

## MISCELLANEA

# İzmir as Mediterranean Trade Port and Ottoman City in 19th Century

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## ABSTRACT

İzmir occupies a prominent place among the Mediterranean port cities of the 19th century. The city is quite similar to other port cities in terms of trade dynamics but differs from them in the diversity of actors who had a say in trade. It can easily be said that İzmir was one of the plateaus of 19th century capital competition. Especially in the 19th century, the city was considered the second capital of the Ottoman Empire after Istanbul and continued to be one of its most important ports. In this period, the architectural and urban arrangements made by the Ottoman government on a local scale, as well as the urban transportation interventions made with the initiatives of western countries, significantly affected the morphology of the city. In this context, the morphological transformation of İzmir in the 19th century, its position within local, regional, and global networks, and its relationship with urban interventions will be evaluated through maps, drawings and documents related to railways and transportation.

## KEYWORDS

*İzmir, Morphological Transformations, Mediterranean Port, 19th Century City.*

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## Introduction

İzmir is one of the significant ports in the Eastern Mediterranean region. In terms of trade relations, the city has a looser authority than Istanbul, another important port city and the capital of the empire, and it brings together a rich hinterland with a large number of investors. Especially from the 18th century onwards, the city played a vital role in the Ottoman overseas trade with Europe. This important position led to several innovations to improve trade routes for faster delivery and profit. Europeans were eager to build and acquire the rights to operate railways in the Ottoman Empire and with the same ambition to build modernized ports. Although these developments were not the only modernization movement for the city, they were the most important architectural manifestations of the increasing volume of trade. The increasing trade between the Ottoman Empire and Western countries in the 19th century led to a significant social, structural, and economic transformation in İzmir. This transformation journey is analyzed through the lens of urban morphology. The aim is to analyze and historically frame the social, economic, and structural changes that occurred during this period within the historical timeline of İzmir, in line with the approach of this study.

In order to clarify the transformation of İzmir, especially in the port area, and to comprehensively adapt to the new era, this study includes the historical background of İzmir as well as brief information on the Ottoman Empire and Europe in the 19th century. In this way, it is aimed to illuminate the urban transformation of İzmir as a Mediterranean port city.

## Problem Definition and Methodology

İzmir irrevocably joined the Ottoman Empire in 1425. However, the city never found a place in the state's memory, ideologically, politically or commercially. Moreover, Western Anatolia was a region to be protected and exploited, and it was advantageous not to restore it or add it to the territory to be developed. By the 16th century, İzmir was not seen as a trade center by the Ottomans, nor was its potential as a port city being utilized. On the other hand, this century can be defined as a period of expansion of trade between Western Asia and Eastern Europe as well as the Mediterranean. However, according to economic historian Pamuk, this economic expansion in the 16th century gave way to a long period of stagnation in the 17th century.<sup>1</sup> As the pattern of economic growth in Europe changed in the 18th and 19th centuries, so did the European countries trading in İzmir. With the Sultan losing power, capitulations only worked in favor of Europeans. Until the 18th century, the most important privilege was the freedom of travel and trade within the borders of the empire. On the oth-

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<sup>1</sup> Şevket Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914* (İstanbul: İletişim Yayınları, 2015), 111.

er hand, the Empire began to grant the right to establish its own courts to settle commercial disputes. Pamuk argues that these conditions were contrary to the sovereignty of the Empire.<sup>2</sup> Moreover, customs duties paid by European merchants were kept at the lowest level and in most cases, foreigners paid less than local merchants. In the following centuries, these practices put Ottoman merchants in a difficult position against Europeans and they were negatively affected by this competition. With the increasing trade volume of the Ottoman Empire with Western countries in the 19th century, İzmir underwent a major social, structural, and economic development and transformation. Bruce Masters' claim that the process, which began with a vision of a very active change at the political level, gradually turned into an effort to obey and adapt to external dynamics can be added to this context.<sup>3</sup> Thus, from his point of view with the rapid spreading of economic and political<sup>4</sup> power of industrialized Europe, the Ottoman Empire dragged into the period of integration and exploitation which was quite in line with Wallerstein's model of peripheralization. In the meantime, the West legitimized the overwhelming influence and pressure over state, economy, and society.

Thus, İzmir, known as the modern capital of Asia Minor and the superior emporium of the Levant, in the 19th century, as the West of the East or the East of the West, a city in between, hosts many people from all over the world, and their reaction to this, namely rapid changes, affects this port city in every aspect and makes it more special. The reason for these interactions is, as Henk argues, its location at the center of regional, national, and international communication.<sup>5</sup>

In this article, instead of questioning individual spatial traces, the tool of urban morphology is used to evaluate spatial qualities together. According to Birik, when we analyze urban space, built environment, socio-economic and cultural traces as a whole, we have the necessary information about that urban space and its relationship in local, regional and global networks. Moreover, these clusters of knowledge are shaped by a holistic morphological approach by questioning which urban dynamics and structural interventions have led to change and transformation, the breaking points, and whether there is continuity in the qualities that make up urban space, or in this case İzmir.

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2 Şevket Pamuk, *Türkiye'nin 200 Yıllık İktisadi Tarihi* (İstanbul: Türkiye İş Bankası Kültür Yayınları, 2014), 57.

3 Bruce Masters, "İstanbul: İmparatorluk Payitahtından Periferileşmiş Bir Başkente," in *Doğu ile Batı Arasında Osmanlı Kenti, Halep, İzmir, İstanbul* (İstanbul: Türkiye İş Bankası Kültür Yayınları, 2012), 96.

4 Immanuel Wallerstein, *Modern World System in Long Duree*, (London: Routledge, 2004), 32.

5 Driessen Henk, "Mediterranean Port Cities: Cosmopolitanism Reconsidered" *History and Anthropology*, 16, no.1 (March 2005): 131.

## Historical and conceptual evaluation of İzmir port

The Aegean Region is a region where land and sea are somehow intertwined. Geographically, the mountains run perpendicular to the sea, resulting in many indentations between land and sea. The complex coastline allows for a large number of ports on the seashore. Besides the position of the mountains, rivers are also vital for the region. The Aegean's river plains have been the founding grounds of cities due to their abundance and the fact that they provide a one-way inlet and outlet valley between the steep mountains and the land. İzmir, or Smyrna, is a classic example of these city-state formations.

Although being located on such an advantageous territory, Smyrna has always been the scene of invasions and different struggles for supremacy, and authority has been in constant flux. At the same time, the fate of other port cities was always a dangerous threat to Smyrna. Despite all these battles for authority, Smyrna's fate was shaped by the Gediz River. Eventually, the alluvium carried by the Gediz River flows into the sea at today's Tuzla and begins to accumulate.<sup>6</sup> In time, İzmir was encountered being a lake shore city. So, the center of the city was changed with Pagos mountain vicinity, today's Kadifekale (Fig. 1).

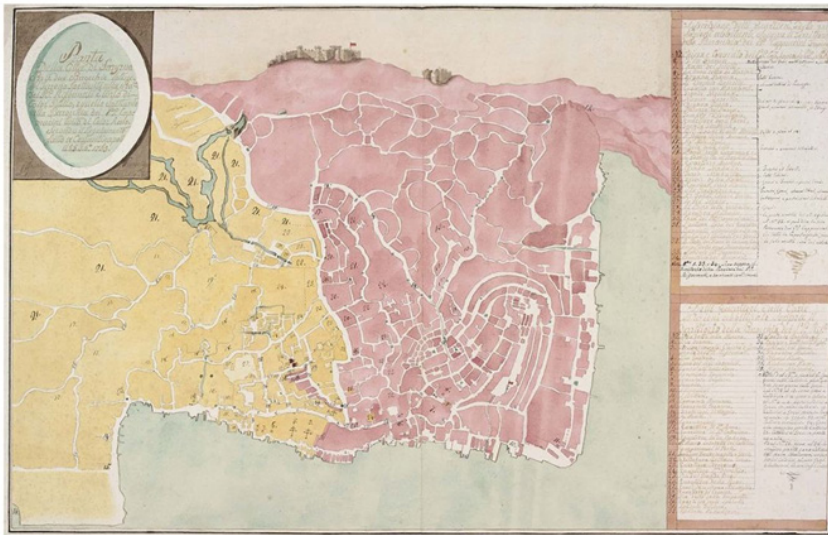


FIG. 1 Map of İzmir showing Pagos / Kadifekale dated in 1763, author is unknown. Source: Poulimenos Collection

The city continued to grow after the center was moved to Kadifekale. Population and production level increased in almost every region of Europe. Beginning from second half of the 15th century to the end of 16th century even including the beginning of 17th. The growth of the textile industry in Western Europe required a market for both raw materials and

6 Çınar Atay, *Tarih İçinde İzmir*, (İzmir: Tifset Yayınevi, 1978), 8.



final production of fabric. İzmir could meet both.<sup>7</sup> After 1750s, İzmir ended up its mediator role in that commerce chain. In other words, İzmir was not a totally transit port anymore which transferred silk from Iran, cotton and wool yarn from Anatolia. The export of local products such as dried grapes, opium, dried figs, bonito, olive oil and soap started to gained value. İzmir spread its role to wider hinterland being as exporter. At the same time being as importer, it maintains and expands its redistributor's role to larger inner market. This economic growth in the 18th century led to the growth of the city's trade with both Ottoman Empire and Europe. Especially France became the most significant trading partner in Europe.



FIG. 2 Detailed map of Comte de Choiseul-Gouffier's journey from Menderes to gulf of Edemit by J. Perrier showing gulf of Smyrne and environmental topography dated in 18th century. Source: ARKAS collection

In this sense, İzmir's local ports and geographical features have started to gain value. Fig. 2 shows the detailed topography of İzmir and its bay. According to Scott, the increasing concern of the authority for efficiency,

7 Frangakis-Syrett, "Uluslararası Önem Taşıyan Bir Akdeniz Limanının Gelişimi: Smyrna: 1700-1914" in *Smyrna (1700-1914)* trans. By Işık Ergüden (İstanbul: İletişim Yayınevi, 2016), 32

health, cleanliness, transportation, mineral resources, grain production and investment is directly related to the organization and permanence of space.<sup>8</sup> In this context, mapping is the most important tool. In addition, it is important to underline that the authority here is a European investor, as can be understood from the map author.

İzmir's trade was changing in parallel with the pace of growth and trade volume in the Western world. As Britain became the world economy's playmaker, the biggest trade partner of İzmir, which was integrated into the world economy thanks to its port, also changed as Britain. In this context, The Treaty of Baltalimanı agreement<sup>9</sup> signed in 1838 reinforces this relationship. Similar agreements that will reshape the economic life of the empire will be signed with some other European powers such as France, England, the Netherlands, Belgium and Portugal on future date.<sup>10</sup> In addition to these developments, since the land ownership of foreigners was protected by the authority with the Imperial Edict of Gülhane, Tanzimat Fermanı in 1839 dated just after this agreement, the initiatives of foreign investors began to play a major role in the urban morphology and almost shaping of the hinterland.

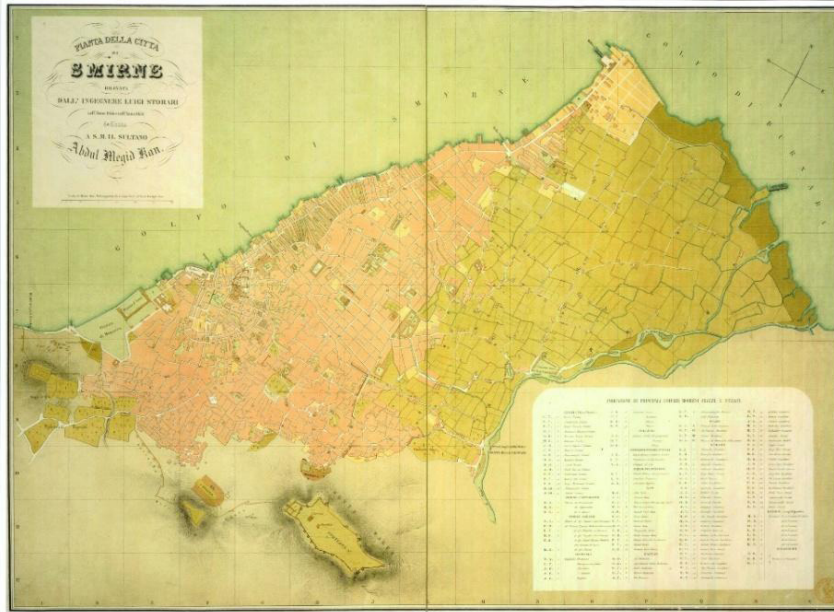


FIG. 3 Luigi Storari, City Map of İzmir 1854-1856. Source: APİKAM

8 James C. Scott, *Devlet Gibi Görmek*, trans. by Ozan Karakaş (İstanbul: Koç Üniversitesi Yayınları, 2020), 64

9 Also known as Anglo-Ottoman Treaty is a formal trade agreement signed between Babiali of the Ottoman Empire and the United Kingdom. Some of the vital articles are; The British were given the opportunity to purchase as many raw materials as they wished, British citizens were entitled to purchase Ottoman products from Ottoman subjects under the same tax conditions as merchants, the official tax on transit trade with the British was abolished and lastly once custom taxes had been paid for British goods arriving by British ships, any other taxes would no longer be paid no matter where the goods were taken by the buyer. With the last one British citizen would pay even less tax than Ottoman citizens when trading within the borders of the Ottoman Empire. For more detailed research please check Mübahat Kütüçüoğlu, *BaltaLimanı'na Giden Yol: Osmanlı İktisadi Münasebetleri (1580-1850)*, (Ankara: Türk Tarih Kurumu Yayınları, 2013)

10 Şevket Pamuk, *Osmanlı'dan Cumhuriyet'e Küreselleşme, İktisat Politikaları ve Büyüme* (İstanbul: İş Bankası Yayınları, 2008), 33

In Storari's map which is dedicated to Abdülmecit Han and most probably is prepared as constitutional ordering shows the first seed of changing city (Fig. 3). The expanding trade network brings with it the new requirements of the century such as transportation (especially sea) and communication (telegraph networks). By the middle of the 1860s, İzmir-Aydın and İzmir-Kasaba railways are built, which are accelerated the commercial flow of agricultural and mineral raw materials from the hinterland. Meanwhile, Zandi-Sayek indicates that the caravan trade, which lasted for days, fell into almost hours, is due to the development of the transportation network. In addition to that railway lines almost ended the preventive role of seasonal opposition<sup>11</sup> Transport between countries and between cities is not only for raw materials, but also for people, with steamship lines regularly carrying people to London, Liverpool, Alexandria, and other Mediterranean ports on a daily basis.<sup>12</sup> Together with intercity transportation, city tram lines are also articulated almost a decade later. Furthermore, in Fig. 4<sup>13</sup> it is clearly seen that İstanbul and İzmir are the important nodes of marine commerce. Primarily, sea transportation and the use of telegraph instead of post makes İzmir and the capital of empire closer contact and then other important centers.<sup>14</sup>

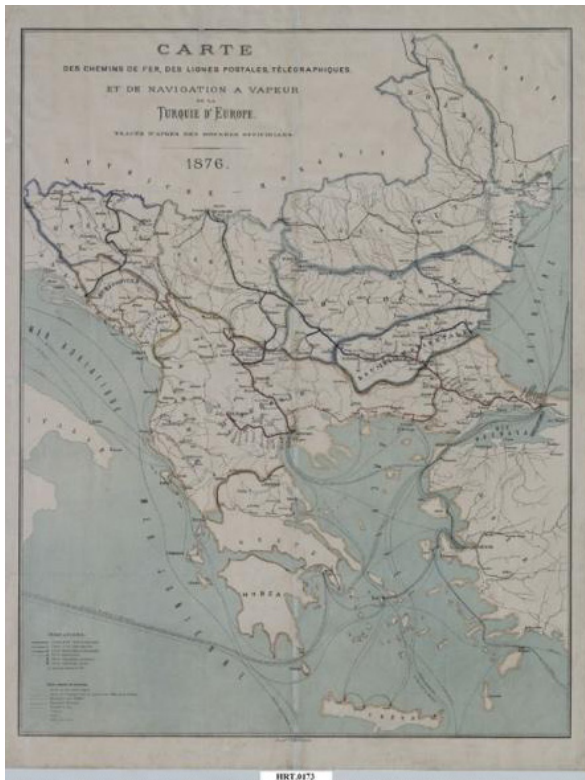


FIG. 4 Map Showing the Railway, Maritime, Postal and Telegraph Networks in Ottoman Rumelia and Aegean Region, 1876. Source: COA

11 Zandi-Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 27.

12 Kozmas Politis, *Yitik Kentin Kırk Yılı* (İstanbul: Belge Yayınları, 1992), 72.

13 Ottoman Carte Des Chemins de Fer Deslignes Postales, Telegraphiques, et de navigation a vapeur de la Turquie D'Europe HRT.h.. 173 1293 accessed in 16.09.2019 in The State Archives of Presidency of the Republic of Türkiye.

14 Zandi-Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 29.

Accordingly, İzmir, with its direct connection to the Mediterranean, gained a more important role compared to the capital of the Ottoman Empire.

### Political, social and economic dynamics in İzmir as Mediterranean port city

In the early centuries of the Ottoman Empire, the entire western Anatolian coast was responsible for providing the harvested fruits and grains for İstanbul and maintaining the food supply. The government therefore did not encourage trade in İzmir and did not welcome the money such a warehouse would bring.<sup>15</sup> On the contrary Ülker claims that central Ottoman government had always desired to encourage trade in İzmir. According to his studies income tax which was coming from this source was always important. From this point of view to keep flowing without interruption to imperial treasury was important as well.<sup>16</sup> In most of the 15th and 16th centuries the Ottomans succeeded in draining all the products of Western Anatolia to İstanbul. As a result of this approach the Western Anatolia coastline filled with so many towns like patches. Goffman asserts that the population of these towns never exceed two or three thousand and İzmir was one them.<sup>17</sup>

From 1768 to the beginning of the 19th century, the Ottoman Empire was dragged into a series of long, costly wars that resulted in heavy defeats. During the wars against Austria, Russia, France, Greece and Egypt, rebellions broke out as the imperial power in the state waned. Pamuk states that wars and political crises put the economy in a difficult situation. Therefore, the 19th century was different for both Ottoman society and the economy of the empire, as the conservative conception of the state had somehow been achieved in the 17th and 18th centuries. However, Pamuk underlines that the Ottoman Empire was directly confronted with the military, political and financial power of the West. The state economy began to open up to a new order, capitalism.

Accordingly, Kasaba, an expert on Middle Eastern history and politics, identifies Western Anatolia as one of the first Ottoman regions that was integrated into global networks.<sup>18</sup> One of the reasons of easily integration could be having appropriate site where transformation of distribution took place. From a totalitarian perspective, the Ottoman state as a whole was integrated into the capitalist world economy between 1750 and 1810.<sup>19</sup>

15 Goffman, "İzmir: Köyden Kolonyal Liman Kentine," in *Doğu ile Osmanlı Arasında Osmanlı Kenti Halep, İzmir, İstanbul*, ed. Edhem Eldem, Daniel Goffman, and Bruce Masters, trans Sermet Yalçın, (İstanbul: Türkiye İş Bankası Kültür Yayınları, 2012),104.

16 Ülker, *The Rise of İzmir 1688-1740*, Unpublished Ph.D. Thesis, (Michigan University, 1974), 1.

17 Goffman, "İzmir: Köyden Kolonyal Liman Kentine", 105.

18 Reşat Kasaba, *The Ottoman Empire and The World Economy: The Nineteenth Century* (New York: State University of New York Press, 1988), 6.

19 Ibid., 35.



As the other emerging port cities of the Ottoman Empire, Alexandria, Salonica, and Beirut, İzmir offered alternative consumption models that were cut out for the production-consumption cycle for global trade.<sup>20</sup> Among these port cities, İzmir gained a special importance.

Compared to other port cities, having this unique geographic position, port suitable for long-distance and regular cruises, resource-rich hinterlands to presume on and a class of foreign merchants familiar with the global trade network, and as well as the local merchants supporting international trade allows the city to be above water.<sup>21</sup> Thus, flow of capital, investors, investment momentum gained, expanding working class creates a multi-ethnic and also multi-cultural commercial center.

### Urban development of İzmir during late Ottoman period and its transformation

As world trade expanded after the Industrial Revolution, the hierarchical structure of the world also strengthened. Accordingly, Pamuk states that the trade of agricultural products and finished goods between Western European countries and so called third world countries was widening at an unprecedented rate.<sup>22</sup> Hierarchical pyramid had been shaped during this enlargement. There was the industrialized Europe and the United States at the top of pyramid. Wallerstein defines the key point that distinguishes core processes from peripherals as how monopolized or profitable these processes are.<sup>23</sup> In this manner at the lower step there are peripheral countries whose economies based on agriculture. While Pamuk classifies peripheral countries, he puts Ottoman Empire to the group of countries that continue to protect their political independence under the conditions of competition between imperialists.<sup>24</sup> In the 19th century China, Iran and Ottoman Empire fitted in this group. The significant condition of these countries was having a more centralized administration compared to the other peripheral countries.

In this manner, Tanzimat Fermanı declared on 3 November 1839 during the reign of Sultan I. Abdülmecit is considered as the most concrete step of westernization. In this context, according to Davison, equality of all subjects, a new system of recruitment, and taxation of all in proportion to their income emphasizes and protects the equality of life and property.<sup>25</sup>

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20 Elena Frangakis-Syrett, "Commerce in the Eastern Mediterranean from the eighteenth to the early nineteenth centuries: the city-port of İzmir and its hinterland", *International Journal of Maritime History*, X, no. 2 (1998): 138.

21 Zandi-Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 10.

22 Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 193.

23 Wallerstein, *Modern World System in Long Duree*, 167.

24 Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 195.

25 Roderic H. Davison, *Reform in the Ottoman Empire* (Princeton: Princeton Legacy Library, 2016), 423.

The Imperial Reform Edict (1856) *Islahat Fermanı* is the second phase of reform or continuation of *Tanzimat* which involves equality with Muslims in terms of justice and taxation and being able to come to positions freely.<sup>26</sup> The peak point of all those reforms is The Constitution of the Ottoman Empire (1876) *Kanun-i Esasi* that basically declares the parliamentary regime. Davison states that all nationalities are considered as Ottoman subjects without exception is the continuation of the wind of equality caught in the *Tanzimat*.<sup>27</sup> The fact that all these changes affected the empire with all its subjects naturally had a positive effect on the investments of the citizens and foreigners in the cities. The investors whose conditions became more liberal, increased their activities in the port cities, especially in İzmir.

In this context, to rebuild the cities with the *Tanzimat* (The rescript of *Gülhane*) regulations based on the rules, provisions and decrees were issued in in İzmir as well as in the whole empire. In the case of İzmir, the need for a new urban infrastructure and laws, and the legal solutions and administrative organizations developed in response to this need, have led to major changes at the urban level.

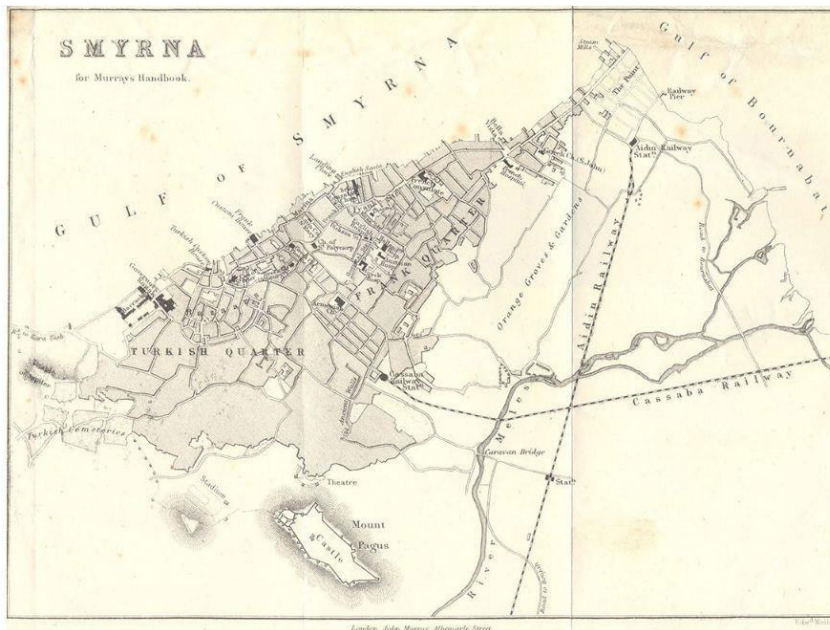


FIG. 5 İzmir map from Murray's Handbook for Travellers, 1873. Source: APİKAM

In this İzmir plan, which is dated to 1873, it is possible to see all the innovations brought by the late Ottoman period on the plan scale (Fig. 5). For instance, Sarıkışla barrack (*Kışla-ı Hümayun*) and Government Office (*Hükümet Konağı*) is indicated as black solid on the left hand of the map, additionally custom houses and some consulate buildings, important

26 Marie-Carmen Smyrnelis, "Tarihini Arayan Şehir," in *İzmir 1830-1930 Unutulmuş Bir Kent mi? Bir Osmanlı limanından Hatıralar*, trans. Işık Ergüden (İstanbul: İletişim Yayınları, 2008), 16.

27 Davison, *Reform in the Ottoman Empire*, 424.

churches and hospital are also hatched with black. Stations of railways and surrounding auxiliary spaces of Aydın and Kasaba lines are also shown on the map (Fig. 6).

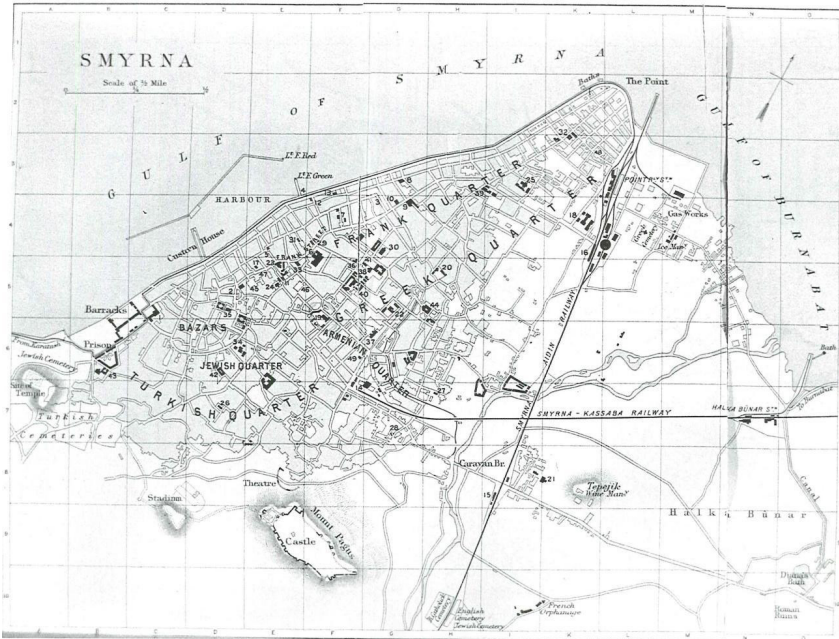


FIG. 6 Map of İzmir, dated in 1878, author is unknown. Source: APIKAM

According to Bilsel with Tanzimat regulations and Ebniyye Nizamnameleri edicts the western image of İzmir was highlighted.<sup>28</sup> Kasaba evaluates Tanzimat term (1840-1876) as commercial revival of both Europe and Ottomans.

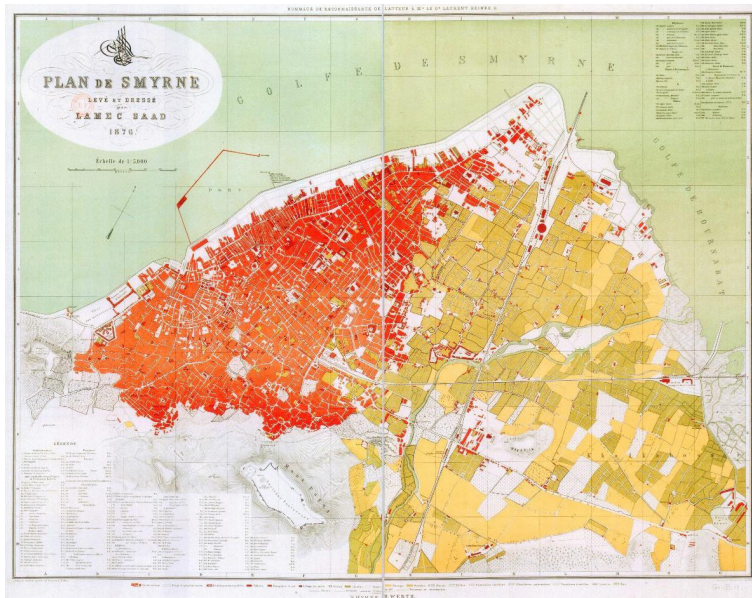


FIG. 7 City Map of İzmir, Lameec Saad Map, 1876. Source: APIKAM

28 Cana Bilsel, "Modern Bir Akdeniz Metropolüne Doğru," in *İzmir 1830-1930 Unutulmuş Bir Kent mi? Bir Osmanlı Limanından Hatıralar*, ed. Marie-Carmen Smyrnelis. Trans. Işık Ergüden (İstanbul: İletişimYayıncıları, 2008), 146.

The major contributors of this economic growth were port cities and some inner centers that junction point of caravan roads. Correspondingly, Serçe defines Ottoman 1860s as years when accelerating and widespread movement of modernization starting with the Tanzimat.<sup>29</sup>

The understanding of local government also works in a way that serves the authority, not depending on the democracy of the local, like the European municipality that came into play during the Tanzimat period.<sup>30</sup> As mentioned before, the reforms were implemented simultaneously with Istanbul by the authorities, who saw the city of İzmir as a showcase opening to the West. Depending on the rapidly increasing population of İzmir during the 19th century enormous growth of the settlement area, the inadequacy of urban services revealed. At the request of western capitalists from Ottoman administration, in November 1867, municipality was established in İzmir.

According to Henk, 19th-century innovations forced the separation of city and port, with newly constructed linear quays, warehouses, and railroad stations for loading and unloading.<sup>31</sup> In that sense to improve trade roads for quick delivery and profit, Europeans were willing to construct and to get operating rights of railways in Ottoman Empire. As the veteran urban planner Tekeli points out, the settlement structure of a region is morphologically dependent on products and transportation infrastructure, state policies and international relations.<sup>32</sup>

İzmir as a city and its morphological characteristics are heavily affected by the surplus and the ways of transportation of this surplus.

In this way, firstly, four English entrepreneurs obtained a concession from the Ottoman Empire for the construction of a railway between İzmir and Aydın on September 23 in 1956 and the central station of the railway was established in Punta where outside of the city center in 1858.<sup>33</sup>

In 1859 two merchants from Europe obtained a concession from the Ottoman Empire for a second railway construction. This construction started with the establishment of British company that named Smyrna-Cassaba Railway Company (Compaigne de Chemin de Fer Smyrne Casaba) in 1863.<sup>34</sup> The development of this transportation system that links İzmir to the fertile lands of the Western Anatolia has made city as a center of

29 Erkan Serçe, *Tanzimattan Cumhuriyet'e İzmir'de Belediye 1868-1945* (İzmir: Dokuz Eylül Yayıncılık, 1998): 33.

30 Hasan Taner Kerimoğlu, "19. Yüzyılda Reformlar ve İzmir," *İzmir Kent Ansiklopedisi*, Tarih, 2(2013): 82.

31 Driessen, "Mediterranean Port Cities: Cosmopolitanism Reconsidered," 131.

32 Tekeli, "Ege Bölgesi'nde Yerleşme Sisteminin 19. Yüzyıldaki Dönüşümü," *Ege Mimarlık* III, no. 4 (1992): 79.

33 Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 148.

34 Leon Kontente, "İzmir: The Changing Face of a City," in *Smyrna in the 18th and 19th Centuries: A Western Perspective* (Arkas Sanat Merkezi, İstanbul: Mas Matbaacılık 2013), 113.



attraction for the products of the entire region.<sup>35</sup> İzmir in Turkey became a port of a world-wide transportation hub of raw materials and natural resources, and like them, changes in the built environment of the city and its hinterland occurred after the careful selection of its railway routes.



FIG. 8 Map of Joseph Meyer, Late 19th Century. Source: ARKAS

In 1865, when the first phase of this line opened between İzmir and Manisa, İzmir was the only city in the Empire to have a railroad. These railways not only privatize the city in the international and national arena, but also develop the suburbs reached by the railway. Accordingly, Bornova and Buca have become accessible suburbs during the day. In addition to them, Kontente asserts that Karşıyaka, located in the north of the bay, shows great development with the railway and regular ferry services.<sup>36</sup>

With the urbanization transformation that started in the second half of the 19th century, not only the appearance of the city but also its economic function changed radically. The renovation of İzmir's old wooden port and wharf has been on the agenda since the 1860s. Kütükoğlu explains that the aim is to establish the relationship of the city with its hinterland faster and there is no port city around the empire with regular port facilities.<sup>37</sup>

35 Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 150.

36 Ibid., 114.

37 Mübahat Kütükoğlu, "İzmir Rıhtımı İnşaatı ve İşletme İmtiyazı," *Tarih Dergisi* 32 (1979): 495.

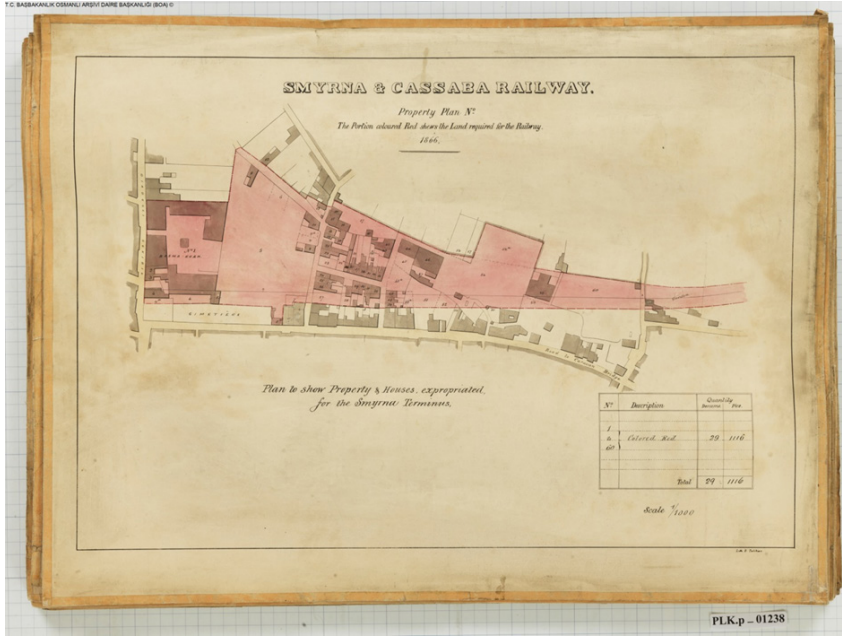


FIG. 9 Plan of İzmir-Kasaba Railway N.O, 1866. Source: COA

In this context, not only the European entrepreneurs, but also the travelers who visited the city with the help of the frequent steamboat trips, emphasized the need for a modern public pier instead of the trade-intensive Frenk Street, which almost impedes the relationship with the sea.<sup>38</sup> It can be said that both healthy trade and public use of the sea are prevented by the rows of buildings leaning against the sea. The management, aware of the problem, has also put the construction of a new dock on its agenda and first started to sell 15 meters from the structure to the sea.<sup>39</sup> The buyer of the land from the sea had to fill it in a certain period, otherwise state transferred the right. However, this method has been shelved, especially since it will help foreign merchants with capital to expand their business to the sea.

The old wharf was not suitable for large tonnage ships. Coal storage and suitable berths were also needed for the steamships that were beginning to appear on the seas.<sup>40</sup> (Fig. 9) In November 1867 after an earthquake, the existing service area became dysfunctional. Three Englishman J. Charmad, A.Baker and G. Guerracino dealt with Ottoman Ministry of Commerce and Public Works in the 27th of November by settling the firm Société des Quais de Smyrne.<sup>41</sup> The results of the work carried out by a British engineer, modeled on the Dussaud Brothers company from Marseille, and consisting of the construction of docks, a tram line along the entire coast, a sewage system and a 240-meter breakwater, were rejected

38 Rauf Beyru, 19. *Yüzyılda İzmir Kenti*, (İstanbul: Literatür Yayınları, 2011), 348.

39 Ibid, 349.

40 Kontente, "İzmir: The Changing Face of a City," 114.

41 Atay, *Tarih İçinde İzmir*, 94.

because they did not give the desired image.<sup>42</sup> According the authorities Joseph and Elie Dussaud were competent and reliable as they built the ports of Marseille, Trieste, Cherbourg.<sup>43</sup>



FIG. 10 Photo of İzmir Quay ca 1870s, Alphonse Rubellin. Source: APIKAM

In time, the Dussaud brothers took control of this wharf construction and merged with it in a short time, at the suggestion of the French consul, in which it was a capital partner.<sup>44</sup> Korkut evaluates this concession as an exemplary build-operate-transfer method that consist of the franchisee company's liability at the entrances and exits and the ownership of the entire land to be acquired from the sea belong to the company.<sup>45</sup> The quay will be built on the filled area and the company will be authorized to construct buildings on the filled lands during the concession period. At the end of the period, the dock and the facilities on it would be left to the state free of charge.<sup>46</sup> It is important to give the information that after operating 57 years, company assigned the docks to the Turkish government in 1933.<sup>47</sup> In February 1876 the construction of port and breakwaters were completed, according to Kontente, when the perfection of the pier, the superiority of its technical features and the success it creates in the urban plan are added, it is praised both nationally and internationally (Fig. 10).<sup>48</sup>

42 Kontente, "İzmir: The Changing Face of a City," 114.

43 Vılma Hastaaoglu-Martinidis, "Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme" *Osmanlılardan Günümüze Doğu Akdeniz Kentleri*, edited by Biray Kolluoğlu and Meltem Toksöz (İstanbul: Türkiye İş Bankası Yayınları,, 2015), 102.

44 Kontente, "İzmir: The Changing Face of a City," 114.

45 Cevat Korkut, *Belgelerle İzmir Rıhtım İmtiyazı* (İzmir: Doğaşan Ofset, Kemeraltı, 1992), 39.

46 Ibid., 26.

47 Kütükoğlu, "İzmir Rıhtımı İnşaatı ve İşletme İmtiyazı," 551.

48 Kontente, "İzmir: The Changing Face of a City," 114.

Likewise, Bilsel evaluates the port as a real achievement both in technical sense and at the level of urbanism.<sup>49</sup> The harbor had modern façades and service facilities including trams between Konak and Punto, 4 km distance continuous port and Kordon promenade additionally a modern drainage system.<sup>50</sup> Construction of port made İzmir harbor more useful for commercial vessels.<sup>51</sup>

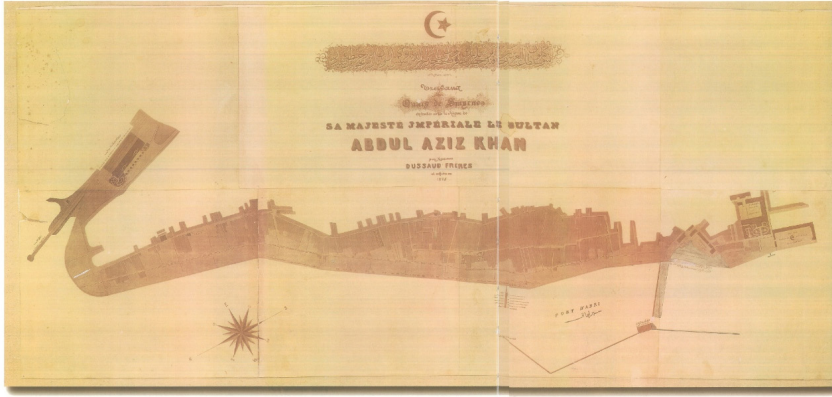


FIG. 11 Map of New Quay in 1875. Source: COA

Increased flow and capital gave speed to many attempts at modernization. Building wharves and regulating ports was one of the motivations of both the state and the merchants. As can be seen from the regulatory proposal in Fig. 11, parcels were quite linear and narrow, especially before the infilling of the coast. The new ones were relatively balanced multi-rectangular shapes with a rectangle. According to Ünlü, in line with the disconnected nature of modern projects, the new spaces produced for commercial necessities target a new spatial order instead of paying attention to the texture or trace of the past.<sup>52</sup> As Fig. 12 shows, the city was trying to formally comply with these innovations.

49 Bilsel, "Modern Bir Akdeniz Metropolüne Doğru," 154.

50 Rauf Beyru explains all the objections and revaluation moves between the company and the management during the construction process, and about the tariffs after the completion of the pier, with the support of newspaper reports. Please see his book, *19. Yüzyılda İzmir Kenti* page 347-358.

51 Kütükoğlu, "İzmir Rıhtımı İnşaatı ve İmtiyazı," 503.

52 Tülin S. Ünlü, "Modernleşme ve Doğu Akdeniz Liman Kentlerinde Planlama Pratikleri: İzmir ve Selanik Örnekleri Üzerinden Bir Değerlendirme," in *İzmir Belediyesinin 150. Kuruluş Yıldönümünde Uluslararası Yerel Yönetimler Demokrasi ve İzmir Sempozyumu*, Akdeniz Akademisi proceedings, (2019): 45.





FIG. 12

General view showing quay after construction, Sebah and Joailier. Source: SALT Research

## Conclusion

This article has proposed to understand the transformation of İzmir as a port city aspect of mega form. In this respect, the port is a physical space that is directly related to the sea besides it is a social space and is constructed out of the competition between the power groups that put order to the waterfront through its regulations, institutions, investments, and the cosmopolitan community of İzmir that makes the city alive. In terms of the dynamics and structural interventions that shape (change and transform) the city, ruptures and continuities the city has been studied with a particular focus on the 19th century. İzmir, one of the first modernizing and pioneering cosmopolitan cities of the Ottoman Empire, was transformed by the interventions of the central government along with trade agreements and Western initiatives after it became an international port. In this way, according to the conceptual and theoretical perspective of this dissertation, the state, European entrepreneurs and all imperial subjects living in the city were holders of a right to shape the port area of this semi-peripheral city, which experienced all the innovations of the 19th century almost together with Europe.

According to Smyrnelis, the construction of two railways, the construction of two railway station buildings in the city center, the renovation of the port, the tram line connecting the north and south of the city, and the construction of main roads that would connect İzmir with the surrounding provinces would turn İzmir into the “Little Paris of the East”, as travel-

ers called it.<sup>53</sup> The general layout of city shows that in addition to these two mega railway projects there are some supporting projects (Fig. 13).<sup>54</sup> Trams used for urban transportation can be included in this group.

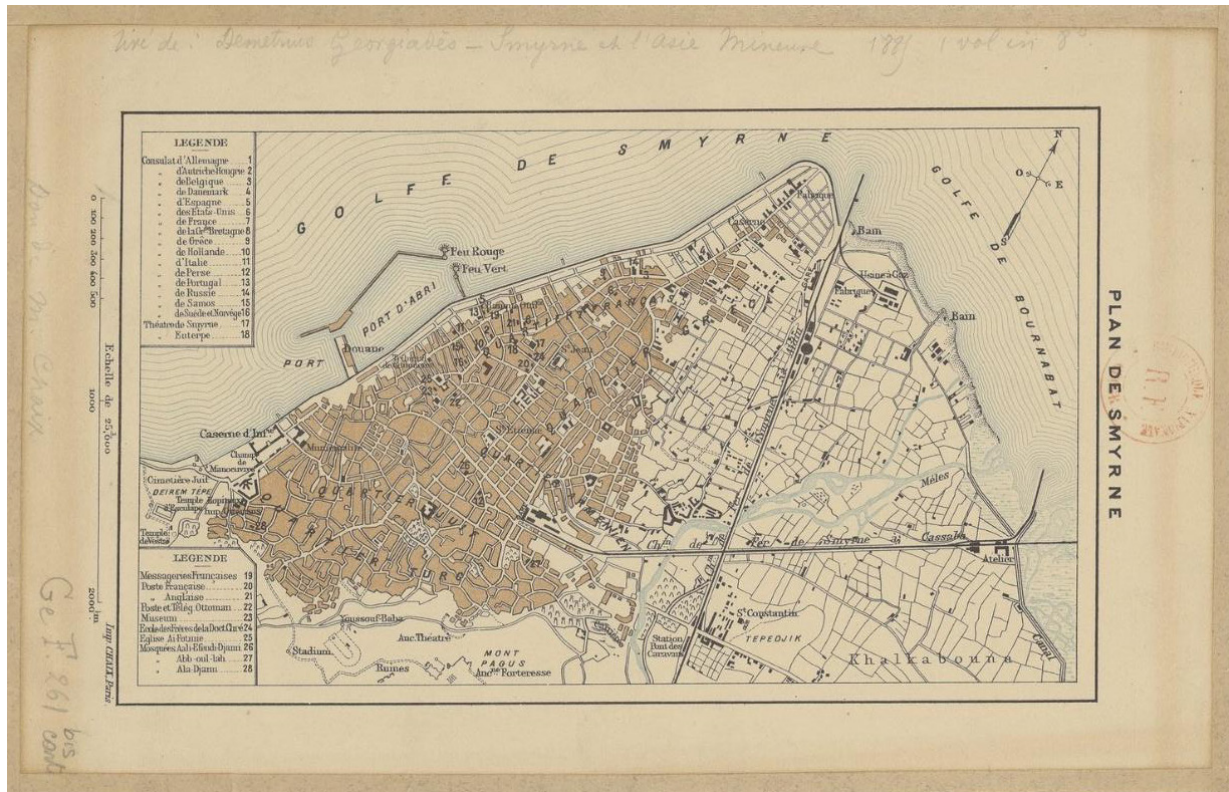


FIG. 13 Plan of Smyrna, Geogiades Demetrios ca. 1800. Source: Gallica

In this framework, it is easily understood that the changes İzmir experienced as a city in terms of the construction of ports, drainage and irrigation facilities, railways, stations, railway ancillary facilities for factories, warehouses and other facilities for the direct loading and unloading of trade, as well as domestic settlements, hospitals, schools, and clubs were part of the process of political and social organization for Eurocentric capitalism. It is important to emphasize that the development of the built environment in and around İzmir is crucial for the holistic understanding of the city's history. Beyru claims that the main reason for the acceleration of all these innovative movements was the law enacted on June 15, 1867, which gave foreigners the right to own property.<sup>55</sup> With the increase in the volume of products brought from the hinterland with the construction of the railways, most of the goods to be exported had to reach the customs in the shortest time. It was no longer possible for the products left at the stations to be transported to ships by camel caravans as seen in

53 Marie-Carmen Smyrnelis, "Urban Space in Smyrna in the 18th and 19th Centuries," in *Smyrna in the 18th and 19th Centuries: A Western Perspective* (Arkas Sanat Merkezi, İstanbul: Mas Matbaacılık 2013), 104.

54 For map please visit <https://gallica.bnf.fr/ark:/12148/btv1b550111284/f1.item.zoom> author accessed in 15.11.2019

55 Beyru, *19. Yüzyılda İzmir Kenti*, 350.



the photo (Fig. 14). The foreign and Levantine merchants, who had almost all the import and export business and whose activities were further increased by the construction of railroads and wharves, were interested in the construction of wide roads that would connect the railway station and the wharf. In addition to these investments, a district of banks, insurance companies and shipping companies began to develop in İzmir in the mid-1860s.<sup>56</sup>



FIG. 14 İzmir Pasaport region, showing camel carriers ca 1880s. Source: APIKAM

It is important to note that İzmir is no longer any different from its European contemporaries in terms of urban investments. Besides modern hospitals and schools, it even has a museum called Grand Cabinet d'Antiquites where sculptures and reliefs are exhibited.<sup>57</sup> This transformation in a short time, which 50 years ago lived to the rhythm of the caravans, is proof of

56 Çınar Atay, *İzmir'in İzmir'i*, (İzmir: Ege Sanayicileri ve İş Adamları Derneği, 1993), 152.

57 Kontente, "İzmir: The Changing Face of a City," 116.

the city's dynamism, which goes beyond all rules.

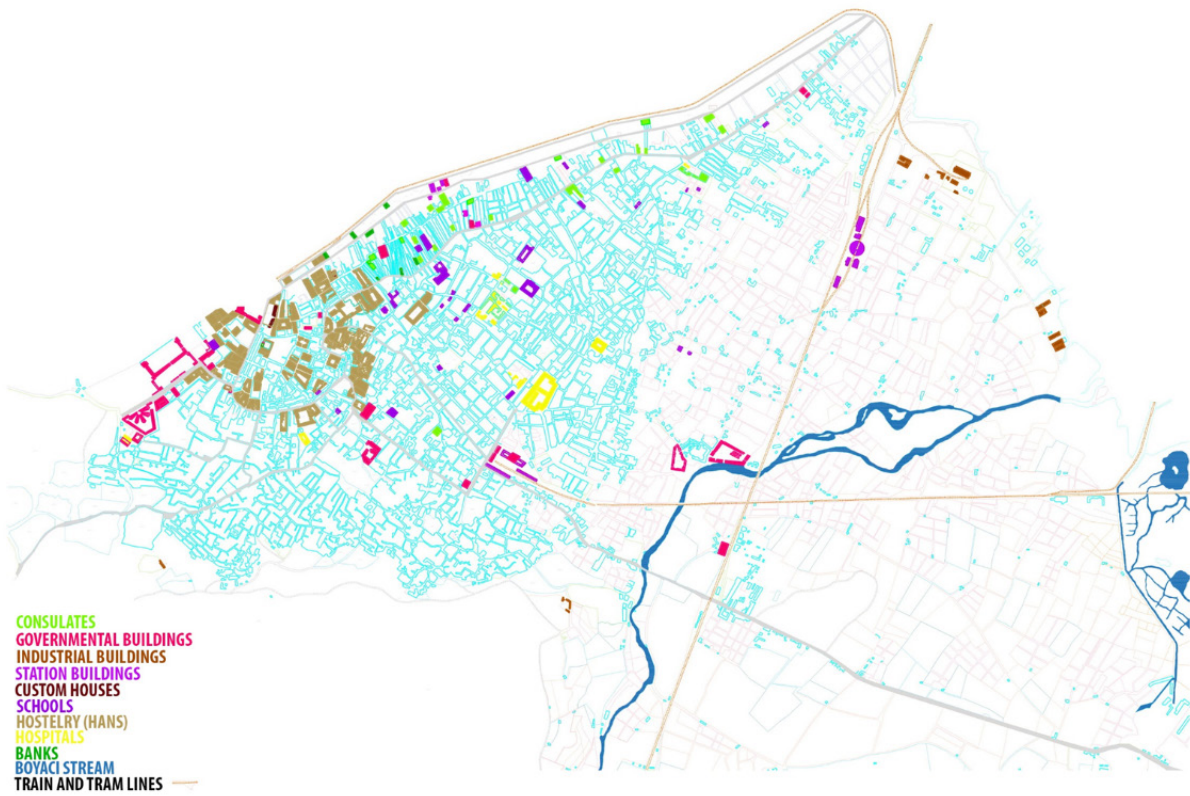


FIG. 15 Functional Analysis of İzmir in 19th century. Produced according to Storari and Saad's map by the author



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