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## CONGRESS

Middle East and Muslim Worlds  
Studies

28 June- 2 July 2021



## Panel 38

## Travel Experiences in the Middle East: Mobility, Transport and Regulation (1840-1940)

Traveling in the Middle East underwent profound changes between the mid-19th century and the end of the interwar years. On the one hand, this period was characterized by the intensification and diversification of mobility. The spread of new means of transport contributed to this process, encouraging the emergence of new routes and new travel practices while transforming the travel experience itself. On the other hand, increasingly strict controls regulated the movement of people and goods, and the formation of new borders hampered mobility to some extent. The Ottoman state and, subsequently, the Mandate authorities and the local governments sought to regulate and control mobility while at the same time promoting it. To this end, they introduced identification documents (passports, visas, passes), established customs controls and channeled mobility on certain routes. The papers in this workshop discuss the transformations of travel in the changing context of the late 19th and early 20th centuries while reflecting on the tensions between increased mobility and growing control of mobility. In doing so, they also highlight certain continuities and discontinuities in travel practices between the late Ottoman period and the Mandates period.

**Person in charge : Jaquier César (University of Neuchâtel/University Lumière Lyon 2, LARHRA)**

**Discussant : Neveu Norig (University of Aix-Marseille, Iremam/CNRS)**

### Program

#### **Smyrnelis Marie-Carmen (Institut Catholique de Paris/Institut Convergences Migrations)**

*How to travel and be identified in Eastern Mediterranean Sea in the 19th century*

The passport, in particular, raises the question of control of mobilities and personal identification, from all the documents used to identify individuals from the end of the 18th century and during the 19th century. This communication wishes to analyze the implementation of passports in the Ottoman Empire and the Kingdom of Greece in the era in question.

#### **Chiffoleau Sylvia (CNRS/University Lumière Lyon 2, LARHRA)**

*Acceleration: the time factor in transportation in the Middle East (1880-1930)*

During a period of significant development of new means of transportation (steam navigation and railway, then automobile) we will observe how the acceleration of the rhythms of travel-induced in the Middle East a new relationship to time, which must now be based on a counted and precise time and on a necessary synchronization with the rest of the world.

## **Jaquier César (University of Neuchâtel/University Lumière Lyon 2, LARHRA)**

### *Driving between Syria and Iraq: Problems and practical aspects of border controls (1920-1940)*

In the aftermath of the First World War, the development of motor transportation in the post-Ottoman Middle East enabled the opening of new communication routes across the Syrian Desert, thus linking the Mediterranean to the Persian Gulf and contributing to an increase in travel on a regional or even transregional scale. At the same time, the formation of new states brought about tighter control on mobility. During the interwar period, travel between Syria, Palestine and Iraq was subject to increasingly frequent checks at the police and customs posts that marked border crossings. This paper examines the infrastructure and the practical operation of these controls (location, opening hours, bureaucratic formalities, etc.) while questioning the capacity of the authorities to monitor mobility. In so doing, it aims to reconsider the idea that the development of motorized transport simply led to an acceleration of movement, and to rethink the impact of state formation on mobility.

## **Chantre Luc (University Rennes 2, Tempora)**

### *The political stakes of overland hajj from French Mandate Syria*

Increasingly involved in the affairs of the pilgrimage to Mecca (hajj), the French Mandate authorities expeditiously imposed on Muslims in Syria and Lebanon journeys by sea which they believed has already proved successful in North Africa. However, they had to face the multiple resistances that began to emerge from the beginning of the 1930s, whether on a local, national or regional scale - with the reactivation of a pan-Islamic imagination around the Hedjaz railway or the Caliphate road of Hārūn ar-Rashīd. The mandatory authorities have chiefly to cope with the material reality of the growing development of automobile transport in the Arabian Peninsula and more generally in the Near and Middle East. In such a context, French reactions hesitated between experiments, cooperation and repression.