

The Rebirth Of Turkey 1923.pdf/261



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railway scheme, and in this respect it differs widely from the original Chester project of 1909. Czarist Russia having disappeared, the Turkish Government now revives the central Anatolian scheme which was first suggested for the Bagdad Railway and vetoed by Russia. It proposes to extend the Eski-Shehr-Angora line which was originally intended for the main line of the Bagdad Railway, to Sivas, Kharput, Diarbekr and Mosul, but it adapts its railway program to the needs which have developed during the last four years. It may be assumed that military considerations have played a part in the framing of the Government's railway scheme, for the war in Europe is not yet ended, and nobody knows how long a breathing space Turkey is to be permitted.

The first line to be built is to be the Yamurtalik-Kharput-Bitlis line, with a branch dropping to Mosul, Kirkuk and Suleimanieh. If and when this line is completed, it will strengthen the Syrian and Mesopotamian frontiers, and its western end, terminating in an excellent harbor at Yamurtalik on the Turkish side of Alexandretta Bay, will afford the Government a port which it sorely needs on the Mediterranean.

The second line to be built is to be the Angora-Erzurum line with branches dropping to Samsun and Trebizond on the Black Sea. At present the Government has no access by rail to any of its Black Sea ports. Possibly if it had had speedy

access to the "Pontus" provinces, they would not have been devastated by irregular warfare during these last four years.

The final lines to be built are embodied in a group

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