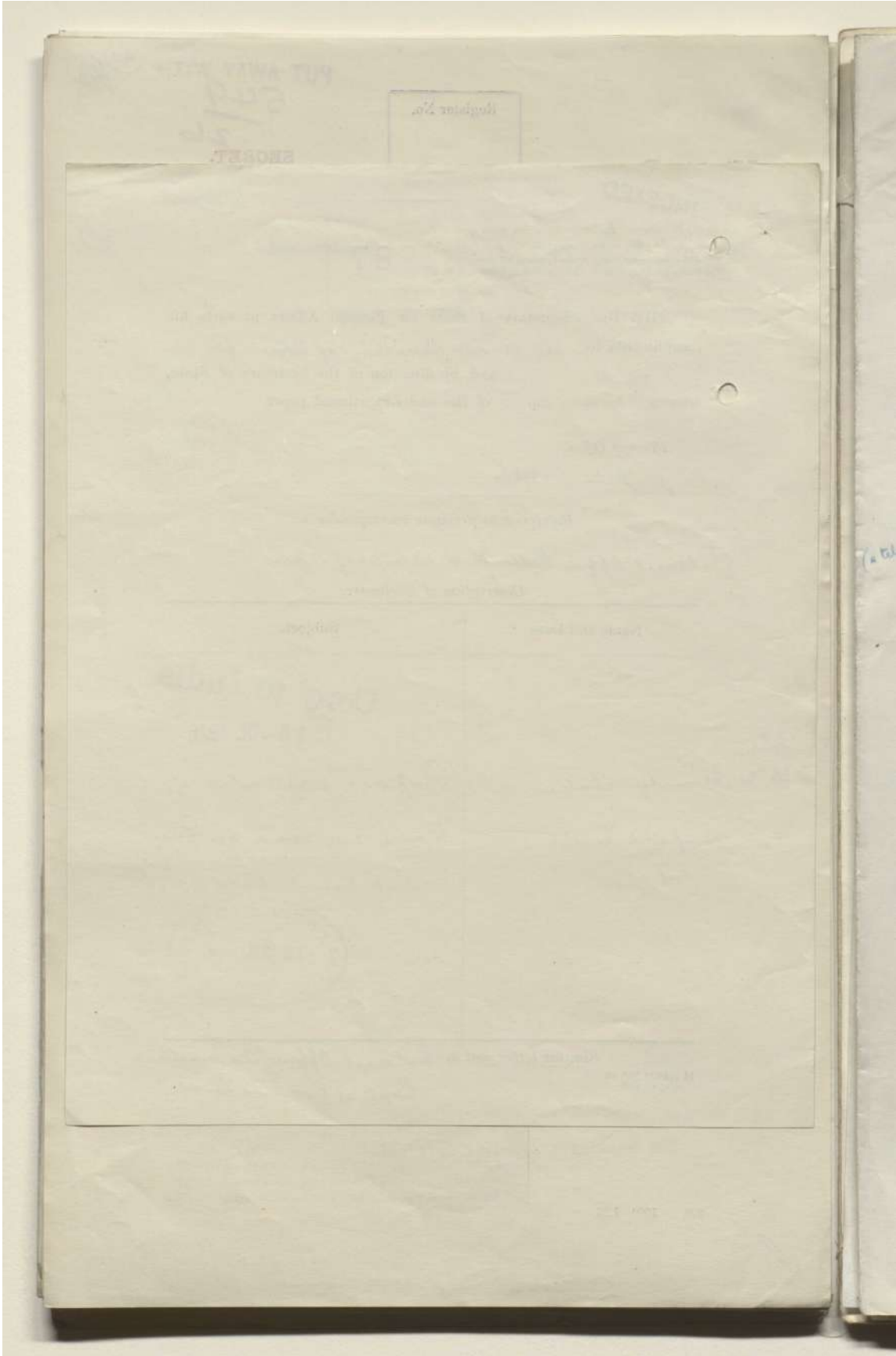
Copy to India
15 JUL 1926

RECEIVED IN
12 JUL 1926
POLITICAL DEPARTMENT

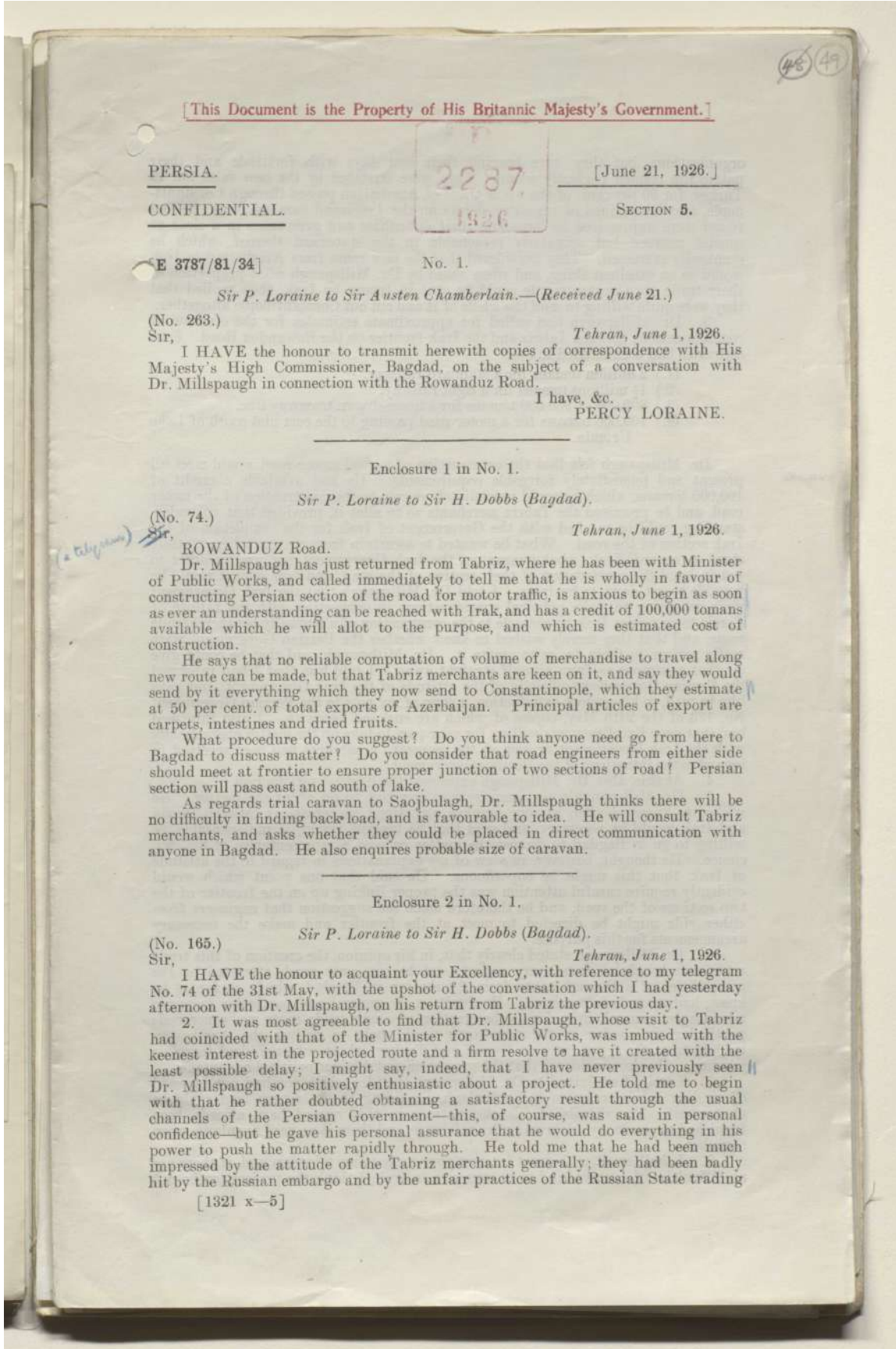
Similar letter sent to Colonial Office, Air Ministry
Dept. of Overseas Trade

14 (13341) 7/25 (2)
(14506) 5/26

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
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الروسية. طريق رواندز التجاري." [٤٩و] [١٥٤/٩٧]



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الروسية. طريق رواندز التجاري." [٩٤٩ ظ] (١٥٤/٩٨)

2

organisations, but they were bearing their bad days with fortitude and their patriotism seemed perfectly sound. They were irritated by the new sales tax in Turkey, for 50 per cent. of the whole trade of Azerbaijan passed through Constantinople, and complained of vexatious delays on the Trebizond caravan route; he had found them unprepared to formulate their difficulties and grievances in a clear or concise manner, but singularly reasonable in the statement thereof, which he eventually extracted. They considered that the new route from Azerbaijan to Irak would be an excellent thing, and when asked by Dr. Millspaugh what proportion of their trade viâ Constantinople could be sent in future by Irak, they replied that they were quite willing to send the whole of it and cut out Constantinople altogether.

3. Dr. Millspaugh had called for approximate estimates for the creation of communications between Tabriz and the Irak frontier on the Rowanduz Road. Four estimates had been handed in:—

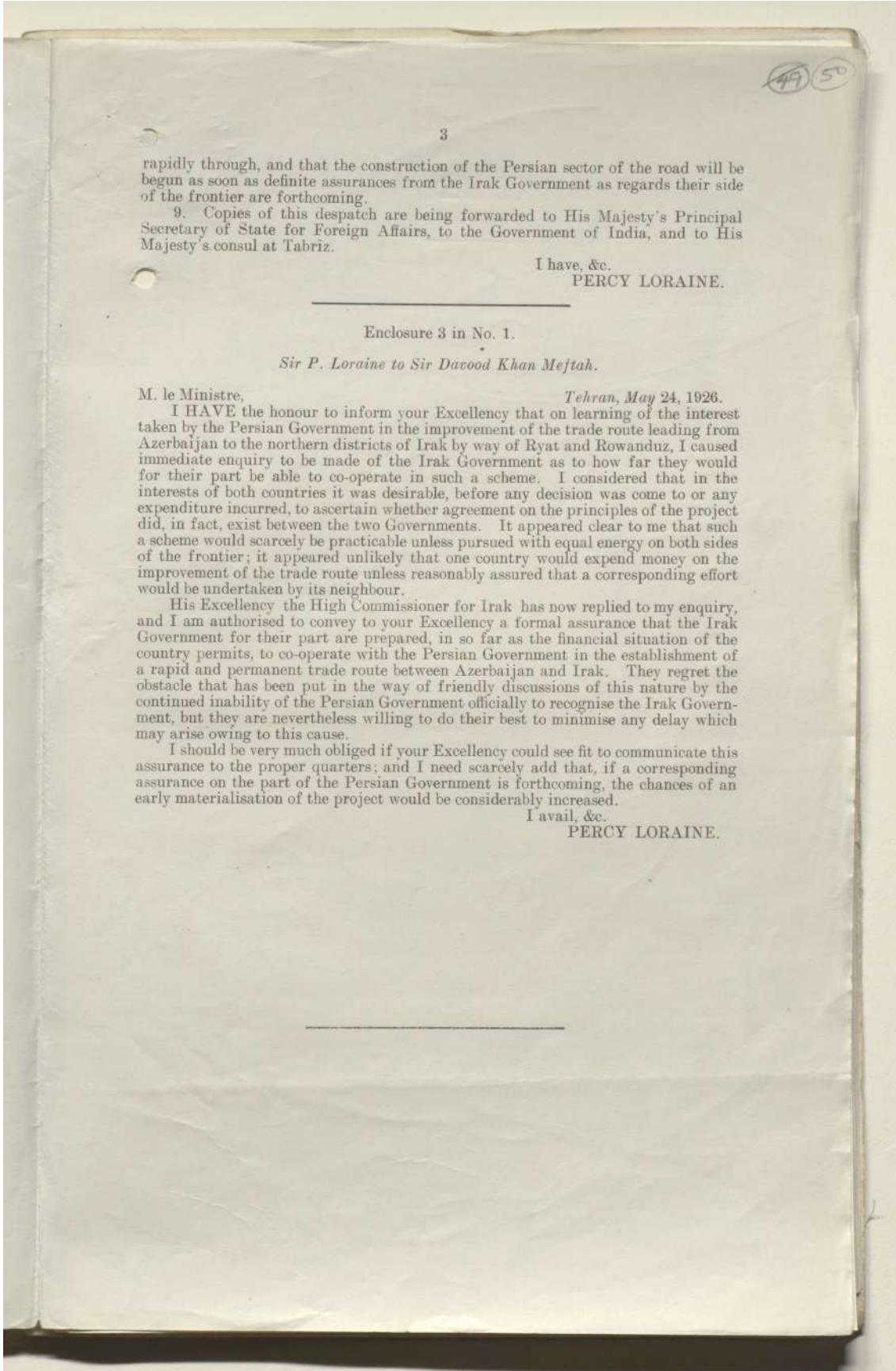
- (1.) 2 million tomans for a standard railway.
- (2.) 1½ millions tomans for a light railway.
- (3.) 800,000 or 900,000 tomans for a horse-drawn tramway line.
- (4.) 100,000 tomans for a motor road passing to the east and south of Lake Urumia.

Dr. Millspaugh felt that the construction of a good motor road would meet all present and immediately foregable requirements. He had available a credit of 100,000 tomans, which he could immediately devote to the construction of the motor road, and he promised the Tabriz merchants so to allot it, provided that an understanding could be reached with the Government of Irak for the completion of the Irak section of the road. What he wanted to ascertain from me was where matters stood as regards Irak, what guarantees the Irak Government required in order to put in hand the construction of their section of the road, and how soon it would be possible to get down to business. I told Dr. Millspaugh that the Irak Government were not going to make political considerations in connection with the failure of Persia to recognise Irak an obstacle to the construction of a mutually beneficial trade route, and that they merely wished to know whether the Persian Government were really serious in their desire to create it. Dr. Millspaugh said that he could give me that assurance as from himself straight away. I told him that I had informed the Persian Government officially of the attitude of the Irak Government, and gave him to read, to his obvious satisfaction, a copy of my note to the Persian Government No. 133 of the 24th May, copies of which are enclosed herewith. I also informed him that your Excellency was willing for your part to take up the matter energetically with the Irak Government as soon as the necessary assurances had been received in regard to the intentions of the Persian Government.

4. At this, also, Dr. Millspaugh expressed the liveliest satisfaction.
5. Dr. Millspaugh's next enquiry was how best to set about the matter. He wished to know whether, in your opinion, any direct conversations between Persia and Irak would be necessary, and said that he himself would, if indispensable, be willing to go to Bagdad to discuss the matter or send a representative of his own choice. He thought, however, in view of my explanations in regard to the attitude of Irak, that this might be superfluous. He said that one point which would evidently require careful attention was the proper linking up on the frontier of the two sections of the road, and he therefore made the suggestion that engineers from either side might be directed to meet at the frontier and make the necessary arrangements for this purpose.
6. Dr. Millspaugh stated clearly that, in his opinion, the creation of this trade route was beneficial from every aspect, and he was very much attracted by the possibilities of a through route from Azerbaijan to Bagdad, which, so far as he knew, had never before existed. He dwelt on the general and particular economic advantages; general, in so far as the creation of a new trade route was concerned; particular, in so far as the new route would help to deliver the Azerbaijan traders from the dependence on Russia and Turkey, whose yoke they had found so irksome. He also considered that the project offered distinct political advantages.
7. Lastly, I explained to Dr. Millspaugh the idea which you had put forward of sending a trial caravan to Saobjulagh, providing that a return load could be guaranteed. The details of his observations in this regard have already been furnished to you in my telegram under reference, and there is no need to enlarge upon them here.

8. I shall await with great interest your reply to my telegram and, if there are no difficulties of a grave kind to be overcome in Irak, I think the project can be put

مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٥٠] (١٥٤/٩٩)



3

rapidly through, and that the construction of the Persian sector of the road will be begun as soon as definite assurances from the Irak Government as regards their side of the frontier are forthcoming.

9. Copies of this despatch are being forwarded to His Majesty's Principal Secretary of State for Foreign Affairs, to the Government of India, and to His Majesty's consul at Tabriz.

I have, &c.
PERCY LORAINÉ.

Enclosure 3 in No. 1.

Sir P. Loraine to Sir Davood Khan Meftah.

M. le Ministre,

Tehran, May 24, 1926.

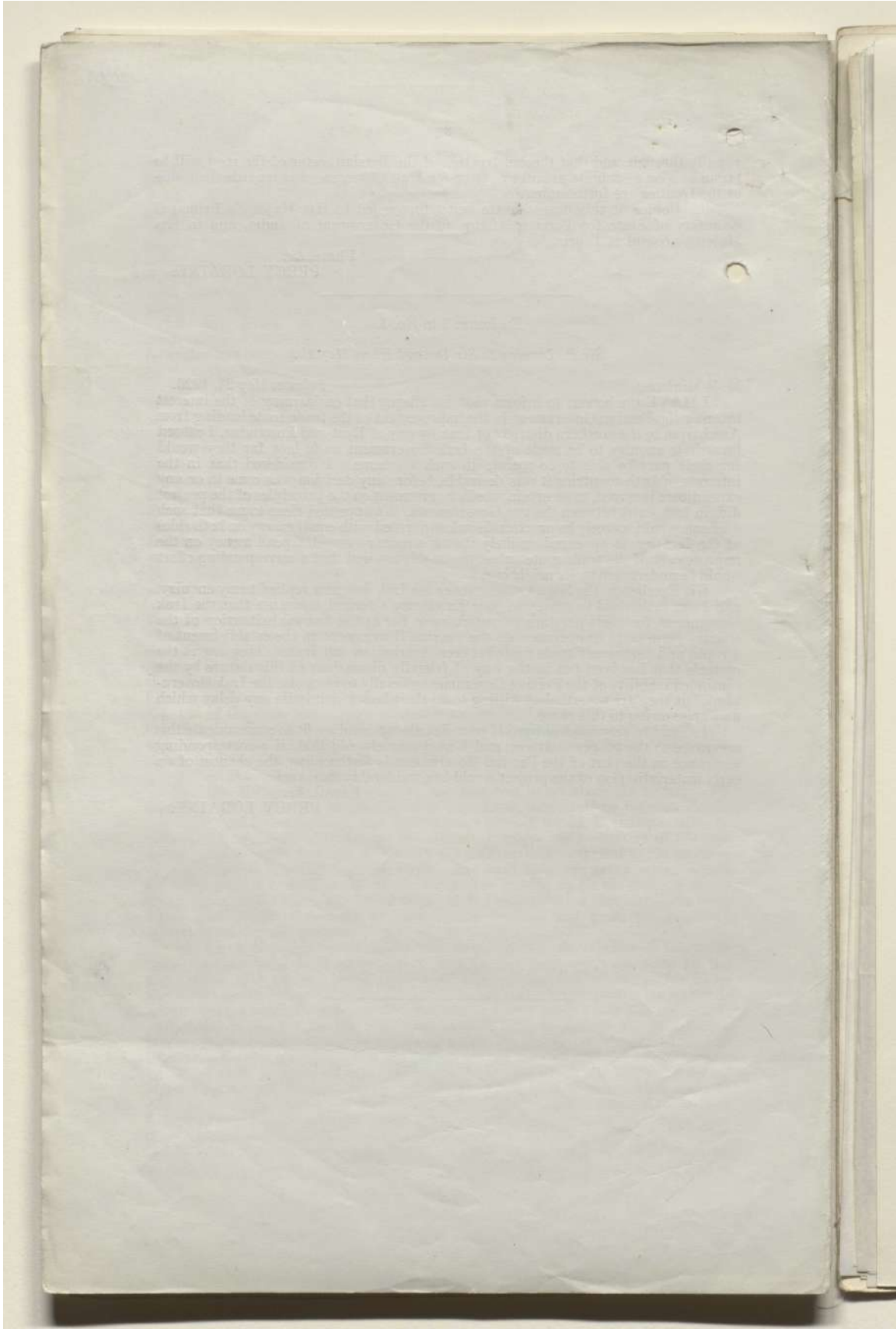
I HAVE the honour to inform your Excellency that on learning of the interest taken by the Persian Government in the improvement of the trade route leading from Azerbaijan to the northern districts of Irak by way of Ryat and Rowanduz, I caused immediate enquiry to be made of the Irak Government as to how far they would for their part be able to co-operate in such a scheme. I considered that in the interests of both countries it was desirable, before any decision was come to or any expenditure incurred, to ascertain whether agreement on the principles of the project did, in fact, exist between the two Governments. It appeared clear to me that such a scheme would scarcely be practicable unless pursued with equal energy on both sides of the frontier; it appeared unlikely that one country would expend money on the improvement of the trade route unless reasonably assured that a corresponding effort would be undertaken by its neighbour.

His Excellency the High Commissioner for Irak has now replied to my enquiry, and I am authorised to convey to your Excellency a formal assurance that the Irak Government for their part are prepared, in so far as the financial situation of the country permits, to co-operate with the Persian Government in the establishment of a rapid and permanent trade route between Azerbaijan and Irak. They regret the obstacle that has been put in the way of friendly discussions of this nature by the continued inability of the Persian Government officially to recognise the Irak Government, but they are nevertheless willing to do their best to minimise any delay which may arise owing to this cause.

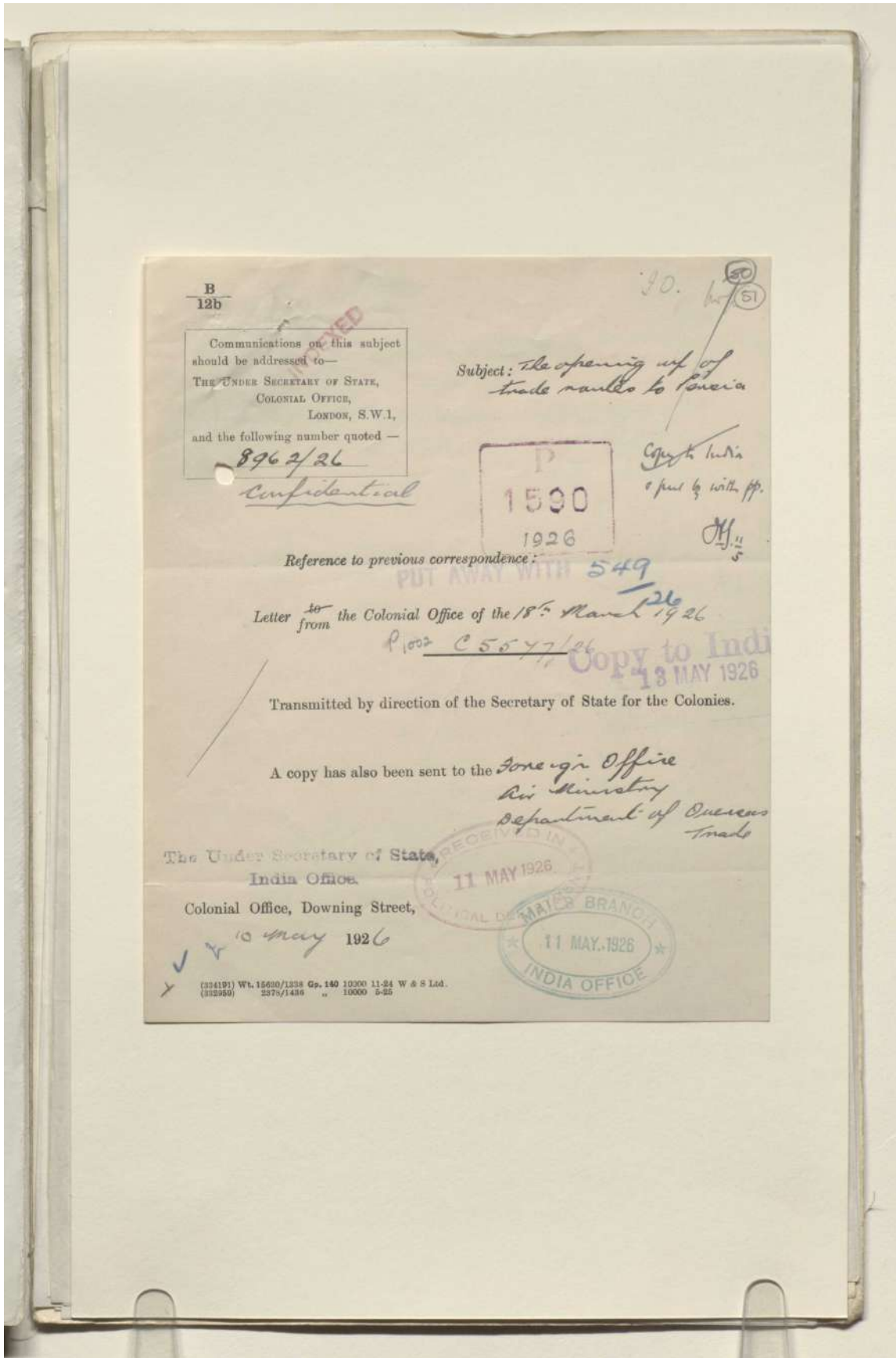
I should be very much obliged if your Excellency could see fit to communicate this assurance to the proper quarters; and I need scarcely add that, if a corresponding assurance on the part of the Persian Government is forthcoming, the chances of an early materialisation of the project would be considerably increased.

I avail, &c.
PERCY LORAINÉ.

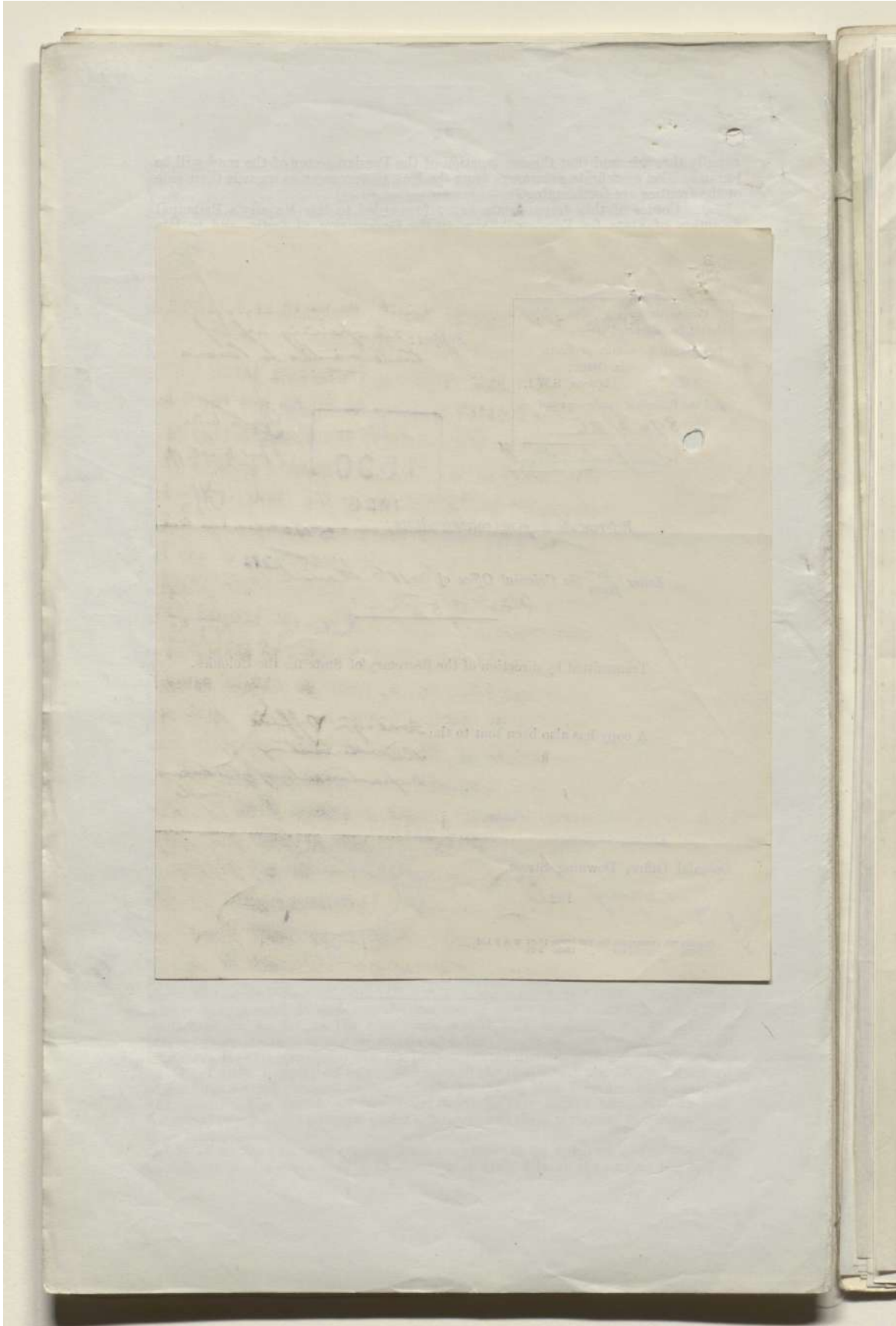
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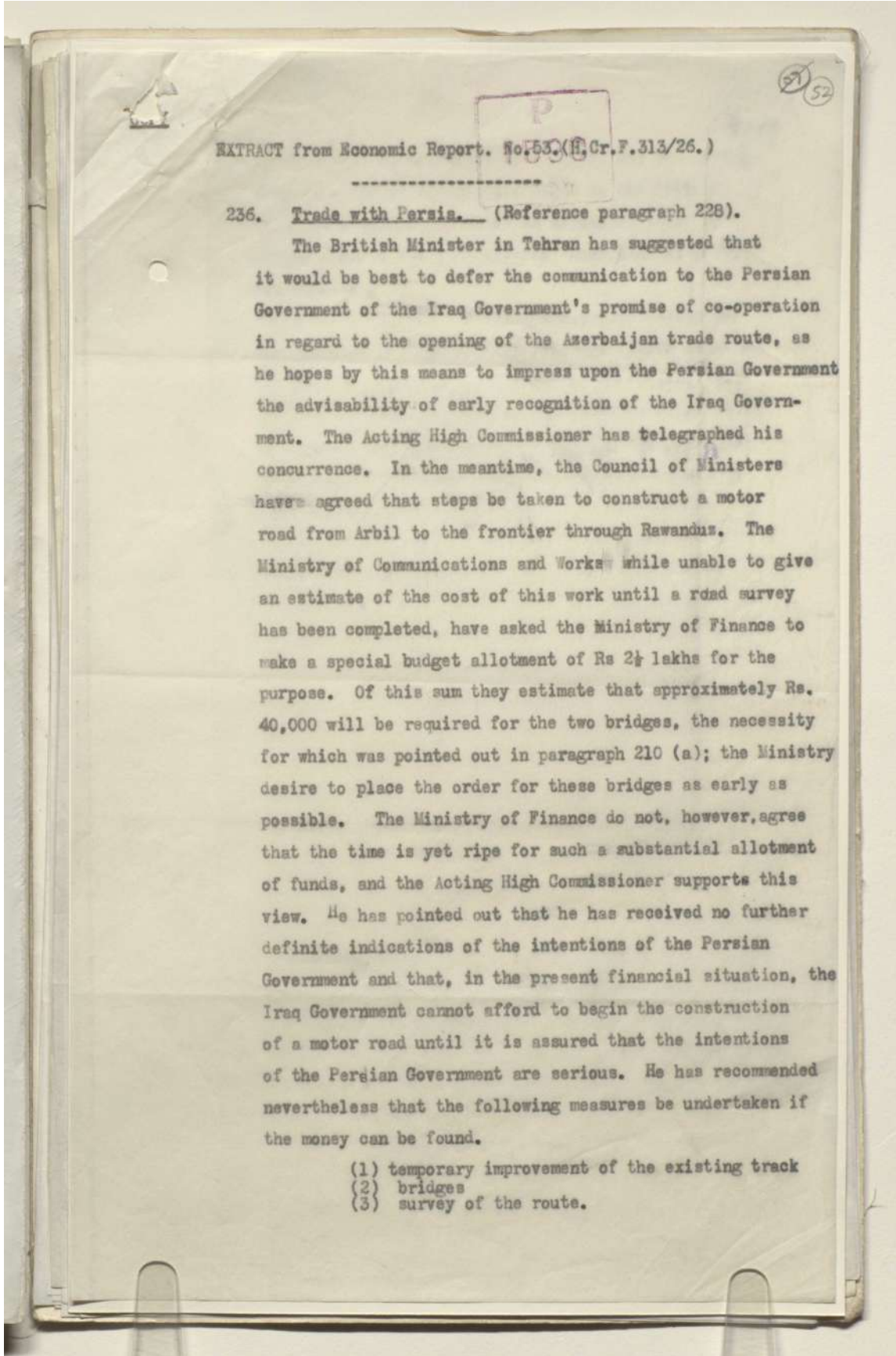
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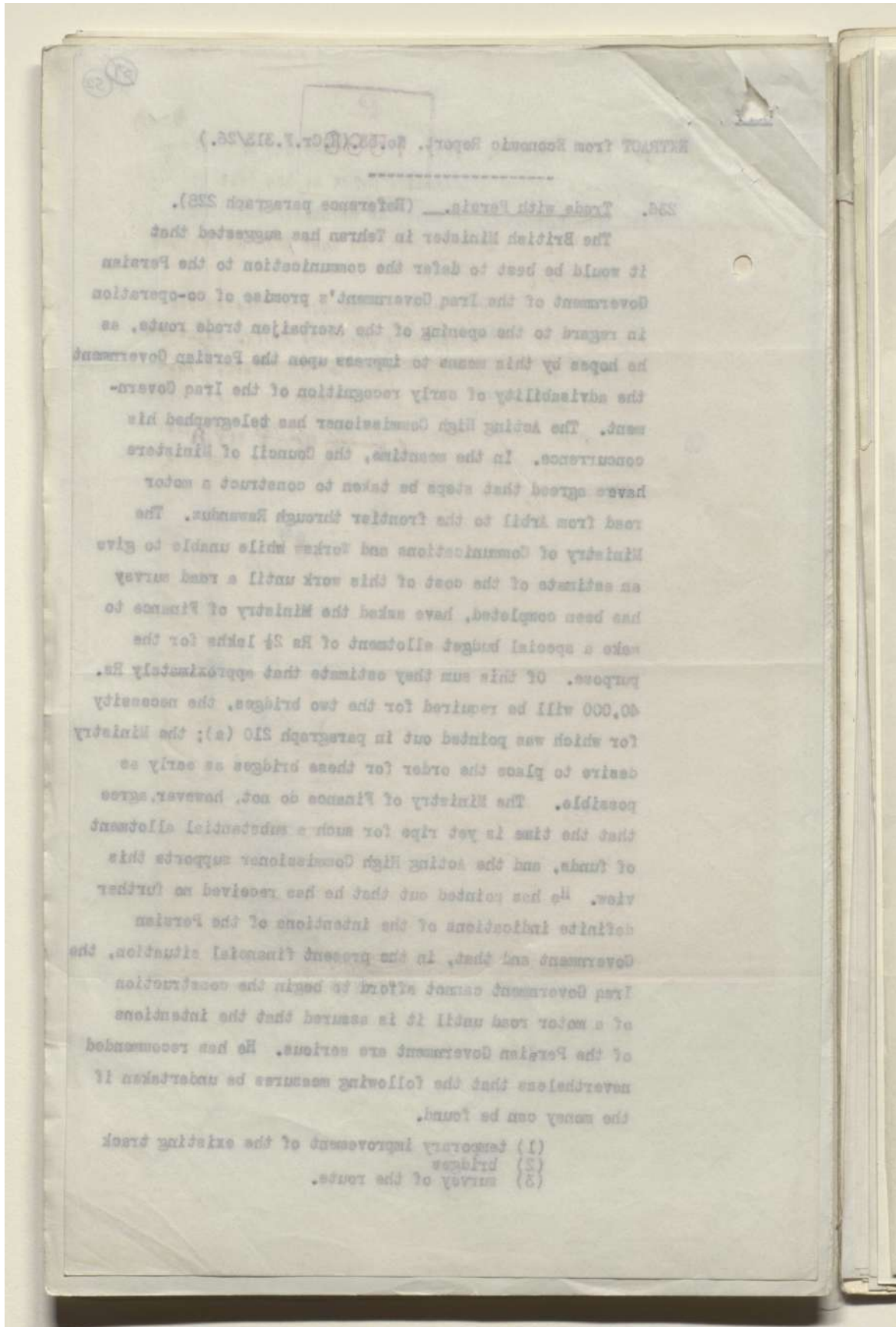
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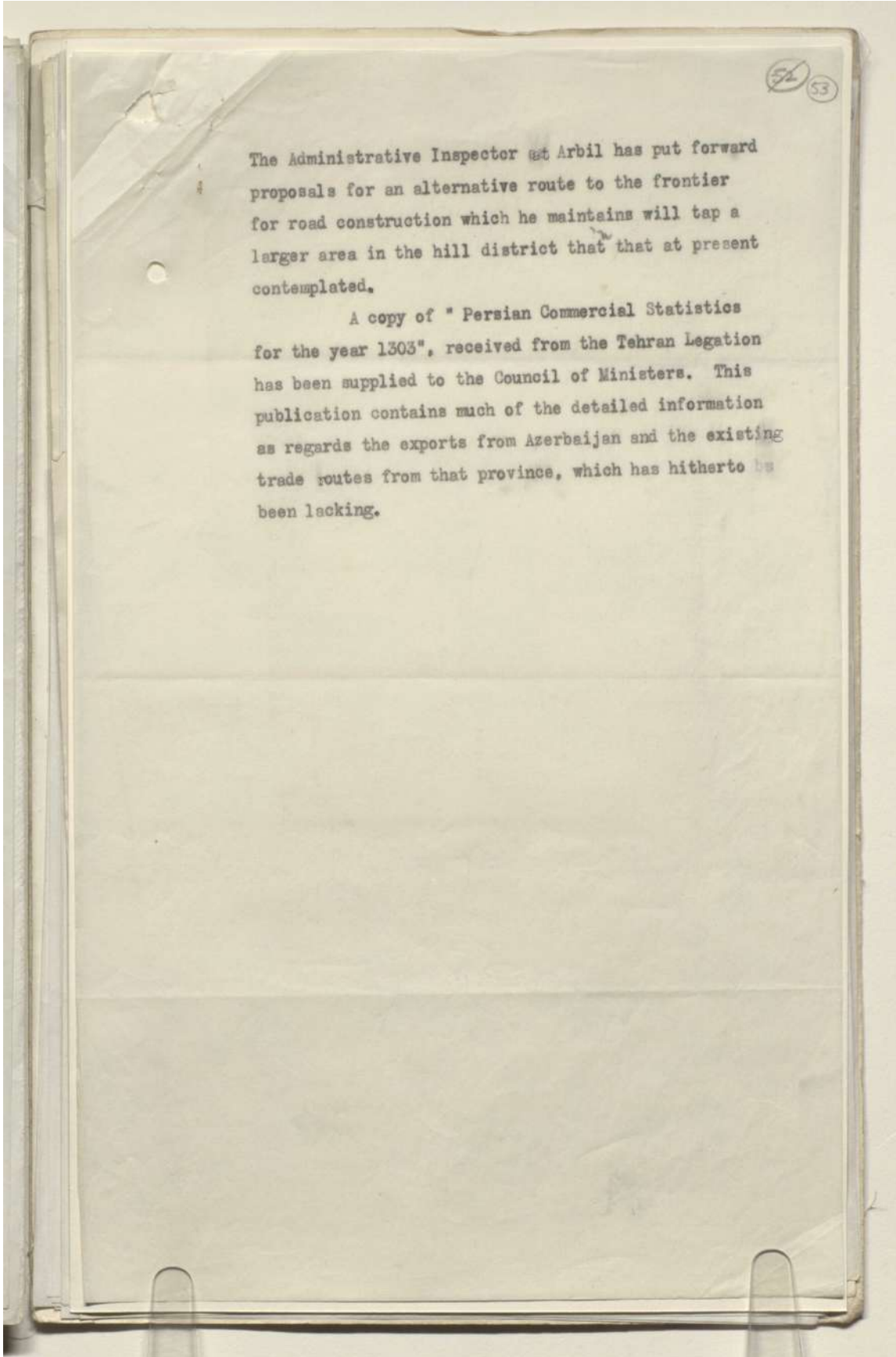
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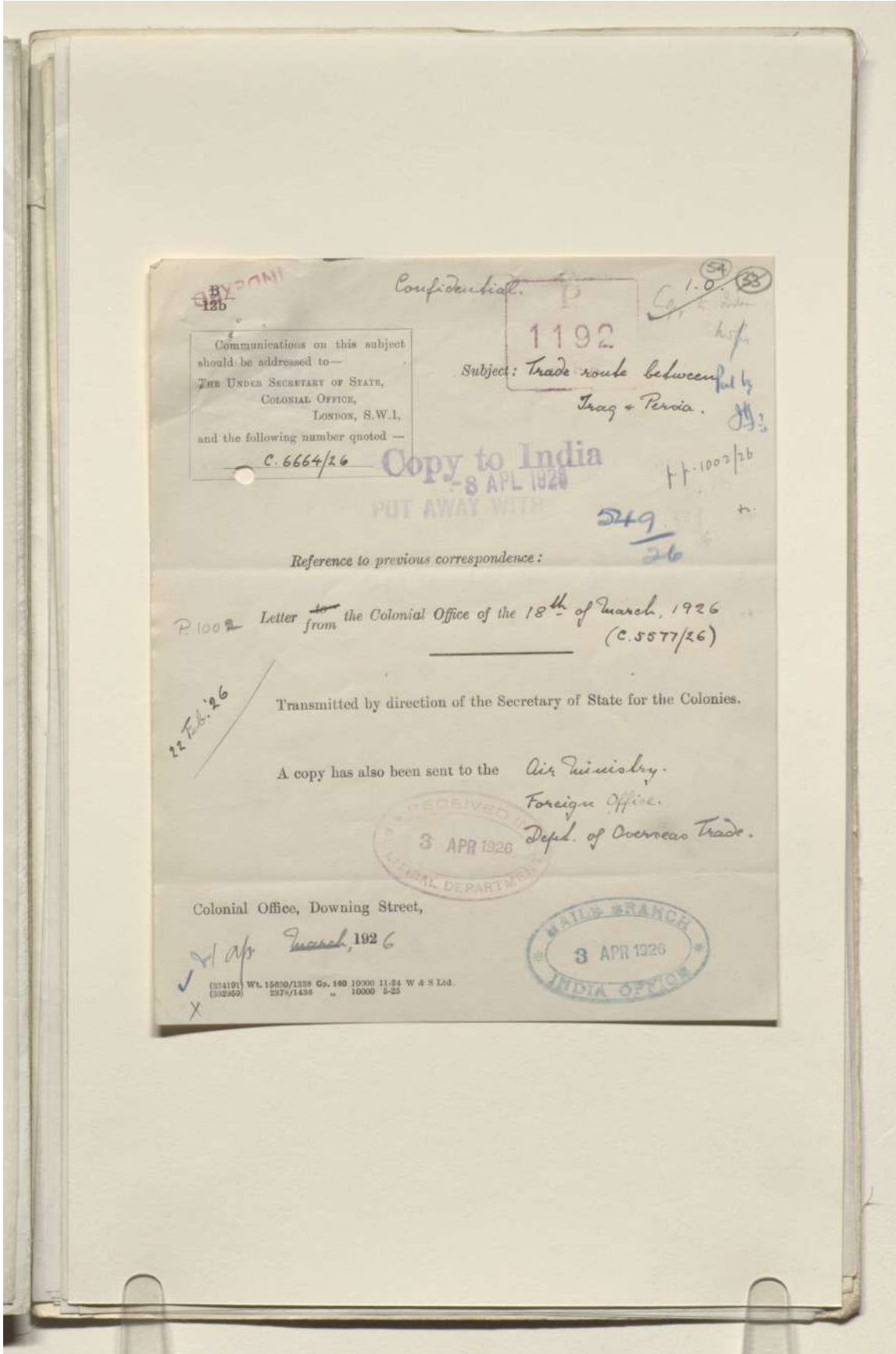
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الروسية. طريق رواندز التجاري." [٥٢ظ] (١٥٤/١٠٤)



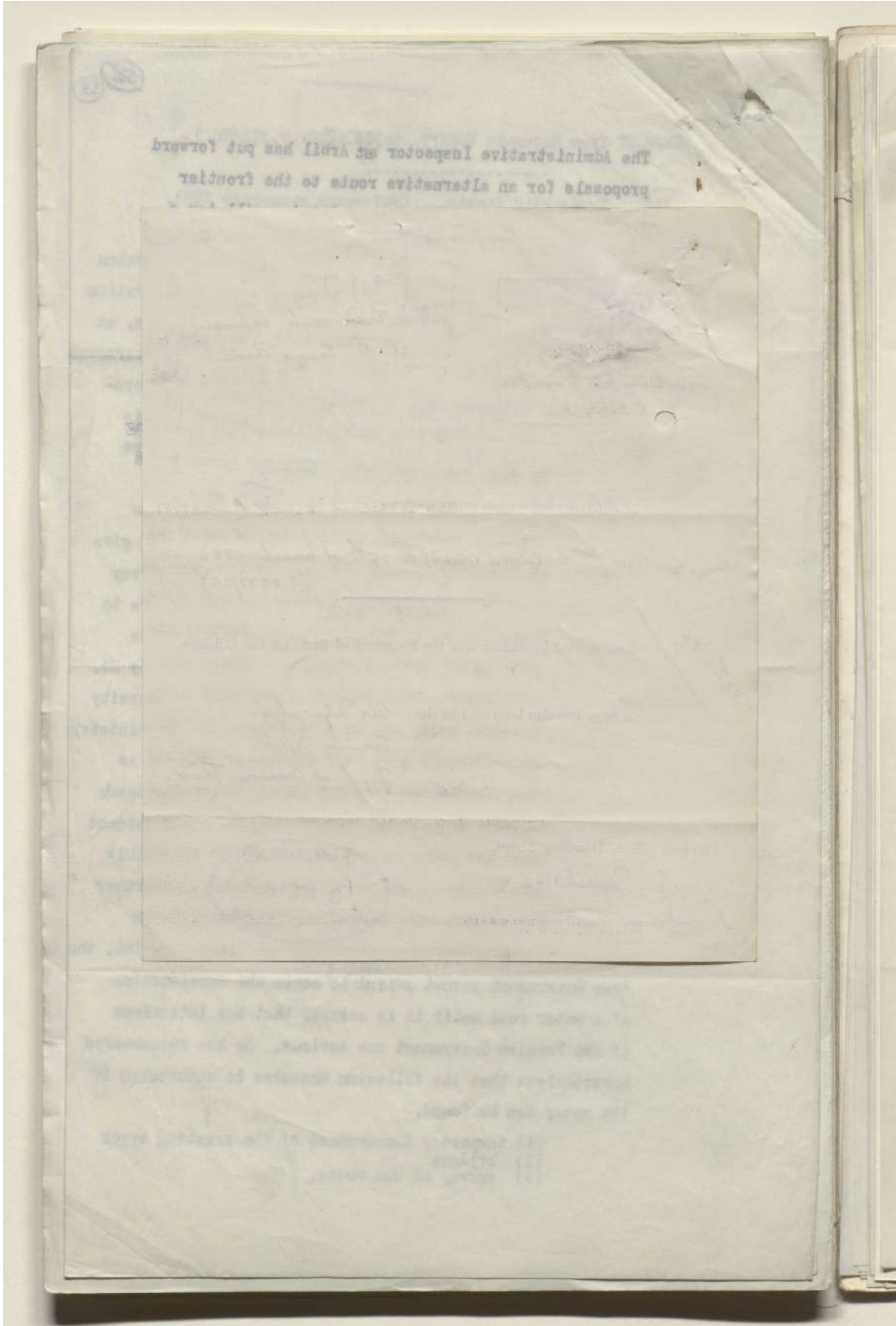
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الروسية. طريق رواندز التجاري." [٥٣و] (١٥٤/١٠٥)



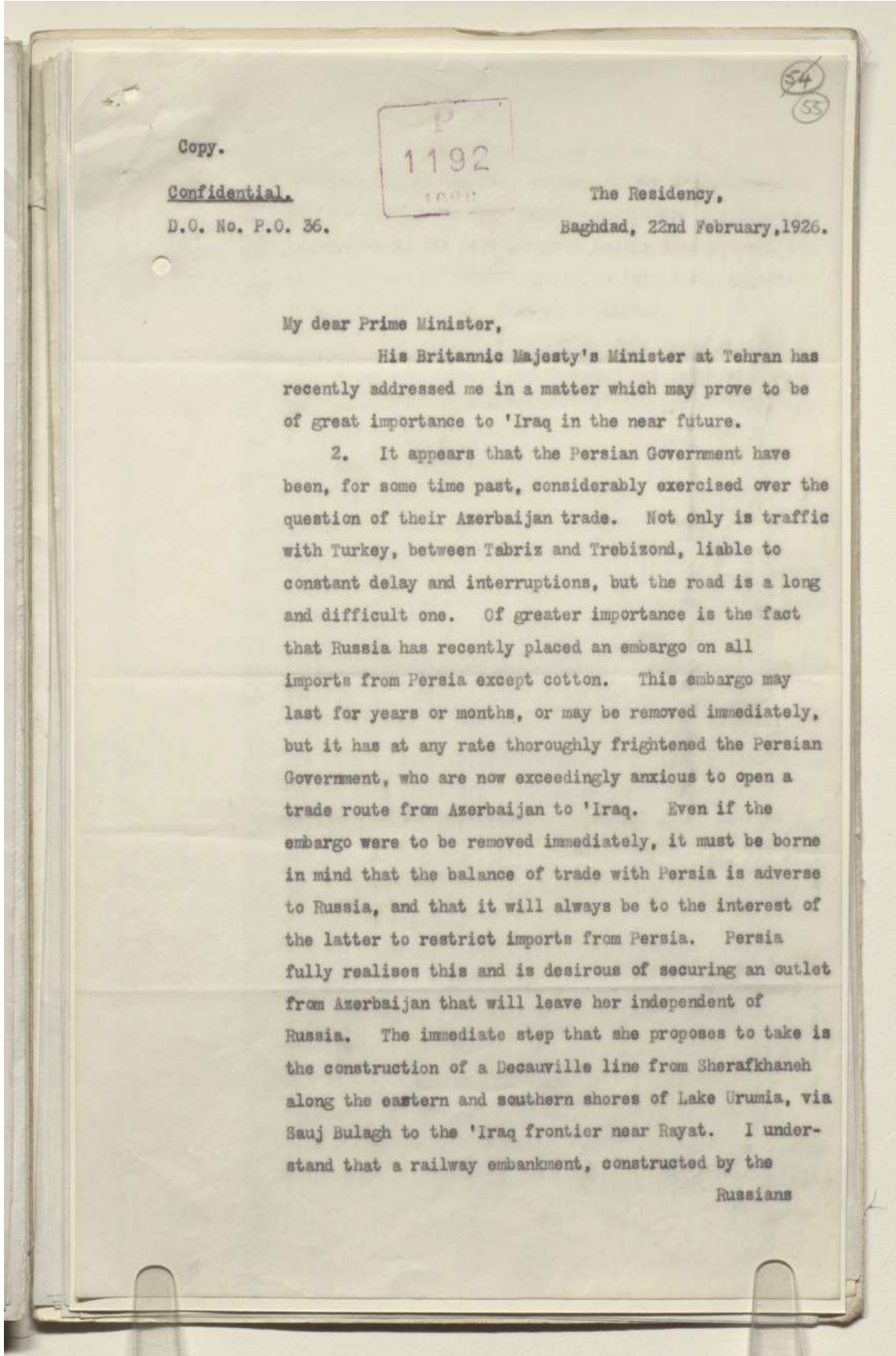
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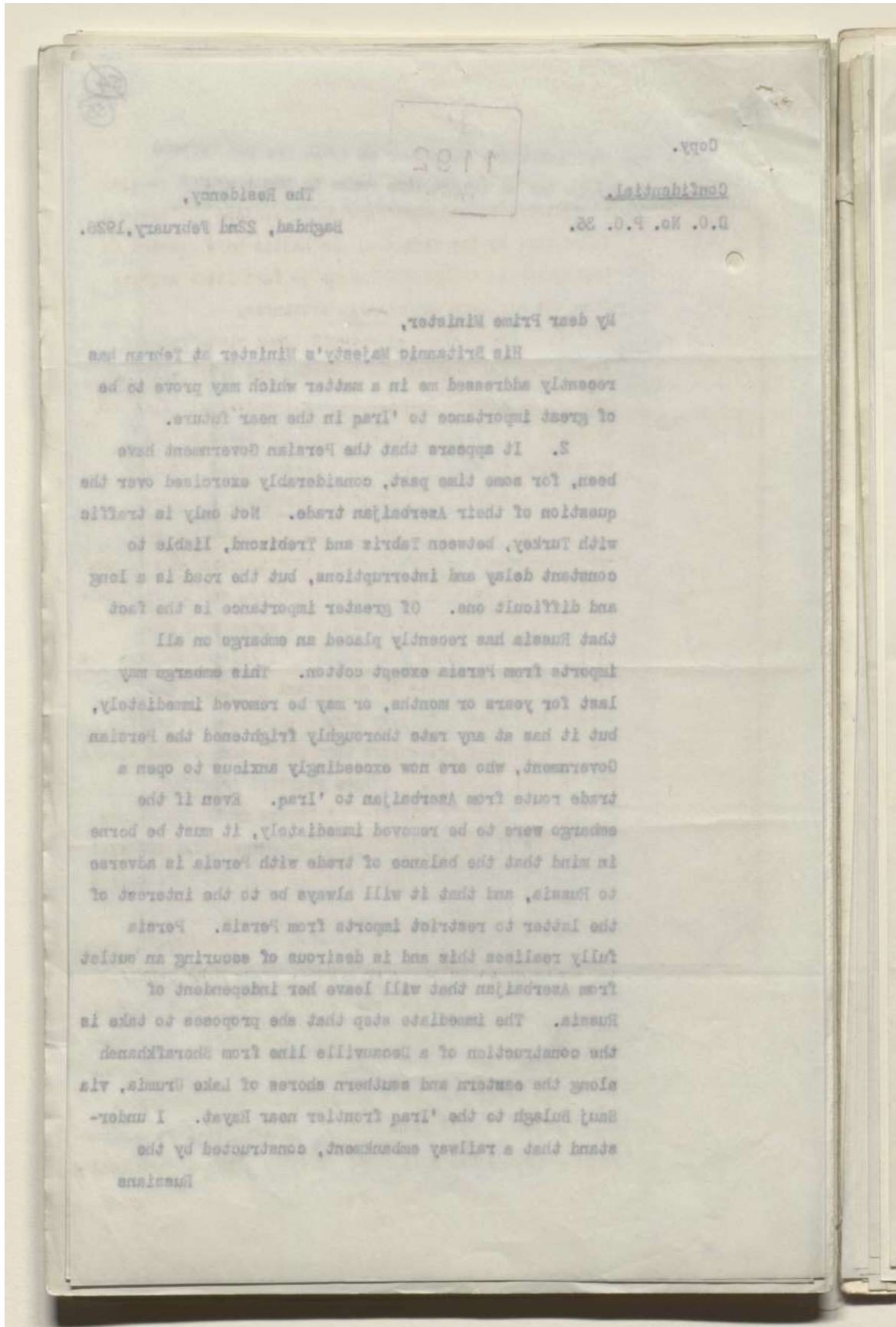
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الروسية. طريق رواندز التجاري." [٥٤ظ] (١٥٤/١٠٨)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-الروسية. طريق رواندز التجاري." [٥٥] [١٥٤/١٠٩]



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٥٥ظ] (١٥٤/١١٠)



مجموعة ٢٨ / ٥٦ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٥٦و] (١١١/١٥٤)

٥٦
٥٦

Russians during the war, already exists over a portion of this route, and that Persian intentions are serious is evinced by the fact that the Majlis have granted an appropriation of 500,000 tomans to facilitate exports from the northern and eastern provinces.

3. The opening of a rapid trade route between Azerbaijan and Baghdad via Rawanduz and Arbil will not only be of general benefit to the finances of 'Iraq but will also have a great effect upon the security and prosperity of what has hitherto been one of the more backward districts of 'Iraqi Kurdistan. I suggest, therefore, that the Ministries concerned should take immediate steps to effect such minor improvements in the route as are capable of early execution, and to formulate proposals for the construction of a motor road from Arbil to the frontier near Rayat. I understand that the security of this route is at present good, but the possibility that a largely increased volume of traffic may need greater protection than at present exists should not be lost sight of. I have enquired from His Britannic Majesty's Minister at Tehran as to the nature and volume of the export trade from Azerbaijan, and will not fail to keep you fully supplied with all information that I may receive.

4. In this connection I wish to touch briefly upon the whole question of 'Iraq transit trade with Persia. Your Excellency is doubtless aware of the extent to which the finances of 'Iraq depend upon this trade; they must continue so to depend for many years, until the internal resources of this country can be more fully developed. In discussing their programme of railway development, the Persian Government have until recently shown a disquieting tendency

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٥٨و] (١٥٤/١١٥)

57
58

warehouses, and of a slight increase in bonded warehouse dues, might also be considered. I believe these suggestions to be of importance and hope that consideration will be given to them in due course.

6. To revert to the main subject of this letter, I suggest that the Council should authorise me to inform the Persian Government, through His Britannic Majesty's Minister at Tehran, that the 'Iraq Government are prepared, in so far as their financial situation permits, to co-operate with the Persian Government in the establishment of a rapid and permanent trade route between Azerbaijan and 'Iraq. They regret the obstacle that has been put in the way of friendly discussions of this nature by the continued failure of the Persian Government to recognise the 'Iraq Government officially, but they will, for their part, do their best to minimise any delay which may arise owing to this cause.

I have already informed Your Excellency, in another connection, that I have urged Sir Percy Loraine to take this opportunity of urging upon the Persian Government the necessity of recognising the 'Iraq Government, and it appears to me a suitable opportunity for the 'Iraq Government, while displaying a friendly attitude, to make a dignified reference to the subject.

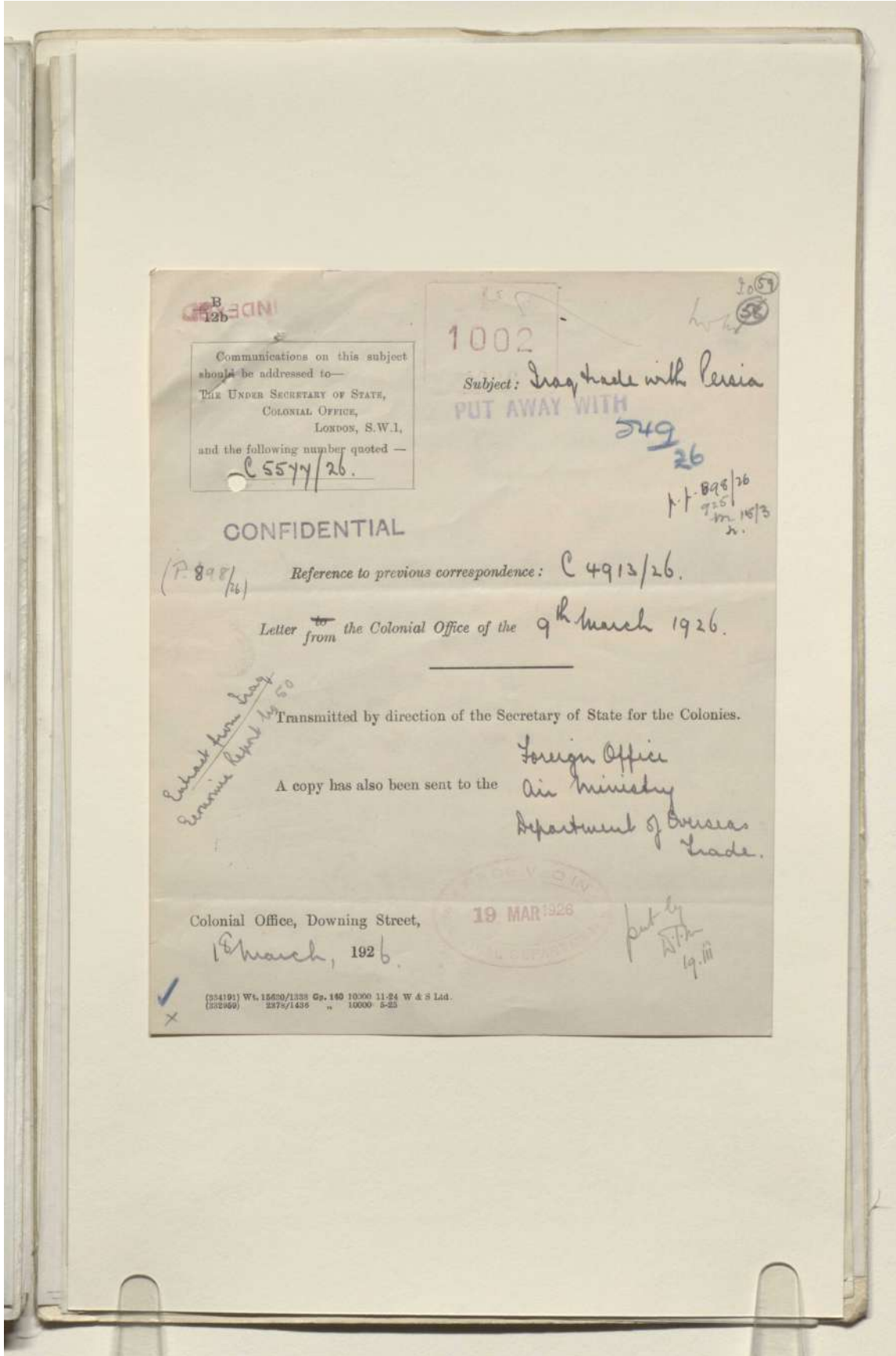
7. I am sending a copy of this letter to the Ministries of Finance, Communications & Works and the Interior, and to the Rais of the Royal Diwan.

Yours sincerely,

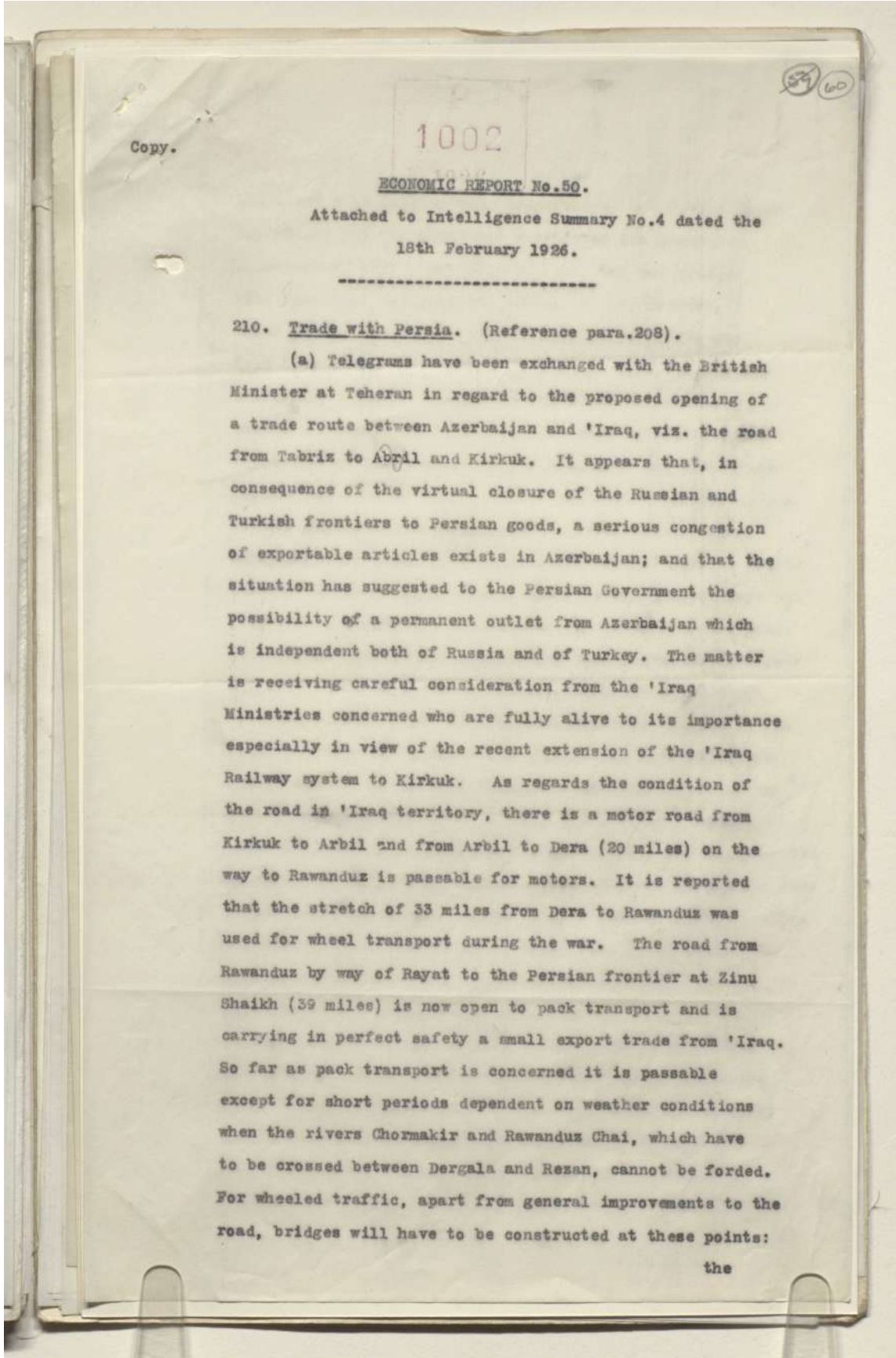
(Signed) B. H. Bourdillon.

To:-
His Excellency
'Abdul Muhsin Beg al Sa'dun,
President of the Council of
Ministers, Baghdad.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٥٩] [١٥٤/١١٧]



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٦٠] [١١٩/١٥٤]



Copy.

1002

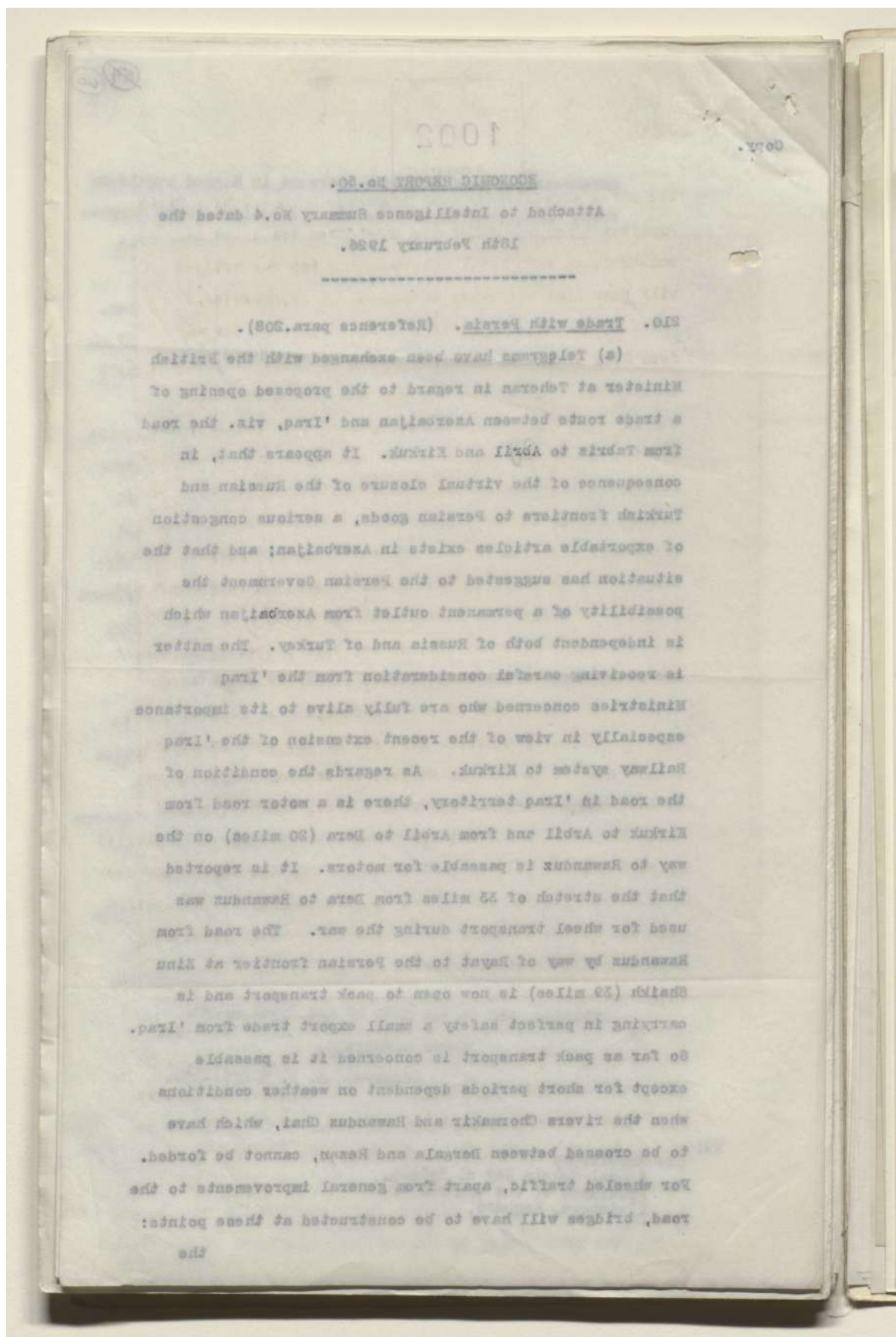
ECONOMIC REPORT No.50.

Attached to Intelligence Summary No.4 dated the
18th February 1926.

210. Trade with Persia. (Reference para.208).

(a) Telegrams have been exchanged with the British Minister at Teheran in regard to the proposed opening of a trade route between Azerbaijan and 'Iraq, viz. the road from Tabriz to Arbil and Kirkuk. It appears that, in consequence of the virtual closure of the Russian and Turkish frontiers to Persian goods, a serious congestion of exportable articles exists in Azerbaijan; and that the situation has suggested to the Persian Government the possibility of a permanent outlet from Azerbaijan which is independent both of Russia and of Turkey. The matter is receiving careful consideration from the 'Iraq Ministries concerned who are fully alive to its importance especially in view of the recent extension of the 'Iraq Railway system to Kirkuk. As regards the condition of the road in 'Iraq territory, there is a motor road from Kirkuk to Arbil and from Arbil to Dera (20 miles) on the way to Rawanduz is passable for motors. It is reported that the stretch of 33 miles from Dera to Rawanduz was used for wheel transport during the war. The road from Rawanduz by way of Rayat to the Persian frontier at Zinu Shaikh (39 miles) is now open to pack transport and is carrying in perfect safety a small export trade from 'Iraq. So far as pack transport is concerned it is passable except for short periods dependent on weather conditions when the rivers Chormakir and Rawanduz Chai, which have to be crossed between Dergala and Rezan, cannot be forded. For wheeled traffic, apart from general improvements to the road, bridges will have to be constructed at these points:
the

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-الروسية. طريق رواندز التجاري." [٦٠ظ] (١٥٤/١٢٠)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٦١و] (١٥٤/١٢١)

(٦١) (٥٦)

the sites have already been inspected by the Public Works Department but the spans are considered too great for construction with local materials and the two bridges will take time and money to build. It is, however, known that Russian cars came at least part of the way from Zinu Shaikh to Rawanduz during the war. It should, therefore, be quite feasible to construct a road for carts. As regards the Persian side of the frontier, the Persian Government talk of an extension of the Decauville railway from Sharaf Khanik on the north shore of Lake Urmia to Sanj Bulagh or the frontier. It seems that a railway embankment was built by the Russians for this purpose during the war and is still in existence. The 'Iraq Government are prepared to assure the safety of their section of the road. The British Minister at Teheran has been requested to supply information as to the main classes of export and a rough estimate of the volume of trade anticipated. It seems from Persian Customs statistics that one of the most important former exports is that of carpets to Constantinople by way of Khoi and Trebizond. It is said that, though the Khoi route is passable for motors, goods are still normally carried by caravan, the journey taking between one and two months over a distance of about 600 miles. With a railway to the Persian frontier on the Rawanduz ^{road} goods would have to be carried by road only 160 miles to railhead at Kirkuk.

(b) (Reference para. 204).

In connection with the Persian grain shortage, the Persian authorities have decided that motor transport up to 1½ tons capacity will not be commandeered in future; also that animal transport now entering Persia will not be called upon to carry more than 30% grain; and that motor transport of whatever capacity now entering Persia will be free.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-الروسية. طريق رواندز التجاري." [١٥٤/١٢٣] [١٩٢٦]

PUT AWAY WITH

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26

(61) (62)

Register No. 925.
[898 549]
[+29]

Minute Paper.

SECRET.
POLITICAL DEPARTMENT.

Dated 1925.
Rec.

	Date.	Initials.	SUBJECT.
To Under Secretary	20. 22	Ro	<p style="text-align: center;">Persia.</p> <p>Project of retaliating against Russian prohibition of imports from Persia and Turkish interference with Persian trade in Baghdad, by opening a land route with Northern Iraq.</p>
Secretary of State...			
Committee.....	22	WJF	
Under Secretary.....			
Secretary of State...			

Copy to
WJF's attention

FOR INFORMATION.

The correspondence reads, with correct sequence, downwards - save for the lowest telegram which is of a different date.

SEEN
POLITICAL COMMITTEE
80 MAR 1926

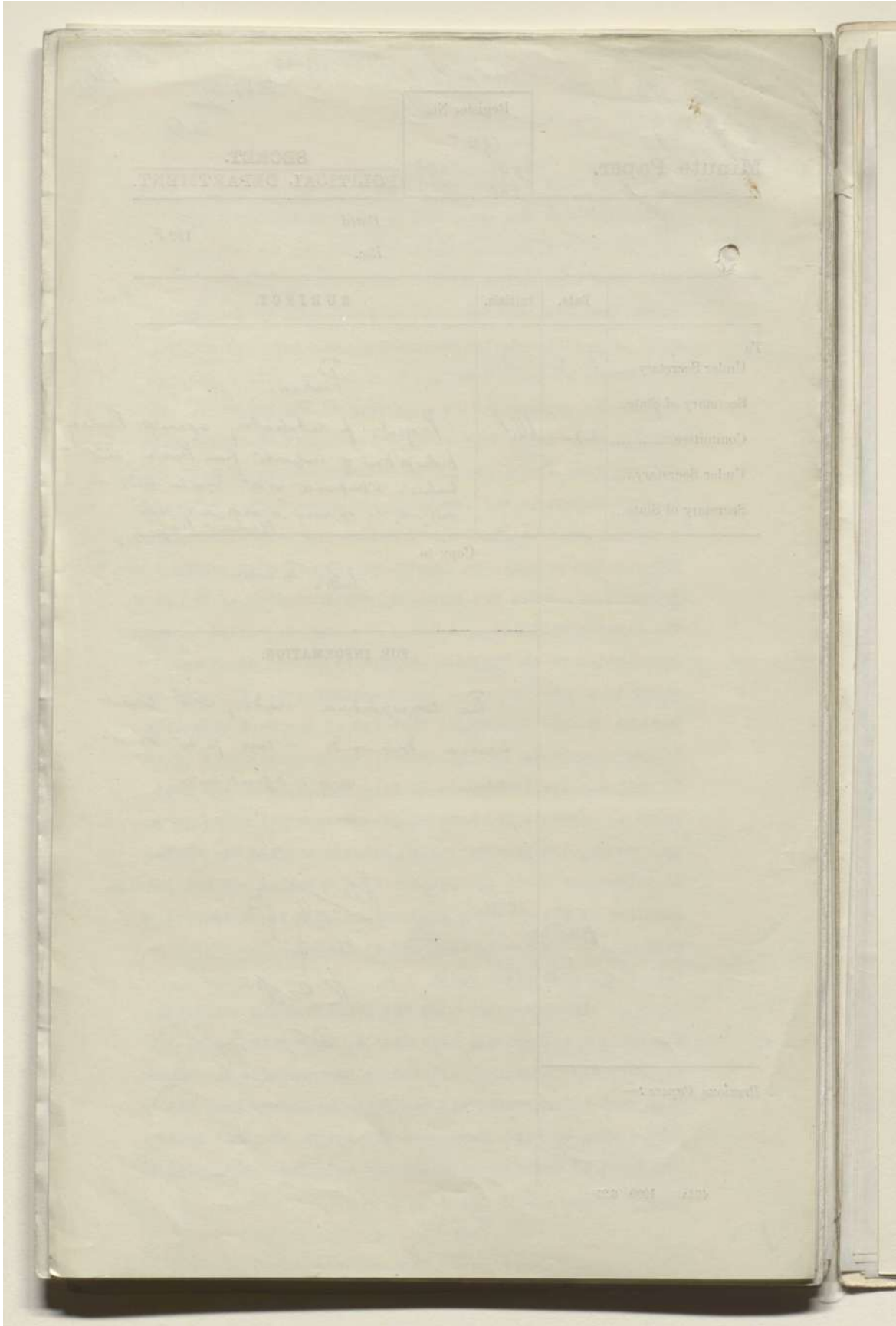
WJF
R. C. D.
20. 3

Previous Papers :-

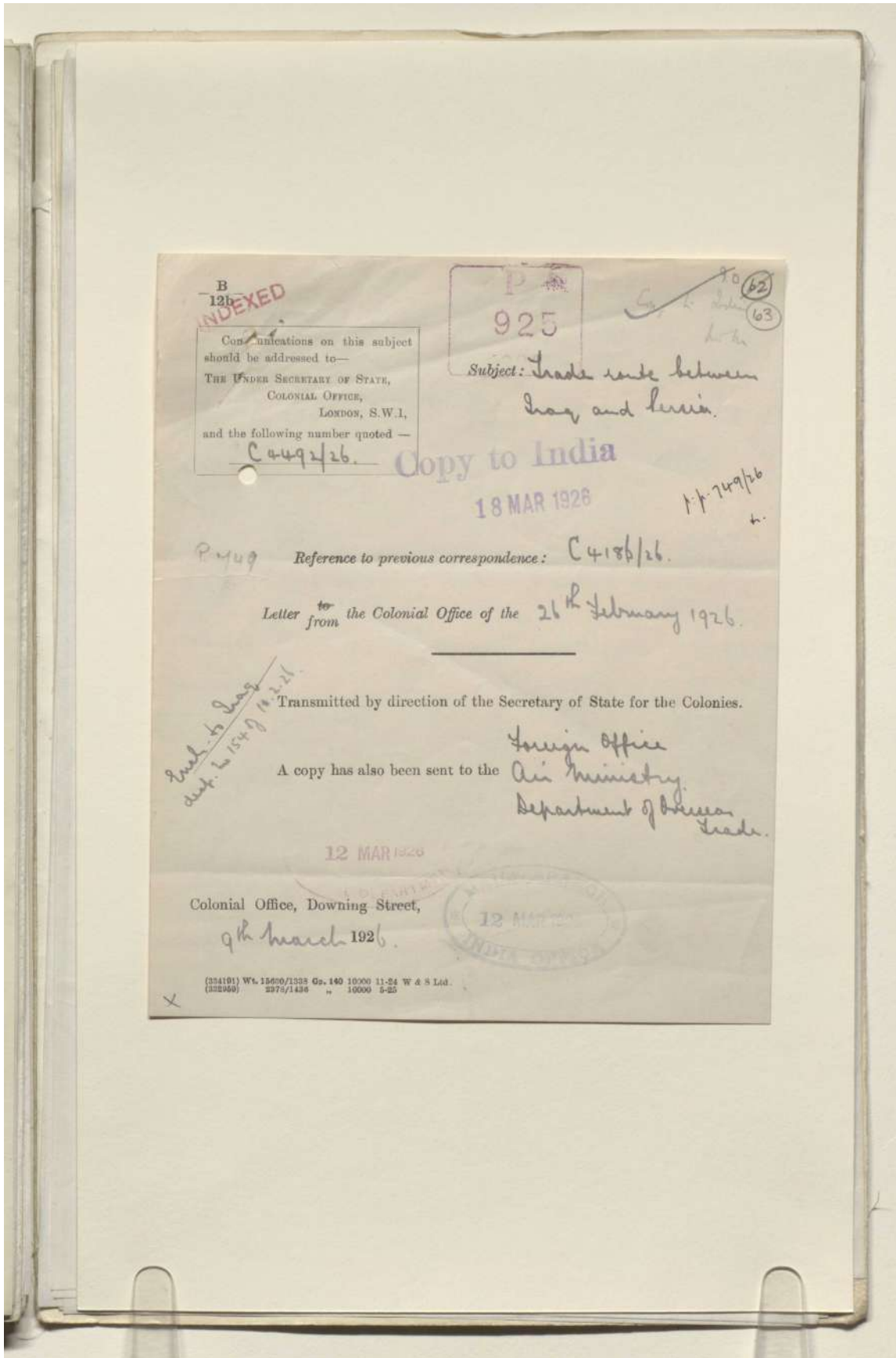
464A 1000 6.25

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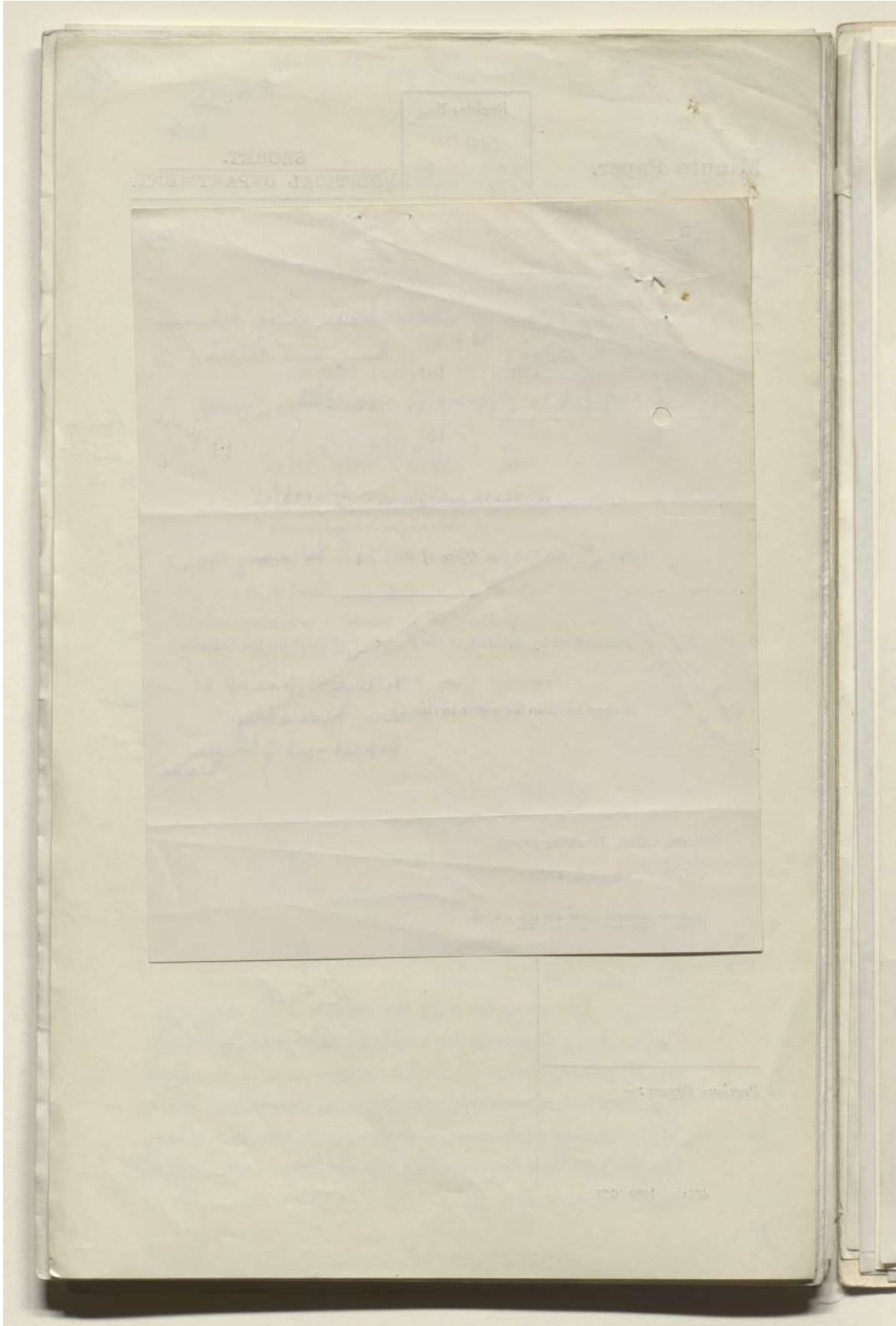
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الروسية. طريق رواندز التجاري." [٦٢٢ظ] (١٥٤/١٢٤)



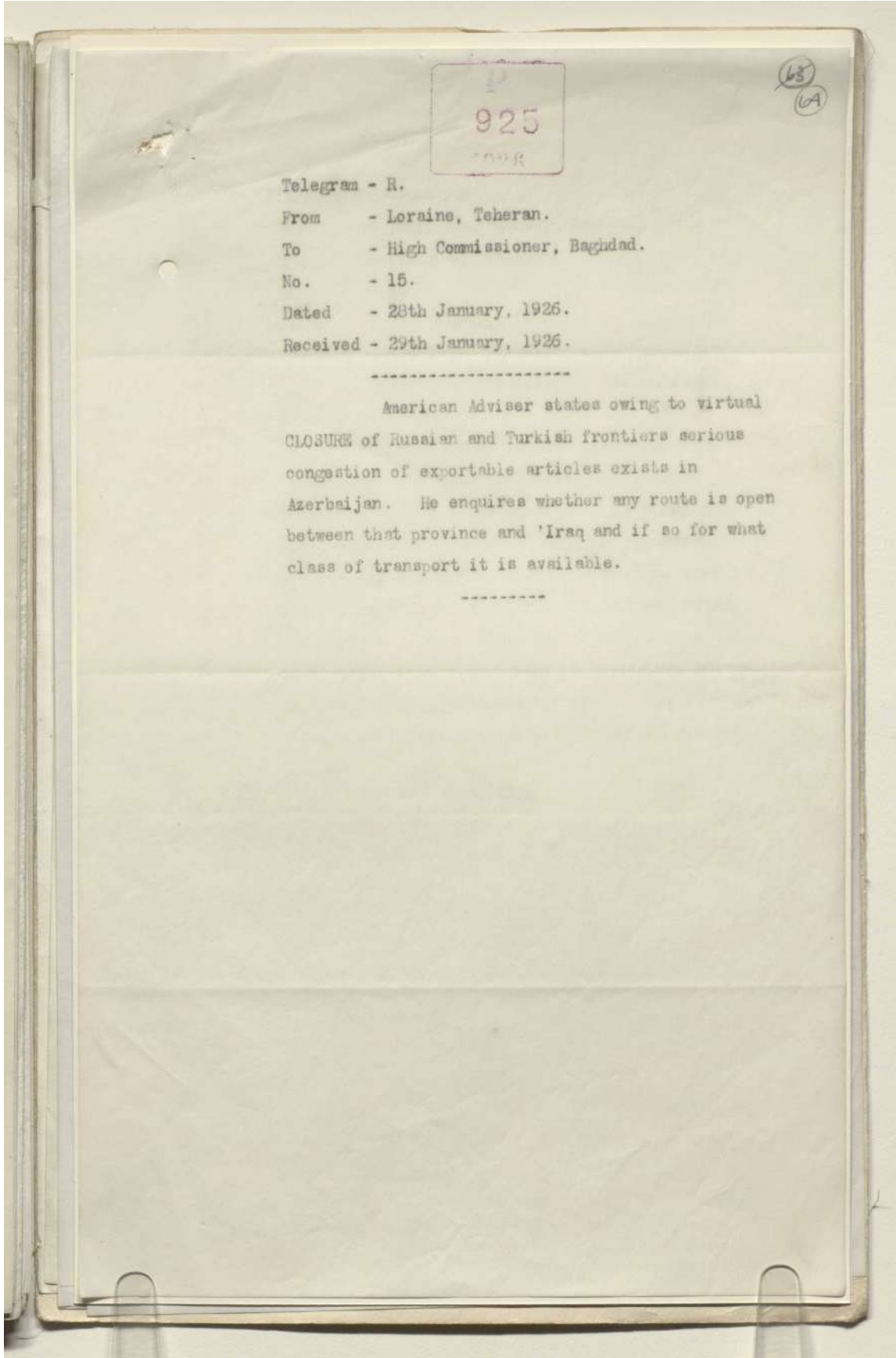
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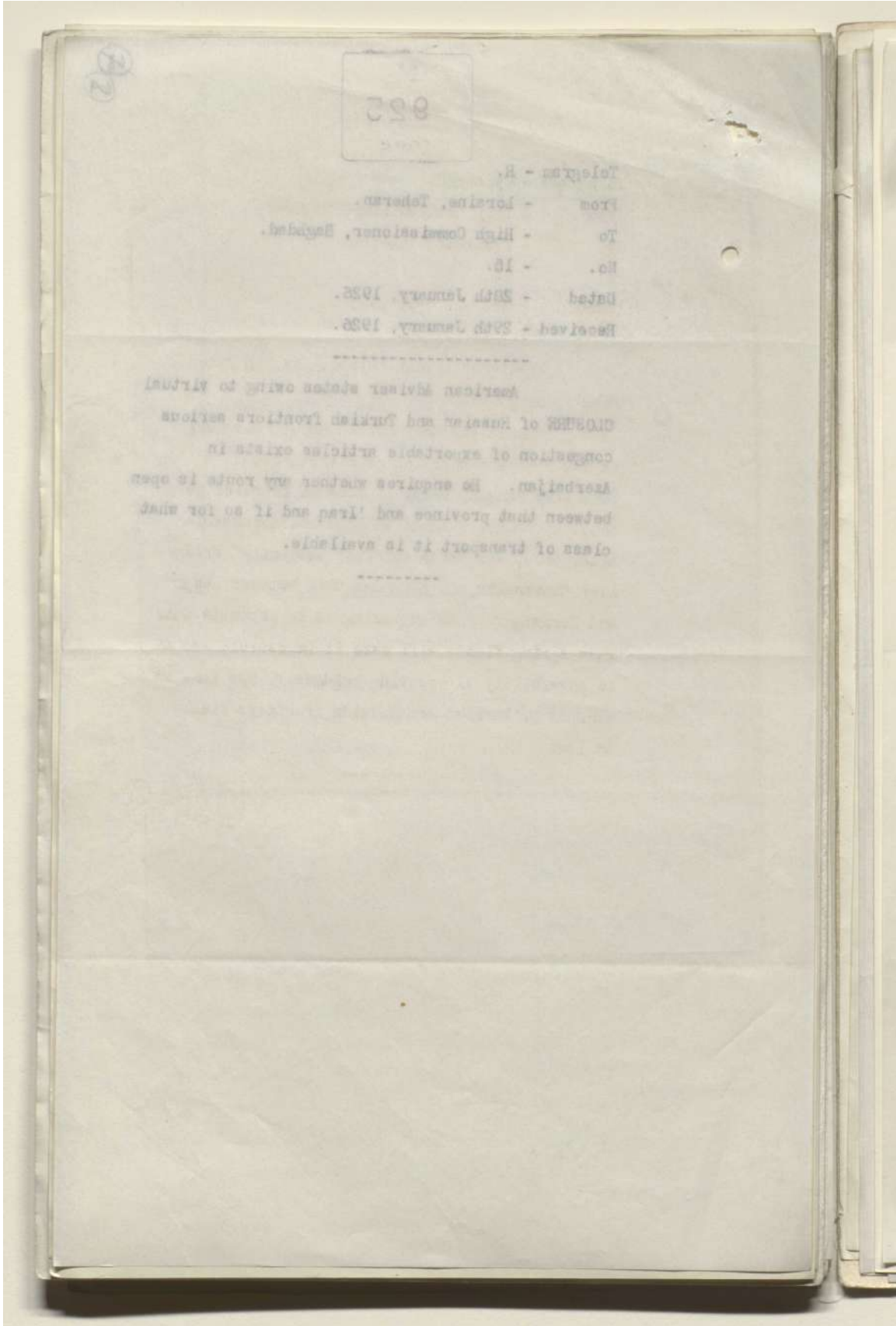
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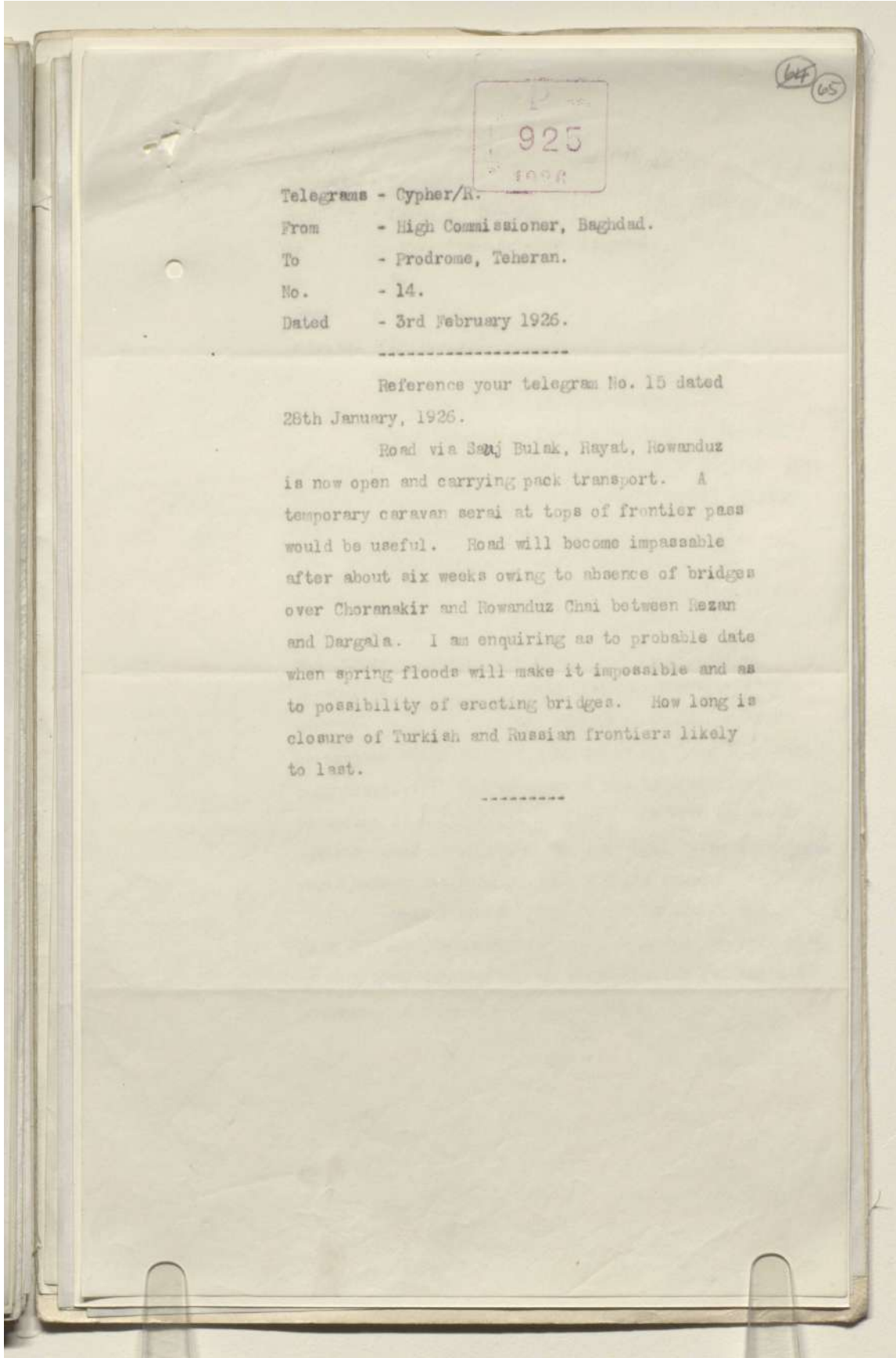
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الروسية. طريق رواندز التجاري." [٦٤و] (١٥٤/١٢٧)



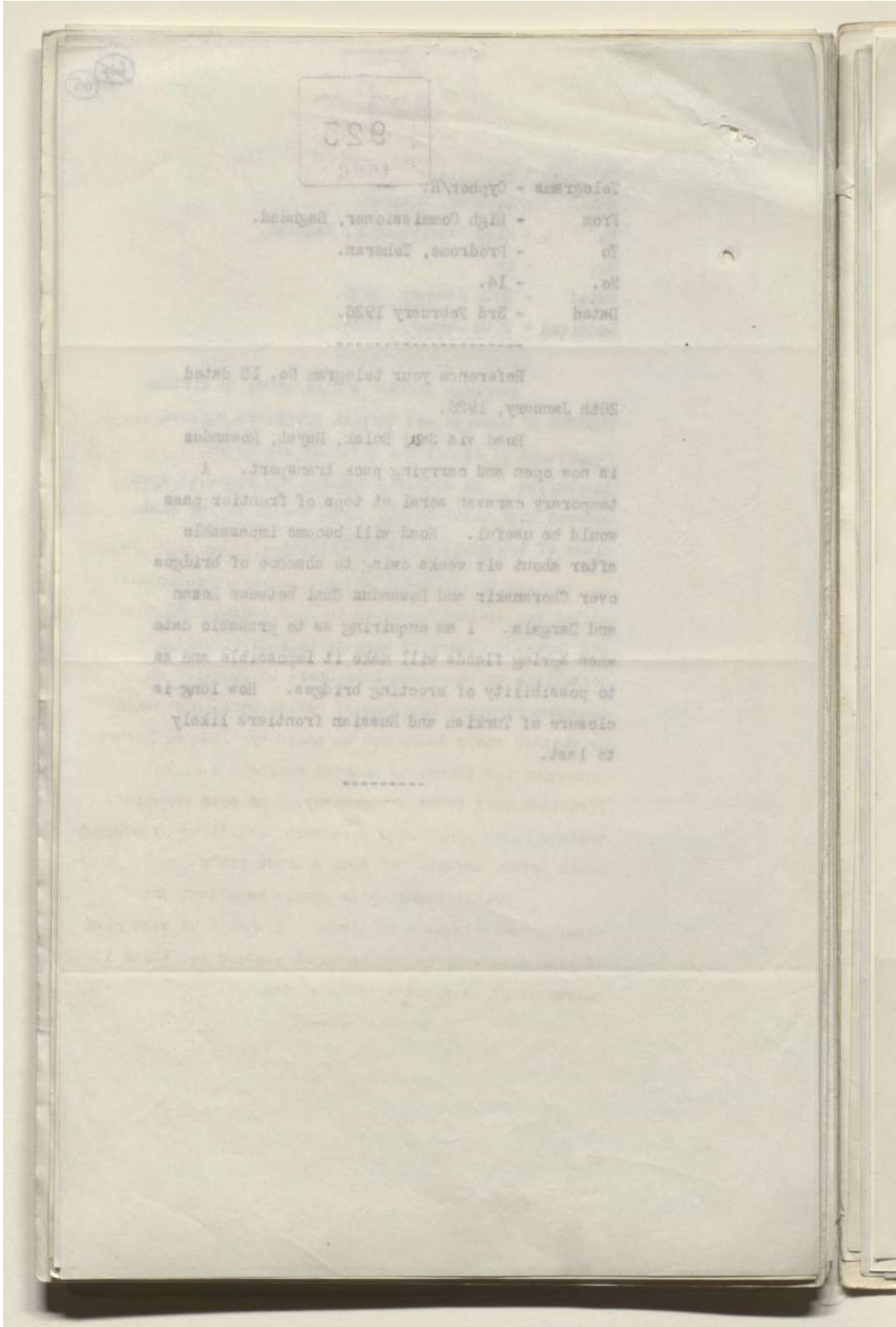
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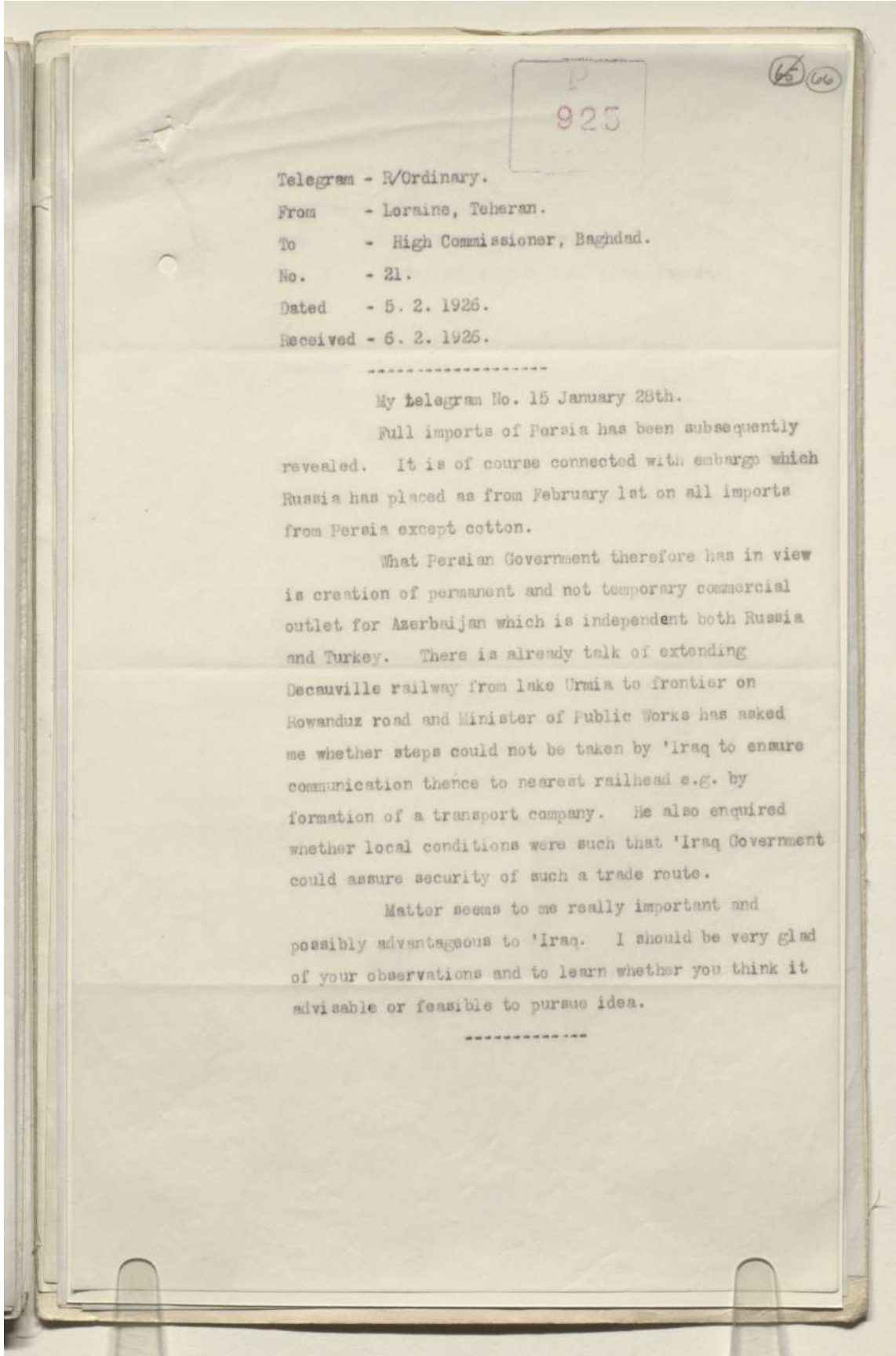
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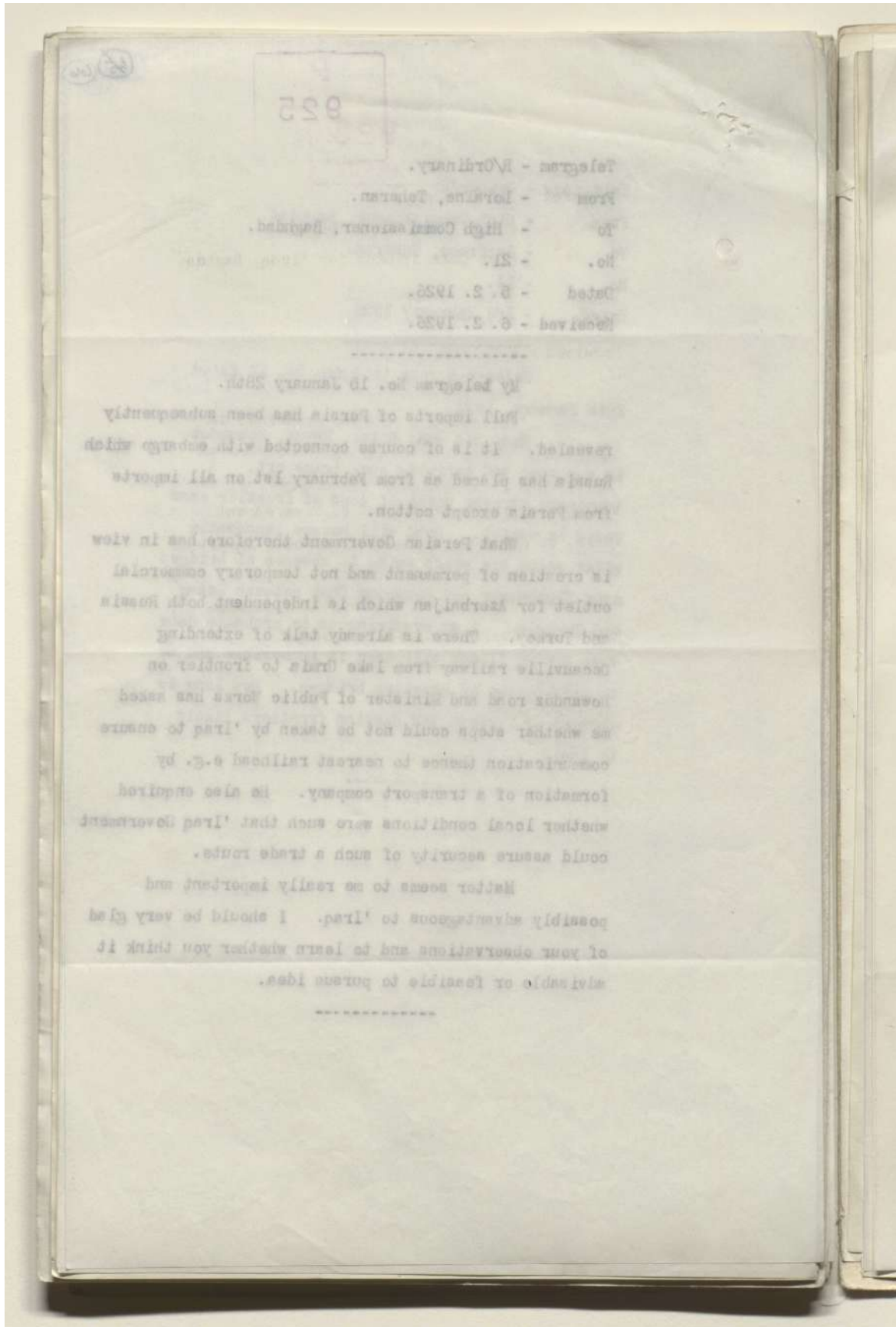
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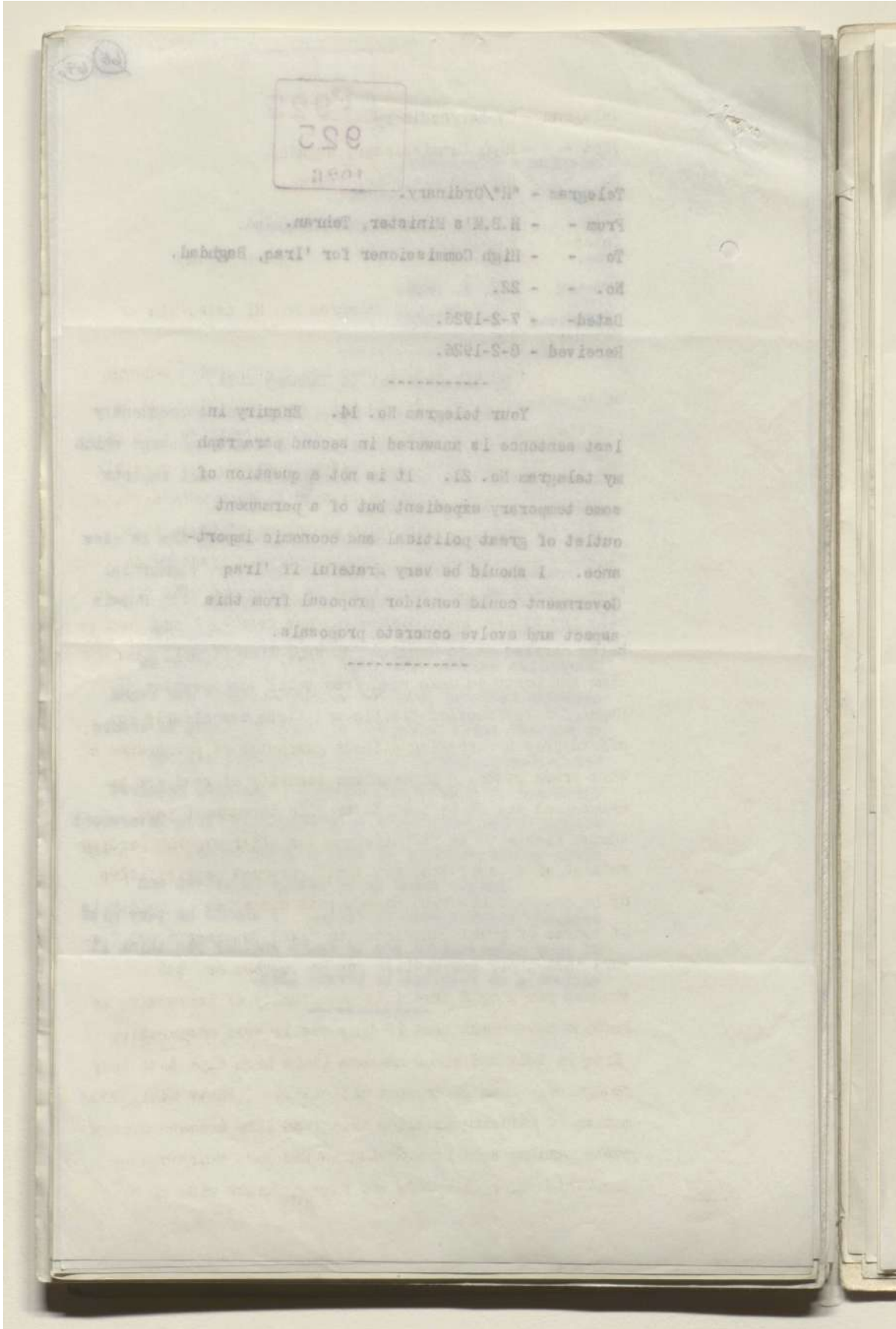
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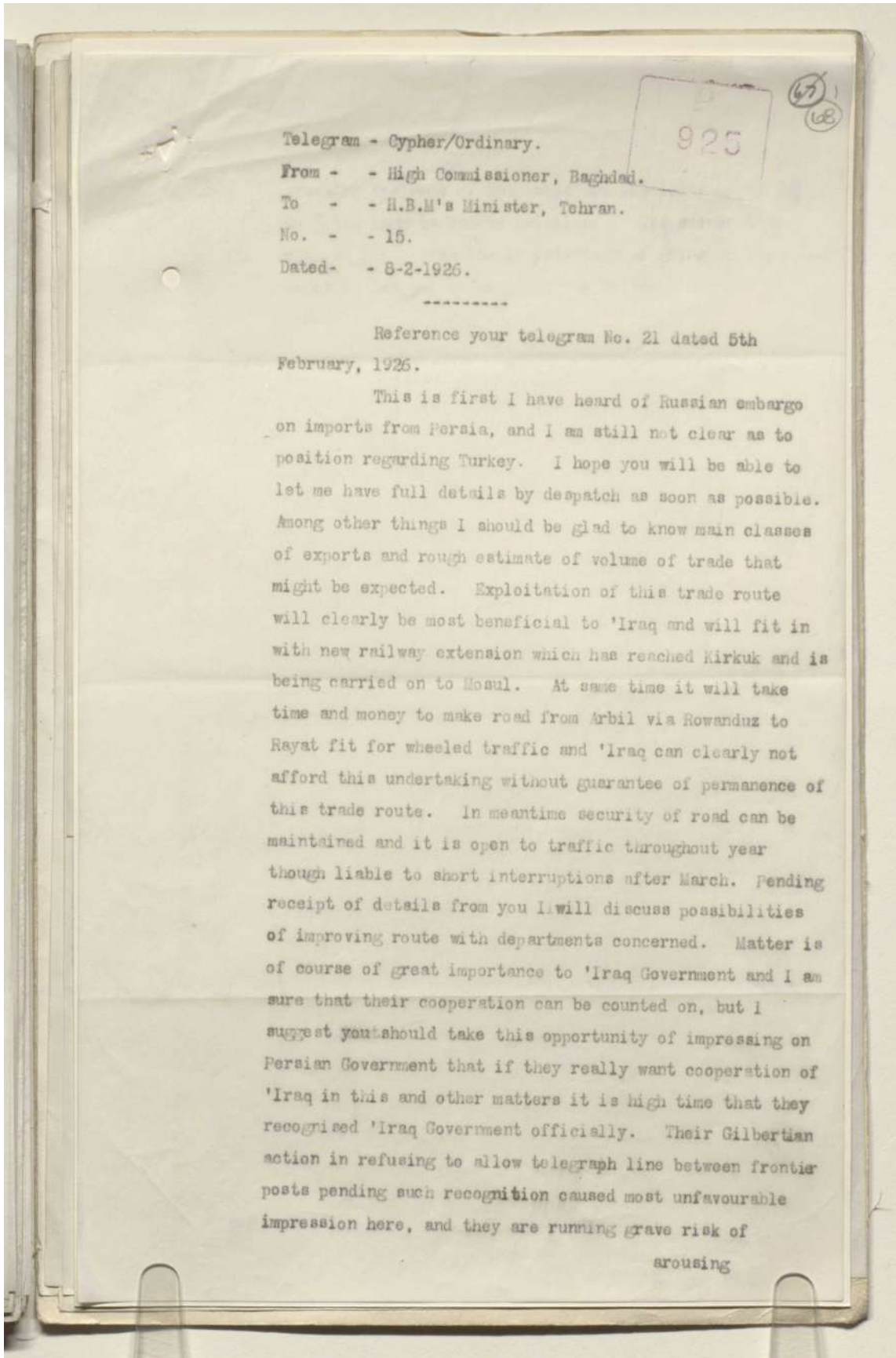
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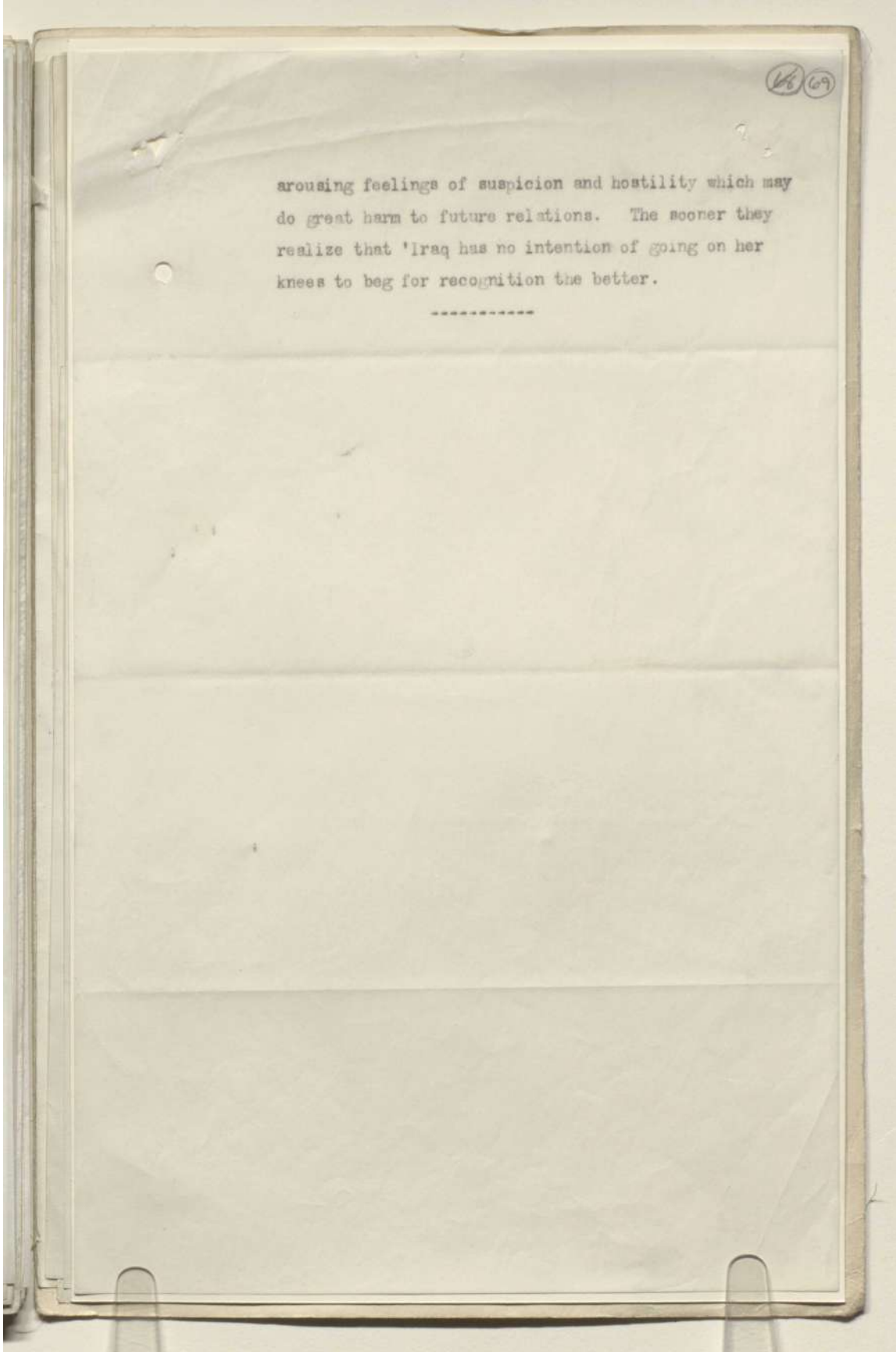
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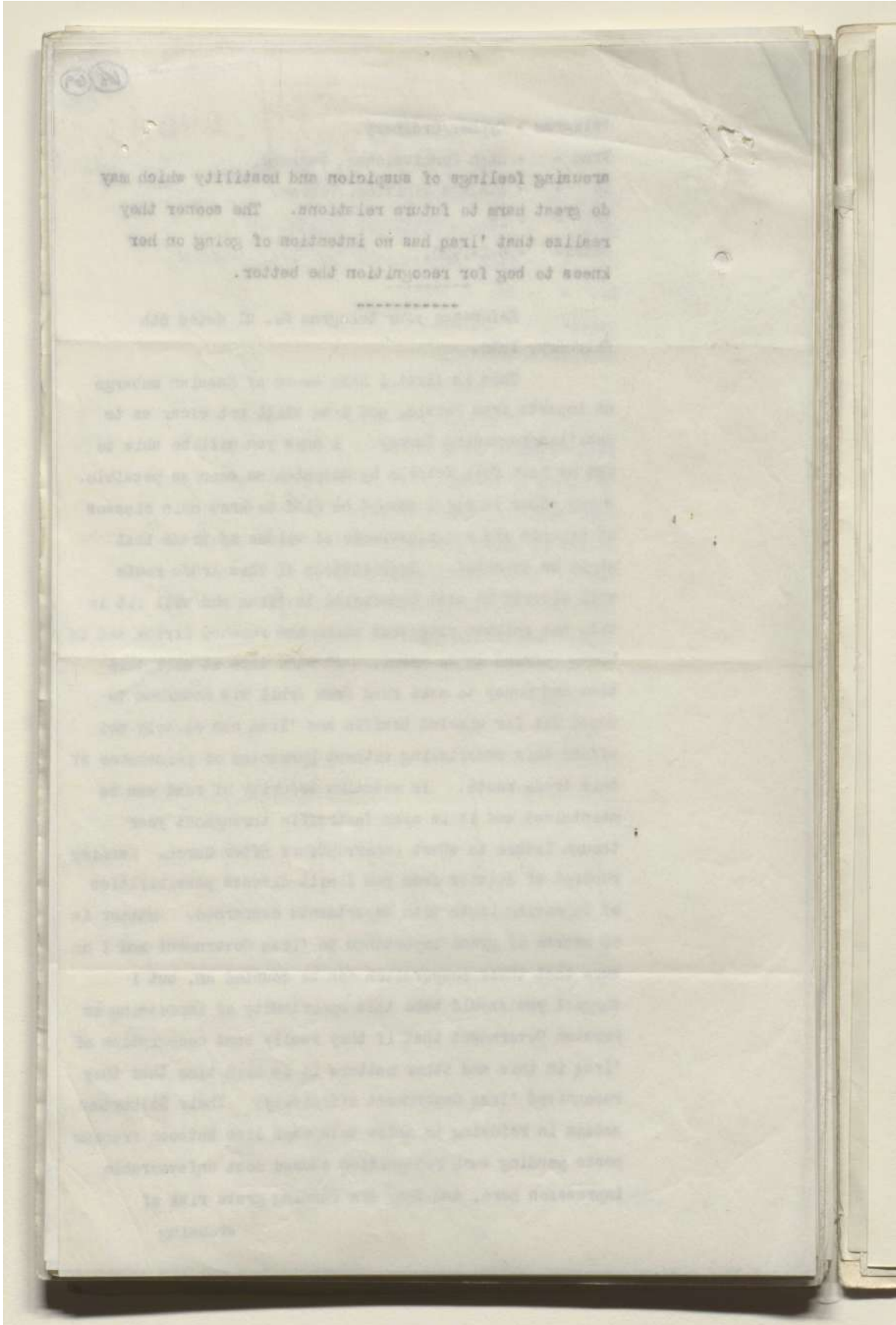
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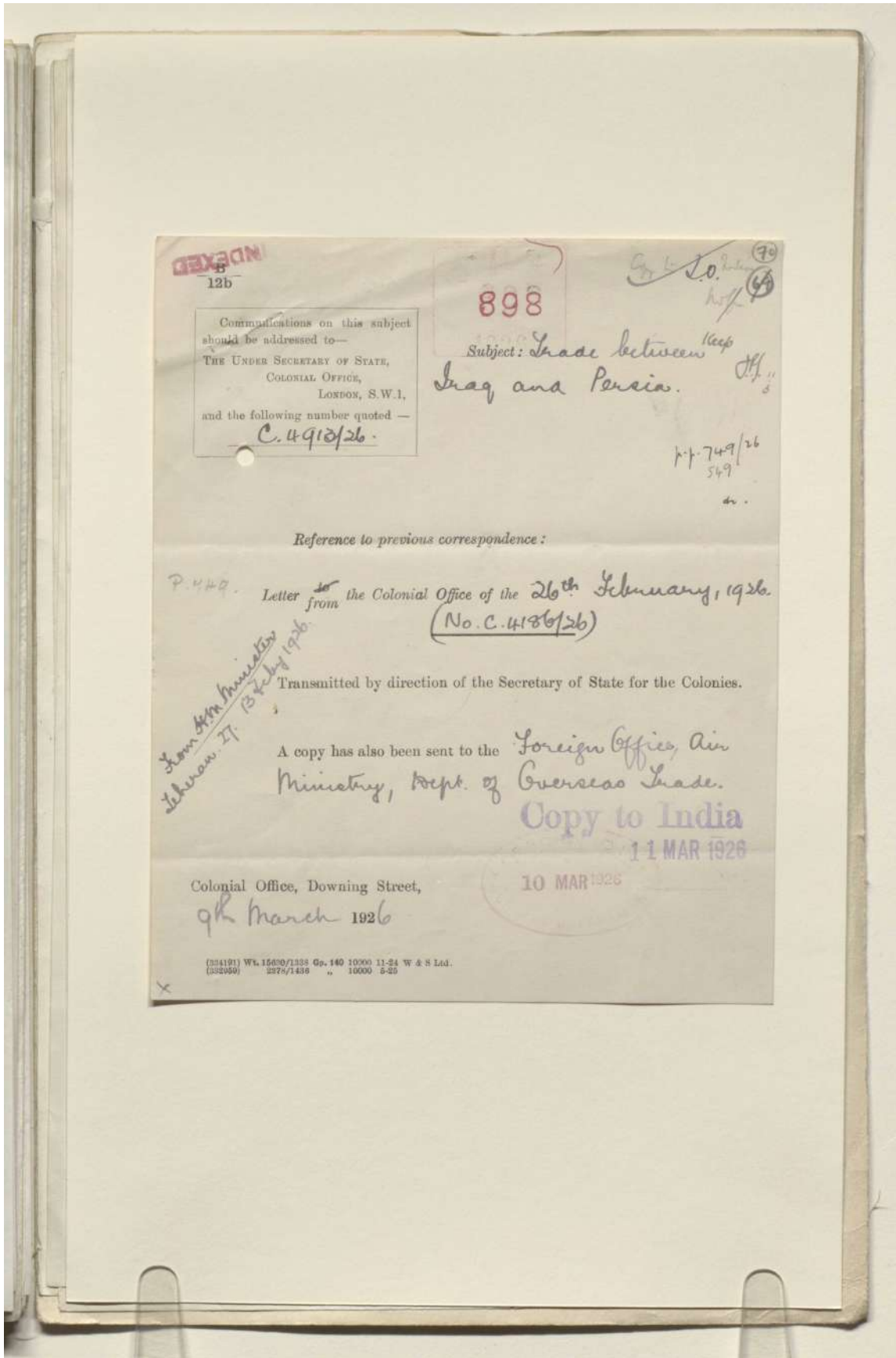
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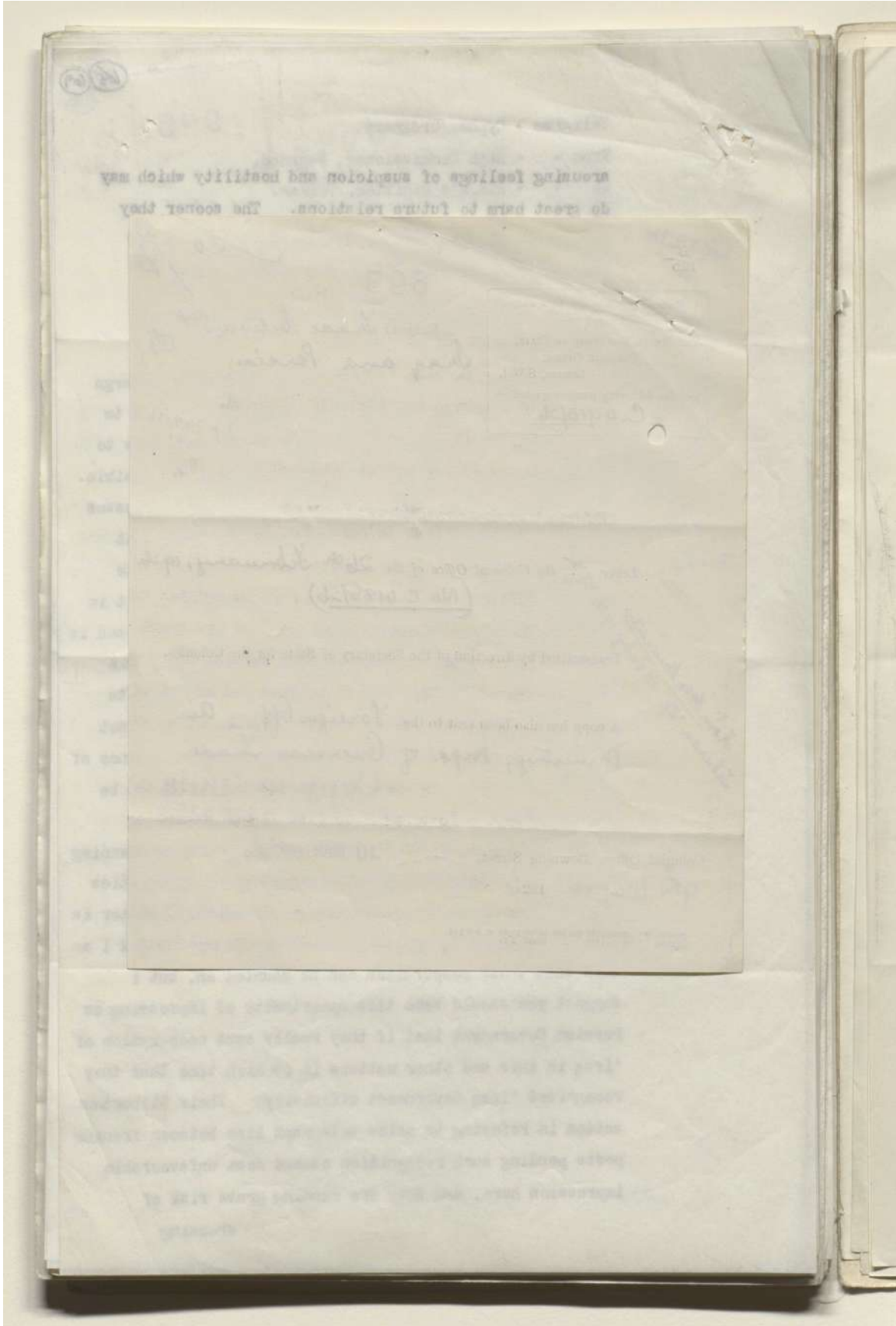
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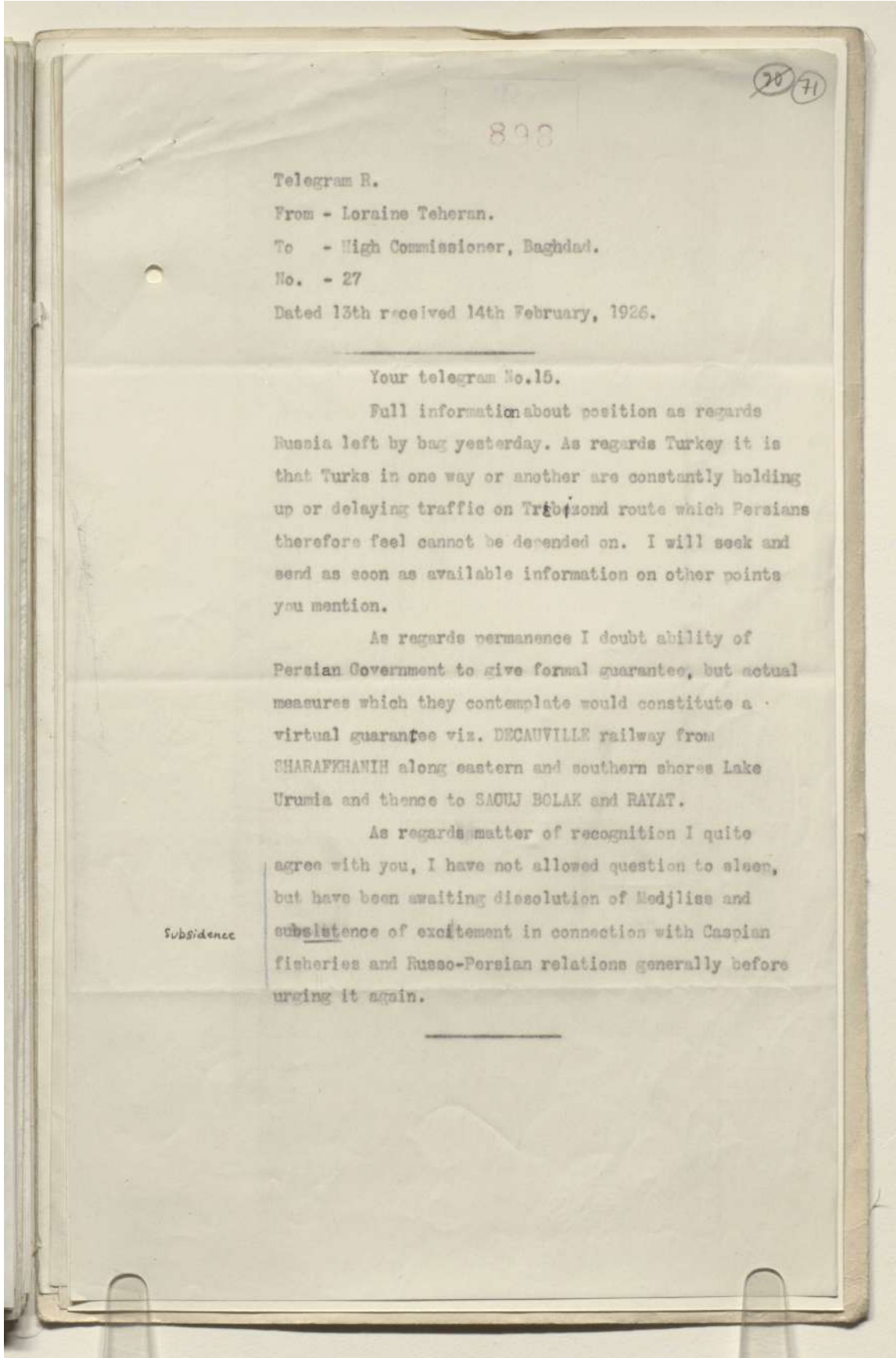
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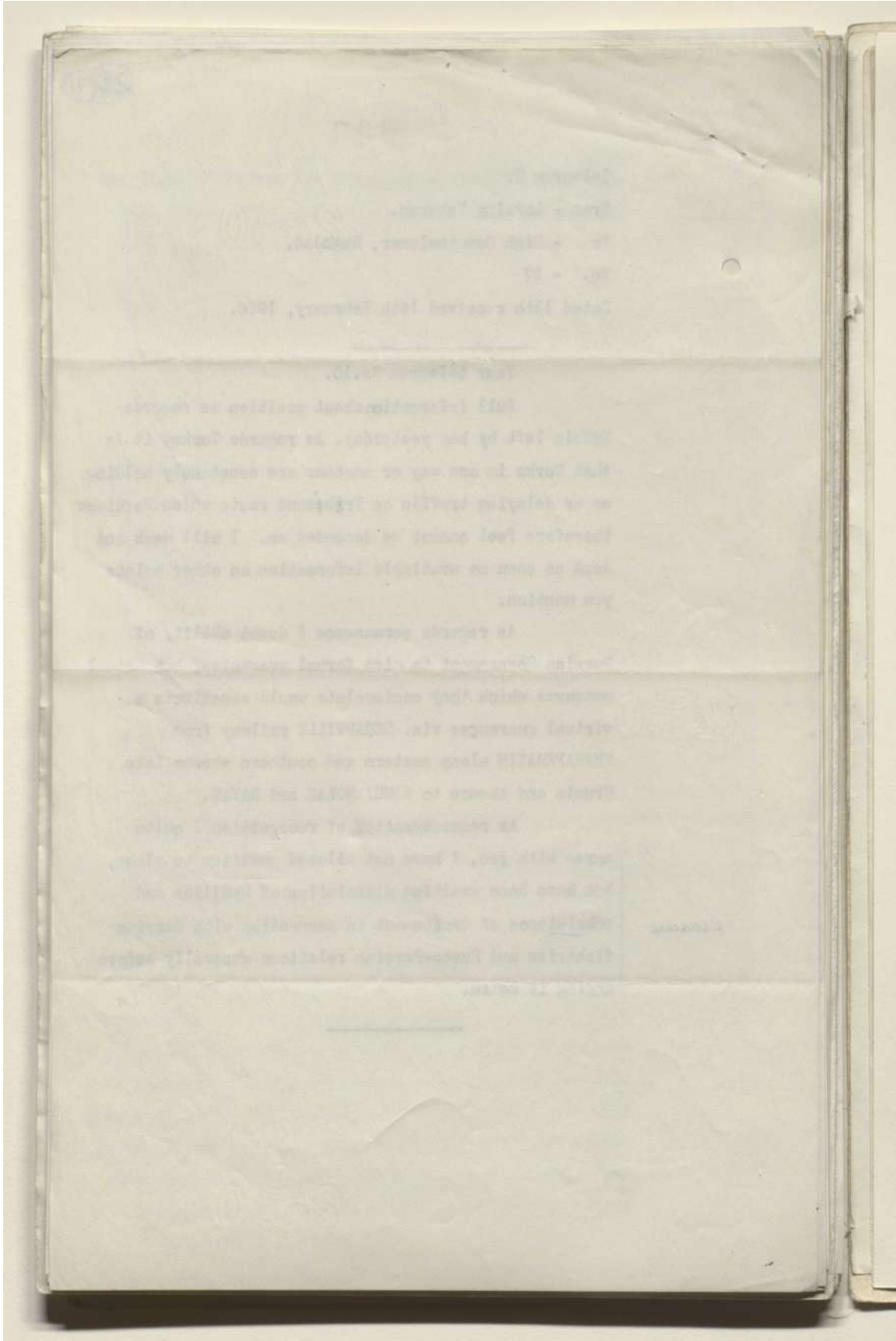
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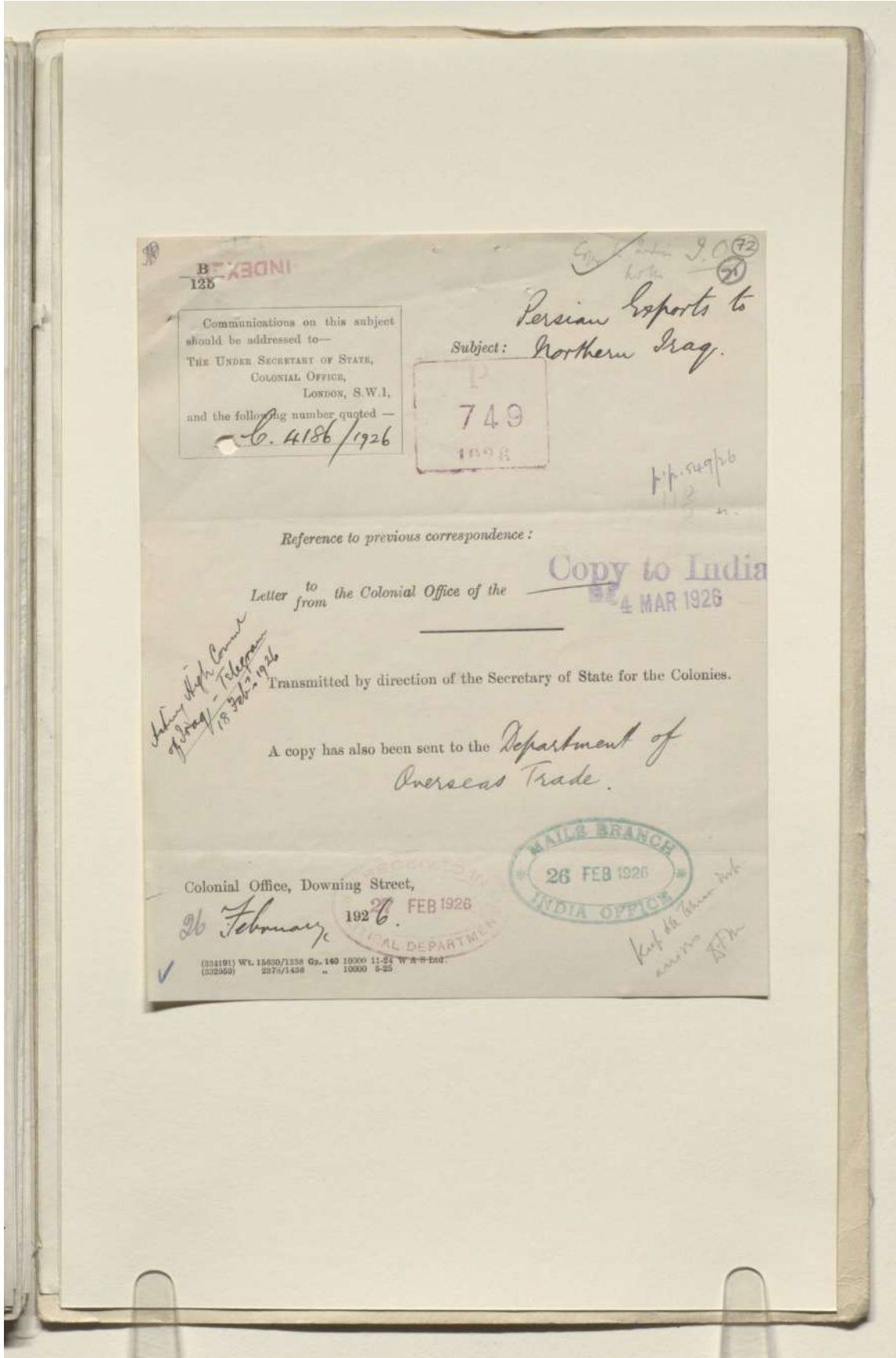
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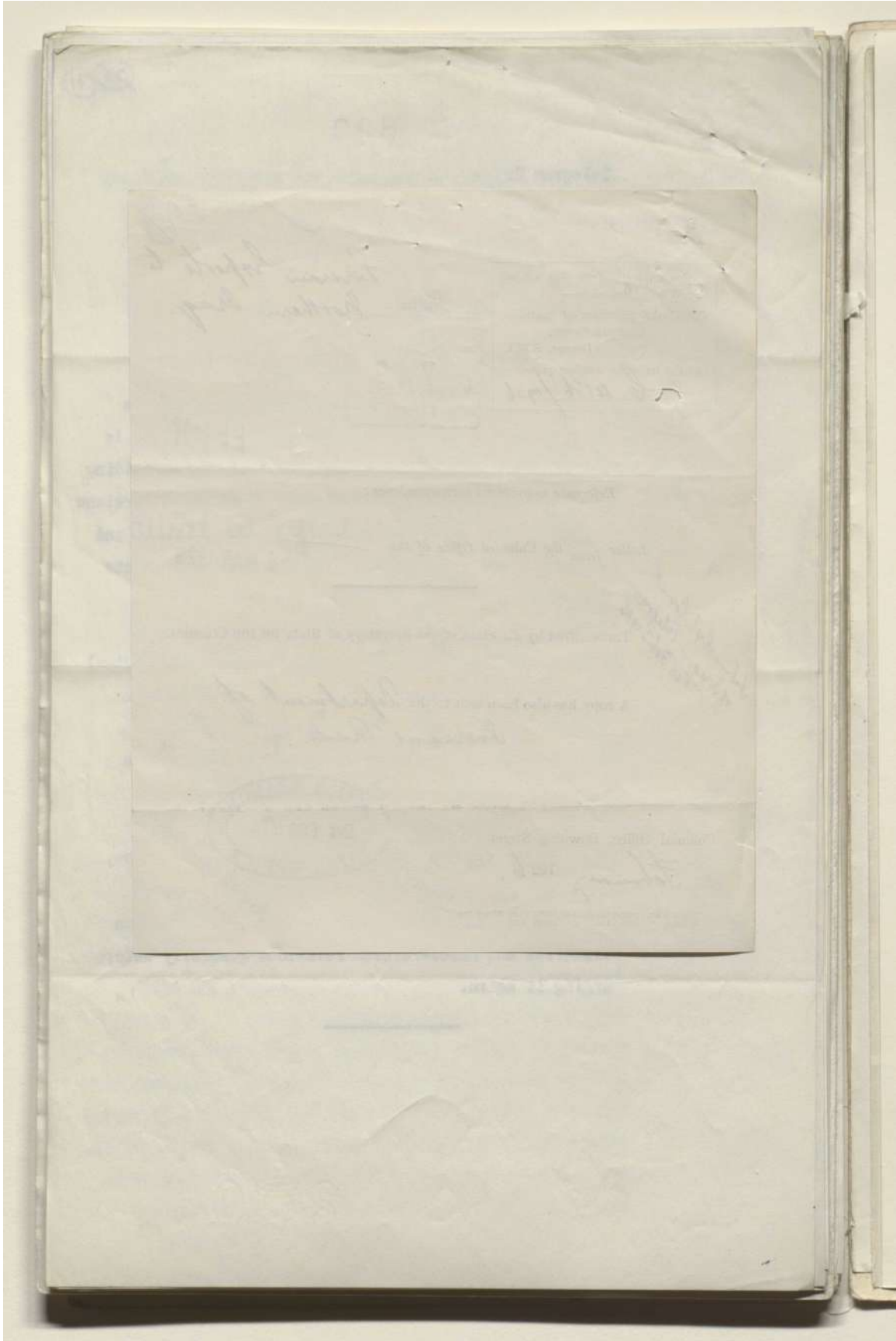
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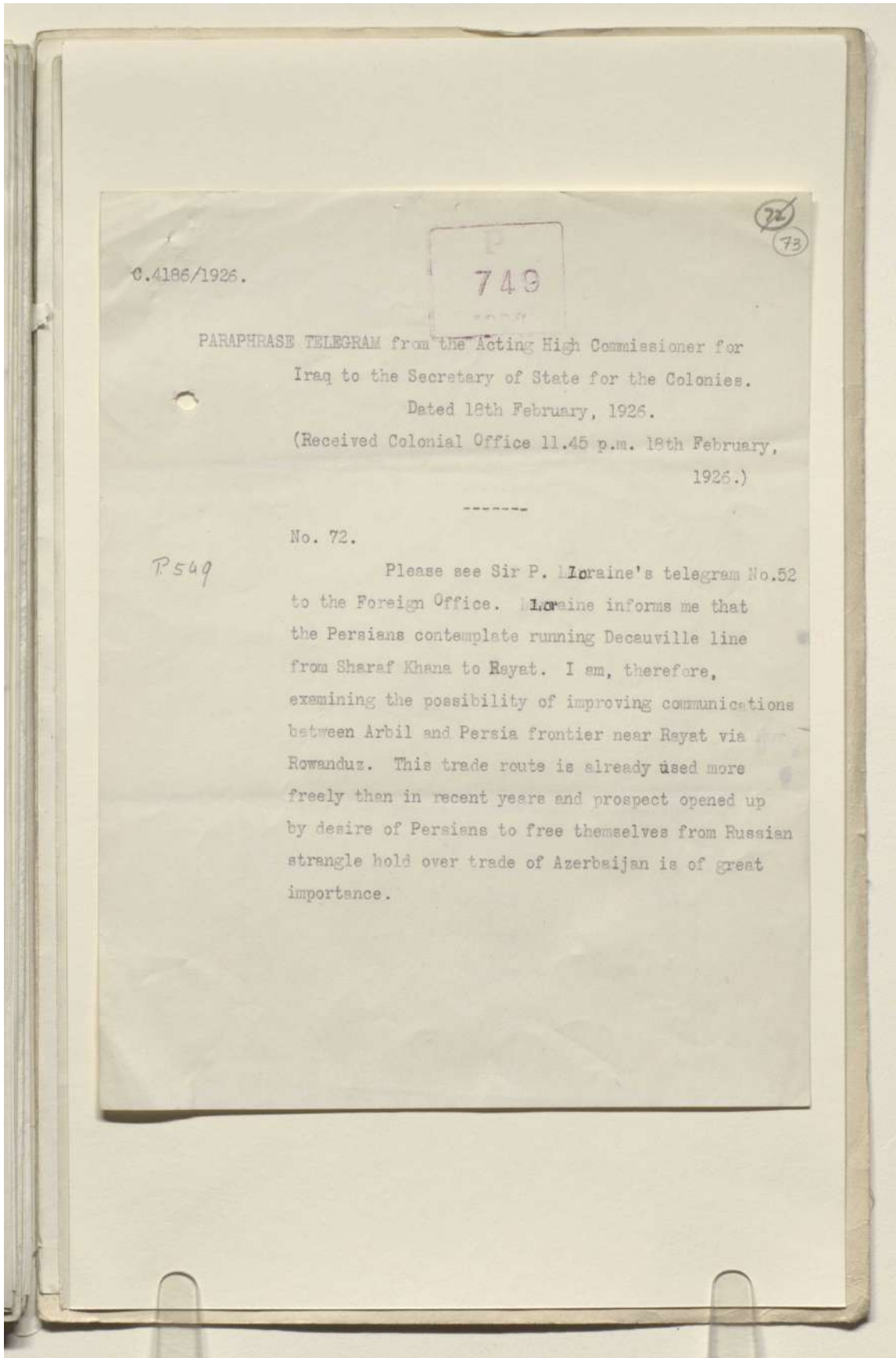
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مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٧٢ظ] (١٥٤/١٤٤)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٧٣و] (١٥٤/١٤٥)



0.4186/1926.

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PARAPHRASE TELEGRAM from the Acting High Commissioner for
Iraq to the Secretary of State for the Colonies.

Dated 18th February, 1926.

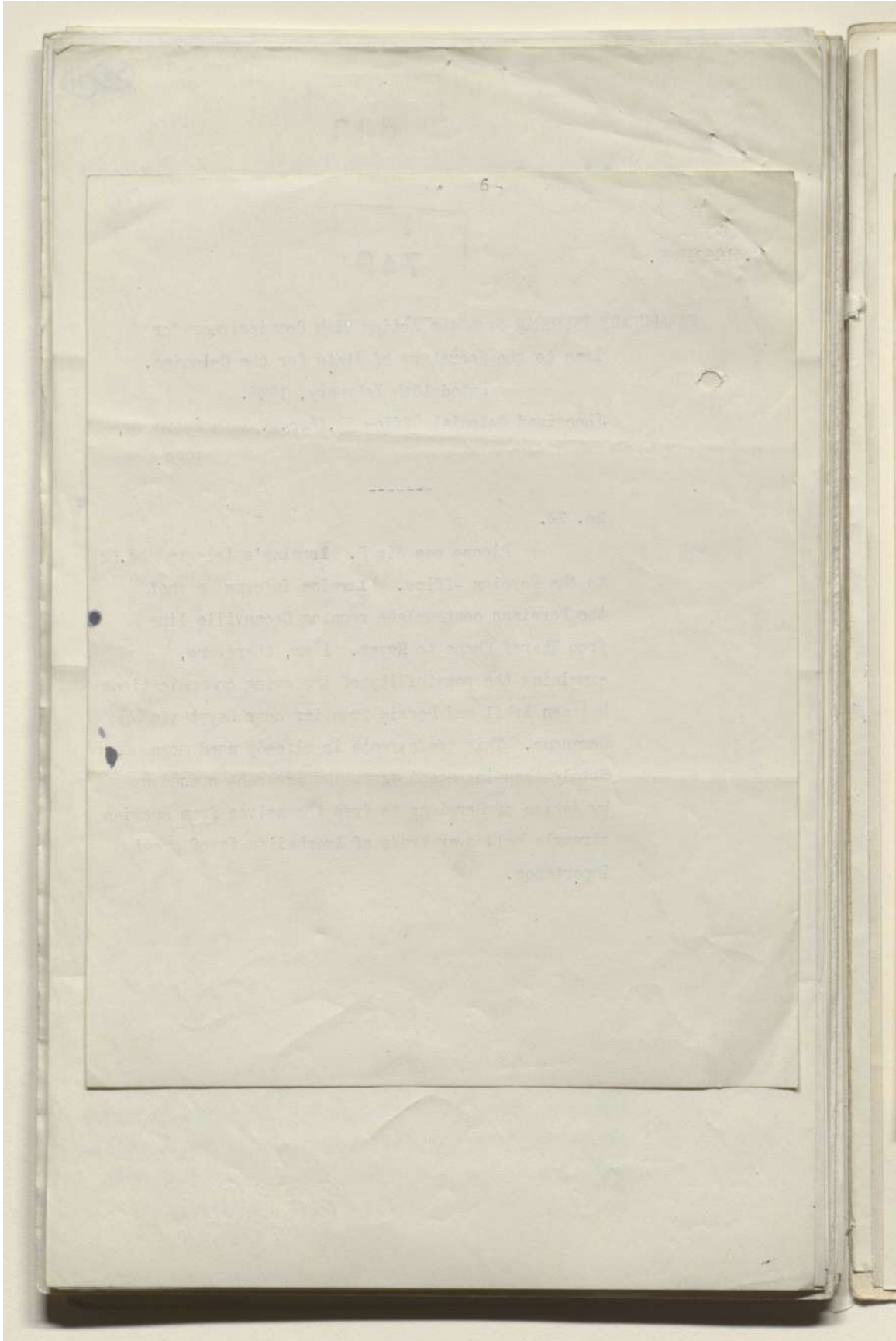
(Received Colonial Office 11.45 p.m. 18th February,
1926.)

No. 72.

P.549

Please see Sir P. Lorraine's telegram No.52
to the Foreign Office. Lorraine informs me that
the Persians contemplate running Decauville line
from Sharaf Khana to Rayat. I am, therefore,
examining the possibility of improving communications
between Arbil and Persia frontier near Rayat via
Rowanduz. This trade route is already used more
freely than in recent years and prospect opened up
by desire of Persians to free themselves from Russian
strangle hold over trade of Azerbaijan is of great
importance.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٧٣ظ] (١٥٤/١٤٦)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٧٤و] (١٥٤/١٤٧)

INDEXED

In any further communication on this subject, please quote
No. *2995/11/30* and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

CONFIDENTIAL

P
549
1926

74
28

THE Under-Secretary of State for Foreign Affairs presents his
compliments to *the Under-Secretary of State for*
India and, by direction of the Secretary of State,
transmits herewith copies of the under-mentioned paper.

Foreign Office,
11th February, 1926.

Reference to previous correspondence :

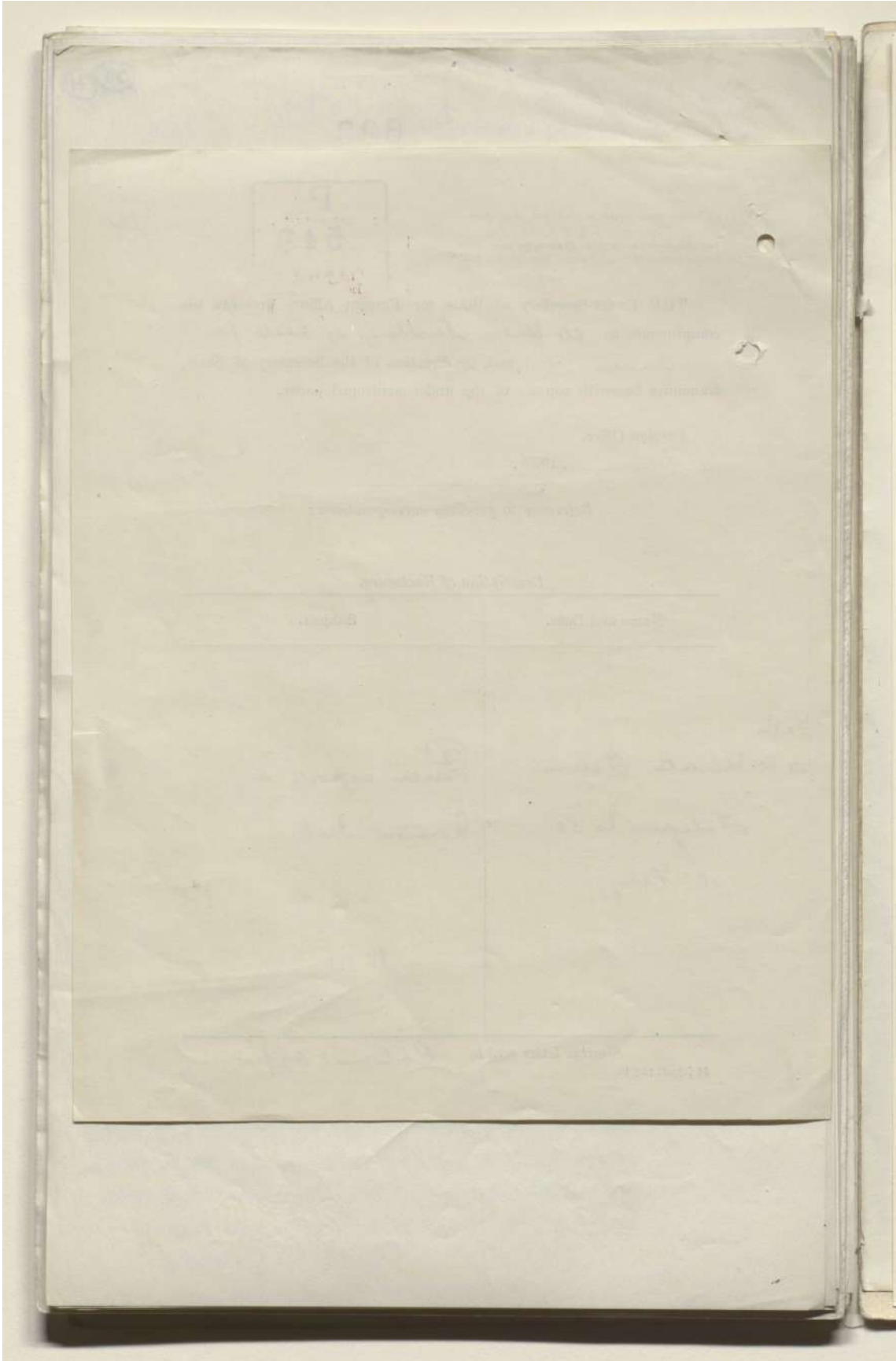
Description of Enclosure.

Name and Date.	Subject.
<i>Teheran</i> <i>Mr. W. Minister, Teheran.</i> <i>Telegram to 52</i> <i>10th Feb.</i>	<i>Persecution reports to</i> <i>Konstantin Irak.</i>

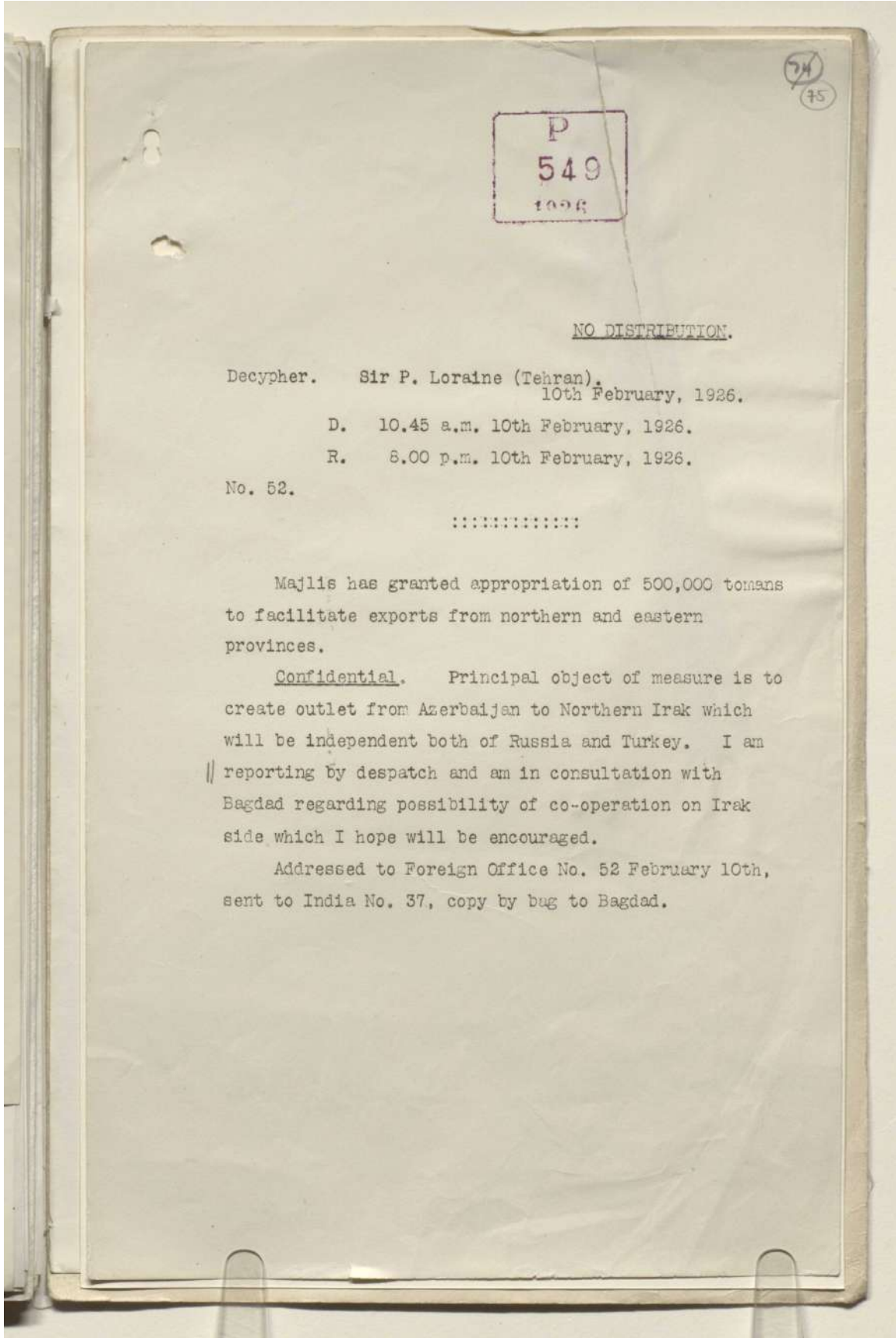
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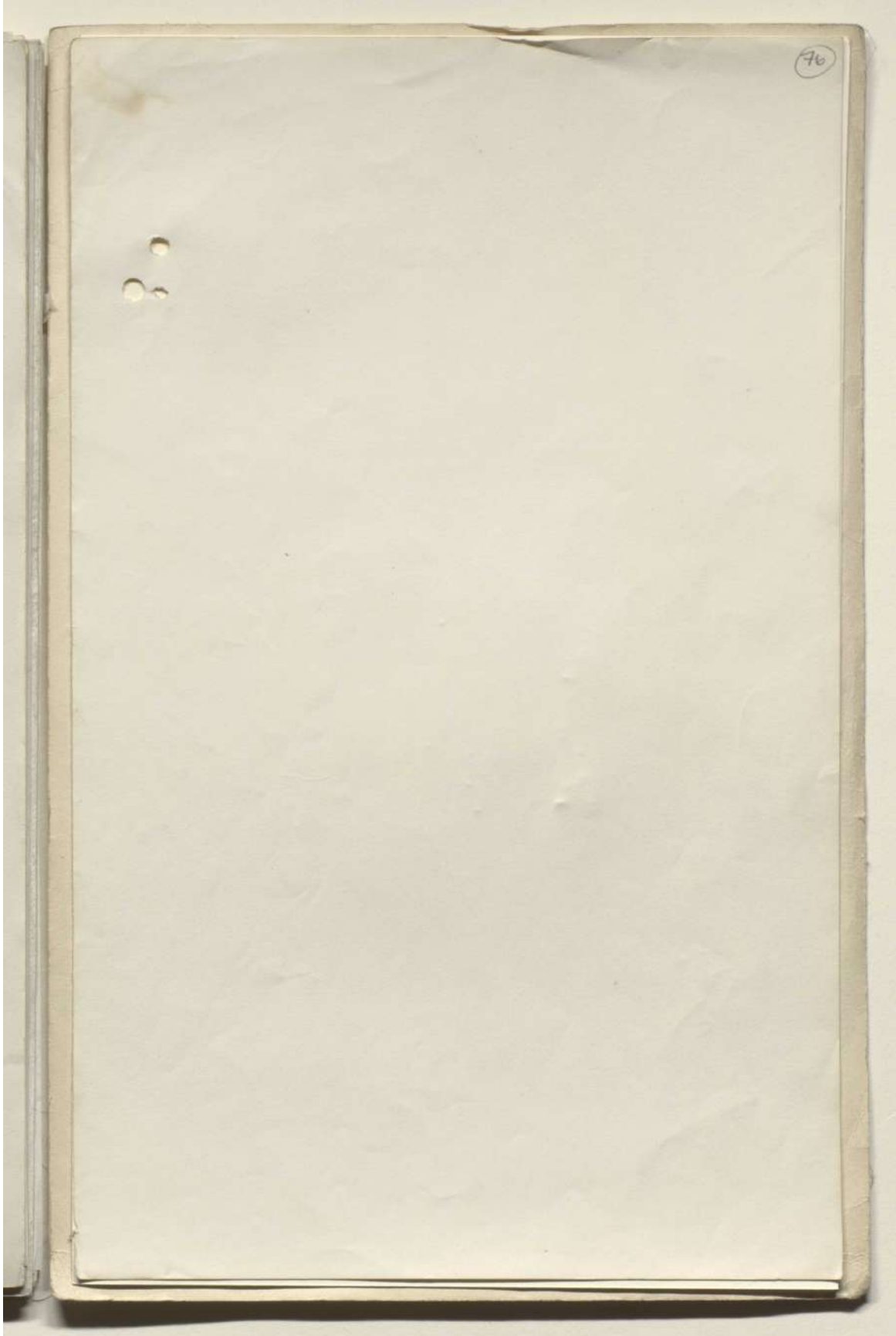
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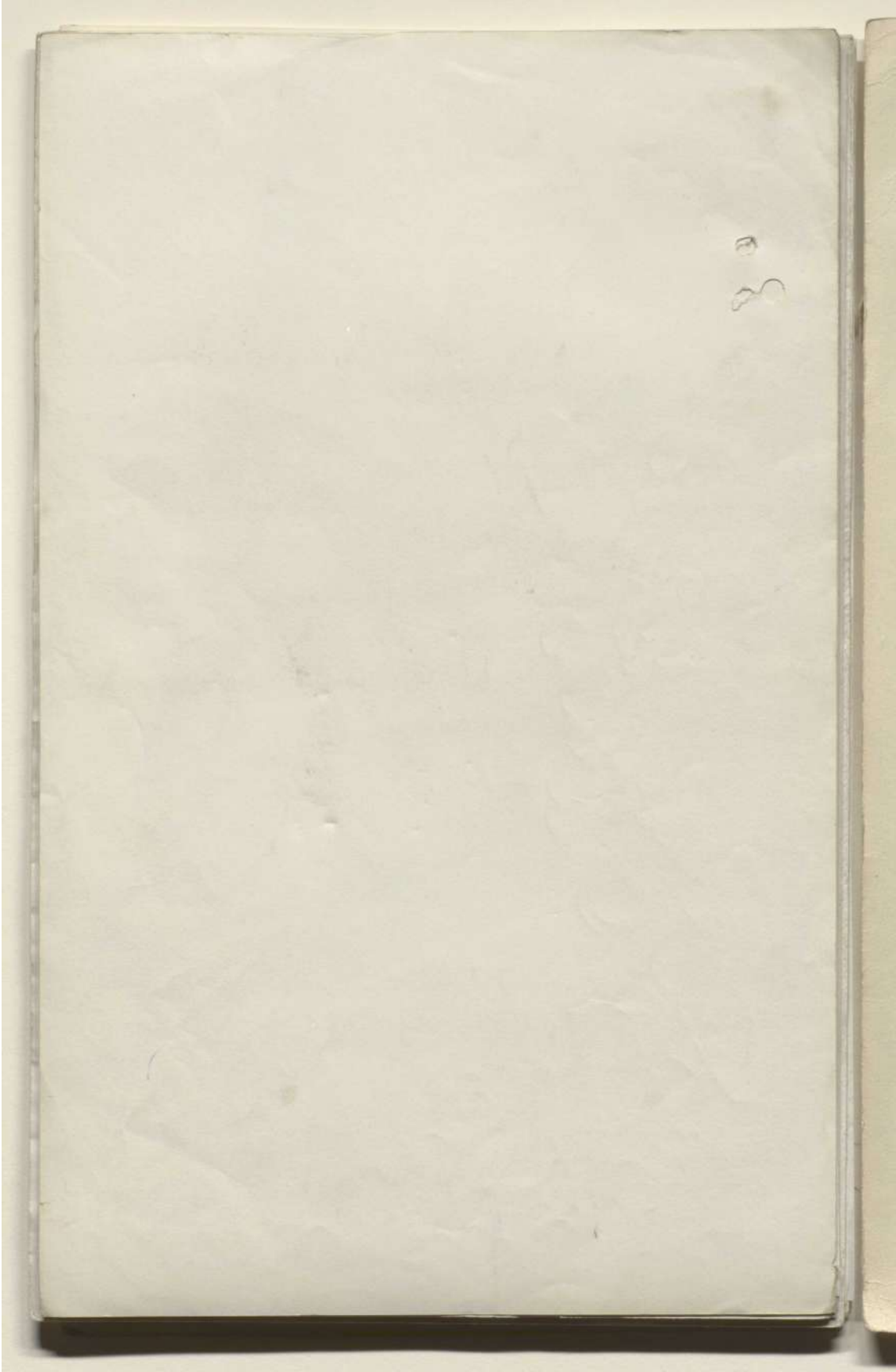
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الروسية. طريق رواندز التجاري." [٧٥] [١٥٤/١٤٩]



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٧٦و] (١٥٤/١٥١)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [٧٦ظ] (١٥٤/١٥٢)



مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [خلفي-داخلي] (١٥٤/١٥٣)

(77)

Previous File
P.

POLITICAL AND SECRET DEPARTMENT.

P.
1846*
1912.

Subject:

Bouard

* Parts 1, 2.

This File contains the following papers:—

YEAR.
191 . P.
191 . P.
191 . P.
191 . P.

Memoranda.

If any papers are removed from this File, please inform the Political Registry.

14017. I. 407. 500.—4/1913.

مجموعة ٥٦ / ٢٨ "بلاد فارس. شؤون الحدود الفارسية-التركية والفارسية-
الروسية. طريق رواندز التجاري." [خلفي] (١٥٤/١٥٤)

